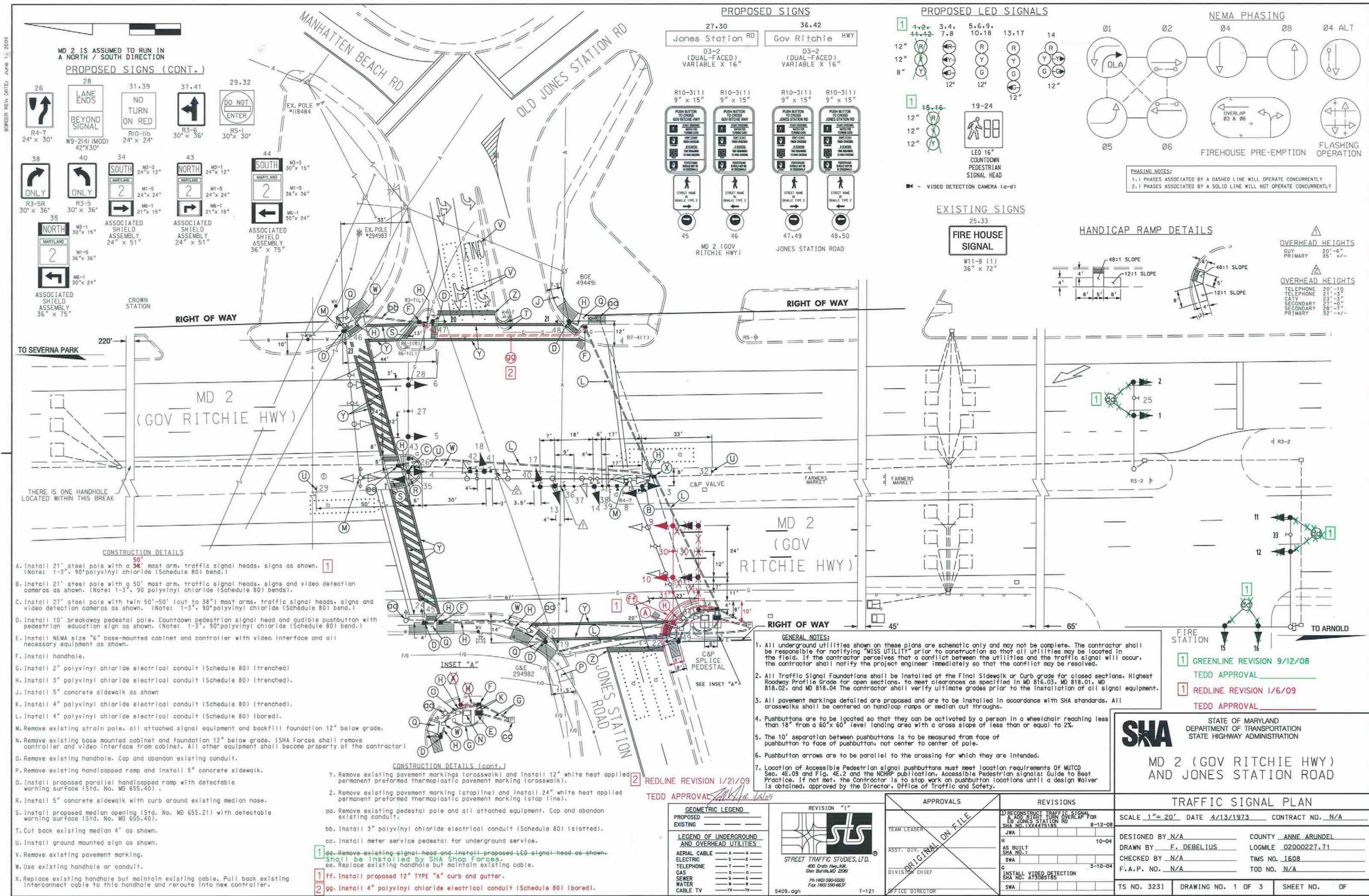


DRILL HOLES

DRILL HOLES

DRILL HOLES



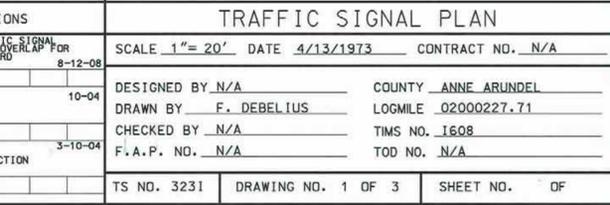
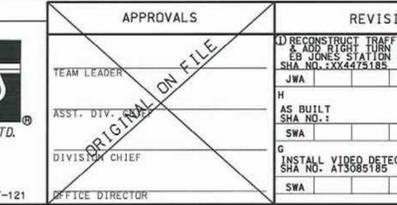
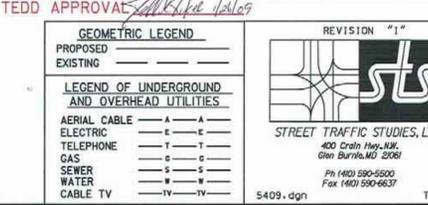
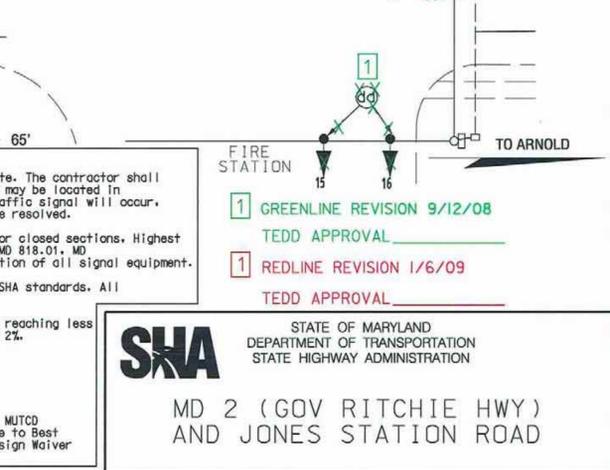
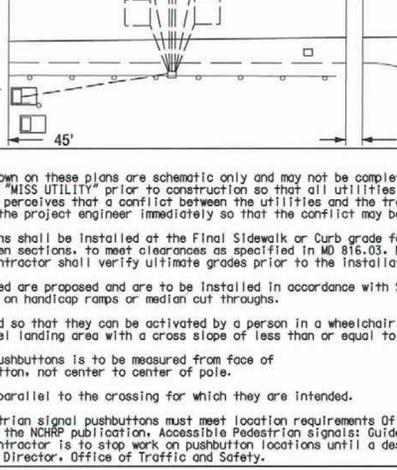
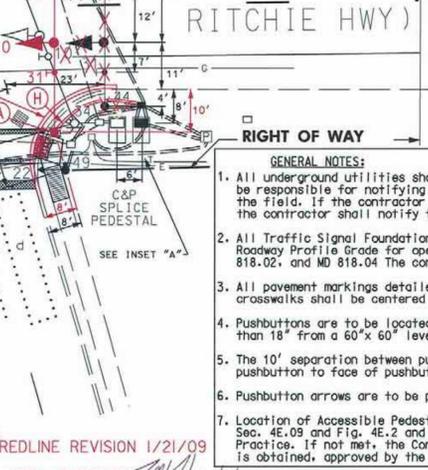
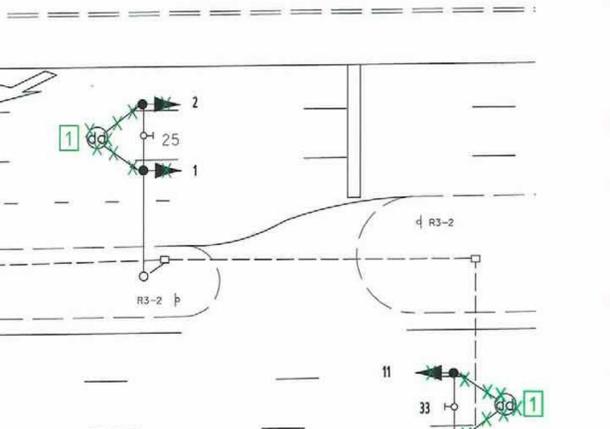
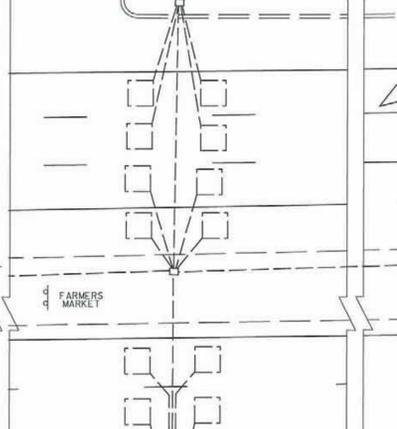
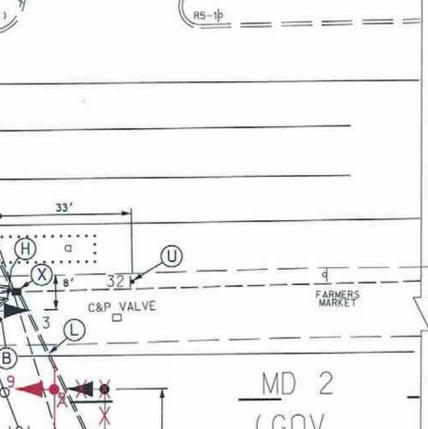
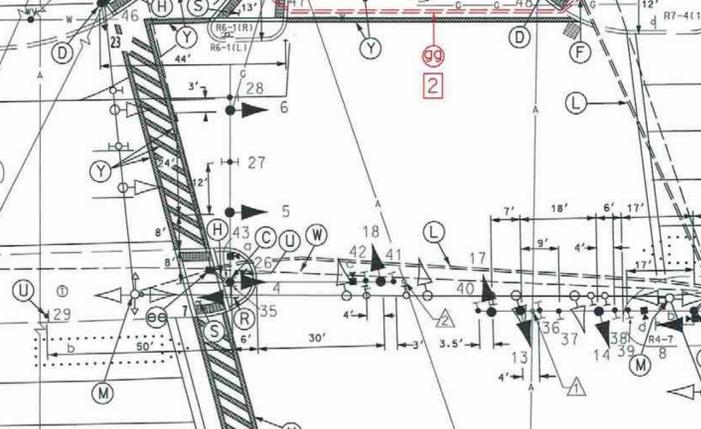
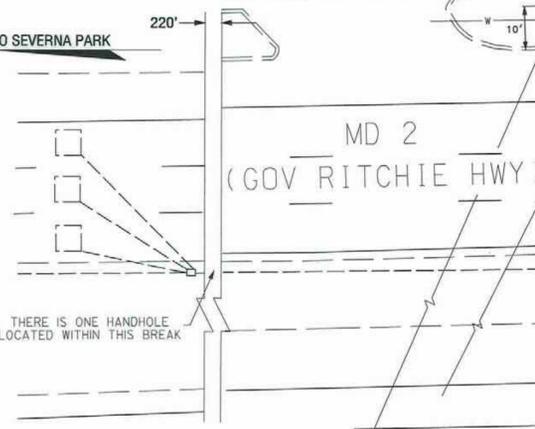
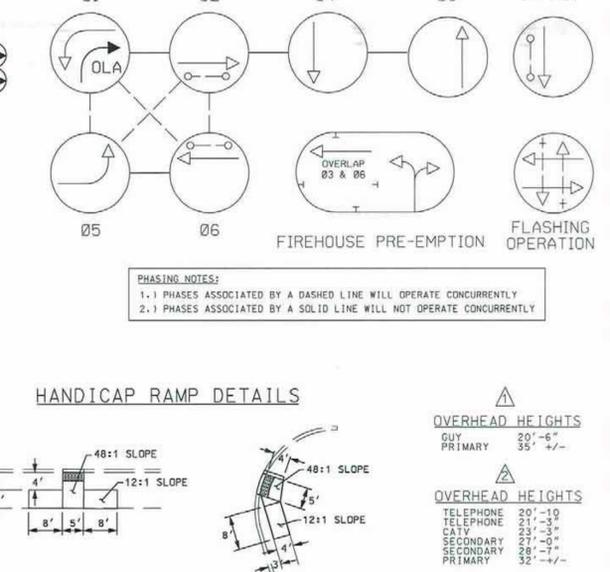
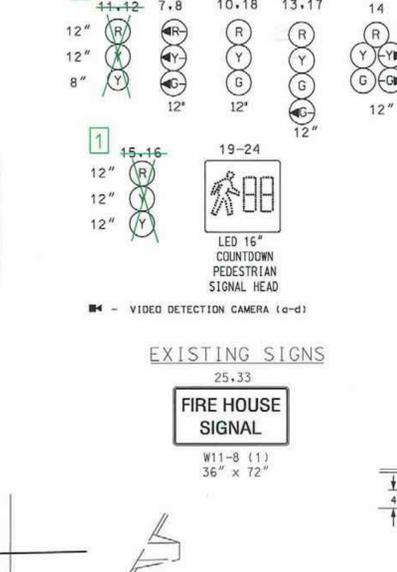
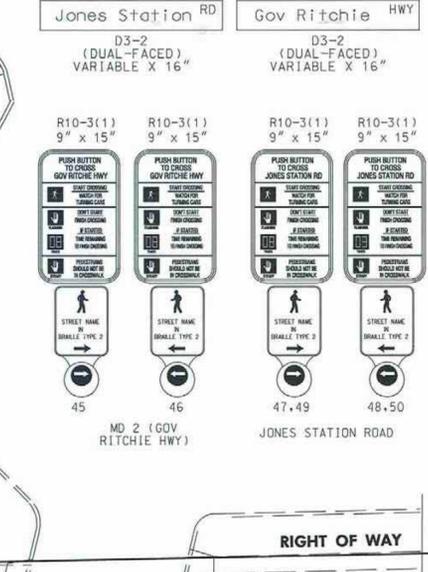
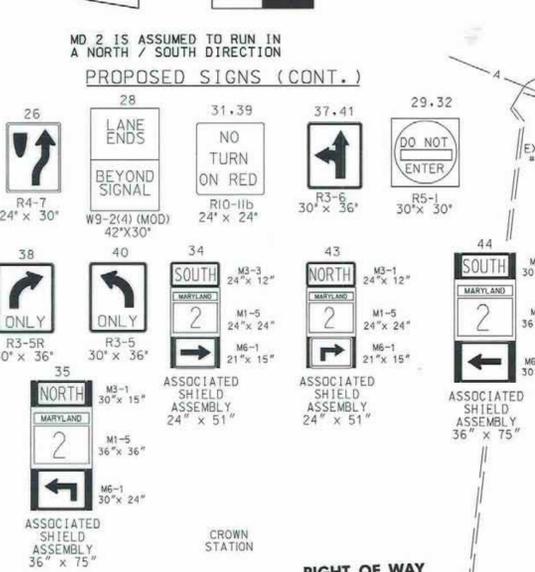
BORDER REV. DATE: June 11, 2004

TO SEVERNA PARK

THERE IS ONE HANDHOLE LOCATED WITHIN THIS BREAK

CONSTRUCTION DETAILS

CONSTRUCTION DETAILS (cont.)



GENERAL NOTES:

- All underground utilities shown on these plans are schematic only and may not be complete. The contractor shall be responsible for notifying "MISS UTILITY" prior to construction so that all utilities may be located in the field. If the contractor perceives that a conflict between the utilities and the traffic signal will occur, the contractor shall notify the project engineer immediately so that the conflict may be resolved.
- All Traffic Signal Foundations shall be installed at the Final Sidewalk or Curb grade for closed sections. Highest Roadway Profile Grade for open sections, to meet clearances as specified in MD 816.03, MD 818.01, MD 818.02, and MD 818.04. The contractor shall verify ultimate grades prior to the installation of all signal equipment.
- All pavement markings detailed are proposed and are to be installed in accordance with SHA standards. All crosswalks shall be centered on handicap ramps or median cut throughs.
- Pushbuttons are to be located so that they can be activated by a person in a wheelchair reaching less than 18" from a 60"x 60" level landing area with a cross slope of less than or equal to 2%.
- The 10' separation between pushbuttons is to be measured from face of pushbutton to face of pushbutton, not center to center of pole.
- Pushbutton arrows are to be parallel to the crossing for which they are intended.
- Location of Accessible Pedestrian signal pushbuttons must meet location requirements of MUTCD Sec. 4E.09 and Fig. 4E.2 and the NCHRP publication, Accessible Pedestrian Signals: Guide to Best Practice, if not met, the contractor is to stop work on pushbutton locations until a design waiver is obtained, approved by the Director, Office of Traffic and Safety.

1 GREENLINE REVISION 9/12/08  
TEDD APPROVAL

1 REDLINE REVISION 1/6/09  
TEDD APPROVAL

**SHA** STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

MD 2 (GOV RITCHIE HWY)  
AND JONES STATION ROAD

GEOMETRIC LEGEND		REVISIONS							
PROPOSED	---	1	RECONSTRUCT TRAFFIC SIGNAL AND RIGHT TURN OVERLAP FOR GOV RITCHIE HWY AND JONES STATION RD						
EXISTING	---	2	INSTALL VIDEO DETECTION						
LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES		APPROVALS							
AERIAL CABLE	---	TEAM LEADER							
ELECTRIC	---	ASST. DIV. CHIEF							
TELEPHONE	---	DIVISION CHIEF							
GAS	---	OFFICE DIRECTOR							
SEWER	---	<table border="1"> <tr> <td>DATE</td> <td>APPROVED</td> </tr> <tr> <td>8-12-08</td> <td>JWA</td> </tr> <tr> <td>3-10-04</td> <td>SWA</td> </tr> </table>		DATE	APPROVED	8-12-08	JWA	3-10-04	SWA
DATE	APPROVED								
8-12-08	JWA								
3-10-04	SWA								
WATER	---	<p>DESIGNED BY N/A COUNTY ANNE ARUNDEL</p> <p>DRAWN BY F. DEBELIUS LOGMILE 02000227.71</p> <p>CHECKED BY N/A TMS NO. 1608</p> <p>F.A.P. NO. N/A TOD NO. N/A</p>							
CABLE TV	---	<p>SCALE 1"=20' DATE 4/13/1973 CONTRACT NO. N/A</p> <p>TS NO. 3231 DRAWING NO. 1 OF 3 SHEET NO. OF</p>							

STREET TRAFFIC STUDIES, LTD.  
400 Crain Hwy., N.W.  
Glen Burnie, MD 21061  
Ph (410) 590-5500  
Fax (410) 590-6637

PLOTTED: MONDAY, JANUARY 26, 2009 AT 08:24 AM  
FILE: CAMD 2 AT JONES STATION 1.DWG