

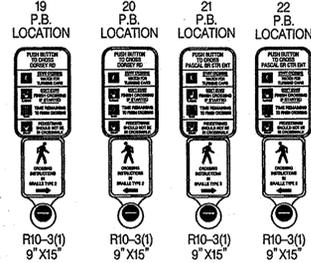
DETAIL "A"  
SCALE: 1"=10'

PROPOSED SIGNALS

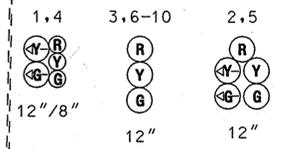


MD 176 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

PROPOSED SIGNS



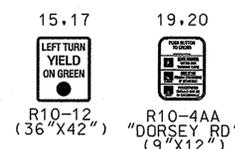
EXISTING SIGNALS



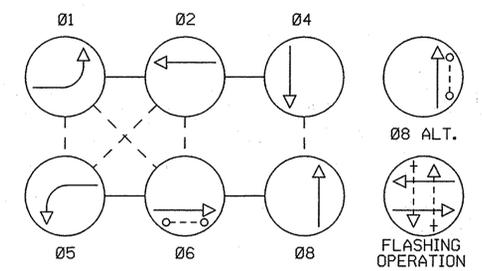
EXISTING SIGNALS TO BE REMOVED



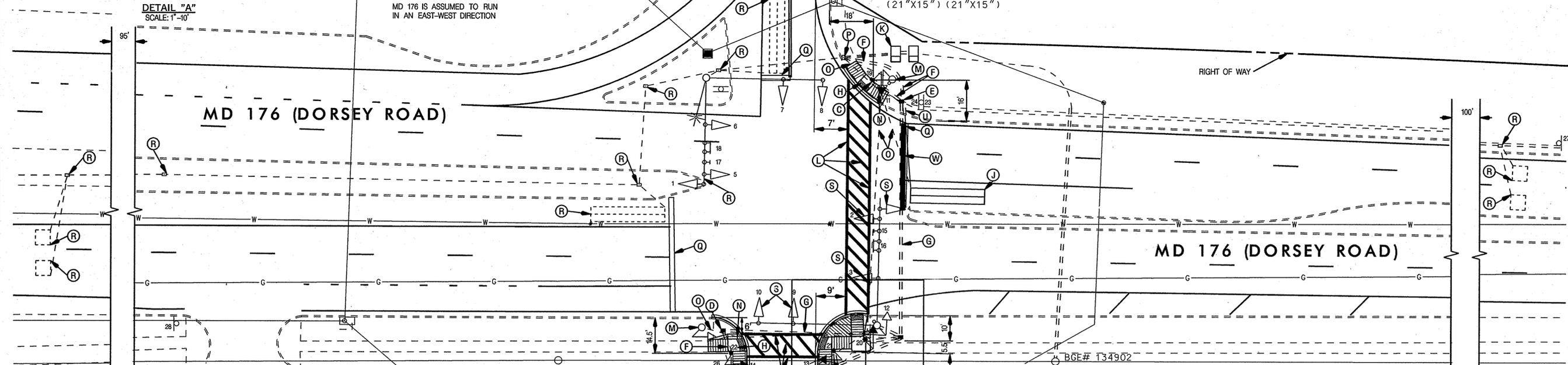
EXISTING SIGNS TO BE REMOVED



NEMA PHASING



NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



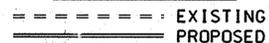
CONSTRUCTION NOTES

- A INSTALL 10 FOOT BREAKAWAY PEDESTAL POLE WITH BREAKAWAY COUPLING AND MODIFIED CONCRETE FOUNDATION WITH 16 INCH COUNTDOWN PEDESTRIAN SIGNAL HEAD, NEW AUDIBLE TACTILE PUSH BUTTON SYSTEM WITH VIBRATING ARROW AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS PASCAL SR CNTR ENTR". (NOTE: ONE 3 INCH SCHEDULE 80 PVC 90 DEGREE ELBOW IN BASE).
- B REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND PUSH BUTTON.
- C INSTALL 10 FOOT BREAKAWAY PEDESTAL POLE WITH BREAKAWAY COUPLING AND MODIFIED CONCRETE FOUNDATION WITH 16 INCH COUNTDOWN PEDESTRIAN SIGNAL HEAD, NEW AUDIBLE TACTILE PUSH BUTTON SYSTEM WITH VIBRATING ARROW AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS DORSEY RD". (NOTE: ONE 3 INCH SCHEDULE 80 PVC 90 DEGREE ELBOW IN BASE).
- D INSTALL NEW HANDHOLE.
- E DISCONNECT INTERCONNECT CABLE FROM CONTROLLER AND PULL BACK TO NEXT ADJACENT HANDHOLE TO THE EAST. LOCATE EXISTING CONDUIT INTERCONNECT CONDUIT AND INSTALL NEW HANDHOLE ONTO EXISTING CONDUIT. EXTEND INTERCONNECT THROUGH NEW CONDUIT AND HANDHOLE AND RECONNECT TO EXISTING CONTROLLER.
- F INSTALL 3 INCH SCHEDULE 80 PVC CONDUIT - TRENCHED PRIOR TO SIDEWALK AND ADA RAMP CONSTRUCTION. WHEN EXISTING SIDEWALK IS IMPACTED, REPLACE SIDEWALK AS NEEDED.
- G INSTALL 4 INCH SCHEDULE 80 PVC CONDUIT - DIRECTIONALLY BORED. WHEN EXISTING SIDEWALK IS IMPACTED, REPLACE SIDEWALK AS NEEDED.
- H SEE SITE PLAN FOR NEW SIDEWALK AND RAMP CONSTRUCTION. SIDEWALK RAMPS SHALL BE INSTALLED ACCORDING TO SHA STANDARD NO. MD 655.02 AND DETAILS.
- J INSTALL 6' X 30' QUADRUPLE TYPE (3-6-3) LOOP DETECTOR ENCASED IN 1/4" FLEXIBLE TUBING.
- K INSTALL APSCPS CONTROL EQUIPMENT IN THE EXISTING GROUND-MOUNTED CONTROLLER CABINET.
- L INSTALL 12 INCH WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK.
- M REMOVE EXISTING PEDESTAL POLE, PEDESTRIAN SIGNAL HEAD, PUSHBUTTON, SIGN, AND FOUNDATION ONE FOOT BELOW GRADE.
- N REMOVE EXISTING HANDHOLE.
- O CAP AND ABANDON EXISTING CONDUIT.
- P INSTALL NEW CONDUIT INTO EXISTING HANDHOLE.
- Q EXISTING PAVEMENT MARKINGS TO REMAIN.
- R EXISTING EQUIPMENT TO REMAIN.
- S REWIRE EXISTING SIGNAL EQUIPMENT THROUGH NEW CONDUIT AND HANDHOLES TO EXISTING CONTROLLER CABINET.
- T INSTALL 10 FOOT BREAKAWAY PEDESTAL POLE WITH BREAKAWAY COUPLING AND MODIFIED CONCRETE FOUNDATION WITH 16 INCH PEDESTRIAN COUNTDOWN SIGNAL HEAD, NEW AUDIBLE TACTILE PUSH BUTTON WITH VIBRATING ARROW AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS DORSEY RD". (NOTE: ONE 3 INCH SCHEDULE 80 PVC 90 DEGREE ELBOW IN BASE).
- U INSTALL 1 INCH RIGID STEEL CONDUIT, SCHEDULE 40 GALVANIZED SLEEVE. WHEN EXISTING SIDEWALK IS IMPACTED, REPLACE SIDEWALK AS NEEDED.
- V INSTALL CONDUIT BEND INTO EXISTING FOUNDATION AND CONNECT TO NEW CONDUIT
- W REINSTALL 24 INCH WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR STOP LINE AT EXISTING LOCATION.

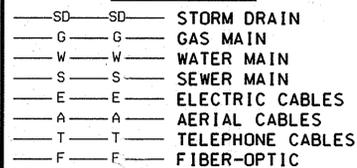
GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
2. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
3. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
5. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
6. 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, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
7. THE CONTRACTOR SHALL CONTACT ED RODENHIZER AT THE SIGNAL SHOP (410)787-7850 TO DELIVER APS EQUIPMENT FOR TESTING.
8. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60"X60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
9. THE 10 FOOT SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
10. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
11. LOCATION OF THE ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2 AND 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.

GEOMETRIC LEGEND



UTILITY LEGEND



PASCAL SENIOR CENTER ENTRANCE

MONSIGNOR SLADE SCHOOL ENTRANCE

REVISION 'A' CONSULTANT

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APPROVALS

TEAM LEADER: ORIGINAL

ASST. DIR. CHIEF: ON

DIVISION CHIEF: FILE

OFFICE DIRECTOR: [Signature]

REVISIONS

SCALE: 1"=20' DATE: 4/5/93 CONTRACT NO.: AA-893-251-572

DESIGNED BY: T. ZAYDEL COUNTY: ANNE ARUNDEL

DRAWN BY: J. WEAVER LOGMILE: 02017606.67

CHECKED BY: M. RUCKER T.J.M.S. NO.: J056

F.A.P. NO.: MJA T.S. NO.: 3359A

DRAWING NO.: OF SHEET NO.: 1 OF 2

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

OFFICE OF TRAFFIC & SAFETY  
 TRAFFIC ENGINEERING DESIGN DIVISION

**MD 176 (DORSEY ROAD) AT PASCAL SENIOR CENTER / MONSIGNOR SLADE SCHOOL**  
 GLEN BURNIE, MARYLAND

**TRAFFIC SIGNAL PLAN**