



APS NOTES:

1. 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%.
2. The 10' separation between pushbuttons is to be measured from face of pushbutton, not center to center of pole.
3. Pushbutton arrows are to be parallel to the crossing for which they are intended.
4. 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.
5. APS will function as follows:

TO CROSS MD 176 (DORSEY ROAD)

- a. When pedestrian locates and presses the pushbutton for an extended time, the pushbutton unit will announce the following message "Wait to cross Dorsey at WB&A; Wait."
- b. When the WALK phase begins, the pushbutton unit will provide a rapid tick which will last for the duration of the WALK phase.

TO CROSS WB&A ROAD

- a. When pedestrian locates and presses the pushbutton for an extended time, the pushbutton unit will announce the following message "Wait to cross WB&A at Dorsey; Wait."
- b. When the WALK phase begins, the pushbutton unit will provide a rapid tick which will last for the duration of the WALK phase.

CONSTRUCTION DETAILS

- A. Remove existing macadam landing pad and multi-use path area and install concrete landing pad. The mouth of the landing pad is to be 8' wide and align with the east side of the existing crosswalk.
- B. Remove 5' x 7' macadam area and install 5' x 7' concrete pad. (Maximum 12:1 slope)
- C. Remove existing depressed curb and gutter and macadam pad and install concrete pad as shown. Western most edge of concrete pad is to align with the extension of the existing crosswalk as shown.
- D. Install standard Type "A" combination curb and gutter (Standard No. MD 620.02)
- E. Remove existing curb and gutter section and install pedestal pole foundation and new standard type "A" combination curb and gutter (Standard No. MD 620.02)
- F. Install 8" back curb as shown.
- G. Install detectable warning surface (Std NO. MD 655.40).
- H. Sawcut existing macadam and tie in concrete pad with existing macadam path.
- J. Tie new curb to existing curb at joint.
- ~~K. Install standard Type "A" combination curb and gutter (Standard No. MD 620.02). Slope grade from grade to 3" height in 3' with 6" of 3" curb and slope back to grade in 3'. There is a 2' back slope from the back of the curb to the 48:1 landing area.~~
- L. Install standard Type "A" combination curb and gutter (Standard No. MD 620.02) (depressed)
- M. Sawcut existing macadam path and tie into macadam with proposed 5' x 9' concrete transition pad.
- N. Install 5' x 7' concrete transition area.
- O. Sawcut existing macadam path and tie into macadam with proposed 5' x 7' concrete transition pad.
- P. Remove 5' x 7' macadam area and install 5' x 9' concrete pad. (Maximum 12:1 slope)
- Q. Remove existing macadam pad and backfill, mulch and seed.
- R. Remove 3' x 8' macadam area and install 3' x 8' concrete pad. (Maximum 12:1 slope)
- S. Remove 8' x 8' macadam area and install 8' x 8' concrete pad. (Maximum 12:1 slope)

[Signature]
 REDLINE REVISION NO. 1
 4/25/13

GEOMETRIC LEGEND	
PROPOSED	_____
EXISTING	_____

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES	
AERIAL CABLE	A _____
ELECTRIC	E _____
TELEPHONE	T _____
GAS	G _____
SEWER	S _____
WATER	W _____
CABLE TV	TV _____

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SHA STATE OF MARYLAND
 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 OFFICE OF TRAFFIC & SAFETY
 TRAFFIC ENGINEERING DESIGN DIVISION
 MD 176 (DORSEY ROAD) AT W.B. & A. ROAD
 HANOVER, MARYLAND

DETAIL SHEET

SCALE 1" = 10' DATE 4/25/13 CONTRACT NO. XX1395185

DESIGNED BY	A. BEKELE	COUNTY	ANNE ARUNDEL
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F.A.P. NO.		TOD NO.	

TS NO. 3248C DRAWING 2 OF 3 SHEET NO. 11 OF 33