



May 31, 2018

Mr. Michael Cain
Mascaro Construction Company LP
1720 Metropolitan Street
Pittsburgh, PA 15233

Attn: Mr. Wayne Schrader

Long Term Pedestrian Detour Traffic Control Permit Package

The following package will include a street closure request permit to cover the long term pedestrian detour for the construction duration of the federal courthouse starting June 1st, 2018 and to be finished in 2021. The construction of the federal courthouse will close sidewalks along the perimeter of the project site which is along North 6th Street, Reily Street, and North 7th Street. This construction will also cause four signalized cross walks to be closed at two intersections. The contractor will use the following long term PATA which can be found in the current PENNDOT publication 213.

- PATA 219 (Sidewalk and Crosswalk Closure; Pedestrian Detour)

A copy of this PATA is included in this submission along with the pedestrian traffic control plan. There are two signal permits in this package outlining the designated signs and signals to be bagged by the contractor for the federal courthouse construction duration. The 1st signal permit is located at the intersection of Reily Street and North 6th Street. The 2nd signal permit is located at the intersection of Reily Street and North 7th Street.

CITY OF HARRISBURG - BUREAU OF TRAFFIC & ENGINEERING

STREET CLOSURE REQUEST FORM

123 Walnut Street, Suite 212, Harrisburg, PA 17101

Phone: 717-255-3091 E-mail: streetcuts@harrisburgpa.gov

This request for permission to close a street within the City of Harrisburg must be completed and received by the city engineer for review at least 3 business days prior to the planned closure. The city engineer will inspect the location, review your detour and traffic control plans and approve or disapprove your request. Please note that you are responsible for the actual physical closure and must follow all city, state and federal regulations in respect to Work Zone Traffic Control. Refer to PennDOT Pub 213 (67 PA Code, Chapter 212). A Traffic Control plan must accompany this form showing detours and traffic control figures. It is your responsibility to notify all property owners within the affected closure area. It is also your responsibility to notify Harrisburg City Parking Enforcement (717-255-3141) and Standard Parking (717-234-2274) at least two days prior to closing for temporary no parking signs to be posted.

STREET NAME:	North 6th Street & Reily Street, Harrisburg, PA 17102		
STREET FROM:	North 7th Street TO North 6th Street		
STREET TO:	Harris Street TO Reily Street		
DATE FROM:	June,2018	TIME FROM:	Duration of project
DATE TO:	2021	TIME TO:	Duration of project
TYPE OF CLOSURE: COMPLETE, PARTIAL OR BOTH:	BOTH		
HAVE ALL RESIDENTS BEEN NOTIFIED?	YES	YES / NO	

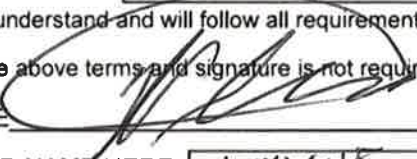
CONTRACTOR INFO: COMPANY NAME, CONTACT PERSON, ADDRESS, PHONE, E-MAIL, FAX ETC.	Mascaro Construction Company LP, Mr. Michael Cain, 1720 Metropolitan Street, Pittsburgh, PA 15233, Phone: 412.321.4901, Fax: 412.321.4922, E-mail: mcclp@mascaroconstruction.com
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CLOSURE INFO: REASON, LEFT, RIGHT OR CENTER LANES, OPEN DURING NIGHT HOURS ETC.	Construction of New Federal Courthouse at North 6th Street & Reily Street, Harrisburg, PA 17102 will require all sidewalks around the perimeter of the property to be closed during construction.
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DETOUR: USE BACK OF PAGE OR ADD TO THIS FORM IF MORE SPACE IS NEEDED	All pedestrian traffic will facilitate the detour outlined on the attached Traffic Control Plan.
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I have read, understand and will follow all requirements. By clicking on the green E-Mail button you agree with the above terms and signature is not required. If printing form you must sign here:



SIGNATURE: 
PRINT YOUR NAME HERE: WAYNE C. SCHAEFER

BELOW TO BE COMPLETED BY CITY OF HARRISBURG PERSONNEL

ADDED TO MAP:	
APPROVED BY:	
DATE SENT:	
COMMENTS:	

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PATA 219 (Old PATA 41) - Notes

1. When crosswalks or other pedestrian facilities are closed or relocated and there is not an alternate marked crossing within 300', an engineering and traffic study is required to determine the appropriate location of a temporary pedestrian crossing. PennDOT approval shall be obtained prior to installing a midblock crosswalk. Every temporary crossing shall be detectable and include accessibility features (curb ramps, landing areas, etc.) consistent with the features present in the existing pedestrian facility.

2. Parking is not permitted within 75' of a midblock crosswalk, unless a 6' to 8' curb extension is in place to improve pedestrian visibility.

3. Pedestrian traffic signal displays controlling closed crosswalks shall be covered and deactivated.

4. Only temporary traffic control devices related to pedestrians are shown. Other devices may be used to control vehicular traffic.

5. The width of the existing pedestrian facility should be provided for the temporary facility if practical. Traffic control devices and other construction materials and features should not intrude into the usable width of the sidewalk, temporary pathway or other pedestrian facility. When it is not possible to maintain a minimum width of 60" throughout the entire length of the pedestrian pathway, a 60"x60" passing space should be provided at least every 200' to allow individuals in wheelchairs to pass.

6. Any channelizing devices approved for long term operations may be used for closing the sidewalk.

Signs



Sign Spacing Chart

Condition	Distance			
	A	B	C	F
	Feet	Feet	Feet	Feet
Urban 35 MPH or less	100	100	100	100
Urban Greater than 35 MPH	350	350	350	350
Rural	500	500	500	500

Distance and Spacing Quick Reference Chart

Speed MPH	W Feet	L Feet	1/2L Feet	1/3L Feet	Min. Channelizing Devices Per Taper Type (Length)				D Feet	E Feet	H Feet
					L	1/2L	1/3L	50'			
25	10	105	55	35	6	6	6	6	50	155	150
	11	115	60	40							
	12	125	65	45							
30	10	150	75	50	6	6	6	6	60	200	150
	11	165	85	55							
	12	180	90	60							
35	10	205	105	70	6	6	6	6	70	250	150
	11	225	115	75							
	12	245	125	85							
40	10	270	135	90	6	6	6	6	80	305	150
	11	295	150	100							
	12	320	160	110							
45	10	450	225	150	11	6	6	6	90	360	150
	11	495	250	165							
	12	540	270	180							
50	10	500	250	170	11	6	6	6	100	425	250
	11	550	275	185							
	12	600	300	200							
55	10	550	275	185	11	6	6	6	110	495	250
	11	605	305	205							
	12	660	330	220							

When multiple distance plaques are used on advance warning signs, they shall all be of the same series type.
Example: either all "AHEAD" or XXX FEET.

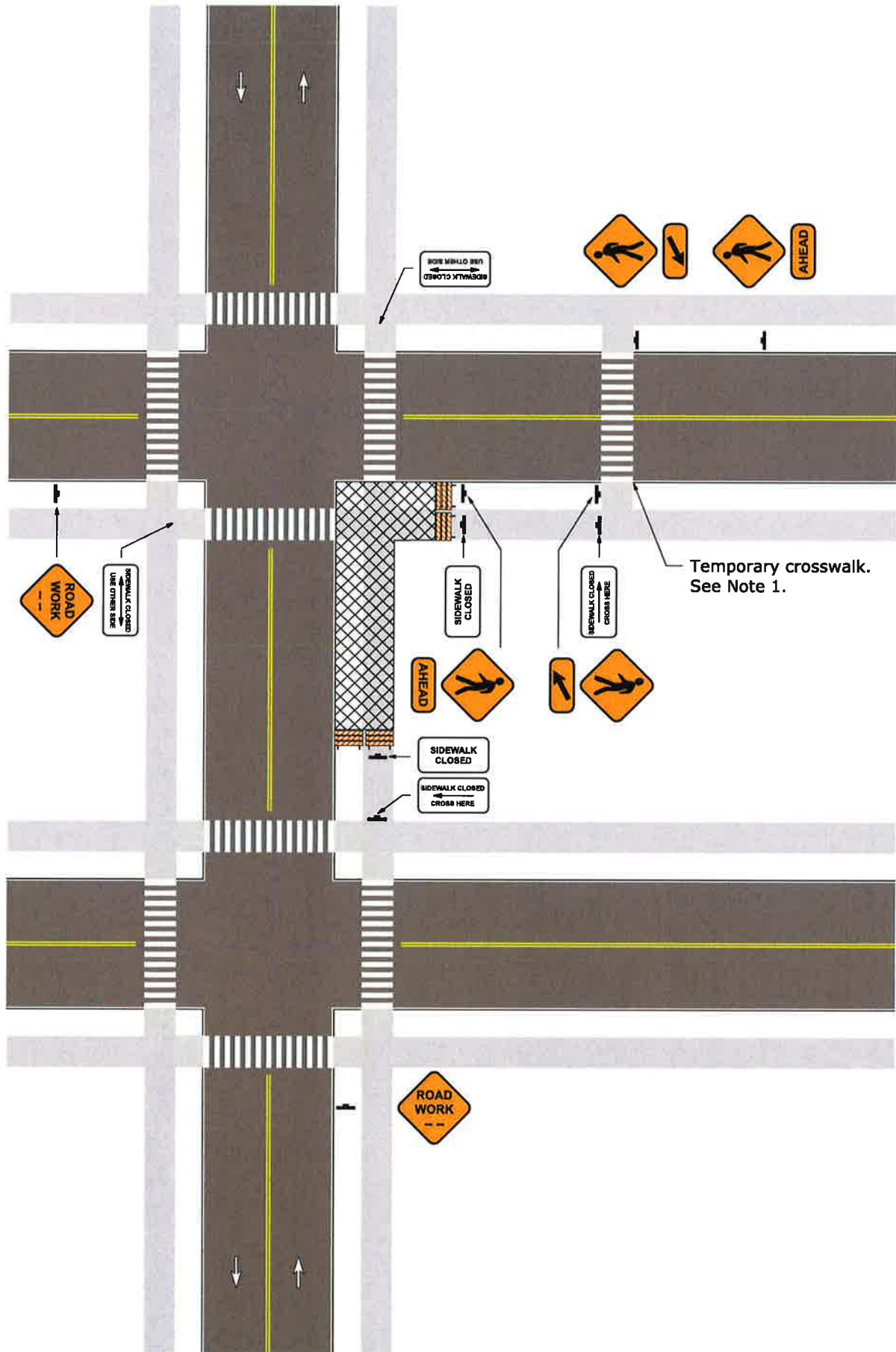
Taper Length Formulas

S	L
40 MPH or less	$L = \frac{WS^2}{60}$
45 MPH or more	$L = WS$

S = Regulatory Speed Limit
W = Width of Offset
L = Length

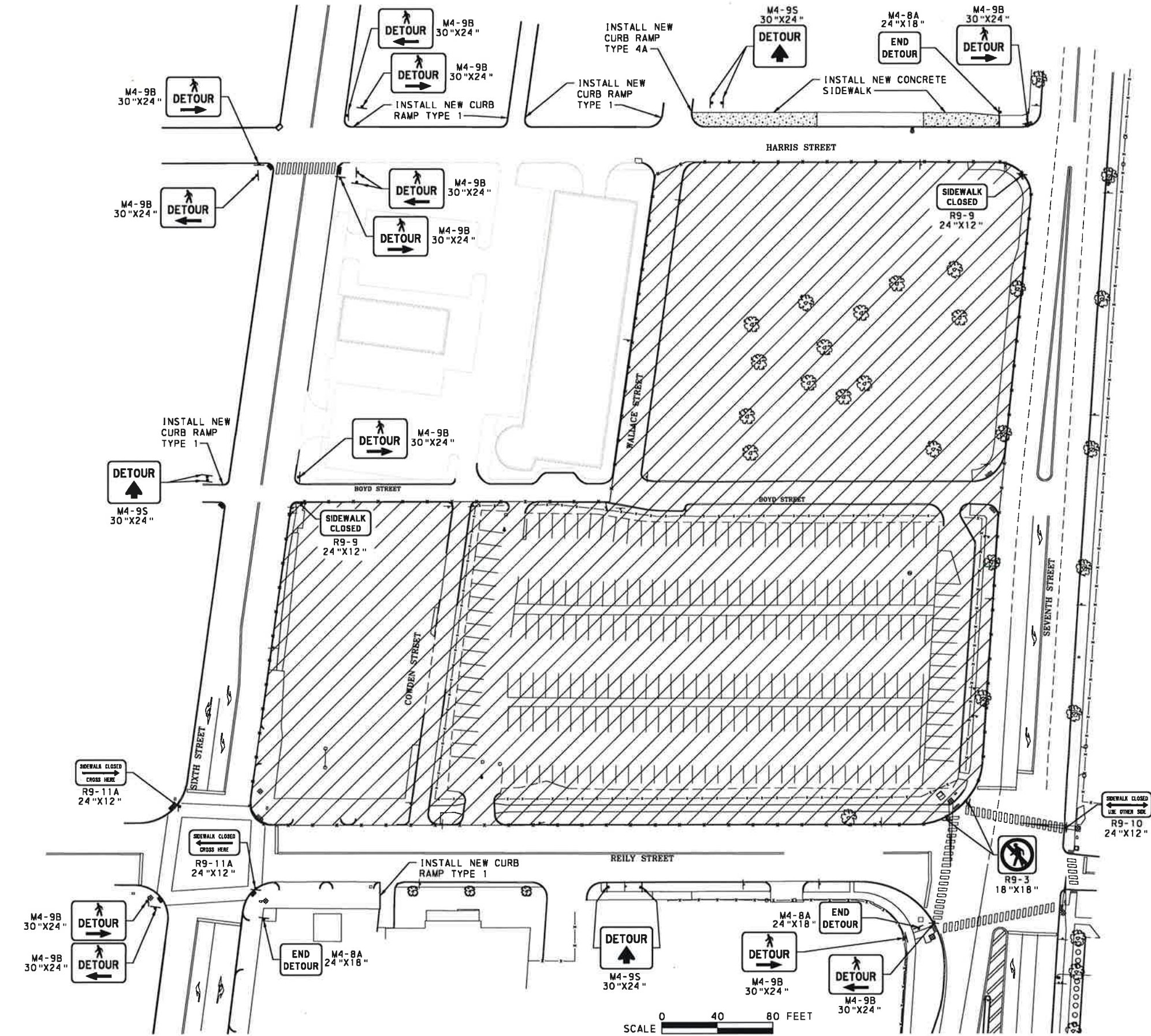
Note: Channelizing devices used in taper shall be equally spaced at 1/2 D Max.

PATA 219 (Old PATA 41) Sidewalk and Crosswalk Closure; Pedestrian Detour



PLOT DRIVER: pcdp720i.pdf, gpryscale.plt
 PLOT TABLE: L:\p\planizer - jroyseca,10
 WORKSPACE: P1813-02

REVISED: 5/31/2018 12:11:33 PM
 OPERATOR: 012201\jroyseca\18066-02\HW\PT\181302-HW-HBG-MPT-RN01.dgn
 FILE NAME: P181302-HW-HBG-MPT-RN01.dgn
 PLOTTED: 5/31/2018 12:11:33 PM



**PEDESTRIAN DETOUR
 TRAFFIC CONTROL NOTES:**

1. TOPOGRAPHY SHOWN ON THIS PLAN ARE FOR INFORMATIONAL PURPOSES ONLY. NO FIELD SURVEY HAS BEEN COMPLETED.
2. PROVIDE TRAFFIC CONTROL FACILITIES AND MATERIALS IN ACCORDANCE WITH PENNDOT PUBLICATION 213. TEMPORARY TRAFFIC CONTROL GUIDELINES, FOR ALL WORK ON OR ADJACENT TO THE ROADWAY.
3. SIGN PLACEMENT MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
4. BAG ALL CONFLICTING SIGNS AND SIGNALS.
5. FOR INSTALLATION OF NEW SIDEWALK AND CURB RAMPS THE CONTRACTOR SHOULD USE PATA 128, 129, AND 130 FROM PENNDOT PUBLICATION 213.
6. ALL CURB RAMPS WILL BE CONSTRUCTED USING THE CURRENT PENNDOT PUBLICATION 72M.

LEGEND

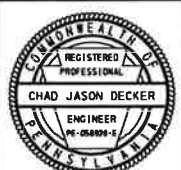
- WORK AREA
- NEW SIDEWALK
- SIGN LOCATION (BARRICADE OR POST)
- EXISTING SIGN LOCATION

CALL BEFORE YOU DIG!



PENNSYLVANIA LAW REQUIRES 3 WORKING DAYS NOTICE FOR CONSTRUCTION PHASE AND 10 WORKING DAYS IN DESIGN STAGE
 PENNSYLVANIA ONE CALL SYSTEM, INC
 PHONE NUMBER: 1-800-242-1776
 SERIAL NUMBER:
 MUNICIPALITY: CITY OF HARRISBURG

REVISION NUMBER	DATE	REVISION DESCRIPTION



ENGINEER
DAWOOD
 2020 Good Hope Road
 Enola, PA 17025-0246
 t: 855.432.9663
 f: 717.732.8596

DEVELOPER
Mascaro
 1720 Metropolitan Street
 Pittsburgh, PA 15233
 t: 412.321.4901
 f: 717.732.8596

PROJECT
HARRISBURG FEDERAL COURTHOUSE
PROJECT ADDRESS
 North 6th Street & Reily Street,
 Harrisburg, PA 17102
 (BLDG. NO. PA07874ZZ)

SHEET
TRAFFIC CONTROL PLAN
JOB NUMBER P1813.02
DATE 5/31/2018
SCALE AS SHOWN
DESIGNED BY EM
DRAWN BY EM
CHECKED BY SB
DRAWING NO
TC-1

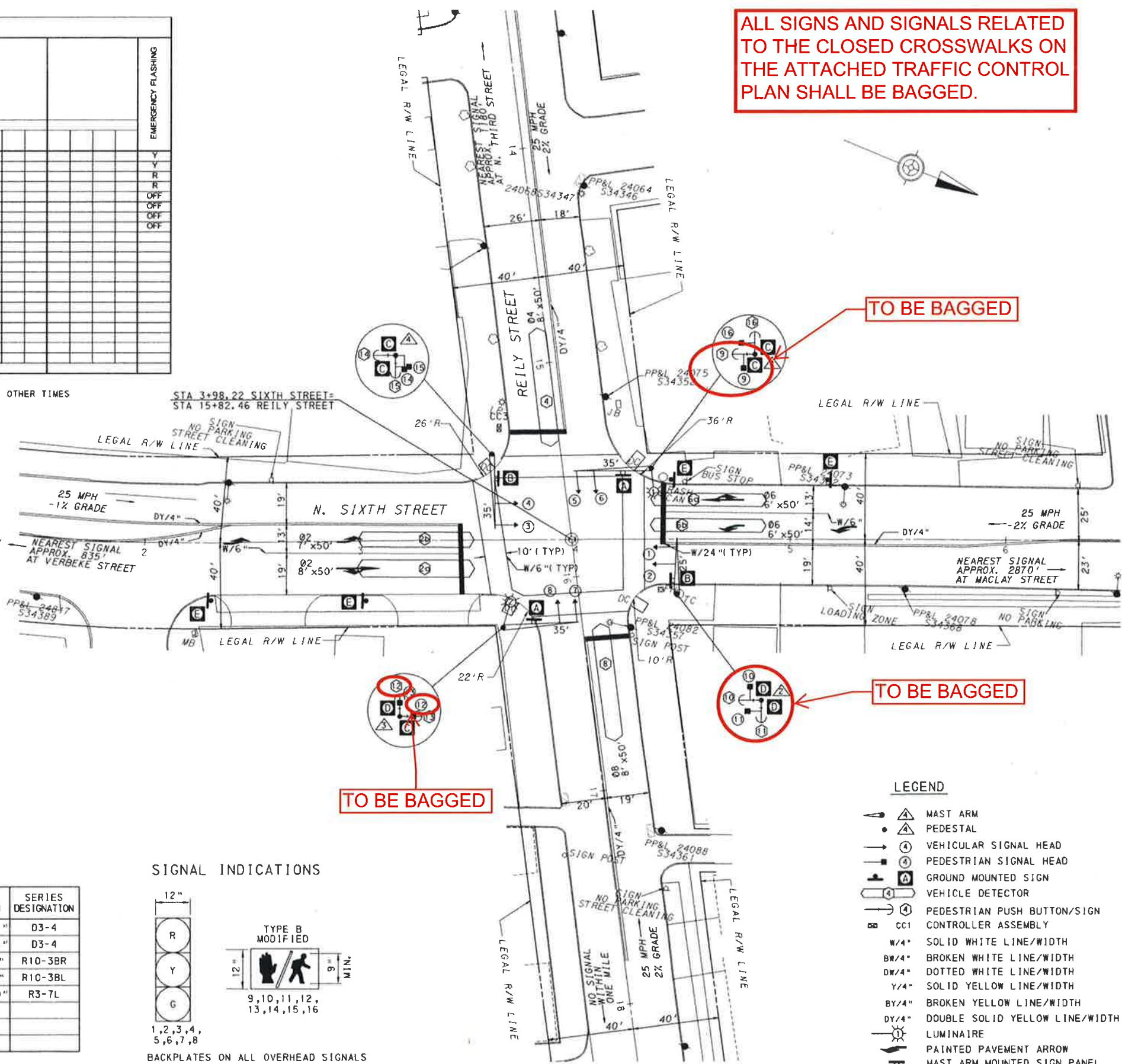
C-025

MOVEMENT, SEQUENCE AND TIMING										
PHASE	2+8				4+8				EMERGENCY FLASHING	
	INTERVAL	1	2	3	4	1	2	3		4
1,2	G	G	Y	R	R	R	R	R	R	Y
3,4	G	G	Y	R	R	R	R	R	R	Y
5,6	R	R	R	R	G	G	Y	R	R	R
7,8	R	R	R	R	G	G	Y	R	R	R
9,10	H	H	H	H	M	FH	H	H	H	OFF
11,12	M	FH	H	H	H	H	H	H	H	OFF
13,14	H	H	H	H	M	FH	H	H	H	OFF
15,16	M	FH	H	H	H	H	H	H	H	OFF
FIXED			3	2.5			3	2.5		
MINIMUM		3				3				
SEC/ACT										
MAX INT										
PASSAGE		3				3				
TIR										
TBR										
MIN GAP										
MAX 1		35				30				
PEDESTRIAN*		10	14			10	15			
MEMORY			MIN RECALL				NON-LOCKING			

*UPON PEDESTRIAN ACTUATION ONLY, OTHERWISE "H" AT ALL OTHER TIMES
 SIGNAL TO BE INTERCONNECTED WITH ADJACENT SIGNALS
 AT MACLAY STREET AND N. SIXTH STREET AND
 N. THIRD STREET AND REILY STREET

DETECTOR NOTES

DETECTORS 2a & 2b EXTENDS PHASE 2, PRESENCE
 DETECTOR 4 CALLS & EXTENDS PHASE 4, PRESENCE
 DETECTORS 6a & 6b EXTENDS PHASE 6, PRESENCE
 DETECTOR 8 CALLS & EXTENDS PHASE 8, PRESENCE
 DETECTORS 9 & 10 PLACE A CALL ON PHASE 8
 DETECTORS 11 & 12 PLACE A CALL ON PHASE 2
 DETECTORS 13 & 14 PLACE A CALL ON PHASE 4
 DETECTORS 15 & 16 PLACE A CALL ON PHASE 6
 DETECTORS 4 & 8 TO BE PROGRAMMED WITH A 5 SECOND DELAY



ALL SIGNS AND SIGNALS RELATED TO THE CLOSED CROSSWALKS ON THE ATTACHED TRAFFIC CONTROL PLAN SHALL BE BAGGED.

GENERAL NOTES

INSTALLATION, OPERATION AND MAINTENANCE OF THIS TRAFFIC SIGNAL SHALL BE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATIONS ON OFFICIAL TRAFFIC CONTROL DEVICES.

NO MODIFICATION OF THIS INSTALLATION IS PERMITTED UNLESS PRIOR APPROVAL IS GRANTED, IN WRITING, BY THE DEPARTMENT.

ALL MAINTENANCE NECESSARY FOR PROPER VISIBILITY OF THE SIGNAL, INCLUDING TRIMMING TREES, IS THE RESPONSIBILITY OF THE PERMITTEE.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED BY THE PERMITTEE, UNLESS OTHERWISE INDICATED. EXCEPT THE LONGITUDINAL PAVEMENT MARKINGS ON STATE HIGHWAYS, WHICH WILL BE MAINTAINED BY THE DEPARTMENT.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF THE CURB OR EDGE OF THE SHOULDER. SUPPORT POLES FOR OVERHEAD SIGNALS SHALL ALSO HAVE A MINIMUM HORIZONTAL CLEARANCE OF 2 FEET.

THE BOTTOM OF SIGNAL HEADS AND SIGNS ERECTED OVER THE ROADWAY SHALL NOT BE LESS THAN 15 FEET OR MORE THAN 19 FEET ABOVE THE ROADWAY. THE BOTTOM OF POST MOUNTED SIGNAL HEADS SHALL NOT BE LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE SIDEWALK OR PAVEMENT GRADE.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNAL HEADS, MEASURED AT RIGHT ANGLES TO THE APPROACH, SHALL BE 8 FEET.

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR EMBANKMENT REMOVAL, CURBING AND/OR SIDEWALK, DRAINAGE STRUCTURES, PAVEMENT WIDENING, CHANGES IN HIGHWAY GEOMETRY, PAVEMENT WIDENING, OR INSTALLATION OF ADDITIONAL LANES.

CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE, MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-7800 SERIES.

THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF ACT 187-96, PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, CONSULT WITH UTILITY COMPANIES TO RESOLVE ANY PROBLEMS WHICH MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

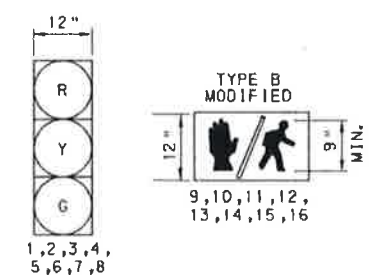
PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORTATION PAVEMENT MARKING HANDBOOK.

PERMITTEE IS RESPONSIBLE FOR OBTAINING APPROVAL FOR INSTALLATION OF TRAFFIC SIGNAL DEVICES LOCATED OUTSIDE HIGHWAY RIGHT-OF-WAY.

TRAFFIC SIGNALS INSTALLED USING LIQUID TAX FUNDS MUST CONFORM TO DEPARTMENT SPECIFICATIONS AS SET FORTH IN CURRENT PUBLICATION 408, SUPPLEMENTS AND STANDARD DRAWINGS.

PLAN SYMBOL	DESCRIPTION	SIZE W X H	SERIES DESIGNATION
A	N 6TH St	60"x16"	D3-4
B	Reily St	60"x16"	D3-4
C	EDUCATIONAL PUSH BUTTON →	9"x12"	R10-3BR
D	EDUCATIONAL PUSH BUTTON ←	9"x12"	R10-3BL
E	LEFT LANE MUST TURN LEFT	30"x30"	R3-7L

SIGNAL INDICATIONS



BACKPLATES ON ALL OVERHEAD SIGNALS
 SIGNALS 1,2,3,4,5,6,7,8 TO BE EQUIPPED WITH TUNNEL VISORS

LEGEND

- ▲ MAST ARM
- PEDESTAL
- VEHICULAR SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD
- ▲ GROUND MOUNTED SIGN
- VEHICLE DETECTOR
- PEDESTRIAN PUSH BUTTON/SIGN
- CONTROLLER ASSEMBLY
- W/4" SOLID WHITE LINE/WIDTH
- BW/4" BROKEN WHITE LINE/WIDTH
- DW/4" DOTTED WHITE LINE/WIDTH
- Y/4" SOLID YELLOW LINE/WIDTH
- BY/4" BROKEN YELLOW LINE/WIDTH
- DY/4" DOUBLE SOLID YELLOW LINE/WIDTH
- ☀ LUMINAIRE
- PAINTED PAVEMENT ARROW
- MAST ARM MOUNTED SIGN PANEL

COUNTY: DAUPHIN

MUNICIPALITY: CITY OF HARRISBURG

INTERSECTION: N. SIXTH STREET & REILY STREET

REVISED: Joseph L. Link, PE 1/23/08
 MUNICIPAL OFFICIAL DATE

RECOMMENDED: Don C. Bewley 03/21/08
 DISTRICT TRAFFIC ENGINEER DATE

25' 0 25'
 SCALE IN FEET

FILE NAME: Y:\24\2421\2423005\2423005M\As Bull\16th, 13th, 17th Streets\6th Street & Reily Street Permit.dgn
 PLOTTED: 1/17/2008 11:06:35 AM cmc

MOVEMENT, SEQUENCE AND TIMING

PHASE	2+5				2+6				4+8				FLASH
	1	2	3	4	1	2	3	4	1	2	3	4	
1	G	G	Y	R	G	G	Y	R	R	R	R	R	Y
2,17	G	G	Y	R	G	G	Y	R	R	R	R	R	Y
3,4,18	R	R	R	R	G	G	Y	R	R	R	R	R	Y
5,6,7,8	R	R	R	R	R	R	R	R	G	G	Y	R	R
9,10,11,12	H	H	H	H	M	F	H	H	H	H	H	H	OFF
13,14,15,16	H	H	H	H	H	H	H	H	M	F	H	H	OFF
FIXED	3.02.4				3.02.4				3.02.4				
MINIMUM	3.0				10.0				3.0				
PASSAGE	3.0				5.6				3.0				
MAX I	7				20				27				
MAX II	15				19				19				
PED *	⑤				7 15				7 18				
MEMORY	NON-LOCK				MIN RECALL				NON-LOCK				

CONTROLLER NOTES:

- IF FOLLOWED BY 2+6
- G IF FOLLOWED BY 2+6
- TIMING WILL BE AS SHOWN IN 2+6. IT MAY TIME OUT IN THIS PHASE OR CONTINUE IN 2+6.
- PHASE 2 ON OMTS PHASE 5.

DETECTOR NOTES:

DETECTOR NO'S 2a & 2b CALL AND EXTEND PHASE 2 - PRESENCE; DETECTOR NO'S 4a & 4b CALL AND EXTEND PHASE 4 - PRESENCE; DETECTOR NO. 5 CALLS AND EXTENDS PHASE 5 - PRESENCE; DETECTOR NO'S 6a, 6b & 6c CALL AND EXTEND PHASE 6 - PRESENCE; DETECTOR NO. 8 CALLS AND EXTENDS PHASE 8 - PRESENCE, 5 SEC. DELAY; DETECTOR NO'S 15 AND 18 CALL PEDS IN PHASE 2+5 AND/OR PHASE 2+6; DETECTOR NO'S 11 AND 14 CALL PEDS IN PHASE 2+6; DETECTOR NO'S 12, 17, AND 19 CALL PEDS IN PHASE 4+8; DETECTOR NO'S 13, 16, AND 20 CALL PEDS IN PHASE 4+8.

GENERAL NOTES

INSTALLATION, OPERATION AND MAINTENANCE OF THIS TRAFFIC SIGNAL SHALL BE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATIONS ON OFFICIAL TRAFFIC CONTROL DEVICES.

NO MODIFICATION OF THIS INSTALLATION IS PERMITTED UNLESS PRIOR APPROVAL IS GRANTED, IN WRITING, BY THE DEPARTMENT.

ALL MAINTENANCE NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS, INCLUDING TRIMMING TREES, IS THE RESPONSIBILITY OF THE PERMITTEE.

POST MOUNTED SIGNALS SHALL BE INSTALLED WITH THE SIGNAL HEADS A MINIMUM OF 2 FEET BEHIND THE FACE OF THE CURB OR EDGE OF SHOULDER. SUPPORT POLES FOR OVERHEAD SIGNALS SHALL ALSO HAVE A MINIMUM HORIZONTAL CLEARANCE OF 2 FEET.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED BY THE PERMITTEE, UNLESS OTHERWISE INDICATED. EXCEPT THE LONGITUDINAL PAVEMENT MARKINGS ON STATE HIGHWAYS, WHICH WILL BE MAINTAINED BY THE DEPARTMENT.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNAL HEADS, MEASURED AT RIGHT ANGLES TO THE APPROACH, SHALL BE 8 FEET.

GENERAL NOTES CONT'D

PERMITTEE SHALL OBTAIN A HIGHWAY OCCUPANCY PERMIT FOR EMBANKMENT REMOVAL, CURBING AND/OR SIDEWALK, DRAINAGE STRUCTURES, CHANGES IN HIGHWAY GEOMETRY, PAVEMENT WIDENING, OR INSTALLATION OF ADDITIONAL LANES.

THE BOTTOM OF SIGNAL HEADS AND SIGNS ERECTED OVER THE ROADWAY SHALL NOT BE LESS THAN 15 FEET NOR MORE THAN 19 FEET ABOVE THE ROADWAY. THE BOTTOM OF POST MOUNTED SIGNAL HEADS SHALL NOT BE LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE SIDEWALK OR PAVEMENT GRADE.

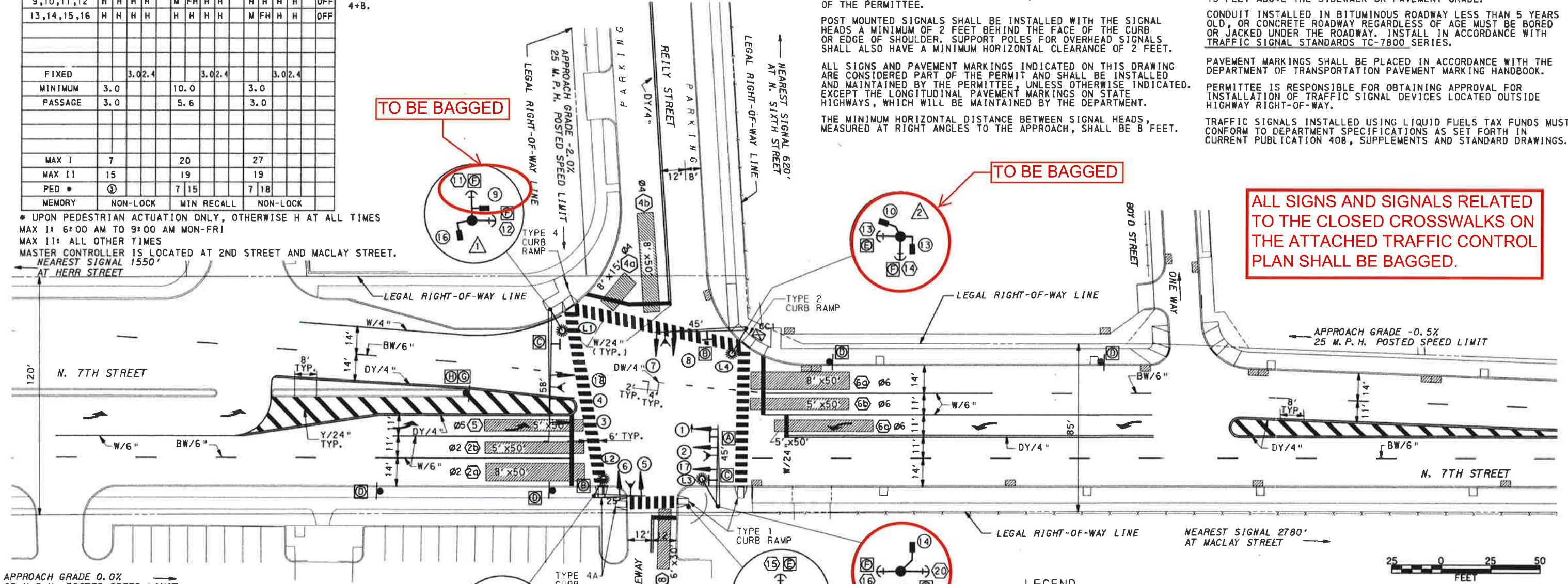
CONDUIT INSTALLED IN BITUMINOUS ROADWAY LESS THAN 5 YEARS OLD, OR CONCRETE ROADWAY REGARDLESS OF AGE MUST BE BORED OR JACKED UNDER THE ROADWAY. INSTALL IN ACCORDANCE WITH TRAFFIC SIGNAL STANDARDS TC-7800 SERIES.

PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORTATION PAVEMENT MARKING HANDBOOK.

PERMITTEE IS RESPONSIBLE FOR OBTAINING APPROVAL FOR INSTALLATION OF TRAFFIC SIGNAL DEVICES LOCATED OUTSIDE HIGHWAY RIGHT-OF-WAY.

TRAFFIC SIGNALS INSTALLED USING LIQUID FUELS TAX FUNDS MUST CONFORM TO DEPARTMENT SPECIFICATIONS AS SET FORTH IN CURRENT PUBLICATION 408, SUPPLEMENTS AND STANDARD DRAWINGS.

* UPON PEDESTRIAN ACTUATION ONLY, OTHERWISE H AT ALL TIMES
MAX I: 6:00 AM TO 9:00 AM MON-FRI
MAX II: ALL OTHER TIMES
MASTER CONTROLLER IS LOCATED AT 2ND STREET AND MACLAY STREET.
NEAREST SIGNAL 1550' AT HERR STREET



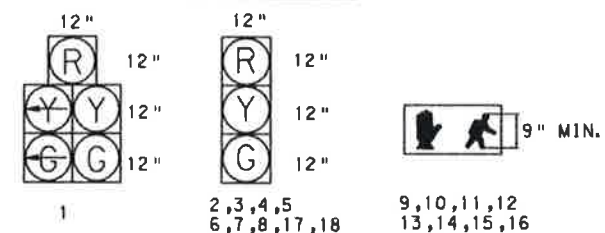
APPROACH GRADE 0.0%
25 M.P.H. POSTED SPEED LIMIT

APPROACH GRADE -0.5%
25 M.P.H. POSTED SPEED LIMIT

SIGN TABULATION

PLAN SYMBOL	DESCRIPTION	SIZE W x H	SERIES DESIGNATION
A	LEFT TURN YIELD ON GREEN	30"x36"	R10-12
B	N 7th St	54"x16"	D3-4
C	Rely St	54"x16"	D3-4
D	LANE USE CONTROL	48"x30"	R3-8B (L-S-SR)
E	EDUCATIONAL PUSH BUTTON FOR WALKING PERSON	9"x12"	R10-3BR
F	EDUCATIONAL PUSH BUTTON FOR WALKING PERSON	9"x12"	R10-3BL
G	KEEP RIGHT	24"x30"	R4-7
H	OBJECT MARKER	18"x18"	OM1-3

SIGNALS



SIGNALS TO BE EQUIPPED WITH TUNNEL VISORS 1
SIGNALS TO BE EQUIPPED WITH BACKPLATES 1 THROUGH 8, 17, AND 18

- LEGEND
- ▲ - MAST ARM
 - - PEDESTAL
 - ⊙ - VEHICULAR SIGNAL HEAD
 - ⊙ - PEDESTRIAN SIGNAL HEAD
 - - SIGN
 - ⊙ - ZONE OF VIDEO DETECTION
 - - VIDEO DETECTOR
 - ⊙ - JUNCTION BOX
 - - PEDESTRIAN PUSH BUTTON/SIGN
 - CC-5 - CONTROLLER ASSEMBLY
 - W/4" - SOLID WHITE LINE/WIDTH
 - BW/4" - BROKEN WHITE LINE/WIDTH
 - Y/4" - SOLID YELLOW LINE/WIDTH
 - DY/4" - DOUBLE SOLID YELLOW LINE/WIDTH
 - DW/4" - DOTTED WHITE EXTENSION LINE/WIDTH
 - ☀ - LUMINAIRE
 - - DEPRESSED CURB

County: DAUPHIN
Municipality: CITY OF HARRISBURG
Intersection: N. 7TH STREET AND RELY STREET

Reviewed: *Jeanne Lutz, PE* 3/18/09
Municipal Official Date

Recommended: *Joe C. Bealy* 03/24/09
District Traffic Engineer Date