

**BARRY GLASSMAN**  
HARFORD COUNTY EXECUTIVE

**BILLY BONIFACE**  
DIRECTOR OF ADMINISTRATION



**KAREN D. MYERS**  
DIRECTOR OF PROCUREMENT

**DEPARTMENT OF PROCUREMENT**

**BID NO. 16-272**

**The Construction of Plumtree Road at Tollgate Road Roundabout**

June 09, 2016

Ladies and Gentlemen:

The purpose of this addendum is to provide clarification(s) to all prospective proposers.

**THERE ARE NO QUESTIONS OR CLARIFICATIONS FOR THIS PROJECT; HOWEVER, ATTACHED PLEASE FIND THE PRE-BID SIGN IN SHEET AND SHA PERMIT.**

Sincerely,

Aaron Hall  
Procurement Agent II  
cc: Rick Bates, DPW

*Maryland's New Center Of Opportunity*

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220 South Main Street, Bel Air, Maryland 21014

THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMAT UPON REQUEST



**SHA Permit No. 12-AP-HA-006-16**

**ROUTE  
MD 24**

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

**DATE OF ISSUE  
May 24, 2016**

**MILEPOINT  
6.93**

**Baltimore, MD**

**EXPIRATION DATE  
May 24, 2017**

**PERMISSION IS HEREBY GIVEN:**

**Harford County Department of Public Works c/o Jeffrey Stratmeyer, 212 South Bond Street -- 3rd Floor, Bel Air, MD 21014 (Phone: 410-638-3509) so far as the State Highway Administration has the right and power to grant same, to re-construct the existing Plumtree Road western leg at MD 24 as part of the improvement to construct the roundabout at Tollgate Road and Plumtree Road, for the Evergreen Farms Development, located on the east & west side of Tollgate Road extended, at Plumtree Road west of MD 24.**

**Improvements include but are not limited to the following: full-depth pavement widening, curb and gutter, sidewalk, storm drain systems, culverts, storm water management facilities, pavement markings, and traffic signal modifications.**

**Unless otherwise specified below, construction of these improvements and/or modifications shall be in accordance with the latest version of the Maryland Department of Transportation State Highway Administration's Standard Specifications for Construction and Materials and the attached plan copies of which are on file in this office. The plans and all of their additions and attachments are hereby incorporated in this permit.**

**It is agreed and understood that this permit constitutes a binding contract between you, your heirs, successors, and assigns, and the SHA, to adhere to the terms and conditions set forth in this permit.**

**GENERAL PROVISIONS**

**I. Inspection and Pre-Construction Meeting**

**A. IMPORTANT: Prior to any work being performed in the State Highway Administration right-of-way, a pre-construction meeting shall be held with representatives of the Administration. In order to schedule the pre-construction meeting, all source of supply letters must be approved. Submit source of supply letters to SHA's Materials Management Division (Phone: 443-572-5020) at least two (2) weeks prior to the date you intend to begin construction. Once you have approved source of supply letters, you must notify the SHA Permit Inspector, Mr. George Wedge, Hunt Valley, Maryland (Phone: 410-229-2344) forty-eight (48) hours before the commencement of work, and prior to each successive stage of work. All work is subject to review and approval of the SHA Permit Inspector. Work deemed unacceptable shall be repaired and/or replaced to the satisfaction of the SHA Permit Inspector.**

**AND**

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You must make notification in accordance with Engineering Specifications Section II: Utilities, Section III: Work Zone Traffic Control and Maintenance of Traffic, Section VIII: Permanent Signing, Pavement Marking and Traffic Control, and Section VII: Traffic Signals, prior to commencement of work.

If this notice is not given, it will be necessary to suspend work for a minimum period of twenty-four (24) hours to allow time for notification of the proper agencies.

B. SHA will assign an SHA inspector to regularly monitor the construction work of you and/or your contractor. You agree and understand by the acceptance of this permit, that you are responsible for the full cost of SHA's monitoring of the construction work, including inspection and materials testing. The Developer should be aware of the requirement prior to the issuance of the permit. The estimated cost of inspection service is \$5,500.00, for which prepayment has been made. A bill work account No. BW 688M84 has been established for the payment of the cost of inspection. At the release of the permit, all remaining funds will be returned to the Permittee or in the case of an overage, the developer shall be billed for those overages. Any bill for inspection that was not prepaid must be paid within thirty (30) days after the date of the invoice. The permit and surety shall not be released until all inspection costs are paid in full.

C. It shall be the responsibility of you and/or your contractor to notify the SHA Permit Inspector's office upon completion of the work, so that SHA can conduct a final inspection of the modifications and/or improvements. When SHA determines that all work required under the terms of this permit have been completed, SHA will release the permit. Release of this permit does not extinguish this agreement regarding continuing responsibilities of either party concerning maintenance, drainage, traffic signals, land use, etc.

**II. The Permittee's and/or Owner's Responsibility for Work**

A. You and/or your contractor shall fully perform the modifications and/or improvements set forth in this permit in a manner satisfactory to SHA. Failure to complete the modifications and/or improvements within the allotted time, may result in one of the following actions:

(1) Permit may be revoked if entrance work is not started and property is not in commercial use.

(2) Completion of all or part of the work at your expense if work is not completed, or you fail to comply with the permit provisions.

B. SHA shall have the right to enter upon the property of the Permittee to perform or complete the work. Such action shall not be deemed an acceptance of any work not completed in accordance with this permit. That does not relieve you and/or your contractor of liability for loss or damage resulting from your negligence or that of your contractor.

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C. If, due to circumstances beyond your control (i.e. weather, strikes, etc.) you cannot complete the work within the allotted time, please write this office thirty (30) days before it is going to expire to request an extension. Your request will need to include a detailed justified reason as to why the work has not been performed and a construction timetable of when this work will be completed. SHA may grant an extension of the work completion date within which the terms and conditions of the permit are to be fulfilled. A copy of the extension will be forwarded to you. Your concurrence will be assumed if written objections are not received within ten (10) days of the issuance of the extension.

D. It shall be your responsibility to obtain and provide copies to SHA, of any and all other permits, approvals, etc., from the appropriate parties or agencies that may be necessary for you to complete the necessary modifications and/or improvements.

E. The personnel on the job site performing the modifications and/or improvements must have a copy of SHA's approved permit and plans at all times and they must have full knowledge of the contents of the permit. The SHA Permit Inspector shall have the option of closing down projects where the job site personnel do not have a copy of the approved permit and plans and/or are not complying with the contents of the permit and plans.

**III. Future Adjustments**

A. It is agreed that any expansion and/or modification of the development, or change of use or occupancy of the property, will require the approval of the SHA and may require the owner, developer, or tenant to obtain a new access permit to remove, modify, or reconstruct the entrance in accordance with SHA requirements in effect at that time and deemed necessary by the Administration.

**IV. Right-of-Way Requirements**

A. Vehicular access to and from the subject site by the public, for the purpose of conducting business for the permitted use of the property, shall not be allowed until such time as the work herein specified has been fully completed in accordance with the permit.

B. No obstructions shall be placed on or within the SHA right-of-way without written permission.

C. No signs or lights will be permitted on or above the State's right-of-way. (Except approved traffic control signs, traffic signals, intersection lighting, etc.).

D. If mailboxes are erected within the SHA right-of-way, they must be placed on a breakaway type post or support. The maximum size wooden post will be 4" x 4". The maximum size pipe support will be 2" in diameter. Any other type of support (ornamental) shall not have a structural strength greater than either of these. The owner and/or you will be directed to remove any mailbox support of a size greater than the aforementioned; and if not removed by the owner and/or you, it will be removed by SHA forces. SHA is not responsible for any damage to mailboxes regardless of how the damage may occur.

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- E. Fire hydrants on or adjacent to the project shall be kept accessible to fire departments at all times and no material or obstruction shall be placed within fifteen (15) feet of any such hydrant. All footways, gutters, sewer inlets adjoining the work under construction shall not be obstructed more than is absolutely necessary. Construction zones closed down for the winter or at any other times shall be left entirely accessible at all points to fire apparatus.
- F. Proposed removal, selective thinning, or pruning of any trees within SHA right-of-way must be reviewed and approved by **SHA's Office of Environmental Design – Landscape Operations Division (Phone: 410-545-8590)** prior to contacting the **Maryland Department of Natural Resources – Forest Service (Phone: 410-836-1551)**, to determine whether that is permissible under the Annotated Code of Maryland, Title 08, Subtitle 07, Chapter 02.
- G. As part of this permit, permission is hereby granted to plant in the area behind the roadside curb. You and/or your contractor shall maintain the plants at a maximum height of 18", and the plants shall be trimmed so they will not overhang the outside edge of the concrete curb. Where grass is planted, it shall be mowed and trimmed periodically to insure a neat appearance.
- H. Graded cut and fill slopes in the public right-of-way are to be sodded or seeded and mulched.
- I. In the fill areas where the cross slope of the embankment fill is steeper than 3:1 (horizontal : vertical), and the height of the fill exceeds 5', Standard "W" beam is required as directed by the SHA Permit Inspector.
- J. It shall be the responsibility of you and/or your contractor to restore the right-of-way to its original condition if construction begins but is abandoned prior to completion.
- K. All mud and debris tracked and/or spilled on the State highway shall be removed promptly to eliminate potential hazards and comply with sediment control requirements.
- L. Maintenance of the area, beyond the roadside flowline, shall be the full responsibility of you and/or the Permittee or Lessee.
- M. After construction is completed and prior to permit release, the Permittee must submit As-Built construction plans (two sets, plus digital copy) or certification from a licensed professional that the project was constructed as per the access permit plans with no changes.

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**V. Responsibility for Damage Claims**

Permittee shall, subject to the availability of appropriations and the limitations of the Local Government Tort Claims Act, Subtitle 4 of Title 5 of the Courts & Judicial Proceedings article of the Annotated Code of Maryland, indemnify, defend and save harmless SHA, and all its representatives from all suits, actions, or claims of any character brought on account of any injuries or damages sustained by any person or property due to acts or omissions on the part of employees, officers or agents of Permittee in connection with the work performed pursuant to this Permit. Permittee further agrees that it shall require its contractor(s) to purchase and maintain comprehensive general public liability and property damage insurance pursuant to Maryland Department of Transportation, State Highway Administration, Standard Specifications for Construction and Materials (July 2008), GP-7.14 and TC-5.01. Contractor will obtain a certificate of insurance naming SHA as additional insured, and will provide SHA and Permittee satisfactory documented proof thereof.

**ENGINEERING SPECIFICATIONS**

**I. General Requirements**

A. All construction on the State highway right-of-way shall conform to the latest version of SHA's "Standard Specifications for Construction and Materials", which shall be construed to include all pertinent Interim Specifications Addenda and Special Provision Inserts. In addition, these Engineering Specifications and approved site-specific Special Provisions attached to this permit shall apply. All construction shall conform to the latest version of SHA's "Book of Standards for Highway and Incidental Structures", except where the use of nonstandard or modified designs is expressly noted and detailed on the approved plans.

B. If there is a discrepancy between the actual elevations and the elevations shown on the plans, the grades of the proposed curbing and paving shall be established by using the actual elevation of the road edge. If, in SHA's sole judgment, the discrepancy is substantial enough to warrant formal plan revisions, such revisions shall be made by the Permittee and submitted for review and approval by the SHA. The SHA Permit Inspector shall have the option of suspending work on the affected portions of the permitted work until the revisions have been approved and an Addendum to the permit has been issued.

C. Any deviations and/or adjustments as may be required at time of construction shall be constructed in accordance with the approval of and as directed by the SHA Permit Inspector. If, in SHA's sole judgment, the deviations and/or adjustments are substantial enough to warrant formal plan revisions, such revisions shall be made by the Permittee and submitted for review and approval by the SHA. The SHA Permit Inspector shall have the option of suspending work on the affected portions of the permitted work until the revisions have been approved and an Addendum to the permit has been issued.

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D. If the access area is to be used for construction traffic prior to completion of the access, a standard stabilized construction entrance (SCE-1) shall be constructed at the direction of the SHA Permit Inspector. The construction entrance shall be maintained in a condition which will prevent tracking or flowing of sediment onto the SHA right-of-way. This may require periodic top dressing with additional stone as conditions demand, and repair and/or clean out of any sediment control measures.

**II. Utilities**

A. You shall be responsible for the necessary relocation and/or adjustment of all existing utilities, as well as the installation of any new underground utilities to serve this development, prior to the construction of the improvements. All utility work shall be accomplished under a separate permit issued by the SHA District Utilities Engineer, Mr. Mike Pasquariello, Hunt Valley, Maryland, (Phone: 410-229-2341).

B. As indicated by your signature on the permit application, you acknowledge and agree to accept full financial responsibility regarding the relocation or adjustment of utilities.

C. You must notify "MISS UTILITY" (Phone: 1-800-257-7777) forty-eight (48) hours in advance of any construction so that all underground utilities can be identified in the field. Use **BW996M82** when initiating a "MISS UTILITY" request.

D. You must notify the **Maryland State Highway Administration Office of Traffic and Safety** at 410-787-7650 forty-eight (48) hours in advance of excavation operations to allow any State owned underground facility to be marked.

**III. Work Zone Traffic Control and Maintenance of Traffic**

A. You are responsible for proper work zone traffic control and maintenance of traffic in accordance with the terms of this permit. In the event that the SHA is required to provide traffic control due to the Permittee failing to provide same, all cost and applicable overhead shall be billed directly to the Permittee.

B. Any work related to lane markings, signage, and/or traffic control, as appropriate for this permit, must be coordinated with the SHA Assistant District Engineer – Traffic. The Permittee shall notify the **SHA Assistant District Engineer – Traffic, Ms. Erin Kuhn, (Phone: 410-229-2381)**, at least five (5) days prior to taking any action. Note: All temporary warning signs shall be completely covered and/or removed when not applicable.

C. Traffic controls shall conform to the latest version of the Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), the Standard Specifications for Construction and Materials, the Standard General Notes MD 104.00, and the Special Provisions (DEAP'S) for Traffic – 1 (revised 7/31/05).

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D. Work within and adjacent to the traveled way once initiated, shall be completed in successive days. All work is to be accomplished week days between the hours of 9:00 AM and 3:00 PM or as determined by the SHA Assistant District Engineer – Traffic. No lane closures will be allowed during non-work periods, unless approved prior to permit issuance by the SHA Assistant District Engineer – Traffic.

E. All work accomplished under this permit shall be controlled using the site-specific traffic control plan developed by professional representatives of the Permittee and approved in advance by the SHA Assistant District Engineer – Traffic and in accordance with the attached Special Provisions Traffic – 1 (revised 7/31/05). The SHA Book of Standards for Highway and Incidental Structures can be accessed at the following location: <http://apps.roads.maryland.gov/BusinessWithSHA/bizStdsSpecs/desManualStdPub/publications/online/ohd/bookstd/index.asp>.

F. Traffic control required as a result of pavement elevation differences, during both work and non-work periods, shall be in accordance with SHA's current Pavement Drop-off Guidelines and/or as directed by the SHA Permit Inspector. Except as may otherwise be directed, the pertinent SHA Standard Temporary Traffic Control Typical Applications MD 104.06-15, MD 104.06-16, MD 104.06-17, MD 104.06-18, MD 104.06-19, and MD 104.01-28 shall be applied based on the height of the drop-off and proximity to the travel lane. For drop-off greater than five (5) inches, closure of the adjacent travel lane or placement of temporary concrete traffic barrier with appropriate end treatments is required.

G. In the event that the SHA is required to provide traffic control due to the Permittee failing to provide same, all costs and applicable overhead shall be billed directly to the Permittee.

H. Boxing out the entrance and shoulder area in preparation for paving is to be accomplished in accordance with "Paving Instructions" outlined in the attached Special Provisions for Traffic Control.

#### **IV. Grading and Paving**

A. Grading for excavation, subgrade preparation, embankments, and roadside cut and fill areas shall conform to the lines and grades identified on the approved permit plans and as may be directed by the SHA Permit Inspector. In no case shall any cut slope or fill slope be graded steeper than 2:1 (horizontal : vertical).

B. A full-depth vertical sawcut is required at the edge of all pavement removal and replacement and/or base widening, to form a neat, clean joint between new pavement and existing pavement. The vertical face shall be cleaned and tack-coated prior to placing the new pavement. All existing paving disturbed during construction of the work covered by this permit shall be replaced in kind, subject to approval of the SHA Permit Inspector.

C. Existing shoulders along the base widening shall be completely removed and replaced with new full-depth paving. The shoulders have not been deemed acceptable by SHA for supporting highway traffic.

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D. Paving shall be established on a subgrade acceptable to the Chief Engineer or his representative. The prepared and compacted subgrade shall have a density of not less than 97% of maximum dry density as specified in T 180. Unsuitable material shall be removed and replaced as directed by the SHA Permit Inspector.

E. The permitted paving shall use the following full-depth section(s):

- (a) 2" Hot Mix Asphalt Superpave 12.5 mm for Surface – PG 64-22, Level 2
- 6" Hot Mix Asphalt Superpave 19.0 mm for Base – PG 64-22, Level 2 (2 – 3" lifts)
- 12" Base Course Using Graded Aggregate (2 – 6" lifts)

NOTE: The ESALs range for the above noted HMA Superpave mix(es) shall be from 0.3 million to 3 million ESAL (Category 2) for a 20 year Superpave design analysis period.

- (b) 8" of 2" (nominal) stone, or reclaimed or recycled concrete equivalent placed on filter cloth, shall be used for temporary stabilized construction entrances

NOTE: At the sole discretion of the Permit Inspector, and/or the Resident Maintenance Engineer, cores may be required to verify the pavement depth prior to the construction and/or after the final paving. This is to allow the State Highway Administration's Permit Inspector/Resident Maintenance Engineer to determine if the pavement will need to be replaced by the Permittee.

NOTE: The Asphalt Binder shall conform to AASHTO MP 1-93 Table 1, Standard Specification for Performance Graded Asphalt Binder. Superpave mix designs shall be in conformance with AASHTO PP28-95, Standard Practice for Superpave Volumetric Design for HMA. The Contractor shall submit certificates of analysis showing that the HMA is in conformance with MP 1-93 and PP28-95 Specifications. The Performance Grading shall be achieved by the use of Neat Asphalt with Polymer modification when needed.

Each course of option (a) above must be thoroughly compacted with a road roller of not less than eight (8) tons in weight, unless otherwise directed by SHA.

F. The permitted paving shall conform to the following descriptions:

**ENTRANCE**

The sawcut shall be made along the edge of the existing pavement on MD 24. The entrance proper shall be constructed as shown on the plan and must be graded and paved with the above specification (a). The area around the curb radii is to be graded and paved as to ensure positive drainage. New paved lane shall tie smoothly into the existing shoulder. The existing pavement shall be sawcut or milled, as directed by the SHA Permit Inspector, to remove the existing edgeline marking prior to placing the final surface course.

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**V. Concrete Curb and Gutter, Islands, Monolithic Median, and Sidewalk**

A. Graded aggregate base course and/or capping borrow for the chosen paving option shall be extended underneath the curb and gutter, islands and monolithic median. It shall be your responsibility to have the SHA Permit Inspector inspect the forms prior to the pouring of any concrete.

B. Channelization along the site radii shall consist of Standard Concrete Combination Curb and Gutter Type 'A' conforming to Standard No. MD 620.02 with a 1'-0" wide gutter pan, constructed as shown on the plans. Refer to the latest version of the Standard Specifications for joint spacing and construction practices.

C. Sidewalk ramps with ADA-compliant surfaces and slopes shall be provided for all sidewalk constructed in connection with this permit. It shall be your responsibility to construct sidewalk ramps in accordance with the appropriate SHA Standards 655.11, 655.12, 655.13 as shown on the attached plan,. SHA standard for detectable warning surfaces is 655.40 and they shall be installed at street connections and signalized entrances. It is the Permittee's responsibility to construct all facilities to be compliant with ADA criteria in a manner acceptable to SHA. Entrances that include pedestrian crossings shall provide a minimum 60" wide path at 2% or less cross slope.

**VI. Traffic Barrier**

**NOT APPLICABLE**

**VII. Drainage**

A. Positive and controlled flow of stormwater runoff to a suitable outfall, without ponding or erosion damage, shall be obtained. So that no increase in stormwater runoff is generated by this development into MD 24, proper stormwater management plans should be reviewed and approved by the County, Soil Conservation Districts and/or Maryland Department of the Environment and implemented by you. SHA is not an approving authority for stormwater management or sediment and erosion control requirements associated with the work within State right-of-way.

B. Should proper "Stormwater Management" not be included by you in development of the property, and upon being damaged by increased stormwater runoff from the development, SHA will institute legal proceedings to prevent a recurrence of such situations to protect the public's safety and to seek reimbursement for any damages sustained.

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C. You shall be responsible for the placement of any sediment and erosion control devices required by the approving authority or deemed necessary by the SHA Permit Inspector during the construction of the improvements outlined in this permit. All existing drainage systems (including, but not limited to ditches structures, inlets, pipes, outfalls, etc.) shall continue to function in an effective manner while work is in progress, as well as upon completion of work. Should any disturbance be made to existing drainage systems, you must restore them to their original condition and function using appropriate methods (including, but not limited to, structural replacement, cleaning out, resodding, stabilization practices and paving) as directed by the SHA Permit Inspector.

D. All drainage systems and construction incidental to drainage are a part of this permit, and the approved plans shall not be deviated from without written permission from this Administration. Storm drain structures, pipes and connections shall be constructed as indicated on the attached plan and as directed by the SHA Permit Inspector. In the event that the storm drainage or stormwater management facilities cannot be constructed according to plan due to utility conflicts, adverse site conditions or other factors discovered during construction, it is your responsibility to accomplish a functionally equivalent design and submit revised plans to SHA for approval.

E. 15" RCCP Class IV pipe culvert with matching end sections shall be installed on either side of the existing entrance (Plumtree Rd) as shown on the plans or as directed by the SHA Permit Inspector.

F. All new or replacement drainage structures shall conform to the latest version of SHA's Book of Standards for Highway and Incidental Structures, except where the use of modified or non-standard structures is expressly noted on the approved plans. All new or replacement drainage pipes shall conform to approved materials listed in the latest version of Section 905 of the SHA Standard Specifications.

G. Clearance with any existing utility shall be in accordance with the criteria established by the utility owner. Underground utilities shall be located and clearances determined prior to submission of final design plans, using appropriate engineering methods including test pitting. Should utility conflicts arise during construction, an alternative design will be required that is functionally equivalent to the permitted design and will require approval from the Highway Hydraulics Division.

**VIII. Permanent Signing, Pavement Marking and Traffic Control**

A. If it becomes necessary to adjust existing signs as part of the construction, they shall be removed, relocated and/or replaced as directed by the SHA Permit Inspector.

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B. The existing lane markings at the Plumtree Road intersecting with the Maryland State Highway (MD 24) must be eliminated so that new lines compatible with the lane configurations to be established under this permit may be installed. You shall be responsible for the elimination of the lines by a method approved by the SHA Assistant District Engineer – Traffic, as well as the placement of new pavement markings (to include stop bars, crosswalks, turn arrows, etc.). You shall notify the SHA Assistant District Engineer – Traffic, at least five (5) days prior to the removal and/or application of new markings.

C. Permanent pavement markings shall comply with the latest version of the MdMUTCD, the SHA Standard Specifications, and the approved plans.

D. In the event that the SHA is required to provide traffic control due to the Permittee failing to provide same, all costs and applicable overhead shall be billed directly to the Permittee.

**IX. Traffic Signals**

A. Traffic signal installations and/or modifications that have not been approved by the Director, SHA Office of Traffic and Safety, are neither authorized for construction nor approved in concept under this Permit.

B. The modification of the existing traffic signal is required under this permit, in accordance with the design request approved by the SHA Office of Traffic and Safety. All work shall be in accordance with SHA requirements and traffic signal design plans approved by the SHA Office of Traffic and Safety.

C. In the case of existing SHA traffic signal poles, controllers, detectors, conduits, etc., relocation will be made by you or your authorized representative at the sole expense of you and/or others, but not SHA. You shall have worked out the necessary detail through contact with the SHA Assistant District Engineer – Traffic as previously noted.

D. Traffic signal construction activities are to be supervised by the SHA Office of Traffic and Safety, Traffic Operations Division. At least five (5) days prior to beginning any approved signal work, you should contact **Corren Johnson, Chief, Traffic Operations Division at the SHA Office of Traffic & Safety (Phone: 410 787-7630).**

E. All signals on the State Highway System shall be approved for installation and functional operation through the SHA Assistant District Engineer – Traffic.

**X. Lighting**

A. Adjustments to existing lighting standards and/or systems necessitated by changes in grade, alignment, etc., shall be as directed by the SHA Permit Inspector. Any costs associated with the adjustments shall be the full responsibility of you or others; but not the SHA.

**XI. Surety**

**NOT APPLICABLE**

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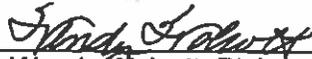
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XII. Signal Fee

Engineering fee in the amount of \$3,500.00 in the form of wire transfer # 049407 is being made a part of this permit.

STATE HIGHWAY ADMINISTRATION

Gregory C. Johnson  
SHA Administrator

  
Wendy Wolcott, PLA  
Acting Metropolitan District Engineer – District 4  
Baltimore and Harford Counties

SHA 60.0

Rev. 6/2015

Maintenance of Traffic Special Provisions

General

- (1) The purpose of this portion of the Special Provisions is to set forth the traffic control requirements necessary for the safe and efficient maintenance of traffic within work areas, and to minimize any inconveniences to the traveling public and the Contractor and/or Permittee.
- (2) Proper traffic control through work areas is essential for insuring the safety of the traveling public and of highway workers. Public safety and that of highway workers has the highest priority of all tasks within this project. The proper application of the approved Traffic Control Plan (TCP) will provide the desired level of safety. By agreeing to undertake this project, the Contractor and/or Permittee recognizes the need for proper traffic control.
- (3) Throughout these Special Provisions, any mention of the TCP shall be implied to include any combination of Typical Traffic Control Standards which form the overall TCP for this project which has been approved by the appropriate SHA Traffic Engineer.
- (4) The Contractor and/or Permittee shall be required to adhere to the provisions of the Manual on Uniform Traffic Control Devices (MUTCD), 2003 Edition, and to Section 104 of the Maryland DOT Standard Specifications for Construction and Materials (January, 2001); including all revisions and supplements to each, and the State of Maryland Book of Standards for Highway and Incidental Structures. The Standard Specifications and Book of Standards are available at [www.marylandroads.com](http://www.marylandroads.com).
- (5) The Contractor and/or Permittee shall be required to adhere to the requirements set forth in the TCP and these Special Provisions, unless otherwise directed by the Engineer. Any requests to make minor changes to the TCP or the Special Provisions with regard to the traffic control items shall be made in writing to the Engineer a minimum of three (3) working days prior to the proposed scheduling change. The Contractor and/or Permittee shall have written approval of the Engineer prior to the implementation of any change.

SPECIAL PROVISIONS (DEAP'S)  
TRAFFIC - 2  
REVISED 7/31/05

General (con't)

- (6) No work shall begin on any work activity or work phase until all required traffic control patterns and devices indicated on the TCP for that activity or phase are completely and correctly in place and have been checked for approved usage.
- (7) General and specific warning signs shall only be in place when specific work tasks and activities are actually underway or conditions exist that pose a potential hazard to the public, and any additional signing has been approved by the appropriate SHA Traffic Engineer.

NOTE: The practice of placing signing and other traffic control devices in addition to those indicated on the approved TCP is not permitted.

- (8) The Contractor and/or Permittee shall provide, maintain in new condition, and move when necessary, or as directed by the Engineer, all traffic control devices used for the guidance and protection of motorists, pedestrians, and workers.
- (9) All traffic control devices required by the TCP shall be kept in good condition, fully performing as set forth in the TCP, the MUTCD, and/or Section 104 of the Specifications. For reflective devices, a particular device is assumed to have failed to meet minimum operational standards when the device no longer has retro-reflectance capability of at least 60% of the specified minimum value over at least 90% of the visible reflective surface.
- (10) All traffic control devices not required for the safe conduct of traffic shall be promptly removed, completely covered, turned away from traffic, or otherwise taken out of service. It is intended that no traffic control device is to be in service when there is no clear cut reason for the device.
- (11) Throughout the period(s) of work activities, traffic shall be maintained by implementing the approved TCP. In lieu of the TCP prepared for this project, and/or individual Typical Traffic Control Standards, the Contractor and/or Permittee has the option of preparing and submitting a TCP, wholly or in part, of his own design, following guidelines set forth in the MUTCD and prescribed by the Administration. A TCP developed by the Contractor and/or Permittee shall not be implemented until advance written approval is obtained from the Engineer. TCP's may be implemented within a single project or jointly between two or more projects. In situations where TCP's are jointly implemented, care shall be exercised to present correct and non-conflicting guidance to the traveling public.

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General (con't)

- (12) Throughout these Special Provisions, where speed of traffic is noted, this means the posted speed or prevailing travel speed, whichever is higher, unless otherwise noted.
- (13) Traffic shall be maintained at all times throughout the entire length of the project, unless otherwise noted. No travel lane(s) other than those designated for possible closure in the TCP shall be closed without obtaining prior approval from the Engineer. All ingress and egress to the work area by the Contractor and/or Permittee shall be performed with the flow of traffic.

Traffic Manager (TM)

- (1) The Contractor and/or Permittee shall be required to submit to the engineer the name of the person he designates as his TM for this project prior to any work being done. The TM shall be responsible for properly implementing and maintaining the TCP as well as conducting regular day and night inspections of the traffic control devices and overall traffic operations. The TM shall work closely with SHA staff on all matters pertaining to traffic control throughout the traffic control work area(s). The TM shall be responsible for coordination between adjacent and nearby work area operations to assure that inappropriate and/or conflicting traffic control devices are not displayed. Refer to Section 104.18 of the Specifications for more information on the subject of the TM.

Work Restrictions

- (1) The SHA reserves the right to modify and/or expand the methods of traffic control specified and to restrict working hours if, in the opinion of the Engineer, the Contractor and/or Permittee's operations are a detriment to the safe and efficient flow of traffic.
- (2) With an approved TCP, and with the appropriate traffic patterns and traffic control devices implemented, the Contractor and/or Permittee may be permitted to work between sunrise and sunset; however, travel lanes shall not be blocked or adversely affected by the Contractor and/or Permittee's operations during the hours of 6 a.m. to 9 a.m. and 3 p.m. to 7 p.m. daily. The Contractor and/or Permittee shall notify the District Utility Engineer, or Resident Maintenance Engineer of the day, time, route and location, (where work will take place), direction, lane(s) to be closed, type of work, traffic control plan typical to be used for such work, as well as the Contractor and/or Permittee's name. All travel lanes shall be restored at the end of each day unless set forth in these Special Provisions or permitted by the Engineer.

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Work Restrictions (con't)

- (3) Generally, work is not permitted on Saturdays, Sundays, National or State holidays, or days preceding the following said holidays, unless otherwise allowed by the Engineer. All equipment, barricades, etc., shall be removed from the roadway and full traffic capacity maintained throughout periods of partial shutdown or extended periods of no work being performed (including lunchtime and overnight periods). See "Storage of Equipment and Materials" subtitle for requirements and restrictions.
- (4) On expressways/freeways, all Contractor and/or Permittee's equipment shall enter on and exit from the roadway at interchanges or legally allowed public-use crossovers; not on or across grass medians or crossovers signed to prohibit such use by the general public.

Temporary Traffic Signs:

- (1) The signing shall conform to MUTCD or the Administration's Standard Highway Sign Booklet (SHSB). All work area warning signs shall be 48 x 48 in. unless otherwise specified. The SHSB may be obtained from our web site at [www.marylandroads.com](http://www.marylandroads.com). Designs of signs not included in the SHSB may be prepared by the Contractor in sketch form, to scale, and approved by the Engineer or the sign designs may be obtained upon seven day request from the Office of Traffic and Safety. Requests shall be directed to the Engineer in writing.
- (2) Special care shall be exercised to properly space signs along the highway to ensure that traffic is provided adequate sight distance to both work zone signs and existing signs. When a sign is not indicative of actual conditions such as during periods of temporary shutdown or extended periods of no work being performed (including lunchtimes and overnight periods), the Contractor shall remove the entire work zone setup and remove the sign, turn it away from all traffic (turning parallel to traffic is prohibited), or completely cover it with an opaque material that is approved by the Engineer. This will not be required for nonwork periods of time up to one hour.
- (3) Signs that will be in place for more than three working days shall be mounted on two 4 x 4 in. wood posts unless otherwise specified. The height of the sign shall be as specified in the Contract Documents. Additional bracing of signs is prohibited. The tops of the wood posts shall not protrude more than 3 in. beyond the nearest edge of the sign. Wood posts 4 x 4 in. shall be placed a minimum of 4 ft. into the ground. Wood posts 4 x 6 in. shall be placed a minimum of 5 ft. into the ground.

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Temporary Traffic Signs (con't)

- (4) Signs on portable supports for temporary conditions shall be mounted so that the bottom of the sign shall not be less than 1 ft. above the roadway pavement elevation. Portable sign supports shall be self-erecting, able to withstand a wind velocity of 70 mph, and shall be able to maintain themselves within five degrees rotation around their vertical axis.

Specific Signing Instructions

- (1) PAVEMENT DROP-OFF signs shall be placed in advance of any pavement drop-off, and spaced at appropriate intervals throughout the area of any pavement drop-off. The Permittee should reference Maryland Standard No. 104.00-14 for information on traffic control for pavement drop-offs.
- (2) In areas where longitudinal paving joints are left exposed to traffic, warning signs shall be erected indicating UNEVEN PAVEMENT. They shall be placed in advance of the uneven joints and spaced at appropriate intervals throughout the area of the uneven joint. In areas of exposed lateral paving joints, the warning sign message shall be BUMP (W8-1). When milling a pavement (removing the top layer to smooth the roadway) a ROUGH ROAD (W8-8) sign or a GROOVED PAVEMENT (W8-8a) sign shall be the warning message.
- (3) Along two and three-lane, two-way roadways where a standard centerline is not provided and passing is not permitted (due to resurfacing, etc.), DO NOT PASS (R4-1) signs shall be erected at the beginning of such zones along the right side and at appropriate intervals throughout the project. A NO PASSING ZONE pennant (W14-3) shall be erected at the beginning of such zones on the left-hand side of the roadway across from the first DO NOT PASS sign. The NO PASSING ZONE pennants shall be used only at the beginning of such zones and shall not be placed at intermediate points throughout the zone. The Permittee should reference Maryland Standard No. 104.06-10 for additional information on temporary pavement markings for no passing zones.
- (4) When complete pavement markings are not in place, and passing is permitted, sign(s) shall be erected indicating WARNING: PASSING ZONES UNMARKED-NEXT X MILES (W14-3a). These signs shall be placed in advance of the unmarked zone and at appropriate intervals throughout the unmarked zone where passing is permitted.

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Pavement Markings:

(1) Glossary:

- Permanent - not intended for removal or modification.
- Temporary - intended for removal or modification.
- Short term - less than standard marking for use not longer than 2 weeks.
- Full dimension - marking fully meeting the width, length and spacing requirements of the MUTCD.

- (2) A full complement of full dimension pavement markings shall be used in work areas unless temporary, short term and/or less than full dimension pavement markings are specified or directed by the Engineer. These short term pavement markings may be used for a period of two weeks and are described below.
- (3) When permanent and/or full dimension pavement markings cannot be placed, temporary short term pavement markings shall be installed along all centerlines and lane lines at the end of each day's paving operations. The temporary lane line markings and the centerline markings along two (2) and three (3) lane roadways shall consist of, as a minimum, a single four (4) foot segment spaced at forty (40) foot intervals (4' pavement marking strip, 36' gap). These markings shall be the same colors as would normally be used for permanent markings.
- (4) Temporary centerline markings along roadways of four (4) or more lanes without a median are to be marked as follows:
- (4a) - Two (2) or more lanes in each direction with no reversible lanes - double solid yellow centerline
  - (4b) - Two (2) or more lanes in each direction with reversible lanes - double dashed yellow lane lines fully meeting MUTCD length and spacing requirements.

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Pavement and Markings (con't)

- (4c) - Two (2) or more lanes in each direction with a continuous two-way left turn lane - demarcate with channelizing devices, drums or barricades, unless otherwise specified or directed by the Engineer. The channelizing devices (spaced a maximum of 200 feet apart) shall separate opposing flows of traffic and yet still permit the fifth lane to be used for storage of turning vehicles.
- (5) No passing zones shall be marked and signed as provided for in the MUTCD and SHA Standards, and these Special Provisions as noted under Specific Signing Instructions. No Passing Zones may be identified by using signs rather than pavement markings for a period of time not to exceed seven days.
- (6) For lane drops or mandatory turn lanes, correct pavement marking symbols shall be placed or a combination of channelizing devices and signs shall be used to clearly convey the regulation to the motorists.
- (7) In the rare instances where it is impossible or impracticable in the Engineer's judgment to place temporary pavement markings, channelizing devices and signing may be used to provide the travel path alignment for traffic passing through the work area.
- (8) Pavement marking line widths for all conditions shall be as follows:
- Lane Lines 5" wide
  - Centerlines 5" wide
  - Edge Lines 5" wide, except that lines may be 10" if traffic engineering study indicates such a need.
  - Gore Marking 10" wide

Channelizing Devices

- (1) When channelizing traffic, the Contractor and/or Permittee shall meet all of the requirements specified in Section 6C and 6F of the MUTCD and Maryland Standard No. 104.00-10. Special attention shall be given to providing adequate tapers, as specified in Section 6C-08 of the MUTCD. Maximum spacing for channelizing devices in a taper is equal, in feet, to the posted speed limit. Maximum spacing for channelizing devices in a tangent is equal, in feet, to twice the posted speed limit. Example - posted speed limit 55: maximum spacing in a taper = 55 feet; maximum spacing in a tangent = 110 feet. Channelizing devices shall be spaced at closer intervals (typically 25 feet) to define interchange gore areas or other unusual highway alignments.
- (2) The Contractor and/or Permittee shall provide a sufficient number of channelizing devices to delineate the desired travel path. Unless otherwise specified or permitted, channelizing devices shall be traffic cones, plastic drums, Type I, Type II, and/or Type III barricades. Channelizing devices that become discolored, dirty, or damaged shall be cleaned, repaired, or replaced as required at the expense of the Contractor and/or Permittee.
  - (2a) Temporary concrete barrier (TCB) is not considered a primary channelizing device but may have a secondary function as such.
- (3) Traffic cones shall be a minimum of 28 inches in height, have an inside cone base diameter of 10", with the predominant color being orange and shall meet all of the applicable requirements specified in Section 6F of the MUTCD and Maryland Standard Specifications. If cones are used during darkness, they shall be reflectorized as per Section 6F of the MUTCD. Stricter reflectorization standards for cones became effective December 31, 1989. Retroreflection of cones shall be provided by a minimum 6 inch wide white band placed a minimum of 3 inches but no more than 4 inches from the top and shall be supplemented with an additional 4 inch white band spaced a minimum of 2 inches below the 6 inch band. Traffic cones shall be kept upright at all times utilizing stacked cones, collar weights, or other acceptable means for stabilization. The Contractor and/or Permittee shall be responsible for conducting periodic inspections to insure that all traffic cones remain in an upright position.

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Channelizing Devices (con't)

- (4) Drums shall be 36 inches in height, with a minimum diameter of 18 inches, and made of plastic. The markings on drums shall be horizontal, circumferential, 6 inch wide, alternate reflective bands (orange and white). The top stripe shall be orange.
- (5) Type II barricades shall be 36 inches in height and 24 inches in width (minimum) with 12 inch rails. Type II barricades may be used on all types of highways.
- (6) Other barricades uses in work zones are Type I and Type III Barricades. Type I barricades meeting the above design requirements may be used on conventional roads such as two lane/two-way, or multi-lane undivided highways. For all roadway closures, Type III barricades 5 feet high (minimum) and 4 feet wide (minimum) with 12" rails shall be used. All barricades shall meet the applicable requirements specified in Section 6F of the MUTCD.
- (7) The markings on the rail of Type I, Type II, and Type III barricades vary in width and shall be as specified in the MUTCD. Barricade rail stripes shall slope downward at an angle of 45 degrees in the direction traffic is to pass. Where a barricade extends entirely across a roadway, it is desirable that the stripes slope downward in the direction toward which traffic must turn in detouring. Where both right and left turns are provided for, the chevron striping may slope downward in both directions from the center of the barricades.
- (8) TCB, when serving a secondary function as a channelizing device, shall meet all of the applicable requirements specified on Section 6F of the MUTCD. Generally, warning lights shall not be used on TCB. The Permittee should reference Maryland Standard No. 104.01-23, 104.01-24, 104.01-25 and 104.01-26.
- (9) Refer to Section 104.12 of the Specifications for more information on the subject of drums.

Lighting Devices

Warning Lights

- (1) The Contractor and/or Permittee shall be responsible for assuring that all warning lights, Whenever used or required, are in good working condition and are operated and maintained as specified in Section 6F of the MUTCD, Section 104.02 of the 2001 Edition of the Standards Specifications and Maryland Standards 104.00-14.

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Warning Lights (con't)

- (2) Warning lights and flags may be used on warning signs, as required by the TCP, these Special Provisions, or as directed by the Engineer. During hours of darkness, any channelizing device used to warn of a spot hazard shall have one (1) Type A Low-Intensity Flashing Warning Light attached to its traveled side. Two (2) Type A Low-Intensity Flashing Warning Lights shall be attached to each Type III barricade.
- (3) Generally, warning lights are not required on channelizing devices, including TCB.

Arrow Panels (AP)

- (4) AP's shall meet all of the applicable requirements specified in Section 6F of the MUTCD and Section 104.07 of the Standard Specifications. AP's shall only be used to supplement other required traffic control devices. AP's shall be used in the "Arrow" mode only when closing a through travel lane on a multi-lane roadway. Only one AP in the "Arrow" mode shall be used for each stationary lane closure. Moving work operations may utilize one or more AP's for a single lane closure. Care shall be taken in the placement of AP's to avoid driver confusion in the vicinity of ramps, median crossovers, and side road intersections.
- (5) AP's shall be aimed at approaching traffic to insure that the minimum legibility distance, as specified in Section 6F of MUTCD, is met. Every attempt shall also be made to erect AP's so that the arrow is level in relation to the roadway.
- (6) All AP's shall have both manual and automatic dimmer devices installed that are capable of reducing the light intensity by 50 percent. These dimmer devices shall be adjusted as necessary to reduce the AP's light intensity so that the arrow mode is clearly visible after sunset, but does not blind oncoming traffic.
- (7) For stationary lane closures, the AP shall be placed on the shoulder at the beginning of the taper (nearest to oncoming traffic); or, where there are narrow or no existing shoulders, in the closed lane behind the channelizing devices as near to the beginning of the taper as possible. Placement at the beginning of the taper is preferred to placement in the middle of the taper.

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Arrow Panels (con't)

- (8) For moving maintenance type activities along multi-lane highways where a lane is closed, It is preferable that the AP be placed at the rear of the activity in the closed lane on a vehicle separate from the maintenance vehicle itself. For paint striping-type activities, additional vehicles with AP's in the arrow mode, may be required to supplement this work operation to discourage motorists from entering the closed lane and reduce paint tracking. AP's shall always remain upstream of the maintenance vehicle where adequate recognition distance is available. The vehicle(s) carrying the AP(s) shall also be equipped with signing and lighting, as required by the standard TCP's.
- (9) AP's shall only display the "Caution" mode for lane closure on a two-lane/two-way roadway, or for a shoulder closure on any roadway. The "Caution" mode on an AP shall show only one (1) light in each corner of the AP rather than a straight bar or horizontal line of lights. AP's shall not be flashed in the "Arrow" mode for the above situations.

Flaggers

- (1) The Contractor and/or Permittee shall provide flaggers when specified or required for the various TCP's and/or when directed by the Engineer. All flaggers shall wear an approved reflective vest. They shall be equipped and instructed in accordance with Section 6E of the MUTCD and Maryland Standard No. 104.00-12. They shall utilize two-way radios whenever they are not within sight distance of each other or when so directed by the Engineer. Flaggers shall use STOP/SLOW paddles. Paddles shall be a minimum of 24" x 24" in size with letters at least 8 inches high. Standard paddle sign designs are in the SHA Standard Highway Sign Booklet.
- (2) Refer to Section 104.15 of the Specifications for more information on the measurement and payment of flaggers.

Existing Regulatory, Warning and Guide Signs

- (1) Existing signs within the limits of the project shall only be removed with advance written approval from the Engineer. Existing signs are to be relocated if possible, but in the event that signs are removed, they shall be replaced as soon as the specific work activity allows. The Contractor and/or Permittee shall be required to replace immediately any existing signs misplaced or damaged by his operations during work on this project.

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Storage of Equipment and Materials

- (1) No equipment or materials shall be stored or permitted to stand in unprotected areas (areas without the protection that traffic barriers afford or open areas within 30 feet from where traffic is being maintained). However, Contractors may install equipment or material behind traffic barriers or in areas greater than 30 feet from where traffic is maintained.
- (2) The Contractor and/or Permittee's employees shall not be permitted to park their vehicles within the right-of-way limits of the through roadway except in protected areas or areas greater than 30 feet from the traveled roadway. All storage/parking areas shall have advance written approval from the Engineer.
- (3) Storage equipment and materials may be permitted closer than 30 feet, subject to the following restrictions:
  - (3a) - Temporary traffic barrier shall be in place prior to storage of any materials or equipment. This traffic barrier will have a configuration and length as directed by the Engineer.
  - (3b) - No equipment or material shall be permitted to stand within a four (4) foot distance behind the face of any section of traffic barrier.
- (4) All areas used for storage of equipment shall be restored to their original condition immediately upon completion of this work by regrading or placement of topsoil, seeding and mulching.