

PROJECT DESCRIPTION

GENERAL

THIS PROJECT INVOLVES THE MODIFICATION OF THE EXISTING TRAFFIC CONTROL SIGNAL AT THE INTERSECTIONS OF MD 24 (ROCK SPRING ROAD) & SPENCEOLA PARKWAY, MD 24 (ROCK SPRING ROAD) & FOREST VALLEY/SPENCEOLA COMMERCIAL ENTRANCE AND MD 24 (ROCK SPRING ROAD) AND RED PUMP ROAD/BYNUM ROAD. THIS PROJECT IS LOCATED IN HARFORD COUNTY, MARYLAND.

MD 24 (ROCK SPRING ROAD) IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION.

INTERSECTION OPERATION

1. MD 24 (ROCK SPRING ROAD) AND DELLCREST DRIVE/SPENCEOLA PARKWAY

THE INTERSECTION OPERATION WILL REMAIN THE SAME AT THIS INTERSECTION.

AN ALTERNATE PEDESTRIAN PHASE IS PROVIDED ACROSS THE SOUTH LEG OF MD 24 AND PEDESTRIAN INDICATIONS ARE PROVIDED ACROSS THE EAST LEG OF SPENCEOLA PARKWAY. PEDESTRIAN INDICATIONS WILL BE PROVIDED ACROSS THE WEST LEG OF DELLCREST DRIVE.

2. MD 24 (ROCK SPRING ROAD) AND FOREST VALLEY DRIVE/SPENCEOLA COMMERCIAL ENTRANCE

PEDESTRIAN INDICATIONS WILL BE PROVIDED ACROSS THE EAST LEG OF SPENCEOLA PKWY ENTRANCE.

3. MD 24 (ROCK SPRING ROAD) AND RED PUMP ROAD/BYNUM ROAD

AN ALTERNATE PEDESTRIAN PHASE IS PROVIDED ACROSS THE SOUTH LEG OF MD 24. PEDESTRIAN INDICATIONS WILL BE PROVIDED ACROSS THE EAST LEG OF BYNUM ROAD.

TYPICAL MESSAGES FOR ACCESSIBLE PED SIGNALS

MD 24 (ROCK SPRING ROAD) AND DELLCREST ROAD/SPENCEOLA PARKWAY

1. MD 24 (ROCK SPRING ROAD) AND DELLCREST ROAD AND SPENCEOLA PARKWAY - SOUTH LEG

STREETS AT 90 DEGREES

WAIT: "WAIT TO CROSS ROCK SPRING AT DELLCREST AND SPENCEOLA. WAIT." *

WALK: RAPID TICK

2. SPENCEOLA PARKWAY AND MD 24 (ROCK SPRING ROAD) - EAST LEG

STREETS AT 90 DEGREES

WAIT: "WAIT TO CROSS SPENCEOLA AT ROCK SPRING. WAIT." *

WALK: RAPID TICK

3. DELLCREST ROAD AND MD 24 (ROCK SPRING ROAD) - WEST LEG

STREETS AT 90 DEGREES

WAIT: "WAIT TO CROSS DELLCREST AT ROCK SPRING. WAIT." *

WALK: RAPID TICK

MD 24 (ROCK SPRING ROAD) AND FOREST VALLEY ROAD/SPENCEOLA COMMERCIAL ENTRANCE

1. SPENCEOLA COMMERCIAL ENTRANCE AND MD 24 (ROCK SPRING ROAD) - EAST LEG

STREETS AT 90 DEGREES

WAIT: "WAIT TO CROSS SPENCEOLA COMMERCIAL ENTRANCE AT ROCK SPRING. WAIT." *

WALK: RAPID TICK

MD 24 (ROCK SPRING ROAD) AND RED PUMP ROAD/BYNUM ROAD

1. MD 24 (ROCK SPRING ROAD) AND RED PUMP ROAD AND BYNUM ROAD - SOUTH LEG

STREETS AT 90 DEGREES

WAIT: "WAIT TO CROSS ROCK SPRING AT RED PUMP AND BYNUM. WAIT." *

WALK: RAPID TICK

2. BYNUM ROAD AND MD 24 (ROCK SPRING ROAD) - EAST LEG

INTERSECTION WITH ANGLED CROSSING

WAIT: "WAIT TO CROSS BYNUM AT ROCK SPRING. CROSSWALK ANGLES LEFT. WAIT." **

WALK: RAPID TICK

* MESSAGE USED IF DISTANCE FROM NEAREST PUSHBUTTON FOR PERPENDICULAR CROSSING IS < 10'

** MESSAGE USED IF CROSSWALK DIVERGES FROM OR CONVERGES WITH PARALLEL TRAFFIC

NOTE: MESSAGES FOR INTERSECTION CONFIGURATIONS, VARYING FROM THE ABOVE ARE TO BE APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.

CONTROLLER REQUIREMENTS

1. MD 24 (ROCK SPRING ROAD) AND DELLCREST ROAD/SPENCEOLA PARKWAY

THE EXISTING BASE MOUNTED CABINET AND CONTROLLER WILL BE USED.

2. MD 24 (ROCK SPRING ROAD) AND FOREST VALLEY ROAD/SPENCEOLA COMMERCIAL ENTRANCE

THE EXISTING BASE MOUNTED CABINET AND CONTROLLER WILL BE USED.

3. MD 24 (ROCK SPRING ROAD) AND RED PUMP ROAD/BYNUM ROAD

THE EXISTING BASE MOUNTED CABINET AND CONTROLLER WILL BE USED.

EQUIPMENT LIST "A"

A. EQUIPMENT TO BE SUPPLIED BY THE SHA

ITEM NO.	QUANTITY	DESCRIPTION
9571	12 S.F.	SHEET ALUMINUM SIGNS TO CONSIST OF :
	4 EACH	R10-3(1) SIGN (9 IN. X 15 IN.) TO READ "PUSHBUTTON TO CROSS ROCK SPRING ROAD"
	2 EACH	R10-3(1) SIGN (9 IN. X 15 IN.) TO READ "PUSHBUTTON TO CROSS DELLCREST DRIVE"
	2 EACH	R10-3(1) SIGN (9 IN. X 15 IN.) TO READ "PUSHBUTTON TO CROSS SPENCEOLA PARKWAY"
	2 EACH	R10-3(1) SIGN (9 IN. X 15 IN.) TO READ "PUSHBUTTON TO CROSS SPENCEOLA SHOPPING CTR"
	2 EACH	R10-3(1) SIGN (9 IN. X 15 IN.) TO READ "PUSHBUTTON TO CROSS BYNUM ROAD"

EQUIPMENT LIST "C"

C. EQUIPMENT TO BE REMOVED AND RETURNED TO SHA
ALL REMOVED SIGNAL MATERIALS SHALL BECOME PROPERTY OF THE CONTRACTOR

MAINTENANCE OF TRAFFIC

THE FOLLOWING TRAFFIC CONTROL STANDARDS SHALL BE REFERENCED FOR THE PROJECT. ADDITIONAL TRAFFIC CONTROL STANDARDS MAY BE USED AS DIRECTED BY THE ENGINEER.

STANDARD NO. MD-104.03-01 (SHOULDER WORK)	STANDARD NO. MD-104.03-09 (INTERSECTION FAR-LEFT LANE CLOSURE)
STANDARD NO. MD-104.03-03 (LEFT LANE CLOSURE)	STANDARD NO. MD-104.03-11 (INTERSECTION FAR-RIGHT LANE CLOSURE)
STANDARD NO. MD-104.03-05 (RIGHT LANE CLOSURE)	

PROJECT CONTACTS

THE CONTACT PERSONS FOR SHA ARE AS FOLLOWS:

MS. ERIN KUHN
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MR. MIKE PASQUARIELLO
DISTRICT UTILITY ENGINEER
PHONE: (410) 229-2341

EQUIPMENT LIST "B"

B. EQUIPMENT TO BE FURNISHED AND/OR INSTALLED BY THE CONTRACTOR

ITEM NO.	QUANTITY	DESCRIPTION
1001	255 L.F.	REMOVAL OF EXISTING PERMANENT PAVEMENT LINE MARKINGS - ANY WIDTH
2002	11 C.Y.	TEST PIT EXCAVATION
5005	530 L.F.	12 INCH HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS
8001	12 EACH	AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON STATION & SIGNS
8002	11 EACH	BREAKAWAY PEDESTAL POLE (ANY SIZE)
8003	3 EACH	FURNISH AND INSTALL 2 WIRE CENTRAL CONTROL UNIT
8004	12 EACH	LED 16 INCH COUNTDOWN PEDESTRIAN SIGNAL HEADS
8007	3 EACH	REM & DISPOSE MAT & EQUIP PER ASSIGN
8012	190 L.F.	NO. 6 AWG STRANDED BARE COPPER GROUND WIRE
8013	175 L.F.	3 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED
8015	12 S.F.	INSTALL GROUND MOUNTED SIGN
8020	1550 L.F.	ELECTRICAL CABLE - 2 CONDUCTOR (NO. 14 AWG)
8021	1350 L.F.	ELECTRICAL CABLE - 5 CONDUCTOR (NO. 14 AWG)



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 24 Intersections
Forest Hill, MD

GENERAL INFORMATION SHEET

SCALE NONE ADVERTISED DATE 11/23/2010 CONTRACT NO. AX7045168

DESIGNED BY S. Bloss COUNTY Harford

DRAWN BY S. Bloss LOGMILE

CHECKED BY N. Leary TMS NO. J827

F.A.P. NO. TOD NO.

TS NO. DRAWING TSP-7 OF 7 SHEET NO. 7 OF 7



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