Case 1: The signal is turned to flashing mode during flagging operation.

Case 2: The signal is turned off (dark mode) during flagging operation.

Note: Except for police, flagging shall not occur at a signalized intersection operating in a full–color stop–and–go mode (Normal Operation).

## 10.0 VEHICLES

10.1 If work vehicles need to be stopped in a lane beyond a horizontal curve or a vertical curve (hill), non–essential vehicles are to be pulled as far off the road as possible or be otherwise parked in a manner as to inhibit the movement of traffic as little as possible. If no protection vehicle is available, channelizing devices shall be placed as specified in 7.0, Channelizing Devices.

10.2 Work vehicles should not occupy any part of the buffer area.

10.3 Vehicle safety lights (amber in color), as specified in Standard MD 104.01–18A & 18B shall be Class I, as determined by the Society of Automotive Engineers (SAE) and as directed by the Office of Maintenance.

10.4 A protection vehicle is required when opening or closing a lane on freeways, expressways, and roadways with posted speeds greater than or equal to 55 mph during the installation of temporary traffic control devices.

A protection vehicle is also required for mobile operations (e.g. highway marking) and other traffic and work conditions to provide protection for workers or as directed by the Engineer. The protection vehicle may be considered as a substitute for the initial advance warning sign for some mobile work operations. A protection vehicle should also be used in advance of a work operation that is located beyond a horizontal and/or vertical curve. Consideration should also be given to placing an additional temporary advance warning sign(s) or truck mounted variable message sign no less than 500' and no more than 1500' (1/2 mile for expressway conditions) in advance of the protection vehicle, when one or more of the traffic factors listed under General Notes 1.2 exist.

10.5 When a police vehicle is required, the vehicle shall not be located in the buffer and/or taper, but should be located as directed by the Engineer, depending on the type of work. It is sometimes preferable to deploy the police vehicle in advance of the work zone or queue (if queue exists) to encourage speed reduction prior to the work zone.