

8.4 Temporary markings on intermediate pavement surfaces (e.g. base course) shall be placed to full dimensions per the Contract Documents (i.e. continuous double yellow center lines; single dashed yellow center line @ 10' segments, 30' gaps where passing is allowed; lane lines @ 10' segments, 30' gaps).

8.5 Guidance on UNMARKED PAVEMENT signing:

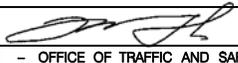
1. Daytime: If the pavement is not marked to SHA's standards/specifications during the daytime, no sign is needed, provided item #3 below is adhered to.
2. Nighttime: If, due to unforeseen circumstances as determined by the Engineer, the pavement is left in a condition overnight that does not meet SHA pavement marking standards/specifications, then UNMARKED PAVEMENT signing shall be used.
3. In all instances where less than standard markings are in place (permanent or short-term), appropriate channelizing devices and other traffic control devices shall be used to guide traffic through the work zone in an effective, safe, and positive manner.

**9.0 FLAGGING**

- 9.1 Where two or more flaggers are used and are unable to see each other, two-way radio communications shall be used.
- 9.2 If the entire work area is visible from one station, a single flagger may be used, subject to other safety considerations.

9.3 Guidance on flagging at signalized intersections:

1. Issues regarding flagging at signalized intersections should be discussed in the planning/design stages of the project and the recommended intersection control strategy should be specified in the contract documents.
2. At the pre-construction conference, SHA staff and the contractor should discuss the need for flagging operations, MSP (or local police) presence, and the Standard Operating Procedures to request signal operating mode modifications (if needed).
3. In general, all persons (contractors, maintenance, and utility) should contact the Assistant District Engineer – Traffic (ADE-T) to determine the best method for temporary traffic control at a signalized intersection from the following two (2) cases:

SPECIFICATION	CATEGORY CODE ITEMS	<p><b>Maryland Department of Transportation</b>  <b>STATE HIGHWAY ADMINISTRATION</b>          STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES</p> <p><b>GENERAL NOTES</b></p> <p><b>STANDARD NO. MD 104.00-11</b></p>
APPROVED	 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY	
	APPROVAL • SHA REVISIONS APPROVAL <b>8-20-03</b> REVISED <b>7-1-09</b>	
	REVISED	REVISED
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