

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.

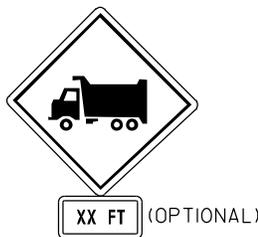
11.0 STRATEGIES FOR SAFE ENTRY/EXIT OF WORK ZONE VEHICLES TO/FROM THE WORK AREA

11.1 Use TRUCK CROSSING signs (W11-(10)1) when:

- 1) A work area entrance is allowed along a controlled access highway; OR
- 2) A work area entrance provided along highways other than controlled access does not have adequate decision sight distance for approaching traffic and the entrance cannot be relocated to provide adequate decision sight distance. Refer to Standard No. MD 104.00-03 of the General Notes for decision sight distance criteria.

TRUCK CROSSING signs shall be placed according to the Shoulder Work Typical Applications, with TRUCK CROSSING signs replacing all SHOULDER WORK signs.

Any distances to be displayed on the TRUCK CROSSING sign shall be installed using supplemental distance plaques.



11.2 All work zone vehicles when entering/exiting the work area or operating within the work zone shall display flashing warning lights, as specified in Standards MD 104.01-18A & B.

11.3 PVMS may be used as a supplementary sign to warn drivers of work zone vehicles entering or exiting the work area.

11.4 Coordinate deliveries of materials with proposed lane closures, preferably during occurrences when traffic volumes are low.

SPECIFICATION	CATEGORY CODE ITEMS	<p>Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES</p> <p>GENERAL NOTES</p> <p>STANDARD NO. MD 104.00-13</p>									
APPROVED	 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY										
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