

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).


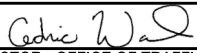
10.0 VEHICLES

- 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, 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 The use of a protection vehicle (PV) shall be based on Standard MD 104.01-11A, or as directed by the Engineer.

When closing or opening a lane or a shoulder on roadways with posted speed of 55 mph or greater, ensure that the work vehicle carrying the crew installing or removing the temporary traffic control devices is closely followed by a PV. For closing or opening a narrow shoulder with insufficient width to accommodate the PV, the PV can be positioned in the adjacent lane or as directed by the Engineer.

A PV should also be used in advance of work operation located beyond a horizontal and/or vertical curve. Consideration should 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 PV, when one or more of the traffic factors listed under General Notes 1.2 exist.

The protection vehicle may be considered as a substitute for the initial advance warning sign for some mobile work operations.

SPECIFICATION	CATEGORY CODE ITEMS	 MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION	
APPROVED	 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY	STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES	
APPROVAL REVISIONS	APPROVAL FEDERAL HIGHWAY ADMINISTRATION	GENERAL NOTES	
APPROVAL	8-20-03	APPROVAL	9-23-03
REVISED	9-15-15	REVISED	6-18-15
REVISED	2-19-24	REVISED	11-16-23
REVISED		REVISED	
		STANDARD NO.	MD 104.00-12