**DISCLAIMER:** The use of this standard is governed by the "Texas Engineering Practice Act." No warranty of any kind is made by TXDOT for any purpose whatsoever. TXDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

**FILE:** Signing shown for one

**NOTE**

**SHORT TERM NO PASSING ZONES ON TWO-LANE TWO-WAY ROADS**

**PASSING ZONE**

**MAJOR RURAL ROAD**

**TABS ON CENTERLINES OF TWO-LANE TWO-WAY ROADS**

For seal coat, micro-surface or similar operations

**'DO NOT PASS' SIGN (R4-1) and NO-PASSING ZONES**

A. Prior to the beginning of construction, all currently striped no-passing zones shall be signed with the DO NOT PASS (R4-1) sign and PASS WITH CARE (R4-2) sign placed at the beginning and end of each zone for each direction of traffic except as otherwise noted herein. Individual no-passing zones need not be covered prior to construction if the sign supplement the existing pavement markings.

B. At the discretion of the Engineer, in areas of numerous no-passing zones, several zones may be combined or numbered sequentially to be eligible for averaged spacing if spacing is necessary to meet minimum requirements. A NO PASS (R4-1) and NEXT XX MILES (R4-111) plaque may be used at the beginning of each zone. The DO NOT PASS sign and the NEXT XX MILES plaque should be placed at the beginning and end of the no-passing zone. The person where there is considerable distance between no-passing zones, the end of the no-passing zone may be signed with a NO PASS WITH CARE sign and a NEXT XX MILES plaque.

C. Depending on traffic volume and travel sections, it may be desirable to permit passing throughout the project to prevent damage to windshields and lights. The DO NOT PASS sign and NEXT XX MILES plaque should be placed as often as necessary for this purpose. Where several existing zones are to be combined into one individual no-passing zone, the sign of the beginning of the zone should be covered until the surfacing operation has passed this location so as not to have the DO NOT PASS sign control when the pavement markings. Also, unless one or more operations meets the entire length of several zones, the pavement marking signs should be placed at the beginning and end of the no-passing zones where the surfacing operation has stopped for the day.

D. R4-1 and R4-2 are to remain in place until standard pavement markings are installed.

**'NO CENTER LINE' SIGN (CW8-12)**

A. Center line markings are yellow pavement markings that delineate the separation of travel lanes that have opposite directional of travel to a vehicle.

B. If the construction activity obliterates the existing center line markings when the work area, at approximately 2 mile intervals within the work area, beyond major intersections and other locations deemed necessary by the Engineer.

C. The NO CENTER LINE signs are to remain in place until standard pavement markings are installed.

**LOOSE GRAVEL**

**TYPICAL USAGE**

**GENERAL NOTES**

1. Evidence control devices detailed on this sheet shall be furnished and erected as directed by the Engineer. On sections of roadway where tabs must be prior to the surfacing operation will cover or displace the existing pavement markings.

2. The devices shown on this sheet are to be used to supplement those required by the BC Standards or others required elsewhere in the plans.

3. Signs shall be erected as detailed in the BC Standards or the Compliant Work Zone Traffic Control Device List (CWZTCD) on supports approved for long-term/intermediate-term Work Zone Signs Supports.

4. When surfacing operations take place on divided highways, freeways or expressways, the size of diamond shaped construction warning signs shall be 48" x 48".

5. Signs on divided highways, freeways and expressways will be placed on both right and left sides of the roadway based on roadway conditions as directed by the Engineer.

**PAVEMENT MARKINGS**

A. Temporary markings for surfacing projects shall be temporary flexible-reflective Roadway Marker tabs unless otherwise approved by the Engineer. Tabs are to be installed to provide true alignment for surfacing operations or to simulate edge lines. Tabs shall be placed in the pavement no more than two (2) days before the surfacing is applied. After the surfacing is placed and swept, the cover over the reflective strip shall be removed.

B. Tabs shall not be used to simulate edge lines.

C. Too proceed for over-laying operations shall be as shown on the R2-SP (SP) standard sheet.

**COORDINATION OF SIGN LOCATIONS**

A. The location of warning signs or the beginning and end of a work area are to be coordinated with other signs shown on the Cover Sheet and Construction Standards for project limits to ensure adequate sign spacing.

B. Where possible, the ROAD WORK AHEAD (R20-1TP), LOOSE GRAVEL (CW8-7), and NO CENTER LINE (CW8-12) signs should be positioned in the sequence show below. The NO CENTER LINE sign should be placed on the shoulder next to the noise or windshields of the vehicle.

**TYPICAL USE**

**GENERAL NOTES**

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