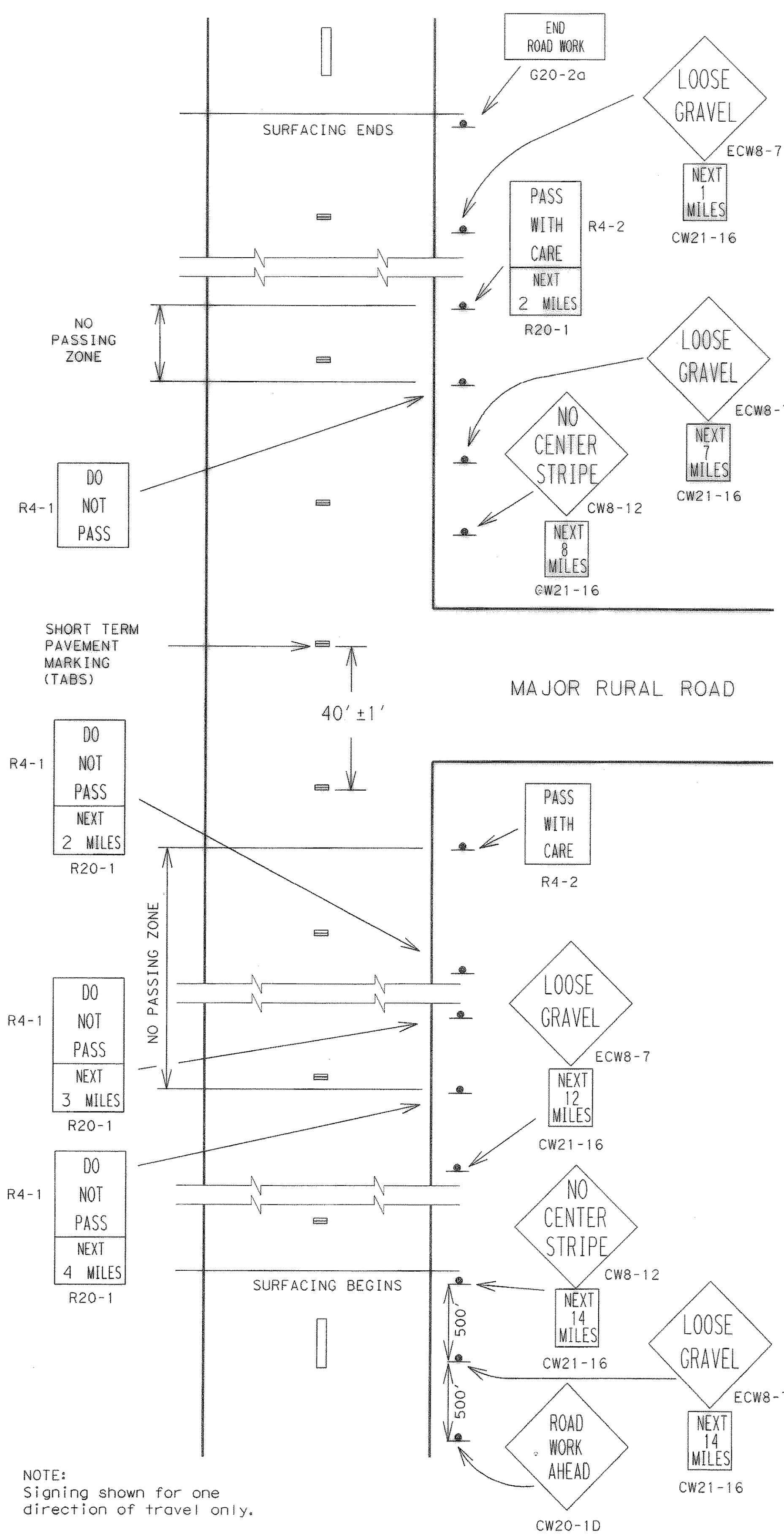
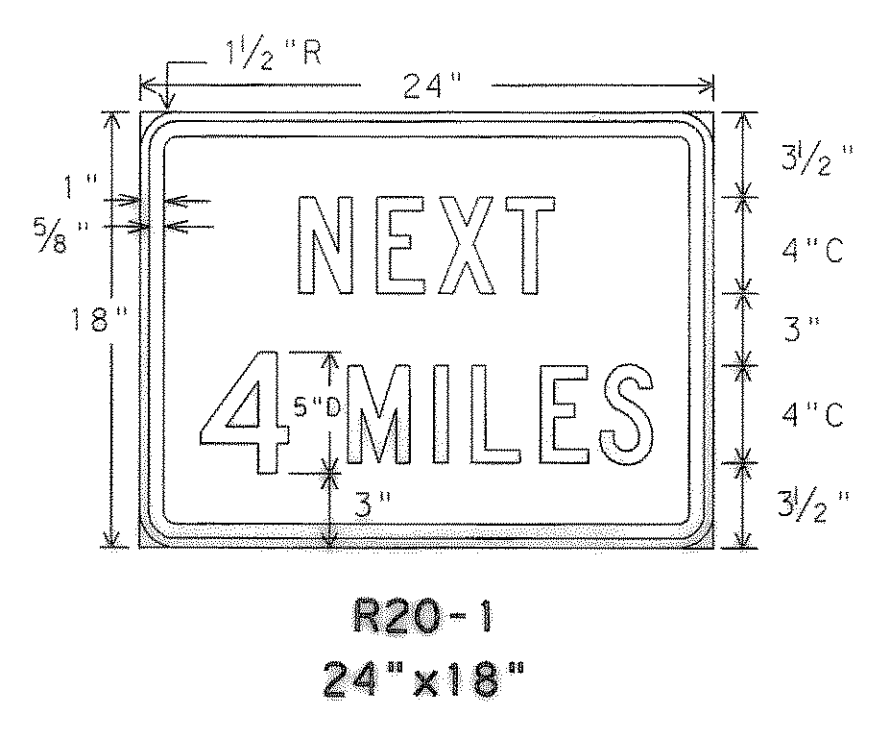


DISCLAIMER
 The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

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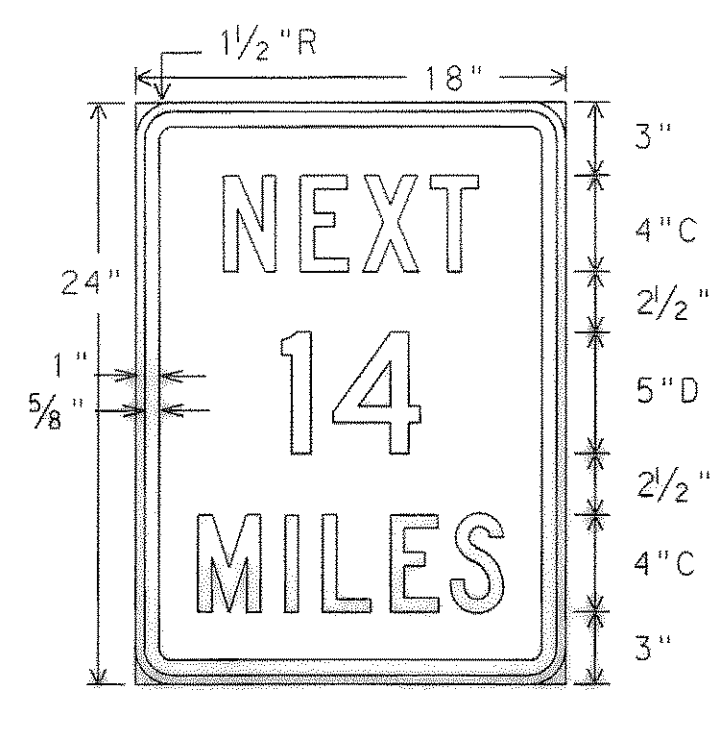


NOTE:
 Signing shown for one direction of travel only.



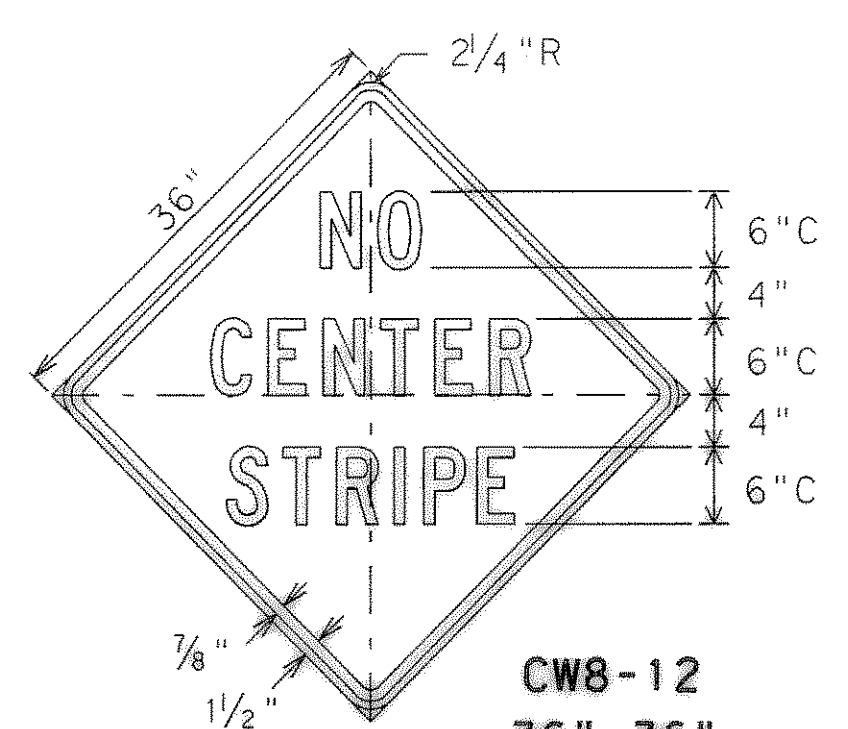
**R20-1
 24" x 18"**
 Legend - Black
 Border - Black
 Background - White Refl.

FOR USE WITH REGULATORY SIGNS ONLY

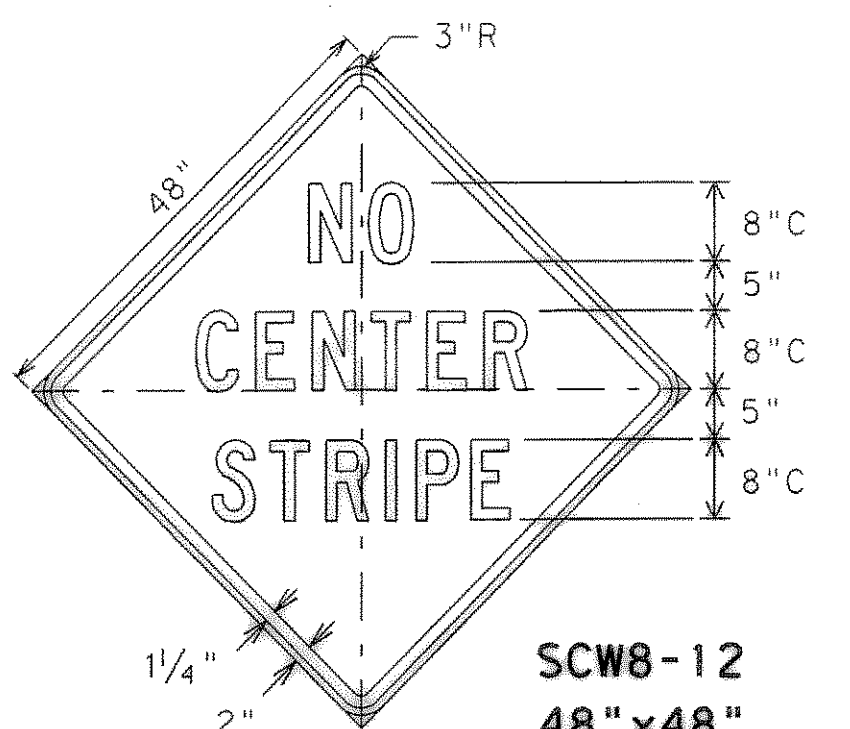


**CW21-16
 18" x 24"**
 Legend - Black
 Border - Black
 Background - Orange Refl.

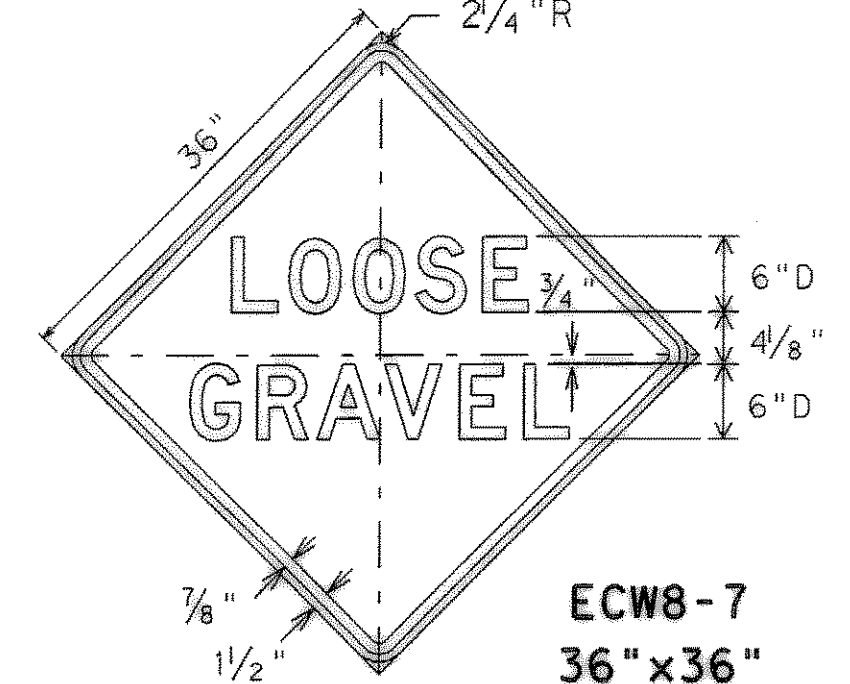
FOR USE WITH CONSTRUCTION WARNING SIGNS ONLY



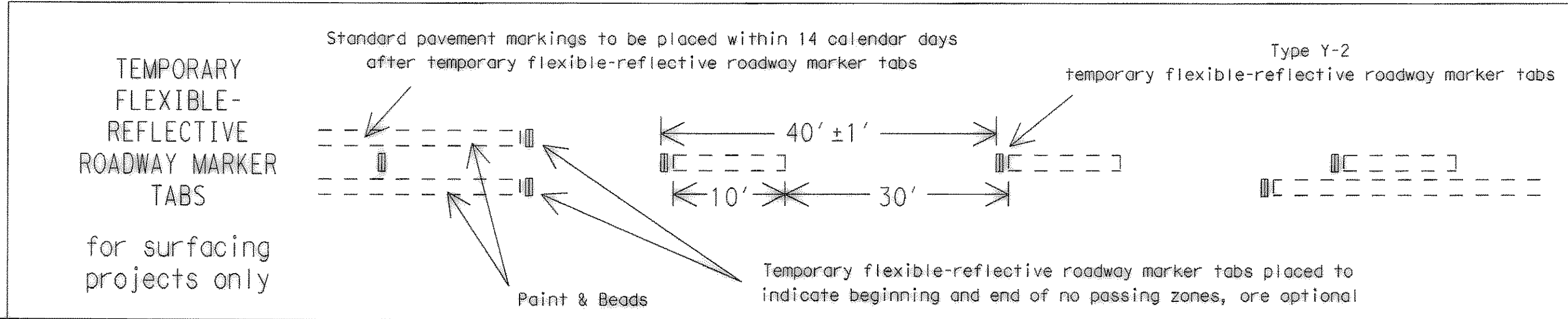
**CW8-12
 36" x 36"**
 Legend - Black
 Border - Black
 Background - Orange Refl.



**SCW8-12
 48" x 48"**
 Legend - Black
 Border - Black
 Background - Orange Refl.



**ECW8-7
 36" x 36"**
 Legend - Black
 Border - Black
 Background - Orange Refl.



GENERAL NOTES

The traffic control devices detailed on this sheet will be furnished and erected as directed by the Engineer on sections of roadway where the surfacing operation has covered or obliterated existing pavement markings. These traffic control devices are to be used to supplement those required by BC Standards.

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

Prior to the beginning of construction, all currently striped no-passing zones should be signed with the DO NOT PASS sign (R4-1) and PASS WITH CARE sign (R4-2) placed at the beginning and end of each zone for each direction of travel except as otherwise provided herein. Signs marking these individual no-passing zones need not be covered prior to construction if the signs supplement the existing pavement markings.

At the discretion of the Engineer, in areas of numerous no-passing zones, several zones may be combined and signed as a single zone. If passing is to be prohibited over one or more lengthy sections, a DO NOT PASS sign and a NEXT XX MILES sign (R20-1) may be used at the beginning of such zones. The DO NOT PASS and NEXT XX MILES signs should be repeated every mile to the end of the no-passing zone. In areas where there is considerable distance between no-passing zones, the end of a no-passing zone may be signed with a PASS WITH CARE and NEXT XX MILES sign.

Depending on traffic volumes and length of sections, it may be desirable to prohibit passing throughout the project to prevent damage to windshields and lights. The DO NOT PASS and NEXT XX MILES sign should be used and repeated as often as necessary for this purpose. Where several existing zones are to be combined into one individual no-passing zone, the sign at 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 conflict with existing pavement markings. Also, unless one days operation completes the entire length of such combined zones, care must be taken to place DO NOT PASS and PASS WITH CARE signs in order to sign the beginning and end of the no-passing zones in the area where the surfacing operation has stopped for the day.

"NO CENTER STRIPE" SIGN (CW21-15)

At the time construction activity obliterates the existing centerline (low volume roads may not have an existing centerline), a NO CENTER STRIPE sign (CW8-12) should be erected at each end of the work area and just beyond major rural intersections and other location deemed necessary by the Engineer. Where possible, the signs erected at each end of the work area should be located in such a manner that drivers can read the sign and immediately see the change to no centerline. The NO CENTER STRIPE sign should be supplemented with the NEXT XX MILES sign (CW21-16) mounted below it.

"LOOSE GRAVEL" SIGN (ECW8-7)

When construction begins, a LOOSE GRAVEL sign (ECW8-7) should be erected at each end of the work area and repeated at intervals of approximately two (2) miles in rural areas and closer in urban areas. The LOOSE GRAVEL sign should be supplemented with the NEXT XX MILES sign (CW21-16) mounted below it.

PAVEMENT MARKINGS

Short term pavement markings for surfacing projects shall use Temporary Flexible-reflective Roadway Marker Tabs. Tabs are to be installed to provide true alignment for striping crews or as directed by the Engineer. Tabs will be placed at the spacing indicated. Tabs should be applied to the pavement no more than two (2) days before the surfacing is applied. After the surfacing is rolled and swept the cover over the reflective strip shall be removed. Tabs shall NOT be used to simulate edge lines.

**RECORD PLANS
 AUGUST 29, 2008**

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

**Standards Engineer
 Traffic Operations Division - TE
 Texas Department of Transportation
 125 East 11th Street
 Austin, Texas 78701-2483
 Phone (512) 416-3335
 Fax (512) 416-3161
 E-mail TRF-STANDARD@mailgw.dot.state.tx.us**

| TYPICAL USAGE: | | | | |
|----------------|----------------|-----------------------|------------------------------|----------------------|
| MOBILE | SHORT DURATION | SHORT TERM STATIONARY | INTERMEDIATE TERM STATIONARY | LONG TERM STATIONARY |
| | ✓ | ✓ | ✓ | ✓ |

**STANDARD PLANS
 TEXAS DEPARTMENT OF TRANSPORTATION
 Traffic Operations Division**

**TRAFFIC CONTROL DETAILS
 for
 SURFACING OPERATIONS
 TCP (7-1) - 98**

| | | | |
|----------|-------|----------|----------|
| REVISED: | DATE: | BY: | REASON: |
| 4-92 | 1-97 | 4-98 | |
| COUNTY: | | CONTROL: | SECTION: |
| JOB: | | HIGHWAY: | |