

**To:** All HQ Directors: Operations, Planning and Major Projects  
All Regional Directors  
All Regional Managers Engineering  
All District Managers Transportation  
All Project Managers  
All Regional Paving Managers  
All Field Services Managers

**Subject:** Temporary Pavement Markings

**Purpose:**

This technical circular provides guidelines on the layout and sizing of temporary pavement markings for use as directional dividing lines and lane lines.

**Policy:**

The guidelines provided in this technical circular supersede the [Traffic Control Manual for Work on Roadways](#) in the area of temporary line sizing and layout as well as Figure 7.44 in the [Manual of Standard Traffic Signs and Pavement Markings](#). Refer to the [Traffic Control Manual for Work on Roadways](#) for all other applications of temporary pavement markings.

**Scope and Application:**

Temporary pavement markings should consist of tape lines 100 mm wide and a minimum of 300 mm long. The markings should be placed in a skip line pattern with a maximum gap of approximately 10 m between line segments.

Temporary directional dividing lines should consist of either a double or single broken yellow line. Although double broken lines do not prohibit passing in either direction of travel, they can be considered a “warning design” used to discourage passing. Temporary markings for lane lines shall consist of a single broken white line.

For multi-lane highways with a minimum 4 lane cross section, the temporary directional dividing line should consist of a double broken yellow line.

Where bonding agent or asphalt primer is used at centreline joints, temporary pavement markings should be offset 300 mm from the centreline joint. Where bonding agent is not used, or where there is limited space (i.e. on bridge decks), directional dividing lines may be offset from the centreline by as little as 50 mm.

For highways where median barrier, raised channelization, or a wide median was present, but has been removed during construction, the directional dividing line should consist of a double broken yellow line. The separation between the broken yellow lines should be a minimum of 1.0 m and maximum of 1.75 m.

Temporary pavement markings should not be used to replace edge lines. If edge delineation is needed, the Ministry Representative, in consultation with the Regional Traffic Engineer (RTE), should consider channelizing devices such as temporary delineator posts.

To identify passing and no passing areas in work zones, R-22 and R-23 signs should be used as per the guidelines established in the [Traffic Control Manual for Work on Roadways](#) and the [Manual of Standard Traffic Signs and Pavement Markings](#). Where no passing zones have been established, double broken directional dividing lines should be considered to reinforce R-22 Do Not Pass signs. Both the beginning and end of a no passing zone should be identified using R-22 and R-23 signs. Intermediate R-22 signs should be installed approximately every 5 km. The decision to allow passing within a work zone shall be approved by the Ministry Representative in consultation with the RTE. If approved, work zone passing areas should be established based on the location of passing areas as they existed prior to the establishment of the work zone.

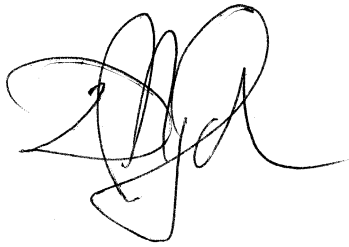
When transitioning between the work area and existing roadway, a 160 m long section of double broken directional dividing line should be utilized as shown in Figure 1.

Temporary raised pavement markings, also known as temporary overlay markers, may be used to improve the visibility of temporary directional dividing lines and lane lines. Temporary raised pavement markings may be installed for both directional dividing lines and lane lines, or only directional dividing lines, but should remain consistent throughout the work zone. When used, temporary raised pavement markings should be installed at a frequency of at least every third stripe with the raised face perpendicular to traffic. For double broken directional dividing lines, two temporary raised pavement markers should be placed such that the markers are side by side (see Figure 3). The colour of temporary raised markers shall be white for lane lines and yellow for directional dividing lines. The Ministry Representative, in consultation with the RTE, shall determine the use of temporary raised pavement markings.

Temporary pavement markings, when used, are to be maintained until permanent pavement markings can be installed. The contractor should ensure all pavement markings, temporary or permanent, are in place prior to leaving the work zone unattended.

**Contact:**

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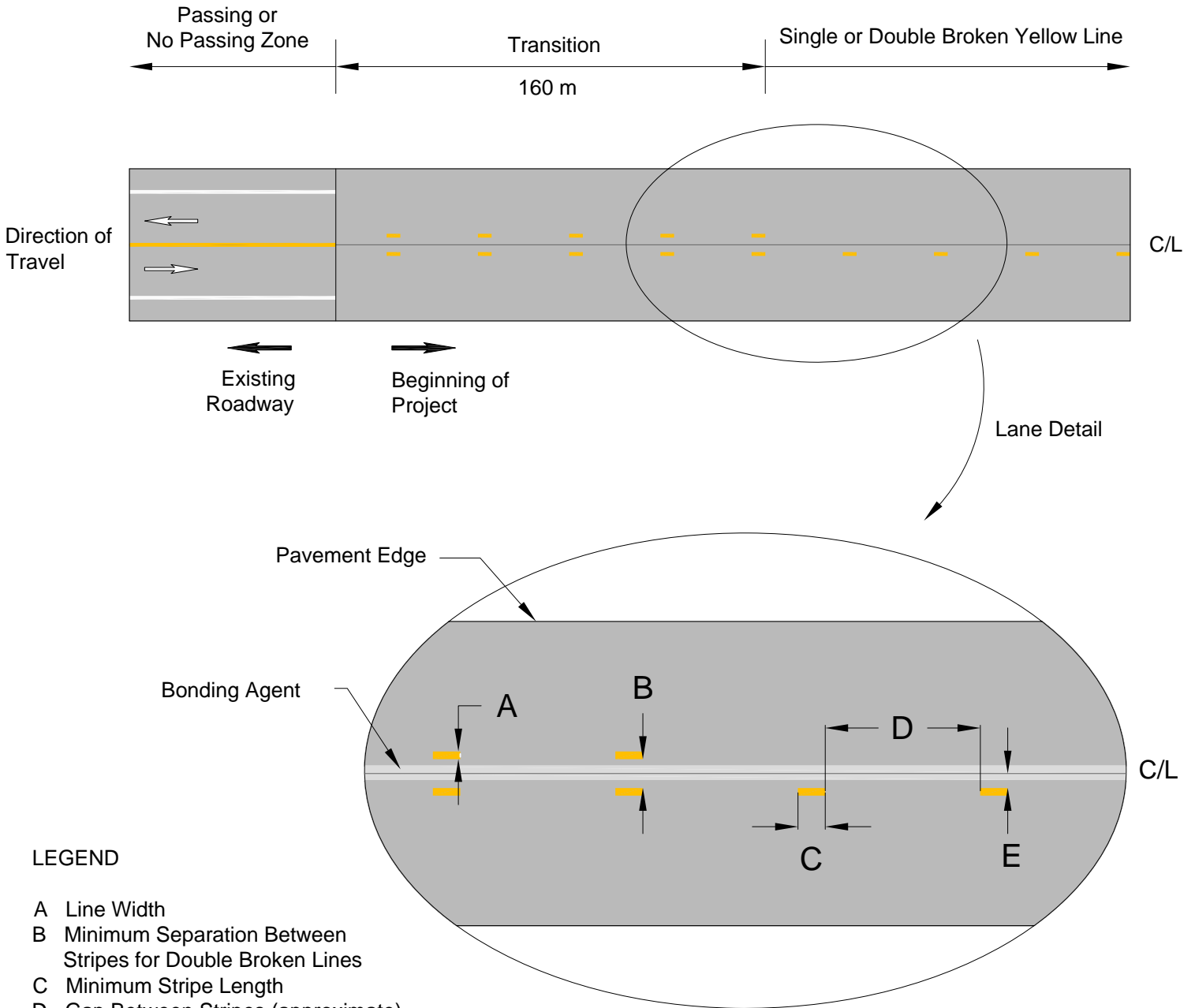
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Dirk Nyland, P.Eng.  
Chief Engineer

Attachment

**FIGURE 1**

**TEMPORARY PAVEMENT MARKINGS  
DIRECTIONAL DIVIDING LINE LAYOUT**



**LEGEND**

- A Line Width
- B Minimum Separation Between Stripes for Double Broken Lines
- C Minimum Stripe Length
- D Gap Between Stripes (approximate)
- E Stripe Offset from Centreline or Pavement Joint (approximate)

**NOTES:**

\* Use 1000 to 1750 mm separation between double broken lines where median barrier, raised channelization, or a wide median was present but removed for construction.

Passing and no passing areas should be identified using the guidelines established in the Traffic Control Manual for Work on Roadways and the Manual of Standard Signs & Pavement Markings.

This drawing illustrates the general layout of temporary directional dividing lines in a work zone. For placement of other traffic control devices and signing refer to the Traffic Control Manual for Work on Roadways.

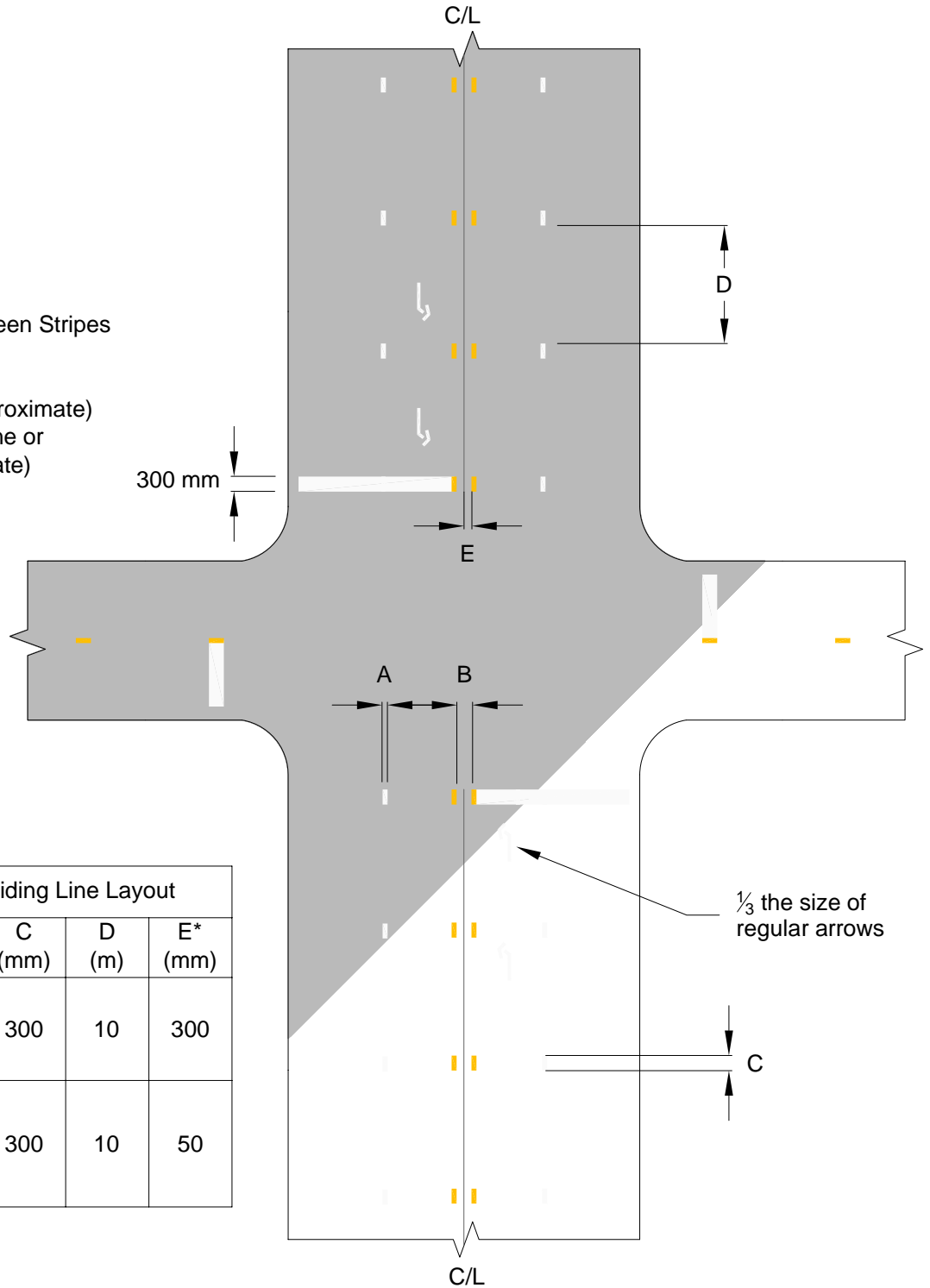
Temporary Directional Dividing Line Layout					
Condition	A (mm)	B* (mm)	C (mm)	D (m)	E (mm)
Bonding agent used at C/L joint	100	600	300	10	300
No bonding agent used or limited space	100	100	300	10	50

**FIGURE 2**

**TEMPORARY PAVEMENT MARKINGS  
DIRECTIONAL DIVIDING LINE LAYOUT**

**LEGEND**

- A Line Width
- B Minimum Separation Between Stripes for Double Broken Lines
- C Minimum Stripe Length
- D Gap Between Stripes (approximate)
- E Stripe Offset from Centreline or Pavement Joint (approximate)



Temporary Directional Dividing Line Layout					
Condition	A (mm)	B* (mm)	C (mm)	D (m)	E* (mm)
Bonding agent used at C/L joint	100	600	300	10	300
No bonding agent used or limited space	100	100	300	10	50

**NOTES:**

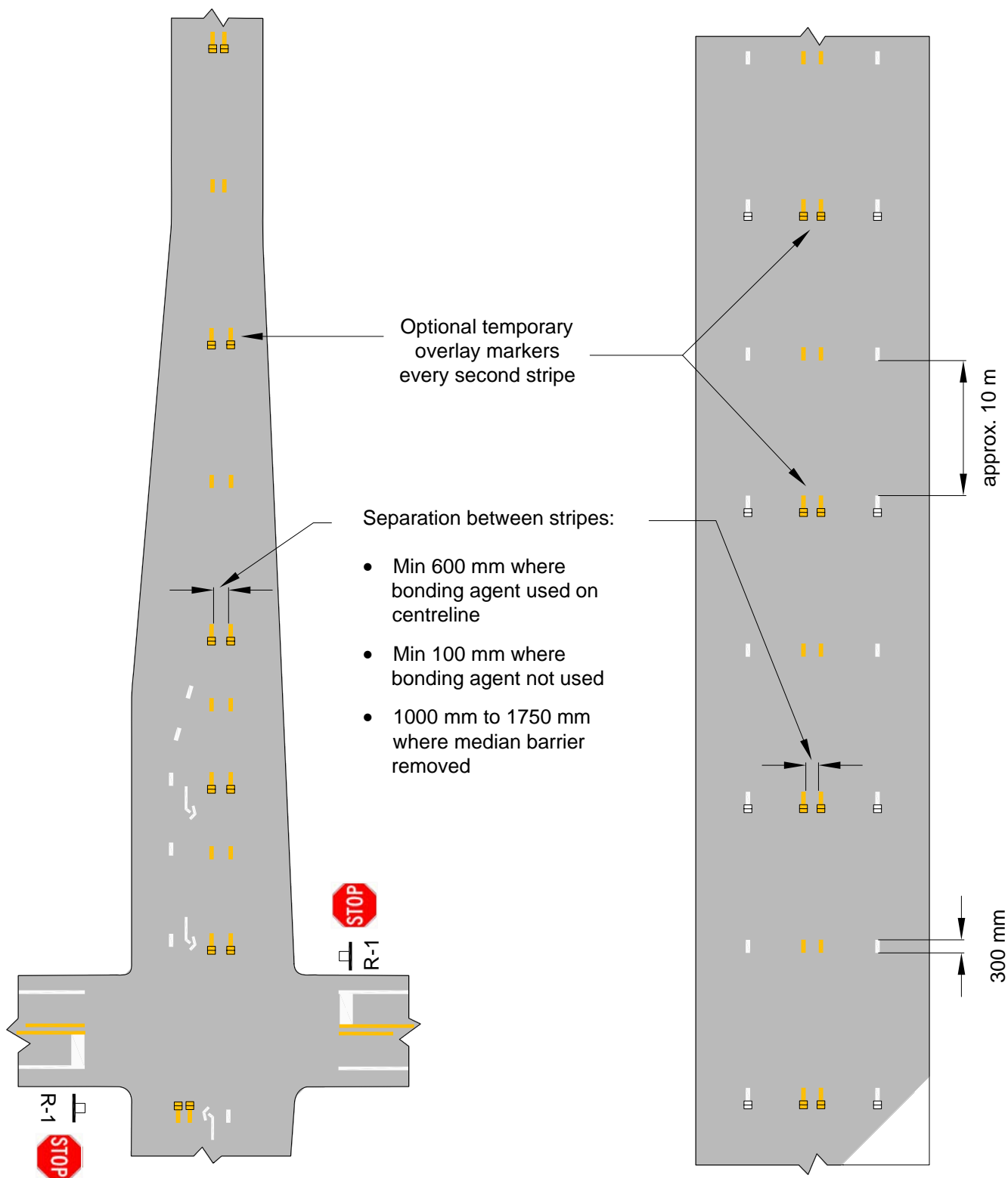
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**FIGURE 3**

**TEMPORARY PAVEMENT MARKINGS  
LAYOUT OF TEMPORARY OVERLAY MARKERS**



**NOTES:**

Passing and no passing areas should be identified using the guidelines established in the Traffic Control Manual for Work on Roadways and the Manual of Standard Signs & Pavement Markings.

This drawing illustrates the general layout of temporary directional dividing lines in a work zone. For placement of other traffic control devices and signing refer to the Traffic Control Manual for Work on Roadways.