

follows:

Interim pavement markings are those that may be used until it is practical and possible to install pavement markings that meet the full MUTCD standards for pavement markings. Normally, it should not be necessary to leave interim pavement markings in place for more than 2 weeks, except on roadways being paved with bituminous surface treatment (BST) and having traffic volumes under 2,000 ADT. All interim pavement markings, including pavement markings for no-passing zones, shall conform to the requirements of sections 3A and 3B with the following exceptions:

- (1) All interim broken-line pavement markings shall use the same cycle length as permanent markings and be at least 4 feet long, except that half-cycle lengths with a minimum of 2 foot stripes may be used for roadways with severe curvature (See Section 3A-6). This applies to white lane lines for traffic moving in the same direction and yellow center lines for two-lane roadways when it is safe to pass.
- (2) For those interim situations of 14 calendar days or less for a two- or three-lane road, no-passing zones may be identified by using signs rather than pavement markings (See sections 3B-4, 3B-5, and 3B-6). Also, signs may be used in lieu of pavement markings on low-volume roads for longer periods, when this practice is in keeping with the state's or highway agency's policy. These signs should be placed in accordance with sections 2B-21, 2B-22, and 2C-38.
- (3) The interim use of edgelines, channelizing lines, lane reduction transitions, gore markings and other longitudinal markings, and the various non-longitudinal markings (stop line, railroad crossings, crosswalks, words, symbols, etc.) should be in keeping with the state's or highway agency's policy.

(6) Subsections (1) through (5) shall become effective on January 10, 1996.

[Statutory Authority: Chapter 34.05 RCW and RCW 47.36.030.
154), § 468-95-055, filed 11/21/95, effective 1/10/96.]

95-23-097 (Order