GENERAL PAVEMENT MARKING NOTES:

1. PRIOR TO START OF CONSTRUCTION, ALL EXISTING PAVEMENT MARKINGS WITHIN THE AREA OF CONSTRUCTION SHALL BE INVENTORIED AND DOCUMENTED JOINTLY BY THE CITY INSPECTOR AND THE CONTRACTOR. THIS DOCUMENT WILL BE JOINTLY SIGNED BY BOTH PARTIES REFLECTING ALL EXISTING PAVEMENT MARKINGS AND LANE CONFIGURATIONS WILL BE DUPLICATED AGAIN. THIS REVIEW CAN BE DONE IN CONJUNCTION WITH SIGN INVENTORY. THE CONTRACTOR IS HELD accountable FOR EXISTING AND TEMPORARY CONSTRUCTION PAVEMENT MARKINGS THROUGHOUT THE PROJECT AND AT THE PROJECTS COMPLETION.

2. ALL PAVEMENT MARKINGS SHALL CONFORM TO CITY OF HOUSTON STANDARDS AND SPECIFICATIONS AND GENERAL GUIDELINES OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUCTD).

3. THE PERMANENT PAVEMENT MARKINGS MAY BE MODIFIED AS DIRECTED BY THE CITY TRAFFIC ENGINEER.

4. THE DESIGN SPEED FOR THE ROAD IS ___ MPH. THE POSTED SPEED LIMIT IS ___ MPH.

5. ALL LANE DIMENSIONS ARE FROM CENTER OF LANE LINE, CENTER OF DOUBLE LANE LINE, FACE OF CURB, OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

6. THE PAVEMENT MARKING DRAWINGS ARE SCHEMATIC ONLY. THE CONTRACTOR SHALL FOLLOW ALL DIMENSIONS, DETAILS, AND STANDARDS WHEN INSTALLING PAVEMENT MARKINGS AND SYMBOLS.

7. THE FINAL, LONGITUDINAL STRIPINGS SHALL BE 60 MIL [0.060"] THICK HOT-SPRAYED THERMOPLASTIC PLACED OVER THE TEMPORARY STRIPING WITHIN 14 TO 30 CALENDAR DAYS AFTER COMPLETION OF THE FINAL PAVEMENT SURFACE, OR AS DIRECTED BY THE CITY TRAFFIC ENGINEER. ALL OTHER PAVEMENT MARKINGS SHALL BE APPLIED AT THE SAME TIME. TEMPORARY STRIPING SHALL BE WATER BASED PAINT.

8. ALL FINAL TRANSVERSE MARKINGS SHALL BE 50 MIL [0.050"] HOT-SPRAYED THERMOPLASTIC. ALL PAVEMENT ARROWS AND LEGENDS SHALL ALSO BE 50 MIL [0.050"] HOT-SPRAYED THERMOPLASTIC. PREFORMED THERMOPLASTIC APPLICATIONS MAY BE USED IF ONLY APPROVED BY THE CITY TRAFFIC ENGINEER.

9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LAYOUT AND INSTALLATION OF PAVEMENT MARKINGS OF FINAL SURFACE COURSE FOLLOWING CONTROL POINTS THAT HAVE BEEN SET NO MORE THAN 60 FEET APART ALONG THE LINES TO BE IMPLEMENTED. IN TANGENT SECTIONS OF A ROAD WHERE THE PAVEMENT MARKING PATTERN DOES NOT CHANGE, CONTROL POINTS CAN BE SET AT 200 FEET SPACING. THE LAYOUT AND INSPECTION OF ALL PAVEMENT MARKINGS SHALL BE APPROVED BY CITY OF HOUSTON REPRESENTATIVE PRIOR TO THE APPLICATION OF MATERIALS.

10. IT IS THE CONTRACTOR’S RESPONSIBILITY TO ENSURE THAT THE FINAL SURFACE COURSE IS PLACED SO THAT THE STRIPING IS OFFSET NO MORE THAN ONE FOOT CLEAR OF THE CONSTRUCTION JOINT, UNLESS OTHERWISE DIRECTED BY THE CITY TRAFFIC ENGINEER.

11. ALL RAISED PAVEMENT MARKERS (RPM) SHALL BE INSTALLED SO THAT THE REFLECTIVE FACE OF EACH MARKER IS FACING THE DIRECTION OF TRAFFIC AND IS PERPENDICULAR TO THE DIRECTION OF TRAFFIC FLOW. TYPE C PAVEMENT MARKERS SHALL BE INSTALLED SO THAT THE CLEAR FACE OF EACH MARKER IS FACING THE APPROACHING TRAFFIC FLOW AND PERPENDICULAR TO THE DIRECTION OF TRAFFIC FLOW.

12. ALL REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE ACcomplished IN ACCORDANCE TO CITY OF HOUSTON STANDARD SPECIFICATION 02782. APPLYING OVER EXISTING PAVEMENT MARKINGS DOES NOT CONSTITUTE AS APPROVED OBLITERATION METHOD.

13. THE ENGINEER OF RECORD SHALL BE REQUIRED TO PRODUCE AS-BUILT OF PAVEMENT MARKING PLANS WITHIN 30 DAYS AFTER COMPLETION OF PAVEMENT MARKING IMPLEMENTATION.

14. BLUE RPMs MAY BE PLACED ADJACENT TO FIRE HYDRANTS WITH THE APPROVAL OF THE CITY TRAFFIC ENGINEER.

15. FOR ALL CONSTRUCTION, ALL PAVEMENT MARKINGS AND SIGNING SHALL BE INSTALLED AND SHALL BE PAID BY THE PROJECT OWNER/DEVELOPER.


CITY OF HOUSTON
HOUSTON PUBLIC WORKS

GENERAL NOTES
AND LEGENDS

NOT TO SCALE

CIVIL ENGINEER
DIRECTOR OF HOUSTON PUBLIC WORKS

EFF DATE: JUL-01-2018
DWG NO: 01510-01

Line Series  Color  Description  Width Inches  Typical Applications
WB  White  Broken (10' stripe w/ 30' gap)  4"  - Lane lines between travel lanes in the same direction where changing of lanes is permitted.
  - Edge lines to delineate the right edge of the roadway.
WS  White  Solid  6"  - Left edge of bicycle lane and lane lines between travel lanes in the same direction where changing of lanes is discouraged.
  - Perpendicular crosswalk lines.
  - Stop bars at intersections (signalized and unsignalized).
  - Delineation or terminations of pedestrian crosswalk.
YDS  Yellow  Double Solid  4' - (4')  - Diagonally hatched used in grooves between same direction of travel lanes.
  - Centerline that separates opposing travel lanes and delineation of median islands.
YDB  Yellow  Double Broken  4' - (4')  - Defines the edges of center reversible lanes that are used as TVLTLs during intermitent periods.
YB  Yellow  Broken (10' stripe w/ 30' gap)  4"  - Separates travel lanes in opposite directions where passing is permitted in both directions of travel.
YB (BIKE)  Yellow  Broken (3' stripe w/ 9' gap)  4"  - Separates bicycle travel lanes in opposite directions where passing is permitted in both directions of travel.
YSB  Yellow  Solid & Broken (10' stripe w/ 30' gap)  4' - (4')  - Separates travel lanes in opposite directions where passing is permitted in one direction and prohibited in the opposite direction.
  - Used for edge of two-way left-turn lanes (TVLTL).
BICYCLE GREEN  Green  Solid Colored Pavement  Varies  - Ped/Bike crossing.
  - Vehicle / Bike Conflict Area.
YIELD LINE  White  Triangle  16" x 24"  - Mid-Block crossing.
CASE 1 (SL1)
SL ≤ 110' D = SL - 36

CASE 2 (SL2)
110' < SL ≤ 300' D = (SL - 44) / 2

CASE 3 (SL3)
201' < SL ≤ 300' D = (SL - 52) / 3

CASE 4 (SL4)
SL > 300' D = (SL - 132) / 2

KEY (FOR TURN LAKES ONLY):
SL = STORAGE LENGTH (FEET)
D = DISTANCE BETWEEN ARROWS AND/OR DRIVES (FEET)

GENERAL NOTES:
1. ALL CASES AND DETAILS ALSO APPLY TO RIGHT-TURN LANES.
2. FOR DUAL-TURN LANES, DIMENSIONS SHALL BE THE SAME FOR EACH LANE.
3. SL DIMENSION IS FROM BACK OF STOP LINE TO END OF TURN LANE.
   NOTE: DO NOT INCLUDE TAPER LENGTH.
4. PAVEMENT ARROWS AND "ONLY" LEGEND MARKINGS ARE TYPICALLY USED AT ALL SIGNALIZED INTERSECTIONS AND AT ALL UNSIGNALIZED INTERSECTIONS THAT HAVE TURN LANES.
5. MINIMUM SL = 110'. SL MAY BE LESS THAN 100 FEET ONLY BY APPROVAL OF THE CITY TRAFFIC ENGINEER.

CITY OF HOUSTON
HOUSTON PUBLIC WORKS

LEFT/RIGHT-TURN "ONLY" AND ARROW SPACING
(NOT TO SCALE)

[Signatures and stamps]

EFF DATE: JUL-01-2018 DWG NO: 01510-02
NOTES FOR PAVEMENT MARKINGS "SYMBOLS" AND "ARROWS"

1. Minimum 3 foot white markings shall be used, unless otherwise noted. If message consists of more than one word, it should be placed with first word nearest the driver.

2. These details are standard size for normal installation. Sizes may be reduced approximately one-third depending on conditions. Special permission needed by city traffic engineer for reduction below one-third of standard sizes.

3. The longitudinal space between markings should be 30 feet, or as indicated on the plans.

4. Markings considered appropriate for use when warranted include the following:

   A. Regulatory stop.
   Right (left) turn only, symbol arrows.

   B. Marking stop ahead.
   Signal ahead.
   School.
   Ped X-ing.

   C. R. R. (see sheet 01510-08 details)
   Other letters or symbols may be necessary under certain conditions. Special permission needed by city traffic engineer for special conditions.

5. Uncontrollable use of pavement markings can result in driver confusion. Word and symbol markings should be no more than three lines.

6. The word "stop" shall not be used on the pavement unless accompanied by a stop sign. The word "stop" shall not be placed on the pavement in advance to a stop sign, unless every vehicle is required to stop at all times (all-way stop).

7. Pavement markings should generally be no more than one lane in width, with school messages being the exception. For details of school and school crossing pavement markings, refer to part 16 of the "Texas Manual on Uniform Traffic Control Devices".

8. Spacing between standard size letters, should be 4 inches (max). The width of non-standard size letters may vary depending on the width of the travel lanes. Approval by city traffic engineer. Special permission needed for non-standard size letters and/or "arrows".

9. Lane-use arrow markings may be used to convey either guidance or mandatory messages. Single turn arrow used to convey a mandatory movement must be accompanied by standard signs and the pavement marking word "only".

10. Pavement markings are to be located as specified on the design plans.

CITY OF HOUSTON
HOUSTON PUBLIC WORKS

STANDARD PAVEMENT MARKING - SYMBOLS

(DIST TO SCALE)

[Signatures]

CITY ENGINEER

EFF. DATE: JUL-01-2018

DWG NO. 01510-04
Centerline & For All Two Lane Streets With Passing Zone

Continuous Two-Way Left Turn Lane

Centerline & Lane Lines For Four Lane Two-Way Streets

RPM-6 Type C, Clear Face Toward Normal Traffic, Shall Be Placed On 40-Foot Centers.

General Notes:
1. Edgeline Adjacent to Curb and Gutter Is Not Required. In All Cases, However, Shall Be Placed As Directed by City Traffic Engineer.
2. The Travelled Way Includes Only That Portion of the Roadway Used for Motor Travel and Not the Parking Lanes, Sidewalks, Biking and Shoulders. The Travelled Ways Shall Be Measured from the Inside of Edgeline of a Two Lane Roadway.
3. All Raised Pavement Markers Placed in Broken Lines Shall Be Placed in Line With and Works Between the Stripes.
4. On Concrete Pavements the Raised Pavement Markers Should Be Placed To One Side of the Longitudinal Joints.
5. All Pavement Marking Material Shall Meet the Required Material Specifications as Specified by the City of Houston Standard Specifications.

Guide for Placement of Stop Lines & Centerline

Reflective Raised Pavement Markers

City of Houston
Houstop Public Works
Standard Pavement Markings With Reflective Raised Pavement Markers for Position Guidance (Not To Scale)

Eff Date: Jul-01-2018

City Traffic Engineer
City Engineer
TEMPORARY PAVEMENT MARKINGS PLACEMENT DETAILS

**DOUBLE YELLOW LINE**

1. YOS4 (with cheap seal markers)
2. SEE DETAIL "A"
3. 40" (MIN)
4. 4" (MIN)

**EDGE LINE OR SINGLE NO-PASSING LINE**

1. YOS4 (with cheap seal markers)
2. SEE DETAIL "B"
3. 40" (MIN)
4. 4" (MIN)

**BROKEN LINE**

1. YOS4 (with cheap seal markers)
2. SEE DETAIL "C"
3. 3.5" (MIN)
4. 1" (MIN)

**YELLOW DOUBLE BROKEN LINE**

1. YOS4 (with cheap seal markers)
2. SEE DETAIL "D"
3. 11/2" (MIN)
4. 11/2" (MIN)

**TEMPORARY CHIP SEAL MARKER DETAIL**

1. Prismatic reflective tape (see notes)
2. Pressure sensitive adhesive pad
3. 3.5" (MIN)

NOTES:
1. YELLOW MARKERS SHALL HAVE YELLOW BODIES AND YELLOW REFLECTIVE TAPE.
2. WHITE MARKERS SHALL HAVE WHITE BODIES AND WHITE REFLECTIVE TAPE.
3. ONE-WAY OR TWO-WAY REFLECTIVE SHALL BE USED AS NECESSARY FOR APPLICATION.
4. THE CLEAR PLASTIC COVER MAY VARY FROM ONE MANUFACTURER TO ANOTHER IF DESIRED NECESSARY BY SPECIFIC PROJECT.
5. ALL TEMPORARY PAVEMENT MARKERS SHALL BE PLACED WITH REFLECTIVE SIDE FACING ON COMING TRAFFIC.
6. ALL TEMPORARY STRIPING SHALL BE WATER BASED PAINT.

CITY OF HOUSTON
HOUSTON PUBLIC WORKS

REFLECTIVE CHIP SEAL MARKER
USE FOR TEMPORARY MARKINGS

(NOT TO SCALE)

CITY ENGINEER

2018-01-01

CITY ENGINEER
TYPICAL ACCESSIBLE PARKING SPACE DIMENSIONS

RAMP DETAILS ARE AS SHOWN ELSEWHERE IN THE PLANS. REFER TO CITY OF HOUSTON STANDARDS ON WHEELCHAIR RAMP CRITERIA.

NOTES:
2. AISLE MARKINGS SHOWN ARE EXAMPLES ONLY. OTHER METHODS TO INDICATE A NO PARKING AREA ARE ACCEPTABLE. AISLE MARKINGS SHALL BE WHITE.
3. DIMENSIONS OF LIMIT LINES, AISLE MARKINGS, AND SYMBOL (WITH OR WITHOUT BACKGROUND) MAY VARY ± 1/8".
4. PAVEMENT MARKING SYMBOLS (WITH BACKGROUND):
   A) ARE REQUIRED UNLESS STATED ELSEWHERE IN THE PLANS,
   B) SHOULD BE PLACED TOWARD THE FAR END OF THE PARKING SPACES SO AS TO BE VISIBLE TO MOTORISTS IN THE TRAFFIC LANE,
   C) MAY BE PAINTED OR PREFABRICATED MATERIAL, AND
   D) SHALL BE 30" X 30" MINIMUM.
5. WITH APPROVAL OF THE CITY TRAFFIC ENGINEER, PREFABRICATED PAVEMENT MARKING SYMBOLS WITH BACKGROUND OF OTHER DIMENSIONS EXCEEDING THE 30" X 30" MINIMUM MAY BE USED. ALTERNATIVE DESIGNS SHALL INCLUDE A PROPORTION SIZE SYMBOL OF ACCESSIBILITY, AND SHALL CONFORM TO THE ILLUSTRATED COLORS FOR BACKGROUND, SYMBOL AND BORDER.
6. ALL SLOPE IN AND AROUND EXPECTED WHEELCHAIR PATH SHALL NOT EXCEED ADA REQUIREMENTS FOR WHEELCHAIR RAMPS.
7. REFER TO CITY OF HOUSTON TRAFFIC SIGN STANDARDS FOR HANDICAPPED PARKING SIGN DETAILS.
8. NOTE THAT ANGLED PARKING ON PUBLIC ROADWAYS REQUIRE CITY COUNCIL APPROVAL BEFORE IMPLEMENTATION.

CITY OF HOUSTON
HOUSTON PUBLIC WORKS

PAVEMENT MARKINGS FOR ACCESSIBLE PARKING

NOT TO SCALE

[Signatures]

REV DATE: JUL-01-2018  DWG NO. 01510-07
NOTES:
1. ALL PAVEMENT MARKINGS SHALL BE WHITE EXCEPT WHEN NOTED OTHERWISE ON PLANS.
2. PAVEMENT MARKINGS SHALL BE OF THE MATERIALS SPECIFIED AND SHALL BE IN CONFORMITY WITH MATERIAL SPECIFICATIONS AS SPECIFIED BY THE CITY OF HOUSTON STANDARD SPECIFICATIONS.
3. EXACT SIGN PLACEMENT AND DETAILS ARE SHOWN ELSEWHERE IN THE PLANS.
4. ADDITIONAL REFERENCES:
   - TMTC: TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL
   - GUIDE FOR THE DEVELOPMENT OF BICYCLES FACILITIES, AASHTO, LATEST EDITION.
5. SHARED LANE MARKING SHALL BE IMPLEMENTED ONLY ON ROADWAY SEGMENT BUT NOT WITHIN THE FUNCTIONAL LIMITS OF AN INTERSECTION.
USE OF TREATMENTS ON THIS SHEET MUST BE PRE-APPROVED BY "THE CITY TRAFFIC ENGINEER"

BIKE BOX

BIKE LANE AT INTERSECTION
(RIGHT TURN LANE)

BICYCLE DETECTION MARKING

MIDBLOCK CROSSING
PEDESTRIAN-ONLY
(4+ LANE ROADWAY)

WHITE HIGH VISIBILITY CROSSWALK
SEE DWG NO 01510-10

W11-15 WITH W16-7P

W11-2 WITH W16-7P

R1-5

YIELD LINE

R1-SP8

DETAIL "A"

DETAIL "B"

DETAIL "C"

BICYCLE INTERSECTION TREATMENTS

CITY OF HOUSTON
HOUSTON PUBLIC WORKS

NOT TO SCALE

NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE WHITE EXCEPT WHEN NOTED OTHERWISE ON PLANS.

2. PAVEMENT MARKINGS SHALL BE OF THE MATERIALS SPECIFIED AND SHALL BE IN CONFORMITY WITH MATERIAL SPECIFICATIONS AS SPECIFIED BY CITY OF HOUSTON STANDARD SPECIFICATIONS.

3. WHERE NOT SHOWN ON THIS SHEET, SIGN PLACEMENT AND DETAILS ARE SHOWN ELSEWHERE IN THE PLANS.

4. ADDITIONAL REFERENCES:

TxDOT (TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL), GUIDELINES FOR THE DEVELOPMENT OF BICYCLE FACILITIES, AUGUST 1997

URBAN BIKEWAY DESIGN GUIDE, NACTO

5. FOR PLACEMENT OF PAVEMENT ARROWS AND WORDS SEE TURN LANE LEFT/RIGHT SPACING WORKSHEET.

CITY ENGINEER

DIRECTOR OF
HOUSTON PUBLIC WORKS

SIGNS

EFF DATE: JUL-01-2018

DWG NO: 01510-09A
NOTES:
1. CROSSWALKS AND STOP LINES SHALL BE WHITE.
2. "D" IS EQUAL TO ONE HALF THE WIDTH OF TRAVEL LANE.

CITY OF HOUSTON
HOUSTON PUBLIC WORKS

TYPICAL CROSSWALK DETAILS

(NU TO SCALE)

CITY TRAFFIC ENGINEER

DIRECTOR OF
HOUSTON PUBLIC WORKS

CITY ENGINEER

EFFECTIVE DATE: JUL-01-2018

QMG NO.: 01510-10
LEFT TURN LANE

LEFT TURN LANE (RAISED MEDIAN)

DUAL LEFT (RAISED MEDIAN)

LEFT TURN LANE Dimensions

A = 150' minimum at intersection of two (2) major streets when practical.
= 100' minimum at all other intersections.

B = 100' minimum on straight roadways.
* Taper length may be shorter if it is on a horizontal curve to the left.
* Taper length may be longer if curve is to the right.

NOTE:
1. Dimensions shall be adjusted as determined by City of Houston Traffic Engineer.
2. Refer to City of Houston Design Manual (CWG No. 10.06-07) for details.

NOTES:
1. The dimensions given for dual left (raised median) on this sheet are also applicable for dual right-turn lanes.
2. Storage lengths longer than the minimums listed on this drawing may be determined using traffic engineering analysis.
3. For the placement of pavement arrows and words, see left-turn only and arrow spacing worksheet.
4. Refer to applicable standard pavement markings with reflective raised pavement markers for position, guidance, and left-turn & right-turn lane standard pavement markings with reflective raised pavement markings.
5. Refer to bicycle lane pavement markings standard for type and placement.

CITY OF HOUSTON
HOUSTON PUBLIC WORKS

LEFT-TURN LANE & RIGHT-TURN LANE DESIGN WORKSHEET 1
(NOT TO SCALE)

CITY TRAFFIC ENGINEER
DIRECTOR OF
CITY ENGINEER

EFFECTIVE DATE: JUL-01-2015
DWG NO.: 01S10-11
PAINTED MEDIAN LEFT TURN BAY DETAILS

LEFT TURN BAY DIMENSIONS
A = 150' MINIMUM AT INTERSECTION OF TWO (2) MAJOR STREETS WHEN PRACTICAL.
= 100' MINIMUM AT ALL OTHER INTERSECTIONS.

B = 100' MINIMUM ON STRAIGHT ROADWAYS
*TAPE LENGTH MAY BE SHORTER IF IT IS ON A HORIZONTAL CURVE TO THE LEFT.
*TAPE LENGTH MAY BE LONGER IF CURVE IS TO THE RIGHT.

NOTE:
1. DIMENSIONS SHALL BE ADJUSTED AS DETERMINED BY CITY OF HOUSTON TRAFFIC ENGINEER.
2. REFER TO CITY OF HOUSTON DESIGN MANUAL (COWG No. 10.06-07) FOR DETAILS.

NOTES:
1. STORAGE LENGTHS LONGER THAN THE MINIMUMS LISTED ON THIS DRAWING MAY BE DETERMINED USING TRAFFIC ENGINEERING ANALYSIS OR APPROPRIATE CALCULATIONS.
2. FOR THE PLACEMENT OF PAVEMENT MARKERS AND WORDS, SEE LEFT-TURN "ONLY" AND ARROW SPACING WORKSHEET.
3. REFER TO APPLICABLE STANDARD PAVEMENT MARKINGS FOR POSITION GUIDANCE AND LEFT-TURN & RIGHT-TURN LANE STANDARD PAVEMENT MARKINGS WITH REFLECTIVE RAISED PAVEMENT MARKINGS.
4. REFER TO BIKE LANE PAVEMENT MARKINGS STANDARD FOR TYPE AND PLACEMENT.
TYPICAL TWO-WAY LEFT-TURN LANE DETAILS

SIGNALIZED INTERSECTION

TYPICAL MEDIAN LEFT TURN BAY

SIGNALIZED AND NON-SIGNALIZED CROSS STREETS
AT BEGINNING AND END OF TWO-WAY CENTER LEFT-TURN LANE

LEGEND

TYPICAL DETAIL
(PLACE LEGENDS IN ACCORDANCE TO LEFT TURN "ONLY" AND ARROW SPACING WORKSHEET)

NOTE:

1. REFLECTIVE RAISED PAVEMENT MARKERS SHOULD BE IN ACCORDANCE WITH STANDARDS PAVEMENT MARKERS WITH REFLECTIVE RAISED PAVEMENT MARKERS FOR POSITION, SLEEVE AND LEFT TURN & RIGHT TURN LANE STANDARD PAVEMENT MARKERS WITH REFLECTIVE RAISED PAVEMENT MARKERS.

2. SEE LEFT-TURN & RIGHT-TURN LANE DESIGN WORKSHEET FOR APPLICABLE INFORMATION.

3. SEE LEFT-TURN "ONLY" AND ARROW SPACING WORKSHEET.

CITY OF HOUSTON
HOUSTON PUBLIC WORKS

TWO-WAY LEFT-TURN LANE
DETAIL 2

(NOT TO SCALE)

CITY OF HOUSTON
HOUSTON PUBLIC WORKS

DATE: JULY 01, 2018

DRAWING NO: 01510-14