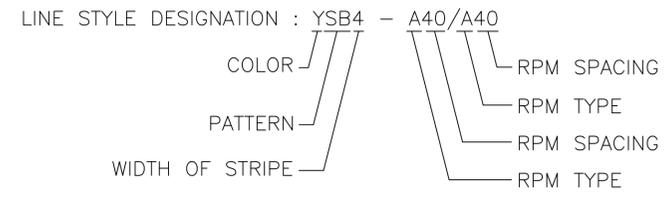


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| DESCRIPTION AND APPLICATION OF PAVEMENT MARKING LINES | | | | |
|---|--------|---|----------------------|---|
| LINE SERIES | COLOR | DESCRIPTION | WIDTH (INCHES) | TYPICAL APPLICATIONS |
| WB | WHITE | BROKEN (10' STRIPE W/30' GAP) | 4" | LANE LINES BETWEEN TRAVEL LANES IN THE SAME DIRECTION WHERE CHANGING OF LANES IS PERMITTED. |
| WS | WHITE | SOLID | 4" | EDGE LINES TO DELINEATE THE RIGHT EDGE OF THE ROADWAY. |
| | | | 6" | LEFT EDGE OF BICYCLE LANE AND LANE LINES BETWEEN TRAVEL LANES IN THE SAME DIRECTION WHERE CHANGING OF LANES IS DISCOURAGED. |
| | | | 12" | PERPENDICULAR CROSSWALK LINES. |
| | | | 24" | STOP BARS AT INTERSECTIONS (SIGNALIZED AND UNSIGNALIZED). HATCHING AT HIGH VISIBILITY CROSSWALKS. |
| | | | 12", 24" | DIAGONAL HATCHING USED IN GORES BETWEEN SAME DIRECTION OF TRAVEL LANES. |
| WG | WHITE | GUIDE (2' STRIPE W/6' GAP) | 6" | GUIDE LINES THROUGH INTERSECTIONS. TAPER LINES FOR TURN LANES. GUIDE LINES FOR BICYCLE LANES. |
| | | | 4" | EDGE LINES TO DELINEATE THE LEFT EDGE OF A DIVIDED ROADWAY, A ONE-WAY ROAD, OR RAMP. |
| | | | 6" | BIDIRECTIONAL BICYCLE LANE PAVEMENT MARKING. |
| YS | YELLOW | SOLID | 12", 24" | DIAGONAL HATCHING USED IN GORES BETWEEN OPPOSING DIRECTION OF TRAVEL LANES. |
| | | | 4" - (4") - 4" (GAP) | CENTERLINE THAT SEPARATES OPPOSING TRAVEL LANES AND DELINEATION OF MEDIAN ISLANDS. |
| YDS | YELLOW | DOUBLE SOLID | 4" - (4") - 4" (GAP) | DEFINES THE EDGES OF CENTER REVERSIBLE LANES THAT ARE USED AS TWLTLs DURING INTERMITTENT PERIODS. |
| YDB | YELLOW | DOUBLE BROKEN | 4" - (4") - 4" (GAP) | SEPARATES TRAVEL LANES IN OPPOSITE DIRECTIONS WHERE PASSING IS PERMITTED IN BOTH DIRECTIONS OF TRAVEL. |
| YB | YELLOW | BROKEN (10' STRIPE W/30' GAP) | 4" | SEPARATES BICYCLE 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 TRAVEL LANES IN OPPOSITE DIRECTIONS WHERE PASSING IS PERMITTED IN ONE DIRECTION AND PROHIBITED IN THE OPPOSITE DIRECTION. |
| YSB | YELLOW | SOLID & BROKEN BROKEN (10' STRIPE W/30' GAP) | 4" - (4") - 4" (GAP) | USED FOR EDGE OF TWO-WAY LEFT TURN LANES (TWLTL). |
| | | | VARIES | PED/BIKE CROSSING VEHICLE / BIKE/ CONFLICT AREA |
| BICYCLE GREEN | GREEN | SOLID COLORED PAVEMENT | VARIES | MID-BLOCK CROSSING. |
| YIELD LINE | WHITE | TRIANGLE | 16" x 24" | |

| DESCRIPTION AND APPLICATION OF REFLECTIVE RAISED PAVEMENT MARKERS (RPM) | | | |
|---|---------------|---------------------------------|---|
| RRPM TYPES | COLOR | COH SPEC. SEC. 02764 EQUIVALENT | DESCRIPTION |
| C | CLEAR | TYPE I-C | APPROACH FACE THAT REFLECTS WHITE LIGHT, AND THE OTHER SIDE DOES NOT REFLECT. |
| R | CLEAR & RED | TYPE II-C-R | APPROACH FACE THAT REFLECTS WHITE LIGHT, AND THE OTHER SIDE REFLECTS RED LIGHT. |
| A | AMBER & AMBER | TYPE II-A-A | APPROACH FACE AND THE OTHER SIDE BOTH REFLECT AMBER LIGHT. |



GENERAL PAVEMENT MARKING NOTES:

- 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 PROJECT'S COMPLETION.
- ALL PAVEMENT MARKINGS SHALL CONFORM TO CITY OF HOUSTON STANDARDS AND SPECIFICATIONS AND GENERAL GUIDELINES OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD).
- THE PERMANENT PAVEMENT MARKINGS MAY BE MODIFIED AS DIRECTED BY THE CITY TRAFFIC ENGINEER.
- THE DESIGN SPEED FOR THE ROAD IS: _____. THE POSTED SPEED LIMIT IS: _____.
- ALL LANE DIMENSIONS ARE FROM CENTER OF LANE LINE, CENTER OF DOUBLE LANE LINE, FACE OF CURB, OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- THE PAVEMENT MARKING DRAWINGS ARE SCHEMATIC ONLY. THE CONTRACTOR SHALL FOLLOW ALL DIMENSIONS, DETAILS, AND STANDARDS WHEN INSTALLING PAVEMENT MARKINGS AND SYMBOLS.
- 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.
- ALL FINAL TRANSVERSE MARKINGS SHALL BE 90 MIL (0.090") HOT-SPRAYED THERMOPLASTIC. ALL PAVEMENT ARROWS AND LEGENDS SHALL ALSO BE 90 MIL (0.090") HOT-SPRAYED THERMOPLASTIC. PREFORMED THERMOPLASTIC APPLICATIONS MAY BE USED IF ONLY APPROVED BY THE CITY TRAFFIC ENGINEER.
- 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 50 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.
- 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.
- ALL RAISED PAVEMENT MARKERS (RPMS) 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.
- ALL REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE ACCOMPLISHED IN ACCORDANCE TO CITY OF HOUSTON STANDARD SPECIFICATION 02762. APPLYING OVER EXISTING PAVEMENT MARKINGS DOES NOT CONSTITUTE AS APPROVED OBLITERATION METHOD.
- THE ENGINEER OF RECORD SHALL BE REQUIRED TO PRODUCE AS-BUILT OF PAVEMENT MARKING PLANS WITHIN 30 DAYS AFTER COMPLETION OF PAVEMENT MARKING IMPLEMENTATION.
- BLUE RPMS MAY BE PLACED ADJACENT TO FIRE HYDRANTS WITH THE APPROVAL OF THE CITY TRAFFIC ENGINEER.
- FOR ALL CONSTRUCTION, ALL PAVEMENT MARKINGS AND SIGNING SHALL BE INSTALLED AND SHALL BE PAID BY THE PROJECT OWNER/DEVELOPER.
- FINAL INSPECTION AND ACCEPTANCE OF PAVEMENT MARKINGS SHALL BE PERFORMED BY TRANSPORTATION & DRAINAGE OPERATION REPRESENTATIVE (713-803-3054).

| | |
|---|---|
| APPROVED BY: CITY ENGINEER | APPROVED BY: CITY TRAFFIC ENGINEER |
| APPROVED BY: DIRECTOR OF HOUSTON PUBLIC WORKS | |
| EFF DATE: NOV-27-2023 | DWG NO: 02760-01 |
| CITY OF HOUSTON HOUSTON PUBLIC WORKS STANDARD | |
| PAVEMENT MARKINGS GENERAL NOTES AND LEGENDS | |
| FOR CITY OF HOUSTON USE ONLY | |
| DRAWING SCALE | |
| NOT TO SCALE | |