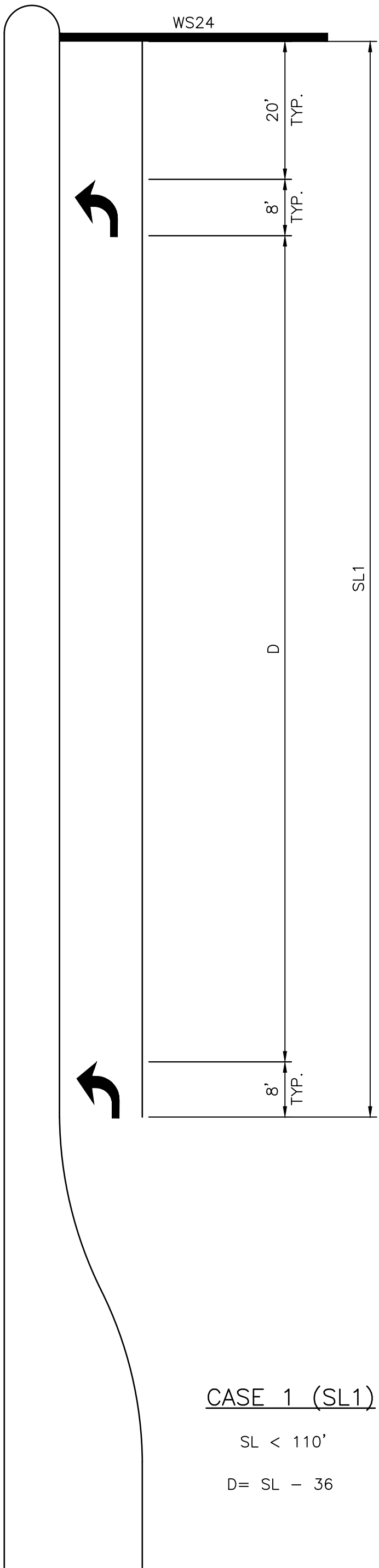


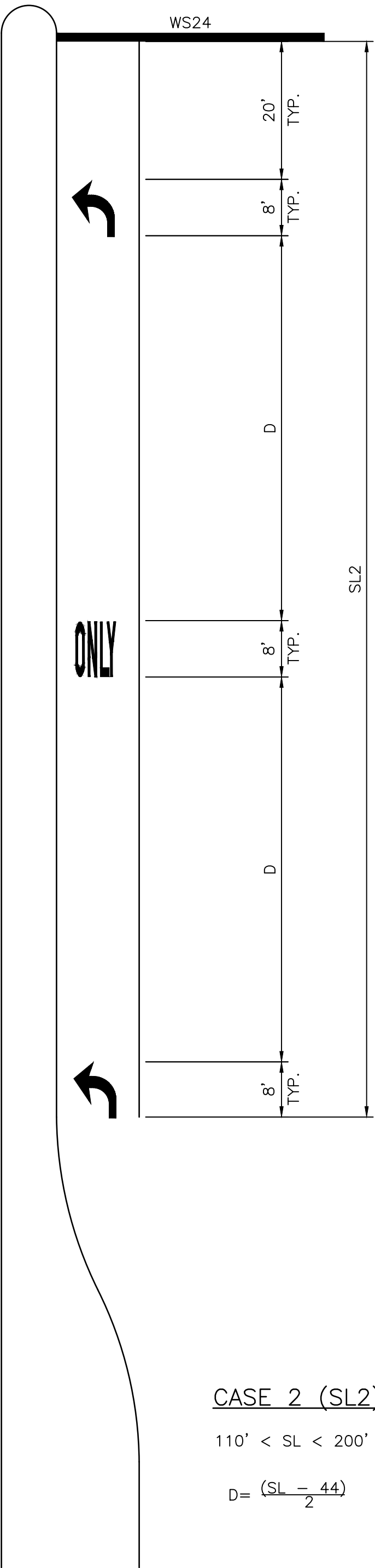
DISCLAIMER: THE USE OF THIS STANDARD IS GOVERNED BY THE TEXAS ENGINEERING PRACTICE ACT. THE DESIGN REQUIREMENTS ON THIS STANDARD DO NOT PURPORT TO ADDRESS ALL OF THE SAFETY CONCERNS ASSOCIATED WITH THEIR USE. THE ENGINEER OF RECORD (EOR) IS TO REVIEW THESE DESIGN REQUIREMENTS AND BY AUTHORIZING THEIR USE, ACCEPTS RESPONSIBILITY FOR THEIR APPLICABILITY, ADEQUACY AND SAFETY. NO WARRANTY OF ANY KIND IS MADE BY THE CITY OF HOUSTON FOR ANY PURPOSES WHATSOEVER. THE CITY OF HOUSTON ASSUMES NO RESPONSIBILITY FOR INCORRECT RESULTS OR DAMAGES RESULTING FROM ITS USE.



CASE 1 (SL1)

$SL < 110'$

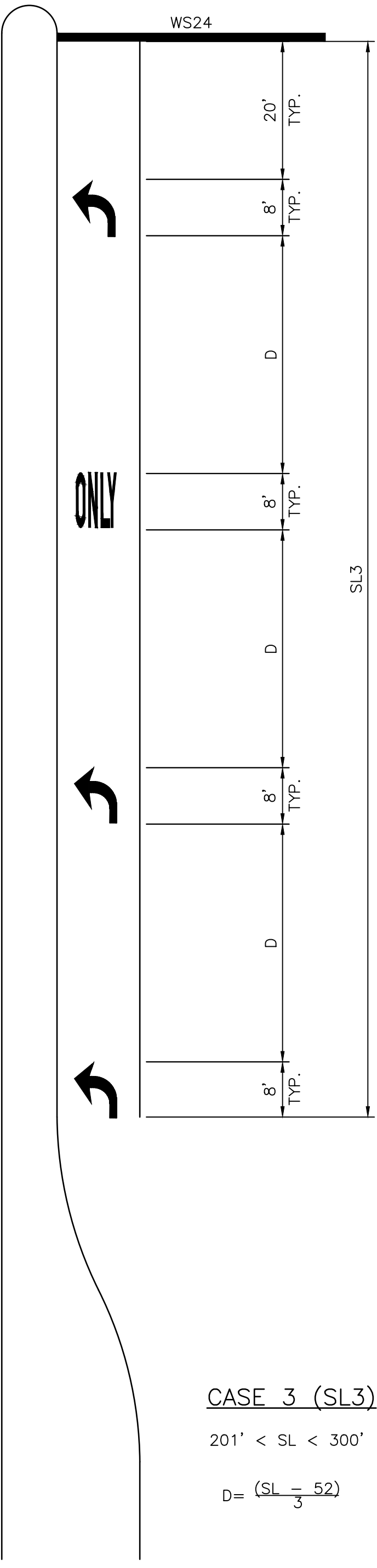
$D = SL - 36$



CASE 2 (SL2)

$110' < SL < 200'$

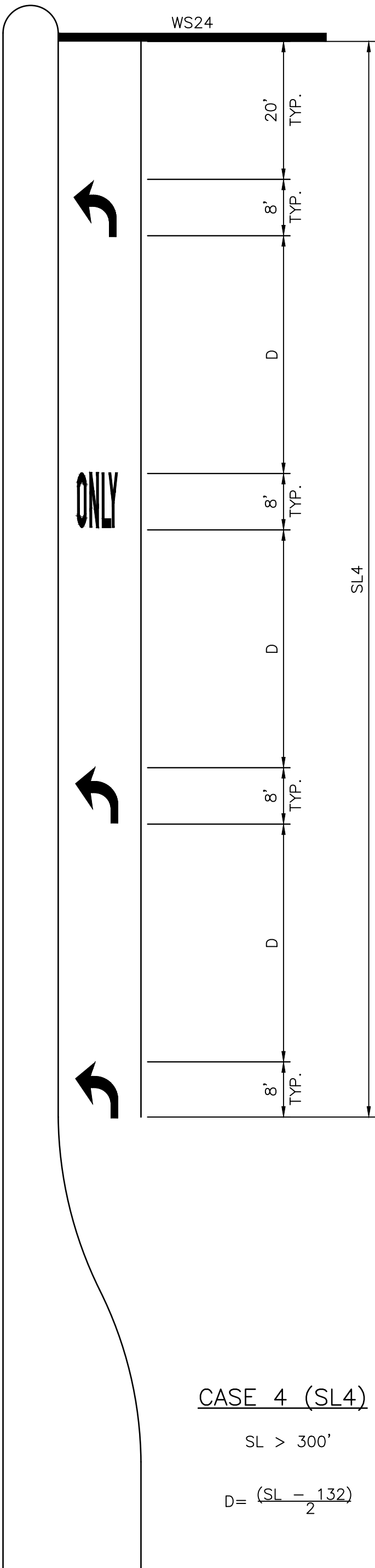
$D = \frac{(SL - 44)}{2}$



CASE 3 (SL3)

$201' < SL < 300'$

$D = \frac{(SL - 52)}{3}$



CASE 4 (SL4)

$SL > 300'$

$D = \frac{(SL - 132)}{2}$

KEY (FOR TURN LANES ONLY):

SL – STORAGE LENGTH (FEET)

D – DISTANCE BETWEEN ARROWS AND/OR WORDS (FEET)

GENERAL NOTES:

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

| | |
|--|---|
| APPROVED BY: | APPROVED BY: |
| <div>DocuSigned by: Sukail Kanwar 9EF9B0C641F5478...</div> | <div>DocuSigned by: KATHINE NGUYEN 95A29EFD475B4C0...</div> |
| CITY ENGINEER | CITY TRAFFIC ENGINEER |
| APPROVED BY: | |
| <div>DocuSigned by: Carl Halladay A59C410B72B3453</div> | |
| DIRECTOR OF HOUSTON PUBLIC WORKS | |
| EFF DATE: NOV-27-2023 | DWG NO: 02760-02 |
| | |
| | |
| CITY OF HOUSTON HOUSTON PUBLIC WORKS STANDARD | |
| LEFT/RIGHT-TURN "ONLY" AND ARROW SPACING | |
| | FOR CITY OF HOUSTON USE ONLY |
| | |
| DRAWING SCALE | |
| NOT TO SCALE | |
| | |
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