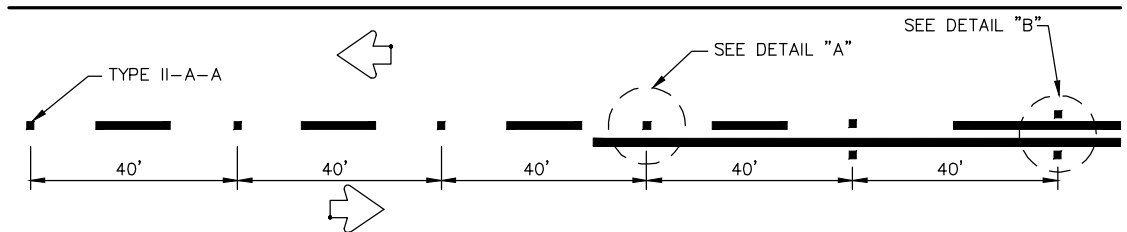
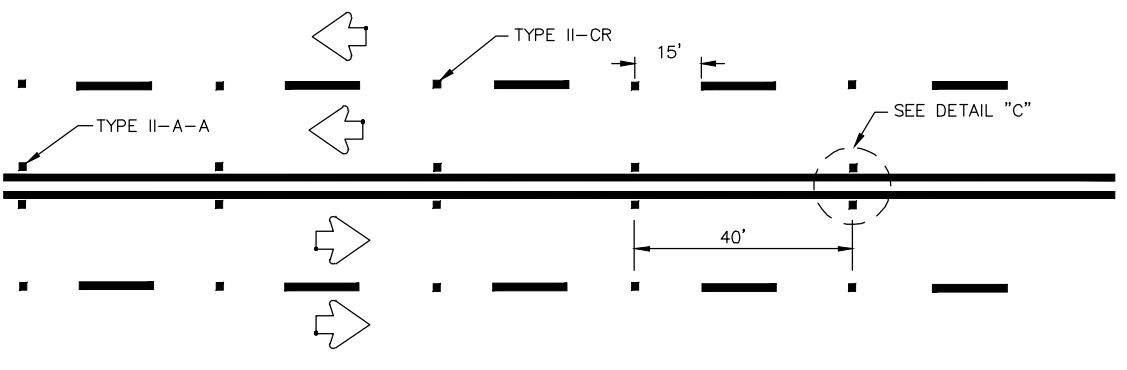


REFLECTIVE RAISED PAVEMENT MARKERS FOR VEHICLE POSITIONING GUIDANCE

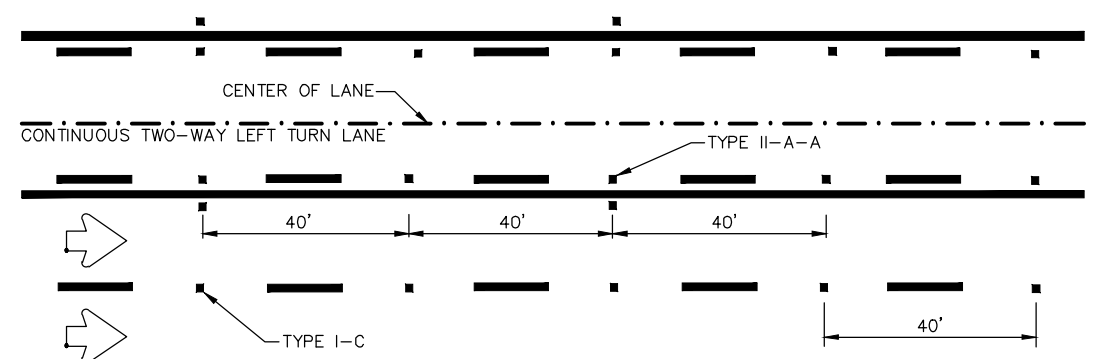
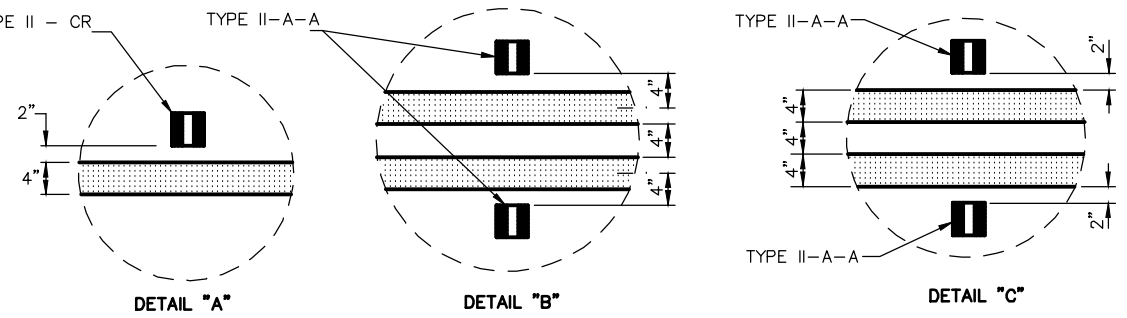


CENTERLINE FOR ALL TWO LANE ROADWAYS

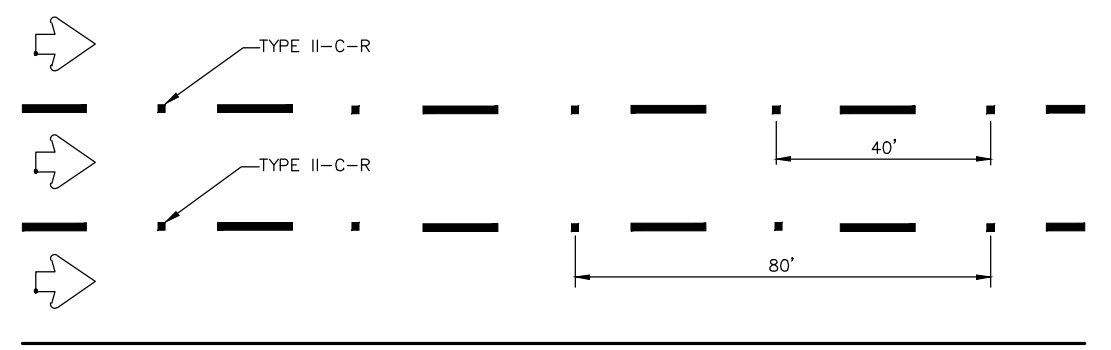


CENTERLINE & LANE LINES
FOR FOUR LANE TWO-WAY HIGHWAYS

Raised pavement marker TYPE II-CR, clear/red face toward normal traffic, shall be placed on 40-foot centers.



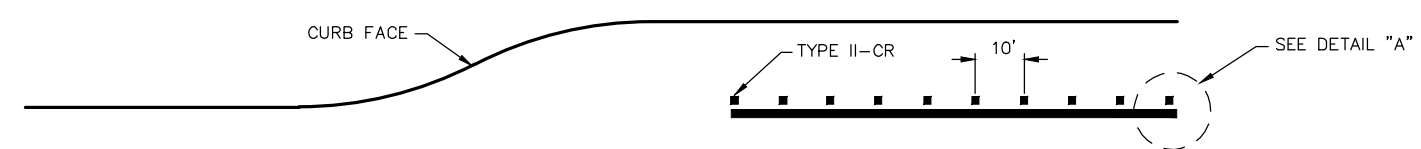
CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE



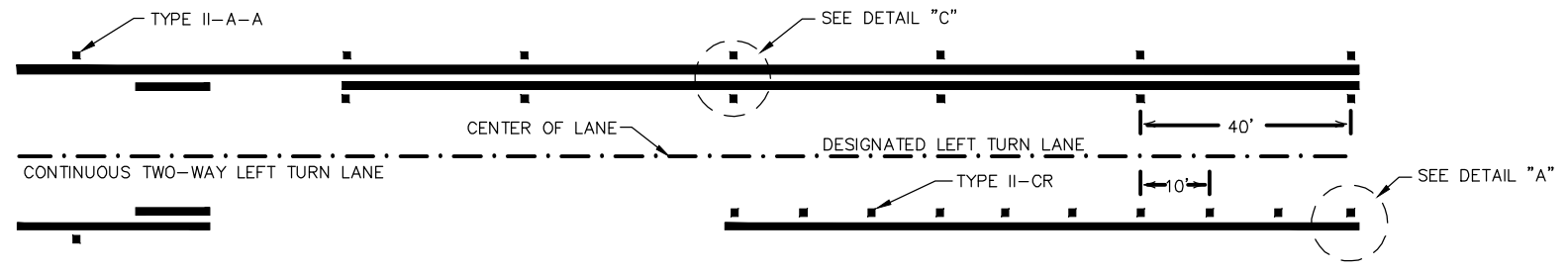
LANE LINES FOR ONE-WAY ROADWAY (NON-FREEWAY FACILITIES)

Raised pavement markers TYPE II-C-R shall have clear face toward normal traffic and red face toward wrong-way traffic.

TYPE I - C markers may be used in place of TYPE II - CR markers at the discretion of the Engineer.

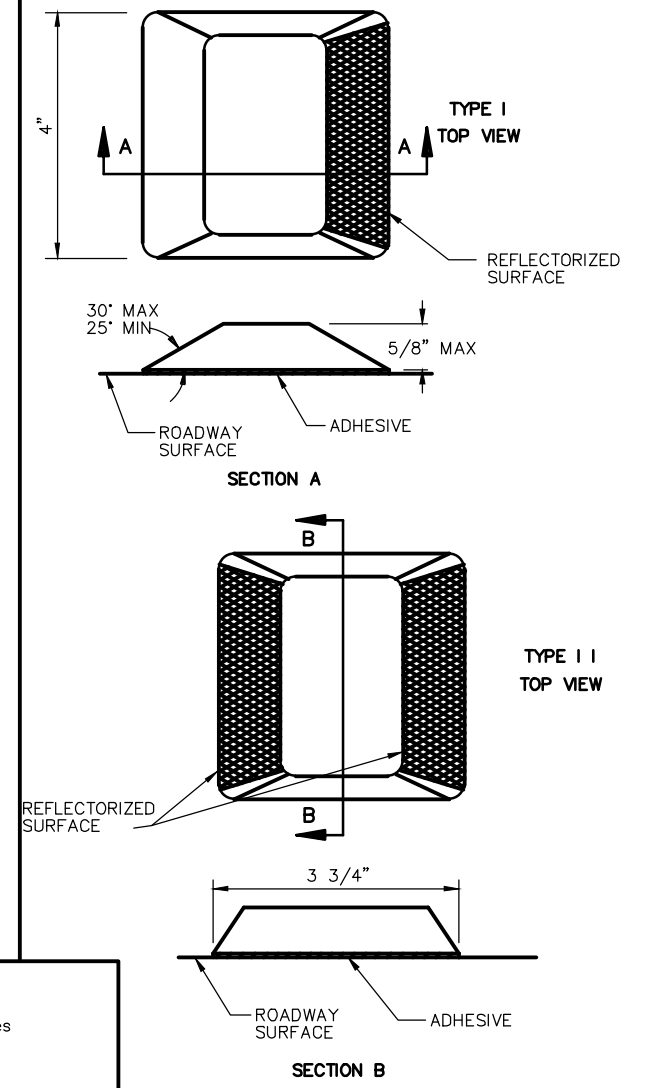


LANE LINES FOR DESIGNATED TURN LANES



LANE LINES FOR DESIGNATED TURN LANES IN A SHARED TWO-WAY TURN LANE

RAISED PAVEMENT MARKERS (REFLECTORIZED)



GENERAL NOTES:

All raised pavement markers placed in broken lines shall be placed in line with and midway between the stripes.

On concrete pavements the raised pavement markers should be placed to the same side of the longitudinal joints as the lane line.

All pavement markers installed on concrete shall be installed using Epoxy adhesive.

All pavement markers installed on asphalt shall be installed using Bituminous adhesive.

All pavement marking materials shall meet the Texas Department of Transportation Material Specifications as specified by the plans.

SPECIFICATION REFERENCE TABLE
MATERIAL SPECIFICATIONS

PAVEMENT MARKERS (REFLECT.) DMS-4200
EPOXY DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS DMS-6130

CERTIFICATION:

THIS CITY OF THE COLONY STANDARD DETAIL SHEET IS AUTHORIZED FOR USE IN THIS PROJECT BY THE ENGINEER WHOSE SEAL APPEARS ON THIS SHEET. THIS ENGINEER IS ALSO CERTIFYING THAT THE CONTENT OF THE DETAILS AND NOTES ON THIS SHEET HAVE NOT BEEN ALTERED FROM THAT RECEIVED FROM THE CITY OF THE COLONY.

PAVEMENT MARKING STANDARD DETAILS

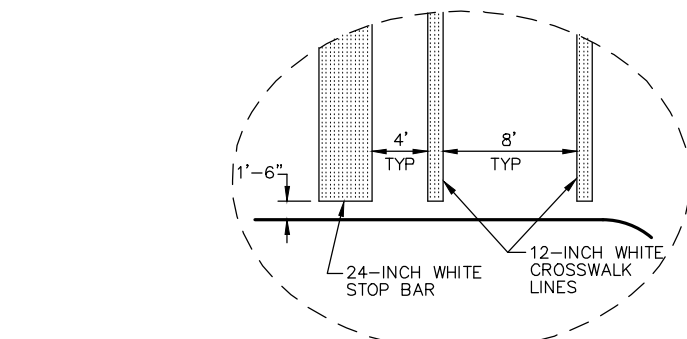
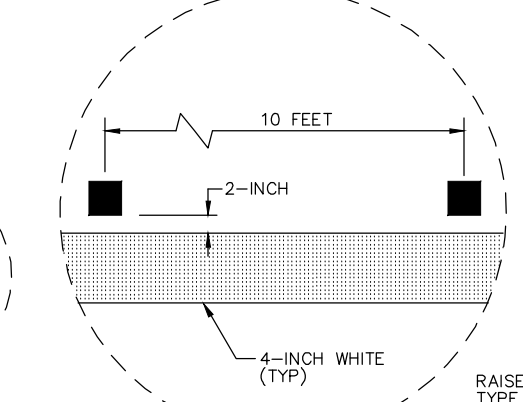
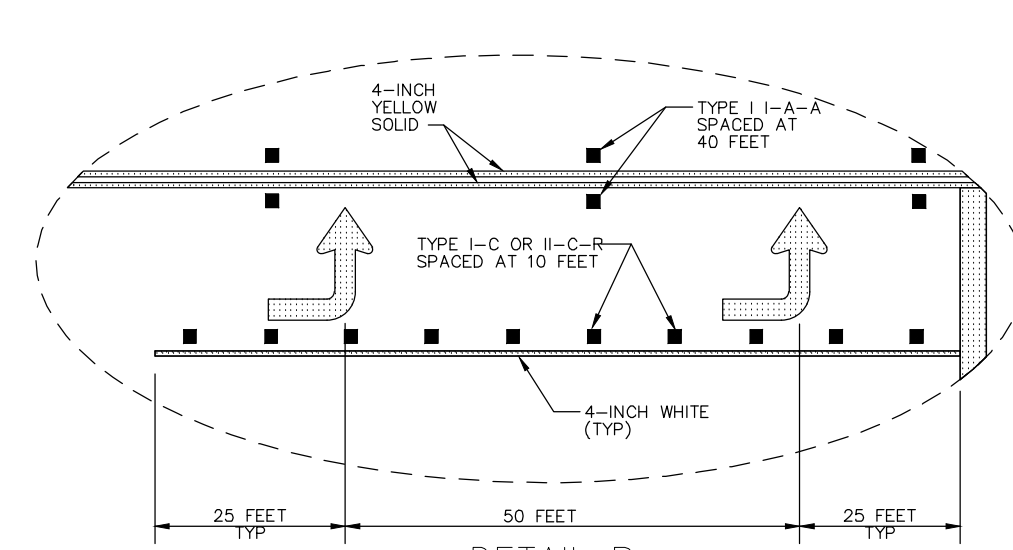
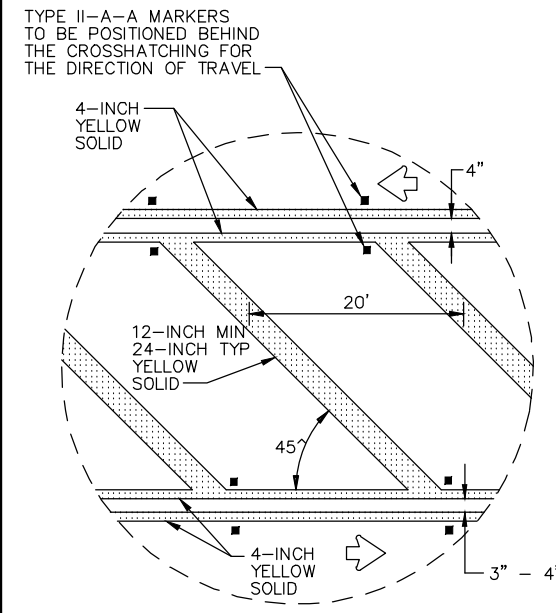
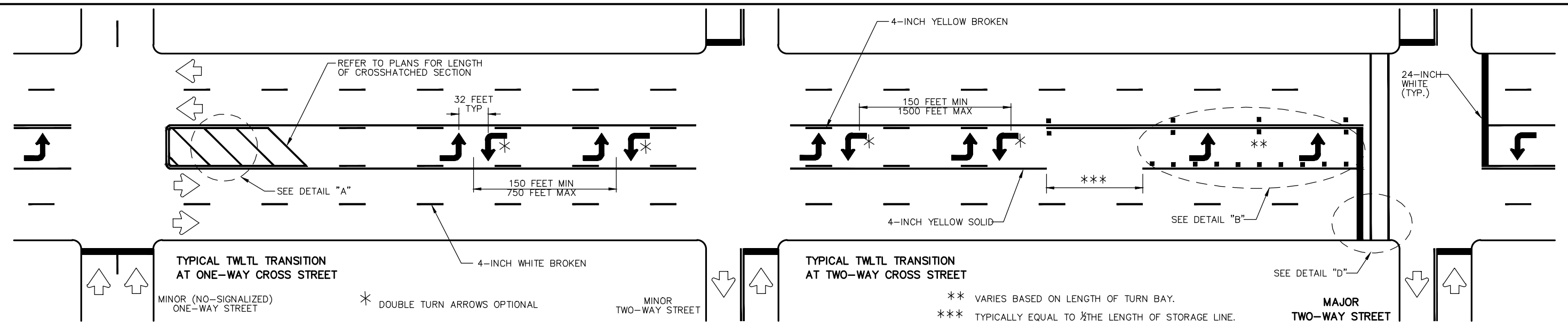
TURN LANE AND TRANSVERSE MARKINGS



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DETAIL D
FINAL PLACEMENT OF STOP BAR AND CROSSWALK SHALL BE APPROVED BY THE ENGINEER IN THE FIELD.

RAISED PAVEMENT MARKER TYPE I-C WITH UNDIVIDED HIGHWAYS, FLUSH MEDIANS AND TWO WAY LEFT TURN LANES. RAISED PAVEMENT MARKER TYPE I-1-C-R WITH DIVIDED HIGHWAYS AND RAISED MEDIANS.

GENERAL NOTES

Refer elsewhere in plans for additional RPM placement and details. Details for words and arrows as shown in detail "PM-3".

All pavement marking materials shall meet the Texas Department of Transportation Material Specifications as specified by the plans.

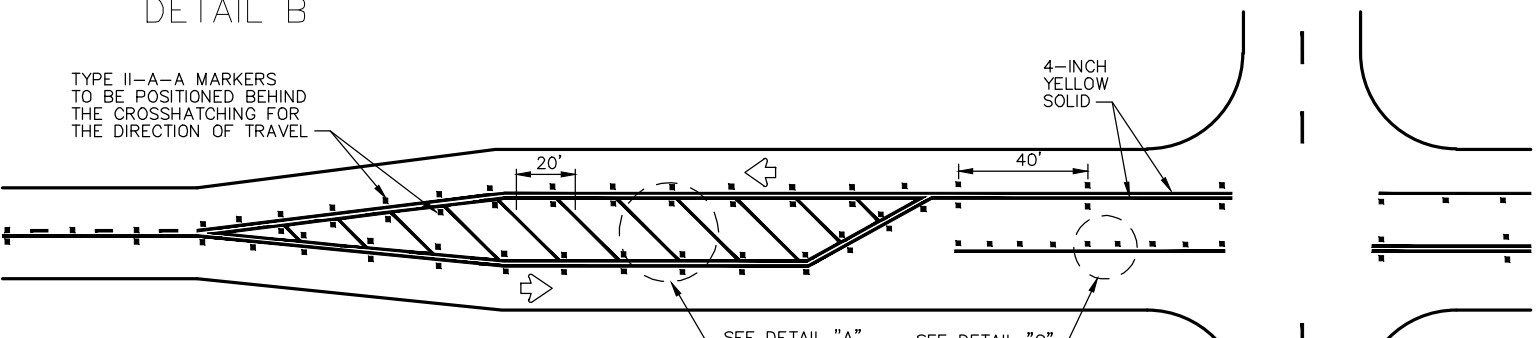
For a left turn bay less than 100 feet in length two arrows shall be used.

For a left turn bay greater than 100 feet in length three arrows shall be used. Spacing to be determined by Engineer.

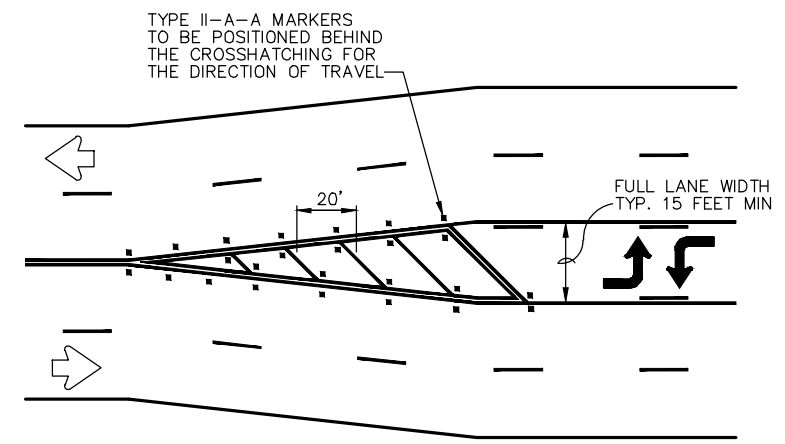
Other crosswalk patterns as shown in the "Texas Manual on Uniform Traffic Control Devices" may be used.

SPECIFICATION REFERENCE TABLE MATERIAL SPECIFICATIONS

PAVEMENT MARKERS (REFLECT.) DMS-4200
EPOXY DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS DMS-6130



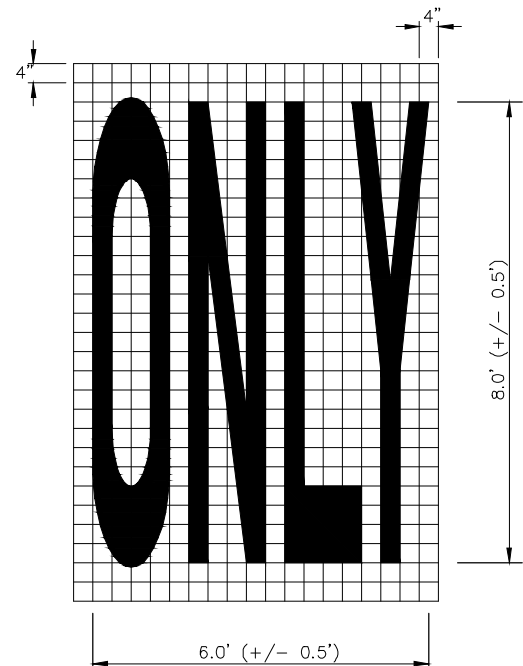
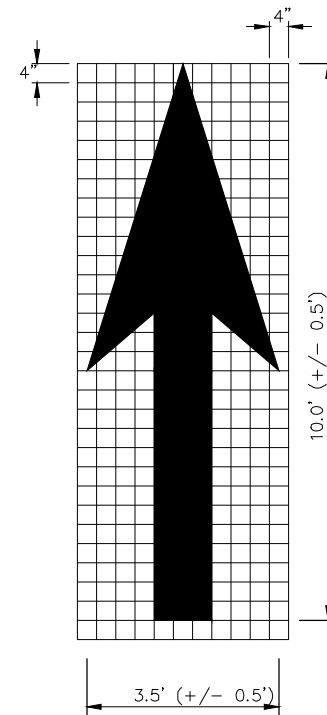
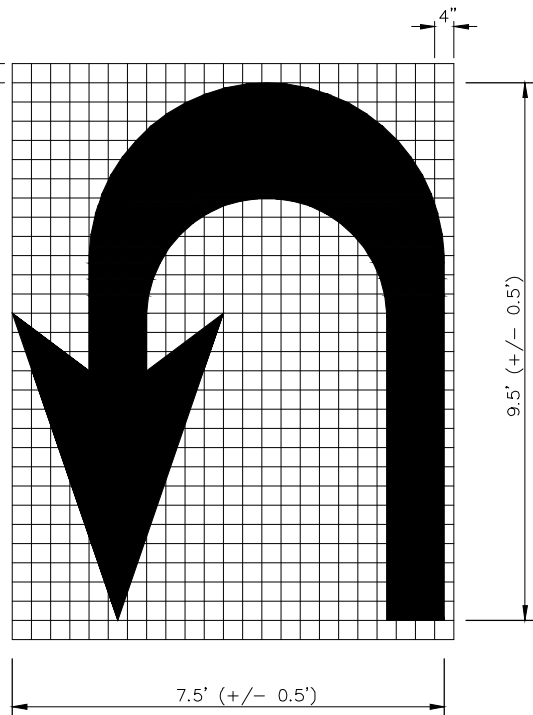
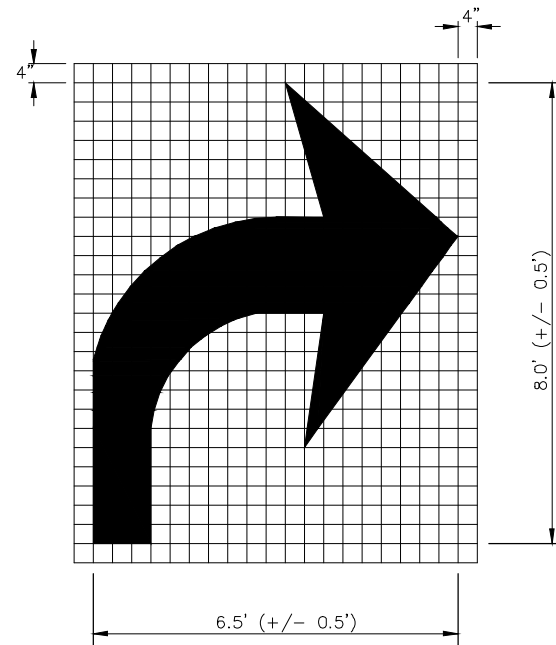
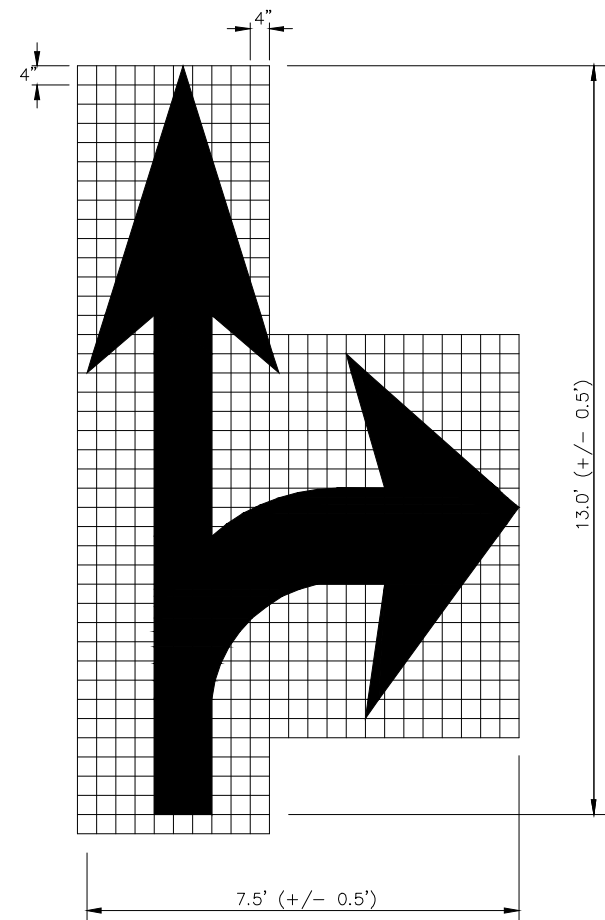
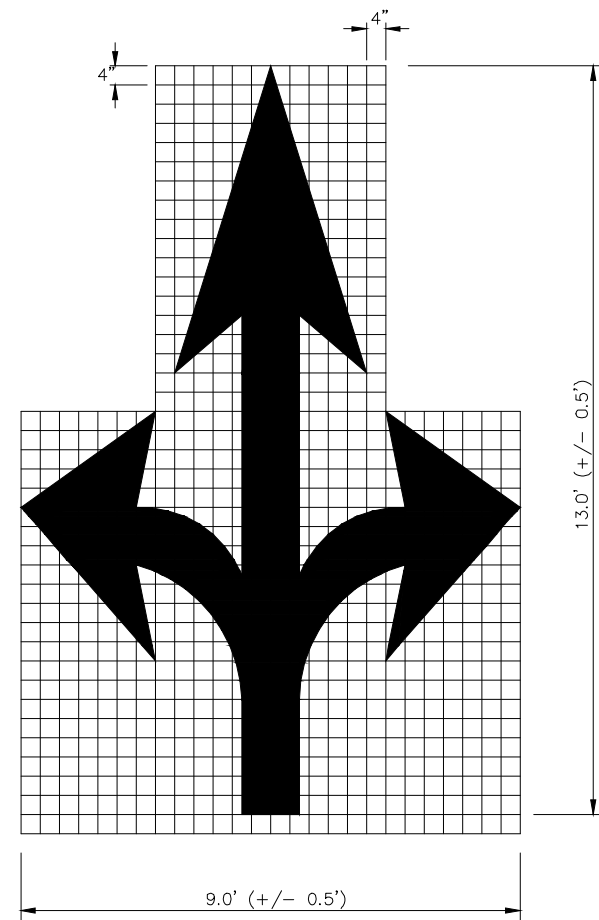
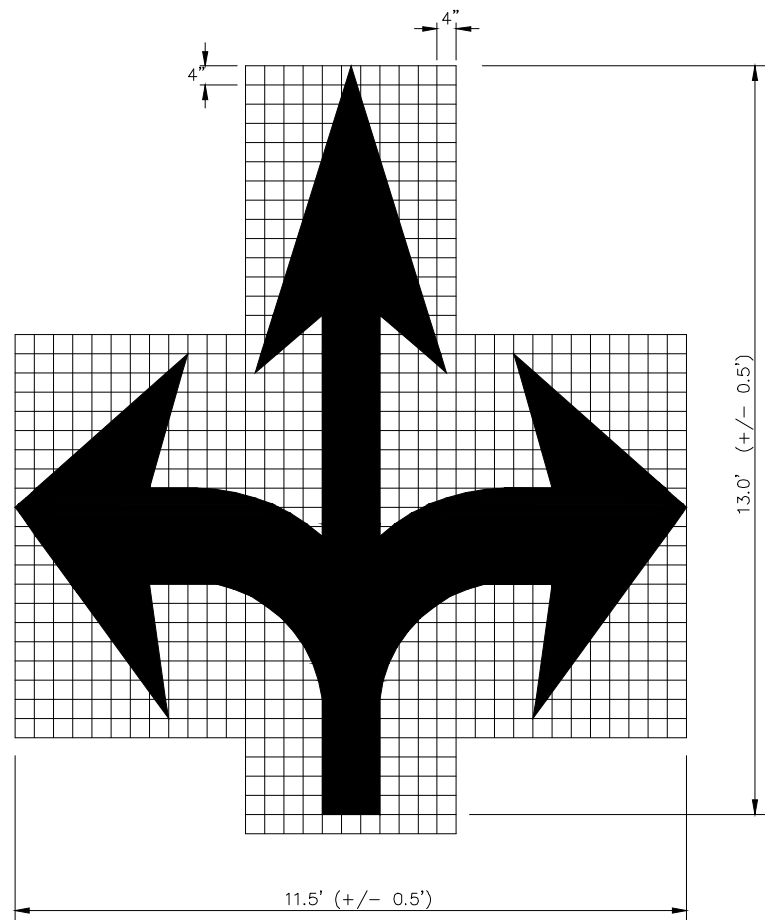
TYPICAL TWO-LANE HIGHWAY INTERSECTION WITH LEFT TURN BAYS



TYPICAL TRANSITION FOR TWLTL AND DIVIDED HIGHWAY

CERTIFICATION:
THIS CITY OF THE COLONY STANDARD DETAIL SHEET IS AUTHORIZED FOR USE IN THIS PROJECT BY THE ENGINEER WHOSE SEAL APPEARS ON THIS SHEET. THIS ENGINEER IS ALSO CERTIFYING THAT THE CONTENT OF THE DETAILS AND NOTES ON THIS SHEET HAVE NOT BEEN ALTERED FROM THAT RECEIVED FROM THE CITY OF THE COLONY.

PAVEMENT MARKING STANDARD DETAILS						
TWO-WAY LEFT TURN LANES AND LEFT TURN BAYS						
THE CITY OF THE COLONY TEXAS ENGINEERING DEPARTMENT						
DESIGN	DRAWN	CHECK	REV. DATE	SCALE	FILE	NO.
	M.S.		AUGUST 2023	N.T.S.	PM-2	



- GENERAL NOTES;
1. Minimum 8 foot white markings should 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 for low speed urban conditions; larger sizes may be needed for freeways, above average speed conditions or other critical locations.
 3. The longitudinal space between markings should be at least four times the height of the markings, on low speed roads, but should not exceed ten times the height under any condition.
 4. Markings considered appropriate for use when warranted include the following:
 - A. Regulatory
 - STOP
 - RIGHT (LEFT) TURN ONLY
 - 25 MPH
 - SYMBOL ARROWS
 - B. Warning
 - STOP AHEAD
 - SIGNAL AHEAD
 - SCHOOL
 - SCHOOL X-ING
 - PED X-ING
 - R X R (see RCPM standard)
 - C. Guide
 - US XXX
 - ROUTE XXX
 - STATE XXX
 - Other words or symbols may be necessary under certain conditions
 5. Uncontrolled 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 line and Stop sign. The word "STOP" shall not be placed on the pavement in advance to a stop line, unless every vehicle is required to stop at all times.
 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 VII of the "Texas Manual on Uniform Traffic Control Devices".
 8. Spacing between letters should be approximately 4 inches. The width of letters may vary depending on the width of the travel lanes.
 9. Lane-Use arrow markings may be used to convey either guidance or mandatory messages. Arrows 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 elsewhere in the plans.

SPACING BETWEEN LINES OF PAVEMENT MARKING	
MPH	SPACING
≤ 45	MINIMUM 4 TIMES THE LETTER HEIGHT
> 45	MINIMUM - 4 TIMES THE LETTER HEIGHT MAXIMUM - 10 TIMES THE LETTER HEIGHT

CERTIFICATION:
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PAVEMENT MARKING STANDARD DETAILS

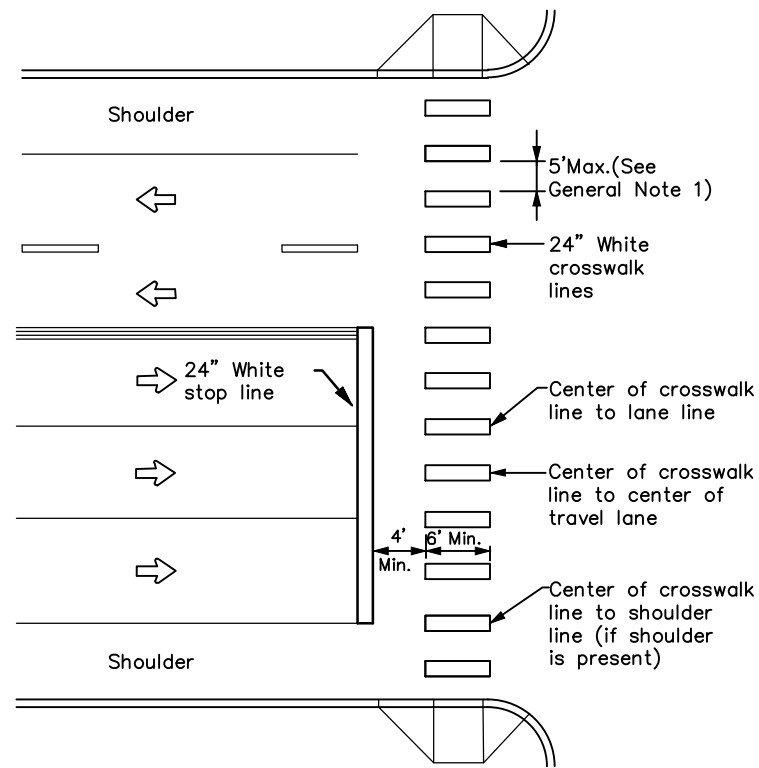
LEGENDS AND ARROWS



THE CITY OF THE COLONY
TEXAS

ENGINEERING DEPARTMENT

DESIGN	DRAWN	CHECK	REV. DATE	SCALE	FILE	NO.
	M.S.		AUGUST 2023	N.T.S.	PM-3	



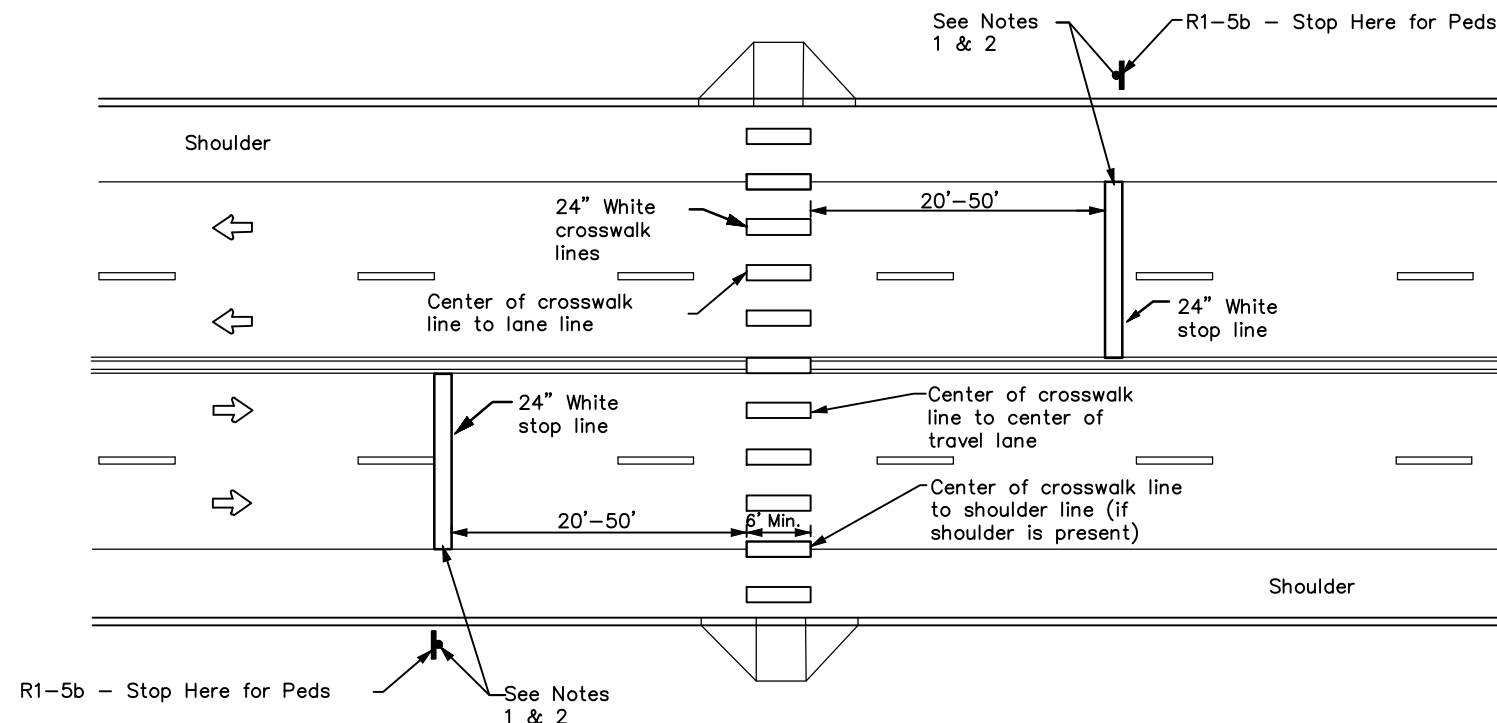
HIGH-VISIBILITY LONGITUDINAL CROSSWALK AT CONTROLLED APPROACH

GENERAL NOTES:

1. Longitudinal crosswalk lines should not be placed in the wheel path of vehicles. Center the crosswalk lines on travel lanes, lane lines, and shoulder lines (if present).
2. A minimum 6" clear distance shall be provided to the curb face. If the last crosswalk line falls into this distance it must be omitted.
3. For divided roadways, adjustments in spacing of the crosswalk lines should be made in the median so that the crosswalk lines are maintained in their proper location across the travel portion of the roadway.
4. At skewed crosswalks, the crosswalk lines are to remain parallel to the lane lines.
5. Each crosswalk shall be a minimum of 6' wide.
6. The High-Visibility Longitudinal Crosswalk is the preferred crosswalk pattern on State Highways. Other crosswalk patterns as shown in the "Texas Manual on Uniform Traffic Control Devices" may be used. All crosswalk designs and dimension shall comply with the "Texas Manual on Uniform Traffic Control Devices."
7. Final placement of Stop Bar and Crosswalk shall be approved by the Engineer.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

All pavement marking materials shall meet the required Material Specifications as specified by the plans.



UNSIGNALIZED MID BLOCK HIGH-VISIBILITY LONGITUDINAL CROSSWALK

NOTES:

1. Use stop bars with "Stop Here for Pedestrians" signs at unsignalized mid block crosswalks.
2. Use stop bars with "Stop Here on Red" signs at mid block crosswalks controlled by traffic signals or pedestrian hybrid beacons.

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PAVEMENT MARKING STANDARD DETAILS

CROSS WALK DETAIL



THE CITY OF THE COLONY TEXAS

ENGINEERING DEPARTMENT

DESIGN	DRAWN	CHECK	REV. DATE	SCALE	FILE	NO.
	M.S.		AUGUST 2023	N.T.S.	PM-4	