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June 24, 2020

To: District Engineers

From: Michael A. Chacon, P.E.
Director, Traffic Safety Division

DocuSigned by:

Michael A. Chacon, P.E.

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Subject: Revisions to Pavement Marking (PM) Standard Sheets

Attached are the revised Pavement Marking (PM) standard sheets. Descriptions of the revisions to each standard sheet are as follows:

PM(1)-20

- Updated the Median Crossover Detail
 - Updated notes to indicate median openings shall be signed as two separate intersections where a divided highway is separated by a median opening width greater or equal to 30 feet. See TMUTCD Section 2A.23 for more detail.
 - Updated notes to indicate median striping is required when a 50' or greater median centerline can be placed. Yield triangles are now depicted on the Median Crossover Detail. Use of stop bars are optional as determined by the Engineer.
 - Added an Optional Dotted 8" White Extension Line.
 - Added Lane-Use and Arrow Markings.
 - Added Note: "Length of turn bays, including taper, deceleration and storage lengths shall be as shown on the plans or as directed by the Engineer."
- Added a new Typical Two-Lane, Two-Way Pavement Markings Through Intersections detail.
- Added a new Typical Multi-Lane, Two-Way Pavement Markings Through Intersections detail.
- Removed the Roadways with Reduced Shoulder Widths Across Bridge or Culvert detail. The pavement markings on this detail were "not required if delineators or barrier reflectors are used along the structure." Districts should comply with the required delineators and/or barrier reflectors for each structure type as per the Delineator & Object Marker (D & OM) standards sheets.

PM(2)-20

- Consolidated the Reflectorized Profile Pattern inset details for consistency.

PM(3)-20

- Added a new Lane Reduction Pavement Markings detail.
- Updated the Typical Two-Lane Highway Intersection with Left Turn Bays detail.
 - Added an Optional Dotted 8" White Extension Line.
 - Added Lane-Use and Arrow Markings.
- Added General Note: "Length of turn bays, including taper, deceleration and storage lengths shall be as shown on the plans or as directed by the Engineer."

- Removed the Transverse Crosswalk detail in lieu of proposed High-Visibility Longitudinal Crosswalk details on PM(4)-20.

PM(4)-20

- Created a new “Crosswalk Pavement Markings” standard sheet.
 - Added a new High-Visibility Longitudinal Crosswalk at Controlled Approach detail.
 - Added a new Unsignalized Mid Block High-Visibility Longitudinal Crosswalk detail.

The standard sheets may be used immediately and shall be used for all applicable PS&E sets beginning with the December 2020 letting. The new sheets are available in Microstation and PDF formats at the following address:

<http://www.txdot.gov/insdot/orgchart/cmd/cserve/standard/toc.htm>

If you have any questions, please contact me at (512) 416-3200 or Doug Skowronek at (512) 416-3120.

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