



MEMORANDUM

TO: District Engineers

FROM: Carol T. Rawson, P.E., Director
Traffic Operations Division

SUBJECT: PM-Series, FPM-Series, and TS2-Series
Standard Sheets

DATE: February 3, 2012

Carol T. Rawson, P.E.

The Traffic Operations Division has revised the Typical Standard Pavement Markings Standard Sheets (PM(1)-(4)-12), Typical Standard Freeway Pavement Markings Standard Sheets (FPM(1)-(4)-12), and the Texas Super 2 Passing Lane Standard Sheets (TS2(PL-1)-(PL-2)-12).

The standard sheets are revised to bring them into compliance with the 2011 Texas Manual on Uniform Traffic Control Devices (TMUTCD). The sheets will be applicable to all new construction projects beginning with the July 2012 letting.

Following is a summary of the changes to each standard sheet:

PM(1)-12

- Shoulder cross-hatching on approaches to bridges or culverts with reduced pavement width is no longer required if delineators or barrier reflectors are used along the barrier rail of the structure.

PM(2)-12

- Dimensions were removed from the Raised Pavement Marker graphic since this is covered in DMS-4200.

PM(3)-12

- Sheet PM(3) was deleted in 2010.
- Sheet PM(4) has been renumbered to PM(3)-12.
- The yellow cross-hatching has been removed from the center painted medians.
- The Two-Way Left-Turn Lane (TWLTL) graphic has been modified to show new right-turn lane pavement marking requirements for an auxiliary lane and a lane-drop. The graphic also defines a conventional road auxiliary lane as 1 mile or less between 2 adjacent intersections.
- General Notes 2 and 3 have been modified to require lane-use word and arrow pavement markings only in through lanes that become mandatory turn lanes.

- Lane-use word and arrow pavement markings have been removed from the left-turn bay graphics as they are now optional.
- General Note 6 has been added to require a two-way left-turn lane-use arrow pavement marking at the beginning of a TWLTL in a corridor.

PM(4)-12

- Sheets PM(5) (Pavement Marking Words) and PM(6) (Pavement Marking Arrows) have been deleted as these details are contained in the Standard Highway Sign Designs for Texas (SHSD).
- Sheet PM(7) (Exit Number Gore Markings for Aerial View Detail) has been renumbered to PM(4)-12 and the new design of the Exit Gore Sign is shown.

FPM(1)-12

- A revised pavement marking pattern for a 4" dotted white lane line is shown for the parallel acceleration lane.
- The requirement for a Type 3 Object Marker in the exit gore has been removed.

FPM(2)-12

- A revised pavement marking pattern for a wide (12") and a normal (4") dotted white lane line is shown in Details B and C respectively.
- A freeway auxiliary lane is now defined as 2 miles or less between an entrance ramp and an exit ramp as shown in the Single Lane Exit with Auxiliary Lane graphic.

FPM(3)-12 and FPM(4)-12

- FPM(3) and FPM(4) have been reorganized to group single lane exit-only lanes on FPM(3)-12 and multiple lane exits on FPM(4)-12.
- A revised pavement marking pattern for a wide (12") dotted white lane line is shown in Detail B.
- An optional shared-lane exit pavement marking arrow is included in the "option lane" in the top graphic on FPM(4)-12.

TS2(PL-1)-12 and TS2(PL-2)-12

- A revised pavement marking pattern for the optional 4" dotted extension line is shown on both sheets.
- General Note 1 is added to clarify that pavement markings that permit passing may be used in the single-lane direction of travel.

The revised standard sheet is available in MicroStation and PDF formats at the following web address:

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

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

Attachments

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