

- LEGEND**
- (A) REFL PAV MARK (4") (WHITE) (BROKEN)
  - (B) REFL PAV MARK (8") (WHITE) (SOLID)
  - (C) REFL PAV MARK (12") (WHITE) (SOLID)
  - (D) REFL PAV MARK (24") (WHITE) (SOLID)
  - (E) REFL PAV MARK (4") (YELLOW) (SOLID)
  - (F) 4" SQUARE 2-WAY REFLECTORIZED RAISED PAVEMENT MARKER, SPACED AT 40' C-C (TYPE II-C/R)
  - (G) 4" SQUARE 2-WAY REFLECTORIZED RAISED PAVEMENT MARKER, SPACED AT 40' C-C (TYPE II-A/A)
  - (H) 4" SQUARE 2-WAY REFLECTORIZED RAISED PAVEMENT MARKER, SPACED AT 20' C-C (TYPE II-C/R)
  - (I) REFL PAV MARK (ARROW)
  - (J) REFL PAV MARK (WORD)
  - (K) PAV MARK RR XING
  - (L) 4" SQUARE 1-WAY REFLECTORIZED RAISED PAVEMENT MARKER, SPACED AT 40' C-C (TYPE I-C)
  - (M) 4" CAT TRACKS (W)
  - (N) 4" CAT TRACKS (Y)
  - (P) REFL PAV MARK (24") (YELLOW) (SOLID)
  - (R) REFL PAV MARK (4") (YELLOW) (BROKEN)
  - (S) 4" SQUARE 2-WAY REFLECTORIZED RAISED PAVEMENT MARKER, SPACED AT 20' C-C (TYPE II-A/A)
  - (T) REFL PAV MARK (4") (WHITE) (SOLID)
  - (U) REFL PAV MARK (4") (DBL. YELLOW) (SOLID)
  - (W) 4" SQUARE 1-WAY REFLECTORIZED RAISED PAVEMENT MARKER, SPACED AT 40' C-C (TYPE I-A)
  - (V) REFL PAV MARK (12") (YELLOW) (SOLID)
  - ↓ PROP SMALL GROUND SIGN
  - ↔ BI-DIRECTIONAL BAR SIGNAL
  - ← LRT FLOW ARROW
  - TRAFFIC FLOW ARROW
  - ▨ NO PARKING STRIPING

**NOTES:**

- 1) CONTRACTOR SHALL REMOVE ANY EXISTING PAVEMENT MARKINGS IN ACCORDANCE WITH THE CITY OF HOUSTON STANDARDS WHERE PROPOSED PAVEMENT MARKINGS ARE TO BE INSTALLED.
- 2) ALL PROPOSED SIGNS AND POSTS SHALL BE FURNISHED AND INSTALLED BY FIELD LOCATION AND IN ACCORDANCE WITH THE CITY OF HOUSTON CURRENT STANDARDS AND SPECIFICATIONS AND TMUTCD.
- 3) SEE TRAFFIC CONTROL SIGNAL SHEETS FOR LAYOUTS OF PROPOSED TRAFFIC SIGNAL IMPROVEMENTS AND SIGNAL RELATED SIGNS.
- 4) THE CONTRACTOR SHALL INSTALL THE PARKING SIGNS AT AN ANGLE OF NOT LESS THAN 30 DEGREES NOR MORE THAN 45 DEGREES IN ORDER TO BE VISIBLE TO APPROACHING PARALLEL TRAFFIC.

REV	DATE	DESCRIPTION	ADD	AMD	CCR	BY	ENG	CHK	APP
1	2/24/11	MODIFIED PERMANENT TRAFFIC CONTROL FOR CROSSWALK SIGNS & STRIPE (HAWK BEACON ADDED AT HAGERMAN ST/FELIX ST)							

**CDM**  
ENGINEERS TX. REG. No. F-4014  
Camp Dresser & McKee Inc.  
consulting • engineering • construction • operations  
TX. REG. No. F-3043

**Kimley-Horn and Associates, Inc.**  
TX. REG. No. F-928

STATE OF TEXAS  
REGISTERED PROFESSIONAL ENGINEER  
Wade Allan  
03/09/11

**OMEGA ENGINEERS INC.**  
16350 Park Ten Place, SUITE 120  
Houston, Texas 77064  
Tel 281-647-9182  
Fax 281-647-9184  
TX. REG. No. F-2147

**HRT HOUSTON**  
RAPID TRANSIT JV

**METRO Solutions**  
Metropolitan Transit Authority of Harris County, Texas

RELEASED FOR CONSTRUCTION

J.M.B.	20 JANUARY 2011
DRN BY	DATE
J.T.A.	20 JANUARY 2011
DRN CKD BY	DATE
M.J.	20 JANUARY 2011
DES BY	DATE
J.T.A.	20 JANUARY 2011
DES CKD BY	DATE
E. CASTILLO	20 JANUARY 2011
APPROVED BY	DATE

SCALE: 1" = 20'

APR 06 2011

**CITY OF HOUSTON**  
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING  
CITY OF HOUSTON DWG NO:  
ACCEPTED AND FILED  
48019  
CITY DRAWING NUMBER  
HOUSTON, TEXAS

CONTRACT SHEET NO. 44 OF 57

PERMANENT TRAFFIC CONTROL PACKAGE  
EAST END CORRIDOR - SEG. 2A  
PERMANENT TRAFFIC CONTROL PLAN  
STA 552+00 TO STA 557+00

CONTRACT NO.	CT 0800120	DRAWING NO.	WD3-0013	REV.	0
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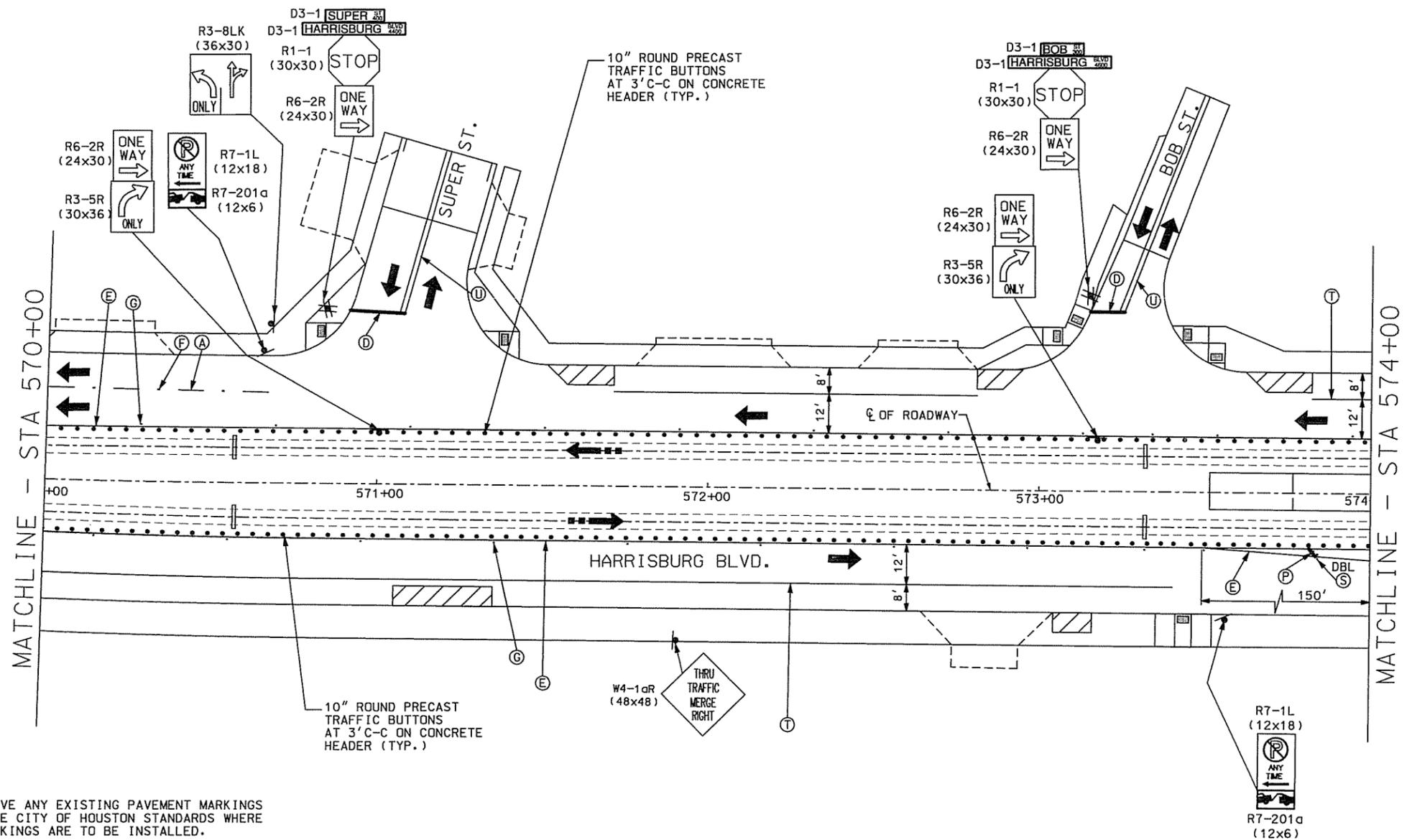






UNFILED-METRO  
 3:12:19 PM  
 3/8/2011  
 Z:\TEAM EXPRESS\HARRISBURG\RSC\TABLES\CDM\_2A\_PERM TRAF CONTROL.TBL  
 Z:\TEAM EXPRESS\HARRISBURG\RSC\PILOT CONFIGURATION\KCM\_HALFSIZE-PDF-FINAL\_BATCH.PLT  
 Z:\TEAM EXPRESS\HARRISBURG\NDGN\SEG 2A MILBY TO LOCKWOOD\PERMANENT TRAFFIC CONTROL\MSECTC11\_2A.DGN

HORIZ. SCALE (IN FEET)  
 0 10 20 40



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  - PROPS SMALL GROUND SIGN
  - BI-DIRECTIONAL BAR SIGNAL
  - LRT FLOW ARROW
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**CITY OF HOUSTON**  
 DEPARTMENT OF PUBLIC WORKS AND ENGINEERING  
 CITY OF HOUSTON DWG NO:

ACCEPTED FOR FILE

48019

CITY DRAWING NUMBER

APR 06 2011

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 16350 Park Ten Place, SUITE 120  
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CONTRACT SHEET NO. 48 OF 57

**PERMANENT TRAFFIC CONTROL PACKAGE**

EAST END CORRIDOR - SEG. 2A  
 PERMANENT TRAFFIC CONTROL  
 PLAN  
 STA 570+00 TO STA 574+00

CONTRACT NO.	CT 0800120	DRAWING NO.	WC3-0017	REV.	0
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