Facility Type | Speed Edge | Lane Lines | Center Lines | Acc Lines | Drop/ Aux Lines
---|---|---|---|---|---
2-Lane Facilities | All | 6" n/a | 4" n/a | n/a | n/a
3-Lane Facilities | ≤ 50 MPH | 6" 6" 6" 4" 6" 8" | 4" 4" 4" 4" 4" 8" | | 1Applies to facility types with double yellow lines, painted median, or undivided highway.

TYPICAL ENTRANCE AND EXIT RAMP MARKINGS

GENERAL NOTES

1. Minimum longitudinal pavement marking width

2. Temporary pavement marking:
   - 4 inches wide marking can be used instead of 6 inches wide marking for temporary markings unless otherwise directed by the traffic engineer.

3. Center lines:
   - Used with yellow, 4 inches wide, 300 feet segments with 50 feet gaps.

4. Lane Lines:
   - Used when 4 or 6 inches wide, 300 feet segments with 50 feet gaps.

5. Edge Lines:
   - Separates adjacent opposite direction traffic.

6. Drop/lane lines:
   - Used to separate adjacent same direction traffic.

7. Center Lines:
   - Usually 6 inches wide, painted on the middle of the road.

8. Combination accel-decel lane:
   - Used at intersections, jackknifing, and other situations.

9. Cross-hatching:
   - Used as a warning to drivers, especially in areas where visibility is reduced.

Traffic & Safety Engineering

Computer File Information

Sheet Revisions

Colorado Department of Transportation

S-627-1

Standard Plan No.

Standard Sheet No. 1 of 9

PAVEMENT MARKINGS

Design by Traffic & Safety Engineering Branch July 30, 2009

Project Sheet Numbers
**GENERAL NOTES**

1. The spacing in the table applies to left & right turn lanes.

2. **Only** marking is optional. Contact region traffic engineer for direction.

3. When one (1) arrow is used, it shall be placed at the beginning of the full width turn lane. Otherwise, use the table below for arrow placement.

**ARROW PLACEMENTS AT INTERSECTIONS**

<table>
<thead>
<tr>
<th>LENGTH (L)</th>
<th>LEFT AND RIGHT TURN ARROW</th>
<th>NO. OF ARROWS PER LANE</th>
<th>SPACING (S)</th>
<th>NO. OF &quot;ONLY&quot; PER LANE</th>
</tr>
</thead>
<tbody>
<tr>
<td>L &lt; 200'</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>200' - 350'</td>
<td>1</td>
<td>EVENLY SPACED</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>350' - 650'</td>
<td>4</td>
<td>BETWEEN</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>650' - 950'</td>
<td>1</td>
<td>BETWEEN</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>950' ≤</td>
<td>4</td>
<td>BETWEEN</td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

*All lengths and spaces provided in the table above will help determine the number of arrows and only markings needed per lane.

**LEGEND**

- Direction of Travel
GENERAL NOTES

1. For transition taper use 25:1 ratio.

2. For access zone entrance taper length use:

   \[ L = S \times W \]

   \( L \) = Minimum Length of Taper
   \( S \) = Design Speed for new construction or numerical value of the posted speed limit
   \( W \) = Width transitioned

3. If buffer space is wider than 4 feet, chevron markings are required (See WUCOD Section 38.24 and Figure 38.24(a))

4. For each section prohibiting entering and exiting movements, the R3-50-CD sign shall be installed within 300 feet of the start of the express lane. Additional R3-50-CD signing shall be installed as shown in the plan.

5. For each section prohibiting entering and exiting movements, an EXPRESS ONLY marking should be placed within 50 feet of the start of the express lane.

6. EXPRESS ONLY markings should supplement the signs.

TYPICAL ENTRANCE MARKING FOR BUFFER
WIDTH 22' AND WHERE BUFFER CROSSING IS PROHIBITED

TOLL EXPRESS LANE PAVEMENT MARKINGS