

GENERAL NOTES

1. MINIMUM LONGITUDINAL PAVEMENT MARKING WIDTH

Facility Type	Speed	Edge Lines	Lane Lines	Center Lines ¹	Dotted Lane Lines	Lane Drop/Aux Lines
2-Lane Facilities	All	6"	n/a	4"	n/a	n/a
3-Lane Facilities	All	6"	6"	4"	6"	8"
Multi-Lane Facilities ≥ 50 MPH		6"	6"	4"	6"	8"
Multi-Lane Facilities ≤ 45 MPH		4"	4"	4"	4"	8"

¹Applies to facility types with double yellow lines, painted median, or undivided highway.

2. TEMPORARY PAVEMENT MARKING
4 INCHES WIDE MARKING CAN BE USED INSTEAD OF 6 INCHES WIDE MARKING FOR TEMPORARY MARKING UNLESS OTHERWISE DIRECTED BY THE REGION TRAFFIC ENGINEER.
3. CENTER LINES
a. BROKEN YELLOW, 4 INCHES WIDE-10 FEET SEGMENTS WITH 30 FEET GAPS.
b. SOLID YELLOW, 4 INCHES WIDE. THESE LINES SEPARATE ADJACENT-OPPOSITE DIRECTION TRAFFIC LANES. DOUBLE LINES SHALL BE SPACED 4 INCHES APART.
4. LANE LINES
a. BROKEN WHITE, 4 OR 6 INCHES WIDE-10 FEET SEGMENTS WITH 30 FEET GAPS. THESE LINES SEPARATE ADJACENT-SAME DIRECTION TRAFFIC LANES.
b. SOLID WHITE, 4 OR 6 INCHES WIDE. THESE LINES SEPARATE ADJACENT-SAME DIRECTION TRAFFIC LANES. A SOLID LINE MAY BE USED TO DISCOURAGE LANE CHANGING, WHILE TWO PARALLEL SOLID WHITE LINES ARE REQUIRED TO PROHIBIT LANE CHANGING.
5. EDGE LINES
a. SOLID WHITE OR YELLOW EDGE LINES SHALL BE 4 OR 6 INCHES WIDE. YELLOW EDGE LINES SHALL BE USED ONLY FOR LEFT EDGE, IN THE DIRECTION OF TRAVEL OF DIVIDED STREETS AND HIGHWAYS (SEPARATED BY OTHER THAN A PAINTED MEDIAN) AND ONE-WAY ROADWAYS (INCLUDING RAMPS).
b. EDGE LINES ARE NOT CONTINUED THROUGH INTERSECTIONS AND ARE NOT BROKEN FOR DRIVEWAYS. CARE MUST BE TAKEN TO AVOID EDGE LINE APPEARING AS LANE LINE ALONG ROADWAYS WITH WIDE SHOULDERS AND/OR CLOSELY SPACED DRIVEWAYS.
6. DOTTED EXTENSION LINES
BROKEN WHITE, WIDTH MATCHING THE LINE BEING EXTENDED-2 FEET SEGMENTS WITH 4 FEET GAPS. THESE LINES ARE USED TO DELINEATE THE EXTENSION OF A LINE THROUGH AN INTERSECTION OR INTERCHANGE AREA.
7. LANE DROP / AUX LINES
BROKEN WHITE, 8 INCHES WIDE-3 FEET SEGMENTS WITH 12 FEET GAPS. THESE LINES SHOULD BEGIN 2600 FEET IN ADVANCE OF THE THEORETICAL GOREPOINT TO DISTINGUISH THE LANE DROP FROM A CONTINUOUS LANE.
8. DOTTED LANE LINES
BROKEN WHITE, 4 OR 6 INCHES WIDE-3 FEET SEGMENTS WITH 12 FEET GAPS. LINE WIDTH SHALL MATCH THE ADJACENT LANE LINE. THE WIDTH SHOULD MATCH THAT OF THE LINE IT IS EXTENDING.
9. CHANNELIZING LINES
SOLID WHITE, 8 INCHES WIDE. THESE LINES ARE USED WITH ACCELERATION-DECELERATION LANES, PAVEMENT WIDTH TRANSITIONS, AND LEFT-RIGHT TURN SLOTS OR ISLANDS.
- * THE CHANNELIZING LINE MAY BE EXTENDED 300 FEET (TYPICAL) UPSTREAM FROM THE THEORETICAL GORE. FINAL LENGTH DEPENDS ON SITE CONDITIONS.

(CONTINUED ON SHEET NO. 2)

TYPICAL ENTRANCE AND EXIT RAMP MARKINGS

Computer File Information

Creation Date: 07/04/12
Created By: SCL
Last Modification Date: 04/30/24
Last Modified By: NRIVERA
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English

Sheet Revisions

Date:	Comments
(R-5) 04/30/24	FORMATTING
(R-4) 04/14/23	UPDATED NUMBER OF SHEETS
(R-3) 07/22/22	PARALLEL DECEL LANE AND NOTES UPDATE
(R-2) 02/16/21	LINE TYPE UPDATE FOR PARALLEL DECEL LANE ADDED NOTE TEMPORARY PAVEMENT MARKING

Colorado Department of Transportation

2829 W. Howard Pl.
Denver, CO 80204
Phone: 303-757-9654
FAX: 303-757-9219

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PAVEMENT MARKINGS

Issued By: Traffic Safety & Engineering Branch July 31, 2019

STANDARD PLAN NO.

S-627-1

Standard Sheet No. 1 of 11

Project Sheet Number:

GENERAL NOTES

(CONTINUED FROM SHEET NO. 1)

10. CROSS-HATCHING LINES
 - a. SOLID WHITE OR YELLOW, 8 INCHES WIDE-45 DEGREE DIAGONAL, SPACED AT 25 FEET INTERVALS. THESE LINES ARE OPTIONAL AND MAY BE PLACED AT LOCATIONS INDICATED ON THE PLANS OR DETERMINED BY THE ENGINEER. YELLOW SHALL BE USED FOR PAINTED MEDIANS OR PAVEMENT WIDTH TRANSITIONS ONLY.
 - b. OPTIONAL DIAGONAL SHOULDER MARKINGS SHALL BE SOLID WHITE, 8 INCHES WIDE, SPACED AT INTERVALS OF 20 FEET MINIMUM TO 100 FEET MAXIMUM.
11. PARKING LINES
SOLID WHITE, 3 INCHES WIDE-DIAGONAL OR PARALLEL AS SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER.
12. STOP LINES
SOLID WHITE, 24 INCHES WIDE-EXTEND PARALLEL TO INTERSECTED ROADWAY ACROSS ALL APPROACH LANES OR AS INDICATED AT LOCATIONS ON THE PLANS. LOCATE AT THE DESIRED STOPPING POINT, NOT MORE THAN 30 FEET, NOR LESS THAN 4 FEET FROM THE NEAREST EDGE OF THE INTERSECTED TRAFFIC LANE.
13. YIELD LINES
 - a. SOLID WHITE, THE INDIVIDUAL TRIANGLES COMPRISING YIELD LINES SHALL HAVE A BASE OF 12 TO 24 INCHES WIDE AND A HEIGHT EQUAL TO 1.5 TIMES THE BASE AND SHALL BE PARALLEL TO THE INTERSECTED ROADWAY ACROSS ALL APPROACH LANES OR AS INDICATED AT LOCATIONS ON THE PLANS.
 - b. THE SPACE BETWEEN EACH TRIANGLE SHALL BE 3 TO 12 INCHES.
14. CROSSWALK LINES
 - a. SOLID WHITE, 12 INCHES WIDE FOR TRANSVERSE LINE TYPE EXTEND ACROSS ENTIRE WIDTH OF PAVEMENT. IF NO ADVANCE STOP LINE IS PROVIDED, INCREASE THE WIDTH OF THE CROSSWALK LINES TO 24 INCHES. THE DISTANCE BETWEEN THE LINES IS USUALLY DETERMINED BY THE WIDTH OF THE SIDEWALKS CONNECTED, IN ANY CASE THIS SHALL NOT BE LESS THAN 6 FEET.
 - b. COMPLICATED AND/OR CHANNELIZED INTERSECTIONS AND MID-BLOCK CROSSWALKS SHALL BE SOLID WHITE, 12 INCHES TO 24 INCHES WIDE AND 8 TO 10 FEET LONG FOR LONGITUDINAL LINE TYPE AS DETAILED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
15. WORD, ARROW AND SYMBOL MARKINGS
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH "THE STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" ADOPTED BY THE FEDERAL HIGHWAY ADMINISTRATION.
16. MERGING TAPER LENGTH

L = MINIMUM LENGTH OF TAPER.
S = DESIGN SPEED FOR NEW CONSTRUCTION OR NUMERICAL VALUE OF THE POSTED SPEED LIMIT OF THE 85TH PERCENTILE SPEED OF EXISTING TRAFFIC.
W = WIDTH TRANSITIONED.

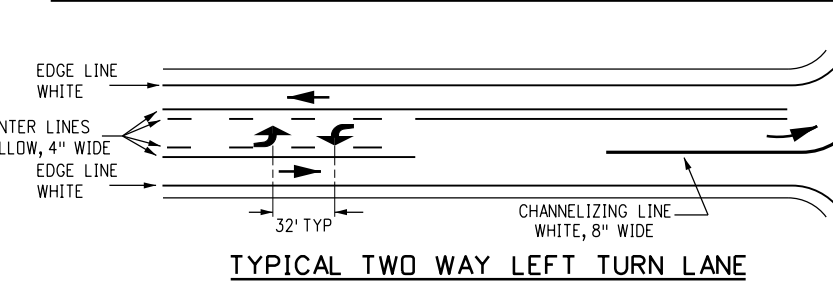
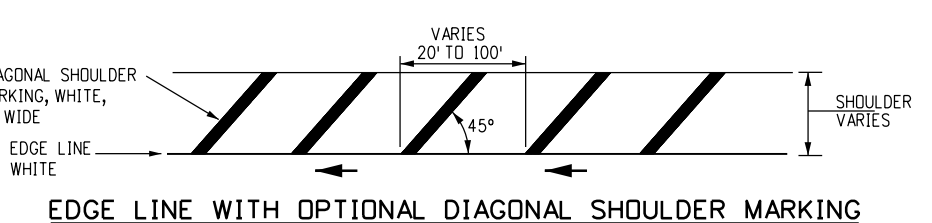
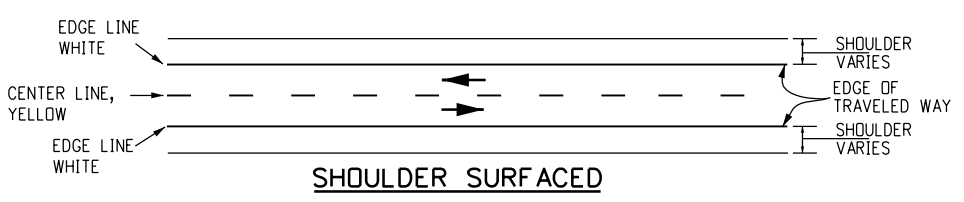
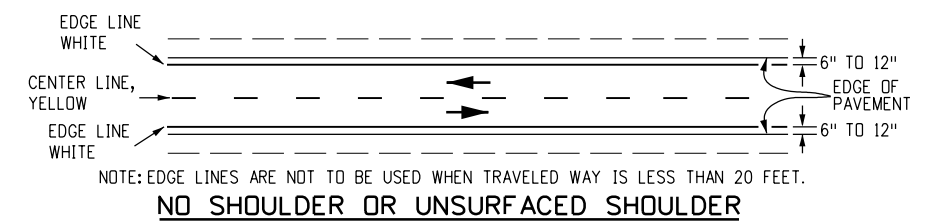
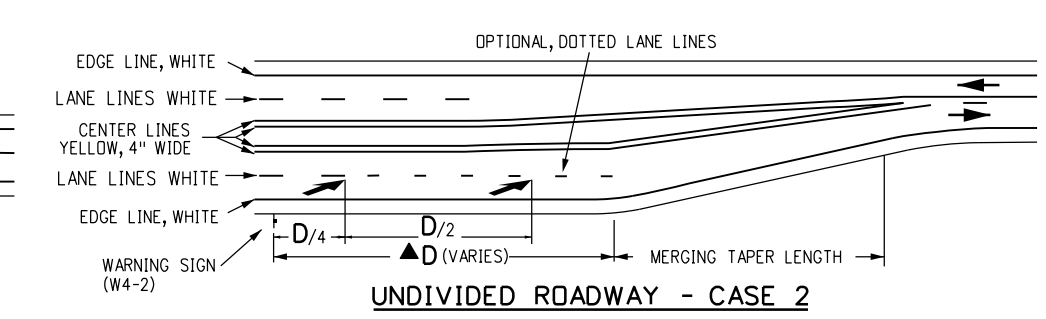
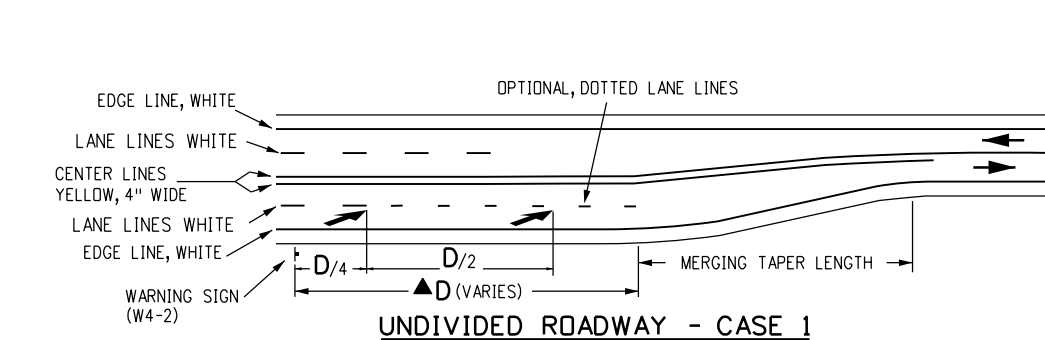
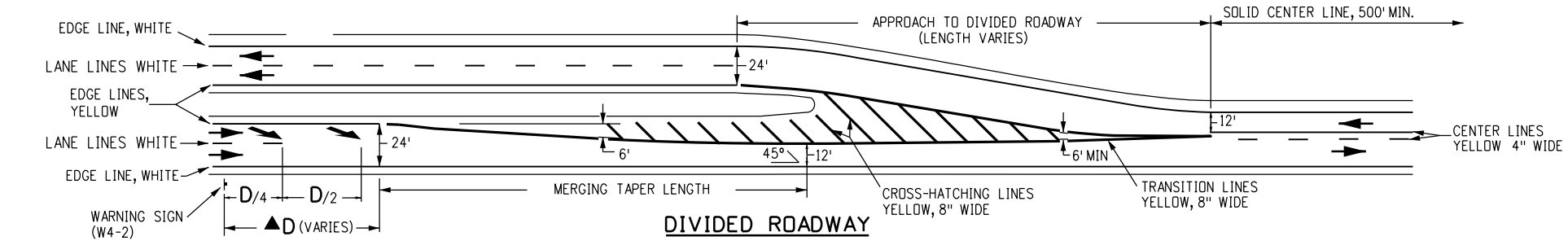
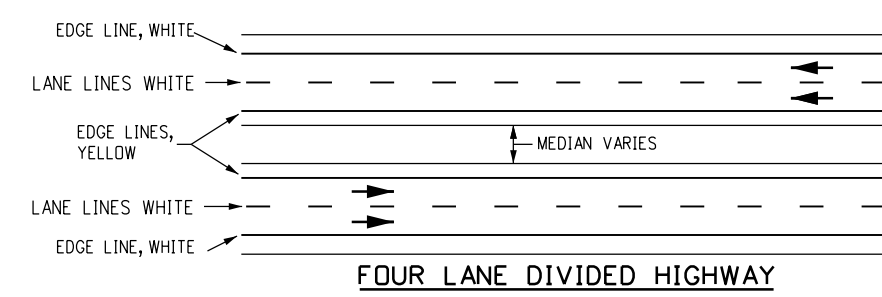
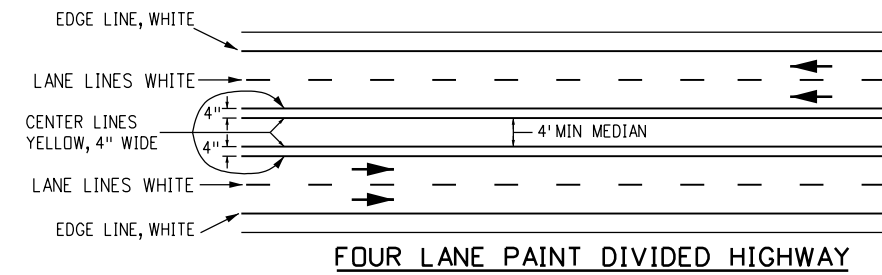
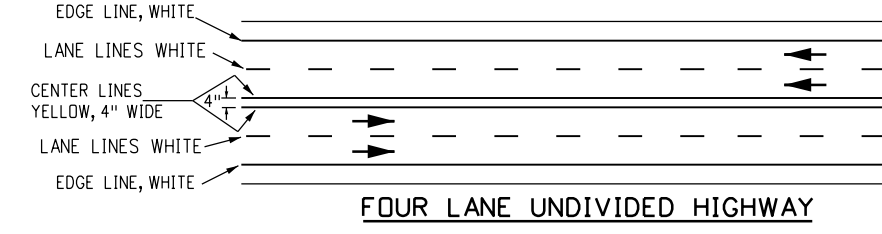
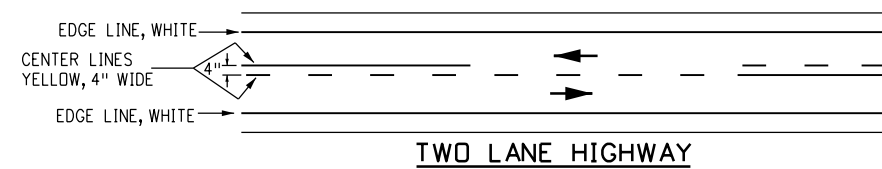
FORMULA: FOR SPEED 45 MPH OR MORE, $L = S \times W$

FOR SPEED 40 MPH OR LESS, $L = \frac{WS^2}{60}$
17. TRANSITION LINES
SOLID YELLOW, 8 INCHES WIDE. THESE LINES ARE USED WHERE ADDITIONAL EMPHASIS OR VISIBILITY IS DESIRABLE AT PAVEMENT WIDTH TRANSITIONS. PLACE AT LOCATIONS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
18. SPEED MEASURING MARKING
SOLID WHITE, 24 INCHES EXTEND 4 FEET FROM OUTSIDE OF EDGE LINES ON SHOULDERS.
19. ALL SPACING IS DETERMINED CENTER ON CENTER EXCEPT FOR DOUBLE LINES.

▲ NOTE:
D = THE DISTANCE FROM THE LANE ENDS SIGN (W4-2) TO THE BEGINNING OF THE MERGING TAPER. FOR MORE INFORMATION ON THE "D" VALUE REGARDING SIGN AND PAVEMENT MARKING PLACEMENT, SEE THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", TABLE 2C-4, CONDITION A: SPEED REDUCTION AND LANE CHANGING IN HEAVY TRAFFIC AND FOOTNOTE 2 REGARDING TYPICAL CONDITIONS.

LEGEND

➔ Direction of Travel



TYPICAL PAVEMENT WIDTH TRANSITION MARKINGS

Computer File Information

Creation Date: 07/04/12
Created By: KEN
Last Modification Date: 04/30/24
Last Modified By: NRIVERA
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English

Sheet Revisions

Date:	Comments
(R-5) 04/30/24	LANE REDUCTION ARROWS ADDED UPDATED UNDIVIDED AND DIVIDED ROADWAY
(R-4) 04/14/23	ADD GENERAL NOTE 13 & UPDATE NUMBER OF SHEETS
(R-3) 07/22/22	GENERAL NOTES UPDATE
(R-2) 02/16/21	UPDATE GENERAL NOTE NUMBER

Colorado Department of Transportation

2829 W. Howard Pl.
Denver, CO 80204
Phone: 303-757-9654
FAX: 303-757-9219

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PAVEMENT MARKINGS

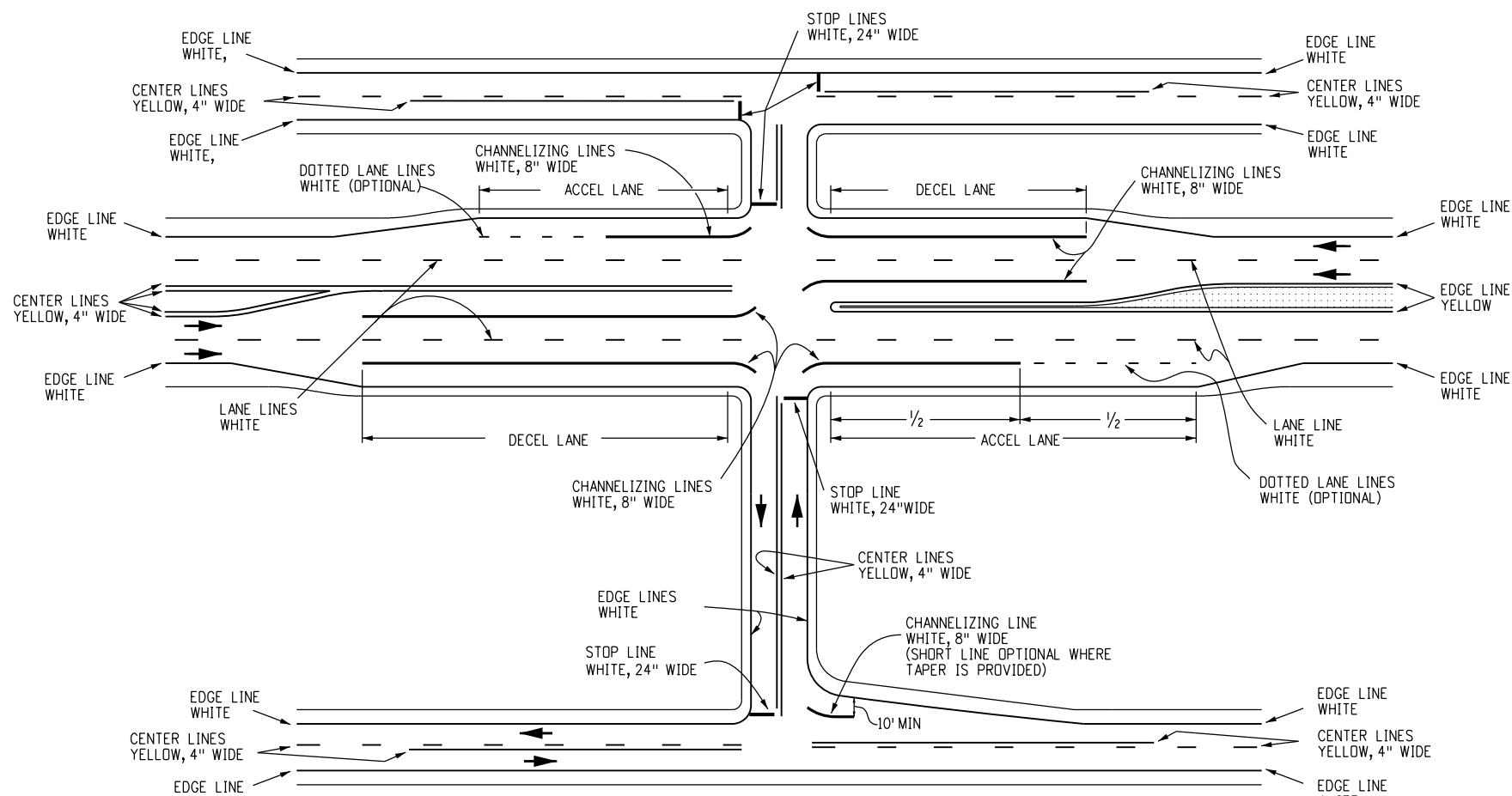
Issued By: Traffic Safety & Engineering Branch July 31, 2019

STANDARD PLAN NO.

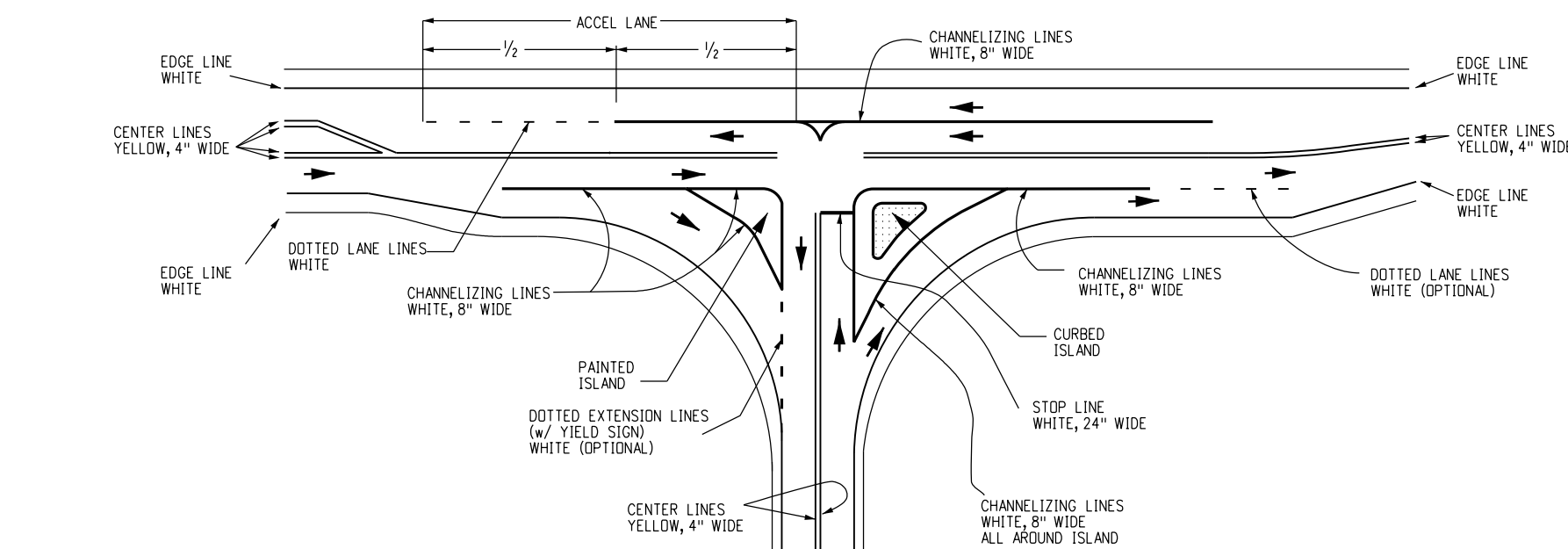
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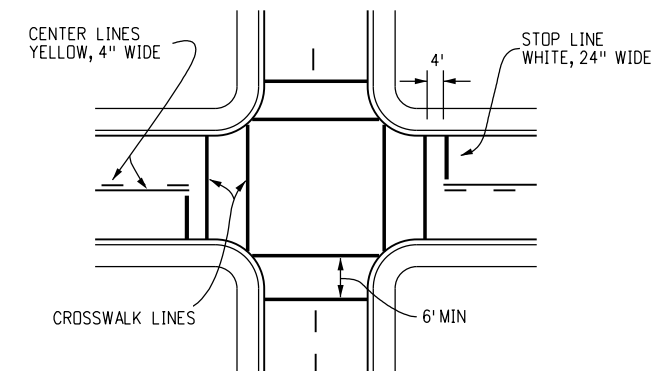
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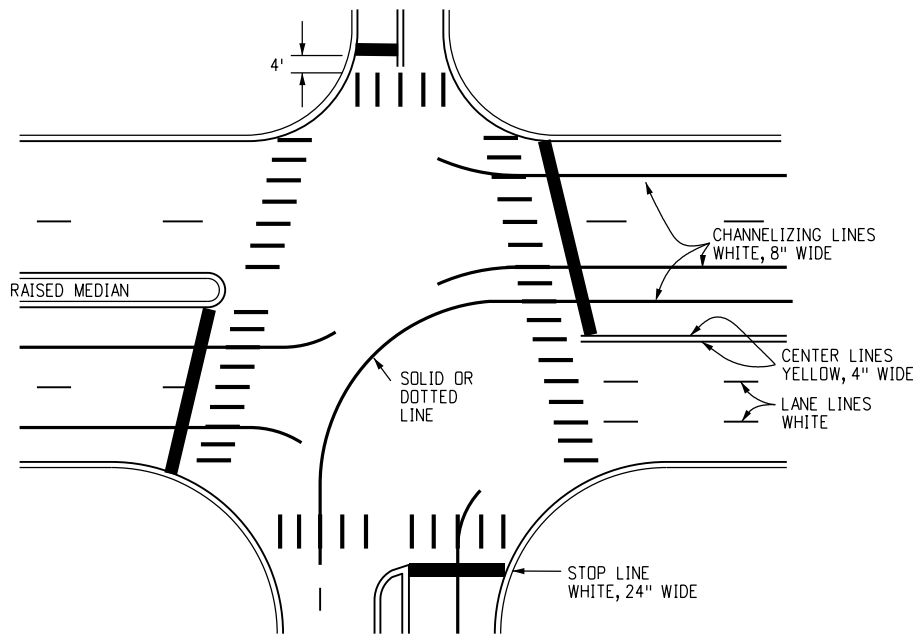
TYPICAL INTERSECTION MARKINGS



TYPICAL ISLAND MARKINGS

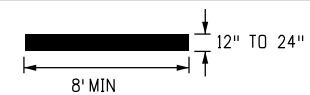


TYPICAL TRANSVERSE LINE CROSSWALK MARKINGS



TYPICAL CONTINENTAL CROSSWALK MARKINGS

CROSSWALK LINE DETAIL



LEGEND

➔ Direction of Travel

CONTINENTAL CROSSWALK NOTES

1. CENTER CROSSWALKS ON CURB RAMPS. IF SUCH RAMPS ARE NOT PROVIDED, CENTER ON SIGNAL POLES WHEREVER PRACTICAL.
2. CENTER CROSSWALKS ON EDGE LINES, LANE LINES AND CHANNELIZING LINES.
3. CENTER CROSSWALKS BETWEEN ADJACENT LINES.
4. MARKINGS SHALL NOT BE WITHIN WHEEL PATH OF VEHICLES.
5. CENTER ON EXTENDED FLOW LINE.
6. LINES AND SPACES TO APPROXIMATE ADJACENT PATTERN.

INTERSECTIONS, ISLANDS AND CROSSWALKS

Computer File Information	
Creation Date:	07/04/12
Created By:	JSW
Last Modification Date:	04/14/23
Last Modified By:	AVu
CAD Ver.:	MicroStation V8
Scale:	Not to Scale Units: English

Sheet Revisions	
Date:	Comments
(R-4) 04/14/23	UPDATED NUMBER OF SHEETS
(R-3) 07/22/22	Changed Accel Lane Lines To Dotted Lane Lines
(R-2) 02/16/21	ADDED DEC TAPER TO TYPICAL ISLAND MARKINGS
(R-1) 04/17/20	LINE WIDTH & CROSSWALK NOTES UPDATE

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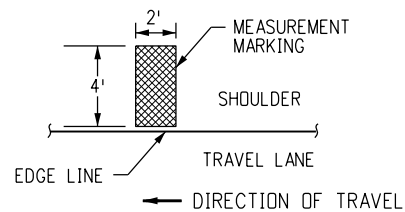
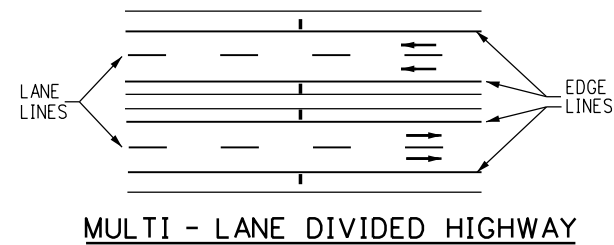
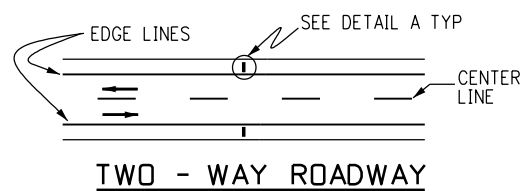
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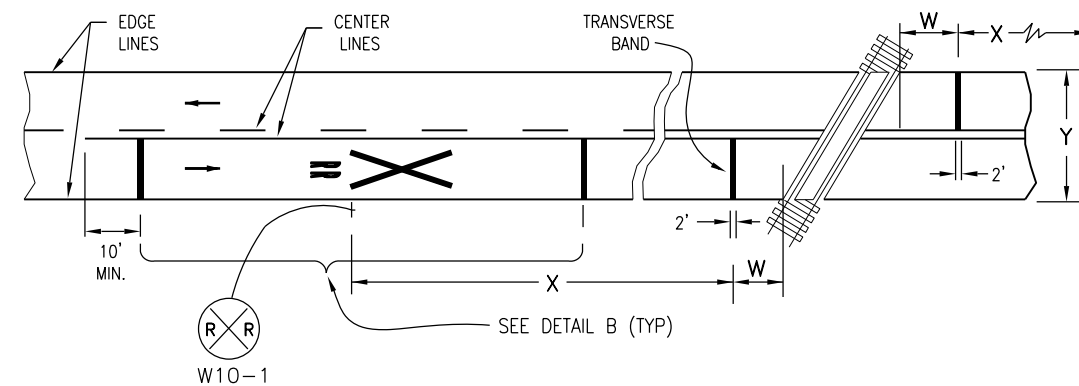
PAVEMENT MARKINGS

Issued By: Traffic Safety & Engineering Branch July 31, 2019

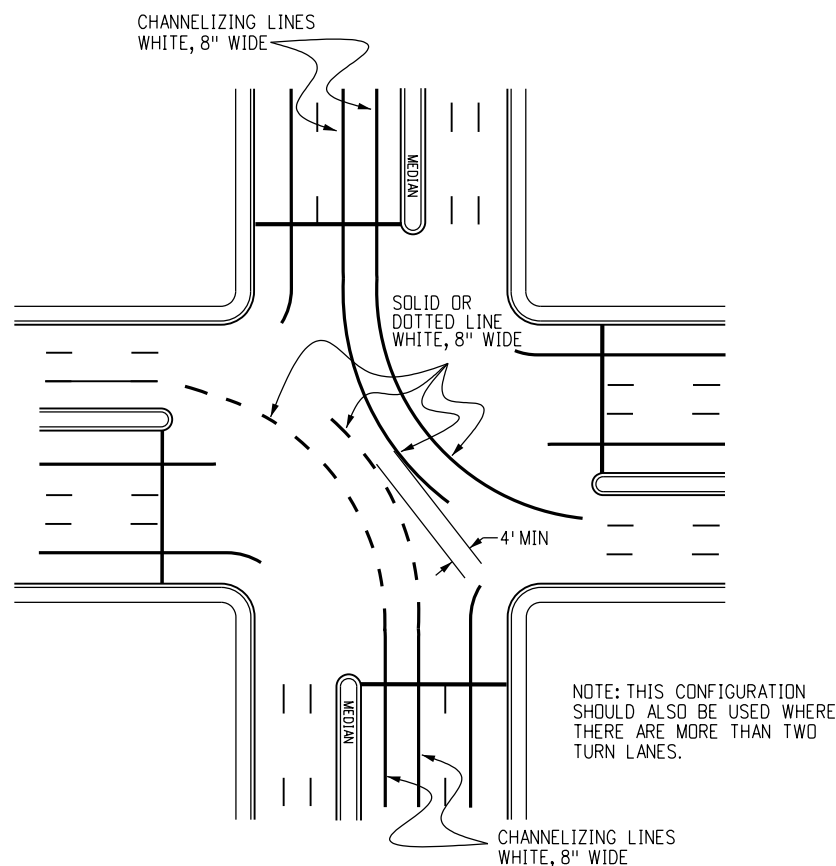
STANDARD PLAN NO.
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Standard Sheet No. 3 of 11
Project Sheet Number:



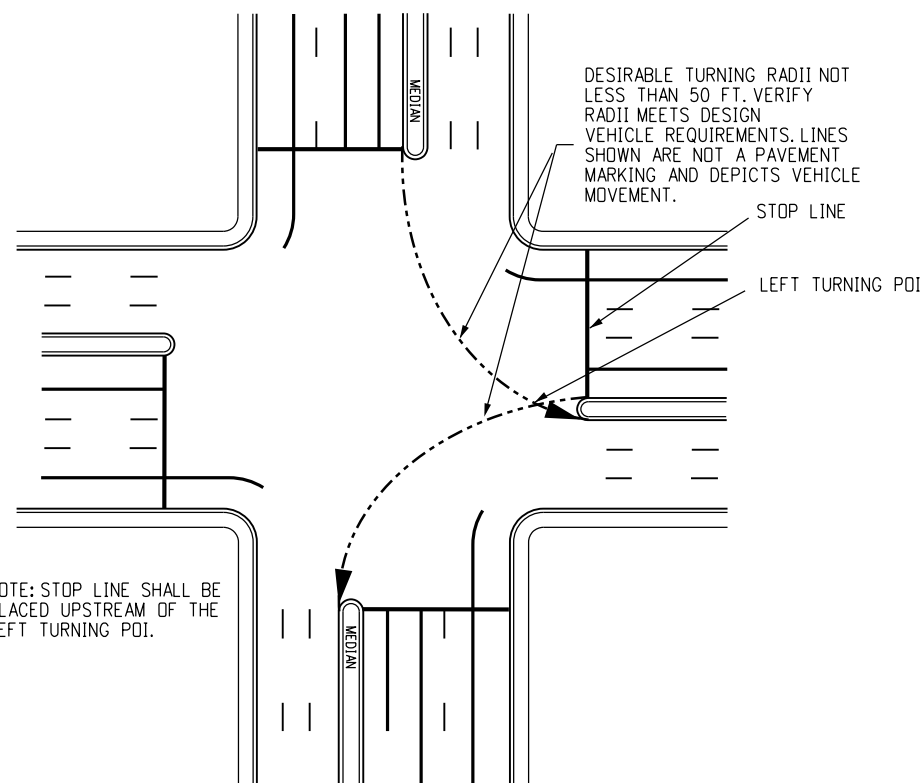
TYPICAL SPEED MEASUREMENT MARKING



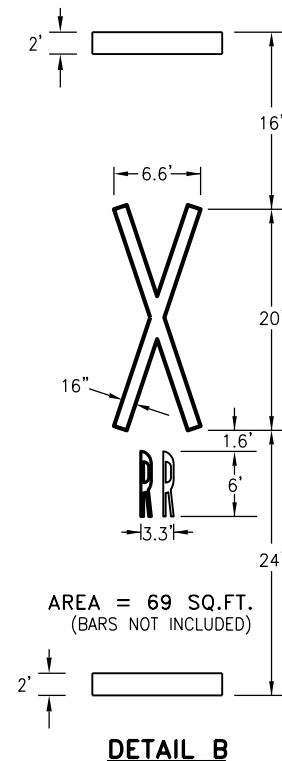
TYPICAL PAVEMENT MARKING AT RAILROAD CROSSING



TYPICAL DOUBLE LEFT TURN MARKINGS



TYPICAL STOP LINE PLACEMENT

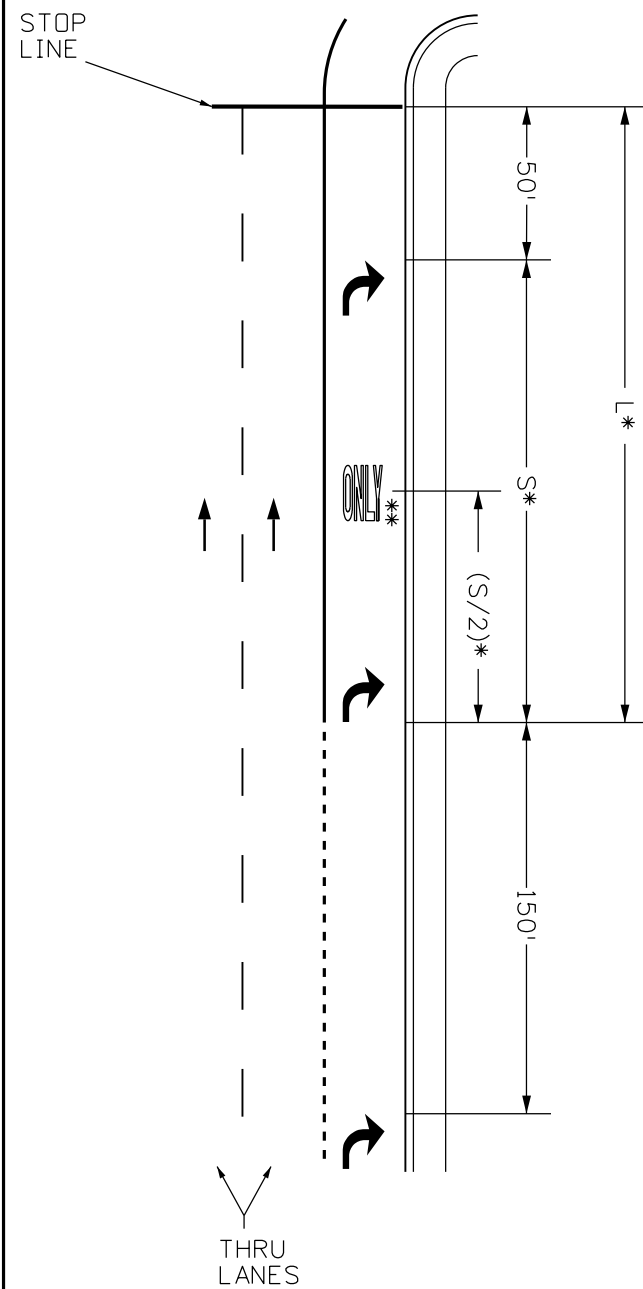


W= APPROXIMATELY 15 FT. (STOP LINE SHOULD BE 8' IN ADVANCE OF ACTIVE TRAFFIC CONTROL SYSTEMS; I.E., AUTOMATIC GATES AND/OR FLASHING SIGNALS).
X= THE DISTANCE FROM THE RAILROAD CROSSING MARKING TO THE NEAREST TRACK WILL VARY ACCORDING TO THE APPROACH SPEED AND THE SIGHT DISTANCE OF THE VEHICULAR TRAFFIC APPROACHING, BUT NOT LESS THAN 100 FT. (REFERENCE NOTE 1).
Y= ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL RR SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

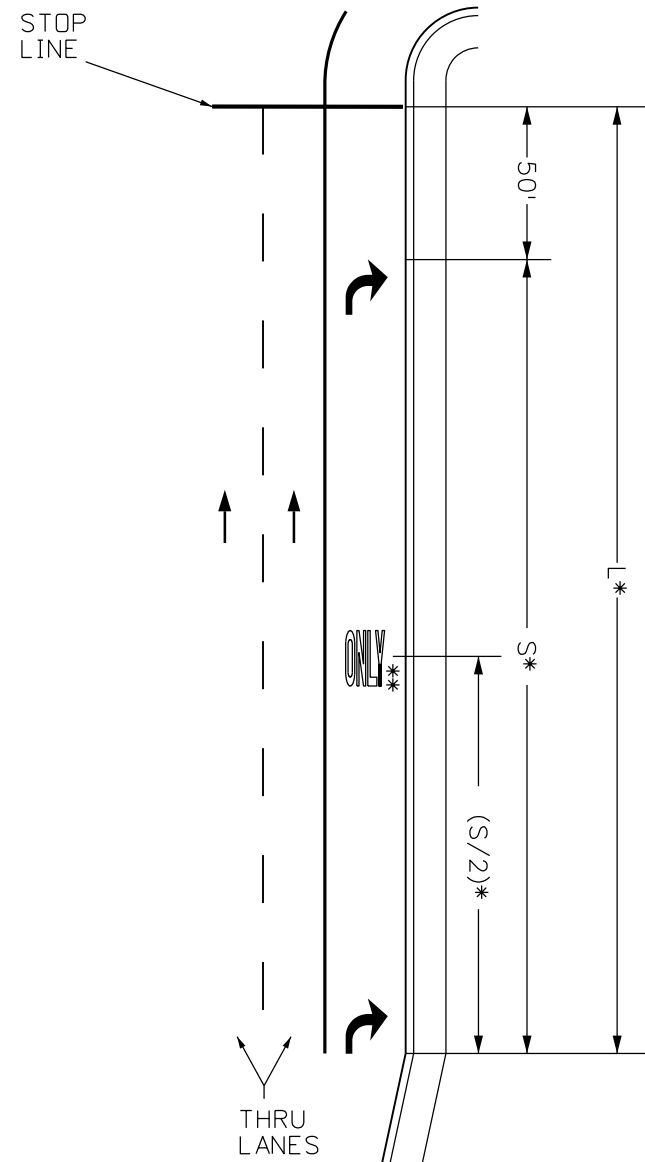
NOTES

1. THE WARNING SIGN SHALL BE PLACED ACCORDING TO THE WARNING SIGN PLACEMENT TABLE IN THE MUTCD (CHAPTER 2C, TABLE 2C-4). IF CONDITIONS DO NOT ALLOW PLACEMENT ACCORDING TO THE TABLE, IT SHALL BE AS APPROVED BY THE ENGINEER.
2. FOR RR SYMBOL DETAILS, REFER TO "THE STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS", ADOPTED BY THE FEDERAL HIGHWAY ADMINISTRATION.

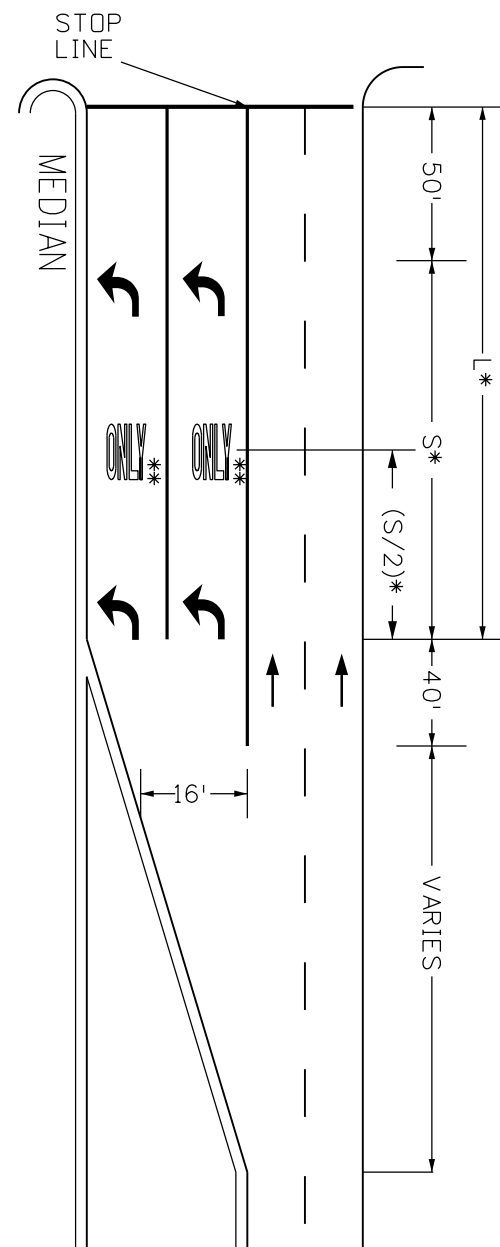
Computer File Information		Sheet Revisions		Colorado Department of Transportation 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering	PAVEMENT MARKINGS Issued By: Traffic Safety & Engineering Branch July 31, 2019	STANDARD PLAN NO.	
Creation Date: 07/04/12		Date:	Comments			S-627-1	
Created By: SCL	R-4	04/14/23	UPDATED NUMBER OF SHEETS			Standard Sheet No. 4 of 11	
Last Modification Date: 04/14/23						Project Sheet Number:	
Last Modified By: AVu							
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English				EB			



LANE DROP



POCKET LANE



DOUBLE TURNING

ARROW PLACEMENTS AT INTERSECTIONS

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.

LENGTH (L)	LEFT AND RIGHT TURN ARROW		NO. OF 'ONLY' PER LANE
	NO. OF ARROWS PER LANE	SPACING (S)	
L < 200'	1	NA	NA
200' - 350'	2	EVENLY SPACED BETWEEN 150'-300'	1
350' - 650'	3		2
650' - 950'	4		3
950' ≤	≥5		≥4

*L (LENGTH) AND *S (SPACING) PROVIDED IN THE TABLE ABOVE WILL HELP DETERMINE THE NUMBER OF ARROWS AND ONLY MARKINGS NEEDED PER LANE.

LEGEND

→ Direction of Travel

Computer File Information	
Creation Date: 02/08/17	
Created By: MBhat	
Last Modification Date: 04/14/23	
Last Modified By: AVu	
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments
04/14/23	UPDATED NUMBER OF SHEETS

Colorado Department of Transportation

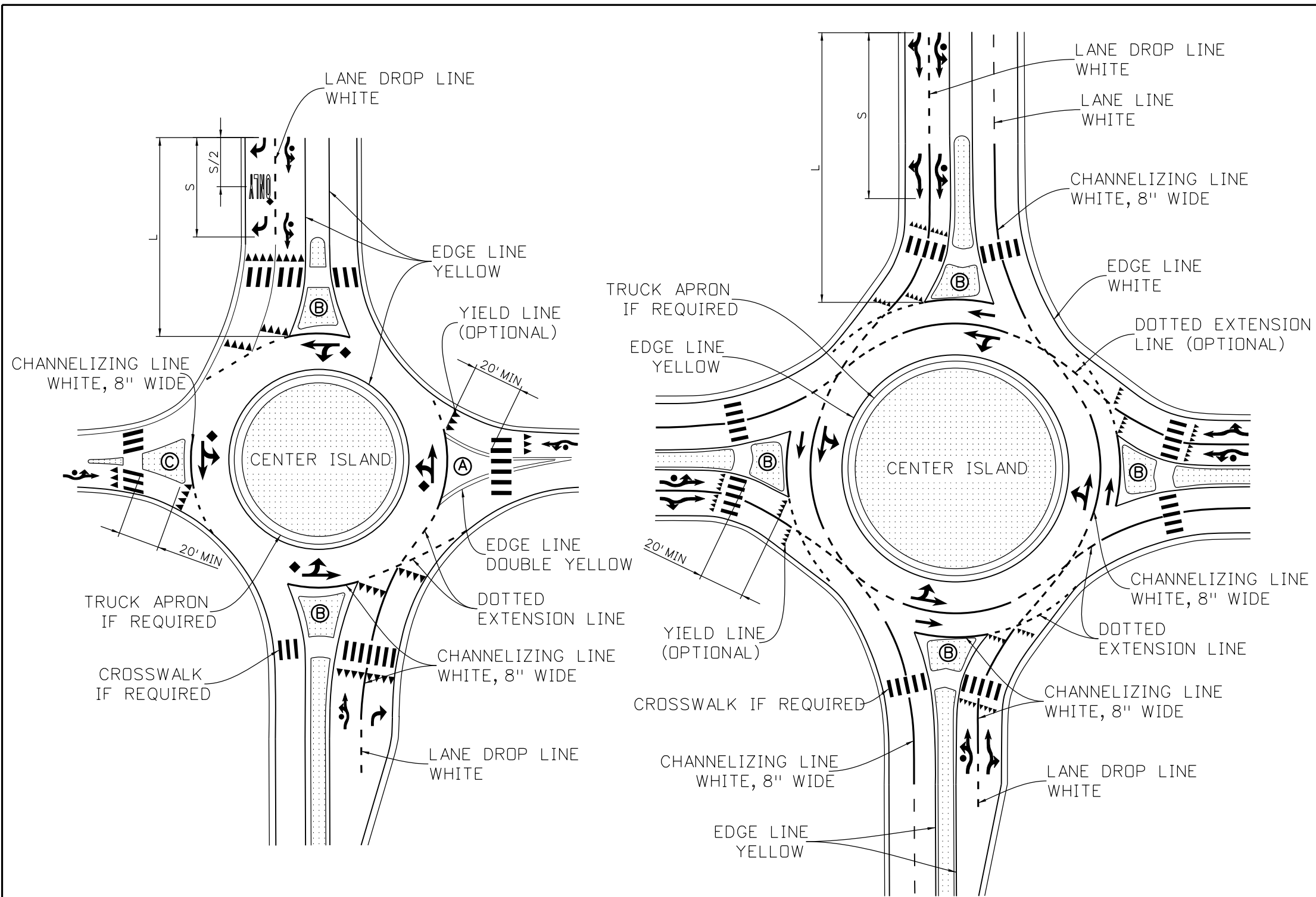
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Denver, CO 80204
Phone: 303-757-9654
FAX: 303-757-9219

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PAVEMENT MARKINGS

Issued By: Traffic Safety & Engineering Branch July 31, 2019

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Standard Sheet No. 5 of 11
Project Sheet Number:



SINGLE LANE ROUNDABOUT (TYPICAL)
 NOTE: SPLITTER ISLAND MAY BE FORMED BY TWO YELLOW LINES, RAISED NON-MOUNTABLE, OR RAISED MOUNTABLE.

TWO LANE ROUNDABOUT (TYPICAL)

ROUNDABOUT PAVEMENT MARKINGS

NOTES

1. UNLESS SHOWN IN THIS STANDARD, THE WIDTHS OF PAVEMENT MARKINGS SHALL MATCH THE LARGEST LINE WIDTH OF THE ADJACENT FACILITIES.
2. PAVEMENT MARKING LINES ALONG NON-MOUNTABLE SPLITTER ISLANDS ARE OPTIONAL.
3. NORMAL LANE-USE ARROWS SHALL BE USED IN THE ROUNDABOUT.
4. NORMAL OR FISH-HOOK LANE-USE ARROWS MAY BE USED ON THE APPROACH. ADVANCED SIGNING SHALL MATCH THE PAVEMENT MARKING USED.
 - A. WHEN ONE (1) ARROW IS USED ON THE APPROACH, IT SHALL BE PLACED AT THE BEGINNING OF THE CHANNELIZING LINE. OTHERWISE, USE TABLE BELOW.
5. THE INSCRIBED OVAL IS OPTIONAL AND MAY BE COMBINED WITH THE LANE-USE ARROW IN THE LEFT-MOST LANE.
6. SEE SHEET 10 FOR LANE-USE ARROW DIMENSIONS.
7. YIELD LINES UTILIZED AT CROSSWALK SHALL BE PLACED 20 TO 50 FEET IN ADVANCED OF THE CROSSWALK.

LENGTH (L)	LEFT AND RIGHT TURN ARROW		NO. OF 'ONLY' PER LANE
	NO. OF ARROWS PER LANE	SPACING (S)	
L < 200'	1	NA	NA
200' - 350'	2	EVENLY SPACED BETWEEN 150'-300'	1
350' - 650'	3		2
650' - 950'	4		3
950' ≤	≥5		≥4

LEGEND

- (A) SPLITTER ISLAND FORMED BY TWO YELLOW LINES
- (B) RAISED NON-MOUNTABLE SPLITTER ISLAND
- (C) MOUNTABLE SPLITTER ISLAND
- ◆ OPTIONAL

Computer File Information	
Creation Date:	04/14/23
Created By:	AVu
Last Modification Date:	
Last Modified By:	
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments

Colorado Department of Transportation

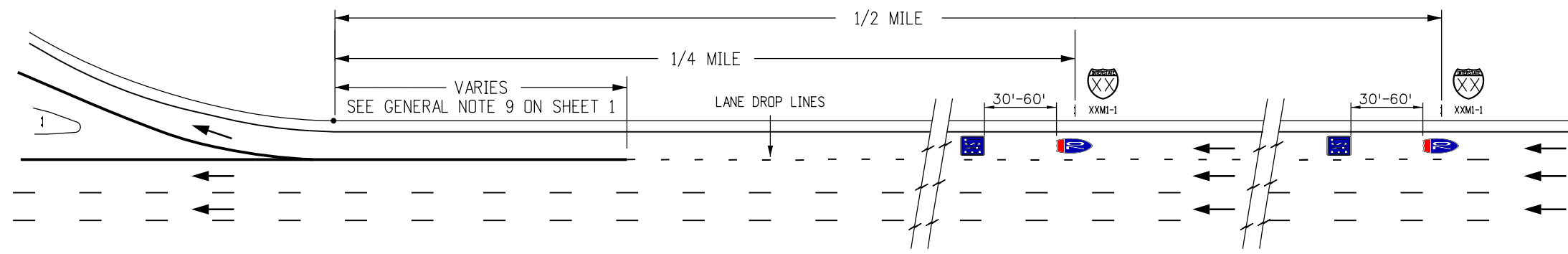
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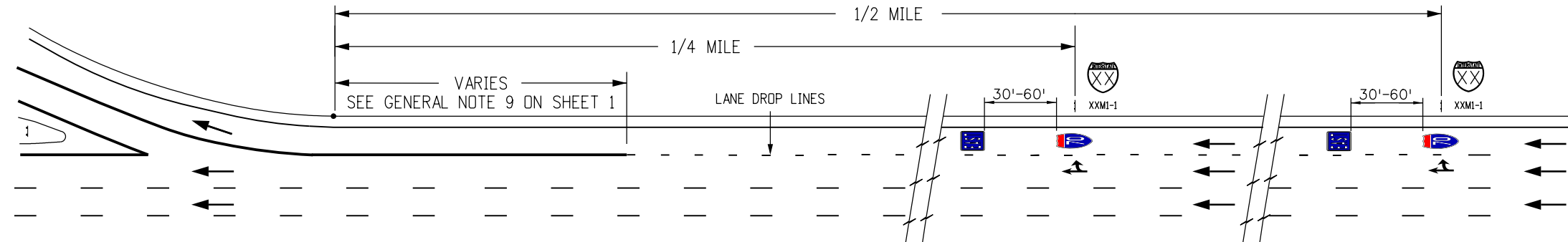
PAVEMENT MARKINGS

Issued By: Traffic Safety & Engineering Branch July 31, 2019

STANDARD PLAN NO.
S-627-1
Standard Sheet No. 6 of 11
Project Sheet Number:

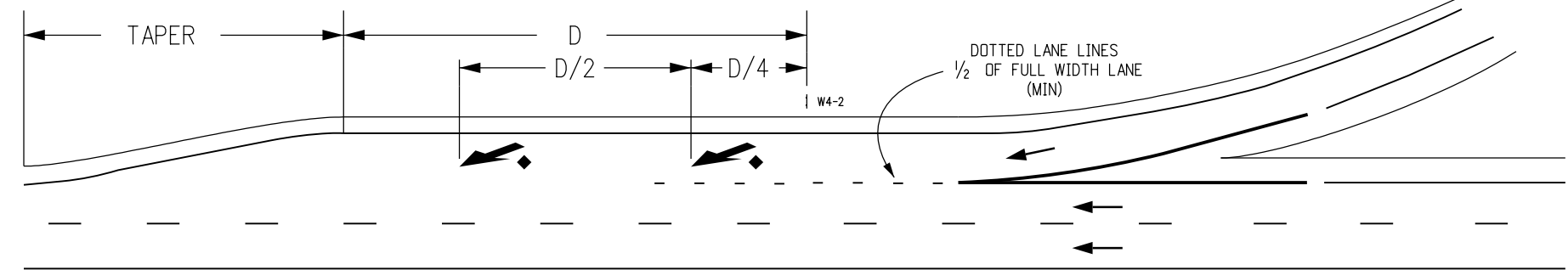
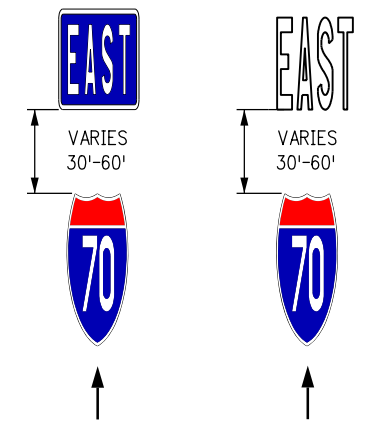


TYPICAL SHIELD PLACEMENT

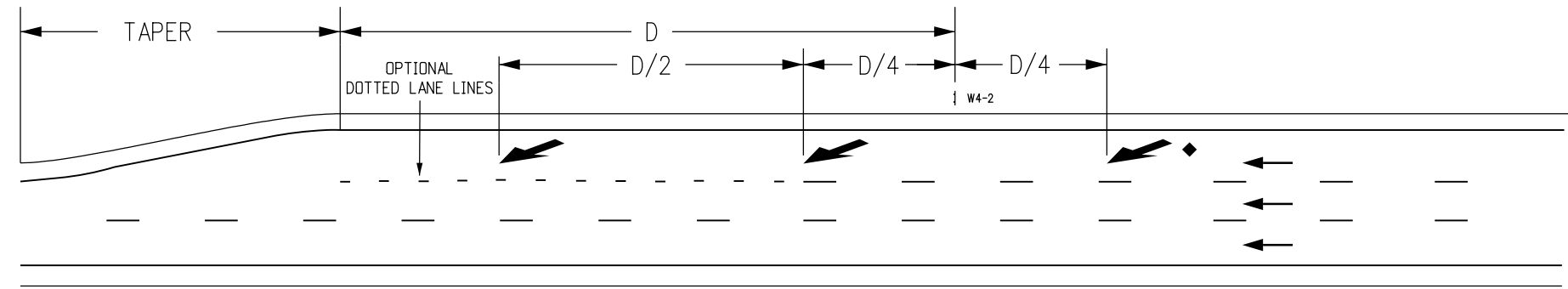


TYPICAL SHIELD & OPTION ARROW PAVEMENT MARKING PLACEMENT

SHIELD LAYOUT DETAIL



PARALLEL ACCELERATION TRANSITION MARKINGS



THRU LANE REDUCTION MARKINGS

LANE REDUCTION TRANSITION MARKINGS

NOTES

1. SHIELD AND CARDINAL DIRECTION PAVEMENT MARKINGS ARE OPTIONAL AND SHALL BE INSTALLED AS SHOWN IN THE PLANS.
2. W4-2 (LANE ENDS) SHOULD NOT BE INSTALLED IN ACCELERATION LANES UNLESS DETERMINED NECESSARY BY THE ENGINEER.
3. LANE REDUCTION ARROW MARKINGS MAY BE USED IN LONG ACCELERATION LANES.
4. LANE REDUCTION ARROW MARKINGS ARE OPTIONAL FOR SPEEDS LESS THAN 45 MPH.
5. SEE OPTION ARROW DETAIL ON SHEET 10
6. SEE NOTE 2 "CARDINAL DIRECTIONS" ON SHEET 11

LEGEND

- ← DIRECTION OF TRAVEL
- D = THE DISTANCE FROM W4-2 (LANE ENDS) SIGN TO THE BEGINNING OF THE TRANSITION TAPER.
- ◆ OPTIONAL LANE REDUCTION ARROW MARKING

Computer File Information	
Creation Date:	02/08/17
Created By:	MBhat
Last Modification Date:	04/30/24
Last Modified By:	NRIVERA
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English	

Sheet Revisions	
Date:	Comments
(R-3) 04/30/24	NOTES, LEGEND, AND ALL DETAILS UPDATED
(R-2) 04/14/23	UPDATED SHEET NUMBER
(R-1) 07/22/22	Lane Drop to Thru Lane Reduction Markings

Colorado Department of Transportation

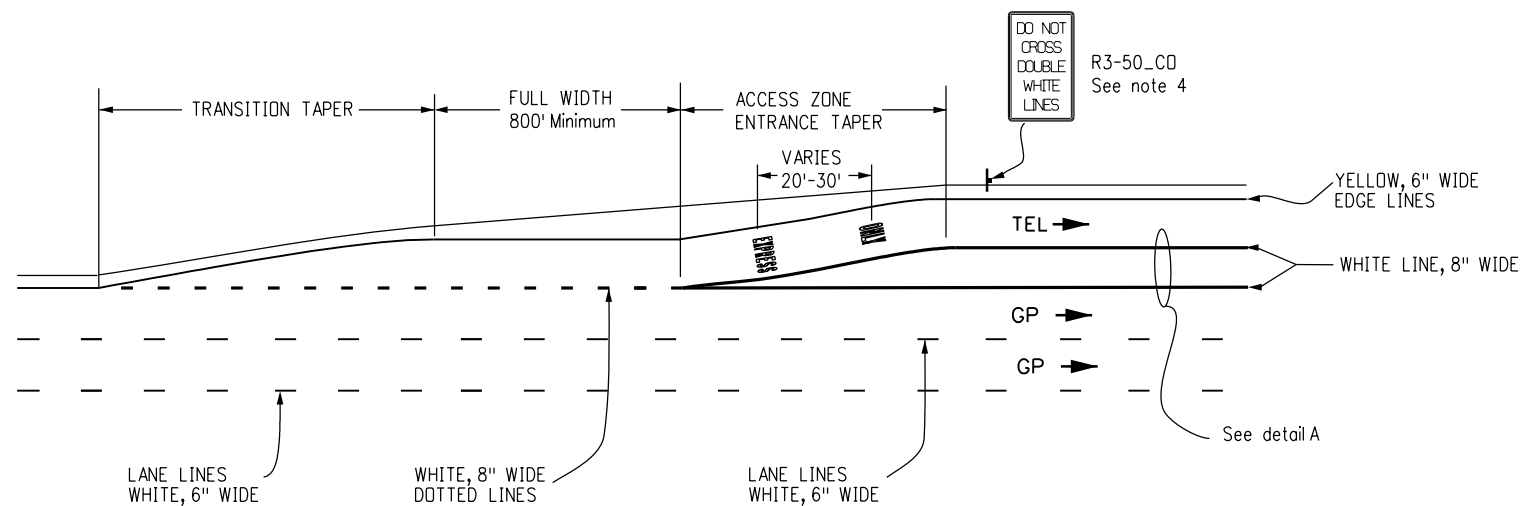
2829 W. Howard Pl.
Denver, CO 80204
Phone: 303-757-9654
FAX: 303-757-9219

Traffic Safety & Engineering EB

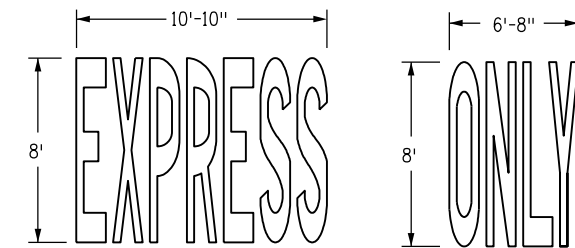
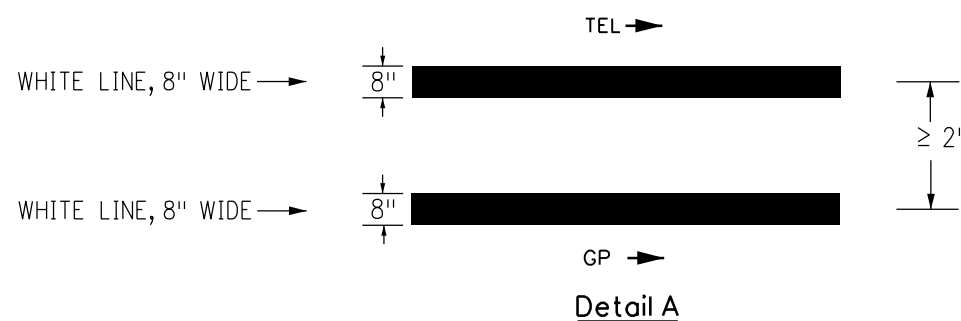
PAVEMENT MARKINGS

Issued By: Traffic Safety & Engineering Branch July 31, 2019

STANDARD PLAN NO.
S-627-1
Standard Sheet No. 7 of 11
Project Sheet Number:



TYPICAL ENTRANCE MARKING FOR BUFFER WIDTH ≥ 2' AND WHERE BUFFER CROSSING IS PROHIBITED



GENERAL NOTES

- For transition taper use 25:1 ratio.
- 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
- If buffer space is wider than 4 feet, chevron markings are required (See MUCTD Section 3B.24 and figure 3D.2(A)).
- 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 plans.
- 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.
- EXPRESS ONLY markings should supplement the signs.

LEGEND

TEL - TOLL/EXPRESS LANE
 GP - GENERAL PURPOSE LANE

TOLL EXPRESS LANE PAVEMENT MARKINGS

Computer File Information		Sheet Revisions		Colorado Department of Transportation 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering EB	PAVEMENT MARKINGS Issued By: Traffic Safety & Engineering Branch July 31, 2019	STANDARD PLAN NO.	
Creation Date: 07/31/19		Date:	Comments			S-627-1	
Created By: EButta		(R-2) 04/14/23	ADD LEGEND & UPDATED SHEET NUMBER			Standard Sheet No. 8 of 11	
Last Modification Date: 04/14/23		(R-1) 04/17/20	STRIPING LAYOUT & GENERAL NOTE UPDATE			Project Sheet Number:	
Last Modified By: AVu							
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English							

WORD AND SYMBOL NOTES

- IF HEIGHT IS INCREASED OR DECREASED THEN ALL MEASUREMENTS CHANGE PROPORTIONATELY. EXAMPLE: "H" MEASUREMENT FOR STOP IS REDUCED TO 4 FT. FROM 8 FT. THEN SQUARE FEET = 5.75 (1/4 OF 23.0 SQ. FT.).
- PAVEMENT WORD AND SYMBOL MARKINGS, TRANSVERSE AND LONGITUDINAL (CONTINENTAL) CROSSWALK LINES, AND STOP LINES WILL BE PAID FOR IN SQUARE FEET USING THEIR SPECIFIC BID ITEMS.
- LETTER SPACING SHALL BE 8 IN. EXCEPT FOR THE LETTER "A" WHICH IS 6 IN..
- USE THE MARKING WORD "BIKE" IF 6 FT. TO 8 FT. BIKE LANES ARE INSTALLED.

TAPERING NOTES

- ALL PAVEMENT MARKING APPROACH EDGES FROM THE VEHICLE DIRECTION OF TRAVEL SHALL BE TAPERED USING A PUTTY KNIFE OR SIMILAR TOOL.

DESIGNATED PAYMENT AREAS

FOR THE FOLLOWING H, W, AND S DIMENSIONS PAY:

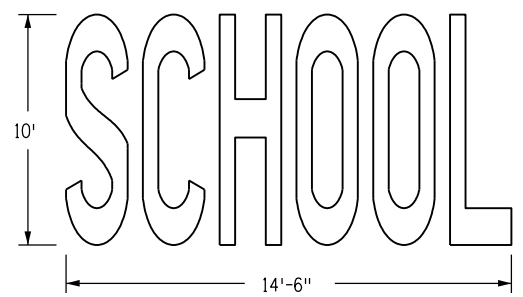
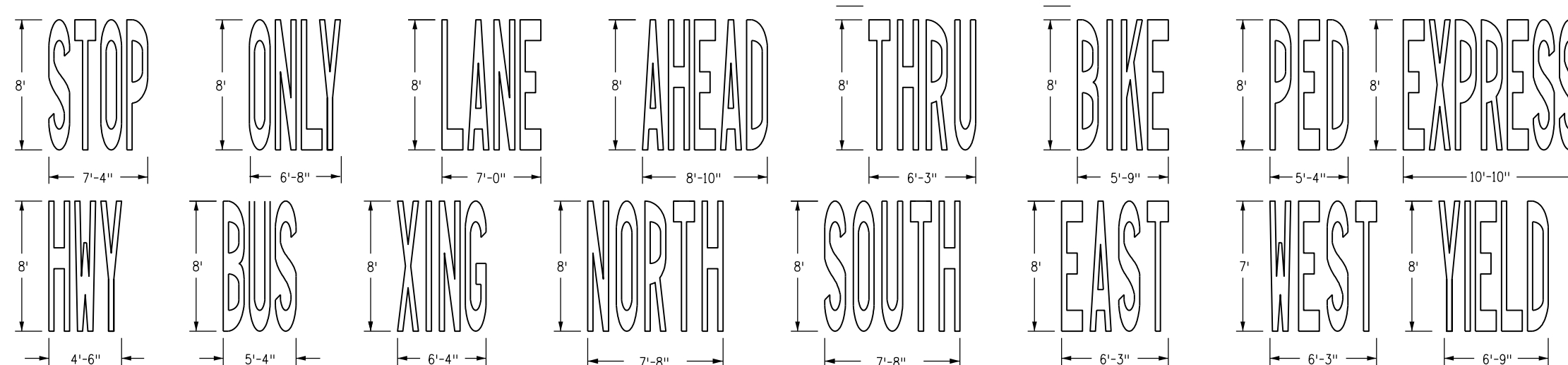
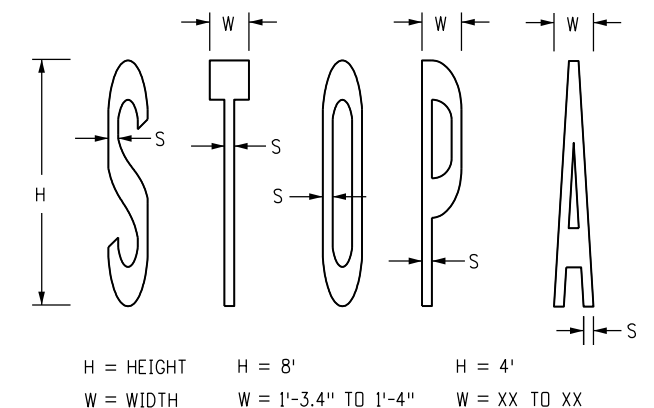
H = 4' WORDS

- BIKE - 5.5 SQ.FT.
- LANE - 6.0 SQ.FT.
- ONLY - 6.0 SQ.FT.
- XING - 5.0 SQ.FT.

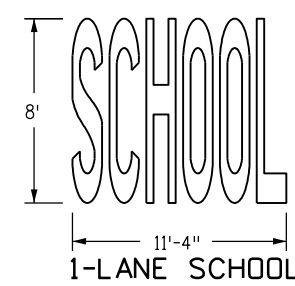
H = 8' WORDS

- STOP - 23.0 SQ.FT.
- ONLY - 22.5 SQ.FT.
- AHEAD - 29.0 SQ.FT.
- BUS - 18.5 SQ.FT.
- SCHOOL(1L) - 33.0 SQ.FT.
- SCHOOL(2L) - 85.0 SQ.FT.
- NORTH - 30.6 SQ.FT.
- EAST - 22.1 SQ.FT.
- X with RR - 69 SQ.FT.
- YIELD - 23 SQ.FT.
- XING - 20.0 SQ.FT.
- LANE - 22.5 SQ.FT.
- BIKE - 21.0 SQ.FT.
- HWY - 16.5 SQ.FT.
- THRU - 22.0 SQ.FT.
- PED - 17.5 SQ.FT.
- SOUTH - 28.5 SQ.FT.
- WEST - 23.7 SQ.FT.
- EXPRESS - 41 SQ.FT.

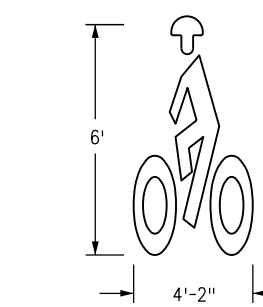
TYPICAL LETTER MEASUREMENTS



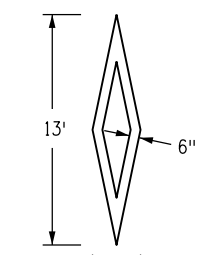
STROKE = 8"
2-LANE SCHOOL



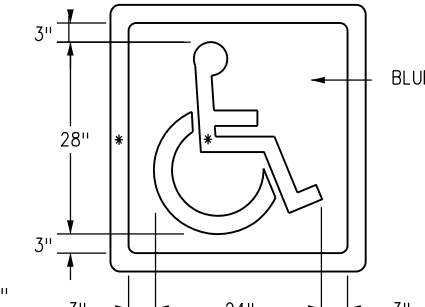
1-LANE SCHOOL



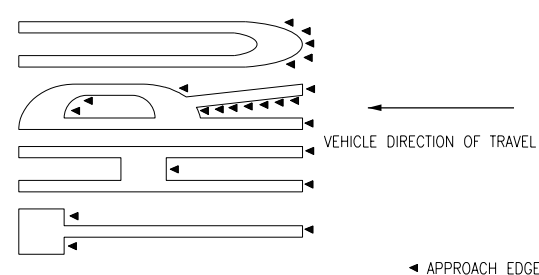
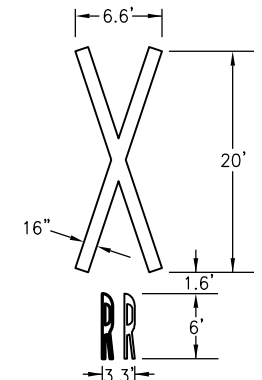
AREA = 11.9 SQ.FT.



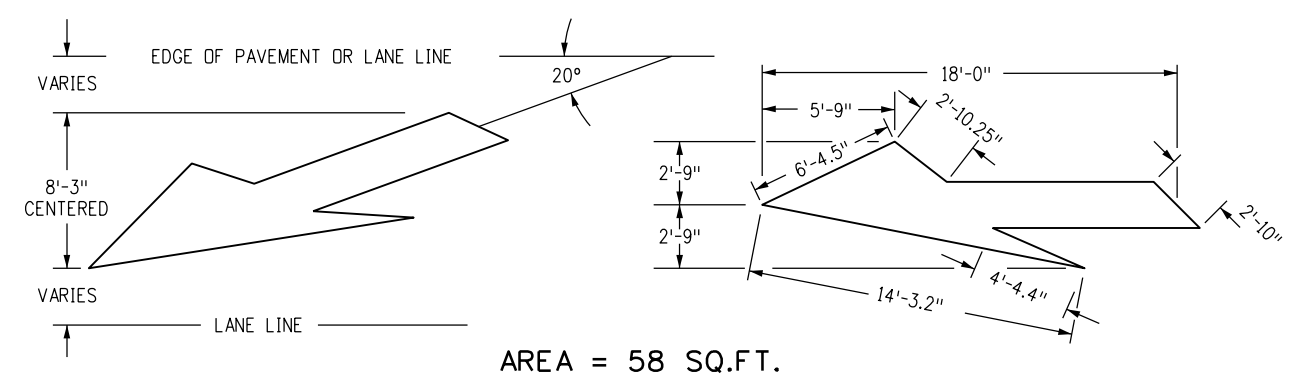
AREA = 10 SQ.FT.



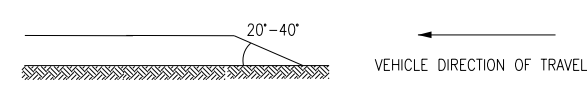
* WHITE 3" STROKE WIDTH (BORDER MAY BE 4" STROKE WIDTH)



TYPICAL APPROACH EDGE TAPERING VIEW



AREA = 58 SQ.FT.



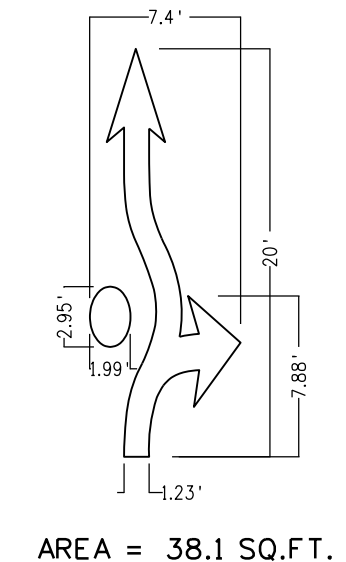
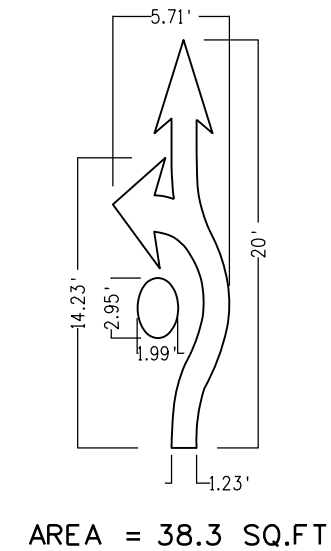
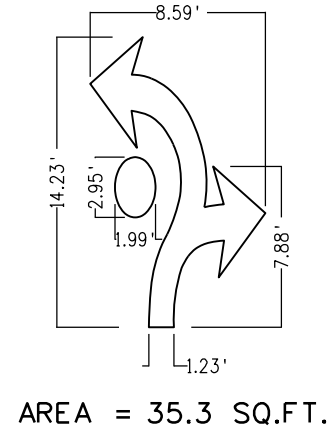
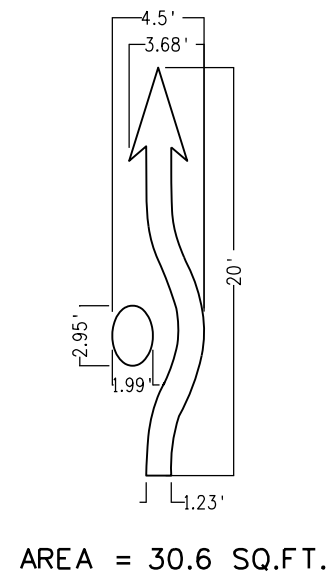
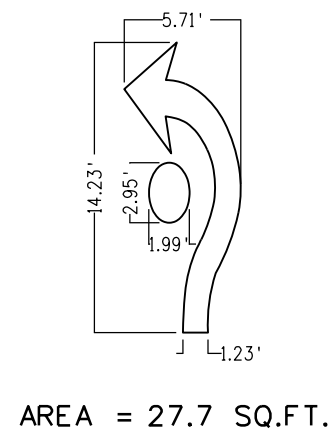
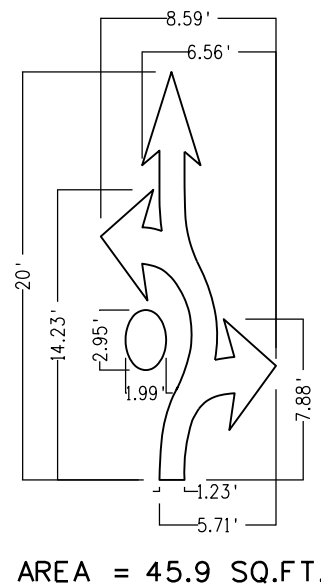
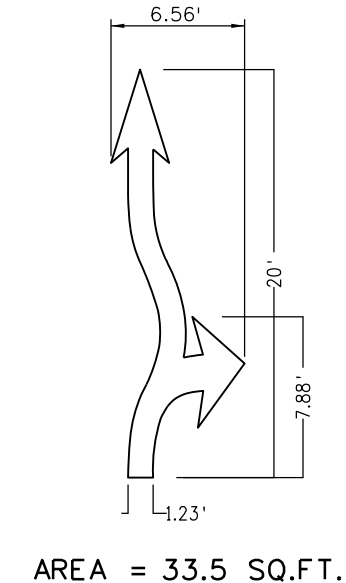
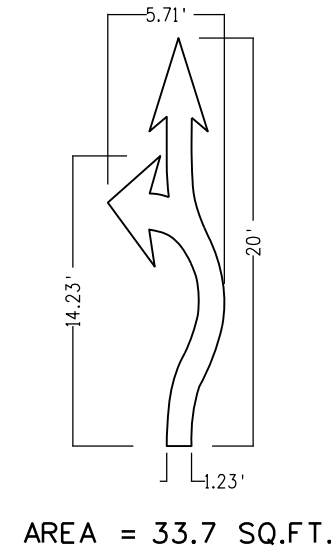
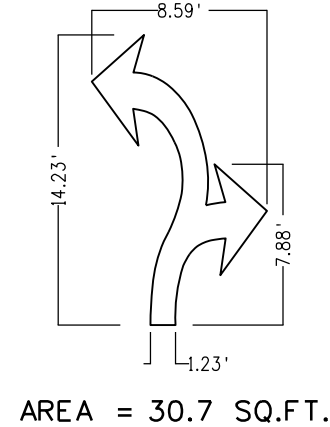
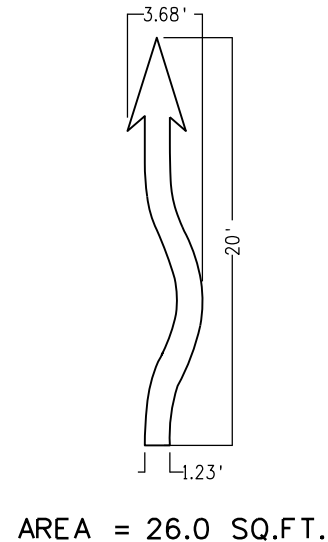
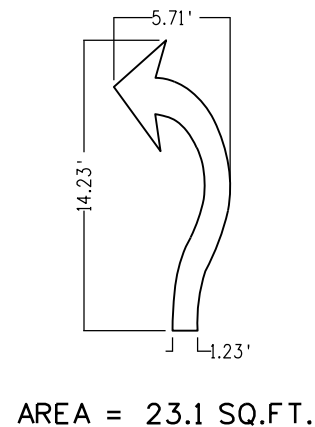
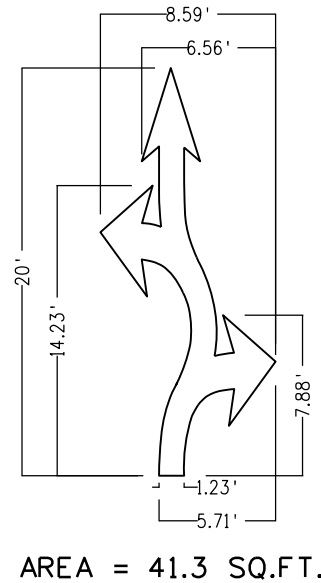
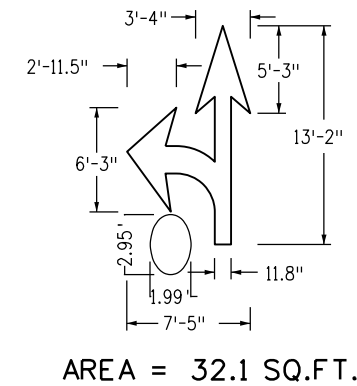
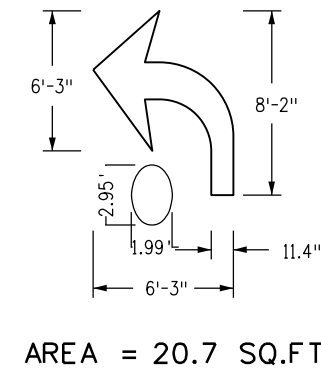
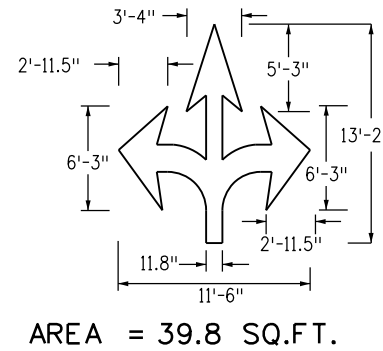
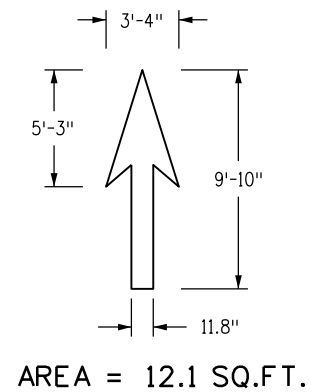
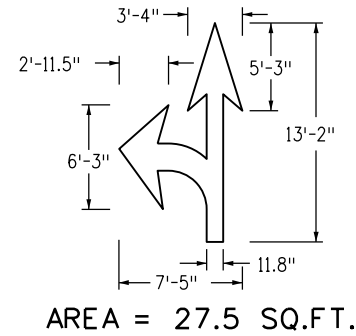
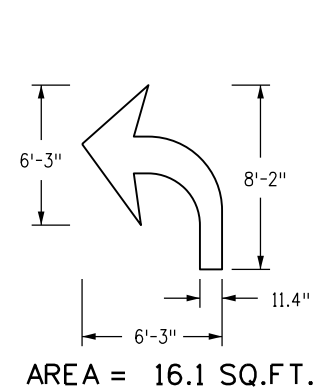
TYPICAL APPROACH EDGE TAPERING PROFILE VIEW

PAVEMENT MARKING WORDS AND SYMBOLS (PAGE 1)


Computer File Information Creation Date: 07/04/12 Created By: SCL Last Modification Date: 04/14/23 Last Modified By: AVu CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English		Sheet Revisions <table border="1"> <tr> <th>Date:</th> <th>Comments</th> </tr> <tr> <td>04/14/23</td> <td>MOVED ARROWS DIMENSIONS TO SHEET 10</td> </tr> <tr> <td></td> <td>UPDATED SHEET NUMBER</td> </tr> </table>		Date:	Comments	04/14/23	MOVED ARROWS DIMENSIONS TO SHEET 10		UPDATED SHEET NUMBER	Colorado Department of Transportation 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering EB		PAVEMENT MARKINGS Issued By: Traffic Safety & Engineering Branch July 31, 2019		STANDARD PLAN NO. S-627-1 Standard Sheet No. 9 of 11 Project Sheet Number:	
Date:	Comments														
04/14/23	MOVED ARROWS DIMENSIONS TO SHEET 10														
	UPDATED SHEET NUMBER														

WORD AND SYMBOL NOTES

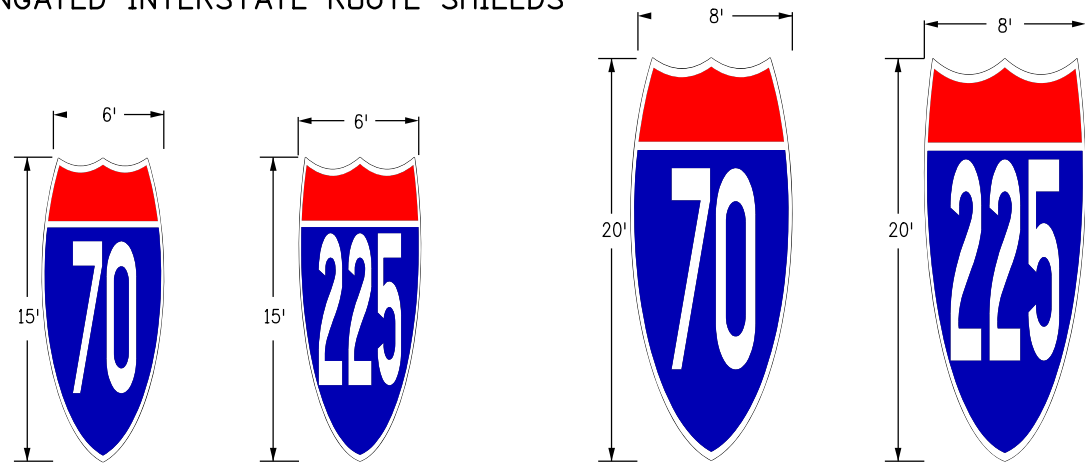
1. IF HEIGHT IS INCREASED OR DECREASED THEN ALL MEASUREMENTS CHANGE PROPORTIONATELY. EXAMPLE: "H" MEASUREMENT FOR STOP IS REDUCED TO 4 FT. FROM 8 FT. THEN SQUARE FEET 5.75 (1/4 OF 23.0 SQ. FT.).
2. PAVEMENT WORD AND SYMBOL MARKINGS, TRANSVERSE AND LONGITUDINAL (CONTINENTAL) CROSSWALK LINES, AND STOP LINES WILL BE PAID FOR IN SQUARE FEET USING THEIR SPECIFIC BID ITEMS.



PAVEMENT MARKING WORDS AND SYMBOLS (PAGE 2)

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Creation Date: 04/14/23		Date:	Comments:			S-627-1	
Created By: AVU						Standard Sheet No. 10 of 11	
Last Modification Date:						Project Sheet Number:	
Last Modified By:							
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English				EB			

ELONGATED INTERSTATE ROUTE SHIELDS



DESIGNATED PAYMENT AREAS

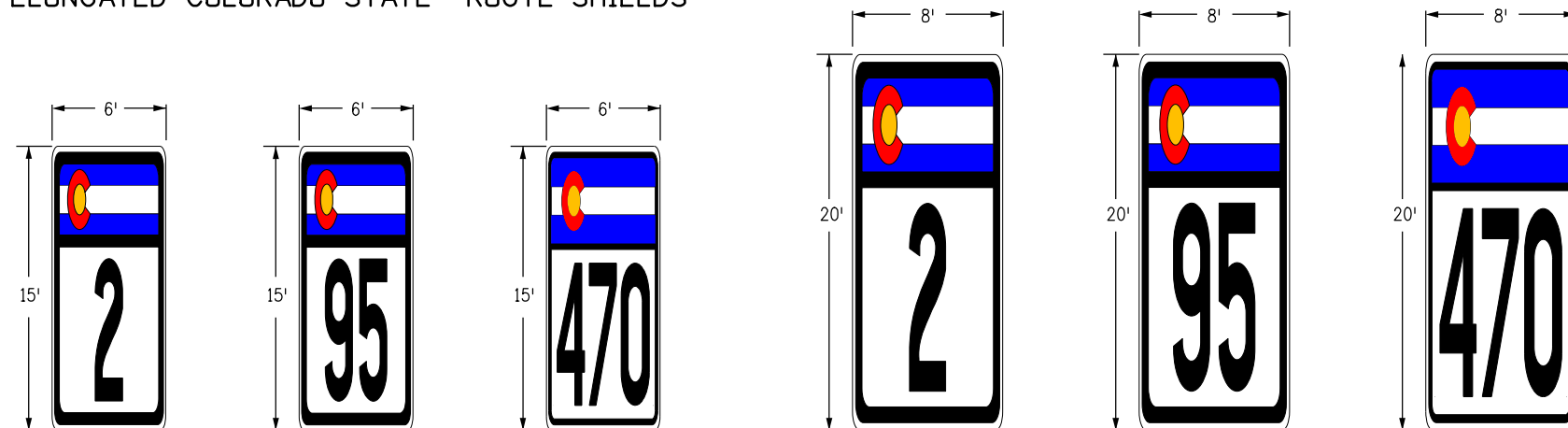
FOR THE FOLLOWING ROUTE SHIELDS & CARDINAL DIRECTIONS DIMENSIONS PAY:

INTERSTATE	
6' X 15' - 75 SQ.FT.	8' X 20' - 128 SQ.FT.
COLORADO STATE	
6' X 15' - 90 SQ.FT.	8' X 20' - 160 SQ.FT.
US HIGHWAYS	
7' X 16' - 112 SQ.FT.	9' X 21' - 189 SQ.FT.
CARDINAL	
8' X 10' - 80 SQ.FT.	9' X 10' - 90 SQ.FT.

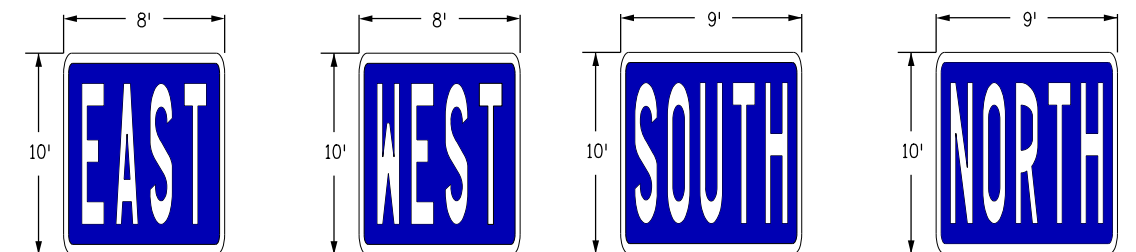
NOTES

- DIMENSIONS**
ELONGATED ROUTE SHIELDS SHALL BE AT LEAST 8'x20' WHEN USED ON HIGH SPEED ROADWAYS (55 MPH OR MORE).
PER FIGURE 3B-25 OF THE 2009 MUTCD ELONGATED ROUTE SHIELD COLORS SHALL CONFORM WITH THE STANDARD HIGHWAY SIGNS AND MARKINGS BOOK.
- CARDINAL DIRECTIONS**
USE CARDINAL DIRECTIONS WITH WHITE ON BLUE WHEN USING INTERSTATE ROUTE SHIELDS
USE CARDINAL DIRECTIONS WITH BLACK ON WHITE WHEN USING EITHER COLORADO STATE OR US HIGHWAY ROUTE SHIELDS.
CARDINAL DIRECTION MARKING WORD SYMBOL FROM SHEET 9 OF 11 MAY BE USED INSTEAD OF PLAQUE.

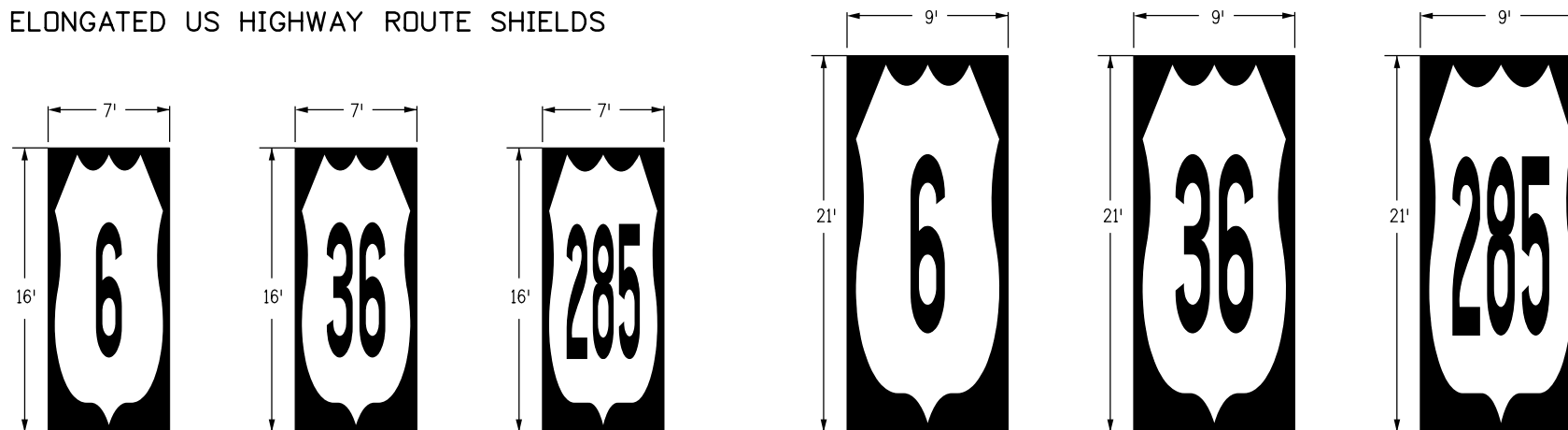
ELONGATED COLORADO STATE ROUTE SHIELDS



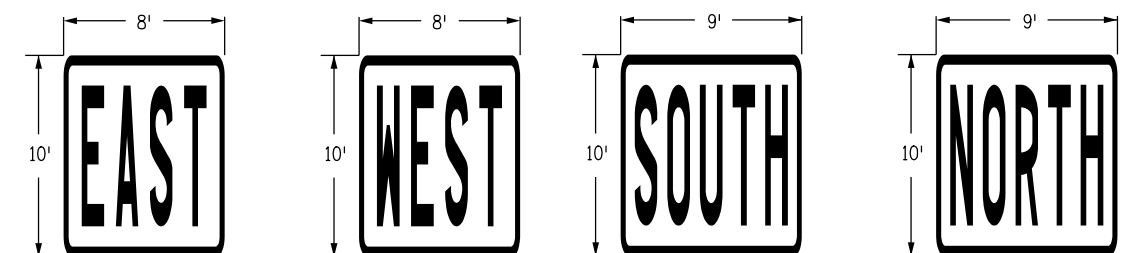
CARDINAL DIRECTIONS (WHITE LETTERING ON BLUE BACKGROUND)



ELONGATED US HIGHWAY ROUTE SHIELDS



CARDINAL DIRECTIONS (BLACK LETTERING ON WHITE BACKGROUND WITH BLACK BORDER)



ELONGATED ROUTE SHIELDS & CARDINAL DIRECTION MARKINGS

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Creation Date: 02/08/17		Date:	Comments			S-627-1	
Created By: MBhat		04/30/24	UPDATED SHEET REFERENCES			Standard Sheet No. 11 of 11	
Last Modification Date: 04/30/24		04/14/23	UPDATED SHEET NUMBER				
Last Modified By: NRIVERA		02/16/21	GENERAL NOTE UPDATE				
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English			UPDATED NOTE TITLE	Project Sheet Number:			