

GENERAL NOTES

1. **CENTER LINES**
 BROKEN YELLOW, 4 IN. WIDE - 10 FT. SEGMENTS WITH 30 FT. GAPS.
 SOLID YELLOW, 4 IN. WIDE.
 THESE LINES SEPARATE ADJACENT-OPPOSITE DIRECTION TRAFFIC LANES. DOUBLE LINES SHALL BE SPACED 4 IN. APART.
2. **LANE LINES**
 BROKEN WHITE, 4 IN. WIDE - 10 FT. SEGMENTS WITH 30' GAPS.
 SOLID WHITE, 4 IN. 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.
3. **EDGE LINES**
 SOLID WHITE OR YELLOW EDGE LINES SHALL BE 4 IN. 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 RAMP).
 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.
4. **DOTTED LINES**
 BROKEN WHITE, WIDTH MATCHING THE LINE BEING EXTENDED-2 FT. SEGMENTS WITH 4 FT. GAPS. THESE LINES ARE USED TO DELINEATE THE EXTENSION OF A LINE THROUGH AN INTERSECTION OR INTERCHANGE AREA.
5. **CHANNELIZING LINES**
 SOLID WHITE, 8 IN. WIDE. THESE LINES ARE USED WITH ACCELERATION-DECELERATION LANES, PAVEMENT WIDTH TRANSITIONS, AND LEFT-RIGHT TURN SLOTS OR ISLANDS.
6. **CROSS-HATCHING LINES**
 SOLID WHITE OR YELLOW, 8 IN. WIDE-45 DEGREE DIAGONAL, SPACED AT 25 FT. 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.
 OPTIONAL DIAGONAL SHOULDER MARKINGS SHALL BE SOLID WHITE, 8 IN. WIDE, SPACED AT INTERVALS OF 20 FT. MINIMUM TO 100 FT. MAXIMUM.
7. **PARKING LINES**
 SOLID WHITE, 3 IN. WIDE-DIAGONAL OR PARALLEL AS SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER.
8. **STOP LINES**
 SOLID WHITE, 24 IN. 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 FT. NOR LESS THAN 4 FT. FROM THE NEAREST EDGE OF THE INTERSECTED TRAFFIC LANE.
9. **LANE DROP MARKINGS**
 BROKEN WHITE, 8 IN. WIDE - 3 FT. SEGMENTS WITH 12 FT. GAPS. THESE LINES SHOULD BEGIN 2600 FT. IN ADVANCE OF THE THEORETICAL GORE POINT TO DISTINGUISH THE LANE DROP FROM A CONTINUOUS LANE. THE CHANNELIZING LINE MAY BE EXTENDED APPROXIMATELY 300 FT. UPSTREAM.

(CONTINUED ON SHEET NO. 2)

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09/24/08	SHEET 1 - REVISED NOTE 1 TO 4 IN.
09/24/08	SHEET 2 REVISED
07/24/09	SHEET 5 REVISED
10/01/10	SHEET 5 REVISED

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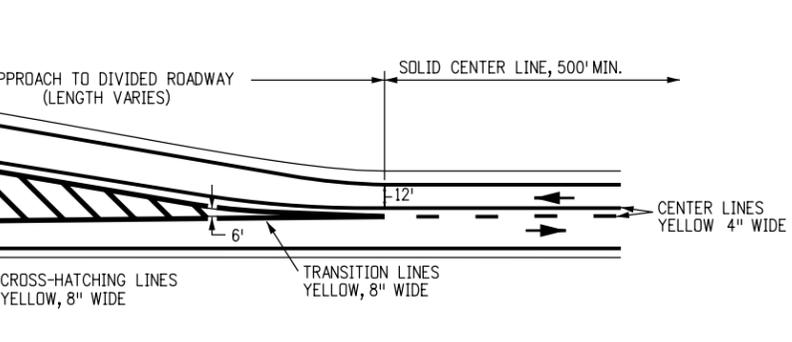
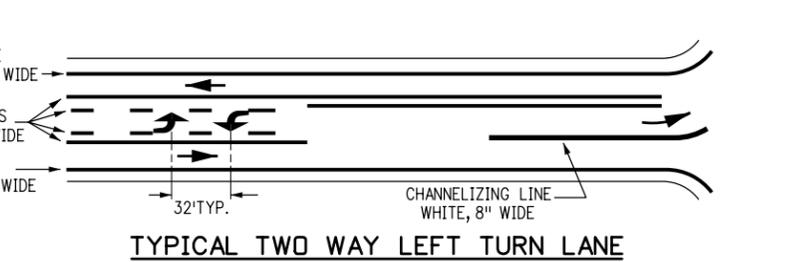
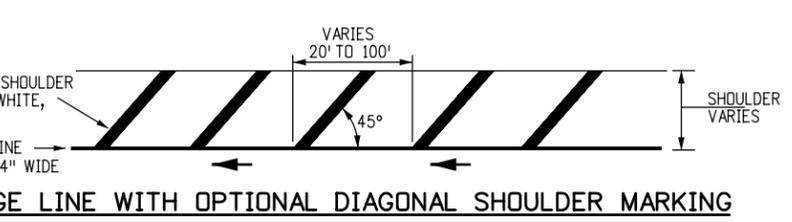
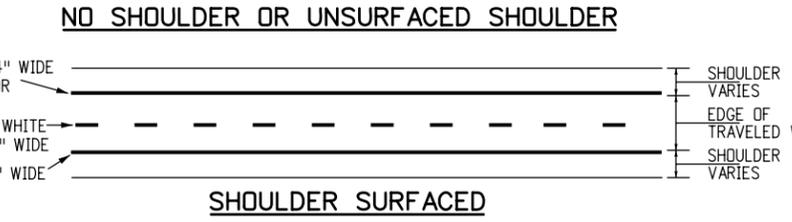
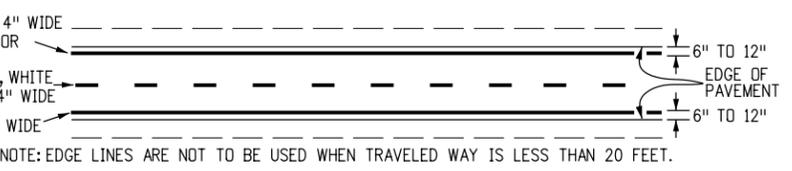
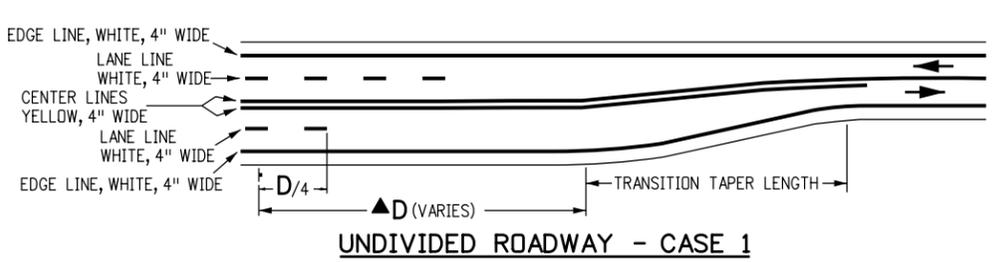
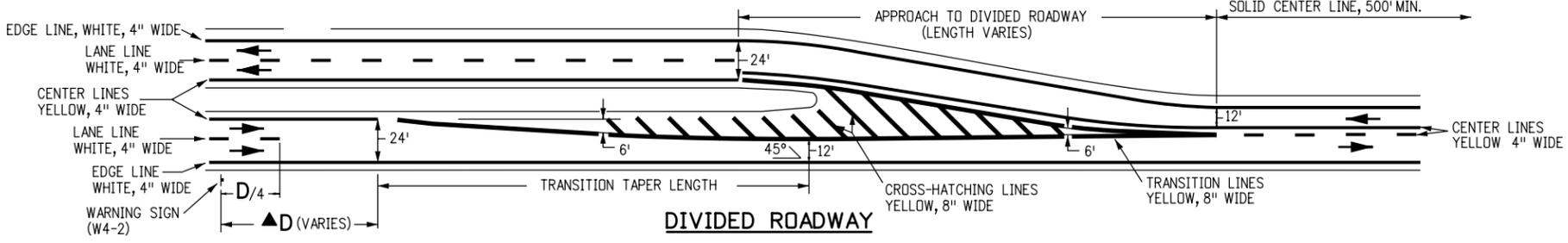
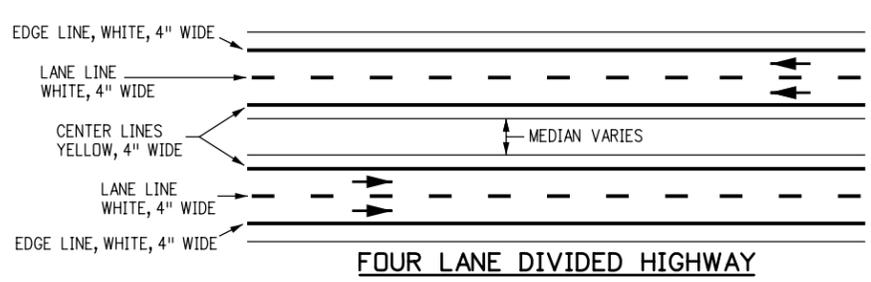
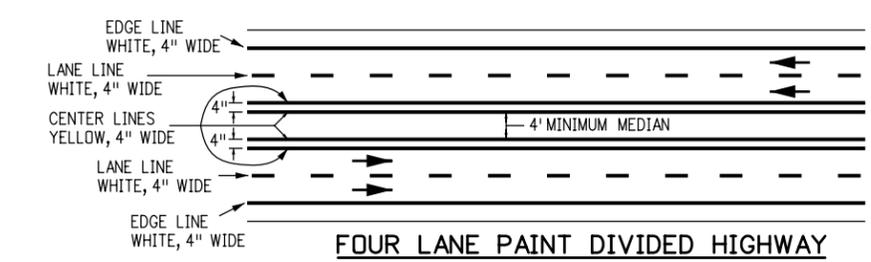
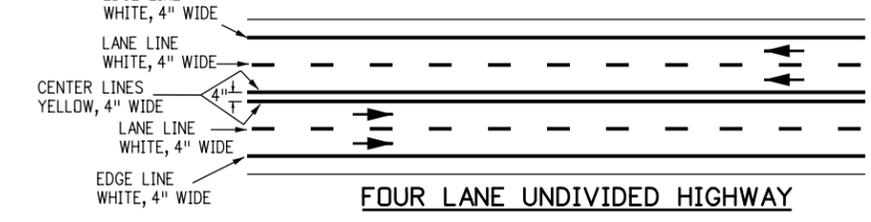
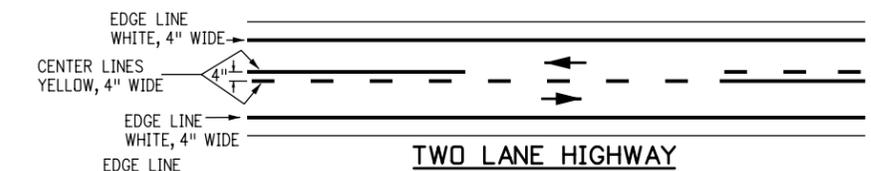
PAVEMENT MARKINGS

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STANDARD PLAN NO.

S-627-1

Sheet No. 1 of 5



TYPICAL PAVEMENT WIDTH TRANSITION MARKINGS

GENERAL NOTES
(CONTINUED FROM SHEET NO. 1)

- CROSSWALK LINES**
SOLID WHITE, 12 IN. 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 IN. THE DISTANCE BETWEEN THE LINES IS USUALLY DETERMINED BY THE WIDTH OF THE SIDEWALKS SO CONNECTED, HOWEVER, IN NO CASE SHALL THIS BE LESS THAN 6 FT.
- COMPLICATED AND/OR CHANNELIZED INTERSECTIONS AND MID-BLOCK CROSSWALKS SHALL BE SOLID WHITE, 12 IN. TO 24 IN. WIDE AND 8 FT. TO 10 FT. LONG FOR LONGITUDINAL LINE TYPE AS DETAILED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
- 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.
- TRANSITION 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, $L = \frac{WS^2}{60}$
- NOTE:**
D = THE DISTANCE FROM THE PAVEMENT WIDTH TRANSITION SIGN (W4-2) TO THE BEGINNING OF THE TRANSITION TAPER.
- TRANSITION LINES**
SOLID YELLOW, 8 IN. 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.
- SPEED MEASURING MARKING**
SOLID WHITE, 24 IN. - EXTEND 4 FT. FROM OUTSIDE OF EDGE LINES ON SHOULDERS.

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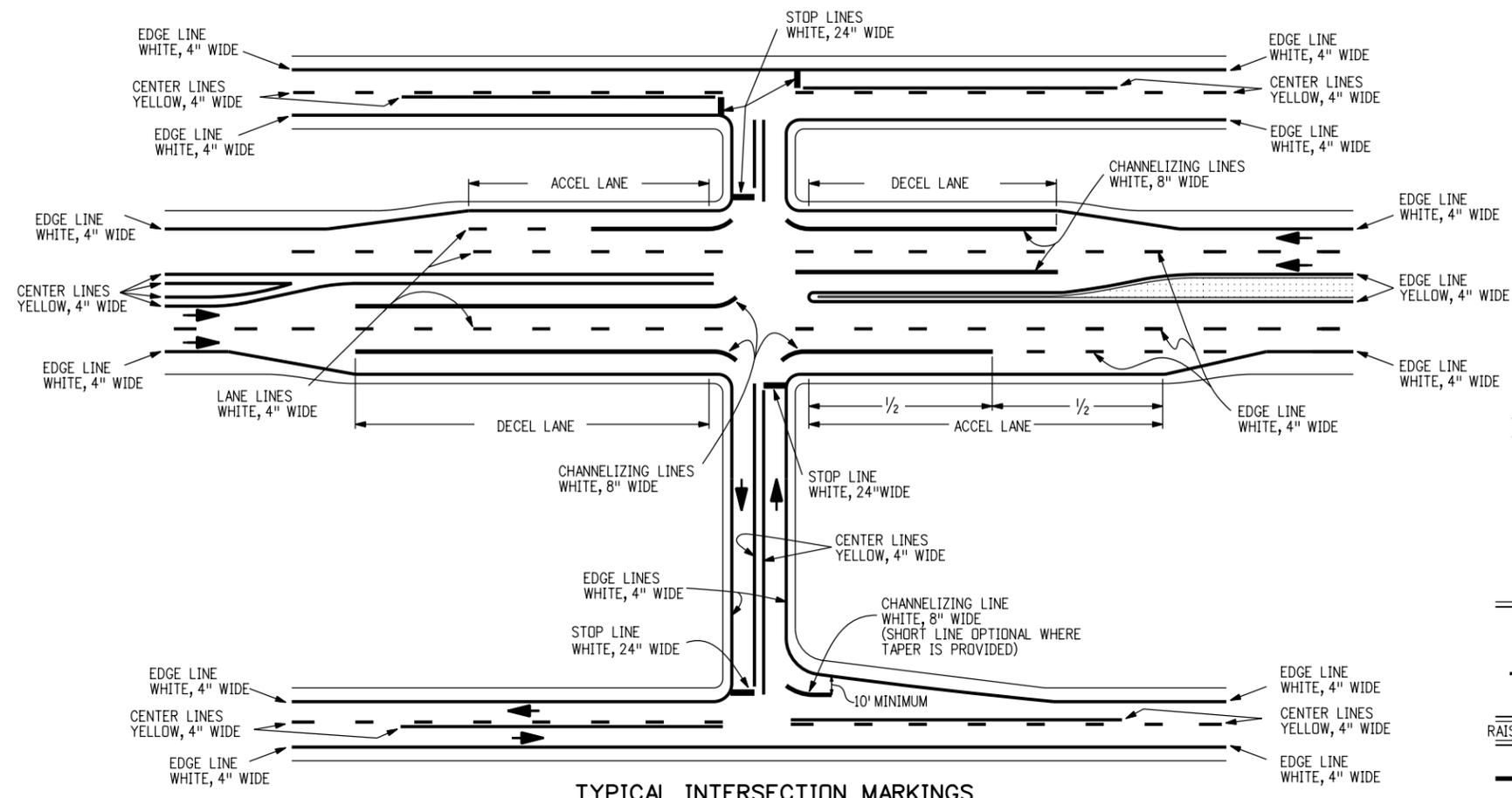
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09/24/08	CHANGED SPACING BETWEEN DOUBLE YELLOW STRIPES FROM 3 IN. TO 4 IN.

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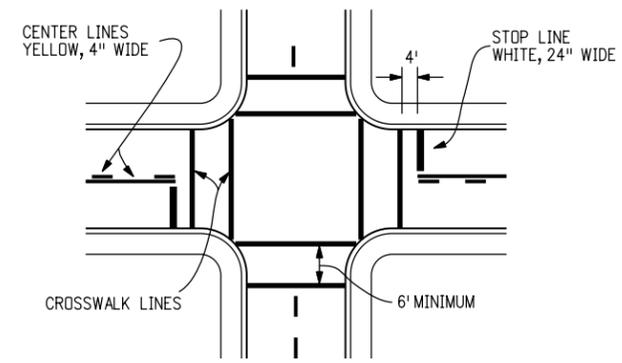
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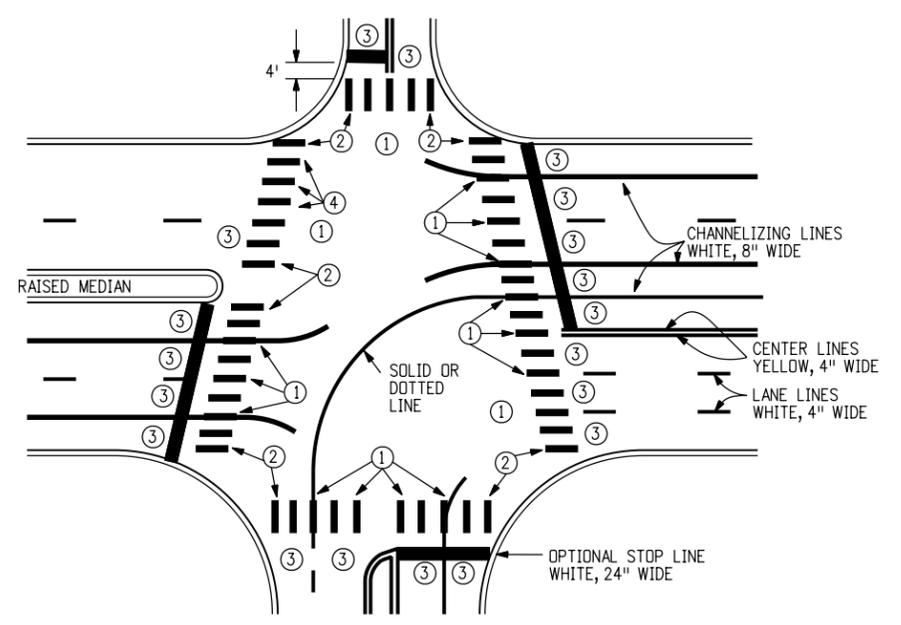
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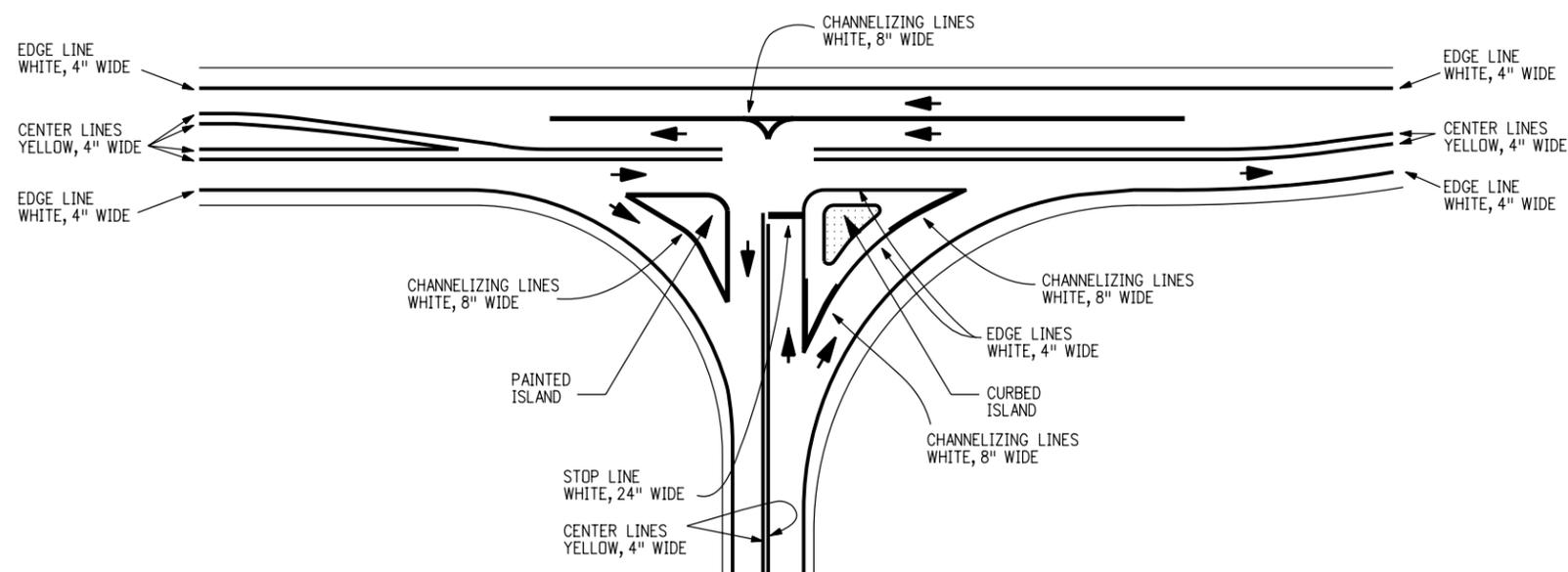
TYPICAL INTERSECTION MARKINGS



TYPICAL TRANSVERSE LINE CROSSWALK MARKINGS

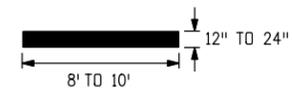


TYPICAL CONTINENTAL CROSSWALK MARKINGS



TYPICAL ISLAND MARKINGS

LONGITUDINAL LINE DETAIL



CROSSWALK NOTES

- CENTER CROSSWALKS ON CURB RAMPS. IF SUCH RAMPS ARE NOT PROVIDED CENTER ON SIGNAL POLES WHEREVER PRACTICAL.
- ① CENTER ON LANE, CENTER OR CHANNELIZING LINE.
 - ② CENTER OR EXTENDED FLOW LINE.
 - ③ CENTER BETWEEN ADJACENT LINES.
 - ④ LINES AND SPACES TO APPROXIMATE ADJACENT PATTERN.

INTERSECTIONS, ISLANDS AND CROSSWALKS

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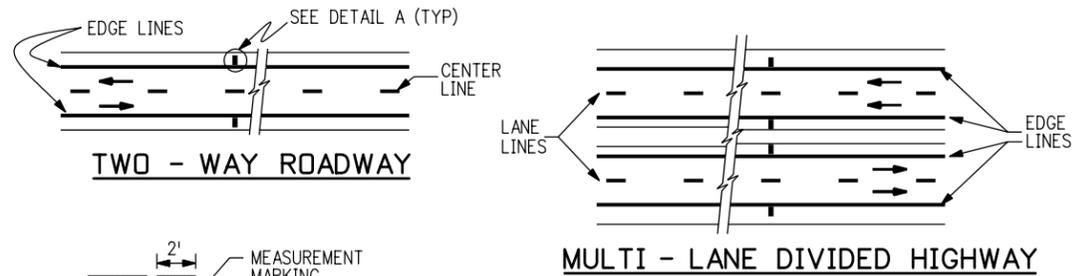
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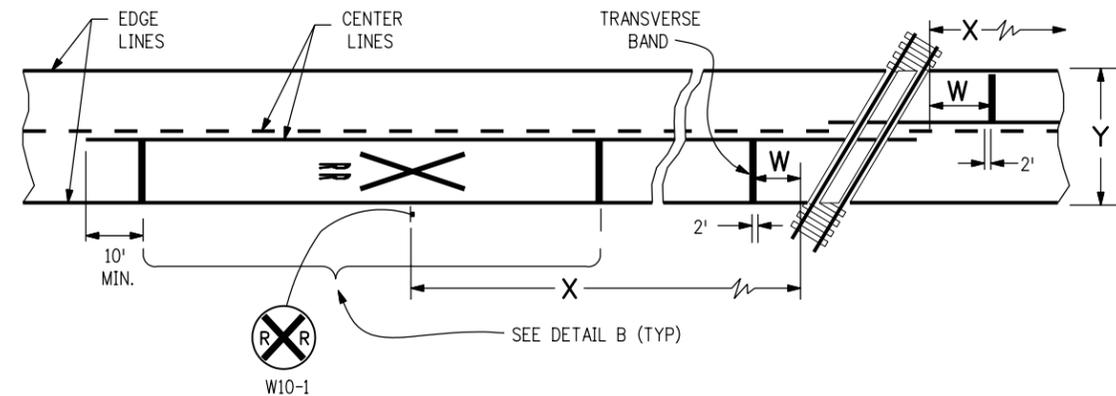
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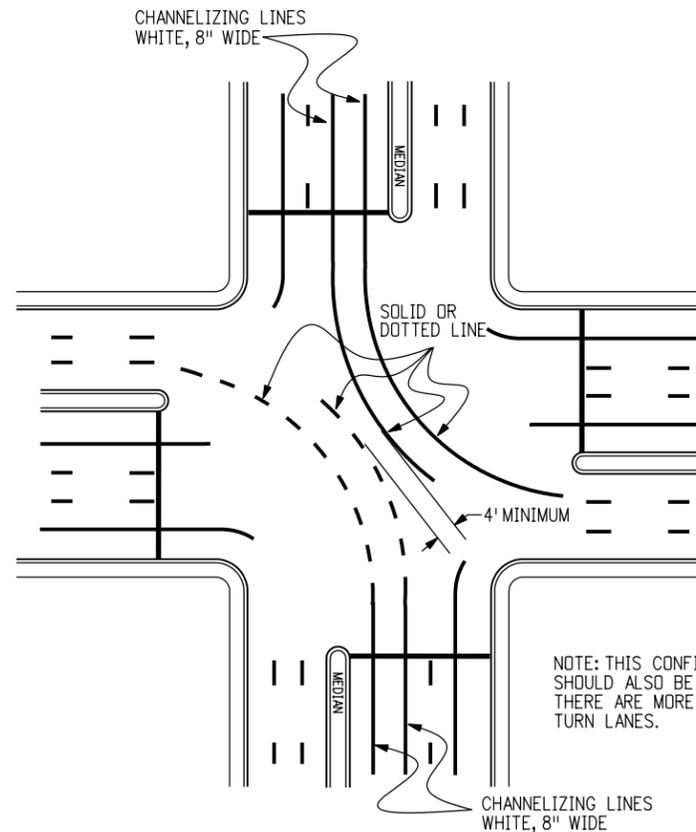


DETAIL A

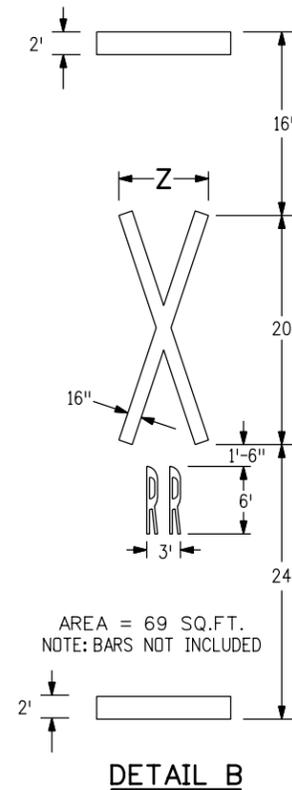
TYPICAL SPEED MEASUREMENT MARKING



TYPICAL PAVEMENT MARKING AT RAILROAD CROSSING



TYPICAL DOUBLE LEFT TURN MARKINGS



RAILROAD CROSSING NOTES:

- 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 50 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.
 - Z** = NORMALLY 8 FT. (WIDTH MAY VARY ACCORDING TO LANE WIDTH).
1. THE WARNING SIGN SHALL BE PLACED ACCORDING TO THE WARNING SIGN PLACEMENT TABLE IN THE MUTCD. IF CONDITIONS DO NOT ALLOW PLACEMENT ACCORDING TO THE TABLE, IT SHALL BE AS APPROVED BY THE ENGINEER.
 2. REFER TO "THE STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS", ADOPTED BY THE FEDERAL HIGHWAY ADMINISTRATION, FOR **RR** SYMBOL DETAILS.

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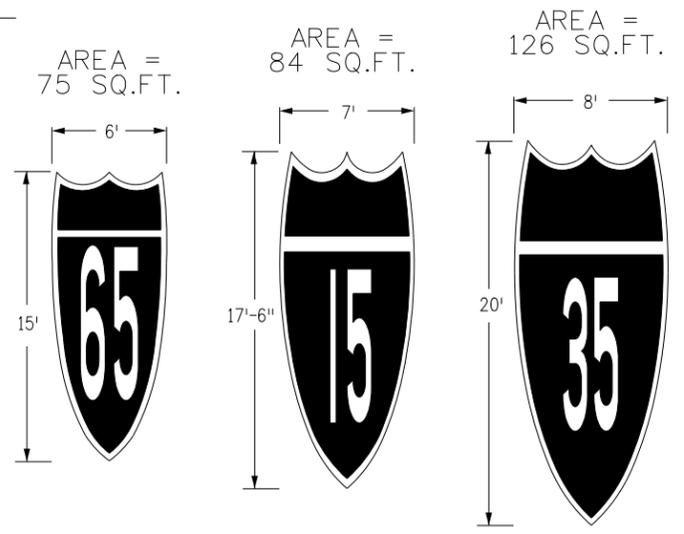
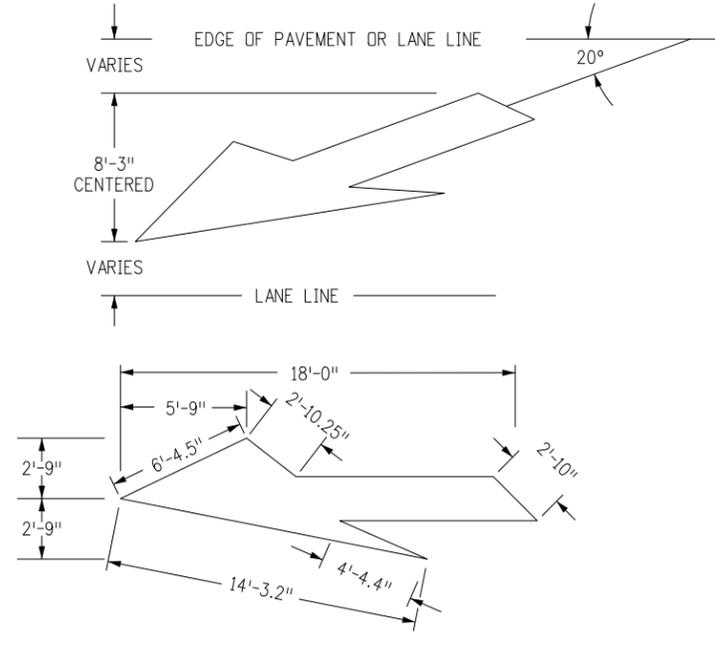
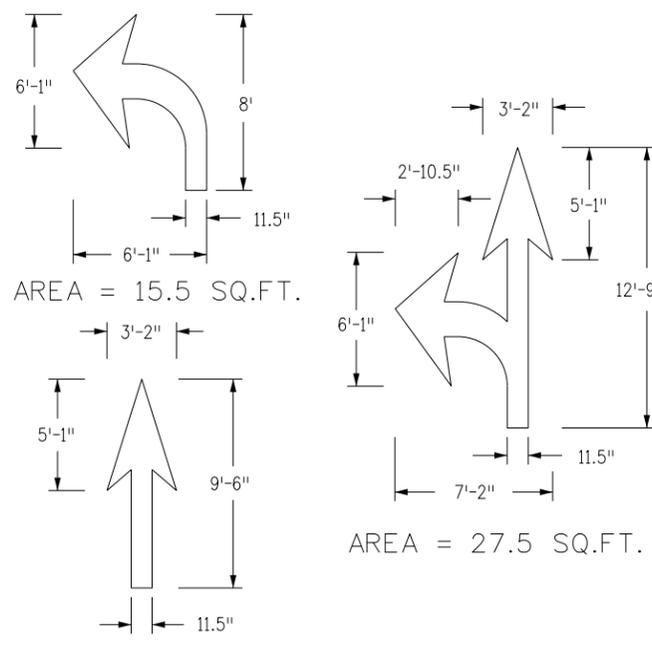
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ELONGATED ROUTE SHIELDS

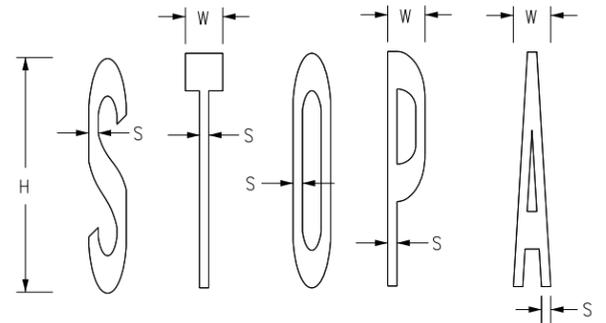
ELONGATED ROUTE SHIELD NOTES

ELONGATED ROUTE SHIELDS SHALL BE AT LEAST 8'x20' WHEN USED ON HIGH SPEED ROADWAYS (45 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.

DESIGNATED PAYMENT AREAS

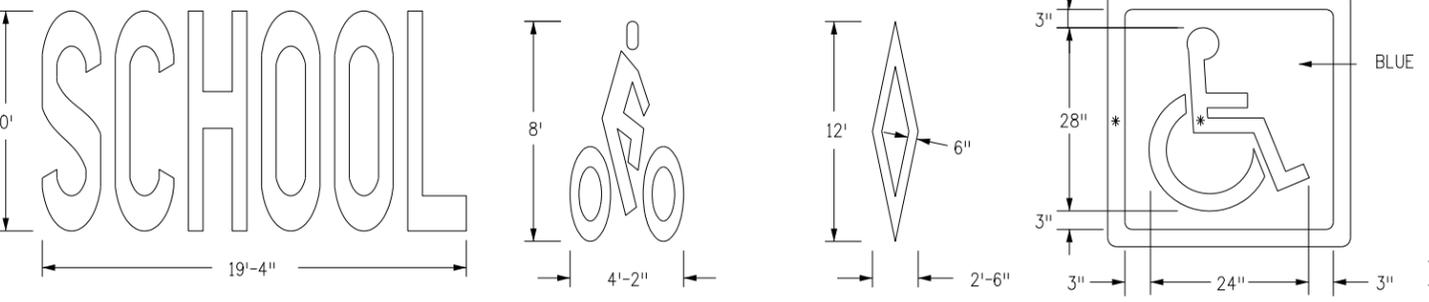
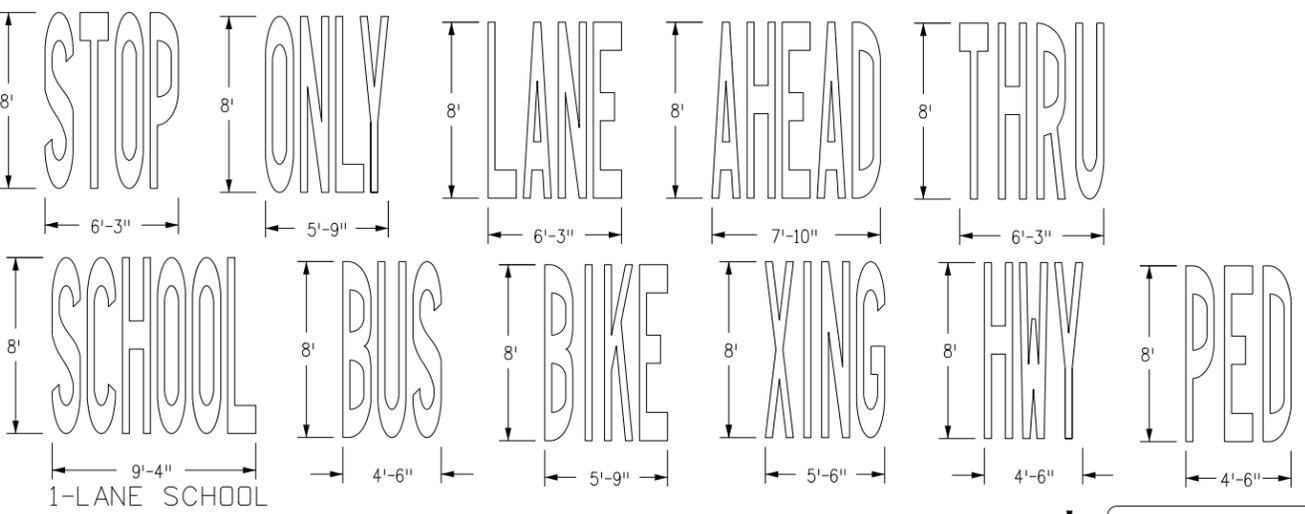
FOR THE FOLLOWING H, W, AND S DIMENSIONS PAY:

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.	XING - 20.0 SQ.FT.
ONLY - 22.5 SQ.FT.	LANE - 22.5 SQ.FT.
AHEAD - 29.0 SQ.FT.	BIKE - 21.0 SQ.FT.
BUS - 18.5 SQ.FT.	HWY - 16.5 SQ.FT.
THRU - 22.0 SQ.FT.	SCHOOL(1L) - 33.0 SQ.FT.
PED - 17.5 SQ.FT.	SCHOOL(2L) - 85.0 SQ.FT.

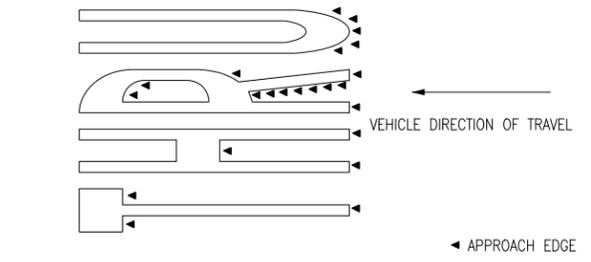


H = HEIGHT	H = 8'	H = 4'
W = WIDTH	W = 1'-3.4" TO 1'-4"	W = 7.7" TO 8"
S = STROKE	S = 3.8" TO 4"	S = 1.9" TO 2"

TYPICAL LETTER MEASUREMENTS



STROKE = 8"
 2-LANE SCHOOL
 AREA = 10.5 SQ.FT. AREA = 10 SQ.FT. * WHITE 3" STROKE WIDTH (BORDER MAY BE 4" STROKE WIDTH)



TYPICAL APPROACH EDGE TAPERING VIEW



TYPICAL APPROACH EDGE TAPERING PROFILE VIEW

WORD AND SYMBOL NOTES

IF HEIGHT IS INCREASED OR DECREASED THEN ALL MEASUREMENTS CHANGE PROPORTIONATELY. EXAMPLE: "H" MEASUREMENT FOR STOP IS REDUCED TO 4' FROM 8' 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.

TAPERING NOTES

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

PAVEMENT MARKING WORDS AND SYMBOLS

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Last Modification Date: 10/01/10	Initials: SCL	(R-2) 07/24/09	ADDED TAPERING VIEWS AND NOTES	Safety & Traffic Engineering Branch	KCM/SCL	Sheet No. 5 of 5
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