STRIPING LEGEND

STRIPE	PAVEMENT MARKINGS	MARKING DESCRIPTION
①	2-WAY LEFT TURN LANE MARKINGS (EPOXY)	OUTSIDE: SOLID YELLOW, 4" WIDE, INSIDE: BROKEN YELLOW, 4" WIDE, 10' SEGMENTS WITH 30" GAPS
②	2-WAY CENTERLINE LANE MARKINGS (EPOXY)	PARALLEL SOLID YELLOW, 4" WIDE, 4" APART
③	LANE LANES (EPOXY)	BROKEN WHITE, 4" WIDE, 10' SEGMENTS WITH 30" GAPS
④	BROKEN EDGE/BIKE LANE LINES (EPOXY)	BROKEN WHITE, 4" WIDE, 5' SEGMENTS WITH 15" GAPS
⑤	EDGE/BIKE LANE LINES (EPOXY)	SOLID WHITE, 6" WIDE
⑥	CHANNELIZING LINES (EPOXY)	SOLID WHITE, 8" WIDE
⑦	STOP LINES (THERMO PLASTIC)	SOLID WHITE, 24" WIDE
⑧	CHEVRON/DIAGONAL CROSSHATCH	SOLID WHITE, 8" WIDE
⑨	TRANSVERSE MARKINGS	SOLID WHITE, 2' WIDE BY 10' LONG
⑩	EXTENSION LINES	12" BROKEN WHITE LINE
⑪	EDGE LINES	4" SOLID YELLOW LINE

NOTE: ALL STRIPING INSTALLATION SHALL BE PER COLORADO DEPARTMENT OF TRANSPORTATION (CDOT) "M&S STANDARDS" STANDARD PLAN NO. S-627-1.

Figure 13: Roundabout, Plan View

Figure 14: Roundabout, Isometric View

2.2.6 ROUNDABOUTS

When to Light

- Lighting should be considered at all roundabouts with pedestrian usage and adjacent electrical service.
- See ANSI/IES RP-8-18 Chapter 12 for additional roundabout design information.
- See Section 2.2.6 for information about lighting crosswalks.

Lighting Criteria

Lighting levels will be considered as meeting the criteria if the calculated values are within ten percent (10%) of the criteria or do not exceed the criteria by more than two times (2x).

Intersecting Roads	Average Illuminance with minimal pedestrian activity (fc)	Average Illuminance with anticipated pedestrian activity (fc)	Uniformity (avg:min)
Major/Major	1.7	2.4	3
Major/Collector	1.4	2.0	3
Major/Local	1.2	1.9	3
Collector/Collector	1.1	1.7	4
Collector/Local	0.9	1.5	4
Local/Local	0.7	1.3	6

Best Practices

- Light standards should not be located in the center of the roundabout.
- Locate light standards on the approach side of each entry such that the maximum amount of vertical light falls on vehicles entering the roundabout and on crosswalks when present.
- Approach lighting should be considered for a minimum of 400 feet in front of the roundabout.
- Light standards should be located at least 4 feet (6 feet is preferred) away from the front edge of the curb to minimize the chance of the pole being struck by a vehicle.

Special Considerations

- Lighted features in the center of the roundabout may increase the ambient brightness. Care must be given to not cause glare for any of the motorists.

Lighting Design Guidelines 2020

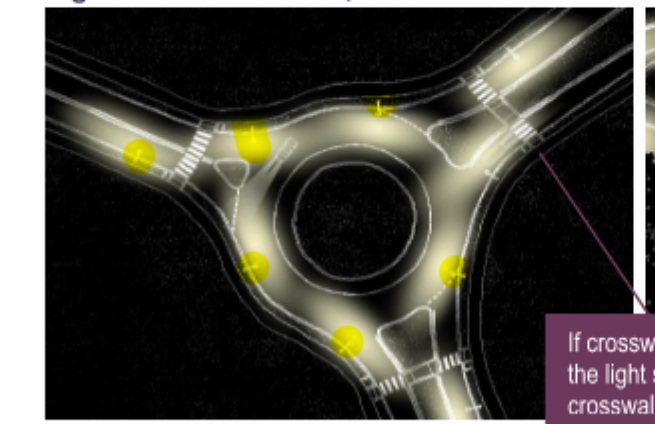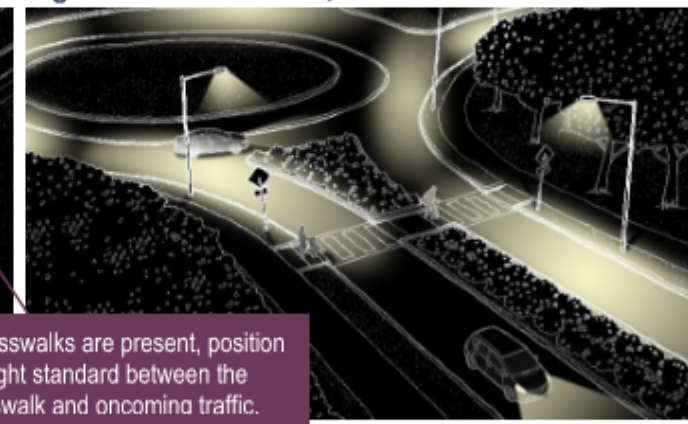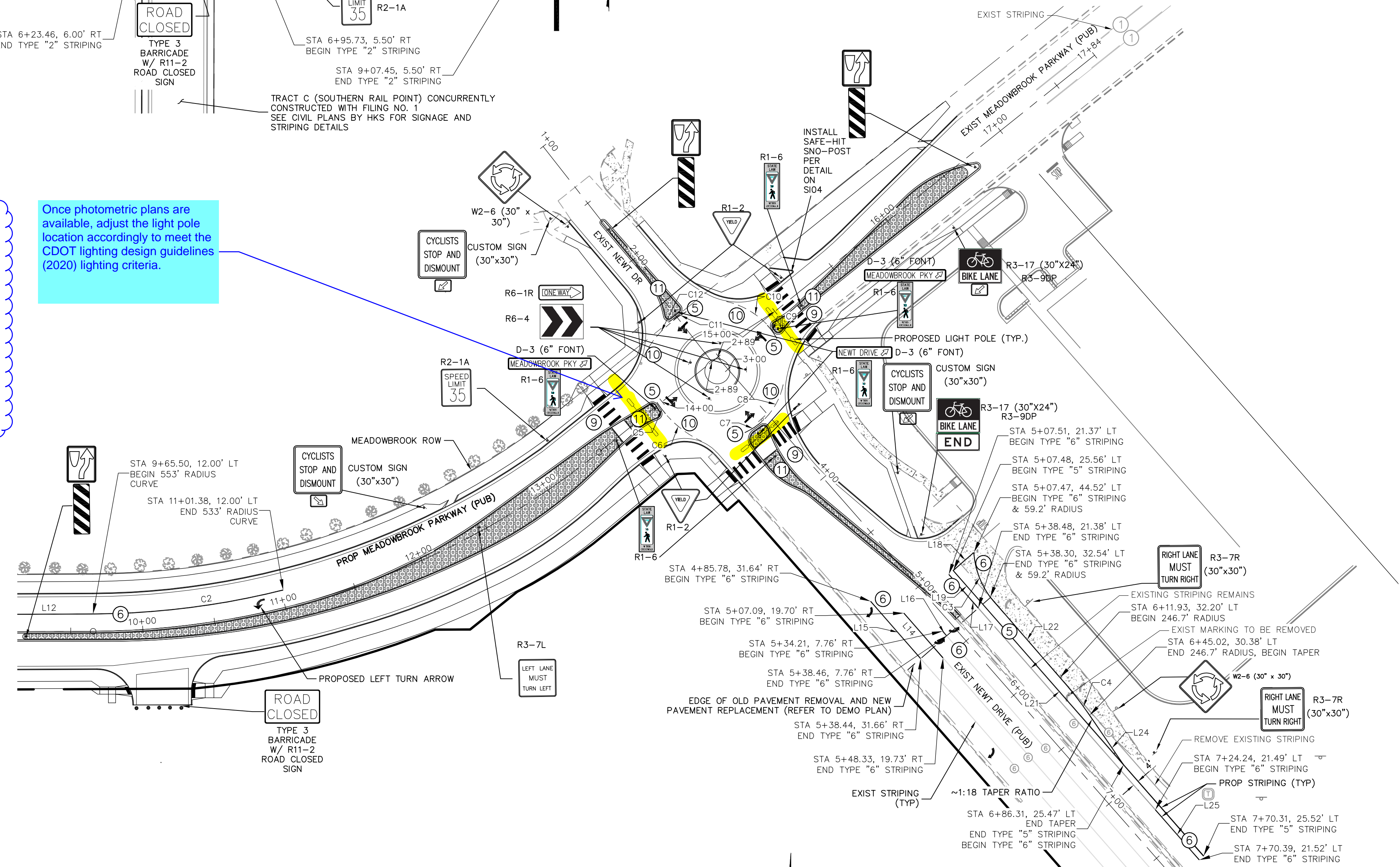Page 16

If crosswalks are present, position the light standard between the crosswalk and oncoming traffic.

Once photometric plans are available, adjust the light pole location accordingly to meet the CDOT lighting design guidelines (2020) lighting criteria.

Plan — North Section

MATCHLINE SEE BELOW

STA 9+08.08, 12.00' LT
END 1:20 TAPER

STA 7+91.13, 6.61' LT
END 1:20 TAPER

STA 6+12.71, 5.19' LT
END TAPER

STA 1+78.84, 6.00' LT
BEGIN TYPE "1" STRIPING

STA 2+93.29, 6.00' LT
END TYPE "1" STRIPING

STA 3+47.93, 6.00' LT
BEGIN TYPE "6" STRIPING

STA 4+47.93, 6.00' LT
END TYPE "6" STRIPING

STA 6+95.73, 6.93' LT
BEGIN TYPE "6" STRIPING

MEADOWBROOK ROW

PROP MEADOWBROOK PARKWAY (PUB)

1:13.3 TAPER RATIO

1:20 TAPER RATIO

STA 1+78.84, 6.00' RT
BEGIN TYPE "1" STRIPING

STA 2+93.29, 6.00' RT
END TYPE "1" STRIPING

STA 3+47.93, 6.00' RT
BEGIN TYPE "2" STRIPING

STA 4+47.93, 6.00' RT
BEGIN TAPER

STA 6+23.46, 6.00' RT
END TYPE "2" STRIPING

ROAD CLOSED
TYPE 3 BARRICADE W/ R11-2 ROAD CLOSED SIGN

STA 6+95.73, 5.50' RT
BEGIN TYPE "2" STRIPING

STA 9+07.45, 5.50' RT
END TYPE "2" STRIPING

SPEED LIMIT 35   R2-1A

TRACT C (SOUTHERN RAIL POINT) CONCURRENTLY CONSTRUCTED WITH FILING NO. 1
SEE CIVIL PLANS BY HKS FOR SIGNAGE AND STRIPING DETAILS

Plan — Roundabout Section

EXIST STRIPING

EXIST MEADOWBROOK PARKWAY (PUB)

INSTALL SAFE-HIT SNO-POST PER DETAIL ON SI04

W2-6 (30" x 30")

CYCLISTS STOP AND DISMOUNT
CUSTOM SIGN (30"x30")

R6-1R
R6-4

D-3 (6" FONT)
MEADOWBROOK PKY

PROPOSED LIGHT POLE (TYP.)

BIKE LANE
R3-17 (30"X24")
R3-90R

R2-1A
SPEED LIMIT 35
R1-6

CUSTOM SIGN (30"x30")

CYCLISTS STOP AND DISMOUNT
CUSTOM SIGN (30"x30")

BIKE LANE END
R3-17 (30"X24")
R3-90R

MEADOWBROOK ROW

CYCLISTS STOP AND DISMOUNT
CUSTOM SIGN (30"x30")

STA 9+65.50, 12.00' LT
BEGIN 553' RADIUS CURVE

STA 11+01.38, 12.00' LT
END 533' RADIUS CURVE

PROP MEADOWBROOK PARKWAY (PUB)

YIELD   R1-2

R1-6

ROAD CLOSED
TYPE 3 BARRICADE W/ R11-2 ROAD CLOSED SIGN

PROPOSED LEFT TURN ARROW

LEFT LANE MUST TURN LEFT
R3-7L

EDGE OF OLD PAVEMENT REMOVAL AND NEW PAVEMENT REPLACEMENT (REFER TO DEMO PLAN)

EXIST STRIPING (TYP)

~1:18 TAPER RATIO

RIGHT LANE MUST TURN RIGHT
R3-7R (30"x30")

EXISTING STRIPING REMAINS

STA 6+11.93, 32.20' LT
BEGIN 246.7' RADIUS

EXIST MARKING TO BE REMOVED

STA 6+45.02, 30.38' LT
END 246.7' RADIUS, BEGIN TAPER

STA 5+07.51, 21.37' LT
BEGIN TYPE "6" STRIPING

STA 5+07.48, 25.56' LT
BEGIN TYPE "5" STRIPING

STA 5+07.47, 44.52' LT
BEGIN TYPE "6" STRIPING
& 59.2' RADIUS

STA 5+38.48, 21.38' LT
END TYPE "6" STRIPING

STA 5+38.30, 32.54' LT
END TYPE "6" STRIPING
& 59.2' RADIUS

STA 5+07.09, 19.70' RT
BEGIN TYPE "6" STRIPING

STA 5+34.21, 7.76' RT
BEGIN TYPE "6" STRIPING

STA 5+38.46, 7.76' RT
BEGIN TYPE "6" STRIPING

STA 5+38.44, 31.66' RT
END TYPE "6" STRIPING

STA 5+48.33, 19.73' RT
END TYPE "6" STRIPING

STA 6+86.31, 25.47' LT
END TAPER
END TYPE "5" STRIPING
BEGIN TYPE "6" STRIPING

STA 7+24.24, 21.49' LT
BEGIN TYPE "6" STRIPING

PROP STRIPING (TYP)

STA 7+70.31, 25.52' LT
END TYPE "5" STRIPING

STA 7+70.39, 21.52' LT
END TYPE "6" STRIPING

REMOVE EXISTING STRIPING

RIGHT LANE MUST TURN RIGHT
R3-7R (30"x30")

EXIST NEWT DRIVE (PUB)

1" = 50'
Scale in Feet
0   25   50   100

REVISIONS:
NO. | DATE: | BY: | DESCRIPTION: | APPV'D. BY: | DATE:

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