

LOCAL & COLLECTOR STREET NAME SIGNS



36"X8" EXAMPLE



30"X8" EXAMPLE (CO-NAMED STREET)

NOTES:

1. SIGN WIDTHS VARY ACCORDINGLY:

- STREET NAMES OF 5 LETTERS OR LESS (i.e. Cedar Ave) SHALL USE A 24" WIDE SIGN.
- STREET NAMES OF 6-9 LETTERS (i.e. Avenue K) AND ALL NUMBERED STREETS (i.e. 10th St West) SHALL USE A 30" WIDE SIGN.
- STREET NAMES OF 10 OR MORE LETTERS AND ALPHA-NUMERIC NAMES (i.e. Avenue K-8) SHALL USE A 36" WIDE SIGN.

SIGNS SHALL BE 0.125" THICK ALUMINUM WITH A HEIGHT OF 8" AND 0.75" RADIUS CUT CORNERS. LETTERING SHALL BE THE "GRIFFON SEMIBOLD" FONT (AVAILABLE FROM CITY ENGINEERING) AND SHALL CONSIST OF A 4" TALL INITIAL LETTER FOLLOWED BY 3.4" TALL LETTERS. MODIFY THE TEXT WIDTH RATIO SO THAT THE TOTAL WIDTH OF TEXT IS 16" FOR A 24" SIGN, 22" FOR A 30" SIGN, AND 28" FOR A 36" SIGN. WIDTH RATIO SHALL NOT EXCEED 100%.

2. SIGNS SHALL BE PRINTED ON WHITE H.I.P SHEETING WHICH MEETS OR EXCEEDS AASHTO M268 RETROREFLECTIVITY STANDARDS (MIN. 500 CD/FC/FT² @ -4° ENTRANCE ANGLE & 240 CD/FC/FT² @ +30° ENTRANCE ANGLE WITH OBSERVATION ANGLE OF 0.1°).
3. SIGNS SHALL BE LAMINATED WITH FLUOROPOLYMER (1.7 - 2.7 MM THICK) ANTI-GRAFFITI FILM WHICH ALLOWS FOR UNIFORM DAYTIME AND NIGHTTIME VISUAL APPEARANCE.
4. SIGNS SHALL INCLUDE A 4" TALL CITY SEAL (4C) CENTERED 1" FROM LEFT EDGE (0.75" IF CO-NAMED). GRAPHIC AVAILABLE FROM CITY ENGINEERING.
5. SIGN SHALL HAVE A 0.2" THICK BLACK BORDER INSET 0.25" FROM EDGE OF SIGN.
6. FOR CO-NAMED STREETS (i.e. Columbia Way/Avenue M) THE PRIMARY NAME (i.e. Columbia Way) SHALL CONSIST OF AN INITIAL 2.5" TALL LETTER FOLLOWED BY 2.13" TALL LETTERS. THE SECONDARY NAME (i.e. Avenue M) SHALL CONSIST OF AN INITIAL 1.5" TALL LETTER FOLLOWED BY 1.28" TALL LETTERS, IN PARENTHESES, AND CENTERED UNDER THE PRIMARY NAME. THE WIDTH OF THE PRIMARY NAME TEXT SHALL BE 16", 22", OR 28" (DEPENDING ON THE SIGN WIDTH). THE SECONDARY NAME SHALL USE THE SAME TEXT WIDTH RATIO.
7. BLOCK NUMBERS SHALL BE 2" X 7" IN THE "GRIFFON SEMIBOLD" FONT. IF BLOCK NUMBERS CONTAIN A LETTER (i.e. E or W) THERE SHALL BE A SPACE BETWEEN NUMBERS AND LETTERS. BLOCK NUMBERS SHALL BE MOUNTED BELOW THE STREET NAME SIGN ON A SEPARATE, 0.125" THICK, ALUMINUM SIGN WITH 0.75" RADIUS CUT CORNERS. BLOCK NUMBER SIGNS SHALL BE 9"X4" AND SHALL ADHERE TO NOTES 2,3, AND 5 (ABOVE).

CITY OF LANCASTER

DEVELOPMENT SERVICES DEPARTMENT STANDARD PLAN

SUBMITTED:  8/23/2019
CITY ENGINEER DATE

APPROVED:  08/23/19
DIRECTOR OF DEVELOPMENT SERVICES DATE

STREET NAME SIGN
STANDARD DRAWING

PWT-1

1/4

ARTERIAL STREET NAME SIGNS



1000 E

36"X12" EXAMPLE



4800 W

36"X12" EXAMPLE (CO-NAMED STREET)

OTHER STREET SIGNS (SPEED LIMIT GREATER THAN 25 MPH):

1. SIGN WIDTHS VARY ACCORDINGLY:

- STREET NAMES OF 5 LETTERS OR LESS (i.e. Cedar Ave) SHALL USE A 30" WIDE SIGN.
- STREET NAMES OF 6-9 LETTERS (i.e. Avenue K) AND ALL NUMBERED STREETS (i.e. 10th St West) SHALL USE A 36" WIDE SIGN.
- STREET NAMES OF 10 OR MORE LETTERS AND ALPHA-NUMERIC NAMES (i.e. Avenue K-8) SHALL USE A 42" WIDE SIGN.

SIGNS SHALL BE 0.125" THICK ALUMINUM WITH A HEIGHT OF 12" AND 0.75" RADIUS CUT CORNERS. LETTERING SHALL BE THE "GRIFFON SEMIBOLD" FONT (AVAILABLE FROM CITY ENGINEERING) AND SHALL CONSIST OF AN 8" TALL INITIAL LETTER FOLLOWED BY 6.8" TALL LETTERS. MODIFY THE TEXT WIDTH RATIO SO THAT THE TOTAL WIDTH OF TEXT IS 18" FOR A 30" SIGN, 24" FOR A 36" SIGN, AND 30" FOR A 42" SIGN. WIDTH RATIO SHALL NOT EXCEED 100%.

2. SIGNS SHALL BE PRINTED ON WHITE H.I.P SHEETING WHICH MEETS OR EXCEEDS AASHTO M268 RETROREFLECTIVITY STANDARDS (MIN. 500 CD/FC/FT² @ -4° ENTRANCE ANGLE & 240 CD/FC/FT² @ +30° ENTRANCE ANGLE WITH OBSERVATION ANGLE OF 0.1°).
3. SIGNS SHALL BE LAMINATED WITH FLUOROPOLYMER (1.7 - 2.7 MM THICK) ANTI-GRAFFITI FILM WHICH ALLOWS FOR UNIFORM DAYTIME AND NIGHTTIME VISUAL APPEARANCE.
4. SIGNS SHALL INCLUDE AN 8" TALL CITY SEAL (4C) CENTERED 1.5" FROM LEFT EDGE (1" IF CO-NAMED). GRAPHIC AVAILABLE FROM CITY ENGINEERING.
5. SIGN SHALL HAVE A 0.2" THICK BLACK BORDER INSET 0.25" FROM EDGE OF SIGN.
6. FOR CO-NAMED STREETS (i.e. Columbia Way/Avenue M) THE PRIMARY NAME (i.e. Columbia Way) SHALL CONSIST OF AN INITIAL 5" TALL LETTER FOLLOWED BY 4.24" TALL LETTERS. THE SECONDARY NAME (i.e. Avenue M) SHALL CONSIST OF AN INITIAL 3" TALL LETTER FOLLOWED BY 2.55" TALL LETTERS, IN PARENTHESES, AND CENTERED UNDER THE PRIMARY NAME. THE WIDTH OF THE PRIMARY NAME TEXT SHALL BE 18", 24", OR 30" (DEPENDING ON THE SIGN WIDTH). THE SECONDARY NAME SHALL USE THE SAME TEXT WIDTH RATIO.
7. BLOCK NUMBERS SHALL BE 2" X 7" IN THE "GRIFFON SEMIBOLD" FONT. IF BLOCK NUMBERS CONTAIN A LETTER (i.e. E or W) THERE SHALL BE A SPACE BETWEEN NUMBERS AND LETTERS. BLOCK NUMBERS SHALL BE MOUNTED BELOW THE STREET NAME SIGN ON A SEPARATE, 0.125" THICK, ALUMINUM SIGN WITH 0.75" RADIUS CUT CORNERS. BLOCK NUMBER SIGNS SHALL BE 9"X4" AND SHALL ADHERE TO NOTES 2,3, AND 5 (ABOVE).

CITY OF LANCASTER		DEVELOPMENT SERVICES DEPARTMENT STANDARD PLAN	
SUBMITTED:	8/23/2019	STREET NAME SIGN STANDARD DRAWING	
<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> CITY ENGINEER</div> <div style="text-align: center;">DATE</div> </div>			
APPROVED:	08/23/19	PWT-1	2/4
<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> DIRECTOR OF DEVELOPMENT SERVICES</div> <div style="text-align: center;">DATE</div> </div>			

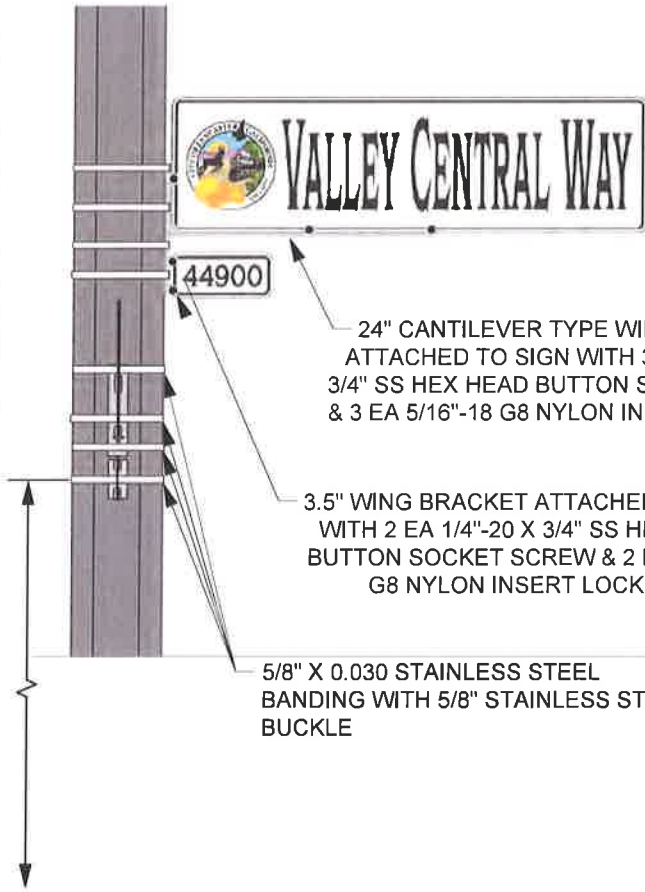
**MOUNTING ON
STREET LIGHT POLE**

**MOUNTING ON
UNISTRUT**

5/16"-18 X 3" G8 HEX CAP SCREW, 3/8" X 7/8" OD FLAT WASHER, & 5/16"-18 G8 NYLON INSERT LOCKNUT

3/8" DRIVE PIN RIVET TO PREVENT ROTATION

5/16"-18 X 3" CARRIAGE BOLT, 3/8" X 7/8" OD FLAT WASHER, & 5/16"-18 NYLON INSERT LOCKNUT (BLOCK NUMBER MOUNTING ONLY)



11' MIN FROM LOWEST STREET SIGN TO GRADE. MUST GET APPROVAL BY CITY ENGINEER TO INSTALL STREET SIGNS HIGHER THAN 15' ON STREET LIGHT POLES.

NOTES:

- 1) ALL UNISTRUTS SHALL BE 12'
- 2) SIGN BLADES REQUIRE DRILLING TO ACCOMMODATE THROUGH BOLTING OF SOCKET SCREWS



CITY OF LANCASTER

**DEVELOPMENT SERVICES
DEPARTMENT
STANDARD PLAN**

**STREET NAME SIGN
STANDARD DRAWING**

PWT-1

3/4

SUBMITTED:

[Signature]
CITY ENGINEER

8/23/2019

DATE

APPROVED:

[Signature]
DIRECTOR OF DEVELOPMENT SERVICES

08/23/19

DATE

OVERHEAD STREET NAME SIGNS (SG SIGNS)



96"X19" EXAMPLE



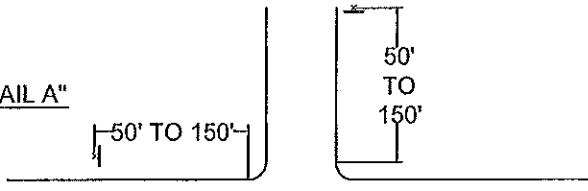
96"X19" EXAMPLE (CO-NAMED STREET)

NOTES:

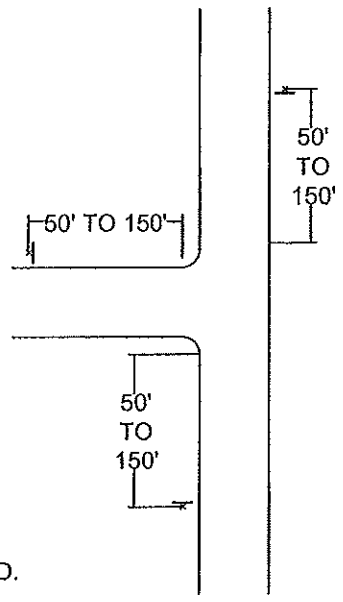
1. SIGN SHALL BE 0.125" THICK ALUMINUM, 96" WIDE, AND 19" TALL.
2. SIGN SHALL BE PRINTED ON 96" x 18" (LEAVING 1" OF BARE METAL AT THE TOP) WHITE H.I.P SHEETING WHICH MEETS OR EXCEEDS AASHTO M268 RETROREFLECTIVITY STANDARDS (MIN. 500 CD/FC/FT² @ -4° ENTRANCE ANGLE & 240 CD/FC/FT² @ +30° ENTRANCE ANGLE WITH OBSERVATION ANGLE OF 0.1%).
3. SIGNS SHALL BE COATED WITH A CLEAR ACRYLIC UV PROTECTIVE OVERLAY WITH A MINIMUM THICKNESS OF 4 mm WHICH ALLOWS FOR UNIFORM DAYTIME AND NIGHTTIME VISUAL APPEARANCE.
4. 12" TALL CITY OF LANCASTER, CA SEAL (4C) (AVAILABLE FROM CITY ENGINEERING 661-723-6047) SHALL BE CENTERED 2" FROM LEFT EDGE OF SIGN.
5. SIGN SHALL HAVE A 0.25" THICK BORDER INSET 0.5" FROM EDGE OF SIGN.
6. STREET NAME & TYPE (i.e. Lancaster Blvd) SHALL BE CENTERED BETWEEN THE CITY SEAL AND RIGHT BORDER, PRINTED IN BLACK "GRIFFON BOLD" FONT (AVAILABLE FROM CITY ENGINEERING), AND SHALL CONSIST OF A 12" TALL INITIAL LETTER FOLLOWED BY 10.2" TALL LETTERS. MODIFY THE WIDTH RATIO SO THAT THE TOTAL WIDTH OF TEXT IS 80" UNLESS NOTE 7 OR 8 APPLIES.
7. FOR STREET NAMES THAT ARE 5 LETTERS OR LESS (i.e. Fern Ave) MODIFY THE WIDTH RATIO SO THAT THE TOTAL WIDTH OF TEXT IS 60".
8. CO-NAMED STREETS (i.e. Columbia Way/Avenue M) SHALL CONSIST OF THE PRIMARY NAME (i.e. Columbia Way) CENTERED ABOVE THE SECONDARY NAME (i.e. Avenue M). THE PRIMARY NAME SHALL CONSIST OF AN 8" TALL INITIAL LETTER FOLLOWED BY 6.8" TALL LETTERS. MODIFY WIDTH RATIO SO THAT THE TOTAL WIDTH OF TEXT IS 80" OR 60" IF 5 LETTERS OR LESS. THE SECONDARY NAME SHALL BE INSIDE PARENTHESES AND CENTERED UNDERNEATH THE PRIMARY NAME. THE SECONDARY NAME SHALL CONSIST OF A 4" TALL INITIAL LETTER FOLLOWED BY 3.4" TALL LETTERS (USE THE SAME WIDTH RATIO AS PRIMARY NAME).
9. A 1" X 1" ANGLE SUPPORT SHALL BE AFFIXED TO THE TOP EDGE OF SIGNS ALONG THE BARE METAL STRIP WITH THE PROTRUSION AT THE BOTTOM OF THE SUPPORT USING 5 EA. 5/16" - 18 X 3/4" SERRATED HEX FLANGE SCREW, 5/16" - 18 USS GR 8 NYLON INSERT NUT, AND 5/16" SAE GR 5 FLATWASHER.
10. SIGNS SHALL BE AFFIXED TO THE MAST ARM OF THE TRAFFIC SIGNAL POLE ABOVE THE RIGHT-MOST TRAFFIC LANE USING 2 BRACKET ASSEMBLIES. THESE ASSEMBLIES SHALL CONSIST OF A HINGED BRACKET SECURED TO A SOLID ALUMINUM ARM (2.5" WIDE, 3/8" THICK, VARIABLE LENGTH) SECURED TO A HINGED BRACKET SECURED TO THE SIGN ALONG THE ANGLE SUPPORT (SEE NOTE 9).
11. EACH ASSEMBLY IN NOTE 10 SHALL BE SECURED TO THE MAST ARM WITH A MINIMUM OF 2 STAINLESS STEEL BANDING STRAPS (5/8" EACH).
12. ALL HINGED BRACKETS SHALL BE SPRING LOADED SUCH THAT THEY RETURN THE SIGN TO NEUTRAL POSITION.
13. EACH SIGN SHALL BE FURTHER SECURED WITH A 1/8" BRAIDED STEEL SAFETY CABLE AT EACH END (TOTAL OF 2 CABLES PER SIGN) RUN THROUGH THE TOP EDGE OF THE SIGN AT THE ANGLE SUPPORT AND AROUND THE MAST ARM IN A LOOSE "FIGURE 8".

SUBMITTED: <div style="display: flex; justify-content: space-between;"> </div> <div style="display: flex; justify-content: space-between; font-size: small;"> CITY ENGINEER DATE </div>	CITY OF LANCASTER DEVELOPMENT SERVICES DEPARTMENT STANDARD PLAN		
APPROVED: <div style="display: flex; justify-content: space-between;"> </div> <div style="display: flex; justify-content: space-between; font-size: small;"> DIRECTOR OF DEVELOPMENT SERVICES DATE </div>	STREET NAME SIGN STANDARD DRAWING	PWT-1	4/4

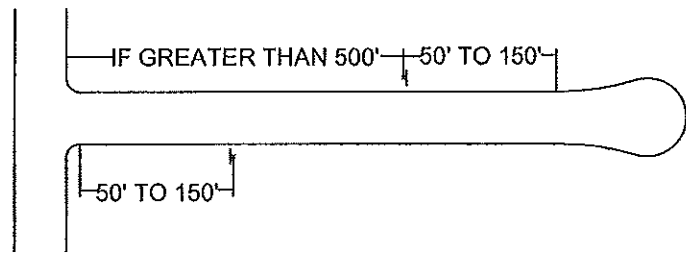
"DETAIL A"



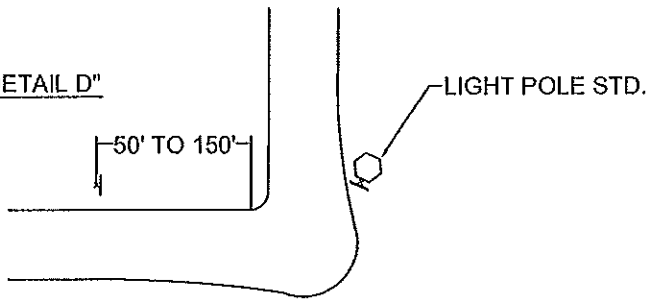
"DETAIL B"



"DETAIL C"



"DETAIL D"



INSTALL SIGN ON STREET LIGHT STANDARD. IF NO LIGHT STANDARD WITHIN DIMENSIONS INSTALL ON UNISTRUT POST AT PROPERTY LINE BETWEEN DRIVEWAYS.

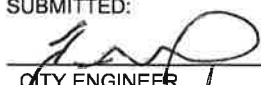
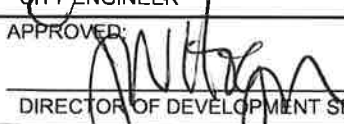


SUBMITTED: <i>M. J. Kelly</i> SENIOR CIVIL ENGINEER - TRAFFIC 10/8/07 DATE	DEPARTMENT OF PUBLIC WORKS STANDARD PLAN	
APPROVED: <i>James H. Williams</i> DIRECTOR OF PUBLIC WORKS 10/9/07 DATE	STREET SWEEPING SIGN PLACEMENT GUIDELINES	PWT-2



NOTES:


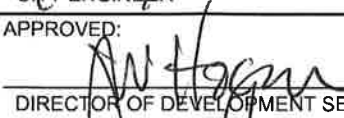
1. STREET SWEEPING SIGNS ARE TO INDICATE THE DAYS OF THE MONTH AND HOURS OF RESTRICTION. THE DAYS AND HOURS ARE TO BE DETERMINED BY THE CITY OF LANCASTER'S STREET SWEEPING CONTRACTOR. CONTACT CITY OF LANCASTER MAINTENANCE SERVICES, AT (661)723-5985.
2. THE SIGN SHALL BE RED ON WHITE ENGINEERING GRADE REFLECTIVE SHEETING.

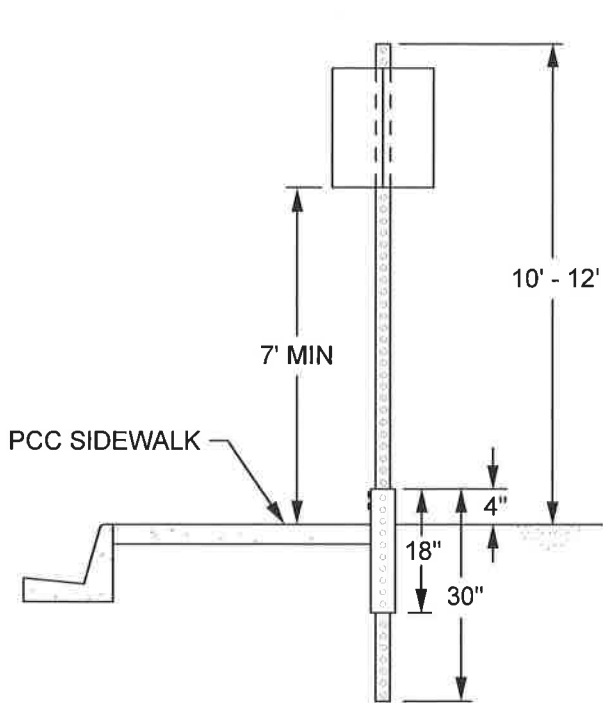
		CITY OF LANCASTER		
		DEVELOPMENT SERVICES DEPARTMENT STANDARD PLAN		
SUBMITTED:				
 CITY ENGINEER		4/23/19 DATE		
APPROVED:				
 DIRECTOR OF DEVELOPMENT SERVICES		4/23/19 DATE		
		STREET SWEEPING SIGN	PWT-3	1/2



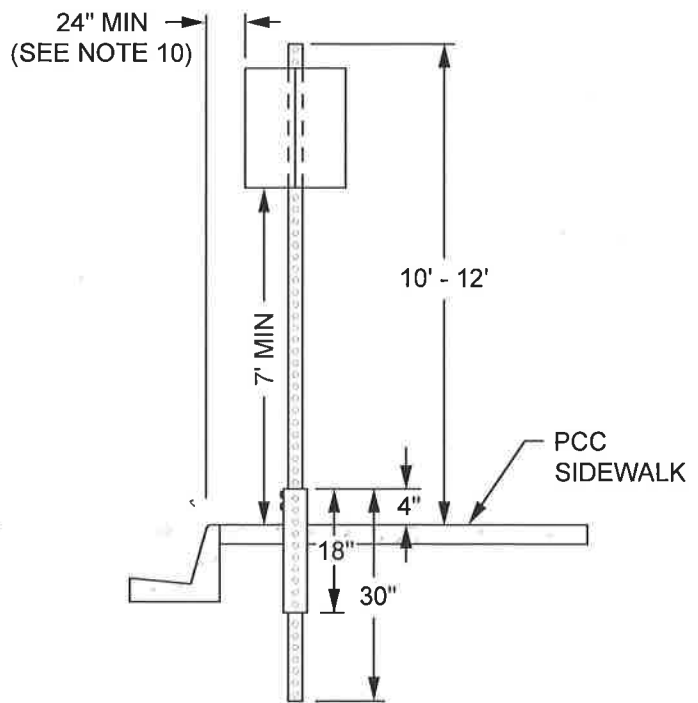
NOTES:

1. STREET SWEEPING SIGNS ARE TO INDICATE THE DAYS OF THE MONTH AND HOURS OF RESTRICTION. THE DAYS AND HOURS ARE TO BE DETERMINED BY THE CITY OF LANCASTER'S STREET SWEEPING CONTRACTOR. CONTACT CITY OF LANCASTER MAINTENANCE SERVICES, AT (661)723-5985.
2. THE SIGN SHALL BE RED ON WHITE ENGINEERING GRADE REFLECTIVE SHEETING.

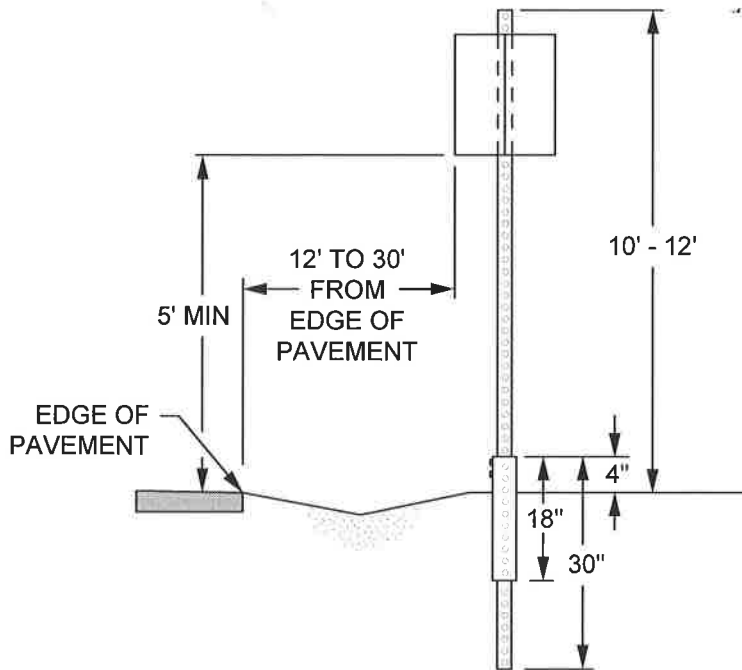
		CITY OF LANCASTER		
		DEVELOPMENT SERVICES DEPARTMENT STANDARD PLAN		
SUBMITTED:				
 CITY ENGINEER		4/23/19 DATE		
APPROVED:				
 DIRECTOR OF DEVELOPMENT SERVICES		4/23/19 DATE		
		STREET SWEEPING SIGN	PWT-3	2/2



**SIGN INSTALLATION:
SIDEWALK WIDTH ≤ 7' WIDE**



**SIGN INSTALLATION:
SIDEWALK WIDTH > 7' WIDE**



**SIGN INSTALLATION:
SHOULDER (NO SIDEWALK)**

CITY OF LANCASTER

**DEVELOPMENT SERVICES
DEPARTMENT
STANDARD PLAN**

SUBMITTED:

[Signature]

10/4/19

CITY ENGINEER

DATE

APPROVED:

[Signature]

10/04/19

DIRECTOR OF DEVELOPMENT SERVICES

DATE

**ROADSIDE UNISTRUT &
SIGN INSTALLATION**

PWT-4

1/2

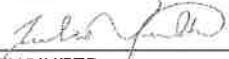
NOTES:

1. POSTS FOR POST-MOUNTED SIGN PANELS SHALL BE 12 GAUGE, PERFORATED 2" TELES PAR SQUARE TUBING. POST ANCHOR SHALL BE A TWO-PIECE BREAKAWAY ANCHOR AND SLEEVE SET FOR SQUARE TUBING. DRIVE RIVETS SHALL BE USED TO CONNECT THE SIGN SUPPORT TO THE SLEEVE AND THE SIGN PANEL TO THE SUPPORT. DRIVE RIVETS SHALL BE "UNISTRUT" PART NO. TLXDR3878, OR APPROVED EQUAL. BACK BRACING SUPPORTS SHALL BE USED FOR SIGNS THAT ARE 30" OR LARGER.
2. SIGN DETAILS SHALL BE PER THE LATEST STATE OF CALIFORNIA MUTCD AND THE CITY SPECIAL PROVISIONS.
3. UNISTRUTS SHALL BE 2" X 120" OR 2" X 144" DEPENDING ON THE SIZE OF SIGN.
4. UNISTRUTS SHALL BE INSTALLED PLUMB AT OR SLIGHTLY ABOVE GRADE.
5. UNISTRUTS SHALL BE FASTENED TO THE ANCHOR (2.25" X 30") AND THE SLEEVE (2.5" X 18") USING 4 EA 3/8" DRIVE PIN ZINC RIVETS.
6. IN UNPAVED AREAS, THE ANCHOR AND SLEEVE MAY BE DRIVEN DIRECTLY INTO APPROPRIATELY COMPACTED SOIL.
7. IN PAVED AREAS, SUCH AS SIDEWALKS, A 4" DIAMETER HOLE SHALL BE CORED THROUGH THE PAVEMENT WITH THE ANCHOR AND SLEEVE DRIVEN THROUGH THE CORED HOLE. THE HOLE SHALL NOT BE FILLED WITH ANY FORM OF EPOXY OR OTHER FILLER.
8. ANCHOR AND SLEEVE SHALL BE DRIVEN TO A DEPTH WHICH LEAVES NOT MORE THAN 4" OF EACH PIECE EXPOSED ABOVE GRADE. ANCHOR AND SLEEVE SHALL BE AS FLUSH AT TOP WITH EACH OTHER AS POSSIBLE ALLOWING FOR DRIVE PIN RIVETS TO PASS THROUGH BOTH.
9. DRIVE PIN RIVETS SHOULD BE FASTENED FACING TRAFFIC.
10. MINIMUM LATERAL CLEARANCE FROM CURB FACE TO SIGN SHALL BE 24". 12" LATERAL CLEARANCE ALLOWED WHEN NECESSARY TO PROVIDE ADA COMPLIANT PATH OF TRAVEL FOR PEDESTRIANS.

CITY OF LANCASTER

**DEVELOPMENT SERVICES
DEPARTMENT
STANDARD PLAN**

SUBMITTED:

 10/4/19
CITY ENGINEER DATE

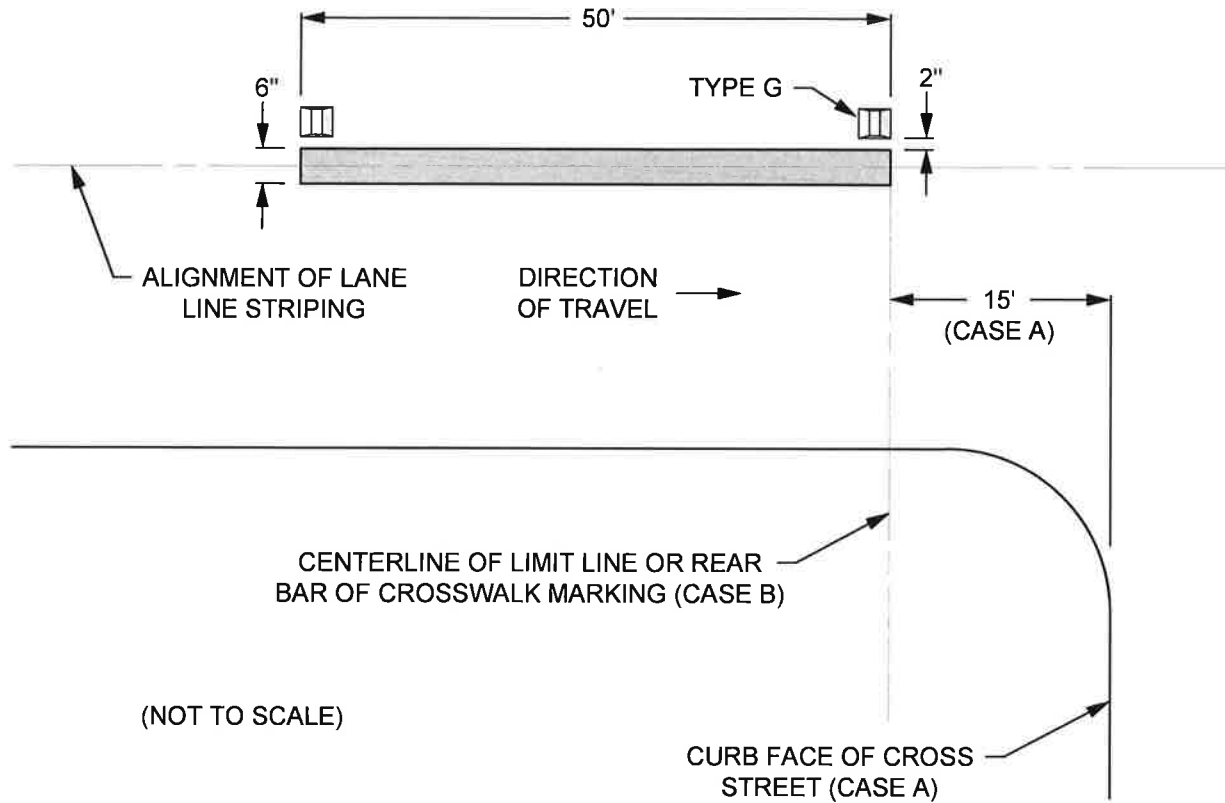
APPROVED:

 10/04/19
DIRECTOR OF DEVELOPMENT SERVICES DATE

ROADSIDE UNISTRUT &
SIGN INSTALLATION



PWT-4

2/2

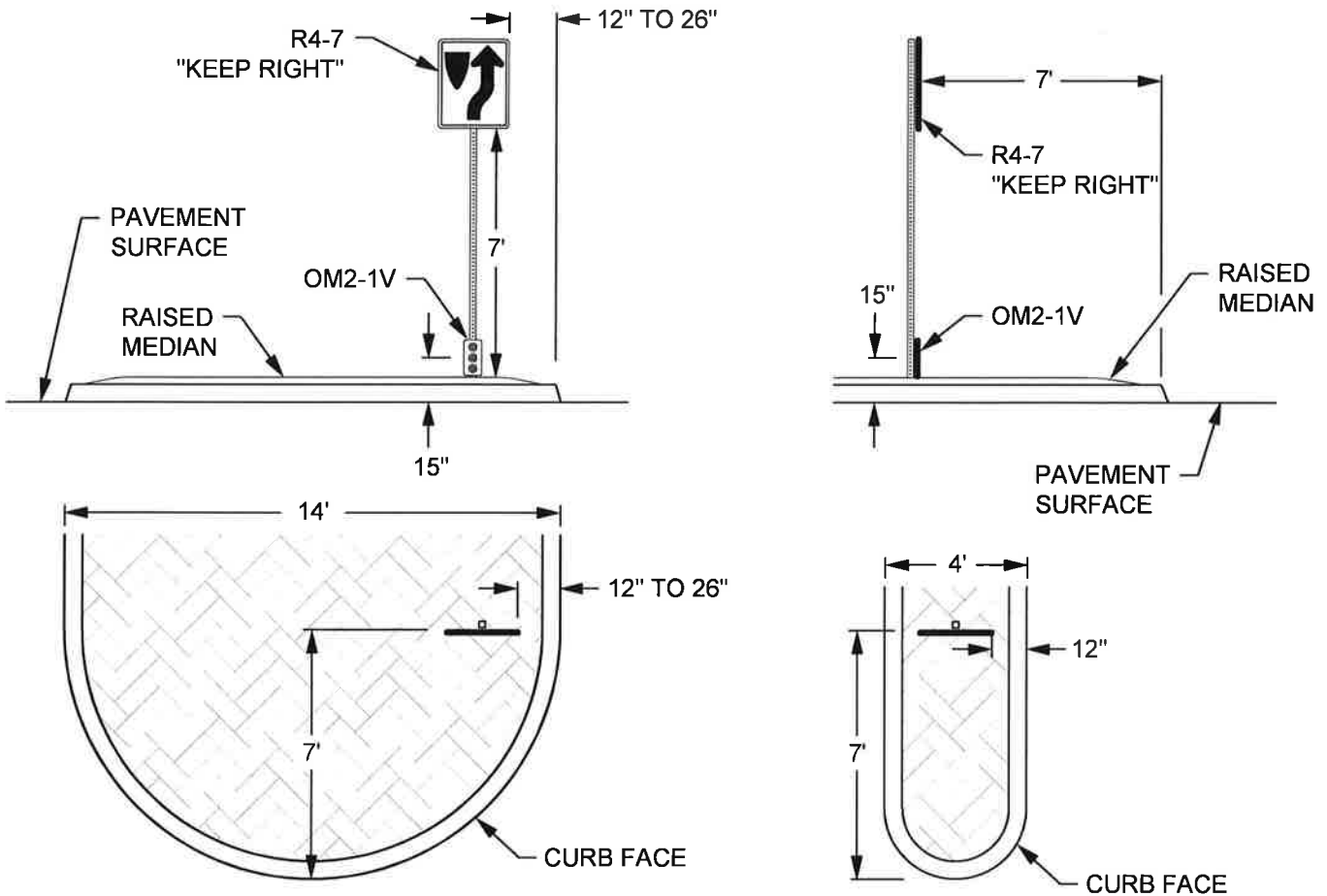


NOTES:

1. AN END LANE LINE SHALL LEAD AND TRAIL LANE LINE STRIPING AT THE DEPARTURE AND APPROACH SIDES OF THE INTERSECTION.
2. TYPE G RAISED PAVEMENT MARKERS ARE TO BE USED IN CONJUNCTION WITH DETAIL 9 & DETAIL 12 LANE LINES.
3. ON APPROACHES WITHOUT LIMIT LINES OR CROSSWALK MARKINGS, AND ON DEPARTURES WITHOUT CROSSWALK MARKINGS, THE END LANE LINE SHALL BE OFFSET A DISTANCE OF 15' FROM THE CURB LINE PROLONGATION OF THE CROSS STREET (CASE A).
4. ON APPROACHES WITH LIMIT LINES OR CROSSWALK MARKINGS, AND ON DEPARTURES WITH CROSSWALK MARKINGS, THE END LANE LINE SHALL EXTEND FROM THE CENTERLINE OF THE LIMIT LINE OR REAR BAR OF THE CROSSWALK MARKING (CASE B).

		CITY OF LANCASTER	
		DEVELOPMENT SERVICES DEPARTMENT STANDARD PLAN	
SUBMITTED:			
 CITY ENGINEER		4/23/19 DATE	
APPROVED:			
 DIRECTOR OF DEVELOPMENT SERVICES		4/23/19 DATE	
		INTERSECTION LANE LINE TREATMENT	PWT-5

**APPROACH ISLAND TREATMENT
(FIGURE A)**



NOTES:

1. POSTS FOR POST-MOUNTED SIGN PANELS SHALL BE 12 GAUGE, PERFORATED 2" TELES PAR SQUARE TUBING. POST ANCHOR SHALL BE A TWO-PIECE BREAKAWAY ANCHOR AND SLEEVE SET FOR SQUARE TUBING. DRIVE RIVETS SHALL BE USED TO CONNECT THE SIGN SUPPORT TO THE SLEEVE AND THE SIGN PANEL TO THE SUPPORT. DRIVE RIVETS SHALL BE "UNISTRUT" PART NO. TLXDR3878, OR APPROVED EQUAL. BACK BRACING SUPPORTS SHALL BE USED FOR SIGNS THAT ARE 30" OR LARGER.
2. THE APPROACH ISLAND TREATMENT (FIGURE A) SHALL BE USED AT THE BEGINNING OF A SERIES OF MEDIANS, AND AT INTERSECTIONS OF ARTERIALS.
3. THE INTERMEDIATE ISLAND TREATMENT (FIGURE B) SHALL BE USED ON THE APPROACH END OF A MEDIAN AT INTERMEDIATE INTERSECTIONS.

CITY OF LANCASTER

**DEVELOPMENT SERVICES
DEPARTMENT
STANDARD PLAN**

SUBMITTED:

[Signature]
CITY ENGINEER

4/23/19
DATE

APPROVED:

[Signature]
DIRECTOR OF DEVELOPMENT SERVICES

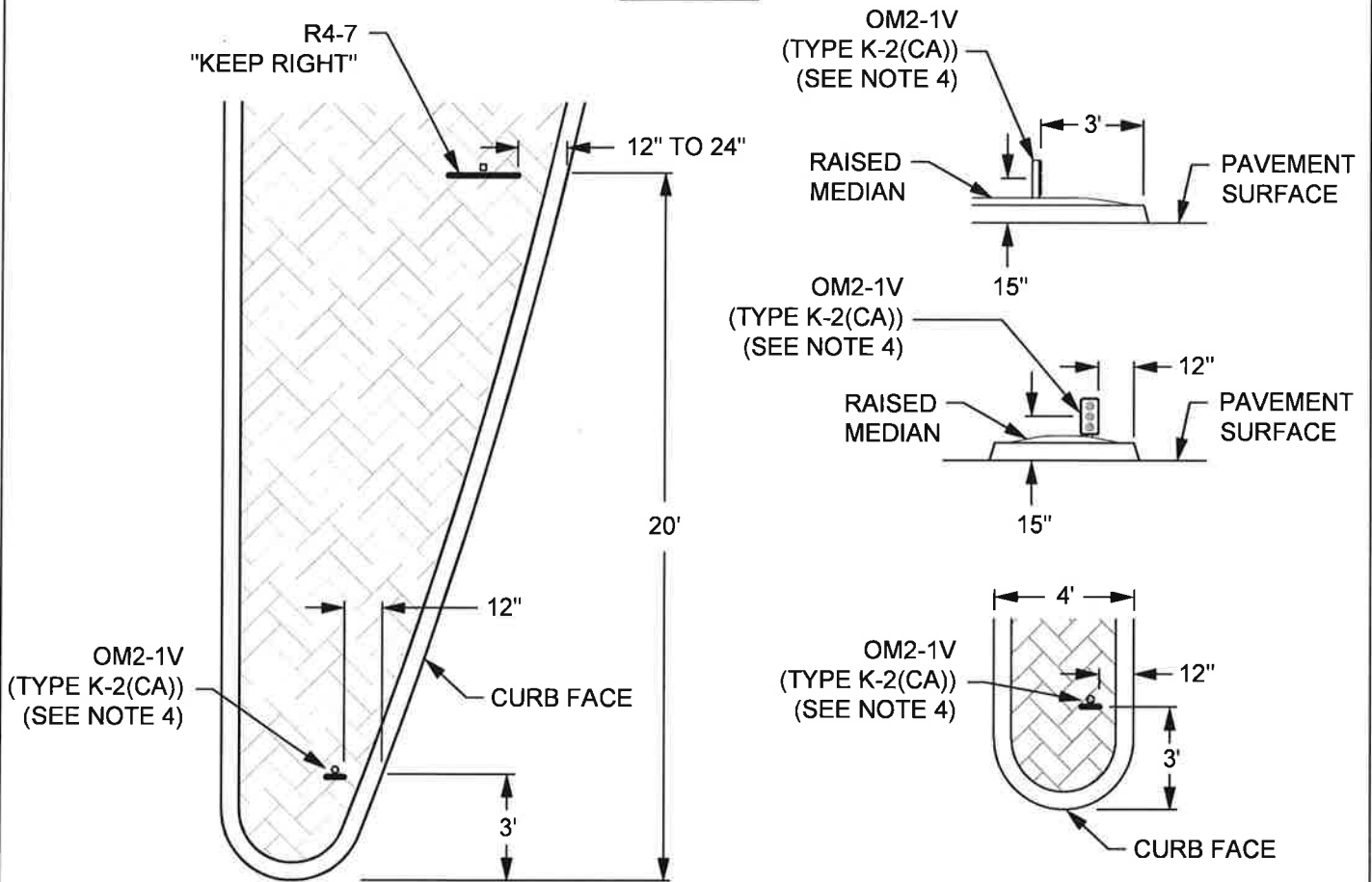
4/23/19
DATE

RAISED MEDIAN NOSE
TREATMENT

PWT-6

1/2

**INTERMEDIATE ISLAND TREATMENT
(FIGURE B)**



NOTES:

1. POSTS FOR POST-MOUNTED SIGN PANELS SHALL BE 12 GAUGE, PERFORATED 2" TELESPAR SQUARE TUBING. POST ANCHOR SHALL BE A TWO-PIECE BREAKAWAY ANCHOR AND SLEEVE SET FOR SQUARE TUBING. DRIVE RIVETS SHALL BE USED TO CONNECT THE SIGN SUPPORT TO THE SLEEVE AND THE SIGN PANEL TO THE SUPPORT. DRIVE RIVETS SHALL BE "UNISTRUT" PART NO. TLXDR3878, OR APPROVED EQUAL. BACK BRACING SUPPORTS SHALL BE USED FOR SIGNS THAT ARE 30" OR LARGER.
2. THE APPROACH ISLAND TREATMENT (FIGURE A) SHALL BE USED AT THE BEGINNING OF A SERIES OF MEDIANS, AND AT INTERSECTIONS OF ARTERIALS.
3. THE INTERMEDIATE ISLAND TREATMENT (FIGURE B) SHALL BE USED ON THE APPROACH END OF A MEDIAN AT INTERMEDIATE INTERSECTIONS.
4. OBJECT MARKER OM2-1V (TYPE K-2(CA)) MAY BE SURFACE MOUNTED AND IMPACT RESISTANT WHERE USED ALONE.

CITY OF LANCASTER

**DEVELOPMENT SERVICES
DEPARTMENT
STANDARD PLAN**

SUBMITTED:

[Signature] 4/23/19
CITY ENGINEER DATE

APPROVED:

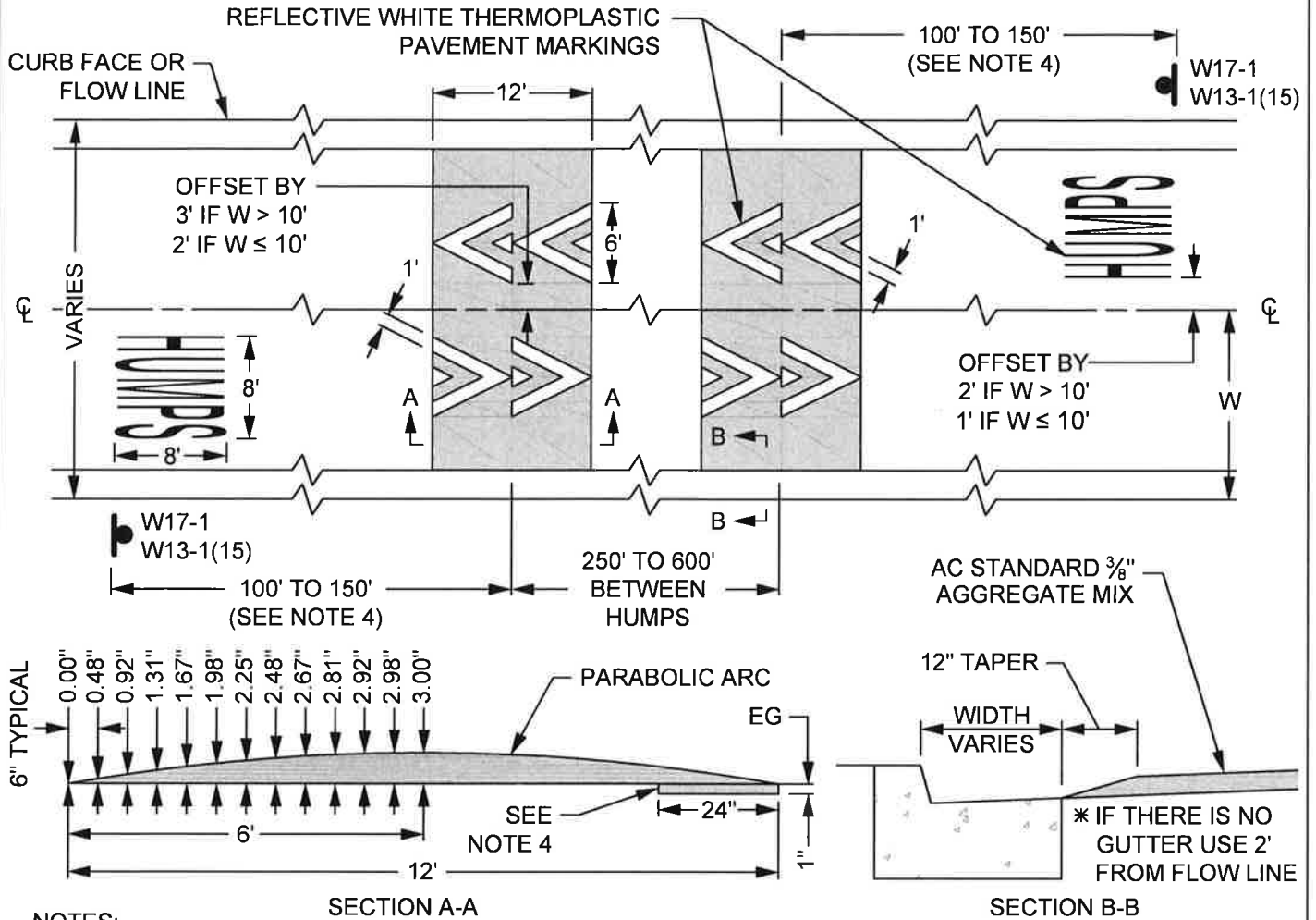
[Signature] 4/23/19
DIRECTOR OF DEVELOPMENT SERVICES DATE

RAISED MEDIAN NOSE
TREATMENT

PWT-6

2/2

TYPE I SPEED HUMP (NOT TO SCALE)



NOTES:

1. SPEED HUMPS SHALL BE INSTALLED ONLY WHEN AUTHORIZED BY THE CITY TRAFFIC ENGINEER. INSTALLATION SHALL CONFORM TO THE LATEST CITY OF LANCASTER STANDARD PLANS AND CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES STANDARDS.
2. SPEED HUMPS SHALL NOT BE PLACED OVER MANHOLES, MAINTENANCE COVERS, ETC.
3. EDGE OF SPEED HUMP SHOULD BE 5' OR MORE FROM EDGE OF DRIVEWAY OR CATCH BASIN.
4. EXACT LOCATION, TYPE OF SPEED HUMP, AND SIGN LOCATION SHALL BE DETERMINED BY CITY OF LANCASTER TRAFFIC ENGINEER.
5. ASPHALT JOINS SHALL BE ACCOMPLISHED BY GRINDING AND FILLING A 1"X24" CUT.
6. ACCEPTABLE TOLERANCE FOR 3" HEIGHT OF THE SPEED HUMP IS $\pm 1/4$ "

CITY OF LANCASTER

DEVELOPMENT SERVICES
DEPARTMENT
STANDARD PLAN

SUBMITTED:

[Signature] 4/23/19
CITY ENGINEER DATE

APPROVED:

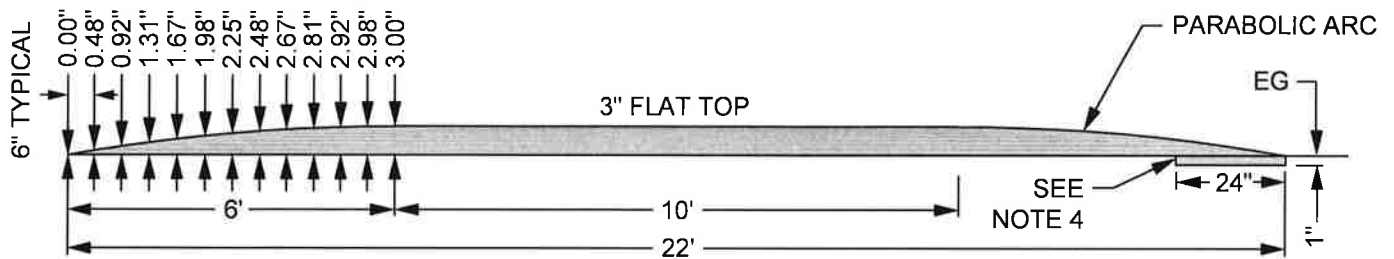
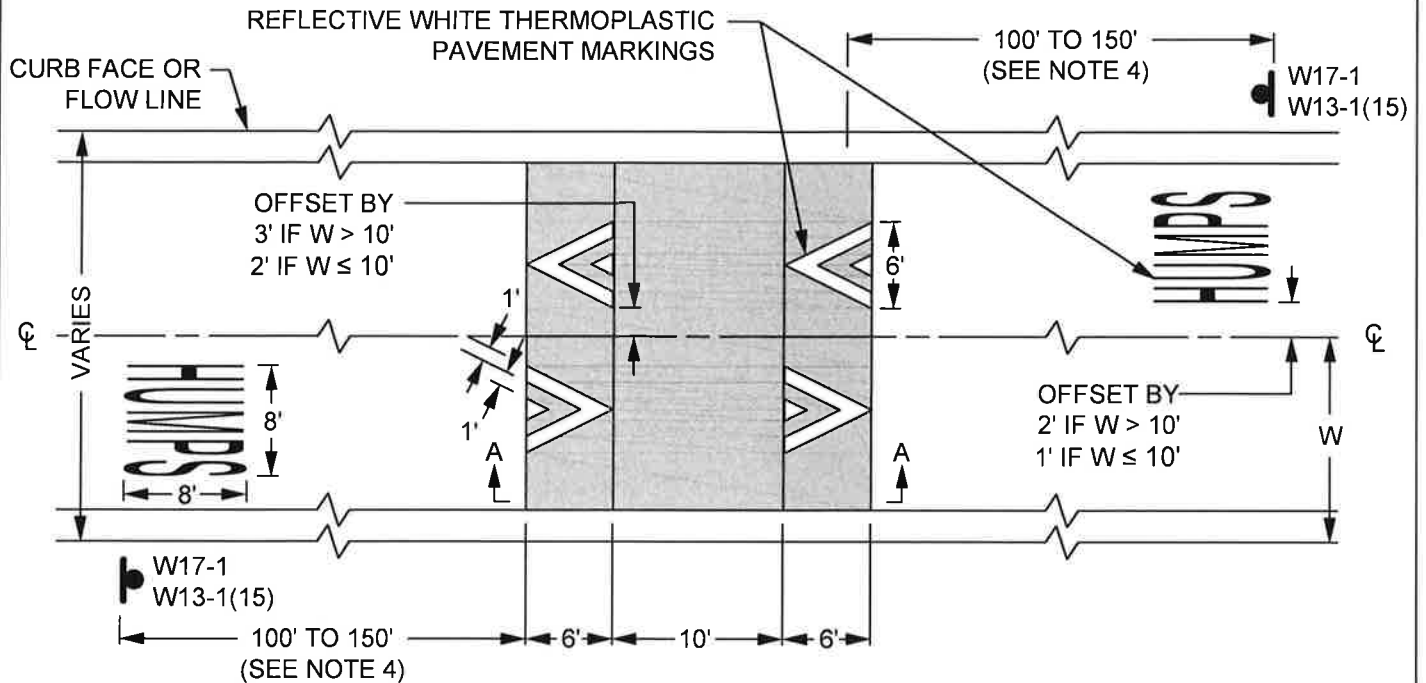
[Signature] 4/23/19
DIRECTOR OF DEVELOPMENT SERVICES DATE

SPEED HUMP

PWT-8

1/3

TYPE II SPEED HUMP (NOT TO SCALE)



SECTION A-A

NOTES:

1. SPEED HUMPS SHALL BE INSTALLED ONLY WHEN AUTHORIZED BY THE CITY TRAFFIC ENGINEER. INSTALLATION SHALL CONFORM TO THE LATEST CITY OF LANCASTER STANDARD PLANS AND CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES STANDARDS.
2. SPEED HUMPS SHALL NOT BE PLACED OVER MANHOLES, MAINTENANCE COVERS, ETC.
3. EDGE OF SPEED HUMP SHOULD BE 5' OR MORE FROM EDGE OF DRIVEWAY OR CATCH BASIN.
4. EXACT LOCATION, TYPE OF SPEED HUMP, AND SIGN LOCATION SHALL BE DETERMINED BY CITY OF LANCASTER TRAFFIC ENGINEER.
5. ASPHALT JOINS SHALL BE ACCOMPLISHED BY GRINDING AND FILLING A 1"X24" CUT.
6. ACCEPTABLE TOLERANCE FOR 3" HEIGHT OF THE SPEED HUMP IS $\pm 1/4$ "

CITY OF LANCASTER

**DEVELOPMENT SERVICES
DEPARTMENT
STANDARD PLAN**

SUBMITTED:

[Signature] 4/23/19
CITY ENGINEER DATE

APPROVED:

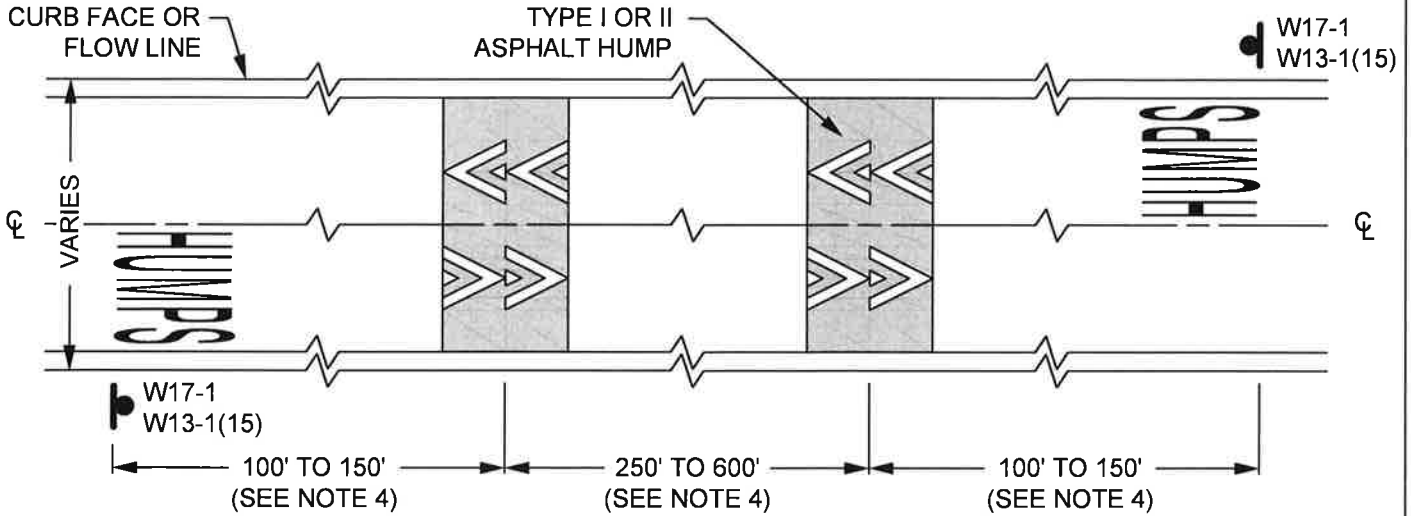
[Signature] 4/23/19
DIRECTOR OF DEVELOPMENT SERVICES DATE

SPEED HUMP

PWT-8

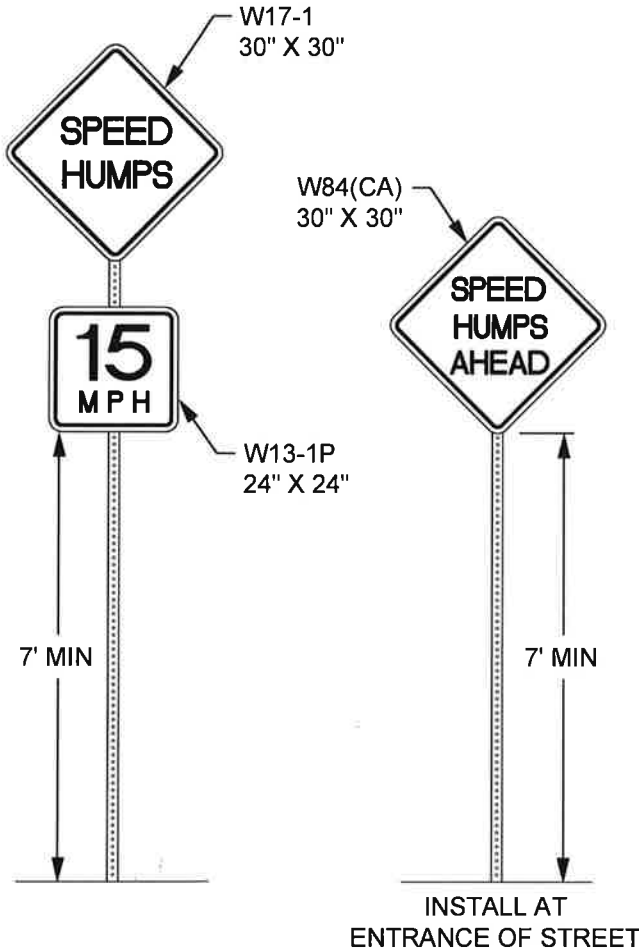
2/3

LAYOUT OF SPEED HUMP ZONE (NOT TO SCALE)



NOTES:

1. SPEED HUMPS SHALL BE INSTALLED ONLY WHEN AUTHORIZED BY THE CITY TRAFFIC ENGINEER. INSTALLATION SHALL CONFORM TO THE LATEST CITY OF LANCASTER STANDARD PLANS AND CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES STANDARDS.
2. SPEED HUMPS SHALL NOT BE PLACED OVER MANHOLES, MAINTENANCE COVERS, ETC.
3. EDGE OF SPEED HUMP SHOULD BE 5' OR MORE FROM EDGE OF DRIVEWAY OR CATCH BASIN.
4. EXACT LOCATION, TYPE OF SPEED HUMP, AND SIGN LOCATION SHALL BE DETERMINED BY CITY OF LANCASTER TRAFFIC ENGINEER.
5. ASPHALT JOINS SHALL BE ACCOMPLISHED BY GRINDING AND FILLING A 1"X24" CUT.
6. ACCEPTABLE TOLERANCE FOR 3" HEIGHT OF THE SPEED HUMP IS $\pm 1/4"$.



CITY OF LANCASTER

DEVELOPMENT SERVICES
DEPARTMENT
STANDARD PLAN

SUBMITTED:

[Signature] 4/23/19
CITY ENGINEER DATE

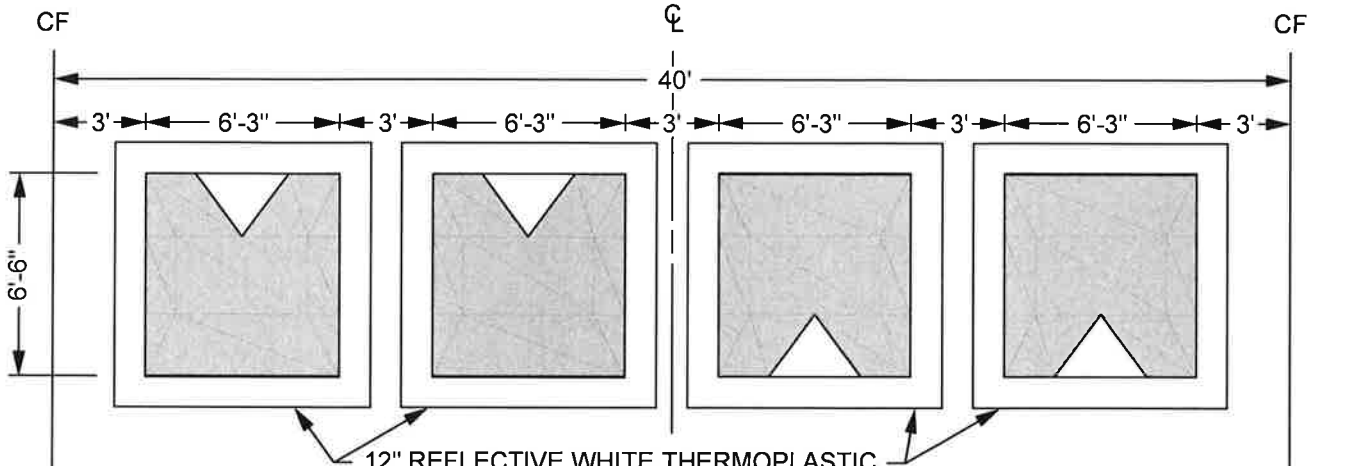
APPROVED:

[Signature] 4/23/19
DIRECTOR OF DEVELOPMENT SERVICES DATE

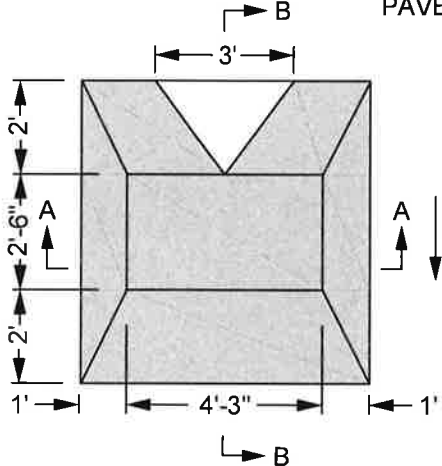
SPEED HUMP

PWT-8

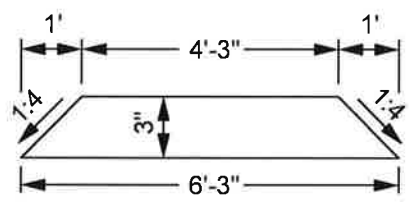
3/3



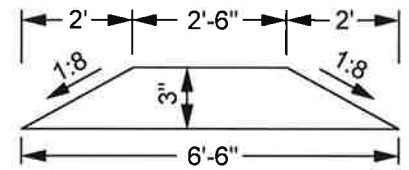
12" REFLECTIVE WHITE THERMOPLASTIC PAVEMENT MARKINGS AROUND SPEED CUSHIONS



DIRECTION OF TRAFFIC



SECTION A-A



SECTION B-B

NOTES:

1. SPEED CUSHIONS SHALL BE INSTALLED ONLY WHEN AUTHORIZED BY THE CITY ENGINEER OR TRAFFIC ENGINEER. LOS ANGELES COUNTY FIRE PREVENTION SHALL APPROVE LOCATIONS OF THE PROPOSED SPEED CUSHIONS PRIOR TO INSTALLATION. INSTALLATION SHALL CONFORM TO THE LATEST CITY OF LANCASTER AND CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES STANDARDS.
2. SPEED CUSHIONS SHALL NOT BE PLACED OVER MANHOLES, MAINTENANCE COVERS, ETC.
3. EDGE OF SPEED CUSHIONS SHOULD BE 5' OR MORE FROM EDGE OF DRIVEWAY OR CATCH BASIN.
4. EXACT LOCATION OF SPEED CUSHIONS AND SIGN LOCATIONS SHALL BE DETERMINED BY THE CITY OF LANCASTER TRAFFIC ENGINEERING DIVISION.
5. AC PAVEMENT REPLACEMENT SHALL BE FROM EP TO EP. AC PAVEMENT JOINTS SHALL BE ACCOMPLISHED BY GRINDING AND FILLING A 1" X 24" CUT UNLESS OTHERWISE NOTED.
6. ACCEPTABLE TOLERANCE FOR 3" HEIGHT OF SPEED CUSHIONS IS $\pm 1/4"$.

CITY OF LANCASTER

**DEVELOPMENT SERVICES
DEPARTMENT
STANDARD PLAN**

SUBMITTED:

[Signature] 4/23/19
CITY ENGINEER DATE

APPROVED:

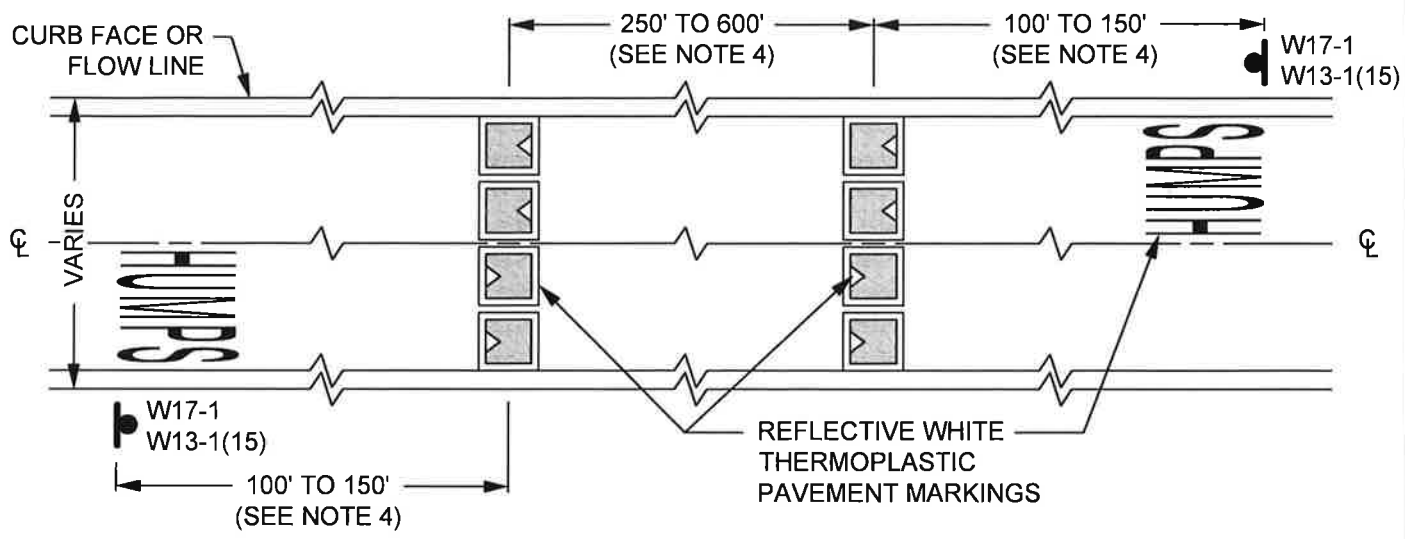
[Signature] 4/23/19
DIRECTOR OF DEVELOPMENT SERVICES DATE

SPEED CUSHION

PWT-9

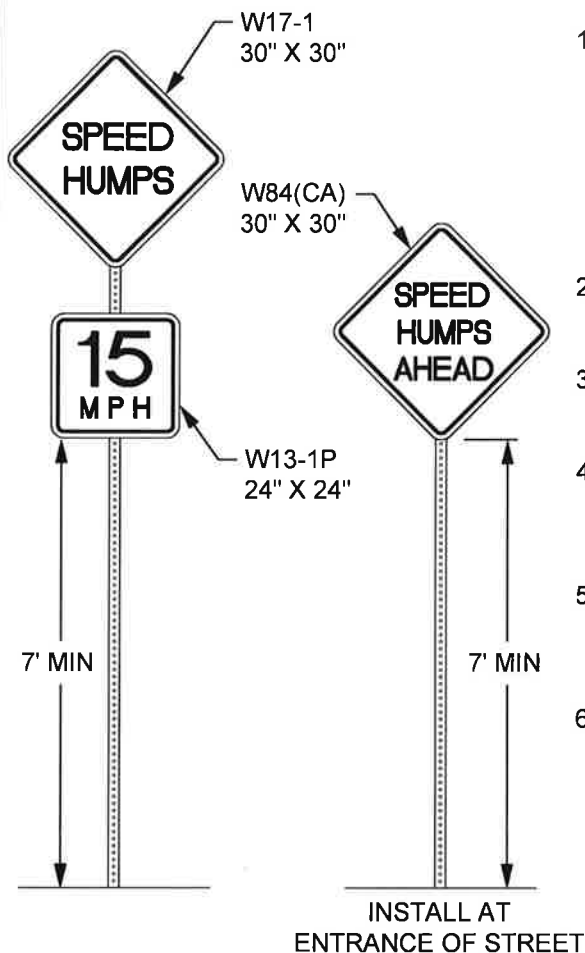
1/2

LAYOUT OF SPEED CUSHION ZONE (NOT TO SCALE)



NOTES:

1. SPEED CUSHIONS SHALL BE INSTALLED ONLY WHEN AUTHORIZED BY THE CITY ENGINEER OR TRAFFIC ENGINEER. LOS ANGELES COUNTY FIRE PREVENTION SHALL APPROVE LOCATIONS OF THE PROPOSED SPEED CUSHIONS PRIOR TO INSTALLATION. INSTALLATION SHALL CONFORM TO THE LATEST CITY OF LANCASTER AND CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES STANDARDS.
2. SPEED CUSHIONS SHALL NOT BE PLACED OVER MANHOLES, MAINTENANCE COVERS, ETC.
3. EDGE OF SPEED CUSHIONS SHOULD BE 5' OR MORE FROM EDGE OF DRIVEWAY OR CATCH BASIN.
4. EXACT LOCATION OF SPEED CUSHIONS AND SIGN LOCATIONS SHALL BE DETERMINED BY THE CITY OF LANCASTER TRAFFIC ENGINEERING DIVISION.
5. AC PAVEMENT REPLACEMENT SHALL BE FROM EP TO EP. AC PAVEMENT JOINTS SHALL BE ACCOMPLISHED BY GRINDING AND FILLING A 1" X 24" CUT UNLESS OTHERWISE NOTED.
6. ACCEPTABLE TOLERANCE FOR 3" HEIGHT OF SPEED CUSHIONS IS $\pm 1/4"$.



CITY OF LANCASTER

DEVELOPMENT SERVICES
DEPARTMENT
STANDARD PLAN

SUBMITTED:

CITY ENGINEER

4/23/19
DATE

APPROVED:

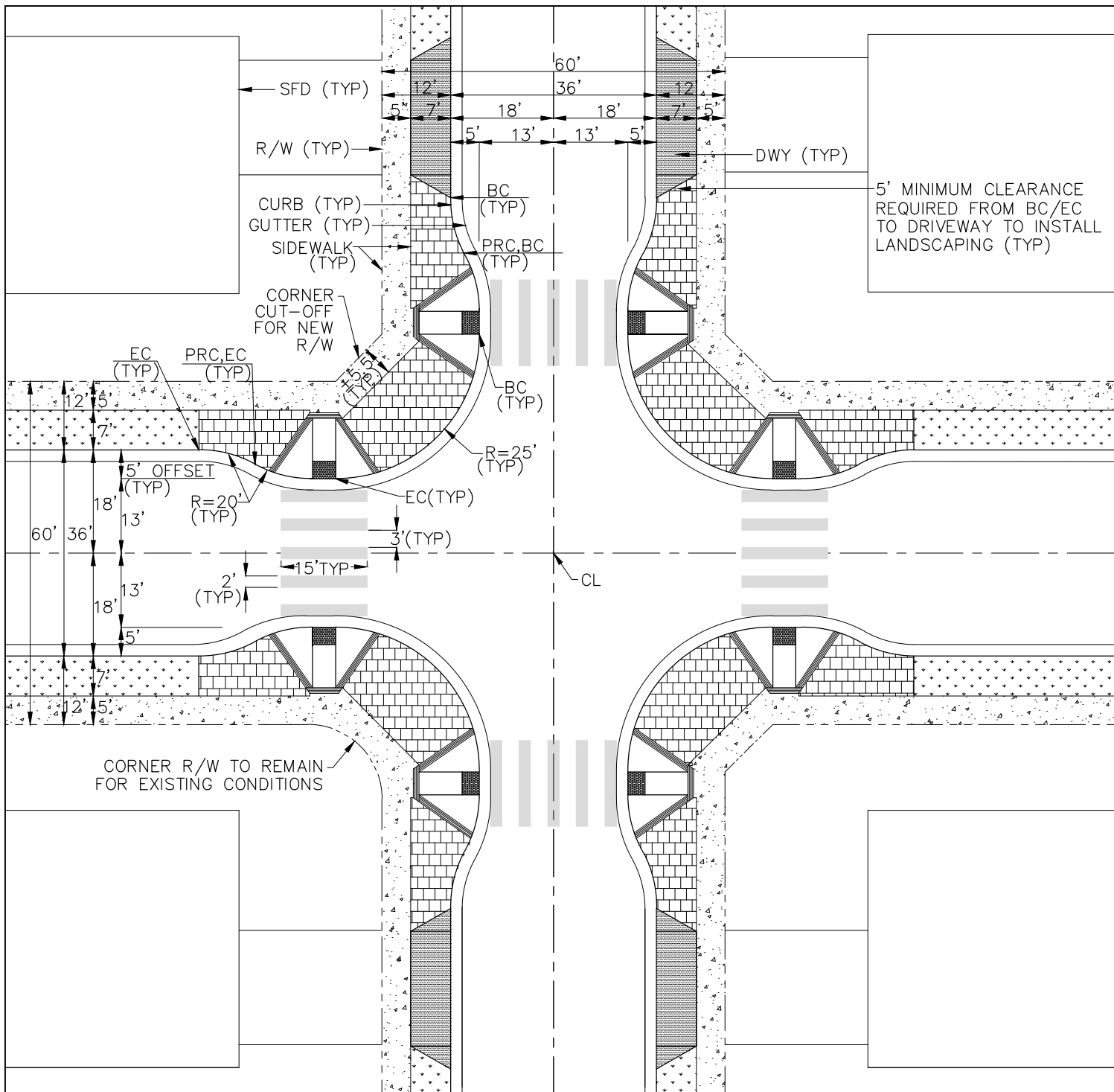
DIRECTOR OF DEVELOPMENT SERVICES

4/23/19
DATE







SPEED CUSHION

PWT-9

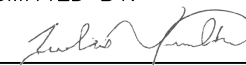
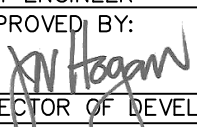
2/2

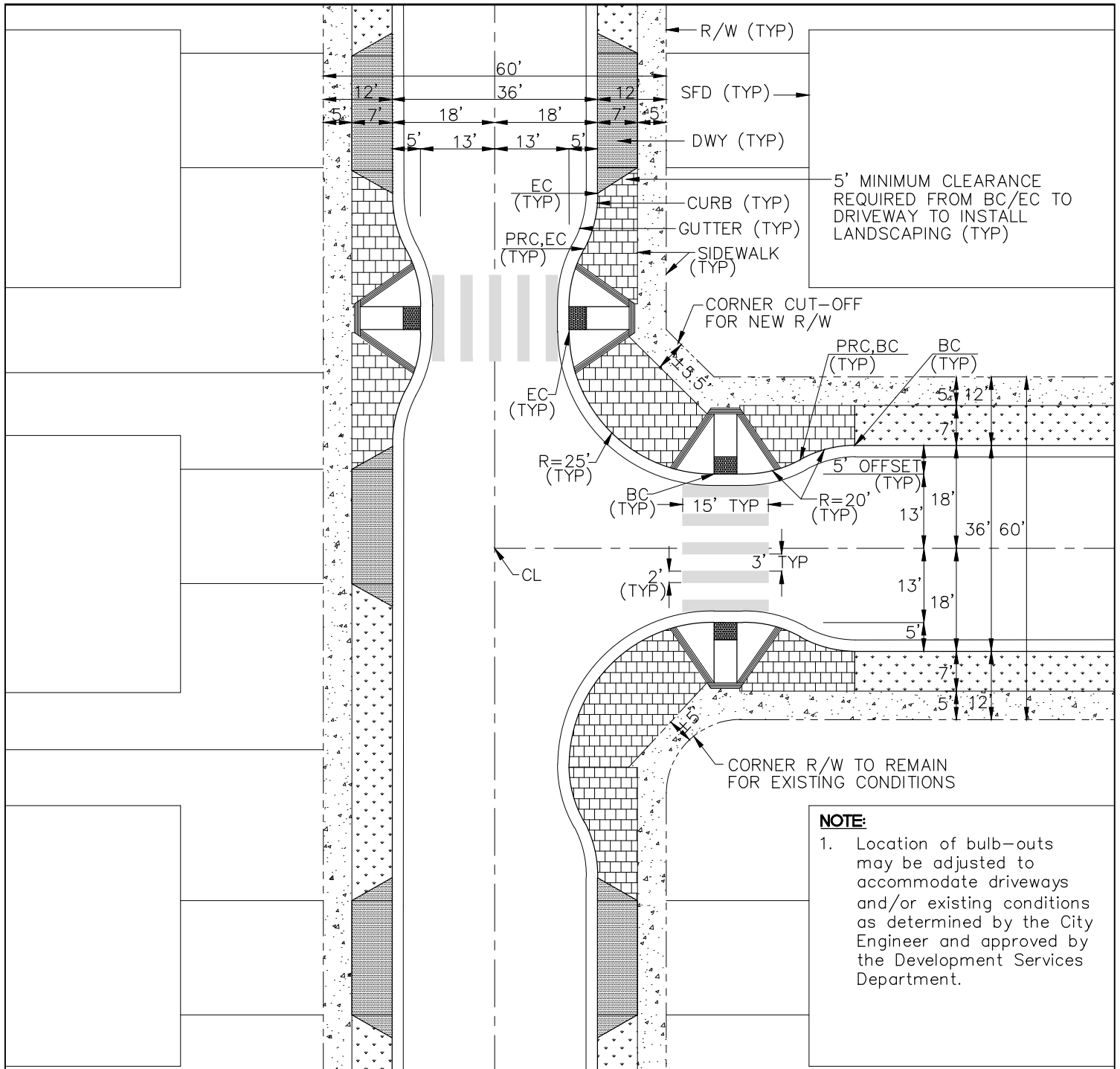


LEGEND:

-  LANDSCAPED PARKWAY
-  ADA CURB RAMP WITH DETECTABLE WARNING SYSTEM
-  PCC CONCRETE
-  CONTINENTAL CROSSWALK
-  FLAT TEXTURED STAMPED CONCRETE
-  DRIVEWAY









SUBMITTED BY:  1-22-18		CITY OF LANCASTER DEPARTMENT OF DEVELOPMENT SERVICES STANDARD PLAN		
CITY ENGINEER	DATE	RESIDENTIAL BULB-OUTS FOUR-WAY INTERSECTION		PWT-10 CASE - A
APPROVED BY: 		01/22/18	EFF. 01/10/2018	SCALE: 1"=25'
DIRECTOR OF DEVELOPMENT SERVICES		DATE	1/16	





5' MINIMUM CLEARANCE
REQUIRED FROM BC/EC TO
DRIVEWAY TO INSTALL
LANDSCAPING (TYP)

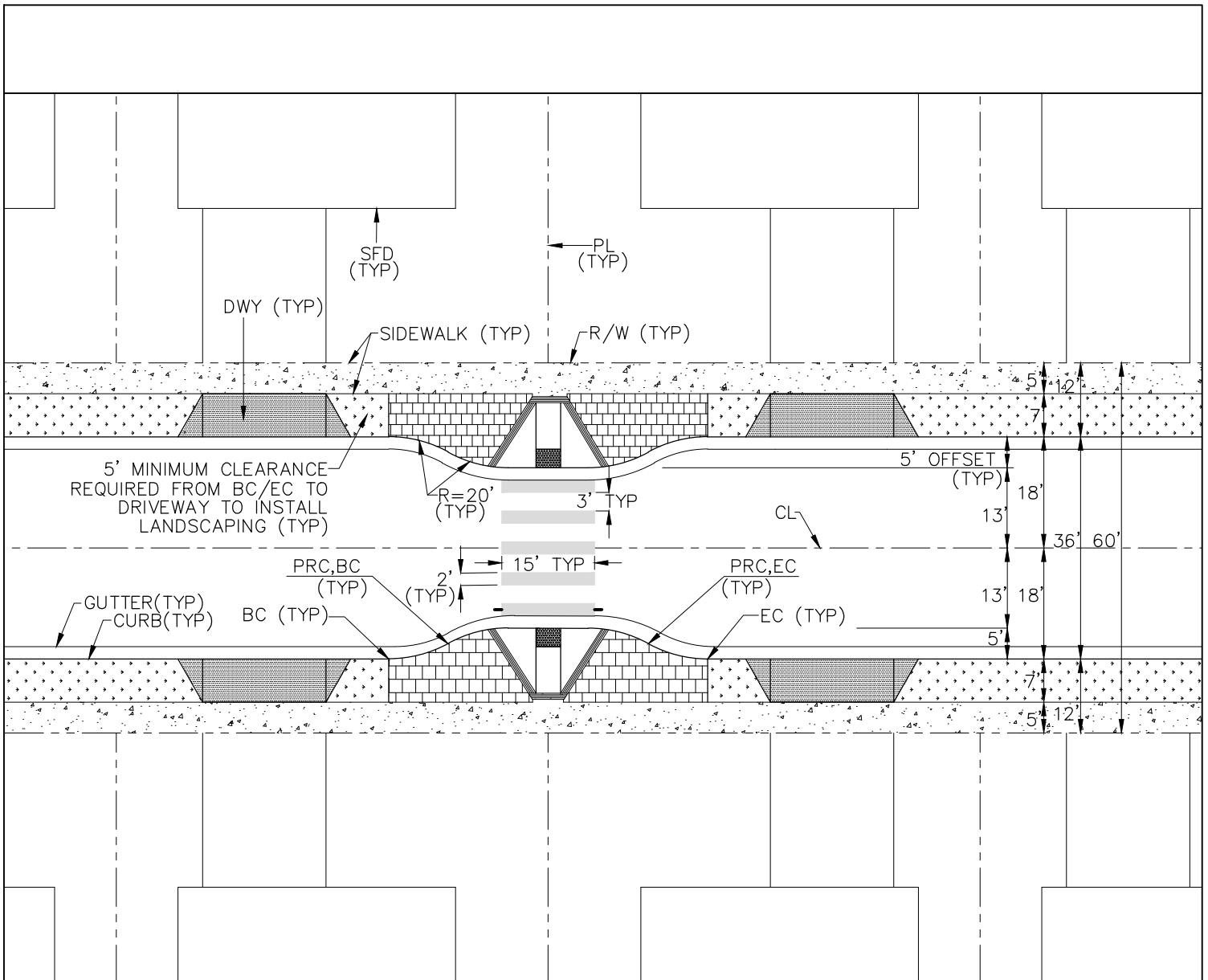
NOTE:
1. Location of bulb-outs
may be adjusted to
accommodate driveways
and/or existing conditions
as determined by the City
Engineer and approved by
the Development Services
Department.

LEGEND:







-  LANDSCAPED PARKWAY
-  PCC CONCRETE
-  FLAT TEXTURED STAMPED CONCRETE
-  ADA CURB RAMP WITH DETECTABLE WARNING SYSTEM
-  CONTINENTAL CROSSWALK
-  DRIVEWAY




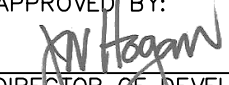
SUBMITTED BY:  1-22-18		CITY OF LANCASTER DEPARTMENT OF DEVELOPMENT SERVICES STANDARD PLAN		
CITY ENGINEER	DATE	RESIDENTIAL BULB-OUTS T - INTERSECTION		PWT-10 CASE - B
APPROVED BY:  01/22/18		EFF. 01/10/2018	SCALE: 1"=25'	2/16
DIRECTOR OF DEVELOPMENT SERVICES		DATE		

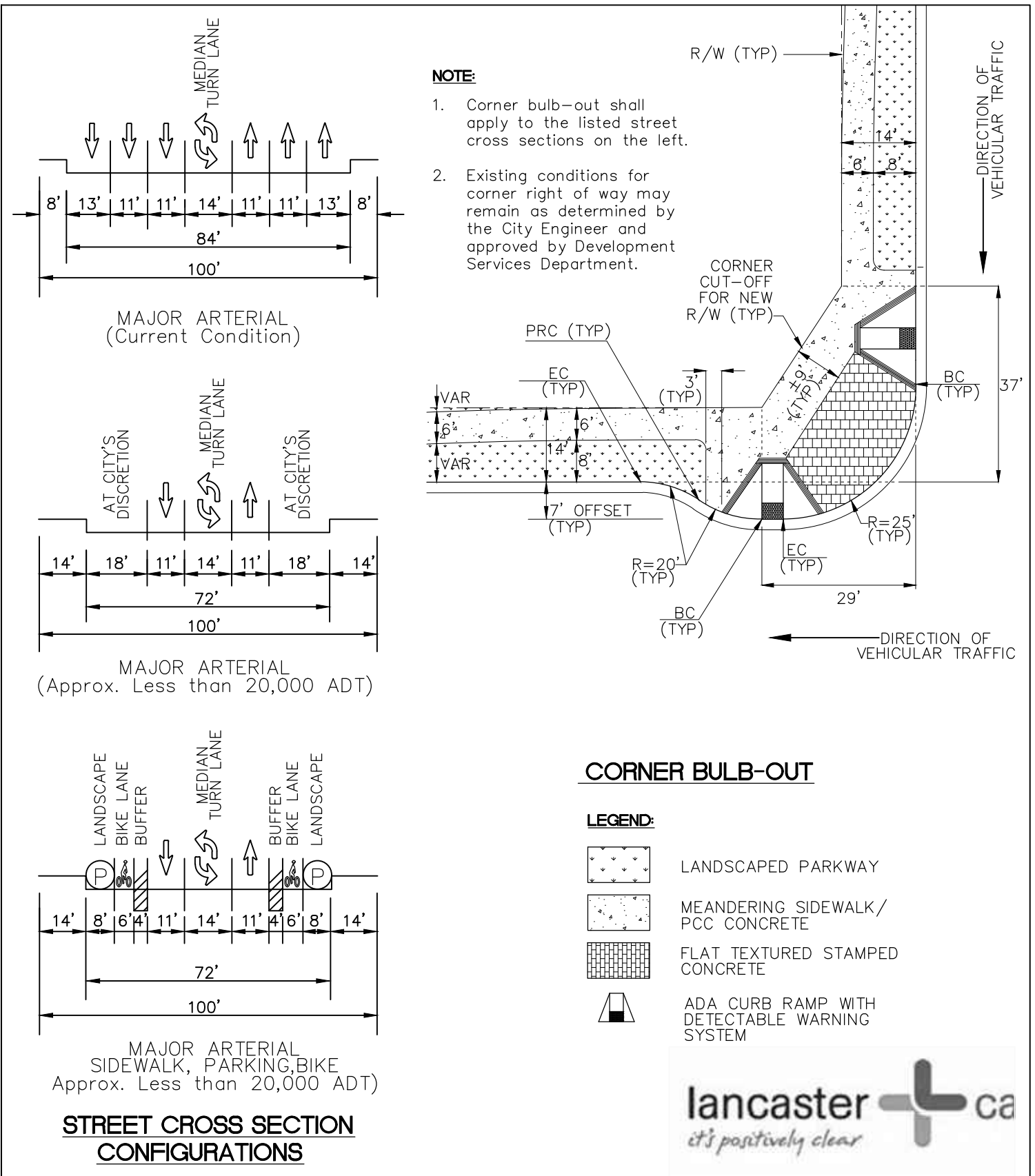


LEGEND:

-  LANDSCAPED PARKWAY
-  PCC CONCRETE
-  FLAT TEXTURED STAMPED CONCRETE
-  ADA CURB RAMP WITH DETECTABLE WARNING SYSTEM
-  CONTINENTAL CROSSWALK
-  DRIVEWAY







SUBMITTED BY:  CITY ENGINEER DATE 1-22-18	CITY OF LANCASTER DEPARTMENT OF DEVELOPMENT SERVICES STANDARD PLAN		
APPROVED BY:  DIRECTOR OF DEVELOPMENT SERVICES DATE 01/22/18	RESIDENTIAL MID-BLOCK BULB-OUTS	PWT-10 CASE - C	3/16
EFF. 01/10/2018		SCALE: 1"=25'	



- NOTE:**
1. Corner bulb-out shall apply to the listed street cross sections on the left.
 2. Existing conditions for corner right of way may remain as determined by the City Engineer and approved by Development Services Department.

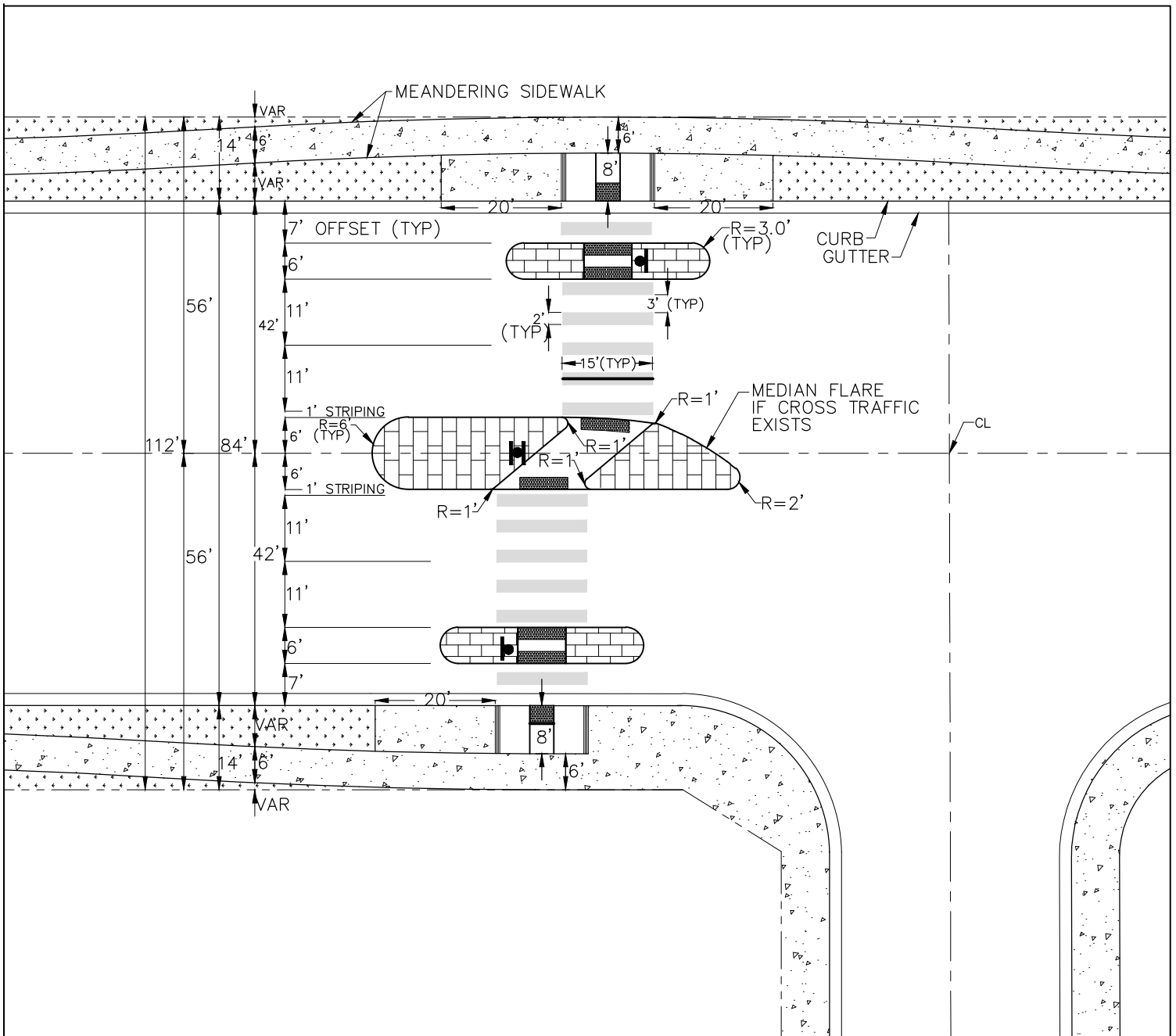
CORNER BULB-OUT

LEGEND:







-  LANDSCAPED PARKWAY
-  MEANDERING SIDEWALK/
PCC CONCRETE
-  FLAT TEXTURED STAMPED
CONCRETE
-  ADA CURB RAMP WITH
DETECTABLE WARNING
SYSTEM



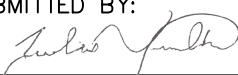

SUBMITTED BY: <i>[Signature]</i>		1-22-18		CITY OF LANCASTER DEPARTMENT OF DEVELOPMENT SERVICES STANDARD PLAN			
CITY ENGINEER		DATE					
APPROVED BY: <i>[Signature]</i>		01/22/18		MAJOR ARTERIALS FOUR-WAY INTERSECTION CORNER BULB-OUT		PWT-10 CASE - D	4/16
DIRECTOR OF DEVELOPMENT SERVICES		DATE					

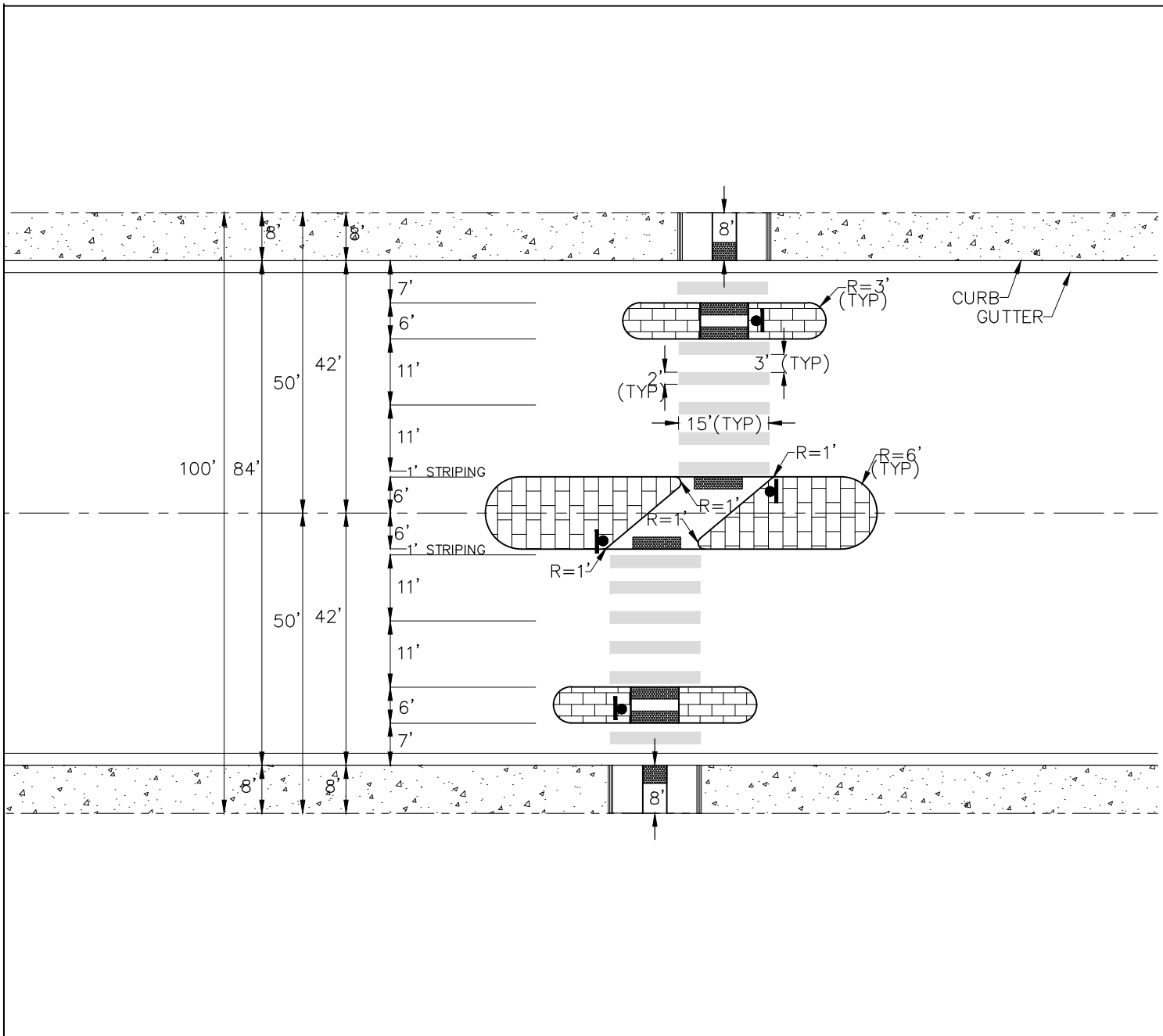


LEGEND:

-  LANDSCAPED PARKWAY
-  MEANDERING SIDEWALK/
PCC CONCRETE
-  RAISED MEDIAN OR
PEDESTRIAN REFUGE
-  ADA CURB RAMP
WITH DETECTABLE WARNING SYSTEM
-  CONTINENTAL CROSSWALK
-  LED ENHANCED SIGN



SUBMITTED BY:  CITY ENGINEER	1-22-18 DATE	CITY OF LANCASTER DEPARTMENT OF DEVELOPMENT SERVICES STANDARD PLAN		
APPROVED BY:  DIRECTOR OF DEVELOPMENT SERVICES	01/22/18 DATE	MAJOR ARTERIAL MID-BLOCK PEDESTRIAN REFUGE AND RAISED MEDIAN - 112 R/W AND 84' CF TO CF (CURRENT PLAN-ADDITIONAL 6' R/W)	PWT-10 CASE - E	5/16
		EFF. 01/10/2018	SCALE: 1"=25'	



LEGEND:



LANDSCAPED PARKWAY



CONTINENTAL CROSSWALK



MEANDERING SIDEWALK/
PCC CONCRETE



LED ENHANCED SIGN



RAISED MEDIAN OR
PEDESTRIAN REFUGE



ADA CURB RAMP
WITH DETECTABLE WARNING SYSTEM



SUBMITTED BY:

[Signature]

1-22-18

CITY ENGINEER

DATE

APPROVED BY:

[Signature]

01/22/18

DIRECTOR OF DEVELOPMENT SERVICES

DATE

CITY OF LANCASTER
DEPARTMENT OF DEVELOPMENT SERVICES
STANDARD PLAN

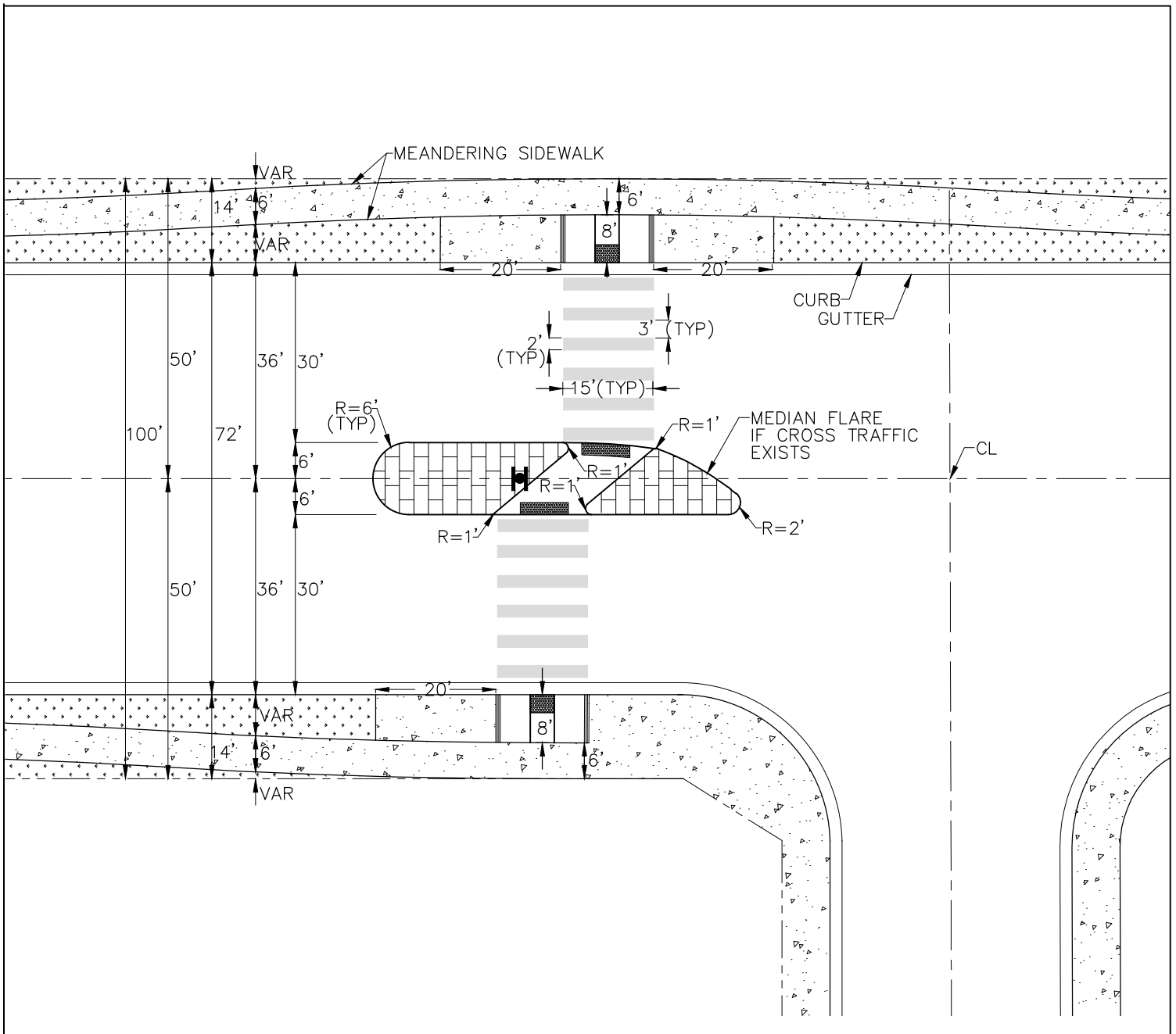
**MAJOR ARTERIAL MID-BLOCK
PEDESTRIAN REFUGE AND RAISED
MEDIAN-100 R/W AND 84' CF TO CF
(CURRENT PLAN)**

**PWT-10
CASE - F**

6/16

EFF. 01/10/2018

SCALE: 1"=25'



LEGEND:



LANDSCAPED PARKWAY



CONTINENTAL CROSSWALK



MEANDERING SIDEWALK/
PCC CONCRETE



LED ENHANCED SIGN



RAISED MEDIAN OR
PEDESTRIAN REFUGE



ADA CURB RAMP
WITH DETECTABLE WARNING SYSTEM



SUBMITTED BY:

Julio Yulish

1-22-18

**CITY OF LANCASTER
DEPARTMENT OF DEVELOPMENT SERVICES
STANDARD PLAN**

CITY ENGINEER

DATE

APPROVED BY:

JV Hogan

01/22/18

**MAJOR ARTERIAL MID-BLOCK
PEDESTRIAN REFUGE AND RAISED
MEDIAN - 100' R/W AND
72' CF TO CF - ADT=20,000-40,000**

**PWT-10
CASE - G**

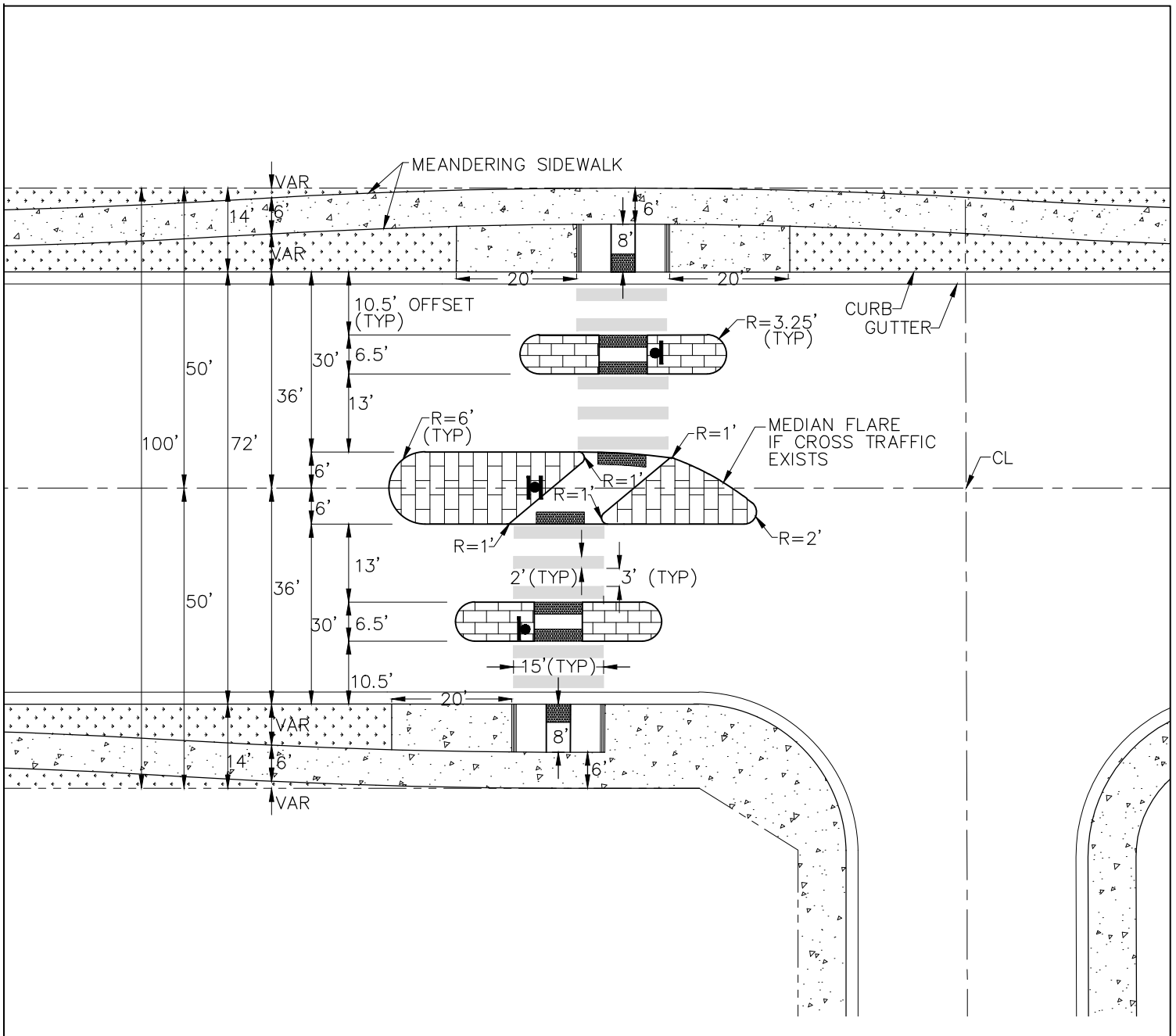
7/16

DIRECTOR OF DEVELOPMENT SERVICES

DATE

EFF. 01/10/2018

SCALE: 1"=25'



LEGEND:



LANDSCAPED PARKWAY



CONTINENTAL CROSSWALK



MEANDERING SIDEWALK/
PCC CONCRETE



LED ENHANCED SIGN



RAISED MEDIAN OR
PEDESTRIAN REFUGE



ADA CURB RAMP
WITH DETECTABLE WARNING SYSTEM



SUBMITTED BY:

[Signature]

1-22-18

CITY ENGINEER

DATE

APPROVED BY:

[Signature]

01/22/18

DIRECTOR OF DEVELOPMENT SERVICES

DATE

**CITY OF LANCASTER
DEPARTMENT OF DEVELOPMENT SERVICES
STANDARD PLAN**

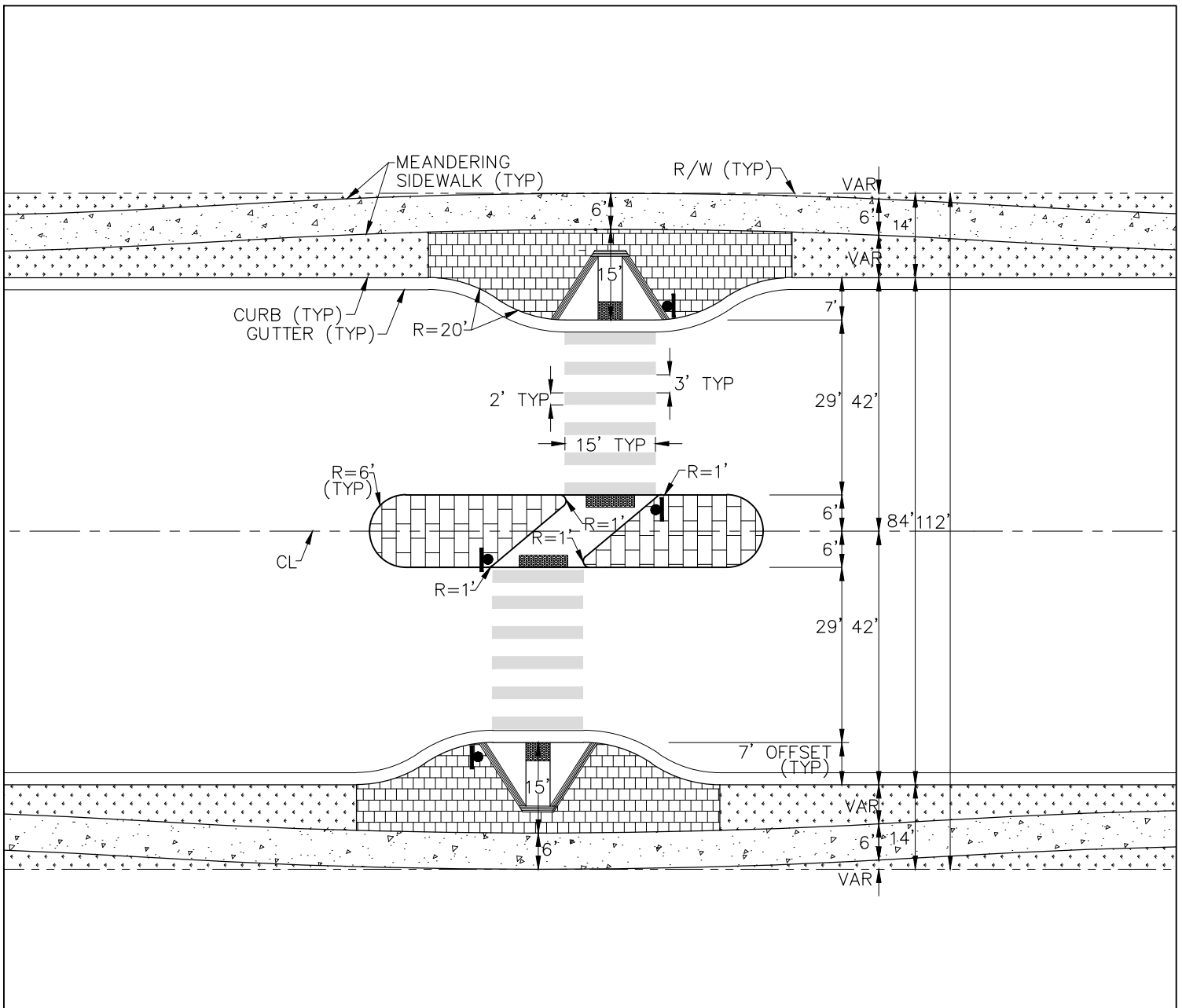
**MAJOR ARTERIAL MID-BLOCK
PEDESTRIAN REFUGE AND RAISED
MEDIAN - 100' R/W AND
72' CF TO CF - ADT < 20,000**

EFF. 01/10/2018

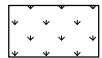
SCALE: 1"=25'

**PWT-10
CASE - H**

8/16



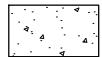
LEGEND:



LANDSCAPED PARKWAY



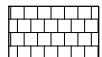
CONTINENTAL CROSSWALK



MEANDERING SIDEWALK/
PCC CONCRETE



LED ENHANCED SIGN



FLAT TEXTURED
STAMPED CONCRETE



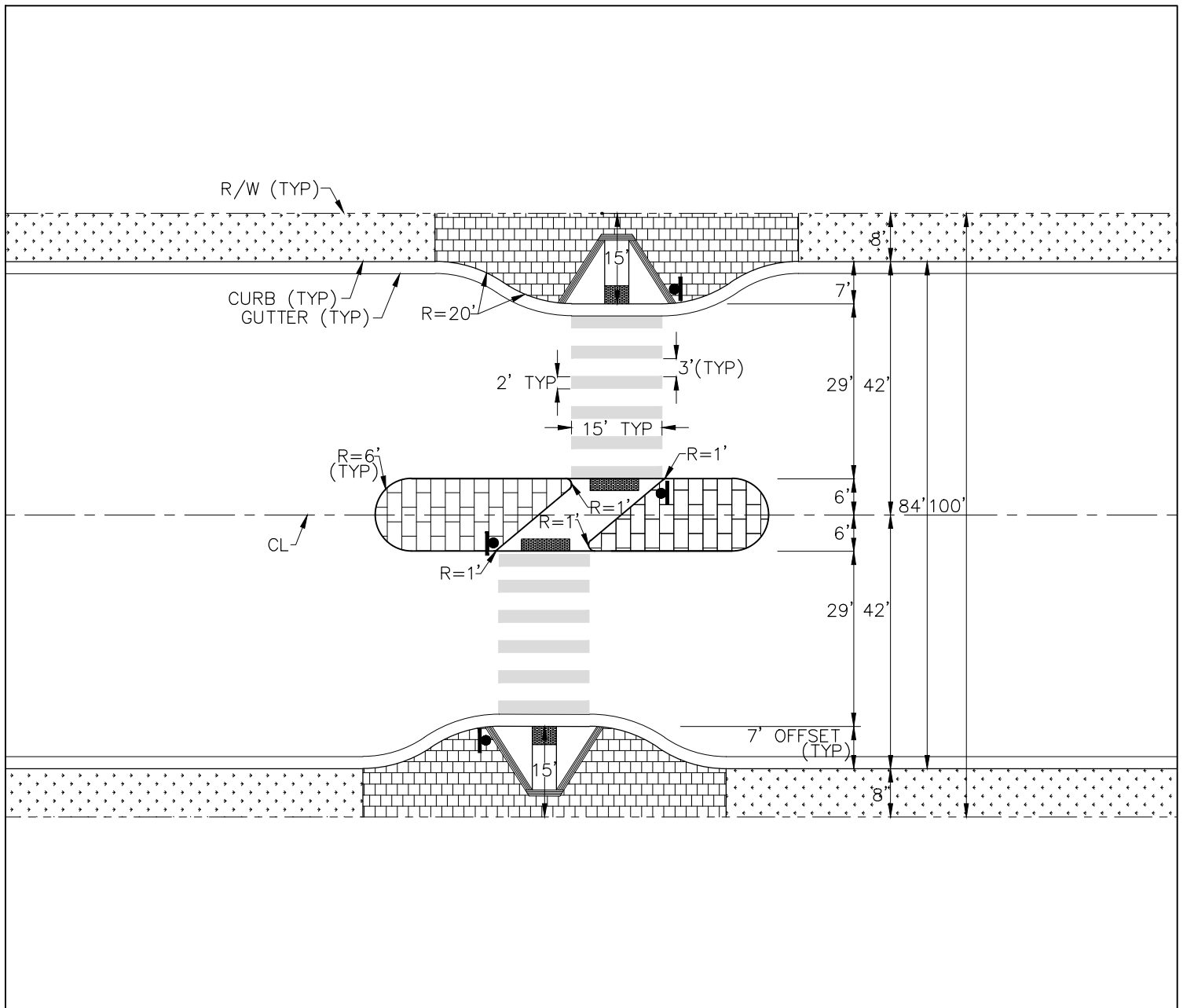
RAISED MEDIAN



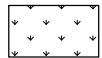
ADA CURB RAMP
WITH DETECTABLE WARNING SYSTEM



SUBMITTED BY: <i>[Signature]</i>		CITY OF LANCASTER DEPARTMENT OF DEVELOPMENT SERVICES STANDARD PLAN		
	1-22-18			
CITY ENGINEER	DATE	MAJOR ARTERIAL MID-BLOCK BULB-OUTS WITH RAISED MEDIAN 112' R/W AND 84' CF TO CF (CURRENT PLAN-ADDITIONAL 6' R/W)	PWT-10 CASE - 1	9/16
APPROVED BY: <i>[Signature]</i>	01/22/18			
DIRECTOR OF DEVELOPMENT SERVICES	DATE	EFF. 01/10/2018	SCALE: 1"=25'	



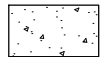
LEGEND:



LANDSCAPED PARKWAY



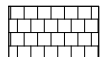
CONTINENTAL CROSSWALK



MEANDERING SIDEWALK/
PCC CONCRETE



LED ENHANCED SIGN



FLAT TEXTURED
STAMPED CONCRETE



RAISED MEDIAN



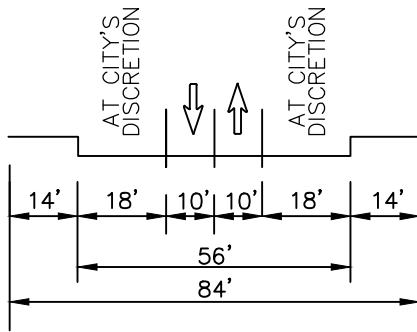
ADA CURB RAMP
WITH DETECTABLE WARNING SYSTEM



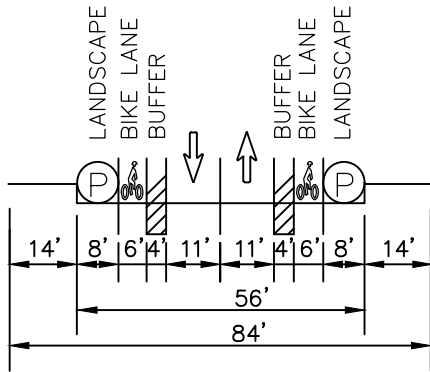
SUBMITTED BY: <i>Julio Yunta</i>		1-22-18		CITY OF LANCASTER DEPARTMENT OF DEVELOPMENT SERVICES STANDARD PLAN			
CITY ENGINEER		DATE					
APPROVED BY: <i>JV Hogan</i>		01/22/18		MAJOR ARTERIAL MID-BLOCK BULB-OUTS WITH RAISED MEDIAN 100' R/W AND 84' CF TO CF (ADT - LESS THAN 20,000)		PWT-10 CASE - J	10/16
DIRECTOR OF DEVELOPMENT SERVICES		DATE					

NOTE:

1. Corner bulb-out shall apply to the listed street cross sections on the left.
2. Existing conditions for corner right of way may remain as determined by the City Engineer and approved by Development Services Department.

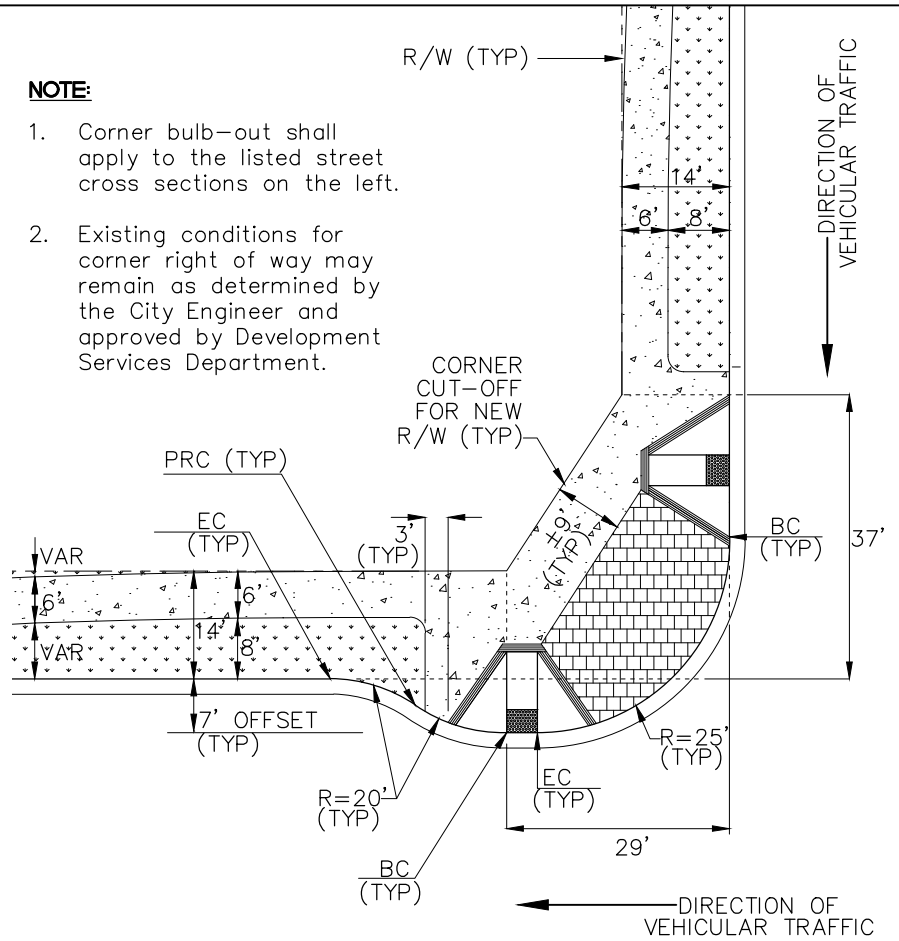


SECONDARY ARTERIAL
(Approx. Less than 20,000 ADT)







SECONDARY ARTERIAL
RIGHT-SIZE PARKING + BIKE
(Approx. Less than 20,000 ADT)

STREET CROSS SECTION CONFIGURATIONS

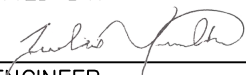
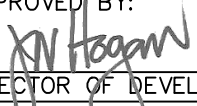


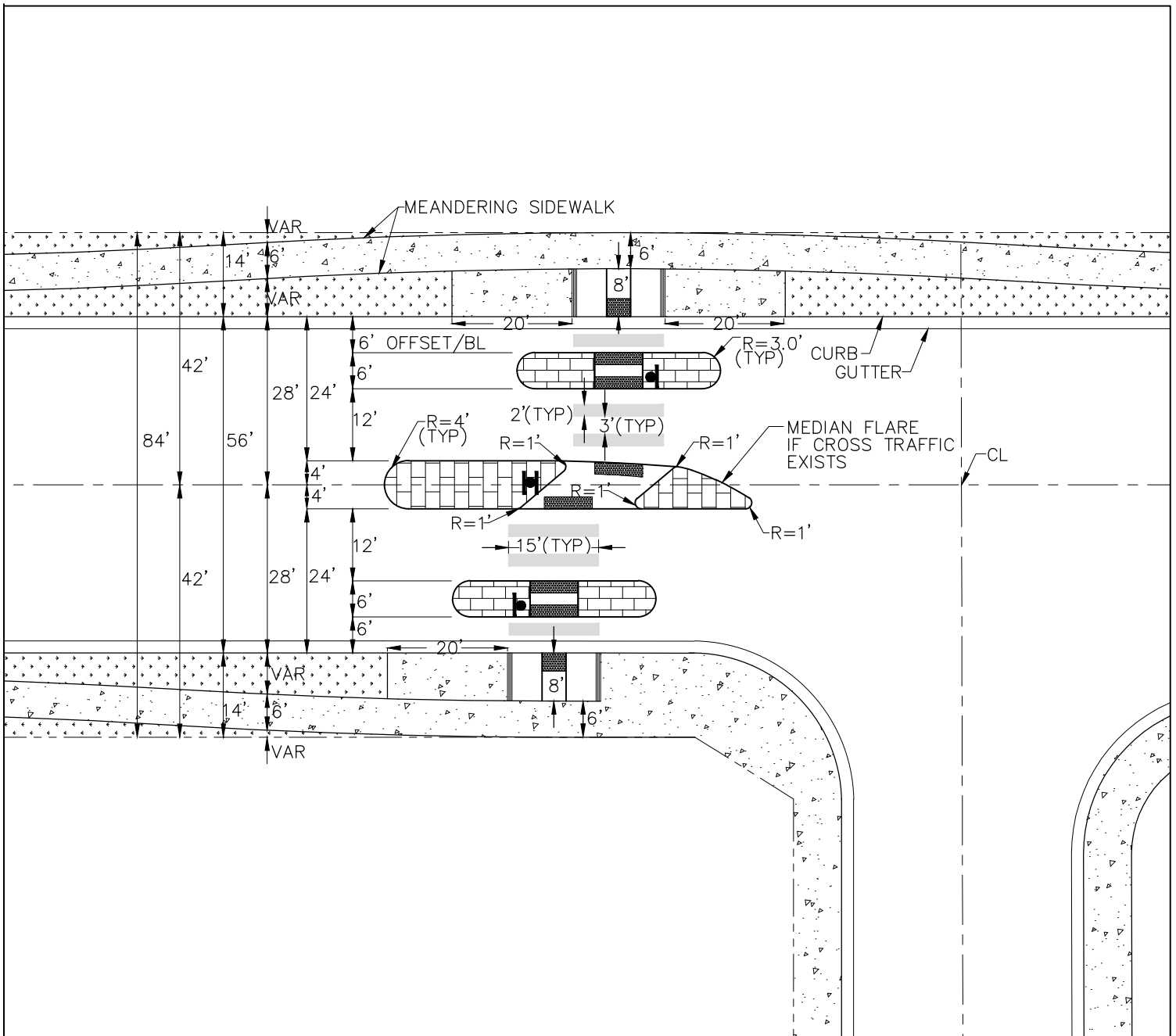
CORNER BULB-OUT

LEGEND:

-  LANDSCAPED PARKWAY
-  MEANDERING SIDEWALK/
PCC CONCRETE
-  FLAT TEXTURED STAMPED
CONCRETE
-  ADA CURB RAMP WITH
DETECTABLE WARNING
SYSTEM



SUBMITTED BY: 		1-22-18		CITY OF LANCASTER DEPARTMENT OF DEVELOPMENT SERVICES STANDARD PLAN			
CITY ENGINEER		DATE					
APPROVED BY: 		01/22/18		SECONDARY ARTERIALS FOUR-WAY INTERSECTION CORNER BULB-OUT		PWT-10 CASE - K	11/16
DIRECTOR OF DEVELOPMENT SERVICES		DATE		EFF. 01/10/2018	SCALE: 1"=25'		



LEGEND:



LANDSCAPED PARKWAY



MEANDERING SIDEWALK/
PCC CONCRETE



RAISED MEDIAN OR
PEDESTRIAN REFUGE



ADA CURB RAMP
WITH DETECTABLE WARNING SYSTEM



CONTINENTAL CROSSWALK



LED ENHANCED SIGN



SUBMITTED BY:

Julia Smith

1-22-18

CITY ENGINEER

DATE

APPROVED BY:

JV Hogan

01/22/18

DIRECTOR OF DEVELOPMENT SERVICES

DATE

CITY OF LANCASTER
DEPARTMENT OF DEVELOPMENT SERVICES
STANDARD PLAN

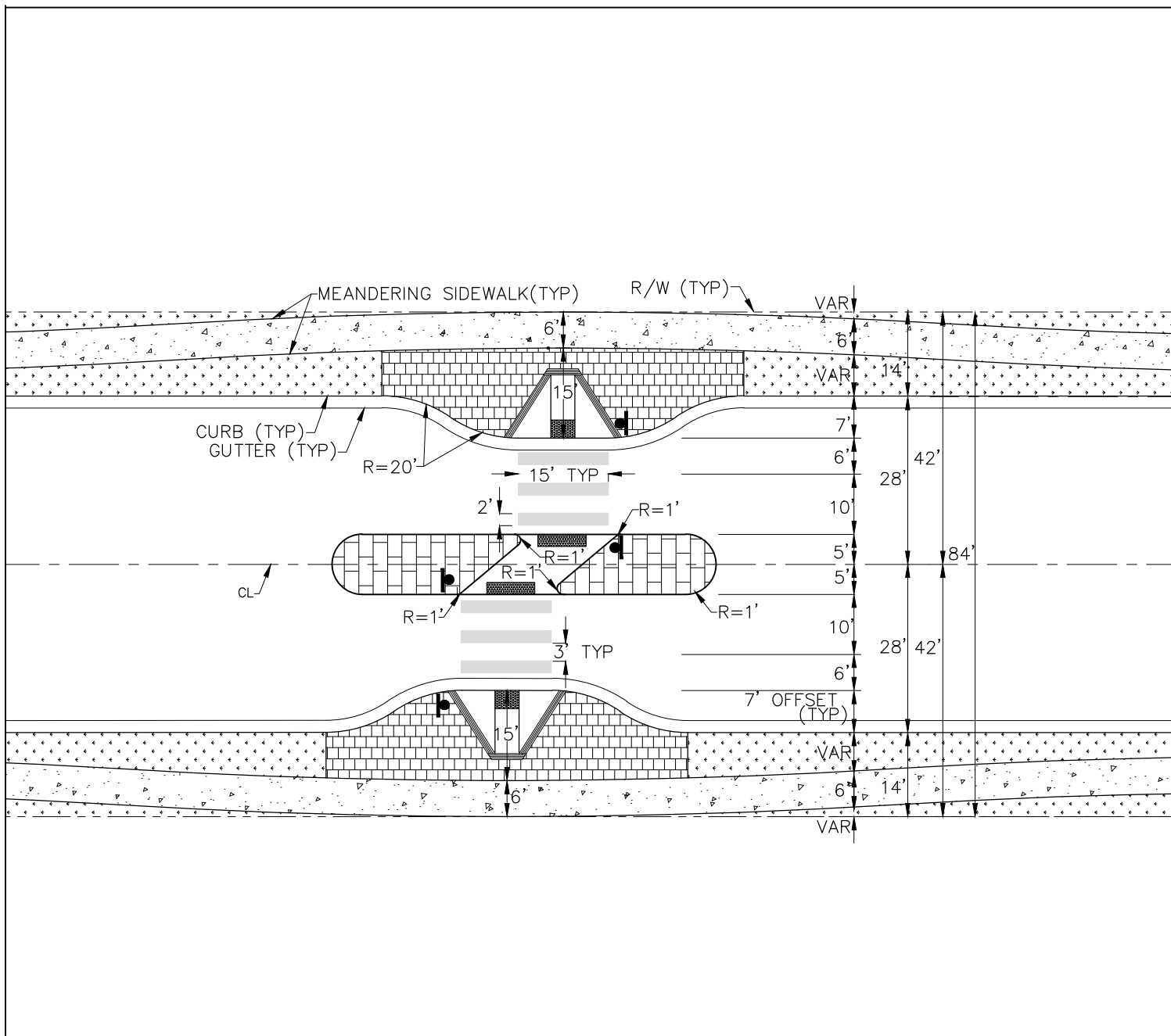
**SECONDARY ARTERIAL MID-BLOCK
PEDESTRIAN REFUGE AND RAISED
MEDIAN-84' R/W AND 56' CF TO CF
(ADT-LESS THAN 20,000)**

**PWT-10
CASE - L**

12/16

EFF. 01/10/2018

SCALE: 1"=25'



LEGEND:



LANDSCAPED PARKWAY



MEANDERING SIDEWALK/
PCC CONCRETE



RAISED MEDIAN OR
PEDESTRIAN REFUGE



ADA CURB RAMP
WITH DETECTABLE WARNING SYSTEM



CONTINENTAL CROSSWALK



LED ENHANCED SIGN



SUBMITTED BY:

Julia Smith

1-22-18

CITY ENGINEER

DATE

APPROVED BY:

JV Hogan

01/22/18

DIRECTOR OF DEVELOPMENT SERVICES

DATE

CITY OF LANCASTER
DEPARTMENT OF DEVELOPMENT SERVICES
STANDARD PLAN

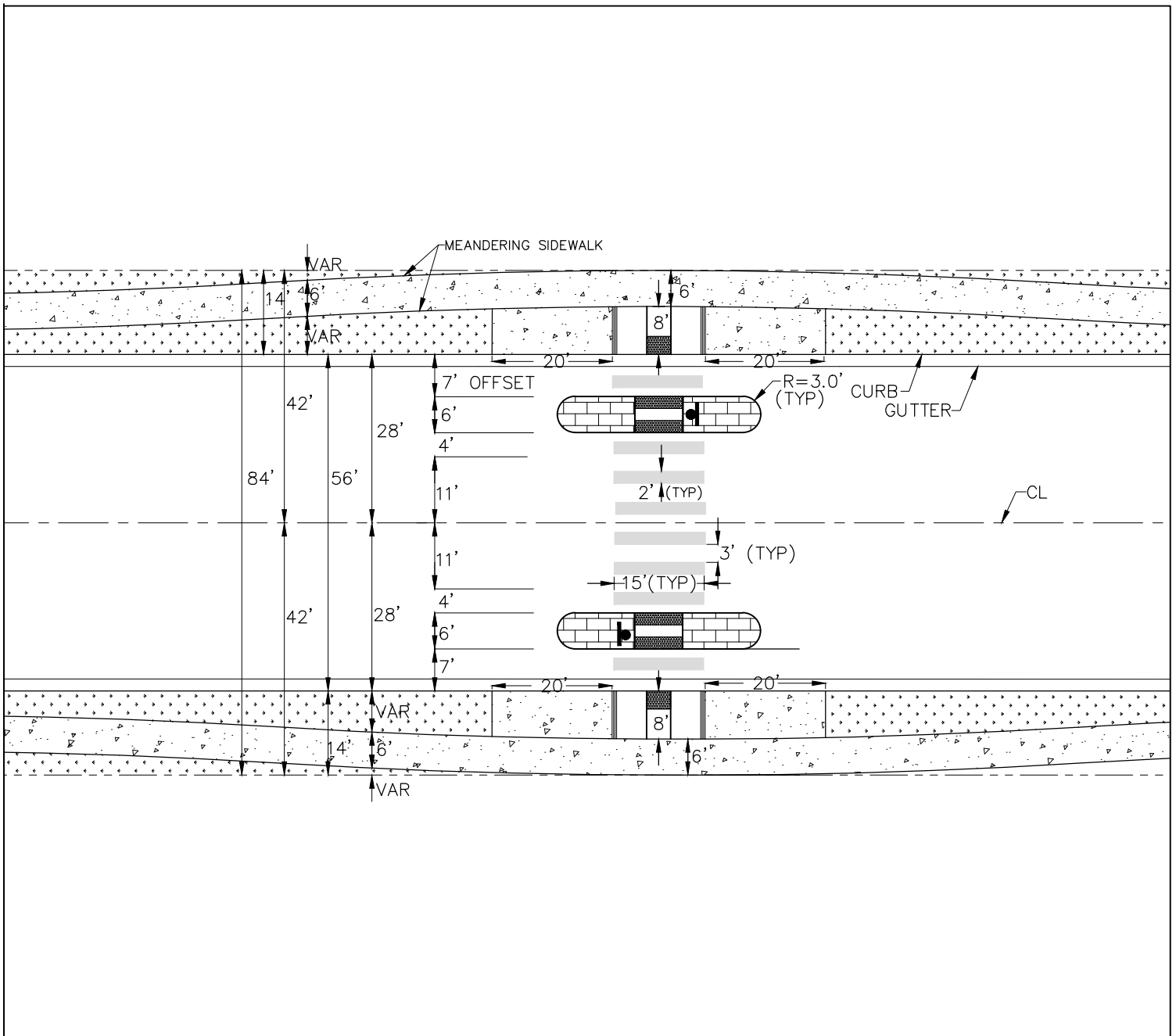
SECONDARY ARTERIAL MID-BLOCK
BULB-OUT AND RAISED MEDIAN
84' R/W AND 56' CF TO CF
(ADT-LESS THAN 20,000)

EFF. 01/10/2018

SCALE: 1"=25'

PWT-10
CASE - M

13/16



LEGEND:



LANDSCAPED PARKWAY



MEANDERING SIDEWALK/
PCC CONCRETE



RAISED MEDIAN OR
PEDESTRIAN REFUGE



ADA CURB RAMP
WITH DETECTABLE WARNING SYSTEM



CONTINENTAL CROSSWALK



LED ENHANCED SIGN



SUBMITTED BY:

Julio Yule

1-22-18

CITY ENGINEER

DATE

APPROVED BY:

JV Hogan

01/22/18

DIRECTOR OF DEVELOPMENT SERVICES

DATE

CITY OF LANCASTER
DEPARTMENT OF DEVELOPMENT SERVICES
STANDARD PLAN

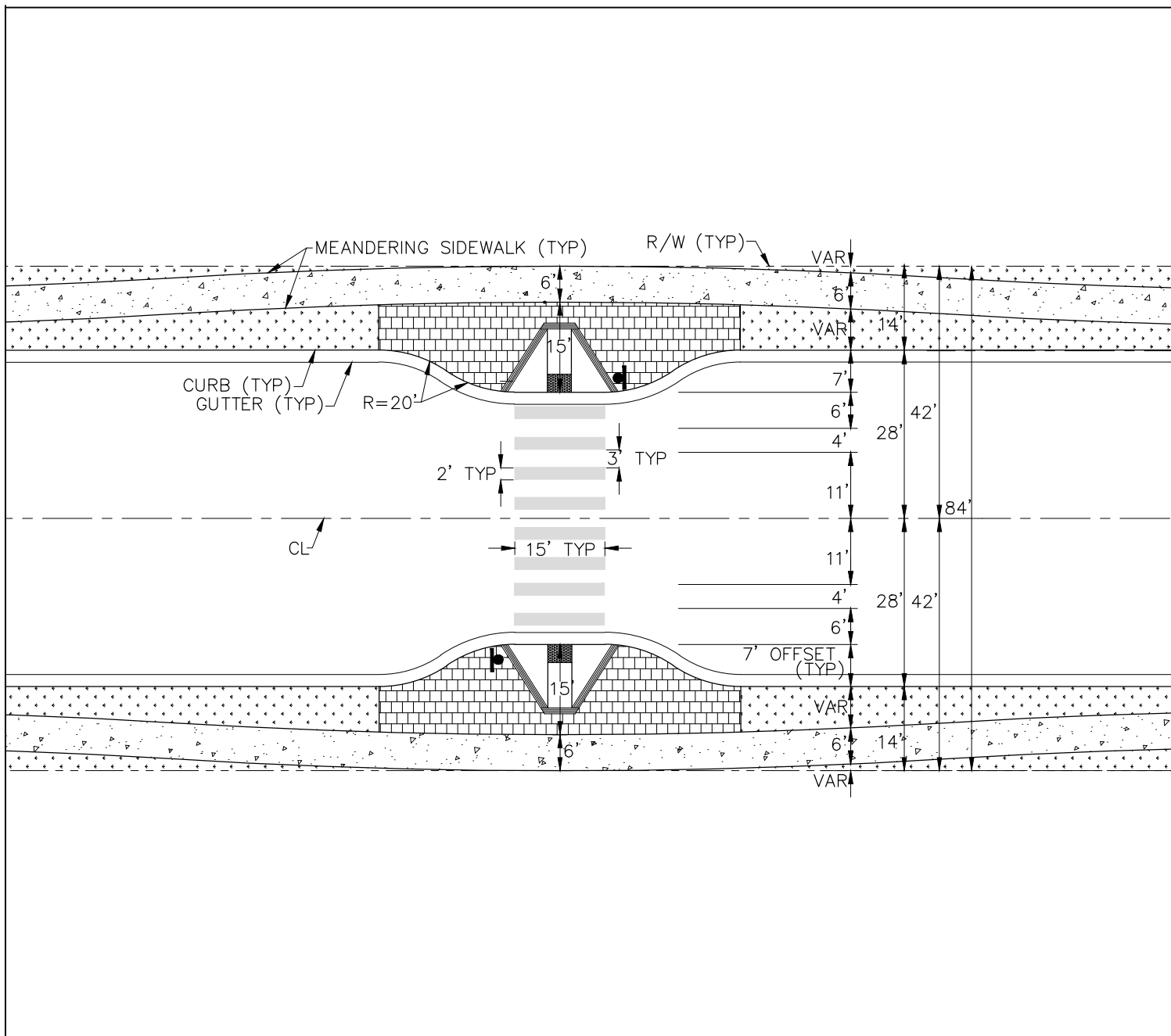
SECONDARY ARTERIAL MID-BLOCK
PEDESTRIAN REFUGE
84' R/W AND 56' CF TO CF
(ADT - LESS THAN 20,000)

EFF. 01/10/2018

SCALE: 1"=25'

PWT-10
CASE - N

14/16



LEGEND:



LANDSCAPED PARKWAY



MEANDERING SIDEWALK/
PCC CONCRETE



RAISED MEDIAN OR
PEDESTRIAN REFUGE



ADA CURB RAMP
WITH DETECTABLE WARNING SYSTEM



CONTINENTAL CROSSWALK



LED ENHANCED SIGN



SUBMITTED BY:

[Signature]

1-22-18

CITY ENGINEER

DATE

APPROVED BY:

[Signature]

01/22/18

DIRECTOR OF DEVELOPMENT SERVICES

DATE

**CITY OF LANCASTER
DEPARTMENT OF DEVELOPMENT SERVICES
STANDARD PLAN**

**SECONDARY ARTERIAL
MID-BLOCK BULB-OUTS
84' R/W AND 56' CF TO CF
(ADT - LESS THAN 20,000)**

EFF. 01/10/2018

SCALE: 1"=25'

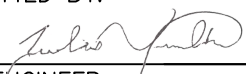

**PWT-10
CASE - 0**

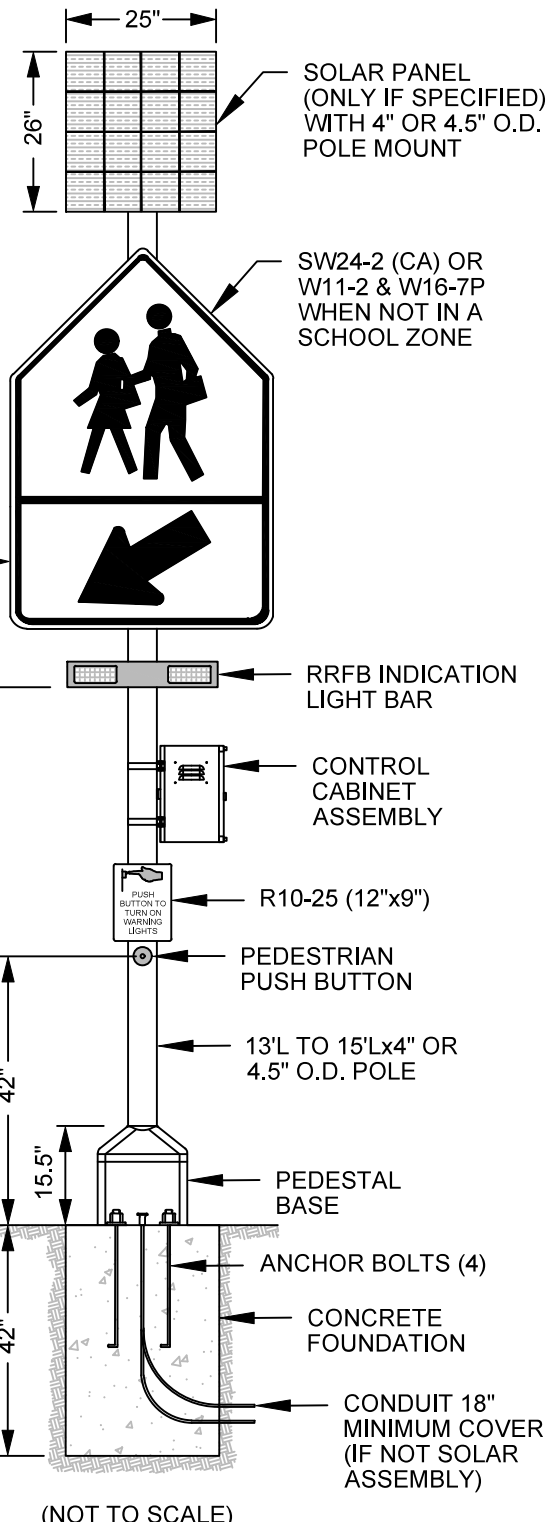
15/16

GENERAL NOTES:

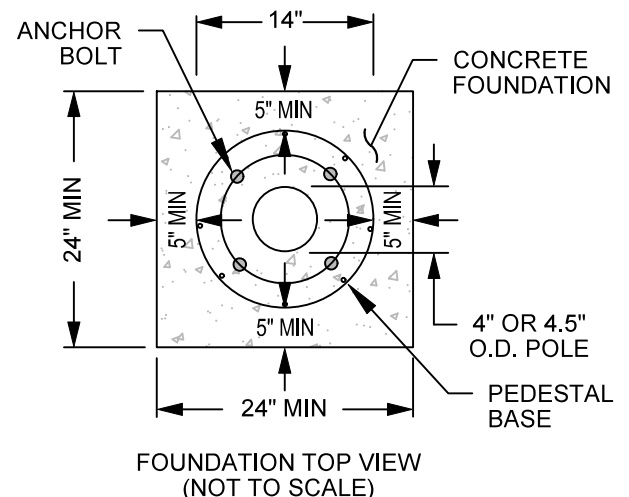
1. Construction of bulb-outs at any location within the City of Lancaster shall be determined by the City Engineer and approved by the Development Services Department.
2. Bulb-out shall be constructed with flat textured stamped Portland Cement Concrete (PCC), pattern shall be rustic slate 12" x 12". The requirement of flat textured stamped PCC on proposed bulb-outs for private improvements in Development Engineering may be substituted with landscape requirements as determined by the City Engineer and approved by the Development Services Department.
3. Positive drainage must be maintained within the curb and gutter and around the bulb-outs at all times. (See City of Lancaster Engineering and Design Guidelines – Policies and Procedures). Installation of parkway drain/storm drain system may be required as determined by the City Engineer and approved by the Development Services Department.
4. Landscape requirements, including tree placement if necessary, shall be determined by the City Engineer and approved by the Development Services Department.
5. ADA concrete curb ramps shall be per current Standard Plans for Public Works Construction (SPPWC) standards, equipped with 4' x 3' detectable warning system.
6. Driveway placement adjacent to bulb-outs shall be at location determined by the City Engineer and approved by the Development Services Department.
7. Continental crosswalk per current Caltrans standards shall be used for pavement markings near schools, uncontrolled intersections and on high pedestrian locations. Proper signing placement shall be per current City of Lancaster Standard.
8. Placement of street light near bulb-out location shall be perpendicular to the street centerline.



SUBMITTED BY:  CITY ENGINEER		1-22-18 DATE	CITY OF LANCASTER DEPARTMENT OF DEVELOPMENT SERVICES STANDARD PLAN		
APPROVED BY:  DIRECTOR OF DEVELOPMENT SERVICES		01/22/18 DATE			
			EFF. 01/10/2018		



- NOTES:**
1. INSTALLATION OF RECTANGULAR RAPID FLASHING BEACON (RRFB) IN ANY LOCATION WITHIN THE CITY OF LANCASTER SHALL BE DETERMINED BY THE CITY ENGINEER/ TRAFFIC ENGINEER AND APPROVED BY THE DEVELOPMENT SERVICES DEPARTMENT.
 2. THE RRFB INDICATION LIGHT BARS SHALL BE MOUNTED ON THE POLE BELOW THE SW24-2(CA) SIGN, OR BELOW THE DOWNWARD POINTING ARROW SIGN (W16-7P) ON A STANDARD PED CROSSING.
 3. TWO SIGNS AND TWO RRFB INDICATION LIGHT BARS SHALL BE INSTALLED ON THE FRONT AND BACK OF EACH SINGLE POLE.
 4. PLACEMENT OF THE CONTROL CABINET ASSEMBLY MAY CHANGE WITHOUT NOTICE. CHECK WITH TRAFFIC ENGINEERING DIVISION PRIOR TO THE INSTALLATION OF RRFB AND POLE ASSEMBLY.
 5. EXCEPT AS OTHERWISE NOTED, ALL OTHER PROVISIONS OF THE CA MUTCD APPLICABLE TO SIGNS AND WARNING BEACONS SHALL APPLY. ADDITIONAL REQUIREMENTS PERTAINING TO THE RRFB, THE POLE, MOUNTING OF EQUIPMENT TO THE POLE, THE PEDESTAL BASE, CONTROL CABINET ASSEMBLY AND SOLAR PANEL (IF USED) SHALL BE PER SPECIFICATIONS.
 6. **SEE SECTION 4E.08 OF THE CAMUTCD (LATEST EDITION) FOR REQUIREMENTS ON PUSHBUTTON LOCATION**



SUBMITTED: *[Signature]* 5/15/2020
 CITY ENGINEER DATE

APPROVED: *[Signature]* 05/15/20
 DIRECTOR OF DEVELOPMENT SERVICES DATE

CITY OF LANCASTER

DEVELOPMENT SERVICES

DEPARTMENT

STANDARD PLAN

RECTANGULAR RAPID FLASHING BEACON (RRFB) AND POLE ASSEMBLY	PWT-11
--	---------------

To be inserted in PART D of the Specifications:

Solar-Powered Rectangular Rapid Flash Beacons (RRFB) System

Contractor shall construct Solar-Powered RRFB System per PWT-11 City standard, per details and locations as shown on the plans and specifications. All materials and workmanship shall conform to the latest Standard Plans for Public Works Construction (SPPWC), the General Provisions, these specifications and the Manufacturer Specifications (see Manufacturer's specifications in Appendix; Contractor is also responsible for obtaining installation guidelines and instructions and specifications from the Manufacturer and verifying all items/parts and hardware needed to completely install Solar-Powered RRFB Systems and poles).

Flashing Beacons Requirements and Operation

RRFB shall consist of two rapidly and alternately flashing yellow indications equipped with LED array based pulsing light sources. When activated, the two yellow indications in each RRFB shall flash in a rapidly alternating "wig-wag" flashing sequence. The light intensity of the yellow indications shall meet the minimum specifications of Society of Automotive Engineers (SAE) standard J595 Class I.

Each RRFB indication shall be approximately 7 inches wide by approximately 3 inches high. The two RRFB indications shall be aligned horizontally and with a minimum space between the two indications of approximately 7 inches. The outside edges of the RRFB indications including the powder coated aluminum housing, shall not project beyond the outside edges of the 12" x 24" W16-7 sign. Mounting hardware shall be stainless steel for 4" or 4 ½" O.D. pole.

The RRFB shall be dark until pedestrian actuation with a pedestrian push button and shall cease operation at a predetermined time from the initial pedestrian actuation. The duration of the predetermined time of operation of the RRFBs shall be based on the CA MUTCD procedure for timing of pedestrian clearance times for pedestrian signals.

Solar assisted battery powered system

Solar panel shall be installed in a way that it is exposed to the sun at all times and is not shaded by trees, building or any other similar things. Solar panel shall be approximately 25 ¾" high by approximately 25 ¼" wide and around 1 ½" thick in measurement. Housing shall be NEMA 4X rated fiberglass or aluminum cabinet with lockable clasps. Articulating aluminum mount shall rotate and pivot to adjust from 40° to 60° and shall fit 4" or 4 ½" O.D. pole. Solar panel shall have a maximum power of 55 watts. Sealed gel battery shall have a nominal voltage of 12V. The dimensions of the battery shall not exceed 7 ¾" L x 6 ¾" w x 7" H. Solar panel and control circuit shall meet the IP-67 NEMA rating.

Pole

Pole shall be schedule 40, heavy duty aluminum material equipped with 42" anchor bolts and pedestal base for concrete installation. Length of the pole can vary from 13' or 15' depending upon the specific project requirements and/or location of where the pole will be installed. Mounting of sign, solar panel, RRFB and control cabinet assembly to the pole shall be per the manufacturer's installation guidelines and instructions.

Pedestal Base

The aluminum pedestal base shall have a typical measurement of approximately 14" wide by approximately 15 1/2" high, it shall fit to mount to a concrete base with four galvanized steel anchor bolts and secured around the 4" or 4.5" O.D. base of the pole. The base underside shall have integrated anchor bolt guide to endure proper anchor bolt placement. The pedestal base shall be installed on a level surface and shall have a removable square aluminum door of approximately 8"x 8" in nominal size to provide access opening to the base interior for cable splicing and anchor bolt attachment. For break-away requirements, the pedestal base shall be FHWA certified and meets or exceeds AASHTO standard (American Association of State and Highway Transportation).

Pedestrian Push Button

Pedestrian push button shall be ADA and MUTCD compliant. The body material of the pedestrian push button shall be aluminum and powder coated while the button material shall be stainless steel. When pressed for activation, the operating force or pressure shall not exceed 2.00 lbs. maximum, the typical operating voltage shall be 12-36V AC/DC and operating temperature is from -30°F to 165°F. The pedestrian push button shall have switch operating life of greater than 300 million operations to activate the flashing beacons.

Control Cabinet Assembly

The control cabinet assembly shall consist of the charge controller, circuit flasher, battery, countdown timer and wireless communication system. The dimensions for the aluminum cabinet that will house the system shall be approximately 15" high by 12" wide and 11" in depth.

The solar charge controller shall function to control the charge and discharge of the battery. It shall provide temperature compensated charging so that the rate of charge is controlled for both temperature and state of charge to prevent damage to the battery from an overcharge condition or low voltage condition. The charge controller shall have a manual disconnection switch that will allow end user to electrically disconnect the battery from the system.

The circuit flasher shall control the rapid wig-wag flashing sequence of the yellow indications. *See Flashing Beacons Requirements and Operation above.*

The countdown timer shall be multi-function, multi-range, DC timer with DPDT relay output and LED status indicator. The timer shall operate upon activation to control the flash duration of the RRFB and shall provide seven field selectable ranges of timing from 0.1s to 100h activation duration. Each time a pedestrian pushes the button, the countdown timer shall reset to the start of the delay time, thus allowing the beacons to flash for a full cycle for each initiation. Dial setting shall be adjustable for the end user to give pedestrians the necessary crossing time.

The wireless communication system shall have an operating frequency of 900MHZ equipped with blinker-beam radio.

Payment

Payment for Solar-Powered RRFB System shall be per the lump sum price as shown on the Bid Schedule. Payment shall include all items not separately identified for payment in the Special Provisions and also include all labor, equipment, tools, materials, incidentals and appurtenances necessary to construct Solar-Powered RRFB System complete in place and in accordance with the Plans, Standard Specifications, these specifications and the Manufacturer's specifications.

Payment for any asphalt or concrete saw-cutting and removals shall be covered under the Clearing, Grubbing and Removals bid item.