SECTION 9

Standard Drawings
STRUCTURE AT BEGINNING OF CURB RETURN

STRUCTURE DISPLACED FROM BEGINNING OF CURB RETURN

* FIRE HYDRANT
UTILITY POLE, OR
LIGHTING STD., ETC.

R = 15.5'

4' MIN. CLR.

R = 15.5'

R = 15.5'

5.5'

10.95'

10.95'

21'

2

8'

5.5'

CONC. CURB,
GUTTER & WALK

CONC. CURB,
GUTTER & WALK

CONC. CURB
& GUTTER

CONC. WALK

STRUCTURE ALONG STREET

REVISED 7-1-99

STD-PLAN
PW-1

CITY OF LANCASTER
DEPARTMENT OF PUBLIC WORKS

STANDARD BACK OF SIDEWALK
MODIFICATION FOR ABOVE GROUND
OBSTRUCTIONS IN 5' SIDEWALK AREAS

SUBMITTED: 7-9-99
CITY ENGINEER

APPROVED: 7-9-99
DIRECTOR OF PUBLIC WORKS
NOTES:

1. THE RAMP SHALL HAVE A 12" WIDE BORDER WITH 1/4" GROOVES APPROXIMATELY 3/4" O.C. "SEE GROOVING DETAIL." THE SURFACE OF RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK WHEN LOCATED IN CENTER OF CURB RETURN.

2. RAMP SIDE SLOPE VARIES UNIFORMLY FROM A MAXIMUM OF UP TO 10.0% AT CURB TO CONFORM WITH LONGITUDINAL SIDEWALK SLOPE ADJACENT TO TOP OF THE RAMP.

SECTION A-A

GROOVING DETAIL

CITY OF LANCASTER
DEPARTMENT OF PUBLIC WORKS

STANDARD HANDICAP RAMP
STREETS WITH 12' PARKWAYS
IF THE GROUND IS DIRT, POUR CONCRETE INSTEAD OF COLD MIX AROUND THE P.V.C. PIPE.

CITY OF LANCASTER
DEPARTMENT OF PUBLIC WORKS

MONUMENT IN A HAND HOLE
CURVE DATA (ON CURB LINE)

<table>
<thead>
<tr>
<th>10' DEEP BAY</th>
<th>12' DEEP BAY</th>
</tr>
</thead>
<tbody>
<tr>
<td>R = 50'</td>
<td>R = 50'</td>
</tr>
<tr>
<td>Δ = 25°50'31&quot;</td>
<td>Δ = 28°21'27&quot;</td>
</tr>
<tr>
<td>L = 22.55'</td>
<td>L = 24.75'</td>
</tr>
<tr>
<td>T = 11.47'</td>
<td>T = 12.63'</td>
</tr>
</tbody>
</table>

d = 43.59' (FOR 10' OFFSET)
d = 47.50' (FOR 12' OFFSET)

SECTION A-A

NOTE:

1. BUS TURN-OUT DEPTH SHALL BE 12'
   WHEN PART OF A RIGHT TURN POCKET

2. CONCRETE USED SHALL BE 564C-3000.
   STEEL SHALL BE 40' GRADE REBARS

3. EACH ADDITIONAL PASS THROUGH BUS BERTH
   ADD 50' AND ANY LAYOVER BERTH ADD 80'

CITY OF LANCASTER
DEPARTMENT OF PUBLIC WORKS

BUS TURN-OUT SPECIFICATION

REVISED 7-1-99
PW-4
PLAN VIEW

TYPICAL SECTION A-A

NOTES:

DIMENSIONS (UNLESS OTHERWISE SHOWN):

\[ \begin{align*}
L &= 50' \\
W &= 10' \\
C &= 10' \text{ MAX}
\end{align*} \]

\[ \begin{align*}
SW &= 4' \text{ MIN} \\
LW &= 5' \text{ MIN} \\
LL &= 8' \text{ MIN}
\end{align*} \]

FOR DETAILED SECTION SPECIFICATIONS, REFER TO SPPWC STD PLAN 131-2

DEPARTMENT OF PUBLIC WORKS
STANDARD PLAN

CONCRETE BUS PAD
PW 4.1
a.) ONE BUS BENCH
NOT TO SCALE

b.) TWO BUS BENCHES
NOT TO SCALE

NOTES:
1. THE FIRST BENCH SHALL BE PLACED BETWEEN 15' TO 28' FROM THE BUS STOP SIGN.
2. A TRASH CAN SHALL BE PLACED ON THE SIDE OF THE BENCH, NEAR THE BUS STOP SIGN. A SECOND TRASH CAN, IF ANY, SHALL BE PLACED ON THE OTHER SIDE AS SHOWN.
3. THE WHEELCHAIR LANDING AND THE 5'-6" WIDE PATH TO IT SHALL BE FREE OF ANY OBSTRUCTIONS.
4. INSTALLATIONS SHALL CONFORM TO STANDARD DIMENSIONS UNLESS SPECIFIED OTHERWISE IN ACTUAL PROJECT PLANS.
**a.) ONE SHELTER**

NOT TO SCALE

**b.) TWO SHELTERS**

NOT TO SCALE

**NOTES:**

1. THE SHELTER SHALL BE PLACED BETWEEN 10.5' TO 23.5' FROM THE BUS STOP SIGN.

2. THE SHELTER SHALL BE PLACED NEAR BACK OF THE SIDEWALK, WITH A MINIMUM CLEARANCE OF 5' BETWEEN THE SHELTER AND CURB FACE. (THE CANOPY MAY OVERHANG THIS 5' CLEAR AREA.)

3. THE WHEELCHAIR LANDING AND 5' WIDE PATH TO IT SHALL BE FREE OF ANY OBSTRUCTIONS

4. INSTALLATIONS SHALL CONFORM TO STANDARD DIMENSIONS UNLESS SPECIFIED OTHERWISE IN ACTUAL PROJECT PLANS.

---

DEPARTMENT OF PUBLIC WORKS
STANDARD PLAN

**BUS STOP SHELTER LAYOUT**

**PW - 4.3**
NOTES:

1. STRIPES ON BARRICADES RAILS SHALL BE ALTERNATING RED AND WHITE 3M HIGH INTENSITY RETROREFLECTIVE STRIPES. THE STRIPES SHALL BE 6 INCHES WIDE. THE STRIPES SHOULD SLOPE DOWNWARD AT AN ANGLE OF 45 DEGREES IN THE DIRECTION TOWARD WHICH TRAFFIC MUST TURN. WHERE BOTH RIGHT AND LEFT TURNS ARE PROVIDED, THE STRIPES MAY SLOPE DOWNWARD IN BOTH DIRECTIONS FROM THE CENTER OF THE BARRICADES. WHERE NO TURNS ARE INTENDED, THE STRIPES SHOULD SLOPE DOWNWARD TOWARD THE CENTER OF THE BARRICADE OR BARRICADES.

2. INSTALL UNISTRUT, W1-6 OR W1-7 PER LANCASTER CITY STANDARD. INSTALL THREE OM1-3 MARKERS ON THE CENTER RAIL WHEN TURNS ARE PERMITTED.

3. INSTALL UNISTRUT & W31(CA) PER LANCASTER CITY STANDARDS. INSTALL THREE OM4-3 MARKERS ON THE CENTER RAIL WHEN NO TURNS ARE PERMITTED.

4. MARKERS SHALL USE 3M HIGH INTENSITY SHEETING.

5. WOOD POSTS SHALL BE 4" x 6", WOOD RAILS SHALL BE 2" THICK AND 8" TO 12" WIDE.

*SEE STREET IMPROVEMENTS PLANS TO DETERMINE PROPER SIGN.
NOTES:
1. MARKERS SHALL USE 3M HIGH INTENSITY PRISMATIC SHEETING.

2. USE OM1-3 MARKERS AND W1-6 OR W1-7 WHEN TURNS ARE PERMITTED.

3. USE OM4-3 & W31(CA) MARKERS WHEN NO TURNS ARE PERMITTED.

4. INSTALL MARKERS AND "UNI-STRUT" POSTS PER CITY OF LANCASTER STD.

5. POSTS AND OM1-3'S SHOULD BE LOCATED AS BEST TO RESTRICT VEHICULAR TRAFFIC ACCESS. POSTS MAY NEED TO BE ADDED AND CAN BE ADDED UP TO THE EDGE OF R.O.W.

6. ADD 8" AC CURB AS SHOWN PER SPPWCP 120-2. CURB MUST NOT IMPEDE THE FLOW OF EXISTING DRAINAGE

*SEE STREET IMPROVEMENTS PLANS TO DETERMINE PROPER SIGN.
REMOVE AND RECONSTRUCT EXISTING CURB AND GUTTER

EX. NAT. GRADE OR SIDEWALK

SAWCUT EXISTING GUTTER 3" FROM FLOW LINE
EX. AC PAVEMENT

#3 REBAR DOWELS @12" O.C. (12" LONG) FOR CASES OF DRIVEWAY APPROACH SLAB WIDENING (6" MIN. EMBEDMENT BOTH SIDES OF SPLICE).

#3 REBAR DOWELS @24" O.C. (18" LONG)

SECURE #3 BARS INTO DRILLED HOLE WITH EPOXY (9" MIN. EMBEDMENT)

DRIVEWAY, CURB REPLACEMENT, AND / OR PARKWAY DRAIN SHALL BE CONSTRUCTED PER CURRENT APWA STD. PLANS

STD-PLAN PW-7

REVISED 7-1-99

CITY OF LANCASTER
DEPARTMENT OF PUBLIC WORKS

DRIVEWAY, CURB REPLACEMENT, AND / OR PARKWAY DRAIN RETROFIT DETAIL

SUBMITTED: [Signature] 2-9-99
CITY ENGINEER DATE

APPROVED: [Signature] 7-13-99
DIRECTOR OF PUBLIC WORKS DATE
**FIGURE 1**
FOUR-LANE STREET WITH TURN LANE AT INTERSECTION

**FIGURE 2**
AT INTERSECTION

**FIGURE 3**
TWO LANE STREET

**FIGURE 4**
MULTI-LANE STREET

**FIGURE 5**
STREET WITHOUT LANE STRIPING

![Diagram](image)

- FIRE HYDRANT OR WARF HEAD
- ** = BLUE PAVEMENT MARKERS (2 TYP) FOR HYDRANT (1 TYP) FROM WARF HEAD
- * = PAVEMENT MARKERS SHALL BE MIN. 1' OUTSIDE OF CROSSWALK
- ** = PAVEMENT MARKERS SHALL BE IN LANE NEAREST THE CURB / EDGE OF PAVEMENT

CITY OF LANCASTER
DEVELOPMENT SERVICES
DEPARTMENT
STANDARD PLAN

TYPICAL BLUE HYDRANT MARKER LOCATION

PW-8
REV 05/20/20
<table>
<thead>
<tr>
<th>H</th>
<th>W₁</th>
<th>W₂</th>
<th>Wₜ</th>
<th>L₁</th>
<th>A</th>
<th>B</th>
</tr>
</thead>
<tbody>
<tr>
<td>5'-0&quot;</td>
<td>2'-0&quot;</td>
<td>2'-6&quot;</td>
<td>6&quot;</td>
<td>2'-0&quot;</td>
<td>#4@32&quot;</td>
<td>#4@32&quot;</td>
</tr>
<tr>
<td>6'-0&quot;</td>
<td>2'-4&quot;</td>
<td>3'-0&quot;</td>
<td>6&quot;</td>
<td>2'-0&quot;</td>
<td>#4@24&quot;</td>
<td>#4@24&quot;</td>
</tr>
</tbody>
</table>

**SHOULD BOTH PRIVATE OWNERS AGREE, THE WALL MAY BE ON PROPERTY LINE. 6' WALL SHALL BE USED FOR WALLS ADJACENT TO THE CITY LANDSCAPE MAINTENANCE DISTRICTS AND SHALL BE PLACED ON PUBLIC PROPERTY OR LMD EASEMENT.**

**CITY OF LANCASTER**

**DEPARTMENT OF PUBLIC WORKS**

**FREE STANDING CONCRETE BLOCK WALL STANDARD**

**SUBMITTED:**

[Signature] 3-11-04

**CITY ENGINEER**

**APPROVED:**

[Signature] 3/15/04

**DIRECTOR OF PUBLIC WORKS**

**STD-PLAN**

**PW-10**

**REVISED 03/11/04**
**TABLE OF REINFORCING STEEL AND DIMENSIONS**

<table>
<thead>
<tr>
<th>H</th>
<th>W₁</th>
<th>W₂</th>
<th>Wₚ</th>
<th>Ø</th>
</tr>
</thead>
<tbody>
<tr>
<td>5'-0&quot;</td>
<td>2'-0&quot;</td>
<td>2'-6&quot;</td>
<td>6&quot;</td>
<td>#4@32&quot;</td>
</tr>
<tr>
<td>6'-0&quot;</td>
<td>2'-4&quot;</td>
<td>3'-0&quot;</td>
<td>6&quot;</td>
<td>#4@24&quot;</td>
</tr>
</tbody>
</table>

**NOTE:**
1. 5'-6" EXCEPT FOR WALLS ADJACENT TO LANDSCAPE MAINTENANCE DISTRICT & AROUND DRAINAGE BASINS. IN LATTER SITUATIONS USE 6' OVERALL HEIGHT.
2. PLACE HORIZONTAL BARS IN BOND BEAM BLOCK.

ALL WROUGHT IRON TO HAVE 1 COAT PRIMER & 2 COATS BLACK FINISH PAINT

2"X2"X1/8" POST MAX. SPACING 10'

LAP ALL HORIZ. STEEL 20 DIAMETERS

5/8"X5/8" PICKETS 4" MAX. SPACING

2"X1-1/2"X1/8" TUBING

CAP

2-#3 HORIZ. BAR @ TOP OF WALL

LIGHT WEIGHT CONCRETE BLOCK SOLID GROUT CELLS CONTAINING REINFORCING STEEL

**SHOULD BOTH PRIVATE OWNERS AGREE, THE WALL MAY BE ON PROPERTY LINE. 6' WALL SHALL BE USED FOR WALLS ADJACENT TO THE CITY LANDSCAPE MAINTENANCE DISTRICTS AND SHALL BE PLACED ON PUBLIC PROPERTY OR LMD EASEMENT.**

**CITY OF LANCATER**

**DEPARTMENT OF PUBLIC WORKS**

COMBINATION FREE STANDING BLOCK WALL AND WROUGHT IRON FENCE STANDARD

**SUBMITTED:**

[Signature]

3-11-04

**APPROVED:**

[Signature]

3/15/04

**REVISED 03/11/04**

**STD–PLAN PW–11**
MODIFIED
MINIMUM TYPICAL SECTION
WHERE REQUIRED
FOR DRAINAGE PURPOSES

1. MAX 2:1 SLOPE (TYP)
2. PAVED SWALE WITH BERM (TYP)
3. STRUCTURAL SECTION SUBJECT TO APPROVAL BY CITY ENGINEER.
4. DEPTH OF SWALE SUBJECT TO APPROVAL BY CITY ENGINEER
5. MAX 3:1 SLOPE (TYP)

CITY OF LANCASTER
MODIFIED LACRD STANDARD 04–02

APPROVED [Signature] Dec 6, 1993
CITY ENGINEER DATE
<table>
<thead>
<tr>
<th>SIGN CODE</th>
<th>DESCRIPTION</th>
<th>STANDARD SIZE</th>
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<tbody>
<tr>
<td>R1</td>
<td>STOP</td>
<td>30&quot;x30&quot; &amp; 36&quot;x36&quot;</td>
</tr>
<tr>
<td>R1-2</td>
<td>YIELD</td>
<td>36&quot;</td>
</tr>
<tr>
<td>R1-4</td>
<td>ALL WAY</td>
<td>6&quot;x18&quot;</td>
</tr>
<tr>
<td>R2</td>
<td>SPEED LIMIT</td>
<td>24&quot;x30&quot;</td>
</tr>
<tr>
<td>R7</td>
<td>KEEP RIGHT</td>
<td>24&quot;x30&quot;</td>
</tr>
<tr>
<td>R10-1</td>
<td>ONE WAY</td>
<td>24&quot;x30&quot;</td>
</tr>
<tr>
<td>R10A</td>
<td>ONE WAY</td>
<td>24&quot;x24&quot;</td>
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<tr>
<td>R11</td>
<td>DO NOT ENTER</td>
<td>36&quot;x36&quot;</td>
</tr>
<tr>
<td>R11A-1</td>
<td>WRONG WAY</td>
<td>36&quot;x24&quot;</td>
</tr>
<tr>
<td>R13</td>
<td>NO TURN ON RED</td>
<td>24&quot;x24&quot;</td>
</tr>
<tr>
<td>R15</td>
<td>NO TURNS</td>
<td>12&quot;x18&quot;</td>
</tr>
<tr>
<td>R16</td>
<td>NO RIGHT TURN</td>
<td>12&quot;x18&quot;</td>
</tr>
<tr>
<td>R17</td>
<td>NO LEFT TURN</td>
<td>12&quot;x18&quot;</td>
</tr>
<tr>
<td>R18-1</td>
<td>RIGHT LANE MUST TURN RIGHT</td>
<td>20&quot;x32&quot;</td>
</tr>
<tr>
<td>R18-2</td>
<td>RIGHT LANE MUST TURN RIGHT</td>
<td>36&quot;x36&quot;</td>
</tr>
<tr>
<td>R26</td>
<td>NO PARKING ANY TIME</td>
<td>12&quot;x18&quot;</td>
</tr>
<tr>
<td>R26D</td>
<td>NO PARKING</td>
<td>12&quot;x18&quot;</td>
</tr>
<tr>
<td>R26E</td>
<td>&quot; OFF PAVEMENT</td>
<td>12&quot;x24&quot;</td>
</tr>
<tr>
<td>R26(S)</td>
<td>NO STopping ANY TIME</td>
<td>12&quot;x18&quot;</td>
</tr>
<tr>
<td>R28(LT.or RT.)</td>
<td>NO PARKING ANY TIME (ARROW)</td>
<td>12&quot;x18&quot;</td>
</tr>
<tr>
<td>R28(S)(LT.or RT.)</td>
<td>NO STOPPING ANY TIME (ARROW)</td>
<td>12&quot;x18&quot;</td>
</tr>
<tr>
<td>R30</td>
<td>NO PARKING (TIME)</td>
<td>12&quot;x18&quot;</td>
</tr>
<tr>
<td>R30A</td>
<td>NO PARKING (TIME)(ARROW)</td>
<td>12&quot;x18&quot;</td>
</tr>
<tr>
<td>R32</td>
<td>2 HOUR PARKING (TIME)</td>
<td>12&quot;x18&quot;</td>
</tr>
<tr>
<td>R34</td>
<td>NO U TURN</td>
<td>24&quot;x24&quot;</td>
</tr>
<tr>
<td>R34-2</td>
<td>NO LEFT OR U TURN</td>
<td>24&quot;x24&quot;</td>
</tr>
<tr>
<td>R49</td>
<td>NO PED CROSSING</td>
<td>42&quot;x18&quot;</td>
</tr>
<tr>
<td>R59</td>
<td>TURN ONLY</td>
<td>42&quot;x48&quot;</td>
</tr>
<tr>
<td>R62D</td>
<td>PED PUSH BUTTON</td>
<td>5&quot;x7.5&quot;</td>
</tr>
<tr>
<td>R73-1</td>
<td>LEFT TURN</td>
<td>24&quot;x20&quot;</td>
</tr>
<tr>
<td>R73-2</td>
<td>LEFT-U TURN</td>
<td>36&quot;x36&quot;</td>
</tr>
<tr>
<td>R73-3</td>
<td>LEFT TURN NO U TURN</td>
<td>36&quot;x36&quot;</td>
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<tr>
<td>R73-5</td>
<td>DUAL LEFT TURN AND U TURN</td>
<td>36&quot;x36&quot;</td>
</tr>
<tr>
<td>R73-6</td>
<td>DUAL LEFT TURN NO U TURN</td>
<td>36&quot;x36&quot;</td>
</tr>
<tr>
<td>R81</td>
<td>BIKE LANE</td>
<td>24&quot;x18&quot;</td>
</tr>
<tr>
<td>R81A</td>
<td>BEGIN</td>
<td>12&quot;x5&quot;</td>
</tr>
<tr>
<td>R81B</td>
<td>END</td>
<td>8&quot;x5&quot;</td>
</tr>
<tr>
<td>R90(LT.or RT.)</td>
<td>STOP HERE ON RED (ARROW)</td>
<td>24&quot;x36&quot;</td>
</tr>
<tr>
<td>R96</td>
<td>NO PEDS</td>
<td>24&quot;x24&quot;</td>
</tr>
<tr>
<td>R99</td>
<td>HANDICAPPED PARKING ONLY</td>
<td>12&quot;x18&quot;</td>
</tr>
<tr>
<td>R99A</td>
<td>VAN ACCESSIBLE</td>
<td>12&quot;x8&quot;</td>
</tr>
<tr>
<td>R100A</td>
<td>TOW-A-WAY IN HCP</td>
<td>12&quot;x8&quot;</td>
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<tr>
<td>R100B</td>
<td>HANDICAPPED TOW-A-WAY</td>
<td>18&quot;x24&quot;</td>
</tr>
<tr>
<td>G60-2</td>
<td>PARKING</td>
<td>30&quot;x24&quot;</td>
</tr>
</tbody>
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STD–PLAN
PW–13
SHT. 1 OF 2

CITY OF LANCASTER
DEPARTMENT OF PUBLIC WORKS
STANDARD TRAFFIC CONTROL SIGNS

SUBMITTED: 8/12/99  
TRAFFIC ENGINEERING MANAGER DATE

APPROVED: 12 Aug 99  
DIRECTOR OF PUBLIC WORKS DATE
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<tr>
<td>G93</td>
<td>BIKE ROUTE</td>
<td>12&quot;x8&quot;</td>
</tr>
<tr>
<td>G93A</td>
<td>BEGIN</td>
<td>12&quot;x5&quot;</td>
</tr>
<tr>
<td>G93B</td>
<td>END</td>
<td>8&quot;x5&quot;</td>
</tr>
<tr>
<td>G95</td>
<td>PARK AND RIDE</td>
<td>24&quot;x30&quot;</td>
</tr>
<tr>
<td>W1 (LT. or RT.)</td>
<td>CURVE IN ROAD</td>
<td>36&quot;x36&quot;</td>
</tr>
<tr>
<td>W2 (LT. or RT.)</td>
<td>CURVE IN ROAD</td>
<td>36&quot;x36&quot;</td>
</tr>
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<td>W3 (LT. or RT.)</td>
<td>CORNER</td>
<td>36&quot;x36&quot;</td>
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<td>W5 (LT. or RT.)</td>
<td>CURVE</td>
<td>36&quot;x36&quot;</td>
</tr>
<tr>
<td>W6</td>
<td>ADVISORY SPEED</td>
<td>24&quot;x24&quot;</td>
</tr>
<tr>
<td>W7</td>
<td>T INTERSECTION</td>
<td>36&quot;x36&quot;</td>
</tr>
<tr>
<td>W7A (LT. or RT.)</td>
<td>T INTERSECTION</td>
<td>36&quot;x36&quot;</td>
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<tr>
<td>W10</td>
<td>INTERSECTION BY TRACKS</td>
<td>36&quot;x36&quot;</td>
</tr>
<tr>
<td>W11</td>
<td>LANE DROP</td>
<td>36&quot;x36&quot;</td>
</tr>
<tr>
<td>W17</td>
<td>STOP AHEAD</td>
<td>36&quot;x36&quot;</td>
</tr>
<tr>
<td>W19</td>
<td>PAVEMENT ENDS</td>
<td>42&quot;x42&quot;</td>
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<tr>
<td>W31-2.1</td>
<td>END</td>
<td>30&quot;x30&quot;</td>
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<tr>
<td>W31A</td>
<td>ROAD ENDS (FEET)</td>
<td>30&quot;x30&quot;</td>
</tr>
<tr>
<td>W32</td>
<td>DIP</td>
<td>36&quot;x36&quot;</td>
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<tr>
<td>W37</td>
<td>BUMP</td>
<td>36&quot;x36&quot;</td>
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<tr>
<td>W41</td>
<td>SIGNAL AHEAD</td>
<td>36&quot;x36&quot;</td>
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<tr>
<td>W42</td>
<td>SLIPPERY WHEN WET</td>
<td>36&quot;x36&quot;</td>
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<tr>
<td>W47</td>
<td>RAIL ROAD CROSSING</td>
<td>30&quot; Dia.</td>
</tr>
<tr>
<td>W48</td>
<td># OF TRACKS</td>
<td>30&quot;x24&quot;</td>
</tr>
<tr>
<td>W53</td>
<td>NOT A THROUGH STREET</td>
<td>36&quot;x36&quot;</td>
</tr>
<tr>
<td>W53A</td>
<td>NO OUTLET</td>
<td>30&quot;x30&quot;</td>
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<tr>
<td>W53A</td>
<td>NO OUTLET (BLADE TYPE)</td>
<td>24&quot;x6&quot;</td>
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<tr>
<td>W54</td>
<td>PED CROSSING</td>
<td>36&quot;x36&quot;</td>
</tr>
<tr>
<td>W54A</td>
<td>ADV PED CROSSING</td>
<td>36&quot;x36&quot;</td>
</tr>
<tr>
<td>W56</td>
<td>DOUBLE HEAD ARROW</td>
<td>36&quot;x18&quot;</td>
</tr>
<tr>
<td>W57 (LT. or RT.)</td>
<td>SINGLE HEAD ARROW</td>
<td>36&quot;x18&quot;</td>
</tr>
<tr>
<td>W58</td>
<td>DOUBLE ARROW</td>
<td>30&quot;x30&quot;</td>
</tr>
<tr>
<td>W63</td>
<td>ADV SCHOOL XING</td>
<td>36&quot;x36&quot;</td>
</tr>
<tr>
<td>W66</td>
<td>SCHOOL XING</td>
<td>36&quot;x36&quot;</td>
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<tr>
<td>W74</td>
<td>THRU TRAFFIC MERGE LEFT</td>
<td>36&quot;x36&quot;</td>
</tr>
<tr>
<td>W75 (LT. or RT.)</td>
<td>LANE ENDS MERGE LEFT</td>
<td>36&quot;x36&quot;</td>
</tr>
<tr>
<td>TYPE K</td>
<td>TYPE K MARKER (HORIZONTAL)</td>
<td>15&quot;x6&quot;</td>
</tr>
<tr>
<td>TYPE L</td>
<td>TYPE L MARKER (VERTICAL)</td>
<td>8&quot;x24&quot;</td>
</tr>
<tr>
<td>TYPE N</td>
<td>TYPE N MARKER</td>
<td>18&quot;x18&quot;</td>
</tr>
<tr>
<td>SW1</td>
<td>CROSS TRAFFIC DOES NOT STOP</td>
<td>36&quot;x18&quot;</td>
</tr>
<tr>
<td>SW12B</td>
<td>FIRE STATION</td>
<td>36&quot;x36&quot;</td>
</tr>
<tr>
<td>SW24</td>
<td>SCHOOL CROSSING</td>
<td>30&quot;x42&quot;</td>
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<tr>
<td>SW32</td>
<td>DRIFTING SAND</td>
<td>36&quot;x36&quot;</td>
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<tr>
<td>SW44</td>
<td>ARROW</td>
<td>30&quot;x30&quot;</td>
</tr>
<tr>
<td>SR4</td>
<td>SCHOOL SPEED 25 WHEN CHILDREN</td>
<td>24&quot;x48&quot;</td>
</tr>
</tbody>
</table>
SECTION A–A

TYPE A

Curb Face, mm | X, mm | Y, mm
---|---|---
150 (6") or less | 900 (3'-0") | 1200 (4'-0")
175 (7") | 1050 (3'-6") | 1425 (4'-9")
200 (8") | 1200 (4'-0") | 1700 (5'-8")
225 (9") | 1350 (4'-5") | 1950 (6'-6")
250 (10") | 1500 (5'-0") | 2175 (7'-3")
275 (11") | 1650 (5'-6") | 2400 (8'-0")
300 (12") or more | 1800 (6'-0") | 2825 (8'-9")

NOTES:
1. RESIDENTIAL DRIVEWAYS SHALL BE 100 mm (4") THICK PCC.
2. COMMERCIAL DRIVEWAYS SHALL BE 150 mm (6") THICK PCC.
3. WEAKENED PLANE JOINTS SHALL BE INSTALLED AT BOTH SIDES OF A DRIVEWAY AND AT APPROXIMATELY 3000 mm (10') INTERVALS.
4. CURB FOR TYPE C DRIVEWAY SHALL BE INTEGRAL AND MATCH ADJACENT CONSTRUCTION.
5. REFER TO LOCAL DEVELOPMENT REGULATIONS FOR AMERICANS WITH DISABILITIES ACCESS REQUIREMENTS AND MAXIMUM PERMITTED DRIVEWAY WIDTHS.
NOTES:

1. RESIDENTIAL DRIVEWAYS SHALL BE 4'' THICK PCC.
2. WEAKENED PLANE JOINTS SHALL BE INSTALLED AT BOTH SIDES OF A DRIVEWAY AND AT APPROXIMATELY 10' INTERVALS.
3. REFER TO CITY OF LANCASTER DEVELOPMENT REGULATIONS FOR MAXIMUM PERMITTED DRIVEWAY WIDTHS.
ABBREVIATIONS:
WPJ  WEAKENED PLANE JOINT.  BCR BEGINNING OF CURB RETURN
EXP JT  EXPANSION JOINT,  ECR END OF CURB RETURN

NOTES:
1. WEAKENED PLANE JOINTS SHALL BE USED FOR ALL JOINTS, EXCEPT THAT EXPANSION JOINTS SHALL BE PLACED AT THE BCR AND ECR IN CURB, GUTTER AND SIDEWALK, AND AROUND UTILITY POLES LOCATED IN SIDEWALK AREAS.

2. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT REGULAR INTERVALS NOT EXCEEDING 3000 mm (10') IN WALKS AND 6000 mm (20') IN GUTTERS. JOINTS IN CURB AND WALK SHALL BE ALIGNED.

3. CURB AND GUTTER SHALL BE CONSTRUCTED SEPARATELY FROM SIDEWALK.
NOTE:
TRANSITION TO START NOT LESS THAN 15' BEYOND END OF CURB RETURN.

ROLLED CURB SECTION

MAINTAIN CUTTER GRADE

TRANSITION 6" C.F. ROLLED CURB TO 8" C.F. STD. CURB
STANDARD FOUNDATION DIMENSIONS FOR 90MPH WIND ZONE AND ELECTROLIER HEIGHT UP TO 30'

<table>
<thead>
<tr>
<th>SURFACE CONDITION</th>
<th>23' SHAFT</th>
<th>28' SHAFT</th>
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<tr>
<td></td>
<td>H D</td>
<td>H D</td>
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<tr>
<td>CONSTRANDED</td>
<td>4'-6&quot; 20&quot; DIA</td>
<td>5'-0&quot; 20&quot; DIA</td>
</tr>
<tr>
<td>3'-6&quot; 30&quot; x 30&quot;</td>
<td></td>
<td>4'-0&quot; 30&quot; x 30&quot;</td>
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<tr>
<td>UNCONSTRANDED</td>
<td>6'-0&quot; 20&quot; DIA</td>
<td>6'-6&quot; 20&quot; DIA</td>
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<tr>
<td>4'-6&quot; 30&quot; x 30&quot;</td>
<td></td>
<td>5'-0&quot; 30&quot; x 30&quot;</td>
</tr>
</tbody>
</table>

H = DEPTH OF FOOTING  
D = DIAMETER OF FOOTING OR THE SIDE DIMENSIONS OF SQUARE FOOTING.

NOTES:  
1. THE FOOTING DEPTH WILL VARY DEPENDING ON THE SHAFT LENGTH AND WIND LOAD REQUIREMENTS. SEE TABLE ABOVE.  
2. FOUNDATION SHALL BE INSTALLED AFTER CONDUIT (FOR UNDERGROUND SERVICE), CURBS, AND SIDEWALKS ARE IN PLACE AND GRADES ARE ESTABLISHED.  
3. 1-1/2" MIN. CONDUIT FOR UG CONCRETE ELECTROLIER (TAPE BOTH ENDS TO PREVENT DEBRIS FROM ENTERING THE SLEEVE).  
4. PLACE A MINIMUM SIZE CONCRETE APRON OF 30"x30"x4" THICK AROUND THE POLE AT THE GROUND LEVEL TO PROVIDE A CONSTRANDED SURFACE CONDITION WHEN REQUIRED. GROUT TO BE PLACED AFTER POLE IS SET AND PLUMB.  
5. LOCATIONS OF STREET LIGHT AND PULL BOX SHALL BE PER CITY OF LANCASTER STREET LIGHT GENERAL NOTES AND SPECIFICATIONS.

DEPARTMENT OF PUBLIC WORKS  
STANDARD PLAN  
Foundation Detail For Concrete Electroliers  
PW-19  
REV. 07-01-10
NOTES:

1. STANDARD VOLTAGE SHALL BE SUITABLE FOR USE ON 120/240V SERVICE. COORDINATE WITH SCE TO VERIFY THE AVAILABLE SERVICES AND POINT OF CONNECTION.

2. SERVICE PEDESTAL SHALL BE MYERS ELECTRIC PRODUCTS MEUG16 WITH STANDARD FEATURES AND PER PRODUCT SPECIFICATIONS OR APPROVED EQUAL. COLOR SHALL BE WHITE ONLY.

3. PAD MOUNTING BASE FOR CONCRETE FOUNDATION SHALL BE MYERS ELECTRIC PRODUCTS MEUG16–BASE OR APPROVED EQUAL.

4. PULLBOX SHALL BE BROOKS TYPE NO 3–1/2 PCC OR APPROVED EQUAL PER SSPWC STD. 405–1.

5. PULLBOX SHALL BE INSTALLED WITHIN 5' OF PEDESTAL WITH 1-1/2" MIN. CONDUIT

6. CONDUITS SHALL EXTEND INTO CABINET 1" MIN. ABOVE FLOOR AND HAVE APPROVED CONDUIT BUSHING.

7. ANCHOR BOLT INSTALLATION FOR MOUNTING BASE, USE 3/8"–13 BOLTS OR 5/8"–18 BOLTS.

8. LOCATION OF SERVICE PEDESTAL SHALL BE PER CITY OF LANCASTER STREET LIGHT GENERAL NOTES AND SPECIFICATIONS.
CITY OF LANCASTER
10TH STREET WEST WIDENING
BETWEEN AVENUE J AND LANCASTER BOULEVARD

TYPICAL SECTIONS

GENERAL NOTES

SEE CURRENT GENERAL NOTES IN THE CITY STREET IMPROVEMENT PLAN

SUBMITTAL REQUIREMENTS PACKET

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LEGEND

COMPANY LOGO

STREET IMPROVEMENT PLAN COVER SHEET (SAMPLE) - PLATE 10.1.5
HYDRAULIC ELEMENT TABLE

<table>
<thead>
<tr>
<th>Name</th>
<th>Station</th>
<th>Notes</th>
<th>Type</th>
<th>Width</th>
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CONSTRUCTION NOTES:

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STORM DRAIN GENERAL NOTES

ENGINEER'S NOTICE TO CONTRACTORS

SEE CURRENT STORM DRAIN GENERAL NOTES IN THE CITY STORM DRAIN IMPROVEMENT PLAN SUBMITTAL PACKET

STORM DRAIN PLAN COVER SHEET (SAMPLE) - PLATE 10.1.11