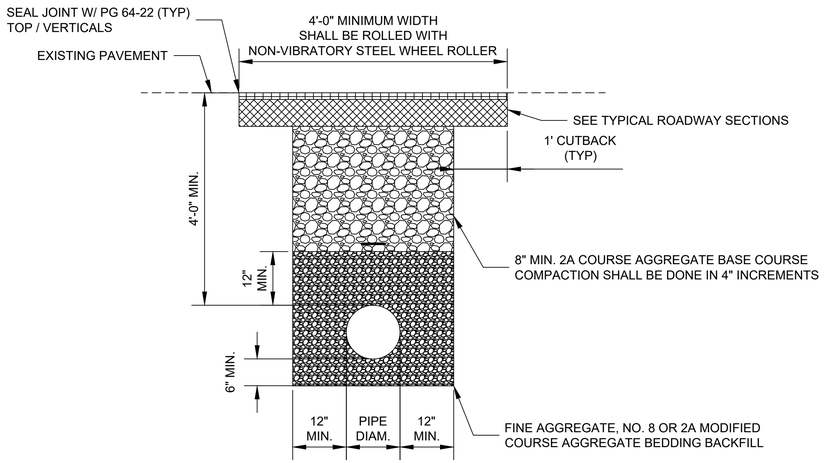
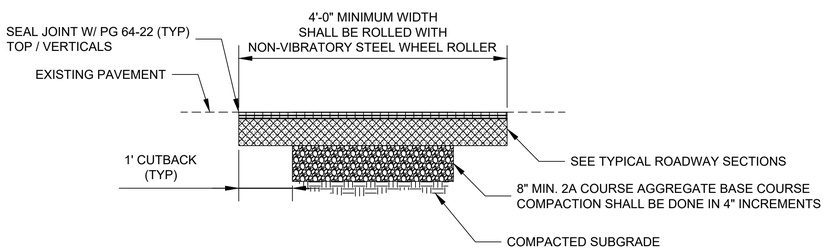
CITY OF LANCASTER TYPICAL ROADWAY SECTIONS

WEARING COURSE	DEPTH	BASE COURSE	DEPTH
SUPERPAVE 9.5 MM PG 64-22, 3.0<10.0 MILLION ESAL's	1-1/2"	SUPERPAVE 25 MM PG 64-22, 3.0<10.0 MILLION ESAL's	5"
SUPERPAVE 12.5 MM PG 64-22, 3.0<10.0 MILLION ESAL's	2"	SUPERPAVE 25 MM PG 64-22, 3.0<10.0 MILLION ESAL's	4-1/2"



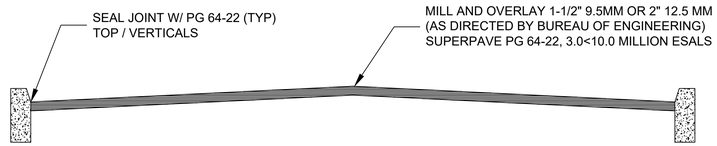
1 UTILITY TRENCH REPAIR DETAIL
SCALE: NONE



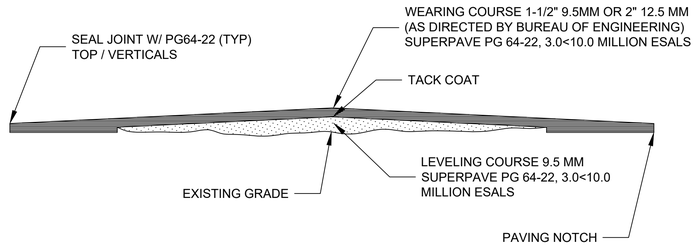
2 BASE ROADWAY REPAIR DETAIL
SCALE: NONE

PAVEMENT RESTORATION NOTES:

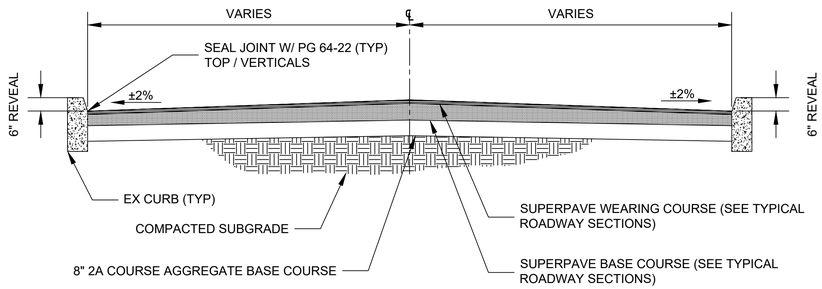
1. MILL AND OVERLAY OF THE ENTIRE WORK ZONE MAY BE REQUIRED AT THE DIRECTION OF THE BUREAU OF ENGINEERING WHEN SURFACE DISTURBANCE IS LESS THAN 25%, BUT WILL BE REQUIRED WITHOUT EXCEPTION WHEN DISTURBANCE EXCEEDS 25% REGARDLESS OF AGE OF STREET SURFACE.
2. WHEN A NEWLY SURFACED (3 YEARS OR LESS) STREET IS EXCAVATED, THE PERMITTEE SHALL MILL AND OVERLAY THE ENTIRE BLOCK, CURB TO CURB, UNLESS DIRECTED OTHERWISE BY THE BUREAU OF ENGINEERING. WHEN AUTHORIZED BY THE BUREAU OF ENGINEERING, THE PERMITTEE SHALL MILL AND OVERLAY CURB TO CURB FOR A MINIMUM OF 10' IN EACH DIRECTION BEYOND THE LIMITS OF DISTURBANCE.
3. OVERLAY TRANSITION PAVING NOTCH SHALL CONFORM TO PENNDOT PUBLICATION 72M, RC-28, LATEST EDITION.
4. NOTICE MUST BE PROVIDED TO THE BUREAU OF ENGINEERING FOR ANY PAVING WORK WITHIN THE CITY.
5. PAVING RESTORATION SHALL BE AT THE DIRECTION OF THE BUREAU OF ENGINEERING.
6. NO VIBRATORY ROLLING IS ALLOWED WITHIN CITY LIMITS, BUT COMPACTION REQUIREMENTS MUST STILL BE MET. TESTING OF PAVEMENT COMPACTION SHALL BE REQUIRED AT THE DISCRETION OF THE BUREAU OF ENGINEERING. COMPACTION TESTING IS THE RESPONSIBILITY OF THE PERMITTEE AND SHALL BE PERFORMED AT NO COST TO THE CITY.
7. NO SHUTTLE BUGGIES OR SPECIAL-PERMISSION-SIZED LOADS SHALL BE DRIVEN IN THE CITY DUE TO THE AGE AND CONDITION OF EXISTING UTILITIES AND SERVICE CONNECTIONS.
8. ALL MATERIALS/PRODUCTS AND CONSTRUCTION/INSTALLATION SHALL COMPLY WITH PENNDOT PUBLICATION 408, SPECIFICATIONS, LATEST EDITION.



3 MILL & OVERLAY DETAIL FOR ROADWAY REPAIR
SCALE: NONE



4 LEVEL & OVERLAY DETAIL FOR ROADWAY REPAIR
SCALE: NONE



5 STREET RECONSTRUCTION DETAIL (TYP)
SCALE: NONE

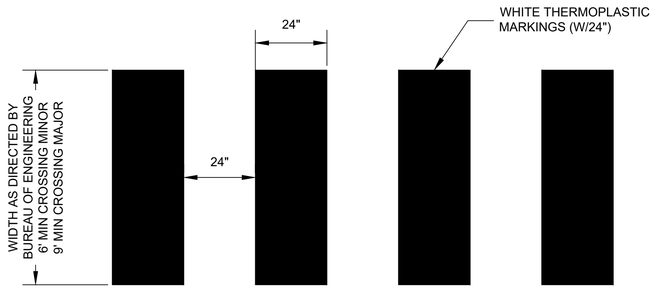
CITY OF LANCASTER
BUREAU OF ENGINEERING
DEPARTMENT OF PUBLIC WORKS

STREET DETAILS
PAVING

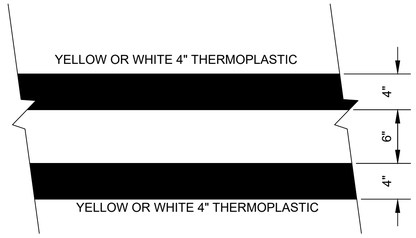
DATE	DESCRIPTION	BY
2/18/26	REVISED	BJH

SCALE: NOTED

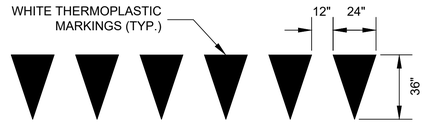
SHEET 1 OF 2



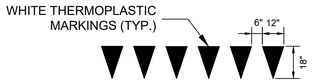
1 HIGH-VISIBILITY CROSSWALK MARKINGS
SCALE: NONE



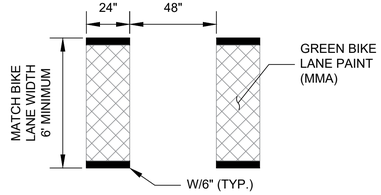
4 DY/4" AND DW/4" LINE
SCALE: NONE



5 TYPICAL YIELD LINE
SCALE: NONE



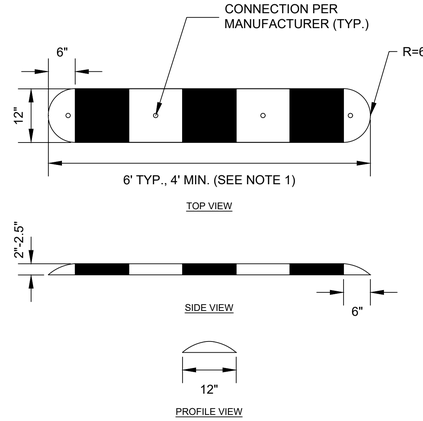
6 BIKE LANE YIELD LINE
SCALE: NONE



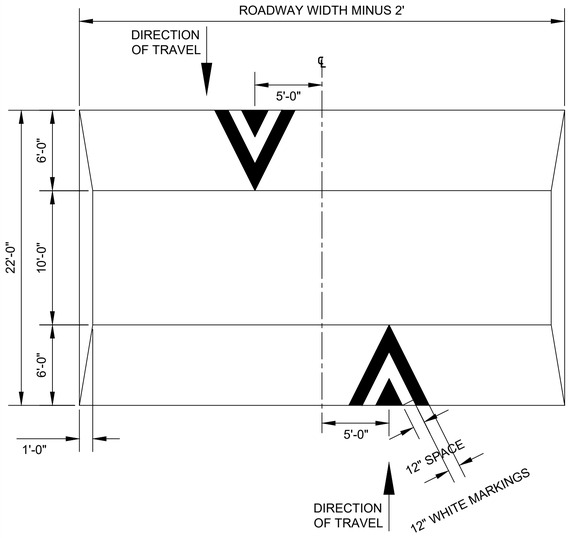
7 CROSSBIKE MARKINGS
SCALE: NONE

PAVEMENT MARKING NOTES:

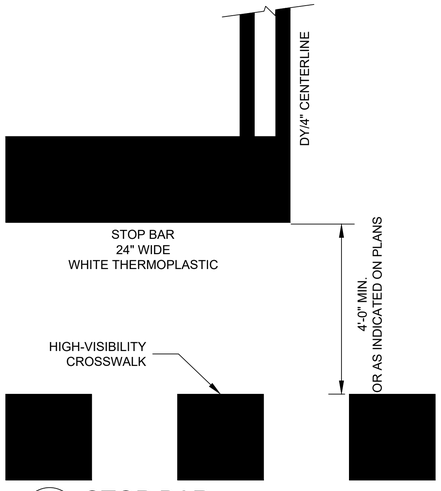
1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED WITH THERMOPLASTIC UNLESS OTHERWISE APPROVED IN WRITING BY BUREAU OF ENGINEERING.



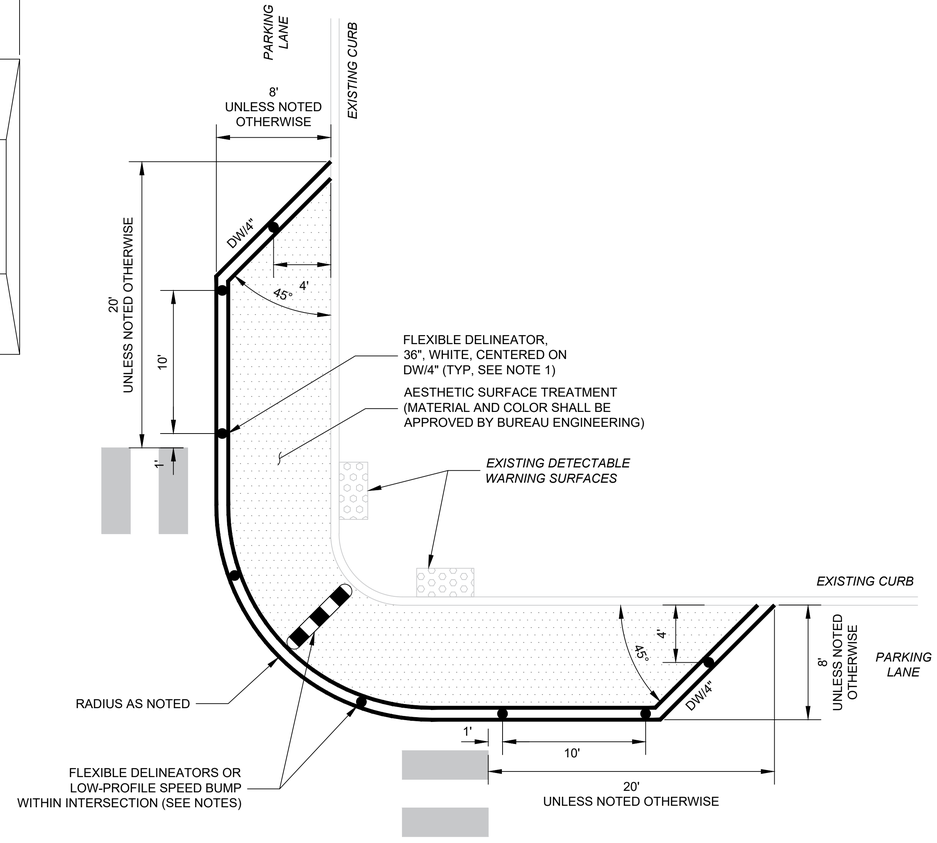
8 LOW PROFILE SPEED BUMP
SCALE: NONE



2 SPEED HUMP MARKINGS
SCALE: NONE



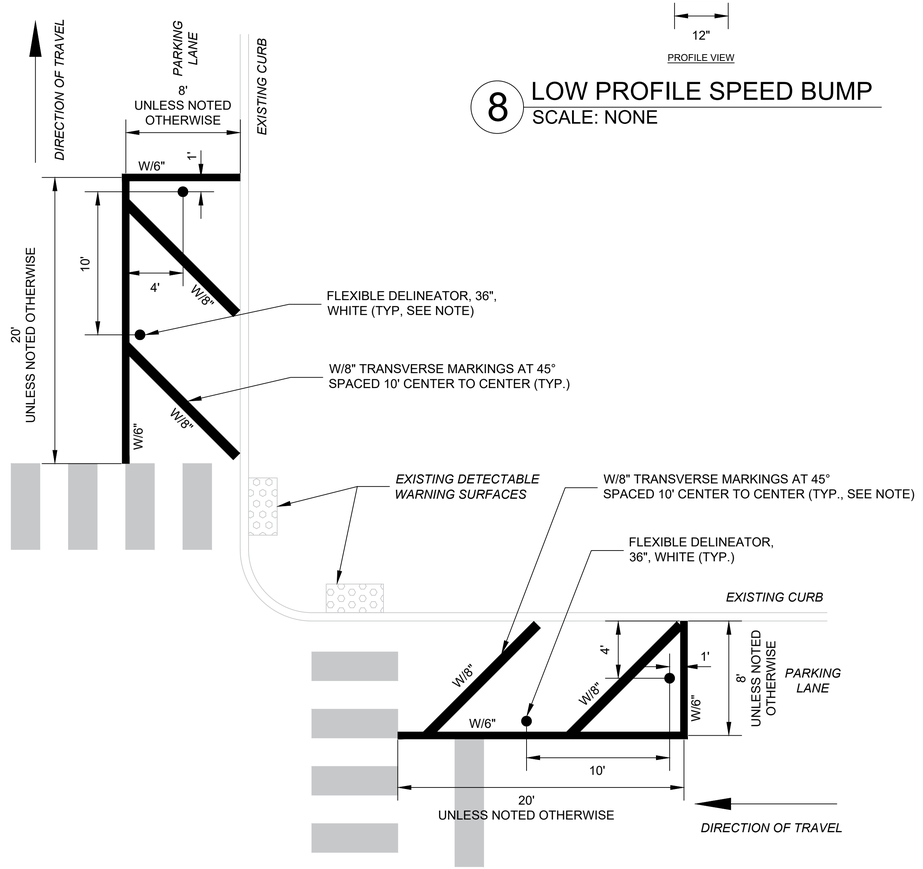
3 STOP BAR
SCALE: NONE



9 INTERSECTION DAYLIGHTING TYPE A
SCALE: NONE

DAYLIGHTING NOTES:

1. FLEXIBLE DELINEATORS USED WITHIN ROADWAY SHALL BE SECURED TO THE PAVEMENT WITH A 4" MINIMUM DEPTH ANCHOR CUP EMBEDDED IN THE PAVEMENT, INSTALLED PER MANUFACTURER INSTRUCTIONS, AND SHALL BE REMOVABLE BY TWISTING.
2. TYPICAL LOW-PROFILE SPEED BUMP IS 6' IN LENGTH. 4' LOW-PROFILE SPEED BUMP CAN BE USED WHERE THERE IS NOT SUFFICIENT WIDTH.
3. LOW-PROFILE SPEED BUMP SHOULD BE INSTALLED 4" FROM EDGE LINE AND A MINIMUM OF 6" FROM CROSSWALK. PLACEMENT SHALL NOT INTERFERE WITH PEDESTRIAN CROSSINGS OR BIKE LANES.
4. SEE DETAIL 8 FOR SIZE OF LOW-PROFILE SPEED BUMP. THE INSTALLER SHALL VERIFY DIMENSIONS AND SIZING PRIOR TO INSTALLATION.



10 INTERSECTION DAYLIGHTING TYPE B
SCALE: NONE

CITY OF LANCASTER BUREAU OF ENGINEERING DEPARTMENT OF PUBLIC WORKS	STREET DETAILS MARKINGS			
		2/18/26	REVISED	BJH
		DATE	DESCRIPTION	BY
SCALE: NOTED	SHEET 2 OF 2			