



CITY OF LOMPOC CALIFORNIA

STANDARD REQUIREMENTS FOR TILE DESIGN AND CONSTRUCTION OF SUBDIVISIONS AND SPECIAL DEVELOPMENTS

SECTION 9 PUBLIC SAFETY

REVISED: JULY 3, 1990

SECTION 9
TRAFFIC CONTROL

DELINEATION

Notes:

1. Function

Delineation consists of any method or technique for outlining a vehicle path. Special attention must be given to the delineation of a vehicle path through a work area to protect both workmen and motorists. Delineation includes, but is not limited to, lane, edge, and channelization striping, raised pavement markers, various forms of posts, and cones. For nighttime guidance, delineation shall be reflectorized or illuminated.

Continuous surveillance is necessary to assure that the traveled way through a construction or maintenance area is adequately delineated.

2. Traffic Striping

Traffic striping is the basic pavement marking to guide the motorist approaching a work area. It may consist of reflectorized traffic lacquer, raised pavement markers, adhesive-backed material manufactured for the purpose or a combination of these elements.

When construction work necessitates vehicle paths other than the lanes normally used, daytime and nighttime checks should be made to assure that the new routing and pavement delineation are adequate. Superseded pavement markings should be completely removed to avoid the possibility of inadvertently leading drivers into fixed objects, the work site, or opposing traffic.


Principles applied to the delineation of permanent roadways apply equally to temporary roadways through work sites.

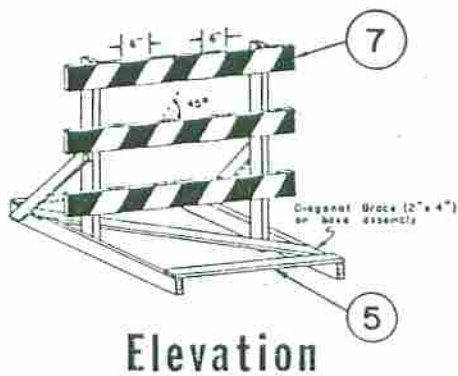
3. Delineators

As used in this detail, delineators are reflector units capable of reflecting light. In general, they consist of post and paddle type guide markers, and cylindrical or cone-shaped plastic devices 18 inches to 48 inches in height. Twelve inch plastic cones may be used in lane striping operations where the only function of the device is to discourage traffic from crossing a freshly painted line.

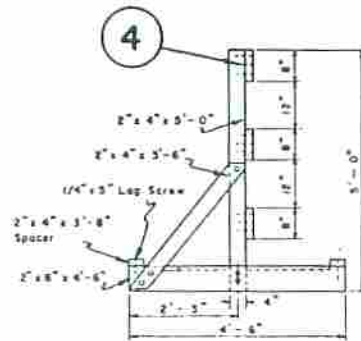
The function of delineators in construction and maintenance zones is also one of guidance, rather than warning. When placed close to the edge of the lane, they should be made of a material that will withstand impact without damage to the devices themselves, the striking vehicle, or passing vehicles. Consideration should also be given to the selection of devices for stability against wind or backwash from passing vehicles.

Painted oil drums and guide post bases made of sand or concrete filled buckets, concrete filled tires and metal are not to be used to delineate the traveled way.

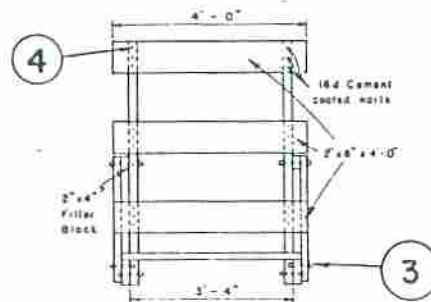
APPROVED 		DATE 7-3-84		CITY OF LOMPOC ENGINEERING DIV.	
CITY ENGINEER		R.C.E. 24658			
				TRAFFIC DELINEATION	
				STANDARD DRAWING NO. 900	
				RESOLUTION NO. 3366 (84) SHT. 1 OF 1	
MARK	REVISIONS	APPR.	DATE		




Elevation



Side View



Front View

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CITY OF LOMPOC
ENGINEERING DIV.

PORTABLE TIMBER BARRICADE

STANDARD DRAWING NO. 901

RESOLUTION NO. 3366(84) SHT. 1 OF 2

NOTES:

1. When weight is needed to resist overturning by the wind, use sand bags.
2. All timber is to be S4S.
3. Provide 3/8" machine bolts with nuts and cut washers as shown.
4. Use 16D cement coated nails for fastening the 2" X 8" rails to the 2" X 4" posts.
5. Use 1/4" X 5" lag screws to attach the 2" X 4" spacers to the 2" X 6" base members.

PORTABLE TIMBER BARRICADES

6. Function

The function of barricades is to separate the motorist from unusual situations created by construction or maintenance activities in or near the traveled way.

A barricade should not be used where a collision with the barricade would be more severe than a collision with the object being separated. At such locations, cones, delineators, or other less rigid devices should be used.

Signs may be placed on barricades where work is of too short a duration to warrant permanent sign installations.

7. Barricade Design

Markings for both top and bottom rails of barricades and flasher supports shall be either alternate black and white stripes or orange and white stripes, sloping downward at 45 degrees. The predominant color for other barricade components shall be white.


All barricades used at night shall be effectively reflectorized. The term 'effectively' means here that reflectorized rail surfaces shall meet the following minimum dry reflectance values at 0.2 & 0.5 degree divergence, expressed in units of candlepower per foot-candle square foot, as measured at a distance of 50 feet from the light source. The wet reflectance values shall be a minimum of 90 percent of the dry values.

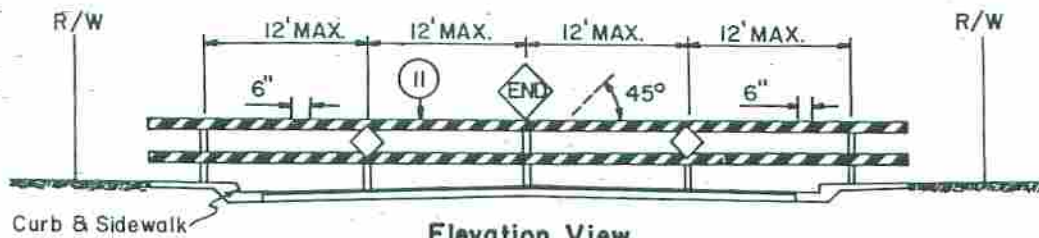
DRY REFLECTIVE INTENSITY

<u>Incidence</u>	<u>White</u>		<u>Orange</u>	
Angle	0.2	0.5	0.2	0.5
-4	45.0	20.0	13.0	6.5
+30	20.0	11.0	6.5	2.9

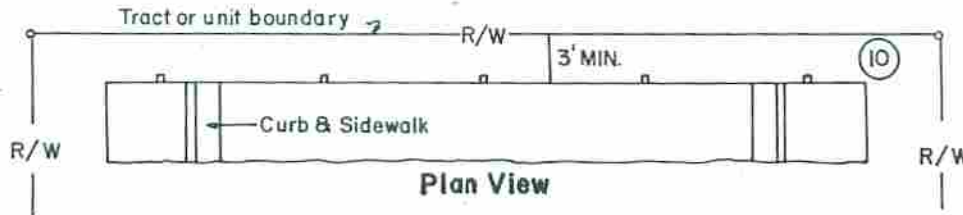
Owner identification will not be imprinted on the reflectorized face of any rail. It may be imprinted elsewhere, as on supports and on nonreflectorized rail faces.

The entire area of orange and white shall be reflectorized, whereas only the white portion of black and white rails shall be reflectorized. If the barricade is facing traffic in two directions, both sides of rails are to be reflectorized.

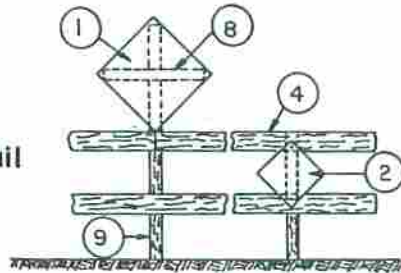
APPROVED	 CITY ENGINEER	DATE 7-3-84 R.C.E. 24658	CITY OF LOMPOC ENGINEERING DIV.
			PORTABLE TIMBER BARRICADE
			STANDARD DRAWING NO. 901
MARK	REVISIONS	APPR. DATE	RESOLUTION NO. 3366 (84) SHT. 2 OF 2



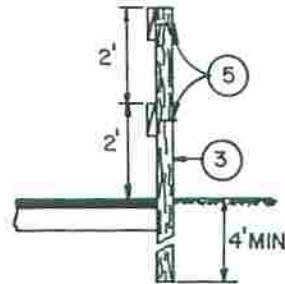
Elevation View



Plan View



Stiffener Detail



Typical Section

Plan View

NOTES

1. Provide End of Street Sign, W31 (30"x30"). Directional arrows, W56 or W57 will be substituted at appropriate intersections.
2. Provide two object markers, Type N-1 (18"x18") as shown.
3. All 4"x4" posts are to be S4S redwood. Minimum length of the posts will be 8'.
4. All 2"x8" rails shall be S4S redwood.
5. Provide one 1/2"x5-3/4" galvanized carriage bolt and washers for mounting rail at each post. Provide two bolts at all splices as shown.
6. All signs shall be composed of yellow reflective sheeting on 0.080 gauge aluminum panel and shall be per the Standard Specifications, State of California, Department of Transportation.
7. All exposed wood shall be painted with two coats of white paint.
8. Provide a 2"x4" stiffener as shown; notch 4"x4" post so stiffener is flush.
9. Provide extra length posts to mount appropriate sign. See Standard Detail 6-030.
10. Extend barricade to back of sidewalk, if the Type A Drainage Apron is constructed. See Standard Detail 2-010.
11. Refer to Note No. 7 on Standard Drawing No. 901, Sht. 2 of 2.

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CITY OF LOMPOC
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STANDARD WOOD BARRICADE

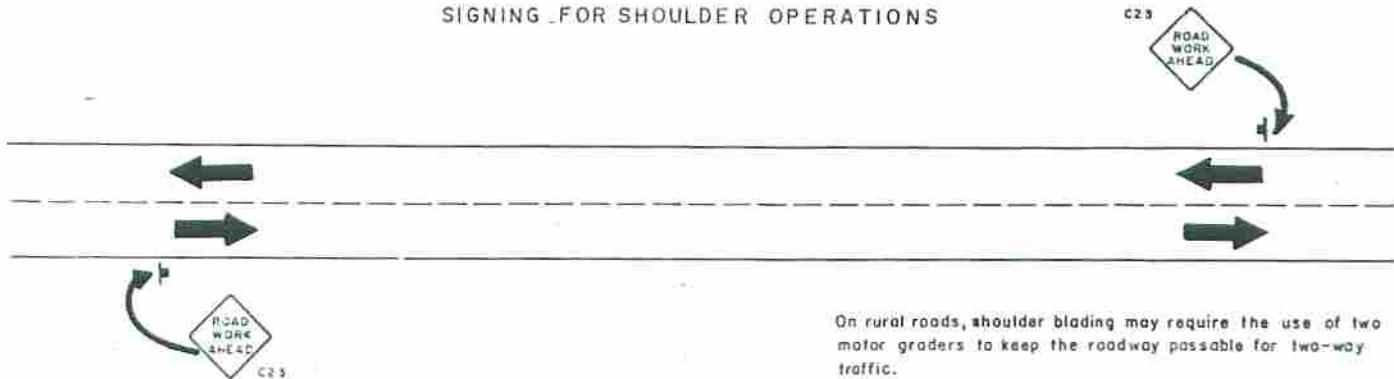
STANDARD DRAWING NO. 902

RESOLUTION NO. 3366 (84)

SHT. 1 OF 1

MARK	REVISIONS	APPR.	DATE

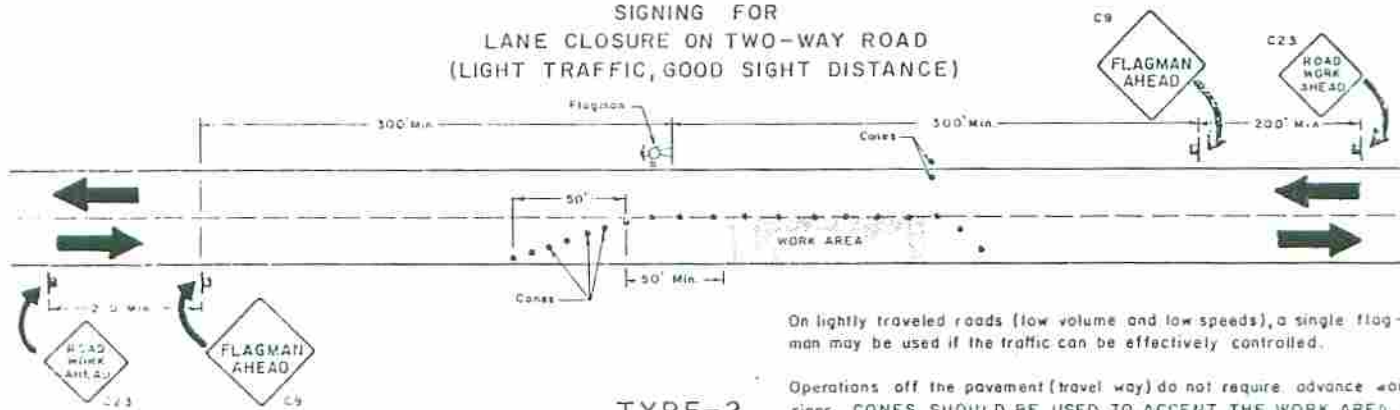
SIGNING FOR SHOULDER OPERATIONS



On rural roads, shoulder blading may require the use of two motor graders to keep the roadway passable for two-way traffic.

TYPE-1


SIGNING FOR LANE CLOSURE ON TWO-WAY ROAD (LIGHT TRAFFIC, GOOD SIGHT DISTANCE)



On lightly traveled roads (low volume and low speeds), a single flagman may be used if the traffic can be effectively controlled.

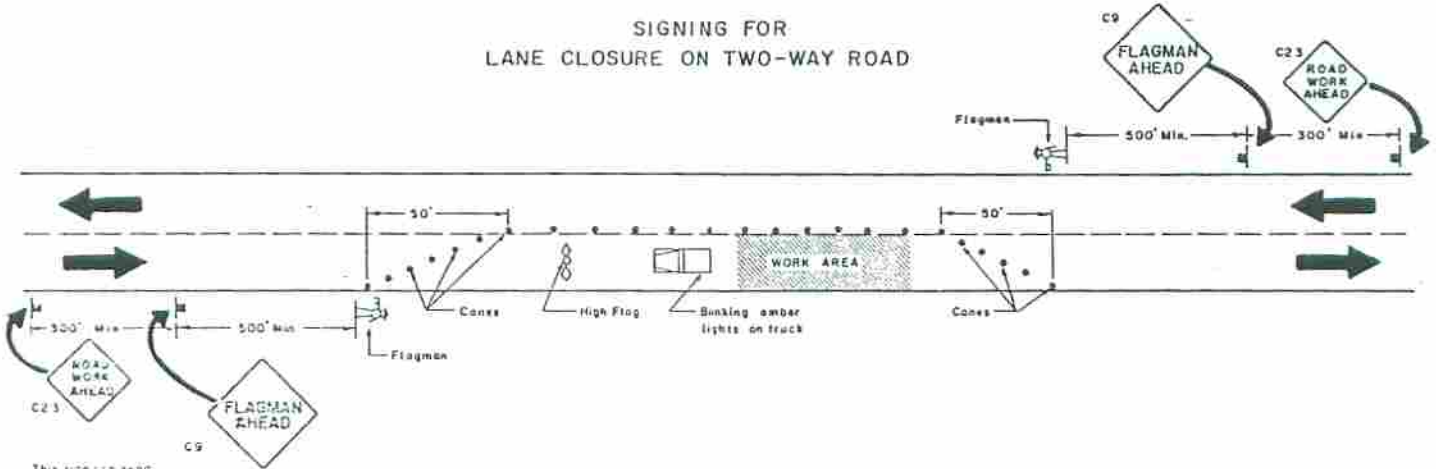
Operations off the pavement (travel way) do not require advance work signs. CONES SHOULD BE USED TO ACCENT THE WORK AREA.

TYPE-2

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CITY OF LOMPOC
ENGINEERING DIV.
TRAFFIC CONTROL
TYPES 1 & 2
STANDARD DRAWING NO. 903
RESOLUTION NO 3366 (84) SHT. 1 OF 1

SIGNING FOR
LANE CLOSURE ON TWO-WAY ROAD



This sign can read
500 FT., 1000 FT.
OR 1500 FT. in place
of "AHEAD"

On lightly traveled roads, the signed truck with flashing lights may stop momentarily without advance signs. C23 signs may be used alone, or with cones.

C9 "FLAGMAN AHEAD" signs must be placed a minimum of 500' ahead of the flagman.

Flagman must always be used when needed for the orderly control of traffic.

Guard rail pointing off the paved lanes may be protected by a truck parked on the shoulder with amber lights flashing.

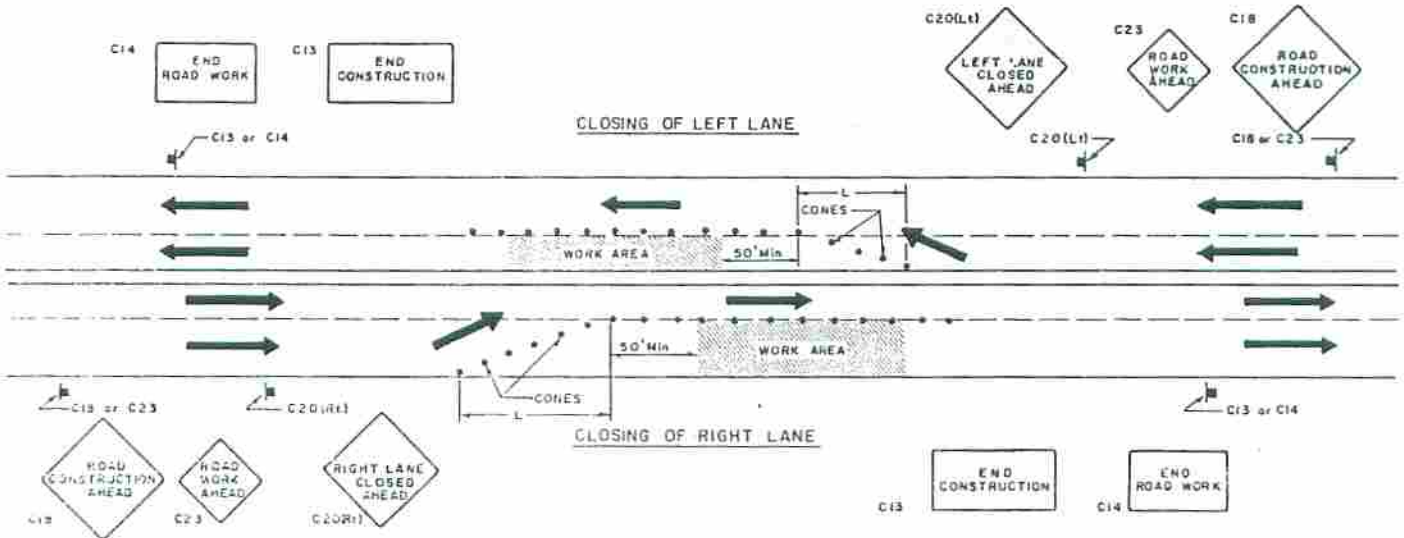
Crosswalk and pavement marking on 30MPH zoned city streets may be protected by the placement of cones and high flags where necessary.

TYPE-3

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CITY OF LOMPOC	
ENGINEERING DIV.	
TRAFFIC CONTROL	
TYPE 3	
STANDARD DRAWING NO. 904	
RESOLUTION NO. 3366(84)	SHT. 1 OF 1

**SIGNING FOR LANE CLOSURE OF
FOUR LANE DIVIDED OR UNDIVIDED ROADS**



NOTES:

- 1. DELINEATORS:** Devices which do not exceed 18" in any horizontal dimension (including base) placed at 15' intervals may be used for traffic delineators.
- 2. DIVIDED ROADWAY:** Supplemental advance warning signs shall be posted in the median (including painted median). Signs are not required on opposite approach.
- 3.** C18 or C23 signs should be placed ahead of the transition taper a distance in feet of $11 \times S$. The C20 (Rt) or C20 (Lt) should be placed ahead of the transition taper a distance in feet of $6 \times S$.

Transition Taper

$L = S \times W$
 $L =$ Length of Taper
 $S =$ 85 Percentile Speed
 $W =$ Lateral Transition
 (Usually lane width)

LEGEND

- SIGNS
- CONES or DELINEATORS
- ➔ TRAFFIC DIRECTION

TYPE-4

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CITY OF LOMPOC
 ENGINEERING DIV.
TRAFFIC CONTROL
TYPE 4
 STANDARD DRAWING NO. 905
 RESOLUTION NO. 3366 (84) SHT. 1 OF 1