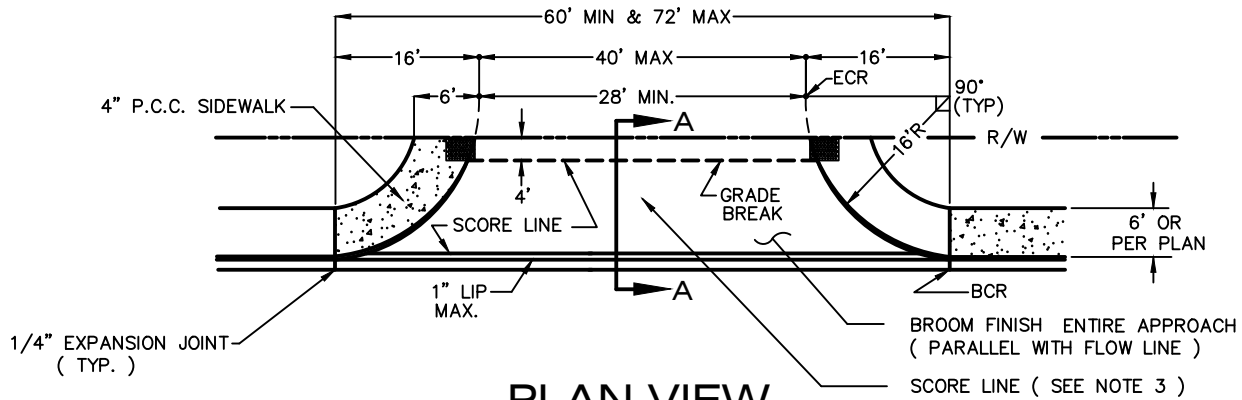
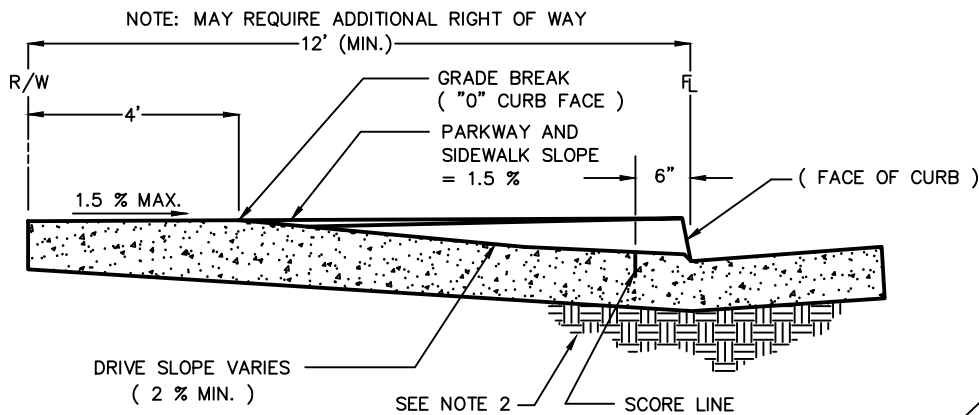
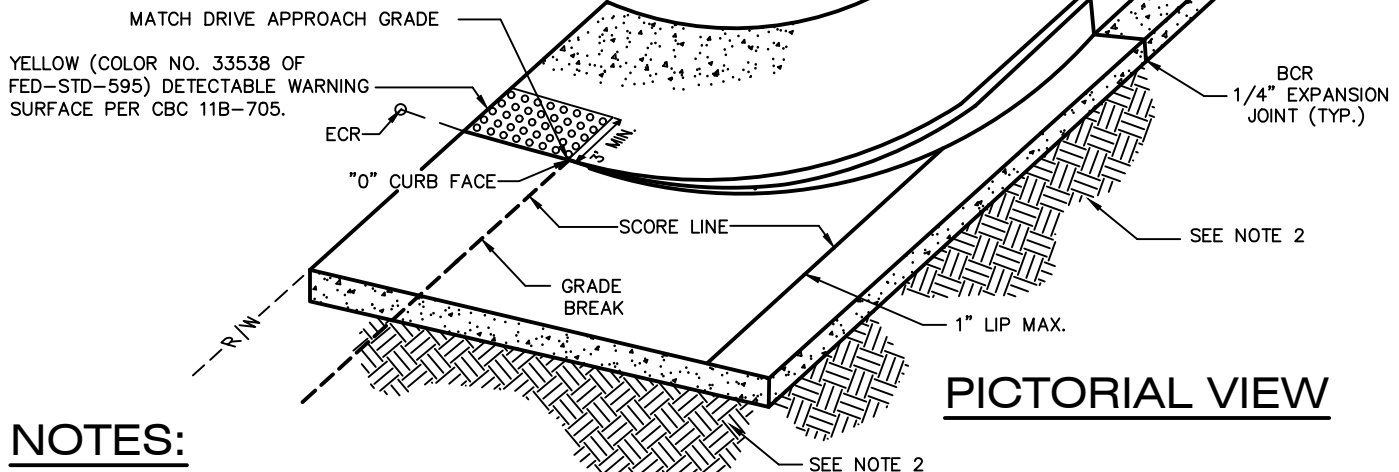




PLAN VIEW



SECTION A-A



PICTORIAL VIEW

NOTES:

1. DRIVE APPROACH SHALL BE 8" P.C.C., MIN CLASS 560-C-3250, TYPE II OR V. ADDITIONAL CONCRETE THICKNESS MAY BE REQUIRED FOR INDUSTRIAL/COMMERCIAL USES.
2. 90% RELATIVE COMPACTION ON SUB-GRADE UNDER DRIVE APPROACH.
3. APPROACHES SHALL BE SCORED 1 1/2" DEEP AT CENTER OF APPROACH. ALL OTHER SCORE LINES SHALL BE MAX. 10' SEPARATION.
4. APPLY CLASS I OR II CURING COMPOUND (PER S.P.P.W.C.).

DRAWN BY: M.W.M.

APPROVED BY: M. Jhoti

DATE: 03/21/23

CITY OF HESPERIA

**COMMERCIAL / INDUSTRIAL
DRIVE APPROACH**

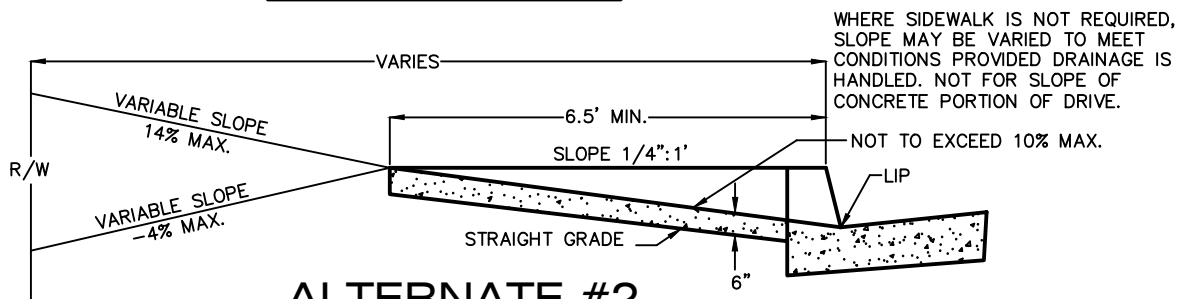
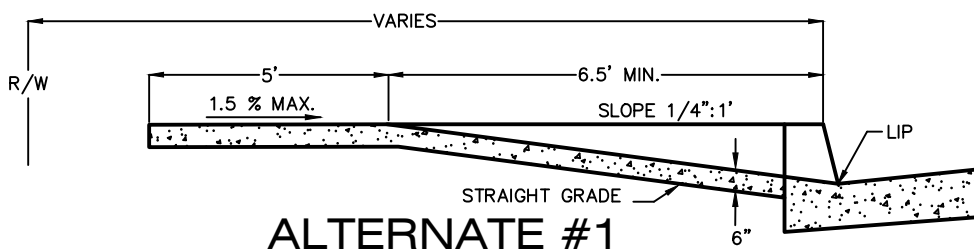
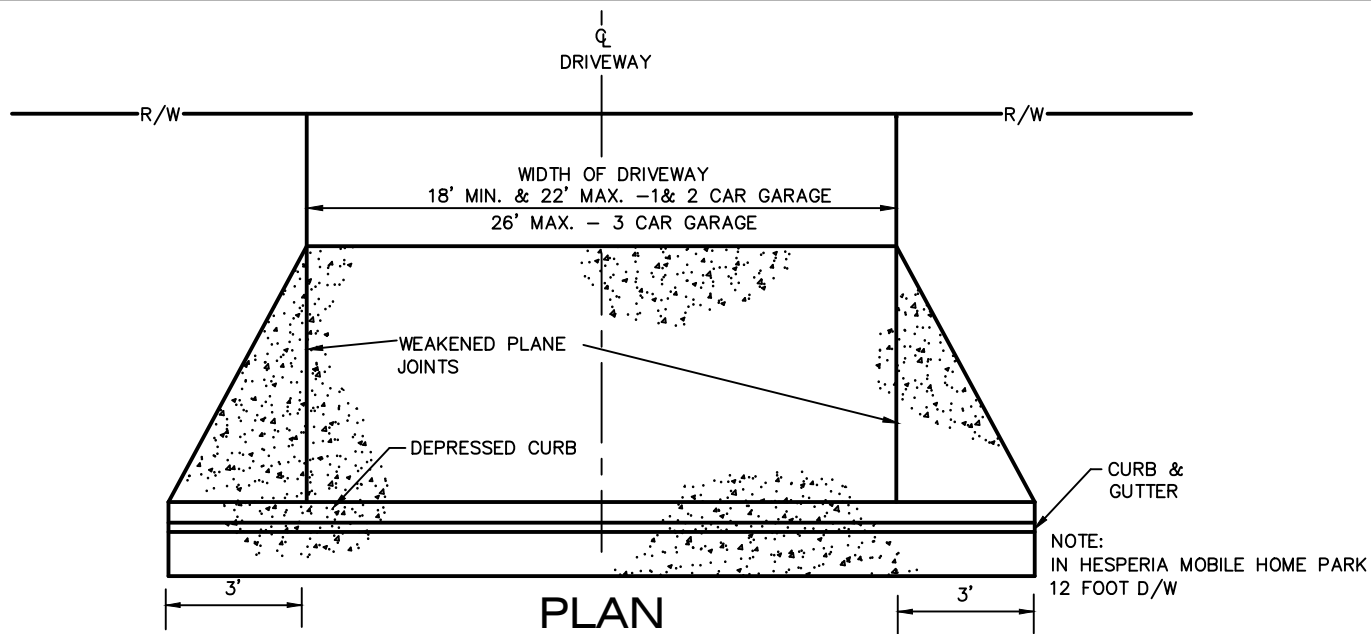


REV. DATE

10/18/23 M.M.

STD. DRWG. NO.

ST-1



NOTES:

(SIDEWALK NOT REQUIRED)

1. DRIVEWAY APPROACHES SHALL BE CONSTRUCTED OF 560-C-3250 TYPE II OR V CONCRETE 6" THICK.
2. TRANSVERSE BROOM FINISH IS REQUIRED.
3. DRIVEWAY APPROACH CONSTRUCTION IS REQUIRED FOR ALL DEPRESSED CURB OPENINGS.
4. ON A SINGLE LOT WHEN MORE THAN ONE DRIVEWAY APPROACH IS TO CONSTRUCTED, THE MINIMUM DISTANCE BETWEEN DRIVEWAY APPROACHES SHALL BE TEN (10') FEET AND THE MINIMUM DISTANCE BETWEEN CURB RETURN AND DRIVEWAY SHALL BE FIVE (5') FEET.
5. TO PROVIDE DRIVEWAY APPROACH THROUGH EXISTING CURB AND GUTTER; THE EXISTING CURB AND GUTTER SHALL BE SAW CUT AND REMOVED FOR THE NECESSARY WIDTH, OR REMOVED AND RE-BUILT TO THE NEAREST JOINT.
6. NEW DRIVEWAYS CONSTRUCTED IN EXISTING TRACT AREAS CAN BE REDUCED TO A MINIMUM WIDTH OF TWELVE (12') FEET.
7. APPLY CLASS I OR II CURING COMPOUND (PER S.P.P.W.C.).

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DATE: 03/21/23

CITY OF HESPERIA

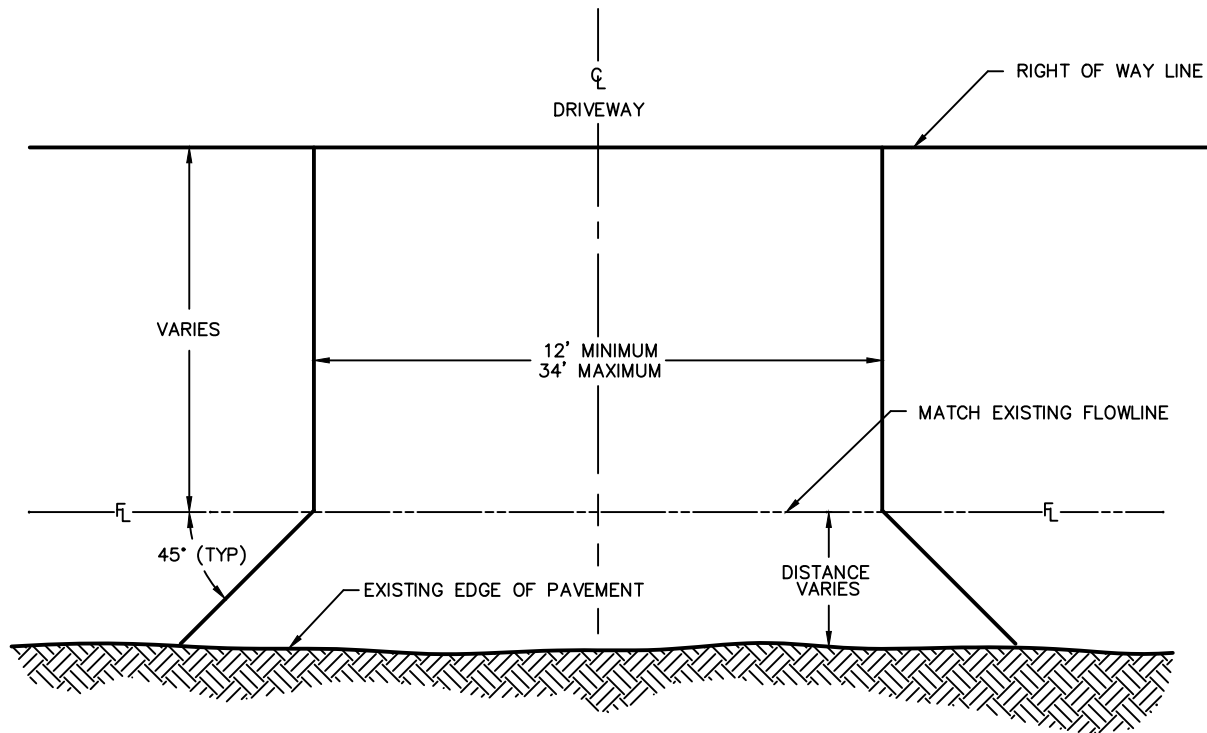
**RESIDENTIAL DRIVEWAY
WITH CURB & GUTTER**



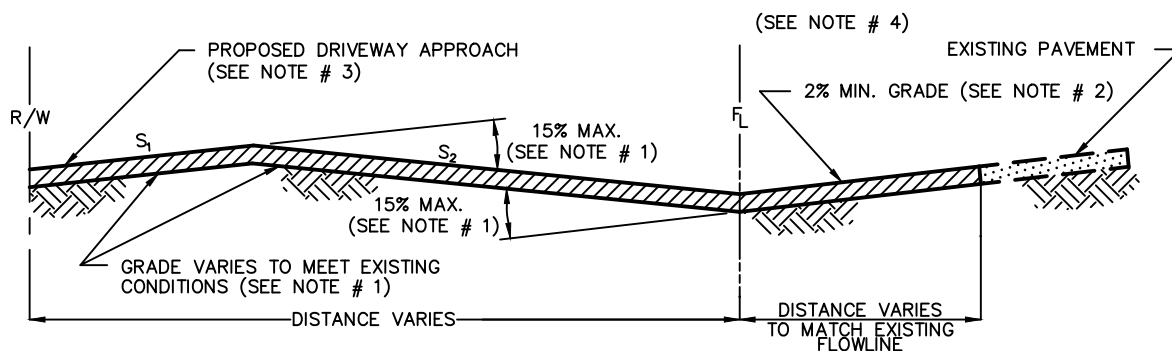
REV. DATE

STD. DRWG. NO.

ST-2



PLAN



TYPICAL FORMULAS

$$S_1 + S_2 = \text{GRADE CHANGE}$$

SECTION

NOTES:

1. MAXIMUM ALLOWABLE CHANGE, IN ANY AGGREGATE GRADE DEFLECTION, WILL BE 15%.
2. THIS PORTION OF THE PROPOSED DRIVEWAY APPROACH WILL HAVE A MINIMUM GRADE OF 2%. ANY DEVIATION IN THIS SLOPE REQUIREMENT MUST HAVE FORMALIZED APPROVAL FROM THE PROPERTY OWNER.
3. DRIVEWAY APPROACH SHALL BE PAVED WITH BITUMINOUS PAVING (MINIMUM 3" THICKNESS) IF ROADWAY IS UNPAVED, THEN PAVE DRIVEWAY TO THE FLOWLINE.
4. EXISTING DRAINAGE FLOWLINE GRADE SHALL BE MAINTAINED. DRIVEWAY APPROACH CONSTRUCTION SHALL NOT CAUSE CUTTING OR FILLING INTO ANY PORTION OF THE MAINTAINED ROADWAY.
5. WHERE EXISTING BITUMINOUS OR EARTH BERM IS REMOVED, DRIVEWAY APPROACH SHALL BE GRADED AND CONSTRUCTED TO AN ELEVATION EQUAL TO THE HEIGHT OF BERM REMOVED TO CONTROL DRAINAGE.

DRAWN BY: M.W.M.

APPROVED BY: M. Jhoti

DATE: 03/21/23

CITY OF HESPERIA

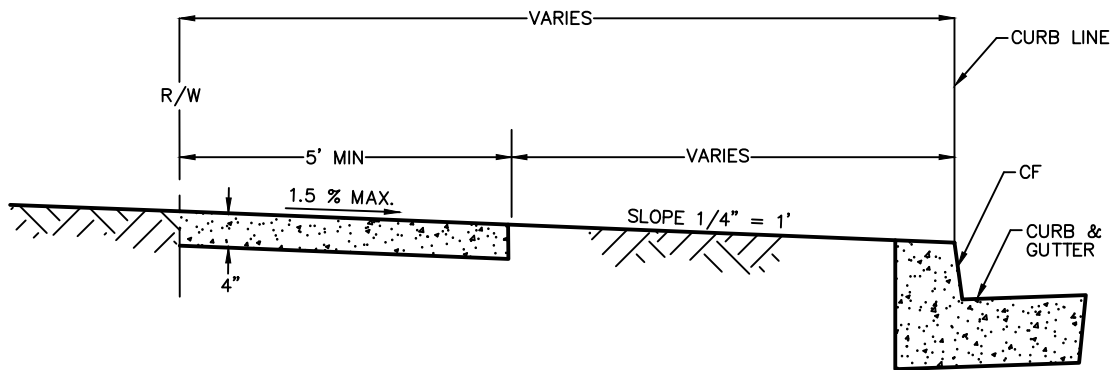
RESIDENTIAL DRIVEWAY
WITHOUT CURB & GUTTER



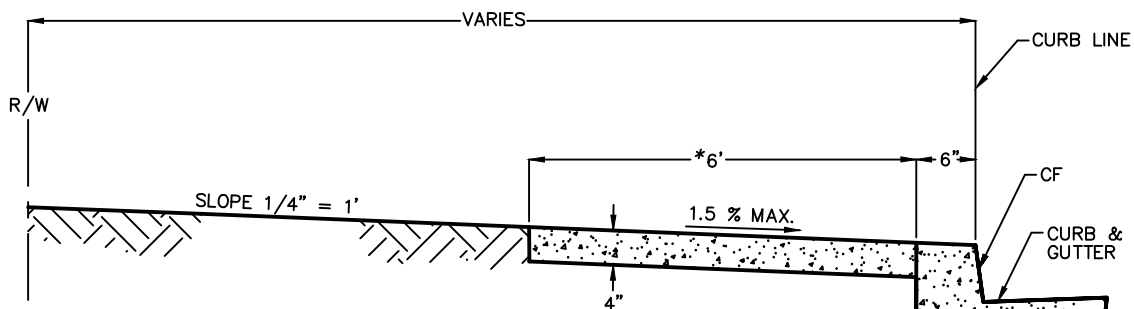
REV. DATE

STD. DRWG. NO.

ST-3



TYPE "B"



* ALL CURB ADJACENT SIDEWALKS
SHALL BE 6- FEET WIDE (MIN)

TYPE "A"

NOTES:

1. SIDEWALK SHALL BE CONSTRUCTED OF 560-C-3250 TYPE II OR VI CONCRETE.
2. WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED ON 10' SPACING AND MATCH CURB JOINTS.
3. SCORING SIDEWALK WILL BE PERMITTED.
4. APPLY CLASS I OR II CURING COMPOUND (PER S.P.P.W.C.).
5. ALL SIDEWALKS MUST HAVE A MINIMUM 4' CLEAR PATH OF TRAVEL AROUND ALL OBSTACLES PER A.D.A. REQUIREMENTS.

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APPROVED BY: M. Jhoti

DATE: 03/21/23

CITY OF HESPERIA

SIDEWALKS



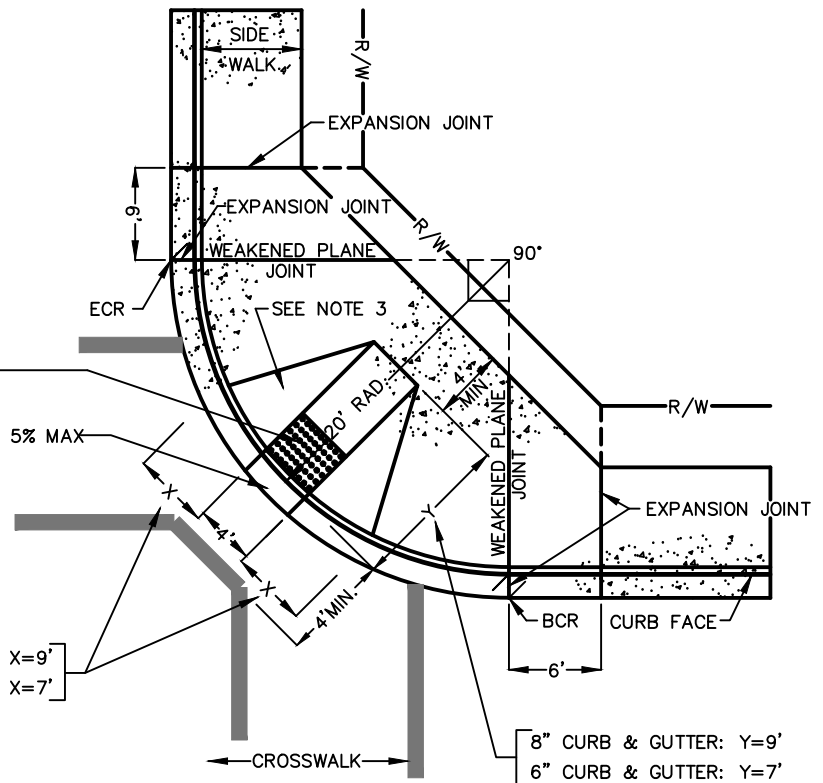
REV. DATE

STD. DRWG. NO.

ST-4

4' X 3' TRUNCATED DOME
YELLOW (COLOR NO. 33538 OF
FED-STD-595) DETECTABLE WARNING
SURFACE PER CBC 11B-705.
REQUIRED AT BOTTOM OF CURB RAMP.

8" CURB WING: X=9'
6" CURB WING: X=7'



NOTES:

1. RAMP SLOPE SHALL BE 8.33% MAXIMUM.
2. THE ENTIRE RAMP SURFACE SHALL HAVE A TRANSVERSE BROOMED SURFACE ROUGHER THAN THE SURROUNDING SIDEWALK, PROVIDING A CONTRASTING FINISH.
3. RAMPS SHALL BE BUILT AND FINISHED SO THAT THERE ARE NO ABRUPT .CHANGES IN ELEVATION OR ANGLE OF SLOPE.
4. SIDEWALK RAMPS ARE REQUIRED AT ALL CORNERS WHERE CURBS AND/OR SIDEWALKS ARE TO BE CONSTRUCTED OR RECONSTRUCTED AND SHALL BE AS SHOWN ON THE IMPROVEMENT PLANS.
5. MODIFICATIONS TO LOCATION OR DIMENSIONS OF RAMP SHALL REQUIRE APPROVAL OF CITY ENGINEER AND BE SHOWN ON APPROVED PLANS.
6. THICKNESS OF CONCRETE: 4" MINIMUM 560-C-3250 TYPE II OR V.
7. USE WHEN ONE OR BOTH INTERSECTING STREETS IS A COLLECTOR OR WIDER.
8. SIDEWALK WIDTH SHALL BE PER DESIGN REQUIREMENTS, ST-4.
9. APPLY CLASS I OR II CURING COMPOUND (PER S.P.P.W.C.).
10. CAST IN PLACE TRUNCATED DOMES SHALL BE USED FOR NEW CONSTRUCTION OF RAMP.

DRAWN BY: M.W.M.

APPROVED BY: *M. Jhoti*

DATE: 03/21/23

CITY OF HESPERIA

INTERSECTION DETAIL
LOCAL STREETS

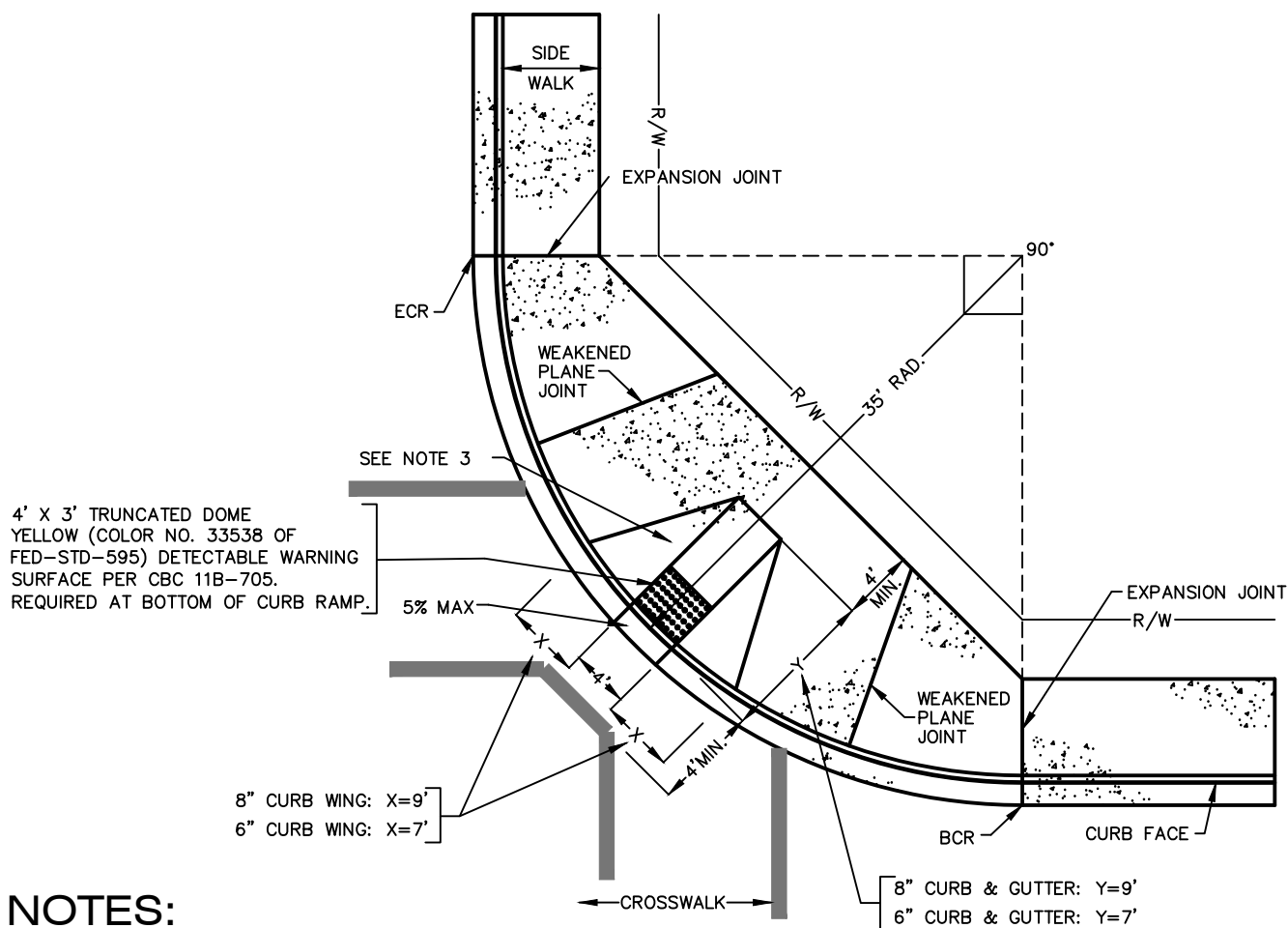


REV. DATE

10/18/23 M.M.

STD. DRWG. NO.

ST-7



NOTES:

1. RAMP SLOPE SHALL BE 8.33% MAXIMUM.
2. THE ENTIRE RAMP SURFACE SHALL HAVE A TRANSVERSE BROOMED SURFACE ROUGHER THAN THE SURROUNDING SIDEWALK, PROVIDING A CONTRASTING FINISH.
3. RAMPS SHALL BE BUILT AND FINISHED SO THAT THERE ARE NO ABRUPT .CHANGES IN ELEVATION OR ANGLE OF SLOPE.
4. SIDEWALK RAMPS ARE REQUIRED AT ALL CORNERS WHERE CURBS AND/OR SIDEWALKS ARE TO BE CONSTRUCTED OR RECONSTRUCTED AND SHALL BE AS SHOWN ON THE IMPROVEMENT PLANS.
5. MODIFICATIONS TO LOCATION OR DIMENSIONS OF RAMP SHALL REQUIRE APPROVAL OF CITY ENGINEER AND BE SHOWN ON APPROVED PLANS.
6. THICKNESS OF CONCRETE: 4" MINIMUM 560-C-3250 TYPE II OR V.
7. USE WHEN ONE OR BOTH INTERSECTING STREETS IS A COLLECTOR OR WIDER.
8. SIDEWALK WIDTH SHALL BE PER DESIGN REQUIREMENTS, ST-4.
9. APPLY CLASS I OR II CURING COMPOUND (PER S.P.P.W.C.).
10. CAST IN PLACE TRUNCATED DOMES SHALL BE USED FOR NEW CONSTRUCTION OF RAMP.

DRAWN BY: M.W.M.

APPROVED BY: M. Jhoti

DATE: 03/21/23

CITY OF HESPERIA

INTERSECTION DETAIL
COLLECTOR OR LARGER

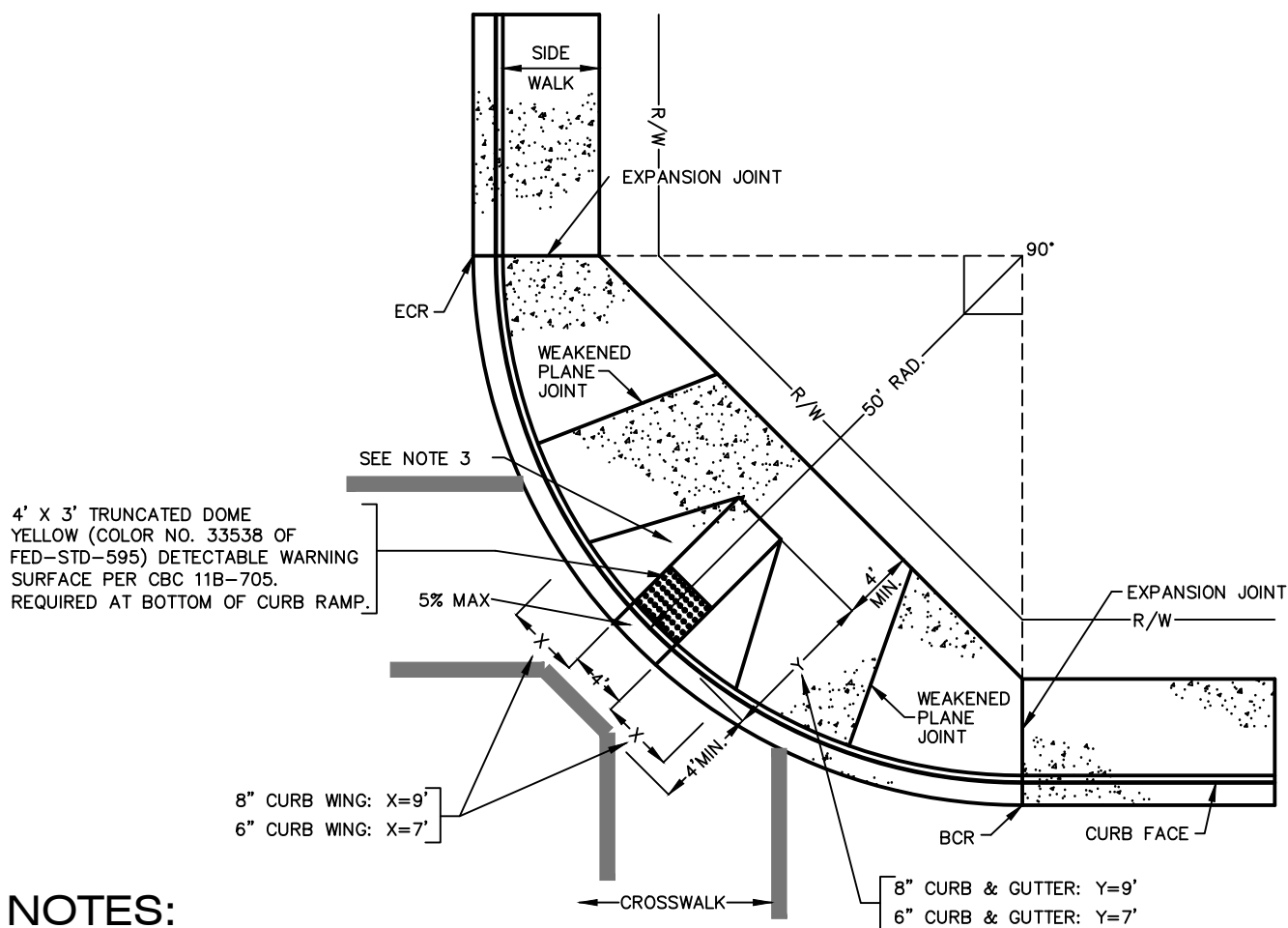


REV. DATE

10/18/23 M.M.

STD. DRWG. NO.

ST-8



NOTES:

1. RAMP SLOPE SHALL BE 8.33% MAXIMUM.
2. THE ENTIRE RAMP SURFACE SHALL HAVE A TRANSVERSE BROOMED SURFACE ROUGHER THAN THE SURROUNDING SIDEWALK, PROVIDING A CONTRASTING FINISH.
3. RAMPS SHALL BE BUILT AND FINISHED SO THAT THERE ARE NO ABRUPT CHANGES IN ELEVATION OR ANGLE OF SLOPE.
4. SIDEWALK RAMPS ARE REQUIRED AT ALL CORNERS WHERE CURBS AND/OR SIDEWALKS ARE TO BE CONSTRUCTED OR RECONSTRUCTED AND SHALL BE AS SHOWN ON THE IMPROVEMENT PLANS.
5. MODIFICATIONS TO LOCATION OR DIMENSIONS OF RAMP SHALL REQUIRE APPROVAL OF CITY ENGINEER AND BE SHOWN ON APPROVED PLANS.
6. THICKNESS OF CONCRETE: 4" MINIMUM 560-C-3250 TYPE II OR V.
7. USE WHEN ONE OR BOTH INTERSECTING STREETS IS A COLLECTOR OR WIDER.
8. SIDEWALK WIDTH SHALL BE PER DESIGN REQUIREMENTS, ST-4.
9. APPLY CLASS I OR II CURING COMPOUND (PER S.P.P.W.C.).
10. CAST IN PLACE TRUNCATED DOMES SHALL BE USED FOR NEW CONSTRUCTION OF RAMP.

DRAWN BY: M.W.M.

APPROVED BY: M. Jhoti

DATE: 03/21/23

CITY OF HESPERIA

INTERSECTION DETAIL
ARTERIAL OR LARGER

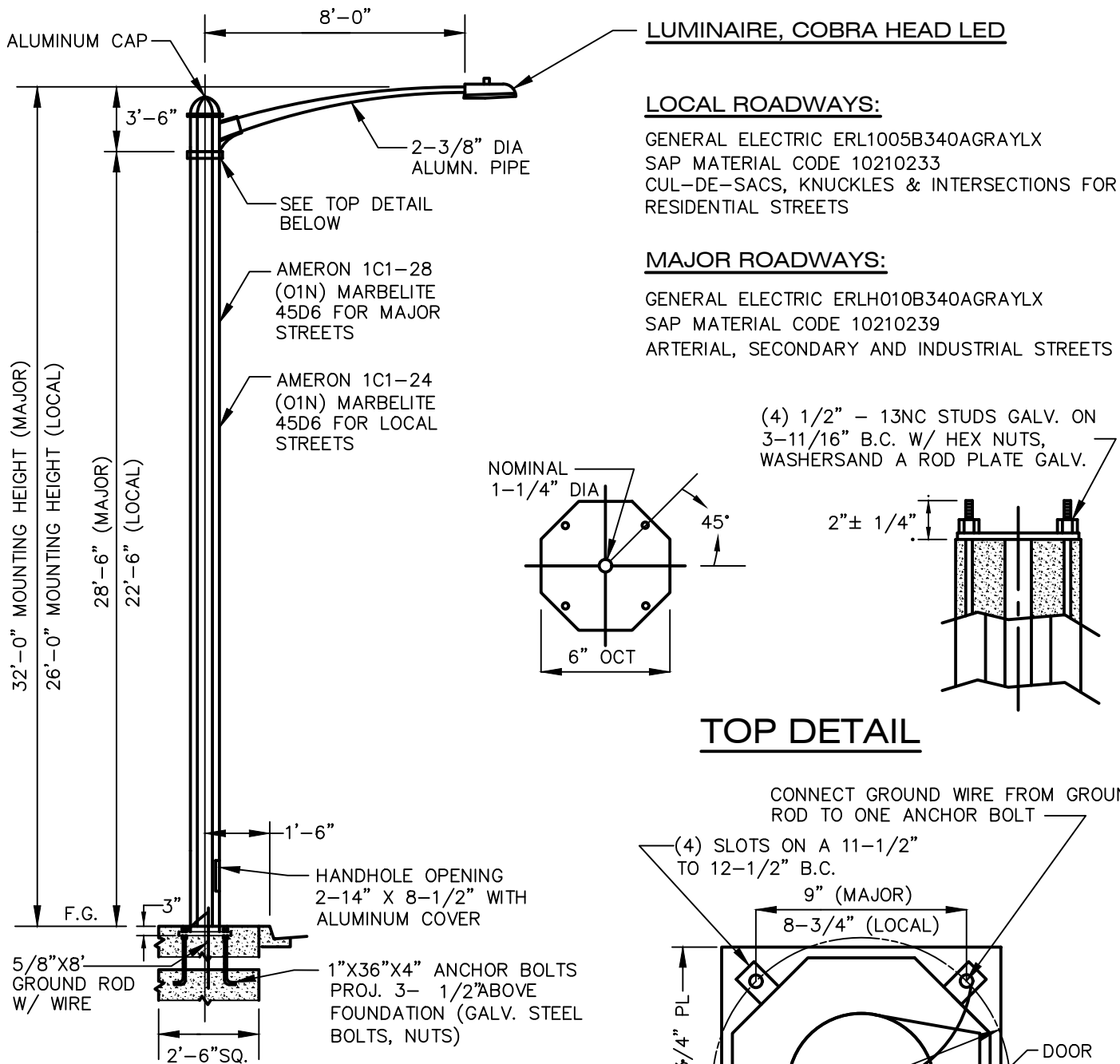


REV. DATE

10/18/23 M.M.

STD. DRWG. NO.

ST-9



TOP DETAIL

BASE PLATE DETAIL

NOTES:

1. MIX (O1N): SCE BLACK AND WHITE, EXPOSED AGGREGATE FINISH, WITH NO COATING.
2. ASTM C-150 TYPE III GRAY CEMENT.
3. $f'c$ @ 28 DAYS = 6,000 PSI, USING SPUN CYLINDER TEST.
4. $f'c$ @ 28 DAYS = 5,000 PSI, USING ASTM C-31 CYLINDER TEST.
5. POLES MANUFACTURED PER ASTM C1089-97 SPECS.
6. BASEPLATE (ASTM A36) FULLY PRESTRESSED WITH (8) 5/16" DIA. PRESTRESSING TENDONS (CABLES, A-416).
7. PROTECTIVE COAT EXPOSED P.P. WIRES AT POLE ENDS.
8. LS-1 SYSTEM.

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APPROVED BY: *M. Jhoti*

DATE: 03/21/23

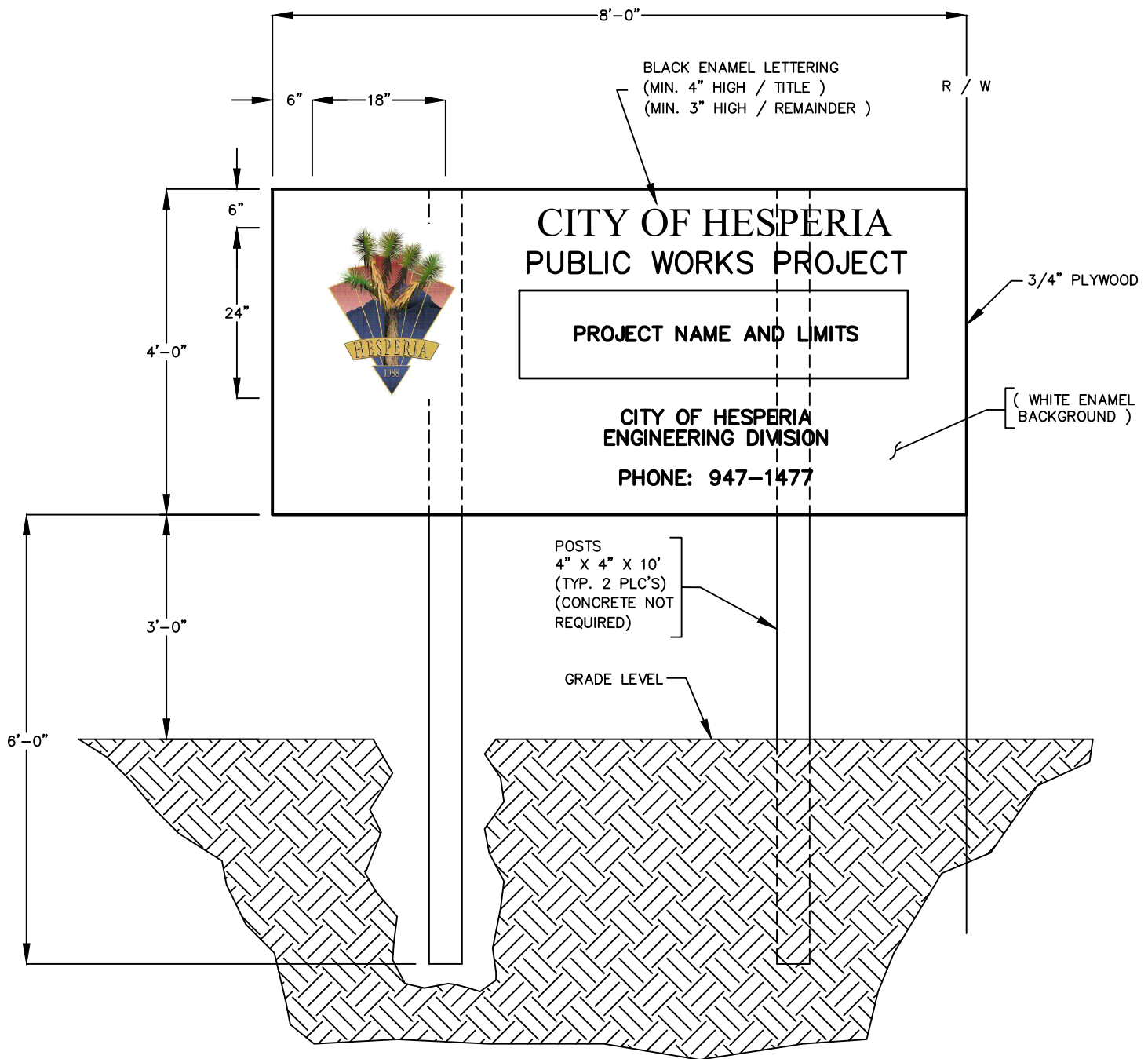
CITY OF HESPERIA

STREET LIGHT STANDARD
LOCAL AND MAJOR STREETS



REV. DATE STD. DRWG. NO.

ST-10



NOTE:

SIGN TO BE LOCATED WITHIN
RIGHT-OF-WAY, CLEAR OF
"CLEARSITE TRIANGLE"

DRAWN BY: M.W.M.

APPROVED BY: *M. Jhoti*

DATE: 03/21/23

CITY OF HESPERIA

PROJECT LIMITS SIGN

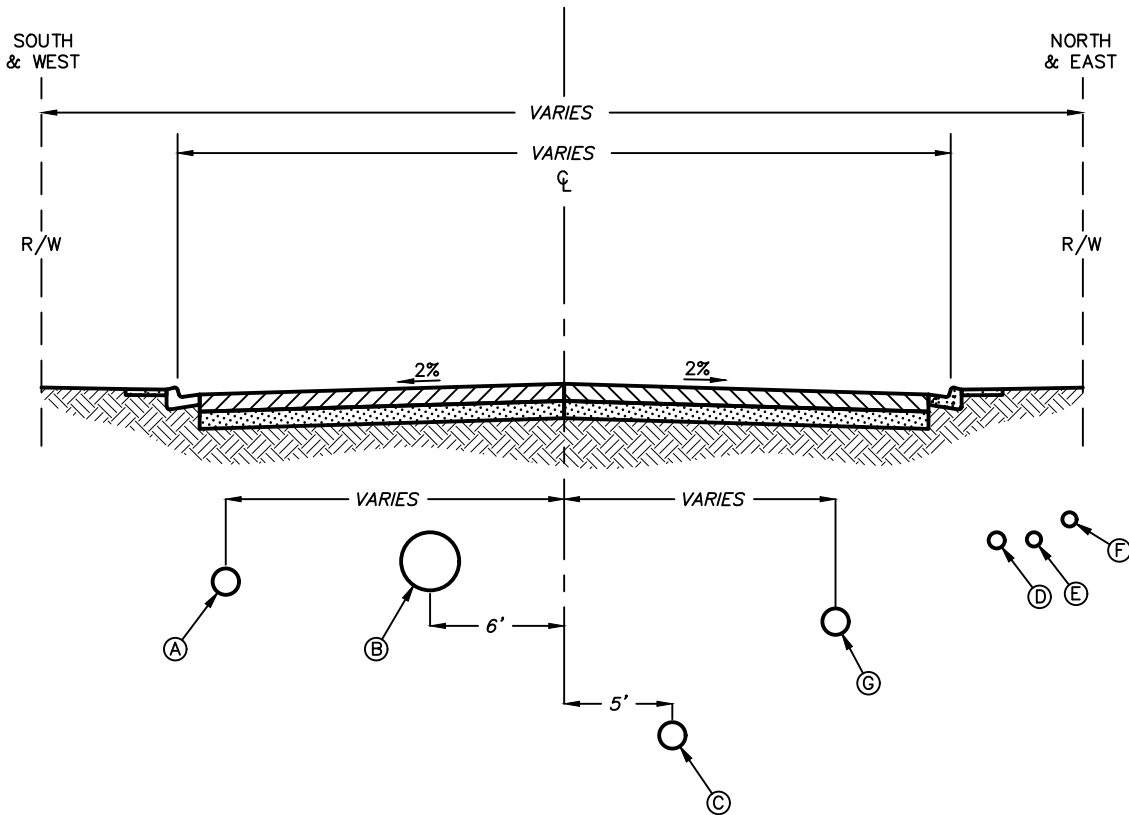


REV. DATE

STD. DRWG. NO.

ST-11

RECOMMENDED UTILITY LOCATIONS



UTILITY	MIN. COVER
(A) WATER	42"
(B) STORM DRAIN	36"
(C) SEWER	96"
(D) GAS	36"
(E) POWER	36"
(F) TELEPHONE-CATV	30"
(G) RECLAIMED WATER	60"

RECOMENDED UTILITY INSTALLATION SCHEDULE

1. STORM DRAIN
2. SEWER
3. POWER & TELEPHONE
4. CURB AND GUTTER
5. WATER
6. RECLAIMED WATER
7. GAS
8. PAVING

DRAWN BY: M.W.M.

APPROVED BY: *M. Jhoti*

DATE: 03/21/23

CITY OF HESPERIA

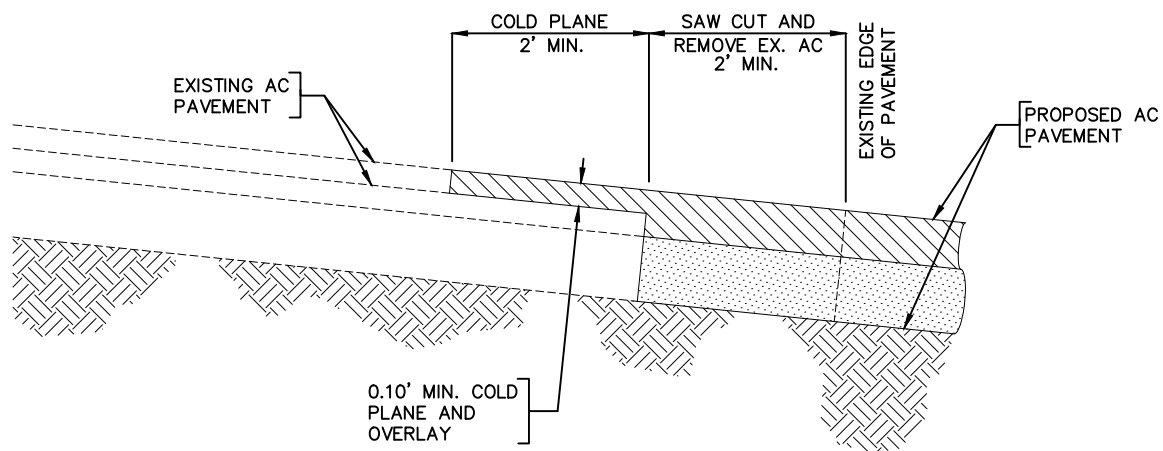
UNDERGROUND UTILITY LOCATIONS



REV. DATE

STD. DRWG. NO.

ST-12



DRAWN BY: M.W.M.

APPROVED BY: *M. Jhoti*

DATE: 03/21/23

CITY OF HESPERIA

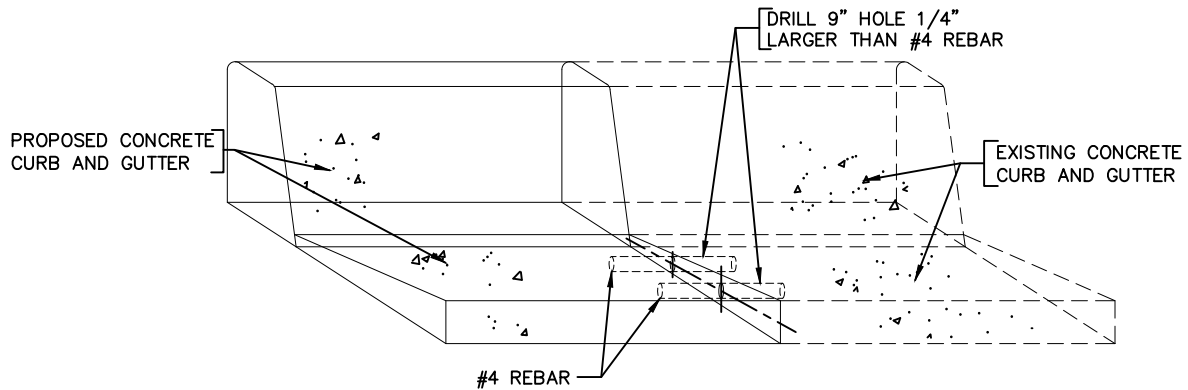
PAVEMENT JOINT DETAIL



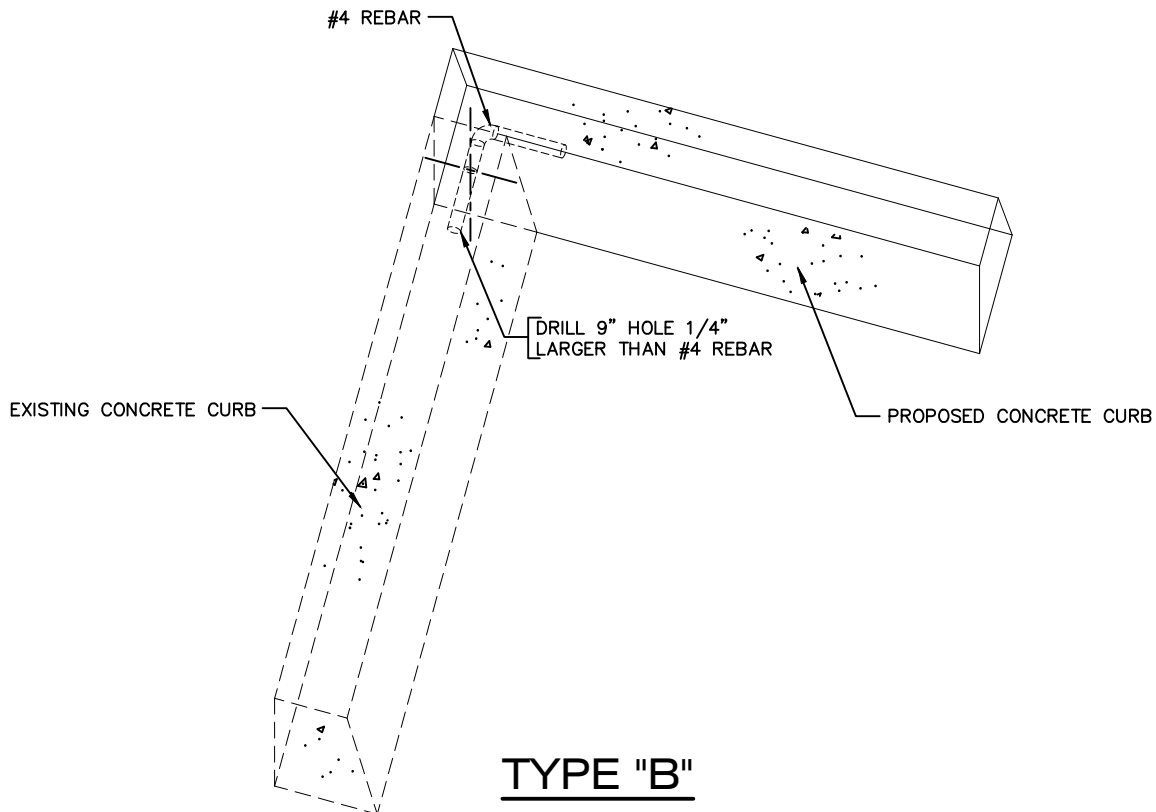
REV. DATE

STD. DRWG. NO.

ST-13



TYPE "A"



TYPE "B"

NOTES:

1. DRILL 9" DEEP HOLES 1/4" LARGER THAN #4 REBAR.
2. CLEAN OUT HOLES TO REMOVE CONCRETE DUST.
3. EPOXY #4 REBAR 18" LONG INTO HOLES AND PLACE PROPOSED CONCRETE.

DRAWN BY: M.W.M.

APPROVED BY: *M. Jhoti*

DATE: 03/21/23

CITY OF HESPERIA

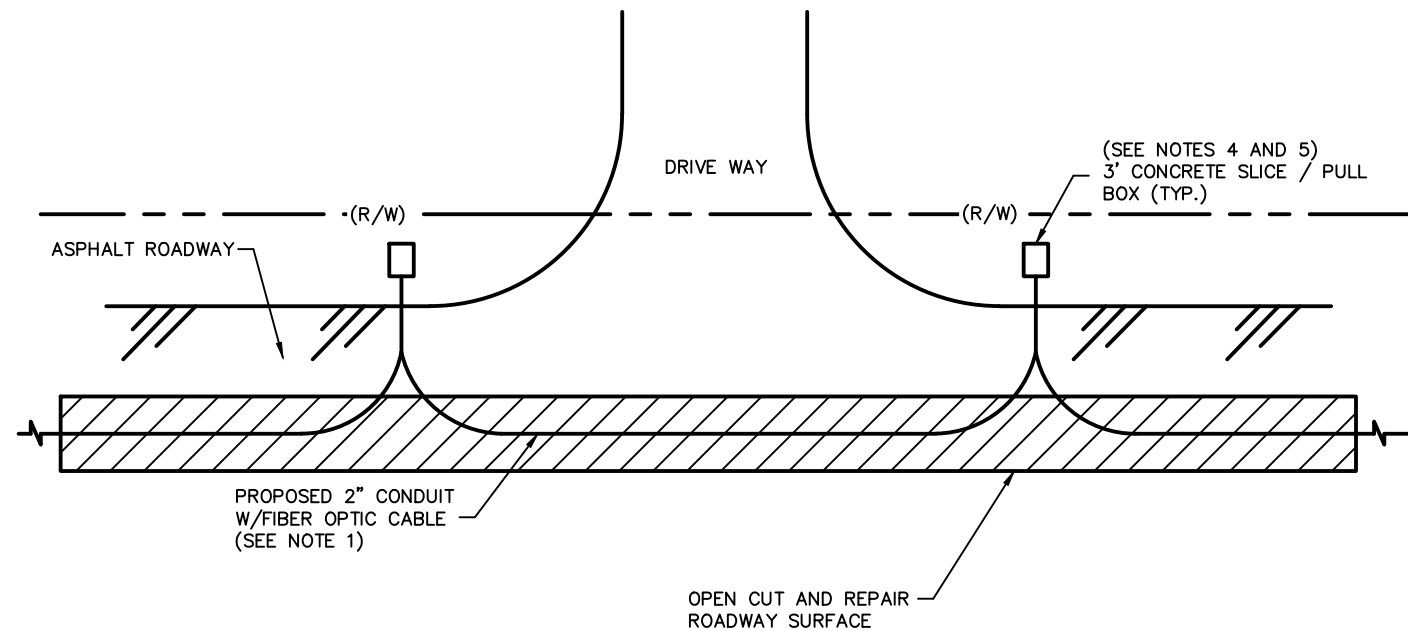
CURB JOIN DETAIL



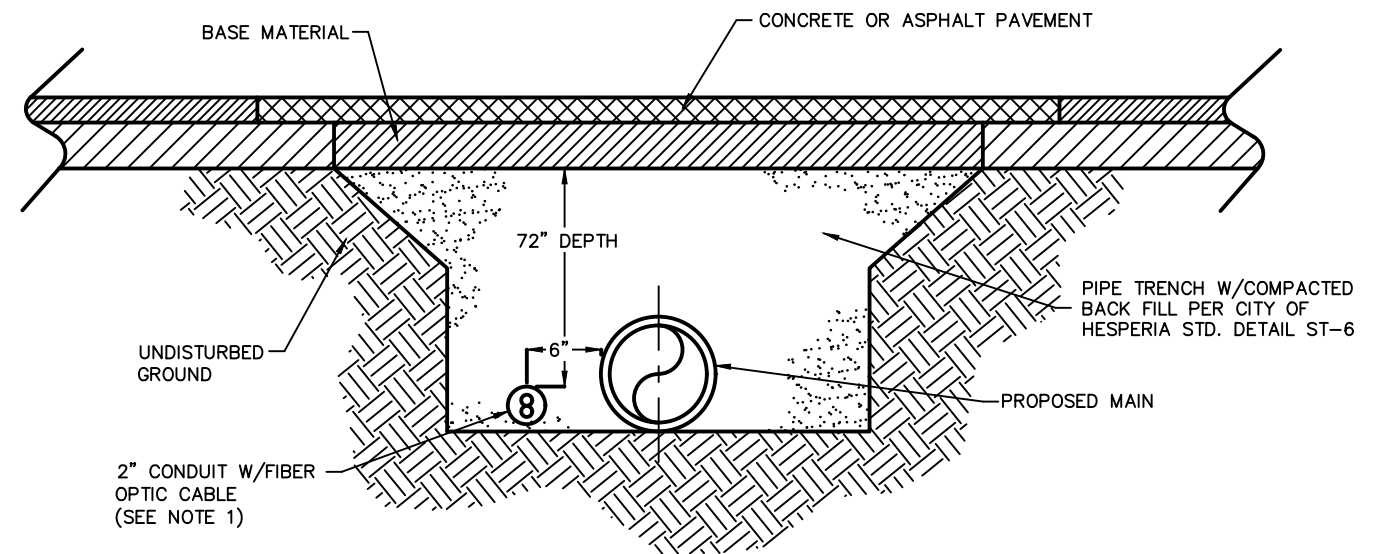
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STD. DRWG. NO.

ST-14



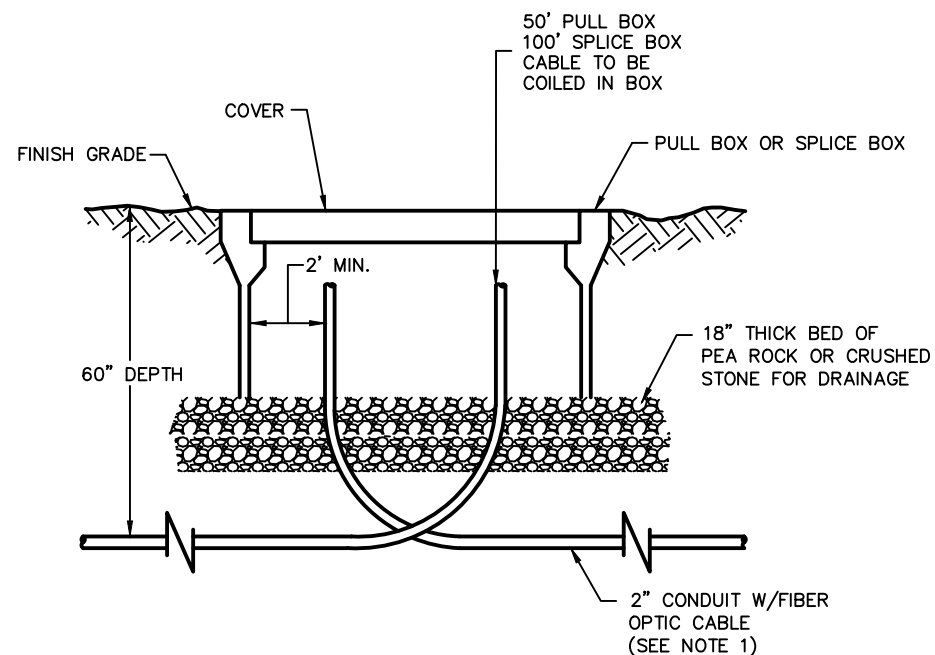
PLAN VIEW



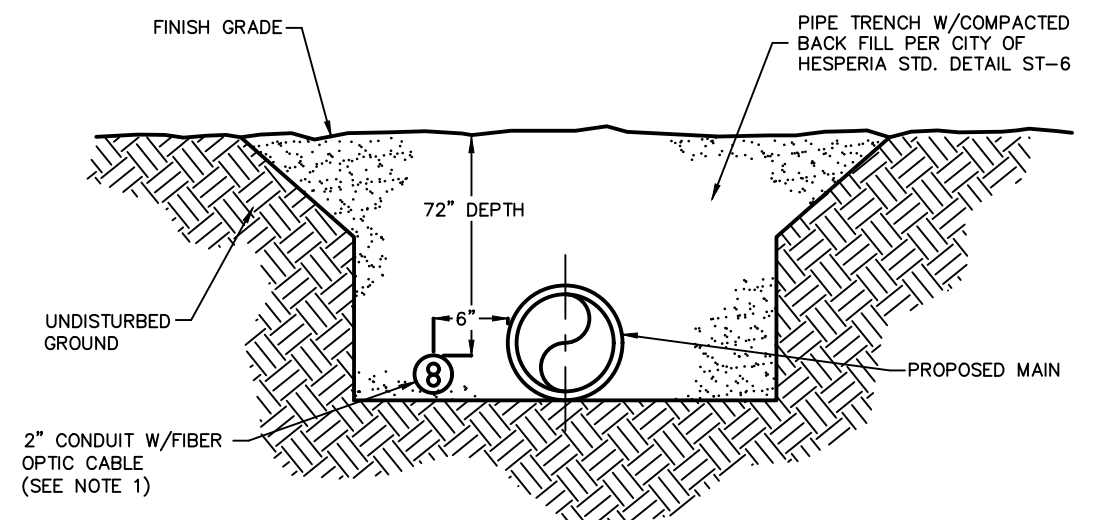
TYPICAL SECTION FOR PAVED AREAS

NOTES:

1. 2" CONDUIT SHALL BE PVC SCHEDULE 80 WITH SOLVENT WELD JOINTS.
2. CONDUIT AND PULL BOX INSTALLATION SHALL BE PER THE CITY OF HESPERIA BID DOCUMENTS AND PLANS.
3. PULL BOXES SHALL BE SPACED NO MORE THAN 1,000 FEET APART.
4. PULL BOXES SHALL BE ARMORCAST A6001640TAPCX18 BOLT DOWN LID OR APPROVED EQUAL.
5. SPLICE BOXES SHALL BE PLACED AT AREAS PER PLAN. BOXES SHALL BE ARMORCAST A6001430TAPCX36 WITH BOLT DOWN LID OR APPROVED EQUAL.
6. #12 LOCATING WIRE SHALL BE PULLED WITH FIBER OPTIC CABLE INSIDE CONDUIT. A 3M CONNECTOR TUBE SHALL BE USED TO SPLICE LOCATING WIRE.
7. FIBER OPTIC CABLE SHALL BE 72 STRAND SINGLE MODE 8.3/125 μ m. ADDITIONAL REQUIREMENTS SHALL INCLUDE 6 STRANDS PER BUFFER, KEVLAR YARN, DRY BLOCKED. MINI-BUNDLE, ALL DIELECTRIC. MEDIUM DENSITY POLYETHYLENE JACKET PER CORING (FORMERLY 8.3/125: 0.5 db/km @ 1310 nm, 0.4 db/km @ 1550 nm OR MULTI-MODE FDDI SPECIFICATIONS: 62.5/125: 3.5 db/km @ 850 nm, 1.0 db/km @1300 nm
8. A PULL STRING FOR FUTURE USE SHALL BE PULLED INTO CONDUIT WITH FIBER OPTIC CABLE.
9. ALL SWEEPS SHALL BE 12 1/2' RADIUS.



SPLICE / PULL BOX ENTRY OF CONDUIT

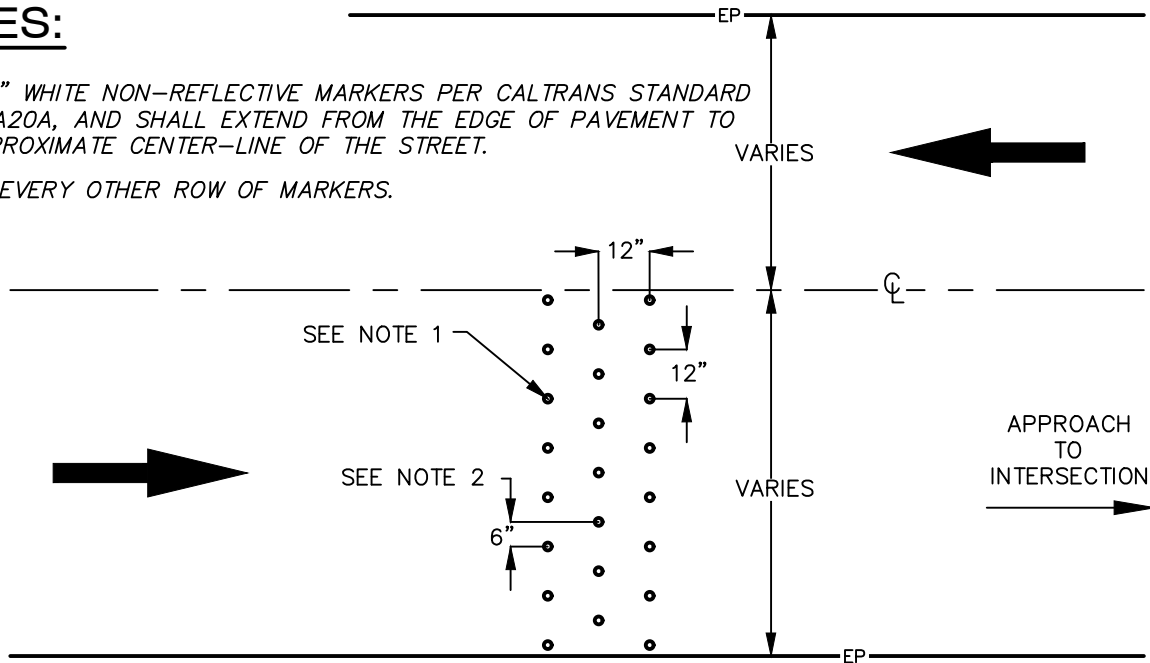


TYPICAL SECTION FOR UNPAVED AREAS

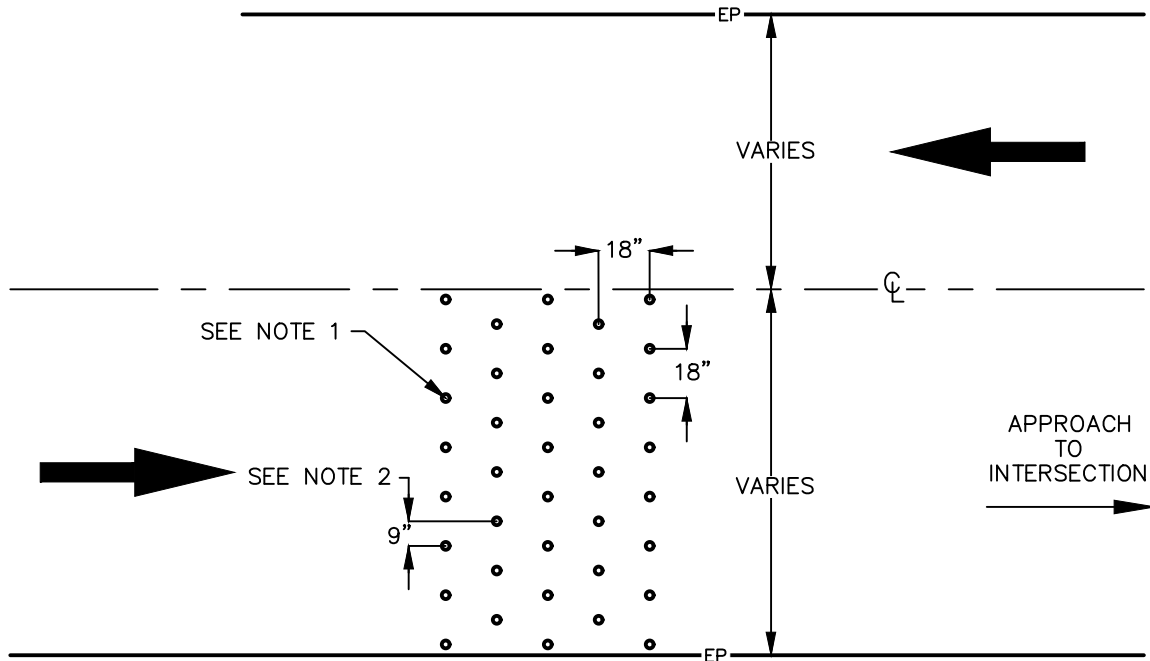
DRAWN BY:	M.W.M.	CITY OF HESPERIA	REV. DATE	STD. DRWG. NO.
APPROVED BY:	<i>M. Johnston</i>			
DATE:	03/21/23			
		FIBER OPTIC PULL BOX DETAIL		
				ST-15

NOTES:

1. TYPE "A" WHITE NON-REFLECTIVE MARKERS PER CALTRANS STANDARD PLANS A20A, AND SHALL EXTEND FROM THE EDGE OF PAVEMENT TO THE APPROXIMATE CENTER-LINE OF THE STREET.
2. OFFSET EVERY OTHER ROW OF MARKERS.



TRANSVERSE RUMBLE STRIP 40 MPH AND LOWER



TRANSVERSE RUMBLE STRIP 45 MPH AND HIGHER

DRAWN BY: M.W.M.

APPROVED BY: M. Jhoti

DATE: 03/21/23

CITY OF HESPERIA

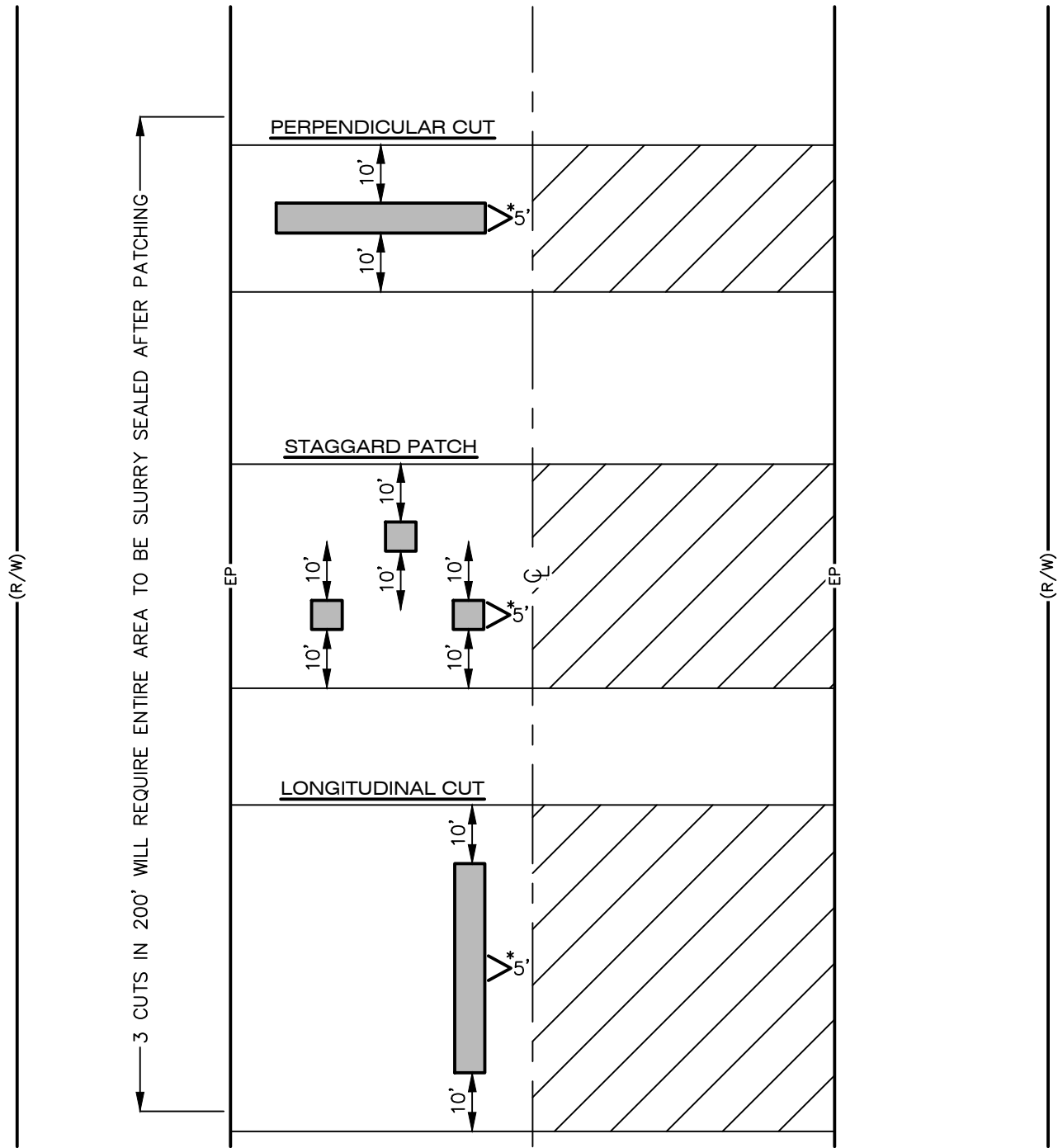
TRANSVERSE RUMBLE STRIPS (TRS)



REV. DATE

STD. DRWG. NO.

ST-16



* IF CUT IS WITHIN 5' OF ANY LANE STRIPING,
ENTIRE WIDTH OF ADJACENT LANE SHALL BE
RESURFACED.

DRAWN BY: M.W.M.

APPROVED BY: *M. Johnston*

DATE: 03/21/23

CITY OF HESPERIA

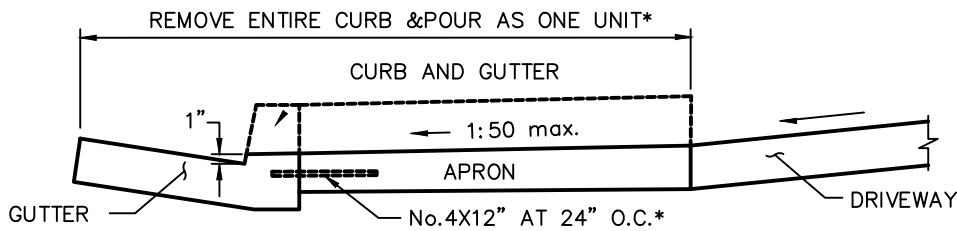
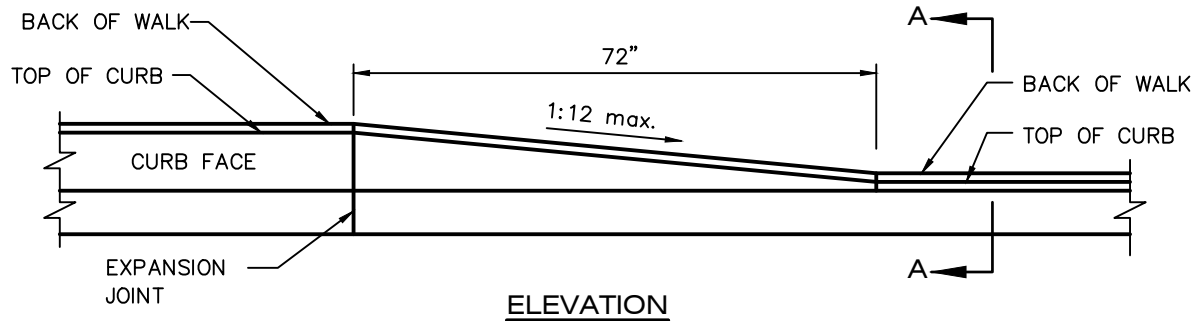
MORATORIUM ROADWAY
TRENCH RESURFACING



REV. DATE

STD. DRWG. NO.

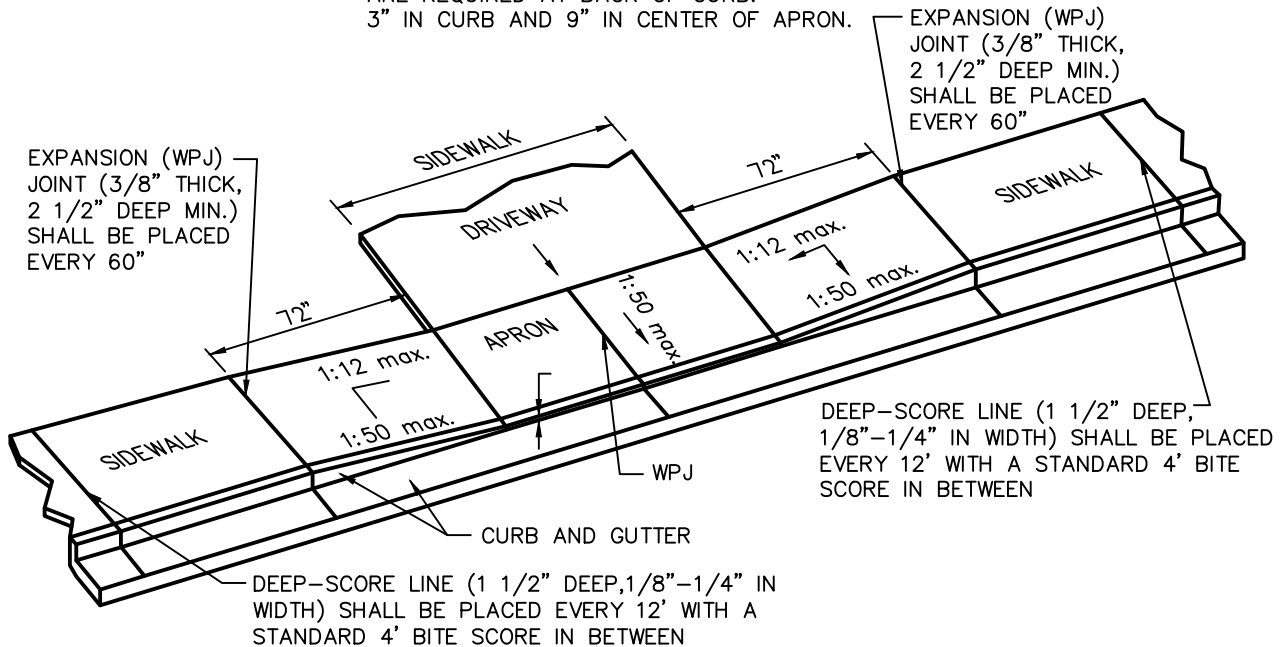
ST-17



NOTES:

- A. DRIVEWAY WIDTH AS PER CITY CODE.
- B. WEAKENED PLANE JOINTS (WPJ) REQUIRED ON CENTERLINE FOR DRIVEWAYS 10' TO 20' WIDE. DRIVEWAYS 22' TO 35' WIDE SHALL HAVE TWO WPJ EVENLY SPACED AT 1/3 AND 2/3 POINTS.
- C. ALL CONSTRUCTION AND MATERIALS IN CONFORMANCE WITH STANDARD SPECIFICATIONS.
- D. THICKNESS OF APRONS SHALL BE 4".

* IF CURB & GUTTER ARE POURED SEPARATE OF APRON THEN DOWELS ARE REQUIRED AT BACK OF CURB. 3" IN CURB AND 9" IN CENTER OF APRON.



DRAWN BY: M.W.M.

APPROVED BY: *M. Jhoti*

DATE: 03/21/23

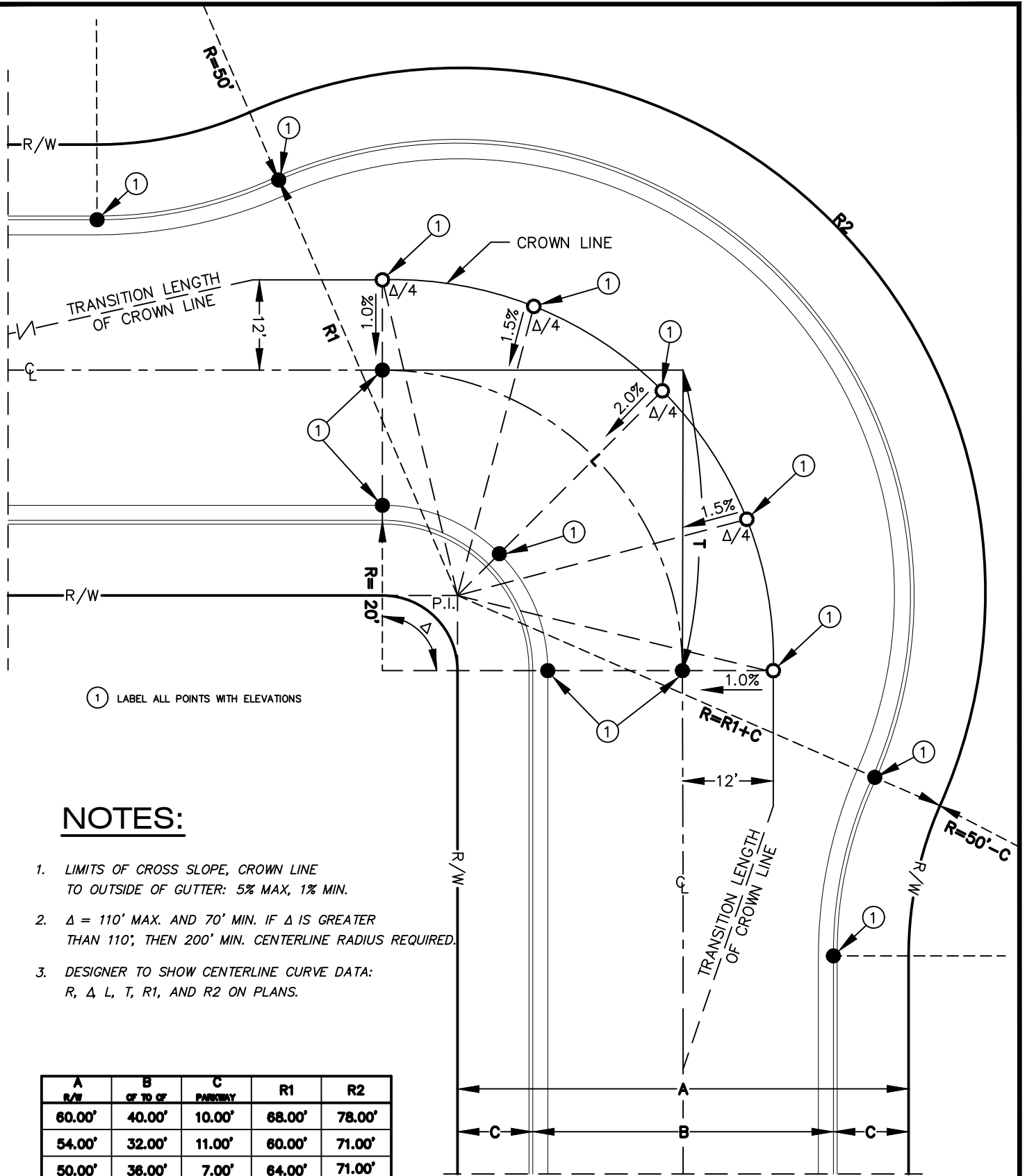
CITY OF HESPERIA

**RESIDENTIAL ADA SIDEWALK/DRIVEWAY
WITH CURB & GUTTER**



REV. DATE STD. DRWG. NO.

ST-18



DRAWN BY: M.W.M.

APPROVED BY: M. Jhoti

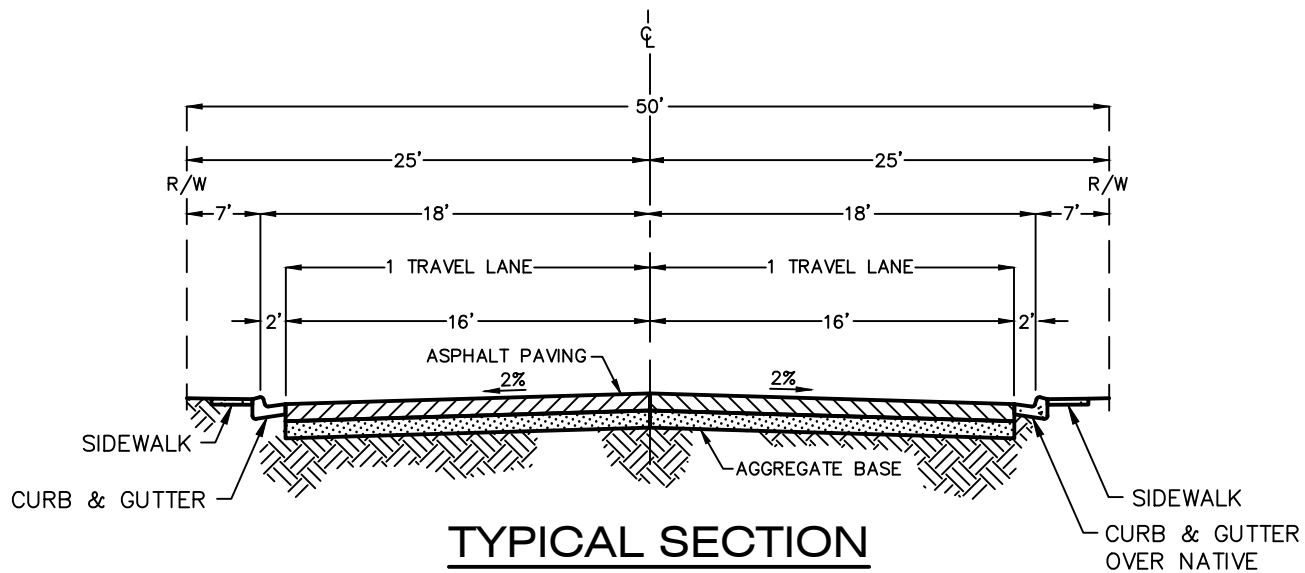
DATE: 03/21/23

CITY OF HESPERIA

STREET KNUCKLE



REV. DATE



TI = 5*
 LOCAL
 50' RIGHT-OF-WAY

NOTE:

1. STREET SECTION TO BE USED FOR SMALL LOT SUBDIVISIONS WITH LOTS UNDER 7,200 S.F.

* PAVEMENT SECTION TO BE CALCULATED INCLUDING 0.2 FT G.E. SAFETY FACTOR.

DRAWN BY: M.W.M.

APPROVED BY: M. Jhoti

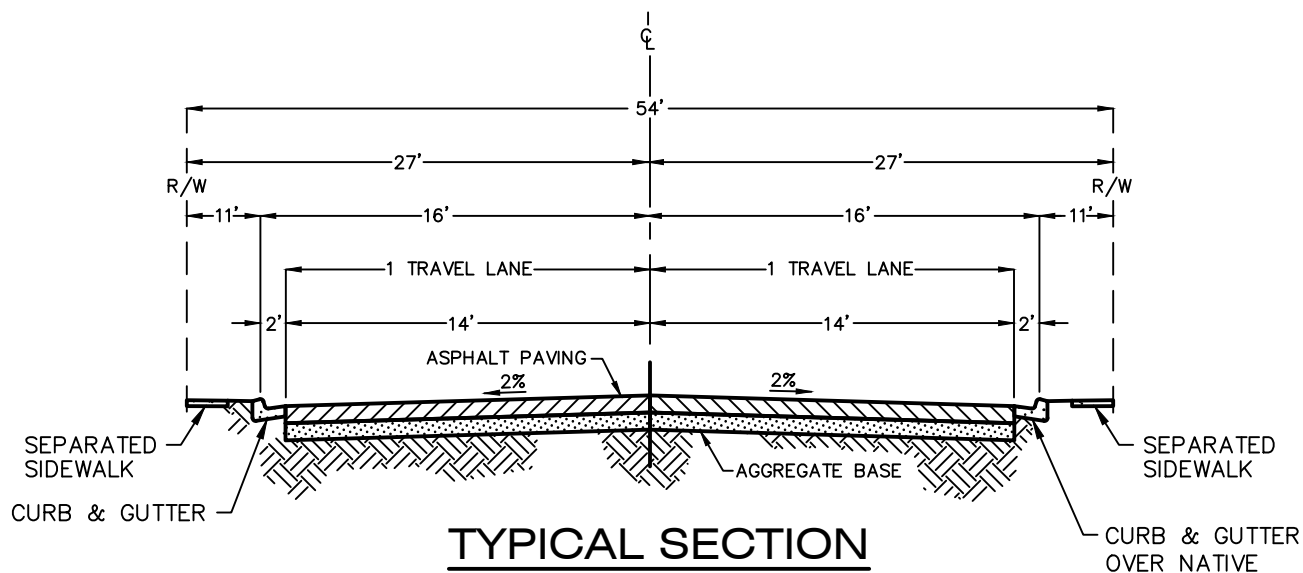
DATE: 03/21/23

CITY OF HESPERIA

SMALL LOT LOCAL 50' ROW



REV. DATE



TI = 6*
 SUBURBAN LOCAL
 54' RIGHT-OF-WAY

* PAVEMENT SECTION TO BE CALCULATED INCLUDING 0.2 FT G.E. SAFETY FACTOR.

DRAWN BY: M.W.M.

APPROVED BY: *M. Jhoti*

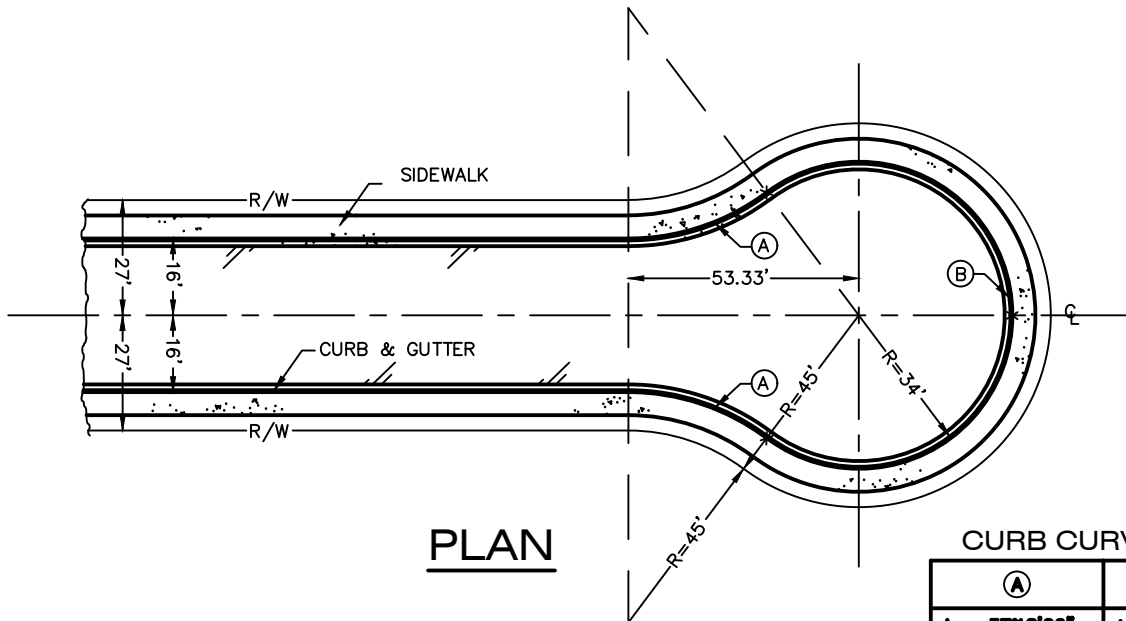
DATE: 03/21/23

CITY OF HESPERIA

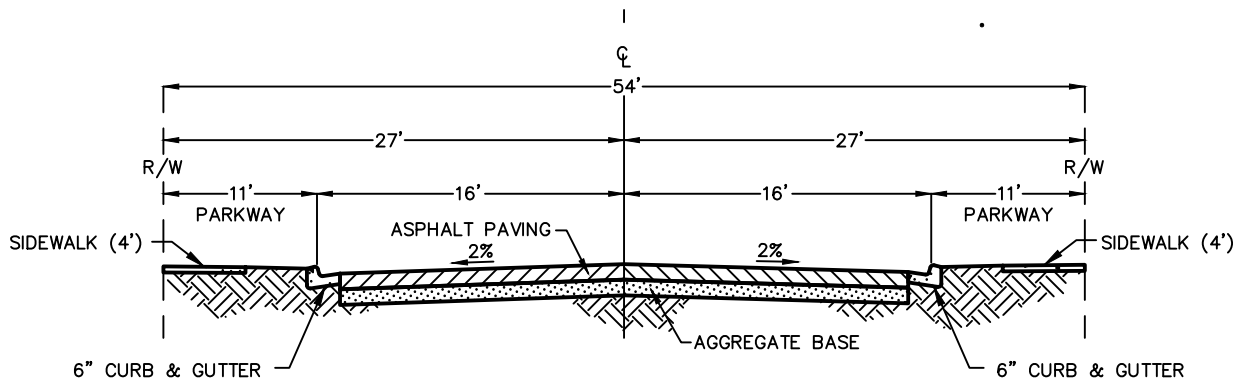
SUBURBAN LOCAL 54' ROW



REV. DATE



CURB CURVE DATA	
(A)	(B)
$\Delta = 37^{\circ}18'06''$	$\Delta = 254^{\circ}36'12''$
$R = 54.00'$	$R = 34.00'$
$T = 18.23'$	$T = 43.63'$
$L = 35.16'$	$L = 151.08'$



NOTES:

1. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM SOIL TESTS AND SO INDICATED ON CONSTRUCTION PLANS.
2. CONSTRUCTION OUTSIDE R/W LINE SHALL REQUIRE SLOPE EASEMENTS.
3. 0.6% GRADE MINIMUM ON GUTTER OF BULB.
4. TILT SECTION SHALL CONFORM TO LOCAL STREET DESIGN REQUIREMENTS.
5. RESIDENTIAL SIDEWALK TO BE DESIGNED PER C.O.H. ST-4 DESIGN REQUIREMENTS.
6. THIS SECTION MAY BE MODIFIED FOR 50' RIGHT OF WAY.

DRAWN BY: M.W.M.

APPROVED BY: *M. Jhoti*

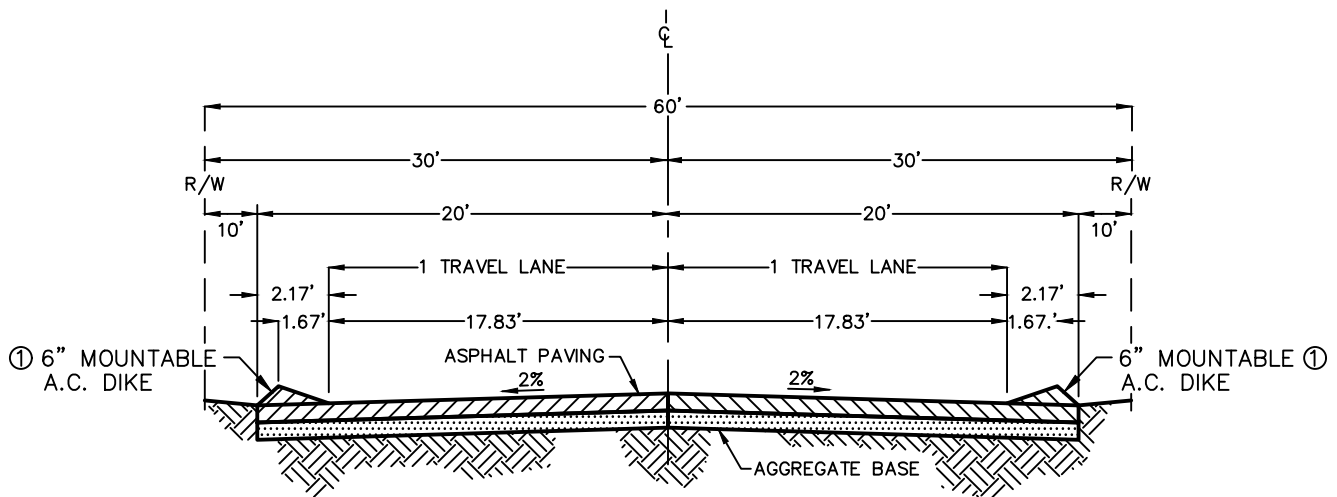
DATE: 03/21/23

CITY OF HESPERIA

SUBURBAN CUL-DE-SAC 54' ROW



REV. DATE



TYPICAL SECTION

TI = 6*
RURAL LOCAL
60' RIGHT-OF-WAY

NOTE:

① TYPE "D" MOUNTABLE PER CALTRANS STD PLAN A87B.

* PAVEMENT SECTION TO BE CALCULATED INCLUDING 0.2 FT G.E. SAFETY FACTOR.

DRAWN BY: M.W.M.

APPROVED BY: *M. Jhoti*

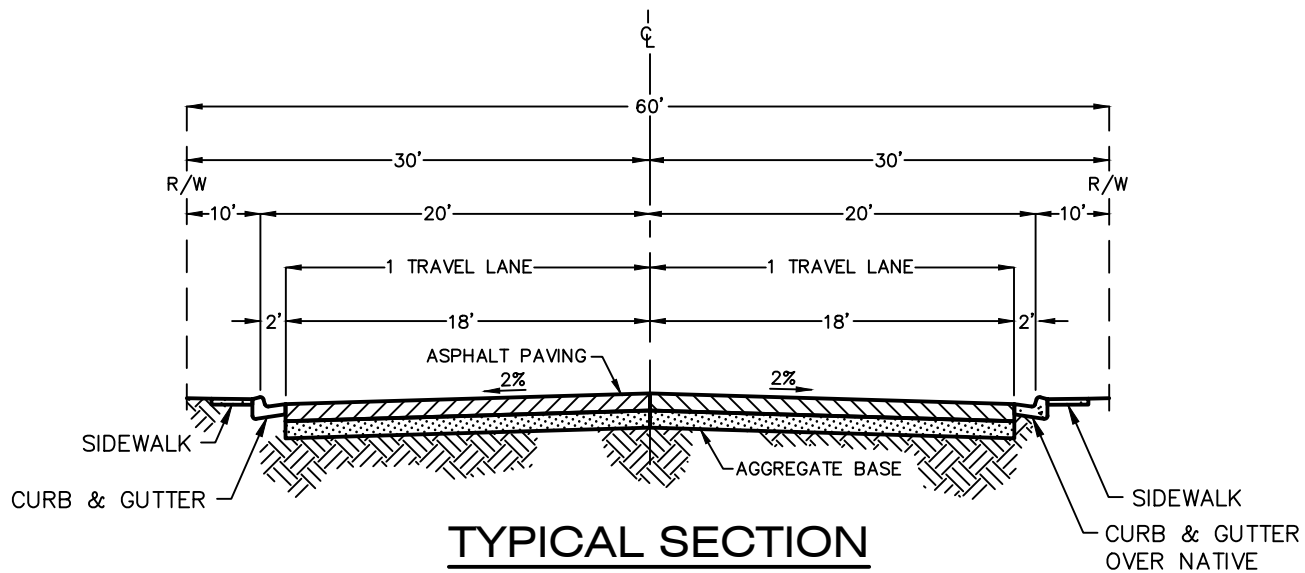
DATE: 03/21/23

CITY OF HESPERIA

RURAL LOCAL 60' ROW



REV. DATE



TI = 6*
 LOCAL
 60' RIGHT-OF-WAY

* PAVEMENT SECTION TO BE CALCULATED INCLUDING 0.2 FT G.E. SAFETY FACTOR.

DRAWN BY: M.W.M.

APPROVED BY: *M. Jhoti*

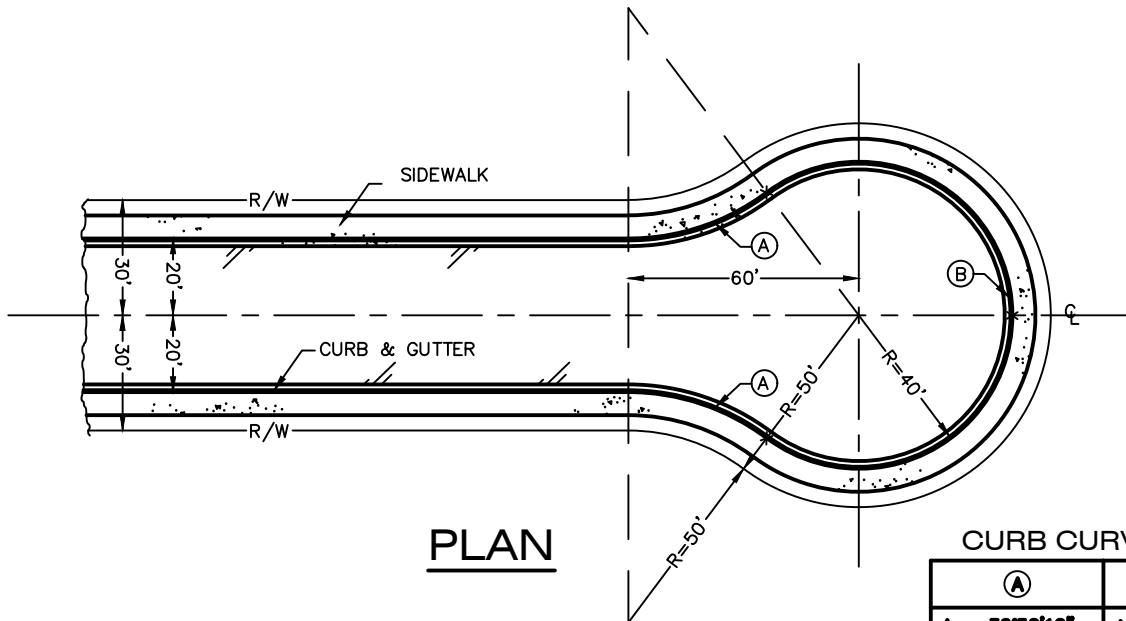
DATE: 03/21/23

CITY OF HESPERIA

LOCAL ROADWAY 60' ROW

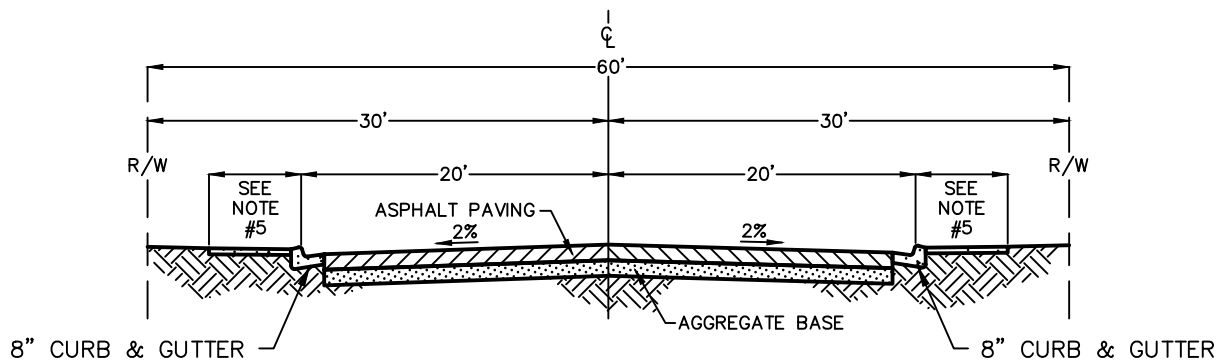


REV. DATE



CURB CURVE DATA

(A)	(B)
$\Delta = 36^{\circ}52'12''$	$\Delta = 253^{\circ}44'23''$
$R = 60.00'$	$R = 40.00'$
$T = 20.00'$	$T = 53.33'$
$L = 38.61'$	$L = 177.14'$



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DRAWN BY: M.W.M.

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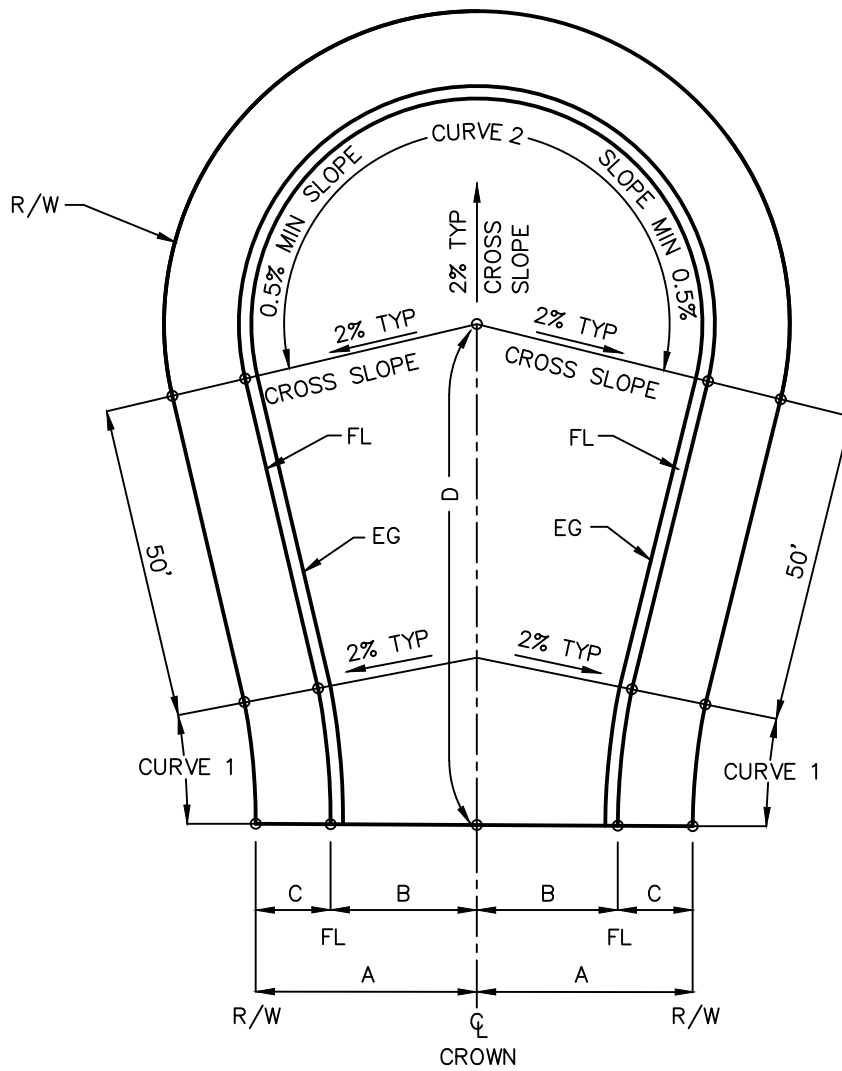
DATE: 03/21/23

CITY OF HESPERIA

LOCAL CUL-DE-SAC 60' ROW



REV. DATE



CURVE DATA

					CURVE 1				CURVE 2					
					Δ	FL		R/W		Δ	FL		R/W	
R/W	A	B	C	D		R	L	R	L		R	L	R	L
70'	35'	23'	12'	80.24'	11°14'40"	112'	21.96'	100'	19.62'	207°09'12"	38'	137.89'	50'	181.30'

DRAWN BY: M.W.M.

APPROVED BY: *M. Jhoti*

DATE: 06/22/23

CITY OF HESPERIA

INDUSTRIAL COLLECTOR 70' CUL-DE-SAC



REV. DATE