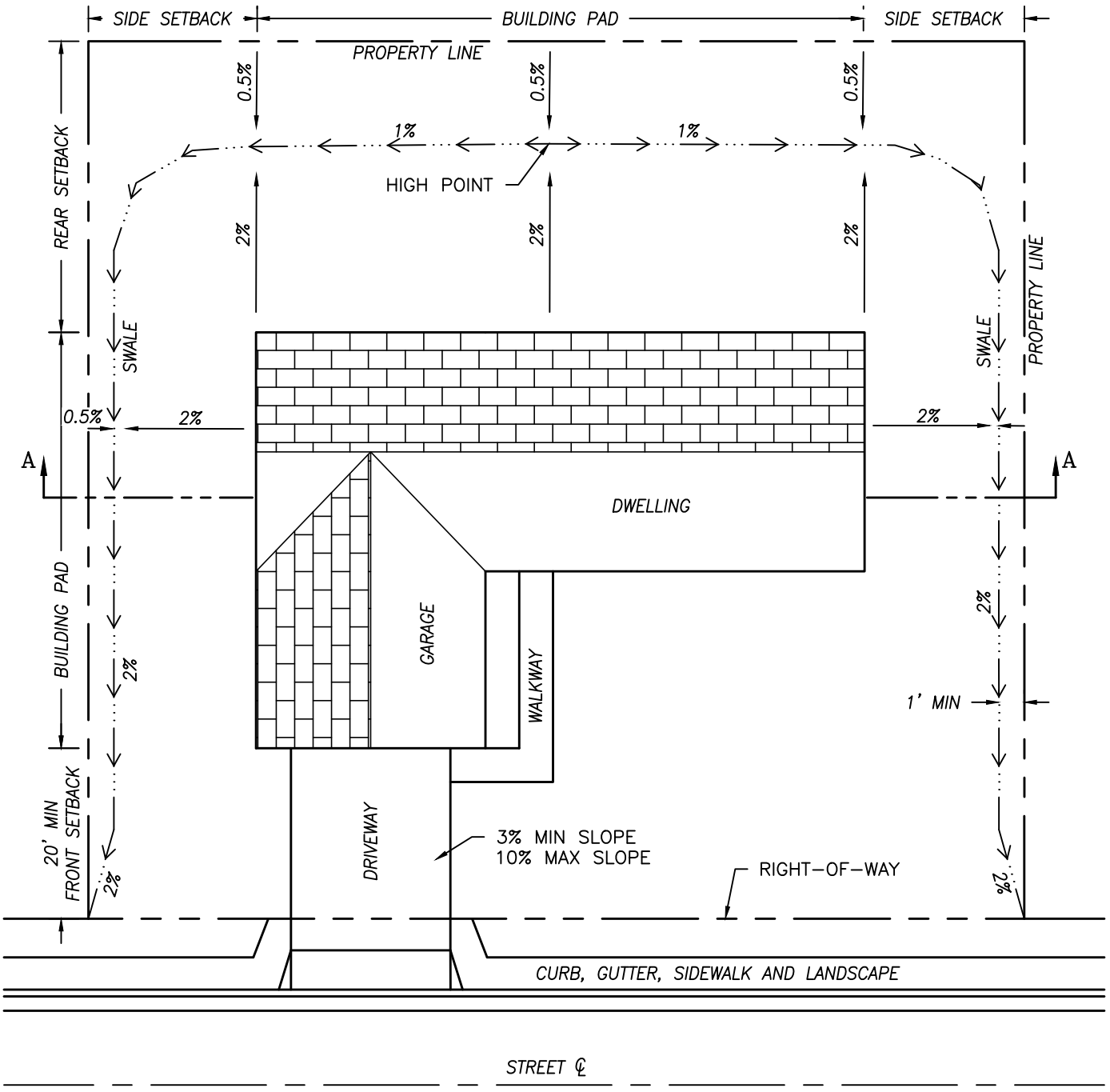
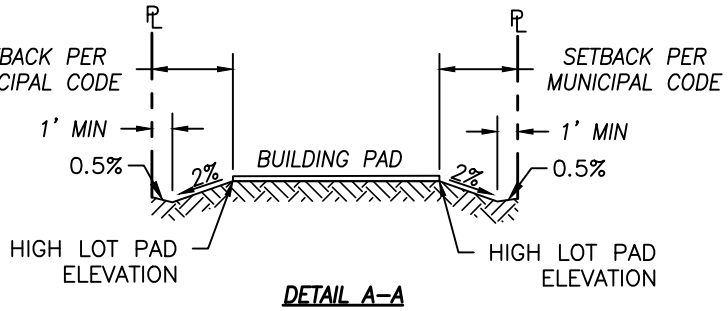


NOTES:

1. INDIVIDUAL LOT GRADING SHALL COMPLY WITH THE REQUIREMENT OF THE CALIFORNIA BUILDING CODE CURRENT EDITION.
2. SLOPES NOTED ARE THE MINIMUM REQUIRED UNLESS NOTED OTHERWISE.
3. MINIMUM BUILDING PAD ELEVATION SHALL BE 12" PLUS 2% SLOPE FROM THE LOWEST ADJACENT FLOWLINE AT PROJECTION OF BUILDING.
4. GRADING BETWEEN LOTS SHALL BE PER STD DETAIL G-2.
5. THIS STANDARD IS NOT APPLICABLE IN FEMA SPECIAL FLOOD HAZARD AREAS. REVISE AS REQUIRED.
6. YARD DRAINS THAT BUBBLE UP IN THE FRONT YARD SHALL BE ALLOWED IN PLACE OF SWALE.
7. LOT DRAINAGE WITH BUBBLE UPS TO BE APPROVED BY CITY ENGINEER.



DETAIL A-A
NTS

CITY OF RIDGECREST CALIFORNIA — NOVEMBER 29, 1963 — THE KEY TO NEW HORIZONS

APPROVED BY:

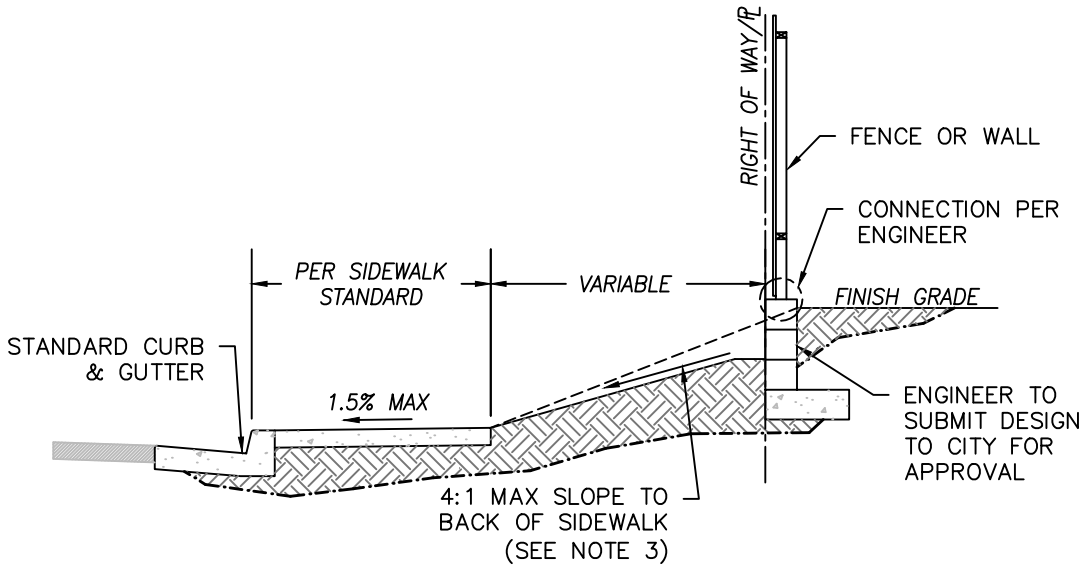
CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

TYPICAL RESIDENTIAL LOT DRAINAGE

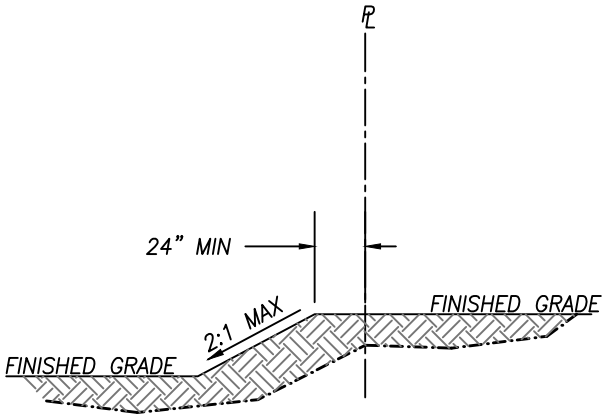
SCALE: NTS
CHECKED BY: RG
DATE: 3/22/2021
PLATE NO:
G-1



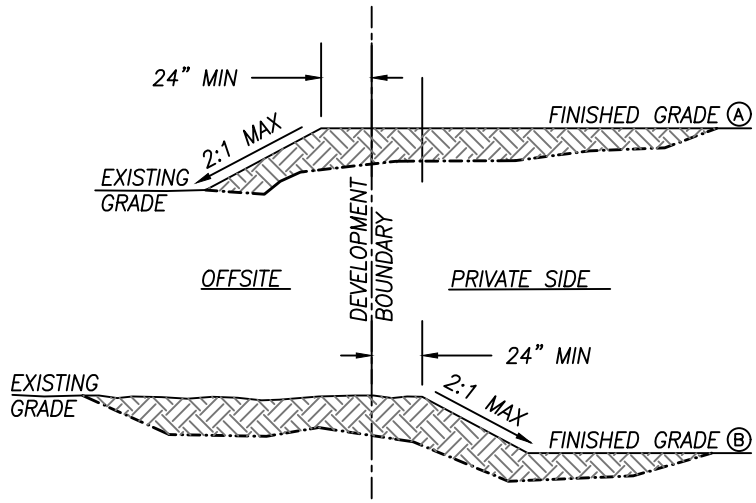
GENERAL NOTES:

1. WOOD RETAINING STRUCTURES SHALL NOT BE PERMITTED.
2. RETAINED HEIGHTS OVER 24" SHALL BE PROVIDED WITH DRAINAGE FACILITIES THROUGH WALL.
3. FOR RESULTING SLOPES IN EXCESS OF 3:1, EARTH SHALL BE RETAINED WITH A MASONRY OR CONCRETE RETAINING WALL. FENCE MAY BE BUILT INTO WALL. MASONRY WALL SHALL BE FULLY GROUTED, AND REINFORCED (IF NECESSARY). FENCE TO WALL CONNECTION PER ENGINEER.

SIDE YARD SLOPE & RETENTION REQUIREMENT



GRADING BETWEEN REAR YARD LOTS



GRADING AT DEVELOPMENT BOUNDARY

GENERAL NOTES:

1. WRITTEN PERMISSION OR SLOPE EASEMENT MUST BE OBTAINED FROM OFFSITE PROPERTY OWNER(S) AND SUBMITTED TO CITY BEFORE GRADING WORK CAN BE PERFORMED ON OFFSITE PROPERTY SUBJECT TO APPROVAL BY CITY ENGINEER.
2. 24" SETBACK MAY BE INCREASED IN ACCORDANCE WITH APPENDIX J OF THE CALIFORNIA BUILDING CODE.
3. ADDITIONAL REQUIREMENTS MAY APPLY PER THE CITY ENGINEER.

CITY OF RIDGECREST CALIFORNIA — NOVEMBER 29, 1963 — THE KEY TO NEW HORIZONS

APPROVED BY:

CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

TYPICAL LOT DRAINAGE DETAILS

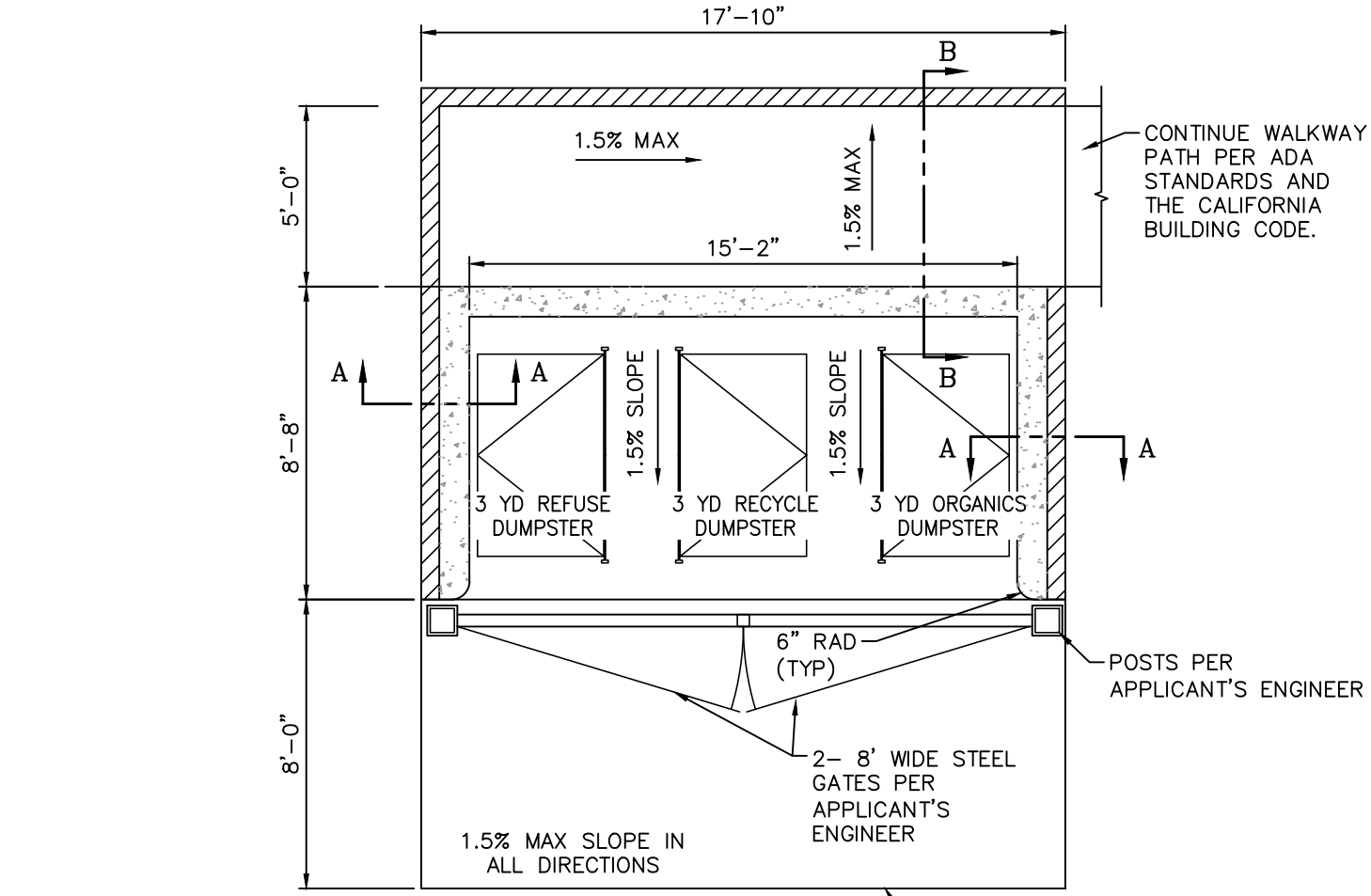
SCALE: NTS

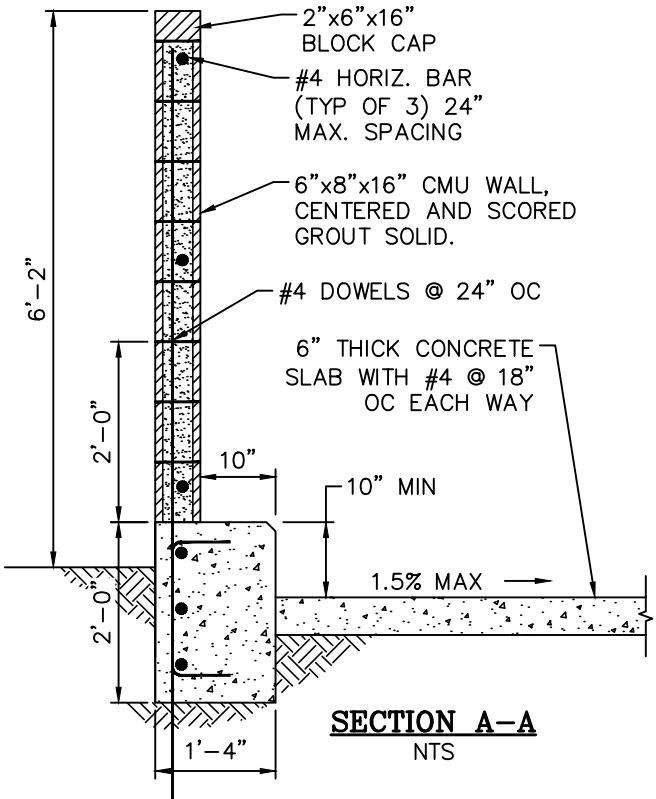
CHECKED BY: DF

DATE: 3/22/2021

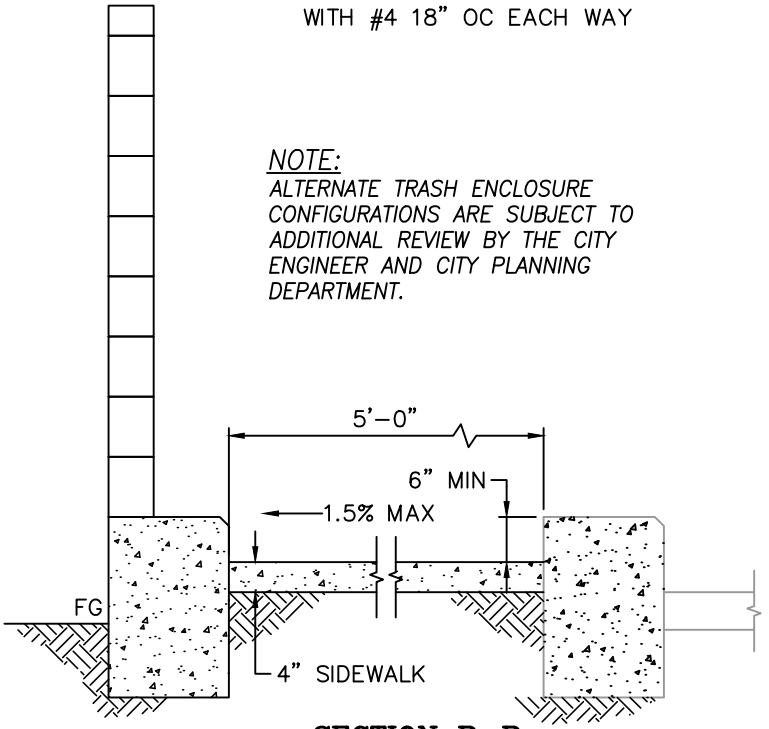
PLATE NO:

G–2





SECTION A–A
NTS



SECTION B–B
NTS

NOTE:
ALTERNATE TRASH ENCLOSURE CONFIGURATIONS ARE SUBJECT TO ADDITIONAL REVIEW BY THE CITY ENGINEER AND CITY PLANNING DEPARTMENT.

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
THE KEY TO NEW HORIZONS

APPROVED BY:

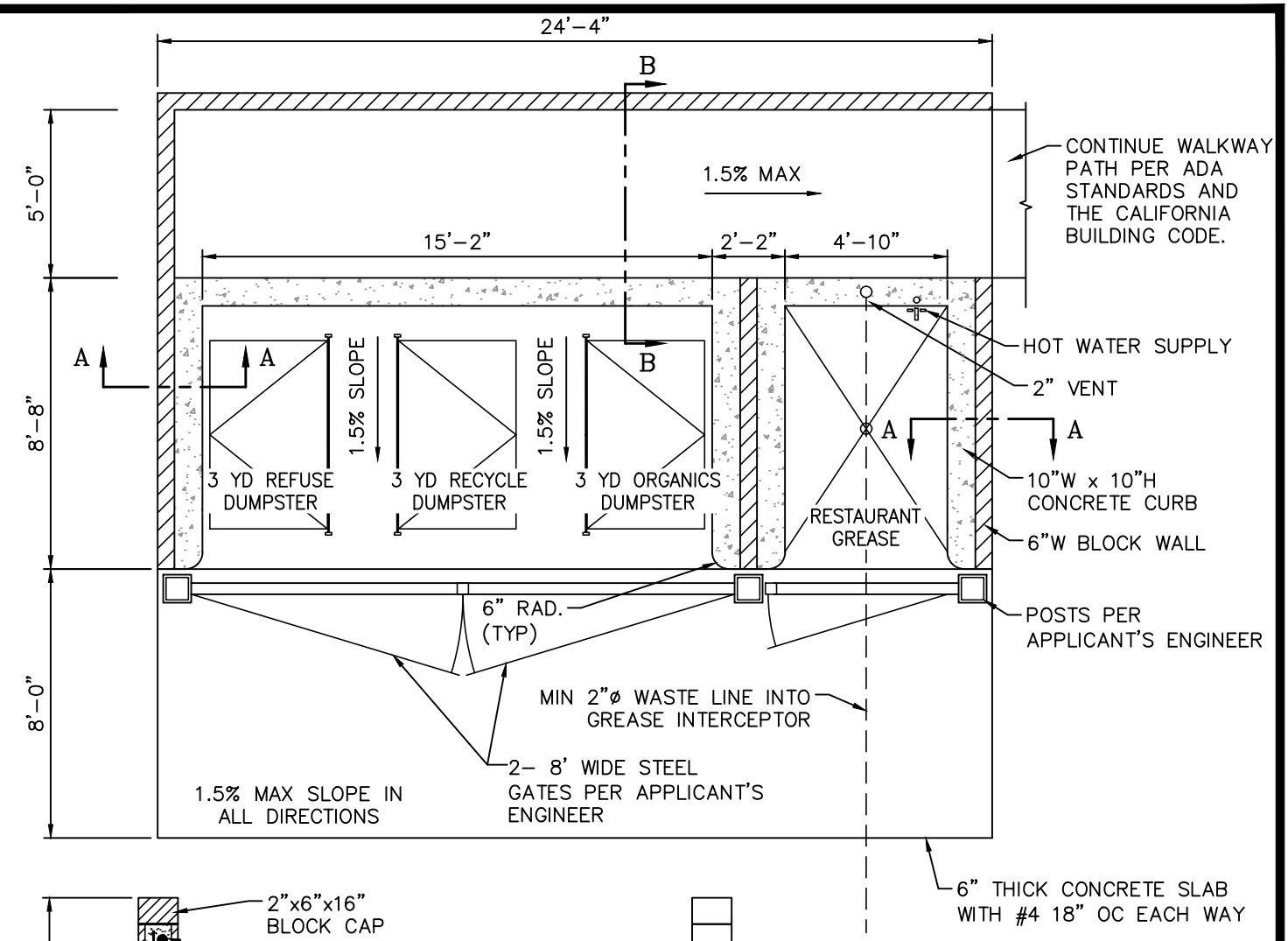
CITY ENGINEER

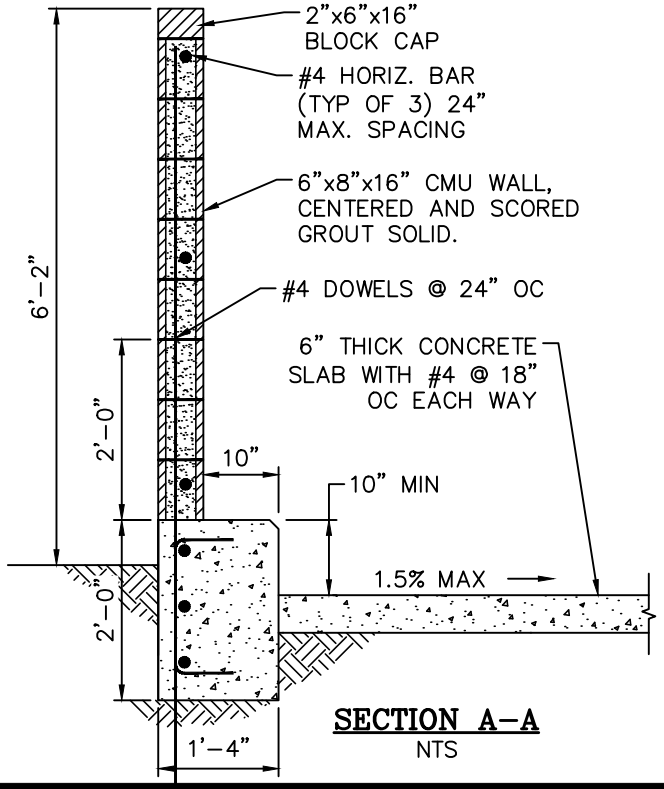
APPROVED BY CITY COUNCIL:

DATE

STANDARD ACCESSIBLE TRASH ENCLOSURE

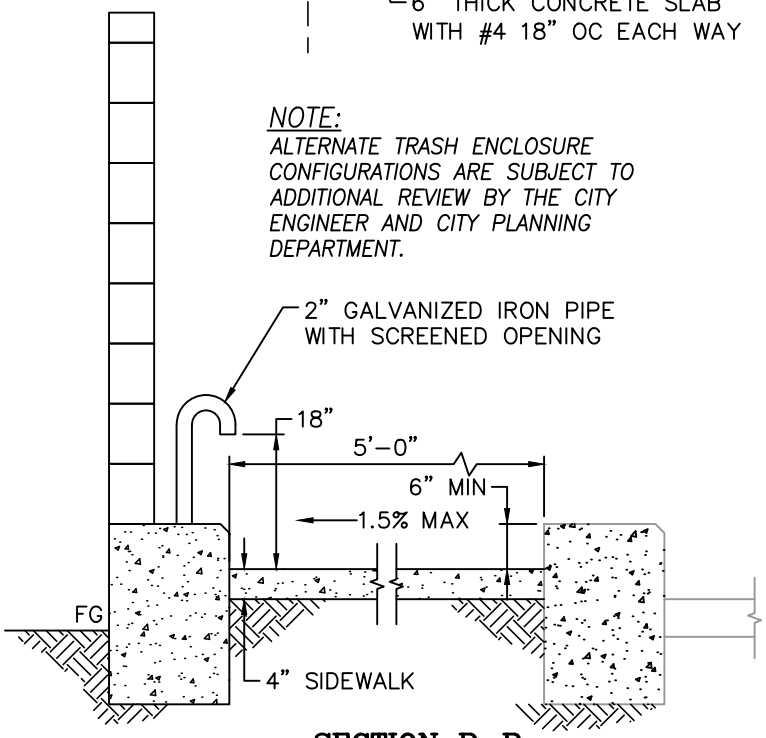
SCALE: NTS
CHECKED BY: RG
DATE: 3/22/2021
PLATE NO:
M–1





SECTION A–A
NTS

NOTE:
ALTERNATE TRASH ENCLOSURE CONFIGURATIONS ARE SUBJECT TO ADDITIONAL REVIEW BY THE CITY ENGINEER AND CITY PLANNING DEPARTMENT.



SECTION B–B
NTS

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
THE KEY TO NEW HORIZONS

APPROVED BY:

CITY ENGINEER

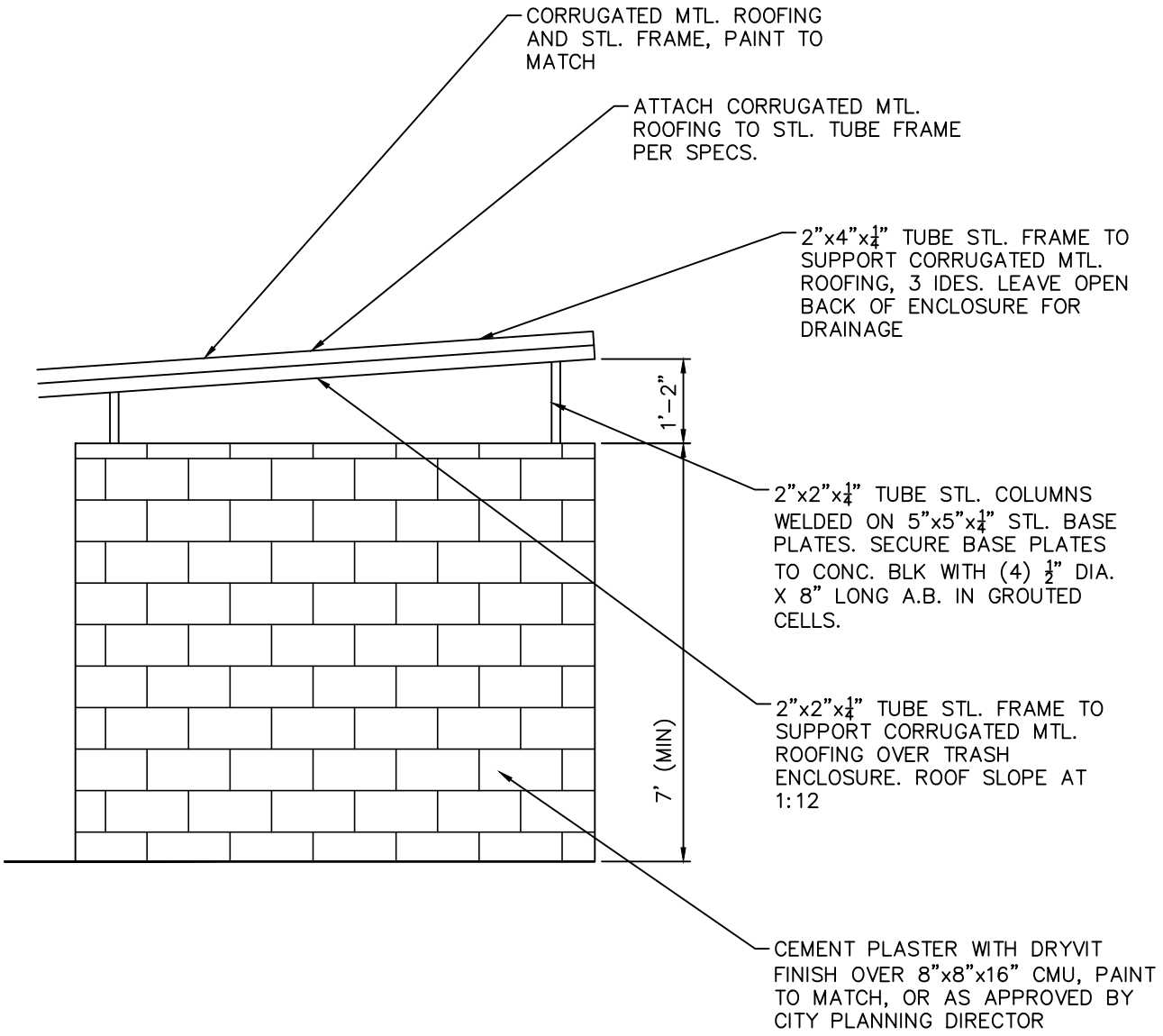
APPROVED BY CITY COUNCIL:

DATE

ACCESSIBLE TRASH ENCLOSURE FOR RESTAURANTS

SCALE: NTS
CHECKED BY: RG
DATE: 3/22/2021
PLATE NO:
M–2

ILLUSTRATIVE DESIGN
ONLY SUBJECT TO
PLANNING APPROVAL



CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
THE KEY TO NEW HORIZONS

APPROVED BY:

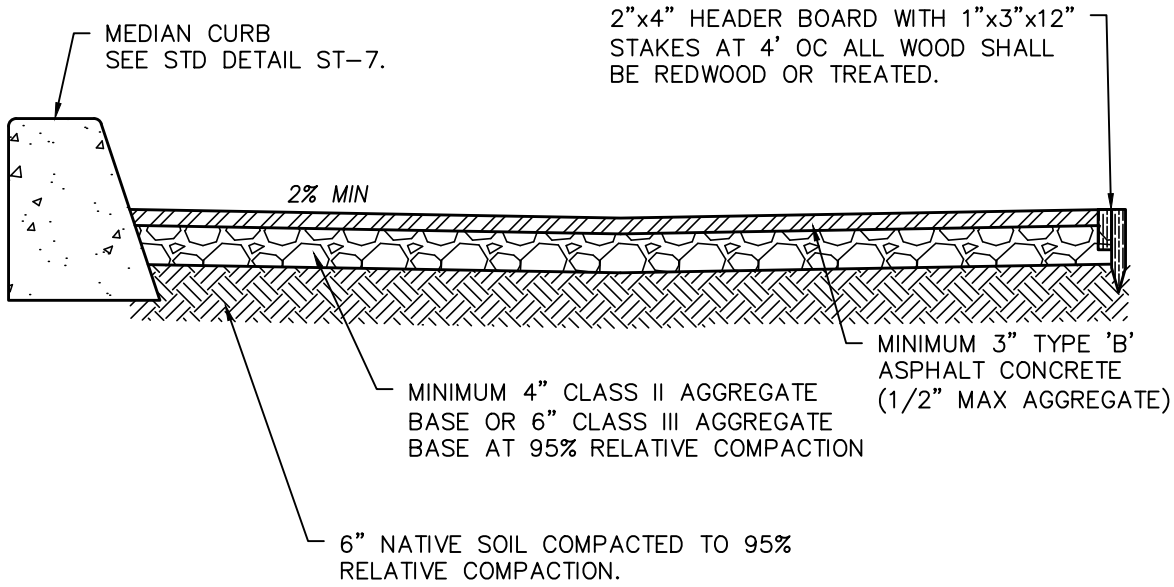
CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

TRASH ENCLOSURE ROOF

SCALE: NTS
CHECKED BY: RG
DATE: 3/22/2021
PLATE NO:
M-3



NOTES:

1. *NATIVE GRADE SHALL BE INSPECTED PRIOR TO AGGREGATE BASE PLACEMENT AND SHALL NOT VARY MORE THAN 0.05' FROM PLAN GRADE.*
2. *AGGREGATE BASE SHALL BE INSPECTED PRIOR TO AC PLACEMENT AND SHALL NOT VARY MORE THAN 0.02' FROM PLAN GRADE.*
3. *ALL ASPHALT CONCRETE PAVING SHALL HAVE A 2% MINIMUM SLOPE, EXCEPT FOR ADA SPACES. CONCRETE VALLEY GUTTERS SHALL BE PROVIDED FOR SLOPES LESS THAN 1%.*
4. *DRIVE APPROACHES INTO PARKING LOTS SHALL BE COMMERCIAL TYPE STD DETAIL ST–12.*
5. *PARKING STALLS SHALL BE ARRANGED AS PER STD DETAIL M–5 AND M–6.*
6. *CONCRETE VALLEY GUTTERS SHALL HAVE A 0.25% MINIMUM SLOPE. MINIMUM WIDTH SHALL BE 4'.*
7. *FLATTER SLOPES MAY BE APPROVED BY CITY ENGINEER.*

CITY OF RIDGECREST CALIFORNIA — NOVEMBER 29, 1963 — THE KEY TO NEW HORIZONS

APPROVED BY:

CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

PARKING LOT REQUIREMENTS

SCALE: NTS

CHECKED BY: RG

DATE: 3/22/2021

PLATE NO:

M–4

CITY OF RIDGECREST CALIFORNIA
THE KEY TO NEW HORIZONS
NOVEMBER 29, 1963

APPROVED BY:

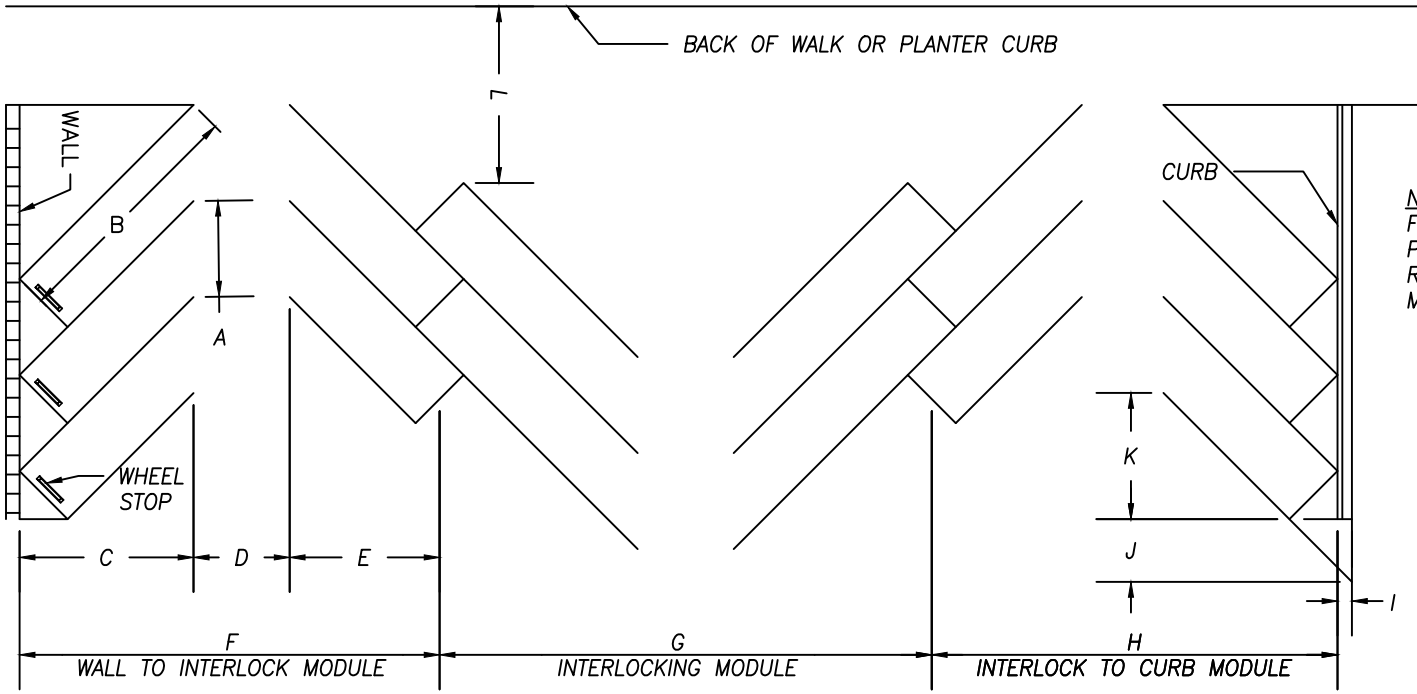
CITY ENGINEER

DATE

APPROVED BY CITY COUNCIL:

DATE

PARKING LOT LAYOUT



NOTE:
FOR ACCESSIBLE PARKING REQUIREMENTS REFER TO STD DETAIL M-6.

	PARKING ANGLE AND STALL WIDTH	STALL WIDTH PARALLEL TO AISLE (A)	STALL LENGTH OF LINE (B)	STALL DEPTH PERPENDICULAR TO WALL (C)	AISLE WIDTH (D)	STALL DEPTH TO INTERLOCK (E)	MODULES				BUMPER OVERHANG (I)	OFFSET (J)	SETBACK (K)	CROSS AISLE ONE WAY (L)	CROSS AISLE TWO WAY (L)
							WALL TO INTERLOCK (F)	INTERLOCK TO INTERLOCK (G)	INTERLOCK TO CURB (H)	WALL TO WALL (2C+D)					
	30°														
Compact	7.5'	16.0'	29.5'	14.9'	13.0'	11.5'	39.4'	36.0'	37.8'	42.8'	1.6'	4.0'	13.9'	14.0'	24.0'
Standard	9.0'	18.0'	35.6'	17.8'	13.0'	13.9'	43.7'	39.8'	42.1'	47.6'	1.6'	4.5'	17.3'	14.0'	24.0'
	45°														
Compact	7.5'	11.3'	23.0'	17.0'	13.0'	14.2'	44.2'	41.4'	42.4'	47.0'	1.8'	5.7'	11.3'	14.0'	24.0'
Standard	9.0'	12.7'	29.0'	20.5'	13.0'	17.3'	49.8'	46.6'	48.0'	53.0'	1.8'	6.4'	14.1'	14.0'	24.0'
	90°														
Compact	7.5'	8.0'	15.0'	16.0'	24.0'	16.0'	56.0'	56.0'	53.5'	56.0'	2.5'	0.0'	0.0'	14.0'	24.0'
Standard	9.0'	9.0'	20.0'	20.0'	24.0'	20.0'	62.0'	62.0'	59.5'	62.0'	2.5'	0.0'	0.0'	14.0'	24.0'

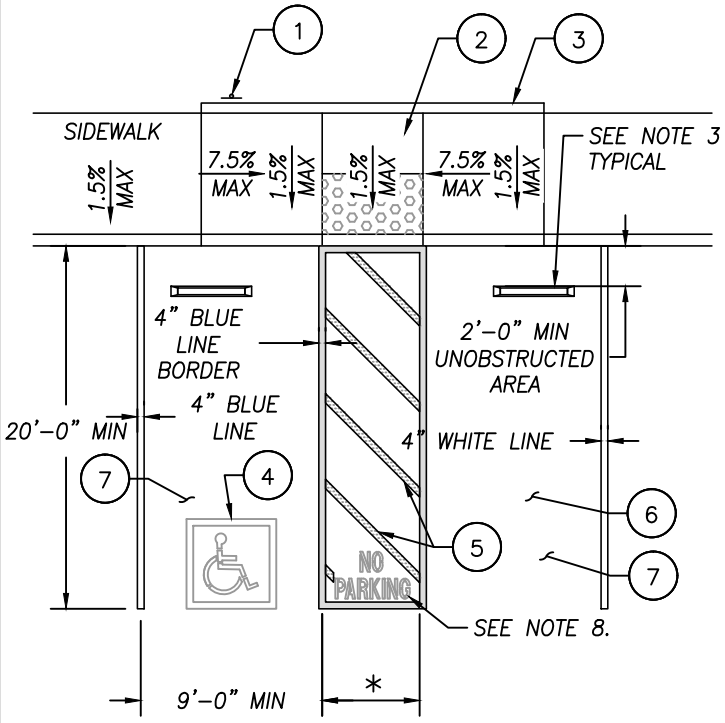
SCALE: NTS

CHECKED BY: RG

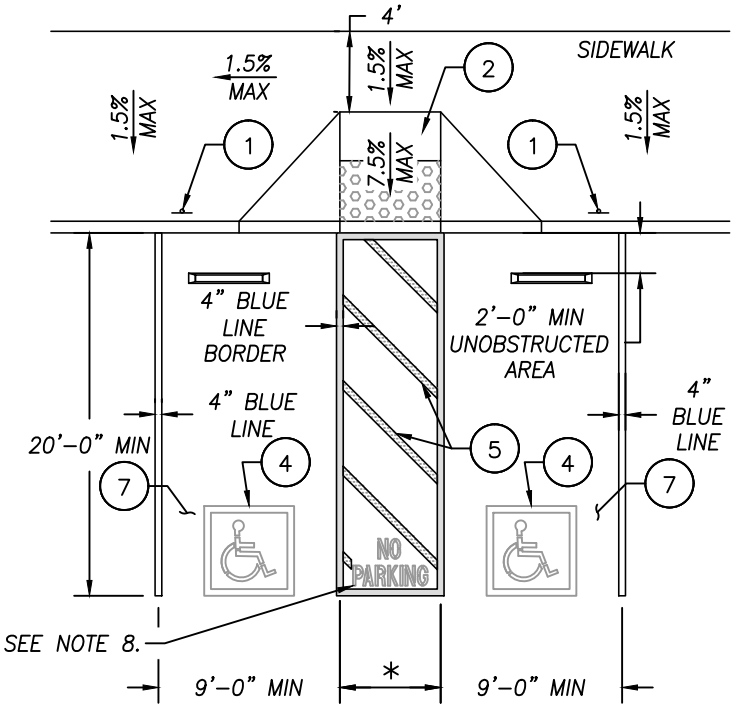
DATE: 3/22/2021

PLATE NO:

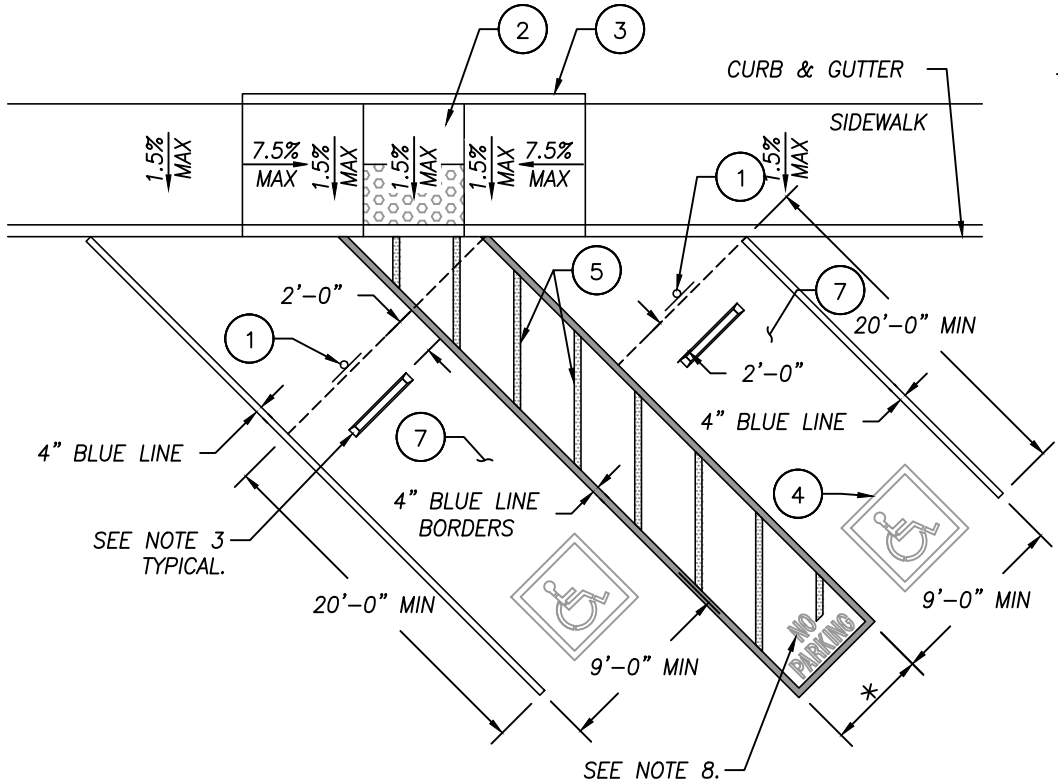
M-5



SINGLE PARKING STALL
NTS



PARKING STALL
NTS



DIAGONAL DOUBLE PARKING STALLS
NTS

NOTE:
ALL ACCESSIBLE PARKING STALLS SHALL BE CONSTRUCTED OF CLASS 'B' (2500 PSI) CONCRETE, NO ASPHALT SHALL BE PERMITTED.

CONSTRUCTION NOTES

1. ISA** PARKING SIGN
2. CURB RAMP PER CALSTRANS STD DETAIL A88A.
3. PARKING BUMP IF NECESSARY
4. ISA** PAVEMENT STENCIL
5. 4" LINE DIAGONALS AT 3'–0" OC
6. REGULAR NON–ACCESSIBLE PARKING STALL
7. 1.5% MAX SLOPE IN ALL DIRECTIONS WITHIN PARKING SPACES
8. PAVEMENT MARKING PER CALTRANS STD DETAIL A24E.

* 5'–0" MIN BETWEEN REGULAR ACCESSIBLE PARKING STALLS 8'–0" MIN TO THE RIGHT OF EACH VAN ACCESSIBLE PARKING STALL.

** INTERNATIONAL SIGN OF ACCESSIBILITY

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
THE KEY TO NEW HORIZONS

APPROVED BY:

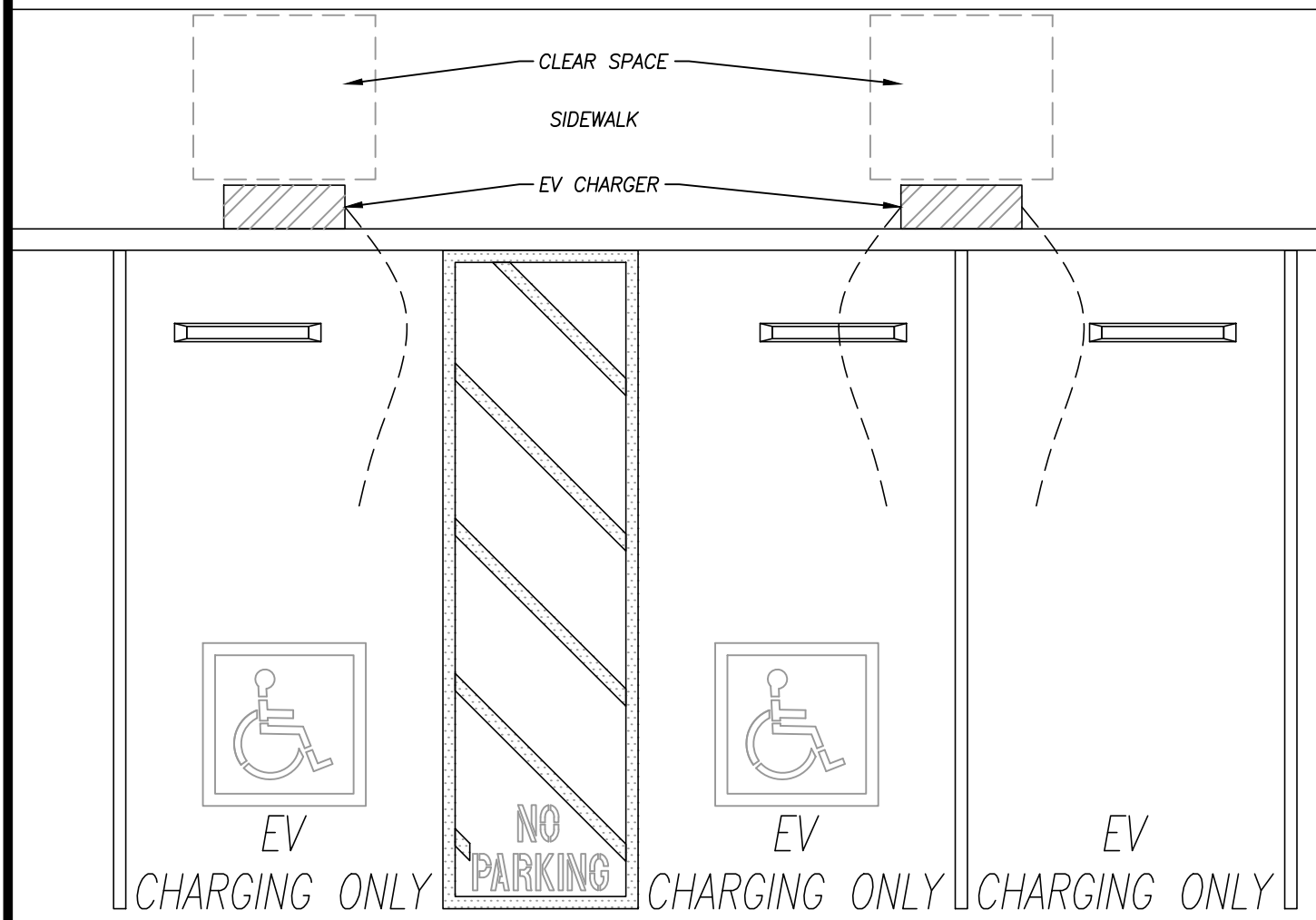
CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

ACCESSIBLE PERPENDICULAR AND DIAGONAL PARKING

SCALE: NTS
CHECKED BY: RG
DATE: 3/22/2021
PLATE NO:
M–6



NOTE:
REQUIRED NUMBER OF ELECTRIC VEHICLE PARKING SPACES AND REQUIRED INFRASTRUCTURE SHALL BE IN COMPLIANCE WITH THE CURRENT VERSION OF THE CALIFORNIA BUILDING CODE TITLE 24, PART 11.

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
THE KEY TO NEW HORIZONS

APPROVED BY:

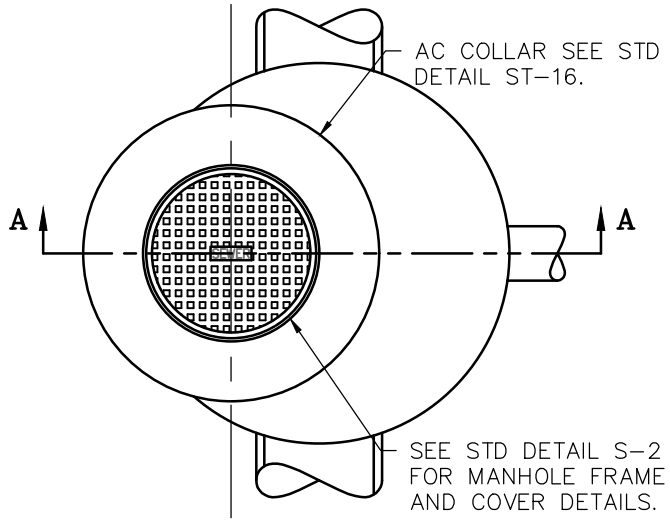
CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

ELECTRICAL VEHICLE PARKING

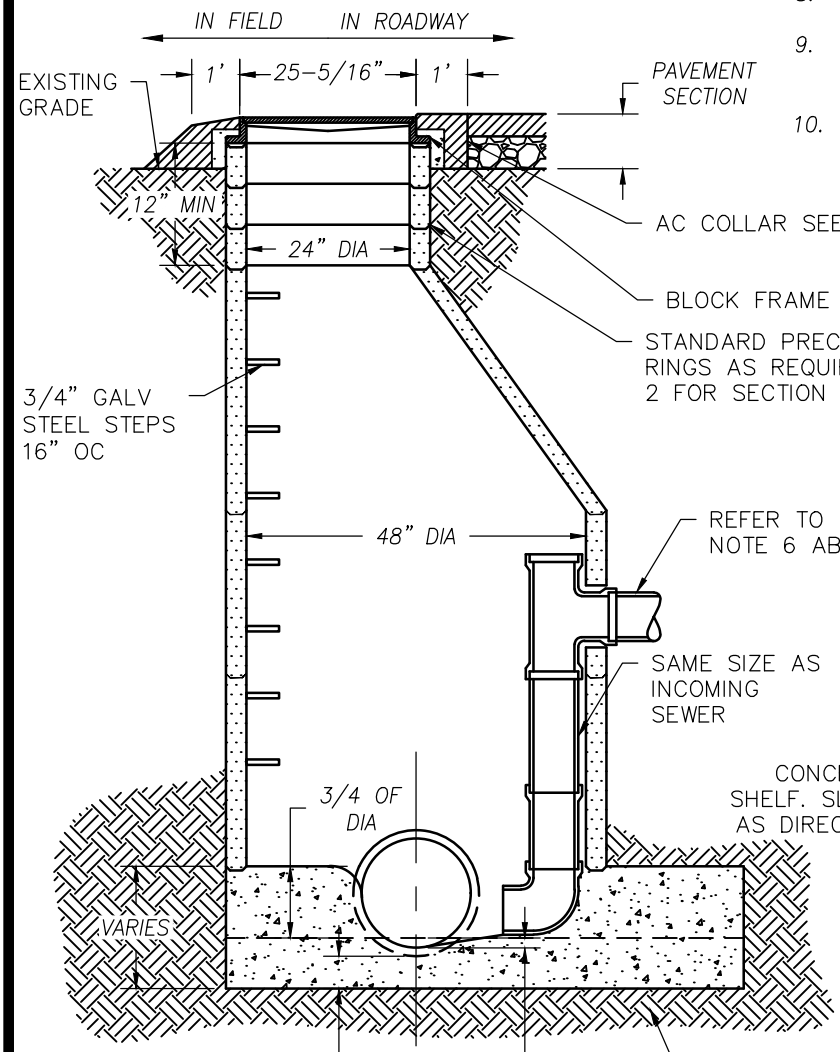
SCALE: NTS
CHECKED BY: RG
DATE: 3/22/2021
PLATE NO:
M–7



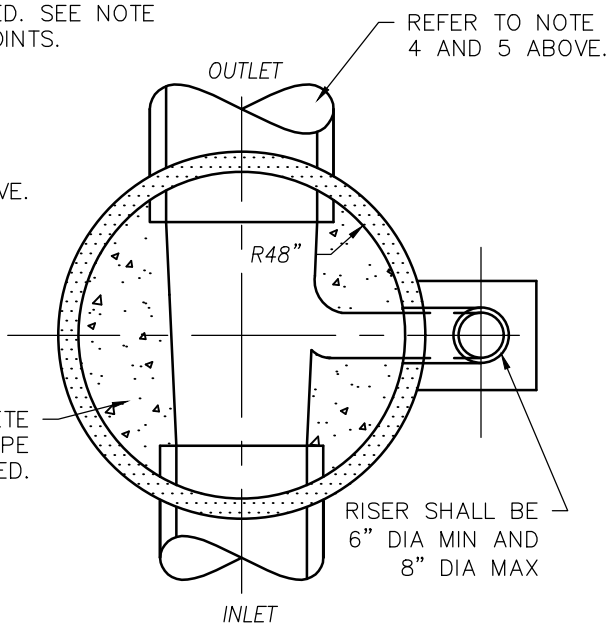
PLAN VIEW
NTS

NOTES:

1. SEAT OF MANHOLE FRAME AND COVER SHALL BE MACHINE FIT. FRAME SHALL WEIGH NOT LESS THAN 165 LBS. AND COVER NOT LESS THAN 150 LBS.
2. SECTION JOINTS SHALL BE MORTARED SMOOTH AND WATER TIGHT INSIDE AND OUT.
3. KENT SEAL OR APPROVED EQUAL MAY BE USED IN PLACE OF MORTAR JOINTS.
4. WHERE INCOMING AND OUTGOING PIPE ARE DIFFERENT SIZES, THE LOWER HALVES OF BOTH PIPES SHALL BE EXTENDED 8" BEYOND THE INSIDE WALLS OF THE MANHOLE AND SHAPE A TRANSITION CHANNEL BETWEEN THEM.
5. WHERE INCOMING AND OUTGOING PIPES ARE THE SAME DIAMETER, THE TOP HALF ONLY OF PIPE SHALL BE REMOVED BETWEEN THE MANHOLE WALLS AND GROUTED SMOOTH IN PLACE WITH CEMENT MORTAR.
6. USE DROP TYPE CONNECTION IF THE DIFFERENCE IN ELEVATIONS BETWEEN INTERSECTING PIPES IS 30" OR GREATER. PIPES AND FITTINGS SHALL BE PVC.
7. CLASS 'A' CONCRETE SHALL BE USED FOR MANHOLE BASES.
8. THE VERTICAL SIDE OF THE MANHOLE SHALL BE OPPOSITE THE INLET SEWER.
9. MANHOLES RINGS, CONES AND SECTIONS SHALL BE AS MANUFACTURED BY "ASSOC. CONCRETE PRODUCTS" OR APPROVED EQUAL.
10. PRECAST MANHOLE BASES MAY BE USED IF APPROVED BY CITY ENGINEER.



SECTION A–A
NTS



PLAN AT INVERT
NTS

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
THE KEY TO NEW HORIZONS

APPROVED BY:

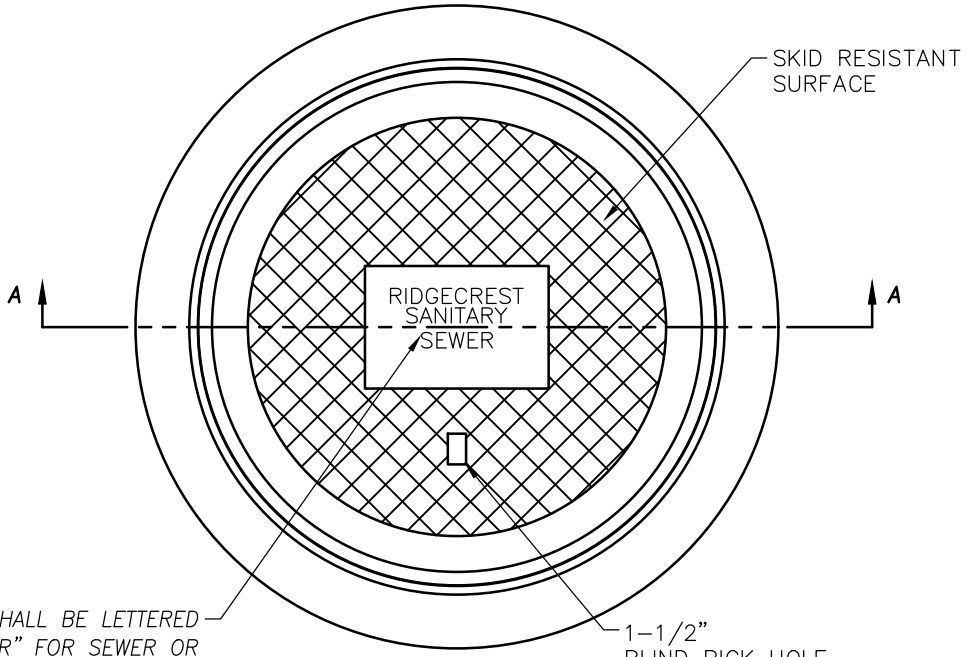
CITY ENGINEER

APPROVED BY CITY COUNCIL:

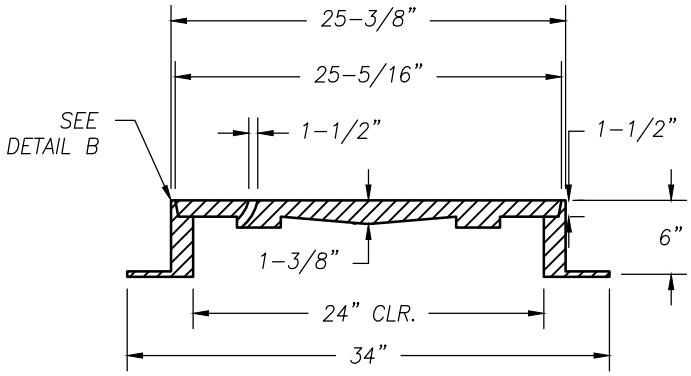
DATE

SEWER MANHOLE

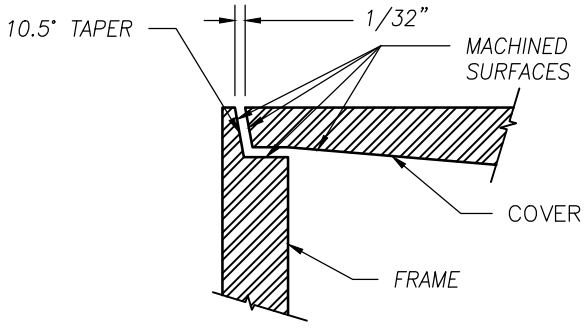
SCALE: NTS
CHECKED BY: RG
DATE: 1/3/2023
PLATE NO:
S–1



PLAN VIEW
NTS



DETAIL A
NTS



DETAIL B
NTS

NOTES:

1. ALL FRAMES AND COVERS SHALL BE TESTED FOR ACCURACY OF FIT AND SHALL BE MARKED IN SETS PRIOR TO DELIVERY. THE SEATS OF FRAMES AND BEARING FACES OF THE COVERS SHALL BE MACHINED FOR A SMOOTH NON-ROCKING FIT BETWEEN THE TWO CASTINGS.
2. CASTINGS SHALL BE THOROUGHLY CLEANED AND DIPPED TWICE IN A QUICK-DRYING, JET-BLACK ASPHALTIC COMPOUND TO PROVIDE A PROTECTIVE COATING.
3. ALL FRAMES AND COVERS SHALL BE TOUGH, GRAY CAST IRON, FREE FROM WARPS, CRACKS, HOLES, SWELLS AND COLD-SHOT, AND SHALL HAVE A WORKMANLIKE FINISH.
4. CASTINGS SHALL CONFORM TO THE PROVISIONS OF SPECIFICATIONS FOR GRAY-IRON CASTINGS, SERIAL DESIGNATION ASTM: A-48, LATEST EDITION, CLASS 35B GRAY IRON WITH MINIMUM STRENGTH OF 35 KSI FOR H20-44 HIGHWAY LOADING.
5. THE NAME OF MANUFACTURING COMPANY SHALL BE ON THE UNDERSIDE OF THE COVER.
6. MANHOLE FRAME SHALL WEIGH NOT LESS THAN 165 LBS OR MORE THAN 250 LBS. THE COVER SHALL WEIGH NOT LESS THAN 150 LBS OR MORE THAN 200 LBS.
7. MANHOLE COVERS SHALL BE DIPPED IN ASPHALT PAINT. COVERS SHALL HAVE A SELF DRAINING BLIND PICK HOLE OF SAME TYPE UNLESS OTHERWISE APPROVED BY ENGINEER.
8. USE TRAFFIC RATED MANHOLE FRAME AND COVER FOR HEAVY DUTY (TRUCK) TRAFFIC.
9. USE STANDARD MANHOLE FRAME AND COVER FOR LIGHT DUTY (RESIDENTIAL) TRAFFIC.

CITY OF RIDGECREST CALIFORNIA — NOVEMBER 29, 1963 — THE KEY TO NEW HORIZONS

APPROVED BY:

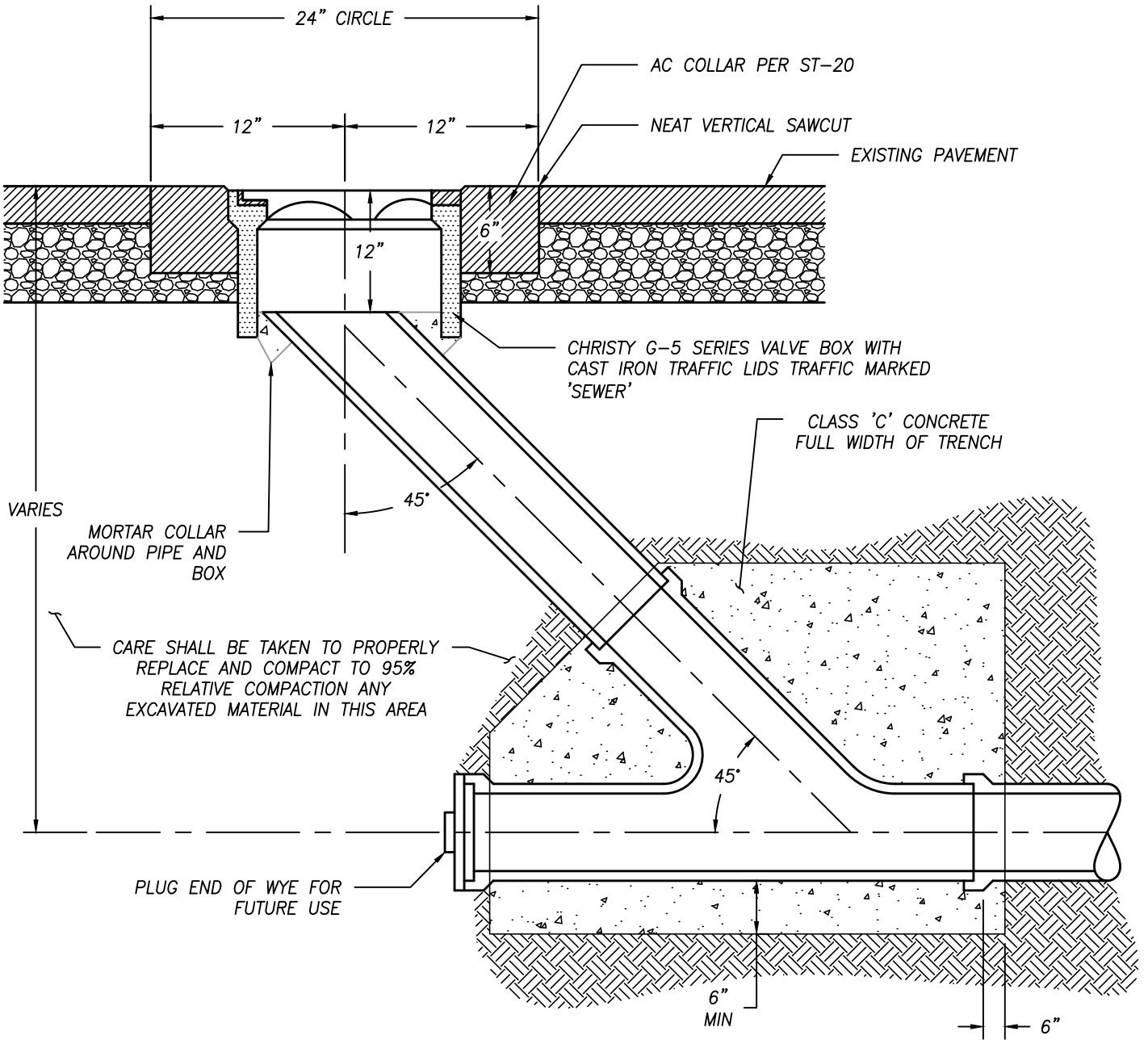
CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

MANHOLE FRAME AND COVER

SCALE: NTS
CHECKED BY: RG
DATE: 1/3/2023
PLATE NO:
S-2



NOTES:

1. CLEANOUT LINE SHALL BE THE SAME DIAMETER AND MATERIAL AS MAIN LINE, MINIMUM OF 8" IN DIAMETER.
2. SEE STD DETAIL ST-17 FOR BACKFILL REQUIREMENTS.
3. IF CLEANOUT IS AT THE END OF A DEAD END SEWER MAIN, A 45° BEND SHALL BE USED IN PLACE OF A WYE FITTING WITH APPROVAL BY CITY ENGINEER.

CITY OF RIDGECREST CALIFORNIA — NOVEMBER 29, 1963 — THE KEY TO NEW HORIZONS

APPROVED BY:

CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

SEWER CLEANOUT

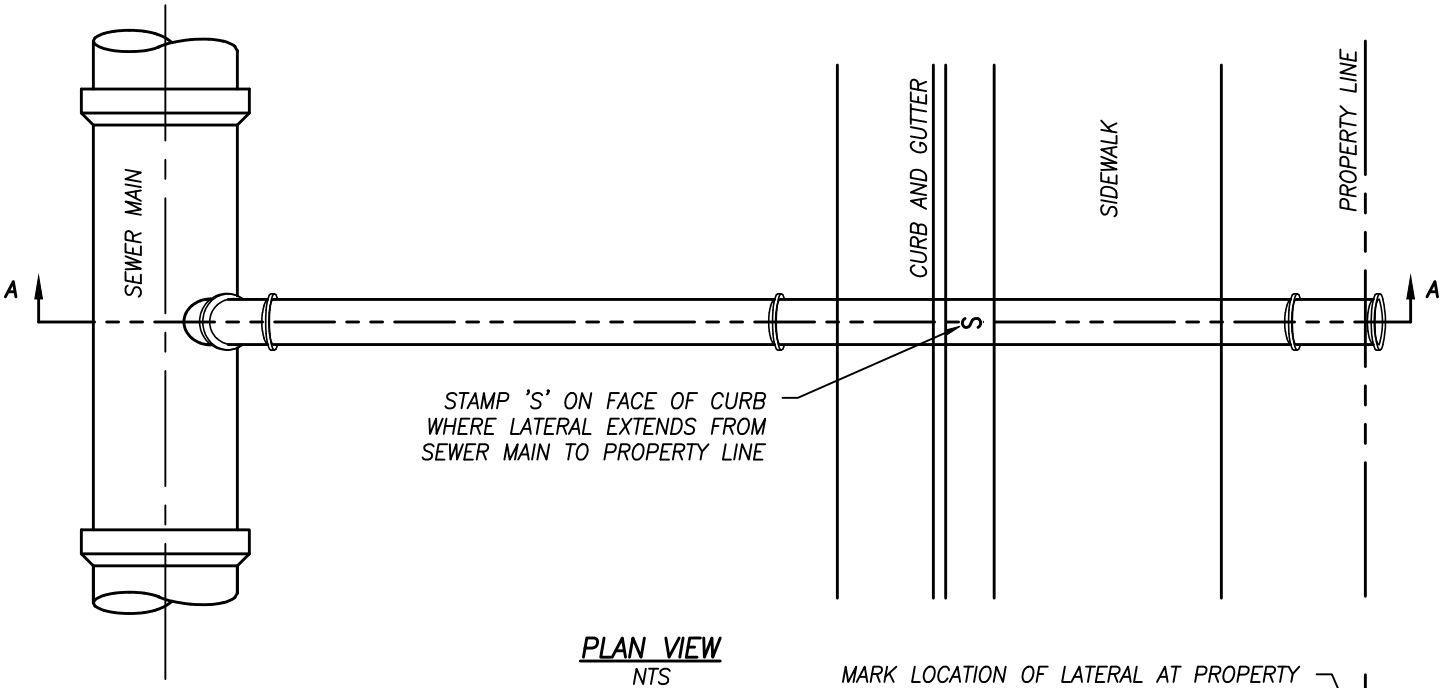
SCALE: NTS

CHECKED BY: RG

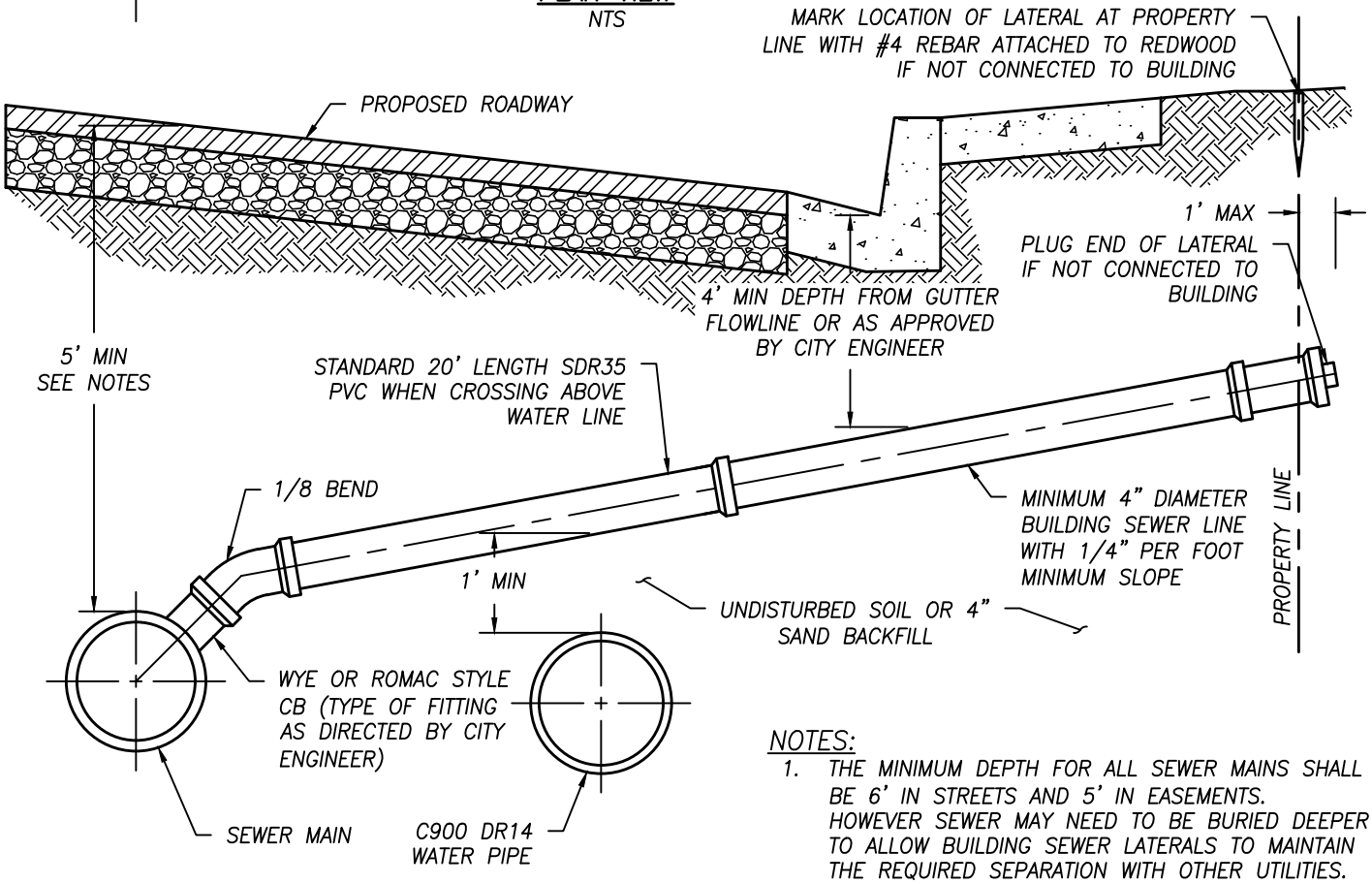
DATE: 1/3/2023

PLATE NO:

S-3



PLAN VIEW
NTS



SECTION A–A
NTS

NOTE:
IF WATER MAIN CANNOT BE INSTALLED AT LEAST 1' CLEAR OF SEWER LATERAL, ENCASE SEWER PER INDIAN WELLS VALLEY WATER DISTRICT. SEE IWVWD STDS. 3A AND 3B.

NOTES:

1. THE MINIMUM DEPTH FOR ALL SEWER MAINS SHALL BE 6' IN STREETS AND 5' IN EASEMENTS. HOWEVER SEWER MAY NEED TO BE BURIED DEEPER TO ALLOW BUILDING SEWER LATERALS TO MAINTAIN THE REQUIRED SEPARATION WITH OTHER UTILITIES.
2. SEWER LATERAL TRENCH SHALL BE BACKFILLED PER REQUIREMENTS OF STD DETAIL ST–17.
3. ALL LATERALS SHALL HAVE A #10 COATED SOLID COPPER WIRE LOCATOR PLACED ON TOP OF PIPE.

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
THE KEY TO NEW HORIZONS

APPROVED BY:

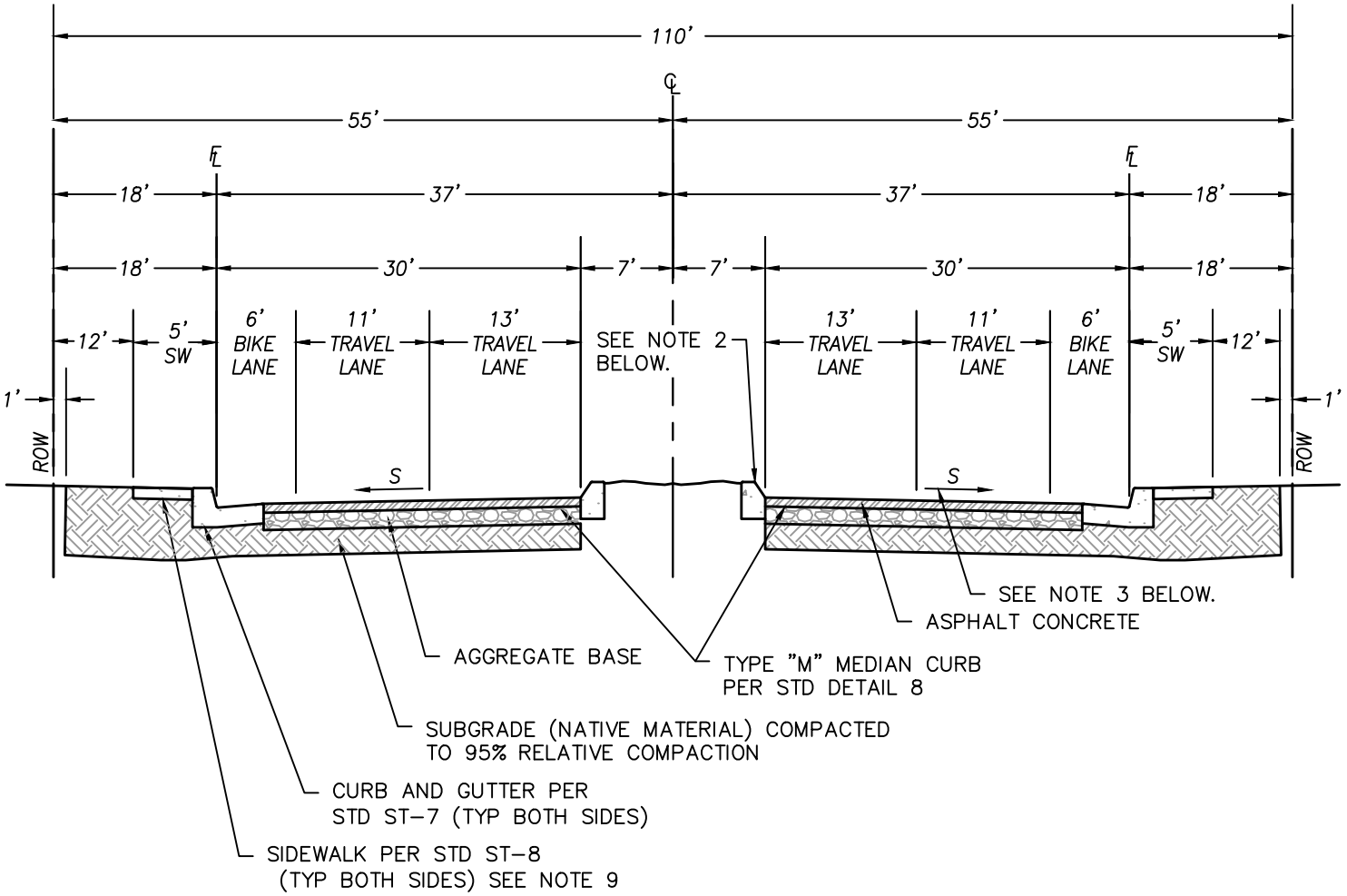
CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

SEWER LATERAL

SCALE: NTS
CHECKED BY: RG
DATE: 1/3/2023
PLATE NO:
S–4



TRAFFIC INDEX	CENTERLINE RADIUS OF CURVATURE	PROPERTY LINE RADIUS OF CURVATURE	FLOWLINE RADIUS OF CURVATURE
10	1000'	20'	30'

NOTES:

1. MINIMUM PAVEMENT SECTION PER DIVISION 5 OF THE SUBDIVISION STANDARDS.
2. CONSTRUCTION OF A TURN-LANE MAY BE REQUIRED.
3. S = STRAIGHT LINE SLOPE; 1.5% MIN, 3% MAX.
4. WHERE THE PLANNING COMMISSION AND CITY COUNCIL DETERMINES THAT A MEDIAN STRIP FOR THE LEFT-HANDED TURNS AND TRAFFIC SEPARATION IS NOT NECESSARY TO PRESERVE MAJOR STREET FUNCTION, THE SECONDARY STANDARDS SHALL BE APPLIED.
5. IN COMMERCIAL AREAS AND OTHER AREAS OF HIGH PEDESTRIAN ACTIVITY, SIDEWALKS GREATER THAN 4' IN WIDTH SHALL BE REQUIRED, AS DETERMINED BY THE PLANNING COMMISSION.
6. TWO STREET SIGNS SHALL BE PROVIDED AT 4-WAY INTERSECTIONS; ONE STREET SIGN SHALL BE PROVIDED AT TEE INTERSECTIONS.
7. NO GUTTER REQUIRED WITH MEDIAN STRIP CURB.
8. SUITABLE TANGENTS BETWEEN CURVES SHALL BE PROVIDED.
9. DETACHED SIDEWALKS SHALL BE APPROVED BY CITY ENGINEER.

CITY OF RIDGECREST CALIFORNIA — NOVEMBER 29, 1963 — THE KEY TO NEW HORIZONS

APPROVED BY:

CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

MAJOR ARTERIAL

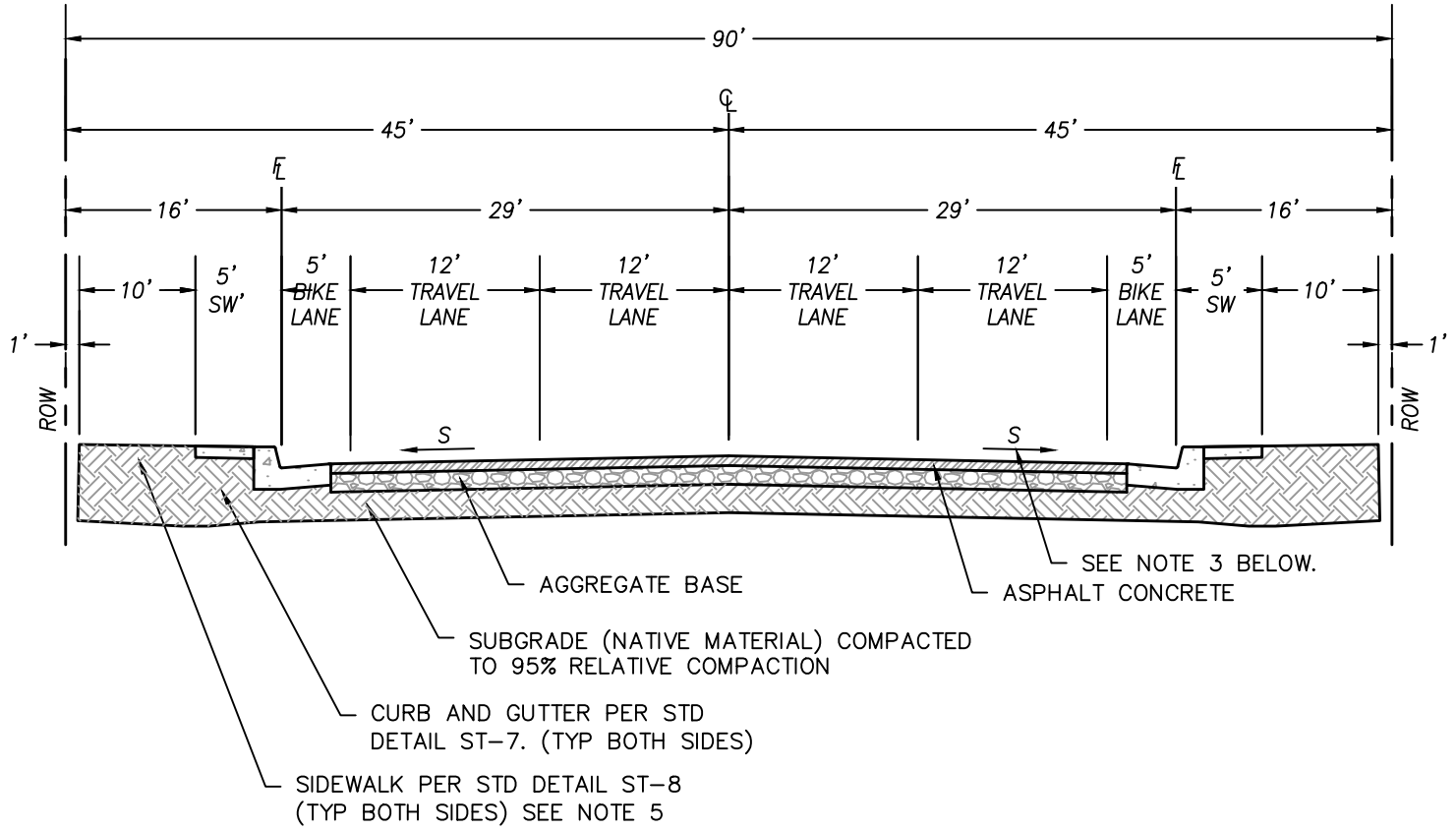
SCALE: NTS

CHECKED BY: RG

DATE: 3/22/2021

PLATE NO:

ST-1



TRAFFIC INDEX	CENTERLINE RADIUS OF CURVATURE	PROPERTY LINE RADIUS OF CURVATURE	FLOWLINE RADIUS OF CURVATURE
8.5	1000'	20'	30'

NOTES:

1. MINIMUM PAVEMENT SECTION PER DIVISION 5 OF THE SUBDIVISION STANDARDS.
2. S = STRAIGHT LINE SLOPE; 1.5% MIN, 3% MAX.
3. TWO STREET SIGNS SHALL BE PROVIDED AT 4-WAY INTERSECTIONS; ONE STREET SIGN SHALL BE PROVIDED AT TEE INTERSECTIONS.
4. SUITABLE TANGENTS BETWEEN CURVES SHALL BE PROVIDED.
5. DETACHED SIDEWALKS SHALL BE APPROVED BY CITY ENGINEER.

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
THE KEY TO NEW HORIZONS

APPROVED BY:

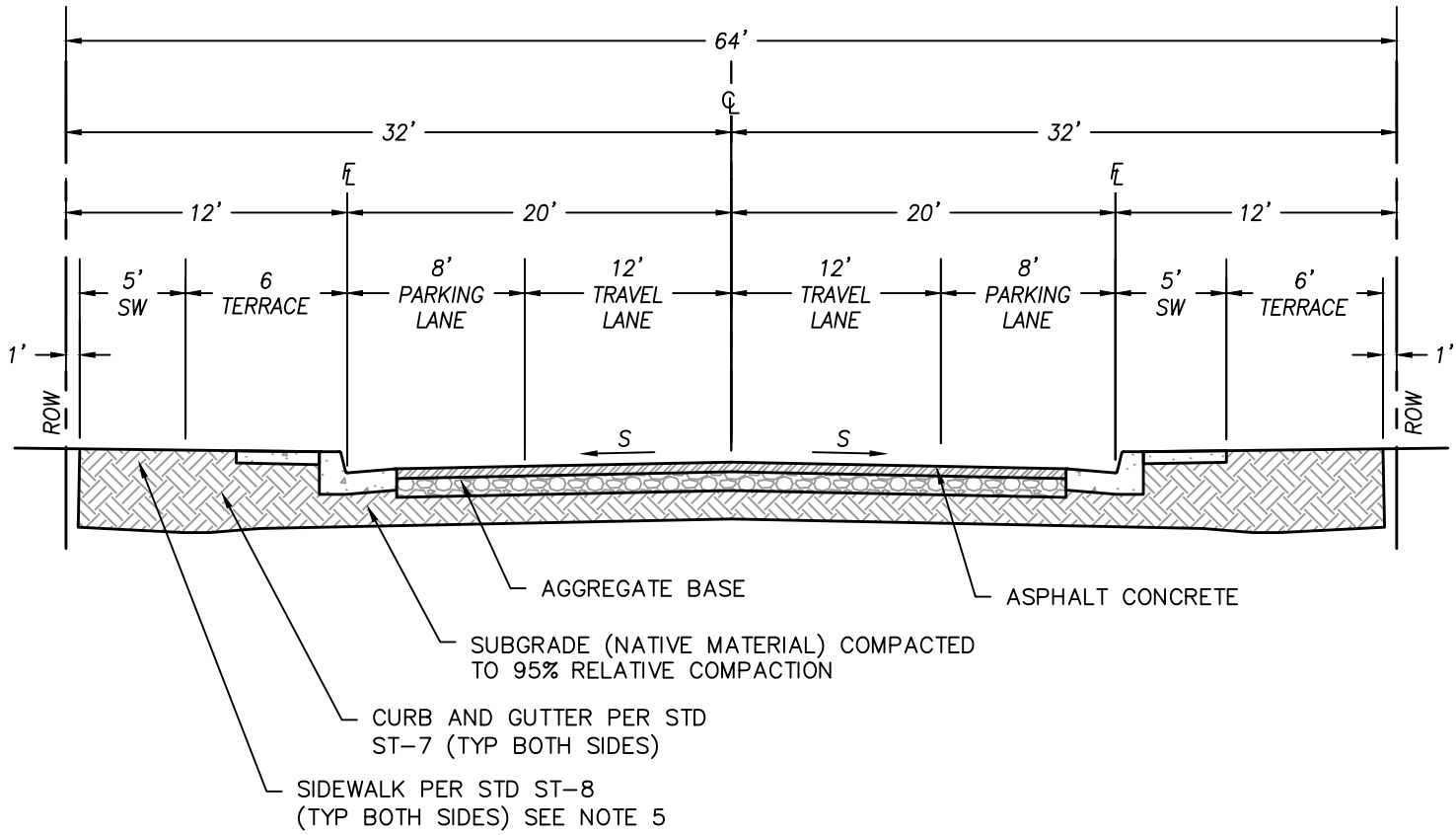
CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

SECONDARY ARTERIAL

SCALE: NTS
CHECKED BY: RG
DATE: 3/22/2021
PLATE NO:
ST-2



TRAFFIC INDEX	CENTERLINE RADIUS OF CURVATURE	PROPERTY LINE RADIUS OF CURVATURE	FLOWLINE RADIUS OF CURVATURE
7	500'	20'	30'

NOTES:

1. MINIMUM PAVEMENT SECTION PER DIVISION 5 OF THE SUBDIVISION STANDARDS.
2. S = STRAIGHT LINE SLOPE; 1.5% MIN, 3% MAX.
3. TWO STREET SIGNS SHALL BE PROVIDED AT 4–WAY INTERSECTIONS; ONE STREET SIGN SHALL BE PROVIDED AT TEE INTERSECTIONS.
4. SUITABLE TANGENTS BETWEEN CURVES SHALL BE PROVIDED.
5. DETACHED SIDEWALKS SHALL BE APPROVED BY CITY ENGINEER.

CITY OF RIDGECREST CALIFORNIA — NOVEMBER 29, 1963 — THE KEY TO NEW HORIZONS

APPROVED BY:

CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

COLLECTOR STREET

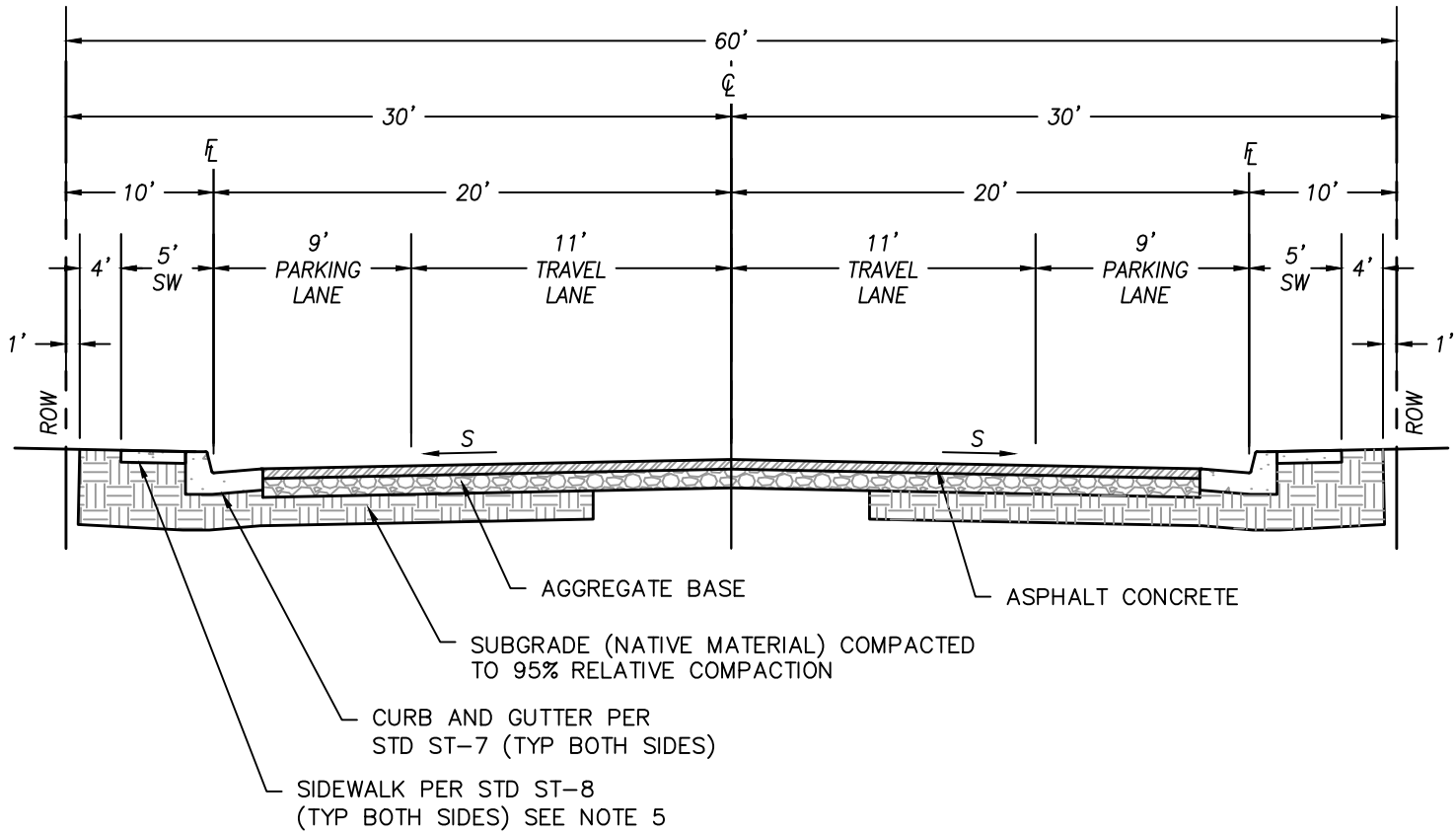
SCALE: NTS

CHECKED BY: RG

DATE: 3/22/2021

PLATE NO:

ST–3



TRAFFIC INDEX	CENTERLINE RADIUS OF CURVATURE	PROPERTY LINE RADIUS OF CURVATURE	FLOWLINE RADIUS OF CURVATURE
4	150'	20'	30'

NOTES:

1. MINIMUM PAVEMENT SECTION PER DIVISION 5 OF THE SUBDIVISION STANDARDS.
2. S = STRAIGHT LINE SLOPE; 1.5% MIN, 3% MAX.
3. TWO STREET SIGNS SHALL BE PROVIDED AT 4-WAY INTERSECTIONS; ONE STREET SIGN SHALL BE PROVIDED AT TEE INTERSECTIONS.
4. SUITABLE TANGENTS BETWEEN CURVES SHALL BE PROVIDED.
5. DETACHED SIDEWALKS SHALL BE APPROVED BY CITY ENGINEER.

CITY OF RIDGECREST CALIFORNIA — NOVEMBER 29, 1963 — THE KEY TO NEW HORIZONS

APPROVED BY:

CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

LOCAL STREETS

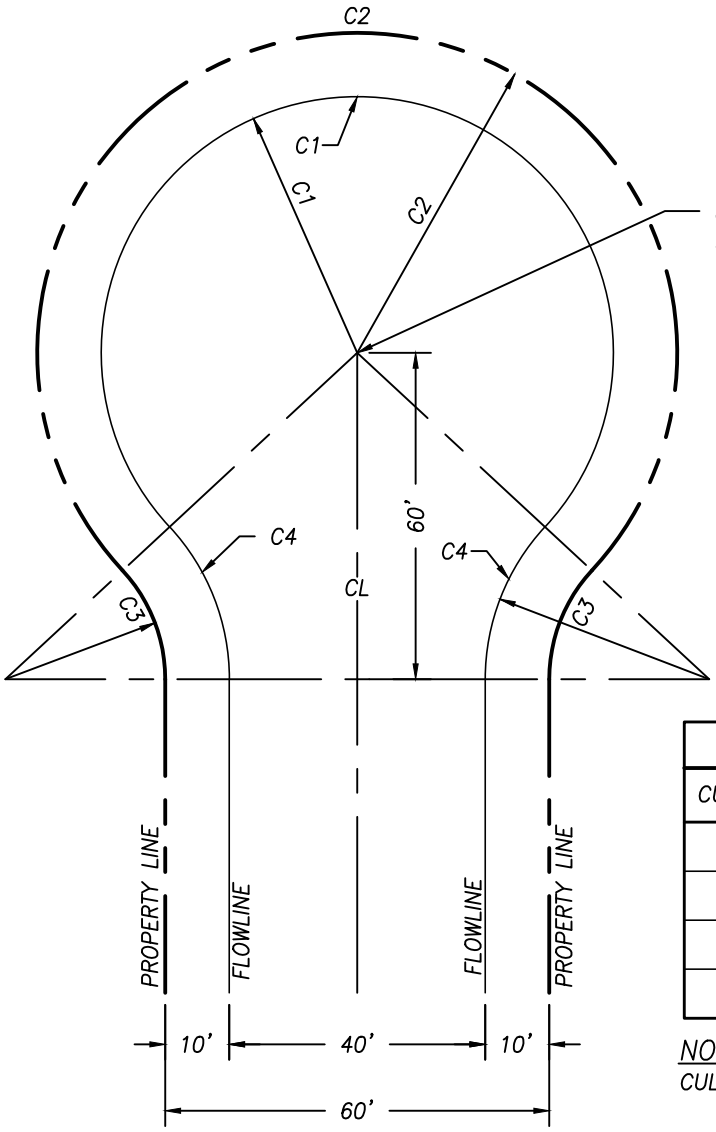
SCALE: NTS

CHECKED BY: RG

DATE: 3/22/2021

PLATE NO:

ST-4



CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TANGENT
C1	185.47'	40'	265°40'01"	43.15'
C2	231.84'	50'	265°40'01"	53.93'
C3	18.69'	25'	42°50'00"	9.81'
C4	26.17'	35'	42°50'00"	13.73'

NOTE:
CUL-DE-SACS MAY NOT BE MORE THAN 500' IN LENGTH.

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
THE KEY TO NEW HORIZONS

APPROVED BY:

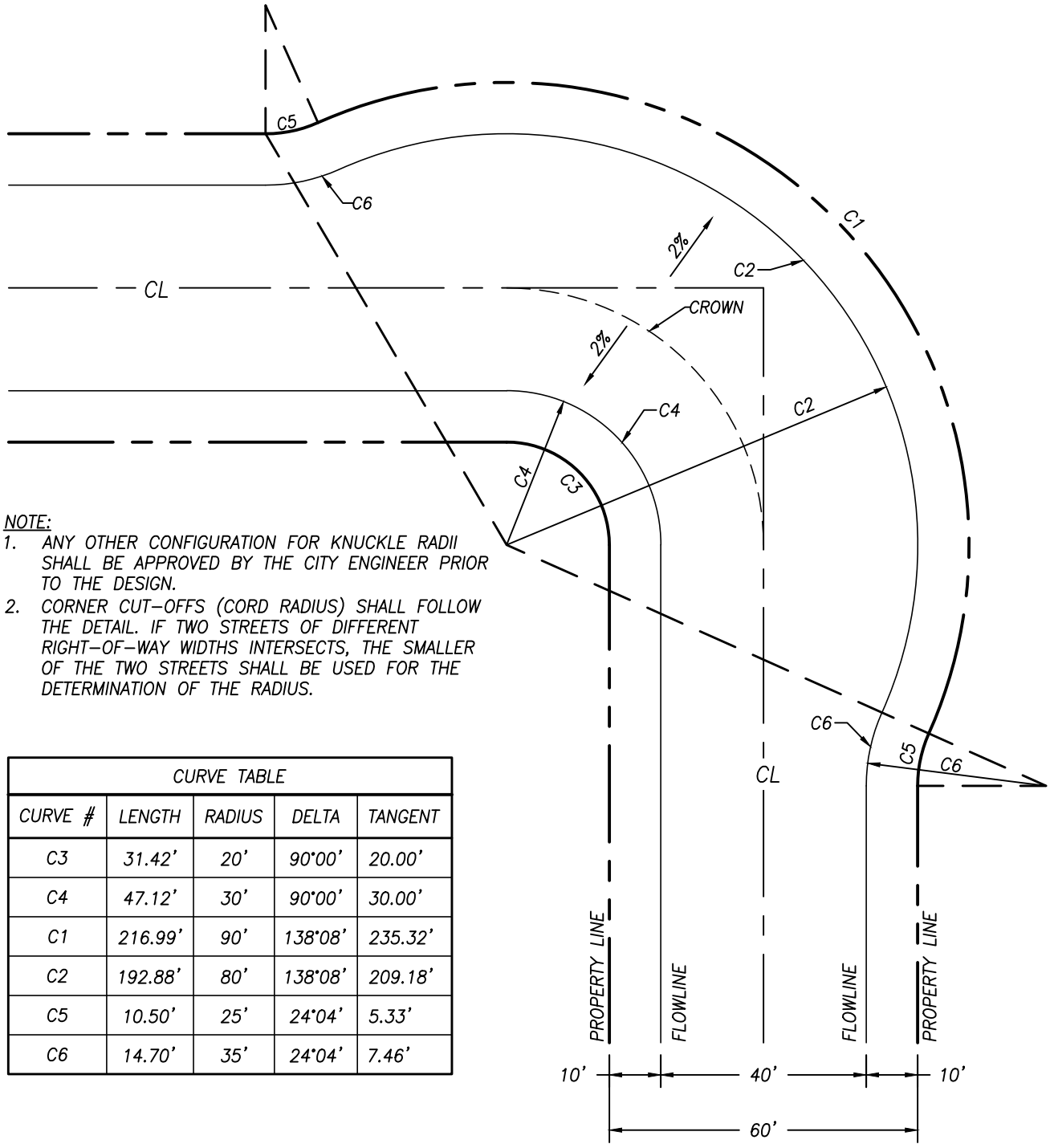
CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

CUL-DE-SACS

SCALE: NTS
CHECKED BY: RG
DATE: 1/3/2023
PLATE NO:
ST-5



NOTE:

1. ANY OTHER CONFIGURATION FOR KNUCKLE RADII SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO THE DESIGN.
2. CORNER CUT–OFFS (CORD RADIUS) SHALL FOLLOW THE DETAIL. IF TWO STREETS OF DIFFERENT RIGHT–OF–WAY WIDTHS INTERSECTS, THE SMALLER OF THE TWO STREETS SHALL BE USED FOR THE DETERMINATION OF THE RADIUS.

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TANGENT
C3	31.42'	20'	90°00'	20.00'
C4	47.12'	30'	90°00'	30.00'
C1	216.99'	90'	138°08'	235.32'
C2	192.88'	80'	138°08'	209.18'
C5	10.50'	25'	24°04'	5.33'
C6	14.70'	35'	24°04'	7.46'

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
THE KEY TO NEW HORIZONS

APPROVED BY:

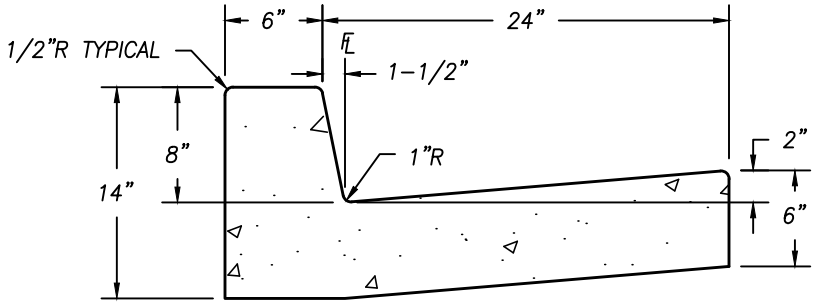
CITY ENGINEER

APPROVED BY CITY COUNCIL:

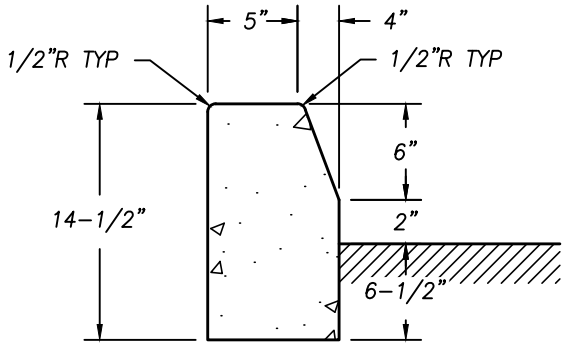
DATE

STANDARD RESIDENTIAL KNUCKLE

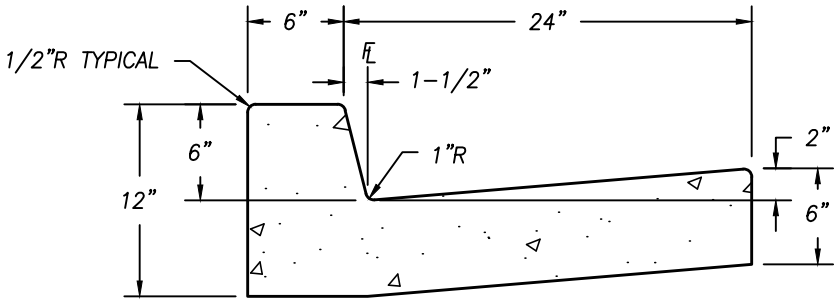
SCALE: NTS
CHECKED BY: RG
DATE: 1/3/2023
PLATE NO:
ST–6



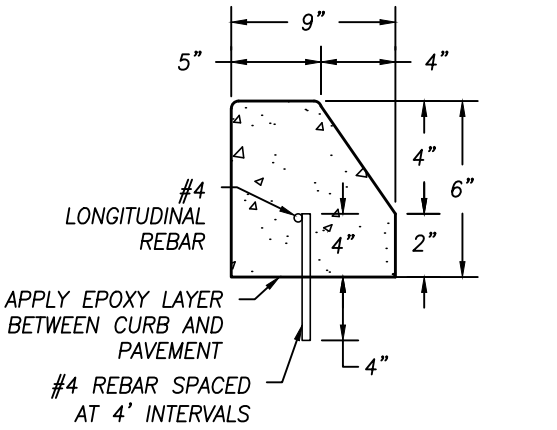
TYPE "A" STANDARD 8" CURB AND GUTTER
NTS



TYPE "M-1" MEDIAN CURB
NTS



TYPE "B" STANDARD 6" CURB AND GUTTER
NTS



TYPE "M-2" MEDIAN CURB DETAIL
NTS

NOTES:

1. ALL CONCRETE WORK SHALL BE OF CLASS "B" CONCRETE (2500 PSI)
2. TIMBER FORMS SHALL BE WATERED AND SURFACED ON THE SIDE PLACED NEXT TO THE CONCRETE AND SHALL NOT BE LESS THAN 1-1/2" THICK AFTER BEING SURFACED. WEAKENED PLANE JOINTS SHALL BE PLACED EVERY 10' IN CURB AND GUTTER.
3. EXPANSION JOINT SHALL BE PLACED IN CURB AND GUTTER AT 30' INTERVALS, AT THE ENDS OF CURB RADII, DRIVEWAY APPROACHES AND BETWEEN NEW AND EXISTING CURB AND GUTTER.
4. SUBGRADE SHALL BE THOROUGHLY WATERED BEFORE PLACING CONCRETE AND CONSTRUCTED TRUE TO GRADE AND CROSS SECTION AND COMPACTED TO 95% RELATIVE COMPACTION TO A DEPTH OF 6" BELOW TOP OF SUBGRADE.
5. TOP AND FACE OF CURB SHALL BE TROWELED SMOOTH AND FINISHED WITH A FINE BRUSH. GUTTER SHALL BE GIVEN A BROOM FINISH WITH STROKES PARALLEL TO FACE OF CURB.
6. GUTTER FLOWLINE SHALL NOT VARY MORE THAN 1/8" FROM GRADE.
7. CONCRETE SHALL BE CURED BY AN IMMEDIATE APPLICATION OF PIGMENTED CURING COMPOUND.
8. SEE STD DETAIL NOS. ST-9 AND ST-11 FOR DRIVEWAY APPROACH CURB AND GUTTER REQUIREMENTS.
9. EXISTING CURB AND GUTTER SHALL BE SAWCUT AT A WEAKENED PLAIN JOINT OR REMOVED TO EXPANSION JOINT.
10. EXISTING PAVEMENT SHALL BE SAWCUT A MINIMUM OF 12" FROM THE LIP OF GUTTER WHEN CONSTRUCTING NEW CURB AND GUTTER.
11. WHERE EXISTING CURB AND GUTTER IS TO BE REPLACED, NEW CONSTRUCTION SHALL MATCH EXISTING CONSTRUCTION UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER. #4 REBAR DOWELS CONNECTING NEW TO EXISTING CURB AND GUTTER ARE REQUIRED FOR REPLACED SECTIONS LESS THAN 20' IN LENGTH. REBARS SHALL BE EPOXIED INTO EXISTING CURB HEAD AND GUTTER WITH A MINIMUM OF THREE 18" LONG REBARS, ONE IN THE CURB HEAD AND TWO IN THE GUTTER.
12. SUBGRADE FOR MEDIAN CURB SHALL BE CONSTRUCTED TRUE TO GRADE AND CROSS SECTION WITH COMPACTION OF 95% TO A DEPTH OF 6" BELOW SUBGRADE.

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
THE KEY TO NEW HORIZONS

APPROVED BY:

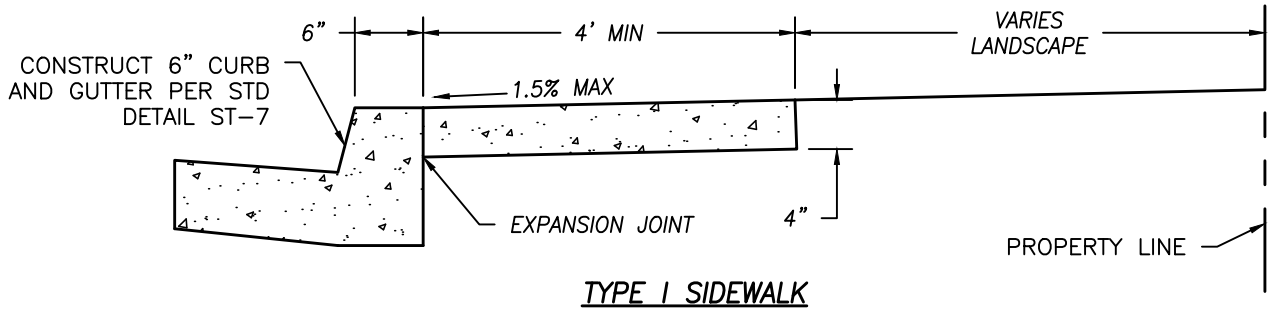
CITY ENGINEER

APPROVED BY CITY COUNCIL:

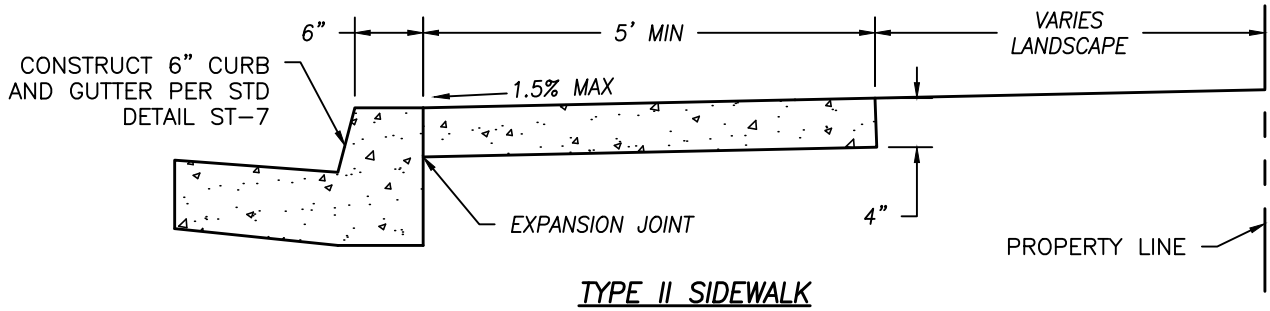
DATE

CURB AND GUTTER

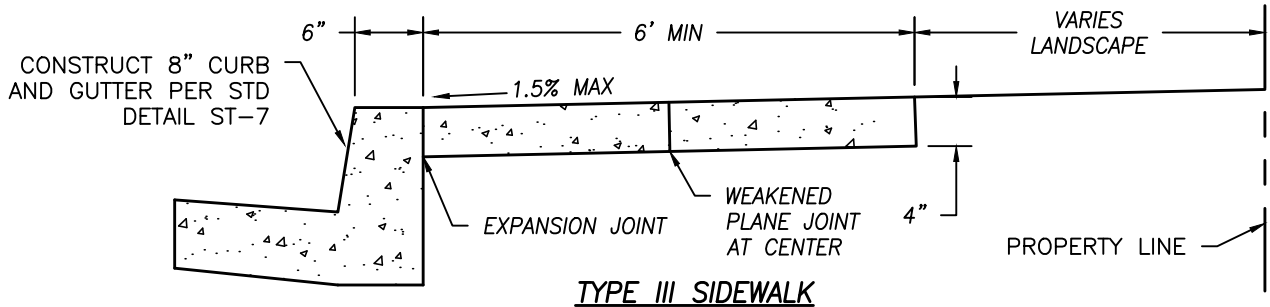
SCALE: NTS
CHECKED BY: RG
DATE: 1/3/2023
PLATE NO:
ST-7



TYPE I SIDEWALK
NTS



TYPE II SIDEWALK
NTS



TYPE III SIDEWALK
NTS

NOTES:

1. ALL CONCRETE SHALL BE CLASS B (2500 PSI).
2. TIMBER FORMS SHALL BE WATERED AND SURFACED ON THE SIDE PLACED NEXT TO THE CONCRETE AND SHALL NOT BE LESS THAN 1-1/2" THICK AFTER BEING SURFACED.
3. SIDEWALK SUBGRADE SHALL BE WATERED AND COMPACTED TO 90% RELATIVE COMPACTION PRIOR TO PLACING CONCRETE.
4. SIDEWALK CONCRETE SHALL BE SCREEDED TO SECTION, COMPACTED WITH A METAL GRID TO GIVE A 3/8" LAYER OF MORTAR ON THE SURFACE, FINISHED WITH A WOODEN FLOAT TO A MAXIMUM VARIATION OF 1/4", TROWELED SMOOTH, AND GIVEN A FINE BROOM FINISH TRANSVERSE TO THE DIRECTION OF THE TRAFFIC.
5. SCORING SHALL BE TRANSVERSE TO THE DIRECTION OF TRAFFIC AND AT INTERVALS OF 5'.
6. CONCRETE SHALL BE CURED BY AN IMMEDIATE APPLICATION OF A PIGMENTED CURING COMPOUND.
7. EXPANSION JOINT, 1/2" PREMODELED MATERIAL SHALL BE PLACED AT 30' INTERVALS, AT THE BEGINNING AND END OF CURB RADII, AND ON EACH SIDE OF DRIVEWAY APPROACHES. WHEN POSSIBLE, EXPANSION JOINTS SHALL LINE UP WITH EXISTING EXPANSION JOINTS IN CURB AND GUTTER.
8. ALL NEW CONSTRUCTION TO COMPLY WITH CURRENT CALTRANS ADA AND CALIFORNIA BUILDING CODE REQUIREMENTS FOR ACCESSIBILITY.
9. WHERE EXISTING CONCRETE IS TO BE REPLACED, NEW CONSTRUCTION SHALL MATCH EXISTING CONSTRUCTION UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER. SECTIONS SHALL BE SAWCUT PERPENDICULAR TO THE FLOWLINE AT AN EXISTING SCORE LINE OR JOINT. WHERE EXISTING SIDEWALK DOES NOT MEET ADA COMPLIANCE, 1 PANEL SHALL TRANSITION FROM ADA COMPLIANT TO EXISTING SIDEWALK.

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
THE KEY TO NEW HORIZONS

APPROVED BY:

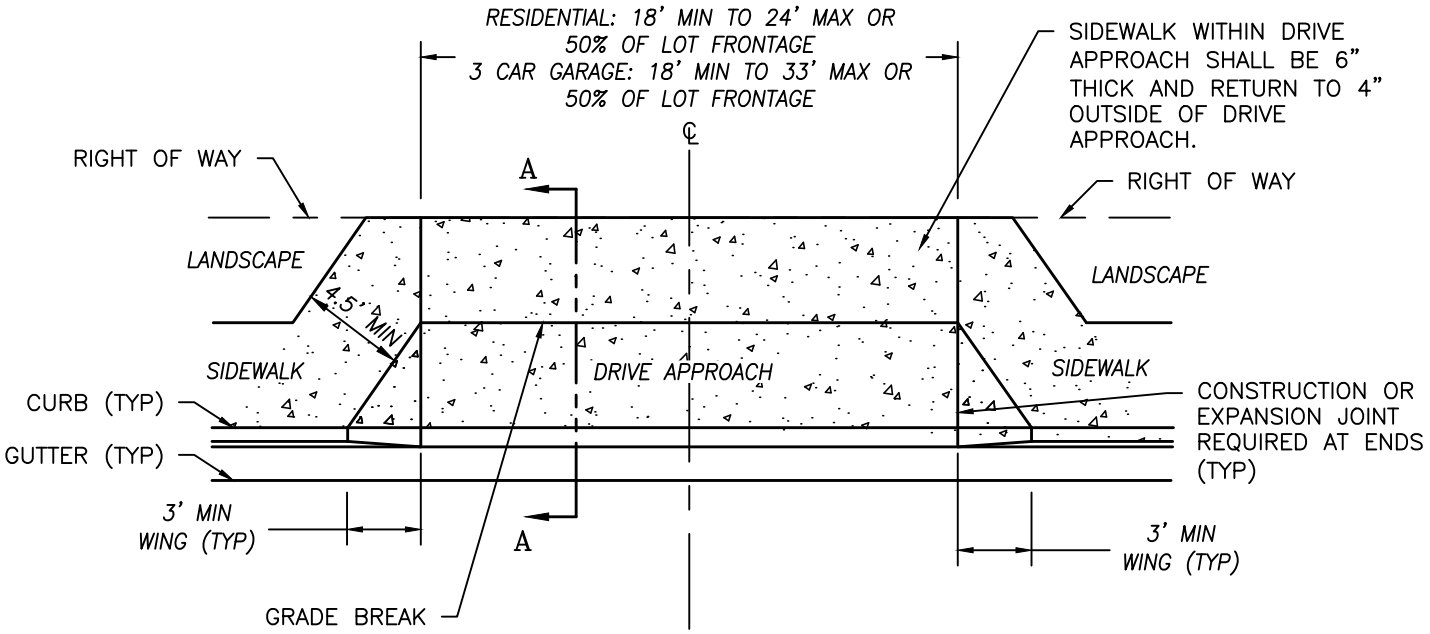
CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

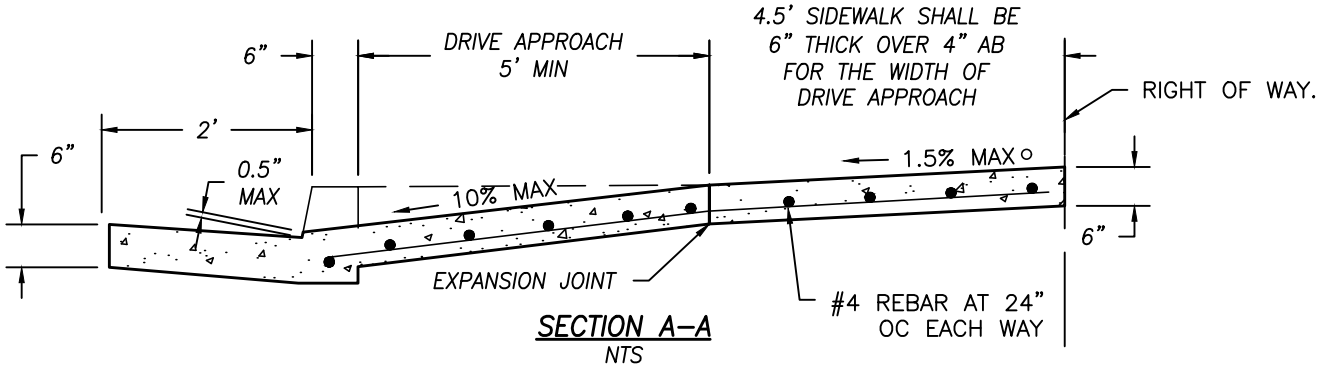
SIDEWALKS

SCALE: NTS
CHECKED BY: RG
DATE: 1/3/2023
PLATE NO:
ST-8



DRIVE APPROACH WITH TYPE I SIDEWALK

PLAN
NTS



SECTION A–A
NTS

NOTES:

1. ALL CONCRETE SHALL BE CLASS 'B' (2500 PSI). NO COLORING SHALL BE ADDED TO CONCRETE.
2. EXPANSIONS JOINT MATERIAL SHALL BE 1/2" PREMOLDED MATERIAL.
3. SUBGRADE SHALL BE WATERED AND COMPACTED TO 90% RELATIVE COMPACTION TO A DEPTH OF 12".
4. CONCRETE SURFACES SHALL HAVE A BROOM FINISH.
5. CURB & GUTTER SHALL BE CONSIDERED AS PART OF THE DRIVEWAY APPROACH AND BE INSTALLED AS DIRECTED.
6. CONCRETE SHALL BE CURED WITH AN IMMEDIATE APPLICATION OF PIGMENTED CURING COMPOUND.
7. DRIVEWAY APPROACH AND CURB & GUTTER SHALL NOT BE POURED AS A MONOLITHIC POUR.
8. FOR SIDEWALK DETAILS, STD DETAIL ST–8.
9. ALL EXISTING CONCRETE CURB, GUTTER AND SIDEWALK, ACROSS FACE OF ANY PROPOSED DRIVEWAY SHALL BE SAWCUT AT SCORE LINE AT RIGHT ANGLE TO FLOWLINE.
10. ALL NEW CONSTRUCTION TO COMPLY WITH MOST CURRENT FEDERAL ADA AND CALIFORNIA BUILDING CODE REQUIREMENTS FOR ACCESSIBILITY.

CITY OF RIDGECREST CALIFORNIA — NOVEMBER 29, 1963 — THE KEY TO NEW HORIZONS

APPROVED BY:

CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

RESIDENTIAL WALK AROUND DRIVEWAY TYPE I

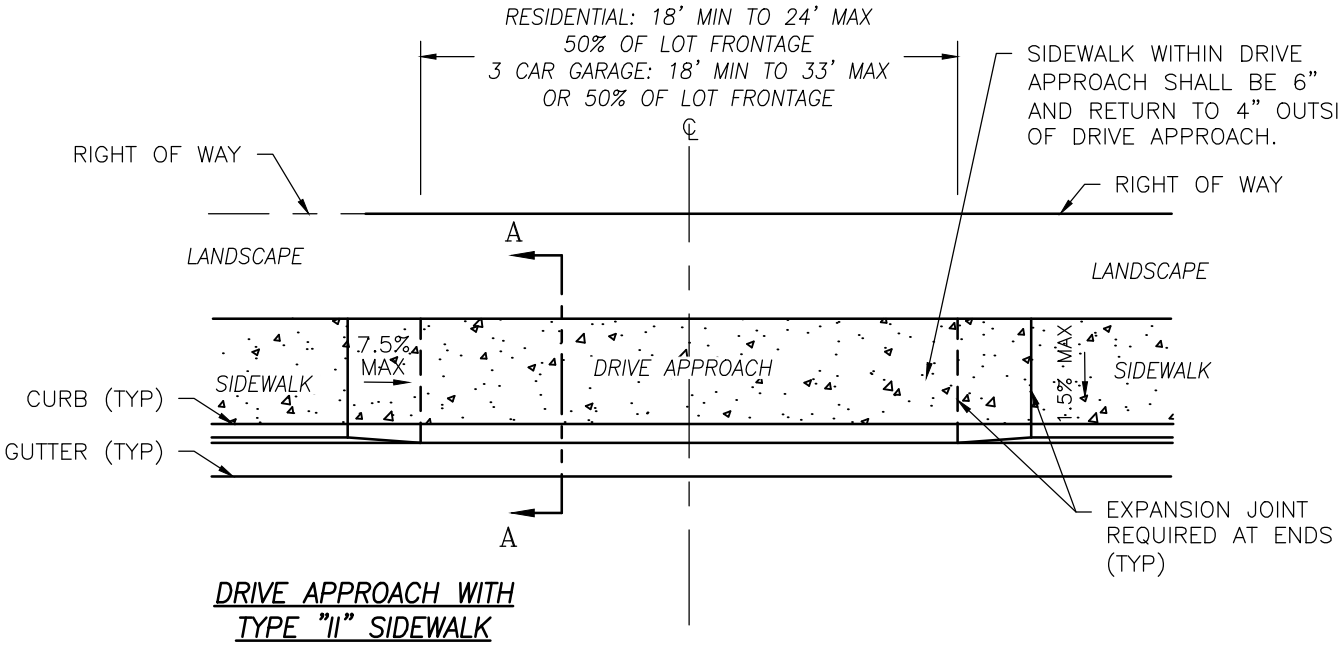
SCALE: NTS

CHECKED BY: RG

DATE: 1/3/2023

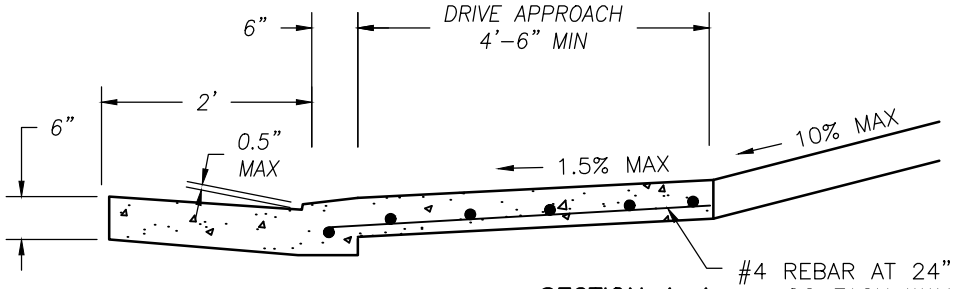
PLATE NO:

ST–9



DRIVE APPROACH WITH TYPE "II" SIDEWALK

PLAN
NTS



SECTION A–A
NTS

NOTES:

1. ALL CONCRETE SHALL BE CLASS 'B' (2500 PSI). NO COLORING SHALL BE ADDED TO CONCRETE.
2. EXPANSIONS JOINT MATERIAL SHALL BE 1/2" PREMOLDED MATERIAL 12" DEPTH.
3. SUBGRADE SHALL BE WATERED AND COMPACTED TO 90% RELATIVE COMPACTION 12" DEPTH.
4. CONCRETE SURFACES SHALL HAVE A BROOM FINISH.
5. CURB & GUTTER SHALL BE CONSIDERED AS PART OF THE DRIVEWAY APPROACH AND BE INSTALLED AS DIRECTED.
6. CONCRETE SHALL BE CURED WITH AN IMMEDIATE APPLICATION OF PIGMENTED CURING COMPOUND.
7. DRIVEWAY APPROACH AND CURB & GUTTER SHALL NOT BE POURED AS A MONOLITHIC POUR.
8. FOR SIDEWALK DETAILS, STD DETAIL ST–8.
9. ALL EXISTING CONCRETE CURB, GUTTER AND SIDEWALK, ACROSS FACE OF ANY PROPOSED DRIVEWAY SHALL BE SAWCUT AT RIGHT ANGLE TO FLOWLINE, AND REMOVED AT SCORE LINE.

CITY OF RIDGECREST CALIFORNIA — NOVEMBER 29, 1963 — THE KEY TO NEW HORIZONS

APPROVED BY:

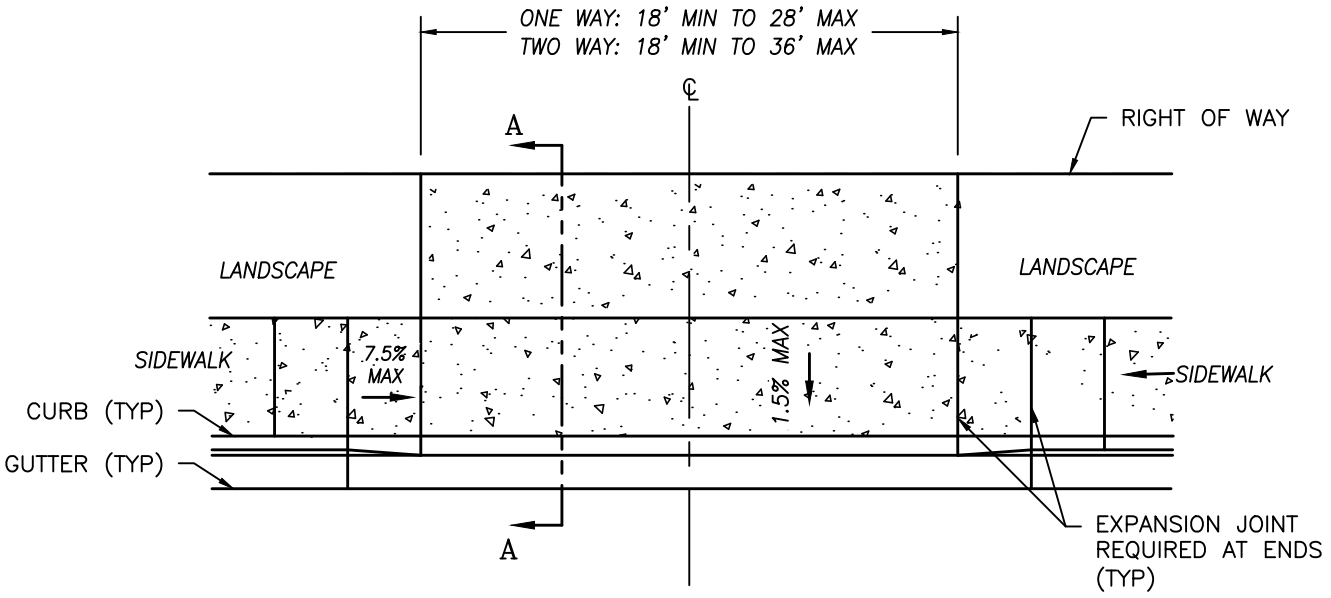
CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

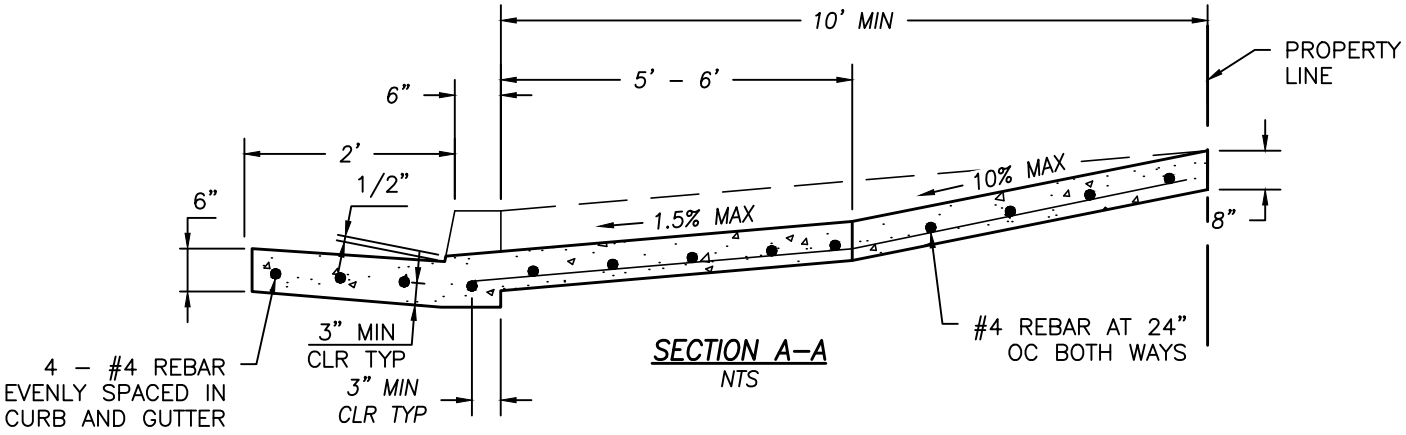
RESIDENTIAL DRIVEWAY TYPE II

SCALE: NTS
CHECKED BY: DF
DATE: 1/3/2023
PLATE NO:
ST–10



DRIVE APPROACH WITH TYPE II SIDEWALK

PLAN
NTS



SECTION A–A
NTS

NOTES:

1. ALL CONCRETE SHALL BE CLASS 'B' (2500 PSI). NO COLORING SHALL BE ADDED TO CONCRETE.
2. EXPANSIONS JOINT MATERIAL SHALL BE 1/2" PREMOLDED MATERIAL.
3. SUBGRADE SHALL BE WATERED AND COMPACTED TO 90% RELATIVE COMPACTION 6" MINIMUM.
4. CONCRETE SURFACES SHALL HAVE A BROOM FINISH.
5. CURB & GUTTER SHALL BE CONSIDERED AS PART OF THE DRIVEWAY APPROACH AND BE INSTALLED AS DIRECTED.
6. CONCRETE SHALL BE CURED WITH AN IMMEDIATE APPLICATION OF PIGMENTED CURING COMPOUND.
7. DRIVEWAY APPROACH AND CURB & GUTTER SHALL NOT BE POURED AS A MONOLITHIC POUR.
8. IN ALL CASES, THE DRIVEWAY APPROACH SHALL EXTEND BACK TO THE RIGHT OF WAY LINE.
9. THESE REQUIREMENTS ARE MINIMUM STANDARDS. APPROACHES SUBJECT TO EXTREME TRAFFIC LOADS MAY HAVE ADDITIONAL REQUIREMENTS.
10. ALL EXISTING CONCRETE CURB, GUTTER, AND SIDEWALK, ACROSS FACE OF ANY PROPOSED DRIVEWAY, SHALL BE SAWCUT AT RIGHT ANGLE TO FLOWLINE, AND BE REMOVED AT SCORE LINE.

CITY OF RIDGECREST CALIFORNIA — NOVEMBER 29, 1963 — THE KEY TO NEW HORIZONS

APPROVED BY:

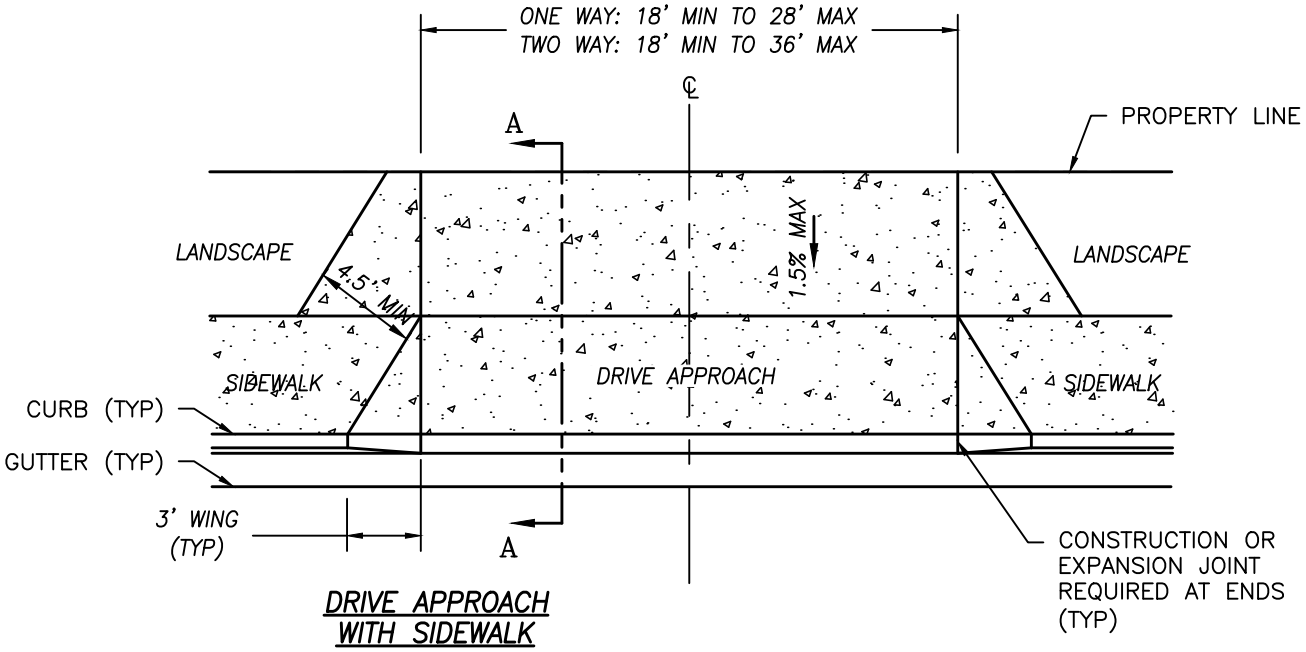
CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

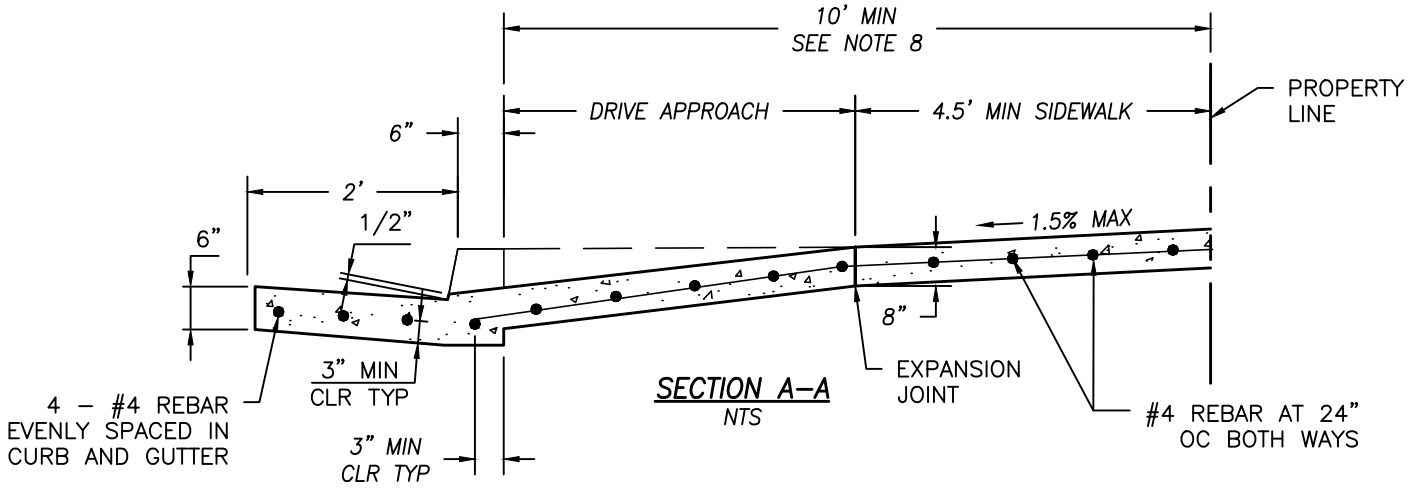
COMMERCIAL DRIVEWAY TYPE I

SCALE: NTS
CHECKED BY: RG
DATE: 07/19/2021
PLATE NO:
ST–11



DRIVE APPROACH WITH SIDEWALK

PLAN
NTS



SECTION A–A
NTS

NOTES:

1. ALL CONCRETE SHALL BE CLASS 'B' (5 SACKS/CY). NO COLORING SHALL BE ADDED TO CONCRETE.
2. EXPANSIONS JOINT MATERIAL SHALL BE EITHER 1/2" PREMOLDED MATERIAL OR 2" DEEP SCORE JOINT WHERE THE DRIVE APPROACH MEETS THE REGULAR SIDEWALK.
3. SUBGRADE SHALL BE WATERED AND COMPACTED TO 95% RELATIVE COMPACTION 6" MINIMUM.
4. CONCRETE SURFACES SHALL HAVE A BROOM FINISH.
5. CURB & GUTTER SHALL BE CONSIDERED AS PART OF THE DRIVEWAY APPROACH AND BE INSTALLED AS DIRECTED.
6. CONCRETE SHALL BE CURED WITH AN IMMEDIATE APPLICATION OF PIGMENTED CURING COMPOUND.
7. DRIVEWAY APPROACH AND CURB & GUTTER SHALL NOT BE POURED AS A MONOLITHIC POUR.
8. IN ALL CASES, THE DRIVEWAY APPROACH SHALL EXTEND BACK TO THE PROPERTY LINE.
9. WHEN APPLICABLE, THE BACK OF THE DRIVEWAY APPROACH SHALL MATCH VALLEY GUTTER FLOWLINE.
10. THESE REQUIREMENTS ARE MINIMUM STANDARDS. APPROACHES SUBJECT TO EXTREME TRAFFIC LOADS MAY HAVE ADDITIONAL REQUIREMENTS.
11. APARTMENTS MORE THAN 8 UNITS AND ALL COMMERCIAL PROJECTS SHALL USE THIS DRIVEWAY APPROACH.
12. COMMERCIAL DRIVEWAYS SHALL BE PLACED ON 6" CLASS II AGGREGATE BASE.
13. ALL EXISTING CONCRETE CURB, GUTTER, AND SIDEWALK, ACROSS FACE OF ANY PROPOSED DRIVEWAY, SHALL BE SAWCUT AT RIGHT ANGLE TO FLOWLINE, AND BE REMOVED.

CITY OF RIDGECREST CALIFORNIA — NOVEMBER 29, 1963 — THE KEY TO NEW HORIZONS

APPROVED BY:

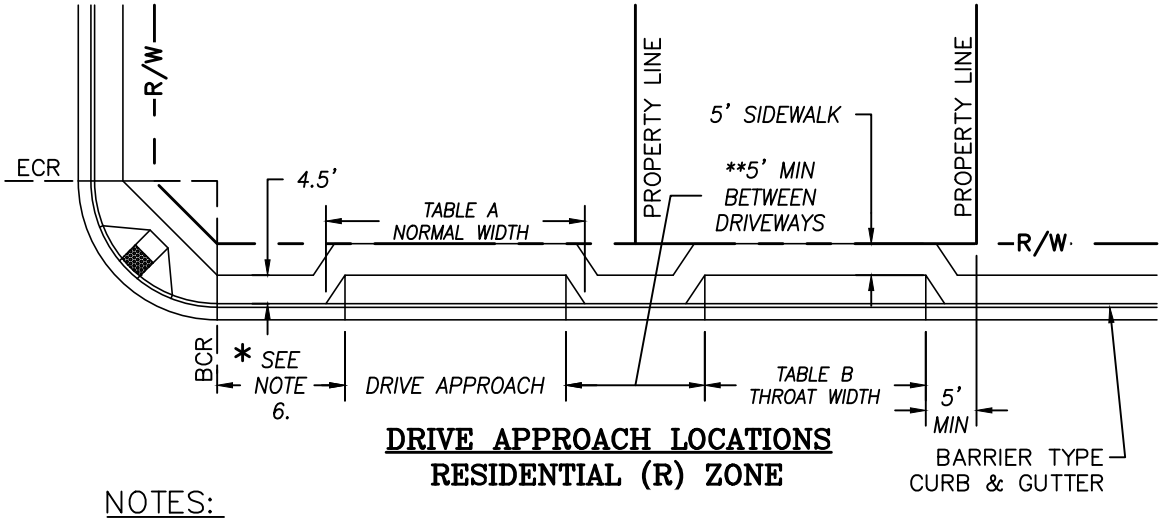
CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

COMMERCIAL DRIVEWAY TYPE II

SCALE: NTS
CHECKED BY: RG
DATE: 07/19/2021
PLATE NO:
ST–12



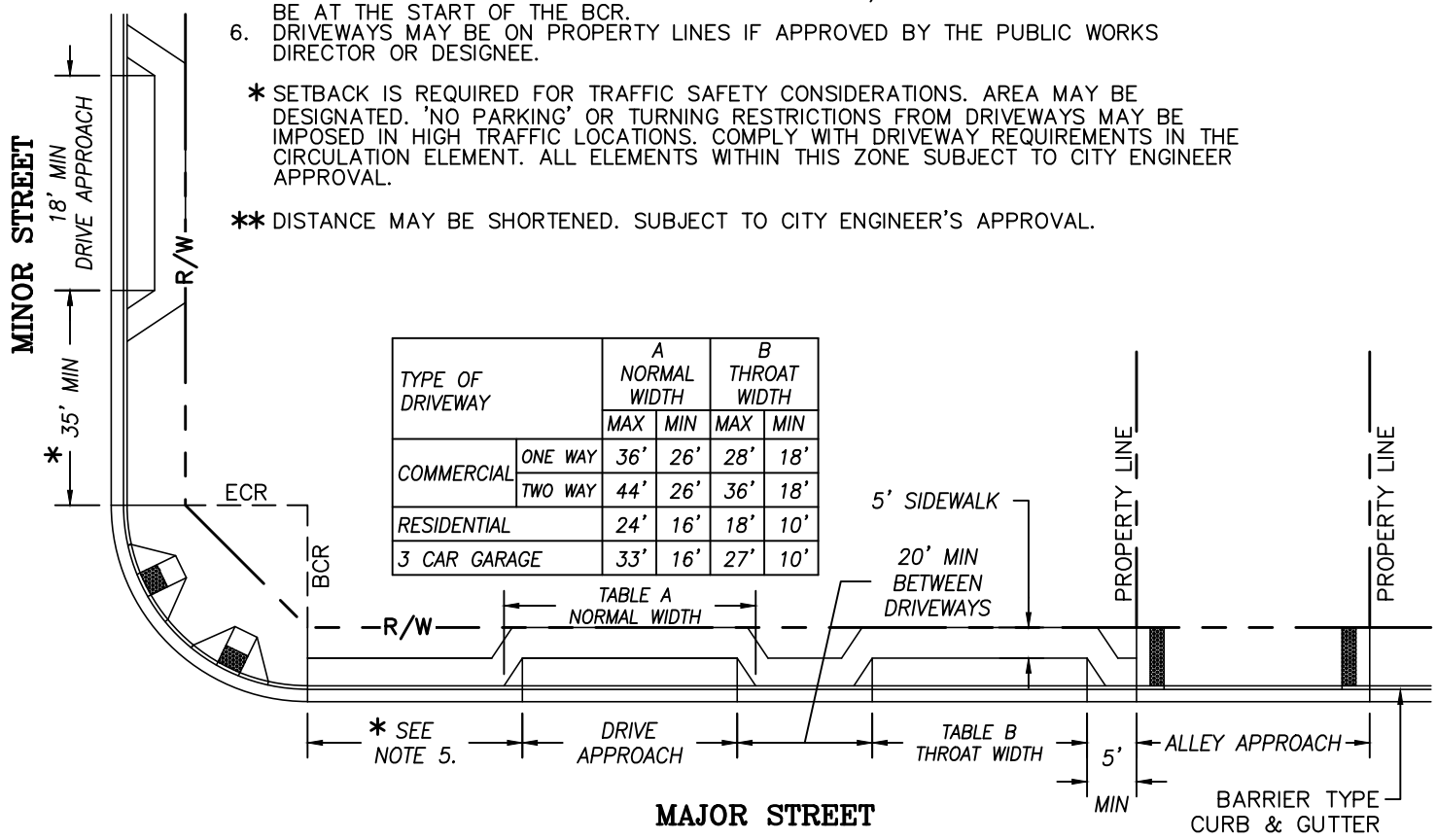
DRIVE APPROACH LOCATIONS
RESIDENTIAL (R) ZONE

NOTES:

1. MAXIMUM WIDTH OF DRIVE APPROACH SHALL BE 18' FOR RESIDENTIAL WHERE THE FRONTAGE IS 55' OR LESS. WHERE THE FRONTAGE IS GREATER THAN 55' A 50% FRONTAGE RATIO MAY BE USED, NOT TO EXCEED A 30' MAXIMUM. MAXIMUM WIDTH FOR COMMERCIAL SHALL BE 36'. THE DRIVE APPROACH RAMP SHALL NOT EXCEED BEYOND PROPERTY LINE.
2. ALL RESIDENTIAL DRIVE APPROACHES AND ALLEY APPROACHES IN RESIDENTIAL ZONE SHALL EXTEND TO THE BACK OF SIDEWALK AS ESTABLISHED IN THE BLOCK, IF SIDEWALK IS NOT EXISTING IN BLOCK, MINIMUM OF 5' FROM BACK OF CURB.
3. NOT MORE THAN 50% OF FRONTAGE SHALL BE USED AS A DRIVE APPROACH.
4. WHEN DRIVEWAYS OCCUR AFTER A CURB RETURN, DRIVEWAYS SHALL BE 5' TYPICAL FROM BCR ON INTERSECTING RESIDENTIAL STREETS AND 10' TYPICAL FROM BCR ON ALL OTHER INTERSECTIONS.
5. WHEN DRIVEWAYS OCCUR BEFORE THE CURB RETURN, THE TOP OF THE DRIVEWAY MAY BE AT THE START OF THE BCR.
6. DRIVEWAYS MAY BE ON PROPERTY LINES IF APPROVED BY THE PUBLIC WORKS DIRECTOR OR DESIGNEE.

* SETBACK IS REQUIRED FOR TRAFFIC SAFETY CONSIDERATIONS. AREA MAY BE DESIGNATED. 'NO PARKING' OR TURNING RESTRICTIONS FROM DRIVEWAYS MAY BE IMPOSED IN HIGH TRAFFIC LOCATIONS. COMPLY WITH DRIVEWAY REQUIREMENTS IN THE CIRCULATION ELEMENT. ALL ELEMENTS WITHIN THIS ZONE SUBJECT TO CITY ENGINEER APPROVAL.

** DISTANCE MAY BE SHORTENED. SUBJECT TO CITY ENGINEER'S APPROVAL.



TYPE OF DRIVEWAY		A NORMAL WIDTH		B THROAT WIDTH	
		MAX	MIN	MAX	MIN
COMMERCIAL	ONE WAY	36'	26'	28'	18'
	TWO WAY	44'	26'	36'	18'
RESIDENTIAL		24'	16'	18'	10'
3 CAR GARAGE		33'	16'	27'	10'

MAJOR STREET

DRIVE APPROACH LOCATIONS
COMMERCIAL, MULTI-FAMILY (MORE THAN 8 UNITS), & INDUSTRIAL ZONES

CITY OF RIDGECREST CALIFORNIA — NOVEMBER 29, 1963 — THE KEY TO NEW HORIZONS

APPROVED BY:

CITY ENGINEER

APPROVED BY CITY COUNCIL:

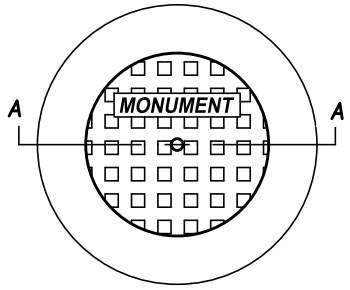
DATE

DRIVEWAY LOCATIONS

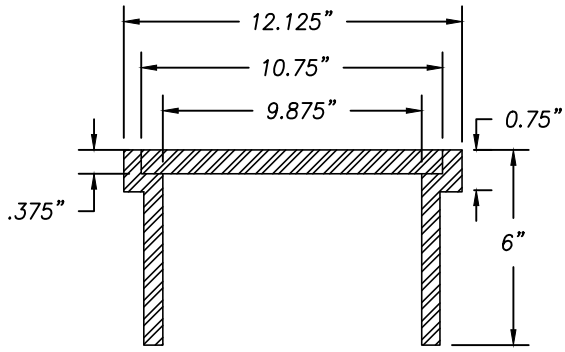
SCALE: NTS
CHECKED BY: RG
DATE: 1/3/2023
PLATE NO:
ST-13

NOTES:

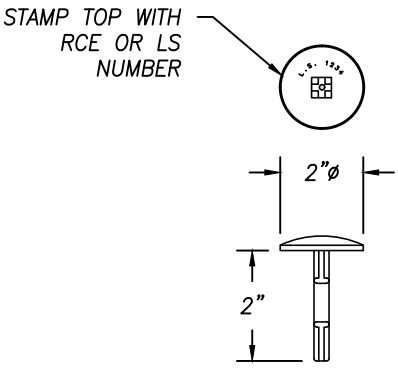
1. ENGINEER OR SURVEYOR SETTING THE MONUMENT SHALL INDICATE EXACT POINT BY A PUNCH MARK ON THE BRASS CAP. THEY SHALL ALSO STAMP THEIR LICENSE TYPE AND NUMBER INTO THE TOP OF THE CAP.
2. MARKER SHALL BE SOKKA 8134–13, DOMED TOP, COMMERCIAL RED BRASS, CAST–IN–SAND, OR APPROVED EQUAL.
3. TOP OF CONCRETE MONUMENT ENCASEMENT SHALL BE BROUGHT TO GRADE ONLY AFTER ALL PAVING OPERATIONS (INCLUDING FOG SEAL) ARE COMPLETE.
4. CONCRETE SHALL BE 2500 PSI CONCRETE CONTAINING AT LEAST 590 LBS, OF CEMENTITIOUS MATERIALS PER YARD AND SHALL BE WITHIN 2–1/2" TO 5–1/2" SLUMP.
5. TOP OF MONUMENT TO BE 10" MIN AND 18" MAX BELOW STREET ELEVATION.



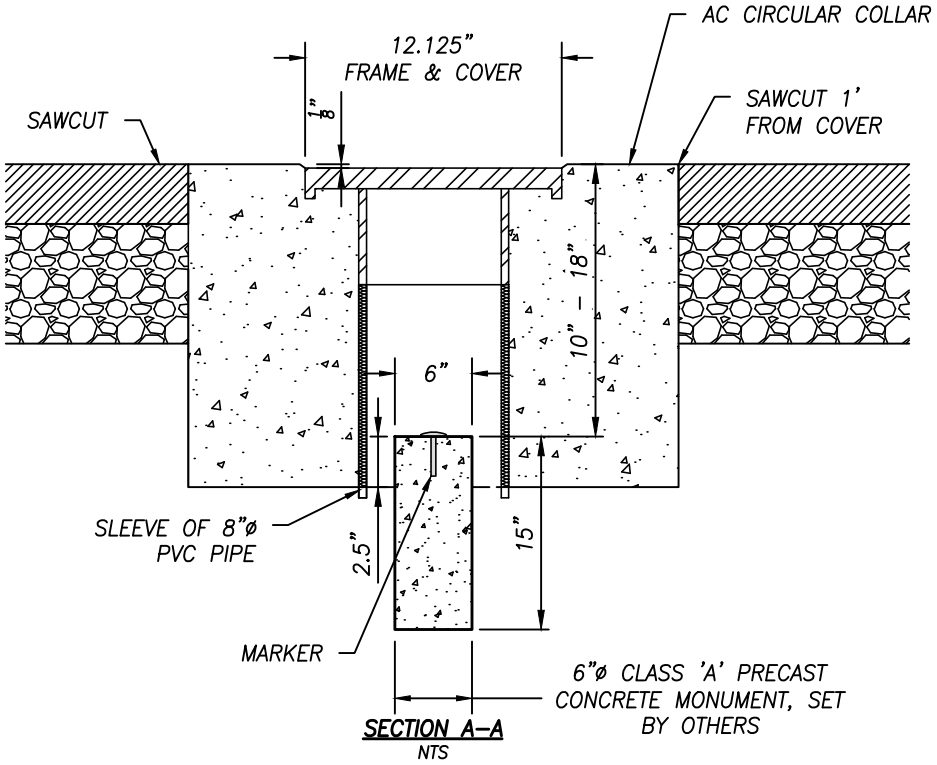
MONUMENT FRAME & COVER
NTS



COVER
NTS



MARKER
NTS



SECTION A–A
NTS

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
THE KEY TO NEW HORIZONS

APPROVED BY:

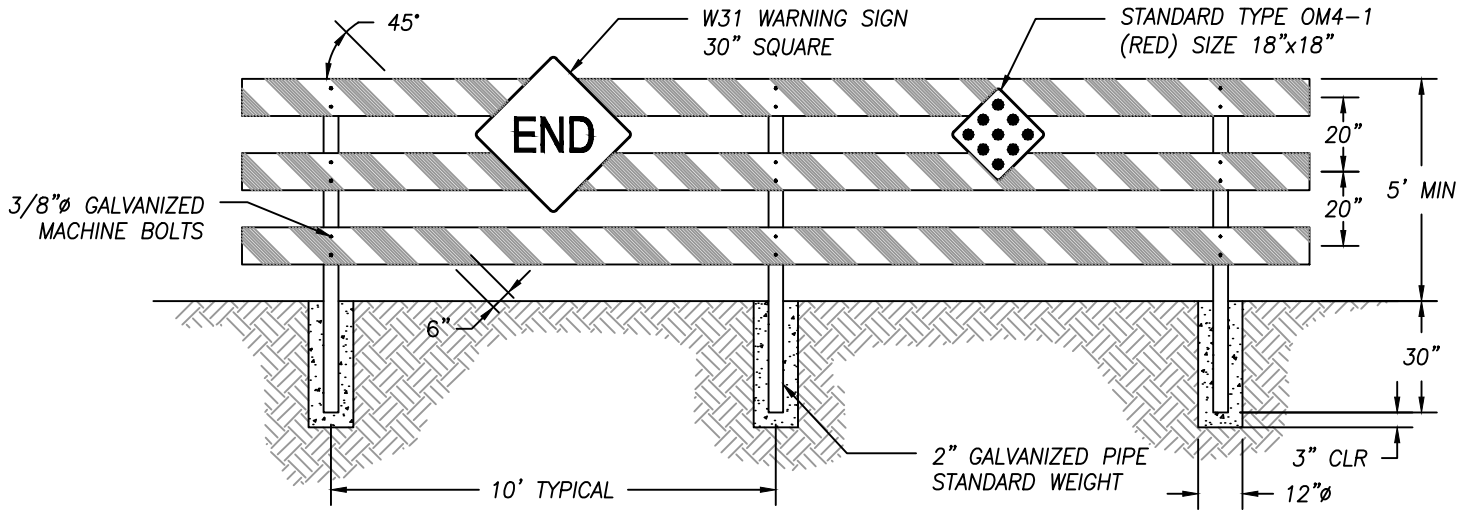
CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

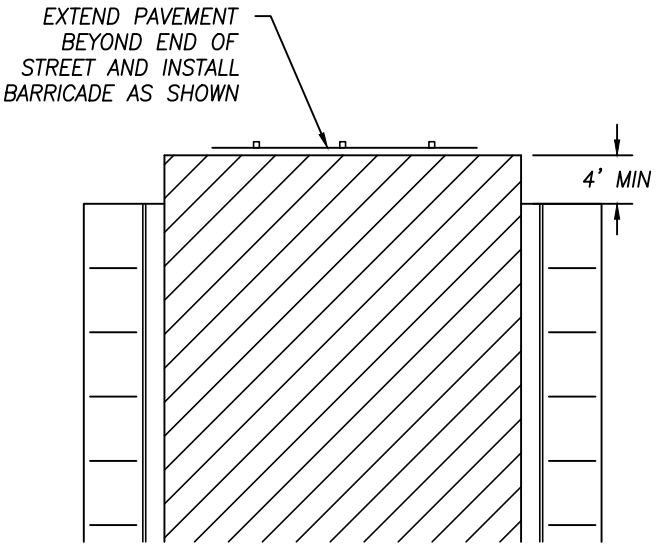
SURVEY MONUMENT

SCALE: NTS
CHECKED BY: RG
DATE: 1/3/2023
PLATE NO:
ST–14



NOTES:

1. THE BARRICADE MUST EXTEND ACROSS THE FULL WIDTH OF RIGHT OF WAY.
2. BARRICADES SHALL BE PAINTED WITH 2 COATS OF COMMERCIAL QUALITY WHITE BEADED ENAMEL.
3. CONCRETE SHALL BE MINIMUM FIVE SACK MIX. (3200 PSI MIN IN 28 DAYS).
4. MARKINGS FOR BARRICADE RAILS SHALL BE ORANGE AND WHITE STRIPES, 6" WIDE AND SLOPING AT A 45° ANGLE. THE ENTIRE AREA OF THE ORANGE AND WHITE RAILS SHALL BE SUPER ENGINEER GRADE AND SHALL COMPLY WITH TABLE 2A-3, "MINIMUM RETROREFLECTIVITY REQUIREMENTS," OF THE CALIFORNIA MUTCD. ALL OTHER BARRICADE COMPONENTS SHALL BE PAINTED WHITE.
5. BARRICADE TIMBER SHALL BE DOUGLAS FIR, CONSTRUCTION GRADE, S4S, AND SHALL MEET THE REQUIREMENTS OF SECTION 57, TIMBER STRUCTURES OF CALTRANS STANDARD SPECS.
6. RAILS SHALL BE NOMINAL 2"x8" OR 2"x10"



TYPICAL LOCATION OF BARRICADE

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
THE KEY TO NEW HORIZONS

APPROVED BY:

CITY ENGINEER

APPROVED BY CITY COUNCIL:

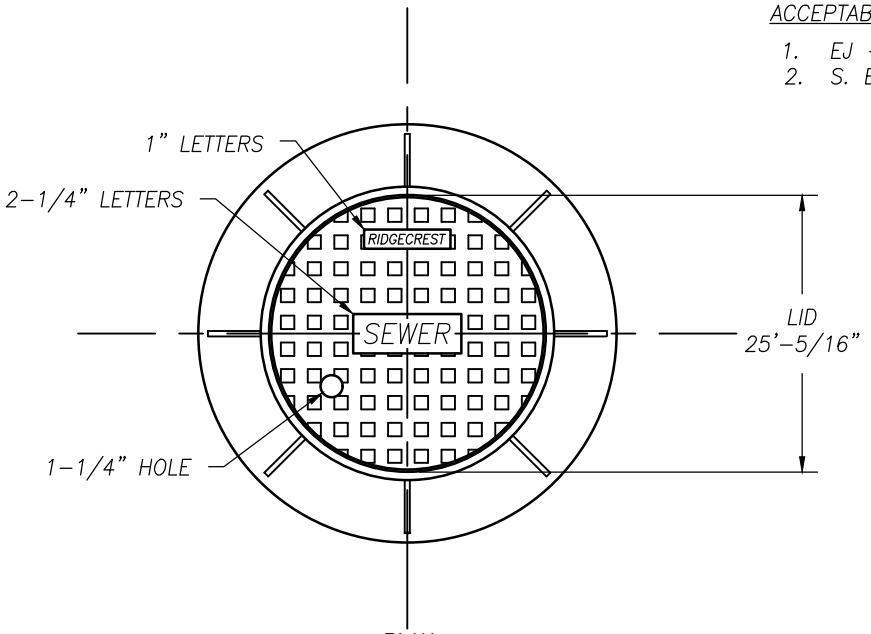
DATE

BARRICADE

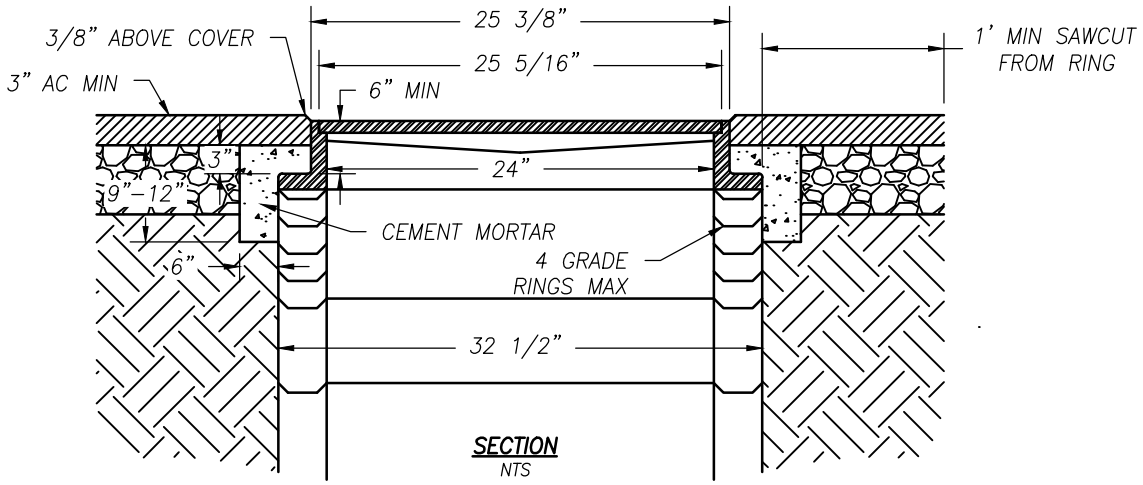
SCALE: NTS
CHECKED BY: RG
DATE: 1/3/2023
PLATE NO:
ST-15

ACCEPTABLE FRAME AND COVERS:

1. EJ – #3162
2. S. BAY SBF1495



PLAN
NTS



SECTION
NTS

NOTES:

1. ALL CONCRETE CLASS SHALL BE CLASS 'A' (3200 PSI) CONCRETE.
2. MANHOLE TO BE GROUTED INSIDE.
3. ALL DEBRIS TO BE REMOVED FROM BOTTOM OF MANHOLE.
4. CEMENT MORTAR SHALL ENCASE ALL GRADE RINGS AND/OR TIES INTO ECCENTRIC CONE.
5. 3" MIN THICKNESS AC ON TOP OF CEMENT MORTAR.
6. 3" MIN THICKNESS OF CEMENT MORTAR ON TOP OF COVER FLANGE AND 6" MIN ON SIDES.
7. CONCRETE SPACER RINGS OR APPROVED EQUAL TO BE USED TO ADJUST MANHOLE TO FINISHED GRADE. WHEN ADJUSTING MANHOLE COVERS AND UTILITY COLLARS TO GRADE, SEE STD DETAIL ST-20.

CITY OF RIDGECREST CALIFORNIA — NOVEMBER 29, 1963 — THE KEY TO NEW HORIZONS

APPROVED BY:

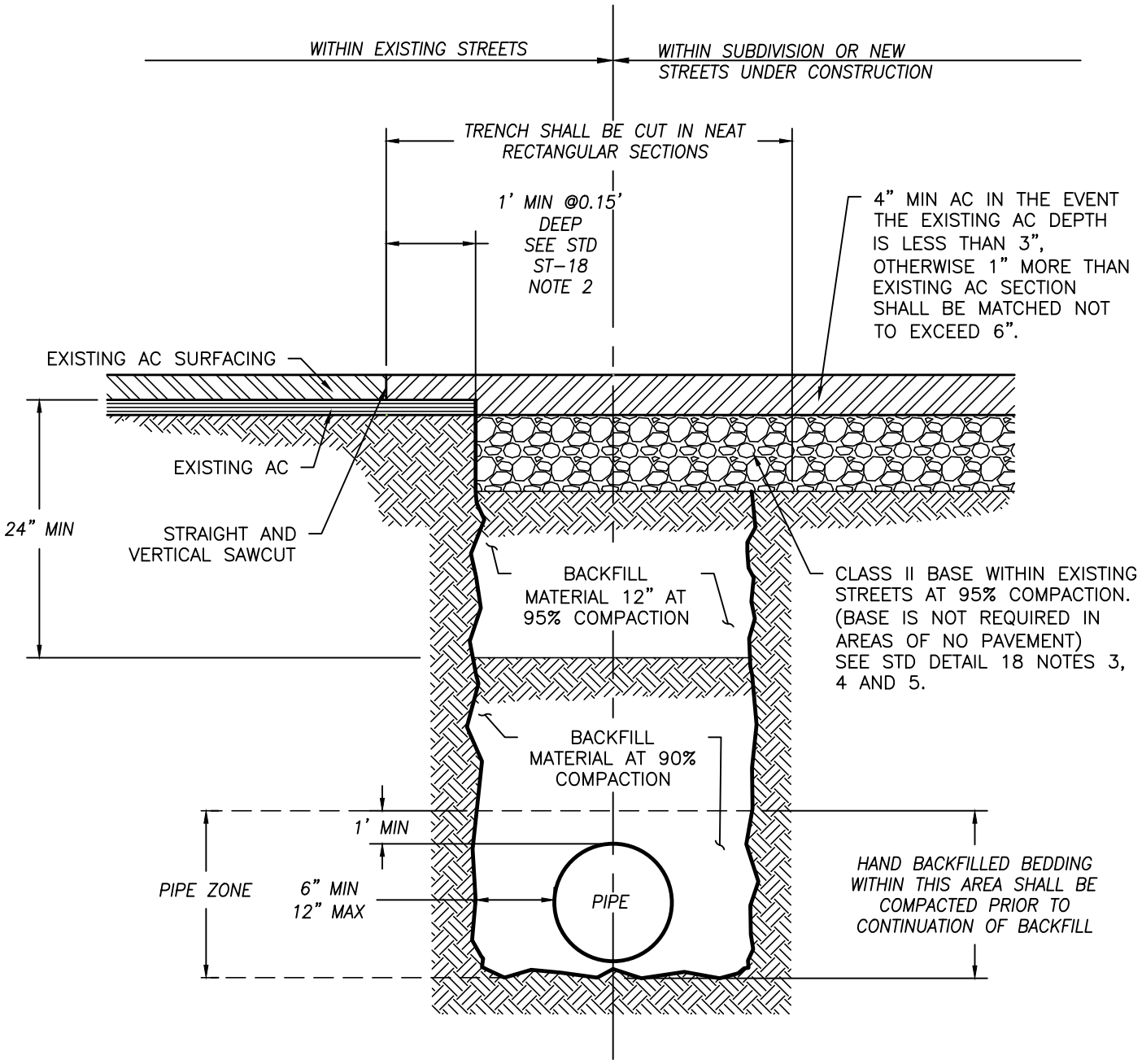
CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

MANHOLE COLLAR

SCALE: NTS
CHECKED BY: RG
DATE: 1/3/2023
PLATE NO:
ST-16



CITY OF RIDGECREST CALIFORNIA — NOVEMBER 29, 1963 — THE KEY TO NEW HORIZONS

APPROVED BY:

CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

TRENCH BACKFILL REQUIREMENTS

SCALE: NTS

CHECKED BY: RG

DATE: 1/3/2023

PLATE NO:

ST–17

NOTES:

1. BACKFILL MATERIAL SHALL BE PLACED IN 8" LIFTS OF MOISTURE CONDITIONED AND COMPACTED MATERIAL.
2. PRIOR TO PERMANENT ASPHALT RESOTRATION, THE EXISTING ASPHALT SHALL BE MILLED BACK A MINIMUM OF 1' TO A DEPTH OF 0.15'. THE PERMANENT ASPHALT RESTORATION SHALL BE A "T" SHAPE CONFIGURATION.
3. MINIMUM CLASS II BASE THICKNESS SHALL BE AS FOLLOWS:

LOCAL COLLECTOR & LOCAL STREETS	–	6"
MINOR COLLECTOR	–	8"
COLLECTOR	–	10"
ARTERIAL	–	13"

   CLASS II BASE CAN BE REPLACED BY 1 SACK SLURRY MIX IF APPROVED BY CITY ENGINEER.
4. A MINIMUM OF 6" CLASS II AGGREGATE BASE WILL BE REQUIRED IN THE EVENT THE EXISTING BASE SECTION IS NON–EXISTENT OR IS LESS THAN 6" IN DEPTH AND COMPACTED TO A 95% RELATIVE COMPACTION.
5. ASPHALT RESTORATION SHALL REQUIRE FULL SURFACE AND EDGE TACK COAT. ASPHALTIC PAINT BINDER SHALL BE APPLIED TO ALL CONTACT SURFACES OF EXISTING PAVEMENT AND CONCRETE IMMEDIATELY PRIOR TO PAVING OF TRENCH. MATERIALS SHALL BE REVIEWED BY THE CITY ENGINEER PRIOR TO PLACEMENT. ASPHALT RESTORATION DEPTH SHALL BE 1" OF AC IN ADDITION TO THE EXISTING ASPHALT MATERIAL DEPTH NOT TO EXCEED 6".
6. ASPHALT RESTORATION SHALL BE PLACED AND COMPACTED IN 2 SEPARATE LIFTS FOR ARTERIALS. A GLASS–GRID, OR APPROVED EQUAL, ASPHALT GEOTEXTILE SHALL BE PLACED BETWEEN THE 2 LIFTS OF ASPHALT. THE ASPHALT GEOTEXTILE WITH TACK COAT SHALL BE PLACED FOR THE FULL WIDTH AND LENGTH OF THE MILLED "T" SECTION OF ASPHALT AND TRANCH.
7. WHERE THE TRENCH OF ASPHALT RESTORATION WIDTH PERMITS; THE FINISH LEFT OF ASPHALT SHALL BE MACHINE PLACED WITH A SELF PROPELLED HEATED PAVING MACHINE. THE FINISH LIFT SHALL ALSO BE COMPACTED WITH A SELF PROPELLED VIBRATORY STEEL DRUM ROLLER OF SUFFICIENT TONNAGE TO MEET 95% RELATIVE COMPACTION DENSITY OF THE ASPHALT. SMALLER TRENCHES OR POT HOLE FINISH SURFACE ASPHALT RESTORATION PLACEMENT AND COMPACTION METHODS MUST BE REVIEWED AND APPROVED BY THE CITY ENGINEER.
8. DENSITY TESTING OF THE ASPHALT WITH A WRITTEN REPORT SHALL BE REQUIRED.
9. THE FINAL ASPHALT SURFACE AT THE JOINT AT THE EDGE OF MILLED SURFACE SHALL BE SLURRY SEALED WITH TYPE II SLURRY.
10. THE ACCEPTANCE OR REJECTION OF THE FINISHED PRODUCT WILL BE JUDGED BY THE SMOOTHNESS OF THE FINISH SURFACE USING A STRAIGHT EDGE CHECKING FOR SAGS OR HUMPS NOT TO EXCEED $\frac{3}{16}$ OF AN INCH.
11. IN AREAS OF NO PAVEMENT, OR PHASED SUBDIVISIONS, OR WHERE NO A.C. PAVEMENT AND AGGREGATE BASE IS REQUIRED, THE BACKFILLED MATERIAL SHALL BE APPLIED TO A DEPTH OF 30" BELOW EXISTING GRADE AND SHALL BE COMPACTED TO 95% COMPACTION.
12. ANY TRENCH FAILURE AND UNDERMINING OF STREET SURFACE ASPHALT AND/OR CURB, GUTTER AND SIDEWALK WILL REQUIRE ADDITIONAL SAW CUT AND REMOVAL OF ASPHALT AND BASE AND/OR CONCRETE IMPROVEMENTS TO FIRM AND STABLE SUBGRADE MATERIAL. CONCRETE IMPROVEMENTS REMOVED SHALL BE REPLACED IN KIND.
13. SOILS PROCTOR LABORATORY TEST(S) AND IN PLACE COMPACTION DENSITY TESTING WITH REPORT(S) WILL BE REQUIRED BY A QUALIFIED SOILS ENGINEERING FIRM. THE NUMBER AND FREQUENCY OF IN PLACE COMPACTION DENSITY TESTS WILL BE AT THE DISCRETION OF THE CITY OF RIDGECREST INSPECTOR.
14. IN LIEU OF THE COMPACTION TESTING AND BASE MATERIAL REQUIREMENTS, A CEMENT AND SAND SLURRY MIX (1–2 SAC TYP) TO BE APPROVED BY THE CITY ENGINEER, MAY BE USED AS THE FULL DEPTH TRENCH RESTORATION MATERIALS EXCLUDING PIPE ZONE.
15. A TEMPORARY ASPHALT SURFACE IS REQUITED TO BE PLACED IMMEDIATELY AFTER EACH DAY OF CONSTRUCTION AND MAINTAINED UNTIL THE PERMANENT ASPHALT RESTORATION IS COMPLETED. THE TEMPORARY ASPHALT SURFACE MATERIALS SHALL BE A MINIMUM OF 2" DEPTH, COMPACTED AND LEVEL WITH THE EXISTING ASPHALT SURFACE.
16. FOR ARTERIALS, STEEL PLATES SHALL BE SAT FLUSH TO EXISTING SURFACE. FOR ALL OTHER ROADWAYS, PLACE COLD MIX ALONG STEEL PLATE EDGES.

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
THE KEY TO NEW HORIZONS

APPROVED BY:

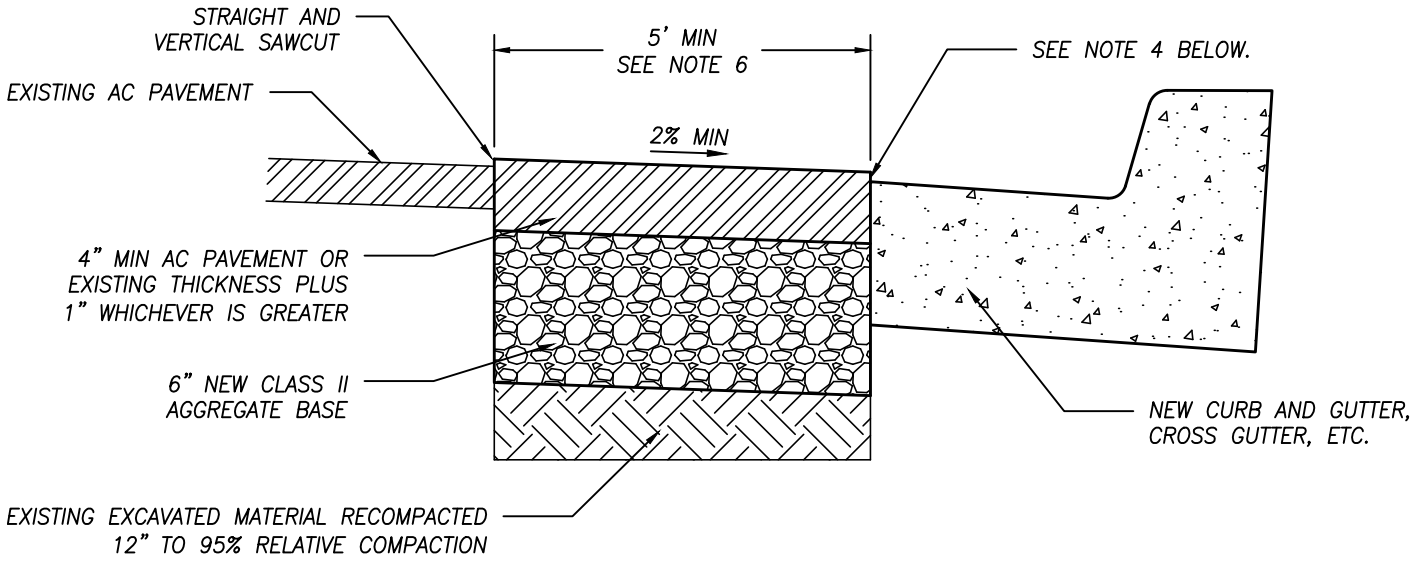
CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

TRENCH BACKFILL REQUIREMENTS

SCALE: NTS
CHECKED BY: RG
DATE: 1/3/2023
PLATE NO:
ST–18



A.C. STREETS
NTS

NOTES:

1. ALL EXISTING VERTICAL SURFACES SHALL BE COATED WITH AN ASPHALTIC PAINT BINDER (TACK COAT) PRIOR TO PLACING NEW PAVEMENT.
2. ALL NEW PAVEMENT AND EARTHWORK SHALL BE COMPACTED BY MECHANICAL MEANS.
3. COMPACTION TESTING PER REQUIREMENTS OF CITY ENGINEER.
4. NEW PAVEMENT SHALL BE LEFT 3/8" HIGHER THAN EXISTING PAVEMENT AND CONCRETE TO COMPENSATE FOR FURTHER COMPACTION BY TRAFFIC.
5. INSPECTION ON SUBGRADE REQUIRED BEFORE PAVING.
6. THE CITY ENGINEER MAY REQUIRE ADDITIONAL EXISTING PAVEMENT TO BE REMOVED TO PROVIDE POSITIVE DRAINAGE FROM CROWN TO FL OF CURB.
7. PAVEOUT MUST NOT IMPEDE FLOW OF RUNOFF FROM CROWN TO FLOWLINE.

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
THE KEY TO NEW HORIZONS

APPROVED BY:

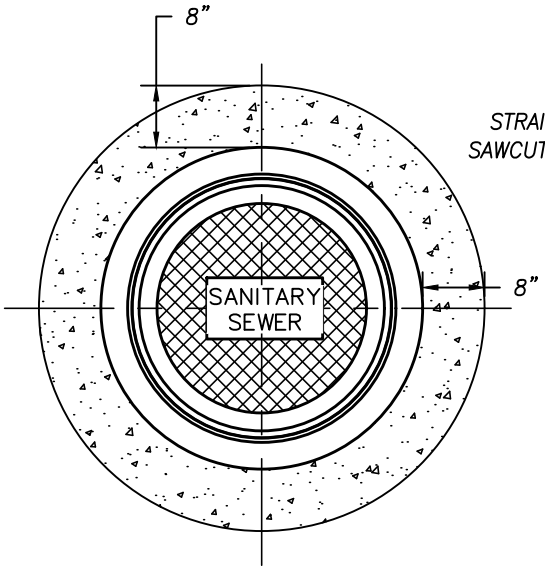
CITY ENGINEER

APPROVED BY CITY COUNCIL:

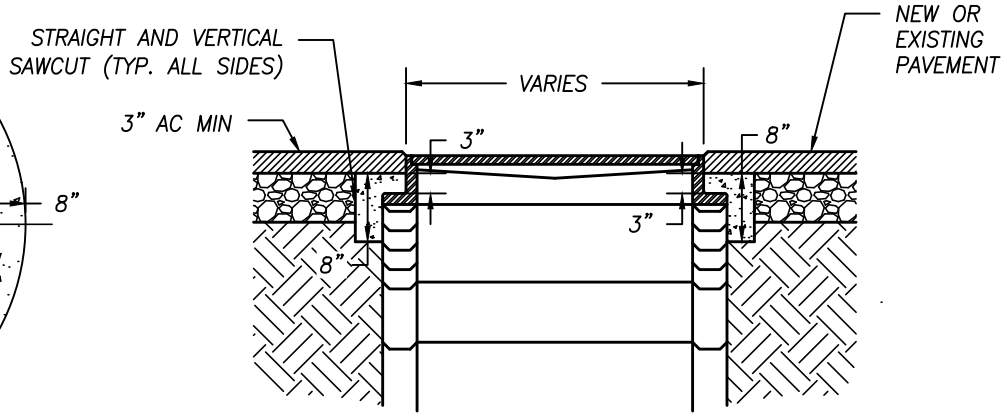
DATE

PAVEOUT

SCALE: NTS
CHECKED BY: RG
DATE: 1/3/2023
PLATE NO:
ST–19

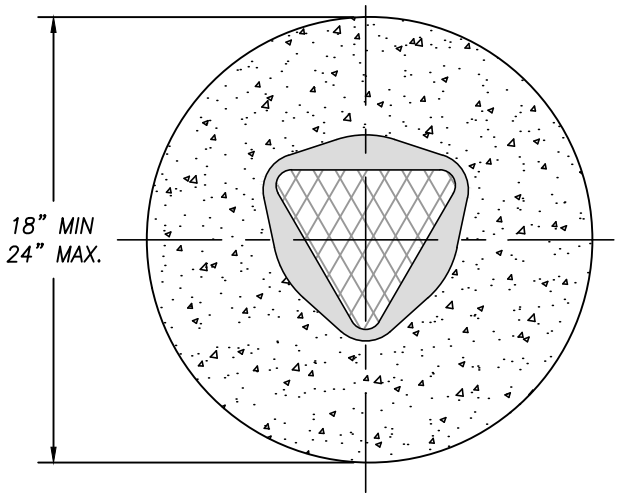


PLAN
N.T.S

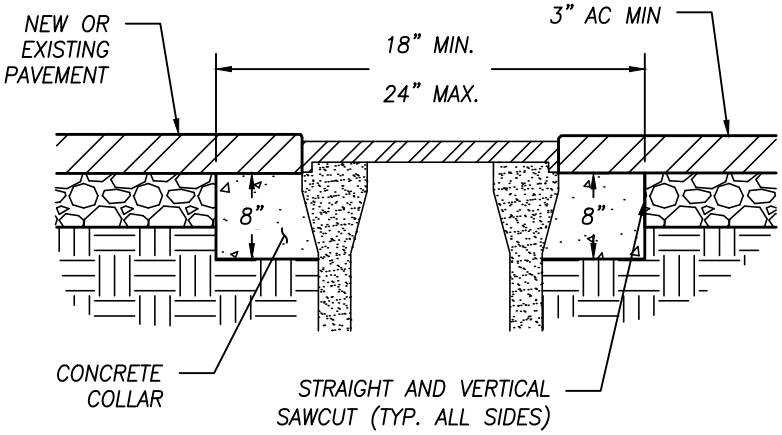


SECTION
N.T.S

MANHOLE COVER



PLAN
N.T.S



SECTION
N.T.S

UTILITY BOX/CLEANOUT

NOTES:

1. ALL CONCRETE CLASS SHALL BE CLASS 'A' (6 SACK/C.Y.) CONCRETE.
2. COLLAR DIMENSION SHOWN ABOVE SHALL BE THE SAME FOR ALL TYPES OF OPENINGS.
3. ALL CONCRETE SHALL BE TROWEL FINISHED AND EDGED. ALL A.C. SHALL BE SAWCUT TO DESIRED SIZE OF OPENING AS SHOWN ABOVE.

CITY OF RIDGECREST CALIFORNIA — NOVEMBER 29, 1963 — THE KEY TO NEW HORIZONS

APPROVED BY:

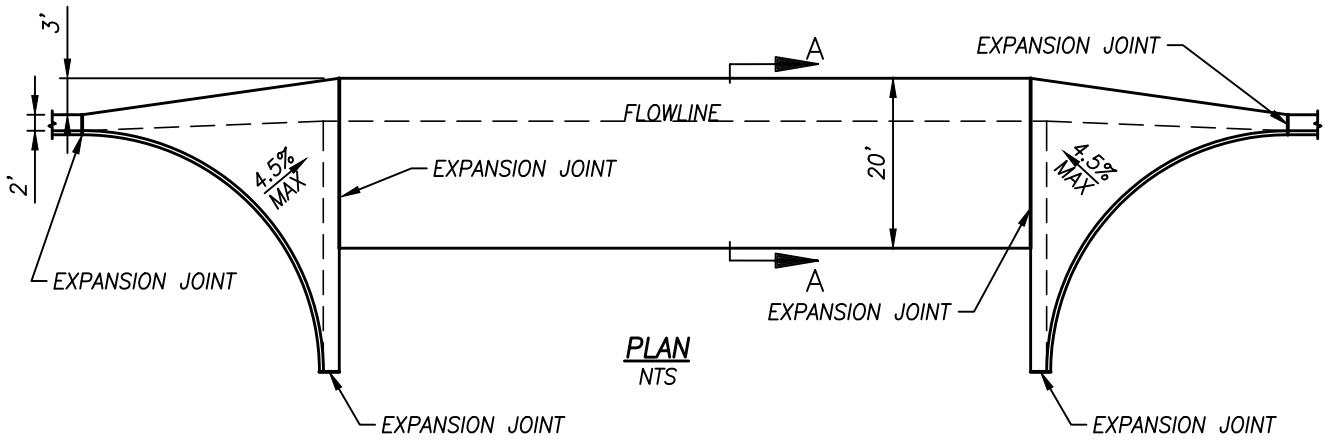
CITY ENGINEER

APPROVED BY CITY COUNCIL:

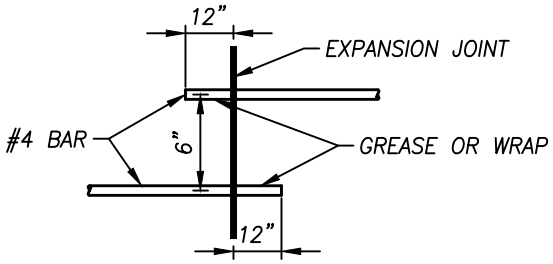
DATE

RAISE UTILITIES TO GRADE

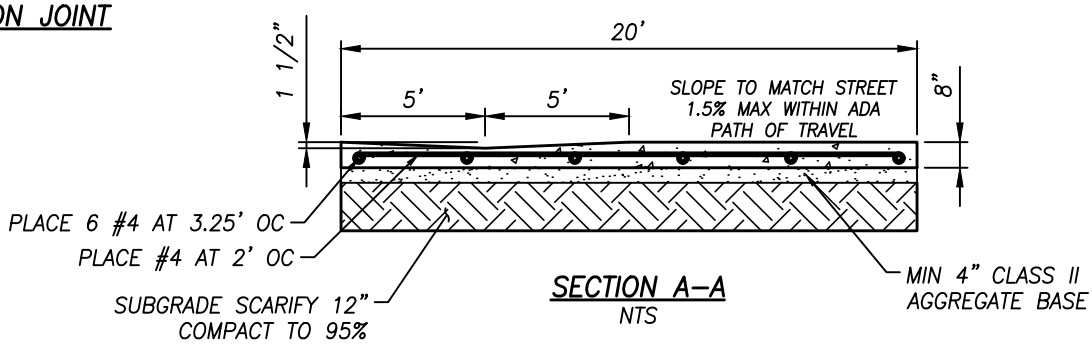
SCALE: NTS
CHECKED BY: RG
DATE: 1/3/2023
PLATE NO:
ST–20



PLAN
NTS



REBAR AT EXPANSION JOINT
NTS



SECTION A–A
NTS

NOTES:

1. EXPANSION JOINTS SHALL BE IN PLACE BEFORE CONCRETE IS POURED.
2. EXISTING CONCRETE SHALL BE SAWCUT BEFORE BEING JOINED OR REPAIRED.
3. ALL CONCRETE SHALL BE MINIMUM 3200 PSI.
4. ALL CONCRETE SHALL BE POURED TO LINE AND GRADE AS SHOWN. ALL GUTTER SURFACE SHALL BE GIVEN A BROOM FINISH WITH STROKES PARALLEL TO THE GUTTER LINE.
5. BASE GRADE SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.
6. BASE FORMS SHALL BE THOROUGHLY WETTED BEFORE PLACING CONCRETE.
7. CONCRETE SHALL BE CURED BY IMMEDIATE APPLICATION OF A WHITE PIGMENTS SEALING COMPOUND.
8. ALL REBAR SHALL BE SUPPORTED BY USING PRECAST MOTOR BLOCKS OR FERROUS METAL OR OTHER APPROVED DEVICES OF SUFFICIENT STRENGTH TO RESIST CRUSHING UNDER APPLIED LOADS.
9. REBAR SPACING AS SHOWN SHALL BE EXTENDED INTO SPANDREL MINIMUM OF 12".
10. MINIMUM GRADE FOR CROSS GUTTER SHALL NOT BE LESS THAN 0.32' PER 100' UNLESS APPROVED BY THE CITY ENGINEER.
11. REBAR SHALL NOT BE CONTINUOUS THROUGH EXPANSION JOINT. DOWEL THROUGH 12" PAST EXPANSION JOINT. DO NOT TIE, WRAP OR GREASE END.

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
THE KEY TO NEW HORIZONS

APPROVED BY:

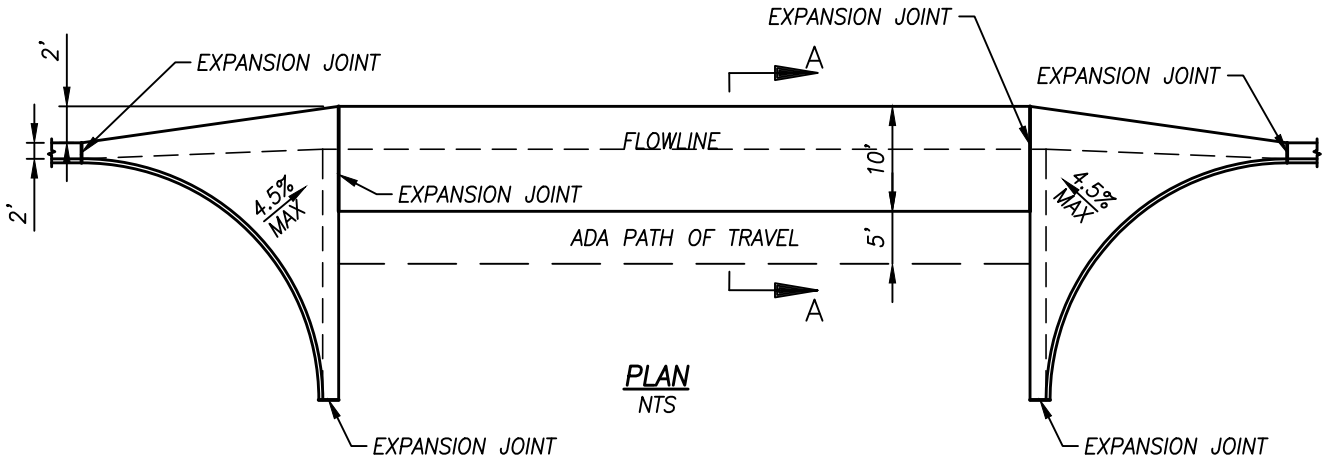
CITY ENGINEER

APPROVED BY CITY COUNCIL:

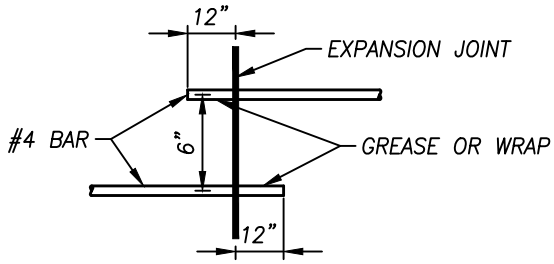
DATE

20' CROSS GUTTER

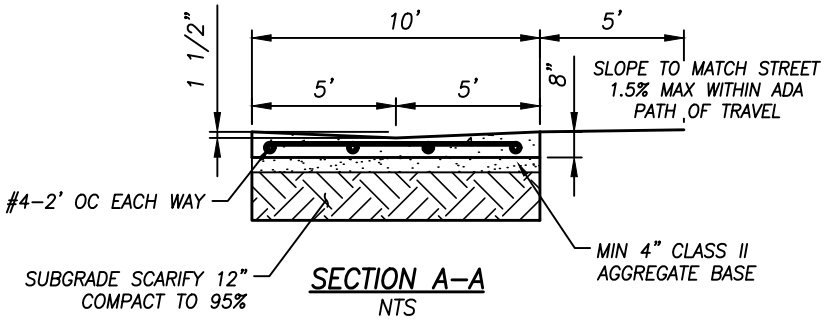
SCALE: NTS
CHECKED BY: RG
DATE: 10/28/2022
PLATE NO:
ST–21



PLAN
NTS



REBAR AT EXPANSION JOINT
NTS



SECTION A–A
NTS

NOTES:

1. EXPANSION JOINTS SHALL BE IN PLACE BEFORE CONCRETE IS POURED.
2. EXISTING CONCRETE SHALL BE SAWCUT BEFORE BEING JOINED OR REPAIRED.
3. ALL CONCRETE SHALL BE MINIMUM 3200 PSI.
4. ALL CONCRETE SHALL BE POURED TO LINE AND GRADE AS SHOWN. ALL GUTTER SURFACE SHALL BE GIVEN A BROOM FINISH WITH STROKES PARALLEL TO THE GUTTER LINE.
5. BASE GRADE SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.
6. BASE FORMS SHALL BE THOROUGHLY WETTED BEFORE PLACING CONCRETE.
7. CONCRETE SHALL BE CURED BY IMMEDIATE APPLICATION OF A WHITE PIGMENTS SEALING COMPOUND.
8. ALL REBAR SHALL BE SUPPORTED BY USING PRECAST MOTOR BLOCKS OR FERROUS METAL OR OTHER APPROVED DEVICES OF SUFFICIENT STRENGTH TO RESIST CRUSHING UNDER APPLIED LOADS.
9. REBAR SPACING AS SHOWN SHALL BE EXTENDED INTO SPANDREL MINIMUM OF 12".
10. MINIMUM GRADE FOR CROSS GUTTER SHALL NOT BE LESS THAN 0.32' PER 100' UNLESS APPROVED BY THE CITY ENGINEER.
11. REBAR SHALL NOT BE CONTINUOUS THROUGH EXPANSION JOINT. DOWEL THROUGH 12" PAST EXPANSION JOINT. DO NOT TIE, WRAP OR GREASE END.

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
THE KEY TO NEW HORIZONS

APPROVED BY:

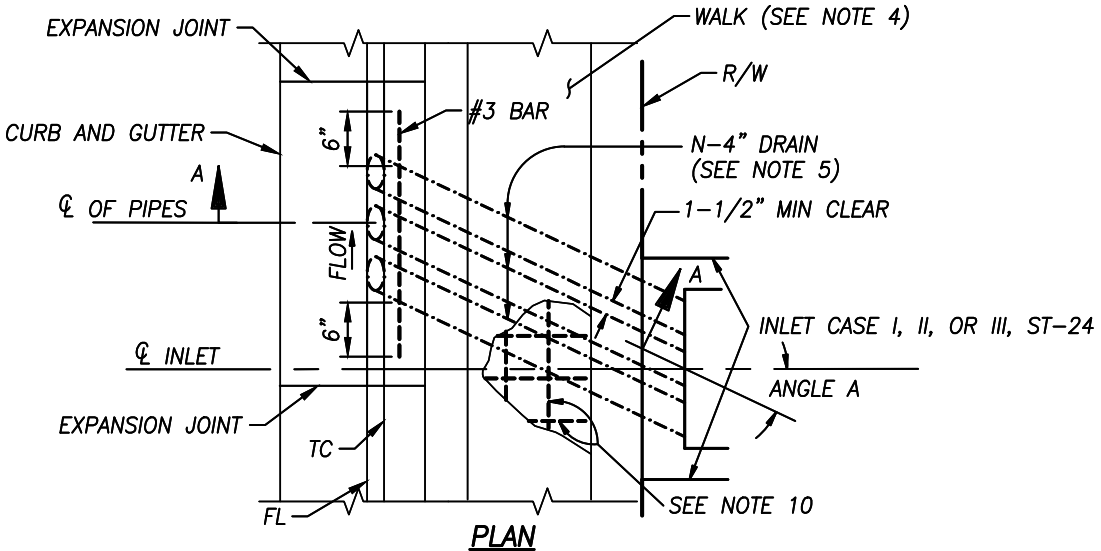
CITY ENGINEER

APPROVED BY CITY COUNCIL:

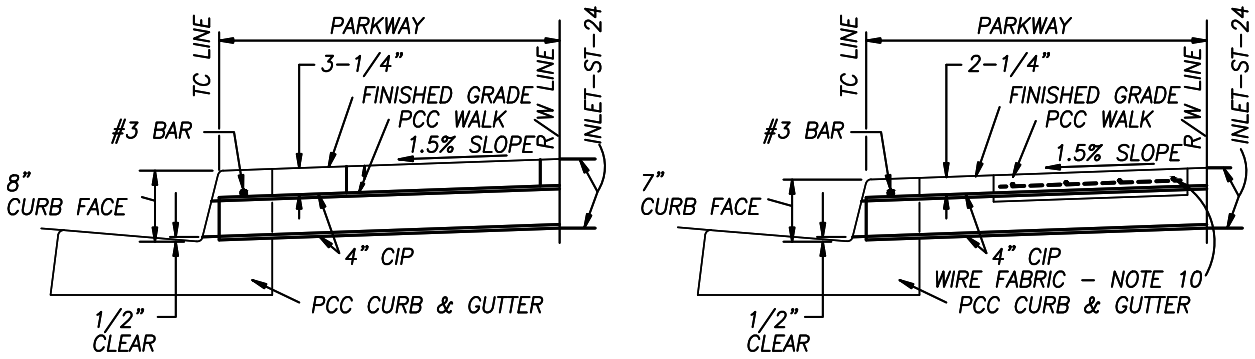
DATE

10' CROSS GUTTER

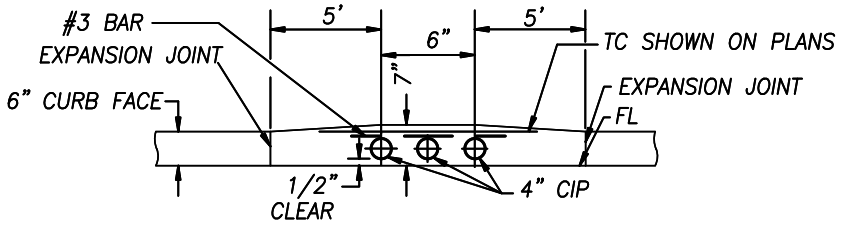
SCALE: NTS
CHECKED BY: RG
DATE: 10/27/22
PLATE NO:
ST–22



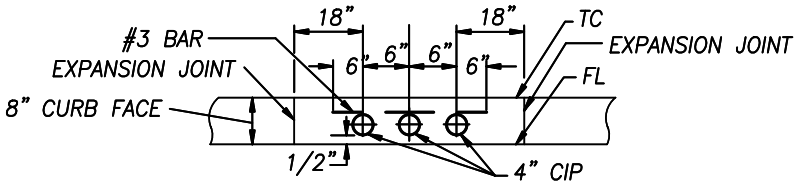
PLAN
NTS



SECTION A-A
NTS



CURB PROFILE
6" CURB FACE



CURB PROFILE
8" CURB FACE

NOTE: PROFILES APPLY TO ANY NUMBER OF PIPES

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1943
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CITY ENGINEER

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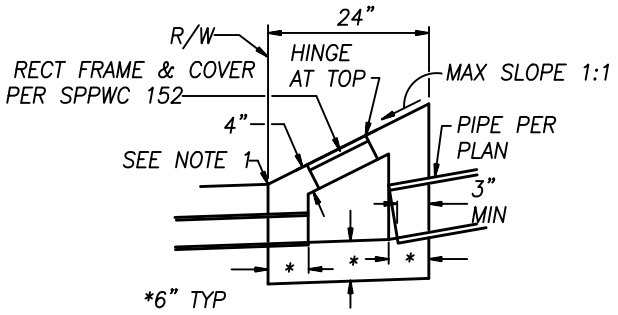
DATE

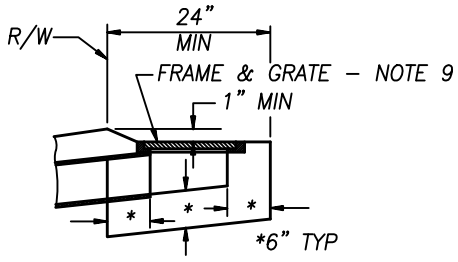
CURB DRAIN TYPE A

SCALE: NTS
CHECKED BY: RG
DATE:

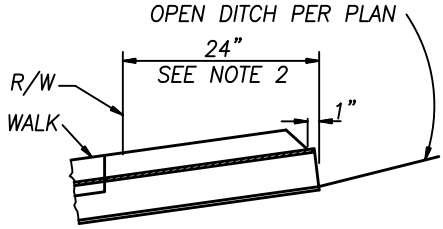
ST-23



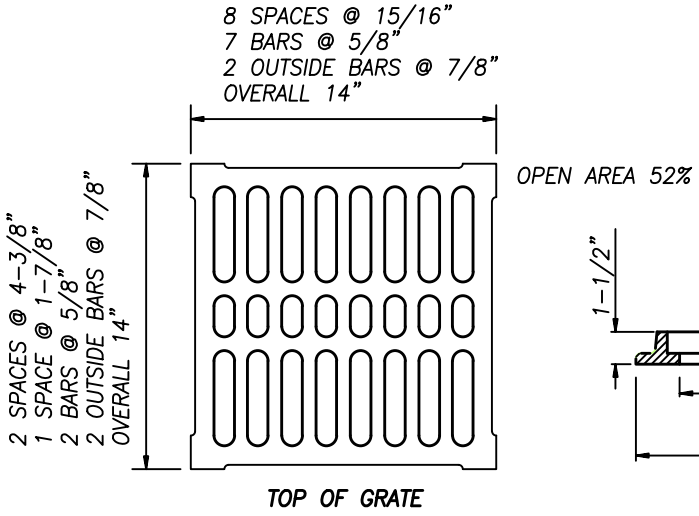
CASE I INLET
TRANSITION STRUCTURE SECTION



CASE II INLET
DROP INLET CATCH BASIN SECTION



CASE III INLET
GRADED DITCH SECTION



TOP OF GRATE **SECTION THRU FRAME**

GRATE FOR CASE II INLET

NOTES:

1. IF THE TOE OF SLOPE IS ALLOWED WITHIN THE R/W, CASE I INLET BEGINS AT THE TOE RATHER THAN THE R/W LINE.
2. FOR OPEN DITCH (CASE III INLET), THE 24" EXTENSION BEYOND THE R/W LINE IS NOT REQUIRED WHEN BACK OF WALK IS 24" OR MORE FROM THE R/W LINE; HOWEVER, PIPE SHALL EXTEND TO R/W LINE.
3. TOP OF INLET STRUCTURE (CASE I AND II) SHALL BE FLUSH WITH ADJACENT SURFACE WHERE PRACTICAL.
4. CONSTRUCT PCC WALK WHEN SPECIFIED ON PLAN.
5. "N" EQUALS NUMBER OF PIPES (MAXIMUM OF THREE) AS SPECIFIED ON PLAN. INLET CASE TO BE SPECIFIED ON PLAN.
6. ANGLE A EQUALS 0°, UNLESS OTHERWISE SPECIFIED.
7. TYPE, DIMENSIONS AND ELEVATIONS OF PCC. CURB AND GUTTER PER PLAN.
8. UNLESS OTHERWISE SPECIFIED, FRAME AND GRATE FOR CASE II INLET SHALL BE GALVANIZED CAST IRON. WEIGHT OF FRAME AND GRATE SHALL BE 80 LBS.
9. AT LOCATIONS WITH LESS THAN 8" CURB FACE, USE 6x6–W1.4xW1.4 GALVANIZED WIRE FABRIC. WIRE FABRIC SHALL EXTEND 8" BEYOND THE EDGE OF CAST IRON PIPES.

CITY OF RIDGECREST CALIFORNIA
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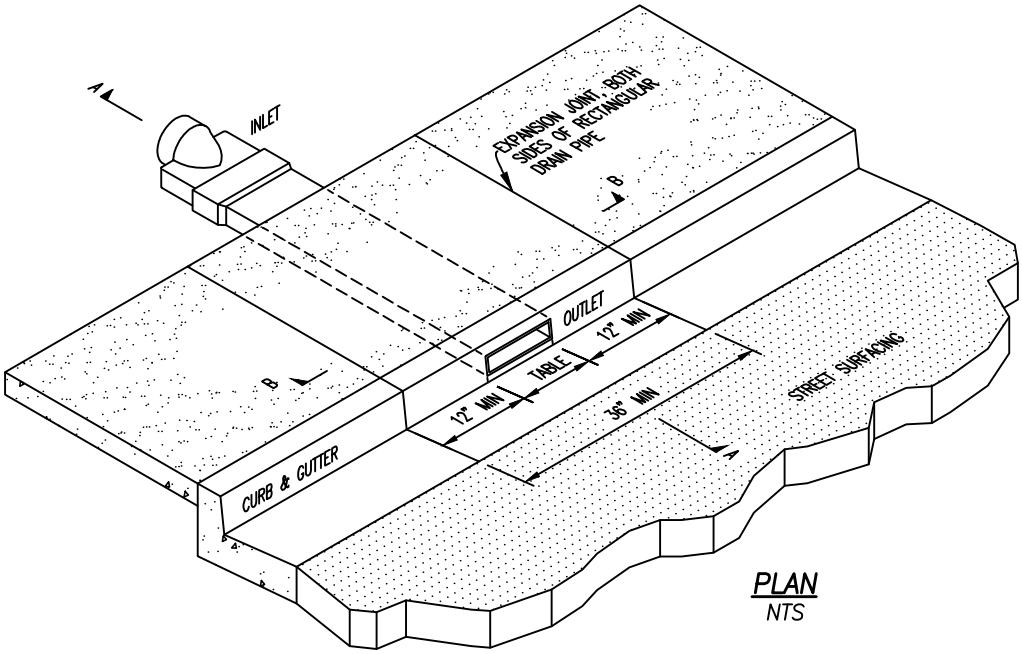
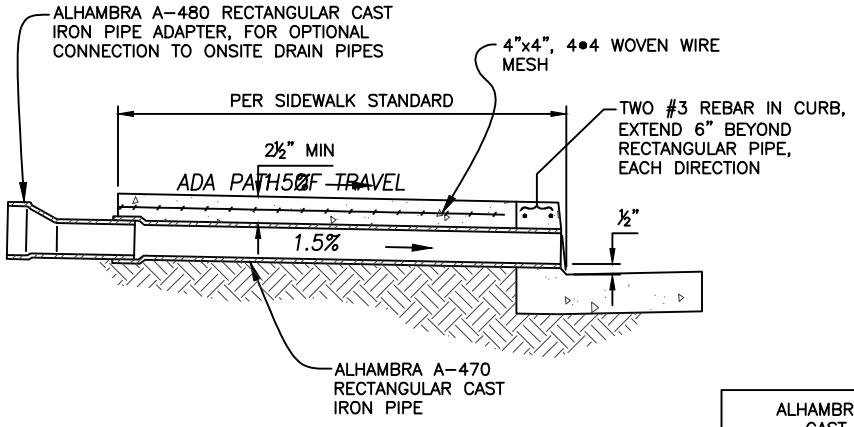
DRAIN INLET

SCALE: NTS
CHECKED BY: RG
DATE:

ST–24

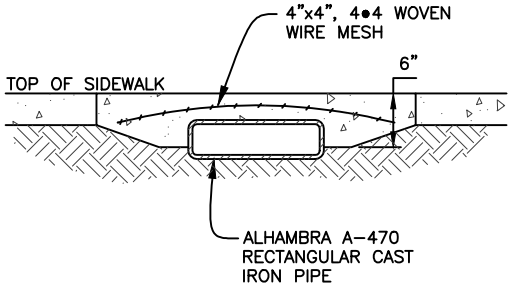


PLAN
NTS



SECTION A–A
NTS

ALHAMBRA A–480 RECTANGULAR CAST IRON PIPE ADAPTER		
ROUND PIPE	RECT. PIPE	LAYING LENGTH
4"	3"x5"	1'–0"
5"	3"x9"	1'–0"
6"	3"x12½"	1'–0"
8"	4"x14"	1'–0"



SECTION B–B
NTS

	ALHAMBRA A–470 RECTANGULAR CAST IRON PIPE			
	OUTSIDE PIPE	OUTSIDE HUBS	FLOW AREA	LAYING LENGTH
FOR USE ON 6" & 8" CURBS	3"x5"	4¼"x6¼"	11.25 SQ. IN.	5'–0"
	3"x5"	4¼"x6¼"	11.25 SQ. IN.	2'–6"
	3"x9"	4¼"x10¼"	21.20 SQ. IN.	5'–0"
	3"x12½"	4¼"x14"	30.00 SQ. IN.	5'–0"

ALTERNATIVE MANUFACTURERS AND/OR DESIGNS MUST BE SUBMITTED & APPROVED PRIOR TO USE

CITY OF RIDGECREST CALIFORNIA
NOVEMBER 29, 1963
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CITY ENGINEER

APPROVED BY CITY COUNCIL:

DATE

CURB DRAIN TYPE B

SCALE: NTS
CHECKED BY: RG
DATE: 1/3/2023

ST–25