

NOTES:

1. DESIGN CRITERION: TRAFFIC INDEX SHALL BE 5.5.
2. STRUCTURAL SECTIONS SHALL BE DETERMINED BASED ON T.I. AND R-VALUES AS TABULATED IN THE STREET SECTIONS REQUIREMENTS STANDARD DRAWING.
3. ASPHALT CONCRETE SHALL BE TYPE A, WITH 3/4" AGGREGATE GRADATION AND LIQUID ASPHALT BINDER PER CITY OF VISALIA STANDARD SPECIFICATIONS.
4. TACK COAT IS REQUIRED AND SHALL BE APPLIED PER CITY STANDARD SPECIFICATIONS.
5. ASPHALT CONCRETE REQUIREMENTS SHALL BE AS STATED IN THE CITY OF VISALIA STANDARD SPECIFICATIONS.
6. ASPHALT CONCRETE SHALL BE PLACED ONLY WHEN THE ATMOSPHERIC TEMPERATURE IS 50° F AND RISING.
7. WITH ADDITIONAL LANDSCAPE EASEMENTS, SIDEWALK MAY BE LOCATED OUTSIDE RIGHT OF WAY TO PROVIDE ADDITIONAL PARKWAY.
8. A FOOTING EASEMENT WILL BE REQUIRED AS NEEDED FOR BLOCK WALL FOOTINGS THAT EXTEND INTO PRIVATE PROPERTY.
9. STREET TREES ARE REQUIRED IN ADDITION TO THE ON-SITE LANDSCAPE REQUIREMENT.
10. FOR PARTIAL WIDTH STREETS A MINIMUM OF 30 FT OF PAVEMENT AND 8 FT SHOULDERS ARE REQUIRED.
11. SOIL ADJACENT TO CONCRETE CURB AND SIDEWALK SHALL BE GRADED 3" BELOW TOP OF CURB TO ALLOW ROOM FOR MULCH.

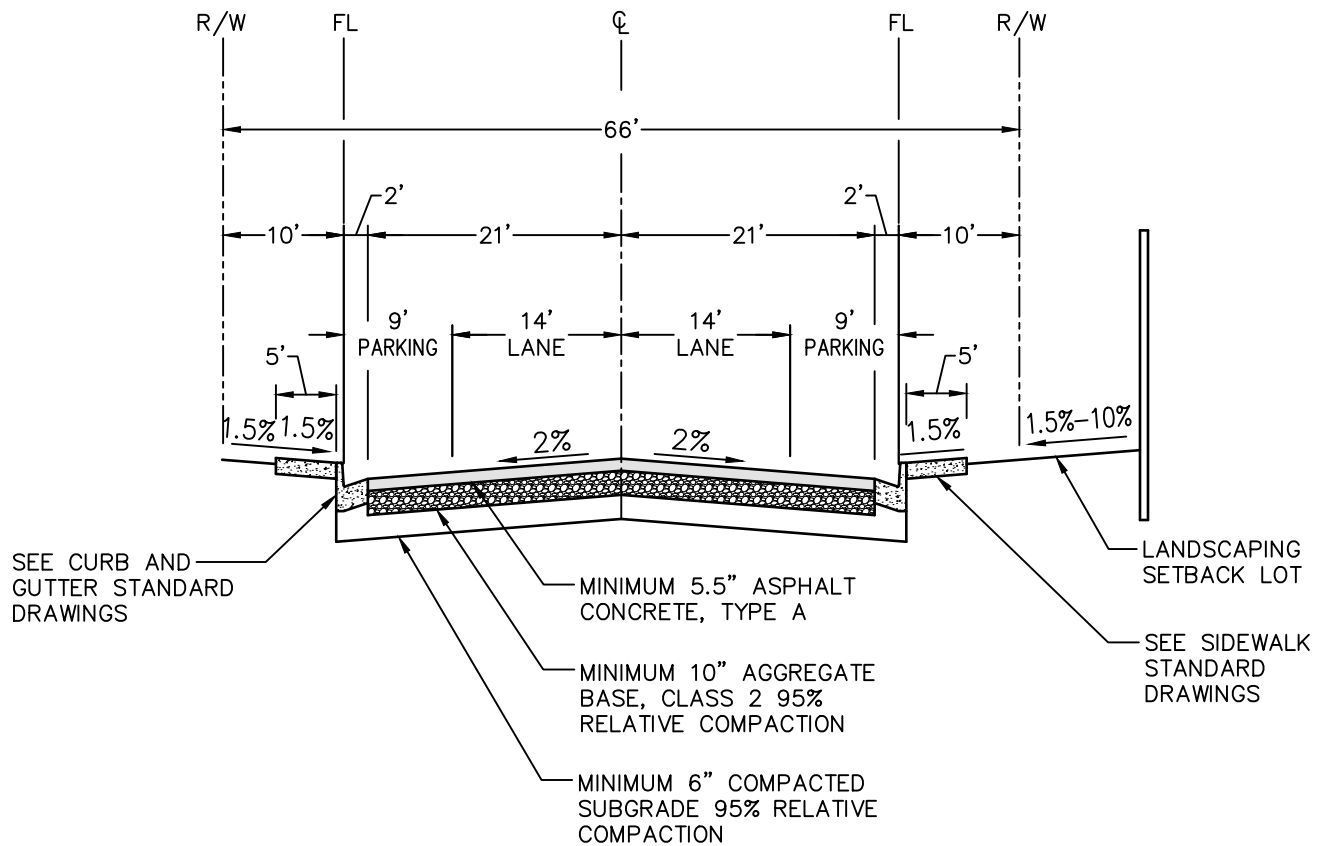
APPROVED BY: Chris Carr 01/17/25
 CITY ENGINEER R.C.E. 71192 DATE

**CITY OF VISALIA
 DESIGN & IMPROVEMENT STANDARDS**

2 LANE LOCAL – RESIDENTIAL

REVISIONS
 01/17/25
 BK 2016

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NOTES:

1. DESIGN CRITERION: TRAFFIC INDEX SHALL BE 9.
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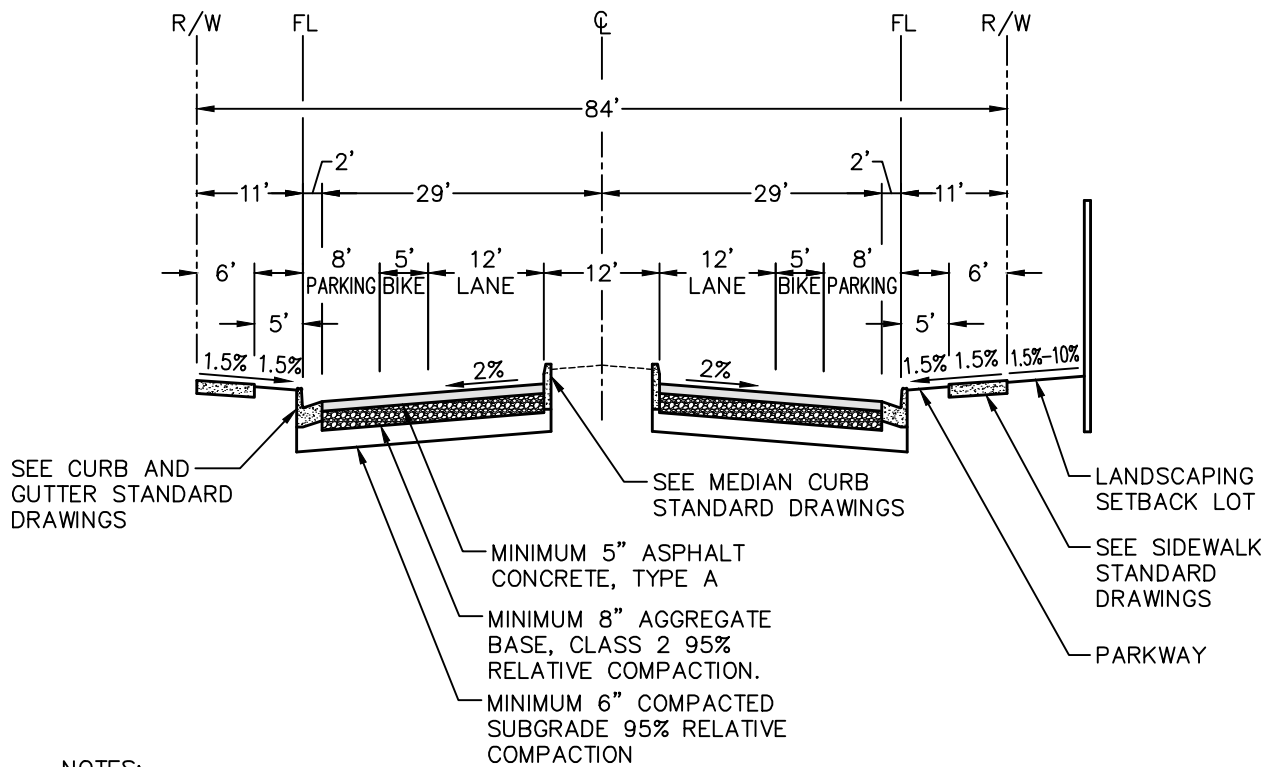
APPROVED BY: Chris Cant 01/23/25
 CITY ENGINEER R.C.E. 71192 DATE

**CITY OF VISALIA
 DESIGN & IMPROVEMENT STANDARDS**

2 LANE LOCAL – INDUSTRIAL

REVISIONS
 01/23/25
 BK 2016

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NOTES:

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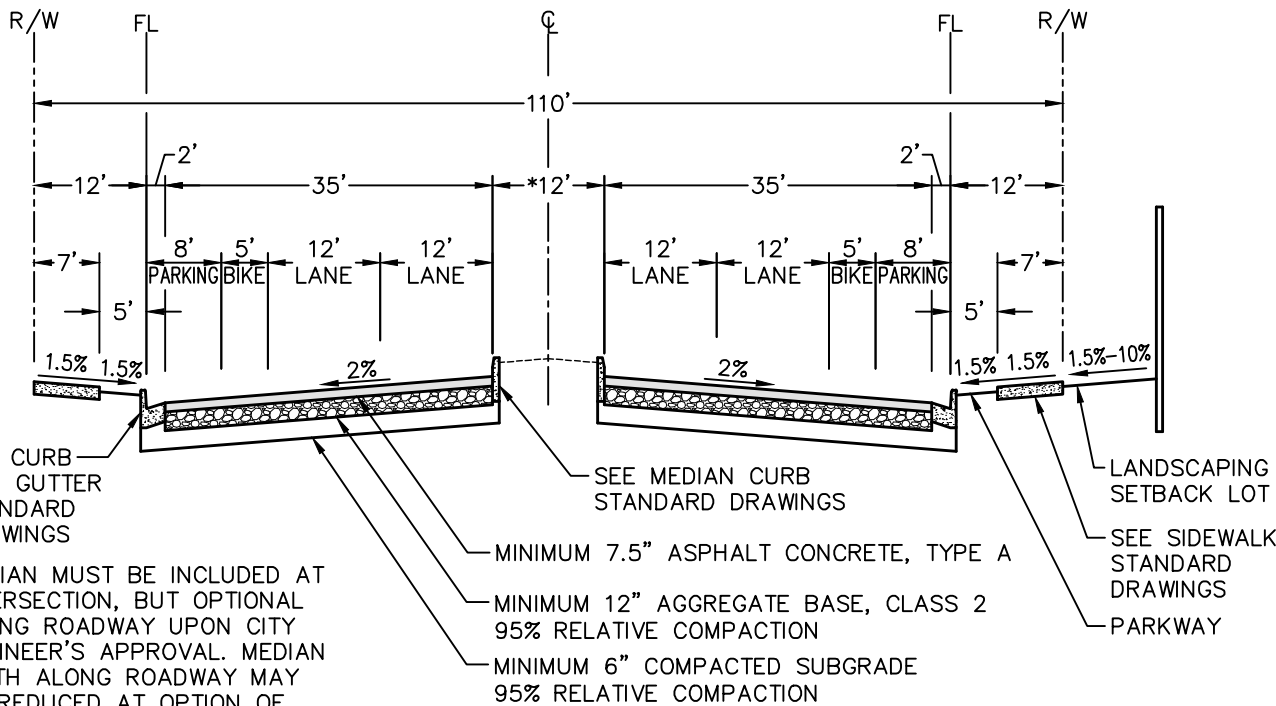
APPROVED BY: Chris Carr 01/17/25
 CITY ENGINEER R.C.E. 71192 DATE

**CITY OF VISALIA
 DESIGN & IMPROVEMENT STANDARDS**

2 LANE COLLECTOR

REVISIONS
 01/17/25
 BK 2016

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*MEDIAN MUST BE INCLUDED AT INTERSECTION, BUT OPTIONAL ALONG ROADWAY UPON CITY ENGINEER'S APPROVAL. MEDIAN WIDTH ALONG ROADWAY MAY BE REDUCED AT OPTION OF CITY ENGINEER.

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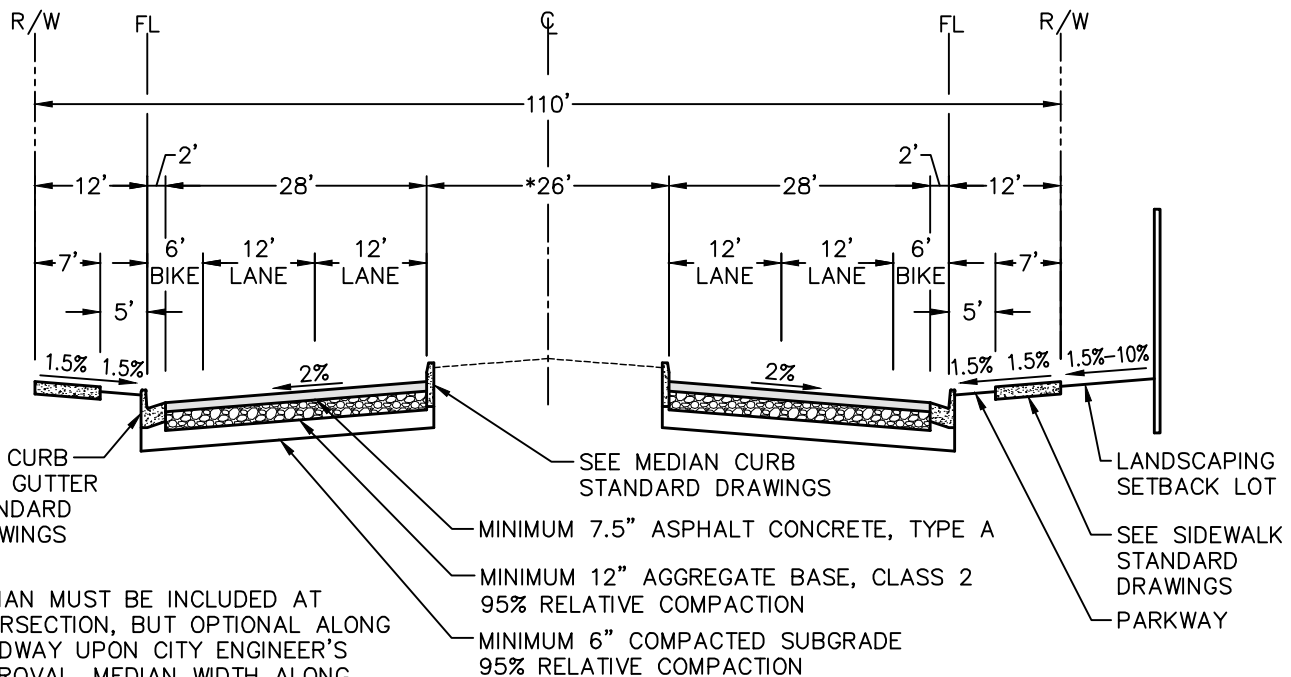
APPROVED BY: Chris Carr 01/17/25
 CITY ENGINEER R.C.E. 71192 DATE

**CITY OF VISALIA
 DESIGN & IMPROVEMENT STANDARDS**

4 LANE COLLECTOR

REVISIONS
 01/17/25
 BK 2016

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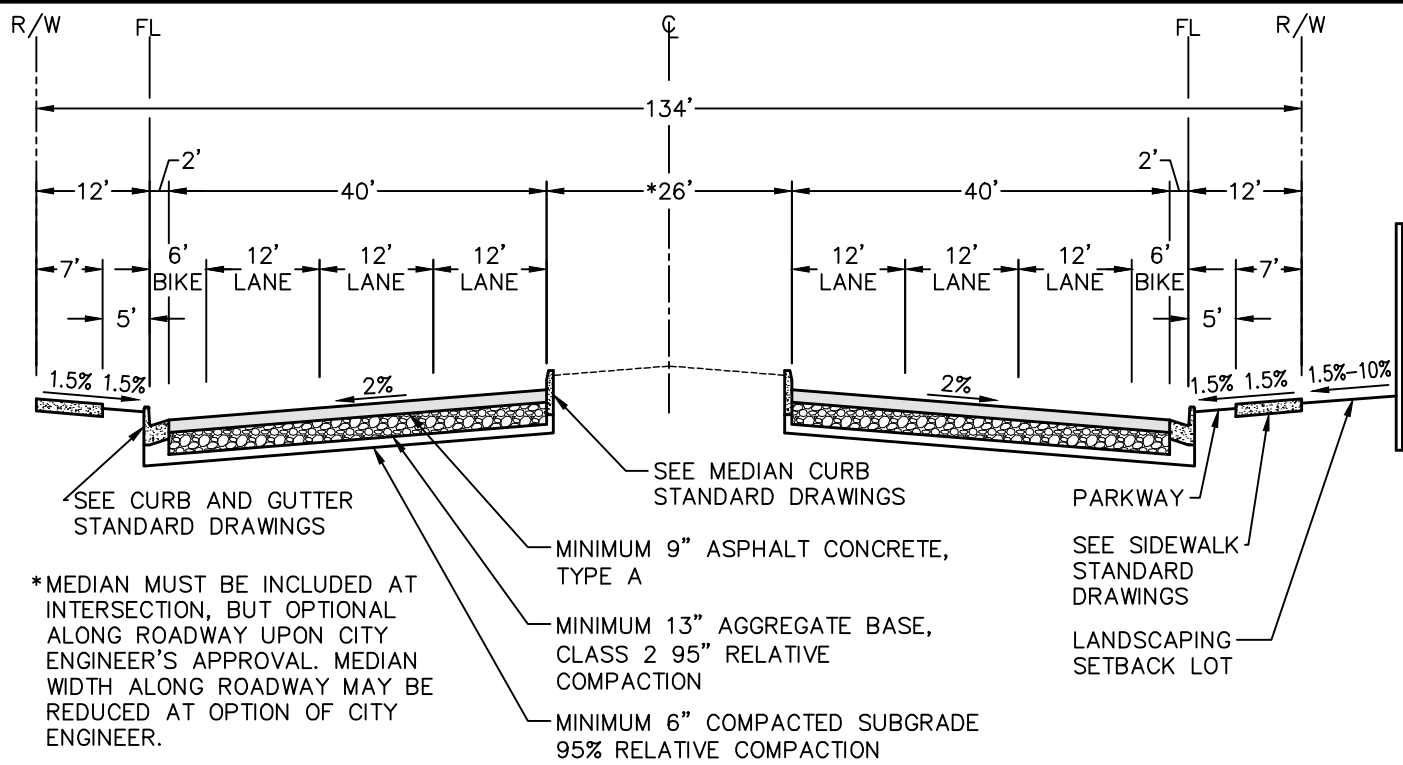
APPROVED BY: Chris Carr 01/17/25
 CITY ENGINEER R.C.E. 71192 DATE

**CITY OF VISALIA
 DESIGN & IMPROVEMENT STANDARDS**

4 LANE ARTERIAL

REVISIONS
 01/17/25
 BK 2016

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NOTES:

1. DESIGN CRITERION: TRAFFIC INDEX SHALL BE 13.
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APPROVED BY: Chris Carr 01/17/25
 CITY ENGINEER R.C.E. 71192 DATE

**CITY OF VISALIA
 DESIGN & IMPROVEMENT STANDARDS**

6 LANE ARTERIAL

REVISIONS
 01/17/25
 BK 2016

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RESERVED FOR FUTURE DETAIL

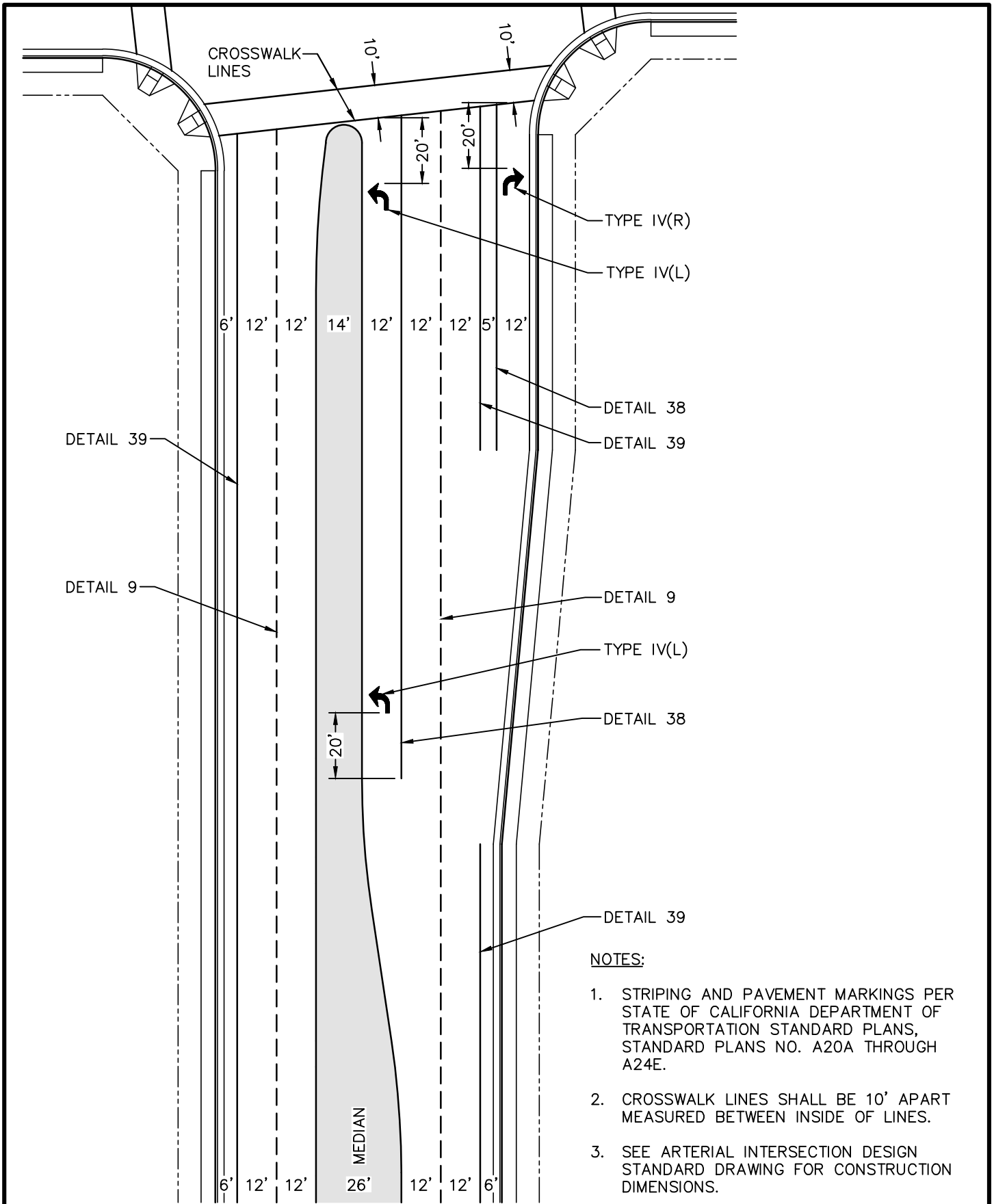
APPROVED BY: _____

CITY OF VISALIA
DESIGN & IMPROVEMENT STANDARDS

RESERVED

REVISIONS
09/09/16
BK 2016

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NOTES:

1. STRIPING AND PAVEMENT MARKINGS PER STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS, STANDARD PLANS NO. A20A THROUGH A24E.
2. CROSSWALK LINES SHALL BE 10' APART MEASURED BETWEEN INSIDE OF LINES.
3. SEE ARTERIAL INTERSECTION DESIGN STANDARD DRAWING FOR CONSTRUCTION DIMENSIONS.

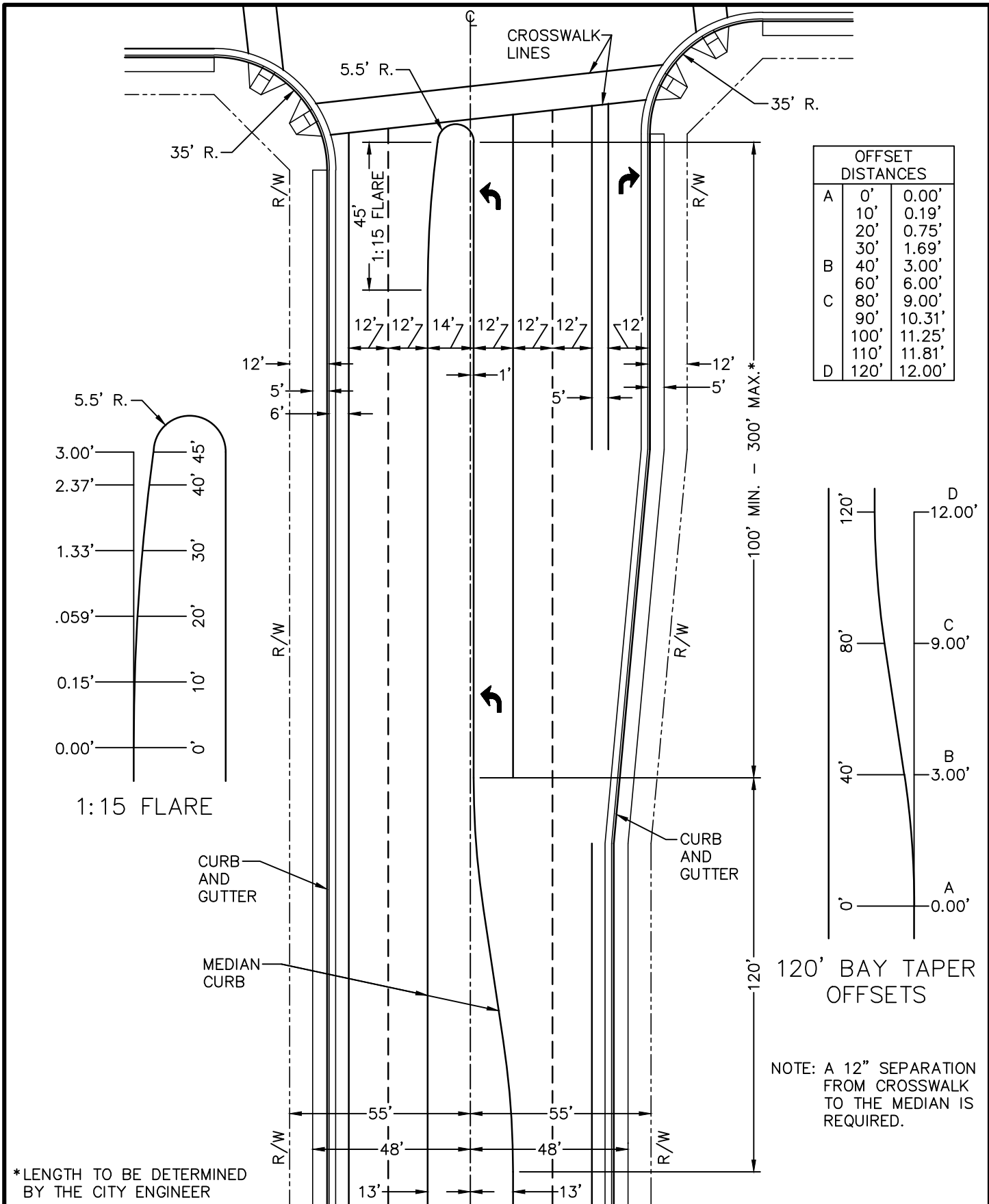
APPROVED BY: *[Signature]* 09/16/16
 CITY ENGINEER R.P.E. 81734 DATE

CITY OF VISALIA
 DESIGN & IMPROVEMENT STANDARDS

ARTERIAL INTERSECTION STRIPING

REVISIONS
 08/04/16
 BK 2016

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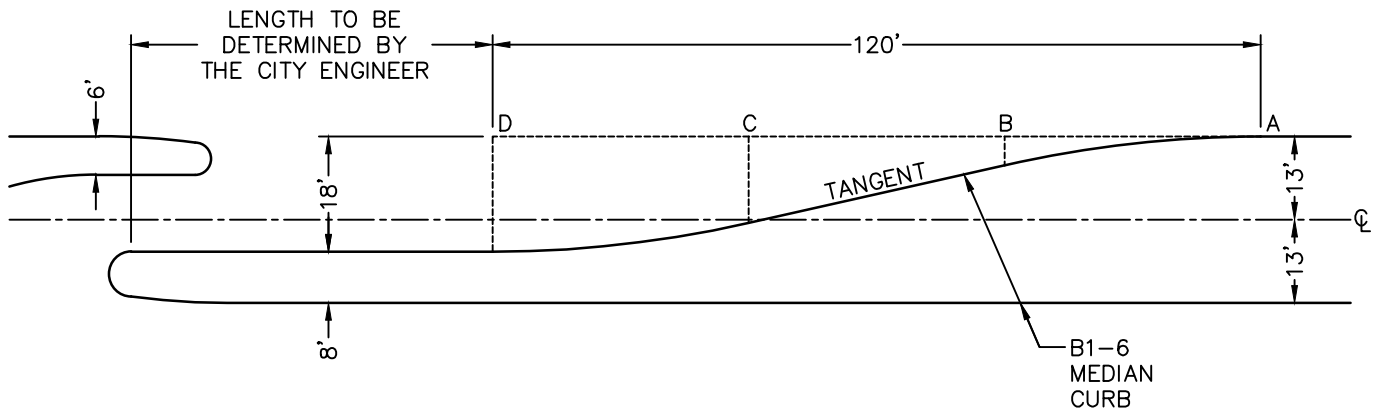
*LENGTH TO BE DETERMINED BY THE CITY ENGINEER

APPROVED BY: 09/16/16
 CITY ENGINEER R.P.E. 81734 DATE

CITY OF VISALIA
DESIGN & IMPROVEMENT STANDARDS

ARTERIAL INTERSECTION DESIGN

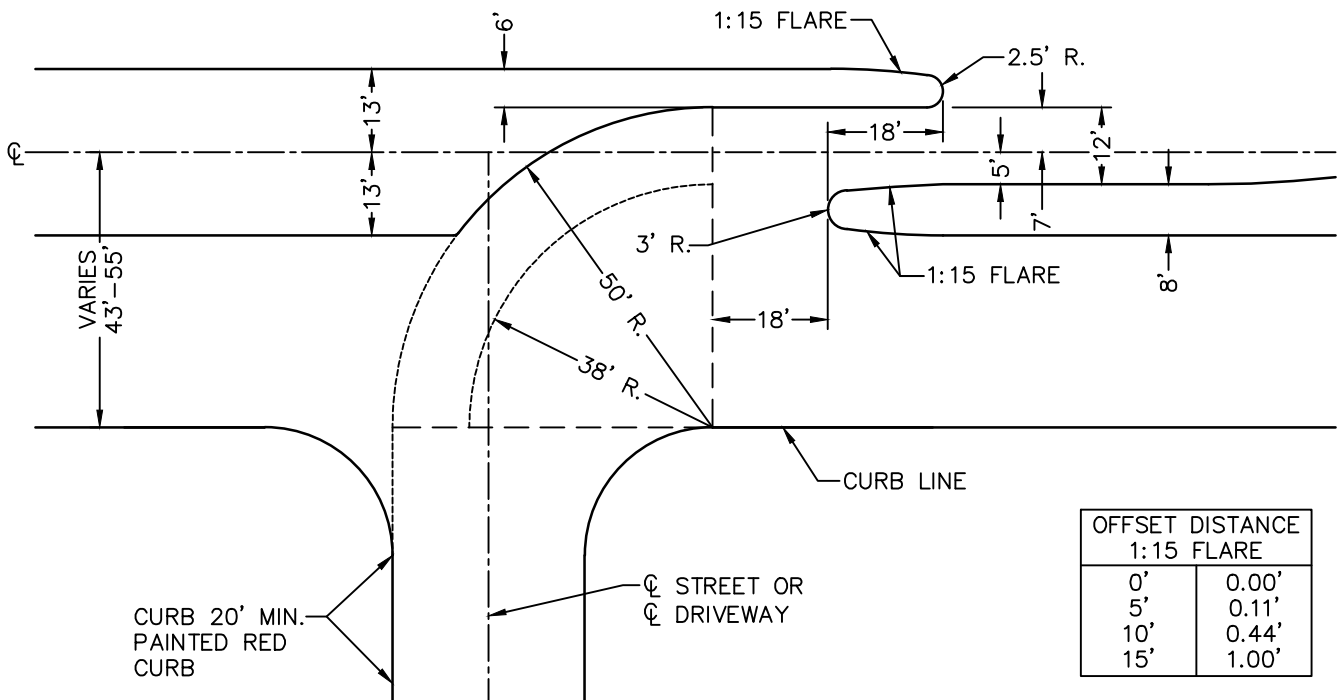
REVISIONS
 08/04/16
 BK 2016



OFFSET DISTANCES		
A	0'	0.00'
	10'	0.25'
	20'	1.00'
	30'	2.25'
B	40'	4.00'
C	80'	12.00'
	90'	13.75'
	100'	15.00'
	110'	15.75'
D	120'	16.00'

OFFSET DISTANCES		
A	0'	0.00'
	10'	0.28'
	20'	1.13'
	30'	2.53'
B	40'	4.50'
C	80'	13.50'
	90'	15.47'
	100'	16.88'
	110'	17.72'
D	120'	18.00'

NOTE: MEDIAN WIDTH MAY BE REDUCED AT OPTION OF THE CITY ENGINEER.



OFFSET DISTANCE 1:15 FLARE	
0'	0.00'
5'	0.11'
10'	0.44'
15'	1.00'

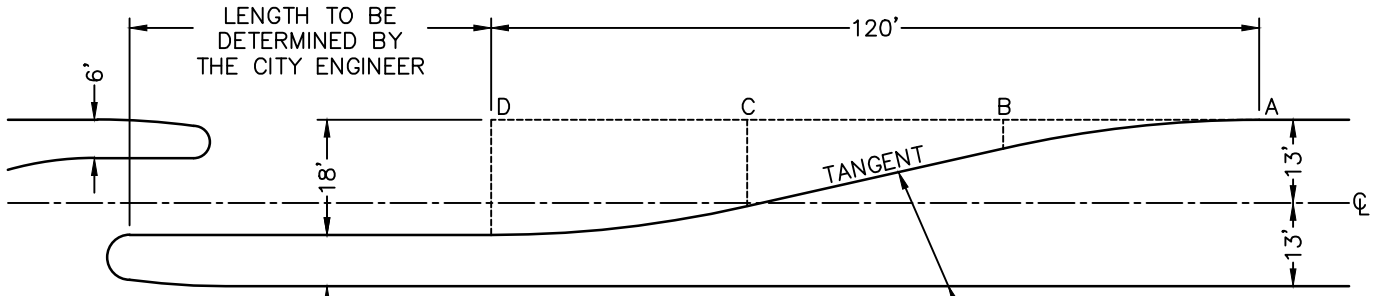
APPROVED BY: 
 CITY ENGINEER R.P.E. 81734 DATE 09/16/16

CITY OF VISALIA
 DESIGN & IMPROVEMENT STANDARDS

ARTERIAL MEDIAN ISLAND OPENING
 FOR ONE-WAY LEFT TURN ONLY

REVISIONS
 08/05/16
 BK 2016

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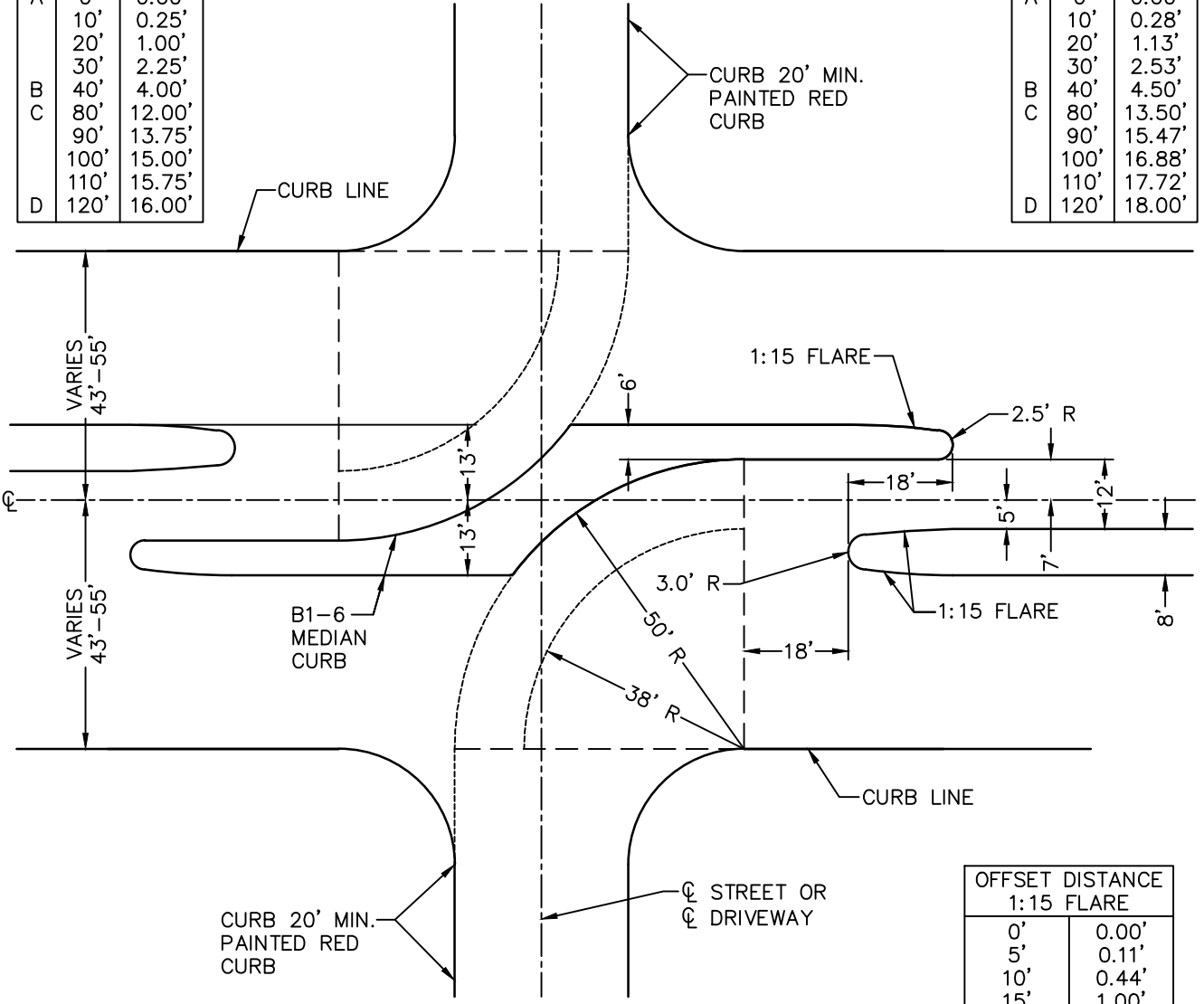


NOTE: MEDIAN WIDTH MAY BE REDUCED AT OPTION OF THE CITY ENGINEER.

B1-6 MEDIAN CURB

OFFSET DISTANCES		
A	0'	0.00'
	10'	0.25'
	20'	1.00'
	30'	2.25'
B	40'	4.00'
C	80'	12.00'
	90'	13.75'
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	110'	15.75'
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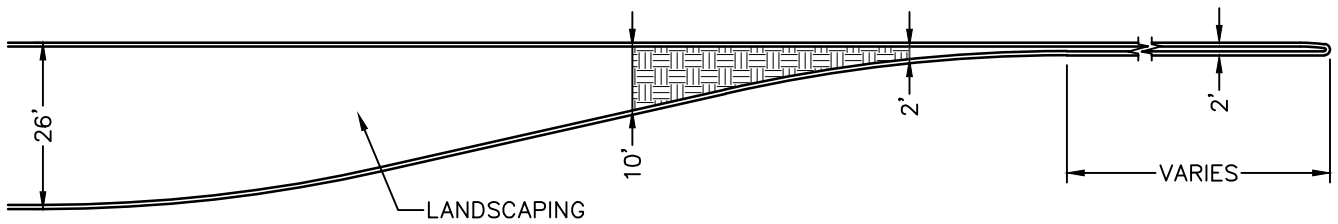
APPROVED BY: *[Signature]* 09/16/16
 CITY ENGINEER R.P.E. 81734 DATE

CITY OF VISALIA
 DESIGN & IMPROVEMENT STANDARDS

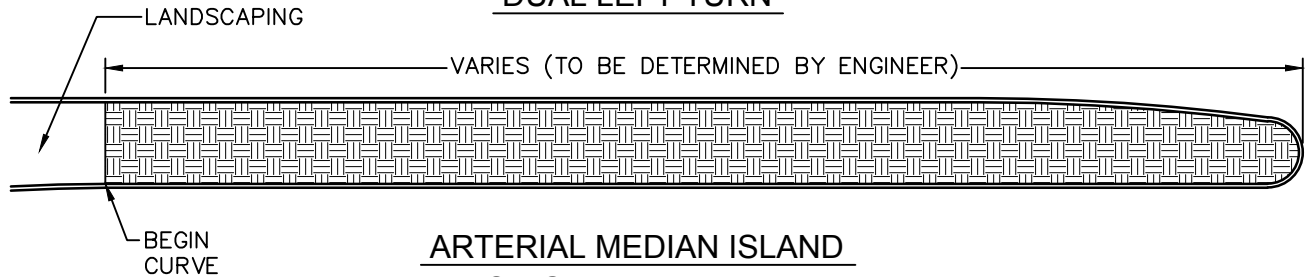
ARTERIAL MEDIAN ISLAND OPENING
 FOR TWO-WAY LEFT TURN ONLY

REVISIONS
 08/05/16
 BK 2016

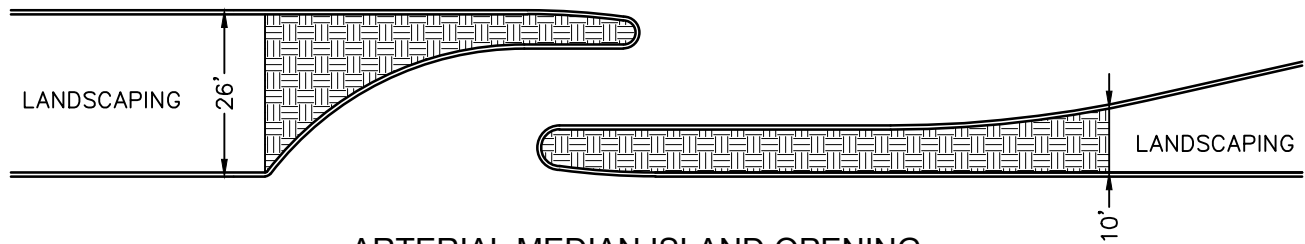
P-11



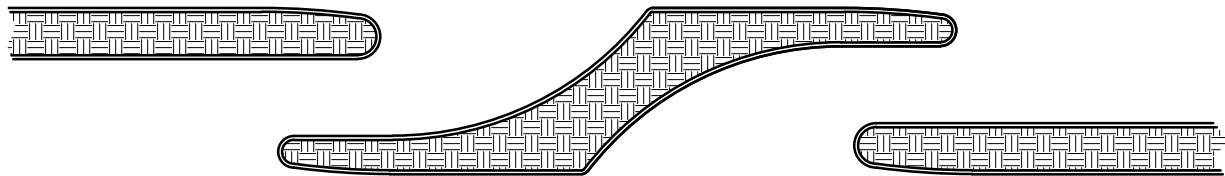
ARTERIAL MEDIAN ISLAND
DUAL LEFT TURN



ARTERIAL MEDIAN ISLAND
SINGLE LEFT TURN



ARTERIAL MEDIAN ISLAND OPENING
FOR ONE-WAY LEFT TURN ONLY



ARTERIAL MEDIAN ISLAND OPENING
FOR TWO-WAY LEFT TURN ONLY

LEGEND:



STAMPED CONCRETE PER CITY STANDARD SPECIFICATIONS
OR AS DIRECTED BY CITY ENGINEER

NOTES:

1. ANY MEDIAN SPACE LESS THAN 2' BACK OF CURB TO BACK OF CURB SHALL BE SOLID CONCRETE FINISH.
2. END STAMPED CONCRETE WHERE MEDIAN ISLAND WIDTH IS 10' BACK OF CURB TO BACK OF CURB.
3. SLEEVES SHALL BE PROVIDED THROUGH MEDIAN CONCRETE. IF CONDUIT OR OTHER IMPROVEMENT NEEDS TO RUN THROUGH MEDIAN CONCRETE IT SHALL BE DONE THROUGH BORING, NOT TRENCHING.

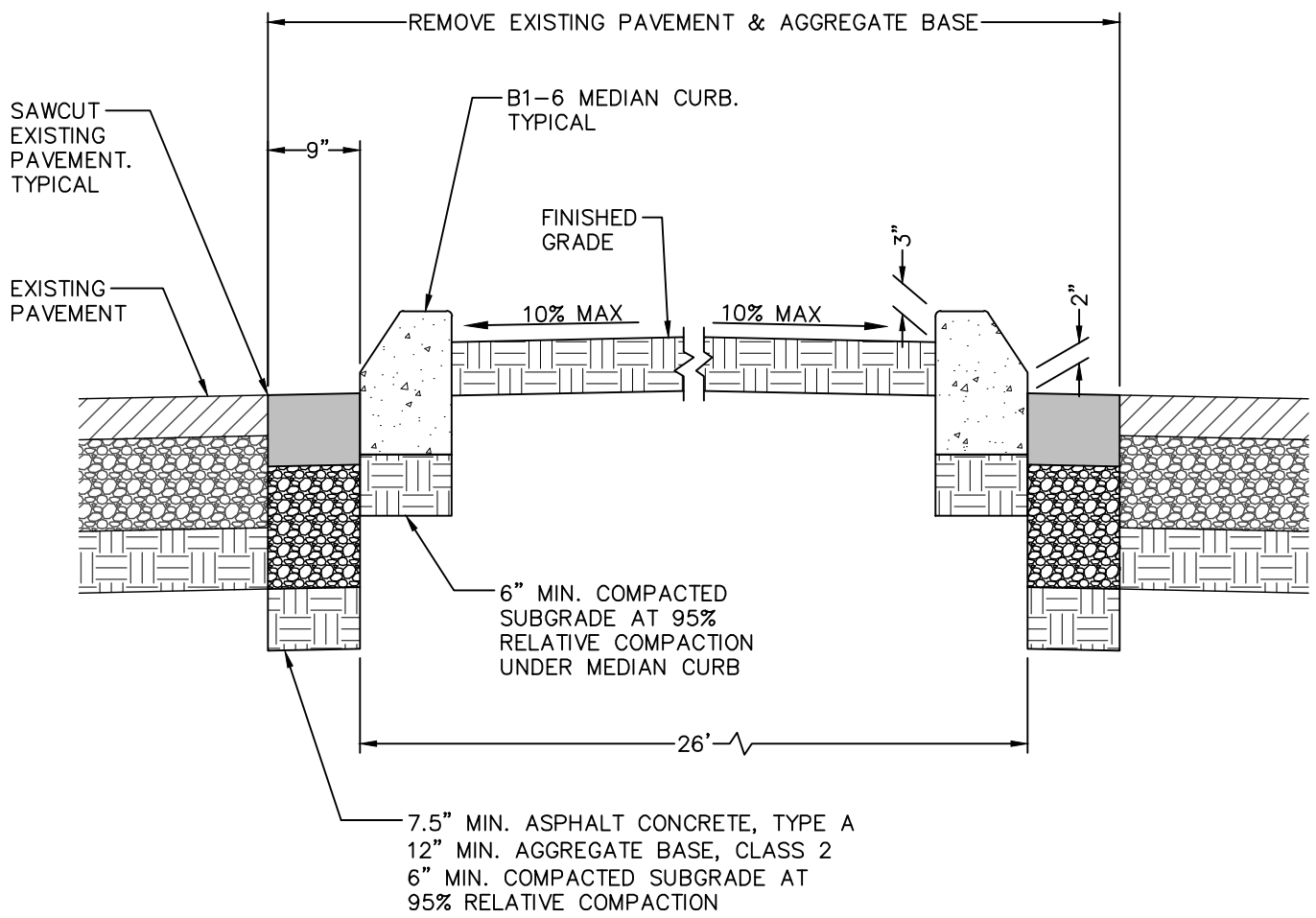
APPROVED BY: 
CITY ENGINEER R.P.E. 81734 09/16/16 DATE

CITY OF VISALIA
DESIGN & IMPROVEMENT STANDARDS

STAMPED CONCRETE & LANDSCAPING
LOCATIONS IN ARTERIAL MEDIANS

REVISIONS
08/05/16
BK 2016

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NOTE:

1. IF EXISTING PAVEMENT SECTION IS THICKER THAN SECTION THICKNESS MENTIONED ABOVE, THE PAVEMENT TO BE INSTALLED SHALL MATCH EXISTING.
2. IF MEDIAN WIDTH IS LESS THAN 6 FEET, THE MEDIAN SLOPE MAY BE INCREASED UP TO 25%.
3. MEDIAN IMPROVEMENTS, INCLUDING LANDSCAPING, SHALL NOT EXCEED 30" IN HEIGHT WITHIN THE SIGHT TRIANGLE AREA.
4. FULL DEPTH ASPHALT CONCRETE PLUG MAY BE ALLOWED WITH APPROVAL OF CITY ENGINEER.

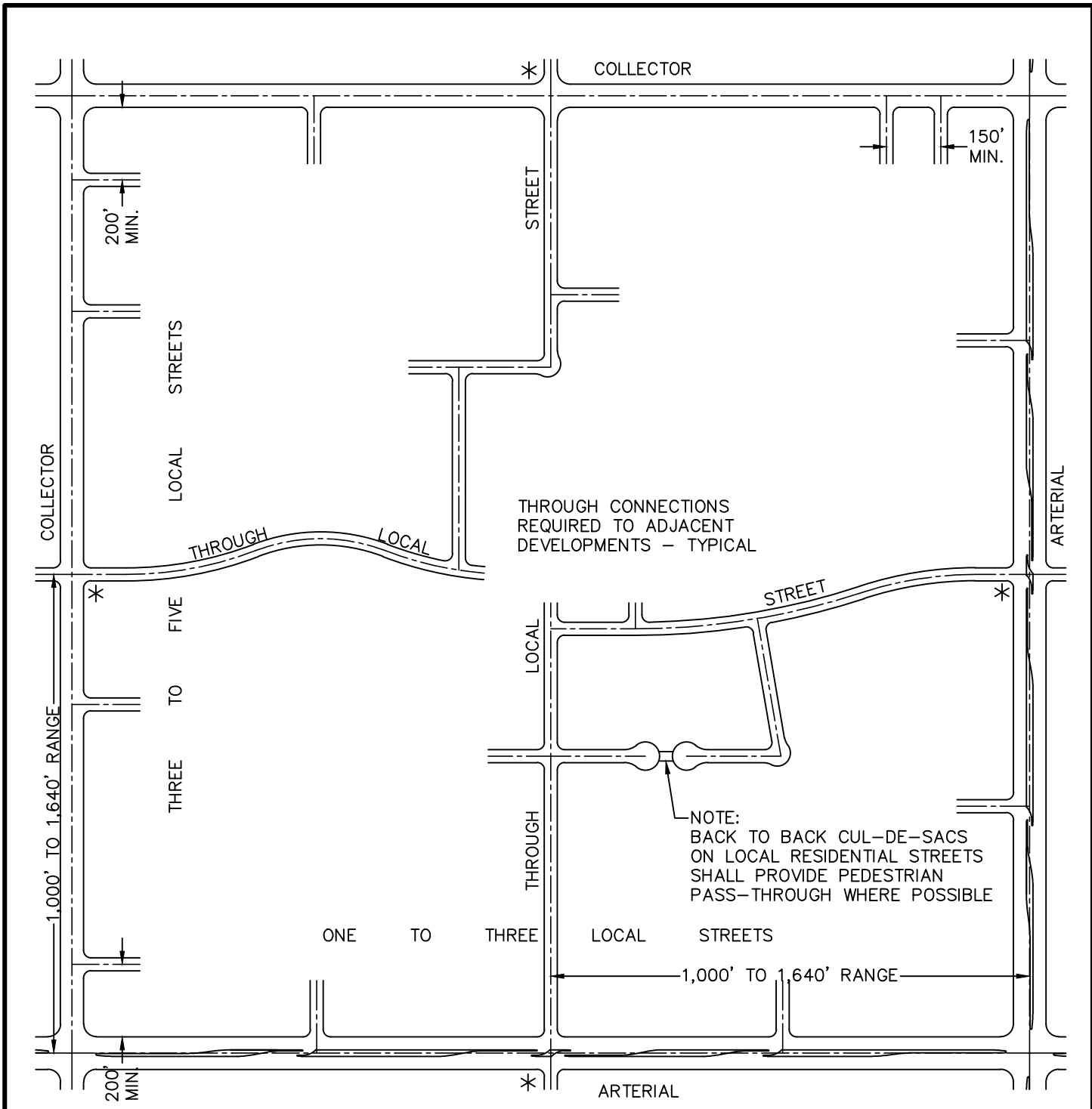
APPROVED BY: *Chris Carr* 01/17/25
 CITY ENGINEER R.C.E. 71192 DATE

CITY OF VISALIA
 DESIGN & IMPROVEMENT STANDARDS

ARTERIAL MEDIAN INSTALLATION IN
 EXISTING PAVEMENT

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* THE INTENT OF THIS POLICY IS TO PROVIDE FULL ACCESS FROM EACH ASTRISK NOTED INTERSECTION TO EACH DEVELOPMENT WITHIN THE SUPER BLOCK WITHOUT USING A COLLECTOR OR ARTERIAL.

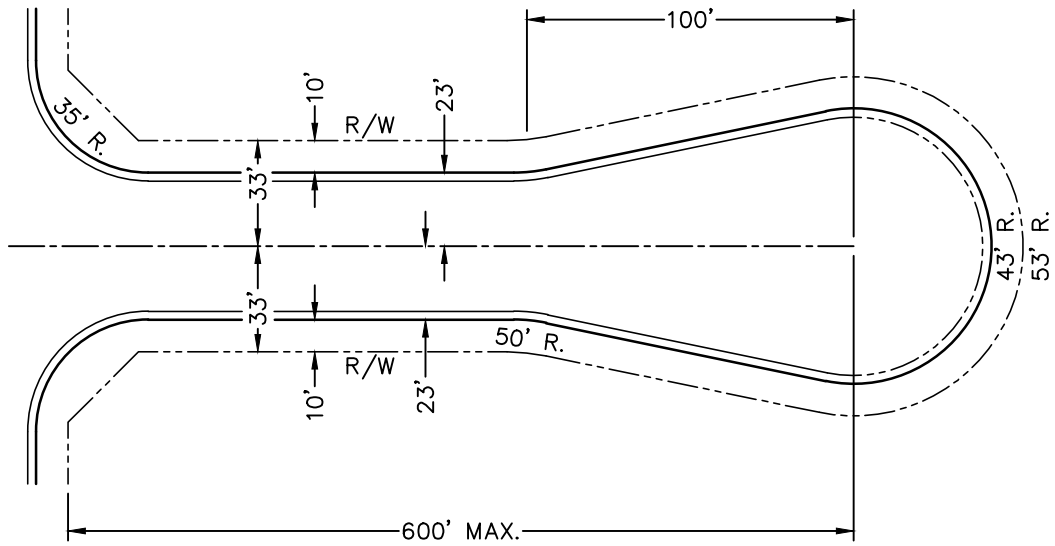
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CITY OF VISALIA
 DESIGN & IMPROVEMENT STANDARDS

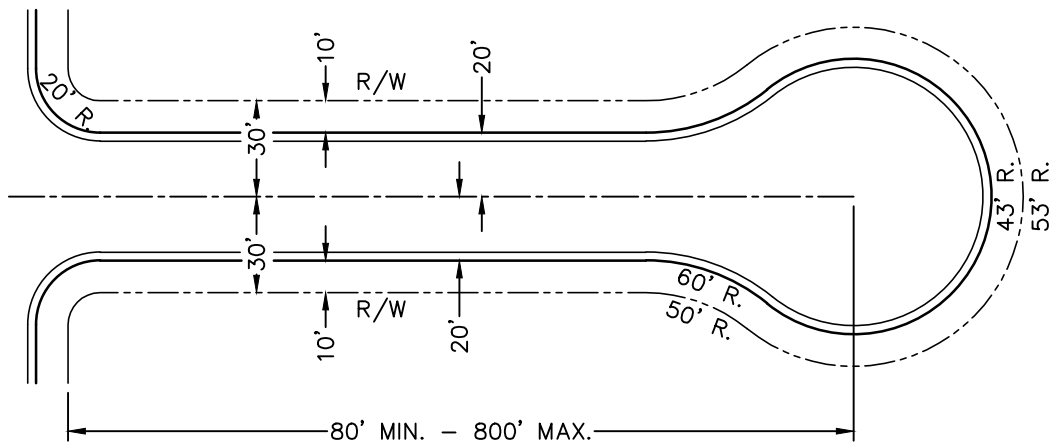
SUPER BLOCK CONNECTIVITY

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 08/10/16
 BK 2016

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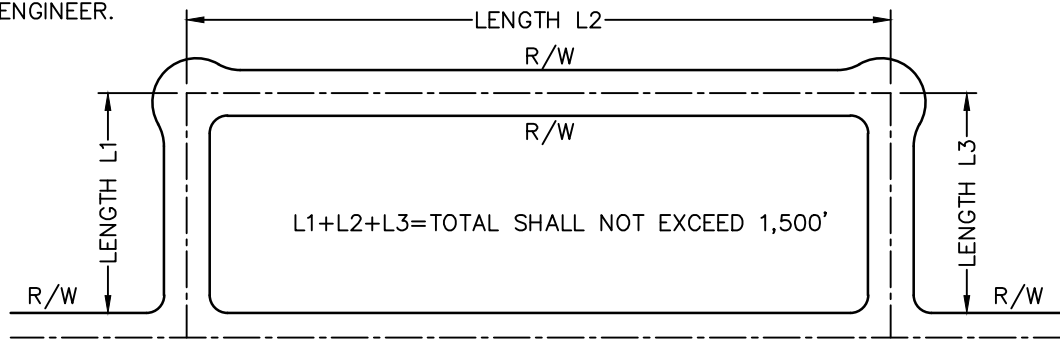


COMMERCIAL AND INDUSTRIAL CUL-DE-SAC



RESIDENTIAL CUL-DE-SAC

NOTE:
DESIGNS TO PERMIT PARKING
IN CUL-DE-SAC CENTERS
ARE SUBJECT TO APPROVAL
OF THE CITY ENGINEER.



LOCAL MINOR LOOP STREET

APPROVED BY: *[Signature]* 09/16/16
CITY ENGINEER R.P.E. 81734 DATE

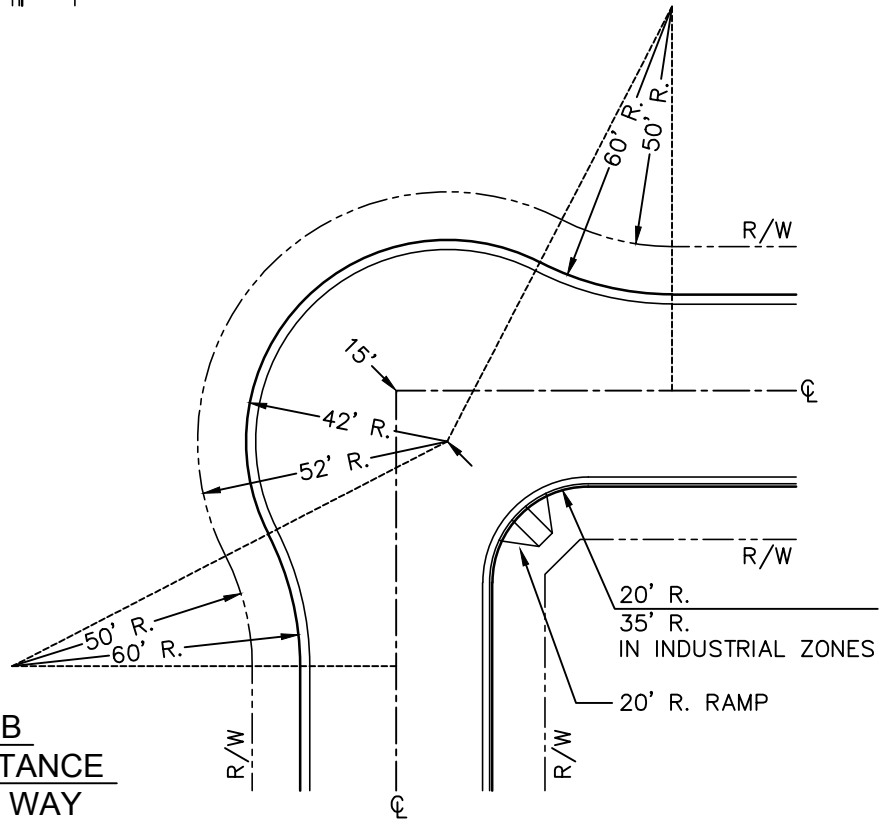
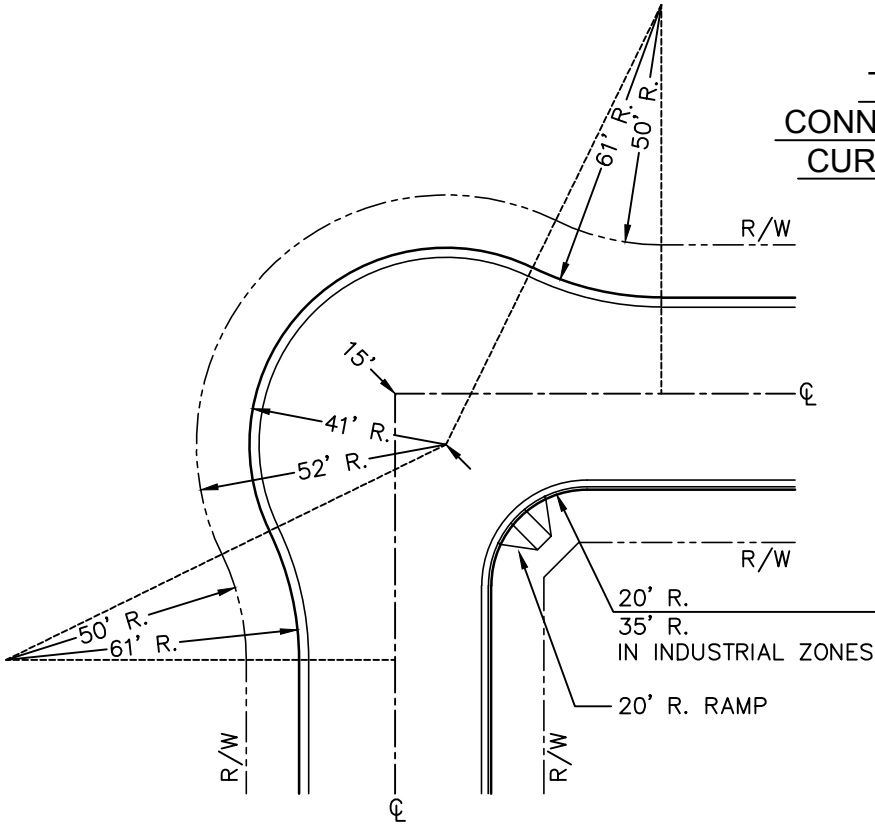
CITY OF VISALIA
DESIGN & IMPROVEMENT STANDARDS

CUL-DE-SAC
AND LOCAL MINOR LOOP LAYOUT

REVISIONS
08/10/16
BK 2016

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TYPICAL STREET BULB CONNECTION WITH 11' DISTANCE CURB FACE TO RIGHT OF WAY



TYPICAL STREET BULB CONNECTION WITH 10' DISTANCE CURB FACE TO RIGHT OF WAY

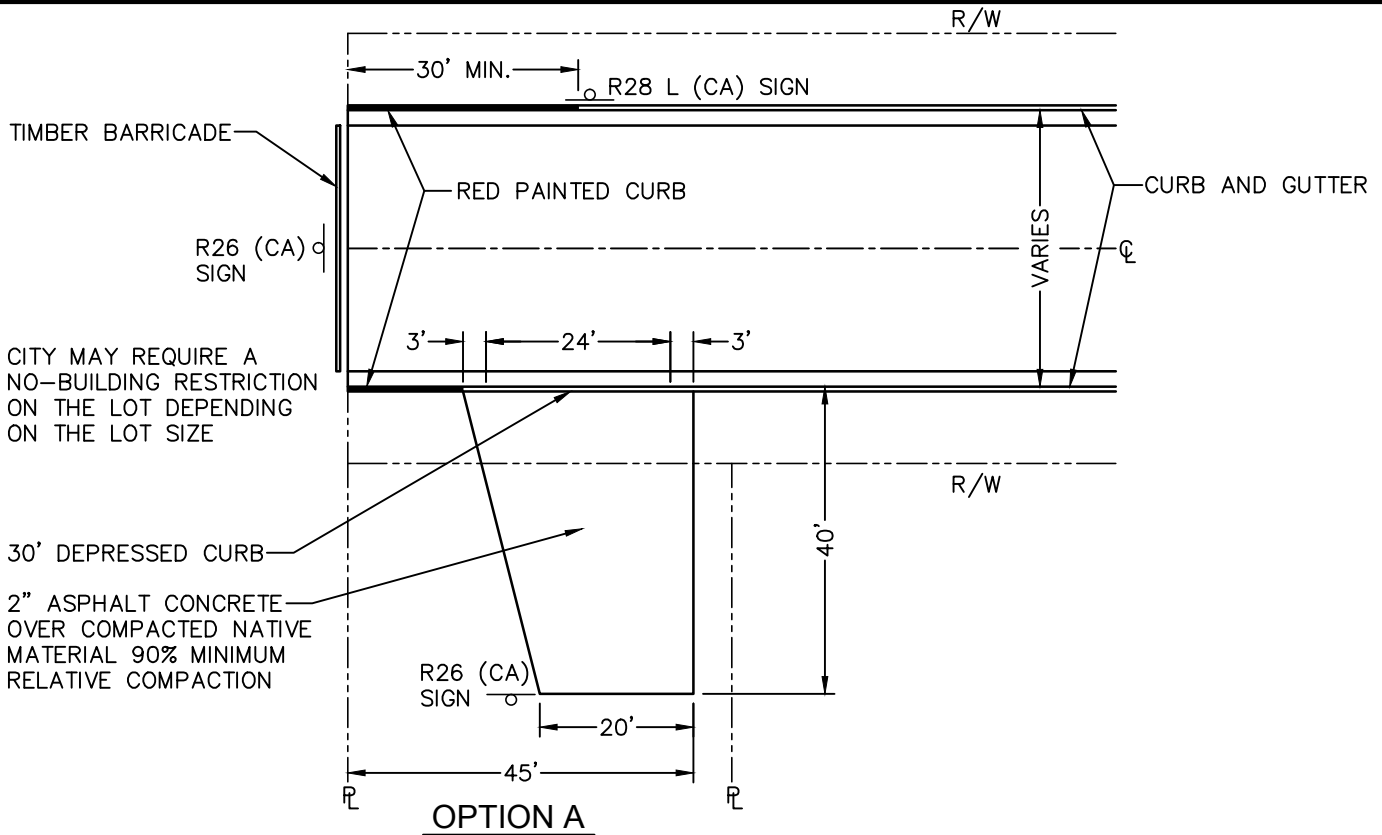
APPROVED BY: *[Signature]* 09/16/16
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CITY OF VISALIA
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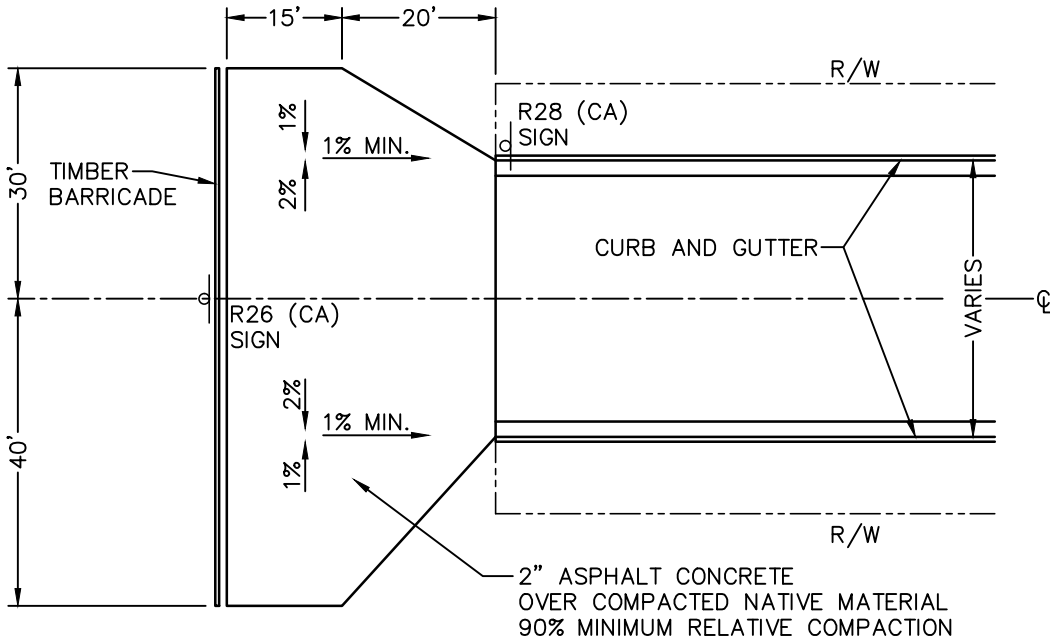
STREET BULB CONNECTION

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 08/10/16
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OPTION A



OPTION B

NOTES:

1. THESE STANDARDS ARE INTENDED FOR PUBLIC STREETS IN PHASED DEVELOPMENTS ON A TEMPORARY BASIS ONLY.
2. TURNAROUND SHALL BE REQUIRED WHEN A STUB STREET IS IN EXCESS OF 2 LOTS OR IN EXCESS OF 150 FEET FROM THROUGH STREET.
3. USE OTHER THAN TEMPORARY SHALL BE AT THE DISCRETION OF THE CITY ENGINEER.

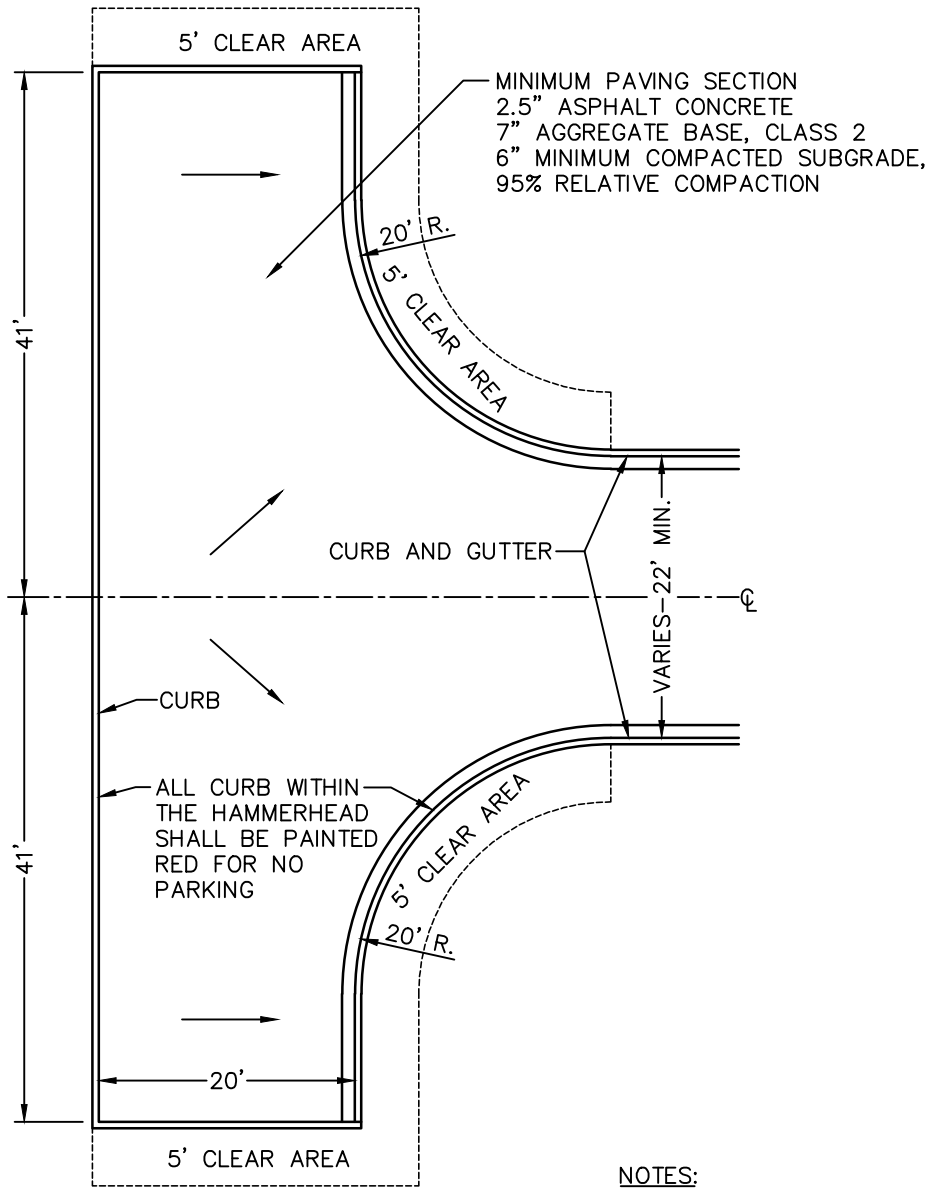
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**CITY OF VISALIA
 DESIGN & IMPROVEMENT STANDARDS**

**TEMPORARY HAMMERHEAD TURNAROUND
 PUBLIC STREET**

REVISIONS
 08/10/16
 BK 2016

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NOTES:

1. NO PARKING ALLOWED.
2. DESIGN CRITERION: TRAFFIC INDEX 5.5.
3. CURB OR CURB AND GUTTER REQUIRED AT ALL PAVEMENT EDGES.
4. NO ABOVE GROUND STRUCTURES SHALL BE ALLOWED IN THE 5' CLEAR AREAS AS SHOWN.
5. THE USE OF THIS STANDARD MUST BE APPROVED BY THE CITY OF VISALIA SOLID WASTE DIVISION.

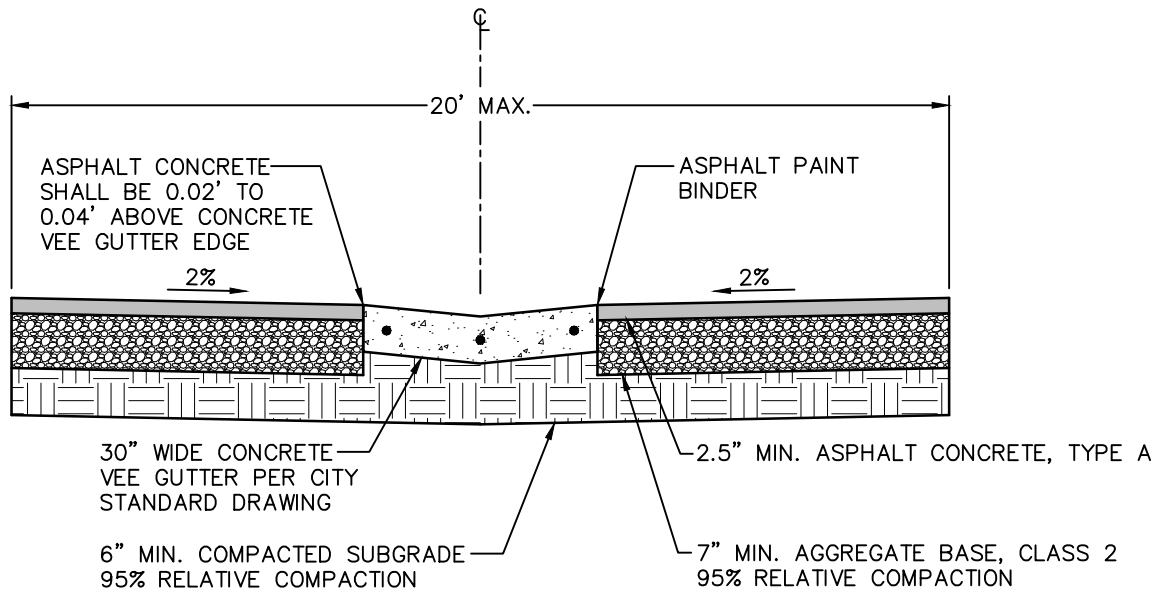
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CITY OF VISALIA
 DESIGN & IMPROVEMENT STANDARDS

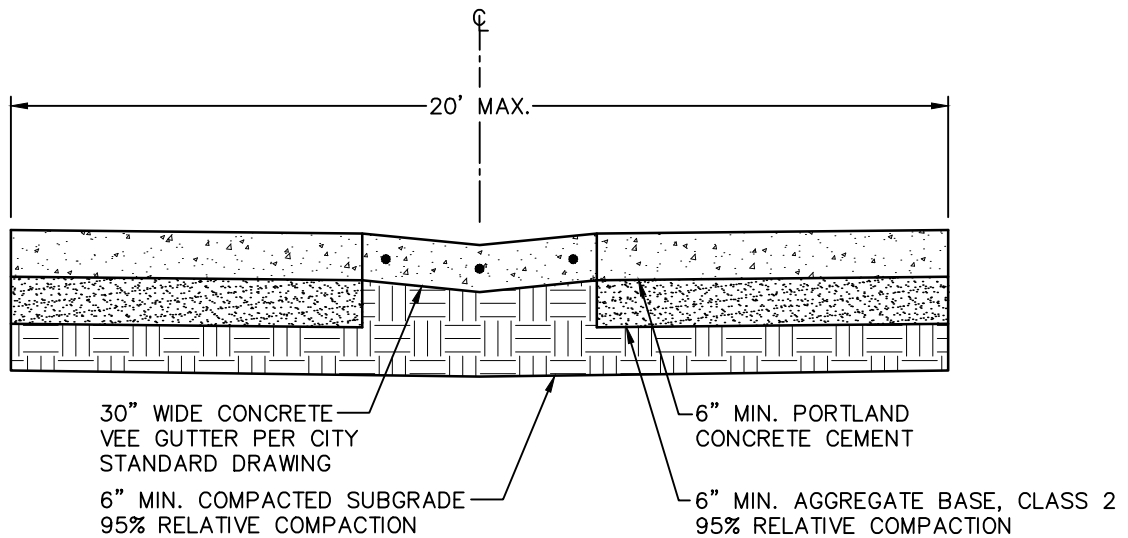
PERMANENT HAMMERHEAD
 TURNAROUND

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ASPHALT CONCRETE SURFACE



CONCRETE SURFACE

NOTES:

1. ALL CONCRETE SHALL BE CLASS 3 CONCRETE.
2. ALL CONCRETE SHALL HAVE A LIGHT BROOM FINISH.
3. DESIGN CRITERIA: TRAFFIC INDEX 5.5
4. STRUCTURAL SECTIONS SHALL BE DETERMINED BASED ON T.I. AND R-VALUES AS TABULATED IN THE STREET SECTION REQUIREMENTS STANDARD DETAIL.

APPROVED BY:  09/16/16
 CITY ENGINEER R.P.E. 81734 DATE

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ALLEY PAVING SECTIONS

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PRIVATE STREET GUIDELINES

PAVEMENT WIDTHS:

1. PRIVATE STREETS SHALL PROVIDE A PAVEMENT WIDTH COMMENSURATE WITH THE PROPOSED DESIGN SPEED, TRAFFIC VOLUME, ALIGNMENT AND PARKING REQUIREMENTS.
2. A STREET PAVEMENT WIDTH OF 24', AND PARKING STALLS 20' IN LENGTH SHALL BE CONSIDERED MINIMUM IF THE PARKING STALLS ARE ORIENTED PERPENDICULAR TO THE STREET AND IF VEHICLES BACK INTO THE STREET TO EXIT. PARKING SPACES ORIENTED OTHERWISE SHALL CONFORM TO THE CITY OF VISALIA PARKING STANDARDS.
3. PRIVATE STREETS WITH ENTRY GATES SHALL PROVIDE A U-TURN AREA WITHIN THE PUBLIC RIGHT OF WAY. THE MINIMUM TURNING RADIUS SHALL BE 24'.
4. STREET ENDS, COURTS OR DRIVEWAYS SHALL PROVIDE SOLID WASTE TRUCKS SERVICING INDIVIDUAL REFUSE CONTAINERS A MINIMUM OUTSIDE TURNING RADIUS OF 35' AND A MAXIMUM INSIDE TURNING RADIUS OF 20'. SOLID WASTE TRUCKS PROVIDING SERVICE TO REFUSE BINS REQUIRE A MINIMUM OUTSIDE TURNING RADIUS OF 50' AND A MAXIMUM INSIDE TURNING RADIUS OF 36'.
5. THE UNIFORM FIRE CODE REQUIRES THAT THE MOST REMOTE WALL OF ANY BUILDING MUST BE WITHIN 150' OF A PAVED DRIVE OR STREET NOT LESS THAN 20' WIDE. ACCESS TO BUILDINGS CONFORMING TO THIS REQUIREMENT SHALL PROVIDE A 14' MINIMUM PAVED ACCESS DRIVE AND A 20' MINIMUM UNOBSTRUCTED ACCESS EASEMENT. ACCESS TO BUILDINGS IN EXCESS OF TWO STORIES SHALL COMPLY TO MORE STRINGENT REQUIREMENTS OF THE FIRE CODE.

STRUCTURAL SECTIONS:

1. THE STRUCTURAL SECTIONS OF STREETS UTILIZING ASPHALT CONCRETE SURFACING SHALL BE DESIGNED BY AN ACCEPTED FLEXIBLE PAVEMENT DESIGN METHOD.
2. THE MINIMUM STREET SECTION SHALL CONSIST OF A 2-1/2" TYPE A, 3/4" MAXIMUM, MEDIUM GRADE ASPHALT CONCRETE SURFACE, A 7" SECTION OF AGGREGATE BASE, CLASS 2, AND A 6" MINIMUM SOIL SUBGRADE COMPACTED TO A MINIMUM OF 95% RELATIVE COMPACTION.
3. PARKING AREAS AND ACCESS DRIVES MAY USE A PORTLAND CEMENT CONCRETE SURFACE A MINIMUM OF 6" THICK OVER A 6" AGGREGATE BASE OVER A 6" MINIMUM SOIL SUBGRADE COMPACTED TO A MINIMUM OF 90% RELATIVE COMPACTION.

TRAFFIC INDEXES:

1. THE CITY ENGINEER SHALL ESTABLISH TRAFFIC INDEXES FOR PRIVATE STREETS BASED UPON EXPECTED TRAFFIC VOLUMES AS INDICATED BELOW:

RESIDENTIAL UNITS USING STREET
1-150

MINIMUM TRAFFIC INDEX
5.5

APPROVED BY:


CITY ENGINEER R.P.E. 81734

09/16/16
DATE

CITY OF VISALIA
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PRIVATE STREET GUIDELINES
SHEET 1 OF 2

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PRIVATE STREET GUIDELINES CONTINUED

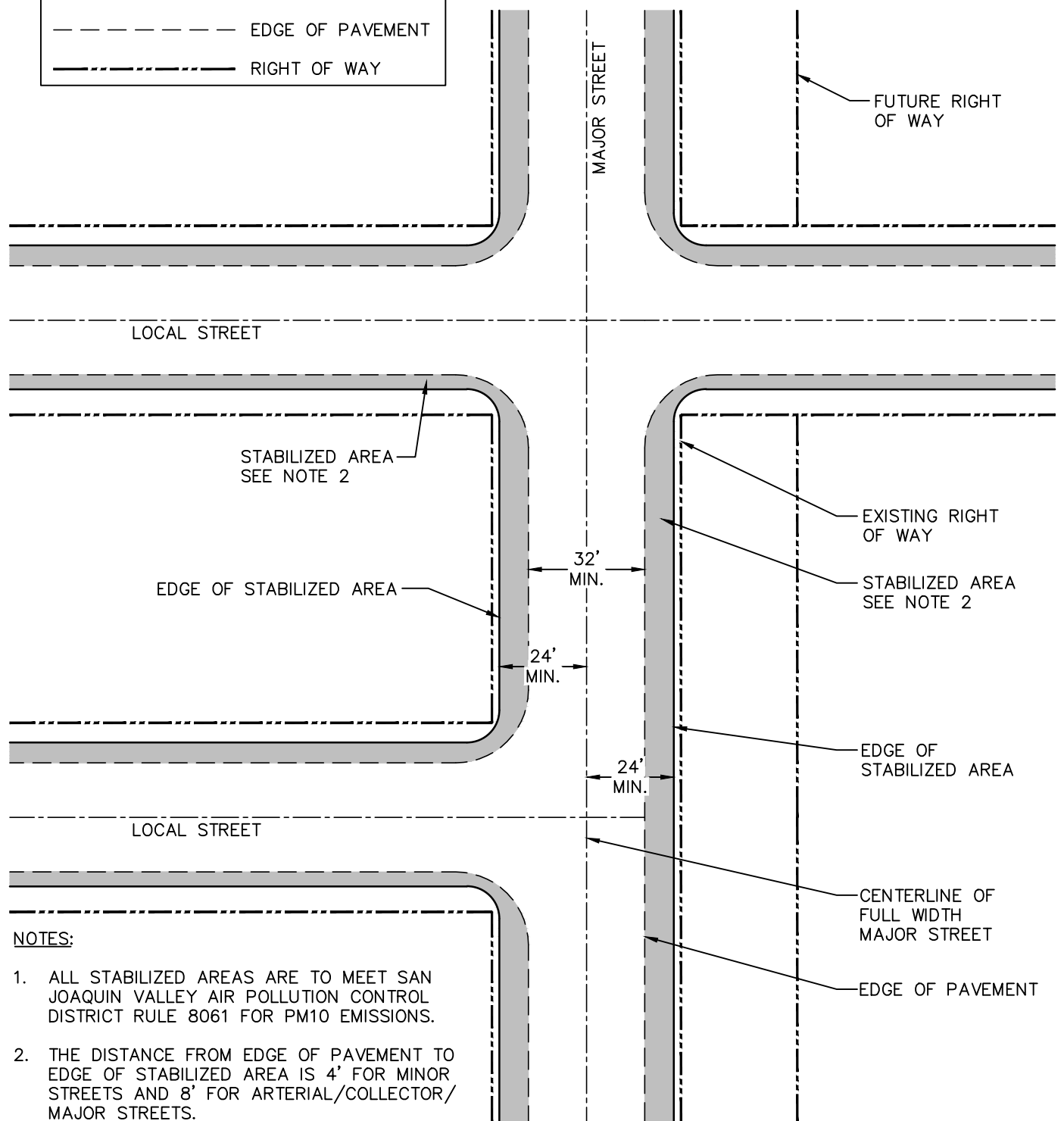
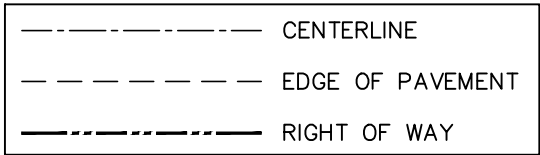
GEOMETRIC SECTIONS

1. DRIVES SERVING 1 TO 4 UNITS SHALL USE A LOCAL ROAD PAVING SECTION STANDARD EXCEPTING THAT PAVEMENT EDGES SHALL BE PROTECTED WITH A 6" TALL CONCRETE CURB. SUBJECT TO SITE PLAN REVIEW, THE CURBING REQUIREMENT MAY BE WAIVED.
2. DRIVES OR STREETS SERVING 5 OR MORE UNITS SHALL PROVIDE A CURB OR CURB AND GUTTER AT ALL PAVEMENT EDGES.
3. PAVEMENT SHALL HAVE A MINIMUM CROSS SLOPE OF 1% AND PAVEMENT SECTIONS SHOULD MATCH THE EQUIVALENT LOCAL PUBLIC STREET.
4. BARRIER TYPE CURB AND GUTTER TYPE A2-6, IS RECOMMENDED FOR PRIVATE STREETS. THE FOLLOWING ARE PERMITTED OPTIONS.
 - A. VEE GUTTER, 24" MINIMUM WIDTH, SLOPE = 0.25 FEET PER 100 FEET MINIMUM.
 - B. MINI CURB AND GUTTER, 4" CURB HEIGHT AND 12" GUTTER, SLOPE = 0.20 FEET PER 100 FEET MINIMUM.
 - C. MINI ROLL CURB AND GUTTER, 4" CURB HEIGHT AND 12" GUTTER, SLOPE = 0.30 FEET PER 100 FEET MINIMUM.
5. FOR NEW ROADWAYS THAT ARE BEING CONSTRUCTED WHERE A PREVIOUS ROAD DID NOT EXIST, ALL ROADWAY INFRASTRUCTURE SHALL BE INSTALLED & OPERATIONAL PRIOR TO OPENING. THIS INCLUDES SIGNAGE, STRIPING, AND ROADWAY LIGHTING.

REQUIRED SIGNS:

1. THE ENTRANCE TO ANY PRIVATE STREET FROM A PUBLIC RIGHT OF WAY SHALL HAVE A SIGN "PRIVATE STREET" POSTED AT THE ENTRANCE.

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PRIVATE STREET GUIDELINES SHEET 2 OF 2	REVISIONS 08/10/16 BK 2016	P-22



NOTES:

1. ALL STABILIZED AREAS ARE TO MEET SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT RULE 8061 FOR PM10 EMISSIONS.
2. THE DISTANCE FROM EDGE OF PAVEMENT TO EDGE OF STABILIZED AREA IS 4' FOR MINOR STREETS AND 8' FOR ARTERIAL/COLLECTOR/MAJOR STREETS.
3. NEW PAVED ROADS OR MODIFICATIONS TO EXISTING PAVED ROADS WITH PROJECTED AVERAGE DAILY TRIPS OF 500 VEHICLES OR MORE SHALL BE CONSTRUCTED WITH PAVED SHOULDERS.

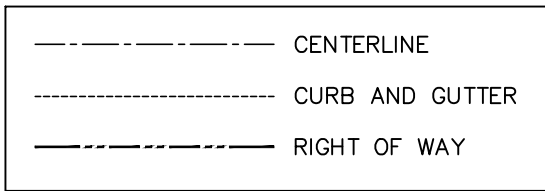
APPROVED BY:  09/16/16
 CITY ENGINEER R.P.E. 81734 DATE

CITY OF VISALIA
 DESIGN & IMPROVEMENT STANDARDS

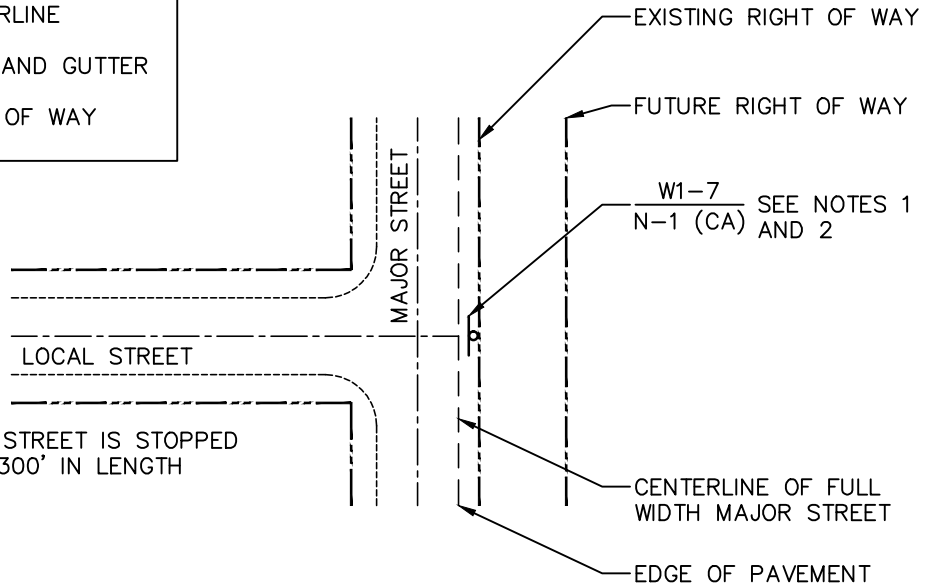
UNPAVED STREET & SHOULDER
 S.J.V.A.P.C.D. STANDARD REQUIREMENTS

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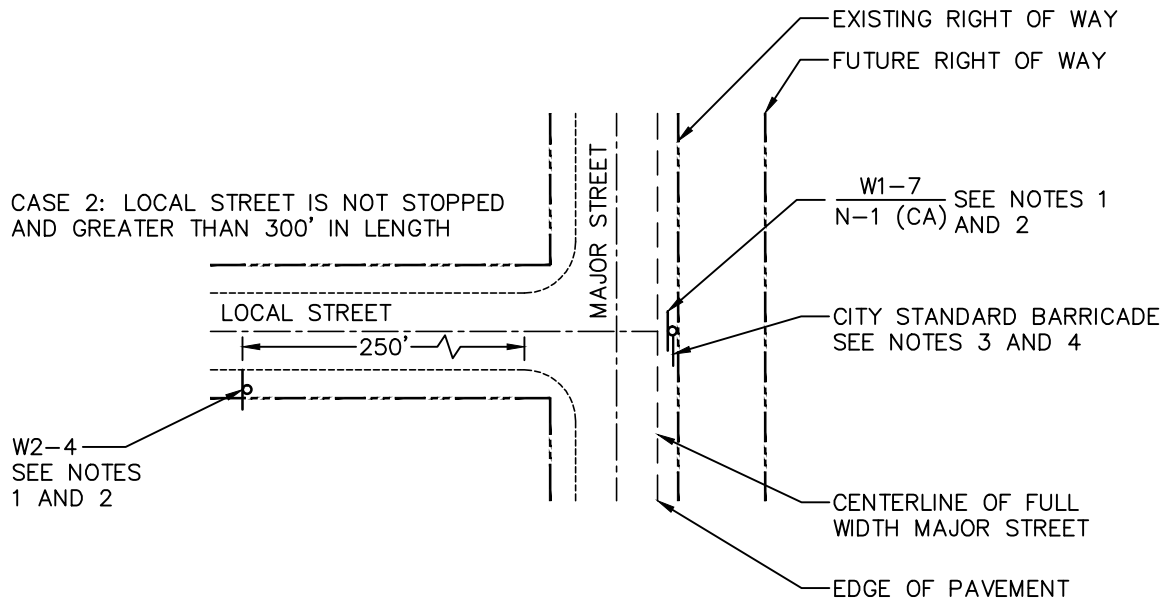
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CASE 1: LOCAL STREET IS STOPPED OR LESS THAN 300' IN LENGTH



CASE 2: LOCAL STREET IS NOT STOPPED AND GREATER THAN 300' IN LENGTH



NOTES:

1. ALL SIGNS ARE TO MEET CITY STANDARDS FOR RETROREFLECTIVITY, FACE SHEETING, SIGN GAUGE, POST TYPE, AND ANCHORING/FOOTING PROCEDURES.
2. SIGNS ARE TO BE INSTALLED A MINIMUM OF 4' BACK FROM EDGE OF PAVEMENT.
3. CITY STANDARD BARRICADE IS TO BE INSTALLED IF OBJECTS IN THE PATH OF ONCOMING TRAFFIC MAY FORM A HAZARD (I.E. ORCHARD, TREE STAND, EARTHWORK, BUILDING, ETC.).
4. IF REQUIRED, CITY STANDARD BARRICADE IS TO BE INSTALLED BETWEEN 4' AND 8' BACK FROM EDGE OF PAVEMENT, DEPENDENT ON SURROUNDING AREA.
5. ALL SIGNS ARE TO MEET THE LATEST CALIFORNIA MUTCD GUIDELINES.

APPROVED BY: 
 CITY ENGINEER R.P.E. 81734 09/16/16 DATE

CITY OF VISALIA
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"T" INTERSECTION
 TEMPORARY HALF STREET TREATMENTS

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R-VALUE OF SUBGRADE	TRAFFIC INDEX (TI)																							
	5.5		6		6.5		7		7.5		8		9		10		11		12		13			
	HMA	AB	HMA	AB	HMA	AB	HMA	AB	HMA	AB	HMA	AB	HMA	AB	HMA	AB	HMA	AB	HMA	AB	HMA	AB		
10	2.5	12	2.5	14	3	15	5	13	5	15	5	16	5.5	19	6	22	7.5	23	8	26	8.5	30		
12	2.5	12	2.5	14	3	15	5	12	5	14	5	16	5.5	19	6	21	7.5	23	8	25	8.5	29		
14	2.5	12	2.5	13	3	14	5	12	5	14	5	15	5.5	18	6	21	7.5	22	8	24	8.5	28		
16	2.5	11	2.5	13	3	14	5	11	5	13	5	15	5.5	17	6	20	7.5	21	8	23	8.5	27		
18	2.5	11	2.5	12	3	13	5	11	5	13	5	14	5.5	17	6	19	7.5	20	8	23	8.5	26		
20	2.5	11	2.5	12	3	13	5	10	5	12	5	14	5.5	16	6	19	7.5	20	8	22	8.5	25		
22	2.5	10	2.5	11	3	12	5	10	5	12	5	13	5.5	15	6	18	7.5	19	8	21	8.5	24		
24	2.5	10	2.5	11	3	12	5	9	5	11	5	12	5.5	15	6	17	7.5	18	8	20	8.5	24		
26	2.5	9	2.5	11	3	11	5	9	5	11	5	12	5.5	14	6	16	7.5	17	8	19	8.5	23		
28	2.5	9	2.5	10	3	11	5	8	5	10	5	11	5.5	14	6	16	7.5	16	8	19	8.5	22		
30	2.5	9	2.5	10	3	10	5	8	5	10	5	11	5.5	13	6	15	7.5	16	8	18	8.5	21		
32	2.5	8	2.5	9	3	10	5	7	5	9	5	10	5.5	12	6	14	7.5	15	8	17	8.5	20		
34	2.5	8	2.5	9	3	10	5	7	5	9	5	10	5.5	12	6	14	7.5	14	8	16	8.5	19		
36	2.5	7	2.5	9	3	9	5	7	5	8	5	9	5.5	11	6	13	7.5	13	8	15	8.5	18		
38	2.5	7	2.5	8	3	9	5	7	5	8	5	9	5.5	10	6	12	7.5	13	8	15	8.5	17		
40	2.5	7	2.5	7	3	8	5	7	5	7	5	8	5.5	10	6	12	7.5	12	8	14	8.5	16		
42	2.5	7	2.5	7	3	8	5	7	5	7	5	8	5.5	10	6	11	7.5	12	8	13	8.5	15		
44	2.5	7	2.5	7	3	8	5	7	5	7	5	8	5.5	10	6	11	7.5	12	8	12	8.5	14		

NOTES:

1. AB = CLASS 2 AGGREGATE BASE. HMA = HOT MIX ASPHALT. ALL AB AND HMA SHALL CONFORM WITH THE CITY OF VISALIA ENGINEERING STANDARD SPECIFICATIONS.
2. TRAFFIC INDEXES USED SHALL BE AS APPROVED BY THE CITY ENGINEER.
3. A CALIFORNIA R-VALUE REPORT SHALL BE SUBMITTED TO THE CITY ENGINEERING DEPARTMENT FOR REVIEW AND ACCEPTANCE. THIS REPORT SHALL BE STAMPED AND SIGNED BY A REGISTERED CIVIL ENGINEER FROM A CERTIFIED TESTING LABORATORY. THE REPORT SHALL INCLUDE THE TEST RESULTS, DATA SHEETS, AND SOIL CLASSIFICATION OF ALL R-VALUE TESTS AND A MAP THAT SHOWS THE LOCATION OF ALL TESTS TAKEN AND THE R-VALUES ON THE SITE. IN GENERAL R-VALUE TESTING SHALL BE PERFORMED AT 300' INTERVALS IN A ROADWAY UNLESS APPROVED OTHERWISE BY THE CITY ENGINEER.
4. WHERE SUBGRADE R-VALUES ARE LESS THAN 30 A MODIFIED STREET SECTION MAY BE PROPOSED. ALL MODIFIED STREET SECTIONS MUST BE ACCOMPANIED BY A LETTER OF APPROVAL STAMPED AND SIGNED BY A REGISTERED CIVIL ENGINEER FROM A CERTIFIED TESTING LABORATORY. PROPOSALS SHALL BE REVIEWED BY THE CITY ENGINEER. THE CITY IS UNDER NO OBLIGATION TO ACCEPT ANY MODIFIED STREET SECTION PROPOSALS.
5. STREET SECTION REQUIREMENTS SHOWN ON THIS DETAIL SUPERCEDE STREET SECTIONS SHOWN ON ALL OTHER PAVEMENT SECTION DETAILS.

APPROVED BY:  CITY ENGINEER R.C.E. 71192 DATE 01/17/25

CITY OF VISALIA
DESIGN & IMPROVEMENT STANDARDS

STREET SECTION REQUIREMENTS

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