

**NOTES:**

1. ALL SHELTERS SHALL BE PROPERLY CONSTRUCTED ACCORDING TO THE CITY'S ENGINEERED PLANS. CONTACT THE TRANSIT DEPARTMENT TO OBTAIN THE STRUCTURAL ENGINEERING PLANS FOR THE SHELTER. SIZE OF SHELTER SHALL BE VERIFIED WITH THE TRANSIT DEPARTMENT PRIOR TO CONSTRUCTION.
2. 8' MIN SIDEWALK DEPTH MUST EXTEND AT LEAST 25' ENDING AT BUS STOP SIGN POLE. DESIRABLE LENGTH IS 50'.

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

CITY OF VISALIA  
 DESIGN & IMPROVEMENT STANDARDS

**BUS SHELTER AND SIGN LOCATION  
 WITH WHEELCHAIR AREA**

REVISIONS  
 09/27/13  
 BK 2016

TR-1



CONTACT CITY OF VISALIA TRANSIT FOR BUS STOP SIGN.

TELESPAR 2"X12' 14 GAUGE SIGN POST

7' MIN

CURB

SIDEWALK

STREET

3' MIN

NOTES:

- 1. MINIMUM CLEARANCE PREVENTS DAMAGE TO THE BUS.
- 2. INSTALL POST AND FOOTING IN ACCORDANCE WITH STREET NAME SIGN INSTALLATION STANDARD DRAWING.

APPROVED BY:

*[Signature]*  
CITY ENGINEER

09/16/16  
DATE

R.P.E. 81734

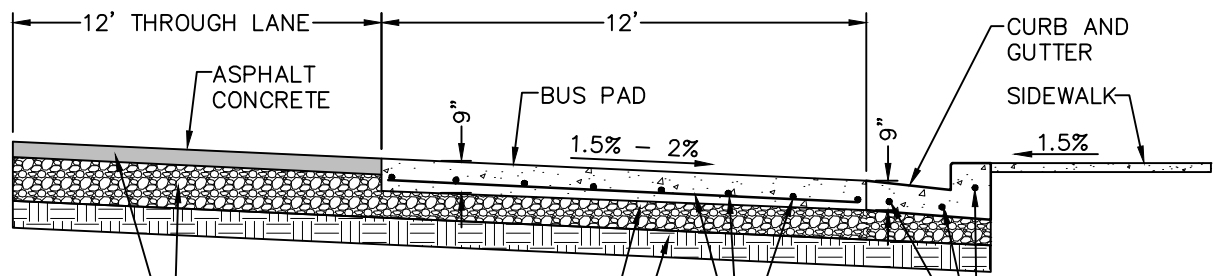
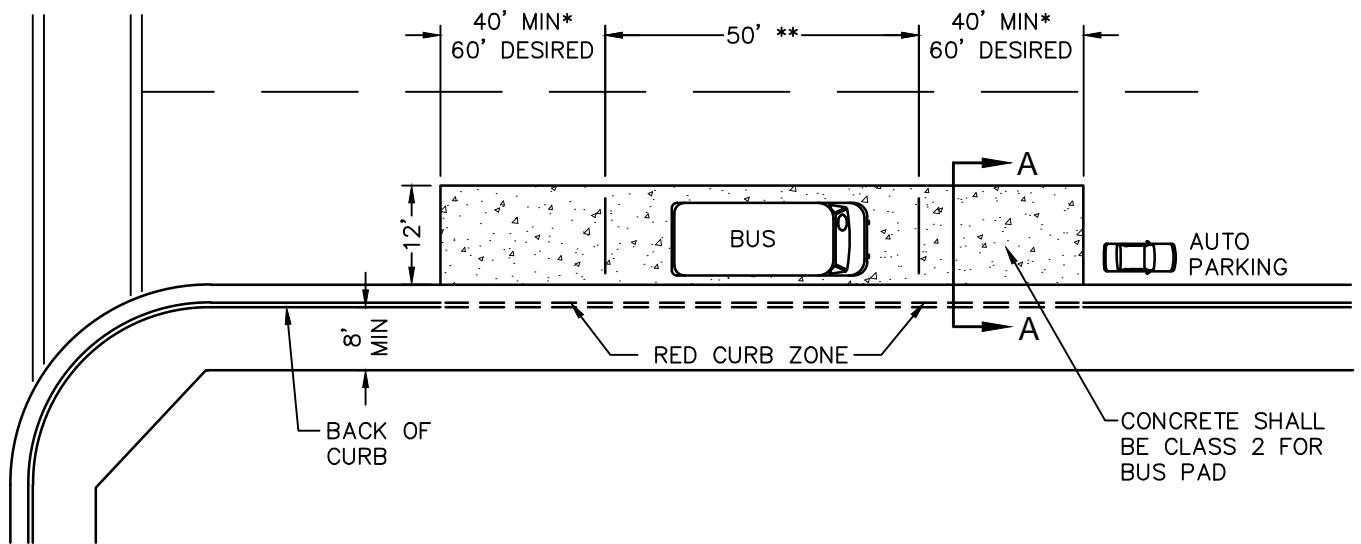
CITY OF VISALIA  
DESIGN & IMPROVEMENT STANDARDS

BUS STOP SIGN

REVISIONS

09/15/16  
BK 2016

TR-2



ASPHALT CONCRETE AND AGGREGATE BASE PER PLANS OR TRENCH BACKFILL/PATCH PAVING STANDARD DRAWING AS REQUIRED BY THE CITY ENGINEER

6" CLASS 2 AGGREGATE BASE  
95% RELATIVE COMPACTION

6" COMPACTED SUB-GRADE  
95% RELATIVE COMPACTION

#4 BARS AT 18" O.C. BOTH DIRECTIONS

3-#4 BARS IN THE LONGITUDINAL DIRECTION AS SHOWN

**SECTION A-A**

**NOTES:**

1. CONCRETE FOR BUS PAD SHALL BE CLASS 2.
2. CONCRETE FOR SIDEWALK AND CURB AND GUTTER SHALL BE CLASS 2 OR CLASS 3.
3. REINFORCING BARS SHALL BE DEFORMED STEEL BARS AND SHALL BE GRADE 40 MINIMUM. REINFORCING BARS SHALL BE FREE OF RUST OR DIRT AND SHALL BE THOROUGHLY CLEANED BEFORE PLACEMENT.
4. REINFORCING BARS SHALL HAVE A MINIMUM OF 3" OF CLEAR COVERAGE.
5. WEAKEND PLANE JOINTS SHALL BE PLACED IN THE BUS PAD AT 10'-15' CENTERS, MINIMUM DEPTH OF 2". JOINTS IN CURB AND GUTTER SHALL ALIGN WITH JOINTS IN BUS PAD WHERE POSSIBLE.

\* 40' MINIMUM FOR SPEED LIMIT 30 MPH AND UNDER. 60' DESIRABLE FOR SPEED LIMIT ABOVE 30 MPH.

\*\* FOR EACH ADDITIONAL PASS THROUGH BUS BERTH ADD 50', AND FOR EACH ADDITIONAL LAYOVER BUS BERTH ADD 80'.

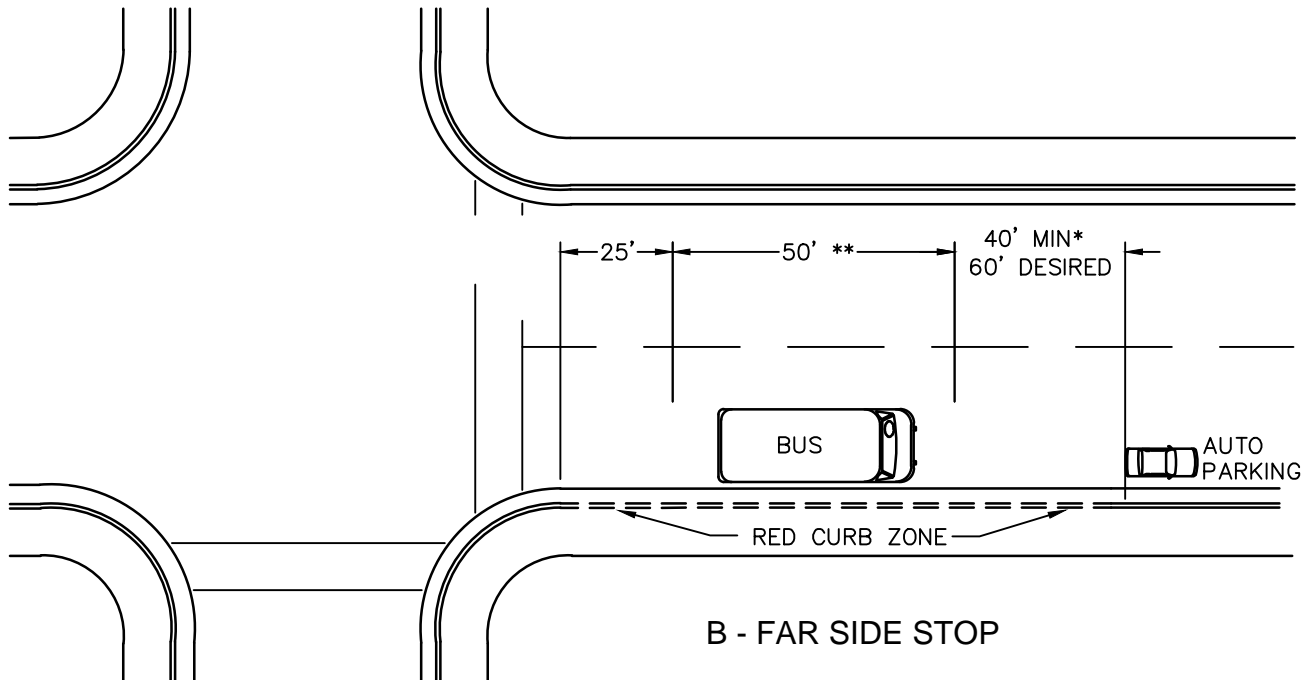
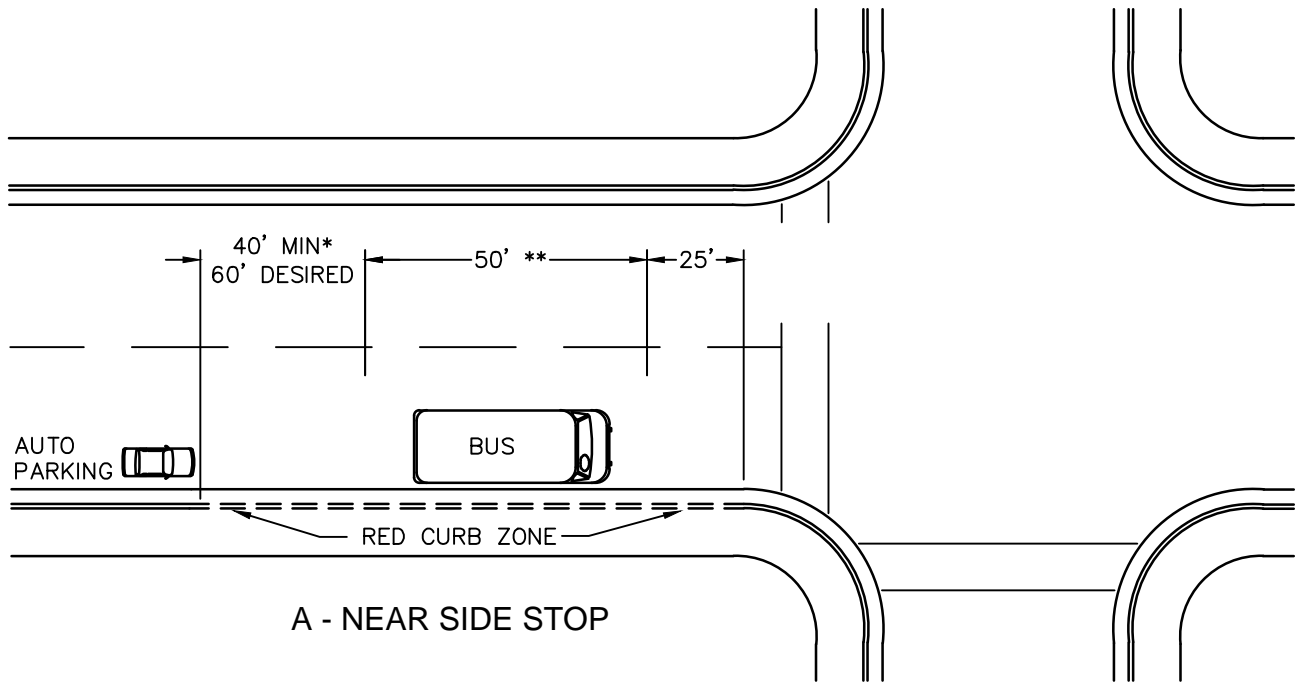
APPROVED BY:  09/16/16  
CITY ENGINEER R.P.E. 81734 DATE

**CITY OF VISALIA  
DESIGN & IMPROVEMENT STANDARDS**

**BUS PAD**

REVISIONS  
09/27/13  
BK 2016

**TR-3**



**NOTES:**

\* 40' MINIMUM FOR SPEED LIMIT 30 MPH AND UNDER. 60' DESIRABLE FOR SPEED LIMIT ABOVE 30 MPH.

\*\* FOR EACH ADDITIONAL PASS THROUGH BUS BERTH ADD 50', AND FOR EACH ADDITIONAL LAYOVER BUS BERTH ADD 80'.

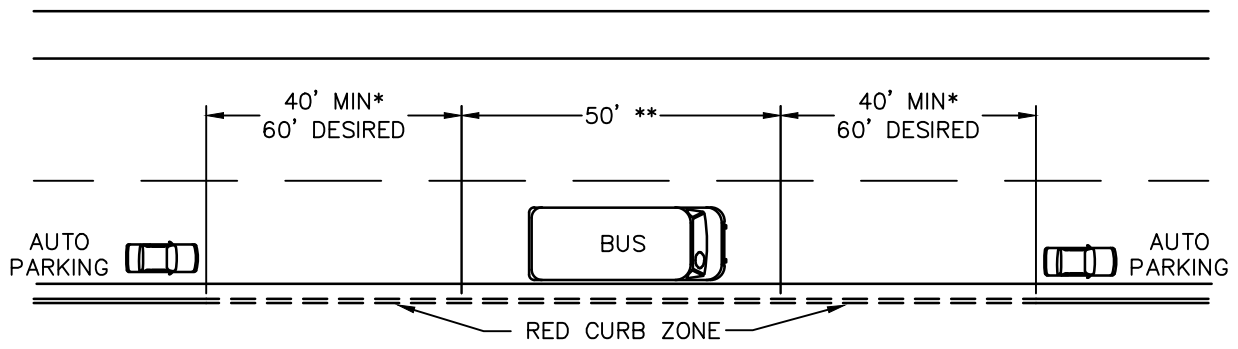
APPROVED BY:  09/16/16  
 CITY ENGINEER R.P.E. 81734 DATE

**CITY OF VISALIA  
 DESIGN & IMPROVEMENT STANDARDS**

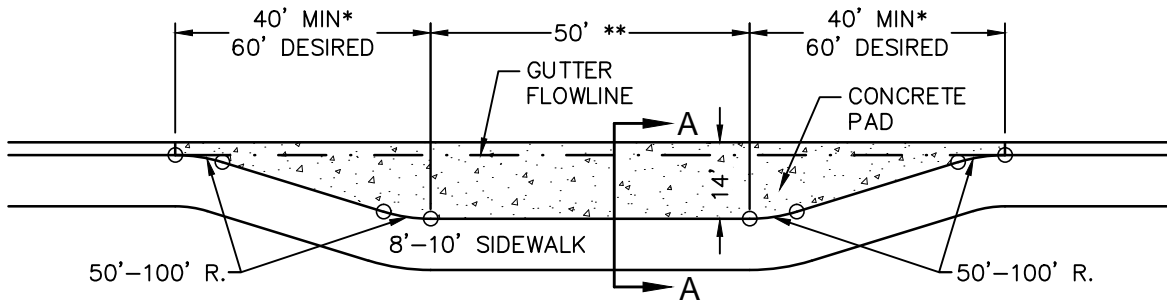
**BUS STOPS A & B**

REVISIONS  
 09/27/13  
 BK 2016

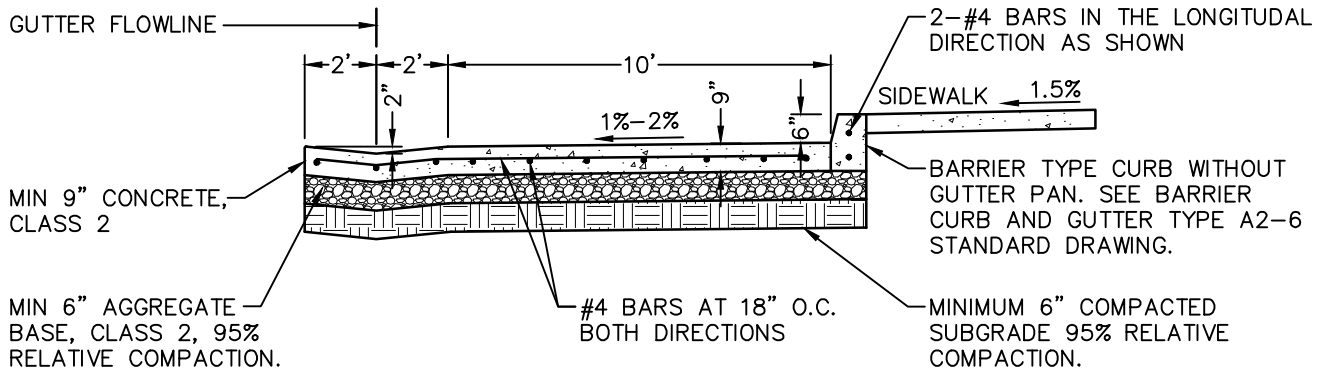
**TR-4**



### C - MID-BLOCK STOP



### D - TURNOUT STOP



### SECTION A-A

#### NOTES:

1. CONCRETE FOR VEE GUTTER AND BUS PAD SHALL BE CLASS 2.
2. CONCRETE FOR SIDEWALK AND CURB AND GUTTER SHALL BE CLASS 2 OR CLASS 3.
3. REINFORCING BARS SHALL BE DEFORMED STEEL BARS AND SHALL BE GRADE 40 MINIMUM. REINFORCING BARS SHALL BE FREE OF RUST OR DIRT AND SHALL BE THOROUGHLY CLEANED BEFORE PLACEMENT.
4. REINFORCING BARS SHALL HAVE A MINIMUM OF 3" OF CLEAR COVERAGE.
5. WEEKEND PLANE JOINTS SHALL BE PLACED IN THE BUS PAD AT 12'-15' CENTERS, MINIMUM DEPTH OF 2". JOINTS IN CURB AND GUTTER SHALL ALIGN WITH JOINTS IN BUS PAD WHERE POSSIBLE.

\* 40' MINIMUM FOR SPEED LIMIT 30 MPH AND UNDER. 60' DESIRABLE FOR SPEED LIMIT ABOVE 30 MPH.

\*\* FOR EACH ADDITIONAL PASS THROUGH BUS BERTH ADD 50', AND FOR EACH ADDITIONAL LAYOVER BUS BERTH ADD 80'.

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

CITY OF VISALIA  
DESIGN & IMPROVEMENT STANDARDS

BUS STOPS C & D

REVISIONS  
09/27/13  
BK 2016

TR-5