


CLASS	RIGHT-OF-WAY MIN. (FEET)	WIDTH BETWEEN CURBS (FEET)	BIKE LANE WIDTH (FEET)	TRAFFIC INDEX. **	MAXIMUM GRADE RATE (%)	MIN. CENTERLINE RADIUS FOR HORIZONTAL CURVE (FEET) **	MINIMUM AC	MINIMUM BASE THICKNESS	DESIGN SPEED * (MPH)	MINIMUM DISTANCE BETWEEN INTERSECTIONS (FEET)	MINIMUM CURB FACE RADIUS @ RETURN
HIGHWAYS	120	100	SEE NOTE 10	8.5-11	SEE NOTE 7	SEE NOTE 7	SEE NOTE 7	SEE NOTE 7	55	SEE NOTE 7	R=30' SEE NOTE 9
EXPRESSWAY	80	64-72	SEE NOTE 11	8.6-11	SEE NOTE 7	SEE NOTE 7	SEE NOTE 7	SEE NOTE 7	55	SEE NOTE 7	
MAJOR THOROUGHFARE /PRINCIPAL ARTERIAL	84	64-72	SEE NOTE 12	7.5-8.0	10	800	5"	12"	55	SEE NOTE 7	
MINOR ARTERIALS/ COLLECTORS	84	64	SEE NOTE 12	7.5	13	600	4"	12"	45	500	
INDUSTRIAL	60	52-49	SEE NOTE 12	6.5	12	250	4"	12"	35	SEE NOTE 7	
COLLECTORS	60	40	5' CLASS II	5.5	12	250	4"	8"	45	250'	
RESIDENTIAL	56	40	CLASS III	5.0	12	250	3"	8"	35	250'	R=25'
CUL-DE-SAC	50	40	CLASS III	5.0	12	250	3"	8"	35	250'	

NOTES:

- ANY DEVIATION FROM THE FOLLOWING STANDARD SHALL REQUIRE THE APPROVAL OF THE CITY ENGINEER.
- STREET RIGHT-OF-WAY WIDTHS AND SIDEWALK SECTIONS SHALL BE BASED UPON CURRENT CITY STANDARDS.
- PAVEMENT STRUCTURAL SECTIONS SHALL BE DETERMINED BY THE CALTRANS FLEXIBLE PAVEMENT DESIGN METHODS, AGGREGATE BASE, UPON THE R-VALUES OF SUBGRADE MATERIALS, AND THE TRAFFIC INDEX. IN NO CASE SHALL FLEXIBLE PAVEMENTS SECTIONS BE LESS THAN 3 INCHES OF ASPHALT CONCRETE OVER 8 INCHES OF AGGREGATE BASE.
- FLEXIBLE PAVEMENT DESIGNS WITH ALTERNATIVE THICKNESS PAVEMENT DESIGNS MAY BE SUBMITTED FOR CONSIDERATION AND POSSIBLE APPROVAL OF CITY ENGINEER.
- R-VALUE TEST ON SUBGRADE MATERIALS SHALL BE PERFORMED BY A REGISTERED ENGINEER. THE RESULTS AND STRUCTURAL SECTION SHALL BE APPROVED BY THE CITY ENGINEER BASED UPON THE CRITERIA AND PARAMETERS CONTAINED HEREIN.
- ALL FLEXIBLE PAVEMENTS, REGARDLESS OF ROADWAY CLASSIFICATION, SHALL BE BASED UPON 20-YEAR TRAFFIC VOLUME PROJECTIONS, AT A MINIMUM, AND SHALL BE APPROVED BY THE CITY ENGINEER.
 - * MAY BE CHANGED AT THE DISCRETION OF THE CITY ENGINEER IF TRAFFIC WARRANTS A DIFFERENT VALUE.
 - ** ACTUAL DESIGN OF HORIZONTAL CURVES SHALL BE BASED ON THE DESIGN SPEED AND/OR SUPPLEMENTAL LIGHTING OF THE STREET AND APPROVED BY THE CITY ENGINEER.
- DESIGN TO BE EVALUATED ON AN INDIVIDUAL BASIS. DESIGN PARAMETERS TO BE APPROVED IN WRITING BY CITY ENGINEER AND / OR OTHER AGENCIES HAVING MUTUAL OR EXCLUSIVE JURISDICTION, PRIOR TO SUBMITTAL FOR REVIEW.
- NO OPEN CUTS ALLOWED IN NEWLY PAVED AND RECONSTRUCTED STREETS WITHIN 5 YEARS OF CONSTRUCTION, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
- CURB RETURN RADIUS MUST BE ABLE TO ACCOMMODATE LARGE TRUCK TURNING MOVEMENTS
- 8' SHARED-USE PATH OR 8' SEPARATED TWO-WAY CLASS I BICYCLE PATH.
- 8' SHARED-USE PATH, 8' SEPARATED TWO-WAY CLASS I BICYCLE PATH, OR 5' CLASS IV BIKE LANE WITH 2' PROTECTED BUFFER.
- 5' CLASS II BIKE LANE MINIMUM; 5' CLASS IV BIKE LANE WITH 2' PROTECTED BUFFER MINIMUM PREFERRED.
- COMPACT AGGREGATE BASE MATERIAL TO A MINIMUM OF 95% RELATIVE COMPACTION.

TITLE: **MINIMUM STREET STRUCTURAL SECTION**

DRAWN BY: STAFF	SCALE: NONE	APPROVED:	STANDARD PLAN A-1
REVIEWED BY: DANNY HILLSTOCK	REVISED: OCTOBER, 2019		
CITY OF HOLLISTER ENGINEERING DEPARTMENT		CITY ENGINEER, DANNY HILLSTOCK LIC. NO. 70647	DATE: 11-5-19