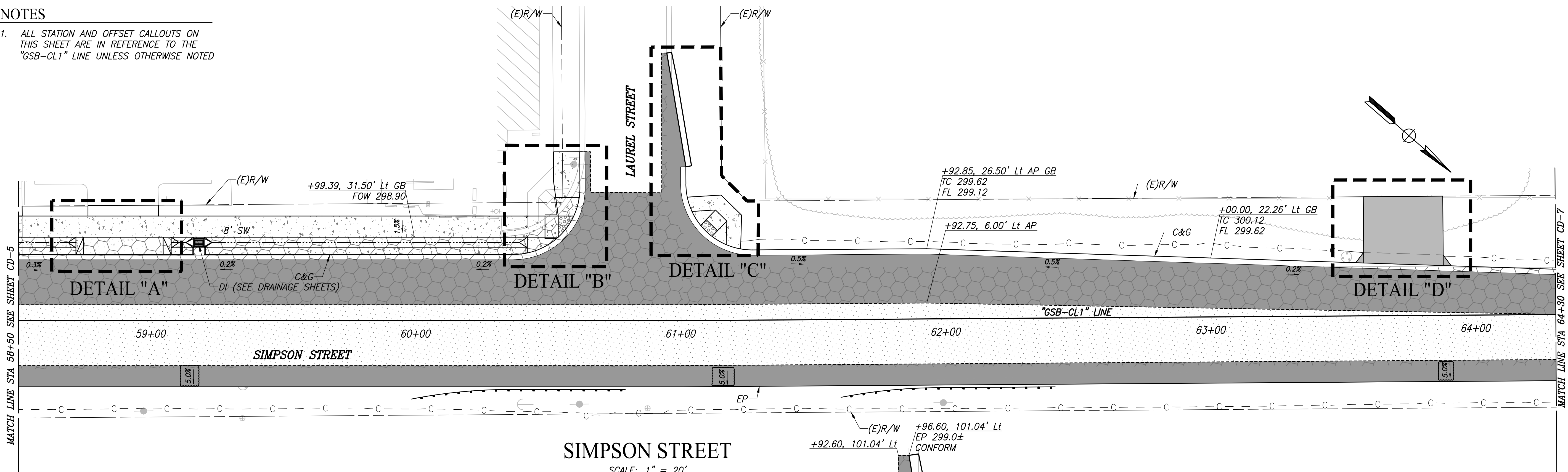
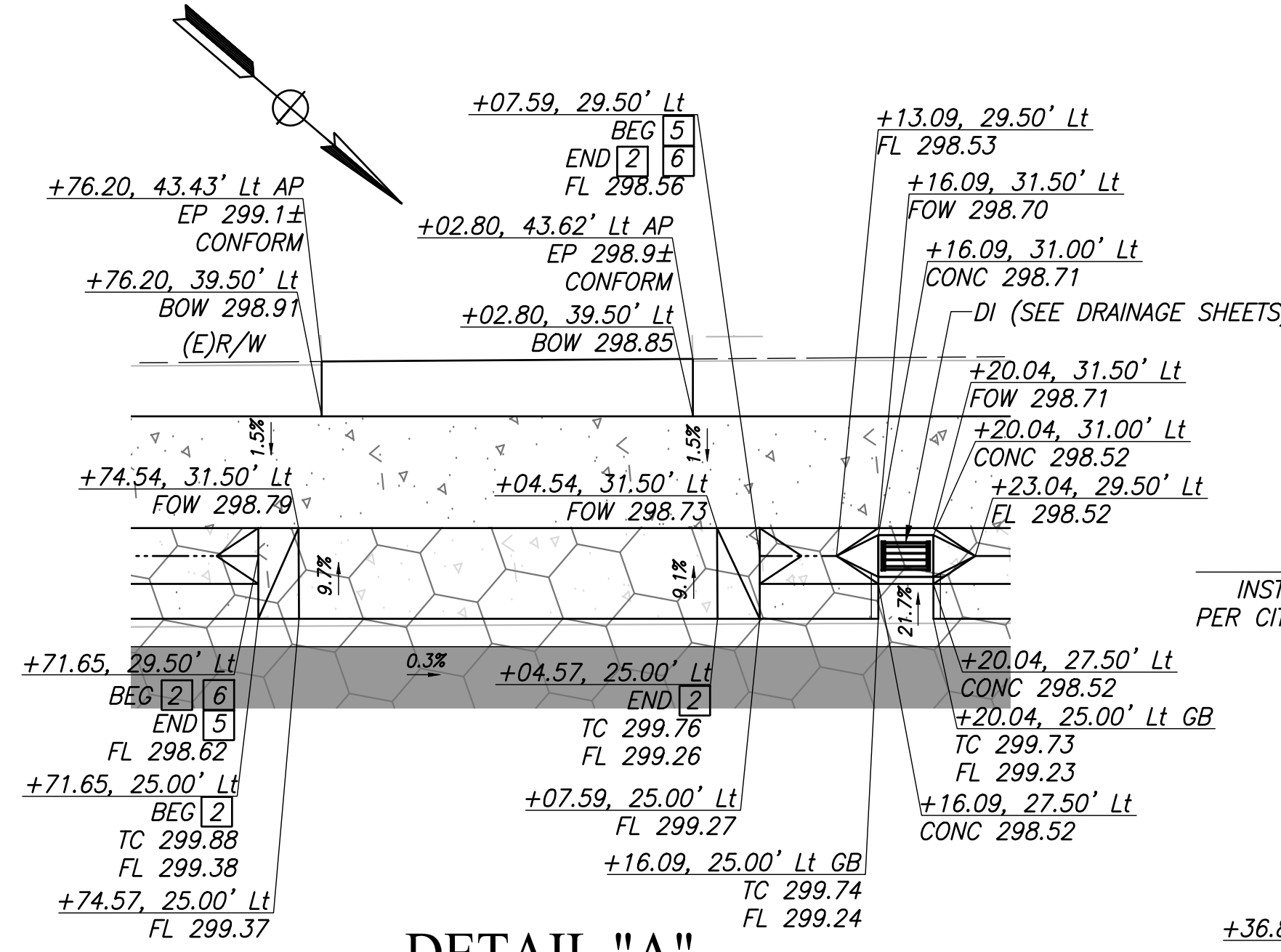


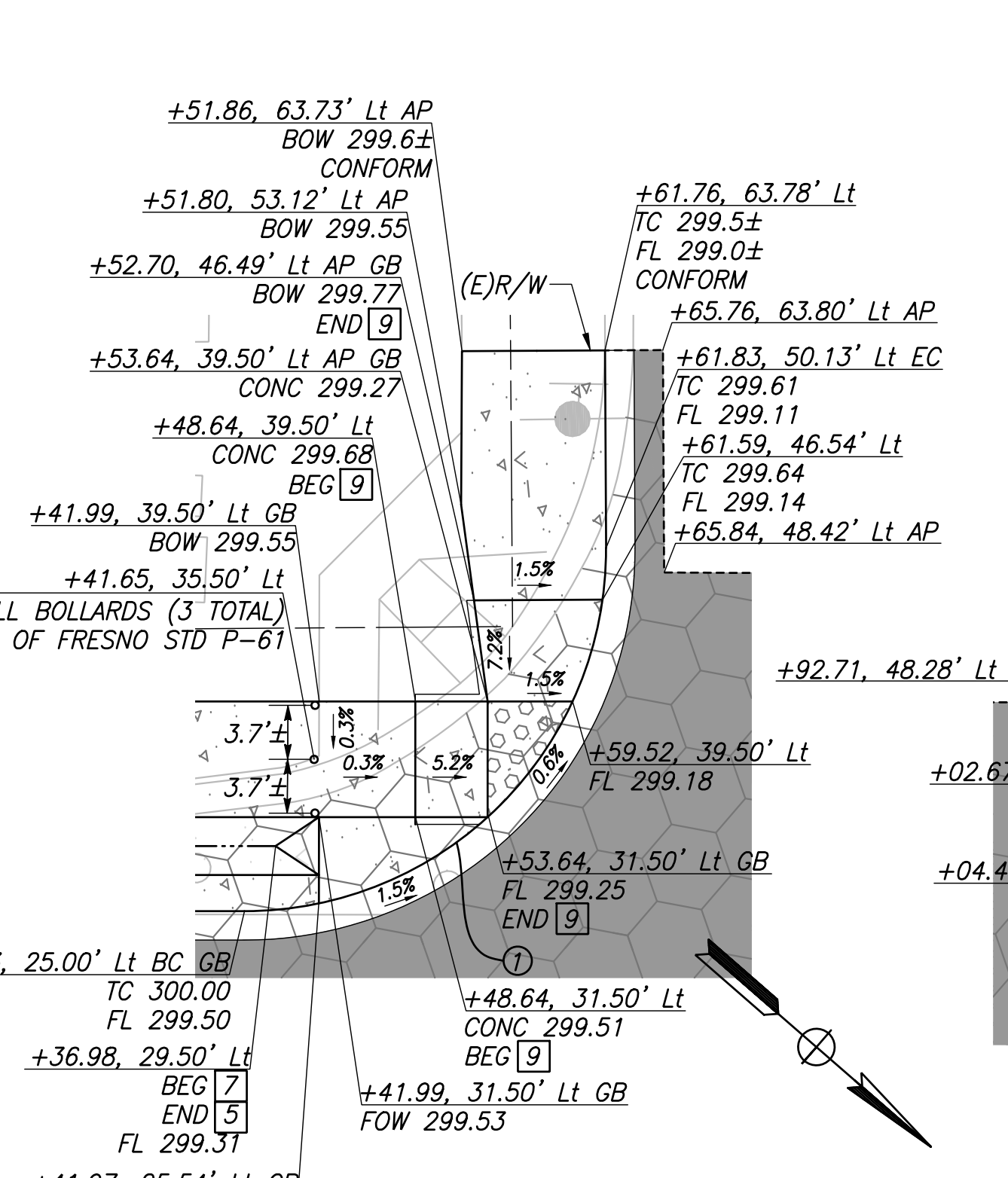
NOTES
 1. ALL STATION AND OFFSET CALLOUTS ON THIS SHEET ARE IN REFERENCE TO THE "GSB-CL1" LINE UNLESS OTHERWISE NOTED



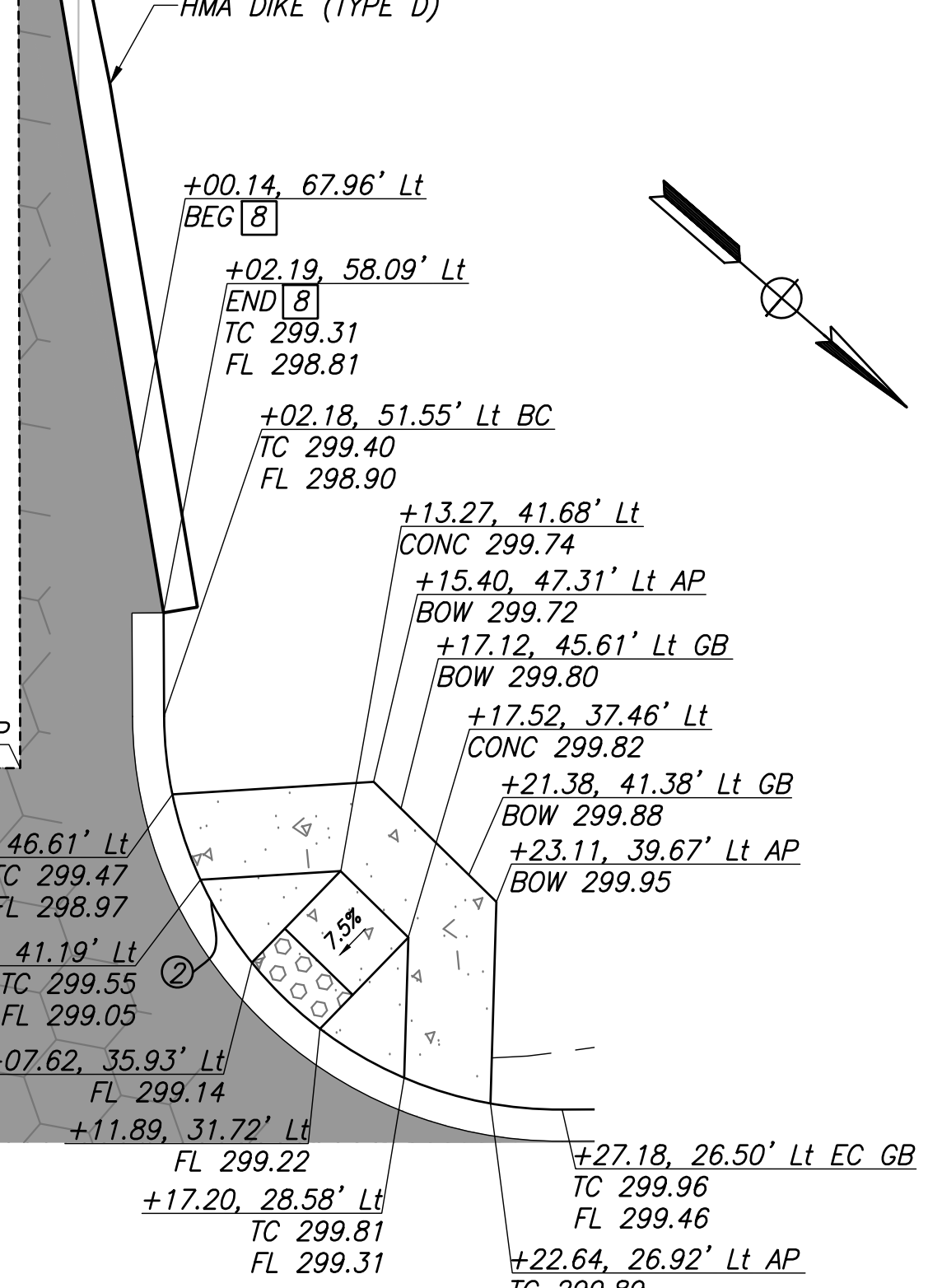
CURVE TABLE				
CURVE #	RADIUS	DELTA	TANGENT	LENGTH
1	25.00'	90°17'41"	25.13'	39.40'
2	25.00'	90°06'23"	25.05'	39.32'



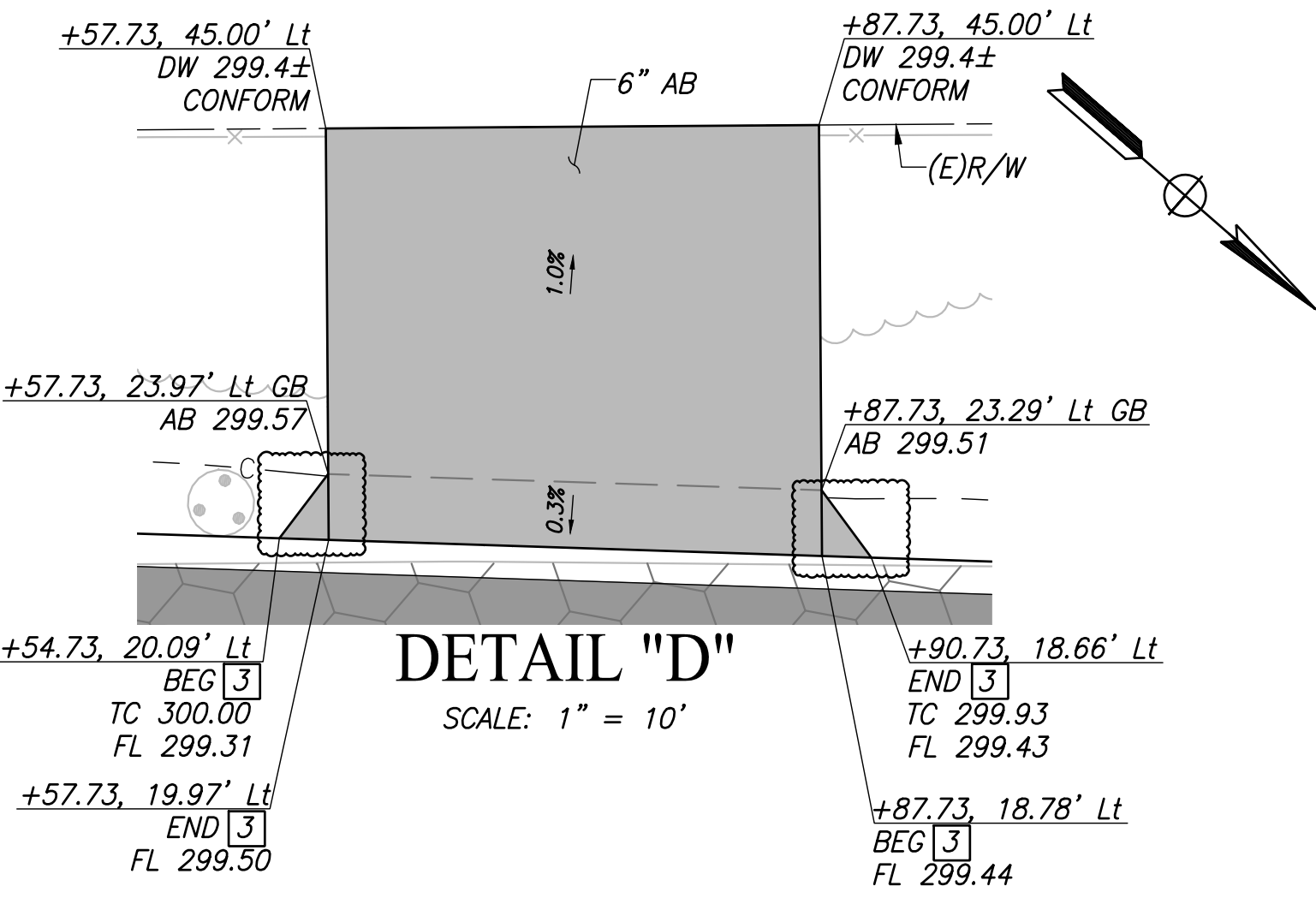
DETAIL "A"
 SCALE: 1" = 10'



DETAIL "B"
 SCALE: 1" = 10'



DETAIL "C"
 SCALE: 1" = 10'



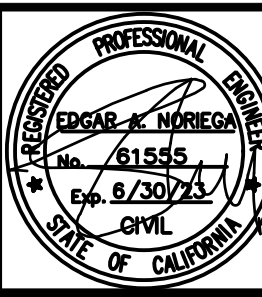
DETAIL "D"
 SCALE: 1" = 10'

PLOT DATE: 09/21/2022 3:59:20 PM
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DESIGNED:	DATE	RECORD DRAWING	
CYNTHIA HORNER		RESIDENT ENGINEER	DATE
ERIK CHIN			
EDGAR NORIEGA			



MARK THOMAS
 SUPERVISING ENGINEER
 DATE



PROJECT - PHASE 1
 GOLDEN STATE CORRIDOR - ECONOMIC DEVELOPMENT
 AND INFRASTRUCTURE IMPROVEMENTS
 KINGSBURG REGION

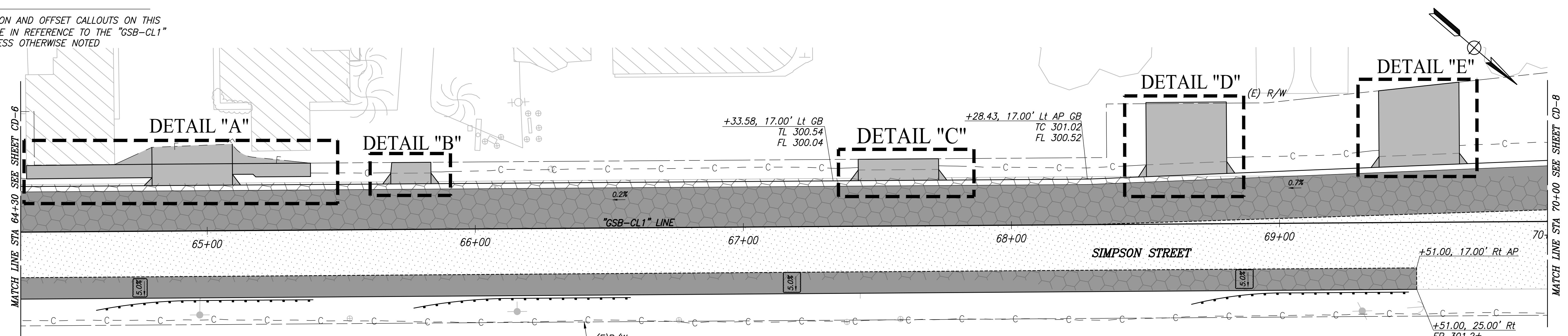


DEPARTMENT OF PUBLIC WORKS AND PLANNING
CONSTRUCTION DETAILS
 DRAWING NO. CD-6 SHEET NO. 37B TOTAL 108

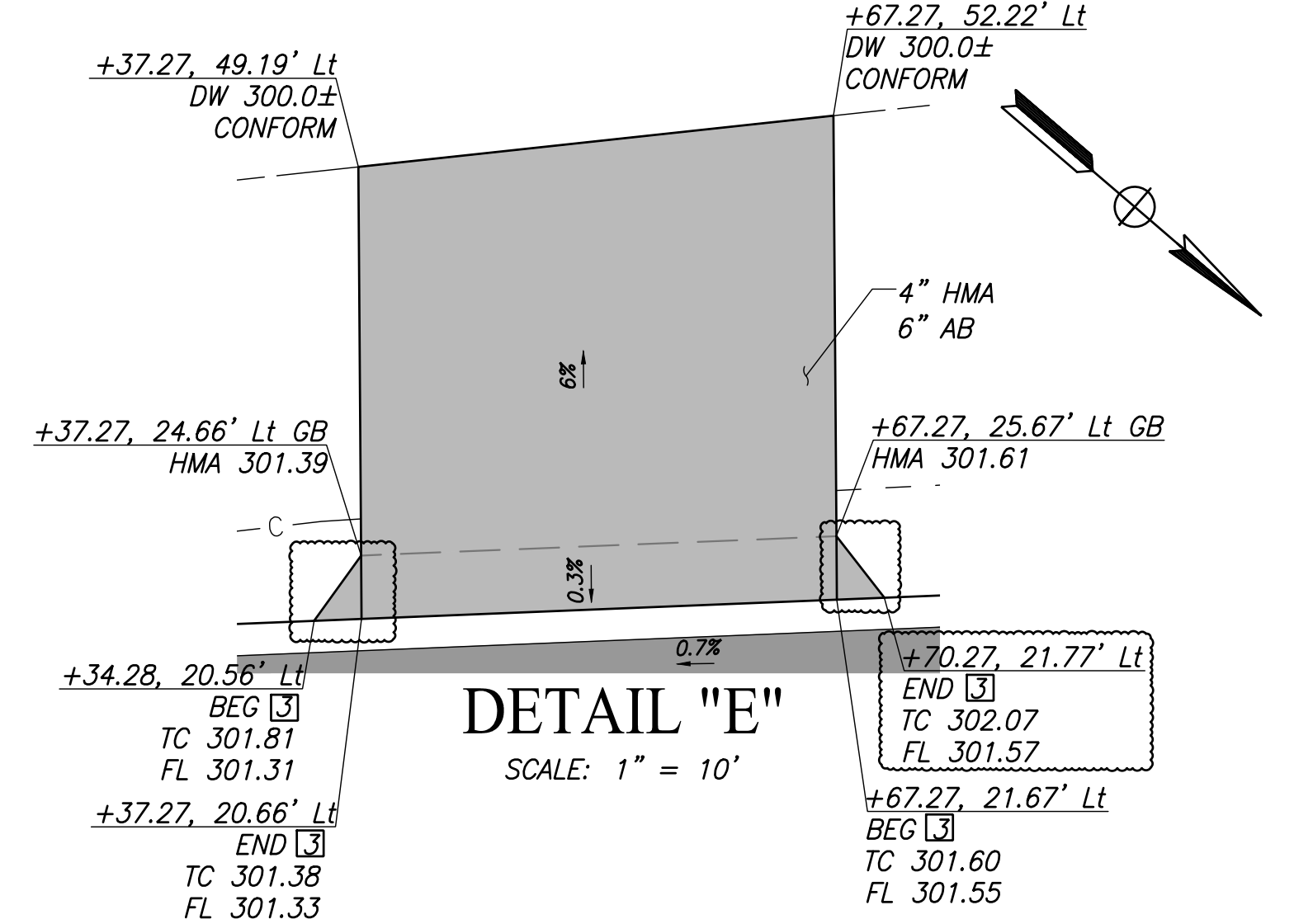
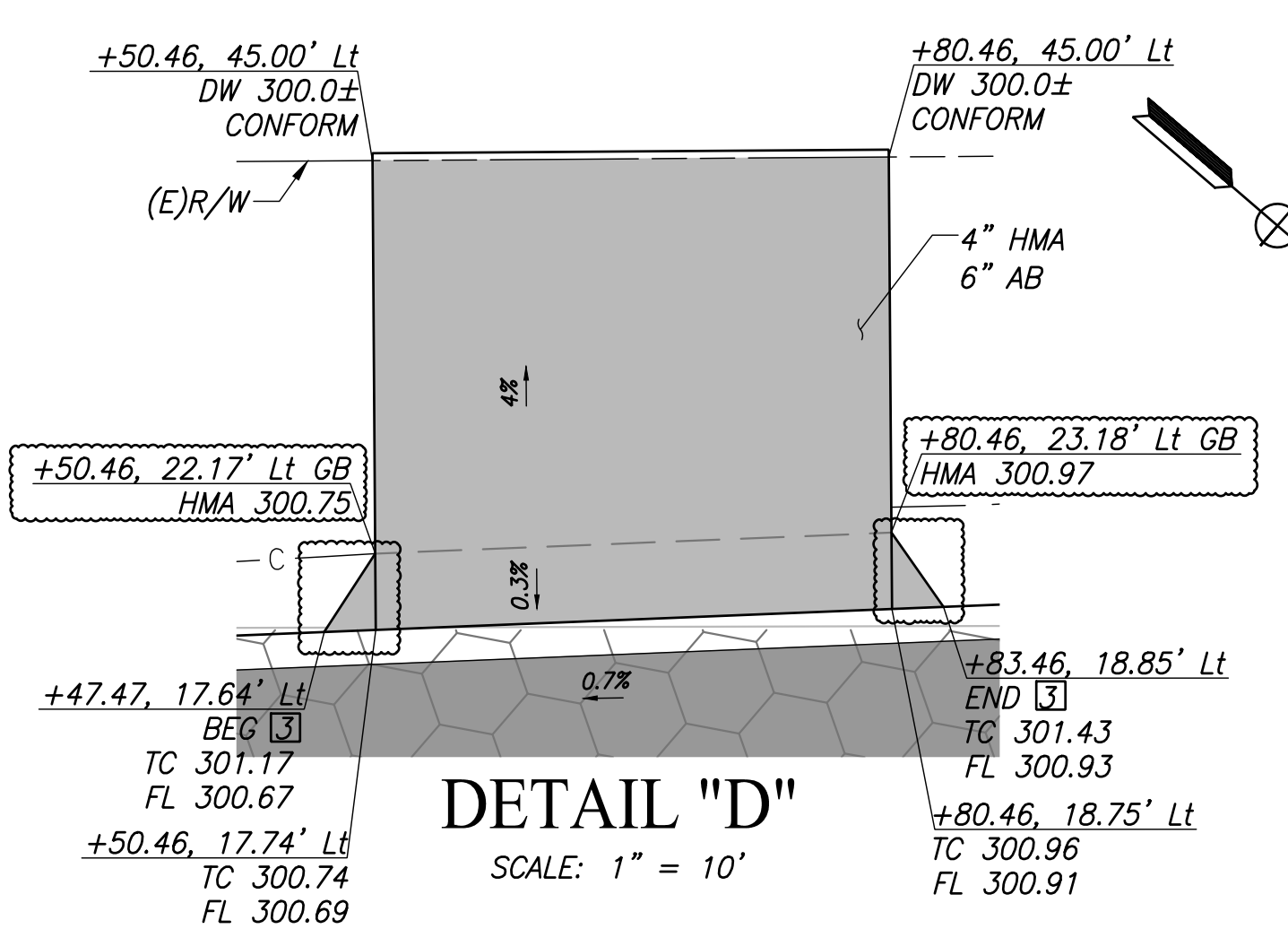
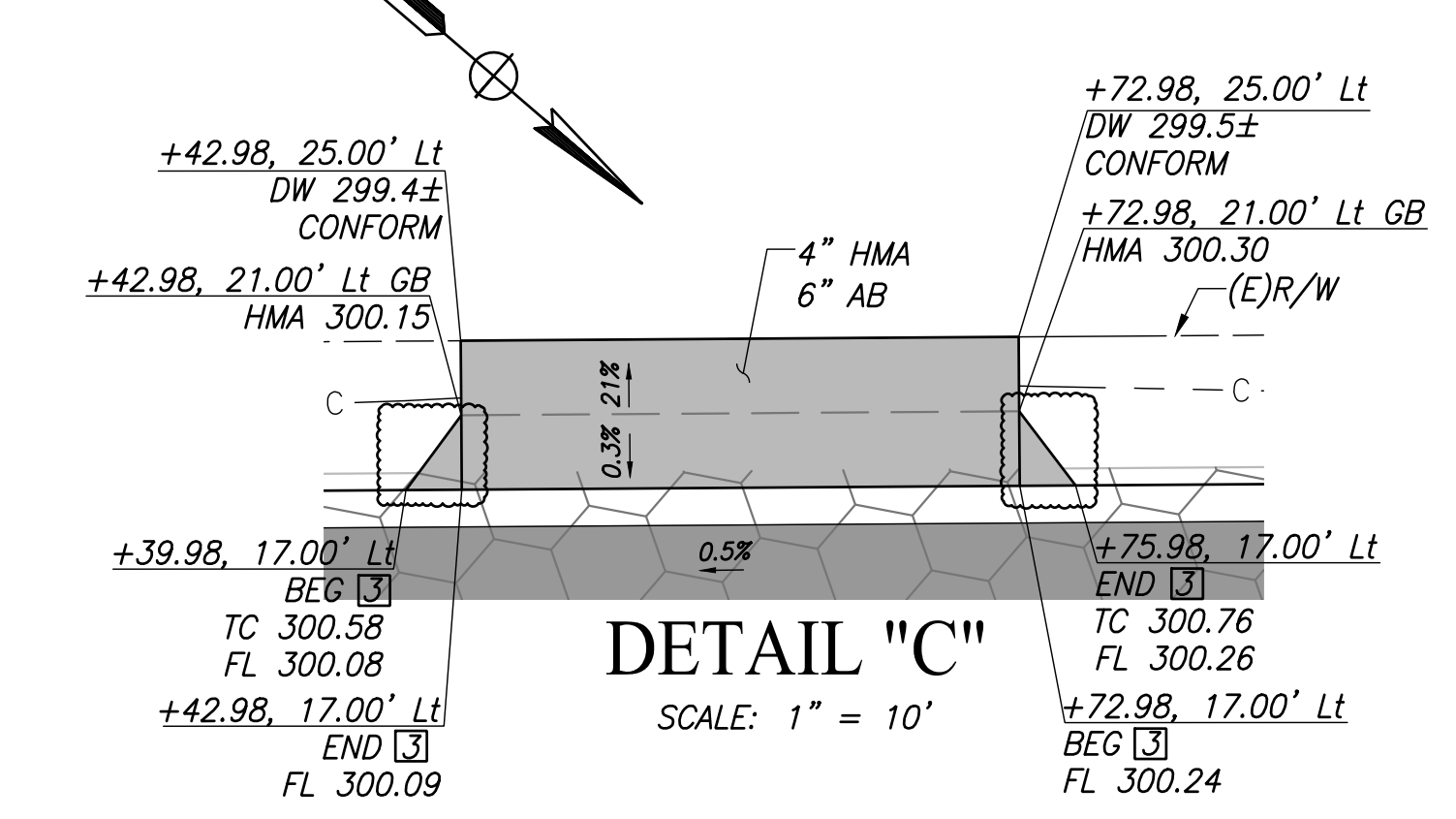
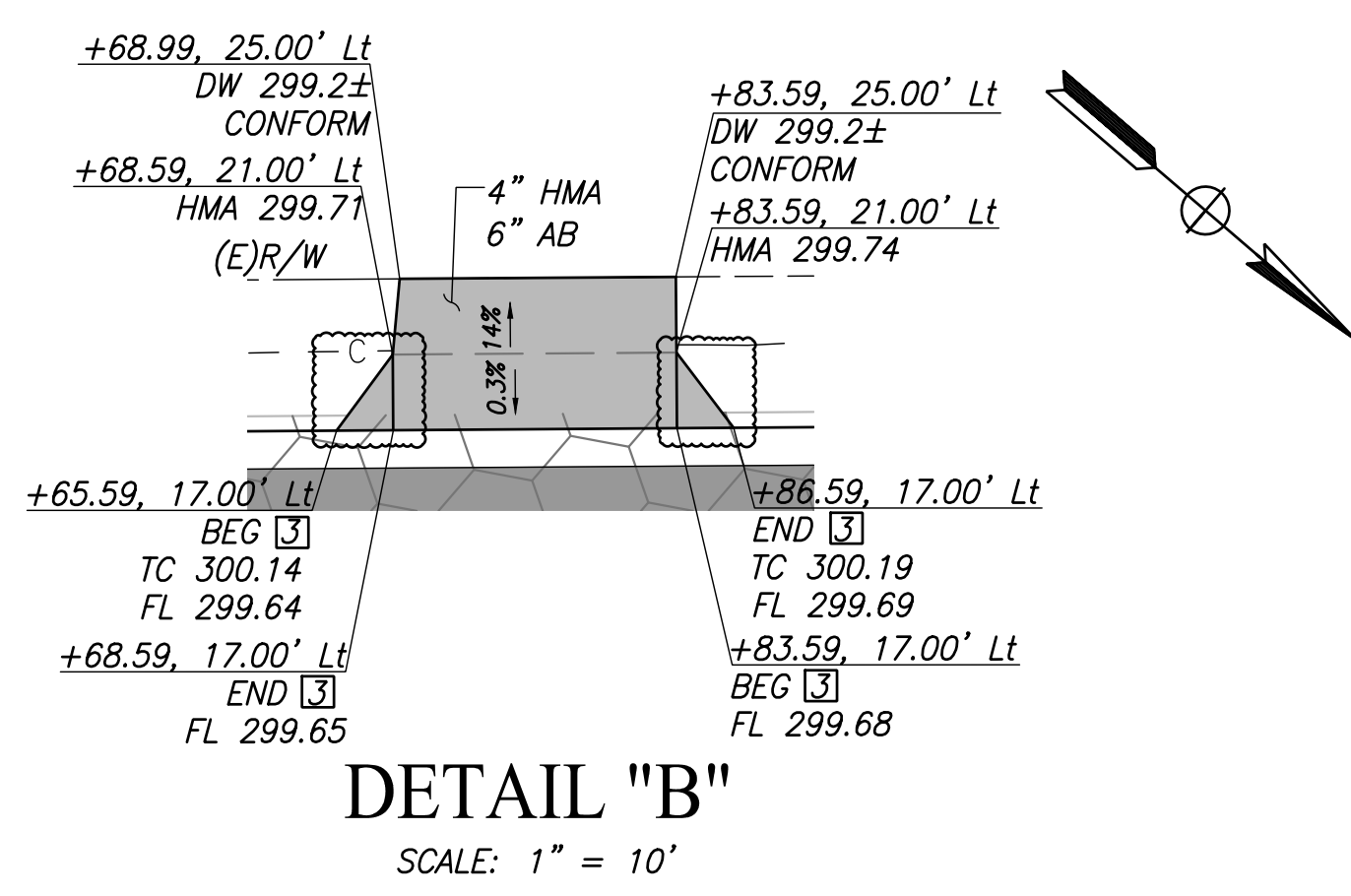
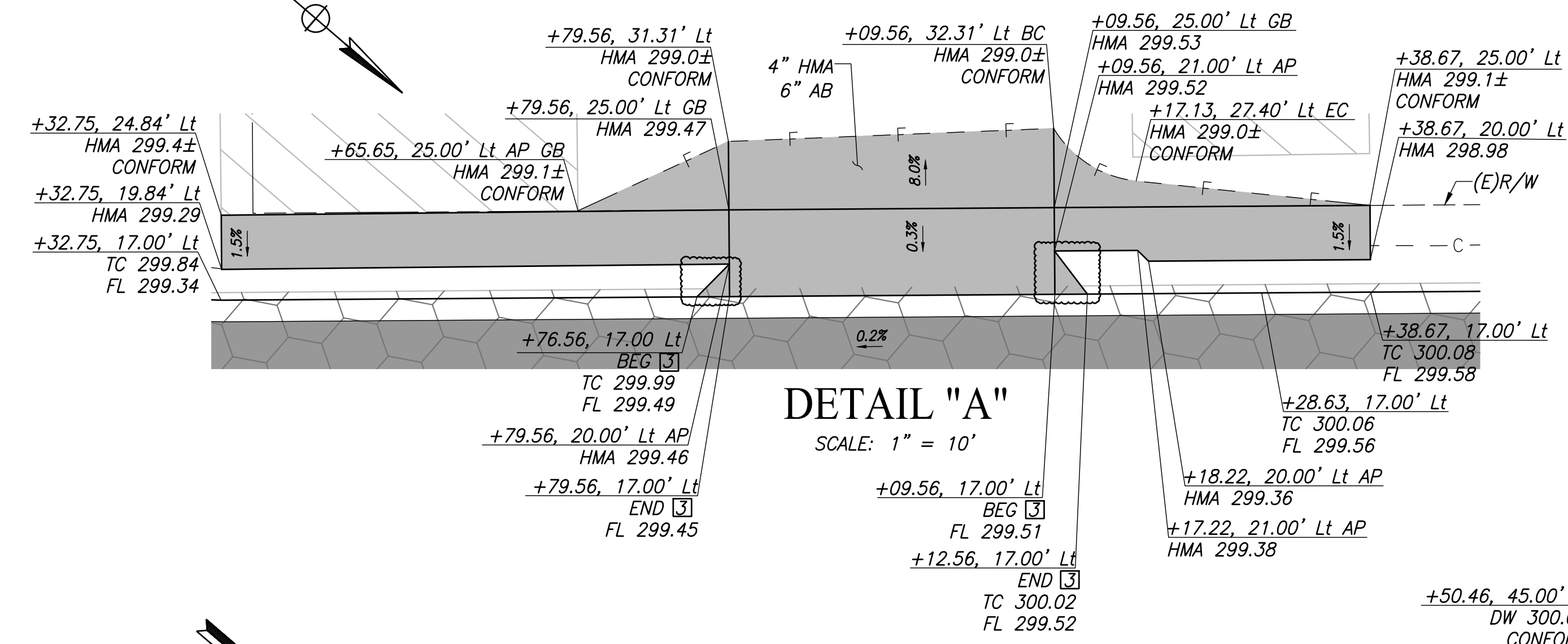
NOTES

1. ALL STATION AND OFFSET CALLOUTS ON THIS SHEET ARE IN REFERENCE TO THE "GSB-CL1" LINE UNLESS OTHERWISE NOTED

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 CAD USER: ECHIN
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SIMPSON STREET
SCALE: 1" = 20'



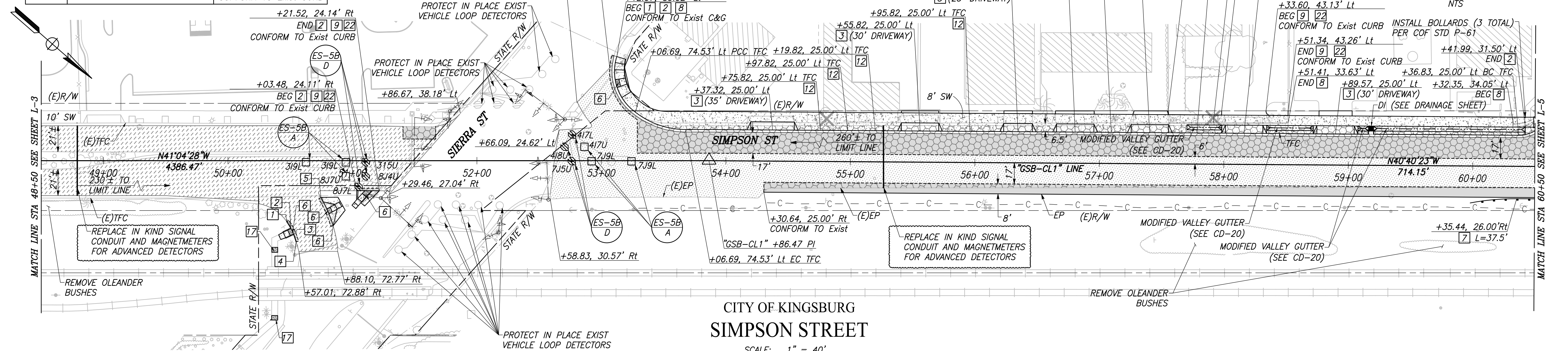
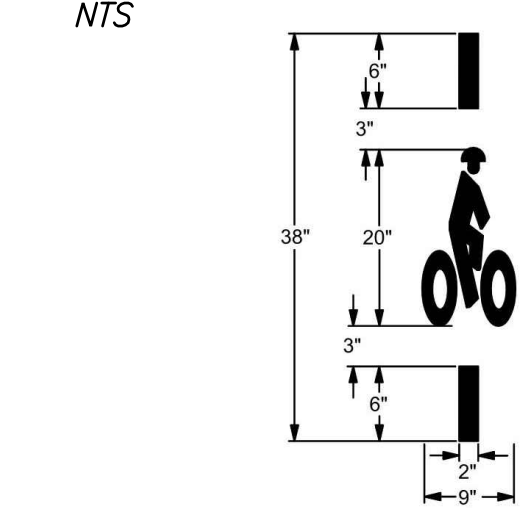
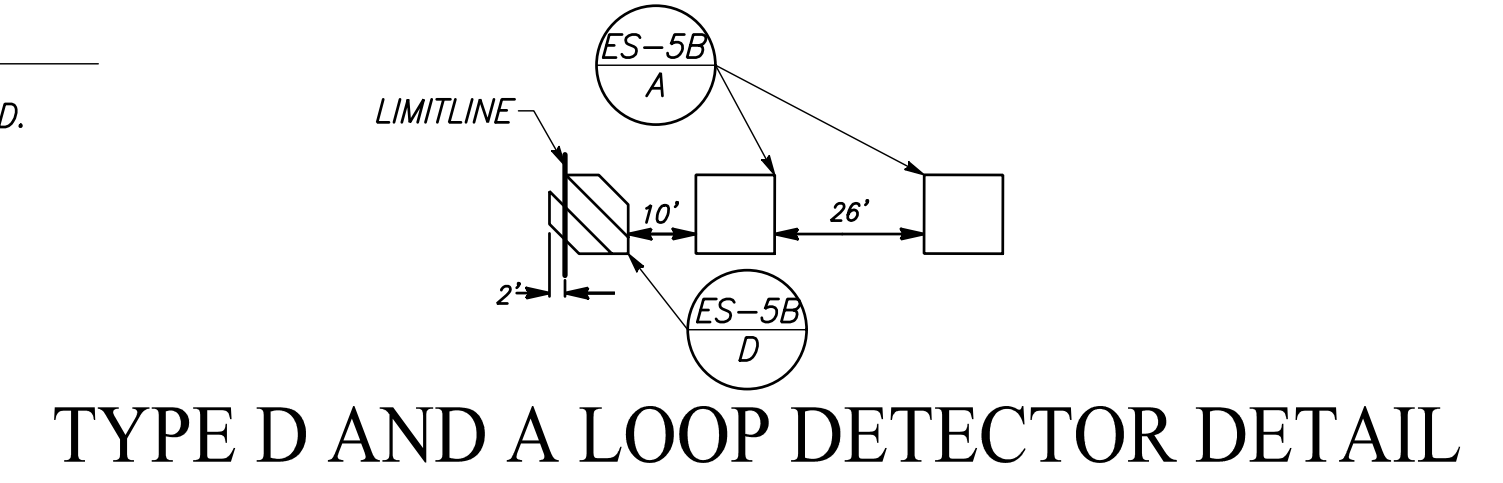
DESIGNED: CYNTHIA HORNER		DATE		RECORD DRAWING		DATE	
DRAWN: ERIK CHIN				RESIDENT ENGINEER			
CHECKED: EDGAR NORIEGA							
FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.							
				SUPERVISING ENGINEER _____ DATE _____			
				PROJECT - PHASE 1			
				GOLDEN STATE CORRIDOR - ECONOMIC DEVELOPMENT AND INFRASTRUCTURE IMPROVEMENTS		DEPARTMENT OF PUBLIC WORKS AND PLANNING	
				KINGSBURG REGION		CONSTRUCTION DETAILS	
				DRAWING NO. CD-7		SHEET NO. 38B	
				TOTAL 108			

NOTES: FOR THIS SHEET ONLY

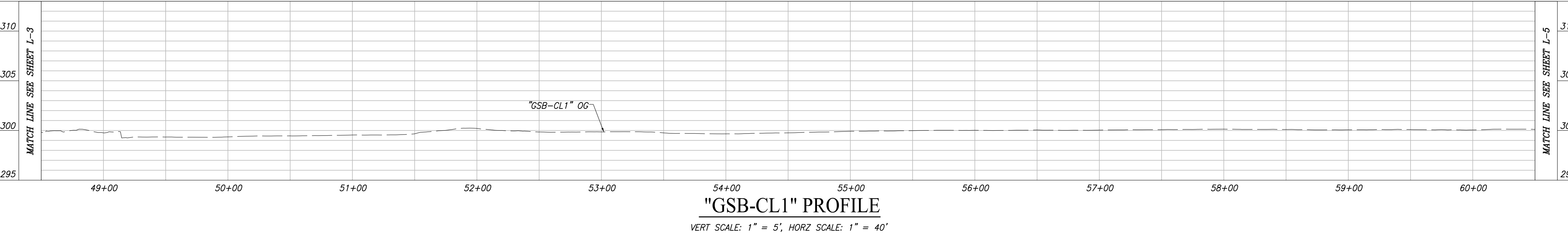
- 1) ALL STATION CALLOUTS REFERENCE THE "GSB-CL1" LINE UNLESS NOTED OTHERWISE.
- 2) WORK SHALL BE DONE IN ACCORDANCE WITH THE 2018 EDITION STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD PLANS AND SPECIFICATIONS AND THE LATEST CALTRANS ADOPTED EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA-MUTCD).
- 3) RAILROAD FLASHERS HAVE BEEN VERIFIED IN THE FIELD THEY ARE 2' MIN FROM FACE OF CURB PER CA-MUTCD FIG. 8C-1.

POINT #	STATION	NOTE
1	+47.21, 48.82' Rt BC	BEG [9] [20] CONFORM TO Exist DIKE
2	+50.39, 53.95' Rt	END [9] [20]
3	+52.90, 59.39' Rt	BEG [9] [20]
4	+54.78, 65.09' Rt EC	END [9] [20] CONFORM TO Exist DIKE
5	+74.70, 29.51' Rt BC	BEG [2] [9] [22] CONFORM TO Exist CURB
6	+82.63, 52.78' Rt EC	END [2] [9] [22] CONFORM TO Exist CURB

1. NO ABOVE GROUND WORK SHALL BE PERFORMED UNTIL THE CONTRACTOR HAS ALL MATERIALS ON HAND TO COMPLETE THAT PARTICULAR DETECTOR CIRCUIT.
2. ALL EXISTING TRAFFIC SIGNAL AND LIGHTING FACILITIES, INCLUDING CABINETS, STANDARDS, PULL BOXES, CONDUITS AND LOOP DETECTORS, ARE SHOWN IN THEIR APPROXIMATE LOCATIONS. AFTER ALL UNDERGROUND UTILITIES ARE LOCATED, THE CONTRACTOR SHALL MARK THE FINAL LOCATIONS OF THE LOOP DETECTORS SHOWN TO BE REPLACED AND NOTIFY THE ENGINEER AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING WORK TO VERIFY THE MARKED LOCATIONS.
3. CONTRACTOR SHALL ARRANGE WITH UTILITY COMPANIES FOR ALL REQUIRED UTILITY REALLOCATIONS, INCLUDING OVERHEAD CONFLICTS.
4. LOOP DETECTORS NOT SHOWN TO BE REMOVED MUST BE PROTECTED IN PLACE AND REMAIN OPERATIONAL.
5. REPLACE IN THEIR ENTIRETY EXISTING LOOP CONDUCTORS DAMAGED IN THE PERFORMANCE OF THIS WORK, INCLUDING THE CONDUCTORS LEADING TO THE ADJACENT
6. SAW-CUT LOOP DETECTOR SLOTS TO ALLOW A MINIMUM OF 2 INCHES OF SEALANT ABOVE THE TOP OF THE UPPERMOST LOOP WIRE IN THE SLOT.
7. DETECTOR CABLES SHALL NOT BE SPLICED BETWEEN THE CONTROLLER CABINET AND THE PULL BOX ADJACENT TO THE DETECTOR LEAD-IN.
8. SEAL CONDUIT WITH AN APPROVED DUCT SEAL AFTER ALL CONDUCTORS HAVE BEEN INSTALLED.
9. SEALANT FOR FILLING THE SAWCUT LOOPS SLOTS SHALL BE HOT-MELT RUBBERIZED ASPHALT SEALANT PER STATE OF CALIFORNIA SPECIFICATIONS OR ELASTOMERIC SEALANT 3M, BLACK 5000.
10. ALL PULL BOXES ACCESSED BY CONTRACTOR SHALL BE CLEANED OF ALL DIRT AND DEBRIS, ANY CRACKS GROUTED, AND ALL CONDUITS DUCT SEALED.
11. ANY BROKEN/DAMAGED PULL BOXES SHALL BE REPLACED.
12. ALL PULL BOXES SHALL HAVE LOCKING LIDS. TRAFFIC RATED LIDS SHALL BE WELDED CLOSED AFTER FINAL INSPECTION.
13. ALL UNUSED CONDUCTORS SHALL BE REMOVED.
14. CONTRACTOR IS REQUIRED TO LOCATE CALTRANS ELECTRICAL FACILITIES. FACILITIES MUST BE PROTECTED IN PLACE. IF IN THE OPINION OF THE ENGINEER ANY FACILITIES INCLUDING LOOP DETECTORS ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS, THE FACILITY MUST BE REPAIRED OR REPLACED AS DETERMINED BY THE ENGINEER.
15. ALL EXCAVATION IN CALTRANS RIGHT-OF-WAY MUST BE PLATED AT THE END OF EACH SHIFT. PLATING SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STATE STANDARD SPECIFICATIONS FOR PUBLIC SAFETY AND MAINTAINING TRAFFIC.



CITY OF KINGSBURG
SIMPSON STREET
SCALE: 1" = 40'



"GSB-CL1" PROFILE
VERT SCALE: 1" = 5', HORZ SCALE: 1" = 40'

DESIGNED: CYNTHIA HORNER	DATE	RECORD DRAWING	RESIDENT ENGINEER	DATE
DRAWN: ERIK CHIN				
CHECKED: EDGAR NORIEGA				

CALL BEFORE YOU DIG

MARK THOMAS

EDGAR NORIEGA
No. 61945
Exp. 8/30/23
CIVIL
STATE OF CALIFORNIA

PROJECT - PHASE 1

GOLDEN STATE CORRIDOR - ECONOMIC DEVELOPMENT AND INFRASTRUCTURE IMPROVEMENTS

KINGSBURG REGION

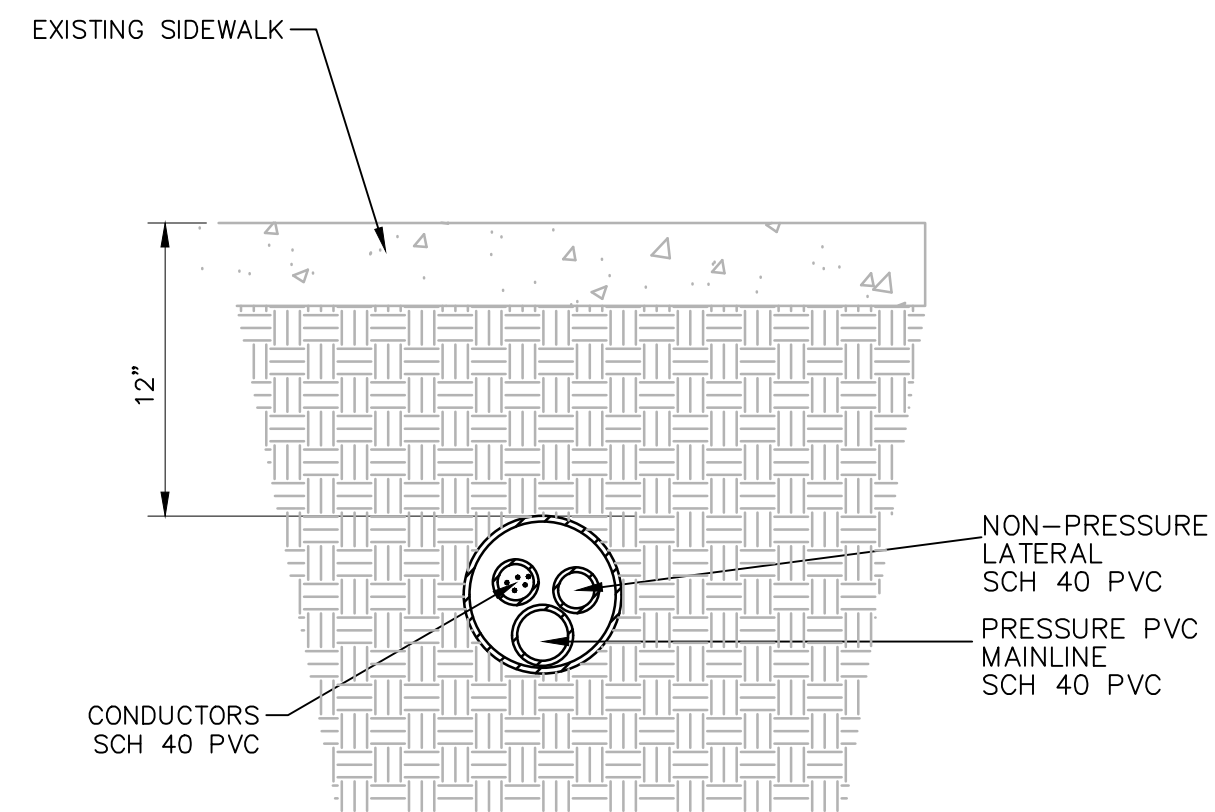
DEPARTMENT OF PUBLIC WORKS AND PLANNING

LAYOUT

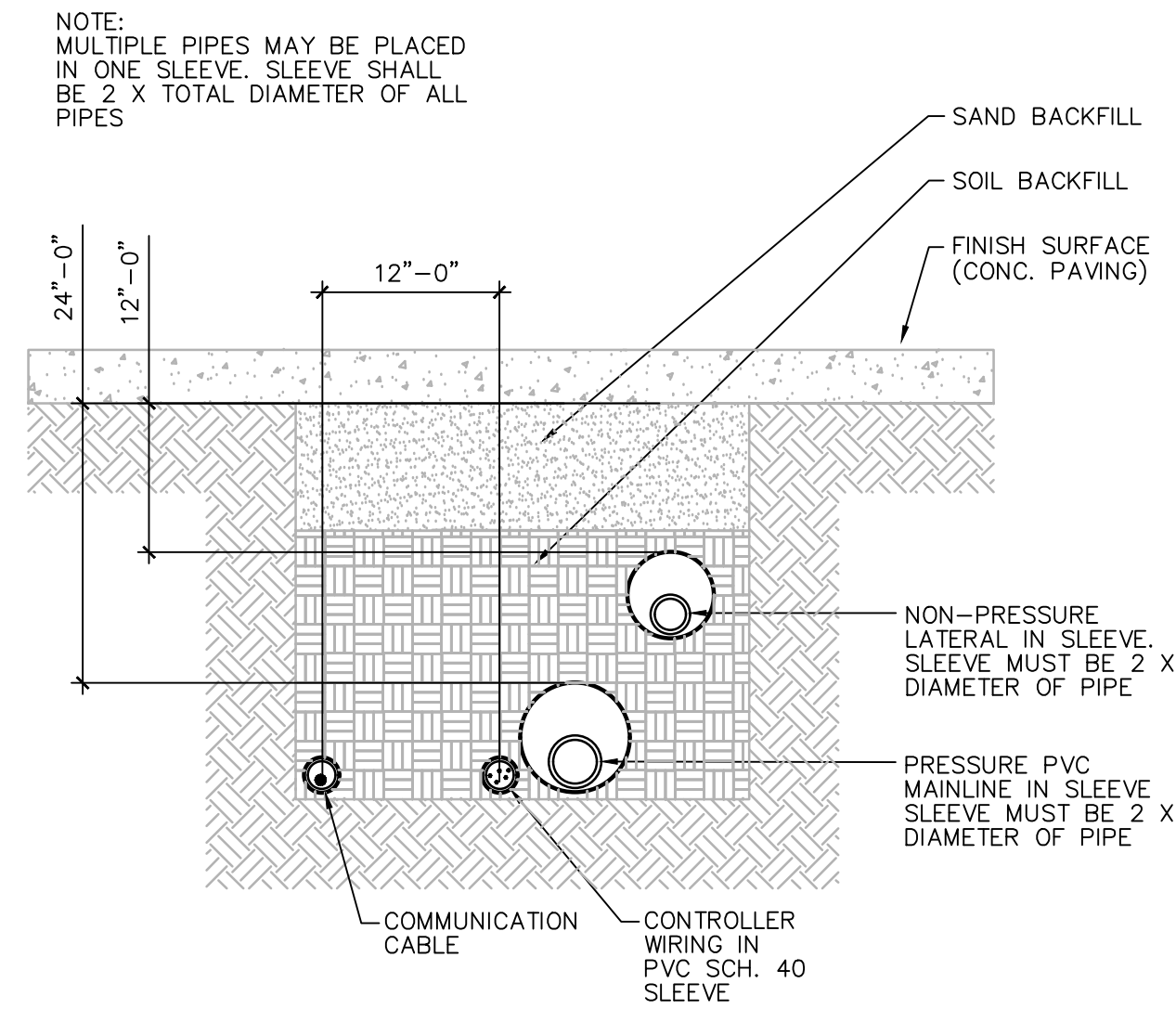
DRAWING NO. L-4 SHEET NO. 15A TOTAL 108

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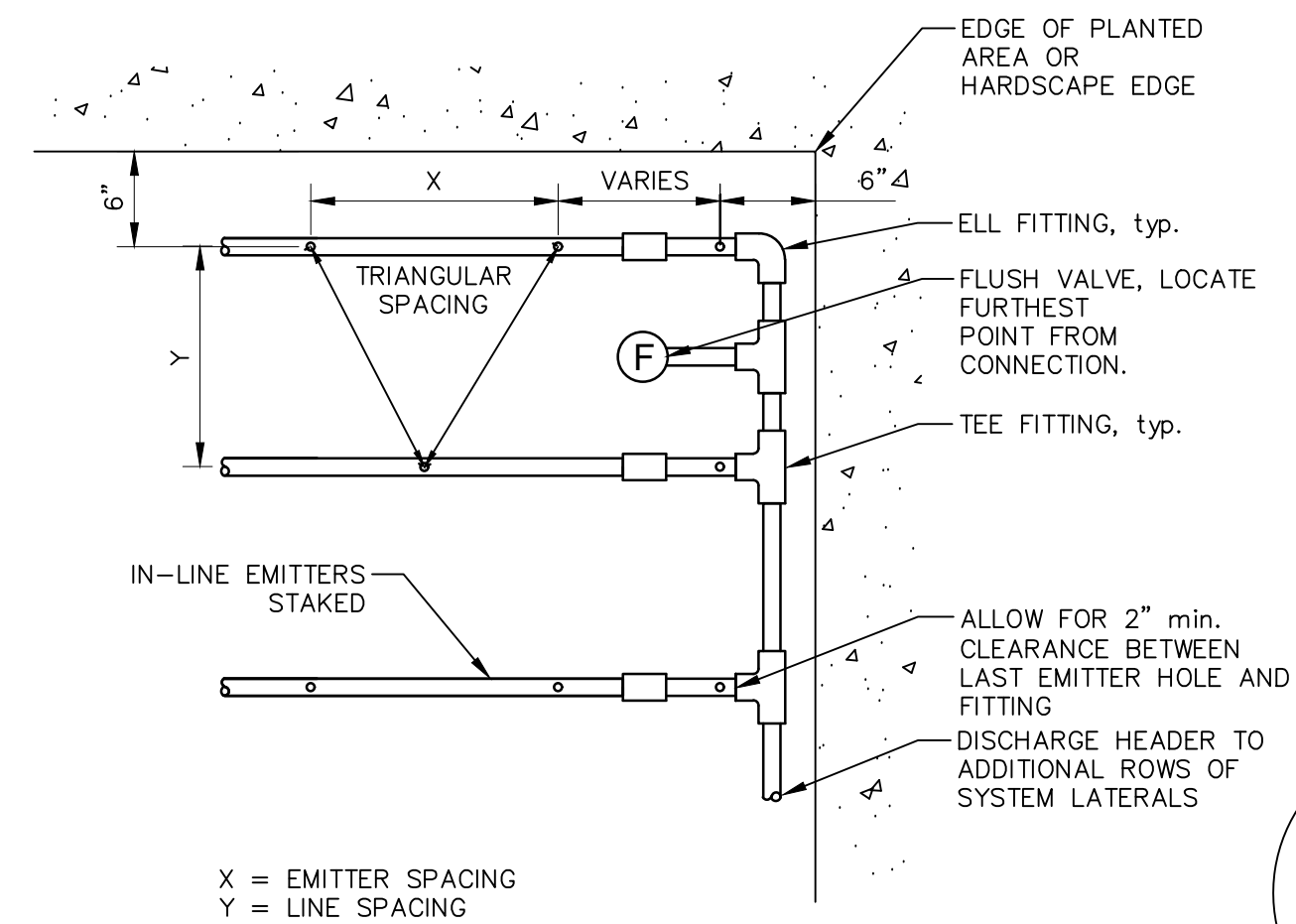
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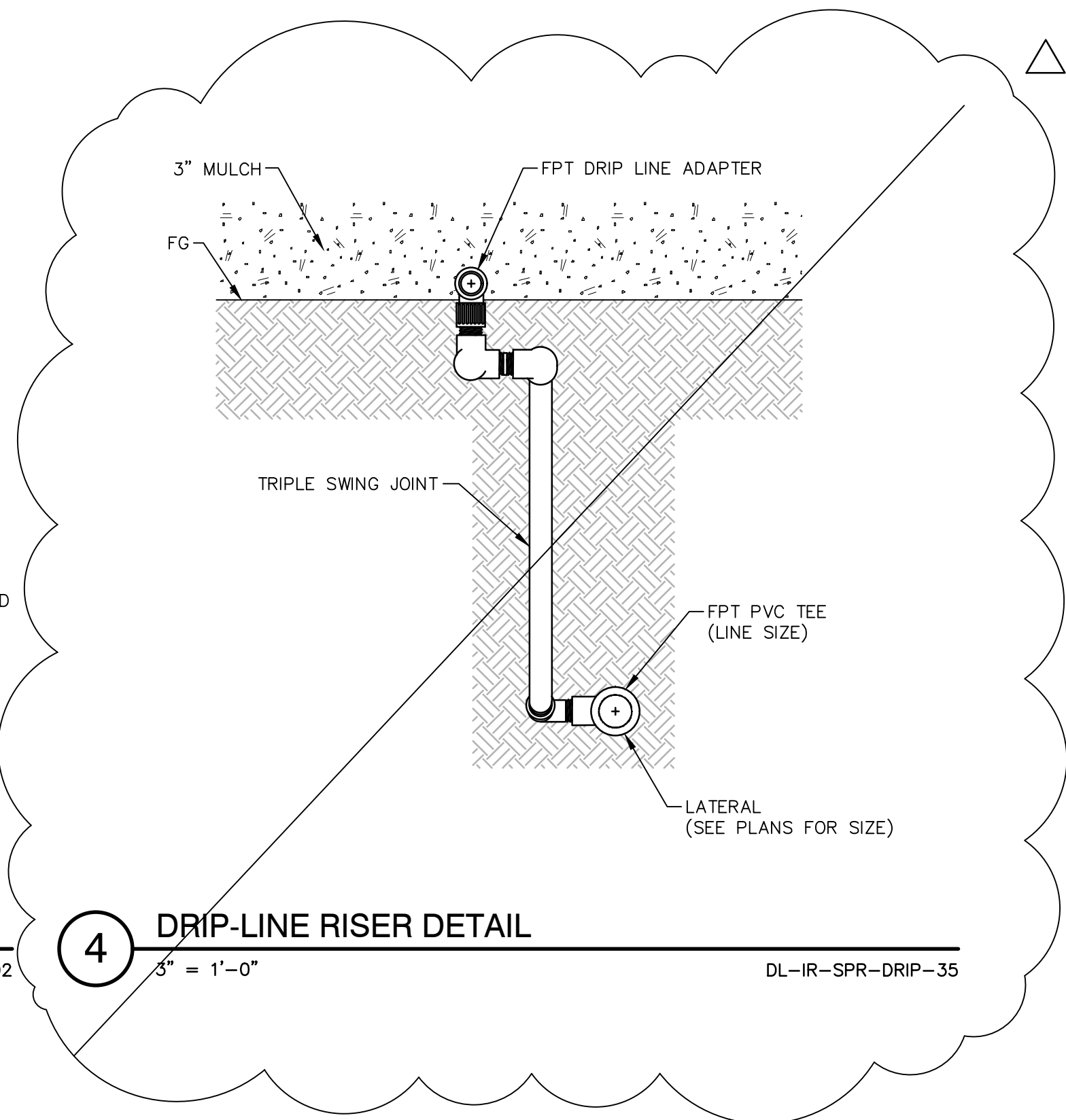
1 IRRIGATION SLEEVE - BORE
 1 1/2" = 1'-0" DL-IR-PIP-03



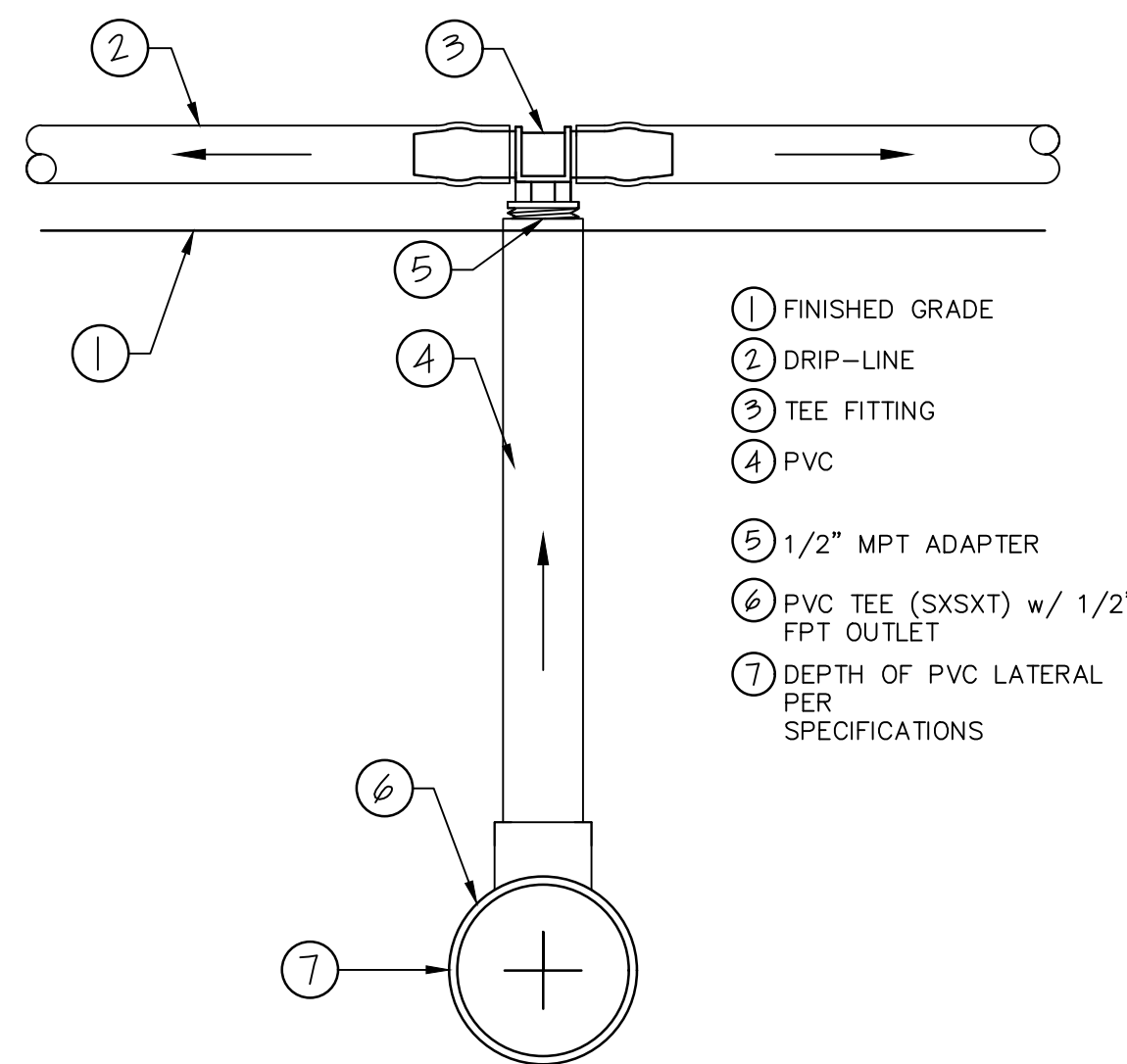
2 IRRIGATION SLEEVE - TRENCH
 1" = 1'-0" DL-IR-PIP-05



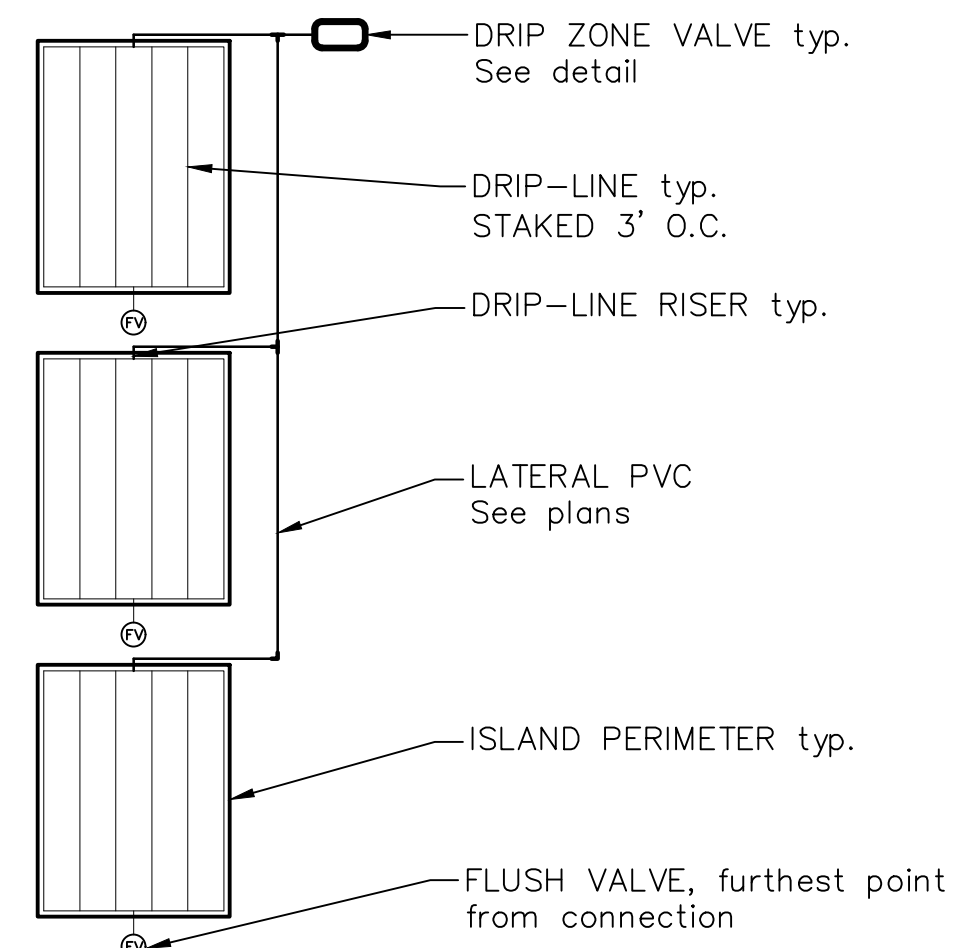
3 DRIPLINE LAYOUT
 1" = 1'-0" DL-IR-SPR-DRIP-02



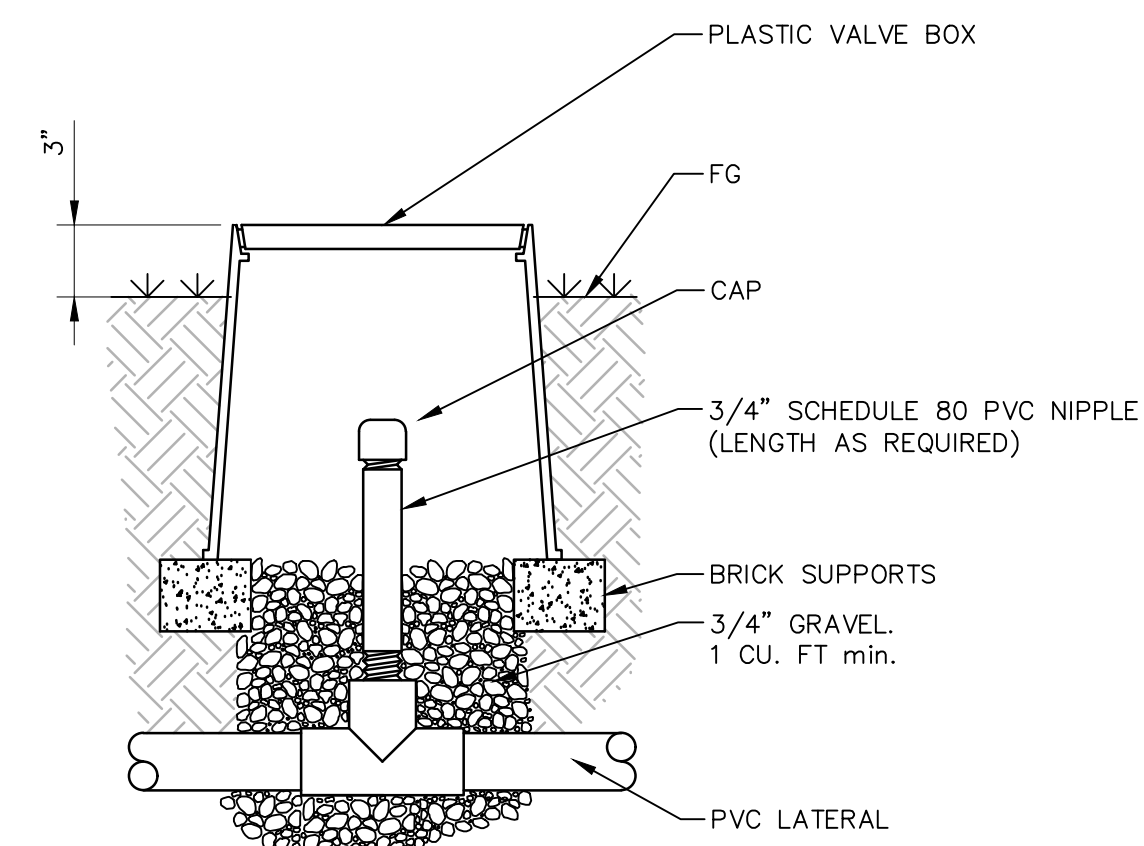
4 DRIP-LINE RISER DETAIL
 3" = 1'-0" DL-IR-SPR-DRIP-35



5 DRIPLINE LATERAL CONNECTION
 6" = 1'-0" DL-IR-SPR-DRIP-38




6 DRIPLINE MANIFOLD LAYOUT
 1/8" = 1'-0" DL-IR-SPR-DRIP-39



7 FLUSH VALVE - MANUAL - CAP
 1 1/2" = 1'-0" DL-IR-SPR-DRIP-32

RECORD DRAWING	
DESIGNED: PB	DATE: 12/14/20
DRAWN: KJ	DATE: 12/14/20
CHECKED: PB	DATE: 06/06/22

designlab 252
 P.O. Box 27616 Fresno, CA 93729
 Studio: 559.472.9966 Fax: 559.472.9969
 SUPERVISING ENGINEER _____ DATE _____

PROJECT
GOLDEN STATE BOULEVARD
 CITY OF SELMA, CA


CITY OF SELMA
 DEPARTMENT OF PUBLIC WORKS AND PLANNING
IRRIGATION DETAILS
 DRAWING NO. ID-1 SHEET NO. 153a TOTAL 172

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

CAD USER: ECHIN

PLOT DATE: 09/21/2022 10:47:57 AM

PATH: I:\Fresno_COC-FH-16105-GSB-Final Design\CADD\Sheets\Region 2 - Selma\Phase 1\GSB_B2_X1-X5.dwg

NOTES:

- FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.
- DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
- FOR CURB TYPE AND LIMITS, SEE LAYOUT SHEETS.
- COMPACT SUBGRADE TO 95% RELATIVE COMPACTION TO 2.5 FEET BELOW PAVEMENT SURFACE OR 0.5 FEET BELOW SUBGRADE SURFACE, WHICHEVER IS GREATER.
- FOR DITCH FLOW LINE INFORMATION AND LIMITS, SEE DRAINAGE SHEETS.
- FOR PAVEMENT AREAS NOT SHOWN, SEE CONSTRUCTION DETAIL SHEETS FOR PAVEMENT SECTIONS.
- FOR LOCATION OF GUARDRAIL, SEE LAYOUT SHEETS.
- PAVEMENT EDGE TREATMENTS FOR OVERLAYS SHALL BE IN ACCORDANCE WITH CALTRANS STD PLAN P75/P76.

EXISTING SECTIONS

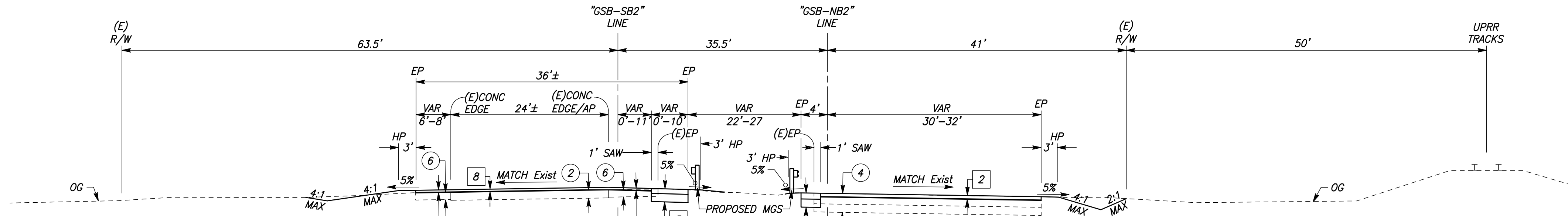
- ① 2.5" HMA
8" PCC
- ② 8" PCC
- ③ 6"-10" HMA
- ④ 5"-9" HMA
4"-8" PCC
- ⑤ 13"-17" HMA
- ⑥ XX" HMA

ABBREVIATIONS

AB	AGGREGATE BASE
BOW	BACK OF WALK
C&G	CURB AND GUTTER
C,G&SW	CURB, GUTTER, AND SIDEWALK
CIPR	COLD IN PLACE RECYCLING CONCRETE
CONC	CONCRETE
(E),Exist	EXISTING
EP	EDGE OF PAVEMENT
FDR	FULL DEPTH RECLAMATION
FOW	FACE OF WALK
HMA	HOT MIX ASPHALT
HP	HINGE POINT
LIP	LIP OF GUTTER
MAX	MAXIMUM
MED	MEDIAN
MGS	MIDWEST GUARDRAIL SYSTEM
NTS	NOT TO SCALE
OG	ORIGINAL GRADE
PCC	PORTLAND CEMENT CONCRETE
RHMA-G	RUBBERIZED HOT MIX ASPHALT-GAP GRADED
R/W	RIGHT OF WAY
SAMI-R	STRESS ABSORBING MEMBRANE INTERLAYER
SAW	SAWCUT
SW	SIDEWALK
TFC	TOP FACE OF CURB
UPRR	UNION PACIFIC RAILROAD
VAR	VARIABLES

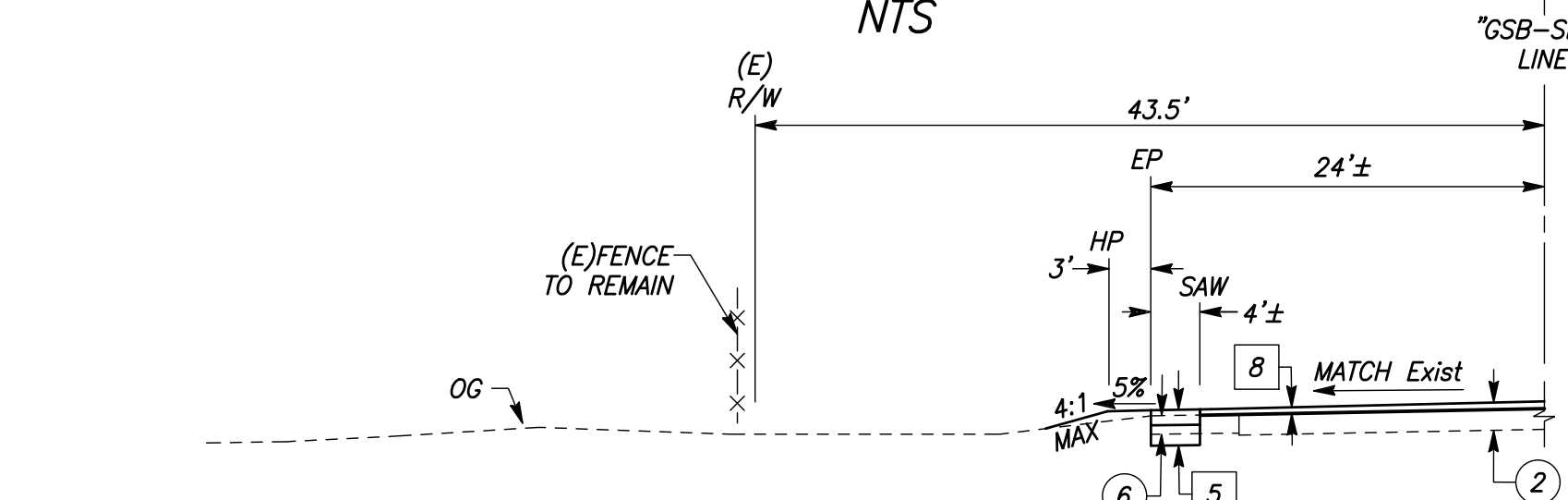
PROPOSED SECTIONS

- ① MILL HMA
CRACK AND SEAT PCC
SAMI-R / 0.20' RHMA
- ② 0.25' GRIND
SAMI-R / 0.25' HMA (TYPE A)
- ③ 0.55' GRIND
0.55' HMA (TYPE A)
0.65' FDR
- ④ 0.55' HMA (TYPE A)
0.75' AB (CLASS II)
- ⑤ 0.45' HMA (TYPE A)
0.65' AB (CLASS II)
- ⑥ 0.30' PCC
- ⑦ 0.70' HMA (TYPE A)
- ⑧ CRACK AND SEAT PCC
SAMI-R / 0.20' RHMA
- ⑨ 0.50' HMA (TYPE A)
0.65' AB (CLASS II)
- ⑩ 0.20' GRIND
SAMI-R / 0.20' RHMA
- ⑪ SAMI-R / 0.20' RHMA
- ⑫ 0.30' GRIND
SAMI-R / 0.30' HMA (TYPE A)



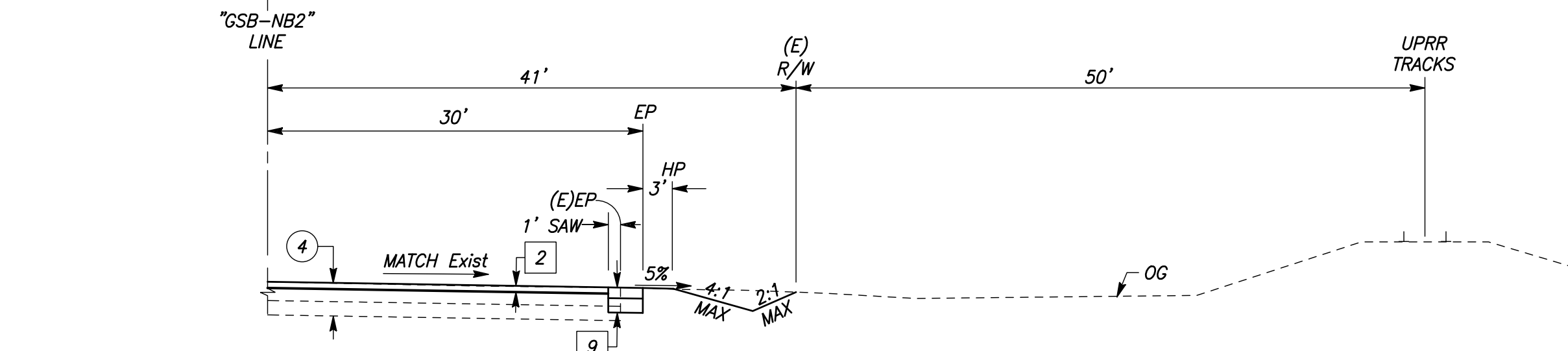
GOLDEN STATE BOULEVARD

"GSB-SB2" LINE / "GSB-NB2" LINE
STA 235+56.27 TO 256+81.08
NTS



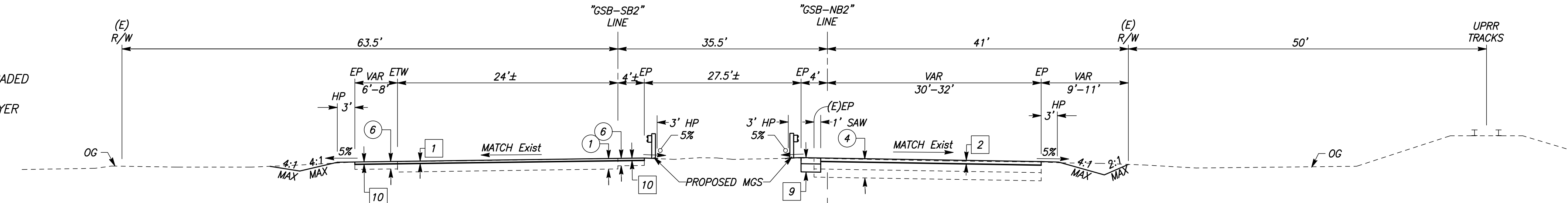
GOLDEN STATE BOULEVARD

"GSB-SB2" LINE
STA 251+94.06 TO 256+81.08
NTS



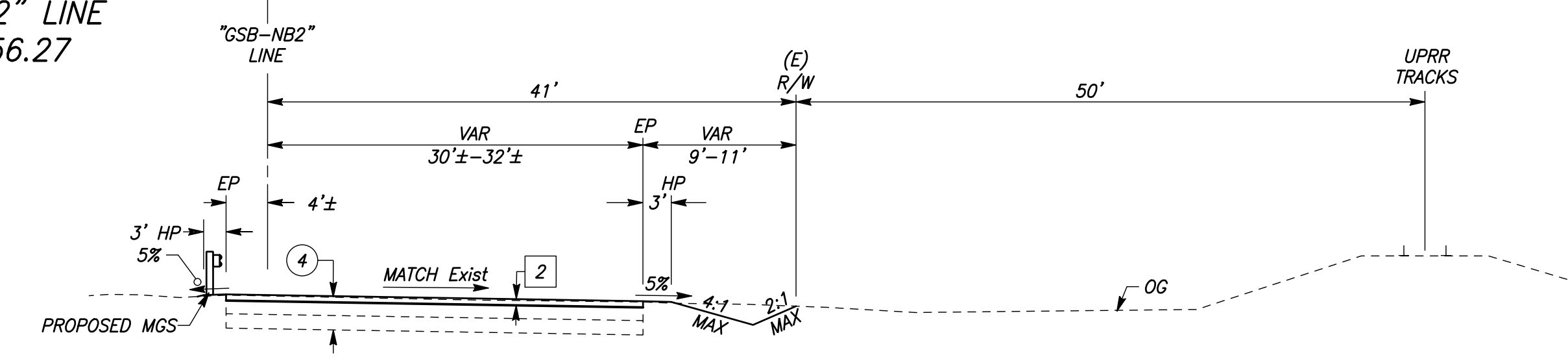
GOLDEN STATE BOULEVARD

"GSB-NB2" LINE
STA 248+73.81 TO 256+81.08
NTS



GOLDEN STATE BOULEVARD

"GSB-SB2" LINE / "GSB-NB2" LINE
STA 196+91.16 TO 235+56.27
NTS



GOLDEN STATE BOULEVARD

"GSB-NB2" LINE
STA 196+91.16 TO 218+98.76
NTS

DESIGNED: CYNTHIA HORNER		DATE: ####	RECORD DRAWING		DATE	
DRAWN: ERIK CHIN		DATE: ####	RESIDENT ENGINEER		DATE	
CHECKED: ED NORIEGA		DATE: ####				
FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.						
						PROJECT - PHASE 1 GOLDEN STATE CORRIDOR - ECONOMIC DEVELOPMENT AND INFRASTRUCTURE IMPROVEMENTS SELMA REGION
			DEPARTMENT OF PUBLIC WORKS AND PLANNING TYPICAL SECTIONS			
DRAWING NO. X-1		SHEET NO. 3A		TOTAL 172		