CITY OF TURLOCK

CONSTRUCTION PLANS FOR

ROADS PROGRAM CAPITAL IMPROVEMENT PROJECT CITY PROJECT NO. 23-067 PACKAGE #3

WALLACE ST: EAST MARSHALL ST TO CARRIGAN ST
CHARLES PL: WALLACE ST TO NORTH JOHNSON RD
ZINFANDEL LN: NORTH JOHNSON RD TO CORELLO ST

EL PASEO ST: EAST CANAL DR TO ARBOR WAY: LINDA VISTA ST

ARBOR WY: NORTH BERKELEY AVE TO NORTH QUINCY RD; KAREN WY, CHRISTINE WY. HAPPNER WY

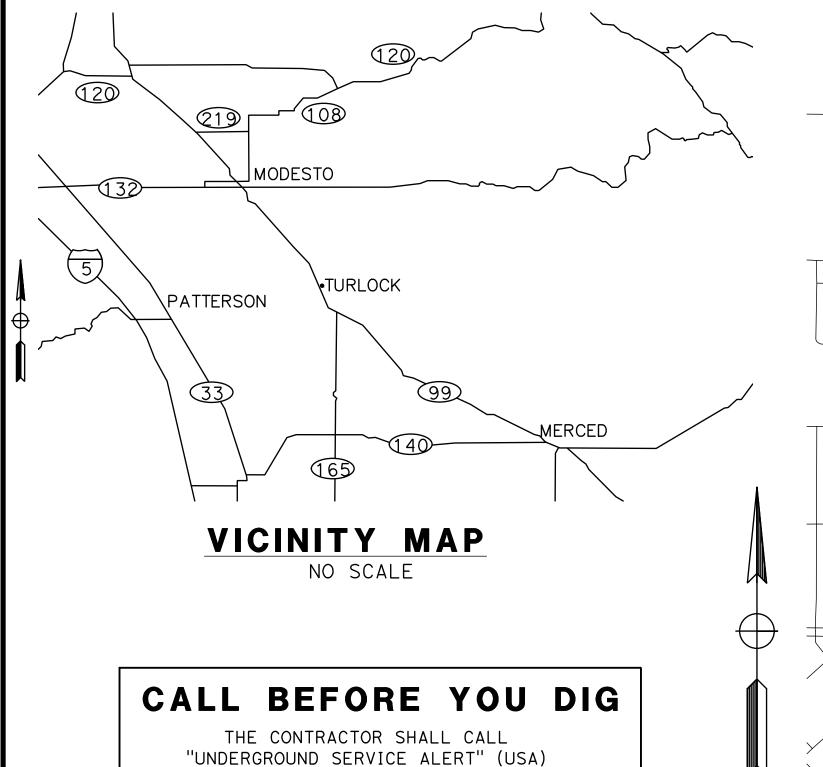
NORTH QUINCY RD: MARIE DR TO EAST HAWKEYE AVE

NOVO DR: EAST CANAL DR TO MIRA FLORES DR

MIRA FLORES DR: LA SOMBRA CT, LINN CT

CALIFORNIA AVE: NORTH BERKELEY AVE TO NORTH JOHNSON RD

SUPPLEMENTED BY CALTRANS STANDARD PLANS AND STANDARD SPECIFICATIONS DATED 2023 & CITY OF TURLOCK ENGINEERING DESIGN STANDARD SPECIFICATIONS AND DRAWINGS DATED 2016.

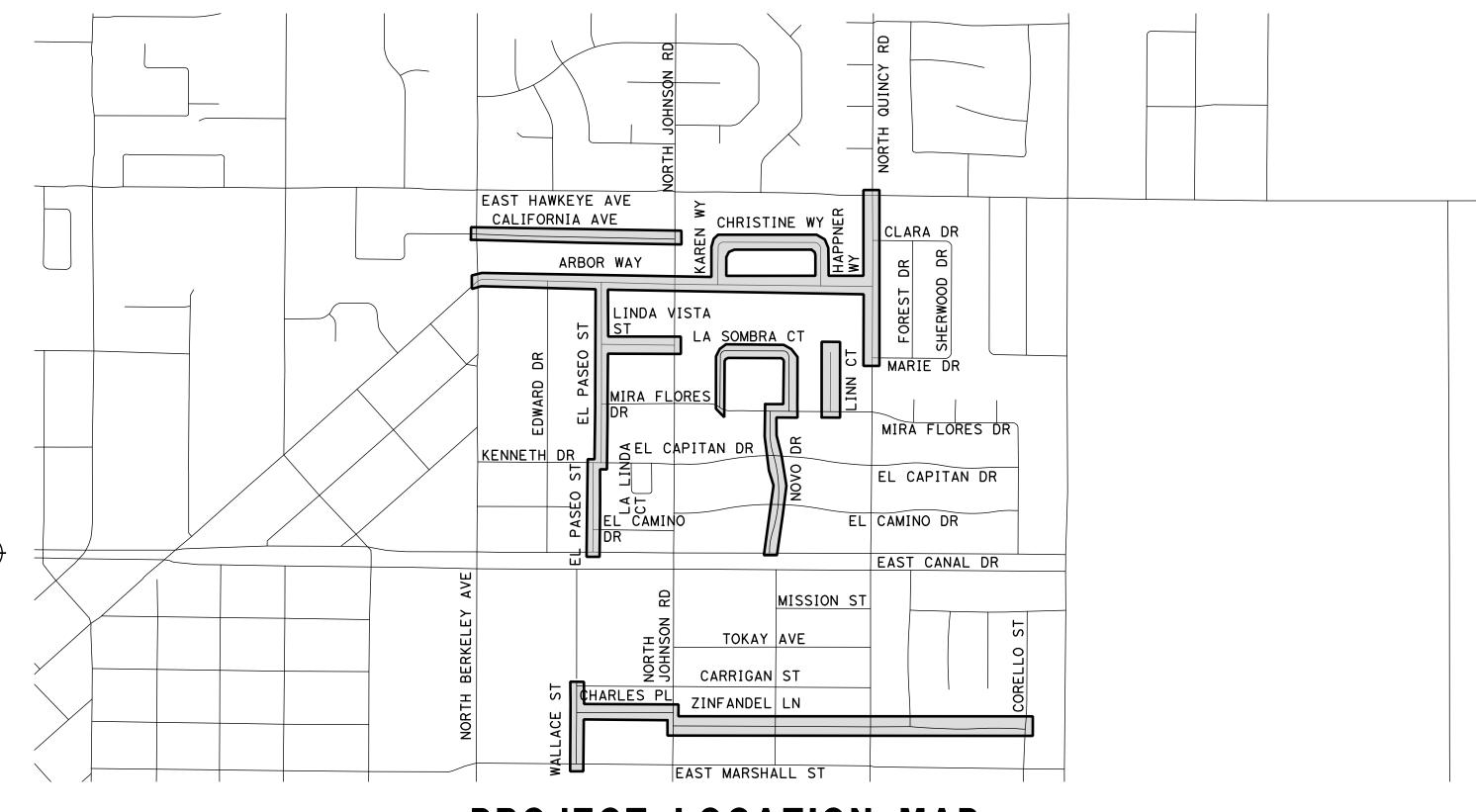


CALIFORNIA STATE MAP

NO SCALE

CITY OF TURLOCK

"UNDERGROUND SERVICE ALERT" (USA)
AT 811 AT LEAST 2 WORKING DAYS
PRIOR TO PERFORMING ANY EXCAVATION



PROJECT LOCATION MAP

100% PLANS

DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.

CHECKED BY: NORIEGA, E.

SCALE: NOT TO SCALE

DATE: 5/05/2025

OB NO.: 24-00061

ALL REFERENCES AND WRITTEN

DIMENSIONS SHALL SUPERCEDE ALL

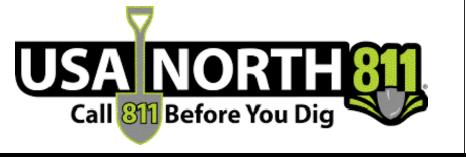
SCALED DISTANCES AND SHALL BE

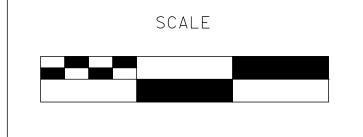
VERIFIED IN THE FIELD. ANY

DISCREPANCY SHALL BE BROUGHT TO

THE ATTENTION OF THE ENGINEER

PRIOR TO THE COMMENCEMENT OF WORK.







MARK THOMAS TO UNIVERSITY AVENUE, SUITE SACRAMENTO, CALLEDRIA 05935

701 UNIVERSITY AVENUE, SUITE 200 SACRAMENTO, CALIFORNIA 95825 (916) 381-9100 FAX:(916)381-9180 mark+homas.com



CITY OF TURLOCK ROADS PROGRAM CIP PROJECT 23-067 PACKAGE #3 TITLE SHEET

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PC-1

X-1 TO X-4

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G-1 TO G-15

DU-1 TO DU-15

UUD-1 TO UUD-15

DP-1

TH-1 TO TH-9

SS-1 TO SS-15

CITY OF TURLOCK APPROVAL

CONTACT

JIM JELLEY

MITCHELL RODRIQUEZ

DAVID PORATH

BILL PENNEY

DOYLE PERRY

CARLOS GUERRERO

ORLANDO GUITERREZ

TRENT MILLSAP

WILLIAM D. MORRIS, P.E., P.L.S

MUNICIPAL SERVICES DEPARTMENT

UTILITY CONTACTS

CITY ENGINEER

UTILITY

AT&T

CHARTER

COMMUNICATIONS

TID ELECTRICAL

TID IRRIGATION

CITY OF TURLOCK

ELETRICAL

CITY OF TURLOCK

STORM AND SEWER

CITY OF TURLOCK

WATER

PG&E GAS

TITLE

TITLE SHEET

KEY MAP

LAYOUTS

GENERAL NOTES

PROJECT CONTROL

TYPICAL SECTIONS

DEMOLITION PLANS

GRADING PLANS

DRAINAGE PROFILE

5/5/2025

DATE

PHONE

(209) 507-1689

(408) 612-7569

(209) 605-0945

(209) 883-8385

(209) 678-5823

(209) 345-2169

(209) 740-3868

(209) 561-6070

CONSTRUCTION DETAILS

DRAINAGE AND UTILITIES

TRAFFIC HANDLING PLANS

SIGNING AND STRIPING

UNDERGROUND UTILITY DEPTHS

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GENERAL NOTES:

- THE CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR. JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER, THE ENGINEER AND THE CITY HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.
- UNLESS OTHERWISE STATED, ALL STATIONS INDICATED ON THE IMPROVEMENT PLANS ARE REFERENCED TO THE CENTER LINE OF THE STREET. ALL STATIONS ON THE CURBS ARE PERPENDICULAR TO OR RADIALLY OPPOSITE CENTER LINE STATIONS, UNLESS OTHERWISE NOTED.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL EXISTING FACILITIES.
- THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGMEN OR OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY IN ACCORDANCE WITH THE 2023 EDITION OF STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- ALL MATERIALS, WORKMANSHIP, AND CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT CITY OF TURLOCK STANDARD SPECIFICATIONS AND DRAWINGS; AND THE 2023 EDITION OF THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS. CITY OF TURLOCK STANDARD DRAWINGS ARE AVAILABLE AT THE MUNICIPAL SERVICES DEPARTMENT.
- CONSTRUCTION STAKING AND SURVEY IS THE RESPONSIBILITY OF THE CONTRACTOR. CONSTRUCTION STAKING SHALL BE PERFORMED BY A REGISTERED SURVEYOR OR ENGINEER RETAINED AND PAID FOR BY THE CONTRACTOR. THE SURVEYOR OR ENGINEER SHALL CERTIFY ON THE FINAL CONSTRUCTION DRAWING THAT THE STAKING WAS PERFORMED ACCORDING TO THE APPROVED PLANS.
- TO SCHEDULE AN INSPECTION, THE CONTRACTOR SHALL CALL ROADS PROGRAM CONSTRUCTION INSPECTOR, AT LEAST 24~HOURS PRIOR TO THE REQUIRED INSPECTION. THE CITY MUNICIPAL SERVICES DEPARTMENT WILL MAKE EVERY EFFORT TO PERFORM THE INSPECTION WITHIN THE NEXT BUSINESS DAY.
- THE CITY OF TURLOCK OR ASSOCIATED UTILITY COMPANY AND RESIDENCES TO BE AFFECTED SHALL BE NOTIFIED IMMEDIATELY UPON ANY UTILITY SERVICE DISRUPTION AND A 48 HOUR NOTICE SHALL BE GIVEN FOR ANY PLANNED DISRUPTION.
- DUST SHALL BE CONTROLLED BY THE CONTRACTOR AT ALL TIMES, INCLUDING HOLIDAYS AND WEEKENDS, PER SECTION 10 OF THE 2023 STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS AND THE CITY OF TURLOCK STANDARD SPECIFICATIONS. WATER USED FOR DUST CONTROL AND COMPACTION MAY BE PURCHASED FROM THE APPROPRIATE AGENCY PRIOR TO THE START OF ANY WORK, AND ANY FEES OR DEPOSITS ARE THE RESPONSIBILITY OF THE CONTRACTOR. IT IS ALSO THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN CLEANLINESS OF THE EXISTING IMPROVED STREETS IN THE CONSTRUCTION AREA.
- THE CONTRACTOR IS REQUIRED TO MAINTAIN PUBLIC SAFETY AT ALL TIMES. ANY OPERATION OR SITUATION THAT THREATENS THE SAFETY OF THE WORKERS OR PUBLIC, INCLUDING IMPROPER TRAFFIC CONTROL, WILL CAUSE THE SUSPENSION OF WORK UNTIL CORRECTIONS ARE MADE AND NO ADJUSTMENTS TO WORKING DAYS WILL BE GRANTED.
- 11. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN A CLEAN AND SAFE WORKSITE AT ALL TIMES. IF THE CONTRACTOR FAILS TO MAINTAIN A CLEAN WORKSITE, THE CITY MAY ORDER STREET SWEEPING OR ORDER CORRECTIVE ACTION AT COST TO THE CONTRACTOR.
- 12. MATERIALS TESTING IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE COORDINATED WITH THE ENGINEER.
- 13. STANDARD DRAWING NUMBERS SHOWN ON THE PLANS REFER TO DRAWINGS CONTAINED IN THE CITY OF TURLOCK STANDARD SPECIFICATIONS AND DRAWINGS, SHOWN THUS; (i.e. STD C~1)
- THE CONTRACTOR SHALL SECURE A TRENCH PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS, DIVISION OF OCCUPATIONAL SAFETY AND HEALTH PRIOR TO THE EXCAVATION OF ANY TRENCH OVER FIVE FEET IN DEPTH. UTILITY TRENCHING SHALL BE PERFORMED IN ACCORDANCE WITH THE TRENCHING AND COMPACTION REQUIREMENTS OF THE CITY OF TURLOCK STANDARD SPECIFICATIONS AND DRAWINGS. REFER TO STD T—1, T-2, AND T-3. ERRATA 1 2019 TRENCHING DETAILS.
- 15. THE CONTRACTOR SHALL VERIFY LOCATIONS OF ALL EXISTING UNDERGROUND UTILITIES AND SHALL CONTACT THE RESPECTIVE UTILITY COMPANIES PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND PRESERVATION OF ALL SUCH FACILITIES IN THE AREA OF CONSTRUCTION AND SHALL NOTIFY UNDERGROUND SERVICE ALERT OF NORTHERN CALIFORNIA FORTY~EIGHT (48) HOURS IN ADVANCE OF ANY CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF THE REMOVAL OR RELOCATIONS OF ALL EXISTING UTILITIES WITH RESPECTIVE UTILITY COMPANIES.
- MANHOLE CASTINGS AND COVERS SHALL BE ADJUSTED TO FINAL GRADES BY THE CONTRACTOR AFTER STREET IMPROVEMENTS ARE COMPLETED. ALL EXISTING MANHOLE LIDS WITHIN LIMITS OF STREET IMPROVEMENT SHALL BE MARKED AND TIED TO SURVEY PRIOR TO ADJUSTMENT.
- FOR ALL WORK PERFORMED WITHIN PUBLIC RIGHT-OF—WAYS, THE CONTRACTOR SHALL OBTAIN AN ENCROACHMENT PERMIT, PRESERVE THE INTEGRITY AND LOCATION OF ANY AND ALL PUBLIC UTILITIES, AND PROVIDE NECESSARY CONSTRUCTION TRAFFIC CONTROL FOR STREET IMPROVEMENTS. THE CONTRACTOR SHALL, THROUGH THE ENCROACHMENT PERMIT PROCESS, VERIFY THE NEED FOR ANY DETOUR PLAN WITH THE CITY OF TURLOCK. IF A PLAN IS REQUIRED, CONTRACTOR SHALL PROVIDE PLAN AND RECEIVE APPROVAL PRIOR TO CONSTRUCTION.
- 19. THE CONTRACTOR SHALL OBTAIN ALL PERMITS AND LICENSES REQUIRED FOR THE CONSTRUCTION AND COMPLETION OF THE PROJECT.
- THE CONTRACTOR SHALL COMPLY WITH BUSINESS AND PROFESSIONS CODE SECTION 8771(b) REGARDING REFERENCING, PRESERVING, AND RECONSTRUCTING MONUMENTS. PRESERVATION OF EXISTING MONUMENTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ALL MONUMENTS THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS. THE ENGINEER WILL TIE OFF SAID MONUMENTS AND PROVIDE THE CONTRACTOR NOTICE TO PROCEED.
- PRIOR TO COMMENCING ANY WORK, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL CURRENT STANDARDS FOR THE CITY OF TURLOCK ARE FOLLOWED AS WELL AS TO HAVE EACH UTILITY COMPANY LOCATE, IN THE FIELD, THEIR MAIN AND SERVICE LINES. THE CONTRACTOR SHALL NOTIFY MEMBERS OF THE UNDERGROUND SERVICE ALERT (USA) 48 HOURS IN ADVANCE OF PERFORMING ANY EXCAVATION WORK BY CALLING THE TOLL FREE NUMBER (800)-642-2444, THE CONTRACTOR SHALL RECORD THE U.S.A. ORDER NUMBER AND FURNISH ORDER NUMBER TO OWNER PRIOR TO ANY EXCAVATION. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO POSITIVELY LOCATE (POTHOLE) AND PROTECT ALL EXISTING UTILITIES THAT MAY CONFLICT WITH ANY WORK ASSOCIATED WITH THIS CONTRACT SO THAT NO DAMAGE RESULTS TO THEM DURING THE PERFORMANCE OF THIS CONTRACT. ANY NECESSARY REPAIRS TO DAMAGED UTILITIES SHALL BE PAID FOR BY THE CONTRACTOR. THE CONTRACTOR SHALL BE REQUIRED TO COOPERATE WITH OTHER CONTRACTORS AND UTILITY COMPANIES INSTALLING NEW STRUCTURES, UTILITIES AND SERVICE TO THE DEVELOPMENT.

- 22. THE CONTRACTOR SHALL REACH OUT TO AFFECTED RESIDENTS PRIOR TO CONSTRUCTION TO INFORM THEM OF THE RELOCATION OF ANY FENCE OR VEGETATION.
- 23. THE CONTRACTOR SHALL RESTORE ALL EXISTING LANDSCAPING AND/OR IRRIGATION DISTURBED DURING CONSTRUCTION ACTIVITIES AND REPLACE LANDSCAPING WITH SOD WHERE GRASS IS DISTURBED. THE CONTRACTOR SHALL RELOCATE SPRINKLERS AS NECESSARY SO AS TO WATER OWNER'S LANDSCAPING, BUT NOT NEW CONCRETE SURFACES, TYPICAL OF ALL LOCATIONS WHERE GRASS OR BUSHES HAVE BEEN PLANTED BY OWNERS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING IRRIGATION IN THE CASE OF ANY INTERRUPTION OF SERVICE, INCLUDING DURING HOLIDAYS AND WEEKENDS. ANY DEAD LANDSCAPING DUE TO CONSTRUCTION ACTIVITIES OR INTERRUPTION OF IRRIGATION SERVICE SHALL BE REPLACED IN KIND BY THE CONTRACTOR AT NO ADDITIONAL COST.
- 24. WITHIN THE LIMITS OF THE PROJECT, WHERE EXISTING CURB IS REPLACED, ANY PAINT ON THE EXISTING CURB SHALL BE REPLACED IN KIND ON THE NEW CURB. THIS INCLUDES BUT IS NOT LIMITED TO RED CURB, WHITE CURB AND HOUSE NUMBERS.
- 25. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING TREES, SHRUBS AND OTHER PLANTS THAT ARE NOT TO BE REMOVED. OVERHEAD UTILITY POLES/LINES, FENCES, SIGNS, MARKERS AND MONUMENTS, BUILDINGS AND STRUCTURES, CONDUITS, PIPELINES UNDER OR ABOVE GROUND, SEWER AND WATER LINES, SPRINKLER SYSTEMS ABOVE OR BELOW GROUND, ALL ROADWAY FACILITIES, AND ANY OTHER IMPROVEMENTS OR FACÍLITIES WITHIN OR ADJACENT TO THE RIGHT-OF-WAY SHALL BE PROTECTED BY THE CONTRACTOR FROM INJURY OR DAMAGE. IF ORDERED BY ENGINEER, THE CONTRACTOR SHALL PROVIDE AND INSTALL SUITABLE SAFEGUARDS, APPROVED BY ENGINEER, TO PROTECT SUCH OBJECTS FROM INJURY OR DAMAGE.
- 26. THE CONTRACTOR SHALL COMPLETE ALL REQUIRED EARTHWORK, GRADING, AND INITIAL PAVING (FIRST LIFT) WITHIN EIGHT (8) CALENDAR DAYS AFTER PAVEMENT REMOVAL. THE CONTRACTOR IS NOT ALLOWED TO DEMOLISH ALL OF THE PEDESTRIAN CURB RAMPS AT THE SAME TIME. THE CONTRACTOR SHALL SCHEDULE THE CURB RAMP REPLACEMENT WORK TO PROVIDE PEDESTRIAN ACCESS AT ALL TIMES.
- 27.NEW OR REPLACED CURB AND GUTTER, SIDEWALK, OR DRIVEWAY SHALL INCLUDE NECESSARY GRADING BEHIND THE IMPROVEMENT TO CONFORM TO EXISTING CONDITION, UP TO 5 FÉET OR TO THE CITY RIGHT-OF-WAY, WHERE ANY CONSTRUCTION ACTIVITY MAY ENCROACH INTO PRIVATE PROPERTY, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.

CLEARING NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR CLEARING AND GRUBBING, PRUNING AND REMOVING TREE ROOTS THAT INTERFERE WITH THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT NO TREE ROOTS ARE PRUNED OR CUT THAT COULD COMPROMISE THE STABILITY OF THE TREE. THE CONTRACTOR SHALL RETAIN AN ARBORIST, AT THEIR OWN EXPENSE PRIOR TO BEGINNING THE WORK. THE CONTRACTOR'S ARBORIST SHALL PROVIDE A WORK PLAN THAT DESCRIBES THE METHOD OF PRUNING AND REMOVING MINOR TREE ROOTS THAT MAY BE ENCOUNTERED DURING CONSTRUCTION. THE ARBORIST WILL PROVIDE RECOMMENDATIONS FOR REVIEW BY THE CITY.

DUST CONTROL NOTES:

- 1. SPRAY WATER ON ALL EXPOSED EARTH SURFACED DURING CLEARING, GRADING, EARTH MOVING AND OTHER SITE PREPARATION ACTIVITIES THROUGHOUT THE DAY TO MINIMIZE DUST. USE TARPAULINS OR OTHER EFFECTIVE COVERS ON ALL STOCKPILED EARTH MATERIAL AND ON ALL HAUL TRUCKS TO MINIMIZE DUST. SWEEP THE ADJACENT STREET FRONTAGES AT LEAST ONCE A DAY OR AS NEEDED TO REMOVE SILT AND OTHER DIRT WHICH IS EVIDENT FROM CONSTRUCTION ACTIVITIES. ENSURE THAT CONSTRUCTION VEHICLES ARE CLEANED PRIOR TO LEAVING THE SITE TO PREVENT DUST AND DIRT FROM BEING TRACKED OFF SITE.
- 2 ALL EXPOSED SURFACES SHALL BE WATERED A MINIMUM OF TWICE DAILY, INCLUDING ON HOLIDAYS AND WEEKENDS, UNLESS DEEMED UNNECESSARY DUE TO WEATHER. WATER SHALL BE APPLIED AS PROVIDED IN SECTION 17 OF 2023 CALTRANS STANDARD SPECIFICATIONS.
- 3. DUST PALLIATIVES MAY BE SUBSTITUTED FOR WATERING UPON THE APPROVAL OF THE ENGINEER. DUST PALLIATIVES SHALL BE APPLIED AS PROVIDED IN SECTION 18 OF 2023 CALTRANS STANDARD SPECIFICATIONS.

STORM WATER POLLUTION PREVENTION:

1. PRIOR TO COMMENCING CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A COMPLETED STORM WATER POLLUTION PREVENTION PLAN (SWPPP) SIGNED AND CERTIFIED BY A QUALIFIED SSWPP DEVELOPER (QSD). ONCE APPROVED, CONTRACTOR SHALL SUBMIT SWPPP AND NOTICE OF INTENT (NOI) WITH THE CALIFORNIA DEPARTMENT OF WATER QUALITY CONTROL BOARD. THE CONTRACTOR SHALL ADHERE TO THE SWPPP AT ALL TIMES. THE CONTRACTOR SHALL FILE THE ANNUAL REPORT, AND NOTICE OF TERMINATION (NOT) WHEN THE PROJECT IS COMPLETED.

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES:

1. ALL SIGN PANELING SHALL CONFORM TO THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2014 EDITION REVISION 7, DATED MARCH 10 2023.

CITY OF TURLOCK STANDARD PLANS

CURB AND GUTTERS RESIDENTIAL AND COMMERCIAL SIDEWALK C-3 RESIDENTIAL DRIVEWAY APPROACH(MOD) C-5(MODIFIED) ALLEY APPROACH C-7(MODIFIED) CURB RETURN PEDESTRIAN RAMP C-10, C-11 & C-12 DETECTABLE WARNING SURFACE C-15 STANDARD MANHOLE S-3 MANHOLE FRAME AND COVER S-5 CATCH BASIN NO. 3 SD-3MONUMENT DETAIL M-1 LINE VALVE W-5 WATER VALVE BOX W-6

CALTRANS STANDARD PLANS

ABBREVIATIONS A3A-A3C LEGEND A10A-A10E PAVEMENT MARKERS AND TRAFFIC LINES A20A-A20G PAVEMENT MARKINGS A24A-A24H EXCAVATION AND BACKFILL A62A

**USE LATEST VERSION 2023 OF REVISED STANDARD PLANS PER CALTRANS WEBSITE

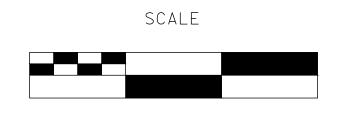
100% PLANS

DESIGNED BY: POORE, B. DRAWN BY: **Franco, N.** CHECKED BY: NORIEGA, E. SCALE: NOT TO SCALE DATE: 5/05/2025

JOB NO.: 24-00061

ALL REFERENCES AND WRITTEN DIMENSIONS SHALL SUPERCEDE ALL SCALED DISTANCES AND SHALL BE VERIFIED IN THE FIELD. ANY DISCREPANCY SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.







► MARK ■ ■ THOMAS

701 UNIVERSITY AVENUE, SUITE 200 SACRAMENTO, CALIFORNIA 95825 (916) 381-9100 FAX:(916)381-9180 markthomas.com

CITY OF TURLOCK MUNICIPAL SERVICES DEPARTMENT 156 S. BROADWAY SUITE 150 (209)668-5520

TURLOCK

CITY OF TURLOCK ROADS PROGRAM CIP PROJECT 23-067 PACKAGE #3 **GENERAL NOTES**

126 Sheets

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LEGEND:

PROPOSED CROWN

LIMITS OF PAVEMENT RECONSTRUCTION (TI = 6, SEE TYPICAL SECTIONS)

LIMITS OF PAVEMENT RECONSTRUCTION (TI = 8, SEE TYPICAL SECTIONS)

PROPOSED FLOWLINE

SAWCUT

Exist FENCE

Exist WALL

CITY OF TURLOCK RIGHT OF WAY (R/W)

PARCEL LINES

REMOVE FENCE

UTILITY OWNERSHIP ON THIS PROJECT:

	COMMUNICATION (UG)	- AT&T/CHARTER COMMUNICATIONS	-
—— -e—————	ELECTRIC (UG)	- TID ELECTRICAL	-
———e——(oh)—	ELECTRIC (OH)	- TID ELECTRICAL	_
gs	GAS	- PG&E	-
w	WATER	- CITY OF TURLOCK	-
	SEWER	- CITY OF TURLOCK	-
sd	STORM DRAIN	- CITY OF TURLOCK	-
irr	IRRIGATION	- TID IRRIGATION	_

-	BEGIN/END OF TRAFFIC STRIPE DETAI
-> -	CHANGE OF TRAFFIC STRIPE DETAIL
$\langle X-X \rangle$	TRAFFIC STRIPE DETAIL NUMBER

LL LIMIT LINE

CONTINENTAL CROSSWALK

"STOP" PAVEMENT MARKING

"SCHOOL" PAVEMENT MARKING

"XING" CROSSING PAVEMENT MARKING

"AHEAD" PAVEMENT MARKING

"BIKE" PAVEMENT MARKING
"LANE" PAVEMENT MARKING

POTHOLE LOCATION

POTHOLE NUMBER

PROPOSED STREET LIGHT

EXIST STREET LIGHT

EXIST MANHOLE

EXIST STORM DRAIN INLET
PROPOSED STORM DRAIN INLET

EXIST FIRE HYDRANT
EXIST POWER POLE

EXIST GUY WIRE

EXIST UTILITY BOX

EXIST WATER VALVE

EXIST SIGN

ABBREVIATIONS:

ABBREV	IATIONS:		
A D	AGGREGATE BASE	S	CEWED
AB	ASPHALT CONCRETE		SEWER
AC	ASBESTOS CONCRETE (DU	SAW	SAWCUT
AC		SD	STORM DRAIN
4 DDD 0 V	SHEETS ONLY)	SDMH	STORM DRAIN MANHOLE
APPROX	APPROXIMATE	SHLD	SHOULDER
ASC	ASBESTOS CEMENT	SNS	STREET NAME SIGN
AT&T	AMERICAN TELEPHONE &	SS	SANITARY SEWER
	TELEGRAPH COMPANY	SSBM	STRAP AND SADDLE BRACKET METHOD
AVE	AVENUE	SSMH	SANITARY SEWER MANHOLE
	DECIN CURVE	ST	STREET
ВС	BEGIN CURVE	STA	STATION
Beg	BEGIN	STD/S+d	STANDARD
BOC	BACK OF CURB	SW	SIDEWALK
BOW	BACK OF WALK		
	OURD AND OUTTER	TI	TRAFFIC INDEX
C&G	CURB AND GUTTER	TID	TURLOCK IRRIGATION DISTRICT
CL	CENTERLINE	TOC	TOP FACE OF CURB
CONC	CONCRETE		
CR	CURB RAMP	U	UNDERGROUND
CST	CITY STANDARD OF TURLOCK		
		VAR	VARIES
DI	DRAINAGE INLET	VG	VALLEY GUTTER
DWG	DRAWING		
DWY	DRIVEWAY	W	WATER
		WM	WATER MAIN
EC	END CURVE	WM	WATER METER
ELEC	ELECTRICAL	WV	WATER VALVE
ELEV	ELEVATION		
EP	EDGE OF PAVEMENT		
Exist / (E)	EXISTING		
FDR	FULL DEPTH RECLAMATION		
FG	FINISHED GRADE		
FH	FIRE HYDRANT		
FL	FLOW LINE		
FOC	FACE OF CURB		
	ODADE DDEAK		
GB	GRADE BREAK		
GM	GAS MAIN PIPELINE		
GS	GAS SERVICE		
GV	GATE VALVE		
115.4.4	HOT MIX ASPHALT		
НМА	HOT MIX ASTITALT		
IRR	IRRIGATION		
INN			
ı	LENGTH		
LIP	LIP OF GUTTER		
L†	LEFT		
LI			
MAX	MAXIMUM		
MET	METALLIC (IRON, STEEL,		
IVIC I	COATED)		
МН	MANHOLE		
MIN	MINIMUM		
141214	WITTIMOW		
NTS	NOT TO SCALE		
OG	ORIGINAL GROUND		
ОН	OVERHEAD		
Pave	PAVEMENT		
PCC	POINT OF COMPOUND CURVE		
PG	PROPOSED GRADE		
PG&E	PACIFIC GAS & ELECTRIC		
PL	PLASTIC		

100% PLANS

DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.

CHECKED BY: NORIEGA, E.

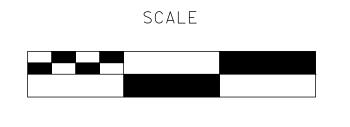
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markthomas.com

CITY OF TURLOCK
MUNICIPAL SERVICES
DEPARTMENT
156 S. BROADWAY
SUITE 150
(209)668-5520

R/W

Reconst

Remove

RIGHT

RIGHT OF WAY

RECONSTRUCT



CITY OF TURLOCK
ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #3
GENERAL NOTES

Sheet <u>3</u>
of
<u>126</u> Sheets

GN-2

	Point Table			
Point #	Northing	Easting	Elevation	Raw Description
1000	2004921.43	6464890.31	105.95	SET 5\8" REBAR
1053	2007330.17	646573.78	_	TURLOCK CP H12-FOUND IP
1083	1999418.87	6457777.42	_	TURLOCK CP L9-FOUND IP
2681	2007430.64	6459245.86	100.26	SVCP MAG SE COR STOP BAR
2682	2008683.04	6459193.80	102.57	SVCP MAG SE INSIDE COR XWALK
2683	2008174.33	6459249.80	101.84	SVCP MAG SW COR "P"
2684	2008386.10	6459896.56	103.68	SVCP 60D TBC BC@KNUCKLE
2685	2007917.14	6459884.98	103.39	SVCP 60D TBC BC@KNUCKLE
2686	2010051.94	6462198.83	106.58	SVCP MAG SE COR STP BAR
2687	2010335.54	6463060.90	105.60	SVCP MAG NE COR "P"
2703	2010347.31	6462432.60	105.57	SVCP MAG SW COR YLW STRIPE EAST EDGE SSMH

Alignment Table				
Alignmen-	Alignment		Northing	Easting
WALLACE	Beg	10+00.00	2003398.11	6466399.16
''WA''	END	15+50.00	2003948.11	6466402.19
CHARLES	Beg	10+00.00	2003752.15	6466401.11
"CH"	END	16+60.96	2003746.40	6467062.05
ZINFANDEL	Beg	10+00.00	2003658.27	6467061.71
"ZI"	END	34+07.90	2003635.98	6469468.76
EL PASEO	Beg	10+00.00	2004840.65	6466513.98
"EP1"	END	16+19.71	2005460.37	6466516.25
EL PASEO	Beg	10+00.00	2005459.99	6466573.62
"EP2"	END	22+38.89	2006698.87	6466578.34
LINDA VISTA	Beg	10+00.00	2006283.47	6466576.76
"LV"	END	14+95.00	2006280.83	6467071.75
ARBOR	Beg	10+00.00	2006709.12	6465722.18
"AR"	END	37+00.43	2006677.23	6468422.41
CHRISTINE	Beg	10+00.00	2006689.44	6467373.23
"KCH"	END	22+64.19	2006681.35	6468068.17
NORTH QUINCY	Beg	10+00.00	2006182.68	6468419.88
"NQ"	END	21+08.84	2007291.51	6468425.56
NOVO	Beg	10+00.00	2004836.36	6467723.79
"NO"	END	20+00.00	2005822.69	6467724.43
LA SOMBRA	Beg	10+00.00	2005866.24	6467384.89
"LS"	END	22+20.39	2005816.04	6467850.63
LINN	Beg	10+00.00	2005813.51	6468132.51
"LI"	END	14+70.00	2006283.50	6468136.74
CALIFORNIA	Beg	10+00.00	2007019.64	6465723.05
"CA"	END	23+51.06	2007001.91	6467074.00

	SURVEY	VERTICAL BEI	NCHMARKS
CONTROL PT. NO.	BENCHMARK ID	ELEVATION	DESCRIPTION
101	BM 13-1-3	110.059	FOUND BASS PLUG NW CORNER ON EAST MARSHALL AT DAUENBERGER RD
102	SVBM 22-4-2	98.282	FOUND BASS PLUG NW CORNER ON EAST MARSHALL AT DAUENBERGER RD
103	SVBM 24-3-1	105.563	FOUND BASS PLUG NW CORNER ON EAST MARSHALL AT DAUENBERGER RD

LEGEND:



CONTROL POINT - HORIZONTAL



CONTROL POINT NUMBER

NOTES:

- 1. CONTRACTOR SHALL COMPLY WITH BUSINESS AND PROFESSIONS CODE SECTION 8771 (b) REGARDING REFERENCING, PRESERVING AND RECONSTRUCTING MONUMENTS, WHETHER OR NOT MONUMENTS ARE SHOWN IN THESE PLANS.
- 2. IF MONUMENT IS DAMAGED BY CONTRACTOR'S OPERATIONS. CONTRACTOR SHALL REPLACE AT CONTRACTOR'S COST.
- 3. CONTRACTOR SHALL PROVIDE THE AGENCY A MINIMUM OF TWO (2) WEEKS NOTICE PRIOR TO COMMENCING ANY WORK THAT COULD DAMAGE OR DESTROY ANY SURVEY MONUMENTS.

HORIZONTAL DATUM

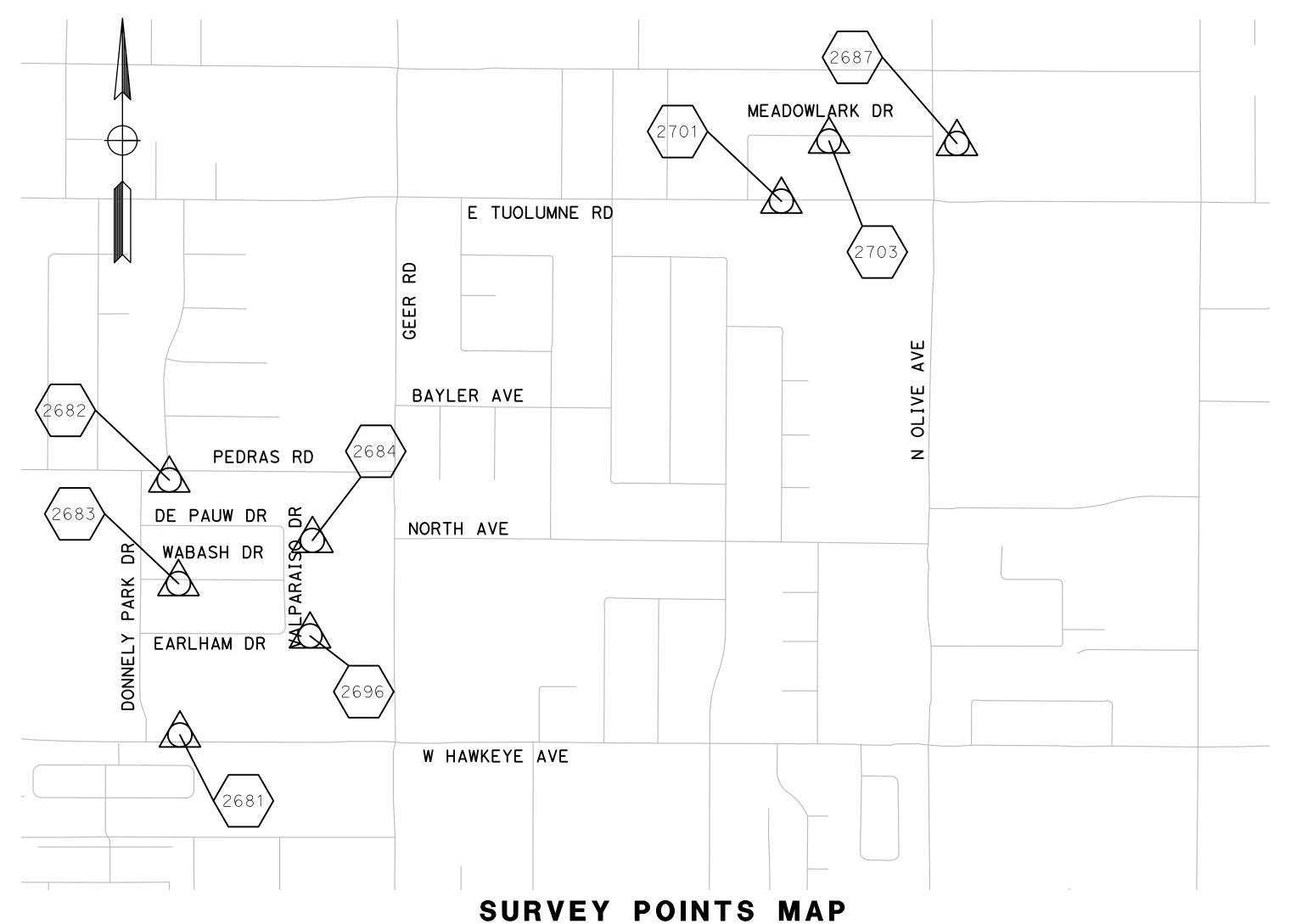
HORIZONTAL DATUM IS BASED ON THE CITY OF TURLOCK G.P.S. CONTROL NETWORK SURVEY FILED IN BOOK 20 OF SURVEYS AT PAGE 56, STANISLAUS COUNTY RECORDS. SAID SURVEY IS BASED ON THE 1983 NORTH AMERICAN DATUM AND ADJUSTMENT AS SHOWN ON THE FACE OF SAID SURVEY. POINTS H12 AND L9 AS SHOWN ON THE SURVEY WERE USED AS THE BASE CONTROL FOR THIS PROJECT.

COORDINATE SYSTEM

THE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83), ZONE III.

<u>VERTICAL DATUM</u>

ELEVATIONS BASED ON THE CITY OF TURLOCK BENCHMARK SYSTEM



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CITY OF TURLOCK ROADS PROGRAM CIP PROJECT 23-067 PACKAGE #3 PROJECT CONTROL

Sheet <u>4</u> **126** Sheets

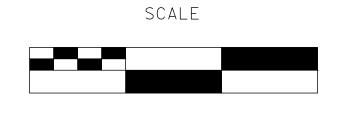
PC-1

DESIGNED BY: POORE, B. DRAWN BY: **Franco, N.** CHECKED BY: NORIEGA, E. SCALE: NOT TO SCALE DATE: 5/05/2025

JOB NO.: 24-00061

ALL REFERENCES AND WRITTEN DIMENSIONS SHALL SUPERCEDE ALL SCALED DISTANCES AND SHALL BE VERIFIED IN THE FIELD. ANY DISCREPANCY SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.





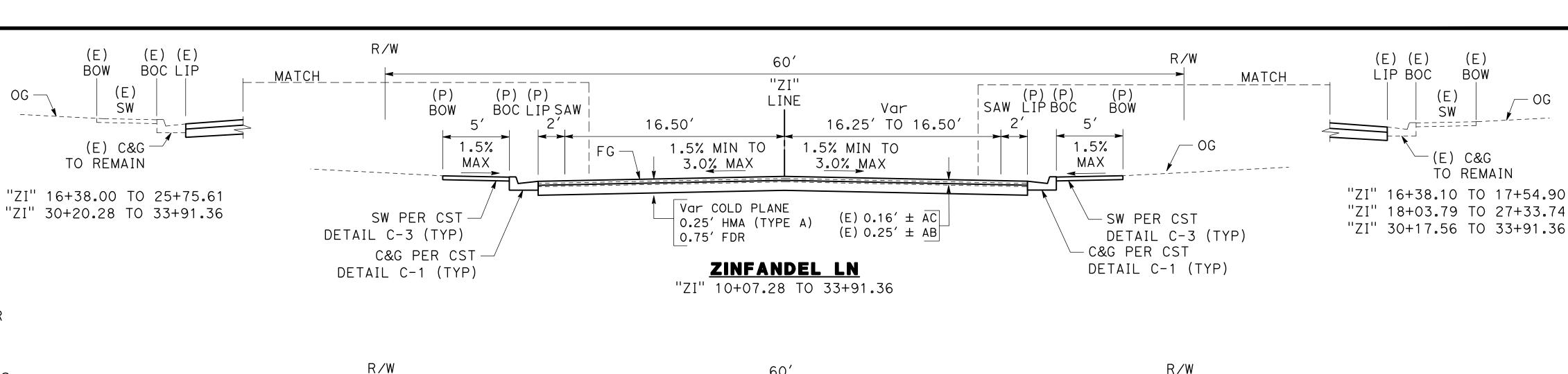


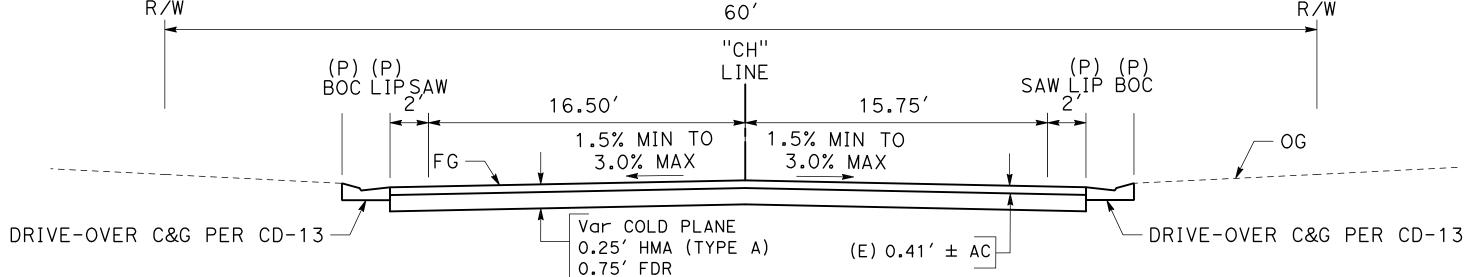
NOTES (X-1 TO X-4):

- 1. FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA SEE RIGHT OF WAY RECORD MAPS AT CITY OF TURLOCK OFFICE.
- 2. DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
- 3. SUBGRADE CROSS SLOPE TO BE THE SAME AS TYPICAL SURFACE CROSS SLOPE UNLESS OTHERWISE NOTED.
- 4. FOR LOCATIONS OF PAVEMENT REHABILITATION, SEE LAYOUT SHEETS.
- 5. CONSTRUCT 6" CURB AND GUTTER PER CITY STD C-1. CONSTRUCT DRIVE-OVER CURB AND GUTTER PER DETAILS PROVIDED ON CD-13. FOR LOCATIONS AND LIMITS OF CURB AND GUTTER REPLACEMENT, SEE LAYOUT SHEETS.
- 6. CONSTRUCT CONCRETE SIDEWALK PER CITY STD C-3. FOR LOCATIONS AND LIMITS OF SIDEWALK REPLACEMENT, SEE LAYOUT SHEETS.
- 7. PAVEMENT SHALL BE REPLACED AS SHOWN. CROSS SLOPE OF PAVEMENT SHALL MAINTAIN POSITIVE DRAINAGE. THERE SHALL BE NO LOW POINTS COLLECTING SURFACE RUNOFF.
- 8. EXISTING CURB, GUTTER, SIDEWALK, AND DRIVEWAY SHALL BE PROTECTED IN PLACE, UNLESS OTHERWISE NOTED ON THE PLANS.
- 9. DIMENSIONS SHOWN IN TYPICAL SECTIONS ARE APPROXIMATE. CONTRACTOR TO VERIFY DIMENSIONS WITH THE ENGINEER IN THE FIELD.
- 10. REMOVAL OF EXISTING PAVEMENT INCLUDES ASPHALT, AGGREGATE BASE, AND SUB BASE AS NECESSARY TO ACHIEVE REQUIRED REMOVAL DEPTH.
- 11. WHERE THE ENTIRE EXISTING ASPHALT LAYER IS REMOVED, COMPACT AND PREPARE BASE/SUBGRADE PRIOR TO PLACING HMA.
- 12. SEE PLANS FOR PROPOSED PAVEMENT TREATMENT WITHIN INTERSECTION GRADING LIMITS, WHERE APPLICABLE.
- 13. WHERE NECESSARY, EMBANKMENT SLOPES (4:1 OR FLATTER) SHALL BE USED TO CONFORM TO EXISTING GROUND ELEVATIONS BEYOND THE PROPOSED BACK OF WALK OR BACK OF CURB.
- 14. AS SHOWN ON THE DM SHEETS, AND THE TYPICAL CURB, GUTTER, AND SIDEWALK REMOVAL DETAIL ON DM-1, THE SAWCUT STRIP ADJACENT TO PROPOSED CURB AND GUTTER SHALL BE 2' WIDE MEASURED FROM THE PROPOSED GUTTER LIP (NOT THE EXISTING GUTTER LIP).

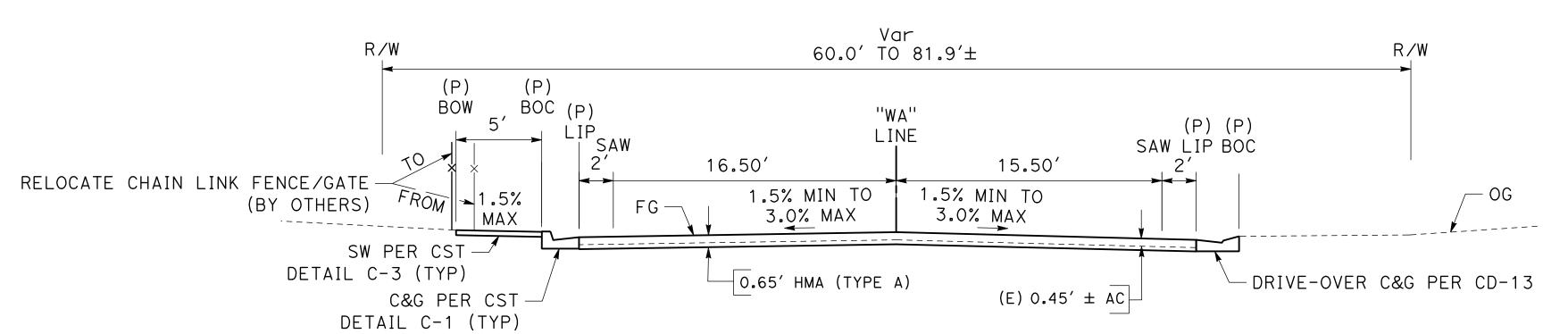
DESIGN DESIGNATION:

STREET NAMES	R-VALUES	TI
WALLACE ST	23	6
CHARLES PL	23	6
ZINFANDEL LN	23	6
EL PASEO ST	60	6
LINDA VISTA ST	60	6
ARBOR WAY	60	6
NORTH QUINCY RD	60	8
KAREN WY/CHRISTINE WY/HEPPNER WY	60	6
CALIFORNIA AVE	60	6
NOVO DR	60	6
LA SOMBRA CT	60	6
LINN CT	60	6



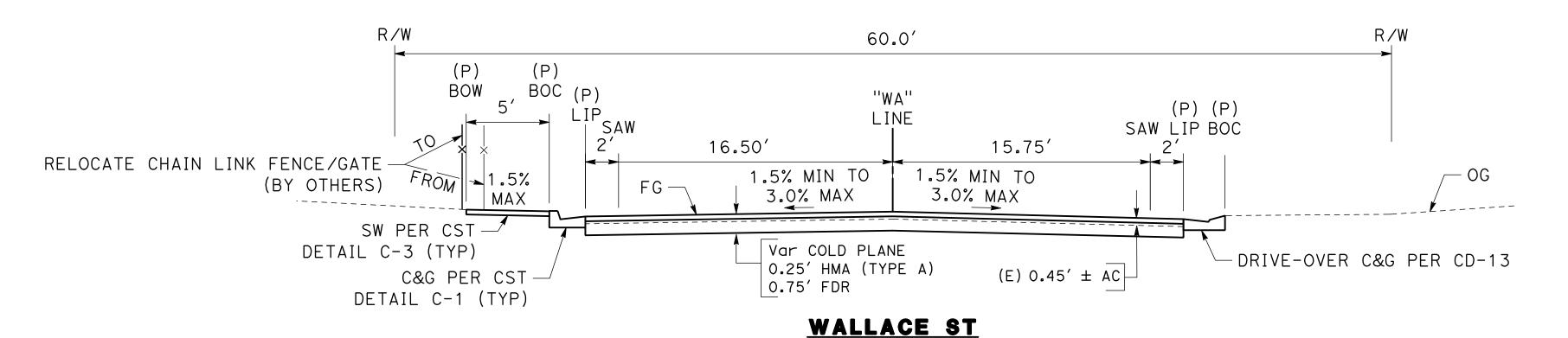


CHARLES PL "CH" 10+17.38 TO 16+44.70



WALLACE ST "WA" 13+72.17 TO 15+30.89

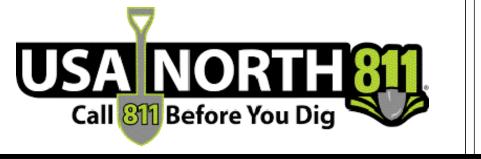
"WA" 10+46.67 TO 13+72.17

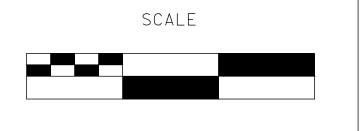


100% PLANS

DESIGNED BY: POORE, B.	NO
DRAWN BY: FRANCO, N.	AL
CHECKED BY: NORIEGA, E.	SC.
SCALE: NOT TO SCALE	VE
DATE: 5/05/2025	DIS
JOB NO.: 24-00061	PR

L REFERENCES AND WRITTEN IMENSIONS SHALL SUPERCEDE ALL CALED DISTANCES AND SHALL BE ERIFIED IN THE FIELD. ANY SCREPANCY SHALL BE BROUGHT TO E ATTENTION OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.







► MARK ■ ■ THOMAS

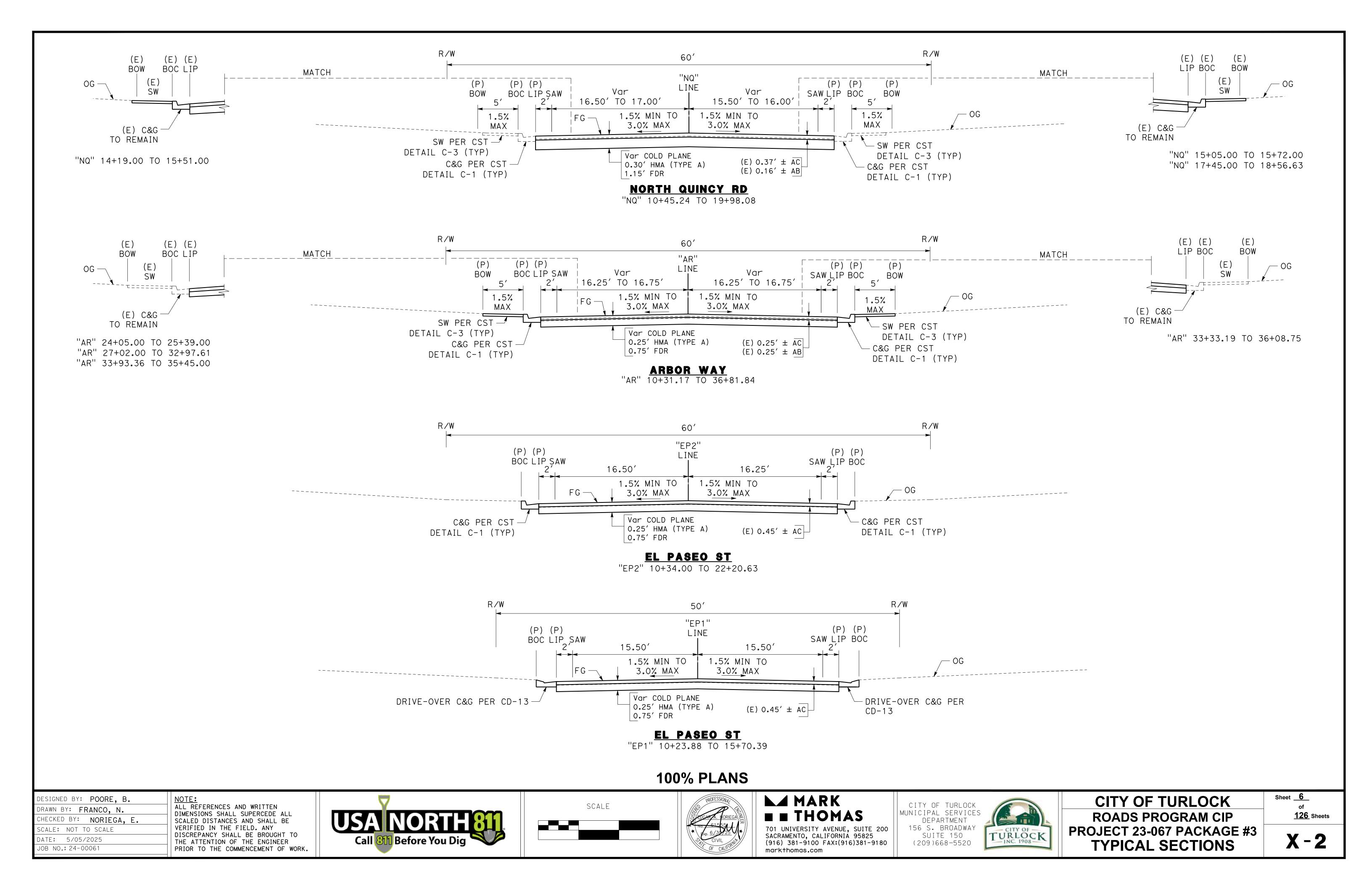
701 UNIVERSITY AVENUE, SUITE 200 SACRAMENTO, CALIFORNIA 95825 (916) 381-9100 FAX:(916)381-9180 markthomas.com

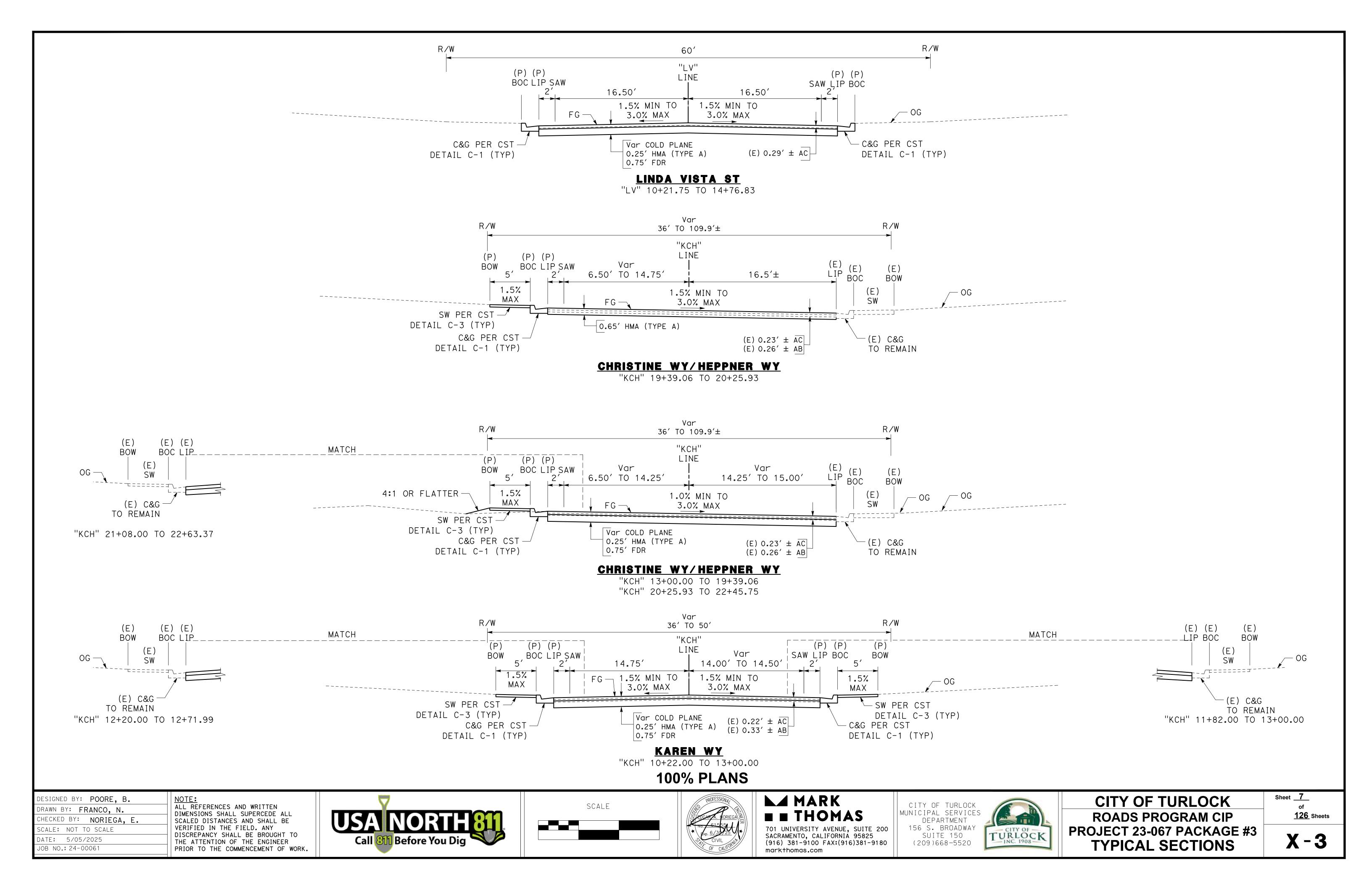
CITY OF TURLOCK MUNICIPAL SERVICES DEPARTMENT 156 S. BROADWAY SUITE 150	TURLOCK
(209)668-5520	TURLOCK INC. 1908

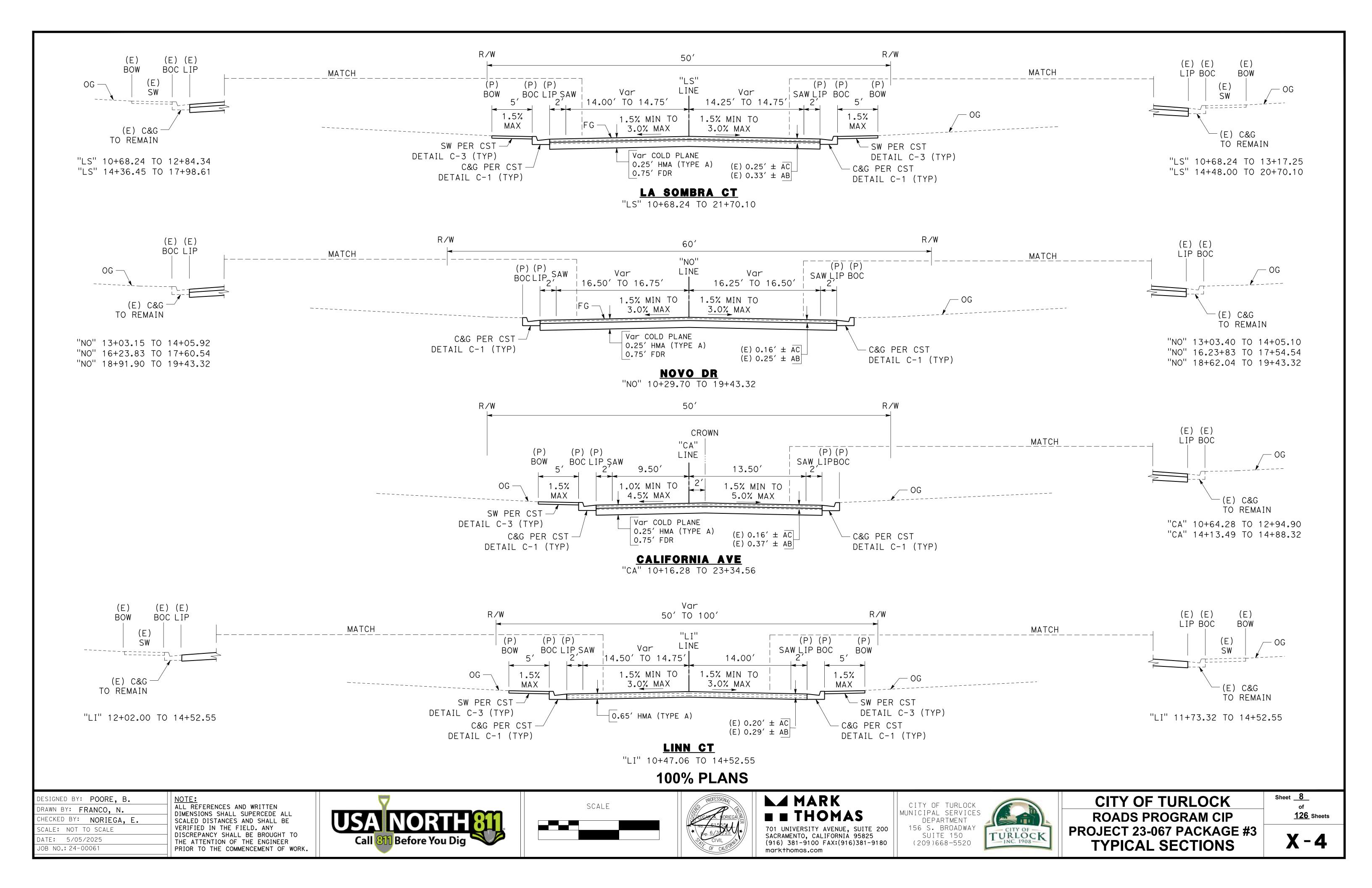
CITY OF TURLOCK **ROADS PROGRAM CIP** PROJECT 23-067 PACKAGE #3 TYPICAL SECTIONS

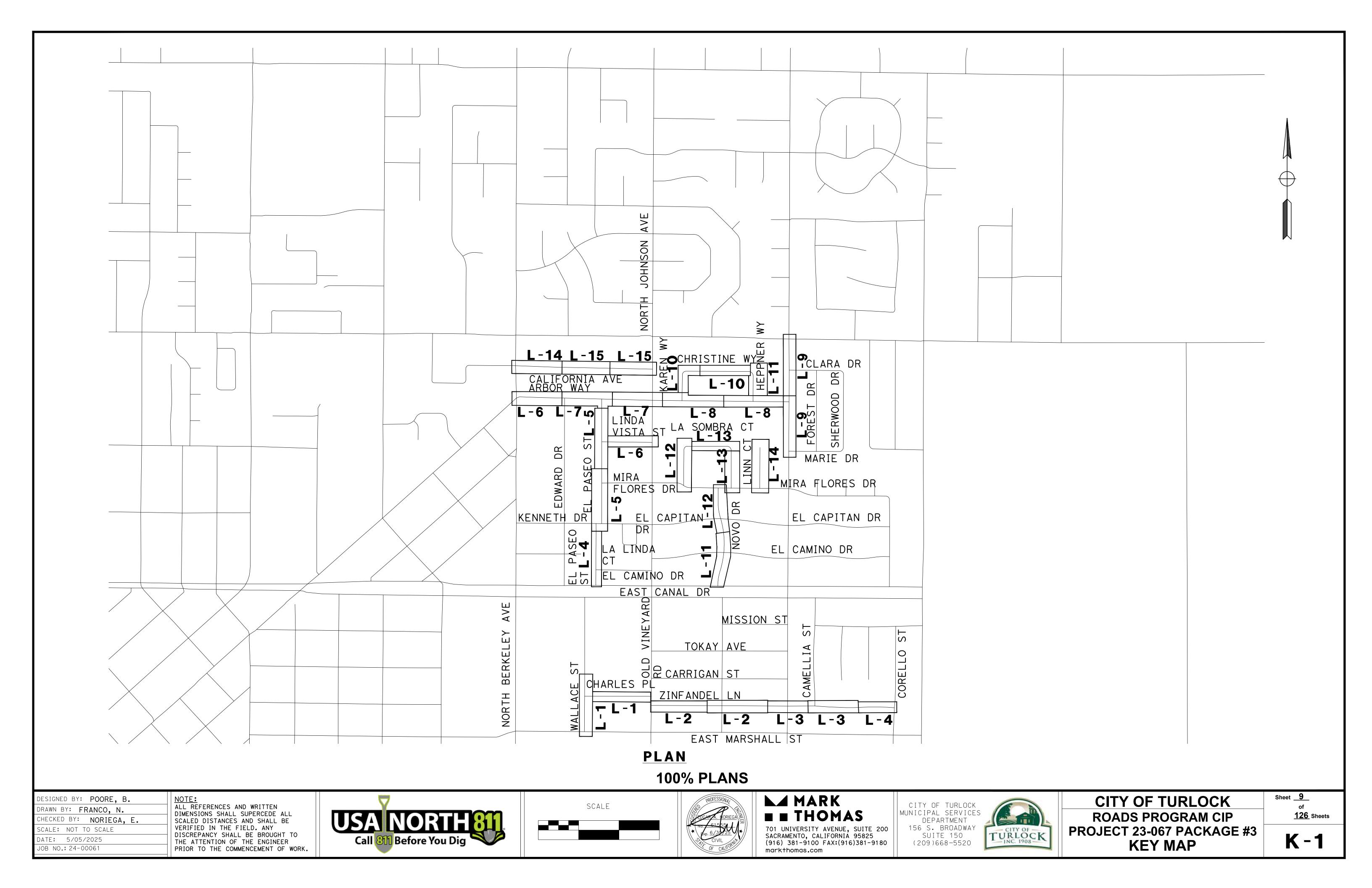
Sheet __**5**__ **126** Sheets

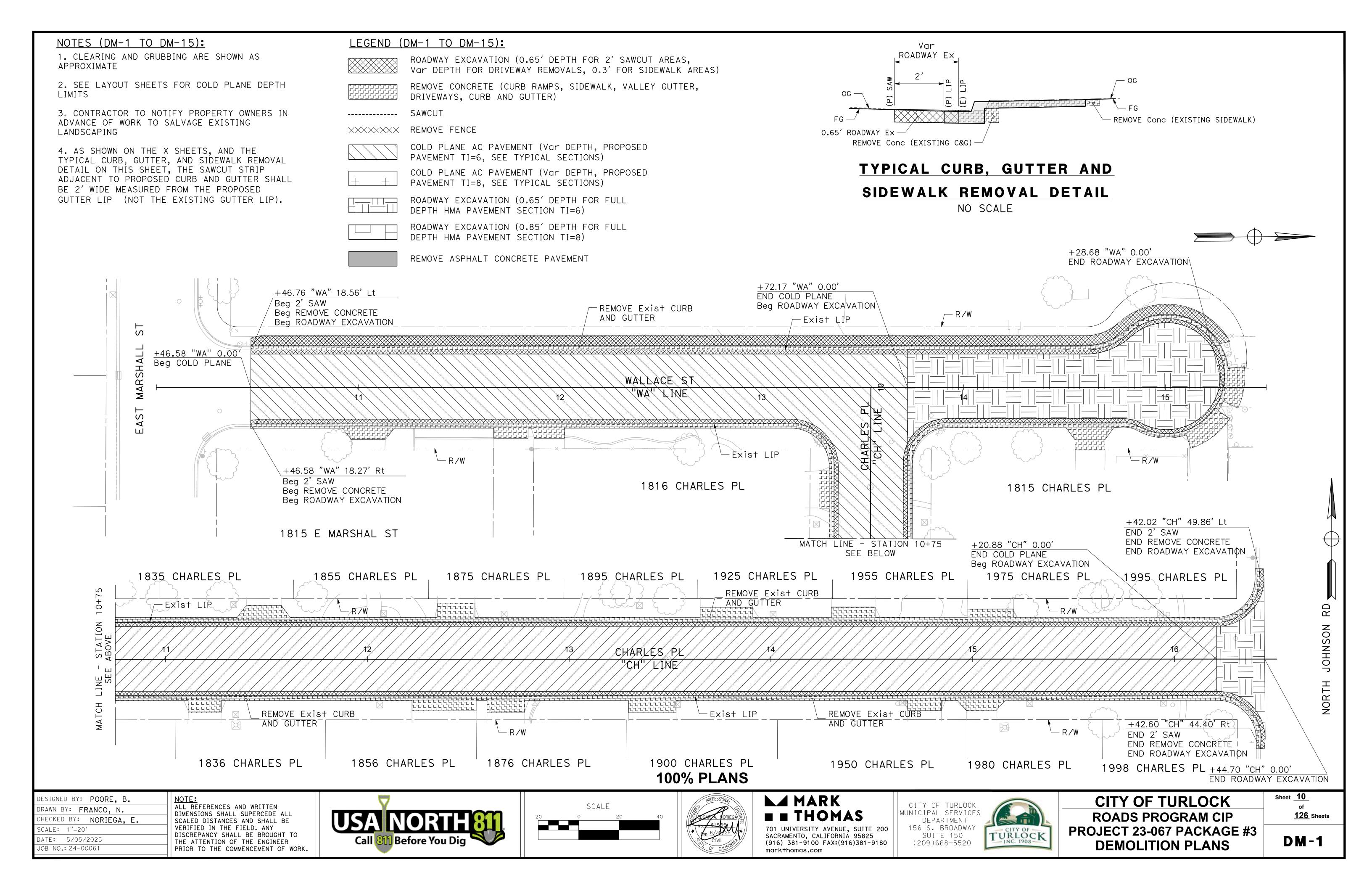
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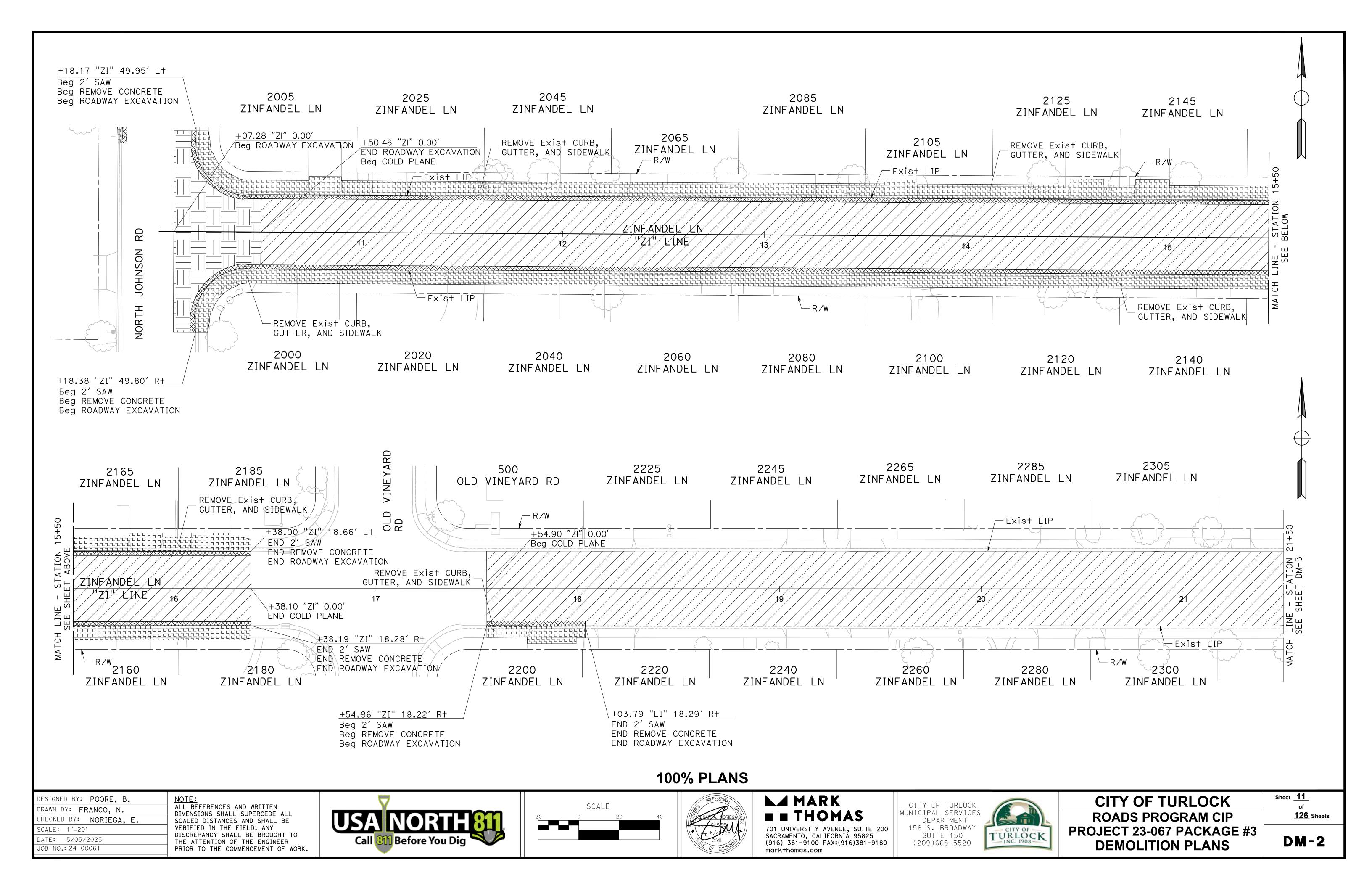


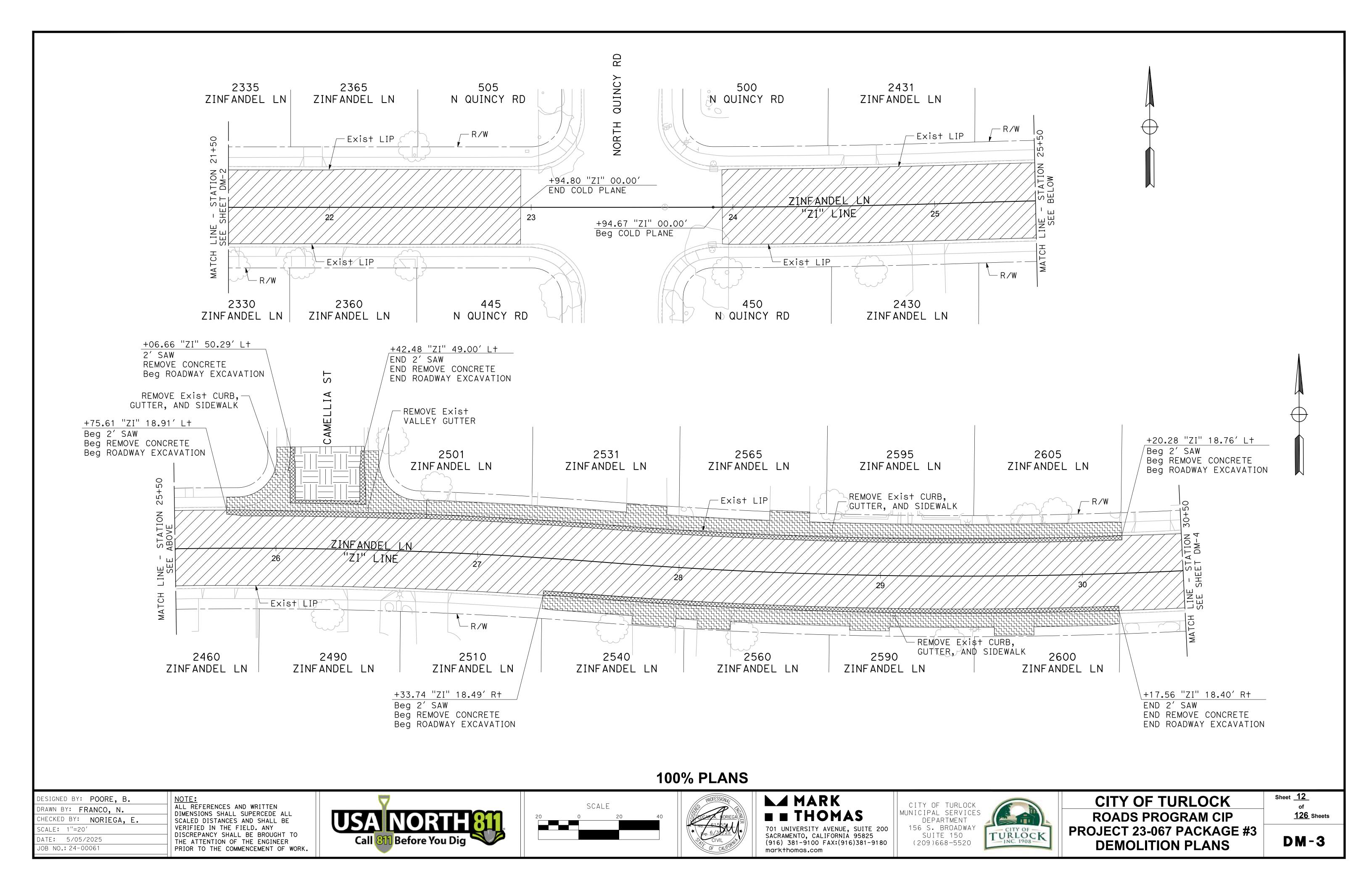


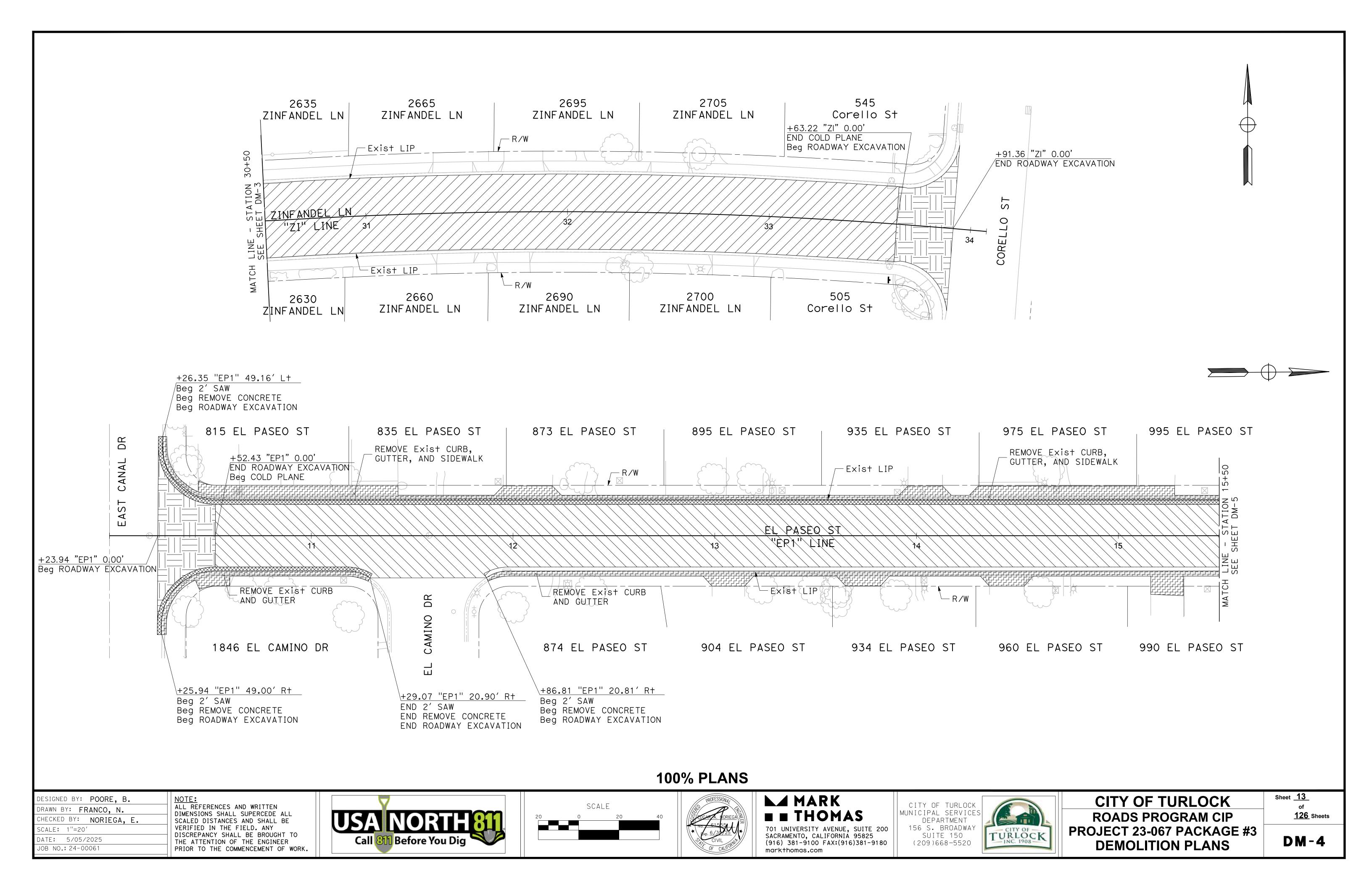


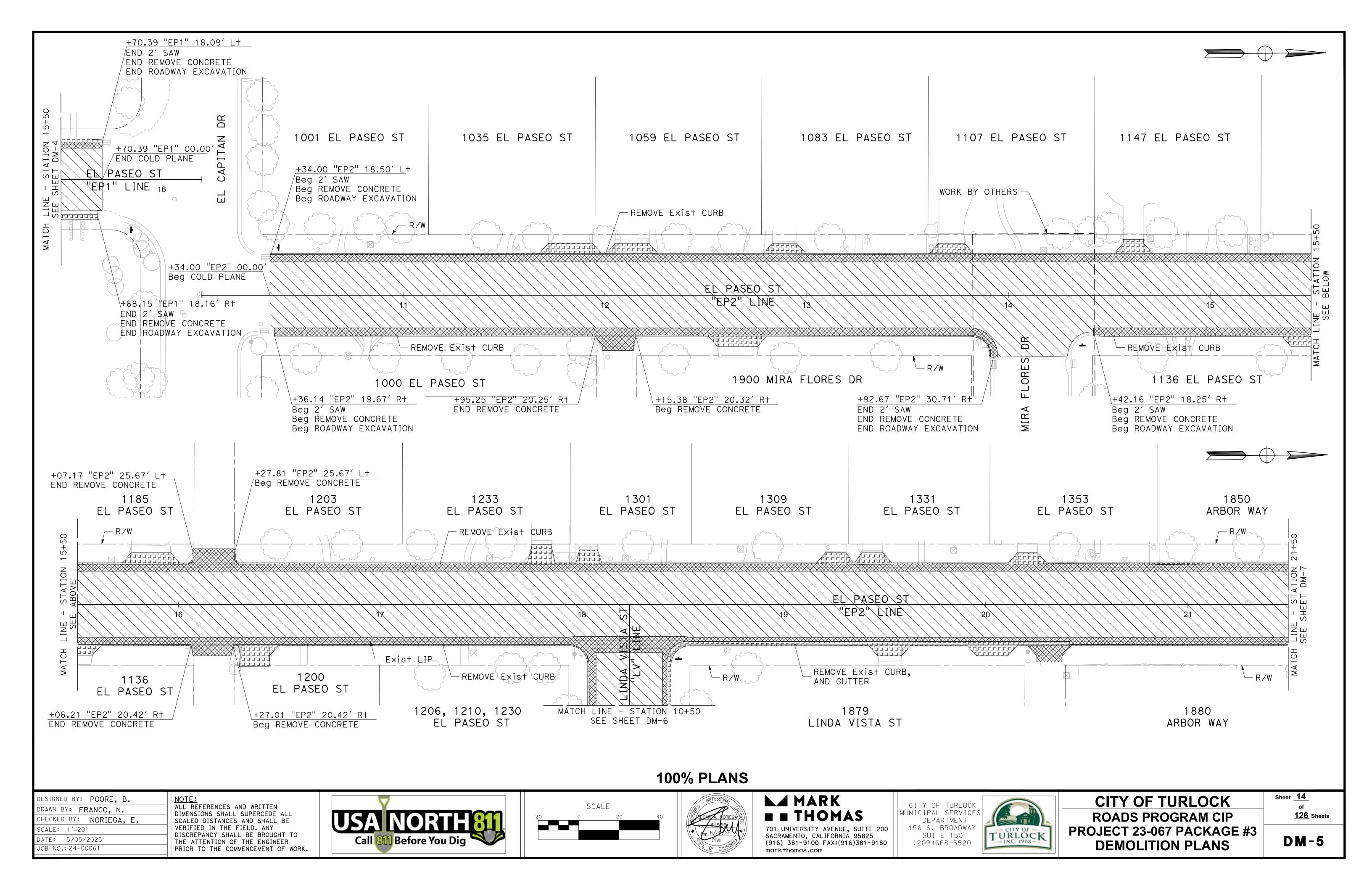


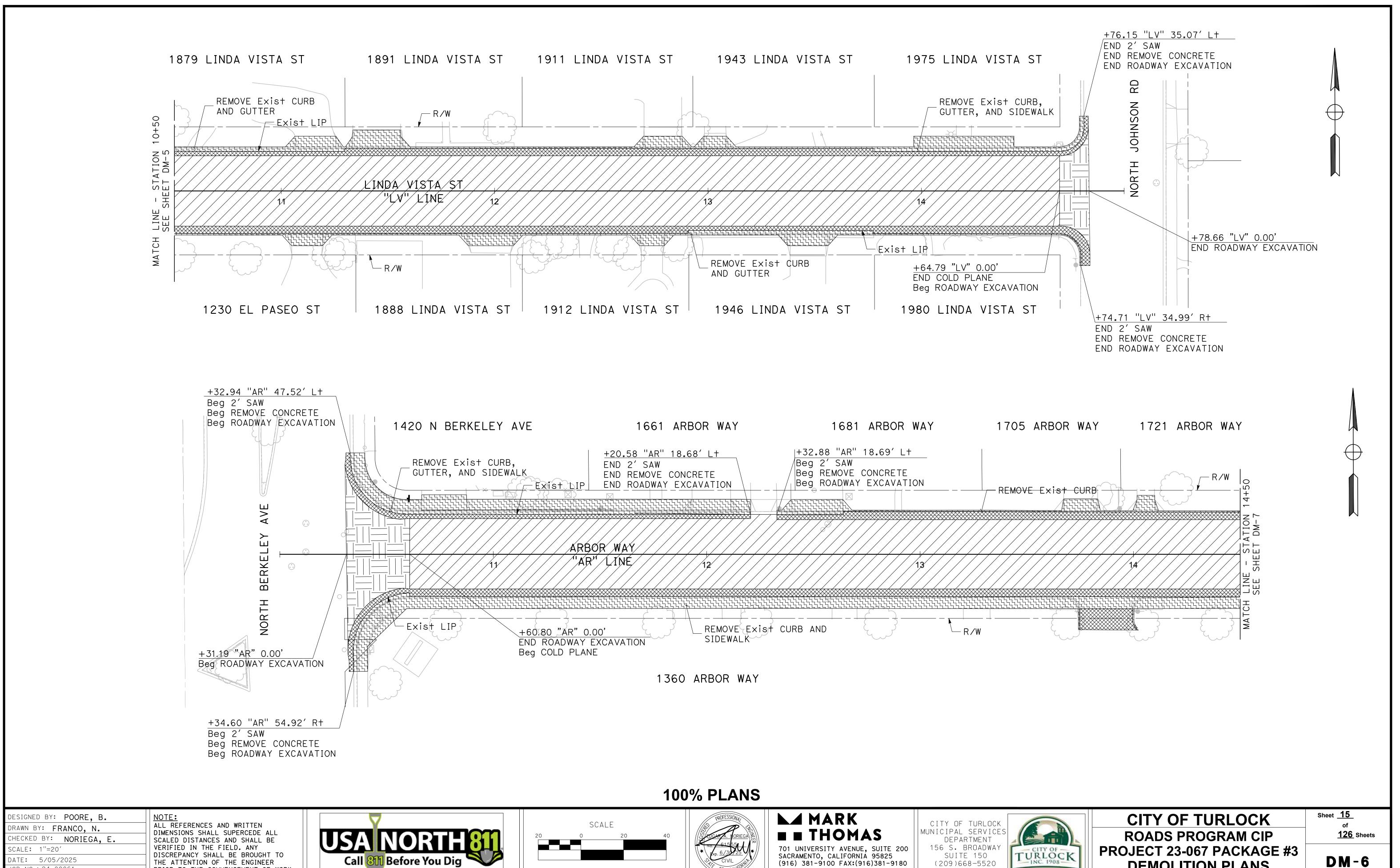












(209)668-5520

markthomas.com

DATE: 5/05/2025

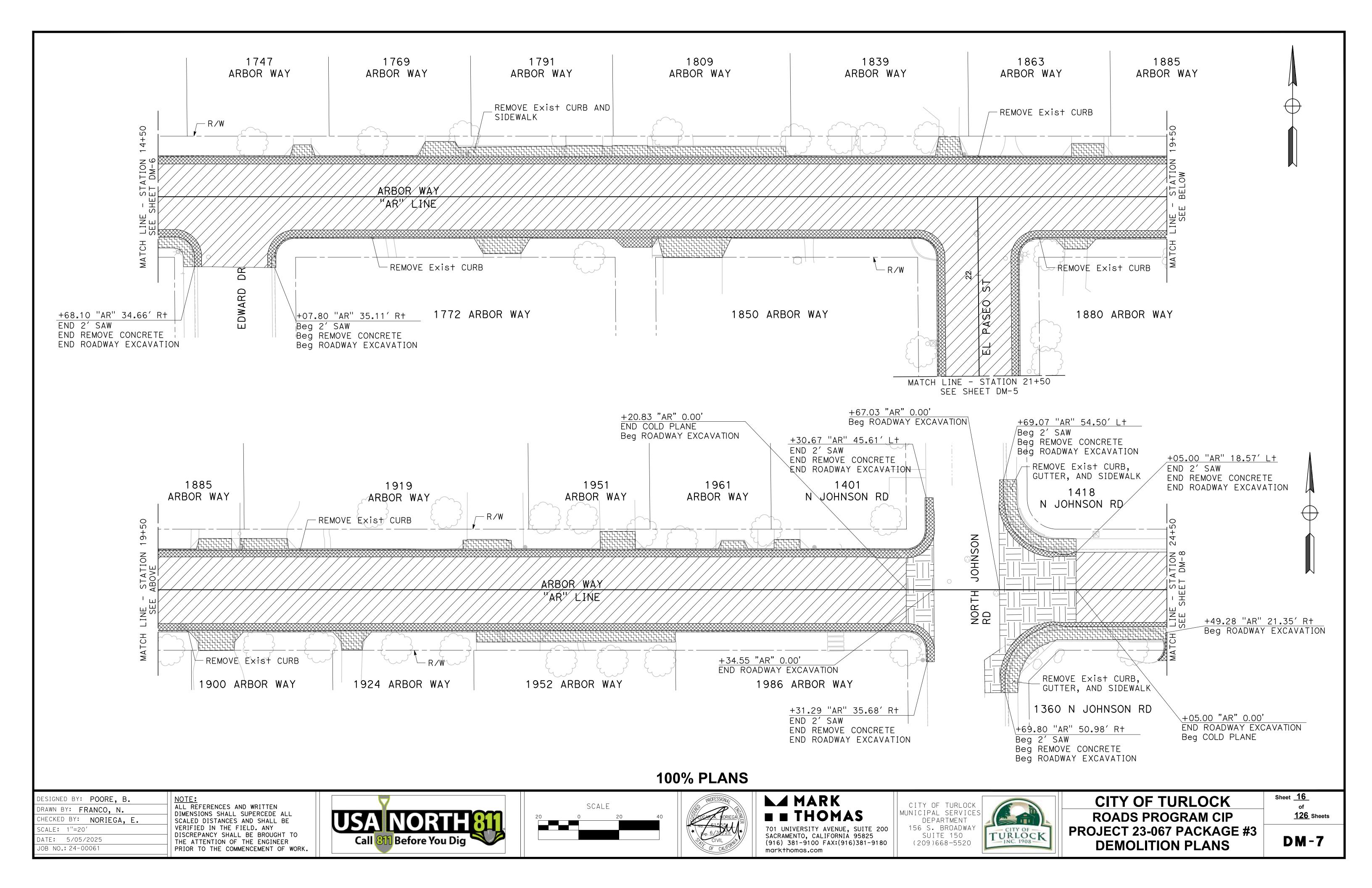
OB NO.: 24-00061

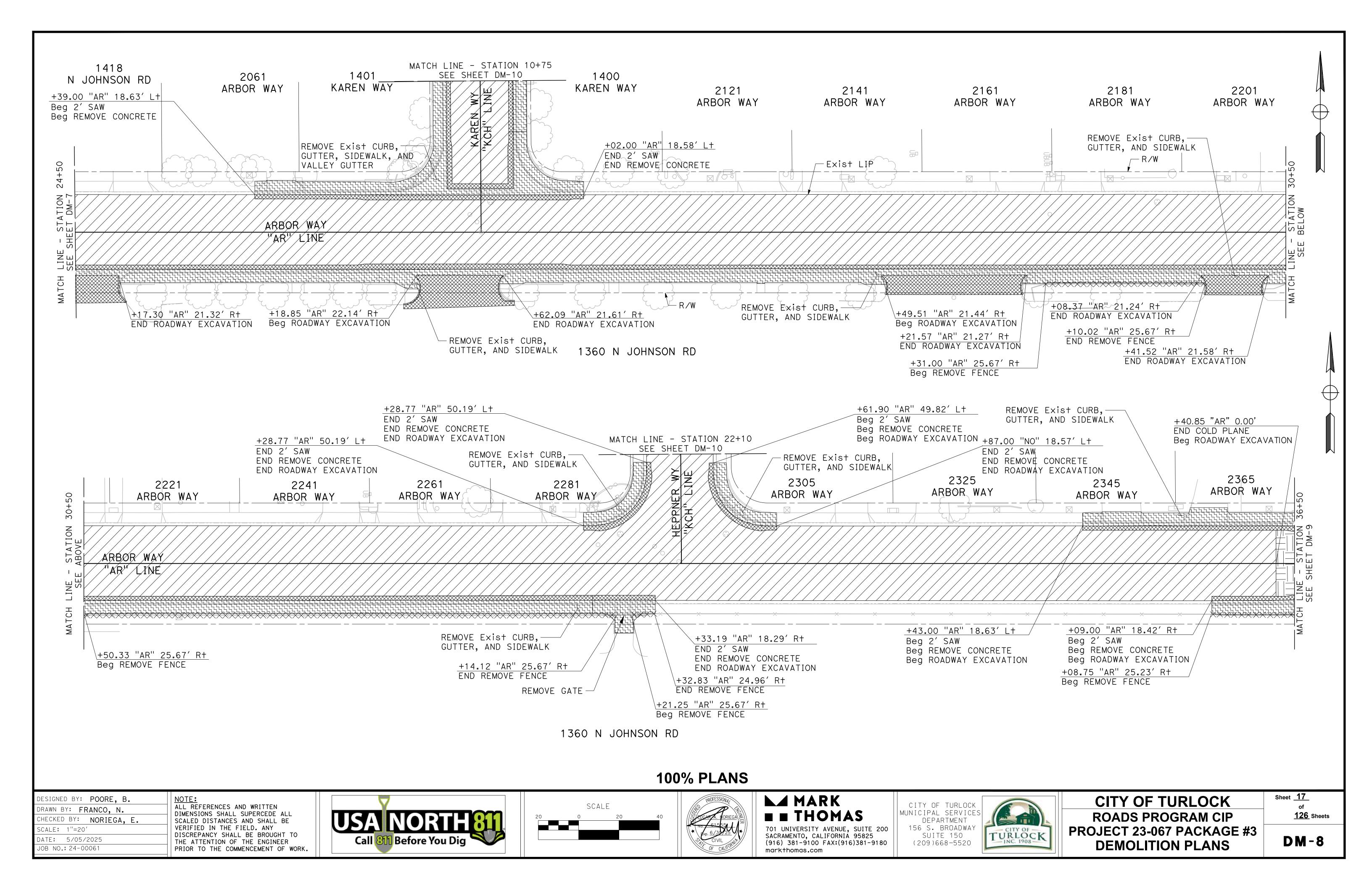
THE ATTENTION OF THE ENGINEER

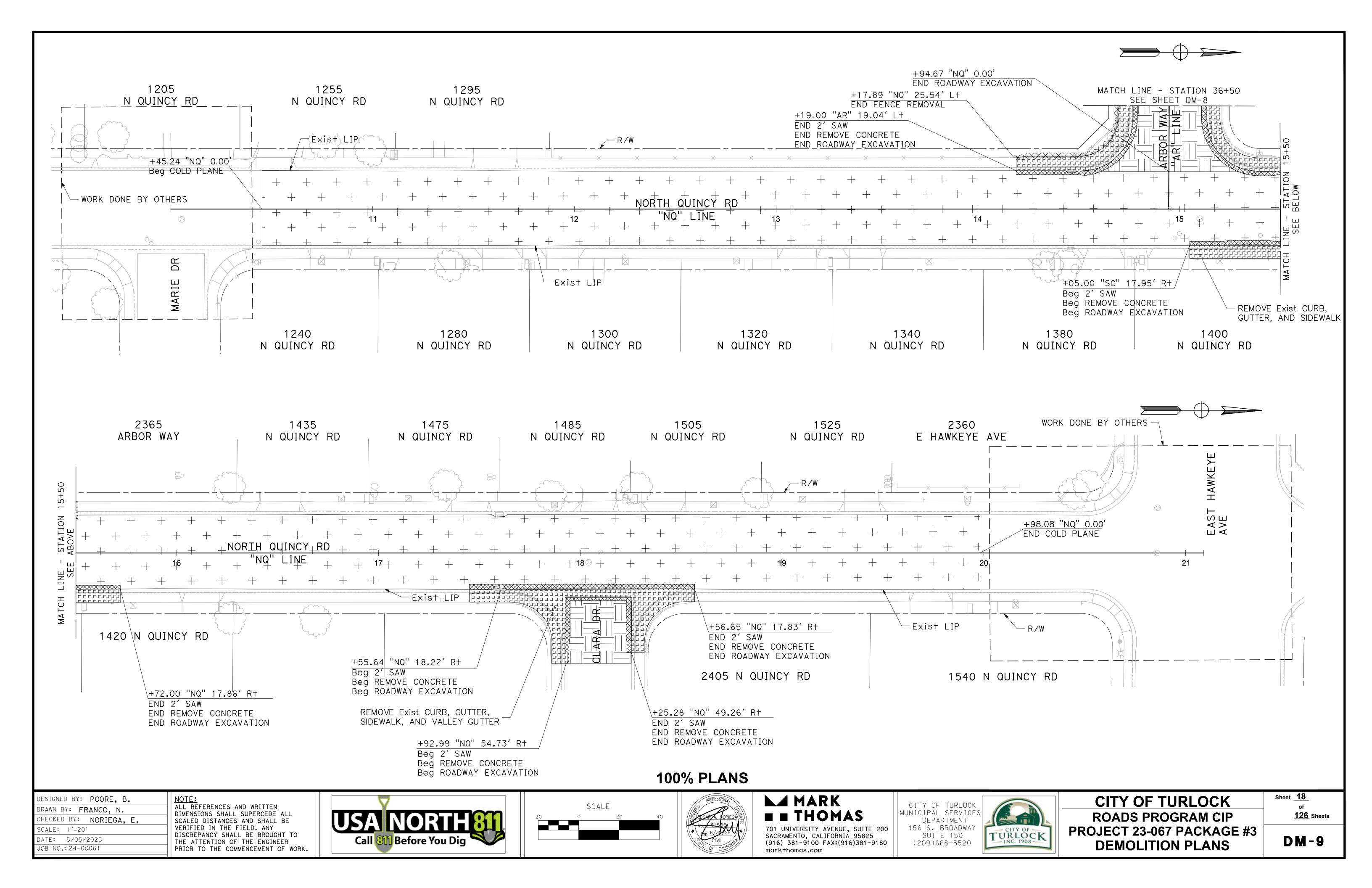
PRIOR TO THE COMMENCEMENT OF WORK.

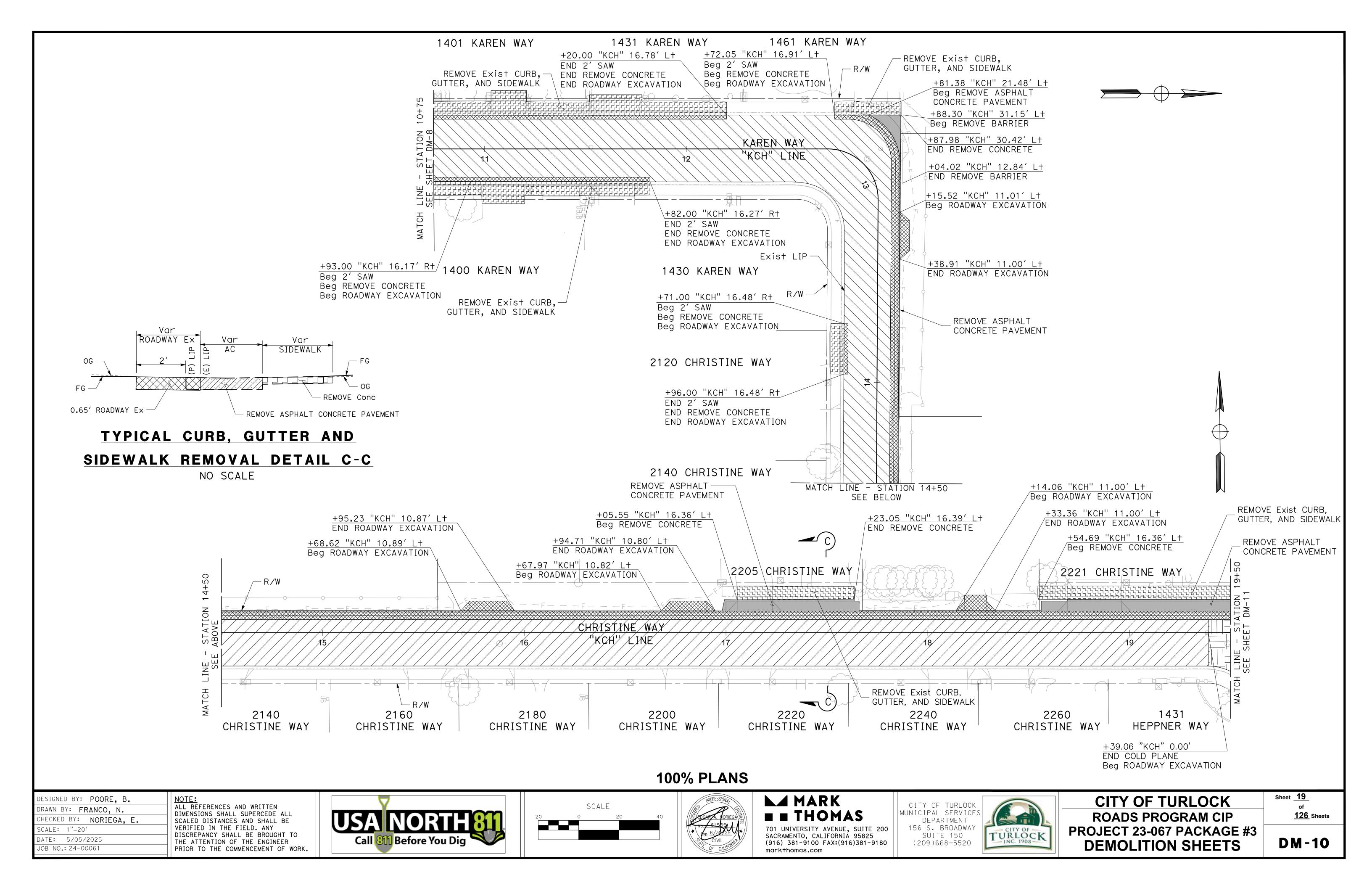
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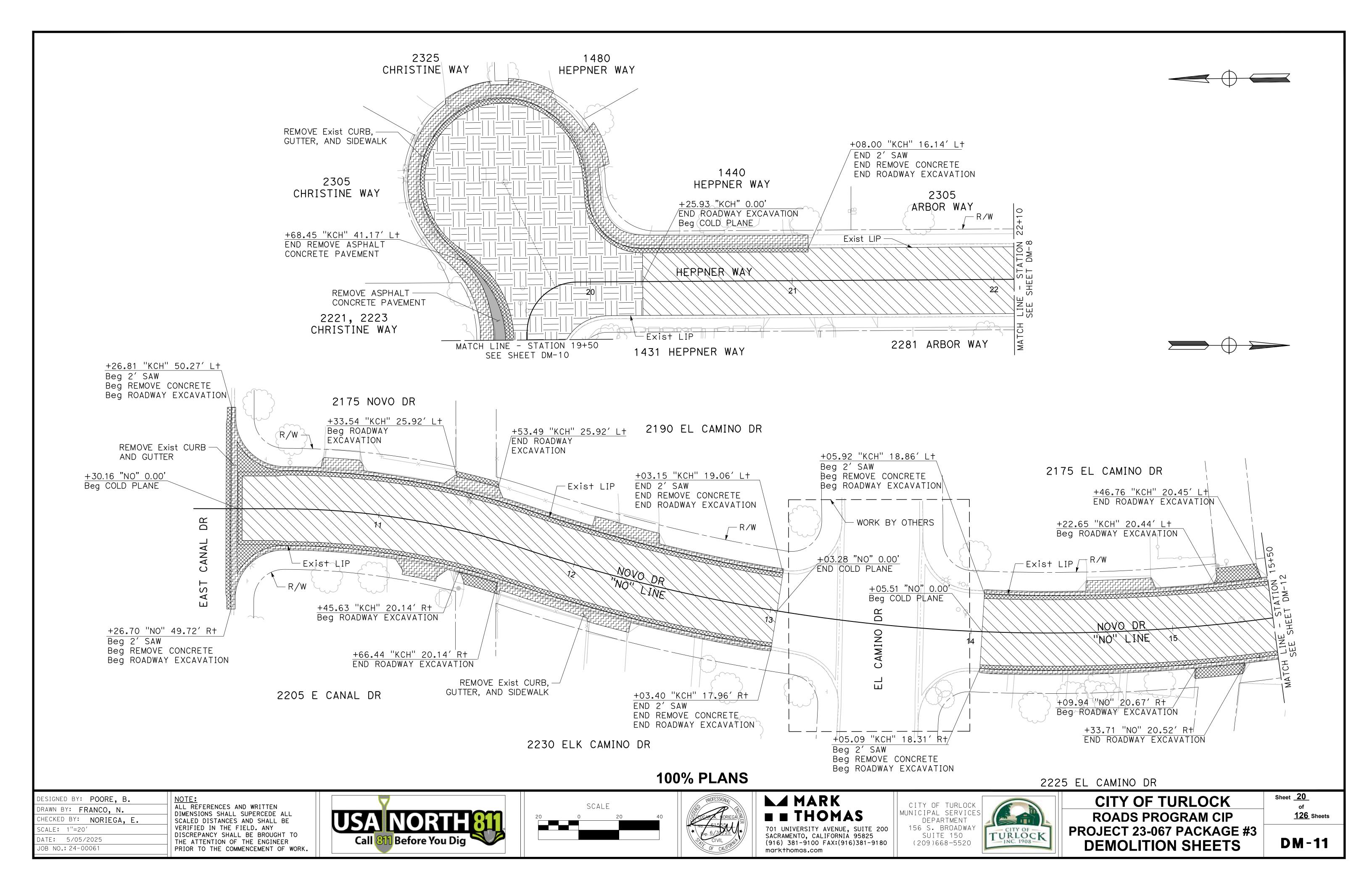
DEMOLITION PLANS

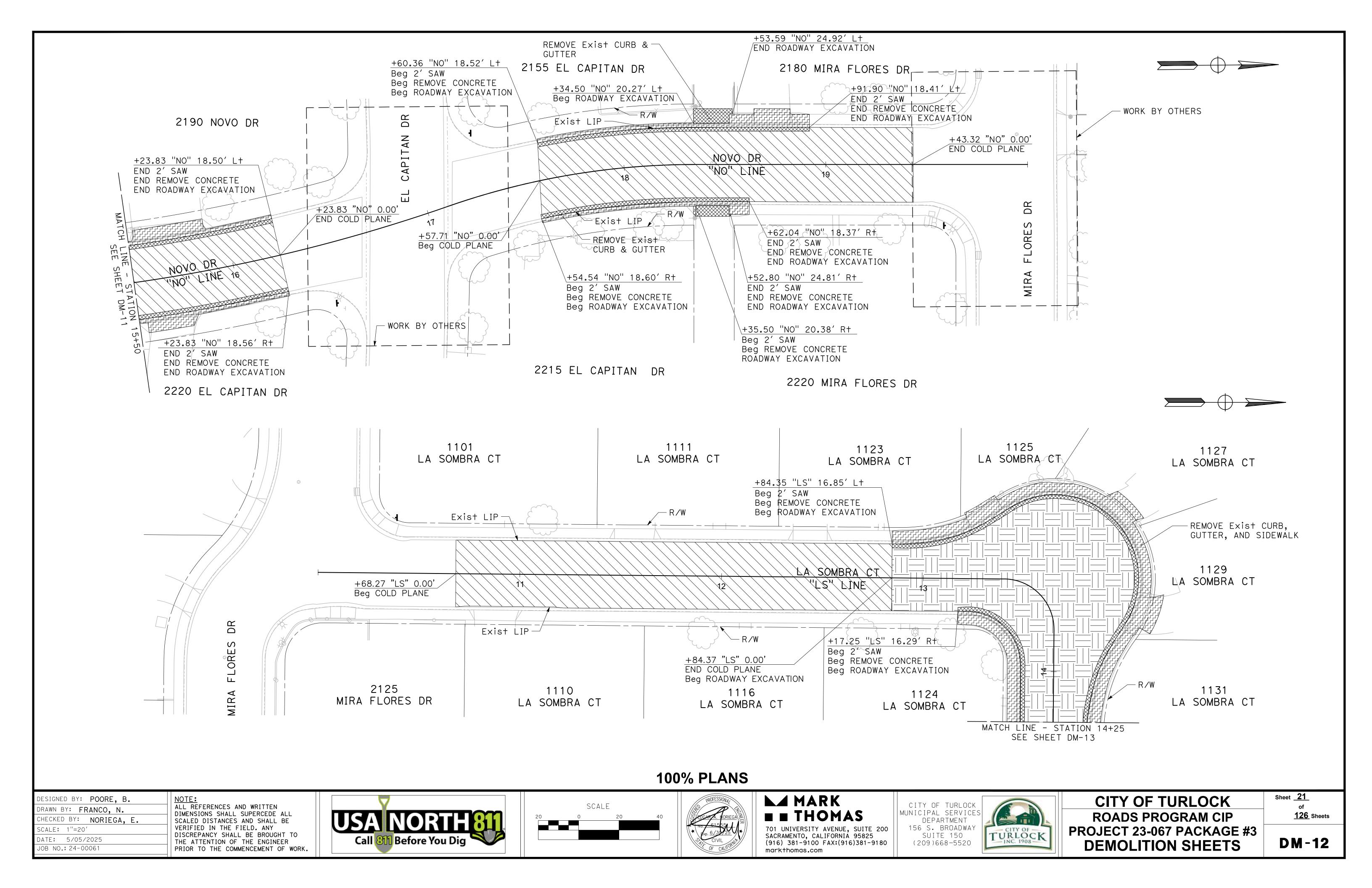


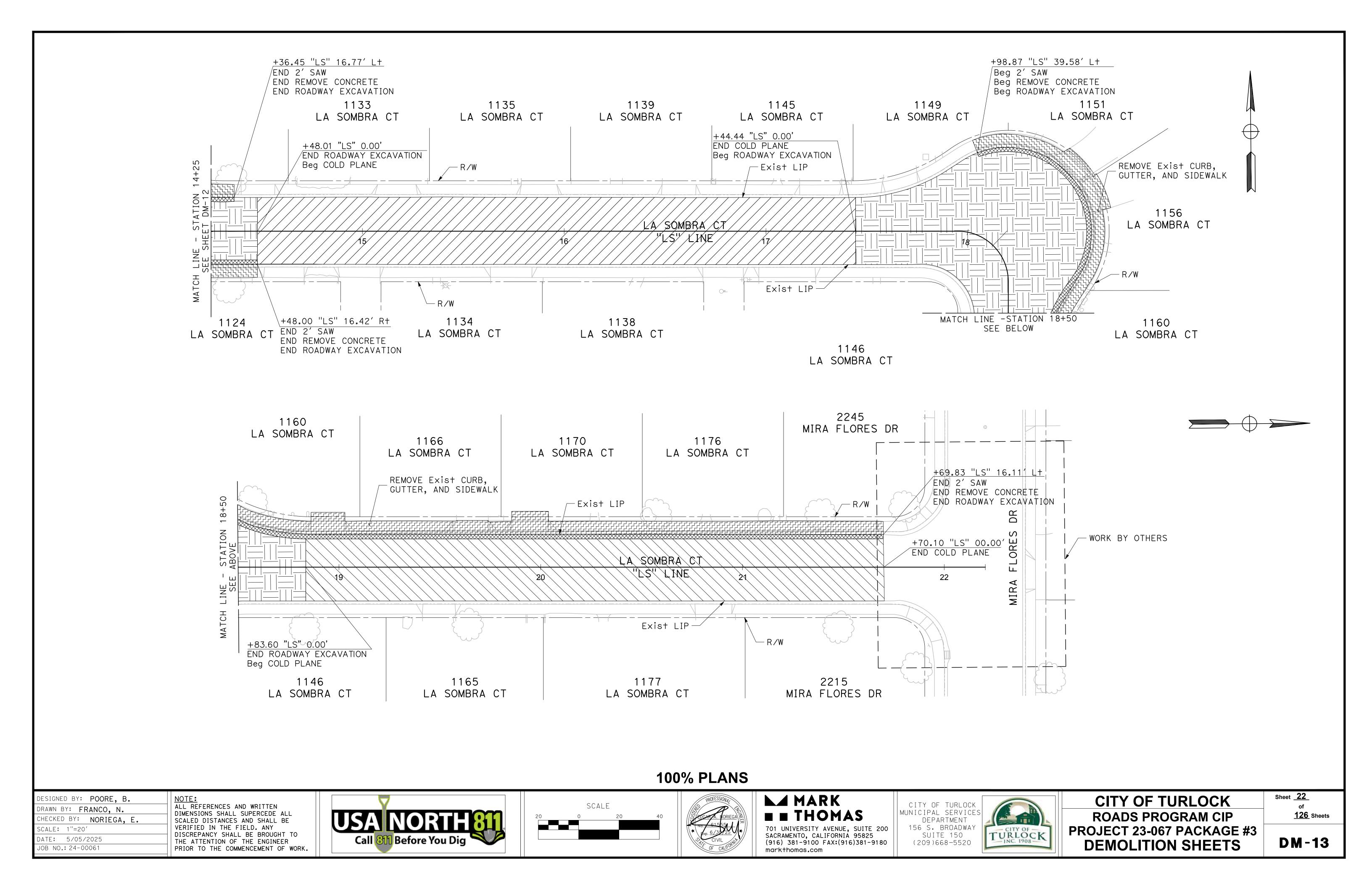


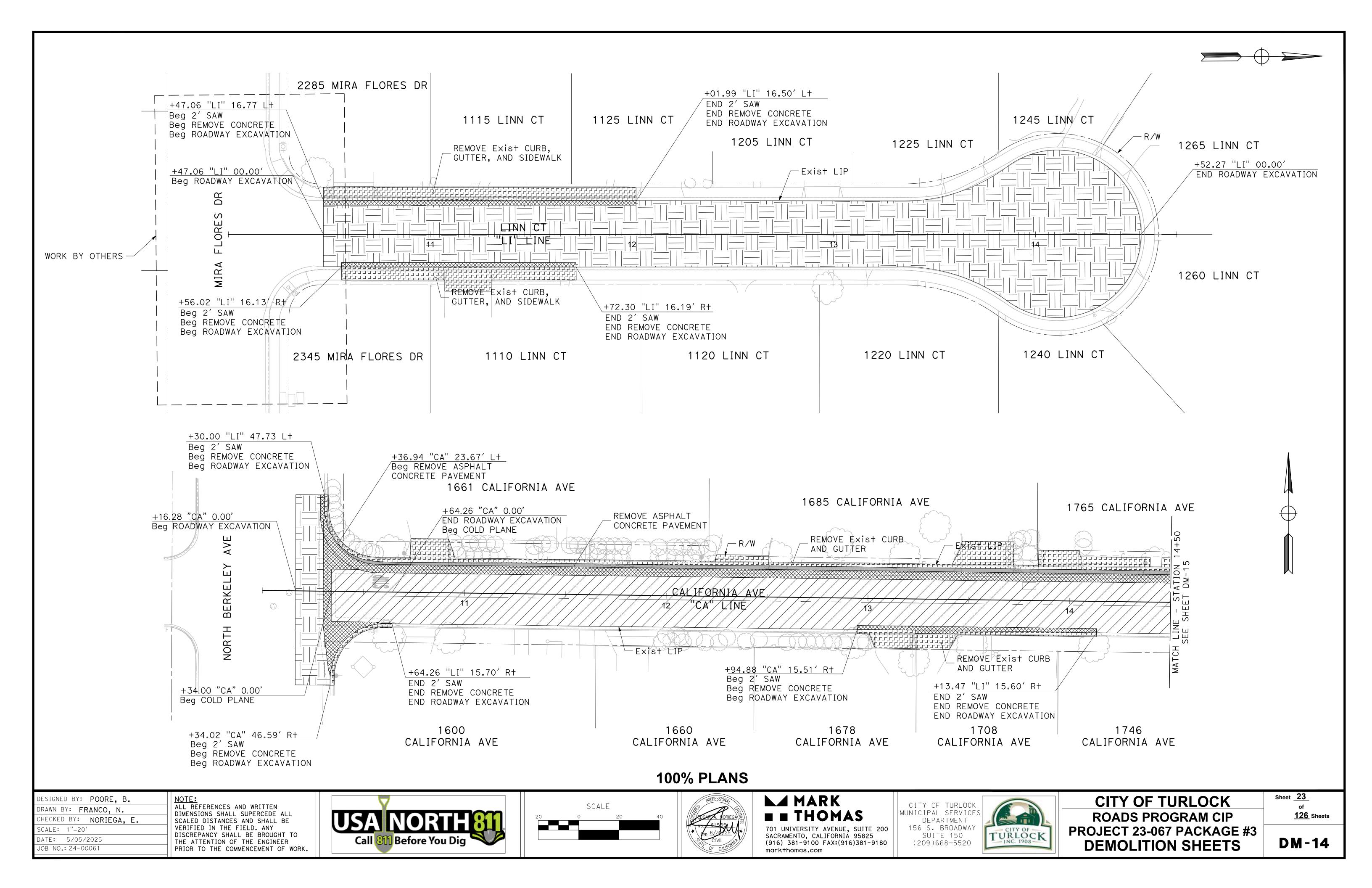


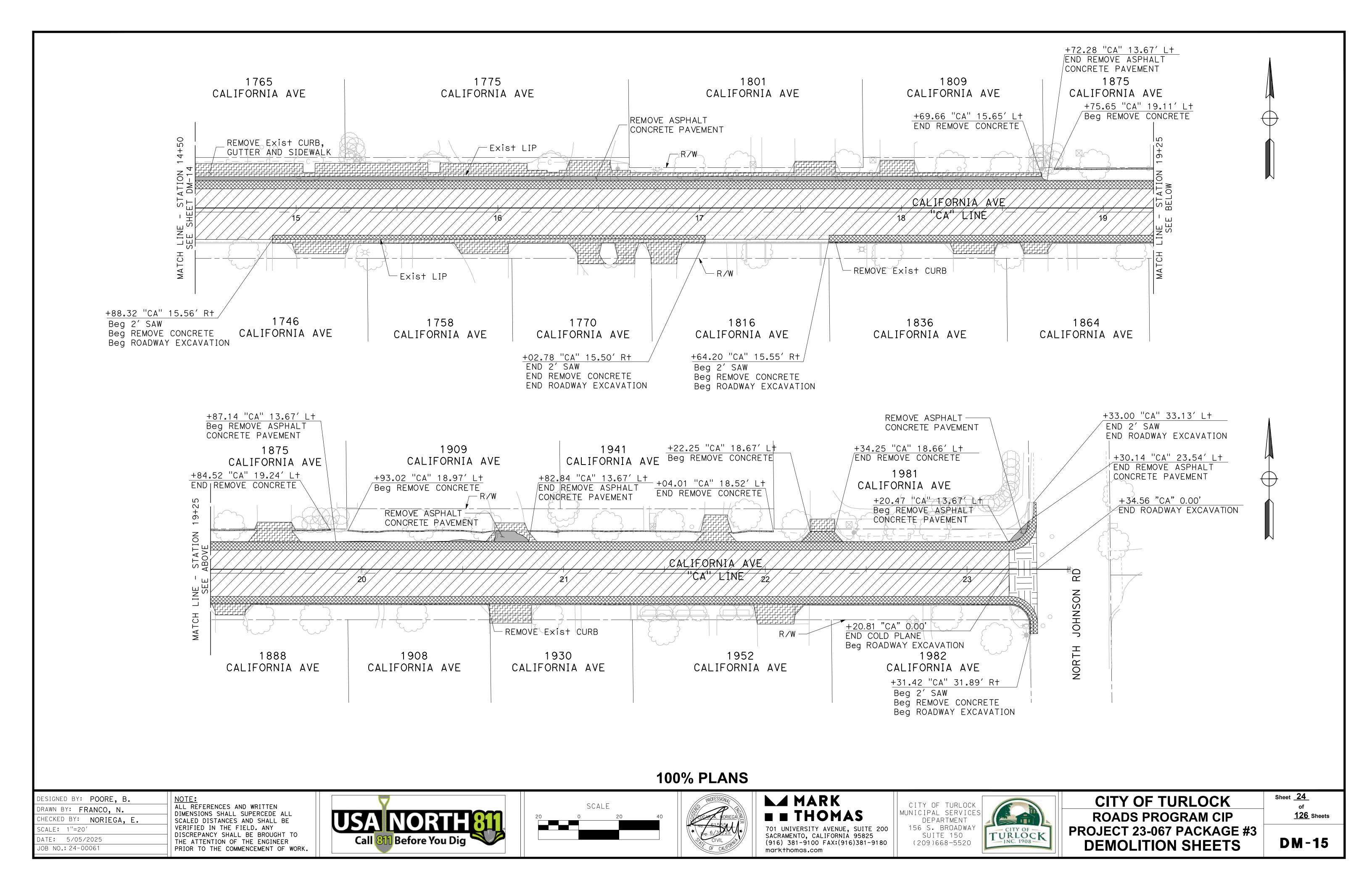


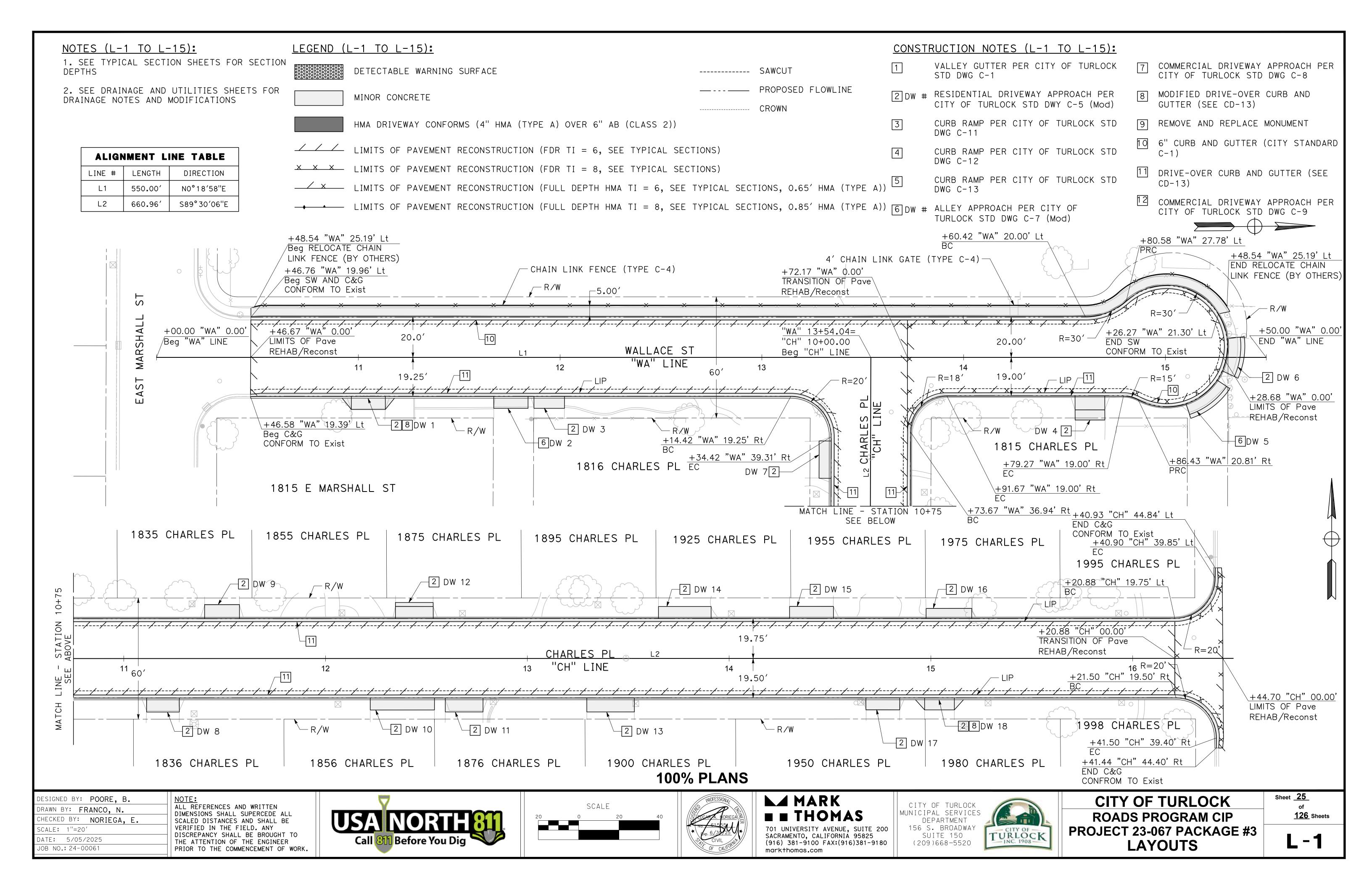


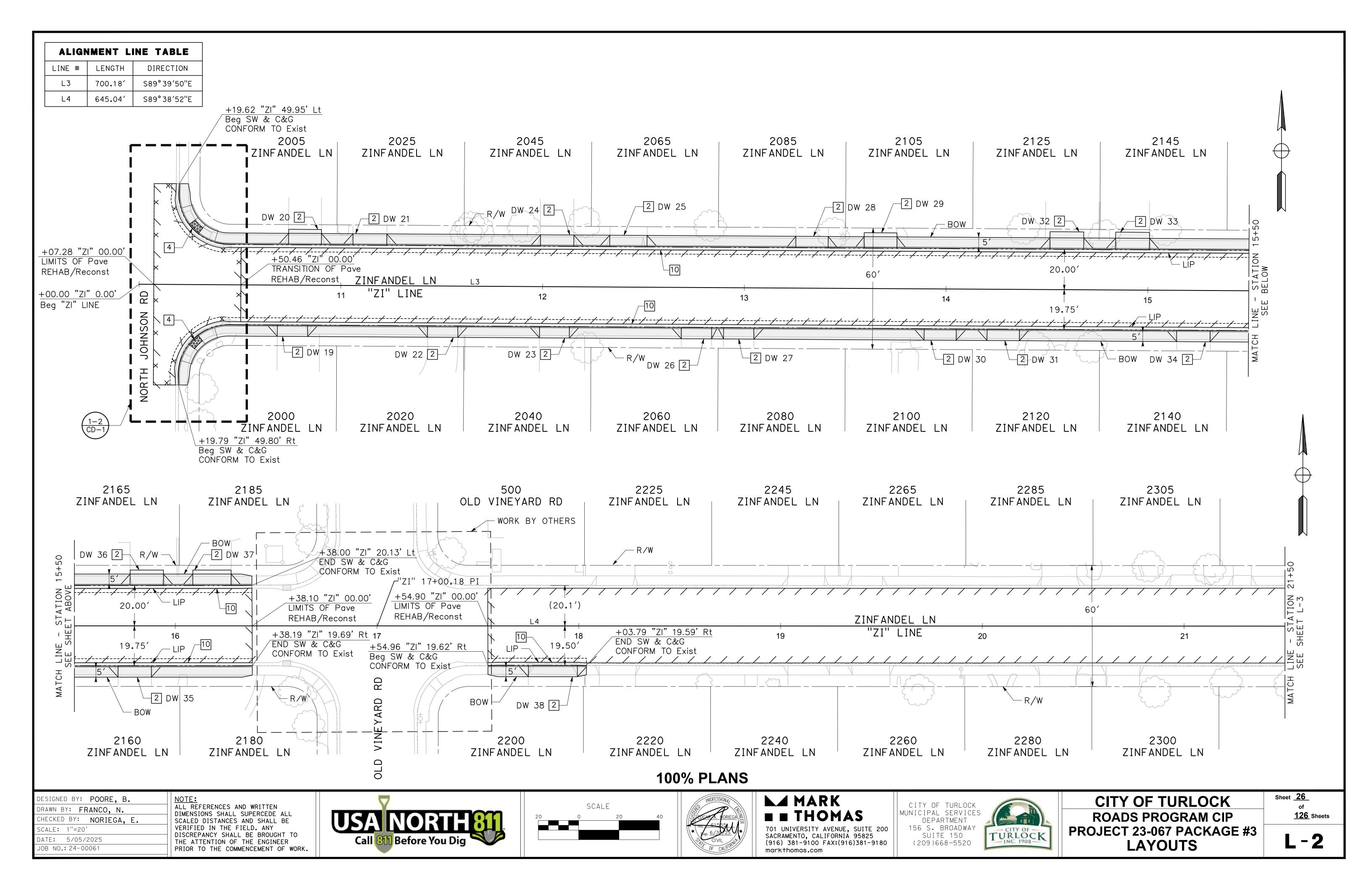


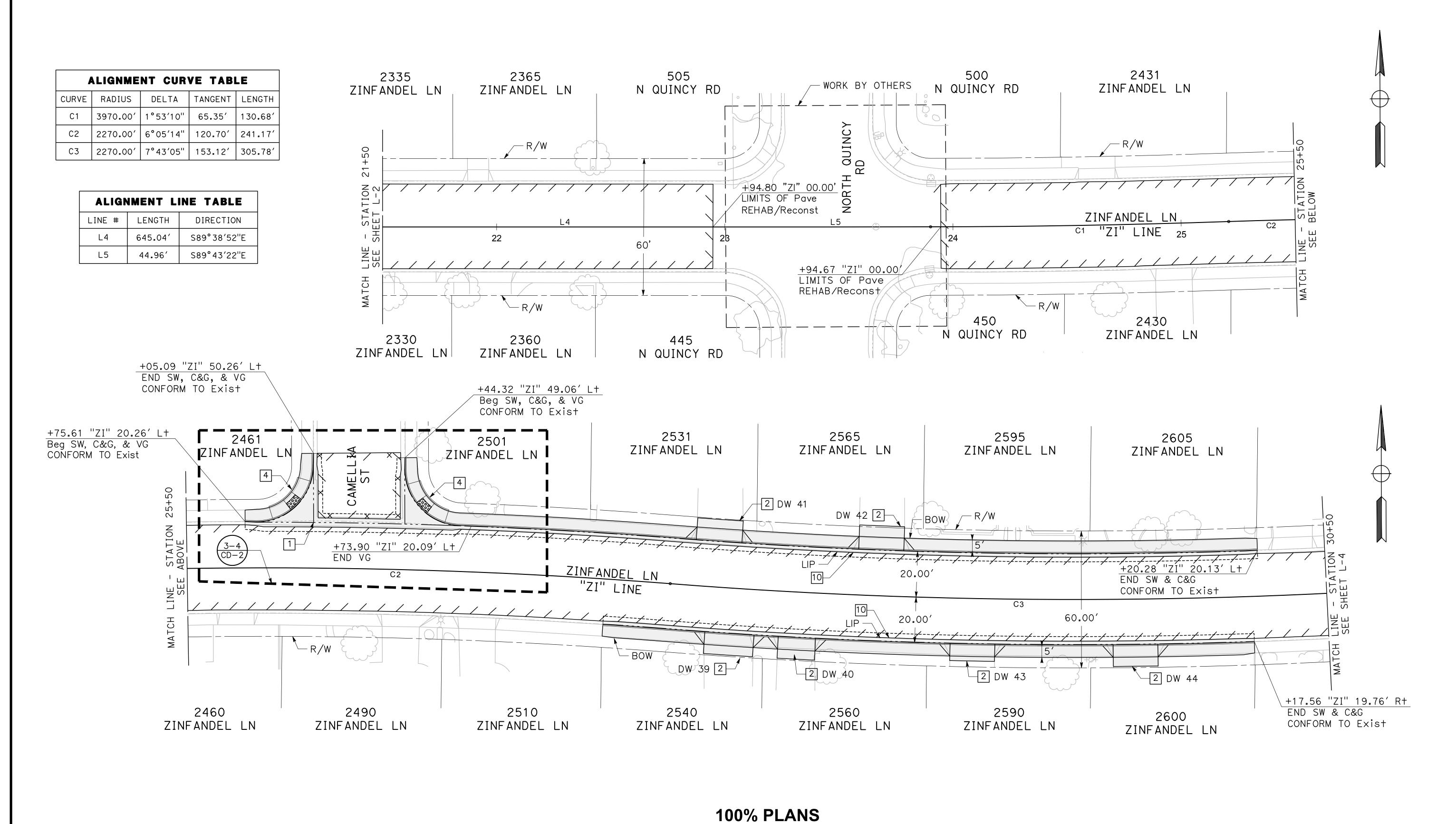












DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.

CHECKED BY: NORIEGA, E.

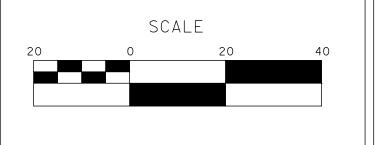
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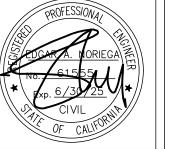
DATE: 5/05/2025

OB NO.: 24-00061

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PRIOR TO THE COMMENCEMENT OF WORK.







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701 UNIVERSITY AVENUE, SUITE 200
SACRAMENTO, CALIFORNIA 95825
(916) 381-9100 FAX:(916)381-9180

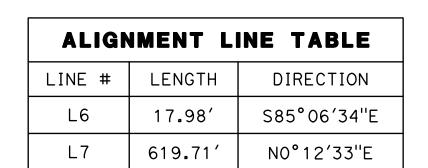
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CITY OF TURLOCK
MUNICIPAL SERVICES
DEPARTMENT
156 S. BROADWAY
SUITE 150
(209)668-5520

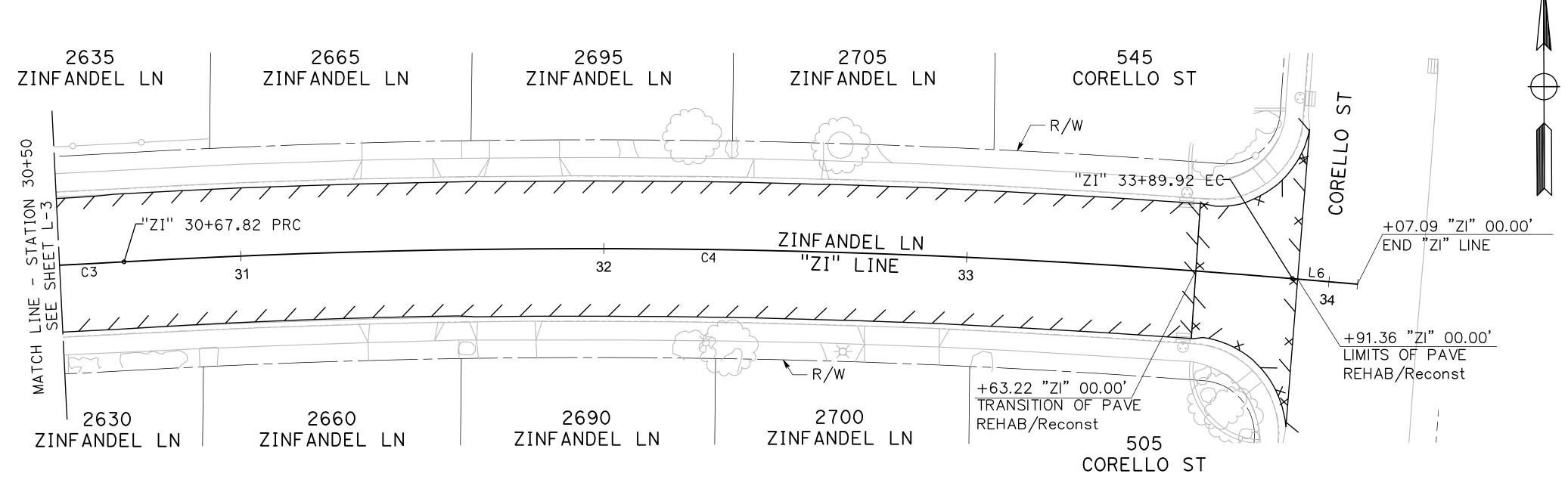
TURLOCK INC. 1908 CITY OF TURLOCK

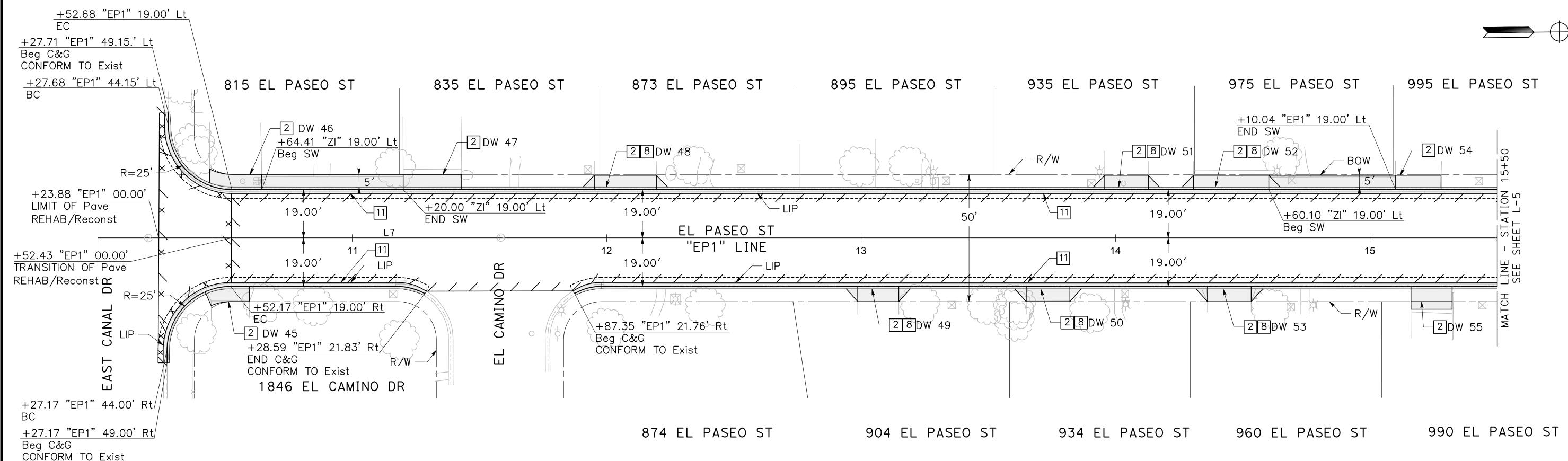
ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #3
LAYOUTS

Sheet <u>27</u> of <u>126</u> Sheets



	ALIGNME	NT CUR	VE TABI	LE
CURVE	RADIUS	DELTA	TANGENT	LENGTH
С3	2270.00′	7°43′05"	153.12′	305.78′
C4	2270.00′	8°07′48"	161.32′	322.10′



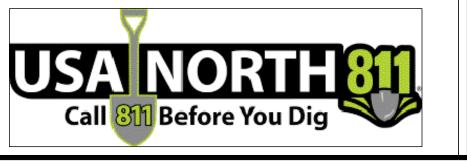


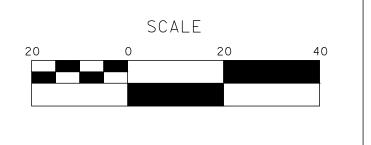
100% PLANS

DESIGNED BY: POORE, B. DRAWN BY: FRANCO, N. CHECKED BY: NORIEGA, E. SCALE: 1"=20' DATE: 5/05/2025

OB NO.: 24-00061

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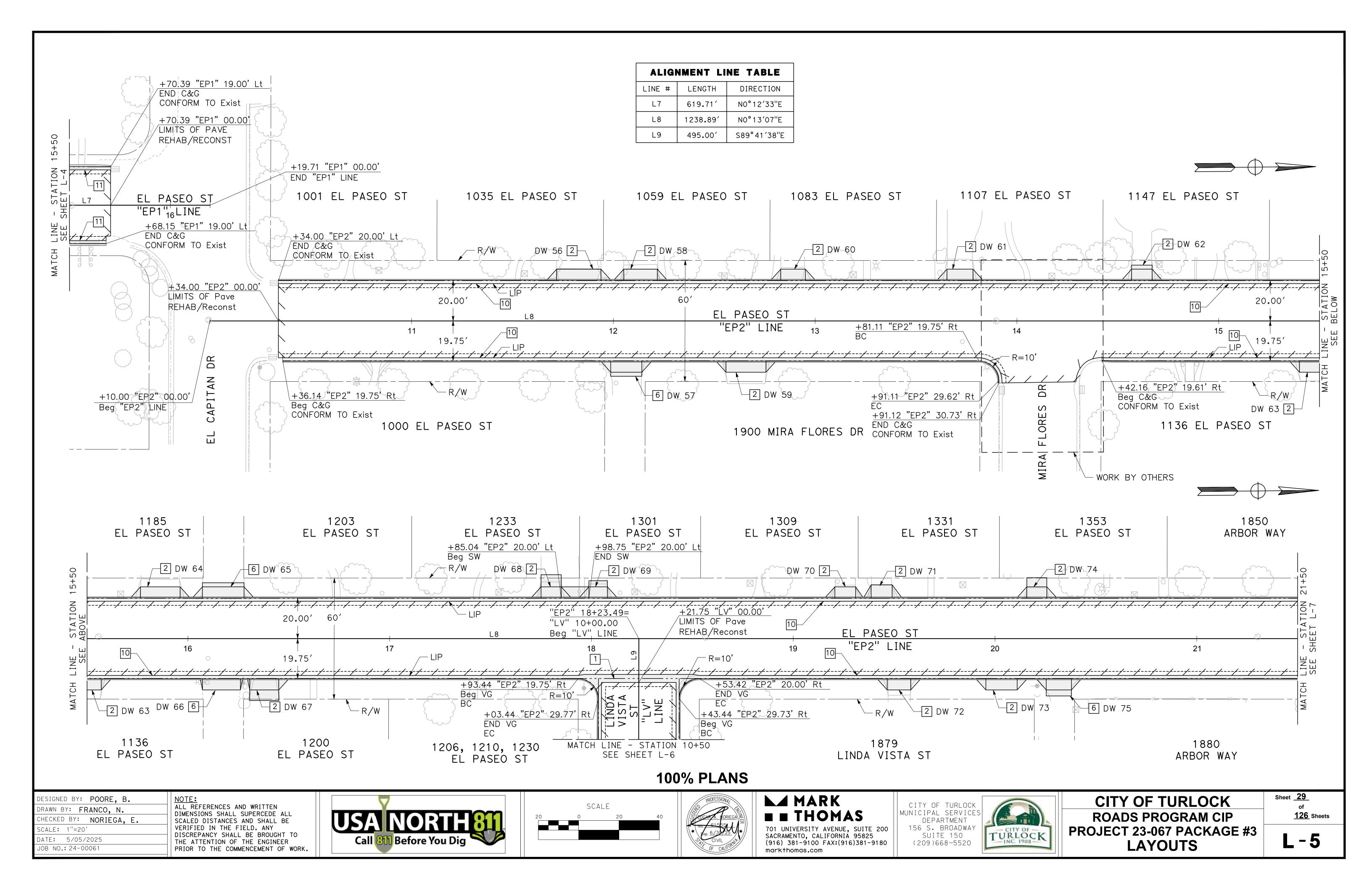


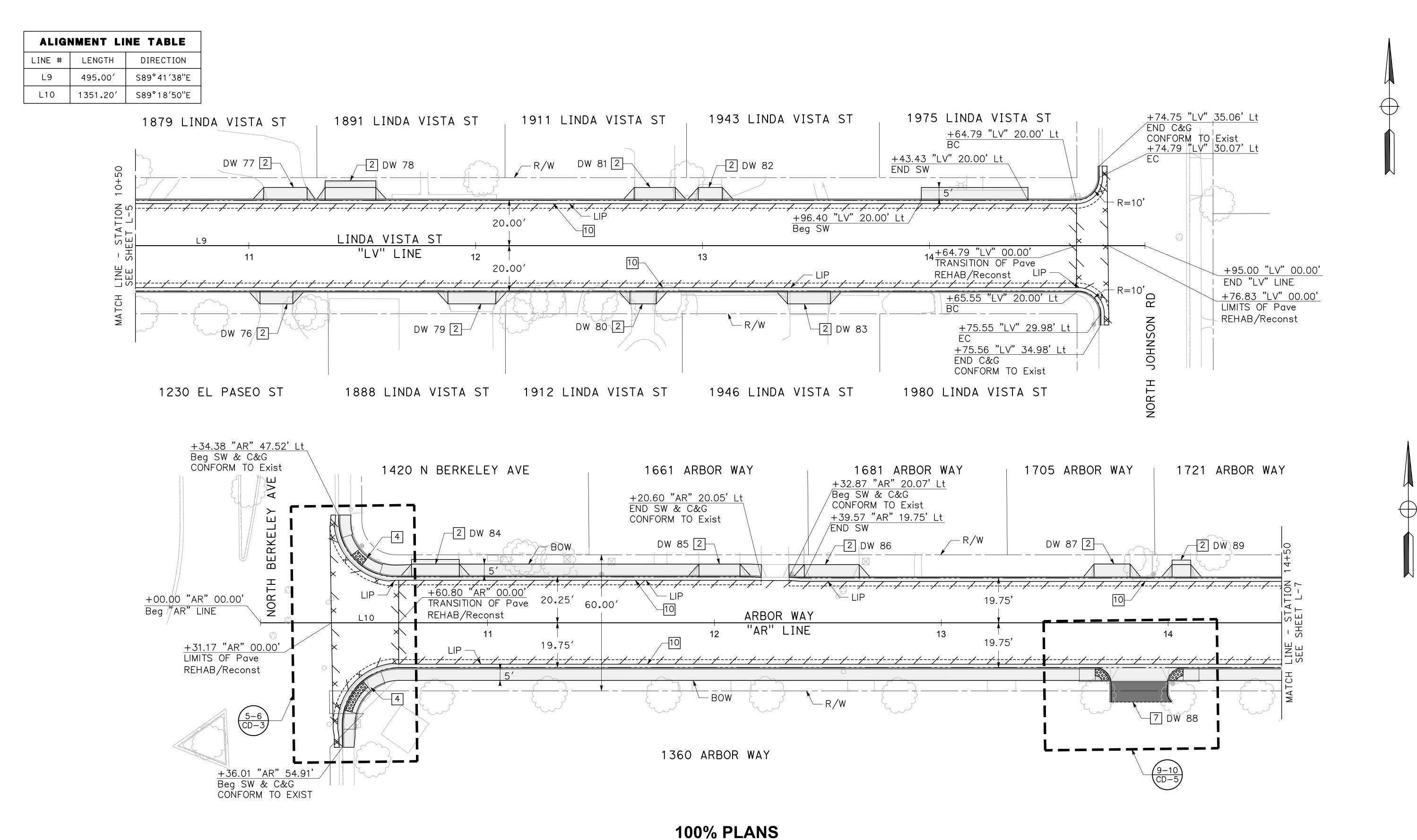
MARK ■ ■ THOMAS 701 UNIVERSITY AVENUE, SUITE 200 SACRAMENTO, CALIFORNIA 95825 (916) 381-9100 FAX:(916)381-9180 markthomas.com



CITY OF TURLOCK **ROADS PROGRAM CIP** PROJECT 23-067 PACKAGE #3 **LAYOUTS**

Sheet <u>28</u> **126** Sheets





DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.

CHECKED BY: NORIEGA, E.

SCALE: 1"=20'

DATE: 5/05/2025

OB NO.: 24-00061

ALL REFERENCES AND WRITTEN

DIMENSIONS SHALL SUPERCEDE ALL

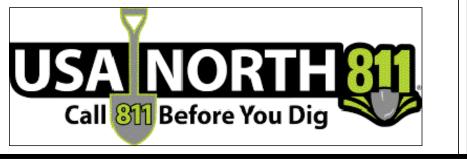
SCALED DISTANCES AND SHALL BE

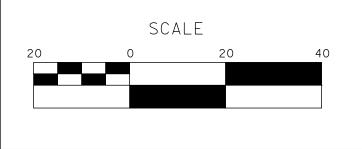
VERIFIED IN THE FIELD. ANY

DISCREPANCY SHALL BE BROUGHT TO

THE ATTENTION OF THE ENGINEER

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701 UNIVERSITY AVENUE, SUITE 200
SACRAMENTO, CALIFORNIA 95825
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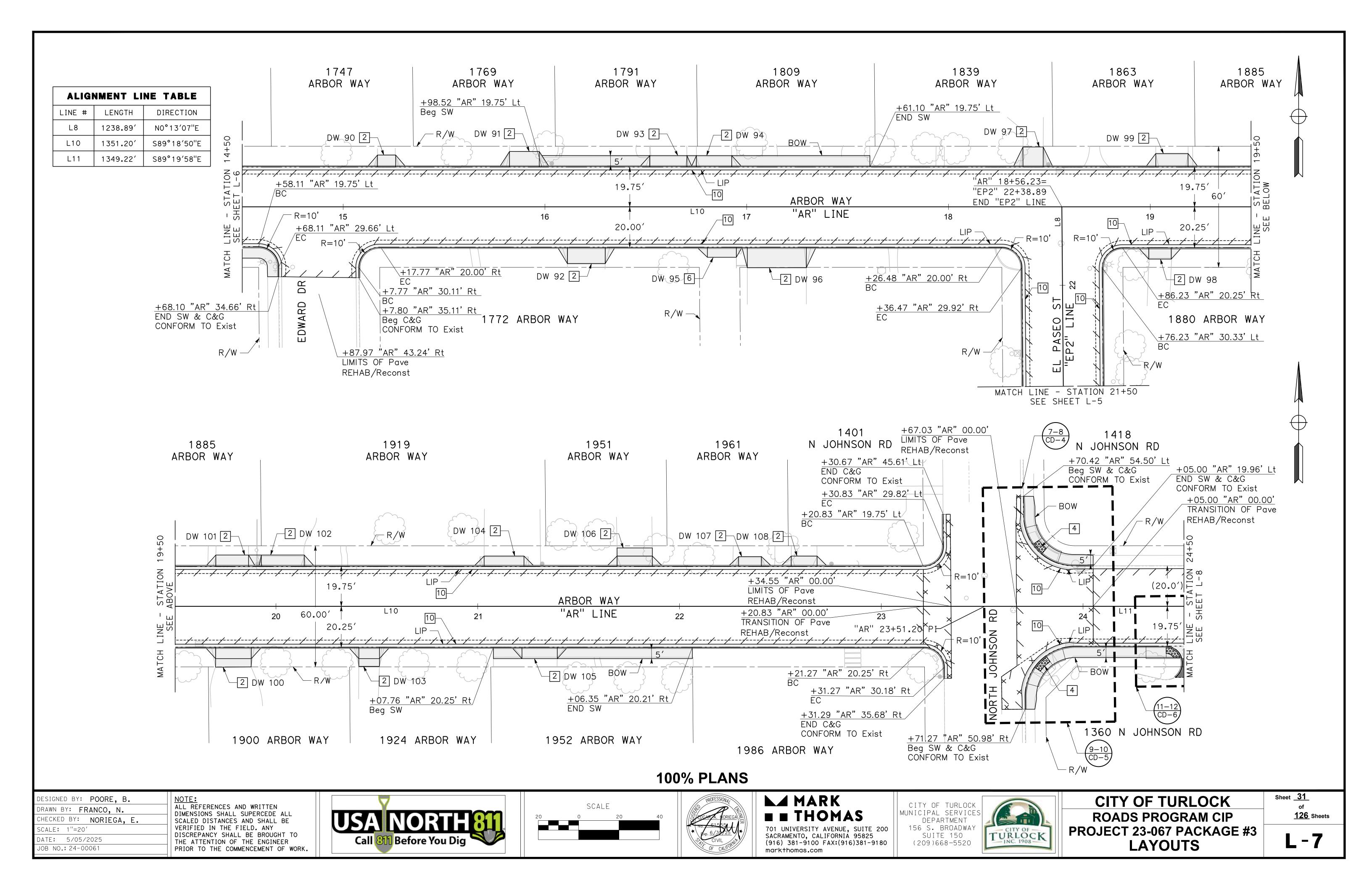
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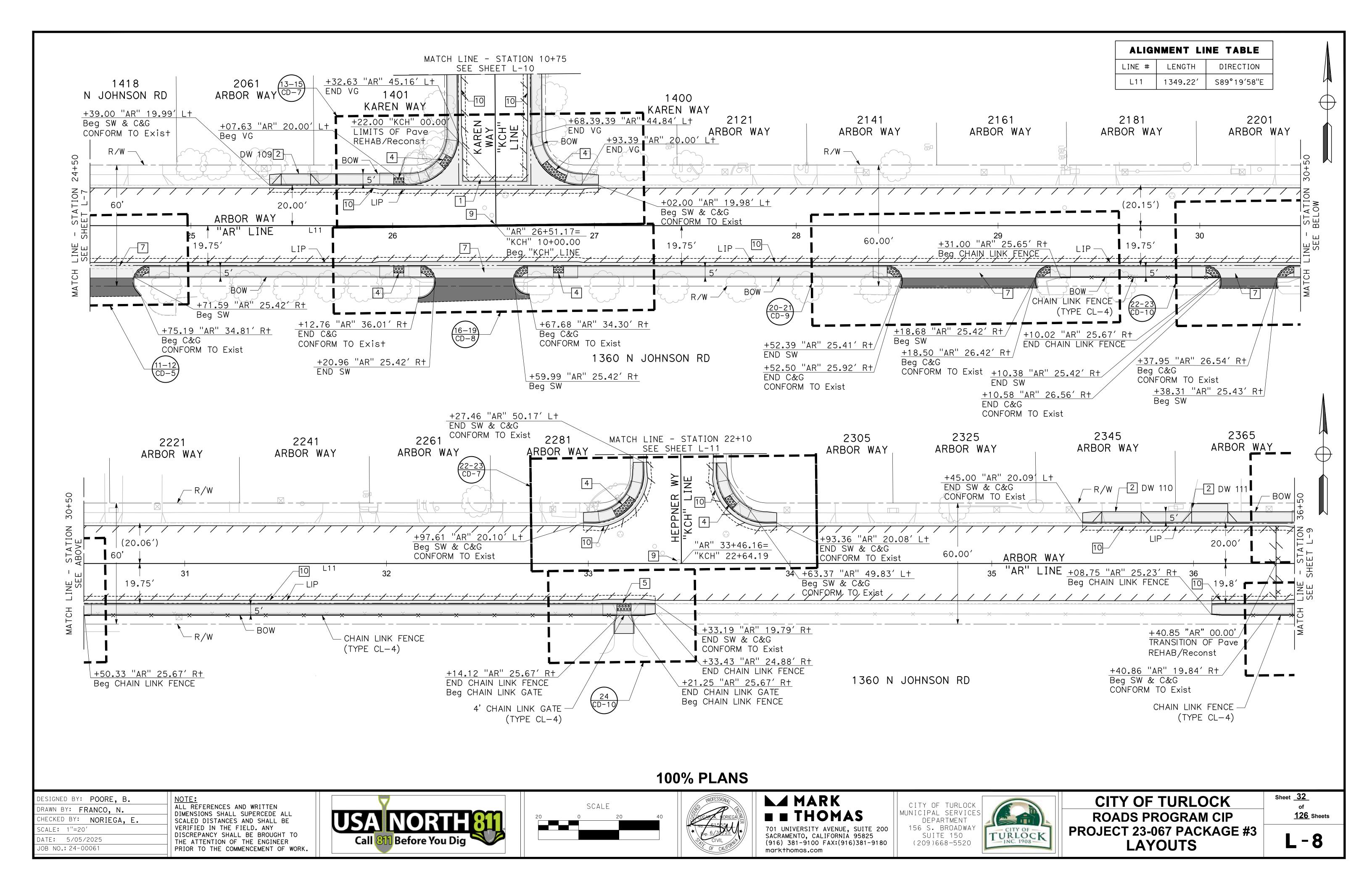


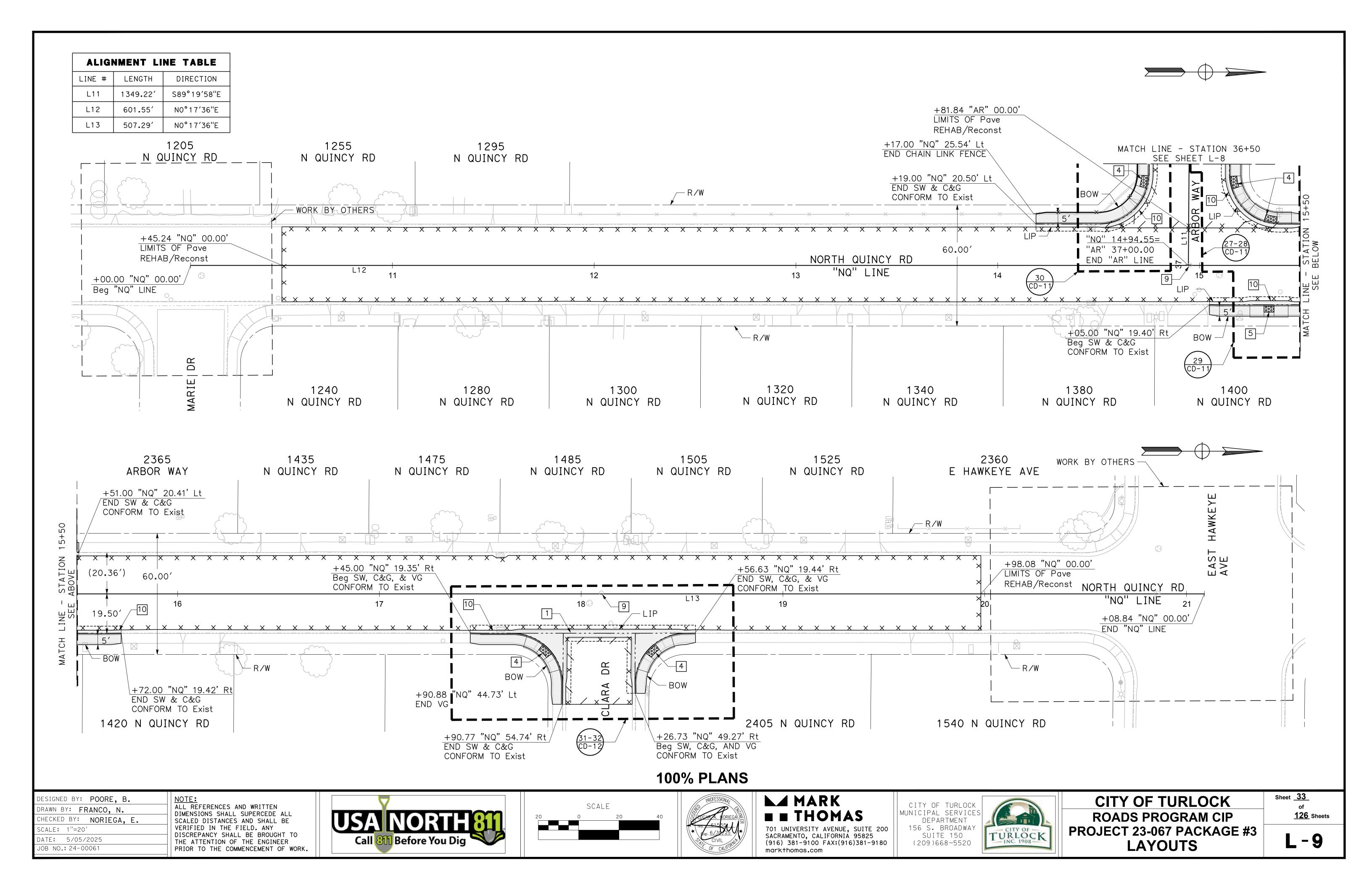
CITY OF TURLOCK

ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #3
LAYOUTS

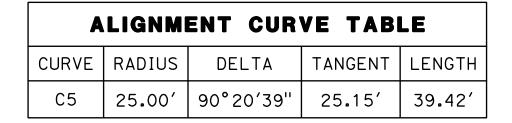
Sheet <u>30</u> of <u>126</u> Sheets

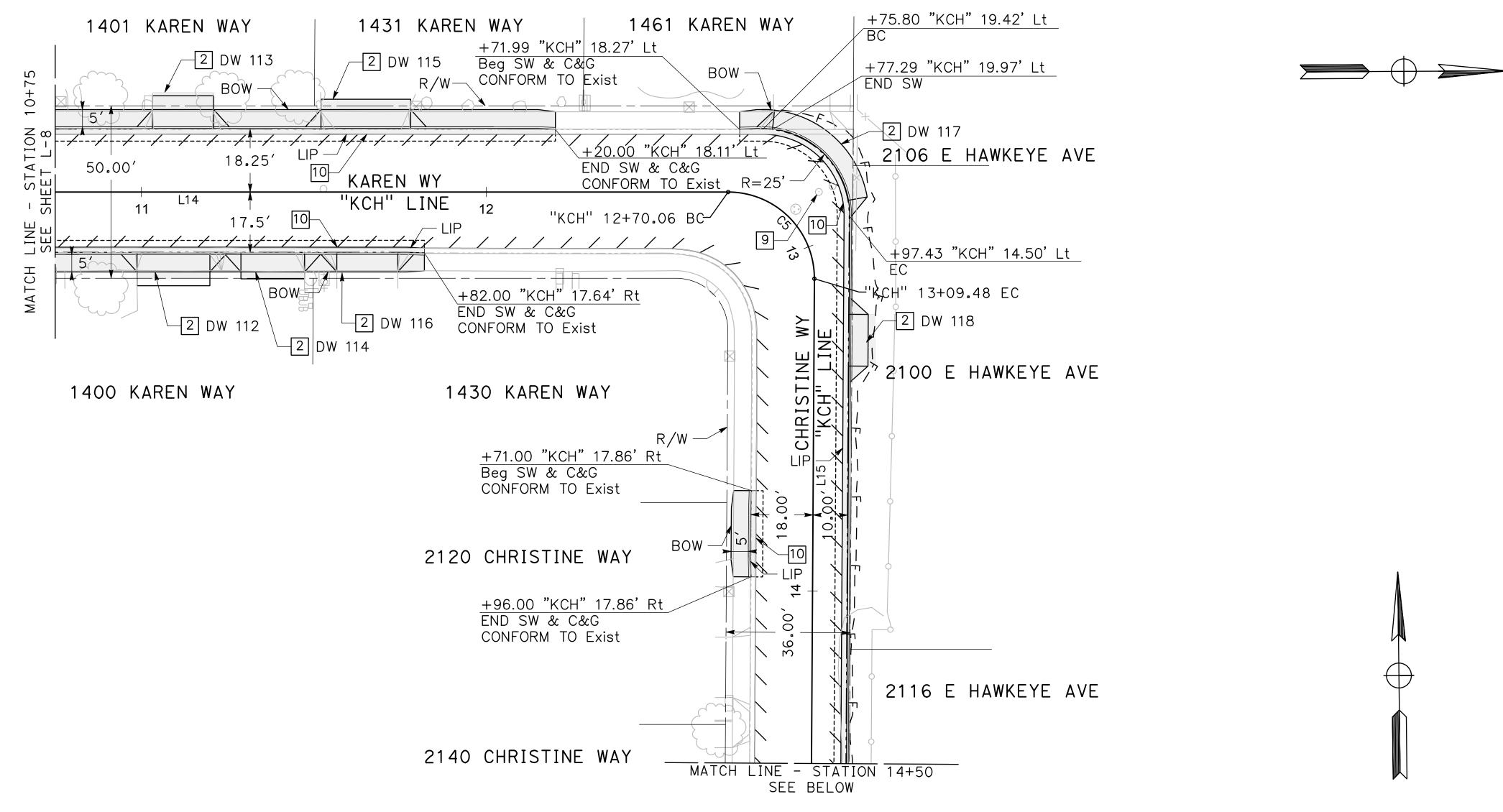


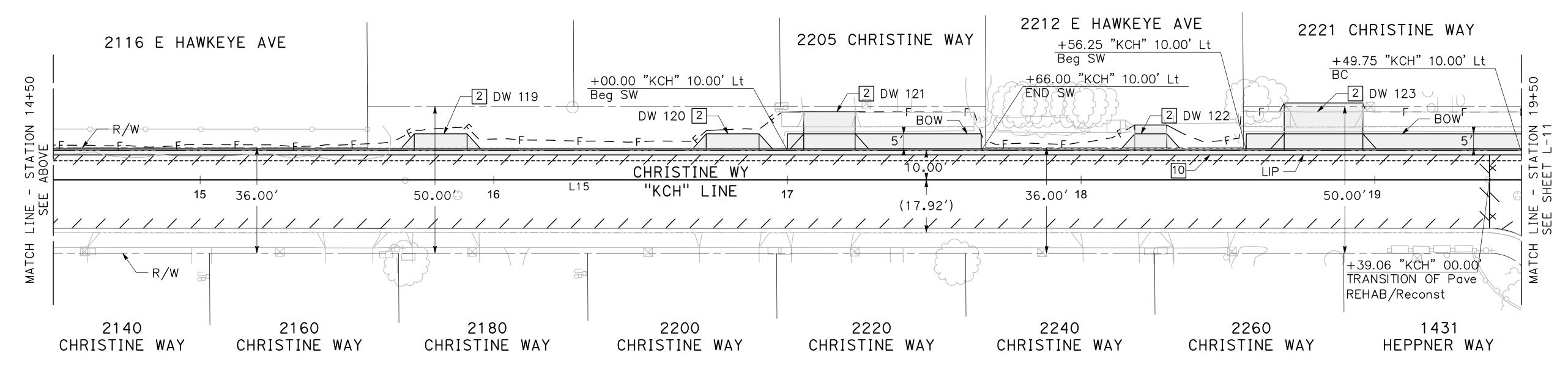




ALIGNMENT L		INE TABLE
LINE #	LENGTH	DIRECTION
L14	270.06′	NO°17′52"E
L15	644.93′	S89°21′29"E





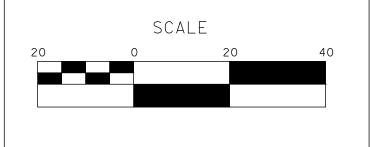


DESIGNED BY:	POORE, B.
DRAWN BY: FR	RANCO, N.
CHECKED BY:	NORIEGA, E.
SCALE: 1"=20'	
DATE: 5/05/	2025

JOB NO.: 24-00061

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100% PLANS

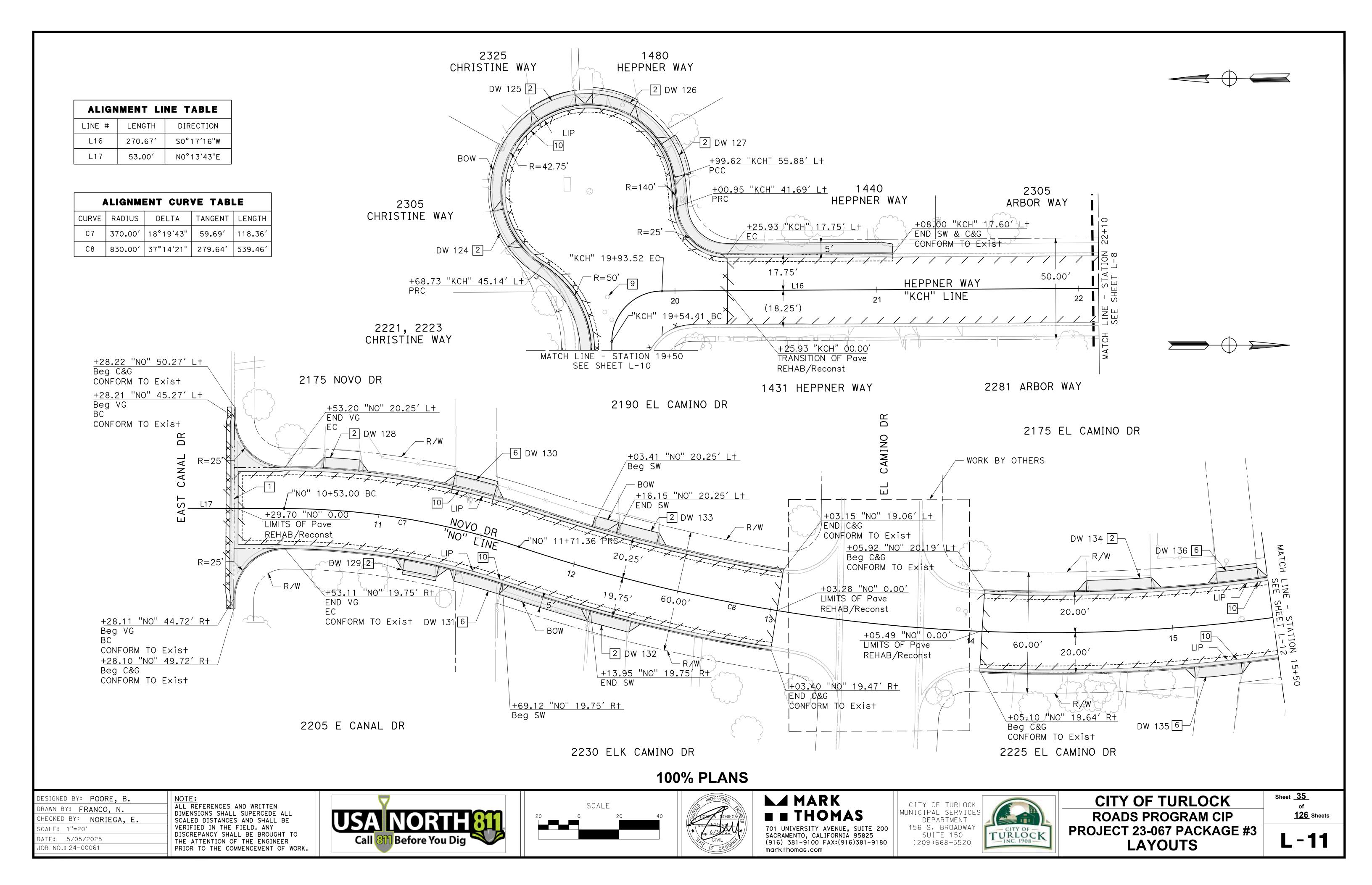
MARK THOMAS TO UNIVERSITY AVENUE, SUITE

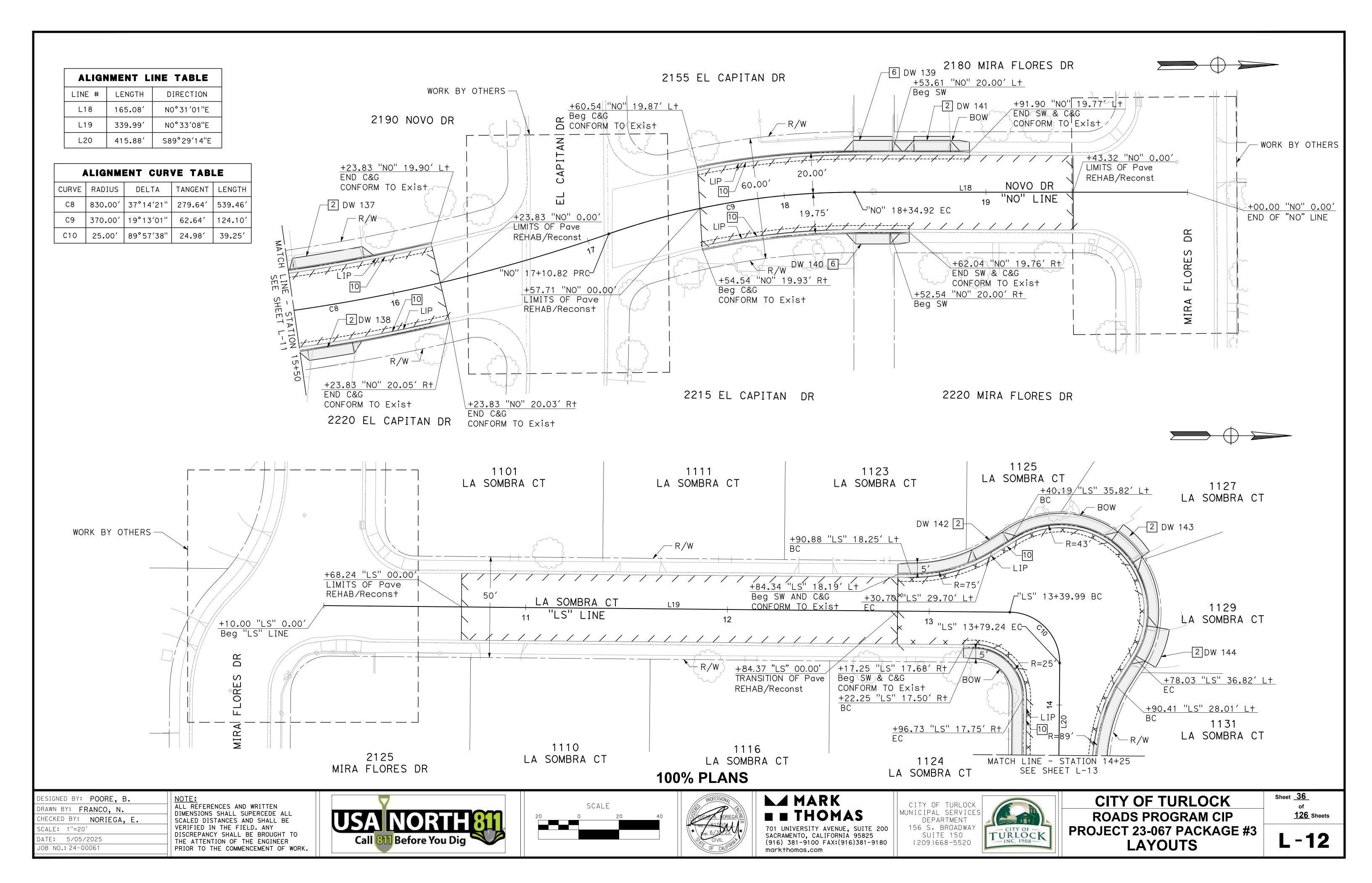
701 UNIVERSITY AVENUE, SUITE 200 SACRAMENTO, CALIFORNIA 95825 (916) 381-9100 FAX:(916)381-9180 mark+homas.com



CITY OF TURLOCK ROADS PROGRAM CIP PROJECT 23-067 PACKAGE #3 LAYOUTS

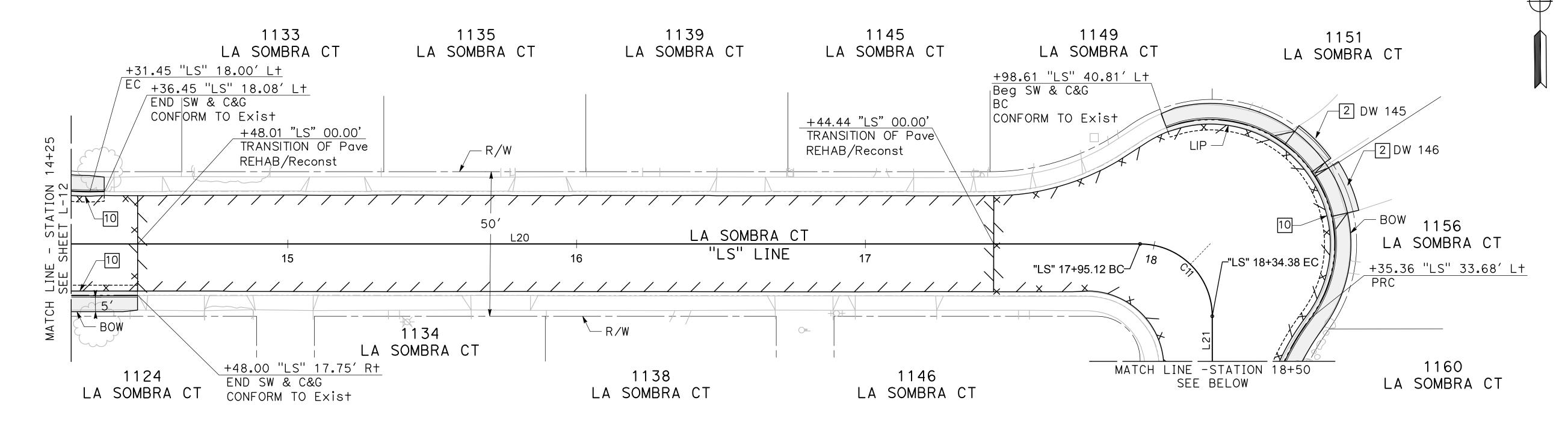
Sheet <u>34</u> of <u>126</u> Sheets

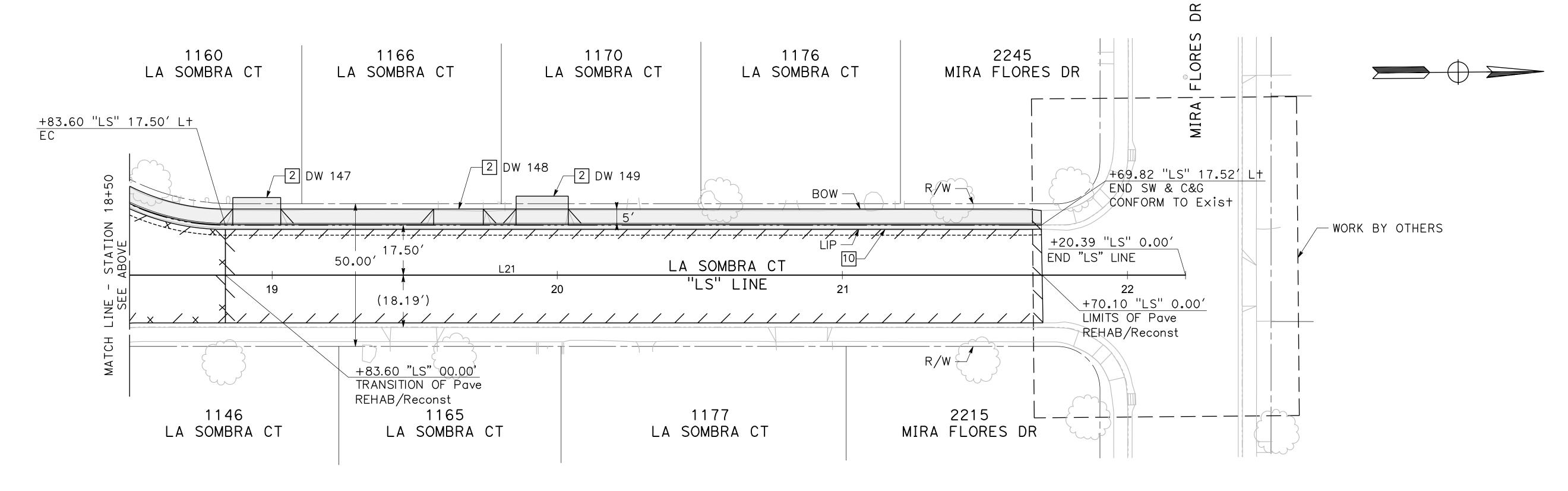




ALIGNMENT LINE TABLE				
LINE #	LENGTH	DIRECTION		
L20	415.88′	S89°29′14"E		
L21	386.00′	S0°30′13"W		

ALIGNMENT CURVE TABLE					
CURVE	RADIUS	DELTA	TANGENT	LENGTH	
C11	25.00′	89°59′26"	25.00′	39.27′	



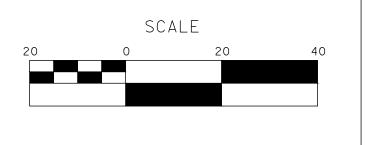


DESIGNED BY: POORE, B.	NOTE:
DRAWN BY: FRANCO, N.	ALL RE
CHECKED BY: NORIEGA, E.	SCALED
SCALE: 1"=20'	VERIFIE
DATE: 5/05/2025	DISCRE

JOB NO.: 24-00061

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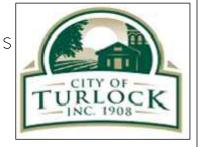






MARK ■ ■ THOMAS

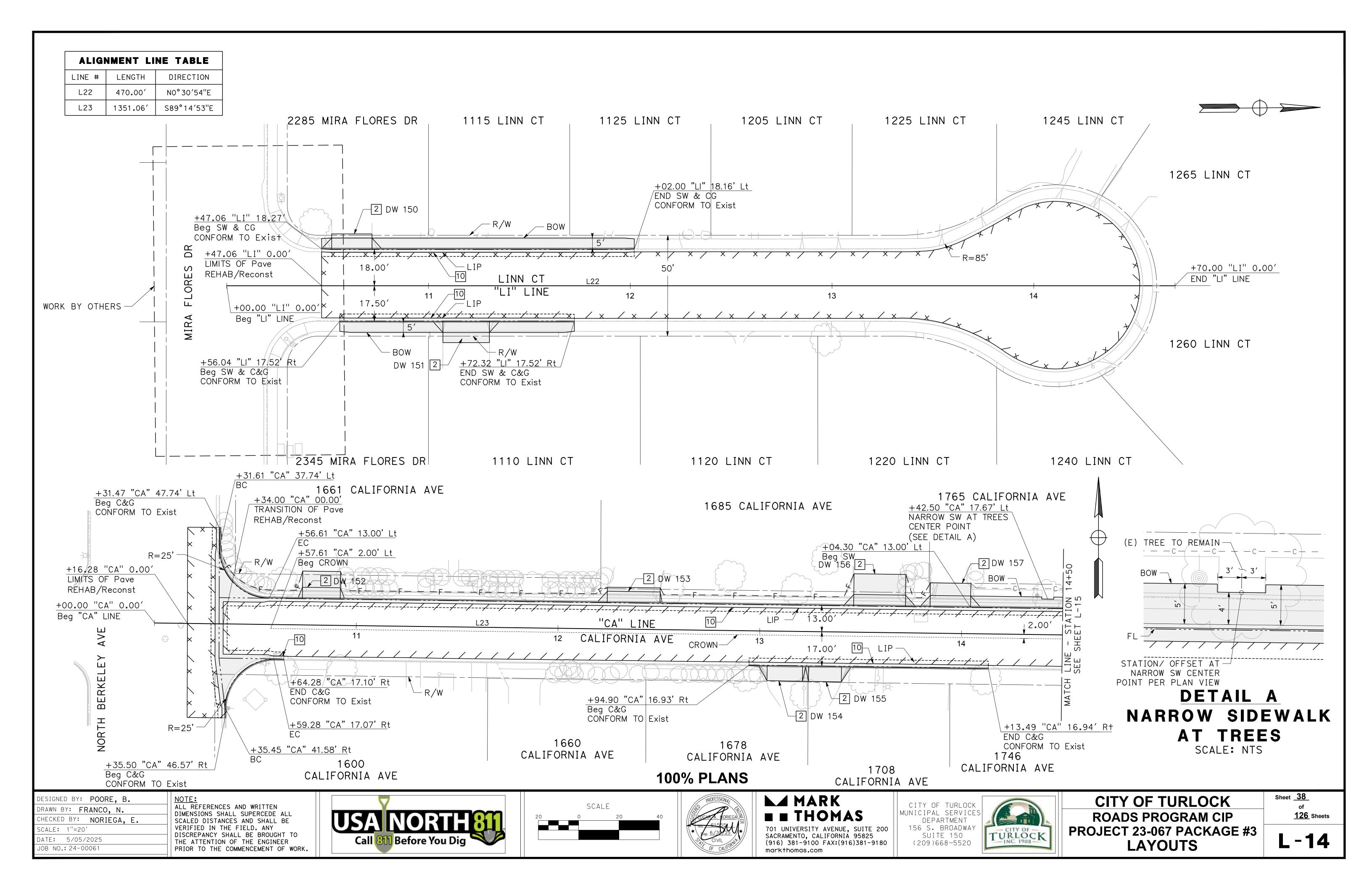
CITY OF TURLOCK
MUNICIPAL SERVICES
DEPARTMENT
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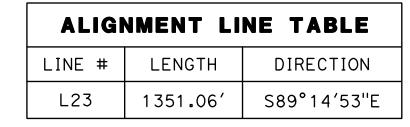


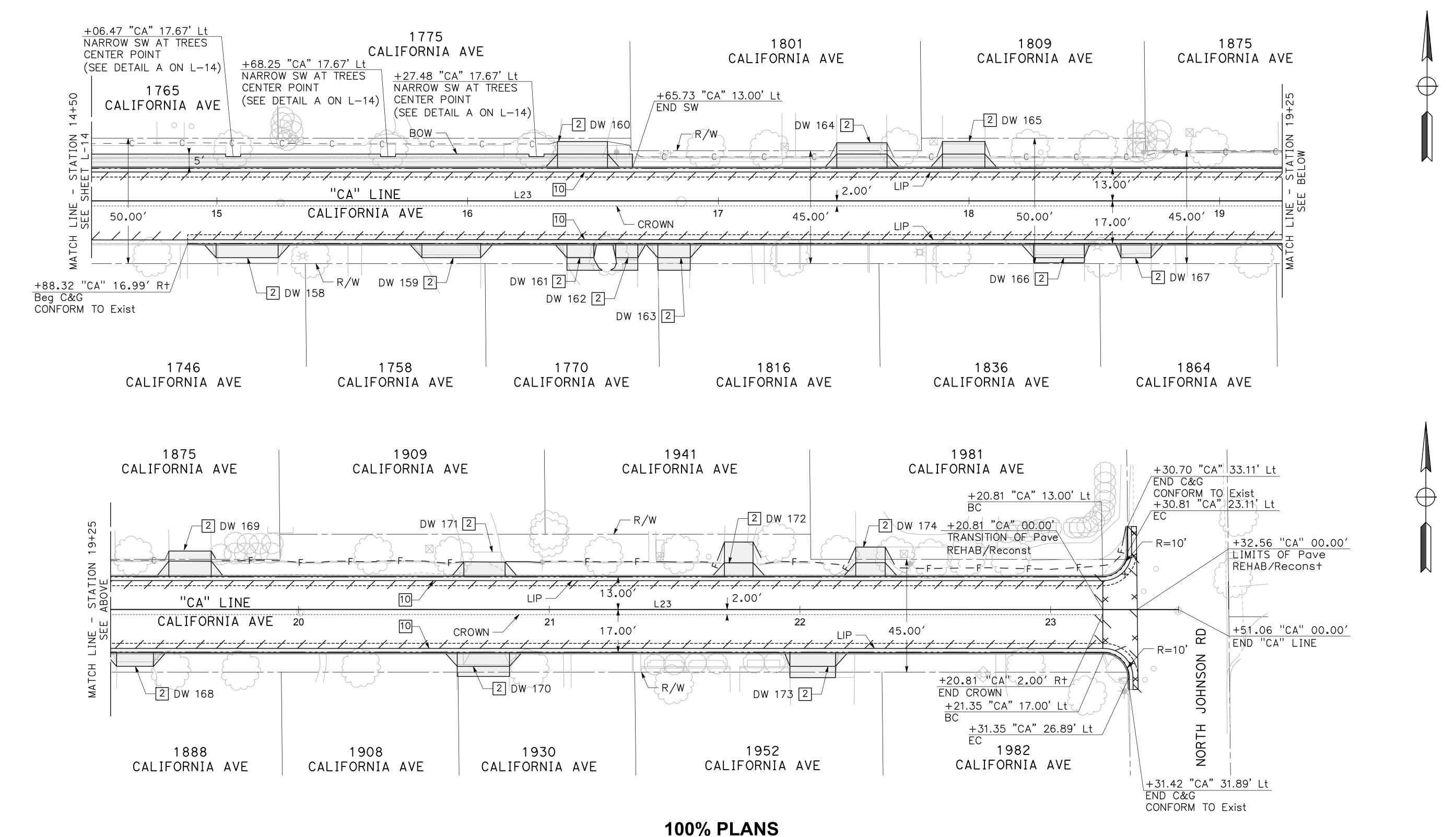
CITY OF TURLOCK ROADS PROGRAM CIP PROJECT 23-067 PACKAGE #3 **LAYOUTS**

Sheet <u>37</u> of **126** Sheets

L-13







DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.

CHECKED BY: NORIEGA, E.

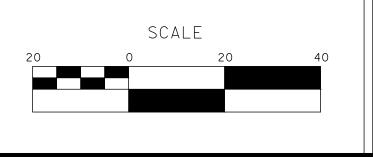
SCALE: 1"=20'

DATE: 5/05/2025

OB NO.: 24-00061

NOTE:
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DIMENSIONS SHALL SUPERCEDE ALL
SCALED DISTANCES AND SHALL BE
VERIFIED IN THE FIELD. ANY
DISCREPANCY SHALL BE BROUGHT TO
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CITY OF TURLOCK

ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #3
LAYOUTS

Sheet <u>39</u> of <u>126</u> Sheets

L-15

NOTES (CD-1 TO CD-17):

1. SEE TYPICAL SECTION SHEETS FOR SECTION DEPTHS

2. SEE DRAINAGE AND UTILITIES SHEETS FOR DRAINAGE NOTES AND MODIFICATIONS

3. GUTTER TRANSITIONS SHALL BE CONSTRUCTED PER THE CITY STANDARDS C-10, C-11, C-12, C-13, AND C-14

4. GUTTER FLARE AND GRATE DEPRESSIONS AT DRAINAGE INLETS SHALL BE CONSTRUCTED PER THE CITY STANDARDS SD-1, SD-2, AND SD-3

LEGEND (CD-1 TO CD-17):

LIMITS OF PAVEMENT RECONSTRUCTION (FDR TI = 6, SEE TYPICAL SECTIONS)

X X X LIMITS OF PAVEMENT RECONSTRUCTION (FDR TI = 8, SEE TYPICAL SECTIONS)

LIMITS OF PAVEMENT RECONSTRUCTION (FULL DEPTH HMA TI = 6, SEE TYPICAL SECTIONS)

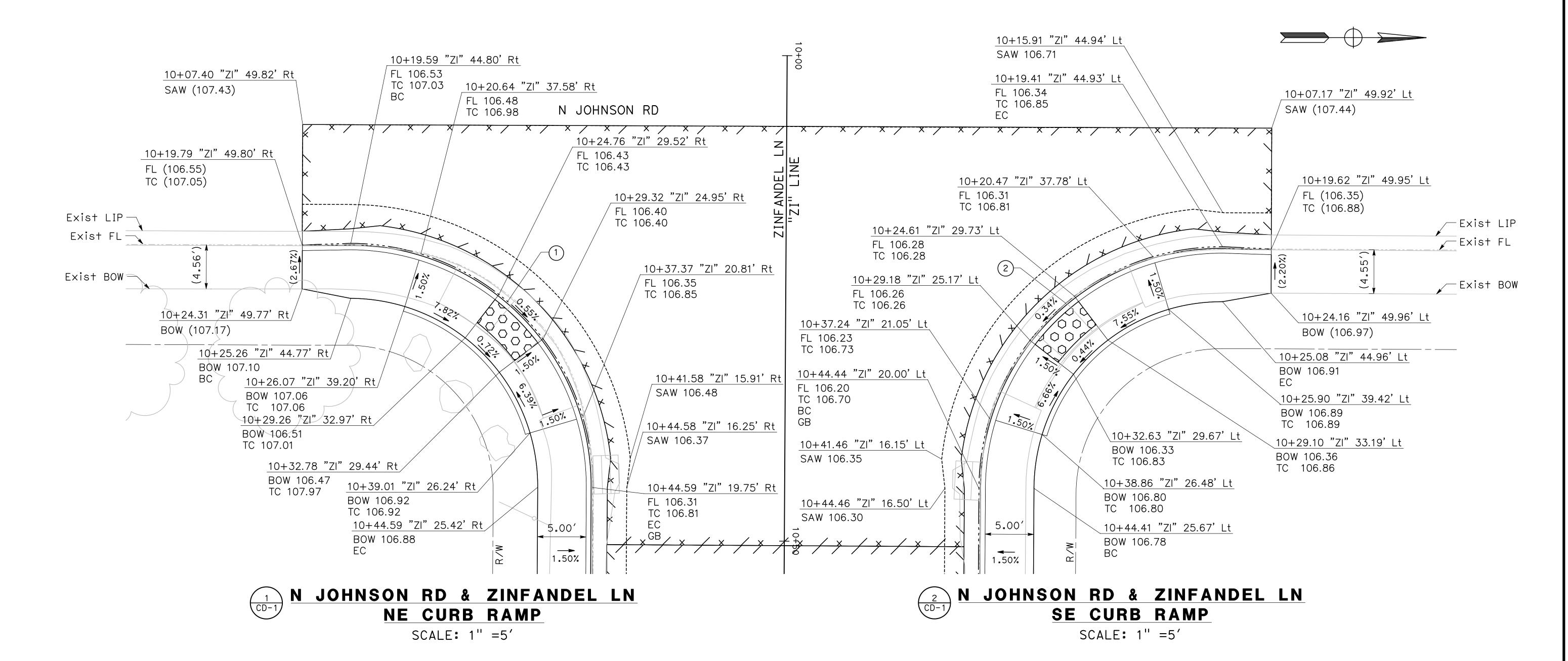
LIMITS OF PAVEMENT RECONSTRUCTION (FULL DEPTH HMA TI = 8, SEE TYPICAL SECTIONS)

----- SAWCUT

— --- PROPOSED FLOWLINE

----- CROWN

CURVE TABLE					
No. X	R	Δ	Т	L	
1	25.00′	90°06′58"	25.05′	39.32′	
2	25.00′	89°53′02"	24.95′	39.22′	



100% PLANS

DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.

CHECKED BY: NORIEGA, E.

SCALE: 1"=5'

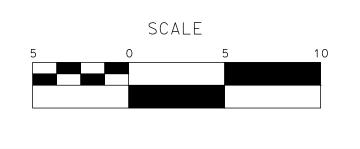
DATE: 5/05/2025

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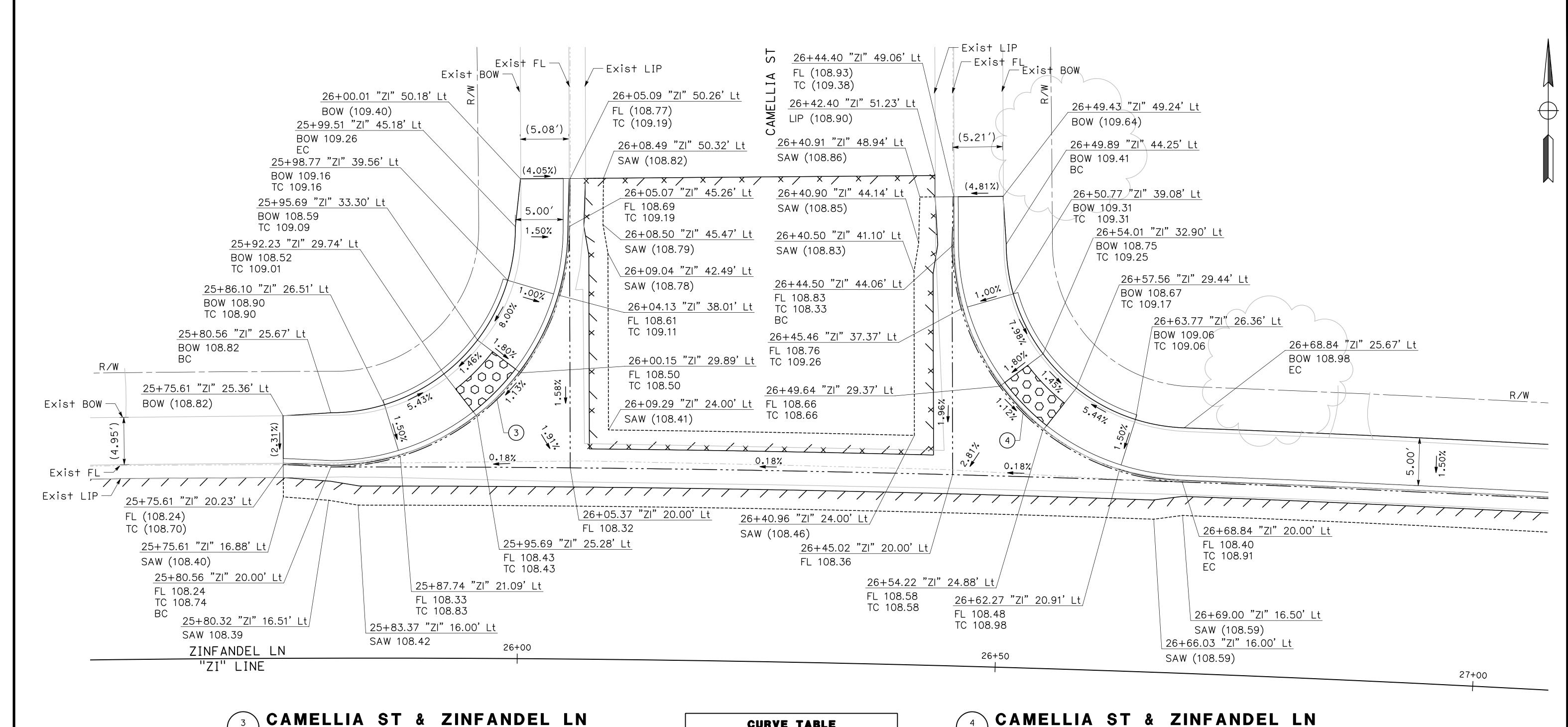


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CITY OF TURLOCK
ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #3
CONSTRUCTION DETAILS

Sheet <u>40</u> of <u>126</u> Sheets





NW CURB RAMP

SCALE: 1" =5'

CURVE TABLE				
No. X	R	Δ	Τ	
3	25.00′	90°17′15"	25.13′	39.40′
4	25.00′	87°31′27"	23.94′	38.19′



NE CURB RAMP

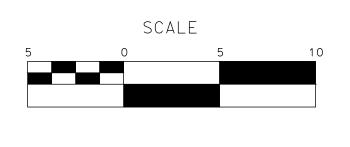
SCALE: 1" =5'

100% PLANS

DESIGNED BY: POORE, B. DRAWN BY: **FRANCO, N.** CHECKED BY: NORIEGA, E. SCALE: 1"=5' DATE: 5/05/2025 OB NO.: 24-00061

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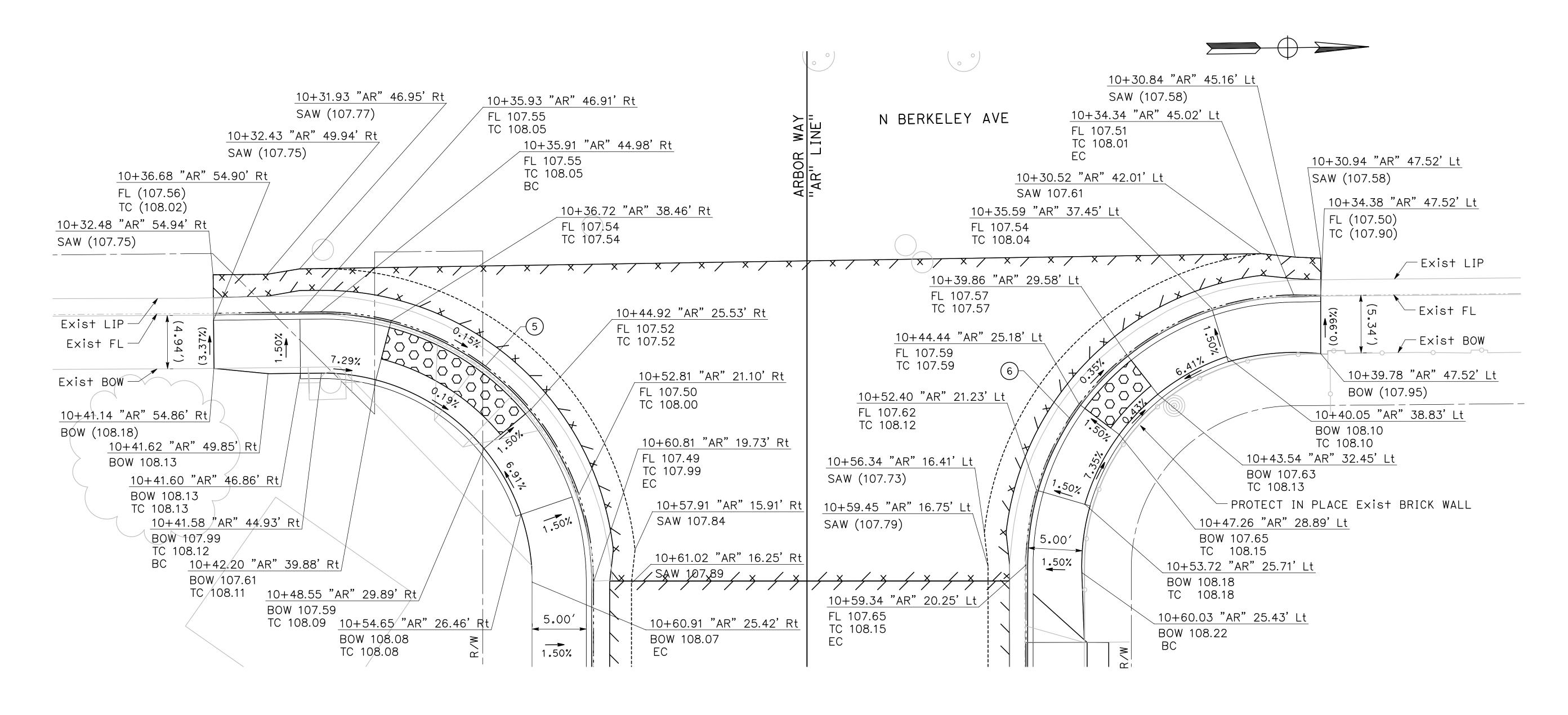
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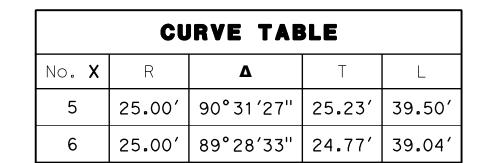
Sheet <u>41</u> of **126** Sheets





N BERKELEY AVE & ARBOR WAY SE CURB RAMP

SCALE: 1" =5'



$\binom{6}{CD-3}$

N BERKELEY AVE & ARBOR WAY NE CURB RAMP

SCALE: 1" =5'

100% PLANS

DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.

CHECKED BY: NORIEGA, E.

SCALE: 1"=5'

DATE: 5/05/2025

OB NO.: 24-00061

NOIL:

ALL REFERENCES AND WRITTEN

DIMENSIONS SHALL SUPERCEDE ALL

SCALED DISTANCES AND SHALL BE

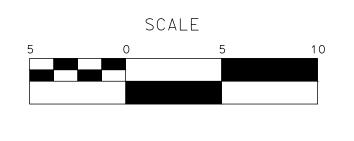
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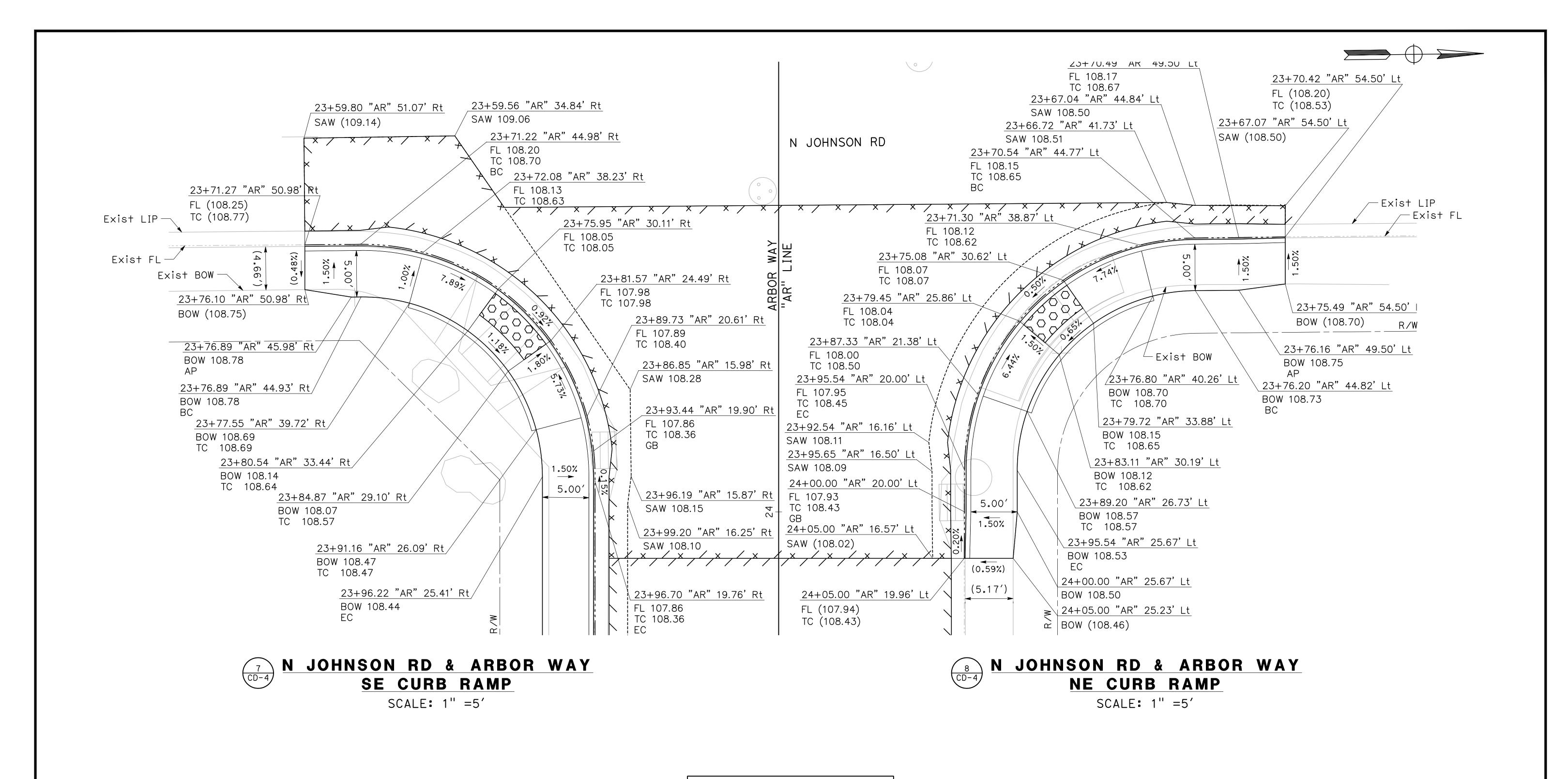
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TURLOCK C

CITY OF TURLOCK

ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #3
CONSTRUCTION DETAILS

Sheet <u>42</u> of <u>126</u> Sheets



CURVE TABLE				
No. X	R	Δ	Τ	L
7	25.00′	89°27′58"	24.77′	39.04′
8	25.00′	90°31′37"	25.23′	39 . 50′

DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.

CHECKED BY: NORIEGA, E.

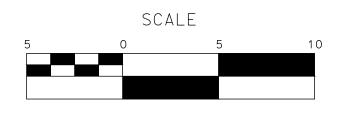
SCALE: 1"=5'

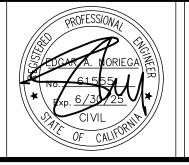
DATE: 5/05/2025

OB NO.: 24-00061

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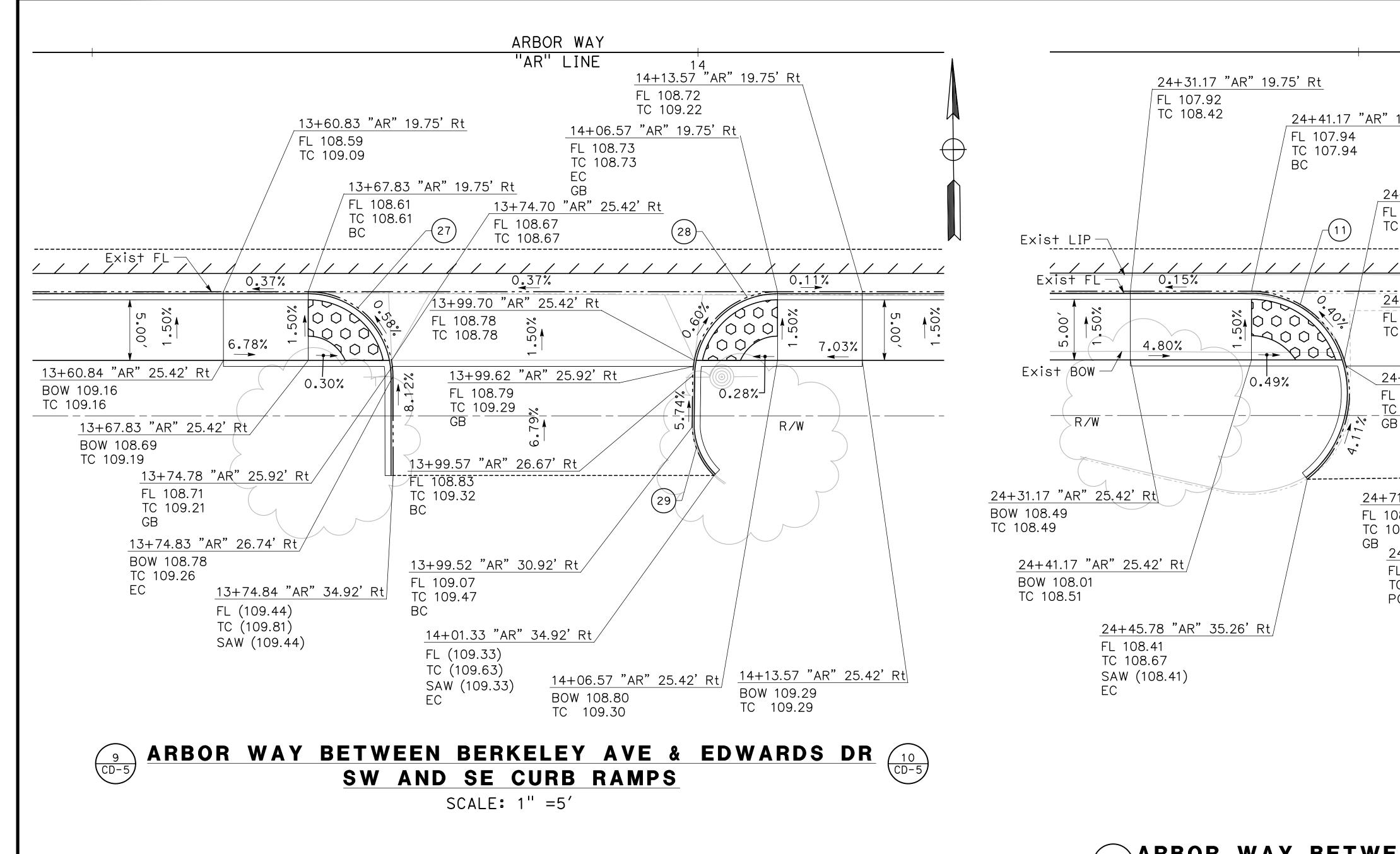
MARK THOMAS TO UNIVERSITY AVENUE, SUITE 20 SACRAMENTO CALLEDNIA 25925

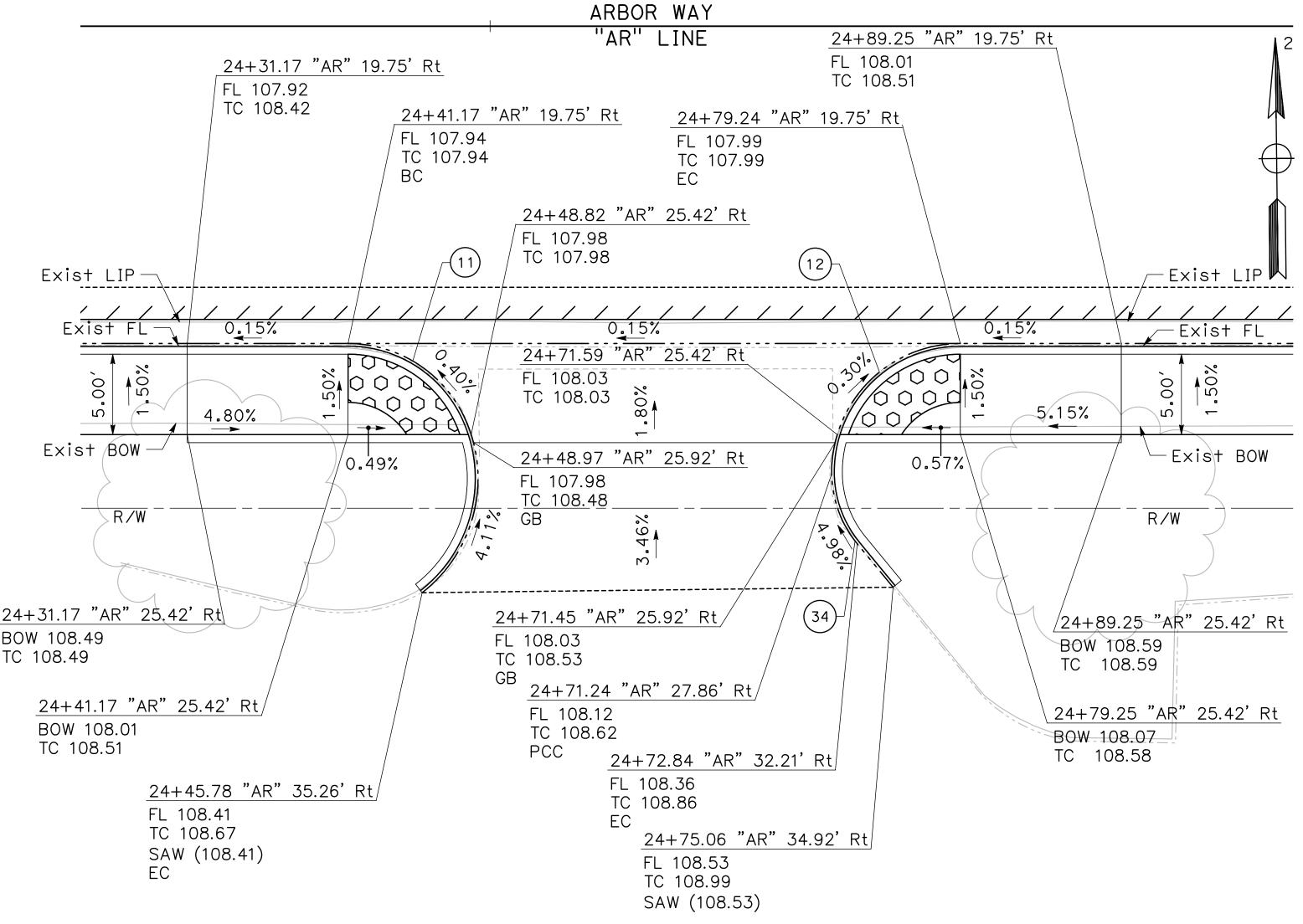
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(2097668-3320	True true

CITY OF TURLOCK ROADS PROGRAM CIP PROJECT 23-067 PACKAGE #3 CONSTRUCTION DETAILS

Sheet <u>43</u> of <u>126</u> Sheets





ARBOR WAY BETWEEN N JOHNSON RD & KAREN WAY SW AND SE CURB RAMPS SW AND SE CURB RAMPS

SCALE: 1" =5'

 CURVE TABLE

 No. X
 R
 A
 T
 L

 11
 8.00′
 66°16′21"
 5.22′
 9.25′

 12
 8.00′
 90°48′11"
 8.11′
 12.68′

 27
 7.00′
 89°55′54′
 6.99′
 10.99′

 28
 7.00′
 89°20′45′
 6.92′
 10.92′

 29
 6.00′
 42°53′11′
 2.36′
 4.49′

 34
 7.00′
 38°38′56′
 2.45′
 4.72′

100% PLANS

DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.

CHECKED BY: NORIEGA, E.

SCALE: 1"=5'

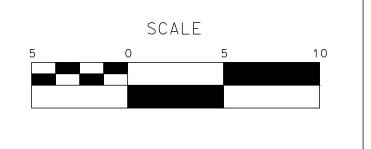
DATE: 5/05/2025

JOB NO.: 24-00061

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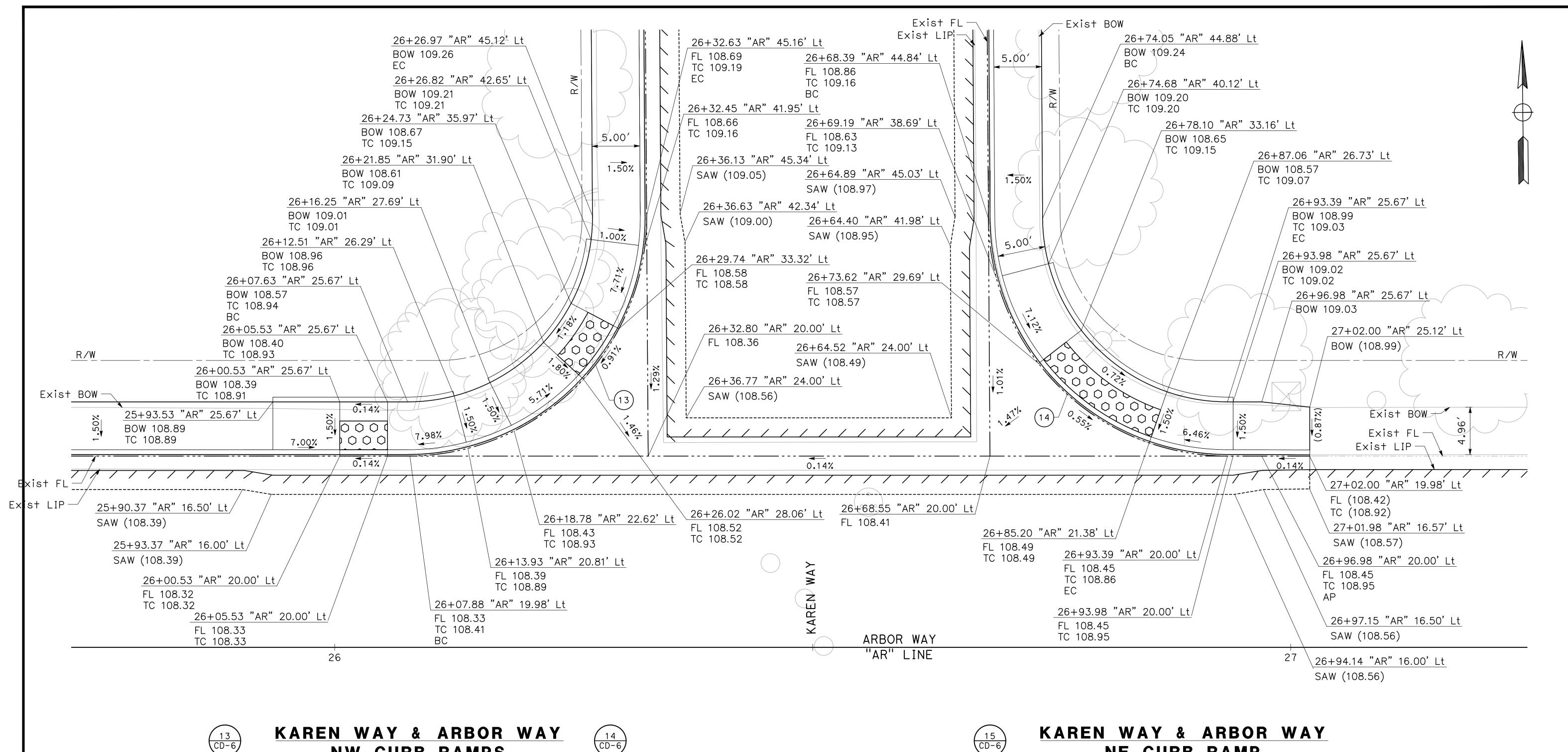
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CITY OF TURLOCK ROADS PROGRAM CIP PROJECT 23-067 PACKAGE #3 CONSTRUCTION DETAILS

of 126 Sheets





NW CURB RAMPS

SCALE: 1" =5'

(14) CD-6

CURVE TABLE					
No. X	R	Δ	Т	L	
13	25.00′	90°22′10"	25.16′	39.43′	
14	25.00′	89°37′50"	24.84′	39.11′	



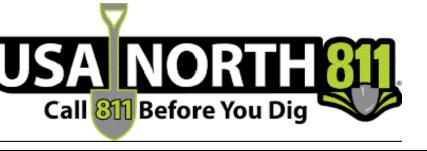
NE CURB RAMP

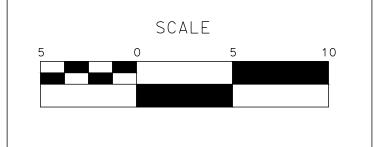
SCALE: 1" =5'

100% PLANS

DESIGNED BY: POORE, B. DRAWN BY: **Franco, N.** CHECKED BY: NORIEGA, E. SCALE: 1"=5' DATE: 5/05/2025 OB NO.: 24-00061

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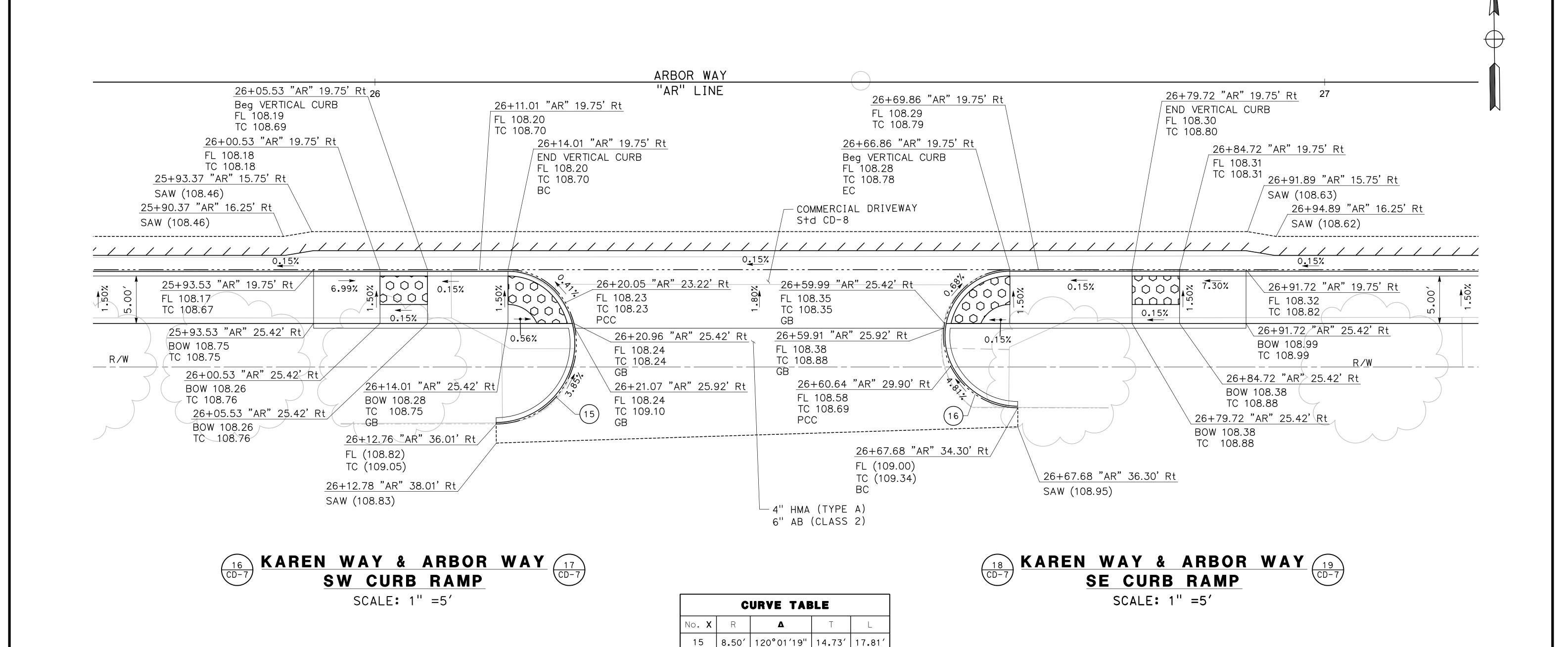
► MARK ■ ■ THOMAS

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(209)668-5520	- INC. 1908

CITY OF TURLOCK **ROADS PROGRAM CIP** PROJECT 23-067 PACKAGE #3 **CONSTRUCTION DETAILS**

Sheet <u>45</u> **126** Sheets



62°44′57"

DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.

CHECKED BY: NORIEGA, E.

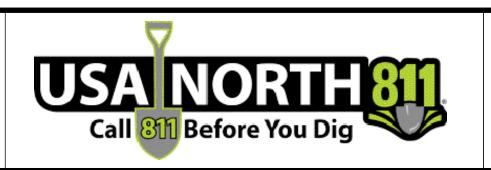
SCALE: 1"=5'

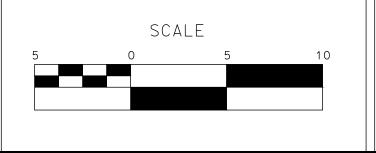
DATE: 5/05/2025

JOB NO.: 24-00061

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8.00′



4.88' 8.76'

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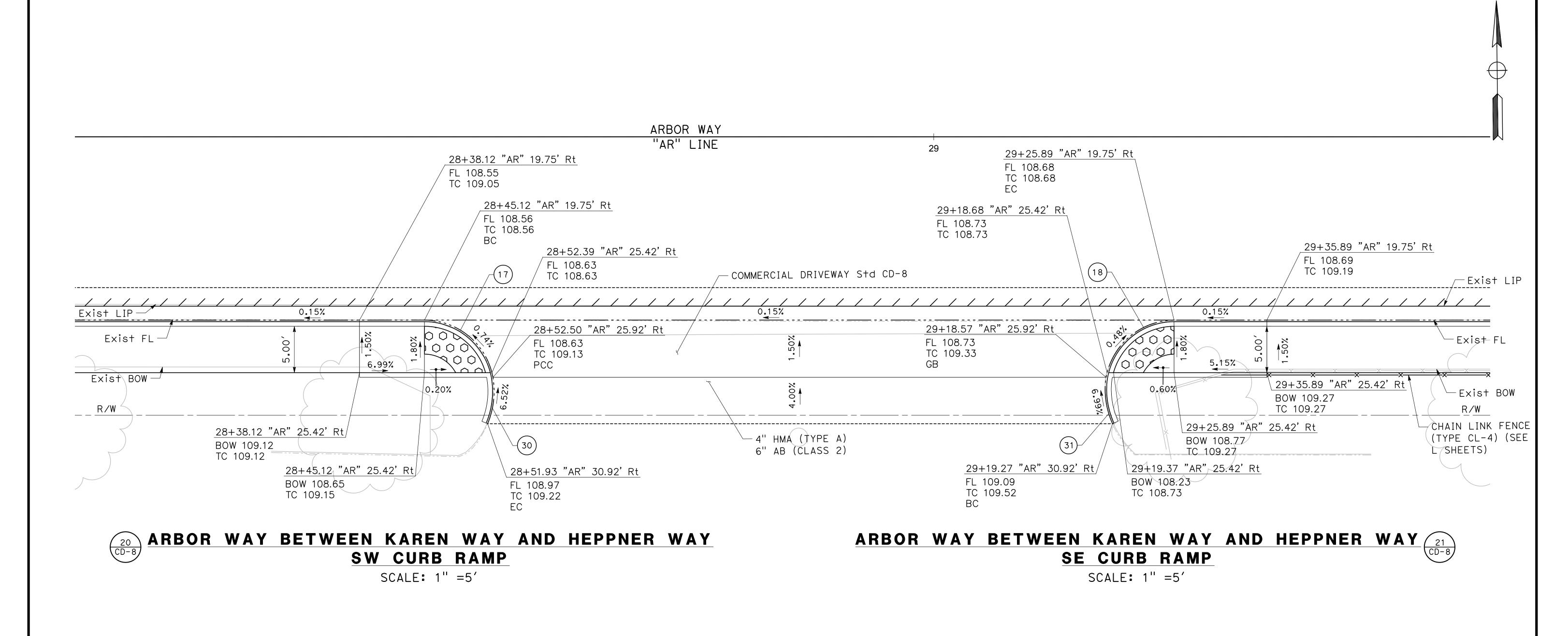
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CITY OF TURLOCK
ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #3
CONSTRUCTION DETAILS

Sheet <u>46</u> of <u>126</u> Sheets



CURVE TABLE					
No. X	R	Δ	Т	L	
17	7.50′	79°45′35"	6.27′	10.44′	
18	7.50′	83°07′47"	6 . 65′	10.88′	
30	9.00′	32°28′18"	2.62′	5.10′	
31	9.00′	29°22′53"	2.36′	4.62′	

DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.

CHECKED BY: NORIEGA, E.

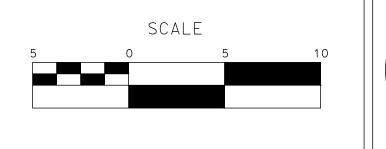
SCALE: 1"=5'

DATE: 5/05/2025

JOB NO.: 24-00061

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SACRAMENTO, CALIFORNIA 95825
(916) 381-9100 FAX:(916)381-9180

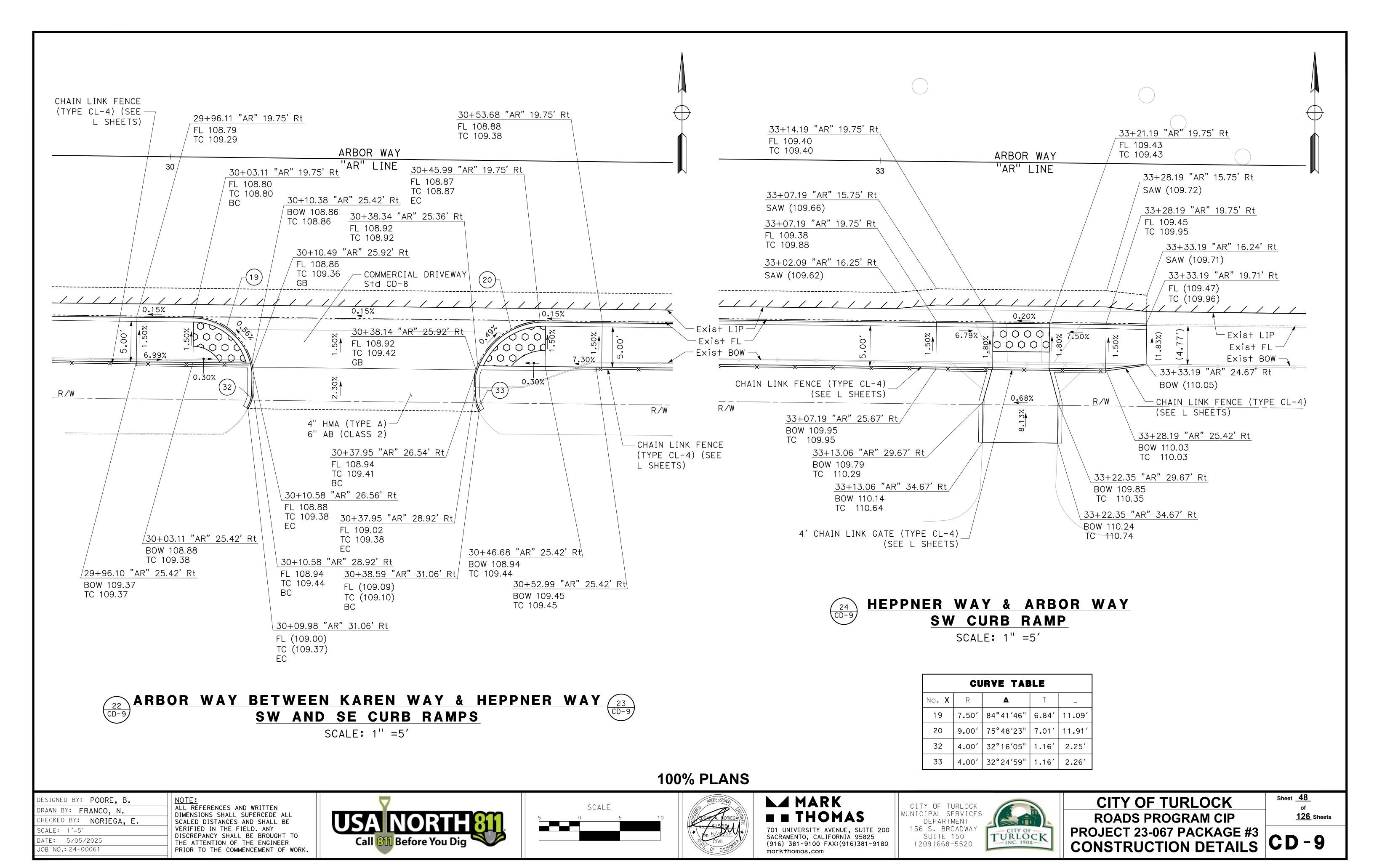
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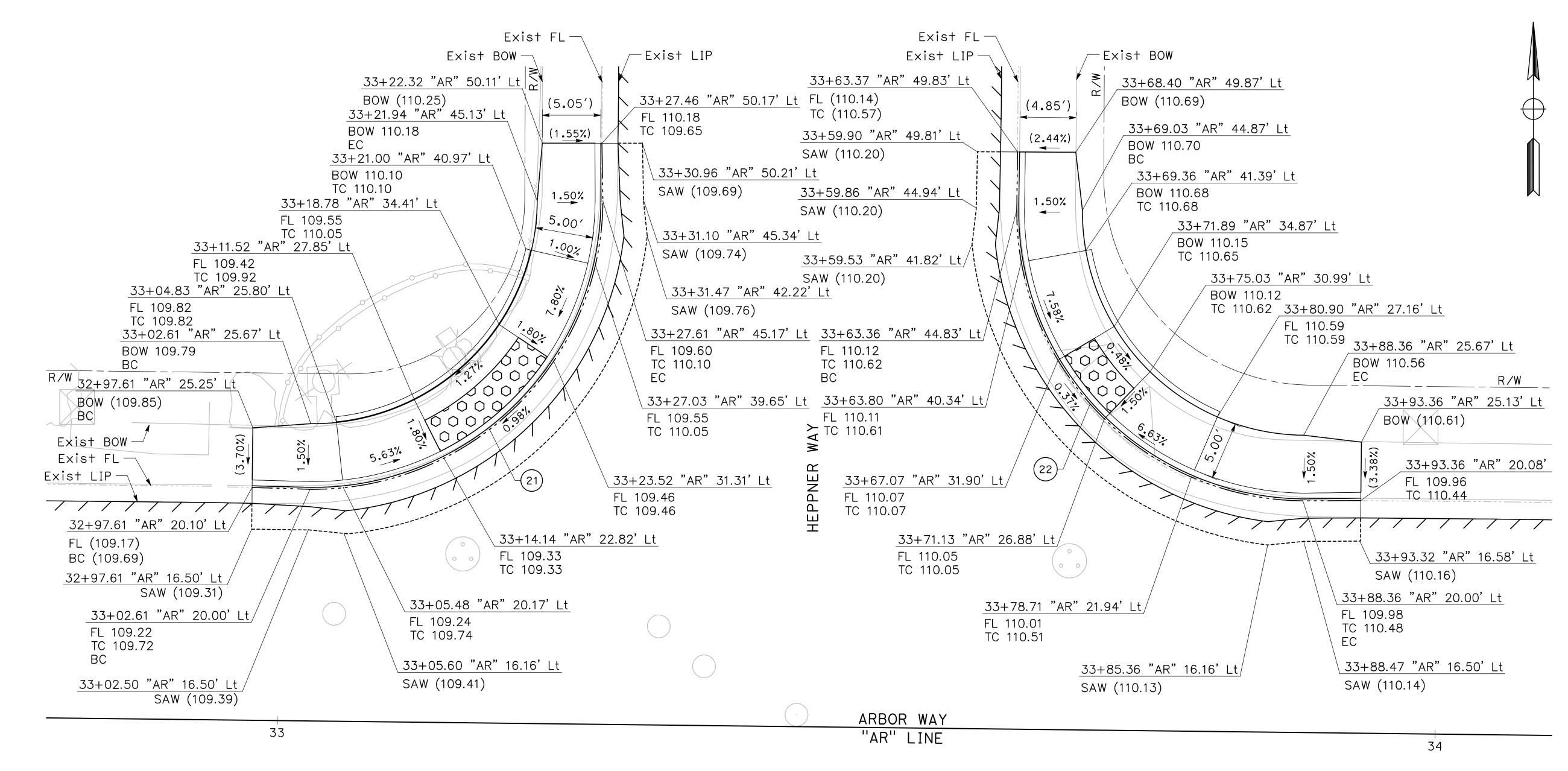
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ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #3
CONSTRUCTION DETAILS

Sheet <u>47</u> of <u>126</u> Sheets

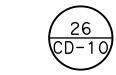






HEPPNER WAY & ARBOR WAY NW CURB RAMP

SCALE: 1" =5'



HEPPNER WAY & ARBOR WAY NW CURB RAMP

SCALE: 1" =5'

CURVE TABLE				
No. X	R	Δ	Т	L
21	25.00′	90°22′46"	25.17′	39.44′
22	25.00′	89°37′14"	24.83′	39.10′

100% PLANS

DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.

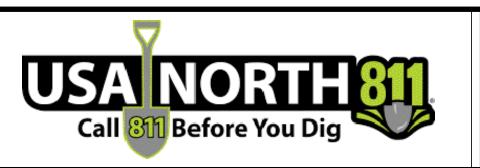
CHECKED BY: NORIEGA, E.

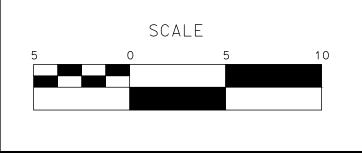
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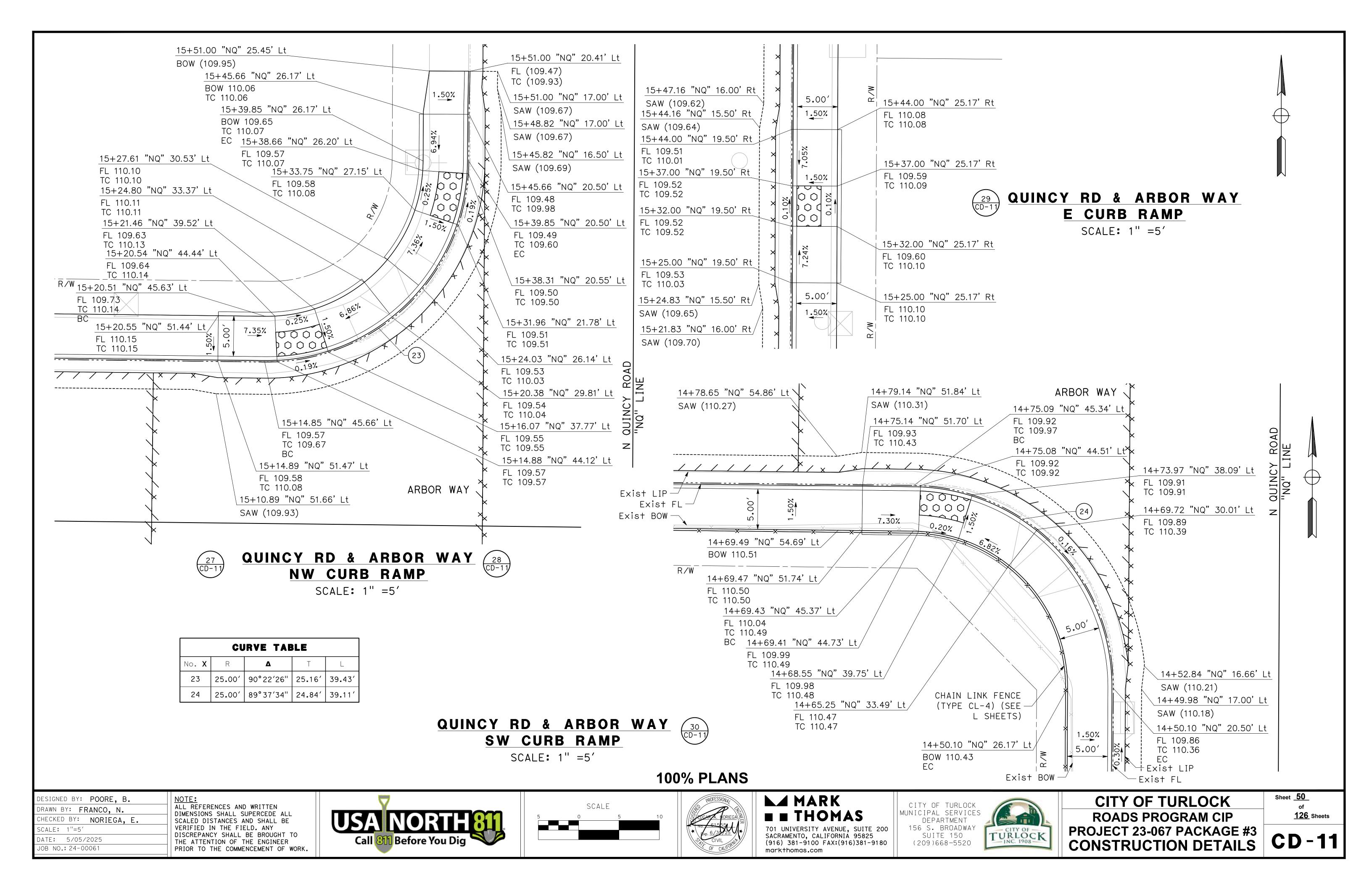
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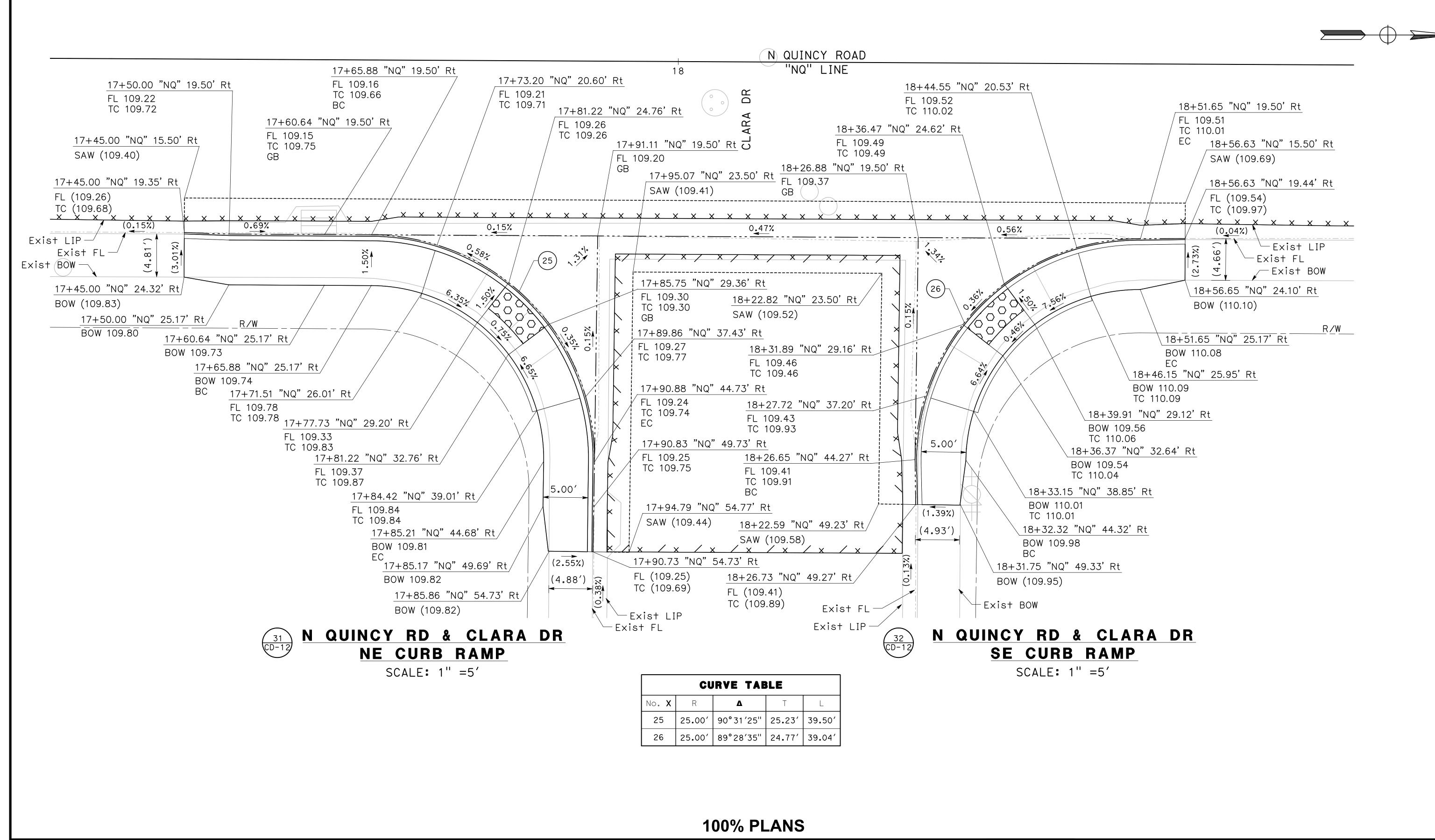
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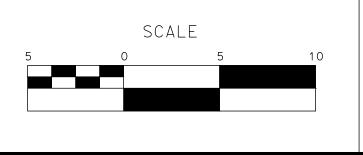
Sheet <u>49</u> of <u>126</u> Sheets





DESIGNED BY: POORE, B. ALL REFERENCES AND WRITTEN DRAWN BY: **FRANCO, N.** DIMENSIONS SHALL SUPERCEDE ALL SCALED DISTANCES AND SHALL BE VERIFIED IN THE FIELD. ANY CHECKED BY: NORIEGA, E. SCALE: 1"=5' DISCREPANCY SHALL BE BROUGHT TO DATE: 5/05/2025 THE ATTENTION OF THE ENGINEER OB NO.: 24-00061 PRIOR TO THE COMMENCEMENT OF WORK.







MARK ■ ■ THOMAS

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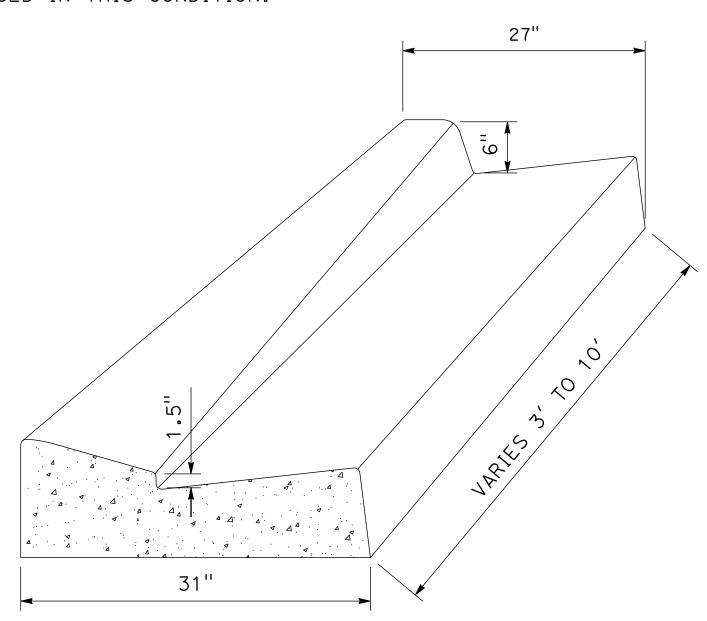


CITY OF TURLOCK **ROADS PROGRAM CIP** PROJECT 23-067 PACKAGE #3 **CONSTRUCTION DETAILS**

Sheet <u>51</u> **126** Sheets

NOTES:

- 1. FOR C&G TRANSITIONS NEAR DRIVEWAYS, USE TRANSITION LENGTH OF 3'.
- 2. FOR C&G TRANSITIONS AT INTERSECTIONS AROUND CURB RETURNS, USE TRANSITION LENGTH OF 10'
- 3. REFER TO THE LAYOUT SHEETS FOR MODIFIED DRIVE-OVER CURB LOCATIONS.
- 4. DRIVE-OVER CURB SHALL BE TRANSITIONED TO 6" CURB AND GUTTER (C-1) AT DRAINAGE INLETS. A TRANSITION LENGTH OF 3' SHALL BE USED IN THIS CONDITION.



DRIVE-OVER CURB AND GUTTER
TO 6"CURB AND GUTTER (C-1)
TRANSITION

SCALE: NTS

GUTTER LIP

END OF CURB RETURN

6" CURB AND GUTTER (C-1)

TOP OF CURB

END OF CURB RETURN

6" CURB AND GUTTER (C-1)

CURB AND GUTTER TRANSITION

AT CURB RETURNS

SCALE: NTS

PAVEMENT RECONSTRUCTION
PER X SHEETS AND L SHEETS

PAVEMENT RECONSTRUCTION
PER X SHEETS AND L SHEETS

OG

2-SACK SLURRY CEMENT BACKFILL

SHALLOW UTILITY

DET ALL A: SHALLOW UTILITY

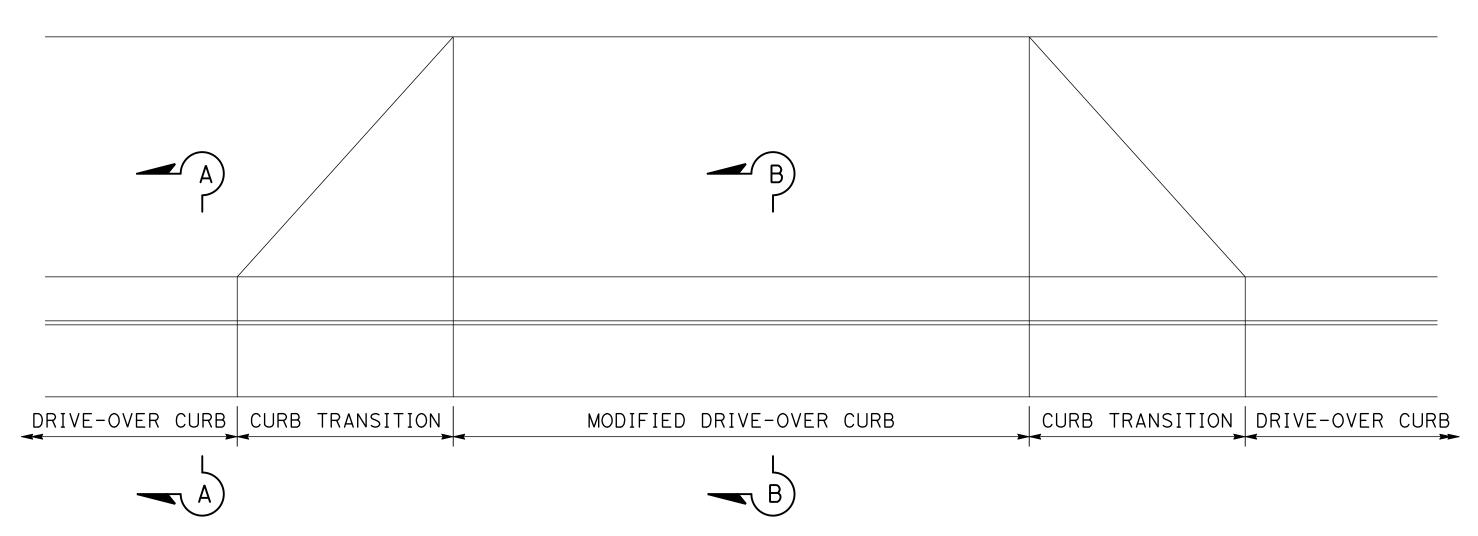
DETAIL A: SHALLOW UTILITY

TRENCH SECTION

(SEE UUD SHEETS FOR

UTILITY DEPTH INFORMATION)

SCALE: NTS



MODIFIED DRIVE-OVER CURB AND GUTTER TRANSITION AT DRIVEWAYS

SCALE: NTS

DRIVE-OVER CURB AND
GUTTER DETAIL
SECTION A-A

SCALE: NTS

31"

18''

-R = 1/4"

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MODIFIED DRIVE-OVER
CURB AND GUTTER DETAIL
SECTION B-B
SCALE: NTS

100% PLANS

DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.
CHECKED BY: NORIEGA, E.

CHECKED BY: NORIEGA,

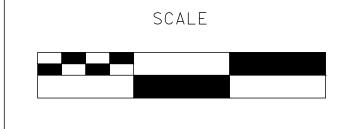
SCALE: NOT TO SCALE

DATE: 5/05/2025

JOB NO.: 24-00061

NOIL:
ALL REFERENCES AND WRITTEN
DIMENSIONS SHALL SUPERCEDE ALL
SCALED DISTANCES AND SHALL BE
VERIFIED IN THE FIELD. ANY
DISCREPANCY SHALL BE BROUGHT TO
THE ATTENTION OF THE ENGINEER
PRIOR TO THE COMMENCEMENT OF WORK.







MARK THOMAS 701 UNIVERSITY AVENUE, SUITE 200 SACRAMENTO, CALIFORNIA 95825

(916) 381-9100 FAX:(916)381-9180

markthomas.com

R = 10.5"

CITY OF TURLOCK
MUNICIPAL SERVICES
DEPARTMENT
156 S. BROADWAY
SUITE 150
(209)668-5520

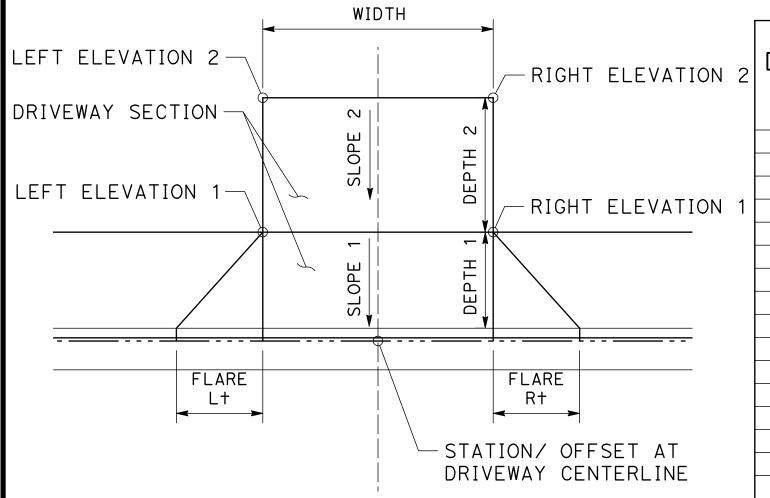
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1	TURLOCK

-R = 1/4"

CITY OF TURLOCK ROADS PROGRAM CIP PROJECT 23-067 PACKAGE #3 CONSTRUCTION DETAILS

Sheet <u>52</u> of <u>126</u> Sheets

DRIVEWAY INFORMATION



DRIVEWAY DETAIL

SCALE: NTS

					νn	IVEWAY	IIAL	JNIVIAI					
ORIVEWAY NUMBER	LOCATION	WIDTH	DEPTH 1	SLOPE 1	LEFT ELEVATION 1	RIGHT ELEVATION 1	FLARE LEFT	FLARE RIGHT	DEPTH 2	SLOPE 2	LEFT ELEVATION 2	RIGHT ELEVATION 2	DRIVEWAY SECTION
1	11+04.97 "WA" 19.25' R+	16.84′	5.50′	4.50%	106.24′	106.29′	4.50′	4.50′	N/A	N/A	N/A	N/A	Conc 5.5"
3	11+75.63 "WA" 19.25' R+ 11+94.63 "WA" 19.25' R+	17.00′ 15.11′	5.00′ 5.00′	1.35%	106.46′ 106.47′	106.47′ 106.47′	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	Conc 7.5" Conc 5.5"
4	14+62.64 "WA" 19.00' R†	14.75′	6.00′	9.50%	107.11′	107.08′	N/A	N/A	5.00'	9.57%	107.59'	107.19'	Conc 5.5"
5	15+18.65 "WA" 18.51' R+	24.00′	5.00′	9.50%	107.15′	107.11′	N/A	N/A	2.00'	8.42%	107.32	107.22	Conc 7.5"
7	15+30.40 "WA" 01.15' L+ 10+50.71 "CH" 19.50' R+	20.01′ 18.50′	6.00′ 5.00′	9.50% 6.98%	107.29′ 106.73′	107.25′ 106.78′	N/A N/A	N/A N/A	2.00' N/A	8.95% N/A	107.46' N/A	107.34' N/A	Conc 5.5" Conc 5.5"
8	11+19.36 "CH" 19.50' R+	16.42′	6.00′	7.16%	106.73	106.78	N/A	N/A	N/A	N/A	N/A	N/A	Conc 5.5"
9	11+48.65 "CH" 17.25' R†	17.25′	6.00′	5.97%	106.88′	106.92′	N/A	N/A	N/A	N/A	N/A	N/A	Conc 5.5"
10	12+38.02 "CH" 19.50' R+ 12+68.66 "CH" 19.50' R+	31.82′	5.00′	1.72%	106.82′	106.79′	N/A	N/A	N/A	N/A N/A	N/A	N/A	Conc 5.5"
11 12	12+43.96 "CH" 19.75' R†	18.69′ 18.71′	6.00′ 5.00′	1.99% 9.00%	106.88′ 107.12′	106.87′ 107.15′	N/A N/A	N/A N/A	N/A 2.00'	4.20%	N/A 107.21'	N/A 107.19'	Conc 5.5" Conc 5.5"
13	13+41.23 "CH" 19.50' R+	23.57′	5.00′	0.90%	106.95′	106.91′	N/A	N/A	N/A	N/A	N/A	N/A	Conc 5.5"
14	13+78.00 "CH" 19.75' L+	26.08′	5.00′	3.79%	107.06′	107.02′	N/A	N/A	N/A	N/A	N/A	N/A	Conc 5.5"
15 16	14+40.81 "CH" 19.75' L+ 15+08.92 "CH" 19.75' L+	21.72′ 22.64′	5.00′ 4.00′	3.75% 9.79%	107.15′ 107.46′	107.11′ 107.23′	N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	Conc 5.5" Conc 5.5"
17	14+76.15 "CH" 19.50' R+	16.75′	5.00′	4.53%	107.32′	107.21	N/A N/A	N/A	N/A	N/A	N/A	N/A	Conc 5.5"
18	15+04.23 "CH" 19.50' R+	14.74′	5.00′	5.65%	107.17′	107.06′	N/A	N/A	N/A	N/A	N/A	N/A	Conc 5.5"
19	10+76.15 "ZI" 19.75′ R†	14.99′	5.00′	8.22%	106.87′	106.88′	4.50′	4.50′	N/A	N/A	N/A	N/A	Conc 5.5"
20 21	10+82.10 "ZI" 20.00' L+ 11+14.26 "ZI" 20.00' L+	16.25′ 16.75′	5.00′ 5.00′	9.00% 8.60%	106.82′ 106.85′	106.85′ 106.87′	4.50′ 4.50′	4.50′ 4.50′	2.00′ N/A	7.17% N/A	106.97' N/A	106.97' N/A	Conc 5.5" Conc 5.5"
22	11+50.61 "ZI" 19.75′ R†	15.00′	5.00′	7.33%	106.97′	106.93′	4.50′	4.50′	N/A	N/A	N/A	N/A	Conc 5.5"
23	12+06.00 "ZI" 19.75′ R†	14.75′	5.00′	8.27%	107.10′	107.07′	4.50′	4.50′	N/A	N/A	N/A	N/A	Conc 5.5"
24	12+07.09 "ZI" 20.00' L+ 12+42.39 "ZI" 20.00' L+	16.50′ 18.50′	5.00′	9.52%	107.03′	107.06′	4.50′	4.50′	N/A N/A	N/A N/A	N/A N/A	N/A N/A	Conc 5.5"
25 26	12+76.41 "ZI" 19.75' R†	15.00′	5.00′ 5.00′	9.19% 7.00%	107.07′ 107.06′	107.08′ 107.12′	4.50′ 4.50′	4.50′ 4.50′	N/A	N/A	N/A N/A	N/A	Conc 5.5" Conc 5.5"
27	12+97.33 "ZI" 19.75" Rt	15.00′	5.00′	8.32%	107.24′	107.11′	4.50′	4.50′	N/A	N/A	N/A	N/A	Conc 5.5"
28	13+33.41 "ZI" 20.00′ L†	16.00′	5.00′	8.77%	107.15′	107.21′	4.50′	4.50′	N/A	N/A	N/A	N/A	Conc 5.5"
29 30	13+67.36 "ZI" 20.00' L+ 13+97.17 "ZI" 19.76' L+	16.25′ 15.85′	5.00′ 5.00′	9.00% 9.56%	107.25′ 107.45′	107.27′ 107.38′	4.50′ 4.50′	4.50′ 4.50′	2.00′ N/A	8.72% N/A	107.42' N/A	107.42' N/A	Conc 5.5" Conc 5.5"
31	14+28.44 "ZI" 19.75′ R†	16.00′	5.00′	9.37%	107.49'	107.42'	4.50′	4.50′	N/A	N/A	N/A	N/A	Conc 5.5"
32	14+59.70 "ZI" 20.00' L†	16.75′	5.00′	9.00%	107.39′	107.41′	4.50′	4.50′	3.00'	5.49%	107.55'	107.56'	Conc 5.5"
33	14+92.27 "ZI" 20.00′ L†	16.77′	5.00′	9.50%	107.46′	107.49′	4.50′	4.50′	3.00' N/A	9.36%	107.74	107.76'	Conc 5.5"
34 35	15+22.67 "ZI" 19.75′ R† 15+79.90 "ZI" 19.75′ R†	16.50′ 16.50′	5.00′ 5.00′	7.82% 9.51%	107.54′ 107.72′	107.47′ 107.70′	4.50′ 4.50′	4.50′ 4.50′	N/A	N/A N/A	N/A N/A	N/A N/A	Conc 5.5" Conc 5.5"
36	15+85.88 "ZI" 20.00' L†	16.50′	5.00′	9.00%	107.58′	107.60′	4.50′	4.50′	2.00'	9.81%	107.77	107.75'	Conc 5.5"
37	16+18.18 "ZI" 20.00′ L†	19.00′	5.00′	9.00%	107.62′	107.65′	4.50′	4.50′	2.00'	9.48%	107.81	107.84	Conc 5.5"
38	17+87.16 "ZI" 19.50' R+ 27+89.33 "ZI" 19.75' R+	24.25′ 21.58′	5.00′ 5.00′	9.09% 9.50%	108.15′	108.10′	4.50′ 4.50′	4.50′ 4.50′	N/A 4.00'	N/A 9.24%	N/A 100.56'	N/A	Conc 5.5" Conc 5.5"
39 40	28+18.73 "ZI" 19.75′ R†	16.41	5.00′	9.50%	109.28′ 109.31′	109.25′ 109.29′	4.50′	4.50′	4.00	8.08%	109.56' 109.63'	109.62' 109.57'	Conc 5.5"
41	27+82.10 "ZI" 20.00' L†	20.00′	5.00′	9.00%	109.16′	109.20′	4.50′	4.50′	4.00'	7.51%	109.45	109.50'	Conc 5.5"
42	28+53.92 "ZI" 20.00′ L†	19.75′	5.00′	9.50%	109.31′	109.35′	4.50′	4.50′	5.00'	9.52%	109.79'	109.72'	Conc 5.5"
43	28+95.04 "ZI" 19.75′ R+ 29+65.90 "ZI" 19.75′ R+	19.64′ 19.63′	5.00′ 5.00′	9.00% 9.50%	109.37′ 109.48′	109.35′ 109.46′	4.50′ 4.50′	4.50′ 4.50′	2.00' 4.00'	5.06% 9.07%	109.47' 109.79'	109.42' 109.82'	Conc 5.5" Conc 5.5"
45	10+51.89 "EP1" 19.00' R†	15.29′	5.00′	6.36%	107.14'	107.01′	N/A	N/A	N/A	N/A	N/A	N/A	Conc 5.5"
46	10+54.00 "EP1" 19.00' L+	20.78′	5.00′	9.16%	107.03′	106.92′	N/A	N/A	N/A	N/A	N/A	N/A	Conc 5.5"
47	12+07.32 "EP1" 19.00' L+ 13+06.80 "EP1" 19.00' R+	24.39′ 16.14′	4.50′ 5.00′	6.65%	107.21′	107.36′	N/A 4.50′	N/A 4.50'	N/A	N/A N/A	N/A	N/A	Conc 5.5" Conc 5.5"
48	13+73.45 "EP1" 19.00' R†	17.16	5.00′	7.04%	107.22′ 107.12′	107.10′ 107.12′	4.50	4.50′	N/A N/A	N/A	N/A N/A	N/A N/A	Conc 5.5"
50	14+04.27 "EP1" 19.00' L†	17.14′	4.50′	1.39%	107.21′	107.21′	4.50′	4.50′	N/A	N/A	N/A	N/A	Conc 5.5"
51	14+45.39 "EP1" 19.00' L†	29.60′	4.50′	3.22%	107.27′	107.30′	4.50′	4.50′	N/A	N/A	N/A	N/A	Conc 5.5"
52 53	14+44.69 "EP1" 19.00' R+ 15+18.97 "EP1" 19.00' L+	17.18′ 17.87′	5.00′ 4.50′	2.95% 4.52%	107.26′ 107.33′	107.20′ 107.29′	4.50′ 4.50′	4.50′ 4.50′	N/A N/A	N/A N/A	N/A N/A	N/A N/A	Conc 5.5" Conc 5.5"
54	15+24.17 "EP1" 19.00' R†	16.18′	5.00′	3.94%	107.39′	107.40′	N/A	N/A	N/A	N/A	N/A	N/A	Conc 5.5"
55	14+44.69 "EP1" 19.00' R†	17.18′	5.00′	5.20%	107.46′	107.49′	N/A	N/A	3.00′	9.68%	107.47	107.78'	Conc 5.5"
56	11+82.88 "EP2" 20.00' L†	21.96′	5.00′	7.81%	108.06′	108.10′	4.50′	4.50′	N/A	N/A	N/A 107.88'	N/A 108.01'	Conc 5.5"
57 58	12+06.40 "EP2" 19.75' R+ 12+13.67 "EP2" 20.00' L+	15.42′ 16.63′	5.00′ 5.00′	0.50% 7.38%	107.88′ 108.03′	107.86′ 108.10′	4.50′ 4.50′	4.50′ 4.50′	2.00′ N/A	7.78% N/A	107.88' N/A	108.01' N/A	Conc 7.5" Conc 5.5"
59	12+65.73 "EP2" 19.75' R+	19.79′	5.00′	5.21%	108.07′	108.18′	4.50′	4.50′	N/A	N/A	N/A	N/A	Conc 5.5"
60	12+89.07 "EP2" 20.00' L†	12.19′	5.00′	9.05%	107.95′	108.26′	4.50′	4.50′	N/A	N/A	N/A	N/A	Conc 5.5"
61	13+71.80 "EP2" 20.00' L† 14+61.95 "EP2" 20.00' L†	12.89′	5.00′	5.63%	108.27′	108.28′	4.50′	4.50′	N/A 2.00'	N/A 7.51%	N/A 108.32'	N/A 108.25'	Conc 5.5"
62 63	15+48.55 "EP2" 19.75' R†	10.15′ 16.97′	5.00′ 5.00′	4.00% 9.93%	108.17′ 108.61′	108.18′ 108.76′	4.50′ 4.50′	4.50′ 4.50′	N/A	N/A	N/A	N/A	Conc 5.5" Conc 5.5"
64	15+86.31 "EP2" 20.00' L†	19.61′	5.00′	8.21%	108.50′	108.52′	4.50′	4.50′	N/A	N/A	N/A	N/A	Conc 5.5"

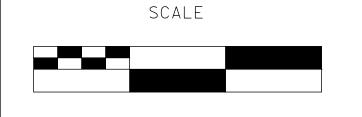
100% PLANS

DESIGNED BY: POORE, B. DRAWN BY: FRANCO, N. CHECKED BY: NORIEGA, E. SCALE: NOT TO SCALE DATE: 5/05/2025 JOB NO.: 24-00061

NOTE:

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► MARK ■ ■ THOMAS

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CITY OF TURLOCK
MUNICIPAL SERVICES
DEPARTMENT
156 S. BROADWAY SUITE 150 (209)668-5520

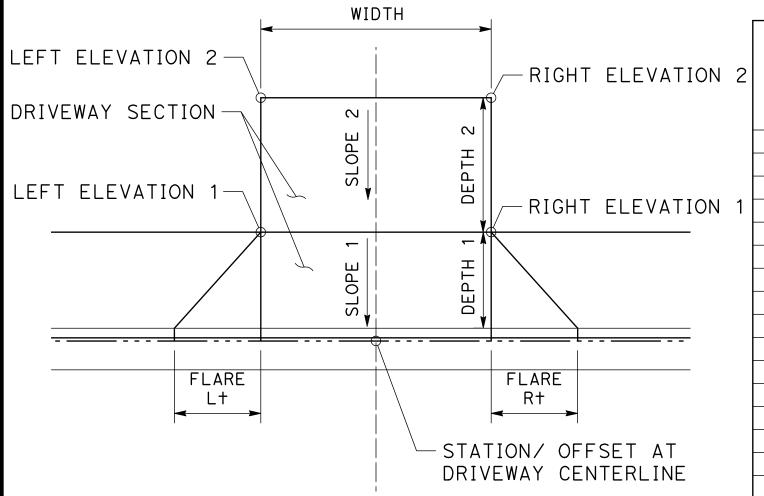


CITY OF TURLOCK **ROADS PROGRAM CIP** PROJECT 23-067 PACKAGE #3
CONSTRUCTION DETAILS

CD - 14

Sheet <u>**53**</u> **126** Sheets

DRIVEWAY INFORMATION



DRIVEWAY DETAIL

SCALE: NTS

						IVEWAY	1141	OKMAI	1011				
DRIVEWAY NUMBER	LOCATION	WIDTH	DEPTH 1	SLOPE 1	LEFT ELEVATION 1	RIGHT ELEVATION 1	FLARE LEFT	FLARE RIGHT	DEPTH 2	SLOPE 2	LEFT ELEVATION 2	RIGHT ELEVATION 2	DRIVEWAY SECTION
65	16+17.49 "EP2" 20.00' L+	20.64′	5.00′	9.00%	108.57′	108.59′	4.50′	4.50′	2.00′	8.11%	108.73′	108.62′	7.5" Conc
66	16+16.61 "EP2" 19.75' R†	18.80′	5.00′	5.04%	108.59′	108.53′	1.00′	1.00′	N/A	N/A	N/A	N/A	7.5" Conc
67	16+37.83 "EP2" 19.75' R+	14.42′	5.00′	6.00%	108.66′	108.64′	4.50′	1.00′	5.25′	5.71%	108.96′	108.82′	5.5" Conc
68	17+79.92 "EP2" 20.00' L†	10.25′	5.00′	9.50%	108.76′	108.77′	4.50′	4.50′	6.00′	8.72%	109.29′	109.26′	5.5" Conc
69 70	18+03.33 "EP2" 20.00' L† 19+25.79 "EP2" 20.00' L†	09.16′ 10.29′	5.00′ 5.00′	9.00%	108.76′ 108.77′	108.77′ 108.87′	4.50′ 4.50′	4.50′ 3.50′	3.00′ N/A	8.46% N/A	109.02′ N/A	108.94′ N/A	5.5" Conc 5.5" Conc
71	19+43.82 "EP2" 20.00' L†	10.40'	6.00′	9.47%	108.96′	109.00′	3.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
72	19+52.42 "EP2" 19.75' R+	11.69′	5.00′	4.42%	108.79′	108.85′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
73	20+03.23 "EP2" 19.75' R+	15.50′	5.00′	7.26′%	109.05′	109.05′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
74	20+20.73 "EP2" 20.00' L+	09.91′	5.00′	9.50%	109.00′	109.01′	4.50′	4.50′	4.50′	11.74%	109.48′	109.53′	5.5" Conc
75	20+31.64 "EP2" 19.75' R†	12.50′	5.00′	0.50%	108.75′	108.74′	4.50′	4.50′	3.00′	4.84%	108.73′	108.60′	5.5" Conc
76	11+12.14 "LV" 20.00' R† 11+16.10 "LV" 20.00' L†	14.44′	5.00′	4.70%	108.73′	108.84′	4.50′	4.50′	N/A	N/A N/A	N/A	N/A	5.5" Conc
77 78	11+44.78 "LV" 20.00' L+	19.13′ 22.30′	5.00′ 5.00′	5.68% 5.00%	108.89′	108.85′ 108.89′	4.50′ 3.50′	3.50′ 4.50′	N/A 3.00'	5.56%	N/A 109.03'	N/A 109.06′	5.5" Conc 5.5" Conc
79	11+98.28 "LV" 20.00' R†	21.09′	5.00′	6.73%	108.98′	109.04	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
80	12+73.75 "LV" 20.00' R†	11.58′	5.00′	5.32%	109.09′	108.90′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
81	12+78.90 "LV" 20.00' L+	18.09′	5.00′	4.62%	108.94′	108.98′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
82	13+03.40 "LV" 20.00' L†	10.65′	5.00′	5.74%	108.92′	109.06′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
83	13+46.88 "LV" 20.00' R†	18.86′	5.00′	3.07%	109.03′	109.03′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
84	10+76.99 "AR" 20.25' L†	21.01′	5.00′	8.00%	108.19′	108.26′	4.50′	4.50′	2.00′	4.63%	108.27′	108.35′	5.5" Conc
85 86	12+02.20 "AR" 20.25' L† 12+51.69 "AR" 19.75' L†	18.08′ 24.34′	5.00′ 5.00′	9.27% 9.85%	108.64′ 108.85′	108.67′ 108.84′	4.50′ 4.50′	4.50′ 4.50′	N/A N/A	N/A N/A	N/A N/A	N/A N/A	5.5" Conc 5.5" Conc
87	13+75.22 "AR" 19.75' L†	19.75′	5.50′	9.59%	109.02′	109.10′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
88	10.10.22 /// 10.10 21	10110		3 8 3 3 7 6	100102		SEE CD-5	1.00	1 7 1			. ,	0.0 00110
89	14+05.82 "AR" 19.75′ L†	8.25′	5.25′	8.50%	109.04′	109.05′	4.50′	4.50′	2.00′	5.92%	109.16′	109.12'	5.5" Conc
90	15+21.55 "AR" 19.75′ L+	9.00′	5.25′	6.31%	109.07′	109.10′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
91	15+89.85 "AR" 19.75' L†	14.76′	7.00′	4.28%	109.15′	109.10′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
92	16+20.54 "AR" 20.00' R+ 16+61.19 "AR" 19.75' L+	18.72′ 18.38′	7.50′ 5.00′	6.63%	109.20′ 109.05′	109.10′ 109.05′	4.50′ 4.50′	2.25′ 4.50′	N/A	N/A	N/A	N/A	5.5" Conc 5.5" Conc
93 94	16+83.85 "AR" 19.75' L†	16.50′	5.00′	6.10% 6.87%	109.05′	109.03	2.25′	4.50′	N/A N/A	N/A N/A	N/A N/A	N/A N/A	7.5" Conc
95	16+87.70 "AR" 20.00' R†	14.33′	4.50′	5.91%	109.02′	108.95′	2.50′	2.50′	N/A	N/A	N/A	N/A	5.5" Conc
96	17+14.96 "AR" 20.00' R+	29.26′	9.50′	4.39%	109.22′	109.13′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
97	18+41.96 "AR" 19.75′ L+	10.02′	9.00′	5.83%	108.95′	108.90′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
98	19+04.85 "AR" 20.25′ R+	11.16′	5.00′	8.67%	108.86′	108.79′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
99	19+10.78 "AR" 19.75' L†	15.99′	6.00′	5.58%	108.76′	108.80′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
100	19+78.91 "AR" 20.25' R+ 19+78.30 "AR" 19.75' L+	17.75′ 16.21′	5.00′ 5.00′	9.00%	108.87′	108.82′ 108.81′	4.50′ 4.50′	3.00′ 4.50′	4.00′ N/A	4.46% N/A	109.05′ N/A	109.00′ N/A	5.5" Conc 5.5" Conc
102	20+03.37 "AR" 19.75' L+	21.25′	5.00′	4.83% 9.25%	109.04′	109.06′	1.00′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
103	20+46.15 "AR" 20.25' R†	10.20′	5.00′	8.00%	108.97′	108.95′	4.50′	4.50′	4.00′	5.08%	109.15′	109.14'	5.5" Conc
104	21+13.04 "AR" 19.75' L+	19.75′	4.50′	8.91%	109.15′	109.10′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
105	21+30.65 "AR" 20.25′ R†	17.50′	5.00′	6.82%	109.09′	109.09′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
106	21+77.76 "AR" 19.75' L+	17.50′	4.50′	4.70%	109.06′	109.08′	4.50′	4.50′	4.00′	8.09%	109.38′	109.11′	5.5" Conc
107	22+34.92 "AR" 19.75′ L†	11.28′	4.25′	4.60%	109.04′	108.86′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
108 109	22+61.76 "AR" 19.75' L+ 25+52.05 "AR" 20.00' L+	12.80′ 14.50′	4.50′ 5.00′	5.73%	109.05′ 108.77′	109.04′ 108.88′	4.50′ 4.50′	4.50′ 4.50′	N/A N/A	N/A N/A	N/A N/A	N/A N/A	5.5" Conc 5.5" Conc
110	35+64.24 "AR" 20.00' L†	19.50′	5.00′	9.88% 9.69%	110.31′	110.30′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
111	36+07.64 "AR" 20.00' L†	18.54′	5.00′	9.70%	110.26′	110.23′	4.50′	4.50′	2.00′	5.45%	110.48′	110.42′	5.5" Conc
112	11+10.87 "KCH" 17.50' R+	21.25′	5.00′	9.50%	109.53′	109.49′	4.50′	4.50′	2.00′	9.89%	109.73′	109.69′	5.5" Conc
113	11+12.08 "KCH" 18.25' L+	17.75′	5.00′	9.00%	109.44′	109.48′	4.50′	4.50′	4.00′	5.96%	109.63′	109.72′	5.5" Conc
114	11+38.07 "KCH" 17.50' R†	18.44′	5.00′	9.50%	109.58′	109.56′	4.50′	4.50′	2.00′	4.32%	109.67′	109.72′	5.5" Conc
115	11+65.04 "KCH" 18.25' L+ 11+65.46 "KCH" 17.50' R+	26.00′ 17.68′	5.00′ 5.00′	8.00%	109.50′	109.56′ 109.58′	4.50′ 4.50′	4.50′ 4.50′	3.00′	5.24%	109.58′	109.71′	5.5" Conc 5.5" Conc
116 117	12+86.07 "KCH" 20.52' L+	39.48′	5.00′	9.05% 6.78%	109.63	109.66′	4.50′ 4.50′	4.50′	N/A N/A	N/A N/A	N/A N/A	N/A N/A	5.5" Conc 5.5" Conc
118	13+27.21 "KCH" 10.00' L+	15.00′	5.00′	2.00%	110.16′	110.17′	4.50′	4.50′	N/A	N/A	N/A N/A	N/A	5.5" Conc
119	15+81.92 "KCH" 10.00' L†	18.00′	5.00′	2.00%	110.41′	110.43′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
120	16+81.33 "KCH" 10.00' L†	18.00′	5.00′	2.00%	110.51′	110.53′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
121	17+14.30 "KCH" 10.00' L+	17.50′	5.00′	9.00%	110.89′	110.91′	4.50′	4.50′	7.50′	6.00%	110.44′	110.55′	5.5" Conc
122	18+23.71 "KCH" 10.00' L†	10.90′	5.00′	2.00%	110.65′	110.67′	4.50′	4.50′	2.00′	6.82%	110.74′	110.46′	5.5" Conc
123	18+82.55 "KCH" 10.00' L+ 19+70.64 "KCH" 70.41' L+	26.79′ 19.00′	5.00′ 5.00′	1.00%	110.66′ 111.13′	110.68′ 111.12′	4.50′ 4.50′	4.50′ 4.50′	10.50′ N/A	1.03% N/A	110.55′	110.74′	5.5" Conc 5.5" Conc
124 125	20+82.99 "KCH" 100.68' L+	21.25′	5.00′	7.54%	110.87′	110.86′	4.50′	4.50′	2.00′	1.20%	N/A 110.90'	N/A 110.85′	5.5" Conc
126	20+88.33 "KCH" 93.35' L+	22.06′	5.00′	1.00%	110.86′	110.84′	4.50′	4.50′	3.00'	8.20%	110.61′	110.60′	5.5" Conc
120			5.00′	1.00%	110.82′	110.80′	4.50′	4.50′	3.00′	5.68%	110.70′	110.63′	5.5" Conc
127	20+97.27 "KCH" 64.92' L+	19.74′	J.00	I • O O / •		1 10800				J. 00%	110.10	110.00	

100% PLANS

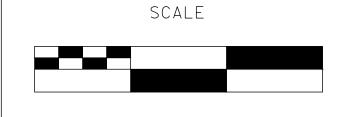
DESIGNED BY: POORE, B. DRAWN BY: FRANCO, N. CHECKED BY: NORIEGA, E. SCALE: NOT TO SCALE DATE: 5/05/2025

JOB NO.: 24-00061

NOTE:

ALL REFERENCES AND WRITTEN
DIMENSIONS SHALL SUPERCEDE ALL
SCALED DISTANCES AND SHALL BE
VERIFIED IN THE FIELD. ANY
DISCREPANCY SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.







► MARK ■ ■ THOMAS

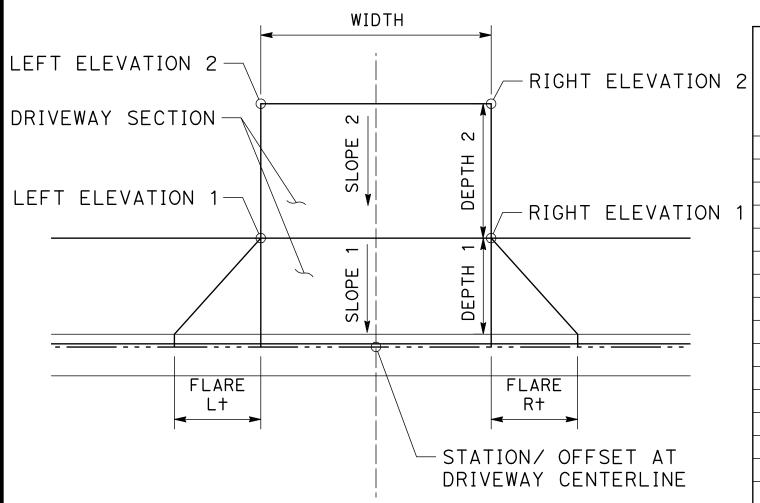
701 UNIVERSITY AVENUE, SUITE 200 SACRAMENTO, CALIFORNIA 95825 (916) 381-9100 FAX:(916)381-9180 markthomas.com

CITY OF TURLOCK
MUNICIPAL SERVICES
DEPARTMENT
156 S. BROADWAY SUITE 150 (209)668-5520

TURLOCK

CITY OF TURLOCK **ROADS PROGRAM CIP** PROJECT 23-067 PACKAGE #3
CONSTRUCTION DETAILS Sheet <u>**54**</u> **126** Sheets

DRIVEWAY INFORMATION



DRIVEWAY DETAIL

SCALE: NTS

130	DRIVEWAY NUMBER	LOCATION	WIDTH	DEPTH 1	SLOPE 1	LEFT ELEVATION 1	RIGHT ELEVATION 1	FLARE LEFT	FLARE RIGHT	DEPTH 2	SLOPE 2	LEFT ELEVATION 2	RIGHT ELEVATION 2	DRIVEWAY SECTION
1	129	11+25.59 "NO" 19.75′ R+	16.95′	5.00′	9.50%	109.31′	109.27′	4.50′	4.50′	2.00′	6.18%	109.43′	109.39′	5.5" Conc
1 11-66-65 No. 19-75 8+ 23.22' 5.00' 9.58X 109.28' 109.81' 4,50' 4,50' N/A N/A N/A N/A 1 122-24.17 No. 20-25' 1.1 20.61' 5.00' 7.33X 109.81' 19.22' 4,50' 4,50' N/A N/A N/A N/A N/A 1 123X 122.51' 109.20' 1.2 20.51' 5.00' 7.22'X 109.41' 109.20' 4,50' 4,50' N/A	130										6.77%		109.30′	7.5" Conc
1 132 1274.1 170" 19.1.0 21.0.0 2.0.0 7.33 19.38 19.31 19.2.2 4.50" 4.50" 4.50" N/A	131				9.58%					N/A	N/A		N/A	7.5" Conc
133	1 132	12+24.17 "NO" 19.75′ R+		5.00′	7.93%					N/A	N/A	N/A	N/A	5.5" Conc
155 159-0.48 NG 20.20 H 22.53 5.00 4.59 109.67 109.75 4.50 4.50 N/A N/A N/A 1.10 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50	133	12+26.77 "NO" 20.25' L+		5.00′	7.21%		109.29′			N/A	N/A	N/A	N/A	5.5" Conc
136	134	14+74.40 "NO" 20.20' L+	32.28′	5.00′	5.24%	109.42′	109.41′		4.50′	N/A	N/A	N/A	N/A	5.5" Conc
137 15471.00	135	15+20.48 "NO" 20.20′ R†	23.53′	5.00′	4.59%	109.67′	109.75′	4.50′	4.50′	N/A	N/A	N/A	N/A	7.5" Conc
138	136	15+34.80 "NO" 20.00′ L†	20.31′	5.00′	0.50%	109.35′	109.36′	4.50′	4.50′		5.03%	109.45′	109.37′	7.5" Conc
139	137	15+71.00 "NO" 20.00′ L+	34.99′	5.00′	2.16%	109.51′	109.51′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
140	138	15+64.84 "NO" 20.00′ R+	22.57′	5.00′	7.50%	109.71′	109.87′	4.50′	4.50′	N/A	N/A	N/A	N/A	5.5" Conc
141	139	18+43.98 "NO" 20.00′ L+	19.27′	5.00′	9.50%	109.59′	109.59′	4.50′	4.50′	2.00′	7.54%	109.76′	109.74′	7.5" Conc
142	140	18+79.71 "NO" 20.25′ L+	16.99′	5.00′	7.04%	109.70′	109.49′	4.50′	4.50′	N/A	N/A	N/A	N/A	7.5" Conc
143 13+58.93 "LS" 53.88" LT 19.28" 55.00" 9.50% 108.81" 108.83" 4.50" 4.50" 2.00" 8.21% 109.23" 109.14" 1374.42" "LS" 41.86" LT 14.42" "LS" 41.86" LT 14.89" 5.00" 9.50% 109.81" 109.76" 4.50" 1.00" 3.00" 8.42% 110.02" 109.14" 145 18+14.81 "LS" 52.88" LT 17.11" 5.00" 9.50% 109.81" 109.76" 4.50" 1.00" 3.00" 8.42% 110.02" 109.14" 1141 18+94.61 "LS" 17.50" LT 17.11" 5.00" 9.50% 109.32" 109.30" 1.00" 4.50" 1.00" 3.00" 9.12% 109.34" 110 141 18+94.61 "LS" 17.50" LT 17.11" 5.00" 9.50% 109.33" 109.35" 109.36" 4.50" 4.50" 4.50" 4.50" 4.50" 6.22% 109.54" 110 141 18+94.61 "LS" 17.50" LT 17.39" 5.00" 7.40% 109.33" 109.35" 109.36" 4.50" 4.50" 4.50" 4.50" 6.22% 109.54" 109.54" 109 148 19+17.50" LS" 17.50" LT 18.28" 5.00" 9.00% 109.33" 109.35" 4.50" 4.50" 4.50" 4.50" 4.50" 8.78% 109.35" 109.15" 109.15" 1.00 10+62.04 "LI" 18.00" LT 19.95" 5.00" 9.00% 109.83" 109.85" 4.50" 4.50" 4.50" 4.50" 8.78% 109.37" 109.15" 111+18.70" "LI" 17.50" LT 18.75" 5.00" 9.50% 109.88" 109.85" 4.50" 4.50" 4.50" 3.00" 9.08% 109.97" 109.85" 111+18.70" "LI" 17.50" LT 18.75" 5.00" 5.00" 9.00% 109.88" 109.85" 4.50" 4.50" 2.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00" 5.00"	141	18+73.38 "NO" 20.00′ L+	18.03′	5.00′	9.50%	109.48′	109.48′	4.50′	4.50′	2.00′	9.81%	109.74′	109.68′	5.5" Conc
144 13+74,87 "LS" 41,88" L1 18,44" 5.00" 9.50% 108,81" 109,83" 4.50" 4.50" 6.00" 9.30% 109,44" 10 145 18+14,81" LS" 52,88" L1 14,89" 5.00" 9.50% 109,81" 109,76" 1.00" 4.50" 3.00" 9.42% 109.97" 11 146 18+19,99 "LS" 51,35" L1 17,11" 5.00" 9.50% 109,35" 109,76" 1.00" 4.50" 3.00" 9.12% 109.97" 11 147 18+94,61 "LS" 17,50" L1 18,80" 5.00" 9.00% 109,33" 109,33" 109,33" 4.50" 4.50" 4.50" 4.00" 6.22% 109.97" 11 148 19+65,56 "LS" 17,50" L1 18,22" 5.00" 9.00% 109,33" 109,31" 4.50" 4.50" 4.50" M/A	142	13+31.88 "LS" 30.44' L+	17.52′	5.00′	6.84%	108.65′	108.65′	4.50′	4.50′	N/A	N/A	<u>'</u>	N/A	5.5" Conc
145	143	13+58.93 "LS" 53.88′ L+	19.28′	5.00′	9.50%	108.86′	108.88′	4.50′	4.50′	2.00′	8.27%	109.23′	109.23′	5.5" Conc
146	144	13+74.87 "LS" 41.86′ L+	18.44′	5.00′	9.50%	108.91′	109.93′	4.50′	4.50′	6.00′	9.30%		109.12′	5.5" Conc
147 18+94.61 "LS" 17.50' LT 16.80' 5.00' 9.00' 109.33' 109.31' 4.50' 4.50' 4.50' 6.22' 109.54' 10 148 19+65.66 "LS" 17.50' LT 17.39' 5.00' 7.40' 109.16' 109.16' 4.50' 4.50' 4.50' 4.50' N/A N/A N/A N/A 149 19+17.50 "LS" 17.50' LT 18.28' 5.00' 9.00' 109.83' 109.21' 4.50' 4.50' 4.50' 4.50' 8.75X 109.37' 10 150 10+62.04 "LT" 18.00' LT 19.95' 5.00' 9.00X 109.83' 109.85' 4.50' 4.50' 4.50' 2.00' 6.83X 109.97' 10 151 11+18.70 "LT" 17.50' LT 23.97' 5.00' 9.50X 109.88' 109.85' 4.50' 4.50' 4.50' 2.00' 6.83X 109.97' 10 152 10+82.47 "CA" 13.00' LT 18.75' 5.00' 2.00X 107.70' 107.70' 107.70' 2.00' 2.00' 8.00' 2.33X 107.86' 10 153 12+37.27 "CA" 13.00' LT 28.19' 5.00' 4.94X 108.06' 108.02' 1.50' 4.00' N/A N/A N/A N/A 154 13+12.66 "CA" 17.00' RT 17.55' 7.00' 4.79X 107.99' 108.08' 4.50' 4.50' 4.50' 1.00' N/A N/A N/A 155 13+32.57 "CA" 13.00' LT 25.69' 5.00' 4.00' 4.79X 107.99' 108.08' 4.50' 4.50' 4.50' 1.02' 2.90X 108.24' 10 155 13+32.57 "CA" 13.00' LT 20.00' 5.00' 6.00X 108.26' 108.26' 4.50' 4.50' 4.50' 1.02' 2.90X 108.24' 10 156 13+59.17 "CA" 13.00' LT 20.00' 5.00' 6.00X 108.26' 108.26' 4.50' 4.50' 4.50' 4.50' 4.50' 1.02' 2.90X 108.24' 10 157 157 159 15+93.49 "CA" 17.00' RT 23.42' 5.00' 7.75X 108.75' 108.85' 108.86' 4.50' 4.50' 4.50' 4.50' 5.00' 8.00X 108.26' 108.26' 108.26' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50' 4.50'	145	18+14.81 "LS" 52.88′ L+	14.89′	5.00′	9.50%	109.81′	109.76′	4.50′	1.00′	3.00′	8.42%		109.95′	5.5" Conc
148	146	18+19.99 "LS" 51.35′ L+	17.11′	5.00′	9.50%	109.76′	109.70′	1.00′	4.50′	3.00′	9.12%	109.97′	110.06′	5.5" Conc
149	147	18+94.61 "LS" 17.50′ L+	16.80′	5.00′	9.00%	109.33′	109.31′	4.50′	4.50′	4.00′	6.22%	109.54	109.56′	5.5" Conc
150	148	19+65.36 "LS" 17.50′ L+	17.39′	5.00′	7.40%	109.15′	109.16′	4.50′	4.50′	N/A		N/A	N/A	5.5" Conc
151	149	19+17.50 "LS" 17.50′ L+	18.28′	5.00′	9.00%	109.23′	109.21′	4.50′	4.50′	4.50′		109.37′	109.60′	5.5" Conc
152	150	10+62.04 "LI" 18.00′ L+	19.95′	5.00′	9.00%	109.83′	109.85′	4.50′	4.50′	2.00′		109.97′	109.93′	5.5" Conc
153	151	11+18.70 "LI" 17.50' L+	23.07′	5.00′	9.50%	109.88′	109.85′	4.50′	4.50′			110.34′	110.23′	5.5" Conc
154			18.75′	5.00′		107.70′	107.70′	2.00′	2.00′			107.86′	107.84′	5.5" Conc
155			26.19′			107.80′	107.83′	4.50′	1.00′				107.84′	5.5" Conc
156								1.50′	4.00′	·	•	•	N/A	5.5" Conc
157								4.50′	1 . 50′	•		•	N/A	5.5" Conc
158													108.05′	5.5" Conc
159													108.57′	5.5" Conc
160										· ·		•	N/A	5.5" Conc
SEE CD-17 SEE											••	<u> </u>	N/A	5.5" Conc
SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-17 SEE CD-18 SEE CD-17 SEE CD-17 SEE CD-18 SEE CD-17 SEE CD-18 SEE CD-17 SEE CD-18 SEE CD		16+45.85 "CA" 13.00' L+	13.00′	5.00′	9.00%	108.69′			4.50′	5.00′	6.52%	108.85′	109.04′	5.5" Conc
163 16+82.34 "CA" 17.00' Rt 12.94' 5.00' 9.50% 109.02' 109.00' 4.50' 4.50' 5.00' 8.00% 109.41' 10 164 17+57.31 "CA" 13.00' Lt 20.03' 5.00' 9.50% 108.84' 108.86' 4.50' 4.50' 4.50' 9.41% 109.26' 10 165 17+97.89 "CA" 13.00' Lt 16.94' 5.00' 9.00% 108.86' 108.88' 4.50' 4.50' 5.00' 6.26% 109.18' 10 166 18+35.91 "CA" 17.00' Rt 20.26' 5.00' 9.00% 109.22' 109.19' 2.00' 4.50' 2.00' 2.60% 109.27' 10 167 18+66.67 "CA" 17.00' Rt 12.02' 5.00' 8.18% 109.13' 109.20' 4.50' 2.00' N/A 109.26' 10														
164 17+57.31 "CA" 13.00′ L+ 20.03′ 5.00′ 9.50% 108.84′ 108.86′ 4.50′ 4.50′ 4.50′ 9.41% 109.26′ 10 165 17+97.89 "CA" 13.00′ L+ 16.94′ 5.00′ 9.00% 108.86′ 108.88′ 4.50′ 4.50′ 5.00′ 6.26% 109.18′ 10 166 18+35.91 "CA" 17.00′ R+ 20.26′ 5.00′ 9.00% 109.22′ 109.19′ 2.00′ 4.50′ 2.00′ 2.60% 109.27′ 10 167 18+66.67 "CA" 17.00′ R+ 12.02′ 5.00′ 8.18% 109.13′ 109.20′ 4.50′ 2.00 N/A		16+92 34 "CA" 17 00' P+	12.04′	5 00'	0.50%	100.021			4 50'	F 00'	9 00%	100 41'	100.40'	5.5" Conc
165													109.40′	
166													109.29′	5.5" Conc 5.5" Conc
167 18+66.67 "CA" 17.00′ R† 12.02′ 5.00′ 8.18% 109.13′ 109.20′ 4.50′ 2.00 N/A N													109.18′ 109.21′	5.5" Conc
168 19+34.75 "CA" 17.00′ R† 14.70′ 5.00′ 1.63% 108.98′ 108.97′ 4.50′ 4.50′ N/A N														5.5" Conc
169										· ·		•	N/A	5.5 Conc 5.5" Conc
170 20+73.70 "CA" 17.00′ R† 20.84′ 5.00′ 1.00% 109.07′ 109.10′ 4.50′ 4.50′ 4.00′ 5.58% 109.04′ 10 171 20+74.15 "CA" 13.00′ L† 16.45′ 5.00′ 4.55% 108.98′ 108.90′ 4.50′ 4.50′ N/A N/A N/A N/A N/A 10 172 21+75.58 "CA" 13.00′ L† 11.41′ 5.00′ 1.00% 108.91′ 108.92′ 4.50′ 4.50′ 8.25′ 4.58% 108.54′ 10							1			,	· · · · · · · · · · · · · · · · · · ·	<u>'</u>	N/A	5.5 Conc 5.5" Conc
171 20+74.15 "CA" 13.00' L+ 16.45' 5.00' 4.55% 108.98' 108.90' 4.50' 4.50' N/A N/A N/A N/A N/A 172 21+75.58 "CA" 13.00' L+ 11.41' 5.00' 1.00% 108.91' 108.92' 4.50' 4.50' 8.25' 4.58% 108.54' 10													109.23′	5.5 Conc 5.5" Conc
172 21+75.58 "CA" 13.00' L† 11.41' 5.00' 1.00% 108.91' 108.92' 4.50' 4.50' 8.25' 4.58% 108.54' 10													108.87′	5.5" Conc
										,		•	N/A	5.5" Conc
	173	22+05.09 "CA" 17.00' R†	18.15'	5.00′		108.87	108.90′	4.50	2.00′	4.50'		108.85	108.54′	5.5" Conc
													108.84′ 108.87′	5.5" Conc
117 22.2010 0.7 1110 3.00 1.00% 100.01 100.00 4.50 4.50 5.00% 100.11 10	114	22.20.10 OA 10.00 E1	11010	J. 00	I a U U /o	100.01	100.50	7.30	1.50	0.23	J.UO%	100.11	100.01	0.0 00110

100% PLANS

DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.

CHECKED BY: NORIEGA, E.

SCALE: NOT TO SCALE

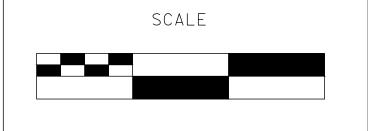
DATE: 5/05/2025

JOB NO.: 24-00061

NOTE:

ALL REFERENCES AND WRITTEN
DIMENSIONS SHALL SUPERCEDE ALL
SCALED DISTANCES AND SHALL BE
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DISCREPANCY SHALL BE BROUGHT TO
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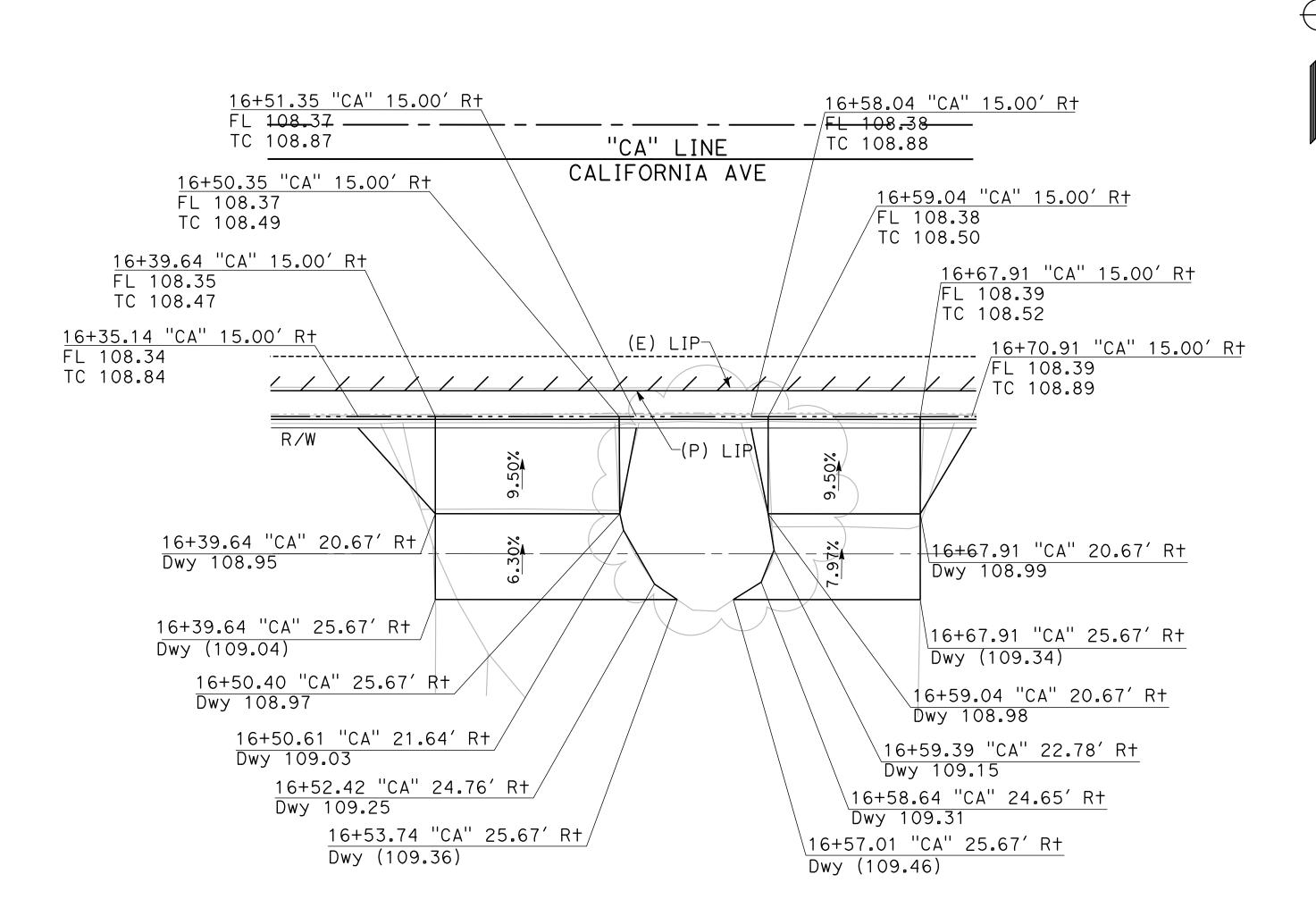
MARK THOMAS

701 UNIVERSITY AVENUE, SUITE 200 SACRAMENTO, CALIFORNIA 95825 (916) 381-9100 FAX:(916)381-9180 mark+homas.com



CITY OF TURLOCK ROADS PROGRAM CIP PROJECT 23-067 PACKAGE #3 CONSTRUCTION DETAILS

Sheet <u>55</u> of <u>126</u> Sheets



DRIVEWAY #161 AND DRIVEWAY #162 GRADING DETAIL - CALIFORNIA AVE

"CA" 16+35.14 - 16+93.31 R† SCALE: 1" =5'

100% PLANS

DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.

CHECKED BY: NORIEGA, E.

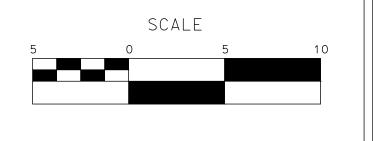
SCALE: 1"=5'

DATE: 5/05/2025

JOB NO.: 24-00061

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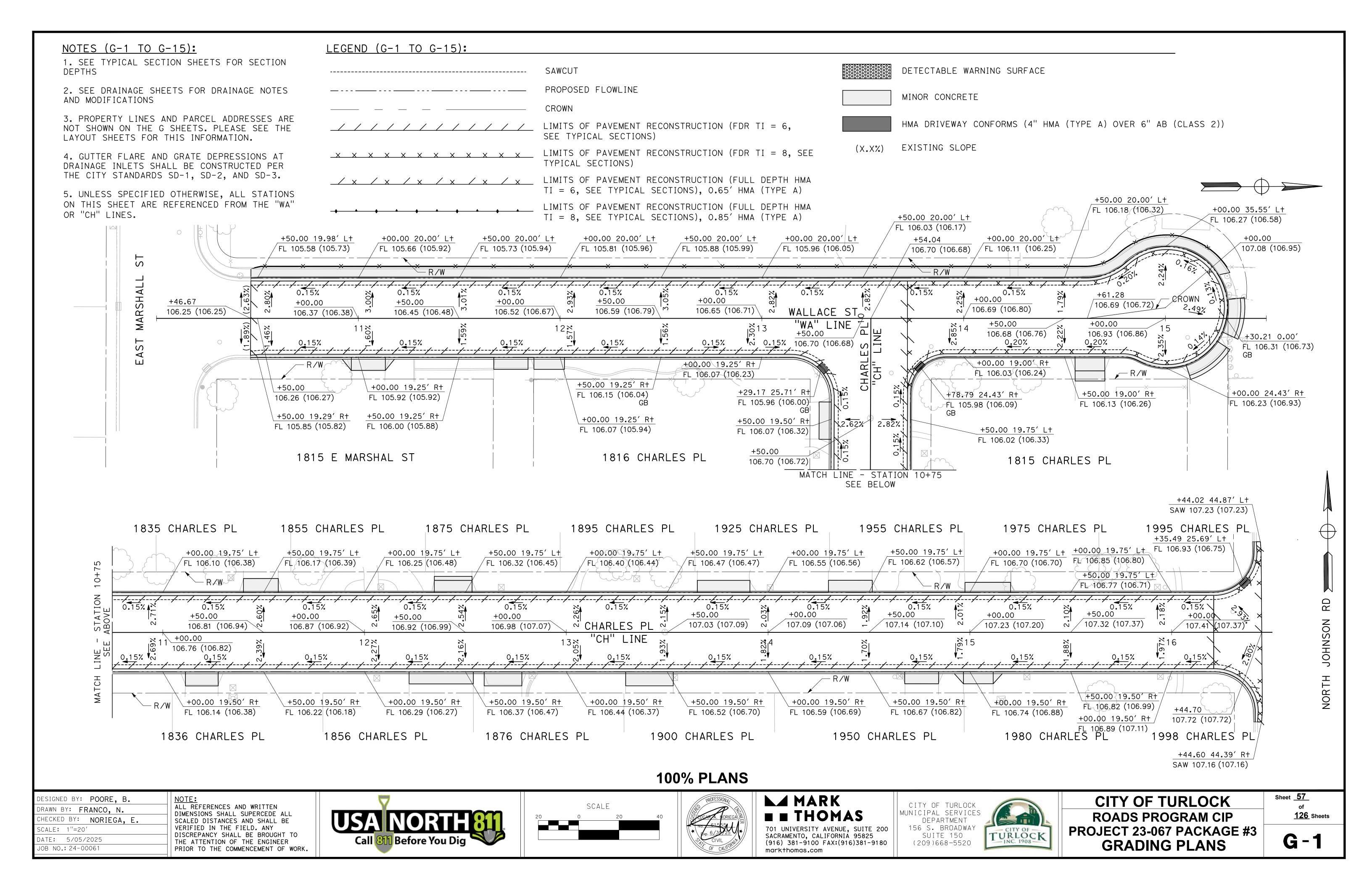


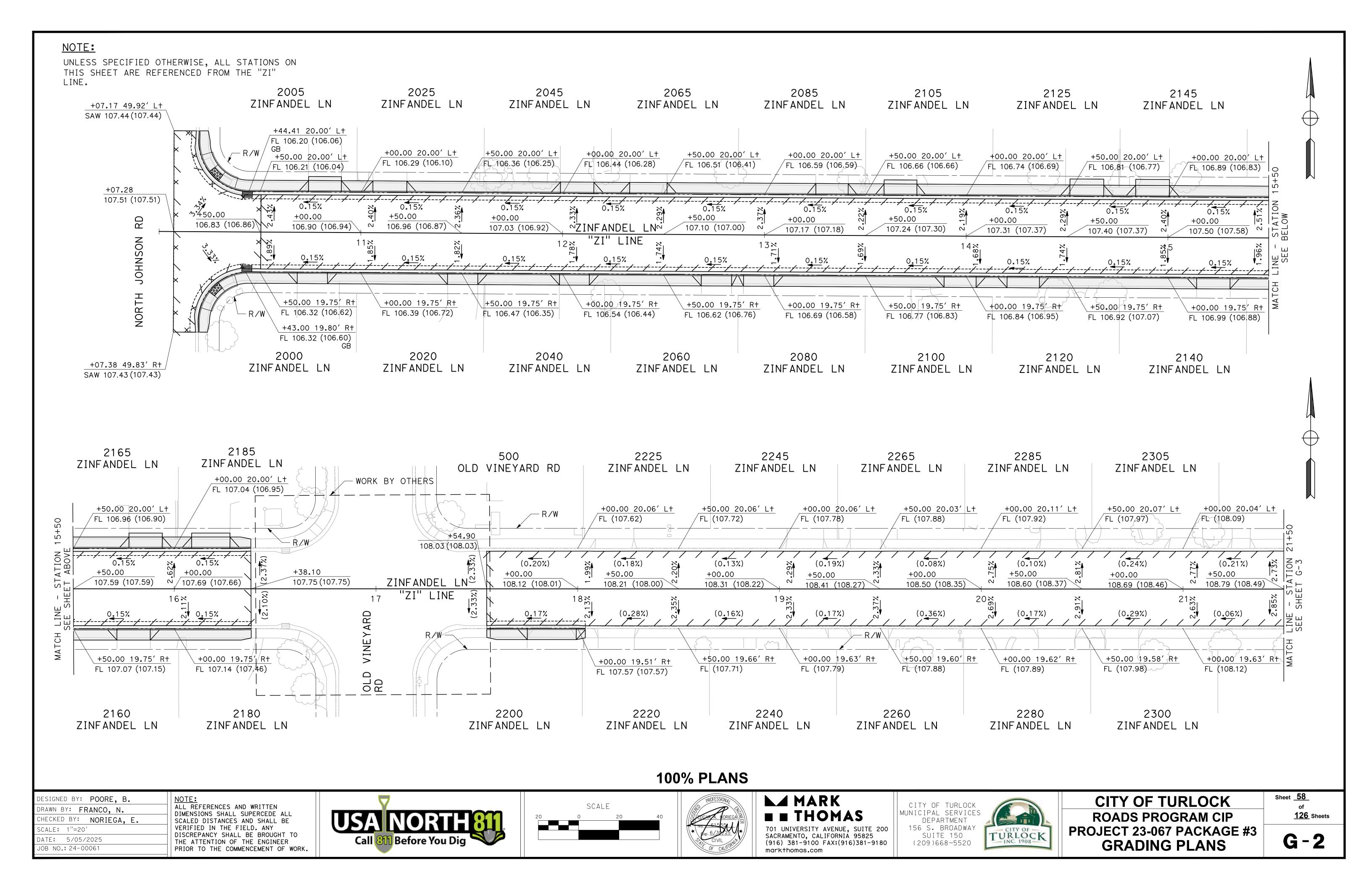
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CITY OF TURLOCK ROADS PROGRAM CIP PROJECT 23-067 PACKAGE #3 CONSTRUCTION DETAILS

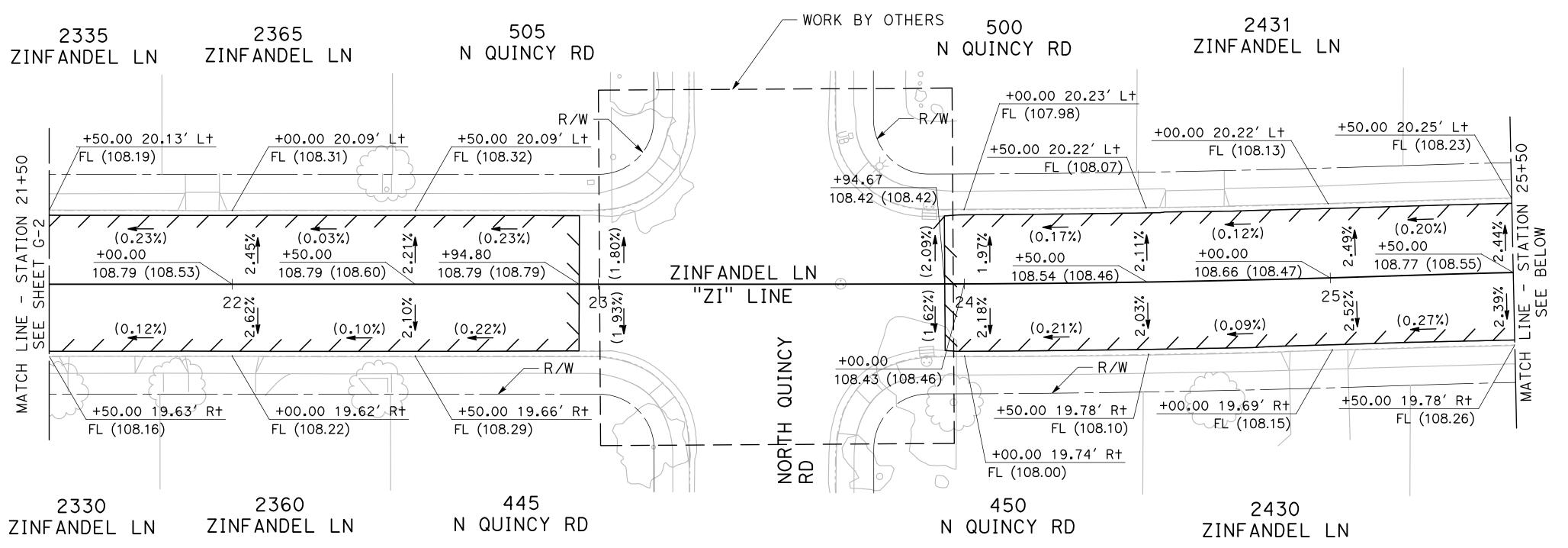
Sheet <u>56</u> of <u>126</u> Sheets

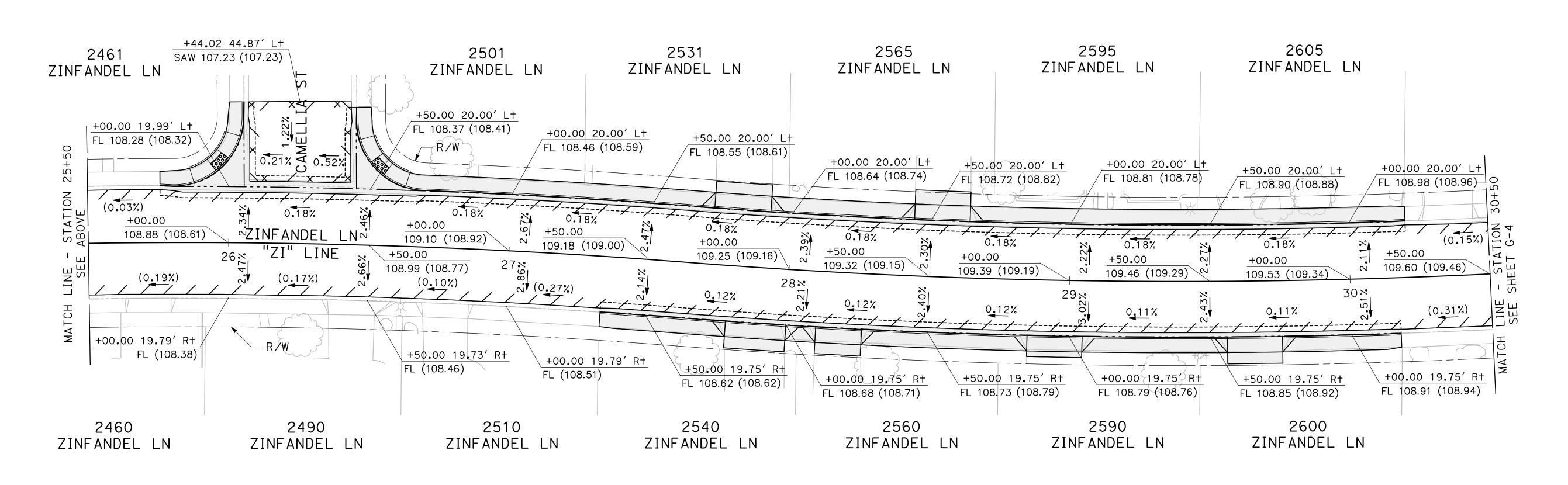




NOTE:

UNLESS SPECIFIED OTHERWISE, ALL STATIONS ON THIS SHEET ARE REFERENCED FROM THE "ZI" LINE.



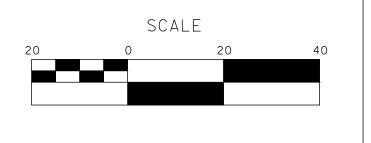


100% PLANS

DESIGNED BY: POORE, B.
DRAWN BY: FRANCO, N.
CHECKED BY: NORIEGA, E.
SCALE: 1"=20'
DATE: 5/05/2025
JOB NO.: 24-00061

NOTE:
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DISCREPANCY SHALL BE BROUGHT TO
THE ATTENTION OF THE ENGINEER
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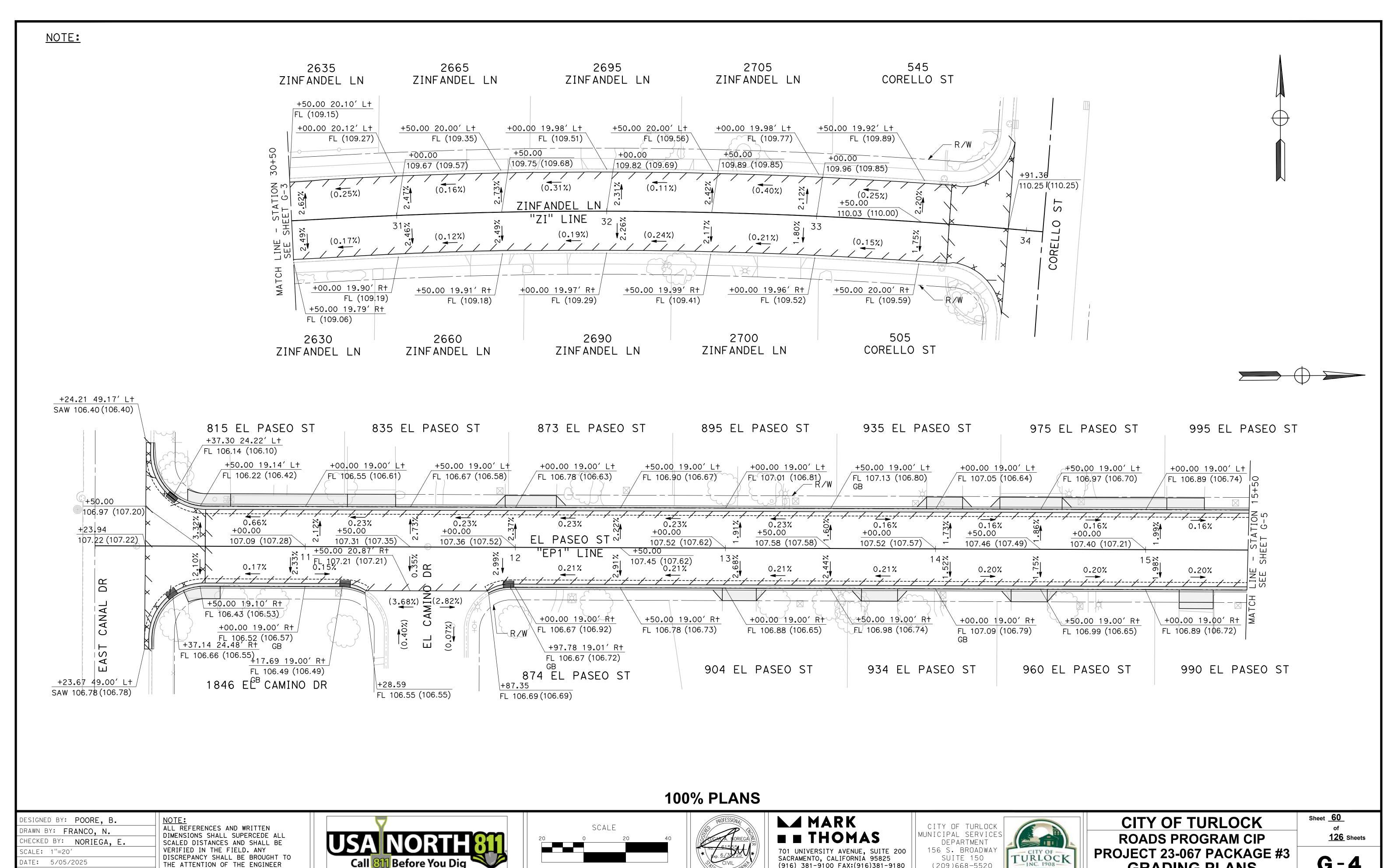
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MUNICIPAL SERVICES
DEPARTMENT
156 S. BROADWAY
SUITE 150
(209)668-5520

TURLOCK

CITY OF TURLOCK ROADS PROGRAM CIP PROJECT 23-067 PACKAGE #3 GRADING PLANS

Sheet <u>59</u> of <u>126</u> Sheets



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🛮 Before You Dig 🟲

DATE: 5/05/2025

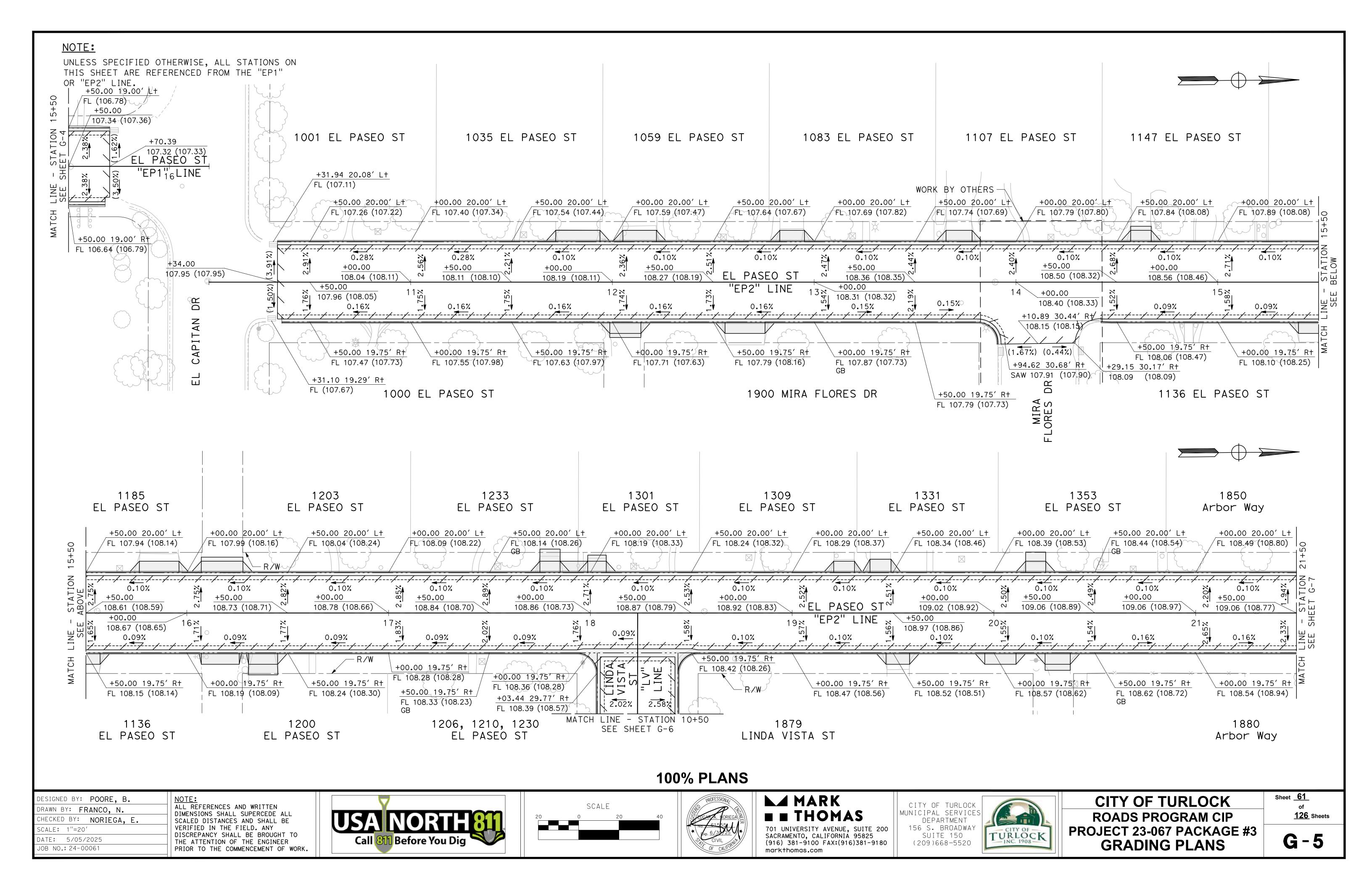
OB NO.: 24-00061

THE ATTENTION OF THE ENGINEER

PRIOR TO THE COMMENCEMENT OF WORK.

G-4

GRADING PLANS



NOTE:

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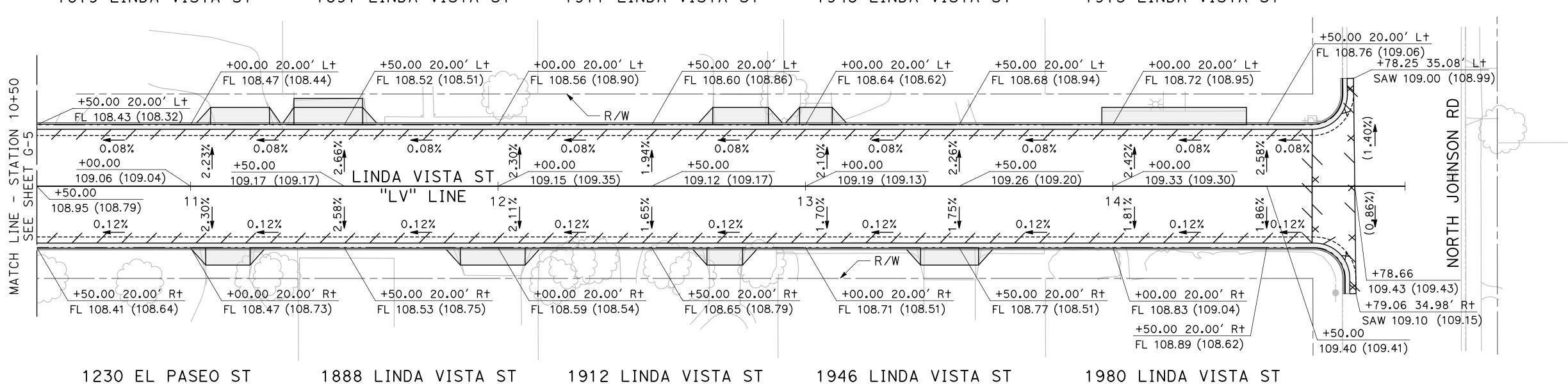
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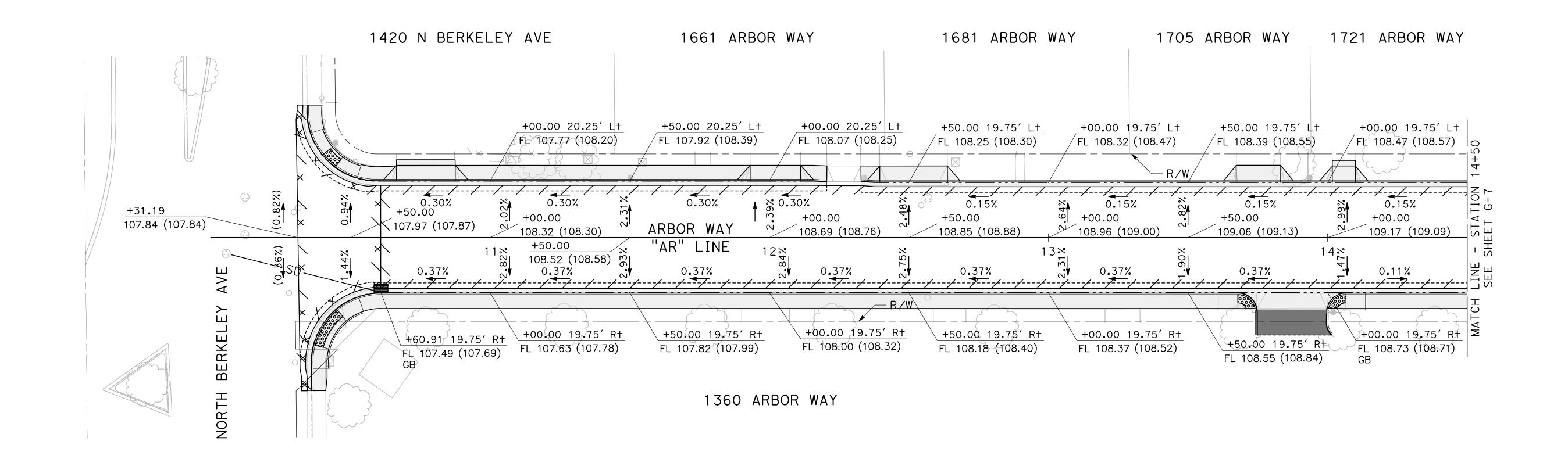
1891 LINDA VISTA ST

1911 LINDA VISTA ST

1943 LINDA VISTA ST

1975 LINDA VISTA ST





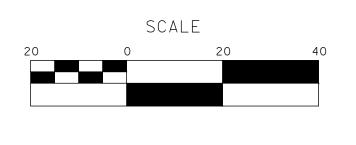
100% PLANS

DESIGNED BY: POORE, B.	<u> NO</u>
DRAWN BY: FRANCO, N.	ALL DIM
CHECKED BY: NORIEGA, E.	SCA
SCALE: 1"=20'	VEF
DATE: 5/05/2025	DIS

JOB NO.: 24-00061

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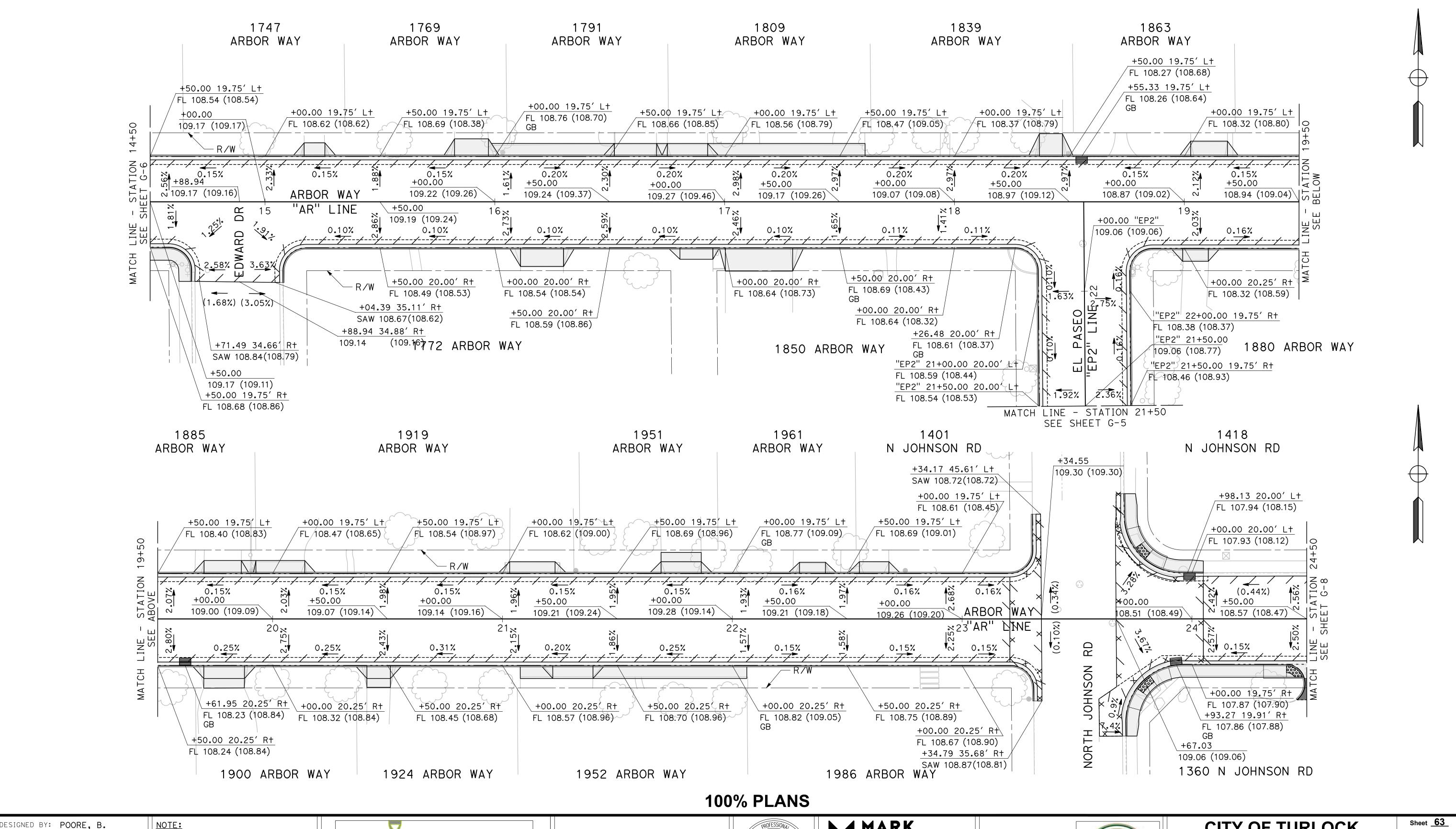
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S		
	TURLOCK INC. 1908	

CITY OF TURLOCK ROADS PROGRAM CIP PROJECT 23-067 PACKAGE #3 **GRADING PLANS**

Sheet <u>**62**</u> of **126** Sheets



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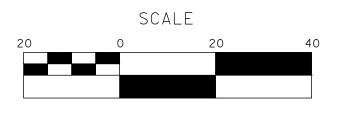
CHECKED BY: NORIEGA, E.

SCALE: 1"=20'

DATE: 5/05/2025

JOB NO.: 24-00061

NOTE:
ALL REFERENCES AND WRITTEN
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MARK

THOMAS

TO UNIVERSITY AVENUE, SUITE

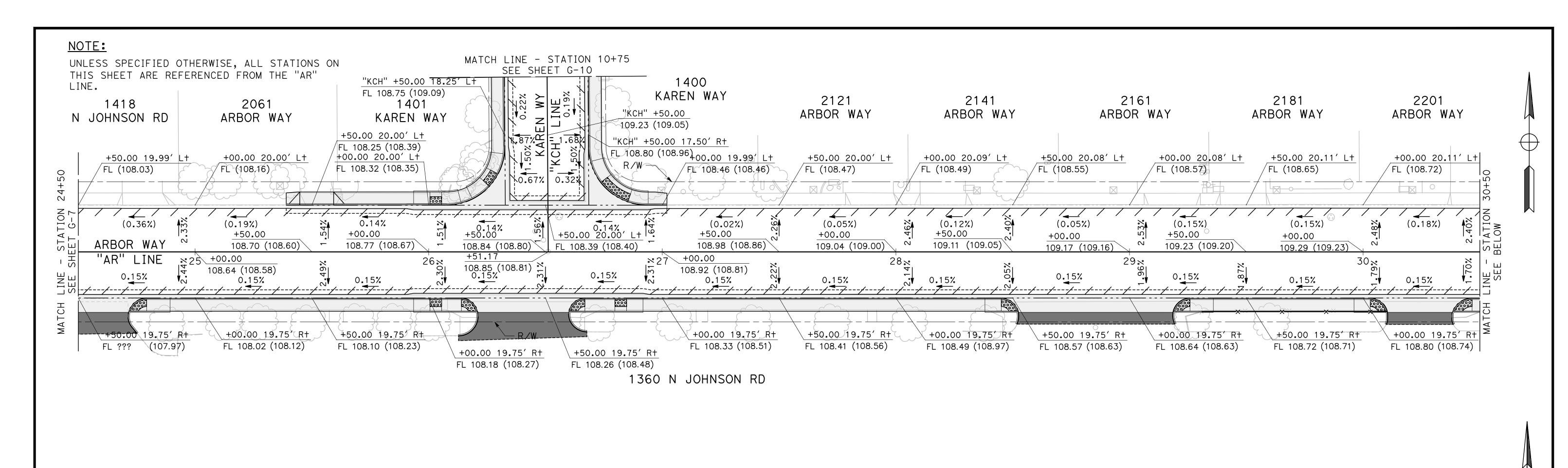
701 UNIVERSITY AVENUE, SUITE 200 SACRAMENTO, CALIFORNIA 95825 (916) 381-9100 FAX:(916)381-9180 mark+homas.com

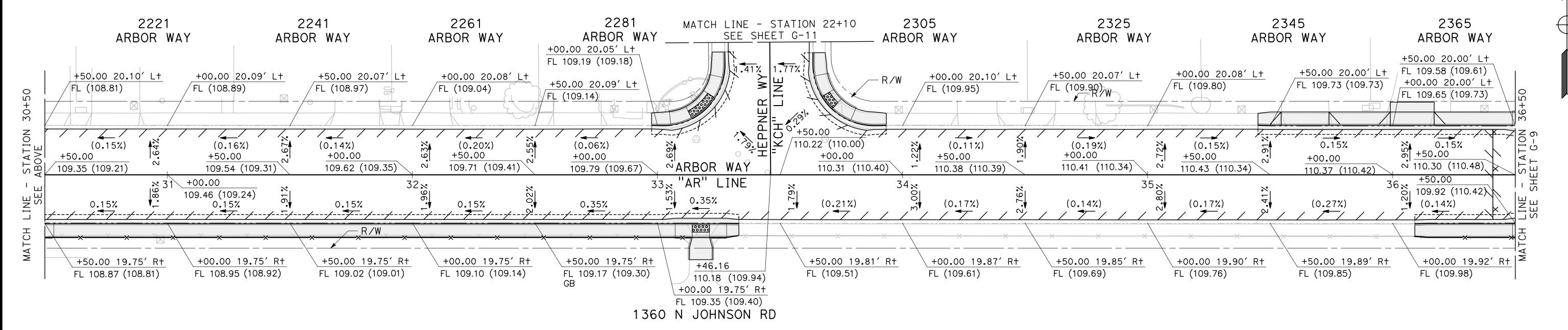
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MUNICIPAL SERVICES
DEPARTMENT
156 S. BROADWAY
SUITE 150
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CITY OF TURLOCK

ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #3
GRADING PLANS

Sheet <u>63</u> of <u>126</u> Sheets





DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.

CHECKED BY: NORIEGA, E.

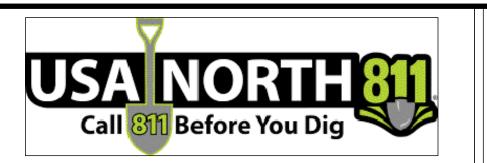
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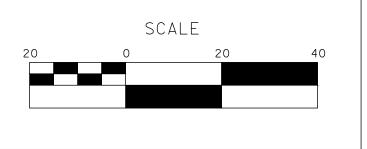
DATE: 5/05/2025

JOB NO.: 24-00061

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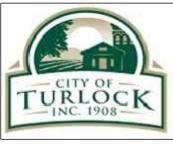




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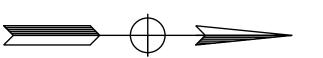


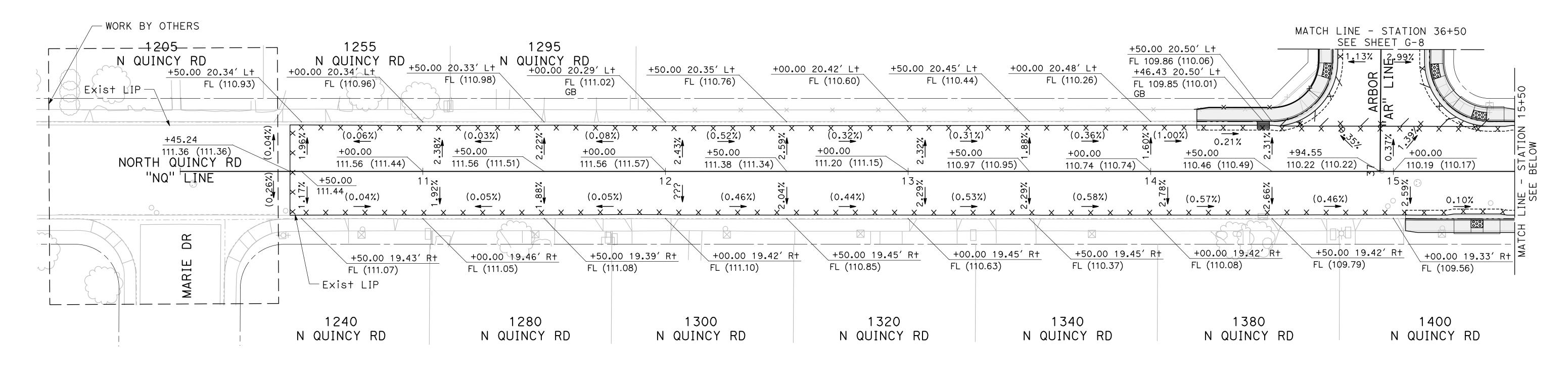
CITY OF TURLOCK
ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #3
GRADING PLANS

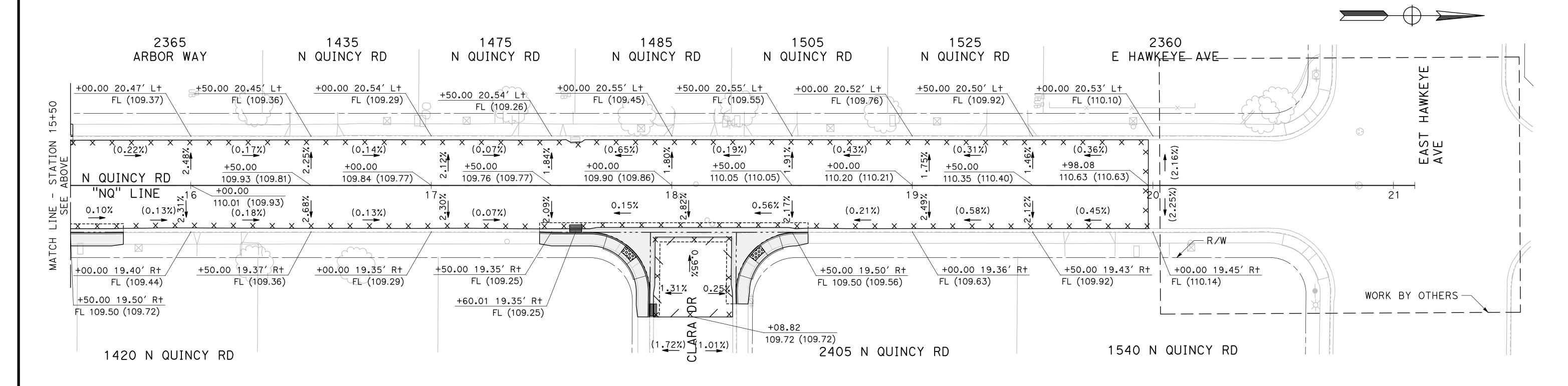
Sheet <u>64</u> of <u>126</u> Sheets

NOTE:

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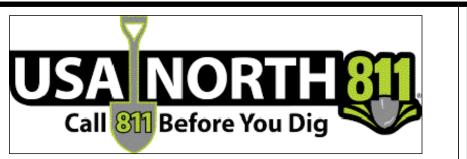


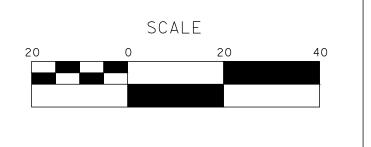
100% PLANS

DESIGNED BY: POORE, B.	1
DRAWN BY: FRANCO, N.	A
CHECKED BY: NORIEGA, E.	5
SCALE: 1"=20'	
DATE: 5/05/2025	

JOB NO.: 24-00061

NOTE:
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MARK ■ ■ THOMAS

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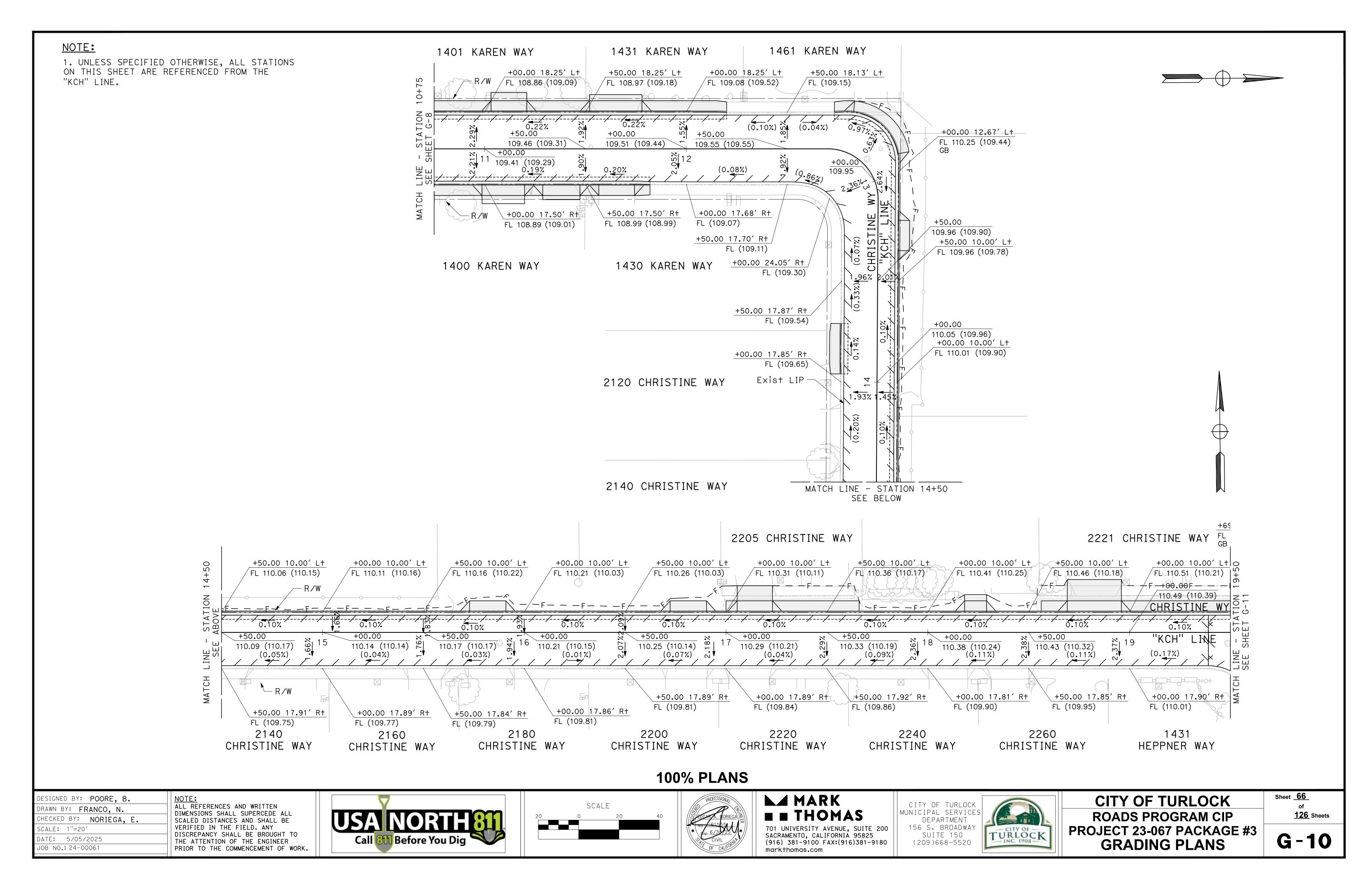
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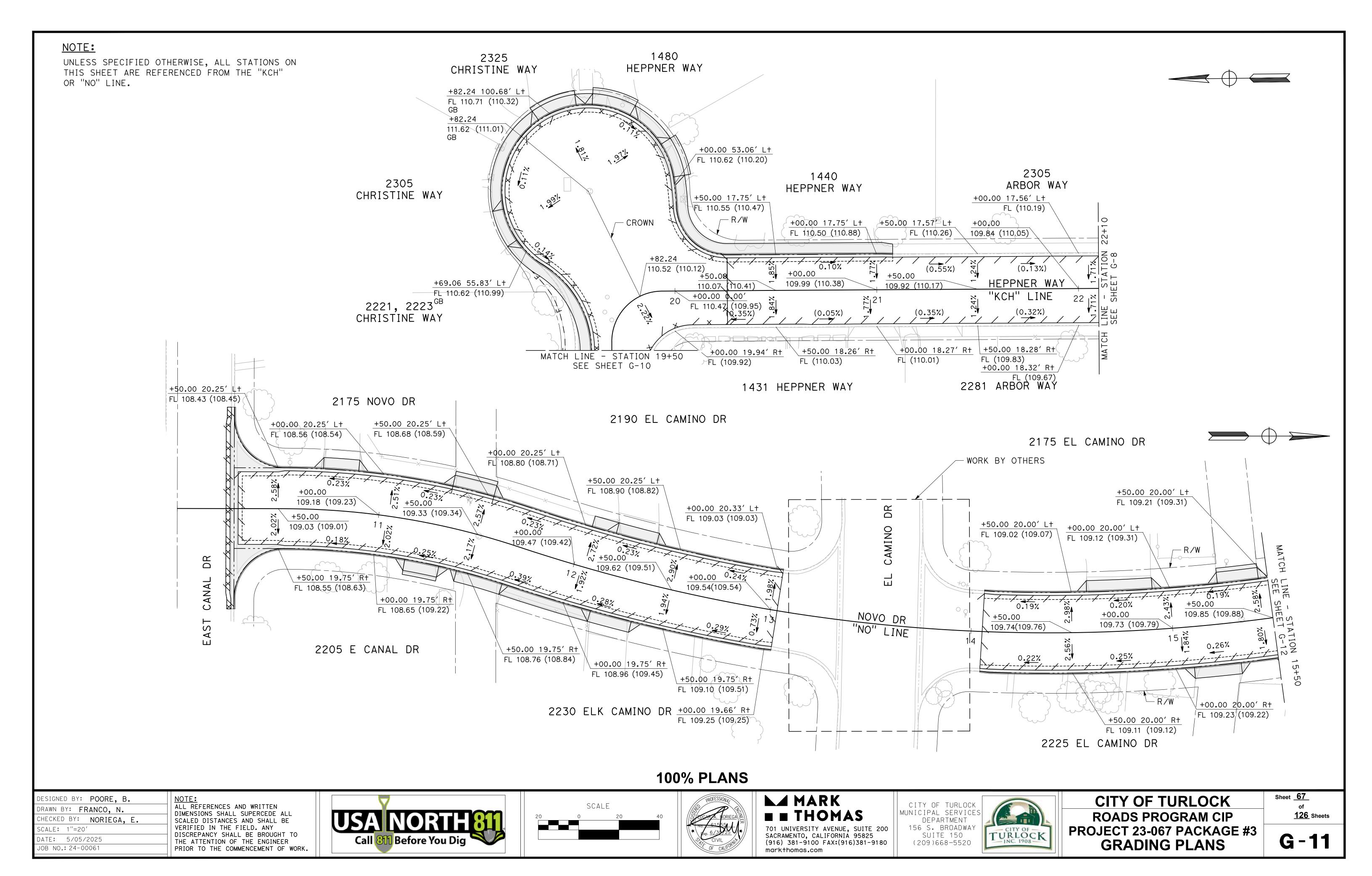
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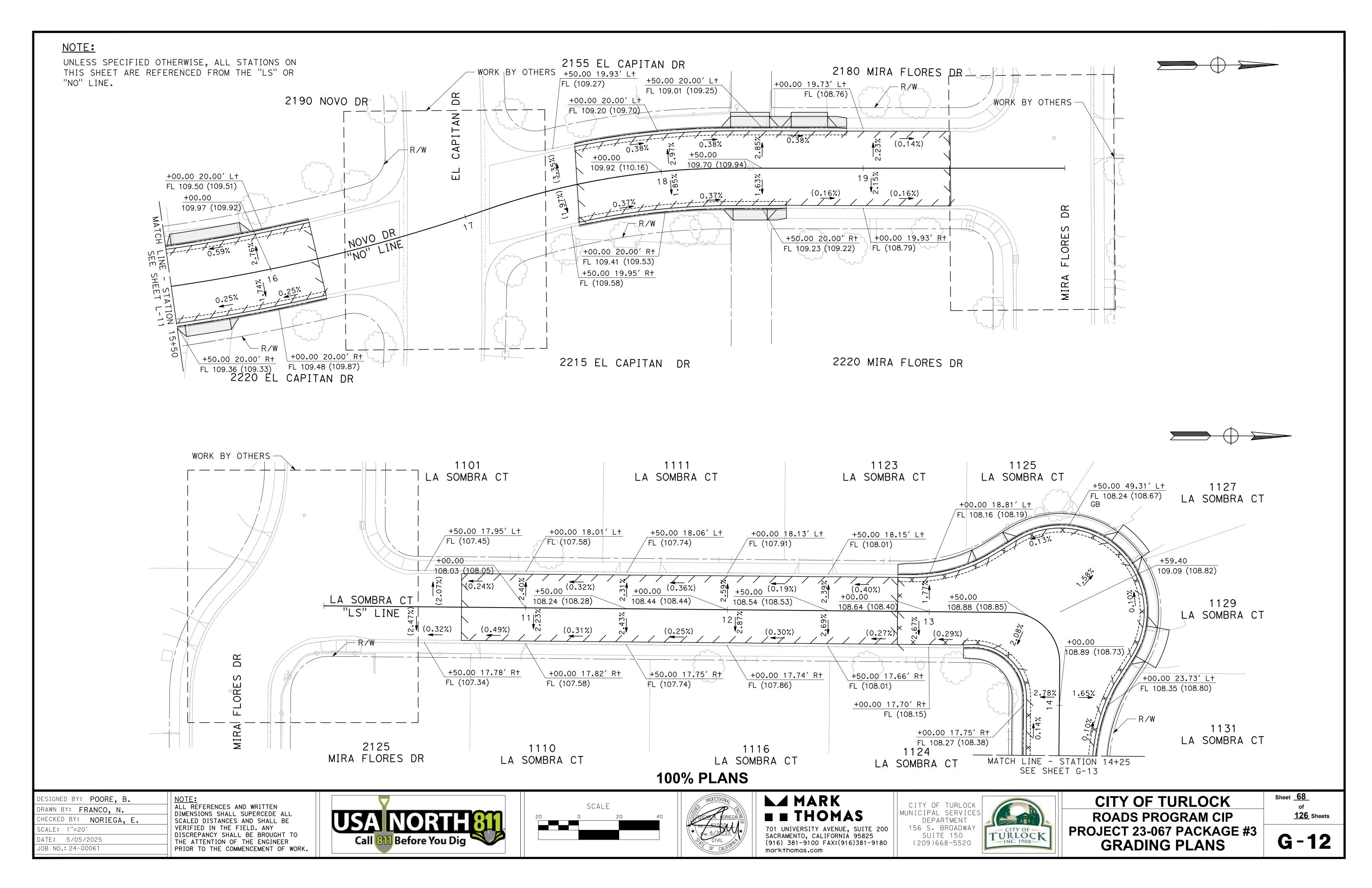
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CITY OF TURLOCK **ROADS PROGRAM CIP** PROJECT 23-067 PACKAGE #3 **GRADING PLANS**

Sheet <u>**65**</u> **126** Sheets

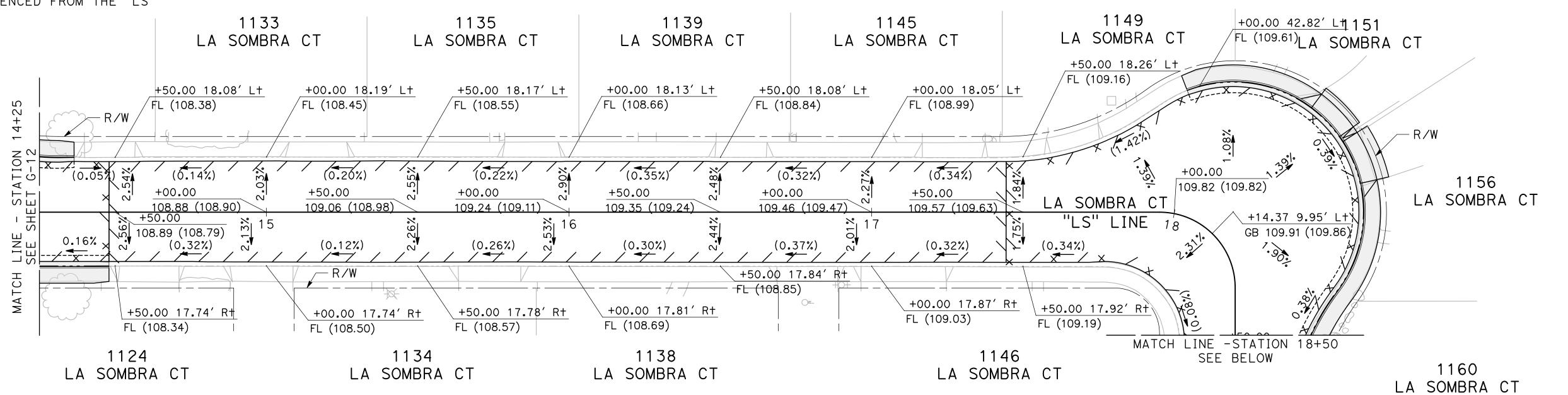


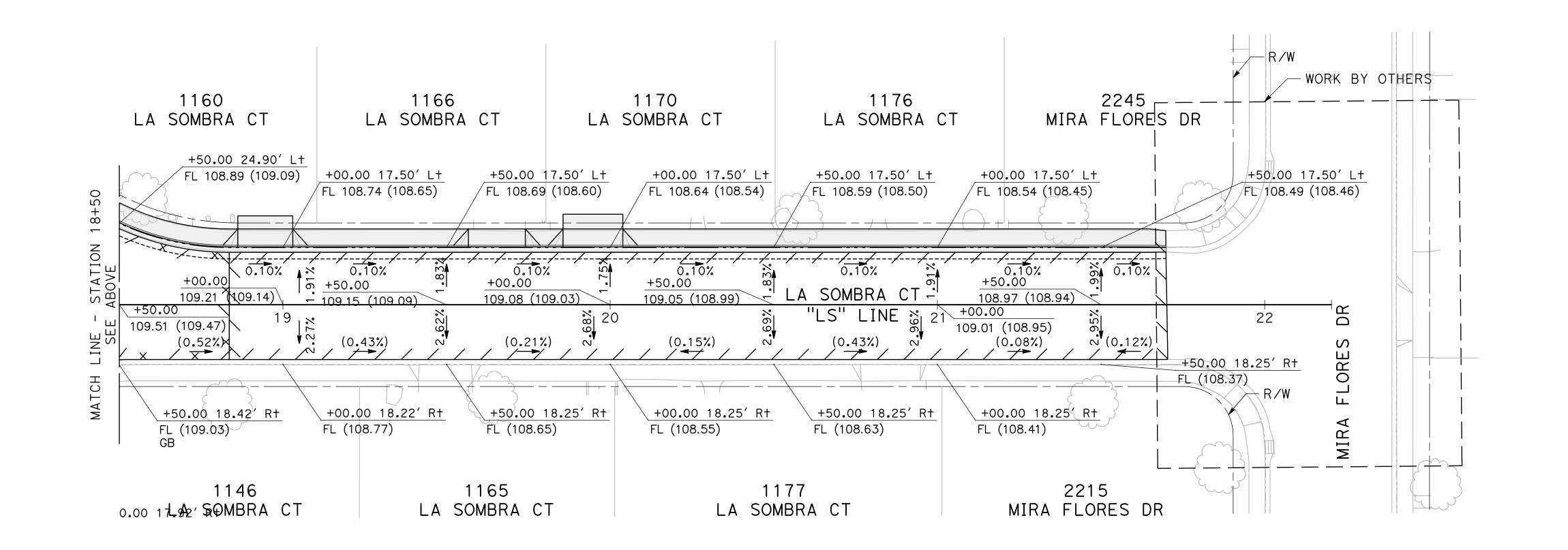




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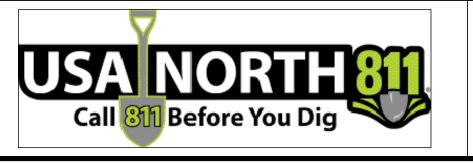
UNLESS SPECIFIED OTHERWISE, ALL STATIONS ON THIS SHEET ARE REFERENCED FROM THE "LS" LINE.

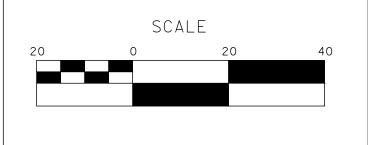




100% PLANS

DESIGNED BY: POORE, B. ALL REFERENCES AND WRITTEN DRAWN BY: **Franco, N.** DIMENSIONS SHALL SUPERCEDE ALL SCALED DISTANCES AND SHALL BE VERIFIED IN THE FIELD. ANY CHECKED BY: NORIEGA, E. SCALE: 1"=20' DISCREPANCY SHALL BE BROUGHT TO DATE: 5/05/2025 THE ATTENTION OF THE ENGINEER OB NO.: 24-00061 PRIOR TO THE COMMENCEMENT OF WORK.



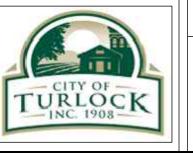






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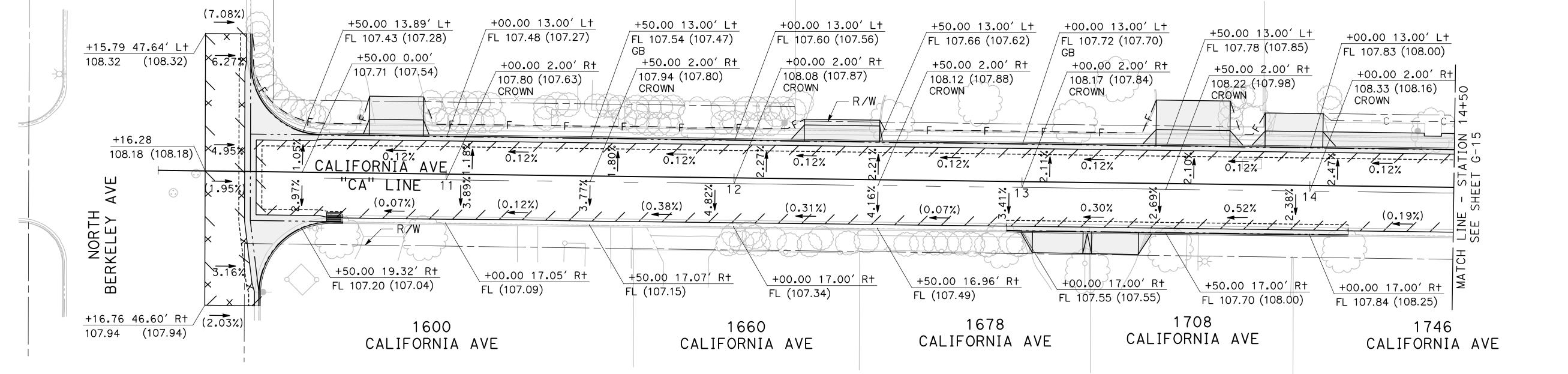
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CITY OF TURLOCK **ROADS PROGRAM CIP** PROJECT 23-067 PACKAGE #3 **GRADING PLANS**

Sheet <u>69</u> of **126** Sheets

NOTE: UNLESS SPECIFIED OTHERWISE, ALL STATIONS ON THIS SHEET ARE REFERENCED FROM THE "LI" OR "CA" LINE. WORK BY OTHERS 2285 MIRA FLORES DR 1115 LINN CT 1125 LINN CT 1205 LINN CT 1225 LINN CT 1245 LINN CT +00.00 41.93' Lf / FL/ (110.08) +50.00 19.45' L+ /FL (110.05) 1265 LINN CT +00.00 18.00' L+ +00.00 18.00' L+ +50.00 18.00′ L+ +00.00 18.00' L+ +50.00 18.00' L+ +50.00 17.93' L+ /FL 109.29 (109.24) / FL 109.34 (109.31) FL 109.39 (109.39) / FL (109.45) / FL (109.49) - R/W FL (109.85) +47.06 109.56 (109.56) - R/W (0.11%) (1.11%) (0.32%) 0.08% +00.00 +50.00 +00.00 +50.00 +50.00 LINN CT 109.87 (109.66) 110.14 (109.95) 110.41 (110.24) 110.09 (110.07) 109.98 (109.79) 110.09 (109.89) 109.92 (109.73) 110.03 (109.84) 0.08% "LI" LINE 1.45% 14 0.15% 0.15% (0.12%) × (0.12%) × ▼/ × (0.16%) +20.00 -/--x---/--x---/--x---/--x---/--x 1260 LINN CT +20.00 110.52 (110.24) GB -R/W DR +00.00 17.50' R+ +50.00 17.50' R+ +00.00 17.52' Rt +50.00 17.52' Rt +00.00 17.53' R+ +50.00 17.31' R+ FL 109.24 (109.30) FL 109.31 (109.32) FL (109.40) FL (109.46) FL (109.52) FL (109.85) FLORE +50.00 18.92' R+ FL (109.59) +00.00 41.32' Rt FL (110.13) MIRA 1 2345 MIRA FLORES DR 1110 LINN CT 1120 LINN CT 1220 LINN CT 1240 LINN CT 1661 CALIFORNIA AVE 1685 CALIFORNIA AVE 1765 CALIFORNIA AVE (7<u>.08</u>%) +50.00 13.89' L+ +00.00 13.00' L+ +50.00 13.00' L+ +00.00 13.00' L+ +50.00 13.00' L+ +00.00 13.00' L+ +50.00 13.00' L+ FL 107.48 (107.27) +00.00 13.00' L+ FL 107.43 (107.28) FL 107.54 (107.47) /FL 107.60 (107.56) /FL 107.66 (107.62) FL 107.72 (107.70) +15.79 47.64' L+ FL 107.78 (107.85) FL 107.83 (108.00) +50.00 0.00' 108.32 (108.32) +50.00 2.00' R+ +00.00 2.00' R+ +50.00 2.00' R+ +00.00 2.00' R+ +00.00 2.00' R+ +50.00 2.00' R+ [/]107.71 (107,54) +00.00 2.00' Rt 107.94 (107.80) 108.08 (107.87) 108.12 (107.88) ¹107.80 (107.63) [/] 108.17 (107.84) 108.22 (107.98) 108.33 (108.16) CROWN CROWN CROWN CROWN CROWN CROWN +16.28 CALIFORNIA AVE 0.12% 0.12% 0.12% 108.18 (108.18)\ "CA" LINE .95%



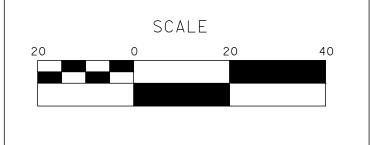
100% PLANS

DESIGNED BY: POORE, B.
DRAWN BY: FRANCO, N.
CHECKED BY: NORIEGA, E.
SCALE: 1"=20'
DATE: 5/05/2025

JOB NO.: 24-00061

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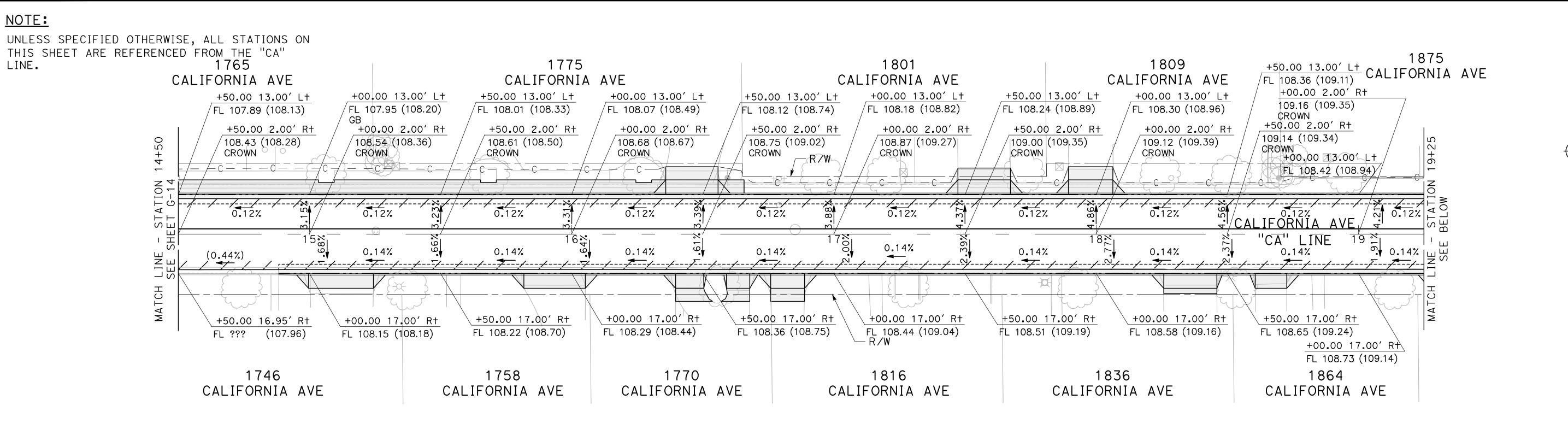
► MARK ■ ■ THOMAS

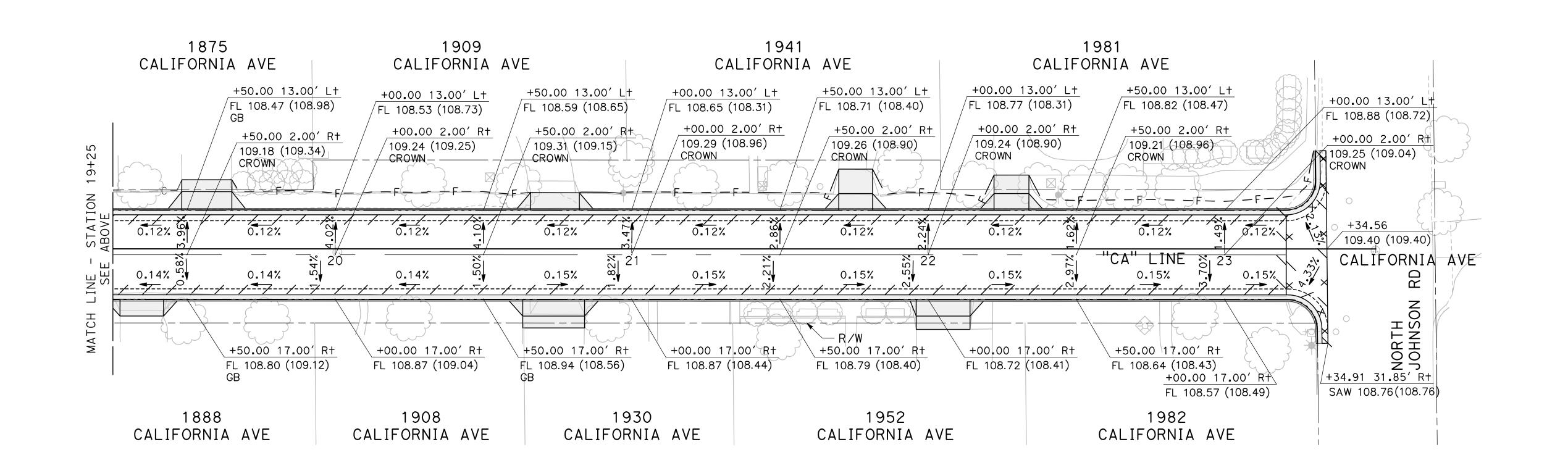
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CITY OF TURLOCK **ROADS PROGRAM CIP** PROJECT 23-067 PACKAGE #3 **GRADING PLANS**

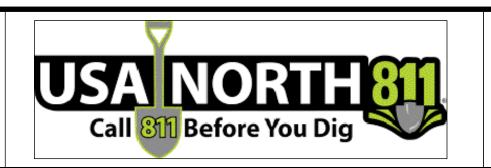
Sheet <u>**70**</u> of **126** Sheets

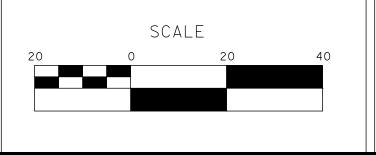




DESIGNED BY: POORE, B. ALL REFERENCES AND WRITTEN DRAWN BY: **Franco, N.** DIMENSIONS SHALL SUPERCEDE ALL SCALED DISTANCES AND SHALL BE VERIFIED IN THE FIELD. ANY CHECKED BY: NORIEGA, E. SCALE: 1"=20' DISCREPANCY SHALL BE BROUGHT TO DATE: 5/05/2025 THE ATTENTION OF THE ENGINEER OB NO.: 24-00061 PRIOR TO THE COMMENCEMENT OF WORK.

LINE.







► MARK ■ ■ THOMAS 701 UNIVERSITY AVENUE, SUITE 200 SACRAMENTO, CALIFORNIA 95825 (916) 381-9100 FAX:(916)381-9180

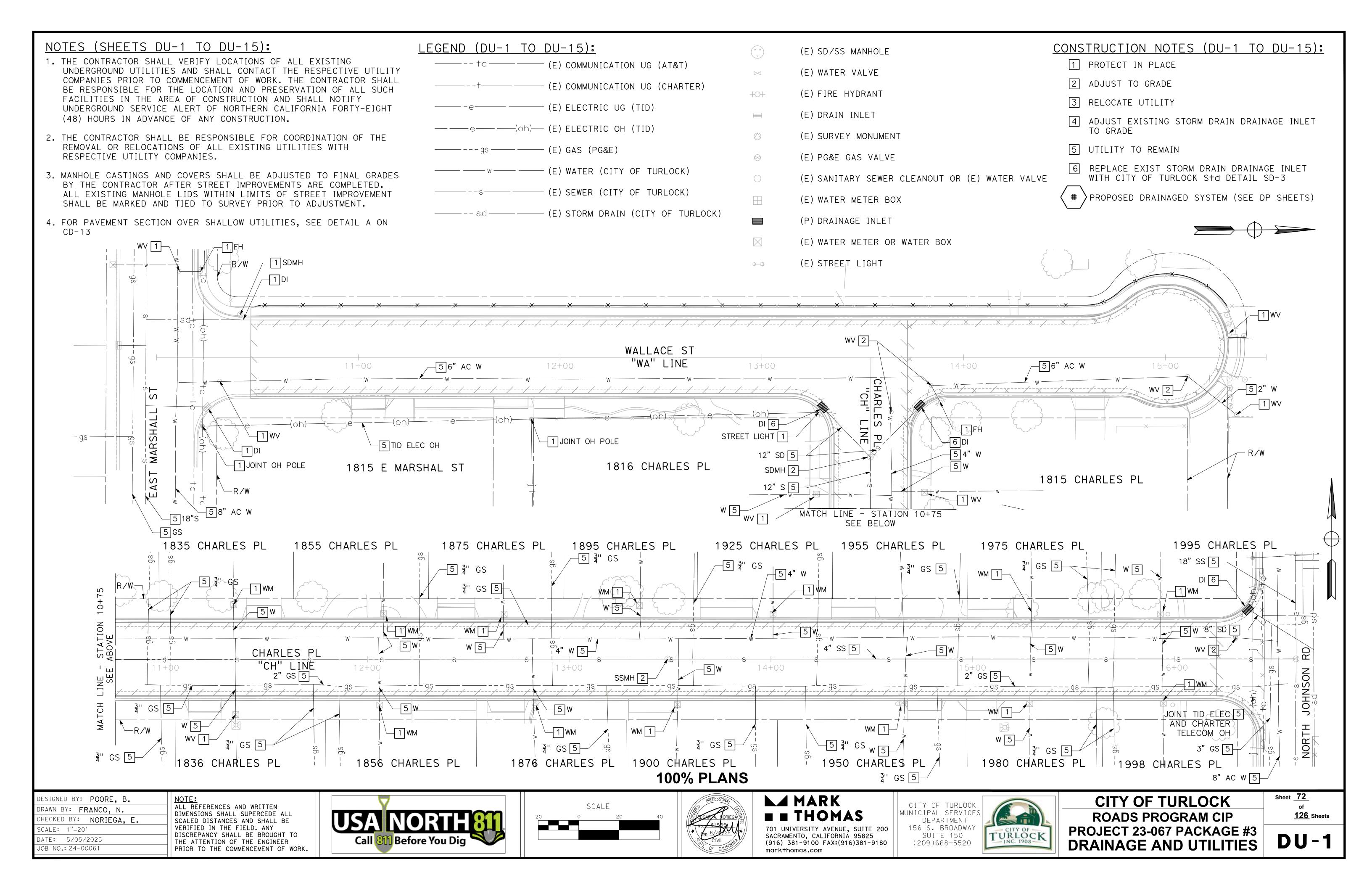
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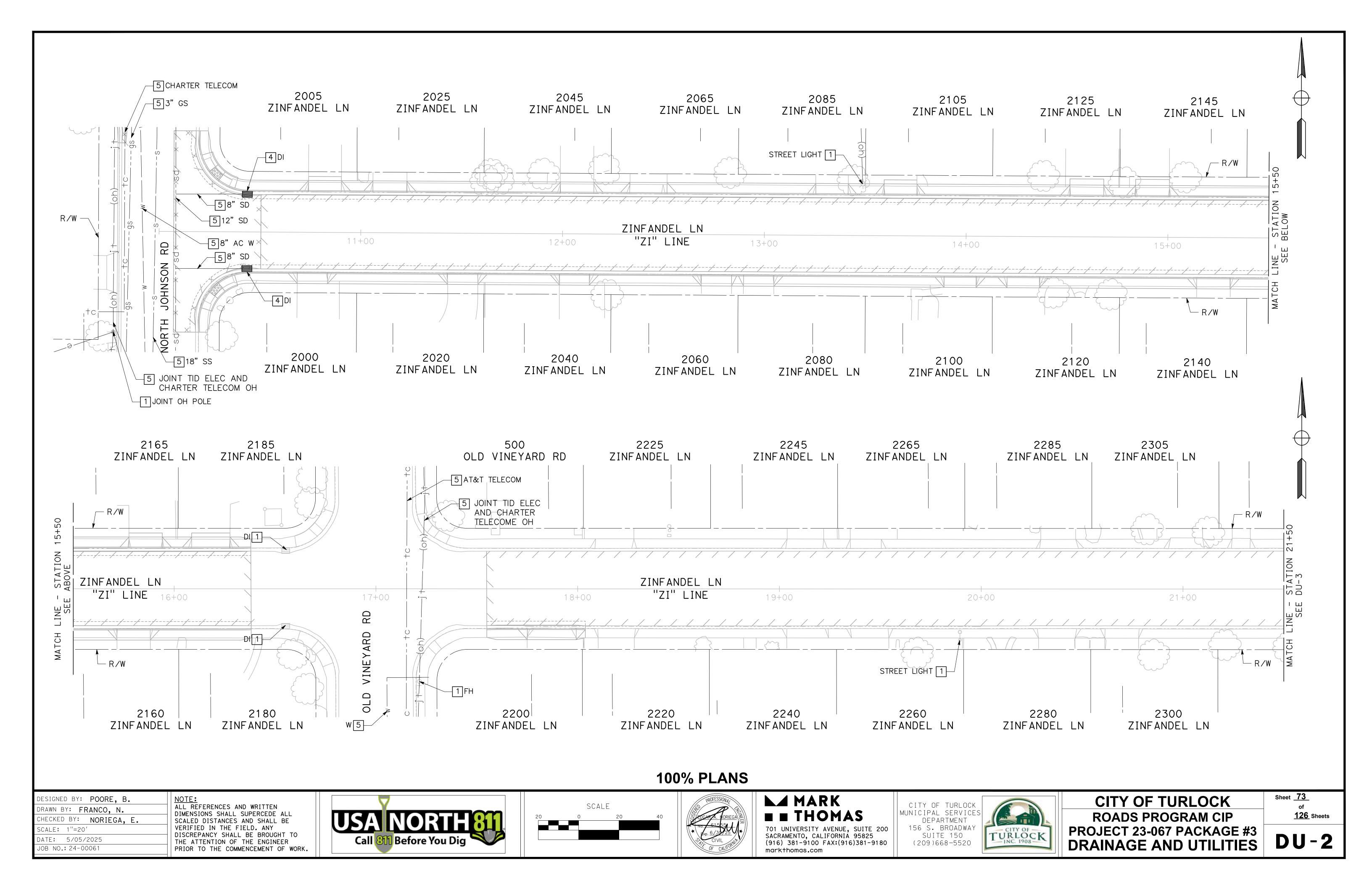
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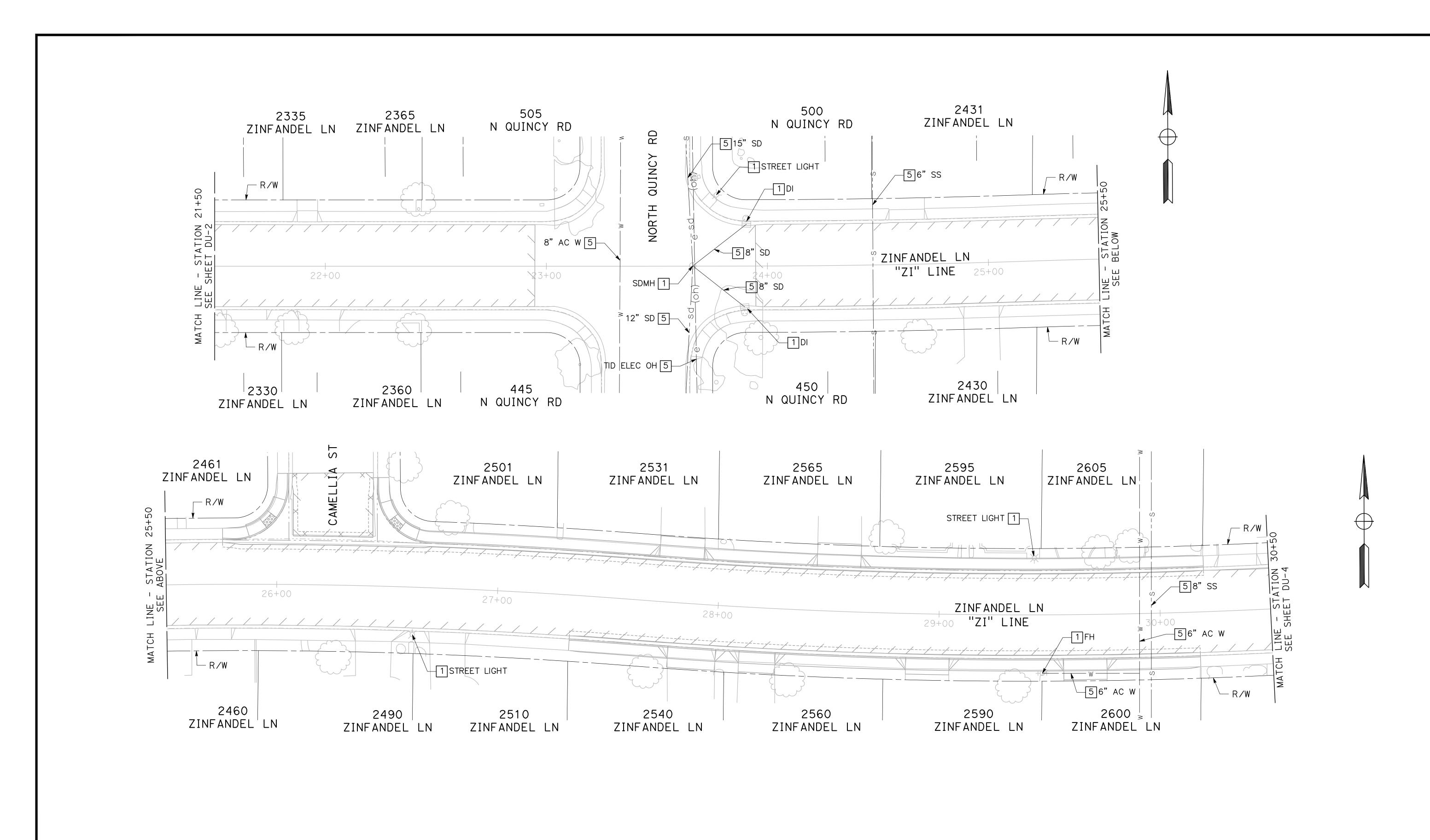
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CITY OF TURLOCK ROADS PROGRAM CIP PROJECT 23-067 PACKAGE #3 **GRADING PLANS**

of **126** Sheets







DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.

CHECKED BY: NORIEGA, E.

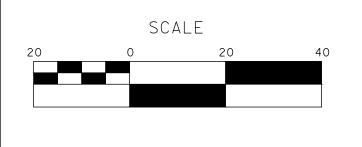
SCALE: 1"=20'

DATE: 5/05/2025

JOB NO.: 24-00061

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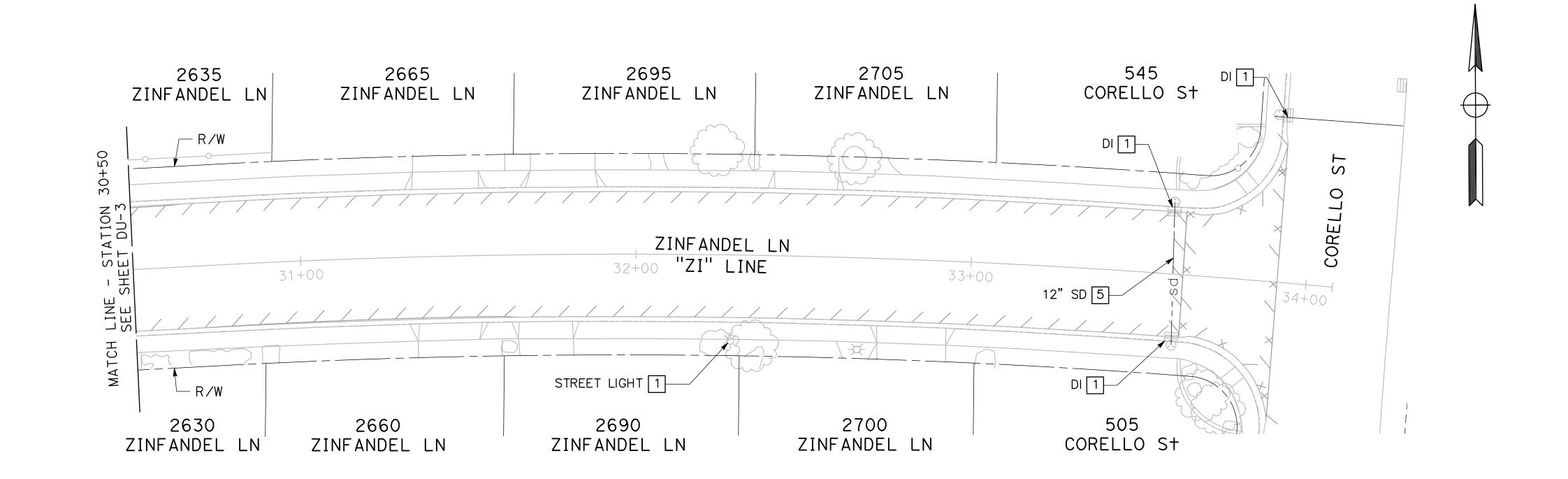
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DEPARTMENT
156 S. BROADWAY
SUITE 150
(209)668-5520

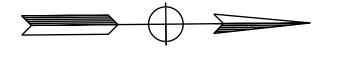


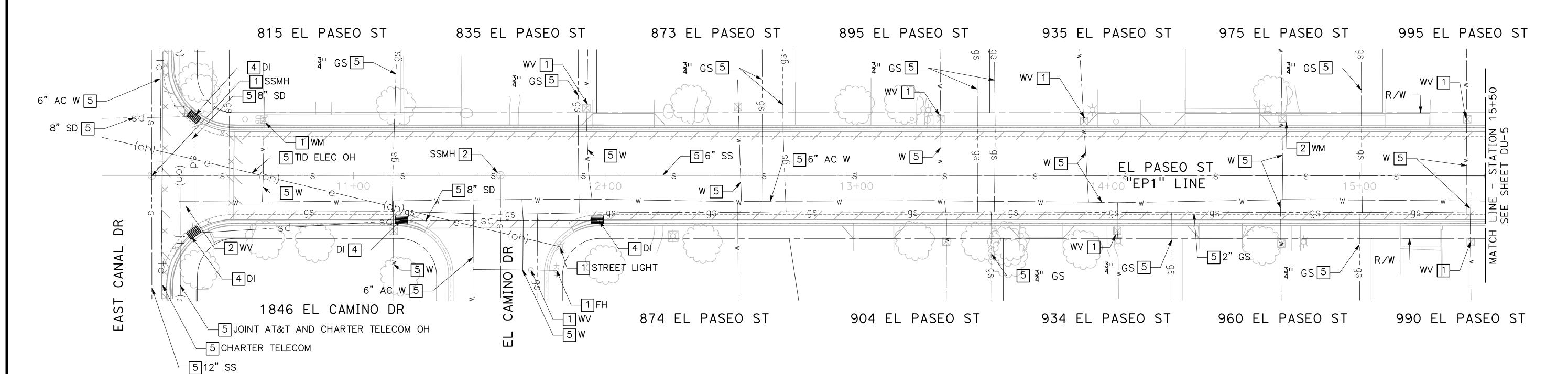
CITY OF TURLOCK
ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #3
DRAINAGE AND UTILITIES

Sheet <u>74</u> of <u>126</u> Sheets

DU-3





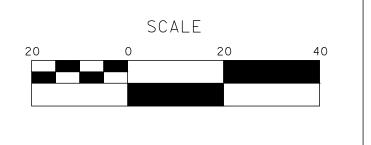


DESIGNED BY: POORE, B. DRAWN BY: FRANCO, N. CHECKED BY: NORIEGA, E. SCALE: 1"=20' DATE: 5/05/2025

JOB NO.: 24-00061

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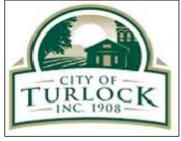




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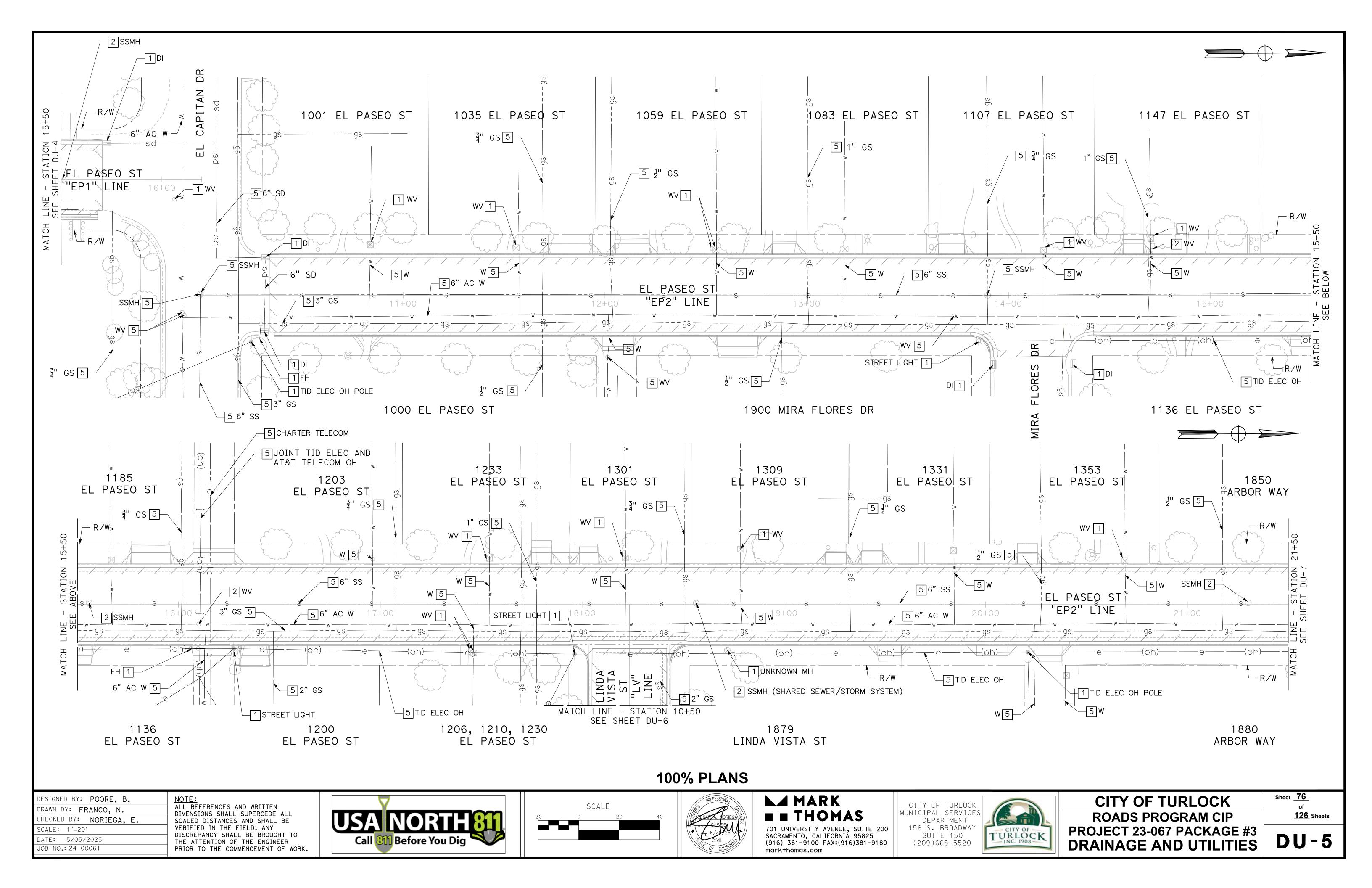
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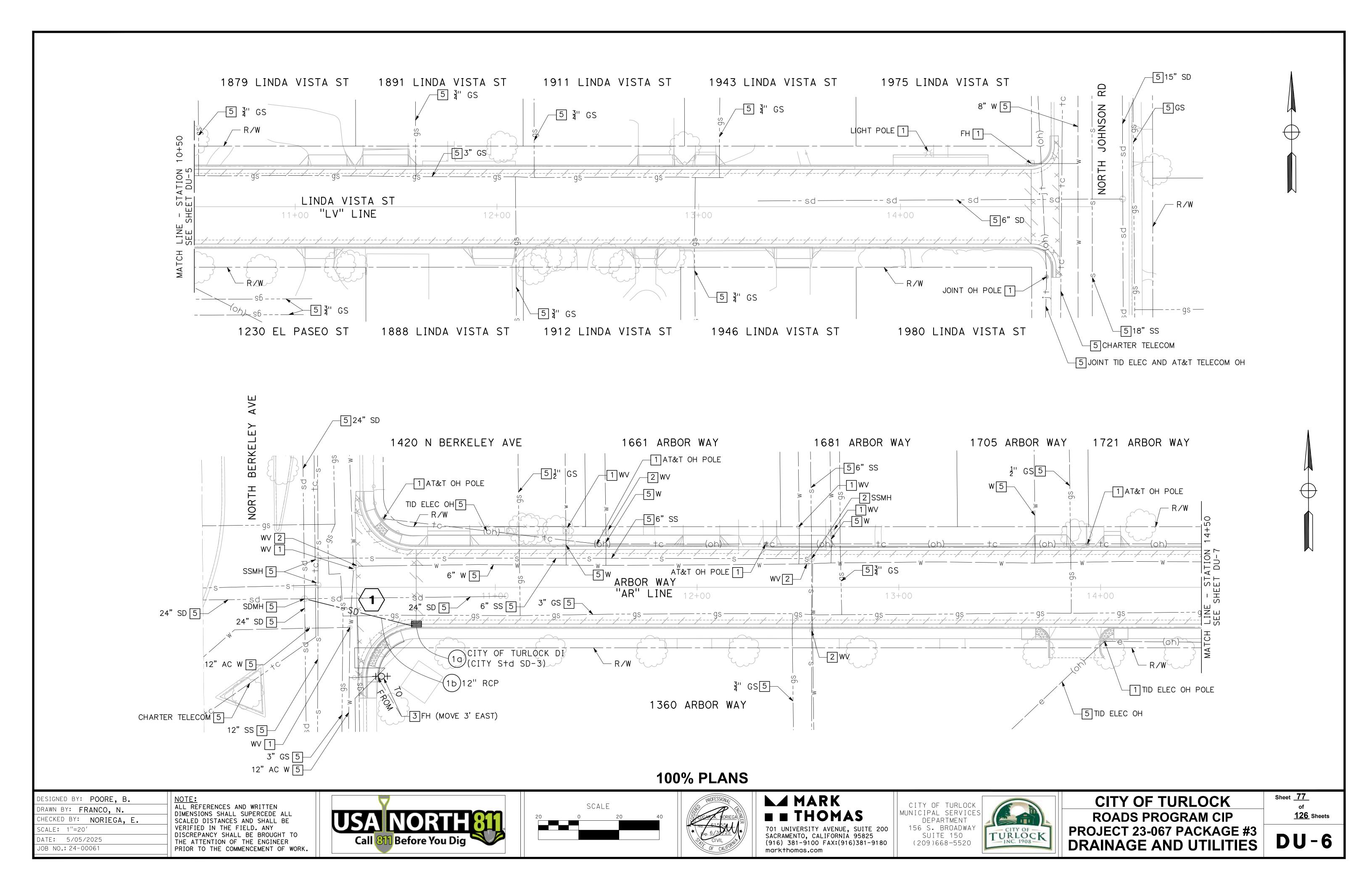
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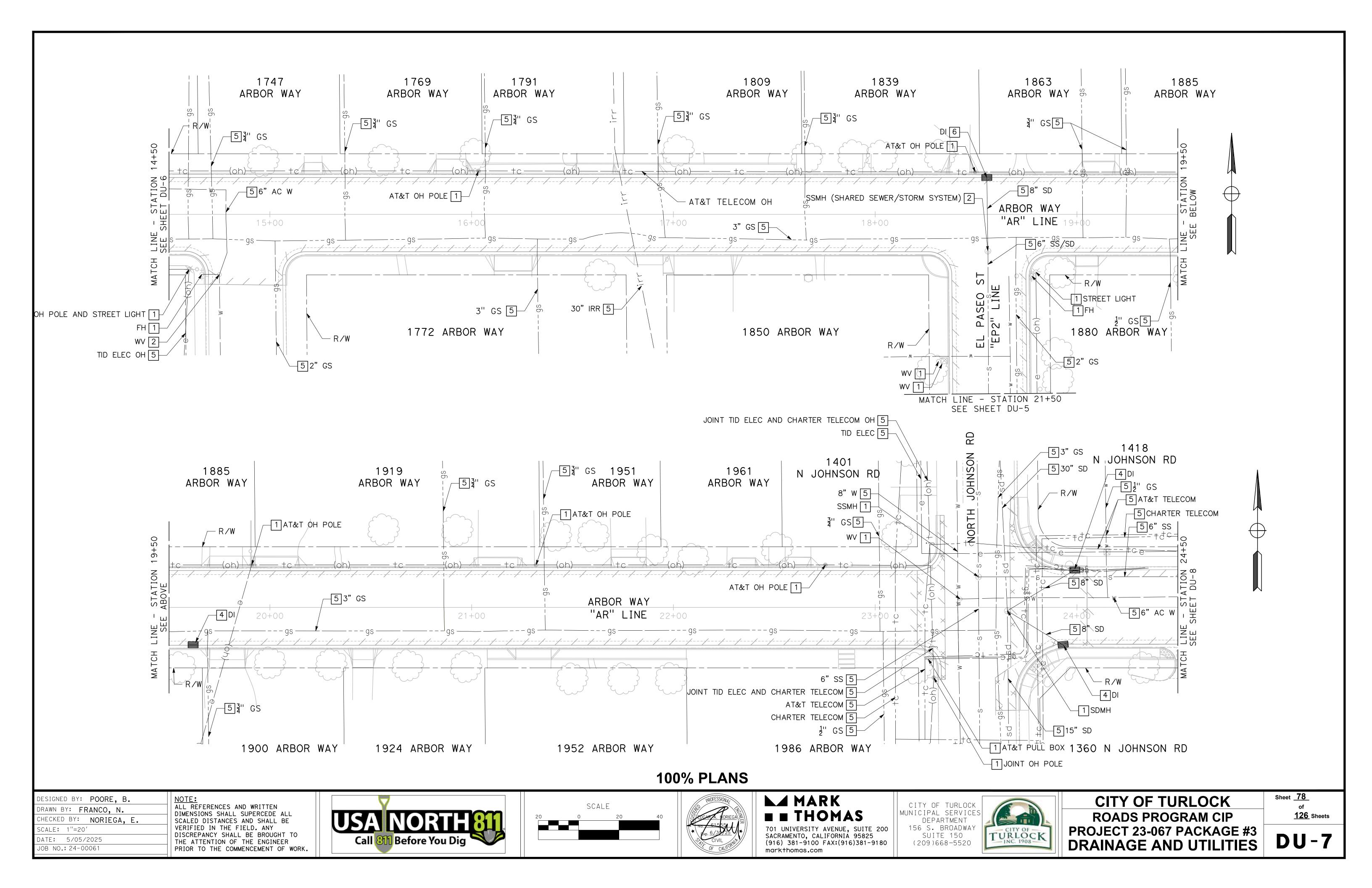


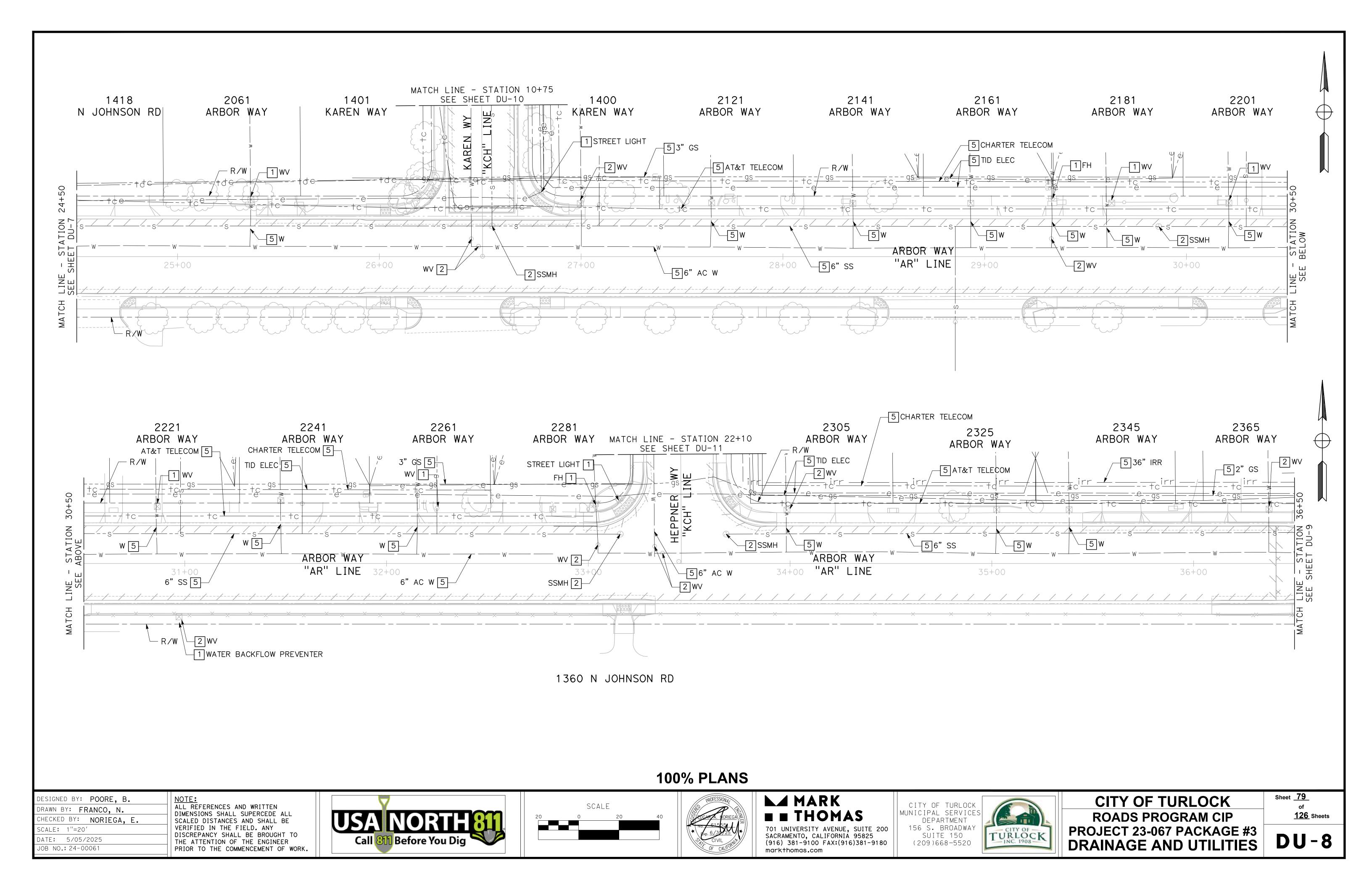
CITY OF TURLOCK **ROADS PROGRAM CIP** PROJECT 23-067 PACKAGE #3 DRAINAGE AND UTILITIES Sheet <u>**75**</u> of **126** Sheets

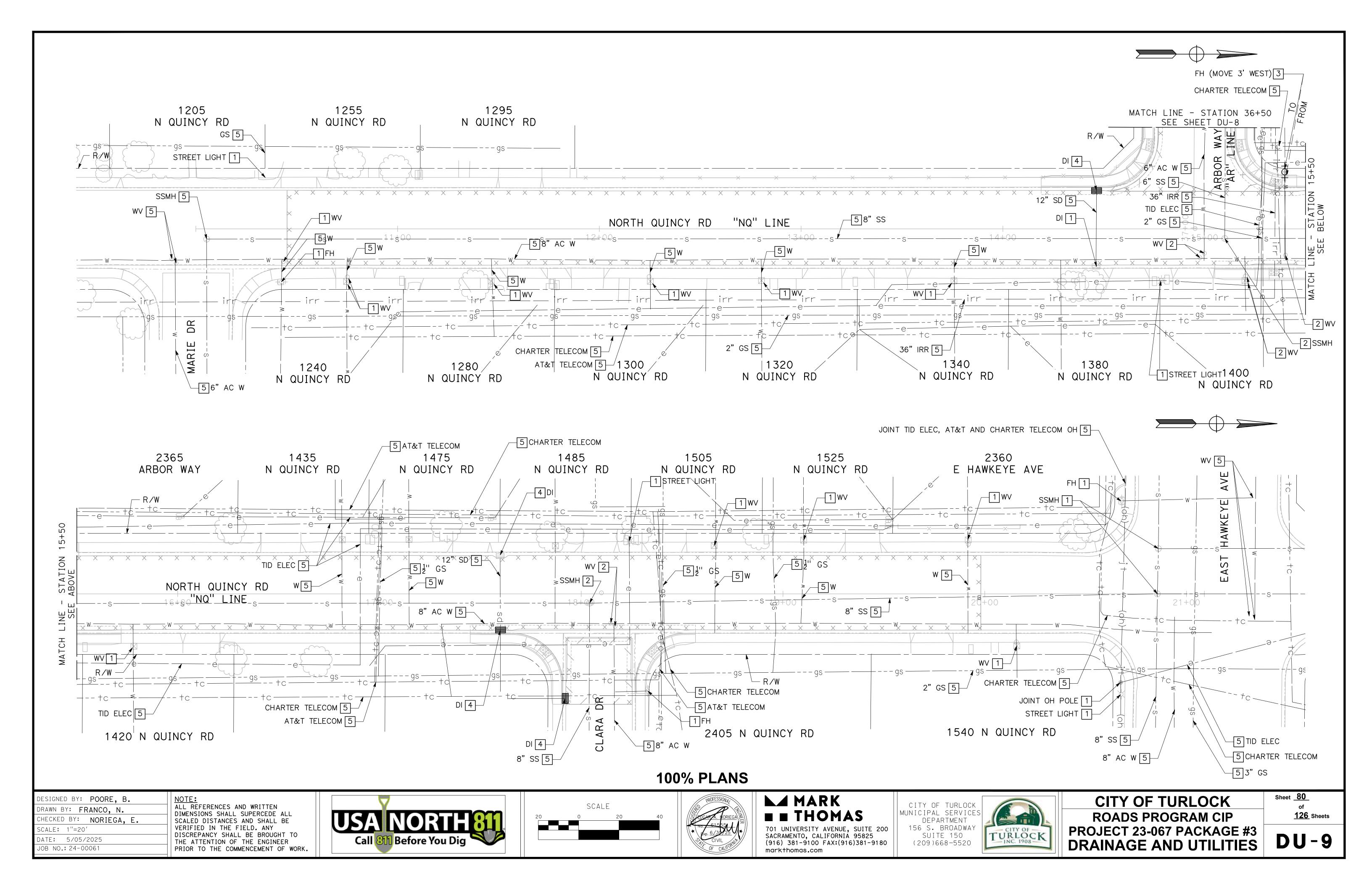
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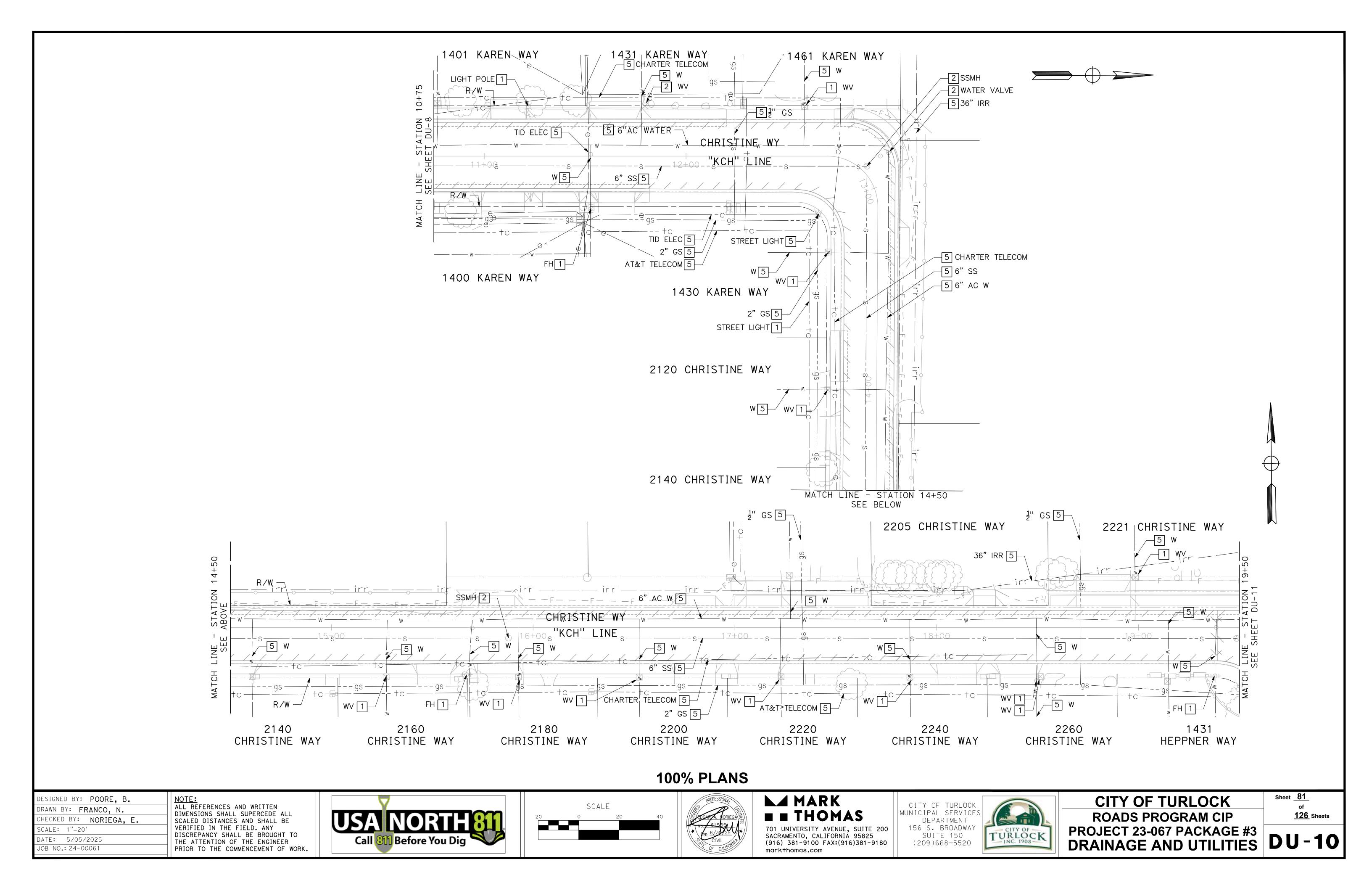


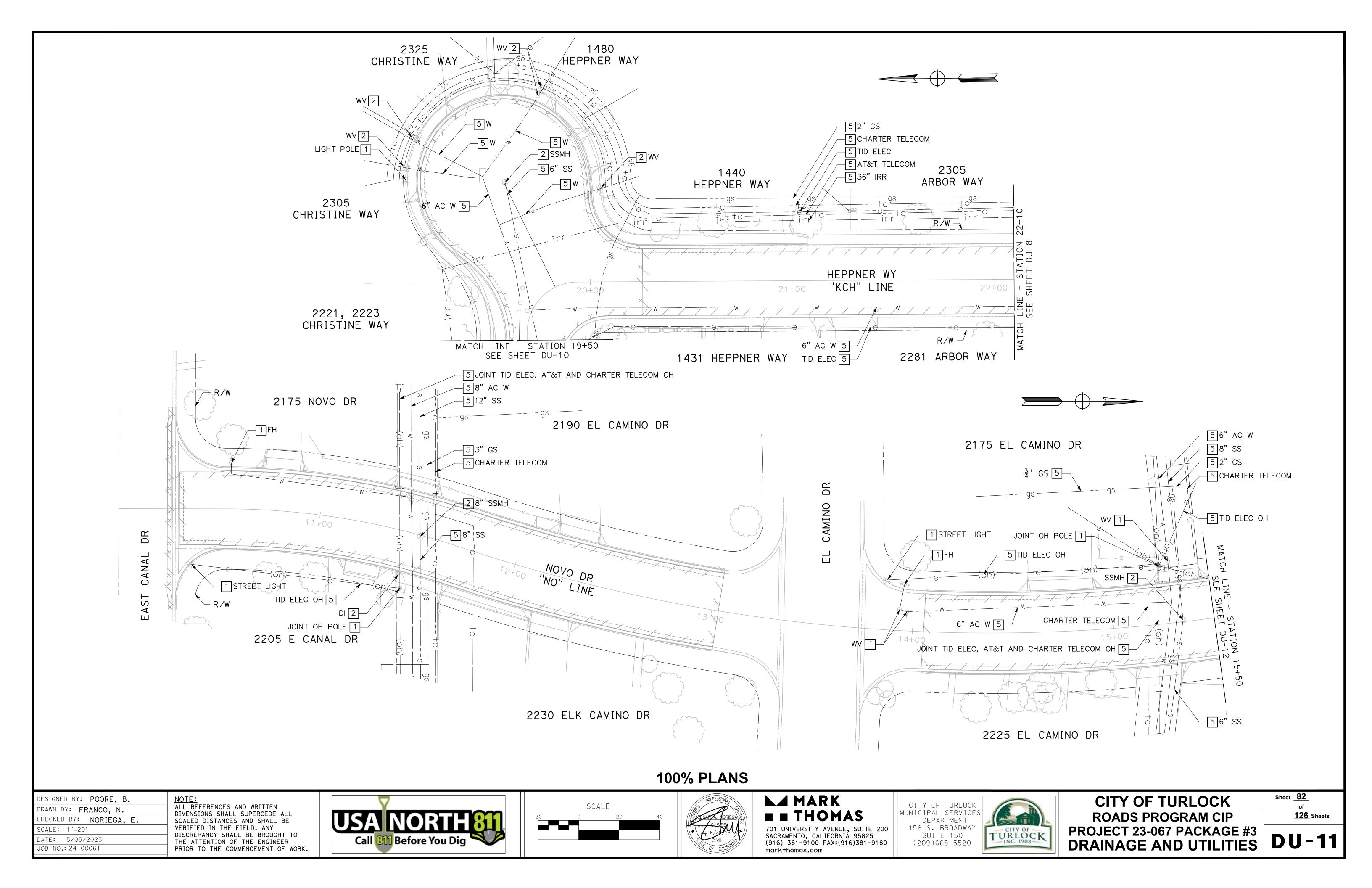


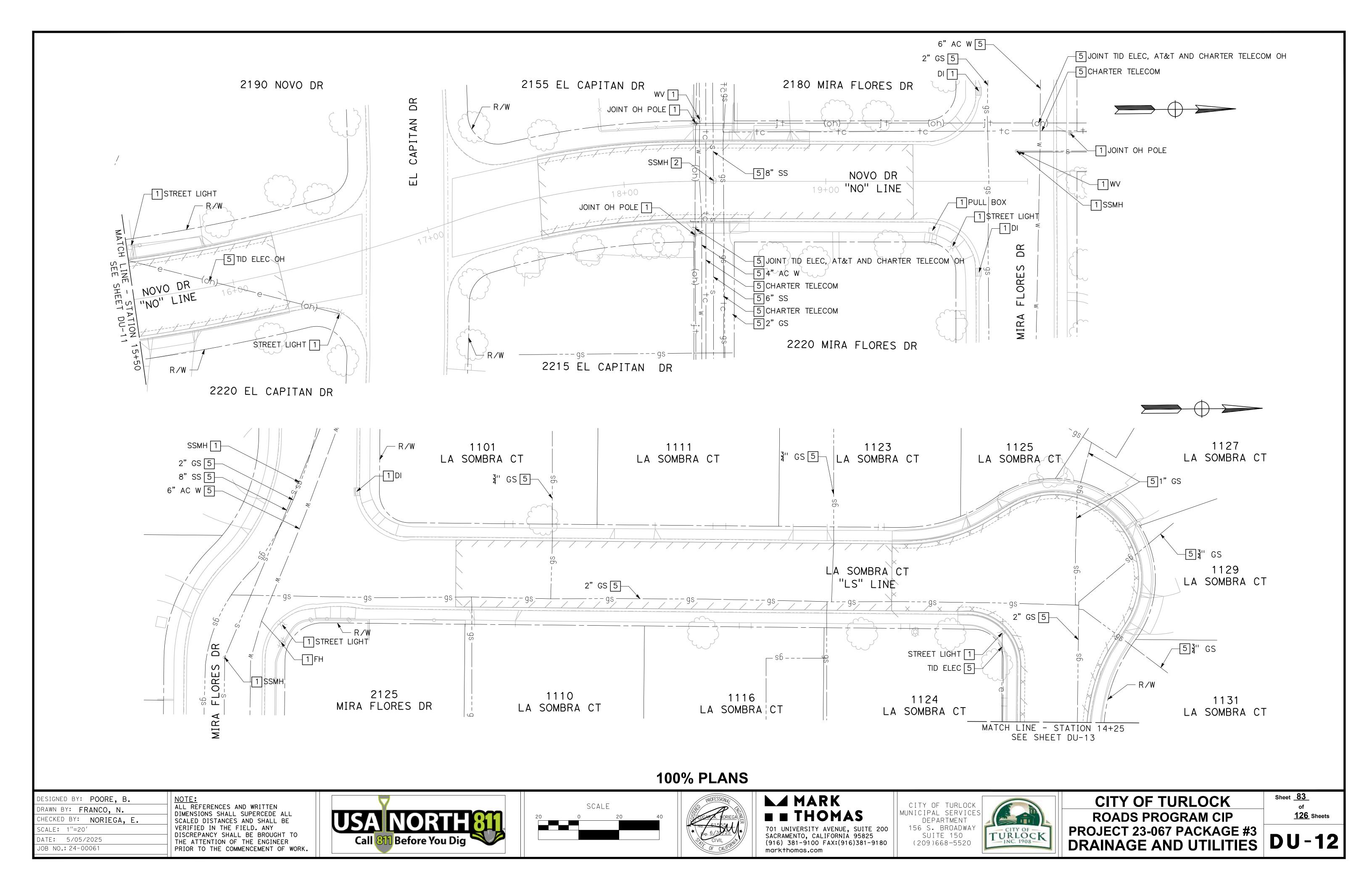


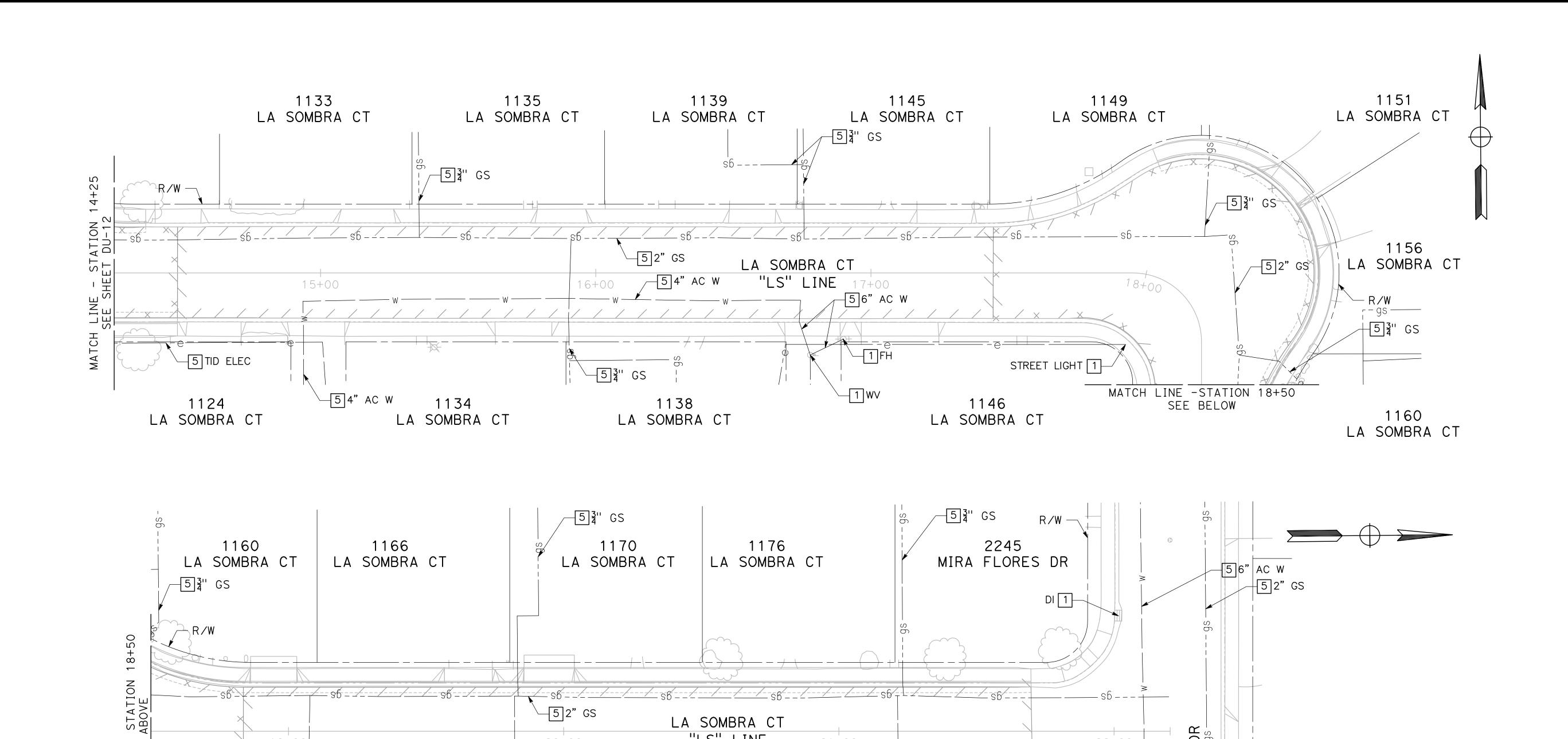












21+00

LA SOMBRA CT

"LS" LINE

1177

LA SOMBRA CT

DESIGNED BY: POORE, B. DRAWN BY: FRANCO, N. CHECKED BY: NORIEGA, E. SCALE: 1"=20' DATE: 5/05/2025

JOB NO.: 24-00061

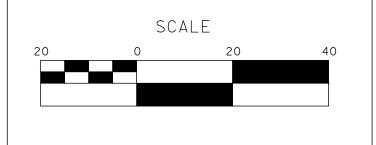
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1146

LA SOMBRA CT

19+00

MATCH



_____5_2" GS

5 3'' GS

20+00

1165

LA SOMBRA CT

_____5_3'' GS



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-5³" GS

2215

MIRA FLORES DR



S

FLORE

MIRA - qs

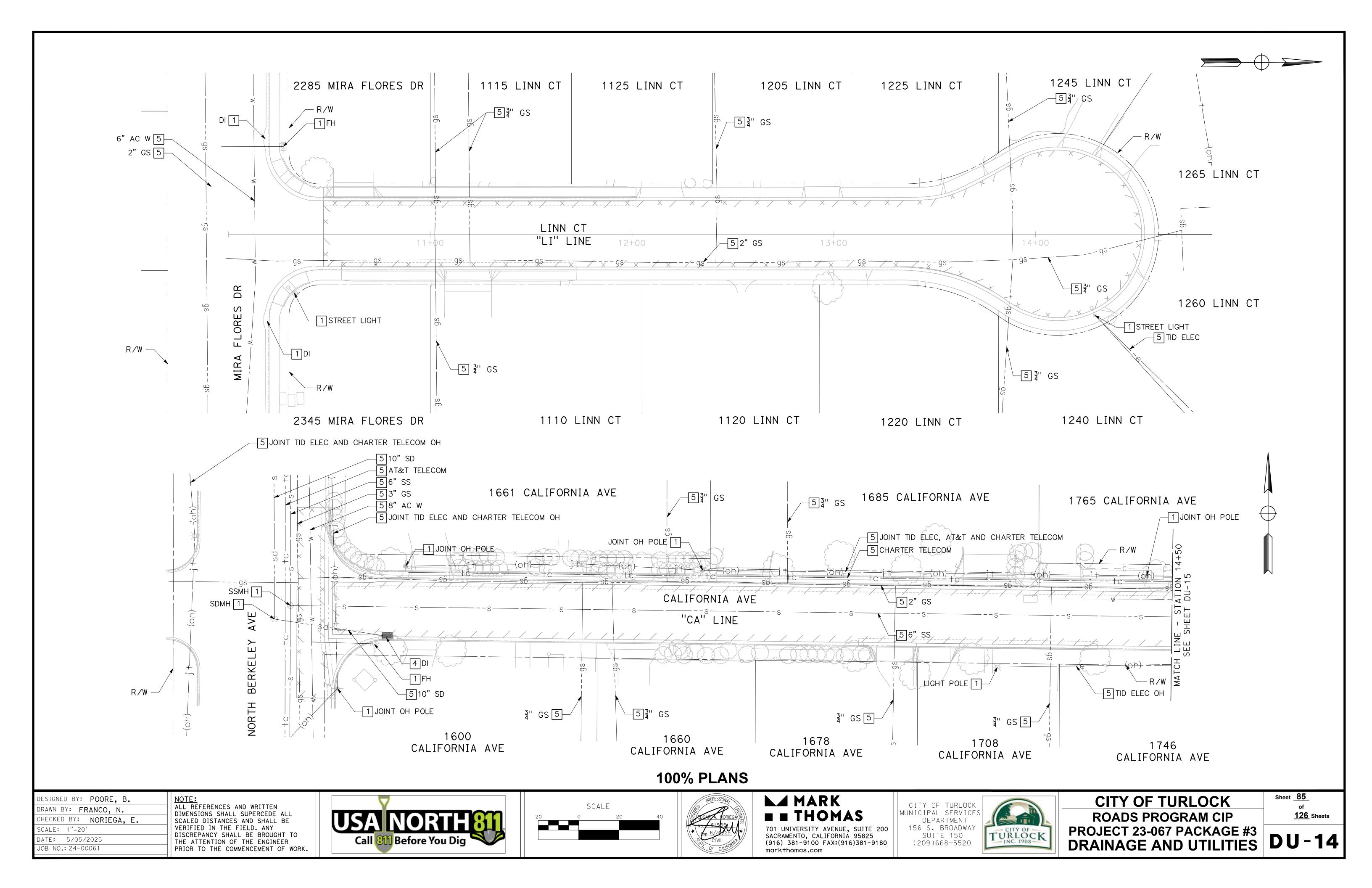
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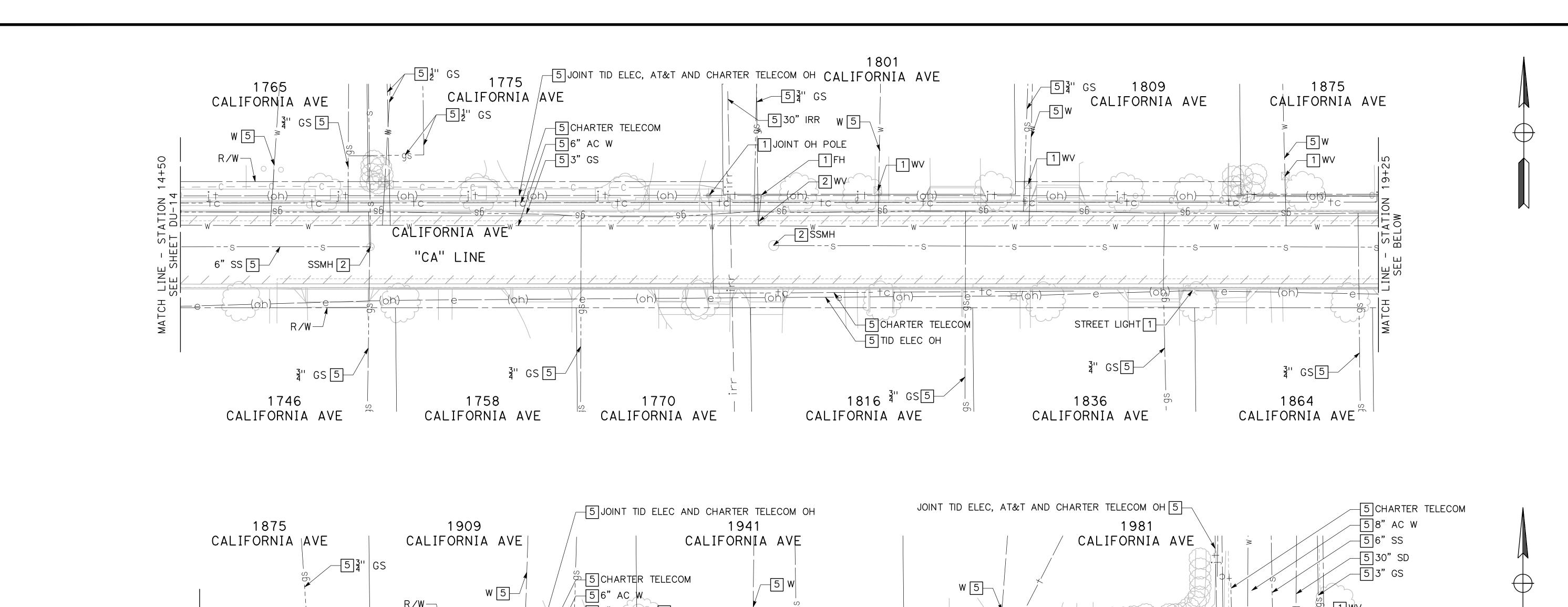
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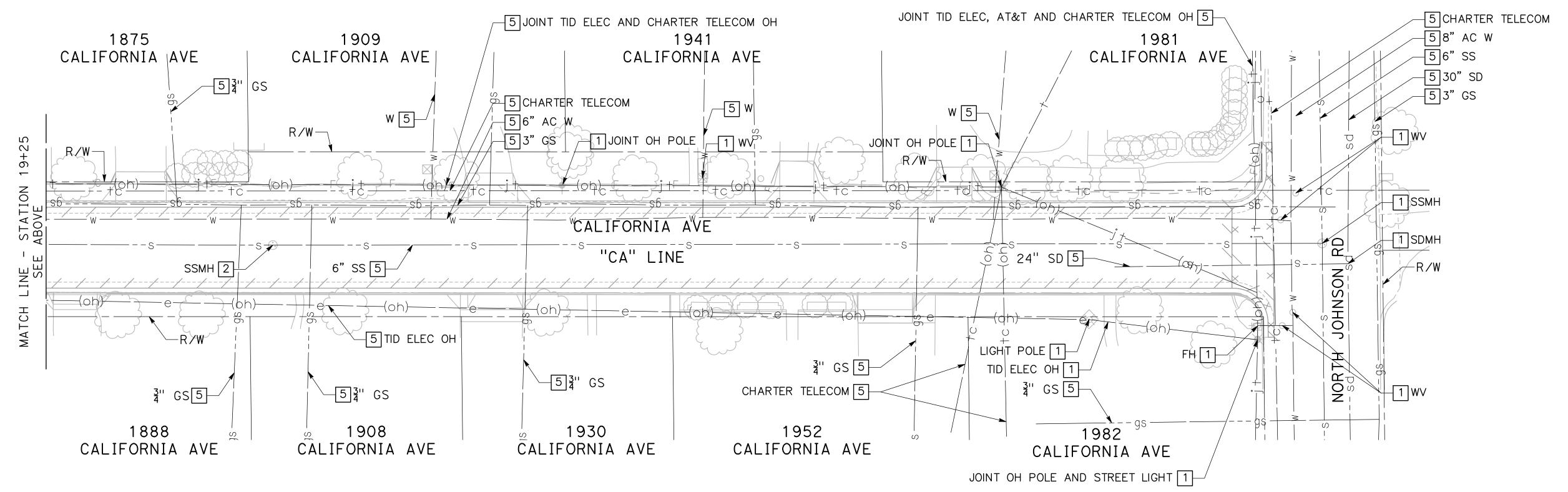
R/W

CITY OF TURLOCK ROADS PROGRAM CIP PROJECT 23-067 PACKAGE #3 DRAINAGE AND UTILITIES DU-13

Sheet <u>84</u> **126** Sheets





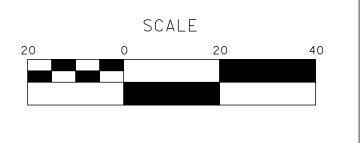


DESIGNED BY: POORE, B. DRAWN BY: **Franco, N.** CHECKED BY: NORIEGA, E. SCALE: 1"=20' DATE: 5/05/2025

OB NO.: 24-00061

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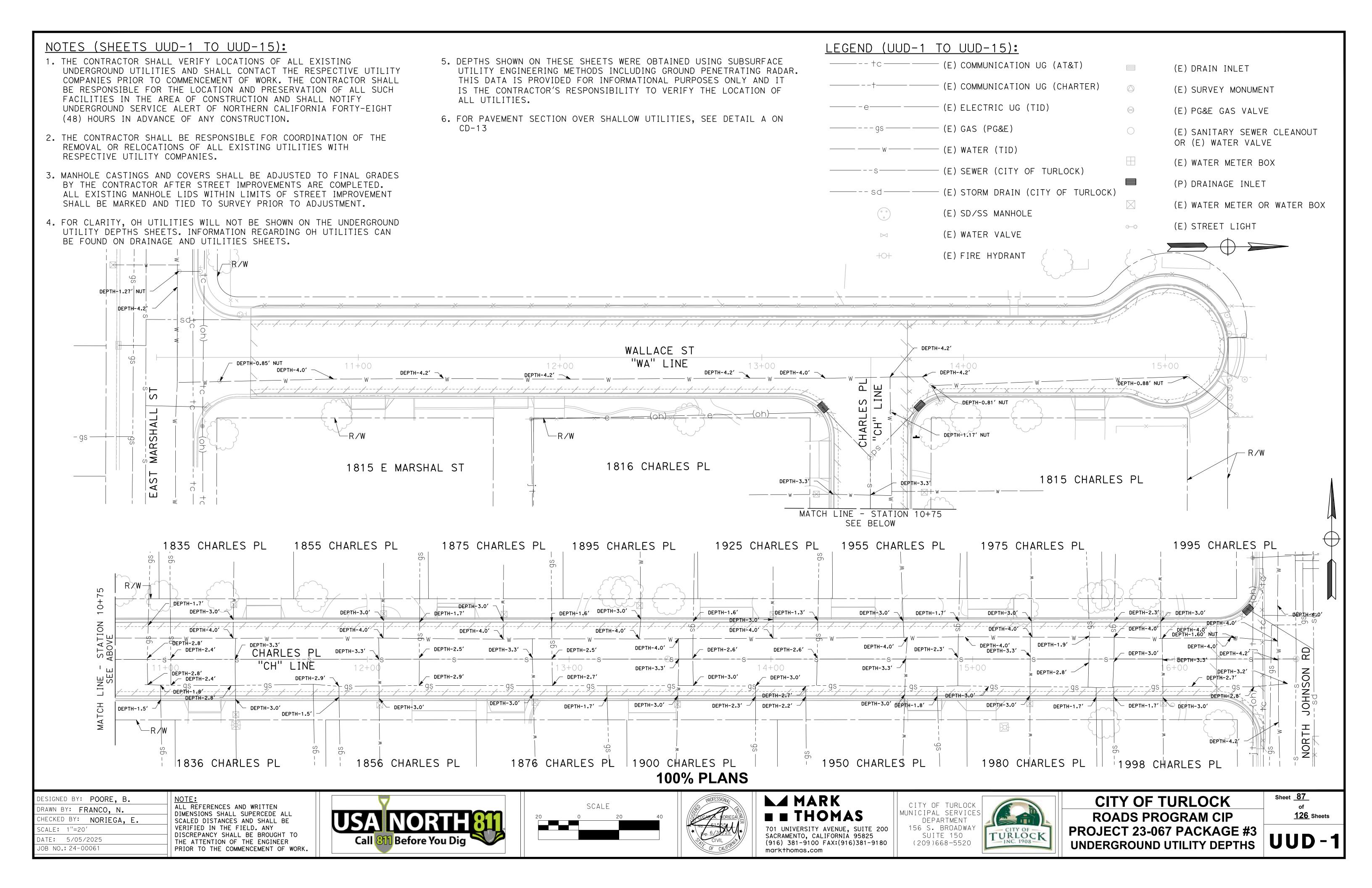
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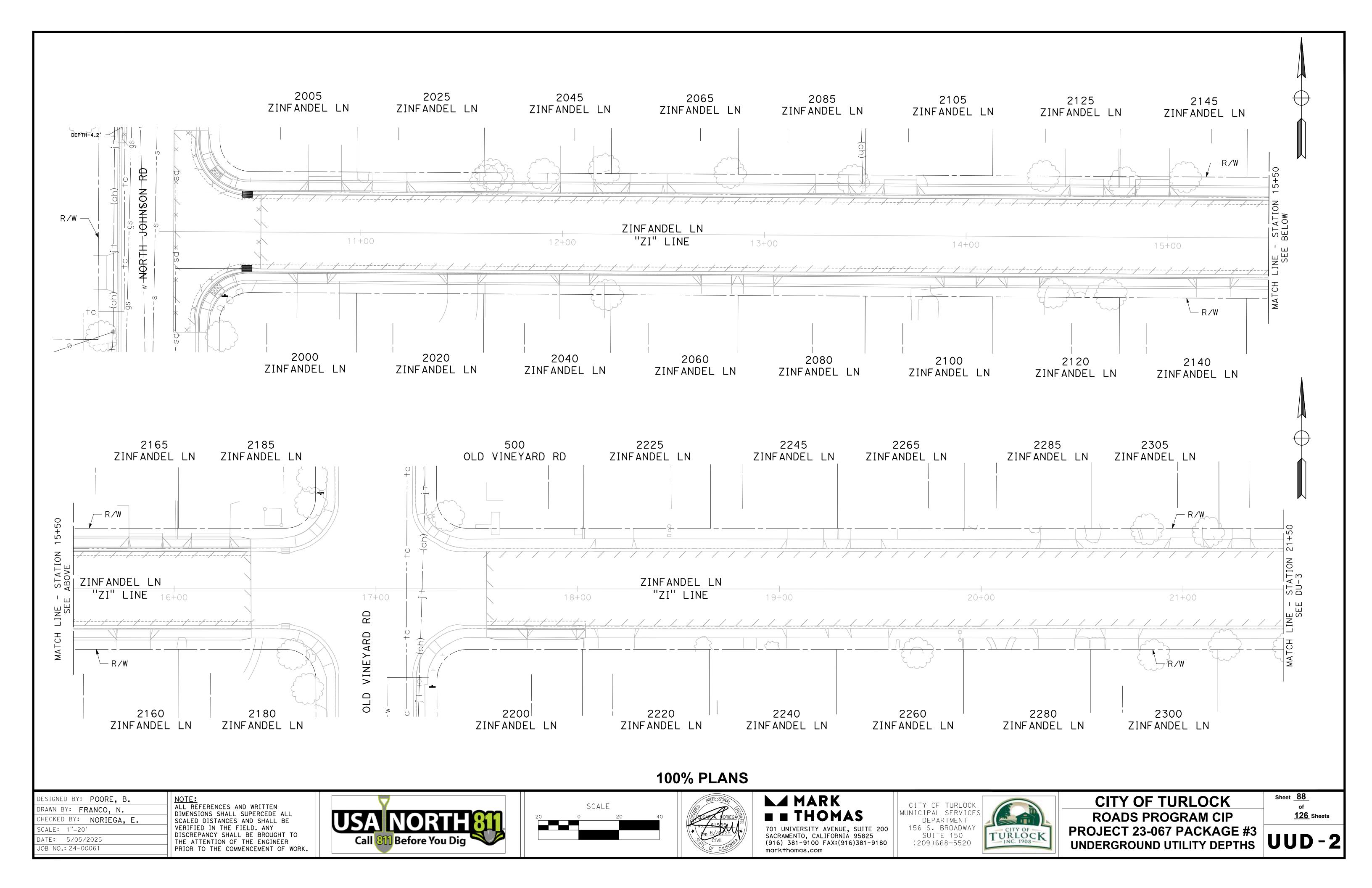
CITY OF TURLOCK MUNICIPAL SERVICES DEPARTMENT 156 S. BROADWAY SUITE 150 (209)668-5520

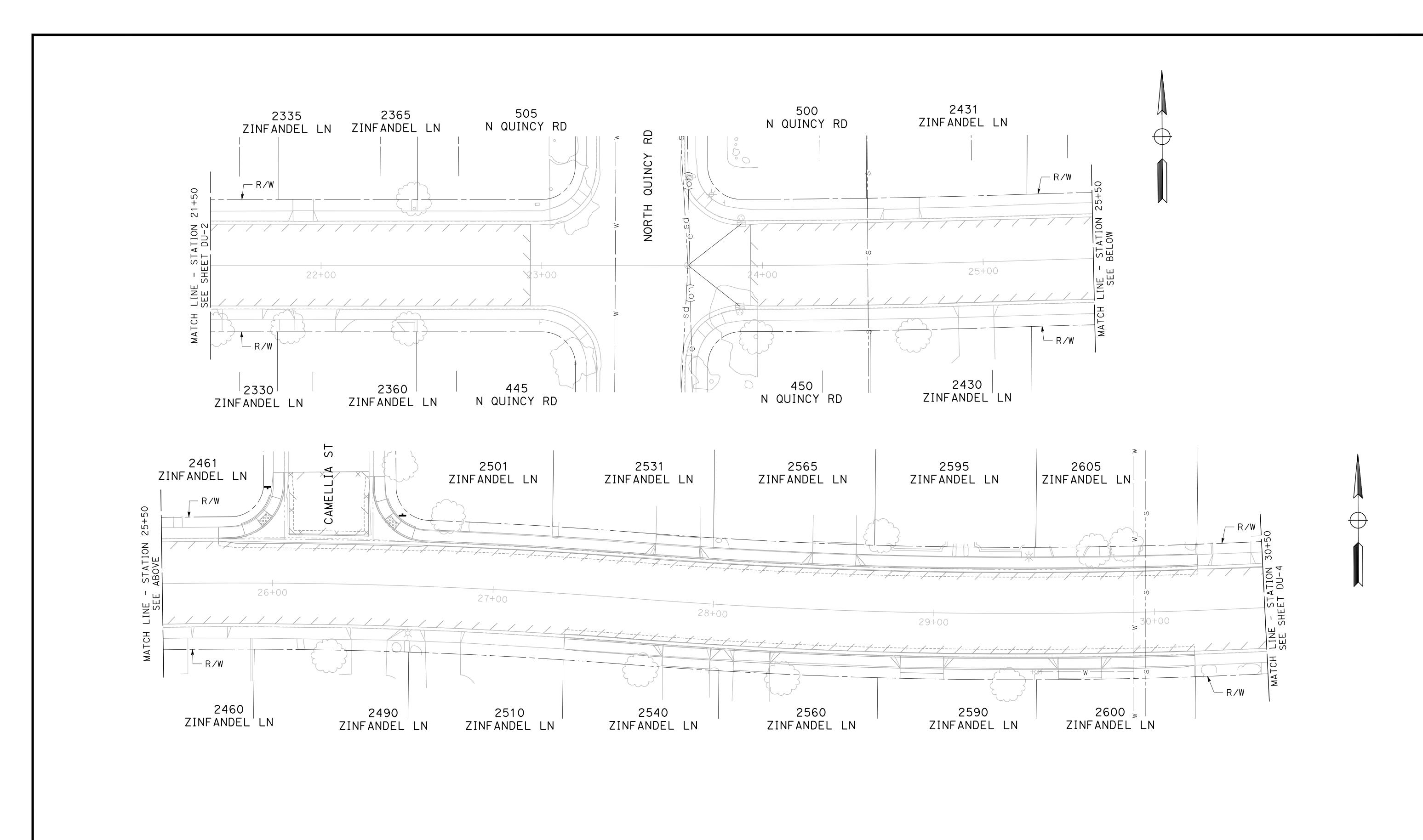
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Y OF TURLOCK ADS PROGRAM CIP T 23-067 PACKAGE #3 AGE AND UTILITIES DU-15

Sheet <u>**86**</u> **126** Sheets



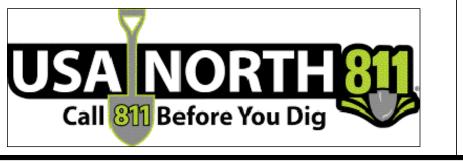


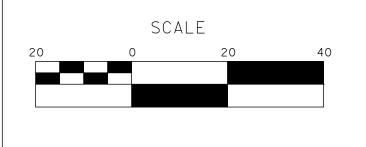


DESIGNED BY: POORE, B. DRAWN BY: **Franco, N.** CHECKED BY: NORIEGA, E. SCALE: 1"=20' DATE: 5/05/2025

JOB NO.: 24-00061

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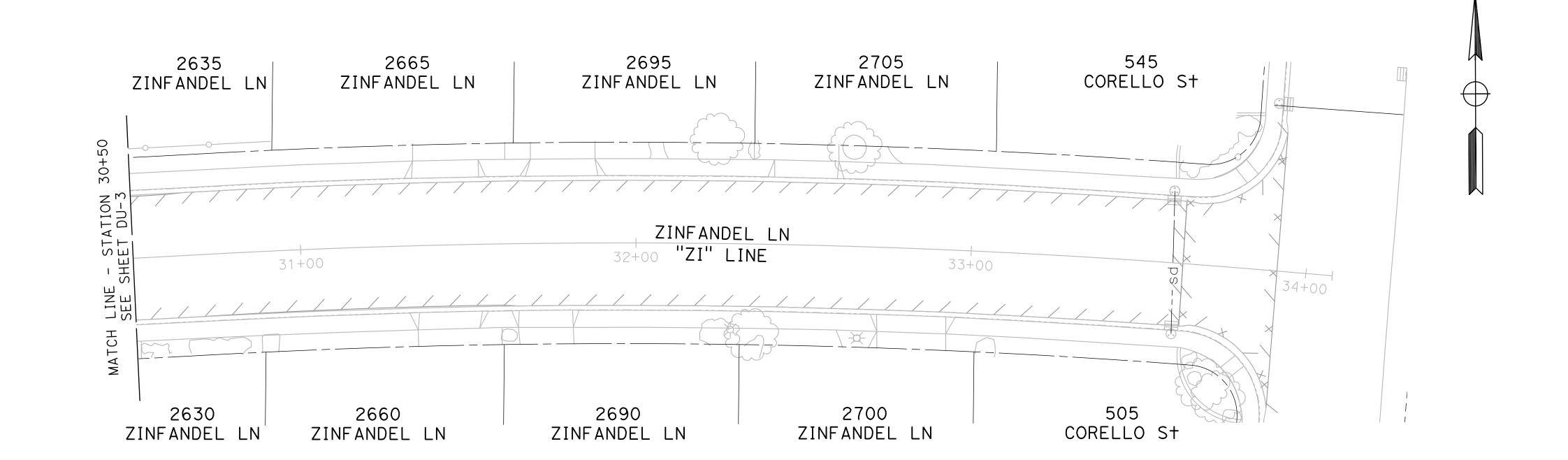


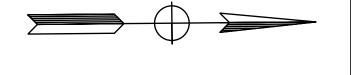
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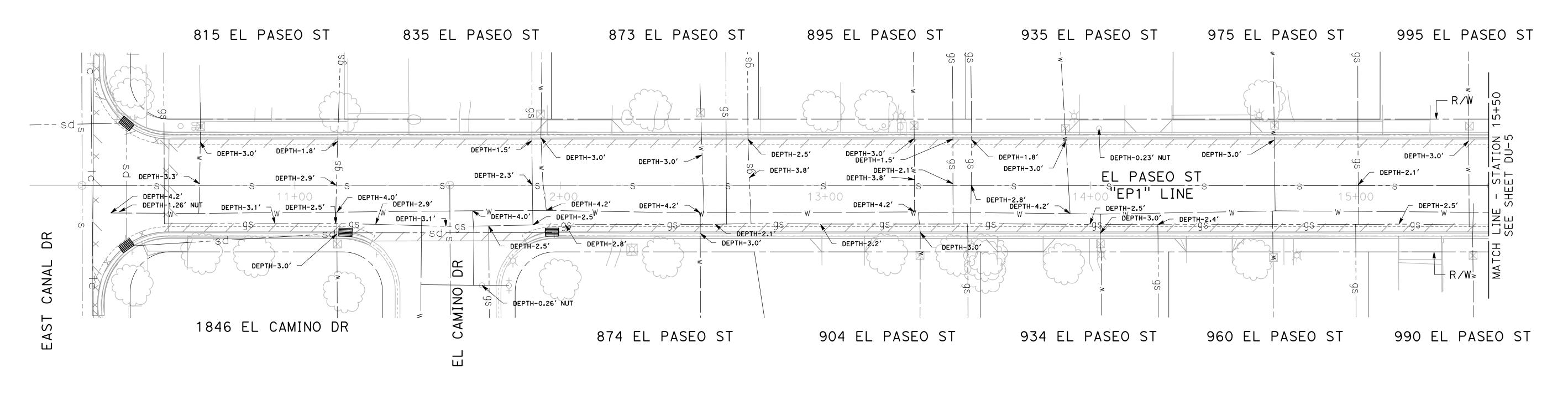


CITY OF TURLOCK ROADS PROGRAM CIP PROJECT 23-067 PACKAGE #3 UNDERGROUND UTILITY DEPTHS UUD - 3

Sheet <u>89</u> **126** Sheets





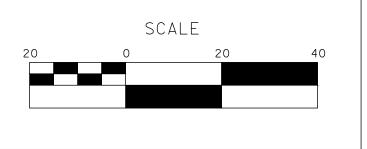


DESIGNED BY: POORE, B. DRAWN BY: **Franco, N.** CHECKED BY: NORIEGA, E. SCALE: 1"=20' DATE: 5/05/2025

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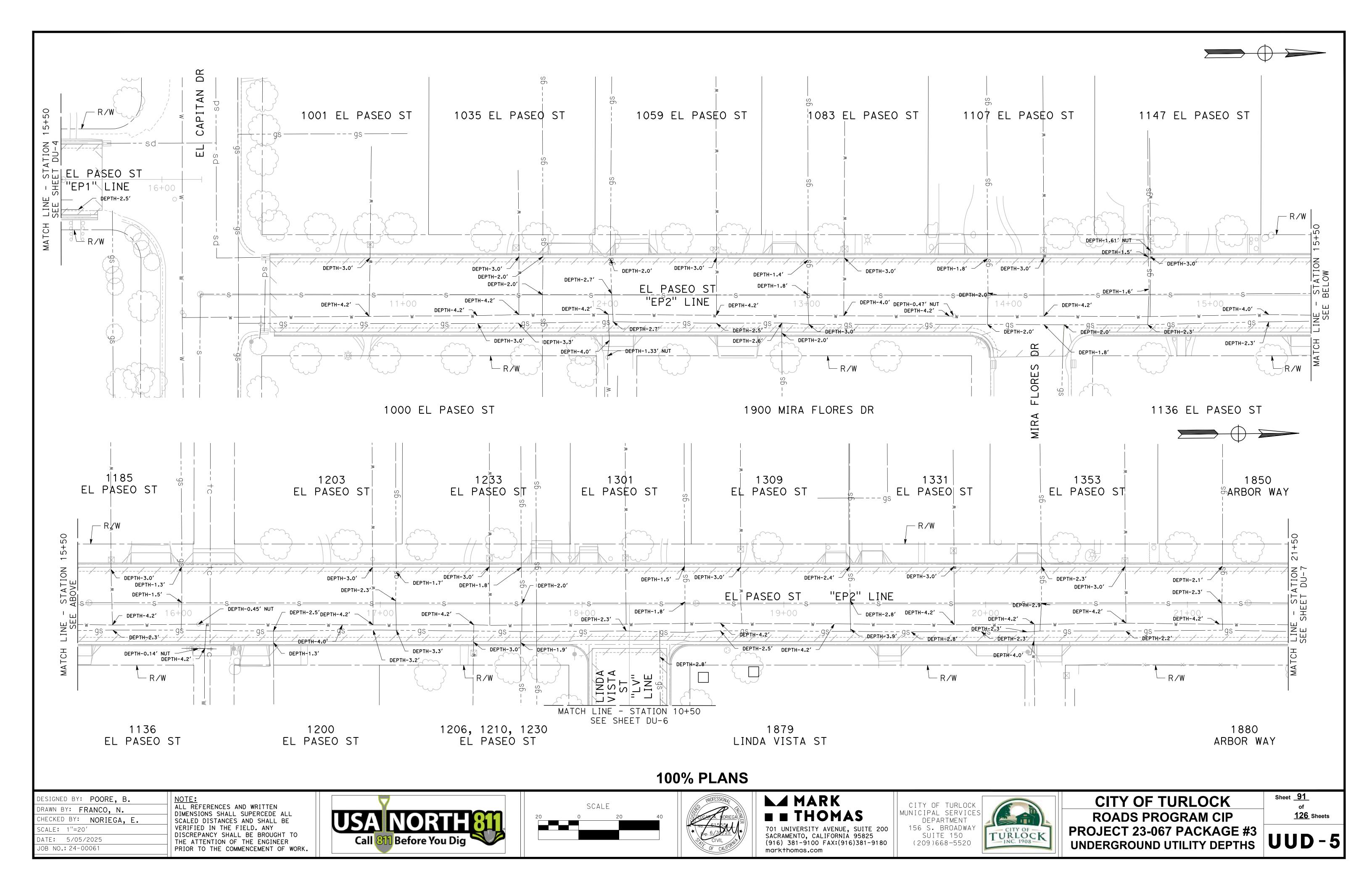
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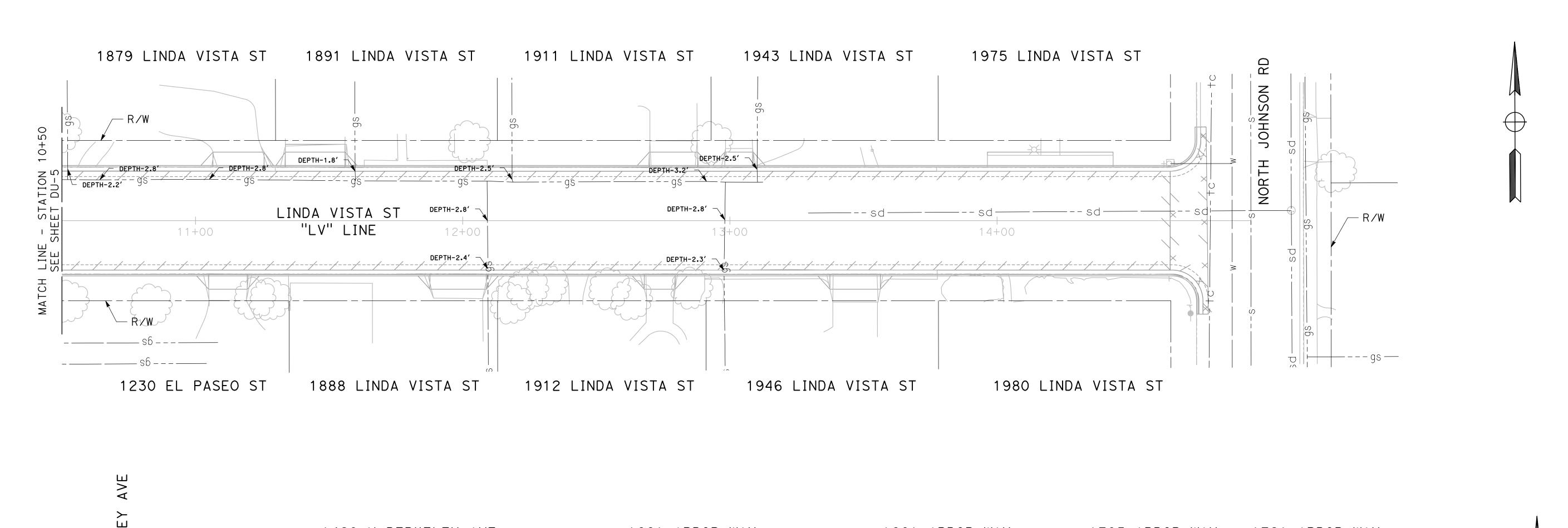
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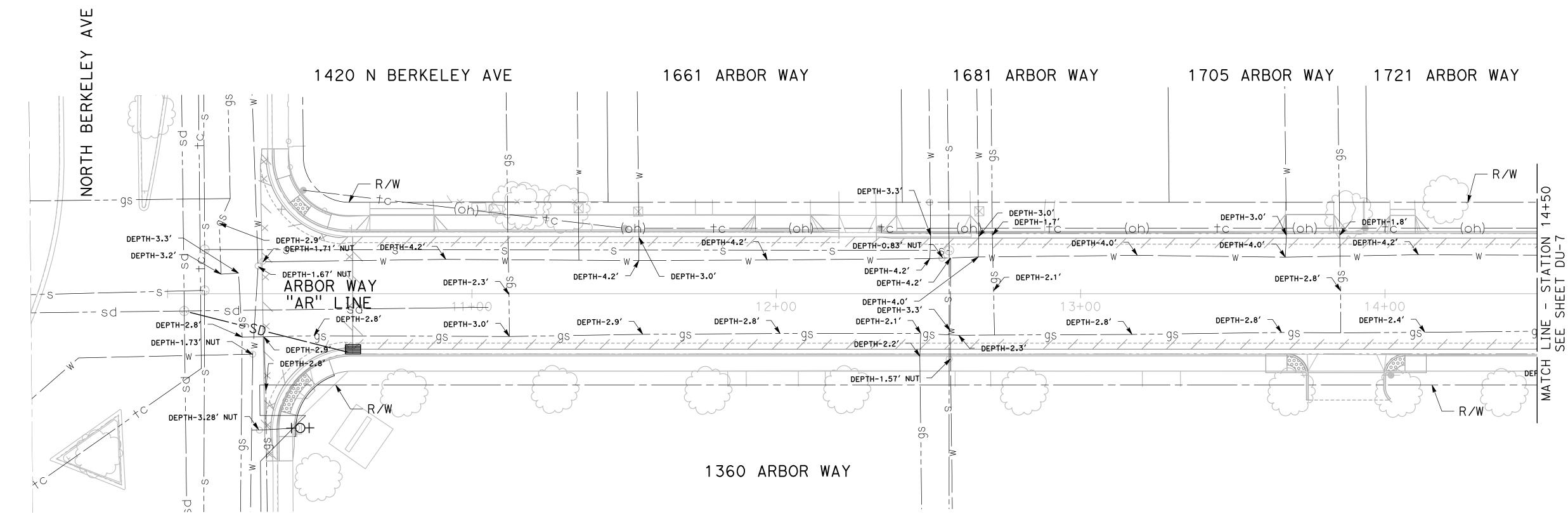
TURLOCK

CITY OF TURLOCK **ROADS PROGRAM CIP** PROJECT 23-067 PACKAGE #3 UNDERGROUND UTILITY DEPTHS UUD-4

Sheet <u>90</u> **126** Sheets





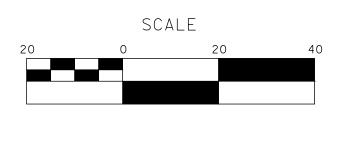


DESIGNED BY: POORE, B. DRAWN BY: FRANCO, N. CHECKED BY: NORIEGA, E. SCALE: 1"=20' DATE: 5/05/2025

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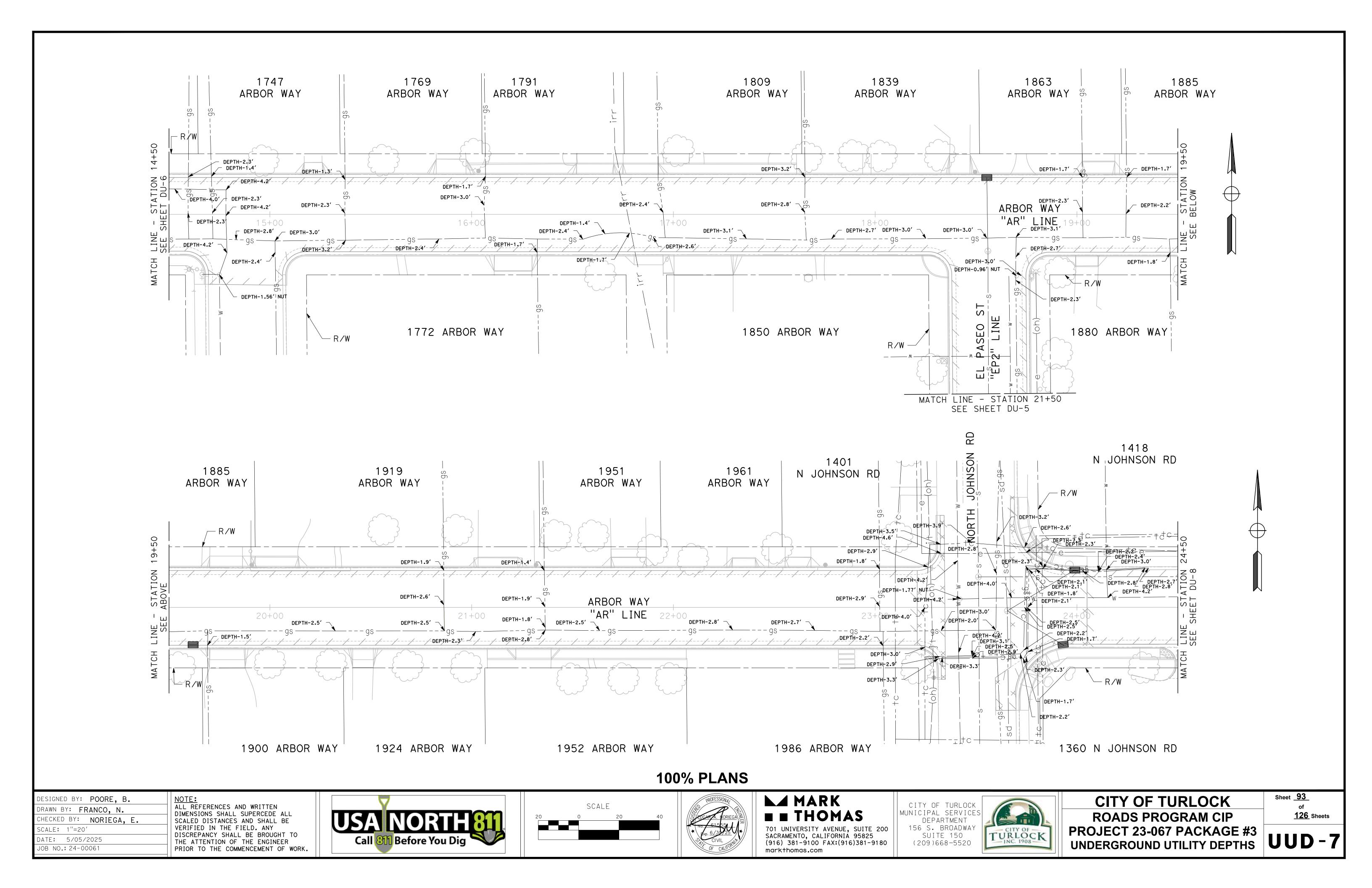


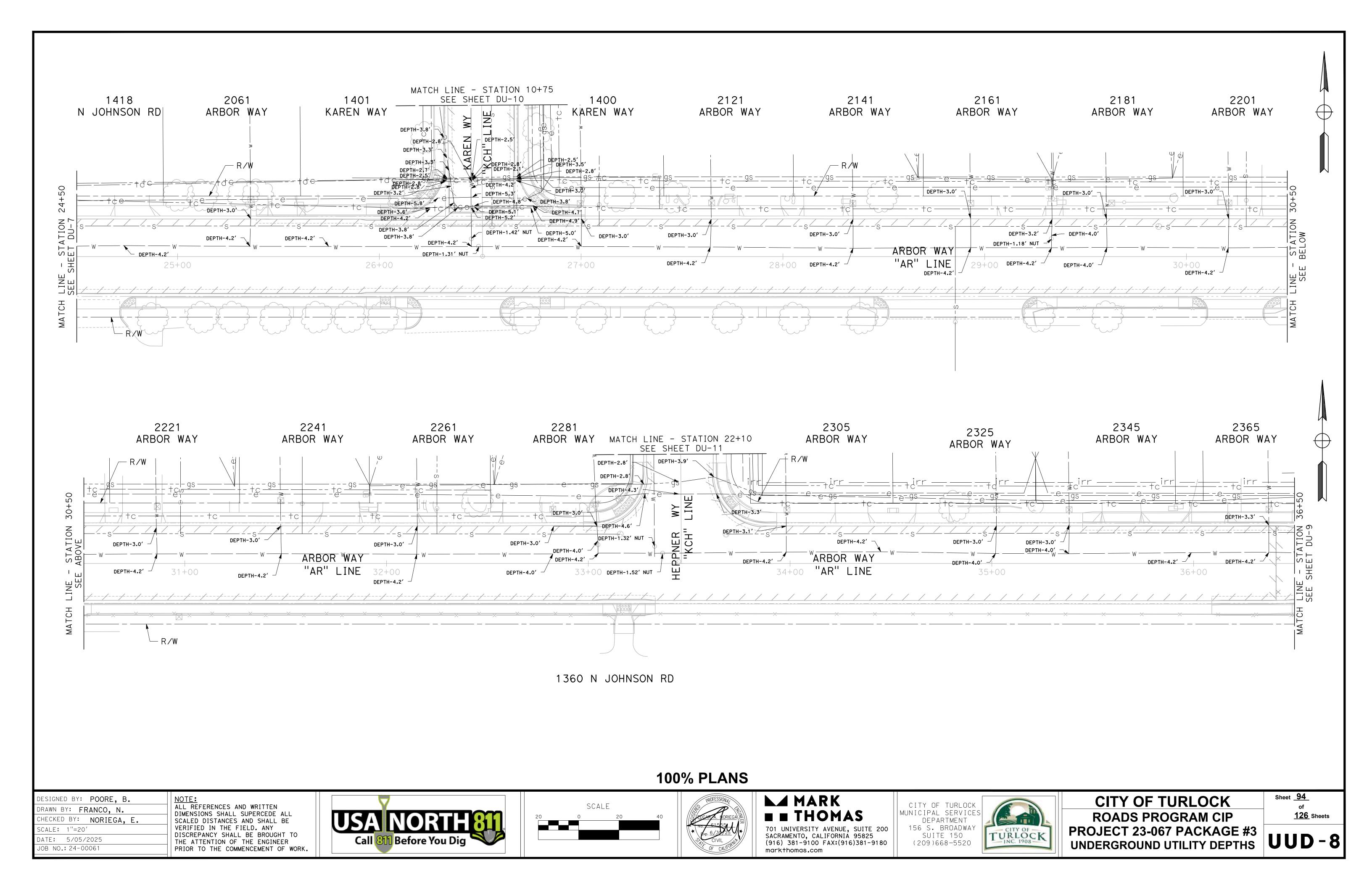
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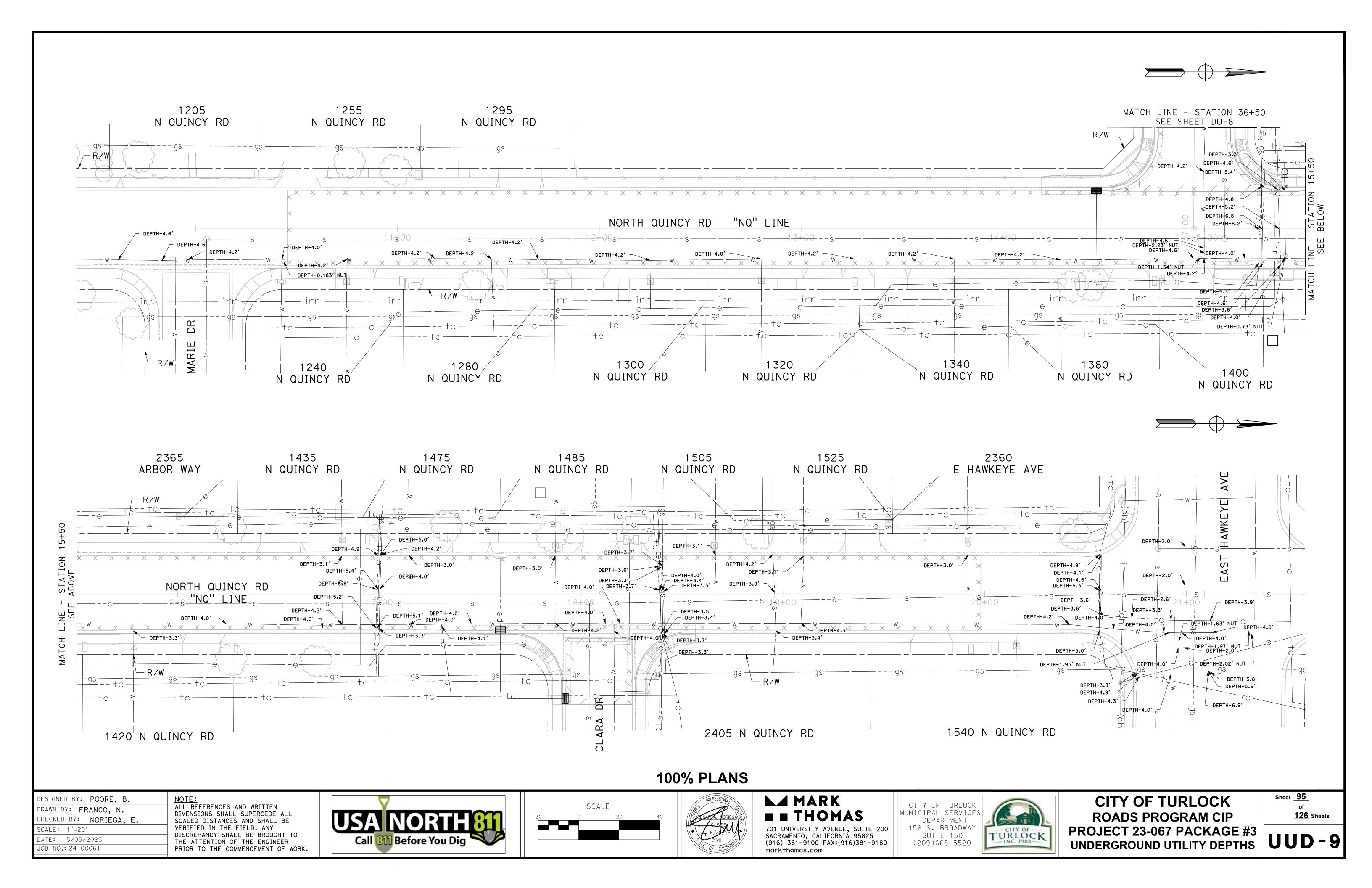


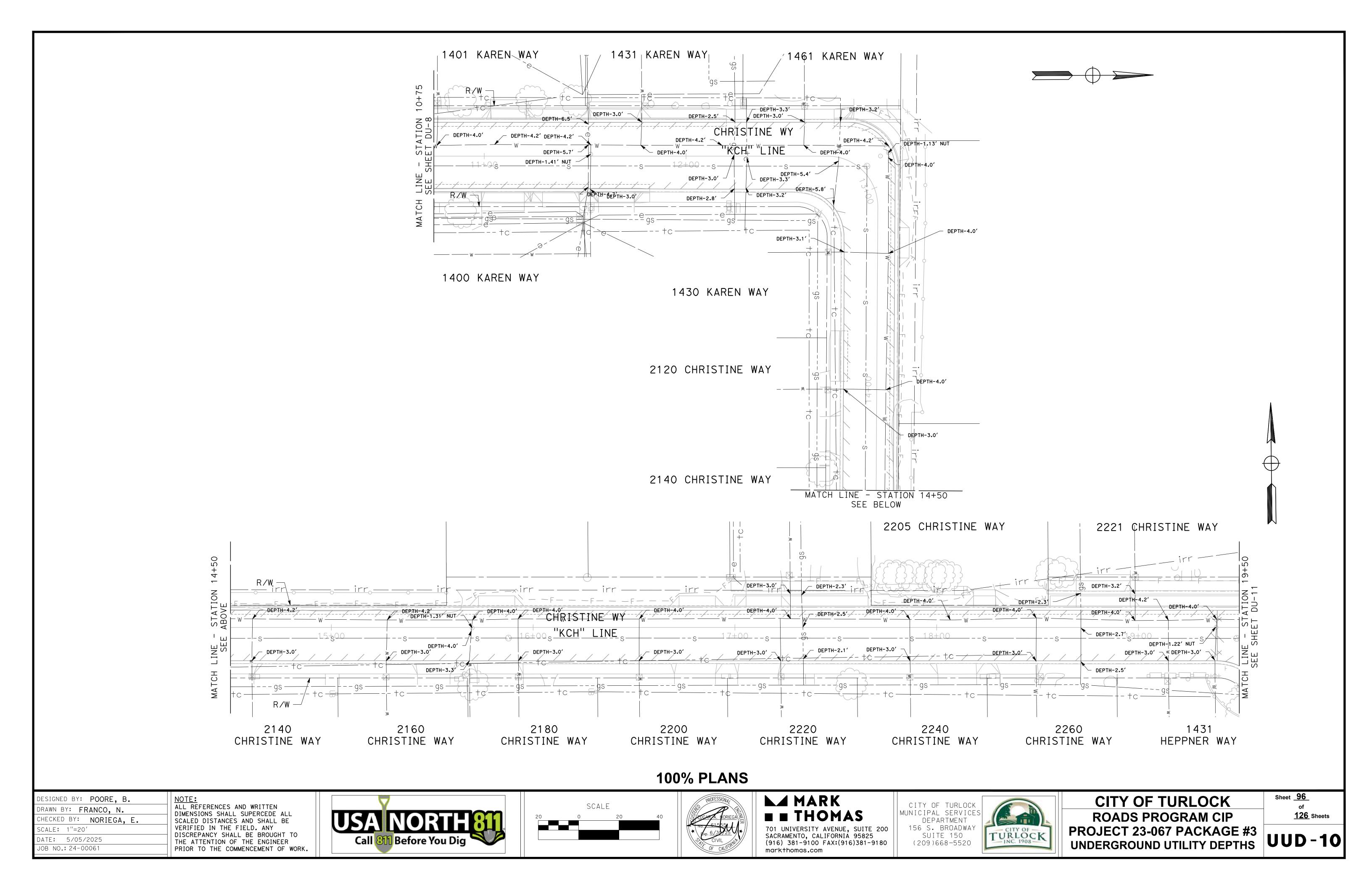
CITY OF TURLOCK ROADS PROGRAM CIP PROJECT 23-067 PACKAGE #3 UNDERGROUND UTILITY DEPTHS UUD - 6

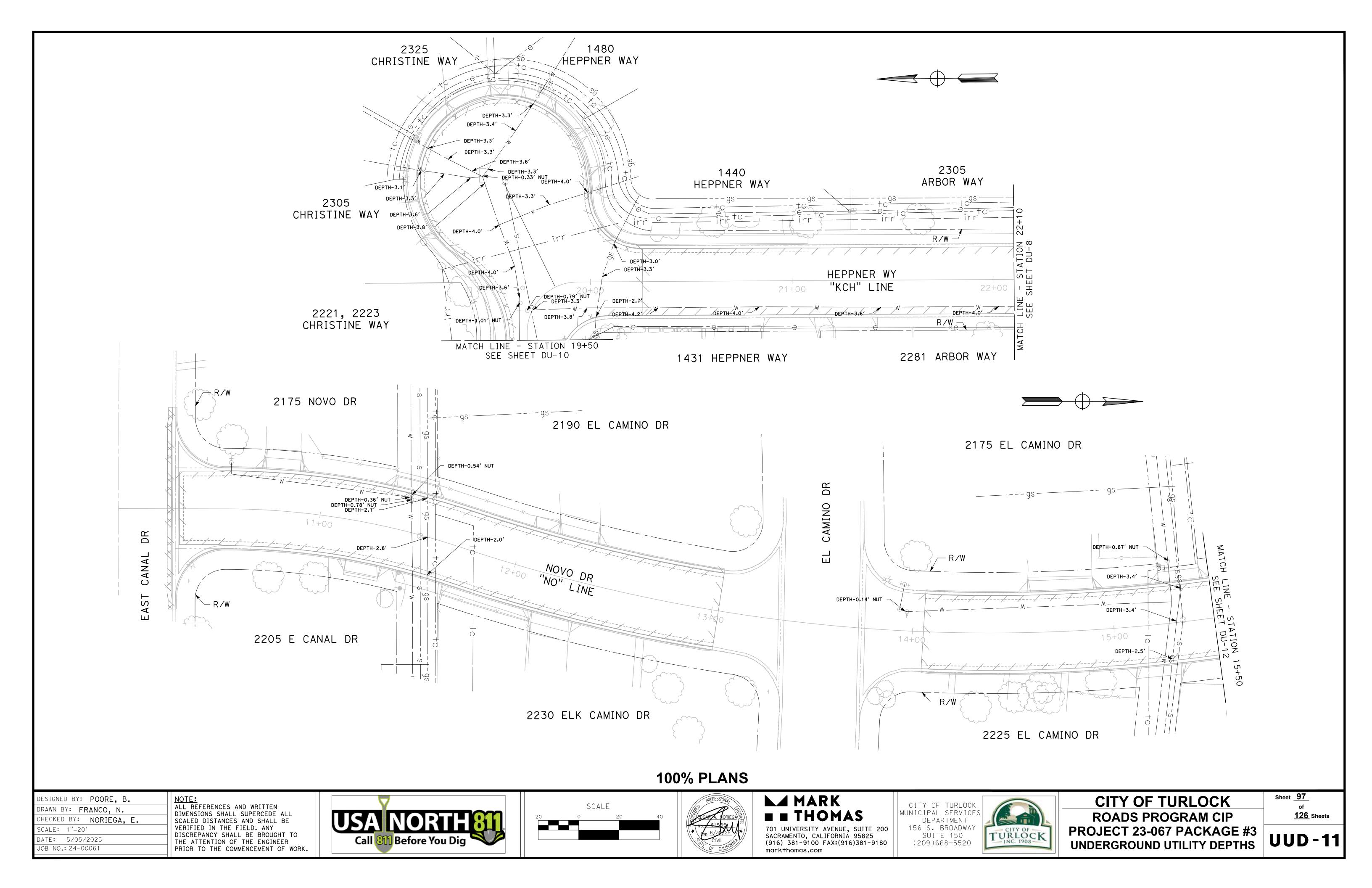
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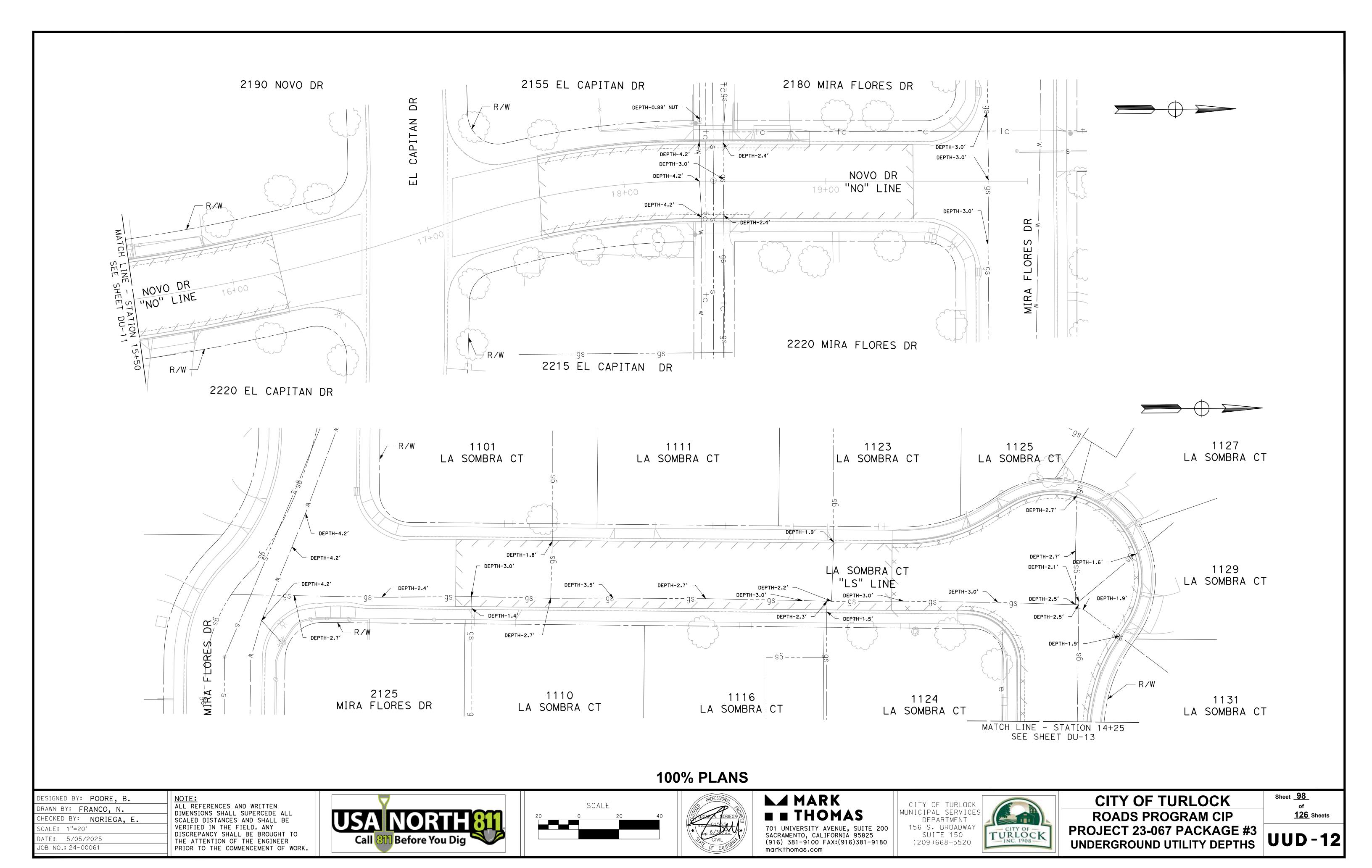


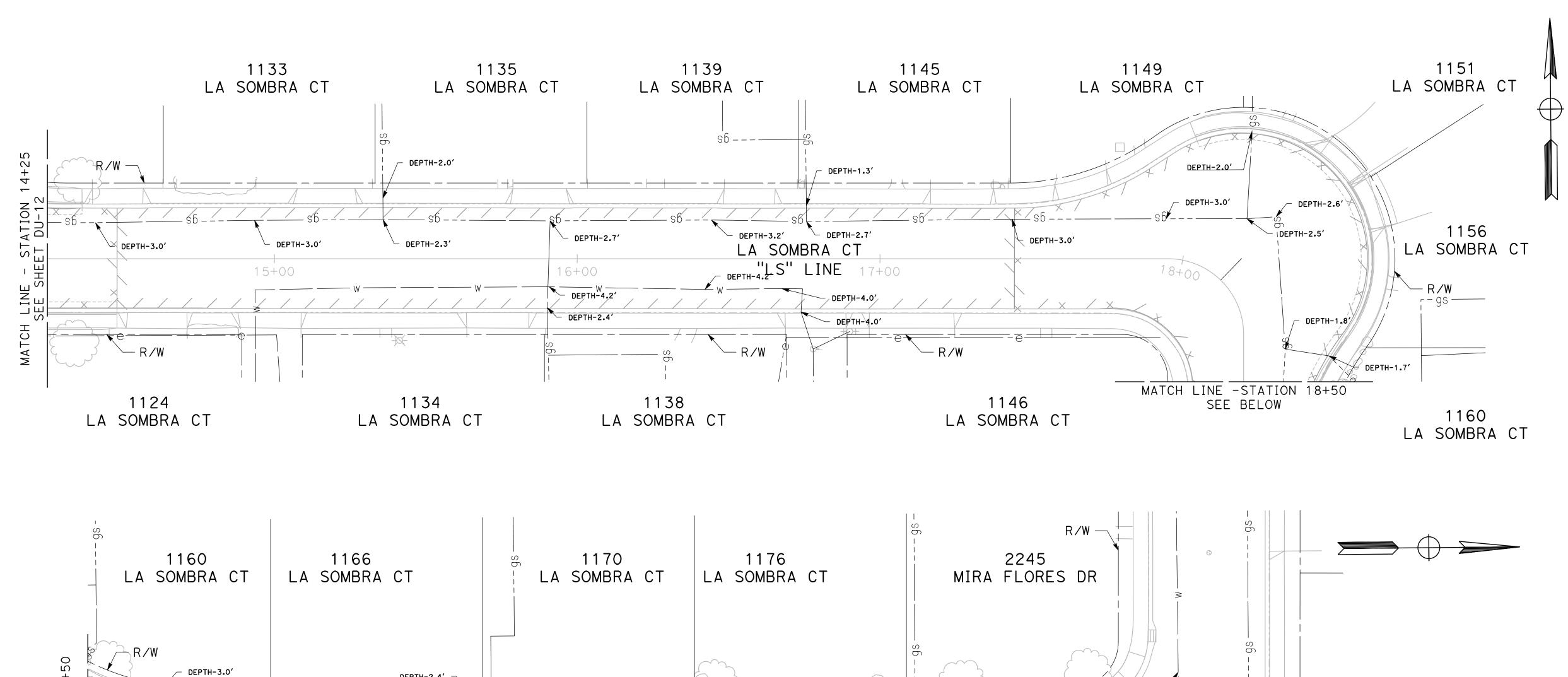


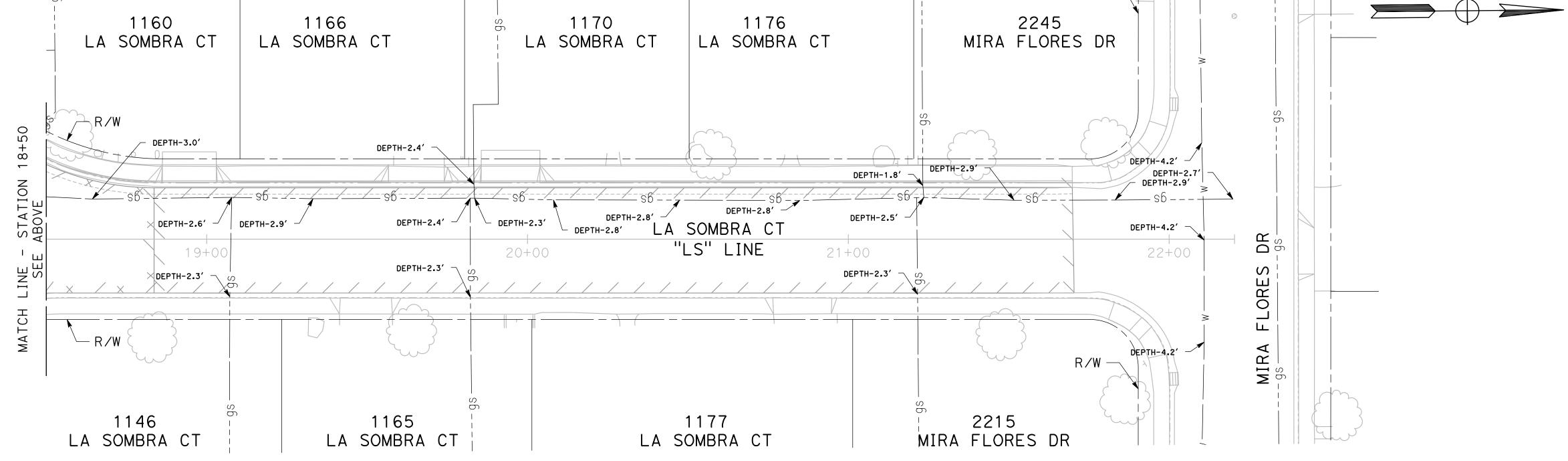












DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.

CHECKED BY: NORIEGA, E.

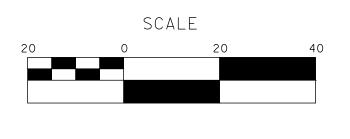
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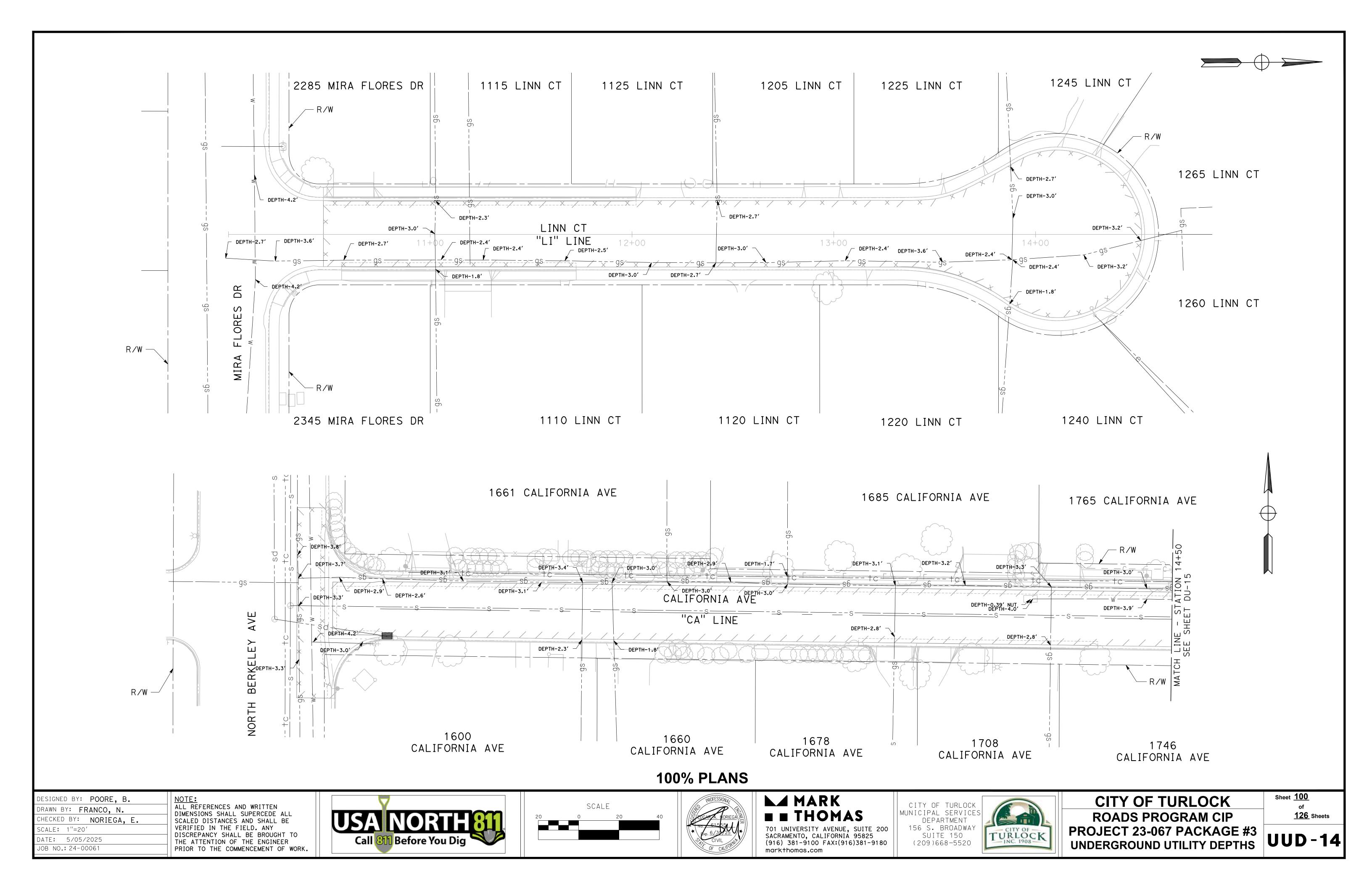


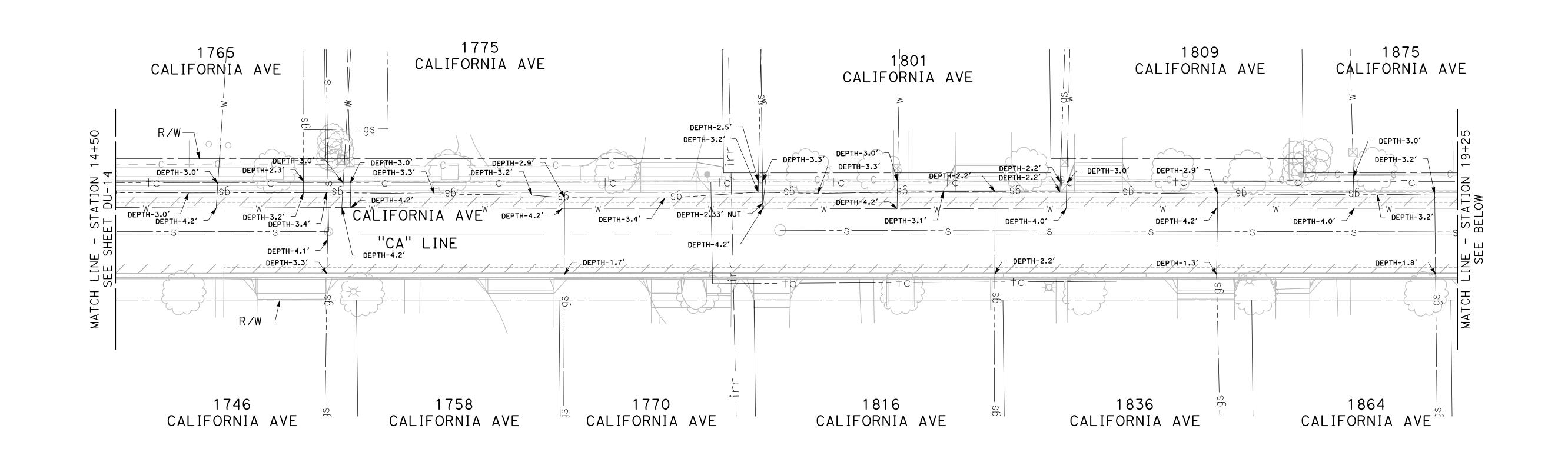
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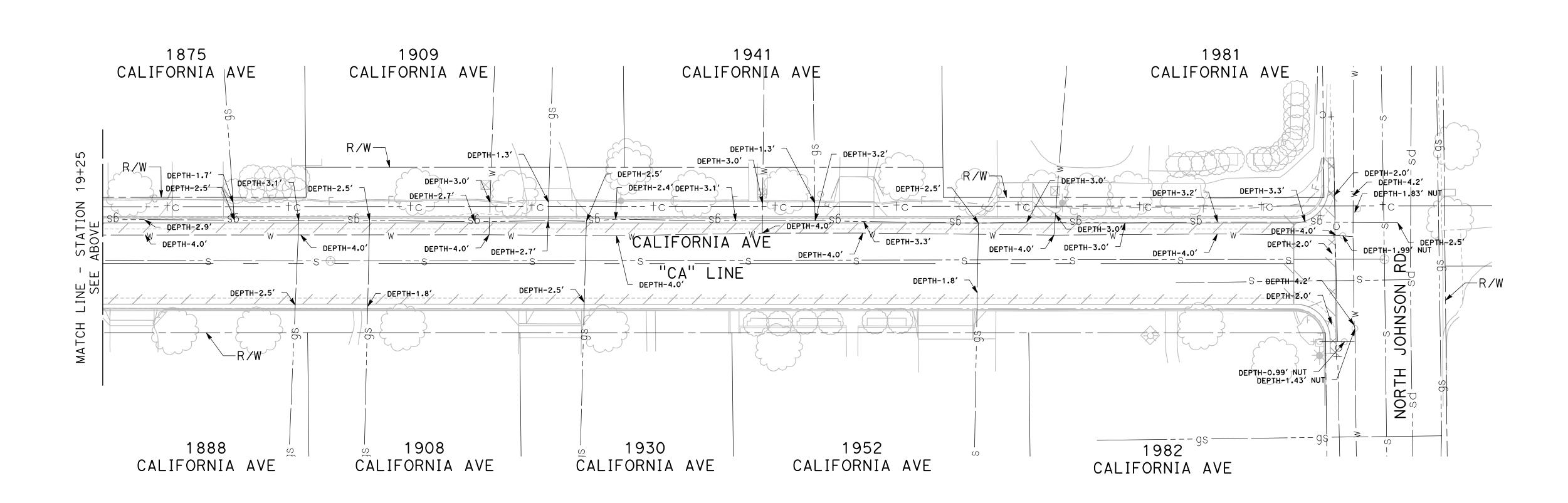
ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #3
UNDERGROUND UTILITY DEPTHS

Sheet <u>99</u> of <u>126</u> Sheets

UUD-13







DESIGNED BY: POORE, B.

DRAWN BY: FRANCO, N.

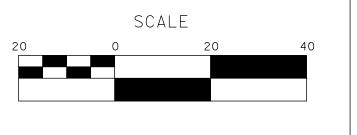
CHECKED BY: NORIEGA, E.

SCALE: 1"=20'

DATE: 5/05/2025

OB NO.: 24-00061

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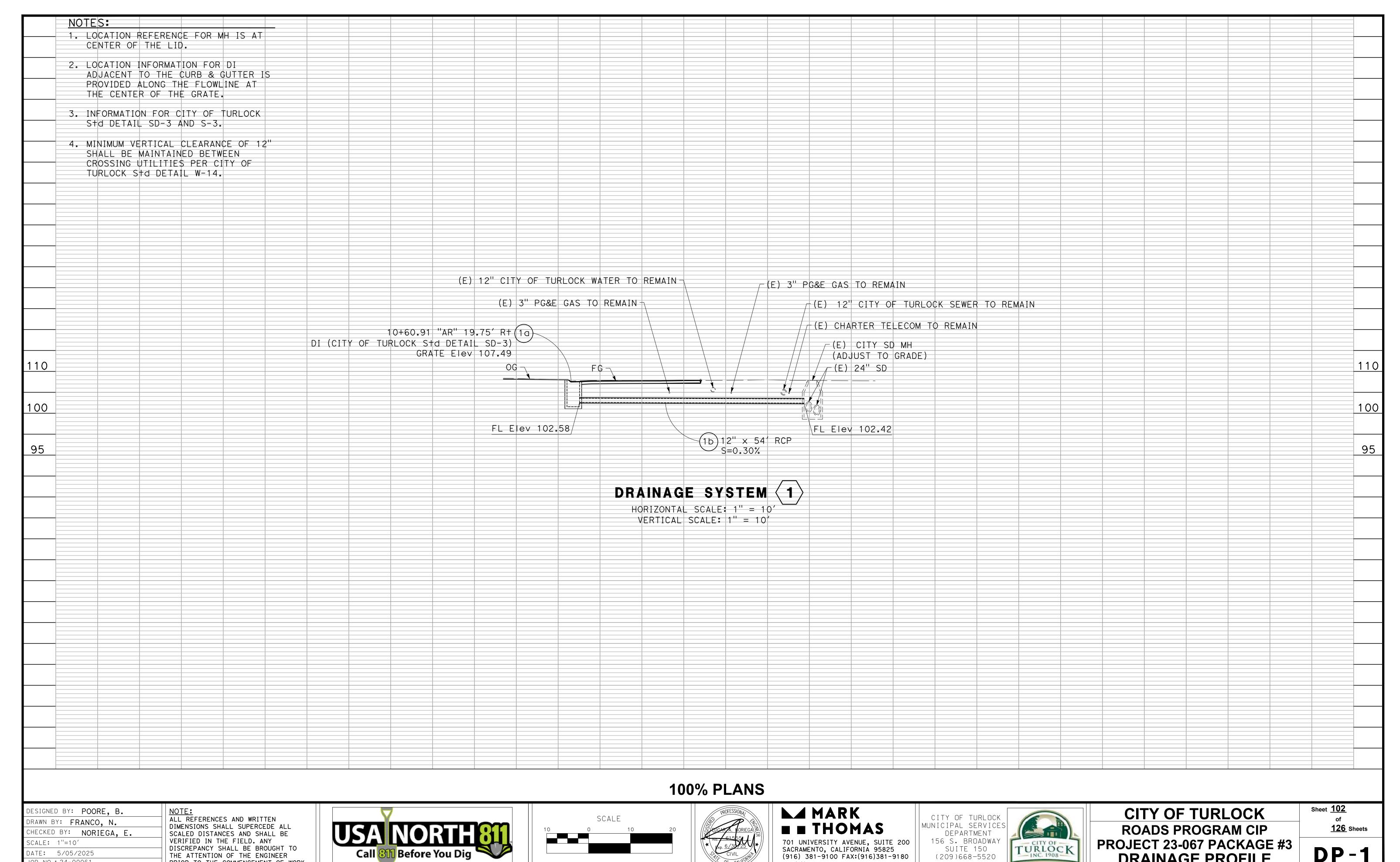
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ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #3
UNDERGROUND UTILITY DEPTHS

Sheet <u>101</u> of <u>126</u> Sheets

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DP-1

DRAINAGE PROFILE

TRAFFIC CONTROL GENERAL NOTES:

- 1. VALIDATION: THE TRAFFIC CONTROL PLAN IS NOT VALID UNTIL WORK DATES ARE APPROVED. THE CONTRACTOR SHALL, PER SECTION 601-2 OF THE CITY SUPPLEMENT TO THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, CONTACT THE PUBLIC WORKS TRAFFIC CONTROL SECTION AT (209) 668-5520 TO OBTAIN A PERMIT. THE CONTRACTOR MUST SUBMIT A COMPLETED TRAFFIC CONTROL PERMIT FORM A MINIMUM OF TWO (2) WORKING DAYS PRIOR TO STARTING WORK, OR FIVE (5) WORKING DAYS WHEN WORK WILL AFFECT A TRAFFIC SIGNAL.
- 2. STANDARDS: THIS TRAFFIC CONTROL PLAN SHALL CONFORM TO EACH OF THE FOLLOWING MANUALS:

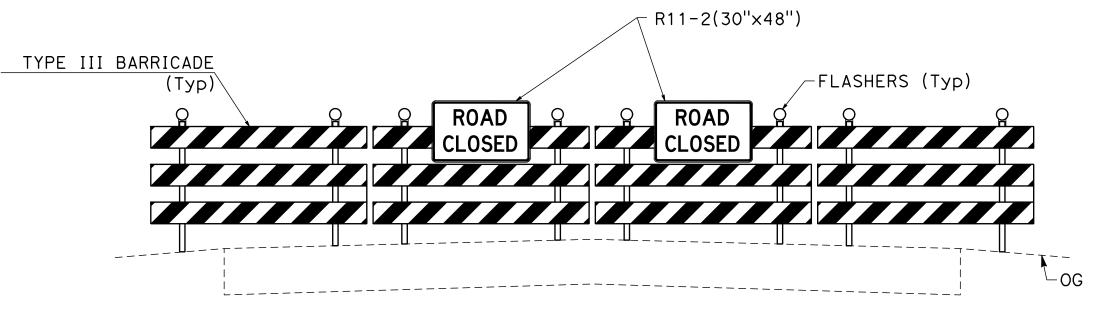
EDITION DESCRIPTION

CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) 2014

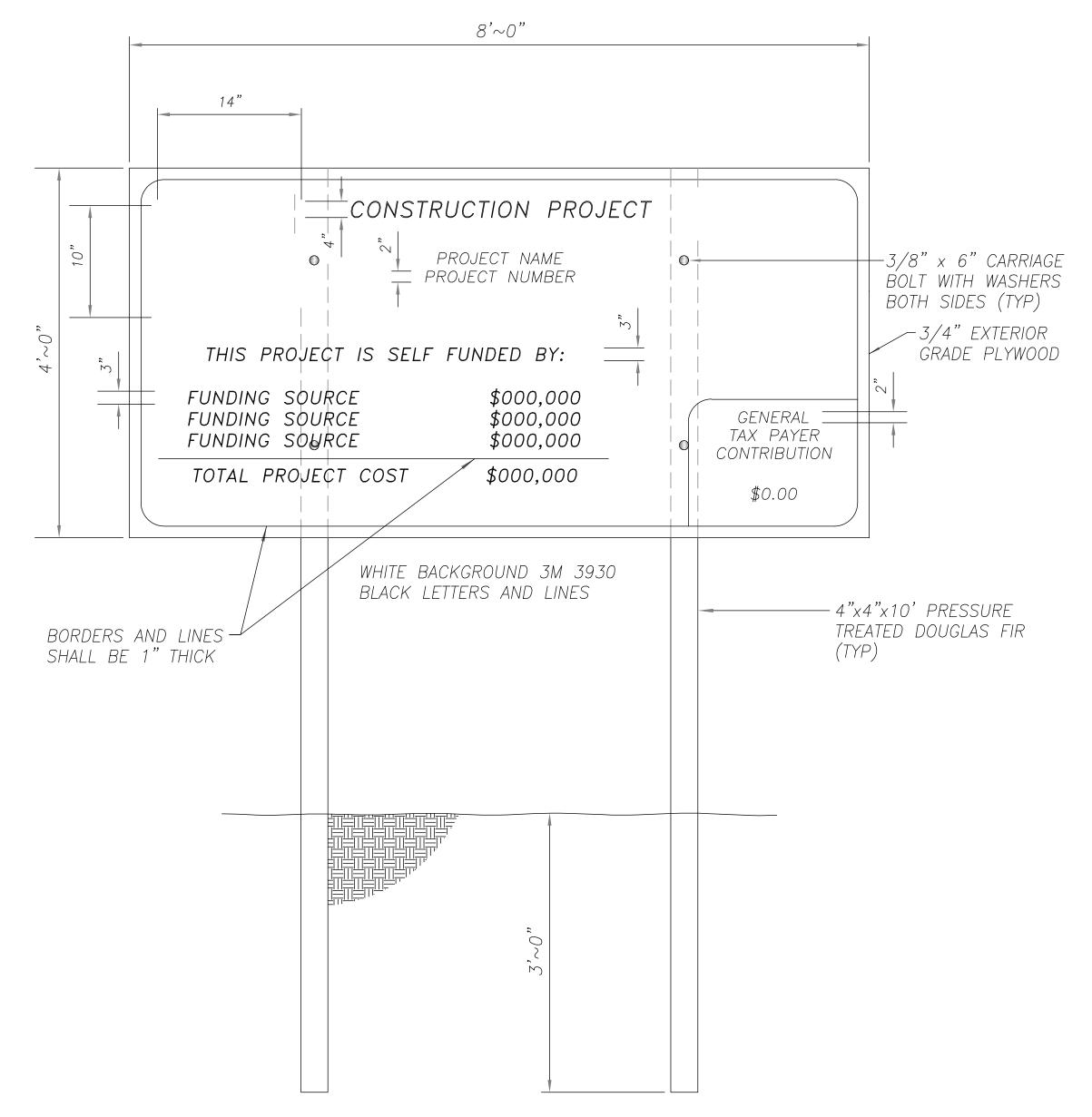
2016 CITY OF TURLOCK STANDARD SPECIFICATIONS AND DRAWINGS

2023 CALTRANS STANDARD PLANS

- 3. NOTIFICATIONS: THE CONTRACTOR SHALL NOTIFY RELEVANT AGENCIES A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO ANY EXCAVATION, CONSTRUCTION, OR TRAFFIC CONTROL.
- 4. THE CONTRACTOR SHALL NOTIFY PROPERTY OWNERS AND TENANTS A MINIMUM OF SEVEN (7) WORKING DAYS PRIOR TO CLOSURE OF DRIVEWAYS. THE CONTRACTOR SHALL POST SIGNS NOTIFYING THE PUBLIC A MINIMUM OF SEVEN (7) WORKING DAYS PRIOR TO CLOSURE OF STREETS.
- 5. POSTING PARKING RESTRICTIONS: THE CONTRACTOR SHALL POST "TOW-AWAY/NO PARKING SIGNS SEVENTY TWO (72) HOURS IN ADVANCE OF PARKING REMOVAL. SIGNS SHALL INDICATE SPECIFIC DAYS, DATES, AND TIMES OF RESTRICTIONS.
- 6. EXCAVATIONS: EXCEPT AS OTHERWISE SHOWN ON THE PLANS. TRENCHES SHALL BE BACKFILLED OR TRENCH-PLATED AT THE END OF EACH WORK DAY. AN ASPHALT RAMP SHALL BE PLACED AROUND EACH TRENCH PLATE TO PREVENT THE PLATE FROM BEING DISLODGED. CONTRACTOR SHALL MONITOR TRENCH PLATES DURING NON-WORKING HOURS TO ENSURE THAT THEY DO NOT BECOME DISLODGED, UPON COMPLETION OF EXCAVATION BACKFILL, THE CONTRACTOR SHALL PROVIDE A SATISFACTORY SURFACE FOR TRAFFIC, WHEN CONSTRUCTION OPERATIONS ARE NOT ACTIVELY IN PROGRESS, THE CONTRACTOR SHALL MAINTAIN ALL TRAVEL LANES, BIKE LANES, AND PEDESTRIAN WALKWAYS OPEN TO THE APPROPRIATE TRAFFIC EXCEPT AS OTHERWISE SHOWN ON THE PLANS.
- 7. RESTORATION OF TRAFFIC CONTROL DEVICES: THE CONTRACTOR SHALL REPAIR OR REPLACE TRAFFIC CONTROL DEVICES (INCLUDING TRAFFIC SIGNS, STRIPING, PAVEMENT MARKERS, PAVEMENT MARKINGS, LEGENDS, CURB MARKINGS, LOOP DETECTORS, TRAFFIC SIGNAL EQUIPMENT, ETC.) DAMAGED OR REMOVED AS A RESULT OF OPERATIONS AND NOT DESIGNATED FOR REMOVAL. REPAIRS AND REPLACEMENTS SHALL BE AT LEAST EQUAL TO EXISTING IMPROVEMENT.
- 8. TEMPORARY TRAFFIC SIGNAL DETECTION: THE CONTRACTOR SHALL INSTALL CITY APPROVED TEMPORARY VIDEO OR RADAR DETECTION WHEN EXISTING TRAFFIC SIGNAL DETECTION SYSTEMS ARE DAMAGED, DISABLED, OR BECOME INEFFECTIVE DUE TO CONSTRUCTION FOR A PERIOD OF FIVE (5) OR MORE DAYS. THE CONTRACTOR SHALL COMPLETELY REMOVE ALL TEMPORARY TRAFFIC SIGNAL DETECTION EQUIPMENT AND RESTORE/INSTALL A CITY APPROVED PERMANENT VEHICLE DETECTION SYSTEM UPON COMPLETION OF CONSTRUCTION. ALL INSTALLATION AND REMOVALS ARE SUBJECT TO APPROVAL BY THE CITY ENGINEER.
- 9. CHANGE IN WORK: THE CITY ENGINEER WILL OBSERVE THESE TRAFFIC CONTROL PLANS IN OPERATION AND RESERVE THE RIGHT TO MAKE ANY CHANGES AS FIELD CONDITIONS WARRANT, ANY CHANGES SHALL BE DOCUMENTED AND SUPERCEDE THESE PLANS.
- 10. OPEN TRENCH: THE CONTRACTOR SHALL PLACE "OPEN TRENCH" SIGNS (C27(CA)) ON TYPE BARRICADES WITHIN THE WORK ZONE, AHEAD OF ANY WORK AREA WHICH INCLUDES OPEN TRENCHES IN EXCESS OF THREE (3) INCHES IN DEPTH, PER CA MUTCD SECTION 6F.103 (CA) GUIDELINES.
- 11.FOR WORK NOT COVERED BY THESE TRAFFIC CONTROL PLANS: THE CONTRACTOR SHALL PREPARE TRAFFIC CONTROL WORKING DRAWINGS AND SUBMIT THEM TO THE CITY RESIDENT ENGINEER. THE CONTRACTOR SHALL ALLOW A MINIMUM OF TWENTY (20) WORKING DAYS FOR REVIEW OF THE WORKING DRAWINGS. UPON APPROVAL OF THE TRAFFIC CONTROL PLAN, THE PUBLIC WORKS TRAFFIC CONTROL SECTION WILL ISSUE A TRAFFIC CONTROL PLAN (TCP) PERMIT FOR THIS WORK.
- 12. CONTRACTOR SHALL INSTALL UNEVEN PAVEMENT SIGNS C46 (CA) ALONG THE EDGE OF AREAS WHERE A STEP OF GREATER THAN 2" EXISTS
- 13. SEE TABLE 6H-3 IN THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) FOR MEANING OF LETTER CODES ON TYPICAL APPLICATION DIAGRAMS.
- 14. CONTRACTOR SHALL DEPLOY FOUR (4) PORTABLE CHANGEABLE MESSAGE SYSTEMS (PCMS) THROUGHOUT CONSTRUCTION, WITH FINAL PLACEMENT TO BE DETERMINED BY ENGINEER.
- 14. CONTRACTOR SHALL DEPLOY FOUR (4) CONSTRUCTION FUNDING SIGN PLACEMENT) THROUGHOUT CONSTRUCTION, WITH FINAL PLACEMENT TO BE DETERMINED BY ENGINEER.



TEMPORARY BARRICADE ROAD CLOSURE DETAIL



CONSTRUCTION FUNDING SIGN

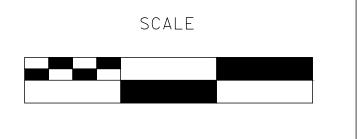
100% PLANS

DESIGNED BY: POORE, B. ALL REFERENCES AND WRITTEN DRAWN BY: FRANCO, N. DIMENSIONS SHALL SUPERCEDE ALL CHECKED BY: NORIEGA, E. SCALED DISTANCES AND SHALL BE VERIFIED IN THE FIELD. ANY SCALE: NOT TO SCALE DISCREPANCY SHALL BE BROUGHT TO DATE: 5/05/2025 THE ATTENTION OF THE ENGINEER

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OB NO.: 24-00061









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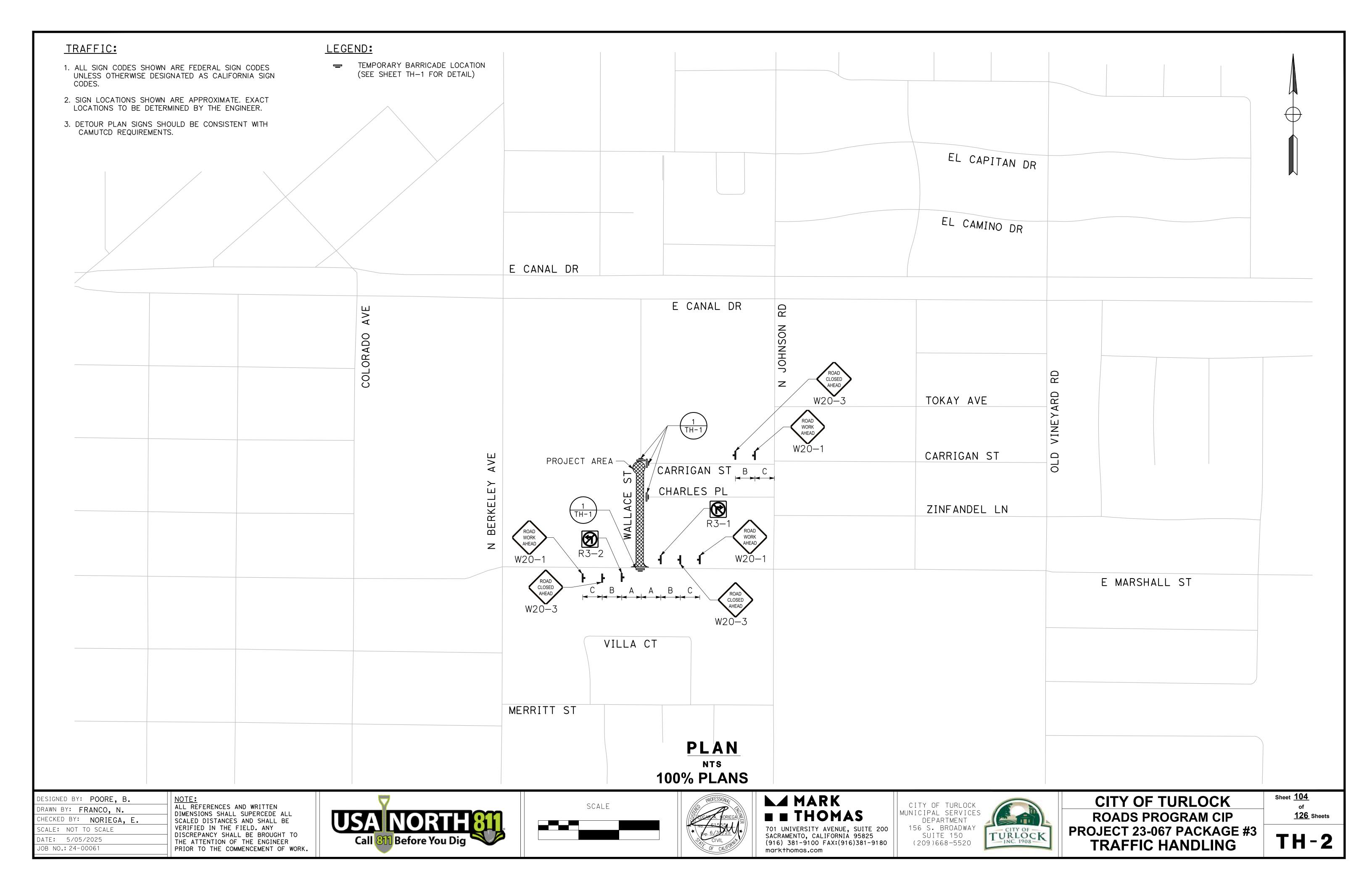
CITY OF TURLOCK

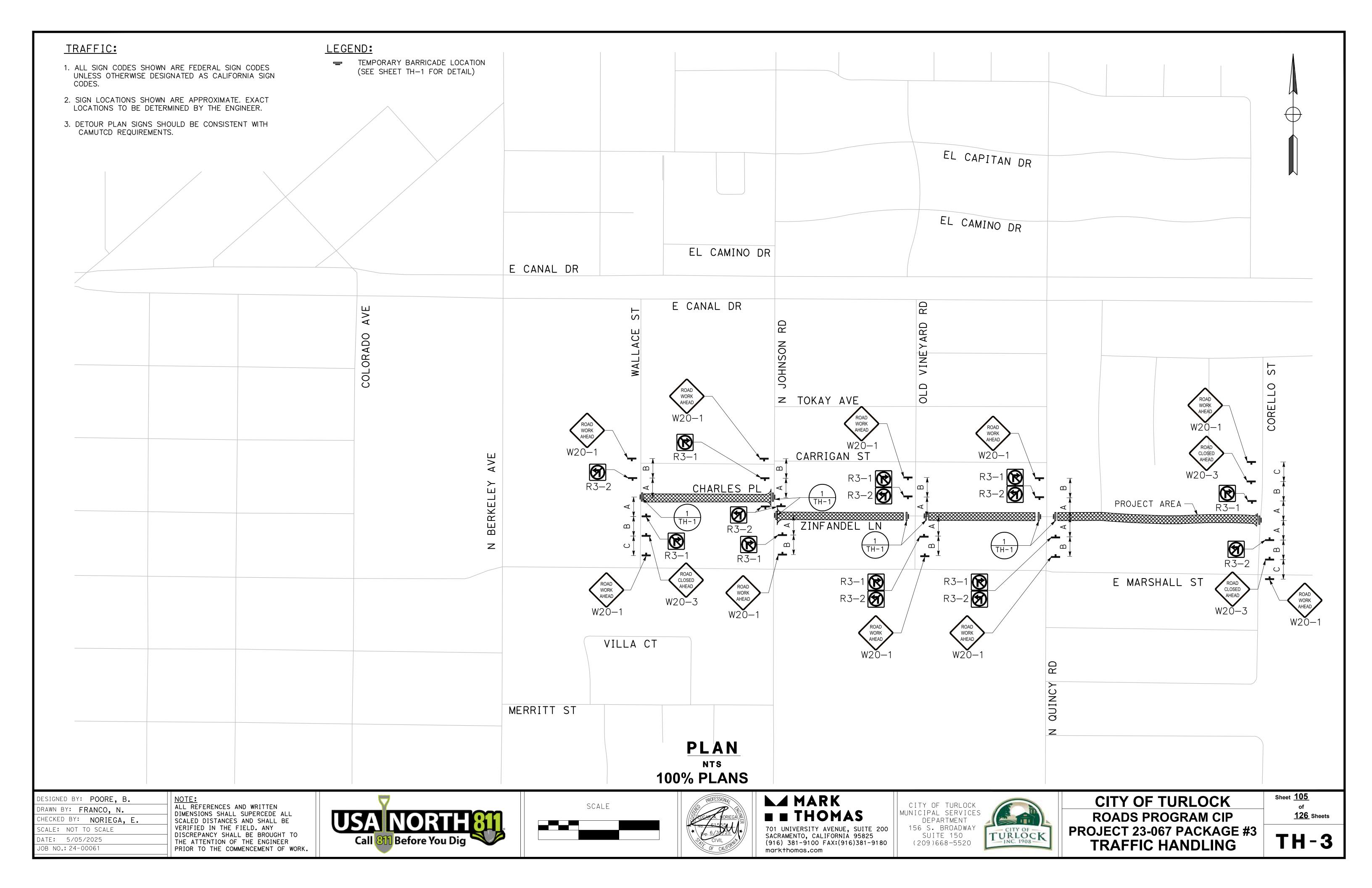


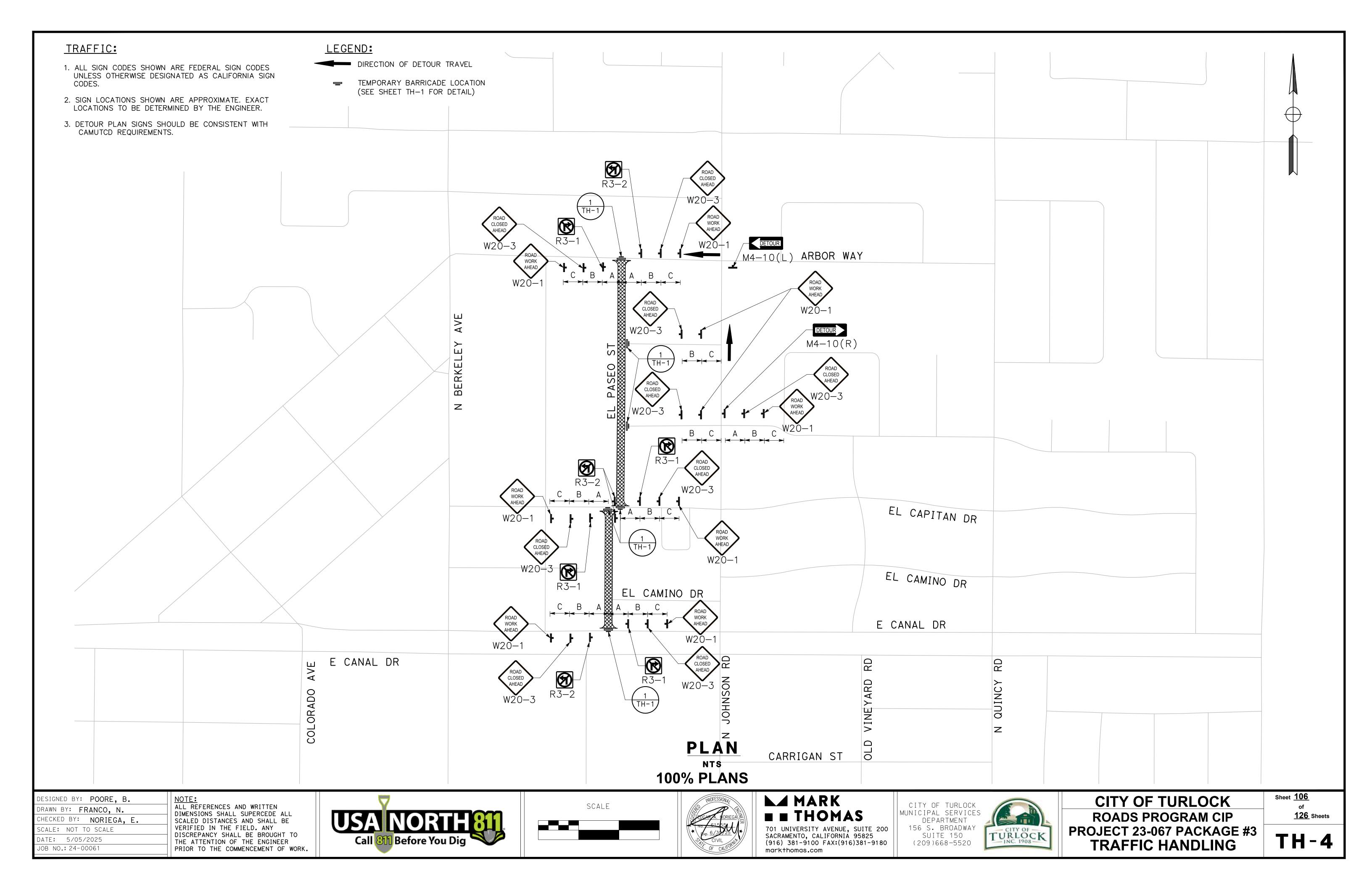
CITY OF TURLOCK **ROADS PROGRAM CIP** PROJECT 23-067 PACKAGE #3 TRAFFIC HANDLING

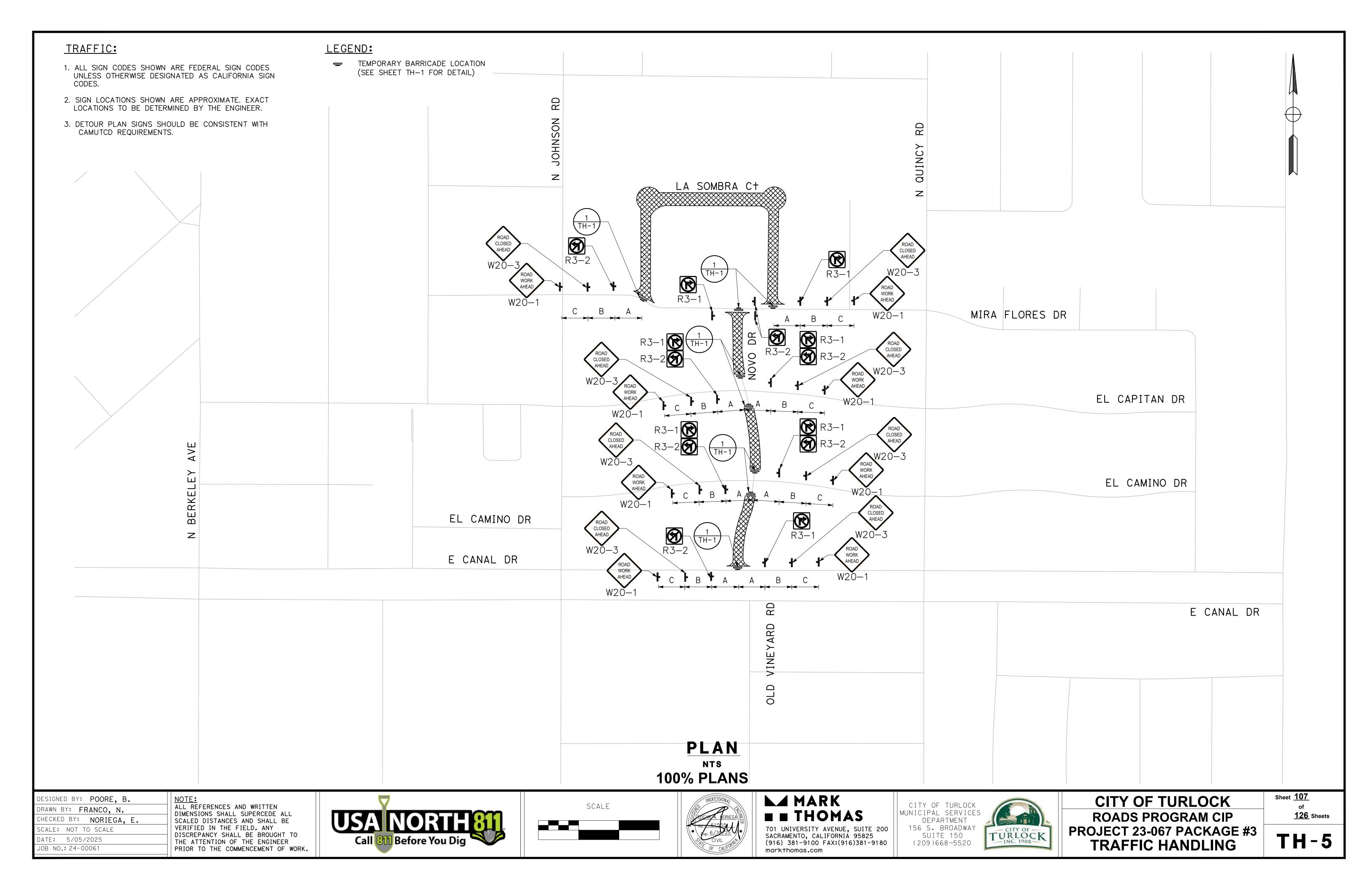
Sheet <u>103</u> **126** Sheets

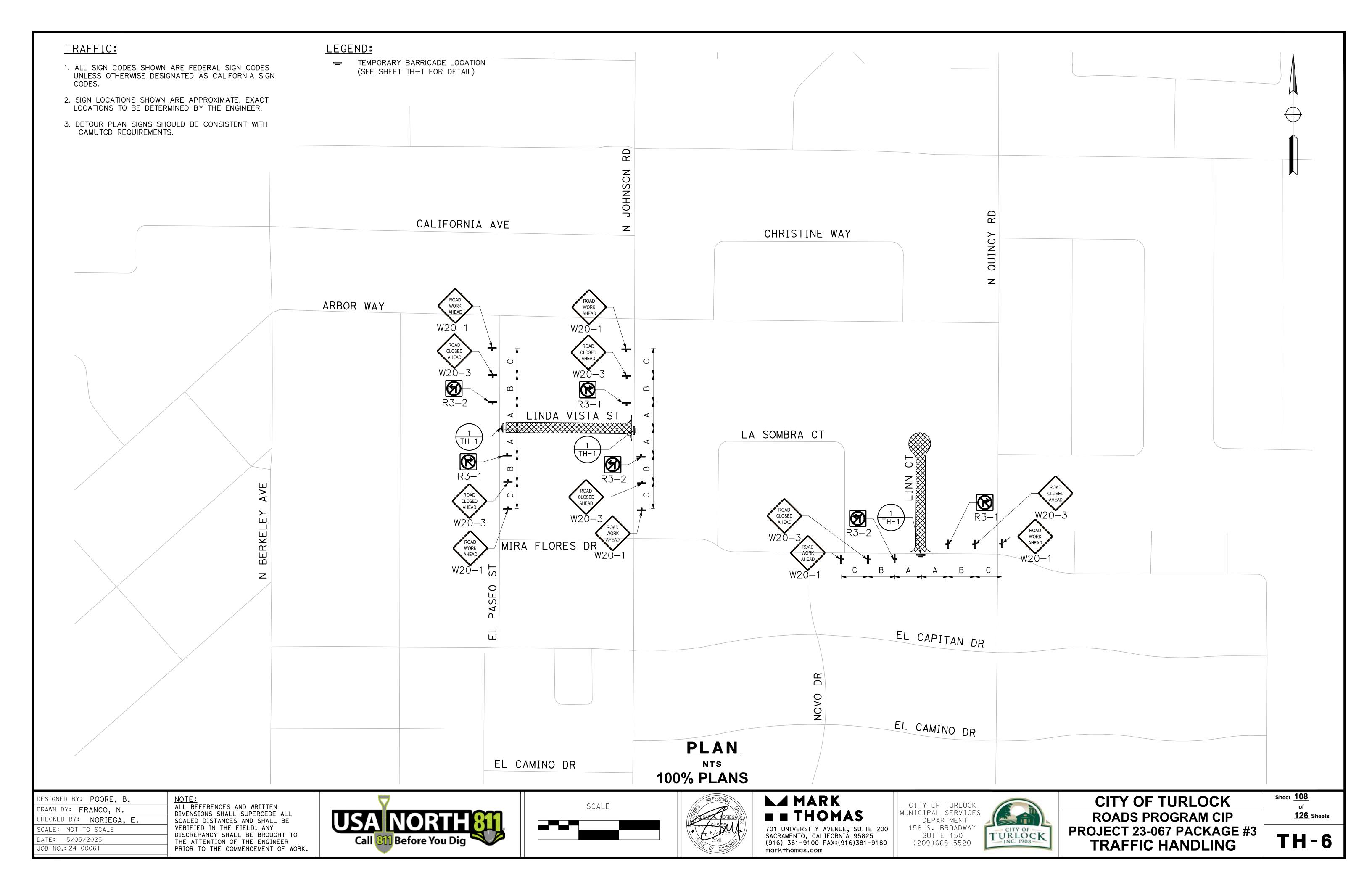
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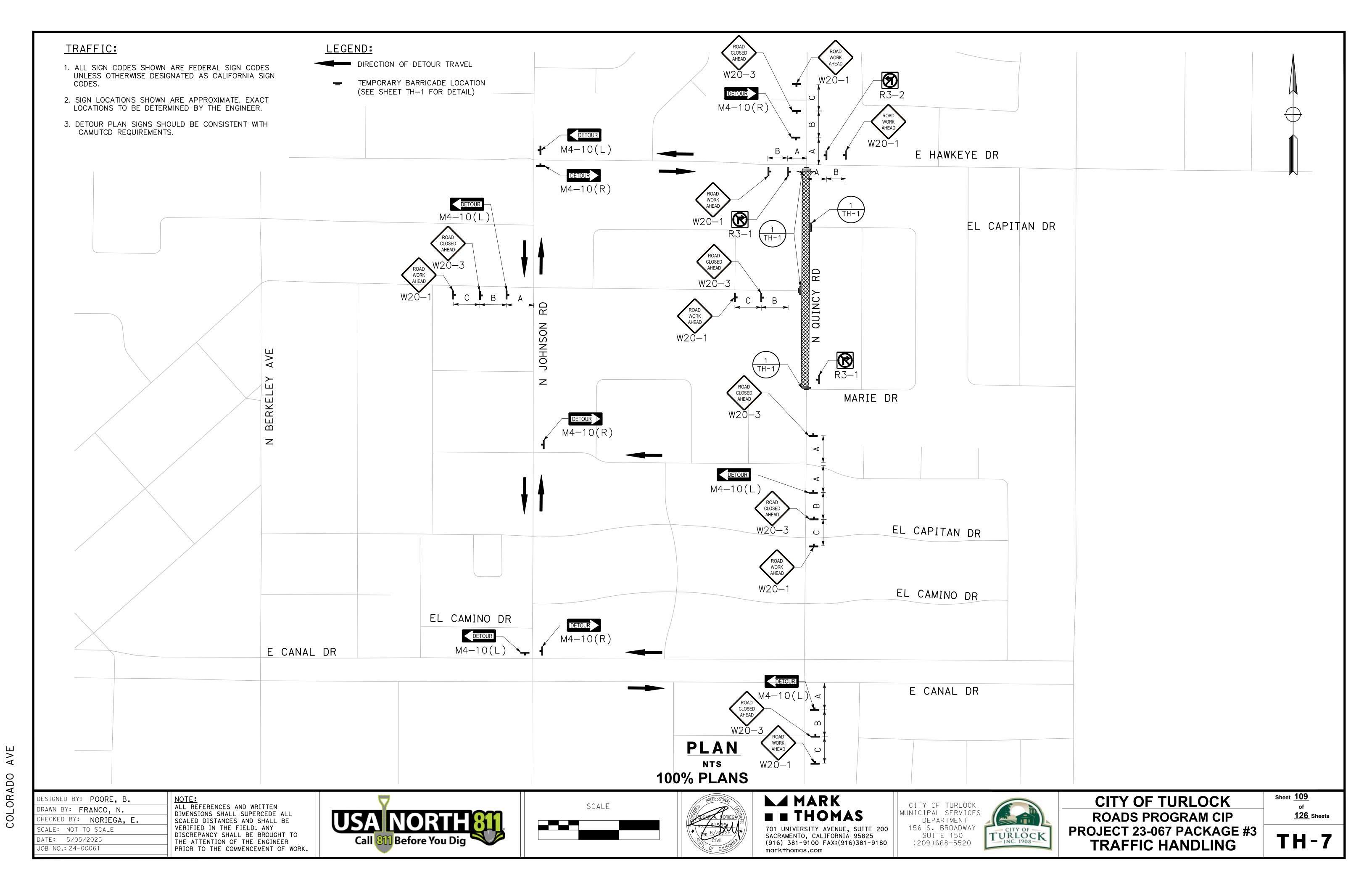


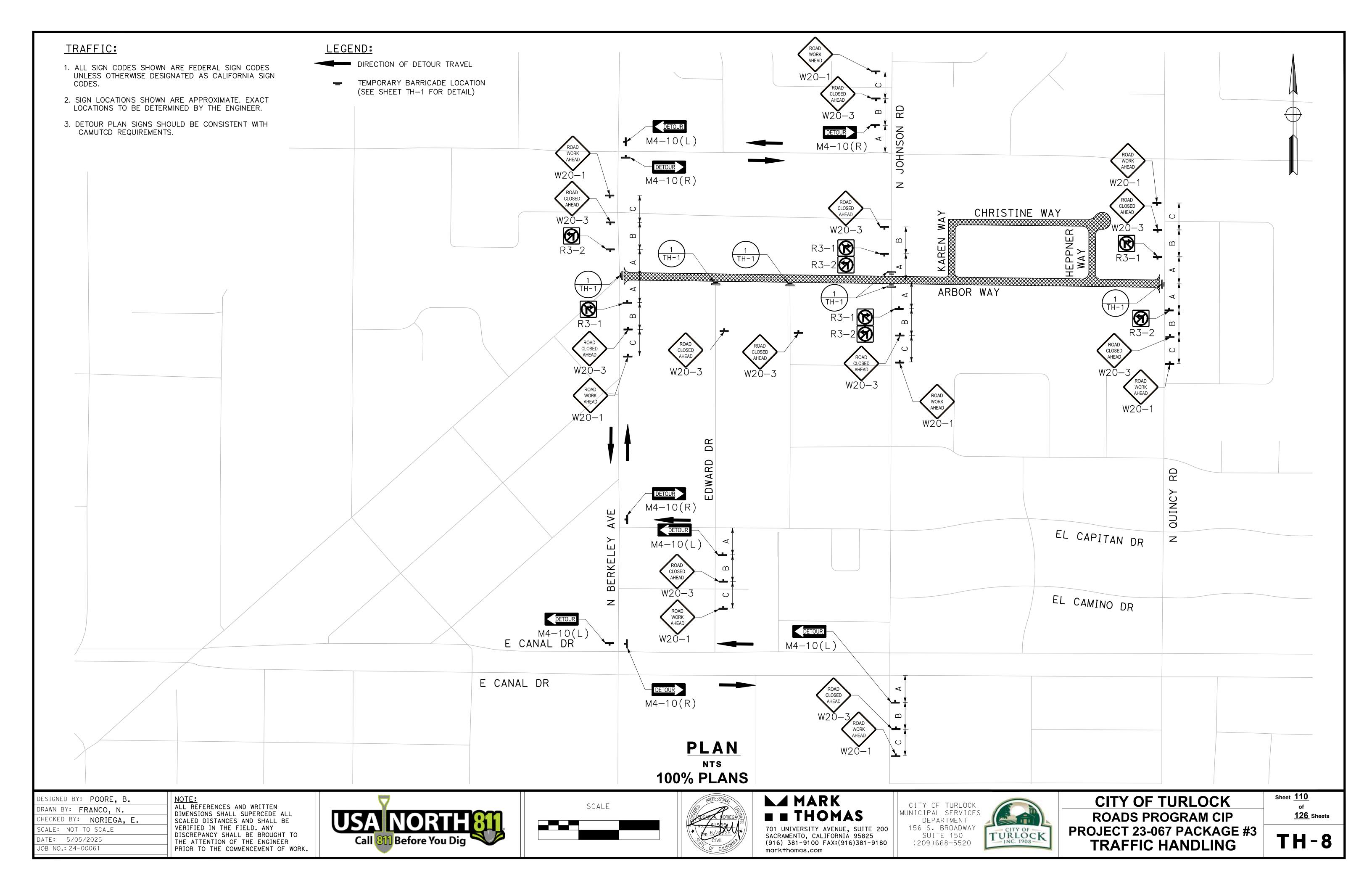


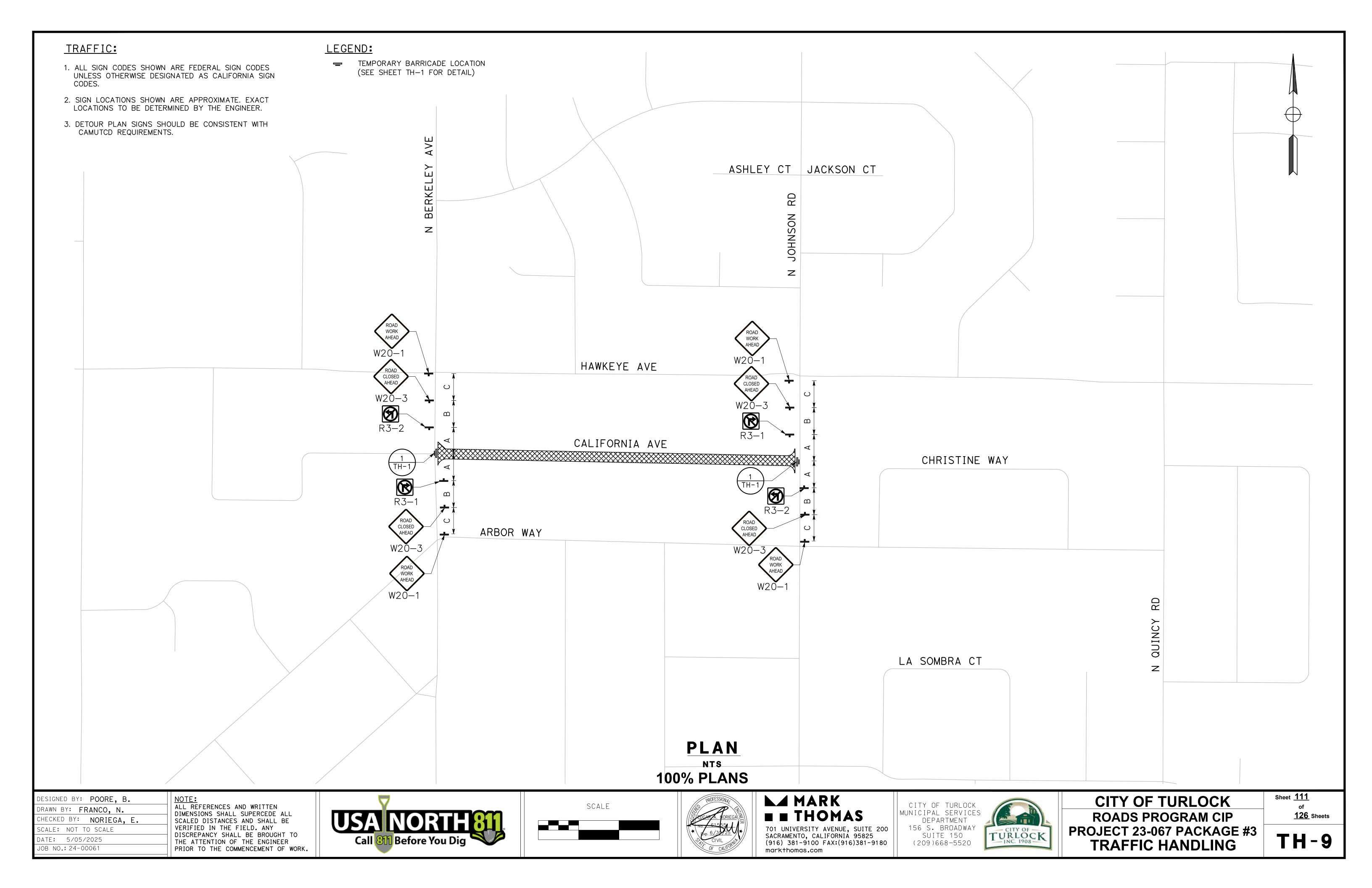


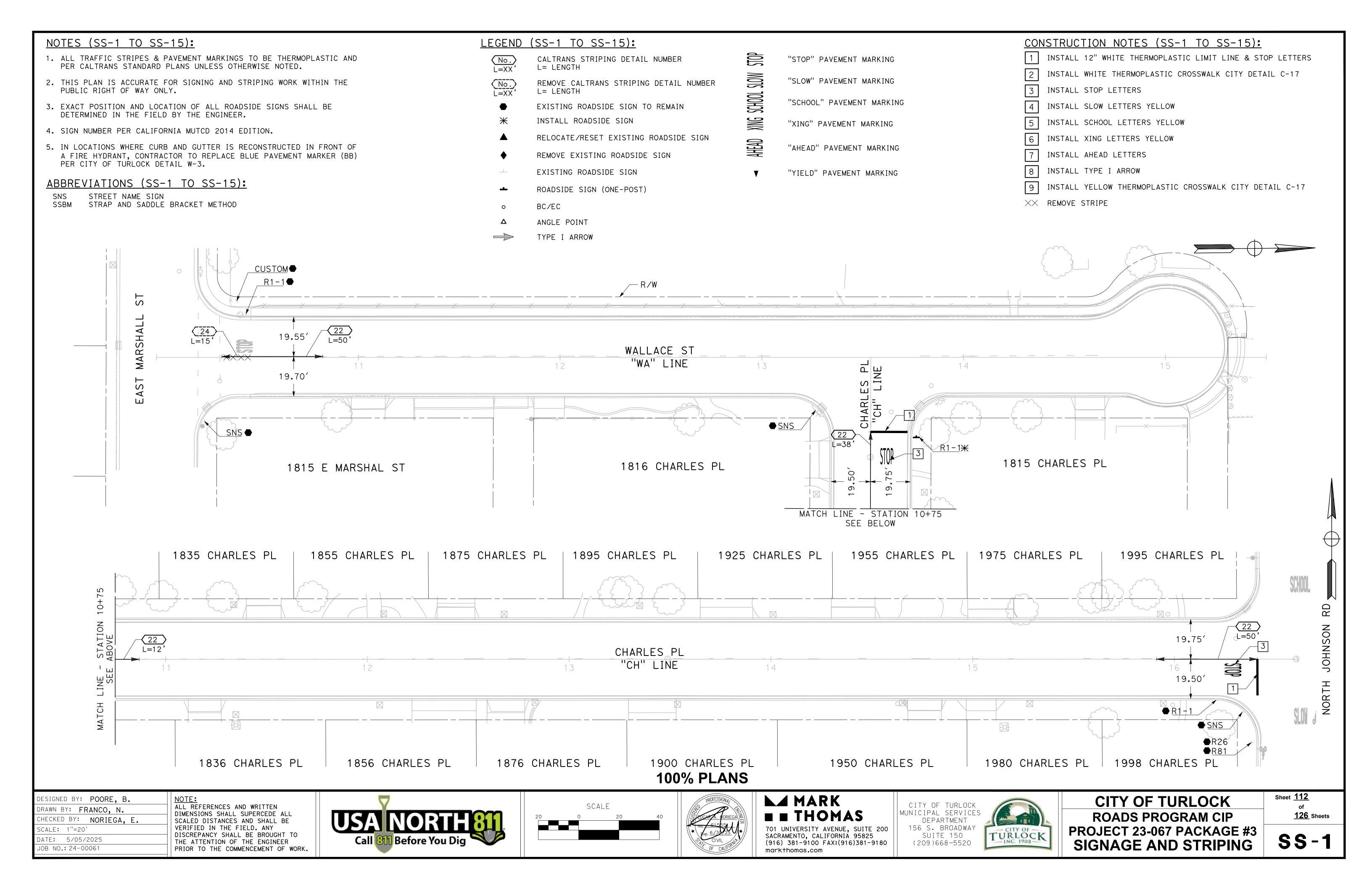


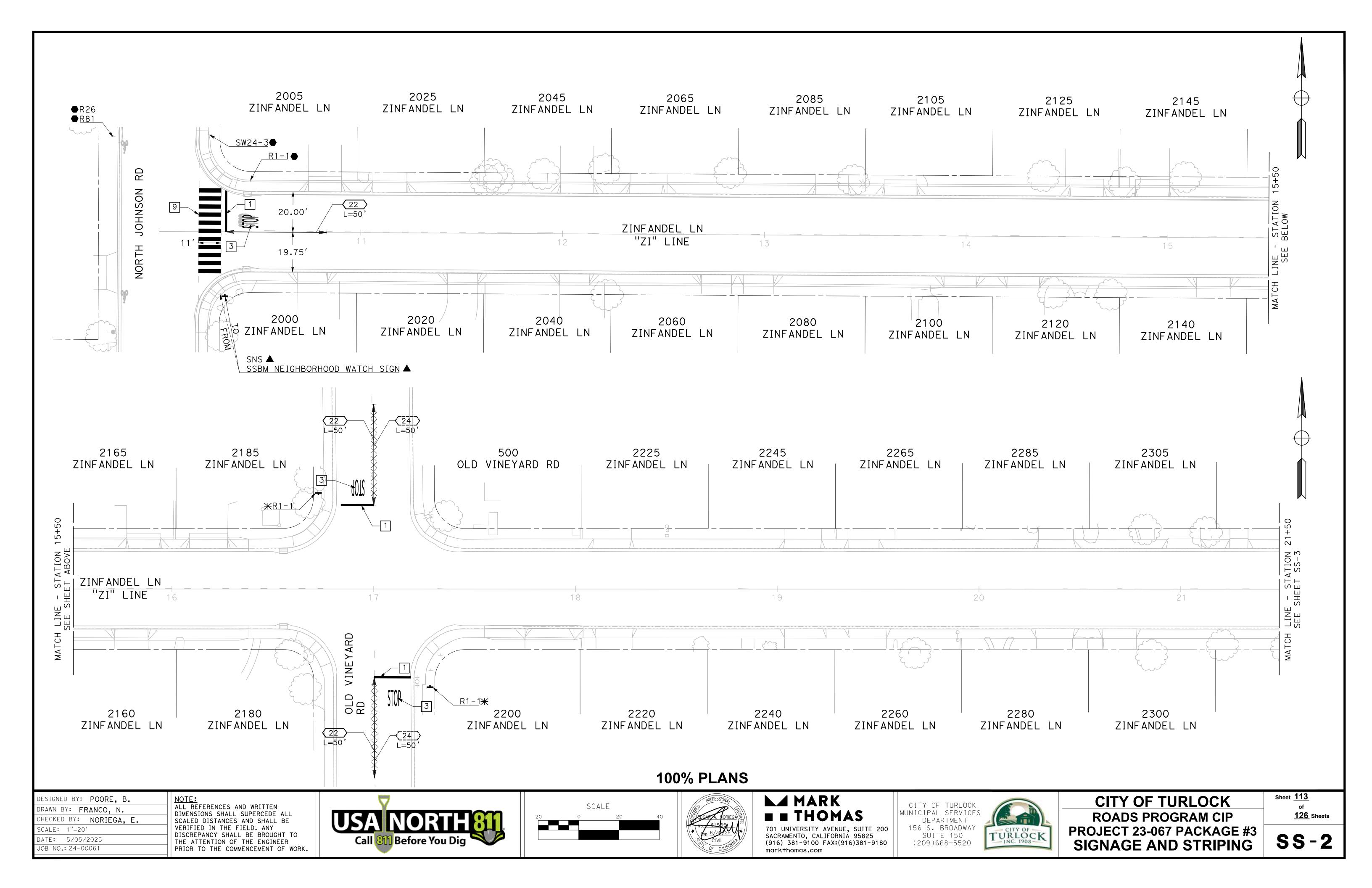


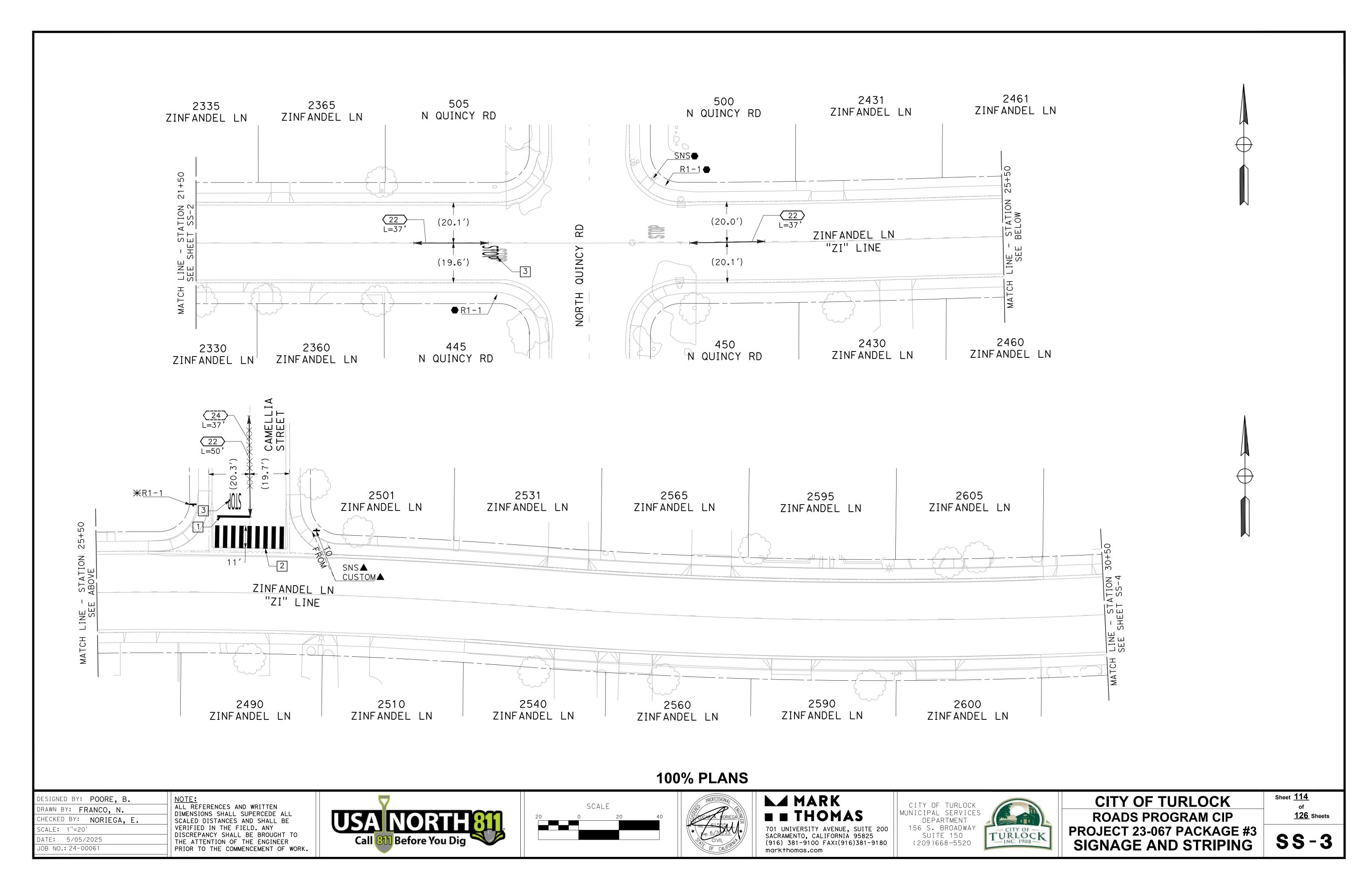


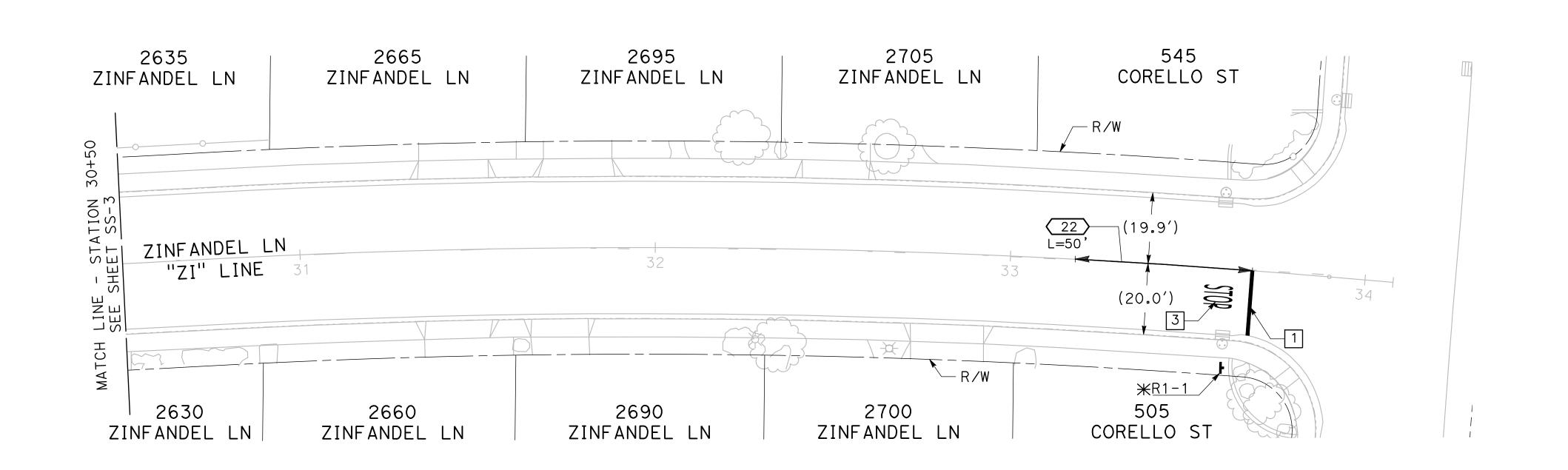


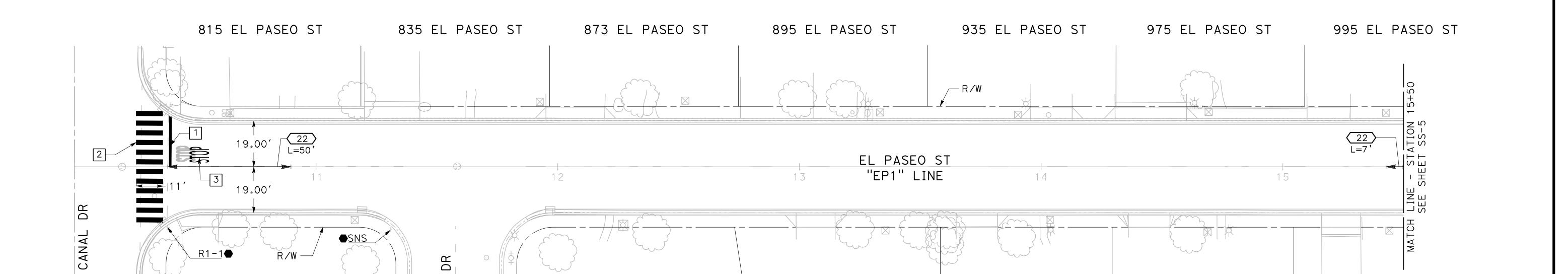












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JOB NO.: 24-00061

EAST

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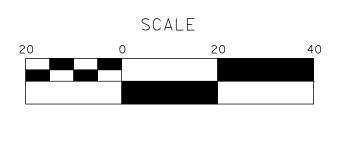
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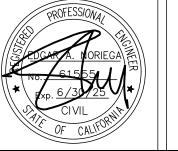


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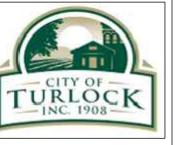
904 EL PASEO ST



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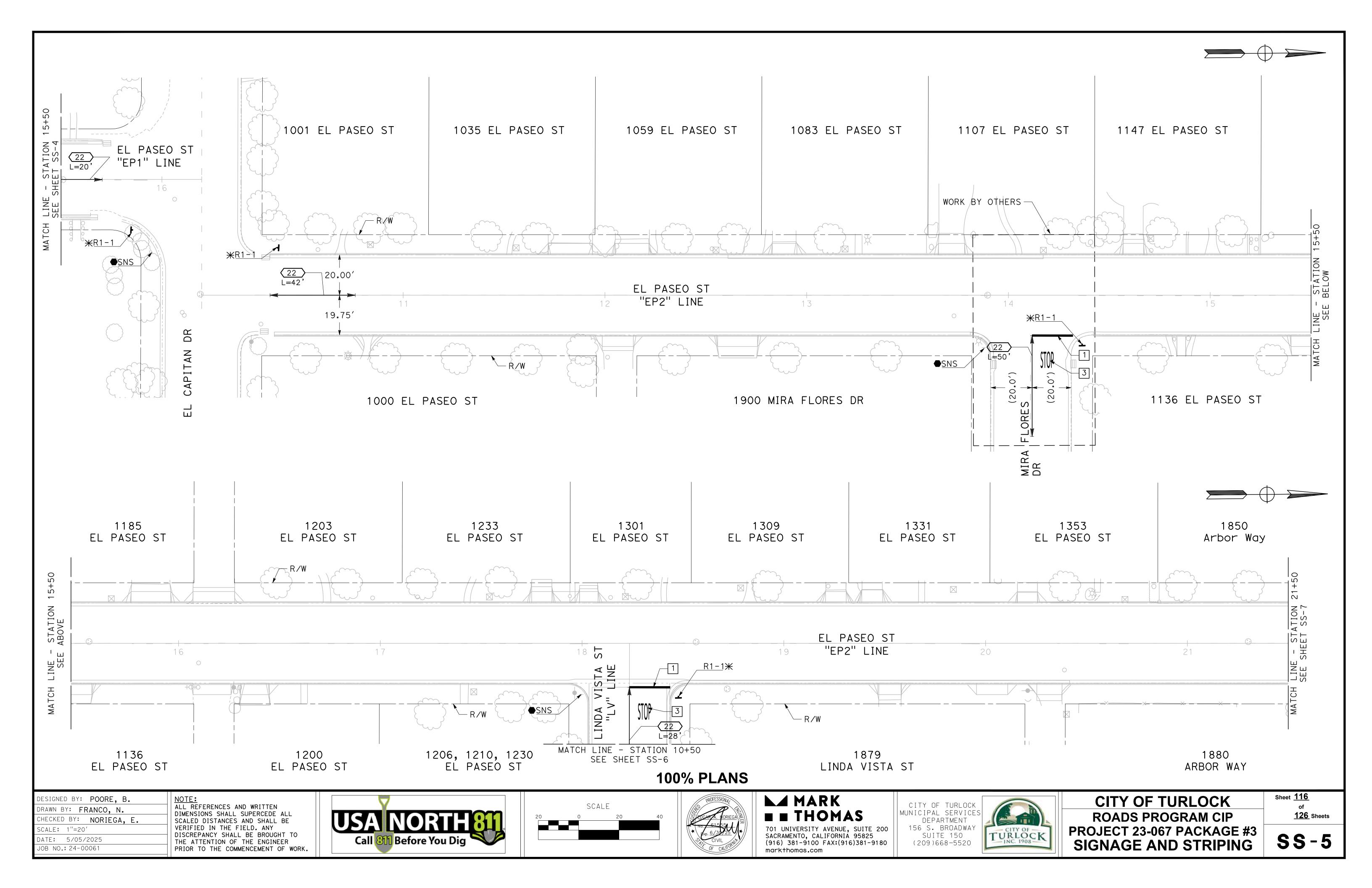
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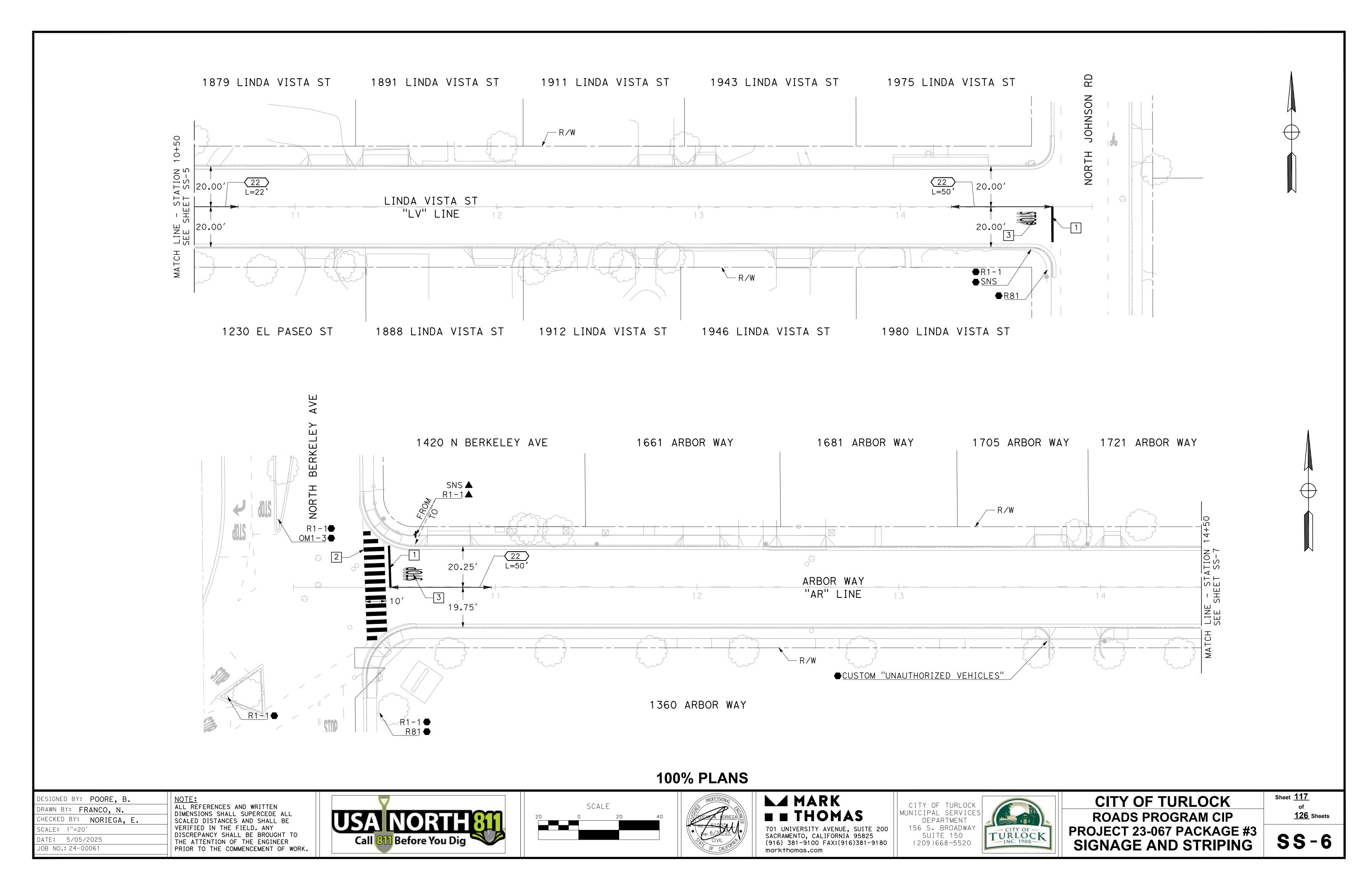
CITY OF TURLOCK
ROADS PROGRAM CIP
PROJECT 23-067 PACKAGE #3
SIGNAGE AND STRIPING

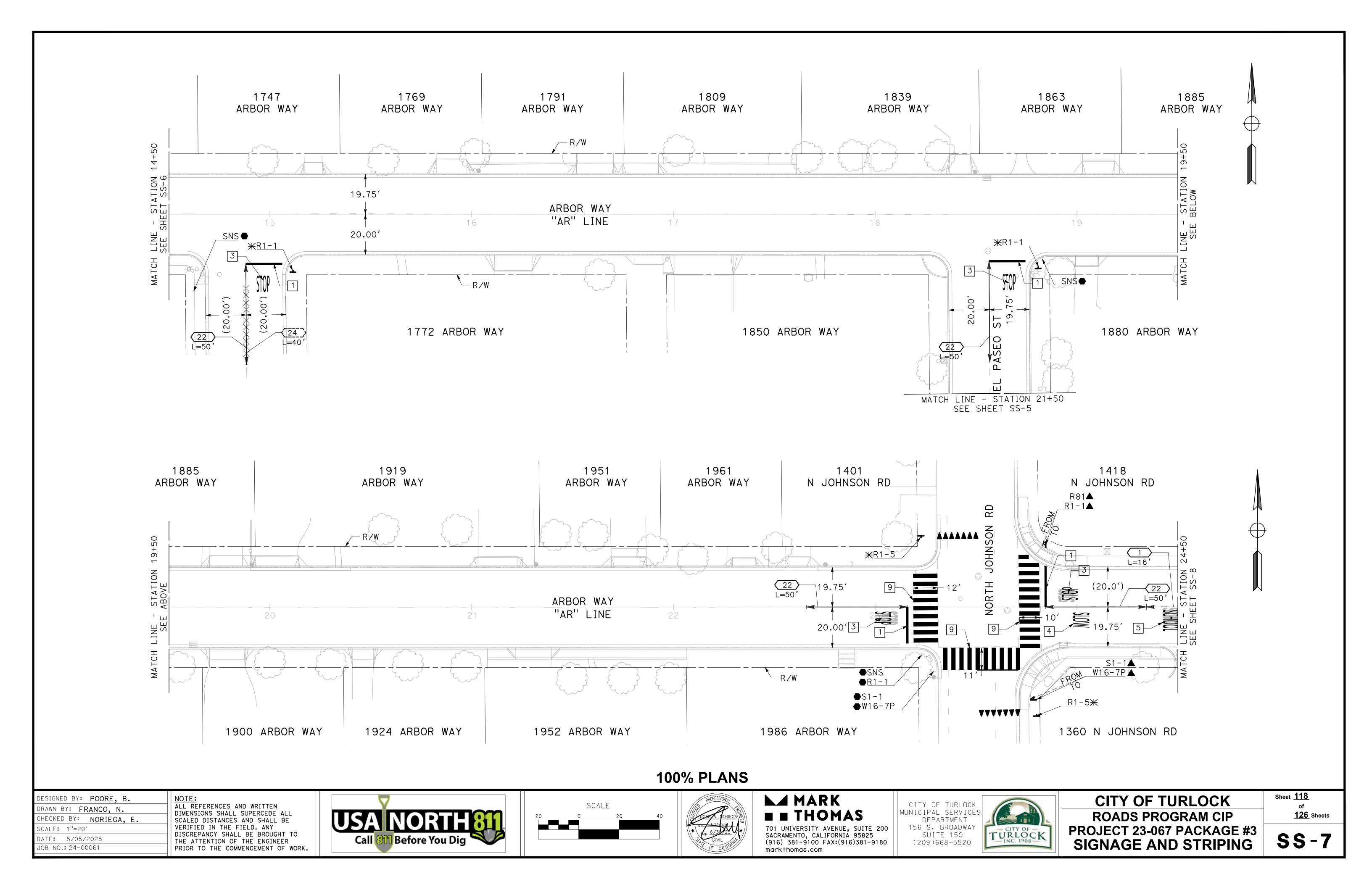
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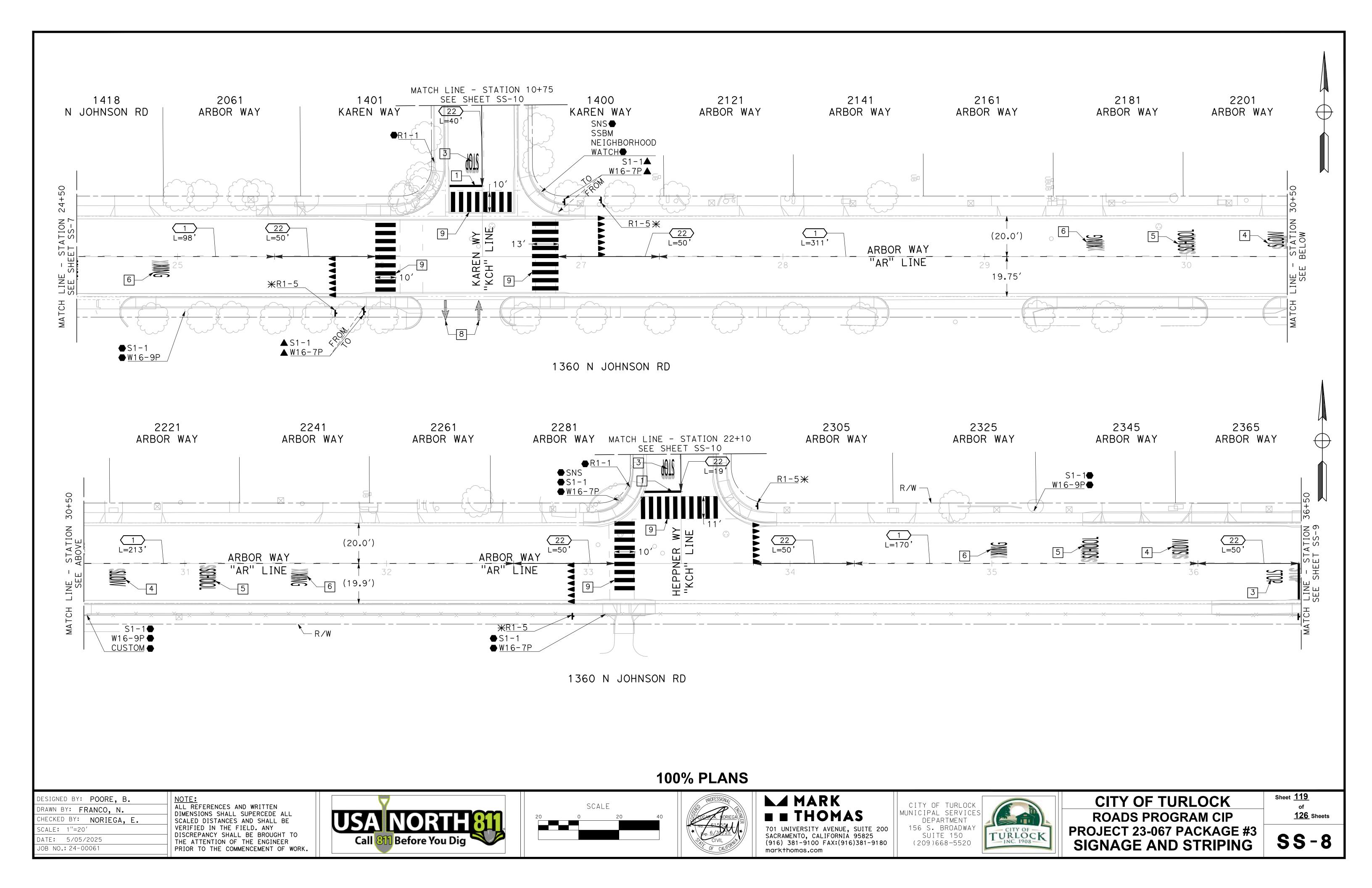
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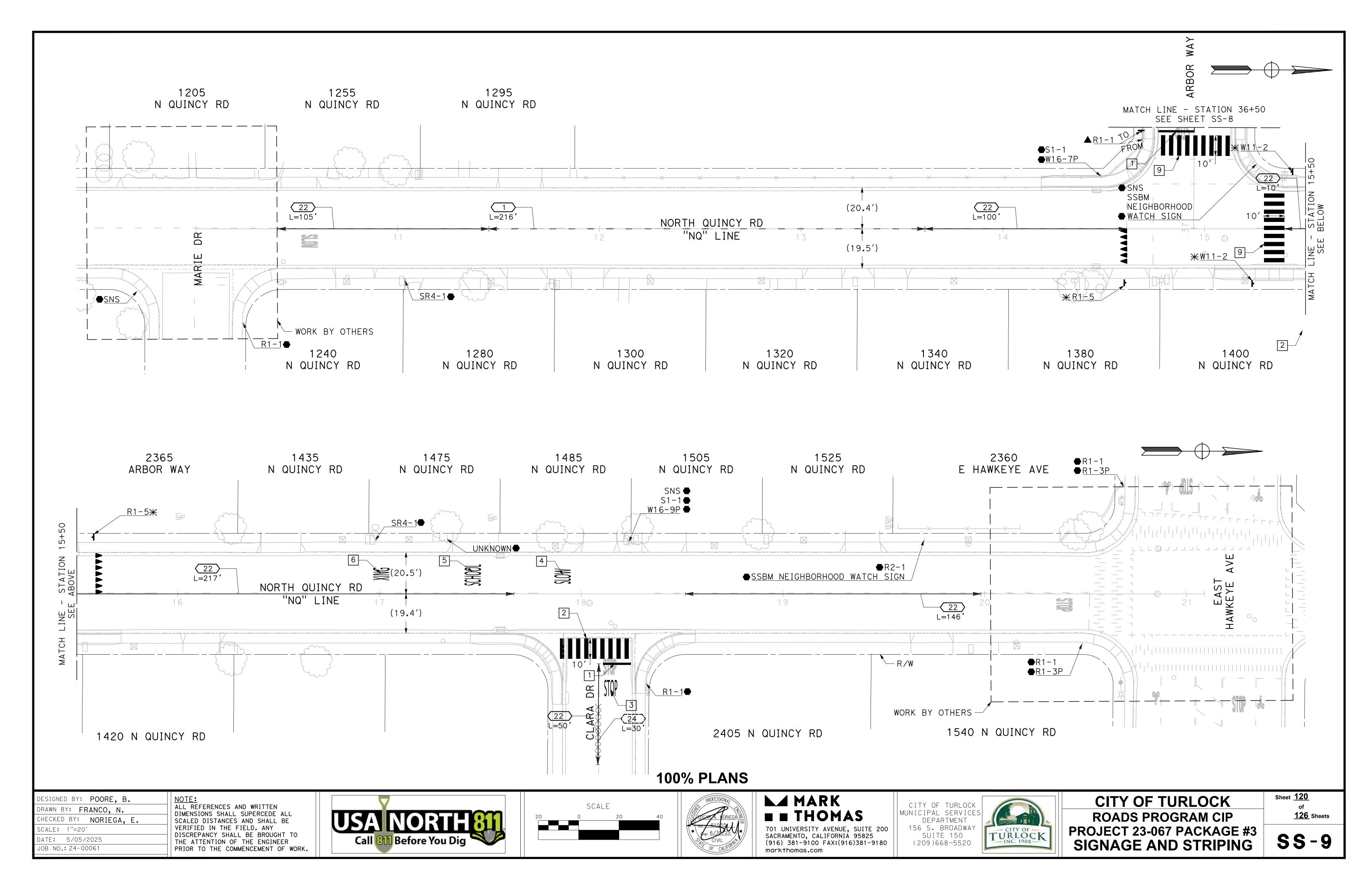
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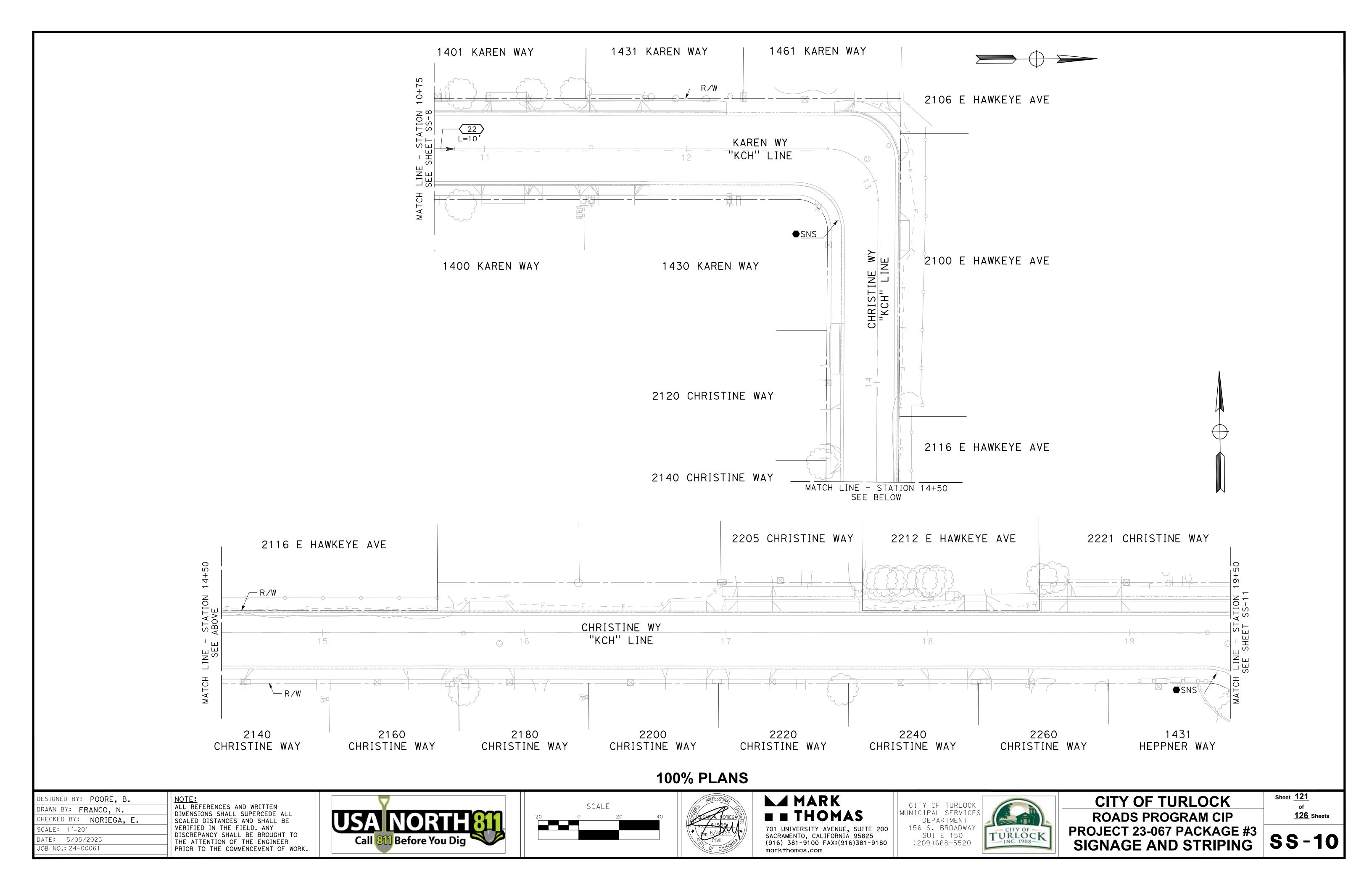


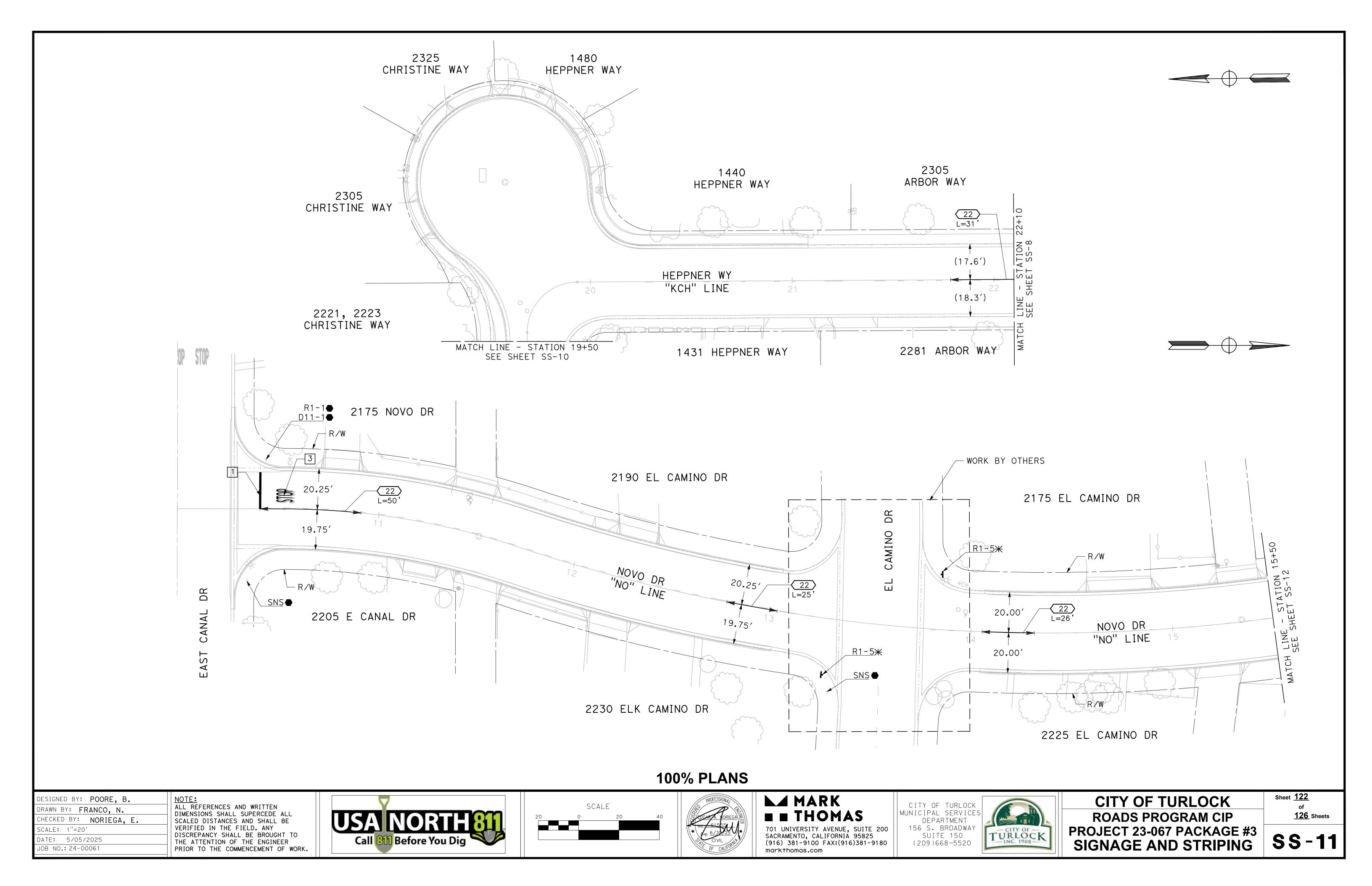


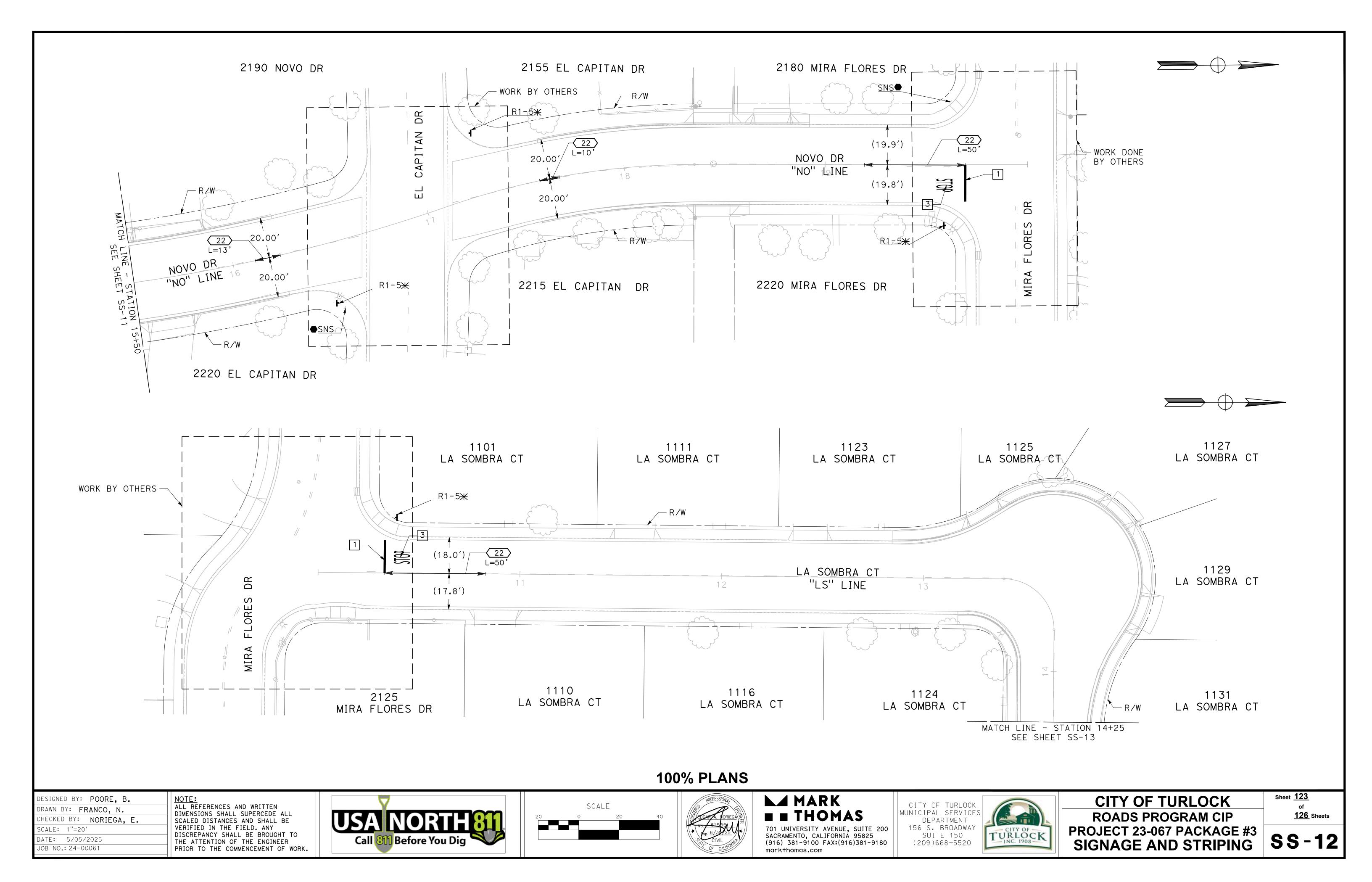


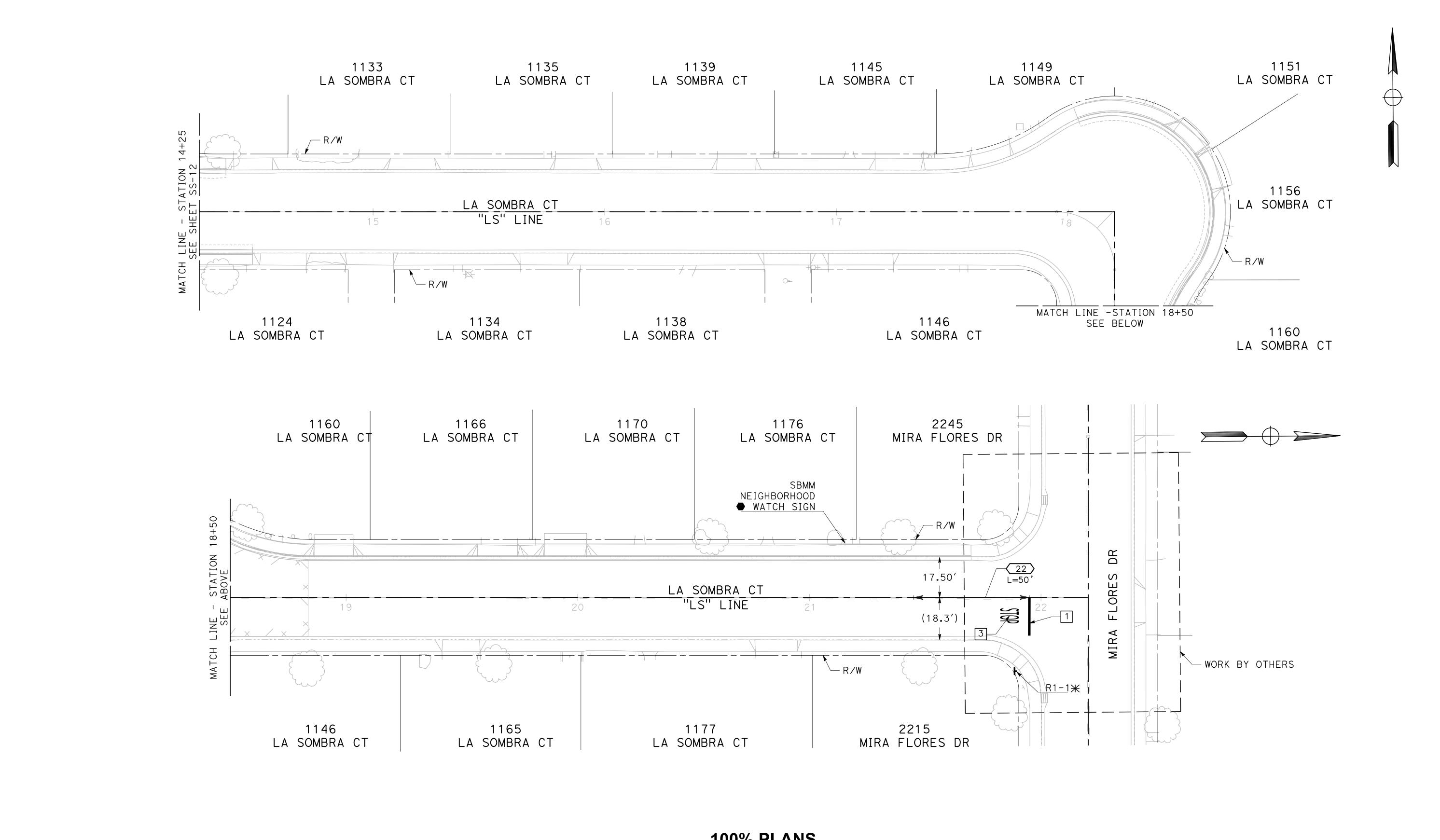












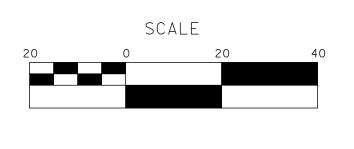
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DESIGNED BY: POORE, B. DRAWN BY: FRANCO, N. CHECKED BY: NORIEGA, E. SCALE: 1"=20' DATE: 5/05/2025

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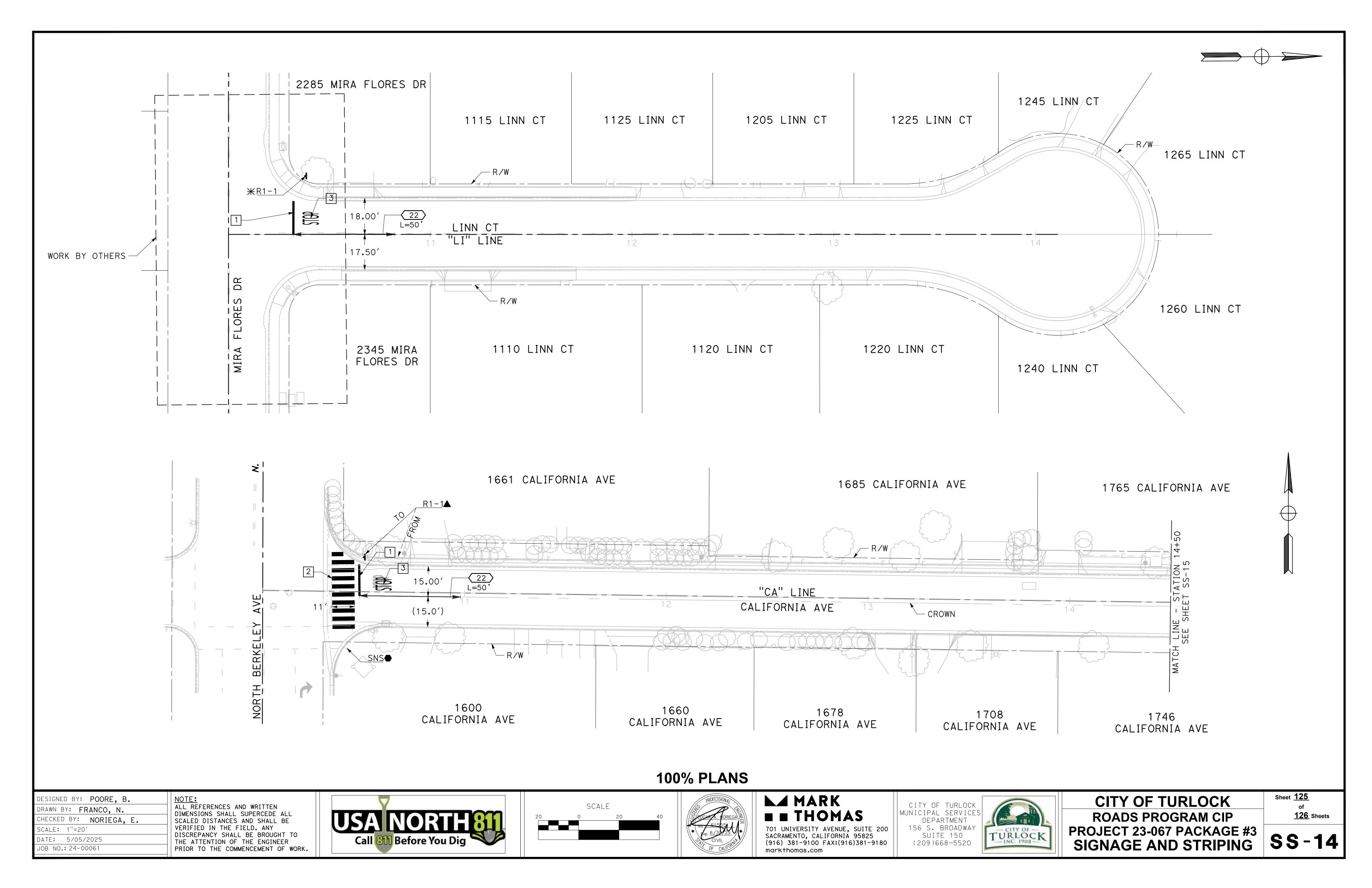
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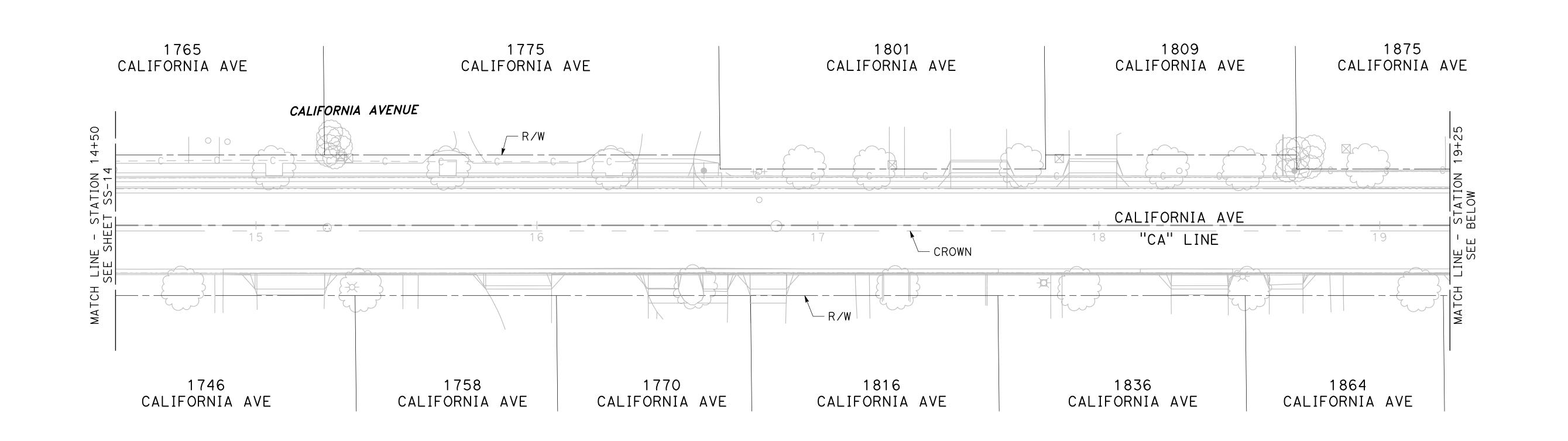
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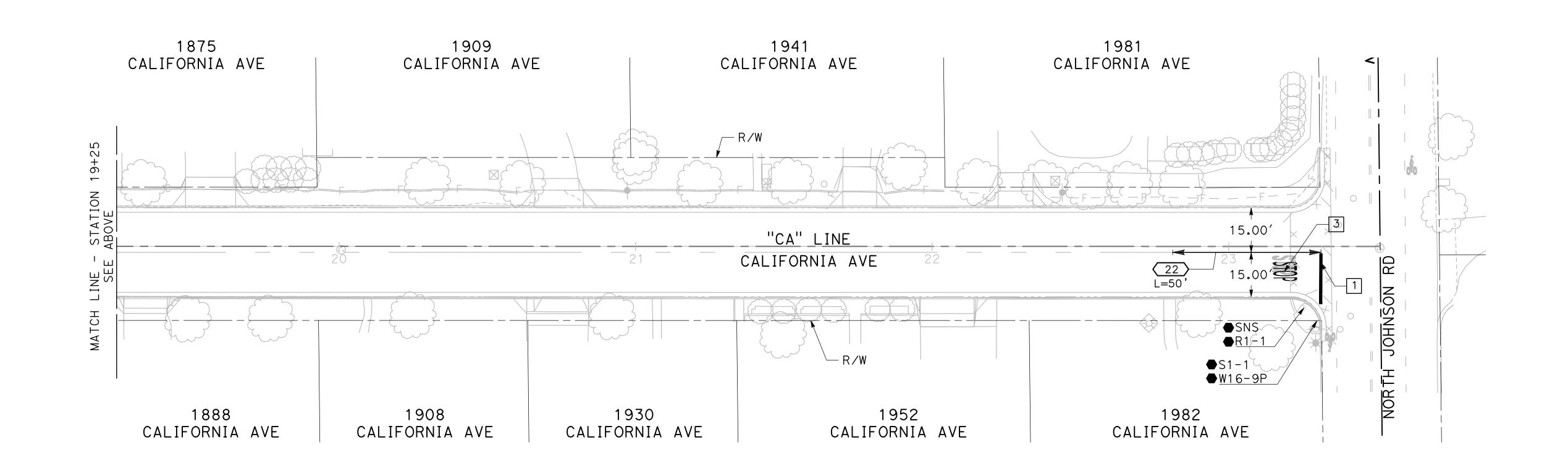


CITY OF TURLOCK ROADS PROGRAM CIP PROJECT 23-067 PACKAGE #3 SIGNAGE AND STRIPING Sheet <u>124</u> **126** Sheets

SS-13







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DRAWN BY: FRANCO, N.

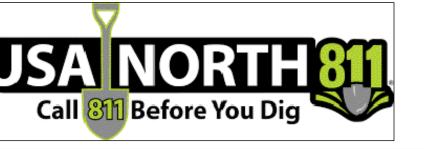
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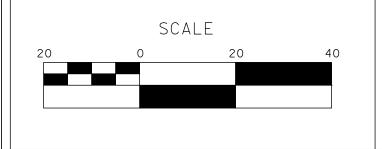
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PROJECT 23-067 PACKAGE #3
SIGNAGE AND STRIPING

Sheet <u>126</u> of <u>126</u> Sheets

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