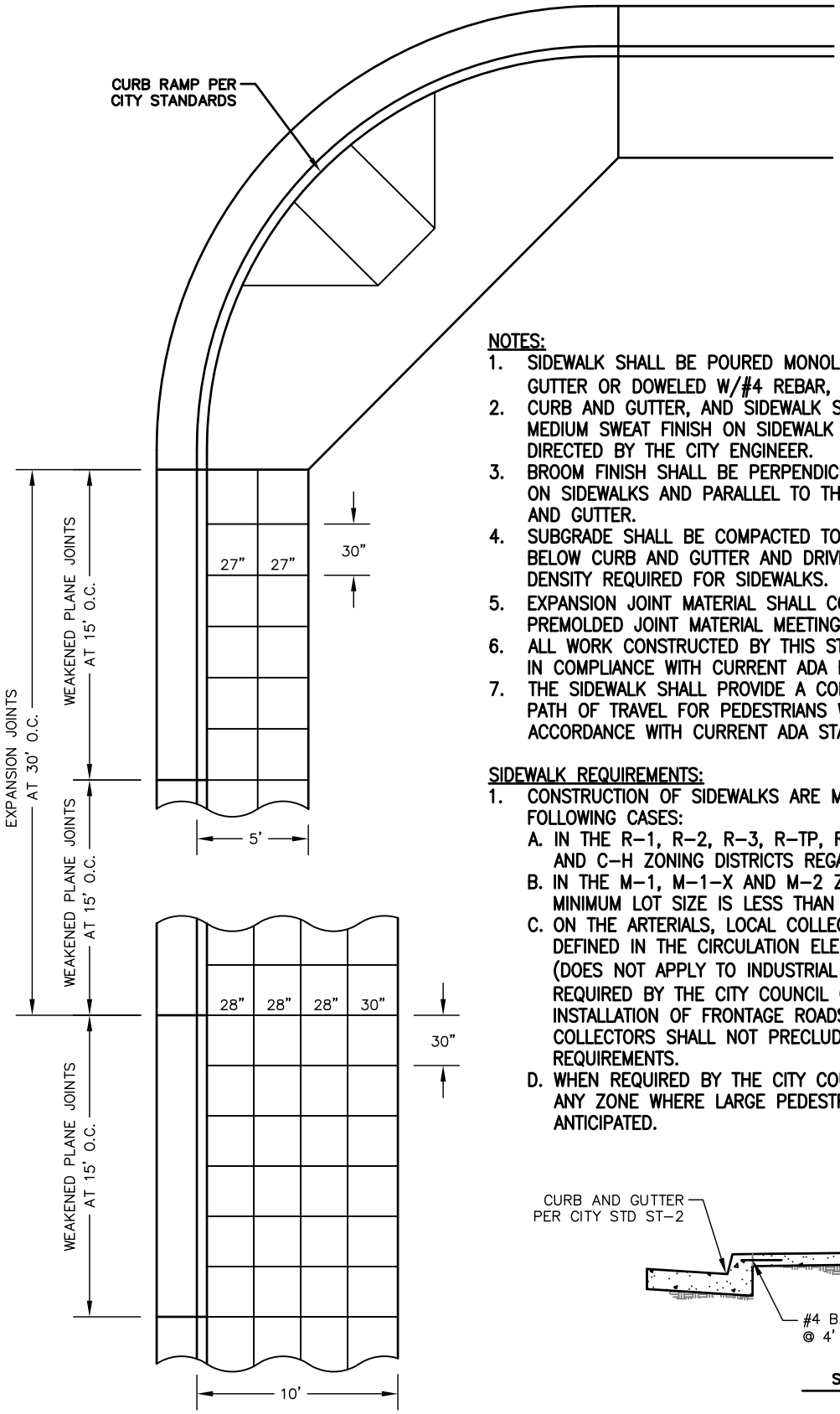


NOTES:

1. SIDEWALK SHALL BE POURED MONOLITHICALLY WITH CURB AND GUTTER OR DOWELED W/#4 REBAR, 12" LONG AT 4' O.C. MAX.
2. CURB AND GUTTER, AND SIDEWALK SHALL HAVE A BROOM FINISH. MEDIUM SWEAT FINISH ON SIDEWALK IS OPTIONAL OR AS DIRECTED BY THE CITY ENGINEER.
3. BROOM FINISH SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL ON SIDEWALKS AND PARALLEL TO THE PATH OF TRAVEL ON CURB AND GUTTER.
4. SUBGRADE SHALL BE COMPACTED TO 95% RELATIVE DENSITY BELOW CURB AND GUTTER AND DRIVE APPROACHES; 90% RELATIVE DENSITY REQUIRED FOR SIDEWALKS.
5. EXPANSION JOINT MATERIAL SHALL CONSIST OF 1/4" THICK PREMOLDED JOINT MATERIAL MEETING ASTM DESIGNATION D-1751.
6. ALL WORK CONSTRUCTED BY THIS STANDARD SHALL BE COMPLETED IN COMPLIANCE WITH CURRENT ADA REGULATIONS.
7. THE SIDEWALK SHALL PROVIDE A CONTINUOUS AND UNOBSTRUCTED PATH OF TRAVEL FOR PEDESTRIANS WITH DISABILITIES IN ACCORDANCE WITH CURRENT ADA STANDARDS.

SIDEWALK REQUIREMENTS:

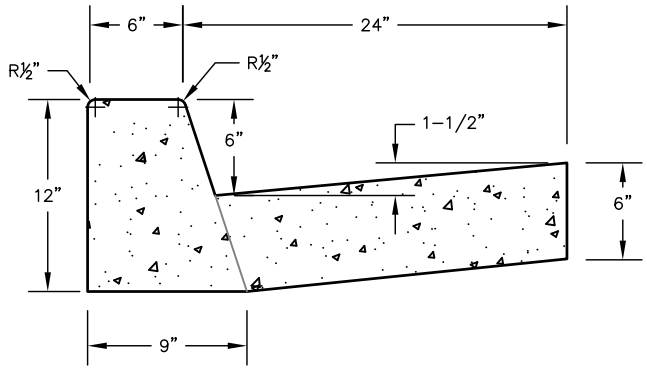
1. CONSTRUCTION OF SIDEWALKS ARE MANDATORY IN THE FOLLOWING CASES:
   A. IN THE R-1, R-2, R-3, R-TP, R-O, P-1, C-1, C-2, C-3, AND C-H ZONING DISTRICTS REGARDLESS OF LOT SIZE.
   B. IN THE M-1, M-1-X AND M-2 ZONING DISTRICTS WHEN THE MINIMUM LOT SIZE IS LESS THAN 12,500 SQUARE FEET.
   C. ON THE ARTERIALS, LOCAL COLLECTORS AND COLLECTORS, AS DEFINED IN THE CIRCULATION ELEMENT OF THE GENERAL PLAN. (DOES NOT APPLY TO INDUSTRIAL DISTRICTS EXCEPT WHEN REQUIRED BY THE CITY COUNCIL OR AS COVERED ABOVE). THE INSTALLATION OF FRONTAGE ROADS ON ARTERIALS AND COLLECTORS SHALL NOT PRECLUDE THE SIDEWALK REQUIREMENTS.
   D. WHEN REQUIRED BY THE CITY COUNCIL ON ANY STREET WITHIN ANY ZONE WHERE LARGE PEDESTRIAN MOVEMENTS ARE ANTICIPATED.

SECTION

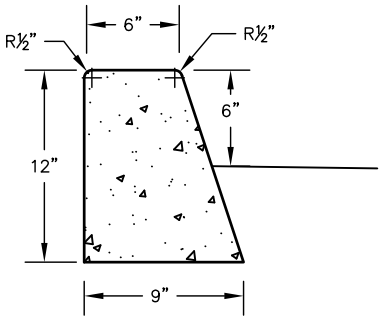
CONSTRUCTION DETAILS
FOR CONCRETE SIDEWALK

REVISIONS
10/1/2015

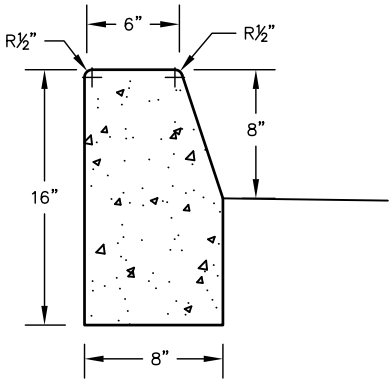
CITY OF SELMA
ST-1



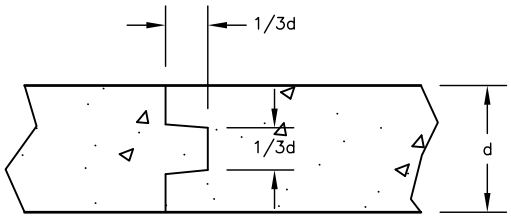
CURB & GUTTER DETAIL



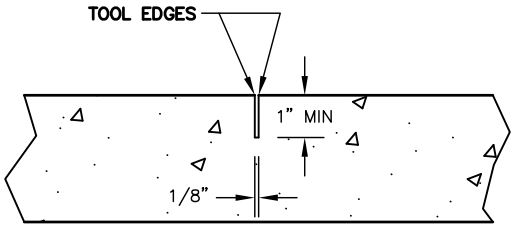
STANDARD CURB DETAIL



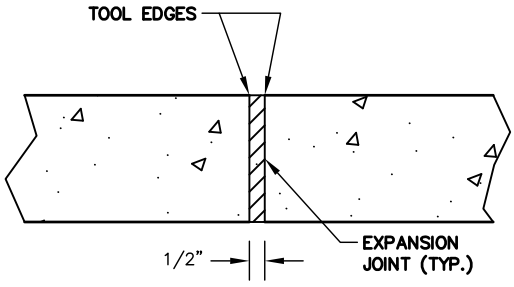
MEDIAN CURB DETAIL



CONSTRUCTION JOINT DETAIL

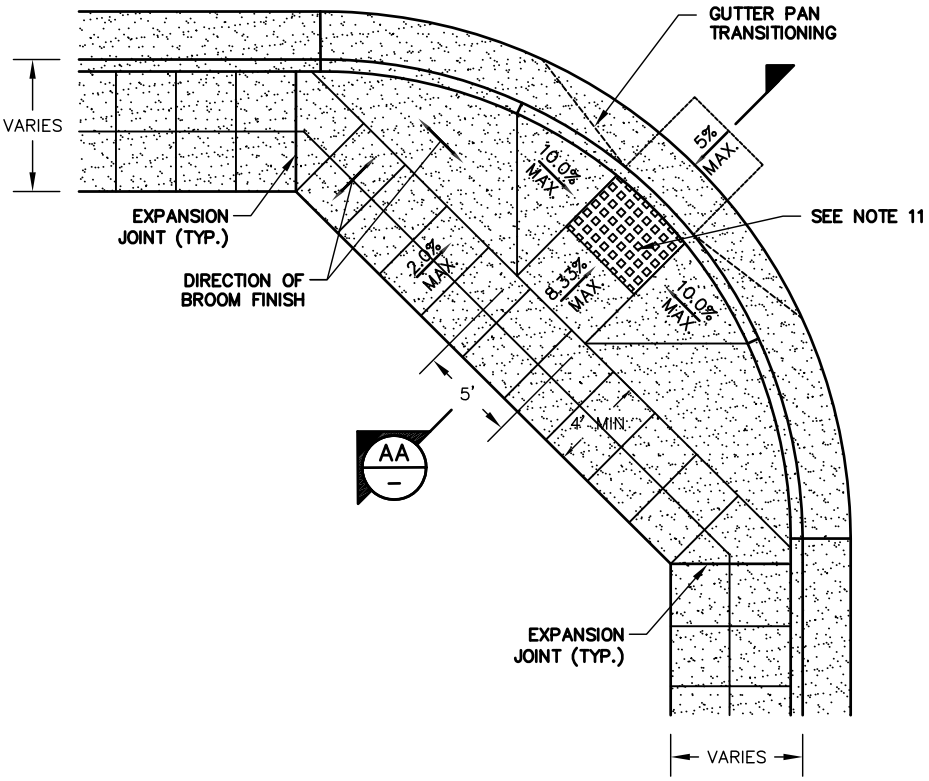


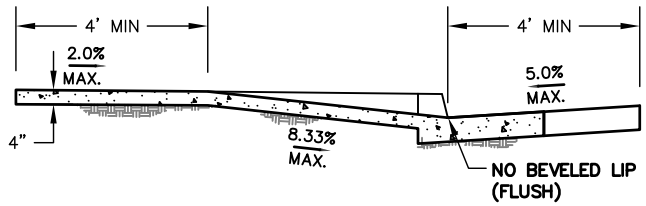
WEAKENED PLANE JOINT DETAIL



EXPANSION JOINT DETAIL

CONCRETE CONSTRUCTION DETAILS	REVISIONS 10/1/2015	CITY OF SELMA ST-2



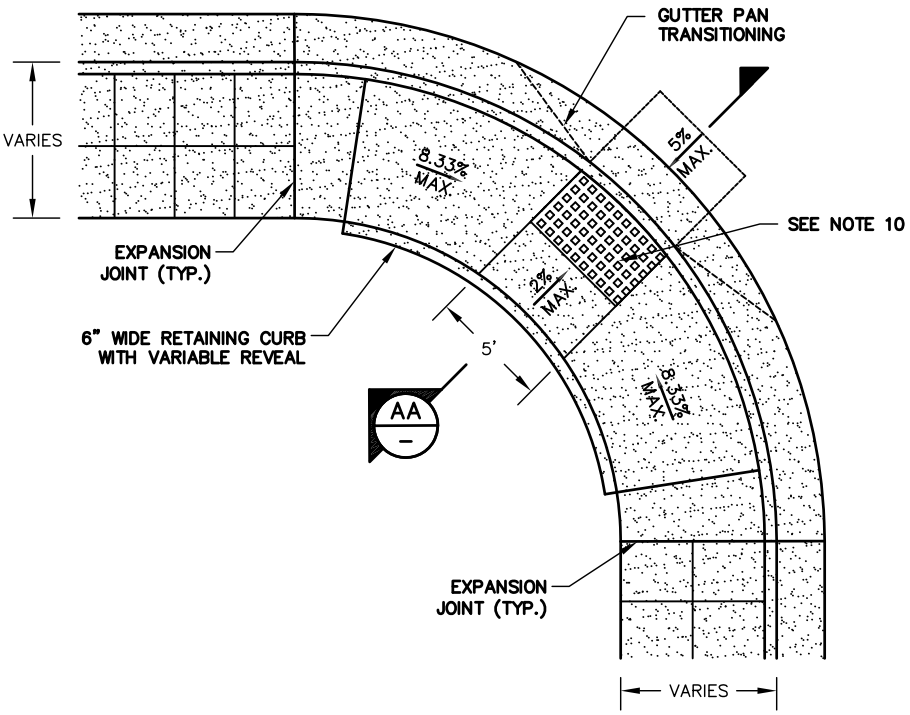


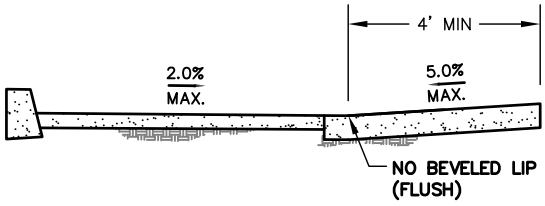
SECTION A–A

NOTES:

1. TRANSITION FROM RAMP TO LANDINGS SHALL BE FLUSH AND FREE FROM ABRUPT CHANGES.
2. THE SURFACE OF THE CURB RAMP AND FLARED SIDES SHALL HAVE A SLIP RESISTANT BROOM FINISH TRANSVERSE TO THE PATH OF TRAVEL AND SHALL HAVE A CONTRASTING FINISH TO THAT OF THE ADJACENT SIDEWALK.
3. THE RAMP SLOPE SHALL NOT EXCEED 1:12 (8.33%).
4. THE SLOPE OF THE ADJOINING GUTTERS, ROAD SURFACE OR ACCESSIBLE PATH OF TRAVEL WITHIN 4' OF THE BOTTOM OF THE RAMP SHALL NOT EXCEED 1:20 (5%). THE GUTTER PLAN SLOPE TRANSITION SHALL OCCUR OUTSIDE OF THE LANDING.
5. PROVIDE A LEVEL LANDING OF AT LEAST 48" ON UPPER END AND OVER FULL WIDTH OF RAMP.
6. THE 4' CLEAR SPACE AT THE BOTTOM OF THE RAMP SHALL BE WITHIN THE CROSSWALK LIMIT LINES.
7. THE RAMP SHALL BE A MINIMUM OF 4' WIDE AND SHALL LIE GENERALLY IN A SINGLE SLOPED PLANE WITH A MINIMUM OF SURFACE WARPING AND CROSS SLOPE NOT EXCEEDING 2%.
8. THE FLARED SIDES SHALL NOT EXCEED 1:10 (10%) SLOPE.
9. CURB RAMPS SHALL BE LOCATED OR PROTECTED TO PREVENT OBSTRUCTION BY PARKED CARS.
10. THE DETECTABLE WARNING SURFACE SHALL MEET AND BE INSTALLED IN ACCORDANCE WITH CURRENT ADA STANDARDS.
11. ALL WORK CONSTRUCTED BY THIS STANDARD SHALL BE IN COMPLIANCE WITH CURRENT ADA REGULATIONS.

CURB RAMP (TYPE 1)	REVISIONS 10/1/2015	CITY OF SELMA ST-3



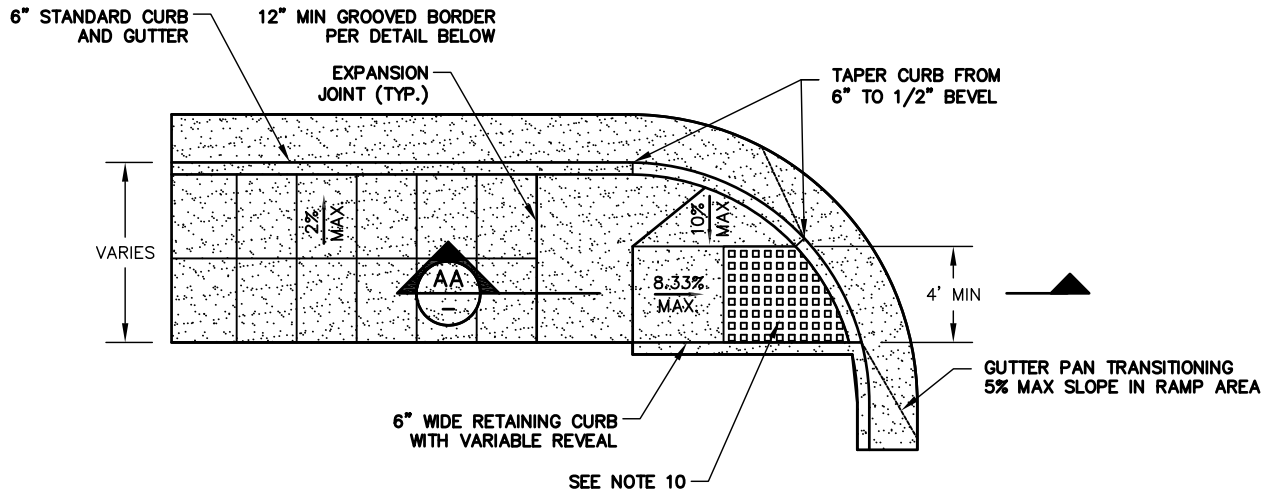


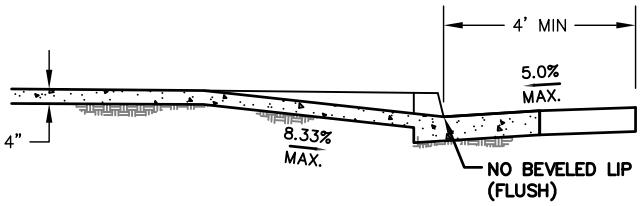
SECTION A–A

NOTES:

1. TRANSITION FROM RAMP TO LANDINGS SHALL BE FLUSH AND FREE FROM ABRUPT CHANGES.
2. THE SURFACE OF THE CURB RAMP SHALL HAVE A SLIP RESISTANT BROOM FINISH TRANSVERSE TO THE PATH OF TRAVEL AND SHALL HAVE A CONTRASTING FINISH TO THAT OF THE ADJACENT SIDEWALK.
3. THE RAMP SLOPE SHALL NOT EXCEED 1:12 (8.33%).
4. THE SLOPE OF THE ADJOINING GUTTERS, ROAD SURFACE OR ACCESSIBLE PATH OF TRAVEL WITHIN 4' OF THE BOTTOM OF THE RAMP SHALL NOT EXCEED 1:20 (5%). THE GUTTER PLAN SLOPE TRANSITION SHALL OCCUR OUTSIDE OF THE LANDING.
5. PROVIDE A LEVEL LANDING OF AT LEAST 48" ON UPPER END AND OVER FULL WIDTH OF RAMP.
6. THE 4' CLEAR SPACE AT THE BOTTOM OF THE RAMP SHALL BE WITHIN THE CROSSWALK LIMIT LINES.
7. THE RAMP SHALL BE A MINIMUM OF 4' WIDE AND SHALL LIE GENERALLY IN A SINGLE SLOPED PLANE WITH A MINIMUM OF SURFACE WARPING AND CROSS SLOPE NOT EXCEEDING 2%.
8. CURB RAMPS SHALL BE LOCATED OR PROTECTED TO PREVENT OBSTRUCTION BY PARKED CARS.
9. THE DETECTABLE WARNING SURFACE SHALL MEET AND BE INSTALLED IN ACCORDANCE WITH CURRENT ADA STANDARDS.
10. CURB RAMPS PLACED AT SIGNALIZED INTERSECTIONS SHALL HAVE A PEDESTRIAN POST FOR BUTTON PLACEMENT AT THE LOWER LANDING AREA IN CONFORMANCE WITH ADA REQUIREMENTS.
11. THIS RAMP TYPE SHALL ONLY BE USED WHEN NECESSARY DUE TO RIGHT OF WAY OR PHYSICAL CONSTRAINTS.
12. ALL WORK CONSTRUCTED BY THIS STANDARD SHALL BE IN COMPLIANCE WITH CURRENT ADA REGULATIONS.

CURB RAMP (TYPE 2)	REVISIONS 10/1/2015	CITY OF SELMA ST-4



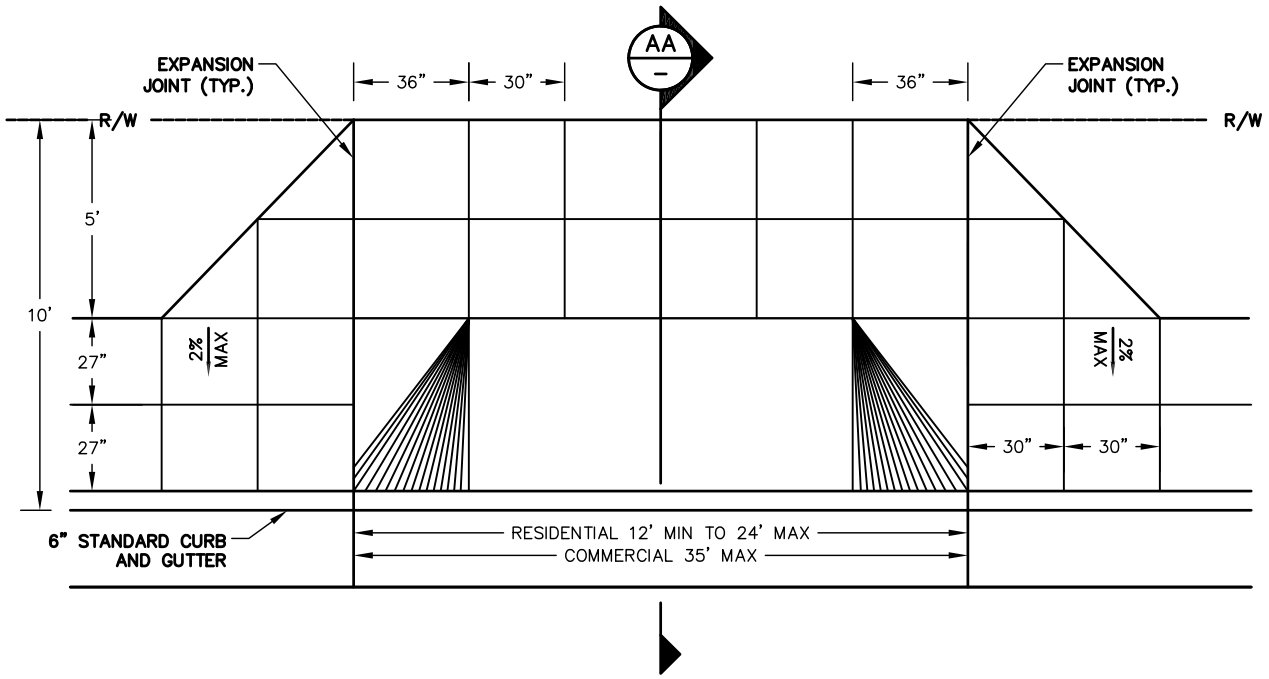


SECTION A–A

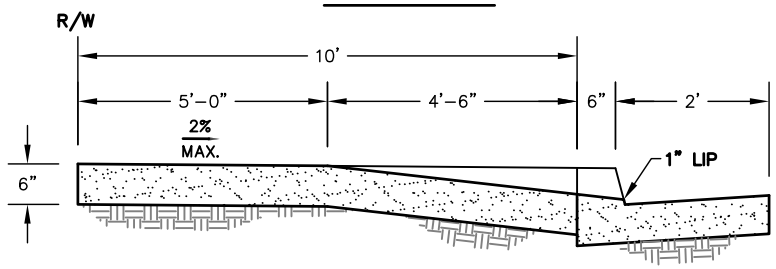
NOTES:

1. TRANSITION FROM RAMP TO LANDINGS SHALL BE FLUSH AND FREE FROM ABRUPT CHANGES.
2. THE SURFACE OF THE CURB RAMP AND FLARED SIDES SHALL HAVE A SLIP RESISTANT BROOM FINISH TRANSVERSE TO THE PATH OF TRAVEL AND SHALL HAVE A CONTRASTING FINISH TO THAT OF THE ADJACENT SIDEWALK.
3. THE RAMP SLOPE SHALL NOT EXCEED 1:12 (8.33%).
4. THE SLOPE OF THE ADJOINING GUTTERS, ROAD SURFACE OR ACCESSIBLE PATH OF TRAVEL WITHIN 4' OF THE BOTTOM OF THE RAMP SHALL NOT EXCEED 1:20 (5%). THE GUTTER PLAN SLOPE TRANSITION SHALL OCCUR OUTSIDE OF THE LANDING.
5. PROVIDE A LEVEL LANDING OF AT LEAST 48" ON UPPER END AND OVER FULL WIDTH OF RAMP.
6. THE 4' CLEAR SPACE AT THE BOTTOM OF THE RAMP SHALL BE WITHIN THE CROSSWALK LIMIT LINES.
7. THE RAMP SHALL BE A MINIMUM OF 4' WIDE AND SHALL LIE GENERALLY IN A SINGLE SLOPED PLANE WITH A MINIMUM OF SURFACE WARPING AND CROSS SLOPE NOT EXCEEDING 2%.
8. CURB RAMPS SHALL BE LOCATED OR PROTECTED TO PREVENT OBSTRUCTION BY PARKED CARS.
9. THE DETECTABLE WARNING SURFACE SHALL MEET AND BE INSTALLED IN ACCORDANCE WITH CURRENT ADA STANDARDS.
10. THIS RAMP TYPE SHALL ONLY BE USED WHEN NECESSARY DUE TO RIGHT OF WAY OR PHYSICAL CONSTRAINTS.
11. ALL WORK CONSTRUCTED BY THIS STANDARD SHALL BE IN COMPLIANCE WITH CURRENT ADA REGULATIONS.

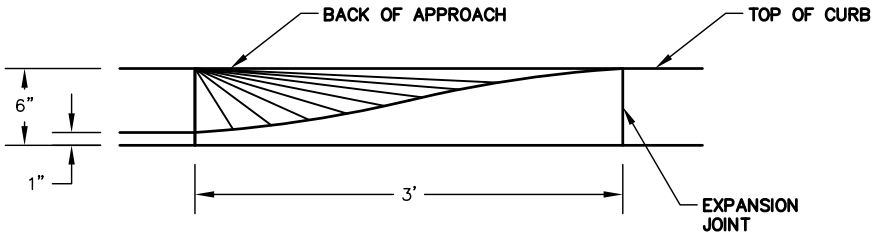
CURB RAMP (TYPE 3)	REVISIONS 10/1/2015	CITY OF SELMA ST-5



PLAN VIEW



SECTION A-A

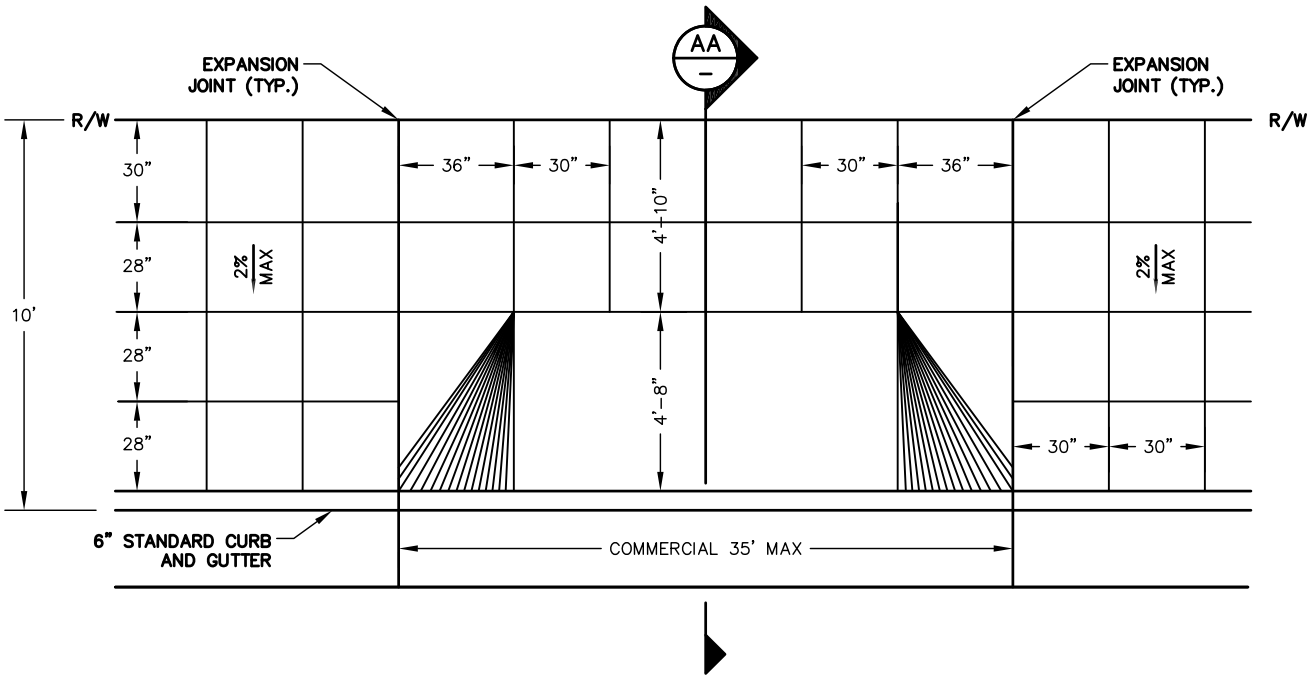


ELEVATION

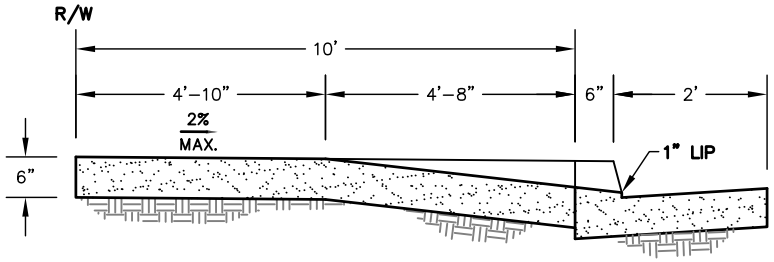
NOTES:

1. SUBGRADE SHALL BE COMPACTED TO 95% RELATIVE DENSITY BELOW CURB AND GUTTER AND DRIVE APPROACHES; 90% RELATIVE DENSITY REQUIRED FOR SIDEWALKS.
2. CURB AND GUTTER, SIDEWALK AND DRIVE APPROACH SHALL HAVE A BROOM FINISH. MEDIUM SWEAT FINISH ON SIDEWALK IS OPTIONAL OR AS DIRECTED BY THE CITY ENGINEER. DEEP SCORE MARK IN CENTER OF DRIVE APPROACH WHEN THROAT IS 20' OR WIDER.
3. BROOM FINISH SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL ON SIDEWALKS AND PARALLEL TO THE PATH OF TRAVEL ON CURB AND GUTTER.
4. DRIVEWAYS SHALL NOT OCCUPY MORE THAN 40% OF THE LOT FRONTAGE.
5. EXPANSION JOINT MATERIAL SHALL CONSIST OF 1/4" THICK PREMOLDED JOINT MATERIAL MEETING ASTM DESIGNATION D-1751.
6. ALL WORK CONSTRUCTED BY THIS STANDARD SHALL BE COMPLETED IN COMPLIANCE WITH CURRENT ADA REGULATIONS.
7. THE SIDEWALK SHALL PROVIDE A CONTINUOUS AND UNOBSTRUCTED PATH OF TRAVEL FOR PEDESTRIANS WITH DISABILITIES IN ACCORDANCE WITH CURRENT ADA STANDARDS.

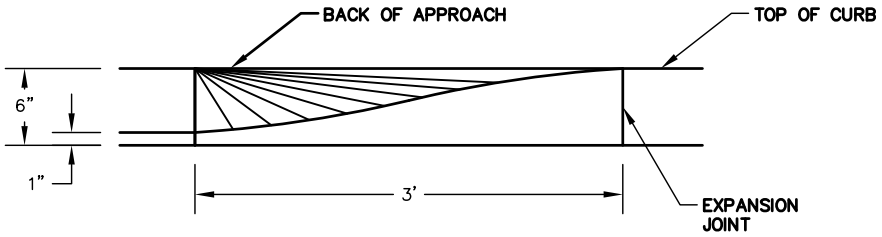
DRIVEWAY APPROACH 5' SIDEWALK PATTERN	REVISIONS 10/1/2015	CITY OF SELMA ST-6



PLAN VIEW



SECTION A-A



ELEVATION

NOTES:

1. SUBGRADE SHALL BE COMPACTED TO 95% RELATIVE DENSITY BELOW CURB AND GUTTER AND DRIVE APPROACHES; 90% RELATIVE DENSITY REQUIRED FOR SIDEWALKS.
2. CURB AND GUTTER, SIDEWALK AND DRIVE APPROACH SHALL HAVE A BROOM FINISH. MEDIUM SWEAT FINISH ON SIDEWALK IS OPTIONAL OR AS DIRECTED BY THE CITY ENGINEER. DEEP SCORE MARK IN CENTER OF DRIVE APPROACH WHEN THROAT IS 20' OR WIDER.
3. BROOM FINISH SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL ON SIDEWALKS AND PARALLEL TO THE PATH OF TRAVEL ON CURB AND GUTTER.
4. DRIVEWAYS SHALL NOT OCCUPY MORE THAN 40% OF THE LOT FRONTAGE.
5. EXPANSION JOINT MATERIAL SHALL CONSIST OF 1/4" THICK PREMOLDED JOINT MATERIAL MEETING ASTM DESIGNATION D-1751.
6. ALL WORK CONSTRUCTED BY THIS STANDARD SHALL BE COMPLETED IN COMPLIANCE WITH CURRENT ADA REGULATIONS.
7. THE SIDEWALK SHALL PROVIDE A CONTINUOUS AND UNOBSTRUCTED PATH OF TRAVEL FOR PEDESTRIANS WITH DISABILITIES IN ACCORDANCE WITH CURRENT ADA STANDARDS.

COMMERCIAL DRIVEWAY APPROACH

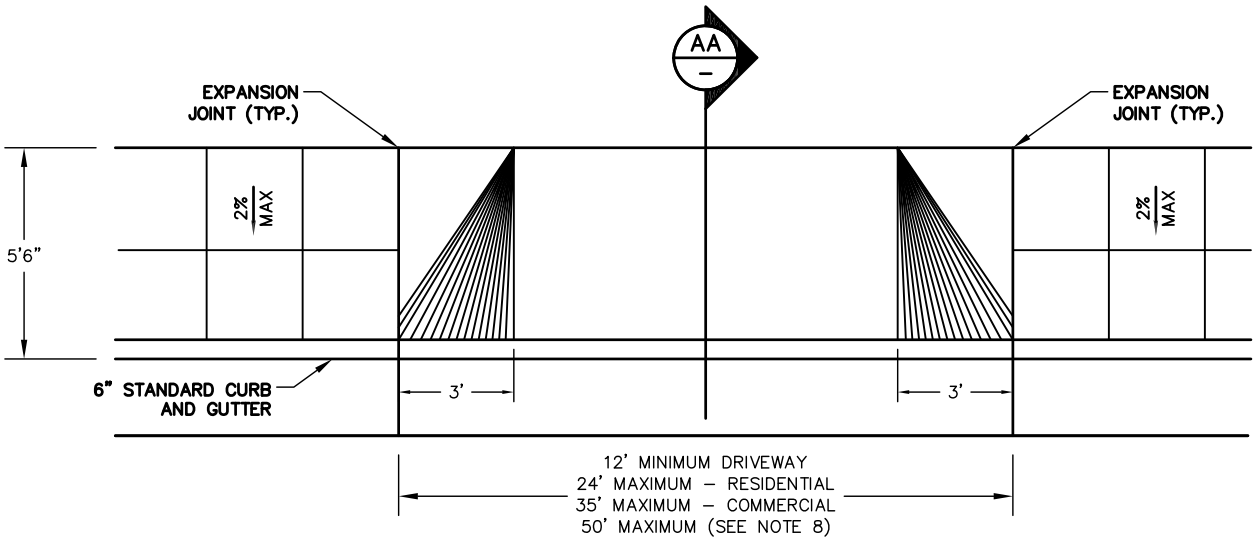
10' CURB PATTERN

REVISIONS

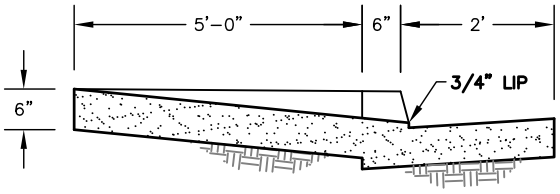
10/1/2015

CITY OF SELMA

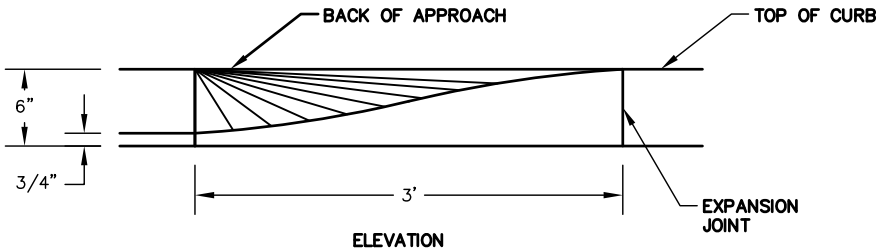
ST-7



PLAN VIEW



SECTION A–A

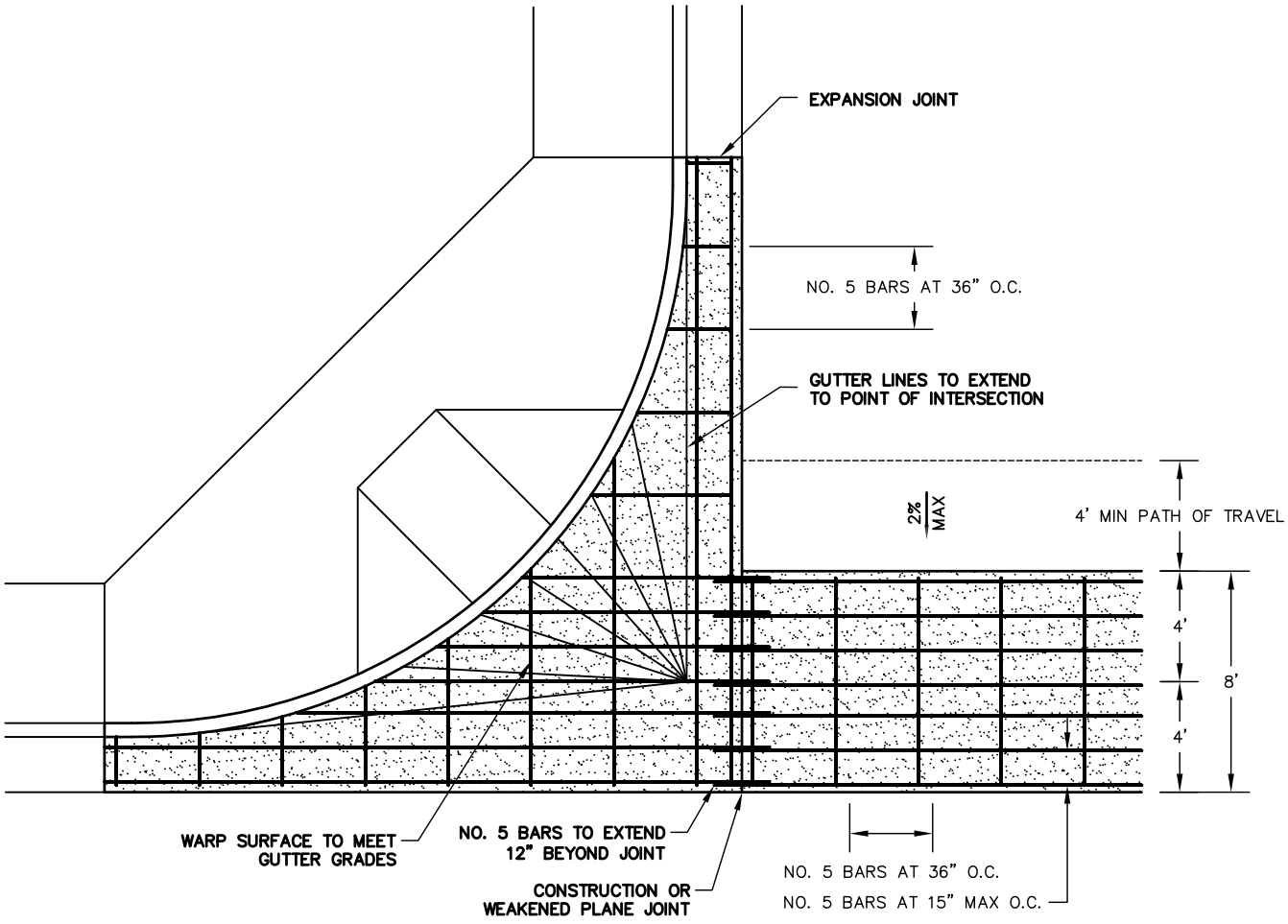


ELEVATION

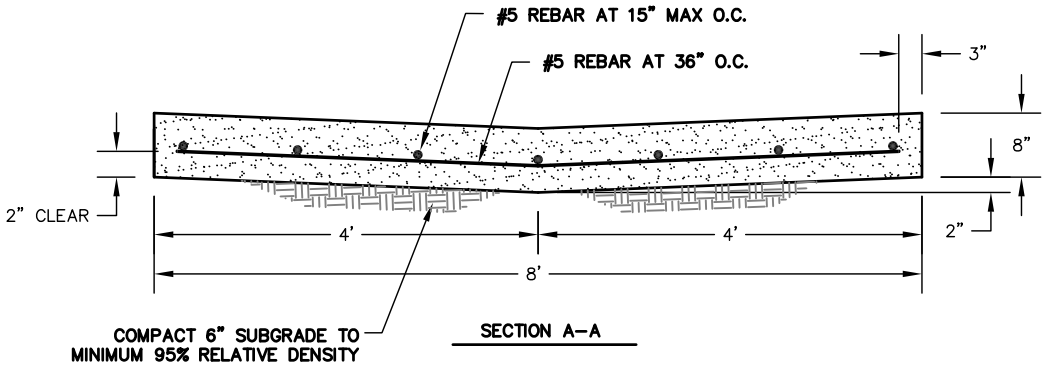
NOTES:

1. SUBGRADE SHALL BE COMPACTED TO 95% RELATIVE DENSITY BELOW CURB AND GUTTER AND DRIVE APPROACHES; 90% RELATIVE DENSITY REQUIRED FOR SIDEWALKS.
2. CURB AND GUTTER, SIDEWALK AND DRIVE APPROACH SHALL HAVE A BROOM FINISH. MEDIUM SWEAT FINISH ON SIDEWALK IS OPTIONAL OR AS DIRECTED BY THE CITY ENGINEER. DEEP SCORE MARK IN CENTER OF DRIVE APPROACH WHEN THROAT IS 20' OR WIDER.
3. BROOM FINISH SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL ON SIDEWALKS AND PARALLEL TO THE PATH OF TRAVEL ON CURB AND GUTTER.
4. DRIVEWAYS SHALL NOT OCCUPY MORE THAN 40% OF THE LOT FRONTAGE.
5. EXPANSION JOINT MATERIAL SHALL CONSIST OF 1/4" THICK PREMOLDED JOINT MATERIAL MEETING ASTM DESIGNATION D–1751.
6. CURB, GUTTER AND DRIVEWAY SHALL BE POURED MONOLITHICALLY OR DOWELED WITH NO. 4 REBAR 12" LONG AT 4'–0" O.C. MAXIMUM.
7. FOR COMMERCIAL AND INDUSTRIAL DRIVE APPROACHES, REINFORCEMENT IS REQUIRED. USE MINIMUM 10GAx10GA, 6"x6" WOVEN WIRE FABRIC.
8. ON MAJOR HIGHWAYS AND ARTERIALS OR AS AGREED TO IN SUBDIVISION CONDITIONS.

DRIVEWAY APPROACH REPLACE EXISTING (OLD STANDARD)	REVISIONS 10/1/2015	CITY OF SELMA ST-8



PLAN VIEW

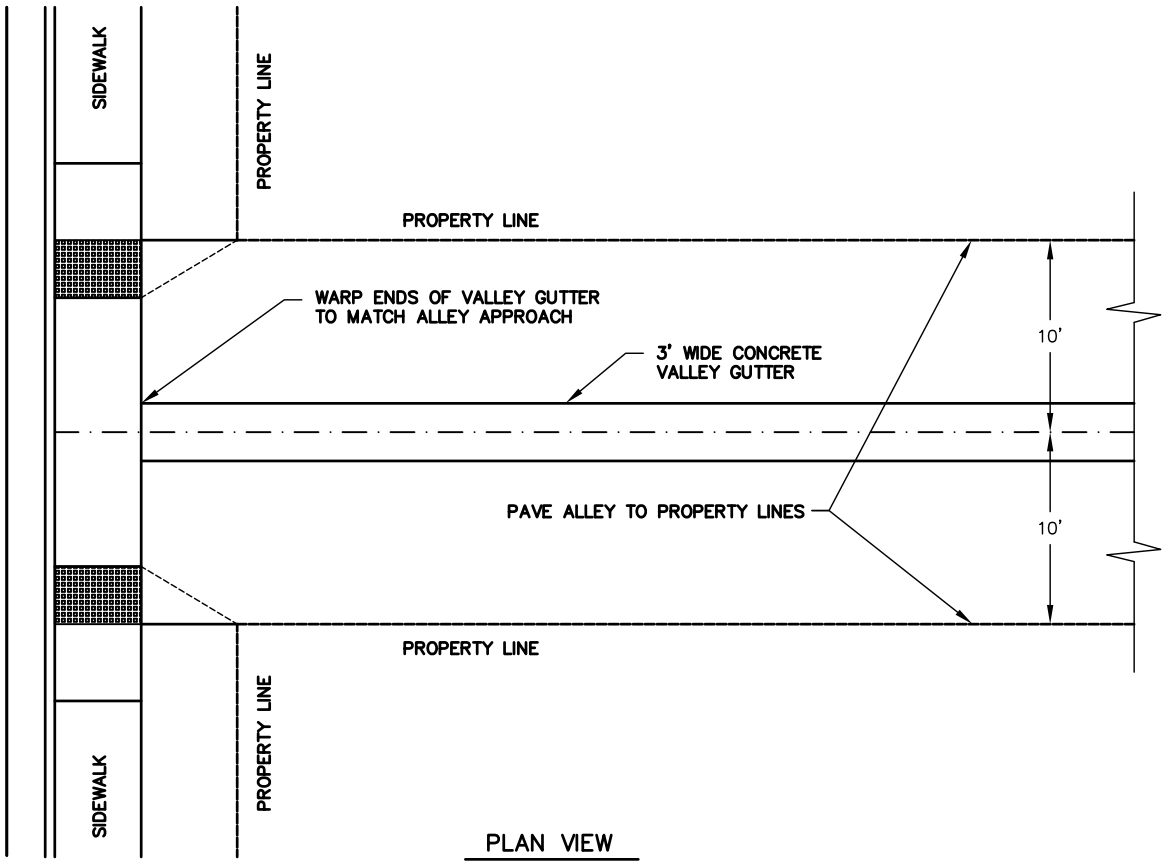


SECTION A–A

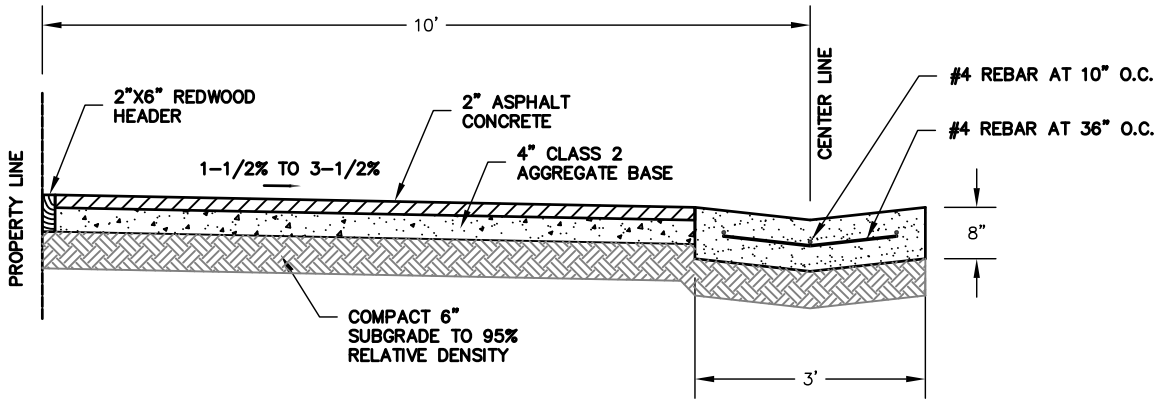
NOTES:

1. IN NEW CONSTRUCTION AREAS, VALLEY GUTTERS SHALL BE DESIGNED TO PROVIDE A MINIMUM FALL OF 0.35' FROM END OF RETURN TO END OF RETURN.
2. SURFACE SHALL BE A ROUGH BROOM FINISH.
3. VALLEY GUTTERS SHALL BE CONSTRUCTED USING A MINIMUM 6 SACK, 3000 PSI CONCRETE.

CONCRETE VALLEY GUTTER	REVISIONS 10/1/2015	CITY OF SELMA ST-9



PLAN VIEW

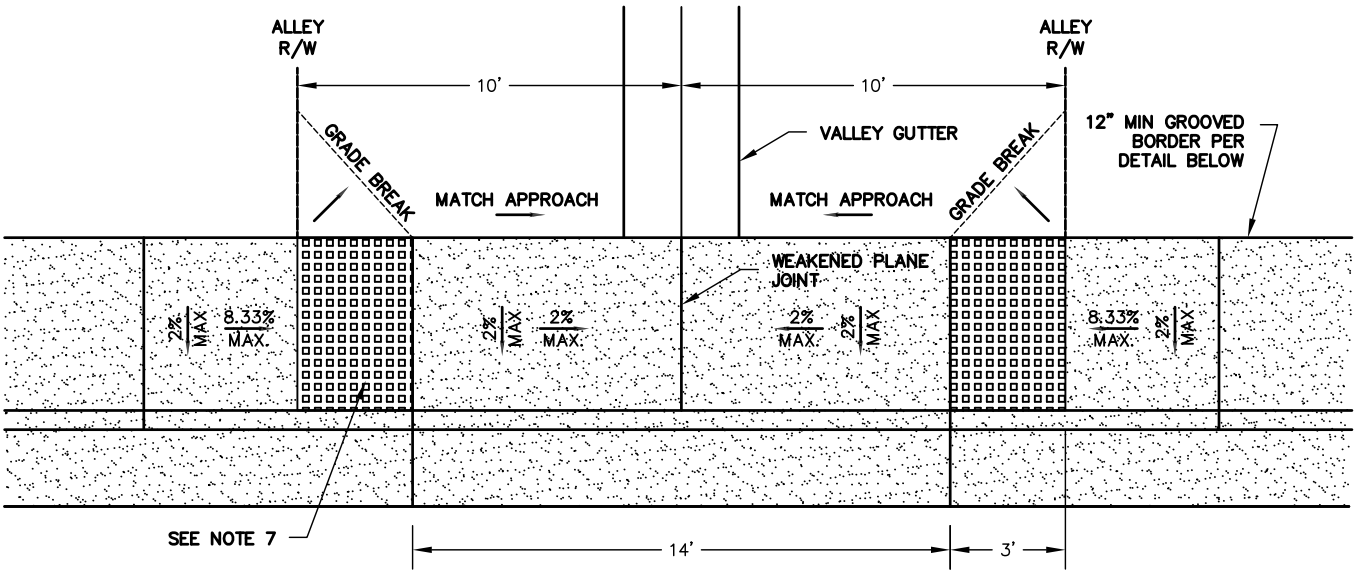


HALF SECTION

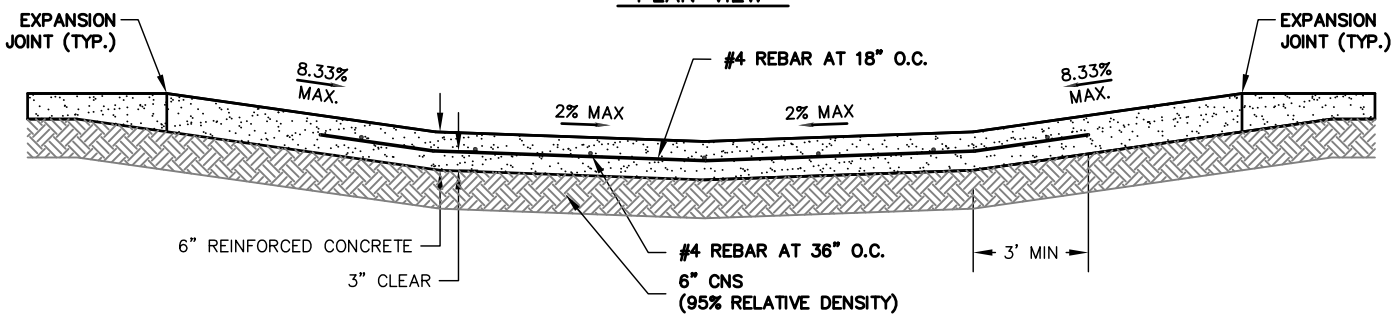
NOTES:

1. ALLEY STRUCTURAL SECTION SHOWN IN MINIMUM. ACTUAL STRUCTURAL SECTION SHALL BE DETERMINED BASED UPON SOILS ANALYSIS FOR "R" VALUE AND USING A TRAFFIC INDEX VALUE OF 6.
2. PRIOR TO ALLEY CONSTRUCTION, ALL UTILITY BOXES, MANHOLES, CLEANOUTS, AND OTHER UTILITIES SHALL BE PROTECTED AND ADJUSTED TO FINISH GRADE FOLLOWING PAVING.
3. APPLY TACK COAT TO GUTTER FACE PRIOR TO PAVING.

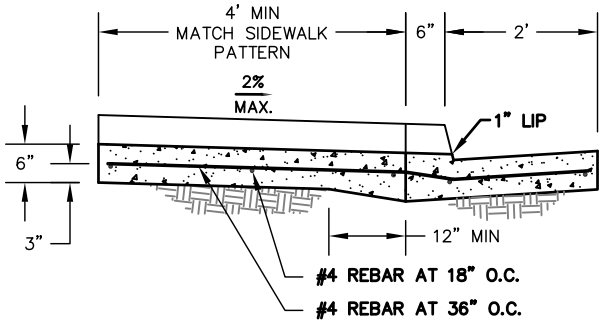
RESIDENTIAL ALLEY	REVISIONS 10/1/2015	CITY OF SELMA ST-10



PLAN VIEW



LONGITUDINAL SECTION

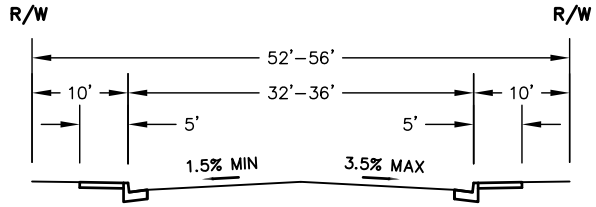


CROSS SECTION

NOTES:

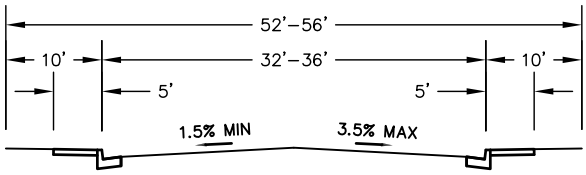
1. TRANSITION FROM RAMP TO LANDINGS SHALL BE FLUSH AND FREE FROM ABRUPT CHANGES.
2. THE SURFACE OF THE CURB RAMP SHALL HAVE A SLIP RESISTANT BROOM FINISH TRANSVERSE TO THE PATH OF TRAVEL AND SHALL HAVE A CONTRASTING FINISH TO THAT OF THE ADJACENT SIDEWALK.
3. THE RAMP SLOPE SHALL NOT EXCEED 1:12 (8.33%).
4. PROVIDE A LEVEL LANDING OVER THE FULL LENGTH AND WIDTH OF THE ALLEY APPROACH.
5. THE RAMP SHALL BE A MINIMUM OF 4' WIDE AND SHALL LIE GENERALLY IN A SINGLE SLOPED PLANE WITH A MINIMUM OF SURFACE WARPING AND CROSS SLOPE NOT EXCEEDING 2%.
6. A DETECTABLE WARNING SURFACE SHALL MEET AND BE INSTALLED IN ACCORDANCE WITH CURRENT ADA STANDARDS.
7. REBAR SHALL BE SUPPORTED WITH PRECAST MORTAR BLOCKS SUFFICIENT TO MAINTAIN REQUIRED CLEARANCES.
8. ALL WORK CONSTRUCTED BY THIS STANDARD SHALL BE IN COMPLIANCE WITH CURRENT ADA REGULATIONS.

ALLEY APPROACH	REVISIONS 10/1/2015	CITY OF SELMA ST-11



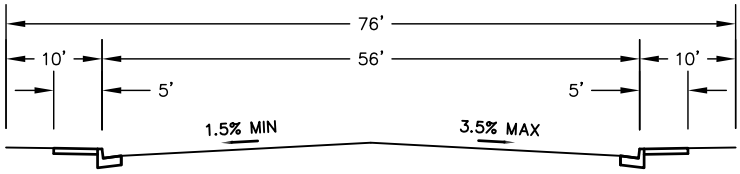
LOCAL STREET

TI=5.0



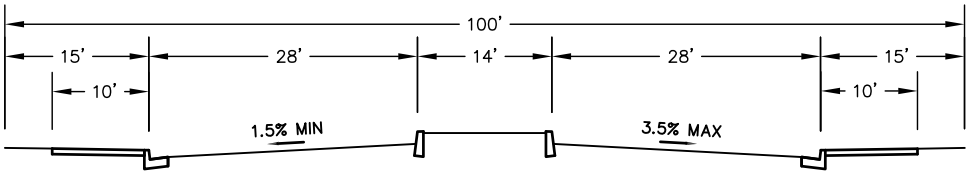
LOCAL STREET

TI=5.5



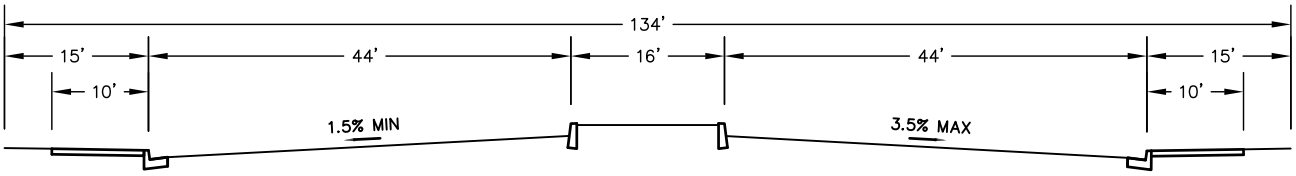
COLLECTOR

TI=6.0



ARTERIAL

TI=7.0

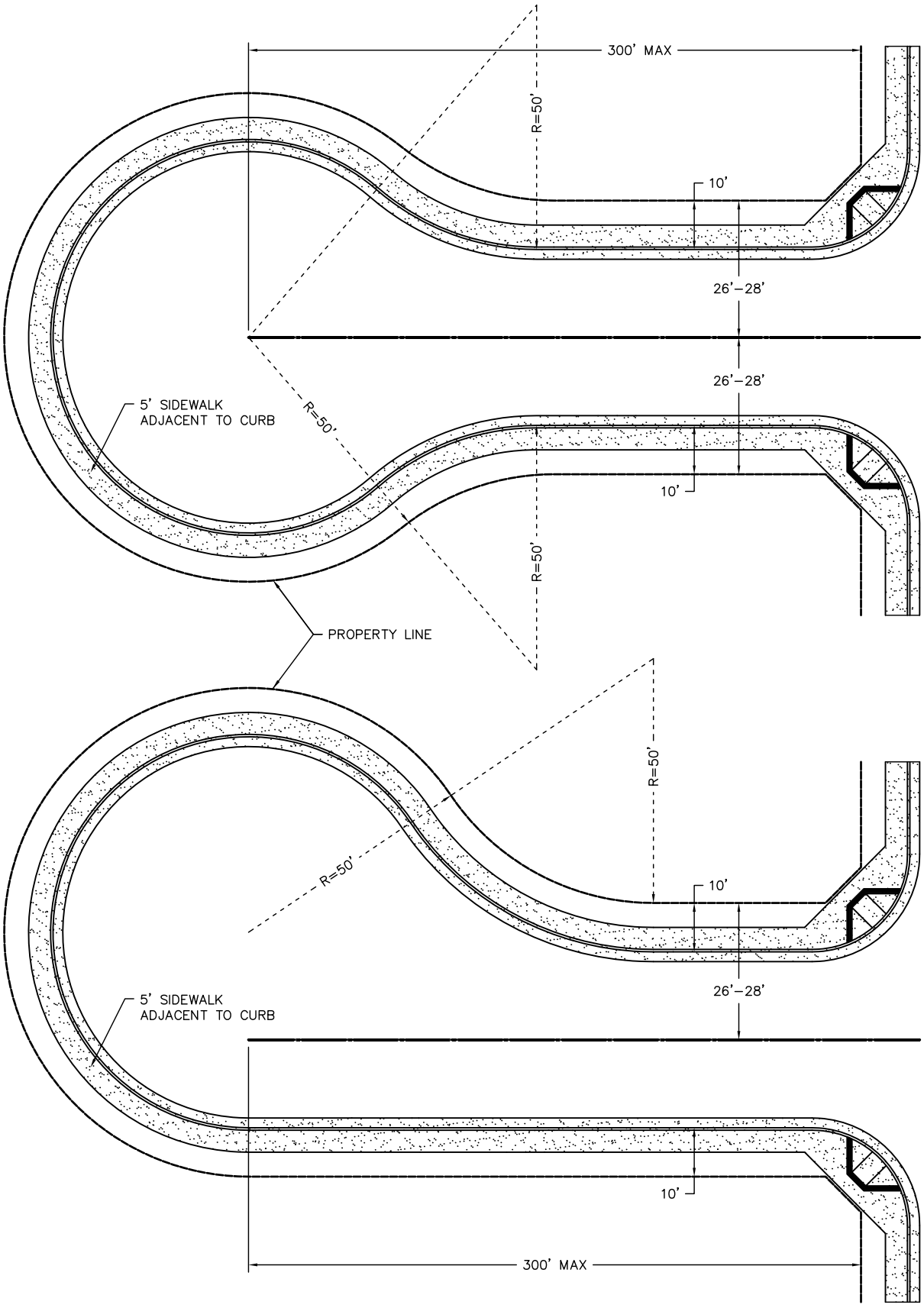


MAJOR ARTERIAL

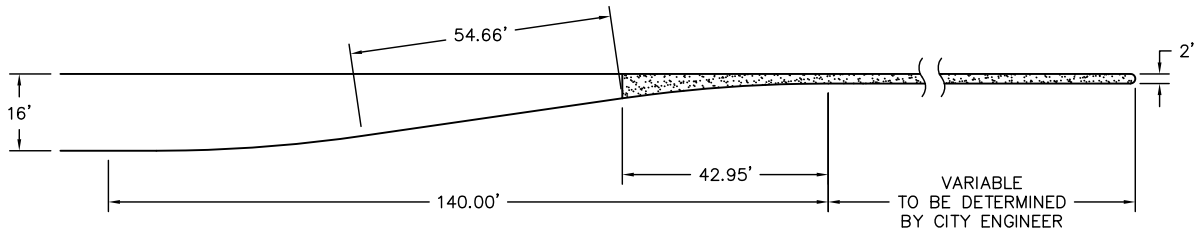
$T.I. = 3.16(H)^{0.11}$

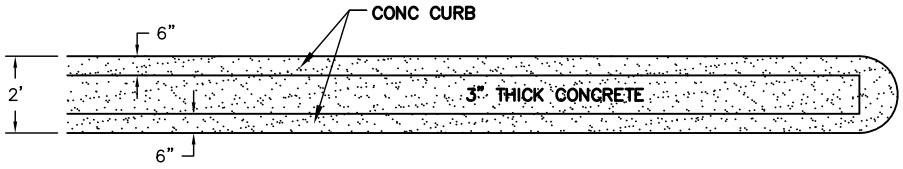
WHERE THE NUMBER OF UNITS TO BE SERVED OR TRAFFIC COUNTS CANNOT BE DETERMINED, USE THE TRAFFIC INDEX SHOWN ABOVE. AREAS CONSIDERED AS SHOULDERS MAY HAVE T.I.'S EQUAL TO 0.6 OF THE TRAVEL LANES, HOWEVER 4.0 IS THE MINIMUM T.I. TO BE USED FOR DESIGN OF TREVELWAY AND SHOULDERS.

STREET CROSS SECTIONS	REVISIONS 10/1/2015	CITY OF SELMA ST-12

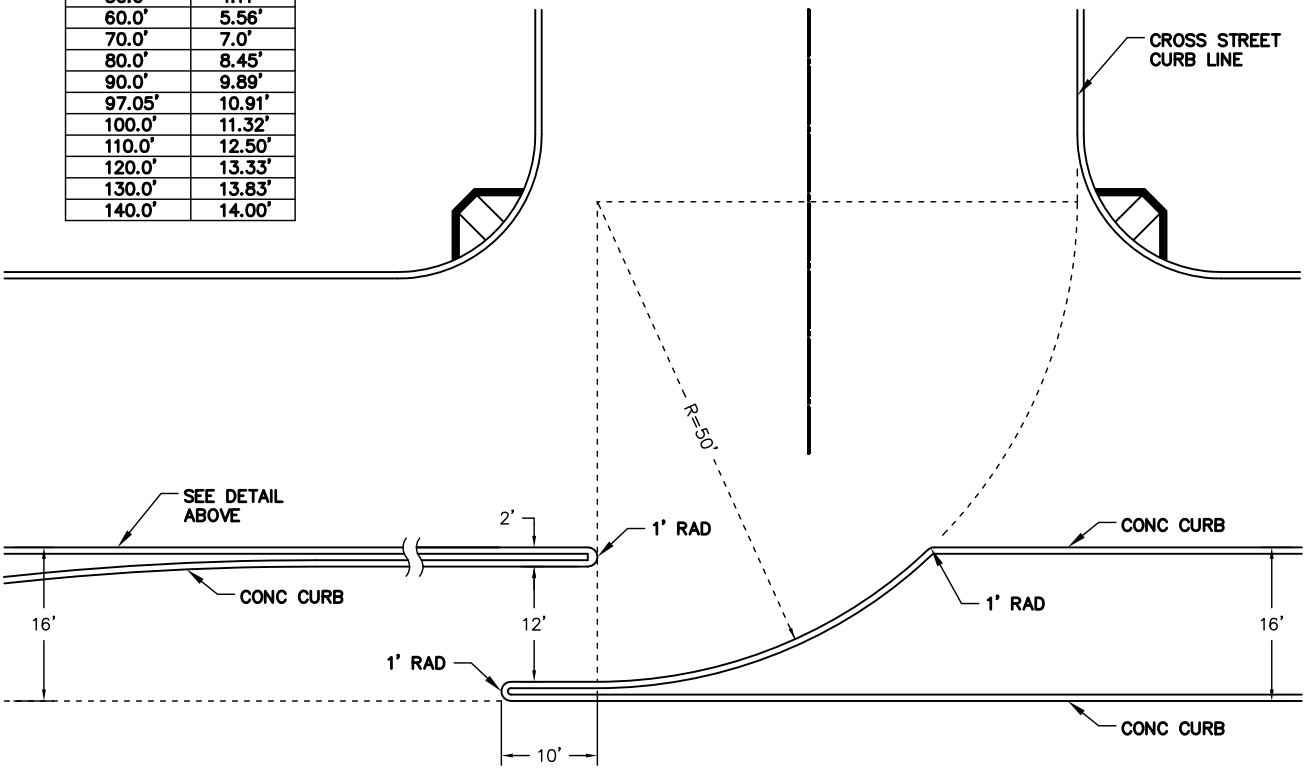


CUL-DE-SAC	REVISIONS 10/1/2015	CITY OF SELMA ST-13





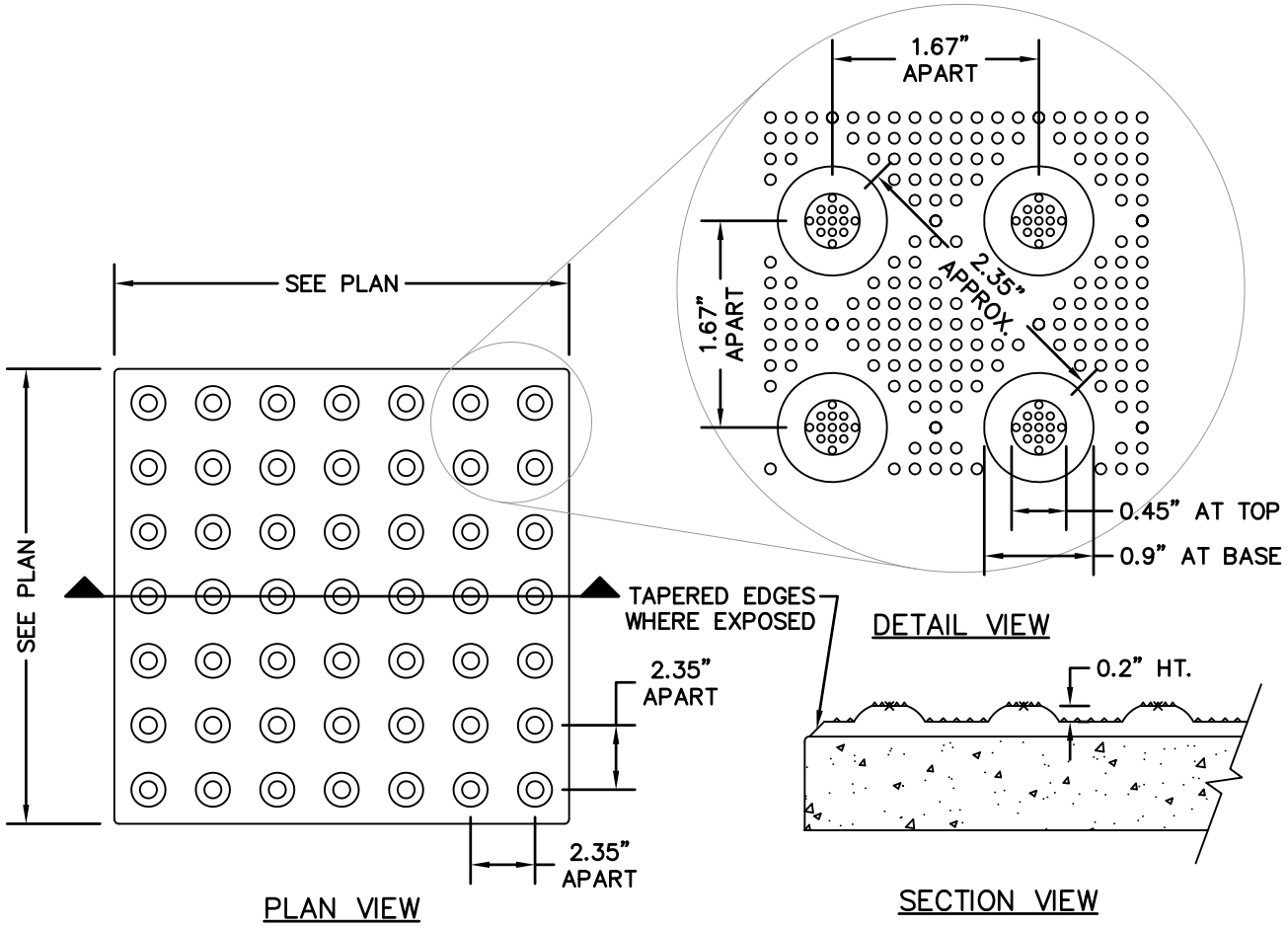
CURVE TABLE	
DIST FROM POINT "A"	OFFSET
0'	0'
10.0'	0.17'
20.0'	0.67'
30.0'	1.50'
40.0'	2.68'
42.95'	3.09'
50.0'	4.11'
60.0'	5.56'
70.0'	7.0'
80.0'	8.45'
90.0'	9.89'
97.05'	10.91'
100.0'	11.32'
110.0'	12.50'
120.0'	13.33'
130.0'	13.83'
140.0'	14.00'



CENTER ISLAND TURNOUT
FOR
ONE WAY LEFT TURNS

REVISIONS
10/1/2015

CITY OF SELMA
ST-14



NOTES:

INSTALL DETECTABLE WARNING PER 2013 CALIFORNIA BUILDING CODE REQUIREMENTS. CBC1127B.5.7

INSTALL ACCESSIBLE PARKING SIGN(S) AS SHOWN ON POST PER ADA STANDARDS.

VAN ACCESSIBLE SIGN WHERE SPECIFIED

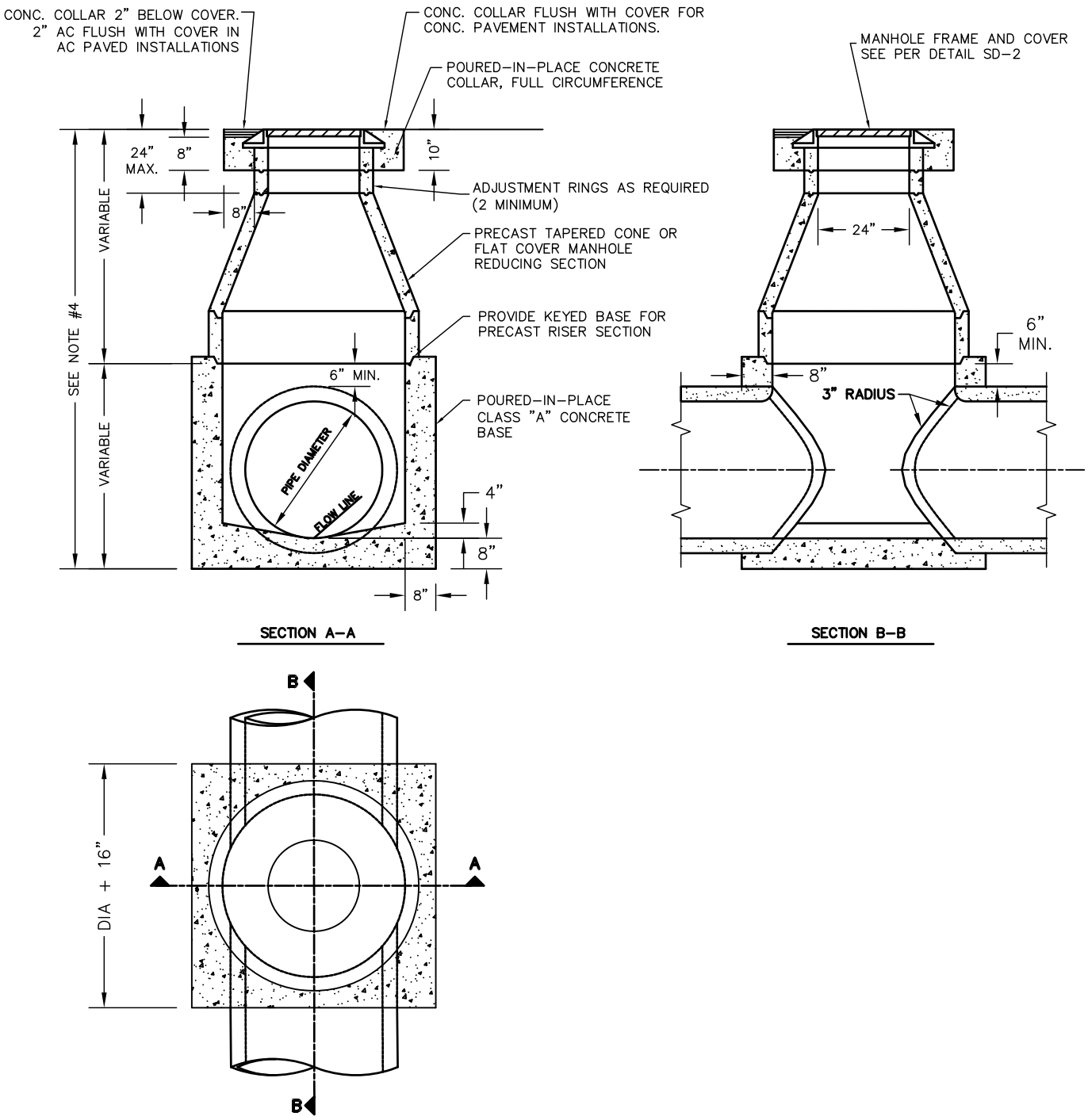
80"

FINISHED SURFACE

NOTES:

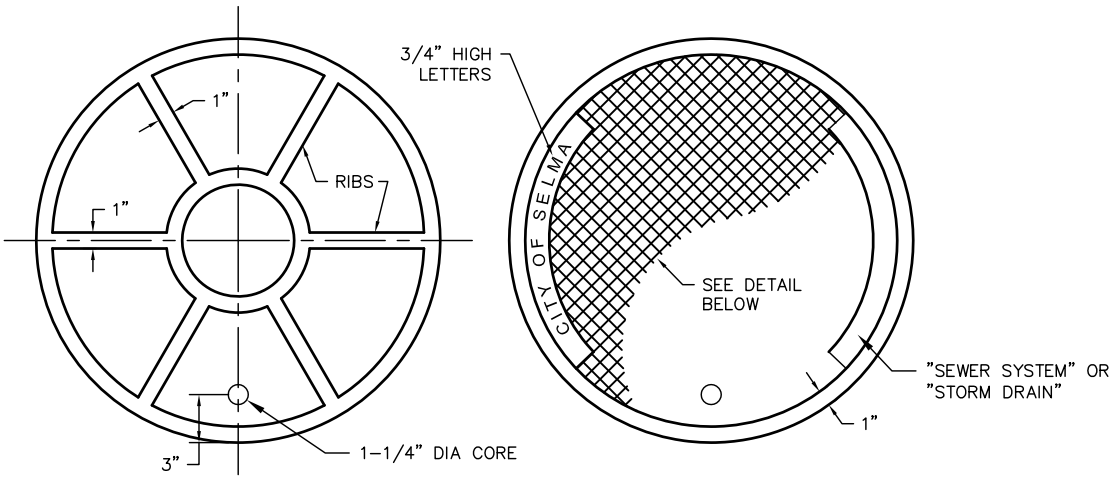
INSTALL ACCESSIBLE PARKING SIGNS PER 2013 CALIFORNIA BUILDING CODE REQUIREMENTS. CBC1129B.4

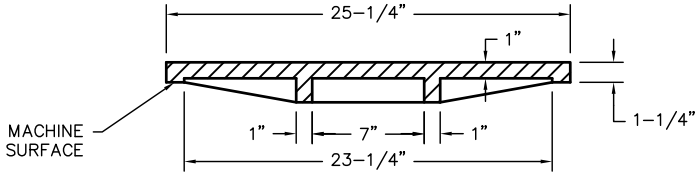
ACCESSIBLE FACILITIES DETAIL	REVISIONS 10/1/2015	CITY OF SELMA ST-15



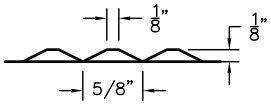
1. PRECAST PIPE, ADJUSTING RINGS AND TAPERED SECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH A.S.T.M. C-478, USING TYPE II CEMENT.
2. ALL JOINTS SHALL BE GROUTED SMOOTH INSIDE AND OUT.
3. INTERIOR OF THE MANHOLE SHALL HAVE A SMOOTH TROWELED SURFACE.
4. IF THE DISTANCE BETWEEN THE FLOW LINE OF THE MANHOLE AND THE FINISH GRADE OF THE LID IS GREATER THAN OR EQUAL TO 12 FEET, THE MANHOLE IS TO BE CONSTRUCTED WITH STEPS AND AN ECCENTRIC CONE TAPERED SECTION.
5. CONTRACTOR SHALL EMPLOY ALL MEASURES NECESSARY TO ENSURE THAT THE MINIMUM COMPACTION REQUIREMENTS ARE MET FOR ALL BACKFILL ASSOCIATED WITH THE MANHOLE CONSTRUCTION.
6. TAPERED SECTION TO BE ACCORDING TO APPROVED MANUFACTURER'S DIMENSIONS.

STORM DRAIN MANHOLE	REVISIONS 10/1/2015	CITY OF SELMA SD-1

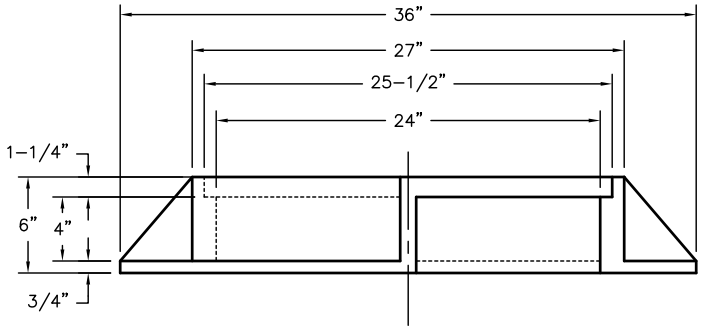


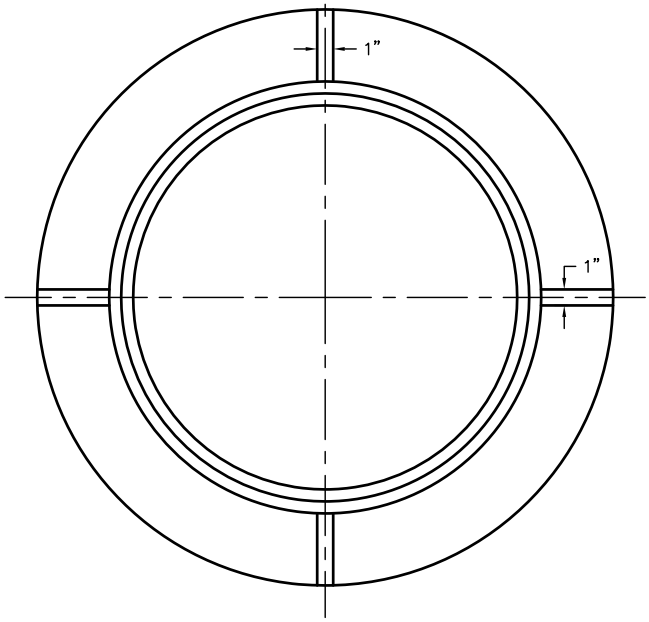


MANHOLE COVER



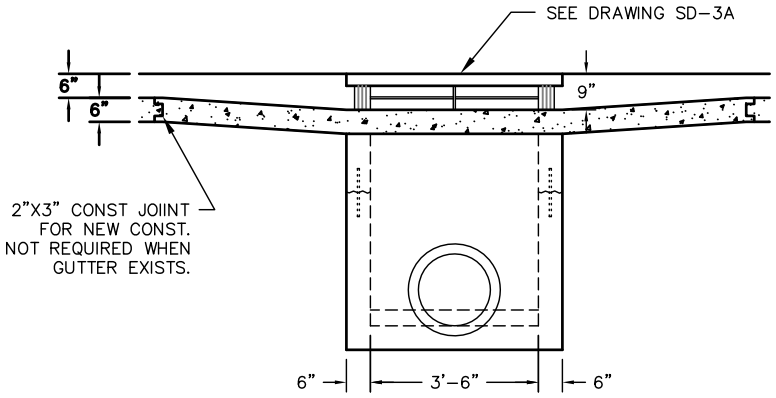
DETAIL
WAFFLE PATTERN



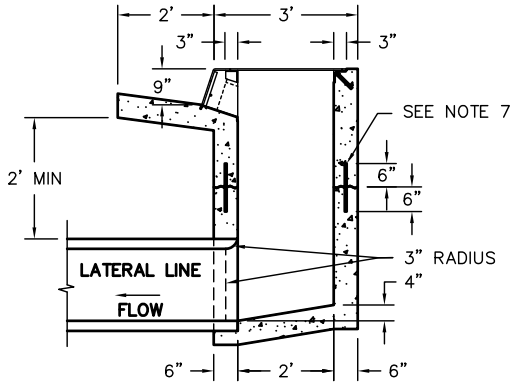


MANHOLE FRAME

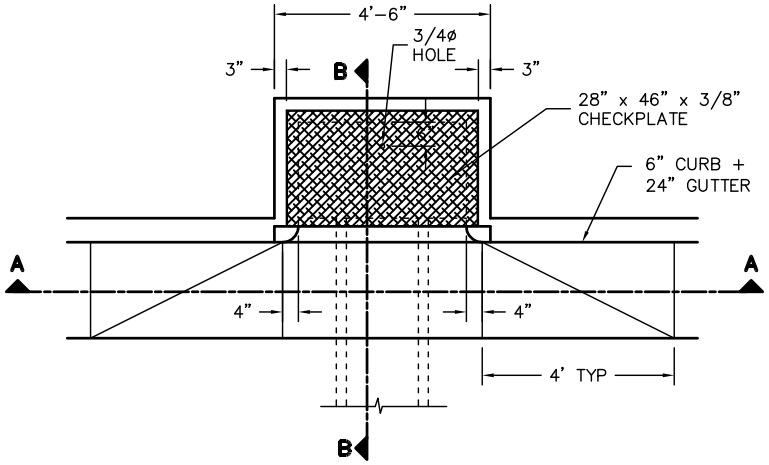
MANHOLE FRAME AND COVER	REVISIONS 10/1/2015	CITY OF SELMA SD-2



SECTION A–A



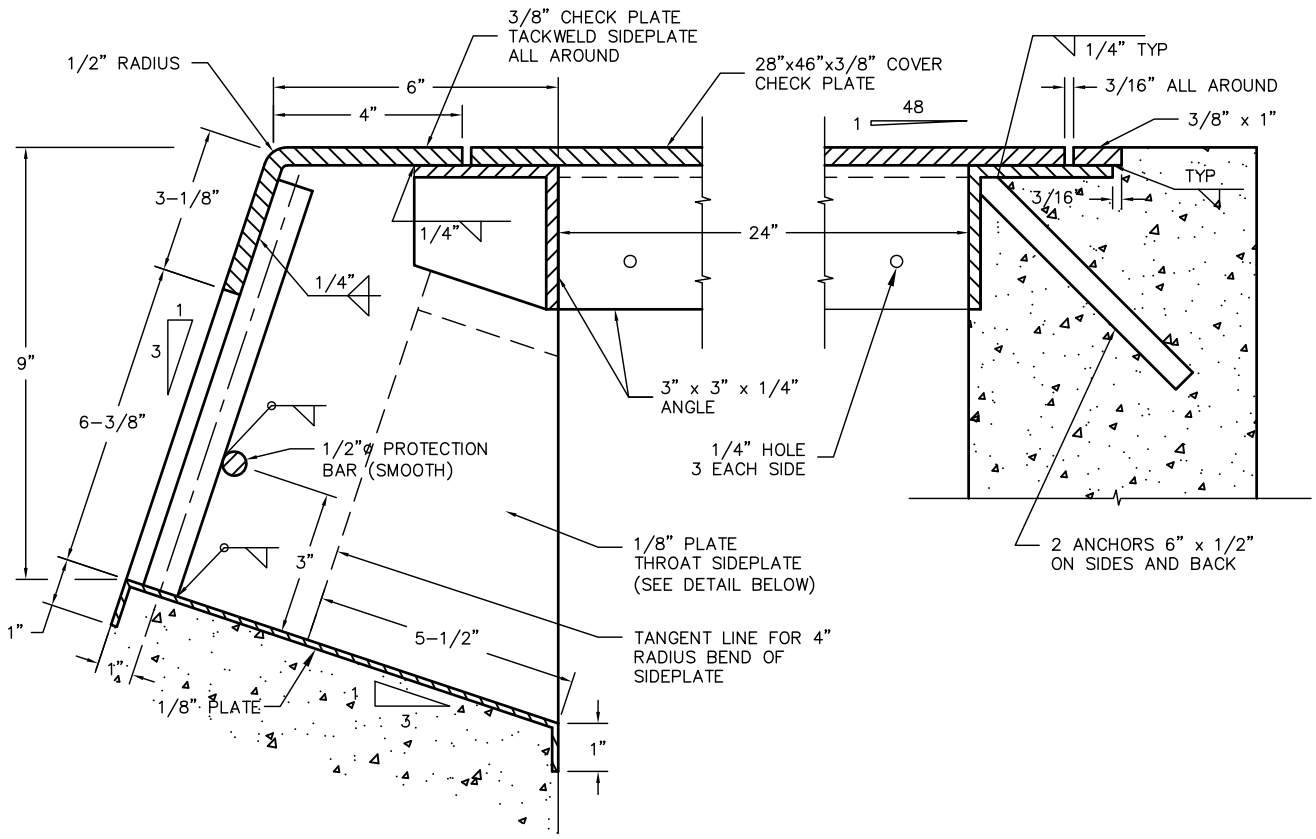
SECTION B–B

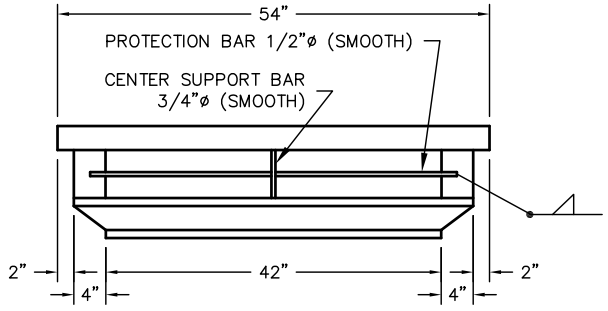


PLAN

1. THE INLET MAY BE MODIFIED SLIGHTLY TO MATCH EXISTING IMPROVEMENTS, AS DIRECTED BY THE ENGINEER.
2. STRUCTURE SHALL BE CLASS 'A' CONCRETE. EXPOSED SURFACES SHALL BE FINISHED AS PER CURB SPECIFICATIONS.
3. COST OF FRAME AND GRATE AND THROAT SHALL BE INCLUDED IN PRICE OF INLET.
4. CURB AND GUTTER SHALL BE CONSTRUCTED OR RECONSTRUCTED ON EACH SIDE OF BOX AS INDICATED ON THE PLANS AND COST THEREOF SHALL BE INCLUDED IN PRICE OF THE INLET.
5. FLOOR OF INLET SHALL SLOPE FROM ALL WALLS TO THE LATERAL LINE AND SHALL BE GIVEN A STEEL–TROWELED FINISH.
6. AT THE CONTACT POINT BETWEEN THE LATERAL LINE AND THE INLET WALL A SMOOTH 3" RADIUS CURVE SHALL BE CONSTRUCTED.
7. IF INLET IS CONSTRUCTED IN A TWO STAGE POUR, PROVIDE A ROUGHENED CONSTRUCTION JOINT AND PLACE ONE NO. 4 BAR 12" LONG IN EACH OF THE FOUR WALLS, AS SHOWN.

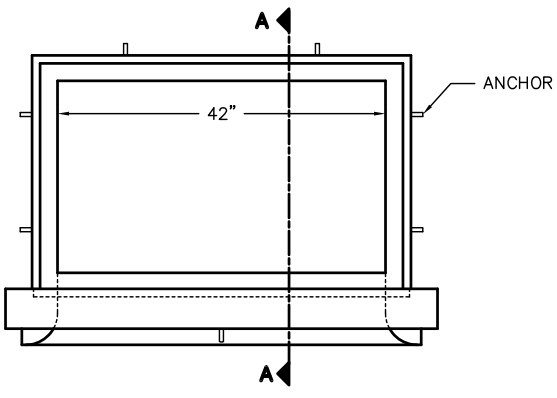
STANDARD DRAIN INLET	REVISIONS 10/1/2015	CITY OF SELMA SD-3



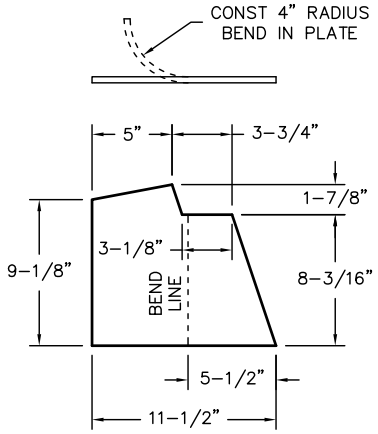


FRONT

NOTES:
1. ALL DIMENSIONS ARE FINISHED DIMENSIONS.
2. ALL PARTS SHALL BE STRUCTURAL STEEL.
3. ALL EXPOSED METAL PARTS AHSLL BE PAINTED OR DIPPED WITH AN ASPHALTUM PAINT.

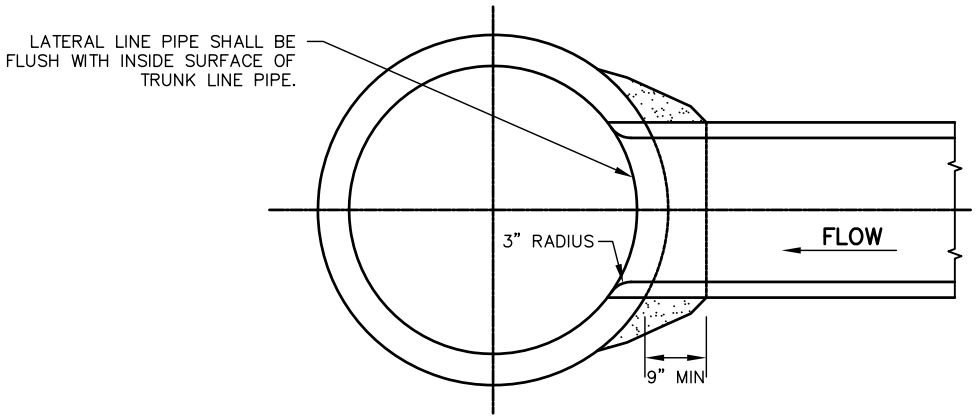


PLAN

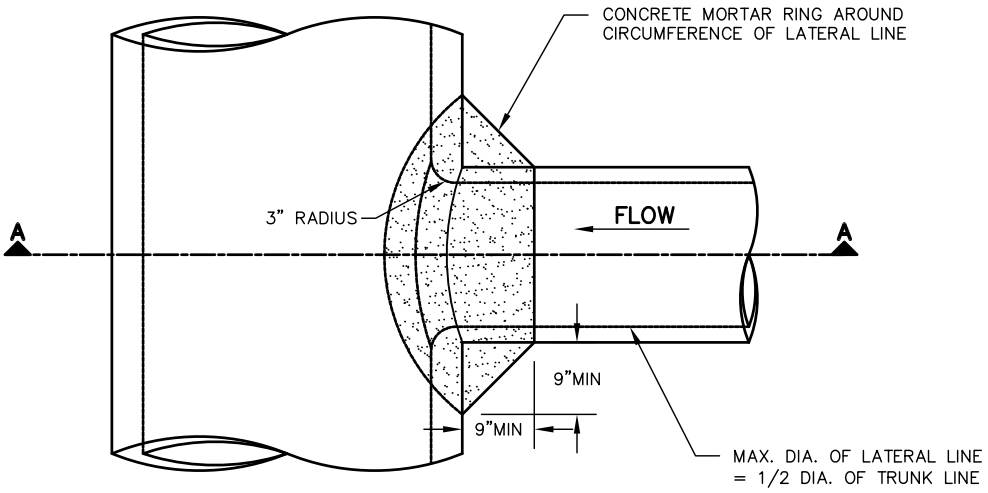


THROAT SIDEPLATE

CURB INLET FRAME & GRATE	REVISIONS	CITY OF SELMA SD-3A

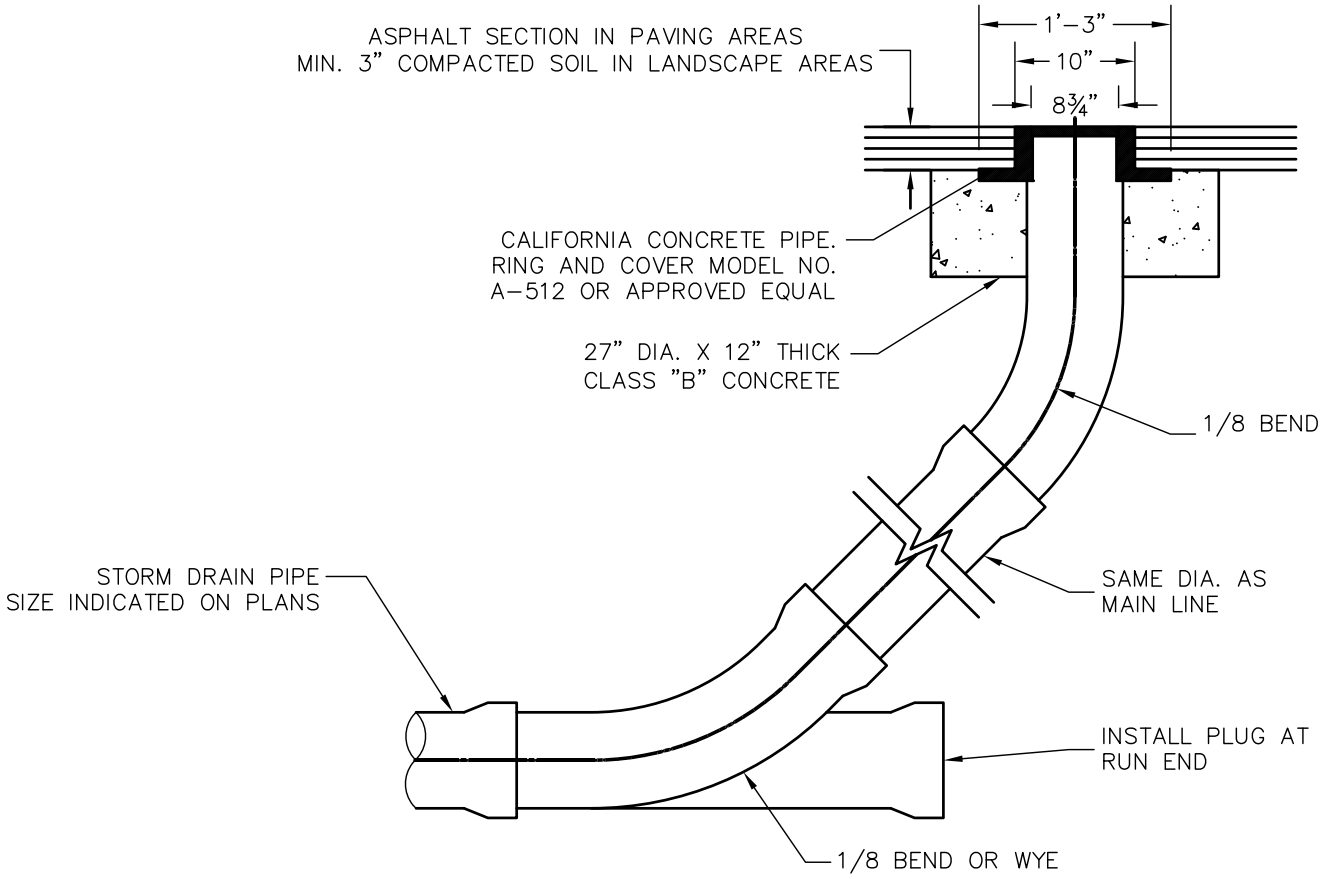


SECTION A–A

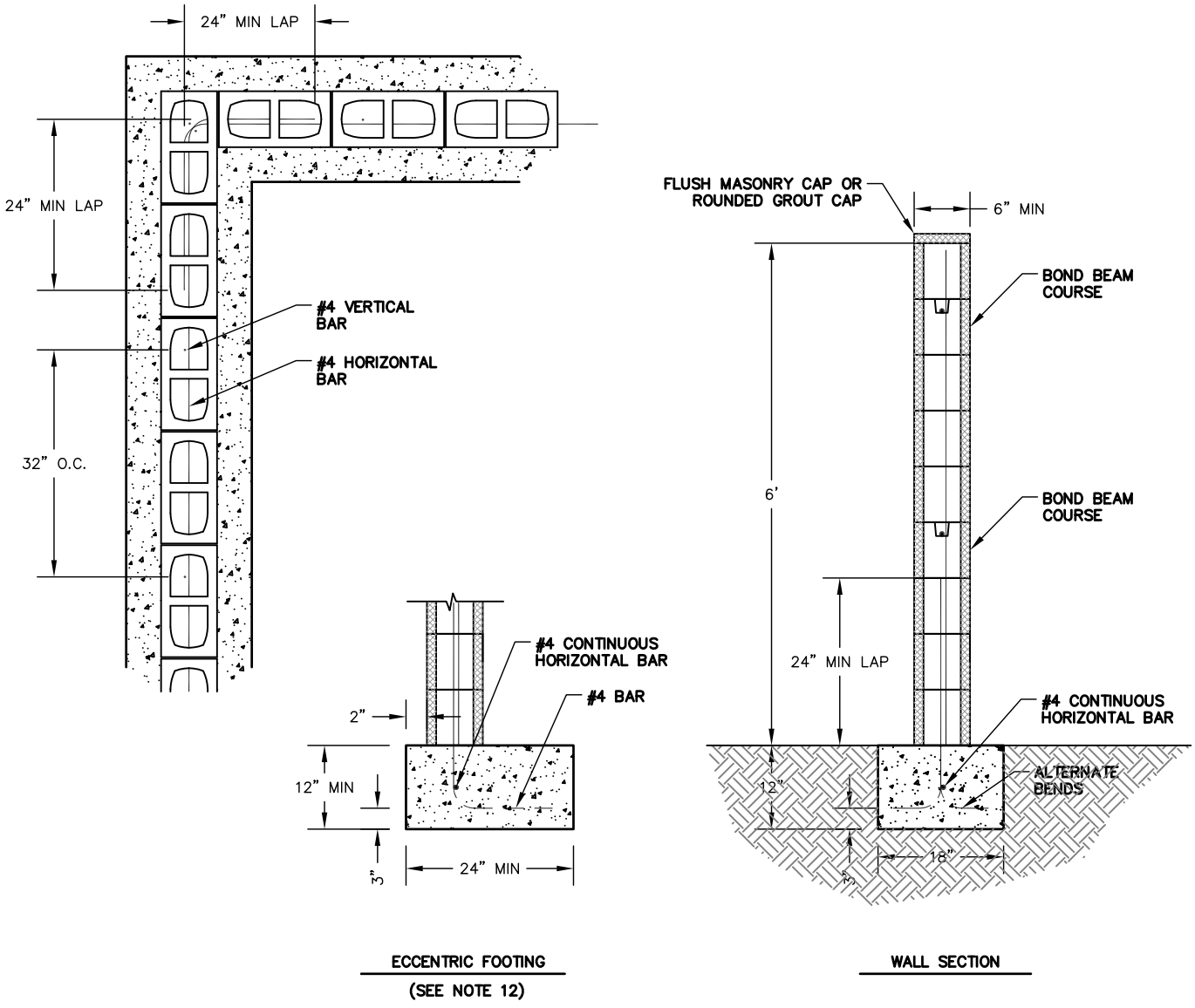


PLAN

LATERAL LINE CONNECTION	REVISIONS 10/1/2015	CITY OF SELMA SD-4



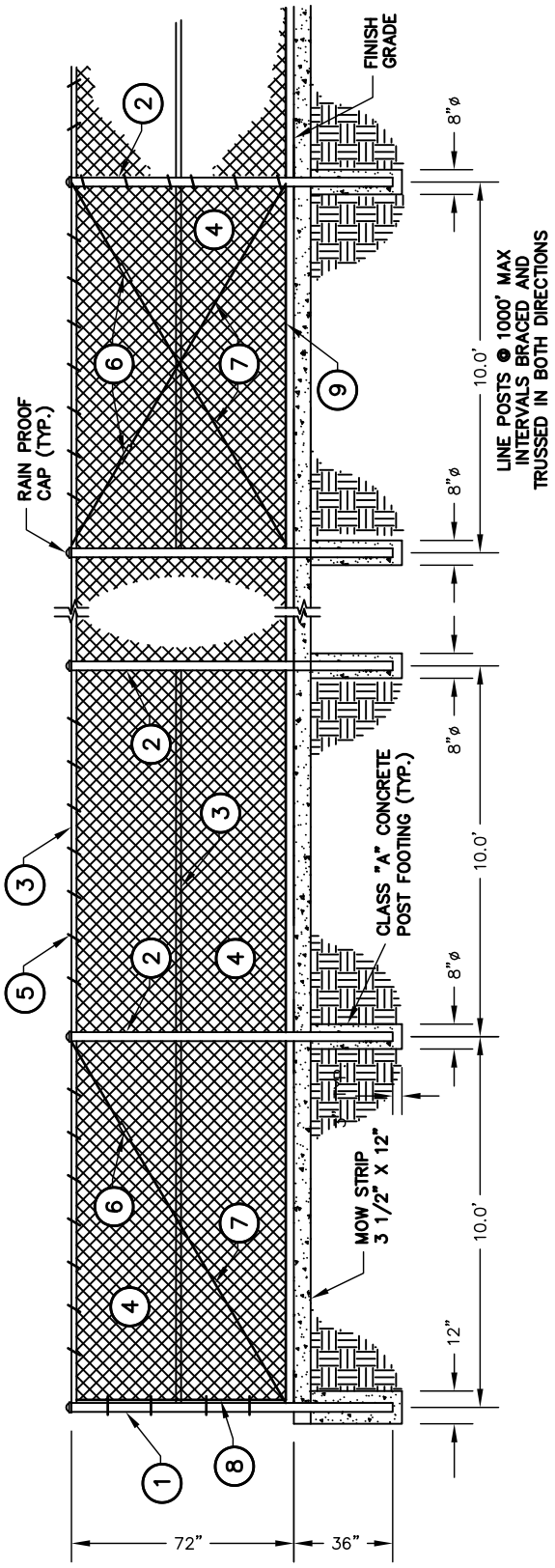
STORM DRAIN CLEANOUT	REVISIONS 10/1/2015	CITY OF SELMA SD-5

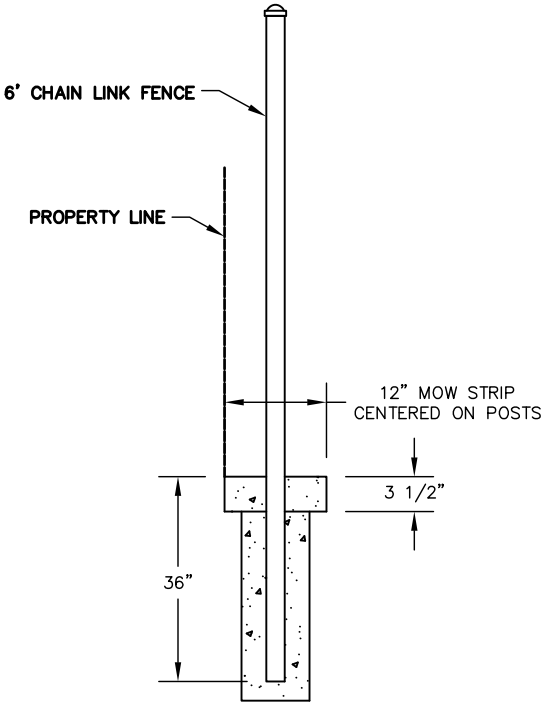


NOTES:

1. ALL CONSTRUCTION SHALL COMPLY WITH THE LATEST EDITION OF THE CALIFORNIA BUILDING CODE.
2. ALL BLOCK WALLS REQUIRE A CITY OF SELMA BUILDING PERMIT AND SHALL BE INSPECTED BY THE CITY ENGINEER.
3. GROUT ALL CELLS CONTAINING REINFORCING STEEL.
4. DEPTH OF FOOTINGS SHOWN SHALL BE INTO NATURAL UNDISTURBED SOIL OR COMPACTED FILL TESTED AND APPROVED.
5. CONCRETE BLOCK SHALL BE 2000 PSI WITH TYPE AND COLOR APPROVED BY CITY OF SELMA PLANNING.
6. REINFORCING BARS SHALL BE DEFORMED BARS MINIMUM GRADE 40.
7. FOOTING CONCRETE SHALL BE MINIMUM 2500 PSI AT 28 DAYS.
8. FOOTINGS SHALL NOT ENCROACH ONTO ADJACENT PROPERTY. ECCENTRIC FOOTINGS MAY BE USED TO OFFSET WALL AT PROPERTY LINES.
9. MORTAR SHALL BE TYPE–S MINIMUM 1800 PSI AT 28 DAYS.
   ONE (1) PART CEMENT, TYPE I – ONE HALF (1/2) PART LIME PUTTY OR HYDRATED LIME, AND FOUR AND ONE HALF (4–1/2) PARTS SAND (MAXIMUM).
10. GROUT SHALL BE MINIMUM 2000 PSI AT 28 DAYS.
    ONE (1) PART CEMENT, THREE (3) PARTS SAND, AND TWO (2) PARTS PEA GRAVEL
11. WALLS SHALL BE SET PLUMB WITH ALL BLOCK COURSES LAID LEVEL.
12. ALL WALLS OVER 6' HIGH SHALL, WALLS WITH ECCENTRIC FOOTINGS, OR WALLS SUPPORTING FILL SHALL BE DESIGNED BY A REGISTERED CIVIL ENGINEER AND APPROVED BY THE CITY ENGINEER.

MASONRY WALL	REVISIONS 10/1/2015	CITY OF SELMA M-1





LEGEND

1. 3" O.D. GALVANIZED STEEL CORNER AND END POST
2. 2⅜" O.D. GALVANIZED STEEL LINE POST
3. 1⅝" O.D. GALVANIZED STEEL HORIZONTAL RAIL
4. 2" X 2" MEXH X 9 GUAGE GALVANIZED FENCE FABRIC WITH KNUCKLED TOP AND BOTTOM SELVAGE. GALVANIZED BEFORE WEAVING, GBW.
5. 9 GUAGE (0.148" DIA.) GALVANIZED STEEL WIRE TIES OR HOG RINGS AT 15" MAXIMUM SPACING.
6. 6" TURNBUCKLE ADJUSTERS FOR ⅜" DIA. TRUSS ROD.
7. ⅜" DIA. GALVANIZED STEEL ADJUSTABLE TRUSS ROD.
8. ⅛" THICK STEEL STRETCHER BAR TENSION BAND AT 12" MAXIMUM SPACING (MINIMUM 6 BANDS PER EACH 6' POST SECTION).
9. 7 GUAGE (0.117" DIA.) GALVANIZED STEEL TENSION WIRE.

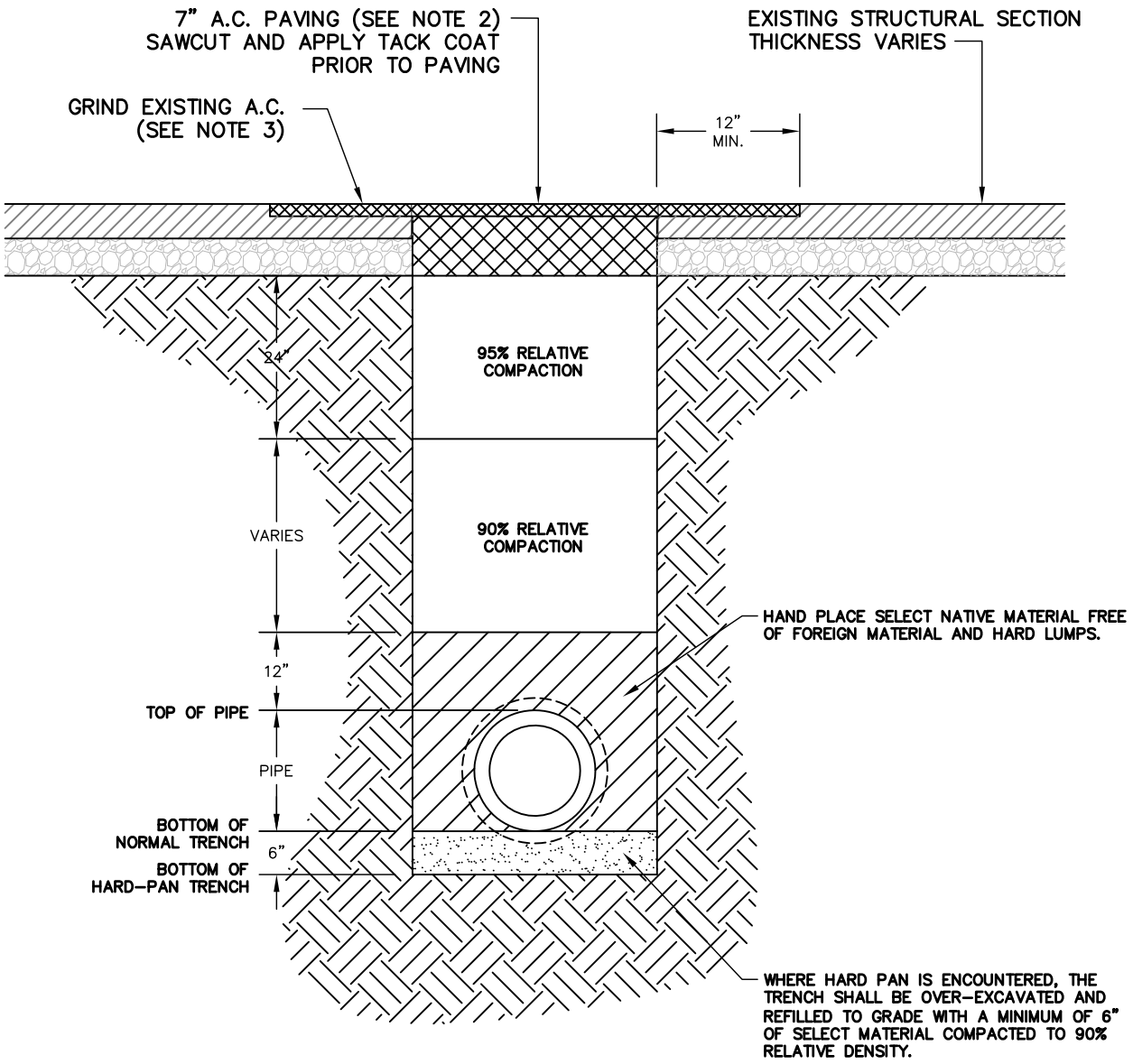
CHAIN LINK FENCE

REVISIONS

10/1/2015

CITY OF SELMA

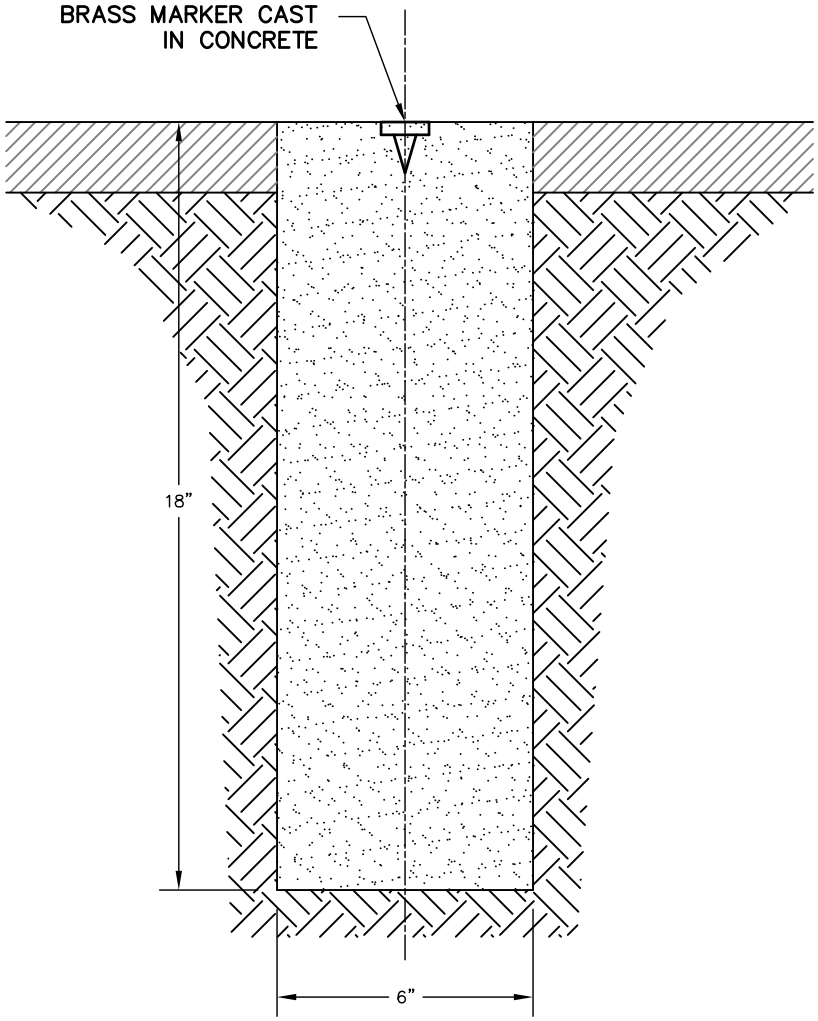
M-2



NOTES:

1. TEMPORARY TRENCH RESURFACING IS REQUIRED WHENEVER A STREET IS TEMPORARILY OPENED TO TRAFFIC AND SHALL CONSIST OF A MINIMUM OF 4" COLD MIX. ALL TEMPORARY MATERIAL SHALL BE REMOVED PRIOR TO FINAL PAVING.
2. PERMANENT TRENCH RESURFACING SHALL CONSIST OF 7" ASPHALT CONCRETE PAVING OR MATCH THE EXISTING STRUCTURAL SECTION IF THE TRENCH IS WIDER THAN 6'.
3. PRIOR TO FINAL LIFT, GRIND EXISTING ASPHALT A MINIMUM OF 12" OUTSIDE THE EDGE OF TRENCH ON EACH SIDE TO DEPTH OF FINAL LIFT. APPLY TACK COAT TO OVERLAY AREA PRIOR TO FINAL PAVING.
4. NO JETTING OF TRENCH BACKFILL IS PERMITTED. BACKFILL SHALL BE PLACED IN MAXIMUM 18" LIFTS, THEN COMPACTED TO THE MINIMUM RELATIVE DENSITY SHOWN ABOVE.

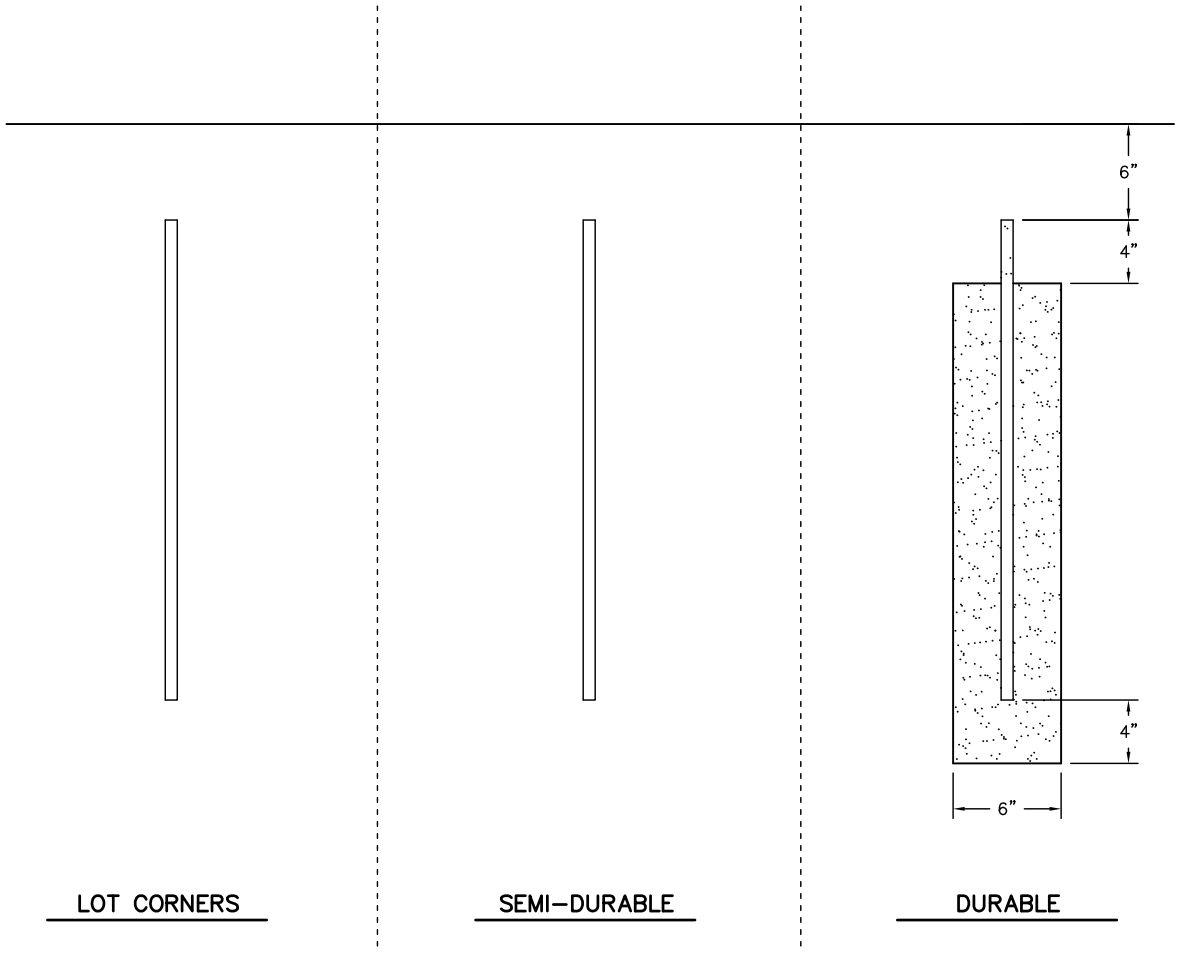
TRENCH BACKFILL AND RESURFACING	REVISIONS 10/1/2015	CITY OF SELMA M-3



NOTES:

1. CONTROL SURVEY MONUMENTS SHALL BE LOCATED AT STREET CENTERLINE INTERSECTIONS AND SECTION CORNERS AND 1/4 CORNERS.

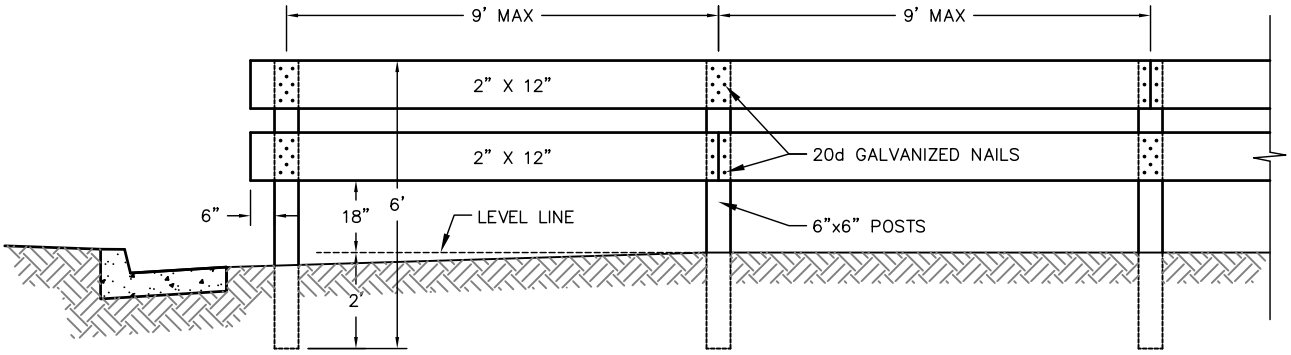
CONTROL SURVEY MONUMENT	REVISIONS 10/1/2015	CITY OF SELMA M-4



NOTES:

1. STATE LAW REQUIRES LAND SURVEYOR'S IDENTIFICATION NUMBER BE AFFIXED AT ALL PROPERTY CORNERS.
2. MONUMENT "A" TO BE AT ALL PROPERTY CORNERS AND RETURNS.
3. DURABLE OR SEMI–DURABLE MONUMENTS TO BE AT ALL BLOCK CORNERS.
4. DURABLE MONUMENTS TO BE LOCATED AT INTERSECTION OF STREETS.

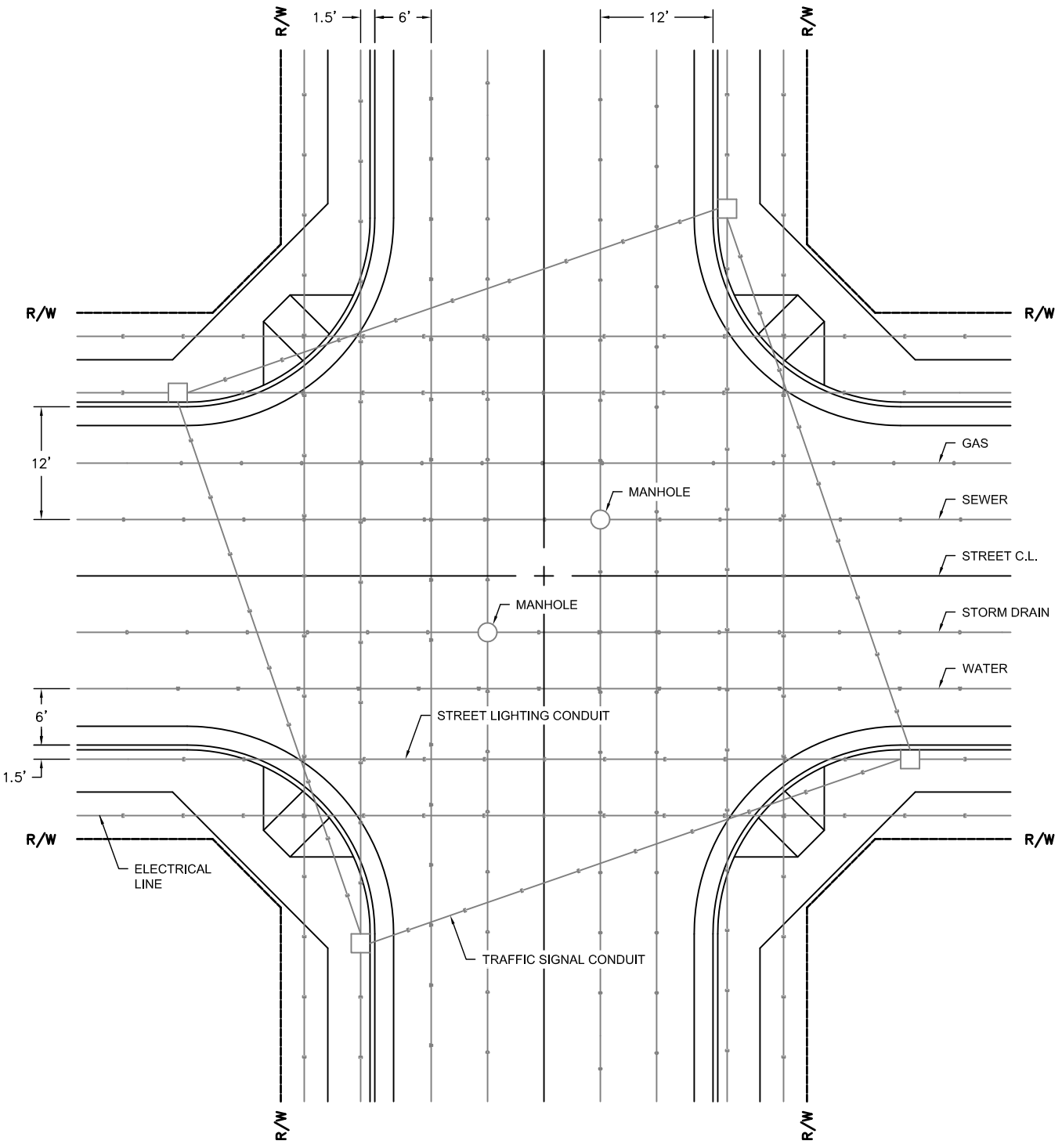
CONTROL SURVEY MONUMENT	REVISIONS 10/1/2015	CITY OF SELMA M-5



NOTES:

1. POSTS SHALL BE PRESSURE TREATED HEM FIR; RAILING SHALL BE HEM FIR.
2. TWO COATS OF 100% ACRYLIC WHITE PAINT SHALL BE APPLIED TO ALL WOOD SURFACES.
3. BARRICADE MUST BE FULL WIDTH OF PAVEMENT OR TRAVEL WAY.
4. APPROPRIATE SIGNS TO BE DESIGNATED BY DEPARTMENT OF PUBLIC WORKS.

TEMPORARY TIMBER BARRICADE	REVISIONS 10/1/2015	CITY OF SELMA M-6



NOTES:

1. ON MAJOR STREETS ONLY, WATER SHALL BE LOCATED 10 FROM FACE OF CURB
2. THIS STANDARD IS A GUIDE ONLY AND DEVIATIONS WILL BE ACCEPTABLE WHERE CONDITIONS DICTATE
3. DIMENSIONS SHOWN ARE DESIREABLE BUT DO NOT GOVERN. THE INTENTION IS TO SHOW RELATIVE POSITIONS OF UTILITIES.

LOCATIONS FOR UNDERGROUND UTILITIES IN STREETS	REVISIONS 10/1/2015	CITY OF SELMA M-7