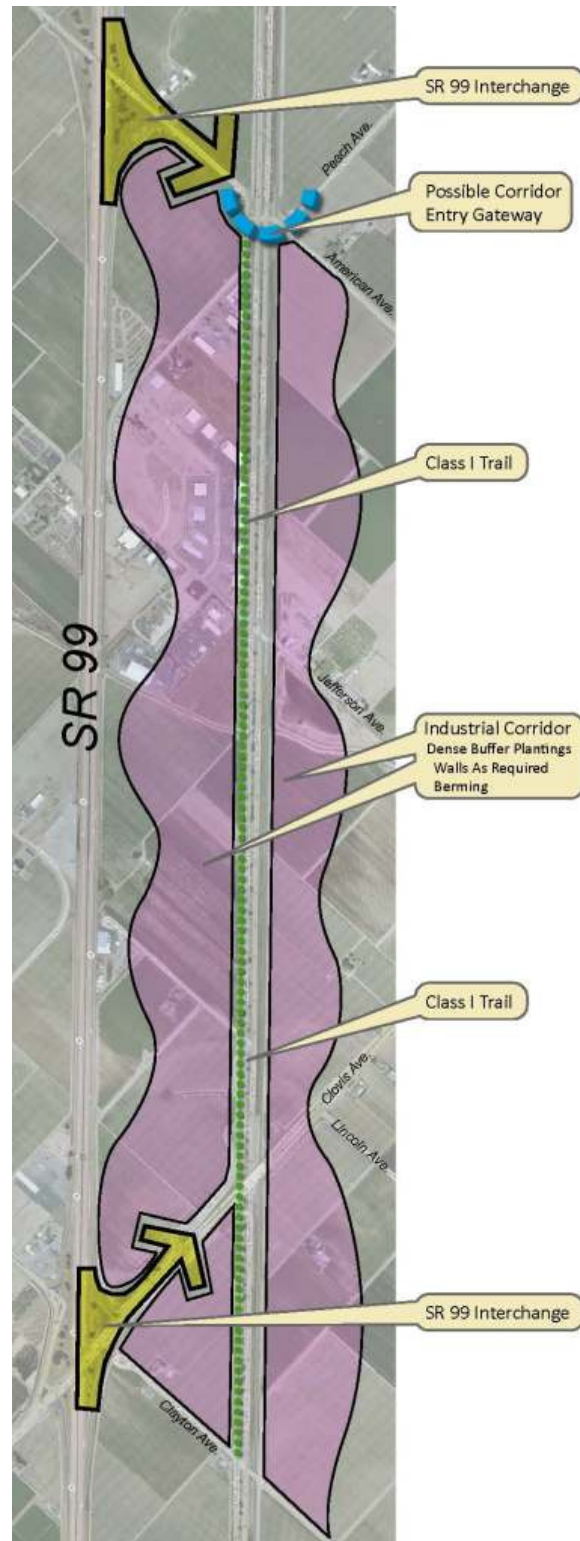


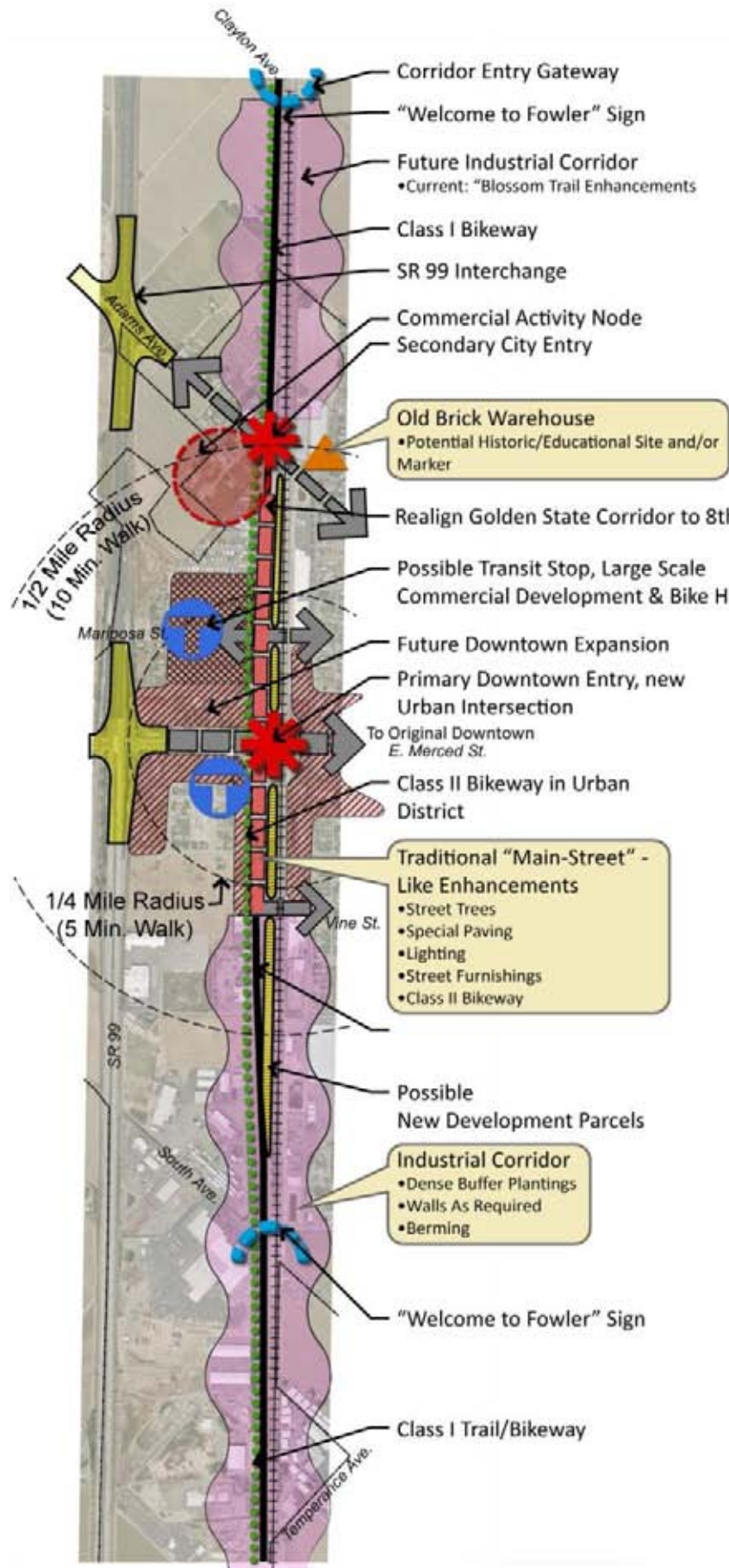
Golden State Corridor – North Fowler



LOCATION	EXISTING CONDITION	PROPOSED MODIFICATIONS
American Avenue/ Fowler Sphere of Influence	4-way intersection with RR Xing, 2-way stop.	Intersection modifications to American Avenue by separate County project. Golden State Corridor project begins approximately 200 feet south of the intersection. Start Class I Bike Path on west side of Golden State Blvd. Start Class II bike lanes in each direction adjacent to curb.
Jefferson Avenue	3-way intersection (west), 1-way stop. Private RR Xing.	1-way stop to remain. New NB and SB left and right turn lanes. Bike Path Xing.
Lincoln Avenue	3-way intersection with RR Xing, 1-way stop.	1-way stop to remain. New SB U-turn lane. New NB left turn lane. New SB acceleration lane.
Clovis Avenue Frontage Rd.	3-way signalized intersection.	Signal to remain. Lengthen existing NB and SB left turn lanes. Bike Path Xing.
Clovis Avenue overcrossing	Grade separated overcrossing over GS Blvd. and RR tracks.	SB lanes shifted into median to allow room for Class I Bike Path under the overcrossing.

Abbreviations: GS = Golden State NB = northbound SB = southbound WB = westbound EB = eastbound RR Xing = railroad crossing

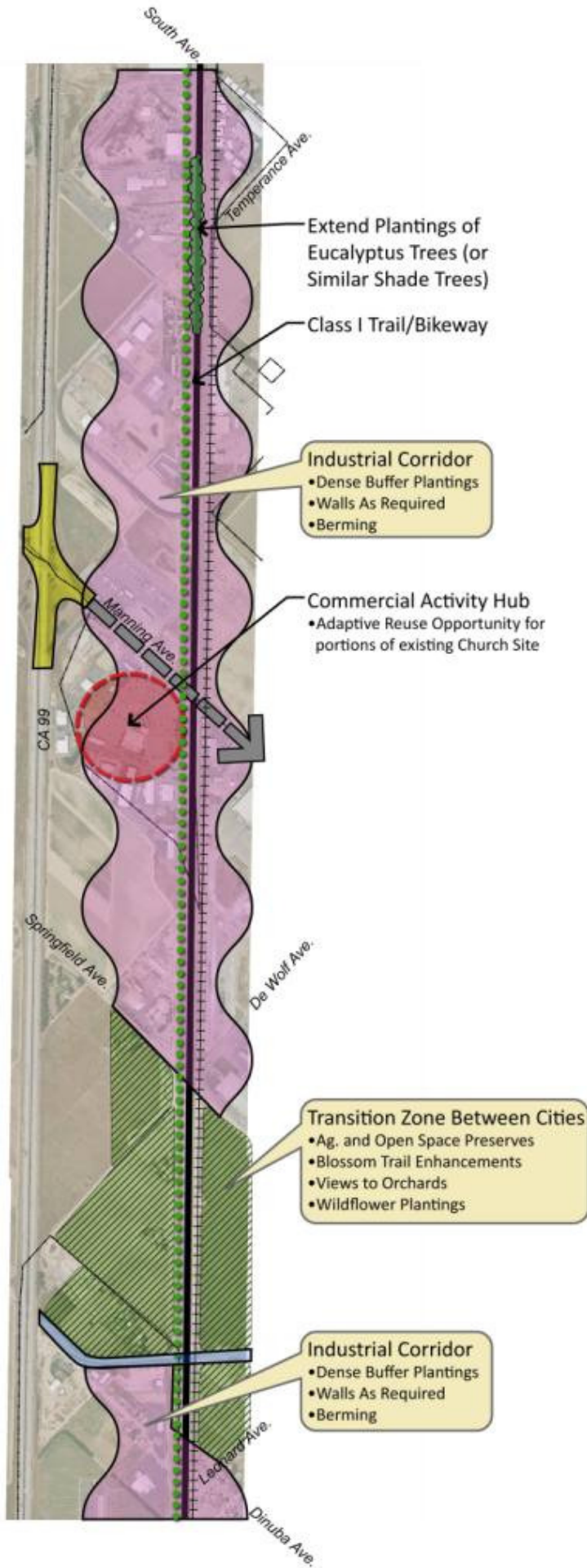
Golden State Corridor - Central Fowler



LOCATION	EXISTING CONDITION	PROPOSED MODIFICATIONS
Clayton Avenue	4-way intersection with RR Xing, 2-way stop.	2-way stop to remain. New NB right and left turn lanes. New SB right and left turn lanes. Bike Path Xing.
Fowler City limits		"Welcome to Fowler" sign (SB).
Bonita Avenue	3-way intersection (west) to access 8 th Street, 1-way stop.	1-way stop to remain. New NB left turn lane and SB right turn lane. Bike Path Xing. Abandon portion of 8 th Street between Bonita Avenue and Adams Avenue.
Adams Avenue	4-way signalized intersection with RR Xing.	Signal to be modified. New SB right turn lane. Access from 8 th Street to Adams Avenue closed.
NEW ROAD SHIFT	None currently.	Transition SB GS Blvd. to 8 th Street and NB GS to SB GS Blvd. Class I Bike Path ends with ped/bike Xing at Mariposa Street for access to Class II lanes.
Mariposa Street	3-way intersection (east) with RR Xing, 1-way stop.	1-way stop to remain. New WB drive approach for access to future development site. New NB right and left turn lanes. New SB left turn lane.
Tuolumne Street	3-way intersection with 8 th Street, 1-way stop. No access to GS Blvd.	1-way stop to remain with new access to GS Blvd. New NB and SB left turn lanes. New EB drive approach for access to future development site.
Merced Street	4-way signalized intersection with RR Xing.	Focal point of Fowler, transit stop site, signage. Signal to be modified. New EB right turn lane.
Main Street	3-way intersection with 8 th Street, 1-way stop. No access to Golden State Blvd.	1-way stop to remain with new access to Golden State Blvd. New NB and SB left turn lanes. New EB drive approach for access to future development site.
Fresno Street	3-way intersection with 8 th Street, 1-way stop. No access to Golden State Blvd.	1-way stop to remain with new access to Golden State Blvd. New NB and SB left turn lanes. New EB drive approach for access to future development site.
NEW ROAD SHIFT	None currently.	Transition back to existing alignment between Fresno Street and Tulare Street. Class I Bike Path begins again south of Fresno Street with ped/bike Xing at Fresno Street.
Vine Street	4-way intersection with RR Xing, 2-way stop.	New traffic signal. New NB and SB right and left turn lanes. New WB left turn lane. Bike Path Xing.
Peach Street	3-way intersection (west), 1-way stop. No access to NB Golden State Blvd.	1-way stop to remain with new NB access to Golden State Blvd. New NB and SB left turn lanes. New SB acceleration lane. Bike Path Xing.
South Avenue	4-way intersection with RR Xing, 2-way stop.	2-way stop to remain. New NB right turn lane. New SB left turn lane. New EB right turn lane. "Welcome to Fowler" sign (NB). Bike Path Xing.
Temperance Avenue	4-way intersection with RR Xing, 2-way stop.	New traffic signal. New NB right turn lane. New SB right turn. Realign EB approach lanes to intersect at 90 degrees. Bike Path Xing.

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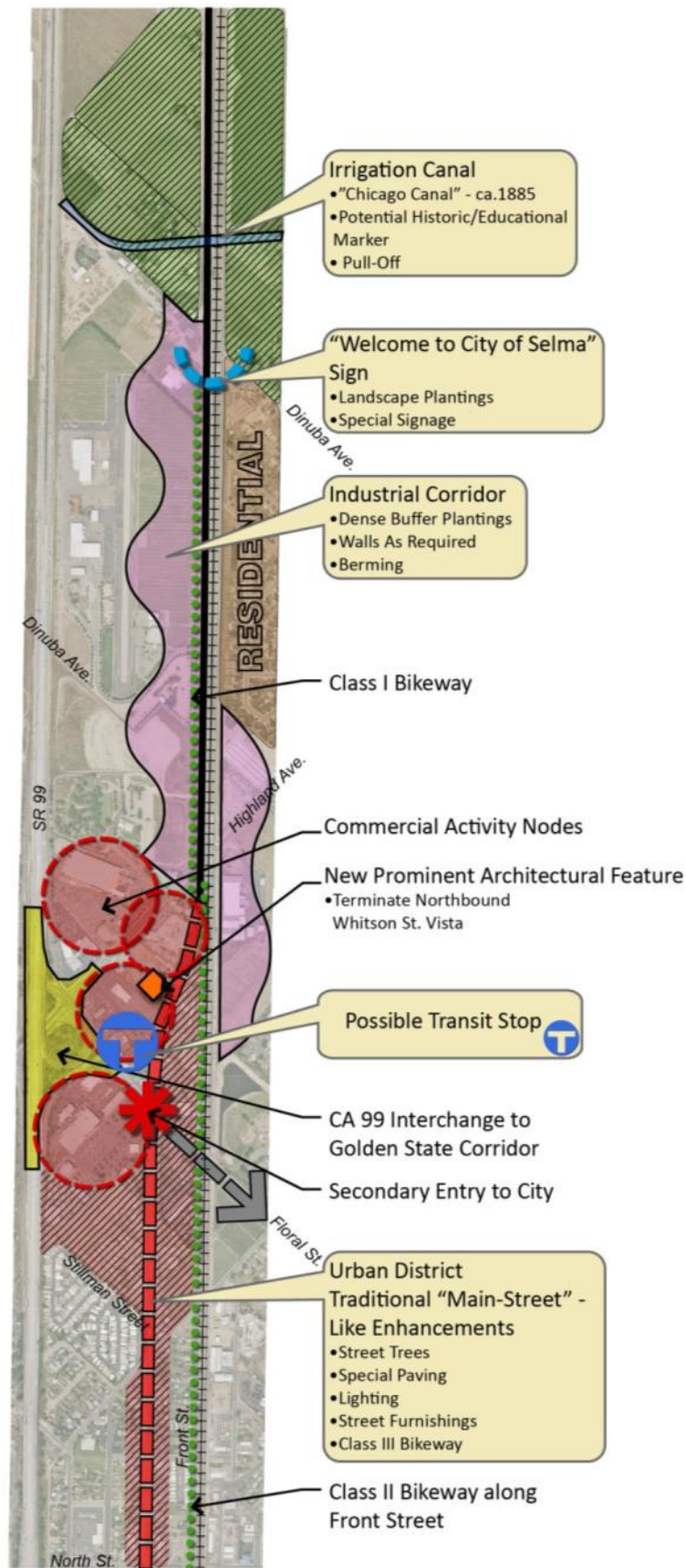
Golden State Corridor - South Fowler



LOCATION	EXISTING CONDITION	PROPOSED ROADWAY GEOMETRIC MODIFICATIONS
Parlier Avenue	3-way intersection (west), 1-way stop.	1-way stop to remain. Add median break with NB left turn lane. Bike Path Xing. No median break.
East Valley Drive	3-way intersection (west), 1-way stop.	1-way stop to remain. Add SB left turn lane for U-turns. Bike Path Xing.
Manning Avenue	Signalized intersection with RR Xing.	Signal modifications. Add 2 nd NB left turn lane. Add 3 rd WB through lane and WB right turn lane. Bike Path Xing.
San Antonio Drive	3-way signalized intersection.	Signal and all existing turn lanes remain. Bike Path Xing.
Fowler City limits		
DeWolf Ave./ Springfield Ave./ Fowler and Selma Sphere of Influence	4-way intersection with RR Xing, 2-way stop.	New traffic signal. New NB and SB left turn lanes. New NB right turn lane. Bike Path Xing.
Selma City limits	SB lanes only are inside city limits.	
Pull-off location	Chicago Canal (circa 1885).	Add pull-off location on west side with historical marker. Incorporate bike rest stop.

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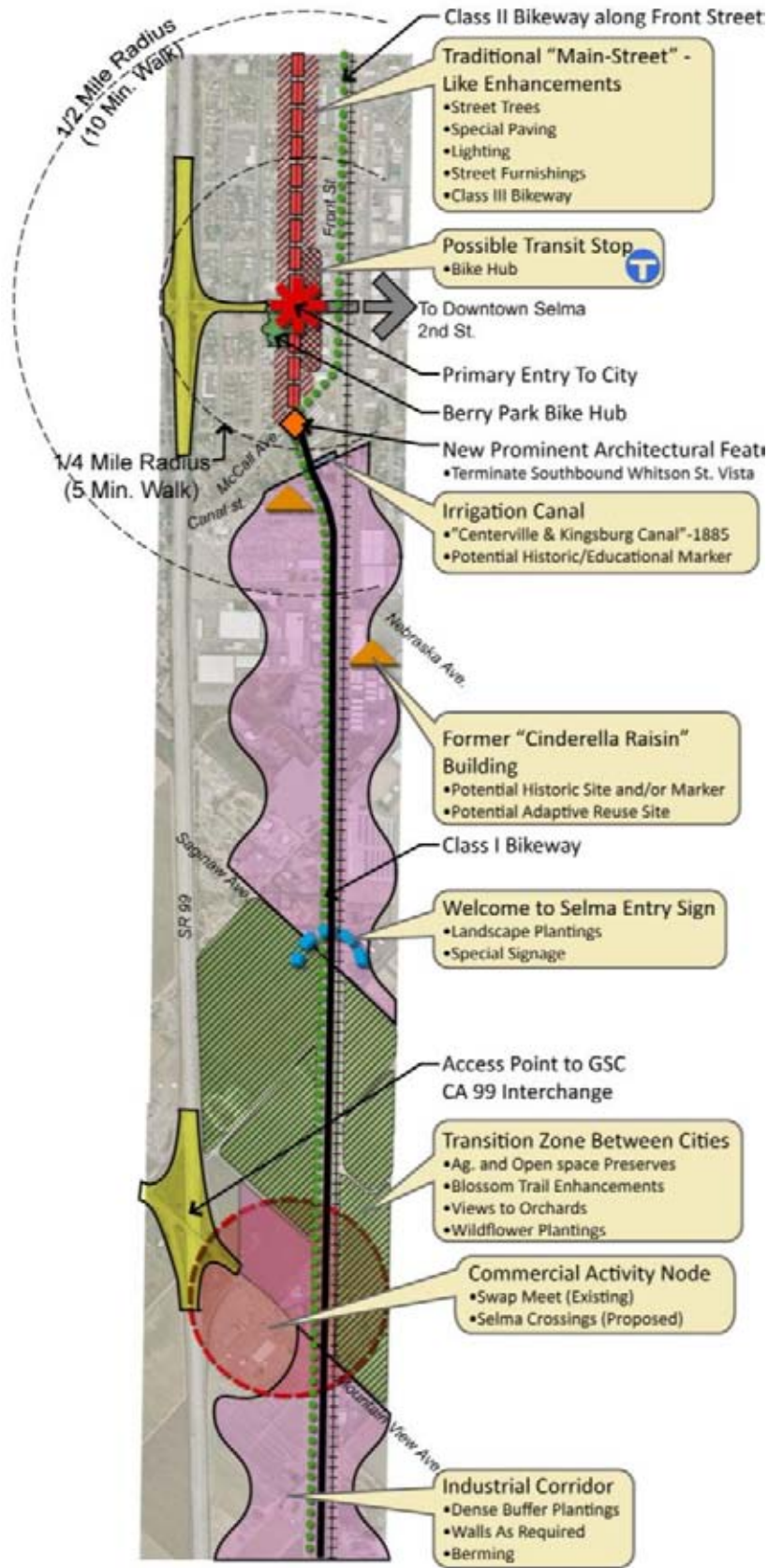
Golden State Corridor – North Selma



LOCATION	EXISTING CONDITION	PROPOSED ROADWAY GEOMETRIC MODIFICATIONS
Dinuba Avenue	4-way intersection with RR Xing, 2-way stop.	New traffic signal. New NB right turn lane. New SB right turn lane. "Welcome to Selma" sign (SB). Bike Path Xing.
Selma City limits	NB lanes now also inside city limits.	
Highland Avenue	4-way signalized intersection.	Signal modifications. New WB left turn lane. Bike Path Xing.
EXISTING ROAD SHIFT	Existing shift to Whitson Street.	Realign W. Front Street into a T intersection (1-way stop) with Whitson Street. Class 1 Bike Path crosses to east side of Whitson Street and then merges into new Class II bike lanes on W. Front Street. Class II bike lanes end on GS Blvd. (Whitson Street) at new W. Front Street intersection.
Floral Avenue	4-way signalized intersection.	Directional signage, terminated vista 1,000 ft north, looking NB. New EB right turn lane (Floral Ave)
Gaither Street	3-way intersection (west), 1-way stop.	1-way stop to remain.
Stillman Street	4-way intersection (west), 1-way stop. Stillman Street between Whitson and Thompson is one-way east only.	No changes with this project. City of Selma plans to close Stillman between Whitson Street and Thompson Avenue via a separate project.
Thompson Avenue	4-way signalized intersection.	Signal to remain. New NB left turn lane. New SB left turn lane.
Branch Street	4-way intersection, 2-way stop.	2-way stop to remain. New NB left turn lane. New SB left turn lane.

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Golden State Corridor – South Selma

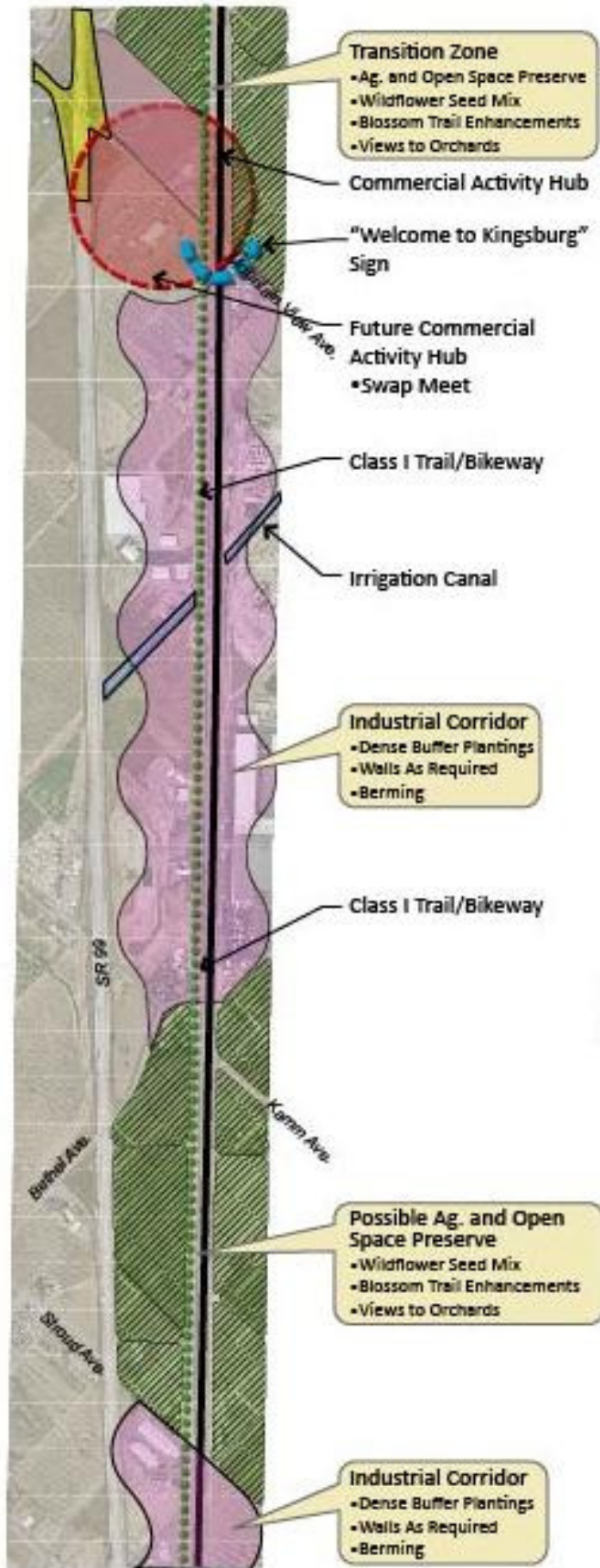


LOCATION	EXISTING CONDITION	PROPOSED MODIFICATIONS
Sherman Street	3-way intersection (west), 1-way stop.	1-way stop to remain.
North Street	4-way intersection, 2-way stop.	2-way stop to remain. New NB left turn lane. New SB left turn lane.
First Street	4-way intersection, 2-way stop.	2-way stop to remain.
Second Street	4-way signalized intersection.	Singal to remain. Focal point of Selma, transit stop site, directional signage.
Third Street	4-way intersection, 2-way stop.	No changes to Third Street/Whitson Street intersection. New intersection modifications at Third/Front/McCall intersection for bike lanes and better turning movements.
McCall Avenue	4-way intersection, 4-way stop.	No changes.
EXISTING ROAD SHIFT	Existing shift from Whitson Street to GS Blvd.	
Todd Street	3-way intersection (west), 1-way stop	Realign W. Front Street into a 4-way intersection with Todd Street with 2-way stop. End W. Front Street Class II bike lanes. New bike lane Xings. Begin Class II bike lanes on GS Blvd. south of Todd Street. Begin Class I Bike Path on west side of GS Blvd. south of Todd Street.
Nebraska Ave/ Park Street	4-way intersection with RR Xing, 2-way stop	2-way stop to remain. New NB right and left turn lanes. New SB left turn lane. Bike Path Xing.
Dockery Avenue	3-way intersection (west), 1-way stop	1-way stop to remain. New NB left turn lane. New SB left turn lane. Bike Path Xing.
Saginaw Avenue/ Selma City limits	3-way intersection (east) with RR Xing, 1-way stop.	1-way stop to remain. New NB right turn lane. New SB left turn lane. "Welcome to Selma" sign (NB). Bike Path Xing.
Van Horn Avenue	3-way intersection (west), 1-way stop.	1-way stop to remain. New NB left turn lane. Bike Path Xing.
Mountain View Ave./ Selma and Kingsburg Sphere of Influence	4-way signalized intersection with RR Xing.	Modify traffic signal. Modify RR crossing. New NB right turn lane. New EB 3 rd through lane. New EB right turn lane. New WB right turn lane. Bike Path Xing. Bike path connects to existing Class I Bike Path south of Mt. View Avenue.*

* The City of Kingsburg is on schedule to complete a Class 1 bike path on west side of GS Blvd from Kingsburg to Mountain View Ave. ahead of GS project.

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Golden State Corridor – North Kingsburg



LOCATION

EXISTING CONDITION

PROPOSED ROADWAY GEOMETRIC MODIFICATIONS

Amber Avenue

3-way intersection (west), 1-way stop.

1-way stop to remain. Close median, eliminating NB left turns onto Amber Avenue. "Welcome to Kingsburg" sign (SB).

Kingsburg City limits

Kamm Avenue/
Bethel Avenue

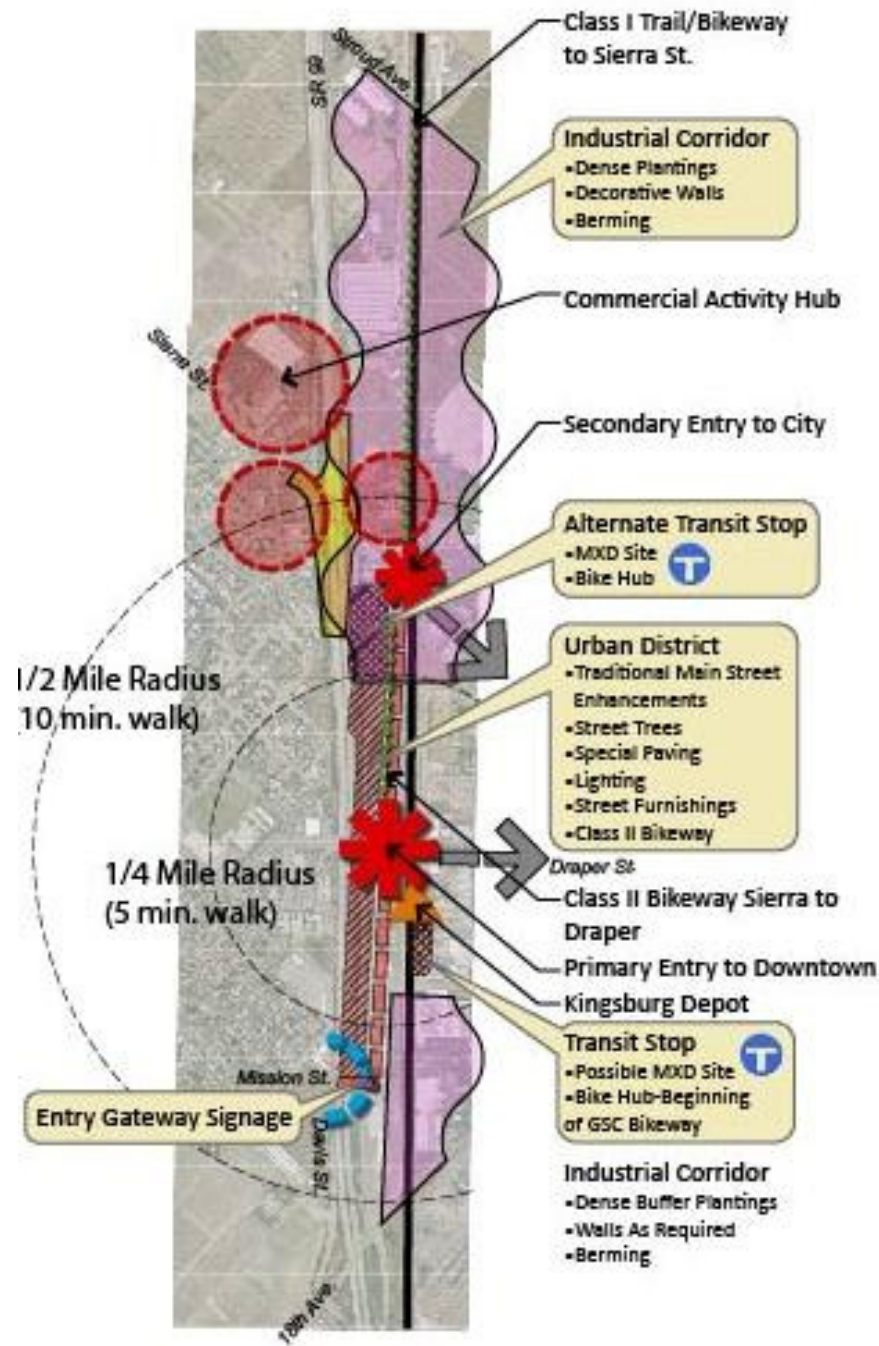
4-way intersection with RR Xing, 4-way stop.

New traffic signal. New NB right and left turn lanes. New SB left turn lanes. Revise intersection grades to reduce vertical differences. Design to accommodate future overcrossing over GS Blvd. and RR tracks. Consider widening RR Xing at 100% plan stage. Bike Path Xing by others.*

* The City of Kingsburg is on schedule to complete a Class 1 bike path on west side of GS Blvd from Kingsburg to Mountain View Ave. ahead of GS project.

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Golden State Corridor – South Kingsburg



LOCATION	EXISTING CONDITION	PROPOSED ROADWAY GEOMETRIC MODIFICATIONS
Stroud Avenue	4-way intersection with RR Xing, 2-way stop. Bike Path Xing.	Realign intersection with new RR Xing to connect to new industrial driveway on west side of GS. 2-way stop to remain. New NB right and left turn lanes. Existing EB Stroud Avenue to become a 3-way intersection with 1-way stop.
Between Stroud Avenue and Sierra Avenue	Narrow right of way. No median island. Transition from 4-lane to 2-lane, with continuous left turn lane. Existing Class I Bike Path ends.	Add curb and gutter on west side of GS Blvd. with defined drive approaches. Modify parking lots and buildings that encroach into GS Blvd. right of way. Continue shared use bike/pedestrian path on west side of GS Blvd. to Sierra Street.
Sierra Street/ State Hwy 201	4-way signalized intersection with RR Xing. Median island begins south of intersection.	Signal to remain. End shared bike/pedestrian path.
Ellis Street	3-way intersection (west), 1-way stop.	1-way stop to remain.
Draper Street	4-way signalized intersection with RR Xing.	Signal to remain. New NB right turn lane. Focal point of Kingsburg. Transit stop site, possibly at train station. Class II bike lanes end. Class III bike routes begin south of intersection.
Lewis Street	3-way intersection (west), 1-way stop.	1-way stop to remain. New NB left turn lane.
Earl Street	4-way signalized intersection with RR Xing.	Signal to remain. New NB left turn lane. New SB left turn lane.
Mission Street	3-way intersection (west), 1-way stop.	1-way stop to remain. No changes. Class III bike route ends. End of Golden State Corridor improvements.

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