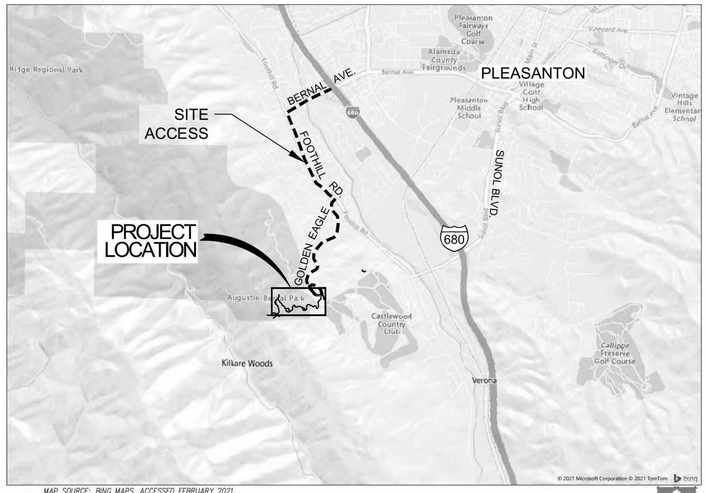
Appendix A

Trail Design Plans

IMPROVEMENT PLANS FOR:

AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL

CITY OF PLEASANTON, CIP NO. 20771

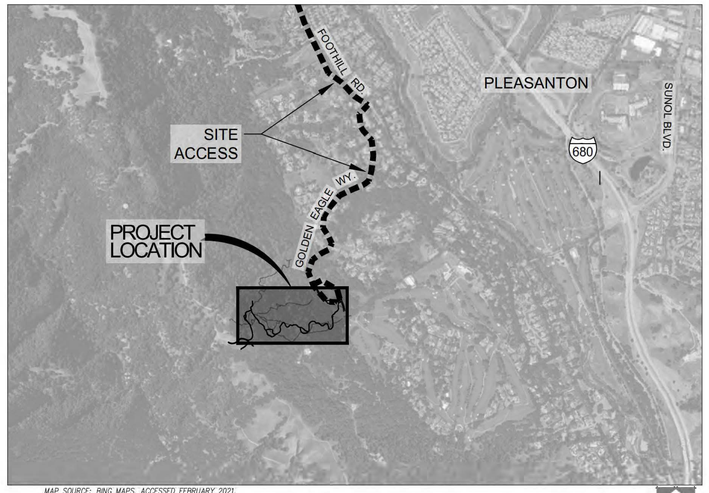


MAP SOURCE: BING MAPS, ACCESSED FEBRUARY 2021.

NORTH

VICINITY MAP

NO SCALE



MAP SOURCE: BING MAPS, ACCESSED FEBRUARY 2021.

NORTH

LOCATION MAP

NO SCALE

OWNER – PROJECT SPONSOR:
CITY OF PLEASANTON
200 OLD BERNAL AVENUE,
PLEASANTON, CA 94566
CONTACT: MATTHEW GRUBER
CITY LANDSCAPE ARCHITECT
PH: 925.931.5672

LANDSCAPE ARCHITECT:
DUDEK
853 LINCOLN WAY, SUITE 208
AUBURN, CA 95603
CONTACT: ED ARMSTRONG,
CRLA NO. 4870
PH: 530.863.4269

LICENSED LANDSCAPE ARCHITECT
EDWARD T. ARMSTRONG No. 4870
Signature
3/31/2023
Renewal Date
04/28/2022
Date
STATE OF CALIFORNIA

STEPHEN N. KIRKPATRICK, CITY ENGINEER

SHEET INDEX

PROJECT DESCRIPTION

1. AS SHOWN ON THE DRAWINGS, THE PROPOSED PROJECT SHALL CONSTRUCT APPROXIMATELY 0.7-MILE (3,700 LINEAR FEET) LONG, TECHNICAL MOUNTAIN BIKE TRAIL WITHIN AND ADJACENT TO THE AUGUSTIN BERNAL COMMUNITY PARK IN THE CITY OF PLEASANTON. THIS TRAIL SEGMENT SHALL ACCOMMODATE DOWNHILL-ONLY MOUNTAIN BIKE TRAFFIC; ACCESS TO THE DOWNHILL SECTION SHALL BE THROUGH AN EXISTING, RELATIVELY FLAT, MULTI-USE TRAIL SYSTEM TO THE NORTH OF THE PROPOSED TRAIL. THE UPHILL END OF THE PROPOSED TRAIL SHALL CONNECT WITH THE TRAIL SYSTEM WITHIN THE NEIGHBORING PLEASANTON RIDGE REGIONAL PARK. THE DOWNHILL END OF THE PROPOSED TRAIL SHALL TERMINATE AT THE AUGUSTIN BERNAL PARK STAGING AREA AND PARKING LOT, ALLOWING CONNECTIONS WITH OTHER EXISTING TRAILS WITHIN AUGUSTIN BERNAL PARK.
2. THE PURPOSE OF THE PROJECT IS TO PROVIDE AN APPROPRIATELY DESIGNED TRAIL TO MINIMIZE EROSION AND USER RISKS AND TO REDUCE POTENTIAL USER CONFLICTS ON THE MULTI-USE TRAILS IN AUGUSTIN BERNAL PARK. CONSTRUCTION OF THE PROPOSED PROJECT SHALL REQUIRE MINOR GRADING AND MINOR VEGETATION CLEARING ALONG THE ENTIRE TRAIL ALIGNMENT.
3. THIS TECHNICAL TRAIL SHALL INCLUDE TURNS, BANKS JUMPS, AND GRADE CHANGES ALONG WITH WAYFINDING SIGNAGE IDENTIFYING THAT THE TRAIL IS ONLY FOR MOUNTAIN BIKE USE. THE TRAIL SHALL GENERALLY BE APPROXIMATELY 3 FEET WIDE BUT SHALL EXPAND WHERE NEEDED TO ACCOMMODATE TRAIL FEATURES, PROVIDE ALTERNATIVE TRAIL SEGMENTS FOR VARYING USER-SKILL LEVELS, AND ALLOW FOR TRAIL MAINTENANCE ACCESS.
4. ONSITE SIGNAGE SHALL IDENTIFY THAT THE TRAIL IS FOR MOUNTAIN BIKE USE ONLY TO PREVENT SAFETY HAZARDS DUE TO TRAIL-USER GROUP CONFLICTS.
5. CONSTRUCTION ACTIVITIES SHALL INCLUDE THE FOLLOWING:
   - MINOR CLEARING AND GRUBBING OF SHRUBS AND GROUNDCOVER VEGETATION, TRIMMING OF TREE BRANCHES THAT COULD IMPEDE THE VERTICAL CLEARANCE ALONG THE TRAIL. CLEARED AND GRUBBED VEGETATION MAY BE CHIPPED AND SPREAD ONSITE OR MAY BE REMOVED AND DISPOSED OF OFF-SITE; TREE BRANCHES MAY BE USED ONSITE TO DEFINE TRAIL EDGES AND BLOCK ACCESS TO EXISTING UNOFFICIAL TRAIL SPURS.
   - MOVING SOME ROCKS, EXISTING DOWNED TREE BRANCHES, AND EXISTING DOWNED TREE TRUNKS OFF OF THE TRAIL SURFACE AND REUSE TO DEFINE TRAIL EDGES, CREATE TRAIL FEATURES (JUMPS), AND BLOCK ACCESS TO EXISTING UNOFFICIAL TRAIL SPURS.
   - USE OF FULL-BENCH CONSTRUCTION TECHNIQUES WHERE NEEDED TO CUT THE TRAIL INTO SLOPED AREAS. TRAIL CONSTRUCTION SHALL FOLLOW THE DETAILS INCLUDED ON THESE IMPROVEMENT PLANS.
   - GRADING THE TRAIL SURFACE TO CREATE A TRAILBED, BERMS, TURNS, JUMPS, AND OTHER TRAIL FEATURES AS WELL AS CREATE GRADE CHANGES TO PROVIDE FOR APPROPRIATE EROSION AND DRAINAGE CONTROL.
   - TREE REMOVAL IS NOT ANTICIPATED.
   - SELECT PORTIONS OF THE EXISTING TRAIL ALIGNMENT SHALL BE DECOMMISSIONED AND SHALL BE RESTORED TO MATCH ADJACENT SITE CONDITIONS.
   - TRAIL MAINTENANCE: THE PROPOSED TRAILS SHALL BE MAINTAINED BY CITY STAFF. TRAIL MAINTENANCE SHALL OCCUR AS NECESSARY TO RESPOND TO SPECIFIC MAINTENANCE NEEDS.

CONTRACTOR MINIMUM QUALIFICATIONS

1. BIDDERS MUST ATTEND THE PRE-BID SITE MEETING AND SIGN AN ATTENDANCE ROSTER AS A CONDITION TO BIDDING.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEMONSTRATING THAT THEY MEET THE REQUIRED MINIMUM QUALIFICATIONS. THE FOLLOWING ARE MINIMUM REQUIREMENTS FOR THE BIDDER TO BE FOUND RESPONSIBLE TO PERFORM THE WORK:
   - STATE OF CALIFORNIA CLASS A GENERAL ENGINEERING CONTRACTOR'S LICENSE IN GOOD STANDING;
   - WORK EXPERIENCE - MINIMUM 3 EXAMPLE PROJECTS COMPLETED IN THE PAST 5 YEARS SHOWING RELATED MOUNTAIN BIKE TRAIL IMPROVEMENT CONSTRUCTION OF SIMILAR NATURE AND COMPLEXITY AS THIS PROJECT; SUBMIT A NARRATIVE OF KEY CONSTRUCTION COMPONENTS AND A MINIMUM OF 10 REPRESENTATIVE PHOTOGRAPHS SHOWING EACH PROJECT, INCLUDING GRADING, SPECIALTY TRAIL FEATURES, AND REVEGETATION;
   - A MINIMUM OF 5 YEARS EXPERIENCE IN MOUNTAIN BIKE TRAIL CONSTRUCTION;
   - SUFFICIENT FINANCIAL STRENGTH, STABILITY AND RESOURCES AS MEASURED BY BIDDER'S EQUITY, DEBT-TO-ASSETS RATIO, AND CAPABILITY TO FINANCE THE WORK TO BE PERFORMED;
   - ABILITY TO SECURE, IN ACCORDANCE WITH CITY REQUIREMENTS, THE REQUIRED FORMS OF CONSTRUCTION PERFORMANCE BOND AND CONSTRUCTION LABOR AND MATERIAL PAYMENT BOND;
   - ABILITY TO OBTAIN REQUIRED INSURANCE WITH COVERAGE VALUES IN ACCORDANCE WITH CITY REQUIREMENTS;
   - SATISFACTORY EXPERIENCE ON PUBLIC PROJECTS, INCLUDING WITHOUT LIMITATION NO HISTORY OF DEFAULT TERMINATION, EXCESSIVELY DELAYED COMPLETION, OR EXCESSIVE DEFECTIVE WORK; AND
   - EXPERTISE OF KEY PERSONNEL TO ACCOMPLISH THE DUTIES AND RESPONSIBILITIES REQUIRED TO PERFORM THE WORK PRESCRIBED HEREIN; MINIMUM EXPERIENCE REQUIREMENTS OF EACH KEY PERSONNEL INCLUDE THE COMPLETION OF 3 EXAMPLE PROJECTS OF SIMILAR NATURE AND COMPLEXITY.
4. THE CONTRACTOR SHALL SUBMIT DOCUMENTATION THAT THEY MEET OR EXCEED THE REQUIRED MINIMUM QUALIFICATIONS FOR APPROVAL BY THE CITY, AT THE TIME OF PROJECT BIDDING AND BEFORE AWARD OF CONTRACT.

CITY GENERAL NOTES

1. COMPOSITE BASE SHEET: THE PROPOSED IMPROVEMENTS SHOWN ON THESE DRAWINGS ARE SUPERIMPOSED ON A BASE SHEET. THIS BASE SHEET IS COMPILED FROM RECORD DRAWINGS, AERIAL PHOTOGRAPHS, AND OTHER DATA AS MADE AVAILABLE TO THE LANDSCAPE ARCHITECT. THIS BASE SHEET INFORMATION IS SHOWN IN HALF TONE ON THE PLANS. THE CITY SHALL NOT BE HELD LIABLE FOR CHANGES, OMISSIONS, OR OTHER ERRORS ON THESE DOCUMENTS. THE COMPOSITE BASE SHEET IS PROVIDED AS AN AID ONLY AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEWING THESE DOCUMENTS AND INCORPORATING/INTEGRATING ALL CONSTRUCTION AS REQUIRED TO ACCOMMODATE SAME. IT IS RECOMMENDED THAT PROSPECTIVE BIDDERS VISIT THE SITE AND FAMILIARIZE THEMSELVES WITH EXISTING SITE CONDITIONS AND SITE ACCESS PRIOR TO SUBMITTING A BID.

   THE BASE SHEET SOURCE FOR THESE DRAWINGS IS:
   1) LIDAR DATA 61534E20538N.LAS & 61534E20565N.LAS, PROVIDED BY CITY OF PLEASANTON
   2) GEOREFERENCED TIF FILES 61534E20538.TIF & 61534E2056N.TIF, PROVIDED BY THE CITY OF PLEASANTON
   3) PARCELS 2019.DWG, PROVIDED BY THE CITY OF PLEASANTON
   4) GPS DATA RECORDED ON-SITE 12/09/2020 & 2/24/2021 BY DUDEK
2. UTILITIES: PRIOR TO CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES INVOLVED AND REQUESTING A VISUAL VERIFICATION OF THE LOCATIONS OF THEIR UNDERGROUND FACILITIES. MOST UTILITY COMPANIES ARE MEMBERS OF THE UNDERGROUND SERVICE ALERT (U.S.A.) ONE-CALL PROGRAM. THE CONTRACTOR OR ANY SUBCONTRACTOR FOR THIS CONTRACT SHALL NOTIFY MEMBERS OF THE U.S.A. 48 HOURS IN ADVANCE OF PERFORMING EXCAVATION WORK BY CALLING THE TOLL-FREE NUMBER 811. EXCAVATION IS DEFINED AS BEING 18 OR MORE INCHES IN DEPTH BELOW THE EXISTING SURFACE.
   THE CONTRACTOR IS CAUTIONED THAT ONLY EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATION, AND DEPTHS OF SUCH UNDERGROUND UTILITIES. HOWEVER, THE CITY CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES, NOR FOR THE EXISTENCE OF OTHER BURIED OBJECTS OR UTILITIES WHICH ARE NOT SHOWN ON THESE DRAWINGS.
3. EXISTING LANDSCAPE: ALL AFFECTED LANDSCAPING SHALL BE REPLACED TO MATCH EXISTING CONDITIONS OR TO THE SATISFACTION OF THE CITY.

(CONTINUED ON SHEET N-1)

DUDEK
853 Lincoln Way, Suite 208
Auburn, CA 95603
Ph. 530.887.8500 Fax 530.885.8372

REV.	DATE	DESCRIPTION

THE CITY OF PLEASANTON

CITY OF PLEASANTON
Department of Engineering

STEPHEN M. KIRKPATRICK
CITY ENGINEER
NO. 53367
EXP. 6/30/23

AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL

COVER SHEET, PROJECT DESCRIPTION & MINIMUM QUALIFICATIONS

DESIGN:	EA
DRAWN:	EA/JZ
CHECKED:	JM
TRAFFIC ENGINEER:	N/A

SCALE:	AS NOTED
PROJECT NO.:	20771
DATE:	APRIL 28, 2022

DWG NO. CS-1

1 OF 13

P:\300.Environmental\12956 Augustin Bernal Mountain Bike Trail\DUDEK WORK PRODUCTS\DOCUMENTS\TRAIL DESIGN\CAD\Augustin Bernal Mountain Bike Trail Improvement Plans_v7.dwg\4-28-22 03:14pm earmstrong

CITY GENERAL NOTES (CONT.)

4. TREE PROTECTION REQUIREMENTS: ALL EXCAVATION WITHIN THE DRIPLINE OF EXISTING TREES TO REMAIN SHALL BE BY HAND, WITH CARE TAKEN NOT TO CUT OR DAMAGE ROOTS OVER 1-INCH DIAMETER UNLESS OTHERWISE INDICATED ON PLANS. TREES TO REMAIN SHALL BE FENCED AROUND DRIPLINE OF TREE WITH TEMPORARY FENCING, SUCH AS STEEL STAKES (MAX. 5 FEET O.C.) WITH WIRE MESH FABRIC (6X6 OPEN), SNOW FENCING, CHAIN LINK, OR SIMILAR, HEIGHT TO BE 5 FEET MINIMUM.

5. CITY STANDARDS: ALL MATERIAL AND WORKMANSHIP SHALL FULLY CONFORM WITH THE SPECIFICATIONS, STANDARDS, AND ORDINANCES OF THE CITY OF PLEASANTON. STANDARD SPECIFICATIONS AND DETAILS ARE AVAILABLE IN THE OFFICE OF THE CITY ENGINEER.

6. INSPECTIONS: THE OFFICE OF PUBLIC WORKS INSPECTION (PHONE 925 931-5650) SHALL BE NOTIFIED AT LEAST 24 HOURS IN ADVANCE OF ANY WORK.

7. FIELD CHANGES: THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT WRITTEN AUTHORIZATION FROM THE CITY ENGINEER.

8. PEDESTRIAN ACCESS: CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS DURING CONSTRUCTION IN AND AROUND THE ACCESS ROADS, PARKING LOT, DAY USE FACILITIES AND ASSOCIATED AREAS.

9. DAMAGES: ALL EXISTING UTILITIES AND PRIVATE IMPROVEMENTS THAT BECOME DAMAGED DURING CONSTRUCTION SHALL BE COMPLETELY RESTORED TO THE SATISFACTION OF THE CITY ENGINEER, AT CONTRACTOR'S SOLE EXPENSE.

10. JOB SITE CONDITIONS: THE CONTRACTOR AGREES THAT, IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY AND THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT JUST DURING NORMAL WORKING HOURS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REPLACE ANY EXISTING IMPROVEMENTS DAMAGED DURING THE COURSE OF CONSTRUCTION TO THE SATISFACTION OF THE ENGINEER.

11. CLARIFICATIONS: SHOULD IT APPEAR THAT THE WORK TO BE DONE, OR ANY MATTER RELATIVE THERETO, IS NOT SUFFICIENTLY DETAILED OR EXPLAINED ON THESE PLANS, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR SUCH FURTHER EXPLANATIONS AS MAY BE NECESSARY.

12. STATE STANDARD SPECIFICATIONS: REFERENCES TO THE STATE STANDARD SPECIFICATIONS AND STANDARD PLANS MEANS THE 2015 EDITIONS.

13. USA MARKINGS: CONTRACTOR SHALL REMOVE ALL U.S.A. MARKINGS UPON COMPLETION OF THE PROJECT.

14. HAUL ROUTE: HAUL ROUTE SHALL BE:
GOLDEN EAGLE WAY TO FOOTHILL ROAD TO BERNAL AVENUE TO I-680.

15. EXISTING LANDSCAPE: ALL AFFECTED LANDSCAPING SHALL BE REPLACED TO MATCH EXISTING CONDITIONS OR TO THE SATISFACTION OF THE CITY.

PROJECT NOTES

1. THESE IMPROVEMENT PLANS ARE INTENDED TO COMMUNICATE THE GENERAL CONSTRUCTION APPROACH AND TREATMENTS FOR THE TRAILS. THE TRAIL ALIGNMENTS SHOWN ARE PROVIDED BY THE CITY FOR THE IMPROVEMENT PLANS. UNDER THE DIRECTION OF THE CITY REPRESENTATIVE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD-FITTING THE TRAILS TO ACTUAL SITE CONDITIONS AND INSTALLING THE APPROPRIATE CONSTRUCTION TREATMENTS TO MEET DESIGN CRITERIA AND PROTECT AGAINST EROSION AND FOR ONGOING TRAIL MAINTENANCE.

2. THESE PLANS HAVE BEEN PREPARED USING THE BEST AVAILABLE BASE DATA. THE BACKGROUND AERIAL PHOTOGRAPH SHOWN ON THESE DRAWINGS IS FOR INFORMATION ONLY. ADJUSTMENTS MAY BE NECESSARY DURING CONSTRUCTION TO FIELD-FIT THE DRAWINGS TO EXISTING CONDITIONS. IF FIELD CONDITIONS ARE SUCH THAT THE PROJECT CANNOT BE CONSTRUCTED AS DESIGNED, THE CONTRACTOR SHALL CEASE WORK AND CONSULT WITH THE CITY TO DETERMINE APPROPRIATE MODIFICATIONS. DUDEK IS NOT RESPONSIBLE FOR INACCURACIES IN DATA PROVIDED BY OTHERS.

3. ALL PROJECT BOUNDARIES, PROPERTY LINES AND LIMITS OF WORK SHOWN ON THESE PLANS ARE APPROXIMATE; CONTRACTOR SHALL FIELD VERIFY.

4. THE PROPOSED CONTOUR LINES ARE DIAGRAMMATIC FOR GRAPHIC CLARITY TO SHOW DRAINAGE ACROSS THE TRAIL AND DO NOT DEPICT EXACT GRADE CONTOUR MODIFICATIONS.

5. NO ROAD CLOSURES OR DETOURS SHALL BE REQUIRED TO CARRY OUT THE PROPOSED PROJECT. THE CONTRACTOR SHALL MAINTAIN ACCESS ON GOLDEN EAGLE WAY AND IN THE EXISTING GOLDEN EAGLE TRAILHEAD PARKING AREA DURING CONSTRUCTION.

6. AT ALL TIMES, WORK SHALL BE CONDUCTED IN DRY CONDITIONS, WITH NO SURFACE WATER IN ANY DRAINAGES.

7. THE CONTRACTOR SHALL OBTAIN, PAY FOR AND COMPLY WITH THE REQUIREMENTS OF ALL PERMITS NECESSARY TO COMPLETE WORK.

8. IF HISTORICAL AND/OR ARCHEOLOGICAL RESOURCES ARE ENCOUNTERED OR SUSPECTED, WORK SHALL BE HALTED IMMEDIATELY AND THE CITY SHALL BE CONTACTED. A PROFESSIONAL ARCHAEOLOGIST SHALL BE RETAINED BY THE CITY AND CONSULTED TO ACCESS ANY DISCOVERIES AND DEVELOP APPROPRIATE MANAGEMENT RECOMMENDATIONS FOR ARCHAEOLOGICAL RESOURCE TREATMENT.

9. THE CONTRACTOR IS CAUTIONED THAT IMMEDIATELY ADJACENT TO AND AROUND THE TRAIL ARE NUMEROUS OCCURRENCES OF POISON OAK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TAKING ANY NECESSARY PRECAUTIONS TO ENSURE SAFETY OF CONTRACTOR PERSONNEL.

EARTHWORK SUMMARY

1. EARTHWORK IS ANTICIPATED TO BE MINOR, THOUGH NEARLY THE ENTIRE TRAIL SHALL REQUIRE GRADING TO SOME EXTENT, WITH GRADING CUTS GENERALLY AT A MAXIMUM OF 0.5 FEET IN DEPTH. IT IS EXPECTED THAT THE MAJORITY OF THE SOIL REMOVED SHALL BE REUSED ONSITE TO CREATE GRADE CHANGES, BERMS, AND OTHER TRAIL FEATURES, OR SIDE-CAST ON THE DOWNHILL SIDE OF THE TRAIL WHERE APPROPRIATE. IT IS ESTIMATED THAT THE PROPOSED PROJECT SHALL REQUIRE APPROXIMATELY 68 CUBIC YARDS OF EARTHWORK. SOILS CUTS AND FILLS SHALL BE BALANCED ONSITE, SO NO SOIL EXPORT SHALL BE NEEDED. UP TO 30 CUBIC YARDS OF DIRT AND/OR ROCK SHALL BE IMPORTED TO BUILD BERMS AND OTHER TRAIL FEATURES.

2. REHABILITATION OF SELECT EXISTING TRAILS TO BE DECOMMISSIONED IS NOT INCLUDED IN THIS AMOUNT, SINCE IT INVOLVES SHALLOW RIPPING OF COMPACTED SOILS, BUT MINIMAL CUT OR FILL.

SITE STABILIZATION BEST MANAGEMENT PRACTICES

1. APPROPRIATE BEST MANAGEMENT PRACTICES (BMPS) FOR EROSION CONTROL, STORM WATER QUALITY MAINTENANCE, AND SPILL PREVENTION SHALL BE IMPLEMENTED DURING CONSTRUCTION IN ACCORDANCE WITH THE CALIFORNIA STORMWATER BMP HANDBOOK FROM THE CALIFORNIA STORMWATER QUALITY ASSOCIATION, THE STANDARDS OUTLINED IN THE TRAIL CONSTRUCTION AND MAINTENANCE NOTEBOOK (USDA FOREST SERVICE), AND AS REQUIRED BY THE CITY.

2. THE PROJECT CONSTRUCTION SHALL COMPLY WITH THE REQUIREMENTS OF THE STATE WATER QUALITY CONTROL BOARD FOR STORMWATER MANAGEMENT. THE PROPOSED PROJECT SHALL ALSO IMPLEMENT COMMONLY USED BEST MANAGEMENT PRACTICES FOR EROSION CONTROL, INCLUDING FIBER WATTLES AND SILT FENCING, COVERING EXPOSED SOIL PILES, AND MULCHING DISTURBED AREAS DURING CONSTRUCTION.

3. A "FULL-BENCH" CONSTRUCTION TECHNIQUE SHALL BE UTILIZED TO MAXIMIZE TREAD STABILITY. ALL DISTURBED AREAS SHALL BE SEEDED USING AN APPROVED NATIVE SEED MIX AND COVERED WITH NATIVE DUFF OR OTHER APPROVED MULCH. SEE SHEETS SP-1 AND SP-2 FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

4. FULL-BENCH CONSTRUCTION SHALL CUT THE TRAIL INTO SIDE-SLOPED AREAS AND ENSURE AN OUTSLOPE OF 3% TO ALLOW WATER TO SHEET FLOW IN A GENTLE, NON-EROSIVE MANNER. THE BACKSLOPE OF CUT TRAIL SECTIONS SHALL BE EXCAVATED IN A MANNER TO ENSURE SLOPES DO NOT EXCEED THE ANGLE OF REPOSE OF THE CUT MATERIAL. BACKSLOPES SHALL BE COMPACTED AS NECESSARY TO LIMIT EROSION POTENTIAL AND REDUCE POTENTIAL OF SLOPE FAILURE AND/OR FORMATION OF RILLS. THIS CONSTRUCTION SHALL LIMIT EROSION POTENTIAL AND REDUCE MAINTENANCE REQUIREMENTS.

5. MINOR GRADING ASSOCIATED WITH THE PROJECT SHALL REQUIRE EXCAVATING SOIL WHICH SHALL BE SIDE-CAST ALONG THE TRAIL IN A MANNER TO MAINTAIN SHEET FLOW PERPENDICULAR TO THE TRAIL SURFACE AND DOWNSLOPE ACROSS PRESERVED VEGETATIVE SURFACES AVOIDING EXISTING ENVIRONMENTALLY SENSITIVE AREAS. THE DUFF LAYER IN SIDE-CAST AREAS SHALL BE REMOVED AND REPLACED ON TOP OF SIDE-CAST SOILS TO ALLOW FOR NATURAL REGENERATION AND TO STABILIZE SIDE-CAST SOILS.

6. EXISTING VEGETATION SHALL BE PRESERVED TO ALLOW FOR NATURAL FILTRATION OF SHEET RUN OFF, AND DISTURBANCE OF EXISTING VEGETATION DURING TRAIL CONSTRUCTION SHALL BE LIMITED TO THE MINIMUM AREA NEEDED FOR CONSTRUCTION.

7. THE TRAIL SHALL BE CONSTRUCTED USING HAND TOOLS, OTHER LOW-IMPACT METHODS, OR LIGHT-DUTY EQUIPMENT, SUCH AS A BOBCAT, CAPABLE OF CONFORMING TO THE DIMENSIONAL REQUIREMENTS OF THE TRAIL.

8. IN ADDITION TO THE MEASURES DESCRIBED ABOVE, PROJECT EROSION AND SEDIMENT CONTROL MEASURES MAY BE IMPLEMENTED ON A SITE SPECIFIC AND AS NEEDED BASIS. THESE ADDITIONAL TECHNIQUES INCLUDE BIODEGRADABLE FIBER ROLLS/WATTLES, FILTER BERMS, MULCHING, AND SILT FENCES. THE USE, INSTALLATION, AND MAINTENANCE OF THESE TECHNIQUES SHALL BE BASED ON THE CALIFORNIA STORMWATER BMP HANDBOOK FROM THE CALIFORNIA STORMWATER QUALITY ASSOCIATION, OR SIMILAR SOURCE. HOWEVER, IT SHOULD BE NOTED THAT THE NEED FOR THESE TECHNIQUES SHALL BE LIMITED AS THE OVERALL OBJECTIVE OF THE PROJECT IS TO HAVE A FULLY STABILIZED PROJECT BEFORE OCTOBER 15, 2022. REFER TO SHEET N-2 FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

9. EROSION CONTROL MEASURES SUCH AS STRAW BALES OR WATTLES SHALL BE CERTIFIED WEED FREE. NATIVE DUFF MULCH AND/OR WOODCHIP MATERIAL MAY BE USED AS A MULCH OR GROUND COVER TO MINIMIZE SPREAD OF INFESTATIONS.

AS-BUILT DRAWINGS

1. THE CONTRACTOR SHALL PREPARE AS-BUILT DRAWINGS TO DOCUMENT THE CONSTRUCTED SITE IMPROVEMENTS. THE ORIGINAL CONTRACT DRAWINGS SHALL BE USED AS THE BASE DRAWINGS FOR THE AS-BUILT DRAWINGS; THESE SHALL BE PREPARED AS "RED-LINED" MARK-UPS ON THE ORIGINAL CONTRACT DRAWINGS AND SHALL BE SUBMITTED TO THE CITY. AS-BUILT DRAWINGS SHALL ALSO INCLUDE A LEGEND LISTING ALL MATERIALS USED; ANY FEATURES INSTALLED AS RESULTS FROM CHANGE ORDERS OR FIELD INSTRUCTIONS; AND ANY KNOWN AREAS NOT INSTALLED AS DESIGNED.

2. THE AS-BUILT DRAWINGS SHALL INCLUDE:

   - ANY SITE IMPROVEMENTS INSTALLED AS A RESULT OF CHANGE ORDERS OR FIELD INSTRUCTIONS;
   - ANY SITE IMPROVEMENTS NOT INSTALLED AS DESIGNED;
   - DEMOLITION ITEMS;
   - EXITING TRAILS THAT WERE DECOMMISSIONED;
   - FIELD-LOCATIONS OF SPECIALTY TRAIL FEATURES;
   - FIELD-LOCATIONS OF SIGNS INSTALLED AS PART OF THE SITE IMPROVEMENTS; AND
   - REVEGETATION AREAS.

   ALL SITE IMPROVEMENTS SHALL BE FIELD LOCATED, USING GPS, TO WITHIN 3 FEET; THE GPS COORDINATES SHALL BE INCLUDED ON THE AS-BUILT DRAWINGS.

3. AS-BUILT PROGRESS SHEETS SHALL BE UPDATED WEEKLY AS THE WORK PROCEEDS, SHOWING THE WORK AS ACTUALLY COMPLETED OR INSTALLED. AS-BUILT PROGRESS SHEETS SHALL BE AVAILABLE AT ALL TIMES FOR OBSERVATION AND SHALL BE KEPT IN A LOCATION EASILY ACCESSIBLE TO THE CITY'S REPRESENTATIVE.

4. THE CONTRACTOR SHALL MAKE NEAT AND LEGIBLE NOTATIONS ON THE AS-BUILT PROGRESS SHEETS. TRANSFER NOTATIONS ON THE PROGRESS SHEETS TO THE FINAL AS-BUILT DRAWINGS AS NECESSARY, BUT AT LEAST WEEKLY.

5. ON OR BEFORE THE DATE OF THE FINAL INSTALLATION ACCEPTANCE, DELIVER THE CORRECTED AND COMPLETED AS-BUILT DRAWINGS TO THE CITY'S REPRESENTATIVE. DELIVERY OF THE AS-BUILT DRAWINGS WILL NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF FURNISHING REQUIRED INFORMATION THAT MAY HAVE BEEN OMITTED FROM THE AS-BUILT DRAWINGS.

6. THE FINAL AS-BUILT DRAWINGS SHALL BE TO SCALE AND SHALL BE PREPARED ON A REPRODUCIBLE COPY OF THE CONSTRUCTION DRAWINGS, INCLUDING ANY ADDENDA AND SHALL BE A RECORD OF THE PROJECT.

SCHEDULE AND TIMING

1. CONSTRUCTION ACTIVITIES SHALL BE PERFORMED CONTINUOUSLY DURING DAYLIGHT HOURS THROUGHOUT A 3-MONTH PERIOD IN LATE-SPRING/EARLY-SUMMER OF 2022, AND IS ESTIMATED TO BE COMPLETED OVER A PERIOD OF APPROXIMATELY 68 WORK DAYS.

2. BEFORE THE START OF ANY CONSTRUCTION, PRE-CONSTRUCTION SURVEYS SHALL BE CONDUCTED BY A QUALIFIED BIOLOGIST TO IDENTIFY ACTIVE DEN OR FAWNING LOCATIONS WITHIN 500 FEET OF PROPOSED DISTURBANCE AREAS, AND THE SURVEY RESULTS SHALL BE SUBMITTED TO THE CITY'S REPRESENTATIVE. IF ANY ACTIVE DENNING OR FAWNING LOCATIONS ARE IDENTIFIED DURING THE SURVEYS, EXCLUSION BUFFERS SHALL BE ESTABLISHED BY A CITY-CONTRACTED QUALIFIED BIOLOGIST.

3. CONSTRUCTION WORK HOURS SHALL BE LIMITED FROM 8:00 AM TO 5:00 PM, MONDAY - FRIDAY. AT NO TIME SHALL WORK BE CONDUCTED ON SATURDAYS, SUNDAYS OR HOLIDAYS.

4. THE CONTRACTOR SHALL CLOSE THE EXISTING TRAIL FROM PUBLIC ACCESS AND MAINTAIN PUBLIC SAFETY NEAR THE PROJECT FOR THE DURATION OF THE TRAIL IMPROVEMENT CONSTRUCTION. ORANGE VISI BARRIER, AS PRESCRIBED UNDER THE SITE PRESERVATION SPECIAL PROVISIONS ON THESE DRAWINGS SHALL BE USED TO CONTROL TRAIL ACCESS.

DUDEK
853 Lincoln Way, Suite 208
Auburn, CA 95603
Ph. 530.887.8500 Fax 530.885.8372

REV.	DATE	DESCRIPTION

THE CITY OF PLEASANTON.

CITY OF PLEASANTON
Department of Engineering

STEPHEN M. KIRKPATRICK
CITY ENGINEER
NO. 53367
EXP. 6/30/23

AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL

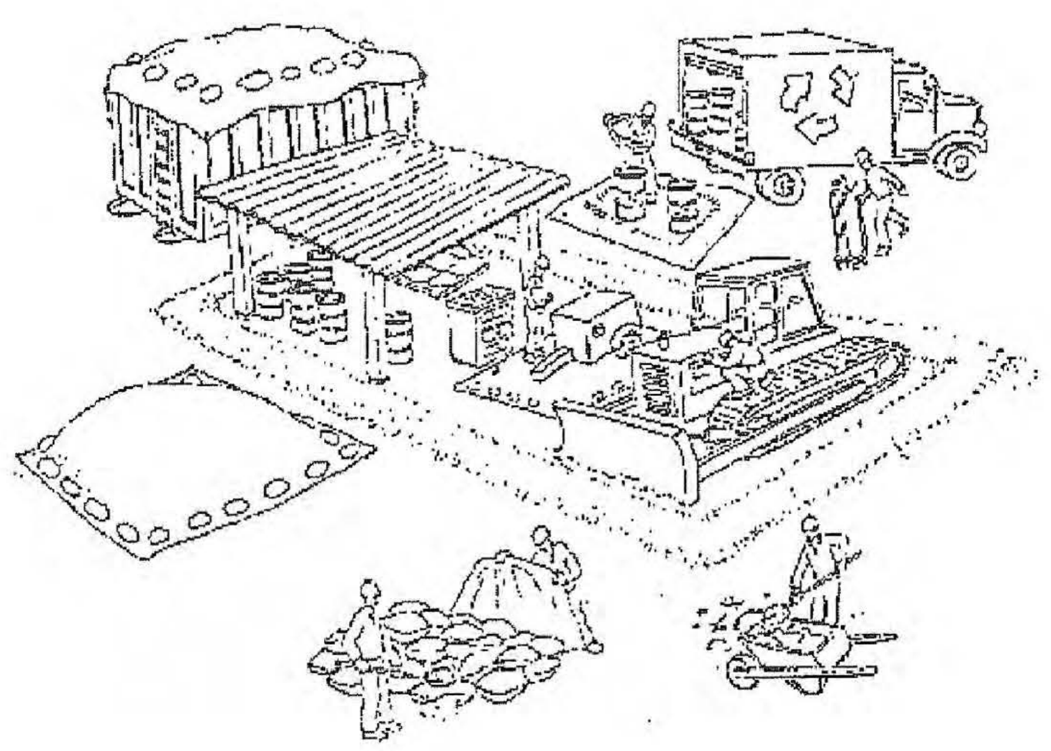
GENERAL NOTES, TIMING, EARTHWORK & STABLIZATION

DESIGN:	EA
DRAWN:	EA/JZ
CHECKED:	JM
TRAFFIC ENGINEER:	N/A
SCALE:	AS NOTED
PROJECT NO.:	20771
DATE:	APRIL 28, 2022
DWG NO.	N-1

2 OF 13

P:\1300.Environmental\12956 Augustin Bernal Mountain Bike Trail\DUDEK WORK PRODUCTS\DOCUMENTS\TRAIL DESIGN\CAD\Augustin Bernal Mountain Bike Trail Improvement Plans_v7.dwg\4-28-22 03:14pm earmstrong

Pollution Prevention - It's Part of the Plan



Make sure your crews and subs do the job right!

Runoff from streets and other paved areas are a major source of pollution in San Francisco Bay. Construction activities can directly affect the health of the Bay unless contractors and crews plan ahead to keep dirt, debris, and other construction waste away from strom drains and local creeks. Following these guidelines will ensure your compliance with the City of Pleasanton requirements. Contact the City of Pleasanton, Department of Engineering at (925) 931-5650, or for private onsite work, please contact the Building and Safety Division at (925) 931-5300.

Materials storage & spill cleanup

Non-hazardous materials management

- Sand, dirt, and similar materials must be stored at least 10 feet from catch basins, and covered with a tarp during wet weather or when rain is forecast.
- Use (but don't overuse) reclaimed water for dust control as needed.
- Sweep or vacuum streets and other paved areas daily. Do not wash down streets or work areas with water!
- Recycle all asphalt, concrete, and aggregate base material from demolition activities.

Comply with City Ordinance for recycling construction materials, wood, gyp board, pipe, etc.

Contact Pleasanton Garbage Service at 925-846-2042 for both recycling and debris disposal.

- Check dumpsters regularly for leaks and to make sure they don't overflow. Repair or replace leaking dumpsters promptly.

Hazardous materials management

- Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, state, and federal regulations.
- Store hazardous materials and wastes in secondary containment and cover them during wet weather.
- Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- Be sure to arrange for appropriate disposal of all hazardous wastes.

Spill prevention and control

- Keep a stockpile of spill cleanup materials (rags, absorbents, etc.) available at the construction site at all times.
- When spills or leaks occur, contain them immediately and be particularly careful to prevent leaks and spills from reaching the gutter, street, or storm drain. Never wash spilled material into a gutter, street, storm drain, or creek!
- Report any hazardous materials spills immediately! Dial 911 or the Livermore/Pleasanton Fire Department at 925-454-2330.

Vehicle and equipment maintenance & cleaning

- Inspect vehicles and equipment for leaks frequently. Use drip pans to catch leaks until repairs are made; repair leaks promptly.
- Fuel and maintain vehicles on site only in a bermed area or over a drip pan that is big enough to prevent runoff.
- If you must clean vehicles or equipment on site, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or creeks.
- Do not clean vehicles or equipment on-site using soaps, solvents, degreasers, steam cleaning equipment, etc.

Earthwork & contaminated soils

- Keep excavated soil on the site where it is least likely to collect in the street. Transfer to dump trucks should take place on the site, not in the street.
- Use fiber rolls, silt fences, or other control measures to minimize the flow of silt off the site. See the approved erosion control plan for this site.

- Earth moving activities are only allowed during dry weather by permit and as approved by the City Inspector in the Field.
- Mature vegetation is the best form of erosion control. Minimize disturbance to existing vegetation whenever possible.
- If you disturb a slope during construction, prevent erosion by securing the soil with erosion control fabric, or seed with fast-growing grasses as soon as possible. Place fiber rolls down-slope until soil is secure.
- If you suspect contamination (from site history, discoloration, odor, texture, abandoned underground tanks or pipes, or buried debris), call Pleasanton/Livermore Fire Department at 925-454-2330 or the Regional Water Quality Control Board for help in determining what should be done, and manage disposal of contaminated soil according to their instuctions.

Dewatering operations

- Reuse water for dust control, irrigation, or another on-site purpose to the greatest extent possible.
- Be sure to call Pleasanton's storm drain source control inspector, Scott Walker, before discharging water to a street, gutter, or storm drain (925-931-5527). Filtration or diversion through a basin, tank, or sediment trap may be required.
- In areas of known contamination, testing is required prior to reuse or discharge of groundwater. Consult with the city inspector to determine what testing is required and how to interpret results. Contaminated groundwater must be treated or hauled off-site for proper disposal.

Saw cutting

- Always completely cover or barricade storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or sand/gravel bags to keep slurry out of the storm drain system.
- Shovel, absorb, or vacuum saw-cut slurry and pick up all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- If saw cut slurry enters a catch basin, clean it up immediately.

Paving/asphalt work

- Do not pave during wet weather or when rain is forecast.
- Always cover storm drain inlets and manholes when paving or applying seal coat, tack coat, slurry seal, or fog seal.
- Place drip pans or absorbent material under paving equipment when not in use.
- Protect gutters, ditches, and drainage courses with sand/gravel bags, or earthen berms.
- Do not sweep or wash down excess sand from sand sealing into gutters, storm drains, or creeks. Collect sand and return it to the stockpile, or dispose of it as trash.
- Do not use water to wash down fresh asphalt concrete pavement.

Concrete, grout, and mortar storage & waste disposal

- Be sure to store concrete, grout, and mortar under cover and away from drainage areas. These materials must never reach a storm drain.
- Wash out concrete equipment/trucks off-site or designate an on-site area for washing where water will flow onto dirt or into a temporary pit in a dirt area. Let the water seep into the soil and dispose of hardened concrete with trash.

- Divert water from washing exposed aggregate concrete to a dirt area where it will not run into a gutter, street, or storm drain.
- If a suitable dirt area is not available, collect the wash water and remove it for appropriate disposal off site.

Painting

- Never rinse paint brushes or materials in a gutter or street!
- Paint out excess water-based paint before rinsing brushes, rollers, or containers in a sink. If you can't use a sink, direct wash water to a dirt area and spade it in.
- Paint out excess oil-based paint before cleaning brushes in thinner.
- Filter paint thinners and solvents for reuse whenever possible. Dispose of oil-based paint sludge and unusable thinner as hazardous waste.

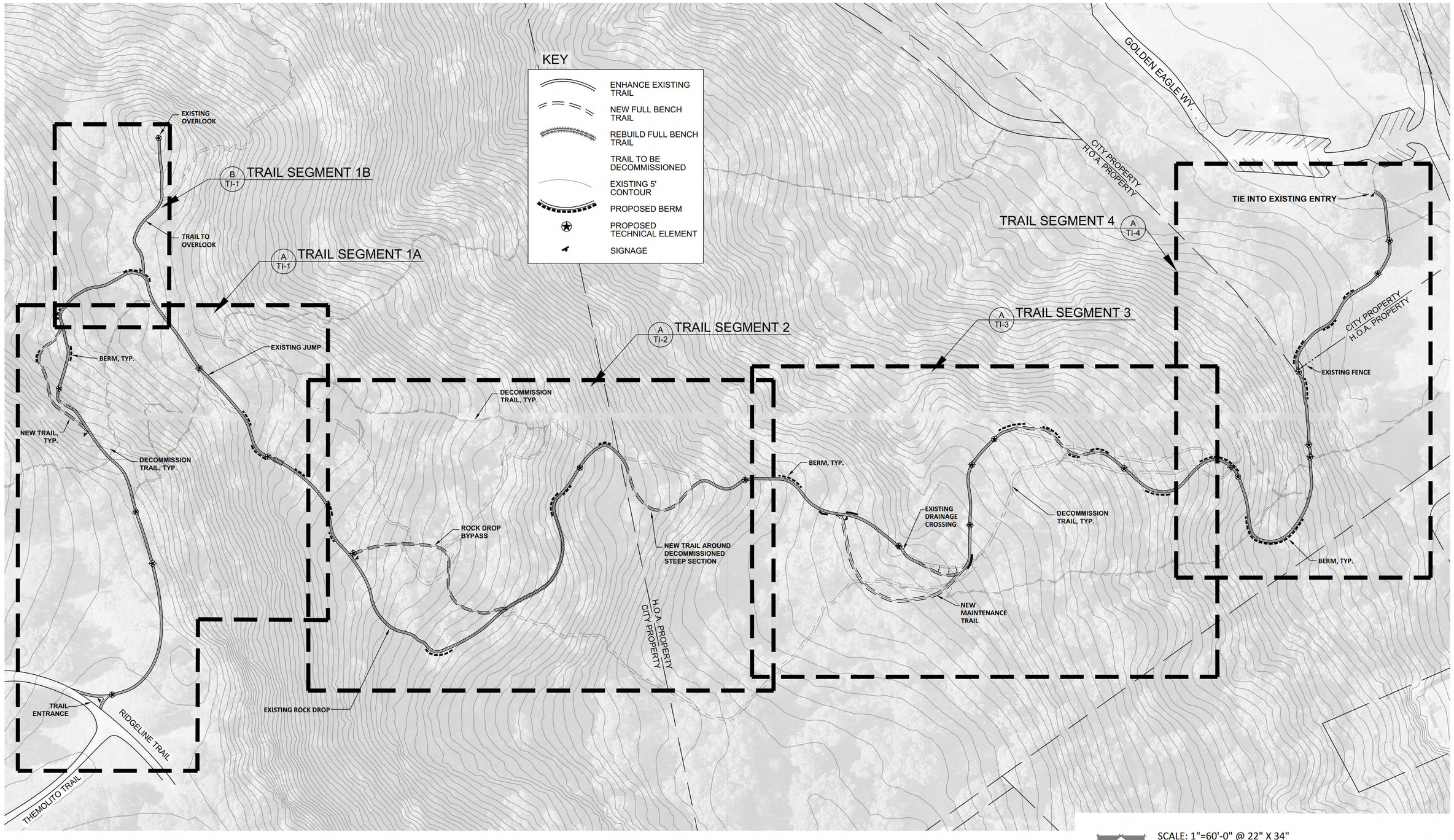
Storm drain polluters maybe liable for fines of $10,000 or more per day!

Bay Area Stormwater Management Agencies Association (BASMAA)
1-888-BAYWISE

For more detailed information:
Get a copy of the "Field Manual" -- (510) 622-2465 or
www.abag.ca.gov/bayarea/sfep/reports/construction.html

DUDEK
853 Lincoln Way, Suite 208
Auburn, CA 95603
Ph. 530.887.8500 Fax 530.885.8372

REV.	DATE	DESCRIPTION	THE CITY OF PLEASANTON.	CITY OF PLEASANTON Department of Engineering	STEPHEN M. KIRKPATRICK CITY ENGINEER NO. 53367 EXP. 6/30/23	AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL / CITY STANDARD BMPS	DESIGN: EA; DRAWN: EA/JZ; CHECKED: JM; TRAFFIC ENGINEER: N/A	SCALE: AS NOTED; PROJECT NO.: 20771; DATE: APRIL 28, 2022	DWG NO. N-2 3 OF 13



NOTE: REFER TO SHEETS TI-1 THROUGH TI-4 FOR DETAILED INFORMATION ON IMPROVEMENTS PROPOSED FOR EACH TRAIL SEGMENT

SCALE: 1"=60'-0" @ 22" X 34"

0' 30' 60' 120'

DUDEK
853 Lincoln Way, Suite 208
Auburn, CA 95603
Ph. 530.887.8500 Fax 530.885.8372

REV.	DATE	DESCRIPTION

THE CITY OF PLEASANTON

CITY OF PLEASANTON
Department of Engineering

STEPHEN M. KIRKPATRICK
CITY ENGINEER
NO. 53367
EXP. 6/30/23

AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL

KEY PLAN

DESIGN:	EA
DRAWN:	EA/JZ
CHECKED:	JM
TRAFFIC ENGINEER:	N/A

SCALE:	AS NOTED
PROJECT NO.:	20771
DATE:	APRIL 28, 2022

DWG NO. KP-1

4 OF 13

BASE PLAN SOURCE: AERIAL BASE PROVIDED BY AUTODESK A360. CONTOUR DATA BY THE CITY OF PLEASANTON

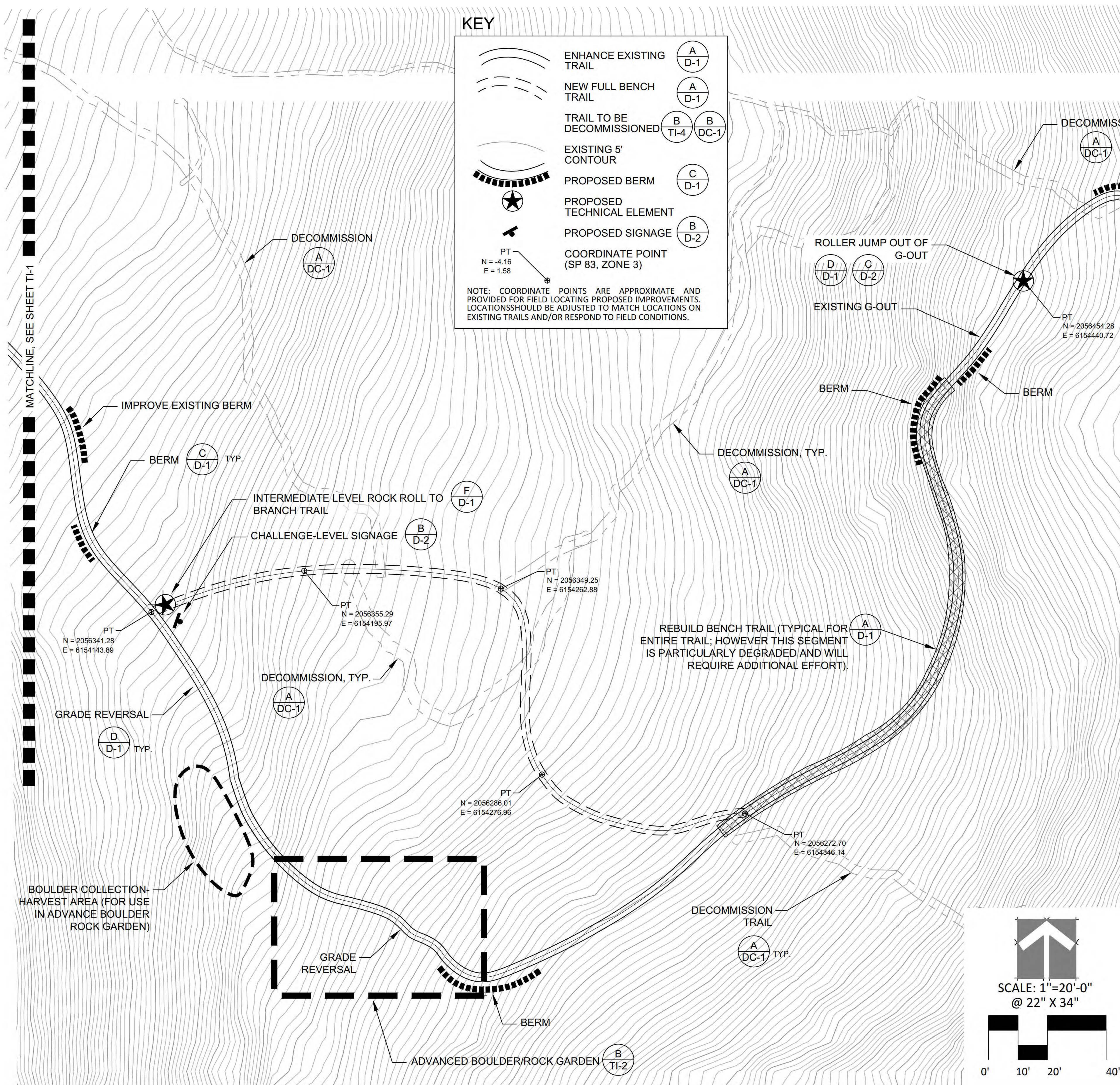

KEY
ENHANCE EXISTING TRAIL A D-1
NEW FULL BENCH TRAIL A D-1
TRAIL TO BE DECOMMISSIONED B TI-4 B DC-1
EXISTING 5' CONTOUR
PROPOSED BERM C D-1
PROPOSED TECHNICAL ELEMENT
PROPOSED SIGNAGE B D-2
COORDINATE POINT (SP 83, ZONE 3)
PT N = -4.16 E = 1.58
NOTE: COORDINATE POINTS ARE APPROXIMATE AND PROVIDED FOR FIELD LOCATING PROPOSED IMPROVEMENTS. LOCATIONSSHOULD BE ADJUSTED TO MATCH LOCATIONS ON EXISTING TRAILS AND/OR RESPOND TO FIELD CONDITIONS.
THERMALITO TRAIL
RIDGELINE TRAIL
CREATE SMOOTH TRANSITION TO EXISTING TRAIL
TRAIL RULES & CHALLENGE-LEVEL SIGNAGE B D-2
PT N = 2056161.32 E = 6153837.23
DRAINAGE SWALE CROSSING LOG RIDE B TI-3
SOUTH ENTRY FEATURE, TABLETOP D D-2
PT N = 2056330.59 E = 6153889.11
DOUBLE ROLLER, 12' CREST TO CREST 16" TO 24" TALL C D-2
PRUNE TREE BRANCH TO MAINTAIN TRAIL CLEARANCE
PT N = 2056396.98 E = 6153868.34
DECOMMISSION TRAIL BOTH SIDES A DC-1 TYP.
CHALLENGE-LEVEL SIGNAGE B D-2
RELOCATE TRAIL SOUTH TO LINE UP FOR DROP-OFF. FINE TUNE ALIGNMENT IN FIELD
PT N = 2056529.81 E = 6153786.30
PT N = 2056499.59 E = 6153808.66
DECOMMISSION OLD ALIGNMENT
DROP-OFF. ARMOR SLOPE DOWNHILL OF DROP A D-2
GRADE REVERSAL D D-1 TYP.
INTERMEDIATE TRAIL TO BYPASS DROP
GRADE REVERSAL D D-1
BERM
GRADE REVERSAL D D-1
PT N = 2056574.31 E = 6153751.14
PT N = 2056614.26 E = 6153757.30
ENHANCE EXISTING BERM
ENHANCE EXISTING BERM
MATCHLINE, SEE BELOW LEFT
DECOMMISSION TRAIL, TYP. A DC-1
E D-1
INSTALL LOG JUMP FEATURE APPROX. 25' UPTRAIL OF EXISTING JUMP - ALLOW FOR HIP OR STRAIGHT LANDING
PT N = 2056582.31 E = 6153950.07
DECOMMISSION TRAIL, TYP. A DC-1
REMOVE EXISTING JUMP AND REPAIR EROSION AROUND TREE ROOTS
DECOMMISSION DOWNHILL TRAIL A DC-1
GRADE REVERSAL D D-1 TYP.
BERM
BERM C D-1 TYP.
PT N = 2056468.25 E = 6154038.78
GRADE REVERSAL INTO DROP-OFF - STEPDOWN A D-2 D D-1
ARTICULATED CONCRETE BLOCK PRODUCT
PT N = 2056459.11 E = 6154057.34
RIGHT HAND BERM TO GRADE REVERSAL ON EXIT
MATCHLINE, SEE SHEET TI-2
A TRAIL SEGMENT 1A
GRADE REVERSAL TO DROP-OFF-STEP DOWN D D-1 A D-2
MATCHLINE, SEE ABOVE RIGHT
BERM WITH GRADE REVERSAL ON UPHILL END
OVERLOOK - INSTALL LOG ROUNDS FOR SEATING. ACCESS CONTROL ON DOWNHILL SIDE
WAYFINDING SIGNAGE B D-2
GRADE REVERSAL
DECOMMISSION TRAIL
B TRAIL SEGMENT 1B
SCALE: 1"=20'-0" @ 22" X 34"
0' 10' 20' 40'

DUDEK
853 Lincoln Way, Suite 208
Auburn, CA 95603
Ph. 530.887.8500 Fax 530.885.8372

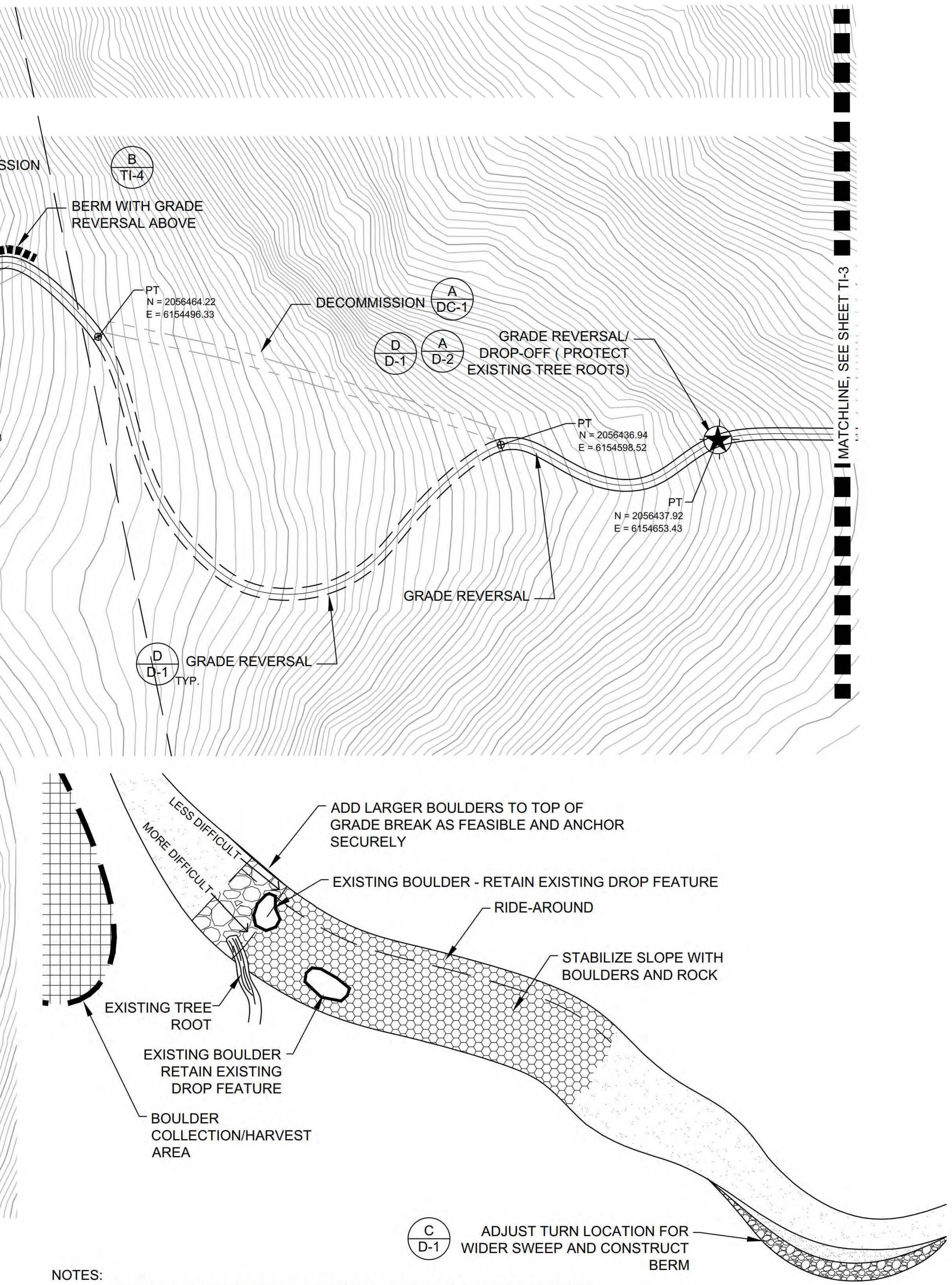
P:\1300.Environmental\12956 Augustin Bernal Mountain Bike Trail\DUDEK WORK PRODUCTS\DOCUMENTS\TRAIL DESIGN\CAD\Augustin Bernal Mountain Bike Trail Improvement Plans_v7.dwg\4-28-22 03:16pm earmstrong

REV.	DATE	DESCRIPTION	THE CITY OF PLEASANTON	CITY OF PLEASANTON Department of Engineering	STEPHEN M. KIRKPATRICK CITY ENGINEER NO. 53367 EXP. 6/30/23	AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL	DESIGN: EA	SCALE: AS NOTED	DWG NO.
						TRAIL IMPROVEMENT PLAN - 1	DRAWN: EA/JZ	PROJECT NO.: 20771	TI-1
							CHECKED: JM	DATE: APRIL 28, 2022	5 OF 13
							TRAFFIC ENGINEER: N/A		

BASE PLAN SOURCE: AERIAL BASE PROVIDED BY AUTODESK A360. CONTOUR DATA BY THE CITY OF PLEASANTON



A TRAIL SEGMENT 2



NOTES:

1. PLAN IS SCHEMATIC ONLY AND REQUIRES FITTING TO FIELD CONDITIONS.
2. UTILIZE LARGER BOULDERS (3' - 4' DIA.) AT TOP OF DROP TO STABILIZE EDGE OF DROP AND CREATE ADVANCED ROCK FEATURE.
3. UTILIZE SMALLER BOULDERS AND ROCK (1.5' - 3' DIA.) AND/OR ARTICULATED CONCRETE BLOCK TO STABILIZE SLOPE DOWNHILL OF DROP.
4. REALIGN TRAIL AT BOTTOM OF FEATURE TO PROVIDE SMOOTH TRANSITION INTO BERM TURN.
5. CREATE RIDE-AROUND ON NORTH SIDE OF FEATURE TO PROVIDE OPTION FOR EASIER TRANSIT.
6. BOULDERS TO BE HARVESTED IN SPECIFIED AREA UNDER CITY SUPERVISION. ADJUST BOULDER SIZES AS NEEDED TO ENSURE STABILITY AND MAKE USE OF AVAILABLE MATERIAL.

B ADVANCED BOULDER/ROCK GARDEN
NOT TO SCALE

DUDEK
853 Lincoln Way, Suite 208
Auburn, CA 95603
Ph. 530.887.8500 Fax 530.885.8372

REV.	DATE	DESCRIPTION

THE CITY OF PLEASANTON.

CITY OF PLEASANTON
Department of Engineering

STEPHEN M. KIRKPATRICK
CITY ENGINEER
NO. 53367
EXP. 6/30/23

AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL

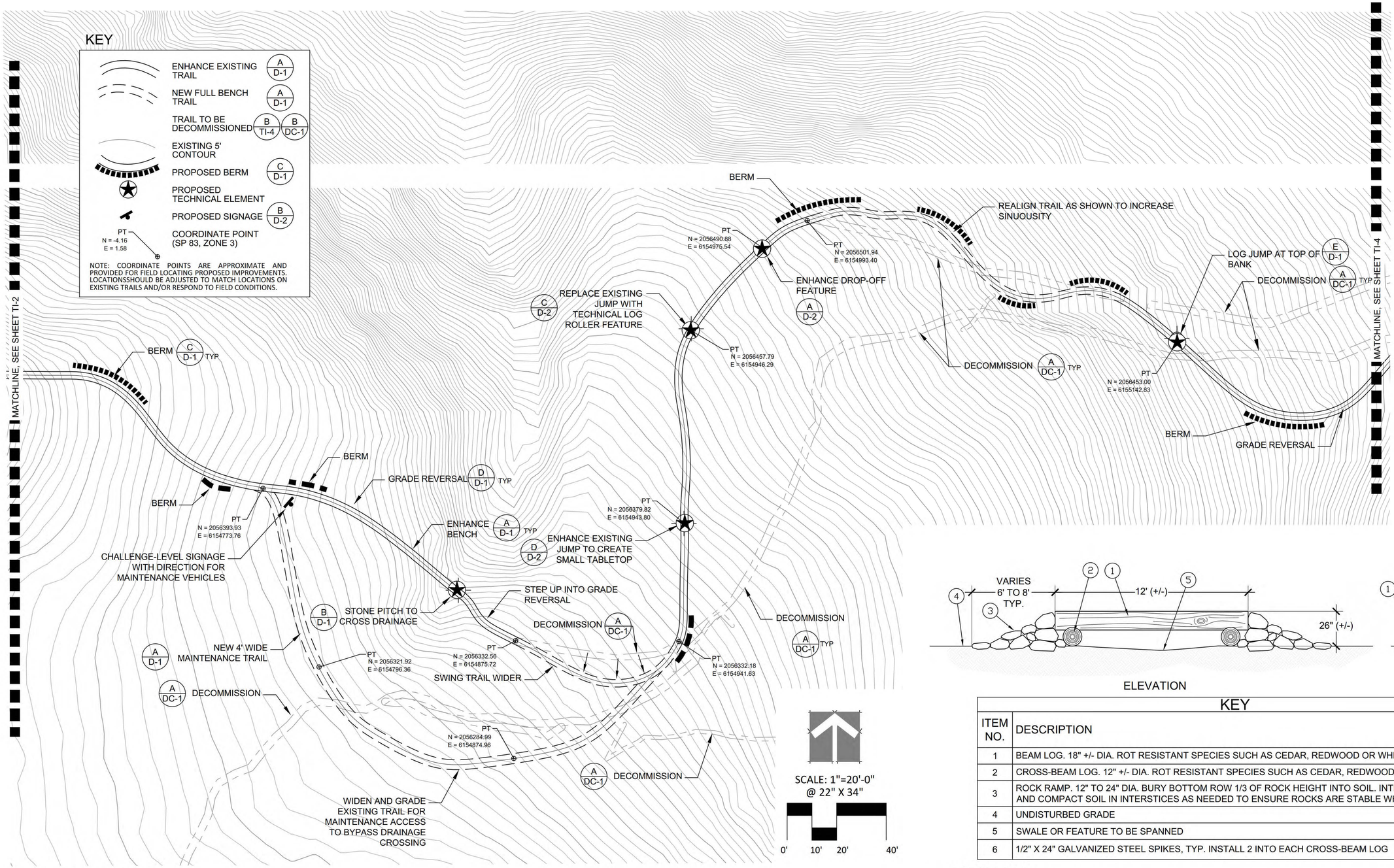
TRAIL IMPROVEMENT PLAN - 2

DESIGN:	EA	SCALE:	AS NOTED
DRAWN:	EA/JZ	PROJECT NO.:	20771
CHECKED:	JM		
TRAFFIC ENGINEER:	N/A	DATE:	APRIL 28, 2022

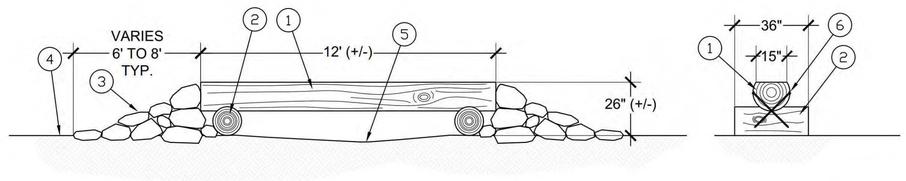
DWG NO. TI-2

P:\1300.Environmental\12956 Augustin Bernal Mountain Bike Trail\DUDEK WORK PRODUCTS\DOCUMENTS\TRAIL DESIGN\CAD\Augustin Bernal Mountain Bike Trail Improvement Plans_v7.dwg\4-28-22 03:16pm earmstrong

BASE PLAN SOURCE: AERIAL BASE PROVIDED BY AUTODESK A360. CONTOUR DATA BY THE CITY OF PLEASANTON



A TRAIL SEGMENT 3



ELEVATION SECTION

KEY	
ITEM NO.	DESCRIPTION
1	BEAM LOG. 18" +/- DIA. ROT RESISTANT SPECIES SUCH AS CEDAR, REDWOOD OR WHITE OAK
2	CROSS-BEAM LOG. 12" +/- DIA. ROT RESISTANT SPECIES SUCH AS CEDAR, REDWOOD OR WHITE OAK
3	ROCK RAMP. 12" TO 24" DIA. BURY BOTTOM ROW 1/3 OF ROCK HEIGHT INTO SOIL. INTERLOCK STONES AND COMPACT SOIL IN INTERSTICES AS NEEDED TO ENSURE ROCKS ARE STABLE WHEN RODE UPON.
4	UNDISTURBED GRADE
5	SWALE OR FEATURE TO BE SPANNED
6	1/2" X 24" GALVANIZED STEEL SPIKES, TYP. INSTALL 2 INTO EACH CROSS-BEAM LOG

B LOG RIDE

DUDEK
853 Lincoln Way, Suite 208
Auburn, CA 95603
Ph. 530.887.8500 Fax 530.885.8372

REV.	DATE	DESCRIPTION

THE CITY OF PLEASANTON

CITY OF PLEASANTON
Department of Engineering

STEPHEN M. KIRKPATRICK
CITY ENGINEER
NO. 53367
EXP. 6/30/23

AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL

TRAIL IMPROVEMENT PLAN - 3

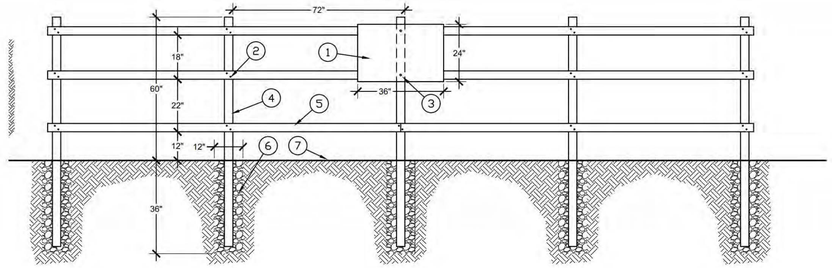
DESIGN:	EA
DRAWN:	EA/JZ
CHECKED:	JM
TRAFFIC ENGINEER:	N/A
SCALE:	AS NOTED
PROJECT NO.:	20771
DATE:	APRIL 28, 2022

DWG NO. TI-3

7 OF 13

BASE PLAN SOURCE: AERIAL BASE PROVIDED BY AUTODESK A360. CONTOUR DATA BY THE CITY OF PLEASANTON

P:\300.Environmental\12956 Augustin Bernal Mountain Bike Trail\DUDEK WORK PRODUCTS\DOCUMENTS\TRAIL DESIGN\CAD\Augustin Bernal Mountain Bike Trail Improvement Plans_v7.dwg\4-28-22 03:16pm earmstrong



KEY	
ITEM NO.	DESCRIPTION
1	TRAIL CLOSED SIGN. TO BE PROVIDED BY THE CITY. RECOMMENDED TEXT "TRAIL CLOSED. REVEGETATION IN PROGRESS. STAY ON DESIGNATED TRAIL."
2	NO. 10 1-1/2" STAINLESS STEEL WOOD SCREW, TYP. INSTALL 2 PER RAIL PER POST
3	NO. 12 X 2-1/2" TAMPER PROOF STAINLESS STEEL WOOD SCREW. INSTALL 1 PER RAIL TOP AND BOTTOM OF SIGN.
4	4" X 4" PRESSURE TREATED POST
5	2" X 4" REDWOOD OR CEDAR RAIL
6	COMPACTED AGGREGATE BASE
7	FINISH GRADE
NOT SHOWN	SCATTER LOGS, BRANCHES AND BOULDERS ON OPPOSITE SIDE OF FENCE FROM DESIGNATED TRAIL TO DISCOURAGE USE.
NOT SHOWN	SHALLOW RIP TRAIL TO BE DECOMMISSIONED PARALLEL TO CONTOURS (PERPENDICULAR TO SLOPE).

NOTE: REFER TO DECOMMISSIONING EXISTING TRAIL NOTES ON SHEET SP-1 AND DECOMMISSIONING PLAN AND DETAILS ON DC-1 FOR FURTHER INFORMATION

B TRAIL DECOMMISSIONING FENCE

MATCHLINE, SEE SHEET TI-3

DECOMMISSION A/DC-1

DECOMMISSION A/DC-1

A/DC-1 DECOMMISSION

BERM DOWN BANK AND INTO TRAIL BENCH A/D-1 C/D-1

D/D-1 D/D-2 LARGER GRADE REVERSAL TO TABLE TOP

PT
N = 2056442.77
E = 6155289.76

GRADE REVERSAL

D/D-1 TYP.

DECOMMISSION A/DC-1

BERM

C/D-1 TYP.

GRADE REVERSAL

CONVERT EXISTING BERM TO LOG JUMP E/D-1

PT
N = 2056483.35
E = 6155381.03

RE-GRADE TO REPAIR RUTS

LARGE GRADE REVERSAL INTO TABLETOP D/D-1 D/D-2

ROCK JUMP F/D-1

BERM (FOR LAUNCHING INTO ROCK JUMP)

C/D-1 TYP.

MAINTENANCE ACCESS

REMOVE 30' OF EXISTING FENCE

H.O.A. PROPERTY
CITY PROPERTY

BERM (LANDING FOR JUMP) C/D-1 TYP.

GRADE REVERSAL D/D-1 TYP.

BERM

CITY PROPERTY
H.O.A. PROPERTY

BERM

GRADE REVERSAL

DECOMMISSION A/DC-1

GRADE REVERSAL

B/D-2

DIRECTIONAL AND RULES SIGNAGE (CONFIRM LOCATION WITH CITY REPRESENTATIVE)

EXISTING DAY USE AREA

EXISTING TRAILHEAD PARKING LOT

PT
N = 2056703.57
E = 6155470.49

PT
N = 2056746.38
E = 6155484.41

ROLLER C/D-2

E/D-1 FINISHING FEATURE - LOG JUMP

A/DC-1 DECOMMISSION

KEY

- ENHANCE EXISTING TRAIL — A/D-1
- NEW FULL BENCH TRAIL — A/D-1
- TRAIL TO BE DECOMMISSIONED — B/TI-4 B/DC-1
- EXISTING 5' CONTOUR
- PROPOSED BERM — C/D-1
- PROPOSED TECHNICAL ELEMENT
- PROPOSED SIGNAGE — B/D-2
- PT N = -4.16 E = 1.58 COORDINATE POINT (SP 83, ZONE 3)

NOTE: COORDINATE POINTS ARE APPROXIMATE AND PROVIDED FOR FIELD LOCATING PROPOSED IMPROVEMENTS. LOCATIONSSHOULD BE ADJUSTED TO MATCH LOCATIONS ON EXISTING TRAILS AND/OR RESPOND TO FIELD CONDITIONS.

SCALE: 1"=20'-0"
@ 22" X 34"

0' 10' 20' 40'

A TRAIL SEGMENT 4

LICENSED LANDSCAPE ARCHITECT — LICENSE # 3 ARMSTRONG REN — 3/31/2023 — 4/28/2022 — STATE OF CALIFORNIA

DUDEK
853 Lincoln Way, Suite 208
Auburn, CA 95603
Ph. 530.887.8500 Fax 530.885.8372

REV.	DATE	DESCRIPTION

THE CITY OF PLEASANTON

CITY OF PLEASANTON
Department of Engineering

STEPHEN M. KIRKPATRICK
CITY ENGINEER
NO. 53367
EXP. 6/30/23

AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL

TRAIL IMPROVEMENT PLAN - 4

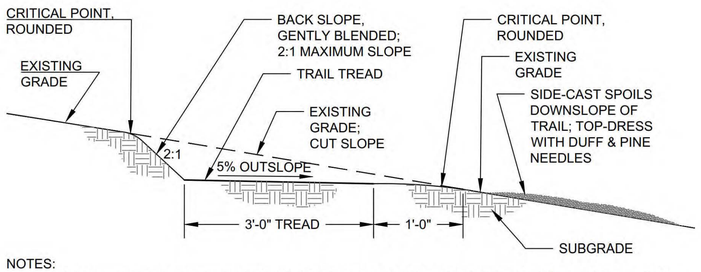
DESIGN:	EA
DRAWN:	EA/JZ
CHECKED:	JM
TRAFFIC ENGINEER:	N/A
SCALE:	AS NOTED
PROJECT NO.:	20771
DATE:	APRIL 28, 2022

DWG NO. TI-4

8 OF 13

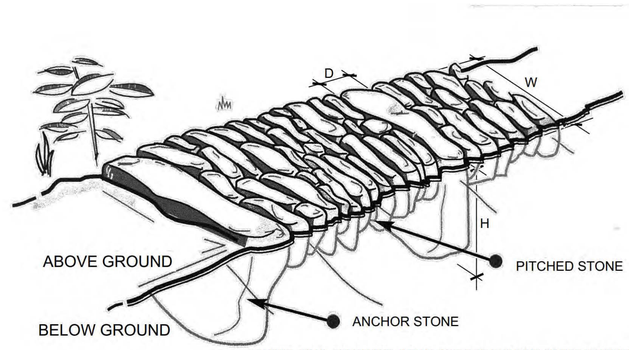
BASE PLAN SOURCE: AERIAL BASE PROVIDED BY AUTODESK A360. CONTOUR DATA BY THE CITY OF PLEASANTON

P:\300.Environmental\12956 Augustin Bernal Mountain Bike Trail\DUDEK WORK PRODUCTS\DOCUMENTS\TRAIL DESIGN\CAD\Augustin Bernal Mountain Bike Trail improvement Plans_v7.dwg\4-28-22 03:17pm earmstrong



NOTES:
1. TRAIL WILL BE FULL BENCH CONSTRUCTION. REFER TO SITE STABLIZATION BMP NOTES 3 AND 4 ON SHEET N-1 FOR MORE INFORMATION.
2. REFER TO TRAIL CONSTRUCTION NOTES SHEET SP-1.
3. SPREAD STRAW MULCH OR DUFF FROM ADJACENT AREAS TO A 1-INCH DEPTH OVER EXPOSED SOIL OUTSIDE OF TRAIL TREAD.
4. MAINTAIN 12" CLEAR ON DOWNSLOPE SIDE OF TRAIL FOR MAINTENANCE VEHICLES.

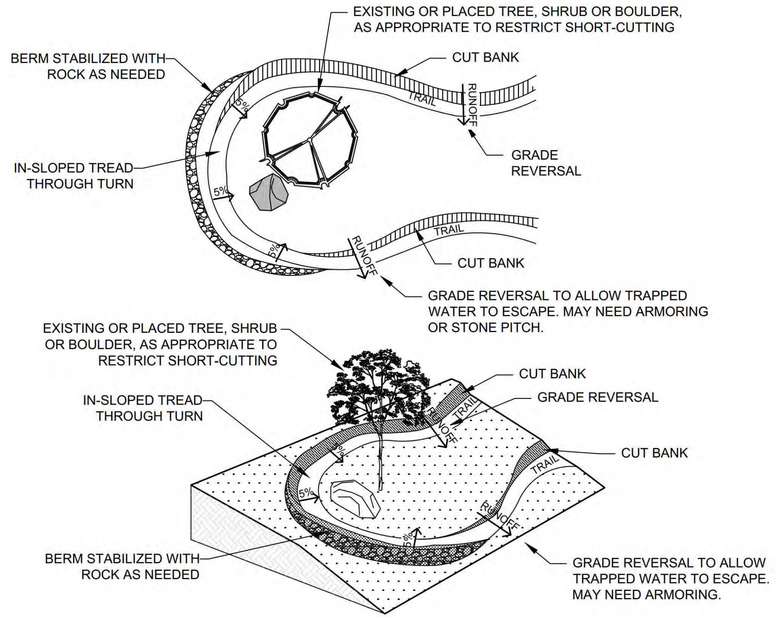
A TRAIL CROSS-SECTION
NO SCALE



SOURCE: TRAIL SOLUTIONS. IMBA'S GUIDE TO BUILDING SWEET SINGLETRACK. INTERNATIONAL MOUNTAIN BIKING ASSOCIATION. 2004.

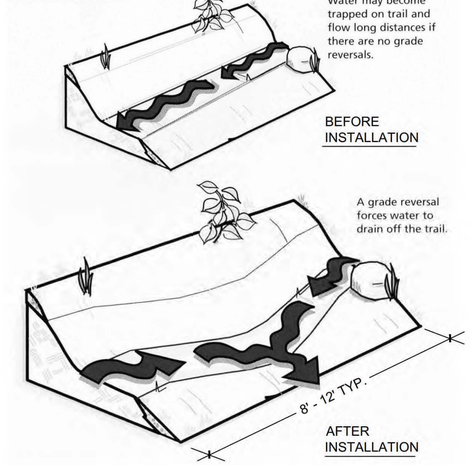
NOTES:
1. PITCHED STONE SHALL BE APPROXIMATELY 12 - 18" WIDE (W) X 6 - 12" HIGH (H) X 4 - 6" DEEP (D).
2. ANCHOR STONE SHALL BE APPROXIMATELY 36 - 40" W X 12 - 18" H X 6-8" D.
3. STONE SHALL PROJECT ABOVE ADJACENT GRADE 2 - 3".
4. COMPACT SOIL AROUND AND BETWEEN STONE TO 85%.
5. COMPACT SOIL BELOW STONE TO 90% RELATIVE DENSITY, MINIMUM.

B STONE PITCH
NO SCALE



ADAPTED FROM IN-SLOPE TURN DEPICTED IN "TRAIL SOLUTIONS. IMBA'S GUIDE TO BUILDING SWEET SINGLETRACK". INTERNATIONAL MOUNTAIN BIKING ASSOCIATION. 2004.

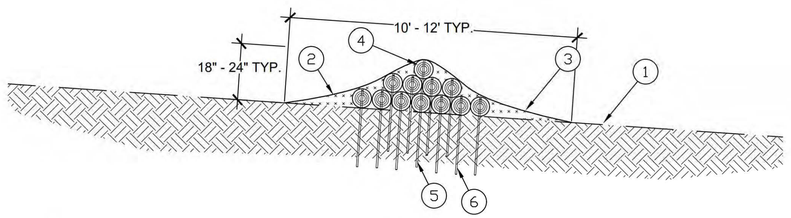
C IN-SLOPE TURN WITH BERM
NO SCALE



SOURCE: TRAIL SOLUTIONS. IMBA'S GUIDE TO BUILDING SWEET SINGLETRACK. INTERNATIONAL MOUNTAIN BIKING ASSOCIATION, . 2004.

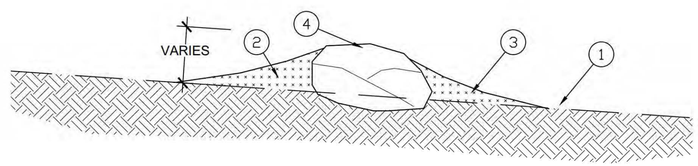
NOTES:
1. GRADE REVERSAL CAN BE FORMED BY ADDING OR REMOVING MATERIAL FROM THE TRAIL. A GRADE REVERSAL SHALL ALWAYS BE INCLUDED BEFORE A JUMP OR DROP FEATURE.
2. WIDTH OF GRADE REVERSAL VARIES BASED UPON SITE CONDITIONS.
3. INSTALL GRADE REVERSAL AT TOP AND BOTTOM OF ALL SLOPES GREATER THAN 20% (1:5 H;V) AND NO GREATER THAN EVERY 250' ALONG TRAIL.

D GRADE REVERSAL
NO SCALE



KEY	
ITEM NO.	DESCRIPTION
1	EXISTING GRADE
2	PROPOSED GRADE. 3:1 MAXIMUM SLOPES EITHER SIDE OF PEAK
3	COMPACTED FILL
4	6" DIA. PRESSURE TREATED LOG
5	TWO 48" #4 REBAR PER LOG. DRIVE THROUGH HOLES DRILLED THROUGH LOG 1' FROM ENDS TO 1" BELOW TOP OF LOG. EPOXY IN PLACE AND FILL HOLE WITH EPOXY TO WITHIN 1/4" OF TOP. SEAL HOLE WITH WOOD PLUG.

E LOG JUMP
NO SCALE



KEY	
ITEM NO.	DESCRIPTION
1	EXISTING GRADE
2	PROPOSED GRADE. 5:1 MAXIMUM SLOPES FOR ROCK ROLL AND 3:1 MAXIMUM SLOPES FOR JUMP EITHER SIDE OF ROCK
3	COMPACTED FILL
4	EXISTING OR NEW BOULDER, APPROX 2' H X 2' W X 3' L. IF NEW BOULDER, BURY 1/3RD BELOW FINISH GRADE.

F ROCK JUMP & INTERMEDIATE-LEVEL ROCK ROLL
NO SCALE

DUDEK
853 Lincoln Way, Suite 208
Auburn, CA 95603
Ph. 530.887.8500 Fax 530.885.8372

REV.	DATE	DESCRIPTION

THE CITY OF PLEASANTON

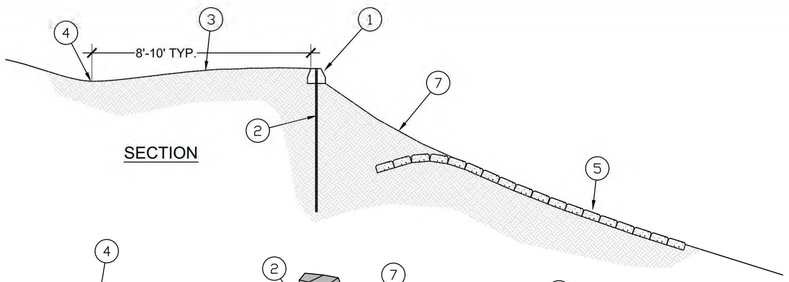
CITY OF PLEASANTON
Department of Engineering

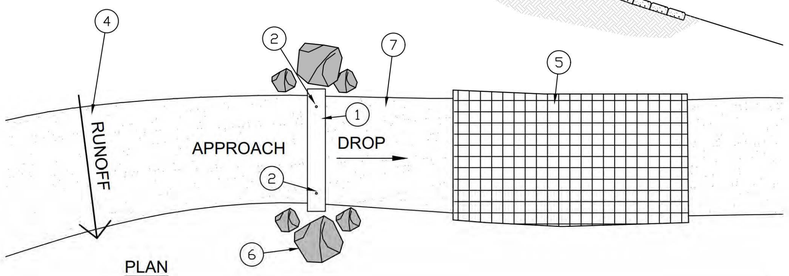
STEPHEN M. KIRKPATRICK
CITY ENGINEER
NO. 53367
EXP. 6/30/23

AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL

CONSTRUCTION DETAILS - 1

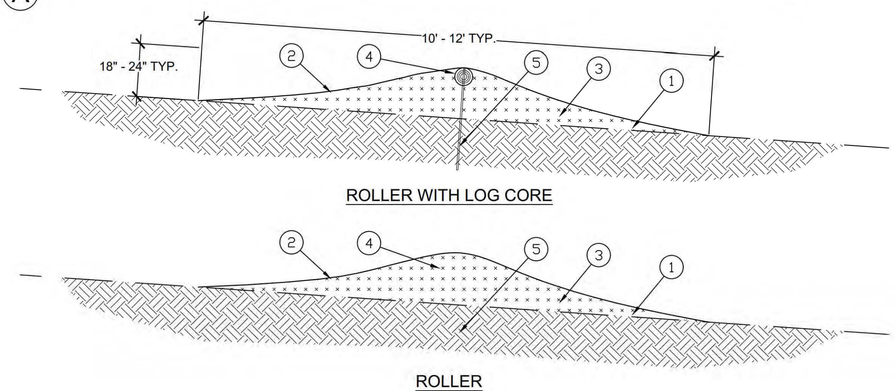
DESIGN:	EA
DRAWN:	EA/JZ
CHECKED:	JM
TRAFFIC ENGINEER:	N/A
SCALE:	AS NOTED
PROJECT NO.:	20771
DATE:	APRIL 28, 2022
DWG NO.	D-1
	9 OF 13





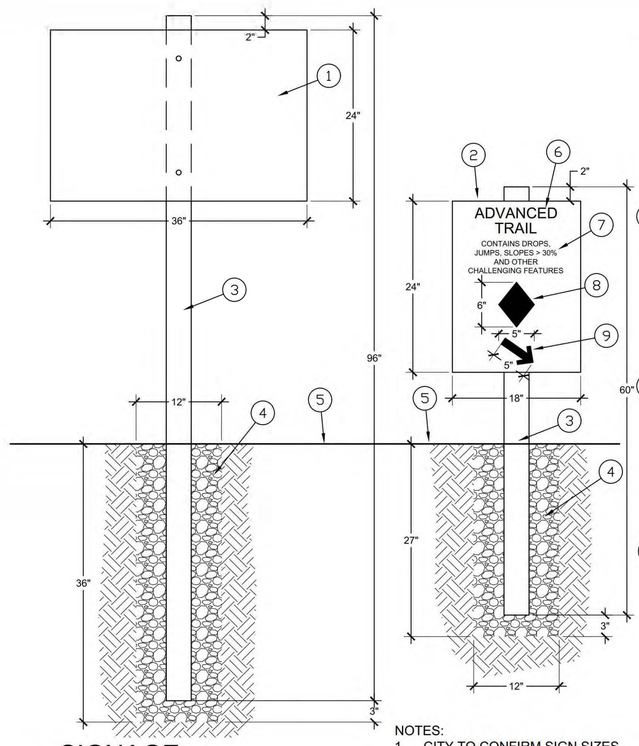
KEY	
ITEM NO.	DESCRIPTION
1	4' CONCRETE PARKING BUMPER.
2	48" #4 REBAR. DRIVE THROUGH PRE-CAST HOLES IN BUMPER TO 1" BELOW TOP OF BUMPER. EPOXY IN PLACE AND GROUT HOLE ABOVE TOP OF REBAR.
3	APPROACH TO DROP. MATCH EXISTING GRADE.
4	GRADE REVERSE
5	SLOPE ARMORING ON SLOPES > 3:1, CONTECH ARMORTEK OR APPROVED EQUAL. INSTALL AND ANCHOR PER MANUFACTURER SPECIFICATIONS. FILL HOLES WITH NATIVE SOIL.
6	BOULDERS, ROCK PILES, OR LOGS TO DIRECT TRAFFIC
7	DROP, MATCH EXISTING SLOPE. 2:1 MAXIMUM.
8	PROVIDE ROUTE AROUND JUMP FOR MAINTENANCE VEHICLES (NOT SHOWN), 4' MIN. WIDTH

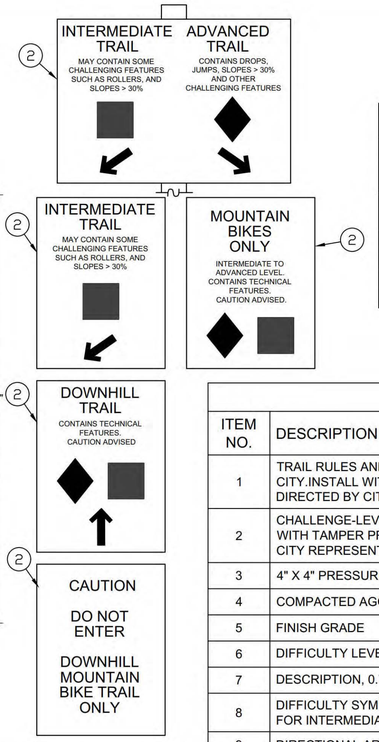
A DROP-OFF



KEY	
ITEM NO.	DESCRIPTION
1	EXISTING GRADE
2	PROPOSED GRADE. 3:1 MAXIMUM SLOPES EITHER SIDE OF PEAK
3	COMPACTED FILL
4	6" DIA. PRESSURE TREATED LOG
5	TWO 48" #4 REBAR. DRIVE THROUGH HOLES DRILLED THROUGH LOG 1' FROM ENDS TO 1" BELOW TOP OF LOG. EPOXY IN PLACE AND FILL HOLE WITH EPOXY TO WITHIN $\frac{1}{4}$" OF TOP. SEAL HOLE WITH WOOD PLUG.

C ROLLER



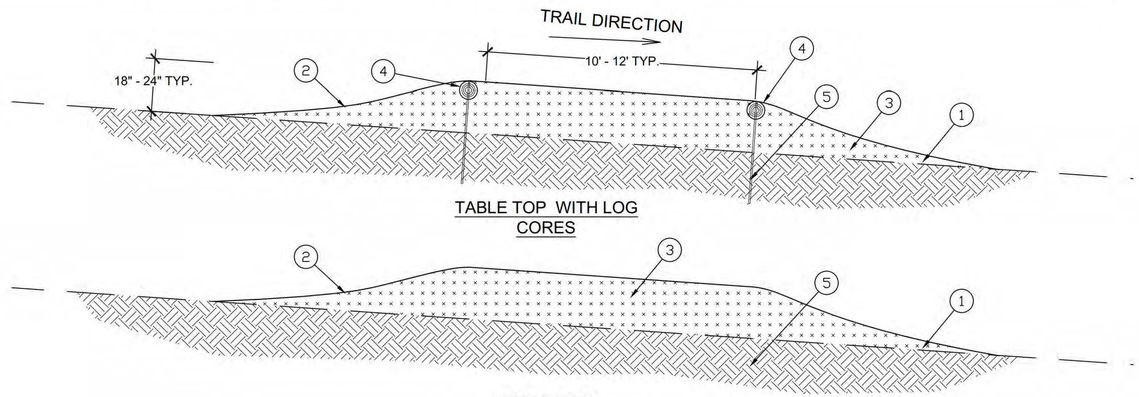


SIGN TYPE	LOCATION
ADVANCED & INTERMEDIATE DESIGNATION	AT ALL TRAIL INTERSECTIONS WHERE INTERMEDIATE TRAIL SPLITS FROM COMBINED TRAIL.
DOWNHILL TRAIL	AT LOCATIONS WHERE INTERMEDIATE & ADVANCED TRAILS ARE COMBINED.
DO NOT ENTER	AT BOTTOM OF TRAIL NEAR KIOSK
MOUNTAIN BIKES ONLY	AT TOP OF TRAIL

KEY	
ITEM NO.	DESCRIPTION
1	TRAIL RULES AND WAYFINDING SIGNAGE. TO BE PROVIDED BY THE CITY.INSTALL WITH TAMPER PROOF STAINLESS STEEL SCREWS OR AS DIRECTED BY CITY REPRESENTATIVE.
2	CHALLENGE-LEVEL SIGNAGE. TO BE PROVIDED BY THE CITY. INSTALL WITH TAMPER PROOF STAINLESS STEEL SCREWS OR AS DIRECTED BY CITY REPRESENTATIVE. NOTE: SQUARE ON INTERMEDIATE SIGN IS BLUE.
3	4" X 4" PRESSURE TREATED POST
4	COMPACTED AGGREGATE BASE
5	FINISH GRADE
6	DIFFICULTY LEVEL, 1.5" BLACK LETTERS, FONT TBD.
7	DESCRIPTION, 0.75" BLACK LETTERS, FONT TBD.
8	DIFFICULTY SYMBOL: BLACK DIAMOND FOR ADVANCED, BLUE SQUARE FOR INTERMEDIATE
9	DIRECTIONAL ARROW

B SIGNAGE

NOTES:
1. CITY TO CONFIRM SIGN SIZES.
2. CITY TO PROVIDE SIGNS. CONSTRUCTION PROJECT INCLUDES INSTALLATION ONLY.



KEY	
ITEM NO.	DESCRIPTION
1	EXISTING GRADE
2	PROPOSED GRADE. 3:1 MAXIMUM SLOPES EITHER SIDE OF TOP
3	COMPACTED FILL
4	6" DIA. PRESSURE TREATED LOG. USE LOG CORES AS NEEDED TO REDUCE SOIL EROSION ON HEAVILY USED TRAILS.
5	TWO 48" #4 REBAR PER LOG. DRIVE THROUGH HOLES DRILLED THROUGH LOG 1' FROM ENDS TO 1" BELOW TOP OF LOG. EPOXY IN PLACE AND FILL HOLE WITH EPOXY TO WITHIN $\frac{1}{4}$" OF TOP. SEAL HOLE WITH WOOD PLUG.

D TABLE TOP

DUDEK
853 Lincoln Way, Suite 208
Auburn, CA 95603
Ph. 530.887.8500 Fax 530.885.8372

REV.	DATE	DESCRIPTION

THE CITY OF PLEASANTON

CITY OF PLEASANTON
Department of Engineering

STEPHEN M. KIRKPATRICK
CITY ENGINEER
NO. 53367
EXP. 6/30/23

AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL

CONSTRUCTION DETAILS - 2

DESIGN:	EA
DRAWN:	EA/JZ
CHECKED:	JM
TRAFFIC ENGINEER:	N/A
SCALE:	AS NOTED
PROJECT NO.:	20771
DATE:	APRIL 28, 2022
DWG NO.	D-2
	10 OF 13

MOBILIZATION/DEMOBILIZATION

1. MOBILIZATION SHALL CONSIST OF PREPARATORY WORK AND OPERATIONS, INCLUDING, BUT NOT LIMITED TO, THOSE NECESSARY FOR THE MOVEMENT OF PERSONNEL, EQUIPMENT, SUPPLIES, AND INCIDENTALS TO THE PROJECT SITE; THE ESTABLISHMENT OF TEMPORARY FACILITIES NECESSARY FOR WORK ON THE PROJECT; AND ALL OTHER WORK AND OPERATIONS THAT MUST BE PERFORMED OR COSTS INCURRED BEFORE WORK BEGINS ON THE PROJECT CONTRACT ITEMS.
2. THE CONTRACTOR SHALL SUPPLY ALL VEHICLES WITH A MINIMUM OF ONE FIRE EXTINGUISHER AND ONE SHOVEL. APPROPRIATE PRECAUTIONS SHALL BE TAKEN BY THE CONTRACTOR TO MINIMIZE FIRE AT THE PROJECT SITE AT ALL TIMES.
3. BEFORE BEGINNING ANY WORK, THE CONTRACTOR (INCLUDING BUT NOT LIMITED TO ANY SUBCONTRACTORS AND PROJECT FOREMEN) SHALL BE REQUIRED TO SCHEDULE AND ATTEND A ONE-DAY MEETING AT THE PROJECT SITE WITH THE CITY, THE CITY'S REPRESENTATIVE, AND OTHERS AS NECESSARY TO REVIEW AND DISCUSS THE OVERALL IMPLEMENTATION OF THE PROJECT INCLUDING: DESIGN OBJECTIVES, ENVIRONMENTAL PERMIT LIMITATIONS, ENDANGERED SPECIES ISSUES, EMERGENCY CONTACT INFORMATION AND PROTOCOL, CONTRACT MANAGEMENT AND CHAIN OF COMMAND, MEDIA PROTOCOL, PROJECT CONSTRUCTION DOCUMENTS, IMPLEMENTATION SCHEDULE (INCLUDING KEY MILESTONES), AND ANY ADDENDA.
4. DEMOBILIZATION TASKS SHALL CONSIST OF WORK AND OPERATIONS AT THE CONCLUSION OF CONSTRUCTION, INCLUDING, BUT NOT LIMITED TO NECESSARY ACTIVITIES FOR THE REMOVAL OF PERSONNEL, EQUIPMENT, SUPPLIES, AND INCIDENTALS FROM THE PROJECT SITE; REMOVAL OF TEMPORARY FACILITIES AND MATERIALS; AND ALL OTHER WORK AND OPERATIONS THAT MUST BE PERFORMED OR COSTS INCURRED TO CONCLUDE WORK ON THE PROJECT CONTRACT ITEMS
5. UPON APPROVAL OF THE COMPLETED CONSTRUCTION, DEMOBILIZATION SHALL ALSO INCLUDE COMPLETE REMOVAL, DISPOSAL, AND IF APPROPRIATE, RECYCLING OF ALL UNUSED MATERIALS ACCORDING TO STATE AND LOCAL REGULATIONS.

STAGING AND ACCESS

1. STAGING AREAS AND ACCESS AND HAUL ROUTES SHALL BE AS SHOWN ON THESE DRAWINGS AND FIELD DIRECTED BY THE CITY'S REPRESENTATIVE.
2. CONSTRUCTION STAGING SHALL BE AT APPROVED AREAS IN THE AUGUSTIN BERNAL COMMUNITY PARK STAGING AREA AND PARKING LOT AT THE DOWNHILL END OF THE TRAIL, AND IN A CITY-APPROVED AREA AT THE UPHILL END OF THE TRAIL. AT ALL TIMES PROTECT THE EXISTING FACILITIES; ANY DAMAGE TO THE EXISTING FACILITIES, INCLUDING BUT NOT LIMITED TO A.C. PAVING, CAUSED BY THE CONTRACTOR'S STAGING OR OTHER OPERATIONS SHALL BE REPAIRED TO ITS FOUND CONDITION BY THE CONTRACTOR NO COST TO THE CITY.
3. SMALL AMOUNTS OF CONSTRUCTION MATERIALS COULD ALSO BE STAGED ALONG THE TRAIL ALIGNMENT DURING ACTIVE WORK PERIODS. ACCESS FOR TRAIL CONSTRUCTION SHALL BE FROM EXISTING DISTURBED AREAS, FIRE ROADS AND TRAILS, AND SHALL RESULT IN NO NEW DISTURBANCE OUTSIDE OF THE TRAIL CORRIDOR.
4. VEHICLE ACCESS AND HAUL ROUTES SHALL BE AS DIRECTED BY THE CITY'S REPRESENTATIVE, AND GENERALLY AT THE LOCATIONS INDICATED ON THE DRAWINGS.
5. THE LIMITS OF THE STAGING AREA SHALL BE FIELD MARKED FOR APPROVAL BEFORE STAGING EQUIPMENT AND MATERIALS ARE BROUGHT ON SITE. STAGING AREAS SHALL BE ENCLOSED USING TEMPORARY CHAIN LINK CONSTRUCTION FENCING, UNLESS OTHERWISE APPROVED BY THE CITY'S REPRESENTATIVE.
6. THE CONTRACTOR SHALL CONFINE ALL STORAGE OF MATERIALS, PREPARATORY WORK, EQUIPMENT, AND VEHICLE PARKING TO THE STAGING AREAS.
7. ALL LUBRICATION, REFUELING OR MAINTENANCE OF CONSTRUCTION EQUIPMENT SHALL ONLY BE CONDUCTED WITHIN APPROVED STAGING AREAS.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING CONSTRUCTION DEBRIS AND TRASH ON A DAILY BASIS. AT NO TIME SHALL CONSTRUCTION DEBRIS OR TRASH BE ALLOWED TO REMAIN IN ENVIRONMENTALLY SENSITIVE AREAS DURING THE TRAIL CONSTRUCTION.
9. AFTER CONSTRUCTION COMPLETION, ANY MATERIALS NOT USED OR REUSED IN THE PROJECT SHALL BE HAULED OFF-SITE BY THE CONTRACTOR AND REUSED OR DISPOSED OF IN A LANDFILL OR RECYCLED AT A RECYCLING FACILITY.

DEMOLITION

1. BEFORE THE START OF DEMOLITION OPERATIONS, THE CONTRACTOR SHALL STAKE OR OTHERWISE FIELD IDENTIFY/MARK ITEMS TO BE DEMOLISHED AND TRAIL AREAS TO BE DECOMMISSIONED FOR APPROVAL BY THE CITY'S REPRESENTATIVE.
2. AT NO TIME SHALL ANY EXISTING UTILITIES OR OTHER INFRASTRUCTURE BE REMOVED, DEMOLISHED, OR OTHERWISE DAMAGED DURING CONSTRUCTION.
3. REMOVE EXISTING ROCK AND ANY LOGS OR WOOD EDGING WHERE IT OCCURS ALONG THE EXISTING TRAIL EDGES AND REDISTRIBUTE WITHIN THE TRAIL DECOMMISSIONING AREAS TO MIMIC A RANDOM AND NATURAL LAYOUT, TYP.
4. THE REFILLING OF HOLES RESULTING FROM THE DEMOLITION OPERATIONS SHALL BE THE CONTRACTOR'S RESPONSIBILITY.

DECOMMISSIONING EXISTING TRAILS

1. EXISTING TRAILS TO BE ABANDONED SHALL BE DECOMMISSIONED AS PRESCRIBED HEREIN.
2. BEFORE THE START OF DECOMMISSIONING OPERATIONS, THE CONTRACTOR SHALL STAKE OR OTHERWISE FIELD IDENTIFY/MARK THE TRAIL AREAS TO BE DECOMMISSIONED FOR APPROVAL BY THE CITY'S REPRESENTATIVE.
3. AT NO TIME SHALL ANY EXISTING UTILITIES OR OTHER INFRASTRUCTURE BE REMOVED, DEMOLISHED, OR OTHERWISE DAMAGED DURING THE DECOMMISSIONING OPERATIONS.
4. THE ABANDONED TRAILS SHALL BE ROUGHENED AND RECONTOURED TO MATCH EXISTING CONTOURS AND PRODUCE A NATURALLY UNDULATING SURFACE SUITABLE FOR SEEDING. THE ABANDONED TRAILS SHALL BE THOROUGHLY CROSS-RIPPED TO A MINIMUM DEPTH OF 12 INCHES TO ELIMINATE A COMPACTED CONDITION. MATERIALS RESULTING FROM RECONTOURING SHALL BE SCATTERED AND SPREAD OVER THE ABANDONED TRAIL AREAS.
5. A RAIL FENCE SHALL BE INSTALLED AS DETAILED ON THE DRAWINGS AND LOCATED PARALLEL AND OFFSET 2-FEET FROM THE TRANSITIONAL EDGE OF THE NEW TRAIL AND THE EXISTING TRAIL TO BE ABANDONED; EXTEND FENCE ENDS A MINIMUM OF 5-FEET BEYOND THE WIDTH OF THE EXISTING TRAIL TO BE ABANDONED; FIELD LOCATE IN COORDINATION WITH THE CITY'S REPRESENTATIVE.
6. LOGS, BRANCHES AND BOULDERS SALVAGED FROM ON SITE SHALL BE SCATTERED AND SPREAD OVER THE ABANDONED TRAIL AREAS TO MIMIC A RANDOM AND NATURAL LAYOUT WITHIN 10-FEET OF THE FENCE.
7. IN ADDITION, THE ABANDONED TRAIL AREAS SHALL BE PREPARED, SEEDED AND, MULCHED ACCORDING TO THE REVEGETATION SPECIAL PROVISIONS INCLUDED ON THESE DRAWINGS.

SITE PRESERVATION

1. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL REVIEW THE SITE AND EXAMINE THE PLANS TO FULLY UNDERSTAND THE REQUIRED WORK. AT ALL TIMES, AVOID DAMAGE TO EXISTING TREES, VEGETATION AND OTHER ITEMS TO REMAIN IN PLACE, TO BE REUSED, OR TO REMAIN WITHIN THE PROPERTY; ANY DAMAGED ITEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CITY.
2. VERIFY SITE CONDITIONS AND EXISTING GRADE CONDITIONS, LOCATIONS OF EXISTING INFRASTRUCTURE, AND ALL EXISTING VEGETATION. CONDUCT FIELD ADJUSTMENTS NECESSARY TO ACCOMMODATE OR TO MINIMIZE IMPACTS ON THESE CONDITIONS.
3. UNLESS SPECIFICALLY ALLOWED BY THESE DRAWINGS, AVOID IMPACTS TO ANY EXISTING SITE FEATURES, ENVIRONMENTALLY SENSITIVE AREAS OR NATIVE VEGETATION WITHIN OR ADJACENT TO THE PROJECT WORK. AVOID DAMAGE TO EXISTING CONDITIONS, INCLUDING BENCHMARKS, PAVEMENT, UTILITIES, VEGETATION TO REMAIN, AND OTHER FEATURES TO BE PRESERVED. EXISTING UTILITIES SHALL BE MAINTAINED IN SERVICE AND IN PLACE BY THE CONTRACTOR DURING CONSTRUCTION UNLESS OTHERWISE SHOWN. THE CONTRACTOR SHALL REINSTALL ALL MONUMENTS AND ANY PAVEMENT MARKINGS AFFECTED BY CONSTRUCTION.
4. DO NOT IMPACT EXISTING VEGETATION TO REMAIN, AND AT NO TIME SHALL ANY TREES BE REMOVED.
5. A CITY-APPROVED CERTIFIED ARBORIST SHALL MONITOR ALL SOIL DISTURBING ACTIVITIES OCCURRING DIRECTLY UNDER TREE CROWNS, INCLUDING DEMOLITION, EXCAVATION, AND INSTALLATION. THIS WILL REQUIRE THE CITY AND/OR CONTRACTOR TO NOTIFY THE PROJECT'S ARBORIST WELL IN ADVANCE OF SCHEDULED WORK ADJACENT TO PROTECTED TREES. A PRECONSTRUCTION CONFERENCE WITH THE CITY'S REPRESENTATIVE, THE CERTIFIED ARBORIST AND THE CONTRACTOR SHALL OCCUR BEFORE THE START OF ACTIVITIES.
6. UNLESS OTHERWISE DIRECTED, TEMPORARY TREE PROTECTION FENCING SHALL BE INSTALLED AND CONDUCTED ACCORDING TO THE CITY MUNICIPAL CODE CHAPTER 17.16, TREE PRESERVATION.
7. TEMPORARY TREE PROTECTION FENCING SHALL BE 4-FOOT-HIGH, ORANGE VISI BARRIER, WITH A MESH OPENING OF 1 INCH BY 3¾ INCHES, MADE OF HIGH-DENSITY POLYETHYLENE RESIN, WITH A TEMPERATURE SERVICE RANGE OF -40 TO 200 F, OR APPROVED EQUAL.
8. TREE PROTECTION FENCING SHALL BE USED AROUND THE OUTERMOST LIMITS OF THE PROTECTED ZONES OF THE NATIVE TREES WITHIN OR ADJACENT TO THE CONSTRUCTION AREA THAT MAY BE DISTURBED DURING CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL COORDINATE WITH THE CITY TO IDENTIFY TREES REQUIRING PROTECTION. BEFORE THE START OF ANY CLEARING, GRADING, OR OTHER CONSTRUCTION ACTIVITIES, PROTECTIVE FENCING SHALL BE PLACED AROUND EACH APPLICABLE TREE. FENCING SHALL BE MAINTAINED IN PLACE FOR THE DURATION OF ALL CONSTRUCTION. THE FENCING SHALL BE INSTALLED 5 FEET OUTSIDE OF THE DRIPLINE OF EACH NATIVE TREE (OR EDGE OF CANOPY FOR CLUSTER OF TREES) AND SHALL BE STAKED EVERY 6 FEET.
9. BEFORE INSTALLATION, THE CONTRACTOR SHALL FIELD MARK THE LOCATIONS OF THE TEMPORARY TREE PROTECTION FENCING FOR APPROVAL BY THE CITY'S REPRESENTATIVE.
10. AT NO TIME SHALL CONSTRUCTION OPERATIONS, VEHICLE OR EQUIPMENT PARKING, PLACEMENT OF STRUCTURES, OR ANY OTHER ACTIVITY OCCUR WITHIN AREAS TO BE PRESERVED OR CONTAINED BY TEMPORARY TREE PROTECTION FENCING.
11. ANY APPROVED IMPROVEMENTS, INCLUDING GRADING OR EXCAVATION, THAT ENCROACH INTO THE PROTECTED ZONE OF A NATIVE TREE SHALL BE COMPLETED UNDER THE DIRECT SUPERVISION OF THE CERTIFIED ARBORIST USING ONLY HAND-HELD TOOLS OR OTHER METHODS THAT AVOID DAMAGE TO TREE ROOTS.
12. ANY TRAIL PORTION THAT ENCROACHES UNDER A TREE'S CROWN SHALL BE CONSTRUCTED TO MINIMIZE ENCROACHMENT TO THE MAXIMUM EXTENT FEASIBLE. CONSTRUCTION AND TRAIL MAINTENANCE CREWS SHALL ENSURE THAT THE NATURAL DUFF LAYER UNDER ALL TREES BE MAINTAINED. THIS WILL REDUCE SOIL COMPACTION, STABILIZE SOIL TEMPERATURES IN ROOT ZONES, CONSERVE SOIL MOISTURE, AND REDUCE EROSION. THE CONTRACTORS SHALL ENSURE THAT THE MULCH BE KEPT CLEAR OF THE TRUNK BASE TO AVOID CREATING CONDITIONS FAVORABLE TO THE ESTABLISHMENT AND GROWTH OF DECAY-CAUSING FUNGAL PATHOGENS. SHOULD IT BECOME NECESSARY TO ADD ORGANIC MULCH BENEATH RETAINED OAK TREES, PACKAGED OR COMMERCIAL OAK LEAF MULCH SHALL NOT BE USED, SINCE IT MAY CONTAIN OAK ROOT FUNGUS. ALSO, THE USE OF REDWOOD CHIPS SHALL BE AVOIDED AS CERTAIN INHIBITIVE CHEMICALS MAY BE PRESENT IN THE WOOD. OTHER WOOD CHIPS AND CRUSHED WALNUT SHELLS CAN BE USED, BUT THE BEST MULCH THAT PROVIDES A SOURCE OF NUTRIENTS FOR THE TREE IS ITS OWN LEAF LITTER. ANY ADDED ORGANIC MULCH ADDED BY THE CONTRACTOR SHALL BE APPLIED TO A MAXIMUM DEPTH OF 4 INCHES.
13. UPON COMPLETION OF ALL SITE WORK, ALL TEMPORARY TREE PROTECTION FENCING SHALL BE REMOVED OFF SITE AND RECYCLED ACCORDING TO STATE AND LOCAL REGULATIONS.
14. ANY EXISTING LANDSCAPING AFFECTED BY THE CONTRACTOR'S WORK SHALL BE REPLACED TO MATCH EXISTING CONDITIONS OR TO THE SATISFACTION OF THE CITY'S REPRESENTATIVE.
15. IMPACTS TO ANY EXISTING SITE FEATURES OR NATIVE VEGETATION OUTSIDE OF THE TRAIL TREAD SHALL BE AVOIDED. VERTICAL AND HORIZONTAL CLEARANCE SHALL BE IMPLEMENTED TO FACILITATE THE SAFETY OF TRAIL USERS.
16. OVERHANGING VEGETATION SHALL BE TRIMMED TO A HEIGHT OF 10 FEET AND SHRUBS AND LIMBS SHALL BE CLEARED 5 FEET HORIZONTALLY FROM EITHER SIDE OF THE TRAIL CENTERLINE. AFTER RECEIPT OF APPROVAL BY THE CITY'S REPRESENTATIVE, LIGHT PRUNING MAY BE REQUIRED AND ANY PRUNING SHALL BE COMPLETED UNDER THE DIRECTION OF A CERTIFIED ARBORIST AND USING INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA) GUIDELINES. REMOVAL OF LIVE BRANCHES AND ASSOCIATED LEAF AREA CAN HAVE A NEGATIVE IMPACT ON TREE HEALTH. WHEN RELATIVELY LARGE AMOUNTS OF LEAF AREA ARE REMOVED, THE CAPACITY OF A TREE TO PRODUCE ENERGY FOR GROWTH AND PEST RESISTANCE IS DIMINISHED. PRUNING SHOULD BE LIMITED TO THAT AMOUNT NEEDED TO ACCOMPLISH THE PRUNING OBJECTIVE. IN SOME CASES, IT MAY BE BEST TO COMPLETE PRUNING OVER A 2- OR 3-YEAR PERIOD RATHER THAN DO ALL THAT IS NEEDED IN 1 YEAR.

TRAIL CONSTRUCTION

1. THESE DRAWINGS SHOW THE GENERAL ALIGNMENT OF TRAILS; THE TRAILS ARE EXPECTED TO BE FIELD-FIT TO SITE SPECIFIC CONDITIONS DURING CONSTRUCTION. THE DETAILS INCLUDED ON THE DRAWINGS ARE INTENDED TO SERVE AS A "TOOL BOX" OF TYPICAL TREATMENTS TO SUPPORT THE TRAIL IMPLEMENTATION AND MAINTAIN WATER QUALITY.
2. MINOR EXCAVATIONS FOR TRAIL CONSTRUCTION SHALL GENERALLY BE 6-INCHES BELOW NATURAL GRADE. SINGLE TRACK TRAILS ARE EXPECTED TO BE CONSTRUCTED USING A BLADED MINI-EXCAVATOR OR HAND-BUILT TO IMPLEMENT A "FULL-BENCH" CONSTRUCTION TECHNIQUE, MINIMIZING FILL PLACEMENT; FINISHING WORK SHALL BE CONDUCTED BY HAND CREWS. REFER TO THE TRAIL-TYPICAL CROSS-SECTION DETAIL ON THE DRAWINGS.
3. SPOILS SHALL BE SCATTERED ON SITE ACCORDING TO THE CITY'S REPRESENTATIVE'S DIRECTION. DUFF MULCH SHALL BE SPREAD OVER SCATTERED SPOILS TO A 1-INCH MINIMUM DEPTH. DUFF MULCH SHALL BE NATIVE TO THE PROJECT SITE. IF DUFF MULCH IS NOT AVAILABLE, CERTIFIED WEED-FREE STRAW MULCH (OR OTHER MATERIAL SPECIFIED UNDER "SITE PRESERVATION", THIS PAGE) MAY BE USED UPON THE APPROVAL OF THE CITY'S REPRESENTATIVE.
4. THE TRAIL ALIGNMENT SHALL BE FIELD LOCATED TO AVOID EXISTING TREES; NO TREE FELLING IS EXPECTED.
5. THE TRAIL ALIGNMENT SHALL BE FIELD LOCATED ON CONTOUR TO MINIMIZE CUT AND FILL, AND IMPACTS TO EXISTING VEGETATION.
6. WHEREVER POSSIBLE, CROSS-SLOPES SHALL NOT EXCEED 3-PERCENT.
7. COMPACT SOIL IN GRADING AREAS TO A MAXIMUM OF 90% COMPACTION RELATIVE DENSITY.
8. CONFORM TO EXISTING ADJACENT GRADES, ESPECIALLY AT CONNECTIONS TO EXISTING TRAILS.
9. IF NEEDED, EXISTING FALLEN TREES THAT CROSS THE TRAIL ALIGNMENT SHALL BE CUT TO ALLOW FOR TRAIL ACCESS; CUT PORTIONS OF SAID TREES SHALL BE DISPOSED ON SITE ACCORDING TO CITY'S REPRESENTATIVE'S DIRECTION.
10. TO FACILITATE NATURAL VEGETATION REGROWTH FROM NATIVE PLANTS AND SEED BANK IN RECONTOURED SURFACE SOILS, DUFF MULCH SHALL BE SPREAD OVER SCATTERED SPOILS TO A 1-INCH MINIMUM DEPTH. DUFF MULCH SHALL BE NATIVE TO THE PROJECT SITE.

FINE GRADING

1. FINISH GRADING OPERATIONS SHALL PREPARE AREAS OUTSIDE OF THE TRAIL ALIGNMENT FOR REVEGETATION AS PRESCRIBED ON THESE DRAWINGS. BEFORE BEGINNING REVEGETATION OPERATIONS, FINISH GRADE ALL REVEGETATION AREAS, FILL AS NEEDED AND REMOVE SURPLUS SOIL AND FLOAT AREAS TO A SMOOTH, UNIFORM GRADE AND TO ELEVATIONS AS INDICATED ON THE DRAWINGS.
2. FINISH GRADING OPERATIONS SHALL CONFORM TO AND BLEND WITH EXISTING ADJACENT SITE CONDITIONS AND GRADES, AND TO CONNECTIONS TO EXISTING TRAILS.
3. ELIMINATE UNEVEN AREAS RESULTING FROM TRAIL CONSTRUCTION OPERATIONS AND REMOVE ANY DEBRIS, ROOTS, BRANCHES, OR OTHER MATERIALS LARGER THAN 6-INCHES.
4. SUBSOIL SHALL BE GRADED TO PROVIDE POSITIVE DRAINAGE. ALL GRADE CHANGES SHALL BE GRADUAL, WITH SLOPES BLENDING INTO LEVEL AREAS.
5. SUBSOIL SHALL BE COMPACTED TO 85% MAXIMUM ATTAINABLE DENSITY WHERE TOPSOIL IS PLACED FOR REVEGETATION.
6. REVEGETATION AREAS THAT ARE COMPACTED OR BECOME COMPACTED DURING CONSTRUCTION IN EXCESS OF 85% RELATIVE COMPACTION , SHALL BE THOROUGHLY CROSS-RIPPED TO A MINIMUM DEPTH OF 12 INCHES TO ALLEVIATE THE OVER-COMPACTED CONDITION. TAKE CARE TO AVOID ANY EXISTING SUBSURFACE UTILITY LINES.
7. ENSURE THAT THE TOP 2-INCHES OF SOIL ARE FREE OF STONES, DEBRIS, BRANCHES, ROOTS, STUMPS, WIRE, OR OTHER DELETERIOUS MATTER 1-INCH IN DIAMETER AND LARGER. DISPOSE OF DEBRIS OFFSITE ACCORDING TO STATE AND LOCAL REGULATIONS.
8. ALL REVEGETATION AREAS SHALL BE FINE GRADED TO WITHIN 1-1/2 INCHES OF ANY PAVED AREAS OR STRUCTURES.
9. AT NO TIME SHALL THE FINISH GRADE SURFACES HAVE A GLAZED APPEARANCE. ALL FINISH GRADE SURFACES SHALL BE ROUGHENED CAT-TRACKS (I.E., THE IMPRINT ON EARTHEN MATERIAL RESULTING FROM TRACKED VEHICLE TREADS). FINISH GRADING SHALL INCLUDE PREPARING ALL SEEDING AREAS, LOCATED AT DISTURBED AREAS, BY COMPLETING ONE PASS OF A TRACKED VEHICLE DRIVEN PERPENDICULAR TO THE FINAL GRADE CONTOURS, CREATING RIDGES RUNNING PARALLEL TO THE FINAL SITE CONTOURS OF THE SLOPE AND ACTING AS MINI TERRACES.
10. SITE CLEAN-UP SHALL OCCUR ON A DAILY BASIS AND AS EACH PHASE OF THE FINISH GRADING OPERATIONS CONCLUDES. ALL DEBRIS, EXCESS DIRT, AND EXTRANEOUS EQUIPMENT SHALL BE REMOVED OFFSITE ACCORDING TO STATE AND LOCAL REGULATIONS.

SIGNAGE

1. THE CITY WILL FABRICATE AND PROVIDE THE SIGNS SHOWN ON THE DRAWINGS.
2. THE CONTRACTOR SHALL INSTALL SIGNS AT LOCATIONS SHOWN AND AS DETAILED ON THE DRAWINGS AND ACCORDING TO CITY STANDARDS, AND AS DIRECTED BY THE CITY'S REPRESENTATIVE. SIGNS TYPES SHALL BE AS PRESCRIBED ON THE DRAWINGS.
3. THE CONTRACTOR SHALL INSTALL EACH SIGN IN ITS CORRECT PLACE, FASTENING IT, CONNECTING IT, OR INCORPORATING IT INTO OTHER PORTIONS OF THE WORK.
4. FIELD VERIFY SITE CONDITIONS AND SIGN LOCATIONS BY TYPE BEFORE INSTALLATION. THE CONTRACTOR SHALL STAKE, OR OTHERWISE FIELD MARK, ALL SIGN LOCATIONS FOR APPROVAL BY THE CITY'S REPRESENTATIVE BEFORE ANY INSTALLATION.
5. SIGNS SHALL BE INSTALLED VERTICAL AND LEVEL AND PARALLEL AND ADJACENT TO THE TRAIL. THE INFORMATIONAL SIDE OF THE SIGN SHALL FACE AS INDICATED ON THE DRAWINGS.
6. FURNISH POSTS, AND FASTENERS AS REQUIRED FOR INSTALLATION. POSTS SHALL BE PRESSURE TREATED LUMBER. ALL FASTENERS SHALL BE STAINLESS STEEL AND TAMPER-PROOF. ANY EXPOSED BOLT/SCREW THREADS EXTENDING BEYOND A WASHER AND NUT SHALL BE STRIPPED AFTER INSTALLATION.
7. SIGN FOOTINGS SHALL BE CLASS 2 AGGREGATE BASE TO THE DIMENSIONS DETAILED ON THE DRAWINGS AND SHALL BE COMPACTED TO FACILITATE SIGN STABILITY.

LICENSED LANDSCAPE ARCHITECT · STATE OF CALIFORNIA

DUDEK
853 Lincoln Way, Suite 208
Auburn, CA 95603
Ph. 530.887.8500 Fax 530.885.8372

REV.	DATE	DESCRIPTION	THE CITY OF PLEASANTON	CITY OF PLEASANTON Department of Engineering	STEPHEN M. KIRKPATRICK CITY ENGINEER NO. 53367 EXP. 6/30/23	AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL / SPECIAL PROVISIONS	DESIGN: EA	SCALE: AS NOTED	DWG NO.
							DRAWN: EA/JZ	PROJECT NO.: 20771	SP-1
							CHECKED: JM		
							TRAFFIC ENGINEER: N/A	DATE: APRIL 28, 2022	11 OF 13

SPECIALTY TRAIL FEATURES

1. THE CONTRACTOR SHALL INSTALL SPECIALTY TRAIL FEATURES AT LOCATIONS SHOWN AND AS DETAILED ON THE DRAWINGS, AND AS FIELD DIRECTED BY THE CITY'S REPRESENTATIVE. ADJUSTMENTS MAY BE NECESSARY DURING CONSTRUCTION TO FIELD FIT THE SPECIALTY TRAIL FEATURES TO EXISTING SITE SPECIFIC CONDITIONS.
2. SPECIALTY TRAIL FEATURES SHALL INCLUDE, BUT NOT BE LIMITED TO THESE TREATMENTS: ADVANCED BOULDER/ROCK GARDEN, JUMP, LOG RIDE, STONE PITCH, ROCK DROP-OFF, ROLLER, AND TABLE TOP.

MATERIALS

3. LOGS SHALL BE THE TYPE AND DIMENSIONS PRESCRIBED ON THE DETAILS ON THE DRAWINGS.
4. ROCK SHALL BE GRANITE ANGULAR BOULDERS OF THE DIMENSIONS PRESCRIBED ON THE DETAILS ON THE DRAWINGS. AT ALL TIMES ROCK SHALL BE BROWN IN COLOR; AT NO TIME SHALL GREY OR WHITE ROCK BE USED.
5. STEEL SPIKES SHALL BE AS PRESCRIBED ON THE DETAILS ON THE DRAWINGS.
6. STONE FOR THE STONE PITCH SHALL BE RIVER WASHED BOULDERS OF THE DIMENSIONS PRESCRIBED ON THE DETAILS ON THE DRAWINGS. AT ALL TIMES ROCK SHALL BE BROWN IN COLOR; AT NO TIME SHALL GREY OR WHITE ROCK BE USED.
7. CONCRETE PARKING BUMPERS SHALL BE 4-FEET LONG X 5-INCHES TALL X 9-INCHES WIDE WITH A MINIMUM OF 2 PRE-CAST HOLES FOR ANCHORING WITH #4 REBAR; CONCRETE SHALL BE A MINIMUM OF 4000 PSI; WALNUT BROWN COLOR.
8. BOULDERS SHALL BE GRANITE ANGULAR BOULDERS OF THE DIMENSIONS PRESCRIBED ON THE DETAILS ON THE DRAWINGS. AT ALL TIMES ROCK SHALL BE BROWN IN COLOR; AT NO TIME SHALL GREY OR WHITE ROCK BE USED.
9. SLOPE ARMORING SHALL BE AS PRESCRIBED ON THE DETAIL ON THE DRAWINGS
10. PEELER CORES SHALL BE PRESSURE TREATED LUMBER OR CEDAR AND SHALL BE OF THE DIMENSIONS PRESCRIBED ON THE DETAILS ON THE DRAWINGS.
11. REBAR SHALL BE #4 BAR UNLESS OTHERWISE PRESCRIBED.
12. BEFORE ORDERING, THE CONTRACTOR SHALL SUBMIT SAMPLES OF ALL MATERIALS TO BE USED FOR CONSTRUCTION OF THE SPECIALTY TRAIL FEATURES FOR APPROVAL BY THE CITY'S REPRESENTATIVE.

EXECUTION

13. THE FINAL LOCATION OF THE SPECIALTY TRAIL FEATURES SHALL BE LOCATED AS INDICATED ON THE DRAWINGS AND MARKED IN THE FIELD BY THE CONTRACTOR FOR APPROVAL BY THE CITY'S REPRESENTATIVE BEFORE INSTALLATION.
14. THE SPECIALTY TRAIL FEATURES SHALL BE INSTALLED AS DETAILED ON THE DRAWINGS.
15. DIMENSIONS UPON WHICH WORK IS CONTINGENT UPON SHALL BE VERIFIED BY THE CONTRACTOR AT THE JOB SITE TO ENSURE PROPER PLACEMENT AND FIT OF THE SPECIALTY TRAIL FEATURE SPECIFIED.
16. THE CONTRACTOR SHALL FURNISH AND INSTALL ANCHORS AND ATTACHMENTS REQUIRED FOR EACH SPECIALTY TRAIL FEATURE.
17. THE CONTRACTOR SHALL ADEQUATELY PROTECT ALL SPECIALTY TRAIL FEATURES FROM DAMAGE BY SUBSEQUENT CONSTRUCTION OPERATIONS. DAMAGED FEATURES SHALL BE REPLACED AND/OR REPAIRED BY CONTRACTOR AT NO COST TO THE CITY.
18. THE CONTRACTOR SHALL INSTALL EACH SPECIALTY TRAIL FEATURE IN ITS CORRECT PLACE, SECURING IT, CONNECTING IT, OR INCORPORATING IT INTO OTHER PORTIONS OF THE WORK, AS EACH FEATURE MAY REQUIRE.
19. ADVANCED BOULDER/ROCK GARDEN: BOULDERS LOCATIONS SHALL BE FIELD-LOCATED FOR APPROVAL BY THE CITY'S REPRESENTATIVE, AND THEN INSTALLED WITH A MINIMUM OF 1/3 THEIR DEPTH BELOW GRADE.
20. INSTALL EACH SPECIALTY TRAIL FEATURE TO THE LINES AND GRADES DETAILED ON THE DRAWINGS. PROVIDE SMOOTH TRANSITIONS TO ABUTTING TRAIL SURFACES.
21. LOG RIDE: LOGS SHALL BE SET PLUMB, LEVEL, AND TRUE TO LINE AND SHALL PRESENT A NEAT AND FINISHED APPEARANCE. ROCK SHALL BE PLACED WITH A MINIMUM OF 3 POINTS OF CONTACT. ROCK RAMPS SHALL BE INSTALLED STABLE, WITH NO SLOUGHING OR SLIPPING. STEEL SPIKES SHALL BE INSTALLED AT 45-DEGREE ANGLES, PENETRATE 1/3 OF THE LOG DIAMETER, AND BE COUNTER-SUNK 1/2-INCH INTO THE LOGS. FILL HOLES WITH EPOXY AND SEAL WITH WOOD PLUGS.
22. STONE PITCH: STONE SHALL BE PLACED AS DETAILED ON THE DRAWINGS, AND WITH EACH STONE INSTALLED VERTICALLY TO CREATE A RELATIVELY FLAT HORIZONTAL TRAIL SURFACE.
23. DROP-OFF: CONCRETE PARKING BUMPERS SHALL BE FLUSH MOUNTED WITH THE TOP OF THE UPSLOPE SIDE OF TRAIL AND ANCHORED AS SHOWN ON THE DETAIL ON THE DRAWINGS. CENTER THE BUMPER ON THE TRAIL. BOULDERS LOCATIONS SHALL BE FIELD-LOCATED FOR APPROVAL BY THE CITY'S REPRESENTATIVE, AND THEN INSTALLED WITH A MINIMUM OF 1/3 THEIR DEPTH BELOW GRADE. SLOPE ARMORING SHALL BE FLUSH MOUNTED WITH TOP OF THE TRAIL AND ANCHORED AS SHOWN ON THE DETAIL ON THE DRAWINGS.
24. ROLLER AND TABLE TOPS: REBAR FOR PEELER CORES SHALL BE INSTALLED PERPENDICULAR TO SUBGRADE. PEELER CORES SHALL BE INSTALLED LEVEL IN THE HORIZONTAL DIRECTION ACROSS THE TRAIL WIDTH. COMPACTED FILL MATERIAL SHALL BE NATIVE SOIL PLACED IN 6-INCH COMPACTED LIFTS.

SITE OBSERVATION SCHEDULE

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE CITY'S REPRESENTATIVE IN ADVANCE TO SCHEDULE THE FOLLOWING SITE OBSERVATIONS:
   - PRE-CONSTRUCTION MEETING - 7 DAYS.
   - FIELD MARKING OF ALL SITE IMPROVEMENTS BEFORE INSTALLATION (A MINIMUM OF 2 SITE VISITS) - 2 DAYS.
   - PROGRESS INSTALLATION OF ALL SITE IMPROVEMENTS (A MINIMUM OF 4 SITE VISITS) - 2 DAYS.
   - COMPLETION OF ALL SITE IMPROVEMENTS (PUNCH LIST OBSERVATION) - 2 DAYS.
   - PROJECT FINAL ACCEPTANCE - 2 DAYS

REVEGETATION

1. REVEGETATION SHALL CONSIST OF CONDUCTING SOIL REHABILITATION, SEEDING, AND PLANT ESTABLISHMENT MAINTENANCE FOR THE TRAIL DECOMMISSIONING AND OTHER DISTURBED AREAS OUTSIDE OF THE TRAIL TREAD AND RESULTING FROM THE TRAIL CONSTRUCTION.

SOIL REHABILITATION

2. SOIL REHABILITATION SHALL BE CONDUCTED IN ALL REVEGETATION AREAS TO DECOMPACT THE EXISTING TRAIL EXTENTS AND RECONDITION THE SOIL FOR REVEGETATION. AT NO TIME SHALL REVEGETATION AREAS BE COMPACTED IN EXCESS OF 80% MAXIMUM ATTAINABLE DENSITY.
3. THE CONTRACTOR SHALL REHABILITATE COMPACTED SOIL CONDITIONS IN TRAIL DECOMMISSIONING AREAS AS DESCRIBED HEREIN. ALL AREAS TO RECEIVE SOIL LOOSENING AND RIPPING SHALL BE APPROVED BY THE CITY'S REPRESENTATIVE BEFORE THE START OF ANY SOIL LOOSENING AND RIPPING OPERATIONS.
4. BEFORE THE START OF SOIL REHABILITATION, REMOVE ROCKS AND LOGS FROM THE EXISTING TRAIL EDGES AND REDISTRIBUTE THESE ON SITE IN A RANDOM AND NATURAL LAYOUT WITHIN THE REVEGETATION AREAS.
5. AT NO TIME SHALL SOIL REHABILITATION OPERATIONS BE CONDUCTED WHEN SAID SOIL IS TOO WET, AS DETERMINED BY THE CITY'S REPRESENTATIVE. EXCESSIVE PASSES OF EQUIPMENT THAT SHALL COMPACT AREAS SHALL BE AVOIDED. WHERE EQUIPMENT ACCESS ROUTES ARE REQUIRED ACROSS AREAS OF SOIL REHABILITATION, THE SEQUENCE OF CONSTRUCTION ACTIVITY SHALL BE COORDINATED TO ONLY ALLOW EQUIPMENT ACCESS BEFORE THE LOOSENING OF SOILS.
6. SOIL REHABILITATION SHALL CONSIST OF THE FOLLOWING SEQUENCE OF OPERATIONS:
   - DUFF/MULCH: SALVAGE AND STOCKPILE EXISTING DUFF/MULCH AS AVAILABLE FROM THE SOIL REHABILITATION AREAS.
   - SOIL LOOSENING AND RIPPING: SOIL LOOSENING SHALL BE PERFORMED WITH HAND IMPLEMENTS (SUCH AS A PICK MATTOCK OR PULASKI) OR A MINI-EXCAVATOR EQUIPPED WITH A BACKHOE BUCKET. SOIL SHALL BE LOOSENED BUT NOT TURNED OVER OR INVERTED. RESULTING SOIL CLODS SHALL BE LESS THAN 5-INCHES IN ALL DIMENSIONS. SOIL LOOSENING SHALL BE CONDUCTED WITH HAND IMPLEMENTS BENEATH THE DRIP LINES OF TREES OR SHRUBS. SOIL LOOSENING SHALL BE UNEVEN IN DEPTH BY AT LEAST 1- TO 2-INCHES TO REDUCE THE CHANCE OF SOIL SLUMPING. WHEREVER SOIL LOOSENING TAKES PLACE, EXISTING PLANTS AND TREE ROOTS TO REMAIN SHALL BE AVOIDED.
   - WOOD CHIPS: PLACE WOOD CHIPS TO A 1-INCH DEPTH ON THE SURFACE OF LOOSENING AREAS AND INCORPORATE DURING SOIL LOOSENING AND RIPPING. WOOD CHIPS SHALL CONSIST OF MATERIAL CHIPPED FROM NON-DISEASED TREES GROWN IN THE CITY OF PLEASANTON. EIGHTY-PERCENT (80%) OF CHIPPED MATERIAL SHALL BE ABLE TO PASS THROUGH A 1.5-INCH SIEVE. WOOD CHIPS SHALL NOT CONTAIN LEAVES, SMALL TWIGS, CONES, OR IMPURITIES SUCH AS ROCKS, GARBAGE OR DEBRIS; MINERAL SOIL SHALL BE LESS THAN 2% OF THE VOLUME OF CHIPPED MATERIAL. WOOD CHIPS SHALL BE MANUFACTURED FROM CLEAN WOOD.
   - COMPOST: COMPOST SHALL BE ADDED AND INCORPORATED INTO PLANTING AND SEEDING AREAS TO A DEPTH OF 4 INCHES. BLEND AND INCORPORATE WITH HAND IMPLEMENTS (SUCH AS A PICK MATTOCK OR PULASKI) OR A MINI-EXCAVATOR EQUIPPED WITH A BACKHOE BUCKET. COMPOST SHALL USE ANY COMBINATION OF:

     TYPE A - GREEN MATERIAL CONSISTING OF CHIPPED, SHREDDED OR GROUND VEGETATION; OR CLEAN PROCESSED RECYCLED WOOD PRODUCTS.

     TYPE B - CLASS A, EXCEPTIONAL QUALITY BIOSOLIDS COMPOSTS, CONFORMING TO THE REQUIREMENTS IN UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (EPA) REGULATION 40 CFR, PART 503C.

     COMPOST SHALL NOT CONTAIN PAINT, PETROLEUM PRODUCTS, HERBICIDES, FUNGICIDES OR OTHER CHEMICAL RESIDUES HARMFUL TO PLANT OR ANIMAL LIFE. OTHER DELETERIOUS MATERIAL, PLASTIC, GLASS, METAL OR ROCK SHALL NOT EXCEED 0.1 PERCENT BY WEIGHT OR VOLUME. COMPOST SHALL BE THERMOPHILICALLY PROCESSED FOR 15 DAYS. DURING THIS PROCESS, THE COMPOST SHALL BE MAINTAINED AT MINIMUM INTERNAL TEMPERATURE OF 55°C AND BE THOROUGHLY TURNED AT LEAST 5 TIMES. A 90 DAY CURING PERIOD SHALL FOLLOW THE THERMOPHILIC PROCESS. COMPOST SHALL BE SCREENED THROUGH A SCREEN NO LARGER THAN 0.5-INCHES. COMPOST SHALL MEASURE AT LEAST 6 ON THE MATURITY AND STABILITY SCALE WITH A SOLVITA TEST KIT. A CERTIFICATE OF COMPLIANCE FOR COMPOST SHALL BE FURNISHED TO THE CITY IN CONFORMANCE WITH THE PROVISIONS OF CALTRANS SECTION 6 1.07, "CERTIFICATES OF COMPLIANCE". THE CERTIFICATE OF COMPLIANCE SHALL STATE THE SOLVITA MATURITY AND STABILITY SCALE TEST RESULT OF THE COMPOST.
   - FINISH GRADING: CONDUCT FINISH GRADING ACCORDING TO THE SPECIAL PROVISIONS ON THESE DRAWINGS.

SEEDING

7. THE CONTRACTOR SHALL FURNISH ALL MATERIALS, LABOR, TRANSPORTATION, SERVICES, AND EQUIPMENT NECESSARY TO EXECUTE THE REQUIRED SEEDING.

MATERIALS

8. ALL SEED MATERIALS SHALL BE FROM LOCAL GENETIC STOCK ORIGINATING FROM SIMILAR VEGETATION WITH SOILS AND CLIMATE AS THE PROJECT, FROM AN ELEVATION WITHIN 1,000 FEET OF THE PROJECT SITE ELEVATION AND GENERAL REGION, UNLESS OTHERWISE APPROVED BY THE CITY'S REPRESENTATIVE. SEED MATERIALS SOURCE PREFERENCE BY COUNTY OF ORIGIN SHALL BE:
   - ALAMEDA
   - CONTRA COSTA
   - SANTA CLARA
   - SAN MATEO
9. WEED SEED SHALL NOT EXCEED 0.25% OF THE PURE LIVE SEED SPECIFIED.
10. ALL SEEDING MATERIALS SHALL BE SHALL BE MOLD-FREE, AIR-DRY, AND CERTIFIED WEED-FREE BY THE COUNTY AGRICULTURAL COMMISSIONER.
11. PROCURE SEED MIXES AS FOLLOWS: THE SEED MIXES SHALL CONFORM TO THE PRESCRIBED REQUIREMENTS FOR PURE LIVE SEED RATE PER SPECIES. AT NO TIME SHALL THE MIXES CONTAIN SEEDS OF NON-NATIVE INVASIVE PLANTS. ALL SEED MUST BE TESTED WITHIN 1 YEAR BEFORE THE APPLICATION DATE. REVEGETATION SEED MIX SHALL BE "NATIVE EROSION CONTROL W/ CA NATIVE WILDFLOWER MIX FROM PACIFIC COAST SEED, OR APPROVED EQUAL, CONSISTING OF THE FOLLOWING SPECIES:

Bulk lbs per AC	SCIENTIFIC NAME	COMMON NAME
0.3	Achillea millifolium	Common Yarrow
15.4	Bromus carinatus	California Brome
2.5	Claytonia perfoliata	Miner's Lettuce
10.0	Elymus glaucus	Blue Wildrye
8.2	Iris douglasiana	Douglas Iris
1.4	Mimulus aurantiacus	Sticky Monkeyflower
18.0	Nasella pulchra	Purple Needlegrass
1.6	Sysrinchium bellum	Blue Eye
6.3	Trifolium ciliolatum	Native Clover
2.6	Vulpia microstachys	Small Fescue

12. MYCORRHIZAL INOCULANTS SHALL CONSIST OF SPORES, MYCELIUM, AND MYCORRHIZAL ROOT FRAGMENTS IN A SOLID CARRIER SUITABLE FOR HANDLING BY DRY APPLICATION. THE CARRIER SHALL BE THE MATERIAL IN WHICH THE INOCULUM WAS ORIGINALLY PRODUCED, AND MAY INCLUDE ORGANIC MATERIALS, VERMICULITE, PERLITE, CALCINED CLAY, OR OTHER APPROVED MATERIALS CONSISTENT WITH PROPER APPLICATION AND GOOD PLANT GROWTH.
13. STRAW MULCH SHALL BE MOLD-FREE, AIR-DRY UNCUT STRAW, CERTIFIED WEED FREE.
14. TACKIFIER SHALL BE AN ORGANIC, PLANT-DERIVED SUBSTANCE CONTAINING CORN STARCH, PSYLLIUM OR GUAR GUM, OR A COMBINATION THEREOF SUCH AS FISCH-STICK, PT-TAC, RECLAMARE 2400, ECOLOGY M-BINDER, ECO-TAK, TRIPLE-TAC OR APPROVED EQUAL. THE TACKIFIER SHALL FORM A TRANSPARENT THREE-DIMENSIONAL FILM-LIKE CRUST PERMEABLE TO WATER AND AIR AND CONTAINING NO AGENTS TOXIC TO SEED GERMINATION. THE TACKIFIER SHALL BE PACKED IN CLEARLY MARKED BAGS STATING THE CONTENTS OF EACH PACKAGE. THE TACKIFIER SHALL REQUIRE NO CURING TIME, SHALL REMAIN SOFT AND REWETTABLE, AND SHALL NOT INHIBIT SEED GERMINATION. ALL INGREDIENTS SHALL BE BIODEGRADABLE.

REVEGETATION (CONTINUED)

SEEDING (CONTINUED)

EXECUTION

15. THE AREAS TO BE SEEDED SHALL HAVE A FIRM SEED BED WHICH HAS PREVIOUSLY BEEN REHABILITATED AS PRESCRIBED HEREIN. CONSTRUCTION DEBRIS AND EXTRANEOUS PILES OF SOIL SHALL BE REMOVED BEFORE SEEDING.
16. SEED MIX APPLICATION RATES SHALL BE AS SHOWN ON THE DRAWINGS.
17. SEEDING SHALL NOT OCCUR WHEN WIND SPEEDS EXCEED 5 MILES PER HOUR.
18. HAND-BROADCAST SEEDING METHODS SHALL BE USED TO APPLY SEED. FERTILIZER SHALL NOT BE APPLIED TO SEEDING AREAS. MYCHORRIZAL INOCULANT SHALL BE MIXED WITH THE SEED AND APPLIED DURING THE SEEDING OPERATIONS. SEED SHALL BE UNIFORMLY BROADCAST WITH HAND-HELD SEEDERS AND LIGHTLY RAKED TO INCORPORATE TO A DEPTH OF 0.25- TO 0.5-INCHES. SEED SHALL NOT BE LEFT UNCOVERED FOR MORE THAN 24 HOURS. ALL BROADCAST SEEDING AREAS SHALL BE HAND-RAKED TO COVER THE SEEDS.
19. AREAS TO BE SEEDED NEAR AND WITHIN DRIPLINES OF EXISTING VEGETATION TO REMAIN, OR RECENTLY PLANTED SHRUBS OR TREES, SHALL BE SEEDED BY HAND AND THESE AREAS SHALL BE HAND-RAKED TO COVER THE SEEDS.
20. IMMEDIATELY AFTER SEEDING, RICE STRAW MULCH SHALL BE SPREAD ON THE REVEGETATION AREAS TO ACHIEVE A MAXIMUM DEPTH OF 1/4 INCH. MULCH SHALL BE DISTRIBUTED EVENLY WITHOUT CLUMPING OR PILING. THE MULCH SHALL BE TUCKED INTO THE SOIL TO A DEPTH OF APPROXIMATELY 2-INCHES USING HAND TOOLS.
21. FOLLOWING SEED APPLICATION, SALVAGED DUFF/MULCH SHALL BE EVENLY APPLIED TO THE SURFACE OF THE SEEDING AREAS TO A 2-INCH DEPTH. AFTER DUFF/MULCH APPLICATION IS COMPLETED IN AN AREA, TACKIFIER SHALL BE APPLIED AS INDICATED HEREIN IN THAT AREA ON THE SAME WORKING DAY. ONCE SALVAGED DUFF/MULCH WORK IS STARTED IN AN AREA, THE TACKIFIER APPLICATIONS SHALL BE COMPLETED ACCORDING TO MANUFACTURER'S SPECIFICATIONS IN THAT AREA ON THE SAME WORKING DAY. TACKIFIER SHALL BE APPLIED BY SPRAYING OVER THE SURFACE OF THE MULCH.
22. AT NO TIME SHALL STRAW MULCH BE LEFT UNTREATED FOR MORE THAN 24 HOURS.

PLANT ESTABLISHMENT MAINTENANCE

23. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLANT ESTABLISHMENT MAINTENANCE OF THE REVEGETATION AREAS FOR A MINIMUM OF 90 DAYS FOLLOWING COMPLETION OF THE SEEDING.
24. PLANT ESTABLISHMENT MAINTENANCE SHALL BEGIN IMMEDIATELY AFTER COMPLETION OF THE SEEDING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE SEEDED AREAS TO PROMOTE HEALTH AND ESTABLISHMENT; ACTIONS SHALL INCLUDE SUPPLEMENTAL WATERING (IF NEEDED), NON-NATIVE INVASIVE PLANT CONTROL, DEBRIS REMOVAL.
25. THE INTENT OF THE REVEGETATION IS TO HAVE HEALTHY AND VIGOROUS, PERSISTENT PLANTS IN THE REVEGETATION AREAS THAT CAN SURVIVE WITHOUT SUPPLEMENTAL WATERING OR OTHER MAINTENANCE ACTIONS.
26. AT NO TIME SHALL ANY SEEDED AREAS SHOW SYMPTOMS OF DAMAGE OR VANDALISM.

DUDEK
853 Lincoln Way, Suite 208
Auburn, CA 95603
Ph. 530.887.8500 Fax 530.885.8372

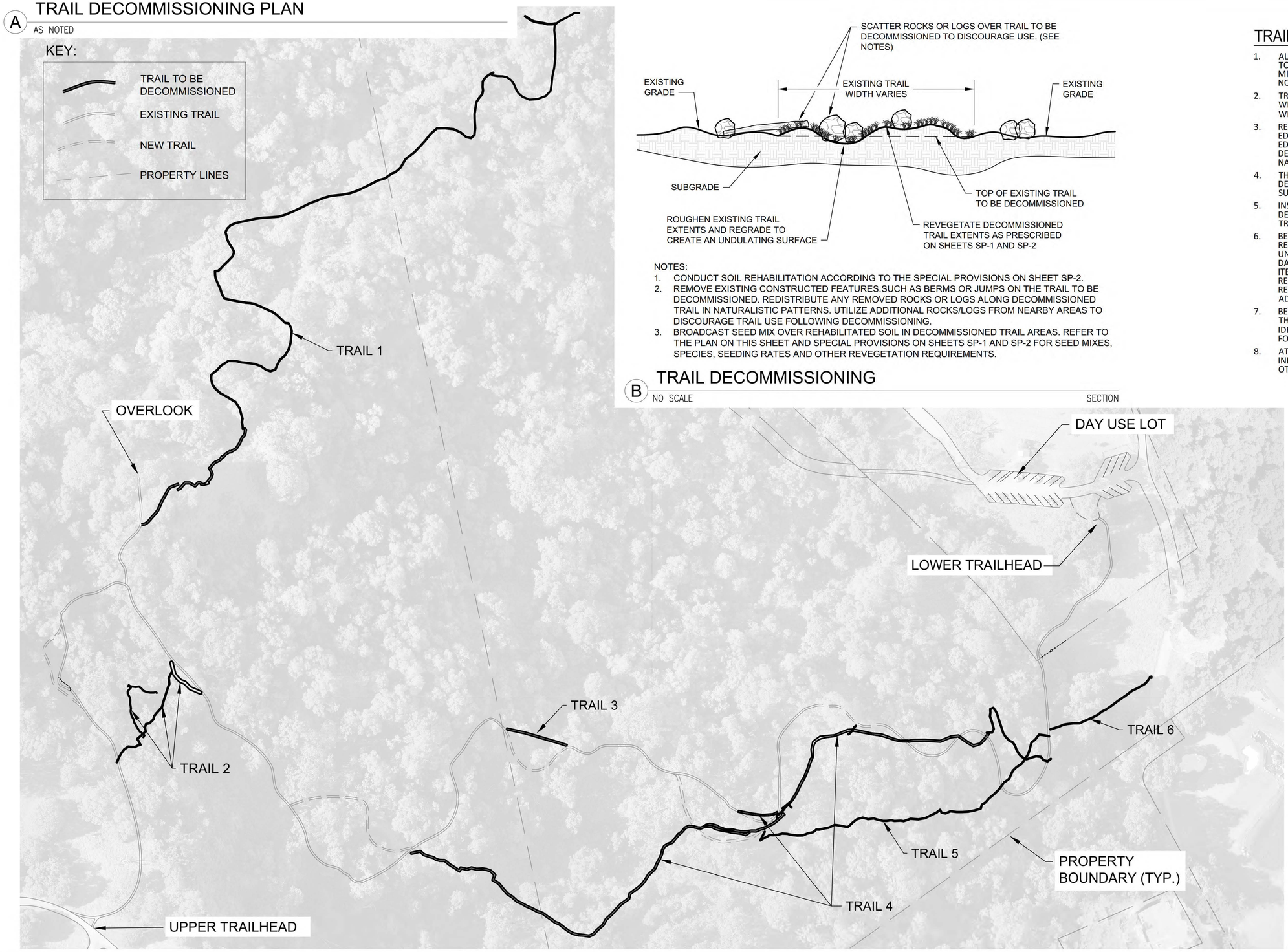
REV.	DATE	DESCRIPTION	THE CITY OF PLEASANTON.	CITY OF PLEASANTON Department of Engineering	STEPHEN M. KIRKPATRICK CITY ENGINEER NO. 53367 EXP. 6/30/23	AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL SPECIAL PROVISIONS	DESIGN: EA DRAWN: EA/JZ CHECKED: JM TRAFFIC ENGINEER: N/A	SCALE: AS NOTED PROJECT NO.: 20771 DATE: APRIL 28, 2022	DWG NO. SP-2 12 OF 13

A TRAIL DECOMMISSIONING PLAN

AS NOTED

KEY:

- TRAIL TO BE DECOMMISSIONED
- EXISTING TRAIL
- NEW TRAIL
- PROPERTY LINES



SCALE: 1"=80'-0" @ 22" X 34"

0' 40' 80' 160'

B TRAIL DECOMMISSIONING

NO SCALE — SECTION

NOTES:

1. CONDUCT SOIL REHABILITATION ACCORDING TO THE SPECIAL PROVISIONS ON SHEET SP-2.
2. REMOVE EXISTING CONSTRUCTED FEATURES.SUCH AS BERMS OR JUMPS ON THE TRAIL TO BE DECOMMISSIONED. REDISTRIBUTE ANY REMOVED ROCKS OR LOGS ALONG DECOMMISSIONED TRAIL IN NATURALISTIC PATTERNS. UTILIZE ADDITIONAL ROCKS/LOGS FROM NEARBY AREAS TO DISCOURAGE TRAIL USE FOLLOWING DECOMMISSIONING.
3. BROADCAST SEED MIX OVER REHABILITATED SOIL IN DECOMMISSIONED TRAIL AREAS. REFER TO THE PLAN ON THIS SHEET AND SPECIAL PROVISIONS ON SHEETS SP-1 AND SP-2 FOR SEED MIXES, SPECIES, SEEDING RATES AND OTHER REVEGETATION REQUIREMENTS.

TRAIL DECOMMISSIONING NOTES

1. ALL DECOMMISSIONED TRAILS SHALL BE SHALLOW RIPPED TO DECREASE COMPACTION AND SEEDED WITH THE SEED MIX ON THIS SHEET. SEE SHEET SP-2 FOR ADDITIONAL NOTES ON REVEGETATION.
2. TRAILS GENERALLY VARY FROM 18-INCHES TO 3-FEET WIDE, WITH SOME LOCATIONS OF WIDER WIDTH/DISTURBANCE.
3. REMOVE EXISTING ROCK AND ANY LOGS OR WOOD EDGING WHERE IT OCCURS ALONG THE EXISTING TRAIL EDGES AND REDISTRIBUTE WITHIN THE TRAIL DECOMMISSIONING AREA TO MIMIC A RANDOM AND NATURAL LAYOUT, TYP.
4. THE REFILLING OF HOLES RESULTING FROM THE DECOMMISSIONING OPERATIONS WILL BE CONSIDERED A SUBSIDIARY OBLIGATION OF THE CONTRACTOR.
5. INSTALL FENCE BARRIERS AT ALL INTERSECTIONS OF DECOMMISSIONED TRAILS WITH NEW TRAIL AND EXISTING TRAIL TO REMAIN PER DETAIL B, SHEET TI-4.
6. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL REVIEW THE SITE AND EXAMINE THE PLANS TO FULLY UNDERSTAND THE REQUIRED WORK. AT ALL TIMES, AVOID DAMAGE TO EXISTING TREES, VEGETATION AND OTHER ITEMS TO REMAIN IN PLACE, TO BE REUSED, OR TO REMAIN THE PROPERTY; ANY DAMAGED ITEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE ASSOCIATION.
7. BEFORE THE START OF DECOMMISSIONING OPERATIONS, THE CONTRACTOR SHALL STAKE OR OTHERWISE FIELD IDENTIFY/MARK TRAIL AREAS TO BE DECOMMISSIONED FOR APPROVAL.
8. AT NO TIME SHALL ANY EXISTING UTILITIES OR OTHER INFRASTRUCTURE BE REMOVED, DEMOLISHED, OR OTHERWISE DAMAGED DURING CONSTRUCTION.

DECOMMISSIONED TRAIL SEGMENT	AREA (SF)
1	2804
2	825
3	306
4	4309
5	857
6	291
TOTAL (SF)	9,392
TOTAL (AC)	0.22

LICENSED LANDSCAPE ARCHITECT — STEPHEN T. KIRKPATRICK — No. 5367 — 3/31/2023 — 3/14/2022 — STATE OF CALIFORNIA

DUDEK
853 Lincoln Way, Suite 208
Auburn, CA 95603
Ph. 530.887.8500 Fax 530.885.8372

REV.	DATE	DESCRIPTION

THE CITY OF PLEASANTON

CITY OF PLEASANTON
Department of Engineering

STEPHEN M. KIRKPATRICK
CITY ENGINEER
NO. 53367
EXP. 6/30/23

AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL

TRAIL DECOMMISSIONING

DESIGN:	EA
DRAWN:	EA/JZ
CHECKED:	JM
TRAFFIC ENGINEER:	N/A
SCALE:	AS NOTED
PROJECT NO.:	20771
DATE:	MARCH 14, 2022

DWG NO. DC-1

13 OF 13