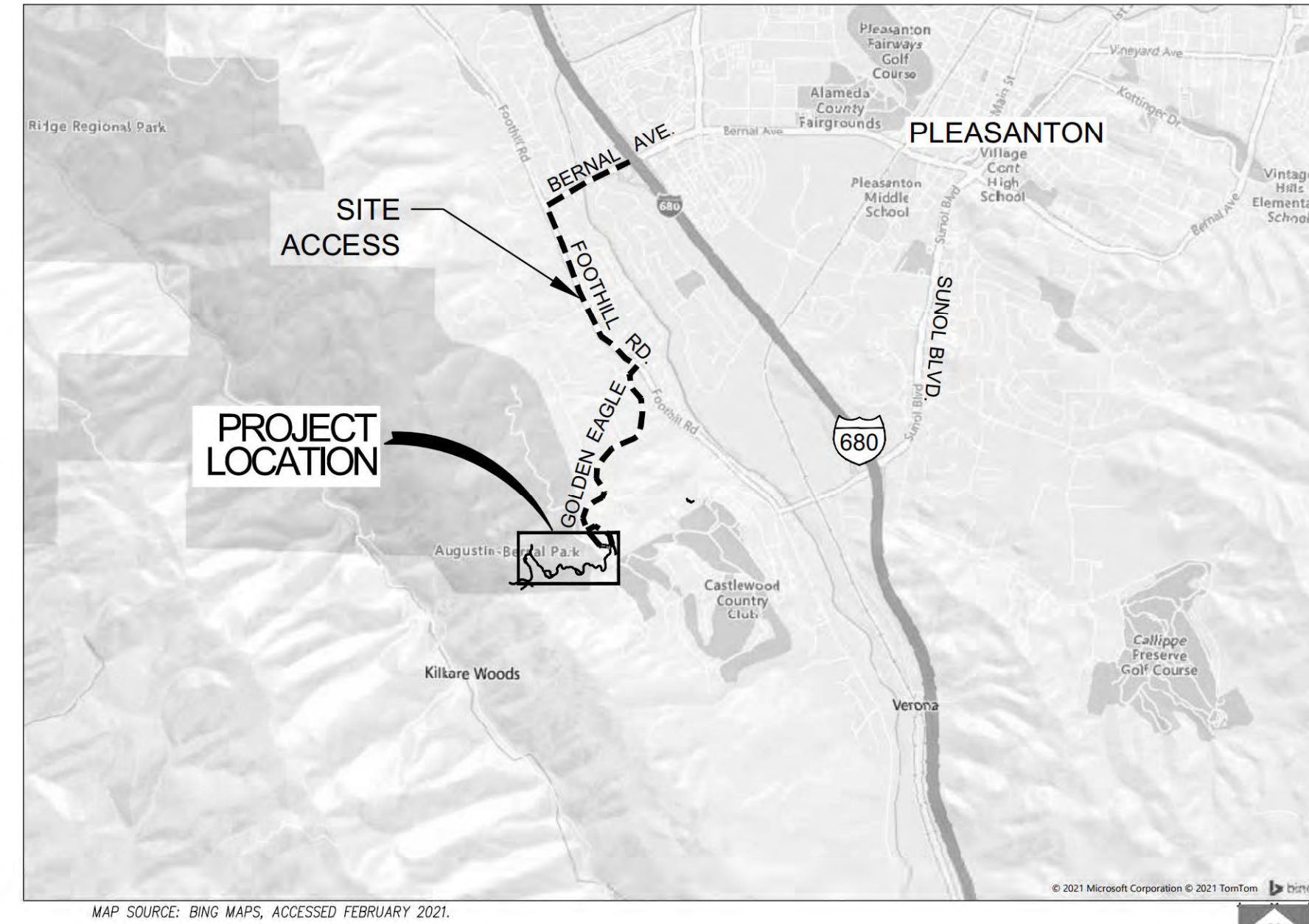
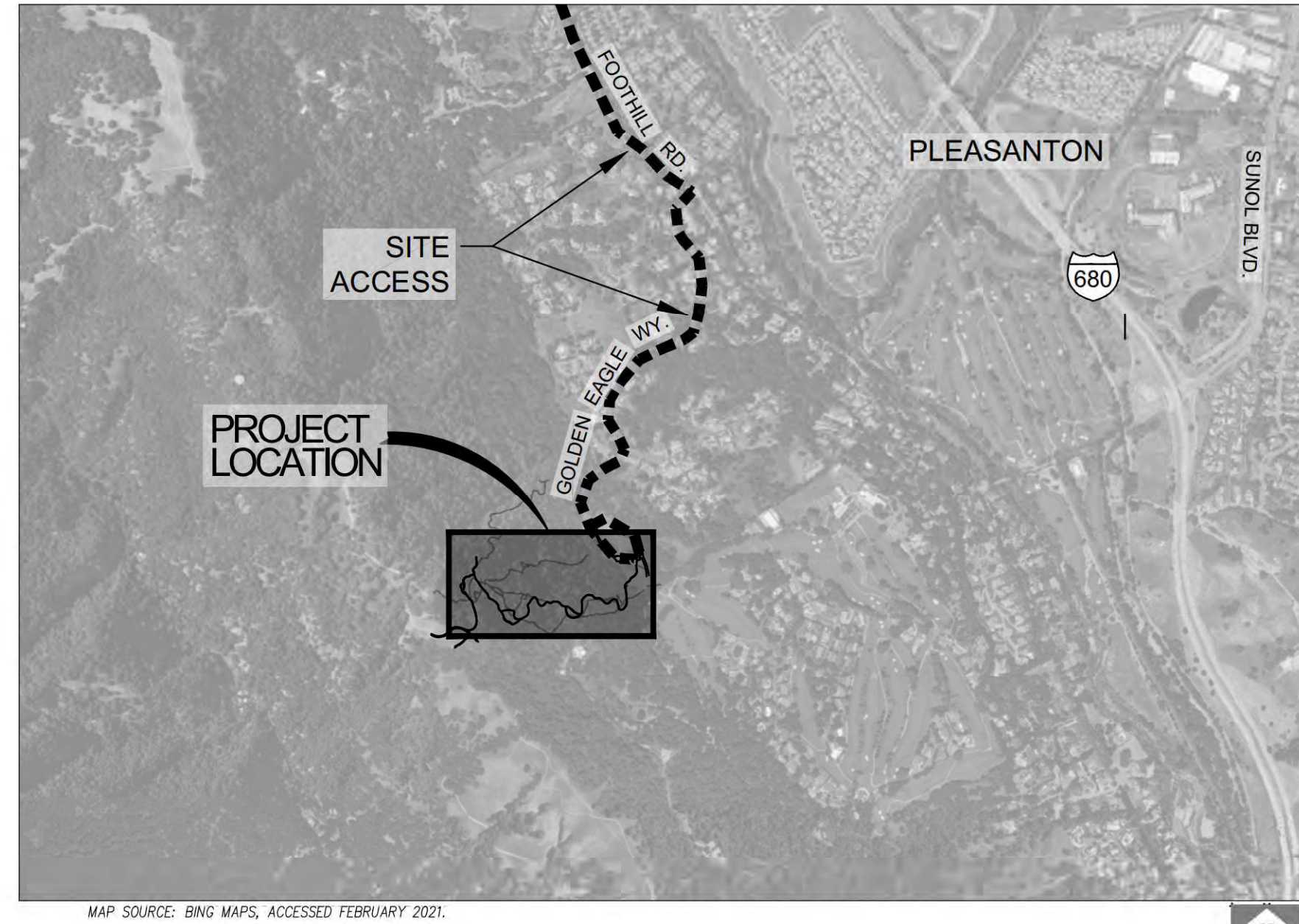


IMPROVEMENT PLANS FOR: AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL CITY OF PLEASANTON, CIP NO. 20771



VICINITY MAP
NO SCALE



LOCATION MAP
NO SCALE

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STEPHEN N. KIRKPATRICK, CITY ENGINEER

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PROJECT DESCRIPTION

- 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.
- 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.
- 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.
- ONSITE SIGNAGE SHALL IDENTIFY THAT THE TRAIL IS FOR MOUNTAIN BIKE USE ONLY TO PREVENT SAFETY HAZARDS DUE TO TRAIL-USER GROUP CONFLICTS.
- CONSTRUCTION ACTIVITIES SHALL INCLUDE THE FOLLOWING:
 - MINOR CLEARING AND GRUBBING OF SHRUBS AND GROUND COVER 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

- BIDDERS MUST ATTEND THE PRE-BID SITE MEETING AND SIGN AN ATTENDANCE ROSTER AS A CONDITION TO BIDDING.
- 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.
- 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

- 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:

- LIDAR DATA 61534E20538N.LAS & 61534E20565N.LAS, PROVIDED BY CITY OF PLEASANTON
- GEOREFERENCED TIF FILES 61534E20538.TIF & 61534E2056N.TIF, PROVIDED BY THE CITY OF PLEASANTON
- PARCELS 2019.DWG, PROVIDED BY THE CITY OF PLEASANTON
- GPS DATA RECORDED ON-SITE 12/09/2020 & 2/24/2021 BY DUDEK

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

(CONTINUED ON SHEET N-1)

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REV.	DATE	DESCRIPTION	<p>CITY OF PLEASANTON Department of Engineering</p>	<p>STEPHEN M. KIRKPATRICK CITY ENGINEER NO. 53367 EXP. 6/30/23</p>	<p style="text-align: center;">AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL</p> <p style="text-align: center;">COVER SHEET, PROJECT DESCRIPTION & MINIMUM QUALIFICATIONS</p>	DESIGN: EA	SCALE: AS NOTED	DWG NO.
						DRAWN: EA/JZ	CHECKED: JM	PROJECT NO.: 20771
						TRAFFIC ENGINEER: N/A	DATE: APRIL 28, 2022	1 OF 13

CITY GENERAL NOTES (CONT.)

- 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.
- 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.
- INSPECTIONS: THE OFFICE OF PUBLIC WORKS INSPECTION (PHONE 925 931-5650) SHALL BE NOTIFIED AT LEAST 24 HOURS IN ADVANCE OF ANY WORK.
- FIELD CHANGES: THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT WRITTEN AUTHORIZATION FROM THE CITY ENGINEER.
- PEDESTRIAN ACCESS: CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS DURING CONSTRUCTION IN AND AROUND THE ACCESS ROADS, PARKING LOT, DAY USE FACILITIES AND ASSOCIATED AREAS.
- 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.
- 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.
- 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.
- STATE STANDARD SPECIFICATIONS: REFERENCES TO THE STATE STANDARD SPECIFICATIONS AND STANDARD PLANS MEANS THE 2015 EDITIONS.
- USA MARKINGS: CONTRACTOR SHALL REMOVE ALL U.S.A. MARKINGS UPON COMPLETION OF THE PROJECT.
- HAUL ROUTE: HAUL ROUTE SHALL BE: GOLDEN EAGLE WAY TO FOOTHILL ROAD TO BERNAL AVENUE TO I-680.
- EXISTING LANDSCAPE: ALL AFFECTED LANDSCAPING SHALL BE REPLACED TO MATCH EXISTING CONDITIONS OR TO THE SATISFACTION OF THE CITY.

PROJECT NOTES

- 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.
- 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.
- ALL PROJECT BOUNDARIES, PROPERTY LINES AND LIMITS OF WORK SHOWN ON THESE PLANS ARE APPROXIMATE; CONTRACTOR SHALL FIELD VERIFY.
- THE PROPOSED CONTOUR LINES ARE DIAGRAMMATIC FOR GRAPHIC CLARITY TO SHOW DRAINAGE ACROSS THE TRAIL AND DO NOT DEPICT EXACT GRADE CONTOUR MODIFICATIONS.
- 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.
- AT ALL TIMES, WORK SHALL BE CONDUCTED IN DRY CONDITIONS, WITH NO SURFACE WATER IN ANY DRAINAGES.
- THE CONTRACTOR SHALL OBTAIN, PAY FOR AND COMPLY WITH THE REQUIREMENTS OF ALL PERMITS NECESSARY TO COMPLETE WORK.
- 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.
- 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

- 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.
- 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

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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

- 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.
- 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.

- 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.
- 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.
- 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.
- 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

- 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.
- 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.
- 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.
- 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.



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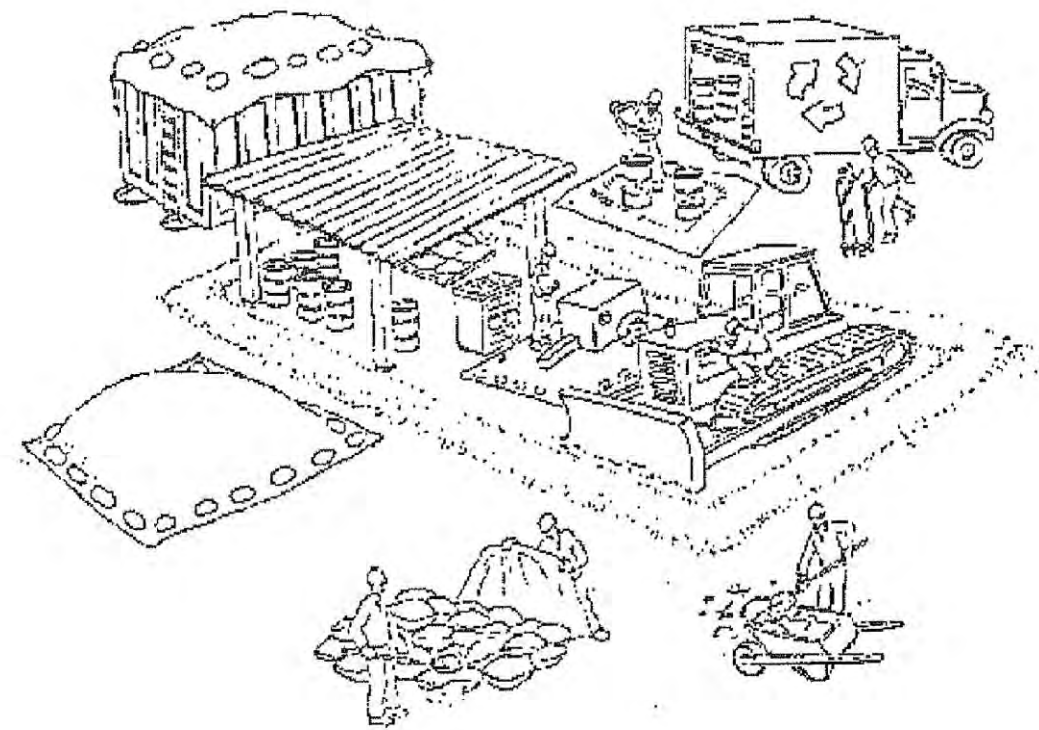
P:\300-Environmental\12956 Augustin Bernal Mountain Bike Trail\DUDEK WORK PRODUCTS\DOCUMENTS\TRAIL DESIGN\CAD\Augustin Bernal Mountain Bike Trail Improvement Plans_v7.dwg 4-28-22 03:14pm earmstrong

REV.	DATE	DESCRIPTION	 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	SCALE: AS NOTED	DWG NO.
						DRAWN: EA/JZ	PROJECT NO.: 20771	N-1
						CHECKED: JM	DATE: APRIL 28, 2022	2 OF 13
						TRAFFIC ENGINEER: N/A		

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 storm 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 instructions.

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

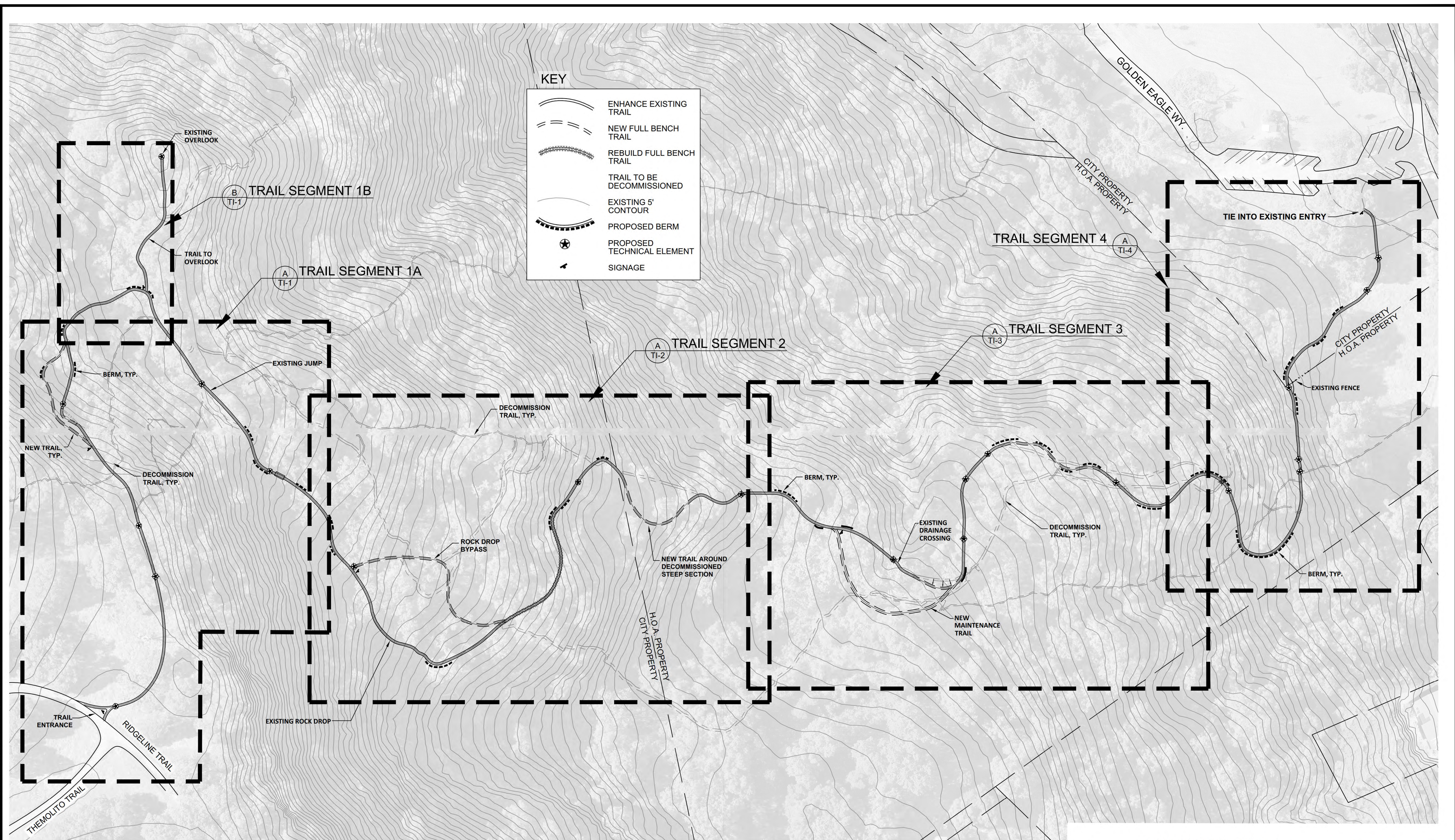
For more detailed information:
Get a copy of the "Field Manual" -- (510) 622-2465 or
www.abag.ca.gov/bayarea/sfep/reports/construction.html



DUDEK
853 Lincoln Way, Suite 208
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REV.	DATE	DESCRIPTION	<p>CITY OF PLEASANTON Department of Engineering</p>	<p>STEPHEN M. KIRKPATRICK CITY ENGINEER NO. 53367 EXP. 6/30/23</p>	<p>AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL CITY STANDARD BMPS</p>	DESIGN: EA	SCALE: AS NOTED	DWG NO.
						DRAWN: EA/JZ	PROJECT NO.: 20771	N-2
						CHECKED: JM	DATE: APRIL 28, 2022	3 OF 13
						TRAFFIC ENGINEER: N/A		

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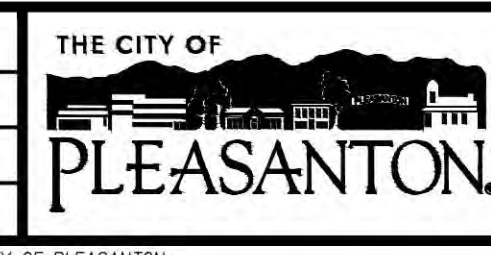


NOTE: REFER TO SHEETS TI-1 THROUGH TI-4 FOR DETAILED INFORMATION ON IMPROVEMENTS PROPOSED FOR EACH TRAIL SEGMENT

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

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 853 Lincoln Way, Suite 208
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REV.	DATE	DESCRIPTION



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	SCALE:	AS NOTED	DWG NO.	KP-1
DRAWN:	EA/JZ	PROJECT NO.:	20771	4 OF 13	
CHECKED:	JM	DATE:	APRIL 28, 2022		
TRAFFIC ENGINEER:	N/A				

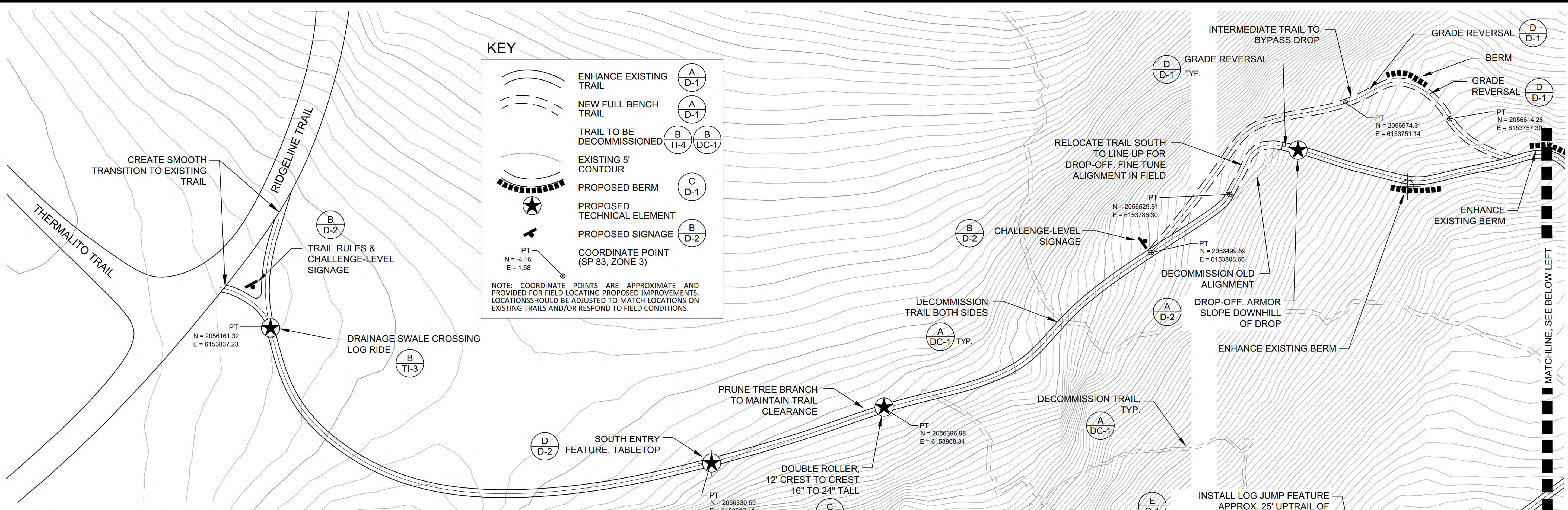
BASE PLAN SOURCE: AERIAL BASE PROVIDED BY AUTODESK A360. CONTOUR DATA BY THE CITY OF PLEASANTON

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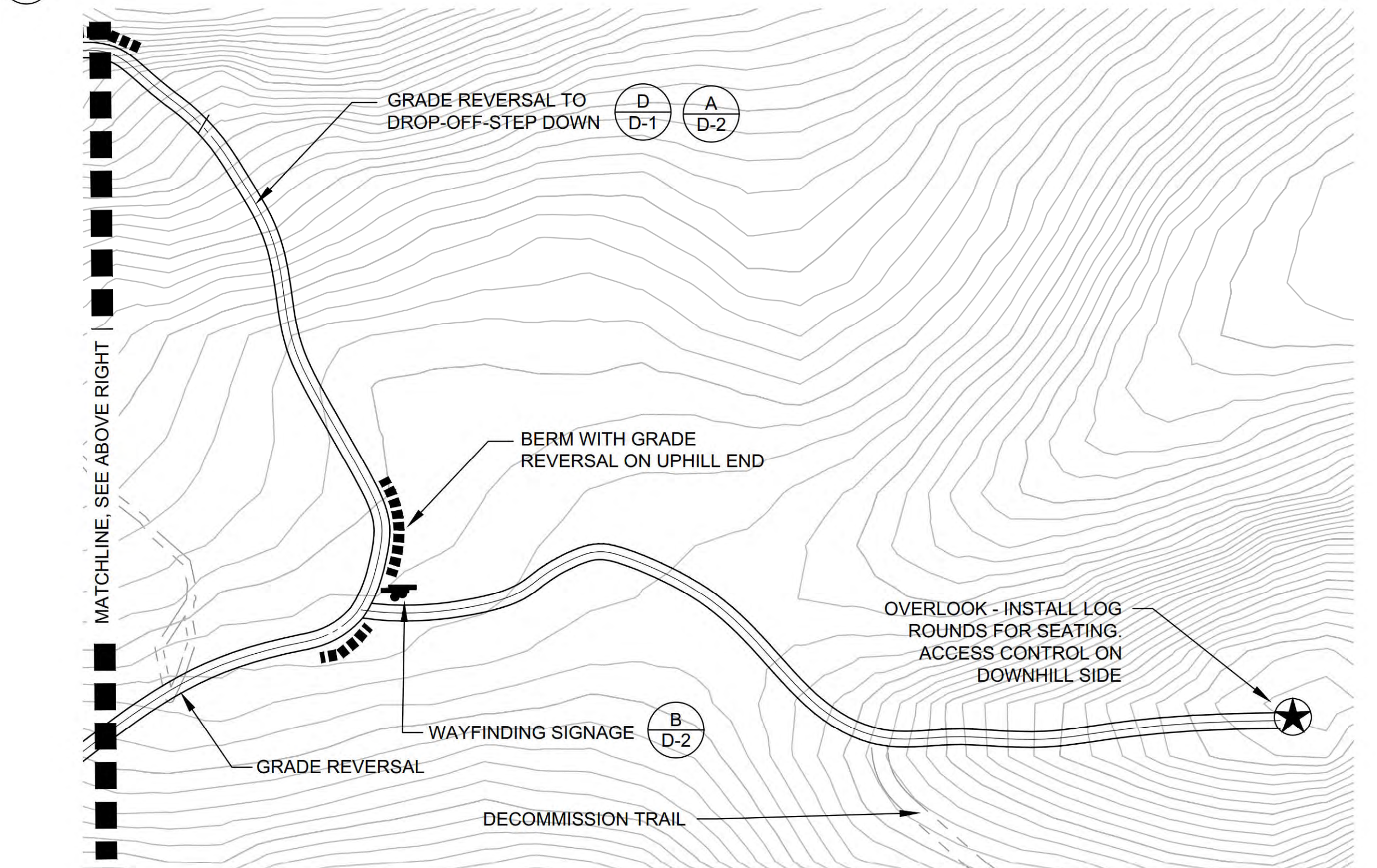
KEY

	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	(B D-2)
	PROPOSED SIGNAGE	(B D-2)
	COORDINATE POINT (SP 83, ZONE 3)	

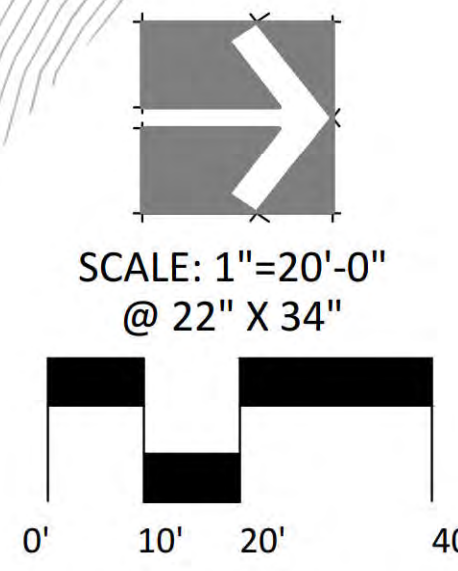
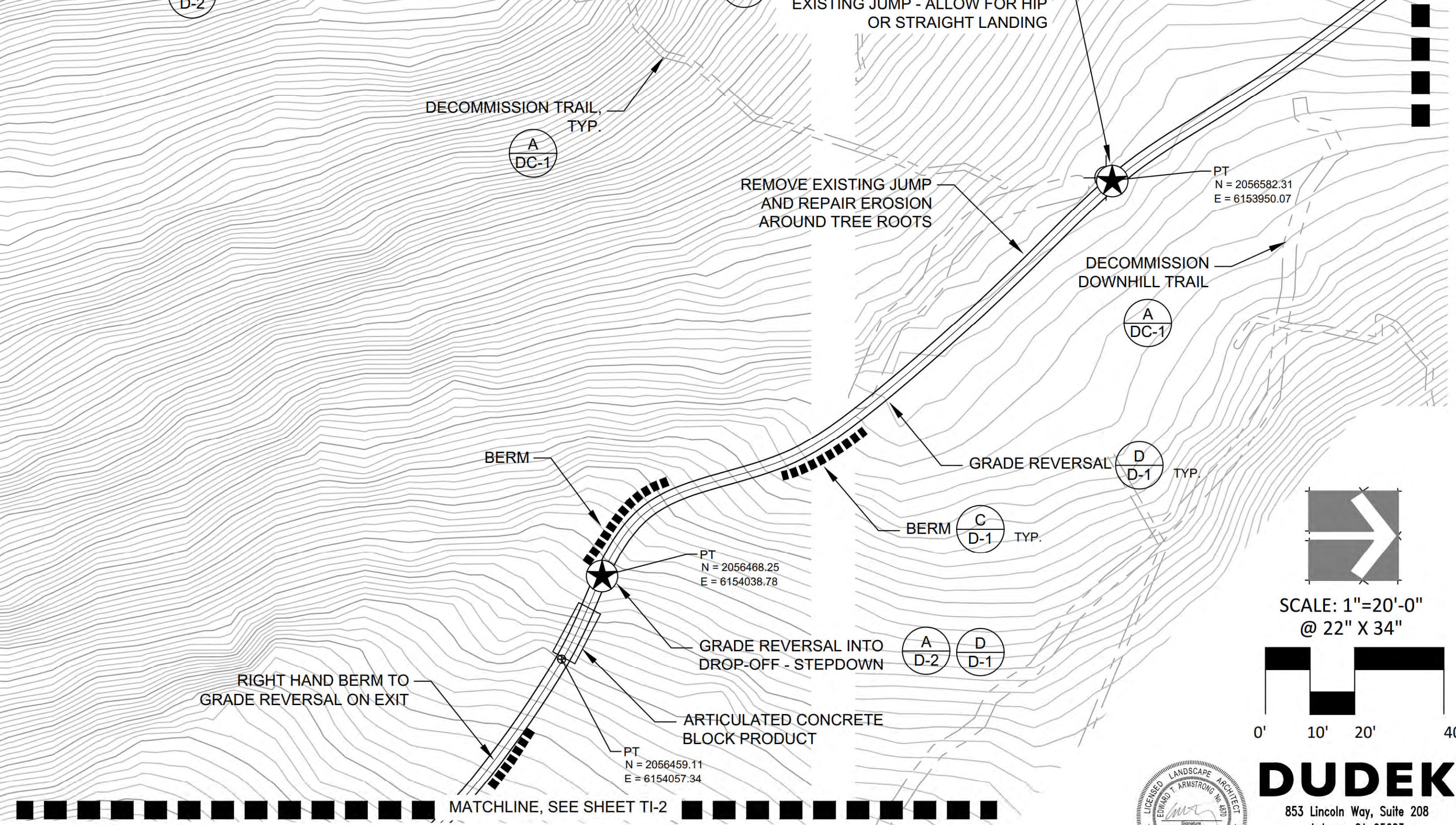
NOTE: COORDINATE POINTS ARE APPROXIMATE AND PROVIDED FOR FIELD LOCATING PROPOSED IMPROVEMENTS. LOCATIONS SHOULD BE ADJUSTED TO MATCH LOCATIONS ON EXISTING TRAILS AND/OR RESPOND TO FIELD CONDITIONS.



A TRAIL SEGMENT 1A

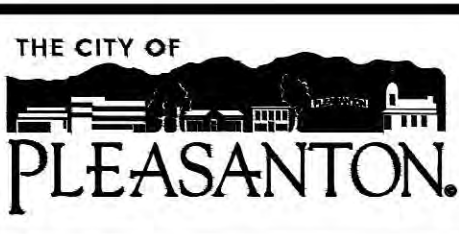


B TRAIL SEGMENT 1B



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REV.	DATE	DESCRIPTION



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 - 1

DESIGN:	EA	SCALE:	AS NOTED	DWG NO.	TI-1
DRAWN:	EA/JZ	PROJECT NO.:	20771		
CHECKED:	JM	DATE:	APRIL 28, 2022		
TRAFFIC ENGINEER:	N/A				5 OF 13

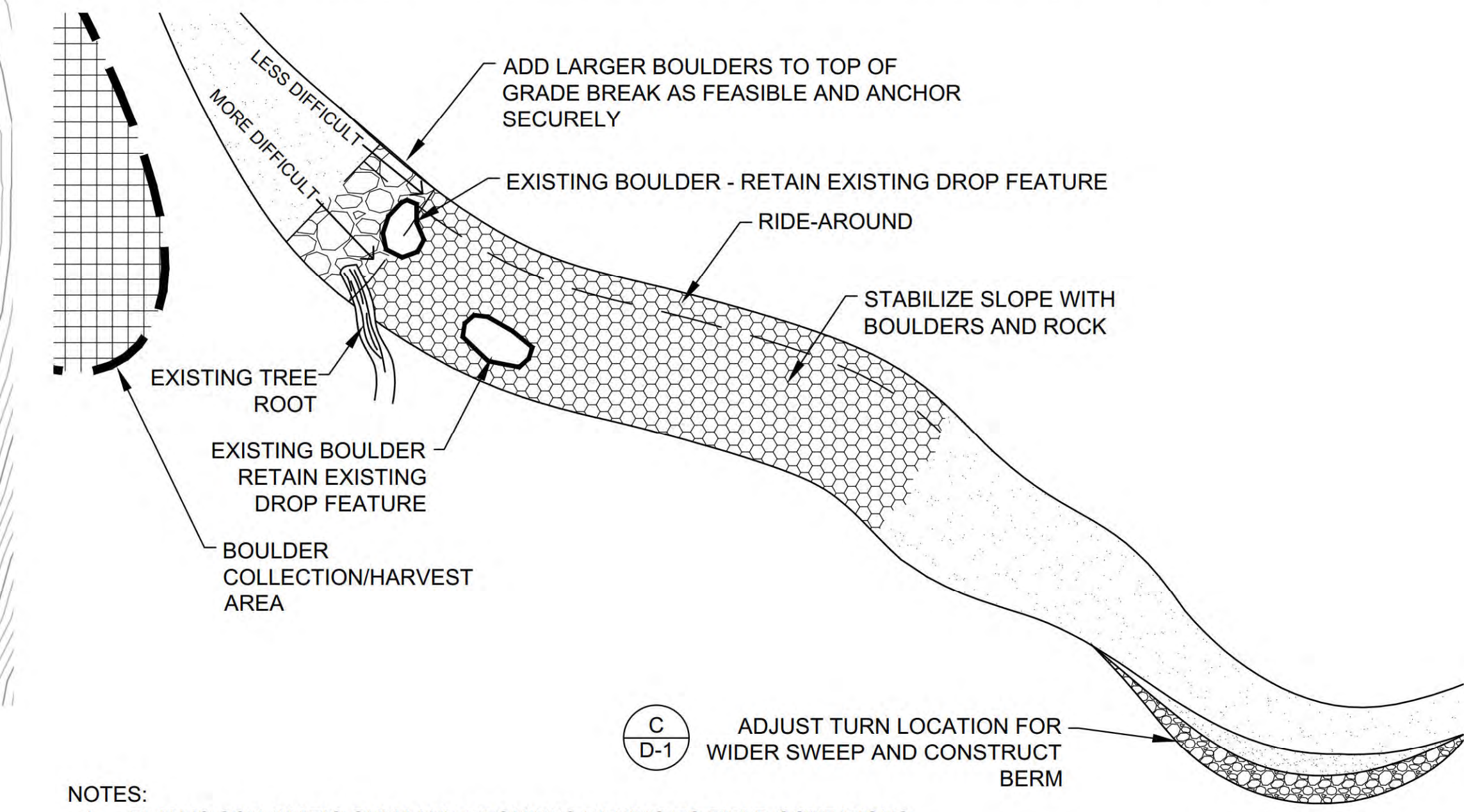
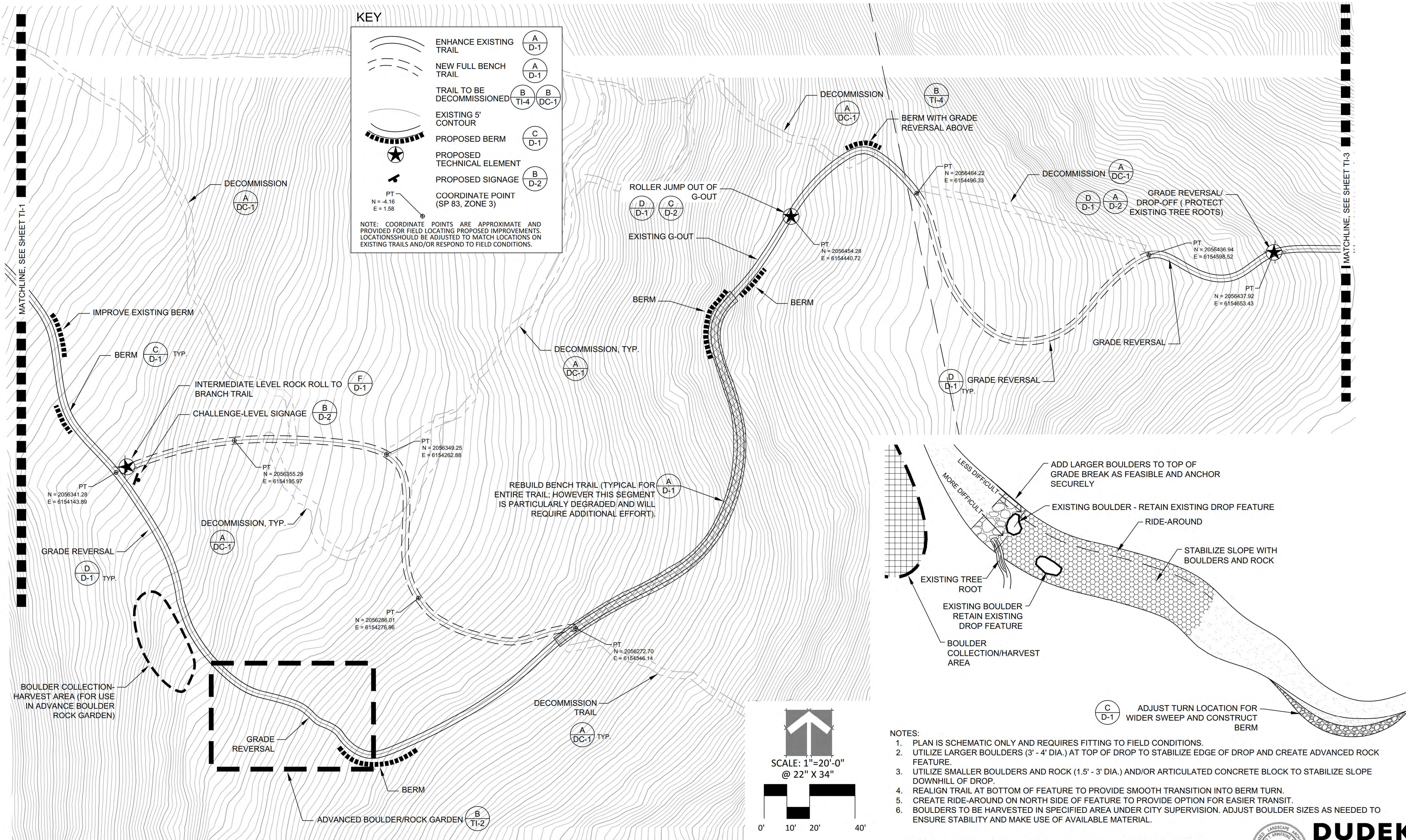
BASE PLAN SOURCE: AERIAL BASE PROVIDED BY AUTODESK A360. CONTOUR DATA BY THE CITY OF PLEASANTON

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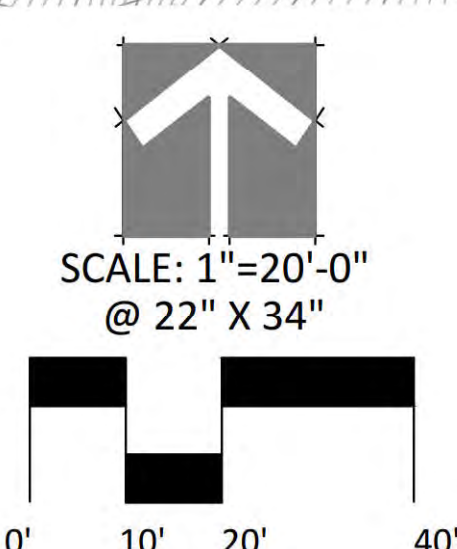
KEY

	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	(C D-1)
	PROPOSED BERM	(C D-1)
	PROPOSED TECHNICAL ELEMENT	(B D-2)
	PROPOSED SIGNAGE	(B D-2)
	COORDINATE POINT (SP 83, ZONE 3)	(B D-2)

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



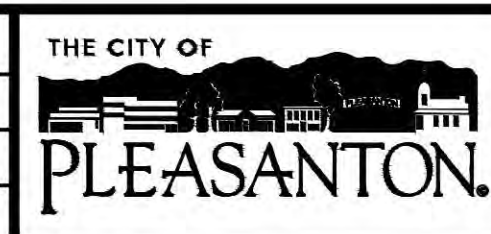
- NOTES:**
1. PLAN IS SCHEMATIC ONLY AND REQUIRES FITTING TO FIELD CONDITIONS.
 2. UTILIZE LARGER BOULDERS (3' - 4' DIA.) AT TOP OF DROP TO STABILIZE EDGE OF DROP AND CREATE ADVANCED ROCK FEATURE.
 3. UTILIZE SMALLER BOULDERS AND ROCK (1.5' - 3' DIA.) AND/OR ARTICULATED CONCRETE BLOCK TO STABILIZE SLOPE 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.



(A) TRAIL SEGMENT 2

(B) ADVANCED BOULDER/ROCK GARDEN
NOT TO SCALE

REV.	DATE	DESCRIPTION



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	DWG NO.	TI-2
DRAWN:	EA/JZ	PROJECT NO.:	20771		
CHECKED:	JM	DATE:	APRIL 28, 2022		6 OF 13
TRAFFIC ENGINEER:	N/A				

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Auburn, CA 95603
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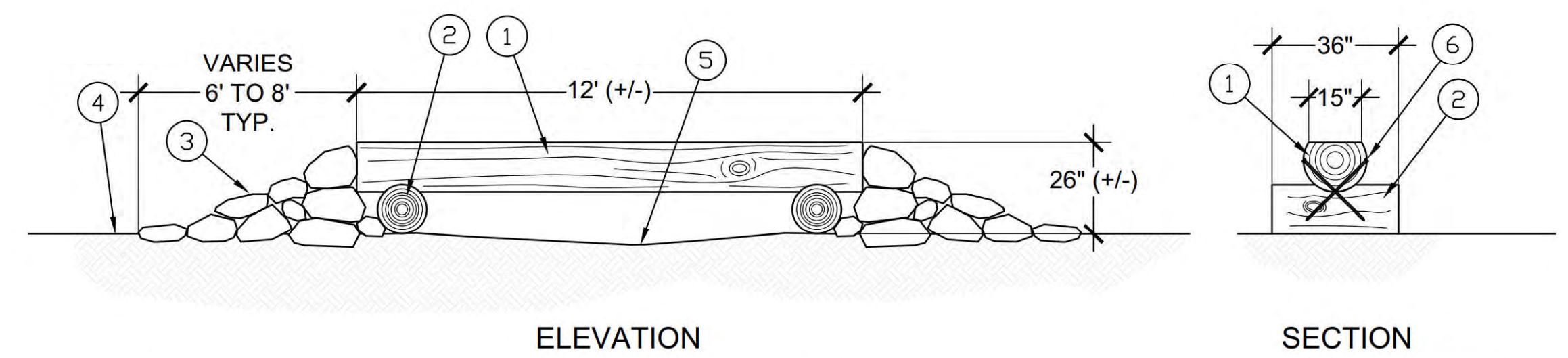
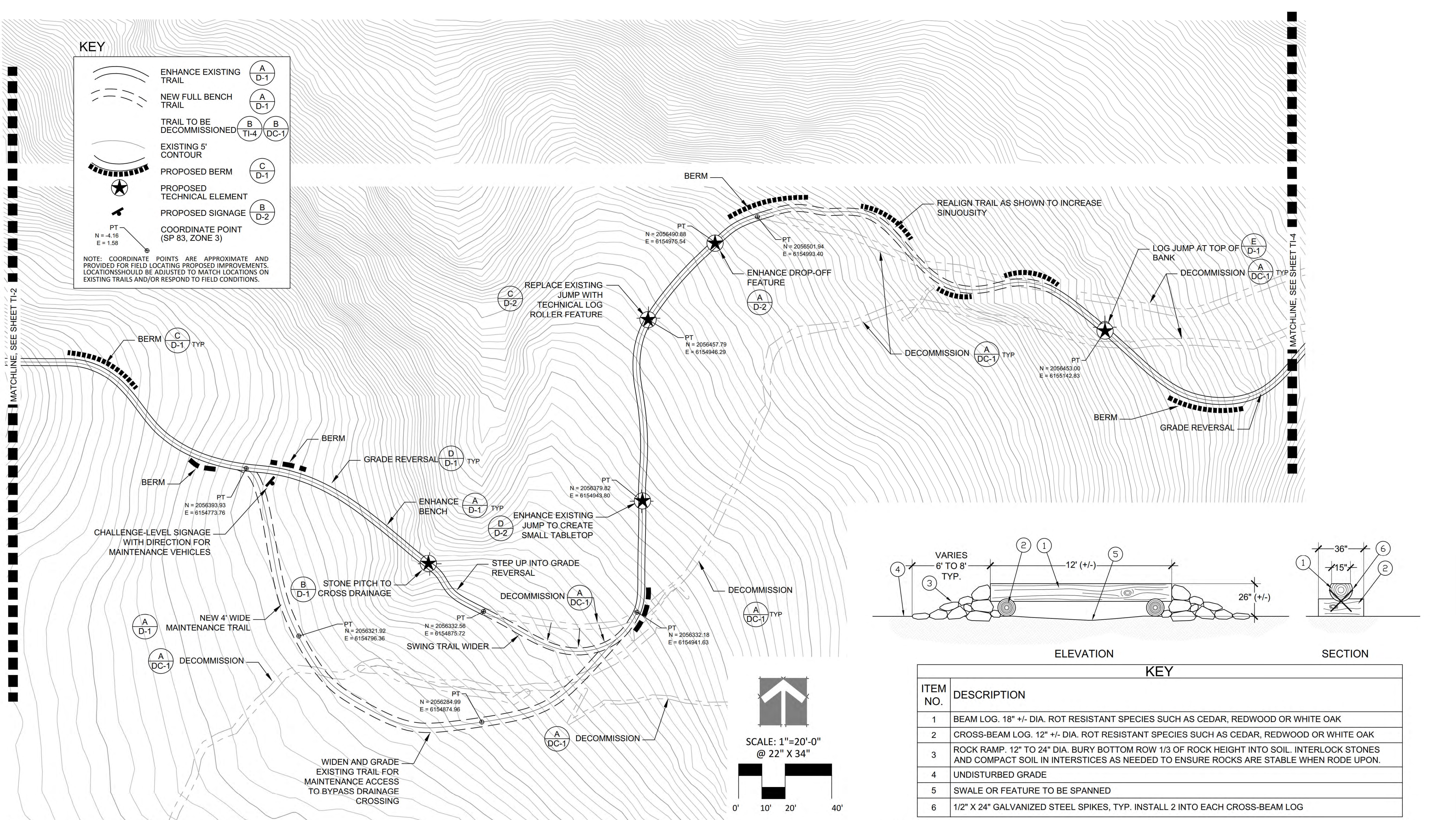
BASE PLAN SOURCE: AERIAL BASE PROVIDED BY AUTODESK A360. CONTOUR DATA BY THE CITY OF PLEASANTON

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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)	

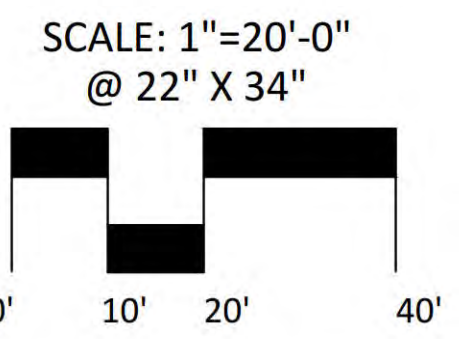
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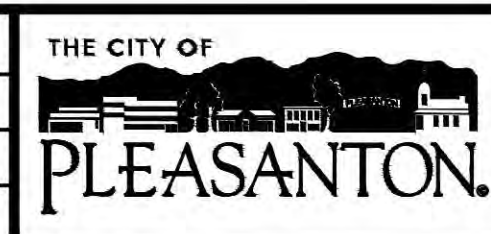
KEY	
ITEM NO.	DESCRIPTION
1	BEAM LOG. 18" +/- DIA. ROT RESISTANT SPECIES SUCH AS CEDAR, REDWOOD OR WHITE OAK
2	CROSS-BEAM LOG. 12" +/- DIA. ROT RESISTANT SPECIES SUCH AS CEDAR, REDWOOD OR WHITE OAK
3	ROCK RAMP. 12" TO 24" DIA. BURY BOTTOM ROW 1/3 OF ROCK HEIGHT INTO SOIL. INTERLOCK STONES AND COMPACT 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

A TRAIL SEGMENT 3

B LOG RIDE



REV.	DATE	DESCRIPTION



CITY OF PLEASANTON
Department of Engineering

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

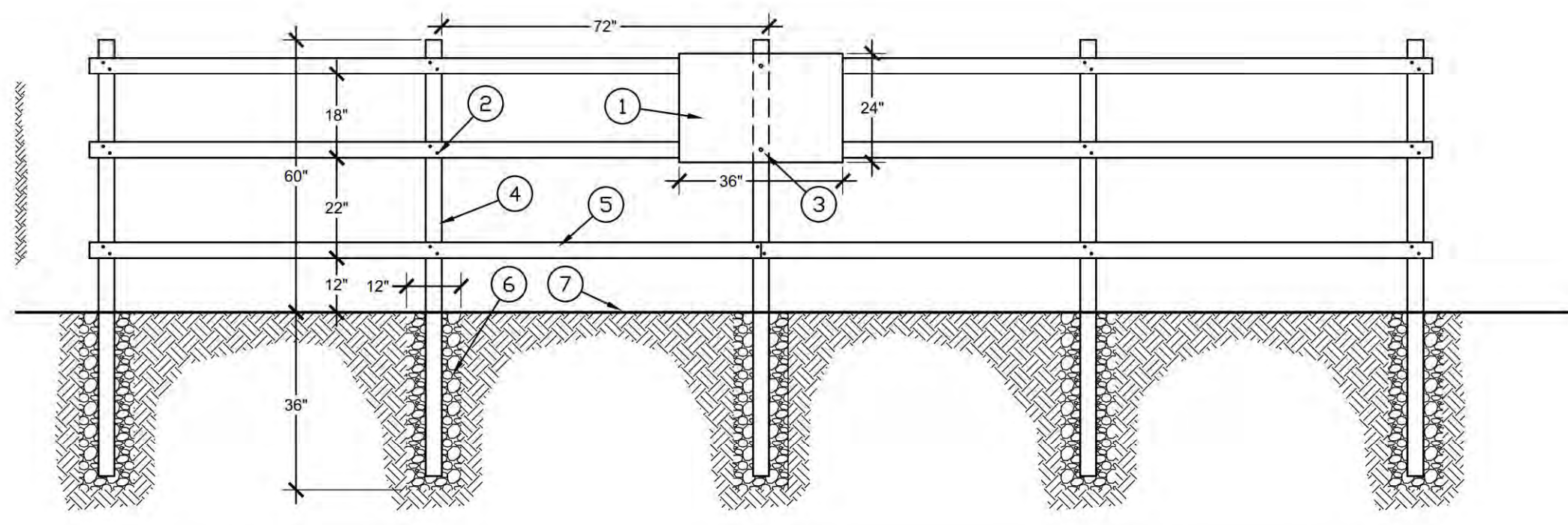
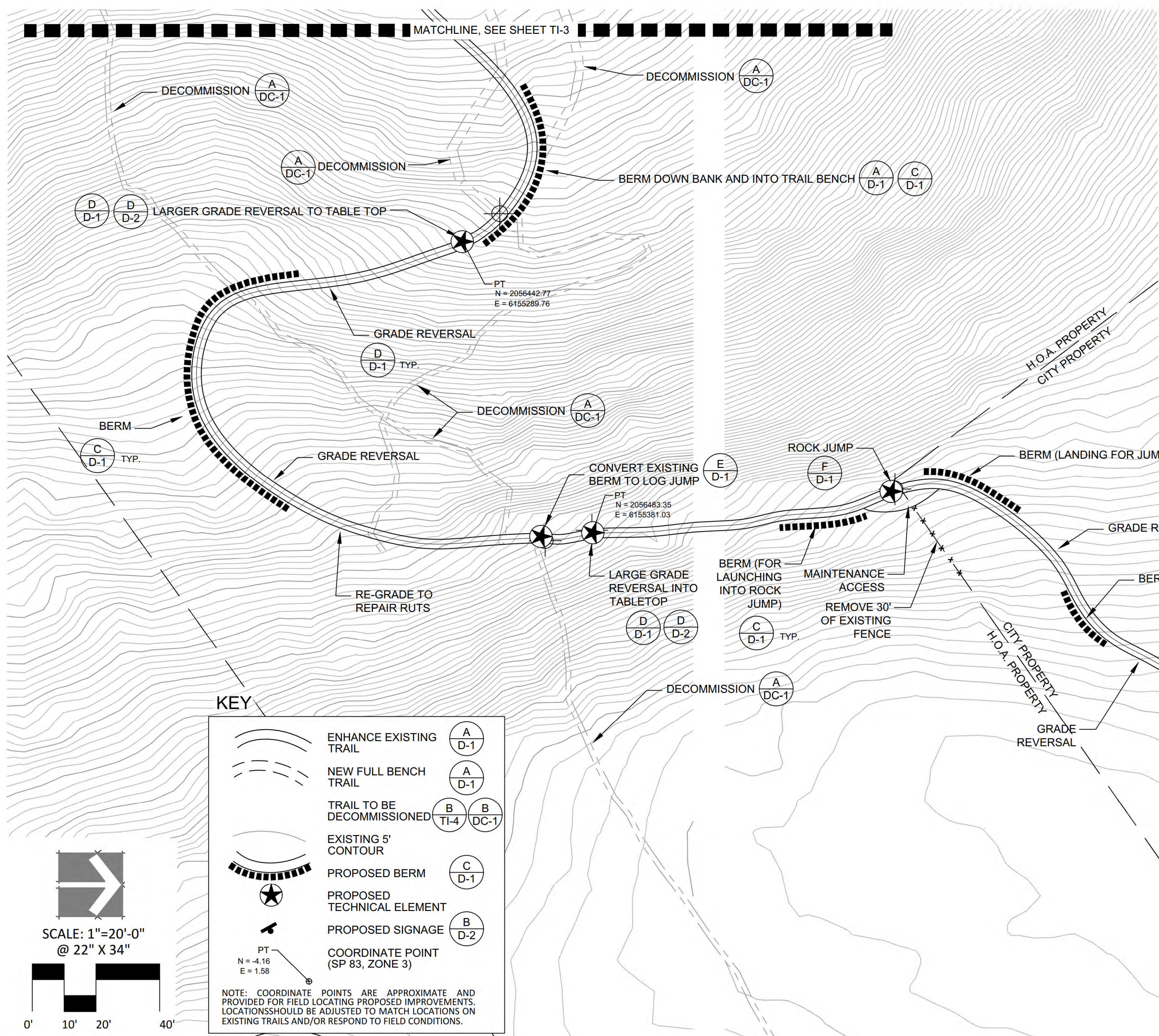
AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL
TRAIL IMPROVEMENT PLAN - 3

DESIGN:	EA	SCALE:	AS NOTED	DWG NO.	TI-3 7 OF 13
DRAWN:	EA/JZ	PROJECT NO.:	20771		
CHECKED:	JM	DATE:	APRIL 28, 2022		
TRAFFIC ENGINEER:	N/A				



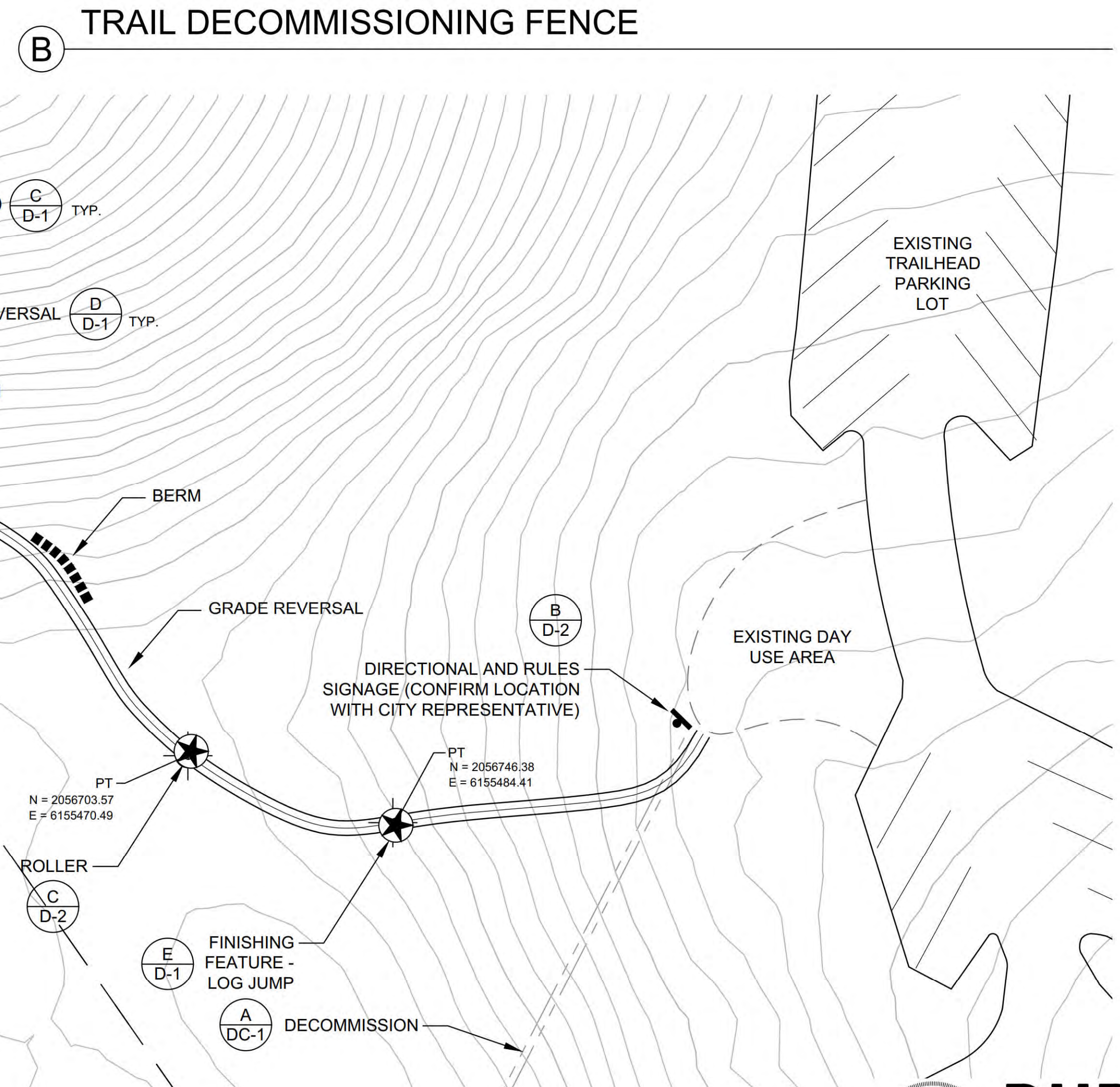
BASE PLAN SOURCE: AERIAL BASE PROVIDED BY AUTODESK A360. CONTOUR DATA BY THE CITY OF PLEASANTON

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)



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



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 (B D-2)
- PROPOSED SIGNAGE (B D-2)
- COORDINATE POINT (SP 83, ZONE 3)

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

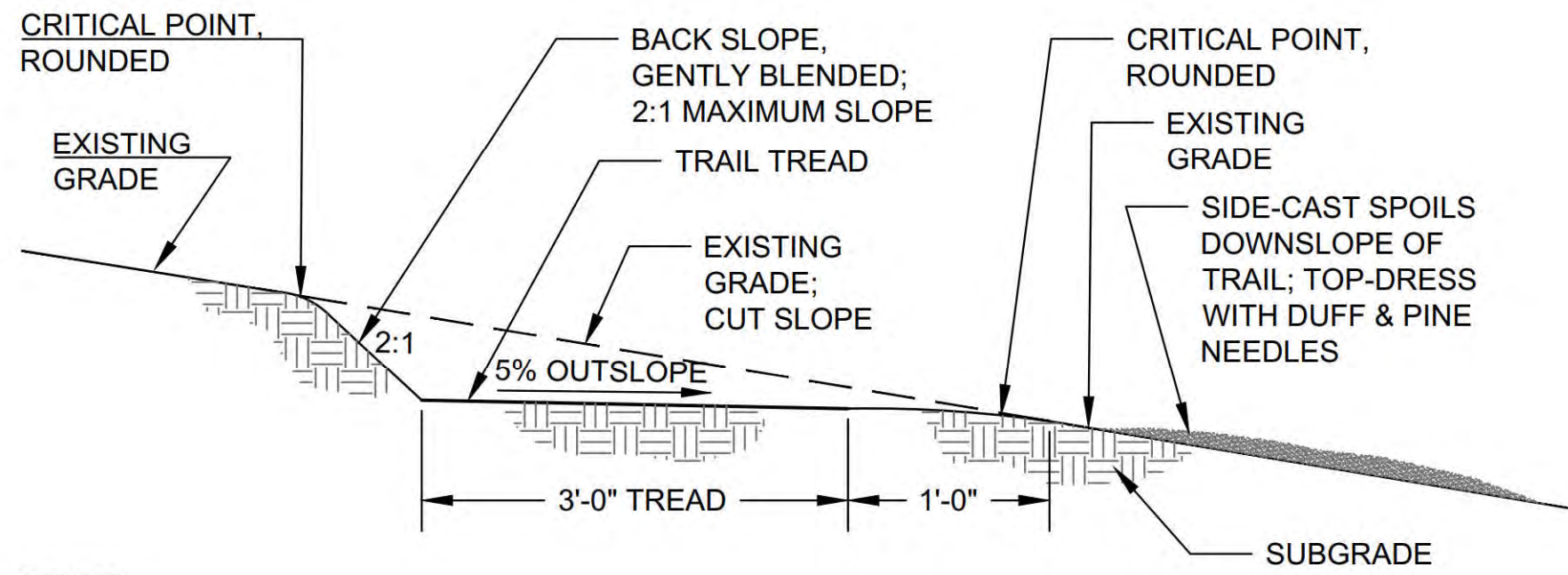
SCALE: 1"=20'-0" @ 22" X 34"

A TRAIL SEGMENT 4

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

REV.	DATE	DESCRIPTION	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	SCALE: AS NOTED	DWG NO.
						DRAWN: EA/JZ	PROJECT NO.: 20771	TI-4
						CHECKED: JM	DATE: APRIL 28, 2022	8 OF 13
						TRAFFIC ENGINEER: N/A		

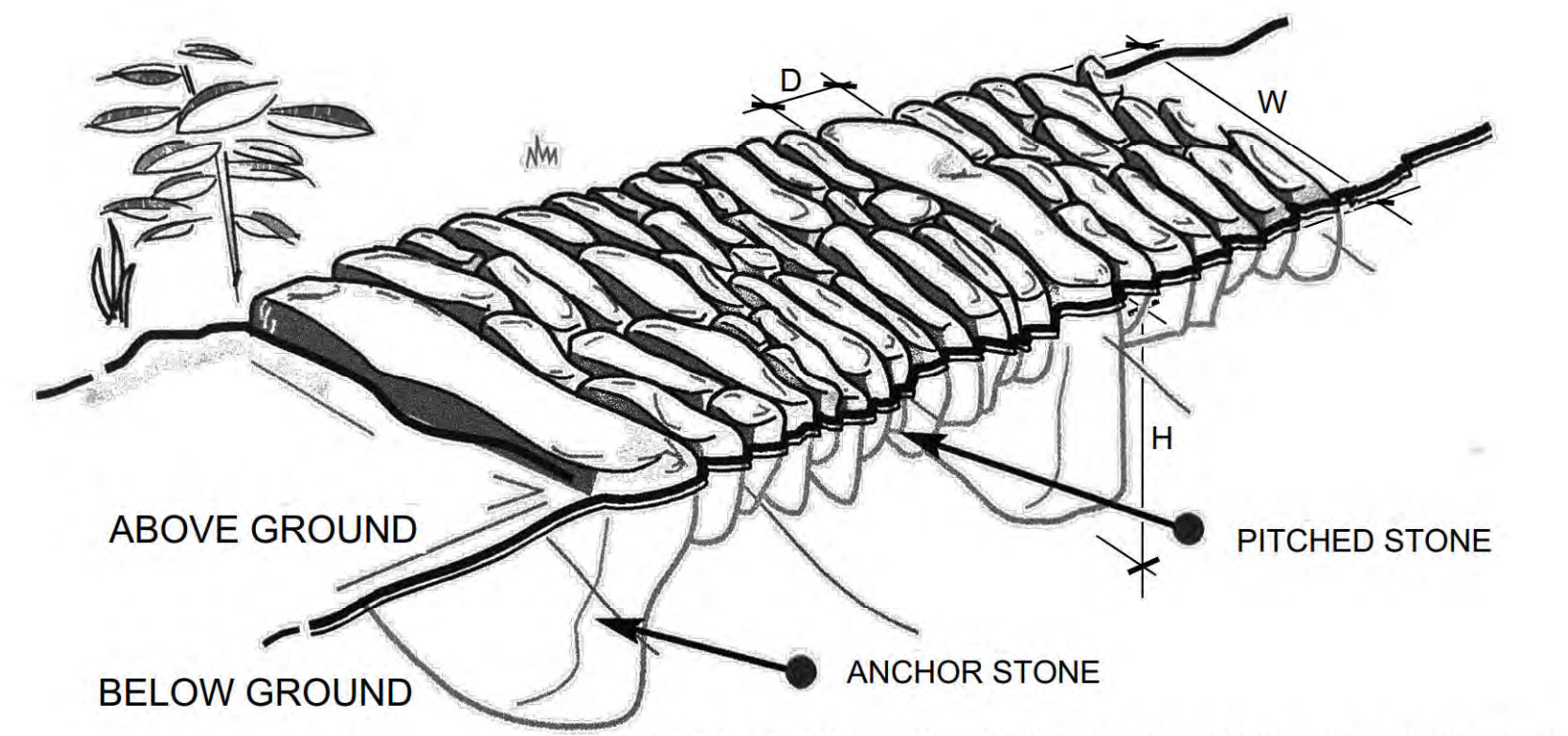
BASE PLAN SOURCE: AERIAL BASE PROVIDED BY AUTODESK A360. CONTOUR DATA BY THE CITY OF PLEASANTON



- NOTES:
1. TRAIL WILL BE FULL BENCH CONSTRUCTION. REFER TO SITE STABILIZATION 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

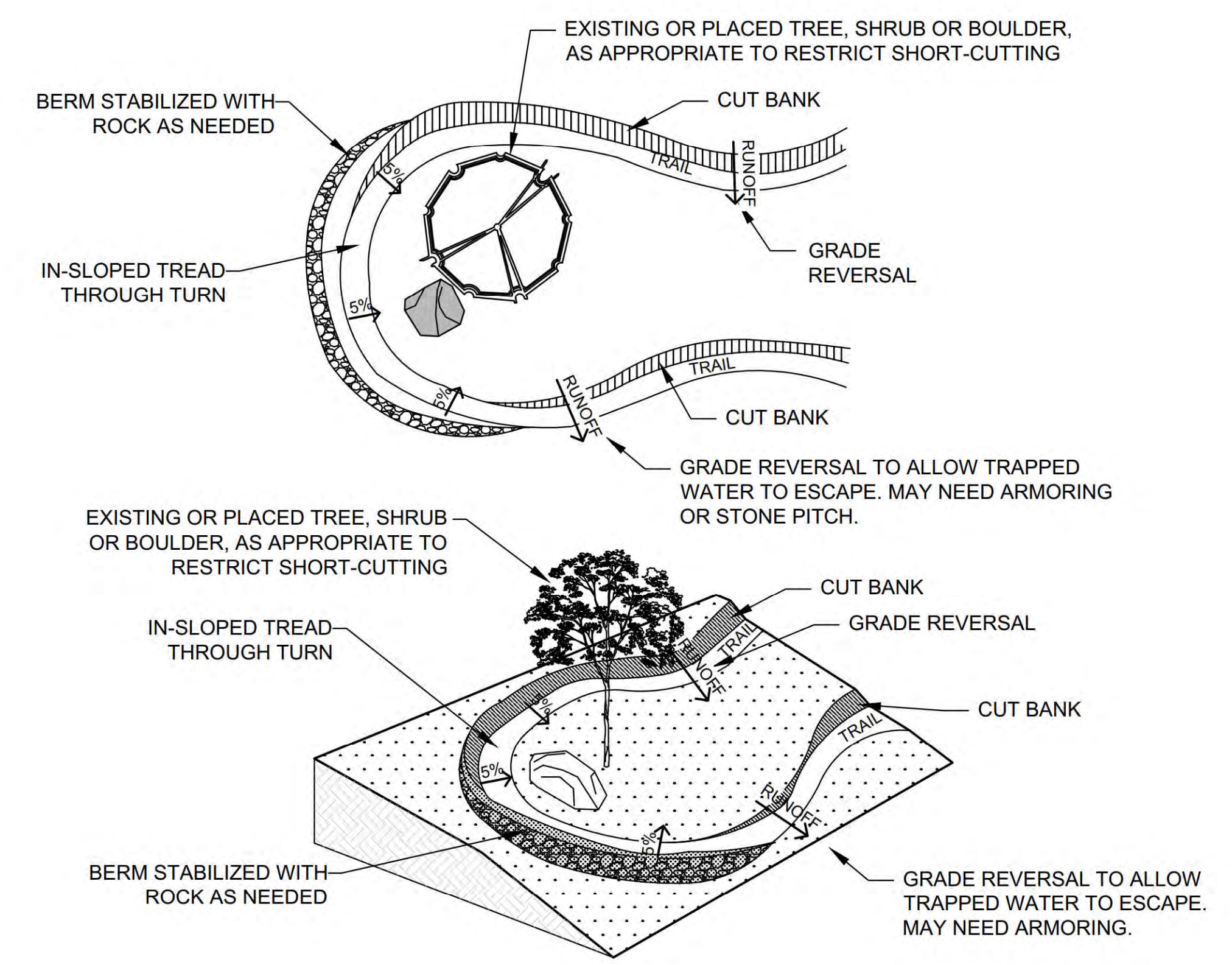


SOURCE: TRAIL SOLUTIONS. IMBA'S GUIDE TO BUILDING SWEET SINGLETRACK. INTERNATIONAL MOUNTAIN BIKING ASSOCIATION. 2004.

- 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

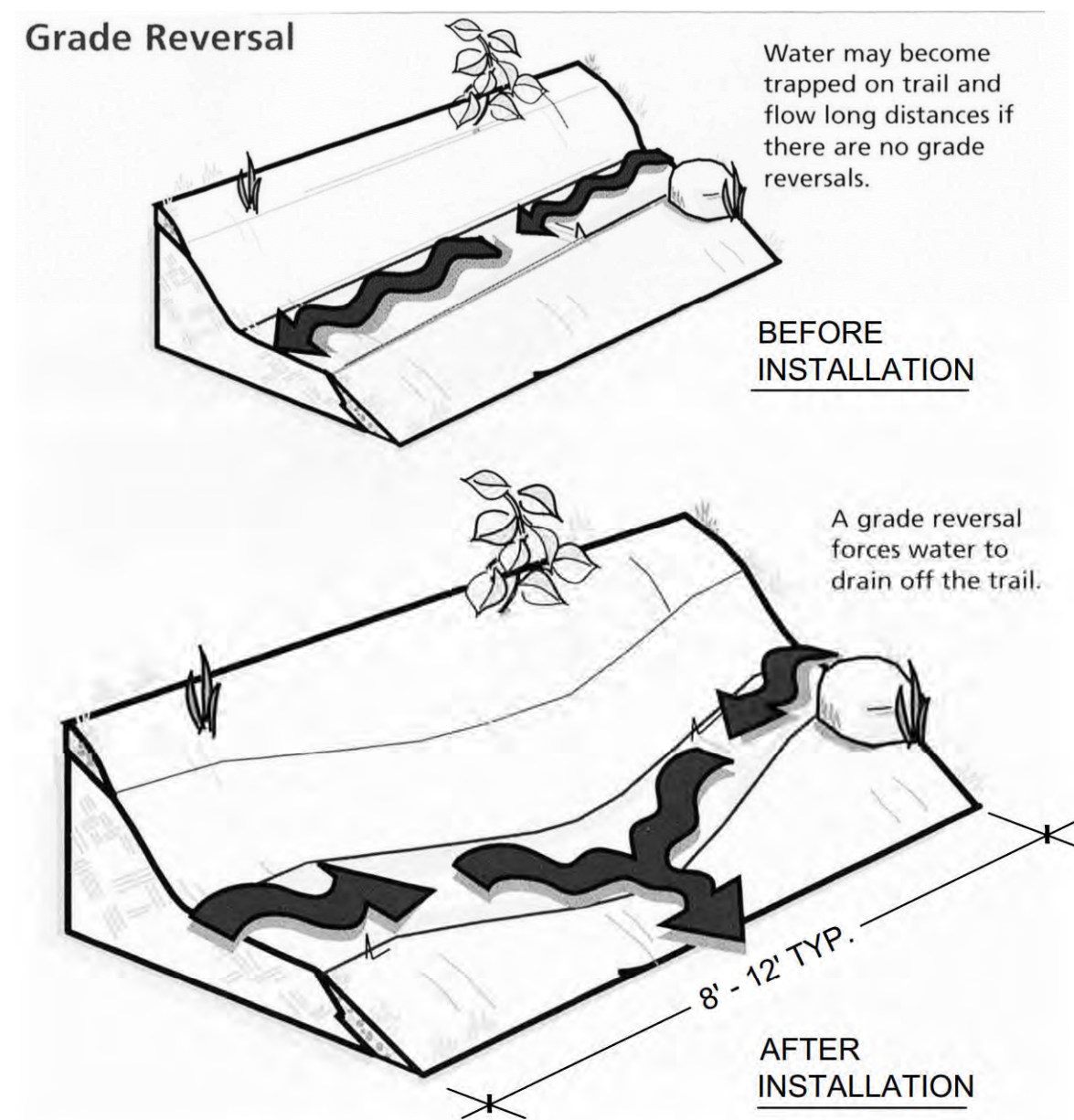
NO SCALE



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

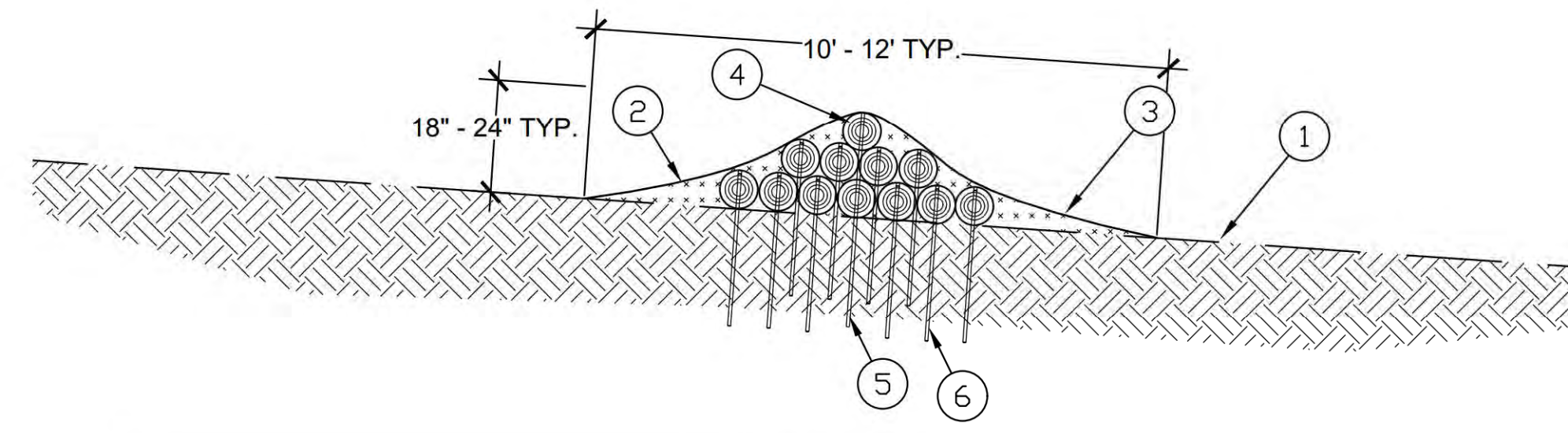


SOURCE: TRAIL SOLUTIONS. IMBA'S GUIDE TO BUILDING SWEET SINGLETRACK. INTERNATIONAL MOUNTAIN BIKING ASSOCIATION, . 2004.

- 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

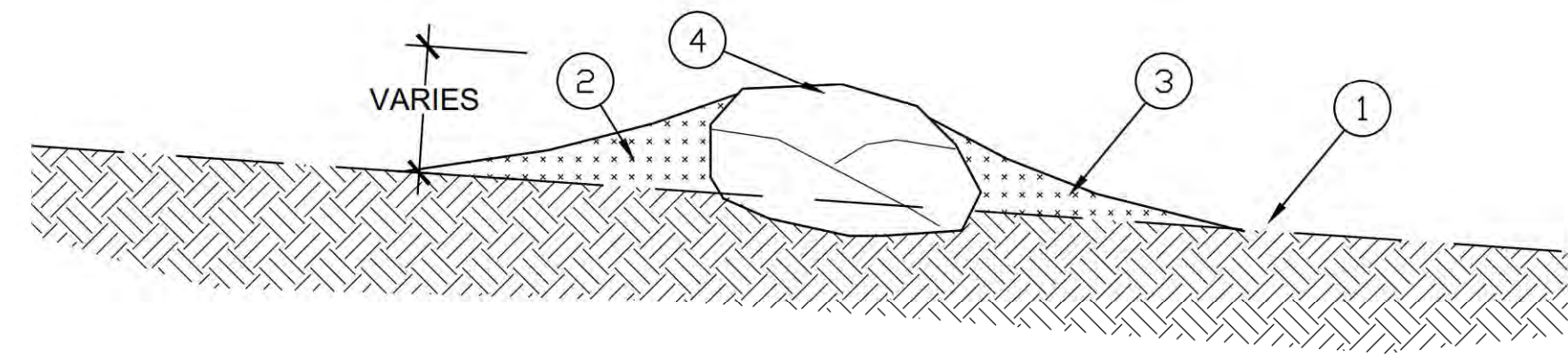
NO SCALE



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



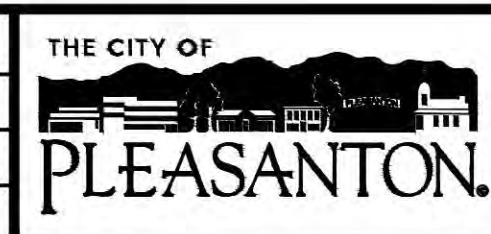
KEY	
ITEM NO.	DESCRIPTION
1	EXISTING GRADE
2	PROPOSED GRADE. 5:1 MAXIMUM SLOPES FOR ROCK ROLL AND 3:1 MAXIMUM SLOPES FOR JUMP EITHER SIDE OF ROCK
3	COMPACTED FILL
4	EXISTING OR NEW BOULDER, APPROX 2' H X 2' W X 3' L. IF NEW BOULDER, BURY 1/3RD BELOW FINISH GRADE.

F ROCK JUMP & INTERMEDIATE-LEVEL ROCK ROLL

NO SCALE

P:\300-Environmental\12956 Augustin Bernal Mountain Bike Trail\DUDEK WORK PRODUCTS\DOCUMENTS\TRAIL DESIGN\CADD\Augustin Bernal Mountain Bike Trail Improvement Plans_v7.dwg(14-28-22_03:17pm_earmstrong)

REV.	DATE	DESCRIPTION



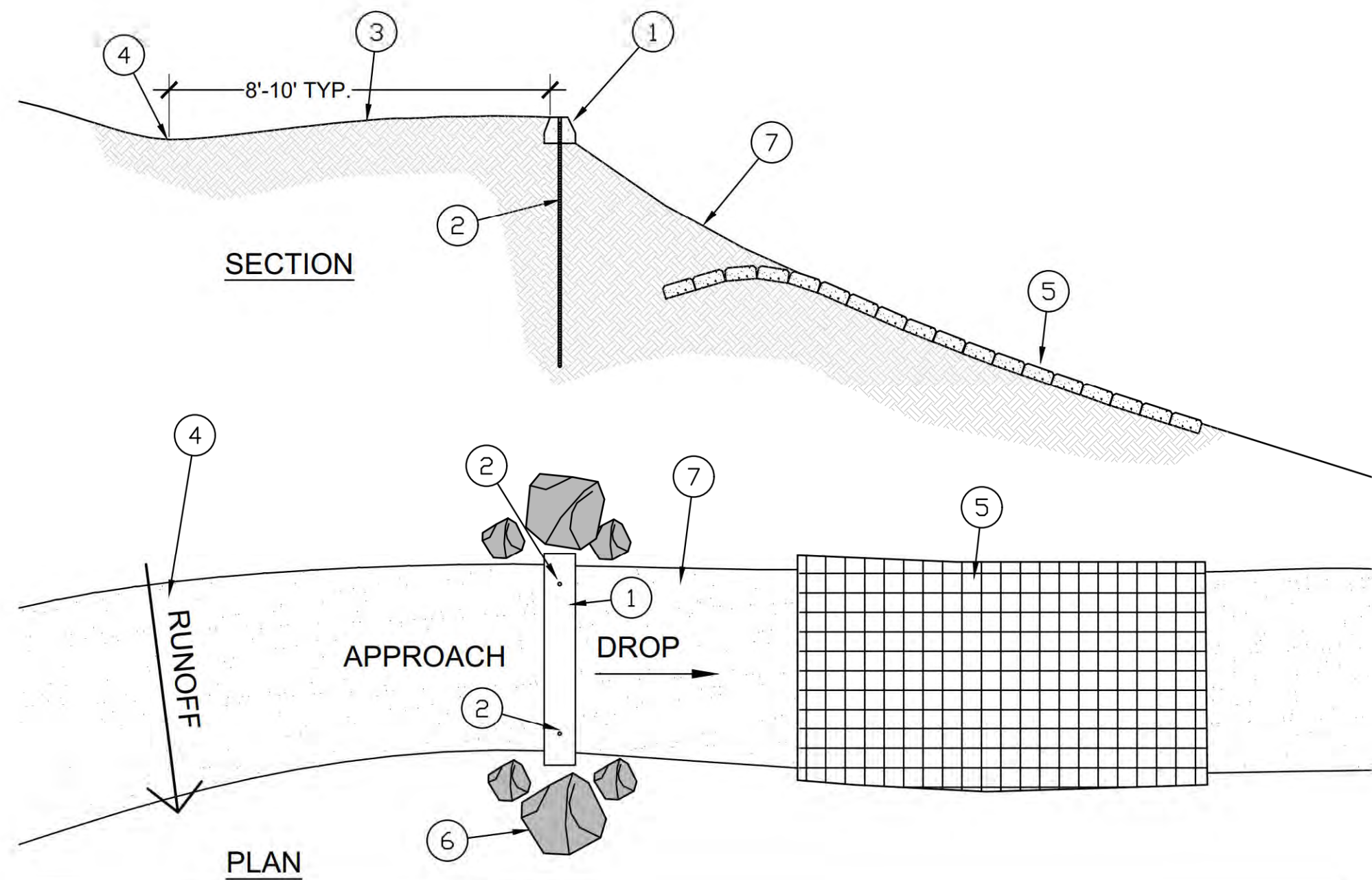
CITY OF PLEASANTON
Department of Engineering

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

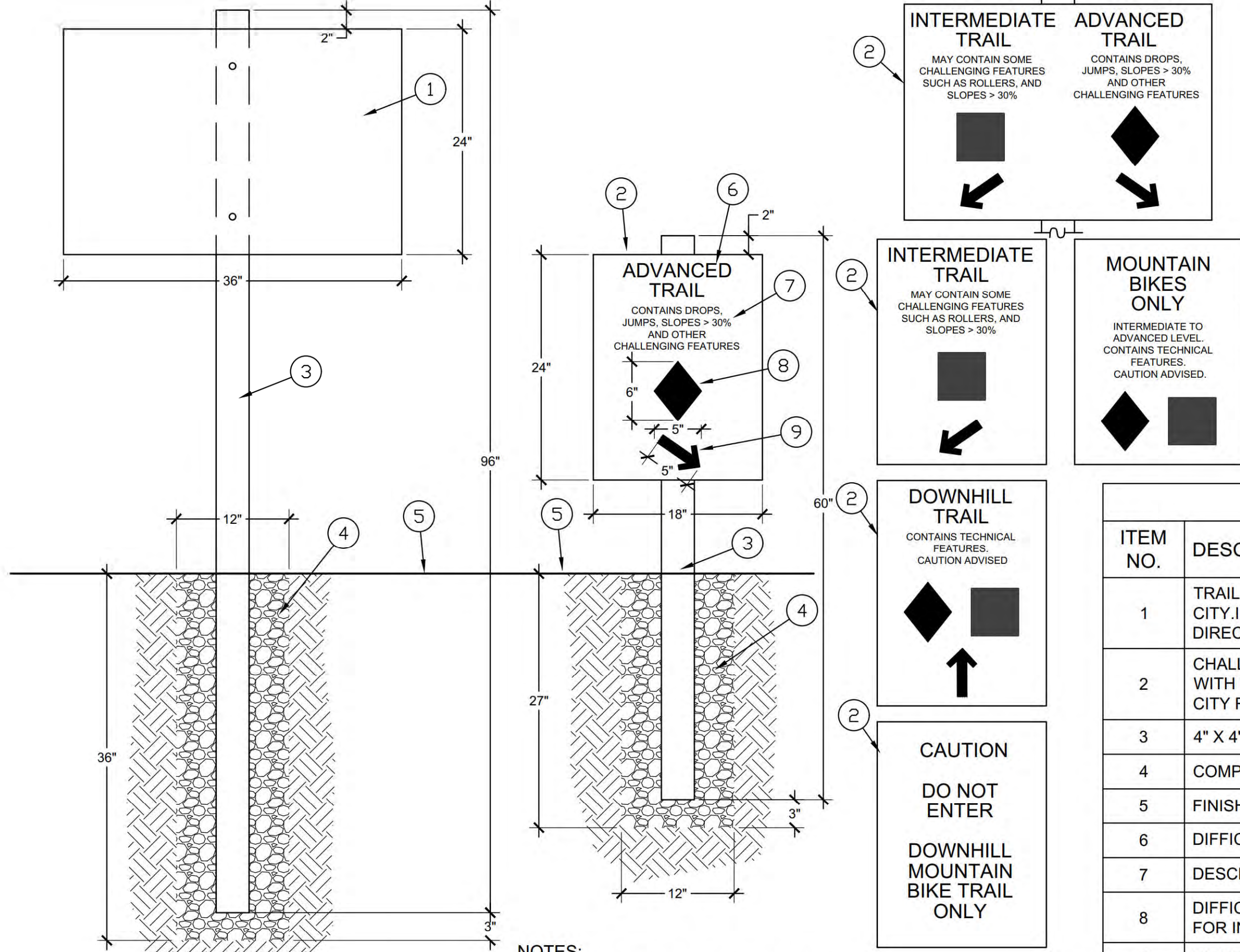
AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL
CONSTRUCTION DETAILS - 1

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





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

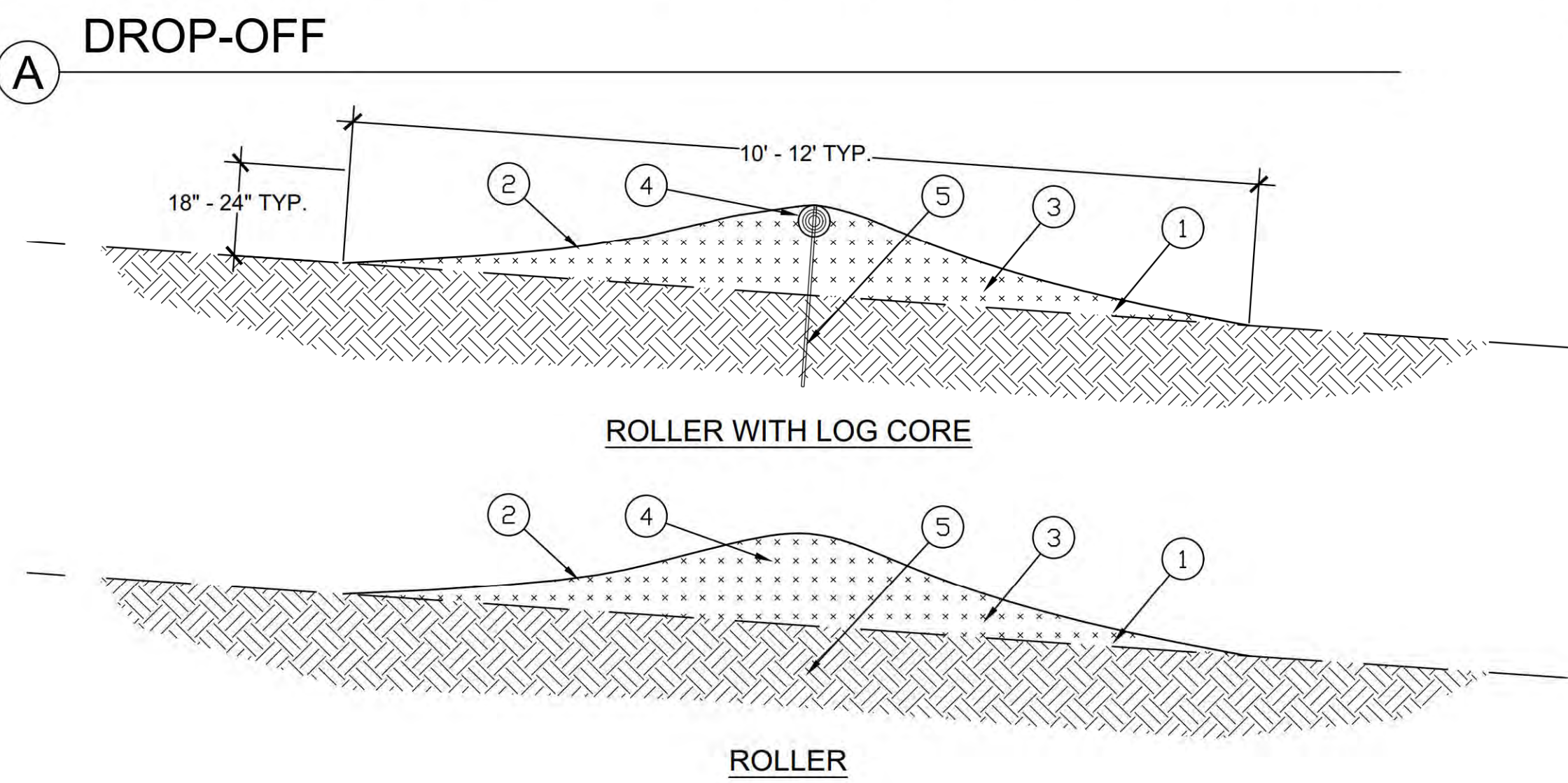


SIGN TYPE	LOCATION
ADVANCED & INTERMEDIATE DESIGNATION	AT ALL TRAIL INTERSECTIONS WHERE INTERMEDIATE TRAIL SPLITS FROM COMBINED TRAIL.
DOWNHILL TRAIL	AT LOCATIONS WHERE INTERMEDIATE & ADVANCED TRAILS ARE COMBINED.
DO NOT ENTER	AT BOTTOM OF TRAIL NEAR KIOSK
MOUNTAIN BIKES ONLY	AT TOP OF TRAIL

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

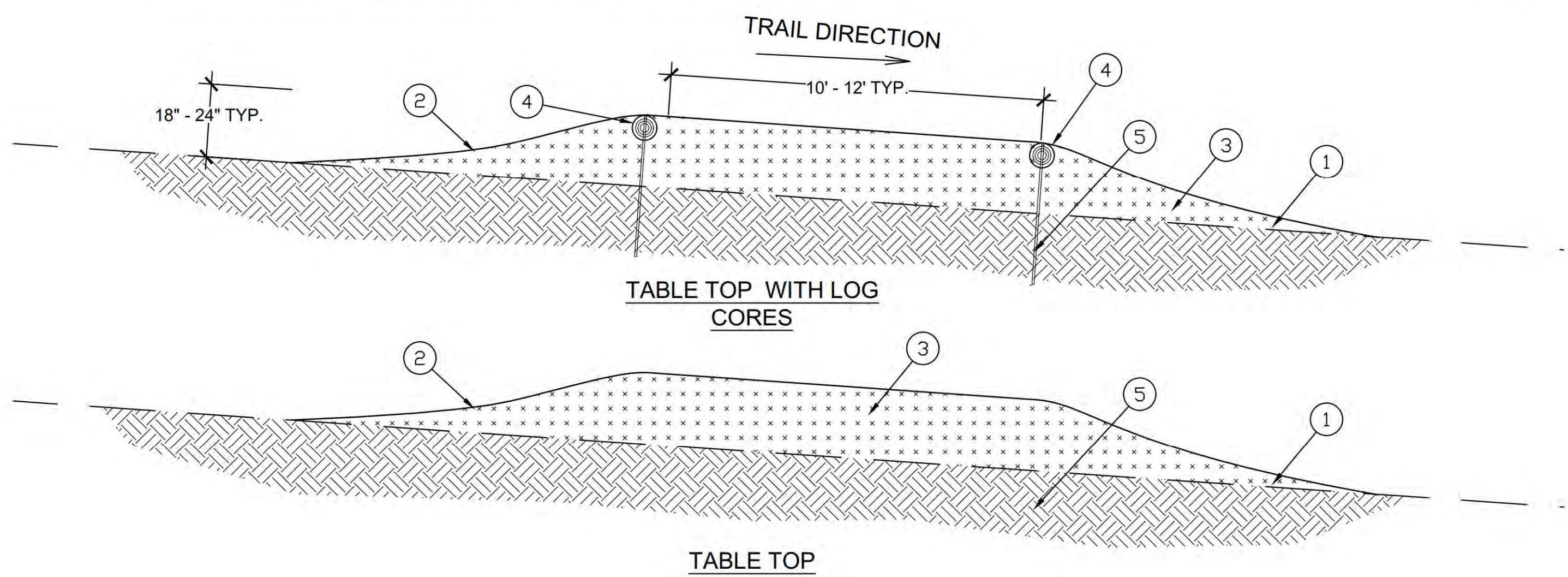
NOTES:
 1. CITY TO CONFIRM SIGN SIZES.
 2. CITY TO PROVIDE SIGNS. CONSTRUCTION PROJECT INCLUDES INSTALLATION ONLY.

B SIGNAGE



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 1/4" OF TOP. SEAL HOLE WITH WOOD PLUG.

C ROLLER



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 1/4" OF TOP. SEAL HOLE WITH WOOD PLUG.

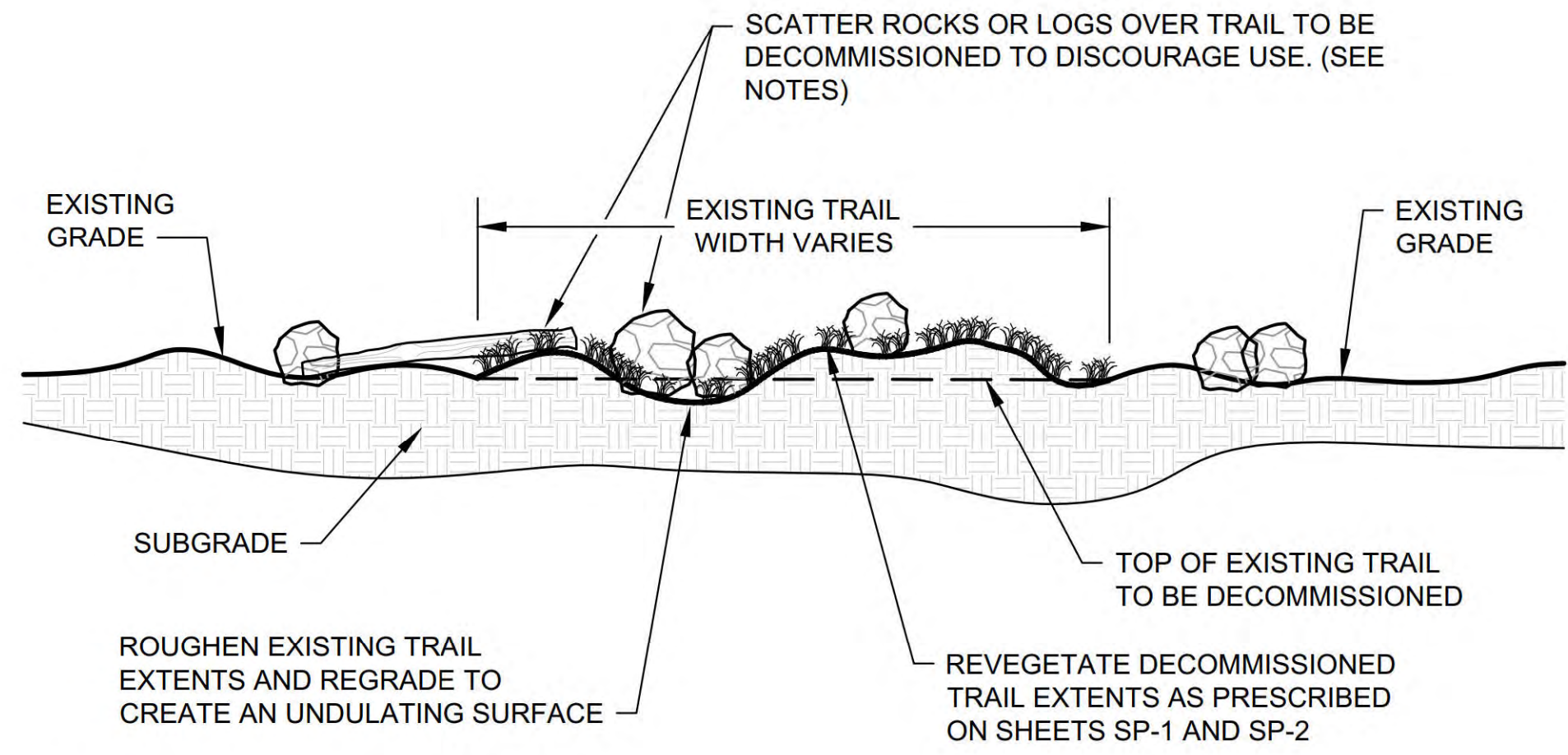
D TABLE TOP

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

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

TRAIL DECOMMISSIONING PLAN

A AS NOTED

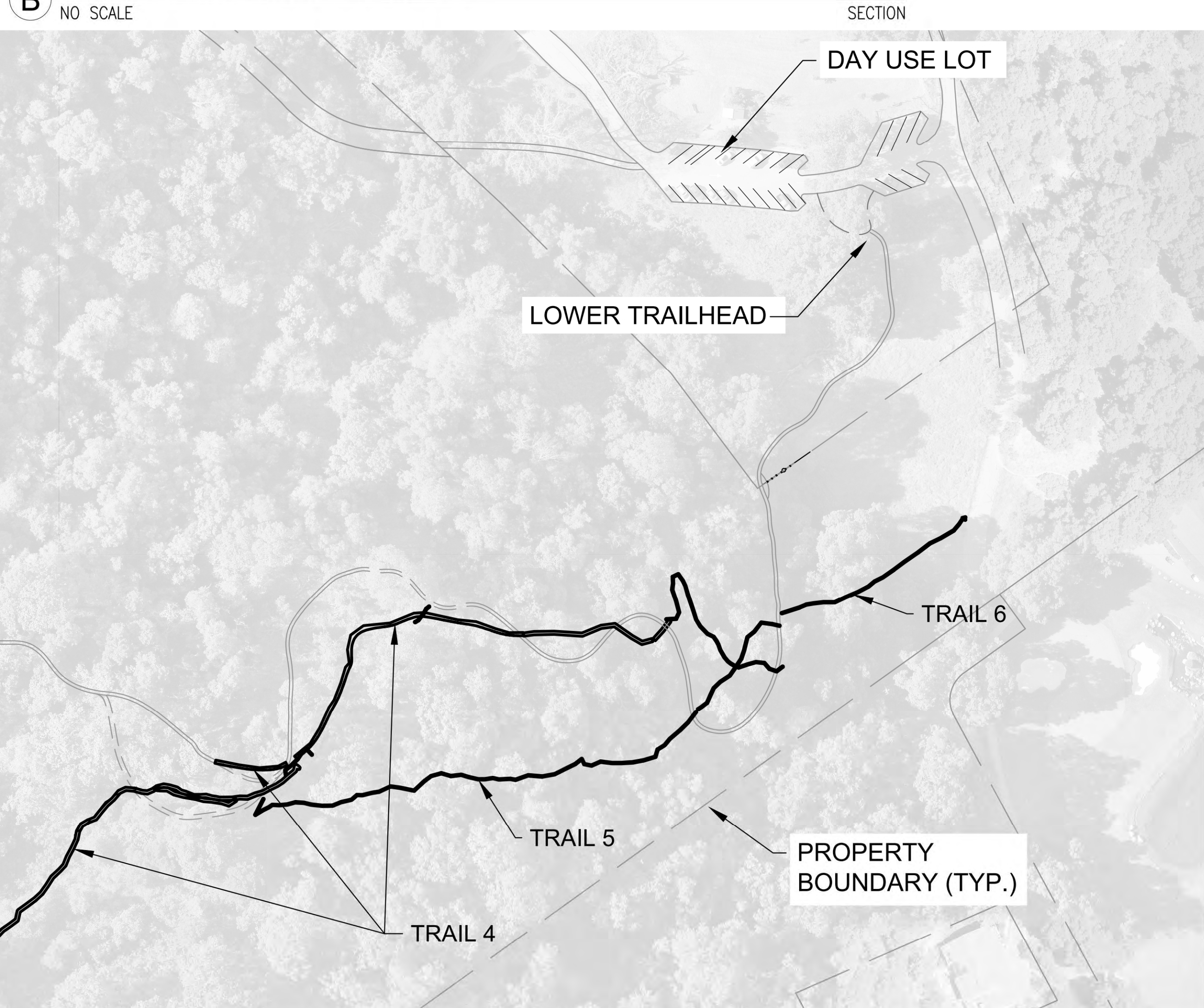


NOTES:

- CONDUCT SOIL REHABILITATION ACCORDING TO THE SPECIAL PROVISIONS ON SHEET SP-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.
- 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.

B TRAIL DECOMMISSIONING

NO SCALE

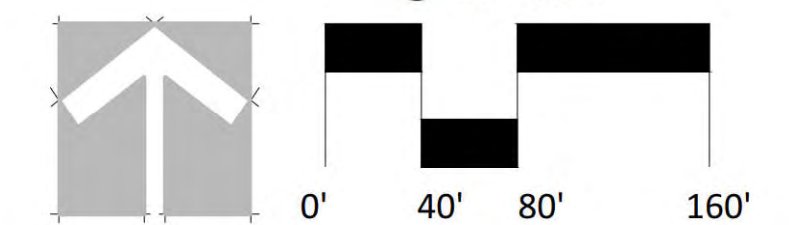


TRAIL DECOMMISSIONING NOTES

- 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.
- TRAILS GENERALLY VARY FROM 18-INCHES TO 3-FEET WIDE, WITH SOME LOCATIONS OF WIDER WIDTH/DISTURBANCE.
- 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.
- THE REFILLING OF HOLES RESULTING FROM THE DECOMMISSIONING OPERATIONS WILL BE CONSIDERED A SUBSIDIARY OBLIGATION OF THE CONTRACTOR.
- INSTALL FENCE BARRIERS AT ALL INTERSECTIONS OF DECOMMISSIONED TRAILS WITH NEW TRAIL AND EXISTING TRAIL TO REMAIN PER DETAIL B, SHEET TI-4.
- 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.
- BEFORE THE START OF DECOMMISSIONING OPERATIONS, THE CONTRACTOR SHALL STAKE OR OTHERWISE FIELD IDENTIFY/MARK TRAIL AREAS TO BE DECOMMISSIONED FOR APPROVAL.
- AT NO TIME SHALL ANY EXISTING UTILITIES OR OTHER INFRASTRUCTURE BE REMOVED, DEMOLISHED, OR OTHERWISE DAMAGED DURING CONSTRUCTION.

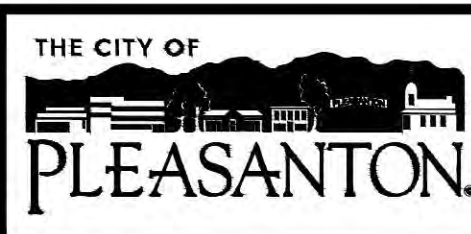
DECOMMISSIONED TRAIL SEGMENT	AREA (SF)
1	2804
2	825
3	306
4	4309
5	857
6	291
TOTAL (SF)	9,392
TOTAL (AC)	0.22

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



DUDEK
853 Lincoln Way, Suite 208
Auburn, CA 95603
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REV.	DATE	DESCRIPTION



CITY OF PLEASANTON
Department of Engineering

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NO. 53367
EXP. 6/30/23

AUGUSTIN BERNAL MOUNTAIN BIKE TRAIL
TRAIL DECOMMISSIONING

DESIGN:	EA	SCALE:	AS NOTED	DWG NO.	DC-1 13 OF 13
DRAWN:	EA/JZ	PROJECT NO.:	20771		
CHECKED:	JM	DATE:	MARCH 14, 2022		
TRAFFIC ENGINEER:	N/A				