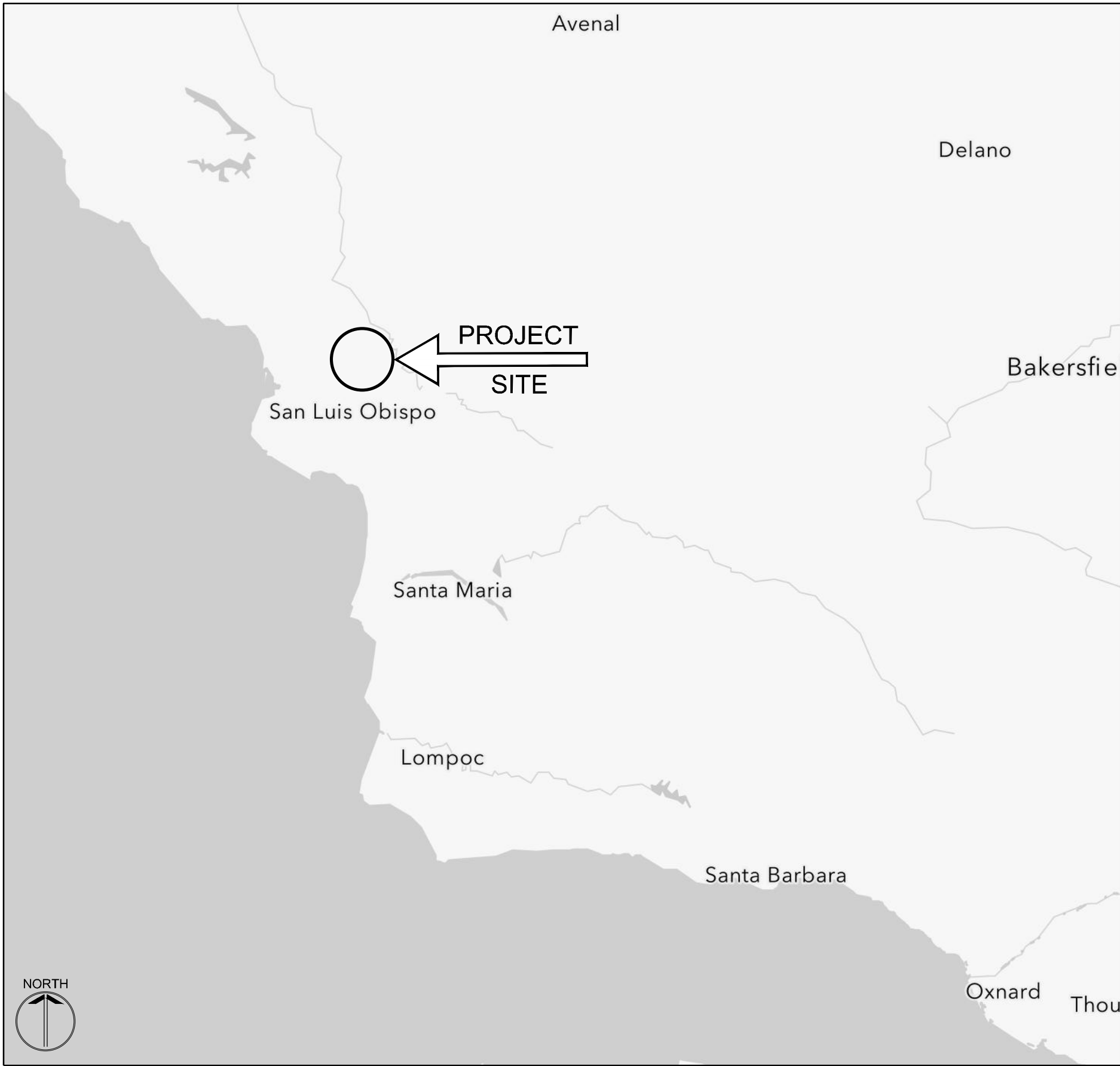
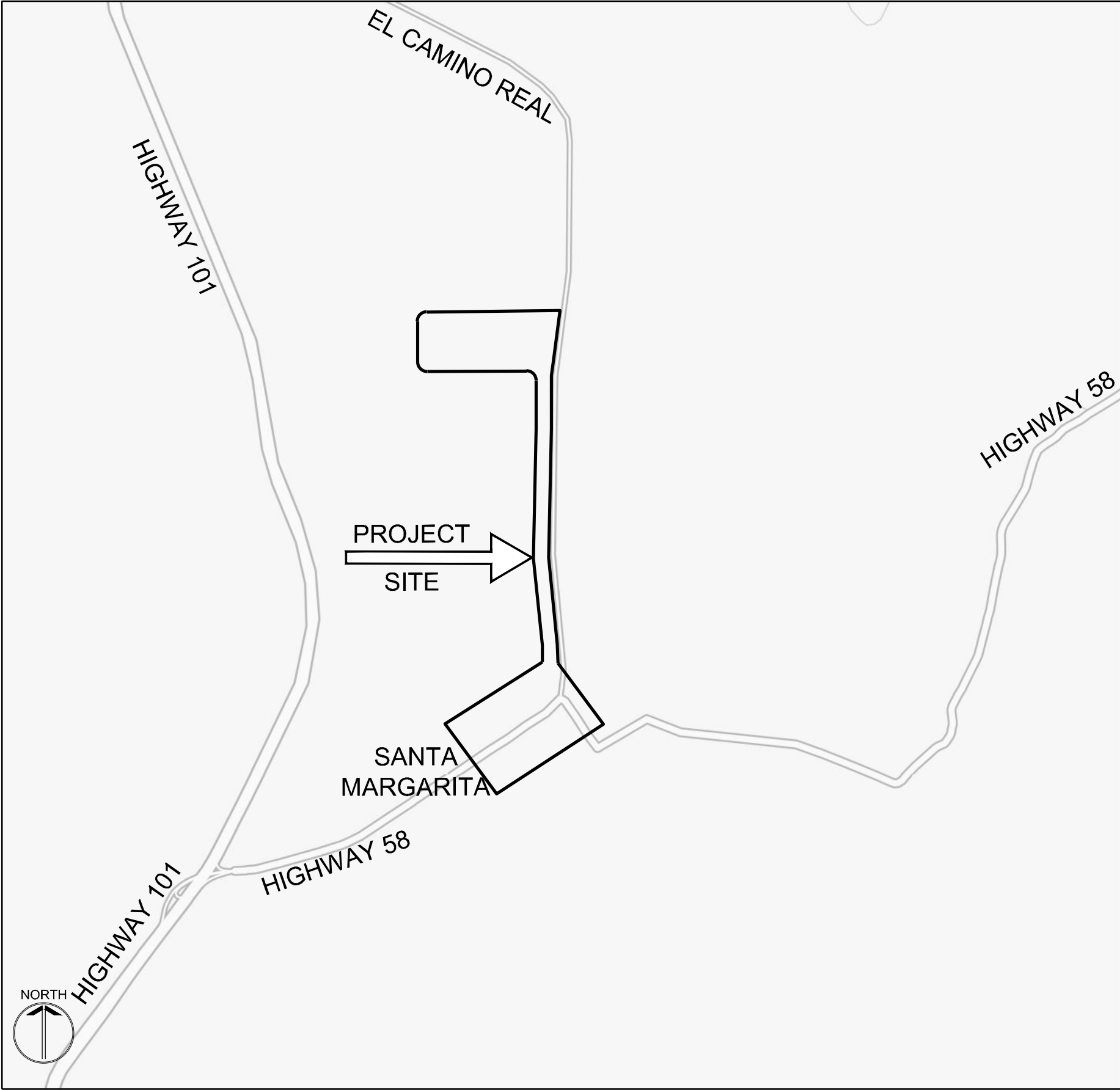


YERBA BUENA CREEK TRAIL

SANTA MARGARITA, SAN LUIS OBISPO COUNTY, CALIFORNIA



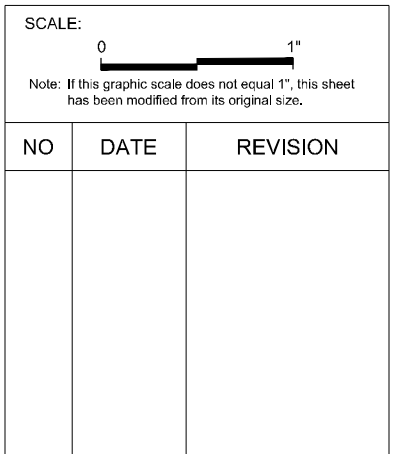
REGIONAL MAP
SCALE: NTS



VICINITY MAP
SCALE: NTS

ABBREVIATIONS

AB	AGGREGATE BASE	HDPE	HIGH-DENSITY POLYETHYLENE	SAP	SEE ARCHITECTURAL PLANS
ABD	ABANDONED	HP	HIGH POINT/ HINGE POINT	SCO	SOFTSCAPE CLEANOUT
AC	ASPHALT CONCRETE	HT	HEIGHT	SD	STORM DRAIN
AD	AREA DRAIN	HV	HIGH VOLTAGE	SDE	SHERWOOD DESIGN ENGINEERS
ADA	AMERICANS WITH DISABILITIES ACT	INV	INVERT OF PIPE OR CHANNEL	SDMH	STORM DRAIN MANHOLE
BS	BOTTOM OF STEP	IRR	IRRIGATION	SEP	SEE ELECTRICAL PLANS
BW	BOTTOM OF WALL / BACK OF WALK	JB	JUNCTION BOX	SF	SQUARE FEET
C&G	CURB AND GUTTER	JP	JOINT POLE	SLP	SEE LANDSCAPE PLANS
CB	CATCH BASIN	LA	LANDSCAPE ARCHITECT	SMP	SEE MECHANICAL PLANS
CF	CUBIC FEET	LF	LINEAR FEET	SPD	SEE PLUMBING DRAWINGS
CL	CENTERLINE	LP	LIGHT POLE / LOW POINT	SPRK	FW SPRINKLER LINE
CO	CLEAN OUT	LT	LEFT	SQ	SQUARE
CONC	CONCRETE	MAX	MAXIMUM	SS	SANITARY SEWER
CS	CRAWL SPACE	MH	MAINTENANCE HOLE	SSCO	SANITARY SEWER CLEAN OUT
DEMO	DEMOLISH	MIN	MINIMUM	SSMH	SANITARY SEWER MANHOLE
DI	DRAINAGE INLET	N	NORTH	SSP	SEE STRUCTURAL PLANS
DS	DOWN SPOUT	NFC	NOT FOR CONSTRUCTION	STD	STANDARD
DW	DOMESTIC WATER	NIC	NOT IN CONTRACT	STM	STEAM
E	EAST	NTS	NOT TO SCALE	SW	SIDEWALK
(E)	EXISTING	OC	ON CENTER	TB	TOP OF BANK
EB	ELECTRICAL BOX	(P)	PROPOSED	TBD	TO BE DETERMINED
EC	END CURVE	PA	PLANTED AREA	TBM	TEMPORARY BENCHMARK
EL, ELEV	ELEVATION	PED	PEDESTRIAN	TBR	TO BE REMOVED
ELEC	ELECTRIC	PG&E	PACIFIC GAS AND ELECTRIC	TC	TOP OF CURB
EP	EDGE OF PAVEMENT	PIV	POST INDICATOR VALVE	TD	TRENCH DRAIN
EVA	EMERGENCY VEHICLE ACCESS	PL	PROPERTY LINE	TEL	TELEPHONE
FC	FACE OF CURB	POC	POINT OF CONNECTION	TEMP	TEMPORARY
FFE	FINISHED FLOOR ELEVATION	PRW	PRESSURIZED RAINWATER	TG	TOP OF GRATE
FG	FINISH GRADE	PSI	POUNDS PER SQUARE INCH	TS	TOP OF STEP
FH	FIRE HYDRANT	PUE	PUBLIC UTILITY EASEMENT	TW	TOP OF WALL
FL	FLOWLINE	PVMT	PAVEMENT	TYP	TYPICAL
FS	FINISH SURFACE	R, RAD	RADIUS	UG	UNDERGROUND
FT	FEET	RC	RELATIVE COMPACTION	UON	UNLESS OTHERWISE NOTED
FW	FIRE WATER	RCP	REINFORCED CONCRETE PIPE	VERT	VERTICAL
G	GAS	REQ'D	REQUIRED	VIF	VERIFY IN FIELD
GB	GRADE BREAK	RET	RETAINING	W	WATER
GM	GAS METER	RIM	TOP OF STRUCTURE GRATE/ COVER	WALK	WALKWAY/SIDEWALK
GV	GATE VALVE	RW	RAINWATER	WM	WATER METER
GW	GRAY WATER	RWL	RAINWATER LEADER	WS	WATER SURFACE
HB	HOSE BIB	S	SLOPE		



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PROJECT NO.	21-269
DATE	10/6/2022
DRAWN	CHM/RPA
DESIGNED	CH
CHECKED	RC/AG

CIVIL SCOPE OF WORK

THE CIVIL SCOPE OF WORK INCLUDES A MULTI-USE TRAIL CONNECTING THE COMMUNITIES OF GARDEN FARMS AND SANTA MARGARITA. THE PROPOSED SITE IMPROVEMENTS INCLUDE A STAGING AREA, THREE CROSSING CREEKS, MULTI-USE TRAIL, HORSE TRAIL AND PEDESTRIAN PATHS AND SIDEWALKS.

APPLICABLE CODES AND STANDARDS

THE DESIGN SHOWN IN THESE DRAWINGS WAS BASED UPON THE FOLLOWING STANDARDS. IF THE COUNTY STANDARDS DO NOT ADDRESS A DESIGN STANDARD, THE APPROPRIATE STATE STANDARD (CALTRANS) GOVERNS.

- COUNTY OF SAN LUIS OBISPO PUBLIC IMPROVEMENT STANDARDS, AUGUST 2022
- COUNTY OF SAN LUIS OBISPO PARKS AND RECREATION ELEMENT OF THE SAN LUIS OBISPO COUNTY GENERAL PLAN, DECEMBER 19, 2006
- CALTRANS HIGHWAY DESIGN MANUAL, SEVENTH EDITION, JULY 2020
- CALIFORNIA BUILDING STANDARDS CODE, 2022

UNAUTHORIZED CHANGE AND USE

- SHERWOOD DESIGN ENGINEERS, LTD. SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, OR PROCEDURES UTILIZED BY THE CONTRACTOR, FOR THE SAFETY OF THE PUBLIC OR CONTRACTOR'S EMPLOYEES, OR FOR THE FAILURE OF THE CONTRACTOR TO CARRY OUR THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
- THE CIVIL DESIGN ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS. ANY MODIFICATIONS TO THIS DOCUMENT, WITHOUT THE WRITTEN PERMISSION OF SHERWOOD DESIGN ENGINEERS, LTD., SHALL RENDER THE PLANS INVALID AND UNUSABLE.
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TECHNICAL REFERENCES

- TOPOGRAPHIC SURVEY MAP, MBS LAND SURVEYS, FEBRUARY 16, 2022

PROJECT CONTACTS

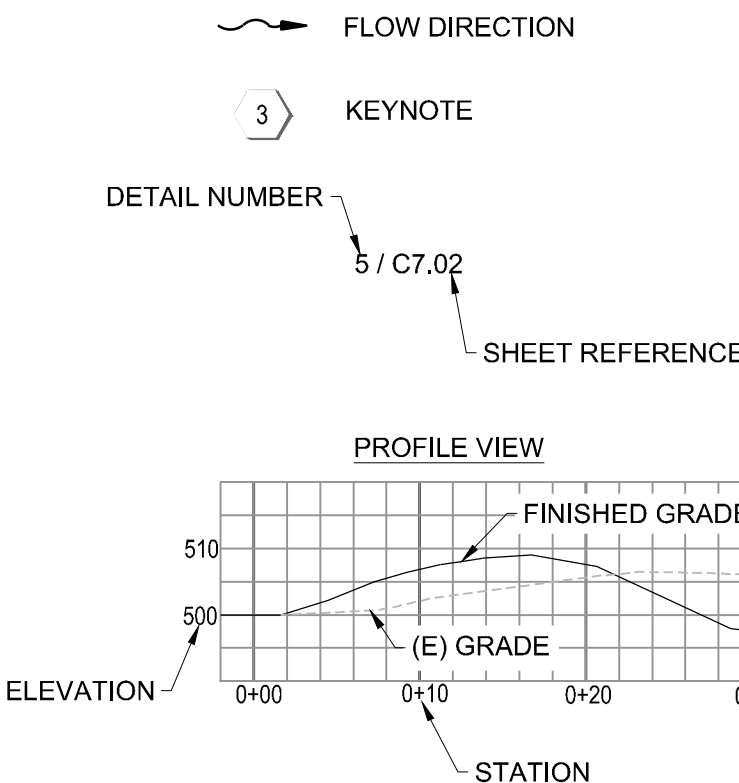
CLIENT
COUNTY OF SAN LUIS OBISPO
PARKS AND RECREATION DEPARTMENT
1144 MONTEREY STREET,
SAN LUIS OBISPO, CA 93408
CONTACT: ELIZABETH KAVANAUGH
PLANNER

ELECTRICAL ENGINEER
AURUM CONSULTING ENGINEERS
404 W FRANKLIN STREET #100
MONTEREY, CA 93940
PHONE: 831-646-3330
FAX: 831-646-3336
CONTACT: NAJIB ANWARY
PROJECT MANAGER

CIVIL ENGINEER
SHERWOOD DESIGN ENGINEERS
1525 SEABRIGHT AVENUE
SANTA CRUZ, CA 95062
PHONE: 831-426-9054
FAX: 831-426-4932
CONTACT: ANDY GREENBERG
PROJECT MANAGER

GEOTECHNICAL ENGINEER
YEH & ASSOCIATES, INC.
391 FRONT STREET, SUITE D
GROVER BEACH, CA 93433
PHONE: 805-481-9590
CONTACT: JUDD KING
PROJECT MANAGER

DRAWING NOTATION



SHEET TABLE

C0.00	COVER SHEET
C0.01	CIVIL INFORMATION SHEET
C1.00	SITE IMPROVEMENT PLANS SHEET KEY
C1.01	SITE IMPROVEMENT PLAN SHEET 1
C1.02	SITE IMPROVEMENT PLAN SHEET 2
C1.03	SITE IMPROVEMENT PLAN SHEET 3
C1.04	SITE IMPROVEMENT PLAN SHEET 4
C1.05	SITE IMPROVEMENT PLAN SHEET 5
C1.06	SITE IMPROVEMENT PLAN SHEET 6
C1.07	SITE IMPROVEMENT PLAN SHEET 7
C1.08	SITE IMPROVEMENT PLAN SHEET 8
C1.09	SITE IMPROVEMENT PLAN SHEET 9
C1.10	SITE IMPROVEMENT PLAN SHEET 10
C1.11	SITE IMPROVEMENT PLAN SHEET 11
C1.12	SITE IMPROVEMENT PLAN SHEET 12
C2.00	TYPICAL SECTIONS 1
C2.01	TYPICAL SECTIONS 2
C2.02	SITE SECTIONS
C3.00	TRAIL PROFILES AT WATER CROSSINGS
C4.01	CIVIL DETAILS 1
C4.02	CIVIL DETAILS 2
C4.03	CIVIL DETAILS 3
C4.04	CIVIL DETAILS 4

EXISTING CIVIL LEGEND

(E) HORIZONTAL/ VERTICAL CONTROL	(E) TREE	(E) BUILDING
(E) FLAG POLE	(E) TREE LINE	(E) ORNAMENTAL
(E) LIGHT POLE	(E) BRUSH LINE	(E) RED WILLOW
(E) POST	(E) PROPERTY BOUNDARY	(E) RIVERINE
(E) POWER POLE ANCHOR	(E) CONTOURS	(E) SEASONAL WETLAND
(E) POWER POLE	(E) EASEMENT	(E) VALLEY OAK RIPARIAN FOREST
(E) TRAFFIC SIGNAL	(E) ROW	(E) VALLEY OAK WOODLAND
(E) STREET LIGHTS	(E) BOUNDARY CL	
(E) LARGE SIGNS	(E) ETW	
(E) SMALL SIGN	(E) EOP	
(E) MAILBOX	(E) CONCRETE	
(E) CALL BOX	(E) FLOWLINE	
(E) CATCH BASIN	(E) TRAIL	
(E) LEFT TURN ARROW	(E) BACK OF CURB	
(E) RIGHT TURN ARROW	(E) FACE OF CURB	
(E) MISC VALVE COVER	(E) GUTTER	
(E) WATER VALVE	(E) FENCE	
(E) WATER METER	(E) ROAD	
(E) HANDICAP PARKING	(E) DIRT ROAD	
(E) FIRE HYDRANT	(E) DRIVEWAY	
(E) MANHOLE	(E) SIDEWALK	
(E) UTILITY BOX	(E) BRIDGE	
(E) TRANSMISSION TOWER	(E) ROAD MARKINGS	
(E) RAIL ROAD SIGNAL	(E) RETAINING WALL	
(E) PALM		

COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
PRELIMINARY 30% DESIGNS

COVER SHEET

COUNTY GENERAL NOTES

- NO CONSTRUCTION SHALL BE STARTED WITHOUT PLANS APPROVED BY THE DEPARTMENT OF PUBLIC WORKS (DEPARTMENT). THE DEPARTMENT SHALL BE NOTIFIED AT LEAST 24-HOURS PRIOR TO STARTING OF CONSTRUCTION AND OF THE TIME AND LOCATION OF THE PRECONSTRUCTION CONFERENCE. ANY CONSTRUCTION PERFORMED WITHOUT APPROVED PLANS OR PRIOR NOTIFICATION TO THE DEPARTMENT MAY BE REJECTED AND WILL BE AT THE CONTRACTOR'S AND/OR OWNER'S RISK.
- FOR ANY CONSTRUCTION PERFORMED THAT IS NOT IN COMPLIANCE WITH PLANS OR PERMITS APPROVED FOR THE PROJECT, THE DEPARTMENT MAY REVOKE ALL ACTIVE PERMITS AND RECOMMEND THAT COUNTY CODE ENFORCEMENT PROVIDE A WRITTEN NOTICE OR STOP WORK ORDER IN ACCORDANCE WITH SECTION 22.52.190 [OR 23.10] OF THE LAND USE ORDINANCE.
- ALL CONSTRUCTION WORK AND INSTALLATIONS SHALL CONFORM TO THE MOST CURRENT COUNTY'S PUBLIC IMPROVEMENT STANDARDS, AND ALL WORK SHALL BE SUBJECT TO THE APPROVAL OF THE DEPARTMENT.
- THE PROJECT OWNER AND CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND/OR MAINTAINING ALL WEATHER ACCESS AT ALL TIMES TO EXISTING PROPERTIES LOCATED IN THE VICINITY OF WORK. ADDITIONALLY, THEY SHALL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING SERVICES INCLUDING UTILITY, GARBAGE COLLECTION, MAIL DISTRIBUTION, ETC., TO ALL EXISTING PROPERTIES LOCATED IN THE VICINITY OF WORK.
- AN ENGINEER OF WORK AGREEMENT AND AN ENGINEER CHECKING AND INSPECTION AGREEMENT ARE REQUIRED PRIOR TO THE START OF CONSTRUCTION. THE DEPARTMENT SHALL BE NOTIFIED IN WRITING OF ANY CHANGES TO THE ENGINEER OF WORK AGREEMENT. CONSTRUCTION SHALL NOT PROCEED WITHOUT AN ENGINEER OF WORK.
- A REGISTERED CIVIL ENGINEER SHALL CERTIFY THAT THE IMPROVEMENTS, WHEN COMPLETED, ARE IN ACCORDANCE WITH THE PLANS PRIOR TO THE REQUEST TO THE DEPARTMENT FOR A FINAL INSPECTION. RECORD DRAWINGS SHALL BE PREPARED AFTER CONSTRUCTION IS COMPLETED. THE CIVIL ENGINEER CERTIFYING THE IMPROVEMENTS AND PREPARING AS-BUILT PLANS SHOULD BE PRESENT WHEN THE FINAL INSPECTION IS MADE BY THE DEPARTMENT.
- ON-SITE HAZARDS TO PUBLIC SAFETY SHALL BE SHIELDED BY CONSTRUCTION FENCING. FENCING SHALL BE MAINTAINED BY THE DEVELOPER AND CONTRACTOR UNTIL SUCH TIME THAT THE PROJECT IS COMPLETED AND OCCUPIED. POTENTIAL HAZARDS HAVE BEEN MITIGATED, OR ALTERNATIVE PROTECTIVE MEASURES HAVE BEEN INSTALLED.
- SOILS TESTS SHALL BE DONE IN ACCORDANCE WITH THE COUNTY'S PUBLIC IMPROVEMENT STANDARDS. ALL TESTS MUST BE MADE WITHIN 15-DAYS PRIOR TO THE PLACING MATERIAL. THE TEST RESULTS SHALL CLEARLY INDICATE THE LOCATION AND SOURCE OF THE MATERIAL.
- ROADWAY COMPACTION TESTS SHALL BE MADE ON SUBGRADE MATERIAL, AGGREGATE BASE MATERIAL, AND MATERIAL AS SPECIFIED BY THE SOILS ENGINEER. SAID TESTS SHALL BE MADE PRIOR TO THE PLACEMENT OF THE NEXT MATERIAL LIFT.
- SUBGRADE MATERIAL SHALL BE COMPACTED TO A RELATIVE COMPACTION OF 95-PERCENT IN THE ZONE BETWEEN FINISHED SUBGRADE ELEVATION AND A MINIMUM OF 1-FOOT BELOW. ALL MATERIAL IN FILL SECTIONS BELOW THE ZONE MENTIONED ABOVE SHALL BE COMPACTED TO 90-PERCENT RELATIVE COMPACTION.
- A REGISTERED CIVIL ENGINEER SHALL CERTIFY THAT THE IMPROVEMENTS, WHEN COMPLETED, ARE IN ACCORDANCE WITH THE PLANS PRIOR TO THE REQUEST TO THE DEPARTMENT FOR A FINAL INSPECTION. RECORD DRAWINGS SHALL BE PREPARED AFTER CONSTRUCTION IS COMPLETED. THE CIVIL ENGINEER CERTIFYING THE IMPROVEMENTS AND PREPARING AS-BUILT PLANS SHOULD BE PRESENT WHEN THE FINAL INSPECTION IS MADE BY THE DEPARTMENT.
- AN ENGINEER OF WORK AGREEMENT AND AN ENGINEER CHECKING AND INSPECTION AGREEMENT ARE REQUIRED PRIOR TO THE START OF CONSTRUCTION. THE DEPARTMENT SHALL BE NOTIFIED IN WRITING OF ANY CHANGES TO THE ENGINEER OF WORK AGREEMENT. CONSTRUCTION SHALL NOT PROCEED WITHOUT AN ENGINEER OF WORK.
- ALL RELEVANT UTILITY COMPANIES SHALL BE NOTIFIED PRIOR TO THE START OF CONSTRUCTION.
- AN ENCROACHMENT PERMIT ISSUED BY THE DEPARTMENT IS REQUIRED FOR ALL WORK DONE WITHIN THE COUNTY RIGHT-OF-WAY. THE ENCROACHMENT PERMIT MAY ESTABLISH ADDITIONAL CONSTRUCTION, UTILITY, AND TRAFFIC CONTROL REQUIREMENTS.
- THE ENCROACHMENT INSPECTOR, ACTING ON BEHALF OF THE DEPARTMENT, MAY REQUIRE REVISIONS IN THE PLANS TO SOLVE UNFORESEEN PROBLEMS THAT MAY ARISE IN THE FIELD. ALL REVISIONS SHALL BE SUBJECT TO THE APPROVAL OF THE DEVELOPER'S ENGINEER OF WORK.
- THE STRUCTURAL SECTION SHALL BE BASED ON SOILS TESTS TAKEN AT THE TIME OF CONSTRUCTION AND USING A TRAFFIC INDEX OF FOR (ROAD NAME). THE STRUCTURAL SECTION SHALL BE APPROVED BY THE DEPARTMENT PRIOR TO ROAD CONSTRUCTION.
- HYDRO-SEEDING OR OTHER PERMANENT EROSION CONTROL SHALL BE PLACED AND ESTABLISHED WITH 90-PERCENT COVERAGE ON ALL DISTURBED SURFACES (OTHER THAN PAVED OR GRAVEL SURFACES) PRIOR TO THE FINAL INSPECTION.
- FOR ANY PUBLIC IMPROVEMENTS TO BE MAINTAINED BY THE COUNTY, IF ENVIRONMENTAL PERMITS FROM THE U.S. ARMY CORPS OF ENGINEERS, THE CENTRAL COAST REGIONAL WATER QUALITY CONTROL BOARD/STATE WATER RESOURCES CONTROL BOARD, OR THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE ARE REQUIRED, THE DEVELOPER SHALL:
 - SUBMIT A COPY OF ALL SUCH COMPLETED PERMITS TO THE DEPARTMENT, OR
 - DOCUMENT THAT THE REGULATORY AGENCIES DETERMINED THAT SAID PERMIT IS NOT REQUIRED, PRIOR TO ACCEPTANCE OF THE COMPLETED IMPROVEMENTS FOR COUNTY MAINTENANCE AND RELEASE OF IMPROVEMENT SECURITY. ANY MITIGATION MONITORING REQUIRED BY SAID PERMITS WILL REMAIN THE RESPONSIBILITY OF THE DEVELOPER.
- WHEN THE PROJECT SITE EARTHWORK IS NOT INTENDED TO BALANCE, A SEPARATE GRADING PERMIT FOR THE SENDING OR RECEIVING PROPERTY MAY BE REQUIRED. A COPY OF THE PERMITS OR EVIDENCE THAT NO PERMITS ARE REQUIRED SHALL BE SUBMITTED TO THE DEPARTMENT PRIOR TO COMMENCING PROJECT EARTHWORK.

COUNTY EROSION AND SEDIMENTATION CONTROL NOTES

- SEDIMENT AND EROSION CONTROL BEST MANAGEMENT PRACTICES (BMP) SHALL BE IMPLEMENTED ON ALL PROJECTS AT ALL TIMES AND SHALL INCLUDE: POLLUTANT SOURCE CONTROL, PROTECTION OF STOCKPILES, PROTECTION OF SLOPES, PROTECTION OF ALL DISTURBED AREAS, PROTECTION OF SITE ACCESS POINTS, AND PERIMETER CONTAINMENT MEASURES.
- APPROPRIATE BMP SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF GRADING AND SITE DISTURBANCE ACTIVITIES. THE INTENT OF THE BMP SHALL BE TO PREVENT DISTURBED SEDIMENT FROM ENTERING DRAINAGE CONVEYANCES, GENERATING FUGITIVE DUST, OR MIGRATING ONTO ADJACENT PROPERTIES OR THE PUBLIC RIGHT-OF-WAY.
- SITE INSPECTIONS AND APPROPRIATE MAINTENANCE OF ALL BMP AND EROSION CONTROL MEASURES SHALL BE CONDUCTED AND DOCUMENTED THROUGHOUT CONSTRUCTION AND ESPECIALLY PRIOR TO, DURING, AND AFTER RAIN EVENTS.
- THE DEVELOPER SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL BMP AS SPECIFIED BY THE APPROVED EROSION AND SEDIMENT CONTROL PLAN UNTIL SUCH TIME THAT THE PROJECT IS ACCEPTED AS COMPLETE BY THE COUNTY OR UNTIL THE CALIFORNIA CONSTRUCTION GENERAL PERMIT FOR STORMWATER DISCHARGE NOTICE OF TERMINATION IS APPROVED BY THE STATE WATER RESOURCES CONTROL BOARD.
- EROSION CONTROL BMP MAY BE RELOCATED, MODIFIED, OR ADDED DEPENDING ON FIELD CONDITIONS ENCOUNTERED DURING CONSTRUCTION. ADDITIONAL BMP SHALL BE INSTALLED AT THE DISCRETION OF THE SITE SUPERINTENDENT, ENGINEER OF WORK, COUNTY INSPECTOR, QUALIFIED SWPPP PRACTITIONER (QSP), OR STATE WATER RESOURCES CONTROL BOARD. GUIDELINES FOR INSTALLING APPROPRIATE EROSION CONTROL DEVICES SHALL BE INCLUDED IN THE PLANS WITH ADDITIONAL MEASURES/DEVICES NOTED.
- SEDIMENT AND EROSION CONTROL BMP SHALL BE AVAILABLE, INSTALLED, AND/OR APPLIED PRIOR TO COMMENCEMENT OF CONSTRUCTION, INSTALLED APPROPRIATELY AS CONSTRUCTION PROGRESSES, AND MAINTAINED IN OPERABLE CONDITION UNTIL FINAL STABILIZATION OF THE SITE IS ACHIEVED. SEDIMENT AND EROSION CONTROL BMP ARE REQUIRED YEAR-ROUND.
- WET WEATHER PREPARATION: THE CONTRACTOR, DEVELOPER, AND ENGINEER OF WORK SHALL BE RESPONSIBLE TO REVIEW THE CONDITION OF THE PROJECT SITE PRIOR TO OCTOBER 15 (RAINY SEASON) AND TO COORDINATE AN ENHANCED BMP IMPLEMENTATION PLAN FOR WET WEATHER CONDITIONS. A LOCALLY BASED STANDBY CREW FOR EMERGENCY WORK SHALL BE AVAILABLE AT ALL TIMES DURING THE RAINY SEASON (OCTOBER 15 THROUGH APRIL 15). NECESSARY MATERIALS SHALL BE AVAILABLE AND STOCK PILED AT CONVENIENT LOCATIONS TO FACILITATE RAPID MAINTENANCE OR REPAIR OF THE BMP THROUGHOUT THE RAINY SEASON.
- IN THE EVENT OF A FAILURE, THE DEVELOPER AND/OR HIS REPRESENTATIVE SHALL BE RESPONSIBLE FOR CLEANUP AND ALL ASSOCIATED COSTS OR DAMAGE. IN THE EVENT THAT DAMAGE OCCURS WITHIN THE RIGHT OF-WAY AND THE COUNTY IS REQUIRED TO PERFORM CLEANUP, THE OWNER SHALL BE RESPONSIBLE FOR COUNTY REIMBURSEMENT OF ALL ASSOCIATED COSTS OR DAMAGE.
- IN THE EVENT OF REPEATED FAILURE AND/OR LACK OF PERFORMANCE BY THE DEVELOPER AND/OR CONTRACTOR TO CORRECT SEDIMENT AND EROSION CONTROL RELATED PROBLEMS, THE DEPARTMENT MAY REVOKE ALL ACTIVE PERMITS. THE COUNTY MAY ISSUE A WRITTEN NOTICE OR STOP WORK ORDER IN ACCORDANCE WITH SECTION 22.52.190 OR 23.10 OF THE LAND USE ORDINANCE. DAILY PENALTIES MAY BE ASSESSED BY COUNTY CODE ENFORCEMENT FOR FAILURE TO COMPLY.
- FINAL STABILIZATION OF THE SITE SHALL BE ESTABLISHED ON ALL DISTURBED SURFACES PRIOR TO FINAL ACCEPTANCE. WHERE VEGETATION IS USED FOR FINAL STABILIZATION, VEGETATION MUST BE MIXED AND APPLIED IN ACCORDANCE WITH THE BELOW TABLE AND SPECIFICATIONS. TEMPORARY EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION IS ACHIEVED.

HYDROSEED MIX FOR STABILIZATION		
SPECIES	POUNDS PER ACRE	
CALIFORNIA BROME (BROMUS CARINATUS 'CUCAMONGA')	12	LBS/AC
SMALL FESCUE (FESTUCA MICROSTACHYS)	5	LBS/AC
TOMCART CLOVER (TRIFOLIUM WILLDENOVII)	2	LBS/AC
CALIFORNIA POPPY (ESCHSCHOLZIA CALIFORNICA)	1.5	LBS/AC
SKY LUPINE (LUPINUS NANUS)	2	LBS/AC
GOLDFIELDS (LASTHENIA CALIFORNICA)	0.5	LB/AC

- THE COUNTY AIR POLLUTION CONTROL DISTRICT (APCD) MAY HAVE ADDITIONAL PROJECT SPECIFIC EROSION CONTROL REQUIREMENTS. THE CONTRACTOR, DEVELOPER, AND ENGINEER OF WORK SHALL BE RESPONSIBLE FOR MAINTAINING SELF-REGULATION OF THESE REQUIREMENTS.
- IF CONSTRUCTION GENERAL PERMIT FOR STORMWATER DISCHARGE ENROLLMENT IS NECESSARY, THE DEVELOPER (OR LEGALLY RESPONSIBLE AGENT) SHALL SUBMIT THE REQUIRED PERMIT REGISTRATION DOCUMENTS TO THE STATE WATER RESOURCES CONTROL BOARD AND PROVIDE PROOF OF ENROLLMENT TO THE COUNTY PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES. THE PROJECT WASTE DISCHARGE IDENTIFICATION NUMBER (WDID#) IS: [INSERT NUMBER]

DEMOLITION NOTES

- SEDIMENT AND EROSION CONTROL MEASURES, AS SPECIFIED IN THE PROJECT SWPPP AND THE EROSION CONTROL PLAN AND DETAILS, SHALL BE INSTALLED PRIOR TO START OF DEMOLITION.
- THE CONTRACTOR SHALL PHOTO DOCUMENT EXISTING CONDITIONS OF ADJACENT BUILDINGS AND STRUCTURES PRIOR TO COMMENCEMENT OF WORK.
- ALL AREAS TO BE IMPROVED SHALL BE STRIPPED OF CONCRETE, LOOSE SURFACE SOIL, VEGETATION, ASPHALT, UTILITY CONDUIT, FOUNDATIONS AND BASE LAYERS, UNLESS OTHERWISE INDICATED. ANY RESULTING EXCAVATIONS THAT EXTEND BELOW FINISHED SUBGRADE SHALL BE BACKFILLED PER THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.
- ALL EXCAVATED AND DEMOLISHED MATERIALS NOT SPECIFIED TO BE REUSED SHALL BE IMMEDIATELY DISPOSED OF ACCORDING TO LOCAL REGULATIONS AND REQUIREMENTS AND NOT ALLOWED TO STOCKPILE ON SITE.
- ALL PAVEMENT, FLATWORK AND STRUCTURES TO BE PARTIALLY REMOVED SHALL BE NEATLY SAWCUT IN ACCORDANCE WITH COUNTY STANDARDS AND SPECIFICATIONS. SAWCUT EDGES SHALL BE PROTECTED TO ASSURE A NEAT LINE OF CONFORMANCE WITH THE ADJACENT SURFACE. ANY DAMAGED EDGE SHALL BE SAWCUT BACK TO WHERE A CLEAN COMPETENT EDGE CAN BE ACHIEVED, AT THE EXPENSE OF THE CONTRACTOR.
- PIPES AND CONDUITS TO BE REMOVED SHALL BE REMOVED BACK TO THE NEAREST MANHOLE, JUNCTION BOX, PULL BOX OR OTHER RELEVANT STRUCTURE. THE CONDUIT SHALL BE FULLY REMOVED WHERE IT CAN BE DONE WITHOUT DAMAGE TO THE EXISTING STRUCTURE TO REMAIN AND THE STRUCTURE REPAIRED TO A NEAT, SMOOTH SURFACE. OTHERWISE, THE CONDUIT SHALL BE CUT, PLUGGED AND CAPPED IN ACCORDANCE WITH THE UTILITY OWNER'S STANDARDS.

GEOTECHNICAL REPORT

- THE CONTRACTOR SHALL FAMILIARIZE HIMSELF OR HERSELF WITH THE GEOTECHNICAL REPORT, ENTITLED [INSERT REPORT NAME AND DATE] PREPARED BY YEH AND ASSOCIATES, INC. AND KEEP A COPY OF THIS REPORT ON SITE. THE GEOTECHNICAL REPORT IS AN INTEGRAL PART OF THE CONTRACT DOCUMENTS AND ALL EARTHWORK SHALL BE PERFORMED IN ACCORDANCE WITH THE RECOMMENDATIONS CONTAINED THEREIN.

COUNTY TRAFFIC CONTROL NOTES

- THE ENCROACHMENT PERMIT APPLICANT SHALL BE RESPONSIBLE TO ASSURE THAT THE APPROPRIATE EXISTING TRAFFIC CONTROLS REMAIN IN PLACE AND FUNCTIONAL DURING ALL CONSTRUCTION PHASES. THE CONTRACTOR SHALL COVER ANY CONFLICTING SIGNS THAT EXIST ALONG THE ROADWAY.
- NO WORK SHALL COMMENCE WITHOUT THE CONSTRUCTION SIGNS INSTALLED AND OTHER NECESSARY TRAFFIC CONTROL DEVICES ON SITE. STATIONARY MOUNTED CONSTRUCTION AREA SIGNS SHALL BE FLUORESCENT ORANGE, AND ALL SIGNAGE AND MARKINGS MUST CONFORM WITH THE CALIFORNIA MANUAL ON TRAFFIC CONTROL DEVICES (CAMUTCD) REQUIREMENTS.
- AT THE CONCLUSION OF EACH WORKDAY, ALL PAVED TRAVELED-WAY SURFACES SHALL BE RESTORED TO AN ALL-WEATHER, TRAVERSABLE CONDITION. THERE SHALL NOT BE A DROP-OFF ALONG THE EDGE OF TRAVELED WAY >0.15-FEET. "LOW SHOULDER" SIGNS SHALL BE PLACED ALONG THE TRAVELED WAY WHERE THERE IS ANY DROP-OFF. DROP-OFFS >0.15-FEET SHALL REQUIRE EITHER:
 - BACKFILLING THE DROP-OFF TO A MINIMUM 4:1 SLOPE;
 - PROVIDING APPROPRIATE STEEL PLATES OVER EXCAVATION;
 - PROVIDING TEMPORARY CONCRETE RAILING ALONG THE WORK ZONE IN CONFORMANCE WITH THE STATE STANDARD SPECIFICATIONS.
- EXCAVATIONS BEYOND 10-FEET FROM THE EDGE OF TRAVELED WAY MAY UTILIZE PORTABLE DELINEATORS AT APPROPRIATE SPACING ALONG WITH "OPEN TRENCH" SIGNS.
- WHERE STEEL PLATES ARE USED, THEY SHALL BE PINNED AND HAVE A COLD-MIX SLOPE OF 12:1 PLACED ON ALL SIDES. FOR ROADWAYS WITH TRAVEL SPEEDS OVER 40 MPH, THE EXISTING PAVEMENT SHALL BE MILLED AND THE STEEL PLATE SET FLUSH TO THE ROAD SURFACE. THEY SHALL BE FRICTION-COATED FOR TRACTION. APPROPRIATE WARNING SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE CAMUTCD.
- PEDESTRIAN ACCESS SHALL BE AFFORDED THROUGH THE WORK AREA ON COUNTY STREETS AND ROADS, EITHER BY PROVIDING NECESSARY FACILITIES FOR SAFE AND VIABLE ACCESS, OR BY PROVIDING APPROPRIATE CAMUTCD ADVANCE WARNING TO PEDESTRIANS TO USE ALTERNATE ROUTES, BICYCLE ROUTES AND LANES. WHEN IMPACTED BY CONSTRUCTION, SHALL BE SIGNED TO AFFORD SAFE PASSAGE THROUGH THE WORK ZONE OR TO DESIGNATE ALTERNATE ROUTES. FOR BOTH PEDESTRIANS AND BICYCLES, SURFACES SHALL BE MAINTAINED FREE OF LOOSE DEBRIS AND GRAVEL.
- NO CONSTRUCTION EQUIPMENT OR MATERIALS SHALL BE PARKED OR STORED WITHIN 10-FEET OF THE EDGE OF THE TRAVELED WAY. WHEN CONSTRUCTION EQUIPMENT OR MATERIALS ARE STORED WITHIN THE RIGHT OF-WAY, THE SHOULDER AREA SHALL BE SIGNED AS CLOSED AND PORTABLE DELINEATORS SHALL BE USED TO MARK A TAPER IN ADVANCE OF THE MATERIAL OR EQUIPMENT.
- REMOVAL OF EXISTING PAVEMENT STRIPING OR MARKINGS SHALL BE BY SANDBLASTING OR GRINDING. WHEN THE CHANGE OF POSITION WILL BE GREATER THAN 2 FEET, THE REMOVED STRIPING SHALL BE COUNTY OF SAN LUIS OBISPO - 2022 PUBLIC IMPROVEMENT STANDARDS FURTHER OBTAINED BY USE OF A CHIP SEAL, AS REQUIRED BY STATE STANDARD SPECIFICATIONS. THE CHIP SEAL SHALL EXTEND THE FULL WIDTH OF THE LANE OR ROADWAY, OR AS DIRECTED BY THE DEPARTMENT.
- PARKING RESTRICTIONS SHALL BE POSTED 24-HOURS BEFORE ANY WORK STARTS. POSTING SHALL BE DONE BY THE CONTRACTOR.
- ALL PRIVATE DRIVEWAYS AND SIDE STREETS SHALL BE KEPT OPEN AT ALL TIMES, EXCEPT WHEN CONSTRUCTION TAKES PLACE IMMEDIATELY IN FRONT OF THE DRIVEWAY OR SIDE STREET. ANY WORK THAT DISTURBS NORMAL TRAFFIC SIGNAL OPERATIONS SHALL BE COORDINATED WITH THE DEPARTMENT AT LEAST 3-BUSINESS DAYS PRIOR TO BEGINNING THE WORK INVOLVING THE SIGNAL. THE CONTRACTOR SHALL REPLACE ALL TRAFFIC SIGNAL LOOP DETECTORS DAMAGED DURING CONSTRUCTION, WITHIN 5-DAYS OF THE COMPLETION OF CONSTRUCTION INVOLVING THE SIGNAL. ANY DAMAGE TO EXISTING IN PAVEMENT LOOP DETECTORS WILL REQUIRE REPLACEMENT WITHIN 5-DAYS OF THE START OF ANY TRENCH CUT WORK. INTERSECTION DETECTION SHALL BE REPLACED WITH VIDEO DETECTION SYSTEM(S) ACCEPTABLE TO THE DEPARTMENT. ALL COMPONENTS SHALL BE AVAILABLE ON THE JOB SITE PRIOR TO COMMENCING THE TRENCH WORK WHICH WILL AFFECT THE LOOP(S). ALL COSTS, INCLUDING DEPARTMENT OPERATIONS TIME, SHALL BE PAID BY THE DEVELOPER.
- ALL DELINEATORS SHALL BE EQUIPPED WITH NIGHTTIME REFLECTIVE BANDS AND SPACED AT NO GREATER THAN 50-FOOT INTERVALS ALONG TAPERS, LANE CONTROL, AND/OR EDGE OF WORK ZONE.
- THE OPERATOR OF ANY TRANSIT OPERATION AFFECTED BY THE WORK SHALL BE NOTIFIED 2-WORKING DAYS PRIOR TO WORK COMMENCING.
- ALL FLAGGERS SHALL HOLD CURRENT CERTIFICATIONS. AS DEFINED UNDER CAL OSHA CONSTRUCTION SAFETY ORDER SECTION 1599, ALL FLAGGERS ON THE ROADWAY SHALL BE TRAINED BY QUALIFIED AND EXPERIENCED PERSONNEL TO THE ASPECTS NOTED IN SECTION 1599. THE DEVELOPER OR PROJECT ENGINEER SHALL BE RESPONSIBLE TO ENSURE THAT THE CONTRACTOR OR OTHER AGENTS UTILIZE TRAINED PERSONNEL ONLY. ALL WORKERS WITHIN THE ROADWAY SHALL WEAR TYPE 2 CAL-OSHA HIGH-VISIBILITY VESTS.
- NO LANE CLOSURES ARE PERMITTED ON THE ROADS AND BETWEEN THE TIMES LISTED IN THE DEPARTMENT'S "LANE CLOSURE RESTRICTION LIST" (LISTED BELOW).
 - LANE CLOSURES ARE NOT PERMITTED ON:
 - WEEKENDS (SATURDAY AND SUNDAY);
 - FEDERAL HOLIDAYS;
 - FRIDAYS AFTER 12:00 PM (NOON) PRECEDING MONDAY FEDERAL HOLIDAY;
 - ANY WEEKDAYS AFTER 12:00 PM (NOON) PRECEDING A FEDERAL HOLIDAY.

COUNTY ROAD	NO CLOSURES PERMITTED BETWEEN:	
	MORNINGS	AFTERNOONS
EL CAMINO REAL	0700-0830	1500-1800

GRADING NOTES

- ALL GRADING SHALL COMPLY WITH APPLICABLE PERMITS, LOCAL ORDINANCES AND RECOMMENDATIONS OF THE GEOTECHNICAL REPORT REFERENCED UNDER GENERAL NOTES.
- WHEN GRADING ACTIVITIES COMMENCE MORE THAN 30 DAYS AFTER GRUBBING ACTIVITIES, THE AREA SHALL BE SEEDED WITH PLANT MATERIAL TO CONTROL EROSION. ROOT DEPTH OF SUCH PLANT MATERIAL NOT TO EXCEED 4 INCHES.
- ALL COMPACTION TESTS AND FINAL GRADING REPORT SHALL BE SUBMITTED TO THE OWNER'S REPRESENTATIVE PRIOR TO SCHEDULING INSPECTIONS.
- CUT AND/OR FILL SLOPES SHALL NOT EXCEED SLOPE RECOMMENDED BY GEOTECHNICAL ENGINEER.
- PROVIDE FINISHED GRADE AS SHOWN ON PLANS. MAINTAIN MIN. 5% SLOPE AWAY FROM BUILDING IN SOFTSCAPE OR 2% AWAY FROM BUILDING IN HARDSCAPE.
- PROVIDE SOIL COMPACTION PER THE GEOTECHNICAL REPORT.
- APPROXIMATE GRADING VOLUMES ARE INCLUDED IN THE TABLE BELOW
 - THE CUT AND FILL VOLUMES ARE APPROXIMATE VOLUMES WHICH REPRESENT THE DIFFERENCE BETWEEN EXISTING GROUND AND THE PROPOSED FINISHED GRADE.
 - THE GIVEN VALUES ARE FOR PERMITTING PURPOSES ONLY.
 - THE ESTIMATED EARTHWORK QUANTITIES DO NOT INCLUDE CLEARING AND GRUBBING, BULKING, SHRINKAGE, OVER-EXCAVATION, RECOMPACTION, UNDERGROUND UTILITY WORK, AND CONSTRUCTION METHODS.
 - THE CONTRACTOR SHALL PERFORM INDEPENDENT CALCULATIONS FOR THE PURPOSE OF PREPARING BID PRICES FOR EARTHWORK.

GRADING VOLUMES	
CUT	xxx CY
FILL	xxx CY
NET (CUT)	xxx CY

UTILITY NOTES

- PIPE MATERIALS SHALL BE PER PLANS AND SPECIFICATIONS.
- PIPE TRENCHES SHALL BE EXCAVATED INTO UNDISTURBED NATIVE SOIL OR ENGINEERED AND COMPACTED FILL. IN NO EVENT SHALL PIPE BE INSTALLED IN A PROPOSED SLOPE WITH FILL PLACED OVER IT.
- PIPE TRENCHES SHALL BE OF ADEQUATE WIDTH TO PERMIT COMPACTION TO THE REQUIRED RELATIVE DENSITY UNDER THE HAUNCH OF THE PIPE.
- ALL PIPE SHALL BE PLACED ON COMPETENT SOIL, AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER, SUCH THAT THE FULL LENGTH OF PIPE REST ON THE TRENCH BOTTOM. HAND EXCAVATE AT THE JOINTS AND FITTINGS WHERE REQUIRED TO AVOID POINT LOADING.
- GRANULAR BEDDING SHALL BE PLACED TO A DEPTH INDICATED IN THE DRAWINGS WHERE ROCKY OR POORLY DRAINING SOILS ARE FOUND. CONTRACTOR SHALL USE ONLY MATERIALS THAT HAVE BEEN SUBMITTED TO AND APPROVED BY THE GEOTECHNICAL ENGINEER FOR BEDDING AND BACKFILL MATERIAL AND MAY INCLUDE NATIVE SOIL IF IT MEETS PROJECT REQUIREMENTS.
- BACKFILL PIPE TRENCHES PER THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
- GRAVITY SYSTEMS SHALL BE INSTALLED TO THE LINE AND GRADE INDICATED. IF A CONFLICT IS IDENTIFIED, THE CONTRACTOR SHALL PROPOSE A SOLUTION TO THE ENGINEER AND WILL STOP WORK ON THE PIPE UNTIL THE ENGINEER ISSUES NEW ALIGNMENT OR ACCEPTS THE CONTRACTOR'S PROPOSED RESOLUTION IN WRITING.
- GRAVITY PIPE SHALL BE INSTALLED BEGINNING AT THE LOW POINT OF EACH RUN AND PROCEED UPHILL.
- ALL PIPE BENDS SHALL BE PRE-FABRICATED FITTINGS UNLESS SPECIAL FABRICATION IS APPROVED IN ADVANCE BY THE ENGINEER. NO FIELD-CONSTRUCTED FITTINGS SHALL BE INCORPORATED INTO THE WORK WITHOUT PRIOR APPROVAL OF THE ENGINEER.
- ALL STRUCTURE RIMS (EXISTING AND PROPOSED) SHALL BE SET OR ADJUSTED TO BE FLUSH WITH ADJACENT PAVEMENT OR FINISHED GRADE, UNLESS OTHERWISE NOTED.
- METALIC PIPES SHALL BE SLEEVED, COATED OR PROVIDED WITH OTHER CATHODIC PROTECTION PER DIRECTION FROM THE CORROSION ENGINEER WHERE PLACED IN CORROSIVE SOILS. THE CONTRACTOR SHALL CONFORM WITH THE GEOTECHNICAL ENGINEER THAT CORROSIVE SOILS ARE NOT PRESENT IN THE PROJECT AREA.
- IF A UTILITY PROVIDER REQUIRES THAT WORK ASSOCIATED WITH THEIR FACILITIES BE PERFORMED BY ITS OWN OR ANOTHER UTILITY-CERTIFIED CONTRACTOR, THE CONTRACTOR SHALL PROVIDE INFORMATION AND FACILITATE COORDINATION TO ACCOMPLISH THE REQUIRED WORK EFFECTIVELY.

DRAINAGE NOTES

- CONTRACTOR TO PROVIDE STORM DRAIN PIPES OF SIZE, LENGTH AND SLOPE INDICATED ON THE DRAWINGS.
- BIOSWALES AND BIORETENTION OR DETENTION BASINS SHALL BE CONSTRUCTED PER DETAILS PROVIDED AND CONSTRUCTED TO SHAPE, DIMENSIONS AND VOLUMES INDICATED. PONDING SURFACE DEPTHS AND FREEBOARD REQUIRE LEVEL GRADES AT TOP AND TOE OF SWALE AND BASIN EMBANKMENTS. NO ADJUSTMENTS TO GRADES ARE ALLOWED WITHOUT EXPRESS WRITTEN DIRECTION FROM THE ENGINEER.
- SOILS INCORPORATED INTO BIOSWALES AND BIORETENTION BASINS SHALL BE AS SPECIFIED AND APPROVED BY THE ENGINEER WITHOUT EXCEPTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO OPERATE AND MAINTAIN ALL DRAINAGE STRUCTURES AND FEATURES UNTIL FINAL ACCEPTANCE BY THE OWNER. FEATURES SUCH AS BIOSWALES AND OTHER LOW-IMPACT DEVELOPMENT (LID) ELEMENTS SHALL NOT BE USED FOR IMPOUNDMENT OR EROSION/SEDIMENT CONTROL DURING CONSTRUCTION UNLESS THOROUGHLY PROTECTED FROM SILT-UP OR CLOGGING. CLEAN UP OR REPLACEMENT OF SOILS IMPACTED BY CONSTRUCTION ACTIVITIES OR RUNOFF PRIOR TO HAND-OVER SHALL BE REPLACED PER ORIGINAL DESIGN AT THE CONTRACTOR'S EXPENSE.

ACCESSIBILITY NOTES

- ALL SITE WORK SHALL BE IN CONFORMANCE WITH TITLE 24 OF THE CALIFORNIA ADMINISTRATIVE CODE AND WITH THE AMERICANS WITH DISABILITIES ACT.
- RAMPS ARE DEFINED AS ANY WALKWAY BETWEEN THE SLOPES OF 1:20 (5%) AND 1:12 (8.33%) AND SHALL HAVE A 2% MAXIMUM CROSS SLOPE. RAMPS EXCEEDING A VERTICAL RISE OF 2'-6" SHALL HAVE INTERMEDIATE LANDINGS WITH A 2% MAXIMUM SLOPE, IN ANY DIRECTION, AND A MINIMUM LENGTH OF 60" IN THE DIRECTION OF TRAVEL. BOTTOM LANDINGS AND LANDINGS AT CHANGES IN RAMP DIRECTION SHALL HAVE A MINIMUM LENGTH OF 72". ALL RAMPS SHALL HAVE HANDRAILS.
- MAXIMUM CROSS SLOPE ON ANY SIDEWALK OR RAMP SHALL BE 2% SLOPE.
- CURB RAMPS SHALL NOT EXCEED A SLOPE OF 1:12 (8.33%).
- MAXIMUM 2% SLOPE, IN ANY DIRECTION, WITHIN FULL EXTENTS OF ACCESSIBLE PARKING STALLS AND ACCESS AISLES.

SURVEY

- EXISTING TOPOGRAPHIC INFORMATION SHOWN ON THESE PLANS IS BASED ON CENTRAL COAST MAPPING, INC DATED 2/16/2022 BY MBS LAND SURVEY AND CAN BE CONTACTED AT (805)-543-4307. THE COORDINATES AND BASIS OF BEARING ARE BASED ON CALIFORNIA COORDINATE SYSTEM 1983, CCS83, ZONE 5 0405, (1991.35) IN ACCORDANCE WITH THE CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 8801-8819; SAID COORDINATES AND BEARINGS ARE BASED LOCALLY UPON FIELD-OBSERVED TIES TO THE FOLLOWING NGS/CALTRANS STATION:

MAPPING ANGLE AND GRID	
STATION	PM-00.08
NORTHING (FT)	2,335,993.186
EASTING (FT)	5,778,162.994
MAPPING ANGLE	-1°29'54.167"
COMBINATION FACTOR	0.999936218
ELEV. (NAVD 88)	1087.222
ELLIP. HT.	974.735

MEASURED DISTANCES SHOWN HEREON OR INVERSED FROM COORDINATES SHOWN HEREON ARE IN REFERENCE TO CCS83. TO APPROXIMATE LOCAL GROUND DISTANCES DIVIDE BY THE COMBINATION FACTOR PROVIDED HEREON.

- GRADES ENCOUNTERED ON-SITE MAY VARY FROM THOSE SHOWN. CONTRACTOR SHALL REVIEW THE PLANS AND SPECIFICATIONS AND CONDUCT FIELD INVESTIGATIONS TO VERIFY EXISTING CONDITIONS AT THE PROJECT SITE.
- CONSTRUCTION STAKING SHALL BE PERFORMED BY A LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA.



SCALE: 0 1"

Note: If this graphic scale does not equal 1", this sheet has been modified from its original size.

NO	DATE	REVISION

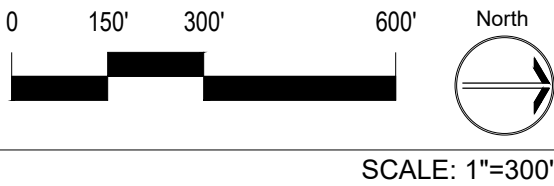
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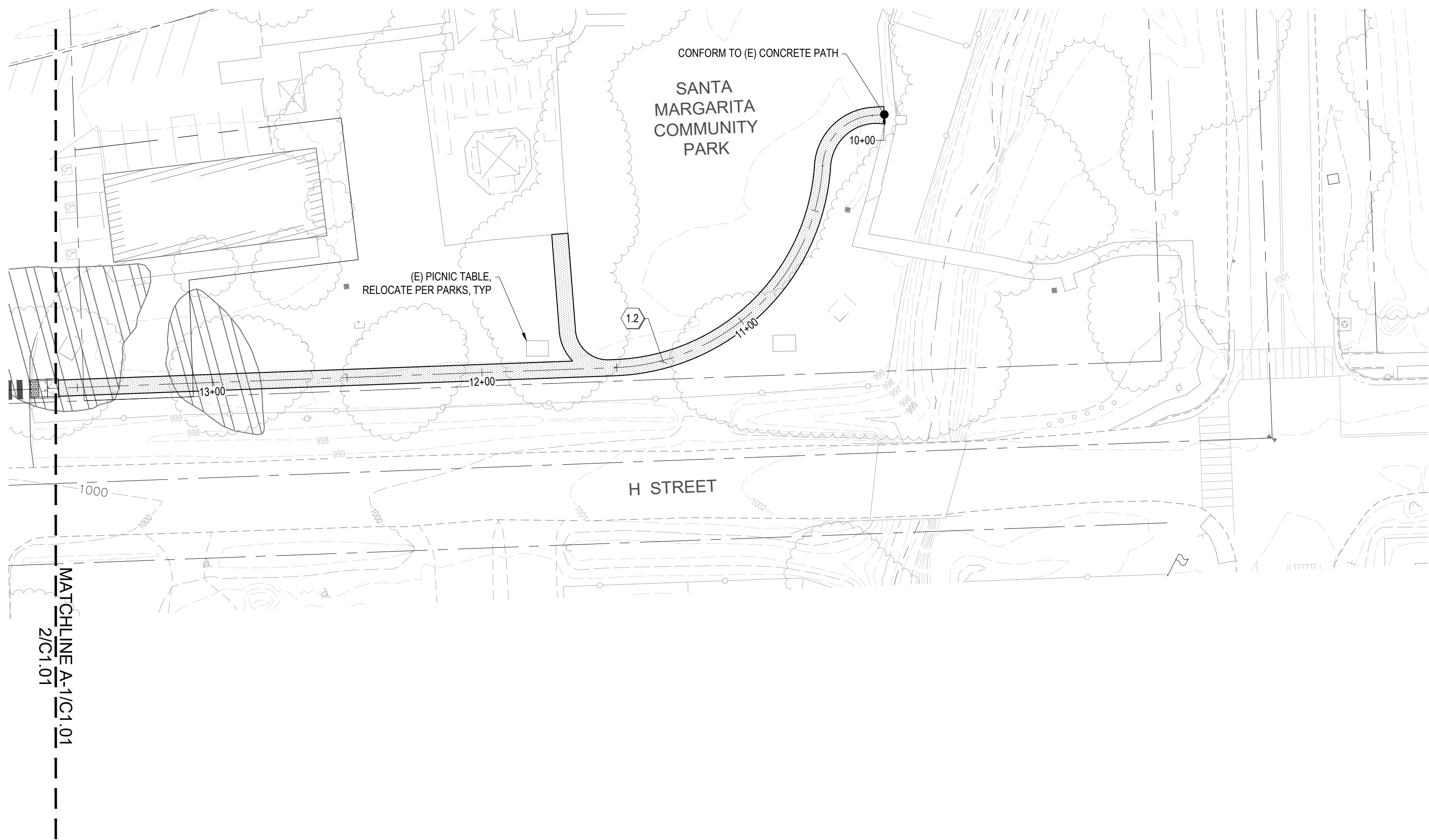
PROJECT NO.	21-269
DATE	10/6/2022
DRAWN	CHM/RPA
DESIGNED	CH
CHECKED	RC/AG

COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
PRELIMINARY 30% DESIGNS

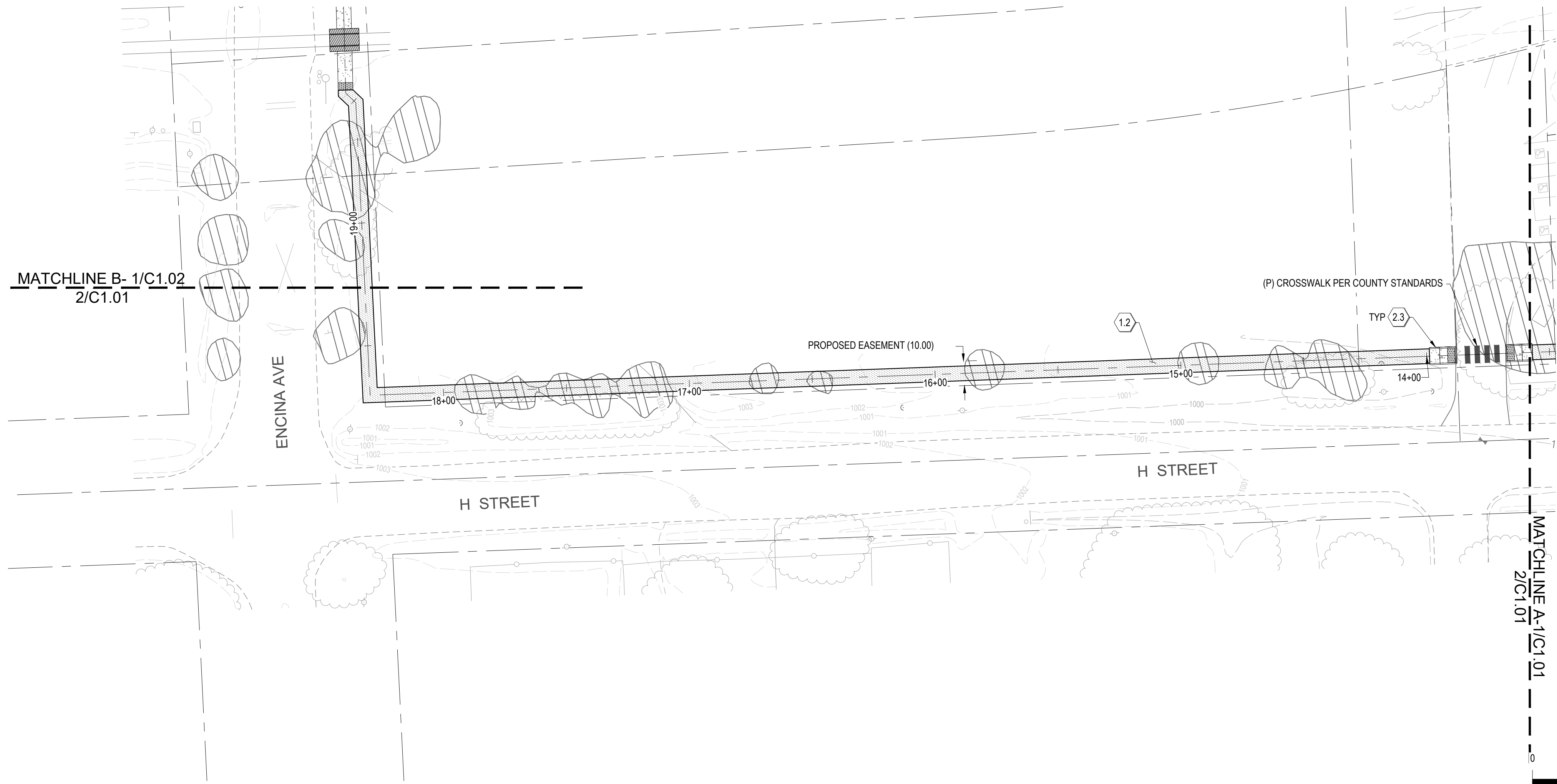
**SITE IMPROVEMENT
PLANS SHEET KEY**

C1.00
3 OF 23





1 SITE IMPROVEMENT PLAN



2 SITE IMPROVEMENT PLAN

SITE LEGEND

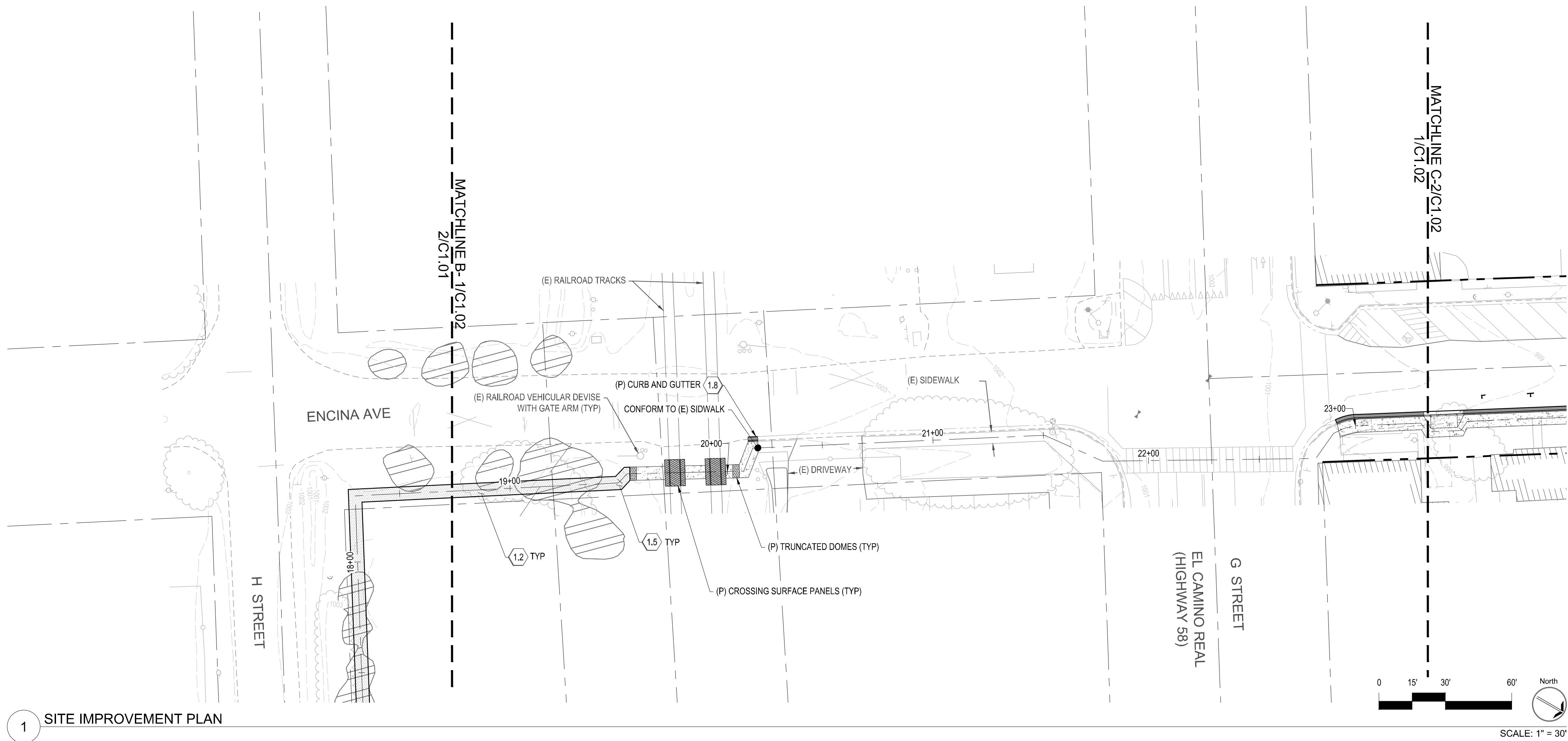
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	(P) SIGN
	(P) TRUNCATED DOMES
	(P) CROSSWALK STRIPING
	(P) FACE OF CURB
	(P) BACK OF CURB
	(P) GUTTER FLOW LINE
	(P) LIP OF GUTTER
	(P) GRADE BREAK
	(P) TOE OF FILL
	(P) CATTLE FENCE
	(P) LODGE POLE FENCE
	(P) AC PAVEMENT
	(P) DG TRAIL
	(P) DG HORSE TRAIL
	(P) CONCRETE
	(P) CURB / GUTTER
	(P) RAILROAD PANEL
	(P) BRIDGE
	(P) PERMEABLE PAVERS

KEYNOTES

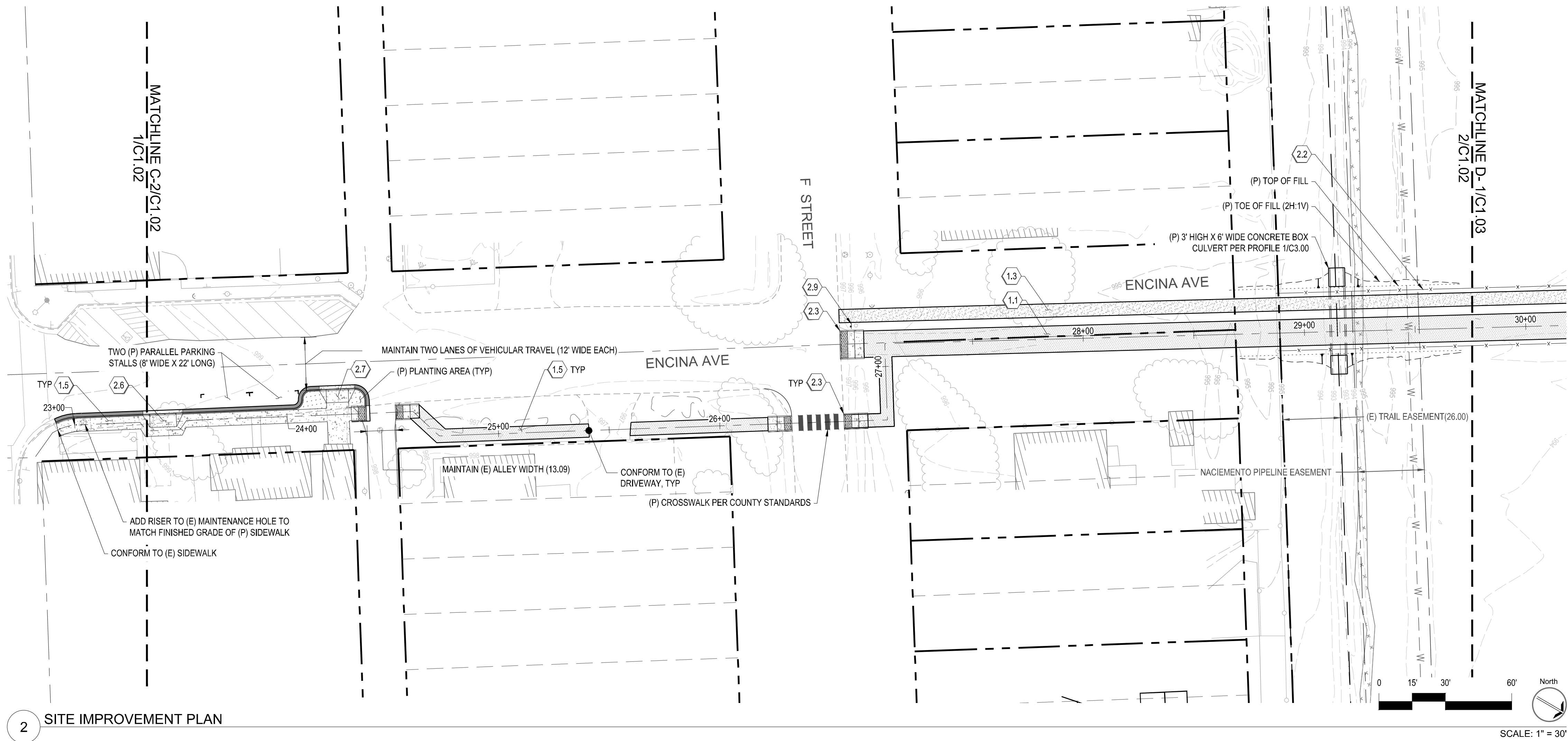
KEYNOTES	DETAILS
1 SURFACING	
1.1 STABILIZED DECOMPOSED GRANITE - MULTI-USE TRAIL	2/C4.01
1.2 STABILIZED DECOMPOSED GRANITE - PEDESTRIAN PATH	1/C4.01
1.3 DECOMPOSED GRANITE - EQUESTRIAN PATH	3/C4.01
1.4 CONCRETE - MULTI-USE TRAIL	6/C4.01
1.5 STANDARD CURB AND SIDEWALK	7/C4.02
1.6 PERMEABLE PAVERS	7/C4.01
1.7 VEHICULAR AC	4/C4.01
1.8 TYPE "A" CURB AND GUTTER	2/C4.02
2 SITE FEATURES	
2.1 LODGE POLE FENCE	5/C4.03
2.2 CATTLE FENCE	6/C4.03
2.3 CASE F CURB RAMP	6/C4.02
2.4 PUNCHEON	1/C4.04
2.5 NOT USED	
2.6 COMMERCIAL DRIVEWAY	7/C4.01
2.7 RESIDENTAL DRIVEWAY	7/C4.01
2.8 TRAIL CROSSING	2/C4.03
2.9 STOP SIGN PER CALIFORNIA MUTCD	
2.10 HITCHING POST	4/C4.03

SHEET NOTES

- FOR TYPICAL SECTIONS SEE C2.00 TO C2.02
- FOR TYPICAL BRIDGE SECTIONS SEE C3.00 - TRAIL PROFILES AT WATER CROSSINGS



1 SITE IMPROVEMENT PLAN



2 SITE IMPROVEMENT PLAN

SITE LEGEND

	(P) BOLLARD
	(P) SIGN
	(P) TRUNCATED DOMES
	(P) CROSSWALK STRIPING
	(P) FACE OF CURB
	(P) BACK OF CURB
	(P) GUTTER FLOW LINE
	(P) LIP OF GUTTER
	(P) GRADE BREAK
	(P) TOE OF FILL
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	(P) AC PAVEMENT
	(P) DG TRAIL
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	(P) CONCRETE
	(P) CURB / GUTTER
	(P) RAILROAD PANEL
	(P) BRIDGE
	(P) PERMEABLE PAVERS

KEYNOTES

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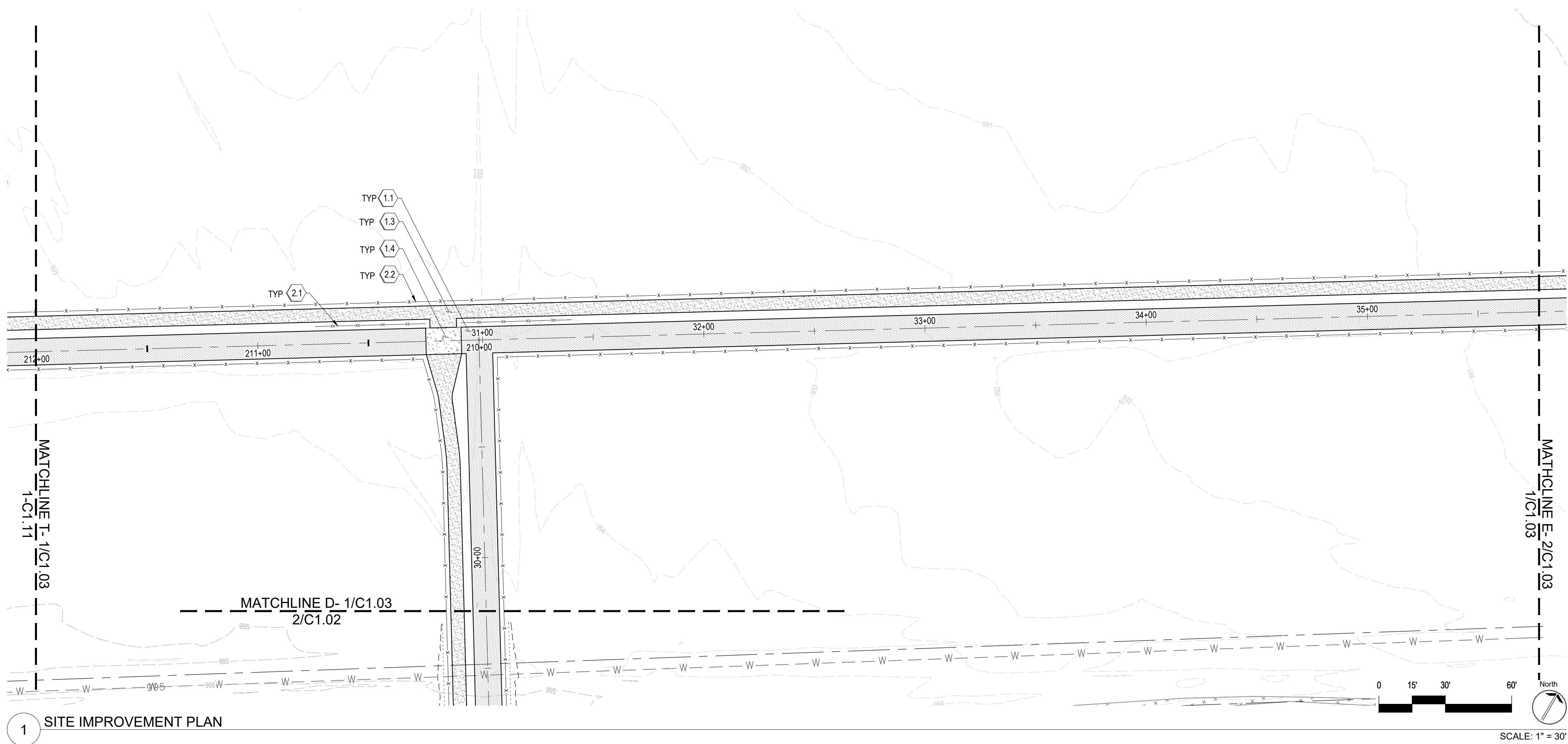
SHEET NOTES

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- FOR TYPICAL BRIDGE SECTIONS SEE C3.00 - TRAIL PROFILES AT WATER CROSSINGS

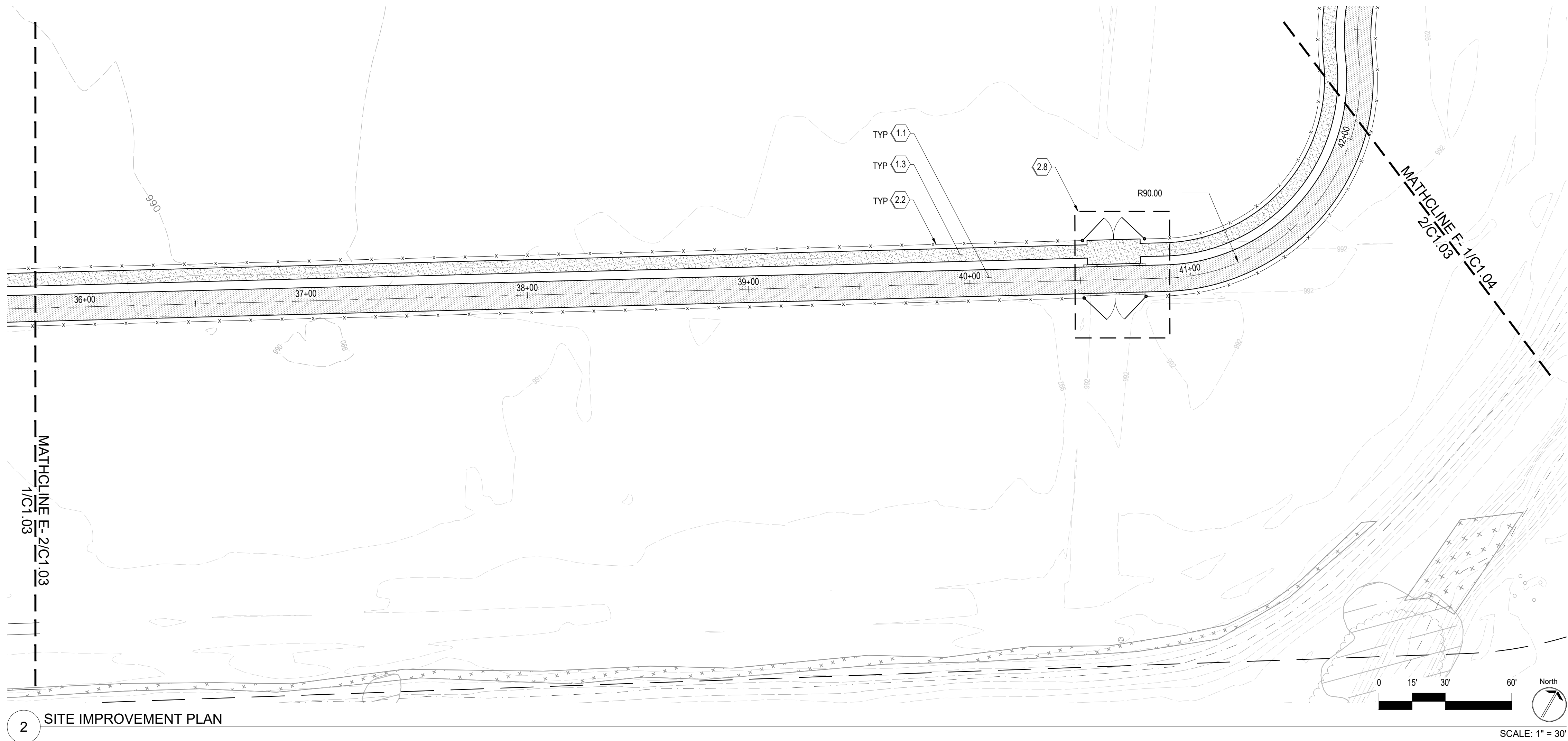
COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
PRELIMINARY 30% DESIGNS

SITE IMPROVEMENT PLAN
SHEET 2

C1.02
5 OF 23



1 SITE IMPROVEMENT PLAN



2 SITE IMPROVEMENT PLAN

SITE LEGEND

(P) BOLLARD	
(P) SIGN	
(P) TRUNCATED DOMES	
(P) CROSSWALK STRIPING	
(P) FACE OF CURB	
(P) BACK OF CURB	
(P) GUTTER FLOW LINE	
(P) LIP OF GUTTER	
(P) GRADE BREAK	
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(P) AC PAVEMENT	
(P) DG TRAIL	
(P) DG HORSE TRAIL	
(P) CONCRETE	
(P) CURB / GUTTER	
(P) RAILROAD PANEL	
(P) BRIDGE	
(P) PERMEABLE PAVERS	

KEYNOTES

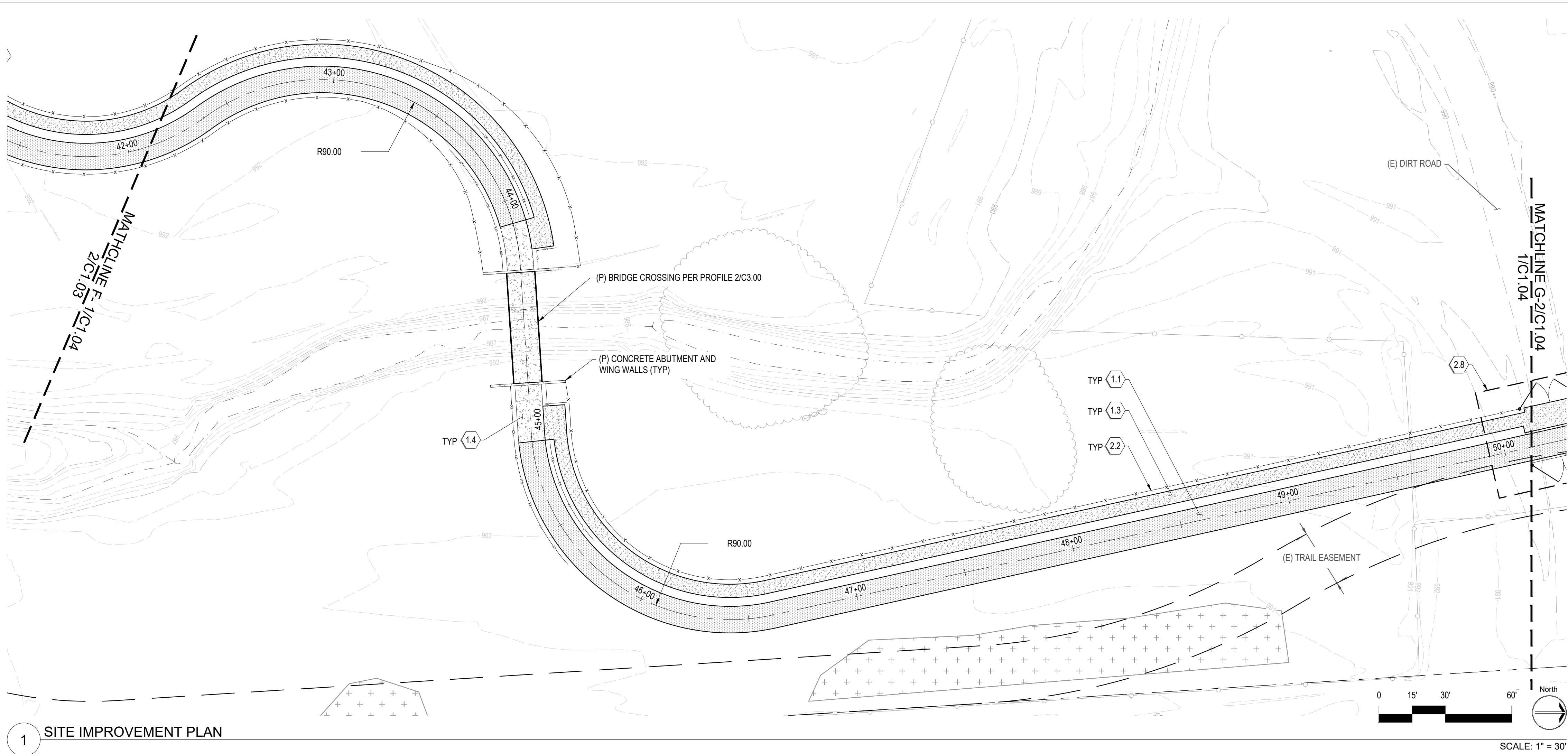
KEYNOTES	DETAILS
1 SURFACING	
1.1 STABILIZED DECOMPOSED GRANITE - MULTI-USE TRAIL	2/C4.01
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1.7 VEHICULAR AC	4/C4.01
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2.2 CATTLE FENCE	6/C4.03
2.3 CASE F CURB RAMP	6/C4.02
2.4 PUNCHEON	1/C4.04
2.5 NOT USED	
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SHEET NOTES

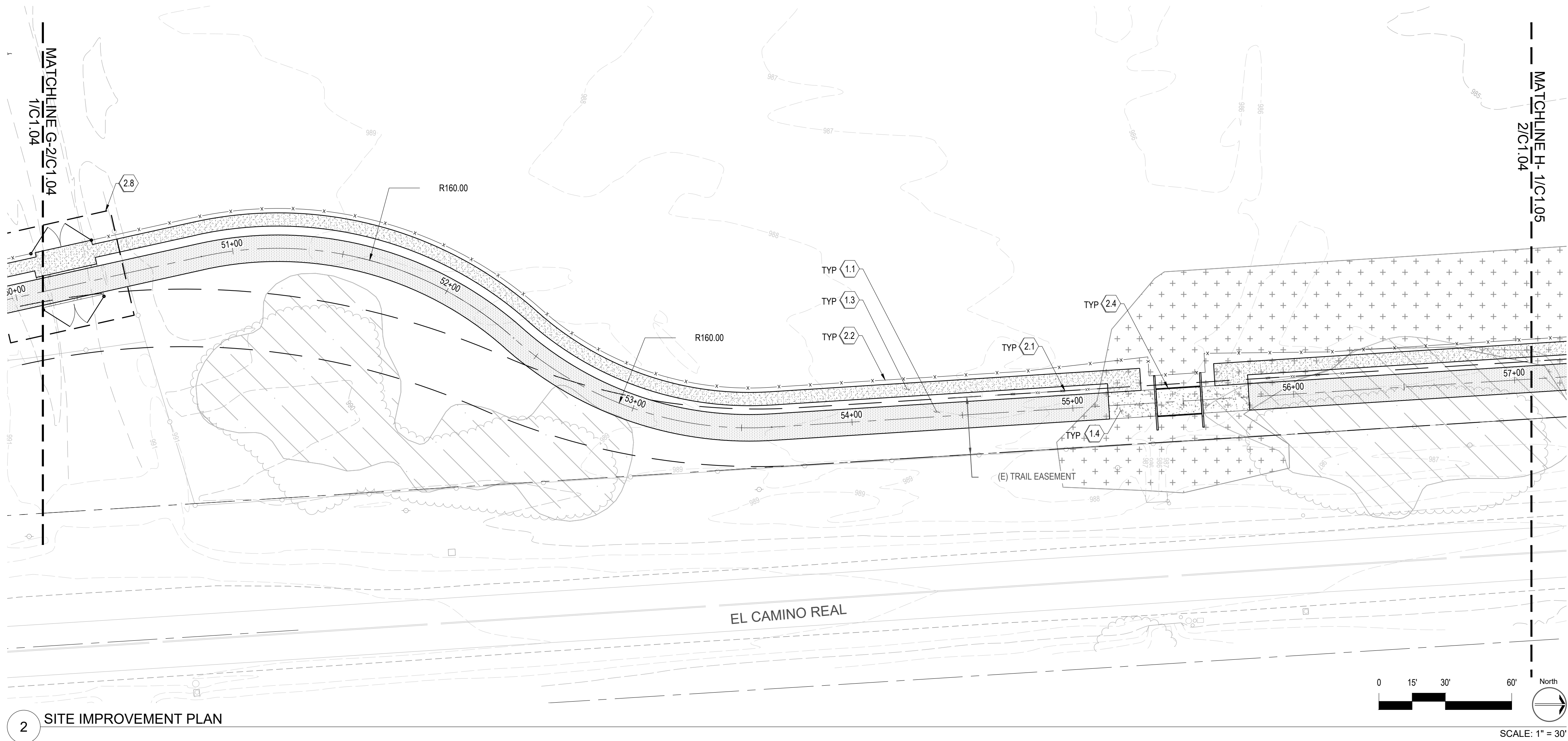
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- FOR TYPICAL BRIDGE SECTIONS SEE C3.00 - TRAIL PROFILES AT WATER CROSSINGS

COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
PRELIMINARY 30% DESIGNS

SITE IMPROVEMENT PLAN
SHEET 3



1 SITE IMPROVEMENT PLAN



2 SITE IMPROVEMENT PLAN

SITE LEGEND

(P) BOLLARD	
(P) SIGN	
(P) TRUNCATED DOMES	
(P) CROSSWALK STRIPING	
(P) FACE OF CURB	
(P) BACK OF CURB	
(P) GUTTER FLOW LINE	
(P) LIP OF GUTTER	
(P) GRADE BREAK	
(P) TOE OF FILL	
(P) CATTLE FENCE	
(P) LODGE POLE FENCE	
(P) AC PAVEMENT	
(P) DG TRAIL	
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(P) CONCRETE	
(P) CURB / GUTTER	
(P) RAILROAD PANEL	
(P) BRIDGE	
(P) PERMEABLE PAVERS	

KEYNOTES

KEYNOTES	DETAILS
1 SURFACING	
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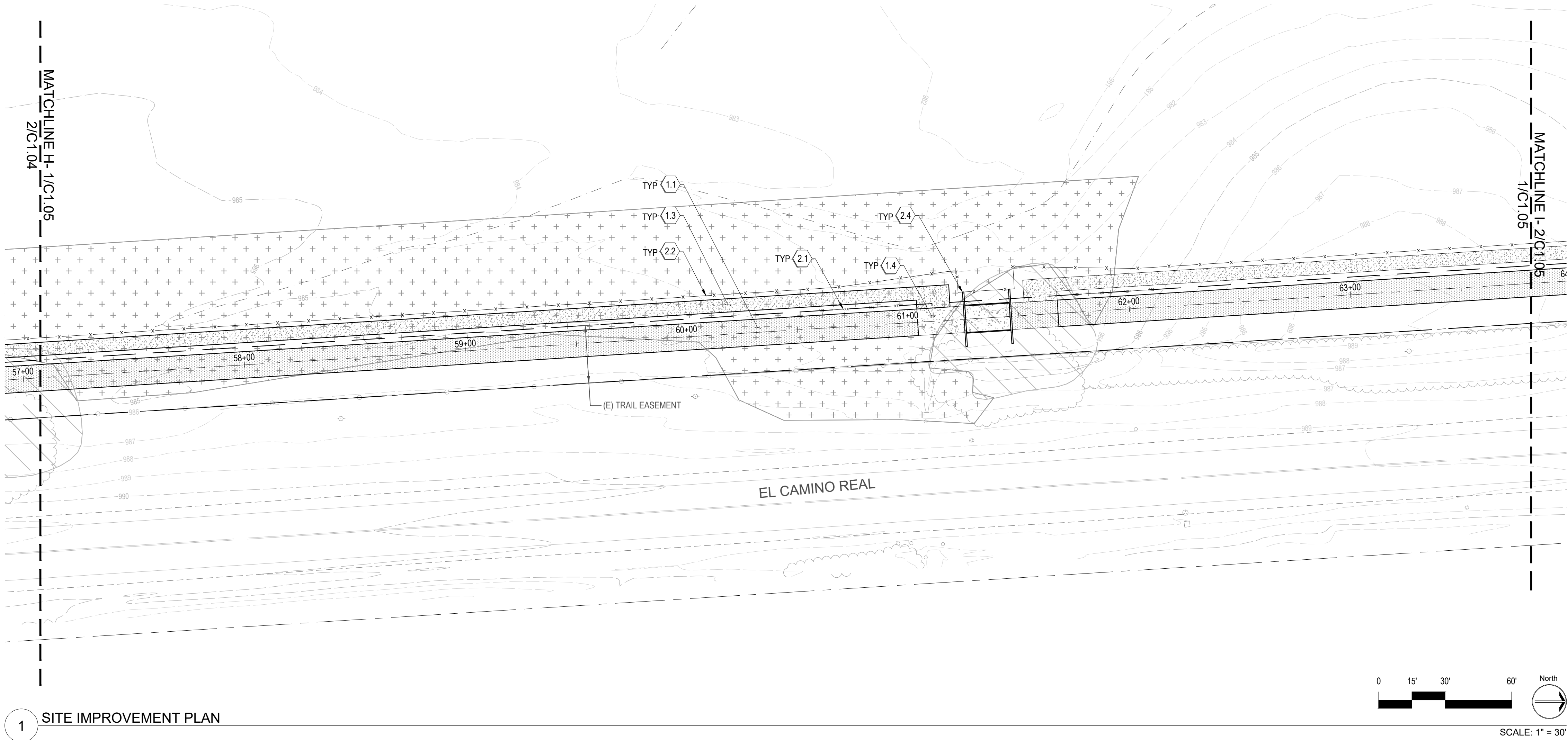
SHEET NOTES

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- FOR TYPICAL BRIDGE SECTIONS SEE C3.00 - TRAIL PROFILES AT WATER CROSSINGS

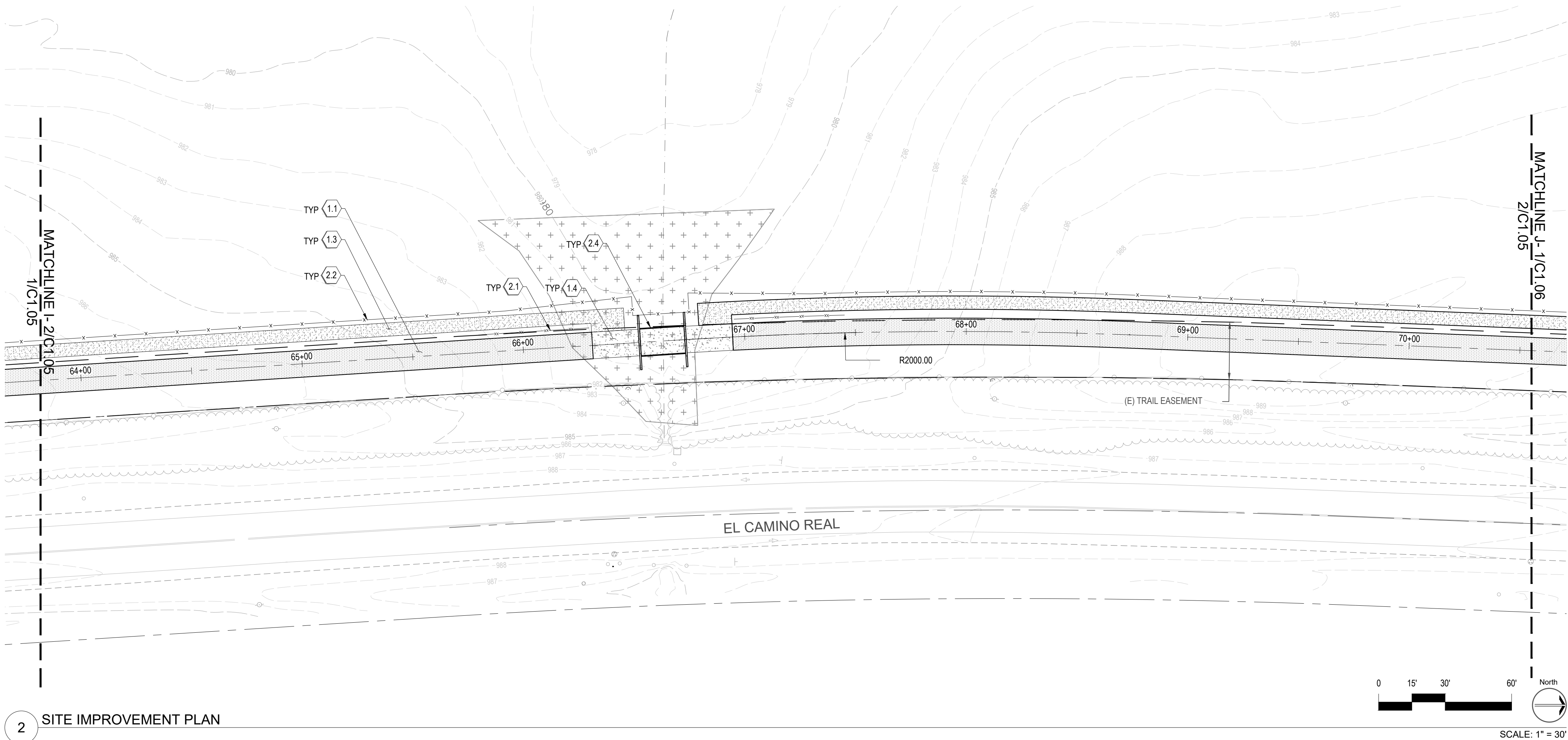
COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
PRELIMINARY 30% DESIGNS

SITE IMPROVEMENT PLAN
SHEET 4

C1.04
7 OF 23



1 SITE IMPROVEMENT PLAN



2 SITE IMPROVEMENT PLAN

SITE LEGEND

(P) BOLLARD	
(P) SIGN	
(P) TRUNCATED DOMES	
(P) CROSSWALK STRIPING	
(P) FACE OF CURB	
(P) BACK OF CURB	
(P) GUTTER FLOW LINE	
(P) LIP OF GUTTER	
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(P) RAILROAD PANEL	
(P) BRIDGE	
(P) PERMEABLE PAVERS	

KEYNOTES

KEYNOTES	DETAILS
1 SURFACING	
1.1 STABILIZED DECOMPOSED GRANITE - MULTI-USE TRAIL	2/C4.01
1.2 STABILIZED DECOMPOSED GRANITE - PEDESTRIAN PATH	1/C4.01
1.3 DECOMPOSED GRANITE - EQUESTRIAN PATH	3/C4.01
1.4 CONCRETE - MULTI-USE TRAIL	6/C4.01
1.5 STANDARD CURB AND SIDEWALK	7/C4.02
1.6 PERMEABLE PAVERS	7/C4.01
1.7 VEHICULAR AC	4/C4.01
1.8 TYPE "A" CURB AND GUTTER	2/C4.02
2 SITE FEATURES	
2.1 LODGE POLE FENCE	5/C4.03
2.2 CATTLE FENCE	6/C4.03
2.3 CASE F CURB RAMP	6/C4.02
2.4 PUNCHEON	1/C4.04
2.5 NOT USED	
2.6 COMMERCIAL DRIVEWAY	7/C4.01
2.7 RESIDENTIAL DRIVEWAY	7/C4.01
2.8 TRAIL CROSSING	2/C4.03
2.9 STOP SIGN PER CALIFORNIA MUTCD	
2.10 HITCHING POST	4/C4.03

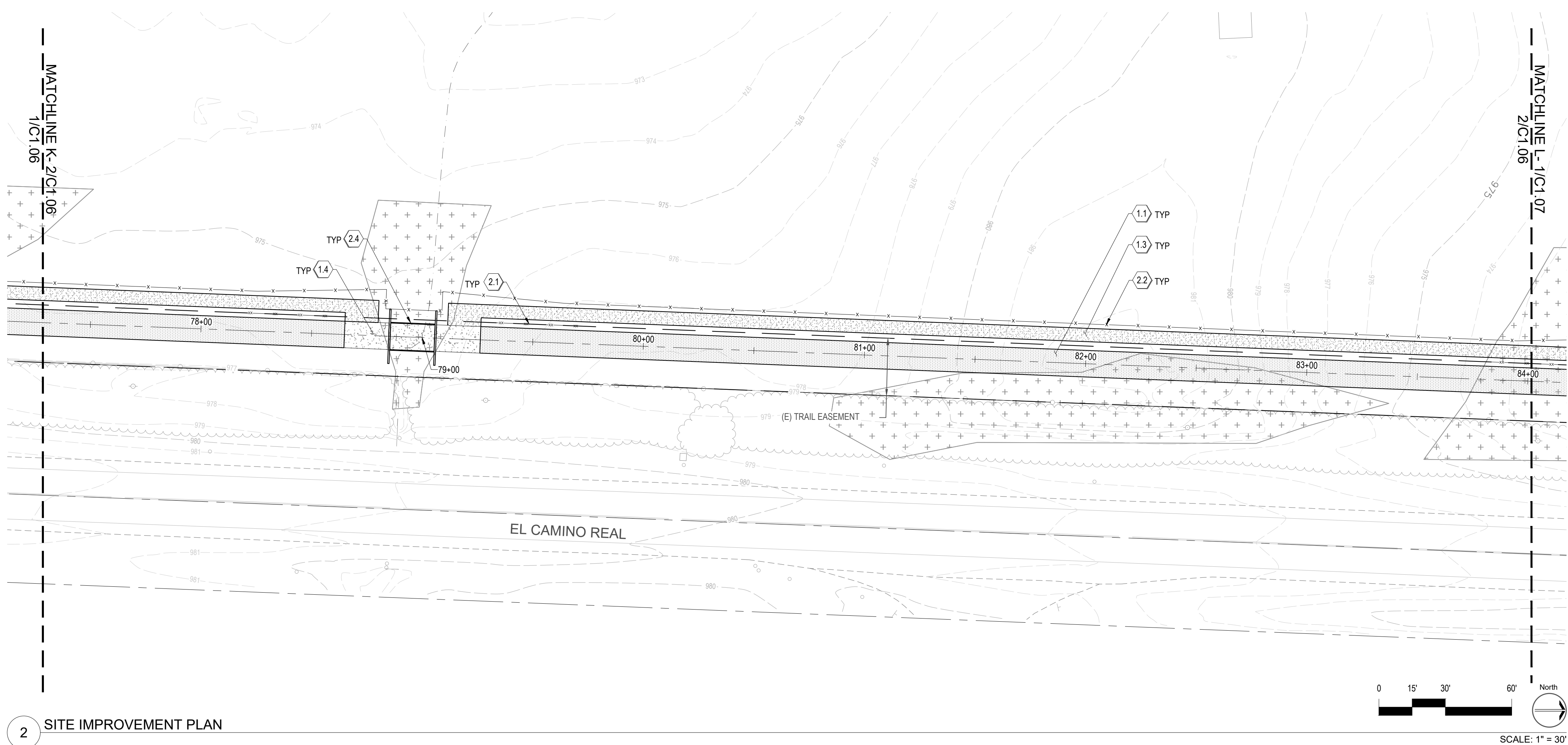
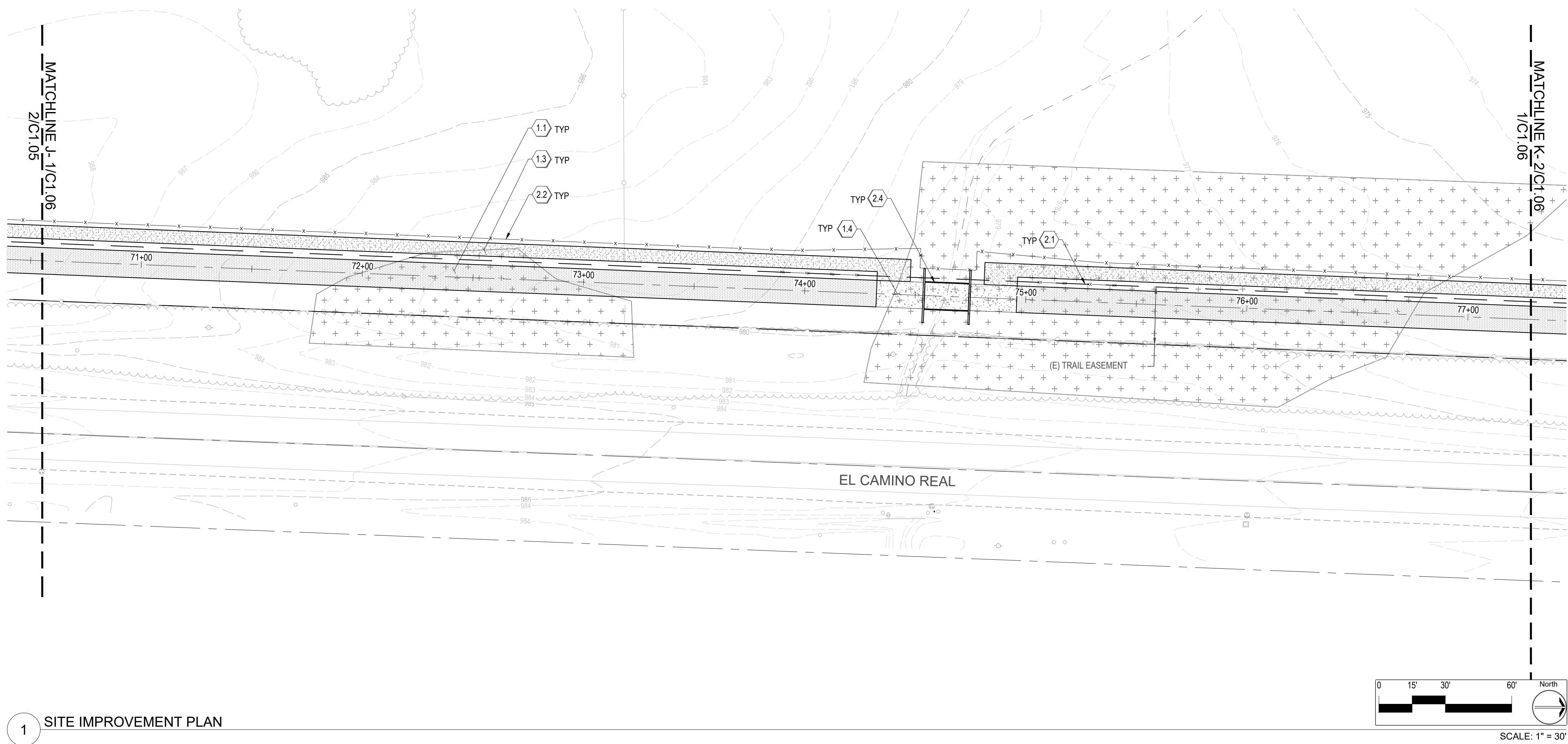
SHEET NOTES

- FOR TYPICAL SECTIONS SEE C2.00 TO C2.02
- FOR TYPICAL BRIDGE SECTIONS SEE C3.00 - TRAIL PROFILES AT WATER CROSSINGS

COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
PRELIMINARY 30% DESIGNS

SITE IMPROVEMENT PLAN
SHEET 5

C1.05
8 OF 23



SITE LEGEND	
	(P) BOLLARD
	(P) SIGN
	(P) TRUNCATED DOMES
	(P) CROSSWALK STRIPING
	(P) FACE OF CURB
	(P) BACK OF CURB
	(P) GUTTER FLOW LINE
	(P) LIP OF GUTTER
	(P) GRADE BREAK
	(P) TOE OF FILL
	(P) CATTLE FENCE
	(P) LODGE POLE FENCE
	(P) AC PAVEMENT
	(P) DG TRAIL
	(P) DG HORSE TRAIL
	(P) CONCRETE
	(P) CURB / GUTTER
	(P) RAILROAD PANEL
	(P) BRIDGE
	(P) PERMEABLE PAVERS

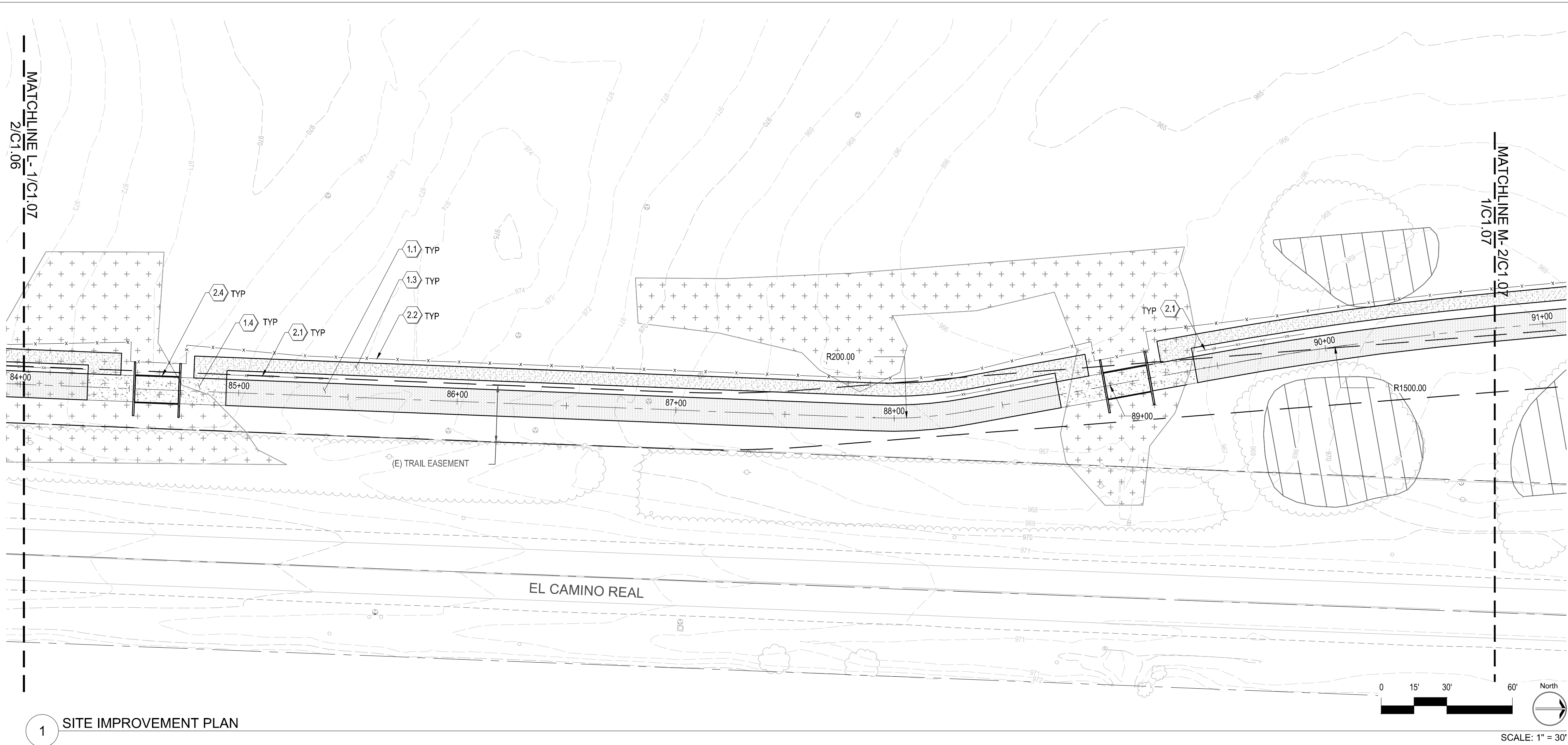
KEYNOTES	DETAILS
1 SURFACING	
1.1 STABILIZED DECOMPOSED GRANITE - MULTI-USE TRAIL	2/C4.01
1.2 STABILIZED DECOMPOSED GRANITE - PEDESTRIAN PATH	1/C4.01
1.3 DECOMPOSED GRANITE - EQUESTRIAN PATH	3/C4.01
1.4 CONCRETE - MULTI-USE TRAIL	6/C4.01
1.5 STANDARD CURB AND SIDEWALK	7/C4.02
1.6 PERMEABLE PAVERS	7/C4.01
1.7 VEHICULAR AC	4/C4.01
1.8 TYPE "A" CURB AND GUTTER	2/C4.02
2 SITE FEATURES	
2.1 LODGE POLE FENCE	5/C4.03
2.2 CATTLE FENCE	6/C4.03
2.3 CASE F CURB RAMP	6/C4.02
2.4 PUNCHEON	1/C4.04
2.5 NOT USED	
2.6 COMMERCIAL DRIVEWAY	7/C4.01
2.7 RESIDENTAL DRIVEWAY	7/C4.01
2.8 TRAIL CROSSING	2/C4.03
2.9 STOP SIGN PER CALIFORNIA MUTCD	
2.10 HITCHING POST	4/C4.03

SHEET NOTES

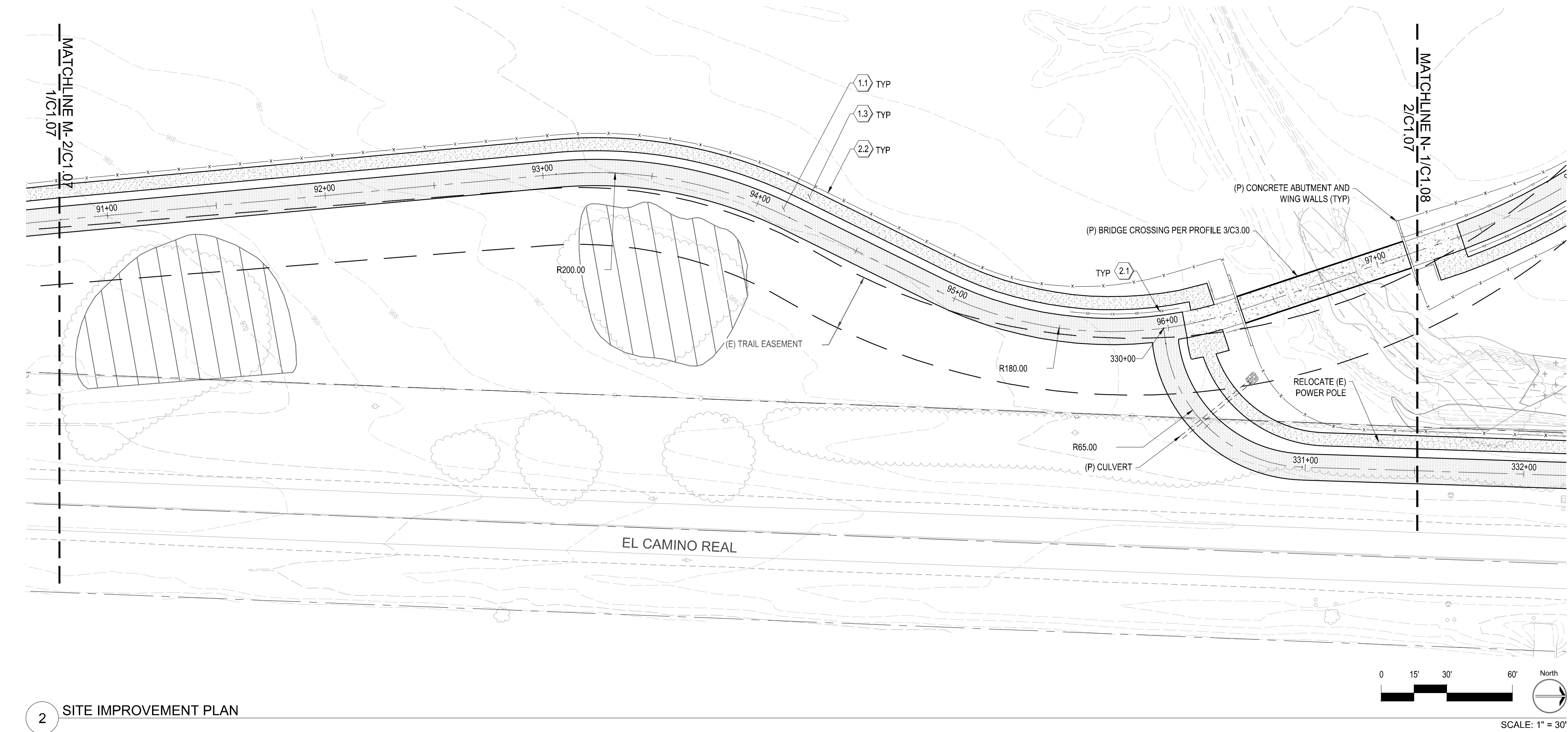
1. FOR TYPICAL SECTIONS SEE C2.00 TO C2.02
2. FOR TYPICAL BRIDGE SECTIONS SEE C3.00 - TRAIL PROFILES AT WATER CROSSINGS

COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
PRELIMINARY 30% DESIGNS

SITE IMPROVEMENT PLAN
SHEET 6



1 SITE IMPROVEMENT PLAN



2 SITE IMPROVEMENT PLAN

SITE LEGEND

(P) BOLLARD
(P) SIGN
(P) TRUNCATED DOMES
(P) CROSSWALK STRIPING
(P) FACE OF CURB
(P) BACK OF CURB
(P) GUTTER FLOW LINE
(P) LIP OF GUTTER
(P) GRADE BREAK
(P) TOE OF FILL
(P) CATTLE FENCE
(P) LODGE POLE FENCE
(P) AC PAVEMENT
(P) DG TRAIL
(P) DG HORSE TRAIL
(P) CONCRETE
(P) CURB / GUTTER
(P) RAILROAD PANEL
(P) BRIDGE
(P) PERMEABLE PAVERS

KEYNOTES

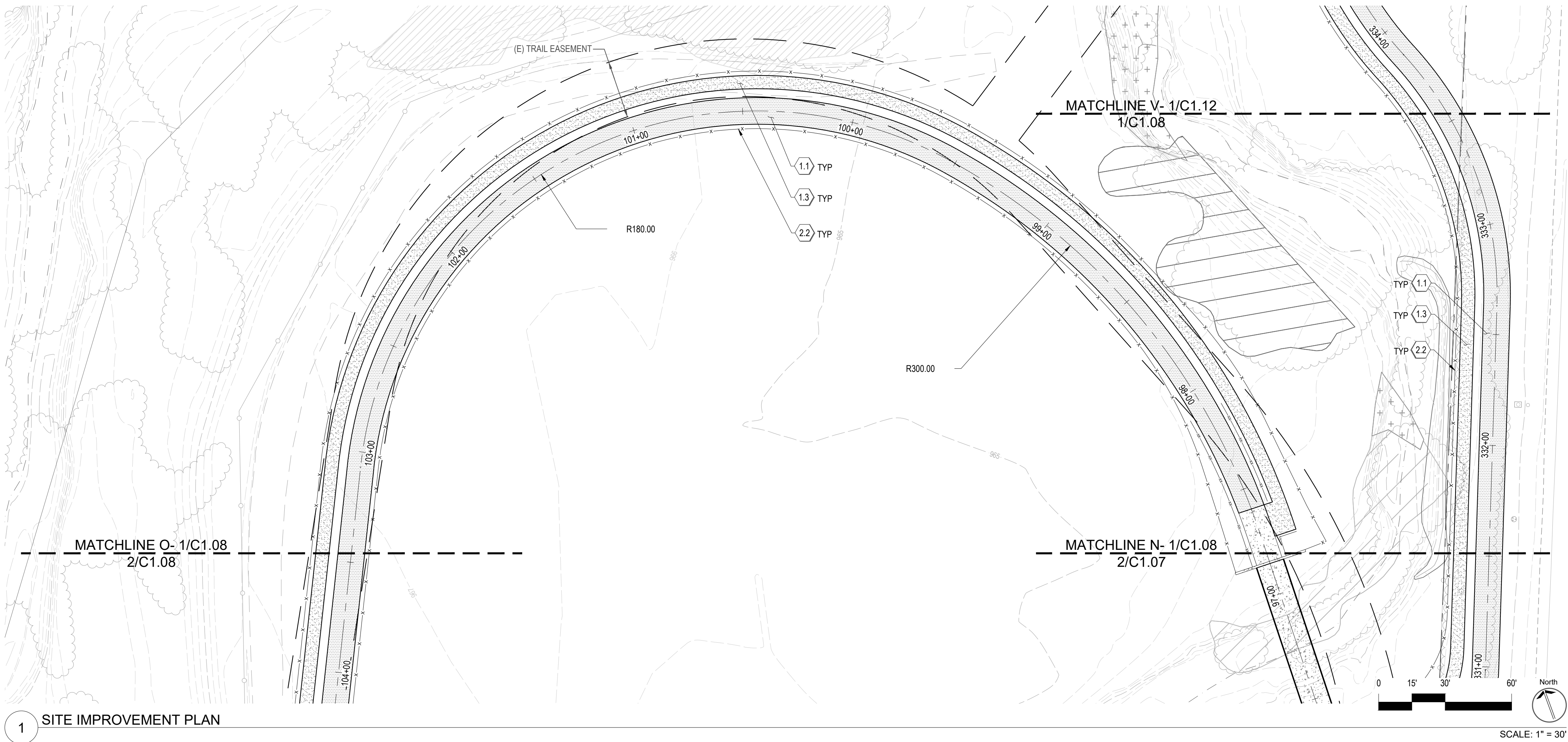
KEYNOTES	DETAILS
1 SURFACING	
1.1 STABILIZED DECOMPOSED GRANITE - MULTI-USE TRAIL	2/C4.01
1.2 STABILIZED DECOMPOSED GRANITE - PEDESTRIAN PATH	1/C4.01
1.3 DECOMPOSED GRANITE - EQUESTRIAN PATH	3/C4.01
1.4 CONCRETE - MULTI-USE TRAIL	6/C4.01
1.5 STANDARD CURB AND SIDEWALK	7/C4.02
1.6 PERMEABLE PAVERS	7/C4.01
1.7 VEHICULAR AC	4/C4.01
1.8 TYPE "A" CURB AND GUTTER	2/C4.02
2 SITE FEATURES	
2.1 LODGE POLE FENCE	5/C4.03
2.2 CATTLE FENCE	6/C4.03
2.3 CASE F CURB RAMP	6/C4.02
2.4 PUNCHEON	1/C4.04
2.5 NOT USED	
2.6 COMMERCIAL DRIVEWAY	7/C4.01
2.7 RESIDENTIAL DRIVEWAY	7/C4.01
2.8 TRAIL CROSSING	2/C4.03
2.9 STOP SIGN PER CALIFORNIA MUTCD	
2.10 HITCHING POST	4/C4.03

SHEET NOTES

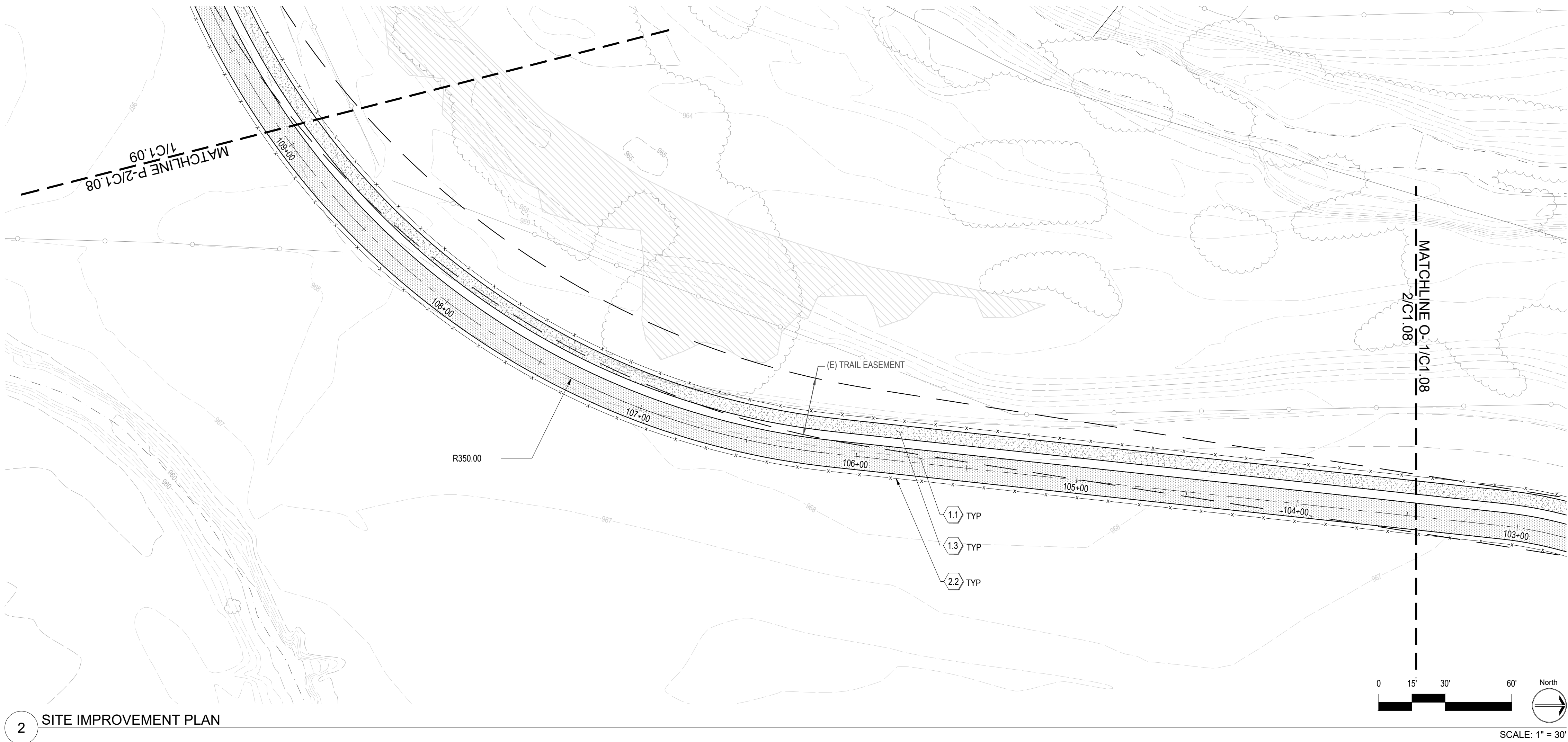
- FOR TYPICAL SECTIONS SEE C2.00 TO C2.02
- FOR TYPICAL BRIDGE SECTIONS SEE C3.00 - TRAIL PROFILES AT WATER CROSSINGS

COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
PRELIMINARY 30% DESIGNS

SITE IMPROVEMENT PLAN
SHEET 7



1 SITE IMPROVEMENT PLAN



2 SITE IMPROVEMENT PLAN

SITE LEGEND

(P) BOLLARD
(P) SIGN
(P) TRUNCATED DOMES
(P) CROSSWALK STRIPING
(P) FACE OF CURB
(P) BACK OF CURB
(P) GUTTER FLOW LINE
(P) LIP OF GUTTER
(P) GRADE BREAK
(P) TOE OF FILL
(P) CATTLE FENCE
(P) LODGE POLE FENCE
(P) AC PAVEMENT
(P) DG TRAIL
(P) DG HORSE TRAIL
(P) CONCRETE
(P) CURB / GUTTER
(P) RAILROAD PANEL
(P) BRIDGE
(P) PERMEABLE PAVERS

KEYNOTES

KEYNOTES	DETAILS
1 SURFACING	
1.1 STABILIZED DECOMPOSED GRANITE - MULTI-USE TRAIL	2/C4.01
1.2 STABILIZED DECOMPOSED GRANITE - PEDESTRIAN PATH	1/C4.01
1.3 DECOMPOSED GRANITE - EQUESTRIAN PATH	3/C4.01
1.4 CONCRETE - MULTI-USE TRAIL	6/C4.01
1.5 STANDARD CURB AND SIDEWALK	7/C4.02
1.6 PERMEABLE PAVERS	7/C4.01
1.7 VEHICULAR AC	4/C4.01
1.8 TYPE "A" CURB AND GUTTER	2/C4.02
2 SITE FEATURES	
2.1 LODGE POLE FENCE	5/C4.03
2.2 CATTLE FENCE	6/C4.03
2.3 CASE F CURB RAMP	6/C4.02
2.4 PUNCHEON	1/C4.04
2.5 NOT USED	
2.6 COMMERCIAL DRIVEWAY	7/C4.01
2.7 RESIDENTIAL DRIVEWAY	7/C4.01
2.8 TRAIL CROSSING	2/C4.03
2.9 STOP SIGN PER CALIFORNIA MUTCD	
2.10 HITCHING POST	4/C4.03

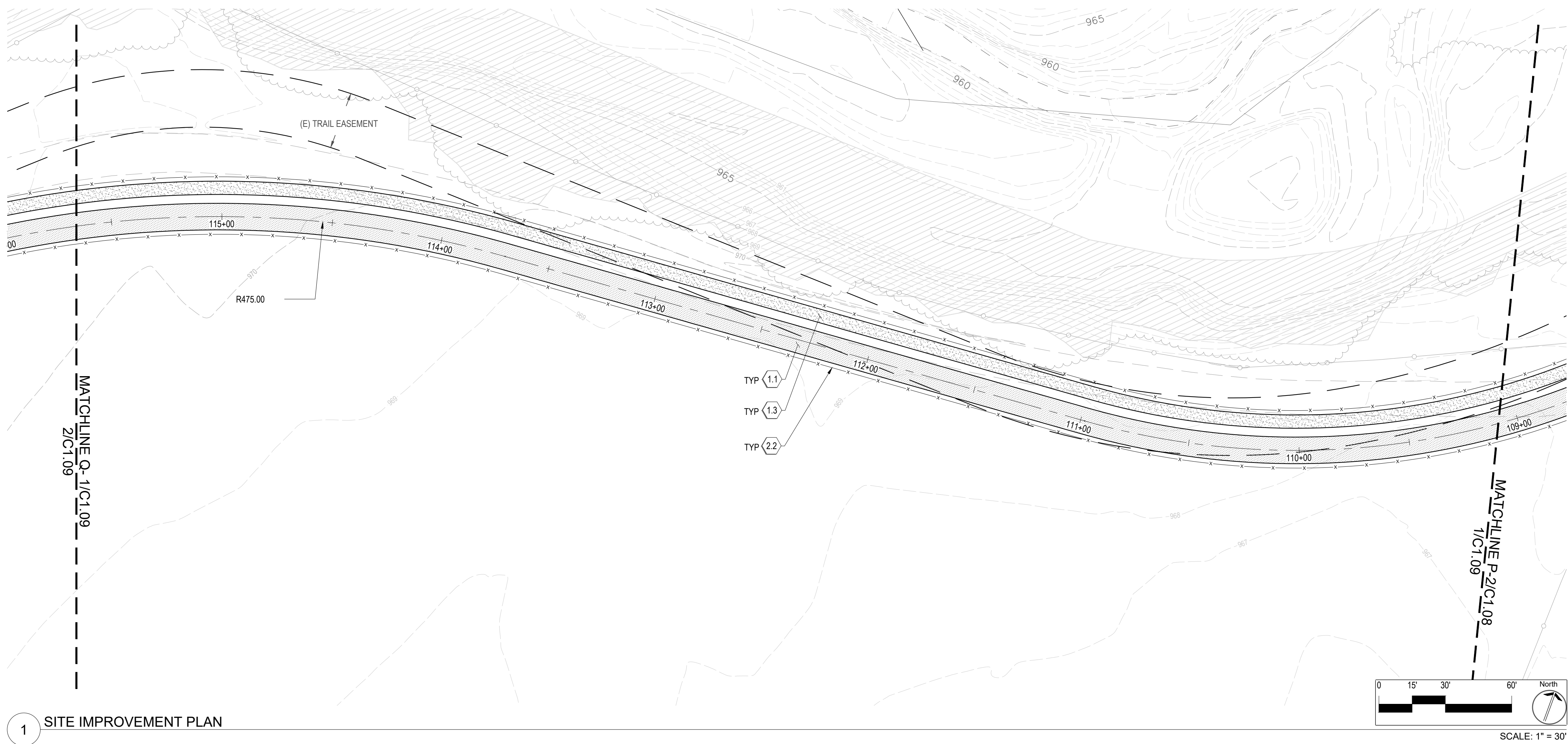
SHEET NOTES

- FOR TYPICAL SECTIONS SEE C2.00 TO C2.02
- FOR TYPICAL BRIDGE SECTIONS SEE C3.00 - TRAIL PROFILES AT WATER CROSSINGS

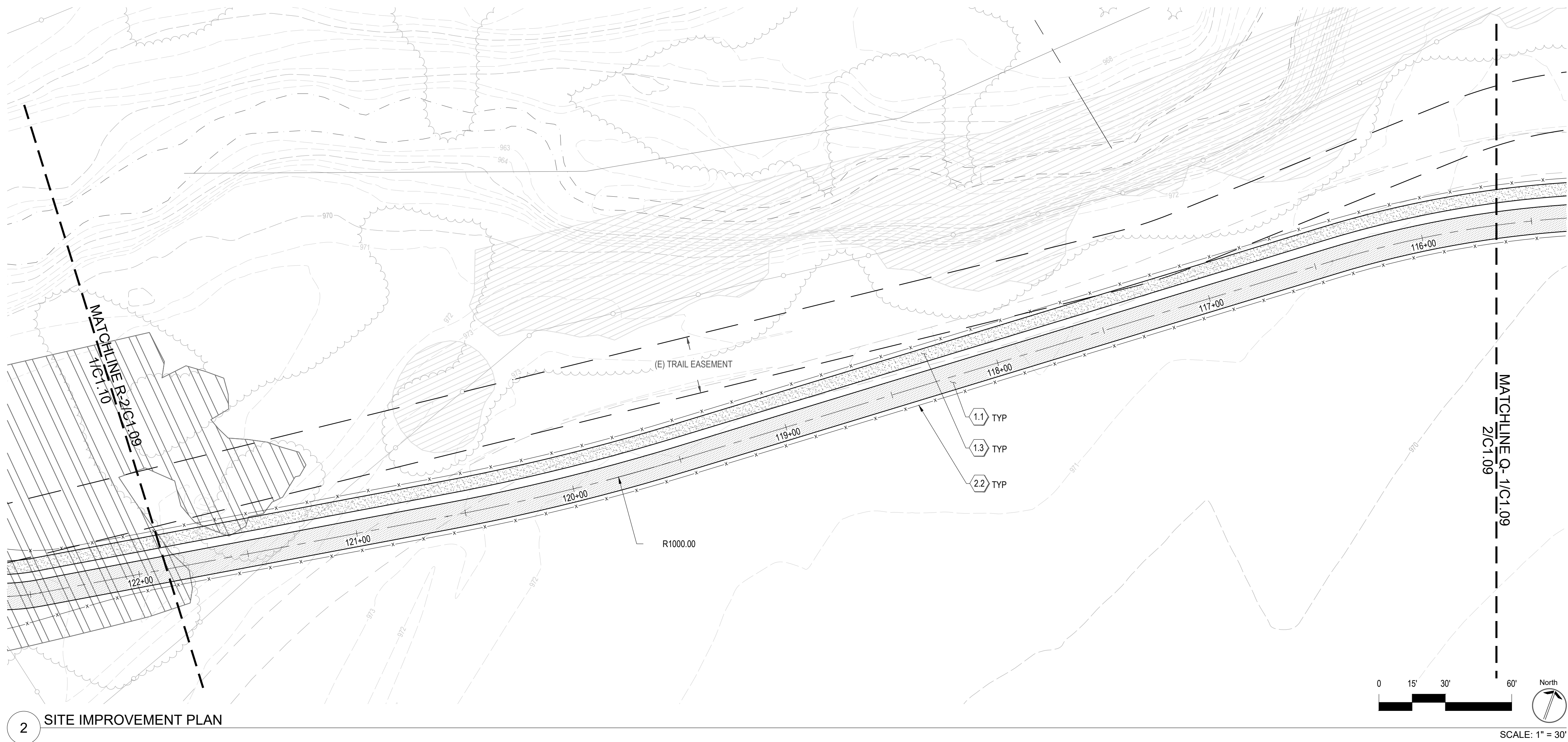
COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
PRELIMINARY 30% DESIGNS

SITE IMPROVEMENT PLAN
SHEET 8

C1.08
11 OF 23



1 SITE IMPROVEMENT PLAN



2 SITE IMPROVEMENT PLAN

SITE LEGEND

- (P) BOLLARD
- (P) SIGN
- (P) TRUNCATED DOMES
- (P) CROSSWALK STRIPING
- (P) FACE OF CURB
- (P) BACK OF CURB
- (P) GUTTER FLOW LINE
- (P) LIP OF GUTTER
- (P) GRADE BREAK
- (P) TOE OF FILL
- (P) CATTLE FENCE
- (P) LODGE POLE FENCE
- (P) AC PAVEMENT
- (P) DG TRAIL
- (P) DG HORSE TRAIL
- (P) CONCRETE
- (P) CURB / GUTTER
- (P) RAILROAD PANEL
- (P) BRIDGE
- (P) PERMEABLE PAVERS

KEYNOTES

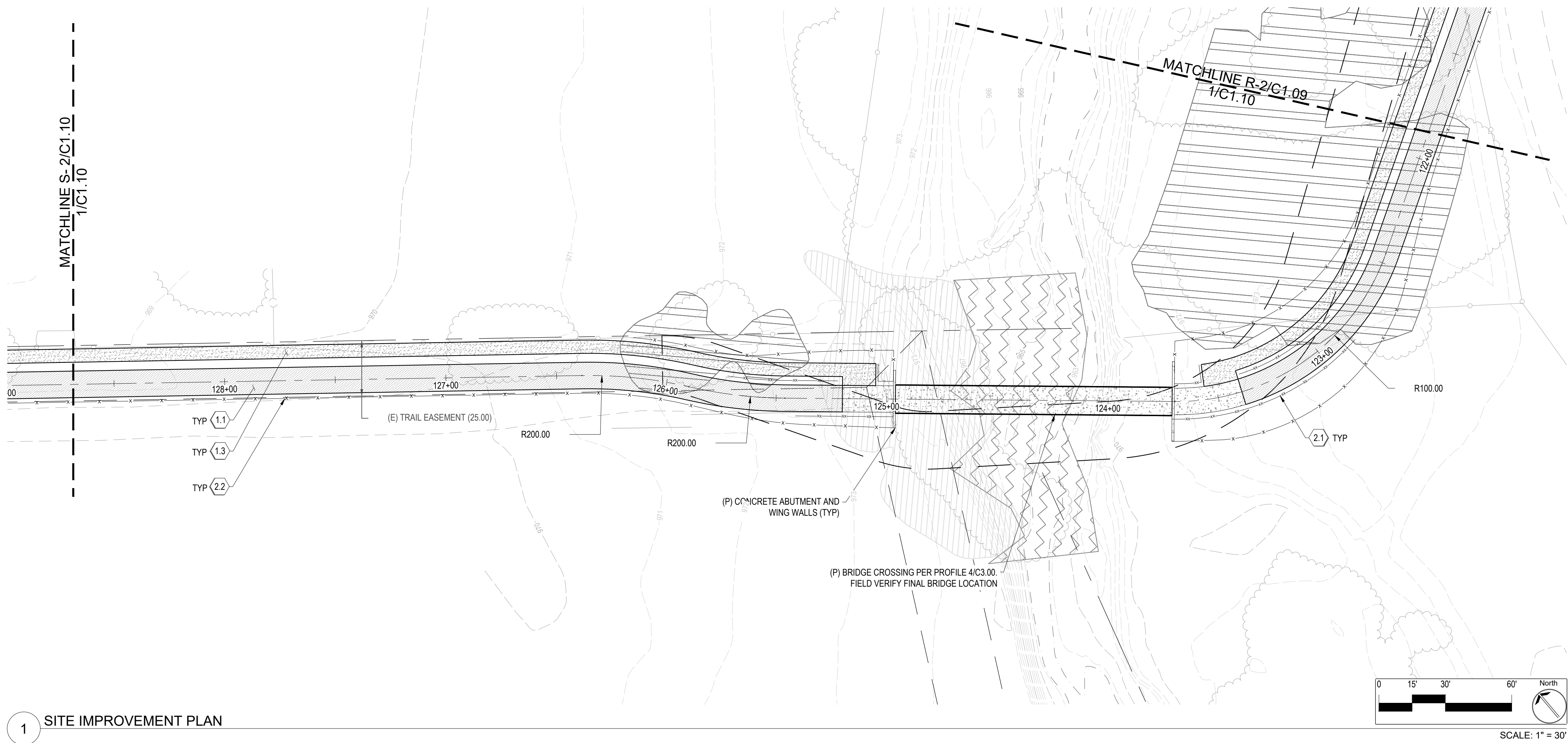
KEYNOTES	DETAILS
1 SURFACING	
1.1 STABILIZED DECOMPOSED GRANITE - MULTI-USE TRAIL	2/C4.01
1.2 STABILIZED DECOMPOSED GRANITE - PEDESTRIAN PATH	1/C4.01
1.3 DECOMPOSED GRANITE - EQUESTRIAN PATH	3/C4.01
1.4 CONCRETE - MULTI-USE TRAIL	6/C4.01
1.5 STANDARD CURB AND SIDEWALK	7/C4.02
1.6 PERMEABLE PAVERS	7/C4.01
1.7 VEHICULAR AC	4/C4.01
1.8 TYPE "A" CURB AND GUTTER	2/C4.02
2 SITE FEATURES	
2.1 LODGE POLE FENCE	5/C4.03
2.2 CATTLE FENCE	6/C4.03
2.3 CASE F CURB RAMP	6/C4.02
2.4 PUNCHEON	1/C4.04
2.5 NOT USED	
2.6 COMMERCIAL DRIVEWAY	7/C4.01
2.7 RESIDENTAL DRIVEWAY	7/C4.01
2.8 TRAIL CROSSING	2/C4.03
2.9 STOP SIGN PER CALIFORNIA MUTCD	
2.10 HITCHING POST	4/C4.03

SHEET NOTES

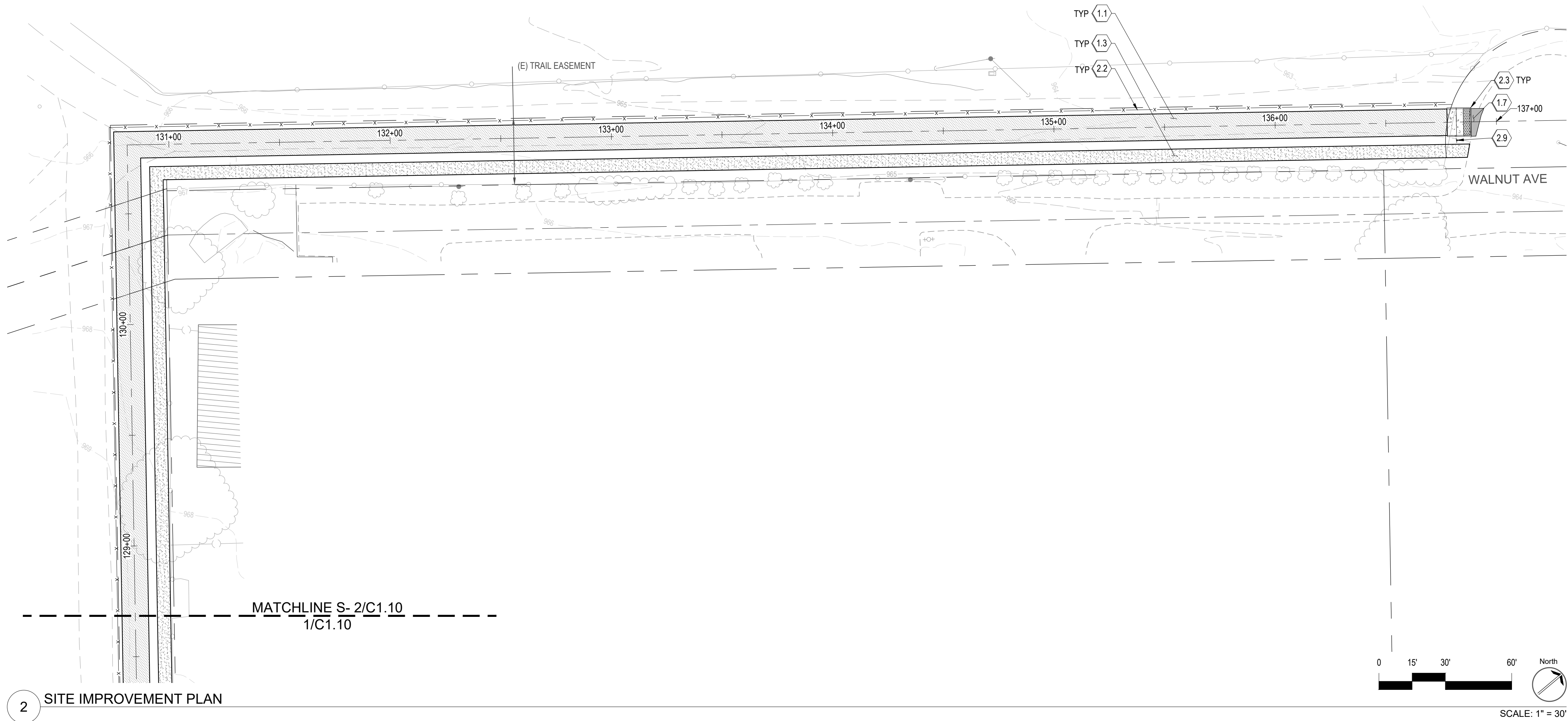
- FOR TYPICAL SECTIONS SEE C2.00 TO C2.02
- FOR TYPICAL BRIDGE SECTIONS SEE C3.00 - TRAIL PROFILES AT WATER CROSSINGS

COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
PRELIMINARY 30% DESIGNS

SITE IMPROVEMENT PLAN
SHEET 9



1 SITE IMPROVEMENT PLAN



2 SITE IMPROVEMENT PLAN

SITE LEGEND

(P) BOLLARD	
(P) SIGN	
(P) TRUNCATED DOMES	
(P) CROSSWALK STRIPING	
(P) FACE OF CURB	
(P) BACK OF CURB	
(P) GUTTER FLOW LINE	
(P) LIP OF GUTTER	
(P) GRADE BREAK	
(P) TOE OF FILL	
(P) CATTLE FENCE	
(P) LODGE POLE FENCE	
(P) AC PAVEMENT	
(P) DG TRAIL	
(P) DG HORSE TRAIL	
(P) CONCRETE	
(P) CURB / GUTTER	
(P) RAILROAD PANEL	
(P) BRIDGE	
(P) PERMEABLE PAVERS	

KEYNOTES

KEYNOTES	DETAILS
1 SURFACING	
1.1 STABILIZED DECOMPOSED GRANITE - MULTI-USE TRAIL	2/C4.01
1.2 STABILIZED DECOMPOSED GRANITE - PEDESTRIAN PATH	1/C4.01
1.3 DECOMPOSED GRANITE - EQUESTRIAN PATH	3/C4.01
1.4 CONCRETE - MULTI-USE TRAIL	6/C4.01
1.5 STANDARD CURB AND SIDEWALK	7/C4.02
1.6 PERMEABLE PAVERS	7/C4.01
1.7 VEHICULAR AC	4/C4.01
1.8 TYPE "A" CURB AND GUTTER	2/C4.02
2 SITE FEATURES	
2.1 LODGE POLE FENCE	5/C4.03
2.2 CATTLE FENCE	6/C4.03
2.3 CASE F CURB RAMP	6/C4.02
2.4 PUNCHEON	1/C4.04
2.5 NOT USED	
2.6 COMMERCIAL DRIVEWAY	7/C4.01
2.7 RESIDENTIAL DRIVEWAY	7/C4.01
2.8 TRAIL CROSSING	2/C4.03
2.9 STOP SIGN PER CALIFORNIA MUTCD	
2.10 HITCHING POST	4/C4.03

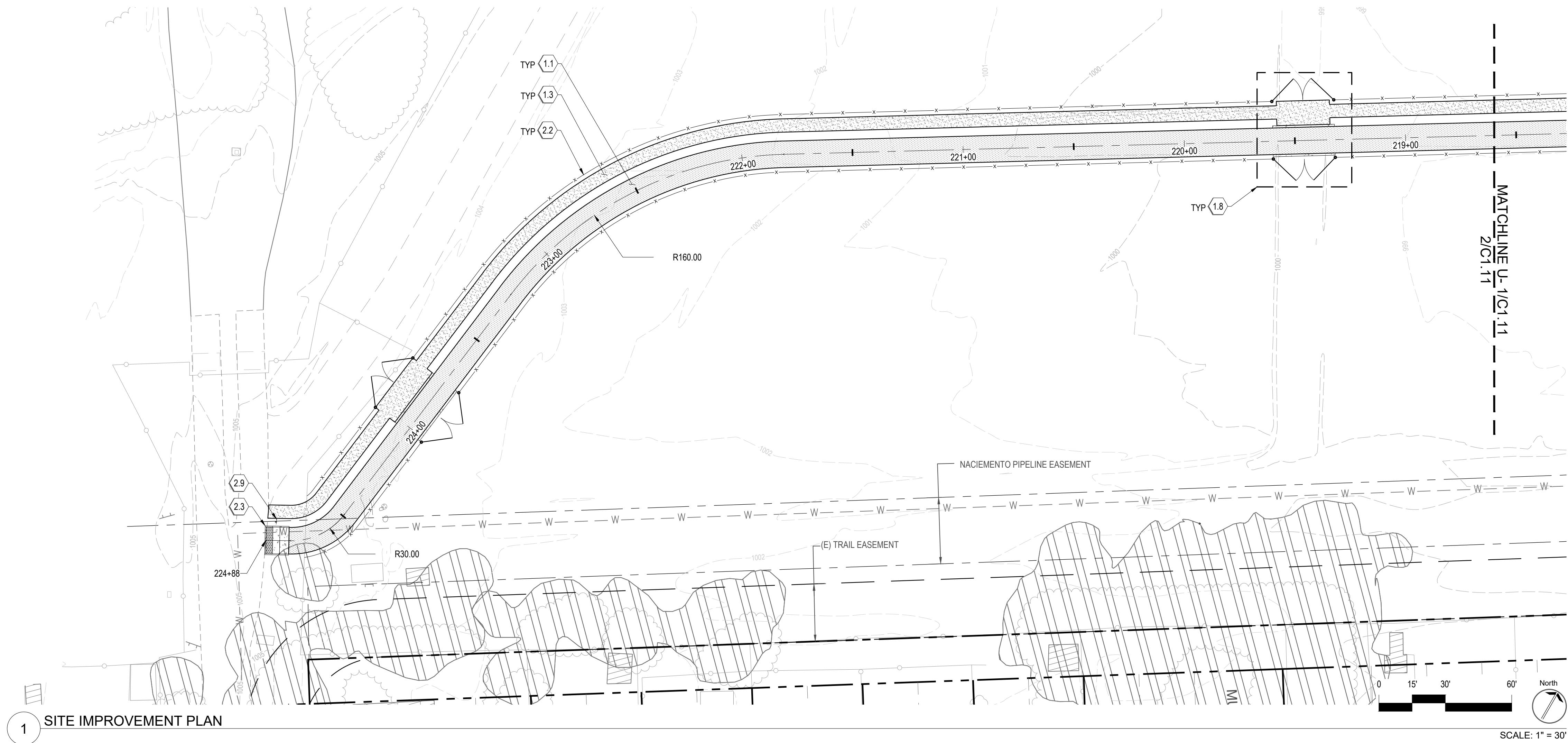
SHEET NOTES

- FOR TYPICAL SECTIONS SEE C2.00 TO C2.02
- FOR TYPICAL BRIDGE SECTIONS SEE C3.00 - TRAIL PROFILES AT WATER CROSSINGS

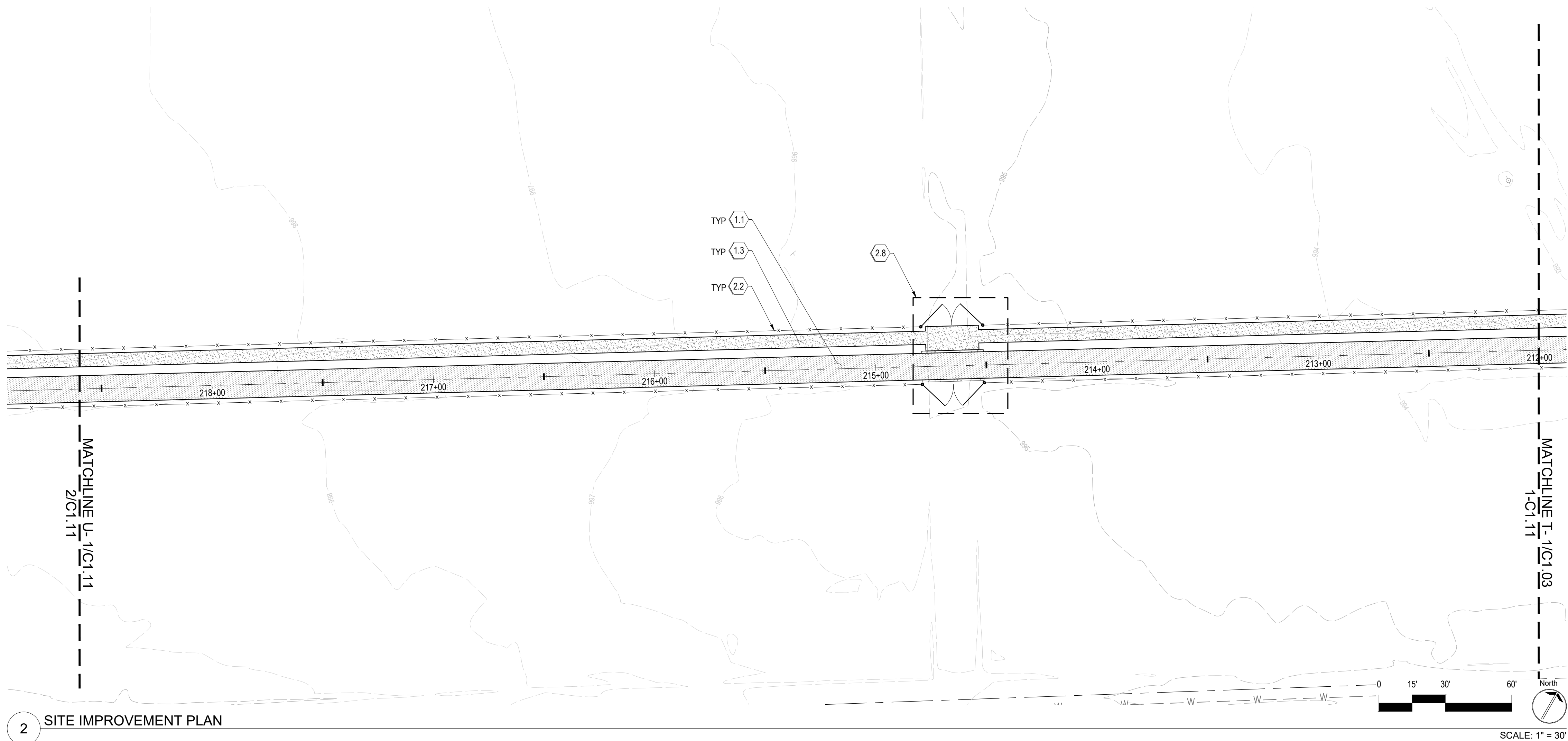
COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
PRELIMINARY 30% DESIGNS

SITE IMPROVEMENT PLAN
SHEET 10

C1.10
13 OF 23



1 SITE IMPROVEMENT PLAN



2 SITE IMPROVEMENT PLAN

SITE LEGEND

	(P) BOLLARD
	(P) SIGN
	(P) TRUNCATED DOMES
	(P) CROSSWALK STRIPING
	(P) FACE OF CURB
	(P) BACK OF CURB
	(P) GUTTER FLOW LINE
	(P) LIP OF GUTTER
	(P) GRADE BREAK
	(P) TOE OF FILL
	(P) CATTLE FENCE
	(P) LODGE POLE FENCE
	(P) AC PAVEMENT
	(P) DG TRAIL
	(P) DG HORSE TRAIL
	(P) CONCRETE
	(P) CURB / GUTTER
	(P) RAILROAD PANEL
	(P) BRIDGE
	(P) PERMEABLE PAVERS

KEYNOTES

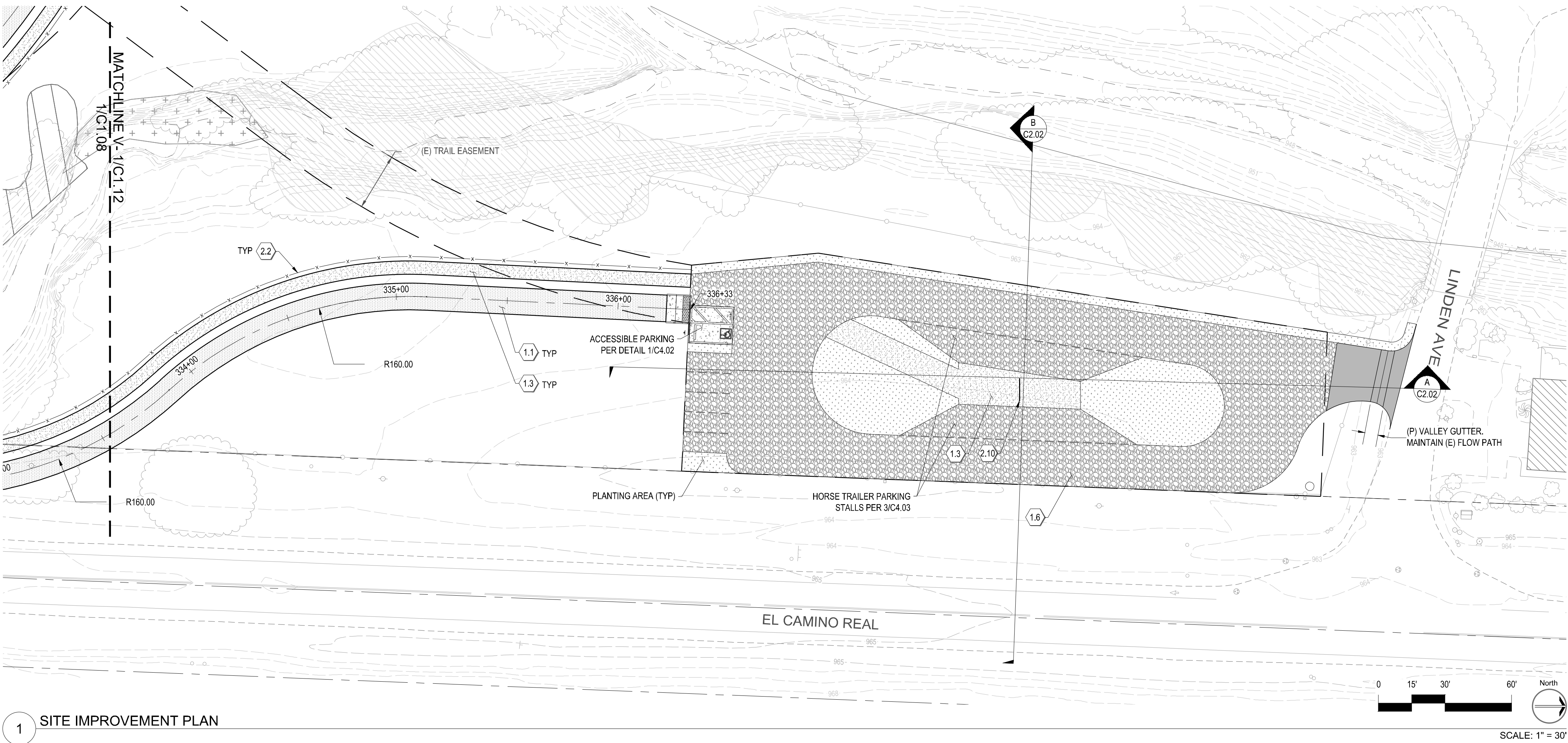
KEYNOTES	DETAILS
1 SURFACING	
1.1 STABILIZED DECOMPOSED GRANITE - MULTI-USE TRAIL	2/C4.01
1.2 STABILIZED DECOMPOSED GRANITE - PEDESTRIAN PATH	1/C4.01
1.3 DECOMPOSED GRANITE - EQUESTRIAN PATH	3/C4.01
1.4 CONCRETE - MULTI-USE TRAIL	6/C4.01
1.5 STANDARD CURB AND SIDEWALK	7/C4.02
1.6 PERMEABLE PAVERS	7/C4.01
1.7 VEHICULAR AC	4/C4.01
1.8 TYPE "A" CURB AND GUTTER	2/C4.02
2 SITE FEATURES	
2.1 LODGE POLE FENCE	5/C4.03
2.2 CATTLE FENCE	6/C4.03
2.3 CASE F CURB RAMP	6/C4.02
2.4 PUNCHEON	1/C4.04
2.5 NOT USED	
2.6 COMMERCIAL DRIVEWAY	7/C4.01
2.7 RESIDENTAL DRIVEWAY	7/C4.01
2.8 TRAIL CROSSING	2/C4.03
2.9 STOP SIGN PER CALIFORNIA MUTCD	
2.10 HITCHING POST	4/C4.03

SHEET NOTES

- FOR TYPICAL SECTIONS SEE C2.00 TO C2.02
- FOR TYPICAL BRIDGE SECTIONS SEE C3.00 - TRAIL PROFILES AT WATER CROSSINGS

COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
PRELIMINARY 30% DESIGNS

SITE IMPROVEMENT PLAN
SHEET 11



1 SITE IMPROVEMENT PLAN

SITE LEGEND	
	(P) BOLLARD
	(P) SIGN
	(P) TRUNCATED DOMES
	(P) CROSSWALK STRIPING
	(P) FACE OF CURB
	(P) BACK OF CURB
	(P) GUTTER FLOW LINE
	(P) LIP OF GUTTER
	(P) GRADE BREAK
	(P) TOE OF FILL
	(P) CATTLE FENCE
	(P) LODGE POLE FENCE
	(P) AC PAVEMENT
	(P) DG TRAIL
	(P) DG HORSE TRAIL
	(P) CONCRETE
	(P) CURB / GUTTER
	(P) RAILROAD PANEL
	(P) BRIDGE
	(P) PERMEABLE PAVERS

KEYNOTES	DETAILS
1 SURFACING	
1.1 STABILIZED DECOMPOSED GRANITE - MULTI-USE TRAIL	2/C4.01
1.2 STABILIZED DECOMPOSED GRANITE - PEDESTRIAN PATH	1/C4.01
1.3 DECOMPOSED GRANITE - EQUESTRIAN PATH	3/C4.01
1.4 CONCRETE - MULTI-USE TRAIL	6/C4.01
1.5 STANDARD CURB AND SIDEWALK	7/C4.02
1.6 PERMEABLE PAVERS	7/C4.01
1.7 VEHICULAR AC	4/C4.01
1.8 TYPE "A" CURB AND GUTTER	2/C4.02
2 SITE FEATURES	
2.1 LODGE POLE FENCE	5/C4.03
2.2 CATTLE FENCE	6/C4.03
2.3 CASE F CURB RAMP	6/C4.02
2.4 PUNCHEON	1/C4.04
2.5 NOT USED	
2.6 COMMERCIAL DRIVEWAY	7/C4.01
2.7 RESIDENTIAL DRIVEWAY	7/C4.01
2.8 TRAIL CROSSING	2/C4.03
2.9 STOP SIGN PER CALIFORNIA MUTCD	
2.10 HITCHING POST	4/C4.03

SHEET NOTES

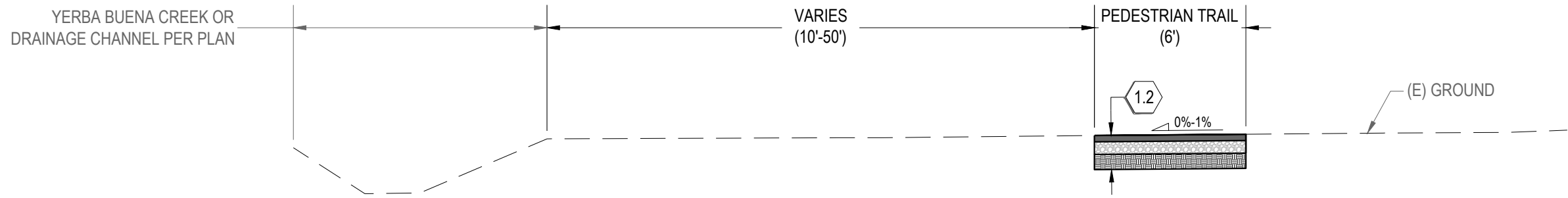
1. FOR TYPICAL SECTIONS SEE C2.00 TO C2.02

2. FOR TYPICAL BRIDGE SECTIONS SEE C3.00 - TRAIL PROFILES AT WATER CROSSINGS

SCALE: 0 1" Note: If this graphic scale does not equal 1", this sheet has been modified from its original size.		
NO	DATE	REVISION
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PROJECT NO. 21-269		
DATE	10/6/2022	
DRAWN	CHM/RPA	
DESIGNED	GH	
CHECKED	RC/AG	

COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
PRELIMINARY 30% DESIGNS

SITE IMPROVEMENT PLAN
SHEET 12

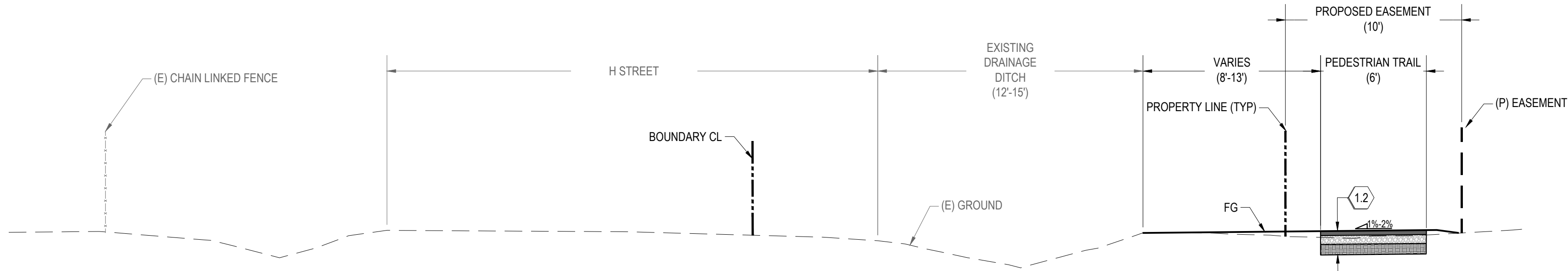


TYPICAL SECTION 1

SCALE: 1" = 5'

STATIONING

10+00 TO 13+60

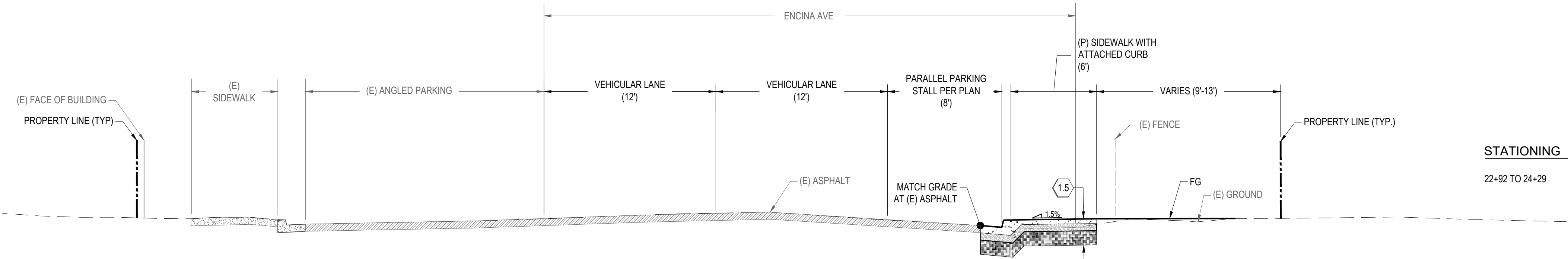


TYPICAL SECTION 2

SCALE: 1" = 5'

STATIONING

13+98 TO 18+30

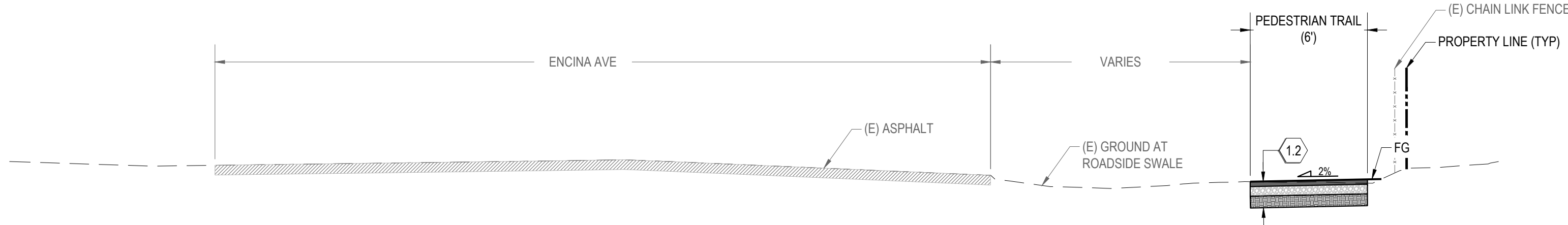


TYPICAL SECTION 3

SCALE: 1" = 5'

STATIONING

22+92 TO 24+29

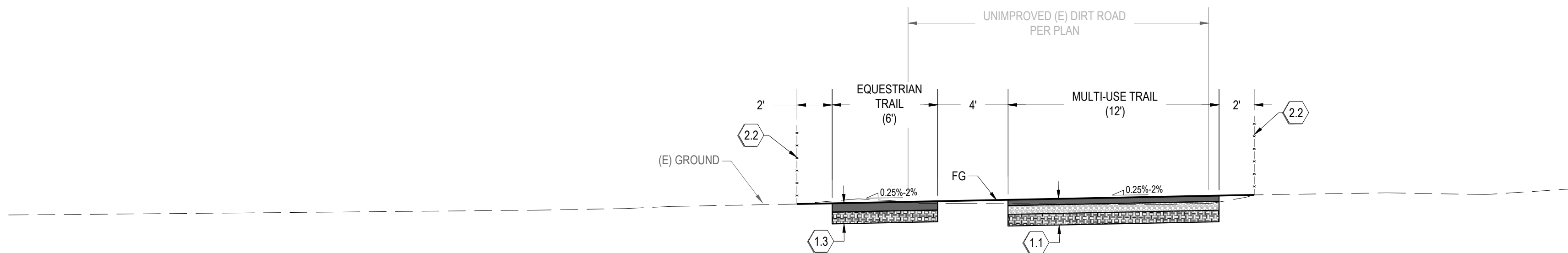


TYPICAL SECTION 4

SCALE: 1" = 5'

STATIONING

24+61 TO 26+22



TYPICAL SECTION 5

SCALE: 1" = 5'

STATIONING

24+61 TO 26+22

29+80 TO 43+10

98+15 TO 122+50

200+00 TO 224+77

KEYNOTES	DETAILS
1 SURFACING	
1.1 STABILIZED DECOMPOSED GRANITE - MULTI-USE TRAIL	2/C4.01
1.2 STABILIZED DECOMPOSED GRANITE - PEDESTRIAN PATH	1/C4.01
1.3 DECOMPOSED GRANITE - EQUESTRIAN PATH	3/C4.01
1.4 CONCRETE - MULTI-USE TRAIL	6/C4.01
1.5 STANDARD CURB AND SIDEWALK	7/C4.02
1.6 PERMEABLE PAVERS	7/C4.01
1.7 VEHICULAR AC	4/C4.01
1.8 TYPE "A" CURB AND GUTTER	2/C4.02
2 SITE FEATURES	
2.1 LODGE POLE FENCE	5/C4.03
2.2 CATTLE FENCE	6/C4.03
2.3 CASE F CURB RAMP	6/C4.02
2.4 PUNCHEON	1/C4.04
2.5 NOT USED	
2.6 COMMERCIAL DRIVEWAY	7/C4.01
2.7 RESIDENTAL DRIVEWAY	7/C4.01
2.8 TRAIL CROSSING	2/C4.03
2.9 STOP SIGN PER CALIFORNIA MUTCD	
2.10 HITCHING POST	4/C4.03

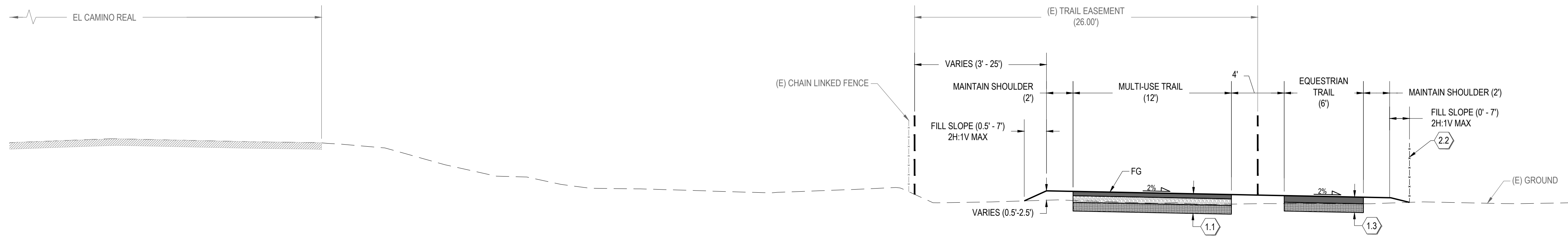
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Note: If this graphic scale does not equal 1", this sheet has been modified from its original size.		
NO	DATE	REVISION

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PROJECT NO.	21-269	
DATE	10/6/2022	
DRAWN	CHM/RPA	
DESIGNED	CH	
CHECKED	RC/AG	

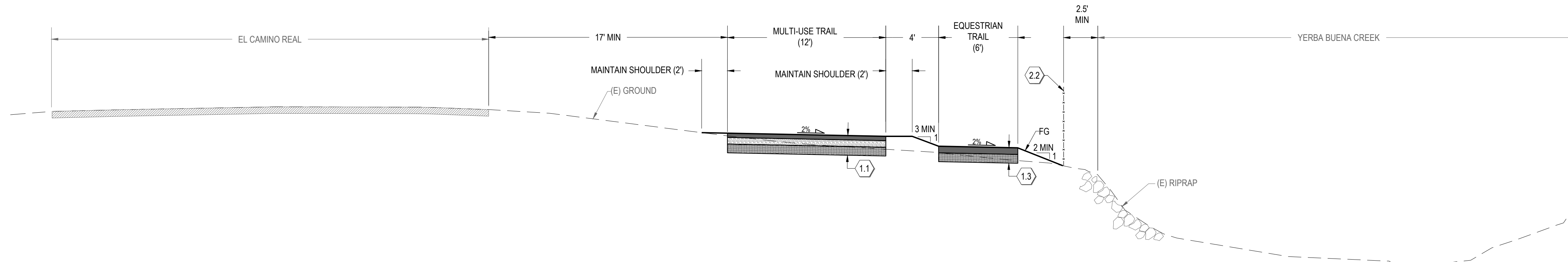
COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
PRELIMINARY 30% DESIGNS

TYPICAL SECTIONS 1

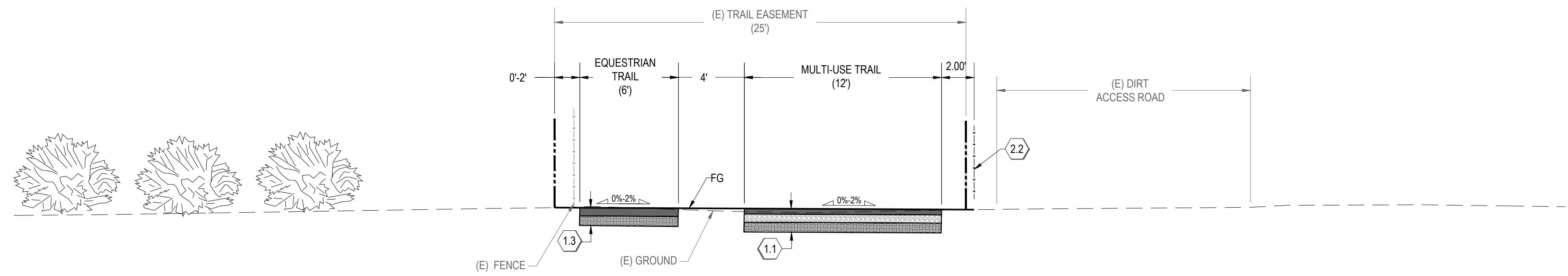




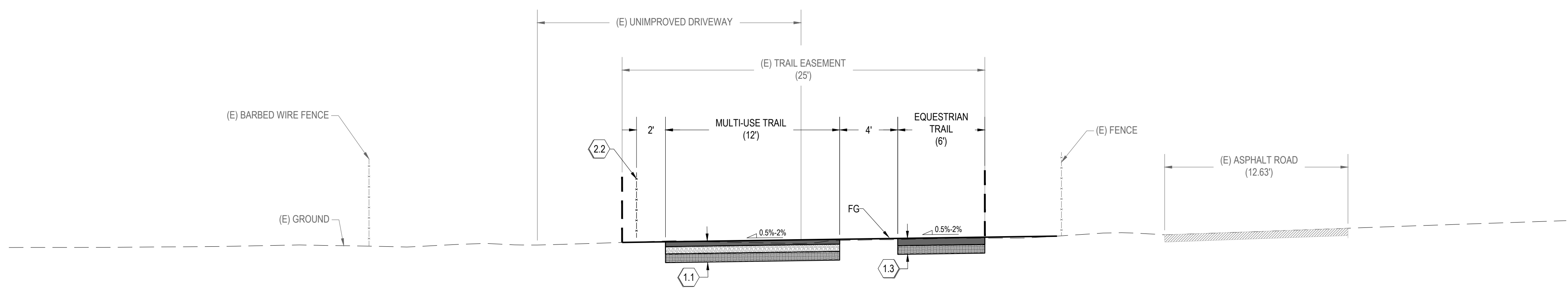
TYPICAL SECTION 6
SCALE: 1" = 5'



TYPICAL SECTION 7
SCALE: 1" = 5'

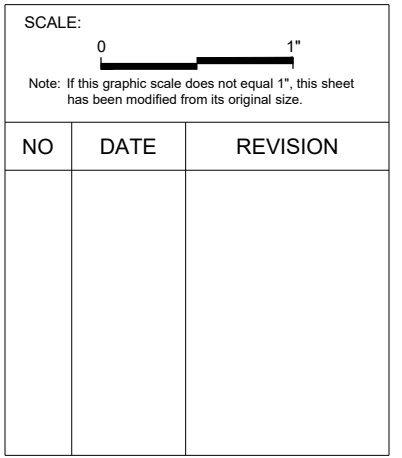


TYPICAL SECTION 8
SCALE: 1" = 5'



TYPICAL SECTION 9
SCALE: 1" = 5'

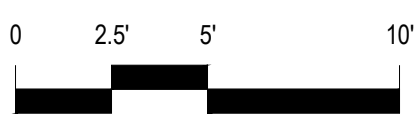
KEYNOTES	DETAILS
1 SURFACING	
1.1 STABILIZED DECOMPOSED GRANITE - MULTI-USE TRAIL	2/C4.01
1.2 STABILIZED DECOMPOSED GRANITE - PEDESTRIAN PATH	1/C4.01
1.3 DECOMPOSED GRANITE - EQUESTRIAN PATH	3/C4.01
1.4 CONCRETE - MULTI-USE TRAIL	6/C4.01
1.5 STANDARD CURB AND SIDEWALK	7/C4.02
1.6 PERMEABLE PAVERS	7/C4.01
1.7 VEHICULAR AC	4/C4.01
1.8 TYPE "A" CURB AND GUTTER	2/C4.02
2 SITE FEATURES	
2.1 LODGE POLE FENCE	5/C4.03
2.2 CATTLE FENCE	6/C4.03
2.3 CASE F CURB RAMP	6/C4.02
2.4 PUNCHEON	1/C4.04
2.5 NOT USED	
2.6 COMMERCIAL DRIVEWAY	7/C4.01
2.7 RESIDENTIAL DRIVEWAY	7/C4.01
2.8 TRAIL CROSSING	2/C4.03
2.9 STOP SIGN PER CALIFORNIA MUTCD	
2.10 HITCHING POST	4/C4.03

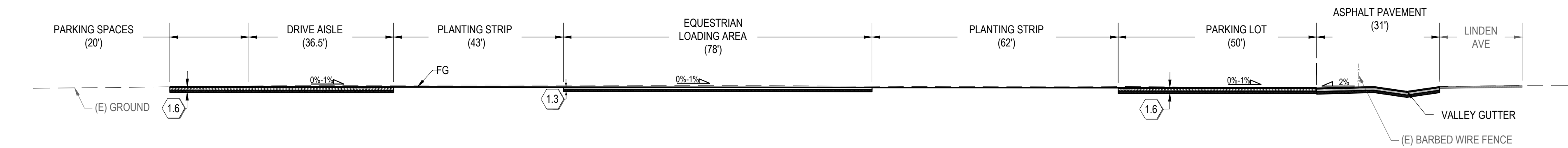


PROJECT NO. 21-269	
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COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
PRELIMINARY 30% DESIGNS

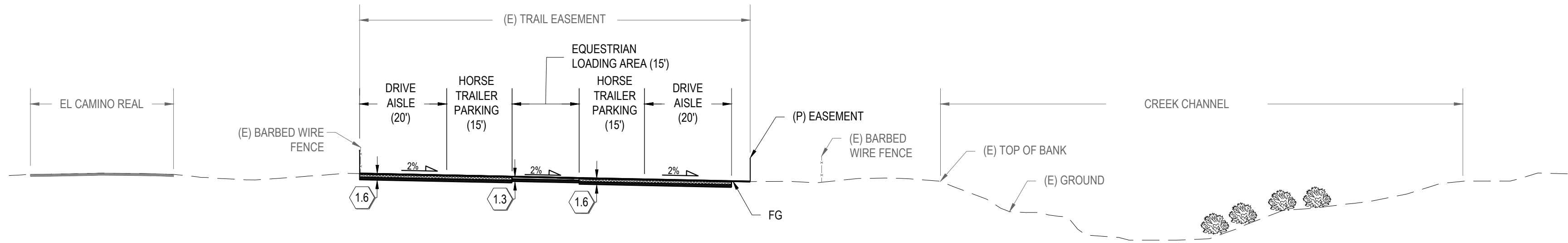
TYPICAL SECTIONS 2





A PARKING LOT SECTION

SCALE: 1" = 20'



B PARKING LOT SECTION

SCALE: 1" = 20'

KEYNOTES	DETAILS
1 SURFACING	
1.1 STABILIZED DECOMPOSED GRANITE - MULTI-USE TRAIL	2/C4.01
1.2 STABILIZED DECOMPOSED GRANITE - PEDESTRIAN PATH	1/C4.01
1.3 DECOMPOSED GRANITE - EQUESTRIAN PATH	3/C4.01
1.4 CONCRETE - MULTI-USE TRAIL	6/C4.01
1.5 STANDARD CURB AND SIDEWALK	7/C4.02
1.6 PERMEABLE PAVERS	7/C4.01
1.7 VEHICULAR AC	4/C4.01
1.8 TYPE "A" CURB AND GUTTER	2/C4.02
2 SITE FEATURES	
2.1 LODGE POLE FENCE	5/C4.03
2.2 CATTLE FENCE	6/C4.03
2.3 CASE F CURB RAMP	6/C4.02
2.4 PUNCHEON	1/C4.04
2.5 NOT USED	
2.6 COMMERCIAL DRIVEWAY	7/C4.01
2.7 RESIDENTAL DRIVEWAY	7/C4.01
2.8 TRAIL CROSSING	2/C4.03
2.9 STOP SIGN PER CALIFORNIA MUTCD	
2.10 HITCHING POST	4/C4.03

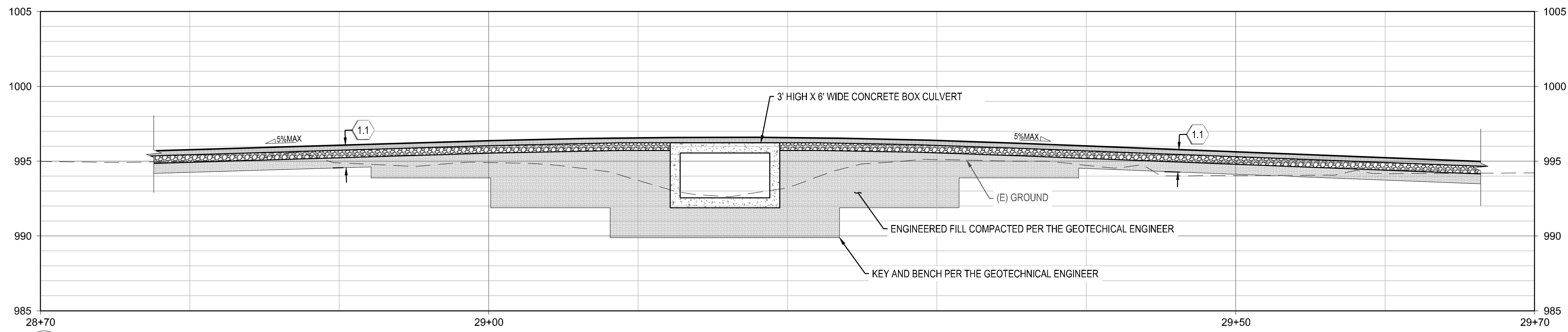
SCALE		
0 1"		
Note: If this graphic scale does not equal 1", this sheet has been modified from its original size.		
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COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
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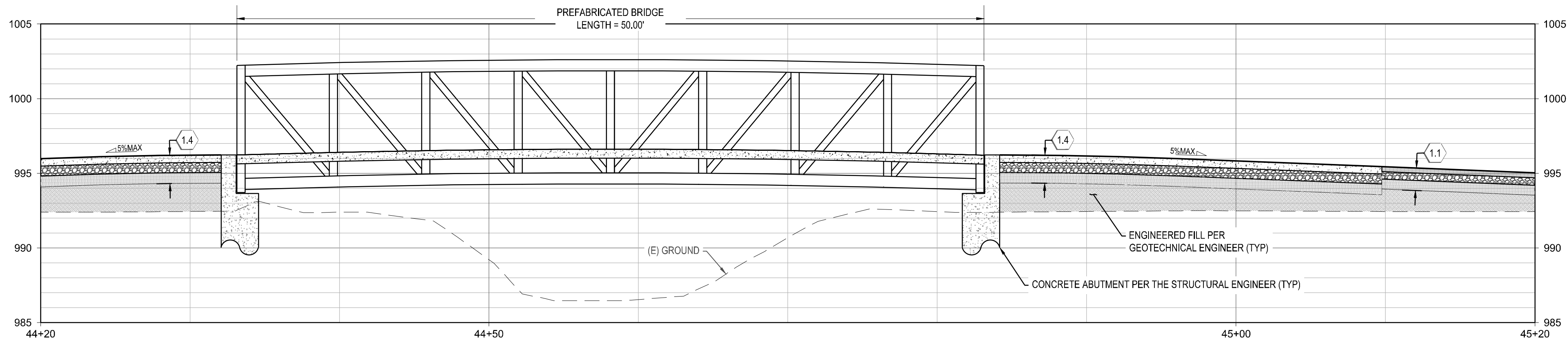
SITE SECTIONS





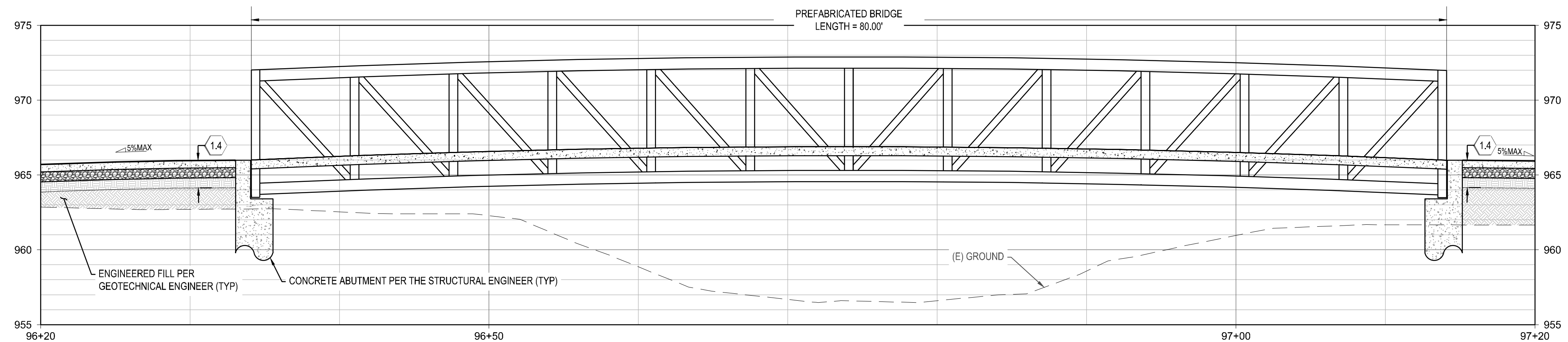
1 MULTI-USE TRAIL PROFILE AT CANAL CROSSING: STA 28+70 TO 29+70

SCALE: 1" = 5'



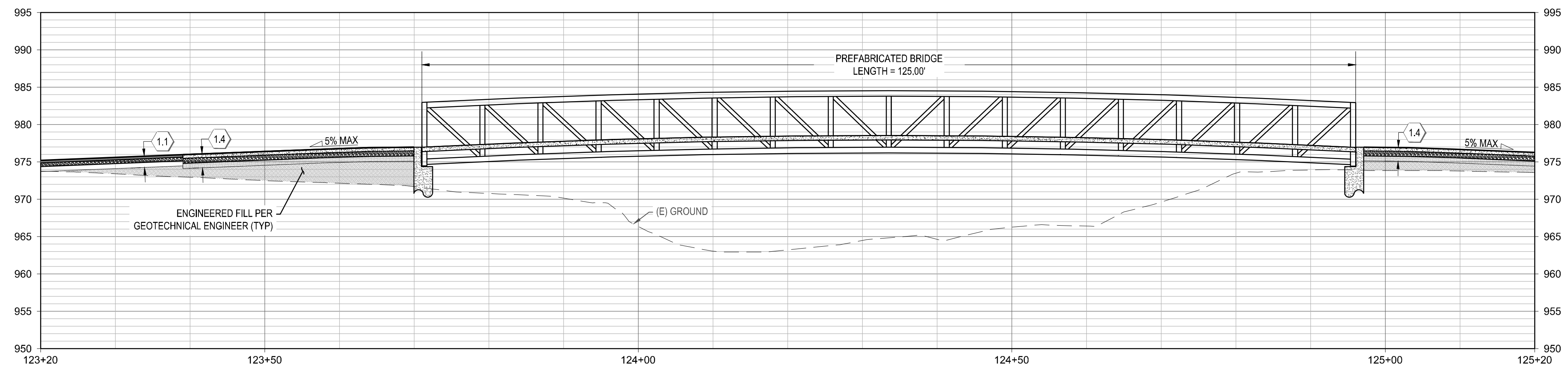
2 MULTI-USE TRAIL PROFILE AT YERBA BUENA CREEK CROSSING: STA 44+20 TO 45+20

SCALE: 1" = 5'



3 MULTI-USE TRAIL PROFILE AT YERBA BUENA CREEK CROSSING: STA 96+20 TO 97+20

SCALE: 1" = 5'



4 MULTI-USE TRAIL PROFILE AT SANTA MARGARITA CREEK CROSSING: STA 123+20 TO 125+20

SCALE: 1" = 10'

KEYNOTES

1 SURFACING

- 1.1 STABILIZED DECOMPOSED GRANITE - MULTI-USE TRAIL
- 1.2 STABILIZED DECOMPOSED GRANITE - PEDESTRIAN PATH
- 1.3 DECOMPOSED GRANITE - EQUESTRIAN PATH
- 1.4 CONCRETE - MULTI-USE TRAIL
- 1.5 STANDARD CURB AND SIDEWALK
- 1.6 PERMEABLE PAVERS
- 1.7 VEHICULAR AC
- 1.8 TYPE "A" CURB AND GUTTER

2 SITE FEATURES


- 2.1 LODGE POLE FENCE
- 2.2 CATTLE FENCE
- 2.3 CASE F CURB RAMP
- 2.4 PUNCHEON
- 2.5 NOT USED
- 2.6 COMMERCIAL DRIVEWAY
- 2.7 RESIDENTIAL DRIVEWAY
- 2.8 TRAIL CROSSING
- 2.9 STOP SIGN PER CALIFORNIA MUTCD
- 2.10 HITCHING POST

DETAILS

- 2/C4.01
- 1/C4.01
- 3/C4.01
- 6/C4.01
- 7/C4.02
- 7/C4.01
- 4/C4.01
- 2/C4.02
- 5/C4.03
- 6/C4.03
- 6/C4.02
- 1/C4.04
- 7/C4.01
- 7/C4.01
- 2/C4.03
- 4/C4.03

NOTES

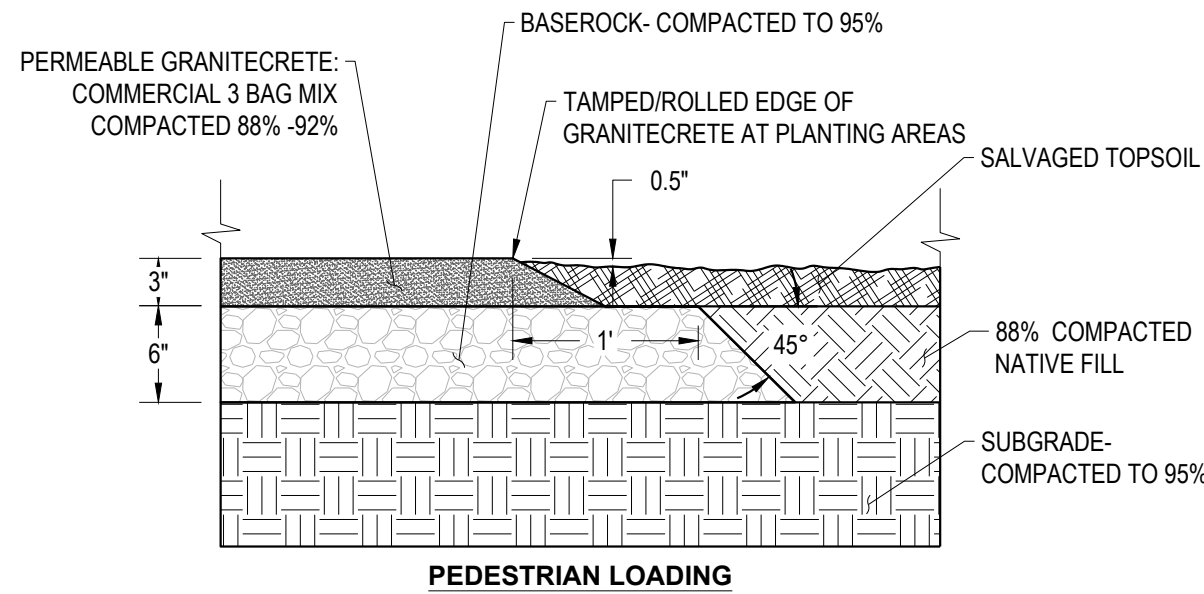
- 1. A HYDROLOGIC AND HYDRAULIC STUDY AT EACH BRIDGE SHALL BE COMPLETED AS DESIGN ADVANCES.
- 2. BRIDGE LENGTHS HAVE BEEN SET OUTSIDE THE BANKS.

SCALE:		
		
Note: If this graphic scale does not equal 1", this sheet has been modified from its original size.		
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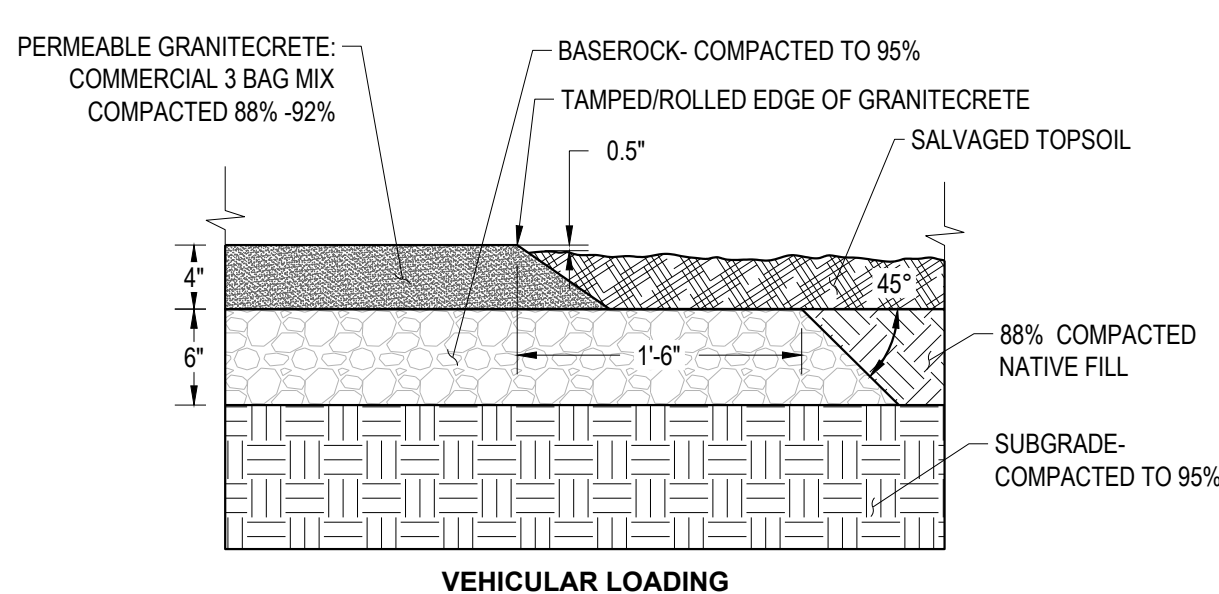
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COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
PRELIMINARY 30% DESIGNS

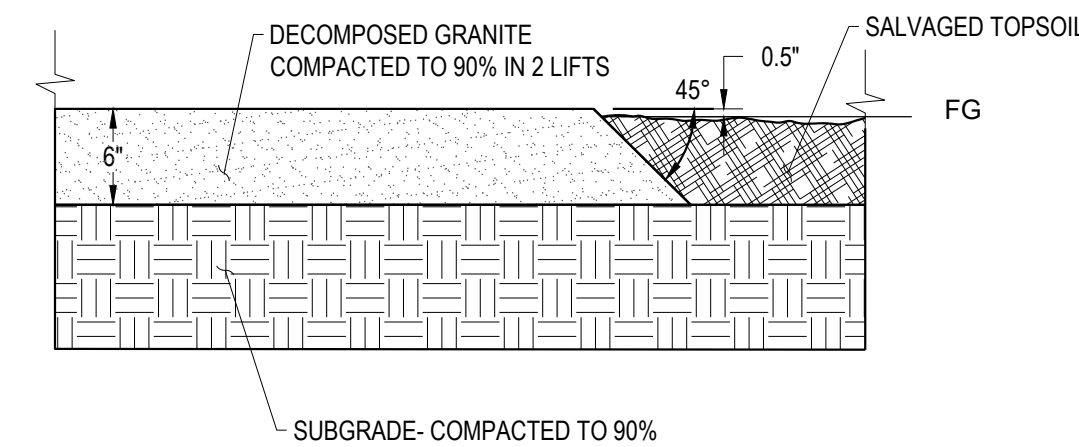
TRAIL PROFILES AT WATER
CROSSINGS



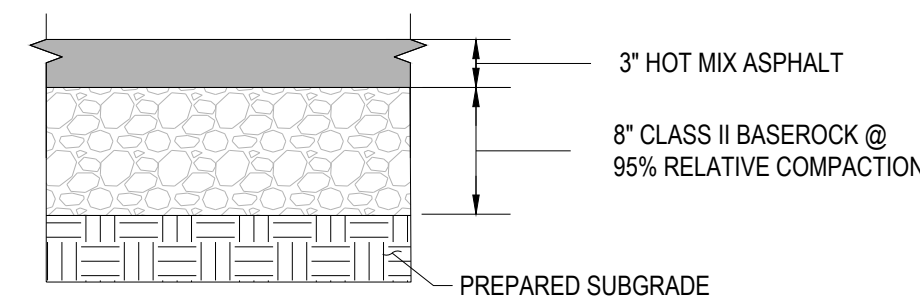
1 STABILIZED DECOMPOSED GRANITE - PEDESTRIAN PATH
SCALE: NTS



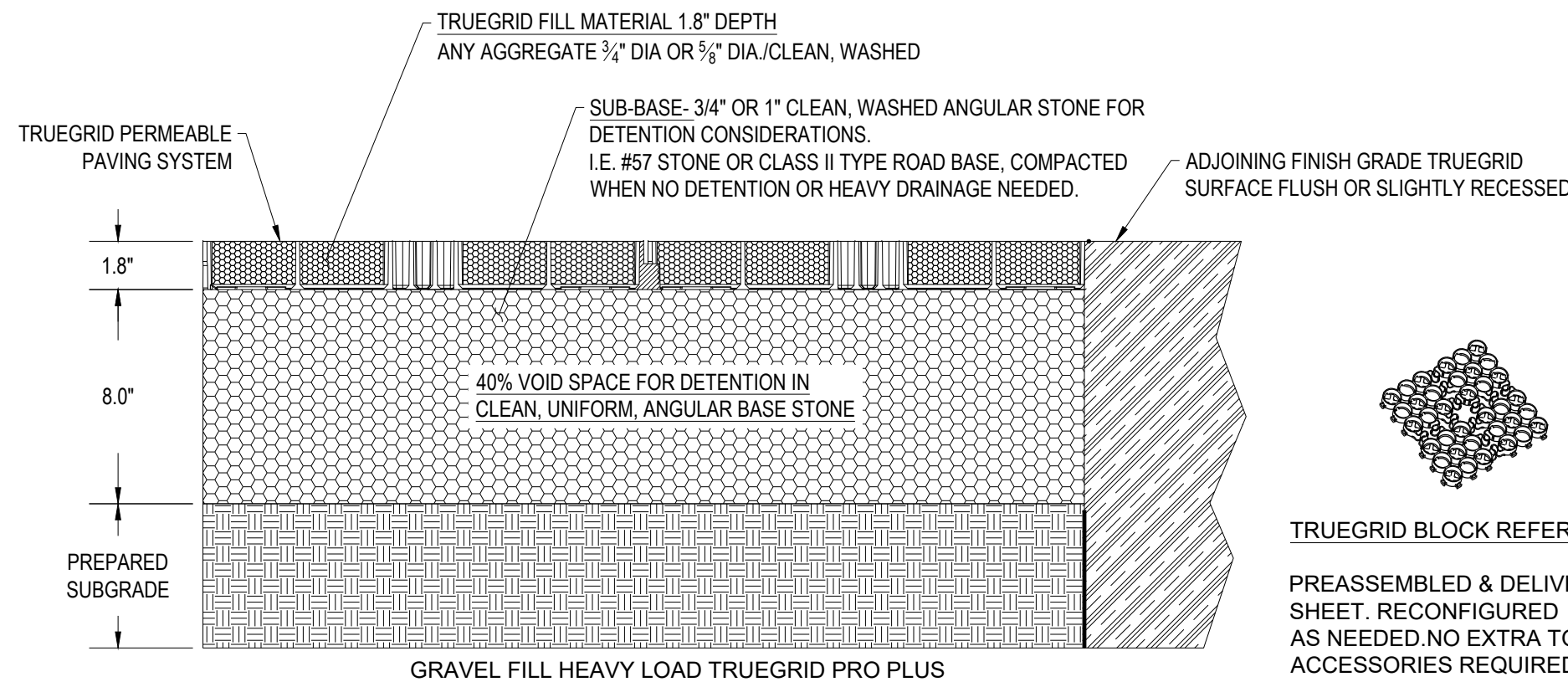
2 STABILIZED DECOMPOSED GRANITE - MULTI-USE TRAIL
SCALE: NTS



3 DECOMPOSED GRANITE - EQUESTRIAN PATH
SCALE: NTS

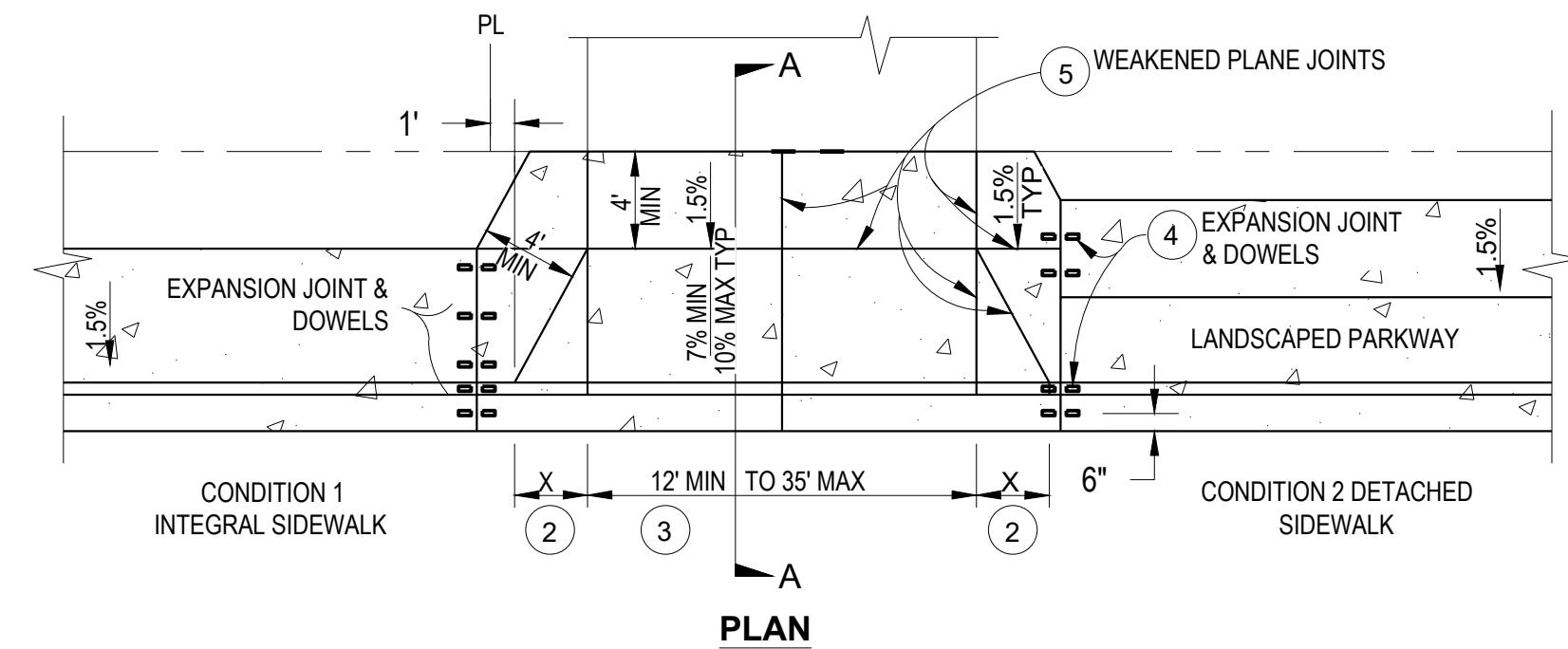


4 VEHICULAR ASPHALT CONCRETE
SCALE: NTS

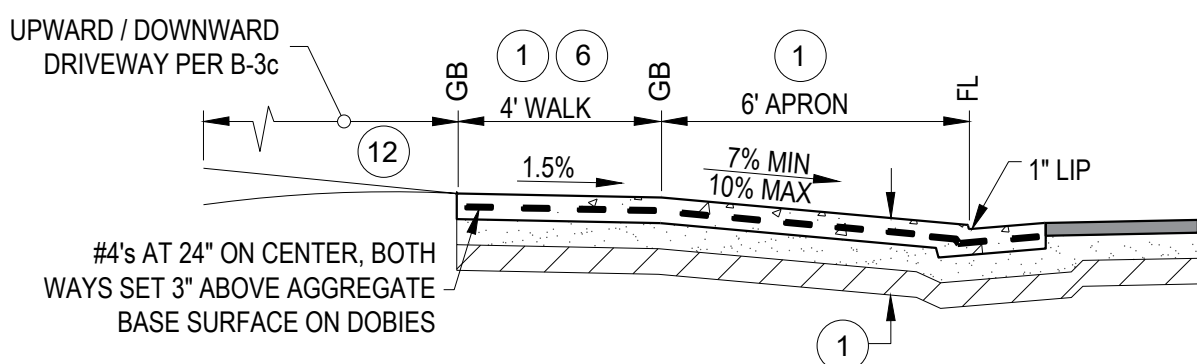


APPLICATION: HEAVY LOAD PARKING LOT, FIRE LANES, EQUIPMENT YARD, SERVICE ROADS.

5 PERMEABLE PAVERS
SCALE: NTS

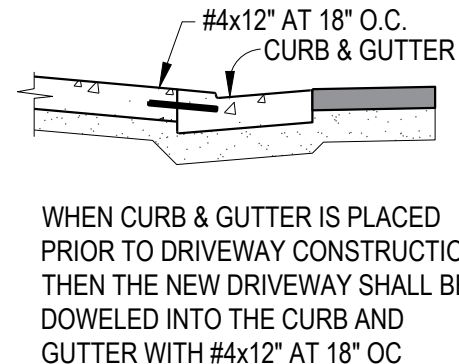


PLAN

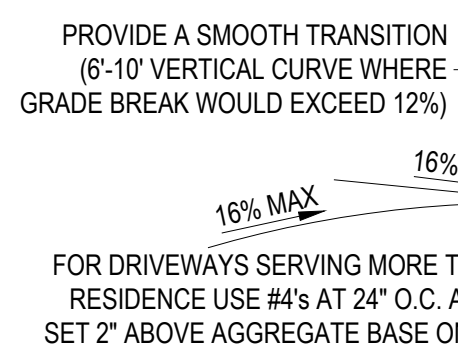


SECTION A-A

STANDARD COMMERCIAL DRIVEWAY



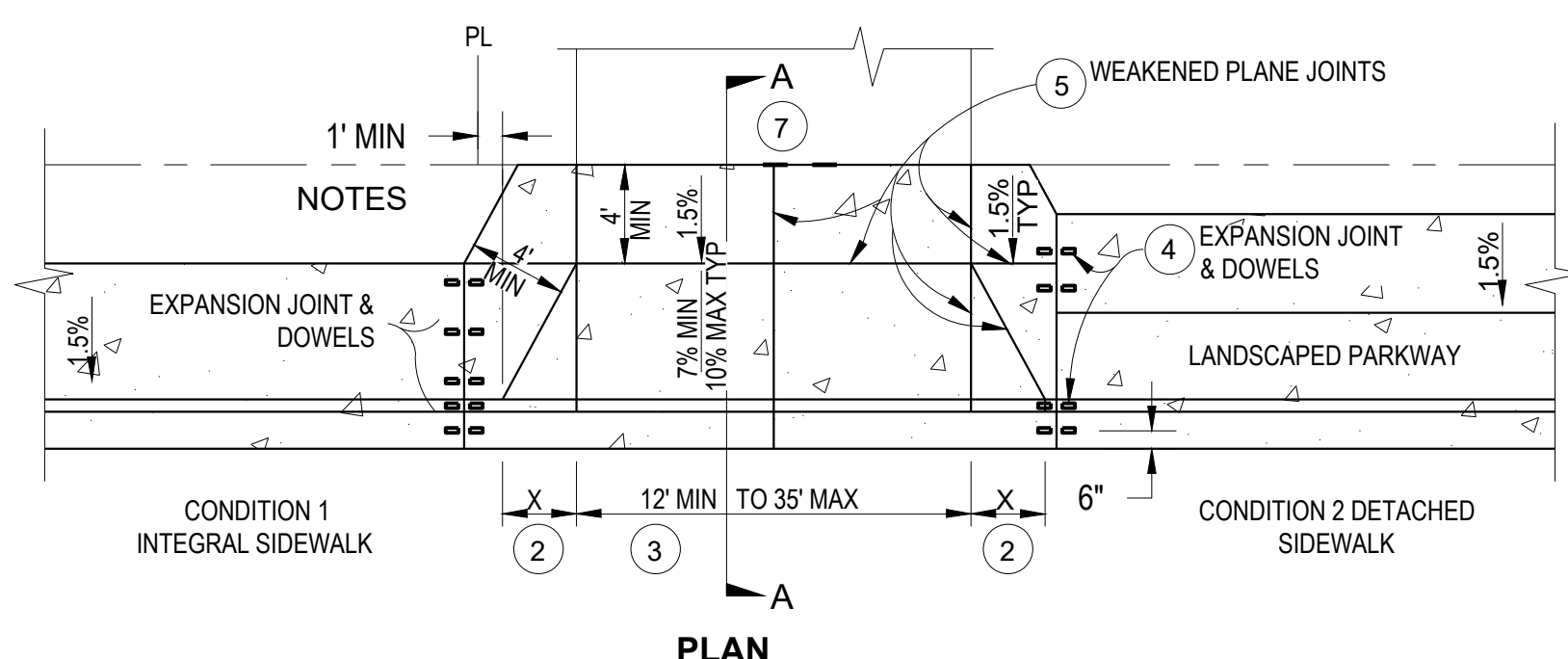
COLD JOINT DETAIL



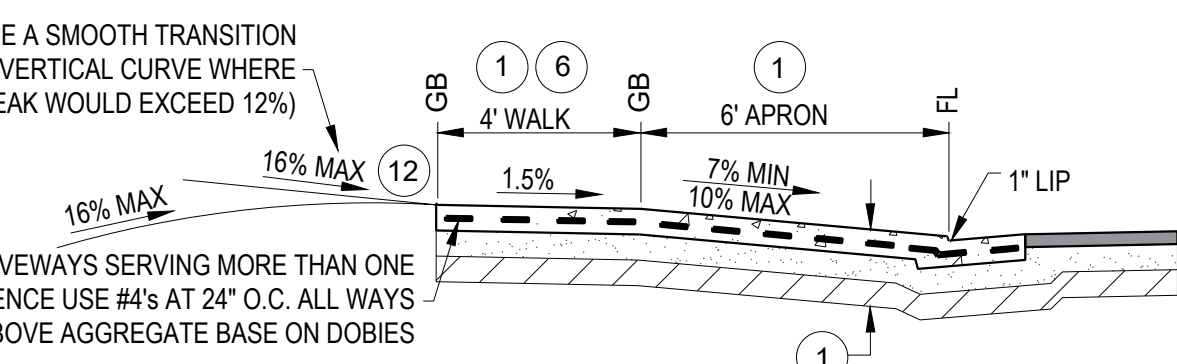
SECTION A-A

STANDARD RESIDENTIAL DRIVEWAY

6 CONCRETE - MULTI-USE TRAIL
SCALE: NTS



PLAN



COLD JOINT DETAIL

NOTES

- CONCRETE DRIVEWAY SHALL CONFORM TO STATE STANDARD SPECIFICATIONS, 520 LBS/CY CEMENTITIOUS MATERIAL [5-1/2 SACK]. CONCRETE CURING SHALL BE BY PIGMENTED CURING COMPOUND METHOD USING WHITE PIGMENT TYPE. TYPICAL SECTION SHALL BE: 8-INCH MINIMUM PORTLAND CEMENT CONCRETE REINFORCED WITH #4's AT 24" O.C. BOTH WAYS, OVER 6" MIN CLASS II AGGREGATE BASE TO 95% RELATIVE COMPACTION, OVER 12" MINIMUM SUBGRADE TO 95% RELATIVE COMPACTION IF THE R-VALUE OF THE NATIVE MATERIAL IS 55 OR GREATER THEN THE 6-INCHES OF AGGREGATE BASE MAY BE SUBSTITUTED WITH COMPACTED NATIVE MATERIAL. A COURSE BROOM FINISH TRANSVERSE TO THE LINE OF TRAFFIC SHALL BE USED ON THE APRON AND WINGS. THE 4-FEET WIDE SIDEWALK SHALL HAVE A LIGHT BROOM FINISH PARALLEL TO THE LINE OF TRAFFIC.
- X = 3-FEET (6h:1v) EXCEPT FOR CURB HEIGHTS OVER 8-INCHES WHERE 4h:1v SLOPES SHALL BE USED ON CURB SLOPE.
- W = DRIVEWAY WIDTH SHALL BE 12-FEET MINIMUM AND 35-FEET MAXIMUM FOR COMMERCIAL-INDUSTRIAL ACCESS.
- EXPANSION JOINTS (EJ) SHALL BE CONSTRUCTED AS SHOWN. 1/2"x18" SMOOTH, GREASED DOWELS SHALL BE PLACED IN THE E.J. ONE IN CURB FACE, ONE IN GUTTER, AND AT 18-INCHES ON CENTER IN SIDEWALKS PER STANDARD DRAWING C-1.
- WEAKENED PLANE JOINTS (WPJ) SHALL BE CONSTRUCTED AS SHOWN AND PER STANDARD DRAWING C-1.
- THE CROSS SLOPE OF THE 4-FEET WIDE SIDEWALK SHALL BE 1.5% (3/16-INCH PER FOOT), BUT NOT EXCEED 2% (1/4-INCH PER FOOT). MINIMUM SIDEWALK WIDTH FOR CLEAR PASSAGE SHALL BE MAINTAINED (NO OBSTACLES LOCATED WITHIN).
- WHERE THE IMPROVEMENTS EXTEND BEYOND THE RIGHT-OF-WAY, THE ACQUISITION OF PEDESTRIAN EASEMENTS SHALL BE REQUIRED BY THE DEPARTMENT.
- REFER TO A-5 SERIES DRAWINGS FOR DRIVEWAY SIGHT DISTANCE REQUIREMENTS.
- FOR NEW DRIVEWAY CONSTRUCTION AGAINST EXISTING ROADWAY, SAWCUT TO REMOVE EXISTING ROADWAY AND RECONSTRUCT PER DRAWINGS R-1 AND R-3.
- THE HIGH VOLUME DRIVEWAY STANDARD B-3b SHALL BE USED AT ENTRANCES THAT EXCEED 200 VEHICLES PER PM PEAK HOUR AND EXIT ONTO AN ARTERIAL ROAD. THE DEPARTMENT RESERVES THE RIGHT TO REQUIRE THE USE OF A HIGH VOLUME DRIVEWAY BASED ON OTHER EXTENUATING CONDITIONS.
- UNDER NO CIRCUMSTANCES SHALL UTILITY LIDS AND CONCRETE COLLARS BE LOCATED WITHIN DRIVEWAY APRONS.
- OUTSIDE THE PUBLIC RIGHT-OF-WAY, THE DRIVEWAY STRUCTURAL SECTION SHALL BE DETERMINED BY THE PROJECT DESIGNER AND SHALL BE IN COMPLIANCE WITH CDF/FIRE REGULATIONS.

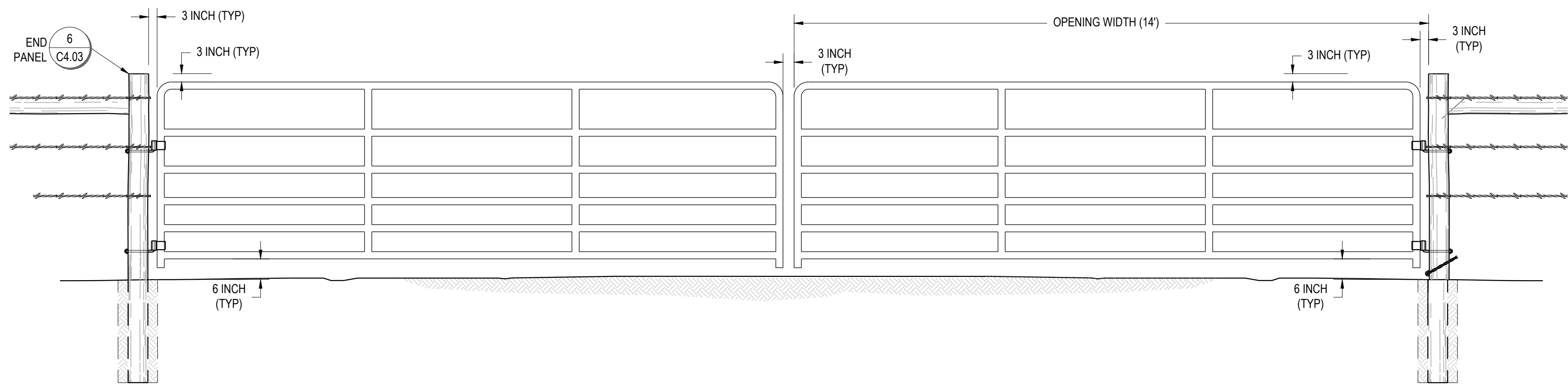
7 STANDARD DRIVEWAY TYPES

SCALE: 0" = 1"		
Note: If this graphic scale does not equal 1", this sheet has been modified from its original size.		
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CHECKED	RC/AG

COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
PRELIMINARY 30% DESIGNS

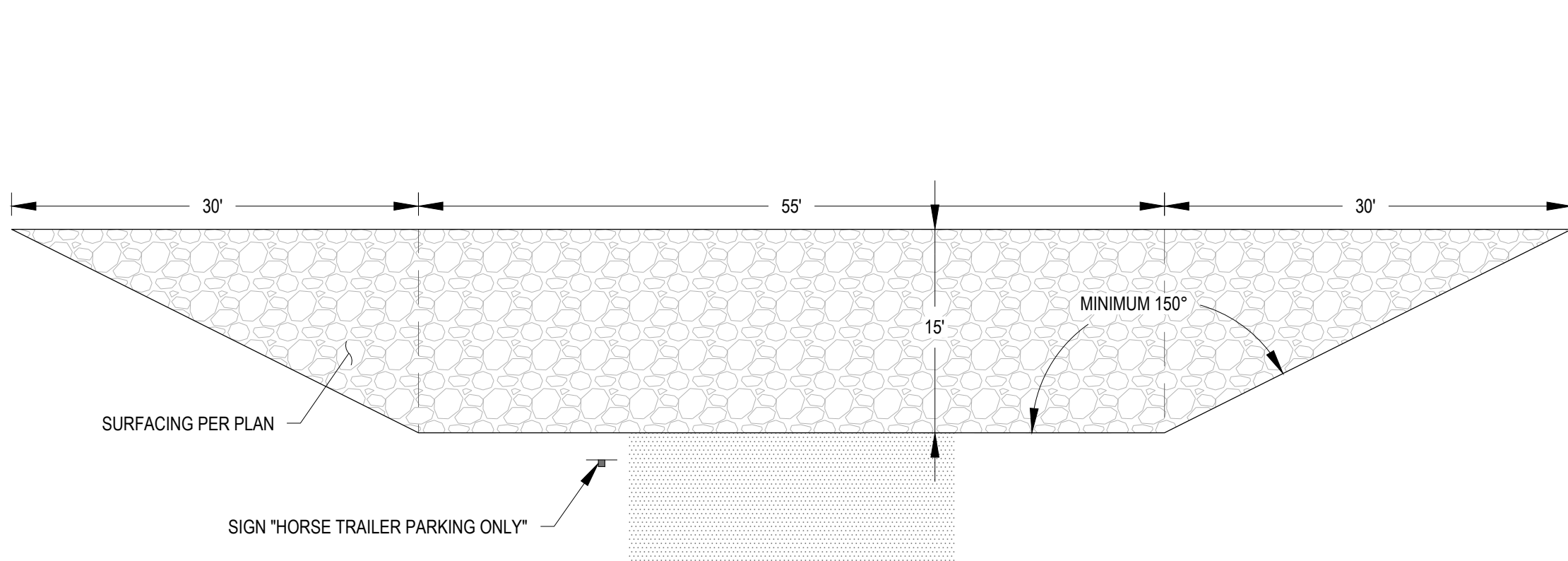
CIVIL DETAILS 1



- NOTES**
1. REFER TO THE PUBLICATION "FENCES" PREPARED BY THE MISSOULA TECHNOLOGY AND DEVELOPMENT CENTER FOR ADDITIONAL CONSTRUCTION DETAILS AND INSTALLATION PROCEDURES.
 2. GATE LOCATIONS AS STAKED IN THE FIELD.
 3. PRE-DRILL HOLES FOR FASTENERS TO PREVENT SPLITTING OF POSTS.
 4. COMPACT BACKFILL IN 6 INCH LIFTS UNTIL NO VISUAL DISPLACEMENT.
 5. GATE DIMENSIONS AS PER MANUFACTURER OR APPROVED EQUAL.

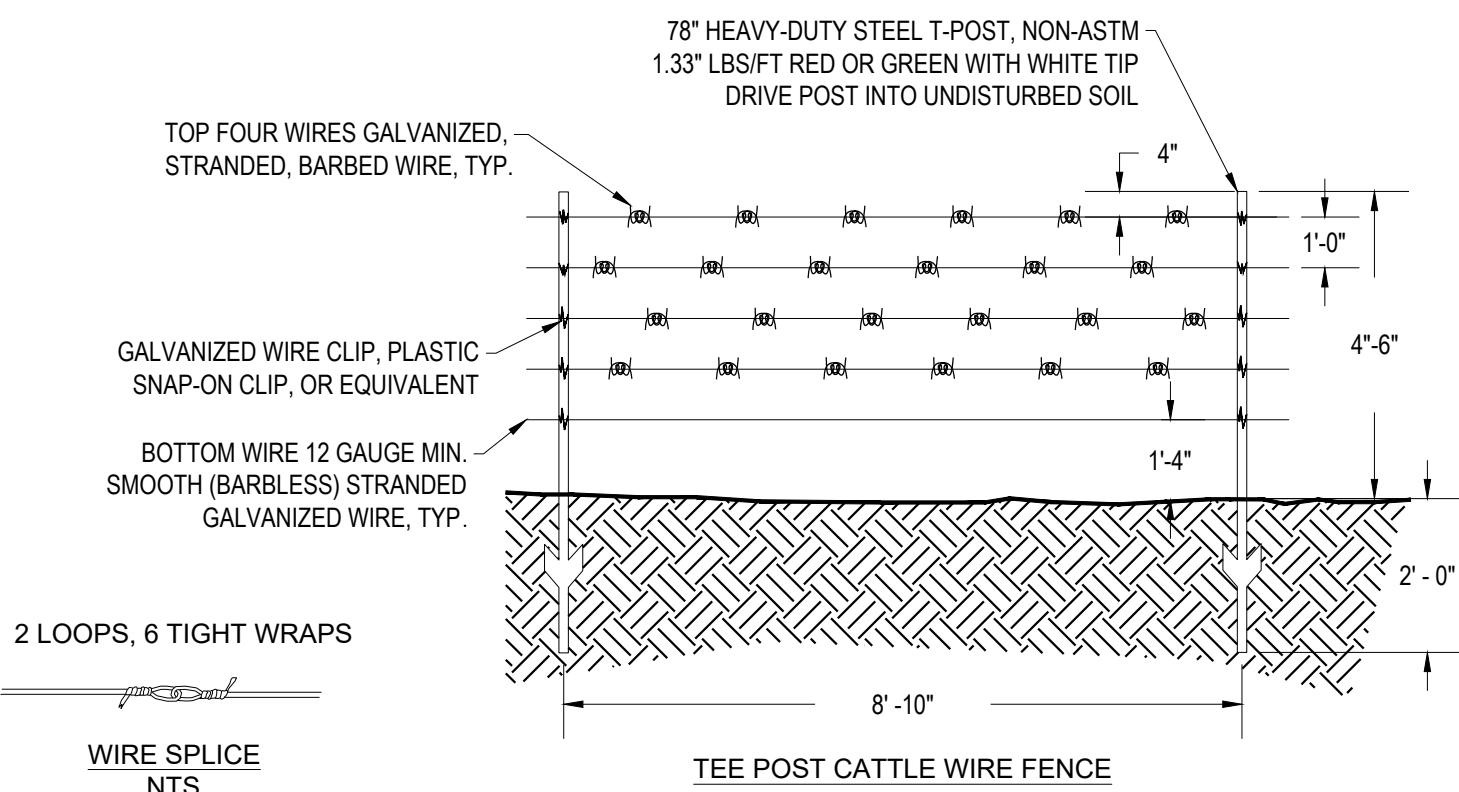
1 METAL SWING GATE

SCALE: NTS

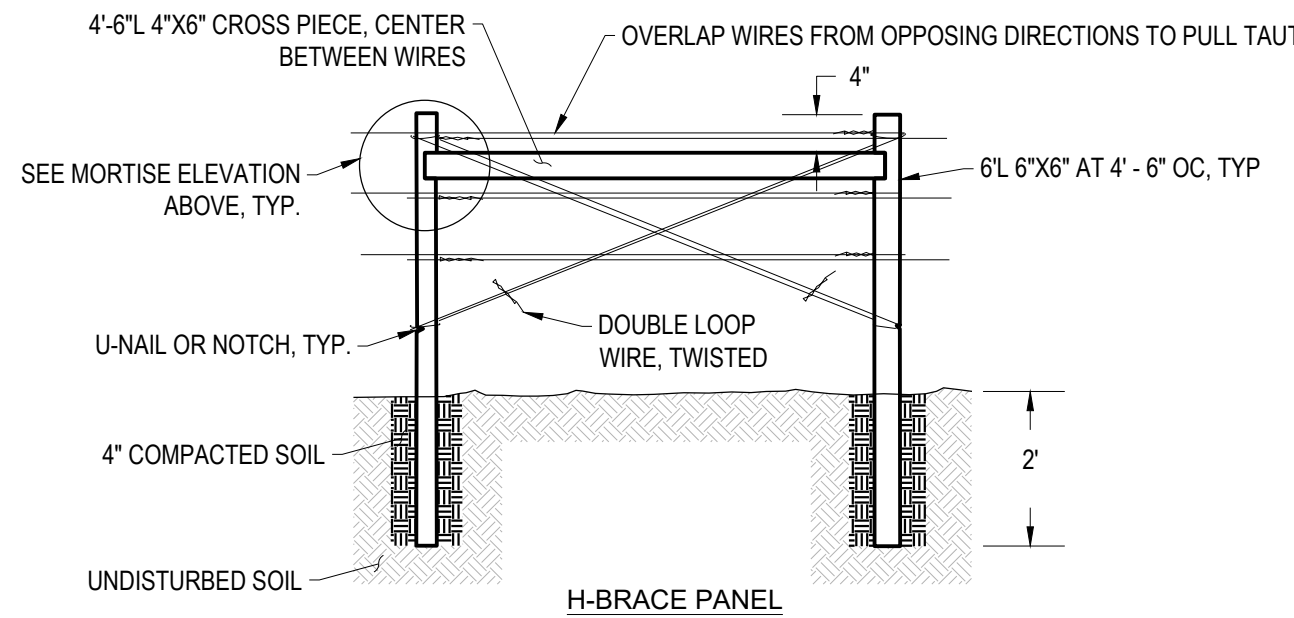
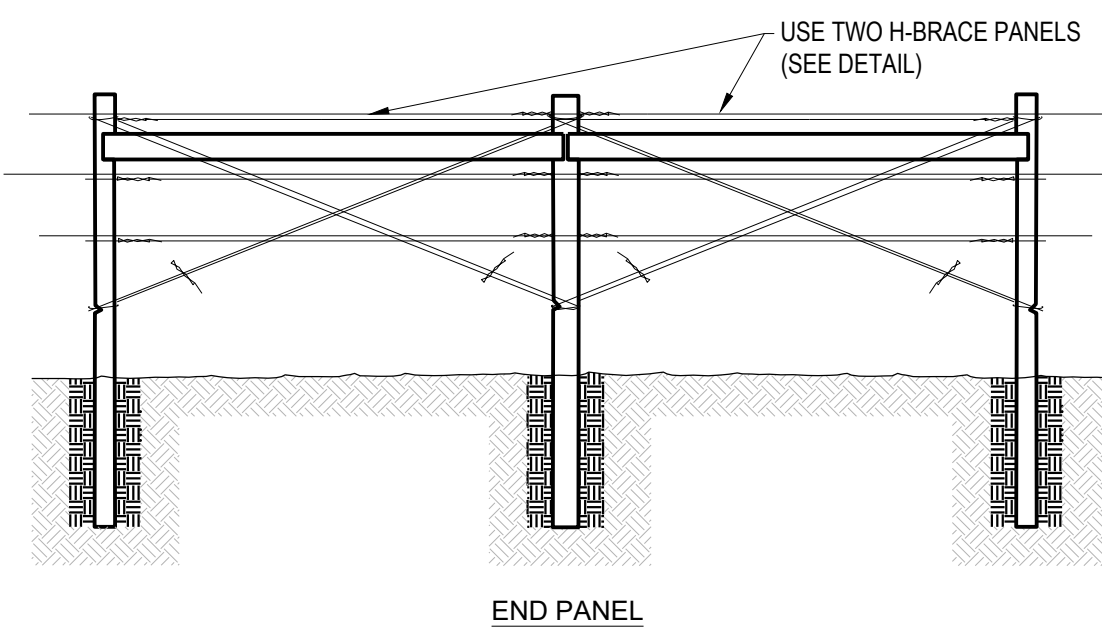


3 TYPICAL HORSE TRAILER PARKING SPACE

SCALE: NTS



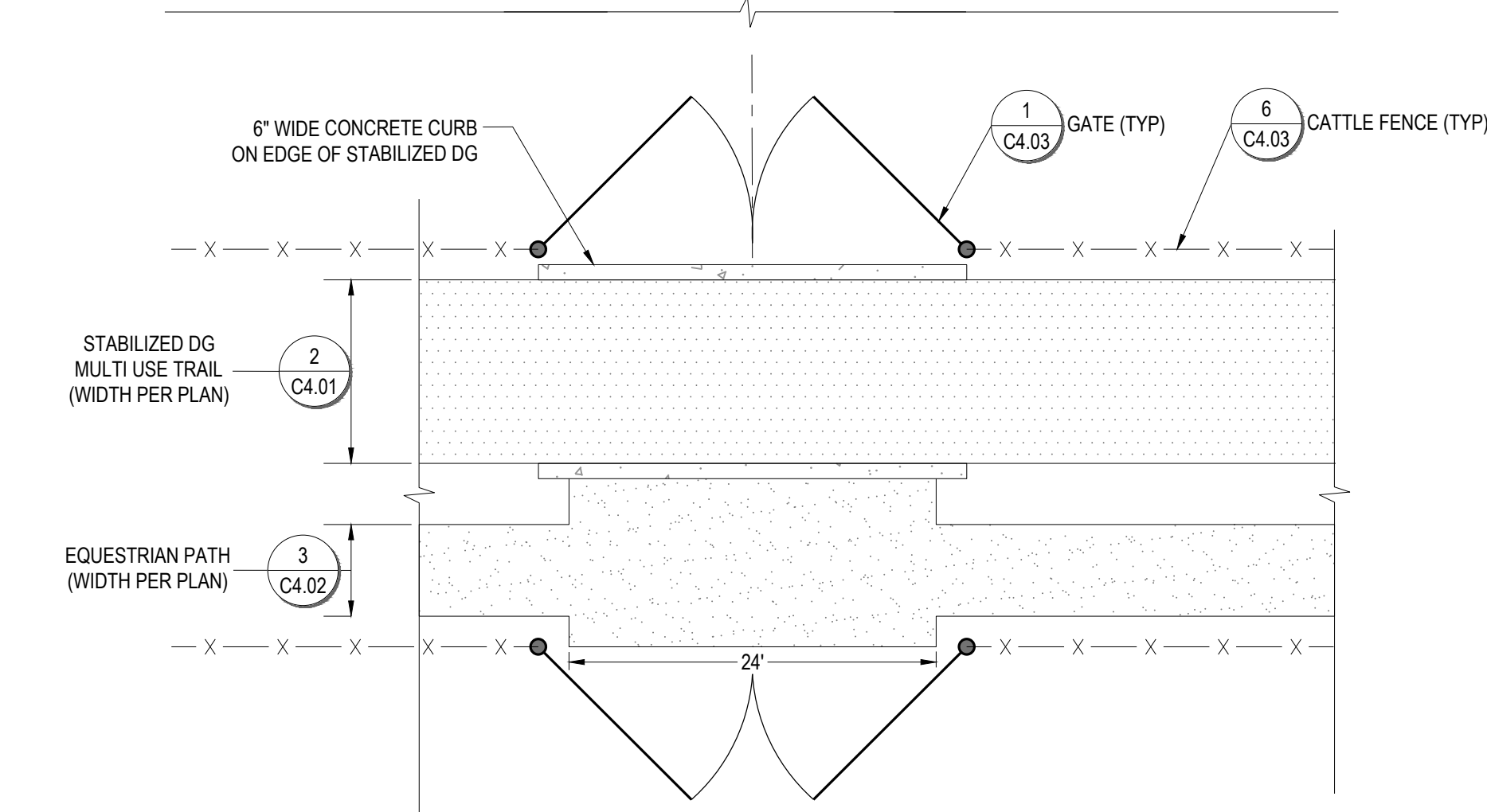
- NOTES**
1. ALL FENCING MUST BE INSTALLED BY A C-13 FENCING CONTRACTOR.
 2. SET ALL POSTS PLUMB, STRING WIRE TAUT STARTING FROM BOTTOM.
 3. USE 72"L 6"X6" PT DOUGLAS FIR, HEMLOCK FIR, OR EQ. (ROUGH) INSTEAD OF T-POST WHERE MINOR GRADE CHANGES ARE CLOSE TOGETHER, WHERE MORE SUPPORT IS NEEDED TO STRING WIRE TAUT, OR AT LONG STRAIGHT RUNS. LOOP WIRE AT POST OR STAPLE.
 4. USE H-BRACE PANEL AT SIGNIFICANT GRADE CHANGES, OR CHANGES OF 135° OR LESS. SEE H-BRACE, END, AND CORNER DETAIL.
 5. DOUBLE H BRACES MUST BE USED ON CORNERS (>25°) AND LEG BRACES USED ON TURNS (5°-25°).
 6. PIPES AND BRACES MUST BE GALVANIZED SCHEDULE 40 OR STEEL AND SUNK 3 FEET DEEP.
 7. BRACES MUST BE 2-7/8" GALVANIZED SCHEDULE 40 OR STEEL PIPE POSTS AT 16 FOOT INTERVALS WITH STAYS EVERY 8 FEET.
 8. DEAD MAN' ANCHORS INSTALLED AS NEEDED.
 9. NEW FENCE LINE MUST BE TIED INTO EXISTING FENCE LINES PRESENT AT THE SITE.



- NOTES**
1. SEE TEE POST CATTLE WIRE FENCE DETAIL FOR POST TYPE, WIRE TYPE AND SPACING, AND SPLICE DETAIL.
 2. ALL LUMBER TO BE PT DOUGLAS FIR, HEMLOCK FIR, OR EQ. (ROUGH).
 3. AT CORNERS 135° OR LESS, INSTALL TWO (2) H-BRACE PANELS, SIMILAR TO END PANEL SHOWN ABOVE. MITER CROSS PIECE AS SHOWN IN PLAN, ABOVE.

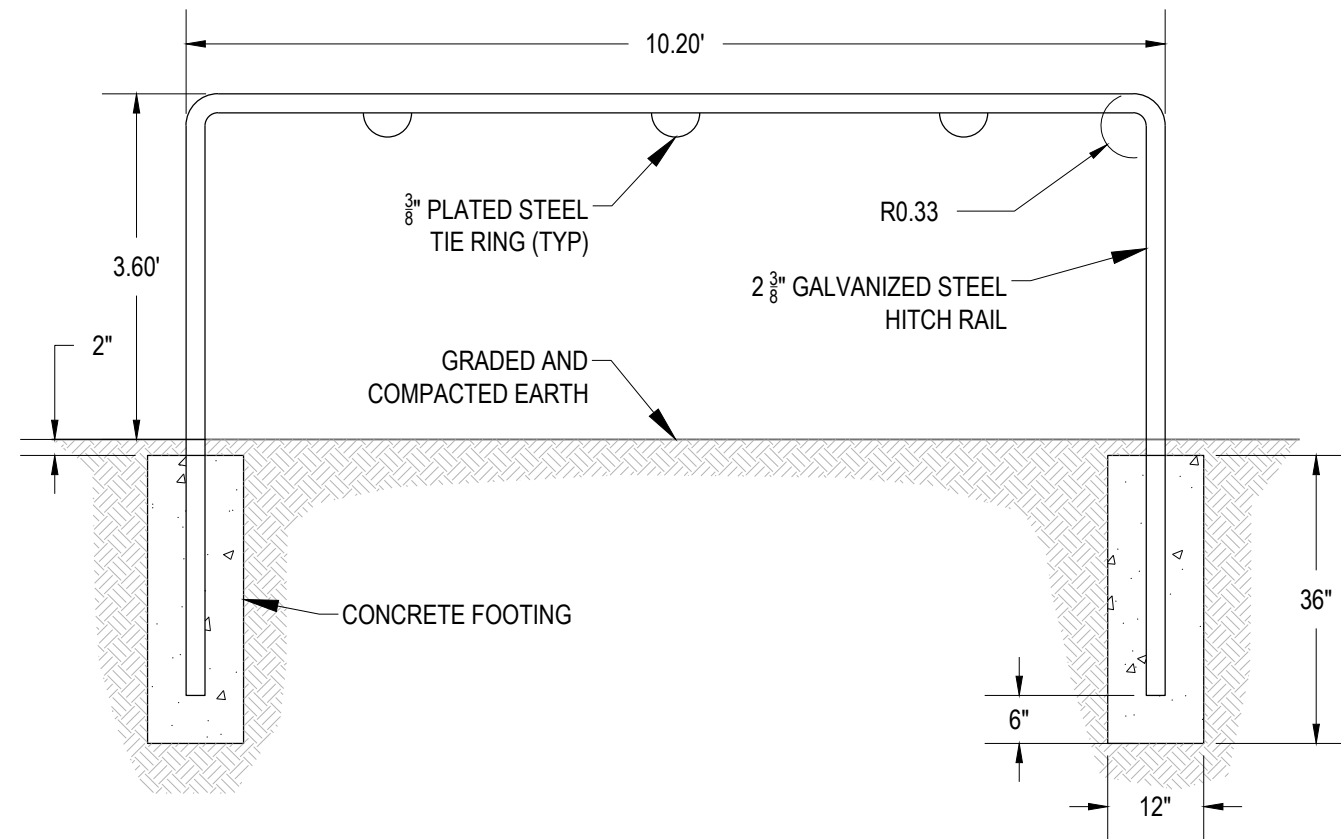
6 CATTLE FENCE

SCALE: NTS



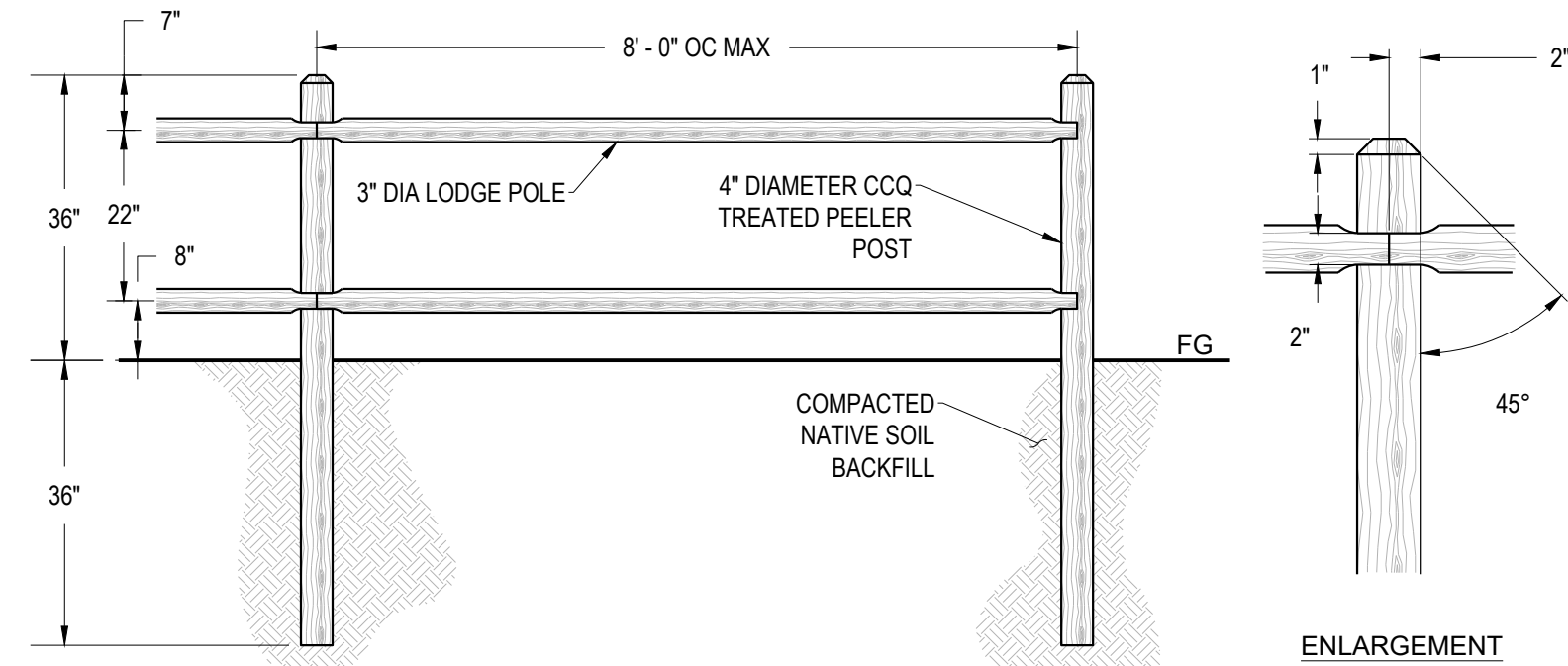
2 TRAIL CROSSING

SCALE: NTS



4 TYPICAL HORSE HITCHING POST

SCALE: NTS



5 LODGE POLE FENCE

SCALE: NTS

SCALE: 0 1"

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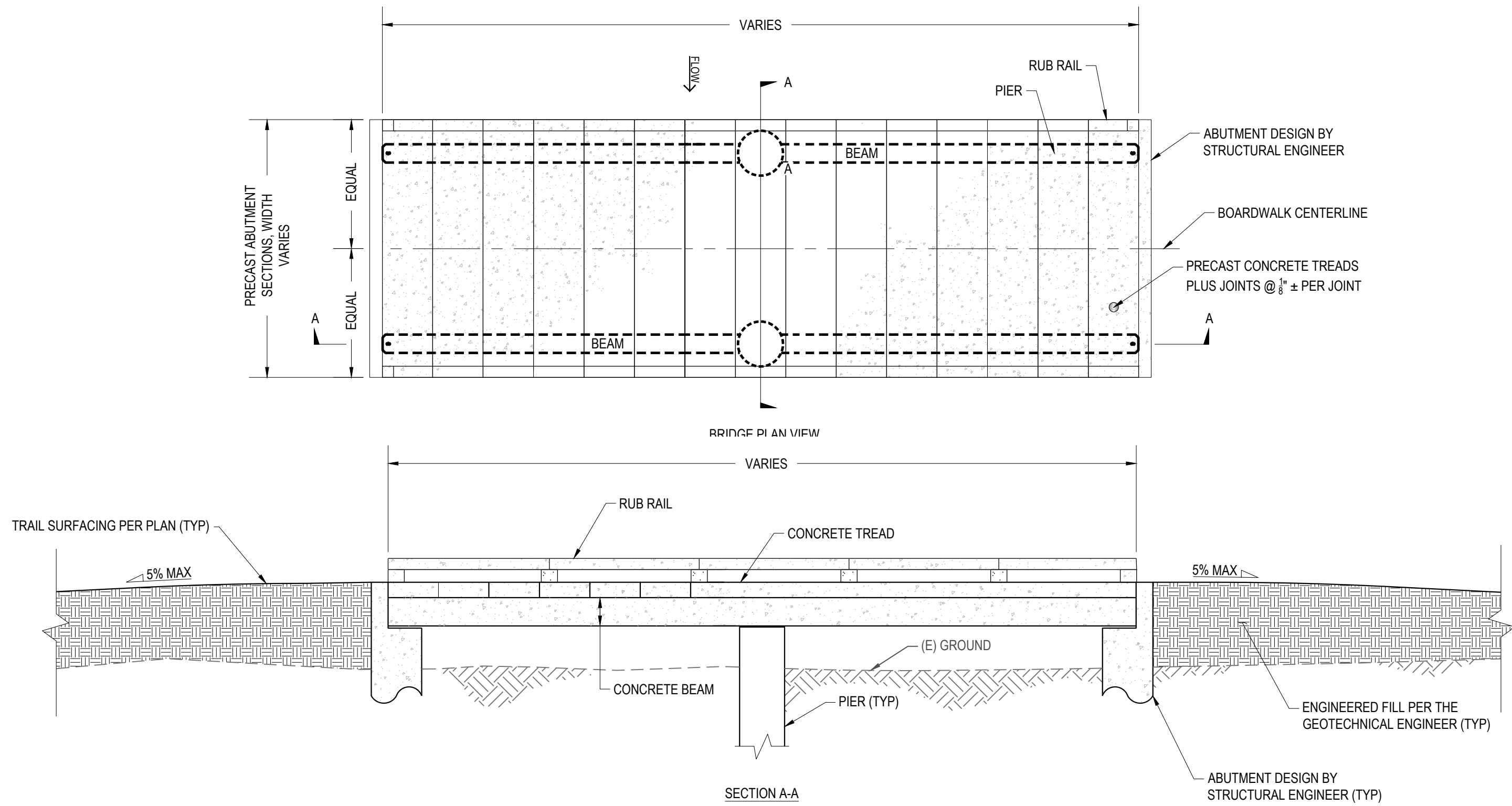
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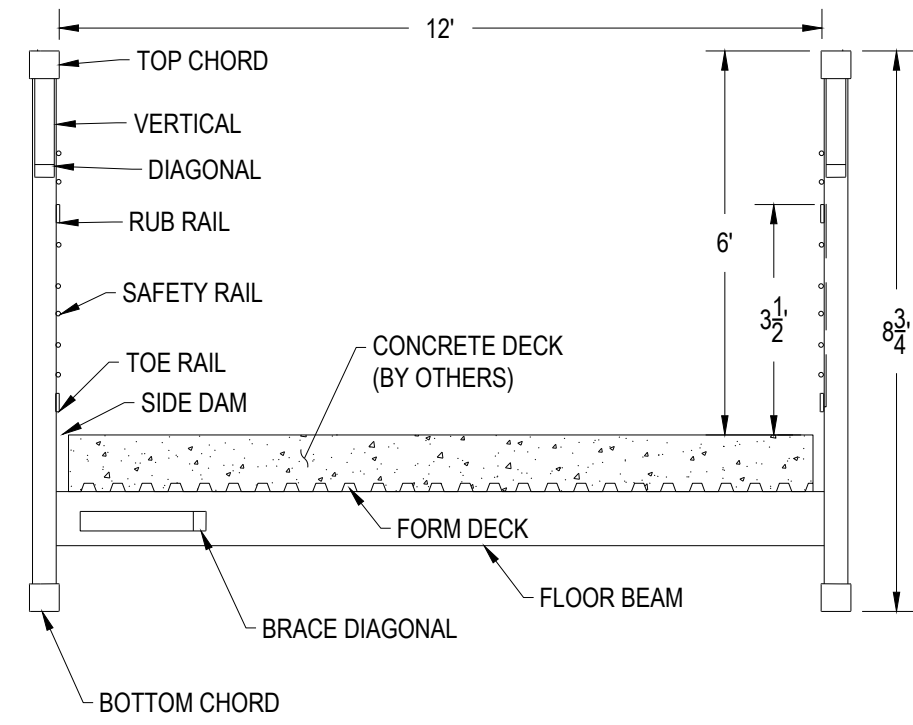
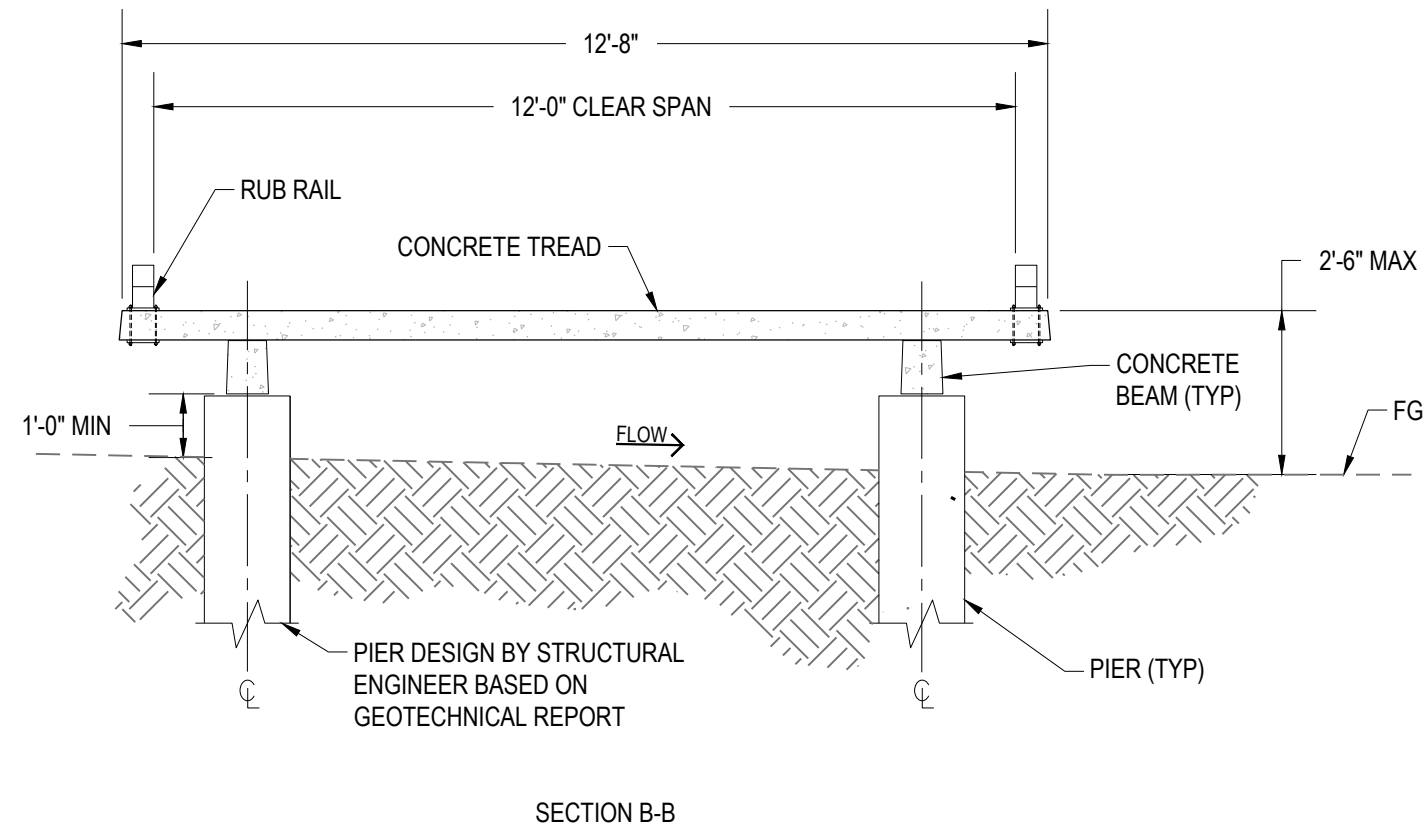
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DESIGNED	CH
CHECKED	RC/AG

COUNTY OF SAN LUIS OBISPO, CA
YERBA BUENA CREEK TRAIL
SANTA MARGARITA, CALIFORNIA
PRELIMINARY 30% DESIGNS

CIVIL DETAILS 3



- NOTES**
1. BOARDWALK SYSTEM (BEAMS, TREADS, AND CURBS IF APPLICABLE) MUST BE PRECAST CONCRETE. WALKING SURFACE (TREADS) SHALL BE MADE OF PRECAST CONCRETE, AND SUPPORTED BY PRECAST CONCRETE BEAMS.
 2. COLOR AND FINISH TEXTURE SHALL BE INTEGRAL AND MUST BE SUBMITTED FOR APPROVAL.
 3. PRECAST CONCRETE TREADS SHALL BE STRUCTURAL LOAD BEARING ELEMENTS AND SHALL INTERLOCK WITH ONE ANOTHER VIA A "TONGUE AND GROOVE" CONNECTION.
 4. TREADS SHALL MAINTAIN A "BOARDWALK APPEARANCE", SPECIFICALLY MEANING EACH TREAD SHALL HAVE A WIDTH: LENGTH RATIO RANGING FROM A MINIMUM OF 3:1 TO A MAXIMUM OF 14:1.
 5. ALL BOARDWALK CONNECTORS SHALL BE NON-CORROSIVE, AND HIDDEN FROM VIEW. METALLIC CONNECTORS ARE NOT ACCEPTABLE FOR THIS PROJECT.
 6. THE DESIGNER OF THE BOARDWALK, FOUNDATION AND RAILING SYSTEM SHALL BE A QUALIFIED REGISTERED PROFESSIONAL ENGINEERING LICENSED IN THE STATE OF CALIFORNIA.
 7. BOARDWALK DESIGN CRITERIA:
 - 7.1. AASHTO LRFD GUIDE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES, 2ND EDITION.
 - 7.2. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR HIGHWAY BRIDGES, 5TH EDITION.
 - 7.3. AMERICAN CONCRETE INSTITUTE 2005 - BUILDING CODE AND COMMENTARY.
 - 7.4. RAILINGS (WHEN REQUIRED BY CODE) SHALL BE SUITABLE FOR PEDESTRIAN TRAFFIC AND SHALL BE A MINIMUM OF 42 INCHES ABOVE THE TREAD/DECK SURFACE.



SCALE: 1" = 12'

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1 TYPICAL PUNCHEON DETAIL

SCALE: NTS

2 TYPICAL BRIDGE SECTION

SCALE: NTS