

Existing Conditions Legend

	Creek		Riparian corridor
	Trail		Rail line
	Future trail		Signalized intersection
	Future bridge		Stop sign
	Bridge crossing		Property line
	Extent of vegetation		Fencing
	10' recommended riparian setback (shown in areas where there is no service road)		Post and cable fencing

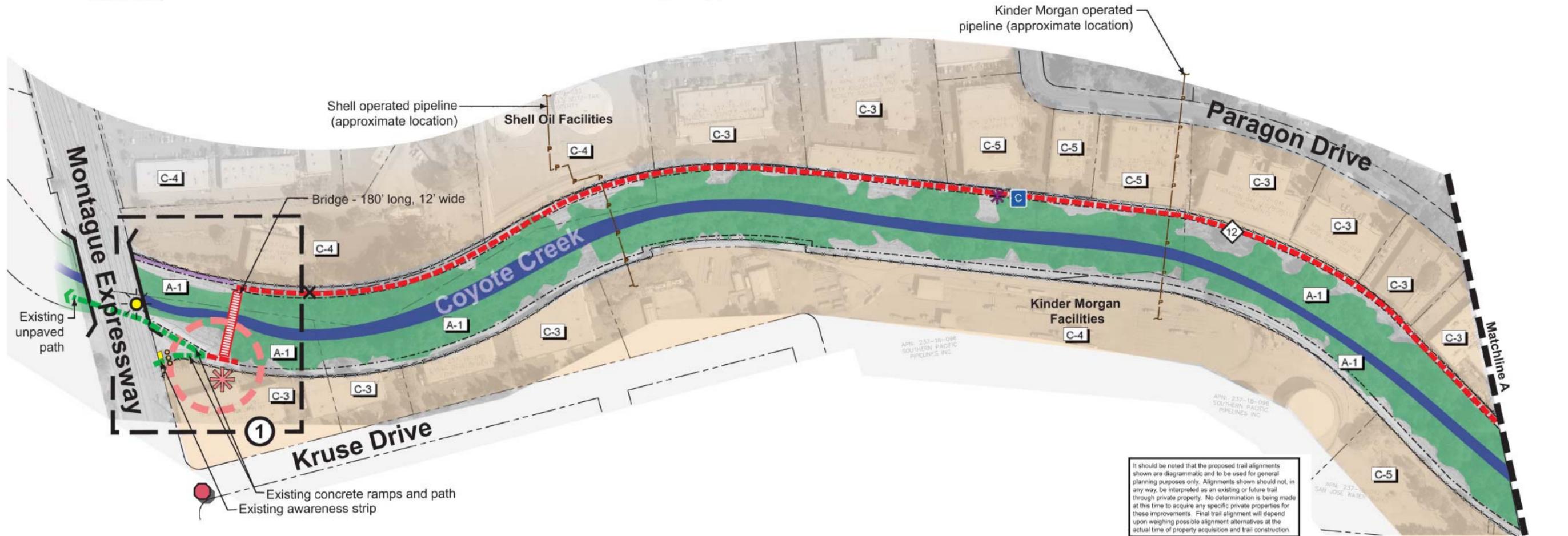
Land Use and Ownership Legend

A	Santa Clara Valley Water District	1	Open space	8	Single family home residential
B	City of San José	2	Public park	9	Medium density residential (20 DU/AC)
C	Private	3	Industrial park	10	High density residential (25+ DU/AC)
D	San Jose Water Company	4	Heavy industrial		
E	County of Santa Clara	5	Light industrial		
F	Union Pacific Railroad	6	General commercial		
G	Caltrans	7	Mobile home residential		
H	Santa Clara Valley Transportation Authority				

Land ownership (letter)
 Land use designation (#)

Enlargement Plan Reference

1	Bridge near Montague Expressway	6	Undercrossing at Oakland Road
2	Undercrossing at Charcot Avenue	7	Bridge near Notting Hill Drive
3	Undercrossing at O'Toole Avenue and I-880	8	Undercrossing at Berryessa Road
4	Undercrossing at Brokaw Road	9	Undercrossing at Mabury Road
5	Undercrossings at Ridder Park Drive and Union Pacific Railroad	10	Undercrossing at Highway 101

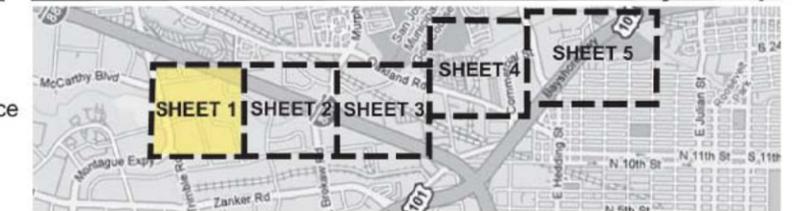


It should be noted that the proposed trail alignments shown are diagrammatic and to be used for general planning purposes only. Alignments shown should not, in any way, be interpreted as an existing or future trail through private property. No determination is being made at this time to acquire any specific private properties for these improvements. Final trail alignment will depend upon weighing possible alignment alternatives at the actual time of property acquisition and trail construction.

Trail Alignment Legend

	Trail alignment - asphalt class I path or undercrossing		Trail width - typical 12' wide paved trail with 2' gravel shoulders on both sides		Trail gateway: amenities to include - directional signage, rules/regulations signage, trail map, dog bag dispenser, waste receptacle		Tree or large shrub to be removed		Low fence separation
	Trail alignment - concrete ramp, undercrossing, or plaza area		Major trail gateway: amenities to include - iconic Coyote Creek Trail gateway feature, directional signage, rules/regulations signage, trail map, dog bag dispenser, waste receptacle		Awareness strip		Service access gate		Section reference
	Bridge - trail users		Seating area		Interpretive signage opportunity		Lighted undercrossing		Enlargement plan reference
	0 50' 100' 200'		Bollards		Call box				

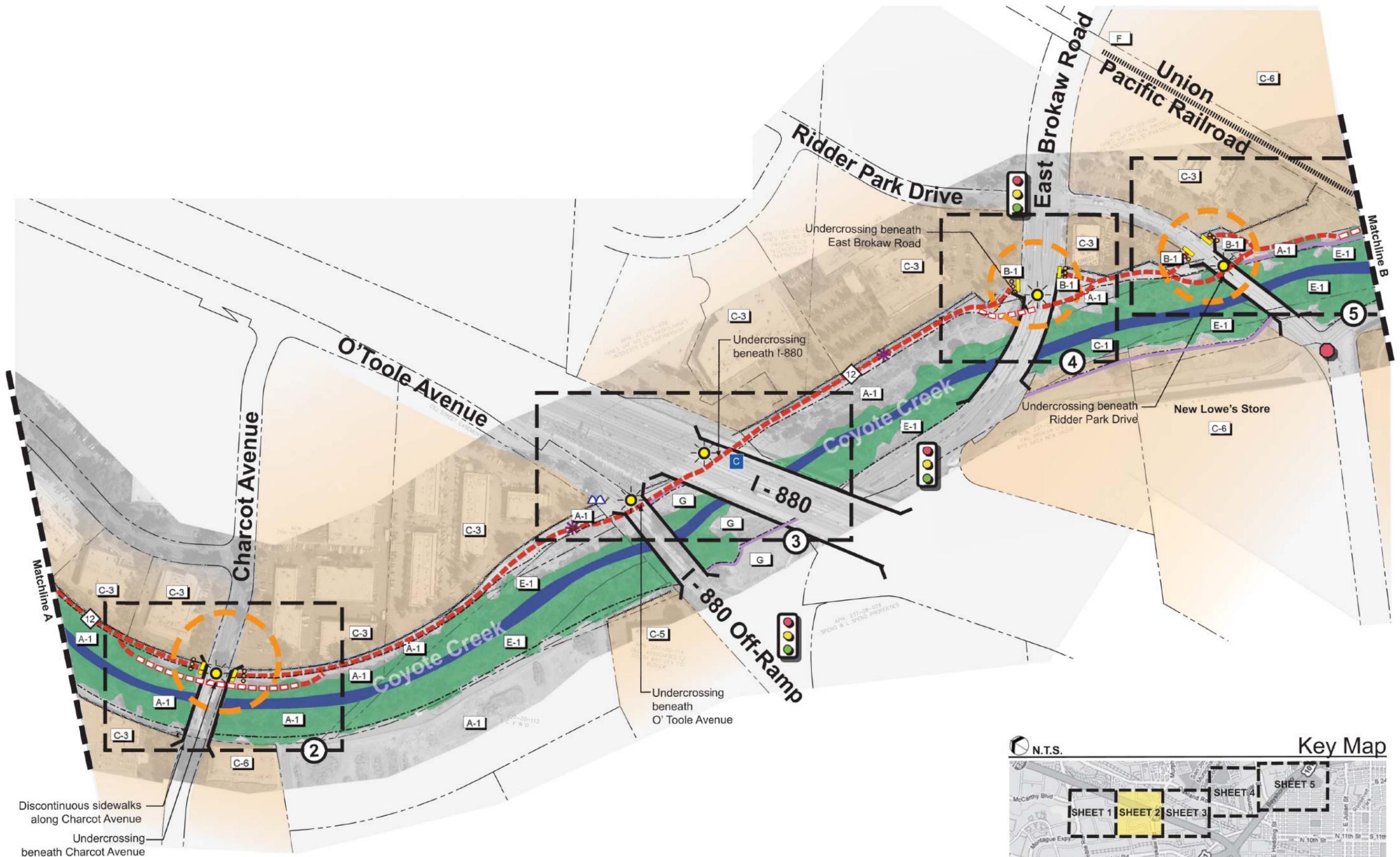
Key Map



Trail Alignment Plan

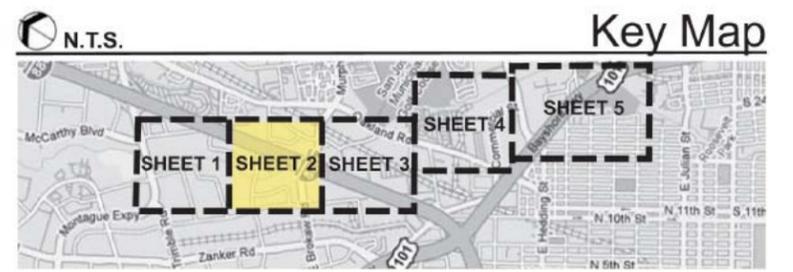
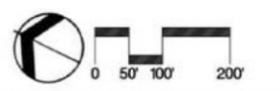
Coyote Creek Trail, Montague Expressway to Lower Silver Creek

March 17, 2010



Discontinuous sidewalks
along Charcot Avenue

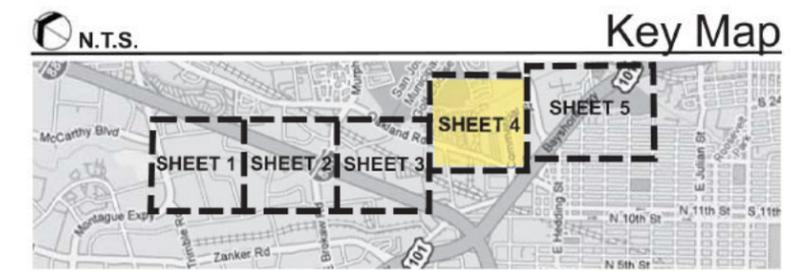
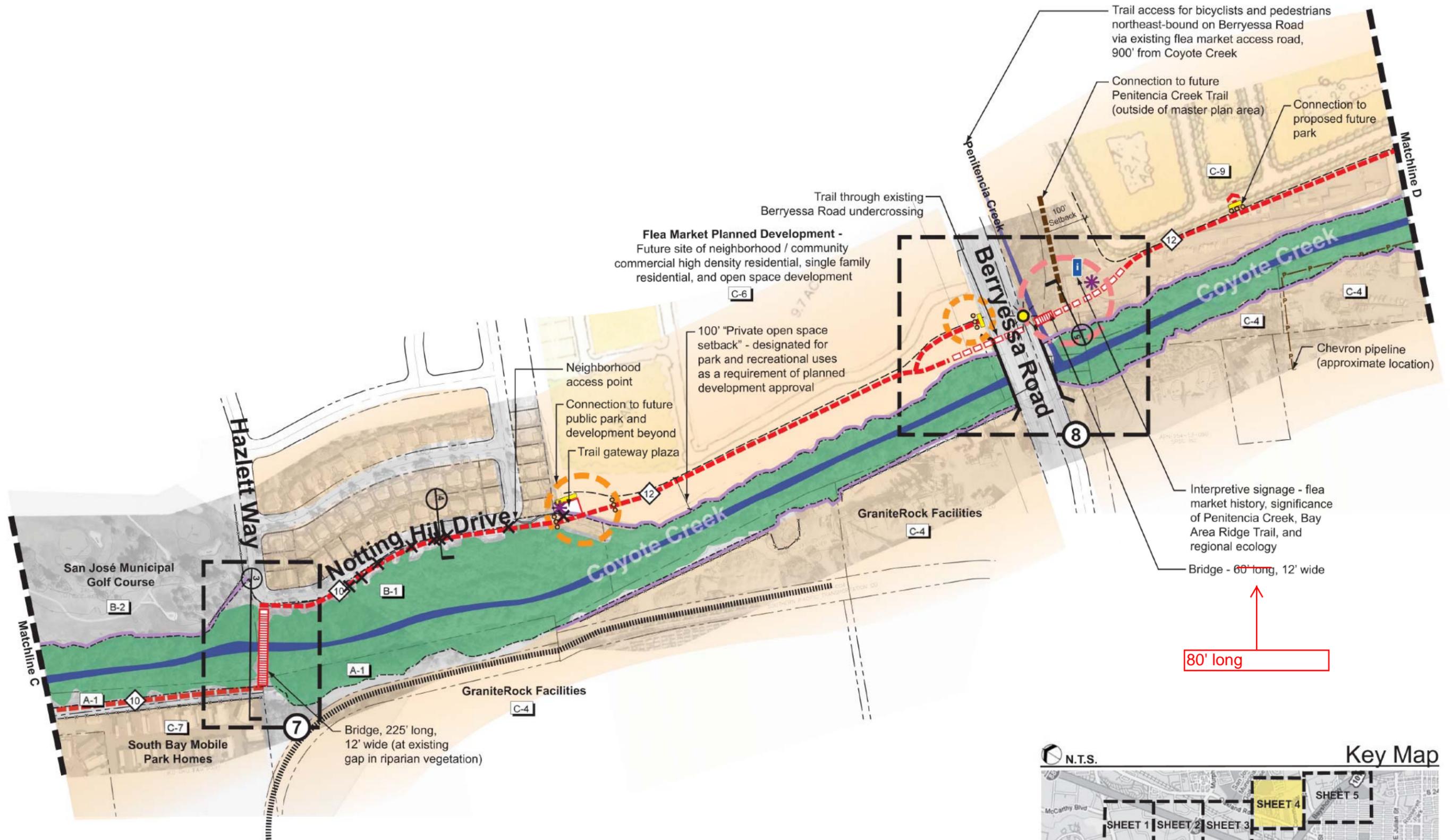
Undercrossing
beneath Charcot Avenue



Trail Alignment Plan

Coyote Creek Trail, Montague Expressway to Lower Silver Creek

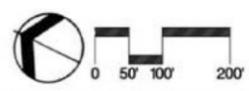
March 17, 2010

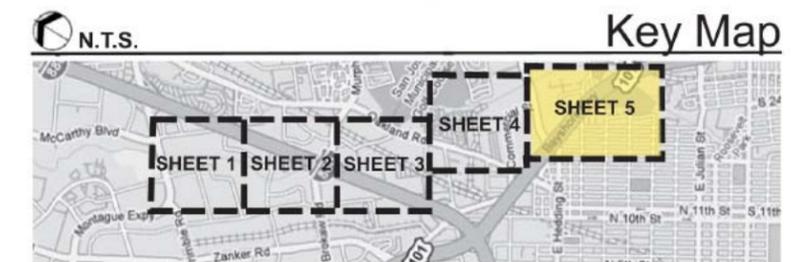
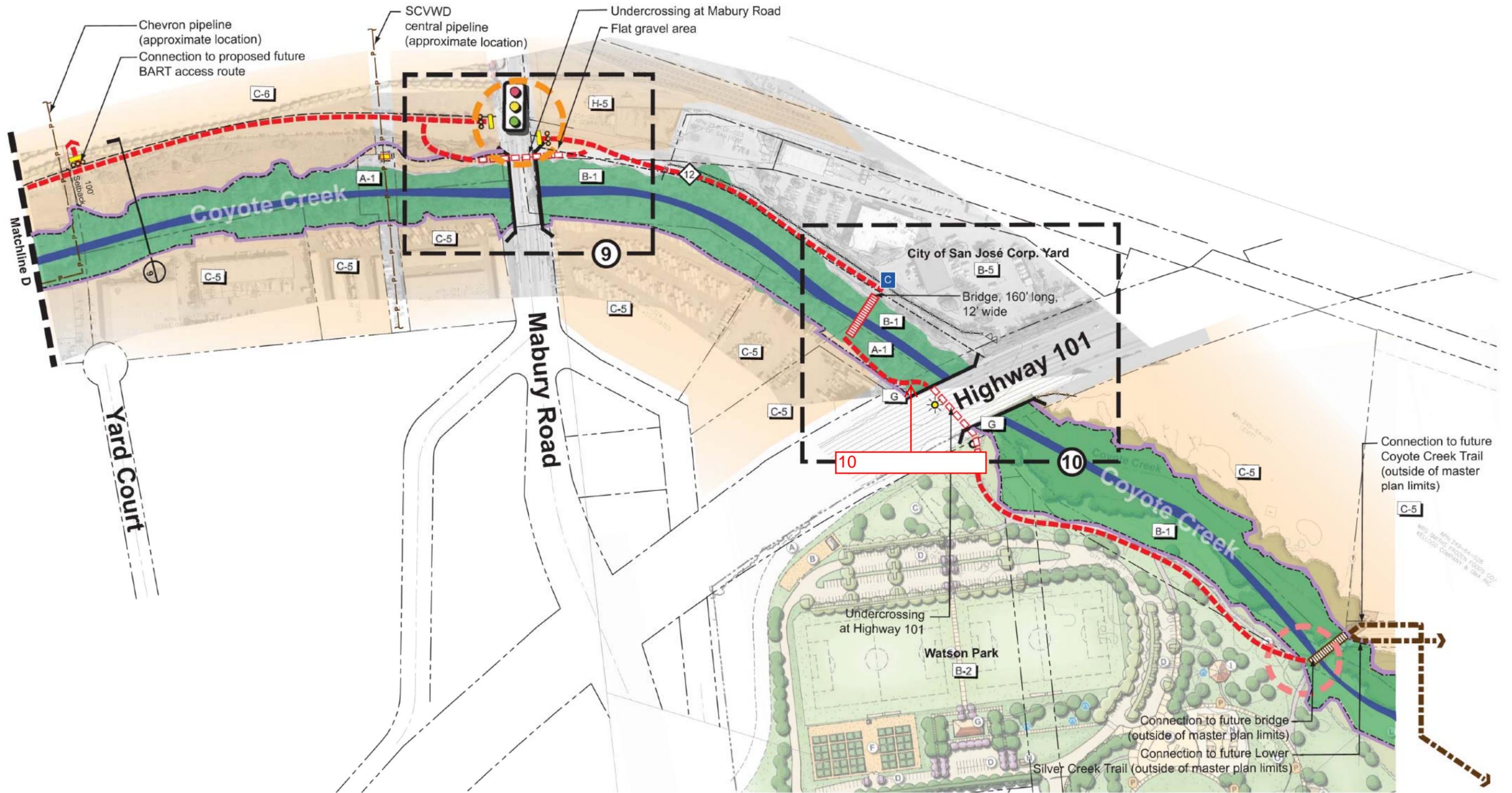


Trail Alignment Plan

Coyote Creek Trail, Montague Expressway to Lower Silver Creek

March 17, 2010





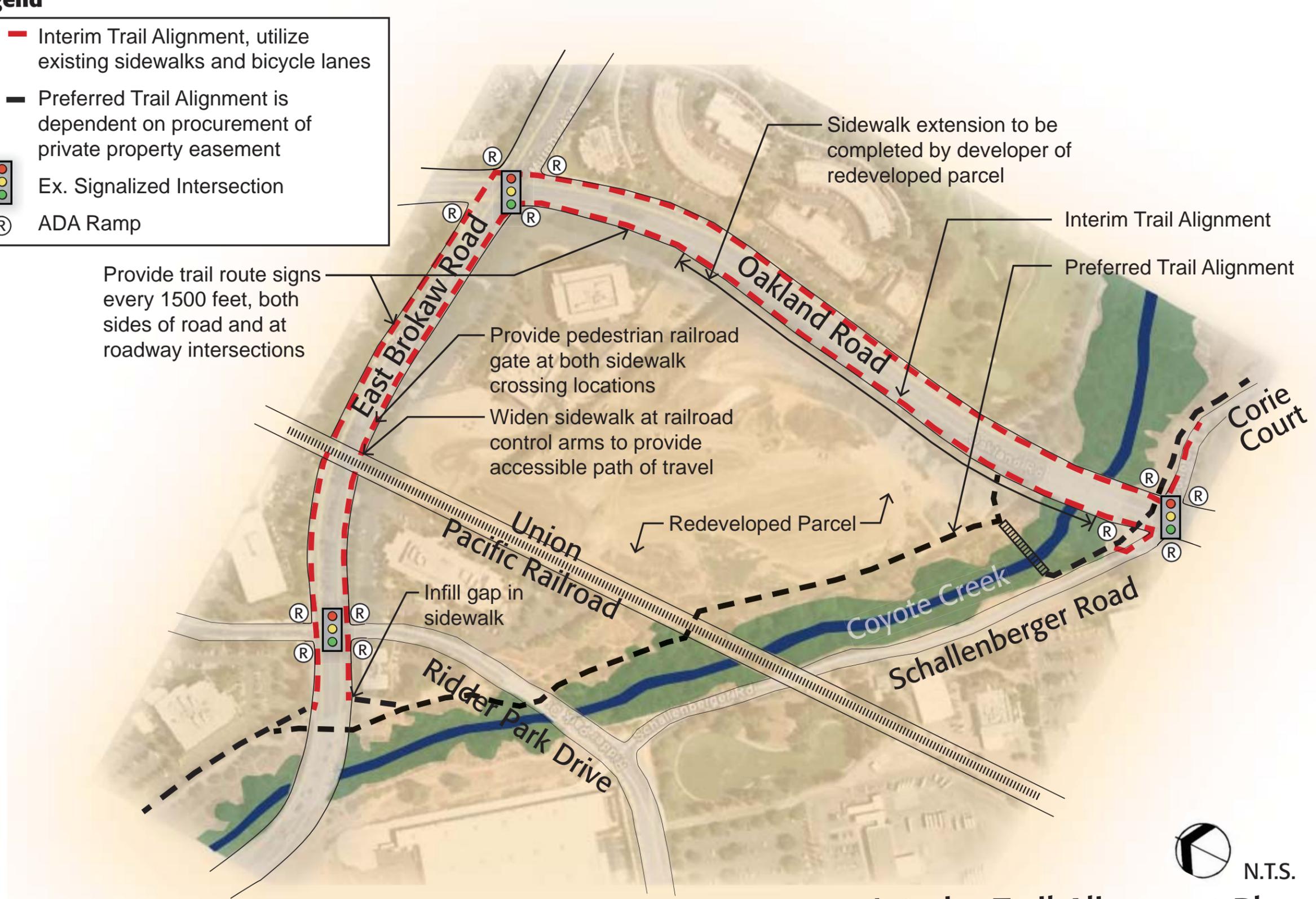
Trail Alignment Plan

Coyote Creek Trail, Montague Expressway to Lower Silver Creek

March 17, 2010

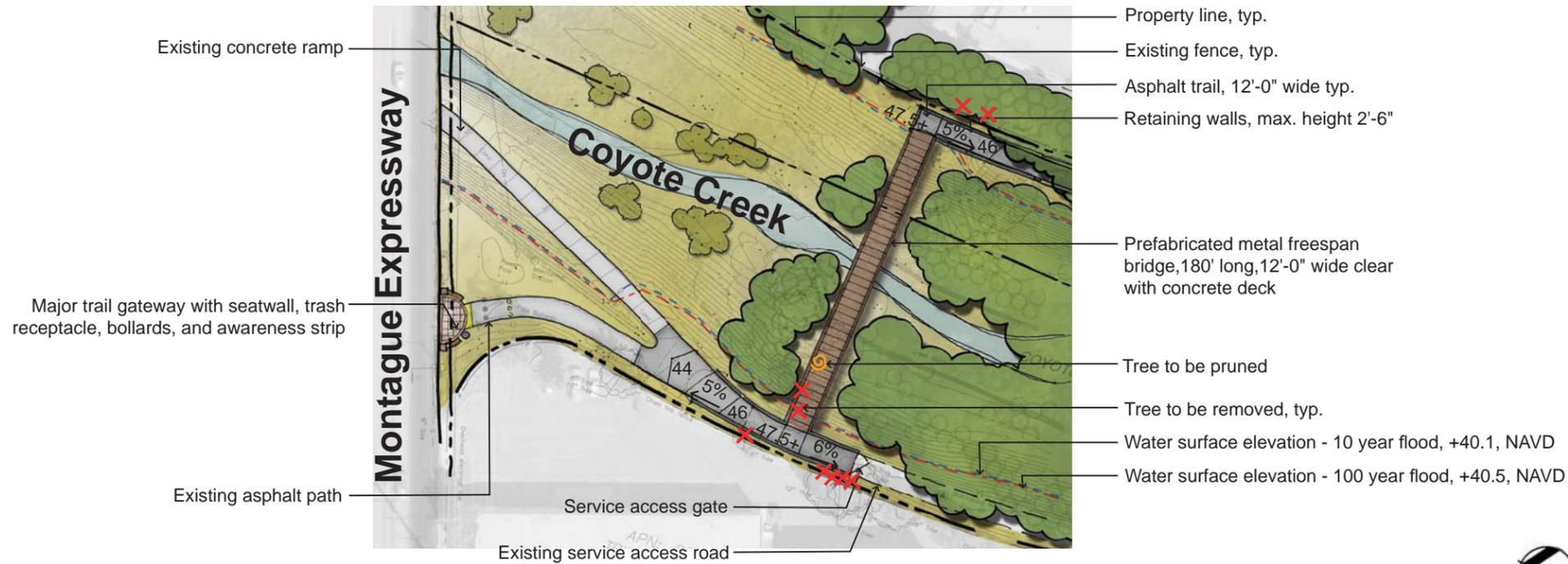
Legend

- - - Interim Trail Alignment, utilize existing sidewalks and bicycle lanes
- - - Preferred Trail Alignment is dependent on procurement of private property easement
-  Ex. Signalized Intersection
-  ADA Ramp

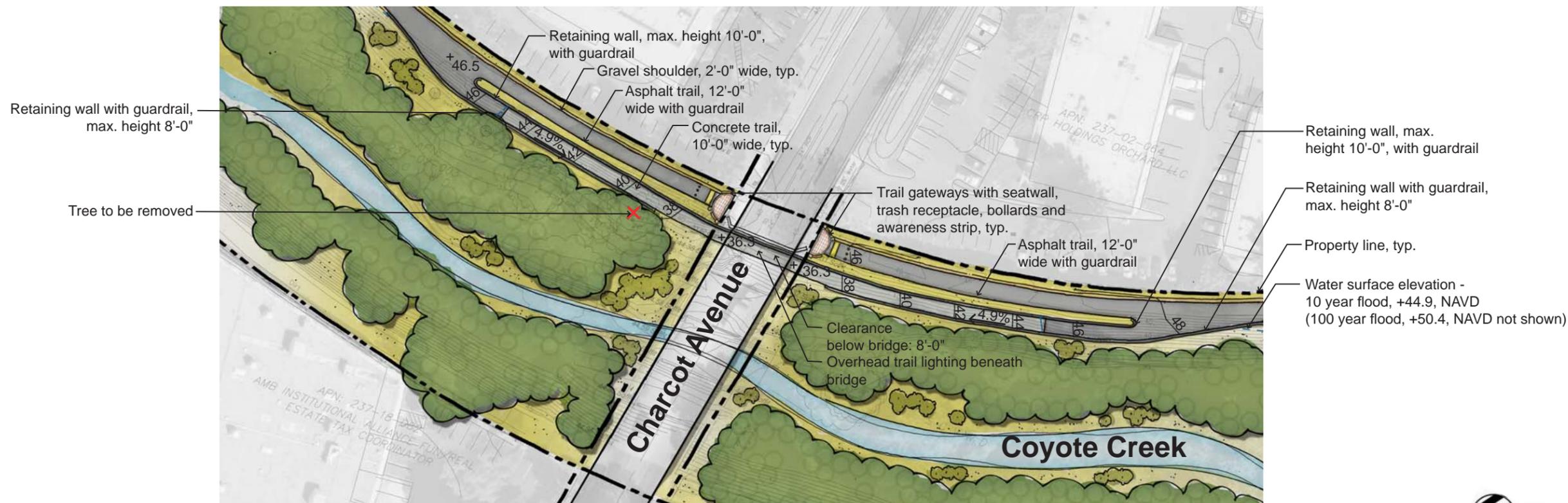


Interim Trail Alignment Plan

Coyote Creek Trail, Montague Expressway to Watson Park
January 3, 2011

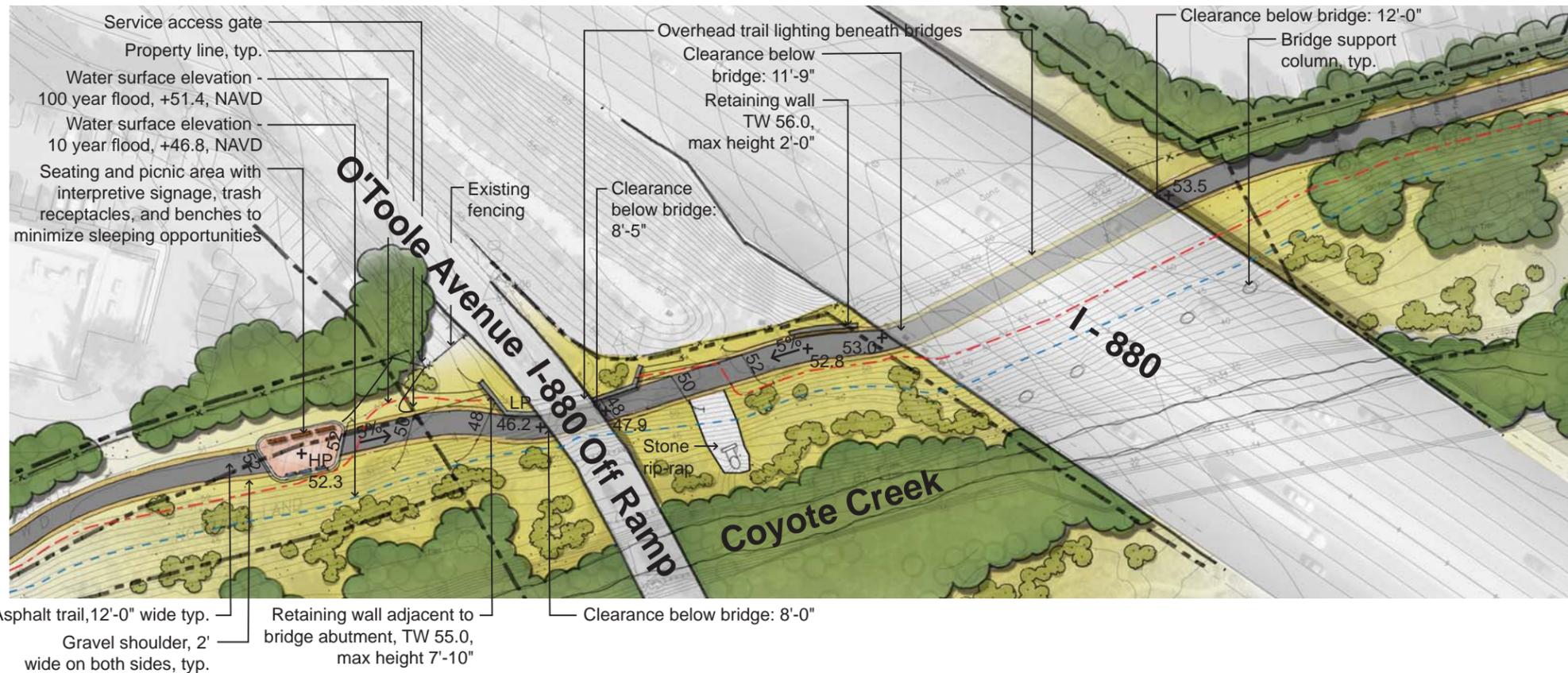


1 Bridge Near Montague Expressway

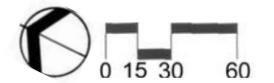


2 Undercrossing at Charcot Avenue

Enlargement Plans

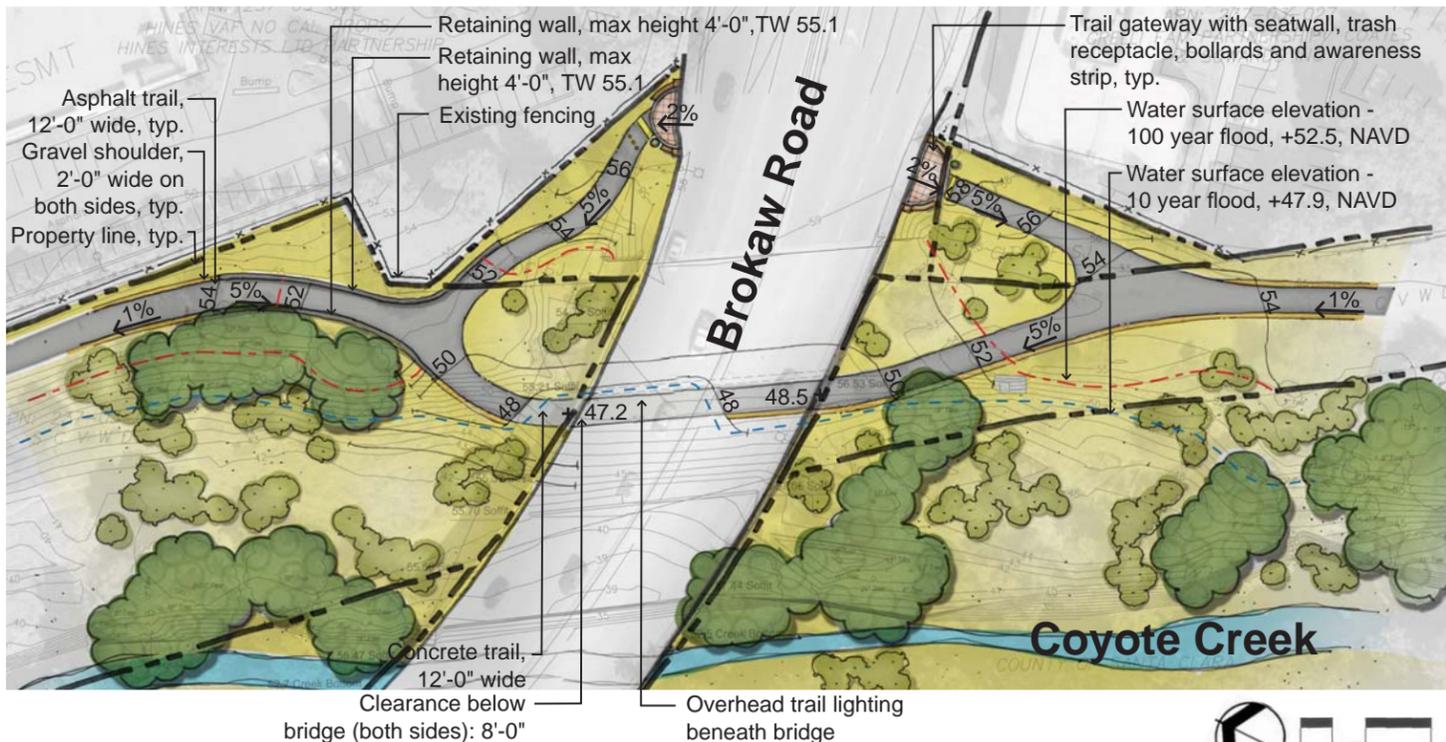


Asphalt trail, 12'-0" wide typ.
 Gravel shoulder, 2' wide on both sides, typ.
 Retaining wall adjacent to bridge abutment, TW 55.0, max height 7'-10"
 Clearance below bridge: 8'-0"

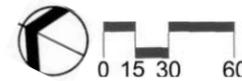


3

Undercrossing at O'Toole Avenue and I-880



Concrete trail, 12'-0" wide
 Clearance below bridge (both sides): 8'-0"
 Overhead trail lighting beneath bridge

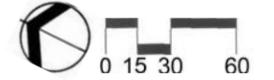
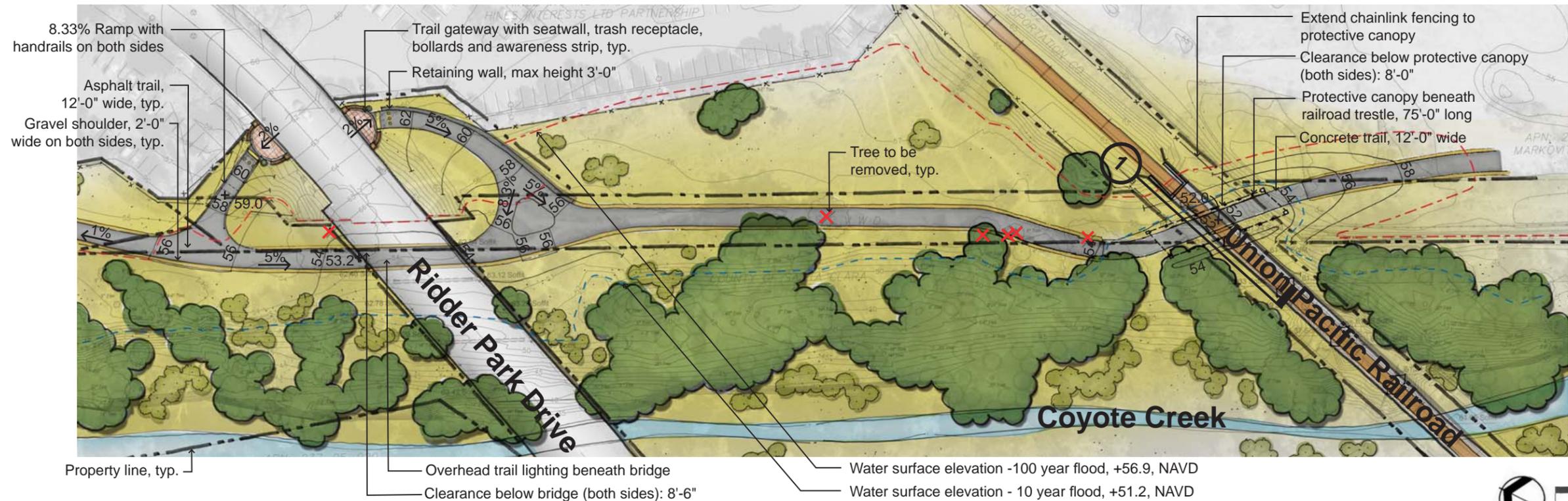


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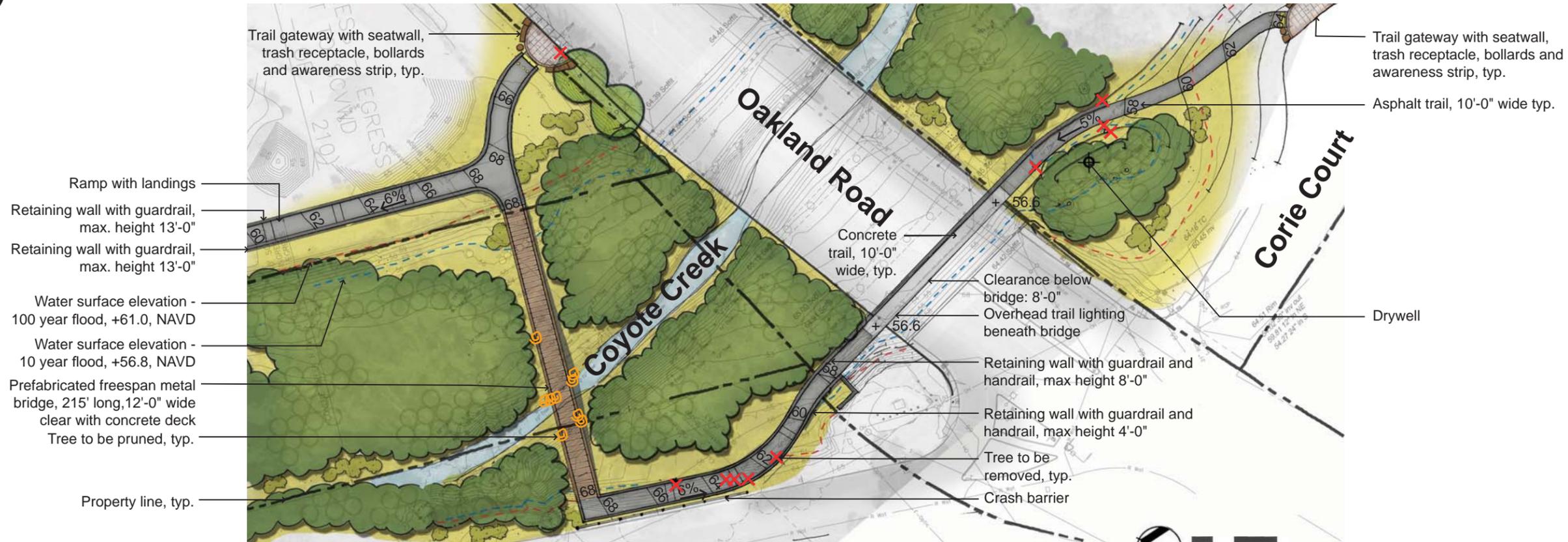
Undercrossing at Brokaw Road

Enlargement Plans

Coyote Creek Trail, Montague Expressway to Lower Silver Creek
 April 23, 2010, Sheet 2 of 6

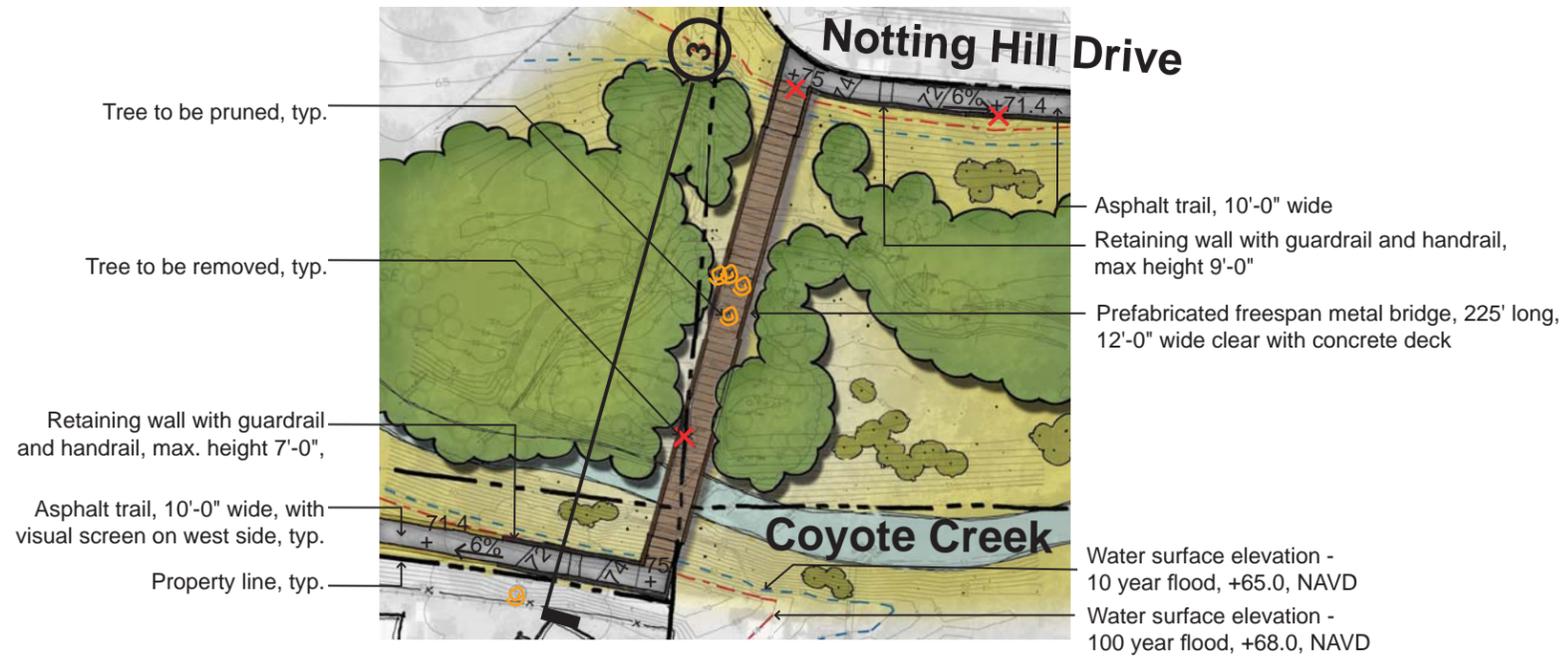


5 Undercrossings at Ridder Park Drive and Union Pacific Railroad

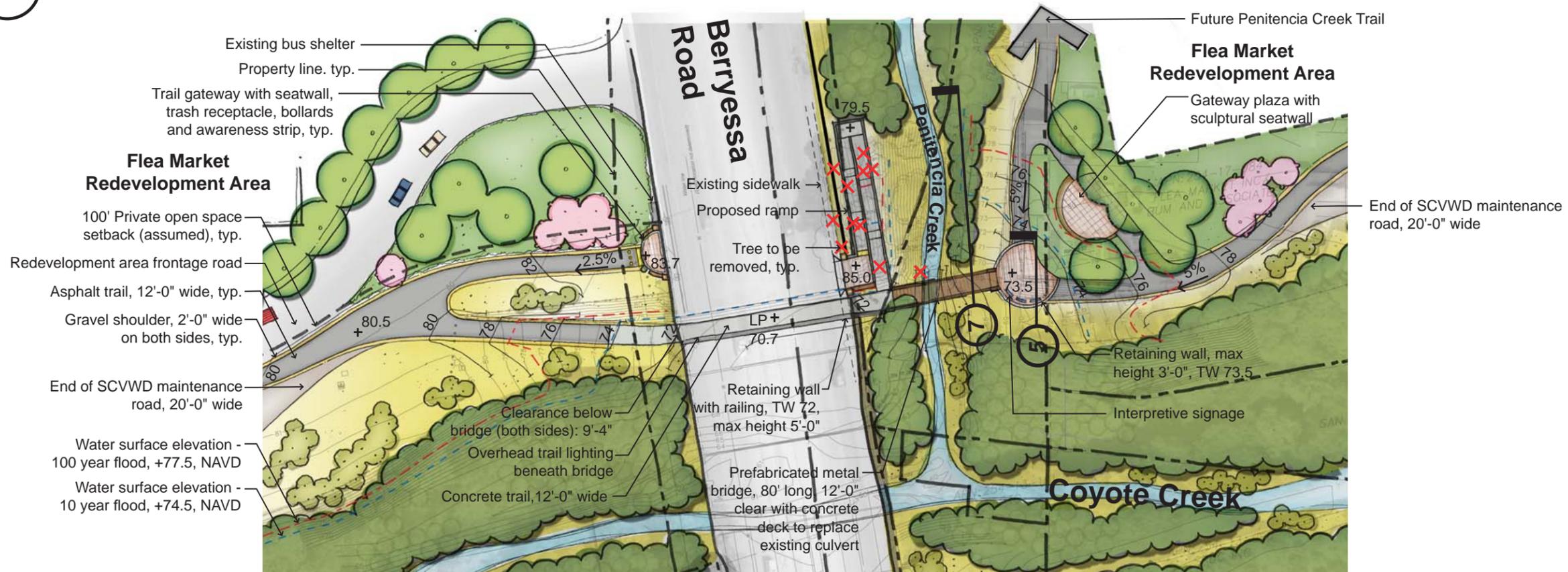


6 Bridge and Undercrossing at Oakland Road

Enlargement Plans



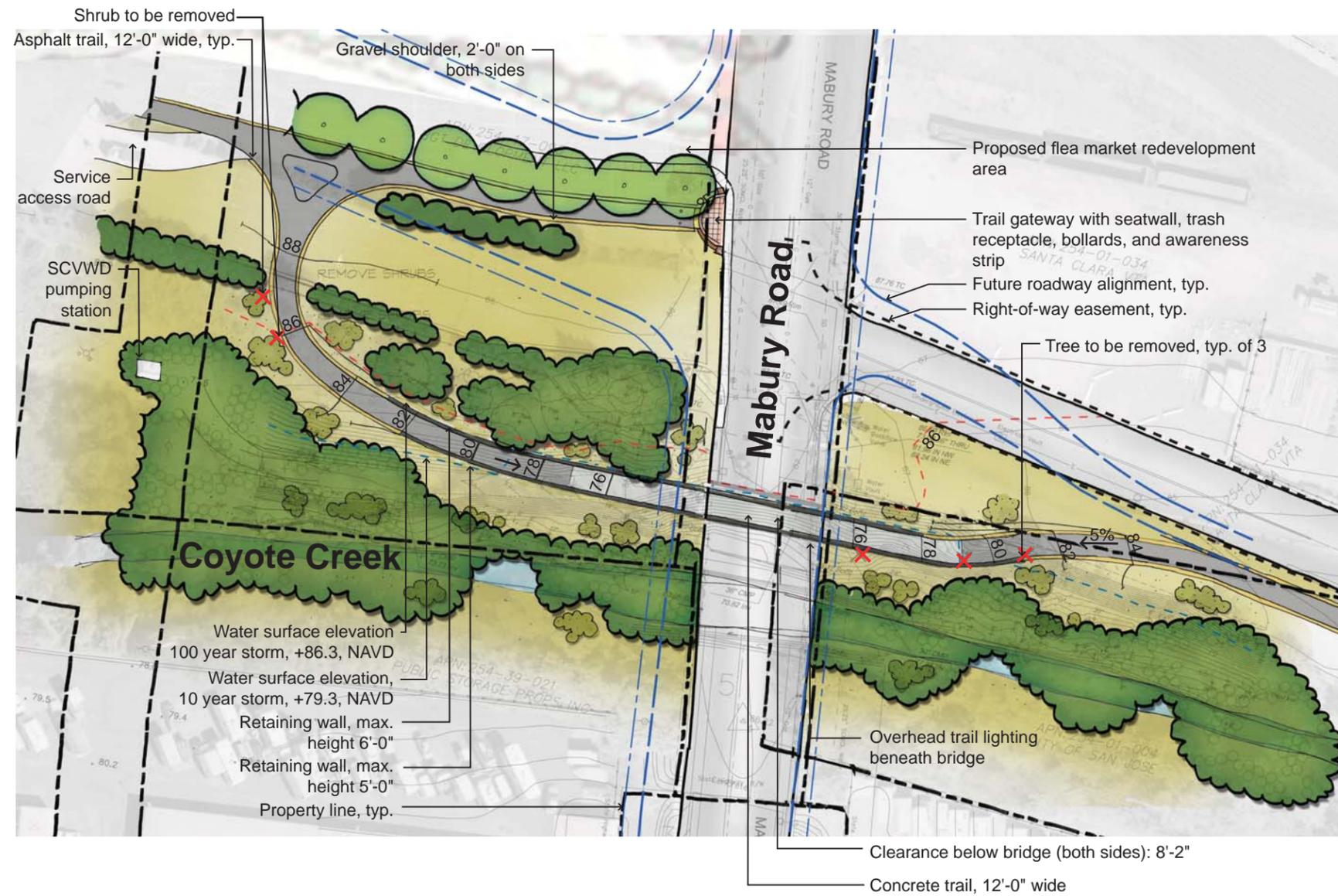
7 Bridge Near Notting Hill Drive



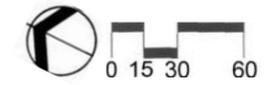
8 Undercrossing at Berryessa Road

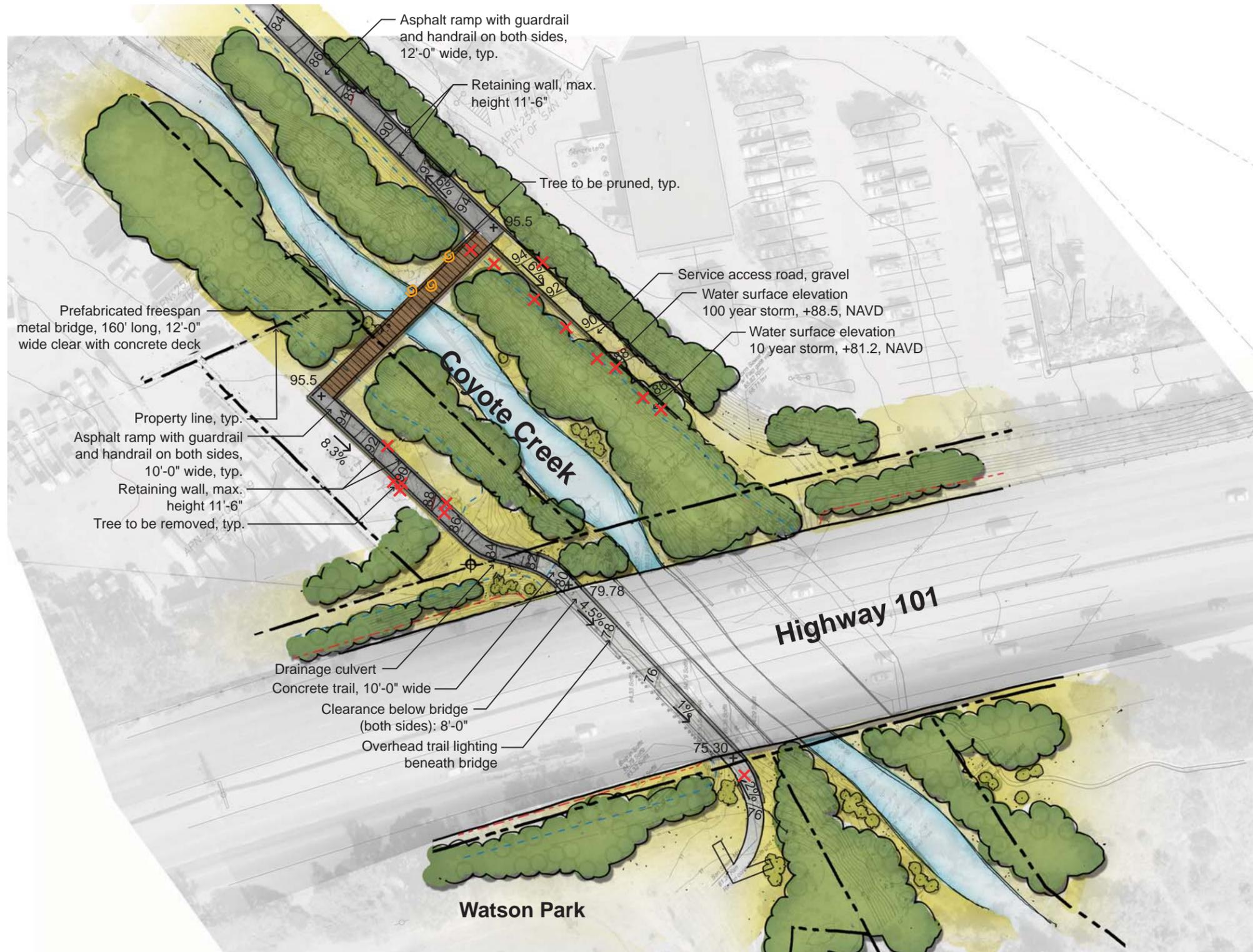


Enlargement Plans



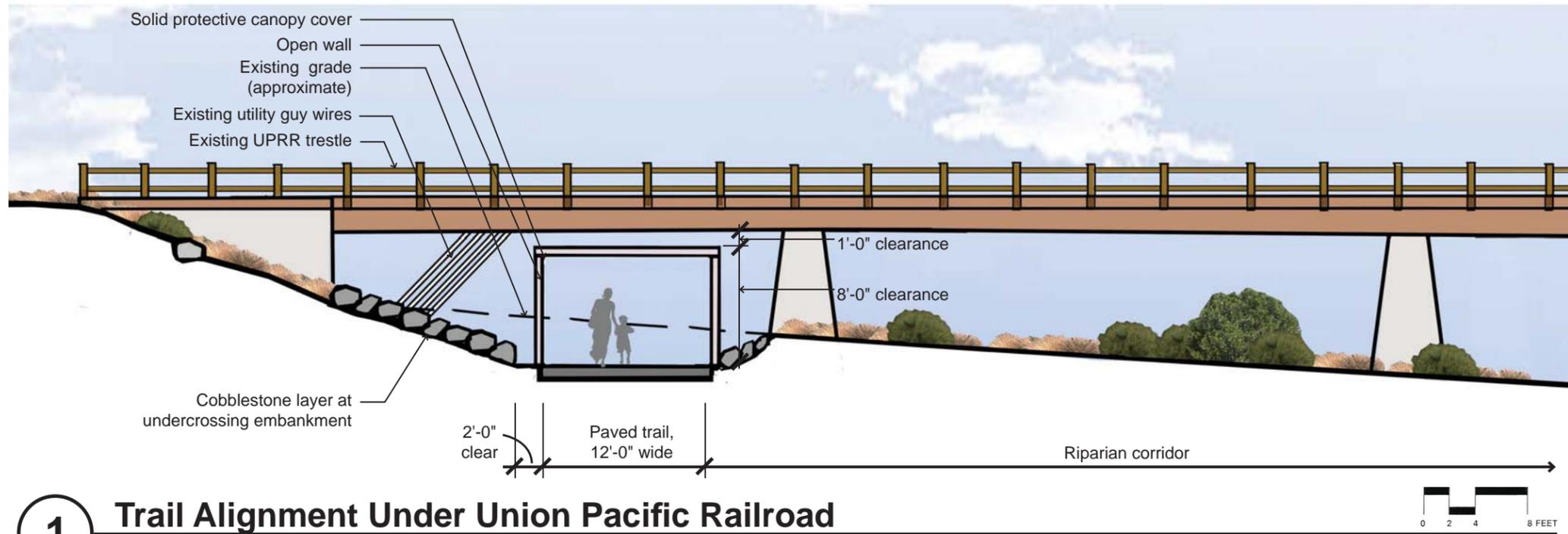
9 Undercrossing at Mabury Road





10 Undercrossing at Highway 101



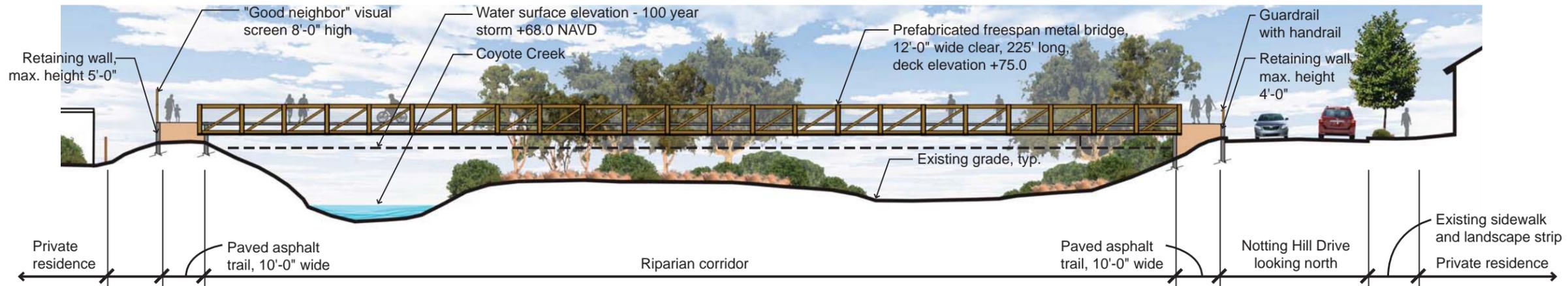


1 Trail Alignment Under Union Pacific Railroad

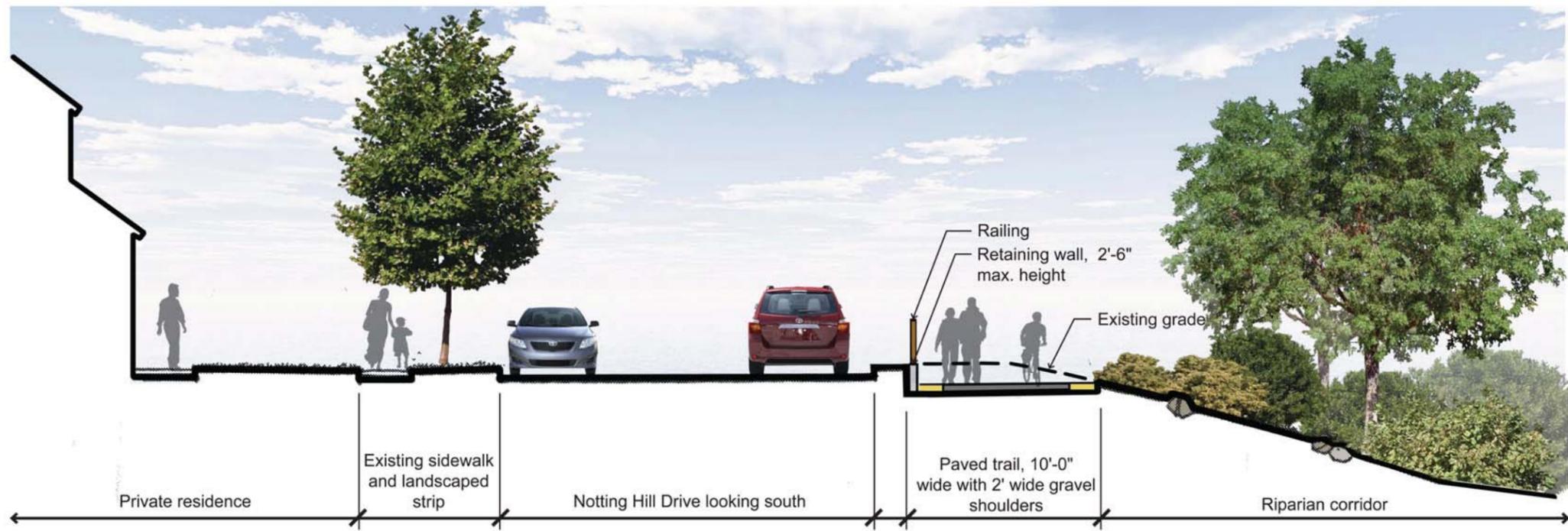


2 Trail Alignment Adjacent to Mobile Home Neighborhoods

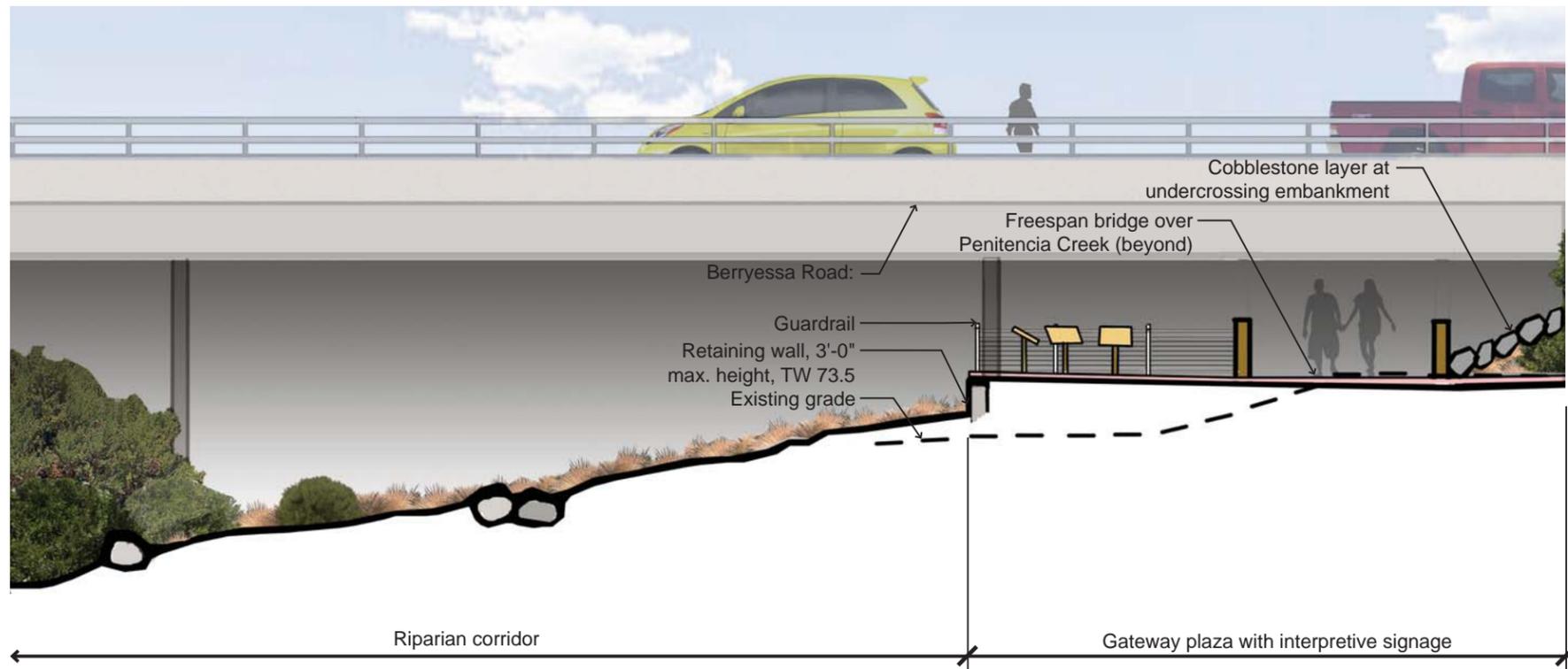
Sections



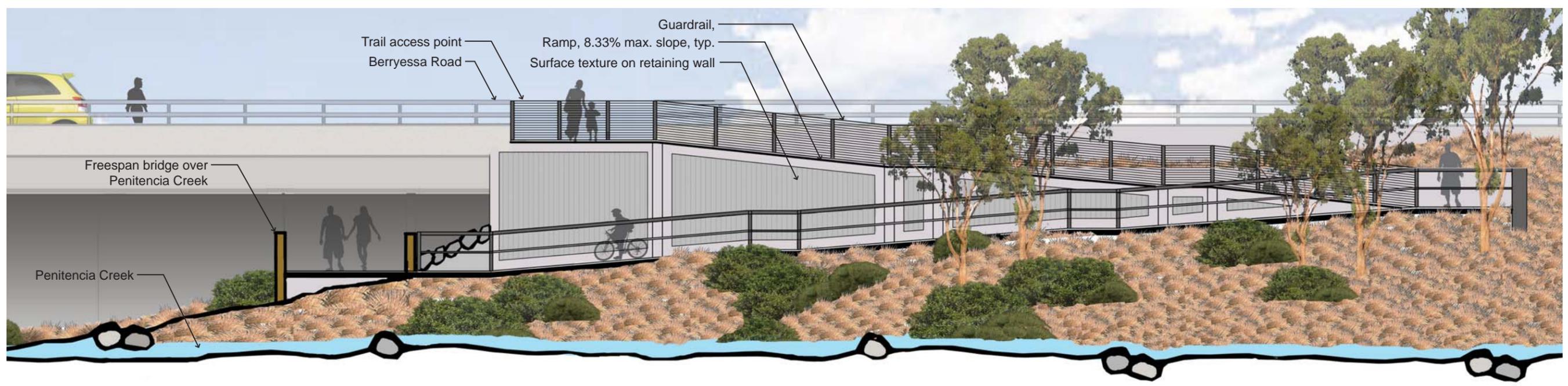
3 Bridge Adjacent to Mobile Home Neighborhoods and Notting Hill Drive



4 Trail Alignment Along Notting Hill Drive

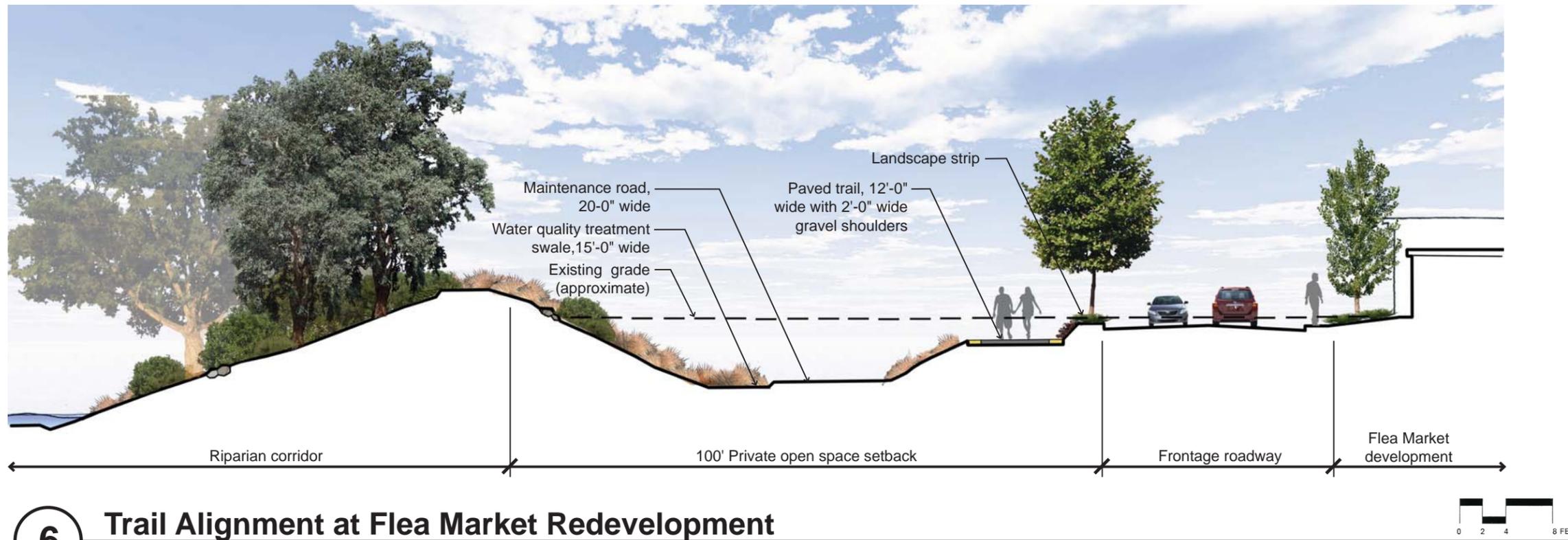


5 Trail Alignment at Berryessa Road



7 Trail Alignment at Berryessa Road Access Ramp

Sections



6 Trail Alignment at Flea Market Redevelopment



A I-880 Perspective



B Notting Hill Drive Perspective



C Berryessa Road Perspective

Sections

Examples of Design Types Proposed by the Coyote Creek Trail Master Plan



This is an example of a pedestrian bridge that has concrete abutments and approach ramps supported by retaining walls, similar to the design proposed for the pedestrian bridges as part of the Coyote Creek Trail Master Plan. This example is not intended to be an exact representation.

Examples of Visual Screening



This fence is an example of the perforated metal sheet design option.

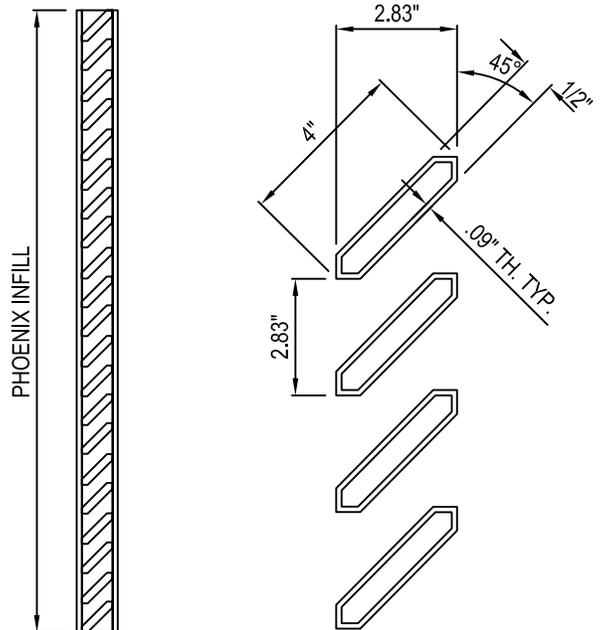
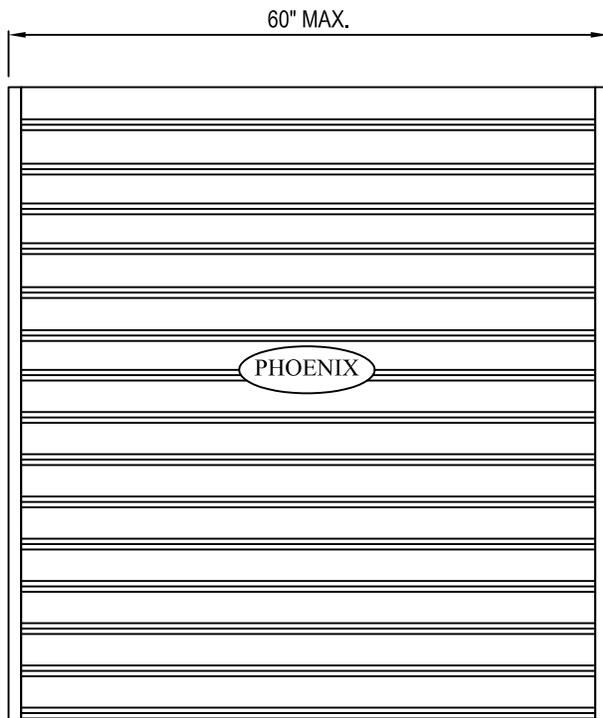


This “good neighbor” fence is an example of the layering/louvered design option.

The louvered fence cut sheet on the following page also shows an example of the layering/louvered design option.

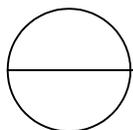


AMETCO MANUFACTURING CORPORATION
4326 HAMANN PARKWAY P.O. BOX 1210
WILLOUGHBY, OHIO 44096
800-321-7042 TOLL FREE
PHONE: (440) 951-4300
FAX: (440) 951-2542
www.ametco.com



NOTES:

1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWINGS.



PHOENIX ALUMINUM DESIGN

N.T.S.