COUNCIL BLUFFS PARKS PARKING LOTS
BIG LAKE PARK AND VALLEY VIEW PARK

CITY PROJECT NO. PR25-XX

PARKS AND RECREATION DEPARTMENT
CITY OF COUNCIL BLUFFS, IOWA



▨ – INDICATES PROJECT LOCATION

LOCATION MAP
COUNCIL BLUFFS, IOWA
NO SCALE

INDEX

PAGE NO.	DESCRIPTION
A.01	TITLE SHEET
B.01–.03	SITE DETAILS
C.01	GENERAL NOTES AND LEGEND
C.02	ESTIMATED QUANTITIES AND ESTIMATE REFERENCE NOTES
D.01	BIG LAKE PARK – NORTHWEST LOT
D.02	BIG LAKE PARK – NORTHEAST LOT
D.03	VALLEY VIEW PARK SITE PLAN

VERTICAL CONTROL

BENCHMARK OF ORIGIN: NGS W182, 1989 NAVD '88 ELEVATION = 1016.21

AT 207 SCOTT STREET, SET VERTICALLY IN THE WEST FACE OF WASHINGTON SCHOOL, 46.3 FEET EAST OF THE CENTER OF THE STREET, 4.6 FEET ABOVE THE GROUND SURFACE AND 1.8 SOUTH OF THE NORTHWEST CORNER OF THE BUILDING.

THESE DOCUMENTS SHALL NOT BE SCANNED, COPIED, OR DUPLICATED IN ANY MANNER.

SPECIFICATIONS

THE URBAN STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS, 2024, AND CITY OF COUNCIL BLUFFS SUPPLEMENTAL SPECIFICATIONS 2024, SHALL APPLY TO THIS PROJECT.

LICENSED PROFESSIONAL ENGINEER JOHN E. JORGENSEN 12855 IOWA

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

PRELIMINARY

JOHN E. JORGENSEN

My license renewal date is December 31, 2024.

Pages or sheets covered by this seal:
A.01, B.01, B.02, B.03, C.01, C.02, D.01, D.02, D.03

PROGRESS SET
Jan 03, 2024
NOT FOR CONSTRUCTION

hgm ASSOCIATES INC.
ENGINEERING ARCHITECTURE SURVEYING
council bluffs omaha

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drawn	designed	approved	date	revision	date
JNS	BJR	EJJ	JAN. 2024		

project: COUNCIL BLUFFS PARKS PARKING LOTS
BIG LAKE PARK AND VALLEY VIEW PARK

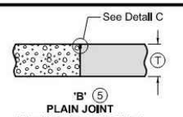
client: PARKS AND RECREATION DEPARTMENT
CITY OF COUNCIL BLUFFS

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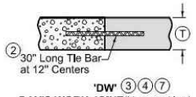
project no. 150623

sheet A.01

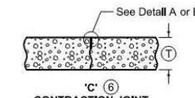
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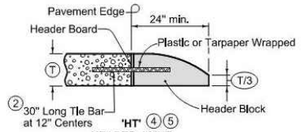
'B' (5)
PLAIN JOINT
(Abutting Pavement Slabs)



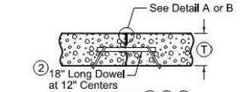
'DW' (3)(4)(7)
DAY'S WORK JOINT(Non-working)



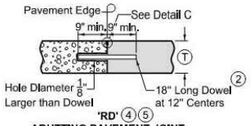
'C' (6)
CONTRACTION JOINT



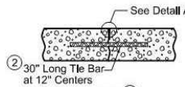
HEADER JOINT
(End Rigid Pavement)



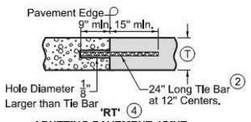
'CD' (1)(4)(6)
DOWELED CONTRACTION JOINT



'RD' (4)(5)
ABUTTING PAVEMENT JOINT



'CT' (4)
TIED CONTRACTION JOINT



'RT' (4)
ABUTTING PAVEMENT JOINT
RIGID TIE

(1) See dowel assemblies for fabrication details.

(2) See Bar Size Table for Contraction Joints on Sheet 2.

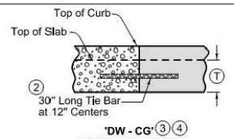
(3) Locate 'DW' joint at a mid-panel location between future 'C' or 'CD' joints. Place no closer than 5 feet to a 'C' or 'CD' joint.

(4) Place bars within the limits shown under dowel assemblies.

(5) Edge with 1/8 inch tool for length of joint. For HT joint, remove header block and board when second slab is placed.

(6) Unless specified otherwise, use 'CD' transverse contraction joints in mainline pavement when (T) is greater or equal to 8 inches. Use 'C' joints when (T) is less than 8 inches.

(7) 'RT' joint may be used in lieu of 'DW' joint at the end of the days work. Remove any pavement damaged due to the drilling at no additional cost to the Contracting Authority.



'DW - CG' (3)(4)
DAY'S WORK JOINT
CURB AND GUTTER UNIT

LEGEND
Existing Pavement
Proposed Pavement

SUDAS	IOWADOT	REVISION 11 04-15-22
FIGURE 7010.101	STANDARD ROAD PLAN	PV-101 SHEET 1 of 8

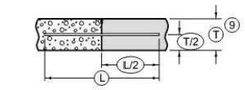
REVISIONS: Modified divide note 3).

Paul D. Wigand — SUDAS DIRECTOR
Matt Nahra — DESIGN METHODS ENGINEER

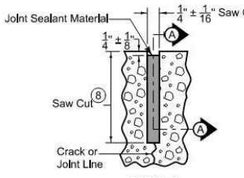
JOINTS

FIGURE 7010.101 SHEET 1 OF 8

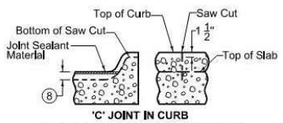
TRANSVERSE CONTRACTION



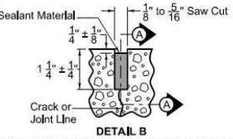
BAR PLACEMENT
(Applies to all joints unless otherwise detailed.)



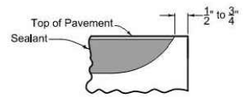
DETAIL A
(Saw cut formed by conventional concrete sawing equipment.)



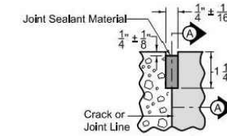
'C' JOINT IN CURB
(Match 'CT', 'CD', or 'C' joint in pavement.)



DETAIL B
(Saw cut formed by approved early concrete sawing equipment.)



SECTION A-A
(Detail at Edge of Pavement)



DETAIL C

(8) Saw 'CD' joint to a depth of T/3 ± 1/4"; saw 'C' joint to a depth of T/4 ± 1/4".

(9) When tying into old pavement, (T) represents the depth of sound PCC.

BAR SIZE TABLE FOR CONTRACTION JOINTS			
(T)	Solid Dowel Diameter	Tubular Dowel Diameter	Tie Bar Size
< 8"	3/4"	7/8"	#6
≥ 8" but < 10"	1 1/4"	1 3/8"	#10
≥ 10"	1 1/2"	1 5/8"	#11
Tubular Dowel Bars will not be allowed for RD joints.			

LEGEND
Existing Pavement
Proposed Pavement

SUDAS	IOWADOT	REVISION 11 04-15-22
FIGURE 7010.101	STANDARD ROAD PLAN	PV-101 SHEET 2 of 8

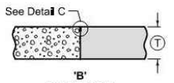
REVISIONS: Modified divide note 3).

Paul D. Wigand — SUDAS DIRECTOR
Matt Nahra — DESIGN METHODS ENGINEER

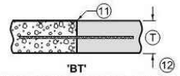
JOINTS

FIGURE 7010.101 SHEET 2 OF 8

TRANSVERSE CONTRACTION

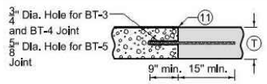


'B'
PLAIN JOINT
(Abutting Pavement Slabs)



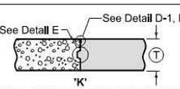
'BT'
ABUTTING PAVEMENT JOINT - RIGID TIE

(T)	Joint	Bars	Bar Length and Spacing
< 8"	'BT-1'	#4	36" Long at 30" Centers
		#5	30" Long at 30" Centers
≥ 8"	'BT-2'	#5	36" Long at 30" Centers

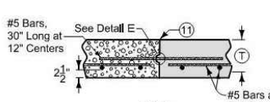


'BT'
ABUTTING PAVEMENT JOINT - RIGID TIE (Drilled)

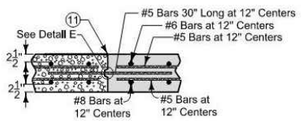
(T)	Joint	Bars	Bar Length and Spacing
< 8"	'BT-5'	#4	24" Long at 30" Centers
≥ 8"	'BT-3'	#5	24" Long at 30" Centers
	'BT-4'		24" Long at 15" Centers



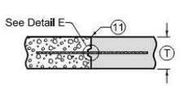
'K'
KEYED JOINT FOR ADJACENT SLABS
(Where T is 8" or more)



'KS-1'
[Single Reinforced Pavement (Bridge Approach)]



'KS-2'
[Double Reinforced Pavement (Bridge Approach)]



'KT'
ABUTTING PAVEMENT JOINT - KEYWAY TIE

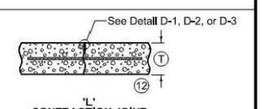
(T)	Joint	Bars	Bar Length and Spacing
< 8"	'KT-1'	#4	30" Long at 30" Centers
≥ 8"	'KT-2'	#5	30" Long at 30" Centers
	'KT-3'		30" Long at 15" Centers

LONGITUDINAL CONTRACTION

(10) Bar supports may be necessary for fixed form paving to ensure the bar remains in a horizontal position in the plastic concrete.

(11) Sawing or sealing of joint not required.

(12) The following joints are interchangeable, subject to the pouring sequence:
'BT-1', 'L-1', and 'KT-1'
'KT-2' and 'L-2'
'KT-3' and 'L-3'



'L'
CONTRACTION JOINT

(T)	Joint	Bars	Bar Length and Spacing
< 8"	'L-1'	#4	36" Long at 30" Centers
≥ 8"	'L-2'	#5	36" Long at 30" Centers
	'L-3'		36" Long at 15" Centers

LEGEND
Existing Pavement
Proposed Pavement

SUDAS	IOWADOT	REVISION 11 04-15-22
FIGURE 7010.101	STANDARD ROAD PLAN	PV-101 SHEET 3 of 8

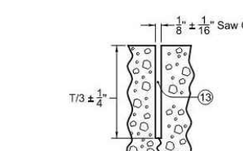
REVISIONS: Modified divide note 3).

Paul D. Wigand — SUDAS DIRECTOR
Matt Nahra — DESIGN METHODS ENGINEER

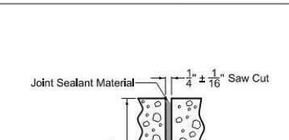
JOINTS

FIGURE 7010.101 SHEET 3 OF 8

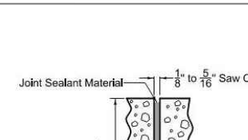
TIE BAR PLACEMENT
(Applies to all joints unless otherwise detailed.)



DETAIL D-1
(Required when specified in the contract documents.)



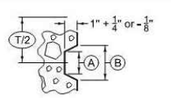
DETAIL D-2
(Required when the Department of Transportation is not the Contracting Authority, or when specified in the contract documents)



DETAIL D-3
(Required when the Department of Transportation is the Contracting Authority, or when specified in the contract documents)

(9) When tying into old pavement, (T) represents the depth of sound PCC.

(13) Sealant or cleaning not required.



DETAIL E

KEYWAY DIMENSIONS			
Keyway Type	Pavement Thickness (T)	(A)	(B)
Standard	8" or greater	1 3/4"	2 3/4"
Narrow	Less than 8"	1"	2"

LEGEND
Existing Pavement
Proposed Pavement

SUDAS	IOWADOT	REVISION 11 04-15-22
FIGURE 7010.101	STANDARD ROAD PLAN	PV-101 SHEET 4 of 8

REVISIONS: Modified divide note 3).

Paul D. Wigand — SUDAS DIRECTOR
Matt Nahra — DESIGN METHODS ENGINEER

JOINTS

FIGURE 7010.101 SHEET 4 OF 8

LONGITUDINAL CONTRACTION

PROGRESS SET
Jan 03, 2024
NOT FOR CONSTRUCTION

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ENGINEERING ARCHITECTURE SURVEYING
council bluffs omaha

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JNS	BJR	JEJ	JAN. 2024
drawn	designed	approved	date

date	revision

project: COUNCIL BLUFFS PARKS PARKING LOTS
BIG LAKE PARK AND VALLEY VIEW PARK

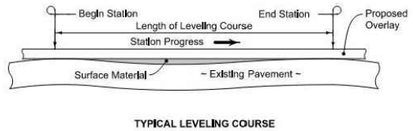
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CITY OF COUNCIL BLUFFS

sheet: SITE DETAILS

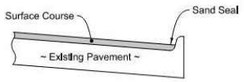
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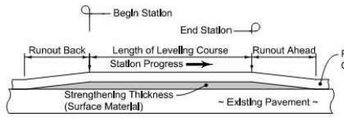
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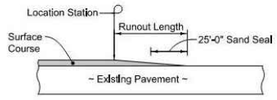
TYPICAL LEVELING COURSE



GUTTERLINE EDGE - MATCH

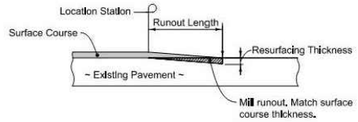


TYPICAL STRENGTHENING COURSE

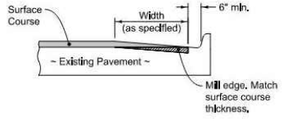


WEDGE SHAPED RUNOUT
(When Milling Is not Specified)

RUNOUT LENGTH	
POSTED SPEED LIMIT (mph)	RUNOUT RATIO (ft. per inch)
45 or More	50
20 to 45	25



MILLED SURFACE NOTCH FOR RUNOUT



GUTTERLINE EDGE - NOTCH

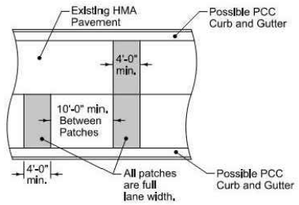
SINGLE COURSE RESURFACING

FIGURE 7021.101 SHEET 1 OF 2

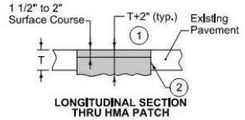
SUDAS | REVISION: New 2022 Edition | 7021.101 | SHEET 1 of 2

SUDAS Standard Specifications

DETAILS FOR ASPHALT RESURFACING



HMA PATCHES



LONGITUDINAL SECTION THRU HMA PATCH

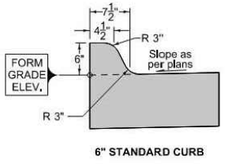
1. If subgrade or subbase material is required below patch, bring material to a level 2 inches below bottom of existing pavement.
2. When removing pavement, saw to full depth or 10 inches, whichever is less.

FIGURE 7040.103 SHEET 1 OF 1

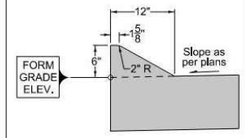
SUDAS | REVISION: 2 10-17-17 | 7040.103 | SHEET 1 of 1

SUDAS Standard Specifications

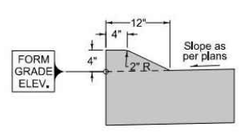
FULL DEPTH HMA PATCHES



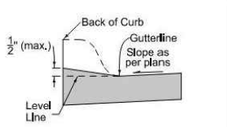
6" STANDARD CURB



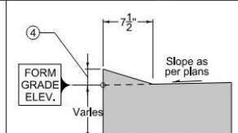
6" SLOPED CURB



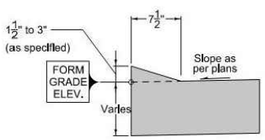
4" SLOPED CURB



DROP CURB AT SIDEWALK



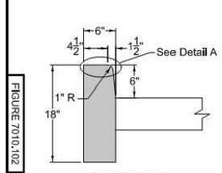
DRIVEWAY DROP CURB (IowaDepartment of Transportation Is not the Contracting Authority)



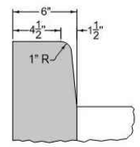
DRIVEWAY DROP CURB (Iowa Department of Transportation Is the Contracting Authority)

For joint details, see PV-101.

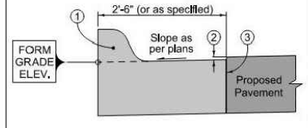
1. 6 Inch Standard Curb, 6 Inch Sloped Curb, or 4 Inch Sloped Curb as specified.
2. ½ Inch If Proposed Pavement Is HMA. No elevation difference If Proposed Pavement Is PCC.
3. 'BT' , 'KT', or 'L' joint If Proposed Pavement Is PCC. 'B' Joint If Proposed Pavement Is HMA.
4. 0 to 2 inches for residential entrances. 1½ to 3 inches for industrial or commercial entrances.



BEAM CURB*
*For short replacement sections, match existing curb profile



DETAIL A



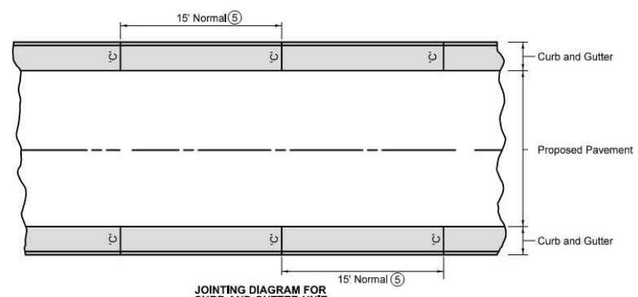
CURB AND GUTTER UNIT

FIGURE 7010.102 SHEET 1 OF 2

SUDAS | IOWADOT | REVISION: 5 04-21-20 | FIGURE 7010.102 | STANDARD ROAD PLAN | PV-102 | SHEET 1 of 2

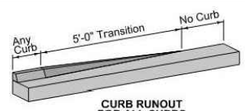
REVISIONS: Sub DRIVEWAY DROP CURB detail into two details. Added new 'B' dir note 4 on Sheet 1. Renumbered title note on Sheet 5.

PCC CURB DETAILS

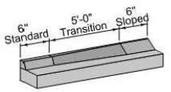


JOINTING DIAGRAM FOR CURB AND GUTTER UNIT

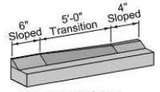
5. If proposed pavement Is PCC, match joint spacing for proposed pavement. Place 'E' joints in curb and gutter section where expansion joints are to be placed in proposed pavement.



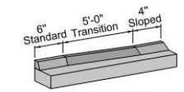
CURB RUNOUT FOR ALL CURBS



CURB TRANSITION FROM 6" STANDARD TO 6" SLOPED



CURB TRANSITION FROM 6" SLOPED TO 4" SLOPED



CURB TRANSITION FROM 6" STANDARD TO 4" SLOPED

FIGURE 7010.103 SHEET 2 OF 2

SUDAS | IOWADOT | REVISION: 5 04-21-20 | FIGURE 7010.102 | STANDARD ROAD PLAN | PV-102 | SHEET 2 of 2

REVISIONS: Sub DRIVEWAY DROP CURB detail into two details. Added new 'B' dir note 4 on Sheet 1. Renumbered title note on Sheet 5.

PCC CURB DETAILS

PROGRESS SET
Jan 03, 2024
NOT FOR CONSTRUCTION

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JNS	drawn		date
BJR	designed		revision
JEJ	approved		
JAN. 2024	date		

project: COUNCIL BLUFFS PARKS PARKING LOTS
BIG LAKE PARK AND VALLEY VIEW PARK

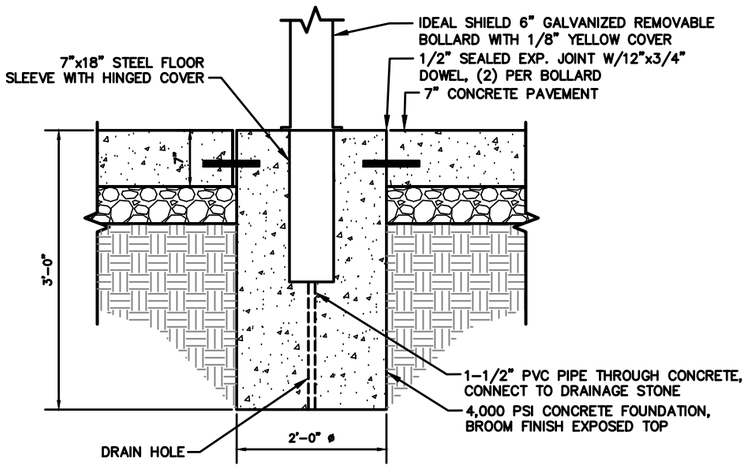
client: PARKS AND RECREATION DEPARTMENT
CITY OF COUNCIL BLUFFS

sheet: SITE DETAILS

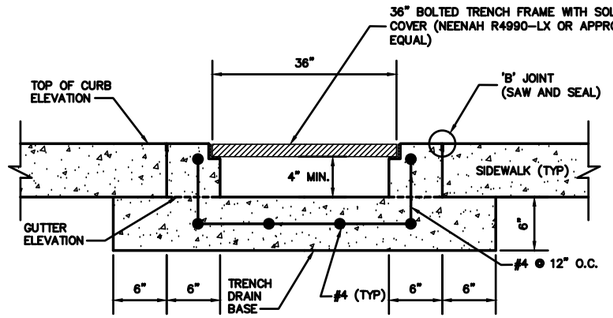
project no. 150623

sheet B.02

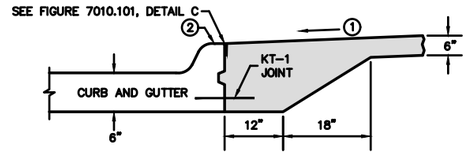
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DRAWN BY: jns, SAVE DATE: Jan 3, 2024 7:57 AM DATE PLOTTED: 1/3/2024 8:01 AM, PLOT SCALE: 1:2



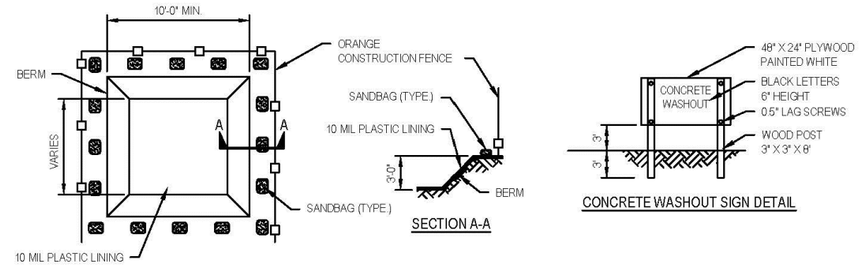
REMOVABLE BOLLARD
SCALE : NONE



36" TRENCH DRAIN
SCALE : NONE



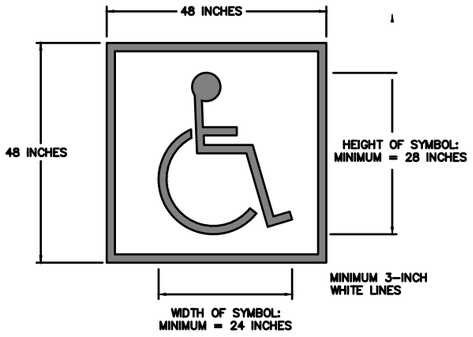
CURB DETAIL FOR CLASS A SIDEWALK
SCALE : NONE



PLAN - BELOW GRADE OPTION

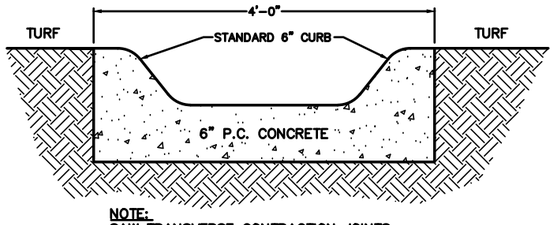
SECTION A-A

CONCRETE WASHOUT SIGN DETAIL



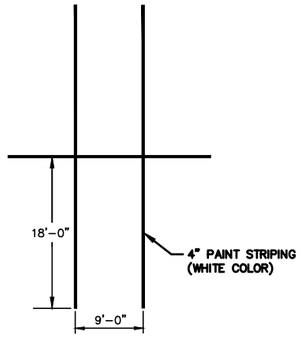
NOTE:
HC SYMBOL TO BE CENTERED ON WIDTH OF PARKING STALL. SYMBOLS ARE REQUIRED TO CONTRAST WITH BACKGROUND. WHITE ON BLUE (COLOR NO. 105090 IN FEDERAL STANDARD 595A) DOUBLE COAT (TYP)

PAINTED HANDICAP SIGN
SCALE : NONE

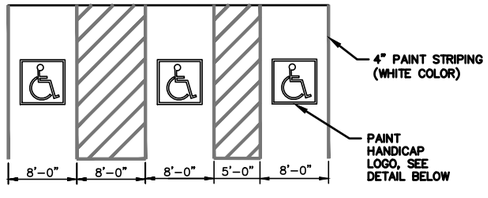


NOTE:
SAW TRANSVERSE CONTRACTION JOINTS AT 6' SPACING AND SEAL WITH HOT TAR

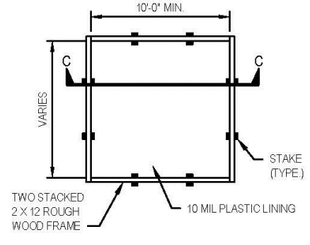
4' P.C. CONCRETE FLUME
SCALE : NONE



TYPICAL PARKING STALL LAYOUT
SCALE : NONE

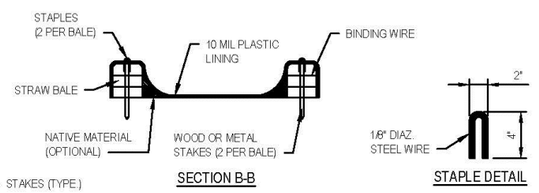


HANDICAP PARKING LAYOUT
SCALE : NONE



PLAN - ABOVE GRADE W/ STRAW BALES OPTION

PLAN - ABOVE GRADE OPTION

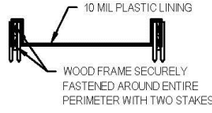


SECTION B-B

STAPLE DETAIL

CONCRETE WASHOUT AREA INSTALLATION NOTES:

1. THE CONCRETE WASHOUT AREA SHALL BE INSTALLED PRIOR TO ANY CONCRETE PLACEMENT ON SITE.
2. THE CONCRETE WASHOUT AREA WILL BE CONSTRUCTED ABOVE GRADE OR BELOW GRADE AT THE OPTION OF THE CONTRACTOR. THE ACTUAL LAYOUT SHALL BE DETERMINED IN THE FIELD.
3. THE CONCRETE WASHOUT AREA SHALL BE CONSTRUCTED AND MAINTAINED IN SUFFICIENT SIZE TO CONTAIN ALL LIQUID AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS. THE WASHOUT AREA MUST BE CLEANED, OR A NEW WASHOUT AREA MUST BE CONSTRUCTED AND READY FOR USE ONCE THE WASHOUT IS 75% FULL.
4. THE CONCRETE WASHOUT SIGN SHALL BE PLACED WITHIN 30' OF THE WASHOUT AREA. ADDITIONAL SIGNS SHOULD BE CONSTRUCTED AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CONCRETE WASHOUT AREA TO OPERATORS OF CONCRETE TRUCKS AND PUMP RIGS.
5. THE CONCRETE WASHOUT AREA SHALL BE LOCATED A MINIMUM OF 50 FEET FROM STORM DRAIN INLETS, OPEN DISCHARGE FACILITIES, AND WATERCOURSES. EACH FACILITY SHOULD BE LOCATED AWAY FROM CONSTRUCTION TRAFFIC OR ACCESS TO PREVENT DISTURBANCE OR TRACKING. VEHICLE TRACKING CONTROL IS REQUIRED AT CONCRETE WASHOUT ENTRANCE IF ACCESS TO AREA IS OFF PAVEMENT.
6. PLASTIC LINING MATERIAL SHALL BE A MINIMUM OF 10 MIL POLYETHYLENE SHEETING AND SHALL BE FREE OF HOLES, TEARS, OR OTHER DEFECTS THAT COMPROMISE THE IMPERMEABILITY OF THE MATERIAL.
7. WHEN THE CONCRETE WASHOUT AREA IS NO LONGER REQUIRED FOR WORK, THE HARDENED CONCRETE AND MATERIAL USED TO CONSTRUCT WASHOUT AREA SHALL BE REMOVED AND DISPOSED OF AT AN APPROVED WASTE SITE.
8. WHEN THE CONCRETE WASHOUT AREA IS REMOVED, THE DISTURBED AREA SHALL BE SEEDED AND MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE ENGINEER.



SECTION C-C

CONCRETE WASHOUT AREA

PROGRESS SET
Jan 03, 2024
NOT FOR CONSTRUCTION

hgm ASSOCIATES INC.
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drawn	designed	approved	date	revision	date
JNS	BJR	JEJ	JAN. 2024		

project: COUNCIL BLUFFS PARKS PARKING LOTS
BIG LAKE PARK AND VALLEY VIEW PARK
client: PARKS AND RECREATION DEPARTMENT, CITY OF COUNCIL BLUFFS
sheet: SITE DETAILS

project no. 150623
sheet B.03

FILENAME: S:\Blue_Team\Projects\150623 Big Lake and Valley View Parks\Engineering\Dwgs\Design\150623 DESIGN 12-23.dwg
DRAWN BY: JNS, SAVE DATE: Jan 3, 2024 7:57 AM DATE PLOTTED: 1/3/2024 8:01 AM, PLOT SCALE: 1:2

GENERAL NOTES

1. UTILITY FACILITIES SHOWN ARE FROM LOCATES OR RECORDS PROVIDED BY OTHERS, AND SHALL BE CONSIDERED APPROXIMATE. OTHER UTILITIES MAY EXIST (EITHER IN SERVICE OR ABANDONED) AND THEIR LOCATION MAY NOT BE PRESENTLY KNOWN OR IDENTIFIED ON THE PLANS. THE ENGINEER MAKES NO GUARANTEE THAT THE UTILITIES SHOWN COMPRISE ALL UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE ENGINEER FURTHER DOES NOT WARRANT THAT THE UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. THE CONTRACTOR SHALL NOTIFY THE IOWA ONE-CALL SYSTEM AT 1-800-292-8989 TO IDENTIFY THE LOCATION OF ALL UNDERGROUND UTILITY FACILITIES WITHIN THE CONSTRUCTION AREA.

   THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL PUBLIC AND PRIVATE UTILITY FACILITIES LOCATED WITHIN THE CONSTRUCTION AREA TO AVOID DAMAGE IN ACCORDANCE WITH SECTION 480.4, CODE OF IOWA. DAMAGE TO UTILITIES DUE TO THE CONTRACTOR'S ACTIONS SHALL BE REPAIRED OR REPLACED WITHOUT COST TO THE OWNER OR ENGINEER.

   WHERE EXISTING UTILITY FACILITIES ARE SHOWN IN THE PLANS OR ENCOUNTERED WITHIN THE CONSTRUCTION AREA, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING UTILITIES AND CONDUCTING WORK NEAR UTILITY FACILITIES REQUIRED BY SECTION 480.4, CODE OF IOWA.

   THE CONTRACTOR SHALL COOPERATE WITH UTILITY COMPANIES IN THEIR ADJUSTMENT OPERATIONS SO THAT THESE OPERATIONS MAY PROGRESS, THE DUPLICATION OF ADJUSTMENT WORK MAY BE REDUCED, AND THAT SERVICES RENDERED BY THOSE PARTIES WILL NOT BE INTERRUPTED.

   THE CONTRACTOR SHALL REVIEW ALL UTILITIES SHOWN IN THE PLANS AND COORDINATE WITH ALL UTILITY COMPANIES NECESSARY TO SCHEDULE WORK FOR ALL KNOWN AND POTENTIAL CONFLICTS. THE CONTRACTOR SHALL BE AWARE THAT UTILITY SERVICES ARE NOT ROUTINELY LOCATED OR SHOWN ON THE PLANS, HOWEVER MAY BE A CONFLICT WITH THE WORK PERFORMED. DELAYS, INCONVENIENCE, OR DAMAGE CLAIMED BY THE CONTRACTOR DUE TO ANY INTERFERENCE OF UTILITIES SHOWN IN THE PLANS OR SERVICES SHALL NOT BE CONSIDERED A CIRCUMSTANCE FOR ADDITIONAL TIME OR COMPENSATION.

2. REMOVALS OF ABANDONED UTILITIES THAT ARE SHOWN ON THE PLANS AND ENCOUNTERED DURING TRENCH EXCAVATION SHALL BE INCIDENTAL TO THE UNDERGROUND UTILITY BEING INSTALLED AND WILL NOT BE PAID FOR SEPARATELY UNLESS INDICATED OTHERWISE ON THE PLANS.

3. PRIOR TO BEGINNING WORK ON THE FOLLOWING ITEMS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR REVIEW PLANS FOR BY-PASS PUMPING, TRENCH SHORING, JACKING AND BORING, DEWATERING, TRAFFIC CONTROL, EMERGENCY ACTION PLAN (EAP) FOR WORK IN THE LEVEE CRITICAL ZONE AND PROVIDE SHORING OR SUPPORT DETAILS FOR WATER MAINS AND OTHER MAJOR UTILITY LINES THAT MUST REMAIN IN SERVICE.

4. THE CONTRACTOR SHALL KEEP SANITARY SEWER AND STORM SEWER LINES ANDSTRUCTURES CLEAN AND FREE OF DEBRIS THAT IS A RESULT OF CONSTRUCTION OPERATIONS. ANY CLEANING AND REMOVAL OF DEBRIS THAT ENTERS AS A RESULT OF CONSTRUCTION OPERATIONS SHALL BE COMPLETED AT THE EXPENSE OF THE CONTRACTOR.

5. THE CONTRACTOR SHALL MAKE ACCESS AVAILABLE TO ADJACENT PROPERTIES IN CASE OF EMERGENCIES. THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER (712-890-5296) AND NON-EMERGENCY 911 (712-328-5737), 24 HOURS PRIOR TO CLOSING AND/OR OPENING ANY ROADS TO TRAFFIC. THE CONTRACTOR SHALL ADEQUATELY BARRICADE CLOSED ROADS DURING CONSTRUCTION TO ENSURE PUBLIC SAFETY AND PROTECT NEW PAVEMENT FROM DAMAGE. ALL TRAFFIC CONTROL SHALL BE IN COMPLIANCE WITH "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES' U.S. DEPARTMENT OF TRANSPORTATION, LATEST EDITION.

6. REMOVAL AND REINSTALLATION OF MAILBOXES AS NECESSARY SHALL BE INCIDENTAL TO THE PROJECT UNLESS SPECIFIED OTHERWISE. THE CONTRACTOR SHALL NOTIFY THE POST OFFICE OF THE STREET CLOSING AND ARRANGE FOR AN ALTERNATE DROP BOX LOCATION AS NECESSARY.

7. SANITARY SEWER LATERALS DISRUPTED BY THE CONTRACTOR SHALL BE RECONNECTED TO THE SEWER DURING THE SAME DAY THAT THEY ARE DISRUPTED.

8. WHEN MILLING OF ASPHALT PAVEMENT IS A BID ITEM IN THE PLANS ALL MILLED ASPHALT PAVEMENT SHALL BE DELIVERED TO THE CITY PUBLIC WORKS YARD AT 1130 2ND AVENUE. CONSTRUCTION PHASING MAY REQUIRE MULTIPLE MOBILIZATIONS FOR MILLING OPERATIONS. OUT OF PHASE MILLING WILL NOT BE ALLOWED UNLESS OTHERWISE NOTED IN THE CONTRACT DOCUMENTS. THE COST INVOLVED TO HAUL SALVAGED ITEMS TO THE CITY YARD SHALL BE INCIDENTAL TO REMOVAL FOR WHICH PAYMENT IS MADE.

9. REMOVAL OF EXISTING CITY SIGNS AS NECESSARY SHALL BE INCIDENTAL TO THE PROJECT UNLESS SPECIFIED OTHERWISE. ALL SIGNS SHALL BE REMOVED WITHOUT DAMAGE TO THE SIGNS. ANY DAMAGE TO SIGN(S) SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR WILL BE REQUIRED TO REPLACE IN KIND AND\OR COMPENSATE THE CITY FOR DAMAGED SIGN(S). SIGNS SHALL BE DELIVERED WHEN REMOVED TO THE CITY TRAFFIC DEPARTMENT AT 1001 10TH AVENUE. SIGNS SHALL NOT BE STORED ON PROJECT SITE.

10. ALL SOLID WASTE, AND EXCESS EXCAVATION FROM THE REMOVAL OR INSTALLATION OF PAVEMENT, STORM, AND SANITARY SEWER SYSTEMS, SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR IN COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL REQUIREMENTS. ALL REMOVED ITEMS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF SITE AND SHALL NOT BE INCORPORATED INTO THE WORK.

    PRIOR TO THE COMMENCEMENT OF REMOVALS, THE CONTRACTOR SHALL PROVIDE THE ENGINEER DOCUMENTATION OF THEIR CERTIFIED DISPOSAL SITE(S) FOR ALL ITEMS TO BE REMOVED FROM THE PROJECT. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH LOAD TICKETS FOR ALL ITEMS REMOVED FROM THE PROJECT. PAYMENT WILL NOT BE MADE ON REMOVAL ITEMS WITHOUT APPROPRIATE TICKETS.

11. TO COMPLY WITH THE MIGRATORY BIRD TREATY ACT, TREES SHALL NOT BE REMOVED DURING THE PRIMARY NESTING SEASON DEFINED AS APRIL 1ST THROUGH SEPTEMBER 30TH. EXISTING TREES NOT INDICATED FOR REMOVAL SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION. TRIMMING OF TREES WITH TRUNKS LOCATED OUTSIDE OF THE RIGHT OF WAY SHALL NOT BE COMPLETED WITHOUT AUTHORIZATION FROM THE OWNER. WHEN TRIMMING IS REQUIRED ON ANY TREE, THE CONTRACTOR SHALL OBTAIN APPROVAL FROM THE OWNER AND USE SAWS TO REMOVE ROOTS AND BRANCHES FROM TREES THAT ARE TO REMAIN. NO REMOVAL OF ROOTS OR BRANCHES SHALL BE BY HEAVY EQUIPMENT THAT RESULTS IN TEARS. ALL REMOVALS SHALL LEAVE A SMOOTH CUT FACE.

12. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN PATHWAYS OPEN AND PASSABLE DURING CONSTRUCTION.

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COLLECTION AND TRANSPORTATION OF RESIDENTIAL SOLID WASTE AND RECYCLABLES, INCLUDING 96 OR 48 GALLON GARBAGE AND YARD WASTE CARTS, AND 96 OR 48 GALLON RECYCLABLES CARTS; FROM IN FRONT OF INDIVIDUAL PROPERTIES TO THE ENDS OF THE PROJECT LIMITS FOR PICKUP. THE CARTS SHALL BE RETURNED TO THE INDIVIDUAL PROPERTIES THE SAME DAY GARBAGE IS COLLECTED. EACH OF THE CARTS SHALL BE RETURNED TO THE RESPECTIVE ADDRESS WHERE IT WAS RETRIEVED. ALL CARTS SHALL BE MARKED WITH TEMPORARY TAPE WITH THE ADDRESS CLEARLY SHOWN. ANY DAMAGE TO CARTS SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPLACE. THE CONTRACTOR SHALL COORDINATE THE PICKUP LOCATION(S) WITH THE COLLECTION CONTRACTOR.

GENERAL NOTES

14. THE CONTRACTOR SHALL CONFINE ALL OPERATIONS, INCLUDING EQUIPMENT AND MATERIAL STORAGE, WITHIN THE CONSTRUCTION ROW AND/OR EASEMENTS OF THE PROJECT. IF THE CONTRACTOR IS GRANTED PERMISSION TO STORE MATERIALS OR EQUIPMENT ON ADJACENT PRIVATE PROPERTY THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH WRITTEN PROOF OF PERMISSION FROM THE LANDOWNER.

15. THE CONTRACTOR SHALL MAINTAIN THE PROJECT LIMITS. BY COMMENCING THE WORK IN A GIVEN AREA, THE CONTRACTOR ASSUMES THE RESPONSIBILITY FOR ONGOING REQUIRED MAINTENANCE SUCH AS MOWING AND WEED CONTROL WITHIN THE PROJECT LIMITS.

16. THE ENGINEER WILL SET THE REQUESTED CONSTRUCTION STAKES UPON 48 HOUR ADVANCED NOTIFICATION BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF STAKES AND MARKS. THE OWNER WILL FURNISH THE STAKING THROUGH THE ENGINEER ONE TIME ONLY. ALL OTHER CONSTRUCTION STAKING SHALL BE FURNISHED BY THE CONTRACTOR.

    RESTAKING, INCLUDING ASSOCIATED TRIP CHARGES, SHALL BE PAID BY THE CONTRACTOR TO THE OWNER WHO WILL REIMBURSE ENGINEER. THE OWNER MAY DEDUCT AMOUNTS FOR RESTAKING FROM PAYMENTS DUE TO THE CONTRACTOR.

17. STREETS SHALL NOT BE OPENED TO TRAFFIC UNTIL ALL STREET PAVEMENT HAS REACHED REQUIRED STRENGTH, ALL JOINTS HAVE BEEN SEALED, AND ALL DRIVEWAYS AND SIDEWALKS HAVE BEEN CONSTRUCTED UNLESS INDICATED OTHERWISE ON THE PLANS OR APPROVED BY THE ENGINEER.

18. THE CONTRACTOR WILL BE RESPONSIBLE FOR PAYMENTS ASSOCIATED WITH ALL RETESTING RESULTING FROM FAILURE OF INITIAL COMPACTION TESTS. RETESTING, INCLUDING ASSOCIATED TRIP CHARGES, SHALL BE PAID BY THE CONTRACTOR TO THE OWNER. THE OWNER SHALL DEDUCT AMOUNTS FOR RETESTING FROM PAYMENTS DUE TO THE CONTRACTOR.

19. THE CONTRACTOR SHALL CONTROL CONSTRUCTION DEBRIS, HAZARDOUS WASTE SPILLS, AND CONCRETE TRUCK WASHOUT AREA(S). THE CONTRACTOR SHALL CLEAN-UP AND DISPOSE OF ALL WASTE PROPERLY OFF-SITE AT AN APPROVED DISPOSAL FACILITY. NO CONSTRUCTION MATERIAL WASTES OR UNUSED MATERIALS SHALL BE BURIED, DUMPED, BURNED, OR DISCHARGED WITHIN THE PROJECT LIMITS.

20. THE CONTRACTOR SHALL TAKE STEPS TO CONTROL SOIL EROSION AND FUGITIVE DUST DURING CONSTRUCTION. IF NECESSARY, HAY BALES, CHECK DAMS, SEDIMENT TRAPS OR ADDITIONAL SILT FENCE (NOT INDICATED ON THE PLANS) SHALL BE USED TO RETAIN SILT AND PREVENT SILT FROM ENTERING THE STORM DRAINAGE SYSTEM. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONDUCT OPERATIONS IN ACCORDANCE WITH THE POLLUTION PREVENTION PLAN AND ADMINISTER IT THROUGHOUT THE PROJECT DURATION.

21. THE CONTRACTOR SHALL CONSTRUCT THE NECESSARY EROSION CONTROL AND RUNOFF DETENTION STRUCTURES INCLUDED IN THE PLANS AND PER THE STORM WATER POLLUTION PREVENTION PLANS (SWPPP) PRIOR TO ANY GRADING ON THE PROJECT IN ORDER TO PREVENT SILT TRANSPORT AND SOIL TRACKING OUTSIDE OF THE PROJECT LIMITS. THE CONTRACTOR SHALL MAINTAIN AND WATER HAUL ROADS TO CONTROL FUGITIVE DUST.

22. ALL CONCRETE TRUCKS SHALL RETURN TO THE PLANT TO WASH OUT UNLESS THE CONTRACTOR PROVIDES A CONCRETE WASH OUT AREA AS DESCRIBED IN THE PLANS OR AS APPROVED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND CLEAN UP OF THE WASH OUT LOCATION.

23. THE OWNER MAY CHARGE THE CONTRACTOR ACTUAL DAMAGES FOR FAILURE OF THE CONTRACTOR TO COMPLY WITH ANY PART OF THE CONTRACT, INCLUDING INCIDENTAL PROJECT REQUIREMENTS, FOR WHICH THE OWNER INCURS COSTS TO REMEDY. THE OWNER MAY CHARGE UP TO THE ACTUAL COST INCURRED BY THE OWNER FOR SUCH DAMAGES. THE OWNER MAY DEDUCT AMOUNTS FOR DAMAGES FROM PAYMENTS DUE TO THE CONTRACTOR.

24. ALL SIDEWALKS, SHARED USE PATHS, PEDESTRIAN CURB RAMPS, AND DRIVEWAYS SHALL BE CONSTRUCTED TO MEET THE MINIMUM REQUIREMENTS OF DIVISION 7 SECTION 7030 OF THE SUDAS STANDARD SPECIFICATIONS. ALL WORK COMPLETED THAT DOES NOT MEET THESE REQUIREMENTS SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT NO COST TO THE CITY.

25. THE CONTRACTOR SHALL NOTIFY THE ENGINEER WHEN FINAL GRADING HAS BEEN COMPLETED. THE ENGINEER SHALL PERFORM A FIELD REVIEW OF THE GRADING PRIOR TO ANY SEEDING OR HYDROMULCHING BY THE CONTRACTOR. FAILURE TO COMPLY WITH THE FINAL GRADING REVIEW MAY RESULT IN RE-GRADING, RE SEEDING AND RE-HYDROMULCHING IN AREAS THAT DO NOT MEET SPECIFICATIONS. ANY ADDITIONAL WORK WILL BE AT THE EXPENSE OF THE CONTRACTOR.

26. THE CONTRACTOR SHALL NOT INSTALL MANHOLE INFILTRATION BARRIERS UNTIL AFTER THE ENGINEER AND CITY REPRESENTATIVE(S) HAVE INSPECTED THE MANHOLE(S). ONCE THE INSPECTION OF MANHOLE(S) HAS BEEN COMPLETED AND IS ACCEPTABLE, THE INFILTRATION BARRIER MAY BE INSTALLED. THE INFILTRATION BARRIER WILL THEN BE INSPECTED BY THE ENGINEER AND CITY REPRESENTATIVE(S) FOR APPROVAL. BACKFILL AROUND THE MANHOLE SHALL NOT BE COMPLETED UNTIL AFTER THE INSPECTION OF THE INFILTRATION BARRIER HAS OCCURRED WHEN USING AN EXTERNAL BARRIER.

27. CONCRETE ADMIXTURES SHALL NOT BE USED UNLESS APPROVED BY THE ENGINEER AND SUBMITTED AS PART OF THE SHOP DRAWING SUBMITTAL FOR THE SPECIFIED MIX DESIGN AS SHOWN IN THE CONTRACT DOCUMENTS.

28. NO EQUIPMENT OR MATERIAL STAGING SHALL BE ALLOWED ON EXISTING ADJACENT PARKING LOTS.

ABBREVIATIONS

H.M.A. – HOT MIX ASPHALT
E.O.R. – END OF RETURN
B.O.C. – BACK OF CURB
P.C.C. – PORTLAND CEMENT CONCRETE
P.O.B. – POINT OF BEGINNING
U.A.C. – USE AS CONSTRUCTED
SAN. – SANITARY SEWER
STM. – STORM SEWER

LEGEND

CENTER LINE
CENTERLINE OF DITCH
FENCE – BARB
FENCE – CHAIN LINK
FENCE – MIXTURE
FENCE – PRIVACY
FENCE – SPLIT RAIL
FENCE – WOVEN
GUARDRAIL
RETAINING WALL (RW)
TOP OF BANK (TOB)
TOE OF BANK (TOE)
BACK OF CURB (BOC)
END OF RETURN (EOR)
HOT MIX ASPHALT (HMA)
PORTLAND CEMENT CONCRETE (PCC)
POINT OF BEGINNING (POB)
USE AS CONSTRUCTED (UAC)
BILLBOARD SIGN
BORING LOCATION
FLAG POLE
GUARDRAIL POST
MAILBOX
NO PARKING SIGN
PIEZOMETER
POST ROUND
POST SQUARE
STOP SIGN
STREET SIGN
CABLE TELEVISION BOX (CATV)
CONTROL CABINET
ELECTRICAL PULL BOX (EB)
ELECTRICAL TRANSFORMER (TR)
ELECTRICAL TRANSFORMER BOX (ETB)
GUY POLE
GUY WIRE
LIGHT POLE
LUMINAIRE
POWER POLE
POWER AND LIGHT POLE
POWER POLE W/ TRANSFORMER
PULL BOX (PB)
TRAFFIC CONTROL BOX (TCB)
TELEPHONE POLE
TRAFFIC SIGNAL
TELEPHONE TERMINAL BOX
YARD LIGHT
GAS METER
VALVE – GAS
RAILROAD CONTROL BOX (RRB)
RAILROAD CROSS BUCKS SIGN (RR)
RAILROAD FROG
RAILROAD POINT OF SWITCH
RAILROAD SIGNAL
RAILROAD TRACK
SANITARY SEWER (SAN)
STORM SEWER (STM)
CLEAN-OUT
EXISTING PIPE PLUG
FLARED END SECTION (FES)
INLET-BEEHIVE
INLET-COMBINATION
INLET-GRATE (ROUND)
INLET-GRATE (SQUARE)
MANHOLE
BENCH MARK
CONTROL POINT
FOUND CONCRETE MONUMENT
FOUND IRON PIN
RIGHT OF WAY RAIL
SET PIN
BUSH
HEDGE
DECIDUOUS TREE
EVERGREEN TREE
STUMP W/ DIAMETER
CURB STOP (RESIDENTIAL WATER)
FIRE HYDRANT
MONITORING WELL (MW)
POST INDICATOR VALVE
SPRINKLER CONTROL BOX (SCB)
SPRINKLER HEAD
VALVE – WATER (MAIN LINE) (W)
WATER METER
WELL
YARD HYDRANT (YH)

PROGRESS SET
Jan 03, 2024
NOT FOR CONSTRUCTION

hgm ASSOCIATES INC.
ENGINEERING ARCHITECTURE SURVEYING
council bluffs omaha

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JNS	BJR	JED
drawn	designed	approved
		JAN. 2024
		date
		revision date

project: COUNCIL BLUFFS PARKS PARKING LOTS
BIG LAKE PARK AND VALLEY VIEW PARK
client: PARKS AND RECREATION DEPARTMENT
CITY OF COUNCIL BLUFFS
sheet: GENERAL NOTES AND LEGEND

project no. 150623
sheet C.01

FILENAME: S:\Blue_Team\Projects\150623 Big Lake and Valley View Parks\Engineering\Dwgs\Design\150623 DESIGN 12-23.dwg
DRAWN BY: JNS, SAVE DATE: Jan 3, 2024 7:57 AM DATE PLOTTED: 1/3/2024 8:01 AM, PLOT SCALE: 1:2

ESTIMATED QUANTITIES

ITEM NO.	ITEM CODE	DESCRIPTION	ESTIMATED QUANTITY

ESTIMATE REFERENCE NOTES

ITEM NO.	ITEM CODE	DESCRIPTION

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JNS		drawn
BJR		designed
JEJ		approved
JAN. 2024		date

project: COUNCIL BLUFFS PARKS PARKING
PARKING LOTS
BIG LAKE PARK AND VALLEY VIEW PARK

client: PARKS AND RECREATION DEPARTMENT
CITY OF COUNCIL BLUFFS

sheet: ESTIMATED QUANTITIES AND ESTIMATE
REFERENCE NOTE

project no.
150623

sheet
C.02

FILENAME: S:\Blue_Team\Projects\150623 Big Lake and Valley View Parks\Engineering\Dwgs\Design\150623 DESIGN 12-23.dwg
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LEGEND

- 2" HMA OVERLAY – 742 SY TOTAL
- 4" HMA BASE – 154 SY TOTAL
- REMOVE PAVEMENT – 156 SY TOTAL

N

0 5' 10' 20'

CONTRACTOR SHALL VERIFY LIMITS OF FULL DEPTH REMOVALS WITH OWNER PRIOR TO BEGINNING WORK

REMOVE AND REPLACE WITH NEW PARKING BLOCKS – 30 EACH

978.5

5' P.C.C. WALK

978.0

978.5

978.5

~0.7%

18 STALLS

20' 30' 20'

H.M.A.

WHEEL STOPS AT EDGE OF LOT (TYP)

WHEEL STOPS AT EDGE OF LOT (TYP)

978.5

CONTROL POINT #2
N 6978857.43
E 16464491.76
ELEV. 978.70

8" WOOD POST/ SWINGING GATE ATTACHED

PROTECT EXISTING GATE AND POSTS (INCIDENTAL)

978.5

P.C.C.

8" WOOD POST W/LOCK FOR GATE

BIG LAKE ROAD

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BJR		designed
JEJ		approved
JAN. 2024		date
		revision
		date

project: COUNCIL BLUFFS PARKS PARKING
PARKING LOTS
BIG LAKE PARK AND VALLEY VIEW PARK

client: PARKS AND RECREATION DEPARTMENT
CITY OF COUNCIL BLUFFS

sheet: BIG LAKE PARK - NORTHWEST LOT

project no.
150623

sheet
D.01

FILENAME: S:\Blue_Team\Projects\150623 Big Lake and Valley View Parks\Engineering\Dwgs\Design\150623 DESIGN 12-23.dwg
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LEGEND

- HMA OVERLAY – 1,632 SY TOTAL
- 4" HMA BASE – 407 SY TOTAL
- 7" PCC PAVEMENT – 196 SY TOTAL
- 6" PCC TRAIL AND FLUME – 273 SY TOTAL
- REMOVE PAVEMENT – 1,330 SY TOTAL

N

0 10' 20' 40'

CONTRACTOR SHALL VERIFY LIMITS OF FULL DEPTH REMOVALS WITH OWNER PRIOR TO BEGINNING WORK

BIG LAKE ROAD

RAMP WITH DETECTABLE WARNING PANEL AND BOLLARD

INSTALL 24" CONCRETE CURB AND GUTTER

REINSTALL EXISTING GATE AND POSTS

INSTALL DRIVEWAY PAVEMENT 2" ABOVE EXISTING PARKING LOT SURFACE. TAPER CURB HEIGHT TO MATCH EXISTING ON BOTH SIDES OF DRIVEWAY.

REMOVE AND SALVAGE EXISTING GATE AND POSTS

INSTALL GUTTER 2" ABOVE EXISTING PARKING LOT SURFACE. TAPER CURB HEIGHT TO MATCH EXISTING AT BOTH CORNERS

CONSTRUCT CONCRETE CURB AND GUTTER THIS SIDE

50 LF 48" CONCRETE FLUME S=2.0%

CONTROL POINT #3
N 6978626.67
E 16464950.02
ELEV. 981.80

36"x10' TRENCH DRAIN WITH SOLID COVER. SLOPE TRENCH BOTTOM @ 2.0% LEAVE CURB OPEN IN FRONT OF TRENCH.

REMOVE MEDIAN, INSTALL 4" HMA BASE (TYP)

PLACE OVERLAY TO INSIDE FACE OF CURB

RAMP WITH DETECTABLE WARNING PANEL

TENNIS/PICKLE BALL COURTS

37 STALLS

T.O.P.=980.31
T.O.P.=979.88
T.O.P.=979.54
T.O.P.=981.60
T.O.P.=982.35
T.O.P.=982.08
T.O.P.=981.79
T.O.P.=982.62
T.O.P.=979.64
T.O.P.=980.85
T.O.P.=981.49
T.O.P.=982.58

MH RIM=982.91

P.C.C.
"9'2" CLEARANCE"
8" WOOD POST FOR GATE
H.M.A.
H.M.A. TRAIL
P.C.C. CURB AND GUTTER
TOE
TOB

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	JNS	BJR	JEJ	JAN. 2024		

project: COUNCIL BLUFFS PARKS PARKING PARKING LOTS
BIG LAKE PARK AND VALLEY VIEW PARK

client: PARKS AND RECREATION DEPARTMENT
CITY OF COUNCIL BLUFFS

sheet: BIG LAKE PARK - NORTHEAST LOT

project no. 150623

sheet D.02

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drawn	designed	approved	date

revision date

project
COUNCIL BLUFFS PARKS PARKING LOTS
BIG LAKE PARK AND VALLEY VIEW PARK

client
PARKS AND RECREATION DEPARTMENT
CITY OF COUNCIL BLUFFS

sheet
VALLEY VIEW PARK LOT

project no.
150623

sheet
D.03

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