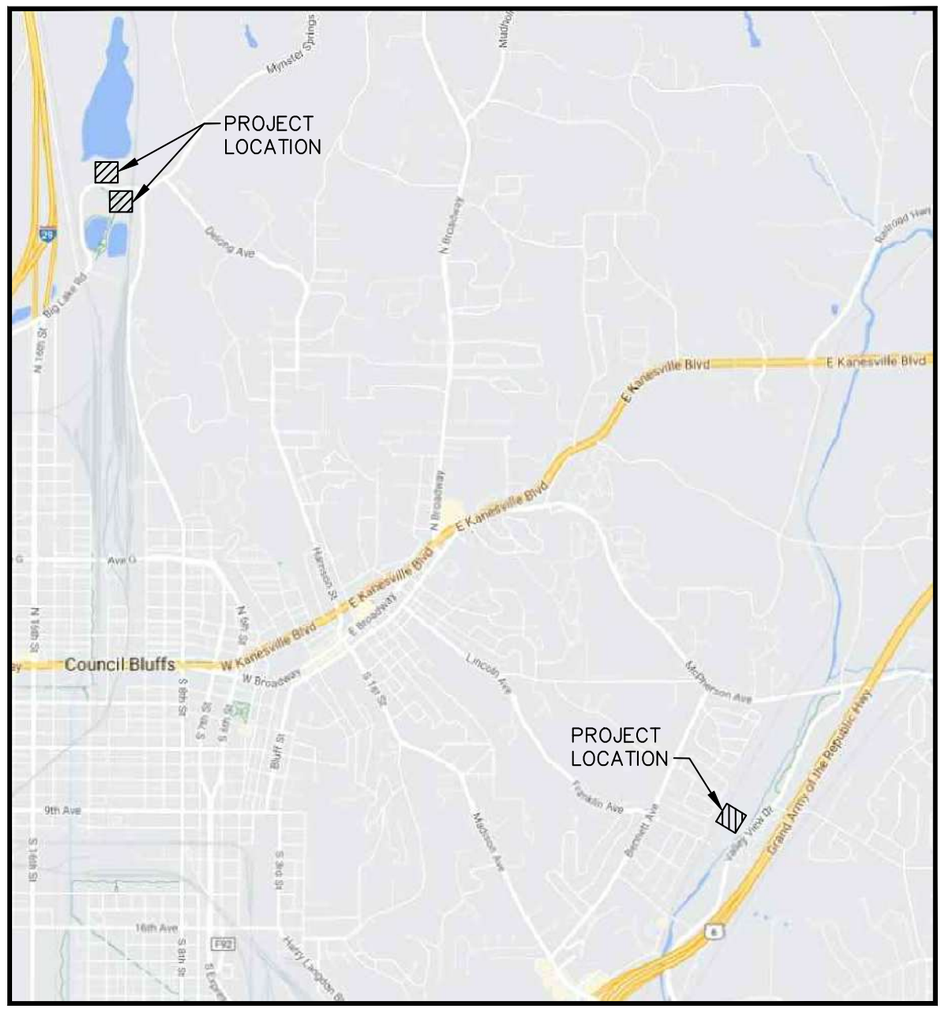
COUNCIL BLUFFS PARKS PARKING LOTS
BIG LAKE PARK AND VALLEY VIEW PARK

CITY PROJECT NO. R24-01

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–.03	ESTIMATED QUANTITIES AND ESTIMATE REFERENCE NOTES
D.01	BIG LAKE PARK – NORTHWEST LOT
D.02	BIG LAKE PARK – NORTHEAST LOT
D.03	BIG LAKE PARK – NORTHEAST LOT PAVING PLAN
D.04	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.

95% PLANS

JOHN E. JORGENSEN

My license renewal date is December 31, 2025.

Pages or sheets covered by this seal:
A.01, B.01, B.02, B.03, C.01, C.02, C.03, D.01, D.02, D.03, D.04

PROGRESS SET
Feb 06, 2024
NOT FOR CONSTRUCTION

hgm ASSOCIATES INC.
ENGINEERING ARCHITECTURE SURVEYING
council bluffs omaha

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

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

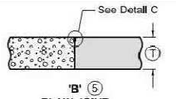
client: PARKS AND RECREATION DEPARTMENT
CITY OF COUNCIL BLUFFS

sheet: TITLE SHEET

project no. 150623

sheet A.01

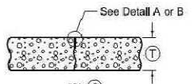
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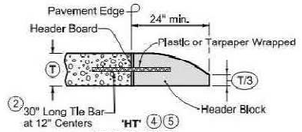
'B' (5)
PLAIN JOINT
(Abutting Pavement Slabs)



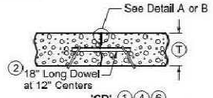
'DW' (3)(4)(7)
DAY'S WORK JOINT(Non-working)



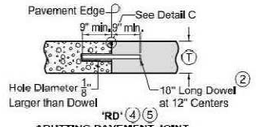
'C' (6)
CONTRACTION JOINT



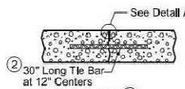
HEADER JOINT
(End Rigid Pavement)



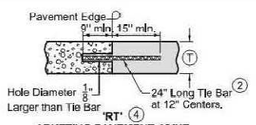
'CD' (1)(4)(6)
DOWELED CONTRACTION JOINT



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



'CT' (4)
TIED CONTRACTION JOINT



'RT' (4)
ABUTTING PAVEMENT JOINT
RIGID TIE

TRANSVERSE CONTRACTION

(1) See dowel assemblies for fabrication details.

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

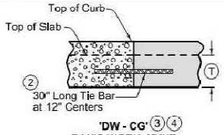
(3) Locate 'DW' joint at a mid-panel location between future 'C' or 'CD' joints. Place no closer than 5 feet to a 'C' or 'CD' joint.

(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.



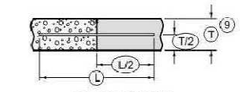
'DW - CG' (3)(4)
DAY'S WORK JOINT
CURB AND GUTTER UNIT

LEGEND
Existing Pavement
Proposed Pavement

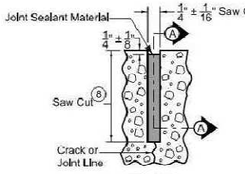
SUDAS	IOWADOT	REVISION 11 04-19-22
FIGURE 7010.101	STANDARD ROAD PLAN	PV-101
REVISIONS: Modified divide note 3b.		SHEET 1 of 6

JOINTS

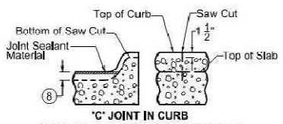
FIGURE 7010.101 SHEET 1 OF 6



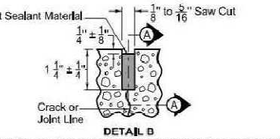
BAR PLACEMENT
(Applies to all joints unless otherwise detailed.)



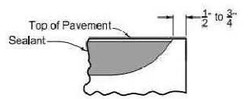
DETAIL A
(Saw cut formed by conventional concrete sawing equipment.)



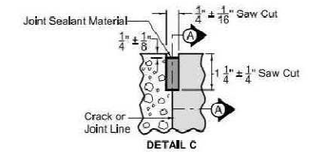
'C' JOINT IN CURB
(Match 'C1', 'CD', or 'C' joint in pavement.)



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



SECTION A-A
(Detail at Edge of Pavement)



DETAIL C

TRANSVERSE CONTRACTION

(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.

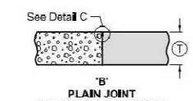
BAR SIZE TABLE FOR CONTRACTION JOINTS			
(T)	Solid Dowel Diameter	Tubular Dowel Diameter	Tie Bar Size
< 8"	3/4	7/8	#6
≥ 8" but < 10"	1 1/4"	1 3/8"	#10
≥ 10"	1 1/2"	1 5/8"	#11
Tubular Dowel Bars will not be allowed for RD joints.			

LEGEND
Existing Pavement
Proposed Pavement

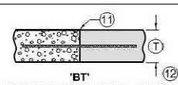
SUDAS	IOWADOT	REVISION 11 04-19-22
FIGURE 7010.101	STANDARD ROAD PLAN	PV-101
REVISIONS: Modified divide note 3b.		SHEET 2 of 6

JOINTS

FIGURE 7010.101 SHEET 2 OF 8

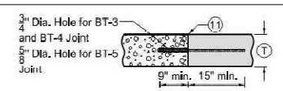


'B'
PLAIN JOINT
(Abutting Pavement Slabs)



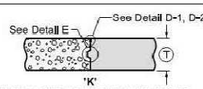
'BT'
ABUTTING PAVEMENT JOINT - RIGID TIE

(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

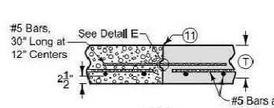


'BT'
ABUTTING PAVEMENT JOINT - RIGID TIE (Drilled)

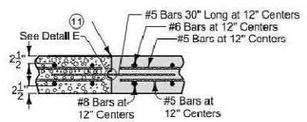
(T)	Joint	Bars	Bar Length and Spacing
< 8"	'BT-5'	#4	24" Long at 30" Centers
≥ 8"	'BT-3'	#5	24" Long at 30" Centers
	'BT-4'		24" Long at 15" Centers



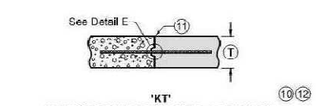
'K'
KEYED JOINT FOR ADJACENT SLABS
(Where T is 8" or more)



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



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



'KT'
ABUTTING PAVEMENT JOINT - KEYWAY TIE

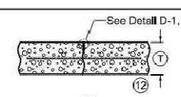
(T)	Joint	Bars	Bar Length and Spacing
< 8"	'KT-1'	#4	30" Long at 30" Centers
≥ 8"	'KT-2'	#5	30" Long at 30" Centers
	'KT-3'		30" Long at 15" Centers

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

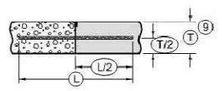
(T)	Joint	Bars	Bar Length and Spacing
< 8"	'L-1'	#4	36" Long at 30" Centers
≥ 8"	'L-2'	#5	36" Long at 30" Centers
	'L-3'		36" Long at 15" Centers

LEGEND
Existing Pavement
Proposed Pavement

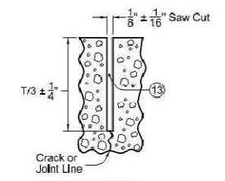
SUDAS	IOWADOT	REVISION 11 04-19-22
FIGURE 7010.101	STANDARD ROAD PLAN	PV-101
REVISIONS: Modified divide note 3b.		SHEET 3 of 6

JOINTS

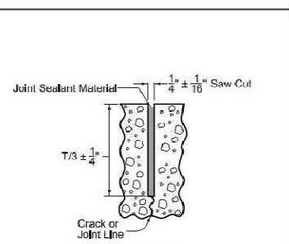
FIGURE 7010.101 SHEET 3 OF 8



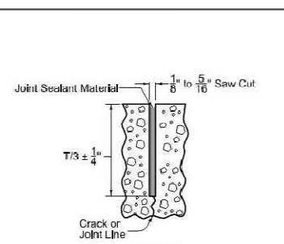
TIE BAR PLACEMENT
(Applies to all joints unless otherwise detailed.)



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)

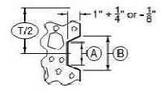


DETAIL D-3
(Required when the Department of Transportation is the Contracting Authority, or when specified in the contract documents)

LONGITUDINAL CONTRACTION

(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 04-19-22
FIGURE 7010.101	STANDARD ROAD PLAN	PV-101
REVISIONS: Modified divide note 3b.		SHEET 4 of 6

JOINTS

FIGURE 7010.101 SHEET 4 OF 8

PROGRESS SET
Feb 06, 2024
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council bluffs omaha

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

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

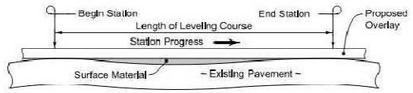
client PARKS AND RECREATION DEPARTMENT
CITY OF COUNCIL BLUFFS

sheet SITE DETAILS

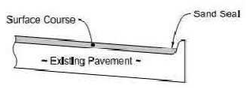
project no. 150623

sheet B.01

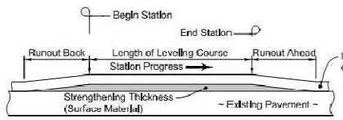
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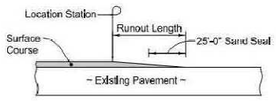
TYPICAL LEVELING COURSE



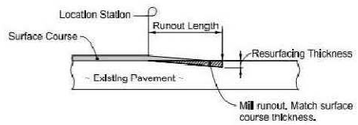
GUTTERLINE EDGE - MATCH



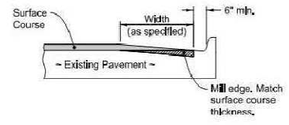
TYPICAL STRENGTHENING COURSE



WEDGE SHAPED RUNOUT
(When Milling Is not Specified)



MILLED SURFACE NOTCH FOR RUNOUT



GUTTERLINE EDGE - NOTCH

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

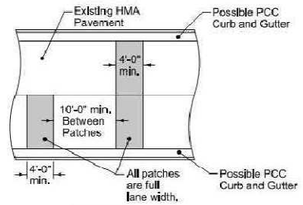
SINGLE COURSE RESURFACING

FIGURE 7021.101 SHEET 1 OF 2

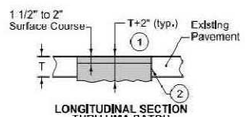
SUDAS | REVISION: New 2022 Edition | 7021.101 | SHEET 1 of 2

SUDAS Standard Specifications

DETAILS FOR ASPHALT RESURFACING



HMA PATCHES



LONGITUDINAL SECTION THRU HMA PATCH

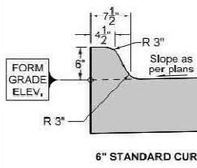
1. If subgrade or subbase material is required below patch, bring material to a level 2 inches below bottom of existing pavement.
2. When removing pavement, saw to full depth or 10 inches, whichever is less.

FIGURE 7040.103 SHEET 1 OF 1

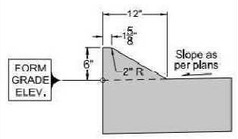
SUDAS | REVISION: 2 10-17-17 | 7040.103 | SHEET 1 of 1

SUDAS Standard Specifications

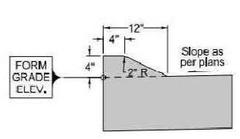
FULL DEPTH HMA PATCHES



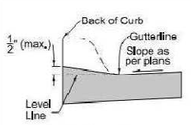
6" STANDARD CURB



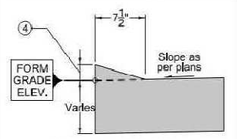
6" SLOPED CURB



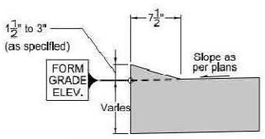
4" SLOPED CURB



DROP CURB AT SIDEWALK



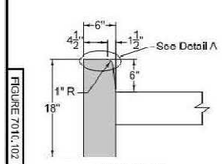
DRIVEWAY DROP CURB (IowaDepartment of Transportation Is not the Contracting Authority)



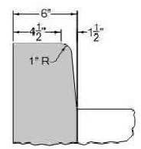
DRIVEWAY DROP CURB (Iowa Department of Transportation Is the Contracting Authority)

For joint details, see PV-101.

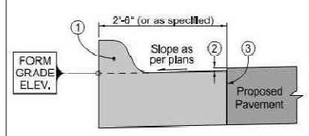
1. 6 Inch Standard Curb, 6 Inch Sloped Curb, or 4 Inch Sloped Curb as specified.
2. ½ Inch If Proposed Pavement Is HMA. No elevation difference If Proposed Pavement Is PCC.
3. 'BT', 'KT', or 'L' joint If Proposed Pavement Is PCC. 'B' joint If Proposed Pavement Is HMA.
4. 0 to 2 Inches for residential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



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



DETAIL A



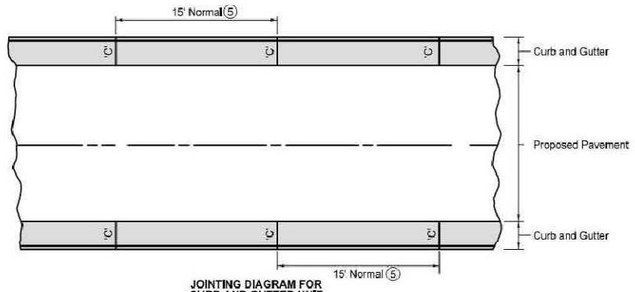
CURB AND GUTTER UNIT

FIGURE 7010.102 SHEET 1 OF 2

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

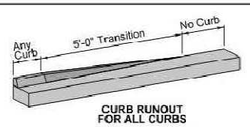
REVISIONS: Split DRIVEWAY DROP CURB detail into two details. Added new details note 4 on Sheet 1. Renumbered other note on Sheet 1.

PCC CURB DETAILS

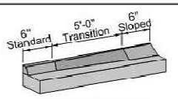


JOINTING DIAGRAM FOR CURB AND GUTTER UNIT

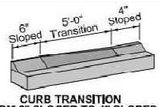
5. If proposed pavement Is PCC, match joint spacing for proposed pavement. Place 'E' joints in curb and gutter section where expansion joints are to be placed in proposed pavement.



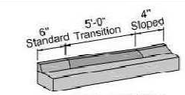
CURB RUNOUT FOR ALL CURBS



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 7010.102 SHEET 2 OF 2

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

REVISIONS: Split DRIVEWAY DROP CURB detail into two details. Added new details note 4 on Sheet 1. Renumbered other note on Sheet 1.

PCC CURB DETAILS

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

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

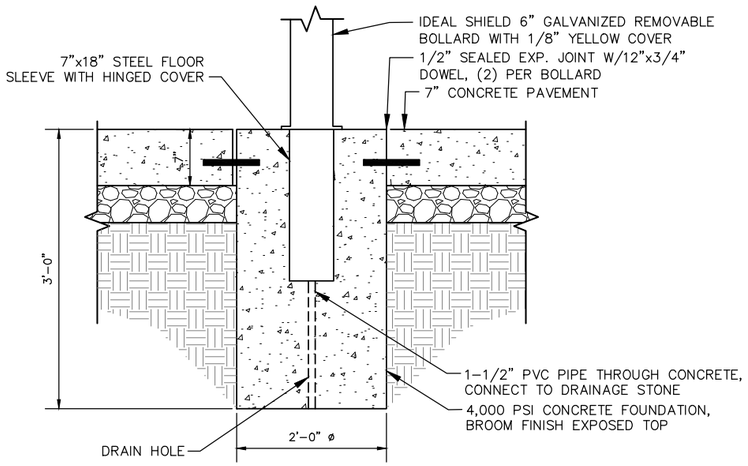
client PARKS AND RECREATION DEPARTMENT
CITY OF COUNCIL BLUFFS

sheet SITE DETAILS

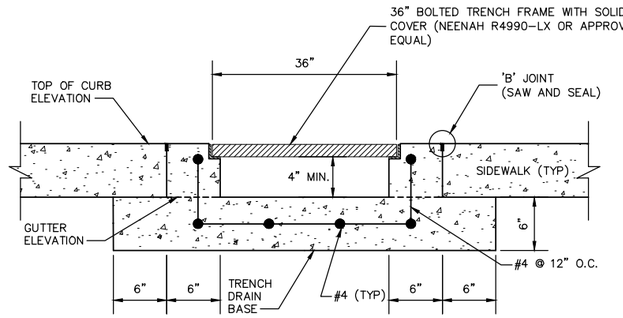
project no. 150623

sheet B.02

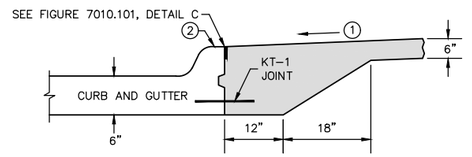
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DRAWN BY: jns, SAVE DATE: Feb 6, 2024 8:19 AM DATE PLOTTED: 2/6/2024 12:20 PM, PLOT SCALE: 1:1



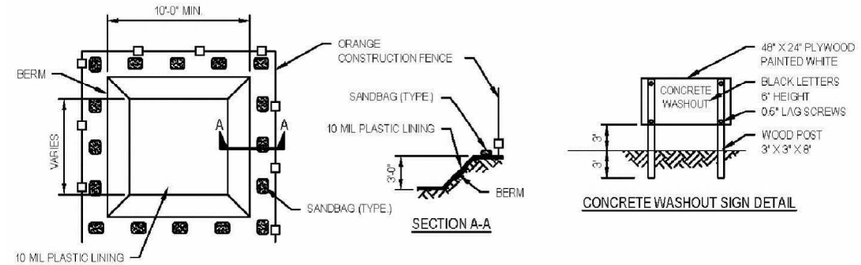
REMOVABLE BOLLARD
SCALE : NONE



36" TRENCH DRAIN
SCALE : NONE

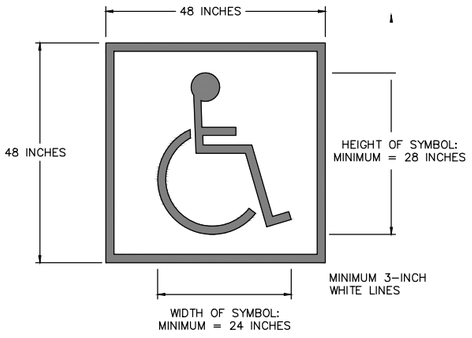


CURB DETAIL FOR CLASS A SIDEWALK
SCALE : NONE



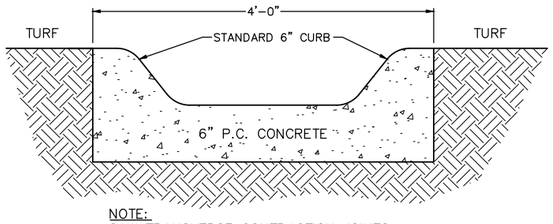
PLAN - BELOW GRADE OPTION

CONCRETE WASHOUT SIGN DETAIL



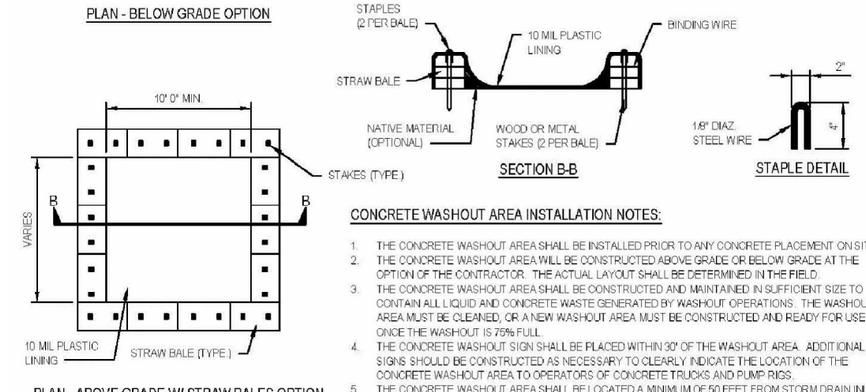
NOTE:
HC SYMBOL TO BE CENTERED ON WIDTH OF PARKING STALL. SYMBOLS ARE REQUIRED TO CONTRAST WITH BACKGROUND. WHITE ON BLUE (COLOR NO. 105090 IN FEDERAL STANDARD 595A) DOUBLE COAT (TYP)

PAINTED HANDICAP SIGN
SCALE : NONE



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

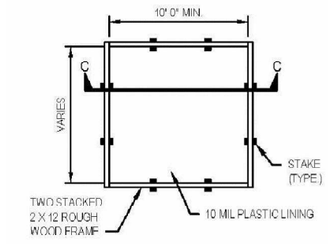
4' P.C. CONCRETE FLUME
SCALE : NONE



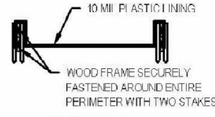
PLAN - ABOVE GRADE W/ STRAW BALES OPTION

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.

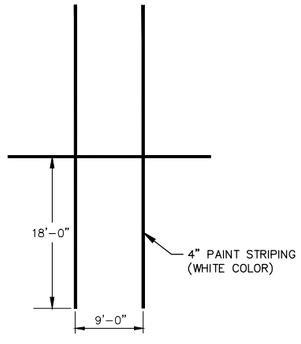


PLAN - ABOVE GRADE OPTION

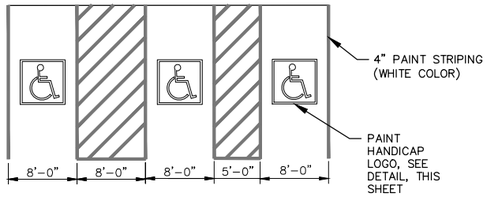


SECTION C-C

CONCRETE WASHOUT AREA



TYPICAL PARKING STALL LAYOUT
SCALE : NONE



HANDICAP PARKING LAYOUT
SCALE : NONE

PROGRESS SET
Feb 06, 2024
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	drawn	designed	approved	date	revision	date
	JNS	BJR	JEJ	FEB. 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.dwg
DRAWN BY: JNS, SAVE DATE: Feb 6, 2024 8:19 AM DATE PLOTTED: 2/6/2024 12:20 PM, PLOT SCALE: 1:1

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 DOUMENTS. 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
RW — RETAINING WALL
TOB — TOP OF BANK
TOE — TOE OF BANK
BOC — BACK OF CURB
EOR — END OF RETURN
HMA — HOT MIX ASPHALT
PCC — PORTLAND CEMENT CONCRETE
POB — POINT OF BEGINNING
UAC — USE AS CONSTRUCTED
BILLBOARD SIGN
BORING LOCATION
FLAG POLE
GUARDRAIL POST
MAILBOX
NO PARKING SIGN
PIEZOMETER
POST ROUND
POST SQUARE
STOP SIGN
STREET SIGN
CATV — CABLE TELEVISION BOX
CONTROL CABINET
EB — ELECTRICAL PULL BOX
TP — ELECTRICAL TRANSFORMER
ETB — ELECTRICAL TRANSFORMER BOX
GUY POLE
GUY WIRE
LIGHT POLE
LUMINAIRE
POWER POLE
POWER AND LIGHT POLE
POWER POLE W/ TRANSFORMER
PB — PULL BOX
TCB — TRAFFIC CONTROL BOX
TELEPHONE POLE
TRAFFIC SIGNAL
TELEPHONE TERMINAL BOX
YARD LIGHT
GAS METER
VALVE – GAS
RRB — RAILROAD CONTROL BOX
RAILROAD CROSS BUCKS SIGN
RAILROAD FROG
RAILROAD POINT OF SWITCH
RAILROAD SIGNAL
RAILROAD TRACK
SAN — SANITARY SEWER
STM — STORM SEWER
CLEAN–OUT
FES — EXISTING PIPE PLUG
FLARED END SECTION
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
MW — MONITORING WELL
POST INDICATOR VALVE
SCB — SPRINKLER CONTROL BOX
SPRINKLER HEAD
VALVE – WATER (MAIN LINE)
W — WATER METER
WELL
YH — YARD HYDRANT

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JNS	BJR	JEJ	FEB. 2024
drown	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: 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.dwg
DRAWN BY: Jns, SAVE DATE: Feb 6, 2024 8:19 AM DATE PLOTTED: 2/6/2024 12:20 PM, PLOT SCALE: 1:1

ESTIMATED QUANTITIES

ITEM NO.	ITEM CODE	DESCRIPTION	ESTIMATED QUANTITY
DIVISION I: BIG LAKE NORTHWEST PARKING LOT			
1–1.	2010–1.08–G	SUBGRADE PREPARATION	154.00 SY
1–2.		SURFACE PREPARATION AND CLEANING	588.00 SY
1–3.	7021–1.08–A	HMA BASE COURSE, 4 INCHES	35.00 TN
1–4.	7021–1.08–A	HMA LEVELING COURSE	10.00 TN
1–5.	7021–1.08–A	HMA OVERLAY, 2 INCHES	84.00 TN
1–6.	7040–1.08–H	PAVEMENT REMOVAL	156.00 SY
1–7.	8020–1.08–B	PAINTED PAVEMENT MARKINGS, SOLVENT/WATERBORNE	1.00 LS
1–8.	8030–1.08–A	TEMPORARY TRAFFIC CONTROL	1.00 LS
DIVISION II: BIG LAKE NORTHEAST PARKING LOT			
2–1.	2010–1.08–E	EXCAVATION, CLASS 10	1.00 LS
2–2.	2010–1.08–G	SUBGRADE PREPARATION	853.00 SY
2–3.		TRENCH DRAIN WITH SOLID BOLTED COVER, 36 INCHES	10.00 LF
2–4.		48 INCH CONCRETE FLUME, PCC, 6 INCHES	23.00 SY
2–5.		SURFACE PREPARATION AND CLEANING	3,141.00 SY
2–6.	7010–1.08–E	24–INCH CURB AND GUTTER, 7 INCHES	240.00 LF
2–7.	7021–1.08–A	HMA BASE COURSE, 4 INCHES	92.00 TN
2–8.	7021–1.08–A	HMA LEVELING COURSE	15.00 TN
2–9.	7021–1.08–A	HMA OVERLAY, 2 INCHES	184.00 TN
2–10.	7030–1.08–C	TRAIL, PAVED, PCC, 6 INCHES	250.00 SY
2–11.	7030–1.08–G	DETECTABLE WARNINGS	40.00 SF
2–12.	7030–1.08–H–1	DRIVEWAY, PAVED, PCC, 7 INCH	196.00 SY
2–13.	7040–1.08–H	PAVEMENT REMOVAL	1,330.00 SY
2–14.	8020–1.08–B	PAINTED PAVEMENT MARKINGS, SOLVENT/WATERBORNE	1.00 LS
2–15.	8030–1.08–A	TEMPORARY TRAFFIC CONTROL	1.00 LS
2–16.		INSTALL REMOVABLE BOLLARD	1.00 EA
DIVISION III: VALLEY VIEW PARK PARKING LOT			
3–1.	2010–1.08–G	SUBGRADE PREPARATION	271.00 SY
3–2.	6010–1.08–E	ADJUST INTAKE, MINOR	1.00 LS
3–3.		SURFACE PREPARATION AND CLEANING	3,141.00 SY
3–4.	7010–1.08–E	24 INCH CURB AND GUTTER, PCC, 7 INCHES	37.00 LF
3–5.	7021–1.08–A	HMA BASE COURSE, 4 INCHES	61.00 TN
3–6.	7021–1.08–A	HMA LEVELING COURSE	15.00 TN
3–7.	7021–1.08–A	HMA OVERLAY, 2 INCHES	384.00 TN
3–8.	7040–1.08–H	PAVEMENT REMOVAL	271.00 SY
3–9.	8020–1.08–B	PAINTED PAVEMENT MARKINGS, SOLVENT/WATERBORNE	1.00 LS
3–10.	8030–1.08–A	TEMPORARY TRAFFIC CONTROL	1.00 LS

ESTIMATE REFERENCE NOTES

ITEM NO.	ITEM CODE	DESCRIPTION
DIVISION I: BIG LAKE NORTHWEST PARKING LOT		
1–1.	2010–1.08–G	SUBGRADE PREPARATION, 6"DEPTH ITEM SHALL INCLUDE THE SCARIFICATION, MIXING, RE–COMPACTION, AND TRIMMING OF THE TOP 6 INCHES OF THE SUBGRADE AT ALL LOCATIONS OF FULL DEPTH HMA. SUBGRADE SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AT A MOISTURE CONTENT BETWEEN –3 AND +4 PERCENT OF OPTIMUM (ASTM D1557, MODIFIED PROCTOR).
1–2.		SURFACE PREPARATION AND CLEANING THE ENTIRE PAVEMENT SURFACE SHALL BE PREPARED PER THE REQUIREMENTS IN THE IOWA DOT STANDARD SPECIFICATIONS, SECTION 2212. ALL WEEDS, VEGETATION, AND DEBRIS SHALL BE REMOVED FROM CRACKS AND JOINTS WITHIN THE PAVEMENT. THE EDGES OF THE PAVEMENT SHALL BE CLEAR OF VEGETATION OVERGROWTH, SOIL, AND OTHER DEBRIS. MEASUREMENT AND PAYMENT WILL BE IN SQUARE YARDS FOR THE ENTIRE PAVEMENT SURFACE THAT IS PREPARED AND OVERLAYED MINUS ANY NEW FULL DEPTH AREAS.
1–3.	7040–1.08–A	HMA BASE COURSE, 4 INCHES ITEM INCLUDED WHERE FULL DEPTH PATCHES ARE REQUIRED. REMOVALS SHALL BE PAID FOR SEPARATELY. ITEM SHALL INCLUDE TACK, MIX, AND BINDER. MIX SHALL BE 1/2"STANDARD TRAFFIC, PG58–28S OR APPROVED EQUAL. ESTIMATED QUANTITY INCLUDES THE AREAS SHOWN ON THE PLANS AT 4–INCHES THICK AND 150PCF.
1–4.	7021–1.08–A	HMA LEVELING COURSE ITEM SHALL INCLUDE TACK, MIX, AND BINDER. MIX SHALL BE 3/8"COMMERCIAL MIX. ITEM TO BE USED FOR CORRECTING IRREGULARITIES IN EXISTING PAVEMENT CROSS SLOPE WITH A SCRATCH COURSE BASE COAT PRIOR TO PLACING THE HMA OVERLAY.
1–5.	7021–1.08–A	HMA OVERLAY, 2 INCHES ITEM SHALL INCLUDE TACK, MIX, AND BINDER. MIX SHALL BE 1/2"STANDARD TRAFFIC, PG58–28S OR APPROVED EQUAL. THE EDGES OF THE PAVEMENT SHALL BE ROLLED DOWN SO THERE IS NO ABRUPT EDGE BETWEEN THE ASPHALT PAVEMENT AND EXISTING GRADE AT THE TIE IN POINTS. ESTIMATED QUANTITY INCLUDES THE AREAS SHOWN ON THE PLANS AT 2–INCHES THICK AND 150PCF.
1–6.	7040–1.08–H	PAVEMENT REMOVAL ITEM SHALL INCLUDE REMOVALS NOTED ON THE PLANS. MAY INCLUDE CONCRETE OR ASPHALT PAVEMENT. EXISTING THICKNESS IS UNKNOWN. CONTRACTOR SHALL VERIFY LIMITS OF FULL DEPTH REMOVAL WITH THE OWNER PRIOR TO REMOVING. ITEM SHALL INCLUDE SAWCUTTING.
1–7.	8020–1.08–B	PAINTED PAVEMENT MARKINGS, SOLVENT/WATERBORNE ITEM INCLUDED TO PAINT THE PAVEMENT MARKINGS FOR ALL PARKING STALLS AND REQUIRED SYMBOLS AS SHOWN ON SHEET D.01.
1–8.	8030–1.08–A	TEMPORARY TRAFFIC CONTROL TRAFFIC CONTROL SHALL BE USED FOR ALL WORK ON THE SHOULDER OF OR AFFECTING THROUGH TRAFFIC ON THE ADJACENT ROADWAYS. ITEM SHALL INCLUDE APPLICABLE TRAFFIC CONTROL IN ACCORDANCE WITH IDOT STANDARDS. THROUGH TRAFFIC ON ALL ADJACENT ROADWAYS SHALL BE ALWAYS MAINTAINED. ALL ENTRANCE DRIVES AND ACCESS POINTS TO THE PARKING LOT SHALL BE BARRICADED TO PREVENT PUBLIC ACCESS TO THE SITE DURING CONSTRUCTION.

ESTIMATE REFERENCE NOTES

ITEM NO.	ITEM CODE	DESCRIPTION
DIVISION II: BIG LAKE NORTHEAST PARKING LOT		
2–1.	2010–1.08–E	EXCAVATION, CLASS 10 ITEM SHALL INCLUDE EARTHWORK NECESSARY TO INSTALL THE NEW PAVEMENT AND FINISH GRADING AS SHOWN IN THE PLANS. ITEM SHALL INCLUDE SALVAGING AND SPREADING TOPSOIL FROM THE EXISTING TURF AREAS THAT ARE TO BE PAVED TO COVER THE AREAS OF THE PARKING LOT THAT ARE PERMANENTLY REMOVED. ITEM SHALL BE PAID AT THE LUMP SUM BID PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIALS, LABOR, TOOLS AND EQUIPMENT NECESSARY TO COMPLETE THE WORK.
2–2.	2010–1.08–G	SUBGRADE PREPARATION, 6"DEPTH ITEM SHALL INCLUDE THE SCARIFICATION, MIXING, RE–COMPACTION, AND TRIMMING OF THE TOP 6 INCHES OF THE SUBGRADE AT ALL LOCATIONS OF FULL DEPTH HMA. SUBGRADE SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AT A MOISTURE CONTENT BETWEEN –3 AND +4 PERCENT OF OPTIMUM (ASTM D1557, MODIFIED PROCTOR).
2–3.		TRENCH DRAIN WITH SOLID BOLTED COVER, 36–INCHES ITEM SHALL INCLUDE THE INSTALLATION OF THE TRENCH DRAIN FRAME, COVER, AND REINFORCED AS DETAILED ON SHEET B.03. FRAME AND COVER SHALL BE NEENAH R4990–LX OR APPROVED EQUAL. MEASUREMENT AND PAYMENT WILL BE MADE PER LINEAR FOOT TRENCH DRAIN INSTALLED PER THE PLAN DETAIL. PAYMENT SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIALS, LABOR, TOOLS AND EQUIPMENT NECESSARY TO COMPLETE THE WORK.
2–4.		48 INCH CONCRETE FLUME, PCC, 6 INCHES ITEM INCLUDED FOR THE CONSTRUCTION OF CONCRETE DRAINAGE FLUME AS DETAILED IN THE PLANS AT THE EXISTING CURB DROP LOCATION. WORK SHALL INCLUDE EXCAVATION, PREPARATION AND COMPACTION OF THE SUBGRADE, BACKFILLING ONCE CONCRETE HAS BEEN CURED. MEASUREMENT AND PAYMENT WILL BE MADE PER LINEAR FOOT OF THE CONCRETE FLUME INSTALLED PER THE PLAN DETAIL. PAYMENT SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIALS, LABOR, TOOLS AND EQUIPMENT NECESSARY TO COMPLETE THE WORK.
2–5.		SURFACE PREPARATION AND CLEANING THE ENTIRE PAVEMENT SURFACE SHALL BE PREPARED PER THE REQUIREMENTS IN THE IOWA DOT STANDARD SPECIFICATIONS, SECTION 2212. ALL WEEDS, VEGETATION, AND DEBRIS SHALL BE REMOVED FROM CRACKS AND JOINTS WITHIN THE PAVEMENT. THE EDGES OF THE PAVEMENT SHALL BE CLEAR OF VEGETATION OVERGROWTH, SOIL, AND OTHER DEBRIS. MEASUREMENT AND PAYMENT WILL BE IN SQUARE YARDS FOR THE ENTIRE PAVEMENT SURFACE THAT IS PREPARED AND OVERLAYED MINUS ANY NEW FULL DEPTH AREAS.
2–6.	7010–1.08–E	24 INCH CURB AND GUTTER, PCC, 7 INCHES ITEM SHALL BE USED TO REPLACE SECTIONS OF CONCRETE CURB AND GUTTER SHOWN IN THE PLANS. REMOVALS SHALL BE PAID FOR SEPARATELY.
2–7.	7040–1.08–A	HMA BASE COURSE, 4 INCHES ITEM INCLUDED FOR FILLING IN THE EXISTING MEDIAN AREA AND WHERE FULL DEPTH PATCHES ARE REQUIRED. REMOVALS SHALL BE PAID FOR SEPARATELY. ITEM SHALL INCLUDE TACK, MIX, AND BINDER. MIX SHALL BE 1/2"STANDARD TRAFFIC, PG58–28S OR APPROVED EQUAL. ESTIMATED QUANTITY INCLUDES THE AREAS SHOWN ON THE PLANS AT 4–INCHES THICK AND 150PCF.
2–8.	7021–1.08–A	HMA LEVELING COURSE ITEM SHALL INCLUDE TACK, MIX, AND BINDER. MIX SHALL BE 3/8"COMMERCIAL MIX. ITEM TO BE USED FOR CORRECTING IRREGULARITIES IN EXISTING PAVEMENT CROSS SLOPE WITH A SCRATCH COURSE BASE COAT PRIOR TO PLACING THE HMA OVERLAY.
2–9.	7021–1.08–A	HMA OVERLAY, 2 INCHES ITEM SHALL INCLUDE TACK, MIX, AND BINDER. MIX SHALL BE 1/2"STANDARD TRAFFIC, PG58–28S OR APPROVED EQUAL. THE EDGES OF THE PAVEMENT SHALL BE ROLLED DOWN SO THERE IS NO ABRUPT EDGE BETWEEN THE ASPHALT PAVEMENT AND EXISTING GRADE AT THE TIE IN POINTS. ESTIMATED QUANTITY INCLUDES THE AREAS SHOWN ON THE PLANS AT 2–INCHES THICK AND 150PCF.
2–10. THRU. 2–12.	7030–1.08–C 7030–1.08–G 7030–1.08–H–1	TRAIL, PCC, 6 INCHES DETECTABLE WARNINGS DRIVEWAY, PAVED, PCC, 7 INCH ITEMS INCLUDED FOR THE RAMP LOCATIONS SHOWN. SURFACE GRADES OF RAMPS SHALL COMPLY WITH THE DETAILS INCLUDED IN THE PLANS. PCC PAVEMENT SHALL BE PER THE CITY OF COUNCIL BLUFFS SUPPLEMENTAL SPECIFICATIONS. DETECTABLE WARNING PANELS SHALL BE 2'X 4', COMPOSITE, RED, REMOVABLE PANELS MANUFACTURED BY DETECTILE, OR APPROVED EQUAL.
2–13.	7040–1.08–H	PAVEMENT REMOVAL ITEM SHALL INCLUDE REMOVALS NOTED ON THE PLANS. MAY INCLUDE CONCRETE OR ASPHALT PAVEMENT. EXISTING THICKNESS IS UNKNOWN. CONTRACTOR SHALL VERIFY LIMITS OF FULL DEPTH REMOVAL WITH THE OWNER PRIOR TO REMOVING. ITEM SHALL INCLUDE SAWCUTTING.
2–14.	8020–1.08–B	PAINTED PAVEMENT MARKINGS, SOLVENT/WATERBORNE ITEM INCLUDED TO PAINT THE PAVEMENT MARKINGS FOR ALL PARKING STALLS AND REQUIRED SYMBOLS AS SHOWN ON SHEET D.02.
2–15.	8030–1.08–A	TEMPORARY TRAFFIC CONTROL TRAFFIC CONTROL SHALL BE USED FOR ALL WORK ON THE SHOULDER OF OR AFFECTING THROUGH TRAFFIC ON THE ADJACENT ROADWAYS. ITEM SHALL INCLUDE APPLICABLE TRAFFIC CONTROL IN ACCORDANCE WITH IDOT STANDARDS. THROUGH TRAFFIC ON ALL ADJACENT ROADWAYS SHALL BE ALWAYS MAINTAINED. ALL ENTRANCE DRIVES AND ACCESS POINTS TO THE PARKING LOT SHALL BE BARRICADED TO PREVENT PUBLIC ACCESS TO THE SITE DURING CONSTRUCTION.
2–16.		INSTALL REMOVABLE BOLLARD ITEM SHALL INCLUDE THE INSTALLATION OF NEW BOLLARDS, SLEEVES, AND FOUNDATIONS IN LOCATIONS AS DETAILED IN THE PLANS. ITEM SHALL INCLUDE ALL MATERIALS, TOOLS, EQUIPMENT, AND LABOR TO PROVIDE AND INSTALL THE BOLLARD AS DETAILED IN THE PLANS. MEASUREMENT AND PAYMENT SHALL BE MADE FOR EACH NEW BOLLARD INSTALLED. BOLLARD SHALL BE IDEAL SHIELD 6"GALVANIZED REMOVAL BOLLARD WITH 1/8" YELLOW COVER, AND INSTALLED PER THE PLAN DETAIL ON SHEET B.03.

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JNS	BJR	JEJ	FEB. 2024
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: ESTIMATED QUANTITIES AND ESTIMATE REFERENCE NOTE

project no. 150623

sheet C.02

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ESTIMATE REFERENCE NOTES

ITEM NO.	ITEM CODE	DESCRIPTION
DIVISION III: VALLEY VIEW PARK PARKING LOT		
3–1.	2010–1.08–G	SUBGRADE PREPARATION, 6"DEPTH ITEM SHALL INCLUDE THE SCARIFICATION, MIXING, RE–COMPACTION, AND TRIMMING OF THE TOP 6 INCHES OF THE SUBGRADE AT ALL LOCATIONS OF FULL DEPTH HMA. SUBGRADE SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AT A MOISTURE CONTENT BETWEEN –3 AND +4 PERCENT OF OPTIMUM (ASTM D1557, MODIFIED PROCTOR).
3–2.	6010–1.08–E	INTAKE ADJUSTMENT, MINOR ITEM TO BE USED AT THE LOCATION SHOWN ON SHEET D.03. EXISTING CASTINGS SHALL BE SALVAGED AND REUSED.
3–3.		SURFACE PREPARATION AND CLEANING THE ENTIRE PAVEMENT SURFACE SHALL BE PREPARED PER THE REQUIREMENTS IN THE IOWA DOT STANDARD SPECIFICATIONS, SECTION 2212. ALL WEEDS, VEGETATION, AND DEBRIS SHALL BE REMOVED FROM CRACKS AND JOINTS WITHIN THE PAVEMENT. THE EDGES OF THE PAVEMENT SHALL BE CLEAR OF VEGETATION OVERGROWTH, SOIL, AND OTHER DEBRIS. MEASUREMENT AND PAYMENT WILL BE IN SQUARE YARDS FOR THE ENTIRE PAVEMENT SURFACE THAT IS PREPARED AND OVERLAYED MINUS ANY NEW FULL DEPTH AREAS.
3–4.	7010–1.08–E	24 INCH CURB AND GUTTER, PCC, 7 INCHES ITEM SHALL BE USED TO INSTALL SECTIONS OF CONCRETE CURB AND GUTTER SHOWN IN THE PLANS.
3–5	7040–1.08–A	HMA BASE COURSE, 4 INCHES ITEM INCLUDED WHERE FULL DEPTH PATCHES ARE REQUIRED. REMOVALS SHALL BE PAID FOR SEPARATELY. ITEM SHALL INCLUDE TACK, MIX, AND BINDER. MIX SHALL BE 1/2"STANDARD TRAFFIC, PG58–28S OR APPROVED EQUAL. ESTIMATED QUANTITY INCLUDES THE AREAS SHOWN ON THE PLANS AT 2–INCHES THICK AND 150PCF.
3–6.	7021–1.08–A	HMA LEVELING COURSE ITEM SHALL INCLUDE TACK, MIX, AND BINDER. MIX SHALL BE 3/8"COMMERCIAL MIX. ITEM TO BE USED FOR CORRECTING IRREGULARITIES IN EXISTING PAVEMENT CROSS SLOPE WITH A SCRATCH COURSE BASE COAT PRIOR TO PLACING THE HMA OVERLAY.
3–7.	7021–1.08–A	HMA OVERLAY, 2 INCHES ITEM SHALL INCLUDE TACK, MIX, AND BINDER. MIX SHALL BE 1/2"STANDARD TRAFFIC, PG58–28S OR APPROVED EQUAL. THE EDGES OF THE PAVEMENT SHALL BE ROLLED DOWN SO THERE IS NO ABRUPT EDGE BETWEEN THE ASPHALT PAVEMENT AND EXISTING GRADE AT THE TIE IN POINTS. ESTIMATED QUANTITY INCLUDES THE AREAS SHOWN ON THE PLANS AT 2–INCHES THICK AND 150PCF.
3–8.	7040–1.08–H	PAVEMENT REMOVAL ITEM SHALL INCLUDE REMOVALS NOTED ON THE PLANS. MAY INCLUDE CONCRETE OR ASPHALT PAVEMENT. EXISTING THICKNESS IS UNKNOWN. CONTRACTOR SHALL VERIFY LIMITS OF FULL DEPTH REMOVAL WITH THE OWNER PRIOR TO REMOVING. ITEM SHALL INCLUDE SAWCUTTING.
3–9.	8020–1.08–B	PAINTED PAVEMENT MARKINGS, SOLVENT/WATERBORNE ITEM INCLUDED TO PAINT THE PAVEMENT MARKINGS FOR ALL PARKING STALLS AND REQUIRED SYMBOLS AS SHOWN ON SHEET D.04.
3–10.	8030–1.08–A	TEMPORARY TRAFFIC CONTROL TRAFFIC CONTROL SHALL BE USED FOR ALL WORK ON THE SHOULDER OF OR AFFECTING THROUGH TRAFFIC ON THE ADJACENT ROADWAYS. ITEM SHALL INCLUDE APPLICABLE TRAFFIC CONTROL IN ACCORDANCE WITH IDOT STANDARDS. THROUGH TRAFFIC ON ALL ADJACENT ROADWAYS SHALL BE ALWAYS MAINTAINED. ALL ENTRANCE DRIVES AND ACCESS POINTS TO THE PARKING LOT SHALL BE BARRICADED TO PREVENT PUBLIC ACCESS TO THE SITE DURING CONSTRUCTION.

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JNS drawn
RJR designed
JEJ approved
FEB. 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 ESTIMATE REFERENCE NOTES

project no.
150623

sheet
C.03

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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

CONTRACTOR SHALL PROVIDE SCHEDULE FOR PERFORMING WORK A MINIMUM OF 1–WEEK IN ADVANCE OF CLOSING THE PARKING LOT.

REMOVE AND REPLACE NEW PARKING BLOCKS (BY OTHERS)

5' P.C.C. WALK

978.5

979.0

978.5

~0.7%

978.5

18 STALLS

20' 30' 20'

H.M.A.

WHEEL STOPS AT EDGE OF LOT (TYP)

WHEEL STOPS AT EDGE OF LOT (TYP)

CONTROL POINT #2
N 6978857.43
E 1646491.76
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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JEJ			
approved			
FEB. 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

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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

CONTRACTOR SHALL PROVIDE SCHEDULE FOR PERFORMING WORK A MINIMUM OF 1–WEEK IN ADVANCE OF CLOSING THE PARKING LOT.

BIG LAKE ROAD

RAMP WITH DETECTABLE WARNING PANEL AND REMOVABLE BOLLARD

INSTALL 24" CONCRETE CURB AND GUTTER w/6" STANDARD CURB

REMOVE AND SALVAGE EXISTING GATE AND POSTS (BY OTHERS)

INSTALL GUTTER TO MATCH PARKING LOT OVERLAY SURFACE ELEVATION. TAPER CURB HEIGHT TO MATCH EXISTING AT BOTH CORNERS

CONSTRUCT 24" CONCRETE CURB AND GUTTER w/6" STANDARD CURB

50 LF 48" CONCRETE FLUME S=2.0%

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

RAMP WITH DETECTABLE WARNING PANEL

REINSTALL EXISTING GATE AND POSTS (BY OTHERS)

INSTALL DRIVEWAY PAVEMENT TO MATCH PARKING LOT OVERLAY SURFACE ELEVATION. TAPER CURB HEIGHT TO MATCH EXISTING ON BOTH SIDES OF DRIVEWAY.

REMOVE MEDIAN, INSTALL 4" HMA BASE (TYP)

PLACE OVERLAY TO INSIDE FACE OF CURB

TENNIS/PICKLE BALL COURTS

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

37 STALLS

"9'2" CLEARANCE"

8" WOOD POST FOR GATE

P.C.C.

H.M.A.

H.M.A. TRAIL

P.C.C. CURB AND GUTTER (TYP)

MH RIM=982.91

CONTROL POINT #3
N 6978626.67
E 16464950.02
ELEV. 931.80

4.5% 1.5% 1.5% 2.0% 1.0% 1.4% 1.3%

10' 16' 22' 16' 16' 22' 16' 18' 10' 22'

R=10' TYP

981 982 983

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BJR	designed	
JEJ	approved	
FEB 2024	date	revision

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

client: PARKS AND RECREATION DEPARTMENT
CITY OF COUNCIL BLUFFS

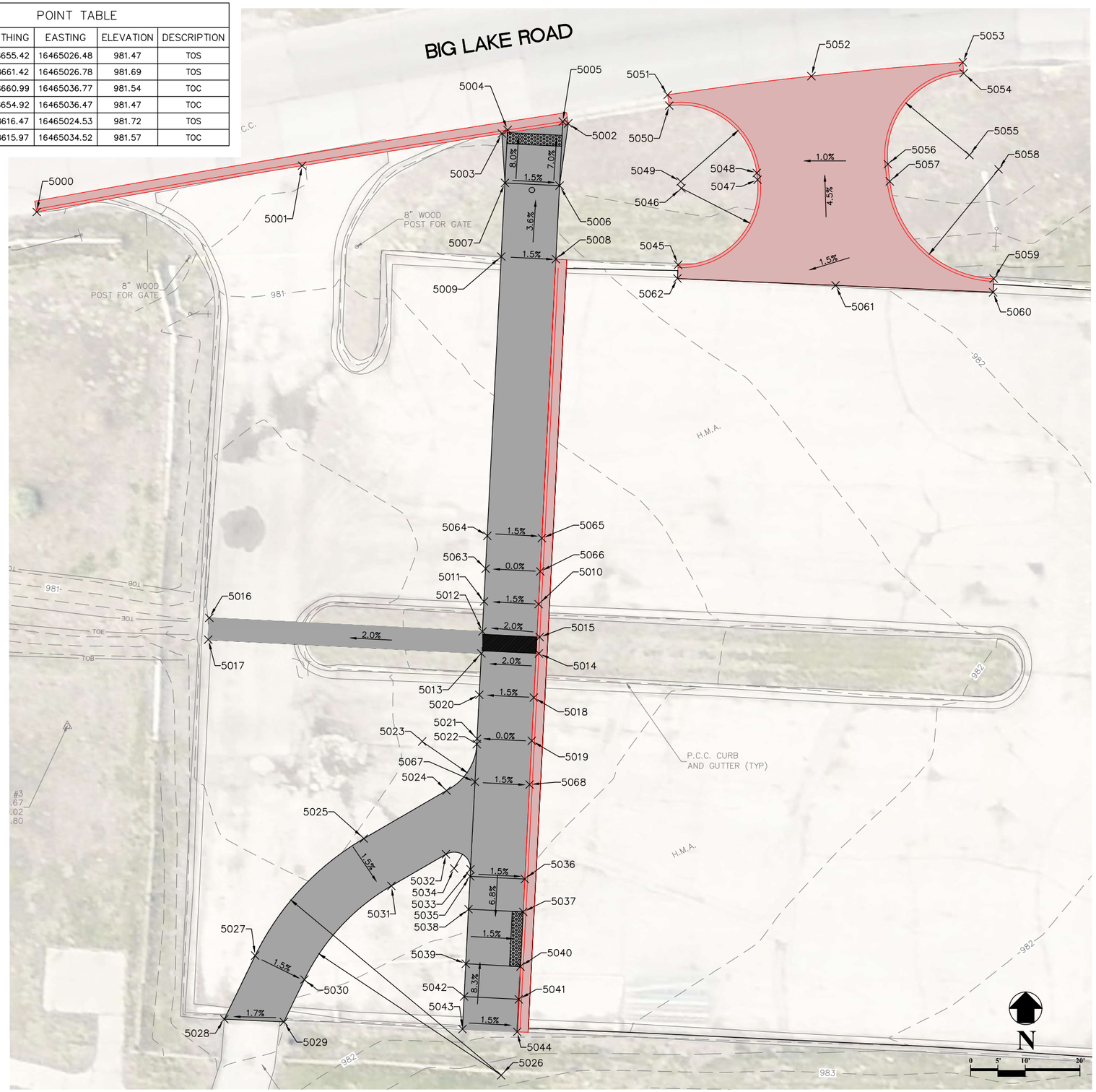
sheet: BIG LAKE PARK - NORTHEAST LOT

project no.
150623

sheet
D.02

POINT TABLE				
POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
5000	6978720.60	16464944.42	983.21	TOC – MATCH EXIST
5001	6978729.06	16464992.94	982.02	TOC
5002	6978736.78	16465041.57	981.12	TOC – MATCH EXIST
5003	6978734.93	16465029.47	981.33	TOC
5004	6978735.60	16465030.50	980.81	TOP
5005	6978737.14	16465040.59	980.64	TOP
5006	6978725.41	16465040.00	981.46	TOS
5007	6978725.91	16465030.01	981.61	TOS
5008	6978711.98	16465039.33	981.95	TOC
5009	6978712.46	16465029.34	982.10	TOS
5010	6978648.93	16465036.17	981.41	TOC
5011	6978649.43	16465026.18	981.26	TOS
5012	6978643.94	16465025.91	981.14	TOS
5013	6978639.94	16465025.70	981.14	TOS
5014	6978639.92	16465036.22	980.85	TOP
5015	6978642.91	16465036.37	980.85	TOP
5016	6978646.44	16464975.97	980.14	TOC
5017	6978642.45	16464975.77	980.14	TOC
5018	6978631.87	16465035.31	981.42	TOC
5019	6978623.97	16465034.92	981.49	TOC
5020	6978632.37	16465025.33	981.27	TOS
5021	6978624.33	16465024.92	981.49	TOS
5022	6978623.35	16465024.87	981.52	TOS
5023	6978623.85	16465014.89	981.32	10.0' RADIUS
5024	6978614.87	16465019.34	981.63	TOS
5025	6978606.10	16465004.23	981.48	TOS
5026	6978562.86	16465029.33	982.79	40'/50' RADIUS
5027	6978584.71	16464984.36	981.21	TOS
5028	6978573.11	16464978.72	981.08	TOS – MATCH EXIST
5029	6978572.61	16464989.59	981.26	TOS – MATCH EXIST
5030	6978580.34	16464993.35	981.36	TOS
5031	6978597.46	16465009.25	981.63	TOS
5032	6978603.25	16465019.23	981.76	TOS
5033	6978600.50	16465023.73	981.87	TOS
5034	6978600.65	16465020.73	981.81	3.0' RADIUS
5035	6978599.20	16465023.66	981.88	TOS
5036	6978598.70	16465033.65	981.73	TOS
5037	6978592.71	16465033.35	981.33	TOP
5038	6978593.21	16465023.36	981.48	TOS
5039	6978583.22	16465022.86	981.57	TOS
5040	6978582.72	16465032.85	981.42	TOP
5041	6978576.73	16465032.55	981.92	TOC
5042	6978577.23	16465022.56	982.07	TOS
5043	6978571.29	16465022.26	982.00	TOS
5044	6978570.79	16465032.25	981.85	TOC
5045	6978710.95	16465061.67	982.16	TOC – MATCH EXIST
5046	6978724.93	16465062.28	981.78	14.0' RADIUS
5047	6978726.48	16465076.19	981.54	TOC
5048	6978727.72	16465076.05	981.50	TOC
5049	6978726.18	16465062.14	981.70	14.0' RADIUS
5050	6978740.02	16465060.06	980.78	TOC – MATCH EXIST
5051	6978742.00	16465059.76	980.31	TOP – MATCH EXIST
5052	6978745.41	16465086.03	979.88	TOP – MATCH EXIST
5053	6978747.95	16465113.73	979.54	TOP – MATCH EXIST
5054	6978745.95	16465113.87	980.01	TOC – MATCH EXIST
5055	6978730.99	16465114.93	981.07	15.0' RADIUS
5056	6978729.34	16465100.02	981.24	TOC
5057	6978726.19	16465100.37	981.41	TOC
5058	6978728.39	16465120.25	981.27	20.0' RADIUS
5059	6978708.41	16465119.37	982.68	TOC – MATCH EXIST
5060	6978705.91	16465119.26	982.35	TOP
5061	6978707.18	16465090.46	982.08	TOP
5062	6978708.45	16465061.55	981.79	TOP

POINT TABLE				
POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
5063	6978655.42	16465026.48	981.47	TOS
5064	6978661.42	16465026.78	981.69	TOS
5065	6978660.99	16465036.77	981.54	TOC
5066	6978654.92	16465036.47	981.47	TOC
5067	6978616.47	16465024.53	981.72	TOS
5068	6978615.97	16465034.52	981.57	TOC



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FEB 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 - NORTHEAST LOT PAVING PLAN

project no.
150623

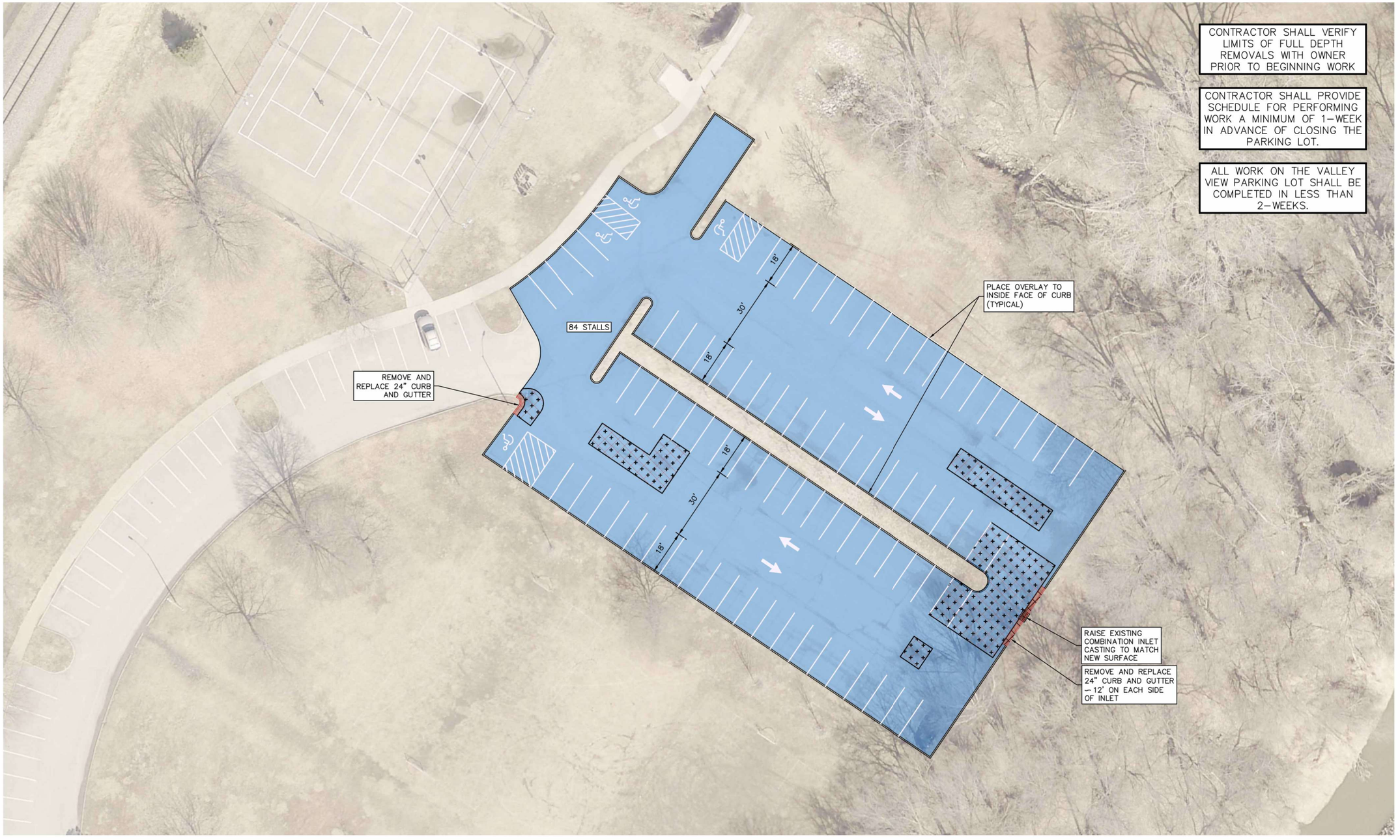
sheet
D.03

LEGEND

- 2" HMA OVERLAY – 3,412 SY TOTAL
- REMOVE PAVEMENT – 271 SY TOTAL
- 4" HMA BASE – 271 SY TOTAL
- CURB AND GUTTER – 37 LF TOTAL

N

0 10' 20' 40'



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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.04

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