City of Carroll

112 E. 5th Street Carroll, Iowa 51401-2799 (712) 792-1000 FAX: (712) 792-0139

MEMO TO: Honorable Mayor and City Council Members

FROM: Mike Pogge-Weaver, City Manager MJP-W

DATE: August 7, 2019

SUBJECT: Carroll County Law Enforcement Center

- Motion to approve modification to the Downtown Streetscape
- Ordinance to amend parking on Main Street
- Resolution to approve a record of resolutions related to a City Complex Beautification agreement between the Carroll County and the City of Carroll

Overview

Carroll County is in the process of developing a new Law Enforcement Center (LEC) adjacent to the Carroll County Courthouse. The proposed LEC is located in the southwest parking lot, east of Main Street, west of and attached to the current Courthouse, and south of the main north parking lot entrance on Main Street. The jail is proposed to be 24,519 square feet in size and includes the sheriff's department office, administration space, jail, parking, and supporting spaces.

To proceed as planned, the Council needs to consider three requests:

- A request to approve a modification to the Downtown Streetscape
- A request to approve an ordinance to amend parking on Main Street
- A request to approve a resolution approving a record of resolutions related to a City Complex Beautification agreement between Carroll County and the City of Carroll

Modification to the Downtown Streetscape

The project as proposed will impact the Downtown Streetscape in a number of ways. The attached site plan illustrates the proposed impacts. The two most substantial impacts are the removal of four parking spaces on the east side of Main Street and widening of the sidewalk on the east side of Main Street.

The first main change to the streetscape is the removal of 4 parking spaces on the east side of Main Street north of the northern crosswalk at the intersection of Main Street and 5th Street. The proposed LEC building is situated so that the northern garage door will generally utilize the existing north driveway to the current southwest parking lot. The southern garage door will exit into the southern two parking spaces on the east side of Main Street just north of the northern crosswalk at the intersection of Main Street and 5th Street, which will require them to be removed.

Due to the proximity between the two garage entrances into the LEC, it is proposed that two additional parking spaces on the east side of Main Street between the two crosswalks be removed.

The Council should discuss the request to remove four parking spaces from Main Street.

The second main change to the Downtown Streetscape is widening the pedestrian sidewalk from the right-of-way to approximately 24 feet into the right-of-way. This is being proposed to accommodate circulation into/out of the garage spaces on the lower level of the LEC and minimize the impact on pedestrian circulation.

At the closest point, the proposed building is setback approximately 5.6 feet from the west property line along Main Street. The plan calls for the garage doors that access the lower parking level to be set approximately 6.6 feet from the west property line. A typical vehicle is between 15 to 19 feet long. In order to avoid conflicts the sidewalk has been widened further into the right-of-way and away from the property line to allow continued accessible pedestrian circulation.

There is an alternate in the building plans that would inset the two garage doors and allow the garage doors to be setback approximately 13 feet back from the west property line along Main Street. This alternative likely would have an additional cost to the County. The benefit of this alternate would be:

Example of an inset garage door with the second floor cantilevered over the garage door entrance. This is at the Webster County LEC.

- The vehicle entry to and exit from the lower garage area would have less of an impact on pedestrian travel on Main Street.
- Vehicles exiting the building would have more reaction time to pedestrians on the sidewalk.
- Pedestrians would have more time to react to a vehicle exiting the building.
- Over the years Main Street has been reconfigured and additional reconfiguring may occur in the future. The LEC is a long-term, 50 to 100 year investment for the County. Having the sidewalk encroach an additional 13 feet (24 feet total) in to the right-of-way will impact future changes to the roadway. Moving a sidewalk 24 feet into a downtown right-of-way is unheard of.

The Council should discuss the base plans that have the doors flush with the front of the building and the proposed alternate that has them inset into the building in conjunction with the impacts to pedestrian safety and future use of the Main Street right-of-way.

<u>Ordinance to amend parking on Main Street</u>

As noted above, Carroll County is requesting the removal of four parking spaces from Main Street. The attached ordinance removes angled parking on Main Street from 5th Street to 225 feet north of 5th Street. The Council should consider the requested ordinance change to accommodate the new building entries.

Resolution approving a record of resolutions related to a City Complex Beautification agreement between Carroll County and the City of Carroll

In April during a review of City Code unrelated to the LEC project, an agreement from July 2, 1973 between Carroll County and the City of Carroll was discovered. In the agreement, Carroll County granted and conveyed for a period of 99 years from the date of the agreement the City of Carroll an easement for the "city complex beautification" over and across the property owned by Carroll County and described as the South 20 feet of Block 15, Original Town of Carroll. Since the LEC is proposed to be placed up to the south property line it is within the easement area.

The agreement states:

> "City complex beautification" as used in this Agreement means parking facilities, sidewalks, shrubbery, trees, lawn, lighting and any other construction which is necessary, other than buildings, to effect a landscaping balance between the existing courthouse and the city complex building.

To take away any question that the LEC can be placed in this area, a "record of resolutions" has been drafted that allows the LEC to be placed within the easement area. The Council should discuss the requested record of resolution.

RECOMMENDATION: Mayor and City Council consideration of the following items:

- A request to approve a modification to the Downtown Streetscape as detailed in the civil plans dated July 30, 2019 subject to the following condition:
    - Any major modification to the civil plans for work in the Main Street right-of-way shall be subject to review by the Carroll City Council and any minor modification to the civil plans for work in the Main Street right-of-way shall be subject to review by the Carroll City Engineer. The City Manager shall make the determination between major and minor modifications.
- A request to approve an ordinance to amend parking on Main Street
- A request to approve a resolution approving a record of resolutions related to a City Complex Beautification agreement between Carroll County and the City of Carroll

Attachments

Proposed Ordinance
Proposed Record of Resolutions
City Complex Beautification Agreement dated 7/2/1973
Amendment to Sidewalk Agreement
Bolton & Menk Carroll County Law Enforcement Center Access Review dated 6/6/2019
Letter from Shive-Hattery dated 8/6/2019
Site plan dated 7/30/2019
Building elevations

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF THE CITY OF CARROLL, IOWA, BY AMENDING PROVISIONS PERTAINING TO ANGLE PARKING.

BE IT ENACTED by the City Council of the City of Carroll, Iowa:

SECTION 1. SECTION MODIFIED. Section 69.03, Subsection 18 of the Code of Ordinances of the City of Carroll, Iowa, is repealed and the following adopted in lieu thereof:

18. Main Street

A. On the east side from Third Street to the railroad tracks;

B. On the east side from 100 feet north of the centerline of Fourth Street to Fifth Street;

C. On the east side from 235 feet north of the centerline of Fifth Street to 105 feet north of the centerline of Seventh Street;

D. On the west side from Third Street to the railroad tracks;

E. On the west side from Fourth Street to 200 feet north of the centerline of Seventh Street.

SECTION 2. SEVERABILITY CLAUSE. If any section, provision, or part of this ordinance shall be adjudged invalid or unconstitutional, such adjudication shall not affect the validity of the ordinance as a whole or any section, provision, or part thereof not adjudged invalid or unconstitutional.

SECTION 3. WHEN EFFECTIVE. This ordinance shall be in effect from and after its final passage, approval, and publication as provided by law.

Passed by the Council the _____ day of _____, 2019, and approved the _____ day of _____, 2019.

_____
Eric P. Jensen, Mayor

ATTEST:

By: _____
Laura A. Schaefer, City Clerk

First Reading: _____
Second Reading: _____
Third Reading: _____

I certify that the foregoing was published as Ordinance No. _____ on the _____ day of _____ _____, 2019.

_____
Laura A. Schaefer, City Clerk

AGREEMENT

This Agreement made this 2nd day of July, 1973, between Carroll County, Iowa, and the City of Carroll, Iowa.

1. The parties have an interest in adjoining real estate situated in the City of Carroll, County of Carroll, State of Iowa, and described, respectively, as follows:

Block 15, Original Town of Carroll, and
Block 23, Original Town of Carroll.

2. Carroll County does hereby agree to grant and convey, for a period of 99 years from the date of the conveyance, to the City of Carroll, Iowa, an easement for the "city complex beautification" over and across the property owned by Carroll County and described as the South 20 feet of Block 15, Original Town of Carroll.

3. "City complex beautification" as used in this Agreement means parking facilities, sidewalks, shrubbery, treees, lawn, lighting and any other construction which is necessary, other than buildings, to' effect a landscaping balance between the existing courthouse and the City complex building.

4. The landscaping, construction, and maintenance of said project shall be maintained by the City of Carroll, Iowa, and at its sole cost and expense.

5. The City of Carroll agrees to pay Carroll County in consideration of said easement as follows:

A. That the City of Carroll shall replace the existing sidewalks on the east, north and west sides of Block 15 of the Original Town of Carroll.

B. The removal and construction of said sidewalks shall be of the dimensions and quality equal to that of the city complex.

6. This grant of easement shall run with the land and shall be binding on and shall endure to the benefit of the parties hereto, their heirs, successors, or assigns.

IN WITNESS WHEREOF, the parties have executed this Agreement at Carroll, Iowa, the day and year first above written.

CARROLL COUNTY BOARF OF SUPERVISORS

BY: /s/ Walter koster
WALTER KOSTER, CHAIRMAN

ATTEST: /s/ Leon P. Oswald
LEON P. OSWALD,
COUNTY AUDITOR

CITY OF CARROLL

BY: /s/ Wm. S. Farner
WM. S. FARNER, MAYOR

ATTEST: /s/ Arthur F. Gute
ARTHUR F. GUTE,
CITY CLERK

* * * * * * * * * *

AMENDMENT TO SIDEWALK AGREEMENT

The Agreement made and entered into by and between Carroll County, Iowa, and the City of Carroll, Iowa, dated July 2, 1973, as it relates to the installation of sidewalks in Block 15 of the Original Town of Carroll, is hereby amended as follows:

1. Paragraph 5 of said Agreement is hereby amended by striking and rescinding that paragraph and substituting in lieu thereof, the following:

5. The City of Carroll agrees to pay Carroll County, in consideration of said easement, as follows:

a. The City of Carroll, at its expense, shall install asphaltic concrete over the existing concrete sidewalks on the east, north and west sides of Block 15 of the Original Town of Carroll, the asphaltic concrete mat to be one and one-half inch average thickness laid on the present sidewalk which is to be cleaned. The material shall be type "A" with the edges to be tapered to curb.

b. The City of Carroll, Iowa, shall keep the sidewalks in good repair for the period of ten years after their installation.

The remainder of the Agreement dated July 2, 1973, other than herein specifically amended, shall remain as drawn.

CITY OF CARROLL, IOWA.

BY: William S. Farner
William S. Farner, Mayor

ATTEST:

Leon P. Oswald
Leon P. Oswald, City Clerk

CARROLL COUNTY BOARD OF SUPERVISORS

BY: Leonard Rupiper
Leonard Rupiper, Chairman

ATTEST:

William C. Arts Jr.
William C. Arts, Jr., County Auditor

RESOLUTION NO. _____

RESOLUTION ACCEPTING THE RECORD OF RESOLUTIONS WITH CARROLL COUNTY, IOWA

WHEREAS, the City of Carroll is desirous of approving a record of resolutions with Carroll County with regard to a City Complex Beautification Project agreement; and

WHEREAS, a record of resolutions has been prepared by the Carroll County Board of Supervisors; and

WHEREAS, it is determined that the approval of the attached record of resolutions is in the best interest of the City of Carroll, Iowa;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Carroll, Iowa, that the record of resolutions with Carroll County is accepted.

Passed and approved by the Carroll City Council this 12th day of August, 2019.

CITY COUNCIL OF THE
CITY OF CARROLL, IOWA

BY:_____
Eric P. Jensen, Mayor

ATTEST:

By:_____
Laura A. Schaefer, City Clerk

RECORD OF RESOLUTIONS

WHEREAS on the 2nd day of July, 1973, Carroll County, Iowa, and the City of Carroll, Iowa, entered into an agreement with regard to a city complex beautification project over and across property owned by Carroll County, Iowa, and described as follows:

The South Twenty Feet (S20') of Block Fifteen (15), Original Town of Carroll.

WHEREAS an amendment to sidewalk agreement was entered into by and between Carroll County, Iowa, and the City of Carroll, Iowa.

WHEREAS Carroll County, Iowa, is building a jail addition to the courthouse to the West and South of the courthouse building. Construction of the jail will involve use of the County's property, Block Fifteen (15), Original Town of Carroll including the South Twenty Feet (S20') thereof.

IT IS THEREFORE RESOLVED that the City of Carroll, Iowa, and the Carroll County, Iowa, hereby agree to amend the easement to exclude that portion which will be used by construction of the jail, environs and appurtenances thereto. Carroll County, Iowa, agrees to restore any damage within the remaining easement area caused by the construction project.

Signed this ___ day of _____, 2019.

Approved by Resolution of the City Council

_____
Mayor, Eric Jensen

_____
Laurie Schaefer, City Clerk

Signed this 8 day of July, 2019.

Approved by Resolution of the Board of Supervisors

Neil Bock

_____
Neil Bock, Chair

ATTEST:

Kourtney Irlbeck

_____
Kourtney Irlbeck, Auditor

BOLTON & MENK
Real People. Real Solutions.

300 W McKinley Street
PO Box 68
Jefferson, IA 50129

Ph: (515) 386-4101
Bolton-Menk.com

MEMORANDUM

Date: June 6, 2019

To: Randy Krauel, Public Works Director/City Engineer

From: Jennifer McCoy, P.E. P.T.O.E.

Subject: Carroll County Law Enforcement Center Access Review
City of Carroll, IA
Project No.: A14.118749

Background

On behalf of the City of Carroll, IA, Bolton & Menk completed a review of the parking access for the proposed Carroll County Law Enforcement Center. This building is planned to be constructed on the north half of an existing at-grade parking lot on the east side of N. Main Street, just north of W. 5th Street in downtown Carroll. See site location in **Figure 1**. This review will examine the factors that influence the ability and ease of motorists and pedestrians to use N. Main Street adjacent to the site with the proposed new parking access and provide recommendations to the City for next steps in conversations with Carroll County.

Figure 1 - Site Location

Surrounding Network

N. Main Street is one of three streets in the city that run the entire way north-south through Carroll. N. Main Street has a 2016 volume of 4,580 vehicles/day per the Iowa DOT making it one of the top five highest volume streets in the city.

N. Main Street is approximately two-miles from residential development on the south to the Carroll Municipal Golf Course on the north. N. Main Street has a two-lane cross-section with one travel lane in each direction. The speed limit is 25 mph and it is classified as a minor arterial.

Crash History

Crash Data was reviewed for ten years from January 1, 2008 to December 31, 2017. There were five crashes on N. Main Street between W. 5th Street and Hwy 30 in the 10-year period. A summary of crash type is provided in the **Table 1** below. Using the 2016 volume provided by the Iowa DOT, provides for a segment crash rate for N. Main Street in this area of 249 crashes/100 million vehicle miles. This is a higher rate than the statewide average of 207 crashes/100 million vehicle miles for similar municipal minor arterial roadways.

Table 1 –10-yr Crash Summary by Type

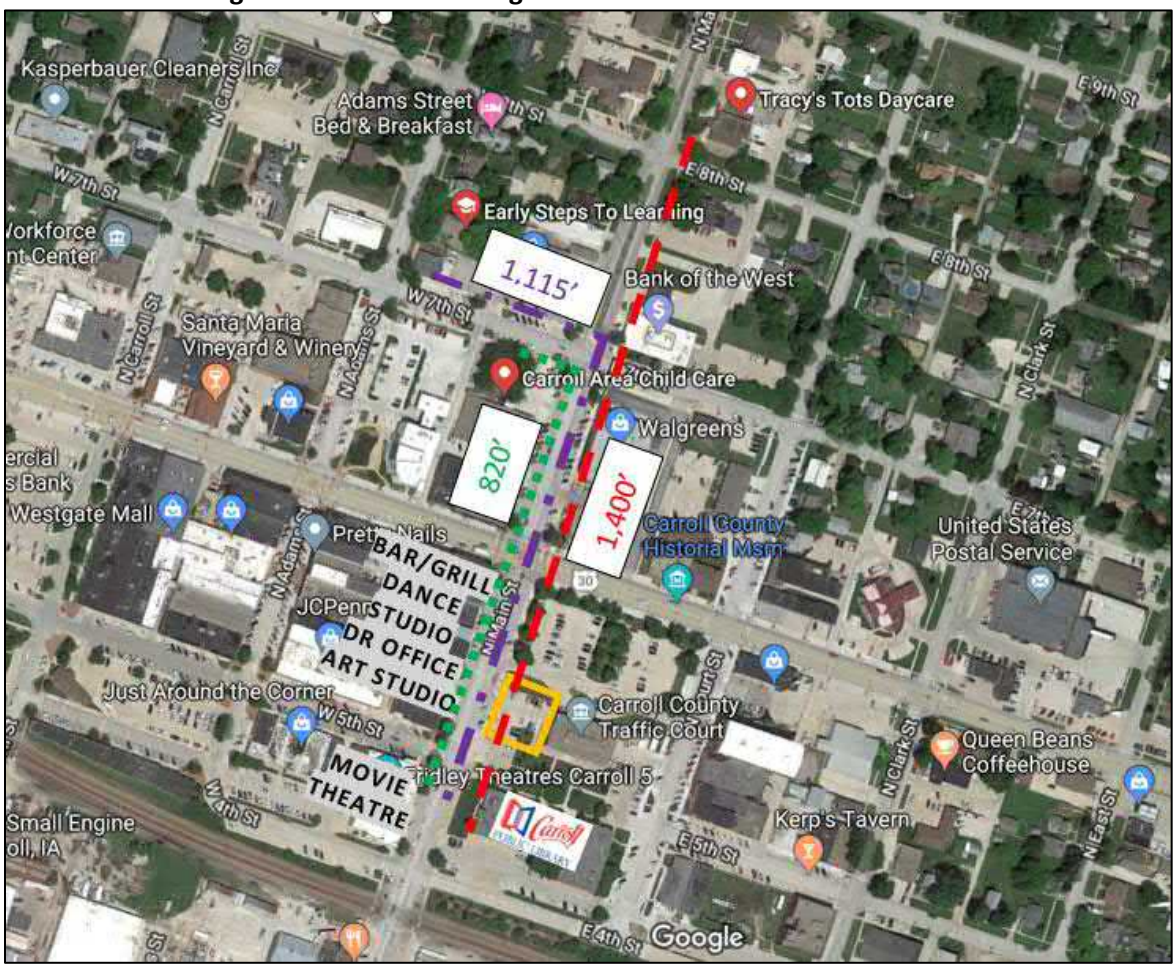
CRASH TYPE		% OF TOTAL
REAR END	2	40%
BROADSIDE	2	40%
PARKED CAR	1	20%
TOTAL	**5**	**100%**

Pedestrian Circulation

Downtown Carroll has been designed with many streetscape elements over the last few years to enhance the appeal of the area while promoting safety and walkability. Several of these streetscape elements and pedestrian crossing amenities along with on-street parking are present along N. Main Street. This street has several destination businesses along it such as the Carroll County Courthouse, City of Carroll Police Station, a movie theatre, art studio, doctor's office, dance studio, and a bar & grill. Also in the area is the Carroll City Library, located just south of the proposed site, which is currently undergoing a major renovation which will increase its attractiveness to visitors. The library currently hosts a variety of programing including preschool story time, book clubs, and a summer reading program.

Figure 2 shows several of these destination sites along with three different childcare centers that are located within walking distance of the downtown area. The three colored walk routes depict the routes that children visiting downtown from these centers may take as part of field trip to area businesses or the updated library.

Figure 2 – Pedestrian Origin-Destinations in Downtown Carroll

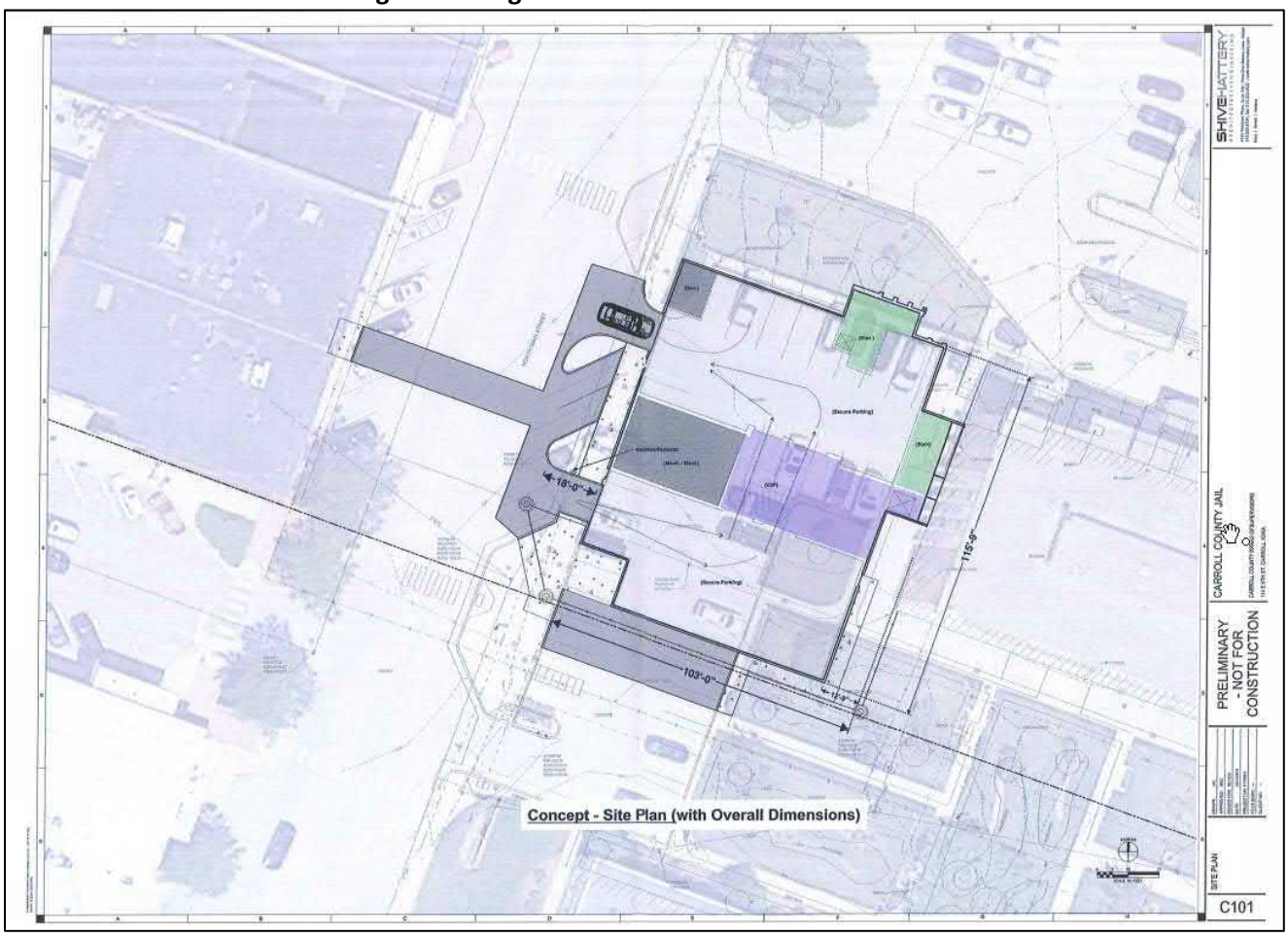


Proposed Site Changes

The original site plan shared with the City for the Carroll County Law Enforcement Center is shown in **Figure 3**. The Center is planned to be a three-story building with parking on the ground floor. The building will house offices for the county sheriff, dispatch, and up to 50 jail cells. To access the ground-floor parking, two access points on N. Main Street are planned to be constructed. These access points were proposed to allow two-way traffic out of either driveway.

Per the County Sheriff, the main vehicles to enter and exit this secured parking under the building will be dispatchers, jailers, and those vehicles transporting prisoners to and from the sally port which will also be located on the ground floor of the proposed building. The County also plans to park its lesser used vehicles here. The Sheriff estimates that the traffic entering/exiting this ground level parking will consist of three employees per each shift (1 dispatcher and 2 jailers) with a total of three shifts per day. The vehicles transporting prisoners could equate to 3 vehicles per day.

Figure 3 - Original Site Plan and Site Access



Best Practices in Parking Access Design

As part of the review of this proposed Law Enforcement Center site plan and parking access, research was conducted on best practices in the planning and design of parking facilities. The Dimensions of Parking, 5th Edition, published by the Urban Land Institute and National Parking Association was used as the main reference for our review. This book states that "to minimize conflicts between street traffic and vehicles existing from the parking facility, its best to locate exits on low volume streets…to prevent conflicts between parking facility traffic and intersection traffic, entrances should be located 75 feet from any intersection." Chapter 8 of this book also states that parking control devices should be located far enough in from the street so that if a vehicle is at the card-reader control box the vehicle can clear the sidewalk.

Chapter 21 of this book discusses several technology options for parking access control equipment. This section states that "in older systems, the card had to be swiped or inserted into a reader. Newer systems use a "prox card," which only needs to be within a few inches of the reader…saving time and increasing lane throughput."

Coordination and Communication

In May 2019, conversations took place with City and County Staff along with Bolton & Menk staff and Shive-Hattery staff, the architects on this Law Enforcement Center project. Although the number of daily vehicles entering or exiting this facility is anticipated to be low, there are still impacts from the proposed parking access design on the ability and ease of motorists and pedestrians to use N. Main Street. The main concerns about what was shown in the original site plan in **Figure 3** were:

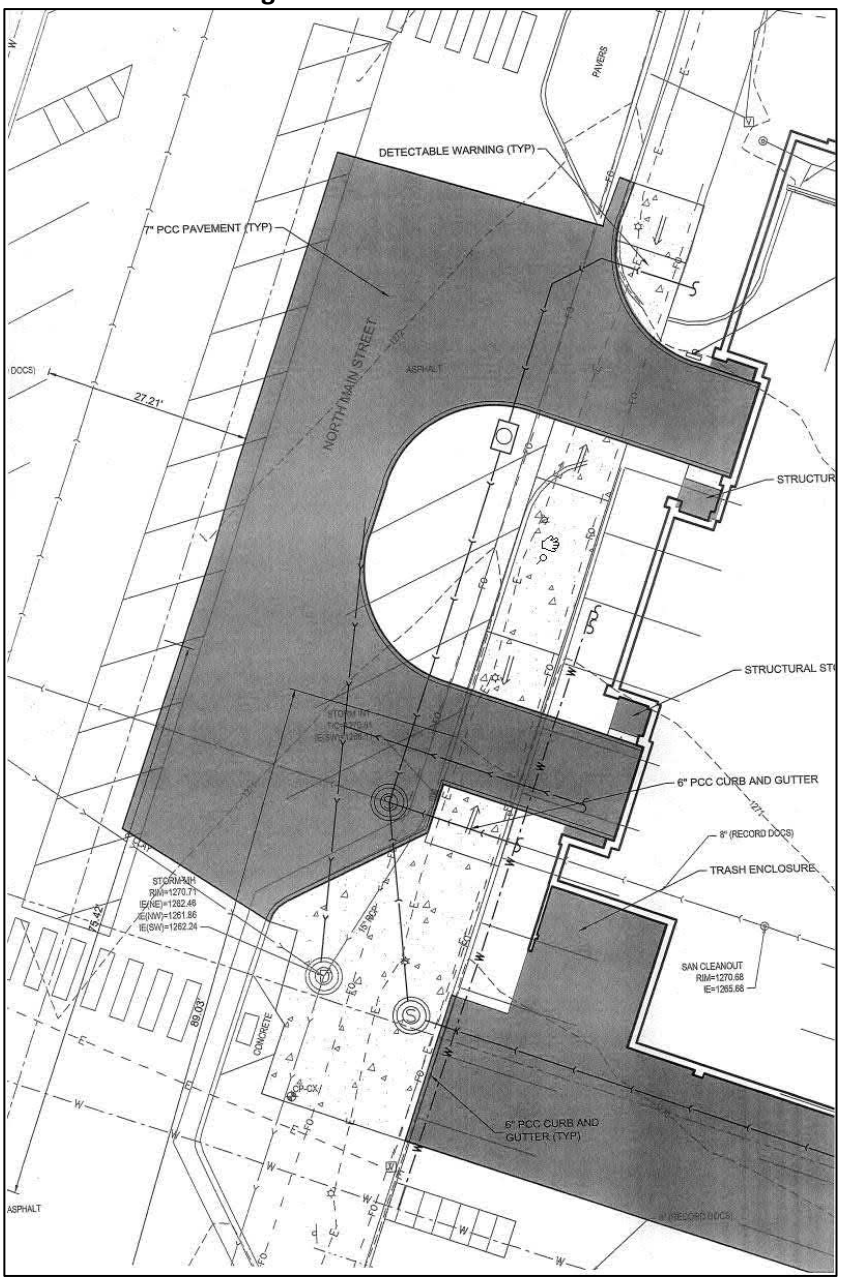
- Conflicting turn movements out of both driveways
- Call-box/card reader in the right-of-way
- Stacking in the street and blocking of sidewalk as vehicles wait to enter the facility
- In/Out access thru one 12' wide access point
- The south entrance is 50' from the intersection of W. 5th Street/N. Main Street
- On-street parking between the drives creates lack of visibility for vehicles exiting the facility
- Addition of another access point on N. Main Street
- Access directly on N. Main St instead of using the parking lot to the south to gain access

To address these concerns, several options were discussed for possible changes to what was shown in **Figure 3**. These included recessed door openings, entrance from Main and exit to parking lot to south, entrance and call box in the south parking lot and exit onto Main, and utilizing the parking lot to the south for the only entrance and exit.

Based on the conversations about these options, Carroll County worked with Shive-Hattery to design changes to the parking access and circulation. These revisions, shown in **Figure 4,** include:

- The access points remained on N. Main Street
- On-street parking removed between the drives
- Circulation created within the garage
- The north access was made an entrance only and the south access an exit only.
- The only entrance is now over 75' away from W. 5th Street
- The building was moved back from the right-of-way so that the call-box/card reader will be out of the right-of-way. The call-box/card reader will be at the north access entrance only.
- The sidewalk slopes down to be level with the two driveways on N. Main Street

Figure 4 – Revised Site Access



Findings and Recommendations

Several meetings to coordinate and communicate on these proposed parking access points have taken place over the past month. Many concerns have been raised by the City regarding these proposed driveways as they relate to access and integration into the existing transportation system. The County has also raised concerns for the operation of the facility and the safety of its employees and the public.

Some of the city's concerns have been addressed in the latest proposed layout shown in **Figure 4**, but some are still outstanding. Whereas, there are many positives to the revised access concept, there are

still several concerns, particularly when it comes to pedestrians travelling adjacent to the site and traffic flow in the area.

These concerns should be addressed as N. Main Street serves as a major connection through Carroll, providing direct access to numerous pedestrian destinations locations within the area, while carrying some of the highest vehicle volumes in the city with a crash rate over the statewide average. This project should minimize the impact to both vehicles and pedestrians on or along this street to the fullest extent possible.

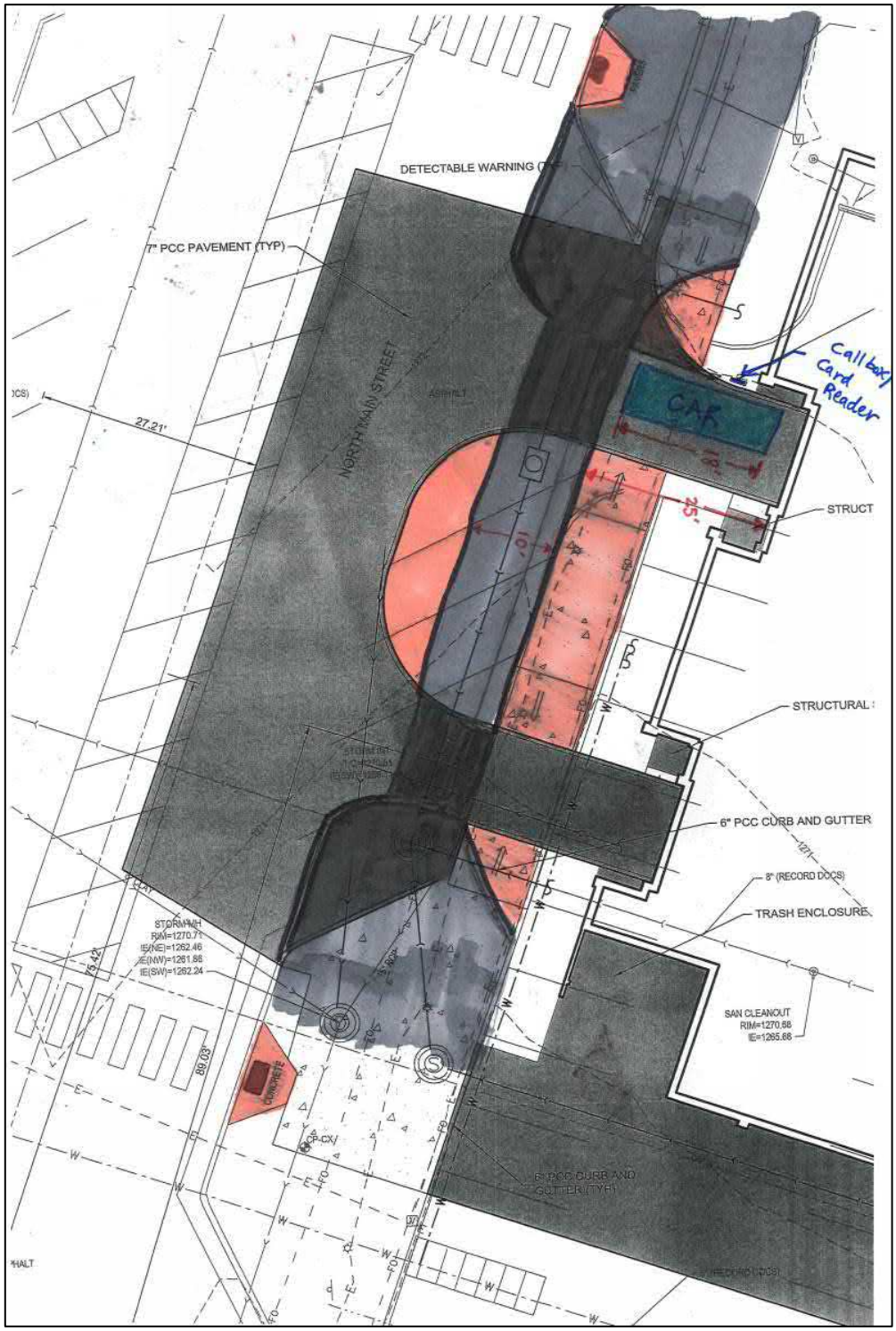
Based on the revised concept, the following items still need to be addressed:

- Blocking of sidewalk by vehicle waiting for the access door to open or waiting at the call-box/card reader to be given access
    - An average truck/van is 18' long, a driver typically sits 6' back from the front, this means that a driver at the call-box/card reader will be blocking nearly all the sidewalk as they wait for the access door to open
- The sidewalk should not dip down across the driveways, but should stay level across the driveways. The driveway approaches should be designed to slope up to meet the sidewalk and provide drainage away from the building without a "rollercoaster" effect to the sidewalk.
- The current existing bump outs need to be reconfigured to provide better driveway/access design and integration into the streetscape. What is shown has old curbs and new curbs joining at odd angles which could become maintenance issues for snow removal dirt and debris collection. The flush paver bump out on the north end of the site should be raised completely to better tie into the proposed driveways for this site.

The sketch in **Figure 5** has been prepared to highlight ways that the remaining concerns could be addressed with modifications to the site design provided. The changes included with this sketch address the City's concerns with N. Main Street that are still outlying and recommend that the Law Enforcement Center site drawings be revised to address the remaining concerns. We also recommend that Carroll County explore the use of parking facility access technology to aid in the expedience of entering the parking area under the Center to minimize the impact to the travelling public in downtown Carroll.

As the County progresses through the final stages of design and plan development for this facility, we would be happy to review future layouts or construction site plans and continue to work with the City for a positive outcome for all stakeholders.

Figure 5 – Additional Recommended Site Modifications



SHIVEHATTERY
ARCHITECTURE + ENGINEERING

August 6, 2019

City of Carroll, Iowa
Attn: Mayor and City Council Members
112 E 5th St.
Carroll, IA 51401

Re: Carroll County Law Enforcement Center – City Council Review Request

Dear Mayor and Council Members,

On behalf of our client, Carroll County, we respectfully request a waiver of the City streetscape requirements to eliminate the parking stalls along North Main Street in front of the proposed Carroll County Law Enforcement Center. By eliminating these parking stalls, it would provide a widened pedestrian sidewalk along the building and crossings at the incoming/outgoing building drive accesses. It also provides better sightlines for drivers to see pedestrians and vehicular traffic when entering and leaving the enclosed parking areas.

The preferred site layout from the County's perspective provides a 30.67' from the proposed back of curb to the face of the overhead doors. Included in the documentation is a bid alternate to recess the overhead building doors an additional 6' from the face of the building to provide even more clearance for pedestrians to cross the access drives. However, the bid alternate would likely increase the overall cost to accommodate the structural overhang for the upper levels of the building. The County has reduced the size of the Security Vehicular Sallyport to provide a pull through internal within the building. This will allow for the north overhead door to be entry only and the south overhead door to be exit only satisfying a concern expressed by the City.

We request this project to be presented at the August 12th City Council meeting for approval. Please refer to the submitted Site Plans for additional design information. If additional information is required, or you if you have any questions, please contact Monica Converse at 515-223-8104, or email mconverse@shive-hattery.com.

Sincerely,

SHIVE-HATTERY, INC.

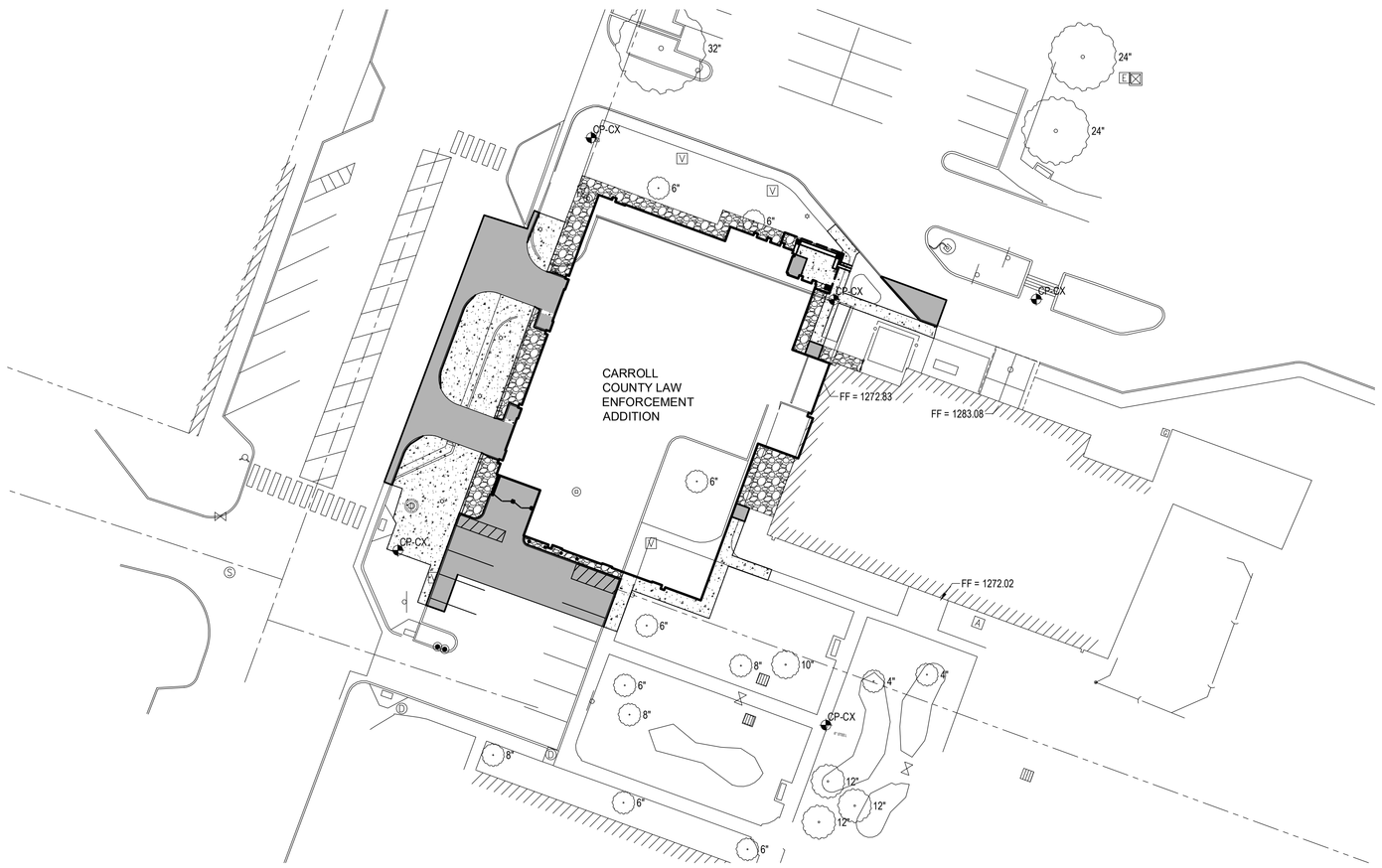
Monica M. Converse

Monica M. Converse, PE

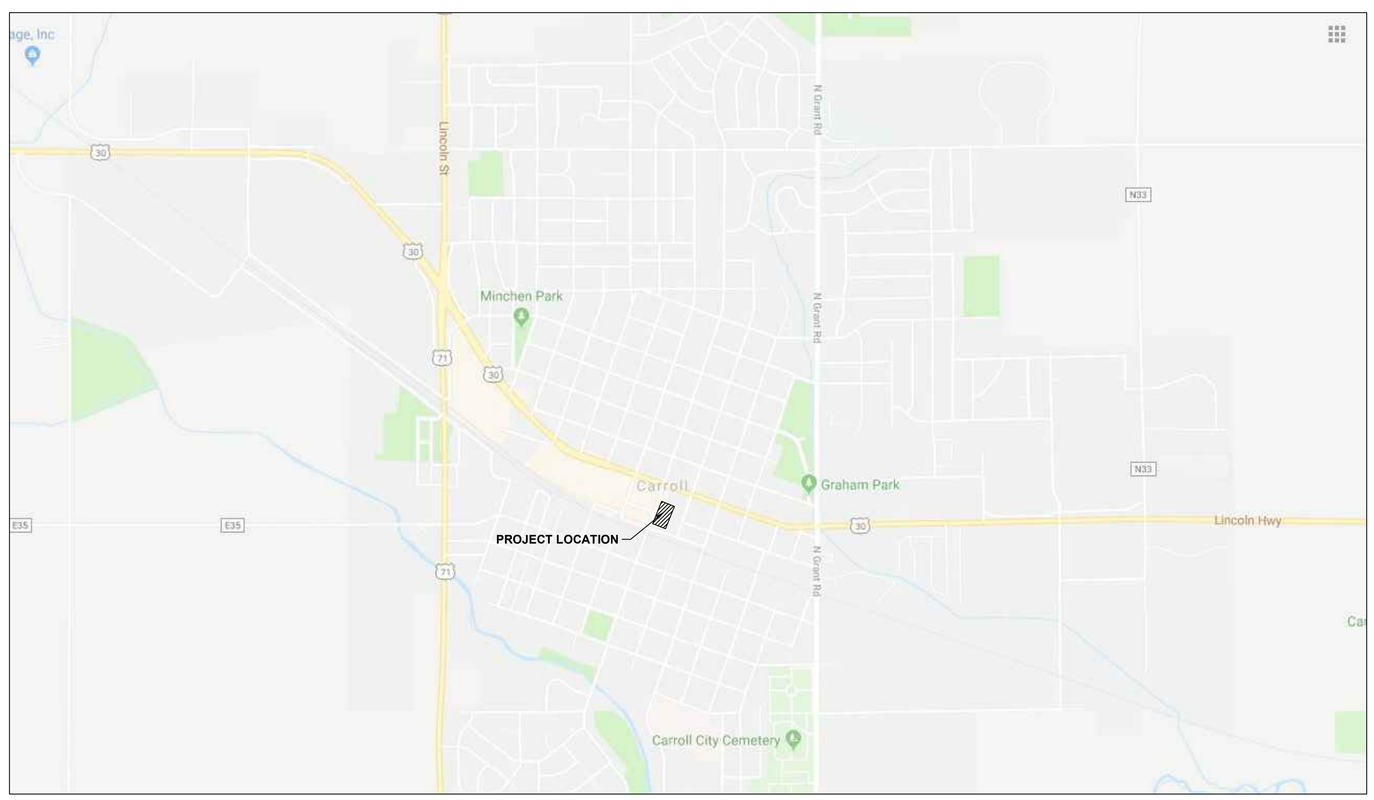
Project #4174880

CARROLL COUNTY LAW ENFORCEMENT CENTER

CARROLL COUNTY, IA
114 E 6TH STREET
CARROLL, IOWA 51401



PROJECT LOCATION
1" = 30'



VICINITY MAP

PROPERTY OWNER

CARROLL COUNTY BOARD OF SUPERVISORS
114 E 6TH STREET
CARROLL, IA 51401

APPLICANT

CARROLL COUNTY BOARD OF SUPERVISORS
114 E 6TH STREET
CARROLL, IA 51401

ENGINEER

SHIVE-HATTERY, INC.
ATTN: MONICA CONVERSE
4125 WESTOWN PARKWAY, SUITE 100
WEST DES MOINES, IA 50266
PHONE: 515-223-8104

Sheet List Table

Sheet Number	Sheet Title
C000	COVER SHEET
C001	GENERAL NOTES AND SPECS
C002	EXISTING CONDITIONS
CD01	DEMOLITION PLAN
C101	SITE PLAN
C201	GRADING PLAN
C301	UTILITY PLAN
C501	CONSTRUCTION DETAILS

CIVIL ENGINEER

I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT DESCRIBED BELOW 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

Signature: Date

Printed or typed name: Monica M. Converse
License Number: -
My License Renewal Date is: DECEMBER 31, 2019
PAGES, SHEETS OR DIVISIONS COVERED BY THIS SEAL:
ALL SHEETS

SHIVEHATTERY
ARCHITECTURE + ENGINEERING
4125 Westown Pkwy., Suite 100 | West Des Moines, Iowa 50266
515-223-8104 | fax 515-223-8022 | www.shive-hattery.com
Iowa | Illinois | Indiana

LAW ENFORCEMENT CENTER ADDITION
CARROLL COUNTY, IA
114 E 6TH STREET, CARROLL, IOWA

PRELIMINARY - NOT FOR CONSTRUCTION

07-30-2019
CITY SUBMITTAL
PROJECT NO: 4174880
CLIENT NO: ---

C000

GENERAL NOTES:

1. THE LOCATIONS OF UTILITY MAINS, STRUCTURES AND SERVICE CONNECTIONS PLOTTED ON THE DRAWINGS ARE APPROXIMATE ONLY AND WERE OBTAINED FROM RECORDS MADE AVAILABLE TO SHIVE-HATTERY, INC. THERE MAY BE OTHER EXISTING UTILITY MAINS, STRUCTURES AND SERVICE CONNECTIONS NOT KNOWN TO SHIVE-HATTERY, INC. AND NOT SHOWN ON THIS DRAWING. THE UTILITY MAINS, STRUCTURES AND SERVICE CONNECTIONS SHALL BE THE RESPONSIBILITY OF THE CONSTRUCTION CONTRACTOR.
2. PRIOR TO CONSTRUCTION, UNCOVER EXISTING UTILITIES AT CRITICAL LOCATIONS TO VERIFY EXACT HORIZONTAL AND VERTICAL LOCATION.
3. IOWA CODE 480, UNDERGROUND FACILITIES INFORMATION, REQUIRES VERBAL NOTICE TO IOWA ONE-CALL BY CALLING 811 OR 1-800-292-8989, NOT LESS THAN 48 HOURS BEFORE EXCAVATING, EXCLUDING WEEKENDS AND HOLIDAYS.
4. THE MEANS OF THE WORK AND THE SAFETY OF THE CONTRACTOR'S EMPLOYEES ARE SOLELY THE RESPONSIBILITY OF THE CONTRACTOR.
5. NO WORK SHALL BE PERFORMED BEYOND THE PROJECT LIMITS WITHOUT PRIOR AUTHORIZATION FROM THE OWNER'S REPRESENTATIVE.
6. PROTECT EXISTING UTILITIES DURING CONSTRUCTION.
7. MAINTAIN POSITIVE DRAINAGE ON THE SITE THROUGHOUT THE PROJECT DURATION.
8. SITE CLEAN-UP TO BE PERFORMED ON A DAILY BASIS. SIDEWALKS, PARKING LOTS, ROADWAYS, ETC. SHALL BE KEPT CLEAN AT ALL TIMES.
9. PROTECT ALL OPEN EXCAVATIONS.
10. REPLACE ANY PROPERTY MONUMENTS REMOVED OR DESTROYED BY CONSTRUCTION. MONUMENTS SHALL BE SET BY A LAND SURVEYOR REGISTERED TO PRACTICE IN THE STATE OF IOWA.
11. ANY WORK REQUIRED TO COMPLETE THE SCOPE OF THIS PROJECT BUT NOT SPECIFICALLY CALLED OUT, IT TO BE CONSIDERED INCIDENTAL TO THE PROJECT. NO ADDITIONAL COMPENSATION TO BE ALLOWED FOR THE COMPLETION OF THIS WORK.
12. WORK WHICH DOES NOT CONFORM TO THE REQUIREMENTS OF THE CONTRACT WILL BE CONSIDERED UNACCEPTABLE. UNACCEPTABLE WORK, WHETHER THE RESULT OF POOR WORKMANSHIP, USE OF DEFECTIVE MATERIALS, DAMAGE THROUGH CARELESSNESS OR ANY OTHER CAUSE, FOUND TO EXIST PRIOR TO THE FINAL ACCEPTANCE OF THE WORK, SHALL BE REMOVED AND REPLACED IN AN ACCEPTABLE MANNER, AS REQUIRED BY SHIVE-HATTERY, INC. AT THE CONTRACTOR'S EXPENSE. WORK DONE CONTRARY TO THE INSTRUCTIONS OF SHIVE-HATTERY, INC., WORK DONE BEYOND THE LINES SHOWN ON THE PLANS OR ANY EXTRA WORK DONE WITHOUT AUTHORITY WILL NOT BE PAID FOR.
13. ALL SLOPES IN PAVEMENT TO BE UNIFORM TO AVOID PONDING.
14. ALL DIMENSIONS TO BACK-OF-CURB UNLESS NOTED OTHERWISE.
15. CONTOURS AND SPOT ELEVATIONS SHOWN ARE TO FINISHED GRADE.
16. NO PONDING OF WATER WILL BE ACCEPTED ON ANY NEW PAVEMENT OR OVERLAY AREAS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO IDENTIFY ANY AREAS OF EXISTING OR PROPOSED PAVEMENTS THAT HAVE POTENTIAL TO POND WATER AND MAKE ANY ADJUSTMENTS NECESSARY TO ENSURE THAT WATER WILL POSITIVELY DRAIN ACROSS THE PAVING OR OVERLAY.
17. STAGING LOCATION FOR CONSTRUCTION EQUIPMENT AND MATERIALS SHALL BE COORDINATED WITH AND APPROVED BY THE OWNER.
18. THE CONTRACTOR TO PROVIDE EROSION CONTROL MEASURES NECESSARY TO PROTECT AGAINST SILTATION, EROSION, AND DUST POLLUTION ON THE PROJECT SITE AND ANY OFF SITE BORROW OR DISPOSAL AREAS USED FOR THIS PROJECT. COMPLY WITH SOIL EROSION CONTROL REQUIREMENTS OF IOWA CODE, FEDERAL REGULATIONS, AND LOCAL ORDINANCES.
19. ALL AREAS DISTURBED BY CONSTRUCTION, NOT DESIGNATED AS PLANTED, TO BE SODDED.
20. PROVIDE AT LEAST ONE OPEN LANE OF TRAFFIC AT ALL TIMES WHEN PERFORMING WORK WITHIN THE PUBLIC RIGHT OF WAY. PROVIDE TRAFFIC CONTROL ACCORDING TO MUTCD STANDARDS AND COORDINATE WITH THE CITY OF CARROLL FOR ANY AND ALL PERMITTING RELATED TO TRAFFIC CONTROL IN THE PUBLIC R.O.W.
21. THE SITE IS TO BE MAINTAINED IN COMPLIANCE WITH ALL CITY CODE APPLICABLE ON THE DATE OF SITE PLAN APPROVAL.
22. NOTIFY UTILITY COMPANIES WHO HAVE FACILITIES THAT ARE SHOWN ON THE PLANS OR KNOWN TO BE WITHIN THE CONSTRUCTION LIMITS OF THE SCHEDULE PRIOR TO EACH STAGE OF CONSTRUCTION.
23. CONTROL DUST SPREADING FROM ALL WORK AND STAGING AREAS.
24. COORDINATE ANY GRADE ADJUSTMENTS WITH THE DESIGN ENGINEER PRIOR TO PROCEEDING WITH THE WORK.
25. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF WORK OF ALL SUBCONTRACTOR(S) INVOLVED IN THE PROJECT.
26. COORDINATE ACCESS TO ADJACENT PROPERTIES THROUGHOUT CONSTRUCTION. ANY WORK ON A PUBLIC STREET OR ALLEY THAT REQUIRES CLOSURE WILL REQUIRE A CLOSURE NOTICE SUBMITTED TO CARROLL PUBLIC WORKS 48 HOURS IN ADVANCE.
27. ALL EXISTING UTILITY STRUCTURES TO BE ADJUSTED TO FINAL FINISH GRADES.
28. ALL WATER WORK, PUBLIC OR PRIVATE, TO BE DONE IN ACCORDANCE WITH SUDAS STANDARD SPECIFICATIONS.
29. SIGNING, STRIPING OR OTHER TRAFFIC CONTROL DEVICES ON THE DRIVEWAY APPROACHES TO PUBLIC STREETS SHOULD CONFORM TO THE (MUTCD) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (FEDERAL HIGHWAY ADMINISTRATION, 2009 EDITION).
30. AT LEAST ONE WEEK PRIOR TO ANY CONSTRUCTION WITHIN PUBLIC R.O.W. / EASEMENTS AND/OR ANY CONNECTION TO PUBLIC SEWER AND STREETS, CONTACT THE CITY OF CARROLL TO GATHER AND FILL OUT ALL PERMITS THAT MAY BE NECESSARY. IT IS IMPORTANT TO NOTE CITY APPROVAL OF THIS PLAN IS SUBJECT TO THE APPLICANT OBTAINING ALL NECESSARY EASEMENTS / AGREEMENTS AND APPLICABLE PERMITS.

GRADING AND EROSION CONTROL NOTES:

1. BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY OR OWNER.
2. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
3. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
4. DUST ON THE SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
5. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORM WATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
6. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE SEEDED OR SODDED. THESE AREAS SHALL BE SEEDED OR SODDED NO LATER THAN 14 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.
7. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
8. CONTRACTORS OR SUBCONTRACTORS WILL BE RESPONSIBLE FOR REMOVING SEDIMENT THAT MAY HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE STABILIZATION OF THE SITE.
9. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (SILT FENCES, WATTLES, INLET PROTECTION, ETC.) TO PREVENT EROSION.
11. ALL STORM SEWER INTAKES THAT RECEIVE STORMWATER RUNOFF FROM DISTURBED AREAS SHALL BE PROVIDED WITH INLET PROTECTION. SEE DETAIL.
12. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION, PERIODIC CHECKING AND REINSTALLATION OF EROSION AND SEDIMENTATION CONTROL MEASURES.
13. OWNER SHALL ASSUME RESPONSIBILITY FOR ALL EROSION CONTROL UNTIL DELEGATED TO CONTRACTOR ONCE THE PROJECT CONSTRUCTION STARTS.
14. THE CONSTRUCTION SITE SHALL NOT EXCEED OVER AN ACRE OF DISTURBED GROUND. A SWPPP AND GENERAL PERMIT #2 WILL NOT BE REQUIRED FOR CONSTRUCTION. HOWEVER, CONTRACTOR SHALL IMPLEMENT EROSION AND SEDIMENT CONTROLS AS REQUIRED TO PREVENT THE RELEASE OF SEDIMENT INTO PUBLIC STORM SEWER.

WATER LINE CONSTRUCTION NOTES:

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE EXACT LOCATIONS AND DEPTHS OF ALL EXISTING UTILITIES AND WHETHER ADDITIONAL UTILITIES EXIST.
2. CONTRACTOR SHALL NOTIFY CITY OF CARROLL ONE WEEK PRIOR TO WATER LINE CONSTRUCTION.
3. WATER TO BE INSTALLED WITH A MINIMUM COVER OF 5.5 FEET DEEP OR LOWER TO ACCOMMODATE UTILITY CROSSINGS.
4. ALL WATER WORK, PUBLIC OR PRIVATE, SHALL BE DONE IN ACCORDANCE WITH SUDAS STANDARD SPECIFICATIONS AND CITY REQUIREMENTS.
5. CONTACT FIRE DEPARTMENT OF ANY CHANGES THAT AFFECT FIRE/EMERGENCY ACCESS TO SITE, BUILDING, FDC'S, PIV'S, HYDRANTS, AND FRONT DOORS.
6. ALL EXISTING AND PROPOSED HYDRANTS AND VALVES SHALL BE ADJUSTED TO FINAL GRADES.
7. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE CITY'S CROSS CONNECTION CONTROL/CONTAINMENT PROVISION.
8. CONTACT THE CITY OF CARROLL FOR ANYTHING AFFECTING WATER INFRASTRUCTURE.

SANITARY SEWER CONSTRUCTION NOTES:

1. VERIFY THE EXACT LOCATIONS AND DEPTHS OF ALL EXISTING UTILITIES AND WHETHER ADDITIONAL UTILITIES EXIST.
2. ALL SANITARY SEWER CONSTRUCTION SHALL CONFORM TO THE SUDAS STANDARDS.
3. PIPE LENGTHS SHOWN ARE CENTERLINE TO CENTERLINE OF STRUCTURES.
4. CONTRACTOR IS RESPONSIBLE FOR ADJUSTING AND REBUILDING MANHOLES AS NECESSARY TO MATCH FINAL GRADES. CHIMNEY SEALS MAY BE USED.

STORM SEWER CONSTRUCTION NOTES:

1. VERIFY THE EXACT LOCATIONS AND DEPTHS OF ALL EXISTING UTILITIES AND WHETHER ADDITIONAL UTILITIES EXIST.
2. ALL STORM SEWER CONSTRUCTION SHALL CONFORM TO SUDAS SPECIFICATIONS.
3. PIPE LENGTHS SHOWN ARE INSIDE EDGE TO INSIDE EDGE OF STRUCTURES.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN ALL STORM FLOW IN EXISTING CITY SYSTEM UNTIL NEW SYSTEM IS INSTALLED AND APPROVED.
5. MODIFY EXISTING INVERTS TO ACCOMMODATE NEW PIPE CONNECTIONS.
6. ALL BENDS AND CONNECTIONS SHALL BE MANUFACTURED CONNECTIONS.
7. THE CONTRACTOR IS RESPONSIBLE FOR CLEANING STORM SEWER WITHIN THE PROJECT AREA.
8. CONTRACTOR IS RESPONSIBLE FOR ADJUSTING AND REBUILDING STORM STRUCTURES AS NECESSARY TO MATCH FINAL GRADES.
9. WHERE RCP STORM SEWER CROSSES THE WATER SERVICE, PROVIDE O-RING GASKETS AT JOINTS ONE FULL LENGTH OF SEWER PIPE ON EITHER SIDE OF THE CROSSING.

TRAFFIC CONTROL:

1. PROVIDE ALL REQUIRED SIGNAGE AND WORK IN THE RIGHT OF WAY AS REQUIRED BY ROADWAY JURISDICTIONS.
2. IT IS CONTRACTOR'S RESPONSIBILITY TO CONTROL TRAFFIC DURING CONSTRUCTION AND PROVIDE ADEQUATE TRAFFIC AND PEDESTRIAN CONTROL AND SIGNAGE.
3. CONTRACTOR TO INSTALL AND MAINTAIN CHAIN LINK CONSTRUCTION FENCE AROUND PROJECT LIMITS. CONTRACTOR SHALL ASSUME PEDESTRIAN TRAFFIC WILL NEAR THE AREA THROUGHOUT THE PROJECT DURATION.

TECHNICAL SPECIFICATIONS:

THE MOST RECENT EDITION OF THE IOWA STATEWIDE URBAN DESIGN AND SPECIFICATIONS (SUDAS) AND THE CITY OF CARROLL SUPPLEMENTAL SPECIFICATIONS SHALL APPLY TO ALL SITE WORK PERFORMED ON THIS PROJECT EXCEPT AS MODIFIED HEREIN.

A. CONCRETE PAVING:
MATERIALS AND MIXING FOR ALL CONCRETE WORK, UNLESS OTHERWISE SPECIFIED, SHALL CONFORM TO IOWA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, SECTIONS 2301.01 THROUGH 2301.03 AND MATERIALS I.M. 529 FOR AIR-ENTRAINED TYPE C-4 MIX WITH TYPE I CEMENT. M-MIX CAN BE USED WITH APPROVAL OF ENGINEER.

COARSE AGGREGATE DURABILITY SHALL BE CLASS II

COMPRESSIVE STRENGTH 3000 PSI @ 7 DAYS AND 4000 PSI @ 28 DAYS

SLUMP: 3" ± 1"

AIR CONTENT: 7.0% ± 1.0%

TESTING - ONE SET OF TEST CYLINDERS REQUIRED FOR EACH 100 C.Y. OR ONE PER DAY IF LESS THAN 100 CY FROM SAME READY MIX PLANT. TESTING TO BE COMPLETED BY AN INDEPENDENT TESTING LABORATORY AND PAID FOR BY OWNER. CONTRACTOR SHALL COORDINATE AND SCHEDULE ALL REQUIRED TESTING AND GEOTECHNICAL WORK. SUBMIT ALL REPORTS TO THE ENGINEER.

SURFACE CURING: CONTRACTOR SHALL APPLY WHITE PIGMENT LIQUID CURING COMPOUND IN A FINE SPRAY TO FORM CONTINUOUS UNIFORM FILM AFTER FINISHING AND SURFACE MOISTURE HAS DISAPPEARED, OR WITHIN 30 MINUTES OF PLACEMENT.

PROVIDE ENGINEER WITH CONCRETE MIX DESIGN FOR APPROVAL.

COLD-WEATHER PLACEMENT: COMPLY WITH ACI 306.1 AND AS FOLLOWS. PROTECT CONCRETE WORK FROM PHYSICAL DAMAGE OR REDUCED STRENGTH THAT COULD BE CAUSED BY FROST, FREEZING ACTIONS, OR LOW TEMPERATURES.
1. WHEN AVERAGE HIGH AND LOW TEMPERATURE IS EXPECTED TO FALL BELOW 40 DEG F FOR THREE SUCCESSIVE DAYS, MAINTAIN DELIVERED CONCRETE MIXTURE TEMPERATURE WITHIN THE TEMPERATURE RANGE REQUIRED BY ACI 301.
2. DO NOT USE FROZEN MATERIALS OR MATERIALS CONTAINING ICE OR SNOW. DO NOT PLACE CONCRETE ON FROZEN SUBGRADE OR ON SUBGRADE CONTAINING FROZEN MATERIALS.
3. DO NOT USE CALCIUM CHLORIDE, SALT, OR OTHER MATERIALS CONTAINING ANTIFREEZE AGENTS OR CHEMICAL ACCELERATORS UNLESS OTHERWISE SPECIFIED AND APPROVED IN MIXTURE DESIGNS.

B. SEALANTS:
ALL JOINTS SHALL BE SEALED.

ALL EXPANSION JOINTS SHALL BE SEALED WITH A PEDESTRIAN RATED, SELF-LEVELING, ELASTOMERIC POLYURETHANE SEALANT, INSTALLED PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE SUBMITTAL OF ALL SEALANTS TO ENGINEER FOR REVIEW.

C. PAVEMENT JOINTING:
PROVIDED 3/4" ISOLATION JOINT WITH SEALANT ALONG ALL STRUCTURES AND AT LOCATIONS AS SHOWN ON THE DRAWINGS.

JOINTING SHOULD CONFORM TO SUDAS SECTION 7010.

CONTRACTOR TO SUBMIT JOINTING PLAN TO ENGINEER FOR APPROVAL, PRIOR TO PAVING. SPACE TRANSVERSE JOINTS IN 7" PAVING NO FURTHER THAN 14'. TRANSVERSE JOINTS IN 5" SIDEWALK PAVING SHOULD BE SPACED TO MATCH THE WIDTH OF THE SIDEWALK, NOT TO EXCEED 6'.

PROVIDE "BT" JOINT WHEN TYING INTO EXISTING PAVING, AND BETWEEN PROPOSED CURB AND SIDEWALK SECTIONS.

D. SITE EARTHWORK:
REFER TO GEOTECHNICAL REPORT AND STRUCTURAL EXCAVATION AND BACKFILL REQUIREMENTS FOR ALL EARTHWORK ASSOCIATED WITH BUILDING AND FOUNDATIONS.

COMPLETE SITE EARTHWORK AND TRENCHING ACCORDING TO SUDAS REQUIREMENTS UNLESS OTHERWISE SPECIFIED. CONSTRUCT TO ELEVATIONS SHOWN.

SCARIFY A MINIMUM OF TWELVE (12") INCHES OF MATERIAL UNDER THE PROPOSED PAVEMENT SUBBASE AND RECOMPACT TO 95% PERCENT DENSITY, ASTM D698 (STANDARD PROCTOR).

PROVIDE WATER AS NEEDED TO OBTAIN OPTIMUM MOISTURE CONTENT (0 TO + 4%, OR -2% TO +3% IF WITHIN THE UPPER ONE FOOT OF PAVEMENT SUBGRADE) OR MOISTURE CONTENT DIRECTED BY GEOTECHNICAL ENGINEER FOR ALL COMPACTION.

EXCESS SOIL AND GRANULAR MATERIAL SHALL BE REMOVED FROM THE SITE.

PROOF ROLL EXPOSED SUBGRADES WITH HEAVY CONSTRUCTION EQUIPMENT PRIOR TO PLACEMENT OF ANY NEW FILL. GEOTECHNICAL ENGINEER TO OBSERVE PROOF ROLLING OPERATIONS AND TO RECOMMEND ANY CORRECTIVE ACTION.

PROVIDE COMPACTION TESTS FOR AREAS UNDER PAVING AND MAKE ONE TEST PER 5,000 SQUARE FEET. TESTING TO BE DONE AND PAID FOR BY OWNER. CONTRACTOR SHALL COORDINATE AND SCHEDULE ALL REQUIRED TESTING AND GEOTECHNICAL WORK.

PROVIDE A MINIMUM OF 6" OF TOPSOIL IN ALL LANDSCAPE AND SODDED AREAS. ALL AREAS TO RECEIVE TOPSOIL SHALL BE TILLED OR RIPPED TO A MINIMUM 6" DEPTH TO LOOSEN SUBSOIL.

E. TRAFFIC AND PEDESTRIAN CONTROL:
PROVIDE BARRICADES, FENCING, AND OTHER DEVICES TO KEEP UNAUTHORIZED PERSONNEL FROM PROJECT SITE. KEEP INTERFERENCE WITH TRAFFIC TO A MINIMUM. PROVIDE OWNERS REPRESENTATIVE WITH A CONSTRUCTION STAGING PLAN SHOWING CONSTRUCTION SEQUENCING, STAGING AREAS, AND ALL ACCESS ROUTES.

FOR WORK WITHIN THE CITY RIGHT-OF-WAY, COORDINATE TRAFFIC CONTROL WITH THE CITY.

KEEP INTERFERENCE WITH TRAFFIC TO A MINIMUM. DO NOT BLOCK EXISTING SITE ROADWAYS OR DRIVEWAYS.

ALL VEHICULAR AND PEDESTRIAN CONTROL SIGNAGE SHALL CONFORM TO THE STANDARDS IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) LATEST EDITION AND ADDITIONAL REQUIREMENTS OF MUNICIPALITIES HAVING JURISDICTION.

CONTRACTOR TO MAINTAIN CHAIN LINK CONSTRUCTION FENCE AROUND PROJECT LIMITS THROUGHOUT THE PROJECT DURATION, AND COORDINATE ANY FENCING WITHIN THE RIGHT-OF-WAY WITH THE CITY.

F. PAVEMENT MARKINGS
FACTORY MIX QUICK DRYING, NON-BLEEDING WATERBORNE PAINT COMPLYING WITH IOWA DOT STANDARD SPECIFICATION SECTION 4183. MATCH EXISTING FOR STREET WORK AND WHITE FOR PARKING LOTS.

G. SANITARY AND STORM SEWER PIPES, FITTINGS AND STRUCTURES:
MATERIALS AND INSTALLATION TO MEET THE CURRENT SPECIFICATIONS FOR IOWA "STATEWIDE URBAN DESIGN AND SPECIFICATIONS" (SUDAS) AND CITY OF CARROLL SUPPLEMENTAL REQUIREMENTS. ALL HDPE PIPE SHALL BE DUAL-WALLED.

H. WATER SERVICE AND FITTINGS:
MATERIALS AND INSTALLATION TO MEET THE CURRENT SPECIFICATIONS FOR IOWA "STATEWIDE URBAN DESIGN AND SPECIFICATIONS" (SUDAS) AND CITY OF CARROLL SUPPLEMENTAL REQUIREMENTS.

I. SANITARY GRINDER AND INTERCEPTORS:
SANITARY SEWER GRINDER SHALL BE 30005-0008 MUFFIN MONSTER GRINDER, OR APPROVED EQUIVALENT. CONTRACTOR SHALL SUPPLY SUBMITTAL OF PROPOSED GRINDER AND PRE-ENGINEERED HOUSING MANHOLE TO ENGINEER FOR REVIEW AND APPROVAL, PRIOR TO ORDERING.

GRINDER SHALL BE INSTALLED IN A 48" MINIMUM DIAMETER LID-TYPE MUFFIN MONSTER PRE-ENGINEERED MANHOLE STRUCTURE OR APPROVED EQUIVALENT. LID SHALL HAVE A PEDESTRIAN-RATED, FOLDING HATCH AND LOCKING MECHANISM FOR ACCESS WITH FIBERGLASS ACCESS LADDER.

REFER TO PLUMBING PLANS FOR GREASE INTERCEPTOR AND SAND/OIL SEPARATOR SPECIFICATIONS.

J. STORM WATER POLLUTION PREVENTION:
THE PROJECT AREA IS ANTICIPATED TO BE LESS THAN ONE ACRE, SO AN IOWA DNR NPDES GENERAL PERMIT FOR CONSTRUCTION ACTIVITY WILL NOT BE REQUIRED. CONTRACTOR SHALL STILL IMPLEMENT BEST MANAGEMENT PRACTICES TO LIMIT THE AMOUNT OF OFF SITE SEDIMENT TRANSPORT AND MEET ALL LOCAL EROSION CONTROL REQUIREMENTS AND PERMITTING.

K. SODDING
SOD ENTIRE SITE ACCORDING TO SUDAS REQUIREMENTS.

L. PAVERS
ANY EXISTING CITY STREETSCAPE PAVERS AREAS THAT ARE DISTURBED DUE TO CONSTRUCTION ACTIVITIES SHALL BE REPAIRED AND REPLACED TO MATCH EXISTING CONDITIONS.

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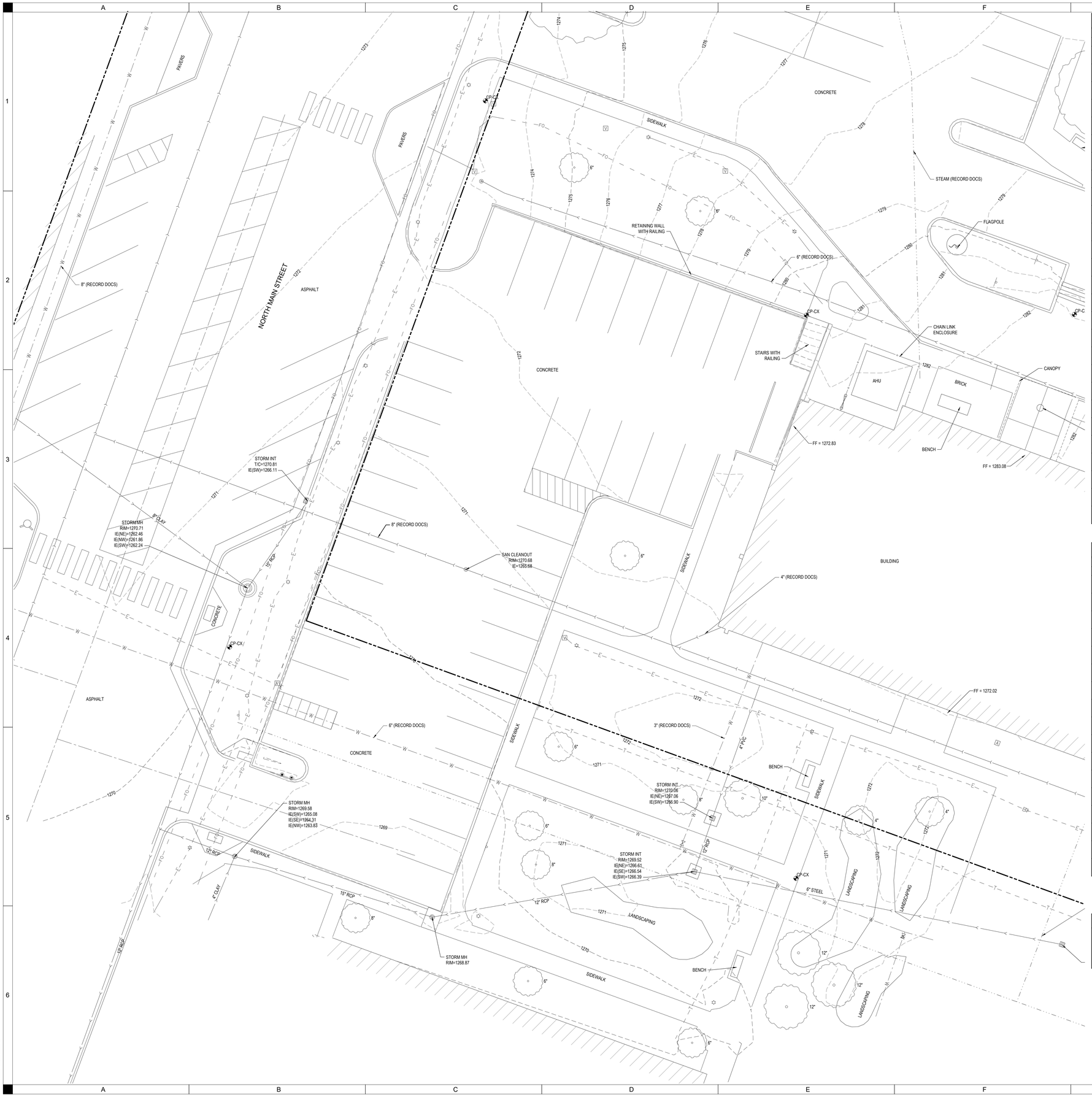
LAW ENFORCEMENT CENTER ADDITION

CARROLL COUNTY, IA
114 E 6TH STREET, CARROLL, IOWA

DRAWN:	CWH
APPROVED:	MMC
ISSUED FOR:	CONSTRUCTION DOCUMENTS
DATE:	07-17-2019
PROJECT NO:	4174880
FIELD BOOK:	---
CLIENT NO:	---

GENERAL NOTES AND SPECS

C001



LEGEND

GENERAL SITE

PLAN MARK	DESCRIPTION
	EXISTING STRUCTURE
	GUARD POST/ BOLLARD
MB	MAILBOX
PM	PARKING METER
	FLAGPOLE
	HANDICAPPED PARKING
	SHRUB
	DECIDUOUS TREE
	CONIFEROUS TREE
	SINGLE POLE SIGN
	DOUBLE POLE SIGN
	TRAFFIC SIGNAL WITH ARM
	TRAFFIC SIGNAL
	UTILILTY MARKER
	RAILROAD CROSSING SIGNAL
	TRAFFIC MANHOLE
	WIRE FENCE
	WOOD FENCE
	CHAINLINK FENCE
	RAILROAD
	GUARD RAIL
	TREE LINE
621	MINOR CONTOUR
620	MAJOR CONTOUR
	CONCRETE
	GRAVEL
	ASPHALT

LEGEND

SURVEY

PLAN MARK	DESCRIPTION
BM	BENCH MARK
CP	CONTROL POINT
	IRON ROD - FOUND
	IRON ROD - SET
	SECTION CORNER FOUND
	MONUMENT SET
	X CUT FOUND
	X CUT SET
	RIGHT OF WAY MARKER
	NAIL FOUND
	NAIL SET
	STATION MARKER
	SOIL BORING
(00)	RECORD BEARING/DISTANCE
00	MEASURED BEARING/DISTANCE
POB	POINT OF BEGINNING
POR	POINT OF REFERENCE

UTILITY NOTE

THE LOCATIONS OF UTILITY MAINS, STRUCTURES, AND SERVICE CONNECTIONS PLOTTED ON THIS DRAWING ARE APPROXIMATE ONLY AND WERE OBTAINED FROM RECORDS MADE AVAILABLE TO SHIVE-HATTERY, INC. THERE MAY BE OTHER EXISTING UTILITY MAINS, STRUCTURES, AND SERVICE CONNECTIONS NOT KNOWN TO SHIVE-HATTERY, INC., AND NOT SHOWN ON THIS DRAWING.

NORTH

0 5 10 20

SCALE IN FEET

LEGEND

UTILITIES

PLAN MARK	DESCRIPTION
	FLOODLIGHT
	LIGHT POLE OVERHANG
	LIGHT POST
	SIREN POLE
	UTILITY POLE
	GUY ANCHOR
	UTILITY POLE W/TRANSFORMER
	FIRE HYDRANT
	FLARED END SECTION
	UTILITY END CAP
	VALVE
PIV	POST INDICATOR VALVE
TV	CABLE TV PEDESTAL
	CLEANOUT
J	JUNCTION BOX
MH	MANHOLE
D	DRAINAGE MANHOLE
E	ELECTRICAL MANHOLE
S	SANITARY MANHOLE
T	TELEPHONE MANHOLE
T	TELEPHONE PEDESTAL
V	VAULT BOX
W	MONITORING WELL
W	WATER MANHOLE
W	WATER IRRIGATION VALVE
	WATER SHUTOFF VALVE
HH	HANDHOLE
S	SIGNAL BOX
G	GAS METER
E	ELECTRIC METER
	TRANSFORMER
W	WATER METER
A	AIR CONDITIONER
	CURB INLET
	INTAKE - CIRCLE
	INTAKE - RECTANGLE
	INTAKE - SQUARE
	RA-3 INTAKE
	RA-5 INTAKE
	RA-8 INTAKE
	YARD HYDRANT
F	FIRE DEPARTMENT VALVE
R	GAS REGULATOR
	STORM ROOF DOWNSPOUT

LEGEND

UTILITY LINES

LINE TYPE	DESCRIPTION
OE	ELECTRIC - OVERHEAD
E	ELECTRIC - UNDERGROUND
G	GAS MAIN
W	WATER MAIN
	SANITARY SEWER
	STORM SEWER
OT	TELEPHONE - OVERHEAD
T	TELEPHONE - UNDERGROUND
OC	CABLE LINE - OVERHEAD
C	CABLE LINE - UNDERGROUND
FO	FIBER OPTICS
ST	STEAM

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LAW ENFORCEMENT CENTER ADDITION

CARROLL COUNTY, IA
114 E 6TH STREET, CARROLL, IOWA

DRAWN: CHH
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EXISTING CONDITIONS

C002

file:/Users/chris/Dropbox (SHIVEHATTERY)/SHIVEHATTERY/Desktop/Drawings/1_Cad/C001 - EXISTING CONDITIONS.dwg
Plotted: 7/10/2019 9:09 AM

PROTECT EXISTING SIDEWALK AND UTILITIES
PROTECT EXISTING STREETSCAPING
PROTECT EXISTING FIBER
REMOVE AND DISPOSE OF EXISTING TREES (TYP)
PROTECT EXISTING ELECTRIC LINE
PROTECT EXISTING PAVEMENT
REMOVE AND DISPOSE OF EXISTING PCC SIDEWALK (TYP)
PROTECT EXISTING UTILITY BOX
REMOVE AND DISPOSE OF EXISTING STORM PIPE
REMOVE AND RELOCATE EXISTING LIGHT FIXTURE
PROTECT EXISTING UTILITY
PROTECT FLAG POLE AND ISLAND
REMOVE AND DISPOSE OF EXISTING HMA PAVEMENT
PROTECT EXISTING CURB
REMOVE AND DISPOSE OF EXISTING CONCRETE SIDEWALK
PROTECT EXISTING PAVEMENT
REMOVE AND REINSTALL EXISTING LIGHT FIXTURE
REMOVE AND DISPOSE OF EXISTING PCC PAVEMENT
REMOVE AND DISPOSE OF EXISTING RETAINING WALL AND RAILING
REMOVE AND DISPOSE OF EXISTING PCC CURB AND GUTTER
PROTECT EXISTING AIR HANDLING UNIT AND FENCING
PROTECT EXISTING UTILITIES (TYP)
RELOCATE FIBER AS NECESSARY TO ACCOMMODATE INSTALLATION OF NEW CANOPY
PROTECT EXISTING PAVEMENT AND MAINTAIN ACCESS TO EXISTING BUILDING ENTRANCE
REMOVE AND DISPOSE OF EXISTING PCC PAVEMENT
REMOVE AND DISPOSE OF EXISTING STAIRS AND RAILING
REMOVE AND DISPOSE OF RETAINING WALL
REMOVE AND DISPOSE OF EXISTING PCC SIDEWALK (TYP)
REMOVE AND REINSTALL EXISTING LIGHT FIXTURE
REMOVE AND DISPOSE OF EXISTING SANITARY SEWER
REMOVE EXISTING INTAKE
REMOVE AND REINSTALL EXISTING LIGHT FIXTURE
REMOVE AND DISPOSE OF EXISTING CURB (TYP)
PROTECT EXISTING UTILITIES (TYP)
REMOVE AND DISPOSE OF EXISTING PCC PAVEMENT
PROTECT EXISTING BUILDING
REMOVE AND DISPOSE OF EXISTING TREE (TYP)
REMOVE EXISTING CLEANOUT
REMOVE AND DISPOSE OF EXISTING PCC SIDEWALK (TYP)
REMOVE AND DISPOSE OF STORM SEWER
REMOVE AND DISPOSE OF EXISTING SANITARY SEWER
MAINTAIN SERVICE TO EXISTING BUILDING DURING CONSTRUCTION. COORDINATE ANY SERVICE INTERRUPTIONS WITH THE OWNER
PROTECT EXISTING MANHOLE
REMOVE AND REINSTALL EXISTING LIGHT FIXTURE
REMOVE AND RELOCATE EXISTING VAULT
REMOVE AND DISPOSE OF EXISTING ELECTRIC
REMOVE AND SALVAGE EXISTING LIGHT FIXTURE TO OWNER
PROTECT EXISTING SIDEWALK RAMP AND CURB
PROTECT EXISTING SIDEWALK
REMOVE SIGN - SALVAGE TO OWNER
PROTECT EXISTING LIGHT POLE
PROTECT EXISTING UTILITY BOX
REMOVE AND DISPOSE OF EXISTING TREE (TYP)
PROTECT EXISTING UTILITIES (TYP)
PROTECT EXISTING SIGN
PROTECT EXISTING UTILITIES (TYP)
PROTECT EXISTING SIDEWALK
PROTECT EXISTING PAVEMENT
PROTECT TREES (TYP)

NORTH MAIN STREET

NORTH

0 5 10 20
SCALE IN FEET

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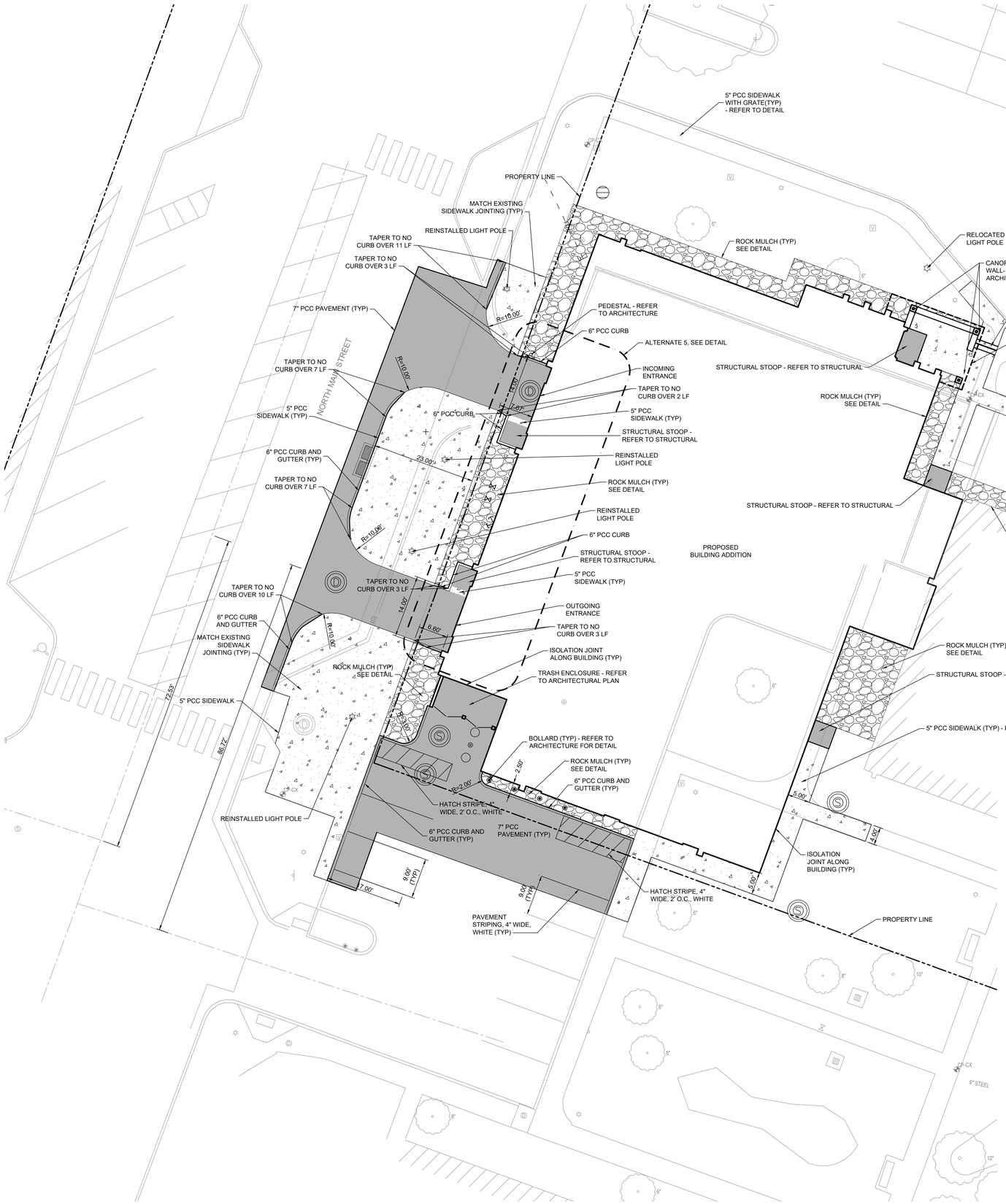
LAW ENFORCEMENT CENTER ADDITION

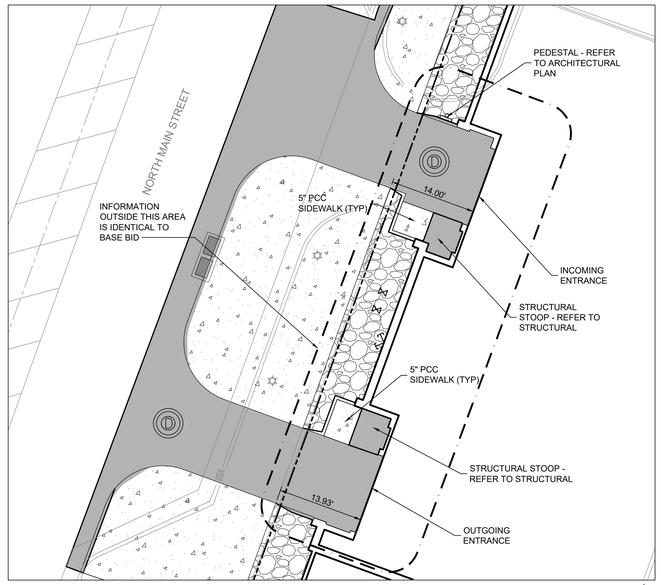
CARROLL COUNTY, IA
114 E 6TH STREET, CARROLL, IOWA

DRAWN: CHH
APPROVED: MAC
ISSUED FOR: CITY SUBMITTAL
DATE: 07-30-2019
PROJECT NO: 4174980
FIELD BOOK: ---
CLIENT NO: ---

DEMOLITION PLAN

CD01





1 ALTERNATE #5 - VEHICLE ENTRANCES
1" = 10'

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LAW ENFORCEMENT CENTER ADDITION

CARROLL COUNTY, IA
114 E 6TH STREET, CARROLL, IOWA

DRAWN: CHH
APPROVED: MMC
ISSUED FOR: CITY SUBMITTAL
DATE: 07-30-2019
PROJECT NO: 4174880
FIELD BOOK: --
CLIENT NO: --

SITE PLAN

C101

\\ft.shive-hattery.com\root\Projects\2\0\4174880\Sheetsets\Drawings_Civil\C101 - SITE PLAN.dwg
Plotted by: mmcnamara, Tue 7/30/2019 10:12 AM

SOD ALL DISTURBED AREAS NOT TO BE PAVED

PROPOSED BUILDING ADDITION
FIRST FLOOR ELEVATION = 1287.67
LOBBY ELEVATION = 1281.00
GROUND FLOOR ELEVATION = 1272.00

GRADING LIMITS (TYP)
PROPERTY LINE
INLET PROTECTION (TYP)
FILTER SOCK (TYP)
MATCH EXISTING GRADES (TYP)
LOW POINT
NORTH MAIN STREET
ENTRY = 1272.00
ADJUST EXISTING MANHOLE RIM
RETAINING WALL
CONCRETE
SIDEWALK
BENCH
FLAGPOLE
STAIRS
CANOPY
PILLAR
BRICK
AHU
CHAIN LINK ENCLOSURE
STAIRS WITH RAILING
FF = 1272.83
FF = 1283.08
NEW GAS METER(2016)
GARAGE
SAN CLEANOUT RIM=1270.68 IE=1265.68
STORM MH RIM=1269.58 IE(SW)=1265.08 IE(SE)=1264.31 IE(NW)=1263.83
STORM INT RIM=1269.52 IE(NE)=1266.61 IE(SE)=1266.54 IE(SW)=1266.39
STORM INT RIM=1270.06 IE(NE)=1267.06 IE(SW)=1266.90
STORM MH RIM=1268.87
LANDSCAPING
6" STEEL
NORTH
SCALE IN FEET

TOP OF RETAINING WALL = 1282.50
-REFER TO STRUCTURAL
MATCH EXISTING GRADES (TYP)
ENTRY =1281.00
FILTER SOCK (TYP)
GRADING LIMITS (TYP)
NORTH
SCALE IN FEET

1 STAIRTOWER/ENTRANCE AREA UTILITY PLAN
1"=10'

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LAW ENFORCEMENT CENTER ADDITION

CARROLL COUNTY, IA
114 E 6TH STREET, CARROLL, IOWA

DRAWN: CHH
APPROVED: MMC
ISSUED FOR: CITY SUBMITTAL
DATE: 07-30-2019
PROJECT NO: 417-980
FIELD BOOK: --
CLIENT NO: --

GRADING PLAN

C201

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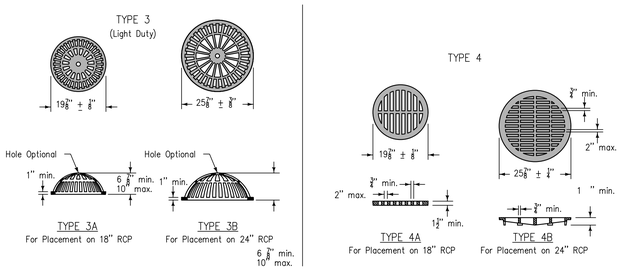
LAW ENFORCEMENT CENTER ADDITION

CARROLL COUNTY, IA
114 E 6TH STREET, CARROLL, IOWA

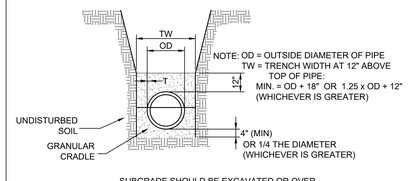
DRAWN: CWH
APPROVED: MMC
ISSUED FOR: CITY SUBMITTAL
DATE: 07-30-2019
PROJECT NO: 4174880
FIELD BOOK: --
CLIENT NO: --

UTILITY PLAN

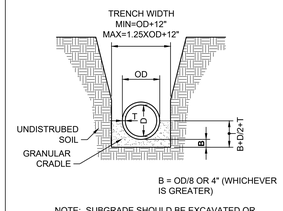
C301



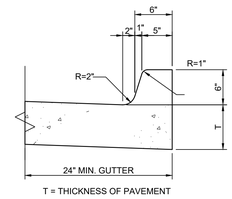
C2 CASTINGS FOR AREA INTAKES (SW-604)
NOT TO SCALE



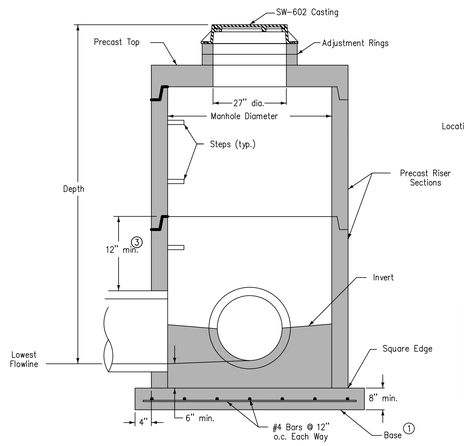
E2 FLEXIBLE PIPE BEDDING
NOT TO SCALE

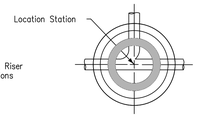


G2 RIGID PIPE EXCAVATION & BEDDING
NOT TO SCALE



H2 PCC CURB AND GUTTER
NOT TO SCALE

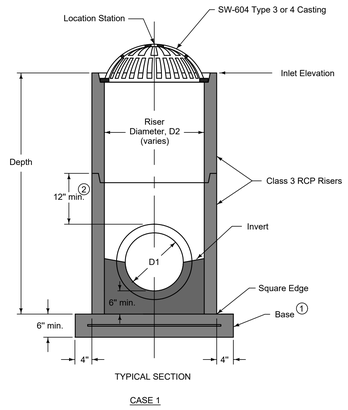




1. Cast-in-place base shown. If base is precast integral with bottom riser, the footprint of the base is not required to extend beyond the outer edge of the riser.
2. For additional configurations, maintain a minimum of 12 inches of concrete between vertical edges of pipe openings.
3. 12 inch minimum riser height above all pipe openings.

Manhole Diameter (inches)	Maximum Pipe Diameter (2) (inches) for 2 Pipes	
	At 180° Separation	At 90° Separation
48	24	18
60	36	24
72	42	30
84	48	36
96	60	42

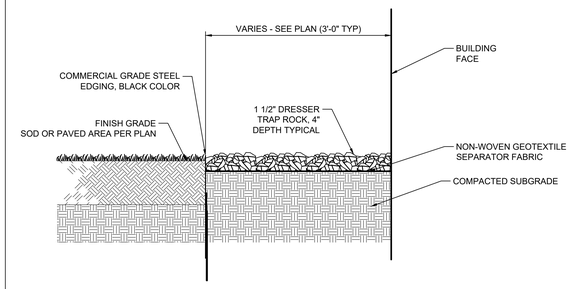
A3 CIRCULAR STORM SEWER MANHOLE (SW-401)
NOT TO SCALE



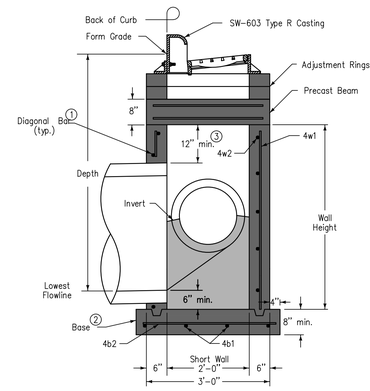
1. Precast (shown) or cast-in-place base:
   - Precast: 6 inch thick concrete with #6 welded wire mesh on 4 inch centers (WWF 4" x 4"). Center mesh vertically within base.
   - Cast-in-place: 8 inch thick non-reinforced concrete.
2. 12 inch minimum riser height above all pipes.

INTAKE SIZE - CASE 1	
Outlet Pipe Diameter, D1	Minimum Riser Diameter, D2
12"	18"
15"	24"
18"	24"
21"	30"
24"	30"
27"	36"

D3 AREA INTAKE (SW-512)
NOT TO SCALE

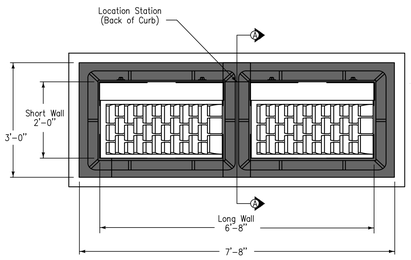


G3 ROCK MULCH STRIP
NOT TO SCALE

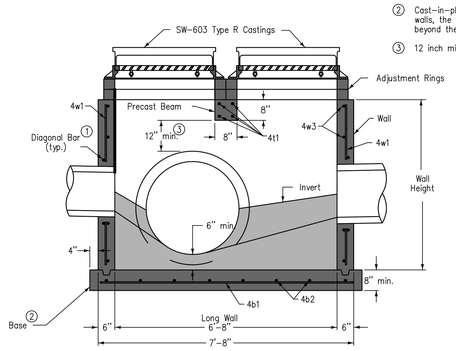


Refer to SW-514 for boxout details.

1. Install four #4 diagonal bars at all pipe openings.
2. Cast-in-place base shown. If base is precast integral with walls, the footprint of the base is not required to extend beyond the outer edge of the walls.
3. 12 inch minimum wall height above all pipes.



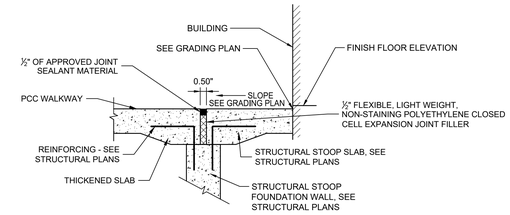
1. Install four #4 diagonal bars at all pipe openings.
2. Cast-in-place base shown. If base is precast integral with walls, the footprint of the base is not required to extend beyond the outer edge of the walls.
3. 12 inch minimum wall height above all pipes.



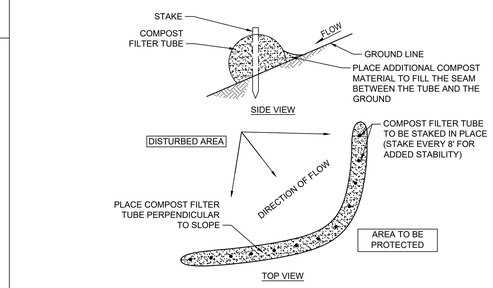
REINFORCING BAR LIST						
Mark	Size	Location	Shape	Count	Length	Spacing
4t1	4	Beam	——	4	2'-8"	4"
4b1	4	Base	——	4	7'-10"	10"
4b2	4	Base	——	8	3'-2"	12"
4w1	4	Walls	——	20	Wall Height minus 4"	12"
4w2	4	Long Walls	——	Varies	7'-4"	12"
4w3	4	Short Walls	——	Varies	2'-8"	12"

MAXIMUM PIPE DIAMETERS		
Pipe Location	Precast Structure	Cast-in-place Structure
Short Wall	15"	18"
Long Wall	60"	66"

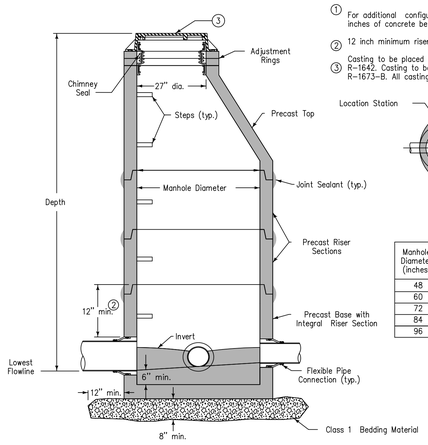
A6 STORM SEWER INTAKE (SW-505)
NOT TO SCALE



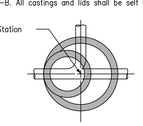
E4 PCC WALK @ STRUCTURAL STOOP
NOT TO SCALE



G4 FILTER SOCK
NOT TO SCALE

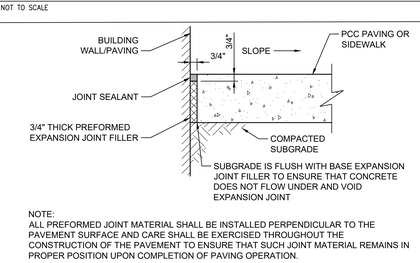


1. For additional configurations, maintain a minimum of 12 inches of concrete between vertical edges of pipe openings.
2. 12 inch minimum riser height above all pipes openings.
3. Casting to be placed in green space shall be Neenah R-1642. Casting to be placed in paving shall be Neenah R-1673-B. All castings and lids shall be self sealing.



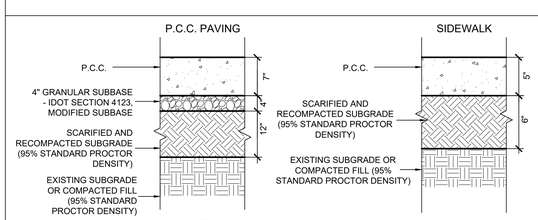
Manhole Diameter (inches)	Maximum Pipe Diameter (1) (inches) for 2 Pipes	
	At 180° Separation	At 90° Separation
48	24	18
60	36	24
72	42	30
84	48	36
96	60	42

E6 SANITARY SEWER MANHOLE (SW-301)
NOT TO SCALE



NOTE:
ALL PREFORMED JOINT MATERIAL SHALL BE INSTALLED PERPENDICULAR TO THE PAVEMENT SURFACE AND CARE SHALL BE EXERCISED THROUGHOUT THE CONSTRUCTION OF THE PAVEMENT TO ENSURE THAT SUCH JOINT MATERIAL REMAINS IN PROPER POSITION UPON COMPLETION OF PAVING OPERATION.

G5 ISOLATION JOINT
NOT TO SCALE



NOTE: SUBGRADE PREPARATION SHALL EXTEND 24" BEYOND EDGE OF PAVING

G6 PAVEMENT CROSS SECTIONS
NOT TO SCALE

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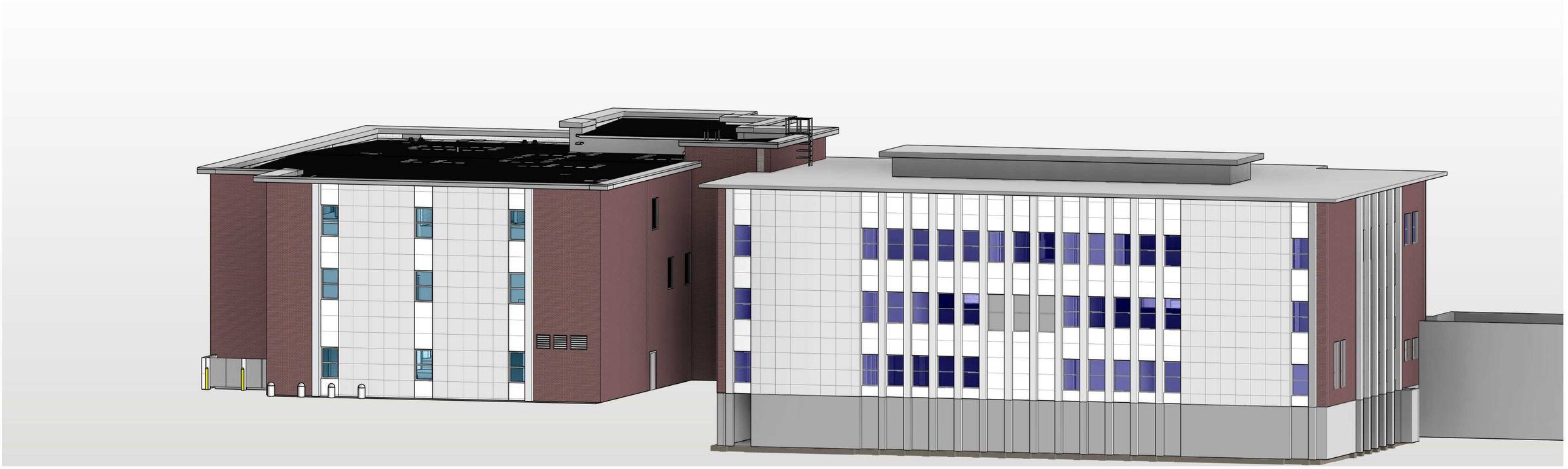
LAW ENFORCEMENT CENTER ADDITION
CARROLL COUNTY, IA
114 E 6TH STREET, CARROLL, IOWA

DRAWN: CHH
APPROVED: MMC
ISSUED FOR: CONSTRUCTION DOCUMENTS
DATE: 07-17-2019
PROJECT NO: 4174680
FIELD BOOK: --
CLIENT NO: --

CONSTRUCTION DETAILS

C501

E4 NORTHEAST VIEW
NOT TO SCALE



E6 SOUTHEAST VIEW
NOT TO SCALE

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LAW ENFORCEMENT CENTER ADDITION

CARROLL COUNTY, IA
114 E. 6TH STREET, CARROLL, IA

DRAWN: Author
APPROVED: Approver
ISSUED FOR: CONSTRUCTION DOCUMENTS
DATE: 07-17-2019
PROJECT NO:4174880
FIELD BOOK:

IMAGES

A700

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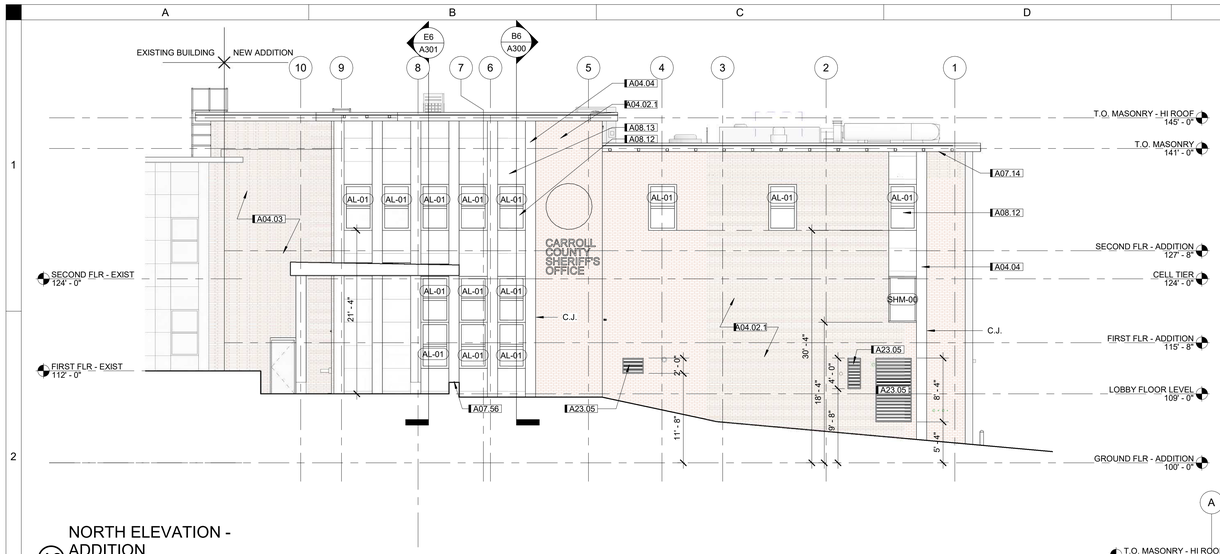
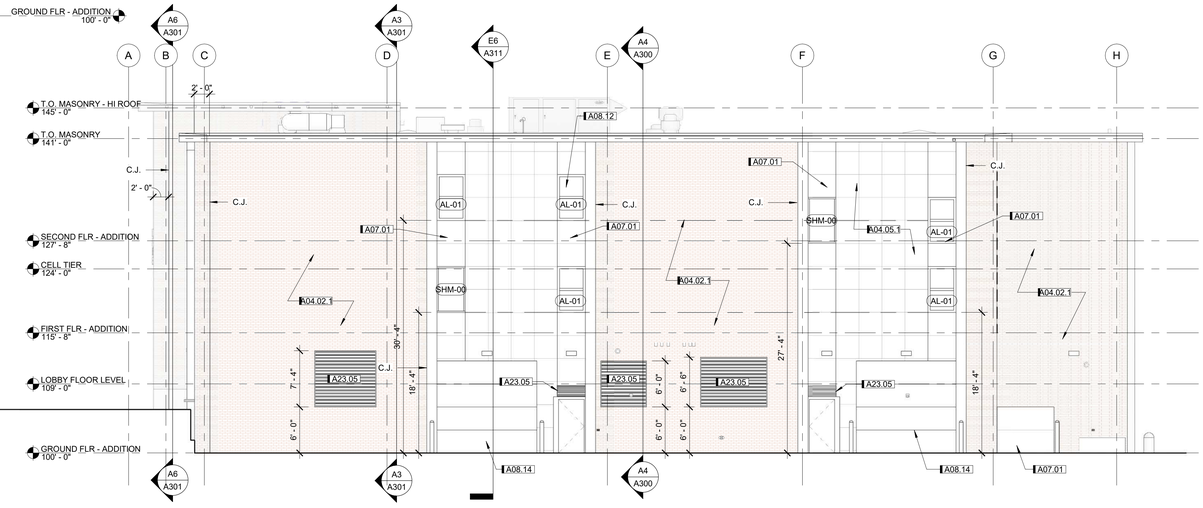
Autodesk Revit 2019

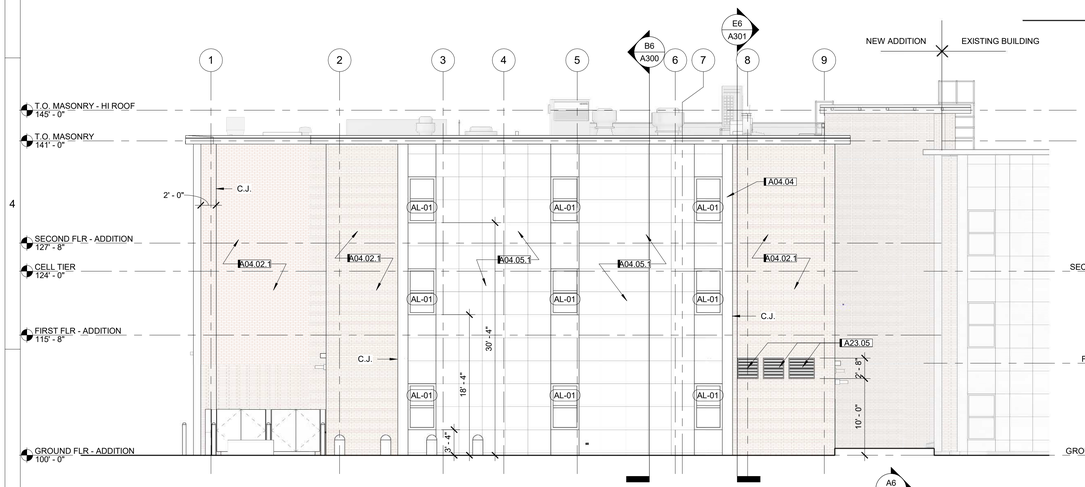


NORTH ELEVATION - ADDITION
A2 1/8" = 1'-0"

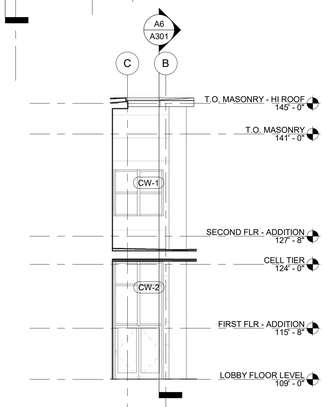
KEYNOTE LEGEND	
KEY	NOTE
A03.07	CONCRETE COLUMN. SEE STRUCTURAL
A04.02.1	BRICK VENEER (BASE BID). THIN BRICK PANEL SYSTEM (ALT BID 2)
A04.03	FACE BRICK (MATCH EXISTING)
A04.04	STONE PILASTER
A04.05.1	STONE VENEER (BASE BID)
A07.01	INSULATED METAL WALL PANELS
A07.14	METAL SOFFIT
A07.15	CANOPY
A07.56	DOWNSPOUT ON STONE PIER
A08.12	ALUMINUM WINDOW
A08.13	SPANDREL GLASS IN ALUMINUM STOREFRONT
A08.14	OVERHEAD DOOR
A23.05	MECHANICAL LOUVERS



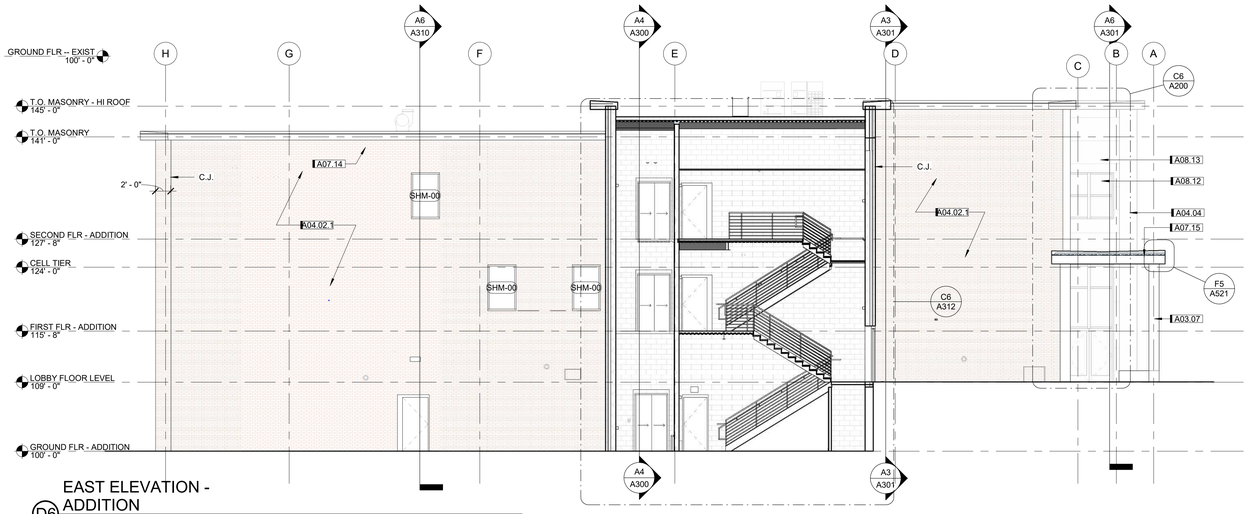
WEST ELEVATION - ADDITION
D4 1/8" = 1'-0"



SOUTH ELEVATION - ADDITION
A5 1/8" = 1'-0"



ELEVATION - MAIN ENTRANCE
C6 1/8" = 1'-0"



EAST ELEVATION - ADDITION
D6 1/8" = 1'-0"

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LAW ENFORCEMENT CENTER ADDITION

CARROLL COUNTY, IA
114 E. 6TH STREET, CARROLL, IA

DRAWN: NWD
APPROVED: PJP
ISSUED FOR: CONSTRUCTION DOCUMENTS
DATE: 07-17-2019
PROJECT NO:4174980
FIELD BOOK:

EXTERIOR ELEVATIONS

A200

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