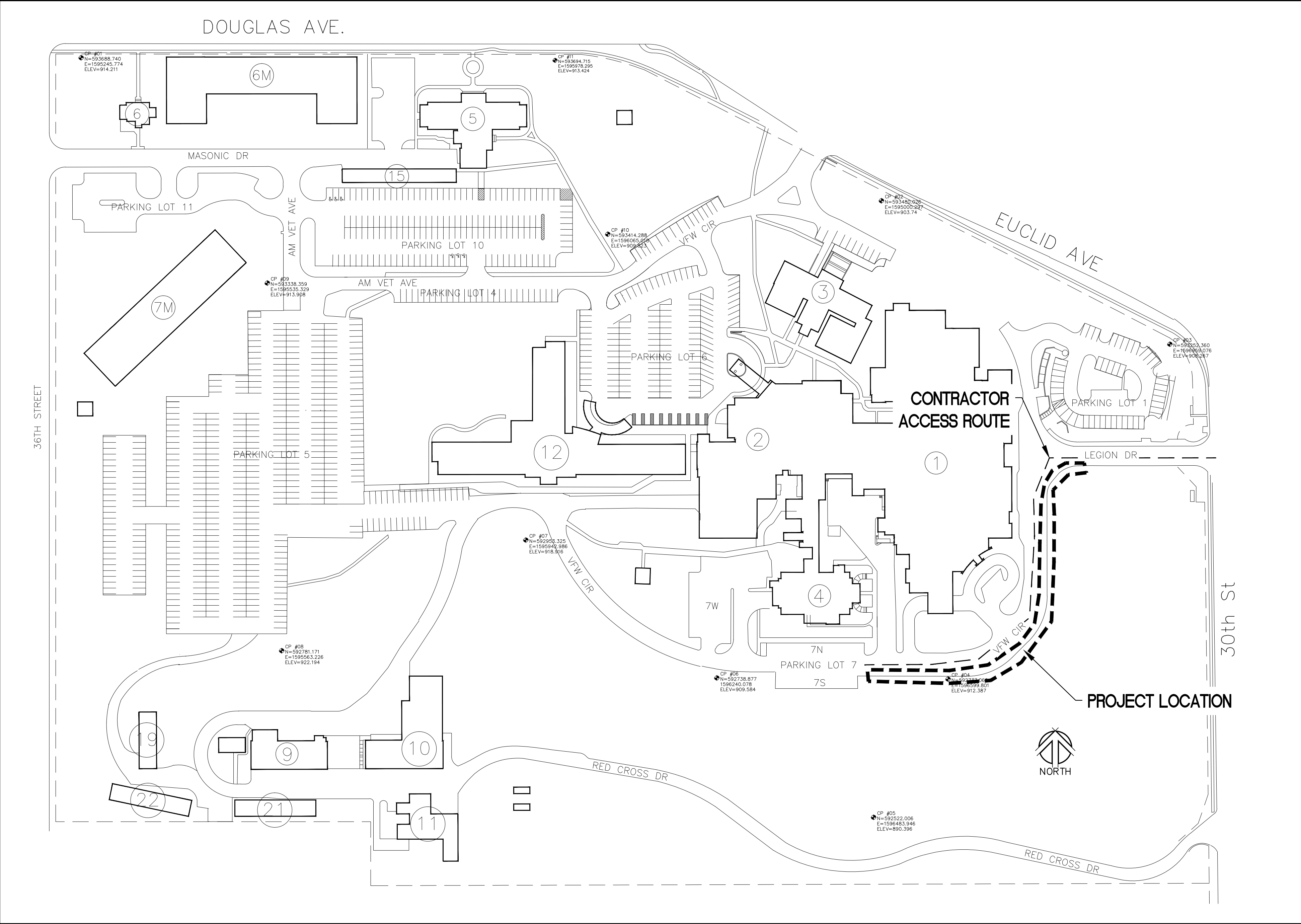


VA CENTRAL IOWA HEALTH CARE SYSTEM SIDEWALK CIRCLE DRIVE

3600 30TH STREET
DES MOINES, IOWA 50310

CONSTRUCTION DOCUMENTS
09 JULY, 2014



VA CENTRAL IOWA HEALTH CARE SYSTEM
SKETCH MAP - NOT TO SCALE

DRAWING INDEX		
SHEET No.	DWG No.	SHEET TITLE
1	C-001	COVER SHEET
2	CS101	DEMOLITION PLAN
3	CS102	LAYOUT AND GRADING PLAN
4	CS103	DETAILS

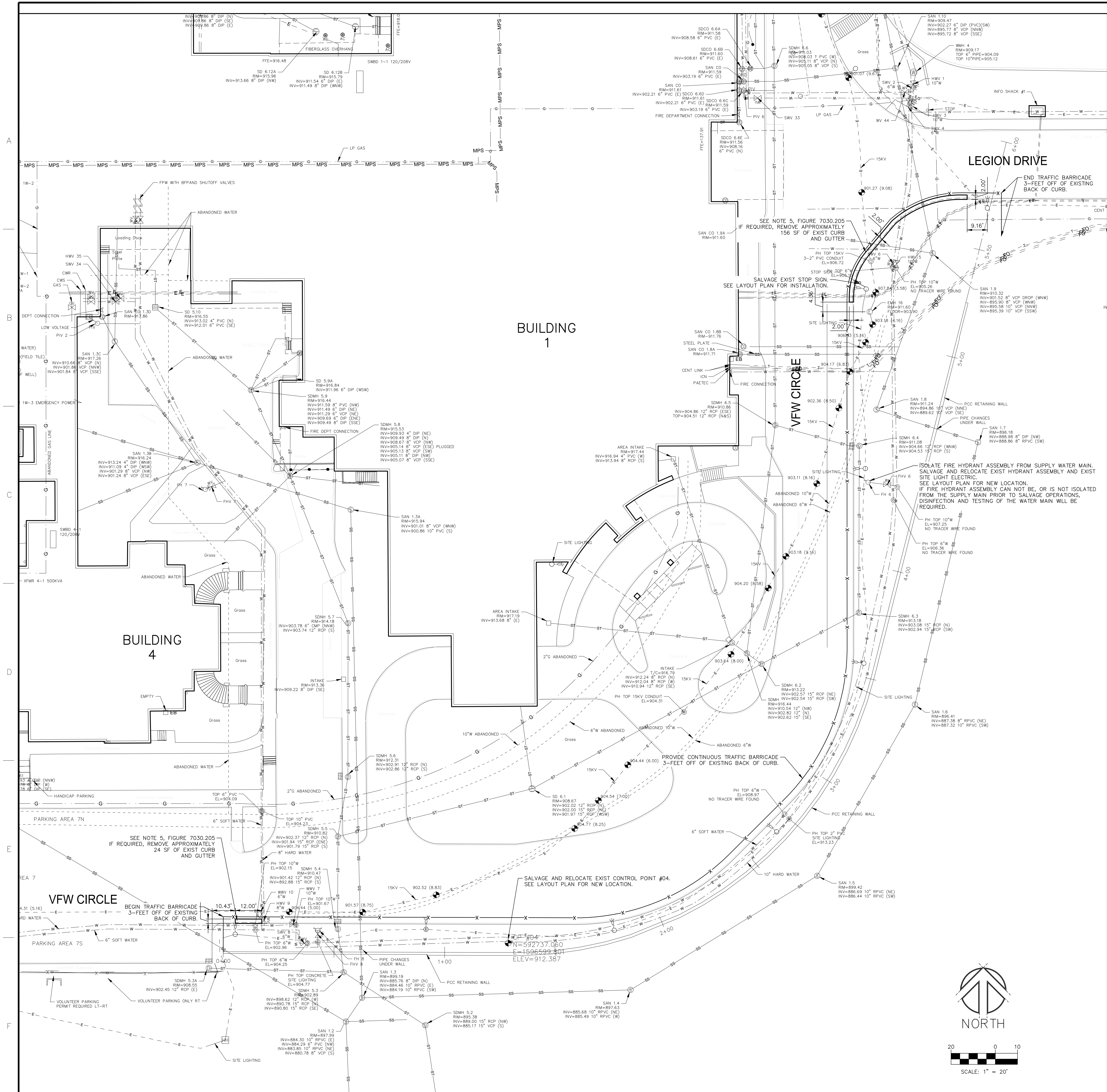
PROJECT LOCATION
PROJECT IS LOCATED SOUTH EAST OF BUILDINGS 1 AND 4, AND ALONG AND ADJACENT TO VFW CIRCLE DRIVE ROAD.

ADDRESS
VA CENTRAL IOWA HEALTH CARE SYSTEMS
3600 30th STREET
DES MOINES, IOWA 50310

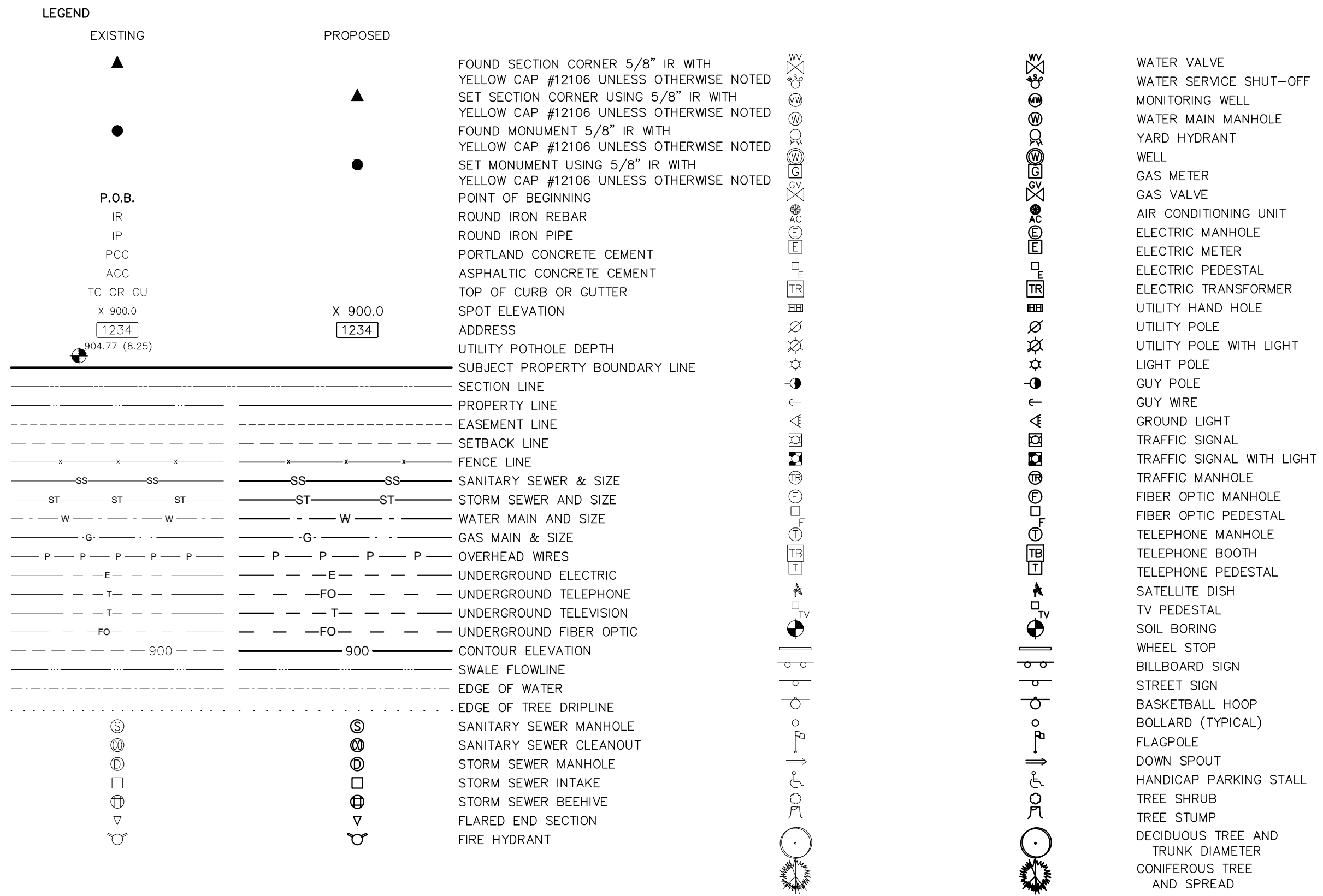
OWNER
VA CENTRAL IOWA HEALTH CARE SYSTEMS (VACIHCS)


PREPARED BY
VACIHCS
OFFICE OF ENGINEERING AND FACILITY MANAGEMENT
3600 30th STREET
DES MOINES, IOWA 50310
CONTACT: GREG BYRNES, VACIHCS COR
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Amendment 001	CONSULTANTS:	ARCHITECT/ENGINEERS:	Drawing Title	Project Title	Project Number	VACIHCS 3600 30th ST Des Moines, Iowa		
			COVER SHEET	SIDEWALK CIRCLE DRIVE	636A6-14-906SL			
			Approved Project Director	Location DES MOINES, IOWA	Building Number			
Revisions	Date		BID SET	Date 09 JUL, 2014	Checked WAR	Drawn GJB	Drawing Number G-001	Department of Veterans Affairs
				Dwg. 1 of 4				

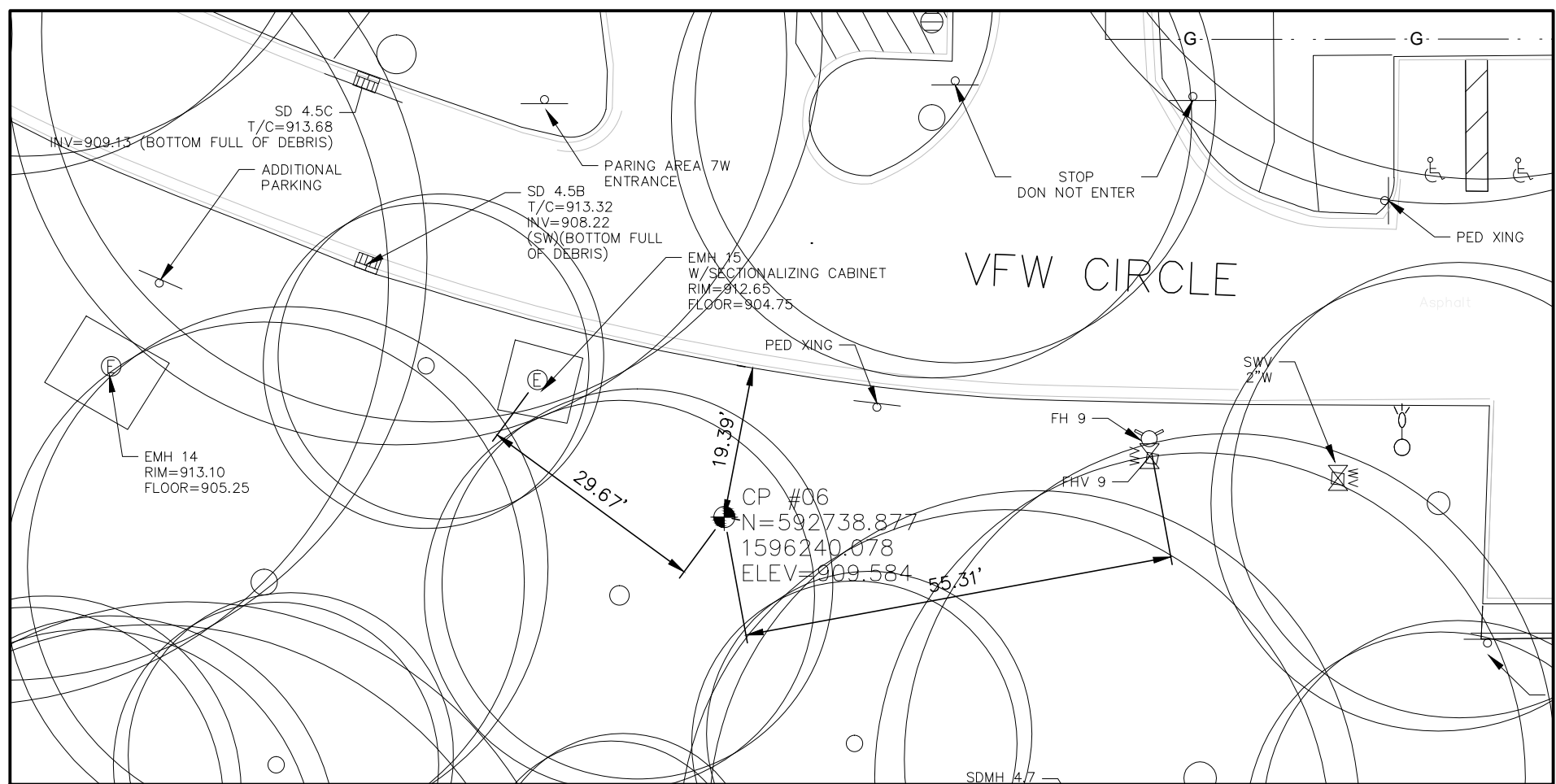


- SITE SUMMARY**
TOTAL HARD SURFACE AREA PROPOSED: 4,450 SF
- SIGNAGE**
SIGNS SHALL CONFORM TO THE MOST CURRENT VA SIGN GUIDE.
PROPOSED: AS NOTED ON PLAN
- DEMOLITION NOTES**
- THE CONTRACTOR SHALL NOTIFY THE OWNER THREE WORKING DAYS IN ADVANCE IF EXISTING UTILITIES CONFLICT WITH NEW CONSTRUCTION OF IF TEMPORARY OUTAGES ARE ANTICIPATED, INCLUDING BUT NOT LIMITED TO WATER, GAS, POWER, CABLE TELEVISION, AND TELEPHONE. REMOVALS SHALL CONFORM WITH THE CONTRACTOR ACCESS PLAN.
 - THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND SHALL BE RESPONSIBLE FOR ANY AND ALL DAMAGES TO UTILITIES THAT ARE PERMITTED TO REMAIN IN PLACE. DAMAGES DUE DIRECTLY OR INDIRECTLY TO THE CONTRACTOR'S OPERATIONS SHALL BE PROMPTLY REPAIRED TO THE SATISFACTION OF THE OWNER, OR SHALL MAKE PAYMENT TO SUCH OWNER FOR REPAIRS AS MAY BECOME NECESSARY ON ACCOUNT OF DAMAGES THAT ARE DUE TO HIS/HER OPERATIONS. ALL UTILITIES ON-SITE ARE OWNED BY VACHCS AND OR CREAL. WILL NOT PERFORM LOCATES ON STATION. CONTRACTOR SHALL HIRE AND PAY FOR A PRIVATE LOCATE COMPANY TO HAVE UNDERGROUND UTILITIES LOCATED WITHIN THE PROJECT.
 - THE CONTRACTOR SHALL MAKE THEMSELVES AWARE OF ALL OF THE PERMANENT AND TEMPORARY UTILITY APPURTENANCES IN THEIR PRESENT AND/OR RELOCATED POSITIONS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ANY DELAYS, INCONVENIENCES, OR DAMAGE SUSTAINED DUE TO INTERFERENCE FROM THE SAID UTILITY APPURTENANCES OR THE OPERATION OF DISCONNECTING THEM, INCLUDING THE POSSIBILITY OF UNCOVERING UTILITIES THAT HAVE BEEN ABANDONED AND/OR ARE NOT INDICATED.
 - THE CONTRACTOR SHALL MAKE THEMSELVES AWARE OF ALL OF THE PERMANENT AND TEMPORARY UTILITY APPURTENANCES IN THEIR PRESENT AND/OR RELOCATED POSITIONS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ANY DELAYS, INCONVENIENCES, OR DAMAGE SUSTAINED DUE TO INTERFERENCE FROM THE SAID UTILITY APPURTENANCES OR THE OPERATION OF DISCONNECTING THEM, INCLUDING THE POSSIBILITY OF UNCOVERING UTILITIES THAT HAVE BEEN ABANDONED AND/OR ARE NOT INDICATED.
 - THE CONTRACTOR SHALL COORDINATE WITH THE OWNER'S EMERGENCY AND LIFE SAFETY DEPARTMENTS.
 - BURNING OF MATERIALS IS NOT ALLOWED.
 - THE CONTRACTOR SHALL NOTIFY THE OWNER TWO WEEKS IN ADVANCE OF ANY ENTRANCE OR ACCESS DRIVE CLOSURES.
 - NO EXISTING UTILITIES SCHEDULED FOR REMOVAL SHALL BE ABANDONED. ALL UTILITIES TO BE REMOVED SHALL BE TERMINATED BACK TO POINT OF ORIGIN UNLESS APPROVED OTHERWISE BY THE OWNER.
 - DEMOLITION SHALL BE COORDINATED WITH THE FACILITY. ACCESS TO OTHER CONSTRUCTION PROJECTS ON SITE SHALL REMAIN OPEN. THE EXISTING ROAD SHALL REMAIN OPEN AT ALL TIMES. THE CONTRACTOR SHALL NOTIFY THE OWNER A MINIMUM OF TWO WORK DAYS PRIOR TO WORK BEING PERFORMED IN THE EXISTING ROAD.
 - CONTRACTOR SHALL PROVIDE ALL TRAFFIC CONTROL DEVICES AND PERSONNEL.
 - REMOVE AND DISPOSE OF THE FOLLOWING:
A. EXISTING PAVEMENT, SAW-OUT TO FULL DEPTH AT LIMITS OF REMOVAL
B. CLEAR AND GRUB AS NOTED. IF EXISTING TREES ARE INDICATED, CLEAR AND GRUB INCLUDING STUMP.
- TRAFFIC CONTROL NOTES**
- CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL AND SIGNAGE FOR SAFE WORKING CONDITIONS. ALL TRAFFIC CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH REQUIREMENTS SET FORTH IN THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- EXAMPLES:
A. "ROAD WORK AHEAD" SIGN
B. TRAFFIC DELINEATOR/CHANNELIZING CONE
C. "ONE LANE ROAD AHEAD" SIGN
D. FLAGMEN
- CONTRACTOR SHALL COORDINATE STAGING AREA FOR MATERIALS AND EQUIPMENT WITH OWNER PRIOR TO START OF PROJECT.
 - CONTRACTOR SHALL ERECT AND MAINTAIN THE CONSTRUCTION BARRIER AROUND PROJECT LIMITS. CONTRACTOR SHALL SECURE THE CONSTRUCTION SITE AT THE END OF EACH DAY.
 - ALL BARRICADES AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MUTCD. ALL BARRICADES AND SIGNS SHOWN ON PLANS APPROXIMATE LOCATIONS AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS. ADDITIONAL SIGNS AND BARRICADES MAY BE ADDED AT THE DETERMINATION OF THE OWNER. SIGNS AND BARRICADES SHALL NOT BE ALLOWED TO OBSCURE THE VIEW OF OTHER TRAFFIC CONTROL DEVICES OR CREATE UNSAFE VISIBILITY HAZARDS.
 - REFLECTIVE MARKINGS OR LIGHTS SHALL BE MADE PART OF THE TRAFFIC CONTROL SIGNS AND BARRICADES AS NECESSARY TO MAKE THEM VISIBLE AT NIGHT. CONTRACTOR SHALL NOTIFY THE OWNER A MINIMUM OF TWO WORKING DAYS PRIOR TO ANTICIPATED CHANGE.
 - CONTRACTOR IS RESPONSIBLE FOR THE PLACEMENT AND THE MAINTENANCE OF ALL BARRICADES AND TRAFFIC CONTROL DEVICES INSTALLED FOR THE DURATION OF CONSTRUCTION.

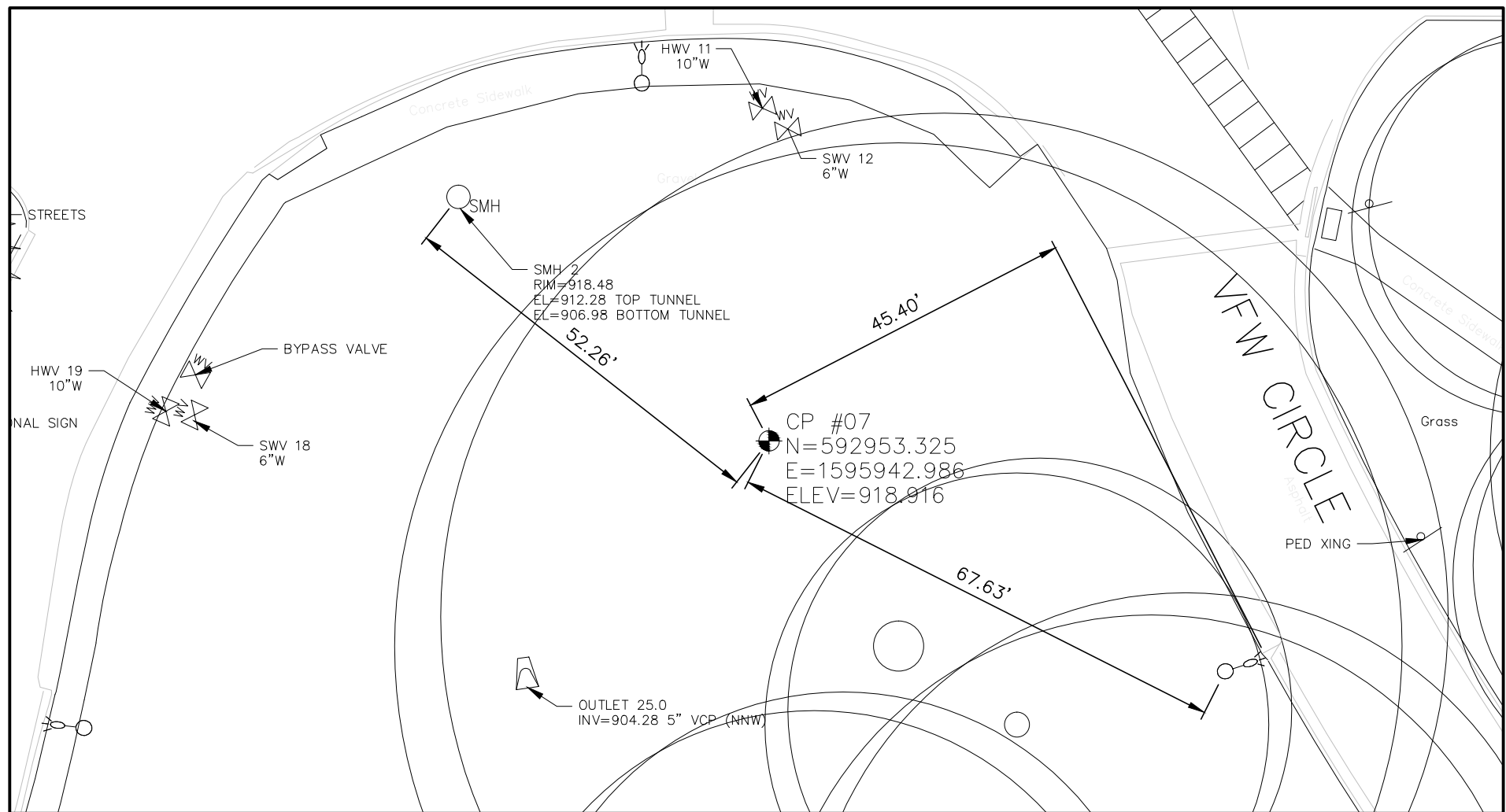


		CONSULTANTS:		ARCHITECT/ENGINEERS: VACIHCS Office of Engineering and Facility Management	Drawing Title	Project Title	Project Number		VACIHCS 3600 30th ST Des Moines, Iowa
					DEMOLITION PLAN	SIDEWALK CIRCLE DRIVE	636A6-14-906SL		
							Building Number		
							Drawing Number		
							CS-101		
							Dwg. 2 of 4		
Revisions:	Date				Approved Project Director ROGER FRY	Location DES MOINES, IOWA			 Department of Veterans Affairs
						Date 09 JUL 2014	Checked WAR	Drawn GJB	
<div>BID SET</div>									

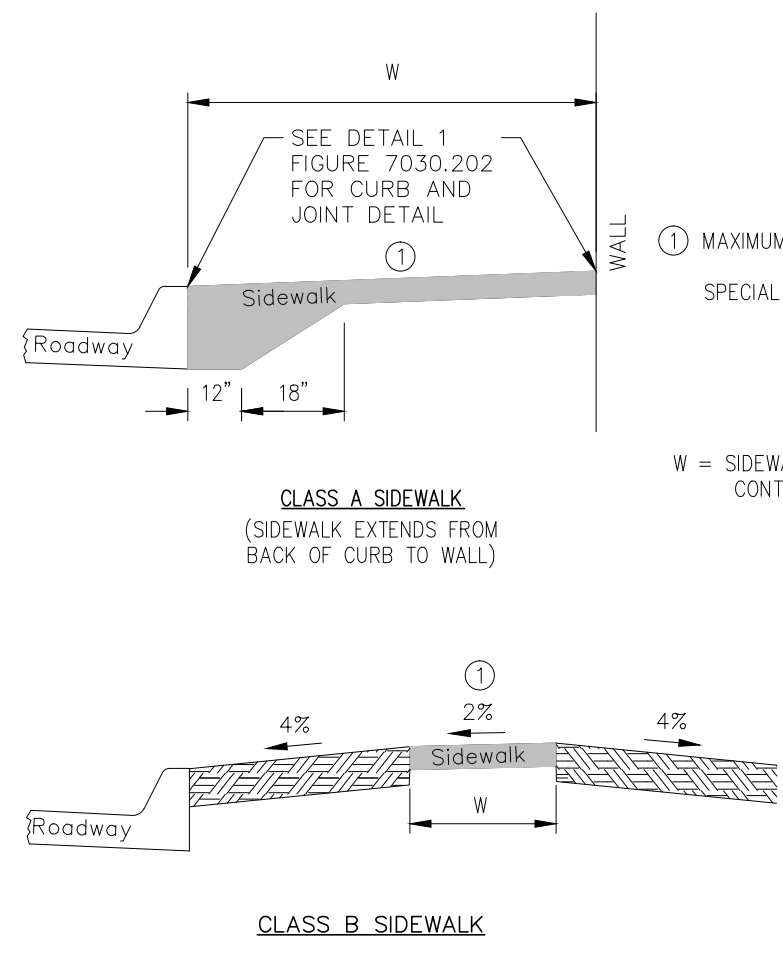
C:\Users\VAHQ359rme\OneDrive\Documents\1424\227 14-906SL 2014 08 12 Sidewalk Cir Dr Plans Bid Set Amendment 001.dwg 8-12-14 03:39:43 PM VHAUESB9meG



CP#06 BRASS DISC IN CONCRETE MONUMENT



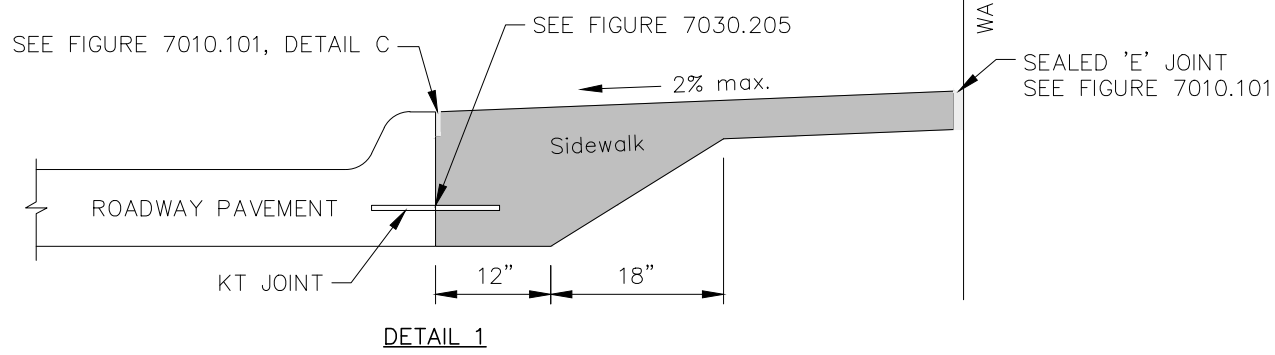
CP#07 BRASS DISC IN CONCRETE MONUMENT



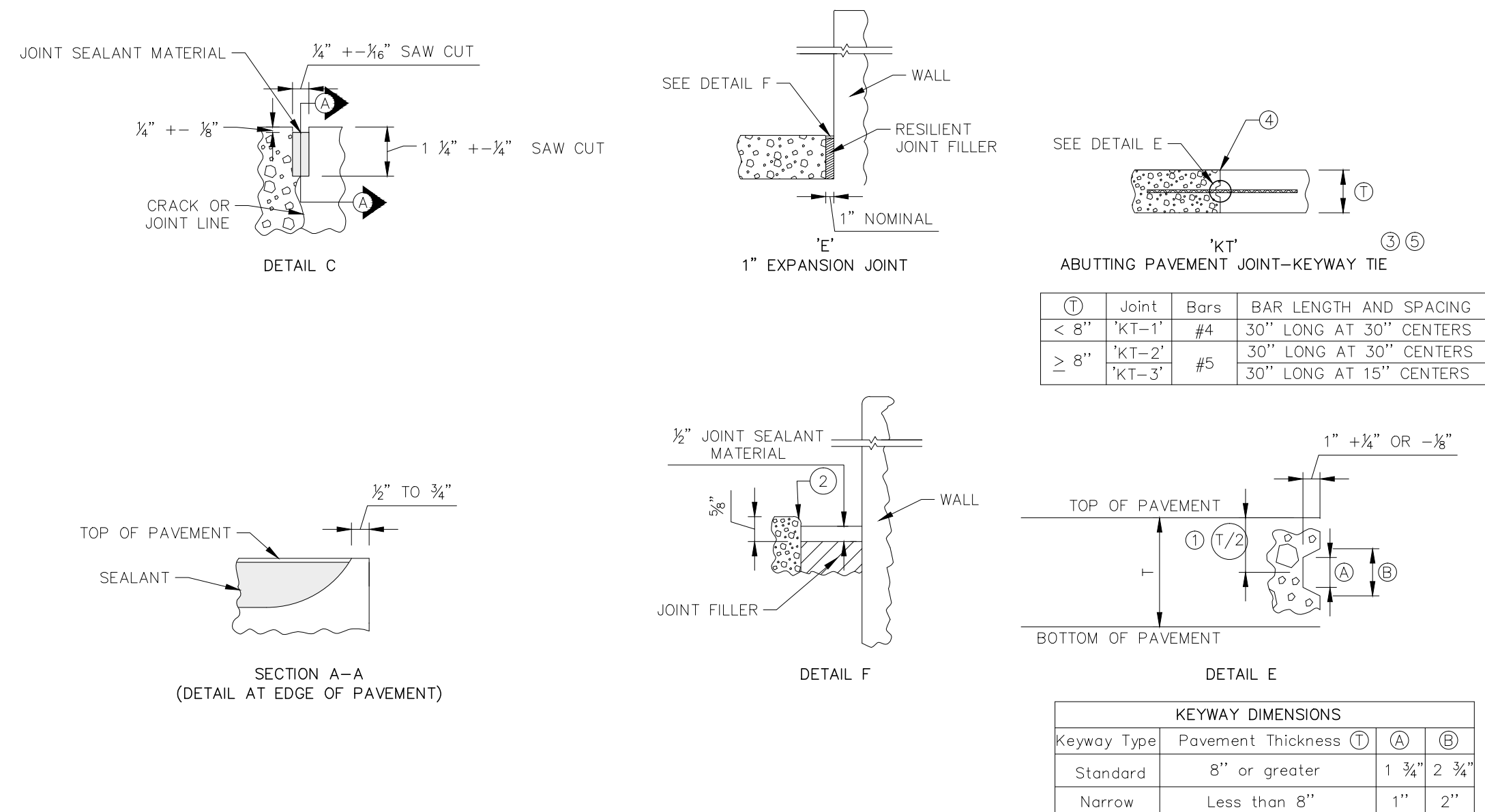
① MAXIMUM CROSS SLOPE OF SIDEWALK (INCLUDING SIDEWALK THROUGH DRIVEWAY) IS 2%
SPECIAL GRADE MAY BE SPECIFIED IN THE CONTRACT DOCUMENTS.

W = SIDEWALK WIDTH AS SPECIFIED IN THE
CONTRACT DOCUMENTS (TYP)

CLASSES OF SIDEWALKS
REFERENCE SUDAS
FIGURE 7030.201
NO SCALE



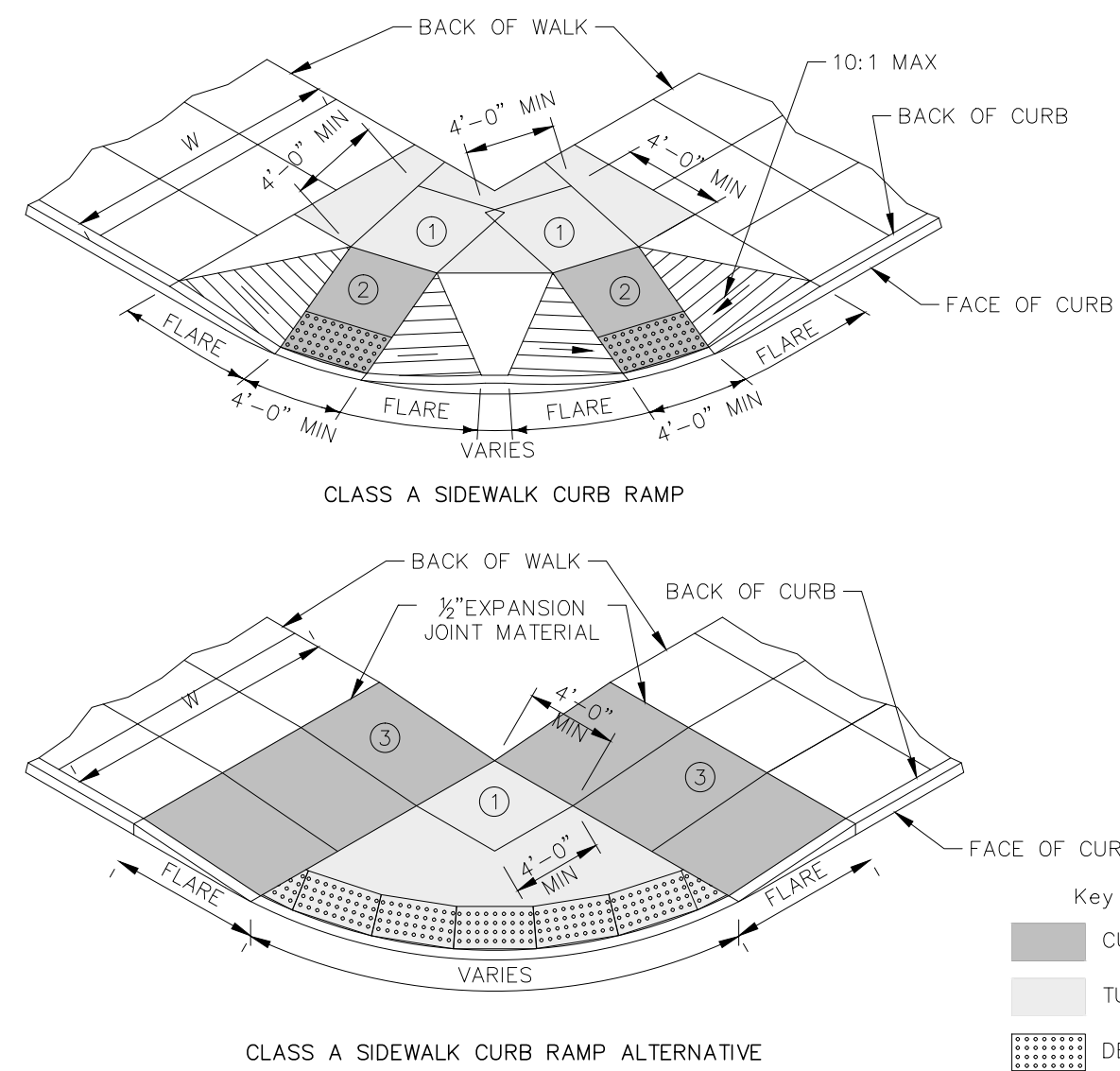
CURB DETAILS FOR
CLASS "A" SIDEWALK
REFERENCE SUDAS
FIGURE 7030.202
NO SCALE



- ① WHEN TYPING INTO OLD PAVEMENT, T REPRESENTS THE DEPTH OF SOUND PCC.
- ② EDGE WITH 1/2 INCH TOOL FOR LENGTH OF JOINT INDICATED IF FORMED; EDGING NOT REQUIRED WHEN CUT WITH DIAMOND SAW.
- ③ BAR SUPPORTS MAY BE NECESSARY FOR FIXED FORM PAVING TO ENSURE THE BAR REMAINS IN A HORIZONTAL POSITION IN THE PLASTIC CONCRETE.
- ④ SAWING OR SEALING OF JOINT NOT REQUIRED.
- ⑤ 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"

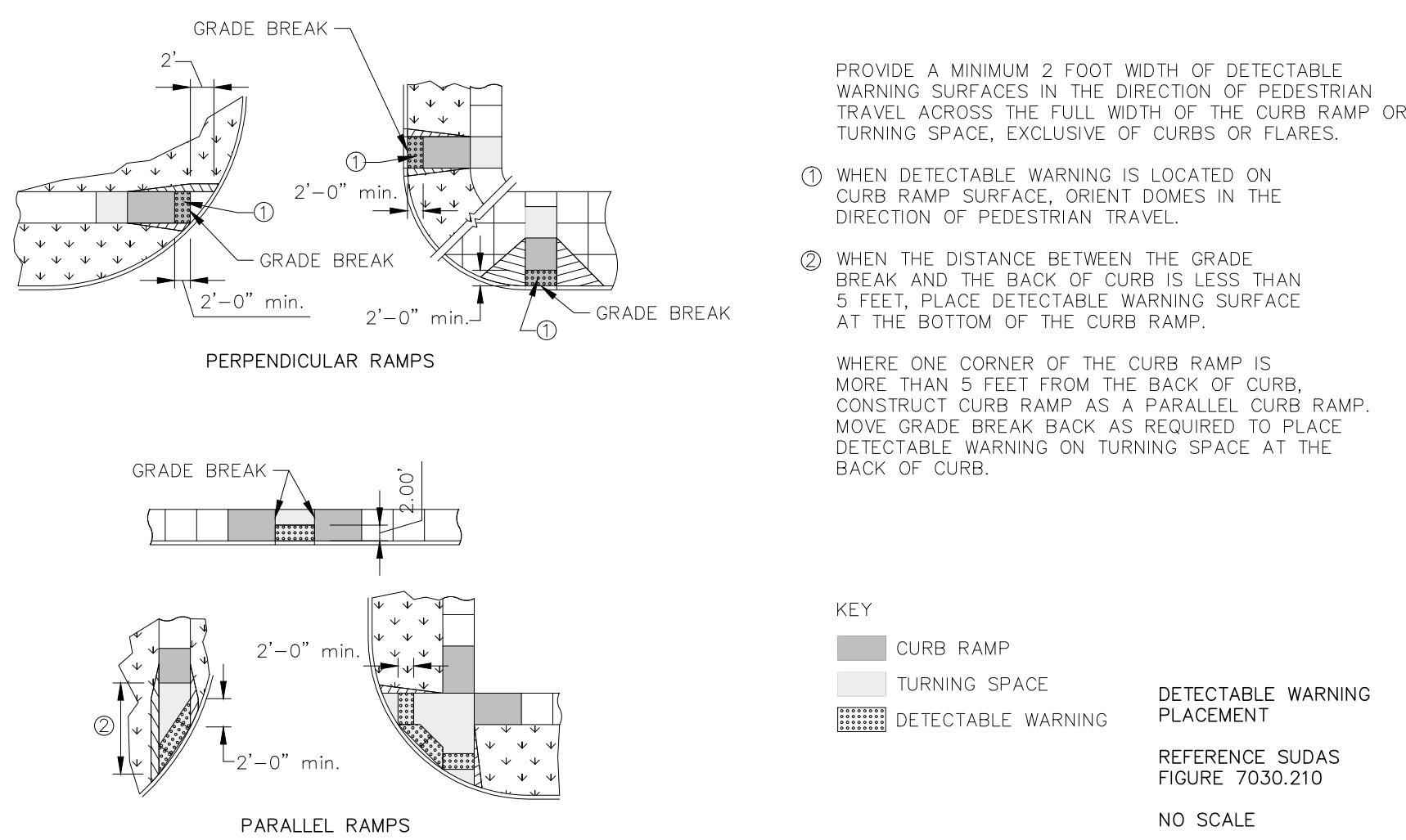
KEYWAY DIMENSIONS				
Keyway Type	Pavement Thickness	①	②	③
Standard	8" or greater	1 3/4"	2 3/4"	
Narrow	Less than 8"	1"	2"	

JOINTS
REFERENCE SUDAS
FIGURE 7030.101
NO SCALE



- ① TURNING SPACE: TARGET SLOPE OF 1.5% WITH MAXIMUM SLOPE PERPENDICULAR TO THE TRAVEL DIRECTION OF 2.0% MINIMUM 4 FEET BY 4 FEET (TURNING SPACES MAY OVERLAP).
- ② PERPENDICULAR CURB RAMP: TARGET RUNNING SLOPE OF 6.25% WITH MAXIMUM RUNNING SLOPE OF 8.3%.
- ③ PARALLEL CURB RAMP: TARGET RUNNING SLOPE OF 8.3% WITH MAXIMUM RUNNING SLOPE OF 10.1% (PARALLEL RAMP IS NOT REQUIRED TO EXCEED 15 FEET, REGARDLESS OF THE RESULTING SLOPE. DO NOT EXCEED 8.3% FOR PARALLEL RAMP SHORTER THAN 15 FEET).

CURB RAMPS FOR
CLASS "A" SIDEWALK
REFERENCE SUDAS
FIGURE 7030.209
NO SCALE

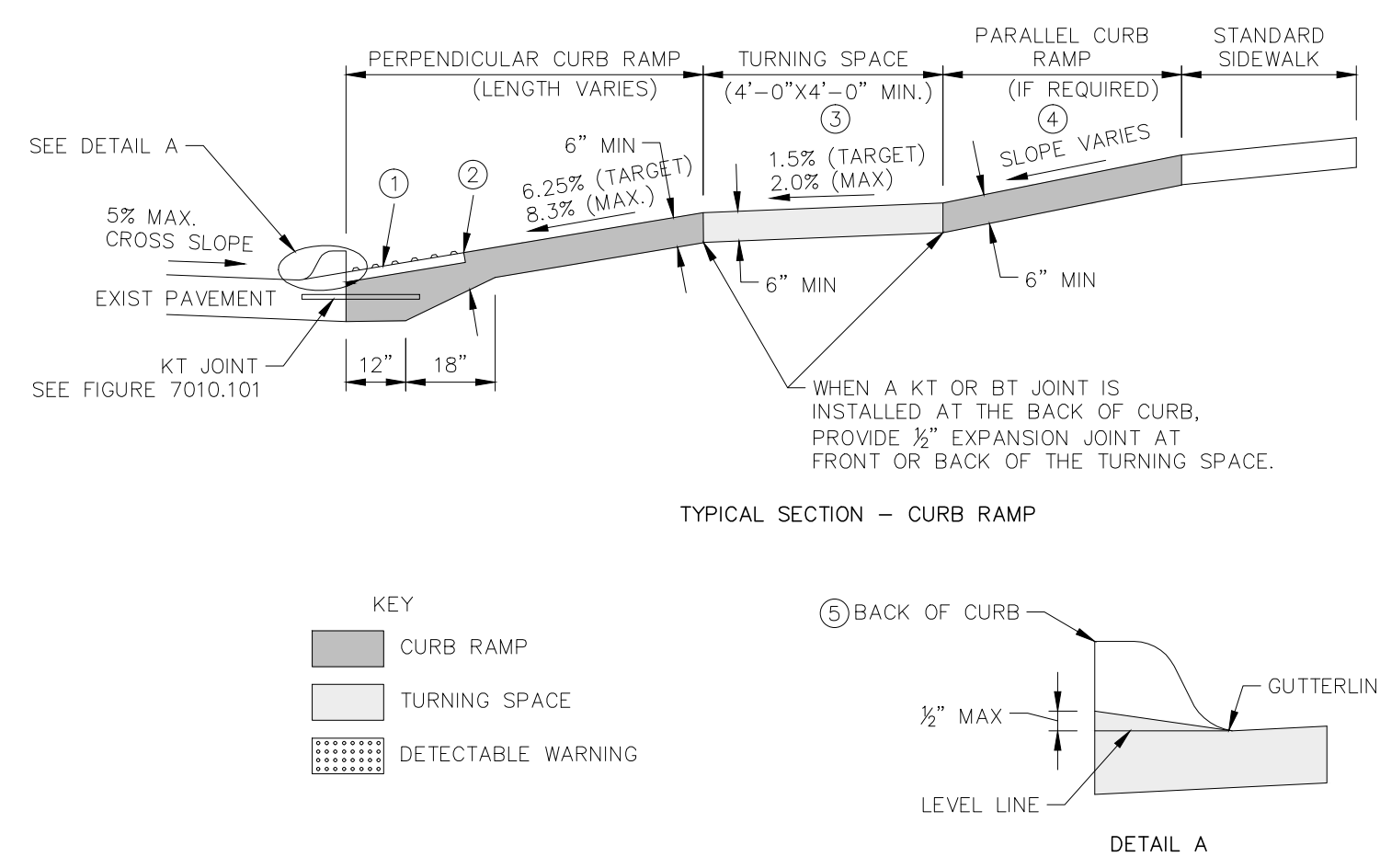


- PROVIDE A MINIMUM 2 FOOT WIDTH OF DETECTABLE WARNING SURFACES IN THE DIRECTION OF PEDESTRIAN TRAVEL ACROSS THE FULL WIDTH OF THE CURB RAMP OR TURNING SPACE, EXCLUSIVE OF CURBS OR FLARES.
- ① WHEN DETECTABLE WARNING IS LOCATED ON CURB RAMP SURFACE, ORIENT DOMES IN THE DIRECTION OF PEDESTRIAN TRAVEL.
 - ② WHEN THE DISTANCE BETWEEN THE GRADE BREAK AND THE BACK OF CURB IS LESS THAN 5 FEET, PLACE DETECTABLE WARNING SURFACE AT THE BOTTOM OF THE CURB RAMP.

WHERE ONE CORNER OF THE CURB RAMP IS MORE THAN 5 FEET FROM THE BACK OF CURB, CONSTRUCT CURB RAMP AS A PARALLEL CURB RAMP. MOVE GRADE BREAK BACK AS REQUIRED TO PLACE DETECTABLE WARNING ON TURNING SPACE AT THE BACK OF CURB.

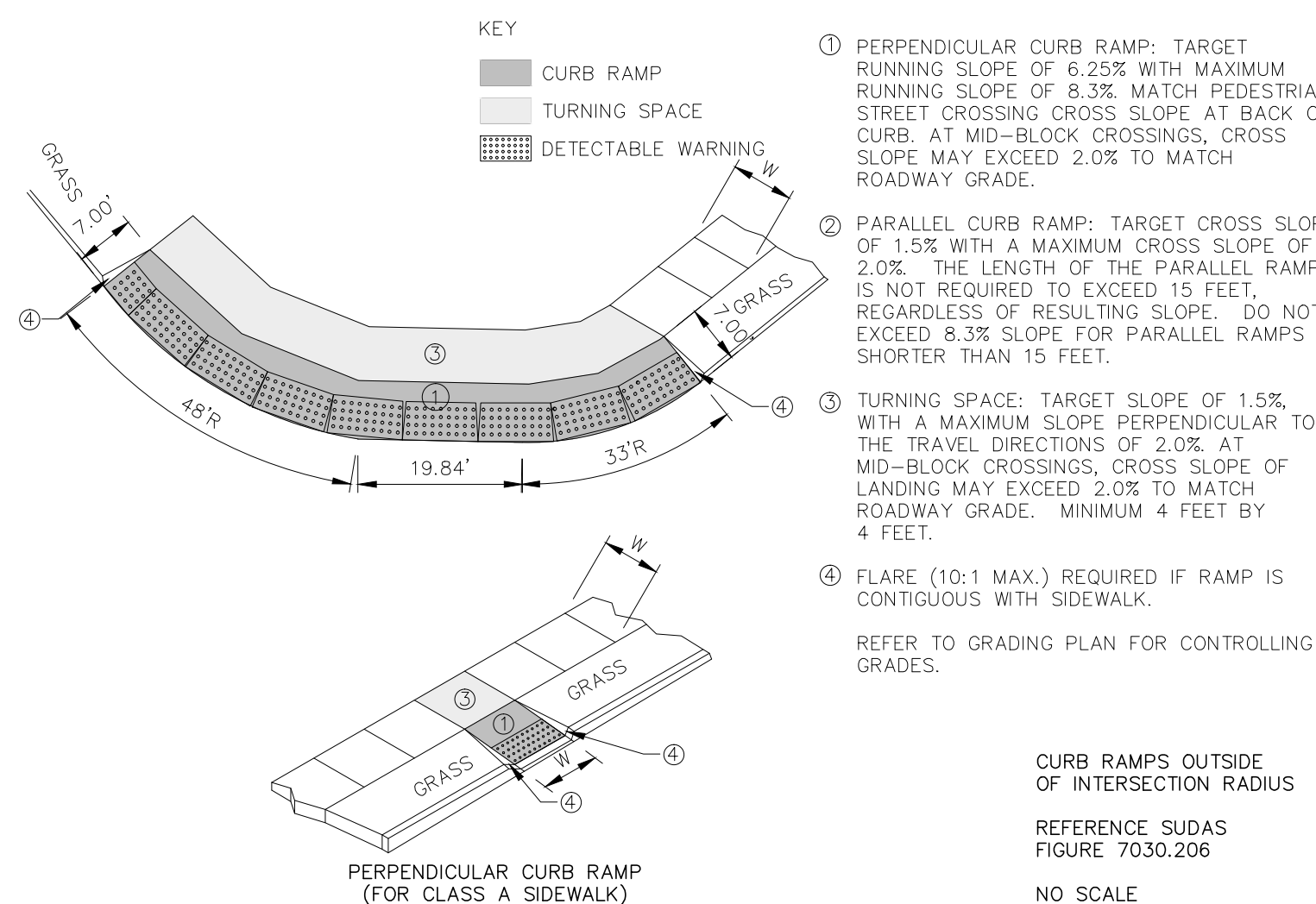
KEY
CURB RAMP
TURNING SPACE
DETECTABLE WARNING

DETECTABLE WARNING
PLACEMENT
REFERENCE SUDAS
FIGURE 7030.210
NO SCALE



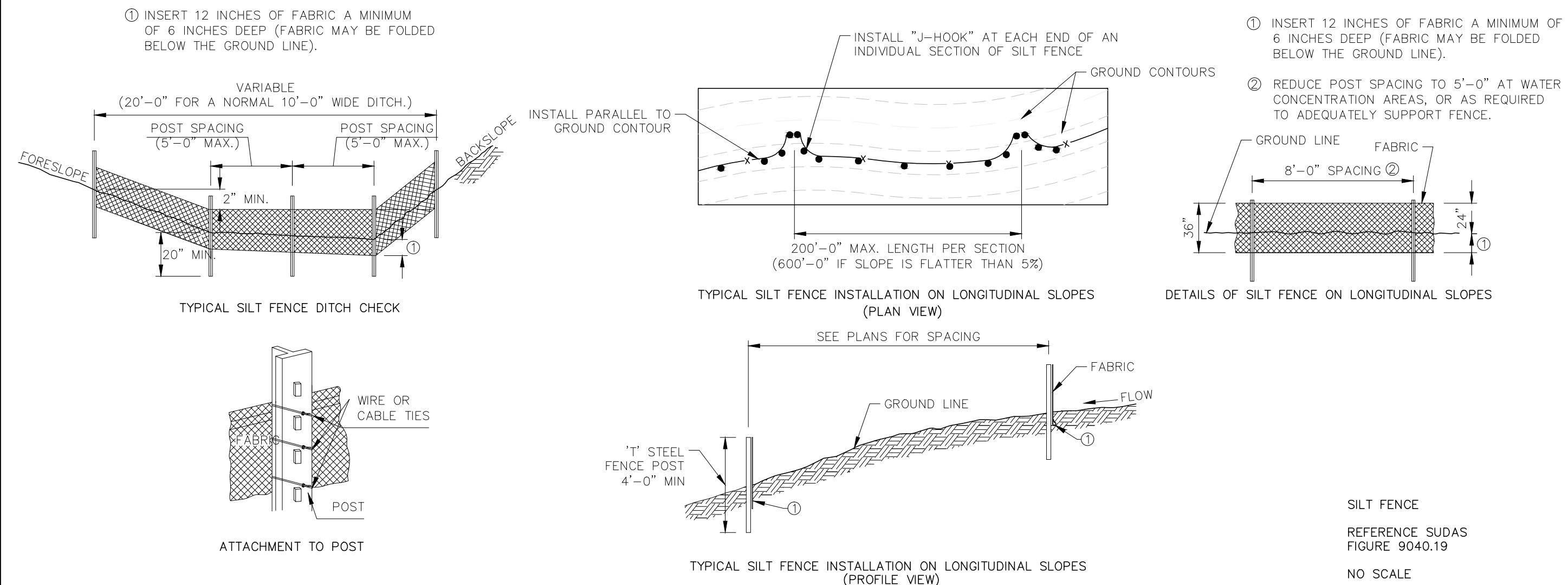
- ① PROVIDE A MINIMUM 2 FOOT WIDTH OF DETECTABLE WARNING SURFACES IN THE DIRECTION OF PEDESTRIAN TRAVEL ACROSS THE FULL WIDTH OF THE CURB RAMP OR TURNING SPACE, EXCLUSIVE OF CURBS OR FLARES.
- ② PROVIDE A MINIMUM OF 6 INCHES OF CONCRETE BELOW THE DETECTABLE WARNING PANEL.
- ③ IF NORMAL SIDEWALK ELEVATION CANNOT BE ACHIEVED WITH THE PERPENDICULAR RAMP, BETWEEN THE STREET AND LANDING DUE TO LIMITED RAMP LENGTH, PROVIDE A PARALLEL RAMP TO MAKE UP THE ELEVATION DIFFERENCE BETWEEN THE LANDING AND THE STANDARD SIDEWALK.
- ④ THE LENGTH OF THE PARALLEL RAMP IS NOT REQUIRED TO EXCEED 15 FEET, REGARDLESS OF THE RESULTING SLOPE. DO NOT EXCEED 8.3% SLOPE FOR PARALLEL RAMP SHORTER THAN 15 FEET.
- ⑤ THE BACK OF CURB MAY BE CUT OR GROUND DOWN PROVIDED THE TOLERANCES IN DETAIL A ARE MET. IF TOLERANCES ARE NOT MET, AND AT NO COST TO THE OWNER, THE OWNER MAY, AT THEIR DISCRETION, REQUIRE THE CURB TO BE REMOVED AS PER THE DEMOLITION SHEET AND RE-POURED USING THE PROPER JOINTS AS REQUIRED IN THIS CONTRACT.

GENERAL SIDEWALK AND
CURB RAMP DETAILS
REFERENCE SUDAS
FIGURE 7030.205
NO SCALE



- ① PERPENDICULAR CURB RAMP: TARGET RUNNING SLOPE OF 6.25% WITH MAXIMUM RUNNING SLOPE OF 8.3% MATCH PEDESTRIAN STREET CROSSING SLOPE AT BACK OF CURB. AT MID-BLOCK CROSSINGS, CROSS SLOPE MAY EXCEED 2.0% TO MATCH ROADWAY GRADE.
- ② PARALLEL CURB RAMP: TARGET CROSS SLOPE OF 1.5% WITH A MAXIMUM CROSS SLOPE OF 2.0%. THE LENGTH OF THE PARALLEL RAMP IS NOT REQUIRED TO EXCEED 15 FEET, REGARDLESS OF THE RESULTING SLOPE. DO NOT EXCEED 8.3% SLOPE FOR PARALLEL RAMP SHORTER THAN 15 FEET.
- ③ TURNING SPACE: TARGET SLOPE OF 1.5% WITH A MAXIMUM SLOPE PERPENDICULAR TO THE TRAVEL DIRECTIONS OF 2.0% AT MID-BLOCK CROSSINGS, CROSS SLOPE OF LANDING MAY EXCEED 2.0% TO MATCH ROADWAY GRADE. MINIMUM 4 FEET BY 4 FEET.
- ④ FLARE (10:1 MAX.) REQUIRED IF RAMP IS CONTIGUOUS WITH SIDEWALK. REFER TO GRADING PLAN FOR CONTROLLING GRADES.

CURB RAMPS OUTSIDE
OF INTERSECTION RADIUS
REFERENCE SUDAS
FIGURE 7030.206
NO SCALE



- ① INSERT 12 INCHES OF FABRIC A MINIMUM OF 6 INCHES DEEP (FABRIC MAY BE FOLDED BELOW THE GROUND LINE).
- ② REDUCE POST SPACING TO 5'-0" AT WATER CONCENTRATION AREAS, OR AS REQUIRED TO ADEQUATELY SUPPORT FENCE.

SILT FENCE
REFERENCE SUDAS
FIGURE 9040.19
NO SCALE

CONSULTANTS:

ARCHITECT/ENGINEERS:

VACIHCS
Office of Engineering and Facility Management

Drawing Title
DETAILS

Approved Project Director
ROGER FRY

BID SET

Project Title
SIDEWALK CIRCLE DRIVE

Location
DES MOINES, IOWA

Date
09 JUL 2014

Checked
WAR

Drawn
GJB

Project Number
636A6-14-906SL

Drawing Number
CS-103

Dwg. 4 of 4

VACIHCS
3600 30th ST
Des Moines, Iowa

Department of
Veterans Affairs