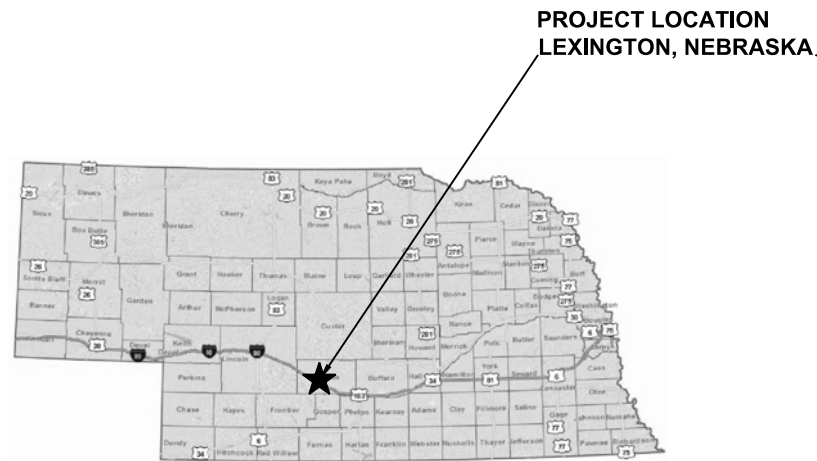


LEXINGTON PLUM CREEK PARK LAKE RESTORATION LEXINGTON, NEBRASKA

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INDEX OF SHEETS:

SHEET NO:	SHEET NAME:
C0.0	COVER SHEET
C0.1	GENERAL NOTES & QUANTITIES
C0.2	CONTROL SHEET
C1.0	SITE PLAN
C1.1	GRADING PLAN
C1.2	LAKE DREDGING
C2.1 - C2.2	PEDESTRIAN BRIDGES
D1.1 - D1.2	DETAIL SHEETS

CITY OFFICIALS

MAYOR	JOHN FAGOT
CLERK	PAMELA BARUTH
COUNCIL MEMBERS	DORA VIVAS
	LINDA MILLER
	JEREMY ROBERTS
	JOHN SALEM



VICINITY MAP

LEXINGTON PLUM CREEK PARK
LAKE RESTORATION
LEXINGTON, NE

COVER SHEET

PRELIMINARY PRELIMINARY
NOT FOR CONSTRUCTION
95%
DATE: 7/2/2015

PROJECT NO. 100380.00
DATE 7/2/2015
DRAWN BY edison
FILE NAME S-Cover.dgn
FIELD BOOK DAWSON CO, #1
FIELD CREW AGUS
SURVEY FILE NO. 100380.00
PLAN IN HAND INITIALS MB DATE 03/04/2015
70 PERCENT REVIEW INITIALS 70% INI DATE 70% DATE
95 PERCENT REVIEW INITIALS 95% INI DATE 95% DATE
REVISIONS

C0.0

File Name and Location: P:\Engineering\100380.00 - Lexington Park Lakes Rehabilitation\1 Design\2 Drawings\2-Cover.dgn
Print Date/Time: 7/2/2015 7:48:45 AM
By: ecolson

GENERAL NOTES

1. UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UTILITIES SHOWN ARE IN THE EXACT LOCATIONS INDICATED, ALTHOUGH THE SURVEYOR DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED UNDERGROUND UTILITIES. THIS INCLUDES PRIVATE AND PUBLIC UTILITIES.
2. 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, INCONVENIENCES, 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.
3. DIAL BEFORE YOU DIG. CALL 1-800-331-5666 FOR LOCATION OF UNDERGROUND TELEPHONE, ELECTRIC, GAS MAINS, CABLEVISION.
4. LOCATE AND PRESERVE ALL PROJECT CONTROL POINTS.
5. THE PARK AREAS WILL BE OPEN TO THE PUBLIC DURING CONSTRUCTION. CONTRACTOR SHALL TAKE NECESSARY MEASURES TO SEPARATE WORK AREAS WITH CONSTRUCTION FENCE, BARRICADES OR OTHER MEASURES TO PROTECT THE PUBLIC AND SECURE THE CONSTRUCTION SITE. NO PAYMENT WILL BE MADE FOR THIS WORK.
6. ALL WORK SHALL BE PERFORMED WITHIN THE LIMITS OF CONSTRUCTION. CONTRACTOR SHALL NOT DISTURB AREAS OUTSIDE THESE LIMITS WITHOUT PRIOR APPROVAL GIVEN BY OWNER/ENGINEER.
7. IT IS ANTICIPATED THAT ALL WORK CAN BE COMPLETED WITHOUT LOWERING THE ELEVATION OF THE LAKE. CONTRACTOR MAY CHOOSE TO PUMP WATER FROM THE LAKE TO LOWER WATER ELEVATION, HOWEVER NO ADDITIONAL PAYMENT WILL BE MADE FOR PUMPING AND DEWATERING.
8. CONTRACTOR SHALL CLEAR AND GRUB ALL TREES AND VEGETATION NECESSARY TO COMPLETE WORK. HOWEVER, TREES SHALL BE LEFT UNDISTURBED WHEN POSSIBLE. VERIFY WITH ENGINEER PRIOR TO REMOVAL OF TREES AND/OR SHRUBS AND BUSHES.
9. REMOVAL OF TREES AND/OR SHRUBS NOT IDENTIFIED ON THE PLANS BUT REQUIRED TO BE REMOVED TO COMPLETE THE WORK SHALL BE INCIDENTAL TO THE CONTRACT. APPROVAL OF ENGINEER SHALL BE REQUIRED PRIOR TO REMOVAL OF TREES NOT IDENTIFIED FOR REMOVAL.
10. SOME TREES AND BRUSH REMOVED WILL BE PLACED IN THE LAKE FOR FISH HABITAT UPON THE DISCRETION OF THE ENGINEER. ALL OTHER TREES AND BRUSH REMOVED SHALL BE PILED ON SITE IN PILES AS NEAT AND COMPACT AS POSSIBLE.
11. CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED DURING CONSTRUCTION TO PRE-CONSTRUCTION CONDITIONS. ALL AREAS SHALL BE SEEDED WITH ULTRA SUN AND SHADE MIX.
12. ALL TEMPORARY HAUL ROADS, CROSSINGS AND CULVERTS SHALL BE REMOVED AT THE COMPLETION OF THE PROJECT UNLESS OTHERWISE DIRECTED BY THE OWNER/ENGINEER. ALL AREAS SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS. AREAS DISTURBED OUTSIDE OF CONSTRUCTION EXTENTS SHOWN ON PLAN WILL BE RESTORED AT THE CONTRACTORS OWN EXPENSE.
13. INSTALL APPROPRIATE CONSTRUCTION SEDIMENT AND EROSION CONTROL MEASURES PRIOR TO CONSTRUCTION AND MAINTAIN THROUGHOUT THE COMPLETION OF THE PROJECT.
14. COORDINATE ALL HAUL ROAD LOCATIONS WITH ENGINEER PRIOR TO CONSTRUCTION.
15. ALL PAVED, GRAVELED AND ROCKED ROADS SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS PRIOR TO THE END OF THE PROJECT.
16. ALL TRASH AND CONSTRUCTION DEBRIS MUST BE COLLECTED AND CONTAINED ON A DAILY BASIS.
17. ALL TRAILS, SIDEWALKS AND STREETS MUST BE KEPT CLEAR OF MUD, CONSTRUCTION DEBRIS, ETC. ON A DAILY BASIS.
18. THE CONTRACTOR SHALL KEEP STORM SEWER LINES AND STRUCTURES CLEAN AND FREE OF DEBRIS THAT IS A RESULT OF CONSTRUCTION OPERATIONS. ANY CLEANING AND REMOVAL OF DEBRIS REQUIRED THAT ENTERS AS A RESULT OF CONSTRUCTION OPERATIONS SHALL BE COMPLETED AT THE EXPENSE OF THE CONTRACTOR.
19. 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).
20. ALL SOLID WASTE AND EXCESS EXCAVATION SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR IN COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL REQUIREMENTS.
21. LOCATION OF ALL CONSTRUCTION ITEMS ARE SUBJECT TO CHANGE. THE ENGINEER MAY ADJUST OR MOVE ANY FACILITY AS NEEDED TO BETTER FIT THE EXISTING SITE CONDITIONS DURING CONSTRUCTION.
22. DO NOT DISTURB EXISTING TRAIL UNLESS SPECIFIED IN THE PLANS. ANY DAMAGED TRAIL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR WILL BE REQUIRED TO REPLACE THE DAMAGED TRAIL.
23. WORK NOT DIRECTLY CALLED OUT IN THE PLANS BUT REQUIRED TO CONSTRUCT THE PROJECT SHALL BE CONSIDERED SUBSIDIARY TO THE ASSOCIATED BID ITEMS.

CONTRACTOR CONSTRUCTION QUANTITIES			
Item #	Description	Unit	Quantity
1.	Mobilization	LS	1
2.	Clearing & Grubbing	LS	1
3.	Lake Dredging	CY	12,105
4.	Forebay Berm	LS	1
5.	Bank Shaping	LF	2,655
6.	Riprap, Type "B"	TON	790
7.	1/4" Crushed Rock	TON	62
8.	3" Rock	TON	120
9.	Flexamat	SF	2,600
10.	Concrete Trail - New and Reconstruction	SY	345
11.	Site Restoration and General Seeding & Mulching	LS	1
12.	12' Wide Pedestrian Bridge	LS	1
13.	8' Wide Pedestrian Bridge	LS	1
14.	ADA Angler Access Pad	EA	3
15.	24" HDPE Pipe with Appurtenances	EA	2
16.	In-Lake Fish Habitat - Riprap Shoal	TON	12
17.	In-Lake Fish Habitat - Gravel Shoal	TON	12
18.	In-Lake Fish Habitat - 3" Rock Shoal	TON	12
19.	In-Lake Fish Habitat - Tied Tree Structure	EA	2
20.	Pollinator Mix Seeding & Mulching	SY	150
21.	Insurance and Bonding	LS	1

CITY CONSTRUCTION QUANTITIES			
Item #	Description	Unit	Quantity
1.	Spoils and Debris Haul Away	CY	10,805
2.	Utility Relocations	LS	1
3.	Post Construction Signage	EA	10

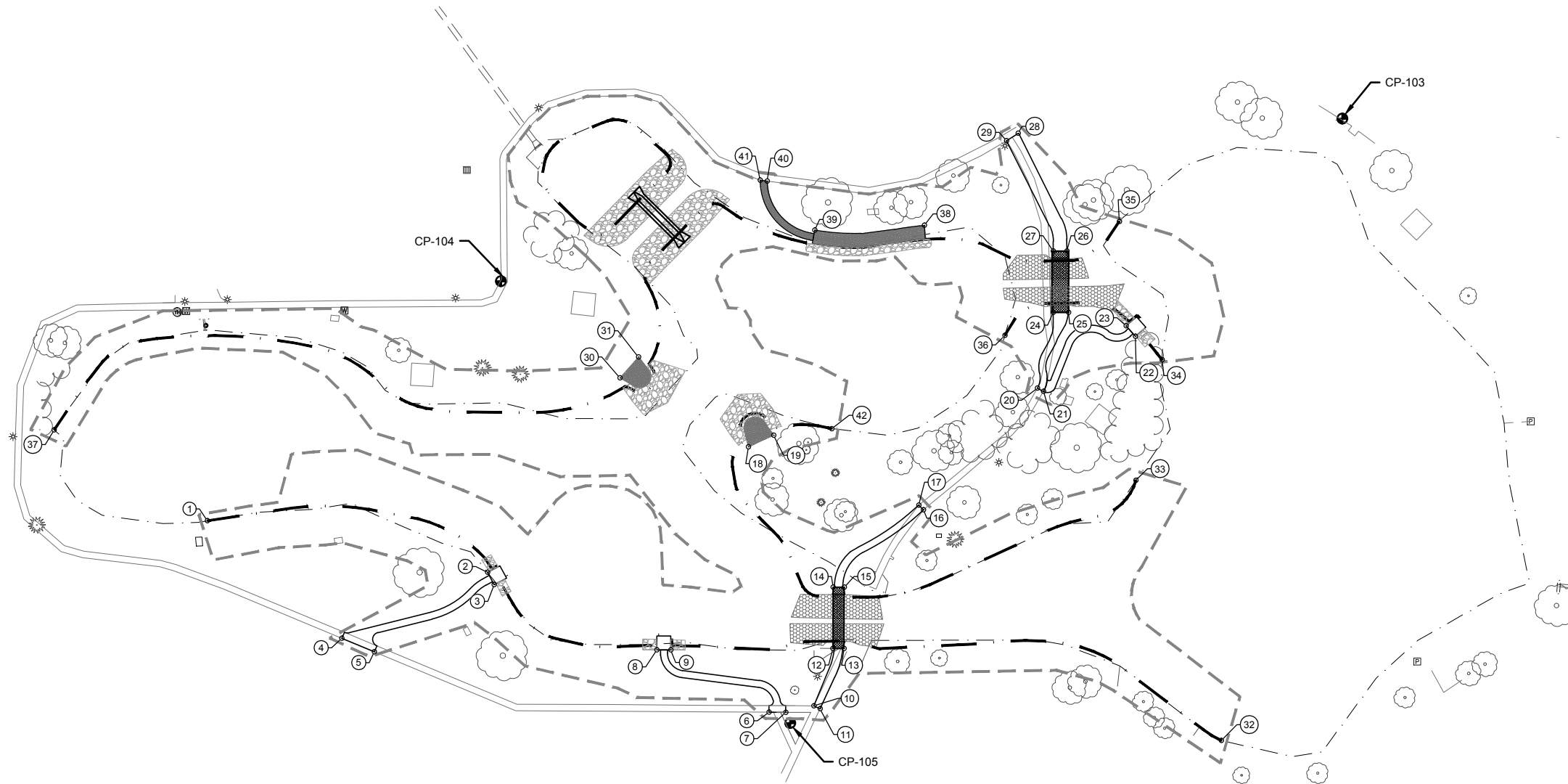
**LEXINGTON PLUM CREEK PARK
LAKE RESTORATION
LEXINGTON, NE**

GENERAL NOTES & QUANTITIES

PRELIMINARY
 NOT FOR CONSTRUCTION
 95%
 DATE:
 7/1/2015
 PRELIMINARY

PROJECT NO. 100380.00
 DATE 7/1/2015
 DRAWN BY edison
 FILE NAME S:\CD-1_Notes&Quantities.dgn
 FIELD BOOK DAWSON CO, #1
 FIELD CREW AGUS
 SURVEY FILE NO. 100380.00
 PLAN IN HAND INITIALS MB DATE 03/04/2015
 70 PERCENT REVIEW INITIALS DATE 70% INI DATE 70% DATE
 95 PERCENT REVIEW INITIALS DATE 95% INI DATE 95% DATE
 REVISIONS

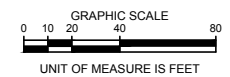
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NEBRASKA STATE PLANE GRID COORDINATES				
POINT NAME	NORTHING	EASTING	ELEVATION NAVD88 DATUM	LONG DESCRIPTION
CP-102	346658.39	1709464.63	2395.07	P.K. NAIL IN SIDEWALK JOINT
CP-103	347314.71	1709720.87	2395.61	P.K. NAIL IN SIDEWALK JOINT
CP-104	347198.17	1709116.79	2396.19	P.K. NAIL IN SIDEWALK JOINT
CP-105	346881.09	1709324.45	2395.65	5/8" x 24" Ø REBAR INSIDE GRASSED AREA INSIDE TRIANGLE SHAPED SIDEWALK INTERSECTION

POINT NORTHING-EASTING LEGEND		
POINT #	NORTHING	EASTING
1	347026.29	1708906.22
9	346933.61	1709238.83
2	346989.33	1709107.43
3	346980.49	1709112.10
4	346941.98	1709002.72
5	346932.25	1709026.08
6	346888.92	1709309.26
7	346888.86	1709321.30
8	346933.58	1709228.83
10	346893.48	1709341.59
11	346891.39	1709345.93
12	346934.63	1709355.23
13	346934.60	1709363.23
14	346978.63	1709355.42
15	346978.60	1709363.42
16	347034.14	1709420.15
17	347037.52	1709416.79
18	347079.26	1709294.50
19	347087.68	1709312.64
20	347121.47	1709501.94
21	347119.05	1709506.30
22	347158.58	1709572.26
23	347166.09	1709565.65
24	347175.79	1709513.31
25	347175.76	1709524.33
26	347219.77	1709523.18
27	347219.79	1709513.27
28	347304.19	1709488.24
29	347298.86	1709479.78
30	347128.85	1709202.35
31	347143.83	1709215.60
32	346868.60	1709633.97
33	347055.29	1709572.72
34	347141.77	1709591.44
35	347240.97	1709560.77
36	347159.30	1709478.59
37	347091.52	1708796.28
38	347238.20	1709420.80
39	347234.72	1709342.11
40	347269.93	1709307.95
41	347270.57	1709302.94
42	347092.29	1709354.41

- LIMITS OF CONSTRUCTION
- - - EXISTING EDGE OF WATER
- BANK SHAPING / EDGE OF WATER

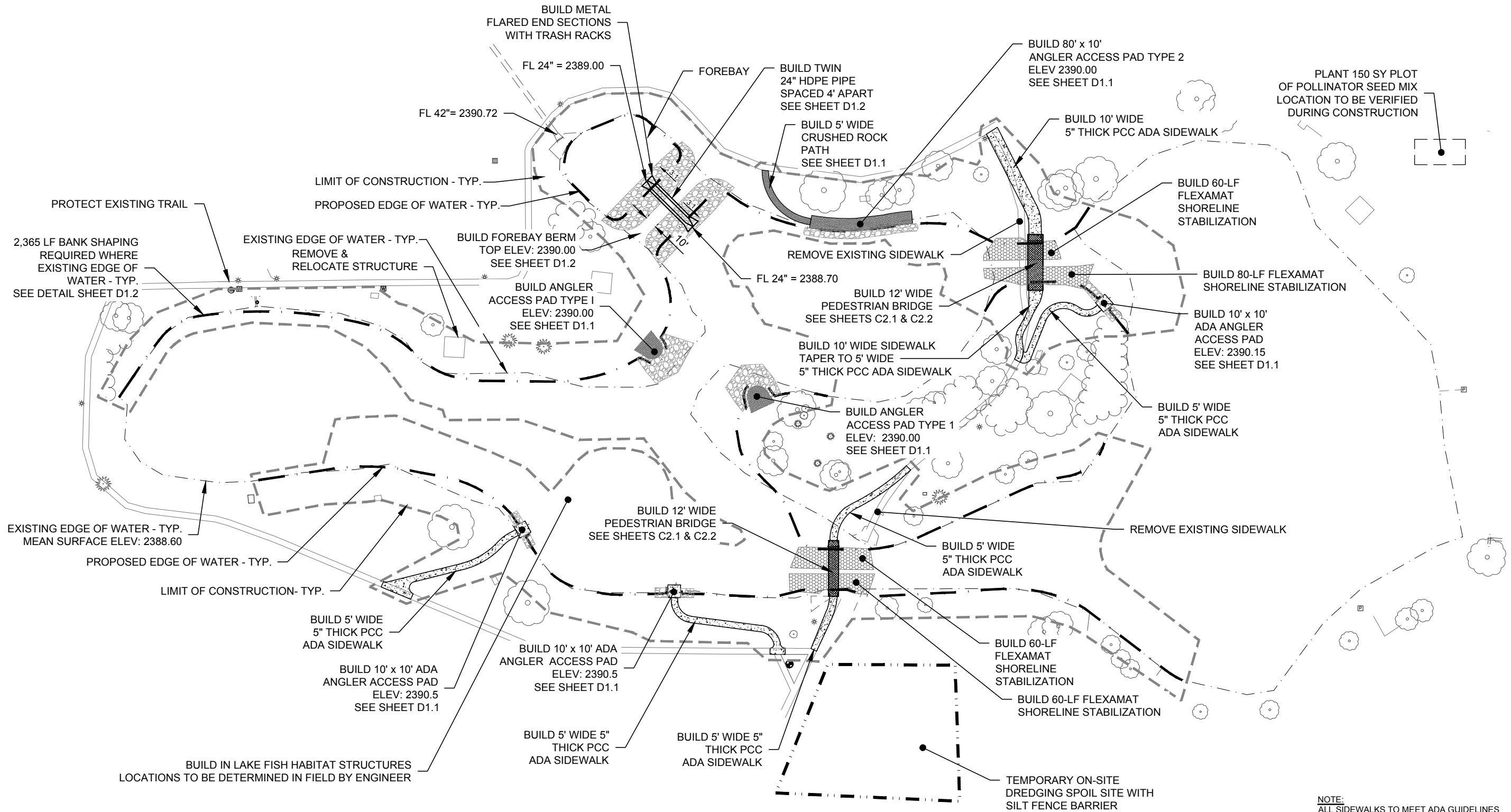


LEXINGTON PLUM CREEK
PARK LAKE RESTORATION
LEXINGTON, NE

CONTROL SHEET

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NOT FOR CONSTRUCTION
95%
DATE: 7/1/2015

PROJECT NO. 100380.00
DATE 7/1/2015
DRAWN BY TLD
FILE NAME S-100380-GRAD-JEO.dwg
FIELD BOOK DAWSON CO. #1
FIELD CREW AGJS
SURVEY FILE NO. 100380.00
PLAN IN HAND MB
INITIALS MB
DATE 03/04/2015
70 PERCENT REVIEW
INITIALS
DATE
95 PERCENT REVIEW
INITIALS
DATE
REVISIONS



**LEXINGTON PLUM CREEK
PARK LAKE RESTORATION
LEXINGTON, NE**

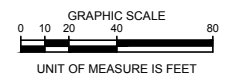
SITE PLAN

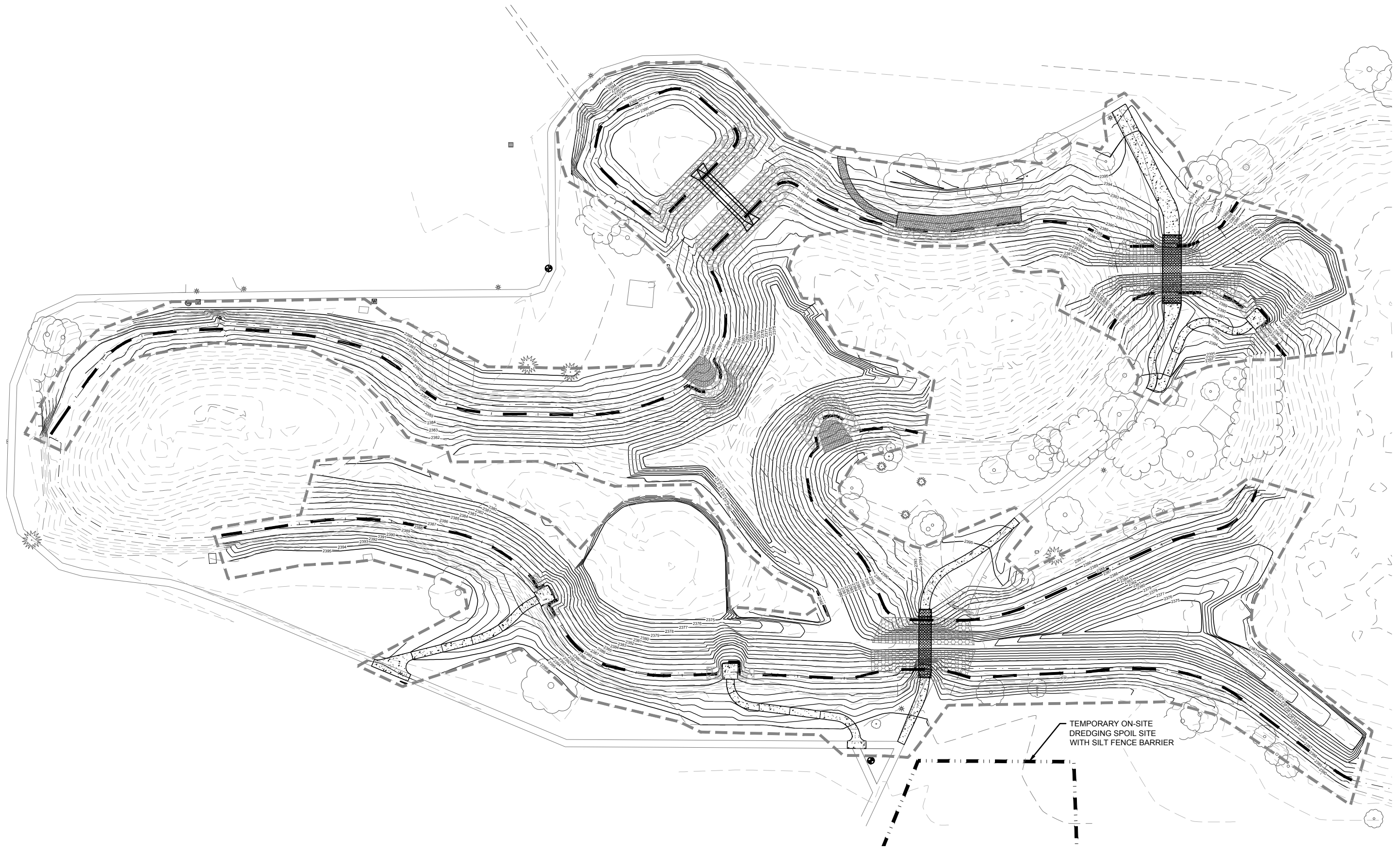
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PRELIMINARY

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FIELD CREW	AGJS
SURVEY FILE NO.	100380.00
PLAN IN HAND	MB
DATE	03/04/2015
70 PERCENT REVIEW	MB
DATE	
95 PERCENT REVIEW	
DATE	
REVISIONS	

NOTE:
ALL SIDEWALKS TO MEET ADA GUIDELINES
CROSS SLOPE = <2%
LONGITUDINAL SLOPE = <8.33%

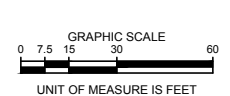
--- LIMITS OF CONSTRUCTION
- - - EXISTING EDGE OF WATER
- - - BANK SHAPING / EDGE OF WATER





NOTE:
ALL DISTURBED AREAS TO BE RE-SEED
AS PART OF SITE RESTORATION AND
GENERAL SEEDING AND MULCHING.

- LIMITS OF CONSTRUCTION
- - - EXISTING EDGE OF WATER
- BANK SHAPING / EDGE OF WATER

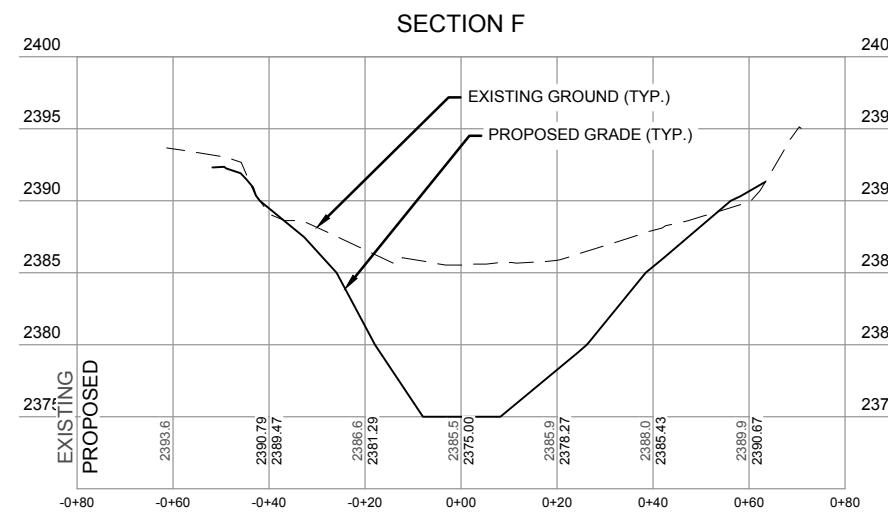
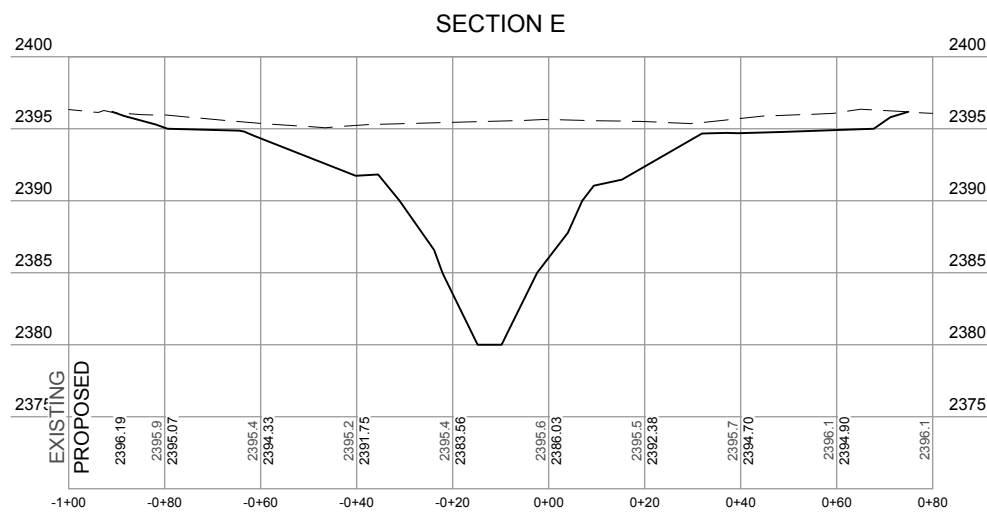
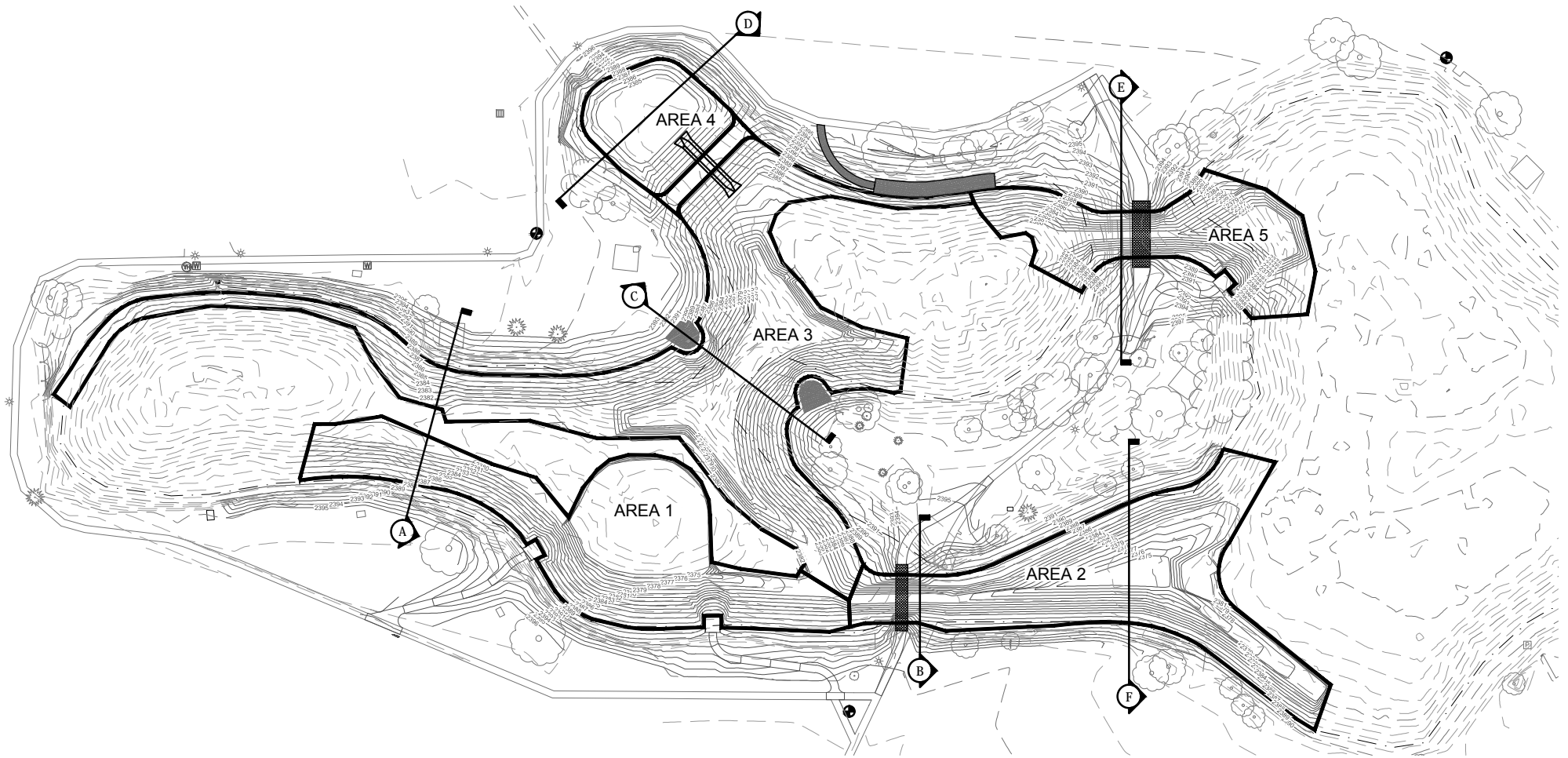
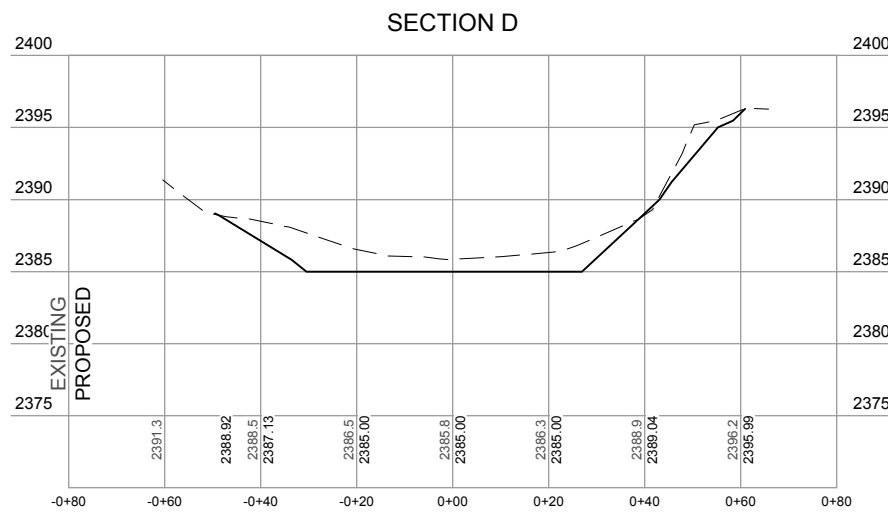
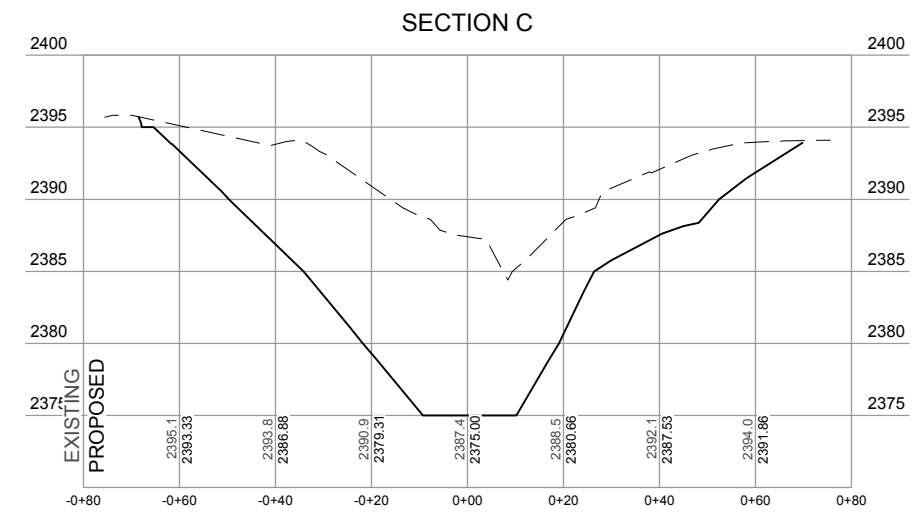
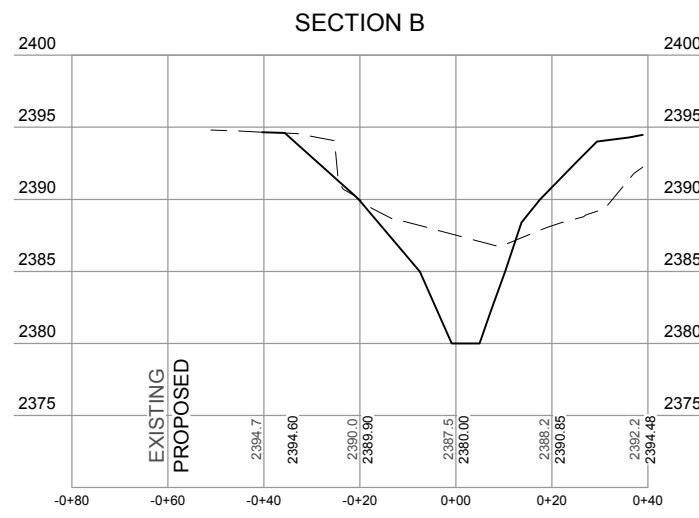
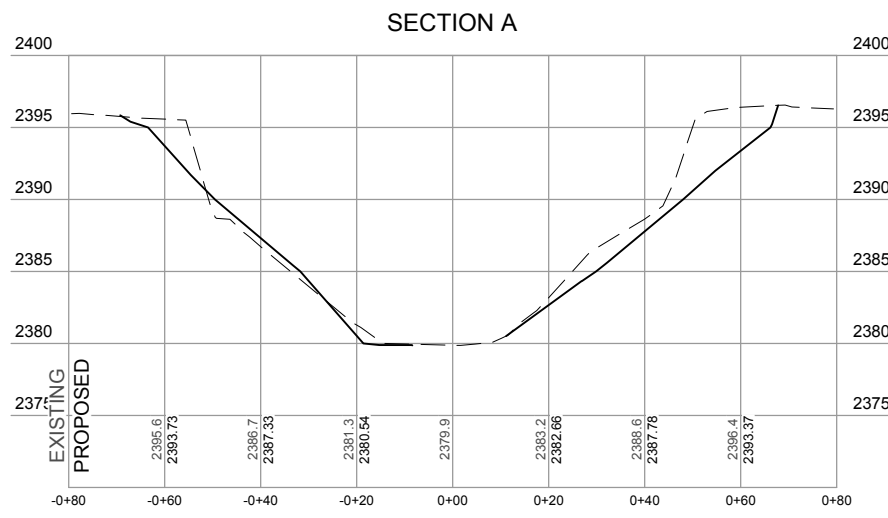


LEXINGTON PLUM CREEK
PARK LAKE RESTORATION
LEXINGTON, NE

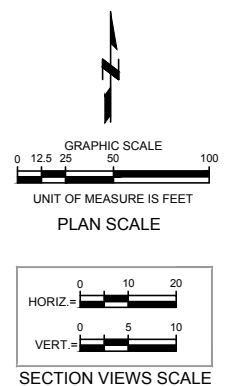
GRADING PLAN

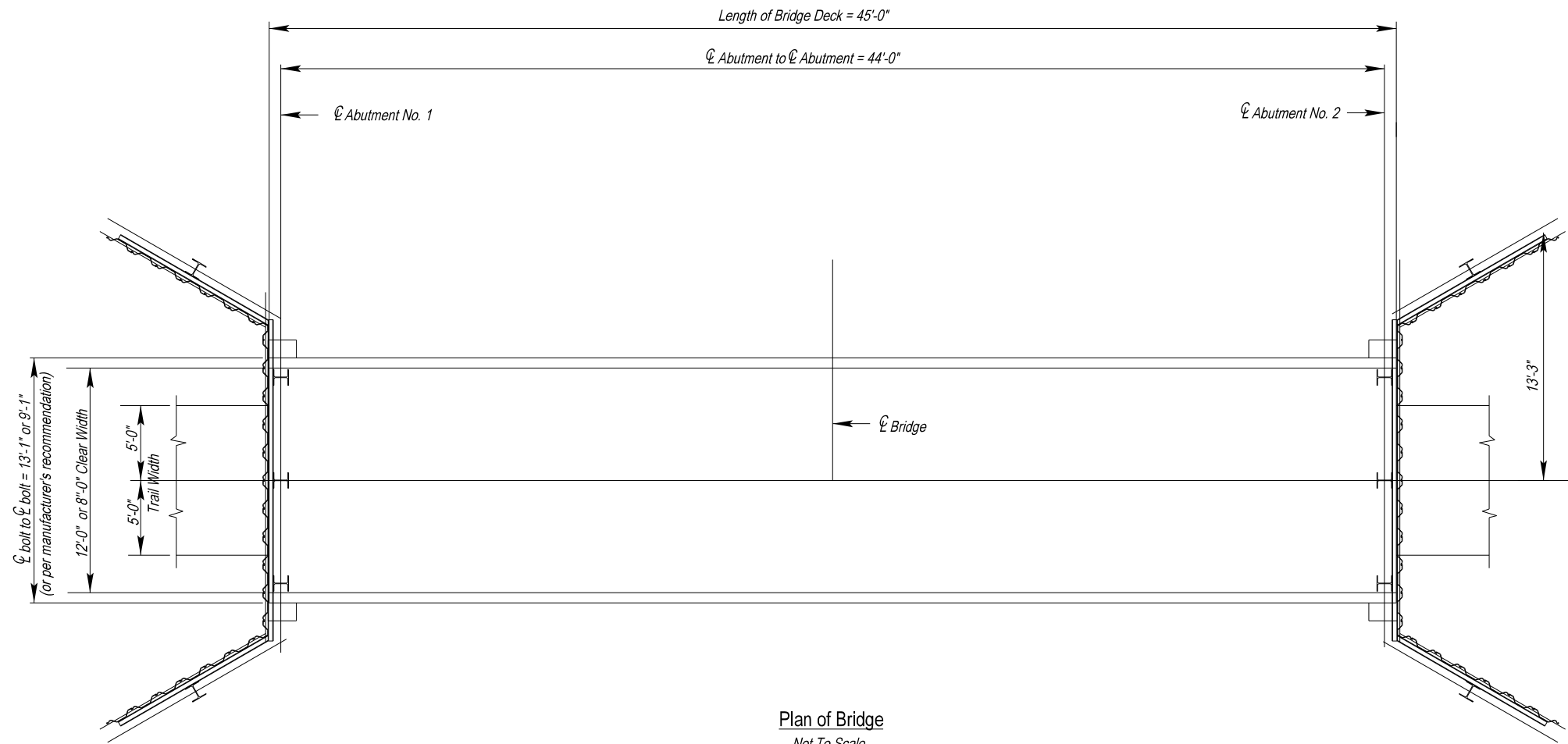
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FIELD CREW	AGJS
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INITIALS	03/04/2015
70 PERCENT REVIEW	DATE
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REVISIONS	

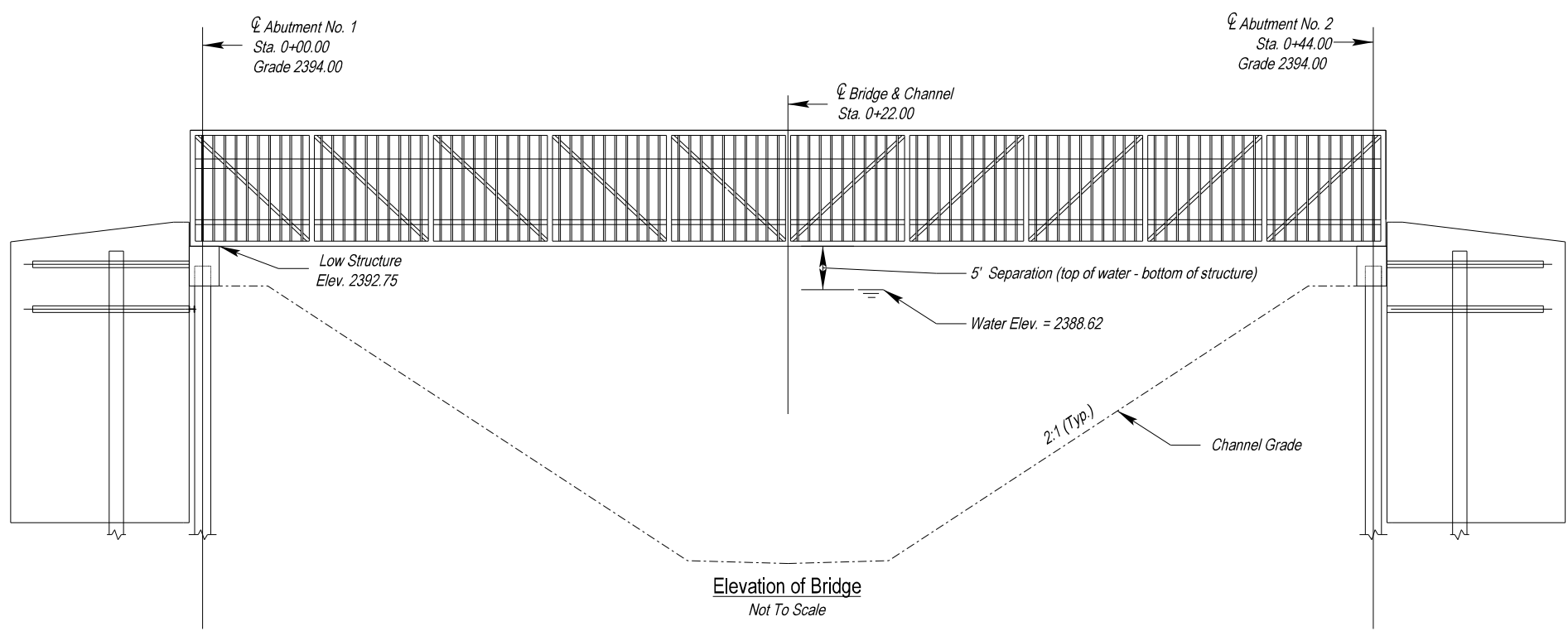


AREA	DREDGE (CY)	LOW EL (FT)
1	1278	2375
2	3270	2375
3	5137	2375
4	224	2385
5	2196	2375





Plan of Bridge
Not To Scale



Elevation of Bridge
Not To Scale

NOTES:

This structure is designed in accordance with the AASHTO LRFD Guide Specifications for Design of Pedestrian Bridges & the AASHTO Bridge Design Specifications, 7th Edition (2014 Interim)

All structural steel for Abutments and Piling Shall conform to the requirement of ASTM A709 Grade 36.

All cast-in-place concrete for abutments shall be class "47B" concrete with a 28 day compressive strength of 3000 psi.

All reinforcing steel shall conform to the requirements of ASTM A615, grade 60. The minimum clearance measured from the face of the concrete to the surface of any bar shall be 3 inches, except where otherwise shown.

The superstructure of this bridge shall meet the following minimum requirements:

- Maximum Depth 15 inches
- Clear Width 12 feet
- Rail Openings (max.) 4 inches

For other requirements and approved suppliers, please refer to the construction specifications.

The bridge shall be designed to support a 90 psf pedestrian live load (non-reducible) and a 20,000 lb. (12'x45'), 10,000 lb. (8'x45') concentrated live load located at mid-span (plus 30% for impact). Live loads shall not be applied simultaneously.

Truss bearing design values used for abutment design (per base plate):

- DL (vertical) = 4.72 k (12'x45') & 3.72 k (8'x45')
- LL (vertical) = 12.15 k (12'x45') & 8.10 k (8'x45')

Deviations from these design values shall be reported to the engineer for approval prior to fabricating the bridge.

The truss manufacturer shall design the anchor bolts, including embedment depth in the footing. Certain dimensions as shown in these plans may require adjustment to match the dimensions of the actual truss provided. All adjusted dimensions, anchor bolt requirements, and anchor bolt loads shall be submitted to the engineer for review prior to construction. The truss bearing plate shall be sized so that the allowable bearing stress on the abutment is not exceeded.

All elevations are based on a 15 inch superstructure depth. If the final design depth is less than this, all elevations shall be adjusted by the Contractor based on the bridge grades. Any changes to the bridge elevations shall be shown on the shop plans.

All steel sheet piling shall conform to ASTM A328 steel and shall meet the following requirements:

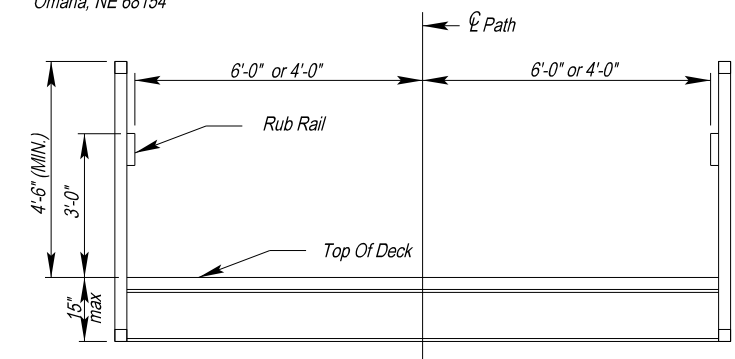
- Section length 20 feet
- Maximum section depth 10 inches
- Minimum section modulus 16.2 cu in/ft
- Minimum Thickness 0.31 inches

The contractor shall submit for review a shop plan of the sheet pile layout showing all pertinent dimensions, details, and section properties. The pay quantity shall be based on the sheet pile wall dimensions shown. The constructed length shall be within 6 inches of the dimension shown.

Base Bid Bridge includes horizontal safety rails (not shown). Vertical Rails (shown) may be added with the alternate bid item on the bid form. Bridge decking material shall be of timber in nature. A cover plate @ each abutment shall also be included in the base bid bridge price. This cover plate shall match the out-out width of each bridge structure and shall sit flush with abutment and trail.

Shop plans for the 2 - Prefabricated Truss Bridges shall be submitted to:

JEO Consulting Group, Inc
 % John Petersen, PE
 11717 Burt St., Ste. 210
 Omaha, NE 68154

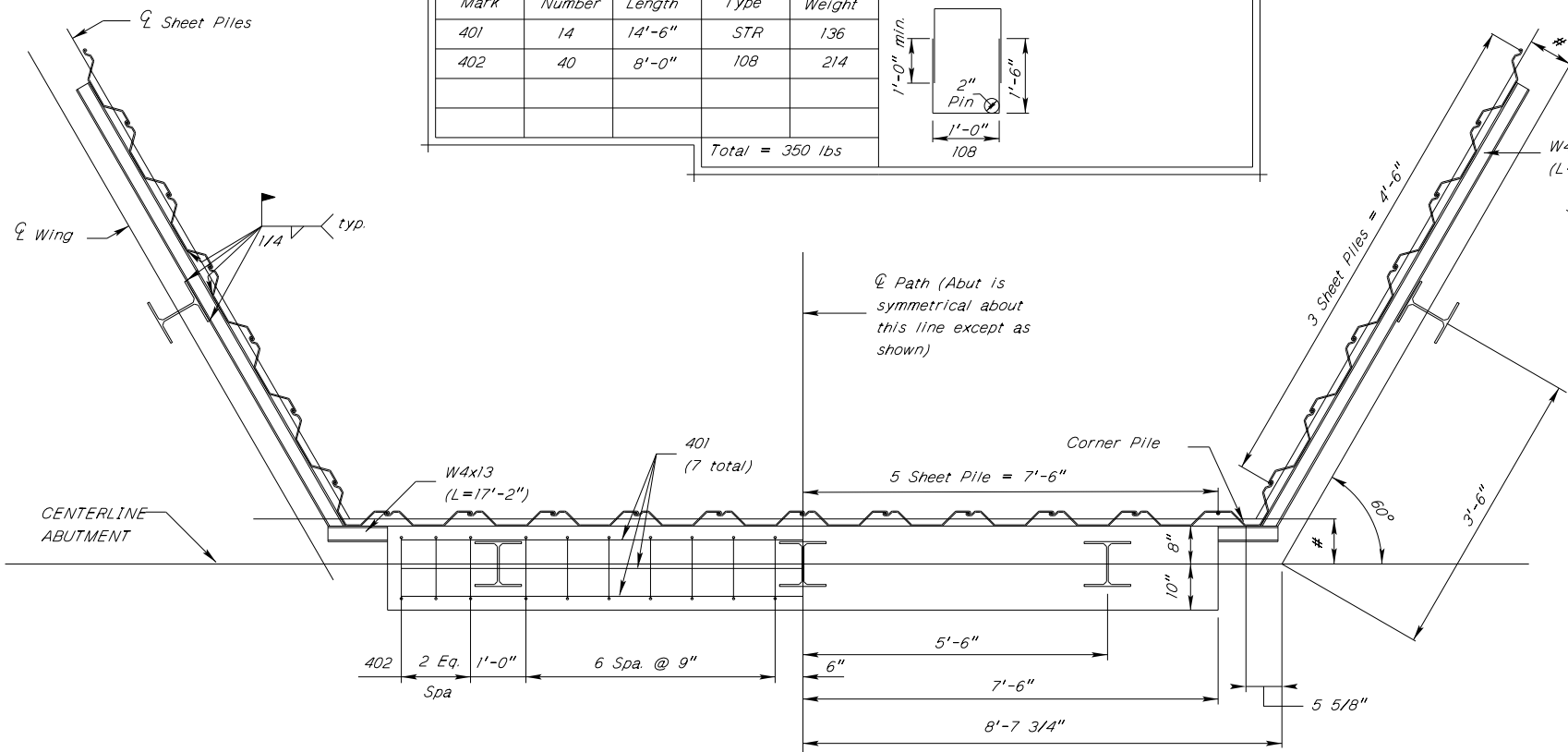


Cross Section of Bridge
Not To Scale

Bill of Bars					Bending Diagrams	
Mark	Number	Length	Type	Weight		
401	14	14'-6"	STR	136		
402	40	8'-0"	108	214		
Total = 350 lbs						

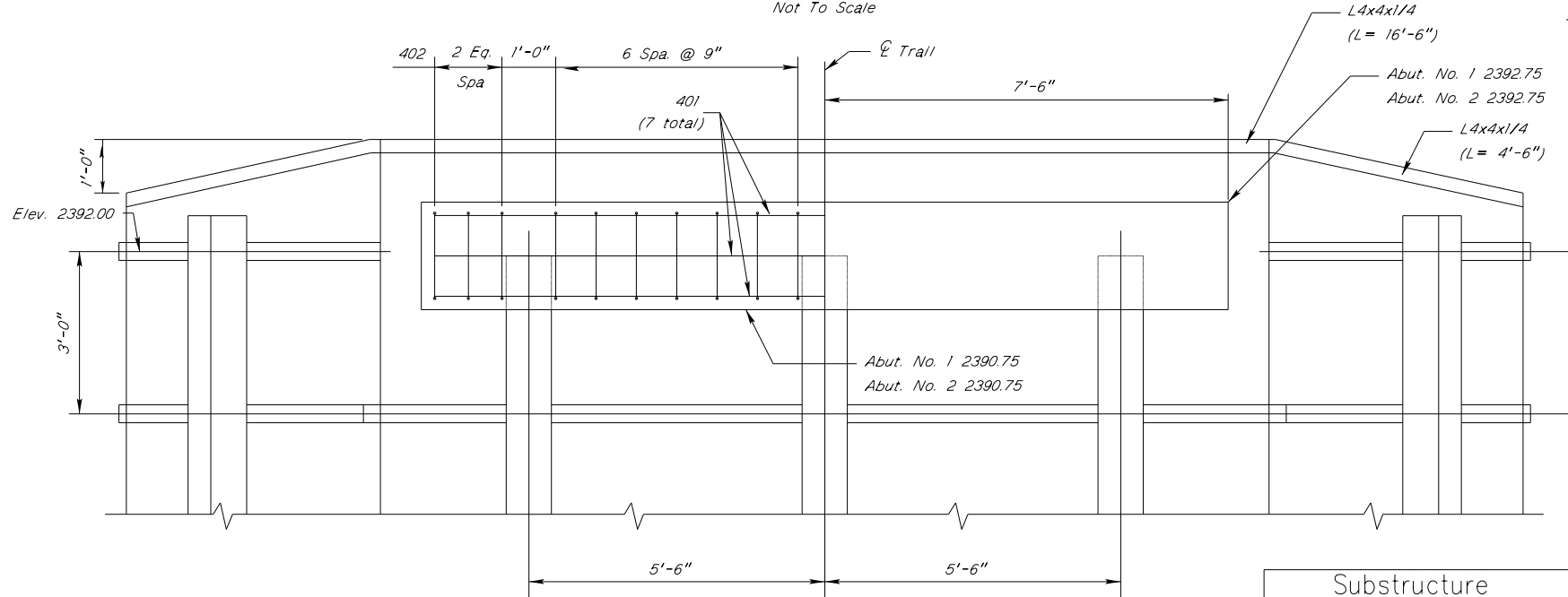
Pile Data Table						
Location	Pile Number	Cut off Elevation	Minimum Penetration Below Cut off	Pile Order Length (ft)	Design Bearing (tons)	Pile Type
Abut. No. 1	1 & 5	2392.50	20	20	5	HP8x36
	2 - 4	2391.75	25	30	20	HP8x36
Abut. No. 2	1 & 5	2392.50	20	20	5	HP8x36
	2 - 4	2391.75	25	30	20	HP8x36

All piles must be driven until the design bearing is acquired. If this occurs before the minimum length is driven then the piles must be driven to their minimum lengths.



Plan of Abutment

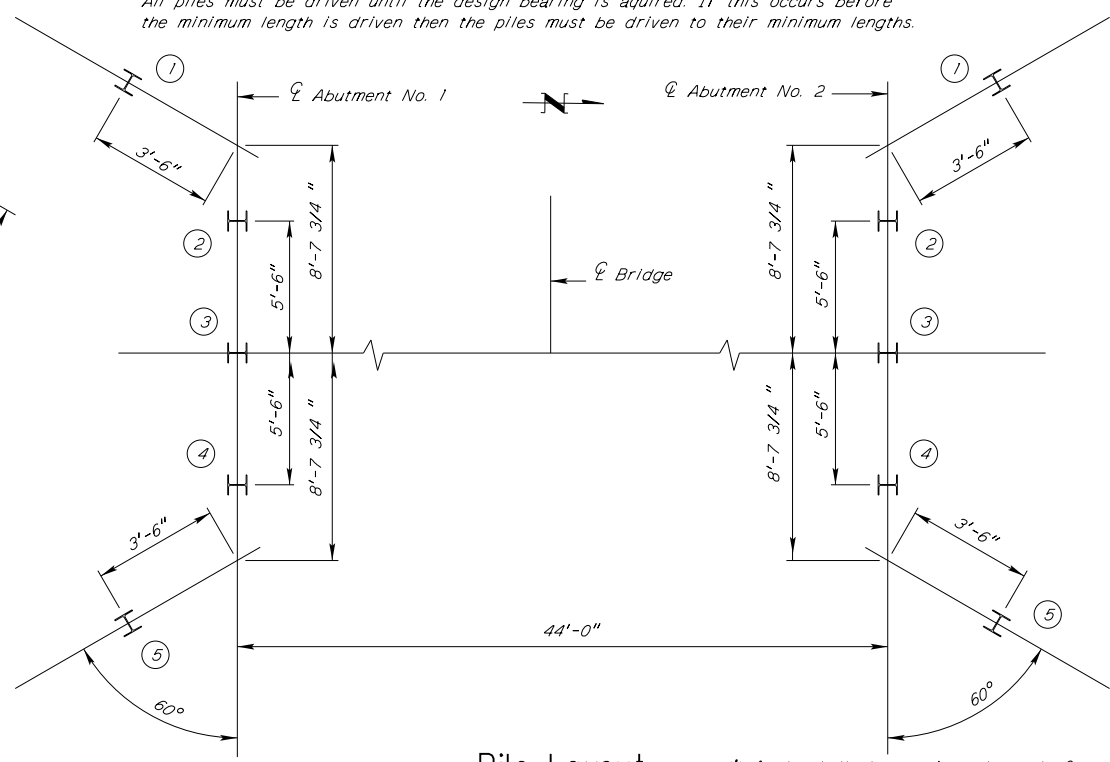
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Elevation of Abutment

Not To Scale

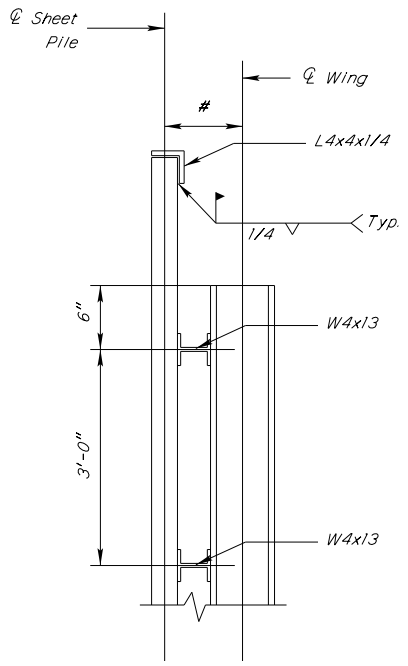
Substructure			
Number	Section	Length	Weight
2	W4X13	17'-2"	447
8	W4X13	4'-0"	416
2	L4X4X1/4	16'-6"	218
4	L4X4X1/4	4'-6"	119
6	HP8X36	30'-0"	-
4	HP8X36	20'-0"	-
36	SHEET PILE	20'-0"	-
Concrete for Abutment Cap			4.0 cy



Pile Layout

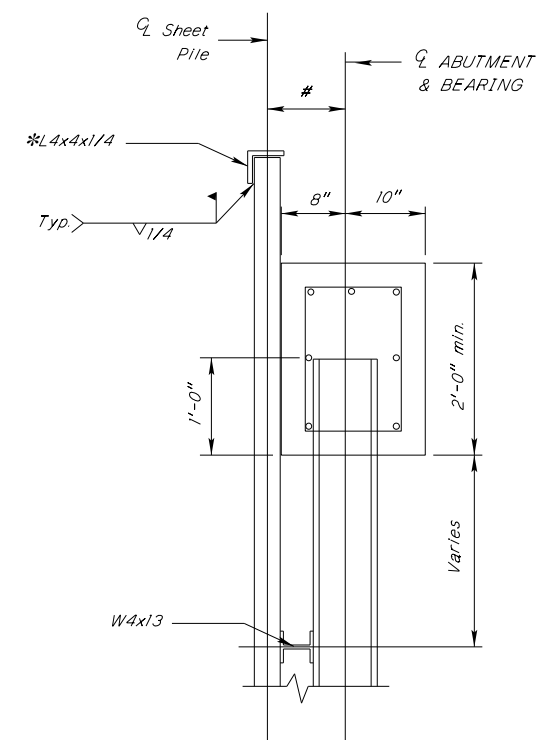
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* Angle shall abut against the end of the bridge, adjust as required.
Varies depending on sheet pile size/type



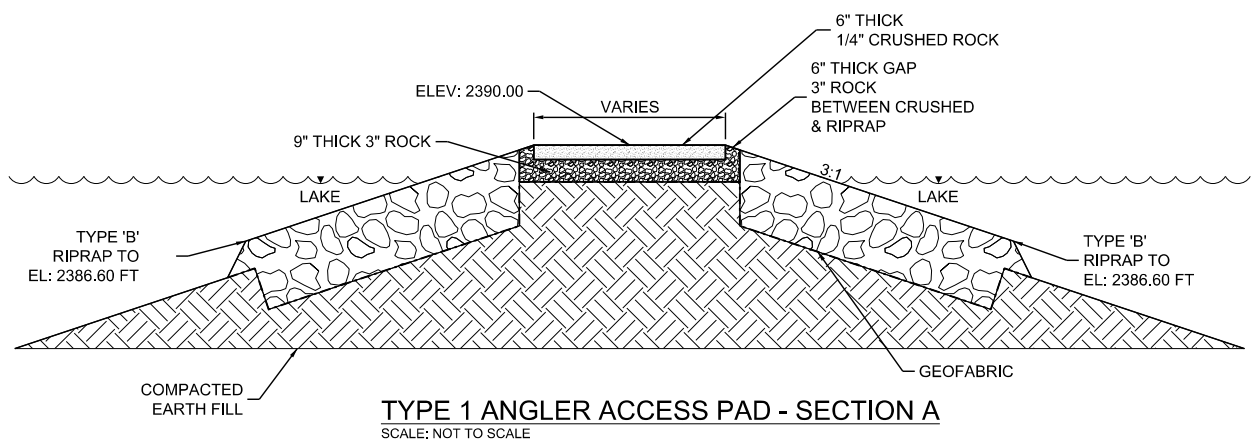
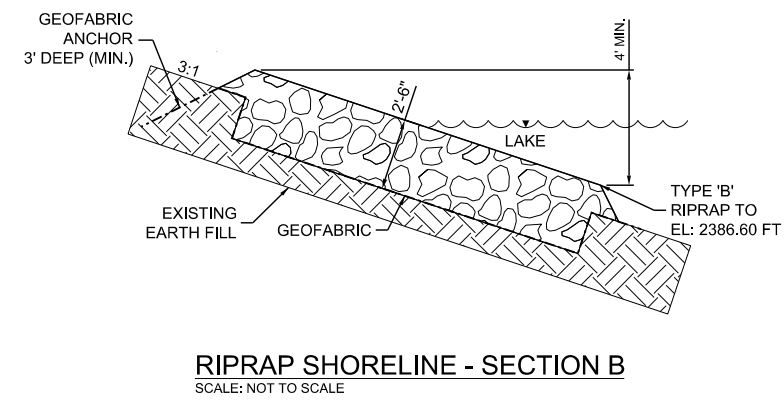
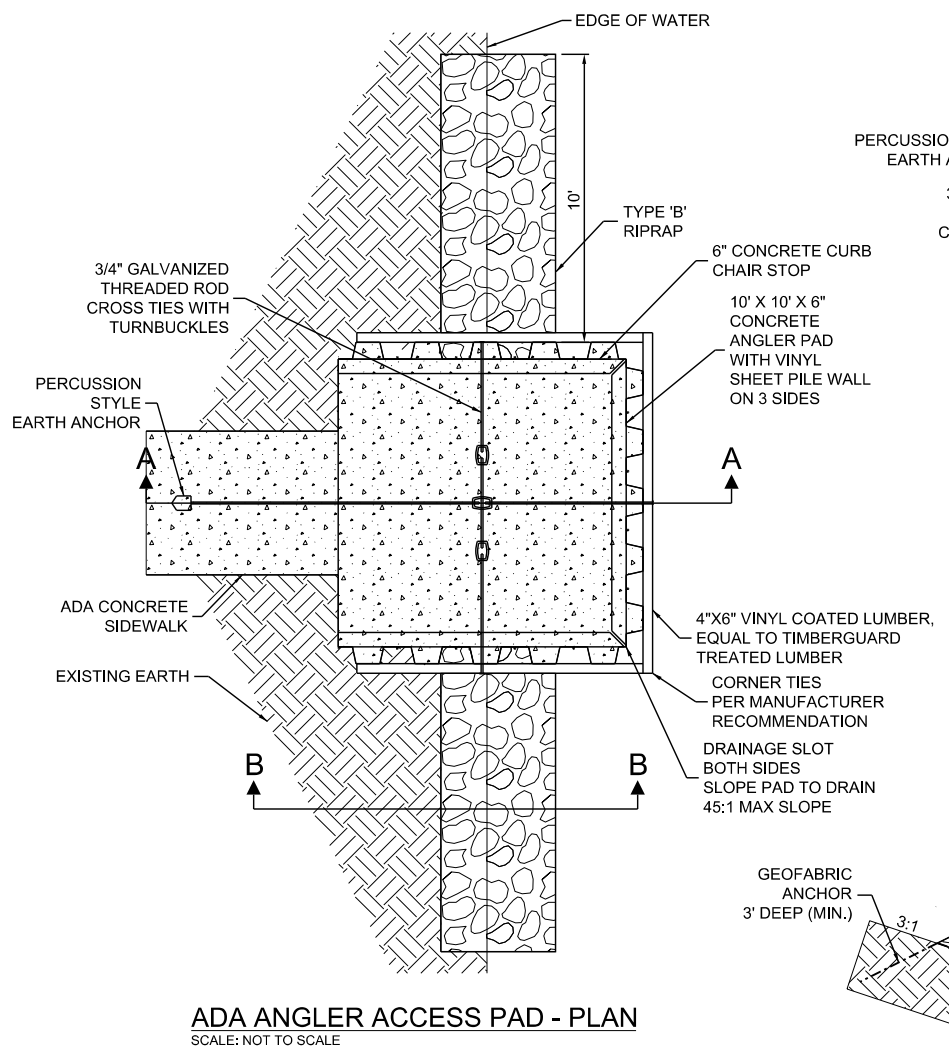
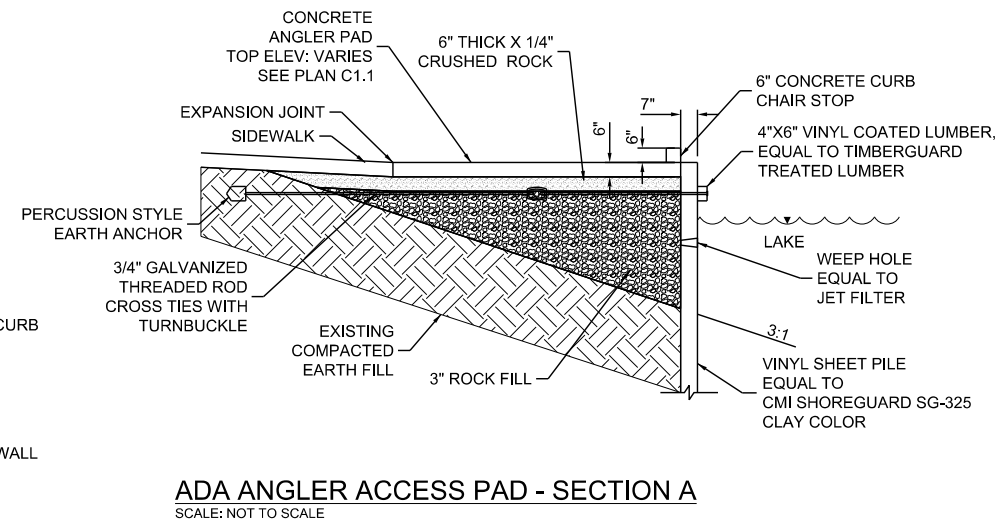
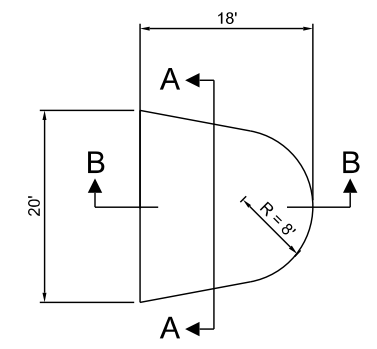
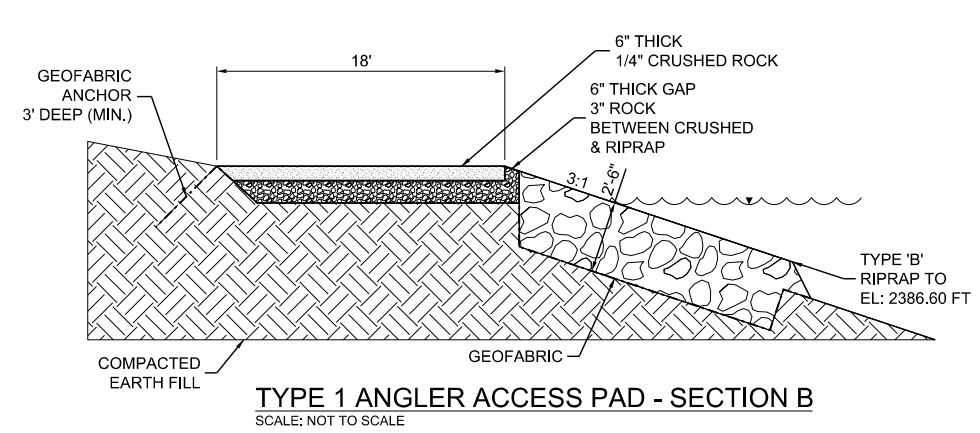
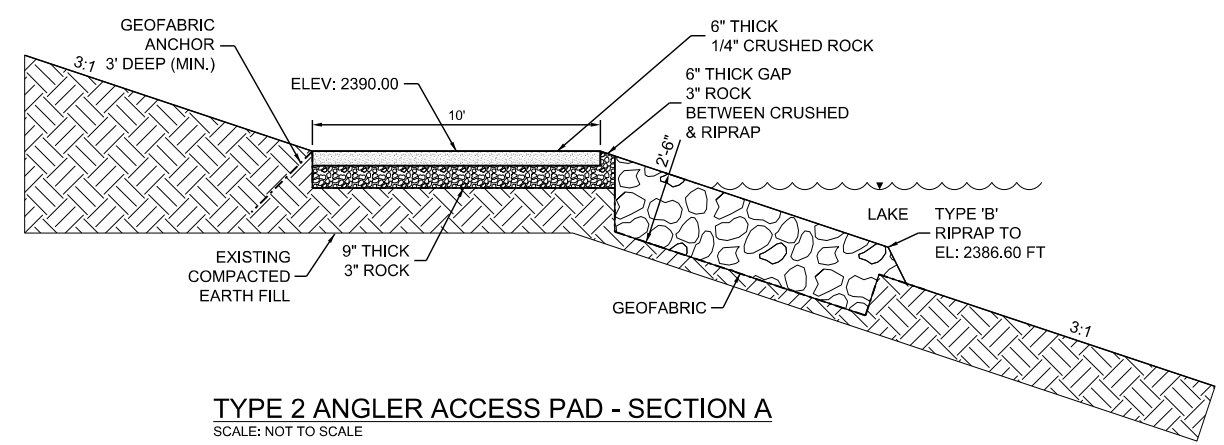
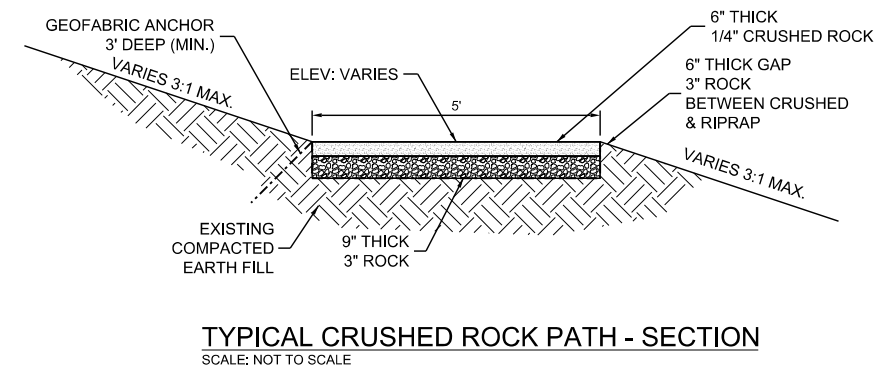
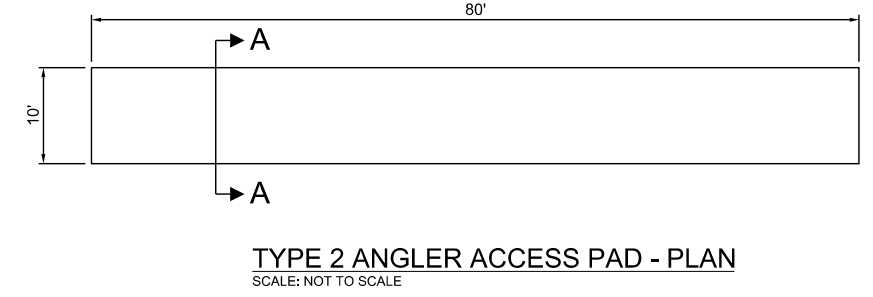
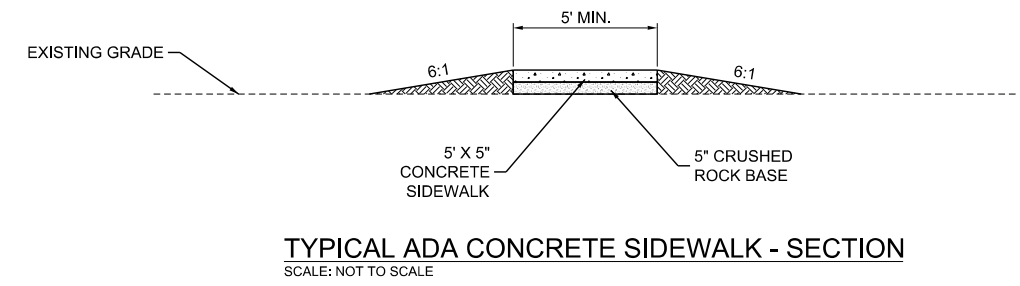
Section of Wing

Not To Scale



Section of Abutment

Not To Scale



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