

# SEGMENT 2 TRAIL IMPROVEMENTS

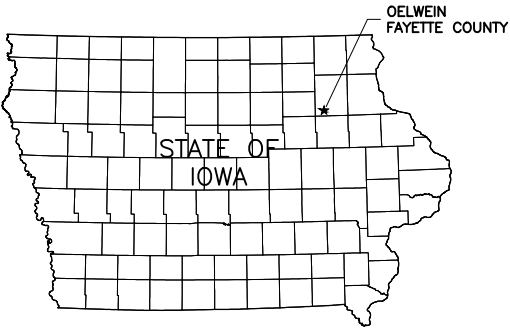
FOR

# CITY OF OELWEIN OELWEIN, IOWA

21-1205

FAYETTE COUNTY

APRIL 2025



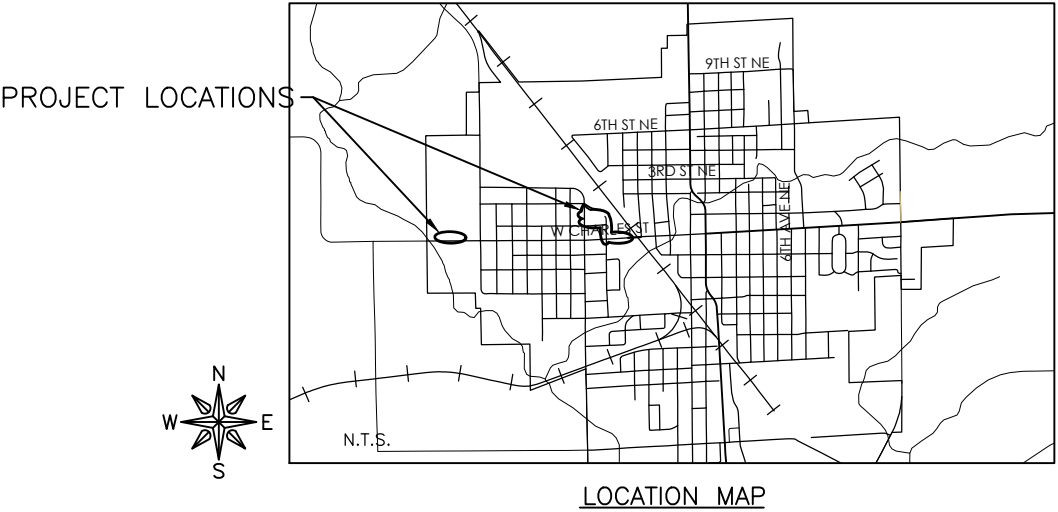
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OWNER/DEV	CITY OF OELWEIN
ADDRESS	20 2ND AVE SW
	OELWEIN, IA 50662
P#	319-283-5440

CITY ADMINISTRATION	
MAYOR.....	BRETT DEVORE
COUNCIL MEMBERS.....	RENEE CANTRELL
	DAVE LENZ
	LYNDA PAYNE
	ANTHONY RICCHIO
	KAREN SEEDERS
	MATT WEBER
CITY ADMINISTRATOR.....	DYLAN MULFINGER
CITY CLERK.....	BARBARA RIGDON

UTILITIES	
UTILITY TYPE	COMMON NAME
WATER & SEWER	OELWEIN, CITY OF
ELECTRIC	ALLIANT
TELEPHONE	CENTURY LINK
GAS	ALLIANT
CABLE	MEDIACOM

(CONTRACTOR TO BE RESPONSIBLE FOR ANY  
ADJUSTMENTS TO BE MADE.)



**FEHR GRAHAM**  
ENGINEERING & ENVIRONMENTAL

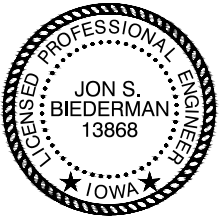
ILLINOIS

IOWA

WISCONSIN

WEST UNION, IOWA  
128 S VINE STREET  
WEST UNION, IA 52175  
P# (563) 422-5131

DRAFT



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

Jon S. Biederman, P.E. Date  
License Number 13868  
My license renewal date is December 31, 2026.  
Pages or sheets covered by this seal: All

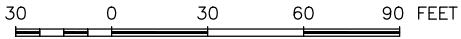
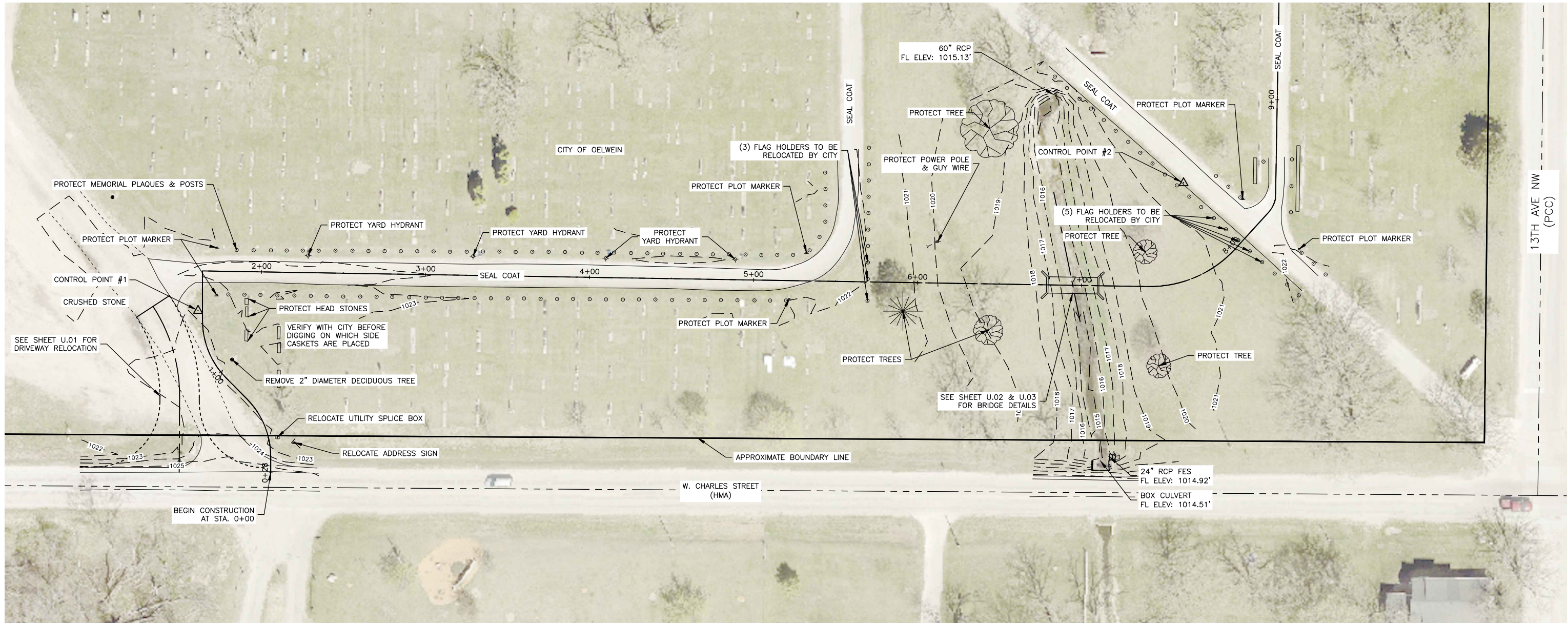


THE 2025 VERSION OF THE URBAN STANDARD  
SPECIFICATIONS FOR PUBLIC IMPROVEMENTS,  
ALSO KNOWN AS SUDAS (2025), PLUS FEHR  
GRAHAM SUPPLEMENTAL SPECIFICATIONS AND  
SPECIAL PROVISIONS SHALL APPLY TO  
CONSTRUCTION WORK ON THIS PROJECT.

ORIGINAL SET FOR PROJECT: 21-1205		DATE CREATED: APRIL 2025
REVISIONS		
REV. NO.	DESCRIPTION	DATE

ABBREVIATIONS		SYMBOLS	
<div><div>&lt;ABCACIACRASCALTARCHASPHASTMABFPBITBLDGBLKBMBOTBSMTBVB-BCL or CLC to CC &amp; GCFCFCHDCICHRCLRCMPCMUCITYCONCCONTC-BCOORDCUCCTRSCYCSDDDEPDETDIAGDIMDI DNSTRDPDWGEJEL, ELEVEP EQUIPEQUIVEWEXP, EXISTEXT = FDNDNFFFILFINFLFLR FMFNDFRMGFTGF-FGAGI GRDGRSGRTGVGYPHSEHCHMAHNGRHORIZH.P.HWHΔ = I IDINTINVIPJSTLATLAVLFL.P.LTMAXMELMHMINMJMTLNNo. OR #NOMNTSOCODOPNGOPPCCPCFPDP</div><div>ANGLEAGGREGATE BASE COURSEACRE(S)AMERICAN CONCRETE INSTITUTEAGGREGATEAMERICAN INSTITUTE OF STEEL CONSTRUCTIONALTERNATEARCHITECTASPHALTAMERICAN SOCIETY OF TESTING AND MATERIALSBALL VALVEBACKFLOW PREVENTERBITUMINOUSBUILDINGBLOCKINGBENCHMARKBOTTOMBASEMENTBUTTERFLY VALVEBACK-TO-BACK OF CURB DIMENSIONCENTERLINECENTER TO CENTERCURB AND GUTTERCUBIC FEETCHORD LENGTHCAST IRON PIPECHECK VALVECLEARCORRUGATED METAL PIPECONCRETE MASONRY UNITCOUNTYCONCRETECONTINUOUSCENTERLINE TO BACK OF CURB DIMENSIONCOORDINATECOPPER PIPINGCENTERSCUBIC YARDSCORPORATION STOPDEGREE OF CURVEDEPRESSEDDETAILDIAGONALDIMENSIONDUCTILE IRON PIPEDOWNDOWNSTREAMDRAINAGE PIPE/STORM PIPEDRAWINGEASTEXPANSION JOINTELEVATIONEDGE OF PAVEMENTEQUIPMENTEQUIVALENT EACH WAYEXPANSIONEXISTINGEXTERIOREXTERNAL DISTANCEFLOOR DRAINFOUNDATIONFIELD ENTRANCEFINISH FLOORFILLETFINISHFLOW LINEFLOORFORCE MAINFOUNDVPIFRAMINGFOOTINGFACE TO FACEGAUGE GALVANIZED IRON PIPEGRADEGRATING SUPPORTGROUTGAS VALVEGYPSUMHOUSEHORIZONTAL CURVEHOT MIX ASPHALTHANGERHORIZONTALHIGH POINTHOT WATERHOT WATER HEATERCENTRAL ANGLEMOMENT OF INERTIAINSIDE DIAMETERINTERIORINVERT ELEVATION; BASED ON BENCH MARK DATUMIRON PIPEJOISTLENGTH OF CURVELATERALLAVATORYLINEAL FEETLOW POINTLEFT OF SURVEY BASE LINEMAXIMUMMATCH EXISTINGMANHOLEMINIMUMMECHANICAL JOINTMETALNORTHNUMBERNOMINALNOT TO SCALEON CENTEROUSIDE DIAMETEROUTSIDE TO OUTSIDEOPENINGOPPOSITEPOINT OF CURVATUREPORTLAND CEMENT CONCRETEPOUNDS PER CUBIC FOOTPERFORATED DRAIN PIPE</div></div>	<div><div>PEPIPLPLPPLYWDPMPRPCRPRESSPR, PROPPRVPRSPPSIPSLPTPLGPVCRRI RDCRRCCORCPRRDRREINFRREQDRROWRFRRRNDRRRRRSPRT R&amp;RSBRSCHEDSECSEFSHRSHTSHTGSPSPASPECSSQSSTASTDSTLSTRUCTSWSYSYMTAN TBC TBM TDTHTKTRTYTYP U.O.N. UPUPSTRURUSGSVCVCPVERTVOLVPCVPIVPRC VPTWWCWFWMWMQWVWGTWPWSWWFW/WWOXP</div><div>POLYETHYLENE PIPEPOINT OF INTERSECTIONPLATEPLUG VALVEPOLYPROPYLENE PIPEPLYWOODPRINCIPAL MERIDIANPRESSURE REGULATORSPOINT OF REVERSE CURVATUREPRESSUREPRESSURE REDUCING VALVEPOUNDS PER SQUARE FOOTPOUNDS PER SQUARE INCHPIPE SLEEVEPOINT OF TANGENCYPLUG VALVEPOLYVINYL CHLORIDE (PLASTIC) PIPERADIUSREDUCERREINFORCED CONCRETE CYLINDER PIPIREINFORCED CONCRETE PIPIROOF DRAINREINFORCINGREQUIREDRIGHT OF WAYRAFTERROUNDRAILROADRAILROAD SPIKERIGHTREMOVE AND REPLACE SOUTHSTREAM BEDSCHEDULESECTIONSQUARE FEETSHOWERSHEET SHEATHINGSANITARY PIPESPACING OR SPACESSPECIFICATIONSQUARESANITARY SERVICESTATIONSTANDARDSTEELSTRUCTURALSIDEWALKSQUARE YARDSYMMETRICALTANGENT LENGTHTOP BACK OF CURBTIMPORARY BENCH MARK; BASED ON BENCHMARK DATUMTILE DRAINTHICKTREADTYPETYPICALUNLESS OTHERWISE NOTEDUTILITY POLEUPSTREAMURINALUS GEOLOGICAL SURVEYVERTICAL CURVEVITRIFIED CLAY PIPEVERTICALVOLUMEVERTICAL POINT OF CURVATUREVERTICAL POINT OF INTERSECTIONVERTICAL POINT OF REVERSE CURVATUREVERTICAL POINT OF TANGENCYWESTWATER CLOSETWIDE FLANGEWATER MAINWATER MAIN QUALITYWATER VALVEWEIGHTWEATHER PROOFWATER SERVICEWELDED WIRE FABRICWITHWITHOUTEXPLOSION PROOF</div></div>	<div><div>EXISTINGCIVILPROPOSED</div><div><div>EXISTING R.O.W.</div><div>RIGHT-OF-WAY LINE</div><div>PROPOSED R.O.W.</div></div><div><div><div><div></div><div></div></div><div>PROPERTY LINE</div></div><div><div><div><div></div><div></div></div><div>CENTERLINE</div></div><div><div><div><div></div><div></div></div><div>SETBACK LINE</div></div><div><div><div><div></div><div></div></div><div>EASEMENT LINE</div></div><div><div><div><div></div><div></div></div><div>SECTION LINE</div></div><div><div><div><div></div><div></div></div><div>SECTION CORNER</div></div><div><div><div><div></div><div></div></div><div>COORDINATE POINT ON GRID SYSTEM</div></div><div><div><div><div></div><div></div></div><div>FOUND OR SET PROPERTY PIN</div></div><div><div><div><div></div><div></div></div><div>RIGHT-OF-WAY MARKER</div></div><div><div><div><div></div><div></div></div><div>BENCHMARK</div></div><div><div><div><div></div><div></div></div><div>CONTOUR LINE</div></div><div><div><div><div></div><div></div></div><div>SPOT ELEVATION (AT ●)</div></div><div><div><div><div></div><div></div></div><div>FENCE LINE</div></div><div><div><div><div></div><div></div></div><div>SILT FENCE LINE</div></div><div><div><div><div></div><div></div></div><div>CURB AND GUTTER</div></div><div><div><div><div></div><div></div></div><div>TIP OUT CURB AND GUTTER</div></div><div><div><div><div></div><div></div></div><div>SAWCUT, LIMITS OF PAVEMENT REMOVAL &amp; REPLACEMENT</div></div><div><div><div><div></div><div></div></div><div>DECIDUOUS TREE W/ SIZE</div></div><div><div><div><div></div><div></div></div><div>CONIFEROUS TREE W/ SIZE</div></div><div><div><div><div></div><div></div></div><div>TREE STUMP</div></div><div><div><div><div></div><div></div></div><div>HEDGEROW</div></div><div><div><div><div></div><div></div></div><div>BUSH OR SHRUB</div></div><div><div><div><div></div><div></div></div><div>TREE LINE</div></div><div><div><div><div></div><div></div></div><div>CONSTRUCTION LIMIT LINE</div></div><div><div><div><div></div><div></div></div><div>SIGN (MULTIPLE POST, SINGLE POST, STREET SIGN)</div></div><div><div><div><div></div><div></div></div><div>SIGN (PYLON)</div></div><div><div><div><div></div><div></div></div><div>GUARD RAIL</div></div><div><div><div><div></div><div></div></div><div>RAILROAD TRACKS</div></div><div><div><div><div></div><div></div></div><div>BUILDING</div></div><div><div><div><div></div><div></div></div><div>MAILBOX</div></div><div><div><div><div></div><div></div></div><div>FLAGPOLE</div></div><div><div><div><div></div><div></div></div><div>BOLLARD</div></div><div><div><div><div></div><div></div></div><div>AIR CONDITIONER</div></div></div></div></div><div><div><div>EXISTING</div><div>MISC</div><div>PROPOSED</div></div><div><div>S.B. #XX</div><div>SOIL BORING LOCATION AND NUMBER</div><div>S.B. #XX</div></div><div><div>MW #XX</div><div>MONITORING WELL</div><div>MW #XX</div></div><div><div></div><div>REVISION NUMBER</div><div></div></div><div><div></div><div>OUTLINE OF DETAILED AREA</div><div></div></div><div><div></div><div>SECTION NUMBER</div><div></div></div><div><div></div><div>SHEET WHERE SHOWN</div><div></div></div></div></div><div><div><div>EXISTING</div><div>SANITARY SEWER</div><div>PROPOSED</div></div><div><div>SAN &gt;</div><div>SANITARY SEWER</div><div>SAN &gt;</div></div><div><div>SSV &gt;</div><div>SANITARY SEWER SERVICE</div><div>SSV &gt;</div></div><div><div>&lt;FM</div><div>SANITARY SEWER FORCE MAIN</div><div>&lt;FM</div></div><div><div>○</div><div>SANITARY CLEANOUT</div><div>CO ●</div></div><div><div>⊙</div><div>SANITARY MANHOLE</div><div>⊙</div></div><div><div></div><div>WYE FITTING</div><div></div></div></div></div><div><div><div>EXISTING</div><div>WATER</div><div>PROPOSED</div></div><div><div>WSV</div><div>WATER SERVICE</div><div>WSV</div></div><div><div>W</div><div>WATER PIPE</div><div>W</div></div><div><div>⊕</div><div>FIRE HYDRANT</div><div>⊕</div></div><div><div>⊕</div><div>YARD HYDRANT</div><div>⊕</div></div><div><div>⊗</div><div>WATER VALVE WITH BOX</div><div>⊗</div></div><div><div>⊗</div><div>CURB STOP W/CURB BOX</div><div>⊗</div></div><div><div>△</div><div>REDUCER</div><div>△</div></div><div><div>⊙</div><div>WATER VALVE VAULT</div><div>⊙</div></div><div><div></div><div>11.25° BEND</div><div></div></div><div><div></div><div>22.50° BEND</div><div></div></div><div><div></div><div>45° BEND</div><div></div></div><div><div></div><div>90° BEND</div><div></div></div><div><div></div><div>TEE</div><div></div></div><div><div></div><div>CAP</div><div></div></div><div><div>⊙</div><div>WATER METER</div><div>⊙</div></div><div><div>⊕</div><div>SPRINKLER HEAD</div><div>⊕</div></div><div><div>⊕</div><div>TRACER WIRE BOX</div><div>⊕</div></div></div></div><div><div><div>EXISTING</div><div>STORM SEWER</div><div>PROPOSED</div></div><div><div>ST&gt;</div><div>STORM SEWER</div><div>ST&gt;</div></div><div><div>DT&gt;</div><div>DRAIN TILE</div><div>DT&gt;</div></div><div><div></div><div>DITCH LINE (PAVED)</div><div></div></div><div><div></div><div>DITCH LINE (UNPAVED)</div><div></div></div><div><div>⊙</div><div>STORM MANHOLE</div><div>⊙</div></div><div><div>●</div><div>CATCH BASIN</div><div>●</div></div><div><div>⊕</div><div>STORM SEWER INLET</div><div>⊕</div></div><div><div>⊕</div><div>STORM SEWER INLET - BEHIND CURB</div><div>⊕</div></div><div><div>⊕</div><div>DOWNSPOUT</div><div>⊕</div></div><div><div>X" TYPE</div><div>CULVERT AND SIZE</div><div>X" TYPE</div></div><div><div>⊕</div><div>RCCP OR RCP EQRS (RCAP) END SECTION</div><div>⊕</div></div><div><div>⊕</div><div>METAL OR HDPE END SECTION</div><div>⊕</div></div><div><div>⊕</div><div>FLOW DIRECTION</div><div>⊕</div></div></div></div><div><div><div>EXISTING</div><div>EROSION CONTROL</div><div>PROPOSED</div></div><div><div></div><div>EROSION CONTROL BLANKET</div><div></div></div><div><div></div><div>TEMPORARY AND PERMANENT SEEDING AREA</div><div></div></div><div><div></div><div>UNDISTURBED AREA</div><div></div></div><div><div></div><div>STABILIZED CONSTRUCTION ENTRANCE</div><div></div></div><div><div></div><div>SILT FENCE</div><div></div></div><div><div></div><div>INLET PROTECTION</div><div></div></div><div><div></div><div>TEMPORARY SEDIMENT TRAP</div><div></div></div><div><div></div><div>CULVERT INLET PROTECTION</div><div></div></div><div><div></div><div>ROCK OUTLET PROTECTION</div><div></div></div><div><div></div><div>ROCK CHECK DAM - COURSE AGGREGATE</div><div></div></div><div><div></div><div>ROCK CHECK DAM - RIP RAP</div><div></div></div><div><div></div><div>DITCH CHECK</div><div></div></div></div></div><div><div><div>EXISTING</div><div>UTILITY</div><div>PROPOSED</div></div><div><div>FO</div><div>FIBER OPTIC LINE</div><div>FO</div></div><div><div>TV</div><div>UNDERGROUND TV CABLE</div><div>TV</div></div><div><div>⊕</div><div>CABLE TV RISER PEDESTAL</div><div>⊕</div></div><div><div>OU</div><div>OVERHEAD UTILITY</div><div>OU</div></div><div><div>UE</div><div>UNDERGROUND ELECTRIC</div><div>UE</div></div><div><div>⊕</div><div>ELECTRIC RISER PEDESTAL</div><div>⊕</div></div><div><div>⊕</div><div>ELECTRIC MANHOLE</div><div>⊕</div></div><div><div>T</div><div>UNDERGROUND TELEPHONE</div><div>T</div></div><div><div>⊕</div><div>TELEPHONE RISER PEDESTAL</div><div>⊕</div></div><div><div>⊕</div><div>TELEPHONE MANHOLE</div><div>⊕</div></div><div><div>⊕</div><div>UTILITY POLE</div><div>⊕</div></div><div><div>⊕</div><div>UTILITY POLE W/ METER</div><div>⊕</div></div><div><div>⊕</div><div>UTILITY POLE W/ TRANSFORMER</div><div>⊕</div></div><div><div>⊕</div><div>UTILITY POLE W/ LIGHT</div><div>⊕</div></div><div><div>⊕</div><div>UTILITY POLE WITH GUY WIRE AND ANCHOR</div><div>⊕</div></div><div><div>⊕</div><div>LIGHT (MAST MOUNTED)</div><div>⊕</div></div><div><div>⊕</div><div>LIGHT POLE (SINGLE FIXTURE)</div><div>⊕</div></div><div><div>⊕</div><div>YARD LIGHT</div><div>⊕</div></div><div><div>G</div><div>GAS MAIN</div><div>G</div></div><div><div>⊕</div><div>GAS METER</div><div>⊕</div></div><div><div>⊕</div><div>GAS VALVE</div><div>⊕</div></div><div><div>⊕</div><div>GAS STRUCTURE</div><div>⊕</div></div><div><div>⊕</div><div>TRANSFORMER</div><div>⊕</div></div><div><div>⊕</div><div>GENERATOR</div><div>⊕</div></div></div></div><div><div><div>EXISTING</div><div>TRAFFIC RELATED</div><div>PROPOSED</div></div><div><div></div><div>CONTROLLER</div><div></div></div><div><div></div><div>MAST ARM ASSEMBLY AND POLE</div><div></div></div><div><div>⊕</div><div>SIGNAL HEAD AND POST</div><div>⊕</div></div><div><div>⊕</div><div>SIGNAL HEAD</div><div>⊕</div></div><div><div>⊕</div><div>PEDESTRIAN HEAD</div><div>⊕</div></div><div><div>⊕</div><div>PEDESTRIAN PUSH-BUTTON</div><div>⊕</div></div><div><div>⊕</div><div>HAND HOLE</div><div>⊕</div></div><div><div>⊕</div><div>DOUBLE HAND HOLE</div><div>⊕</div></div><div><div>⊕</div><div>HAND HOLE OR JUNCTION BOX</div><div>⊕</div></div><div><div>⊕</div><div>HEAVY-DUTY HAND HOLE</div><div>⊕</div></div><div><div>5' = 2"</div><div>EXISTING CONDUIT (LENGTH AND SIZE) PROP GALVANIZED STEEL OR PVC CONDUIT UPPER NUMERAL INDICATES LENGTH "T" INDICATES CONDUIT IN TRENCH "P" INDICATED CONDUIT PUSHED LOWER NUMERAL INDICATES SIZE AND TYPE</div><div>5' = T 2" GS-PVC</div></div><div><div>⊕</div><div>LUMINAIRE</div><div>⊕</div></div><div><div>⊕</div><div>ARROW - THROUGH, TURN LEFT</div><div>⊕</div></div><div><div>⊕</div><div>ARROW - THROUGH</div><div>⊕</div></div><div><div>⊕</div><div>ARROW - TURN LEFT</div><div>⊕</div></div><div><div>⊕</div><div>ARROW - TURN RIGHT</div><div>⊕</div></div><div><div>ONLY</div><div>ONE DIRECTION TURN ONLY</div><div>ONLY</div></div><div><div>⊕</div><div>HANDICAPPED PARKING STALL</div><div>⊕</div></div><div><div>⊕</div><div>TRAFFIC DETECTOR LOOP</div><div>⊕</div></div><div><div>⊕</div><div>TRAFFIC CONTROL BOX</div><div>⊕</div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div>	





DATUM INFORMATION

CONTROL INFORMATION  
IOWA REGIONAL COORDINATE SYSTEM; ZONE 5(WATERLOO)  
GEOID18

BENCHMARK INFORMATION

CP#1(N4RB W/ ALUM CAP)  
N: 8910598.97' E: 15584391.59' ELEV: 1022.74'  
  
CP#2(MAG-NAIL)  
N: 8910676.77' E: 15584992.41' ELEV: 1021.76'

**FEHR GRAHAM**  
ENGINEERING & ENVIRONMENTAL

ILLINOIS  
IOWA  
WISCONSIN

OWNER/DEVELOPER:  
CITY OF OELWEIN  
20 2ND AVE SW  
OELWEIN IA, 50662

PROJECT AND LOCATION:  
SEGMENT 2 TRAIL IMPROVEMENTS  
OELWEIN, IA

DRAWN BY: JCB  
APPROVED BY: JSB  
DATE: APRIL 2025  
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

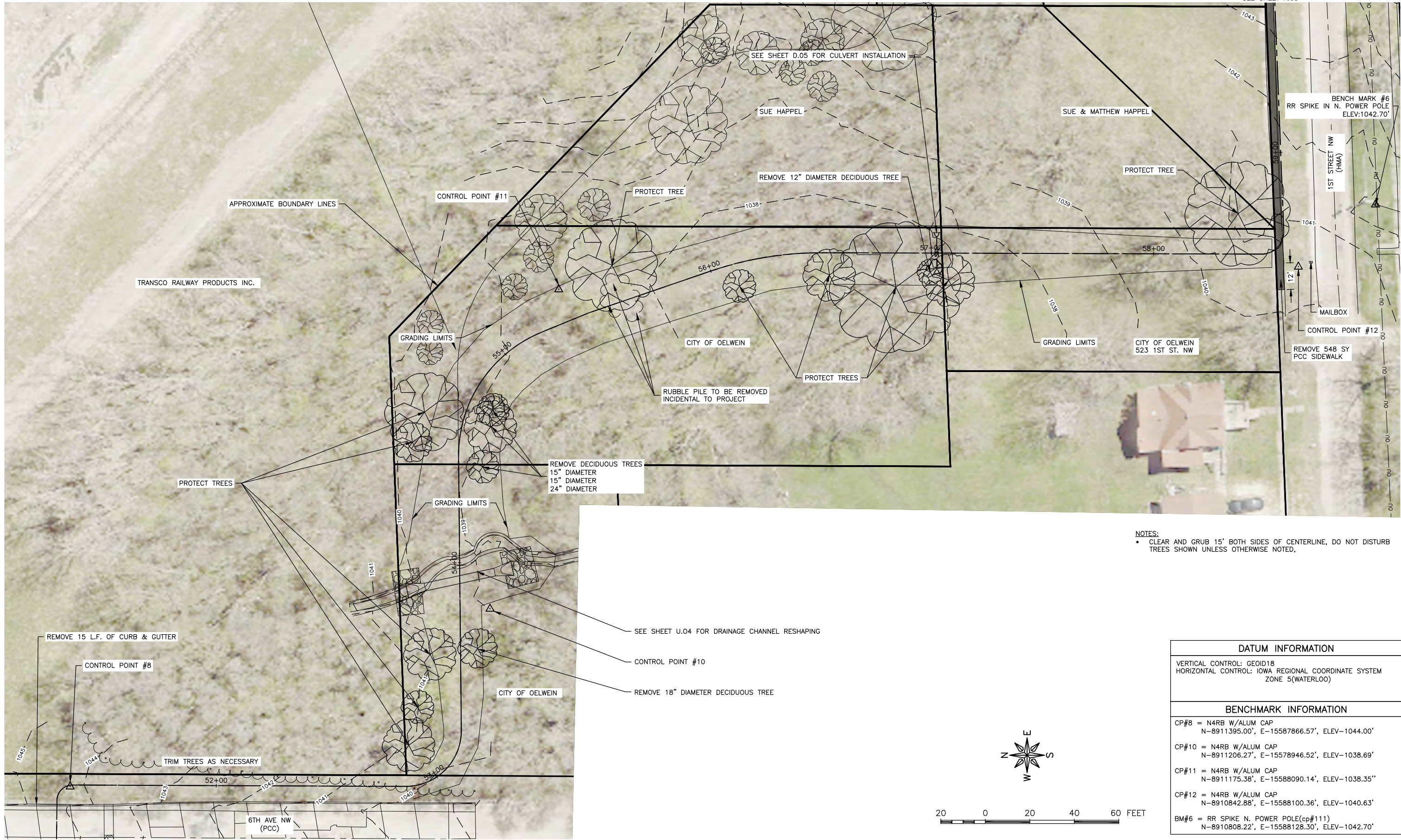
DRAWING:  
EXISTING CONDITIONS AND REMOVALS

SET TYPE: DRAFT  
G:\C30\21\21-1205 Oelwein Trail Ph. 2\Plans\21-1205 PLANS.dwg, A.03

JOB NUMBER:  
21-1205

SHEET NUMBER:  
A.03





- NOTES:
- CLEAR AND GRUB 15' BOTH SIDES OF CENTERLINE, DO NOT DISTURB TREES SHOWN UNLESS OTHERWISE NOTED,

DATUM INFORMATION
VERTICAL CONTROL: GEOD18 HORIZONTAL CONTROL: IOWA REGIONAL COORDINATE SYSTEM ZONE 5(WATERLOO)
BENCHMARK INFORMATION
CP#8 = N4RB W/ALUM CAP N-8911395.00', E-15587866.57', ELEV-1044.00'
CP#10 = N4RB W/ALUM CAP N-8911206.27', E-15578946.52', ELEV-1038.69'
CP#11 = N4RB W/ALUM CAP N-8911175.38', E-15588090.14', ELEV-1038.35''
CP#12 = N4RB W/ALUM CAP N-8910842.88', E-15588100.36', ELEV-1040.63'
BM#6 = RR SPIKE N. POWER POLE(cp#111) N-8910808.22', E-15588128.30', ELEV-1042.70'



**FEHR GRAHAM**  
ENGINEERING & ENVIRONMENTAL

ILLINOIS  
IOWA  
WISCONSIN

OWNER/DEVELOPER:  
CITY OF OELWEIN  
20 2ND AVE SW  
OELWEIN IA, 50662

PROJECT AND LOCATION:  
SEGMENT 2 TRAIL IMPROVEMENTS  
OELWEIN, IA

DRAWN BY: JCB  
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DATE: APRIL 2025  
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REVISIONS		
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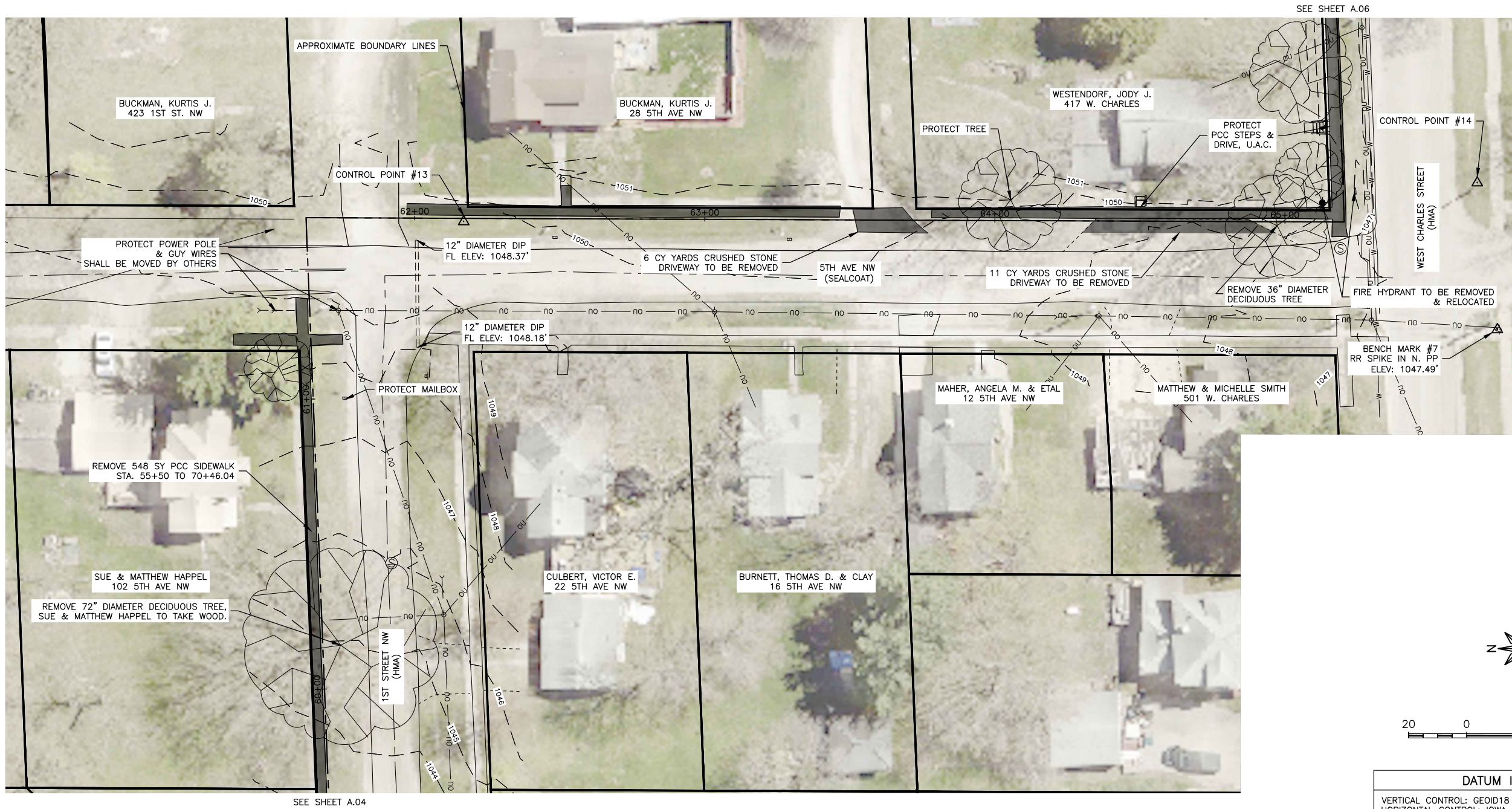
DRAWING:  
EXISTING CONDITIONS AND REMOVALS

SET TYPE: DRAFT

JOB NUMBER:  
21-1205

SHEET NUMBER:  
A.04





20 0 20 40 60 FEET

#### DATUM INFORMATION

VERTICAL CONTROL: GEOD18  
HORIZONTAL CONTROL: IOWA REGIONAL COORDINATE SYSTEM  
ZONE 5(WATERLOO)

#### BENCHMARK INFORMATION

CP#14 = N4RB W/ALUM CAP  
N-8910457.45', E-15588426.25', ELEV-1047.22'

CP#13 = N4RB W/ALUM CAP  
N-8910806.77', E-15588412.89', ELEV-1049.85'

BM#7 = RR SPIKE IN N. POWER POLE (CP#112)  
N-8910450.41', E-15588375.60', ELEV-1047.49'

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OELWEIN IA, 50662

PROJECT AND LOCATION:  
SEGMENT 2 TRAIL IMPROVEMENTS  
OELWEIN, IA

DRAWN BY: JCB  
APPROVED BY: JSB  
DATE: APRIL 2025  
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

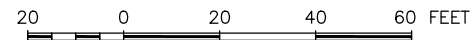
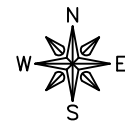
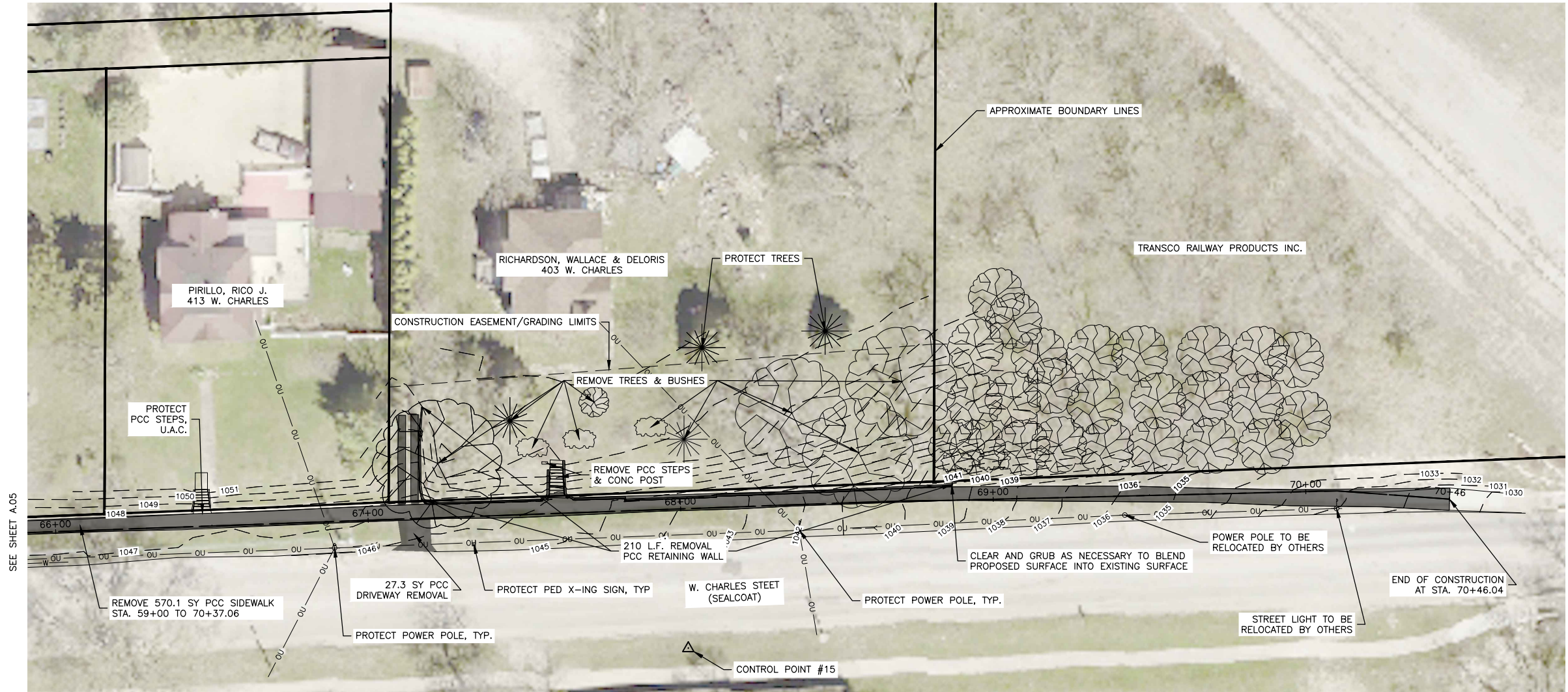
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EXISTING CONDITIONS AND REMOVALS

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G:\C30\21\1205 Oelwein Trail Ph. 2\Plans\21-1205 PLANS.dwg, A.05

JOB NUMBER:  
21-1205

SHEET NUMBER:  
A.05

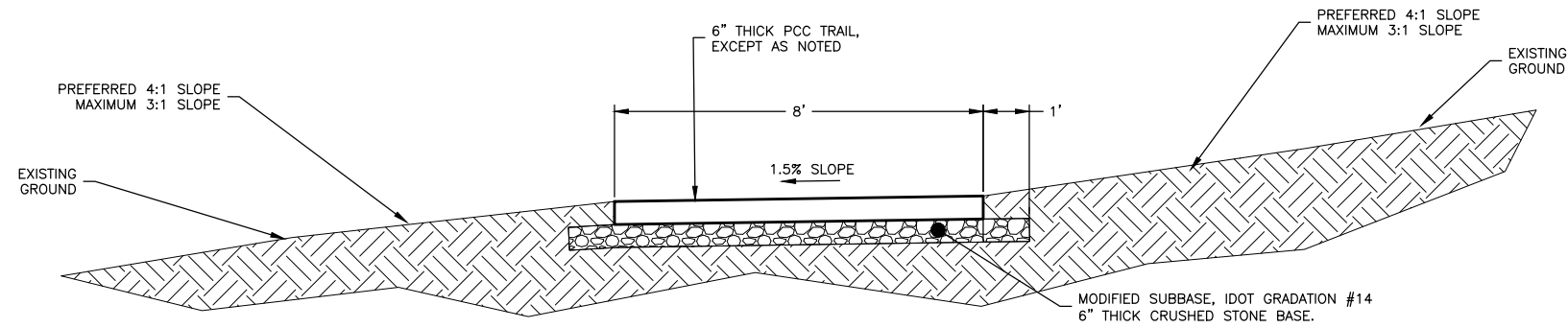




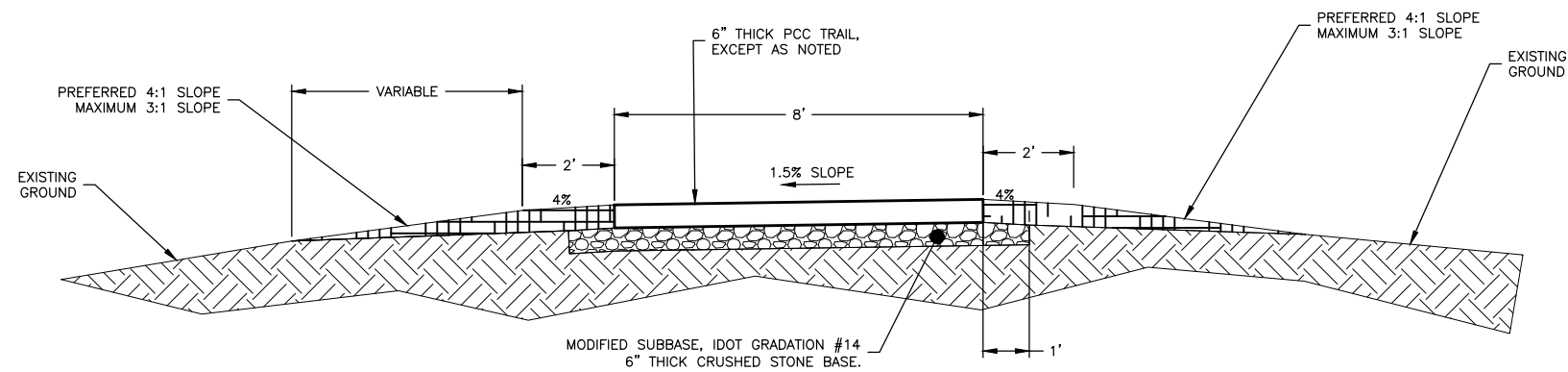
DATUM INFORMATION
VERTICAL CONTROL: GEOD18 HORIZONTAL CONTROL: IOWA REGIONAL COORDINATE SYSTEM ZONE 5(WATERLOO)
BENCHMARK INFORMATION
CP#15 = N4RB W/ALUM CAP N-8910468.73', E-15588694.46', ELEV-1043.82'

REVISIONS		
REV. NO.	DESCRIPTION	DATE





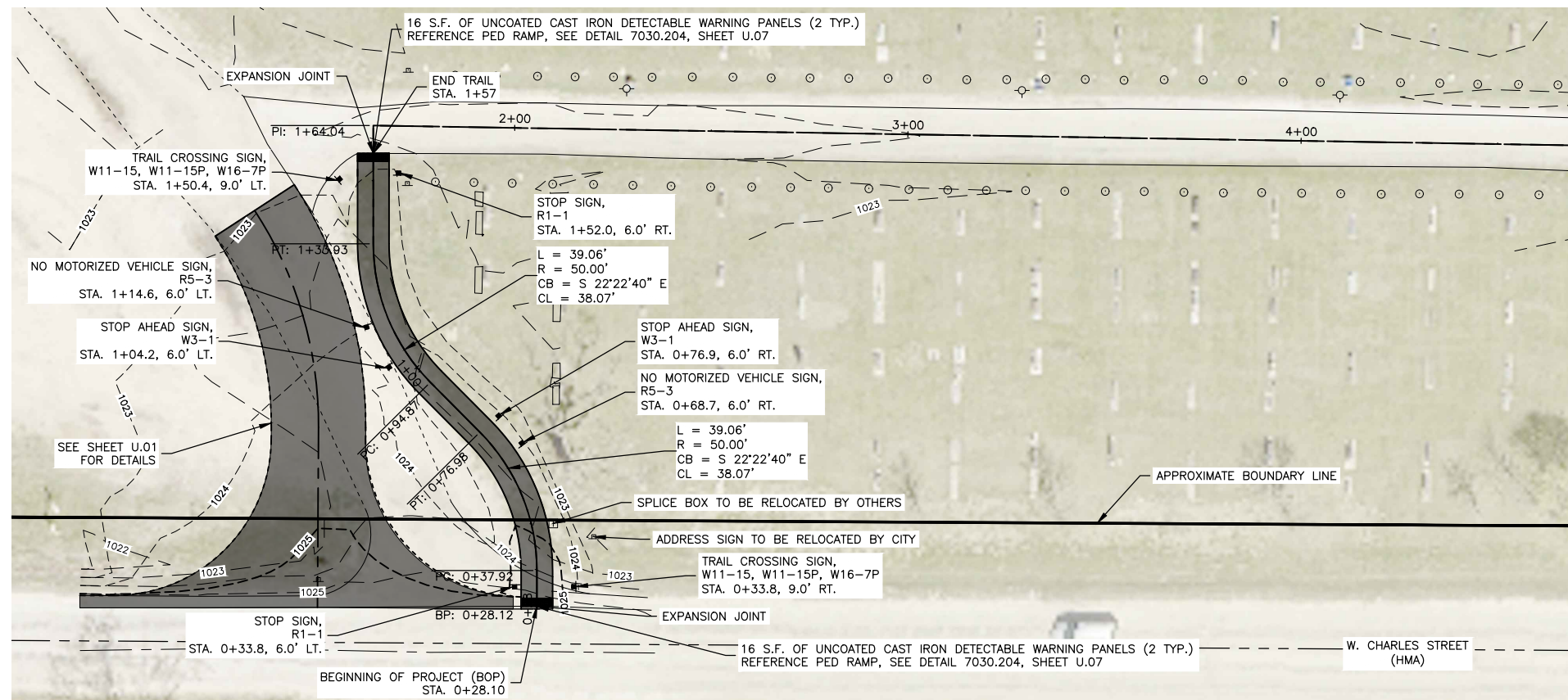
TYPICAL TRAIL CROSS SECTION  
WITHOUT SHOULDER  
N.T.S.



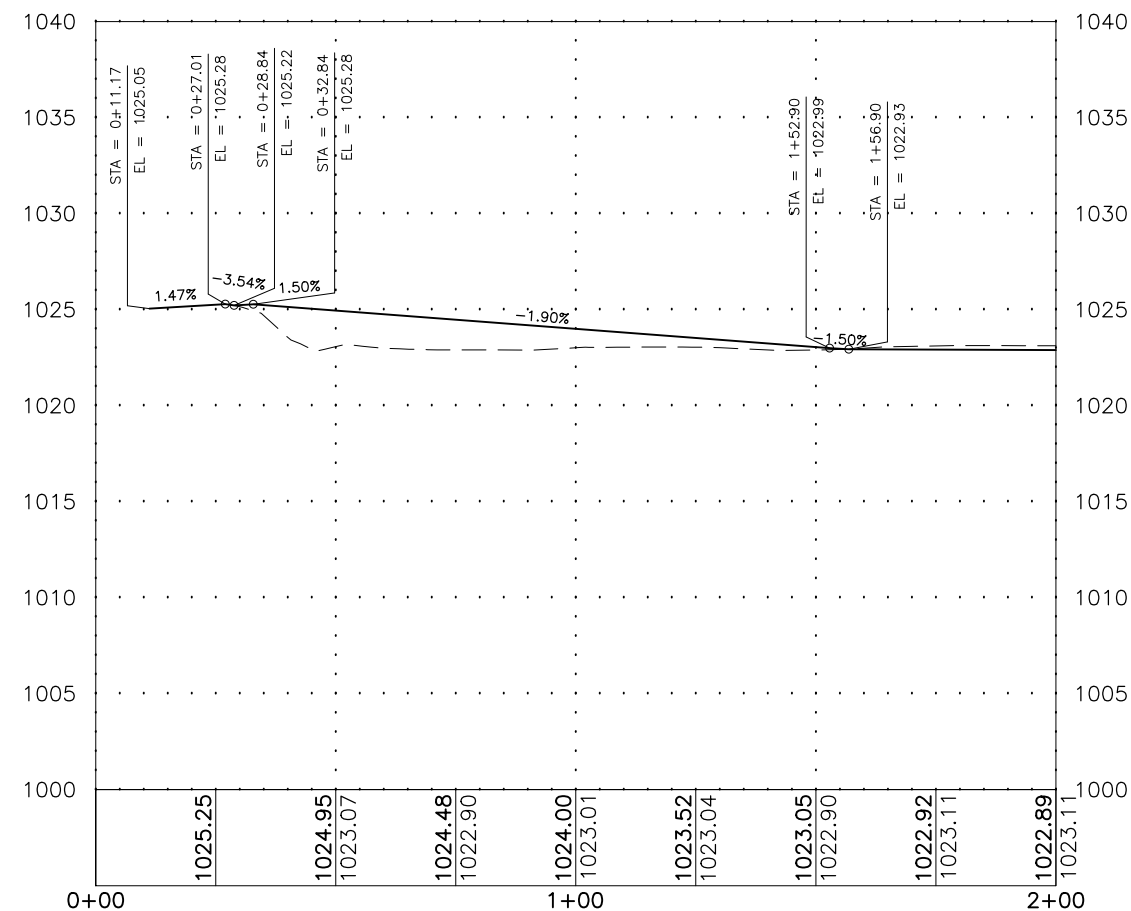
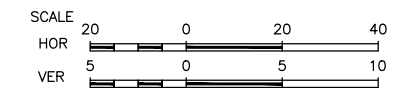
TYPICAL TRAIL CROSS SECTION  
WITH SHOULDER  
N.T.S.

REVISIONS		
REV. NO.	DESCRIPTION	DATE



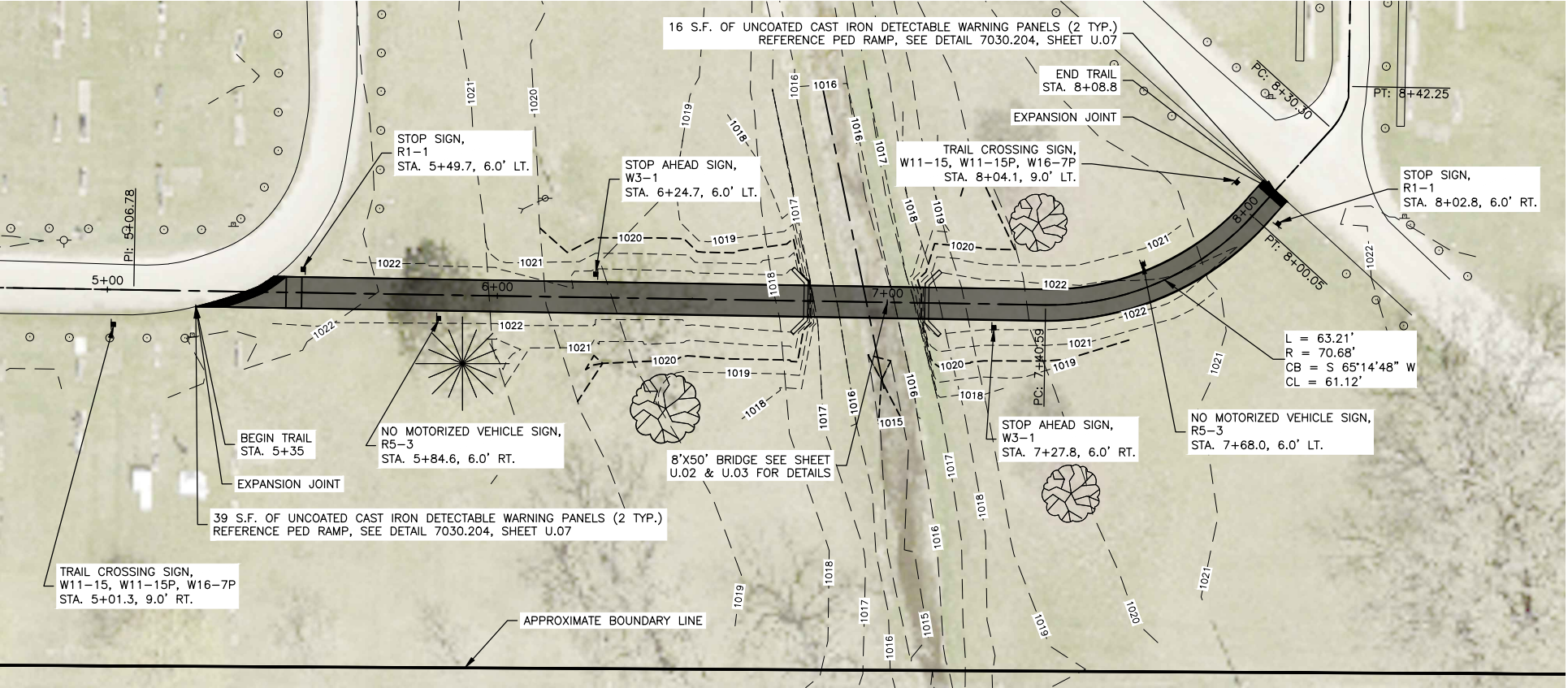


- NOTES:
1. TRAIL ALIGNMENT IS ON CENTER OF TRAIL.
  2. TRAIL SLOPES TO INSIDE OF CURVE, TYPICAL.
  3. CURING COMPOUND REQUIRED.
  4. 'C' JOINT AT 8' SPACING.
  5. SEED, FERTILIZE, AND MULCH ALL DISTURBED AREAS.
  6. 'E' JOINT AT TRAIL INTERSECTION WITH STREET, SEAL 'E' JOINTS.

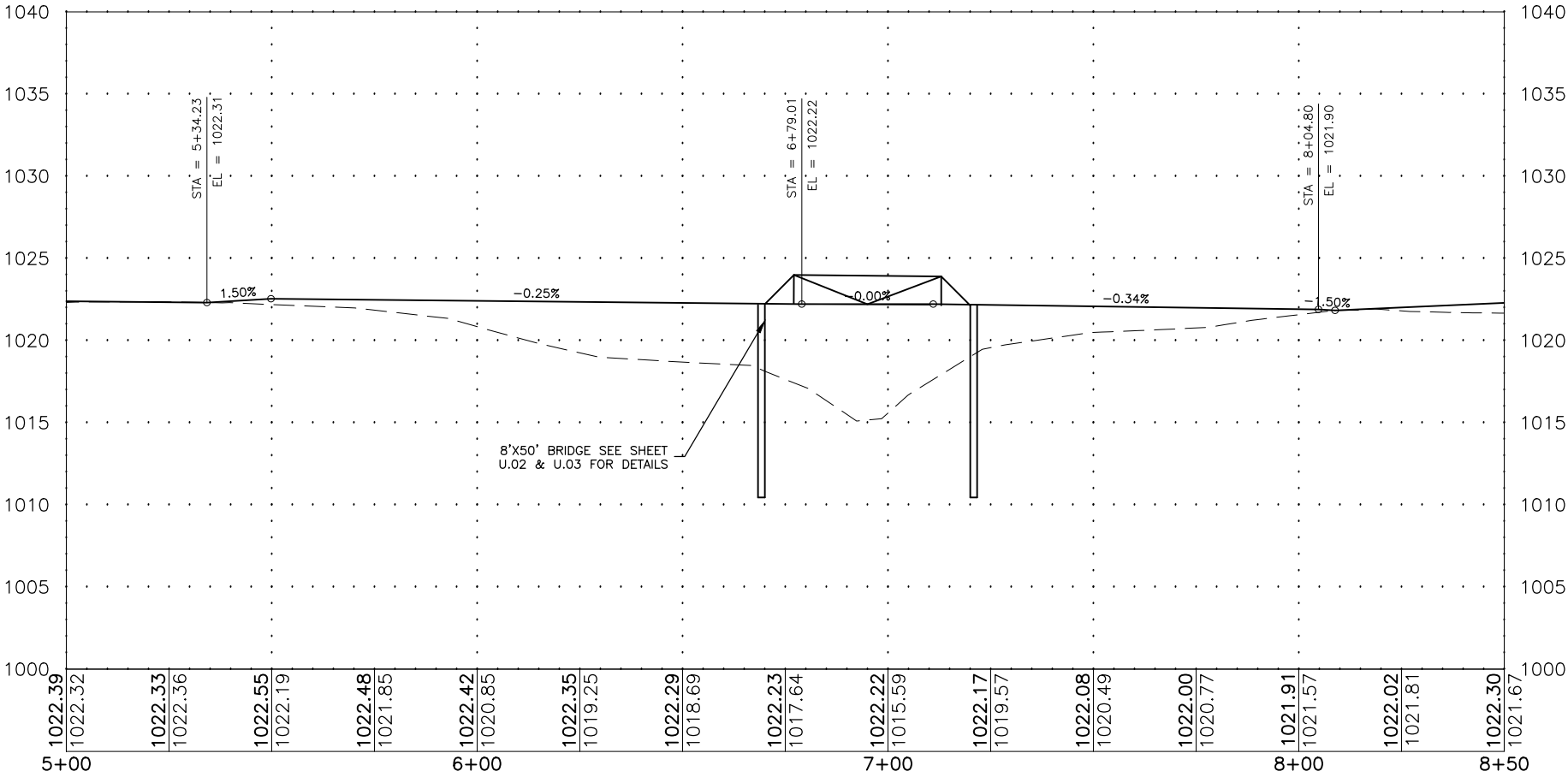
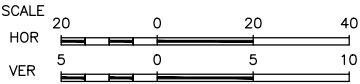


REVISIONS		
REV. NO.	DESCRIPTION	DATE





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  2. TRAIL SLOPES TO INSIDE OF CURVE, TYPICAL.
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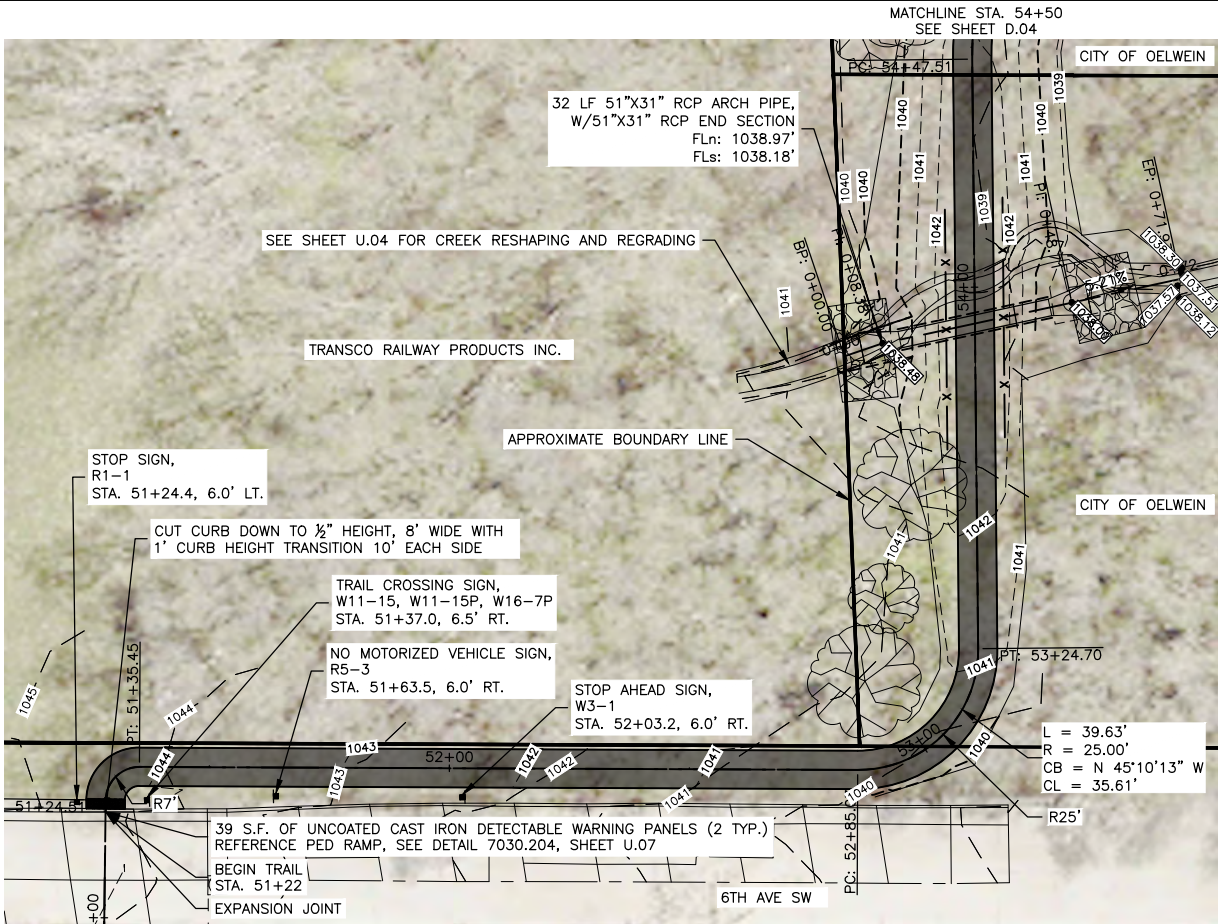
REVISIONS		
REV. NO.	DESCRIPTION	DATE

DRAWING:  
TRAIL PLAN AND PROFILE

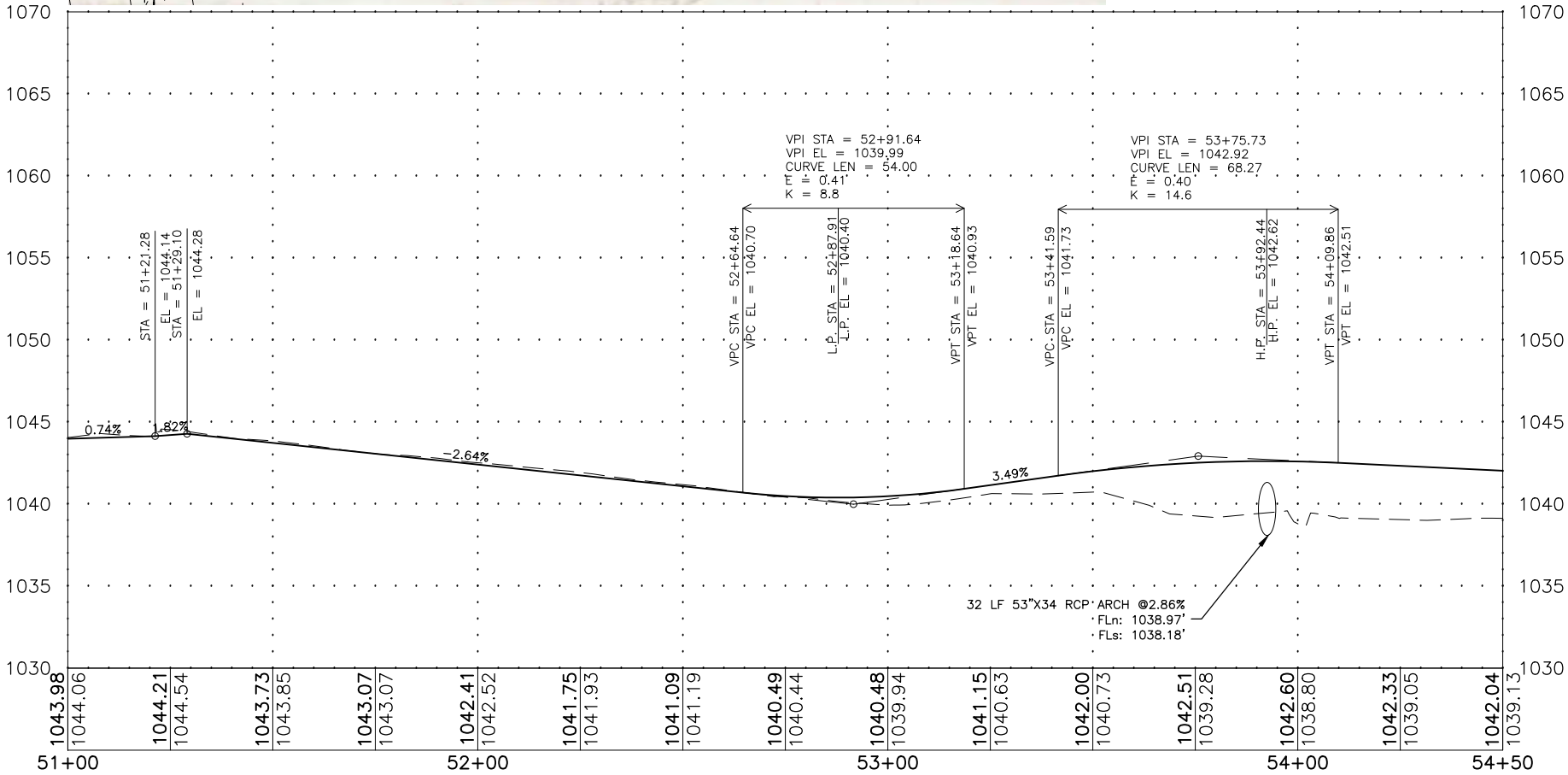
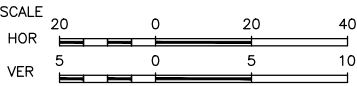
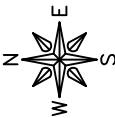
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JOB NUMBER:  
21-1205

SHEET NUMBER:  
D.02



- NOTES:
1. TRAIL ALIGNMENT IS ON CENTER OF TRAIL.
  2. TRAIL SLOPES TO INSIDE OF CURVE, TYPICAL.
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TRAIL PLAN AND PROFILE

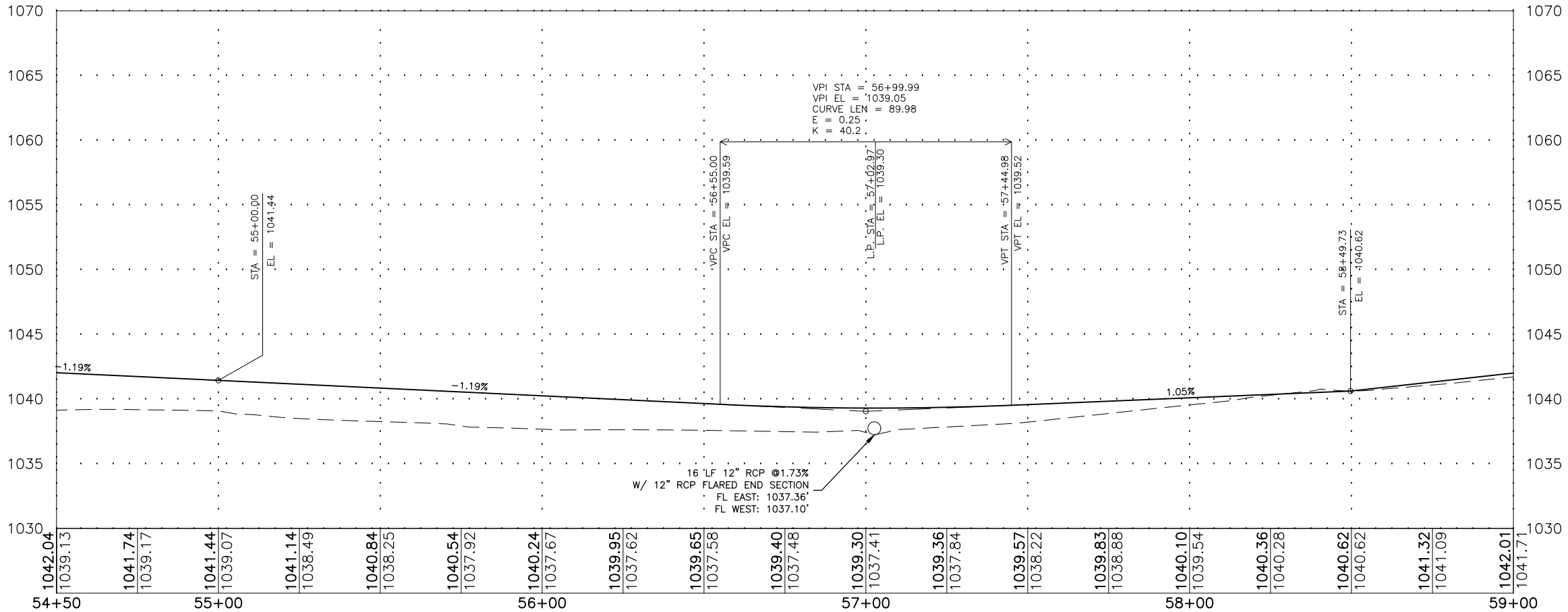
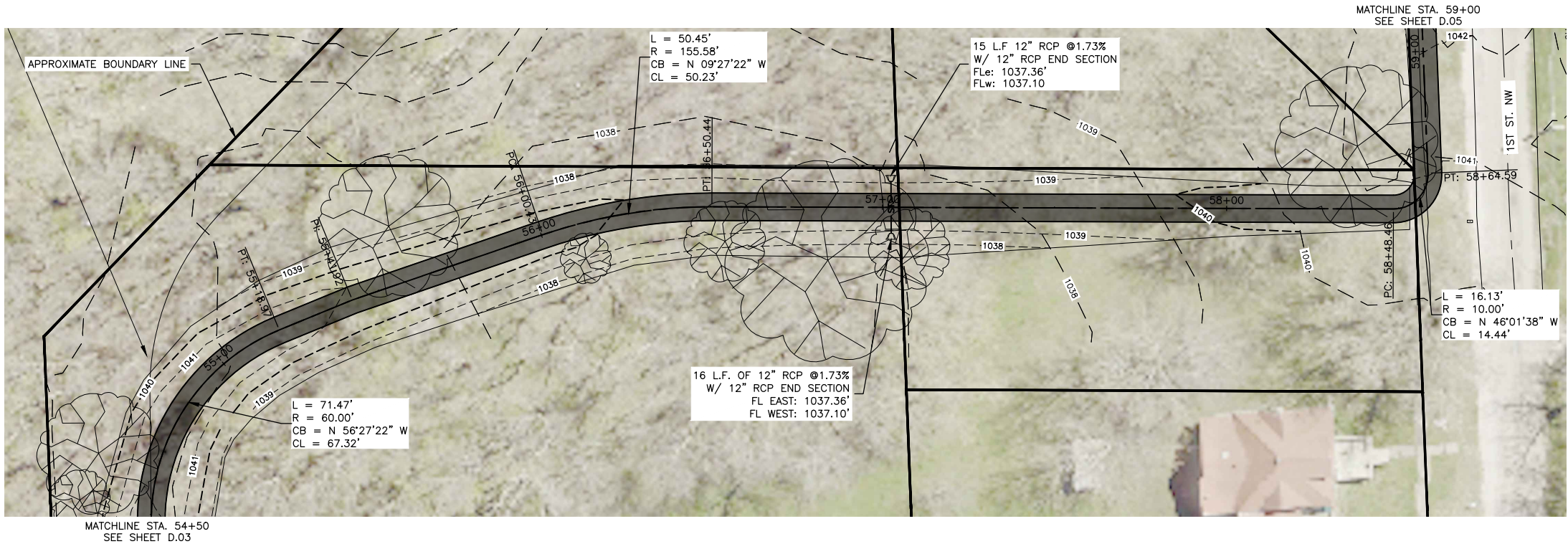
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JOB NUMBER:  
21-1205

SHEET NUMBER:  
D.03





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DRAWN BY: JCB  
APPROVED BY: JSB  
DATE: APRIL 2025  
SCALE: AS NOTED

REVISIONS		
REV. NO.	DESCRIPTION	DATE

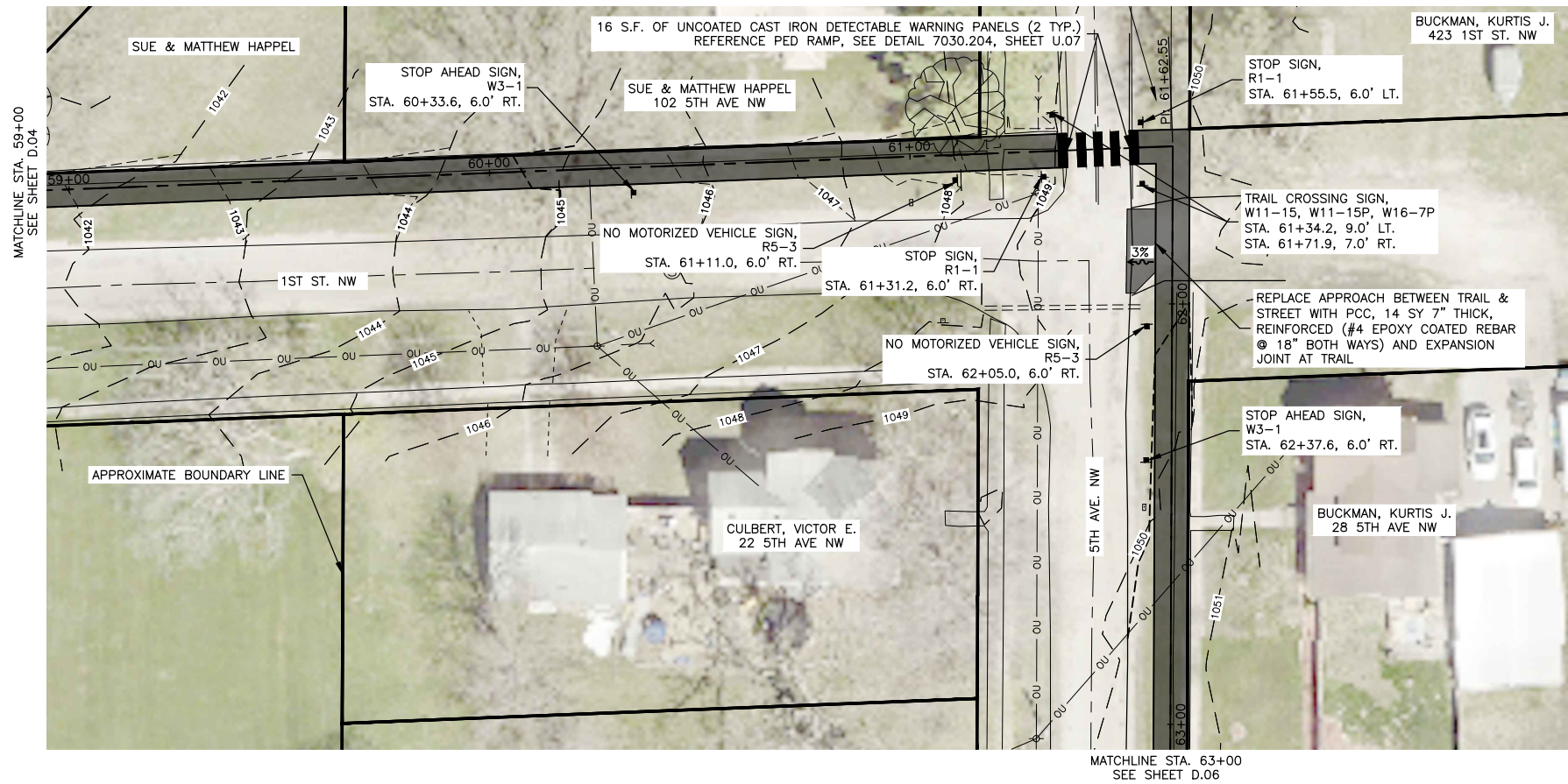
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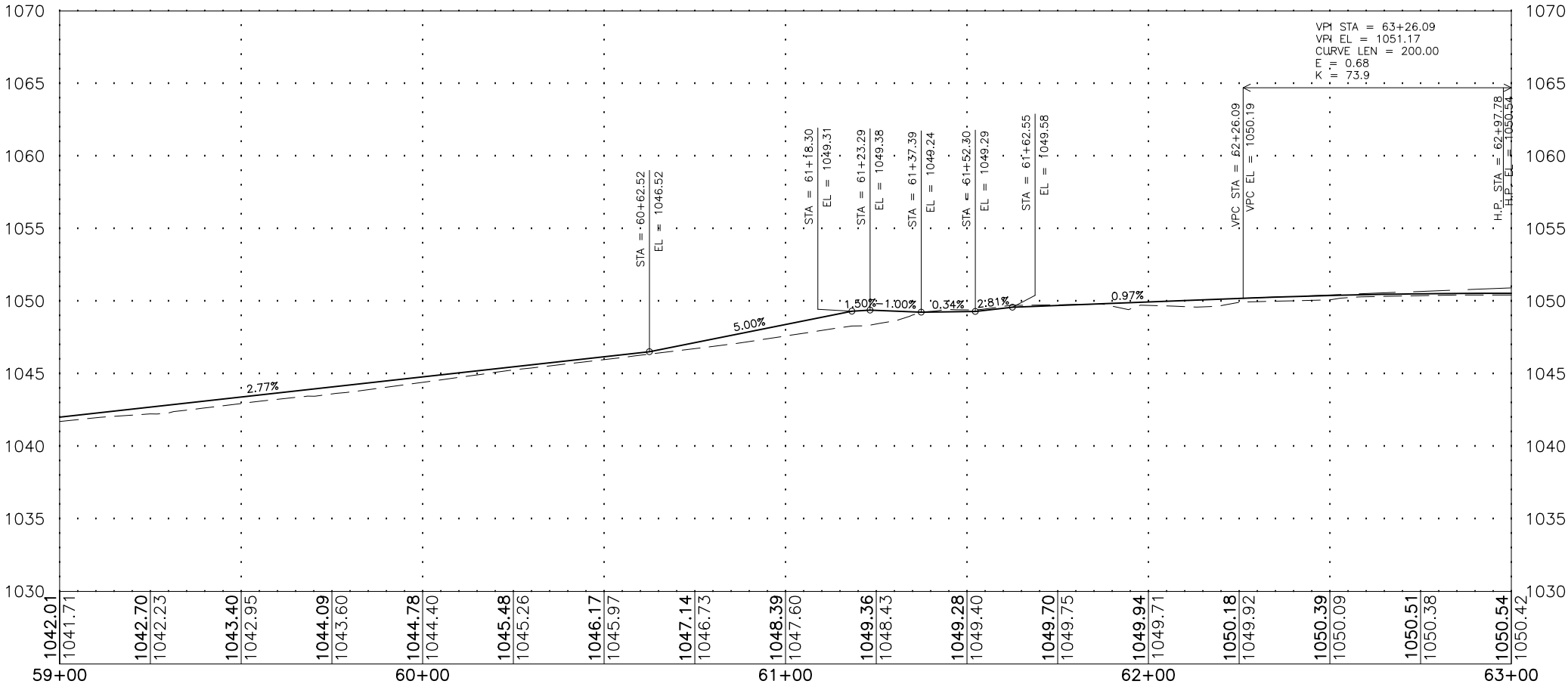
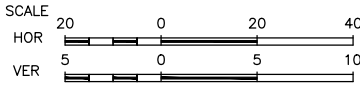
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JOB NUMBER:  
21-1205

SHEET NUMBER:  
D.04



- NOTES:
1. TRAIL ALIGNMENT IS ON CENTER OF TRAIL.
  2. TRAIL SLOPES TO INSIDE OF CURVE, TYPICAL.
  3. CURING COMPOUND REQUIRED.
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REV. NO.	DESCRIPTION	DATE

DRAWING:  
TRAIL PLAN AND PROFILE

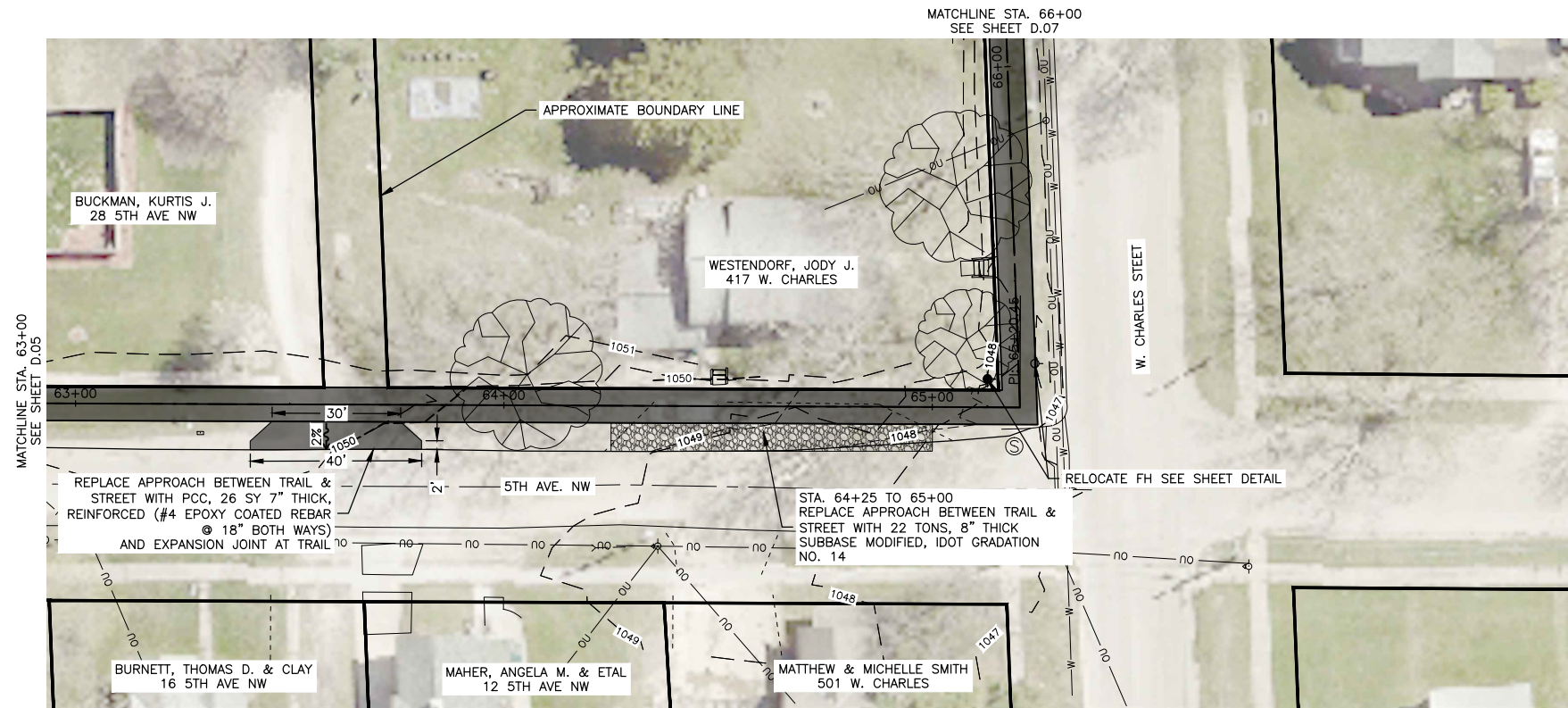
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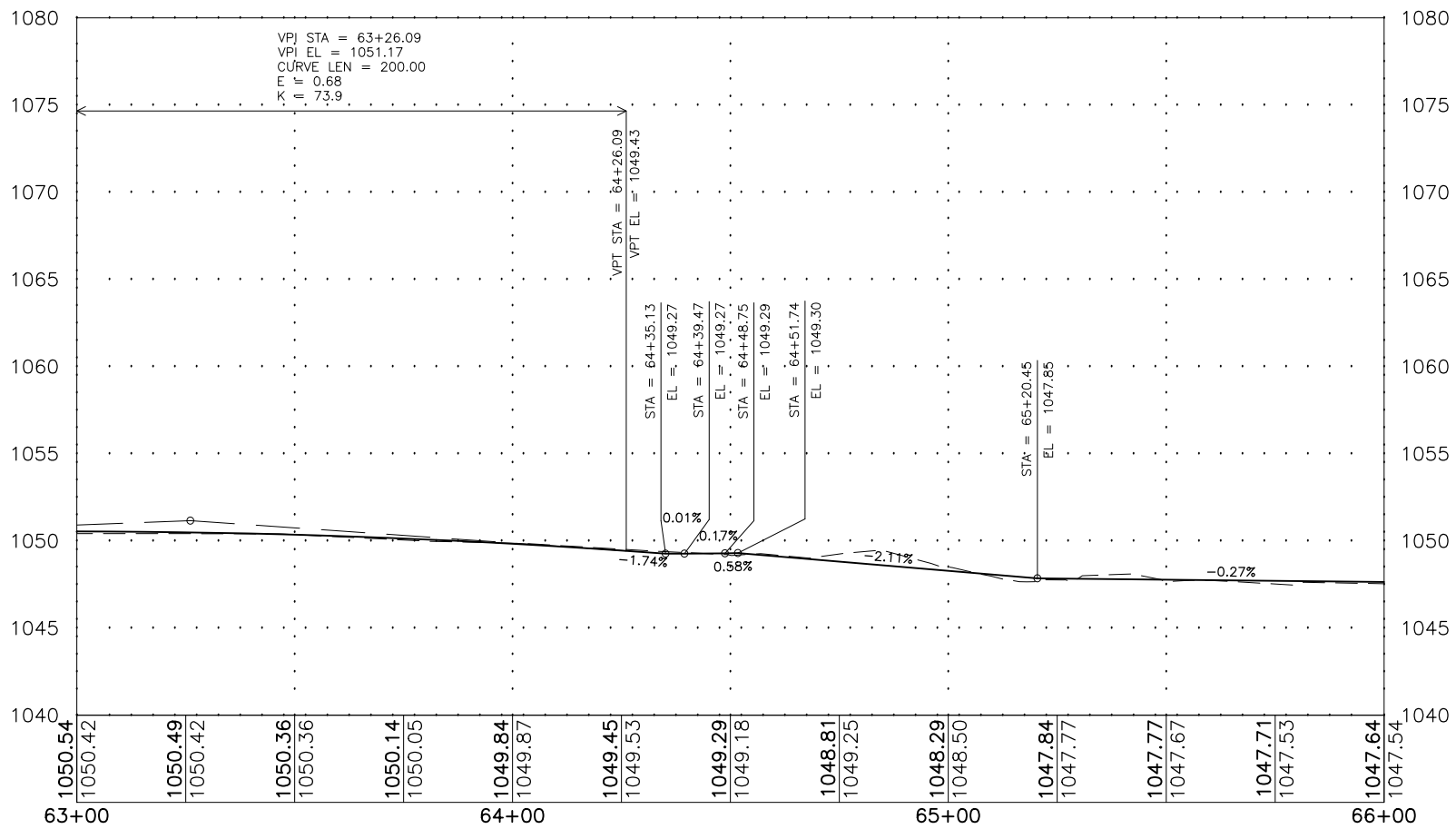
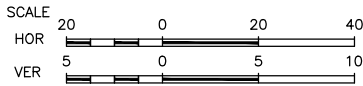
JOB NUMBER:  
21-1205

SHEET NUMBER:  
D.05





- NOTES:
1. TRAIL ALIGNMENT IS ON CENTER OF TRAIL.
  2. TRAIL SLOPES TO INSIDE OF CURVE, TYPICAL.
  3. CURING COMPOUND REQUIRED.
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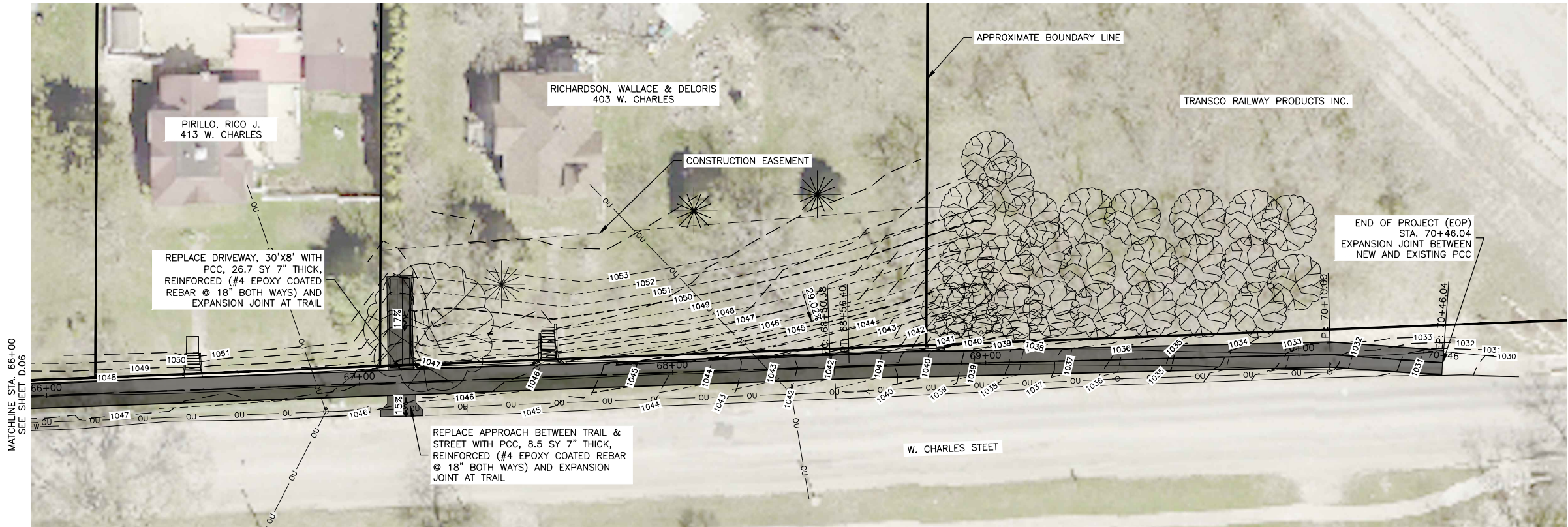
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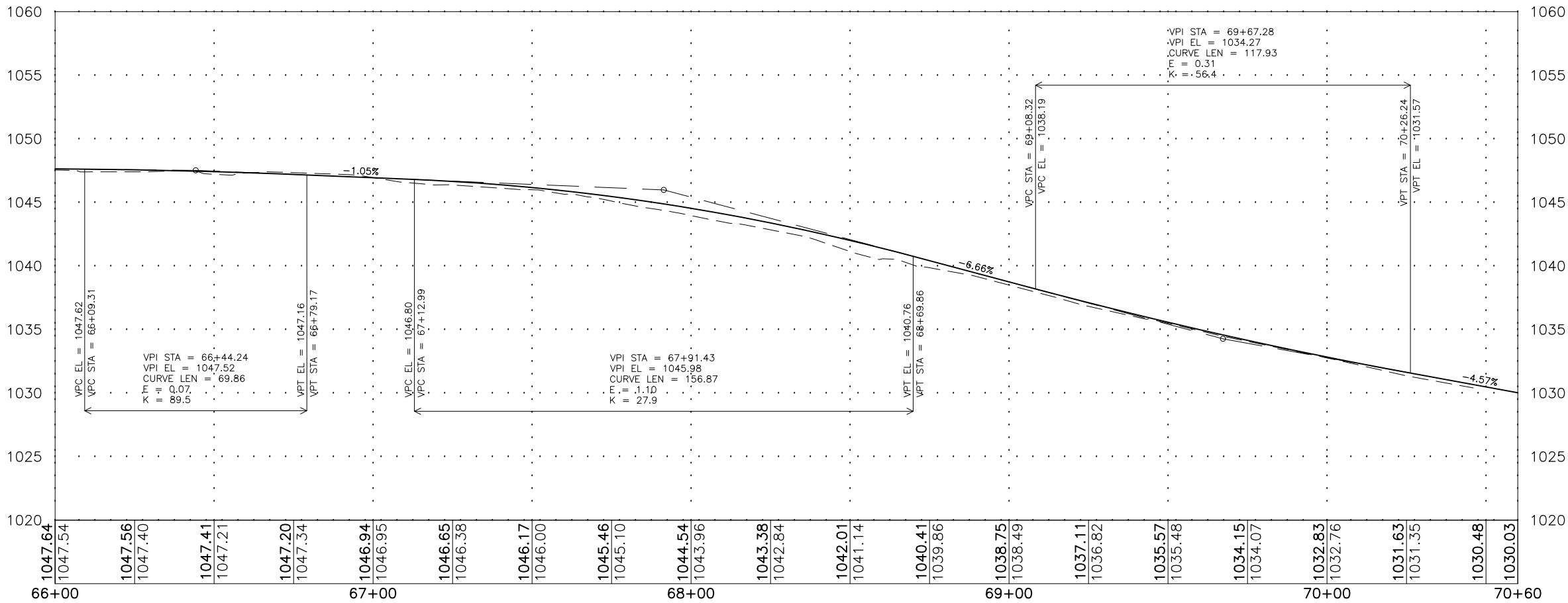
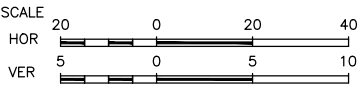
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JOB NUMBER:  
21-1205

SHEET NUMBER:  
D.06



- NOTES:
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REV. NO.	DESCRIPTION	DATE

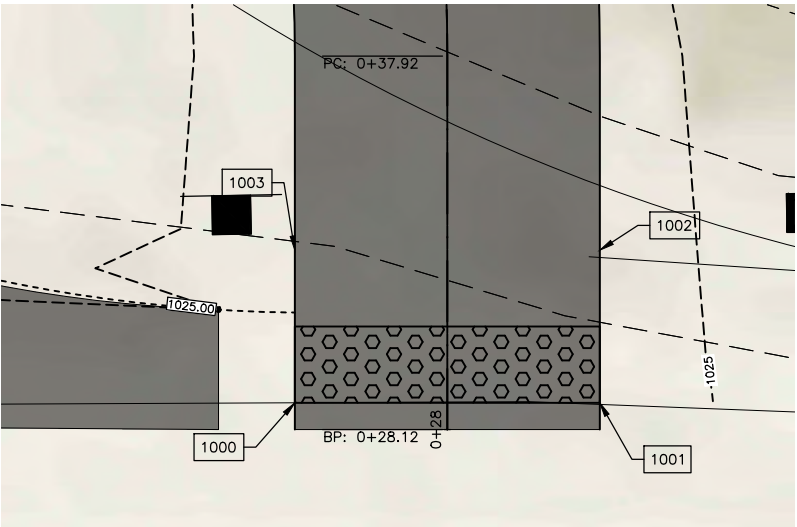
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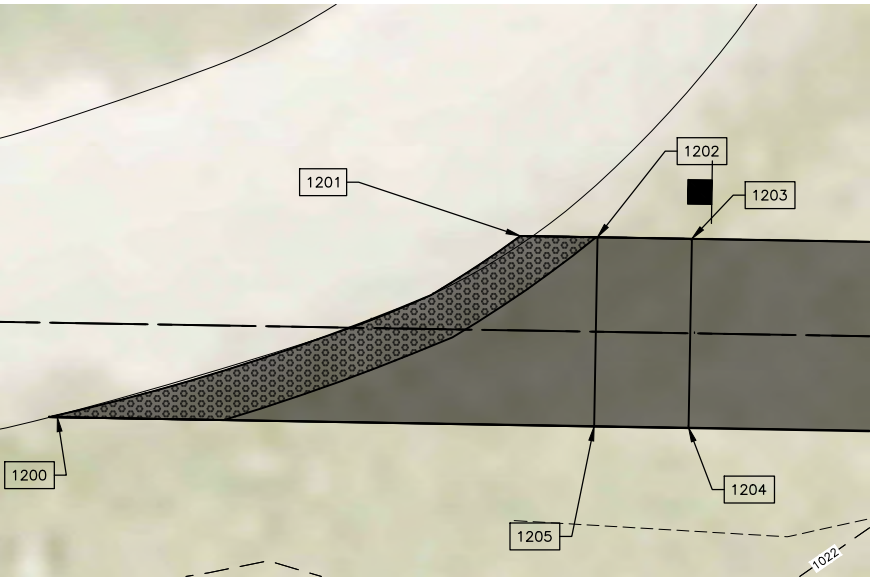
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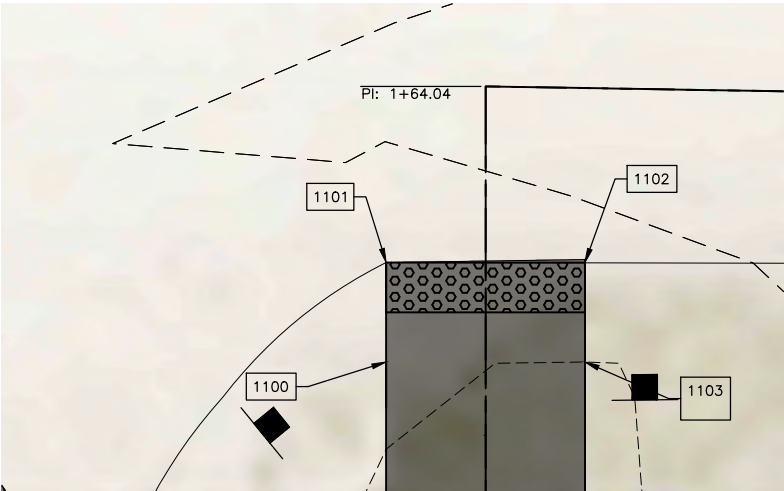
SIDEWALK COMPLIANCE

POINT	STATION	OFFSET	ELEVATION	POINT TO POINT		SIDEWALK DESIGNATION	DISTANCE* (FT)	Δ ELEVATION (FT)	SLOPE(%)
1000	0+28.84	−4.00	1025.27	1000	1001	LANDING/TURNING SPACE	8.00	−.09	−1.13%
1001	0+28.84	4.00	1025.18	1000	1003	LANDING/TURNING SPACE	4.00	.05	1.13%
1002	0+32.84	4.00	1025.24	1001	1002	LANDING/TURNING SPACE	4.00	.06	1.5%
1003	0+32.84	−4.00	1025.32	1002	1003	LANDING/TURNING SPACE	8.00	.08	1.0%



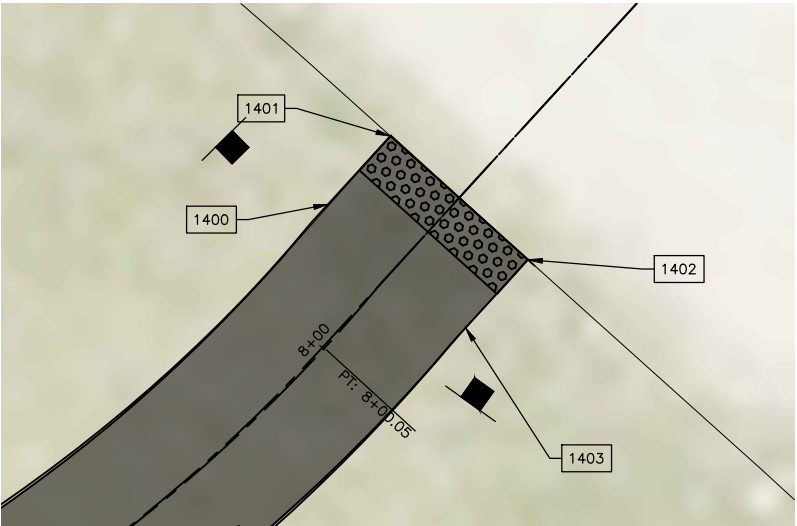
SIDEWALK COMPLIANCE

POINT	STATION	OFFSET	ELEVATION	POINT TO POINT		SIDEWALK DESIGNATION	DISTANCE* (FT)	Δ ELEVATION (FT)	SLOPE(%)
1200	5+22.7	4.0	1022.27	1200	1205	RAMP	23.10'	.16	.69
1201	5+42.6	−4.0	1022.34	1201	1202	RAMP	3.26	.21	6.43
1202	5+45.8	−4.0	1022.55	1202	1203	LANDING/TURNING SPACE	4	.6	1.5
1203	5+49.8	−4.0	1022.61	1202	1205	LANDING/TURNING SPACE	8	.12	1.5
1204	5+49.8	4.0	1022.49	1203	1204	LANDING/TURNING SPACE	8	.12	1.5
1205	5+45.8	4.0	1022.43	1204	1205	LANDING/TURNING SPACE	4	.06	1.5



SIDEWALK COMPLIANCE

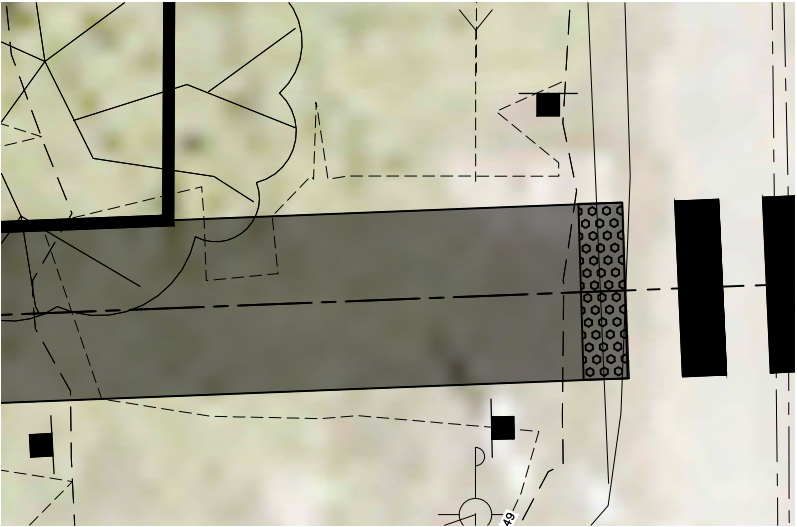
POINT	STATION	OFFSET	ELEVATION	POINT TO POINT		SIDEWALK DESIGNATION	DISTANCE* (FT)	Δ ELEVATION (FT)	SLOPE(%)
1100	1+52.9	−4.00	1022.98	1100	1101	LANDING/TURNING SPACE	4.0	−.08	−1.50%
1101	1+56.9	−4.00	1022.92	1100	1103	LANDING/TURNING SPACE	8.0	.02	.25%
1102	1+56.9	4.00	1022.94	1101	1102	LANDING/TURNING SPACE	8.0	.02	.25%
1103	1+52.9	4.00	1023.00	1102	1103	LANDING/TURNING SPACE	4.0	.08	1.50%



SIDEWALK COMPLIANCE

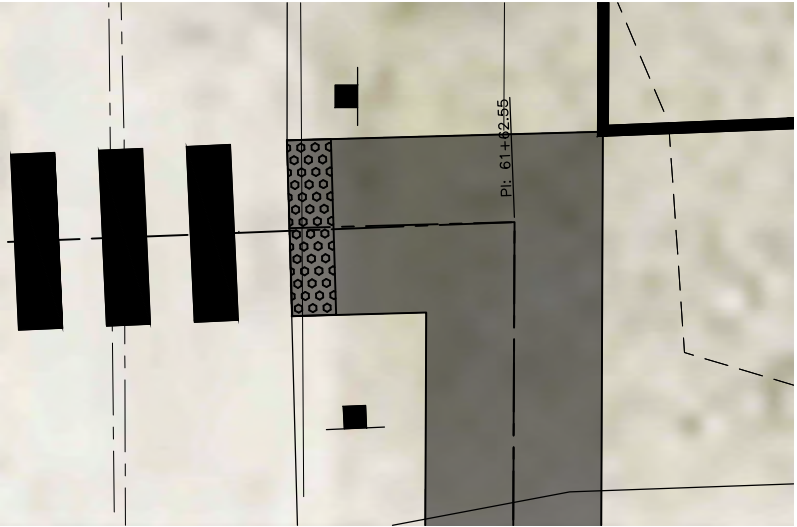
POINT	STATION	OFFSET	ELEVATION	POINT TO POINT		SIDEWALK DESIGNATION	DISTANCE* (FT)	Δ ELEVATION (FT)	SLOPE(%)
1400	8+04.8	−4.0	1021.88	1400	1401	LANDING/TURNING SPACE	4	.05	1.25
1401	8+08.8	−4.0	1021.83	1400	1403	LANDING/TURNING SPACE	88	.04	.50
1402	8+08.8	4.0	1021.86	1401	1402	LANDING/TURNING SPACE	8	.03	.37
1403	8+04.8	4.0	1021.92	1402	1403	LANDING/TURNING SPACE	4	.06	1.5

REVISIONS		
REV. NO.	DESCRIPTION	DATE



SIDEWALK COMPLIANCE

POINT	STATION	OFFSET	ELEVATION	POINT TO POINT		SIDEWALK DESIGNATION	DISTANCE* (FT)	Δ ELEVATIO N (FT)	SLOPE(%)
1000	0+28.84	−4.00	1025.27	1000	1001	LANDING/TURNING SPACE	8.00	−.09	−1.13%
1001	0+28.84	4.00	1025.18	1000	1003	LANDING/TURNING SPACE	4.00	.05	1.13%
1002	0+32.84	4.00	1025.24	1001	1002	LANDING/TURNING SPACE	4.00	.06	1.5%
1003	0+32.84	−4.00	1025.32	1002	1003	LANDING/TURNING SPACE	8.00	.08	1.0%

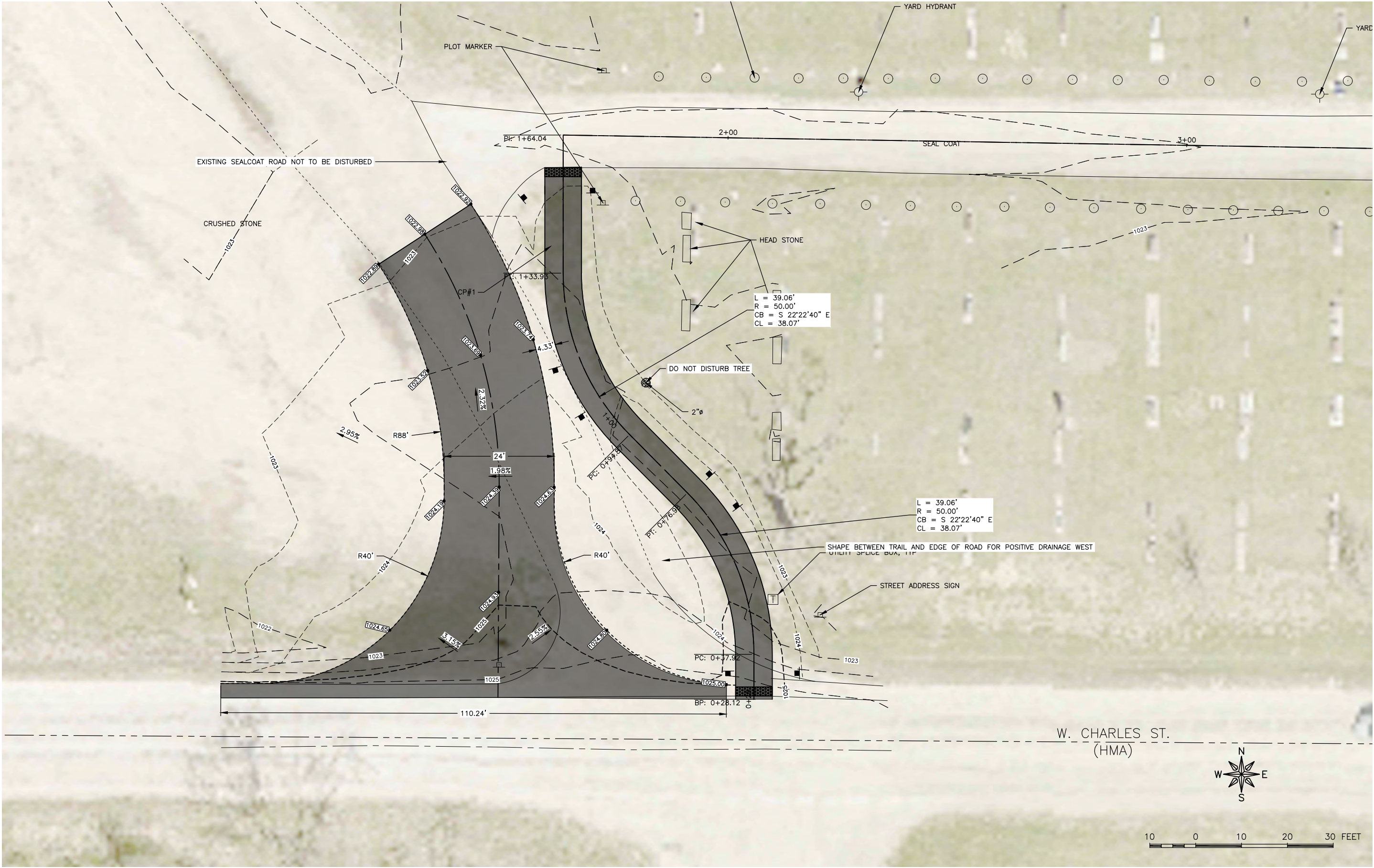


SIDEWALK COMPLIANCE

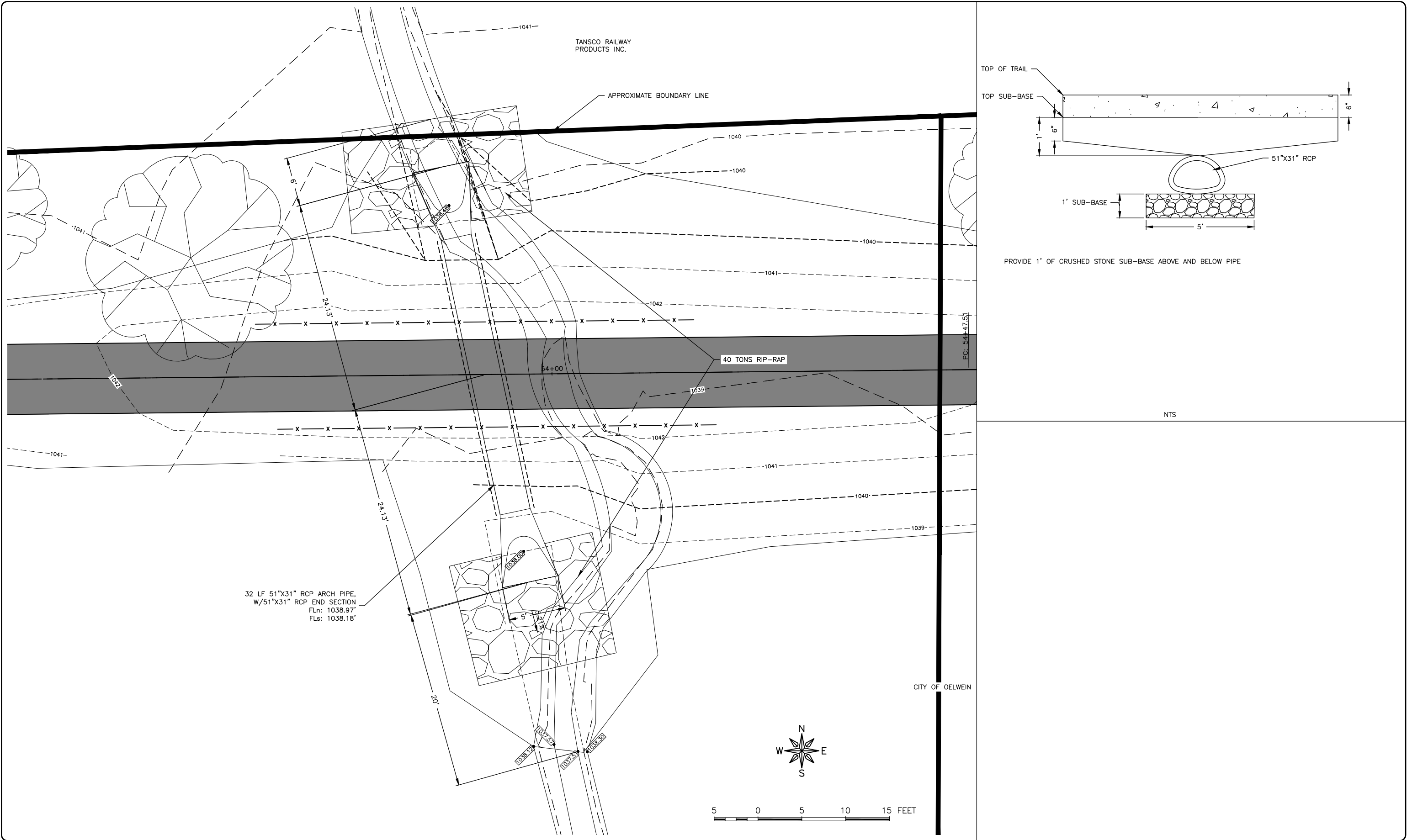
POINT	STATION	OFFSET	ELEVATION	POINT TO POINT		SIDEWALK DESIGNATION	DISTANCE* (FT)	Δ ELEVATIO N (FT)	SLOPE(%)
1000	0+28.84	−4.00	1025.27	1000	1001	LANDING/TURNING SPACE	8.00	−.09	−1.13%
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1002	0+32.84	4.00	1025.24	1001	1002	LANDING/TURNING SPACE	4.00	.06	1.5%
1003	0+32.84	−4.00	1025.32	1002	1003	LANDING/TURNING SPACE	8.00	.08	1.0%

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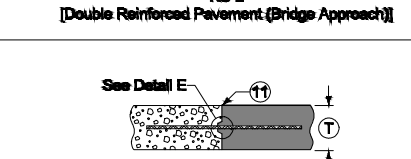
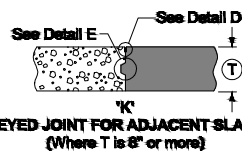
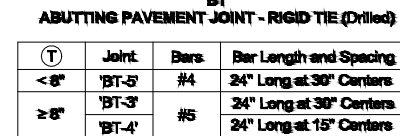
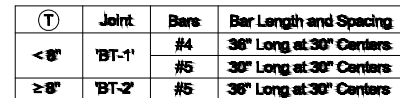
REVISIONS		
REV. NO.	DESCRIPTION	DATE



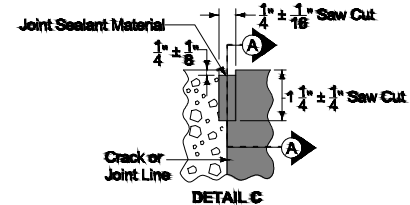
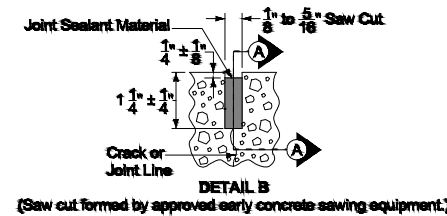
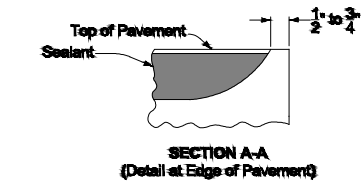




- | <b>(T)</b>   | <b>Solid Dowel<br/>Diameter</b>    | <b>Tubular Dowel<br/>Diameter</b>  | <b>Tie Bar<br/>Size</b> |
|--|------------------------------------|------------------------------------|-------------------------|
| <b>&lt; 8"</b>   | <b><math>\frac{3}{4}</math>"</b>   | <b><math>\frac{7}{8}</math>"</b>   | <b>#6</b>               |
| <b>≥ 8" but<br/>&lt; 10"</b>                                     | <b>1 <math>\frac{1}{4}</math>"</b> | <b>1 <math>\frac{3}{8}</math>"</b> | <b>#10</b>              |
| <b>≥ 10"</b>   | <b>1 <math>\frac{1}{2}</math>"</b> | <b>1 <math>\frac{5}{8}</math>"</b> | <b>#11</b>              |
| <b>Tubular Dowel Bars will not be allowed for<br/>RD Joints.</b> |                                    |                                    |                         |



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

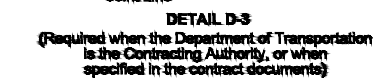
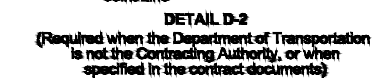


### TRANSVERSE CONTRACTION

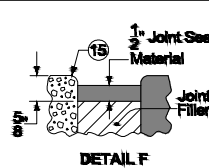
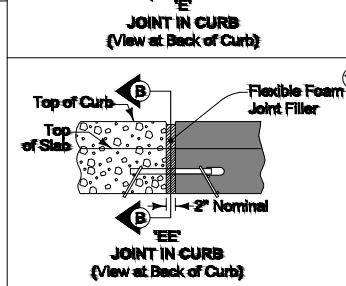
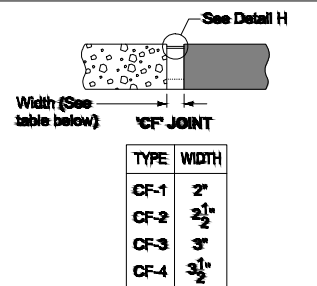


- 
- DETAIL**

KEYWAY DIMENSIONS			
Keyway Type	Pavement Thickness (T)	(A)	(B)
Standard	8" or greater	1 $\frac{3}{4}$ "	2 $\frac{3}{4}$ "
Narrow	Less than 8"	1"	2"



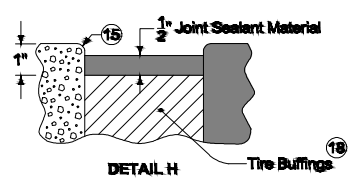
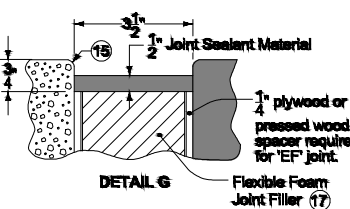
### LONGITUDINAL CONTRACTION



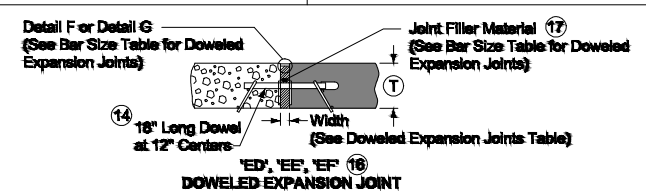
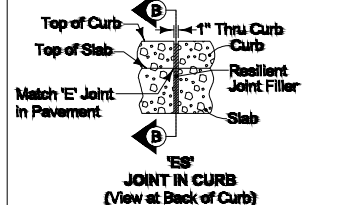
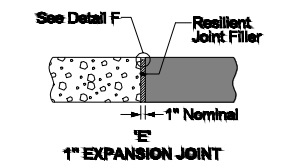
- 14 See Bar Size Table for Doweled Expansion Joints.
- 15 Edge with 1/4 inch tool for length of joint indicated. If formed; edging not required when cut with diamond blade saw.
- 16 See Dowel Assemblies for fabrication details and placement limits. Coat the free end of dowel bar to prevent bond with pavement. At intake locations, dowel bars may be cast-in-place.
- 17 Predrill or preform holes in joint material for appropriate dowel size.
- 18 Compact the buffings by spading with a square-nose shovel.

DOWELED EXPANSION JOINTS		
TYPE	WIDTH	FILLER MATERIAL (17)
ED	1"	Resilient (Detail F)
EE	2"	Flexible Foam (Detail F)
EF	3 1/2"	Flexible Foam (Detail G)

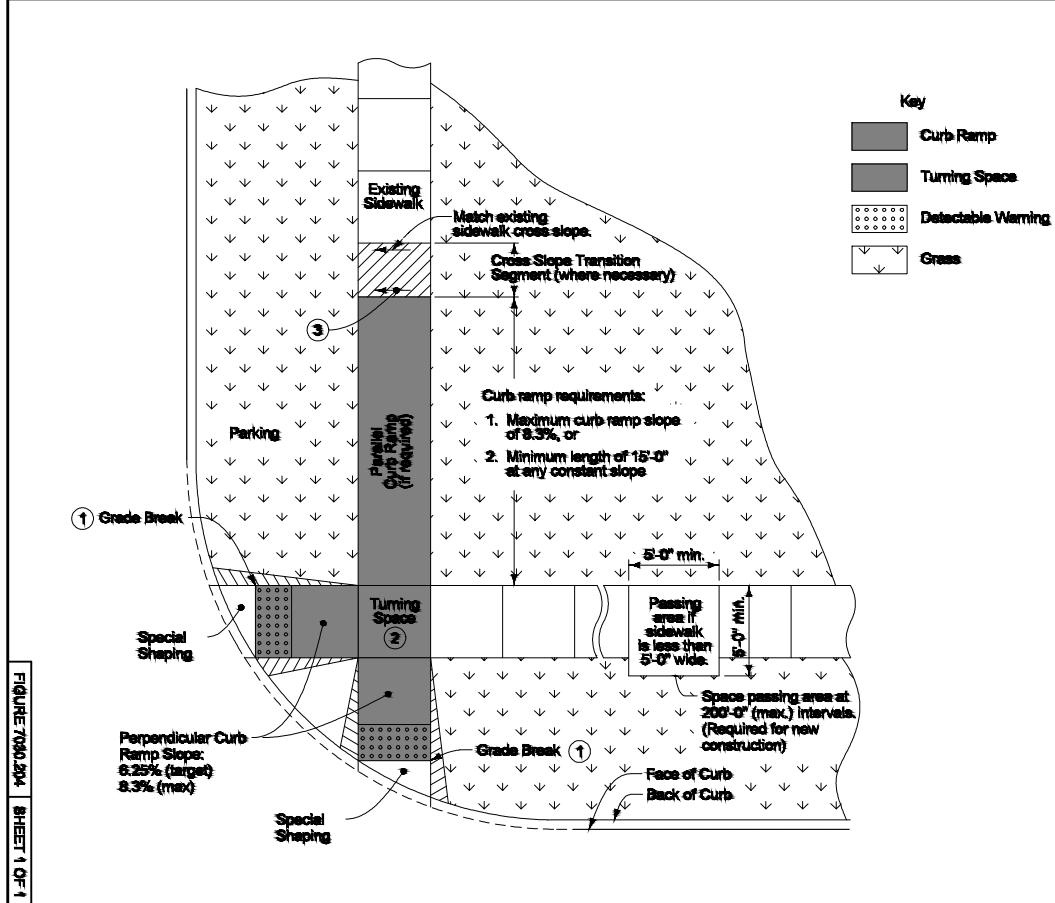
<b>(T)</b>	<b>&lt; 8"</b>	<b>≥ 8" but &lt; 16"</b>	<b>≥ 16"</b>
<b>Dowel Diameter</b>	<b><math>\frac{3}{4}</math></b>	<b><math>1\frac{1}{4}</math></b>	<b><math>1\frac{1}{2}</math></b>
<b>Tubular Dowel Bars will not be allowed for expansion joints.</b>			




## EXPANSION





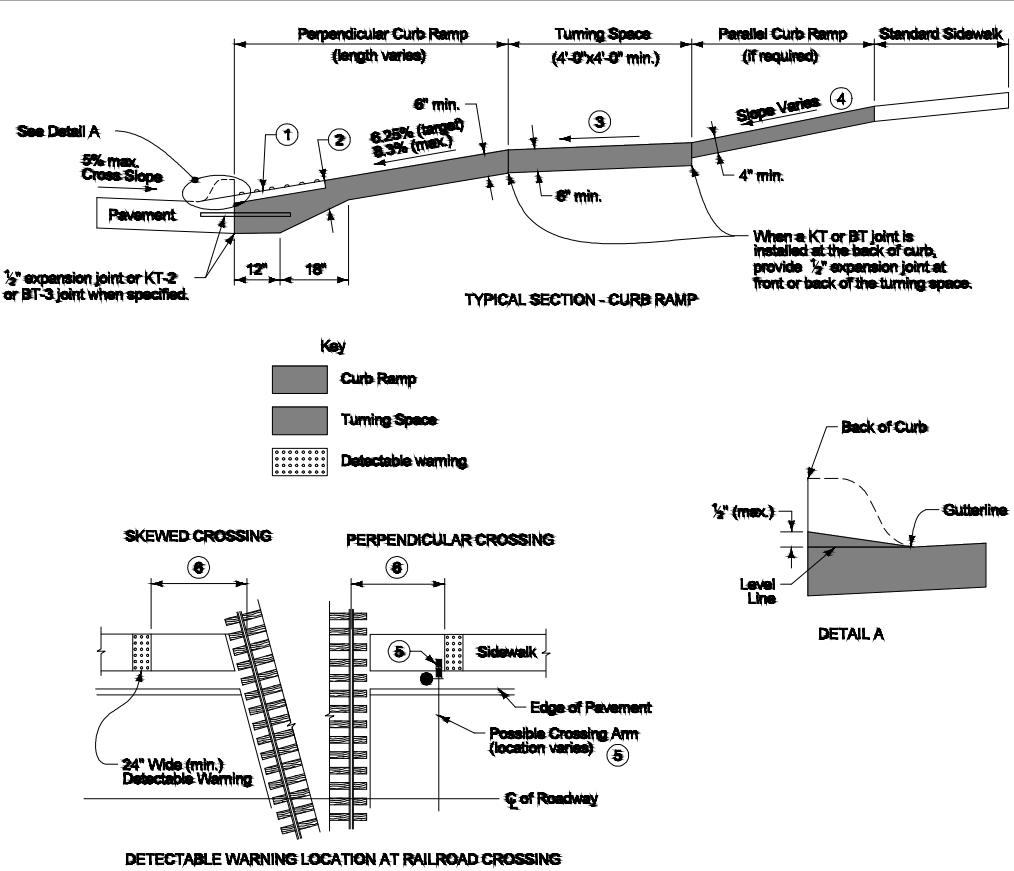


- 1 Match pedestrian street crossing slope, or flatter.
- 2 Minimum 4 feet by 4 feet. Target cross slope of 1.5% with a maximum cross slope of 2.0%.
- 3 Target cross slope of 1.5% with a maximum cross slope of 2.0%.


 **SUDAS**  
REVISION 3 10-25-15  
**7030.204**  
SHEET 1 of 1

SUDAS Standard Specifications

GENERAL FEATURES  
OF AN ACCESSIBLE SIDEWALK

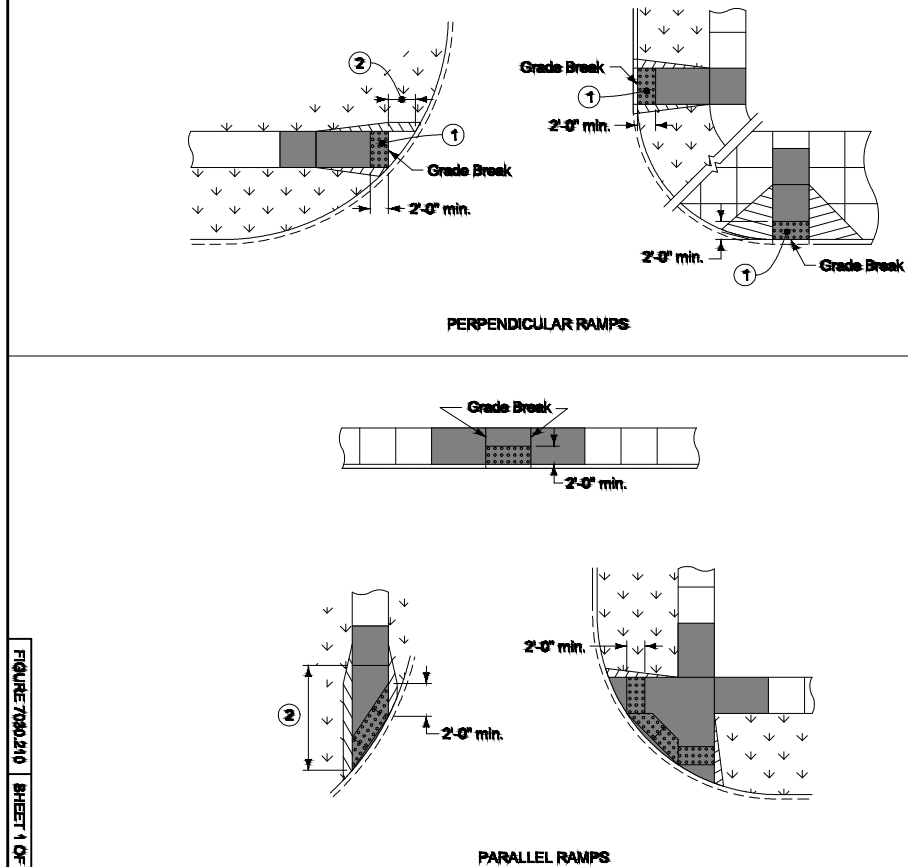


- 1 Provide a minimum 2 foot width of detectable warning surfaces in the direction of pedestrian travel across the full width of the curb ramp or turning space, exclusive of curbs or flares.
- 2 Provide a minimum of 6 inches of concrete below the detectable warning panel.
- 3 Minimum 4 feet by 4 feet. Target cross slope of 1.5% with a maximum cross slope of 2.0%.
- 4 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.  
  
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 ramps shorter than 15 feet.
- 5 If crossing gate conflicts with location of detectable warning or if pedestrian crossing gate is provided, place detectable warning panel in advance of the crossing gate.
- 6 Locate front edge of detectable warning panel 12 to 15 feet from centerline of nearest rail. Orient truncated domes parallel to the direction of pedestrian travel.


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**7030.205**  
SHEET 1 of 1

SUDAS Standard Specifications

GENERAL SIDEWALK AND  
CURB RAMP DETAILS

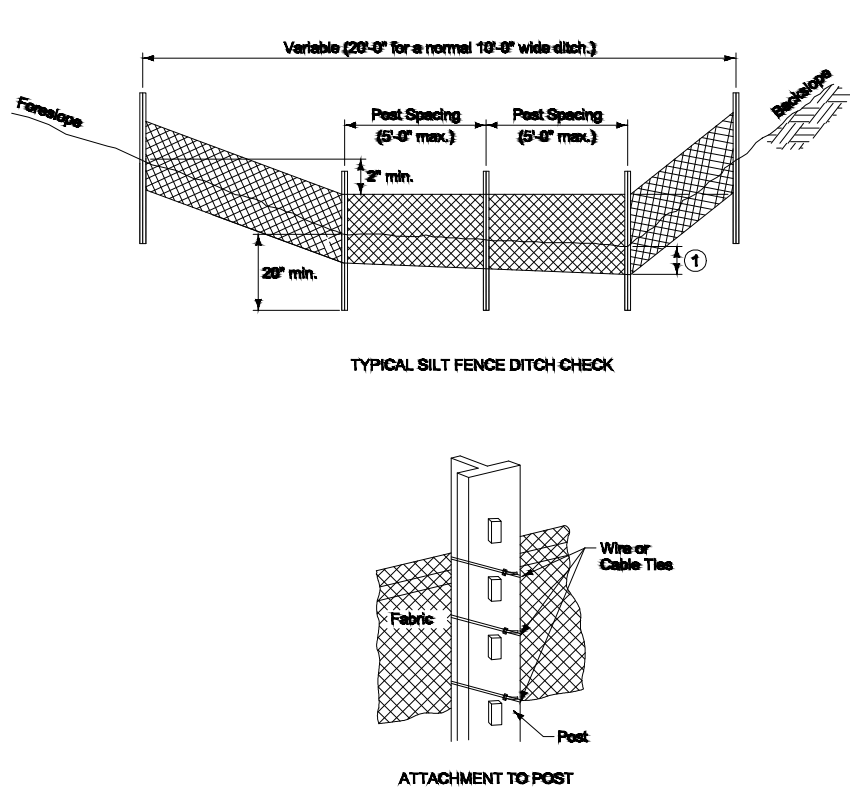


- Provide a minimum 2 foot width of detectable warning surfaces in the direction of pedestrian travel across the full width of the curb ramp or turning space, exclusive of curbs or flares.
- 1 When detectable warning is located on curb ramp surface, orient domes in the direction of pedestrian travel.
  - 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.


 **SUDAS**  
REVISION New 10-18-12  
**7030.210**  
SHEET 1 of 1

SUDAS Standard Specifications

DETECTABLE WARNING  
PLACEMENT



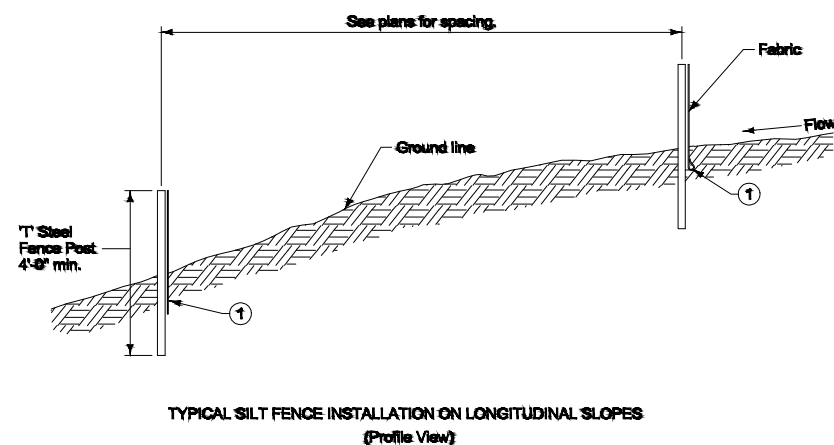
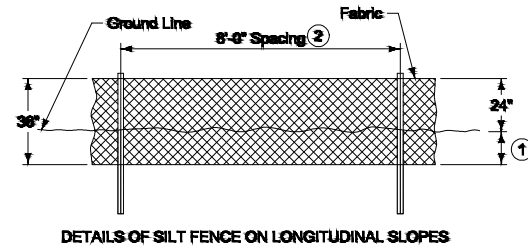
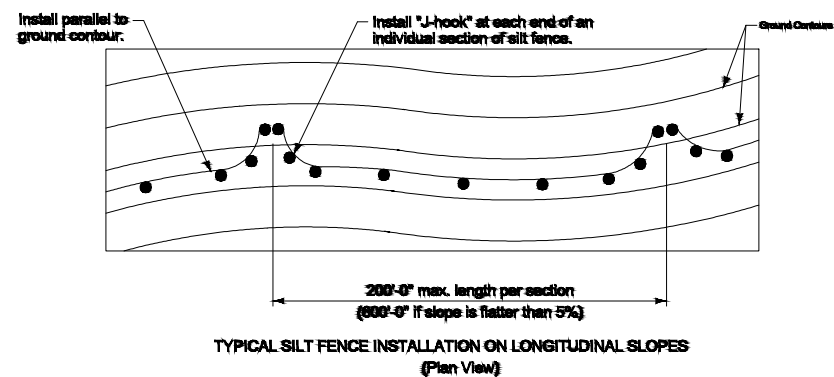
- 1 Insert 12 inches of fabric a minimum of 6 inches deep (fabric may be folded below the ground line).


 **SUDAS**  
REVISION 2 10-21-14  
**9040.119**  
SHEET 1 of 2

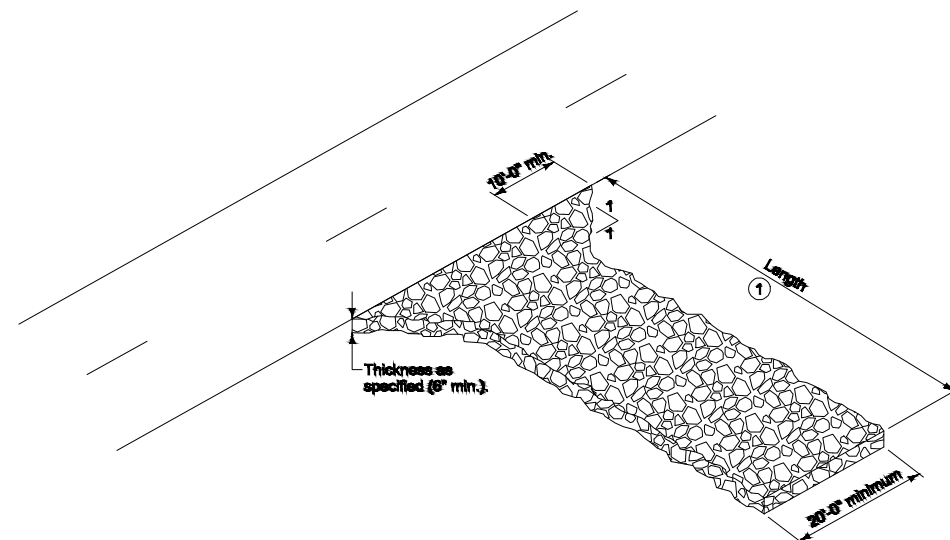
SUDAS Standard Specifications


SILT FENCE

REVISIONS		
REV. NO.	DESCRIPTION	DATE



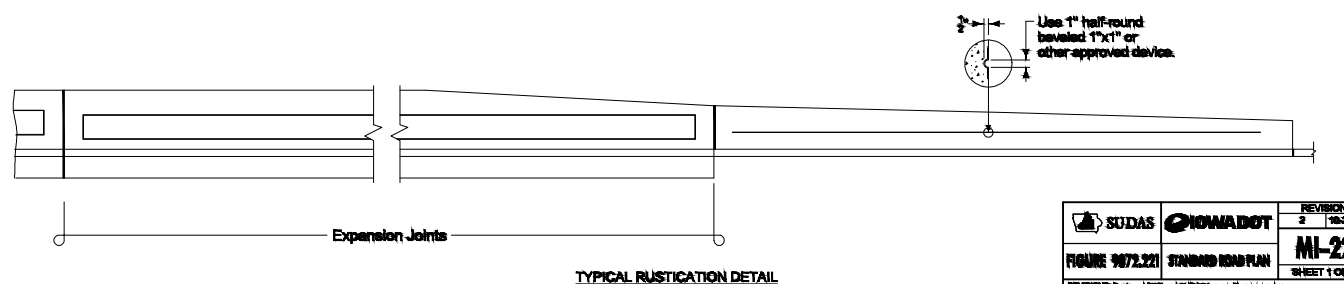
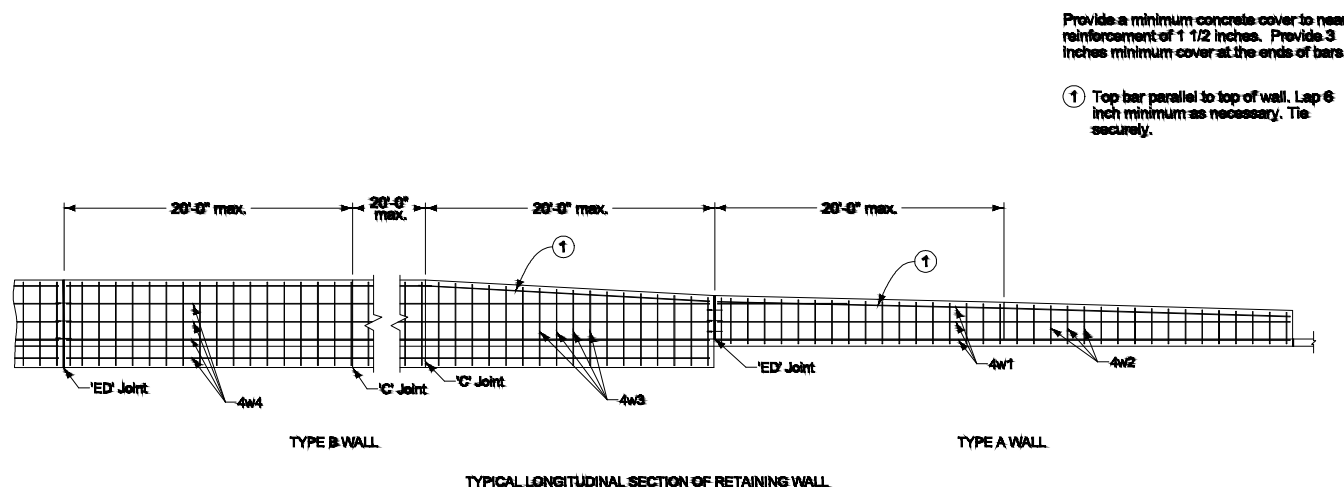
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		<b>2</b>	<b>10-21-1</b>
		<b>9040.119</b>	
		<b>SHEET 2 of 2</b>	
<b>SUDAS Standard Specifications</b>			
<b>SILT FENCE</b>			





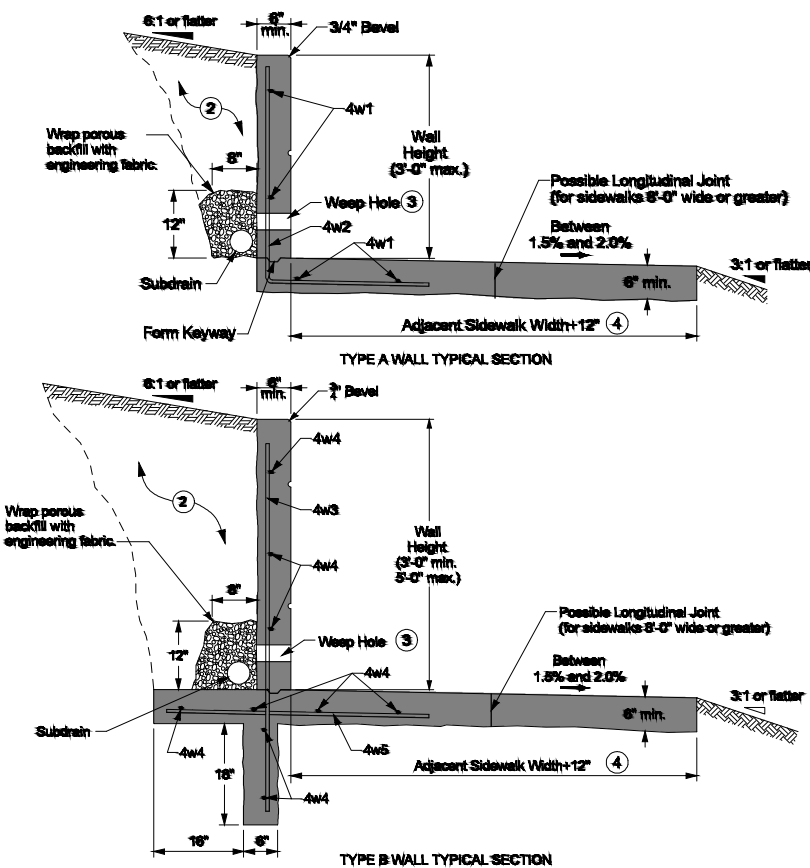
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		<b>9040.120</b> SHEET 1 of 1

**SUDAS Standard Specifications**



**STABILIZED  
CONSTRUCTION ENTRANCE**



	<b>SUDAS</b>		<b>KIEWIT DOT</b>	<b>REVISION</b>	
				<b>2</b>	<b>10/20/20</b>
<b>FIGURE 1072.221</b>	<b>STANDARD ROAD PLAN</b>	<b>MI-221</b>			
<b>REVISIONS: Replaced 1072.221 with 1072.221 to match standard.</b>				<b>SHEET 1 OF 3</b>	
<i>Paul D. Weigand</i> SUDAS DIRECTOR		<i>Brian Smith</i> DESIGN METHODS ENGINEER			
<b>COMBINED RETAINING WALL - SIDEWALK</b>					



REINFORCING BAR LIST						
Wall Type	Mark	Size	Shape	Length	Spacing	
Type A	4w1	4	—	Variable	15"	
	4w2	4	L	Variable	16"	
Type B	4w3	4	—	Wall Height + 18"	14"	
	4w4	4	—	Variable	15"	
	4w5	4	—	3'-10"	14"	

 <b>SUDAS</b>	 <b>PLOWADOT</b>	<b>REVISION</b> <b>2</b> 10-20-18	
		<b>MI-221</b> <b>SHEET 2 OF 3</b>	
<b>FIGURE 9172.221</b> <b>STANDARD ROAD PLAN</b>			
REVISIONS: Replaced EXIST and PLDWD logos with your company.			
<i>Russ D. Wigard</i> SUDAS DIRECTOR		<i>Sharon Smith</i> DESIGN METHODS ENGINEER	
<b>COMBINED RETAINING WALL - SIDEWALK</b>			

REVISIONS		
REV. NO.	DESCRIPTION	DATE



