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A.1 [Sheet]
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CLARKE COUNTY

PCC SIDEWALK / TRAIL
TAP-U-5772(607)--8I-20

LETTING DATE

07-21-2026

FHWA No. 608260

| MILEAGE SUMMARY | | | | | XXX-X |
|-----------------|-----------|-----------|----------|-------|-------|
| Location | Station | | Lin. Ft. | Miles | |
| OSCEOLA TRAIL | 101+27.46 | 135+97.47 | 3570.01 | 0.68 | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

STANDARD ROAD PLANS APPLICABLE TO THE PROJECT CAN BE FOUND ON SHEET C.1.

THIS PROJECT IS COVERED BY THE IOWA DEPARTMENT OF NATURAL RESOURCES NPDES GENERAL PERMIT NO. 2. THE CONTRACTOR SHALL CARRY OUT THE TERMS AND CONDITIONS OF GENERAL PERMIT NO. 2 AND THE STORM WATER POLLUTION PREVENTION PLAN WHICH IS PART OF THESE CONTRACT DOCUMENTS. REFER TO SECTION 2602 OF THE STANDARD SPECIFICATIONS FOR ADDITIONAL INFORMATION.

IOWA | DOT

TRANSPORTATION DEVELOPMENT
DIVISION

PLANS OF PROPOSED IMPROVEMENT ON THE
URBAN ROAD SYSTEM

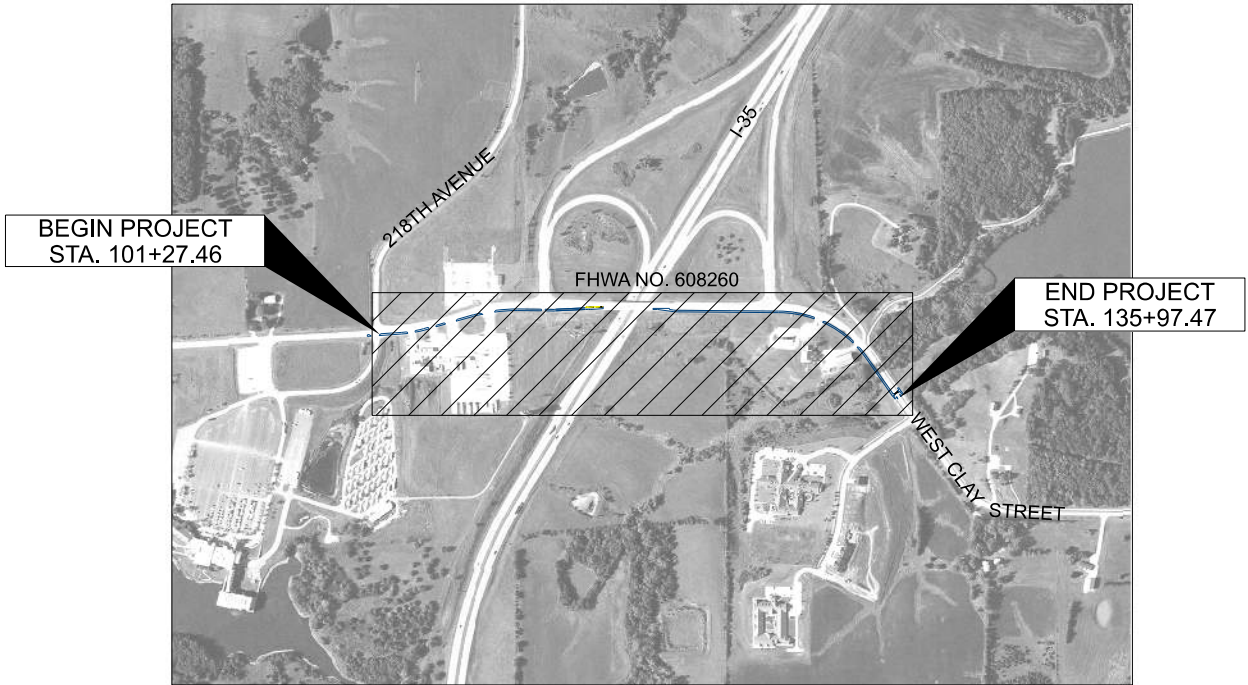
CLARKE COUNTY

CITY OF OSCEOLA
IN THE CITY OF OSCEOLA, ON KANSAS STREET,
BEGIN TRAIL NEAR NW VIEW DRIVE, OVER I-35,
WEST TO CASINO DRIVE
PCC SIDEWALK/TRAIL
TAP-U-5772(607)--8I-20

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

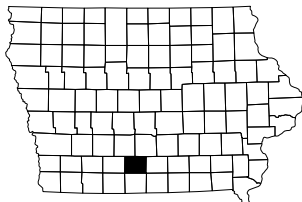
Value Engineering Saves. Refer to Article 1105.14 of the Specifications.



VICINITY MAP



NOT TO SCALE



INDEX OF SHEETS

- A.1 TITLE SHEET
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- F.1-F.4 REMOVAL SHEETS
- G.1 HORIZONTAL AND VERTICAL CONTROL
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- N.1 RFFB DETAILS
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- V.1-V.10 BRIDGE PLANS
- W.1-W.21 CROSS SECTIONS

| | |
|--------------------|-----------|
| CITY OF OSCEOLA | |
| | 4/15/2026 |
| City Administrator | Date |

| | |
|--|---|
| | 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. |
| | 4/14/2026 Rob J. Haaland, P.E. Date |
| | License Number P19529 My License Renewal Date is December 31, 2026 |
| | Pages or sheets covered by this seal: A.1-A.2, B.1, C.1-C.23, D.1-D.7, F.1-F.4, G.1, J.1-J.3, J.10-J.12, L.1-L.4, N.1, P.1-P.2, RR.1-RR.4, S.1-S.11 U.1-U.2, W.1-W.21 |

WEST CLAY STREET TRAIL EXTENSION

TITLE SHEET

OSCEOLA, IOWA

SNYDER & ASSOCIATES, INC.

2727 SW SNYDER BLVD
ANKENY, IOWA 50023
515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

Project No: 1241137

Sheet A.1

TOTAL SHEETS
99

| | | | | | | | |
|---------------------|------------------------|------|-----------------|-----------------|----------|-----------|-----|
| DOT | TAP-U-5772(607)--8I-20 | MARK | Engineer: RUH | Checked By: BUT | REVISION | DATE | BY |
| | | | Technician: CSH | Date: 4/15/2026 | Scale: | Field Bk: | Pg: |
| Project No: 1241137 | | | | | | Sheet A.1 | |

GENERAL NOTES:

1. COMPLETE ALL CONSTRUCTION IN ACCORDANCE WITH THE IOWA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION (SERIES 2015), THESE PROJECT PLANS, AND CONTRACT DOCUMENTS.

2. NOTIFY THE CITY OF OSCEOLA, THE PROJECT ENGINEER, AND UTILITY COMPANIES A MINIMUM OF TWO WEEKS PRIOR TO THE START OF CONSTRUCTION.

3. UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS. THESE LOCATIONS SHOULD BE CONSIDERED AS APPROXIMATE ONLY. OTHER UTILITIES MAY EXIST. CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL UTILITIES WITHIN THE WORK AREA PRIOR TO CONSTRUCTION.

4. PROVIDE TEMPORARY SUPPORT FOR EXISTING UTILITY LINES THAT ARE ENCOUNTERED DURING CONSTRUCTION UNTIL BACKFILLING IS COMPLETED.

5. NOTIFY UTILITY COMPANIES PRIOR TO COMMENCING WORK. AVOID DAMAGE TO UTILITIES AND SERVICES DURING CONSTRUCTION. REPAIR ANY DAMAGE CAUSED BY THE CONTRACTOR'S CARELESSNESS AT THE CONTRACTOR'S EXPENSE. COORDINATE AND COOPERATE WITH UTILITY COMPANIES DURING CONSTRUCTION.

6. ALL HOLES RESULTING FROM OPERATIONS OF THE CONTRACTOR, INCLUDING REMOVAL OF GUARDRAIL POSTS, FENCE POSTS, UTILITY POLES, OR FOUNDATION STUDIES, SHALL BE FILLED AND CONSOLIDATED TO FINISHED GRADE AS DIRECTED BY THE ENGINEER TO PREVENT FUTURE SETTLEMENT. THE VOIDS SHALL BE FILLED AS SOON AS PRACTICAL - PREFERABLY THE DAY CREATED AND NOT LATER THAN THE FOLLOWING DAY. ANY PORTION OF THE RIGHT-OF-WAY OR PROJECT LIMITS (INCLUDING BORROW AREAS AND OPERATION SITES) DISTURBED BY ANY SUCH OPERATIONS SHALL BE RESTORED TO AN ACCEPTABLE CONDITION. THIS OPERATION SHALL BE CONSIDERED INCIDENTAL TO EARTHWORK BID ITEMS.

7. THE WORK LIMITS FOR THE PROJECT ARE THE RIGHT-OF-WAY LINES, TEMPORARY EASEMENTS AND CONSTRUCTION WORK AREA LIMITS AS SHOWN ON THE PLANS. CONFINE ALL CONSTRUCTION ACTIVITIES TO WITHIN THE CONSTRUCTION LIMITS.

8. DO NOT STORE EQUIPMENT AND/OR MATERIALS ON PAVEMENT OR WITHIN PUBLIC RIGHT OF WAY ON STREETS OPEN TO TRAFFIC. CONTRACTOR SHALL PROVIDE AREAS AS NEEDED FOR STORAGE OF EQUIPMENT AND/OR MATERIALS.

9. LENGTHS OF STORM SEWER PIPE SHOWN ON THE PLANS ARE DIMENSIONED FROM THE WALL OF THE STRUCTURE TO THE WALL OF THE STRUCTURE AND DO NOT INCLUDE FLARED END SECTIONS.

10. TRAFFIC CONTROL ON THIS PROJECT SHALL BE FOUND IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR THE STREETS AND HIGHWAYS AS ADOPTED BY THE IOWA DEPARTMENT OF TRANSPORTATION PER 761 OF THE IOWA ADMINISTRATIVE CODE (IAC) CHAPTER 130.

11. THE CONTRACTOR SHALL NOTIFY THE OWNER IF ANY FIELD TILE ARE ENCOUNTERED OR INTERCEPTED. THE CONTRACTOR SHALL EITHER RECONNECT THE FIELD TILE OR CONNECT TO STORM SEWER. THE CONTRACTOR SHALL KEEP A RECORD OF ALL FIELD TILE ENCOUNTERED. THIS INFORMATION IS TO BE GIVEN DIRECTLY TO THE OWNER AND ALSO INCORPORATED INTO THE RECORD DRAWINGS. RECONNECTION SHALL BE INCIDENTAL TO THE PROJECT AND DONE AT NO ADDITIONAL COST.

12. IN THE EVENT OF A DISCREPANCY BETWEEN THE QUANTITY ESTIMATES AND THE DETAILED PLANS, THE DETAILED PLANS SHALL GOVERN.

13. THE CONTRACTOR SHALL PROVIDE WASTE AREAS OR DISPOSAL SITES FOR WASTE MATERIAL REMOVED FROM THIS PROJECT (ASPHALT, STEEL, CONCRETE, ETC.) WHICH IS NOT DESIRABLE TO BE INCORPORATED INTO THE WORK. NO EXTRA PAYMENTS WILL BE MADE FOR MATERIAL HAULED TO THESE SITES. DISPOSE OF MATERIALS IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL REQUIREMENTS. DO NOT PLACE WASTE MATERIAL WITHIN THE RIGHT-OF-WAY. KEEP CONSTRUCTION DEBRIS AND DIRT OFF OF THE ADJACENT PROPERTIES AND STREETS.

14. PROVIDE EROSION CONTROL MEASURES NECESSARY TO PROTECT AGAINST SILTATION, EROSION AND DUST POLLUTION ON THE PROJECT SITE AND ANY OFF-SITE AREAS USED FOR THIS PROJECT. COMPLY WITH THE SOIL EROSION CONTROL REQUIREMENTS OF THE IOWA CODE AND ALL LOCAL ORDINANCES. COMPLY WITH THE STORM WATER POLLUTION PREVENTION PLAN.

15. DO NOT RESTRICT DRAINAGE CHANNELS AND PROTECT ALL EXISTING DRAINAGE STRUCTURES UNLESS NOTED OTHERWISE. CONTRACTOR IS FULLY LIABLE FOR ALL DAMAGES TO PUBLIC OR PRIVATE PROPERTY CAUSED BY THEIR ACTION OR INACTION IN PROVIDING FOR THE HANDLING OF STORM WATER FLOW DURING CONSTRUCTION.

16. REMOVE THE EXISTING PAVEMENT TO THE NEAREST EXISTING JOINT OR AS DIRECTED BY THE ENGINEER.

17. EXERCISE CARE WHEN PERFORMING ANY SAWCUTTING OR PAVEMENT REMOVAL OPERATIONS. PROTECT THE ADJACENT STREET FROM DAMAGE. REMOVE AND REPLACE ANY DAMAGED AREAS, WHICH ARE NOT INDICATED FOR REMOVAL, AT NO ADDITIONAL COST.

18. THE CONTRACTOR SHALL REMOVE ALL EXISTING TRAFFIC SIGNS THAT ARE IN CONFLICT WITH THE CONSTRUCTION. COORDINATE REMOVAL AND REPLACEMENT OF THE SIGNS WITH THE CITY OF OSCEOLA

19. SPECIAL CARE SHALL BE TAKEN WHEN FORMING AT DRIVEWAYS SO THAT THE PROFILES AND ELEVATIONS SHOWN ON THE CROSS SECTIONS, STREET RETURNS, AND STAKING DIAGRAM SHEETS ARE OBTAINED. SHORT LENGTHS OF FORMS OR FLEXIBLE FORMS MAY BE NECESSARY AT THESE LOCATIONS.

20. MATURITY TESTING MAY BE USED BY THE CONTRACTOR TO ALLOW STREET OPENINGS AS SOON AS POSSIBLE.

21. THE CONTRACTOR SHALL NOT DISTURB DESIRABLE GRASS AREAS AND DESIRABLE TREES OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR SHALL PROTECT THOSE TREES IN EASEMENTS AND RIGHT-OF-WAY WHERE NOTED ON THE PLANS. THE CONTRACTOR WILL NOT BE PERMITTED TO PARK OR SERVICE VEHICLES AND EQUIPMENT OR USE THESE AREAS FOR STORAGE OF MATERIALS. STORAGE, PARKING, AND SERVICE AREA(S) WILL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

22. AVOID DAMAGE TO PRIVATE PROPERTY (I.E. FENCING, SHEDS ETC.) DURING CONSTRUCTION. REPAIR ANY DAMAGE CAUSED BY THE CONTRACTORS CARELESSNESS AT THE CONTRACTORS EXPENSE.

23. THE TOP SIX (6) INCHES OF THE DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE FREE OF ROCK AND DEBRIS AND SHALL BE SUITABLE FOR THE ESTABLISHMENT OF VEGETATION, SUBJECT TO THE APPROVAL OF THE ENGINEER.

24. CONSTRUCTION SURVEY WILL BE PROVIDED BY THE OWNER. CONSTRUCTION STAKING WILL BE PROVIDED AS FOLLOWS: SITE CONTROL AND CONSTRUCTION LIMITS (PERIMETER LIMITS ON 50-FT INTERVALS AND POINTS OF DEFLECTION); ONE SET OF STAKES FOR SIDEWALK GRADE (SINGLE EDGE OFFSETS GRADE TO TOP SLAB ON 50-FT INTERVALS); ONE SET OF STAKES FOR INTERSECTION BACK-OF-CURB, SIDEWALK AND ADA PAVEMENT (SINGLE EDGE OFFSET GRADE TO TOP SLAB 25-FOOT INTERVALS, POINTS OF DEFLECTION, AND OFFSET TO THE TOP OF ADA RAMPS AND CORNERS OF TURNING SPACES); RRFB POLE BASE LOCATION (CENTER AND OFFSET WITH TOP SLAB ELEVATIONS). OWNER PROVIDED CONSTRUCTION STAKING WILL BE LIMITED TO A MAXIMUM OF 6 SITE VISITS. ANY ADDITIONAL STAKING OR STAKING THAT IS DESTROYED DUE TO CONSTRUCTION THAT MUST BE REPLACED WILL BE AT THE CONTRACTOR'S EXPENSE.

UTILITY CONTACT INFORMATION

UTILITY CONTACT FOR MAPPING INFORMATION SHOWN AS RECEIVED FROM THE IOWA ONE CALL DESIGN REQUEST SYSTEM, TICKET NUMBER 552407769 AND 552407770.

| | |
|--|---|
| G-GAS MAIN E-UNDERGROUND ELECTRIC OE-OVERHEAD ELECTRIC | ALLIANT ENERGY Alliant Energy Field Engineer 800-255-4268 locate_IPL@alliantenergy.com |
| NO RESPONSE | MEDIACOM Wolfgang Spencer 845-587-2497 WSPENCER@MEDIACOMCC.COM |
| E2-UNDERGROUND ELECTRIC | IOWA DEPARTMENT OF TRANSPORTAT Scott Fix 563-272-8660 scott.fix@lowadot.us |
| W2-WATER MAIN S-SANITARY SEWER | CITY OF OSCEOLA Brandon Patterson 641-342-1435 OSCEOLAWATERWORKS@WINDSTREAM.NET |
| W2-WATER MAIN | OSCEOLA WATER WORK Brandon Patterson 641-342-1435 OSCEOLAWATERWORKS@WINSTREAM.NET |
| W1-WATER MAIN | SOUTHERN IOWA RURAL WATER ASSO Chad Mahan 641-782-5744 cmahan@sirwa.org |
| F03-FIBER OPTIC | WINDSTREAM COMMUNICATIONS LOCATE DESK 800-289-1901 LOCATE.DESK@WINDSTREAM.COM |
| FO-FIBER OPTIC | UNKNOWN |

UTILITY QUALITY SERVICE LEVELS:

QUALITY LEVELS OF UTILITIES ARE SHOWN IN THE PARENTHESSES WITH THE UTILITY TYPE AND WHEN APPLICABLE, SIZE. THE QUALITY LEVELS ARE BASED ON THE C1/ ASCE 38-02 STANDARD.

QUALITY LEVEL (D) INFORMATION IS DERIVED FROM EXISTING UTILITY RECORDS OR ORAL RECOLLECTIONS.

QUALITY LEVEL (C) INFORMATION IS OBTAINED BY SURVEYING AND PLOTTING VISIBLE ABOVE-GROUND UTILITY FEATURES AND USING PROFESSIONAL JUDGMENT IN CORRELATING THIS INFORMATION WITH QUALITY D INFORMATION.

QUALITY LEVEL (B) INFORMATION IS OBTAINED THROUGH THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO DETERMINE THE EXISTENCE AND APPROXIMATE HORIZONTAL POSITION OF SUBSURFACE UTILITIES.

QUALITY LEVEL (A) IS HORIZONTAL AND VERTICAL POSITION OF UNDERGROUND UTILITIES OBTAINED BY ACTUAL EXPOSURE OR VERIFICATION OF PREVIOUSLY EXPOSED SUBSURFACE UTILITIES, AS WELL AS THE TYPE, SIZE, CONDITION, MATERIAL, AND OTHER CHARACTERISTICS.

UTILITY WARNING

THE UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND/OR RECORDS OBTAINED. THE SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES OR SUBSURFACE FEATURES SHOWN COMPRISE ALL SUCH ITEMS IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UTILITIES OR SUBSURFACE FEATURES SHOWN ARE IN THE EXACT LOCATION INDICATED EXCEPT WHERE NOTED AS QUALITY LEVEL C.

LEGEND

| Features | Existing | Proposed |
|--|-----------------|--------------|
| Spot Elevation | 93.0 | 93.0 |
| Contour Elevation | 93 | 93 |
| Fence (Barbed, Field, Hog) | -x-x- | -x-x- |
| Fence (Chain Link) | -//- | -//- |
| Fence (Wood) | - | - |
| Fence (Silt) | -~ | -~ |
| Tree Line | -> | -> |
| Tree Stump | -> | -> |
| Deciduous Tree \ Shrub | ☉ ☉ | ☉ ☉ |
| Coniferous Tree \ Shrub | ☼ ☼ | ☼ ☼ |
| Communication | ---C(+)--- | ---C--- |
| Overhead Communication | ---OC(+)--- | ---OC--- |
| Fiber Optic | ---FO(+)--- | ---FO--- |
| Underground Electric | ---E(+)--- | ---E--- |
| Overhead Electric | ---OE(+)--- | ---OE--- |
| Gas Main with Size | ---4" G(+)--- | ---4" G--- |
| High Pressure Gas Main with Size | ---4" HPG(+)--- | ---4" HPG--- |
| Water Main with Size | ---8" W(+)--- | ---8" W--- |
| Sanitary Sewer with Size | ---8" S(+)--- | ---8" S--- |
| Duct Bank | ---DUCT(+)--- | ---DUCT--- |
| Test Hole Location for SUE w/ID | ⊙ | ⊙ |
| (+) Denotes the survey quality service level for utilities | | |
| Sanitary Manhole | 12" ST | 12" ST |
| Storm Sewer with Size | ☐ | ☐ |
| Storm Manhole | ☐ | ☐ |
| Single Storm Sewer Intake | ☐ | ☐ |
| Double Storm Sewer Intake | ☐ | ☐ |
| Fire Hydrant | ☐ | ☐ |
| Fire Hydrant on Building | ☐ | ☐ |
| Water Main Valve | ☐ | ☐ |
| Water Service Valve | ☐ | ☐ |
| Well | ☐ | ☐ |
| Utility Pole | ☐ | ☐ |
| Guy Anchor | ☐ | ☐ |
| Utility Pole with Light | ☐ | ☐ |
| Utility Pole with Transformer | ☐ | ☐ |
| Street Light | ☐ | ☐ |
| Yard Light | ☐ | ☐ |
| Electric Box | ☐ | ☐ |
| Electric Transformer | ☐ | ☐ |
| Traffic Sign | ☐ | ☐ |
| Communication Pedestal | ☐ | ☐ |
| Communication Manhole | ☐ | ☐ |
| Communication Handhole | ☐ | ☐ |
| Fiber Optic Manhole | ☐ | ☐ |
| Fiber Optic Handhole | ☐ | ☐ |
| Gas Valve | ☐ | ☐ |
| Gas Manhole | ☐ | ☐ |
| Gas Apparatus | ☐ | ☐ |
| Fence Post or Guard Post | ☐ | ☐ |
| Underground Storage Tank | ☐ | ☐ |
| Above Ground Storage Tank | ☐ | ☐ |
| Sign | ☐ | ☐ |
| Satellite Dish | ☐ | ☐ |
| Mailbox | ☐ | ☐ |
| Soil Boring | ☐ | ☐ |

GENERAL SURVEY NOTES:

1. BUILDING LINES AND CORNERS ARE FOR USE IN PREPARING CIVIL SITE PLAN DOCUMENTS. BUILDING CORNERS AND BUILDING LINES SHOULD BE SPECIFICALLY VERIFIED, AS NECESSARY, PRIOR TO DESIGN FOR CONSTRUCTION OF ANY PROPOSED EXPANSION OR CONNECTION OF BUILDING COMPONENTS.

2. FOR CLARITY PURPOSES, SURVEY SPOT ELEVATIONS ARE NOT SHOWN ON THIS SURVEY, BUT ARE CONTAINED WITHIN THE DIGITAL CADD FILES.

3. FOR THE PURPOSE OF THIS SURVEY, STORM SEWER, SANITARY SEWER AND WATER MAIN LINES ARE ASSUMED TO FOLLOW A STRAIGHT LINE FROM STRUCTURE TO STRUCTURE.

4. UTILITY SERVICE LINES TO BUILDINGS ARE APPROXIMATE ONLY. AN INTERNAL BUILDING INVESTIGATION, EXCAVATION, AND/OR SUBSURFACE LOCATING/DESIGNATING WOULD NEED TO BE PERFORMED TO DETERMINE THE LOCATION OF SERVICES ENTERING THE BUILDING.

5. UNDERGROUND PIPE MATERIALS AND SIZES ARE BASED UPON VISIBLE EVIDENCE VIEWED FROM ACCESS MANHOLES/STRUCTURES. DUE TO THE CONFIGURATION AND/OR CONSTRUCTION OF THE STRUCTURE, IT MAY BE DIFFICULT TO ACCURATELY DETERMINE THE PIPE MATERIAL AND/OR SIZE. THE SURVEYOR WILL USE THEIR JUDGMENT AND EXPERIENCE TO ATTEMPT TO DETERMINE, BUT COMPLETE ACCURACY CANNOT BE GUARANTEED.

6. BOUNDARY LINES SHOWN ON THE EXISTING SITE SURVEY ARE TO FACILITATE DESIGN OR CONCEPT NEEDS AND ENABLE CREATION OF SAID CONSTRUCTION DOCUMENTS. THESE LINES DO NOT CONSTITUTE A CERTIFIED BOUNDARY SURVEY AND MISSING MONUMENTS WILL NOT BE SET.

WEST CLAY STREET TRAIL EXTENSION

GENERAL NOTES AND LEGEND

OSCEOLA, IOWA

SNYDER & ASSOCIATES, INC.

2727 SW SNYDER BLVD

ANKENY, IOWA 50023

1

515-964-2020 | WWW.SNYDER-ASSOCIATES.COM



Project No: 1241137

Sheet A.2

DOT TAP-UJ5772(807)-94-20

MARK

Engineer: RUH

Technician: CSH

REVISION

Checked By: BUT

Date: 4/9/2026

DATE

BY

Scale:

Field Bk:

Sheet A.2

Project No: 1241137

| ESTIMATED PROJECT QUANTITIES | | | | | |
|------------------------------|--------------|---|------|---------|---------------|
| Item No. | Item Code | Item | Unit | Total | As Built Qty. |
| 1 | 2102-2710090 | EXCAVATION, CLASS 10, WASTE | CY | 117.00 | |
| 2 | 2105-8425015 | TOPSOIL, STRIP, SALVAGE AND SPREAD | CY | 936.42 | |
| 3 | 2115-0100000 | MODIFIED SUBBASE | CY | 7.30 | |
| 4 | 2301-1033080 | STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C, CLASS 3 DURABILITY, 8 IN. | SY | 39.23 | |
| 5 | 2404-7775005 | REINFORCING STEEL, EPOXY COATED | LB | 6806.00 | |
| 6 | 2404-7775009 | REINFORCING STEEL, STAINLESS STEEL | LB | 2771.00 | |
| 7 | 2414-6425410 | CONCRETE BARRIER, REINFORCED, SEPARATION | LF | 394.00 | |
| 8 | 2414-6444100 | STEEL PIPE PEDESTRIAN HAND RAILING | LF | 315.00 | |
| 9 | 2505-4008120 | REMOVAL OF STEEL BEAM GUARDRAIL | LF | 135.00 | |
| 10 | 2505-4008300 | STEEL BEAM GUARDRAIL | LF | 12.50 | |
| 11 | 2505-4008410 | STEEL BEAM GUARDRAIL BARRIER TRANSITION SECTION, BA-201 | EACH | 1.00 | |
| 12 | 2505-4021020 | STEEL BEAM GUARDRAIL END ANCHOR, W-BEAM | EACH | 1.00 | |
| 13 | 2510-6745850 | REMOVAL OF PAVEMENT | SY | 283.20 | |
| 14 | 2511-0302600 | RECREATIONAL TRAIL, PORTLAND CEMENT CONCRETE, 6 IN. | SY | 3144.00 | |
| 15 | 2511-0310100 | SPECIAL COMPACTION OF SUBGRADE FOR RECREATIONAL TRAIL | STA | 28.36 | |
| 16 | 2511-6745900 | REMOVAL OF SIDEWALK | SY | 352.10 | |
| 17 | 2511-7528101 | DETECTABLE WARNINGS | SF | 109.84 | |
| 18 | 2512-1725206 | CURB AND GUTTER, P.C. CONCRETE, 2.0 FT. | LF | 191.00 | |
| 19 | 2512-1725256 | CURB AND GUTTER, P.C. CONCRETE, 2.5 FT. | LF | 299.00 | |
| 20 | 2512-1725306 | CURB AND GUTTER, P.C. CONCRETE, 3.0 FT. | LF | 104.00 | |
| 21 | 2513-0001081 | CONCRETE BARRIER, TAPERED END, BA-108 | EACH | 1.00 | |
| 22 | 2514-0000200 | REMOVAL OF CURB | STA | 5.94 | |
| 23 | 2515-2475007 | DRIVEWAY, P.C. CONCRETE, 7 IN. | SY | 569.52 | |
| 24 | 2515-6745600 | REMOVAL OF PAVED DRIVEWAY | SY | 388.70 | |
| 25 | 2523-0000200 | ELECTRICAL CIRCUITS | LF | 155.00 | |
| 26 | 2523-0000310 | HANDHOLES AND JUNCTION BOXES | EACH | 5.00 | |
| 27 | 2523-6765009 | REMOVE AND REINSTALL LIGHT POLE AND LUMINAIRE | EACH | 2.00 | |
| 28 | 2524-6765010 | REMOVE AND REINSTALL SIGN AS PER PLAN | EACH | 6.00 | |
| 29 | 2527-9263181 | PAVEMENT MARKINGS REMOVED | STA | 65.70 | |
| 30 | 2527-9263212 | PAINTED PAVEMENT MARKINGS, HIGH-BUILD WATERBORNE | STA | 66.12 | |
| 31 | 2527-9270112 | GROOVES CUT FOR PAVEMENT MARKINGS | STA | 66.12 | |
| 32 | 2528-2518000 | SAFETY CLOSURE | EACH | 2.00 | |
| 33 | 2528-8400048 | TEMPORARY BARRIER RAIL, CONCRETE | LF | 795.00 | |
| 34 | 2528-8445110 | TRAFFIC CONTROL | LS | 1.00 | |
| 35 | 2533-4980005 | MOBILIZATION | LS | 1.00 | |
| 36 | 2551-0000110 | TEMP CRASH CUSHION | EACH | 2.00 | |
| 37 | 2599-9999009 | CHAIN LINK FENCE AS PER PLAN | LF | 296.00 | |
| 38 | 2599-9999010 | RECTANGULAR RAPID FLASHING BEACON (RRFB) ASSEMBLY | LS | 1.00 | |
| 39 | 2601-2634105 | MULCHING, BONDED FIBER MATRIX | ACRE | 0.90 | |
| 40 | 2601-2636015 | NATIVE GRASS SEEDING | ACRE | 0.10 | |
| 41 | 2601-2636044 | SEEDING AND FERTILIZING (URBAN) | ACRE | 0.80 | |
| 42 | 2601-2643411 | TURF REINFORCEMENT MAT, TYPE 1 | SQ | 52.00 | |
| 43 | 2602-0000309 | PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 9 IN. DIA. | LF | 4920.00 | |
| 44 | 2602-0000351 | REMOVAL OF PERIMETER AND SLOPE OR DITCH CHECK SEDIMENT CONTROL DEVICE | LF | 4920.00 | |
| 45 | 2602-0000500 | OPEN-THROAT CURB INTAKE SEDIMENT FILTER, EC-602 | LF | 84.00 | |
| 46 | 2602-0000510 | MAINTENANCE OF OPEN-THROAT CURB INTAKE SEDIMENT FILTER | LF | 84.00 | |
| 47 | 2602-0000520 | REMOVAL OF OPEN-THROAT CURB INTAKE SEDIMENT FILTER | EACH | 10.00 | |
| 48 | 2602-0010010 | MOBILIZATIONS, EROSION CONTROL | EACH | 3.00 | |

100_01A
3/24/25

| ESTIMATE REFERENCE INFORMATION | | | 100_04A 6/2/23 |
|--------------------------------|--------------|--|-------------------|
| Item No. | Item Code | Description | |
| 1 | 2102-2710090 | EXCAVATION, CLASS 10, WASTE | |
| | | The Bid quantity includes approximately 361 CY of cut and 244 CY of fill. Fill includes 30% shrink. | |
| | | Contractor to remove and properly dispose of any unsuitable material. Payment will be based on contract quantity. Fill material to be provided by the contractor and be incidental to this item. | |
| 2 | 2105-8425015 | TOPSOIL, STRIP, SALVAGE AND SPREAD | |
| | | Strip, salvage and respread top 8-inches of existing topsoil in all disturbed areas. Sufficient field measurements shall be taken to assure reasonable conformity with the required depth of cut. Excess material may be wasted on site in areas designated by the Engineer. | |
| 3 | 2115-0100000 | MODIFIED SUBBASE | |
| | | Furnish and install subbase under roadway pavement and curb and gutter. To extend 2 ft beyond edge of pavement. | |
| 4 | 2301-1033080 | STANDARD OR SLIP FORM PORTLAND CEMENT CONCRETE PAVEMENT, CLASS C, CLASS 3 DURABILITY, 8 IN. | |
| | | Refer to typical sections on D-Sheets and Tabulation 100-24 for locations and quantities. Certified plant inspection is required for this item. | |
| 5 | 2404-7775005 | REINFORCING STEEL, EPOXY COATED | |
| 6 | 2404-7775009 | REINFORCING STEEL, STAINLESS STEEL | |
| | | -- | |
| 7 | 2414-6425410 | CONCRETE BARRIER, REINFORCED, SEPARATION | |
| | | If placement of concrete is done by the slipforming method, Class BR concrete is required. Cast?in? place barrier rails shall use Class C mix. Price bid for this item shall include the cost of cast?in?place forms if required for placement of the concrete. | |
| | | Includes all costs for the Contractor to provide certified plant inspection for all concrete in accordance with Section 2521 of the Standard Specifications. | |
| | | See notes on Sheet V.6 for additional information. | |
| 8 | 2414-6444100 | STEEL PIPE PEDESTRIAN HAND RAILING | |
| | | See Sheet V.9 for additional information, method of measurement and basis of payment. | |
| 9 | 2505-4008120 | REMOVAL OF STEEL BEAM GUARDRAIL | |
| | | Refer to F-Sheets and Tabulation 110-07A for locations and quantities. | |
| 10 | 2505-4008300 | STEEL BEAM GUARDRAIL | |
| | | Refer to D-Sheets and Tabulation 108-08A for locations and quantities. | |
| 11 | 2505-4008410 | STEEL BEAM GUARDRAIL BARRIER TRANSITION SECTION, BA-201 | |
| | | Refer to D-Sheets and Tabulation 108-08A for locations and quantities. | |
| 12 | 2505-4021020 | STEEL BEAM GUARDRAIL END ANCHOR, W-BEAM | |
| | | Refer to D-Sheets and Tabulation 108-08A for locations and quantities. | |
| 13 | 2510-6745850 | REMOVAL OF PAVEMENT, P.C.C., 8 Inch | |
| | | Refer to F-Sheets and Tabulation 110-01 for locations and quantities. If the removal limits are within 2-feet of an existing joint, extend removal to the joint. The Contractor is responsible for replacing any damaged pavement beyond the removal limits, no additional payment will be allowed for this work. | |
| 14 | 2511-0302600 | RECREATIONAL TRAIL, PORTLAND CEMENT CONCRETE, 6 IN. | |
| | | Use Class C concrete. All damage to pavement prior to final acceptance shall be repaired by the Contractor,no additional compensation will be allowed for this work. Compact area under all pavement per specification. Certified plant inspection is required for sidewalk item. | |
| 15 | 2511-0310100 | SPECIAL COMPACTION OF SUBGRADE FOR RECREATIONAL TRAIL | |
| | | See B Sheets for typical sections. | |
| 16 | 2511-6745900 | REMOVAL OF SIDEWALK, P.C.C., 5 Inch | |
| | | Refer to F-sheets and Tabulation 110-5. If the removal limits are within 2-feet of an existing joint, extend removal tothe joint. The Contractor is responsible for replacing any damaged sidewalk beyond the removal limits, no additional payment will be allowed for this work. | |
| 17 | 2511-7528101 | DETECTABLE WARNINGS | |
| | | Refer to S-Sheets and Tabulation 113-1A for locations and staking information. Detectable warning panels shall be plain cast iron (unpainted). Submit shop drawing for approval prior to construction. | |
| 18 | 2512-1725206 | CURB AND GUTTER, P.C. CONCRETE, 2.0 FT. | |
| | | Refer to D-Sheets and Tabulation 100-5 for locations and quantities. Item is linear feet of curb and gutter replaced as measured along the face of the curb at the gutter line. payment is full compensation for furnishing all materials, preparation of subgrade, and placing, compacting, finishing, and curing | |

| ESTIMATE REFERENCE INFORMATION | | | 100_04A 6/2/23 |
|--------------------------------|--------------|--|-------------------|
| Item No. | Item Code | Description | |
| | | the concrete curb and gutter. Varied widths of curb are required to match existing pavement jointing. | |
| | | No additional payment will be made for varied widths. Certified Plant Inspection is required for this item. | |
| 19 | 2512-1725256 | CURB AND GUTTER, P.C. CONCRETE, 2.5 FT. | |
| | | Refer to D-Sheets and Tabulation 100-5 for locations and quantities. Item is linear feet of curb and gutter replaced as measured along the face of the curb at the gutter line. payment is full compensation for furnishing all materials, preparation of subgrade, and placing, compacting, finishing, and curing | |
| | | the concrete curb and gutter. Varied widths of curb are required to match existing pavement jointing. | |
| | | No additional payment will be made for varied widths. Certified Plant Inspection is required for this item. | |
| 20 | 2512-1725306 | CURB AND GUTTER, P.C. CONCRETE, 3.0 FT. | |
| | | Refer to D-Sheets and Tabulation 100-5 for locations and quantities. Item is linear feet of curb and gutter replaced as measured along the face of the curb at the gutter line. payment is full compensation for furnishing all materials, preparation of subgrade, and placing, compacting, finishing, and curing | |
| | | the concrete curb and gutter. Varied widths of curb are required to match existing pavement jointing. | |
| | | No additional payment will be made for varied widths. Certified Plant Inspection is required for this item. | |
| 21 | 2513-0001081 | CONCRETE BARRIER, TAPERED END, BA-108 | |
| | | Certified Plant Inspection is required for this item. | |
| 22 | 2514-0000200 | REMOVAL OF CURB | |
| | | Refer to F-Sheets and Tabulation 110-04 for locations and quantities. | |
| 23 | 2515-2475007 | DRIVEWAY, P.C. CONCRETE, 7 IN. | |
| | | Refer to typical sections on D-Sheets for locations and quantities. Certified plant inspection is required for this item. | |
| 24 | 2515-6745600 | REMOVAL OF PAVED DRIVEWAY, P.C.C., 8 Inch | |
| | | Refer to F-Sheets and Tabulation 110-08 for locations and quantities. | |
| 25 | 2523-0000200 | ELECTRICAL CIRCUITS | |
| | | Refer to P-Sheets for locations and conduit size. Field verify conduit size and locations for connections. | |
| | | Pulling back wiring, splicing conduit, and connections to handholes and lightpoles are incidental to item. | |
| 26 | 2523-0000310 | HANDHOLES AND JUNCTION BOXES | |
| | | Refer to P-Sheets for locations. Install Type 1 handholes unless otherwise noted. Reusing the casting and ring from existing handholes is allowed as approved by the Engineer. | |
| 27 | 2523-6765009 | REMOVE AND REINSTALL LIGHT POLE AND LUMINAIRE | |
| | | See P-Sheets for locations of removal and proposed. | |
| | | Item includes removal of existing light pole with mast arm, removal of footing, installation of new footing, reinstallation of light pole with mast arm, and connection to the electrical circut. | |
| | | Contractor to verify anchor bolt size before installing the new footing. | |
| 28 | 2524-6765010 | REMOVE AND REINSTALL SIGN AS PER PLAN | |
| | | Refer to F-sheets for locations of Removal and D-sheets for location of proposed. Item is per sign removed and reinstalled. Work includes removal of sign, post, and foundation, protection of sign while storing on-site, on-site storage, new foundation, new posts, and installation of sign. Type B sign posts may be reused as able to provide appropriate mounting height and breakaway system. | |
| | | Foundation shall be per Iowa DOT standard road plan SI-112 or approved equivalent. | |
| | | Payment shall be made at the contract unit price per sign. Signs shall be in accordance with the Manual of Uniform Traffic Control Devices for the streets and highways as adopted by the Iowa Department of Transportation per 761 of the Iowa Administrative Code (IAC) Chapter 13. The contractor is responsible for replacing signs damaged prior to final acceptance. Signs shall comply with Iowa DOT specifications with aluminum blank and Type XI sheeting. | |
| 29 | 2527-9263181 | PAVEMENT MARKINGS REMOVED | |
| | | Refer to Tabulation 108-22. | |
| 30 | 2527-9263212 | PAINTED PAVEMENT MARKINGS, HIGH-BUILD WATERBORNE | |
| | | Refer to D-Sheets for layout. Refer to Tabulation 108-22. | |
| 31 | 2527-9270112 | GROOVES CUT FOR PAVEMENT MARKINGS | |
| | | Refer to D-Sheets for layout. Refer to Tabulation 108-22. | |
| 32 | 2528-2518000 | SAFETY CLOSURE | |
| | | Refer to Tabulation 113-02 | |
| 33 | 2528-8400048 | TEMPORARY BARRIER RAIL, CONCRETE | |
| | | Refer to Tabulation 108-33 | |
| 34 | 2528-8445110 | TRAFFIC CONTROL | |
| | | Refer to J-Sheets. | |

| ESTIMATE REFERENCE INFORMATION | | | 100_04A 6/2/23 |
|--------------------------------|--------------|---|-------------------|
| Item No. | Item Code | Description | |
| 35 | 2533-4980005 | MOBILIZATION | |
| | | -- | |
| 36 | 2599-9999009 | CHAIN LINK FENCE AS PER PLAN | |
| | | All construction shall be in accordance with Section 2519 of the Standard Specifications. See Sheet V.2 and V.10 for additional information, method of measurement, and basis of payment. | |
| 37 | 2551-0000110 | TEMP CRASH CUSHION | |
| | | Refer to Tabulation 100-30 | |
| 38 | 2599-9999010 | RECTANGULAR RAPID FLASHING BEACON (RRFB) ASSEMBLY | |
| | | Refer to D-sheets and N-sheets for location and details. Item is lump sum and no measurement will be made. Payment shall be made at the contract lump sum price per crossing location. Rectangular rapid flashing beacon assembly shall be compliant with MUTCD IA-21 with solar powered and wireless communication. LED panel shall have pedestrian indication on the end. Signs on the RRFB | |
| | | Signs on the RRFB assembly shall be incidental to the bid and comply with Iowa DOT specifications with aluminum blank and Type XI sheeting. Pedestal pole foundation shall be per Iowa DOT standard road plan TS-102 or approved equivalent. | |
| | | Payment shall be made at the contract lump sum price per crossing location. Rectangular rapid flashing beacon assembly shall be compliant with MUTCD IA-21 with solar powered and wireless communication. LED panel shall have pedestrian indication on the end. Signs shall comply with Iowa DOT specifications with aluminum blank and Type XI sheeting. pedestal pole foundation shall be per Iowa DOT standard road plan TS-102 or approved equivalent. | |
| 39 | 2601-2634105 | MULCHING, BONDED FIBER MATRIX | |
| | | Refer to RR Sheets. Mulching is intended for use on all final restoration areas within the project limits and temporary seeding areas. Apply seed and fertilizer before applying mulch, apply at a rate of a minimum of 3,000 pounds per acre. | |
| 40 | 2601-2636015 | NATIVE GRASS SEEDING | |
| | | Refer to RR-Sheets for seeding locations. Seeding and seed bed preparation shall be described in the Standard Specifications Section 2601.03,C,5. | |
| | | Seed all areas outside eight feet adjacent to outside shoulder along mainline, side roads, and infield areas at interchanges with Native Grass Seeding. | |
| | | Supply all seed for Native Grass Seeding. Only source identified seeds from Minnesota, Wisconsin, South Dakota, Nebraska, Missouri, Illinois or Iowa growers and previous year harvest shall be used on this project. | |
| | | Apply all forb seed through the native grass drill wildflower or small seed box. Do not mix and apply Forb seed with the native grass seed. | |
| | | Apply cover crop through the cool season or through cover crop seed box. Do not mix and apply cover crop seed with the native grass seed. | |
| | | Remove seed remaining in the drill at the end of each day. At the completion of all seeding, remove remaining seed from the drill by vacuum or other means. Hand broadcast remaining seed on the project. | |
| | | The Engineer will review the limits with the Contractor prior to seeding. | |
| 41 | 2601-2636044 | SEEDING AND FERTILIZING (URBAN) | |
| | | Refer to RR-Sheets for seeding locations. | |
| | | Urban seed mix is intended for areas adjacent to recreational trail. | |
| | | Prepare seed bed, fertilize, and seed according to Article 2601.03, C, 4 of the Standard Specifications. Use ground driven equipment. | |
| 42 | 2601-2643411 | TURF REINFORCEMENT MAT, TYPE 1 | |
| | | Refer to RR-Sheets and Tabulation 100-22. Refer to Standard Road Plan EC-103. | |
| | | Prepare seedbed according to Article 2601.03, B, 4, of the Standard Specifications prior to seeding and fertilizing under the slope protection. | |
| 43 | 2602-0000309 | PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE, 9 IN. DIA. | |
| | | Item is included for temporary perimeter sediment control, inlet protection, and water velocity reduction on slopes or ditches at locations to be determined during construction. Verify specific locations with the Engineer prior to beginning placement. Bid item includes 25% additional quantity for field adjustments and replacements. Use Perimeter and Slope Sediment Control Devices fabricated using wood excelsior. | |
| 44 | 2602-0000351 | REMOVAL OF PERIMETER AND SLOPE OR DITCH CHECK SEDIMENT CONTROL DEVICE | |
| | | Item included for removal of all devices. All materials shall become the property of the Contractor and | |

| ESTIMATE REFERENCE INFORMATION | | | 100_04A 6/2/23 |
|--------------------------------|--------------|--|-------------------|
| Item No. | Item Code | Description | |
| | | removed from the project site within 24-hours. | |
| 45 | 2602-0000500 | OPEN-THROAT CURB INTAKE SEDIMENT FILTER, EC-602 | |
| | | Refer to RR Sheets and Tabulation 100-36 | |
| 46 | 2602-0000510 | MAINTENANCE OF OPEN-THROAT CURB INTAKE SEDIMENT FILTER | |
| | | Refer to RR Sheets and Tabulation 100-36 | |
| 47 | 2602-0000520 | REMOVAL OF OPEN-THROAT CURB INTAKE SEDIMENT FILTER | |
| | | Refer to RR Sheets and Tabulation 100-36 | |
| 48 | 2602-0010010 | MOBILIZATIONS, EROSION CONTROL | |
| | | -- | |

100_01D
8/15/22

PROJECT DESCRIPTION

Ped/Bike Grade & Pave for the extension of a bike trail along Kansas Street (W Clay Street) in the City of Osceola beginning near NW View Drive, over I-35 west to Casino Drive.

The overall construction project includes installation of trail, separation barrier, lighting modifications, and signing.

| <div>105_04 4/21/26</div> <div>STANDARDS</div> <div>The following Standards apply to construction work on this project.</div> | | |
|---|------------|--|
| Number | Date | Title |
| EC-103 | 4/21/2015 | Wood Excelsior Mat for Slope Protection |
| EC-201 | 4/20/2021 | Silt Fence |
| EC-204 | 10/19/2021 | Perimeter, Slope and Ditch Check Sediment Control Devices |
| EC-502 | 4/21/2015 | Seeding in Rural Areas |
| EC-602 | 10/15/2024 | Open-Throat Curb Intake Sediment Filter |
| LI-101 | 10/21/2014 | Light Pole Location |
| LI-103 | 10/21/2025 | Conduit and Precast Handholes |
| LI-141 | 10/21/2014 | Electrical Installation (Roadway Ducts) |
| LI-142 | 4/21/2015 | Electrical Installation (Bases) |
| LI-201 | 4/18/2017 | Light Pole Foundation |
| LI-211 | 10/20/2015 | Slip-Base for Light Poles |
| LS-635 | 10/18/2022 | Steel Beam Guardrail Installation At Concrete Barrier Or Bridge Rail End Section (MASH TL-2) |
| MI-210 | 10/21/2025 | PCC Driveways and Alleys |
| MI-220 | 4/15/2025 | Detectable Warnings and Pedestrian Ramp |
| PM-110 | 10/15/2024 | Line Types |
| PM-115 | 4/15/2025 | Grooving for Line Types |
| PM-210 | 10/15/2024 | Separation in Two-Lane Roadway |
| PV-101 | 10/21/2025 | Joints |
| PV-102 | 10/21/2025 | PCC Curb Details |
| SI-101 | 4/19/2016 | Locations - Type 'A' Signs |
| SI-102 | 4/19/2016 | Locations - Type 'B' Signs |
| SI-111 | 4/19/2016 | Support Structures - Wood Posts |
| SI-112 | 4/19/2016 | Footings For Steel Breakaway Posts |
| SI-113 | 10/15/2019 | Support Structures - Steel Breakaway Posts |
| SI-131 | 10/18/2016 | Installation - Type 'A' Signs |
| SI-132 | 4/17/2018 | Installation - Type 'B' Signs |
| SI-133 | 10/17/2017 | Installation - Type 'A' Sign Shim |
| TC-202 | 4/18/2023 | Work Within 15 ft of Traveled Way |

108_33

8/15/22

TEMPORARY BARRIER RAIL

Possible Standard: BA-401 Possible Detail: 560-7

* Not a bid item. Anchorage requirements are based on TBR locations shown in the plans. TBR alignments that vary from what is shown in the plans may result in additional TBR sections requiring anchorage.

| Line No. | No. | Station From | Station To | Length (FT) | Barrier Rail Type | Anchored* | Modular Glare Screen System | Remarks |
|----------|-----|--------------|------------|----------------|-------------------|-----------|--------------------------------|---------|
| 1.0 | 1 | 112+40.00 | 120+15.00 | 795.0 | Concrete BA-401 | No | No | |
| | | | | | | | | |

CRASH CUSHIONS

108_30
4/16/24

- * Bid Item
1. Lane(s) to which the installation is adjacent.
2. Complete this section when using the Temporary Crash Cushion bid item and Earthwork is needed for Sand Barrel placement. Refer to BA-500.

| Line No. | Lane | Station | Side | Obstacle Width (FT) | Crash Cushion Type | Crash Cushion Quantity | V (FT) (2) | W (FT) (2) | X (FT) (2) | Y (FT) (2) | Z (FT) (2) | Excavation Class 10* (CY) | Embankment in Place* (CY) | Obstacle Description | Remarks |
|----------|------|-----------|-------|---------------------|--------------------|------------------------|------------|------------|------------|------------|------------|---------------------------|---------------------------|------------------------|---------|
| 1.0 | EB | 112+20.00 | Right | 2.0 | Temporary | 1 | | | | | | | | Temporary Barrier Rail | |
| 2.0 | EB | 120+15.00 | Right | 2.0 | Temporary | 1 | | | | | | | | Temporary Barrier Rail | |

| <div>REMOVAL OF PAVEMENT</div> <div>Refer to Tabulation 102-5.</div> | | | | | | | 110_01 4/5/24 |
|--|--------------|------------|------|---------------|-----------|---------------|------------------|
| * Not a bid item. | | | | | | | |
| Line No. | Station From | Station To | Side | Pavement Type | Area (SY) | Saw Cut* (LF) | Remarks |
| 1.0 | 112+94.17 | 115+64.17 | | PCC | 283.2 | 273.3 | 8 In. Thickness |

| CURB REMOVAL | | | | | |
|--------------|--------------|------------|------|--------------|---------|
| Line No. | Station From | Station To | Side | Length (STA) | Remarks |
| 1.0 | 102+96.03 | 103+04.50 | | 0.19 | |
| 2.0 | 103+23.14 | 103+31.35 | | 0.25 | |
| 3.0 | 104+29.94 | 104+36.06 | | 0.25 | |
| 4.0 | 104+80.54 | 104+98.28 | | 0.28 | |
| 5.0 | 105+37.23 | 105+46.66 | | 0.21 | |
| 6.0 | 106+11.86 | 106+26.44 | | 0.23 | |
| 7.0 | 107+66.92 | 107+86.22 | | 0.26 | |
| 8.0 | 108+58.52 | 108+74.60 | | 0.24 | |
| 9.0 | 111+29.50 | 111+98.50 | | 0.69 | |
| 10.0 | 118+52.75 | 119+56.04 | | 1.04 | |
| 11.0 | 128+52.60 | 129+46.40 | | 0.96 | |
| 12.0 | 131+33.71 | 132+36.17 | | 1.04 | |
| 13.0 | 135+90.45 | 136+05.82 | | 0.15 | |
| 14.0 | 135+90.79 | 136+06.16 | | 0.15 | |

| SIDEWALK REMOVAL | | | | | 110_05 8/15/22 |
|------------------|--------------|------------|-----------|---------------|-------------------------|
| * Not a bid item | | | | | |
| Line No. | Station From | Station To | Area (SY) | Saw Cut* (LF) | Remarks |
| 1.0 | 129+01.47 | 135+97.52 | 309.4 | 4.0 | Assumed 5 In. Thickness |
| 2.0 | 135+50.55 | 135+98.55 | 42.7 | 16.0 | Assumed 5 In. Thickness |

110_07A
8/15/22

| REMOVAL OF STEEL BEAM GUARDRAIL | | | | | | |
|---|-----|--------------------------|--------------|------------|------|-------------------------------|
| (1) Lane(s) to which the installation is adjacent. | | | | | | |
| (2) Includes length of End Terminals and End Anchors. | | | | | | |
| Line No. | No. | Direction of Traffic (1) | Station From | Station To | Side | Removal of Guardrail (2) (LF) |
| 1.0 | | EB | 114+96.00 | 115+64.00 | | 68.0 |
| 2.0 | | WB | 118+52.00 | 119+18.00 | | 67.0 |

110_08
8/15/22

REMOVAL OF CONCRETE DRIVES

* Not a Bid Item.

| Line No. | Station | Side | Area (SY) | Saw Cut* (LF) | Remarks |
|----------|-----------|------|--------------|------------------|-------------|
| 1.0 | 111+62.50 | | 52.5 | | 8 Thickness |
| 2.0 | 128+96.20 | | 220.1 | 43.5 | 8 Thickness |
| 3.0 | 131+76.60 | | 116.1 | | 8 Thickness |

190_62
2/13/23

| EXISTING SIGNS TO BE REMOVED | | | | | | | | | | | |
|------------------------------|----------------------------|------------------|---------------------|----------------------------------|----------------------------------|---|---|-------------------------------|--|--------------------------|---------|
| Line No. | Sign Number or Description | Location Station | Direction of Travel | Type 'A' Sign Assembly (RA) (EA) | Type 'B' Sign Assembly (RB) (EA) | Type 'A' Remove and Reinstall (RR) (EA) | Type 'B' Remove and Reinstall (RR) (EA) | Concrete Foundation (RF) (EA) | Support Structure & Foundation (RS) (EA) | Applicable Signing Notes | Remarks |
| 1.0 | | 106+85.00 | EB | | | 1 | | | | | |
| 2.0 | | 111+60.00 | SB | | | 1 | | | | | |
| 3.0 | | 123+70.00 | EB | | | | 1 | 2 | | | |
| 4.0 | | 125+60.00 | SB | | | | 1 | 1 | | | |
| 5.0 | | 125+70.00 | SB | | | 1 | | | | | |
| 6.0 | | 133+35.00 | EB | | | 1 | | | | | |
| | | | | | | | | | | | |

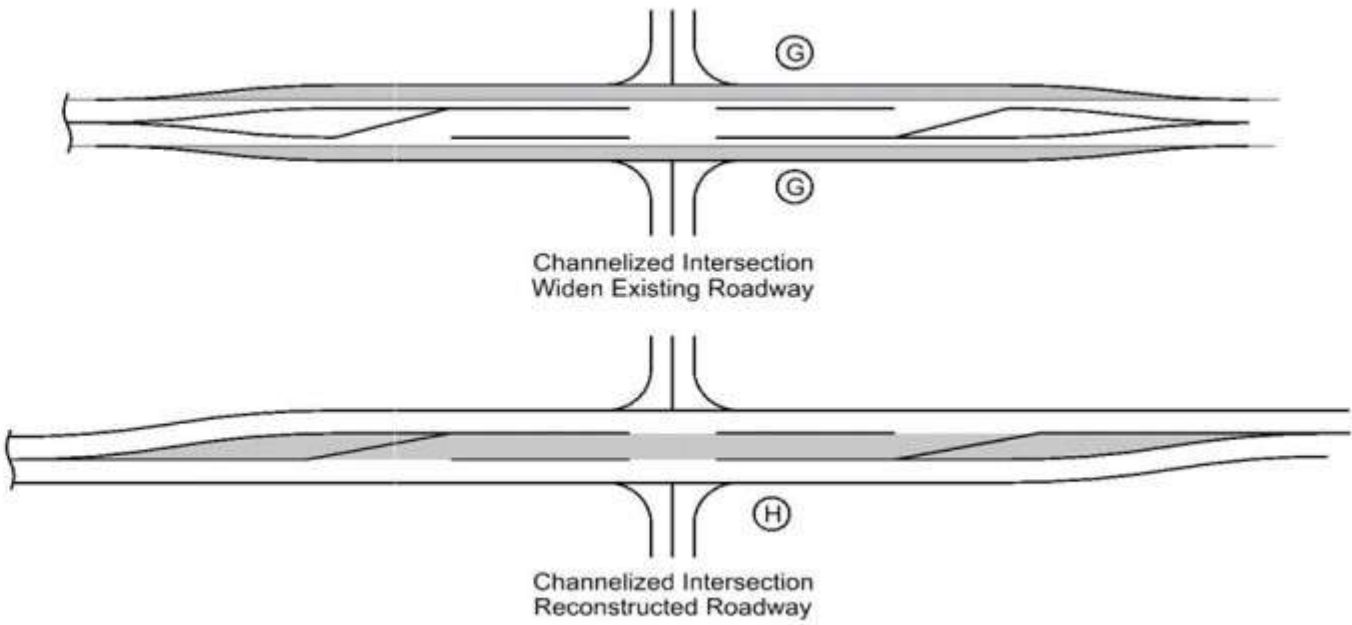
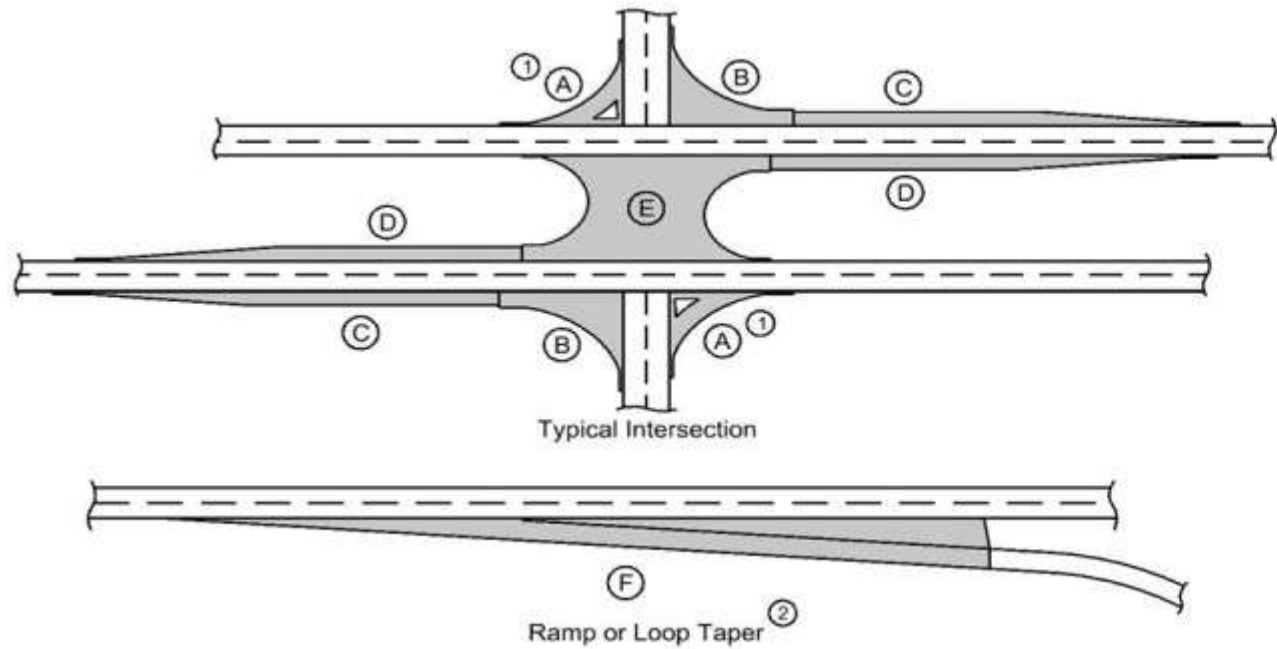
| EXISTING SIGNS TO BE REINSTALLED | | | | | | | | | | 190_61 2/10/23 |
|----------------------------------|------------------|---------------------|------------------|-----------------|-------------------------|------------------------|------------------------|-------------------|----------------------|-------------------|
| Line No. | Sign Description | Direction of Travel | Location Station | Number of Posts | Square Tube Steel Posts | Wood Posts 4"x4" (L F) | Wood Posts 4"x6" (L F) | Installation Type | Installation Dim 'X' | See Signing Notes |
| 1.0 | D1-2 | EB | 106+85.00 | 2 | | 2.0 | | | | |
| 2.0 | W1-7 | SB | 111+60.00 | 1 | | 1.0 | | | | |
| 3.0 | D1-1e | EB | 123+70.00 | | | | | | | Install SI-112 |
| 4.0 | Wayfinding Sign | SB | 125+60.00 | | | | | | | Footings |
| 5.0 | W1-7 | SB | 125+70.00 | 1 | | 1.0 | | | | |
| 6.0 | W11-3 | EB | 133+35.00 | 1 | | 1.0 | | | | |
| | | | | | | | | | | |

100_05
10/17/23

CURB AND GUTTER
Refer to PV-102

| Line No. | Station From | Station To | Side | Length (LF) | Width (LF) | Width 1.5 (LF) | Width 2.0 (LF) | Width 2.5 (LF) | Width 3.0 (LF) | Width 3.5 (LF) | Width 4.0 (LF) | Width 4.5 (LF) | Width 5.0 (LF) | Width 5.5 (LF) | Modified Subbase (CY) | Special Backfill (TON) | Remarks |
|----------|--------------|------------|------|-------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------------|------------------------|---------|
| 1.0 | 102+96.03 | 103+04.50 | | 19.00 | | | 19.00 | | | | | | | | | | |
| 2.0 | 103+23.14 | 103+31.35 | | 25.00 | | | 25.00 | | | | | | | | | | |
| 3.0 | 104+29.94 | 104+36.06 | | 25.00 | | | 25.00 | | | | | | | | | | |
| 4.0 | 104+80.54 | 104+98.28 | | 28.00 | | | 28.00 | | | | | | | | | | |
| 5.0 | 105+37.23 | 105+46.66 | | 21.00 | | | 21.00 | | | | | | | | | | |
| 6.0 | 106+11.86 | 106+26.44 | | 23.00 | | | 23.00 | | | | | | | | | | |
| 7.0 | 107+66.92 | 107+86.22 | | 26.00 | | | 24.00 | | | | | | | | | | |
| 8.0 | 108+58.52 | 108+74.60 | | 24.00 | | | 26.00 | | | | | | | | | | |
| 9.0 | 111+29.50 | 111+98.50 | Left | 69.00 | | | | 69.00 | | | | | | | | | |
| 10.0 | 118+52.75 | 119+56.04 | Left | 104.00 | | | | | 104.00 | | | | | | | | |
| 11.0 | 128+52.60 | 129+46.40 | Left | 96.00 | | | | 96.00 | | | | | | | | | |
| 12.0 | 131+33.71 | 132+36.17 | Left | 104.00 | | | | 104.00 | | | | | | | | | |
| 13.0 | 135+90.45 | 136+05.82 | Left | 15.00 | | | | 15.00 | | | | | | | | | |
| 14.0 | 135+90.79 | 136+06.16 | Left | 15.00 | | | | 15.00 | | | | | | | | | |

PCC PAVEMENT



(1) Does not include raised island area or curb. Refer to tabulation 112-4 for quantities.
(2) Refer to PV-410, PV-411, PV-412, and PV-414.
(3) Quantity includes Pavement Header.

| Line No. | Road Identification | Direction of Travel | Station From | Station To | Width (FT) | Length (FT) | Area (SY) | Area A(1) (SY)(3) | Area B (SY)(3) | Area C (SY)(3) | Area D (SY)(3) | Area E (SY)(3) | Area F(2) (SY)(3) | Area G (SY)(3) | Area H (SY)(3) | Area by Thickness - Thickness(IN) | Area by Thickness - Area (SY) | Polymer Grid (SY) | Special Backfill (TON) | Modified Subbase (CY) | Granular Subbase (SY) | Remarks |
|----------|---------------------|---------------------|--------------|------------|------------|-------------|-----------|-------------------|----------------|----------------|----------------|----------------|-------------------|----------------|----------------|-----------------------------------|-------------------------------|-------------------|------------------------|-----------------------|-----------------------|---------|
| 1.0 | W Clay Street | EB | 115+41.85 | 115+64.20 | 16.3 | 22.35 | | 39.23 | | | | | | | | | | | | 7.78 | | |

108_22
11/25/25

PAVEMENT MARKING LINE TYPES

Line factors based on 6-inch wide continuous line.

*BCY4 - Place on the same side of the roadway to match existing markings near the project.

**NPY4 - Estimating purposes only. No Passing Zone Lines will be located in the field.

***MNY6 - Factor of 1.00 includes number of 6-inch passes to cover median nose area.

BCY4: Broken Centerline (Yellow) @ 0.17

BCY6: Broken Centerline (Yellow) @ 0.25

BLC6: Broken Line Contrast (White/Black) @ 0.50

BLW4: Broken Lane Line (White) @ 0.17

BLW6: Broken Lane Line (White) @ 0.25

CBW6: Crosswalk Bar (White) @ 10.00

CHW8: Channelizing Line (White) @ 1.33

CHW10: Channelizing Line (White) @ 1.67

CHY8: Channelizing Line (Yellow) @ 1.33

CHY10: Channelizing Line (Yellow) @ 1.67

CLW6: Crosswalk Line (White) @ 2.00

DCY4: Double Centerline (Yellow) @ 1.34

DCY6: Double Centerline (Yellow) @ 2.00

DDY4: Double Dotted Line (Yellow) @ 0.44

DDY6: Double Dotted Line (Yellow) @ 0.67

DLW4: Dotted Line (White) @ 0.22

DLW6: Dotted Line (White) @ 0.33

DLY4: Dotted Line (Yellow) @ 0.22

DLY6: Dotted Line (Yellow) @ 0.33

ELW4: Edge Line Right (White) @ 0.67

ELW6: Edge Line Right (White) @ 1.00

ELY4: Edge Line Left (Yellow) @ 0.67

ELY6: Edge Line Left (Yellow) @ 1.00

LDW8: Lane Drop (White) @ 0.33

LDW10: Lane Drop (White) @ 0.42

RLW4: Ramp Edge Line Right (White) @ 0.67

RLW6: Ramp Edge Line Right (White) @ 1.00

SLW4: Solid Lane Line (White) @ 0.67

SLW6: Solid Lane Line (White) @ 1.00

SPY6: Sloped Curb 6" (Yellow) @ 2.28

STW6: Standard Curb 6" (Yellow) @ 2.03

MNY6: Median Nose (Yellow) @ 1.00

NPY4: No Passing Zone Line (Yellow) @ 0.84

NPY6: No Passing Zone Line (Yellow) @ 1.25

RLY4: Ramp Edge Line Left (Yellow) @ 0.67

RLY6: Ramp Edge Line Left (Yellow) @ 1.00

SPW4: Sloped Curb 4" (White) @ 2.16

SPW6: Sloped Curb 6" (White) @ 2.28

STY6: Standard Curb 6" (Yellow) @ 2.03

YLW2: Yield Line (White) @ 1.15

SLW2: Stop Line (White) @ 4.00

SPY4: Sloped Curb 4" (Yellow) @ 2.16

| Line No. | Road ID | Station From | Station To | Lane | Marking Type | Left | Center | Right | Groove Marking Needed? | Groove Qty. (STA) | CHY10 (STA) | CHY10 Factored (STA) | DCY6 (STA) | DCY6 Factored (STA) | ELW6 (STA) | ELW6 Factored (STA) | SLW6 (STA) | SLW6 Factored (STA) | Remarks |
|----------|---------------|--------------|------------|--------|----------------------------|------|--------|-------|------------------------|-------------------|-------------|----------------------|------------|---------------------|------------|---------------------|------------|---------------------|---------|
| 1.0 | W Clay Street | 111+90.00 | 125+10.00 | Center | Removal of Paint | | | | No | | 38.16 | 63.35 | | | | | | | |
| 2.0 | | 122+75.00 | 125+10.00 | Right | Removal of Paint | | | | No | | | | | | | | 2.35 | 2.35 | |
| 3.0 | | 111+90.00 | 115+35.00 | Center | Highbuild Waterborne Paint | | | | No | | 9.28 | 15.40 | | | | | | | |
| 4.0 | | 112+00.00 | 121+75.00 | Right | Highbuild Waterborne Paint | | | | | | | | | | 9.75 | 9.75 | | | |
| 5.0 | | 114+75.00 | 118+85.00 | Left | Highbuild Waterborne Paint | | | | | | | | | | 4.10 | 4.10 | | | |
| 6.0 | | 115+35.00 | 118+55.00 | Center | Highbuild Waterborne Paint | | | | | | | | 3.15 | 6.30 | | | | | |
| 7.0 | | 115+35.00 | 125+10.00 | Center | Highbuild Waterborne Paint | | | | | | 17.00 | 28.22 | | | | | | | |
| 8.0 | | 122+75.00 | 125+10.00 | Right | Highbuild Waterborne Paint | | | | | | | | | | | | 2.35 | 2.35 | |

108_08A

4/25/25

STEEL BEAM GUARDRAIL AT CONCRETE BARRIER OR BRIDGE RAIL END SECTION

Possible Standards: BA-200, BA-201, BA-202, BA-205, BA-206, BA-209, BA-210, BA-211, BA-221, BA-225, BA-250, BA-260, LS-625, LS-626, LS-630, LS-635, SI-172, SI-173 and SI-211.

(1) Lane(s) to which the obstacle is adjacent.

(2) Not a bid item. Incidental to guardrail installation.

| Line No. | Direction of Travel (1) | Side | Station | Offset (FT) | Barrier Transition Section | Barrier Transition Section (EA) | End Terminal | End Terminal Count (EA) | VT1 (LF) | VF (LF) | VT2 (LF) | ET (LF) | SI-211 (Type) (2) | Delineator SI-172 Type 1 (EA) (2) | Object Marker Type 2 (EA) (2) | Object Marker Type 3 Lt (EA)(2) | Object Marker Type 3 Rt (EA)(2) | Bolted End Anchor BA-202 (Type) | Bolted End Anchor BA-202 (EA) | Post Adapter BA-210 (EA) | Steel Beam Guardrail BA-200 (LF) | Remarks |
|----------|-------------------------|------|-----------|-------------|----------------------------|---------------------------------|--------------|-------------------------|----------|---------|----------|---------|-------------------|-----------------------------------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|-------------------------------|--------------------------|----------------------------------|---|
| 1.0 | EB | Left | 115+35.56 | 9.2 | BA-209 | 1 | BA-205 | 1 | 53.125 | | | 47.70 | 1 | 7 | | | 1 | A | 1 | | 12.5 | Trail stationing and offset are listed. |

| LIGHTING INSTALLATIONS | | | | | | | 108_01 8/15/22 |
|------------------------|--------------|-----------|-------------|---|--------|-------------|-------------------------------|
| Line No. | Location No. | Station | LI-101 Type | A | E (FT) | LI-201 Type | Remarks |
| 1.0 | | 112+55.25 | | | | | reinstall pole on new footing |
| 2.0 | | 126+67.25 | | | | | reinstall pole on new footing |

| ELECTRICAL DUCTS | | | | | |
|------------------|----------|--------------|---------------|-------------|------------------------------------|
| Line No. | Location | Conduit Type | Diameter (IN) | Length (FT) | Remarks |
| 1.0 | 11000 | NMC | 1.5 | 20.0 | Field verify conduit type and size |
| 2.0 | 11275 | NMC | 1.5 | 15.0 | Field verify conduit type and size |
| 3.0 | 11280 | NMC | 1.5 | 15.0 | Field verify conduit type and size |
| 4.0 | 11295 | NMC | 1.5 | 20.0 | Field verify conduit type and size |
| 5.0 | 12060 | NMC | 1.5 | 20.0 | Field verify conduit type and size |
| 6.0 | 12075 | NMC | 1.5 | 15.0 | Field verify conduit type and size |
| 7.0 | 12425 | NMC | 1.5 | 15.0 | Field verify conduit type and size |
| 8.0 | 12440 | NMC | 1.5 | 15.0 | Field verify conduit type and size |
| 9.0 | 12665 | NMC | 1.5 | 15.0 | Field verify conduit type and size |
| 10.0 | 12665 | NMC | 1.5 | 5.0 | Field verify conduit type and size |

108_02
10/24/24

100_19
10/15/24

PERIMETER AND SLOPE SEDIMENT CONTROL DEVICE

Possible Standards: EC-204

| Line No. | Station From | Station To | Side | Sediment Control Device Type | Diameter Size | Length (LF) | Remarks |
|----------|--------------|------------|-------|------------------------------|---------------|-------------|---------------|
| | +.00 | | | | | | |
| 1.0 | 100+38.00 | 100+52.00 | Left | Perimeter and Slope | 9 inch | 20.00 | |
| 2.0 | 100+38.00 | 100+76.00 | Right | Perimeter and Slope | 9 inch | 50.00 | |
| 3.0 | 101+22.00 | 103+05.00 | Right | Perimeter and Slope | 9 inch | 190.00 | |
| 4.0 | 101+41.00 | 101+91.00 | Left | Perimeter and Slope | 9 inch | 155.00 | |
| 5.0 | 103+48.00 | 104+38.00 | Right | Perimeter and Slope | 9 inch | 95.00 | |
| 6.0 | 103+57.00 | 104+36.00 | Left | Perimeter and Slope | 9 inch | 80.00 | |
| 7.0 | 104+80.00 | 105+45.00 | Right | Perimeter and Slope | 9 inch | 75.00 | |
| 8.0 | 104+90.00 | 105+37.00 | Left | Perimeter and Slope | 9 inch | 55.00 | |
| 9.0 | 106+14.00 | 107+84.00 | Right | Perimeter and Slope | 9 inch | 170.00 | |
| 10.0 | 106+25.00 | 107+60.00 | Left | Perimeter and Slope | 9 inch | 150.00 | |
| 11.0 | 108+61.00 | 115+60.00 | Right | Perimeter and Slope | 9 inch | 755.00 | |
| 12.0 | 108+68.00 | 111+30.00 | Left | Perimeter and Slope | 9 inch | 275.00 | |
| 13.0 | 118+52.00 | 128+68.00 | Right | Perimeter and Slope | 9 inch | 1035.00 | |
| 14.0 | 124+35.00 | 128+65.00 | Left | Perimeter and Slope | 9 inch | 445.00 | |
| 15.0 | 129+25.00 | 131+60.00 | Right | Perimeter and Slope | 9 inch | 245.00 | |
| 16.0 | 129+43.00 | 131+48.00 | Left | Perimeter and Slope | 9 inch | 215.00 | |
| 17.0 | 131+90.00 | 136+03.00 | Right | Perimeter and Slope | 9 inch | 440.00 | |
| 18.0 | 132+20.00 | 135+64.00 | Left | Perimeter and Slope | 9 inch | 360.00 | |
| 19.0 | 135+75.00 | 135+90.00 | Left | Perimeter and Slope | 9 inch | 30.00 | |
| 20.0 | 135+50.00 | 135+65.00 | Left | Perimeter and Slope | 9 inch | 35.00 | Across Street |
| 21.0 | 135+74.00 | 135+95.00 | Left | Perimeter and Slope | 9 inch | 45.00 | Across Street |

Total: 4920 LF

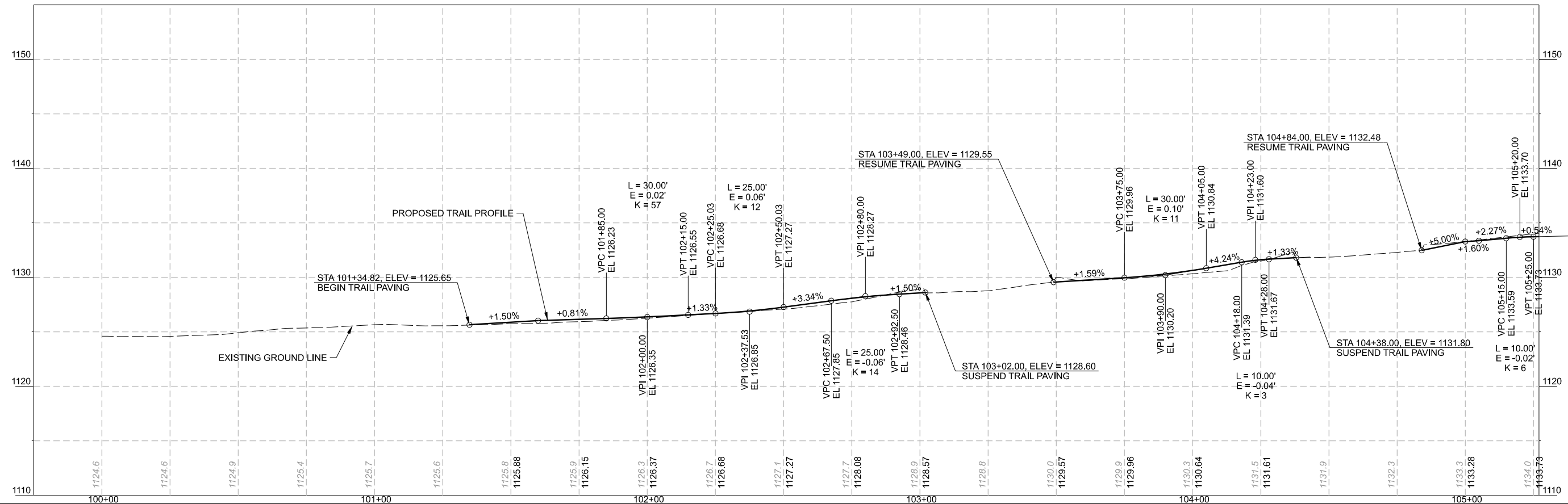
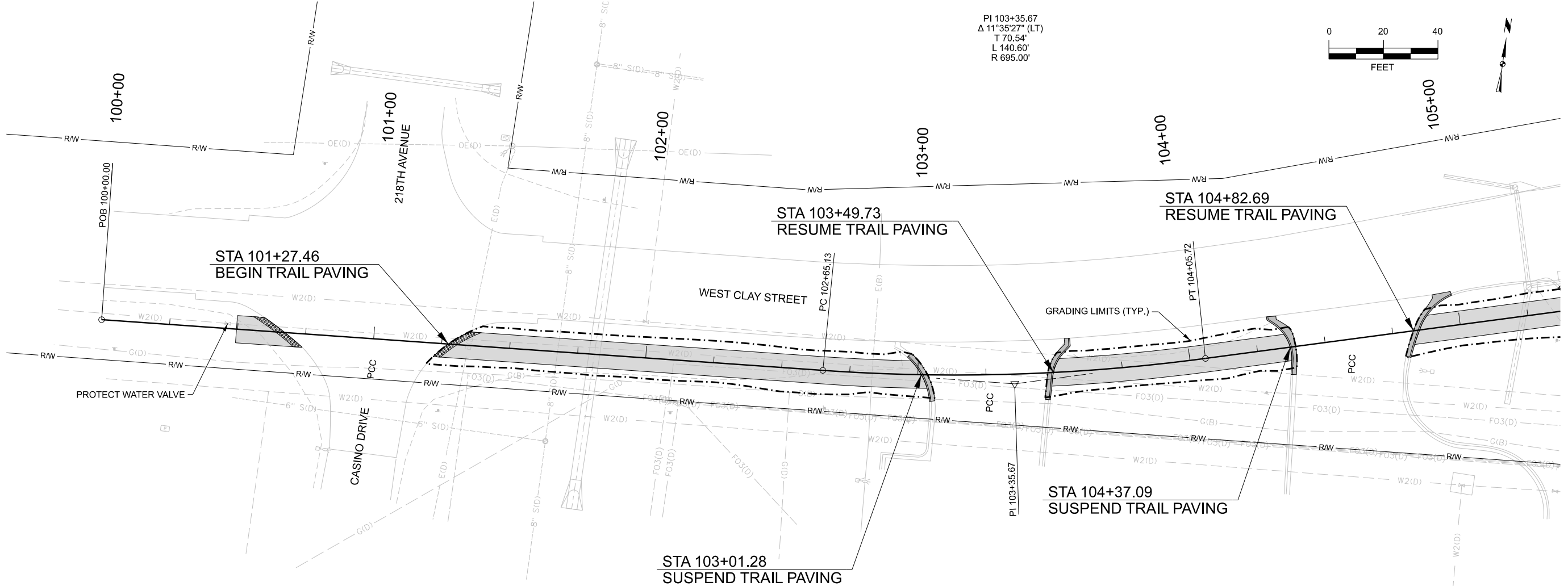
| <div>ROLLED EROSION CONTROL</div> <div>Refer to EC-101, EC-103 and EC-104.</div> | | | | | | | | | 100_22 8/15/22 |
|--|---------------------|--------------|------------|-------|----------------------|------------------------------|--|---|-------------------|
| Line No. | Road Identification | Station From | Station To | Side | TRM Type (EC-104) | TRM Quantity (Squares) | Slope Protection (EC-103) (Squares) | Special Ditch Control (EC-101) (Squares) | Remarks |
| 1.0 | West Clay Street | 111+12.00 | 113+50.00 | Right | | | 20.0 | | |
| 2.0 | West Clay Street | 132+93.00 | 134+25.00 | Right | | | 22.0 | | |
| 3.0 | West Clay Street | 134+80.00 | 135+98.00 | Right | | | 10.0 | | |

Total: 52 Squares

100_36
8/15/22

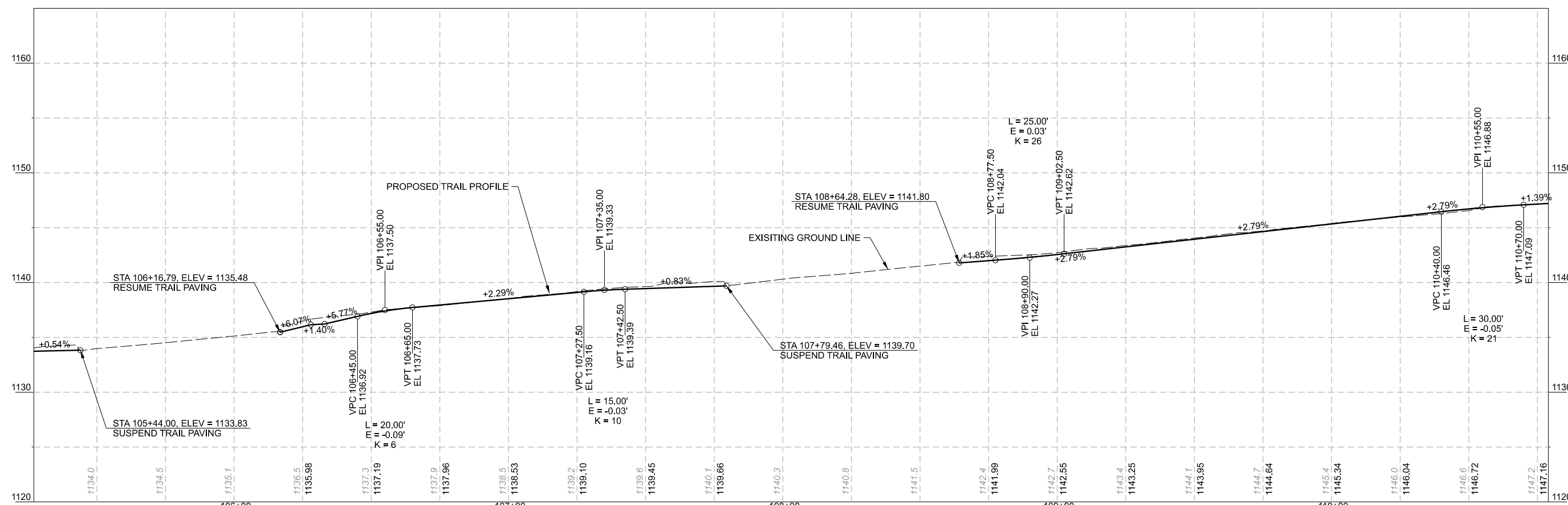
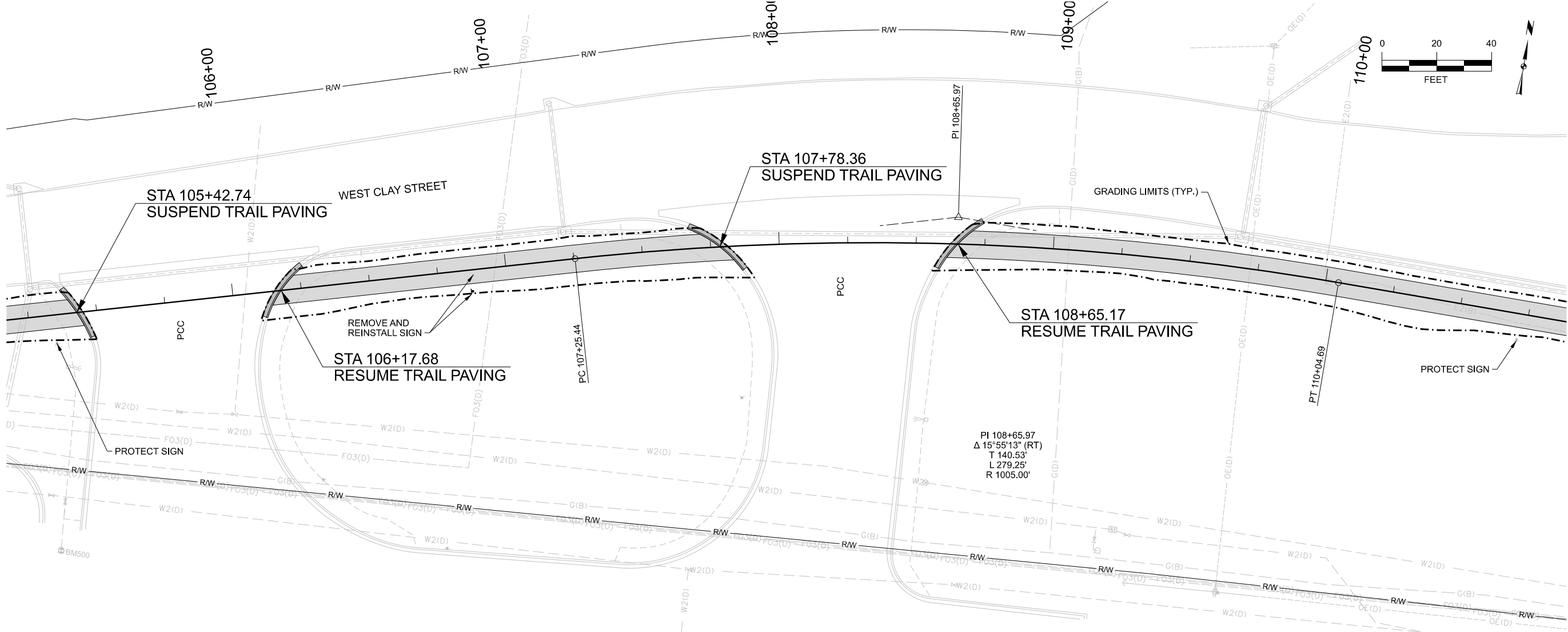
| OPEN-THROAT CURB INTAKE SEDIMENT FILTER | | | | | | |
|---|-----------|------|-------------------|--------------------|----------------|---------|
| Possible Standard: EC-602 | | | | | | |
| Line No. | Station | Side | Installation (LF) | Maintenance (Each) | Removal (Each) | Remarks |
| 1.0 | 105+30.00 | Left | 6.0 | 1 | 1.0 | |
| 2.0 | 107+25.00 | Left | 6.0 | 1 | 1.0 | |
| 3.0 | 109+65.00 | Left | 6.0 | 1 | 1.0 | |
| 4.0 | 112+45.00 | Left | 6.0 | 1 | 1.0 | |
| 5.0 | 119+85.00 | Left | 6.0 | 1 | 1.0 | |
| 6.0 | 123+50.00 | Left | 12.0 | 1 | 1.0 | |
| 7.0 | 127+25.00 | Left | 6.0 | 1 | 1.0 | |
| 8.0 | 128+25.00 | Left | 12.0 | 1 | 1.0 | |
| 9.0 | 131+05.00 | Left | 12.0 | 1 | 1.0 | |
| 10.0 | 135+05.00 | Left | 12.0 | 1 | 1.0 | |
| | | | | | | |

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| WEST CLAY STREET TRAIL EXTENSION | | | |
|---|--|--|--|
| PLAN AND PROFILE | | | |
| OSCEOLA, IOWA | | | |
| Project No: 1241137 | | | |
| Sheet D.1 | | | |
| Snyder & Associates, Inc. | | | |
| 2727 SW SNYDER BLVD ANKENY, IOWA 50023 515-964-2020 WWW.SNYDER-ASSOCIATES.COM | | | |
| Project No: 1241137 | | | |
| Sheet D.1 | | | |
| Snyder & Associates | | | |
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|---------------------------|--|-----------------|--|-----------------|--|--------|--|---------------------|--|
| DOT TAP-JJ-5772(607)-8120 | | MARK | | REVISION | | DATE | | BY | |
| | | Engineer: RUH | | Checked By: BUT | | | | | |
| | | Technician: CSH | | Date: 4/9/2026 | | Scale: | | Pg: | |
| | | | | | | | | Project No: 1241137 | |
| | | | | | | | | Sheet D.2 | |

WEST CLAY STREET TRAIL EXTENSION

PLAN AND PROFILE

OSCEOLA, IOWA

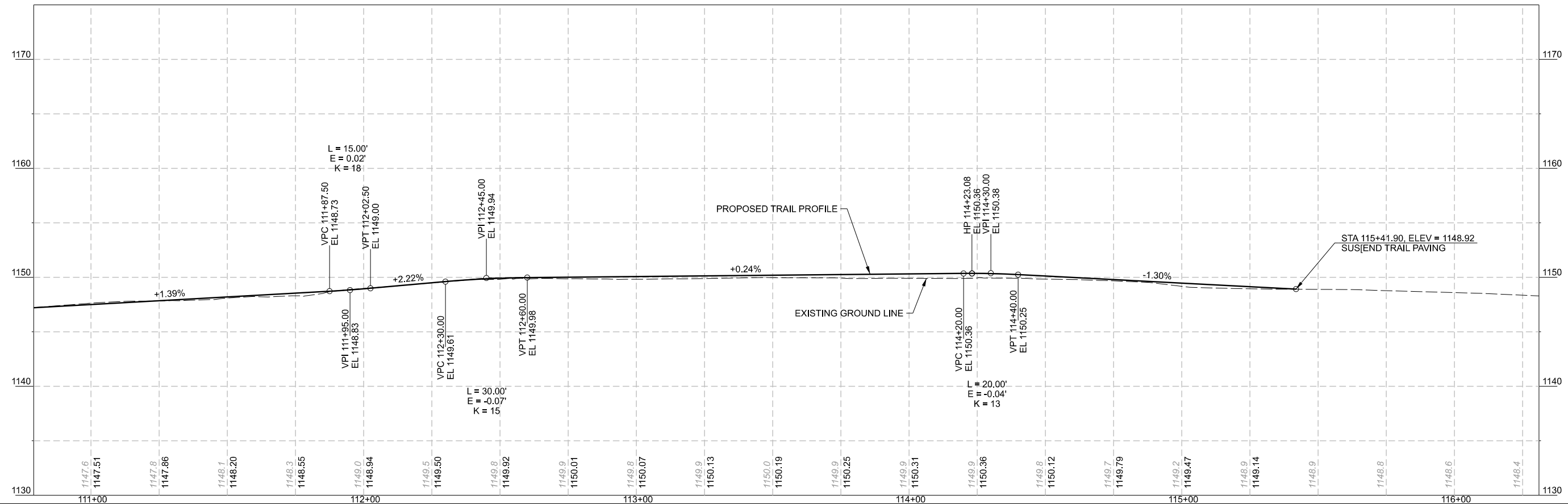
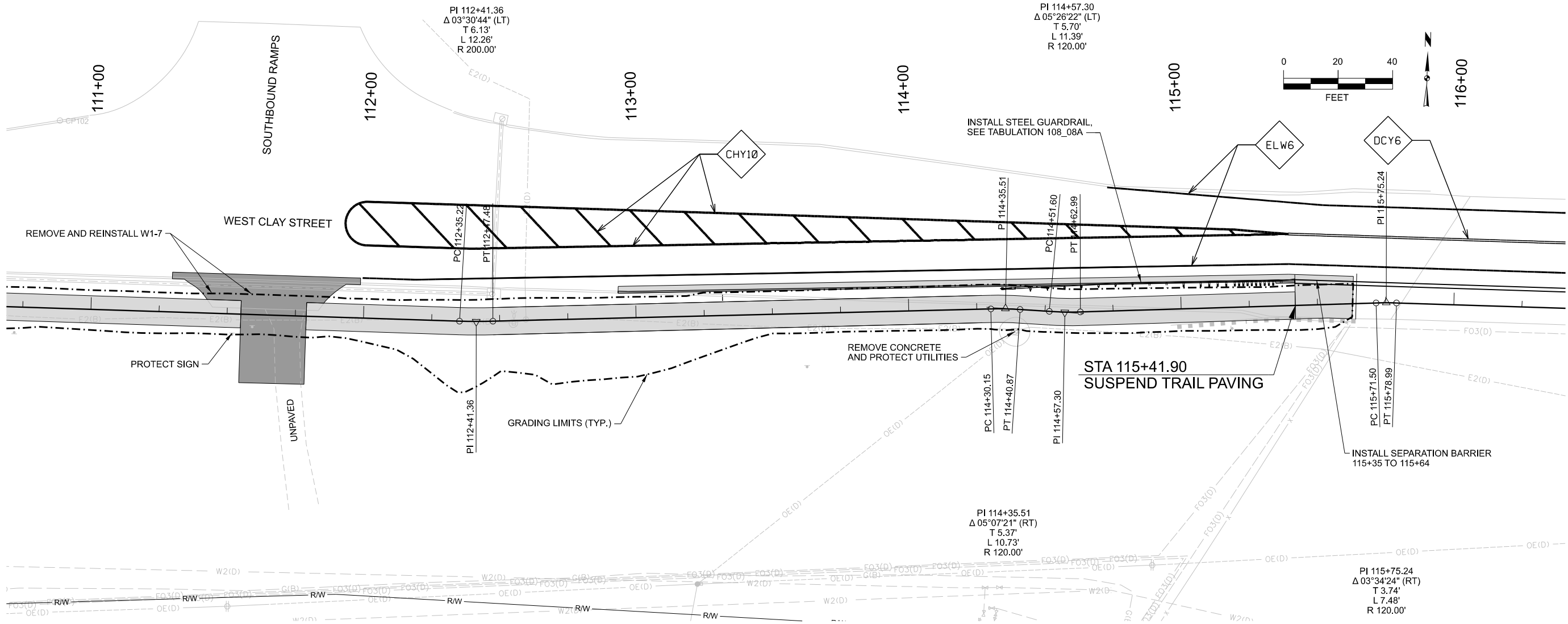
2727 SW SNYDER BLVD
ANKENY, IOWA 50023
515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

SNYDER & ASSOCIATES, INC.

Project No: 1241137

Sheet D.2

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|----------------------------|--|-----------------|--|-----------------|--|--------|--|---------------------|--|
| DOT: TAP-UJ-572(607)-8(20) | | MARK | | REVISION | | DATE | | BY | |
| | | Engineer: RUH | | Checked By: BUT | | | | | |
| | | Technician: CSH | | Date: 4/9/2026 | | Scale: | | Field Bk: | |
| | | | | | | | | Pg: | |
| | | | | | | | | Project No: 1241137 | |
| | | | | | | | | Sheet D.3 | |

WEST CLAY STREET TRAIL EXTENSION

PLAN AND PROFILE

SNYDER & ASSOCIATES

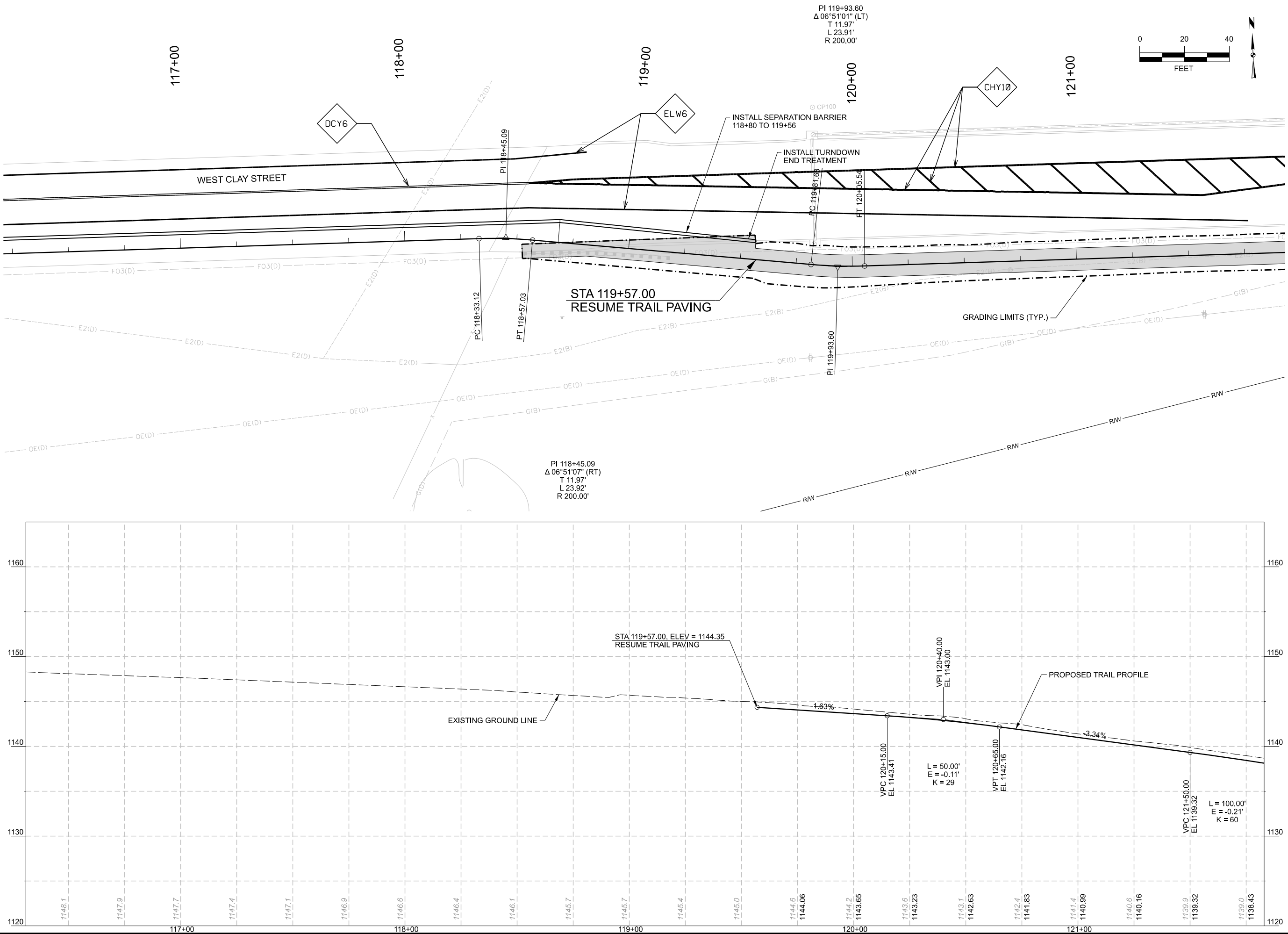
OSCEOLA, IOWA

2727 SW SNYDER BLVD
ANKENY, IOWA 50023
515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

Project No: 1241137

Sheet D.3

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|---------------------------|--|-----------------|--|-----------------|--|-----------|--|---------------------|--|
| DOT TAP-UJ-5772(607)-8120 | | MARK | | REVISION | | DATE | | BY | |
| | | Engineer: RUH | | Checked By: BUT | | | | | |
| | | Technician: CSH | | Date: 4/9/2026 | | Field Bk: | | Pg: | |
| | | | | | | | | Project No: 1241137 | |
| | | | | | | | | Sheet D.4 | |

WEST CLAY STREET TRAIL EXTENSION

PLAN AND PROFILE

OSCEOLA, IOWA

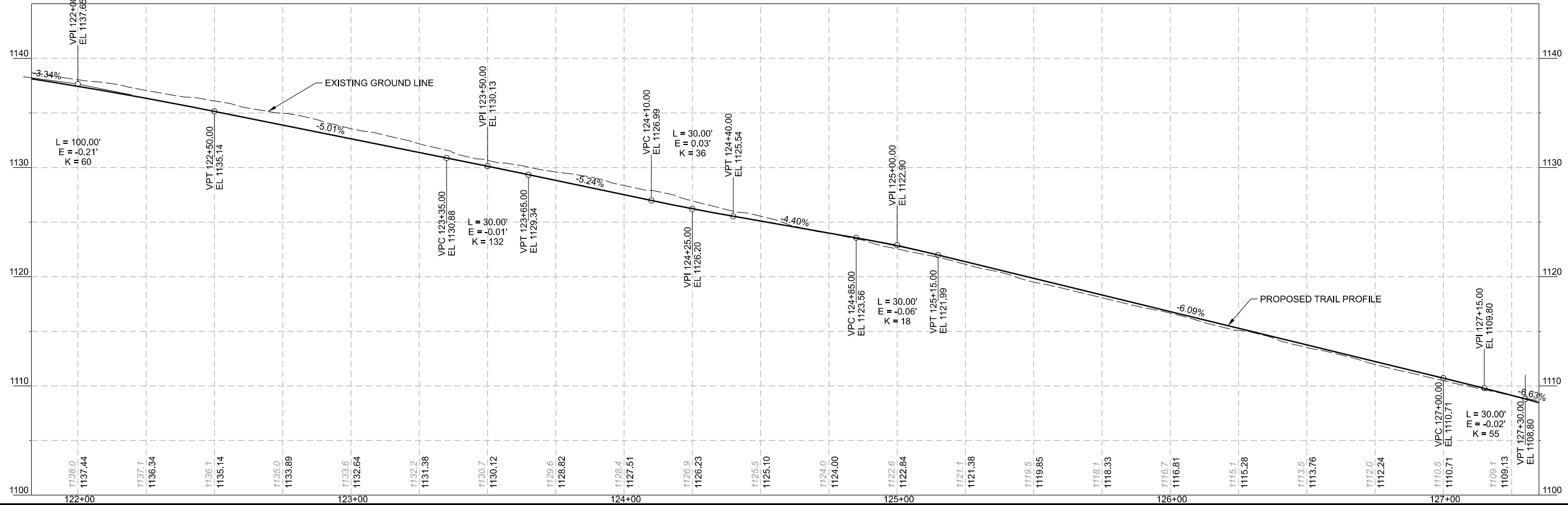
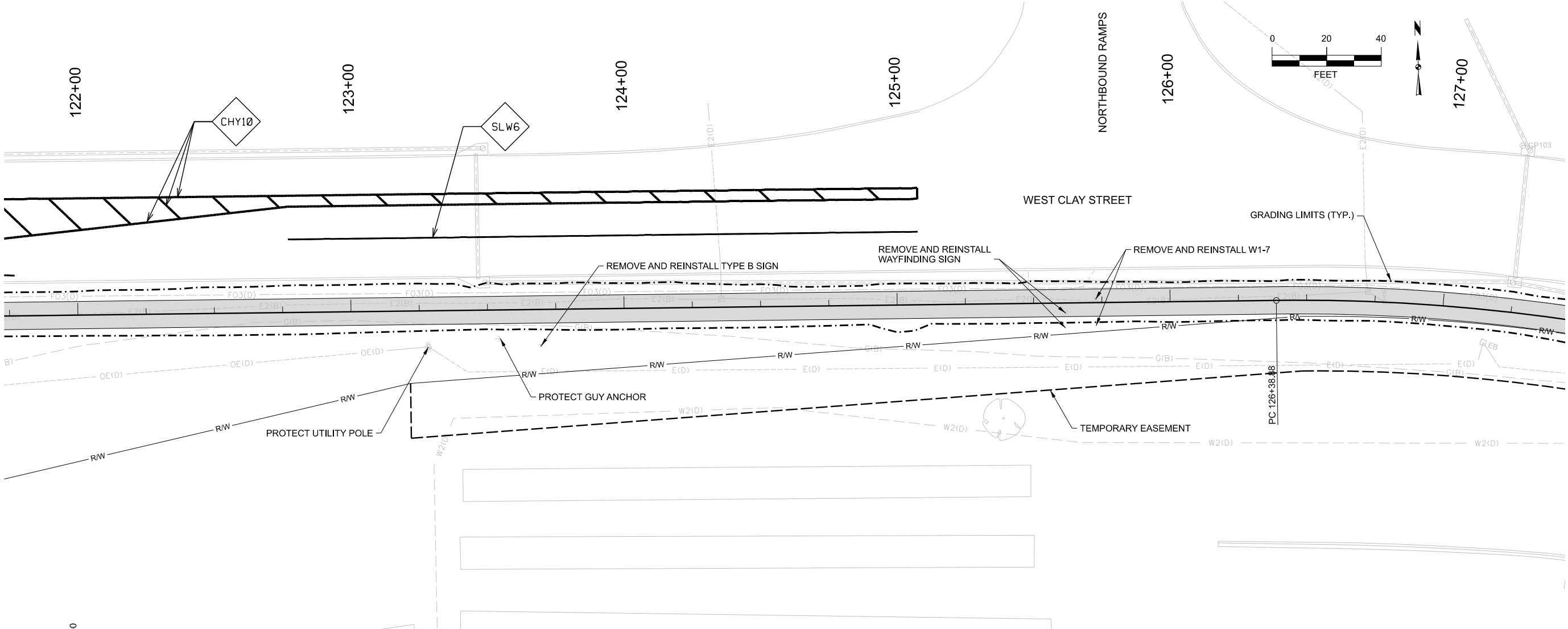
2727 SW SNYDER BLVD
ANKENY, IOWA 50023
515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

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Project No: 1241137

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DOT TAP-UJ-5772(607)-8120

MARK

Engineer: RUH

Technician: CSH

REVISION

Checked By: BUT

Date: 4/9/2026

DATE

BY

Scale:

Field Bk:

Pg:

Project No: 1241137

Sheet D.5

WEST CLAY STREET TRAIL EXTENSION

PLAN AND PROFILE

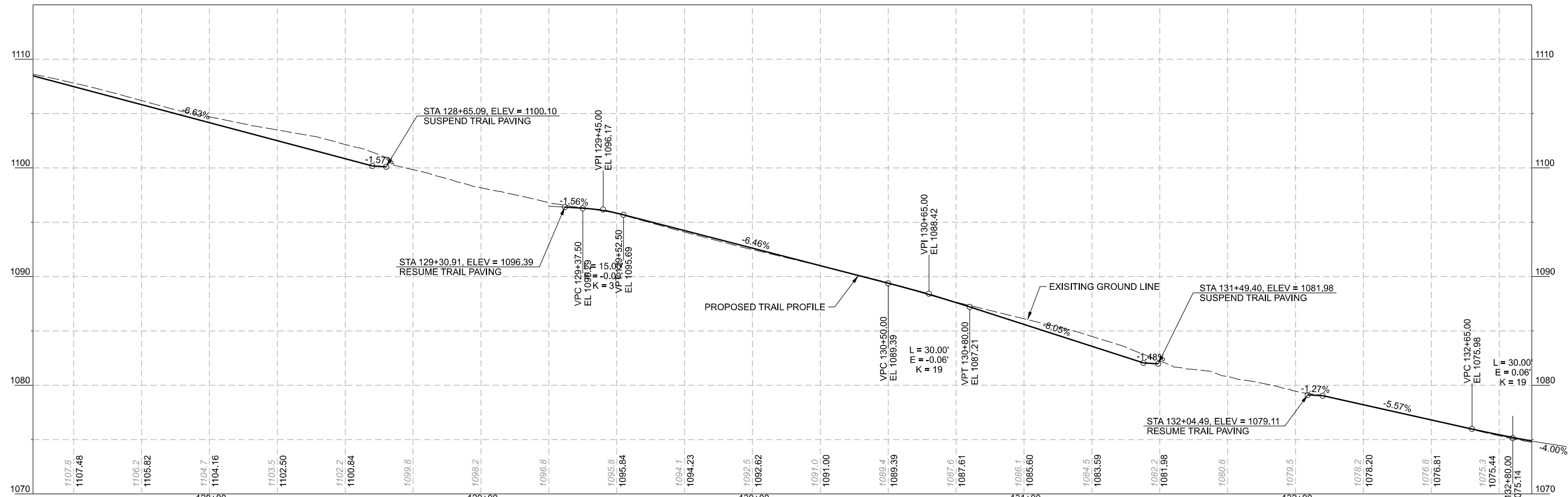
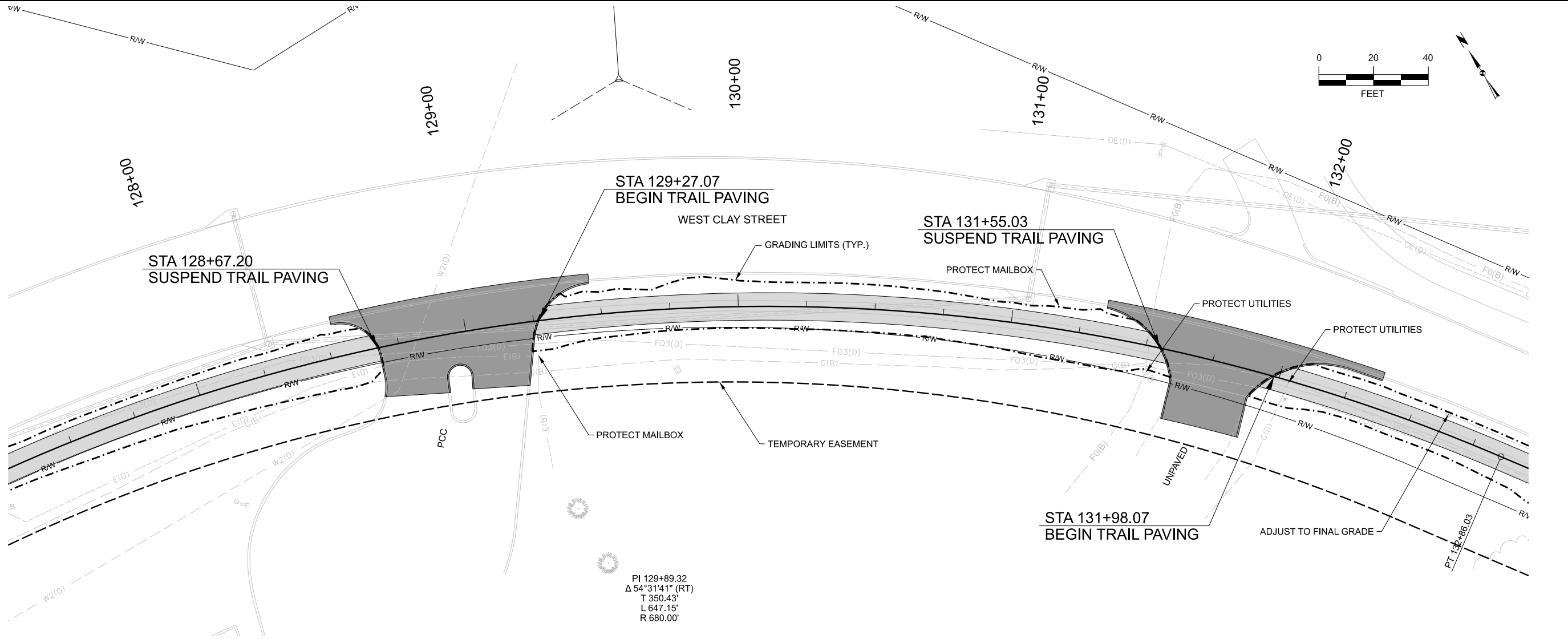
OSCEOLA, IOWA

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515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

Project No: 1241137

Sheet D.5

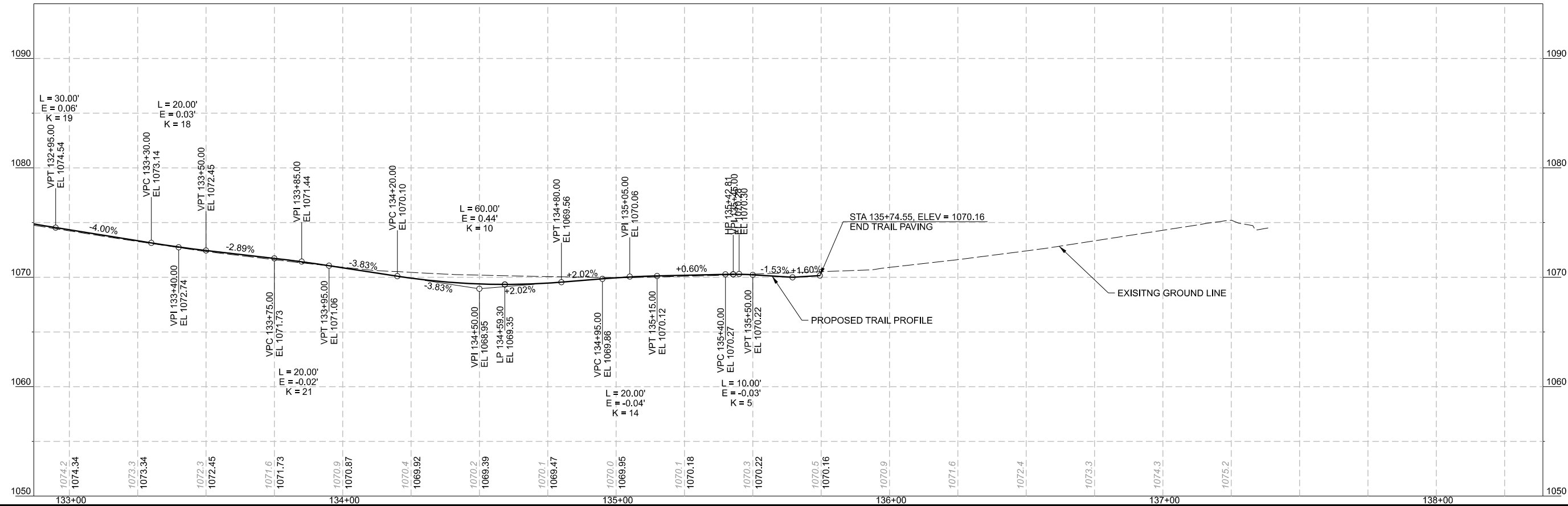
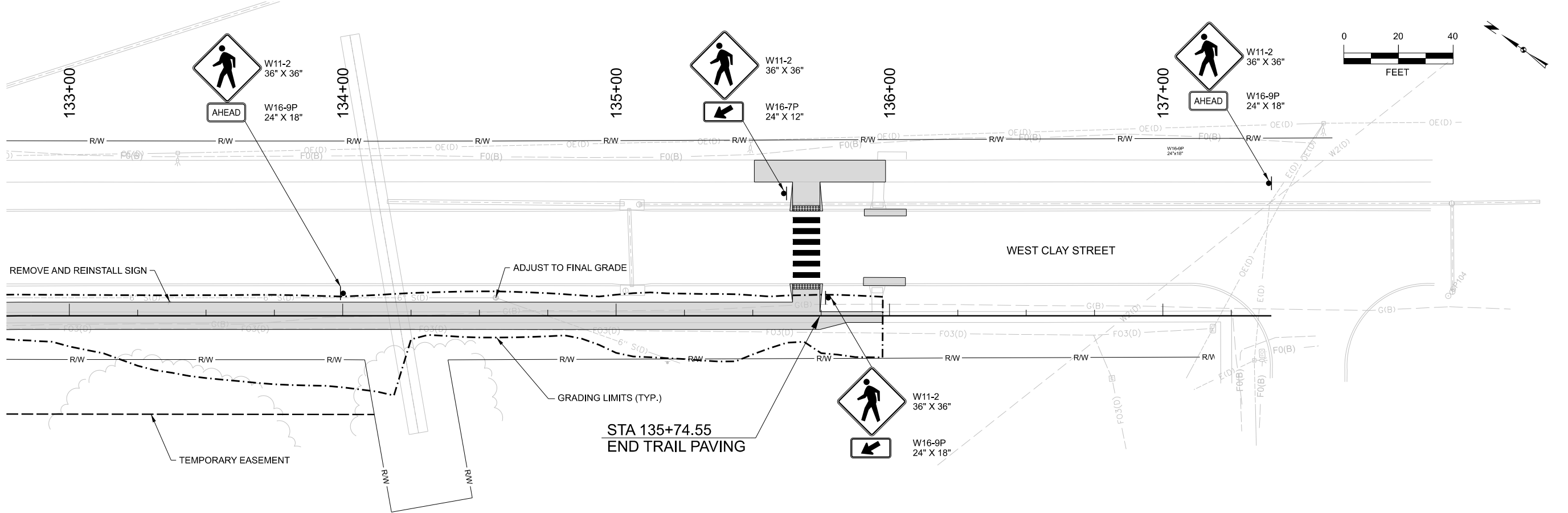
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|---------------------------|--|--|--|-----------------|--|-----------------|--|--------|--|---------------------|--|
| DOT TAP-JJ-5772(607)-8120 | | | | MARK | | REVISION | | DATE | | BY | |
| | | | | Engineer: RUH | | Checked By: BUT | | | | | |
| | | | | Technician: CSH | | Date: 4/9/2026 | | Scale: | | Pg: | |
| | | | | | | | | | | Project No: 1241137 | |
| | | | | | | | | | | Sheet D.6 | |

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|----------------------------------|--|---|--|
| WEST CLAY STREET TRAIL EXTENSION | | OSCEOLA, IOWA | |
| PLAN AND PROFILE | | 2727 SW SNYDER BLVD ANKENY, IOWA 50023 515-964-2020 WWW.SNYDER-ASSOCIATES.COM | |
| SNYDER & ASSOCIATES, INC. | | | |
| Project No: 1241137 | | | |
| Sheet D.6 | | | |

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| DOT TAP-JJ-572(607)-8(20) | | MARK | | REVISION | | DATE | | BY | |
| | | Engineer: RUH | | Checked By: BUT | | | | | |
| | | Technician: CSH | | Date: 4/9/2026 | | Scale: | | Field Bk: | |
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| | | | | | | | | Project No: 1241137 | |
| | | | | | | | | Sheet D.7 | |

WEST CLAY STREET TRAIL EXTENSION

PLAN AND PROFILE

OSCEOLA, IOWA

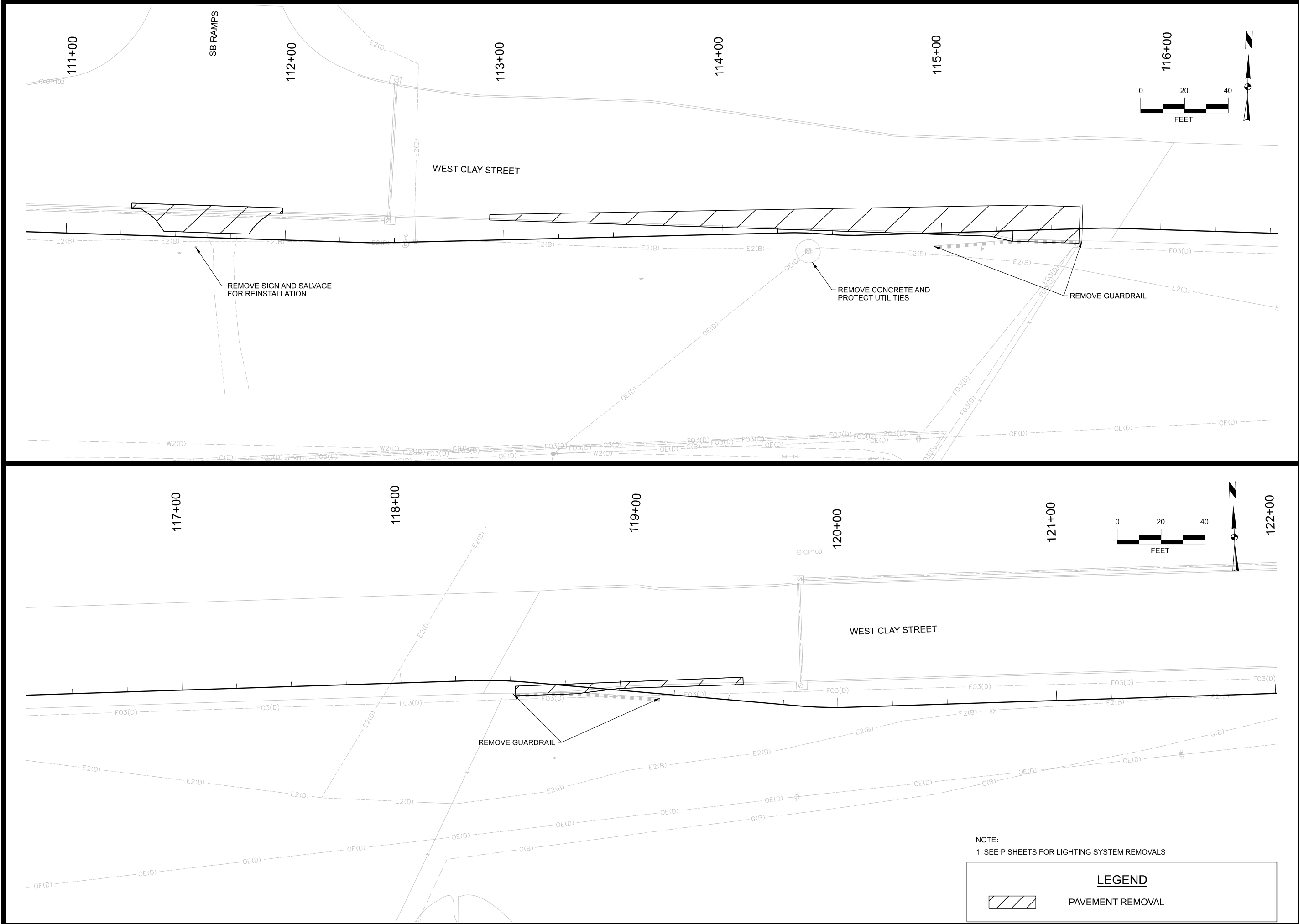
SNYDER
& ASSOCIATES

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Sheet D.7


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ANKENY, IOWA 50023
515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

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| | | | |
|----------------------------------|--|---|--|
| WEST CLAY STREET TRAIL EXTENSION | | OSCEOLA, IOWA | |
| REMOVALS | | | |
| SNYDER & ASSOCIATES, INC. | | 2727 SW SNYDER BLVD ANKENY, IOWA 50023 515-964-2020 WWW.SNYDER-ASSOCIATES.COM | |
| Project No: 1241137 | | Sheet F.2 | |

| | | | | | |
|-----|-----------------------|-----------------|-----------------|-----------|-----|
| DOT | TAP-JJ-5772(607)-8120 | MARK | REVISION | DATE | BY |
| | | Engineer: RUH | Checked By: BUT | | |
| | | Technician: CSH | Date: 4/9/2026 | Field Bk: | Pg: |



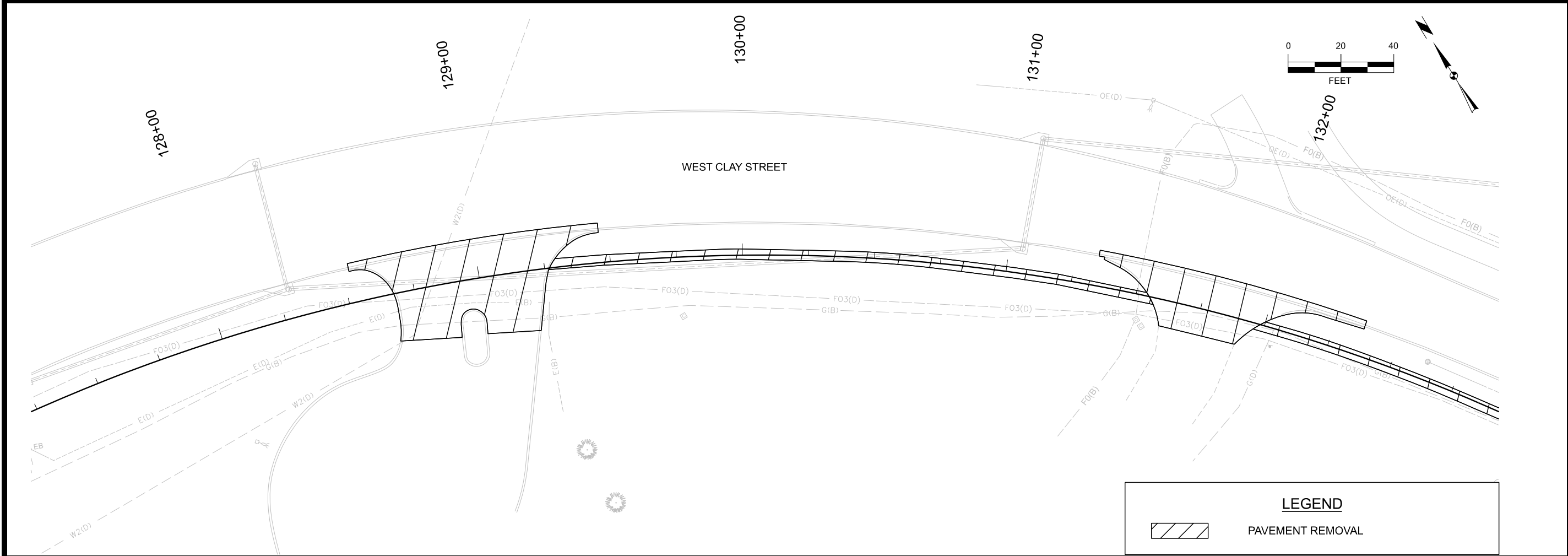
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& ASSOCIATES

Project No: 1241137

Sheet F.3

WEST CLAY STREET TRAIL EXTENSION

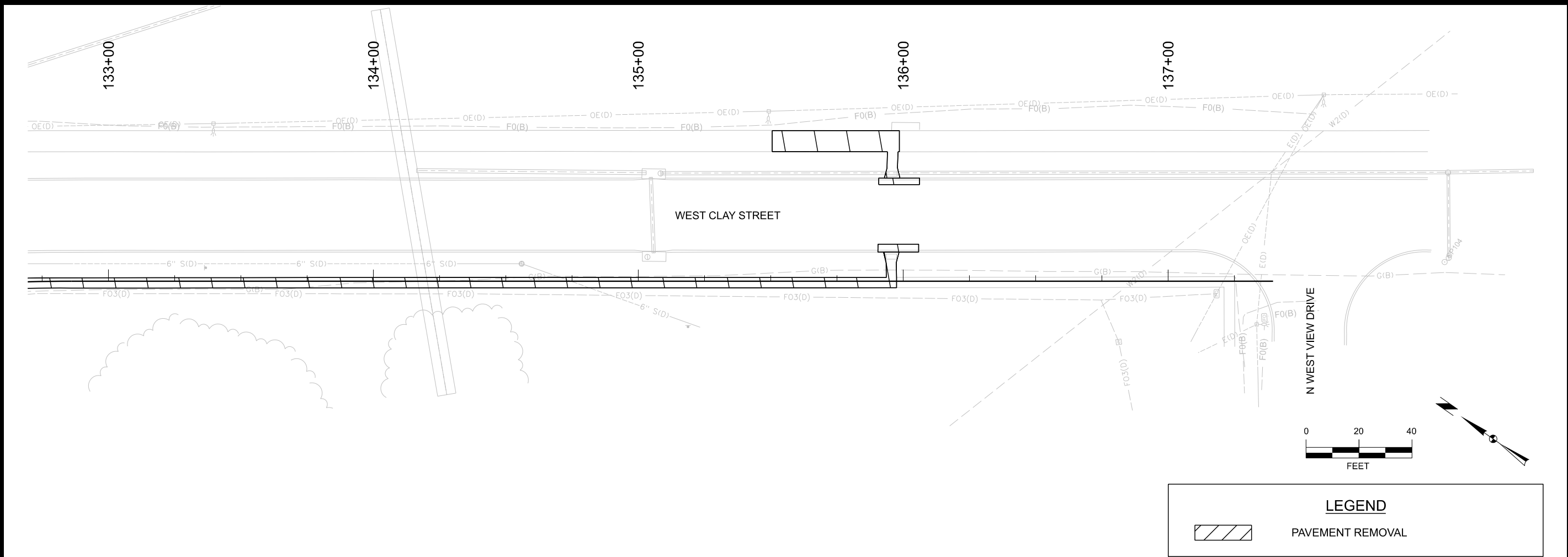
REMOVALS

OSCEOLA, IOWA

SNYDER & ASSOCIATES, INC.


2727 SW SNYDER BLVD
ANKENY, IOWA 50023
515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

| | | | | | |
|---------------------|-----------------------|-----------------|-----------------|-----------|-----|
| DOT | TAP-JJ-5772(607)-8120 | MARK | REVISION | DATE | BY |
| | | Engineer: RUH | Checked By: BUT | Scale: | |
| | | Technician: CSH | Date: 4/9/2026 | Field Bk: | Pg: |
| Project No: 1241137 | | | | Sheet F.3 | |



WEST CLAY STREET TRAIL EXTENSION

REMOVALS



SNYDER
& ASSOCIATES

Project No:1241137

OSCEOLA, IOWA

2727 SW SNYDER BLVD
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515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

DOT TAP-UJ-572(607)-8(20)

| MARK | REVISION | DATE | BY |
|-----------------|-----------------|-----------|----|
| Engineer: RUH | Checked By: BUT | Scale: | |
| Technician: CSH | Date: 4/9/2026 | Field Bk: | |

Project No: 1241137

Sheet F.4



Alignment Name: GeomBL19
Alignment Description:
Alignment Style: Alignment\Geom_Baseline
Station Northing Easting

Element: Linear
START (START) 10000.000 6245296.161 22487013.414
PC (PC) 10265.126 6245314.253 22487277.922
Tangential Direction: N86.087°E
Tangential Length: 265.126

Element: Circular
PC (GeomBL) 10265.126 6245314.253 22487277.922
HPI (HPI) 10335.666 6245319.067 22487348.297
CC (CC) 6246007.633 22487230.494
PT (GeomBL1) 10405.724 6245337.922 22487416.271
Radius: 695.000
Delta: 11.591 Left
Degree of Curvature (Arc): 8.244
Length: 140.598
Tangent: 70.540
Chord: 140.359
Middle Ordinate: 3.552
External: 3.571
Back Tangent Direction: N86.087°E
Back Radial Direction: S3.913°E
Chord Direction: N80.292°E
Ahead Radial Direction: S15.504°E
Ahead Tangent Direction: N74.496°E

Element: Linear
PT (PT) 10405.724 6245337.922 22487416.271
PC (PC) 10725.436 6245423.383 22487724.349
Tangential Direction: N74.496°E
Tangential Length: 319.712

Element: Circular
PC (GeomBL1) 10725.436 6245423.383 22487724.349
HPI (HPI) 10865.966 6245460.947 22487859.766
CC (CC) 6244454.953 22487992.990
PT (GeomBL2) 11004.686 6245459.926 22488000.292
Radius: 1005.000
Delta: 15.920 Right
Degree of Curvature (Arc): 5.701
Length: 279.249
Tangent: 140.530
Chord: 278.352
Middle Ordinate: 9.683
External: 9.778
Back Tangent Direction: N74.496°E
Back Radial Direction: S15.504°E
Chord Direction: N82.456°E
Ahead Radial Direction: S0.416°W
Ahead Tangent Direction: S89.584°E

Element: Linear
PT (PT) 11004.686 6245459.926 22488000.292
PC (PC) 11235.225 6245458.251 22488230.825
Tangential Direction: S89.584°E
Tangential Length: 230.539

Element: Circular
PC (GeomBL2) 11235.225 6245458.251 22488230.825
HPI (HPI) 11241.357 6245458.206 22488236.957
CC (CC) 6245658.246 22488232.278
PT (GeomBL9) 11247.485 6245458.538 22488243.079
Radius: 200.000
Delta: 3.512 Left
Degree of Curvature (Arc): 28.648
Length: 12.260
Tangent: 6.132
Chord: 12.258
Middle Ordinate: 0.094
External: 0.094
Back Tangent Direction: S89.584°E
Back Radial Direction: S0.416°W
Chord Direction: N88.660°E
Ahead Radial Direction: S3.096°E
Ahead Tangent Direction: N86.904°E

Element: Linear
PT (PT) 11247.485 6245458.538 22488243.079
PC (PC) 11430.146 6245467.594 22488425.516
Tangential Direction: N87.158°E
Tangential Length: 182.661

Element: Circular
PC (GeomBL9) 11430.146 6245467.594 22488425.516
HPI (HPI) 11435.514 6245467.860 22488430.877
CC (CC) 6245347.742 22488431.466
PT (GeomBL10) 11440.875 6245467.646 22488436.241
Radius: 120.000
Delta: 5.123 Right
Degree of Curvature (Arc): 47.746
Length: 10.729
Tangent: 5.368
Chord: 10.725
Middle Ordinate: 0.120
External: 0.120
Back Tangent Direction: N87.158°E
Back Radial Direction: S2.842°E
Chord Direction: N89.719°E
Ahead Radial Direction: S2.281°W
Ahead Tangent Direction: S87.719°E

Element: Linear
PT (PT) 11440.875 6245467.646 22488436.241
PC (PC) 11451.599 6245467.220 22488446.957
Tangential Direction: S87.719°E
Tangential Length: 10.724

Element: Circular
PC (GeomBL10) 11451.599 6245467.220 22488446.957
HPI (HPI) 11457.299 6245466.993 22488452.653
CC (CC) 6245587.125 22488451.732
PT (GeomBL12) 11462.991 6245467.307 22488458.344
Radius: 120.000
Delta: 5.439 Left
Degree of Curvature (Arc): 47.746
Length: 11.392
Tangent: 5.700
Chord: 11.388
Middle Ordinate: 0.135
External: 0.135
Back Tangent Direction: S87.719°E
Back Radial Direction: S2.281°W
Chord Direction: N89.561°E
Ahead Radial Direction: S3.159°E
Ahead Tangent Direction: N86.841°E

Element: Linear
PT (PT) 11462.991 6245467.307 22488458.344
PC (PC) 11571.501 6245473.286 22488566.690
Tangential Direction: N86.841°E
Tangential Length: 108.510

Element: Circular
PC (GeomBL12) 11571.501 6245473.286 22488566.690
HPI (HPI) 11575.245 6245473.493 22488570.428
CC (CC) 6245353.469 22488573.302
PT (GeomBL4) 11578.986 6245473.465 22488574.171
Radius: 120.000
Delta: 3.573 Right
Degree of Curvature (Arc): 47.746
Length: 7.484
Tangent: 3.743
Chord: 7.483
Middle Ordinate: 0.058
External: 0.058
Back Tangent Direction: N86.841°E
Back Radial Direction: S3.159°E
Chord Direction: N88.628°E
Ahead Radial Direction: S0.415°W
Ahead Tangent Direction: S89.585°E

Element: Linear
PT (PT) 11578.986 6245473.465 22488574.171
PC (PC) 11833.116 6245471.626 22488828.294
Tangential Direction: S89.585°E
Tangential Length: 254.130

Element: Circular
PC (GeomBL5) 11833.116 6245471.626 22488828.294
HPI (HPI) 11845.089 6245471.540 22488840.267
CC (CC) 6245271.632 22488826.847
PT (GeomBL7) 11857.033 6245470.025 22488852.144
Radius: 200.000
Delta: 6.852 Right
Degree of Curvature (Arc): 28.648
Length: 23.918
Tangent: 11.973
Chord: 23.903
Middle Ordinate: 0.357
External: 0.358
Back Tangent Direction: S89.585°E
Back Radial Direction: S0.415°W
Chord Direction: S86.159°E
Ahead Radial Direction: S7.267°W
Ahead Tangent Direction: S82.733°E

Element: Linear
PT (PT) 11857.033 6245470.025 22488852.144
PC (PC) 11981.626 6245454.266 22488975.736
Tangential Direction: S82.733°E
Tangential Length: 124.593

Element: Circular
PC (GeomBL5) 11981.626 6245454.266 22488975.736
HPI (HPI) 11993.596 6245452.752 22488987.610
CC (CC) 6245652.660 22489001.033
PT (PT) 12005.538 6245452.665 22488999.580
Radius: 200.000
Delta: 6.850 Left
Degree of Curvature (Arc): 28.648
Length: 23.912
Tangent: 11.970
Chord: 23.898
Middle Ordinate: 0.357
External: 0.358
Back Tangent Direction: S82.733°E
Back Radial Direction: S7.267°W
Chord Direction: S86.159°E
Ahead Radial Direction: S0.416°W
Ahead Tangent Direction: S89.584°E

Element: Linear
PT (PT) 12005.538 6245452.665 22488999.580
PC (PC) 12638.881 6245448.063 22489632.906
Tangential Direction: S89.584°E
Tangential Length: 633.343

Element: Circular
PC (GeomBL6) 12638.881 6245448.063 22489632.906
HPI (HPI) 12989.315 6245445.517 22489983.331
CC (CC) 6244768.081 22489627.966
PT (GeomBL7) 13286.034 6245158.654 22490184.610
Radius: 680.000
Delta: 54.528 Right
Degree of Curvature (Arc): 8.426
Length: 647.152
Tangent: 350.434
Chord: 623.005
Middle Ordinate: 75.545
External: 84.986
Back Tangent Direction: S89.584°E
Back Radial Direction: S0.416°W
Chord Direction: S62.320°E
Ahead Radial Direction: S54.944°W
Ahead Tangent Direction: S35.056°E

Element: Linear
PT (PT) 13286.034 6245158.654 22490184.610
END (END) 13739.643 6244787.332 22490445.150
Tangential Direction: S35.056°E
Tangential Length: 453.609

Element: Circular
PC (GeomBL6) 12638.881 6245448.063 22489632.906
HPI (HPI) 12989.315 6245445.517 22489983.331
CC (CC) 6244768.081 22489627.966
PT (GeomBL7) 13286.034 6245158.654 22490184.610
Radius: 680.000
Delta: 54.528 Right
Degree of Curvature (Arc): 8.426
Length: 647.152
Tangent: 350.434
Chord: 623.005
Middle Ordinate: 75.545
External: 84.986
Back Tangent Direction: S89.584°E
Back Radial Direction: S0.416°W
Chord Direction: S62.320°E
Ahead Radial Direction: S54.944°W
Ahead Tangent Direction: S35.056°E

Element: Linear
PT (PT) 13286.034 6245158.654 22490184.610
END (END) 13739.643 6244787.332 22490445.150
Tangential Direction: S35.056°E
Tangential Length: 453.609

BENCHMARKS

NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88 - GEOID12A)
IARTN DERIVED - US SURVEY FEET

B500 N=6245288.00 E=22487556.86 ELEV=1135.59
ARROW ON HYDRANT IN-BETWEEN, PILOT PARKING LOTS, 20'+/-
NORTH OF ABOVE GROUND TANK.

B501 N=6244535.22 E=22490147.33 ELEV=1088.13
BURY BOLT ON HYDRANT, SOUTH SIDE NW VIEW DRIVE, EAST OF
DRIVE TO CARE INITIATIVES,
15'+/-- SOUTHWEST OF SINGLE GRATE INTAKE.

CONTROL POINTS

IOWA REGIONAL COORDINATE SYSTEM - ZONE 12 (RED OAK-OTTUMWA)
NAD83(2011)(EPOCH 2010.00) IARTN DERIVED - US SURVEY FEET

CP100 N=6245524.26 E=22488979.12 ELEV=1144.58
SET 1/2" REBAR WITH RED PLASTIC CAP, NORTH SIDE OF CLAY STREET,
EAST OF I-35 BRIDGE, 10'+/- NORTH OF FIRST THROAT INTAKE EAST OF
BRIDGE.

CP101 N=6245305.00 E=22486961.77 ELEV=1126.16
SET CUT "X" SOUTH SIDE OF CLAY STREET, 100'+/- WEST OF CASINO
DRIVE, SOUTH OF FIRST POWER POLE WEST OF 218TH AVENUE.

CP102 N=6245528.21 E=22488082.54 ELEV=1147.07
SET CUT "X" ON BACK OF CURB, NORTH SIDE OF CLAY STREET
AT TOP OF CURB DROP, WEST OF ON/OFF RAMP, WEST SIDE
OF THE INTERSTATE.

CP103 N=6245502.96 E=22489724.20 ELEV=1109.03
SET CUT "X" NORTHWEST CORNER OF STORM STRUCTURE,
NORTH SIDE OF CLAY STREET, FIRST STORM STRUCTURE,
EAST OF ON/OFF RAMPS, EAST OF THE INTERSTATE.

CP104 N=6244738.51 E=22490488.28 ELEV=1078.56
SET CUT "X" NORTHWEST CORNER OF STORM STRUCTURE,
SOUTHWEST QUADRANT OF CLAY STREET AND NW VIEW
DRIVE.

TRAFFIC CONTROL PLAN

1. TRAFFIC CONTROL ON THIS PROJECT SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AS ADOPTED BY THE IOWA DEPARTMENT OF TRANSPORTATION PER 761 OF THE IOWA ADMINISTRATIVE CODE (IAC) CHAPTER 13. IN ADDITION, TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE SUDAS STANDARD DETAILS.
2. THE CONTRACTOR SHALL COORDINATE TRAFFIC CONTROL WITH OTHER PROJECTS IN THE AREA.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING A SAFE STORAGE AREA FOR EQUIPMENT AND MATERIALS TO BE USED ON THE PROJECT.
4. INGRESS AND EGRESS FROM THE WORK AREA WILL BE ALLOWED ONLY AT LOCATIONS SPECIFIED IN THE CONTRACT DOCUMENTS OR AS APPROVED BY THE ENGINEER. ALL TRUCKS HAULING MATERIAL TO AND FROM THE WORK AREA SHALL DISPLAY A 16"X48" RETRO REFLECTIVE SIGN WITH THE WORDS "DO NOT FOLLOW INTO THE WORK AREA". THE SIGN SHALL BE ORANGE WITH BLACK LETTERING (4" HEIGHT) AND BE COMPRISED OF TYPE VII SHEETING.
5. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, CLEANED, AND REMOVED BY THE CONTRACTOR. ALL TRAFFIC CONTROL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
6. WHERE POSSIBLE, ALL POST MOUNTED SIGNS SHALL BE PLACED AT LEAST 2 FEET BEYOND THE EDGE OF THE SHOULDER. ALL SIGNS TO BE IN PLACE LONGER THAN THREE DAYS SHALL BE POST MOUNTED.
7. PERMANENT SIGNING THAT CONVEYS A MESSAGE CONTRARY TO THE MESSAGE OF THE TEMPORARY SIGNING AND WHICH IS NOT APPLICABLE TO THE WORKING CONDITIONS SHALL BE COVERED BY THE CONTRACTOR WHEN DIRECTED BY THE ENGINEER.
8. THE CONTRACTOR MAY SUBMIT ALTERNATE SIGNING DETAILS TO COINCIDE WITH THE SCHEDULE OF OPERATIONS FOR ANY VARIATIONS APPROVED OR ORDERED BY THE CONTRACTING AUTHORITY.
9. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE THE NAME, AND 24-HOUR PHONE NUMBER OF THE CONTRACTOR'S REPRESENTATIVE IN CHARGE OF TRAFFIC CONTROL. CHANGES TO THE TRAFFIC CONTROL CONFIGURATION, INCLUDING ADDITIONAL SIGNS, CONES, BARRELS, BARRICADES, ETC. THAT ARE REQUIRED, SHALL BE DELIVERED AND INSTALLED AT THE PROJECT SITE WITHIN FOUR (4) HOURS OF NOTIFICATION, INCLUDING WEEKENDS.
10. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING CURRENT TRAFFIC CONTROL THROUGHOUT CONSTRUCTION.
11. THE CONTRACTOR SHALL NOTIFY AND COORDINATE DRIVEWAY CLOSURES AND CHANGES TO BUSINESS ACCESS WITH AFFECTED PROPERTY OWNERS AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF WORK.
12. VEHICULAR TRAFFIC TO BE MAINTAINED DURING CONSTRUCTION.
13. PEDESTRIAN TRAFFIC TO BE MAINTAINED ON THE EXISTNG Q POND TRAIL.

STAGING NOTES

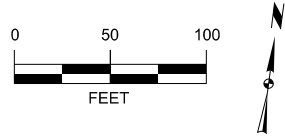
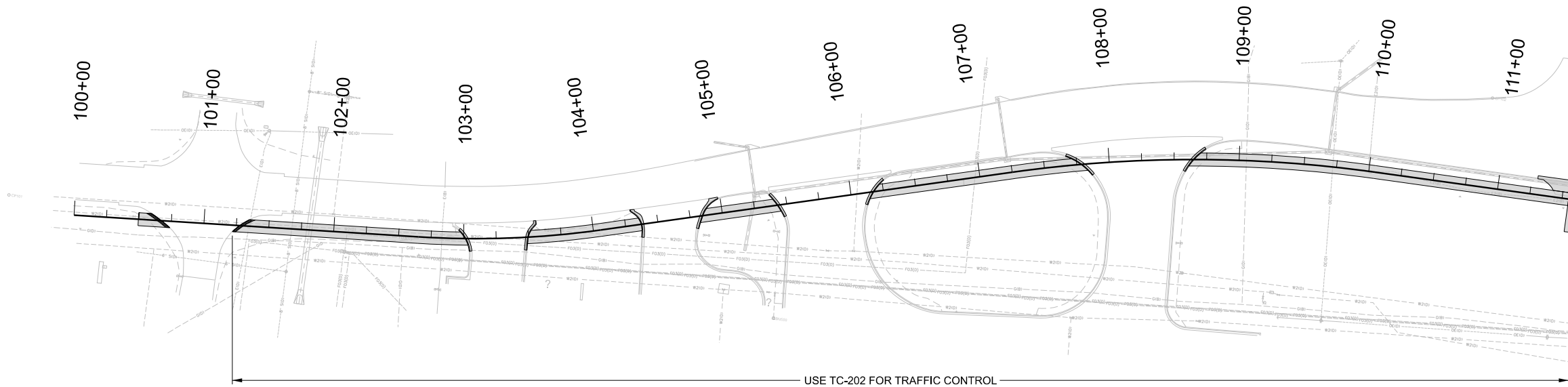
1. CONTRACTOR SHALL NOT START WORK UNTIL AFTER TRAFFIC CONTROL IS IN PLACE AND APPROVED BY THE ENGINEER
2. CONTRACTOR IS ALLOWED TO SUBMIT A REVISED STAGING PLAN TO THE ENGINEER TO MEET THE CONTRACTOR'S CONSTRUCTION SCHEDULE FOR SPECIFIC TIMES.
3. CONSTRUCTION MAY TAKE PLACE SIMULTANEOUSLY IN DIFFERENT SEGMENTS OF STAGING, WITH CONCURRENCE FROM THE ENGINEER, AS LONG AS TRAFFIC CONTROL IS COORDINATED AND DOES NOT OVERLAP.
4. CONTRACTOR TO MAINTAIN ACCESS TO DRIVEWAYS AT ALL TIMES. ANY DURATION CLOSURE TO BE COORDINATED WITH THE PROPERTY OWNER AND BUSSINES IN ADVANCE.
5. DRIVEWAYS TO REVELTON DISTILLING COMPANY TO BE REPLACED HALF AT A TIME.
6. Q POND TRAIL WORK ON THE EAST SIDE OF W CLAY STREET TO BE COORDINATED FOR SHORT DURATION CLOSURE.

- STAGE 1 - REMOVALS, GRADING, UTILITY ADJUSTMENTS
- REMOVE AND INSTALL PAVEMENT MARKINGS AS NOTED IN TABLE 108-22
 - INSTALL TEMPORARY TRAFFIC CONTROL, TEMPORARY BARRIER RAIL, AND AND CRASH CUSHIONS.
 - INSTALL ALL EROSION CONTROL. REFER TO RR SHEETS FOR DETAILS.
 - REMOVE CURB AND GUTTER, ROADWAY PAVEMENT, AND ACCESSES.
 - REMOVE LIGHTING AND SIGNS AS REQUIRED.
 - ROUGH GRADE TRAIL CORRIDOR.
 - ADJUST EXISTING UTILITY STRUCTURES AS REQUIRED.

- STAGE 2 - ROADWAY CONSTRUCTION, BRIDGE CONSTRUCTION, TRAIL CONSTRUCTION
- CONSTRUCT ROADWAY PAVEMENT, AND CURB AND GUTTER
 - CONSTRUCT SEPERATION BARRIER ONTHE ROADWAY AND BRIDGE
 - CONSRUCT TRAIL AND DRIVEWAYS

- STAGE 3 - SITE RESTORATION
- PROVIDE RESTORATION OF DISTURBED AREA AND FINAL SEEDING. REFER TO RR SHEETS FOR DETAILS.
 - REMOVE EROSION CONTROL. REFER TO RR SHEETS FOR DETAILS

| <div>113_02 8/15/22</div> <div>PEDESTRIAN PATH CLOSURES</div> <div>Refer to TC-601.</div> <div>*Assumes 6 foot wide barricade. Closures may need to be removed and re-established.</div> | | | | | |
|--|----------|------|-----------------------|----------------------------|---------|
| Line No. | Location | Side | Width of Closure (FT) | Type III Barricades* (No.) | Remarks |
| 1.0 | 13525 | Left | 8.0 | 1 | |
| 2.0 | 13625 | Left | 8.0 | 1 | |



WEST CLAY STREET TRAIL EXTENSION

TRAFFIC CONTROL AND STAGING

OSCEOLA, IOWA

SNYDER & ASSOCIATES, INC.

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ANKENY, IOWA 50023
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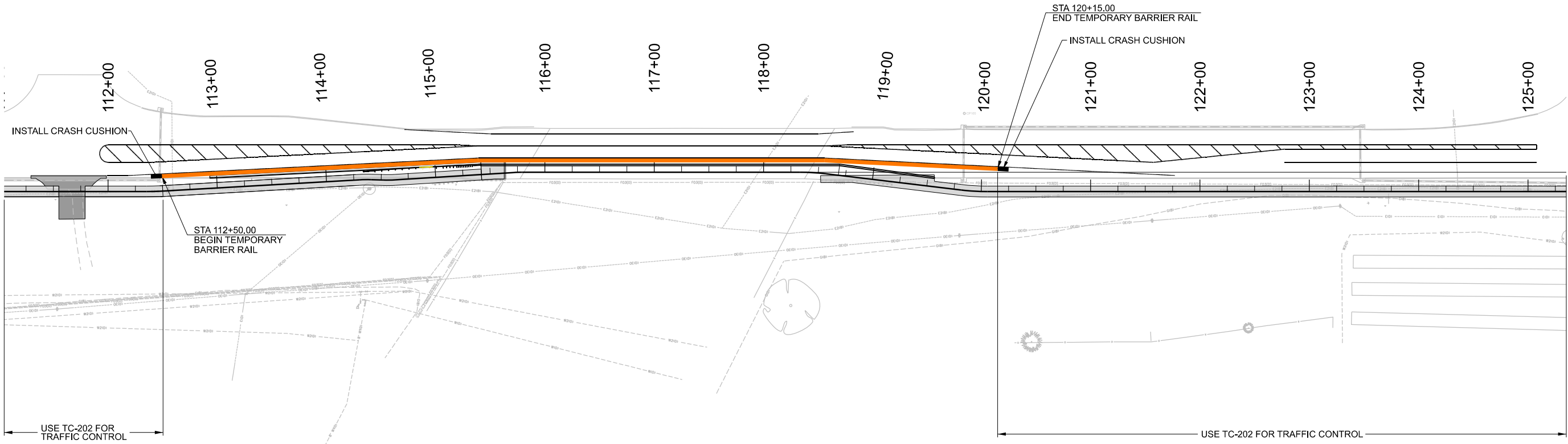
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515-964-2020 | WWW.SNYDER-ASSOCIATES.COM




Project No: 1241137

Sheet J.10

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SNYDER
& ASSOCIATES

Project No: 1241137

Sheet J.11

WEST CLAY STREET TRAIL EXTENSION

TRAFFIC CONTROL AND STAGING

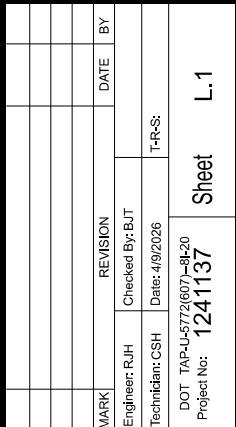
OSCEOLA, IOWA

SNYDER & ASSOCIATES, INC.

2727 SW SNYDER BLVD
ANKENY, IOWA 50023
515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

DOT: TAB-L-572(607)-8-20
Project No: 1241137

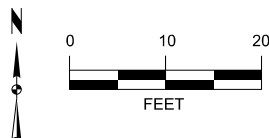
Sheet J.11



GEOMETRIC, STAKING AND JOINTING

2727 SW SNYDER BLVD
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Project No: 1241137

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WEST CLAY STREET TRAIL EXTENSION

GEOMETRIC, STAKING AND JOINTING

OSCEOLA, IOWA

SNYDER & ASSOCIATES, INC.

2727 SW SNYDER BLVD
ANKENY, IOWA 50023
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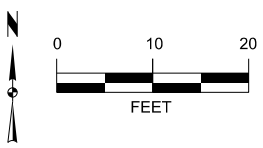
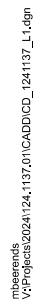
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515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

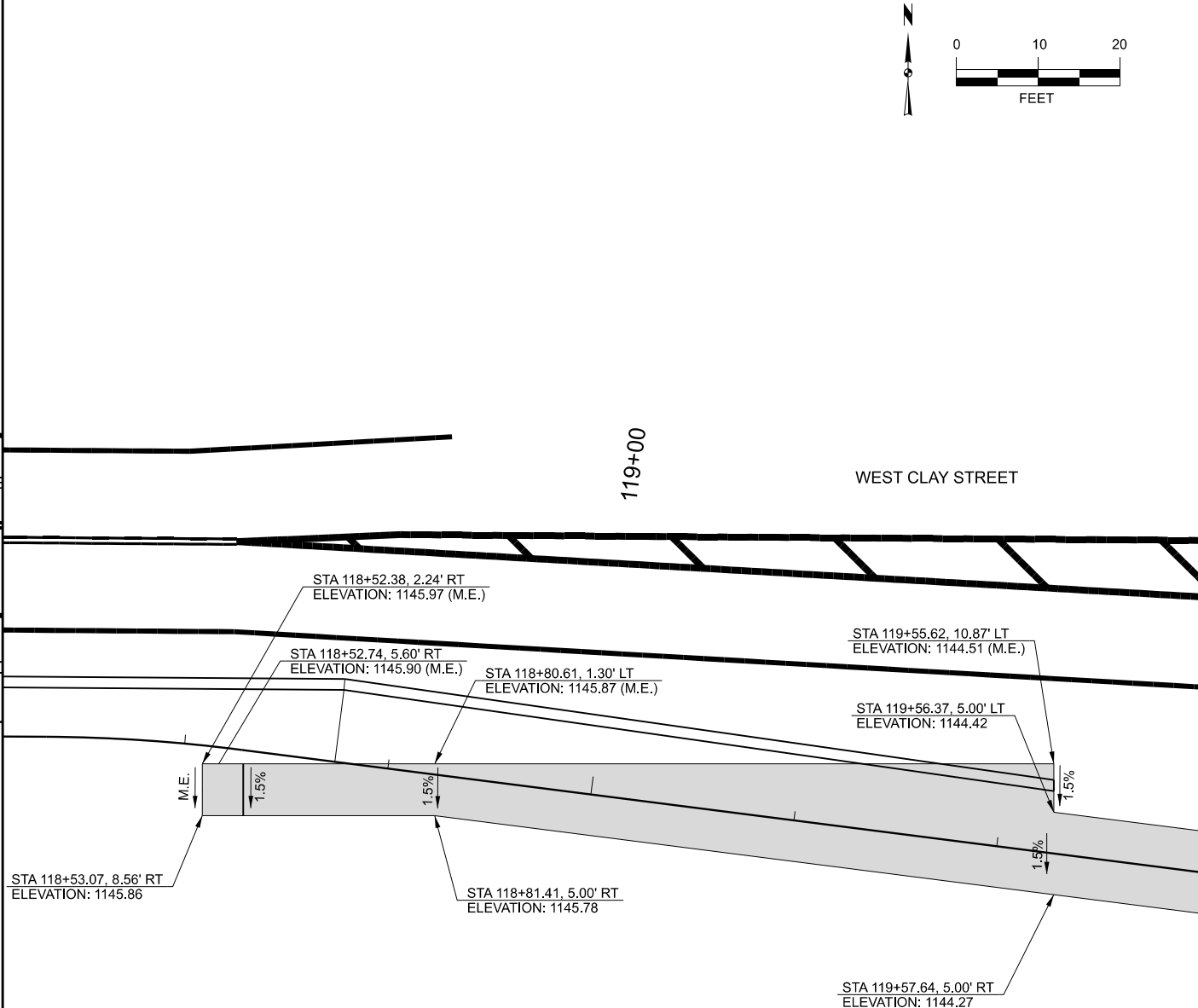
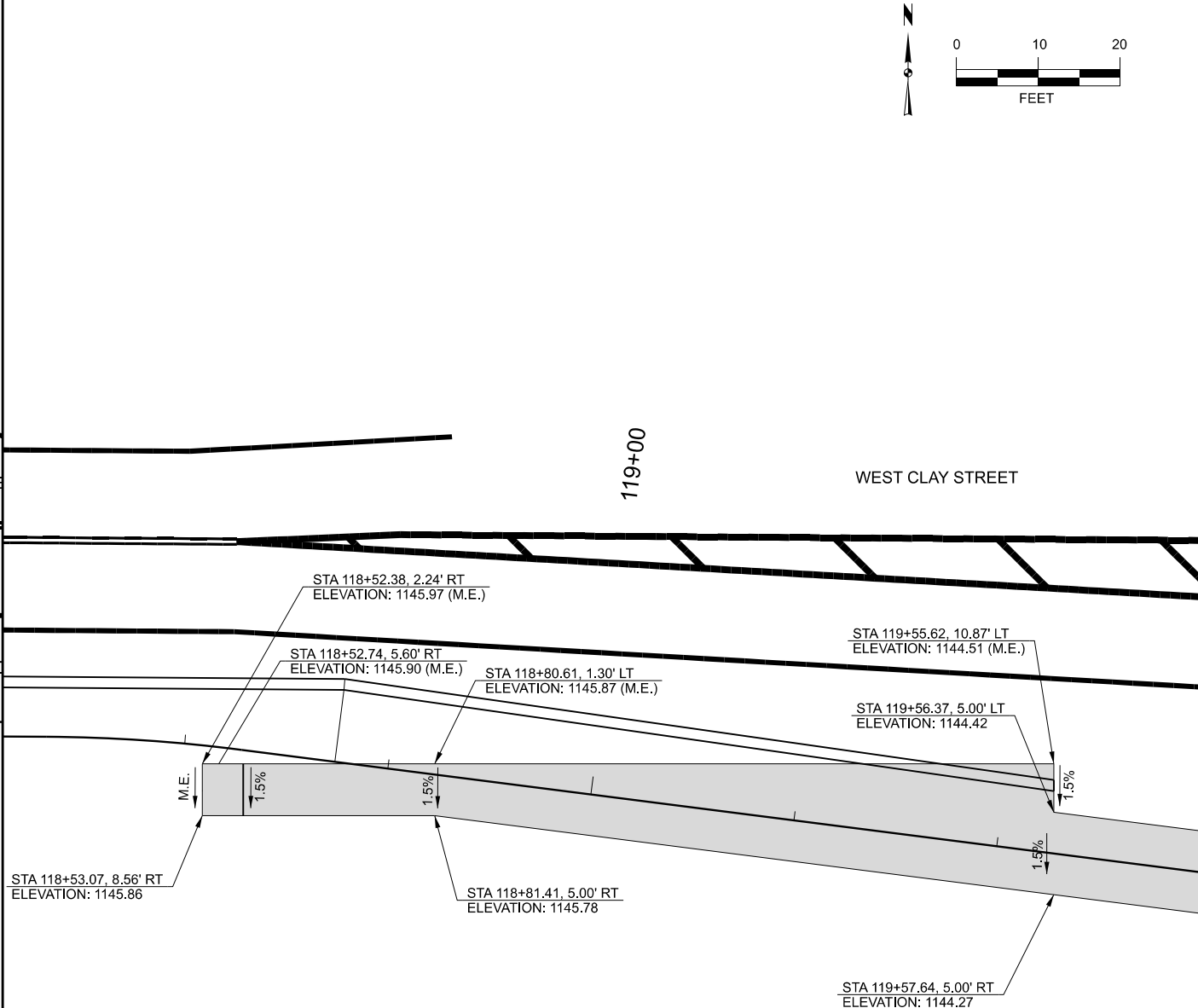
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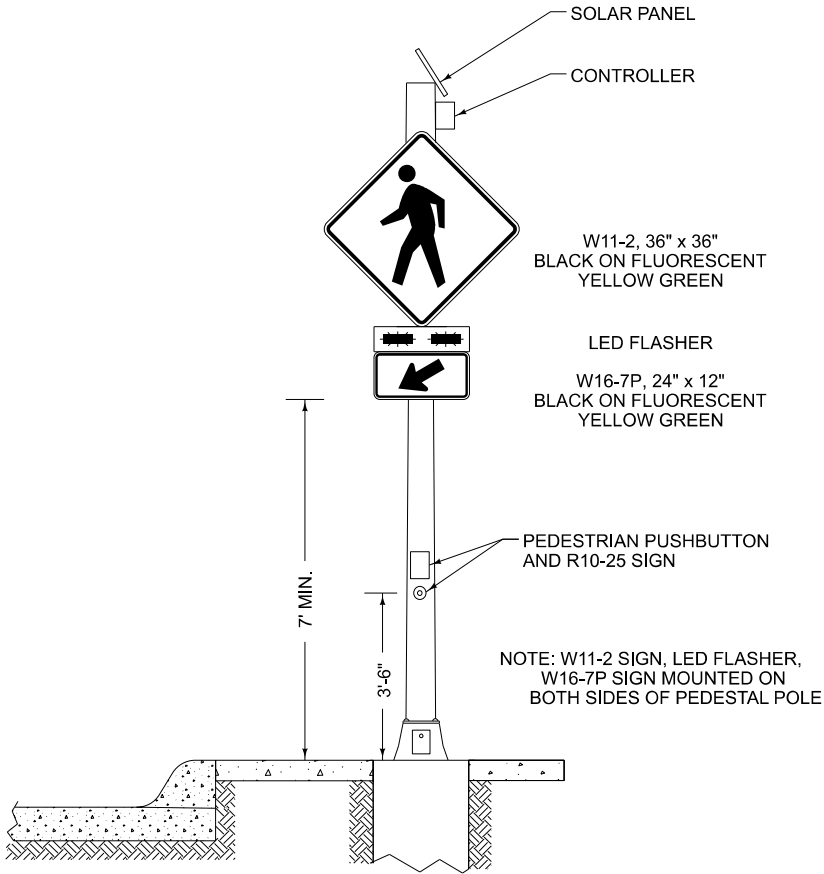


Project No: 1241137

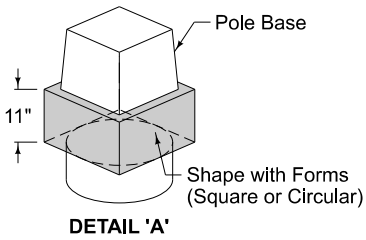
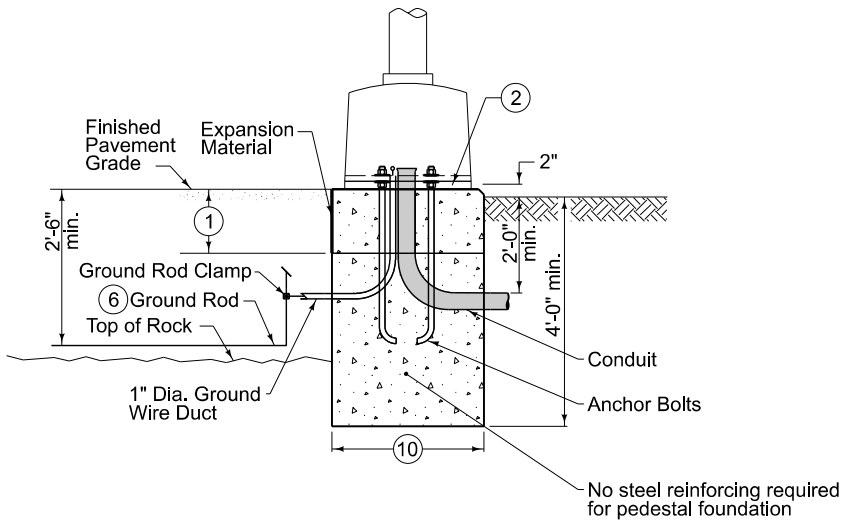
Sheet L.2







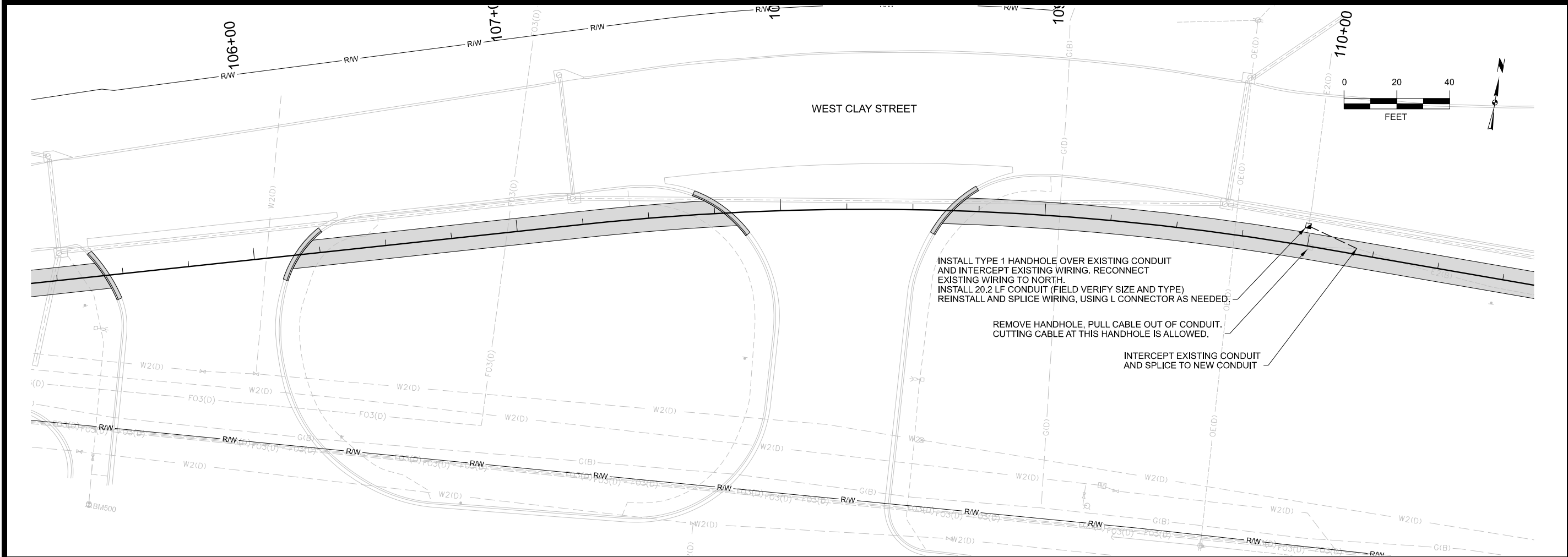
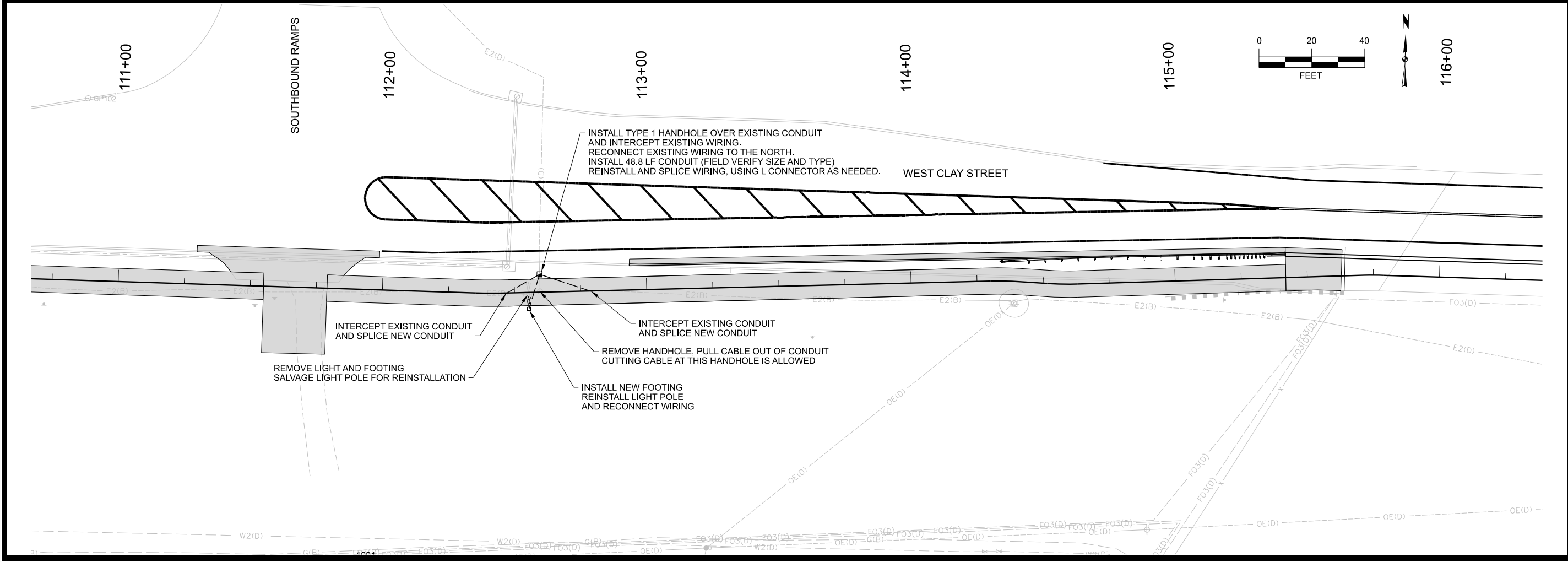
1
N.1
RECTANGULAR RAPID FLASHING BEACON ASSEMBLY
NO SCALE



2
N.1
PEDESTAL POLE FOUNDATION - SUDAS 8010.102
NO SCALE

- 1 Shape top 11 inches with forms. See Detail 'A'.
- 2 Install rodent guard or non-shrink grout with weep hole.
- 6 When in contact with rock, place ground rods as specified in National Electrical Code, current edition, adjacent to foundation or in adjacent handhole.
- 10 12 to 24 inch diameter as shown in contract documents.

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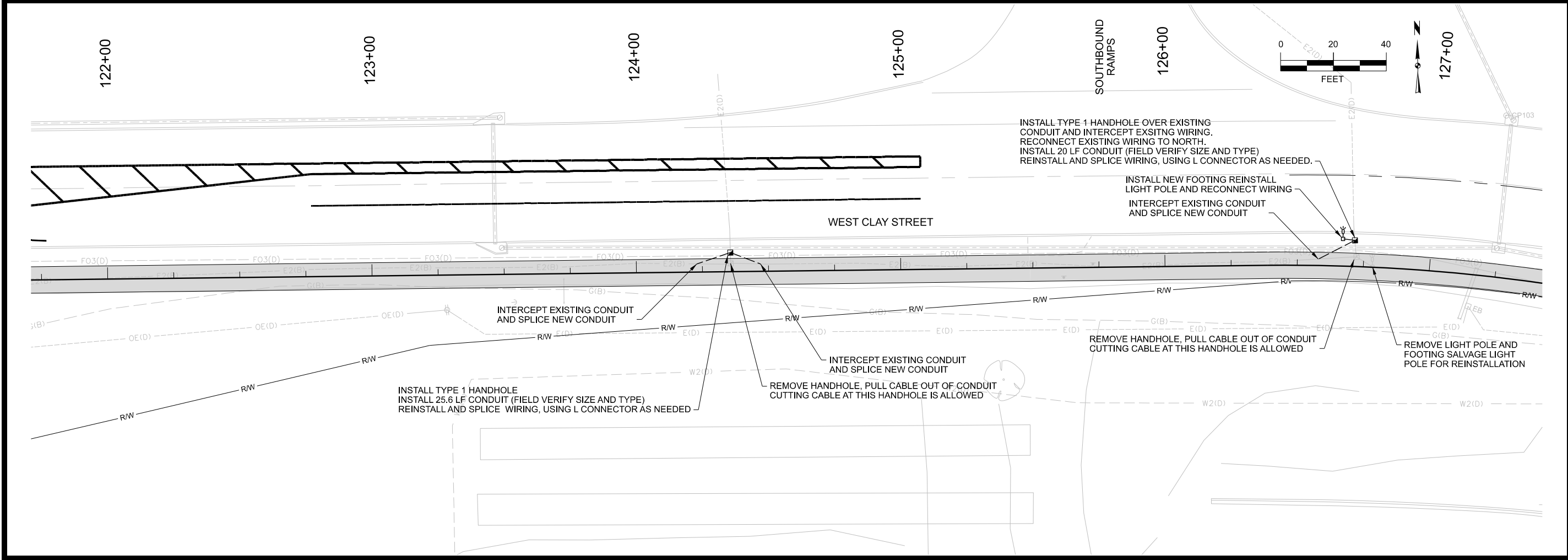
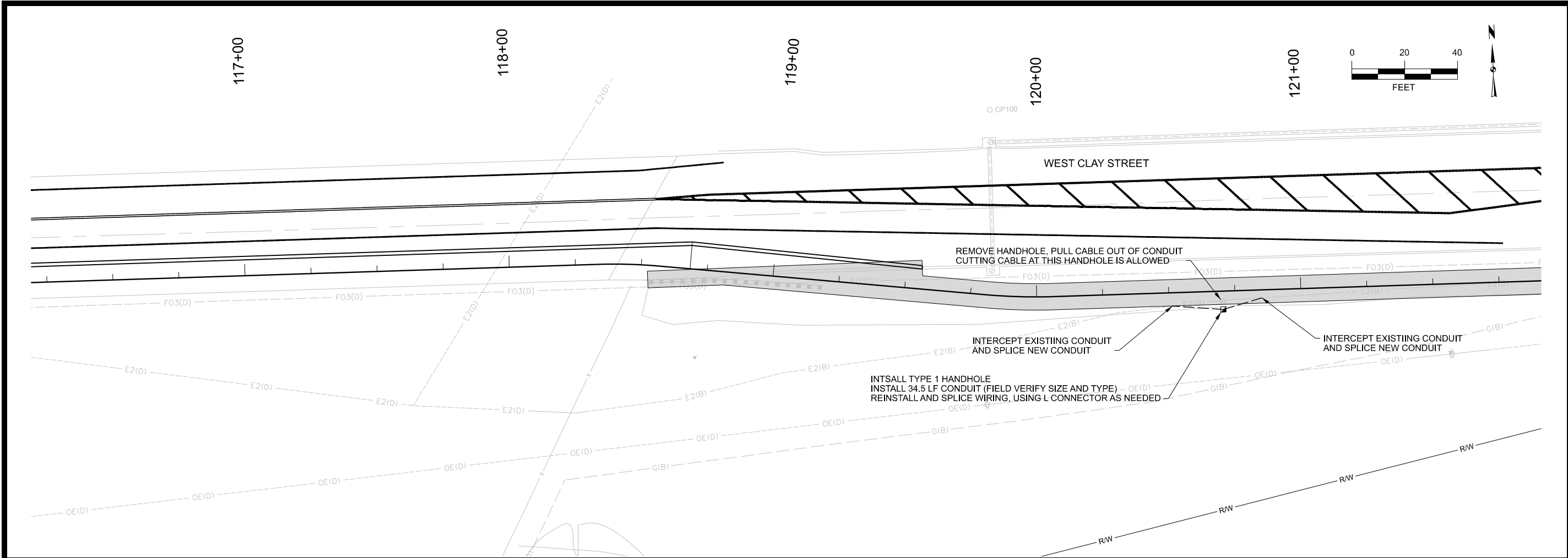


| | | | | |
|---|--|---|--|-----------------|
| WEST CLAY STREET TRAIL EXTENSION | | OSCEOLA, IOWA | | BY |
| | | LIGHTING LAYOUT SHEETS | | |
| SNYDER & ASSOCIATES, INC. | | 2727 SW SNYDER BLVD ANKENY, IOWA 50023 515-964-2020 WWW.SNYDER-ASSOCIATES.COM | | DATE |
| | | Project No: 1241137 | | |
| Sheet P.1 | | DOT: TAB-L-572(607)-8-20 | | REVISION |
| | | Project No: 1241137 | | |
| MARK | | Engineer: RUH | | Checked By: BUT |
| | | Technician: CSH | | |
| DATE | | Date: 4/9/2026 | | T-R-S: |
| | | Date: 4/9/2026 | | |




Project No: 1241137
Sheet P.1

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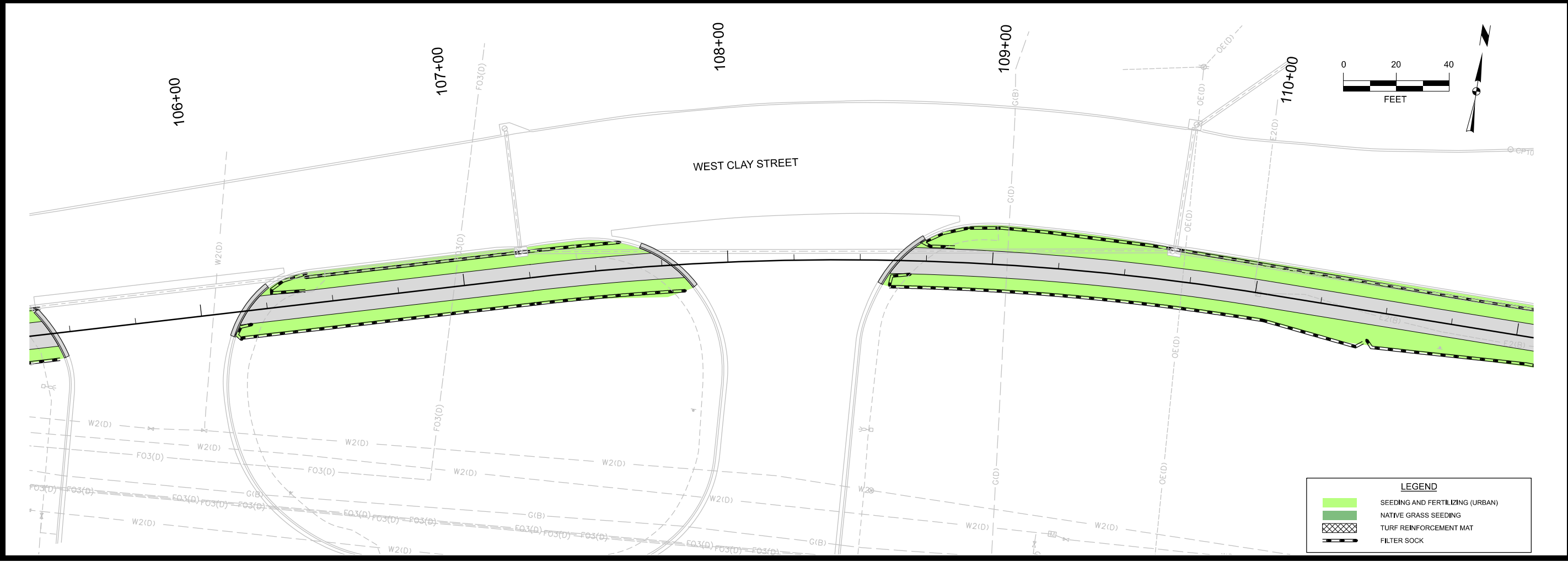
| | | | |
|----------------------------------|--|---|--|
| WEST CLAY STREET TRAIL EXTENSION | | OSCEOLA, IOWA | |
| LIGHTING LAYOUT SHEETS | | | |
| SNYDER & ASSOCIATES, INC. | | 2727 SW SNYDER BLVD ANKENY, IOWA 50023 515-964-2020 WWW.SNYDER-ASSOCIATES.COM | |
| Project No: 1241137 | | Sheet P.2 | |


| MARK | REVISION | DATE | BY |
|---------------------------|-----------------|---------------------|----|
| Engineer: RJH | Checked By: BUT | | |
| Technician: CSH | Date: 4/9/2026 | | |
| DOT: TAB-L-5772(607)-8-20 | | Project No: 1241137 | |



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Project No: 1241137

Sheet RR.1

WEST CLAY STREET TRAIL EXTENSION

EROSION CONTROL PLAN SHEETS

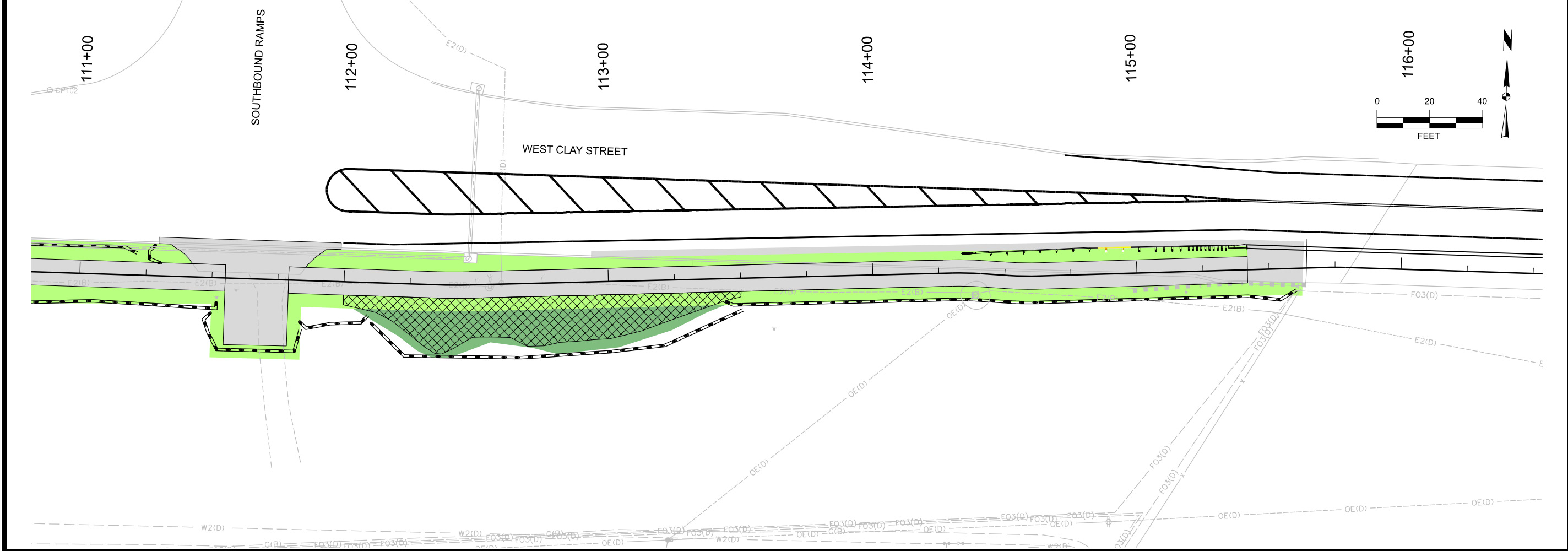
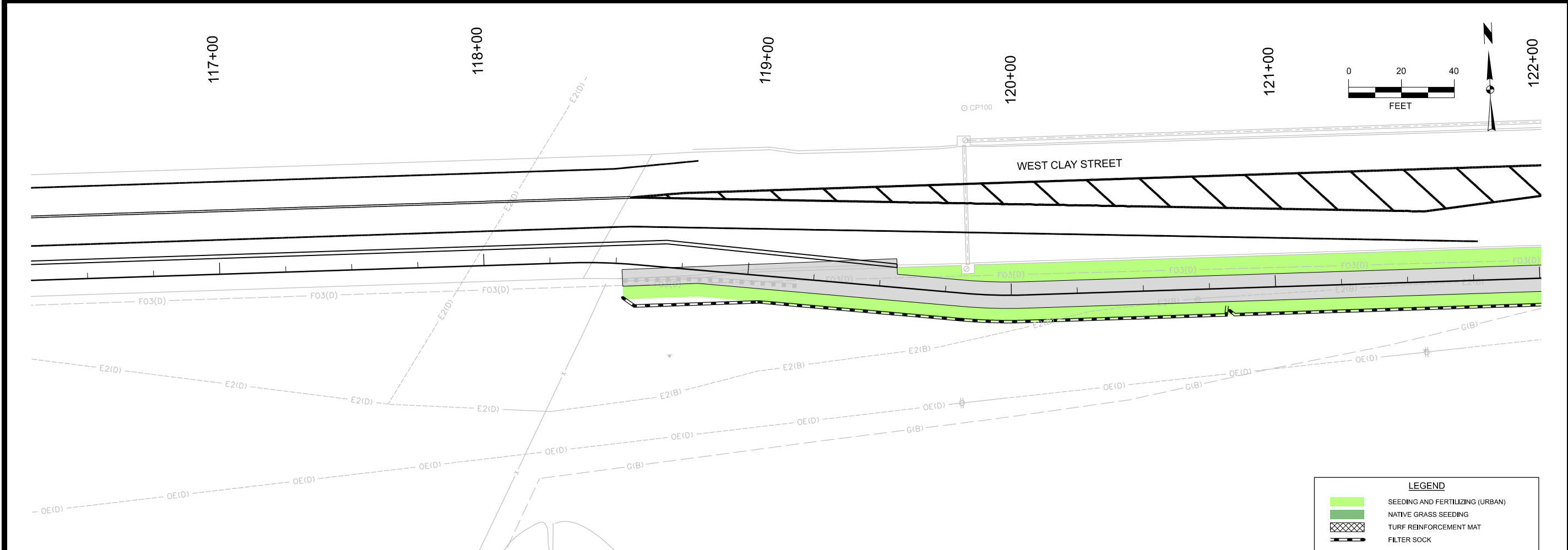
OSCEOLA, IOWA

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Project No: 1241137


| MARK | ENGINEER: RUH | REVISION | DATE | BY |
|------|-----------------|----------|------|----|
| | Checked By: BUT | | | |
| | Scale: | | | |
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WEST CLAY STREET TRAIL EXTENSION

EROSION CONTROL PLAN SHEETS



SNYDER & ASSOCIATES

Project No: 1241137

Sheet RR.2

OSCEOLA, IOWA

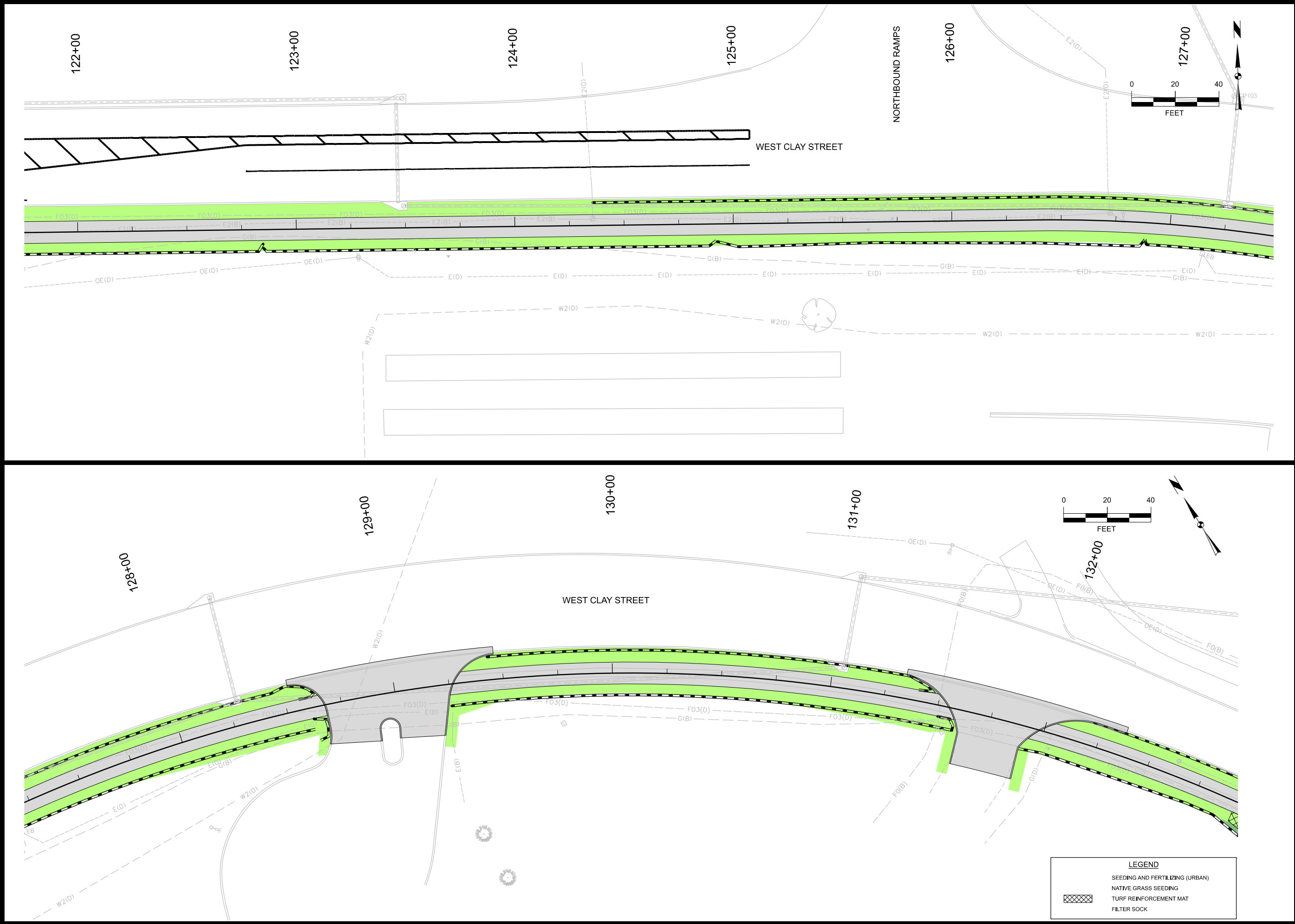
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DOT: TAB-U-5772(607)-8-20

Project No: 1241137


| MARK | REVISION | DATE | BY |
|-----------------|-----------------|-----------|----|
| Engineer: RUH | Checked By: BUT | Scale: | |
| Technician: CSH | Date: 4/9/2026 | Field Bk: | |
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Sheet RR.2



WEST CLAY STREET TRAIL EXTENSION

EROSION CONTROL PLAN SHEETS



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Project No: 1241137

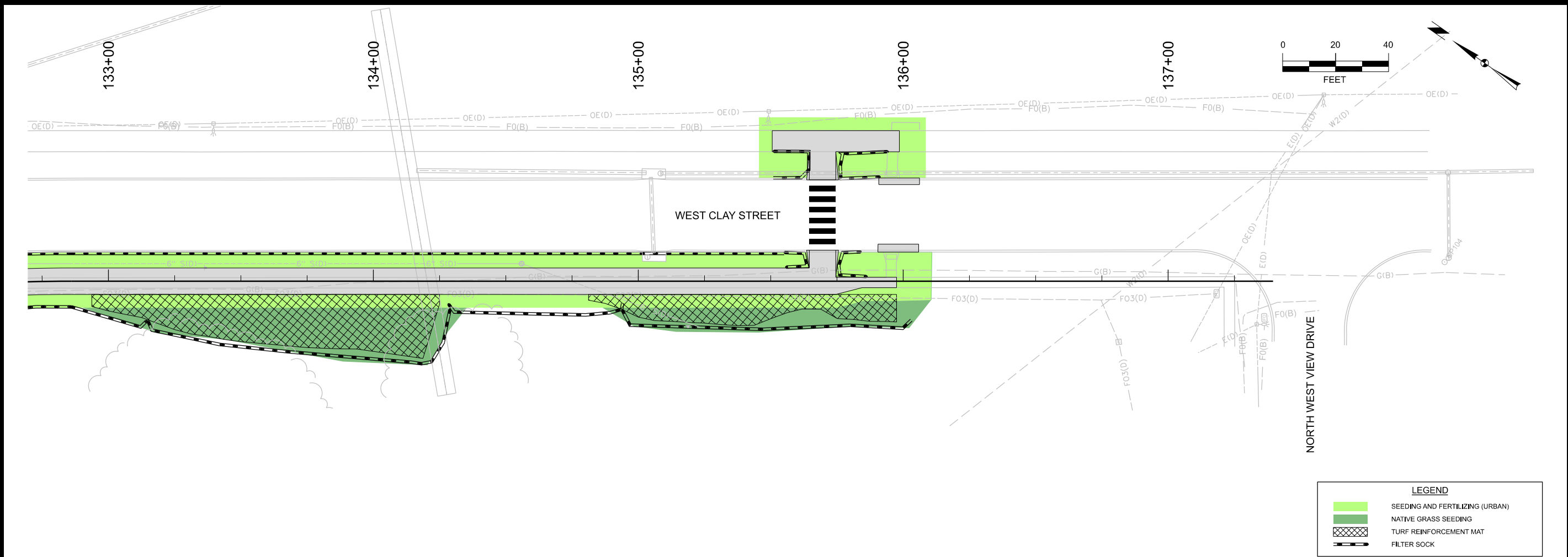
Sheet RR.3

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DOT: TAB-L-572(607)-8-20
Project No: 1241137

Sheet RR.3



Project No: 1241137

Sheet RR.4

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EROSION CONTROL PLAN SHEETS

WEST CLAY STREET TRAIL EXTENSION

| | | | |
|--------------------------|-----------------|------------|----|
| MARK | REVISION | DATE | BY |
| Engineer: RUH | Checked By: BUT | Scale: | |
| Technician: CSH | Date: 4/9/2026 | Field Bk: | |
| DOT: TAB-L-572(607)-8-20 | | Pg: | |
| Project No: 1241137 | | Sheet RR.4 | |



100+00

101+00
218TH AVENUE

102+00

WEST CLAY STREET

CASINO DRIVE

STA 101+45.00, 0.00' RT
BEGIN U.T.

STA 101+60.00, 0.00' LT
END U.T.

UNIFORM TRANSITION

1.50%

S1-10

S1-101

S1-104

S1-103

S1-102

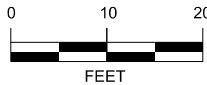
S1-204

S1-200

S1-201

S1-203

S1-202



WEST CLAY STREET TRAIL EXTENSION

SIDEWALK SHEETS

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Project No: 1241137 Sheet S.1

Sheet S.1

| | |
|-----|--------------------|
| DOT | TAP-U-5772()-81-20 |
|-----|--------------------|

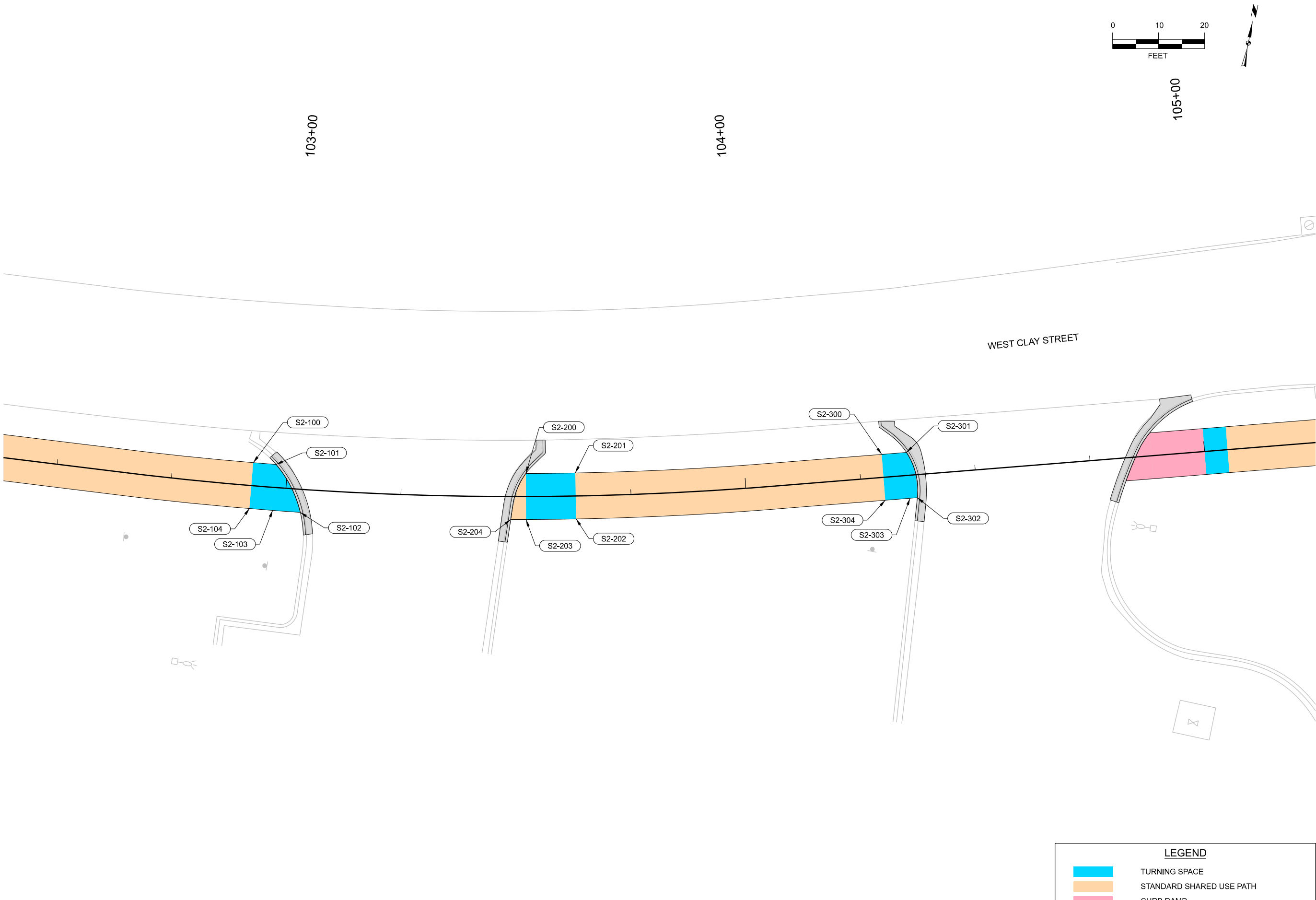
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|---------------|-----------------|--------|----|
| MARK | REVISION | DATE | BY |
| Engineer: RJH | Checked By: BJT | Scale: | |


| | | |
|-----------------|----------------|---------------|
| Technician: CSH | Date: 4/9/2026 | Field Bk: Pa: |
|-----------------|----------------|---------------|

[illegible]Project No:1241137Sheet S.1

LEGEND

- TURNING SPACE (represented by a blue rectangle)
- STANDARD SHARED USE PATH (represented by an orange rectangle)
- CURB RAMP (represented by a pink rectangle)
- DETECTABLE WARNINGS (represented by a grid of 12 white circles with black outlines, arranged in two rows of six)





Project No:1241137

Sheet S.2

WEST CLAY STREET TRAIL EXTENSION

SIDEWALK SHEETS

OSCEOLA, IOWA

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DOT TAP-UJ-5772(-)B&20

MARK

Engineer: RUH
Checked By: BUT
Date: 4/9/2026

Scale:
Field Bk:
Pg:

REVISION

DATE

BY

Project No: 1241137

Sheet S.2



WEST CLAY STREET


S3-100, S3-101, S3-102, S3-103, S3-104, S3-105, S3-106, S3-200, S3-201, S3-202, S3-203, S3-204

BM500

LEGEND

- TURNING SPACE
- STANDARD SHARED USE PATH
- CURB RAMP
- DETECTABLE WARNINGS





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Project No: 1241137

Sheet S.3

WEST CLAY STREET TRAIL EXTENSION


SIDEWALK SHEETS

OSCEOLA, IOWA

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Project No: 1241137

Sheet S.4

WEST CLAY STREET TRAIL EXTENSION

SIDEWALK SHEETS

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DOT: TAP-U-5772(-)B&20

MARK

Engineer: RJH
Checked By: BUT
Date: 4/9/2026

Scale:

Field Bk:

Pg:

Project No: 1241137

Sheet S.4



| | | | | | | | | | |
|---------------------|--|----------------------|--|-----------|--|-----------|--|--|--|
| DOT | | TAP-J-5772(I)-BLK-20 | | | | | | | |
| | | | | | | | | | |
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| | | | | | | | | | |
| MARK | | REVISION | | DATE | | BY | | | |
| Engineer: RJH | | Checked By: BJT | | Scale: | | | | | |
| Technician: CSH | | Date: 4/9/2026 | | Field Bk: | | Pg: | | | |
| Project No: 1241137 | | | | | | Sheet S.5 | | | |



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Project No: 1241137

Sheet S.6



WEST CLAY STREET TRAIL EXTENSION

SIDEWALK SHEETS

OSCEOLA, IOWA

SNYDER & ASSOCIATES, INC.

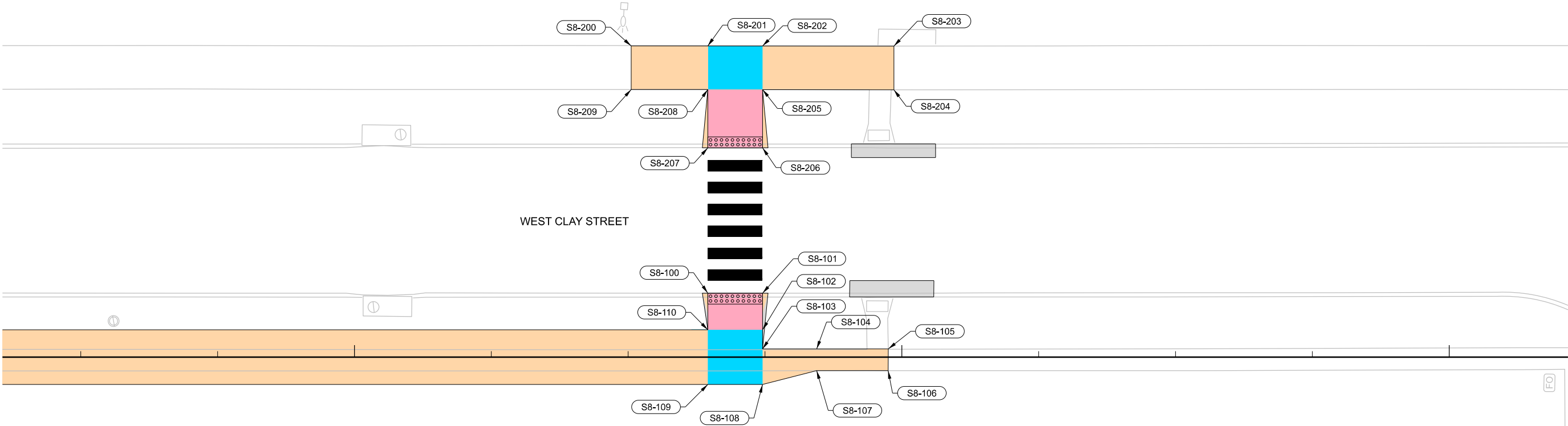
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515-964-2020 | WWW.SNYDER-ASSOCIATES.COM



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& ASSOCIATES

Project No: 1241137

Sheet S.7



LEGEND

TURNING SPACE

STANDARD SHARED USE PATH

CURB RAMP

DETECTABLE WARNINGS

WEST CLAY STREET TRAIL EXTENSION

SIDEWALK SHEETS

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Project No: 1241137

Sheet S.8

| | | | | | | | | | |
|---------------------|-------------------|----------|-----------|-----------|--|--|--|--|--|
| DOT | TAP-U-5772(-)B&20 | | | | | | | | |
| MARK | | | | | | | | | |
| Engineer: RUH | Checked By: BUT | REVISION | DATE | BY | | | | | |
| Technician: CSH | Date: 4/9/2026 | Scale: | Field Bk: | Pg: | | | | | |
| Project No: 1241137 | | | | Sheet S.8 | | | | | |

| Roadway Identification | From Point | Ending Point | Sidewalk Designation | Sidewalk Thickness (IN) | Distance* (FT) | Change in Elevation (FT) | Slope (%) | Acceptable Constructed Range | Staking Required? (1) | Measured Slope (%) | Initials | Remarks |
|------------------------|------------|--------------|---|-------------------------|----------------|--------------------------|-----------|------------------------------|-----------------------|--------------------|----------|---------|
| West Clay Street | S1-100 | S1-101 | Landing/Turning Space | 6 | 10.00 | -0.15 | -1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S1-101 | S1-102 | Landing/Turning Space | 6 | 17.64 | -0.19 | -1.1 | 0.1% to 2.0% | | | | |
| West Clay Street | S1-101 | S1-103 | Landing/Turning Space | 6 | 10.00 | -0.07 | -0.7 | 0.1% to 2.0% | | | | |
| West Clay Street | S1-102 | S1-103 | Landing/Turning Space | 6 | 14.51 | 0.12 | 0.8 | 0.1% to 2.0% | | | | |
| West Clay Street | S1-103 | S1-104 | Landing/Turning Space | 6 | 10.00 | 0.07 | 0.7 | 0.1% to 2.0% | | | | |
| West Clay Street | S1-104 | S1-100 | Landing/Turning Space | 6 | 10.00 | 0.15 | 1.5 | 0.1% to 2.0% | | | | |
| | | | | | | | | | | | | |
| West Clay Street | S1-200 | S1-201 | Landing/Turning Space | 6 | 10.00 | 0.14 | 1.4 | 0.1% to 2.0% | | | | |
| West Clay Street | S1-201 | S1-202 | Landing/Turning Space | 6 | 10.00 | -0.15 | -1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S1-202 | S1-203 | Landing/Turning Space | 6 | 10.00 | -0.15 | -1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S1-203 | S1-200 | Landing/Turning Space | 6 | 10.00 | 0.16 | 1.6 | 0.1% to 2.0% | Yes | | | |
| West Clay Street | S1-203 | S1-204 | Landing/Turning Space | 6 | 12.65 | -0.14 | -1.1 | 0.1% to 2.0% | | | | |
| West Clay Street | S1-204 | S1-200 | Crosswalk Cross Slope - Yield Condition | 6 | 16.20 | 0.30 | 1.9 | 0.1% to 2.0% | Yes | | | |
| | | | | | | | | | | | | |
| West Clay Street | S2-100 | S2-101 | Landing/Turning Space | 6 | 4.96 | 0.06 | 1.2 | 0.1% to 2.0% | | | | |
| West Clay Street | S2-101 | S2-102 | Landing/Turning Space | 6 | 11.76 | 0.10 | 0.9 | 0.1% to 2.0% | | | | |
| West Clay Street | S2-101 | S2-103 | Landing/Turning Space | 6 | 10.00 | 0.15 | 1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S2-102 | S2-103 | Landing/Turning Space | 6 | 6.03 | 0.05 | 0.8 | 0.1% to 2.0% | | | | |
| West Clay Street | S2-103 | S2-104 | Landing/Turning Space | 6 | 5.04 | -0.06 | -1.2 | 0.1% to 2.0% | | | | |
| West Clay Street | S2-104 | S2-100 | Landing/Turning Space | 6 | 10.00 | -0.15 | -1.5 | 0.1% to 2.0% | | | | |
| | | | | | | | | | | | | |
| West Clay Street | S2-200 | S2-201 | Landing/Turning Space | 6 | 10.75 | 0.16 | 1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S2-200 | S2-203 | Landing/Turning Space | 6 | 10.00 | 0.15 | 1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S2-201 | S2-202 | Landing/Turning Space | 6 | 10.90 | 0.15 | 1.4 | 0.1% to 2.0% | | | | |
| West Clay Street | S2-202 | S2-203 | Landing/Turning Space | 6 | 10.00 | -0.16 | -1.6 | 0.1% to 2.0% | Yes | | | |
| West Clay Street | S2-203 | S2-204 | Sidewalk Running Slope | 6 | 3.31 | -0.09 | -2.7 | 0.5% to 5.0% | | | | |
| West Clay Street | S2-204 | S2-200 | Landing/Turning Space | 6 | 10.67 | -0.06 | -0.6 | 0.1% to 2.0% | | | | |
| | | | | | | | | | | | | |
| West Clay Street | S2-300 | S2-301 | Landing/Turning Space | 6 | 5.41 | -0.03 | -0.6 | 0.1% to 2.0% | | | | |
| West Clay Street | S2-301 | S2-302 | Landing/Turning Space | 6 | 10.35 | 0.16 | 1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S2-301 | S2-303 | Landing/Turning Space | 6 | 10.00 | 0.14 | 1.4 | 0.1% to 2.0% | | | | |
| West Clay Street | S2-302 | S2-303 | Landing/Turning Space | 6 | 1.59 | -0.02 | -1.3 | 0.1% to 2.0% | | | | |
| West Clay Street | S2-303 | S2-304 | Landing/Turning Space | 6 | 5.41 | 0.04 | 0.7 | 0.1% to 2.0% | | | | |
| West Clay Street | S2-304 | S2-300 | Landing/Turning Space | 6 | 10.00 | -0.15 | -1.5 | 0.1% to 2.0% | | | | |
| | | | | | | | | | | | | |
| West Clay Street | S3-100 | S3-101 | Ramp Running Slope | 6 | 11.58 | 0.71 | 6.1 | 0.5% to 8.3% | | | | |
| West Clay Street | S3-101 | S3-104 | Landing/Turning Space | 6 | 10.00 | 0.15 | 1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S3-101 | S3-102 | Landing/Turning Space | 6 | 5.00 | 0.08 | 1.6 | 0.1% to 2.0% | Yes | | | |
| West Clay Street | S3-102 | S3-103 | Landing/Turning Space | 6 | 10.00 | 0.15 | 1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S3-103 | S3-104 | Landing/Turning Space | 6 | 5.00 | -0.08 | -1.6 | 0.1% to 2.0% | Yes | | | |
| West Clay Street | S3-104 | S3-105 | Ramp Running Slope | 6 | 11.58 | -0.71 | -6.1 | 0.5% to 8.3% | | | | |
| West Clay Street | S3-105 | S3-100 | Ramp Cross Slope | 6 | 10.00 | -0.15 | -1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S3-105 | S3-106 | Ramp Running Slope | 6 | 5.95 | -0.24 | -4.0 | 0.5% to 8.3% | | | | |
| West Clay Street | S3-106 | S3-100 | Ramp Cross Slope | 6 | 11.69 | 0.09 | 0.8 | 0.1% to 2.0% | | | | |
| | | | | | | | | | | | | |
| West Clay Street | S3-200 | S3-201 | Landing/Turning Space | 6 | 5.83 | -0.05 | -0.9 | 0.1% to 2.0% | | | | |
| West Clay Street | S3-201 | S3-202 | Crosswalk Cross Slope - Yield Condition | 6 | 11.30 | 0.28 | 2.5 | 0.0% to 3.5% | | | | |
| West Clay Street | S3-201 | S3-203 | Ramp Cross Slope | 6 | 10.00 | 0.15 | 1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S3-202 | S3-203 | Sidewalk Running Slope | 6 | 5.22 | -0.13 | -2.5 | 0.5% to 5.0% | | | | |
| West Clay Street | S3-203 | S3-204 | Landing/Turning Space | 6 | 5.83 | 0.05 | 0.9 | 0.1% to 2.0% | | | | |
| West Clay Street | S3-204 | S3-200 | Landing/Turning Space | 6 | 10.00 | -0.15 | -1.5 | 0.1% to 2.0% | | | | |

113_10

6/18/25

SIDEWALK COMPLIANCE

See S Sheets

* Does not include curb

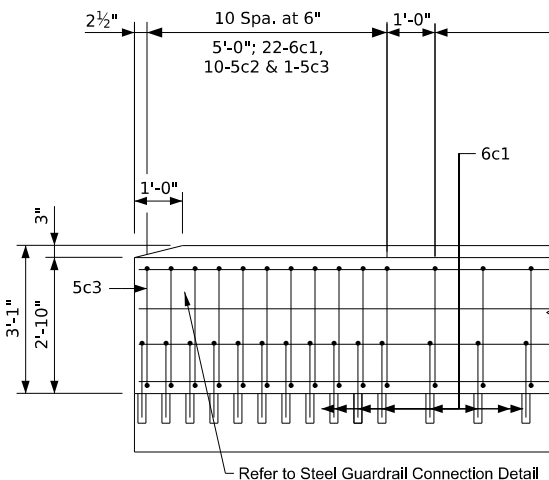
1. Staking required by Contracting Authority per Article 2511.03 of the Standard Specifications.

2. Refer to tabulation 113-01 for bid quantities.

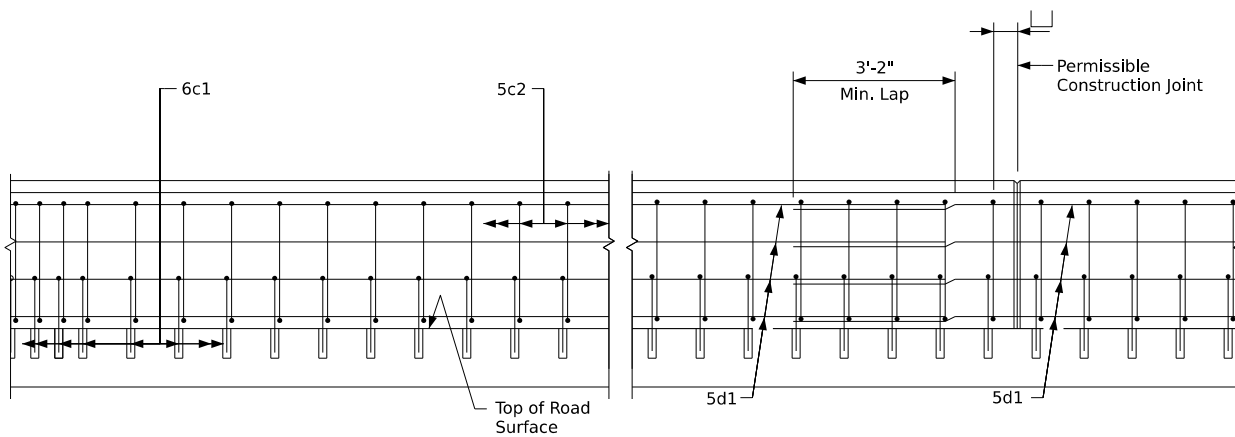
3. See Tab 113-10A for point location information.

| Roadway Identification | From Point | Ending Point | Sidewalk Designation | Sidewalk Thickness (IN) | Distance* (FT) | Change in Elevation (FT) | Slope (%) | Acceptable Constructed Range | Staking Required? (1) | Measured Slope (%) | Initials | Remarks |
|------------------------|------------|--------------|---|-------------------------|----------------|--------------------------|-----------|------------------------------|-----------------------|--------------------|----------|---------|
| | | | | | | | | | | | | |
| West Clay Street | S3-300 | S3-301 | Ramp Running Slope | 6 | 5.27 | 0.40 | 7.6 | 0.5% to 8.3% | Yes | | | |
| West Clay Street | S3-301 | S3-302 | Landing/Turning Space | 6 | 5.00 | 0.07 | 1.4 | 0.1% to 2.0% | | | | |
| West Clay Street | S3-301 | S3-304 | Landing/Turning Space | 6 | 10.00 | 0.15 | 1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S3-302 | S3-303 | Landing/Turning Space | 6 | 10.00 | 0.15 | 1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S3-303 | S3-304 | Landing/Turning Space | 6 | 5.00 | -0.07 | -1.4 | 0.1% to 2.0% | | | | |
| West Clay Street | S3-304 | S3-305 | Ramp Running Slope | 6 | 5.27 | -0.40 | -7.6 | 0.5% to 8.3% | Yes | | | |
| West Clay Street | S3-305 | S3-300 | Ramp Cross Slope | 6 | 10.00 | -0.15 | -1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S3-305 | S3-306 | Ramp Running Slope | 6 | 8.65 | -0.30 | -3.5 | 0.5% to 8.3% | | | | |
| West Clay Street | S3-306 | S3-300 | Ramp Cross Slope | 6 | 13.29 | 0.15 | 1.1 | 0.1% to 2.0% | | | | |
| | | | | | | | | | | | | |
| West Clay Street | S4-100 | S4-101 | Landing/Turning Space | 6 | 5.45 | -0.07 | -1.3 | 0.1% to 2.0% | | | | |
| West Clay Street | S4-101 | S4-102 | Crosswalk Cross Slope - Yield Condition | 6 | 15.62 | 0.47 | 3.0 | 0.0% to 4% | | | | |
| West Clay Street | S4-101 | S4-103 | Ramp Running Slope | 6 | 10.00 | 0.15 | 1.5 | 0.5% to 8.3% | | | | |
| West Clay Street | S4-102 | S4-103 | Sidewalk Running Slope | 6 | 11.84 | -0.32 | -2.7 | 0.5% to 5.0% | | | | |
| West Clay Street | S4-103 | S4-104 | Landing/Turning Space | 6 | 5.39 | 0.07 | 1.3 | 0.1% to 2.0% | | | | |
| West Clay Street | S4-104 | S4-100 | Landing/Turning Space | 6 | 10.00 | -0.15 | -1.5 | 0.1% to 2.0% | | | | |
| | | | | | | | | | | | | |
| West Clay Street | S4-200 | S4-201 | Landing/Turning Space | 6 | 5.55 | 0.05 | 0.9 | 0.1% to 2.0% | | | | |
| West Clay Street | S4-201 | S4-202 | Sidewalk Running Slope | 6 | 10.00 | -0.10 | -1.0 | 0.5% to 5.0% | | | | |
| West Clay Street | S4-202 | S4-203 | Landing/Turning Space | 6 | 5.49 | -0.05 | -0.9 | 0.1% to 2.0% | | | | |
| West Clay Street | S4-203 | S4-200 | Sidewalk Cross Slope | 6 | 10.00 | 0.10 | 1.0 | 0.5% to 2.0% | | | | |
| West Clay Street | S4-203 | S4-204 | Sidewalk Running Slope | 6 | 9.23 | -0.06 | -0.7 | 0.5% to 5.0% | | | | |
| West Clay Street | S4-204 | S4-200 | Landing/Turning Space | 6 | 11.69 | 0.16 | 1.4 | 0.1% to 2.0% | | | | |
| | | | | | | | | | | | | |
| West Clay Street | S5-100 | S5-101 | Landing/Turning Space | 6 | 5.00 | 0.06 | 1.2 | 0.1% to 2.0% | | | | |
| West Clay Street | S5-101 | S5-102 | Landing/Turning Space | 6 | 10.00 | -0.15 | -1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S5-102 | S5-103 | Landing/Turning Space | 6 | 5.00 | -0.06 | -1.2 | 0.1% to 2.0% | | | | |
| West Clay Street | S5-103 | S5-100 | Landing/Turning Space | 6 | 10.00 | 0.15 | 1.5 | 0.1% to 2.0% | | | | |
| | | | | | | | | | | | | |
| West Clay Street | S5-200 | S5-201 | Landing/Turning Space | 6 | 5.00 | 0.06 | 1.2 | 0.1% to 2.0% | | | | |
| West Clay Street | S5-201 | S5-202 | Landing/Turning Space | 6 | 10.00 | -0.15 | -1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S5-202 | S5-203 | Landing/Turning Space | 6 | 5.00 | -0.08 | -1.6 | 0.1% to 2.0% | Yes | | | |
| West Clay Street | S5-203 | S5-200 | Landing/Turning Space | 6 | 10.00 | 0.17 | 1.7 | 0.1% to 2.0% | Yes | | | |
| | | | | | | | | | | | | |
| West Clay Street | S6-100 | S6-101 | Landing/Turning Space | 6 | 5.13 | -0.07 | -1.4 | 0.1% to 2.0% | | | | |
| West Clay Street | S6-101 | S6-102 | Landing/Turning Space | 6 | 10.49 | 0.12 | 1.1 | 0.1% to 2.0% | | | | |
| West Clay Street | S6-101 | S6-103 | Landing/Turning Space | 6 | 10.00 | 0.15 | 1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S6-102 | S6-103 | Landing/Turning Space | 6 | 2.45 | 0.03 | 1.2 | 0.1% to 2.0% | | | | |
| West Clay Street | S6-103 | S6-104 | Landing/Turning Space | 6 | 5.05 | 0.07 | 1.4 | 0.1% to 2.0% | | | | |
| West Clay Street | S6-104 | S6-100 | Landing/Turning Space | 6 | 10.00 | -0.15 | -1.5 | 0.1% to 2.0% | | | | |
| | | | | | | | | | | | | |
| West Clay Street | S6-200 | S6-201 | Landing/Turning Space | 6 | 5.11 | -0.08 | -1.6 | 0.1% to 2.0% | Yes | | | |
| West Clay Street | S6-201 | S6-202 | Landing/Turning Space | 6 | 10.00 | 0.15 | 1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S6-202 | S6-203 | Landing/Turning Space | 6 | 5.04 | 0.08 | 1.6 | 0.1% to 2.0% | Yes | | | |
| West Clay Street | S6-203 | S6-200 | Landing/Turning Space | 6 | 10.00 | -0.15 | -1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S6-203 | S6-204 | Landing/Turning Space | 6 | 5.92 | 0.05 | 0.8 | 0.1% to 2.0% | | | | |
| West Clay Street | S6-204 | S6-200 | Landing/Turning Space | 6 | 11.78 | -0.20 | -1.7 | 0.1% to 2.0% | Yes | | | |
| | | | | | | | | | | | | |
| West Clay Street | S7-100 | S7-101 | Landing/Turning Space | 6 | 5.44 | -0.08 | -1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S7-101 | S7-102 | Landing/Turning Space | 6 | 13.72 | -0.23 | -1.7 | 0.1% to 2.0% | Yes | | | |
| | | | | | | | | | | | | |

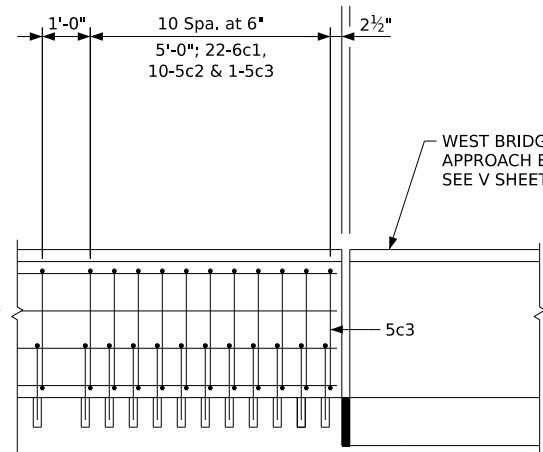
| Roadway Identification | From Point | Ending Point | Sidewalk Designation | Sidewalk Thickness (IN) | Distance* (FT) | Change in Elevation (FT) | Slope (%) | Acceptable Constructed Range | Staking Required? (1) | Measured Slope (%) | Initials | Remarks |
|------------------------|------------|--------------|----------------------------|-------------------------|----------------|--------------------------|-----------|------------------------------|-----------------------|--------------------|----------|---------|
| West Clay Street | S7-101 | S7-103 | Landing/Turning Space | 6 | 10.00 | 0.15 | 1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S7-102 | S7-103 | Sidewalk Running Slope | 6 | 9.15 | 0.38 | 4.2 | 0.5% to 5.0% | Yes | | | |
| West Clay Street | S7-103 | S7-104 | Landing/Turning Space | 6 | 5.36 | 0.08 | 1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S7-104 | S7-100 | Landing/Turning Space | 6 | 10.00 | -0.15 | -1.5 | 0.1% to 2.0% | | | | |
| | | | | | | | | | | | | |
| West Clay Street | S7-200 | S7-201 | Landing/Turning Space | 6 | 5.55 | -0.07 | -1.3 | 0.1% to 2.0% | | | | |
| West Clay Street | S7-201 | S7-202 | Landing/Turning Space | 6 | 10.00 | 0.15 | 1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S7-202 | S7-203 | Landing/Turning Space | 6 | 5.47 | 0.07 | 1.3 | 0.1% to 2.0% | | | | |
| West Clay Street | S7-203 | S7-200 | Landing/Turning Space | 6 | 10.00 | -0.15 | -1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S7-203 | S7-204 | Landing/Turning Space | 6 | 10.64 | 0.10 | 0.9 | 0.1% to 2.0% | | | | |
| West Clay Street | S7-204 | S7-200 | Landing/Turning Space | 6 | 14.77 | -0.25 | -1.7 | 0.1% to 2.0% | Yes | | | |
| | | | | | | | | | | | | |
| West Clay Street | S8-100 | S8-101 | Ramp Cross Slope | 6 | 10.00 | 0.13 | 1.3 | 0.1% to 2.0% | | | | |
| West Clay Street | S8-101 | S8-102 | Ramp Running Slope | 6 | 6.71 | 0.52 | 7.7 | 0.5% to 8.3% | Yes | | | |
| West Clay Street | S8-102 | S8-103 | Landing/Turning Space | 6 | 3.50 | 0.05 | 1.4 | 0.1% to 2.0% | | | | |
| West Clay Street | S8-102 | S8-110 | Landing/Turning Space | 6 | 10.00 | -0.15 | -1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S8-103 | S8-104 | Sidewalk Running Slope | 6 | 9.91 | 0.31 | 3.1 | 0.5% to 5.0% | | | | |
| West Clay Street | S8-103 | S8-108 | Landing/Turning Space | 6 | 6.50 | 0.10 | 1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S8-104 | S8-105 | Sidewalk Running Slope | 6 | 13.08 | 0.39 | 3.0 | 0.5% to 5.0% | | | | |
| West Clay Street | S8-104 | S8-107 | Sidewalk Cross Slope | 6 | 3.96 | 0.06 | 1.5 | 0.5% to 2.0% | | | | |
| West Clay Street | S8-105 | S8-106 | Match Existing Cross Slope | 6 | 3.96 | 0.02 | 0.5 | Match Existing | | | | |
| West Clay Street | S8-106 | S8-107 | Sidewalk Running Slope | 6 | 13.05 | -0.35 | -2.7 | 0.5% to 5.0% | | | | |
| West Clay Street | S8-107 | S8-108 | Sidewalk Running Slope | 6 | 10.23 | -0.27 | -2.6 | 0.5% to 5.0% | | | | |
| West Clay Street | S8-108 | S8-109 | Landing/Turning Space | 6 | 10.00 | -0.15 | -1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S8-109 | S8-110 | Landing/Turning Space | 6 | 10.00 | -0.15 | -1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S8-110 | S8-100 | Ramp Running Slope | 6 | 6.71 | -0.50 | -7.5 | 0.5% to 8.3% | Yes | | | |
| | | | | | | | | | | | | |
| West Clay Street | S8-200 | S8-201 | Sidewalk Running Slope | 6 | 14.00 | -0.15 | -1.1 | 0.5% to 5.0% | | | | |
| West Clay Street | S8-201 | S8-202 | Landing/Turning Space | 6 | 10.00 | 0.15 | 1.5 | 0.1% to 2.0% | | | | |
| West Clay Street | S8-201 | S8-208 | Landing/Turning Space | 6 | 10.00 | -0.10 | -1.0 | 0.1% to 2.0% | | | | |
| West Clay Street | S8-202 | S8-203 | Sidewalk Running Slope | 6 | 24.00 | 0.72 | 3.0 | 0.5% to 5.0% | | | | |
| West Clay Street | S8-202 | S8-205 | Landing/Turning Space | 6 | 8.00 | -0.10 | -1.2 | 0.1% to 2.0% | | | | |
| West Clay Street | S8-203 | S8-204 | Match Existing Cross Slope | 6 | 8.00 | -0.03 | -0.4 | Match Existing | | | | |
| West Clay Street | S8-204 | S8-205 | Sidewalk Running Slope | 6 | 24.00 | -0.79 | -3.3 | 0.5% to 5.0% | | | | |
| West Clay Street | S8-205 | S8-206 | Ramp Running Slope | 6 | 10.64 | -0.76 | -7.1 | 0.5% to 8.3% | | | | |
| West Clay Street | S8-206 | S8-207 | Ramp Cross Slope | 6 | 10.00 | -0.12 | -1.2 | 0.1% to 2.0% | | | | |
| West Clay Street | S8-207 | S8-208 | Ramp Running Slope | 6 | 10.64 | 0.73 | 6.9 | 0.5% to 8.3% | | | | |
| West Clay Street | S8-208 | S8-209 | Sidewalk Running Slope | 6 | 14.00 | 0.23 | 1.6 | 0.5% to 5.0% | | | | |
| West Clay Street | S8-209 | S8-200 | Match Existing Cross Slope | 6 | 8.00 | 0.02 | 0.2 | Match Existing | | | | |
| | | | | | | | | | | | | |






End Treatment for West of Bridge




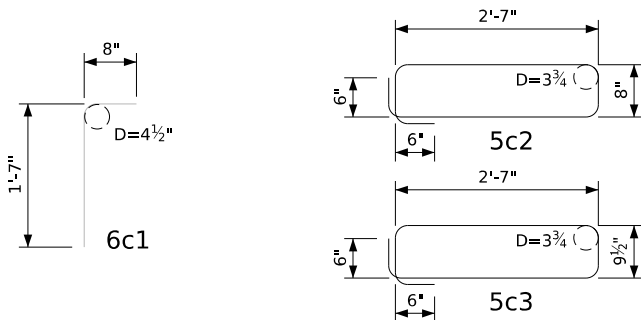
General Elevation View of Rail



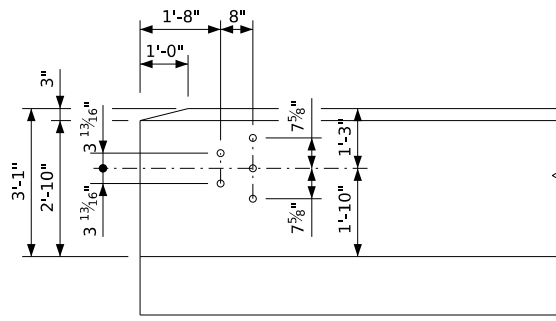
End Treatment West End of West Barrier

| West Separation Barrier | | | | | |
|---|----------------------------------|---|-----|--------|--------|
| Epoxy-Coated Reinforcing Steel Separation Barrier on Road | | | | | |
| Bar | Location | Shape | No. | Length | Weight |
| 5c2 | Separation Barrier, Vertical |  | 39 | 7'-6" | 305 |
| 5c3 | Separation Barrier, Vertical |  | 2 | 7'-9" | 16 |
| 5d1 | Separation Barrier, Longitudinal |  | 8 | 29'-0" | 242 |
| Epoxy-Coated Reinforcing Steel Total (lbs.) | | | | | 563 |

| Stainless Steel Reinforcing Separation Barrier on Road | | | | | |
|--|-------------------------------------|---|-----|--------|--------|
| Bar | Location | Shape | No. | Length | Weight |
| 6c1 | Separation Barrier, Vertical Dowels |  | 63 | 2'-3" | 213 |
| Stainless Steel Reinforcing Total (lbs.) | | | | | 213 |



| Concrete Placement Summary | | |
|--|--------------------------------|-------|
| Section | | Total |
| Separation Barrier Rail on Road | 29'-0" @ 0.110 cu. yd. per ft. | 3,2 |
| | | |
| Concrete Separation Barrier Quantity | | |
| Section | | Total |
| Concrete Barrier, Reinforced, Separation | | 29 |
| | | |



Steel Guardrail Connection Detail

The Contractor shall coordinate location of 5c bars with steel pedestrian handrail anchorage locations, and mark post locations on barrier rail forms. The Contractor shall take appropriate care to place reinforcing steel in order to prevent interference with rail anchor bolts; 5c bars may be shifted slightly to prevent interference with rail anchor bolts. Cutting of reinforcing steel for installation of rail anchor bolts will not be permitted.

Separation Barrier Notes:

Maintain a minimum clear distance of 2" from the concrete face to the nearest reinforcing bar, unless otherwise specified.

Construct permissible construction joints between vertical bars with a minimum spacing of 20 feet. Apply an approved bond breaker on construction joint contact surfaces.

The cost of joint sealer and bond breaker is considered incidental to overall construction expenses.

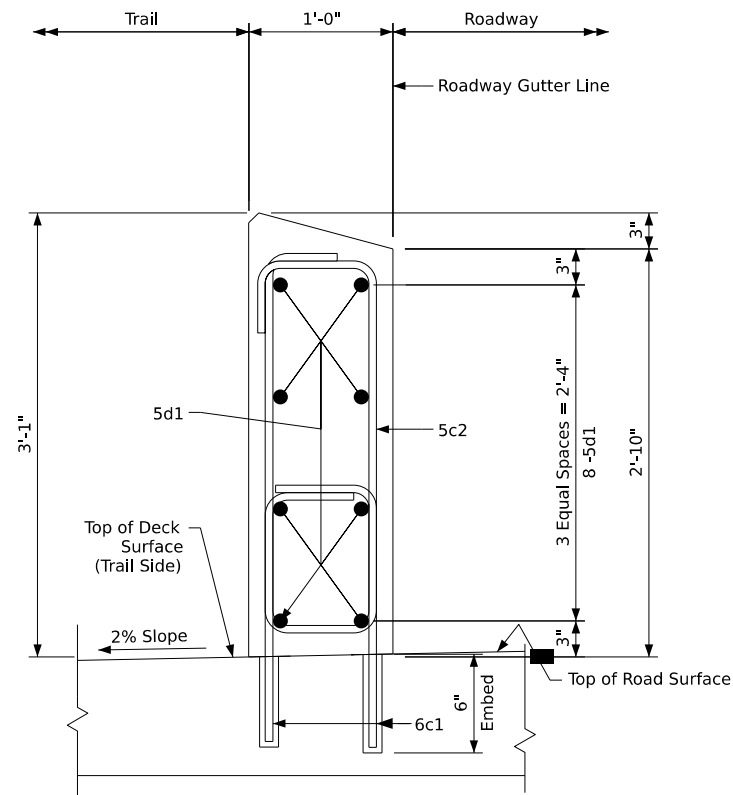
All barrier rail reinforcing steel to be epoxy coated or stainless steel as shown.

Bid for Concrete Barrier, Reinforced, Separation on a lineal foot basis, measured along the north face of barrier parallel to the C of existing roadway. Payment will be made at the contract priced per lineal foot based on plan quantities. The bid includes all material, equipment, and labor for concrete rail construction. Includes all costs associated with drilling holes and installing 6c1 bars as dowels, including cost of adhesive. Reinforcing steel quantity not included and bid separately.

Use a light gray nonsag latex caulking sealer designed for outdoor use as the joint sealer. No testing or certification is required.

Fillet all exposed corners with a 3/4" dressed and beveled strip for corners with a 90 degree or sharper angle.

The cross-sectional area of the separation barrier is 2.96 square feet.



Section A-A

Dowel Notes:

The 6c1 bars shall be set as dowels in drilled holes. Holes are to be 6" deep x $\frac{7}{8}$ "Ø. The dowels shall be installed in accordance with the manufacturer's recommendations. The following system shall be used as a bonding agent for the vertical dowels:

A. Polymer grout system in accordance with article 2301.03, E
(ref. Materials I.M. 4911.11, Appendix E products)

[illegible]

WEST CLAY STREET TRAIL EXTENSION

500 SERIES DESIGN DETAILS

OSCEOLA, IOWA

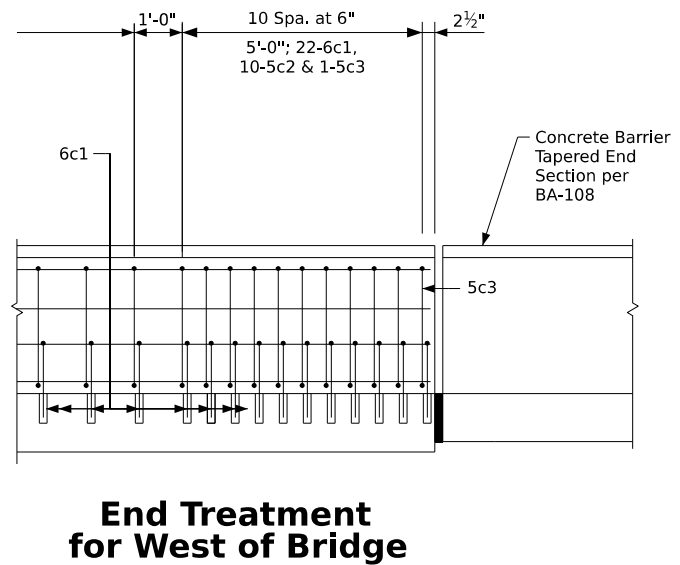
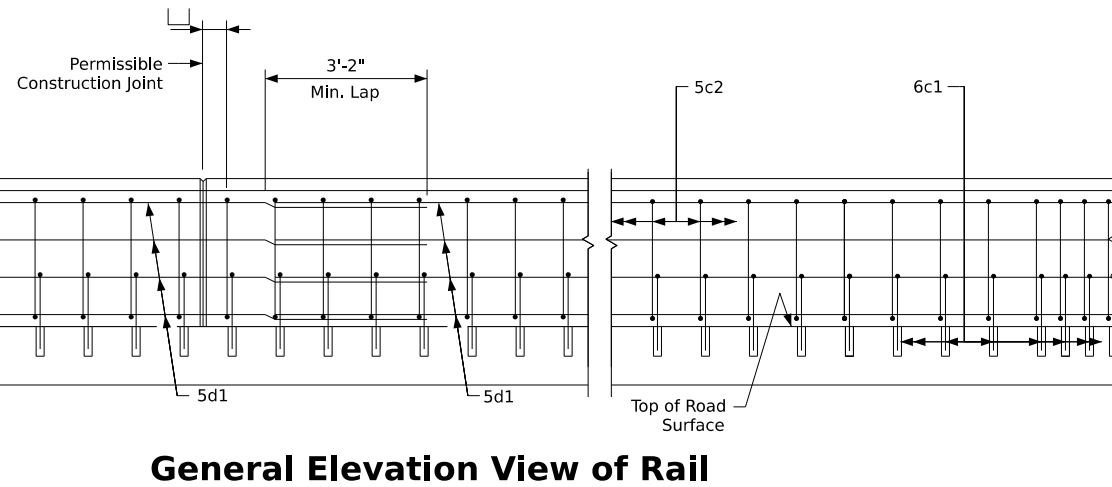
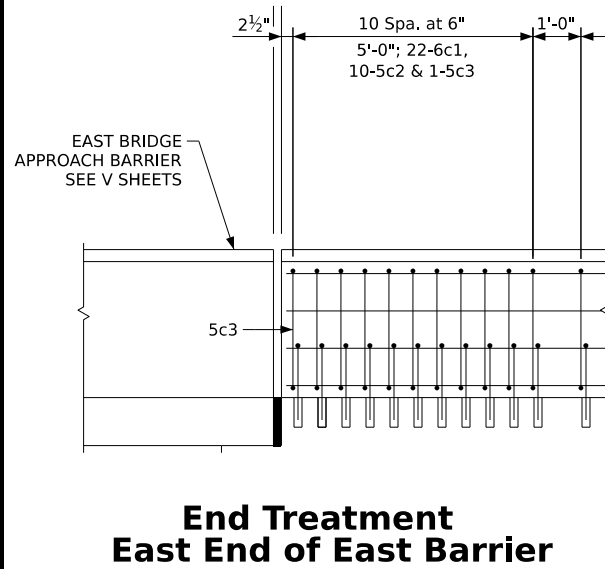
SNYDER & ASSOCIATES, INC.





2727 SW SNYDER BLVD
ANKENY, IOWA 50023
515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

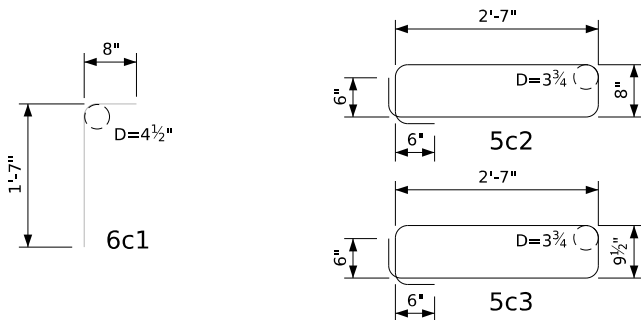


Project No: 1241137

Sheet U.1



| West Separation Barrier | | | | | |
|---|-------------------------------------|---|-----|--------|--------|
| Epoxy-Coated Reinforcing Steel Separation Barrier on Road | | | | | |
| Bar | Location | Shape | No. | Length | Weight |
| 5c2 | Separation Barrier, Vertical |  | 46 | 7'-6" | 360 |
| 5c3 | Separation Barrier, Vertical |  | 2 | 7'-9" | 16 |
| | | | | | |
| 5d1 | Separation Barrier, Longitudinal |  | 8 | 46'-0" | 386 |
| | | | | | |
| Epoxy-Coated Reinforcing Steel Total (lbs.) | | | | | 762 |
| Stainless Steel Reinforcing Separation Barrier on Road | | | | | |
| Bar | Location | Shape | No. | Length | Weight |
| 6c1 | Separation Barrier, Vertical Dowels |  | 70 | 2'-3" | 237 |
| | | | | | |
| Stainless Steel Reinforcing Total (lbs.) | | | | | 237 |



| Concrete Placement Summary | | |
|--|--------------------------------|-------|
| Section | | Total |
| Separation Barrier Rail on Road | 46'-0" @ 0.110 cu. yd. per ft. | 5.1 |
| | | |
| Concrete Separation Barrier Quantity | | |
| Section | Unit | Total |
| Concrete Barrier, Reinforced, Separation | L.F. | 46 |
| | | |

Separation Barrier Notes:

Maintain a minimum clear distance of 2" from the concrete face to the nearest reinforcing bar, unless otherwise specified.

Construct permissible construction joints between vertical bars with a minimum spacing of 20 feet. Apply an approved bond breaker on construction joint contact surfaces.

The cost of joint sealer and bond breaker is considered incidental to overall construction expenses.

All barrier rail reinforcing steel to be epoxy coated or stainless steel as shown.

Bid for Concrete Barrier, Reinforced, Separation on a lineal foot basis, measured along the north face of barrier parallel to the C of existing roadway. Payment will be made at the contract priced per lineal foot based on plan quantities. The bid includes all material, equipment, and labor for concrete rail construction. Includes all costs associated with drilling holes and installing 6c1 bars as dowels, including cost of adhesive. Reinforcing steel quantity not included and bid separately.

Use a light gray nonsag latex caulking sealer designed for outdoor use as the joint sealer. No testing or certification is required.

Fillet all exposed corners with a 3/4" dressed and beveled strip for corners with a 90 degree or sharper angle.

The cross-sectional area of the separation barrier is 2.96 square feet.

Dowel Notes:

The 6c1 bars shall be set as dowels in drilled holes. Holes are to be 6" deep x 3/8"Ø. The dowels shall be installed in accordance with the manufacturer's recommendations. The following system shall be used as a bonding agent for the vertical dowels:

A. Polymer grout system in accordance with article 2301.03, E (ref. Materials I.M. 4911.11, Appendix E products)

[illegible]

WEST CLAY STREET TRAIL EXTENSION

500 SERIES DESIGN DETAILS

OSCEOLA, IOWA

SNYDER & ASSOCIATES, INC.



Project No: 1241137


Sheet U.2

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| Estimate Structure Quantities | | | | | See Sheet C.1 for Project Quantities and Estimate Reference Information. |
|-------------------------------|--------------|--|------|----------------------|--|
| Item No. | Item Code | Item | Unit | Quantities Estimated | Estimate Reference Notes |
| 1 | 2404-7775005 | REINFORCING STEEL, EPOXY COATED | LB | 5481 | -- |
| 2 | 2404-7775009 | REINFORCING STEEL, STAINLESS STEEL | LB | 2321 | -- |
| 3 | 2414-6425410 | CONCRETE BARRIER, REINFORCED, SEPARATION | LF | 319 | If placement of concrete is done by the slipforming method, Class BR concrete is required. Cast-in-place barrier rails shall use Class C mix. Price bid for this item shall include the cost of cast-in-place forms if required for placement of the concrete. Includes all costs for the Contractor to provide certified plant inspection for all concrete in accordance with Section 2521 of the Standard Specifications. See notes on Sheet V.6 for additional information. |
| 4 | 2414-6444100 | STEEL PIPE PEDESTRIAN HAND RAILING | LF | 315 | See Sheet V.9 for additional information, method of measurement, and basis of payment. |
| 5 | 2599-9999009 | CHAIN LINK FENCE AS PER PLAN | LF | 286 | All construction shall be in accordance with Section 2519 of the Standard Specifications. See Sheet V.2 and V.10 for additional information, method of measurement, and basis of payment. |

Quantities shown are for information only.
Refer to C sheets.

| Summary of Reinforcing Steel | | |
|-----------------------------------|-----------------------------------|--------------------------------|
| Location | Stainless Steel Reinforcing Steel | Epoxy-Coated Reinforcing Steel |
| Separation Barrier Rail on Bridge | 1832 | 4456 |
| East Separation Barrier Rail | 303 | 651 |
| West Separation Barrier Rail | 186 | 374 |
| | | |
| Total (lbs.) | 2321 | 5481 |

| Structural Design | |
|---|---|
|  | 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. <div><div>Signature</div><div>Steven M. Kunz</div></div> <div><div>Printed or Typed Name</div><div>Steven M. Kunz</div></div> <div><div>My license renewal date is December 31,</div><div>2026</div></div> |
| Pages or sheets covered by this seal: | <div>Sheets V.1 thru V.10</div> |

Design For 31 Degree LA
256'-4"x 32'-8" Pretensioned Prestressed Concrete Beam Bridge - Trail Barriers
135'-6", 120'-9 1/2" Spans
Estimate Bridge Quantities
STA. 10068+96.09 (W. Clay Street) Turn-in Date: April 2026
Clarke County
IOWA DEPARTMENT OF TRANSPORTATION
Design No. #### Design Sheet No. V.1 of V.10 FHWA No. 608260

DOT TAP-J-5772(607)4-20

MARK

Engineer: BFK

Technician: SR

REVISION

Checked By: SMK

Date: 4/21/2026

DATE 1"

T-R-S:

Project No: 124.1137.01

Sheet V.1


WEST CLAY STREET EXTENSION

Bridge Plans

OSCEOLA, IOWA

SHUCK - BRITSON, INC.

400 EAST COURT AVENUE, SUITE 140
DES MOINES, IOWA 50309
515-243-4477 | WWW.SHUCK-BRITSON.COM


SHUCK•BRITSON

Project No: 124.1137.01

Sheet V.1

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Specifications:

Design:

AASHTO LRFD 8th Ed., Series of 2017, except as noted in the current Iowa Bridge Design Manual.

Construction:

Iowa Department of Transportation Standard Specifications for Highway and Bridge Construction, Series 2023, plus applicable General Supplemental Specifications, Developmental Specifications, Supplemental Specifications and Special Provisions shall apply to construction work on this project.

Design Stresses:

Design stresses for the following materials are in accordance with the AASHTO LRFD Bridge Design Specifications, 8th Ed., Series of 2017, except as noted in the current Iowa Bridge Design Manual.

Reinforcing steel in accordance with AASHTO LRFD Section 5, Grade 60 for epoxy coated and non-coated, and Grade 60 or 75 for stainless.

Concrete in accordance with AASHTO LRFD Section 5, f'c = 4.0 ksi, except prestressed beam concrete as noted and Bridge Deck Concrete f'c = 4.5 ksi. Refer to DS-23018 for Bridge Deck Concrete.

Structural steel in accordance with AASHTO LRFD Section 6. ASTM A709 Grade 36, Grade 50, and Grade 50W (AASHTO M270 Grade 36, Grade 50, and Grade 50W).

General Notes:

The intent for this design is to add a separation barrier rail, install a backmounted vinyl coated chain link fence to the existing south barrier rail and incorporate the existing bridge into the trail system.

Electronic copies of the original plans will be made available to the Contractor as a part of the E-Files supplied with the contract documents. Dimensions on these plans are based on design plans (Original Design No. 5199).

The separation barrier rail was designed for TL-2 AASHTO LRFD 8th edition design loading.

All dimensions and details shown on these plans pertinent to new construction in relation to existing portions of the structure shall be verified in the field by the Contractor before starting construction.

Faint lines on plans indicate the existing structure.

The City and Utility Companies whose facilities are shown on the plans or known to be within the construction limits shall be notified by the Bridge Contractor of the construction starting date.

These bridge plans label all reinforcing steel with English notation (5a1 is a 5⁄8 inch diameter bar). English reinforcing steel received in the field may display the following "Bar Designation". The "Bar Designation" is the stamped impression on the reinforcing bars, and is equivalent to the bar diameter in millimeters.

| | | | | | | | | | |
|-----------------|----|----|----|----|----|----|----|----|----|
| English Size | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| Bar Designation | 10 | 13 | 16 | 19 | 22 | 25 | 29 | 32 | 36 |

All reinforcing bars and bars noted as dowels supplied for this structure shall be deformed reinforcement unless otherwise noted or shown.

Concrete separation barrier rails placed using the slipform method will require the use of a Class BR Concrete in accordance with Article 2513.03, A, 2, of the Standard Specifications. Cast-in-place barrier rails shall use Class C mix. Class D Concrete is not permitted for concrete barrier rails (cast-in-place or slipformed method).

Clear distance from face of concrete to near reinforcing bar is to be 2" unless otherwise noted or shown.

All exposed corners 90 degrees or sharper are to be filleted with a 3/4" dressed and beveled strip.

The Contractor is to visit the site to ensure he or she is familiar with the existing site conditions. Utilities and miscellaneous structures are indicated on the drawings to provide general location information only. The Contractor will be responsible for accurately locating all utilities and miscellaneous structures within the work area prior to commencing work. All utilities and miscellaneous structures to remain shall be protected by the Contractor throughout the construction of the project. The Contractor shall be fully responsible for any and all damages that might be occasioned by failure to exactly locate any and all utilities and miscellaneous structures. If other utilities are discovered in the area or are not installed as plotted or shown, the facilities are to be protected and the Engineer notified immediately.

Backmounted Vinyl Chain Link Fence:

The chain link fence is to be bid on a linear foot basis measured from end to end of end posts. The price bid for "Chain Link Fence as Per Plan" shall be full compensation for furnishing all material, including fence anchorage assemblies, shims and all of the equipment and labor required to erect the fence in accordance with these plans and specifications.

The chain link fence shall be either zinc (ASTM A392) or aluminum (ASTM A491) coated fabric, 2" mesh, No. 9 wires, 3'-7 ¾" height with knuckled selvages top and bottom.

The material for welded end section posts, braces, and rails shall be steel pipe meeting the requirements of ASTM A-53, Type E or S, Grade B. Welded end sections shall be galvanized, after fabrication, in accordance with the requirements of ASTM A-123.

The material for posts, braces and rails between the welded end sections shall be steel pipe in accordance with Article 4154.10, A, of the Standards Specifications. As an alternate, ASTM A500 Grade B pipe material may be substituted for the posts. Base plates, clamp plates and shims shall meet the requirements of ASTM A36. Posts and base plates shall be galvanized, after fabrication, in accordance with the requirements of ASTM A-123. Special fittings shall be in accordance with Article 4154.11, of the Standard Specifications, unless otherwise noted.

Shims and clamp plates shall be galvanized after fabrication in accordance with ASTM A-123.

The concrete anchors shall be drilled and grouted in place. The adhesive materials shall be in accordance with Iowa DOT I.M. 491.11 Appendix D. The 1/2"Ø anchors shall be galvanized and shall meet requirements of ASTM A 307. Anchors shall have 6" minimum embedment. The stud concrete anchors shall be galvanized and have a minimum pullout strength of 8000 pounds based on 4000 psi concrete.

Chain link fabric, rails, and fence accessories are to be PVC coated in accordance with ASTM F 668, Class 2B. Color shall be black in accordance with ASTM F 934. The cost of PVC coating is to be included in the price bid for "Chain Link Fence as Per Plan".

Steel fence post assemblies shall be abrasive blast cleaned to a minimum of SSPC-SP6 "Commercial Blast Cleaning" prior to hot-dip galvanizing. Galvanize components in accordance with ASTM A-123. Do not quench or apply chromate conversion coatings to any galvanized components that will receive powder coating. Following galvanizing, powder coat components in accordance with Materials I.M. 568.

Preparation of galvanized surfaces for paint shall be in accordance with Materials I.M. 568, Appendix F. Complete "Paint Over Galvanized Surface Travel Log" in Appendix E.

All powder coating except field touch-up shall be performed in an approved shop in accordance with Materials I.M. 568.

Pollution Prevention Plan shown elsewhere in these plans.

Traffic Control Plan
The roadway will be open to thru traffic. Refer to the Traffic Control Plan shown elsewhere in these plans.

| Design History at this Site (Includes this Design) | |
|---|------------------------------------|
| Des. No. | Type of Work |
| 5199 | Original Design |
| XXX | Separation Barrier Rail with Fence |

Design For 31 Degree LA

256'-4"x 32'-8" Pretensioned Prestressed Concrete Beam Bridge - Trail Barriers

135'-6", 120'-9 1/2" Spans

General Notes

STA. 10068+96.09 (W. Clay Street) Turn-in Date: April 2026

Clarke County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. ##### Design Sheet No. V.2 of V.10 FHWA No. 608260

DOT TAP-UJ572(607)45-20

MARK Engineer: BFK Technician: SR

REVISION

Checked By: SMK Date: 4/21/2026

DATE 1"=1-R-S

Project No: 124,1137.01

Sheet V.2

WEST CLAY STREET EXTENSION

Bridge Plans

OSCEOLA, IOWA

SHUCK - BRITSON, INC.

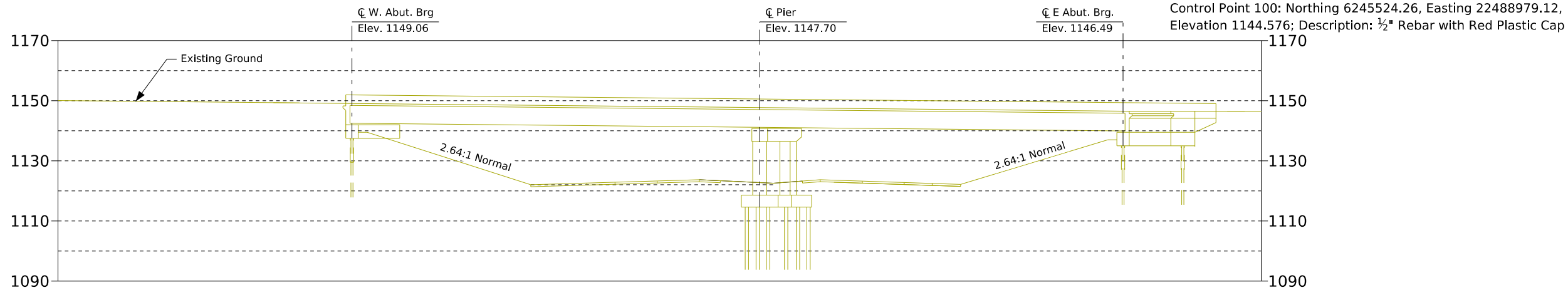
400 EAST COURT AVENUE, SUITE 140
DES MOINES, IOWA 50309
515-243-4477 | WWW.SHUCK-BRITSON.COM

SHUCK•BRITSON

Project No: 124,1137.01

Sheet V.2

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Longitudinal Section Along Existing Roadway
(For Information Only)

Utilities Note:

Utilities shown on this sheet are for information only.
See Road Design sheets for utility information.

General Utility Symbols:

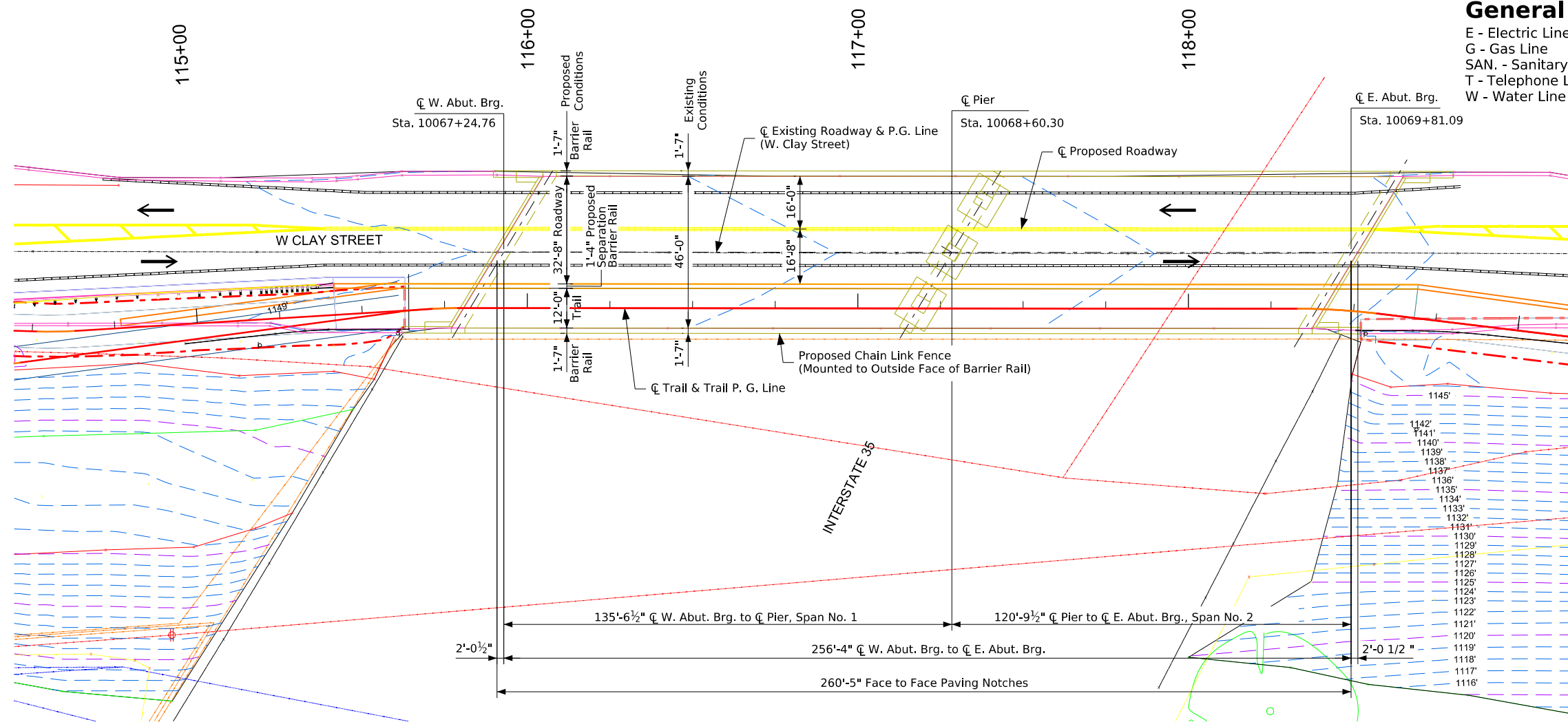
E - Electric Line
G - Gas Line
SAN. - Sanitary Sewer
T - Telephone Line
W - Water Line
FO - Fiber Optic Line
GHP - Gas High Pressure
ST S - Storm Sewer
TV - TV
● - Power Poles

Traffic Estimate

| | |
|--------------------|--------------|
| 2016 AADT | 2,030 V.P.D. |
| 2045 AADT | 2,700 V.P.D. |
| 2045 DHV | 270 V.P.H. |
| TRUCKS | 14 % |
| Total Design ESALs | 843,405 |

Location

W. Clay Street
over Interstate 35
T-72N R-26W
Section 13
Ward Township
Clarke County
City of Osceola
Bridge Maintenance Number:
FHWA No. 608260
Latitude 41.041506°
Longitude -93.790902°



Situation Plan

All Existing Bridge Stations and Dimensions are per Design No. 5199 Bridge Plans.
See Sheet V.2 for Bridge Cross Section

Work on this project generally consist of:

(See Civil for additional information relating to the trail and site improvements)

1. Install new TL-2 separation barrier rail with steel pipe pedestrian handrail
2. Install new back mounted vinyl coated chain link fence to the existing barrier rail on the south side of the bridge

Design For 31 Degree LA
256'-4"x 32'-8" Pretensioned Prestressed Concrete Beam Bridge - Trail Barriers
135'-6", 120'-9 1/2" Spans

Situation Plan

STA. 10068+96.09 (W. Clay Street)

Turn-in Date: April 2026

Clarke County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. #####

Design Sheet No. V.3 of V.10

FHWA No. 608260

WEST CLAY STREET EXTENSION

Bridge Plans

OSCEOLA, IOWA

SHUCK - BRITSON, INC.

400 EAST COURT AVENUE, SUITE 140
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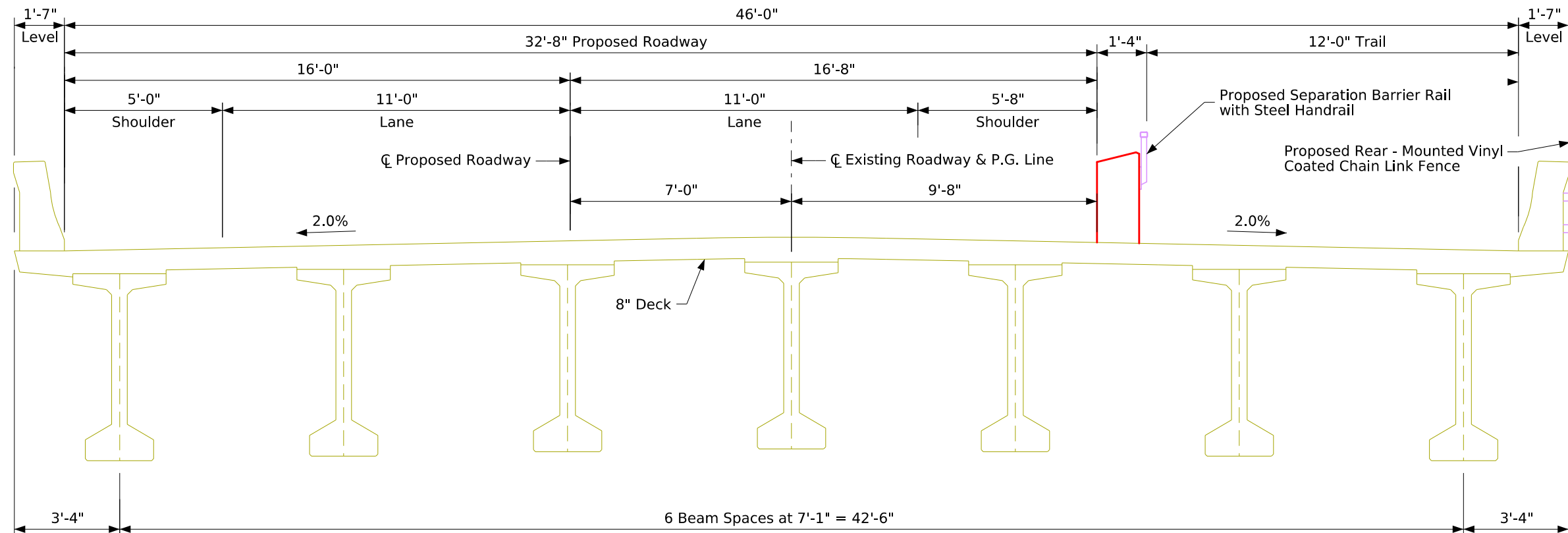
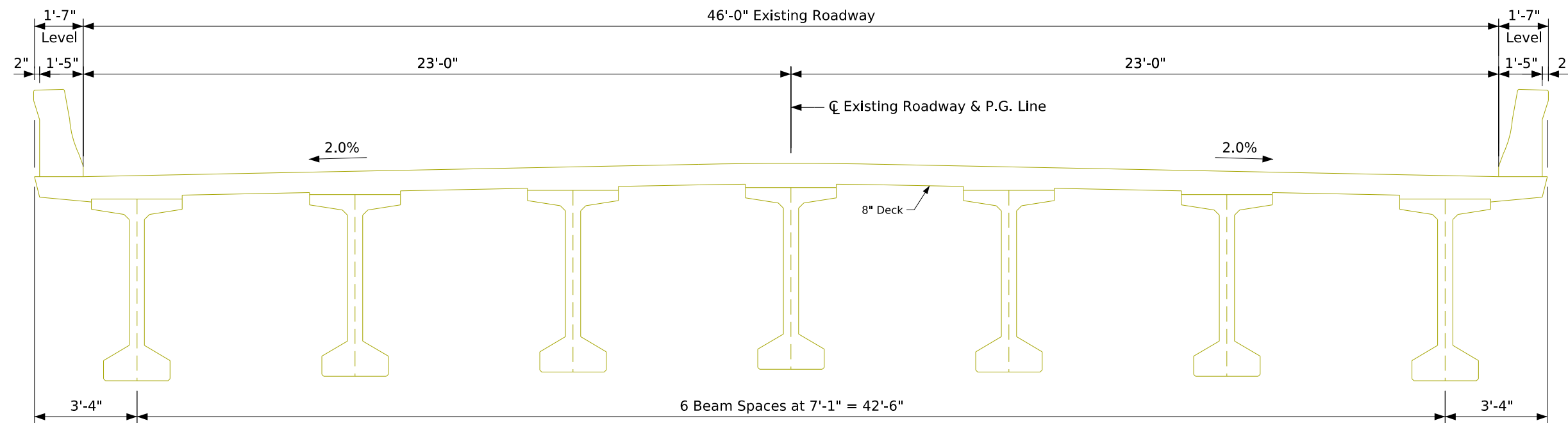
Project No: 124.1137.01

Sheet V.3

Sheet V.3

Project No: 124.1137.01

DOT TAP-J-572(607)4-20
MARK
Engineer: BFK
Technician: SR
REVISION
Checked By: SMK
Date: 4/21/2026
T-R-S:
DATE
1"=



Proposed Bridge Cross Section (Looking East)

Design For 31 Degree LA

256'-4"x 32'-8" Pretensioned Prestressed Concrete Beam Bridge - Trail Barriers

135'-6", 120'-9 1/2" Spans

Bridge Cross Section

STA. 10068+96.09 (W. Clay Street) Turn-in Date: April 2026

Clarke County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. #### Design Sheet No. V.4 of V.10 FHWA No. 608260



WEST CLAY STREET EXTENSION

Bridge Plans

OSCEOLA, IOWA

400 EAST COURT AVENUE, SUITE 140
DES MOINES, IOWA 50309
515-243-4477 | WWW.SHUCK-BRITSON.COM

SHUCK - BRITSON, INC.

515-243-4477 | WWW.SHUCK-BRITSON.COM

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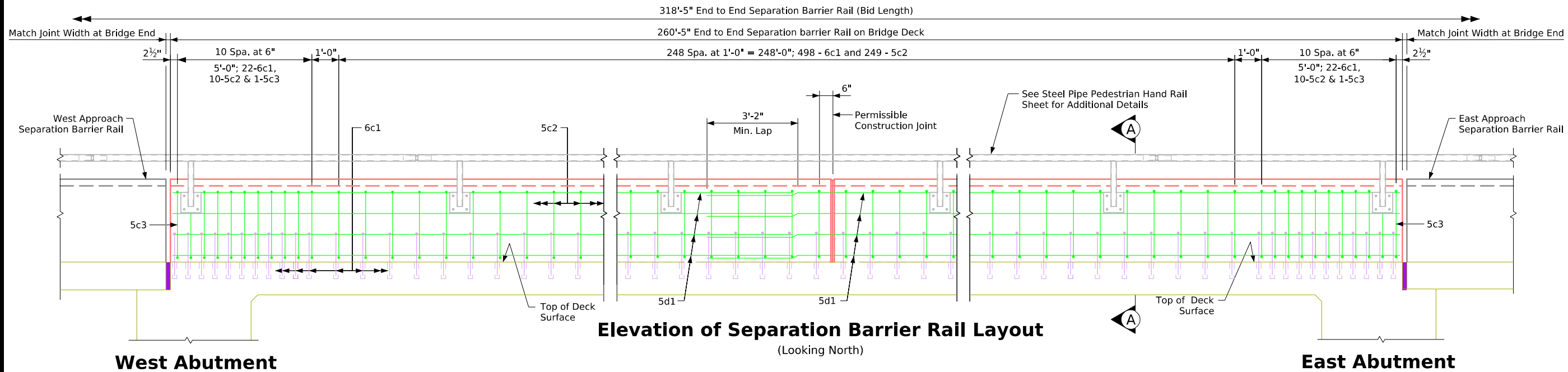
Project No: 124.1137.01

Sheet V.4

Project No: 124.1137.01

Sheet V.4

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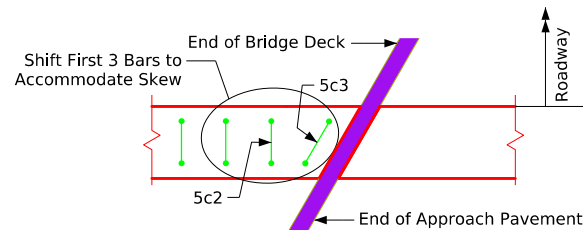


Dowel Notes:

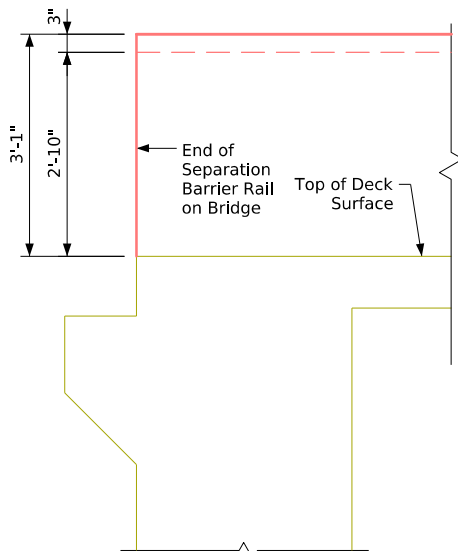
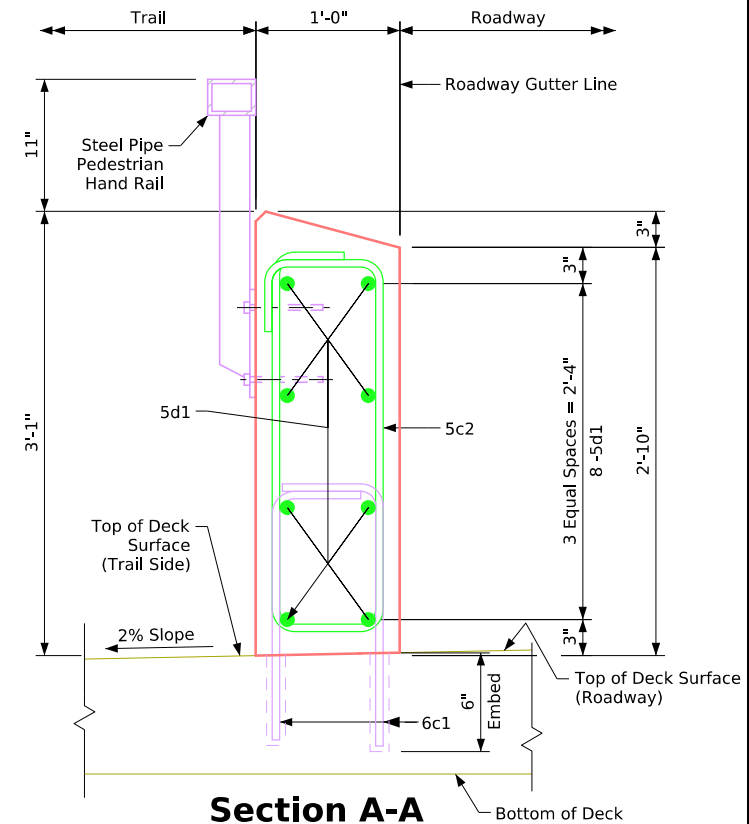
The 6c1 bars shall be set as dowels in drilled holes. Holes are to be 6" deep x 7/8"Ø. The dowels shall be installed in accordance with the manufacturer's recommendations. The following system shall be used as a bonding agent for the vertical dowels:

A. Polymer grout system in accordance with article 2301.03, E (ref. Materials I.M. 4911.11, Appendix E products)

Doweled bars shall be drilled to avoid both the longitudinal and transverse steel in the existing deck. A rebar locator shall be used to determine the location of the deck steel prior to drilling holes. The dowel bar locations shall be shifted up to 2" parallel with the ϕ of roadway if necessary to avoid the deck steel.




Part Plan at East Abutment
West Abutment Similar



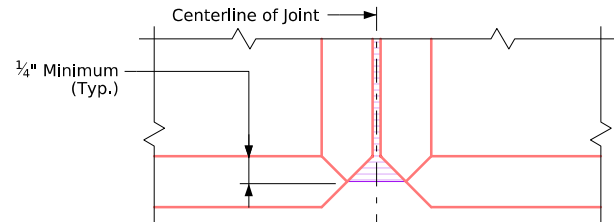
Part Elevation View at Approach

The Contractor shall coordinate location of 5c and 5d bars with steel pedestrian handrail anchorage locations, and mark post locations on barrier rail forms. The Contractor shall take appropriate care to place reinforcing steel in order to prevent interference with rail anchor bolts; 5c and 5d bars may be shifted slightly to prevent interference with rail anchor bolts. Cutting of reinforcing steel for installation of rail anchor bolts will not be permitted.

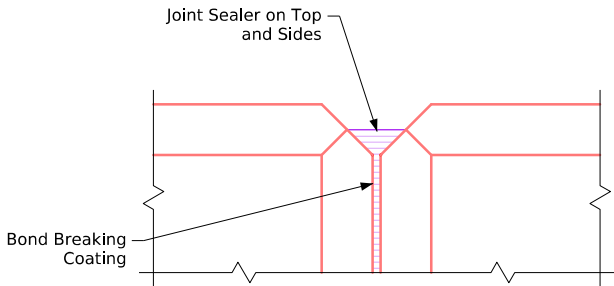
Design For 31 Degrees LA
256'-4" x 32'-8" Pretensioned Prestressed Concrete Beam Bridge - Trail Barriers
135'-6", 120'-9 1/2" Spans
Separation Barrier Rail Details
STA. 10068+96.09 (W. Clay Street) Turn-In Date: April 2026
Clarke County
IOWA DEPARTMENT OF TRANSPORTATION
Design No. ##### Design Sheet No. V.5 of V.10 FHWA No. 608260

| | | | | | | | | | | | |
|--|-------------------|------|----------|-----------------|-----------------|----------|----------------|------------|--------|-------------------------|-----------|
| DOT | TAP-J572(607)A-20 | MARK | REVISION | Checked By: SMK | Date: 4/21/2026 | Engineer | Technician: SR | Scale: 1"= | T-R-S: | Project No: 124.1137.01 | Sheet V.5 |
| WEST CLAY STREET EXTENSION | | | | | | | | | | | |
| Bridge Plans | | | | | | | | | | | |
| OSCEOLA, IOWA | | | | | | | | | | | |
| 400 EAST COURT AVENUE, SUITE 140 DES MOINES, IOWA 50309 515-243-4477 WWW.SHUCK-BRITSON.COM | | | | | | | | | | | |
| SHUCK - BRITSON, INC. | | | | | | | | | | | |
|  SHUCK•BRITSON | | | | | | | | | | | |
| Project No: 124.1137.01 | | | | | | | | | | | |
| Sheet V.5 | | | | | | | | | | | |

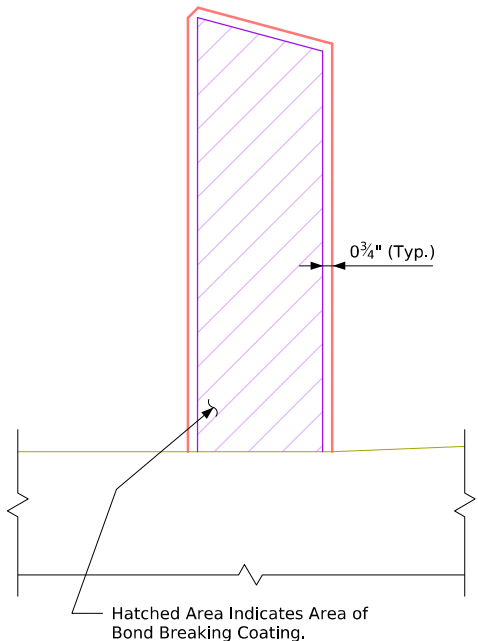
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Part Plan View



Part Elevation View



Part Section

Separation Barrier Rail Joint Details

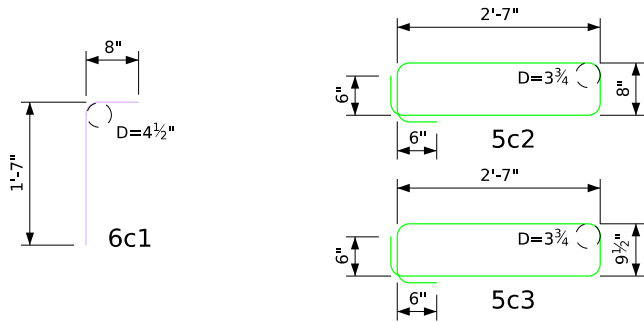
(Permissible Construction Joint)

Epoxy-Coated Reinforcing Steel Separation Barrier on Bridge

| Bar | Location | Shape | No. | Length | Weight |
|---|----------------------------------|-------|-----|--------|--------|
| 5c2 | Separation Barrier, Vertical | | 269 | 7'-6" | 2104 |
| 5c3 | Separation Barrier, Vertical | | 2 | 7'-9" | 16 |
| 5d1 | Separation Barrier, Longitudinal | | 56 | 40'-0" | 2336 |
| Epoxy-Coated Reinforcing Steel Total (lbs.) | | | | | 4456 |

Stainless Steel Reinforcing Separation Barrier on Bridge

| Bar | Location | Shape | No. | Length | Weight |
|--|-------------------------------------|-------|-----|--------|--------|
| 6c1 | Separation Barrier, Vertical Dowels | | 542 | 2'-3" | 1832 |
| Stainless Steel Reinforcing Total (lbs.) | | | | | 1832 |



Concrete Placement Summary

| Section | Total |
|-----------------------------------|--------------------------------------|
| Separation Barrier Rail on Bridge | 260'-5" @ 0.110 cu. yd. per ft. 28.6 |

Concrete Separation Barrier Quantity

| Section | Unit | Total |
|--|------|-------|
| Concrete Barrier, Reinforced, Separation | L.F. | 319 |

Separation Barrier Notes:

Maintain a minimum clear distance of 2" from the concrete face to the nearest reinforcing bar, unless otherwise specified.

Construct permissible construction joints between vertical bars with a minimum spacing of 20 feet, ensuring a minimum distance of 1'-0" from the centerline of any handrail post. Apply an approved bond breaker on construction joint contact surfaces.

The cost of joint sealer and bond breaker is considered incidental to overall construction expenses.

All barrier rail reinforcing steel to be epoxy coated or stainless steel as shown.

Bid for Concrete Barrier, Reinforced, Separation on a lineal foot basis, measured along the north face of barrier parallel to the centerline of existing roadway; no adjustment will be made for the bend along the east approach section. Payment will be made at the contract priced per linear foot based on plan quantities. The bid includes all material, equipment, and labor for concrete rail construction. Includes all costs associated with drilling holes and installing 6c1 and 6c4 bars as dowels, including cost of adhesive. Reinforcing steel quantity not included and bid separately.

Use a light gray nonsag latex caulking sealer designed for outdoor use as the joint sealer. No testing or certification is required.

Ensure the top of the barrier rail aligns parallel to the theoretical centerline grade.

Fillet all exposed corners with a 3/4" dressed and beveled strip for corners with a 90 degree or sharper angle.

The cross-sectional area of the separation barrier is 2.96 square feet. Reinforcing Steel quantities are included on the "Estimate Bridge Quantities Sheet".

Design For 31 Degree LA
256'-4"x 32'-8" Pretensioned Prestressed
Concrete Beam Bridge - Trail Barriers
135'-6", 120'-9 1/2" Spans

Separation Barrier Rail Details

STA. 10068+96.09 (W. Clay Street)

Turn-in Date: April 2026

Clarke County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. #####

Design Sheet No. V.6 of 10

FHWA No. 608260

WEST CLAY STREET EXTENSION

Bridge Plans

OSCEOLA, IOWA

SHUCK - BRITSON, INC.

400 EAST COURT AVENUE, SUITE 140
DES MOINES, IOWA 50309
515-243-4477 | WWW.SHUCK-BRITSON.COM



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Project No: 124,1137.01

Sheet V.6

Sheet V.6

Project No: 124,1137.01

DOT TAP-U-572(607)-8-20

REVISION

Checked By: SMK

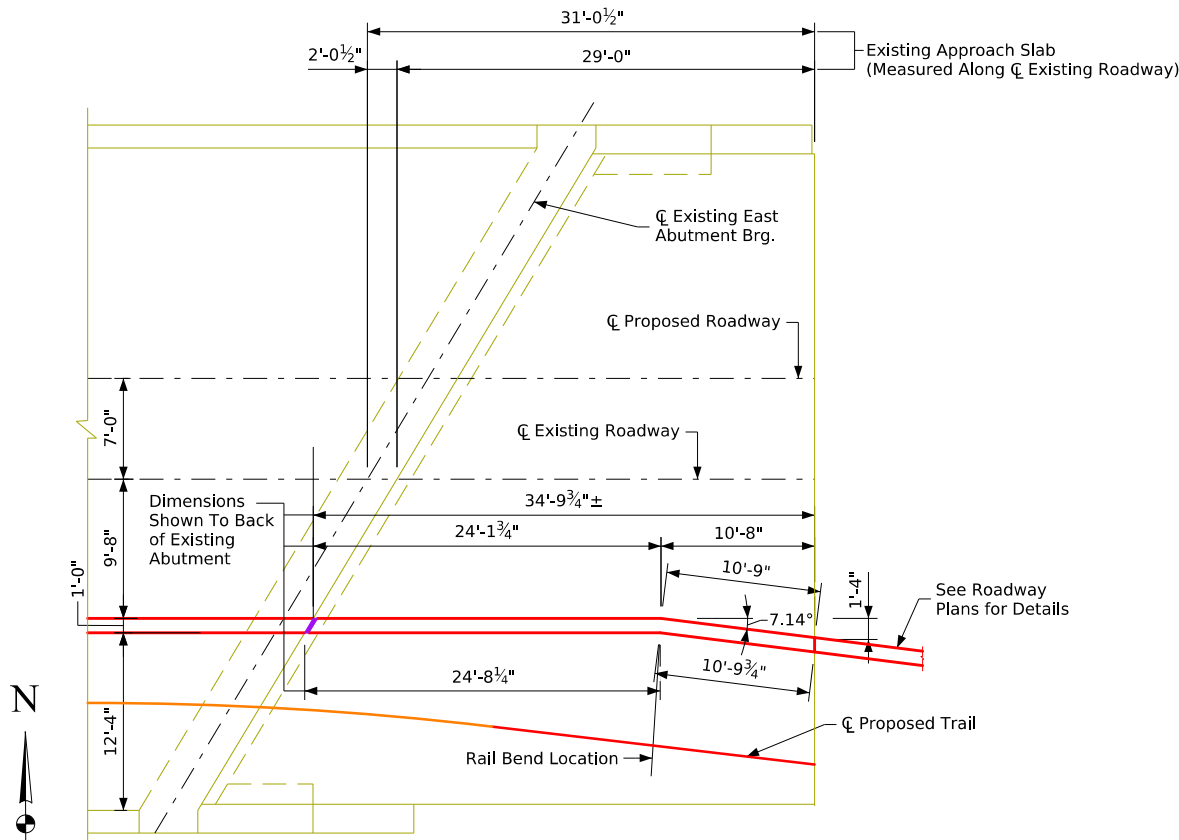
Date: 4/21/2026

T-R-S:

Project No: 124,1137.01

Sheet V.6

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Plan View - East Approach Slab

(Dimensions of East Separation Barrier Rail and Approach Slab Based on Existing Plan Dimensions - Field Verify All Dimensions)

Dowel Notes:

The 6c4 bars shall be set as dowels in drilled holes. Holes are to be 10" deep x 7/8"Ø. The dowels shall be installed in accordance with the manufacturer's recommendations. The following system shall be used as a bonding agent for the vertical dowels:

A. Polymer grout system in accordance with article 2301.03, E (ref. Materials I.M. 4911.11, Appendix E products)

Doweled bars shall be drilled to avoid both the longitudinal and transverse steel in the existing approach slab. A rebar locator shall be used to determine the location of the approach slab steel prior to drilling holes. The dowel bar locations shall be shifted up to 2" parallel with the CL of roadway if necessary to avoid the approach slab steel.

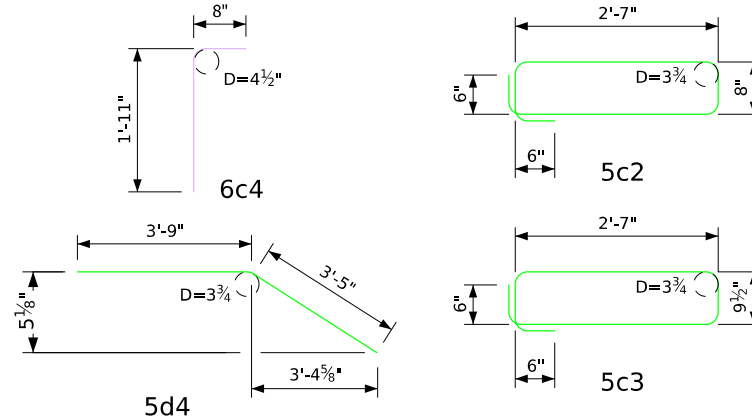
The Contractor shall coordinate location of 5c and 5d bars with steel pedestrian handrail anchorage locations, and mark post locations on barrier rail forms. The Contractor shall take appropriate care to place reinforcing steel in order to prevent interference with rail anchor bolts; 5c and 5d bars may be shifted slightly to prevent interference with rail anchor bolts. Cutting of reinforcing steel for installation of rail anchor bolts will not be permitted.

Epoxy-Coated Reinforcing Steel East Approach Separation Barrier Rail

| Bar | Location | Shape | No. | Length | Weight |
|---|----------------------------------|-------|-----|---------|--------|
| 5c2 | Separation Barrier, Vertical | | 38 | 7'-6" | 297 |
| 5c3 | Separation Barrier, Vertical | | 1 | 7'-9" | 8 |
| 5d2 | Separation Barrier, Longitudinal | | 8 | 23'-10" | 199 |
| 5d3 | Separation Barrier, Longitudinal | | 8 | 10'-5" | 87 |
| 5d4 | Separation Barrier, Longitudinal | | 8 | 7'-2" | 60 |
| Epoxy-Coated Reinforcing Steel Total (lbs.) | | | | | 651 |

Stainless Steel Reinforcing East Approach Separation Barrier Rail

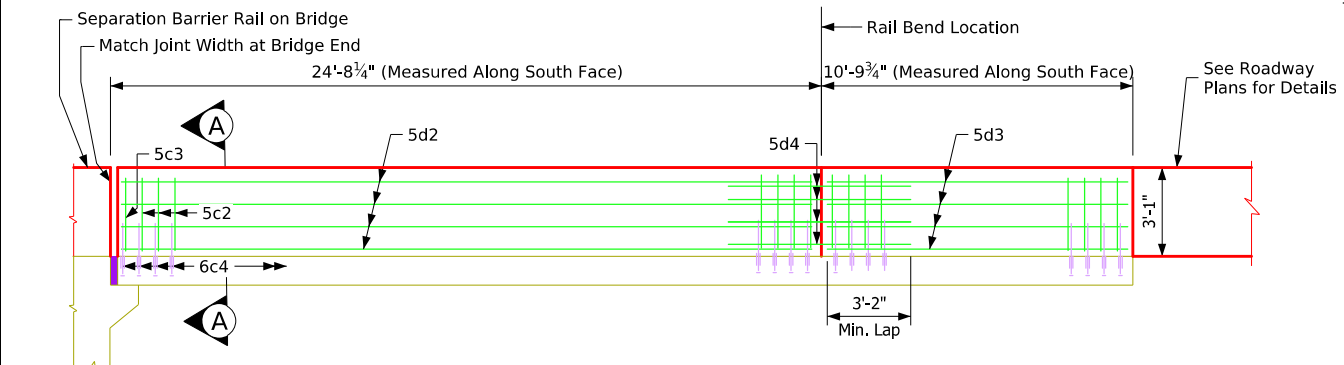
| Bar | Location | Shape | No. | Length | Weight |
|--|-------------------------------------|-------|-----|--------|--------|
| 6c4 | Separation Barrier, Vertical Dowels | | 78 | 2'-7" | 303 |
| Stainless Steel Reinforcing Total (lbs.) | | | | | 303 |



Concrete Placement Summary

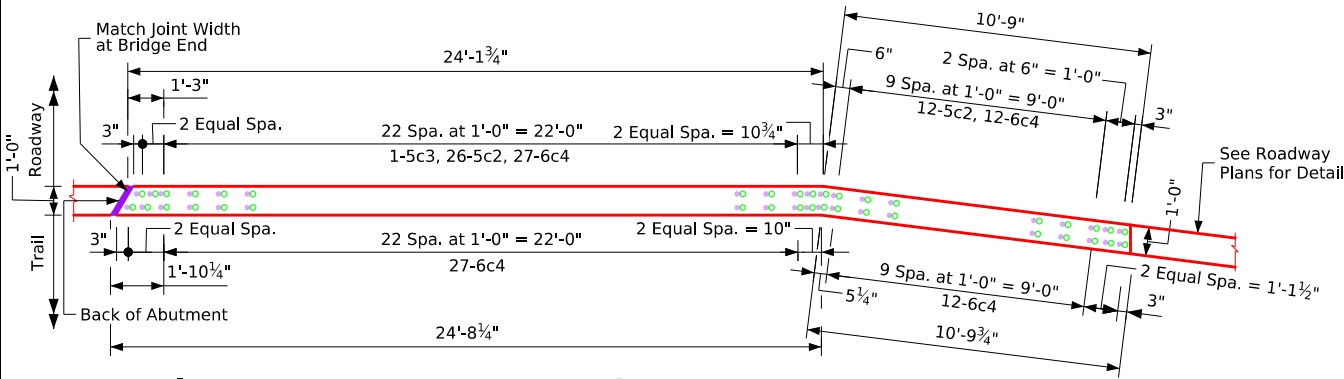
| Section | Total |
|--|-------------------------------------|
| East Separation Barrier Rail (Along South) | 35'-6" @ 0.110 cu. yd. per ft. 3.91 |

See Sheet V.6 for Separation Barrier Notes



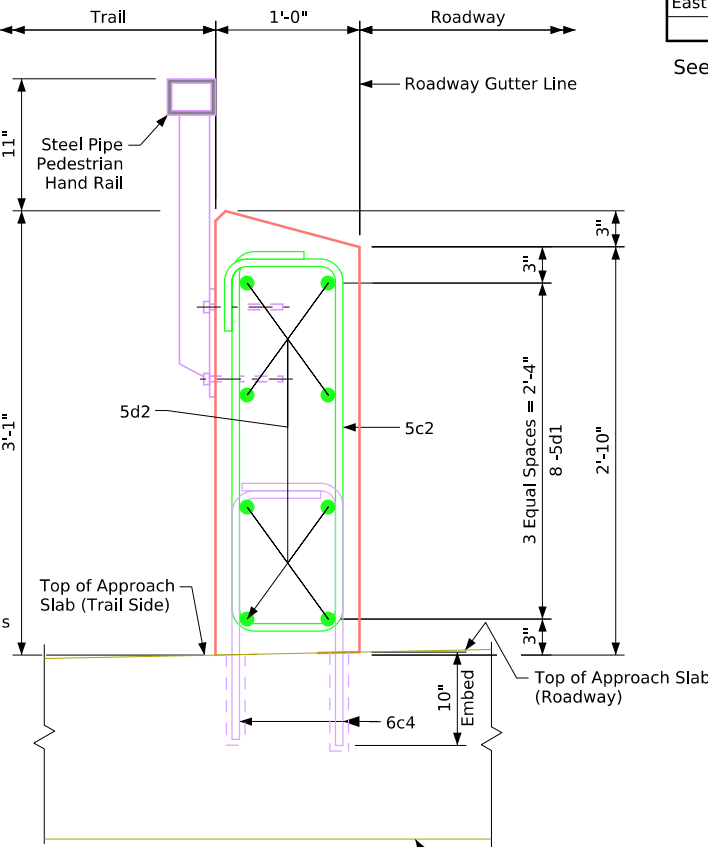
Elevation - East Approach Separation Barrier Rail

(Steel Pipe Pedestrian Hand Rail Not Shown For Clarity)



Plan View - East Approach Separation Barrier Rail

(Steel Pipe Pedestrian Hand Rail Not Shown For Clarity)



Section A-A

(Field Verify Slab Thickness Prior to Ordering 6c4 Bars)

Design For 31 Degree LA
256'-4"x 32'-8" Pretensioned Prestressed
Concrete Beam Bridge - Trail Barriers
135'-6", 120'-9 1/2" Spans
East Approach Separation Barrier Rail
STA. 10068+96.09 (W. Clay Street) Turn-In Date: April 2026
Clarke County
IOWA DEPARTMENT OF TRANSPORTATION
Design No. ##### Design Sheet No. V.7 of 10 FHWA No. 608260

WEST CLAY STREET EXTENSION

Bridge Plans

OSCEOLA, IOWA

400 EAST COURT AVENUE, SUITE 140
DES MOINES, IOWA 50309
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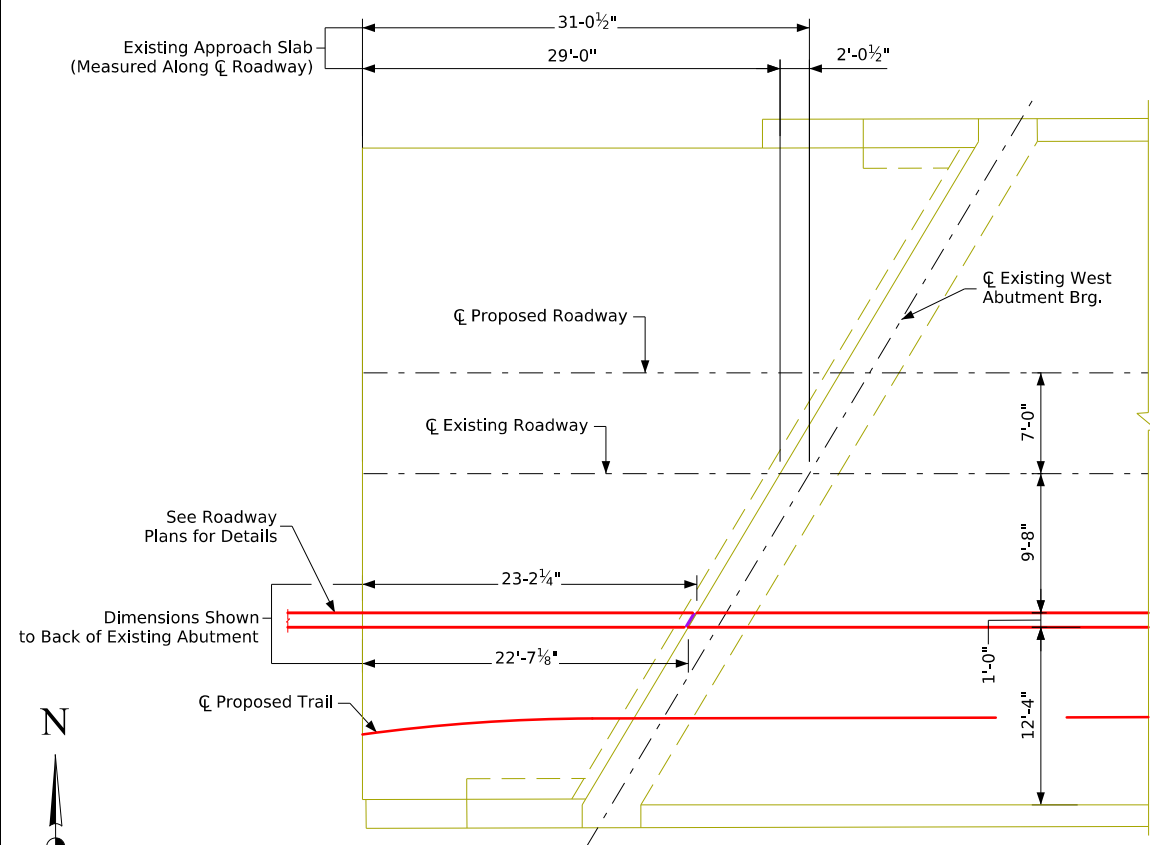


Project No: 124.1137.01

Sheet V.7

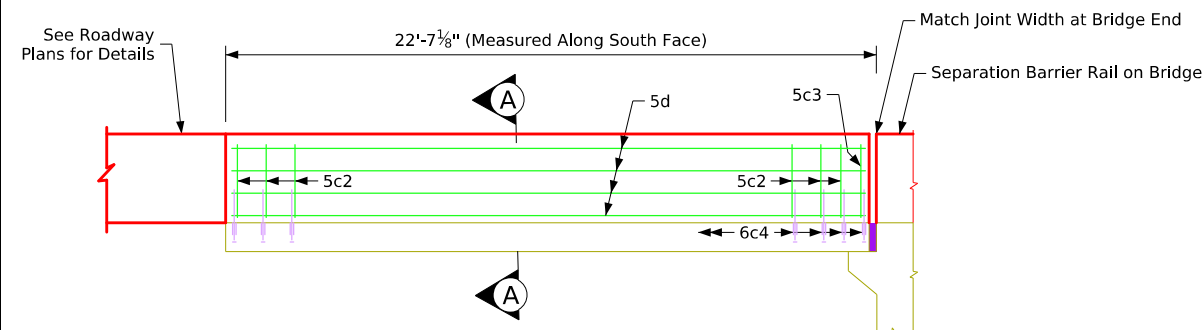
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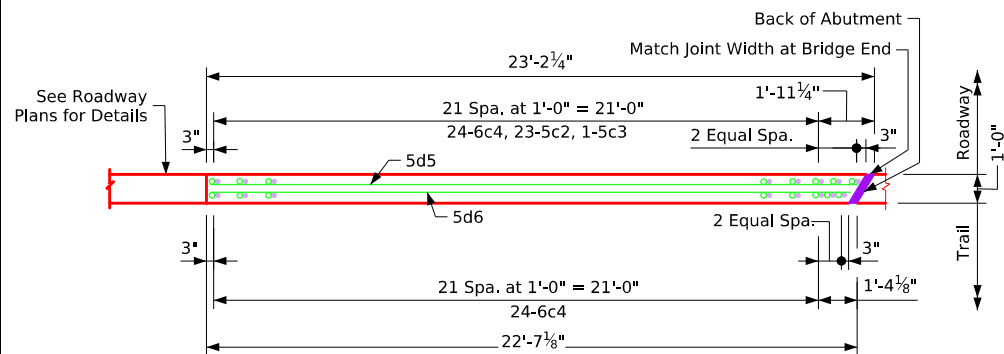
Plan View - West Approach Slab

(Dimensions of West Separation Barrier Rail and Approach Slab Based on Existing Plan Dimensions - Field Verify All Dimensions)



Elevation - West Approach Separation Barrier Rail

(Steel Pipe Pedestrian Hand Rail Not Shown For Clarity)



Plan View - West Approach Separation Barrier Rail

(Steel Pipe Pedestrian Hand Rail Not Shown For Clarity)

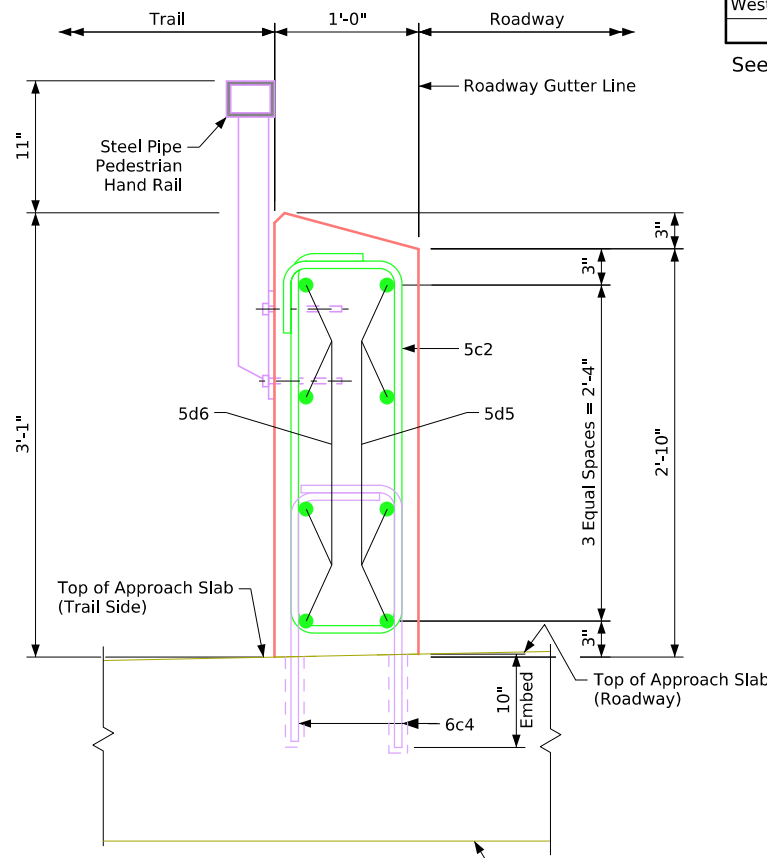
Dowel Notes:

The 6c4 bars shall be set as dowels in drilled holes. Holes are to be 10" deep x 7/8" \varnothing . The dowels shall be installed in accordance with the manufacturer's recommendations. The following system shall be used as a bonding agent for the vertical dowels:

A. Polymer grout system in accordance with article 2301.03, E (ref. Materials I.M. 4911.11, Appendix E products)

Doweled bars shall be drilled to avoid both the longitudinal and transverse steel in the existing approach slab. A rebar locator shall be used to determine the location of the approach slab steel prior to drilling holes. The dowel bar locations shall be shifted up to 2" parallel with the CL of roadway if necessary to avoid the approach slab steel.

The Contractor shall coordinate location of 5c and 5d bars with steel pedestrian handrail anchorage locations, and mark post locations on barrier rail forms. The Contractor shall take appropriate care to place reinforcing steel in order to prevent interference with rail anchor bolts; 5c and 5d bars may be shifted slightly to prevent interference with rail anchor bolts. Cutting of reinforcing steel for installation of rail anchor bolts will not be permitted.



Section A-A

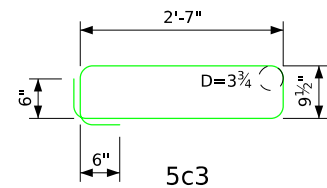
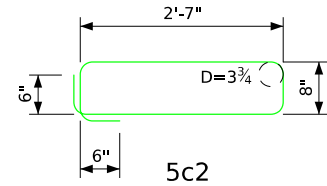
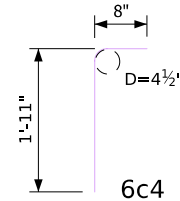
(Field Verify Slab Thickness Prior to Ordering 6c4 Bars)

Epoxy-Coated Reinforcing Steel West Approach Separation Barrier Rail

| Bar | Location | Shape | No. | Length | Weight |
|---|----------------------------------|-------|-----|--------|--------|
| 5c2 | Separation Barrier, Vertical | | 23 | 7'-6" | 180 |
| 5c3 | Separation Barrier, Vertical | | 1 | 7'-9" | 8 |
| 5d5 | Separation Barrier, Longitudinal | | 4 | 22'-5" | 94 |
| 5d6 | Separation Barrier, Longitudinal | | 4 | 22'-0" | 92 |
| Epoxy-Coated Reinforcing Steel Total (lbs.) | | | | | 374 |

Stainless Steel Reinforcing West Approach Separation Barrier Rail

| Bar | Location | Shape | No. | Length | Weight |
|--|-------------------------------------|-------|-----|--------|--------|
| 6c4 | Separation Barrier, Vertical Dowels | | 48 | 2'-7" | 186 |
| Stainless Steel Reinforcing Total (lbs.) | | | | | 186 |



Concrete Placement Summary

| Section | Total |
|--|---|
| West Separation Barrier Rail (Along South) | 22'-7 1/8" @ 0.110 cu. yd. per ft. 2.49 |

See Sheet V.6 for Separation Barrier Notes

Design For 31 Degree LA
256'-4"x 32'-8" Pretensioned Prestressed
Concrete Beam Bridge - Trail Barriers
135'-6", 120'-9 1/2" Spans
West Approach Separation Barrier Rail
STA. 10068+96.09 (W. Clay Street) Turn-In Date: April 2026
Clarke County
IOWA DEPARTMENT OF TRANSPORTATION
Design No. #### Design Sheet No. V.8 of 10 FHWA No. 608260

WEST CLAY STREET EXTENSION

Bridge Plans

OSCEOLA, IOWA

SHUCK - BRITSON, INC.

400 EAST COURT AVENUE, SUITE 140
DES MOINES, IOWA 50309
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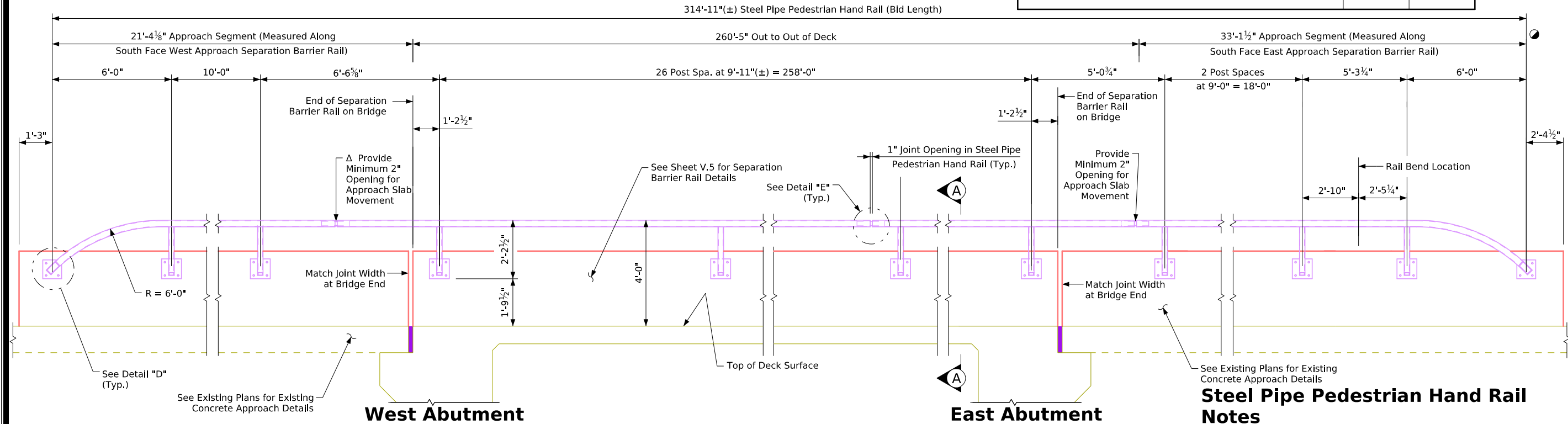
Project No: 124.1137.01

Sheet V.8

Sheet V.8

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| Pedestrian Handrail Placement Quantity | | |
|--|------|-------|
| Item | Unit | Total |
| Steel Pipe Pedestrian Hand Rail | L.F. | 315 |



Steel Pipe Pedestrian Hand Rail Notes

The Steel Pipe Pedestrian Hand Rail is to be bid on a lineal foot basis measured end to end of rail. The price bid for Steel Pipe Pedestrian Hand Rail shall be full compensation for furnishing all material, including anchor bolts and shims, and all of the equipment and labor required to erect the rail in accordance with these plans and specifications.

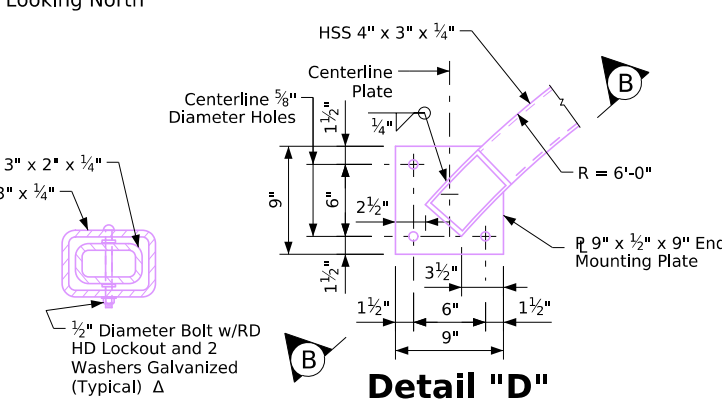
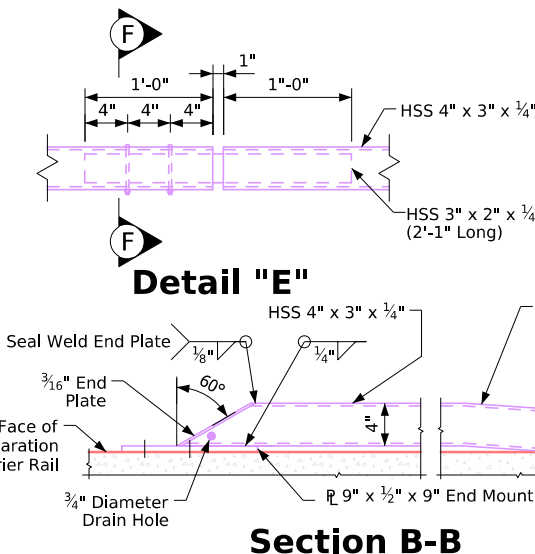
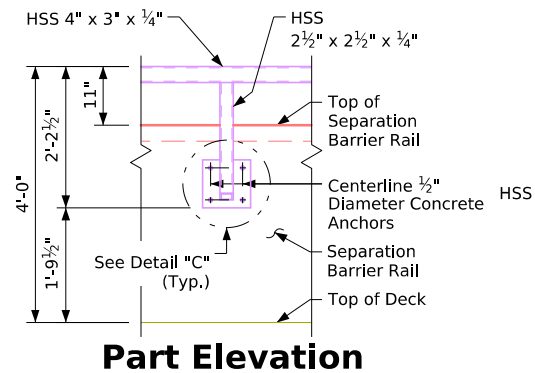
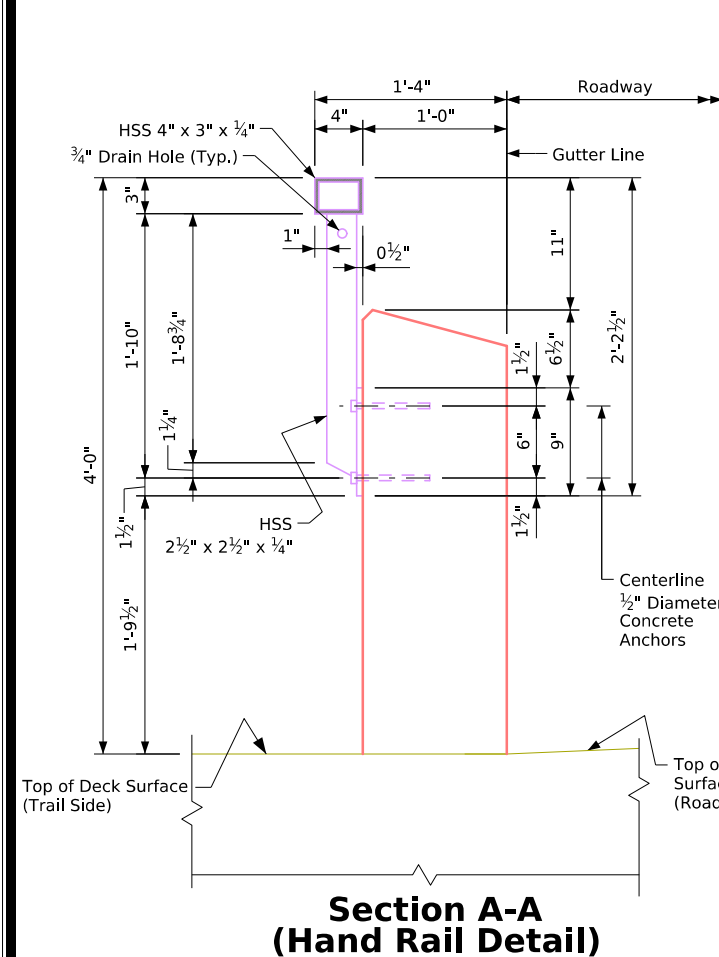
Hollow structural sections must meet the requirements of ASTM A500 Grade B. Steel plates and shims must meet ASTM A-36. Panels, splice sections, and end sections are to be galvanized after fabrication in accordance with ASTM A123 specifications.

Ends of rail sections are to be sawed or milled. All cut ends are to be true, smooth, and free of burrs or ragged edges.

No painting will be required.

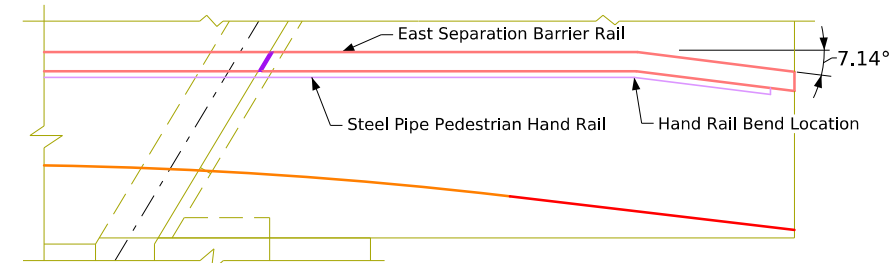
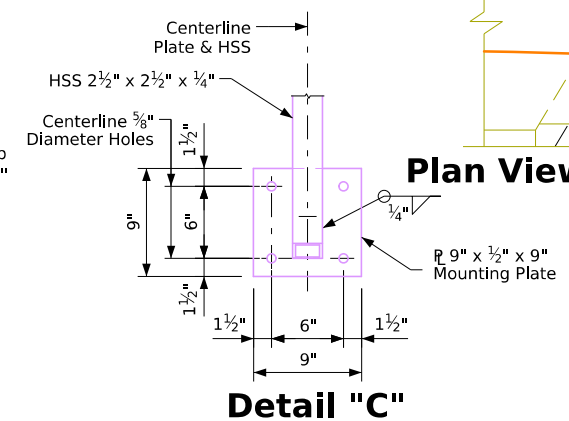
The stud concrete anchors shall be galvanized and have a minimum pull out strength of 8000 pounds based on 4000 psi concrete.

Dimensions provided are along the back face of the separation barrier rail (Trail Side) and are in the horizontal plane only. The Contractor must adjust for slope and vertical curve to align with the horizontal and vertical alignment of the bridge. Posts shall be set normal to the bridge grade.



Section F-F

Note:
Δ Space inner sleeve from outer tube with tack weld standard washer above and below sleeve at each bolt. Holes in inner sleeve to be 3/4\"/>



Plan View - East Approach Separation Barrier Rail

Design For 31 Degree LA

256'-4\"/>

135'-6\", 120'-9 1/2\"/>

Steel Pipe Pedestrian Hand Rail

STA. 10068+96.09 (W. Clay Street) Turn-in Date: April 2026

Clarke County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. ##### Design Sheet No. V.9 of 10 FHWA No. 608260

DOT TAP-J572(607)45-20

MARK

Engineer: BFK

Technician: SR

REVISION

Checked By: SMK

Date: 4/21/2026

Scale: 1\"/>

Project No: 124.1137.01

Sheet V.9

OSCEOLA, IOWA

400 EAST COURT AVENUE, SUITE 140
DES MOINES, IOWA 50309
515-243-4477 | WWW.SHUCK-BRITSON.COM

WEST CLAY STREET EXTENSION

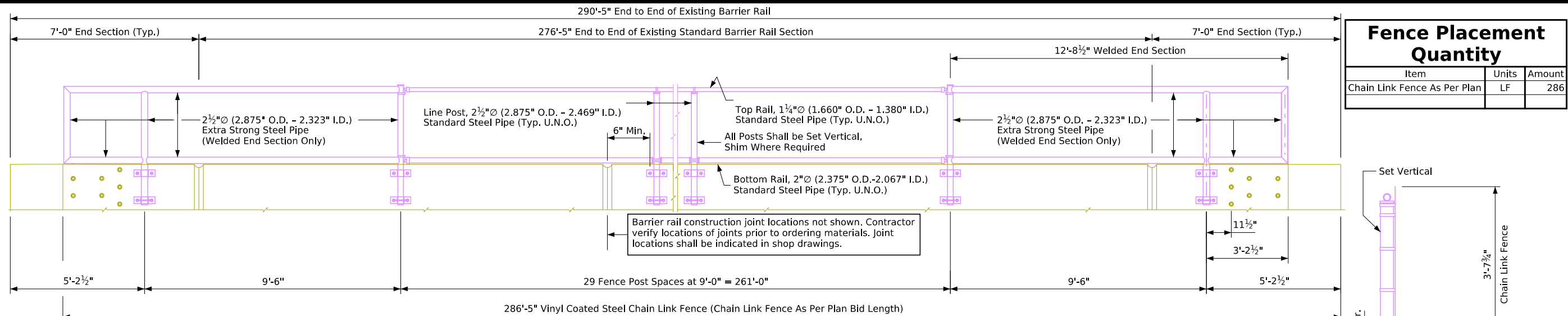
Bridge Plans

SHUCK - BRITSON, INC.

SHUCK•BRITSON

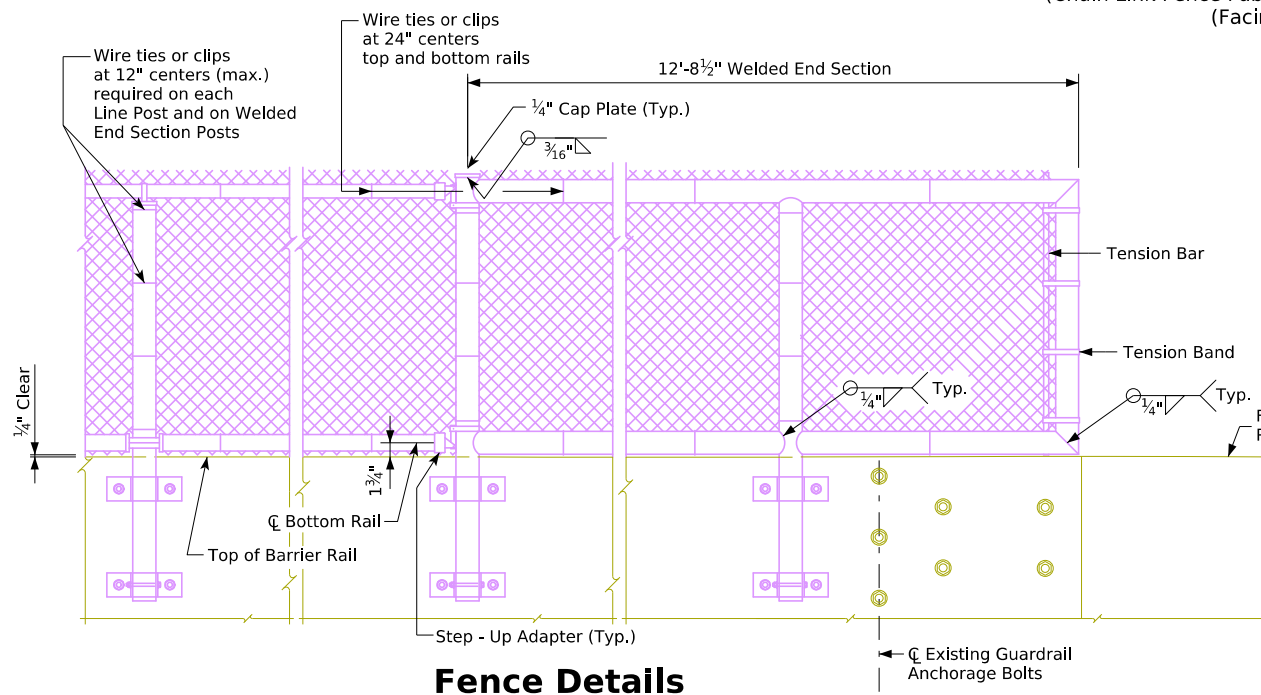
Project No: 124.1137.01

Sheet V.9



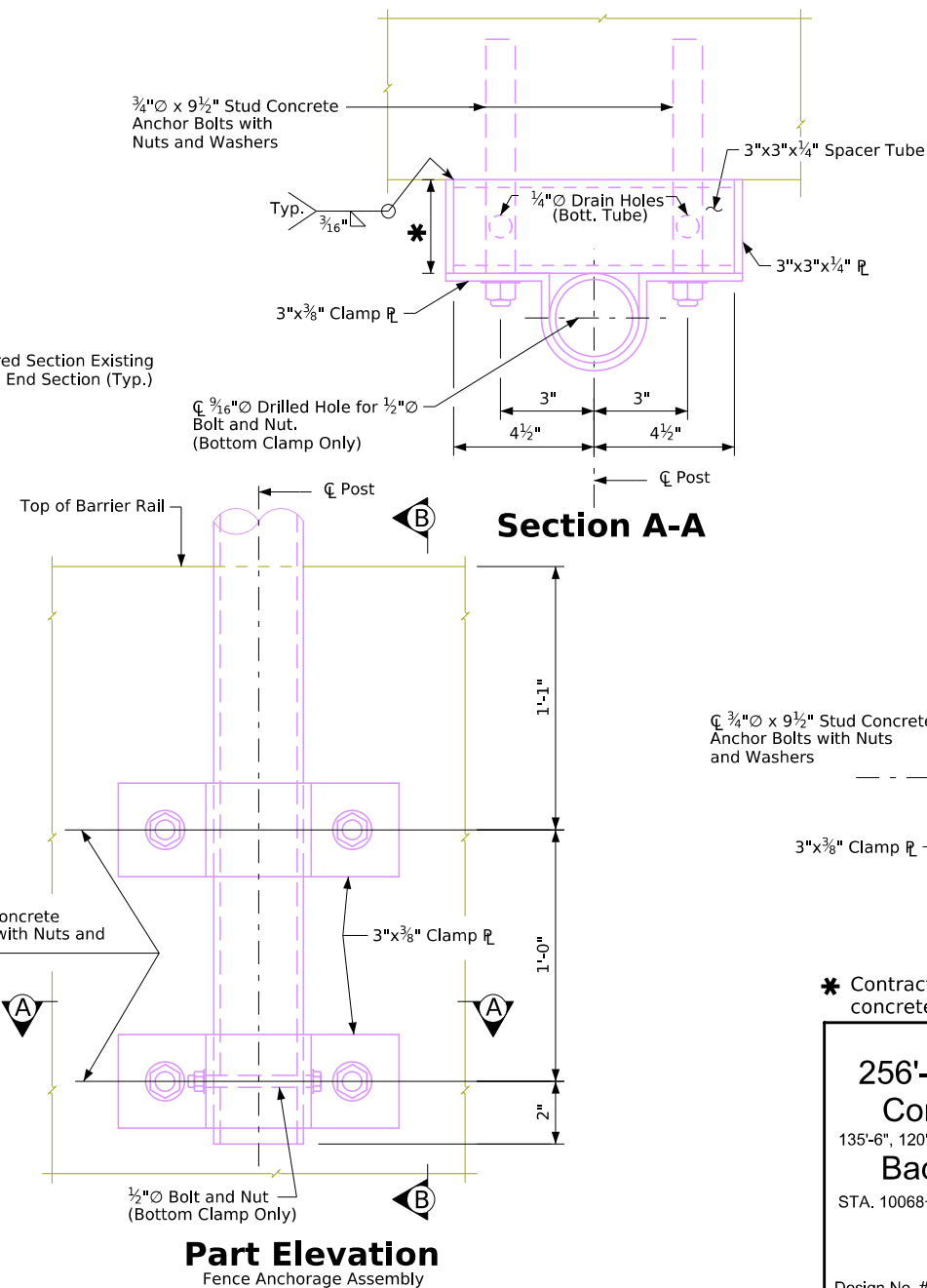
Rear Elevation of Existing Barrier Rail and New Steel Chain Link Fence

(Chain Link Fence Fabric Not Shown for Clarity).
(Facing North)



Fence Details

Galvanized Steel Shim Detail



Part Elevation

Fence Anchorage Assembly

Typical Section

Note:
Existing barrier rail reinforcing locations are based on existing plan details (Clarke County Original Design No. 5199).

Concrete anchors are to be placed to avoid conflict with existing reinforcing.

Section B-B

* Contractor shall field verify dimensions of existing concrete barrier rail to confirm spacer tube width

Design For 31 Degree LA

**256'-4"x 32'-8" Pretensioned Prestressed
Concrete Beam Bridge - Trail Barriers**

135'-6", 120'-9 1/2" Spans

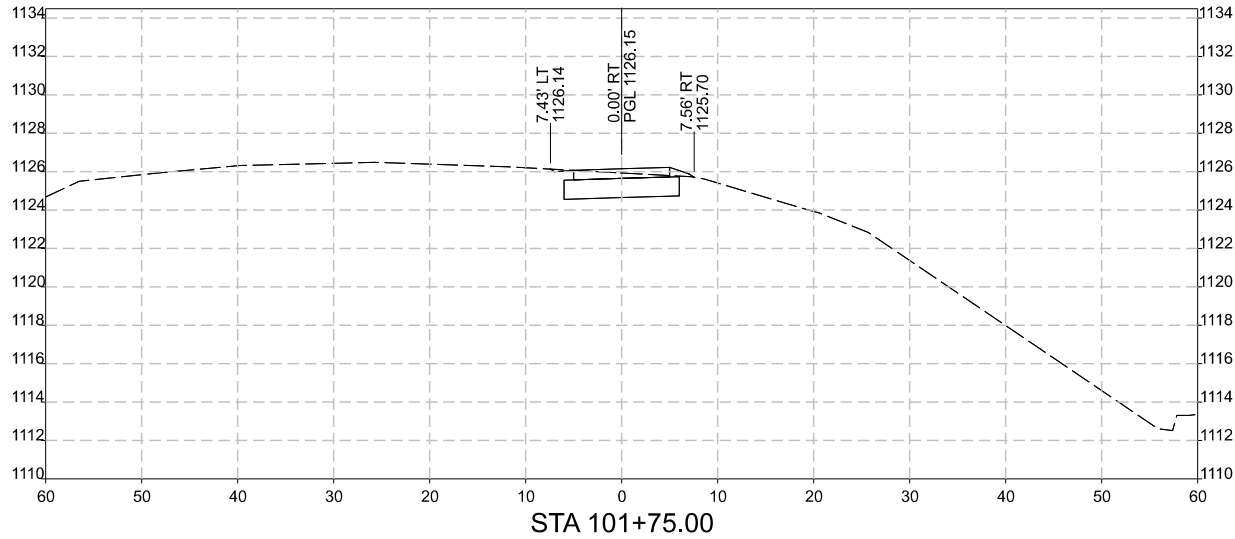
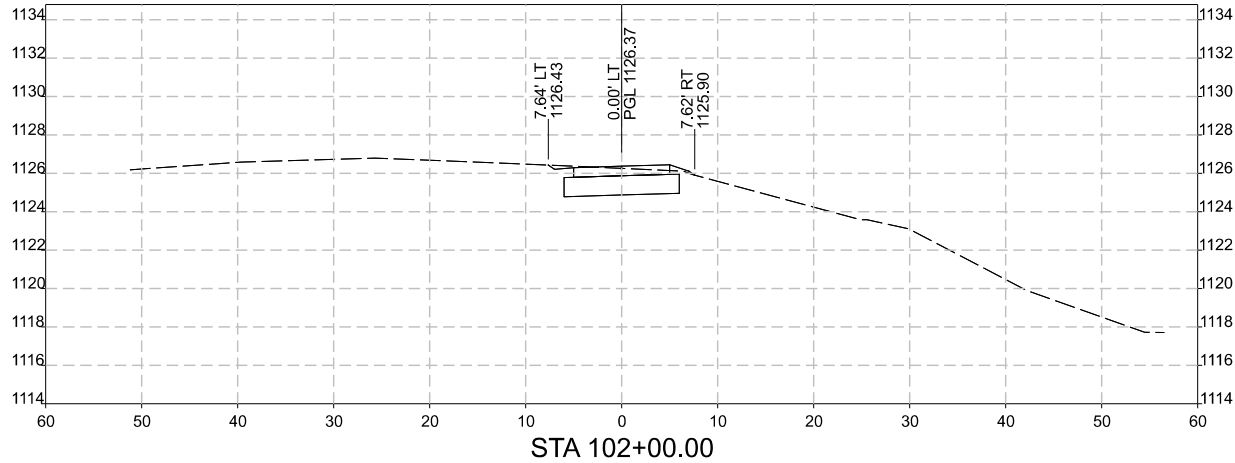
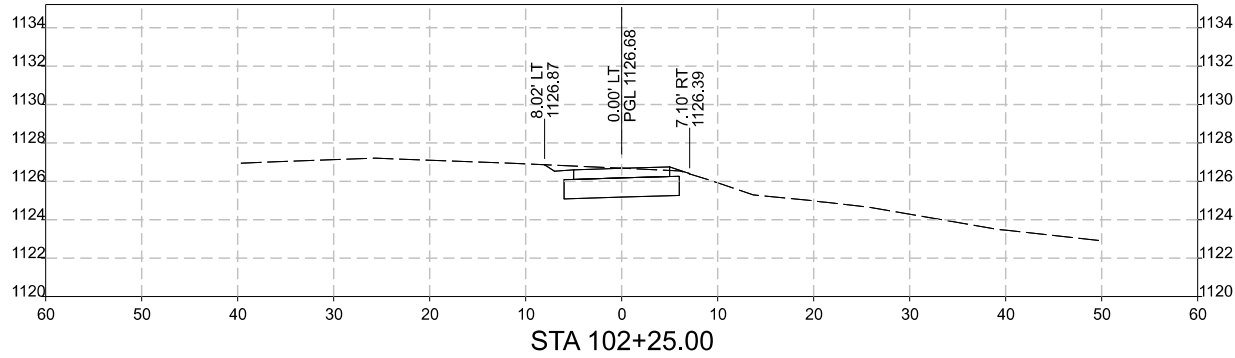
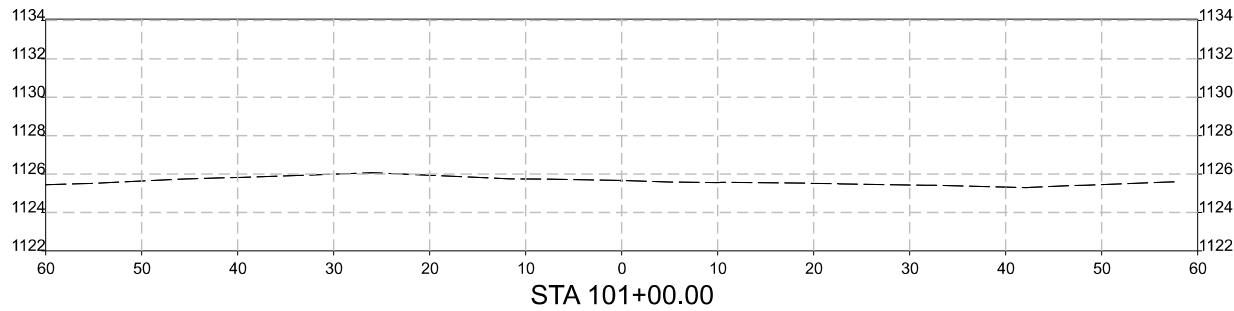
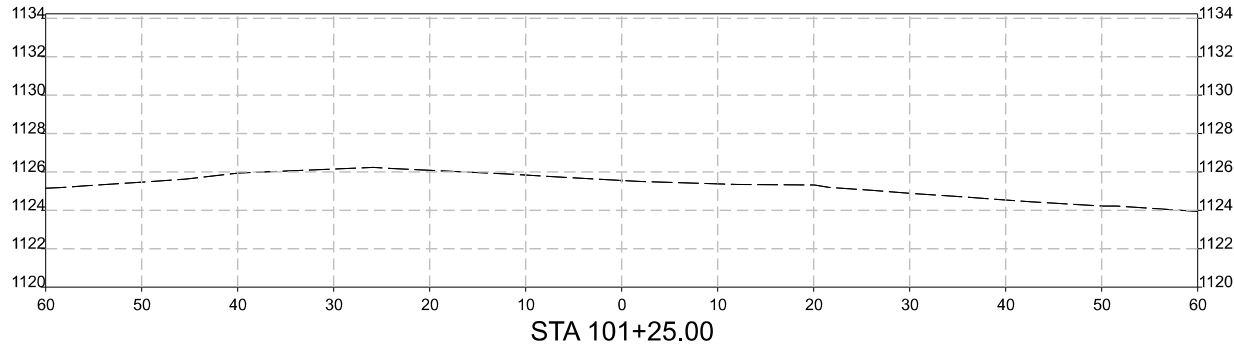
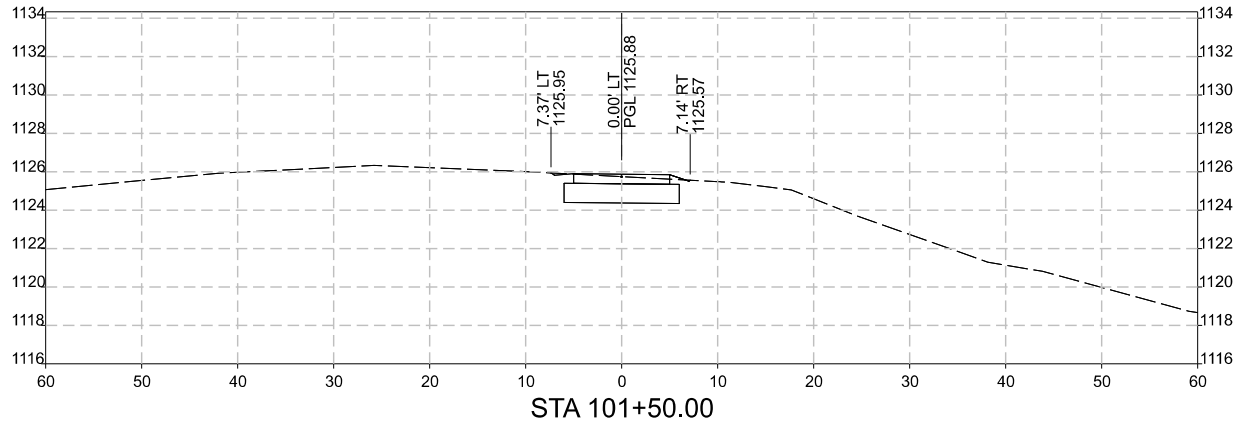
Backmounted Vinyl Chain Link Fence

STA. 10068+96.09 (W. Clay Street) Turn-in Date: April 2026

Clarke County

IOWA DEPARTMENT OF TRANSPORTATION

Design No. #### Design Sheet No. V.10 of 10 FHWA No. 608260



Sheet W.1


DOT # TAP-U-5721-8-20
Project No: 124.1137.01

Sheet W.1

Project No: 124.1137.01

OSCEOLA, IOWA

CROSS SECTIONS

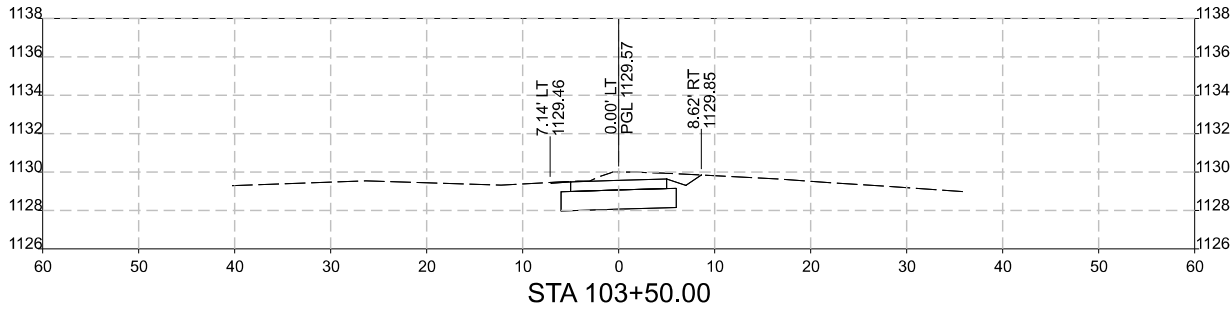
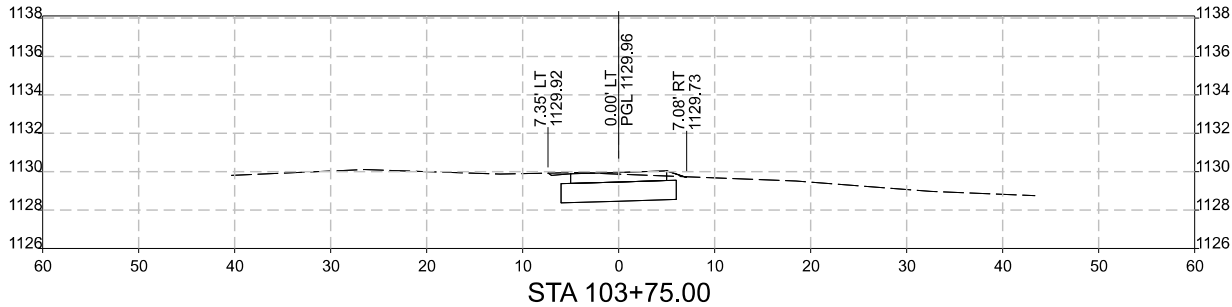
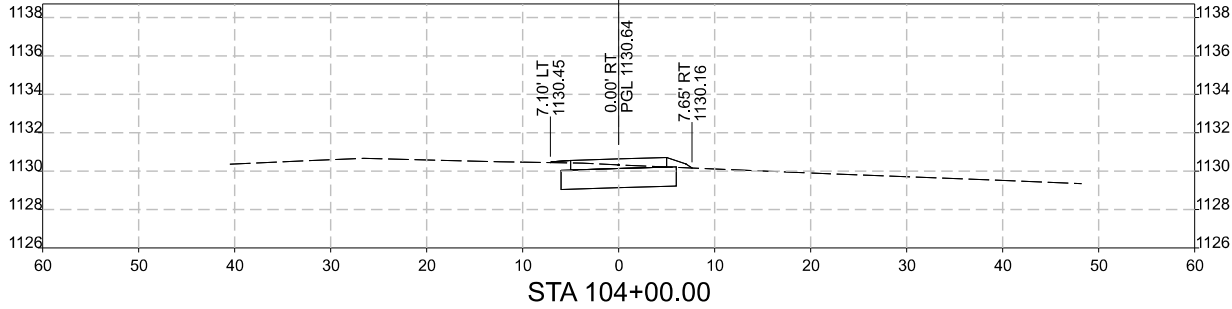
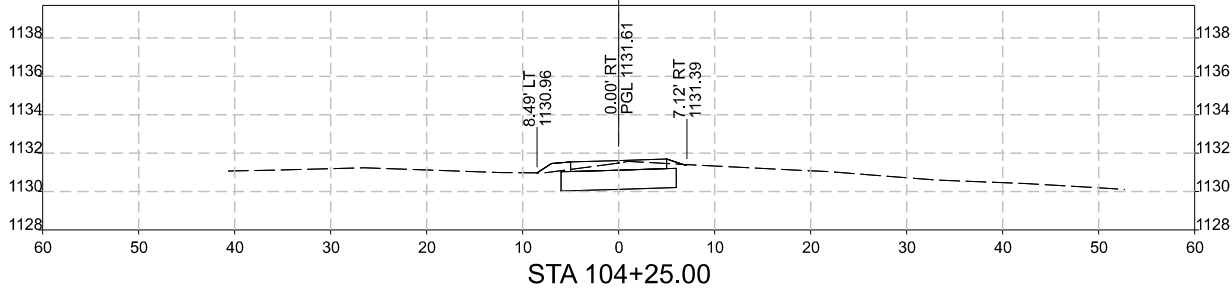
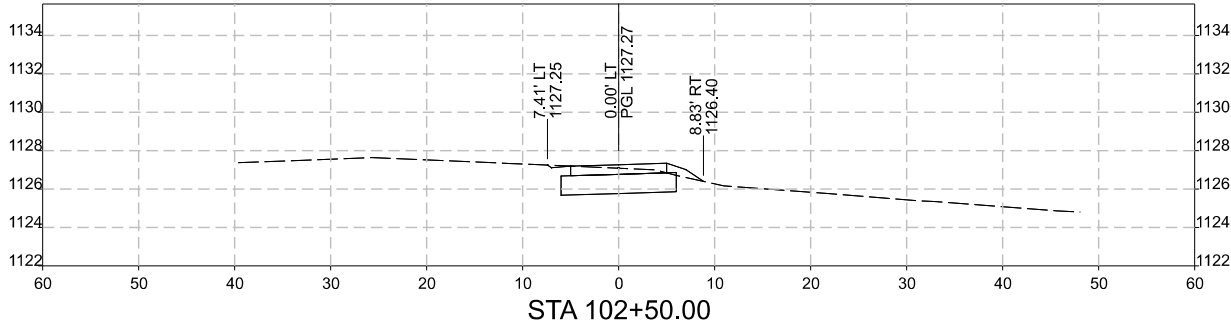
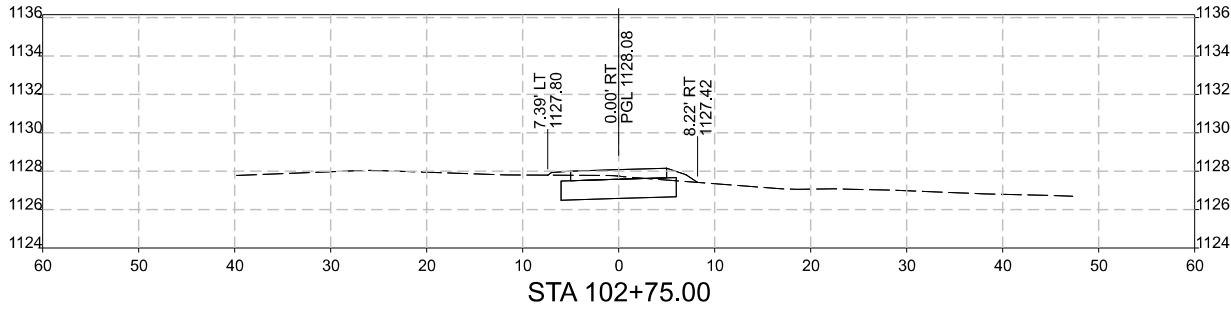
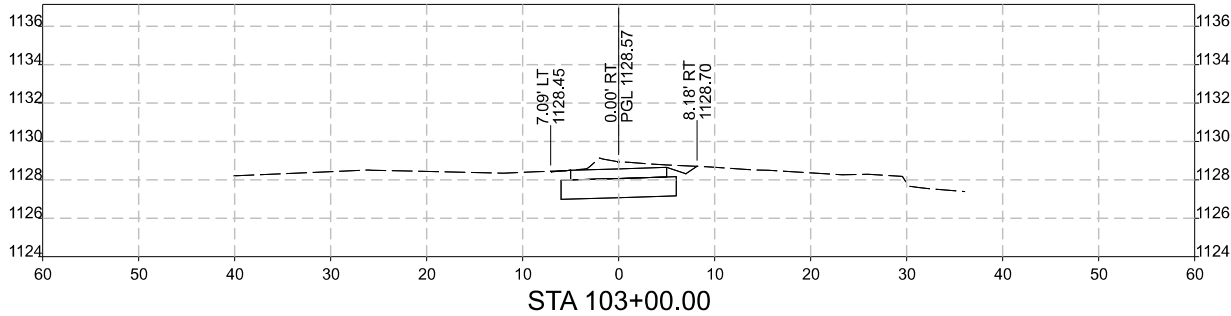
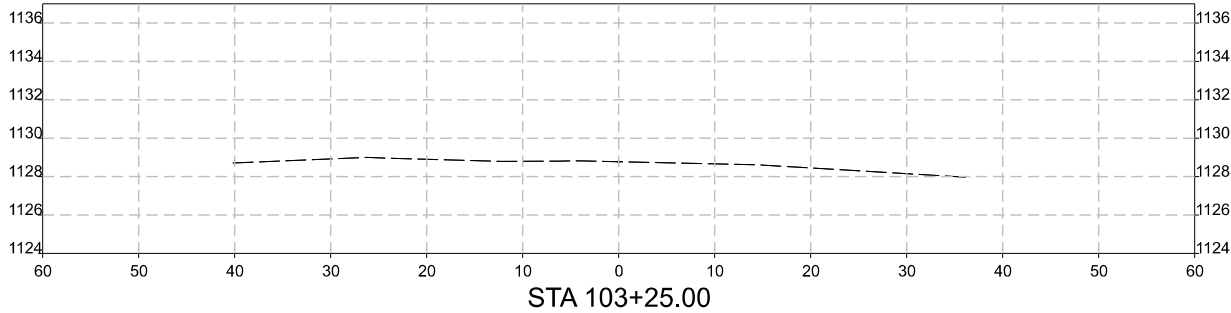


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& ASSOCIATES

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ANKENY, IA 50023
515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

WEST CLAY STREET TRAIL EXTENSION


Sheet W.1



WEST CLAY STREET TRAIL EXTENSION

CROSS SECTIONS

OSCEOLA, IOWA



SNYDER
& ASSOCIATES

Project No: 124,1137.01

Sheet W.2

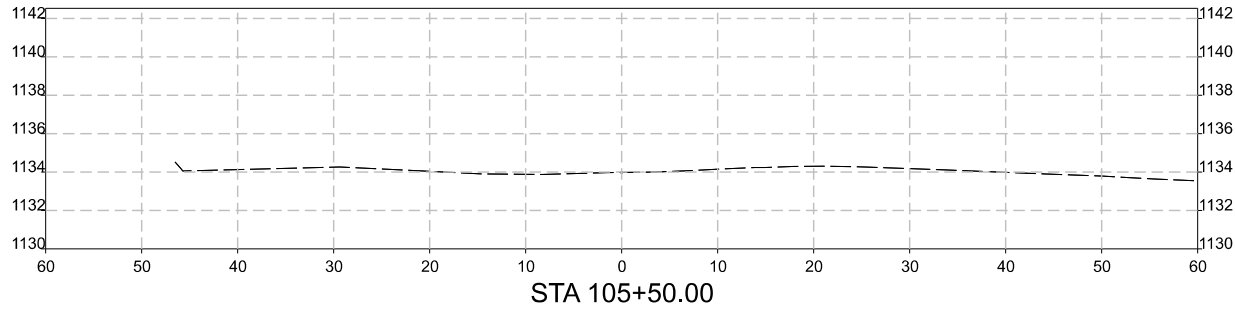
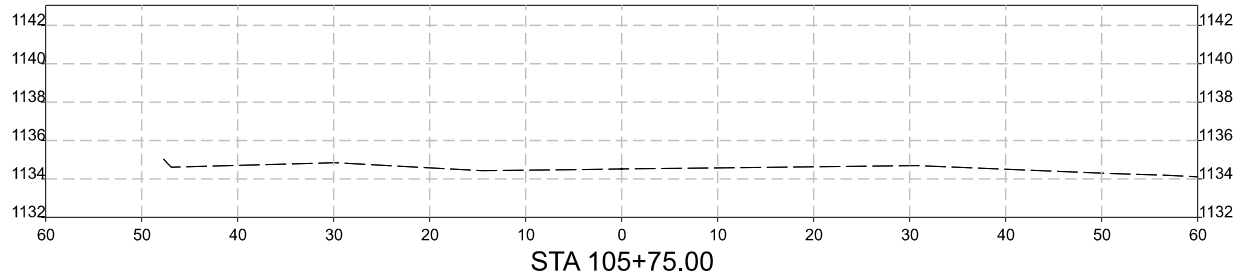
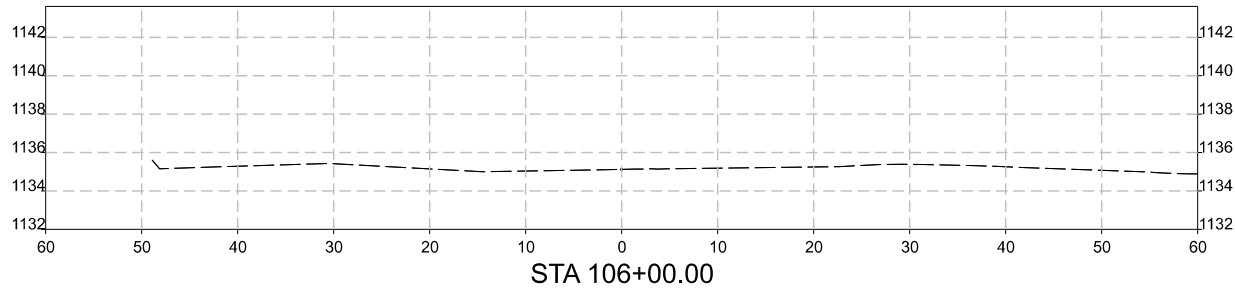
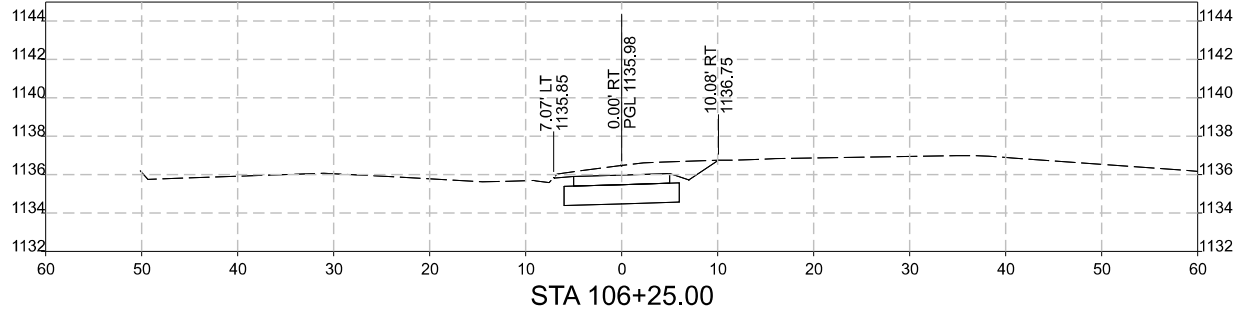
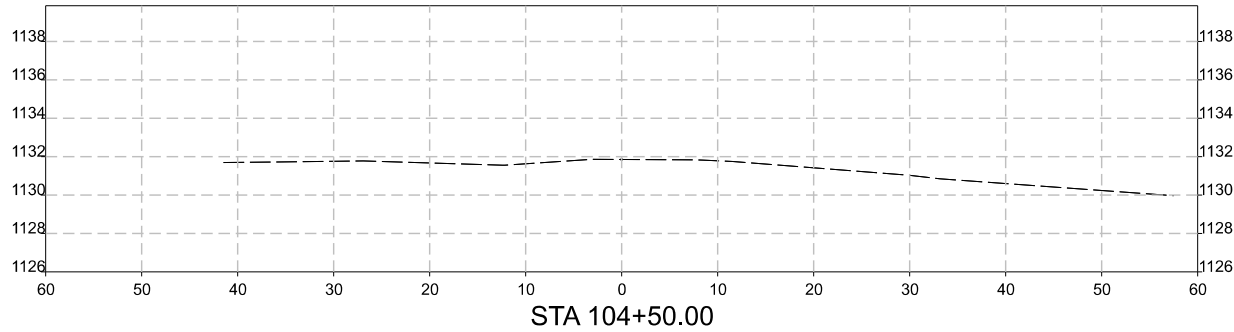
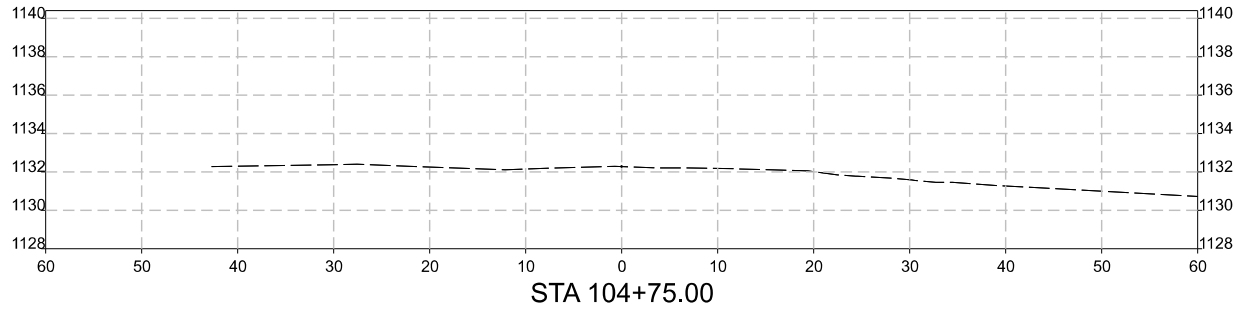
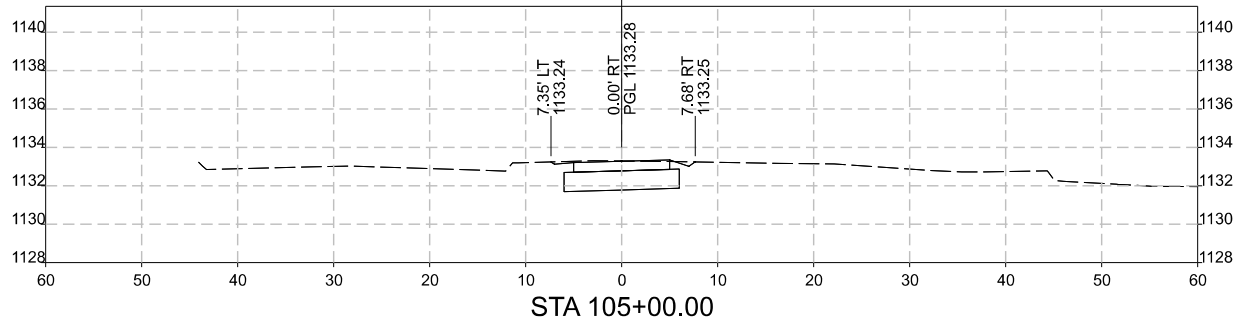
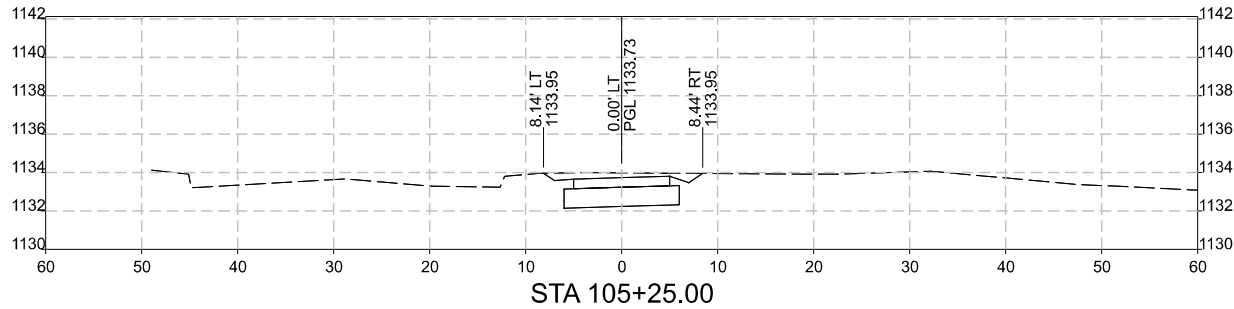
2727 SW SNYDER BLVD
ANKENY, IA 50023
515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

DOT # TAP-U-5721-8-20
Project No: 124,1137.01

Sheet W.2


| MARK | Engineer: RUH | Checked By: BUT | REVISION | DATE | BY |
|------|--|--|----------|------|----|
| | Technician: CSH <td>Date: 4/9/2026<td></td><td></td><td></td></td> | Date: 4/9/2026 <td></td> <td></td> <td></td> | | | |
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WEST CLAY STREET TRAIL EXTENSION

CROSS SECTIONS



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OSCEOLA, IOWA

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ANKENY, IA 50023
515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

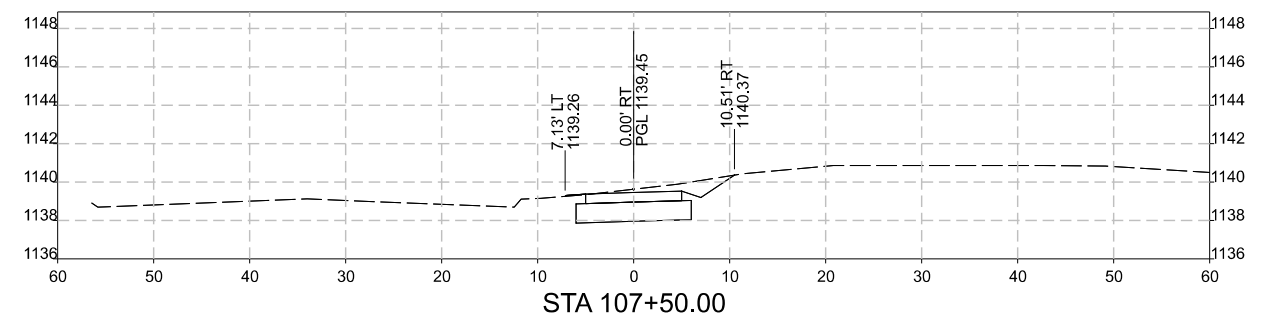
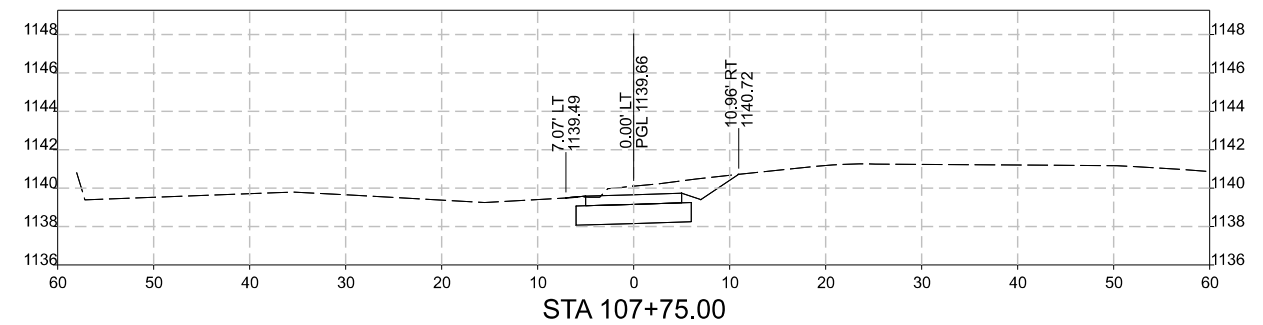
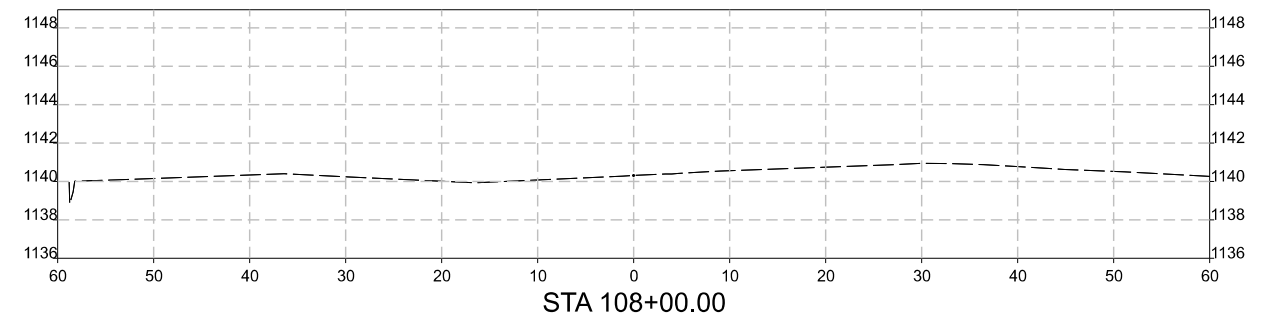
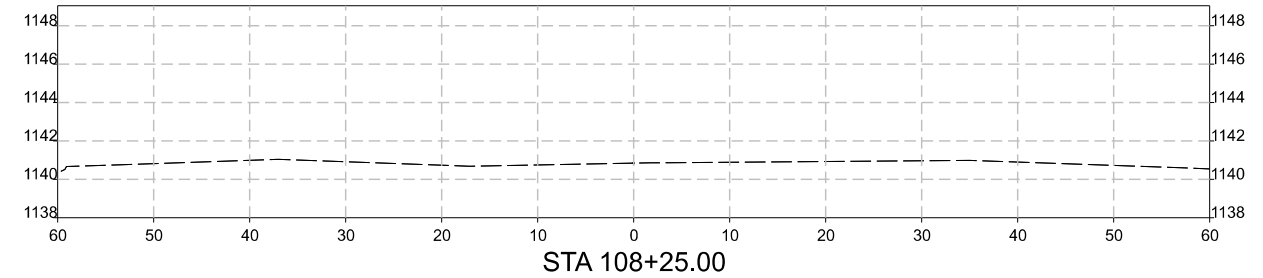
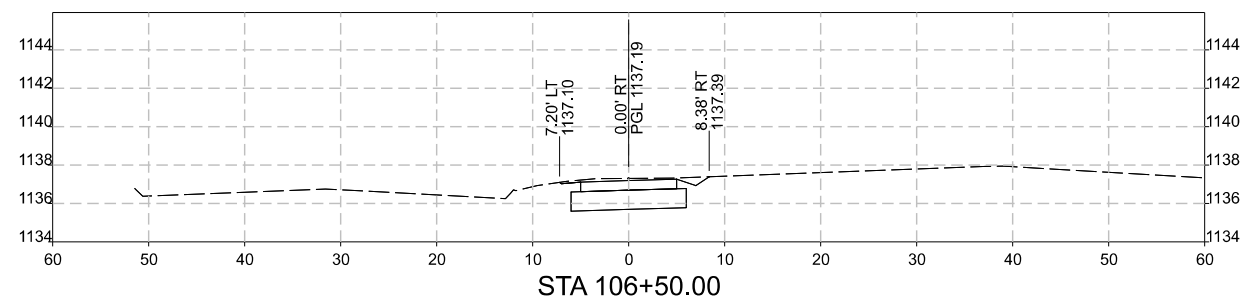
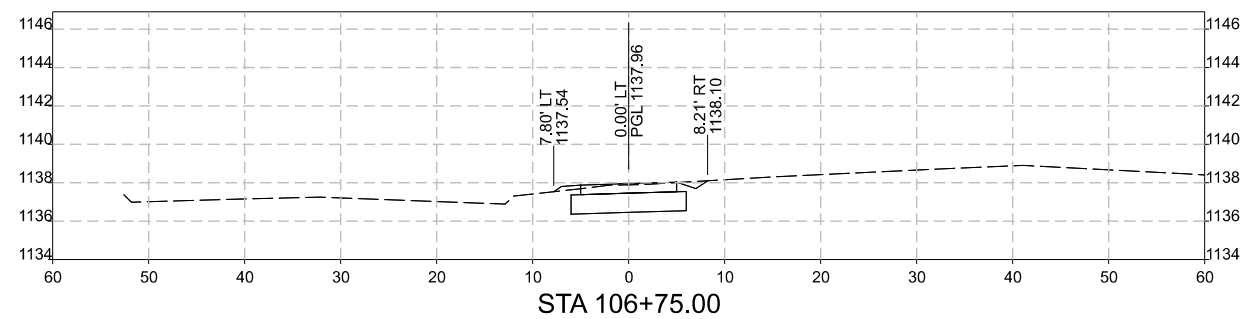
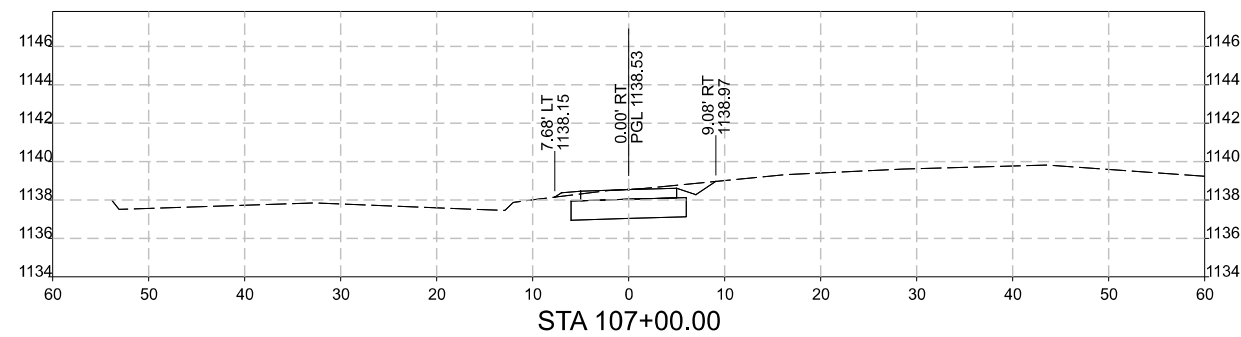
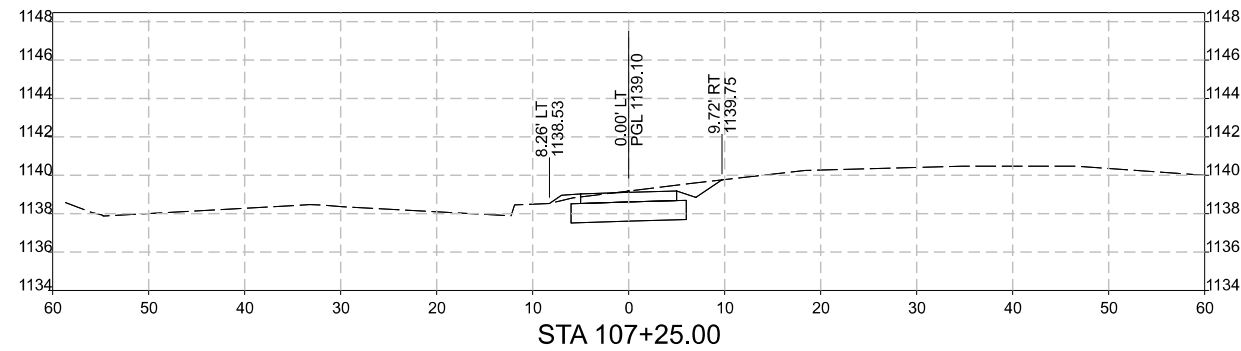
SNYDER & ASSOCIATES, INC.

Project No: 124,1137.01

Sheet W.3

| MARK | REVISION | DATE | BY |
|-----------------|-----------------|-----------|----|
| Engineer: RJH | Checked By: BUT | | |
| Technician: CSH | Date: 4/9/2026 | | |
| T-R-S: | | Sheet W.3 | |

DOT # TAP-U-5721-8-20
Project No: 124,1137.01

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WEST CLAY STREET TRAIL EXTENSION

CROSS SECTIONS

OSCEOLA, IOWA

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2727 SW SNYDER BLVD
ANKENY, IA 50023
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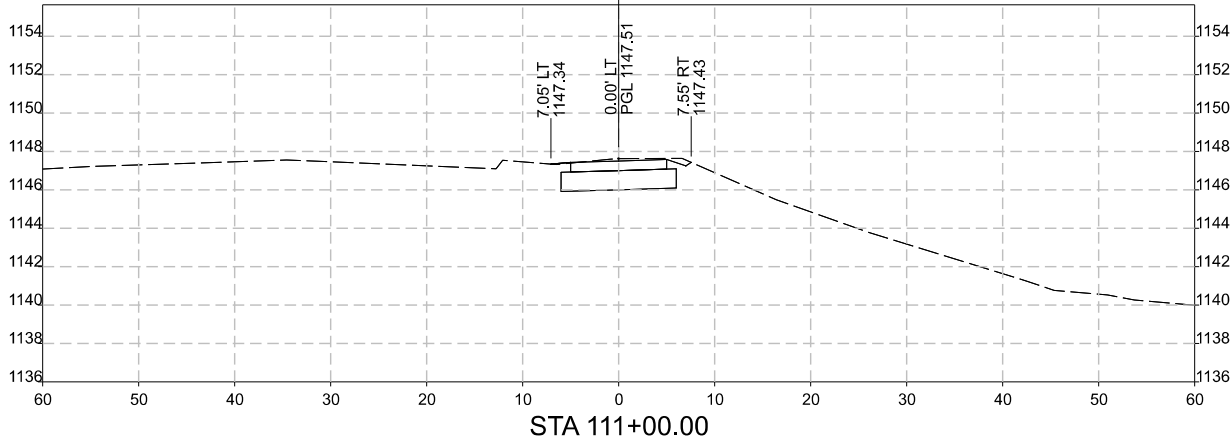
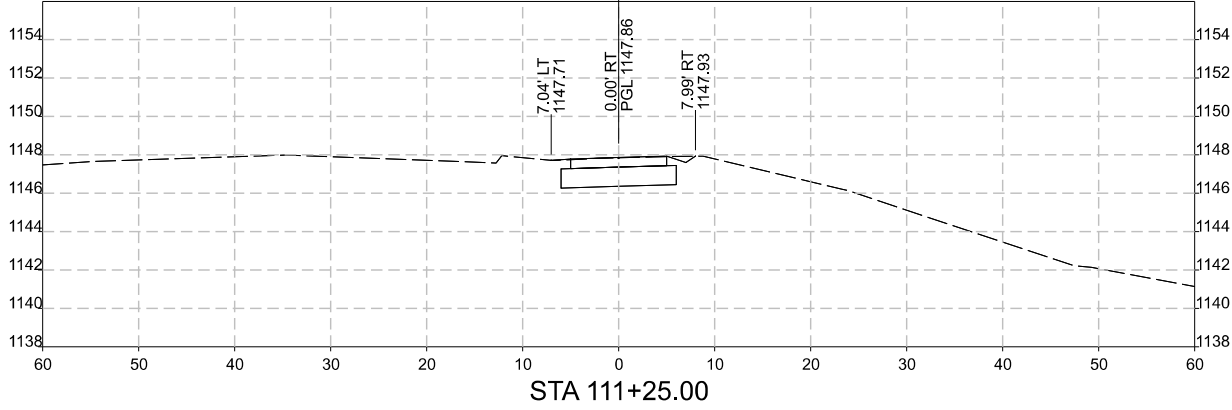
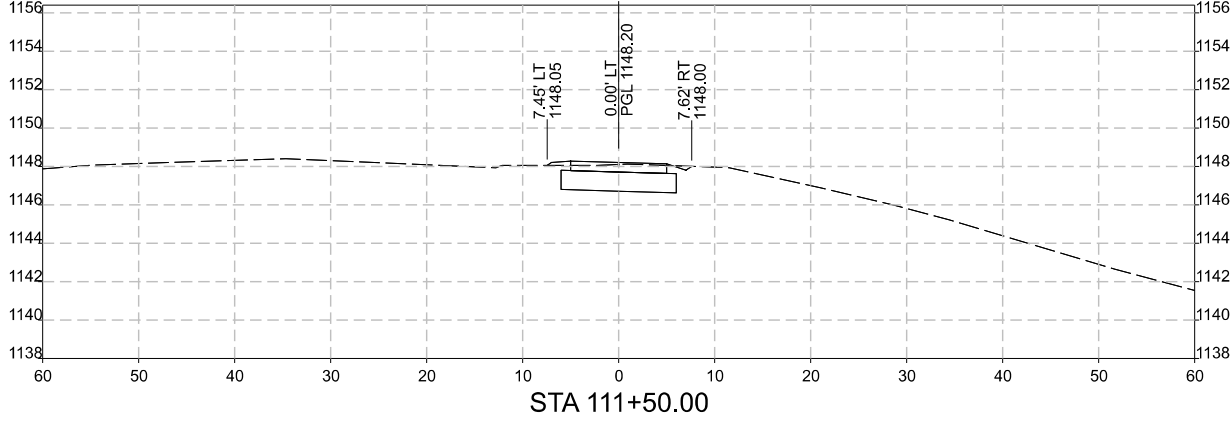
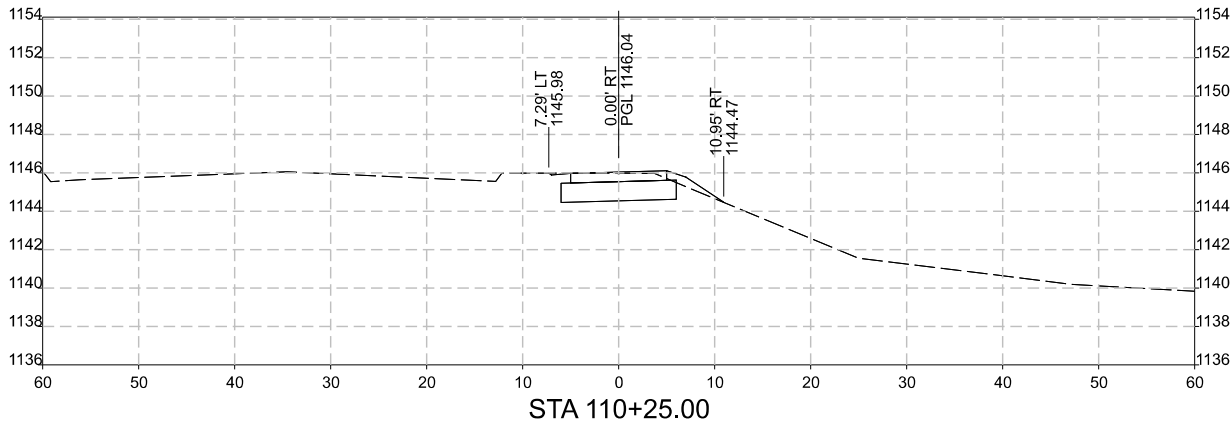
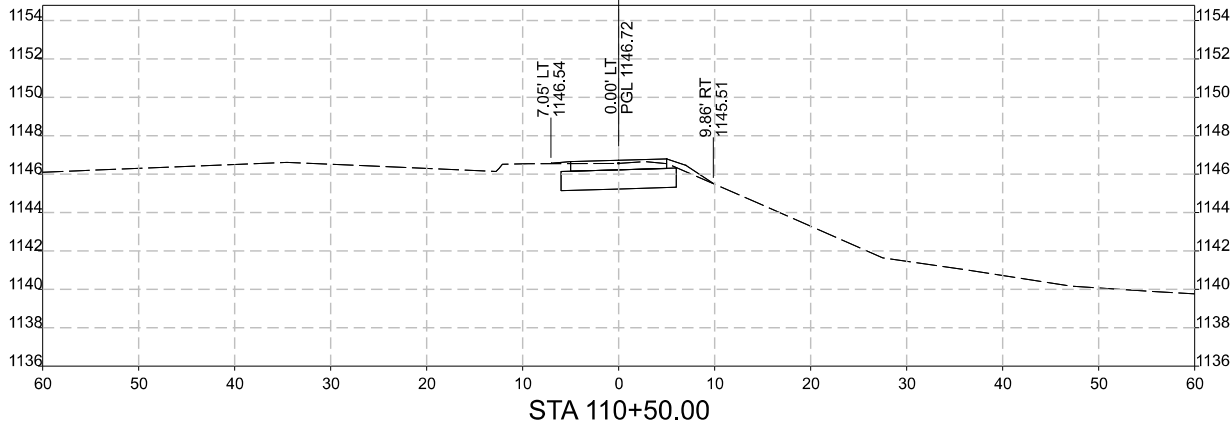
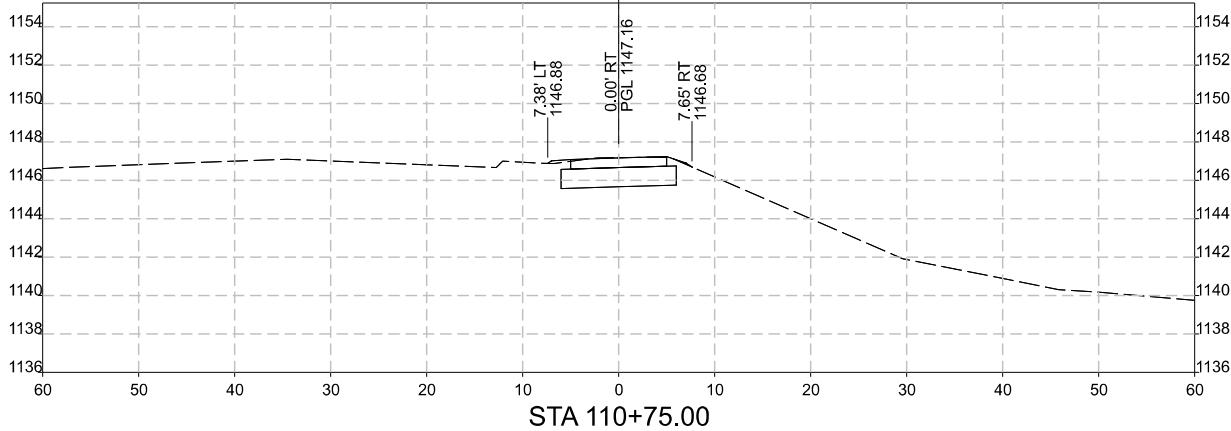
Technician: CSH Date: 4/9/20
DOT # TAP-U-5772() - 81-20
Project No: 124.1137.01

Project No: 124.1137.01

Sheet W.4



SNYDER & ASSOCIATES, INC.



Sheet W.6

Project No: 124,1137.01

DOT # TAP-U-5721-8-20
Technician: CSH
Checked By: BUT
Date: 4/9/2026
T-R-S:

MARK

REVISION


DATE

BY

OSCEOLA, IOWA

CROSS SECTIONS

WEST CLAY STREET TRAIL EXTENSION



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& ASSOCIATES

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ANKENY, IA 50023
515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

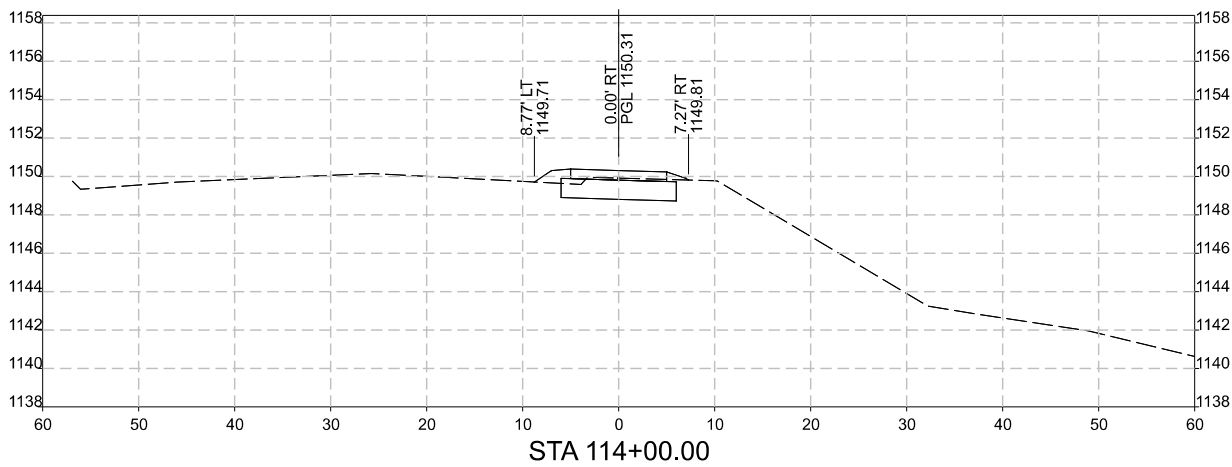
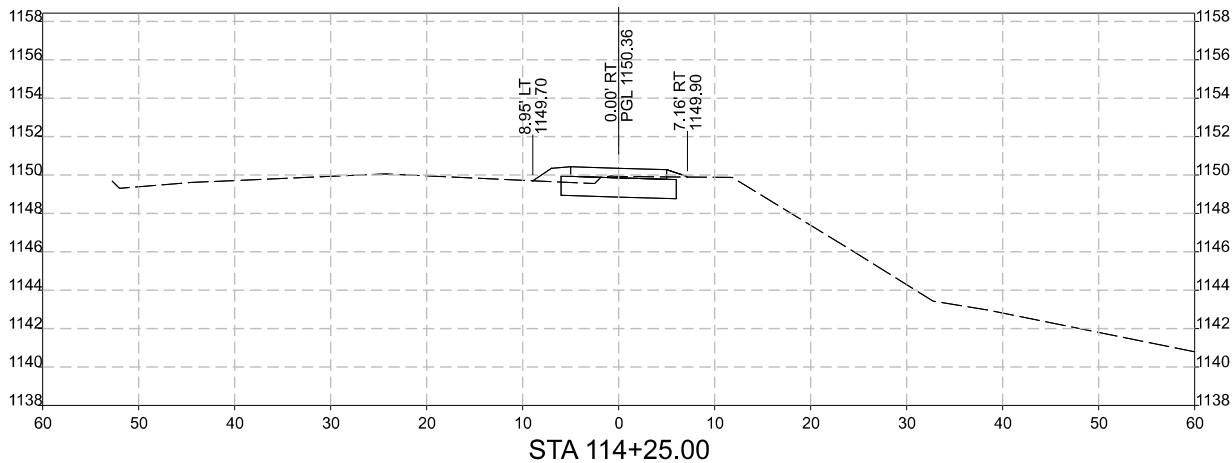
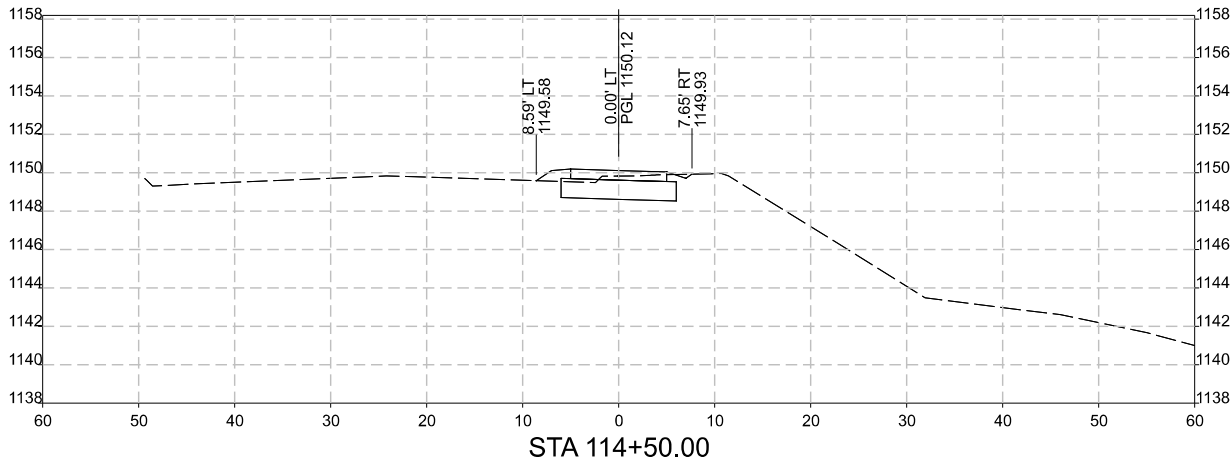
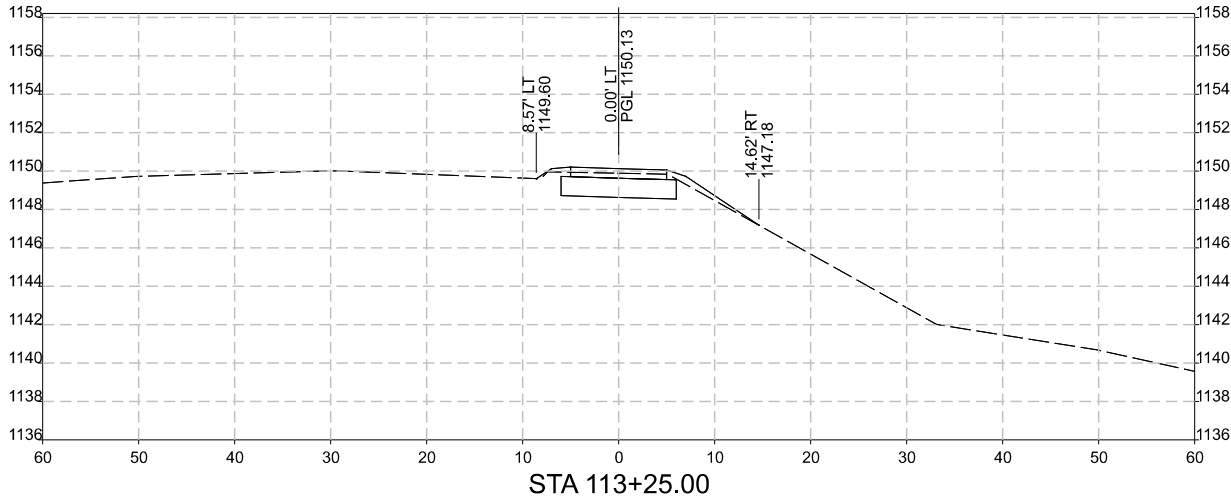
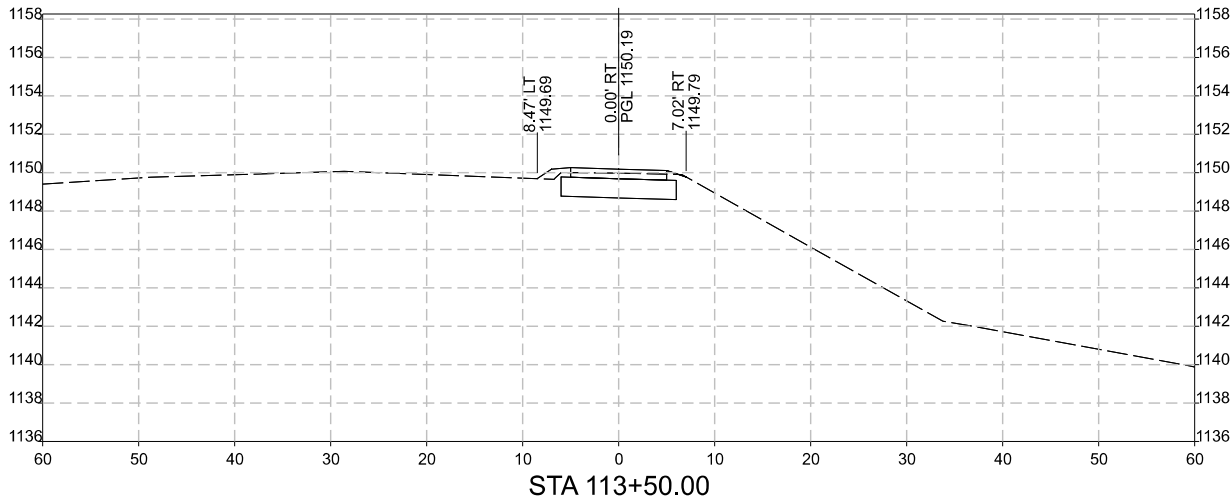
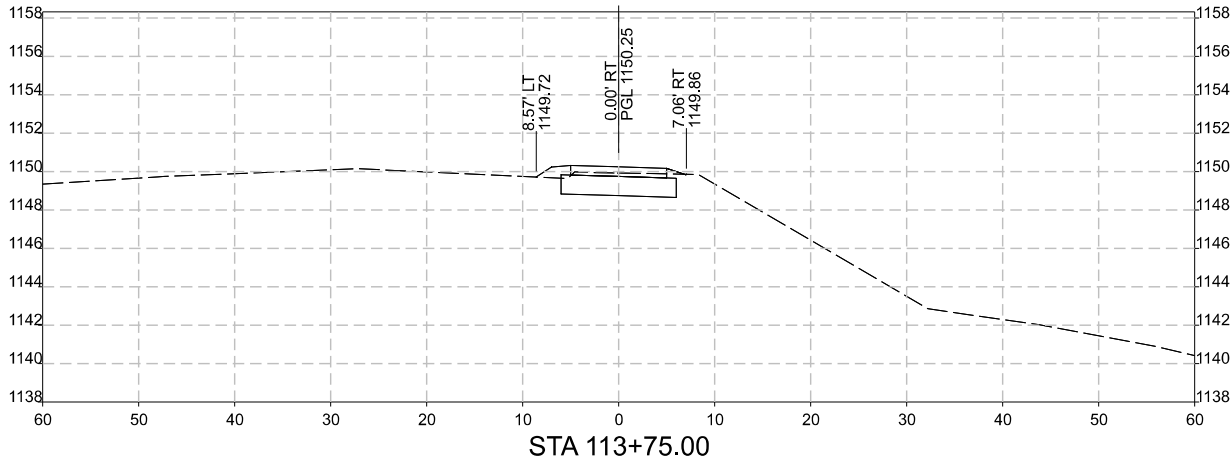
Sheet W.6

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| <h3 style="margin: 0;">CROSS SECTIONS</h3> | | | | <div style="display: flex; justify-content: space-between;"> <div> <p>2727 SW SNYDER BLVD ANKENY, IA 50023</p> <p>515-964-2020 WWW.SNYDER-ASSOCIATES.COM</p> </div> <div style="text-align: right;"> <p>DOT # TAP-J-57720-48-20</p> <p>Project No: 124.1137.01</p> </div> </div> | |
| <h1 style="margin: 0;">SNYDER & ASSOCIATES, INC.</h1> | | | | <p>Sheet W.7</p> | |

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|-----------------|--|-----------------|--|------|--|
| MARK | | REVISION | | DATE | |
| Engineer: RJH | | Checked By: BJT | | | |
| Technician: CSH | | Date: 4/9/2026 | | | |
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Project No: 124.1137.01

Sheet W.7



Sheet W.8

DOT # TAP-U-3721-8-20
Project No: 124,1137.01

Checked By: BUT
Date: 4/9/2026
T-R-S:

REVISION

MARK

Engineer: RUH
Technician: CSH

DATE

BY

OSCEOLA, IOWA

CROSS SECTIONS

WEST CLAY STREET TRAIL EXTENSION

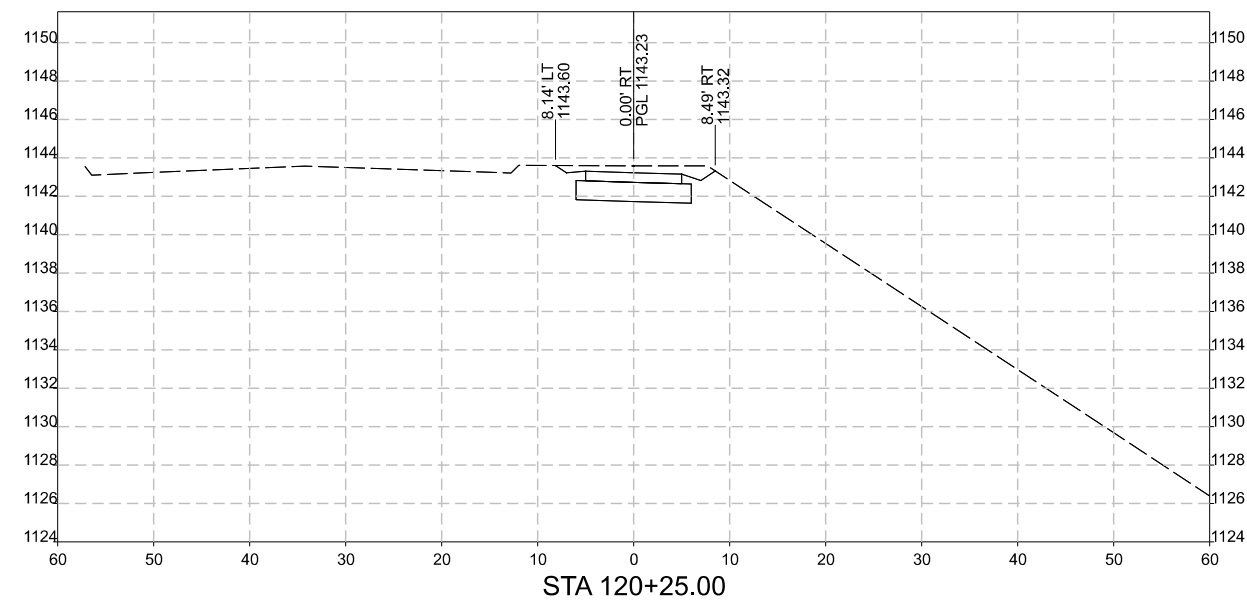
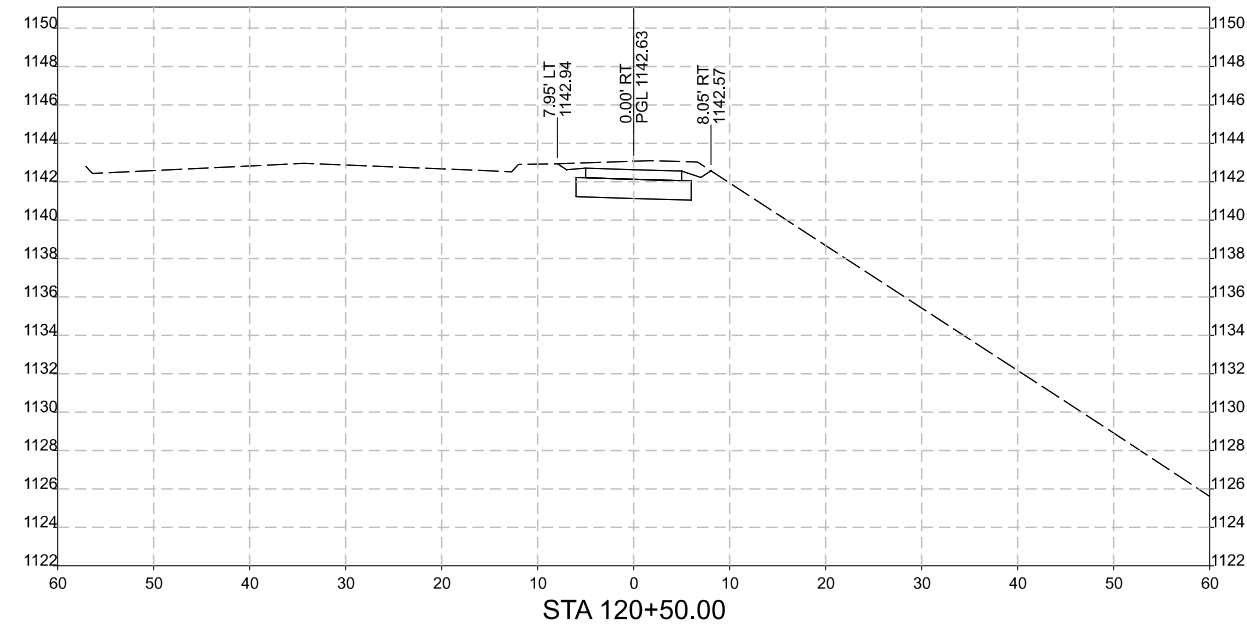
SNYDER
& ASSOCIATES

Project No: 124,1137.01

Sheet W.8

2727 SW SNYDER BLVD
ANKENY, IA 50023
515-964-2020 | WWW.SNYDER-ASSOCIATES.COM

SNYDER & ASSOCIATES, INC.

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WEST CLAY STREET TRAIL EXTENSION

CROSS SECTIONS

OSCEOLA, IOWA

SNYDER & ASSOCIATES, INC.

2727 SW SNYDER BLVD
ANKENY, IA 50023


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|--------------------------|--------------|
| Technician: CSH | Date: 4/9/20 |
| DOT # TAP-U-5772()-81-20 | |
| Project No: 124.1137.01 | |


Sheet W.10

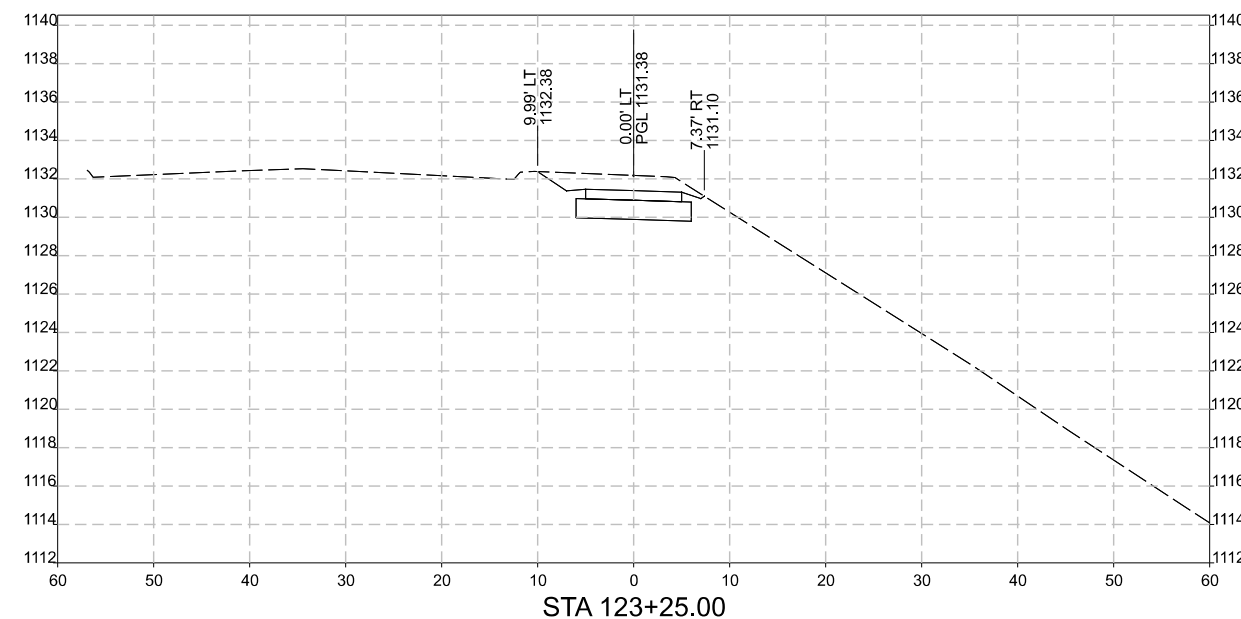
Project No: 124.1137.01

Sheet W.10



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|  SNYDER & ASSOCIATES | | WEST CLAY STREET TRAIL EXTENSION | | CROSS SECTIONS | | OSCEOLA, IOWA | | 2727 SW SNYDER BLVD ANKENY, IA 50023 515-964-2020 WWW.SNYDER-ASSOCIATES.COM | | DOT # TAP-U-5772(-)-8J-20 Project No: 124.1137.01 | | Sheet W.11 | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | MARK | | REVISION | | DATE | | BY | |
| | | | | | | | | Engineer: RJH | | Checked By: BJT | | | | | |
| | | | | | | | | Technician: CSH | | Date: 4/9/2026 | | T-R-S: | | | |

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|  SNYDER & ASSOCIATES | | WEST CLAY STREET TRAIL EXTENSION | | CROSS SECTIONS | | OSCEOLA, IOWA | | 2727 SW SNYDER BLVD ANKENY, IA 50023 515-964-2020 WWW.SNYDER-ASSOCIATES.COM | | DOT # TAP-U-5772(-)-8+20 Project No: 124.1137.01 | | Sheet W.12 | |
| | | | | | | | | | | | | | |
| | | | | | | | | MARK | | REVISION | | DATE | BY |
| | | | | | | | | Engineer: RJH | | Checked By: BJT | | | |
| | | | | | | | | Technician: CSH | | Date: 4/9/2026 | | | |
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Project No: 124.1137.01

Project No: 124.1137.01


Sheet W.13

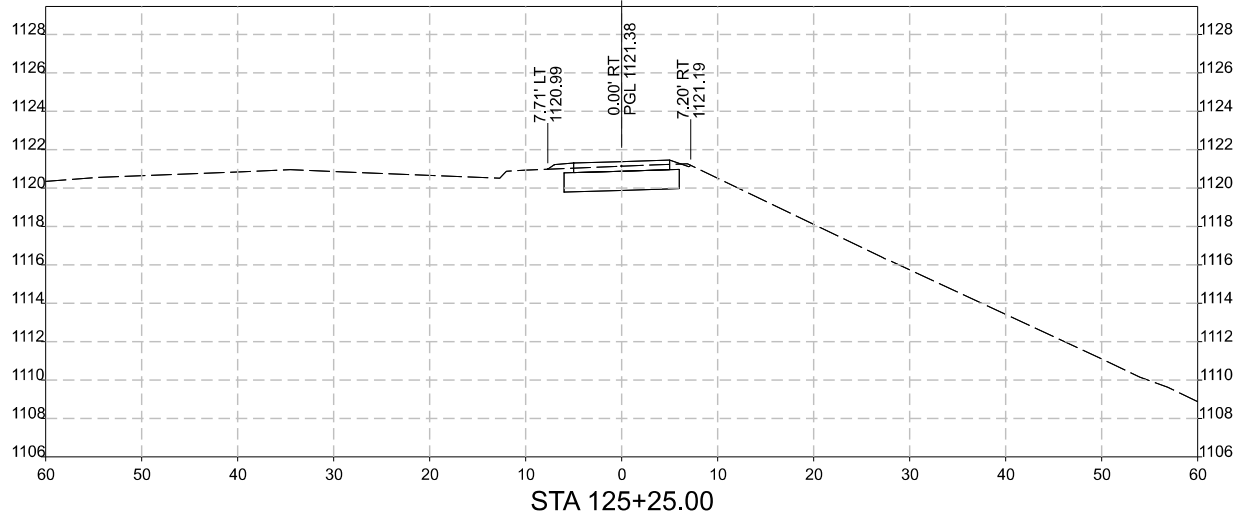
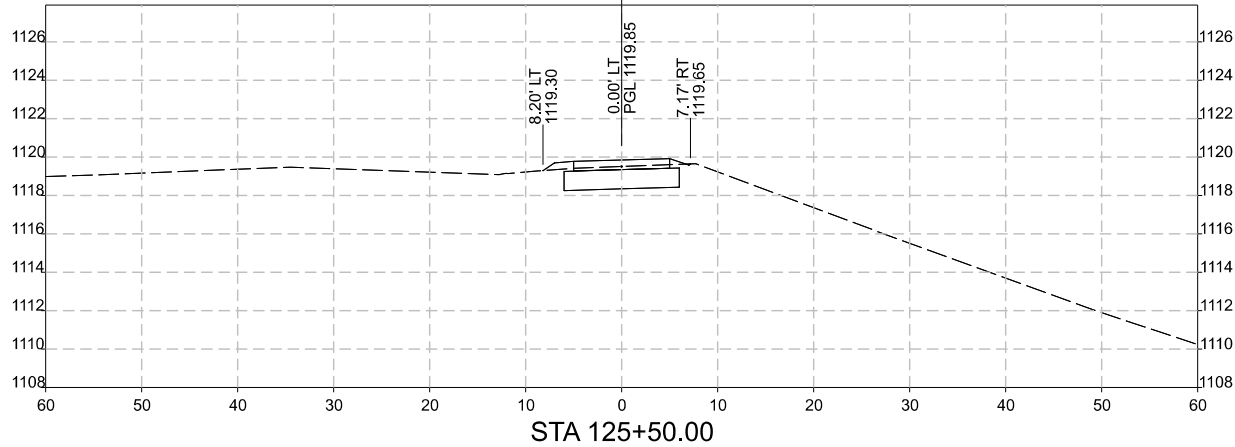
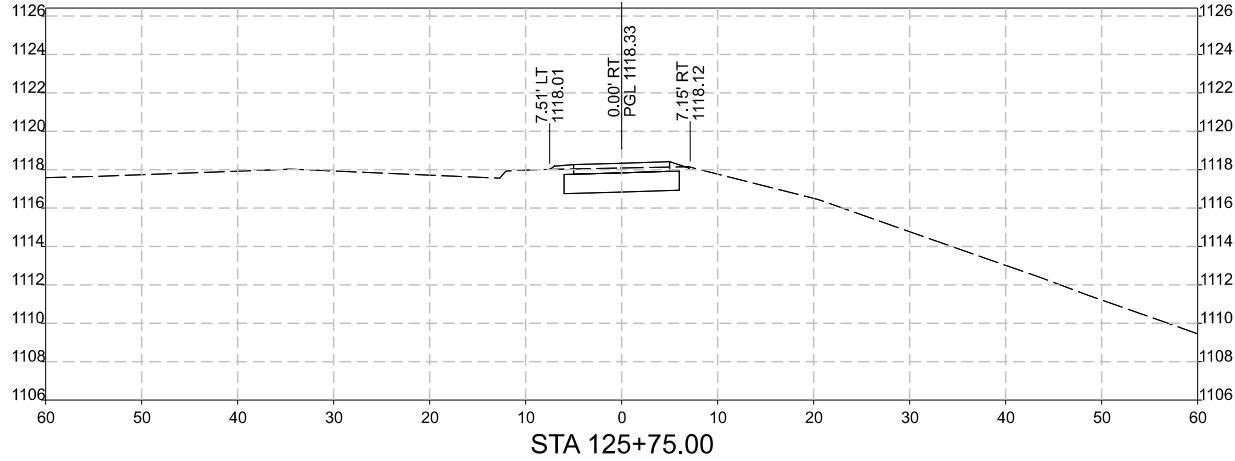
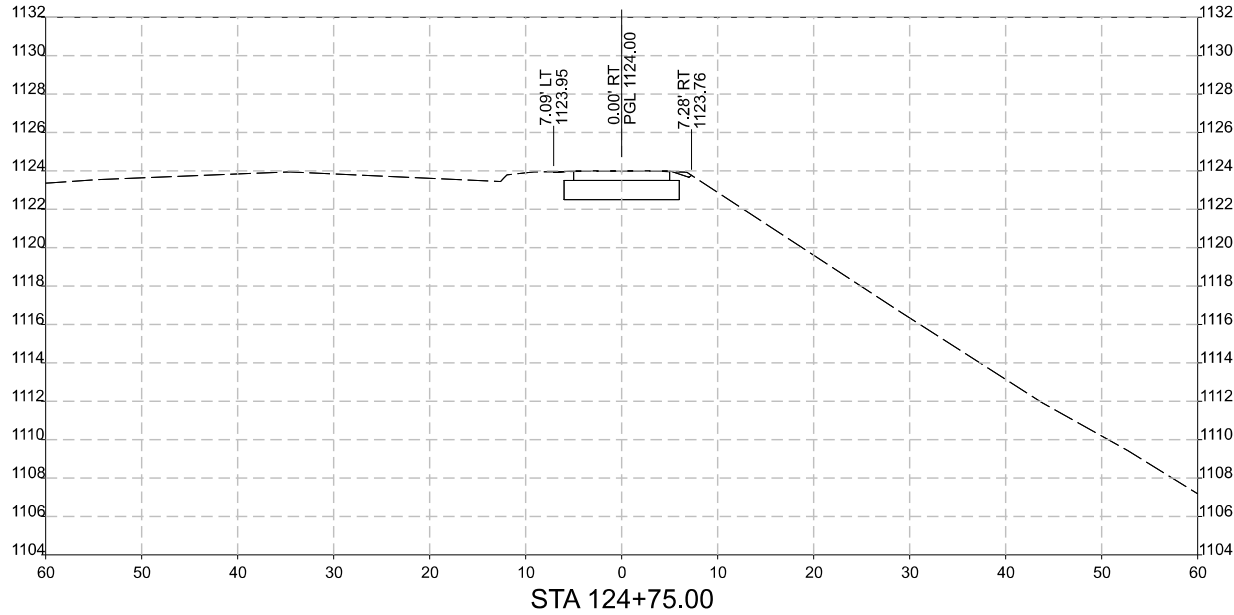
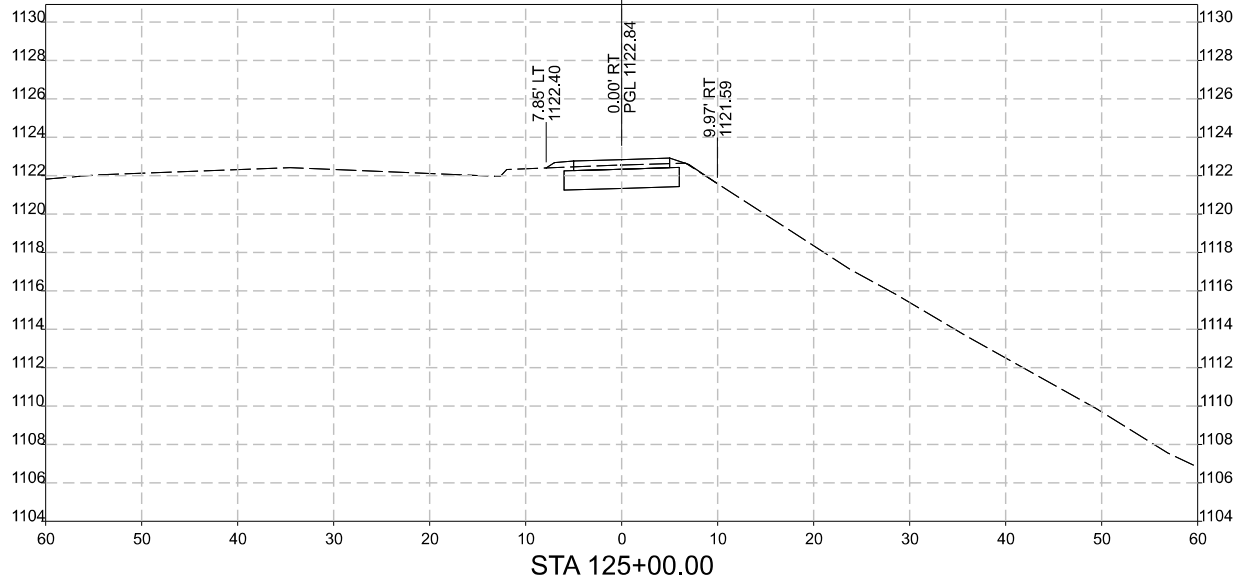
Sheet W.13

Project No: 124.1137.01

Sheet W.13




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|  | | | | | |
| Project No: 124.1137.01 | | | | | |
| Sheet W.14 | | | | | |
| WEST CLAY STREET TRAIL EXTENSION | | | | | |
| CROSS SECTIONS | | | | | |
| OSCEOLA, IOWA | | | | | |
| <div style="text-align: center;"> 2727 SW SNYDER BLVD ANKENY, IA 50023 515-964-2020 WWW.SNYDER-ASSOCIATES.COM </div> | | | | | |
| SNYDER & ASSOCIATES, INC. | | | | | |
| | | DOT # TAP-U-5772(-)-8+20 Project No: 124.1137.01 | | Sheet W.14 | |
| MARK | | REVISION | | DATE BY | |
| Engineer: RJH | | Checked By: BJT | | | |
| Technician: CSH | | Date: 4/9/2026 | | T-R-S: | |



WEST CLAY STREET TRAIL EXTENSION

CROSS SECTIONS



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Project No: 124.1137.01

Sheet W.15

| MARK | ENGINEER | REVISION | DATE | BY |
|------|-----------------|-------------------------|------|----|
| | Engineer: RJH | Checked By: BUT | | |
| | Technician: CSH | Date: 4/9/2026 | | |
| | | T-R-S: | | |
| | | DOT # TAP-U-5721-8-20 | | |
| | | Project No: 124.1137.01 | | |
| | | Sheet W.15 | | |

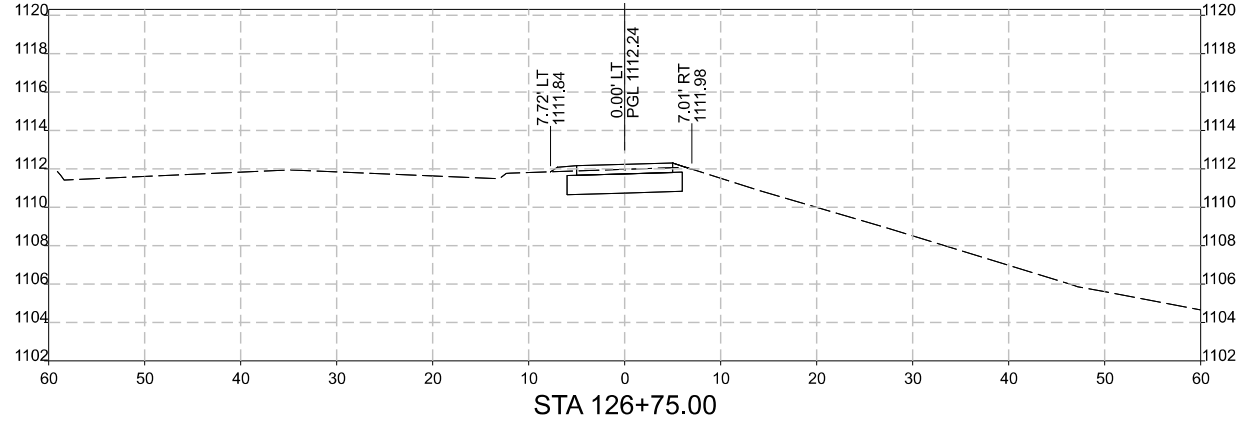
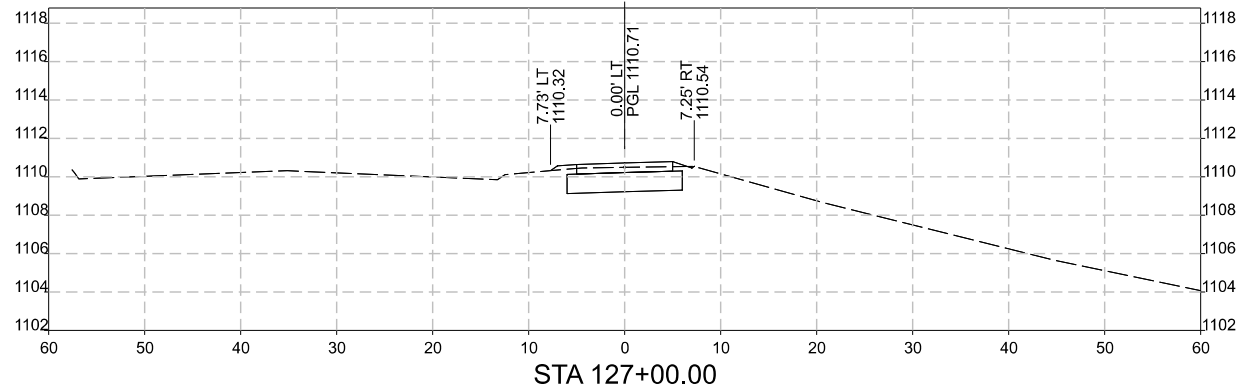
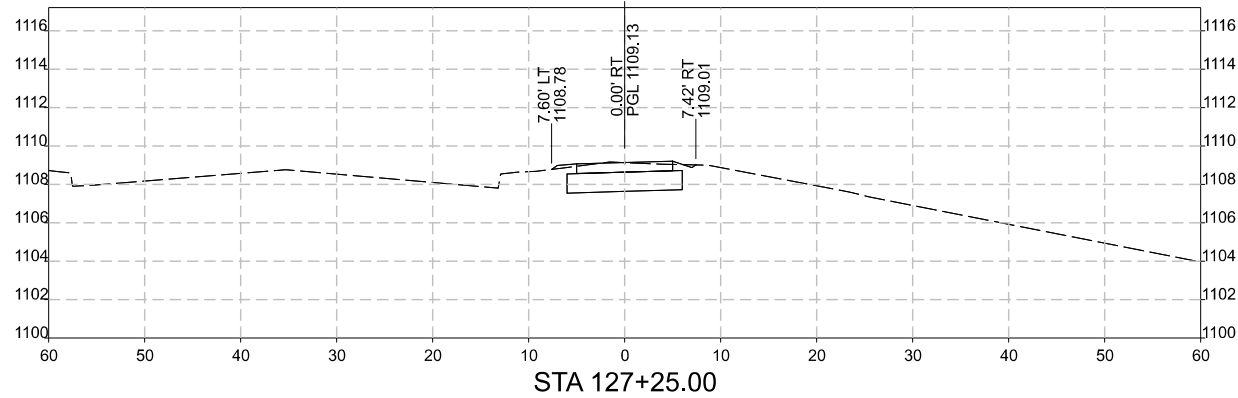
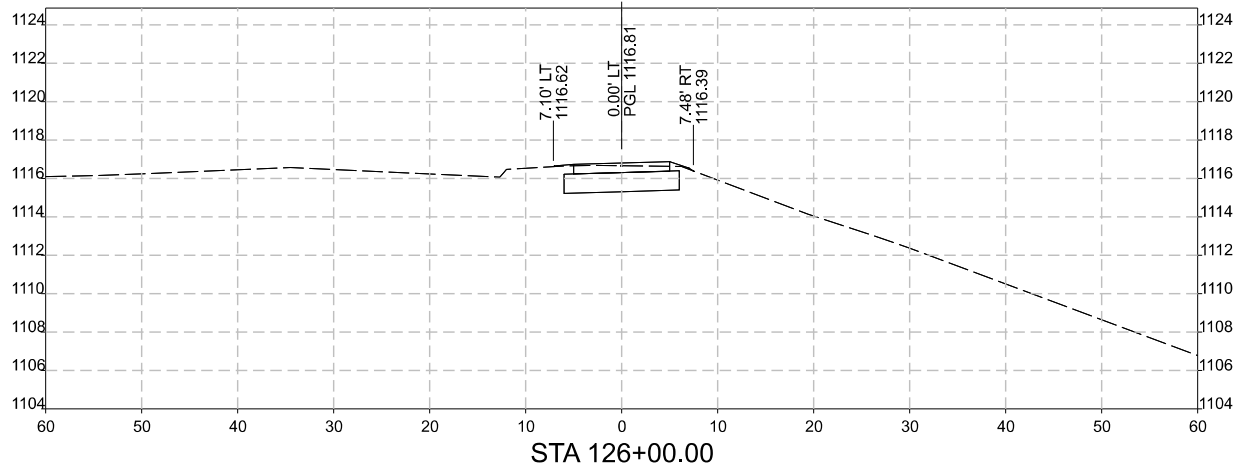
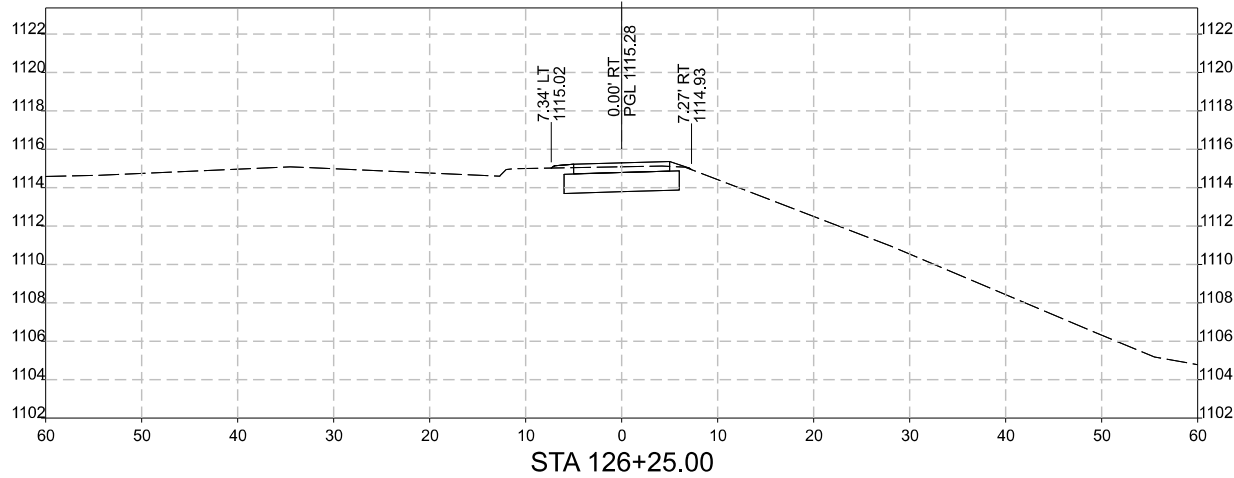
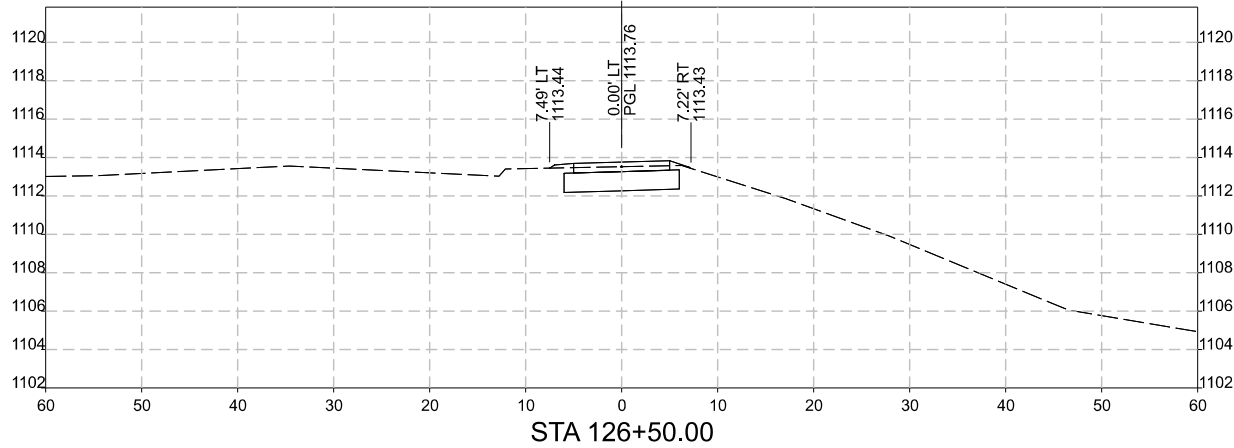
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WEST CLAY STREET TRAIL EXTENSION

CROSS SECTIONS



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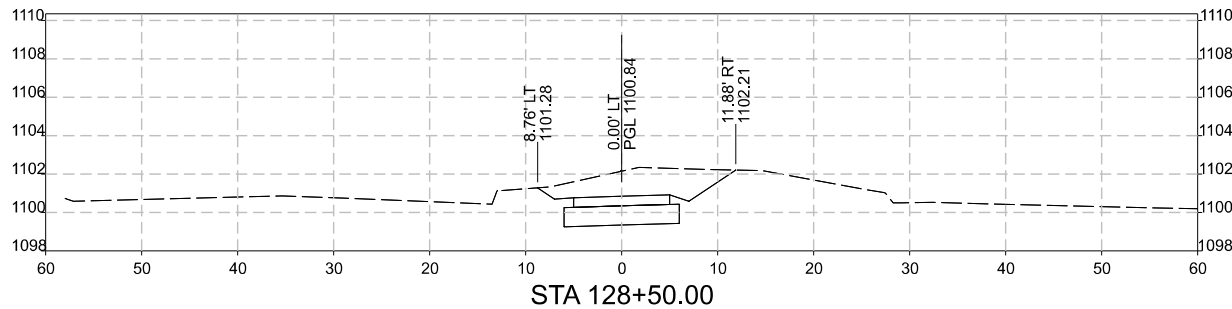
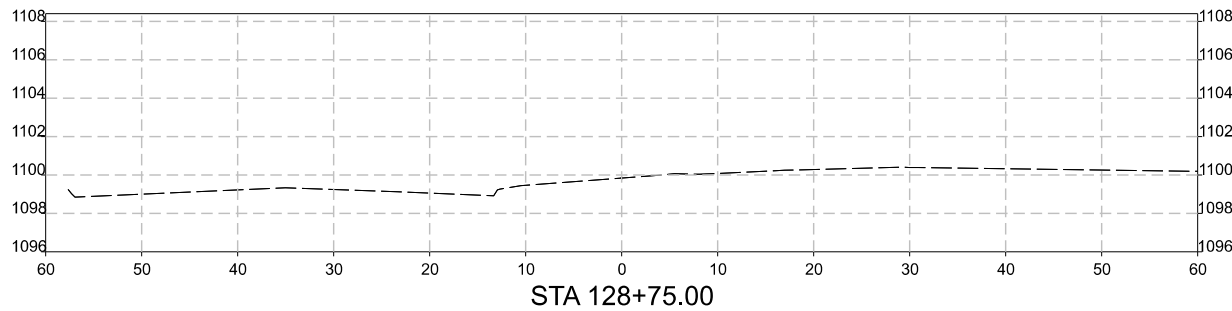
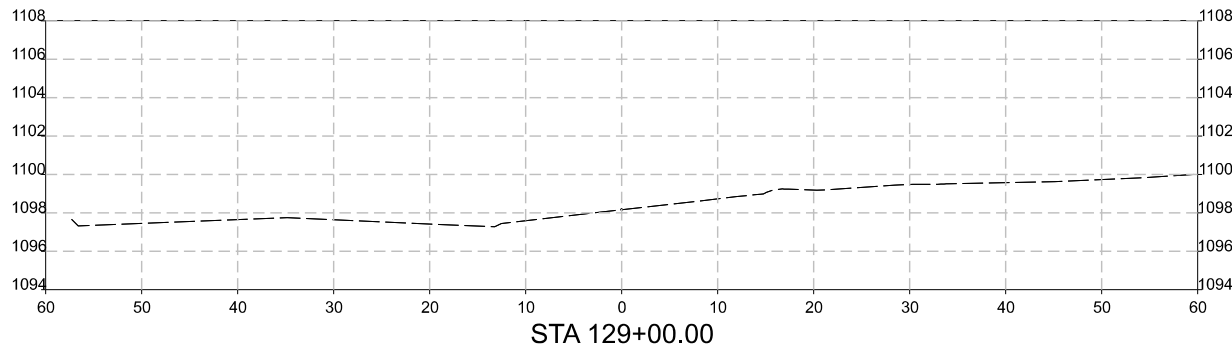
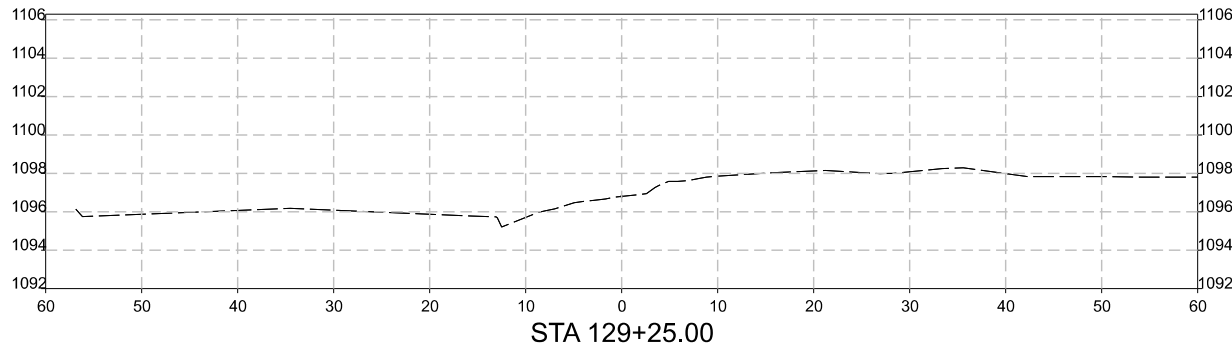
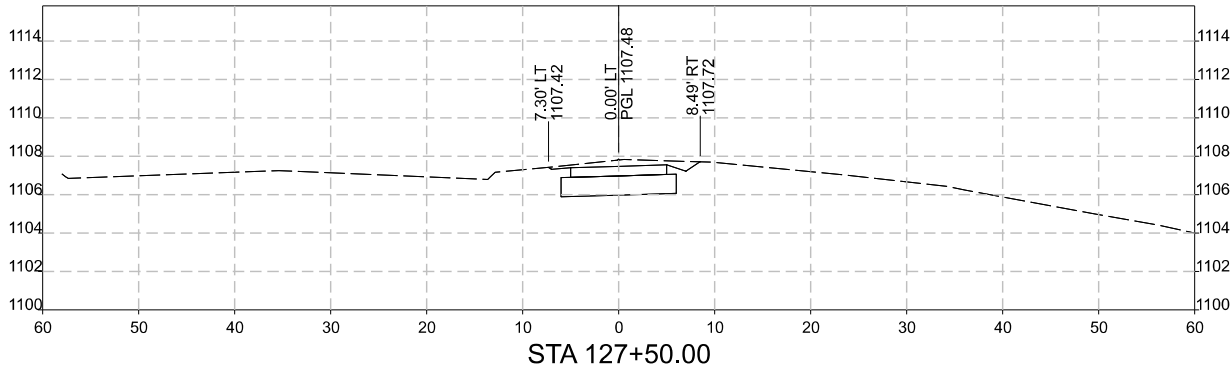
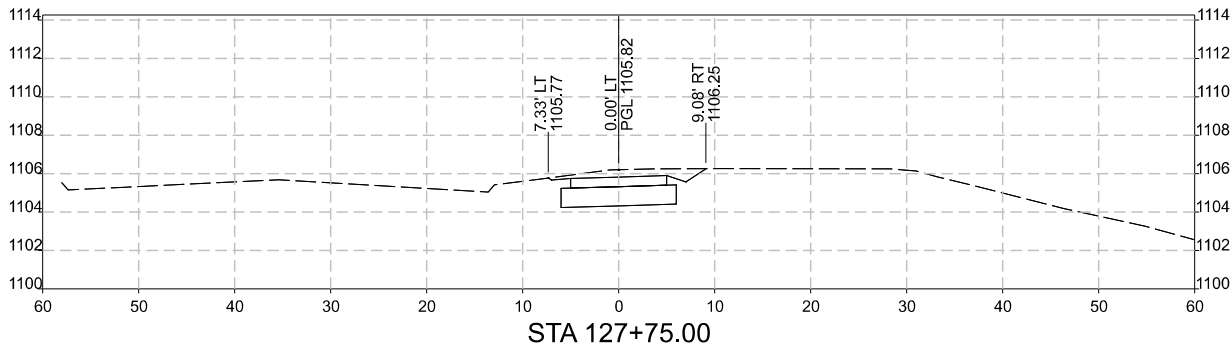
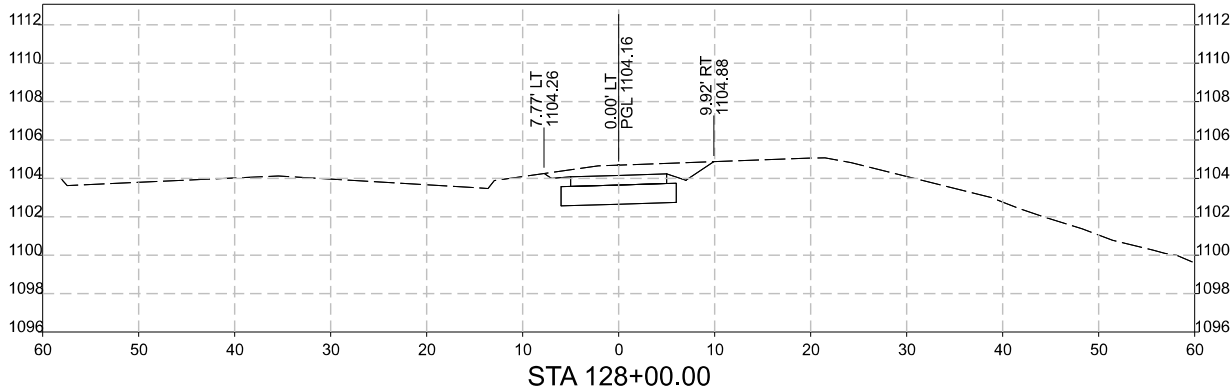
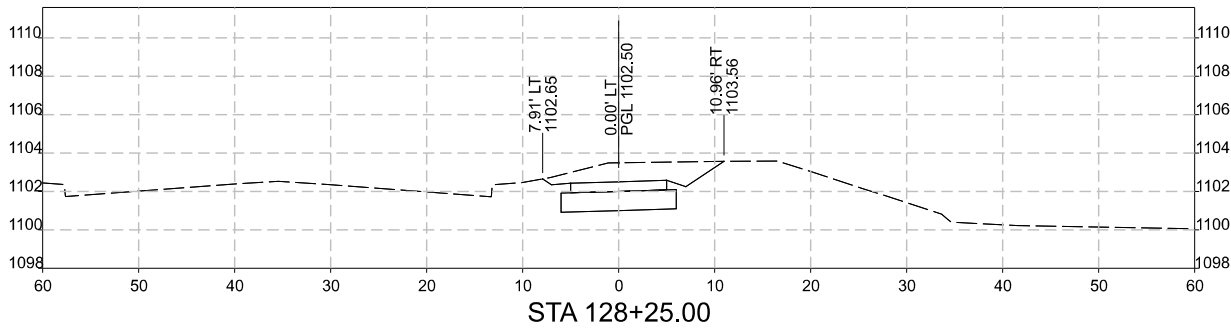
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DOT # TAP-U-5721-8-20
Project No: 124.1137.01

Sheet W.16

Sheet W.16

| MARK | REVISION | DATE | BY |
|-----------------|-----------------|------|----|
| Engineer: RJH | Checked By: BUT | | |
| Technician: CSH | Date: 4/9/2026 | | |
| T-R-S: | | | |



Sheet W.17

DOT # TAP-U-57721-8-20
Project No: 124.1137.01

MARK

Engineer: RUH
Technician: CSH

REVISION

Checked By: BUT
Date: 4/9/2026

DATE

T-R-S:

WEST CLAY STREET TRAIL EXTENSION

CROSS SECTIONS

OSCEOLA, IOWA

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Project No: 124.1137.01

Sheet W.17

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