

DAYBREAK PLAT 2 CONSTRUCTION DRAWINGS

WAUKEE, IA

OWNER/APPLICANT

DAYBREAK WAUKEE, LLC
c/o STEVE BRUERE
12119 STRATFORD DRIVE, SUITE B
CLIVE, IA 50325

ENGINEER

McCLURE ENGINEERING
1360 NW 121ST STREET
CLIVE, IOWA 50325
(515) 964-1229
ATTN: CALEB SMITH
csmith@meclure.com

PROJECT MANAGER

MARK TROST
(515) 225-1450
mark@trostdevelopment.com

DEVELOPMENT SCHEDULE

GRADING: SPRING 2017
UTILITIES: SPRING/SUMMER 2017

LAND COVER

PAVING AREA: 84,573 SF (9.59%)
OPEN AREA: 796,765 SF (90.41%)
TOTAL AREA: 881,338 SF (100.0%)

ZONING

(R-1) - SINGLE-FAMILY RESIDENTIAL DISTRICT

SETBACK SUMMARY

- MINIMUM LOT AREA: 10,000 SF
- MINIMUM FLOOR AREA: 1,050 SF FOR SINGLE STORY
1,400 SF FOR TWO-STORY
(MIN 700 SF FIRST FLOOR)
400 SF PER LEVEL FOR SPLIT LEVEL
1,050 SF PER STORY FOR SPLIT FOYER
- MINIMUM LOT WIDTH: 80 FT
- MINIMUM FRONT YARD: 30 FT
- MINIMUM SIDE YARDS: TOTAL OF 15 FT, MIN. OF 7 FT PER SIDE
- MINIMUM REAR YARD: 30 FT
- MAXIMUM HEIGHT: 40 FT FOR PRINCIPAL BUILDING
14 FT FOR ACCESSORY BUILDINGS
- MAXIMUM STORIES: 3 STORIES FOR PRINCIPAL BUILDINGS
1 STORY FOR ACCESSORY BUILDINGS

PRINCIPAL USES

SINGLE FAMILY RESIDENTIAL DEVELOPMENT

UTILITIES

WATER: CITY OF WAUKEE
SEWER: CITY OF WAUKEE
NATURAL GAS: CITY OF WAUKEE
ELECTRIC: MIDAMERICAN ENERGY COMPANY
PHONE/CABLE: CENTURYLINK LOCAL NETWORK
MEDIACOM COMMUNICATIONS CORP

SECTION, TOWNSHIP, RANGE

006 - 078 - 026

BENCHMARK

SEE SHEET GN-03 FOR BENCHMARKS AND CONTROL POINTS

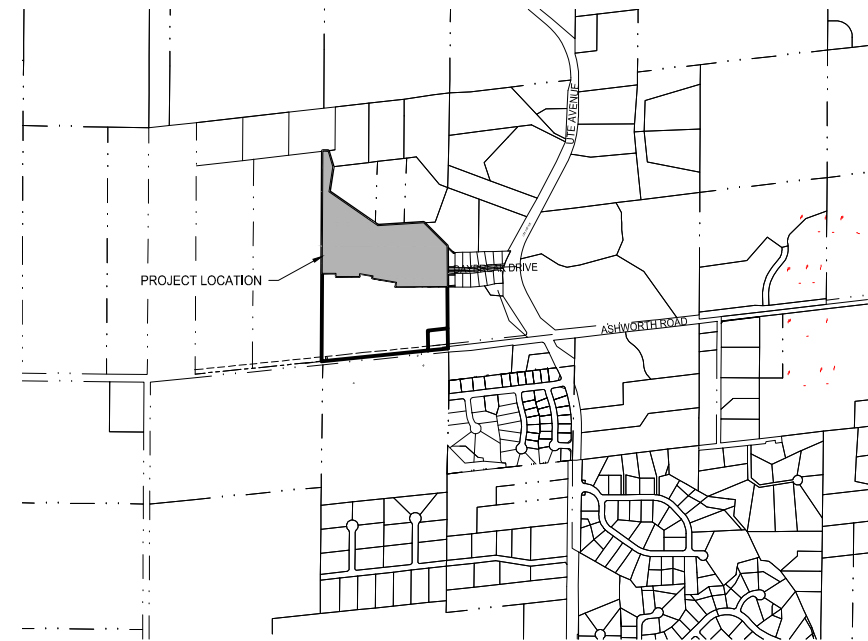
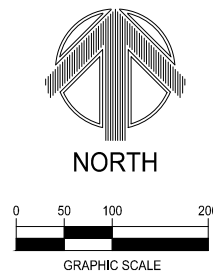
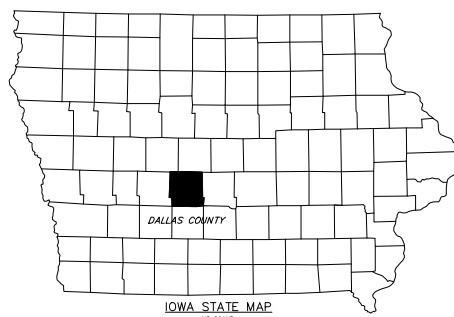
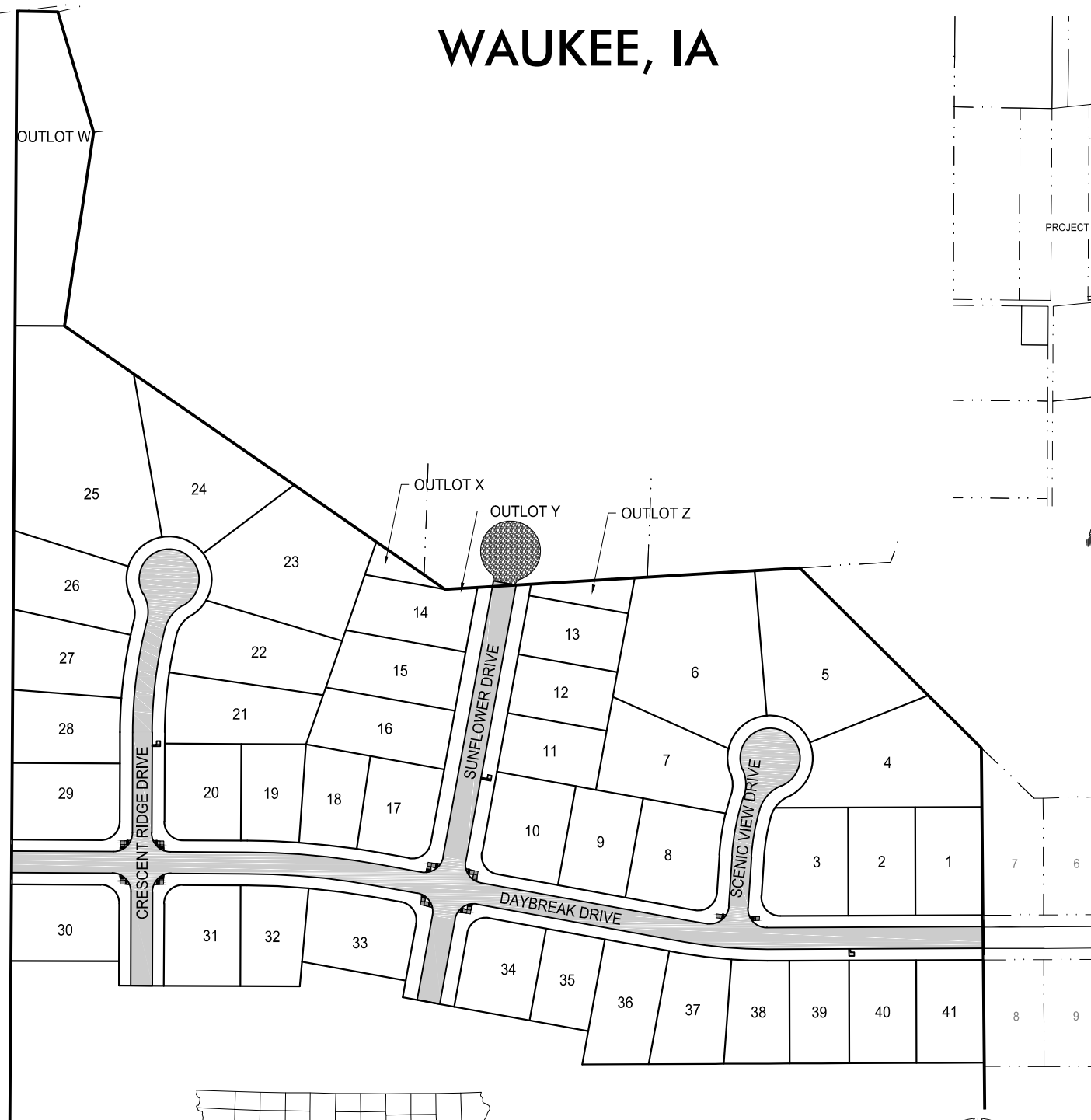
PAVEMENT

DAYBREAK DRIVE: 7" NON-REINFORCED PCC
SCENIC VIEW DRIVE: 7" NON-REINFORCED PCC
SUNFLOWER DRIVE: 7" NON-REINFORCED PCC
CRECENT RIDGE DRIVE: 7" NON-REINFORCED PCC

LANDSCAPING

ALL LANDSCAPING REQUIREMENTS WILL BE MET WITH THE CONSTRUCTION OF DAYBREAK PLAT 3 PER THE PRELIMINARY PLAT.

ALL SPECIFICATIONS FOR PUBLIC IMPROVEMENTS SHALL BE COMPLETED BY THE CITY OF WAUKEE STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS AND 2017 THE STATEWIDE URBAN DESIGN AND SPECIFICATIONS.



VICINITY MAP - CITY OF WAUKEE

NOT TO SCALE



Sheet No.	Drawing No.	Sheet Description
1	GN-01	COVER SHEET
2	GN-02	GENERAL NOTES AND LEGEND
3	GN-03	EXISTING CONDITIONS AND SURVEY CONTROL
4	GN-04	GENERAL LAYOUT
5	GR-01	GRADING PLAN
6	GR-02	GRADING PLAN
7	GR-03	SWPPP CONTROL SHEET
8	SS-01	SANITARY SEWER PLAN AND PROFILE
9	SS-02	SANITARY SEWER PLAN AND PROFILE
10	SS-03	SANITARY SEWER PLAN AND PROFILE
11	ST-01	STORM SEWER PLAN AND PROFILE
12	ST-02	STORM SEWER PLAN AND PROFILE
13	ST-03	STORM SEWER PLAN AND PROFILE
14	ST-04	STORM SEWER PLAN AND PROFILE
15	ST-05	STORM SEWER PLAN AND PROFILE
16	ST-06	STORM SEWER PLAN AND PROFILE
17	WA-01	WATER PLAN AND PROFILE
18	WA-02	WATER PLAN AND PROFILE
19	WA-03	WATER PLAN AND PROFILE
20	WA-04	WATER PLAN AND PROFILE
21	PA-01	PAVING PLAN AND PROFILE
22	PA-02	PAVING PLAN AND PROFILE
23	PA-03	PAVING PLAN AND PROFILE
24	PA-04	PAVING PLAN AND PROFILE
25	LI-01	LIGHTING PLAN
26	LI-02	LIGHTING CUT SHEET
27	JT-01	JOINTING & ADA RAMP DETAILS
28	JT-02	JOINTING & ADA RAMP DETAILS
29	JT-03	JOINTING & ADA RAMP DETAILS
30	DT-01	DETAILS
31	DT-02	DETAILS
32	DT-03	DETAILS
33	DT-04	DETAILS



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RECORD DRAWINGS SUBMITTED ON: 11/6/17



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.

DATE:
CALEB A. SMITH, PE NO. 17983
MY LICENSE RENEWAL DATE IS DECEMBER 31, 2017

PAGES OR SHEETS COVERED BY THIS SEAL:
1 - 33

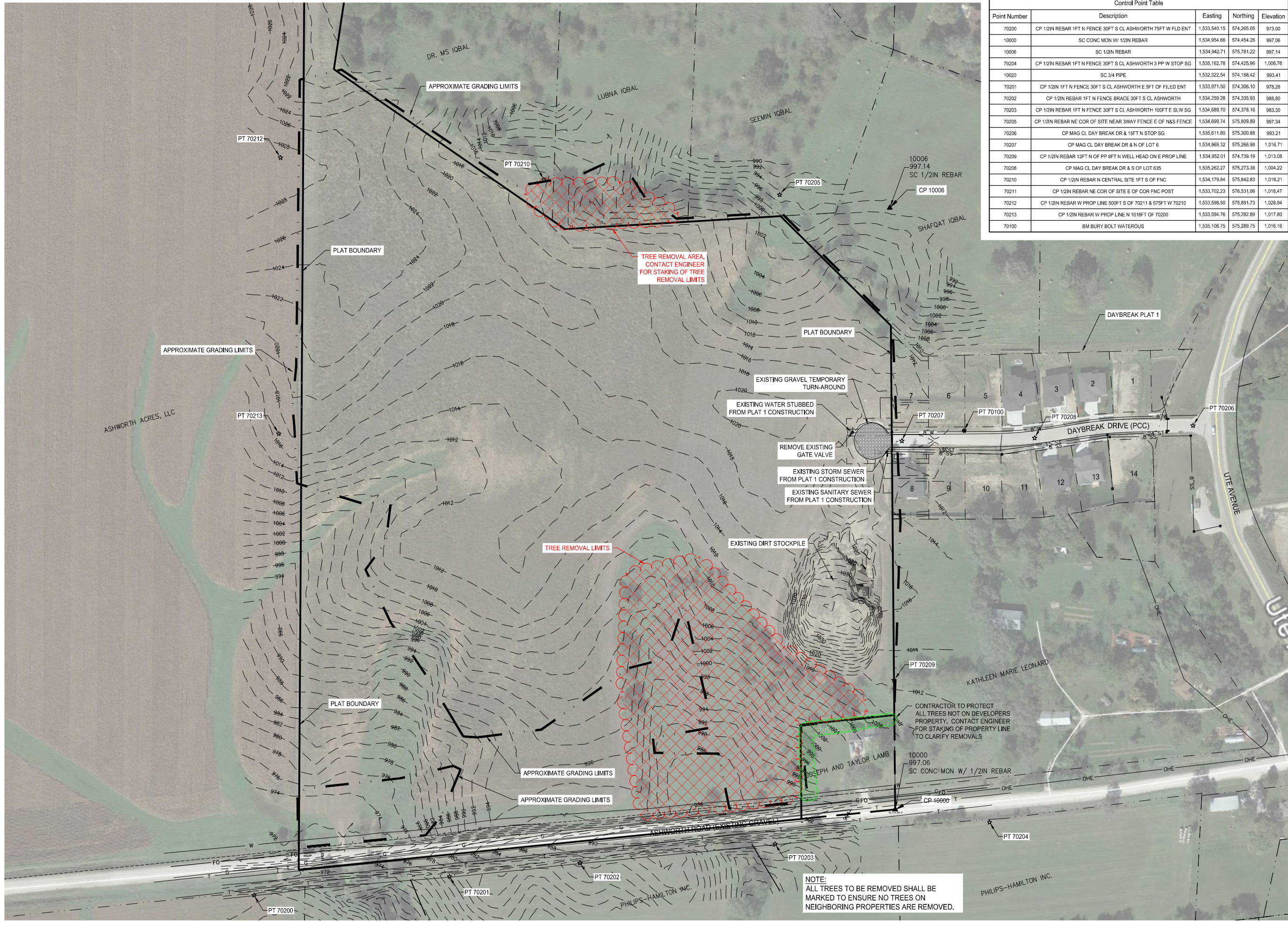
DAYBREAK PLAT 2
CONSTRUCTION DRAWINGS

WAUKEE, IA
2213010-01
APRIL 25, 2017

REVISIONS
5.16.17
5.30.17
6.20.17
...

ENGINEER: C. SMITH
DRAWN BY: J. BECKER
CHECKED BY: C. SMITH
FIELD BOOK NO.

DRAWING NO. SHEET NO.
GN-01 1 / 33



Control Point Table				
Point Number	Description	Easting	Northing	Elevation
70200	CP 1/2IN REBAR 1FT N FENCE 30FT S CL ASHWORTH 75FT W FLD ENT	1,533,540.15	574,265.05	973.00
10000	SC CONC MON W/ 1/2IN REBAR	1,534,954.66	574,454.26	997.06
10006	SC 1/2IN REBAR	1,534,942.71	575,781.22	997.14
70204	CP 1/2IN REBAR 1FT N FENCE 30FT S CL ASHWORTH 3 PP W STOP SG	1,535,162.78	574,425.96	1,006.76
10020	SC 3/4 PIPE	1,532,322.54	574,188.42	993.41
70201	CP 1/2IN 1FT N FENCE 30FT S CL ASHWORTH E 5FT OF FILED ENT	1,533,971.50	574,306.10	978.26
70202	CP 1/2IN REBAR 1FT N FENCE BRACE 30FT S CL ASHWORTH	1,534,259.28	574,335.93	988.80
70203	CP 1/2IN REBAR 1FT N FENCE 30FT S CL ASHWORTH 100FT E SLW SG	1,534,689.70	574,378.16	983.30
70205	CP 1/2IN REBAR NE COR OF SITE NEAR 3WAY FENCE E OF N&S FENCE	1,534,699.74	575,809.89	997.34
70206	CP MAG CL DAY BREAK DR & 19FT N STOP SG	1,535,611.80	575,300.88	993.21
70207	CP MAG CL DAY BREAK DR & N OF LOT 6	1,534,968.32	575,266.98	1,016.71
70209	CP 1/2IN REBAR 12FT N OF PP 8FT N WELL HEAD ON E PROP LINE	1,534,952.01	574,739.19	1,013.08
70208	CP MAG CL DAY BREAK DR & S OF LOT 635	1,535,262.27	575,273.38	1,004.22
70210	CP 1/2IN REBAR N CENTRAL SITE 1FT S OF FNC	1,534,179.84	575,842.83	1,016.21
70211	CP 1/2IN REBAR NE COR OF SITE E OF COR FNC POST	1,533,702.23	576,531.06	1,018.47
70212	CP 1/2IN REBAR W PROP LINE 500FT S OF 70211 & 575FT W 70210	1,533,598.50	575,891.73	1,028.94
70213	CP 1/2IN REBAR W PROP LINE N 1016FT OF 70200	1,533,594.76	575,282.89	1,017.80
70100	BM BURY BOLT WATEROUS	1,535,106.75	575,289.75	1,016.16



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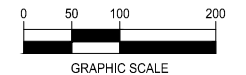
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RECORD DRAWING

EXISTING CONDITIONS AND SURVEY CONTROL



NORTH



GRAPHIC SCALE

DAYBREAK PLAT 2 CONSTRUCTION DRAWINGS

WAUKEE, IA
2213010-01
APRIL 25, 2017

REVISIONS
5.16.17
5.30.17
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ENGINEER: C. SMITH
DRAWN BY: J. BECKER
CHECKED BY: C. SMITH
FIELD BOOK NO.:

DRAWING NO. GN-03
SHEET NO. 3 / 33

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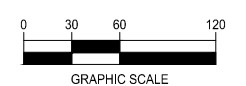
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**RECORD
DRAWING**

GENERAL LAYOUT



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GRAPHIC SCALE

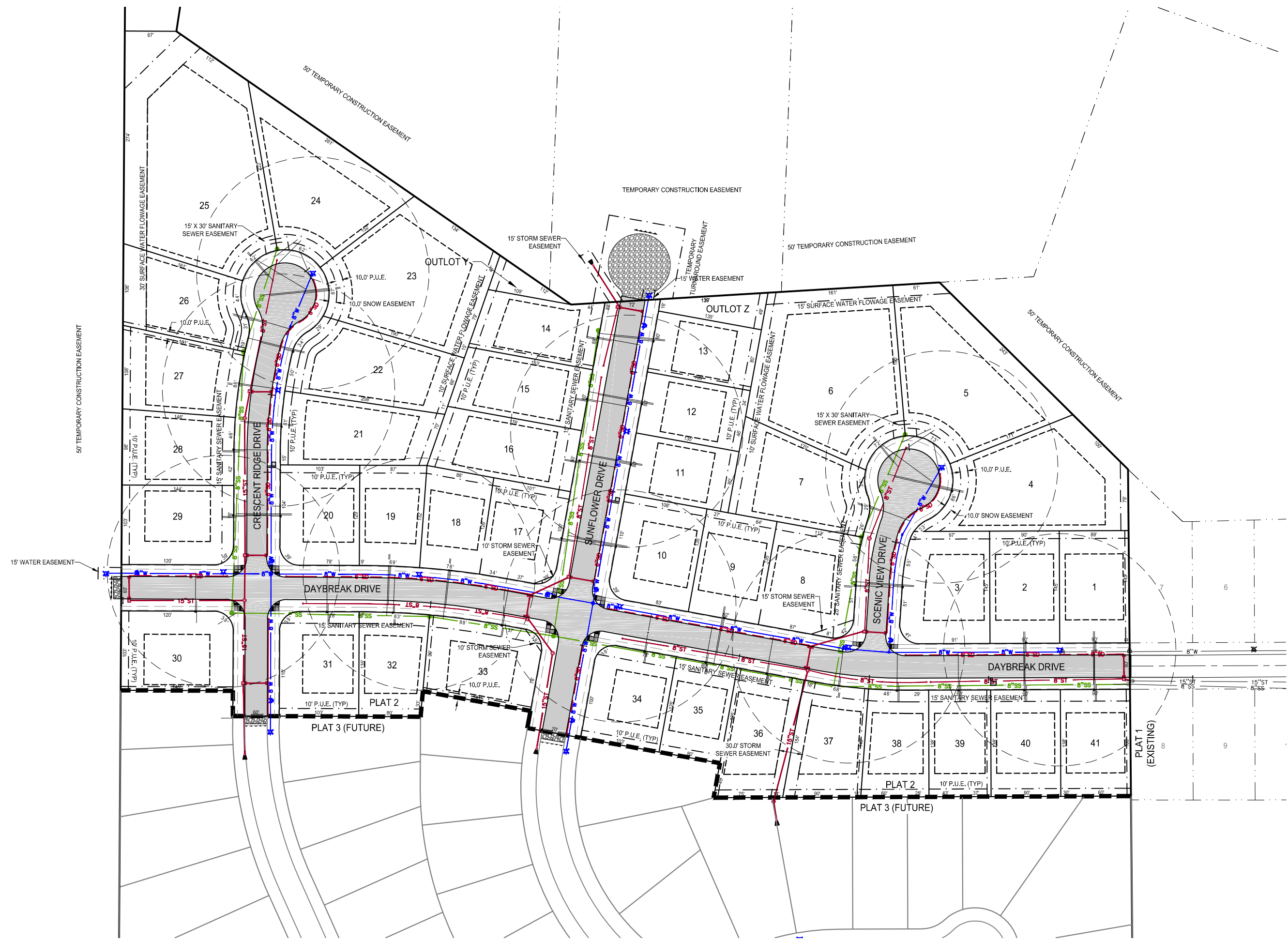
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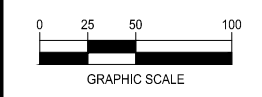
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RECORD DRAWING

GRADING PLAN



DAYBREAK PLAT 2
CONSTRUCTION DRAWINGS

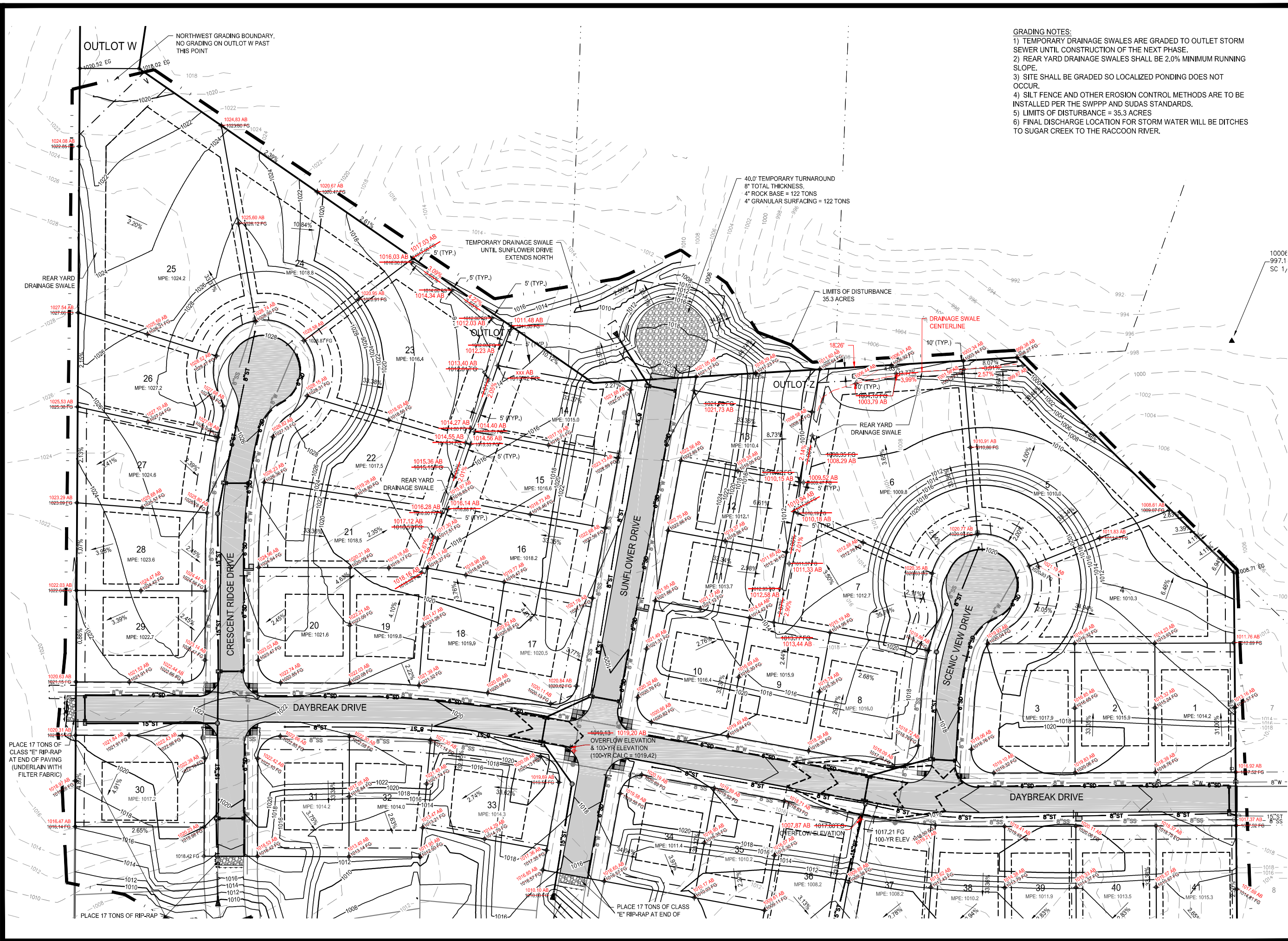
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DRAWN BY: J. BECKER
CHECKED BY: C. SMITH
FIELD BOOK NO.

DRAWING NO. GR-01
SHEET NO. 5 / 33

- GRADING NOTES:**
- 1) TEMPORARY DRAINAGE SWALES ARE GRADED TO OUTLET STORM SEWER UNTIL CONSTRUCTION OF THE NEXT PHASE.
 - 2) REAR YARD DRAINAGE SWALES SHALL BE 2.0% MINIMUM RUNNING SLOPE.
 - 3) SITE SHALL BE GRADED SO LOCALIZED PONDING DOES NOT OCCUR.
 - 4) SILT FENCE AND OTHER EROSION CONTROL METHODS ARE TO BE INSTALLED PER THE SWPPP AND SUDAS STANDARDS.
 - 5) LIMITS OF DISTURBANCE = 35.3 ACRES
 - 6) FINAL DISCHARGE LOCATION FOR STORM WATER WILL BE DITCHES TO SUGAR CREEK TO THE RACCOON RIVER.



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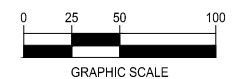
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RECORD DRAWING

GRADING PLAN



NORTH



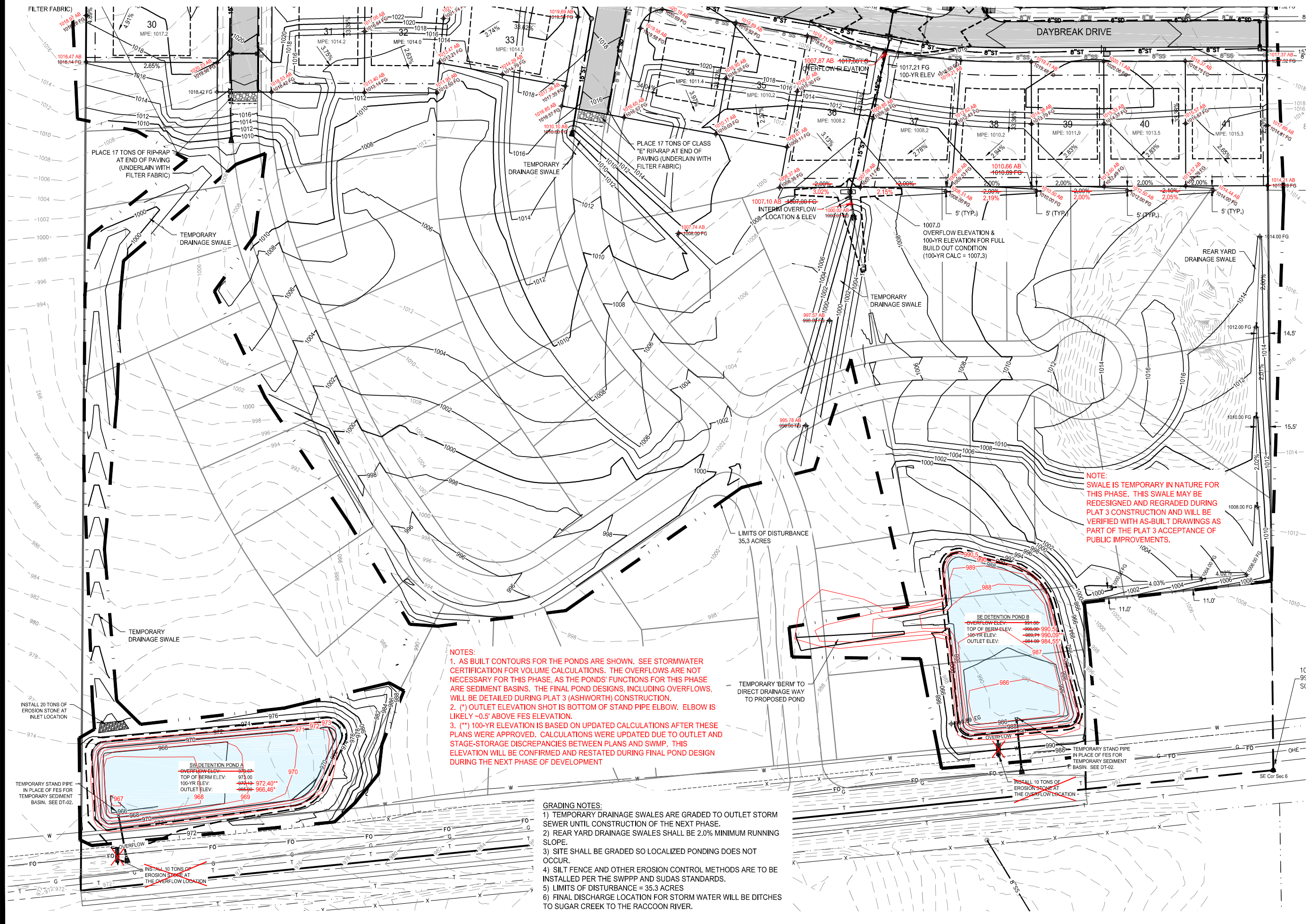
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DRAWN BY: J. BECKER
CHECKED BY: C. SMITH
FIELD BOOK NO.

DRAWING NO. GR-02
SHEET NO. 6 / 33



NOTES:
1. AS BUILT CONTOURS FOR THE PONDS ARE SHOWN. SEE STORMWATER CERTIFICATION FOR VOLUME CALCULATIONS. THE OVERFLOWS ARE NOT NECESSARY FOR THIS PHASE, AS THE PONDS' FUNCTIONS FOR THIS PHASE ARE SEDIMENT BASINS. THE FINAL POND DESIGNS, INCLUDING OVERFLOWS, WILL BE DETAILED DURING PLAT 3 (ASHWORTH) CONSTRUCTION.
2. (*) OUTLET ELEVATION SHOT IS BOTTOM OF STAND PIPE ELBOW. ELBOW IS LIKELY ~0.5' ABOVE FES ELEVATION.
3. (**) 100-YR ELEVATION IS BASED ON UPDATED CALCULATIONS AFTER THESE PLANS WERE APPROVED. CALCULATIONS WERE UPDATED DUE TO OUTLET AND STAGE-STORAGE DISCREPANCIES BETWEEN PLANS AND SWMP. THIS ELEVATION WILL BE CONFIRMED AND RESTATED DURING FINAL POND DESIGN DURING THE NEXT PHASE OF DEVELOPMENT

GRADING NOTES:
1) TEMPORARY DRAINAGE SWALES ARE GRADED TO OUTLET STORM SEWER UNTIL CONSTRUCTION OF THE NEXT PHASE.
2) REAR YARD DRAINAGE SWALES SHALL BE 2.0% MINIMUM RUNNING SLOPE.
3) SITE SHALL BE GRADED SO LOCALIZED PONDING DOES NOT OCCUR.
4) SILT FENCE AND OTHER EROSION CONTROL METHODS ARE TO BE INSTALLED PER THE SWPPP AND SUDAS STANDARDS.
5) LIMITS OF DISTURBANCE = 35.3 ACRES
6) FINAL DISCHARGE LOCATION FOR STORM WATER WILL BE DITCHES TO SUGAR CREEK TO THE RACCOON RIVER.

NOTE:
SWALE IS TEMPORARY IN NATURE FOR THIS PHASE. THIS SWALE MAY BE REDESIGNED AND REGRADED DURING PLAT 3 CONSTRUCTION AND WILL BE VERIFIED WITH AS-BUILT DRAWINGS AS PART OF THE PLAT 3 ACCEPTANCE OF PUBLIC IMPROVEMENTS.

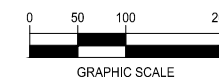
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**RECORD
DRAWING**

**SWPPP CONTROL
SHEET**



NORTH



**DAYBREAK PLAT 2
CONSTRUCTION DRAWINGS**

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FIELD BOOK NO.

DRAWING NO. GR-03
SHEET NO. 7 / 33

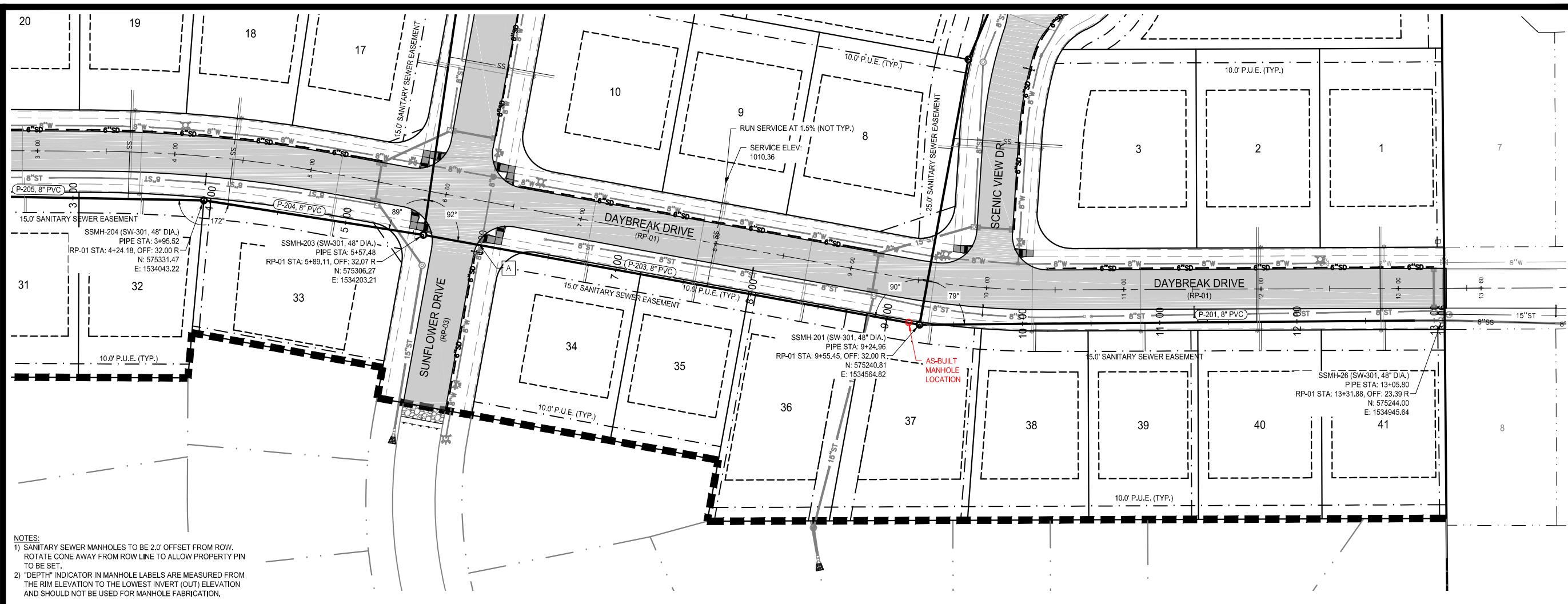
LEGEND:

- SILT FENCE
- BELOW GRADE INTAKE PROTECTION (POST PAVING)
- SILT FENCE OR SEED LOG

- NOTES:**
- 1) THIS SWPPP CONTROL SHEET IS DERIVED FROM THE DAYBREAK PLAT 2 STORM WATER POLLUTION PREVENTION PLAN PREPARED BY PEZZETTI EROSION CONTROL, INC. THIS SWPPP CONTROL SHEET IS FOR INFORMATIONAL PURPOSES ONLY. WHERE DISCREPANCIES OR OMISSIONS OCCUR, THE SWPPP AS PREPARED BY PEZZETTI SHOULD GOVERN.
 - 2) ANY AREAS THAT REMAIN INACTIVE FOR 21 DAYS ARE REQUIRED TO BE TEMP. STABILIZED BY THE 14TH DAY.
 - 3) UPON COMPLETION OF THE PROJECT, ALL REMAINING BARE SOIL AREAS WILL BE SEEDED WITH SUB-DIVISION SEED MIX AND STRAW MULCHED UNTIL HOME CONSTRUCTION BEGINS.



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NOTES:
 1) SANITARY SEWER MANHOLES TO BE 2.0' OFFSET FROM ROW. ROTATE CONE AWAY FROM ROW LINE TO ALLOW PROPERTY PIN TO BE SET.
 2) *DEPTH* INDICATOR IN MANHOLE LABELS ARE MEASURED FROM THE RIM ELEVATION TO THE LOWEST INVERT (OUT) ELEVATION AND SHOULD NOT BE USED FOR MANHOLE FABRICATION.



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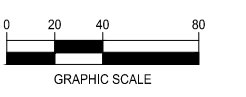
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**RECORD
 DRAWING**

**SANITARY SEWER
 PLAN AND PROFILE**



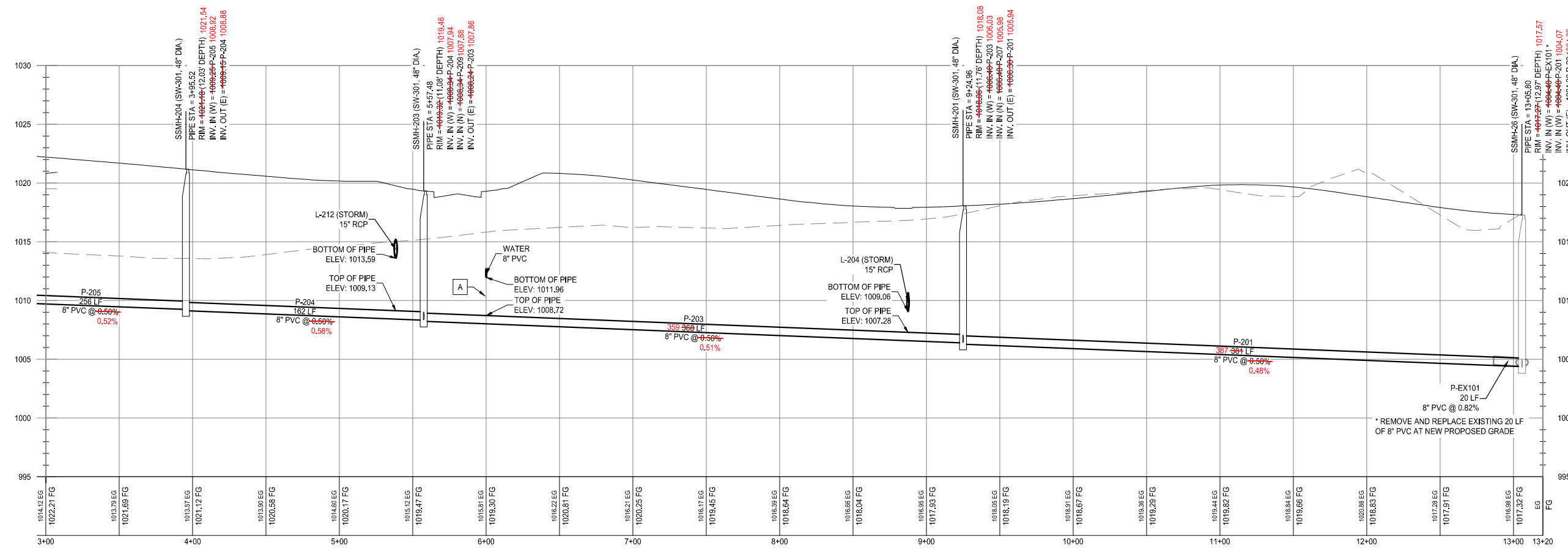
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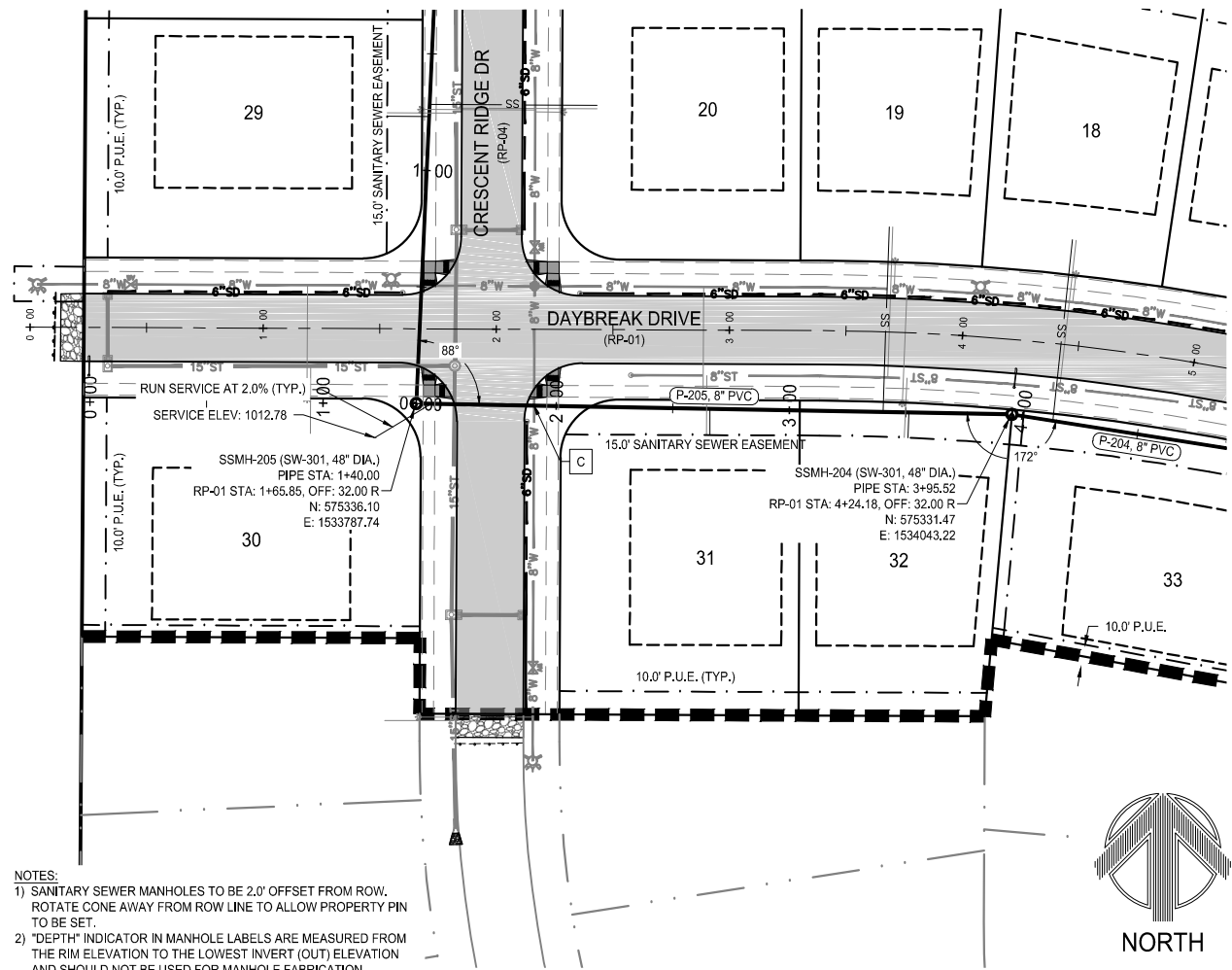
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 DRAWN BY: J. BECKER
 FIELD BOOK NO.:

DRAWING NO. SS-01
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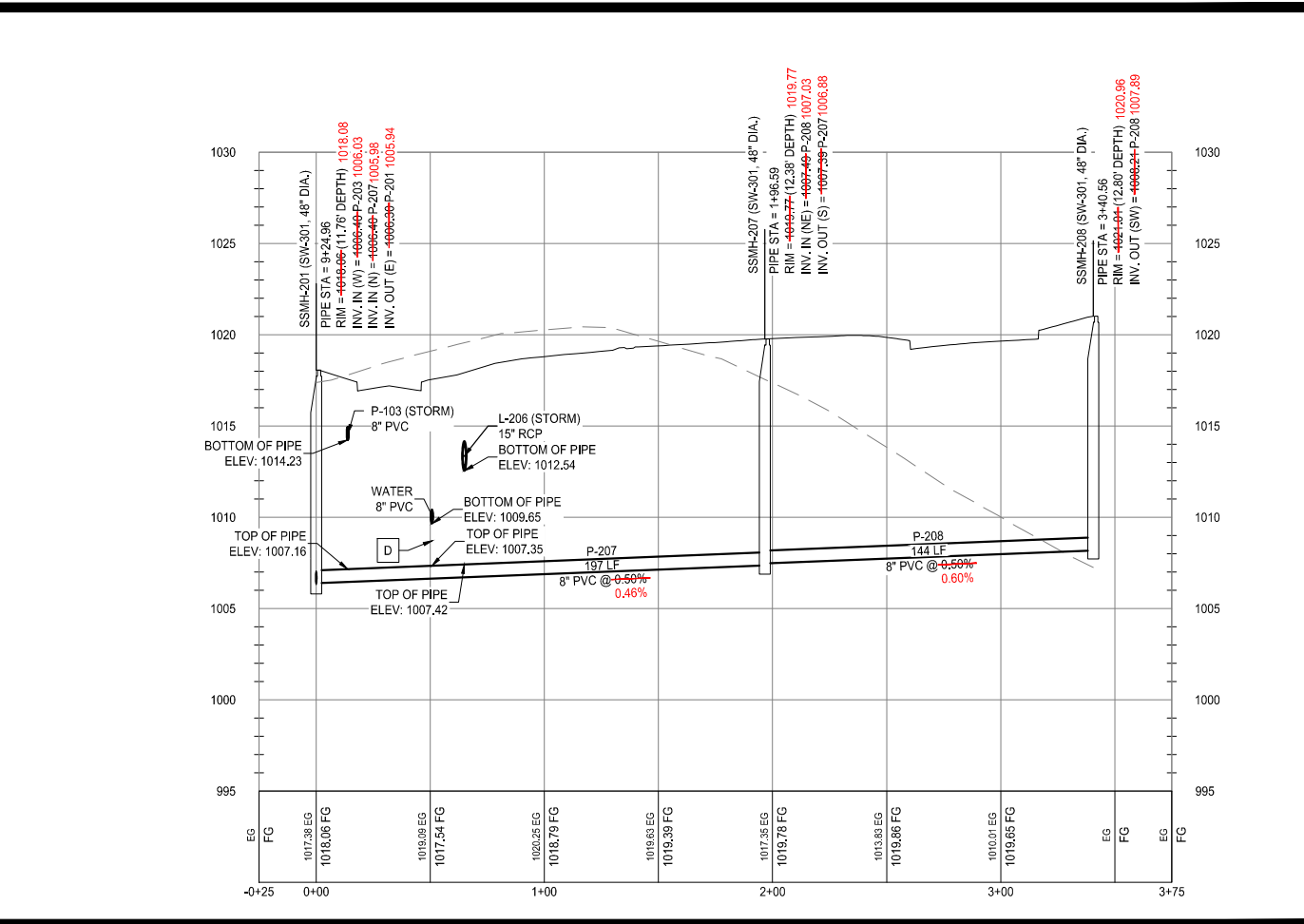
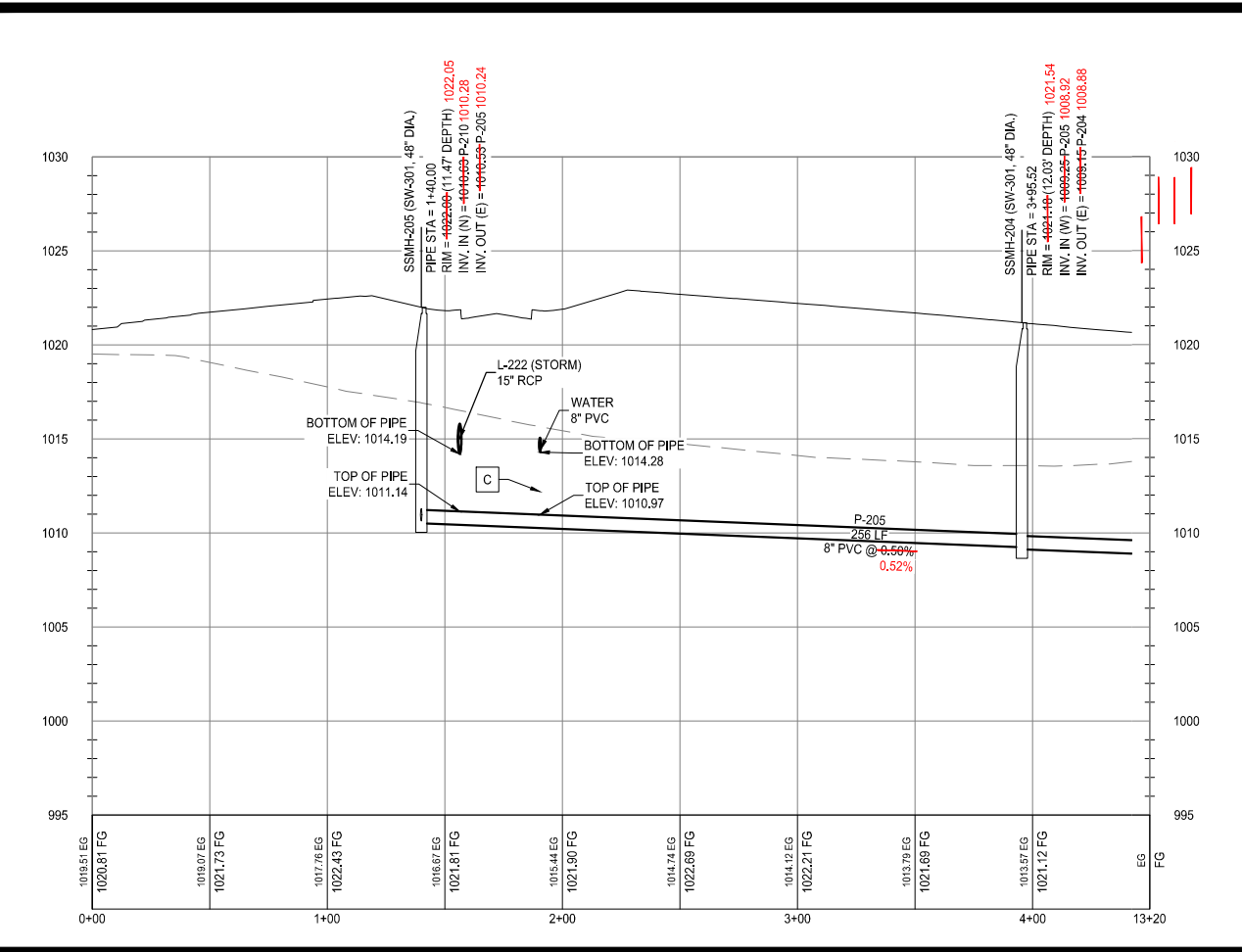
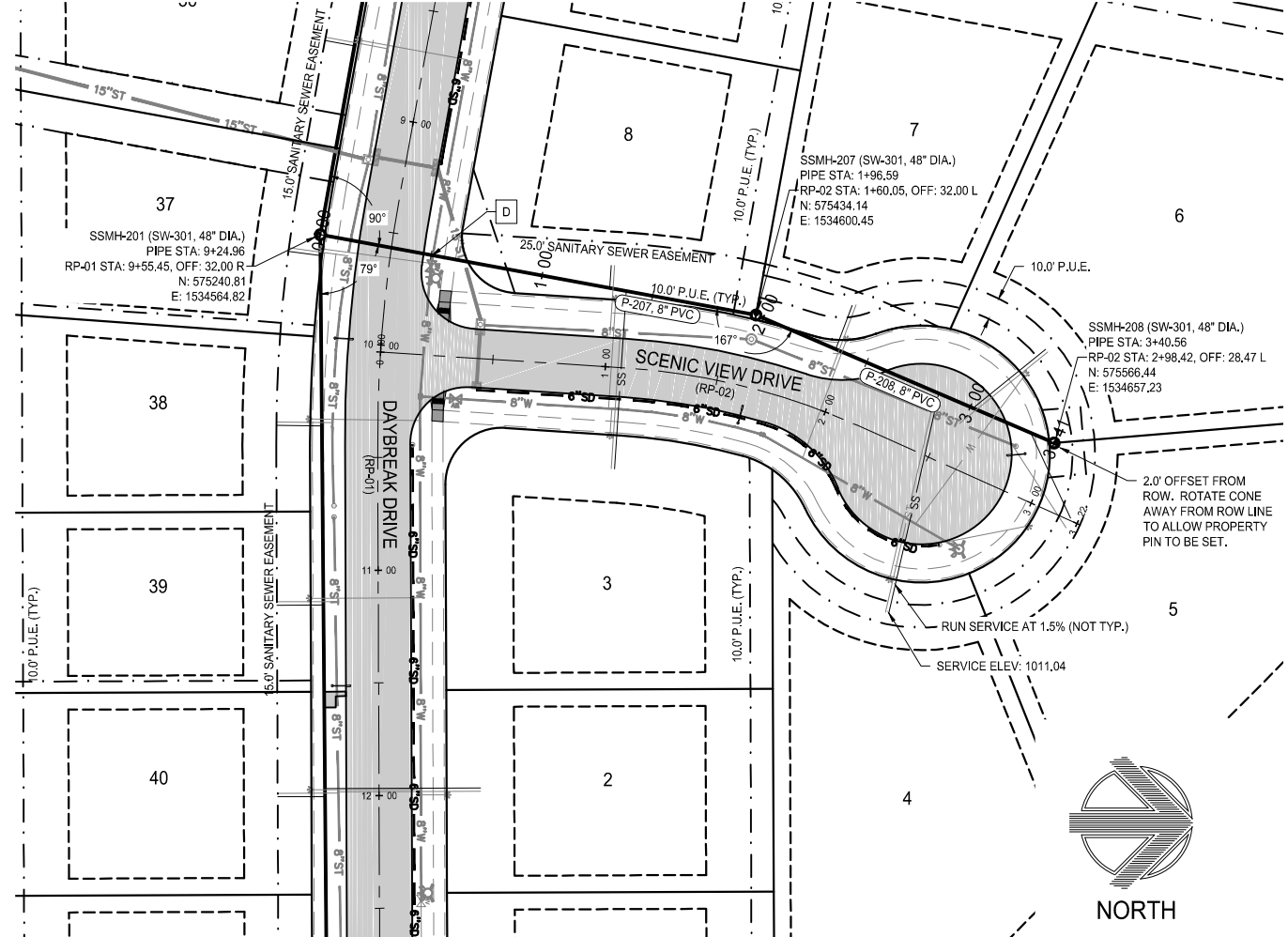


* REMOVE AND REPLACE EXISTING 20 LF OF 8" PVC AT NEW PROPOSED GRADE

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- NOTES:
- SANITARY SEWER MANHOLES TO BE 2.0' OFFSET FROM ROW. ROTATE CONE AWAY FROM ROW LINE TO ALLOW PROPERTY PIN TO BE SET.
 - "DEPTH" INDICATOR IN MANHOLE LABELS ARE MEASURED FROM THE RIM ELEVATION TO THE LOWEST INVERT (OUT) ELEVATION AND SHOULD NOT BE USED FOR MANHOLE FABRICATION.



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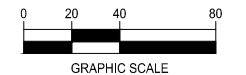
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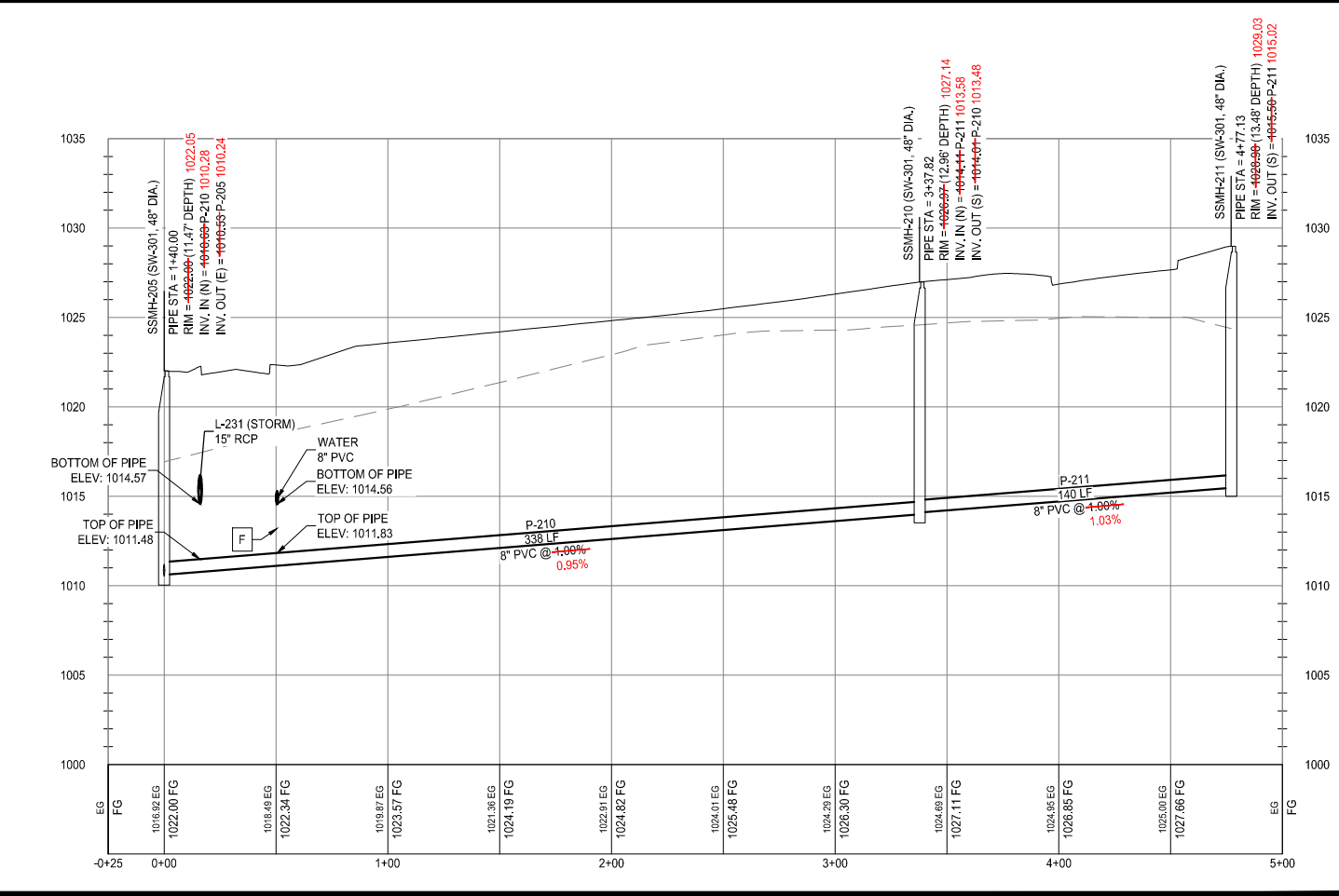
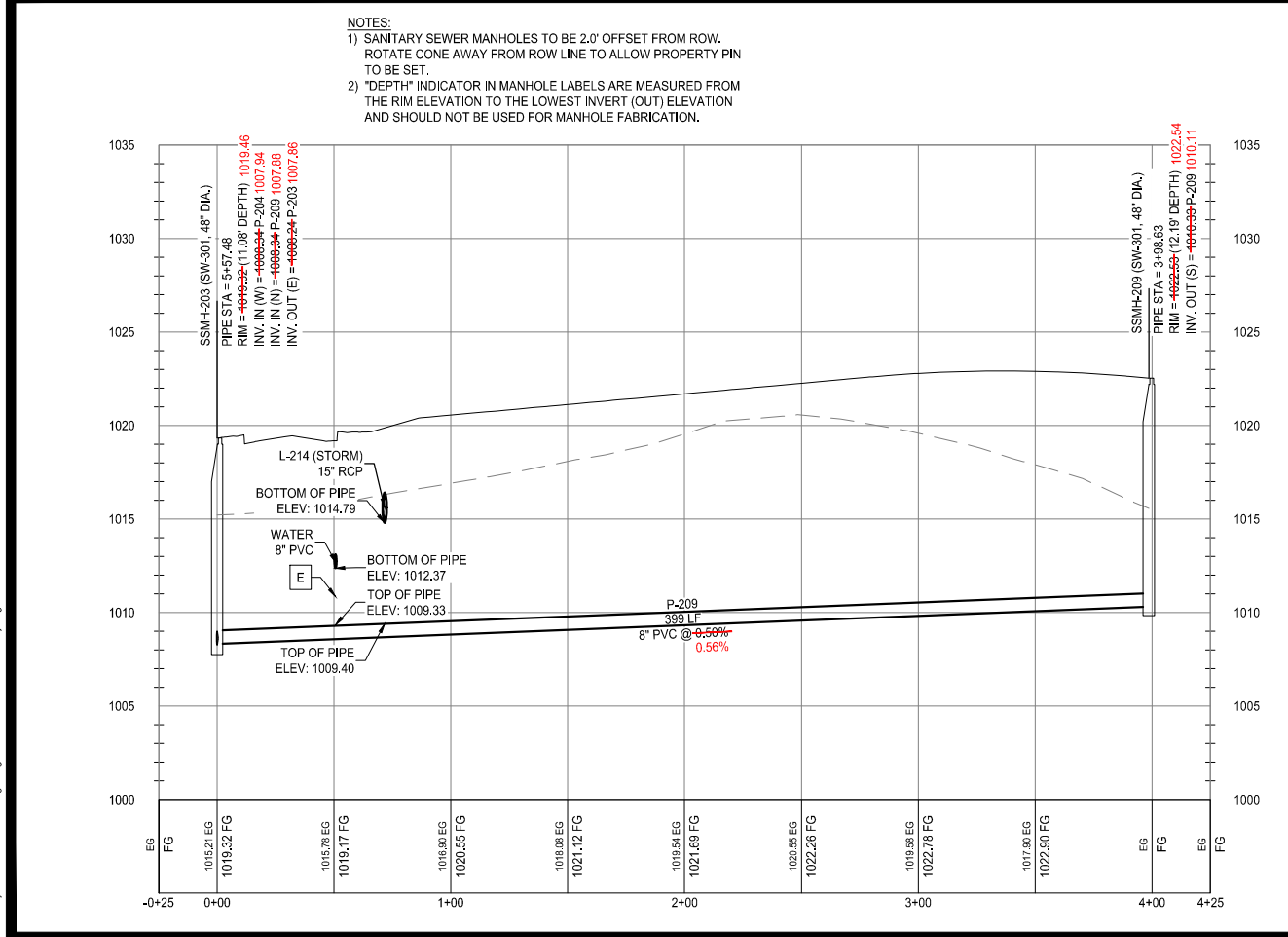
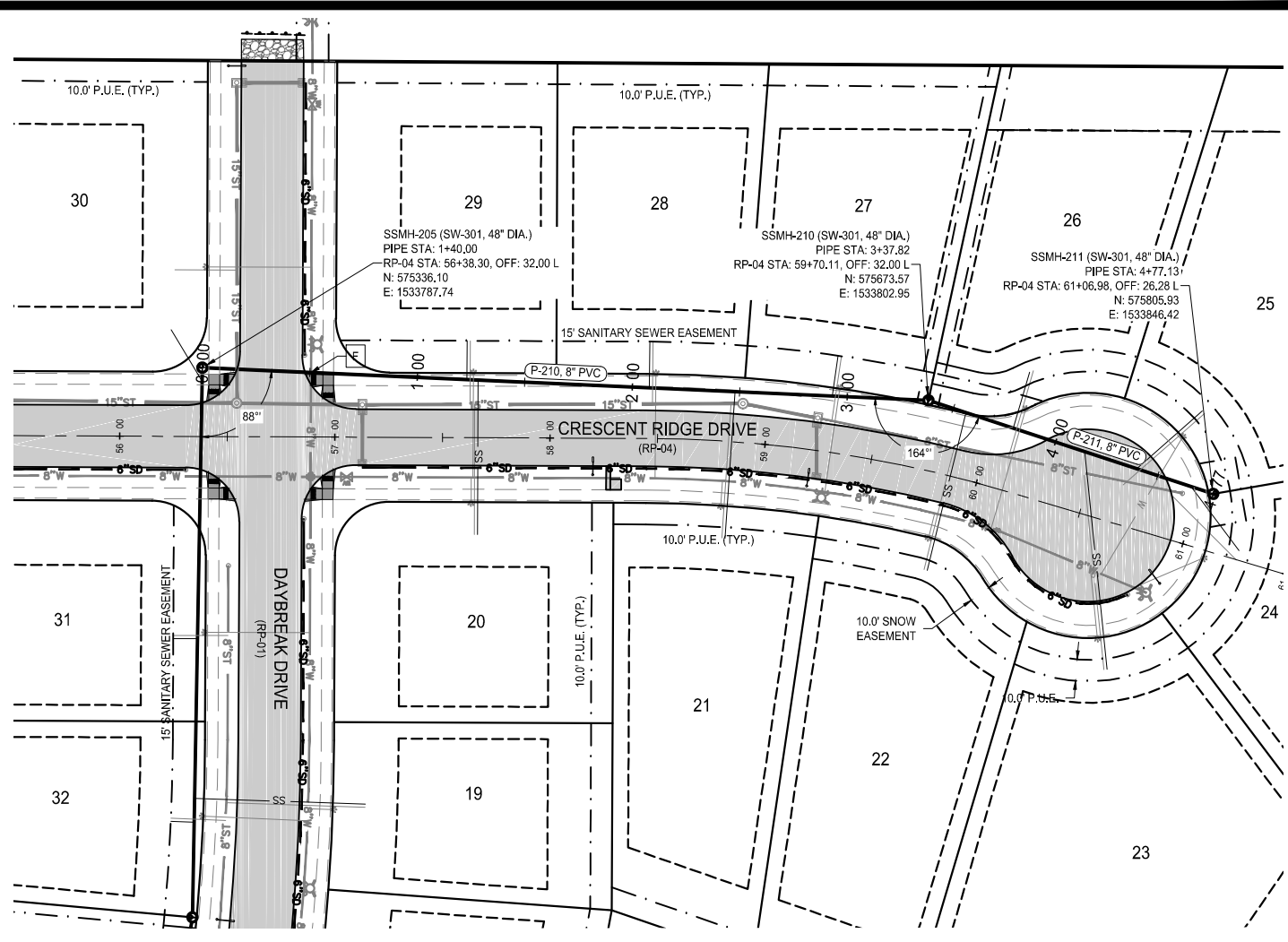
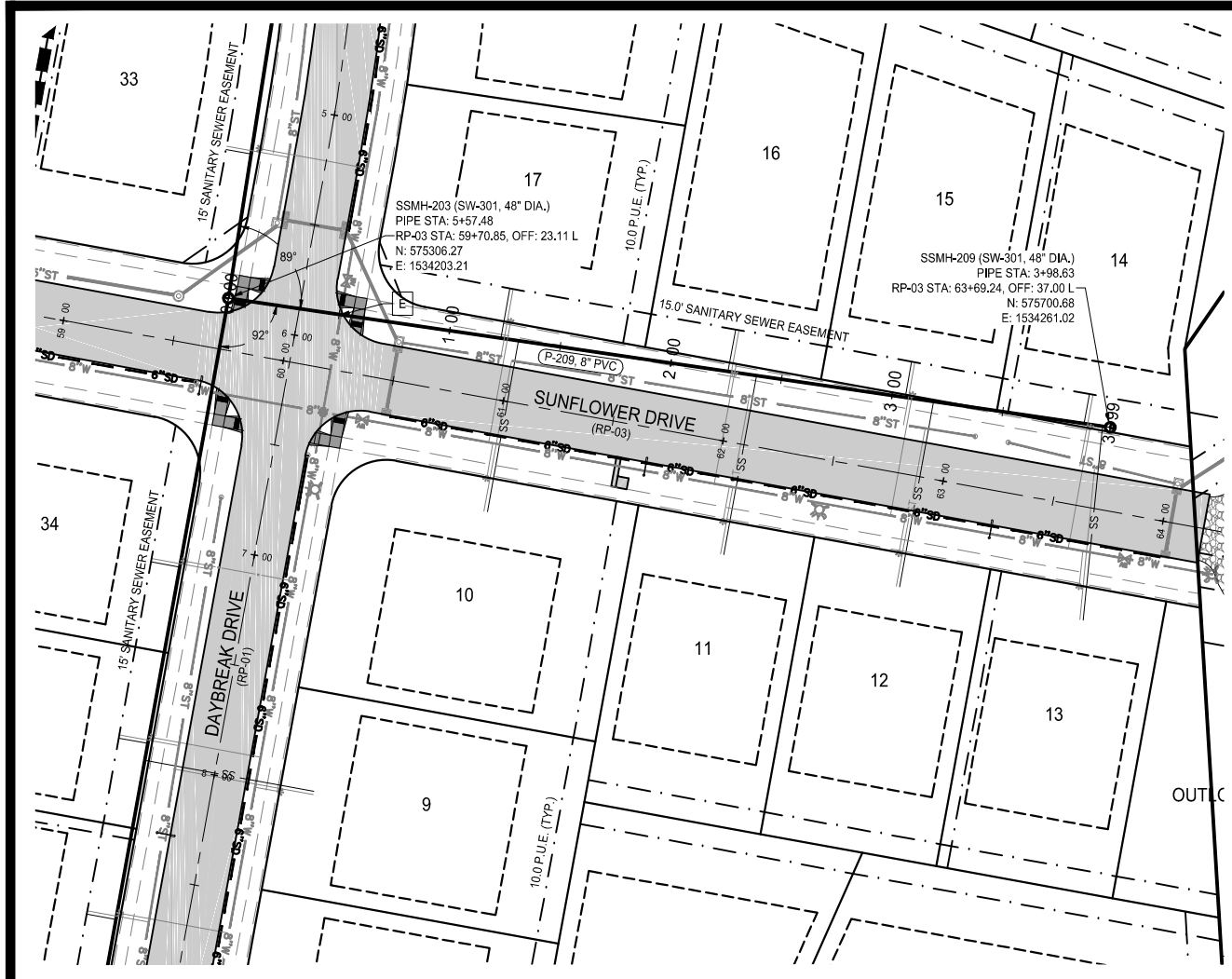
**DAYBREAK PLAT 2
CONSTRUCTION DRAWINGS**

WAUKEE, IA
2213010-01
APRIL 25, 2017

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5.16.17
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ENGINEER: C. SMITH
DRAWN BY: J. BECKER
CHECKED BY: C. SMITH
FIELD BOOK NO.:

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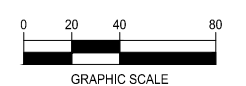
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ENGINEER: C. SMITH
DRAWN BY: J. BECKER
CHECKED BY: C. SMITH
FIELD BOOK NO.:

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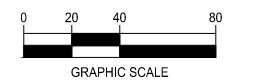
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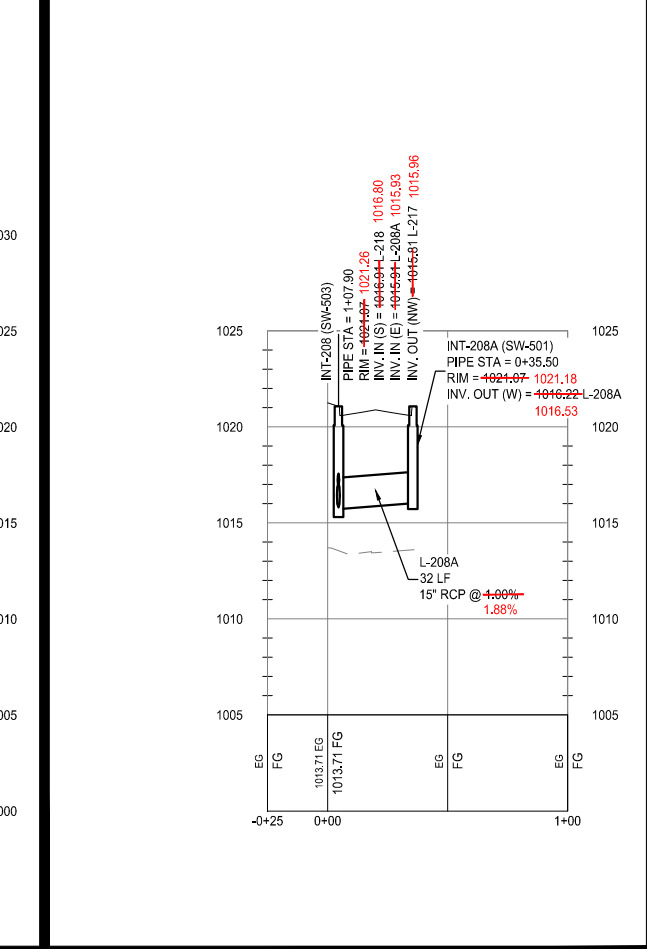
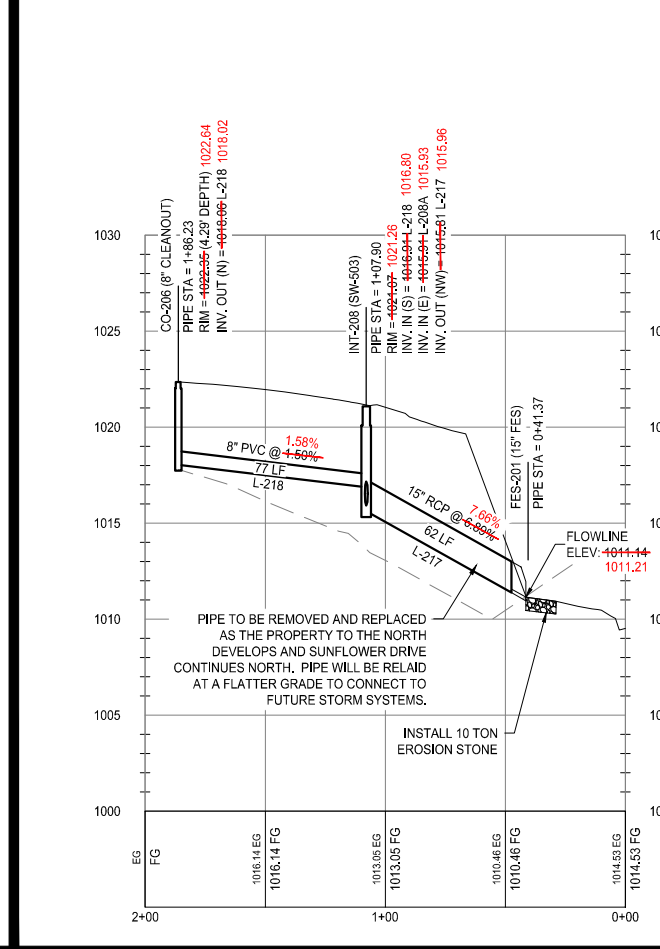
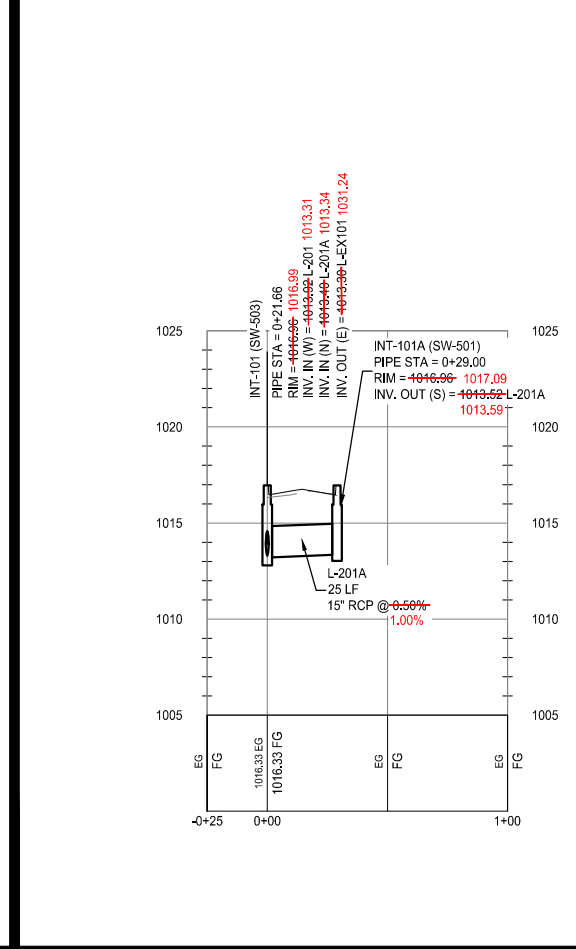
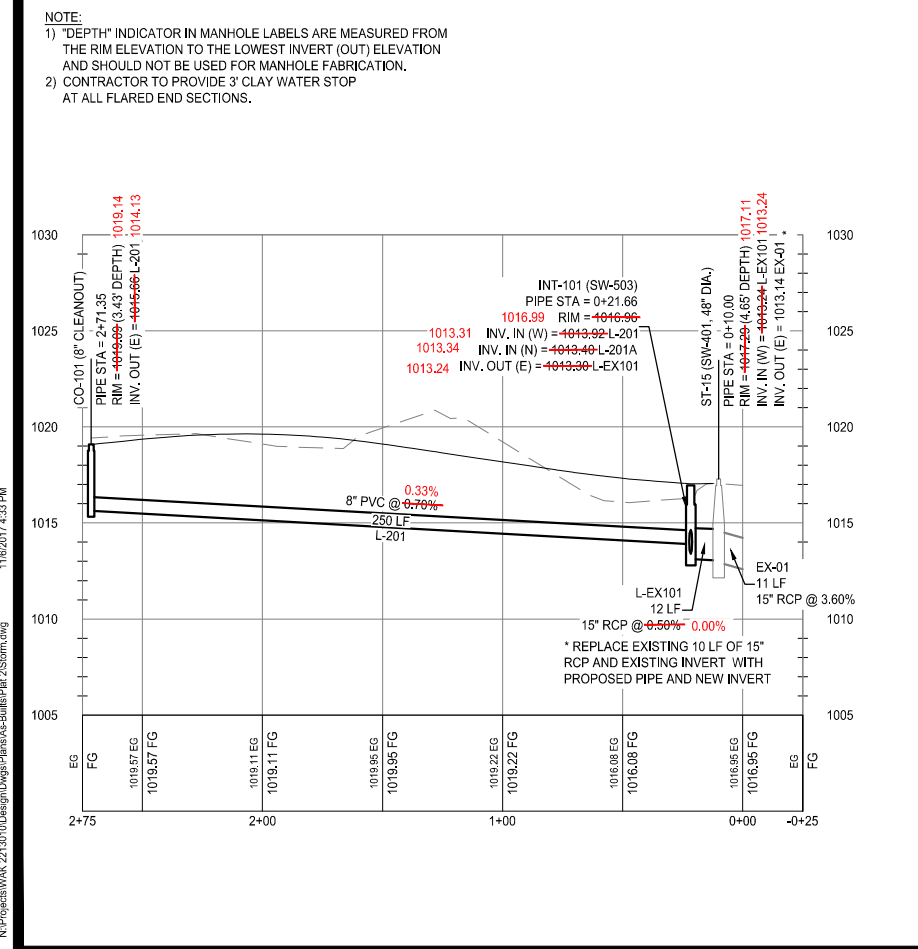
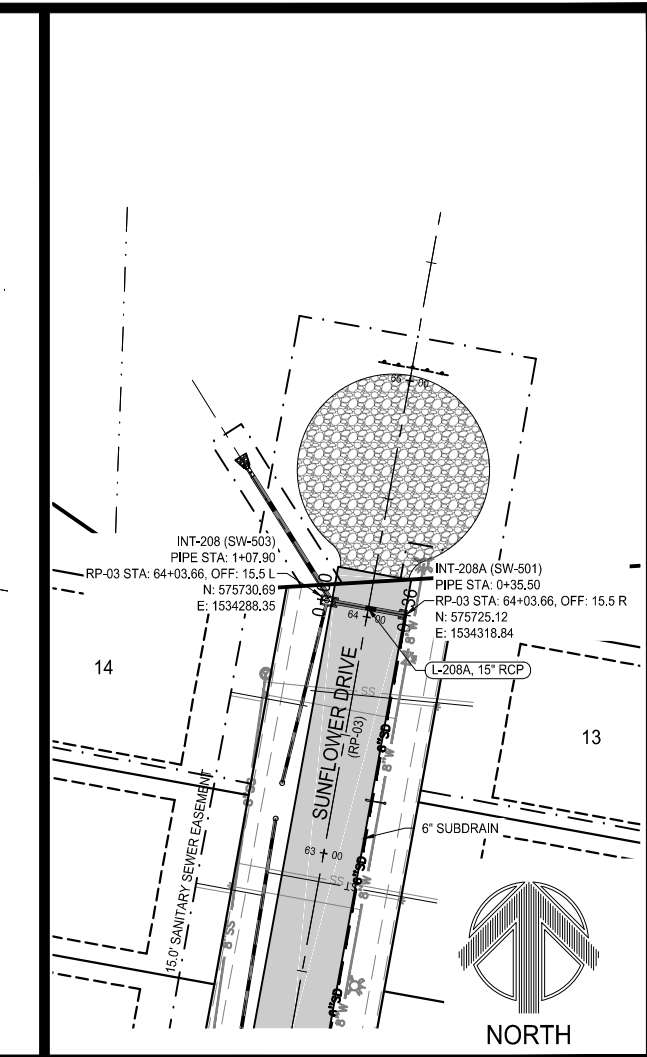
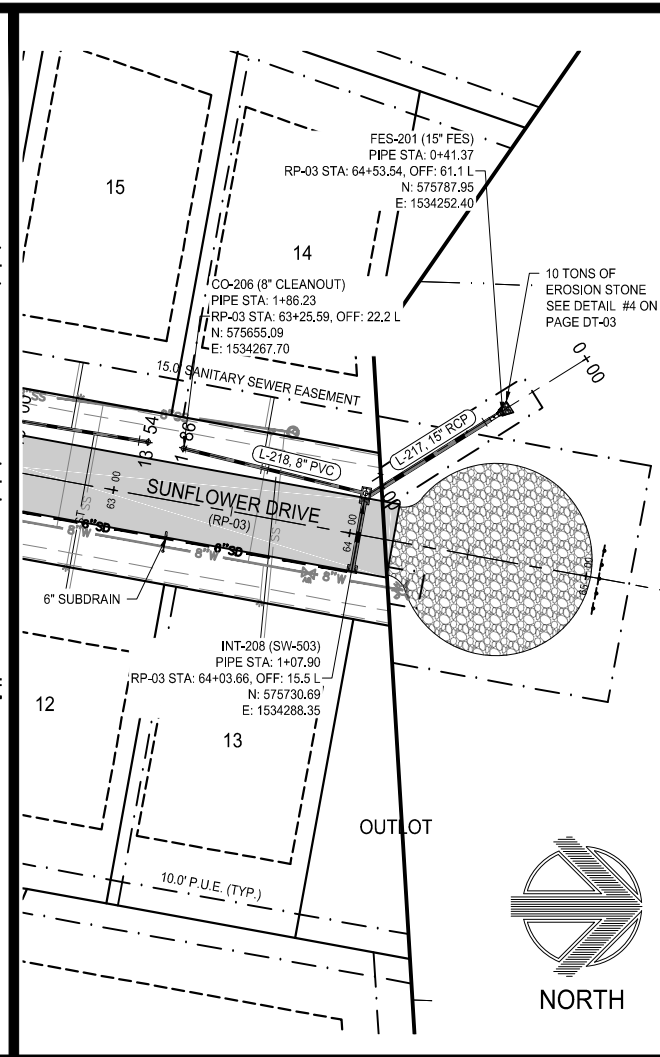
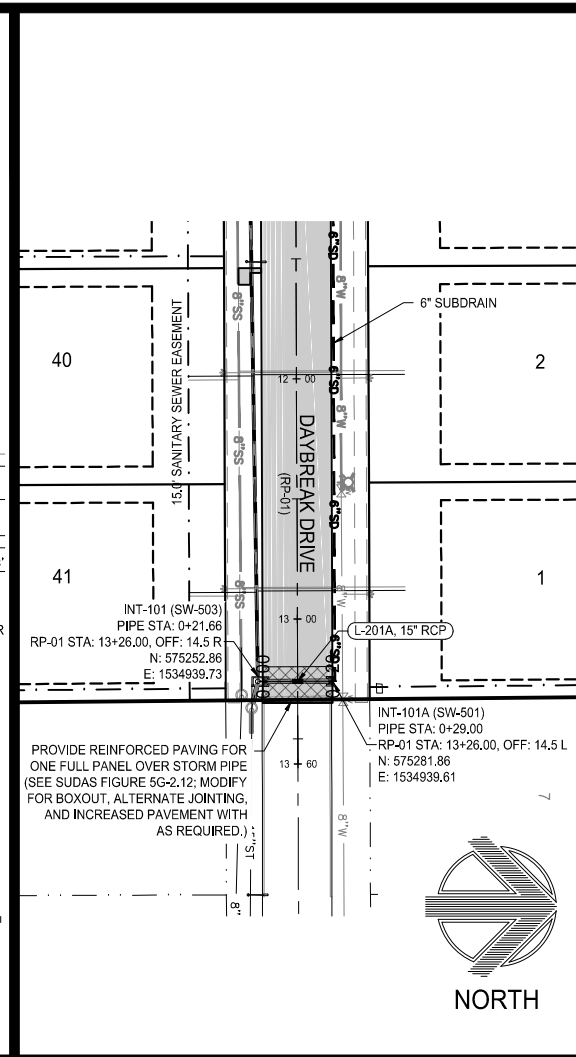
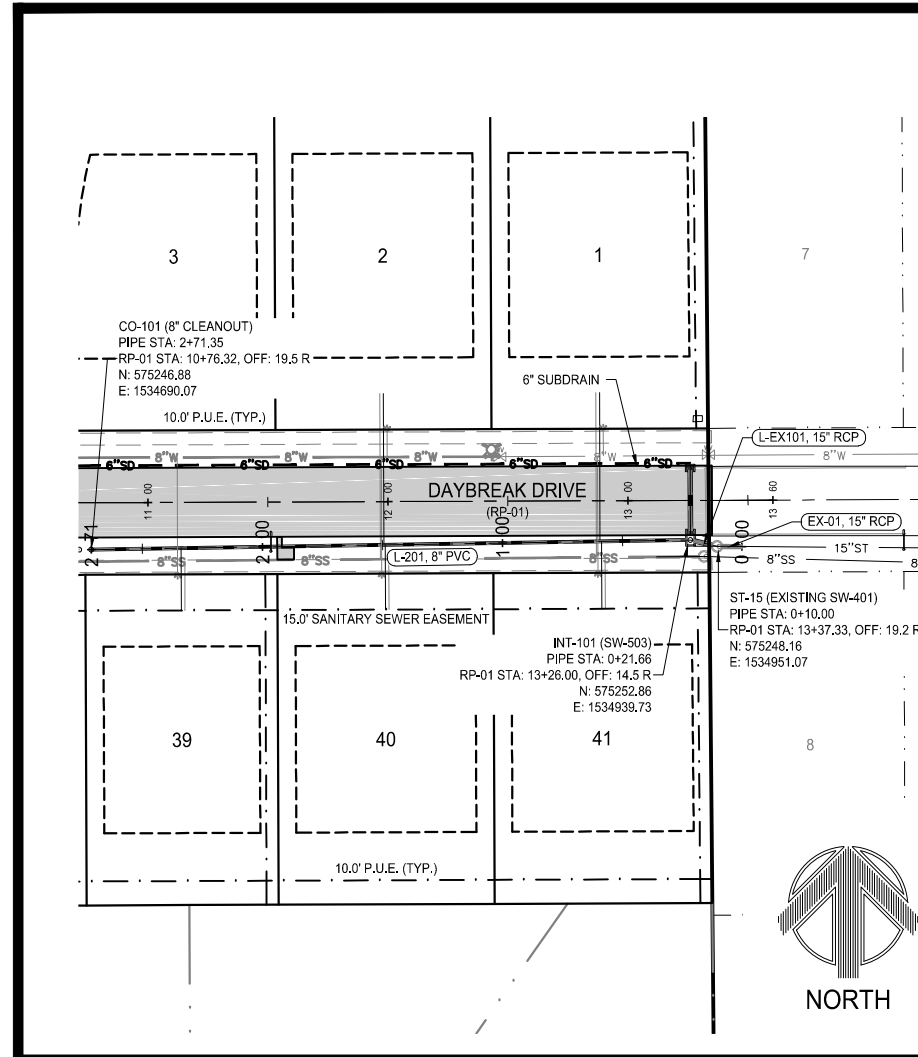
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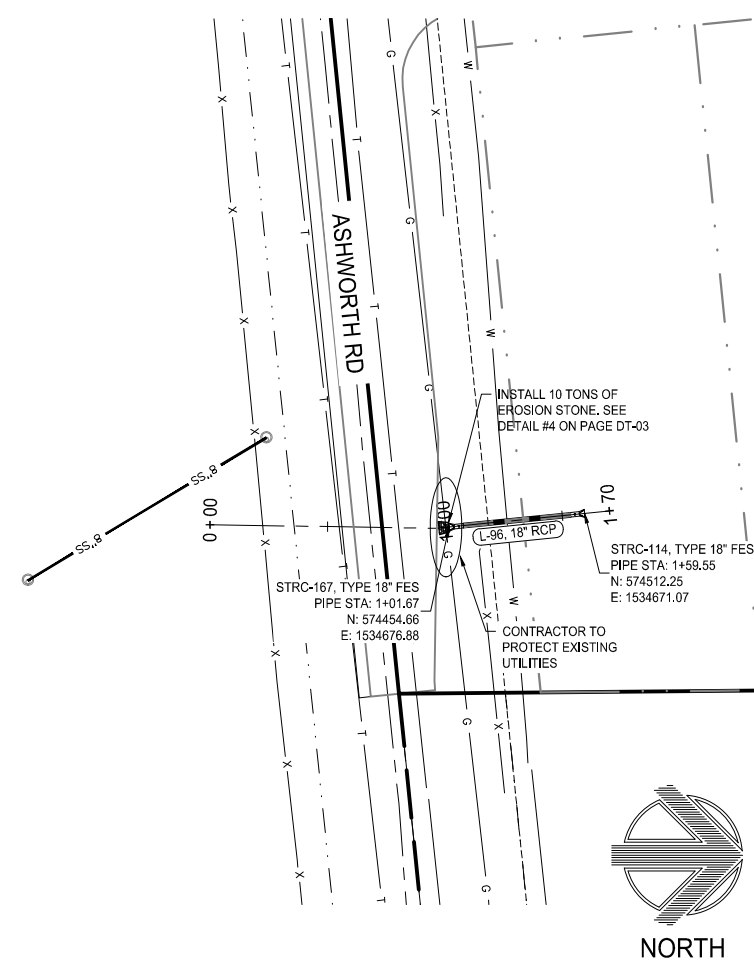
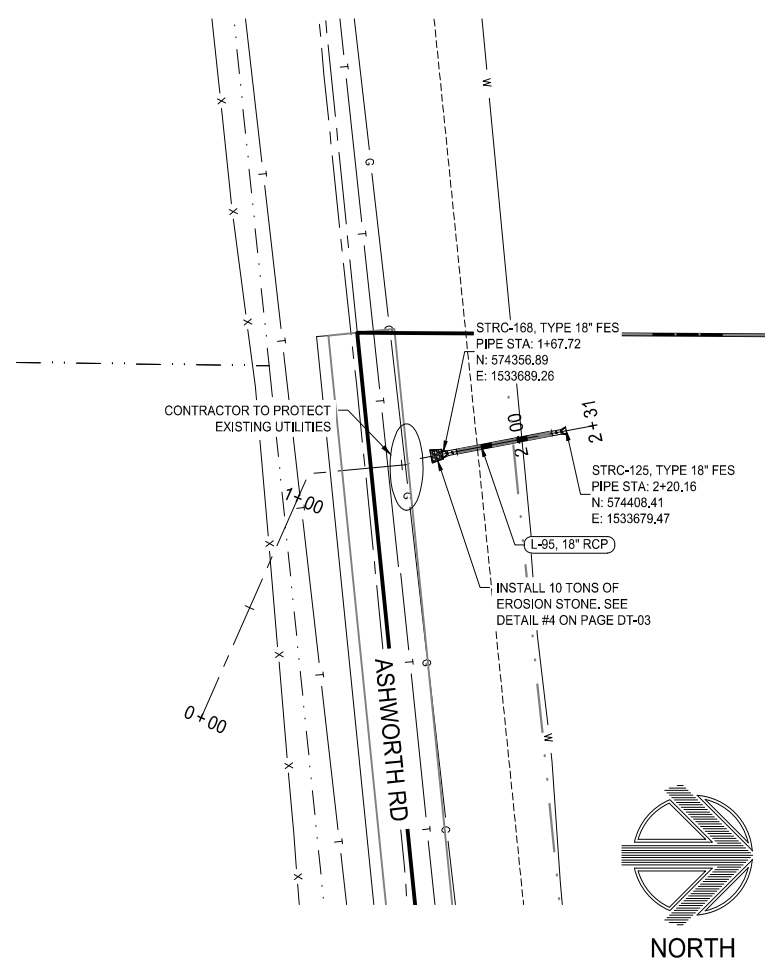
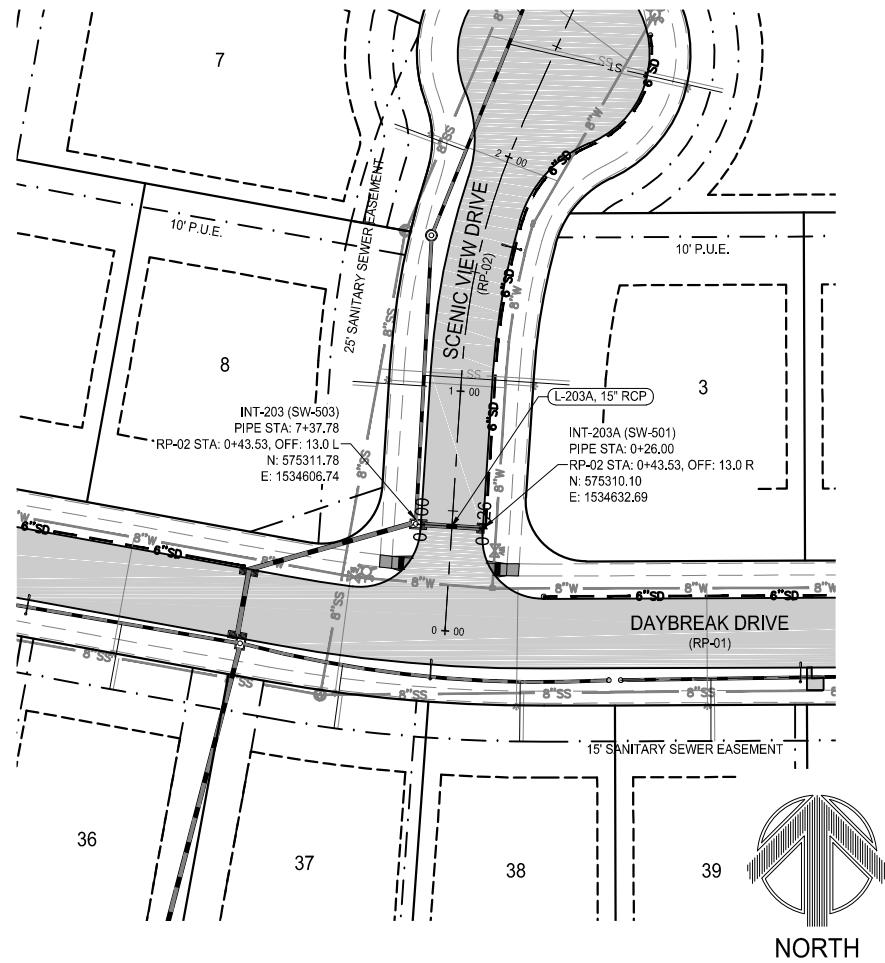
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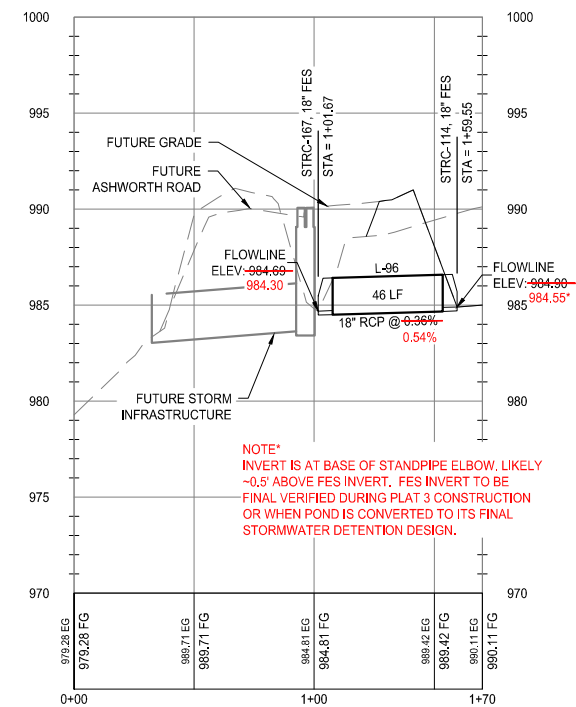
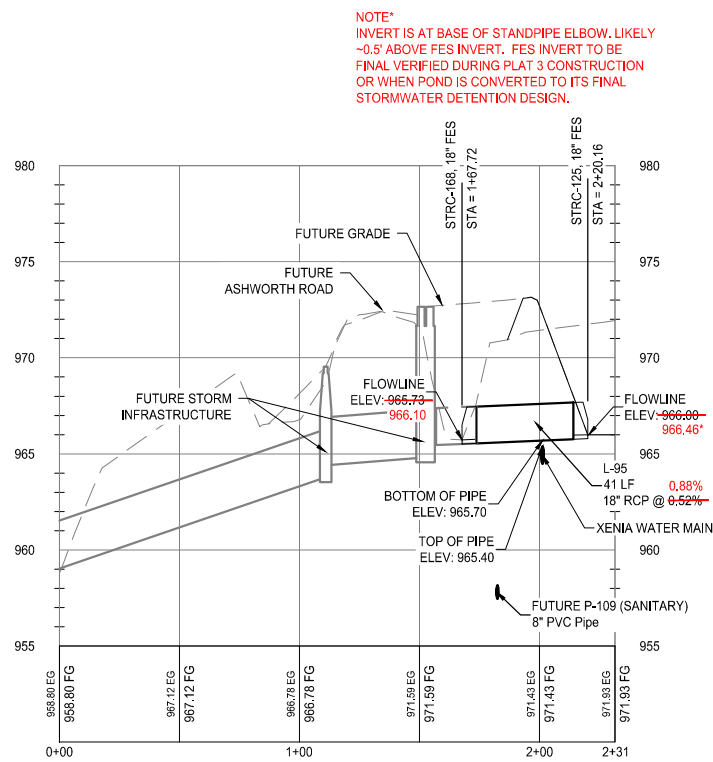
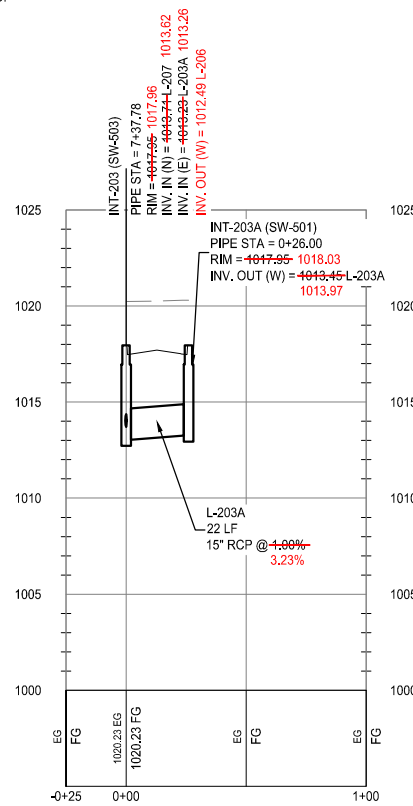
ENGINEER: C. SMITH
DRAWN BY: J. BECKER
CHECKED BY: C. SMITH
FIELD BOOK NO.:

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- NOTE:
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2) CONTRACTOR TO PROVIDE 3' CLAY WATER STOP AT ALL FLARED END SECTIONS.



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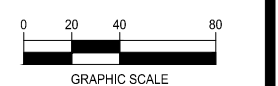
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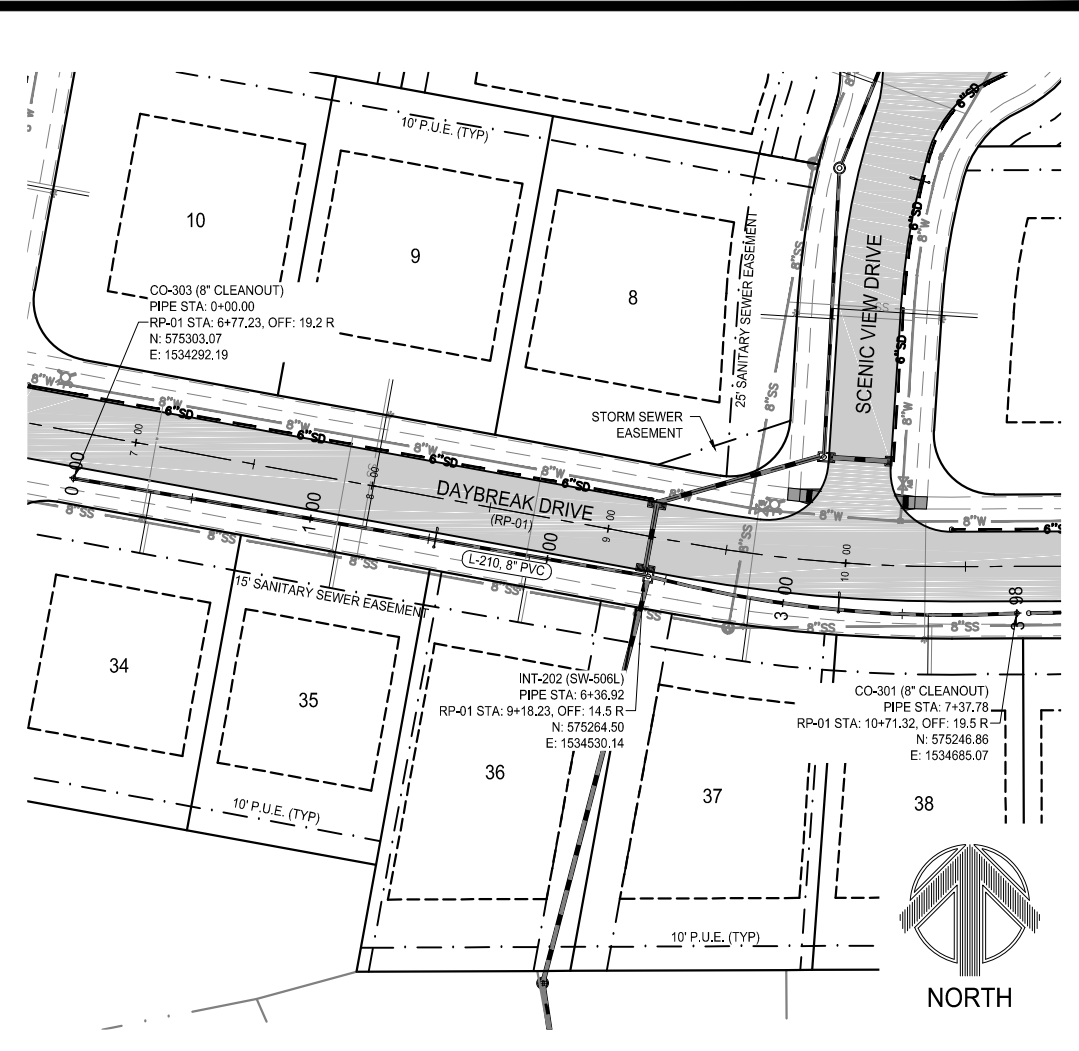
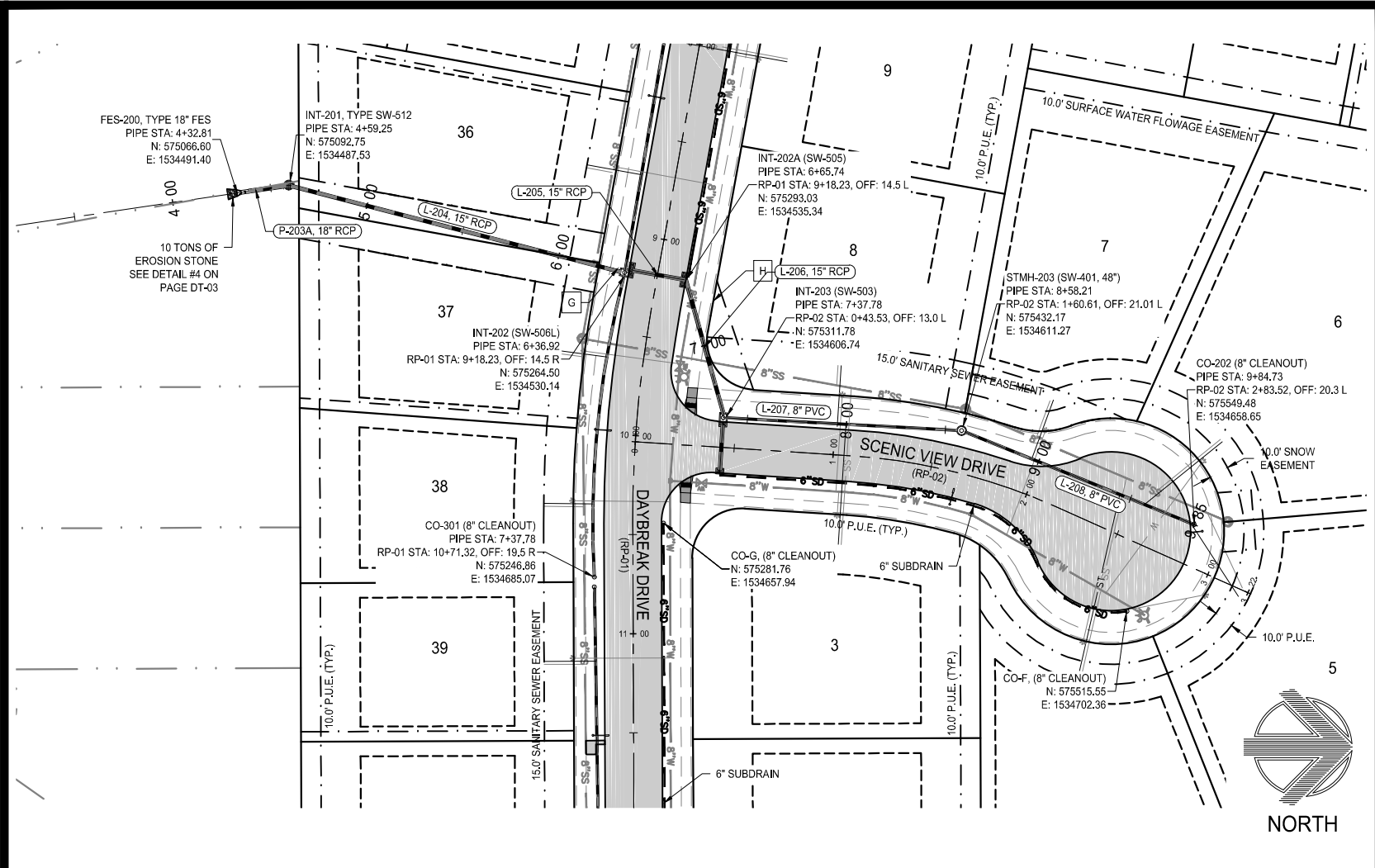
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ENGINEER: C. SMITH
DRAWN BY: J. BECKER
CHECKED BY: C. SMITH
FIELD BOOK NO.:

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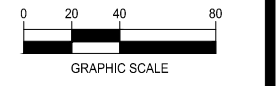
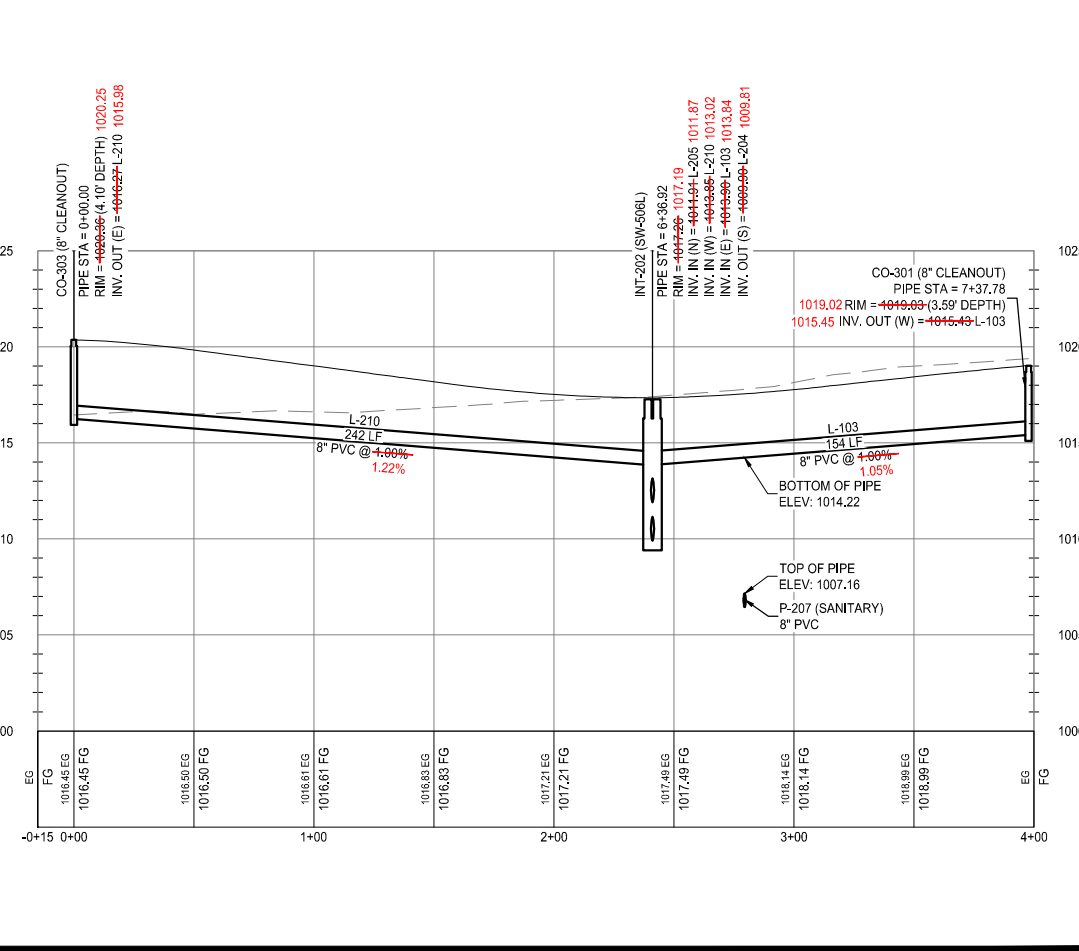
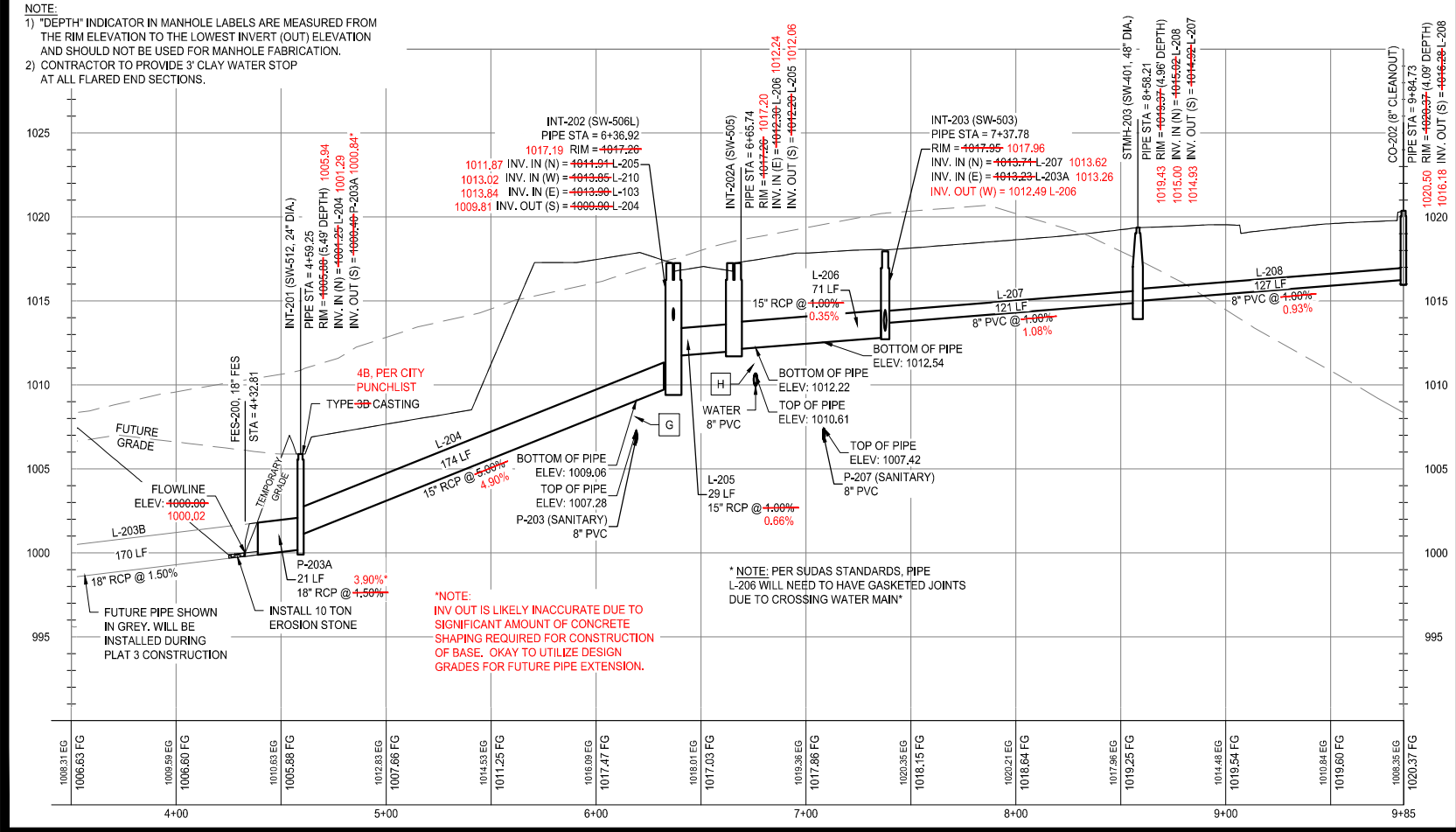
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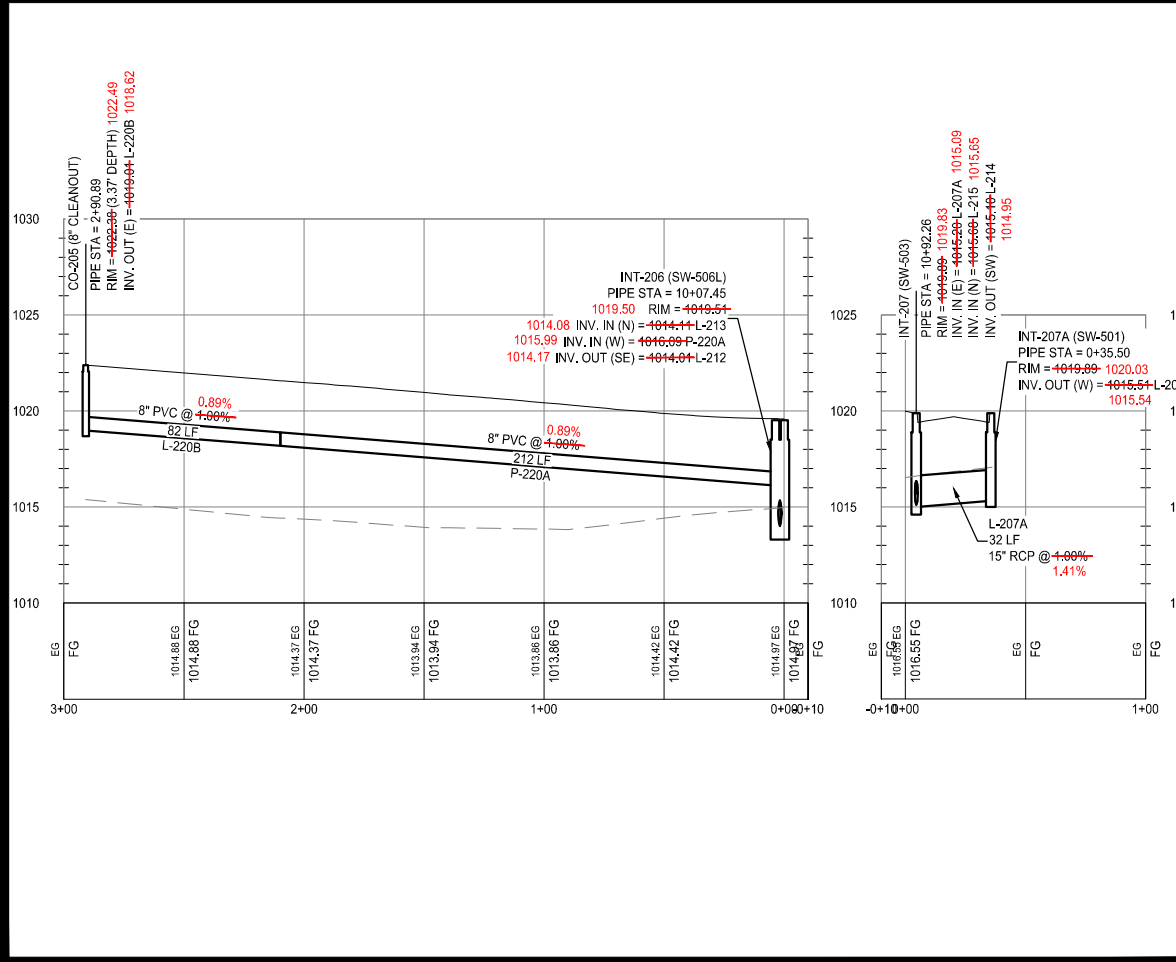
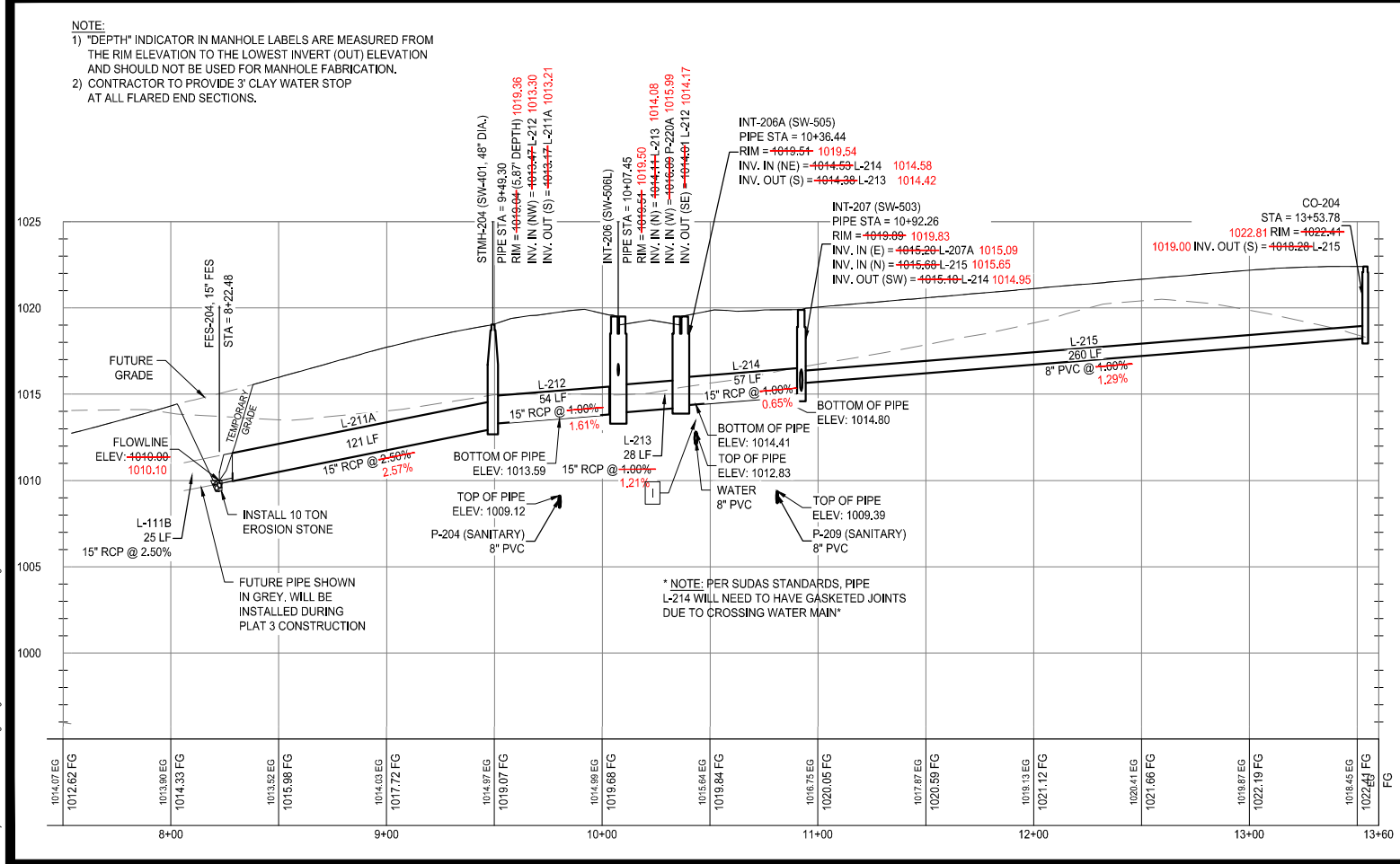
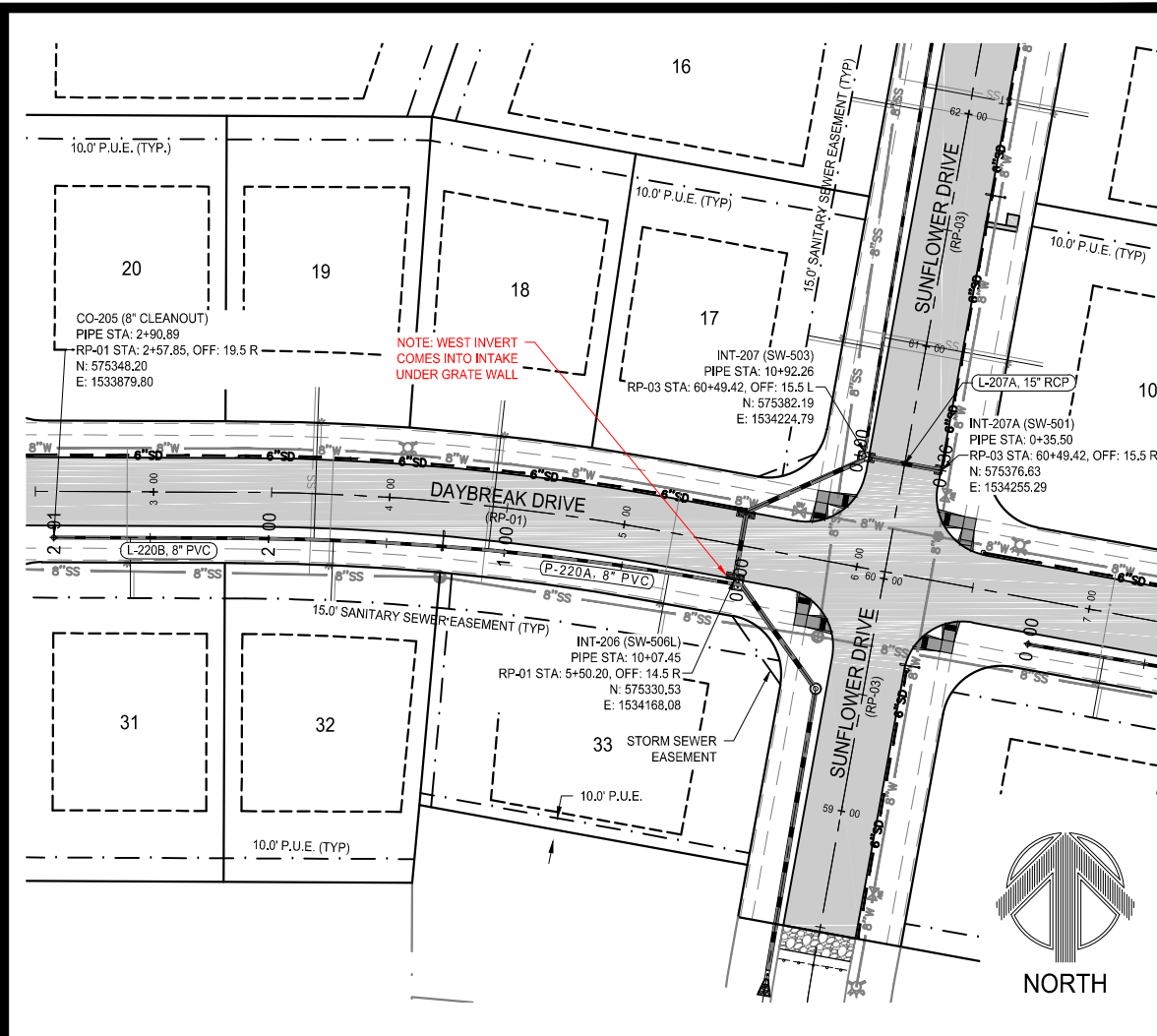
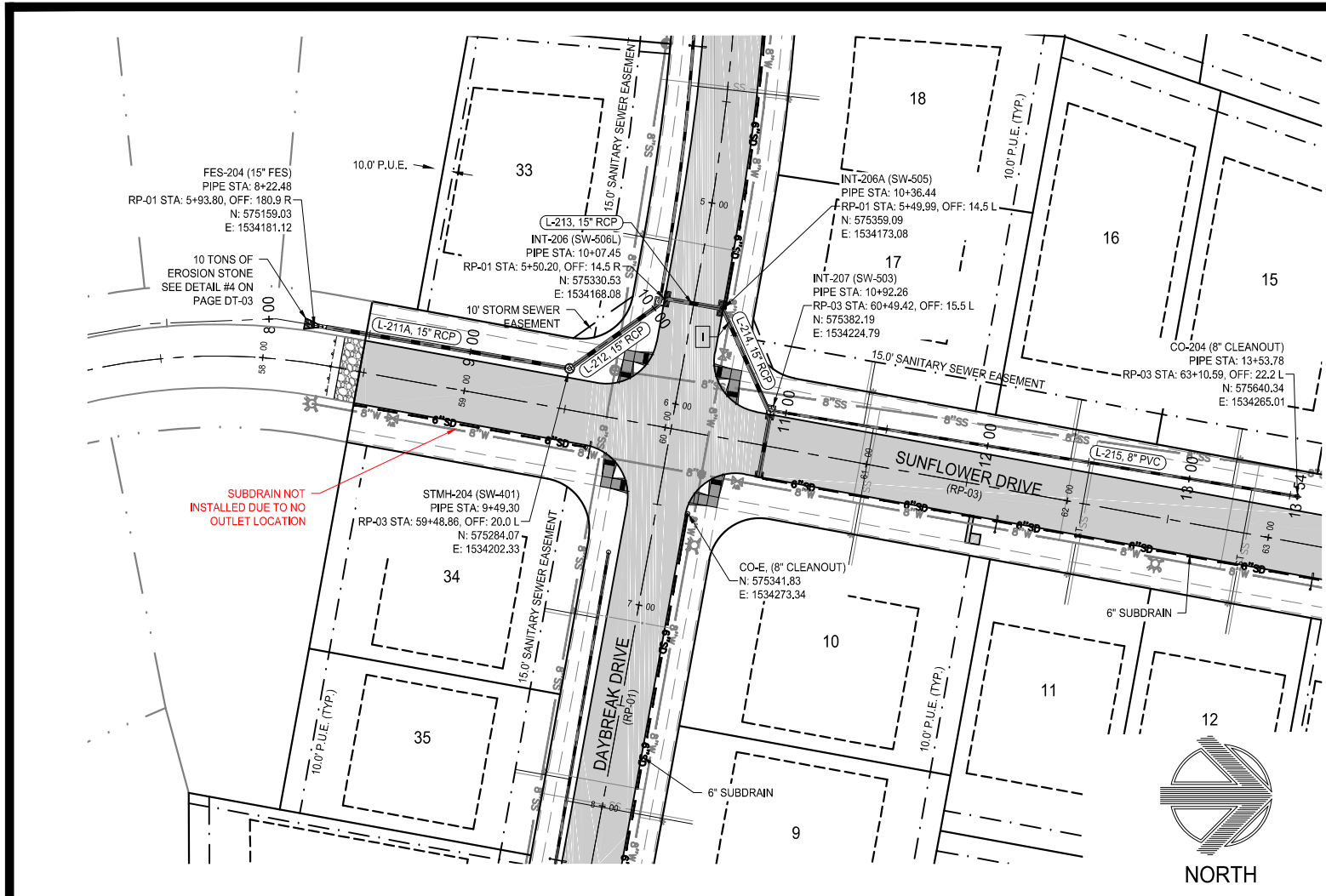
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DRAWN BY: J. BECKER

CHECKED BY: C. SMITH
FIELD BOOK NO.:

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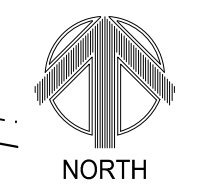
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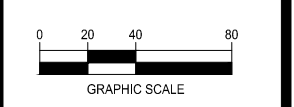
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**STORM SEWER
PLAN AND PROFILE**



**DAYBREAK PLAT 2
CONSTRUCTION DRAWINGS**

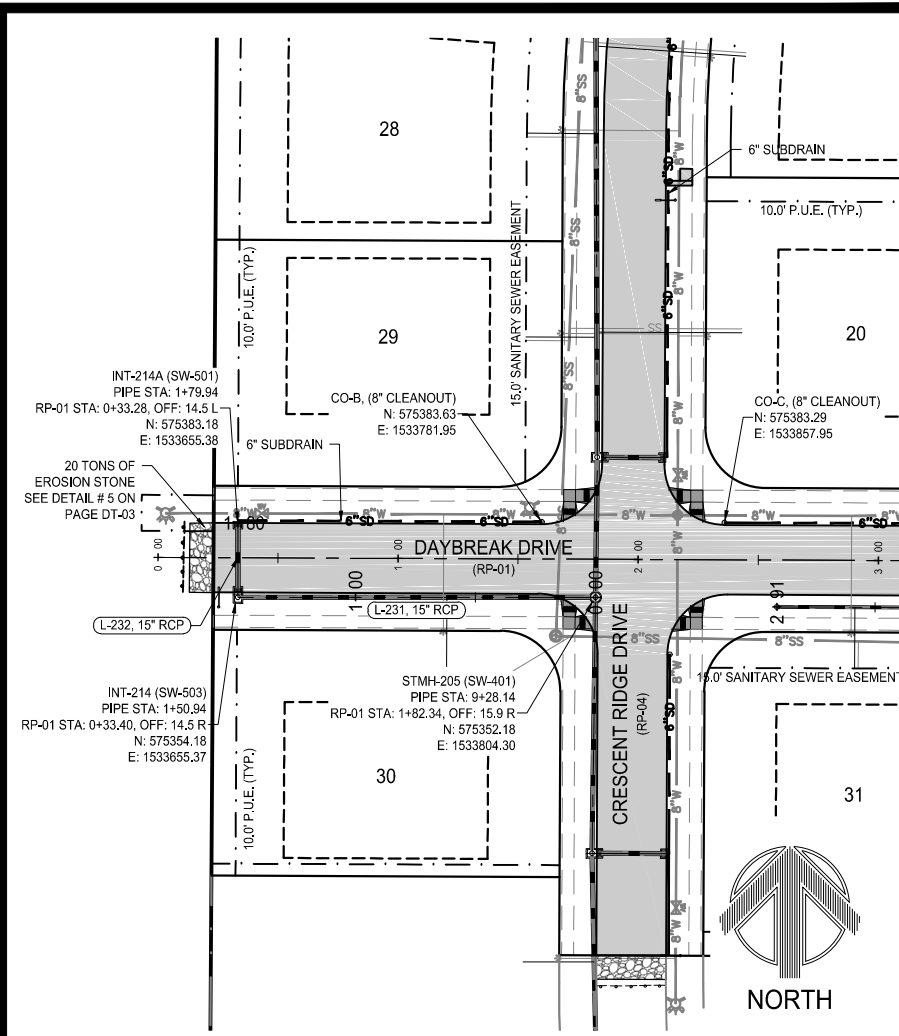
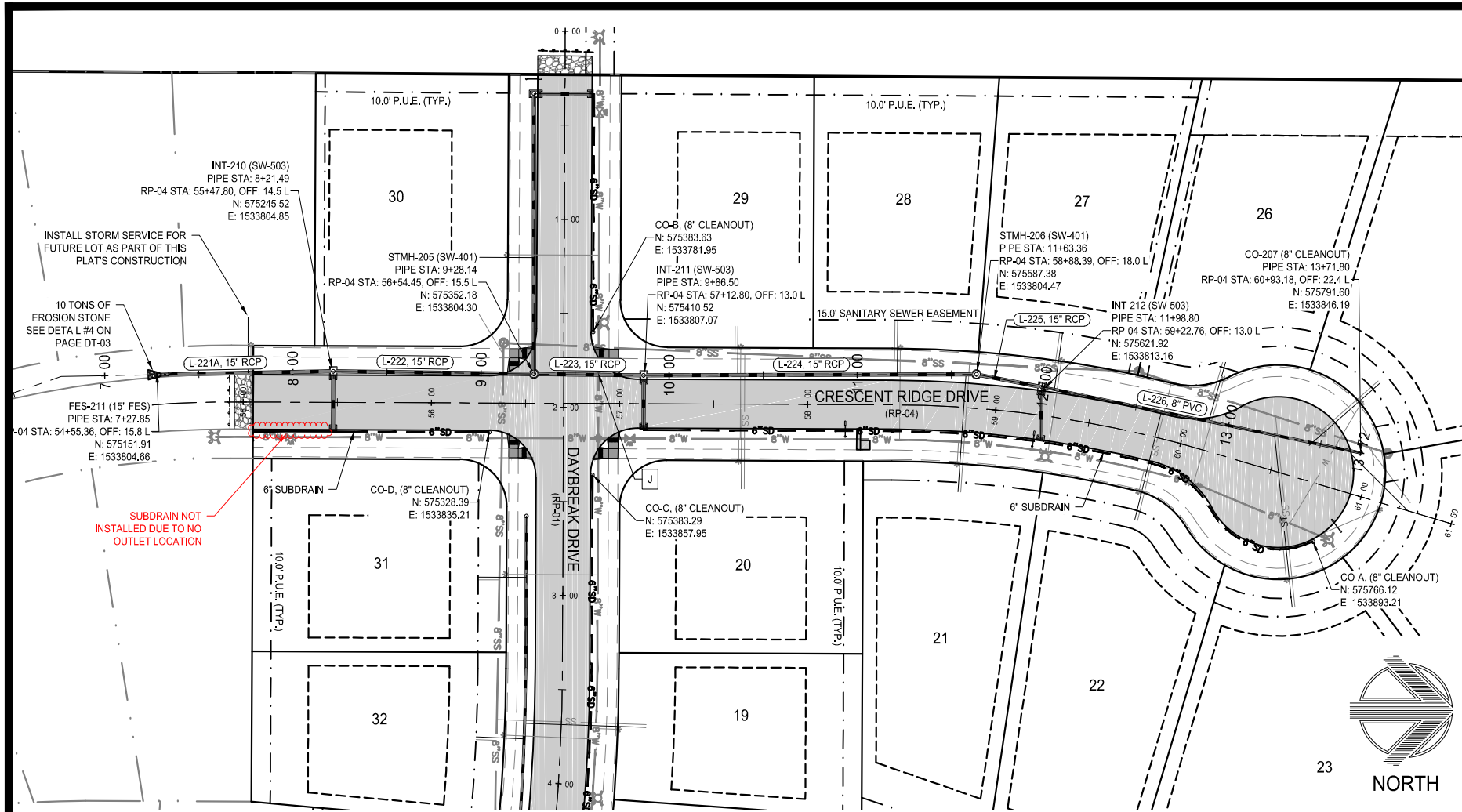
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ENGINEER: C. SMITH
DRAWN BY: J. BECKER
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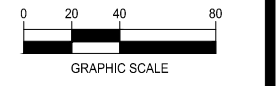
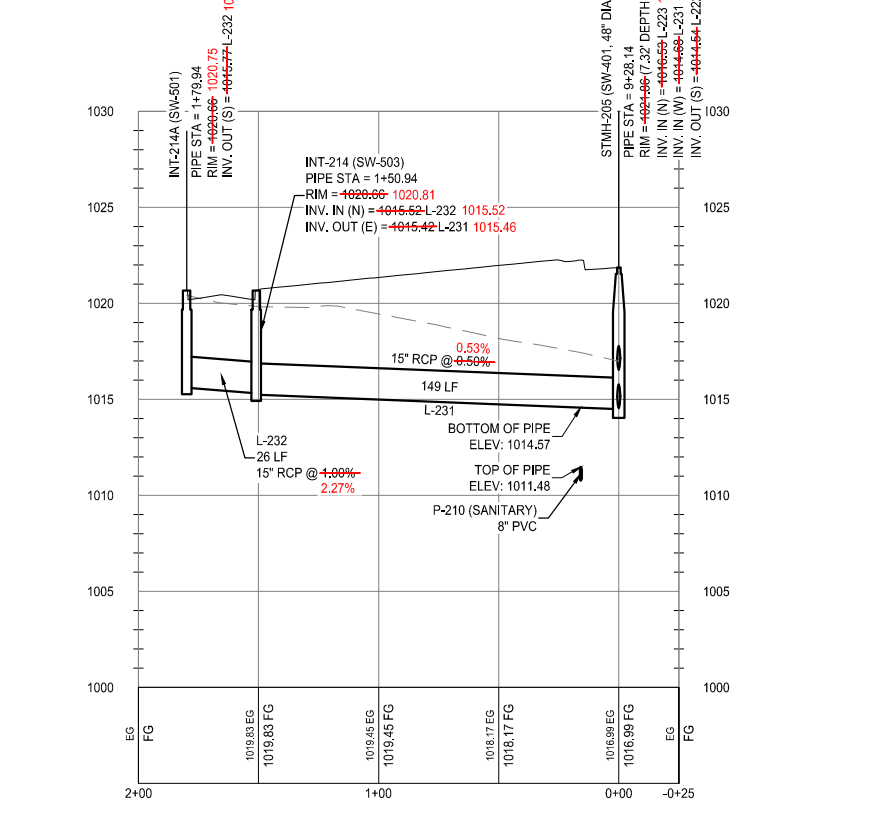
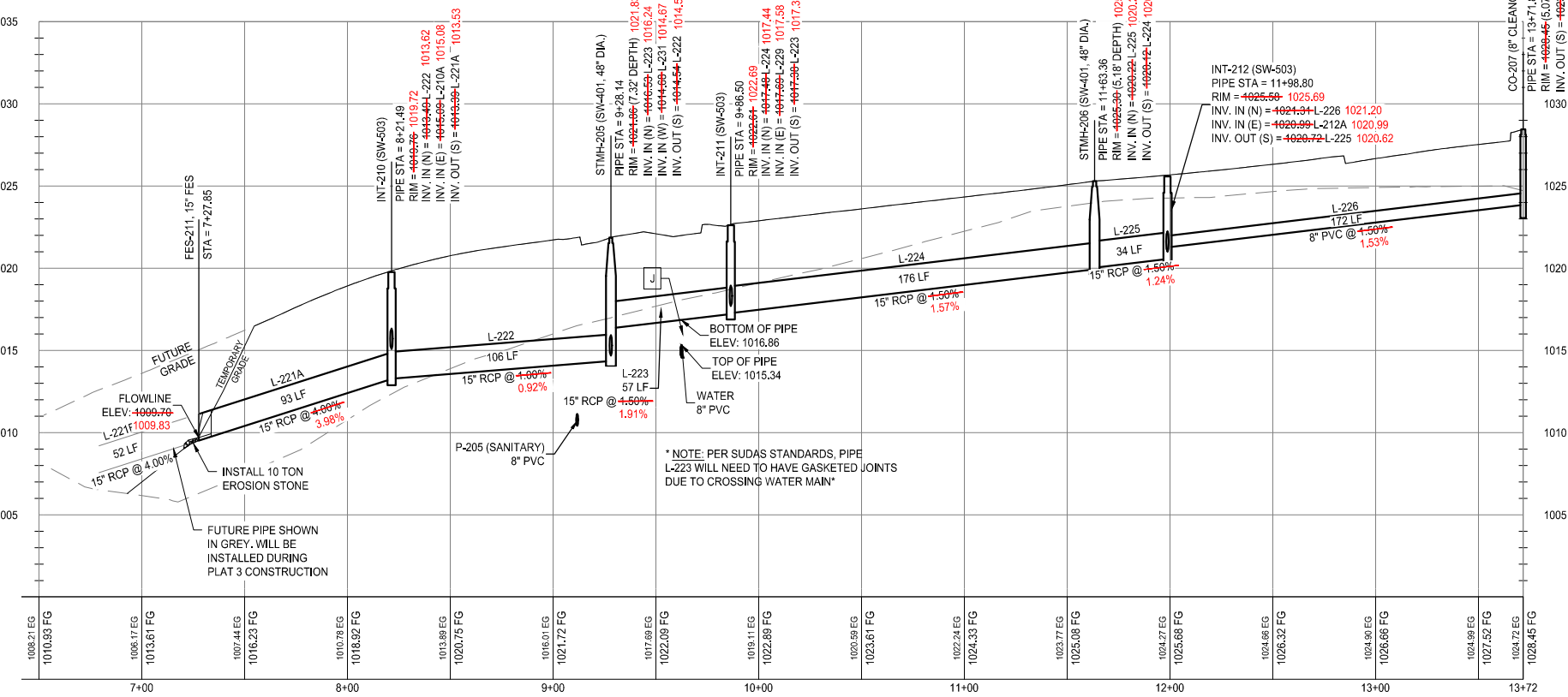
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**STORM SEWER
PLAN AND PROFILE**

NOTE:
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2) CONTRACTOR TO PROVIDE 3' CLAY WATER STOP AT ALL FLARED END SECTIONS.



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ENGINEER: C. SMITH
DRAWN BY: J. BECKER

CHECKED BY: C. SMITH
FIELD BOOK NO.:

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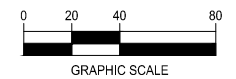
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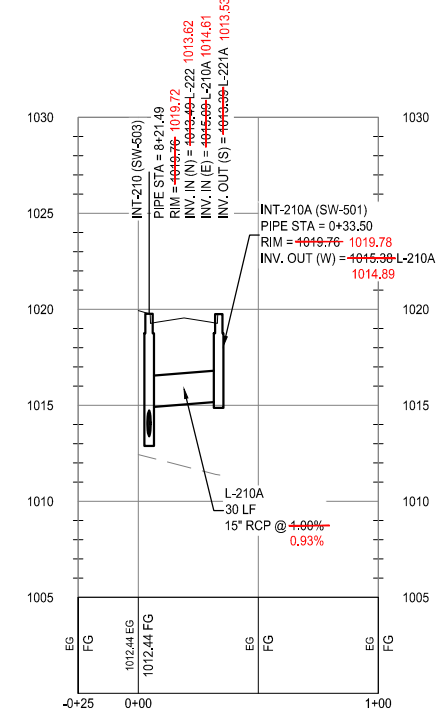
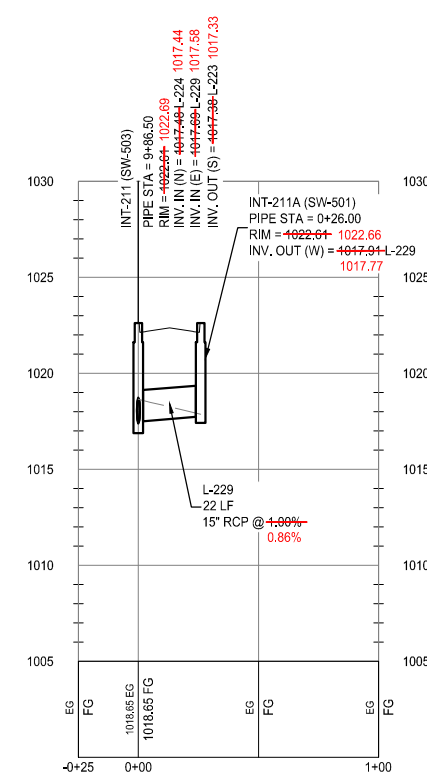
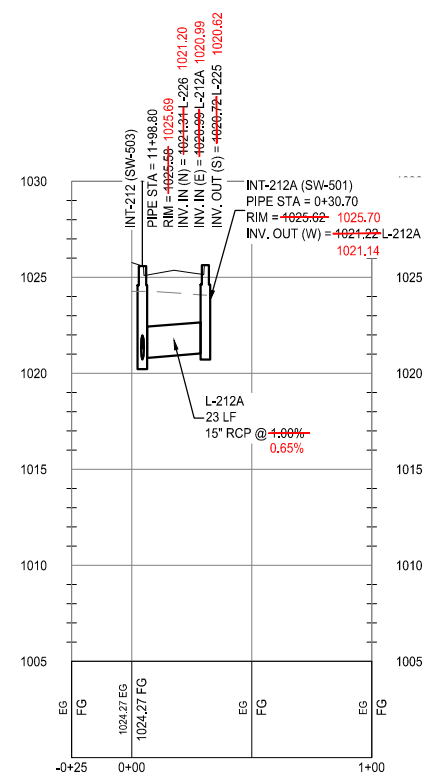
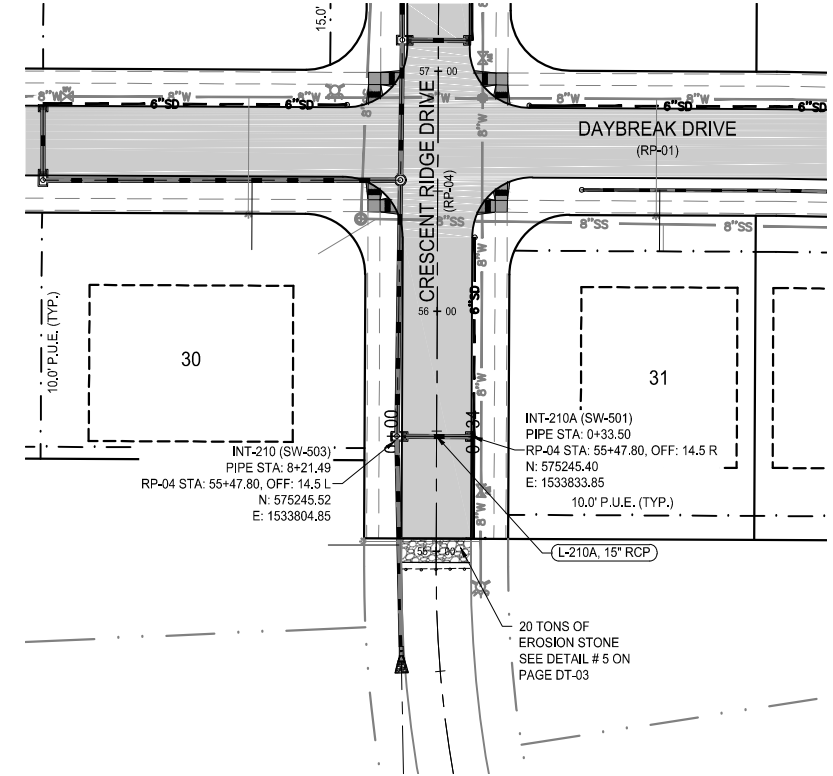
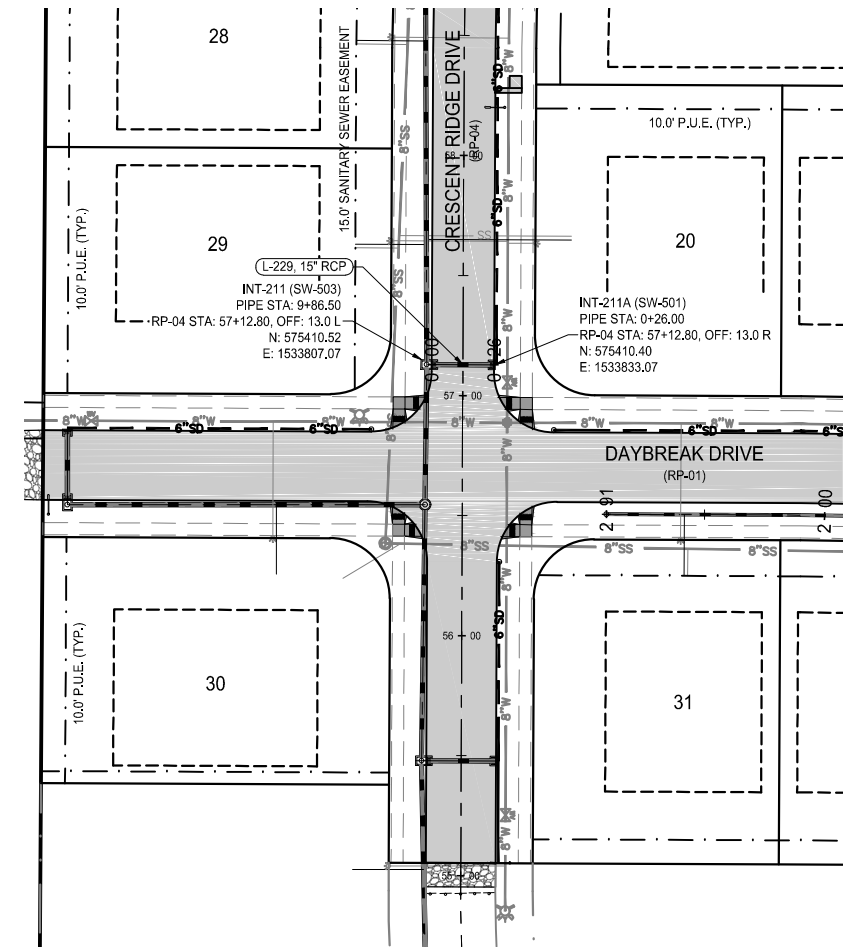
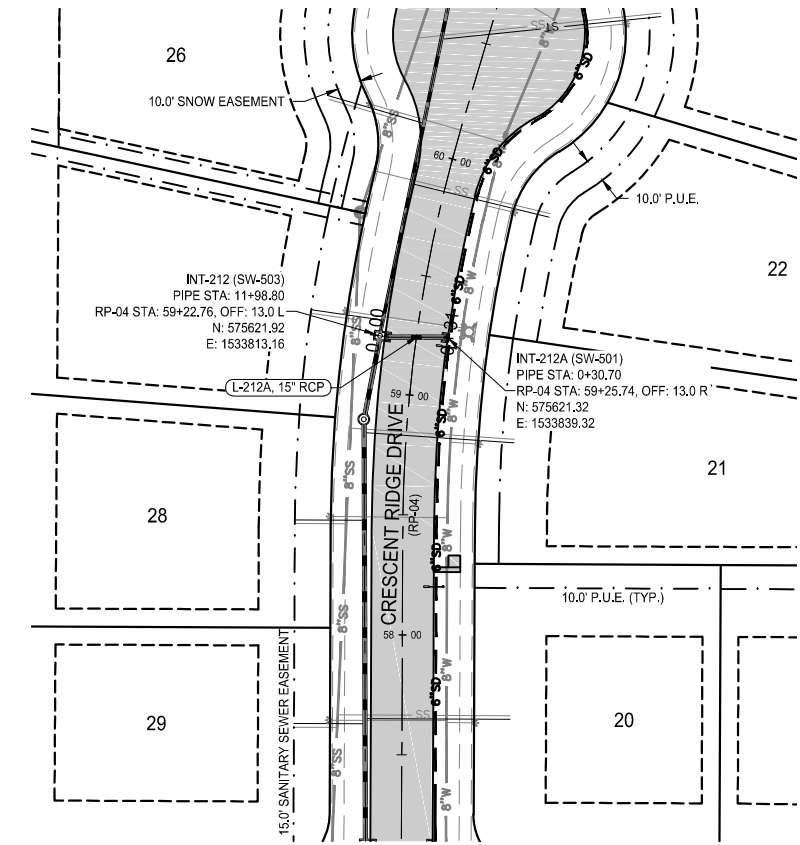
**DAYBREAK PLAT 2
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ENGINEER: C. SMITH
DRAWN BY: J. BECKER
CHECKED BY: C. SMITH
FIELD BOOK NO.:

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SHEET NO. 16 / 33



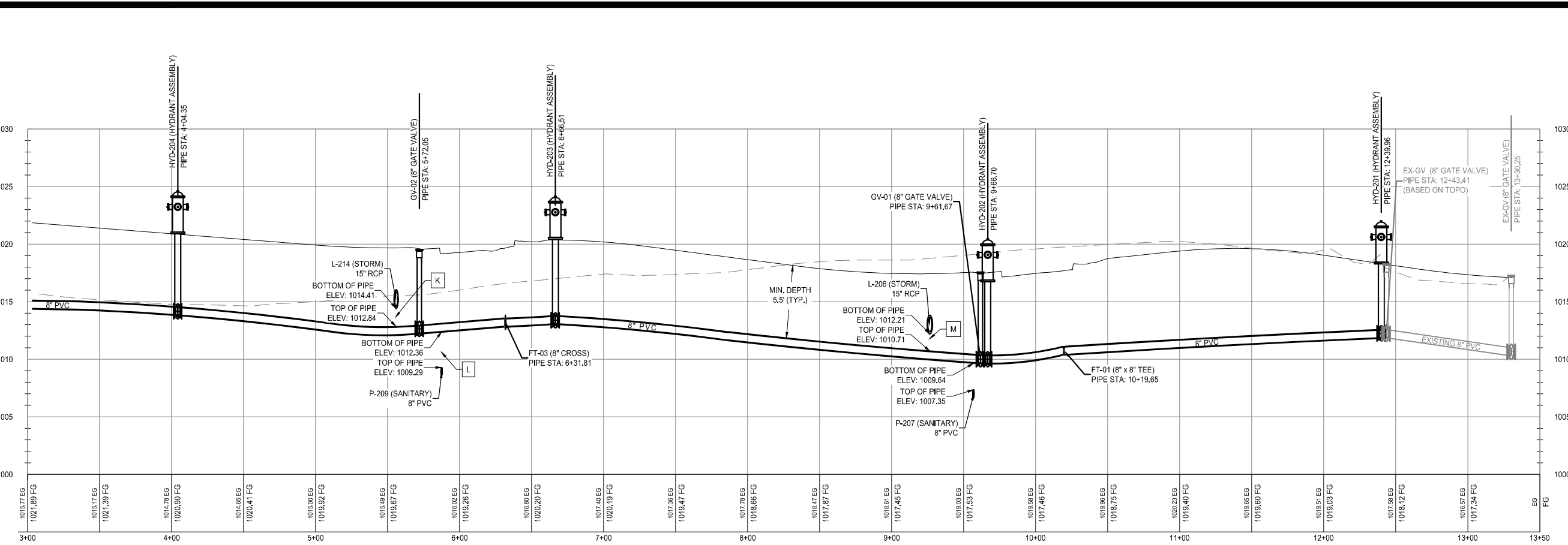
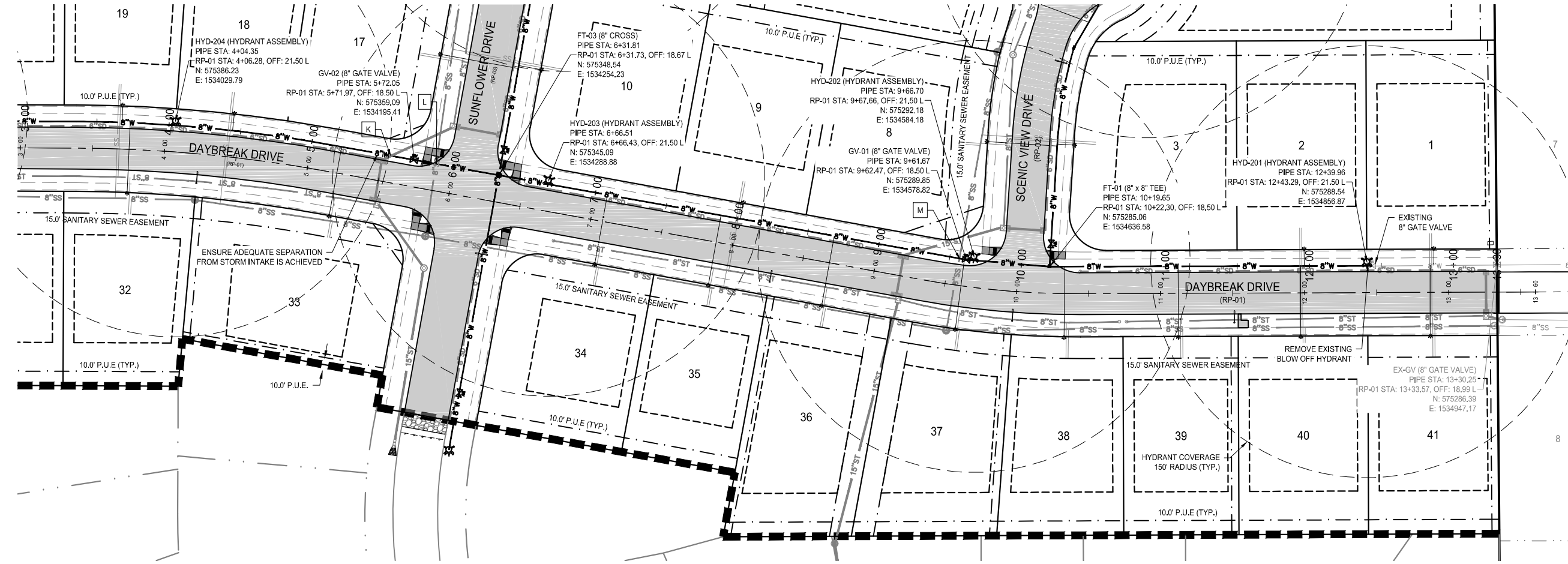
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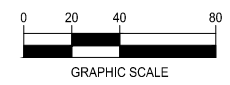
**RECORD
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**WATER
PLAN AND PROFILE**



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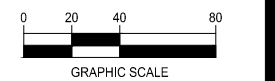
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**RECORD
DRAWING**

**WATER
PLAN AND PROFILE**



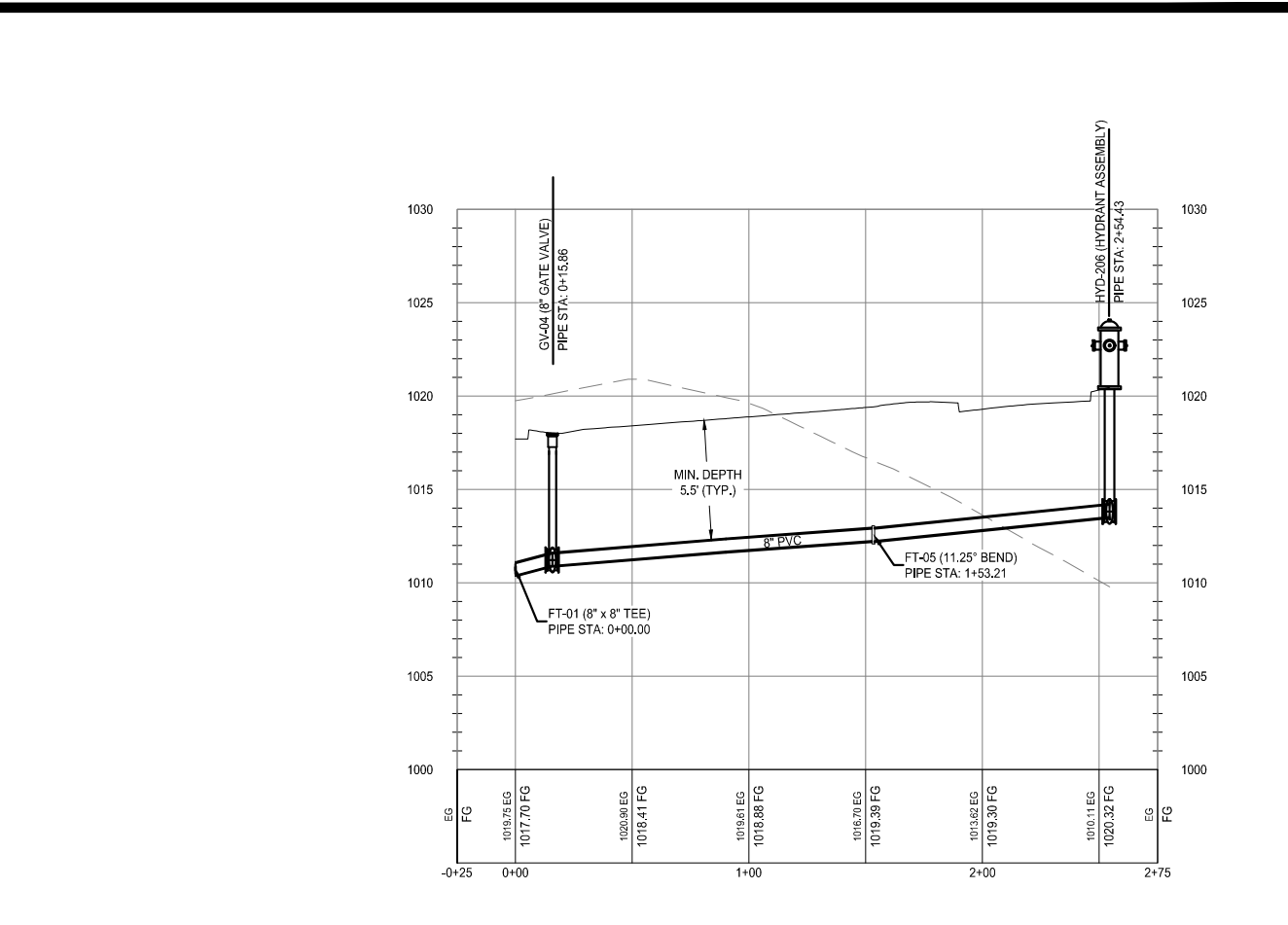
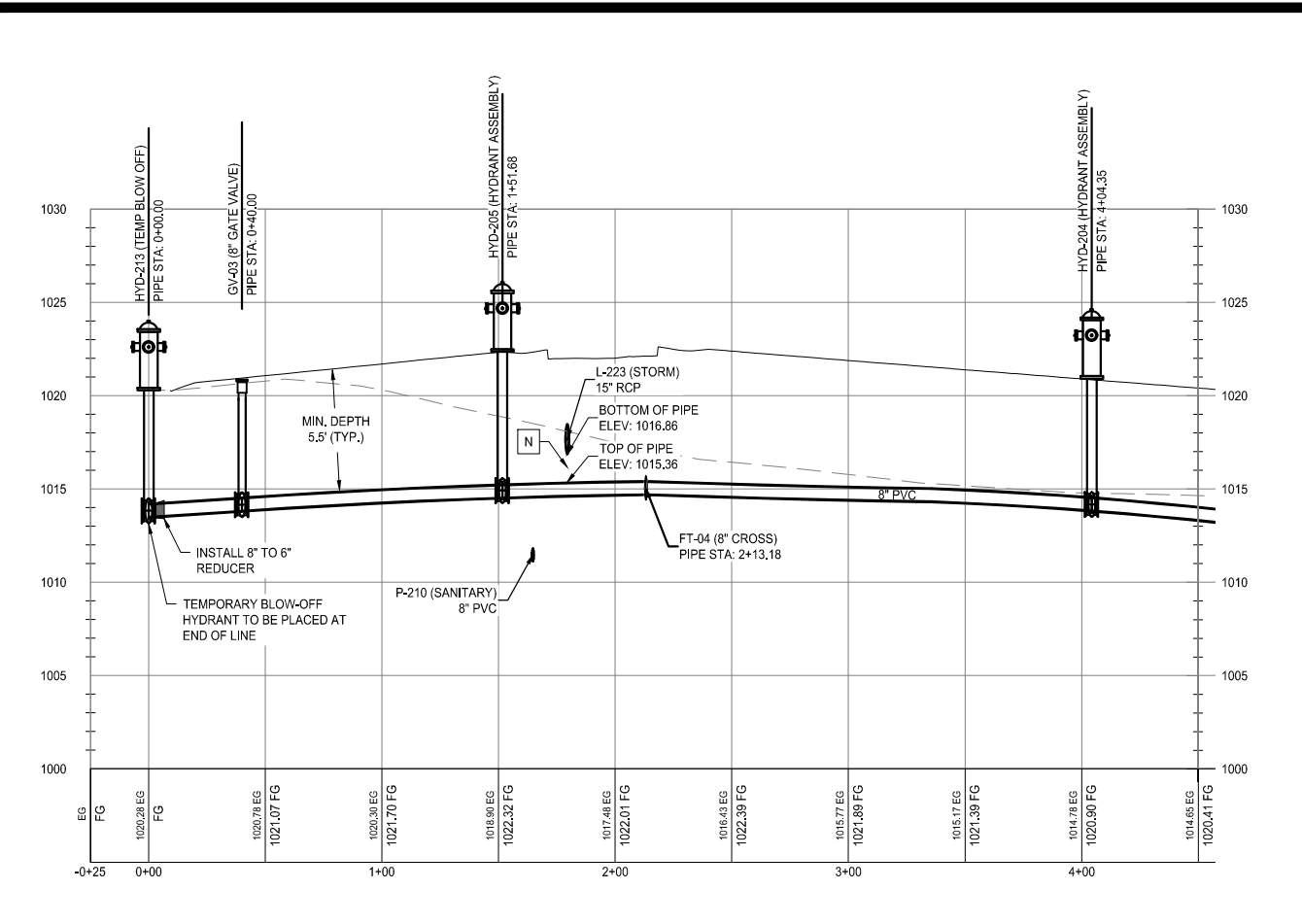
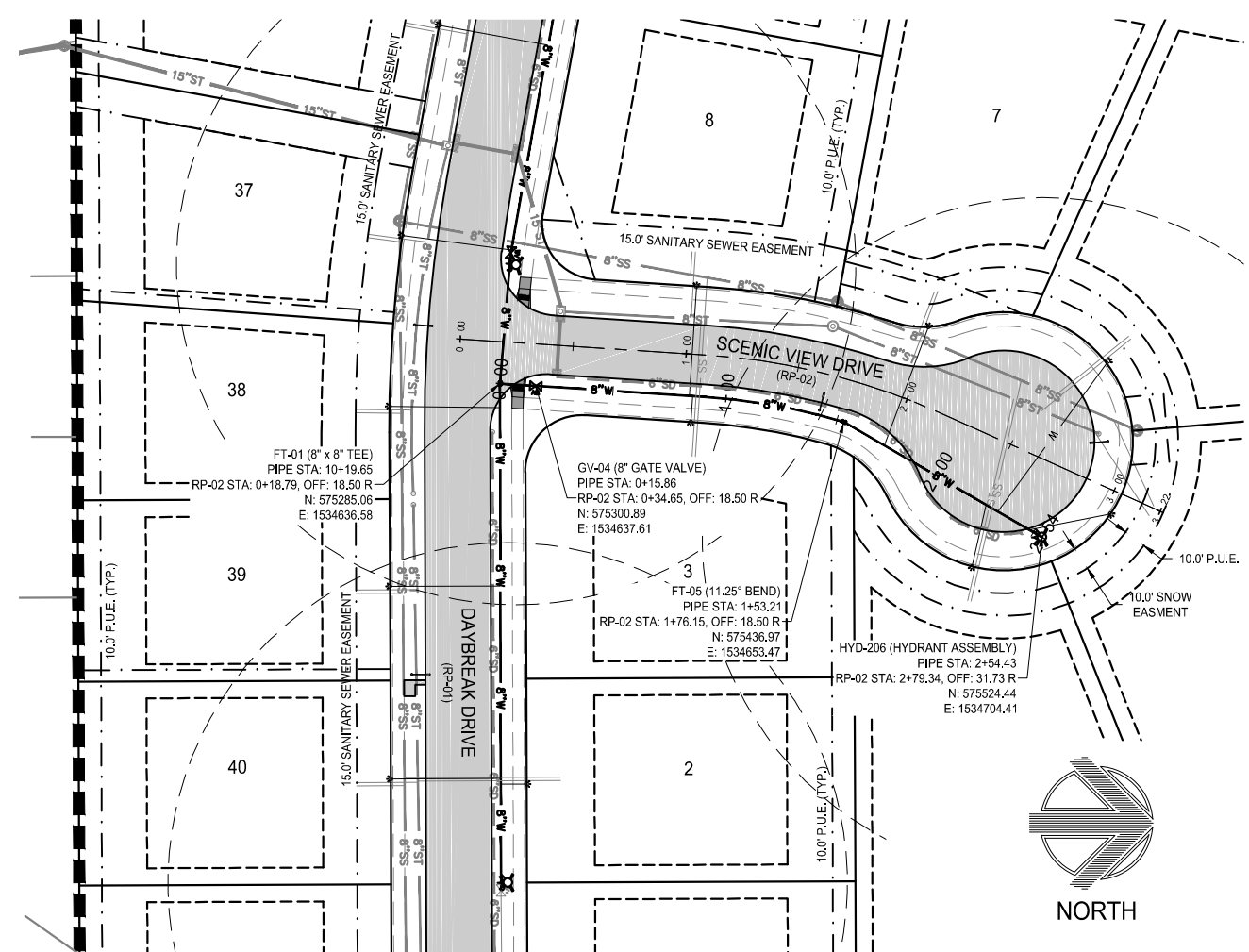
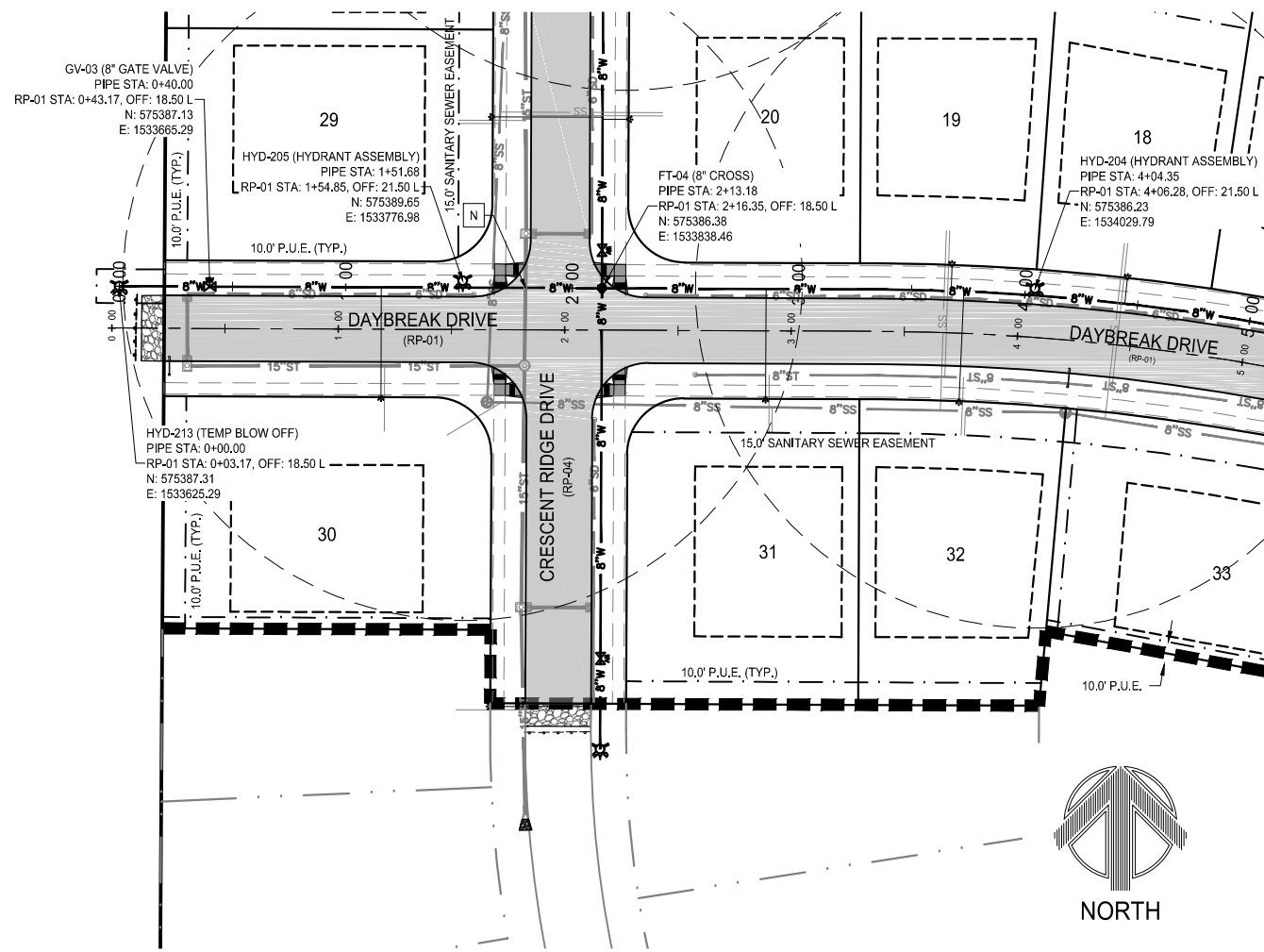
**DAYBREAK PLAT 2
CONSTRUCTION DRAWINGS**

WAUKEE, IA
2213010-01
APRIL 25, 2017

REVISIONS
5.16.17
5.30.17
6.20.17
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ENGINEER: C. SMITH
DRAWN BY: J. BECKER
CHECKED BY: C. SMITH
FIELD BOOK NO.

DRAWING NO. WA-02 SHEET NO. 17 / 33



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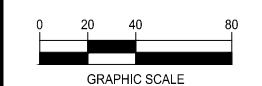
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RECORD DRAWINGS PRODUCED ON: 11/6/17

**RECORD
DRAWING**

**WATER
PLAN AND PROFILE**



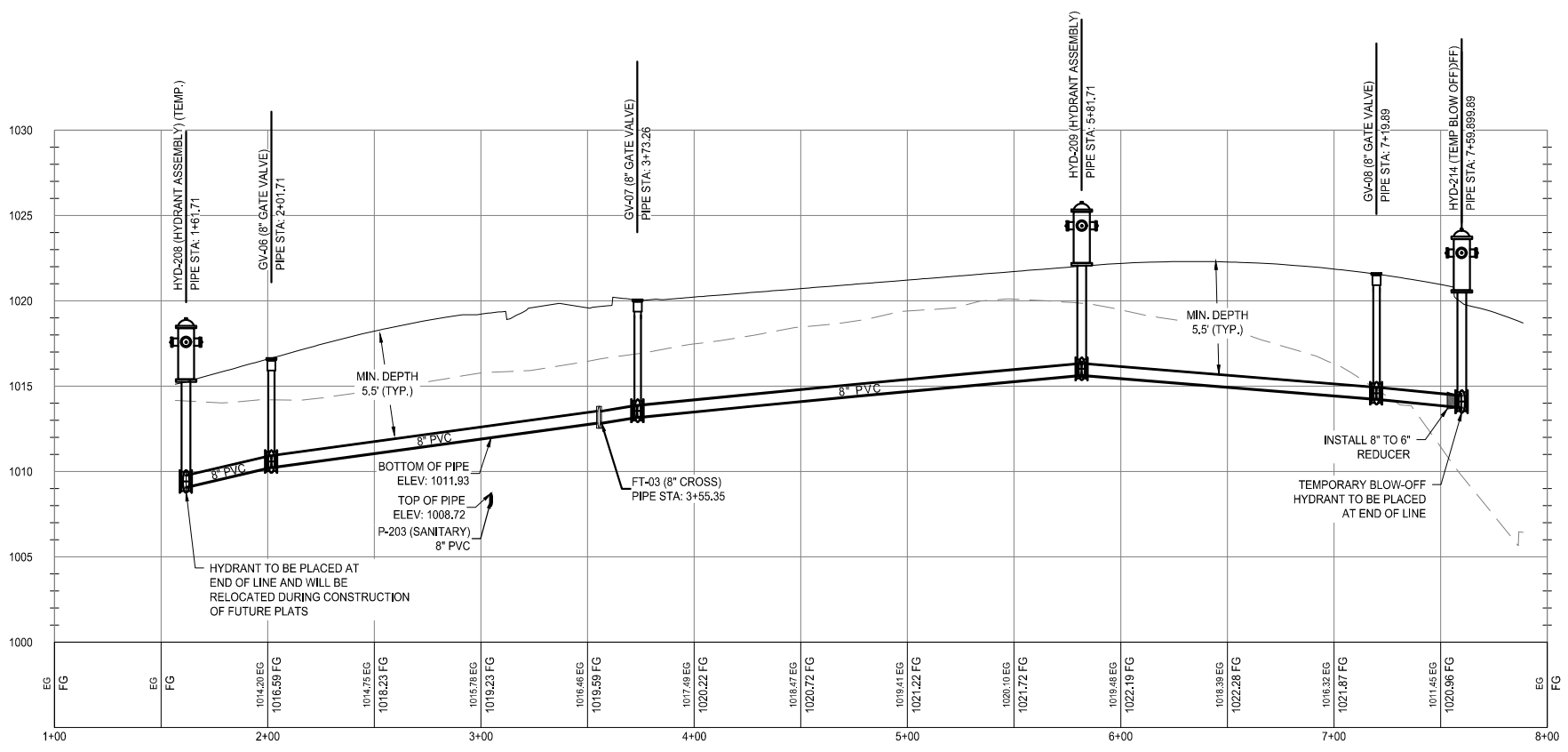
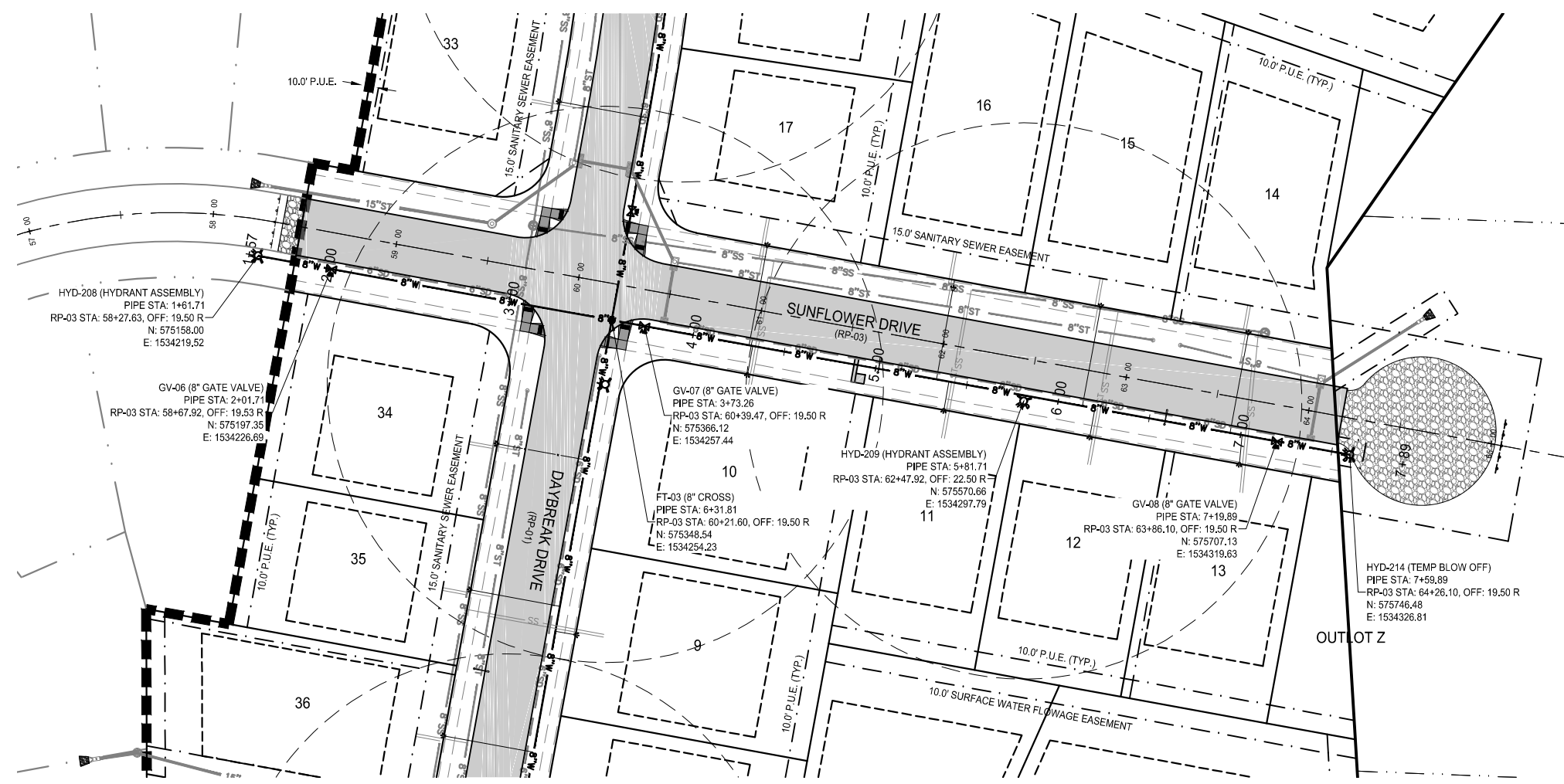
**DAYBREAK PLAT 2
CONSTRUCTION DRAWINGS**

WAUKEE, IA
2213010-01
APRIL 25, 2017

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ENGINEER C. SMITH
DRAWN BY J. BECKER
CHECKED BY C. SMITH
FIELD BOOK NO.

DRAWING NO. WA-03
SHEET NO. 18 / 33



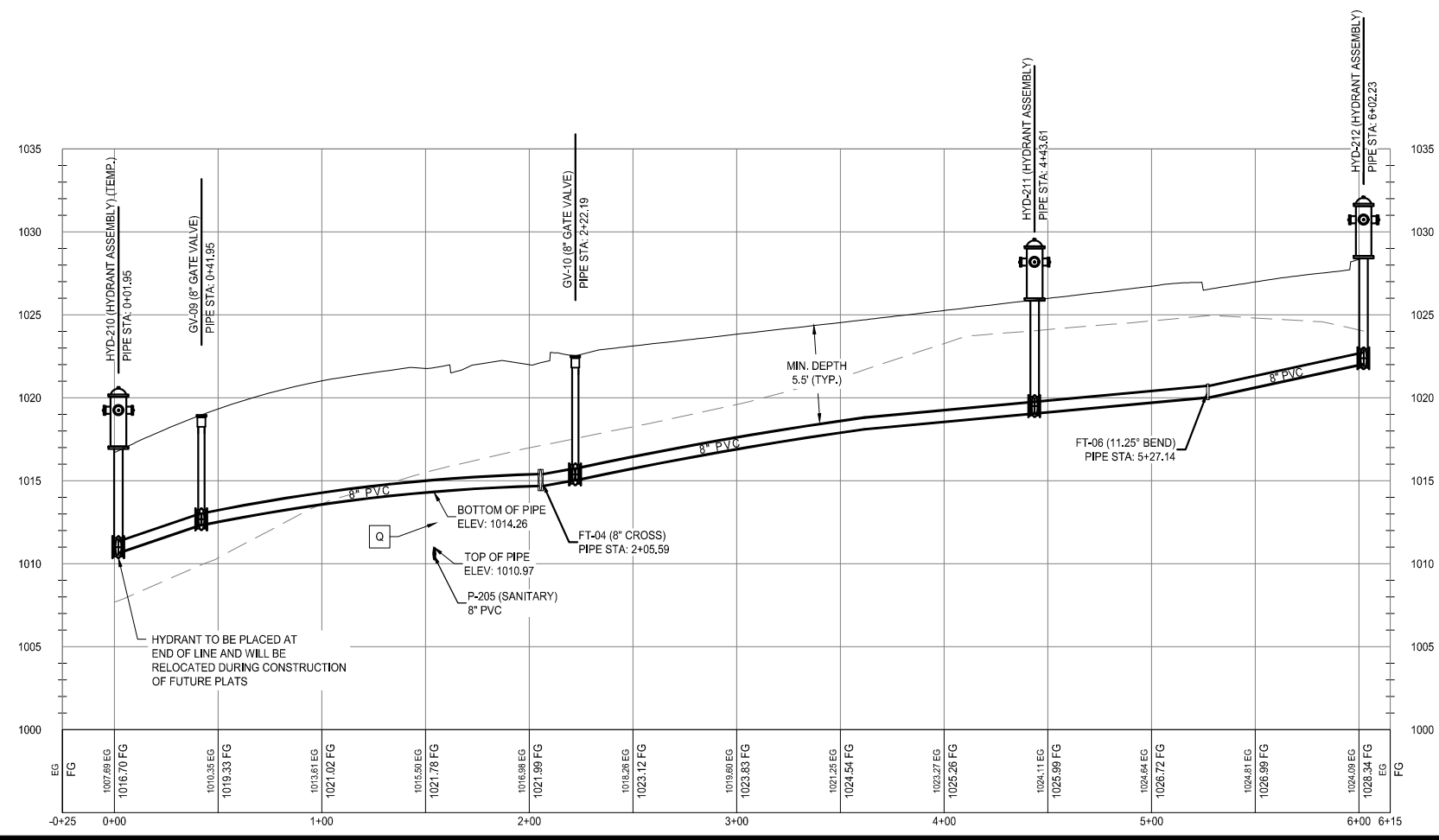
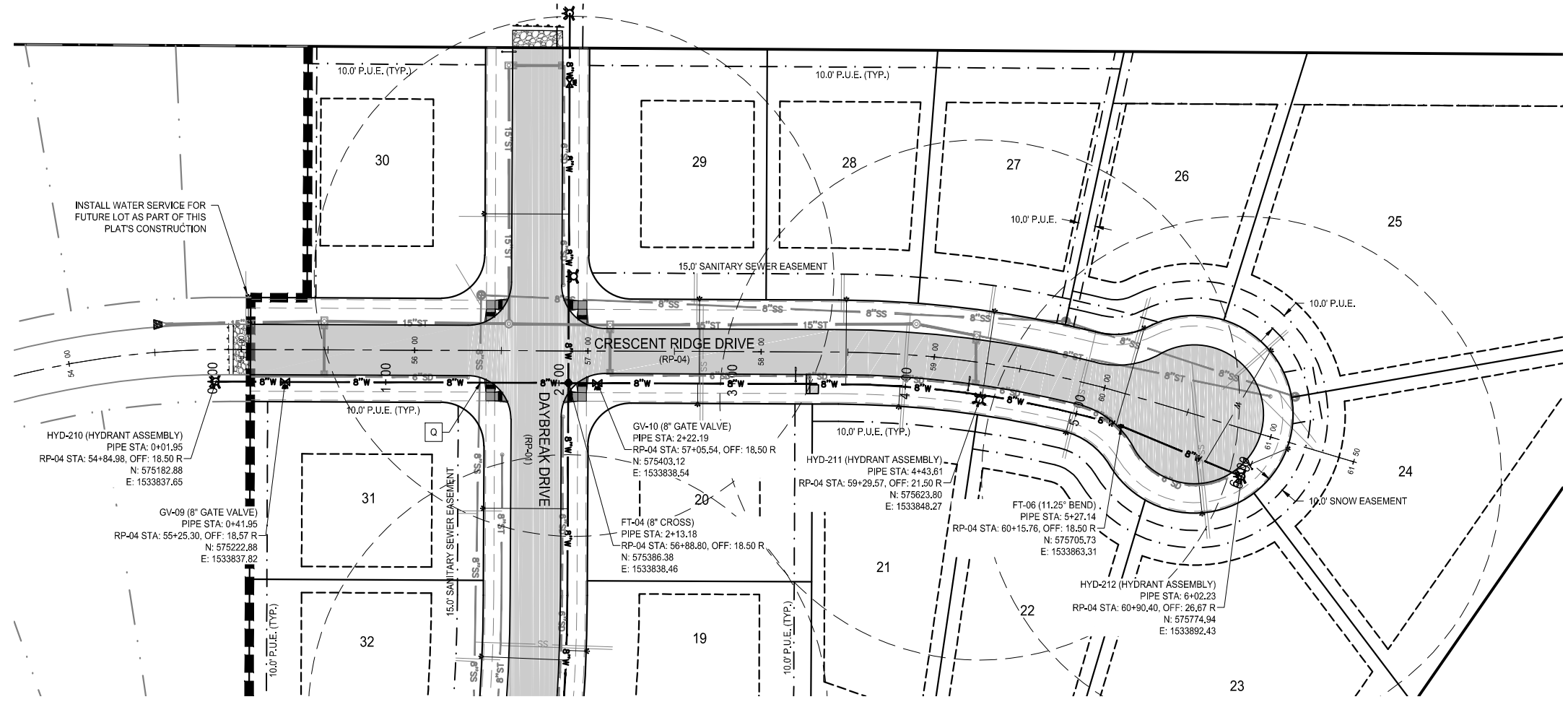
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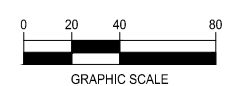
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**WATER
PLAN AND PROFILE**



**DAYBREAK PLAT 2
CONSTRUCTION DRAWINGS**

WAUKEE, IA
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APRIL 25, 2017

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ENGINEER: C. SMITH
DRAWN BY: J. BECKER
CHECKED BY: C. SMITH
FIELD BOOK NO.:

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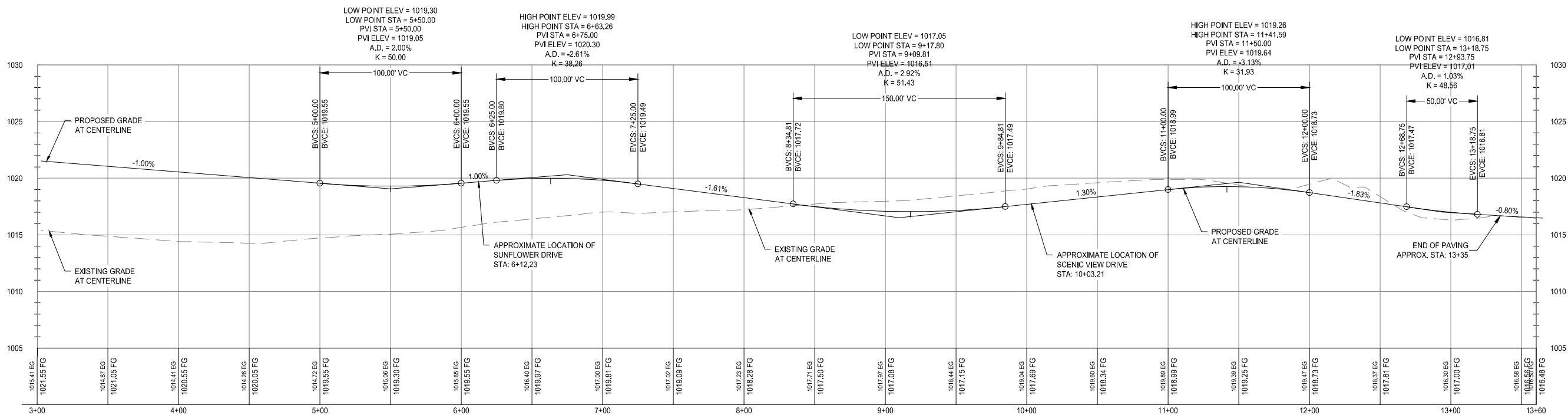
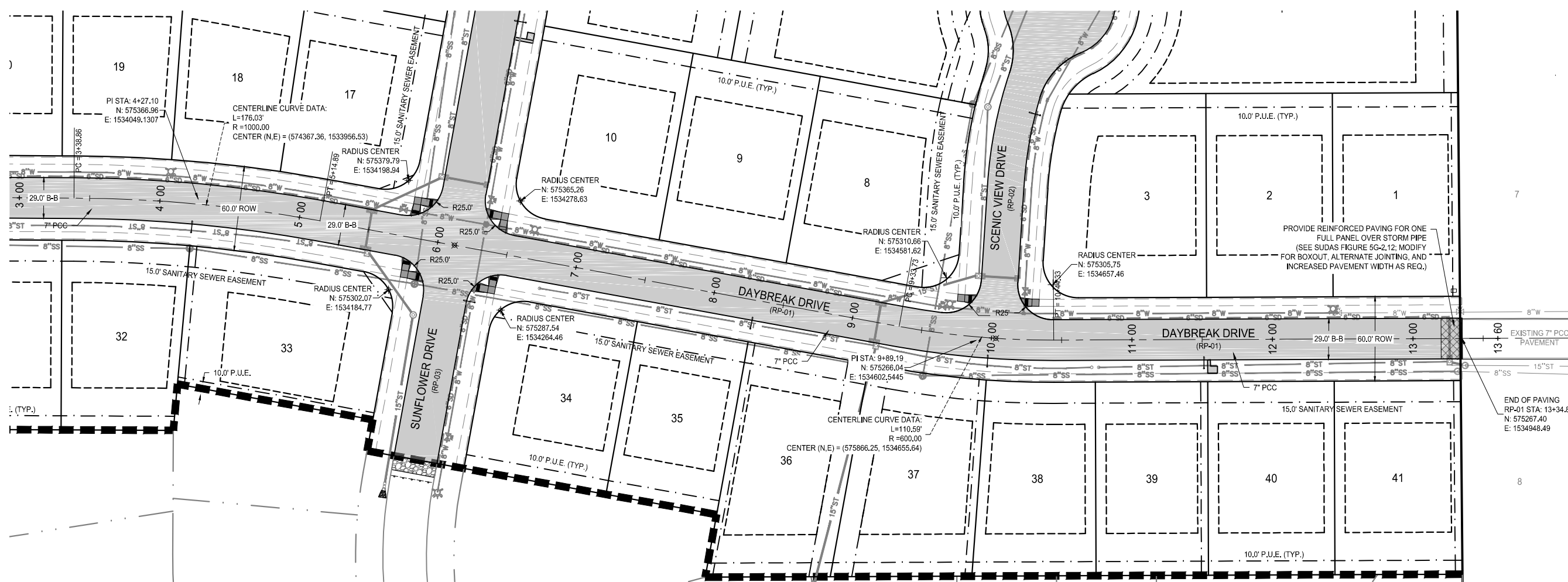
DAYBREAK PLAT 2
CONSTRUCTION DRAWINGS

WAUKEE, IA
2213010-01
APRIL 25, 2017

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ENGINEER: C. SMITH
DRAWN BY: J. BECKER
CHECKED BY: C. SMITH
FIELD BOOK NO.:

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SHEET NO. 23 / 33



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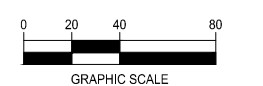
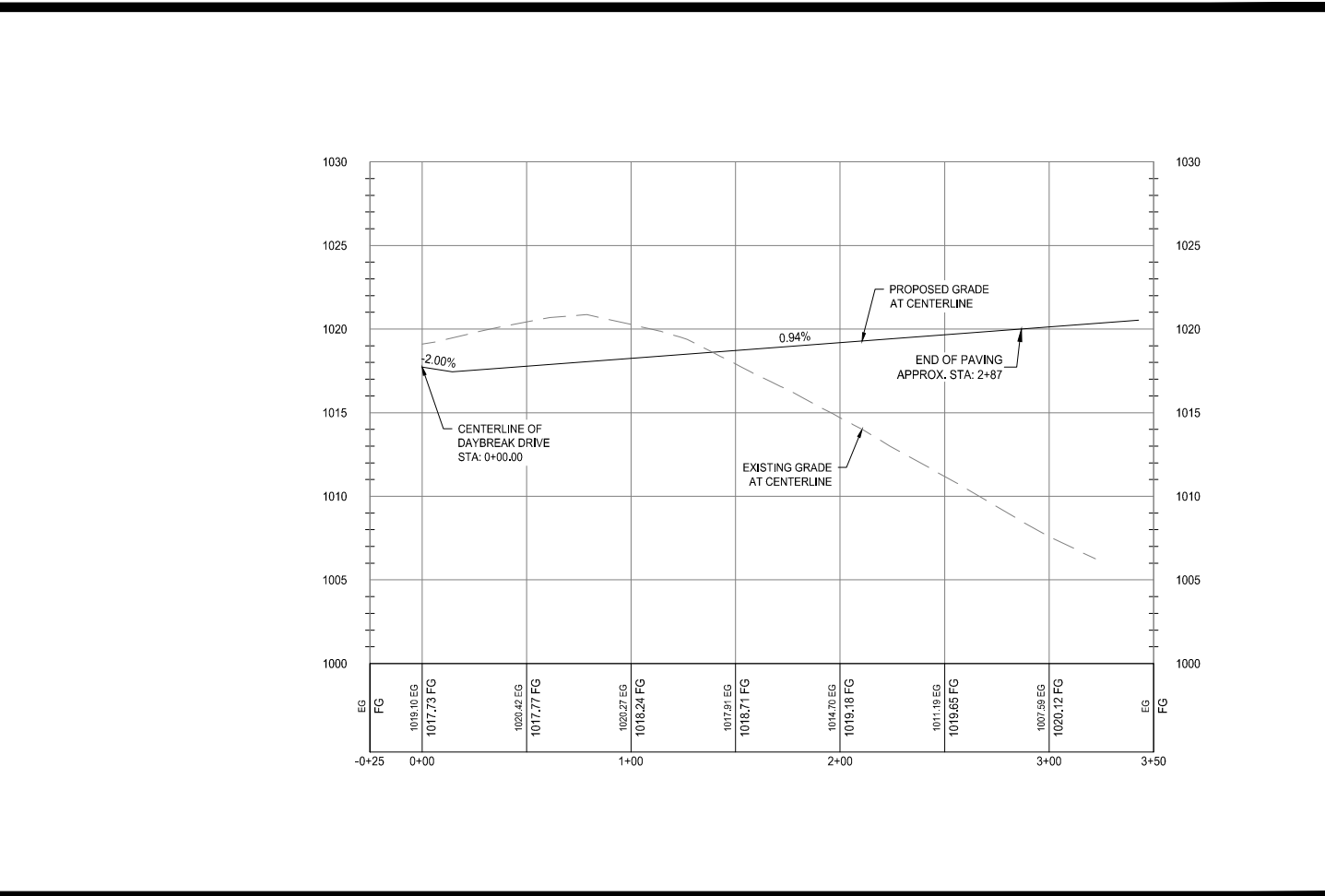
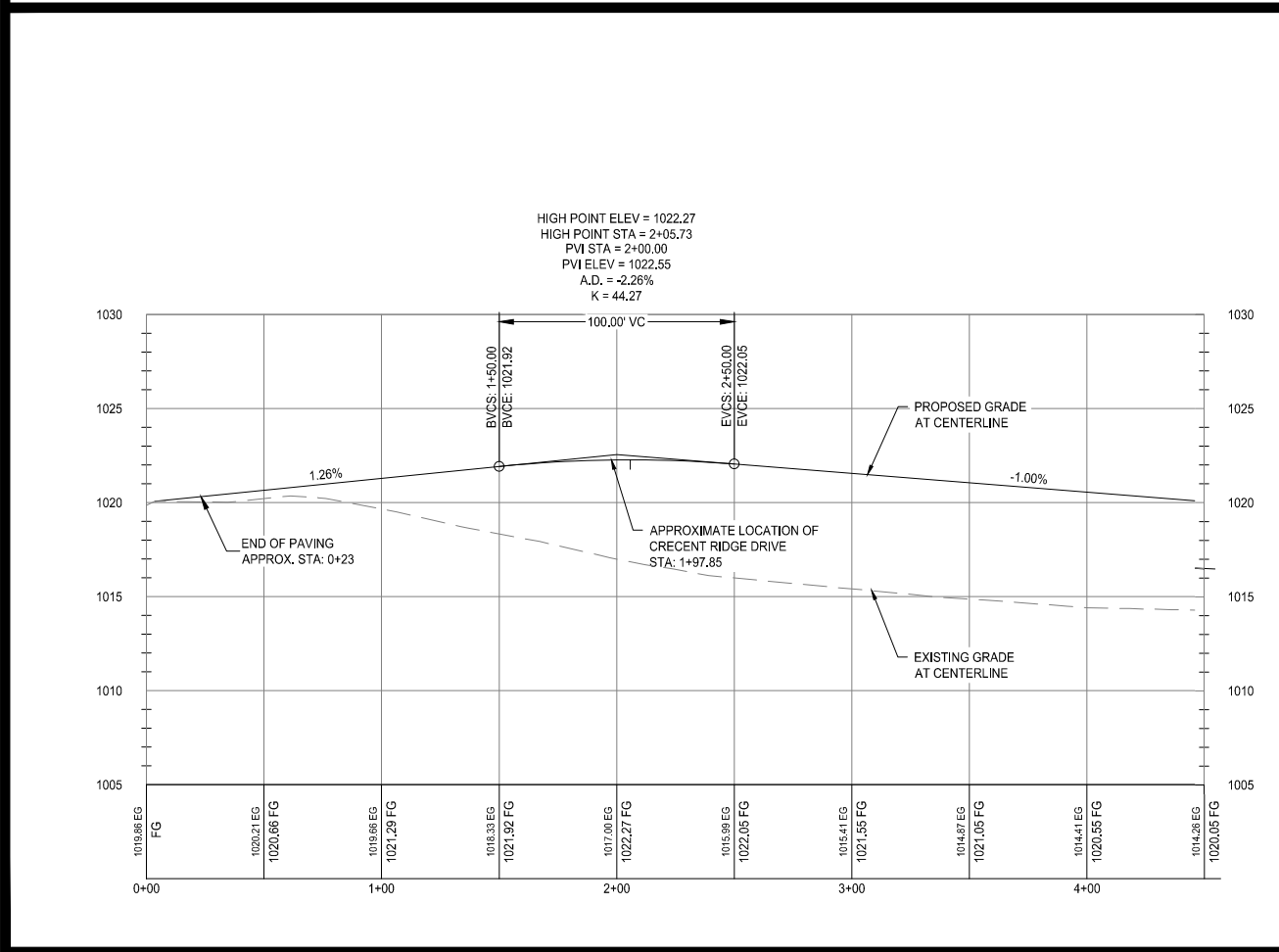
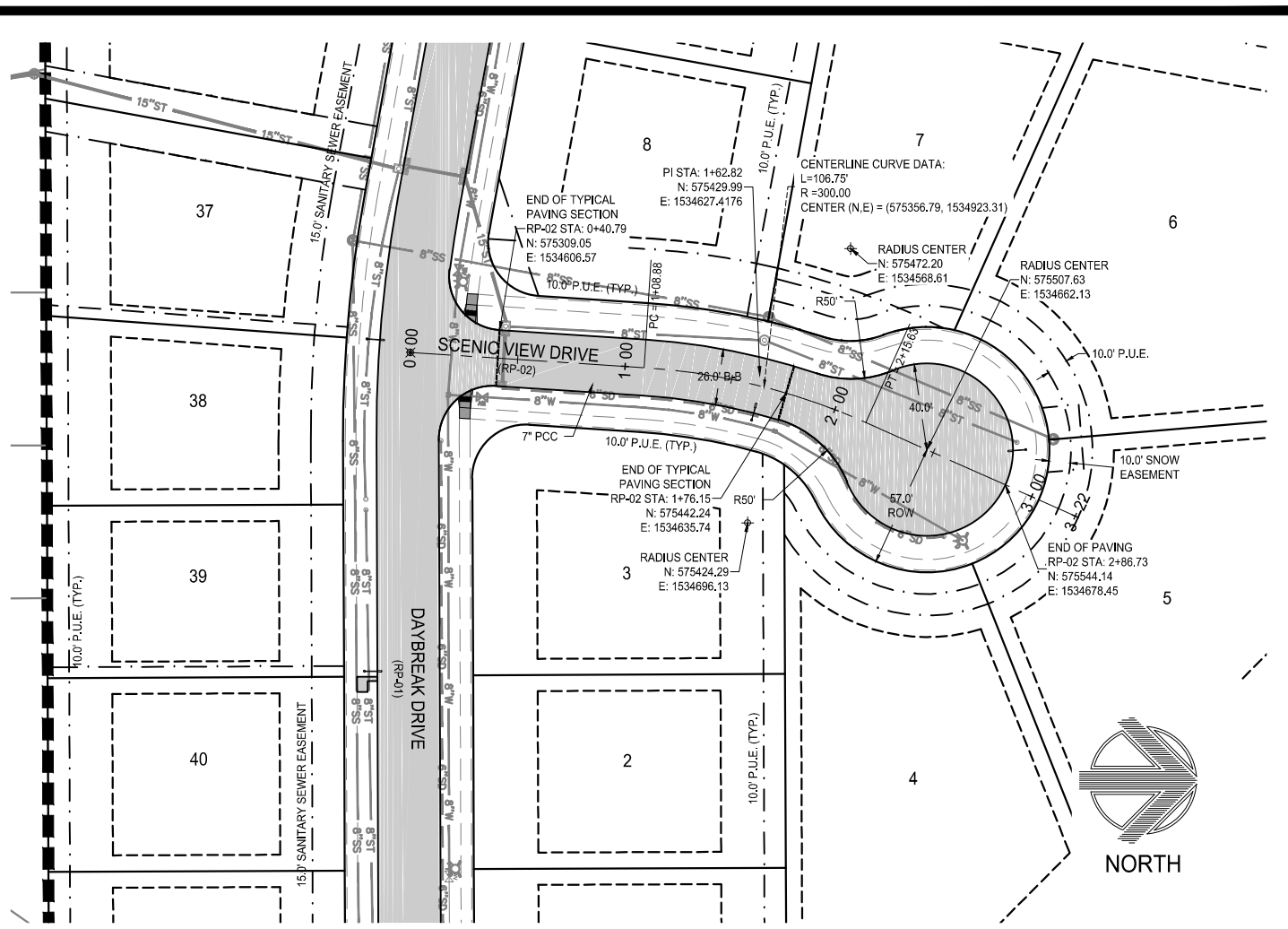
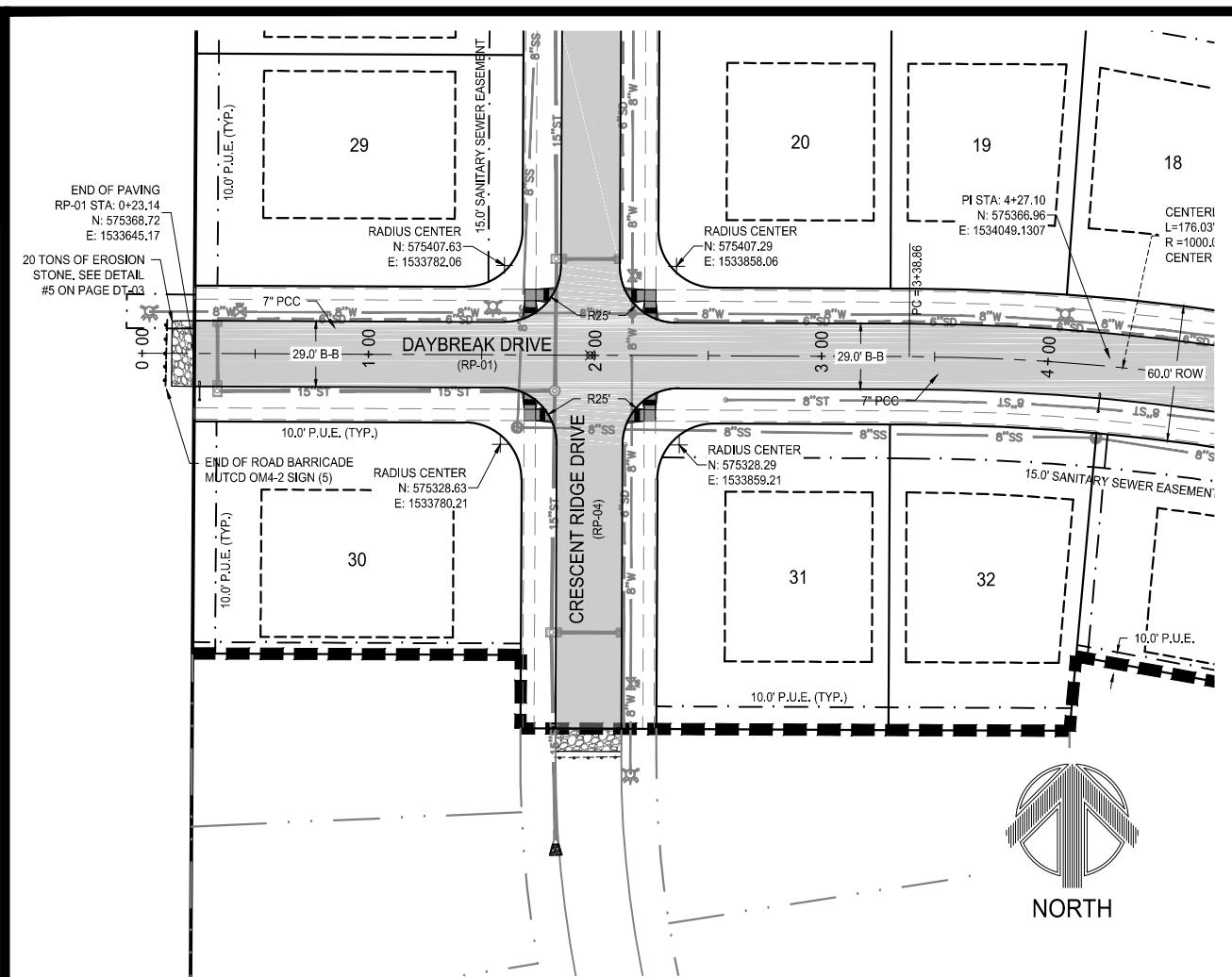
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ENGINEER: C. SMITH
DRAWN BY: J. BECKER
CHECKED BY: C. SMITH
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DRAWING NO. PA-02
SHEET NO. 24 / 33

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**RECORD
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PAVING PLAN



GRAPHIC SCALE

DAYBREAK PLAT 2
CONSTRUCTION DRAWINGS

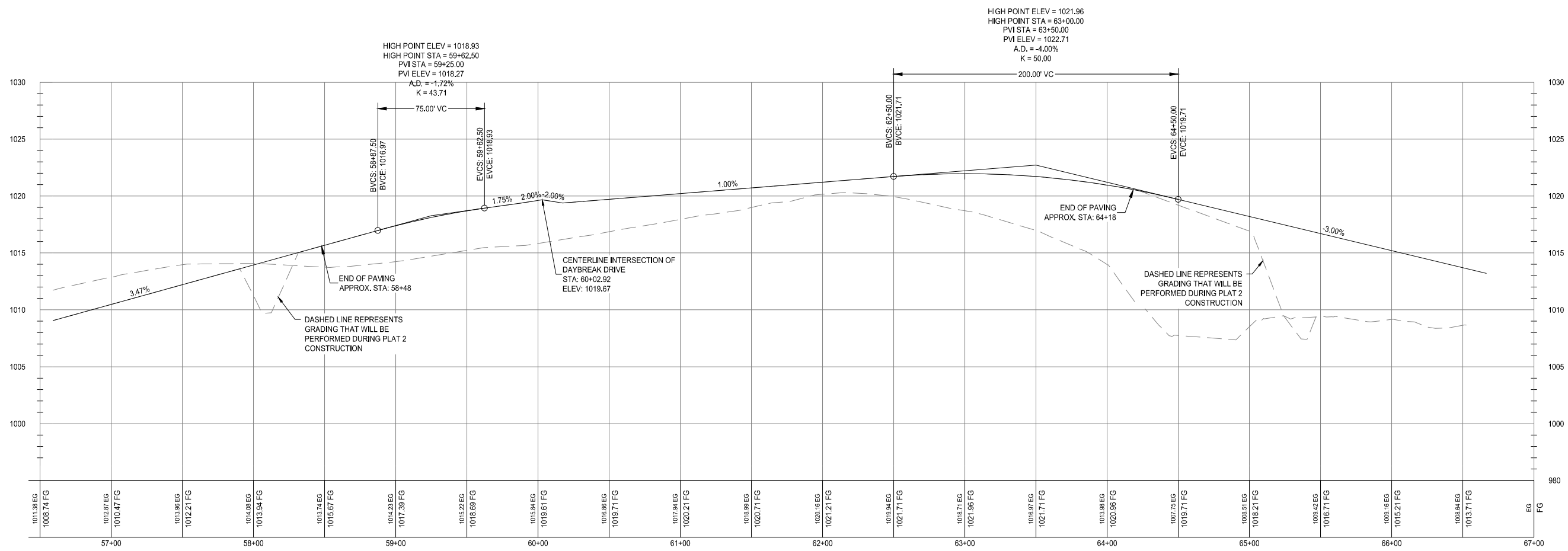
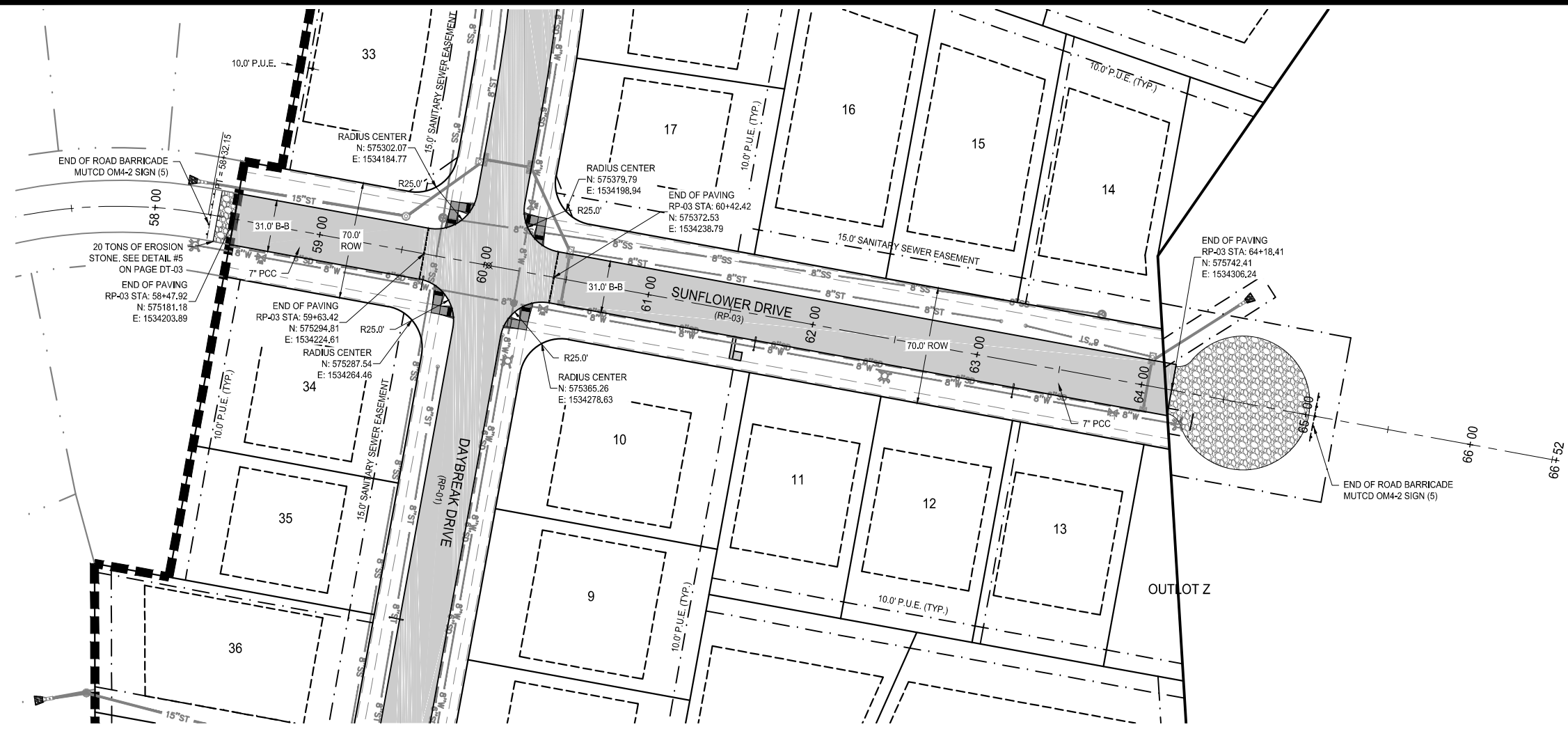
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ENGINEER: C. SMITH
DRAWN BY: J. BECKER

CHECKED BY: C. SMITH
FIELD BOOK NO.:

DRAWING NO. PA-03
SHEET NO. 25 / 33



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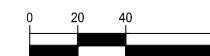
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**RECORD
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PAVING PLAN



NORTH



GRAPHIC SCALE

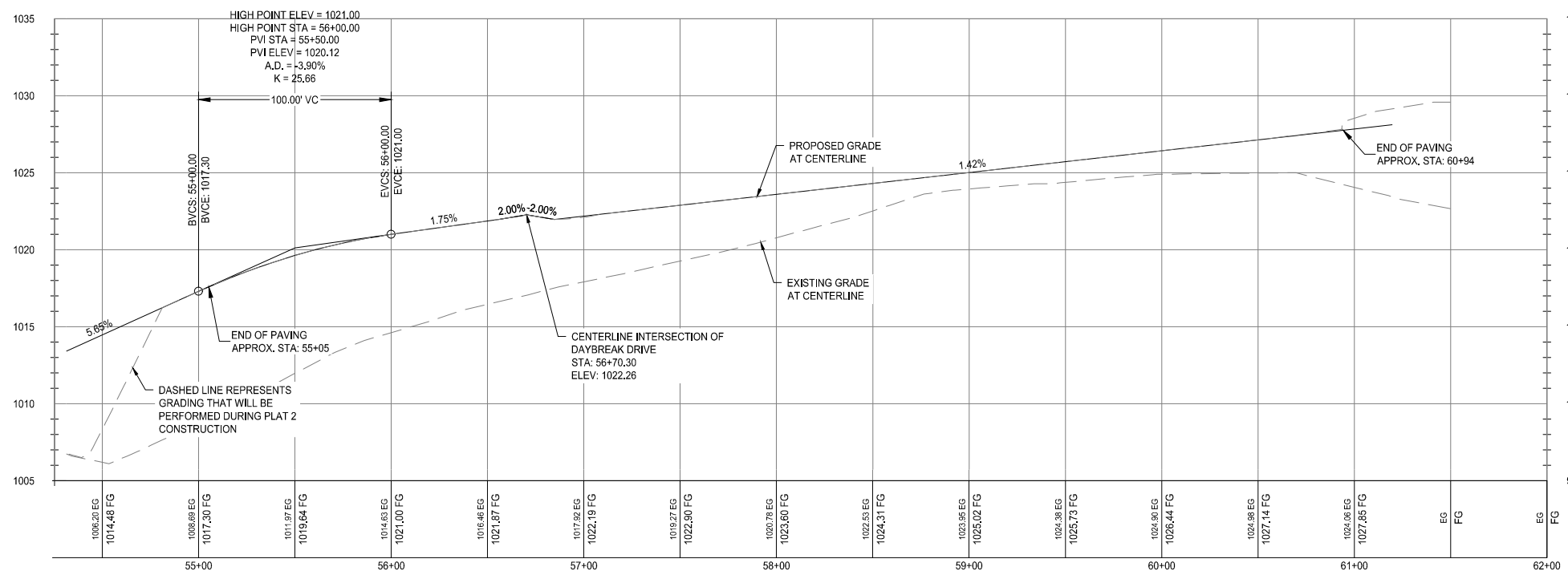
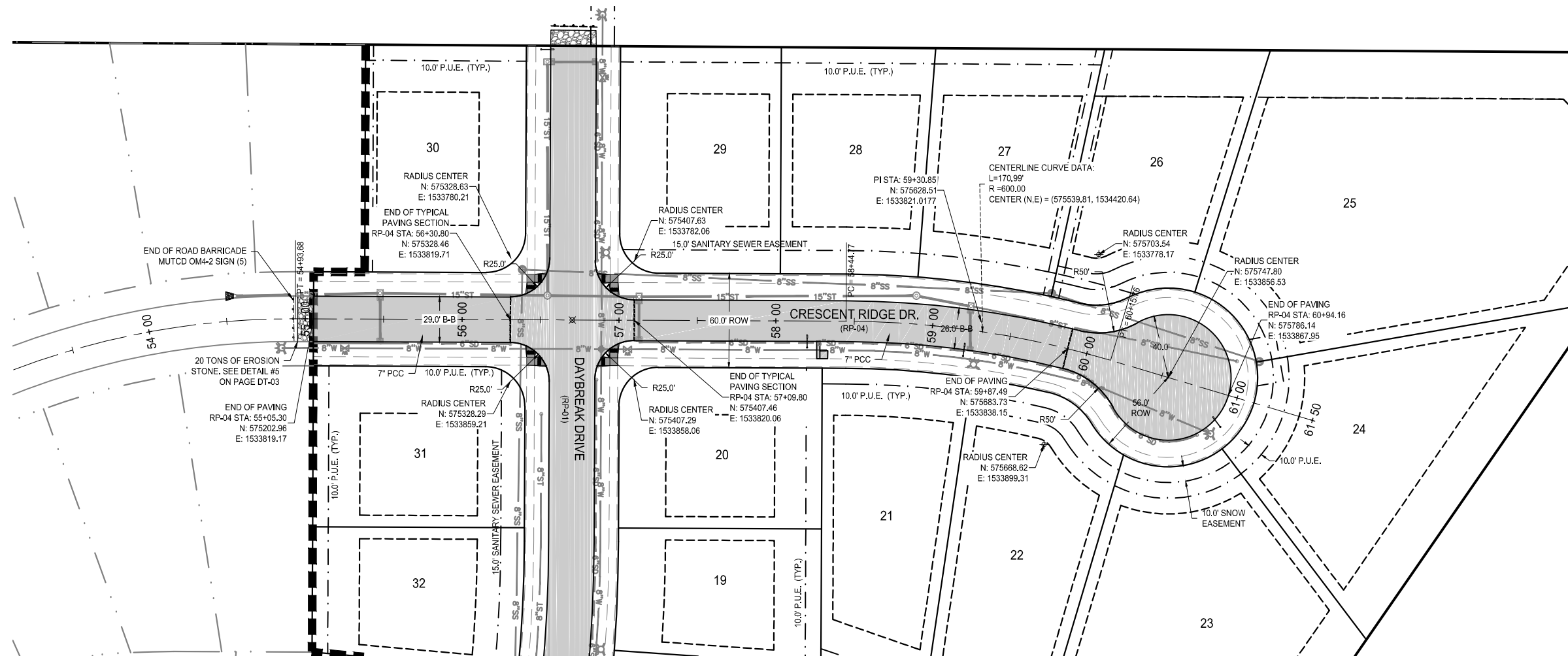
DAYBREAK PLAT 2
CONSTRUCTION DRAWINGS

WAUKEE, IA
2213010-01
APRIL 25, 2017

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ENGINEER: C. SMITH
DRAWN BY: J. BECKER
CHECKED BY: C. SMITH
FIELD BOOK NO.

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SHEET NO. 26 / 33



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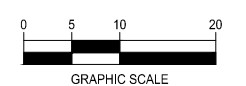
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**RECORD
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JOINTING &
ADA RAMP DETAILS



NORTH



GRAPHIC SCALE

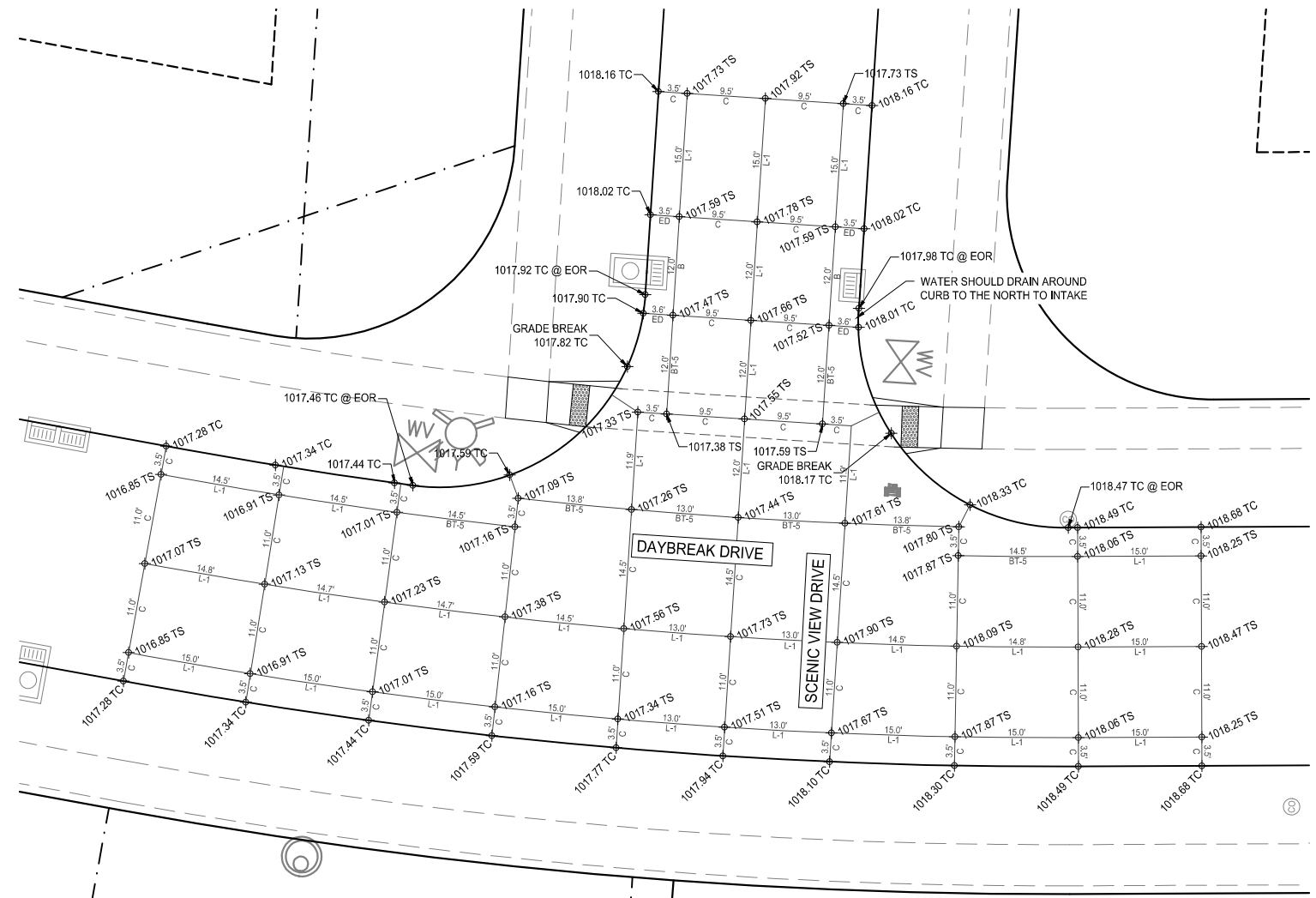
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APRIL 25, 2017

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ENGINEER: C. SMITH
DRAWN BY: J. BECKER
CHECKED BY: C. SMITH
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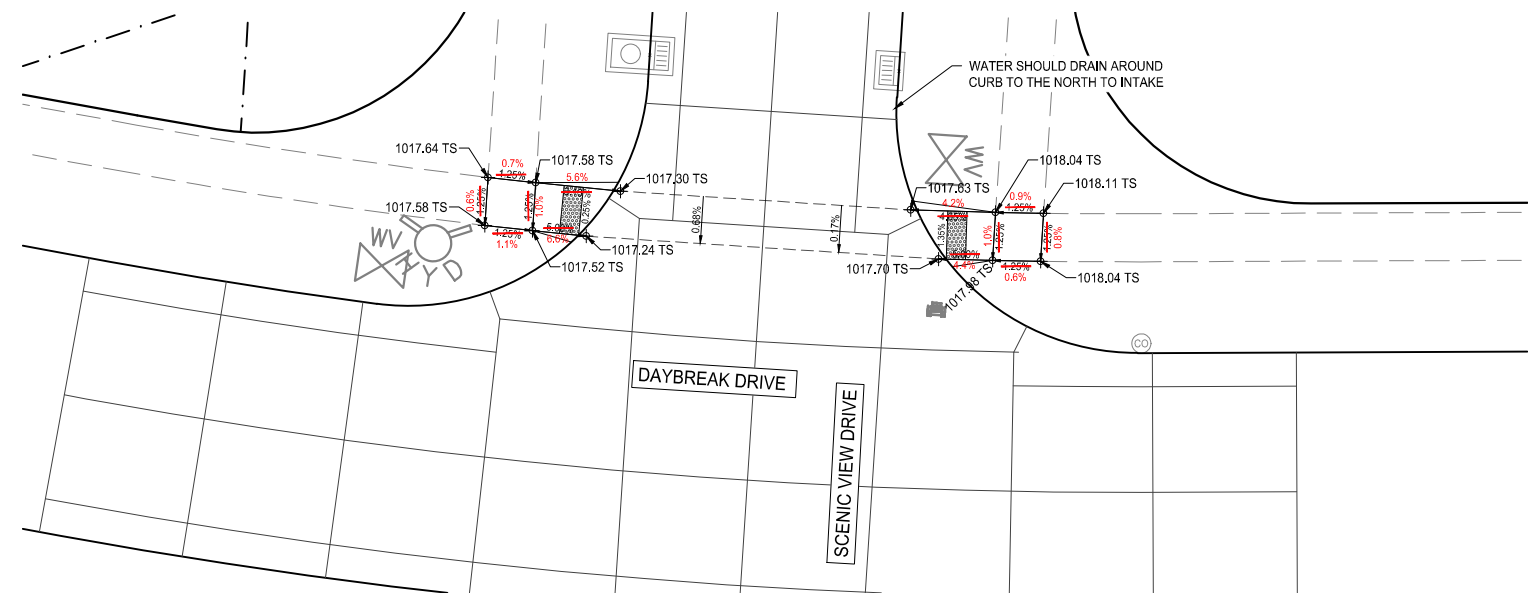
DRAWING NO. JT-01
SHEET NO. 27 / 33



1 JOINTING DETAIL- DAYBREAK DRIVE & SCENIC VIEW DRIVE

NOT TO SCALE

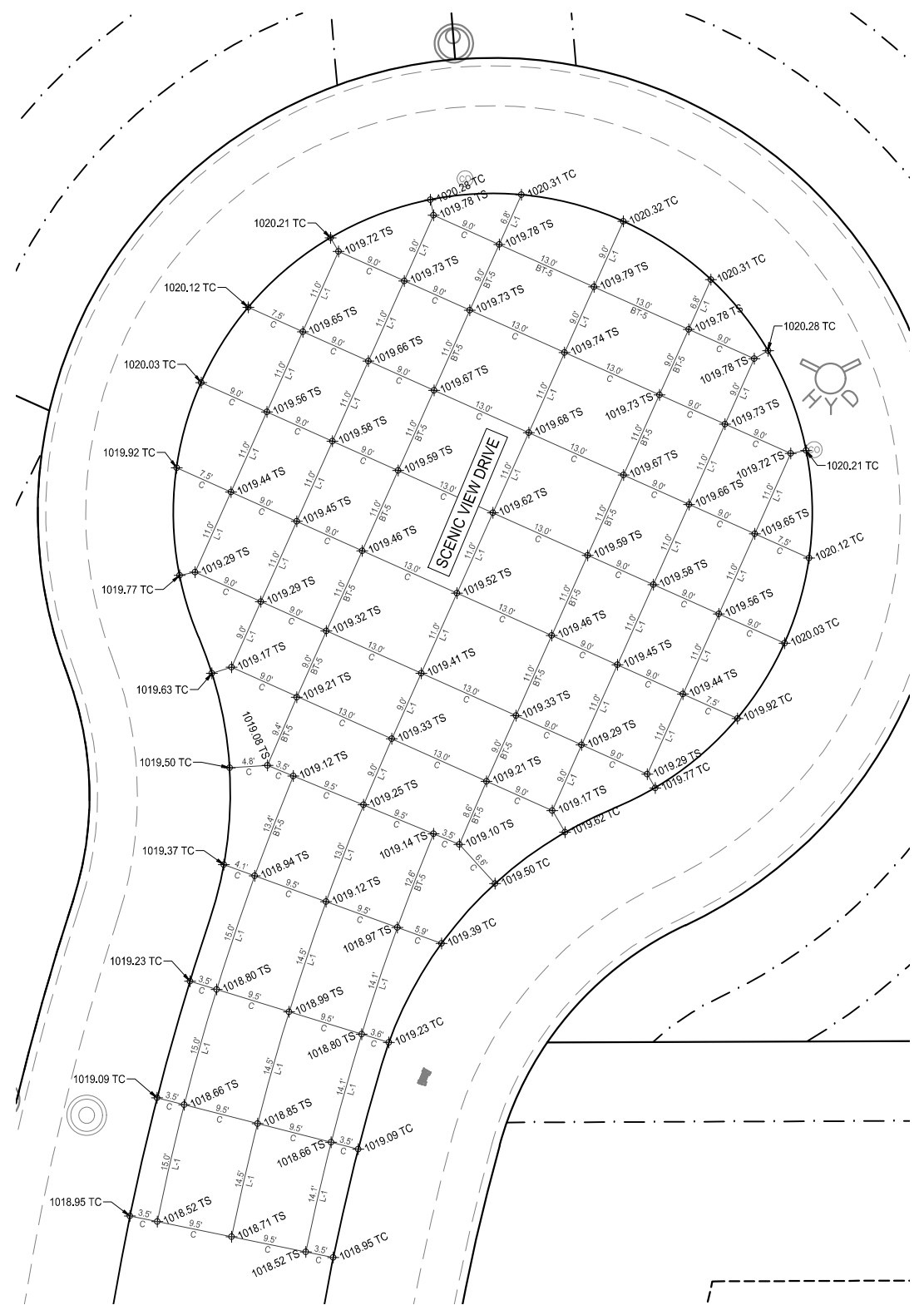
NOTE:
JOINTING CONFIGURATION SHOWN ASSUMES MAINLINE PAVING THROUGH DAYBREAK DRIVE, AS SPECIFIED BY THESE DRAWINGS.



2 JOINTING DETAIL- SCENIC VIEW DRIVE CUL-DE-SAC

NOT TO SCALE

NOTE:
TYPICAL CROSS SECTION (INCLUDING 2.0% CROSS SLOPE) NOT CARRIED THROUGH CUL-DE-SAC. SEE PAVING SHEETS FOR END OF TYPICAL SECTION.



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**RECORD
DRAWING**

JOINTING &
ADA RAMP DETAILS



NORTH



GRAPHIC SCALE

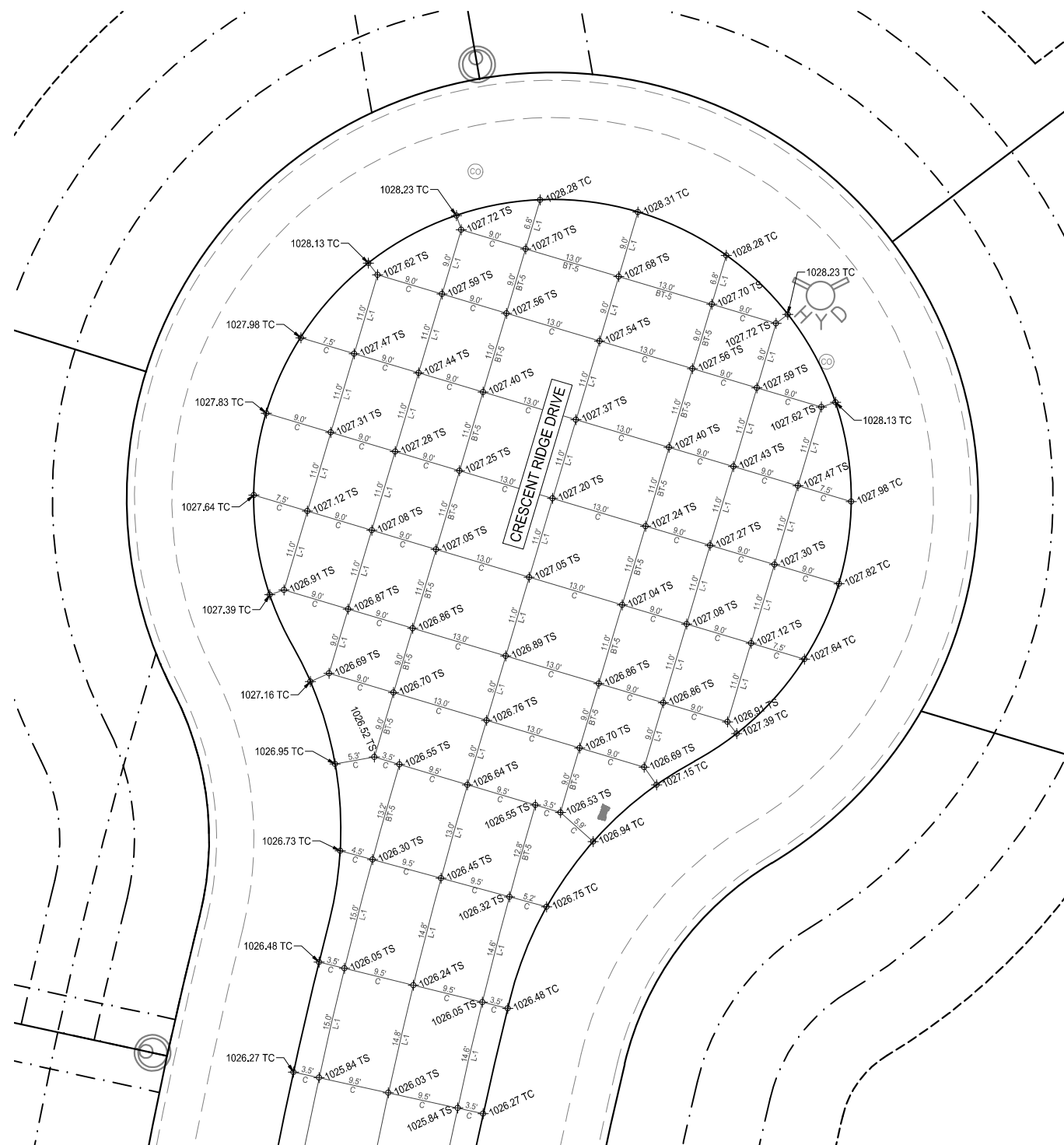
DAYBREAK PLAT 2
CONSTRUCTION DRAWINGS

WAUKEE, IA
2213010-01
APRIL 25, 2017

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ENGINEER: C. SMITH
DRAWN BY: J. BECKER
CHECKED BY: C. SMITH
FIELD BOOK NO.

DRAWING NO.: JT-03
SHEET NO.: 29 / 33



1 JOINTING DETAIL- CRECENT RIDGE DRIVE CUL-DE-SAC
NOT TO SCALE

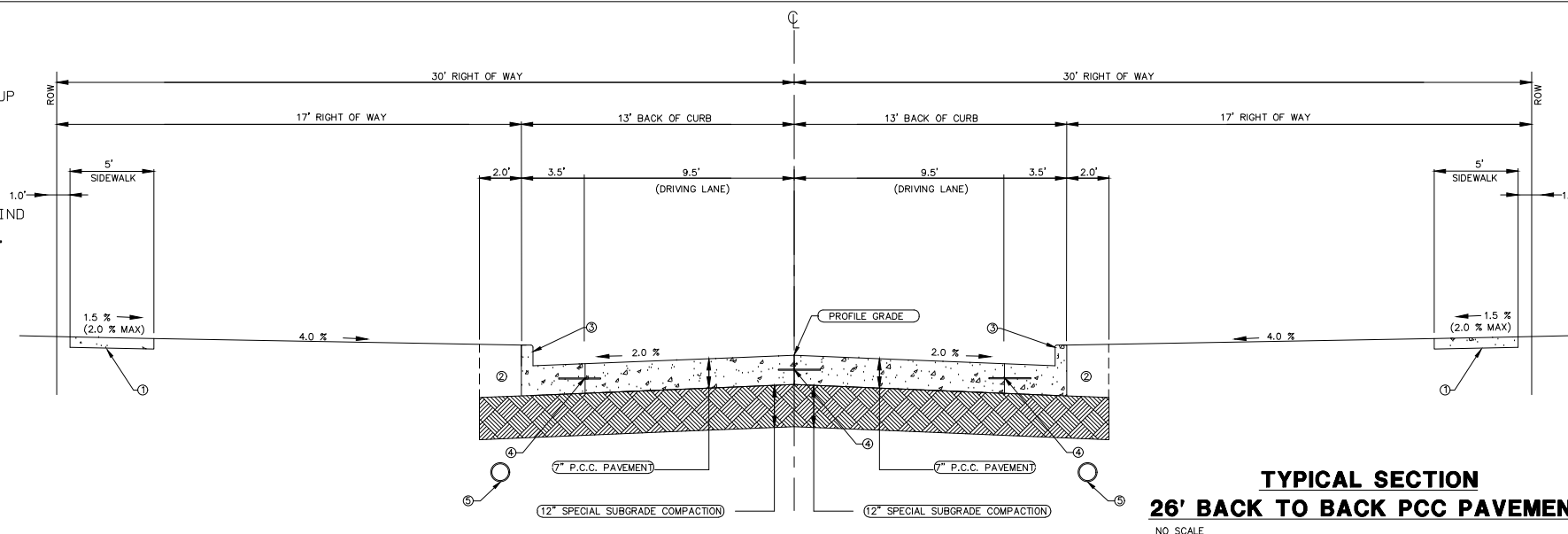
NOTE:
TYPICAL CROSS SECTION (INCLUDING 2.0% CROSS SLOPE) NOT CARRIED THROUGH CUL-DE-SAC. SEE PAVING SHEETS FOR END OF TYPICAL SECTION.

- ① CONTRACTOR RESPONSIBLE FOR SIDEWALK RAMPS UP TO AND INCLUDING THE "COMMON SQUARE".
- ② EXCAVATE AND BACKFILL 2.0'.
- ③ 6" STANDARD CURB
- ④ L OR L-1 JOINT
- ⑤ 6" PERFORATED SUBDRAIN TO BE INSTALLED BEHIND BACK OF CURB WHERE THERE IS NO STORM SEWER. (SEE DETAIL ON PAGE DT-02)

NOTE:

1. NORMAL SECTIONS SHOWN MAY BE APPROPRIATELY MODIFIED FOR AREAS SPECIFICALLY DESIGNATED BY THE ENGINEER SUCH AS INTERSECTIONS. REFER TO OTHER DRAWINGS FOR DETAILS.

LOCATION (TYPICAL SECTIONS)		
ROAD IDENTIFICATION	STATION TO STATION	
SCENIC VIEW DRIVE	0+40.79	1+76.15
CRESCENT RIDGE DRIVE	57+09.80	59+87.49



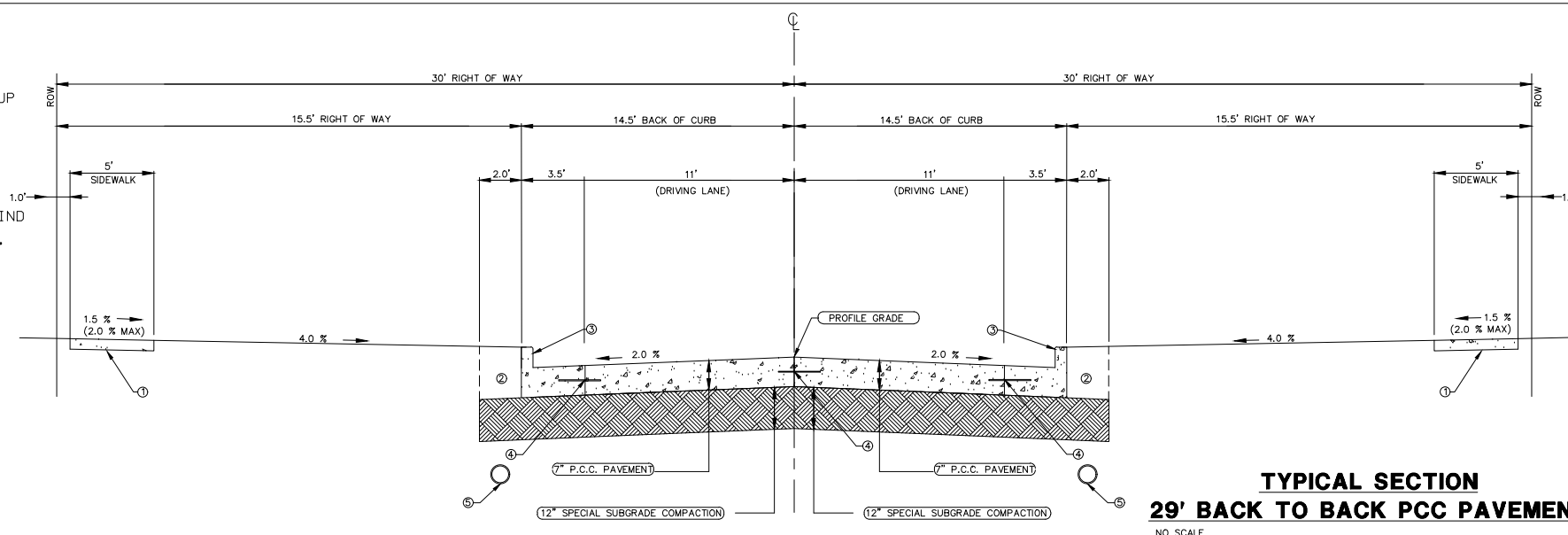
**TYPICAL SECTION
26' BACK TO BACK PCC PAVEMENT**
NO SCALE

- ① CONTRACTOR RESPONSIBLE FOR SIDEWALK RAMPS UP TO AND INCLUDING THE "COMMON SQUARE".
- ② EXCAVATE AND BACKFILL 2.0'.
- ③ 6" STANDARD CURB
- ④ L OR L-1 JOINT
- ⑤ 6" PERFORATED SUBDRAIN TO BE INSTALLED BEHIND BACK OF CURB WHERE THERE IS NO STORM SEWER. (SEE DETAIL ON PAGE DT-02)

NOTE:

1. NORMAL SECTIONS SHOWN MAY BE APPROPRIATELY MODIFIED FOR AREAS SPECIFICALLY DESIGNATED BY THE ENGINEER SUCH AS INTERSECTIONS. REFER TO OTHER DRAWINGS FOR DETAILS.

LOCATION (TYPICAL SECTIONS)		
ROAD IDENTIFICATION	STATION TO STATION	
DAYBREAK DRIVE	0+23.14	13+34.82
CRESCENT RIDGE DRIVE	55+05.30	56+30.80



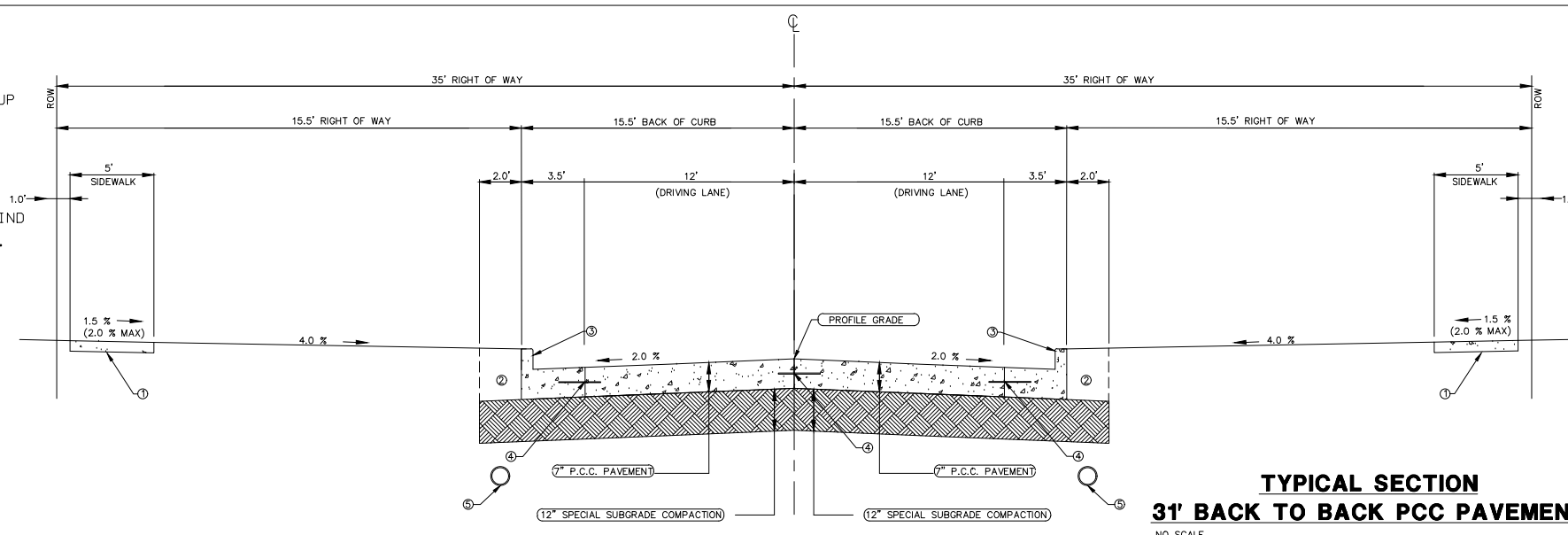
**TYPICAL SECTION
29' BACK TO BACK PCC PAVEMENT**
NO SCALE

- ① CONTRACTOR RESPONSIBLE FOR SIDEWALK RAMPS UP TO AND INCLUDING THE "COMMON SQUARE".
- ② EXCAVATE AND BACKFILL 2.0'.
- ③ 6" STANDARD CURB
- ④ L OR L-1 JOINT
- ⑤ 6" PERFORATED SUBDRAIN TO BE INSTALLED BEHIND BACK OF CURB WHERE THERE IS NO STORM SEWER. (SEE DETAIL ON PAGE DT-02)

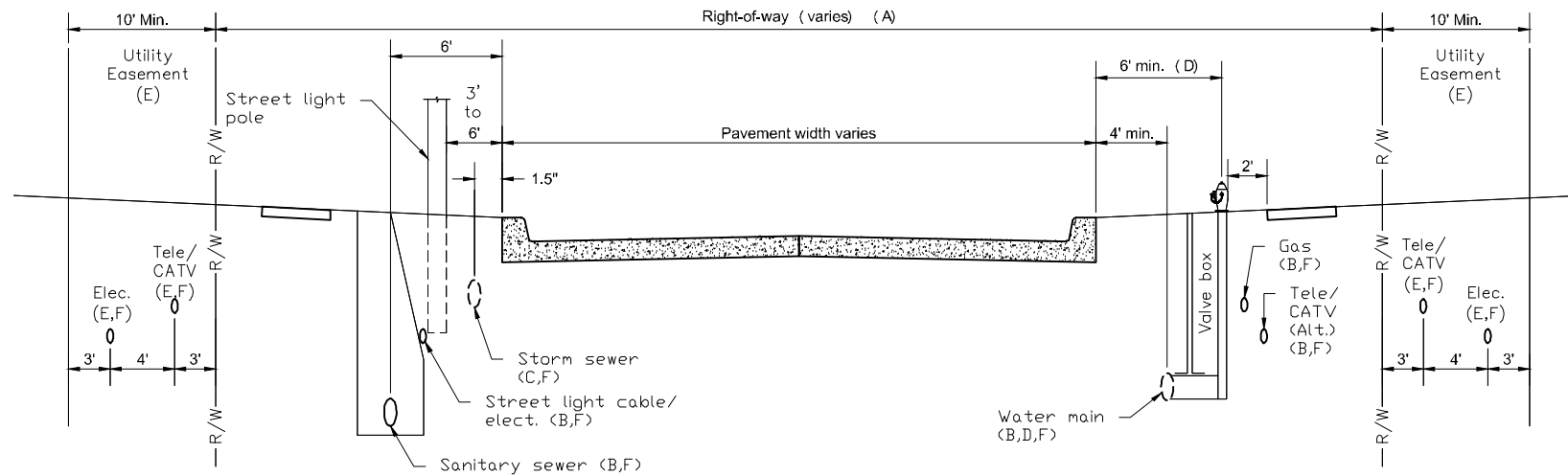
NOTE:

1. NORMAL SECTIONS SHOWN MAY BE APPROPRIATELY MODIFIED FOR AREAS SPECIFICALLY DESIGNATED BY THE ENGINEER SUCH AS INTERSECTIONS. REFER TO OTHER DRAWINGS FOR DETAILS.

LOCATION (TYPICAL SECTIONS)		
ROAD IDENTIFICATION	STATION TO STATION	
SUNFLOWER DRIVE	58+47.92	59+63.42
SUNFLOWER DRIVE	60+42.42	64+18.41



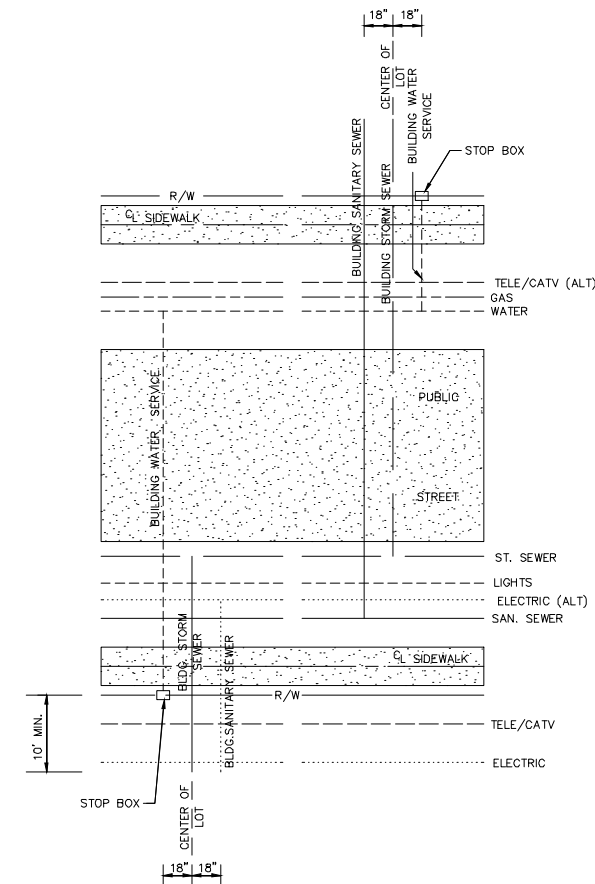
**TYPICAL SECTION
31' BACK TO BACK PCC PAVEMENT**
NO SCALE



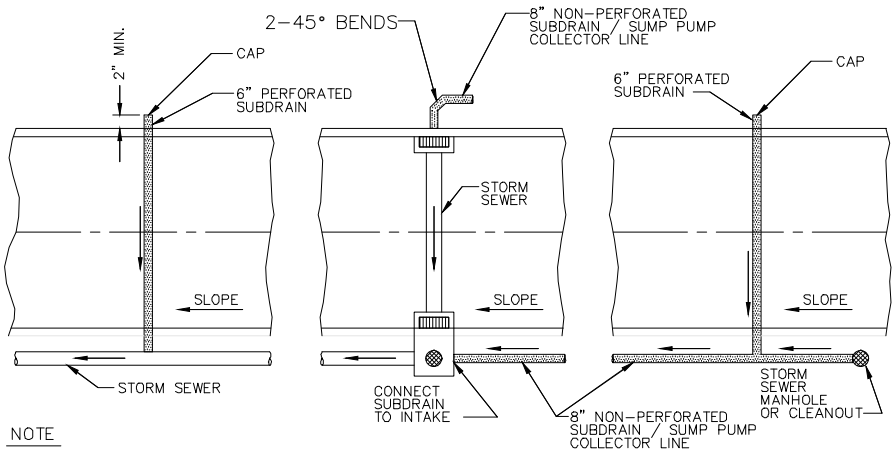
GENERAL NOTES

- A. ROW width varies.
- B. When utilities are in the ROW, the following should be adhered to utilities otherwise provided/approved:
 1. All utilities should be buried. When overhead utilities are allowed to cross the roadway, then minimum vertical clearances are 20 feet for the main cable, and 18 feet for services.
 2. Telephone, cable TV, and water: install on the east and south side of the road.
 3. Gas and electric: Install on the west and north side of the road.
 4. Sanitary sewer: Install on the west and south side of the road.
- C. Storm Sewers: The normal location for a storm sewer is 1.5 feet from back of curb. When combination manholes and intakes are used, the location increases to 5 feet.
- D. Water mains, Valves, and Hydrants:
 1. The normal water main location is 5.5 feet behind the back of curb. In areas of combination manholes and intakes, this distance is increased to a minimum of 6 feet.
 2. For local streets and minor collectors with limited ROW, use a 90° anchoring elbow between the hydrant tee and the valve. For maintenance purpose, the minimum distance between the centerline of the valve box and the face of the hydrant is 18 inches.

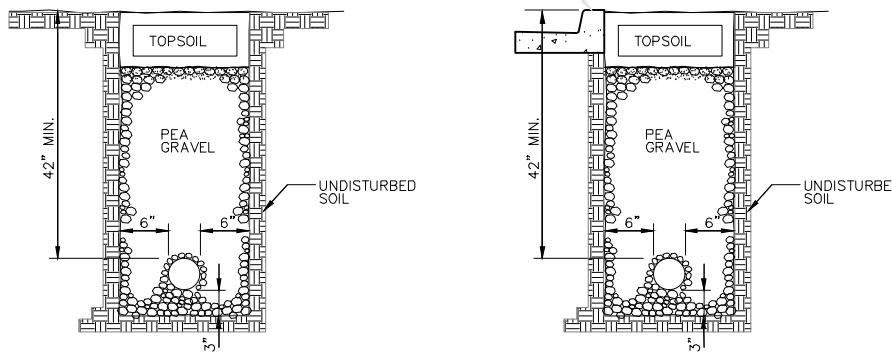
- E. Utility Easement: Telephone, fiber optic, cable TV, electric, and gas lines should be located in front or rear yard easements. Normally telephone and cable TV lines are placed in rear yard easements and fiber optic, electric, and gas lines in front yard easements. Upon approval of the jurisdiction, these utilities may be placed in the right of way at the alternative location when easements do not exist.
- F. Depth of bury:
 - Cable TV (CATV): 3 feet minimum.
 - Electric (Elec): The recommended depth of bury for electric cable is 4 feet. The minimum depth of bury for electric lines as per the National Electric Safety Code is:
 - 8kV to 5kV cable - 30 inches minimum.
 - Up to 600-volt cable - 24 inches minimum.
 - Street light cable - 18 inches minimum.
 - Gas: 3 feet minimum.
 - Water: varies
 - Sanitary Sewer: Varies
 - Storm sewer: Varies. Approximately 4 feet.
 - Telephone (Tele.)/Fiber optic (F.O.): 3 feet minimum.



CITY OF WAUKEE
UTILITY SERVICE LOCATIONS
STD.DWG.NO.1A



NOTE
CORE DRILL ALL STORM SEWER AND PLACE NON-SHRINK GROUT COLLAR AT CONNECTION.

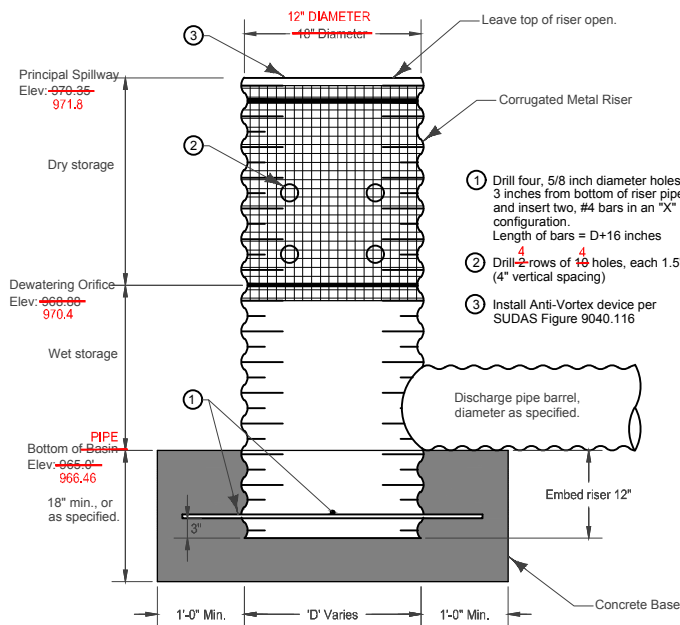


USE AS SHOWN ON PLANS
BACK AND SIDE YARD

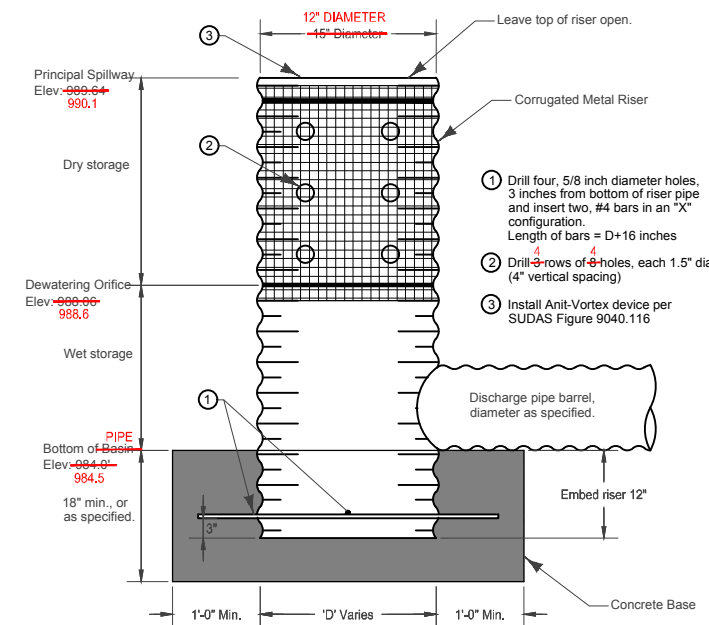
BACK OF CURB

CITY OF WAUKEE
SUBDRAINS
STD.DWG.NO.37

1 UTILITY SERVICE DETAILS
NOT TO SCALE



2 TEMPORARY STANDPIPE - WEST POND
NOT TO SCALE



3 TEMPORARY STANDPIPE - EAST POND
NOT TO SCALE

building strong communities.

1360 NW 121ST. Street
Clive, Iowa 50325
515-964-1229
fax 515-964-2370

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RECORD DRAWINGS PRODUCED ON: 11/8/17

**RECORD
DRAWING**

DETAILS

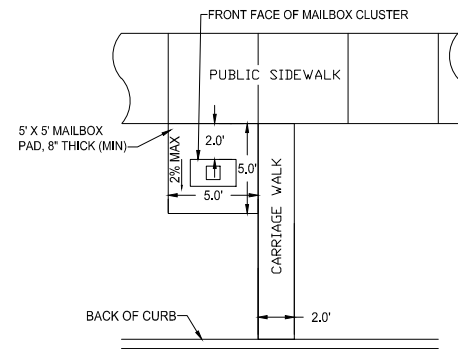
**DAYBREAK PLAT 2
CONSTRUCTION DRAWINGS**

WAUKEE, IA
2213010-01
APRIL 25, 2017

REVISIONS
5.16.17
5.30.17
6.20.17
...

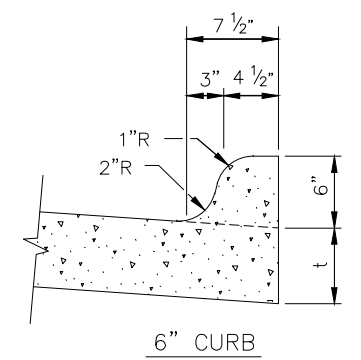
ENGINEER: C. SMITH
DRAWN BY: J. BECKER
CHECKED BY: C. SMITH
FIELD BOOK NO.

DRAWING NO. DT-02
SHEET NO. 31 / 33

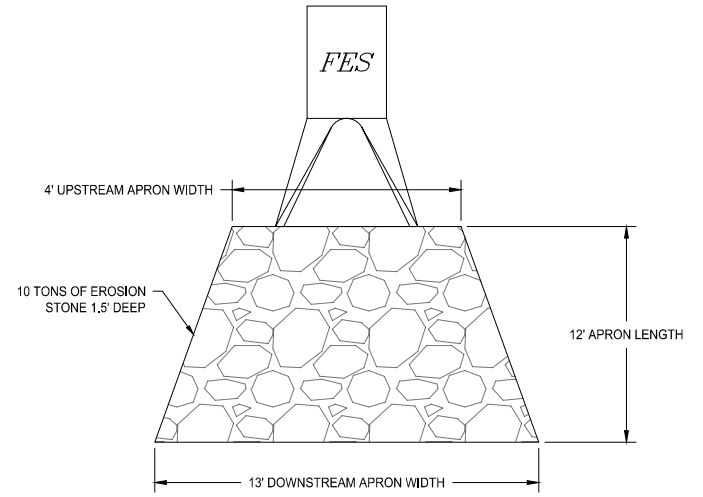


- NOTES:**
- Cluster Mailbox to be located on the no parking/street light side of street.
 - Do not locate at intersection.
 - Locate near shared property line per approved plan.
 - Determine sidewalk side of mailbox pad elevation assuming constant 4% slope from back of curb to sidewalk side of mailbox pad. Resulting slope from back of curb to street side of mailbox pad will be greater than 4%. For example, for a 29' wide pavement with a 60' wide R.O.W. and a 2% mailbox pad cross slope, the resulting slope from the back of curb to the street side of mailbox pad is 6.2%.
 - QUANTITY AND LOCATIONS NOT DETERMINED AS OF THIS PRINTING.

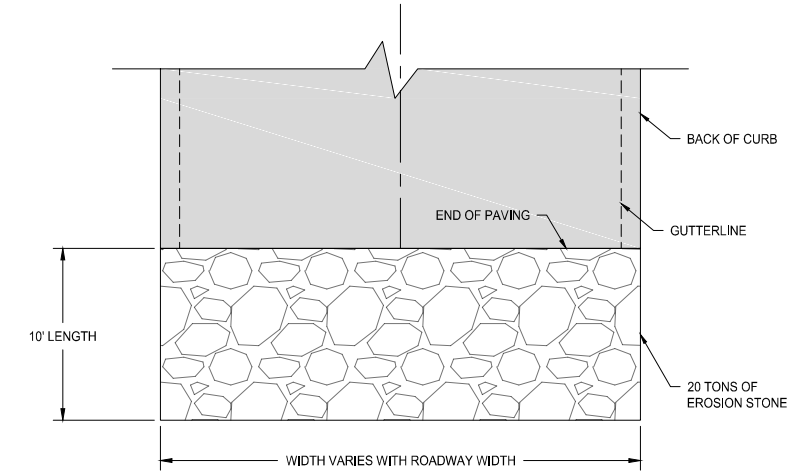
1 MAILBOX PAD (STD.DW.NO.28)
NOT TO SCALE, PLAN VIEW



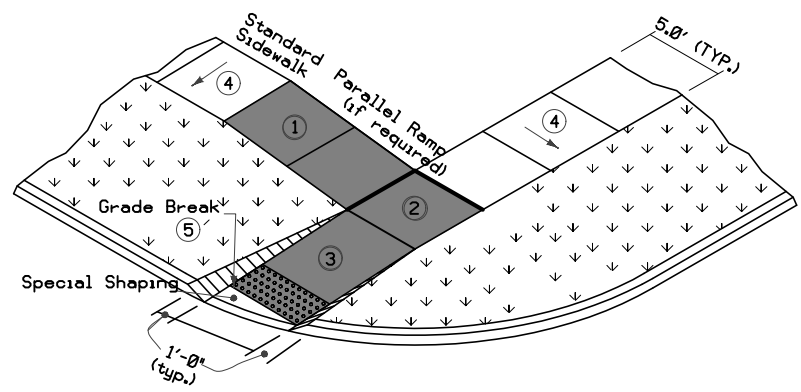
2 6" STANDARD CURB (STD.DWG.NO.23)
NOT TO SCALE



4 FES - RIP RAP DETAILS
NO SCALE

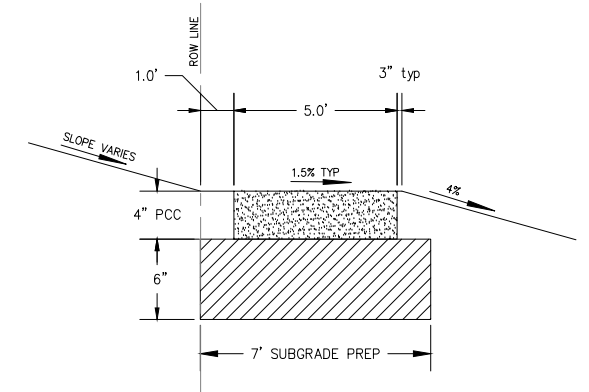


5 END OF PAVING - RIP RAP DETAILS
NO SCALE



- Parallel Curb Ramp:** If normal sidewalk elevation cannot be achieved with the perpendicular ramp between the street and landing due to limited ramp length, provide a parallel ramp to make up the elevation difference between the landing and the standard sidewalk.
The length of the parallel ramp is not required to exceed 15 feet, regardless of the resulting slope. Do not exceed 8.3% slope for parallel ramps shorter than 15 feet.
- Turning Space:** Target slope of 1.5% with maximum slope perpendicular to the travel directions of 2.0%. Minimum 5 feet by 5 feet.
- Perpendicular Curb Ramp:** Target running slope of 6.25% with maximum running slope of 8.3%.
- Target cross slope of 1.5% with a maximum cross slope of 2.0%.
- Match pedestrian street crossing cross slope or flatter.

6 SIDEWALK RAMP DETAILS
NOT TO SCALE



3 5' SIDEWALK CROSS SECTION
NO SCALE

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RECORD DRAWINGS PRODUCED ON: 11/6/17

RECORD DRAWING

DETAILS

DAYBREAK PLAT 2
CONSTRUCTION DRAWINGS

WAUKEE, IA
2213010-01
APRIL 25, 2017

REVISIONS
5.16.17
5.30.17
6.20.17
...

ENGINEER: C. SMITH
DRAWN BY: J. BECKER
CHECKED BY: C. SMITH
FIELD BOOK NO.

DRAWING NO. DT-03
SHEET NO. 32 / 33

