

**CITY OF FRANKLIN
SPECIAL COMMON COUNCIL MEETING*
FRANKLIN CITY HALL – COUNCIL CHAMBERS
9229 WEST LOOMIS ROAD, FRANKLIN, WISCONSIN**

AGENDA**

THURSDAY, MAY 14, 2015

AT 6:00 P.M.***

(* or immediately following the adjournment, if later than 6:00 p.m., of the Board of
Water Commissioners meeting scheduled to precede this meeting)**

- A. Call to Order and Roll Call.
- B. Citizen Comment Period.
- C. Matt Talbot Recovery Services, Inc. 5 to 8 bedroom Community Based Residential Facility for the property located at 9132 South 92nd Street, Tax Key No. 886-9987-000; Letters and Petitions from Angeline Benning regarding Community Based Residential Facility at South 92nd Street and West St. Martins Road; Site Plan for a 5 To 8 Bedroom State Licensed Community Based Residential Facility Development (Matt Talbot Recovery Services, Inc., Applicant); Request from Matt Talbot Recovery Services, Inc. to extend water main along St. Martins Road, 90-degree bend to South 92nd Street, and past driveway to terminate water main at a possible future lot line. The Common Council may enter closed session pursuant to Wis. Stat. § 19.85(1)(g), to confer with legal counsel for the Common Council and City defense counsel who are rendering advice concerning strategy to be adopted by the body with respect to potential litigation with regard to the Matt Talbot Recovery Services, Inc. development, and to reenter open session at the same place thereafter to act on such matters discussed therein as it deems appropriate.
- D. Adjournment

*Notice is given that a majority of the Plan Commission and Board of Water Commissioners may attend this meeting to gather information about an agenda item over which the Plan Commission and Board of Water Commissioners has decision-making responsibility. This may constitute a meeting of the Plan Commission and Board of Water Commissioners per State ex rel. Badke v. Greendale Village Board, even though the Plan Commission and Board of Water Commissioners will not take formal action at this meeting.

**Supporting documentation and details of these agenda items are available at City Hall during normal business hours.

[Note: Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information, contact the City Clerk's office at (414) 425-7500.]

APPROVAL <i>Slw</i>	REQUEST FOR COUNCIL ACTION	MEETING DATE May 14, 2015
REPORTS AND RECOMMENDATIONS	<p>Matt Talbot Recovery Services, Inc. 5 to 8 bedroom Community Based Residential Facility for the property located at 9132 South 92nd Street, Tax Key No. 886-9987-000; Letters and Petitions from Angeline Benning regarding Community Based Residential Facility at South 92nd Street and West St. Martins Road; Site Plan for a 5 To 8 Bedroom State Licensed Community Based Residential Facility Development (Matt Talbot Recovery Services, Inc., Applicant); Request from Matt Talbot Recovery Services, Inc. to extend water main along St. Martins Road, 90-degree bend to South 92nd Street, and past driveway to terminate water main at a possible future lot line. The Common Council may enter closed session pursuant to Wis. Stat. § 19.85(1)(g), to confer with legal counsel for the Common Council and City defense counsel who are rendering advice concerning strategy to be adopted by the body with respect to potential litigation with regard to the Matt Talbot Recovery Services, Inc. development, and to reenter open session at the same place thereafter to act on such matters discussed therein as it deems appropriate.</p>	ITEM NUMBER
<p>The Common Council at its meeting on May 5, 2015, received then current information from Department of City Development staff and Engineering Department staff pertaining to Wisconsin Department of Transportation STH 100 plans and Wisconsin Department of Natural Resources wetland delineation confirmation and navigability determination questions which had been raised during the immediately prior Council meeting on the above subject matter. Annexed hereto is a copy of correspondence from WisDOT received prior to the May 5, 2015 meeting regarding the STH 100 plans. Information from the WIDNR was incomplete at that time, in addition to information on prior questions regarding potential alternate public water supply routes and cost comparisons. Annexed hereto is a copy of a letter from WIDNR dated May 8, 2015 addressing the navigability determination, materials prepared by the Engineering Department as to potential alternate public water supply routes and cost comparisons, and a revised site plan submitted by the project applicant. The Common Council at its meeting on May 5, 2015, adopted a motion to direct staff to set special meetings for the Board of Water Commissioners, the Common Council, and the Plan Commission for the evening of Thursday, May 14, 2015 on this matter.</p>		
<p style="text-align: center;">COUNCIL ACTION REQUESTED</p> <p>A motion to enter closed session pursuant to Wis. Stat. § 19.85(1)(g), to confer with legal counsel for the Common Council and City defense counsel who are rendering advice concerning strategy to be adopted by the body with respect to potential litigation with regard to the Matt Talbot Recovery Services, Inc. development, and to reenter open session at the same place thereafter to act on such matters discussed therein as it deems appropriate.</p>		

Shirley Roberts

From: Jesse Wesolowski [jweslaw@aol.com]
Sent: Tuesday, May 12, 2015 4:54 PM
To: Sandi Wesolowski; Shirley Roberts
Cc: Steve Olson; Susanne Mayer; Glen Morrow; Nick Fuchs
Subject: Fwd: Hwy 100 & 92nd St (1997 corridor expansion plan)
Attachments: Realign 92nd.pdf; ATT00001.htm

Begin forwarded message:

From: Glen Morrow <GMorrow@franklinwi.gov>
Subject: FW: Hwy 100 & 92nd St (1997 corridor expansion plan)
Date: May 5, 2015 at 9:29:20 AM CDT
To: "Laurent, Nathan (Keller Inc.)" <nlaurent@kellerbuilds.com>
Cc: Jesse Wesolowski <jweslaw@aol.com>

From: Shaffer, Vida - DOT [mailto:Vida.Shaffer@dot.wi.gov]
Sent: Thursday, April 30, 2015 10:38 AM
To: Glen Morrow
Cc: Ron Romeis; Gengler, Traci - DOT
Subject: RE: Hwy 100 & 92nd St (1997 corridor expansion plan)

Glen,
Thank you for sending the attachment that has the potential development on it.

If this development were built, DOT would likely realign 92nd St. than relocate a new building/business since there is a fair amount of open space to look at this type of option and we feel this would be cheaper for us.
Just wanted to let you know, that in this specific circumstance, we feel there are options to moving 92nd St. (See attached)

Vida Shaffer
WISDOT

From: Glen Morrow [mailto:GMorrow@franklinwi.gov]
Sent: Thursday, April 30, 2015 9:37 AM
To: Glen Morrow; Steve Olson; Alderman; Jesse Wesolowski
Cc: Joel Dietl; Shaffer, Vida - DOT; Ron Romeis
Subject: RE: Hwy 100 & 92nd St (1997 corridor expansion plan)

All,
I have been asked to overlay the CBRF Project on the DOT preliminary highway plans.

Please consider this overlay attempt approximate. I used Power point as the tool to accomplish this task so the angle and scale are approximate and stretched from other .pdf prints. To be more exact, I would need to ask the CBRF applicant to provide AutoCAD drawing that DOT could overlay in their drawing.

As always, please don't "reply all"

Glen

From: Glen Morrow
Sent: Wednesday, April 29, 2015 9:12 AM
To: Steve Olson; Alderman; Jesse Wesolowski
Cc: Joel Dietl; 'Vida.Shaffer@dot.wi.gov'
Subject: FW: Hwy 100 & 92nd St (1997 corridor expansion plan)

FYI: To avoid paraphrasing and commentary, here is the response from WisDOT

Please advise how/if you wish me to proceed or respond or follow up.

From: Shaffer, Vida - DOT [mailto:Vida.Shaffer@dot.wi.gov]
Sent: Tuesday, April 28, 2015 4:26 PM
To: Glen Morrow
Cc: Ron Romeis; Gengler, Traci - DOT
Subject: FW: Hwy 100 & 92nd St (1997 corridor expansion plan)

Hi Glen,

I apologize for the delay in getting back to you since our phone call. I confirmed with Traci Gengler, our project manager assigned to the re-evaluation of Hwy 100 between 60th St. & Loomis Rd, that the attached drawing *is* DOT's latest plan for the area near 92nd & Hwy 100 .

Some history:

The original expansion study and environmental documentation was conducted in the late 1990s – early 2000s. Since the envr doc has expired, the "preferred alternative", environmental resources and impacts that were originally identified would need to be re-evaluated and re-validated. This project was resurrected for re-evaluation several years ago and led by Asad Khan. After a budget re-balancing it was pushed out 15+ years and Asad's re-evaluation was shelved. That is why Ron Romeis has slightly different drawings which are from that effort.

DOT has since resurrected this project again and has assigned it to Traci Gengler (cc'd on this email) as Asad no longer works for the DOT. Traci is in the early stages of procuring a consultant and therefore has made no changes to the old plans yet. Once the re-evaluation process gets rolling, Traci will have several meetings with the City of Franklin to keep them updated on the progress and give the city an opportunity to comment during the re-evaluation process. This expansion project has been recently scheduled for construction in 2021, with real estate beginning approximately 3 years in advance. Therefore, the env doc re-evaluation needs to be completed and approved by the end of 2017 for real estate to begin.

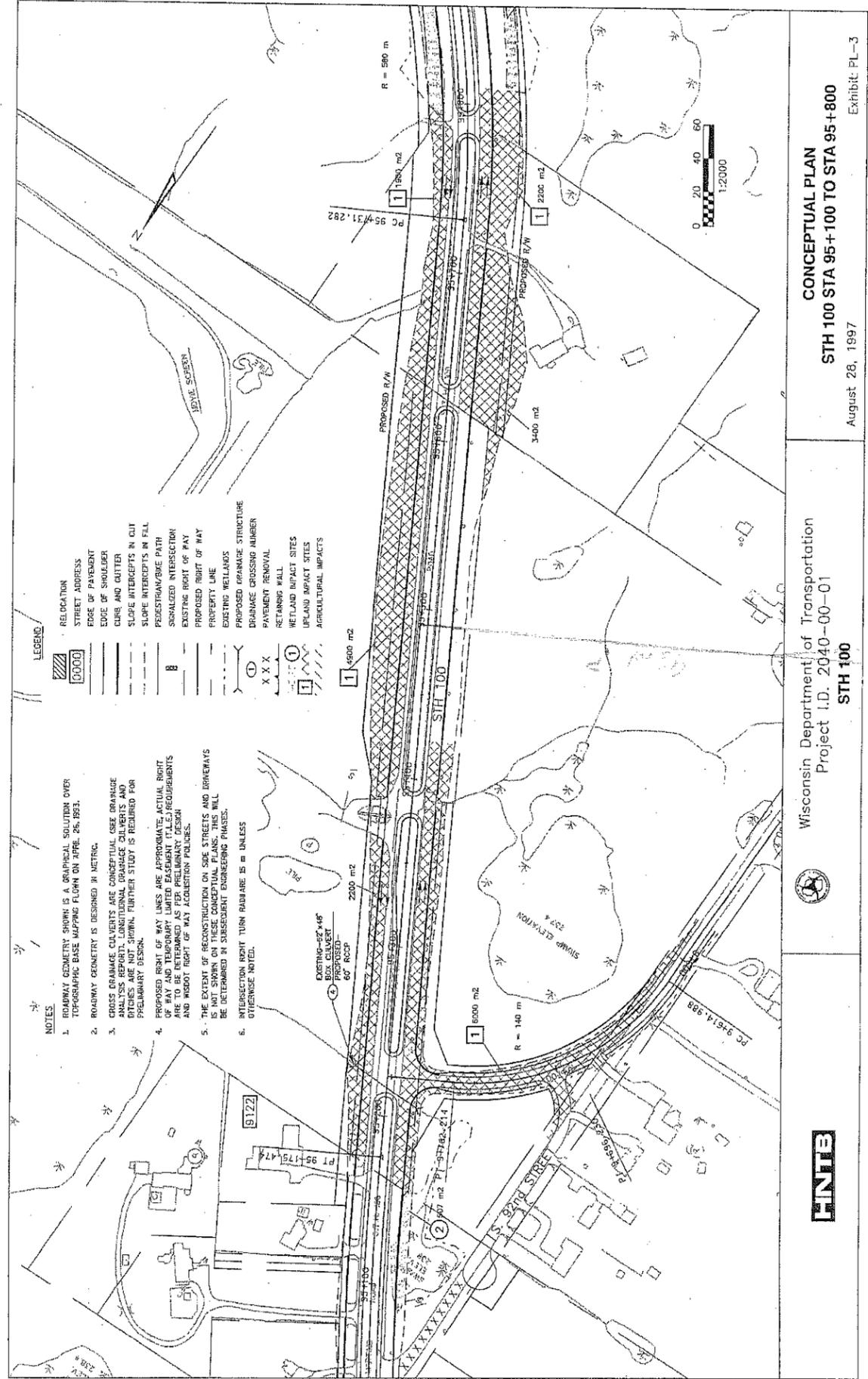
In the meantime, it is extremely difficult for DOT to acquire any right of way until the environmental document re-evaluation is approved by federal highways. Since, the widened corridor will service both local and through traffic, we ask the City to apply a setback to any new development adjacent to Hwy 100 to preserve the area needed for the future expansion until DOT completes the re-evaluation and can acquire it.

If the City cannot set back any new development, we ask to be notified on what is expected to be built within the expanded highway footprint. If approval is obtained for an "early purchase" from our Madison Real Estate bureau, DOT would try to purchase the needed property from the owner, but the sale would need to be voluntary on the owners part, as DOT cannot use eminent domain prior to the envr doc being approved.

If our bureau does not give us the approval to proceed, then we would need to acquire the new building, provide relocation assistance to the owner, and demolish whatever new construction was built in the new highway footprint. As you can see, this is an added expense we would like to avoid.

I hope this explains DOTs Hwy 100 plans and limitations until the new envr doc is approved.
Feel free to contact Traci at 262-548-8727 or me if you should have any further concerns.

Thank you,
Vida Shaffer, PE
Project Mgr. – SE Fwys
WisDOT – SE Region
262-548-6766



- LEGEND**
- RELOCATION
 - STREET ADDRESS
 - EDGE OF PAVEMENT
 - EDGE OF SHOULDER
 - CURB AND GUTTER
 - SLOPE INTERCEPTS IN CUT
 - SLOPE INTERCEPTS IN FILL
 - PEDESTRIAN/BIKE PATH
 - SIGNALIZED INTERSECTION
 - EXISTING RIGHT OF WAY
 - PROPOSED RIGHT OF WAY
 - PROPERTY LINE
 - EXISTING WETLANDS
 - PROPOSED GRANITE STRUCTURE
 - DRAINAGE CROSSING NUMBER
 - PAVEMENT REMOVAL
 - RETAINING WALL
 - WETLAND IMPACT SITES
 - UPLAND IMPACT SITES
 - AGRICULTURAL IMPACTS

- NOTES**
1. ROADWAY GEOMETRY SHOWN IS A PRELIMINARY SOLUTION OVER TOPOGRAPHIC BASE MAPING FROM ON APRIL 26, 1993.
 2. ROADWAY GEOMETRY IS DESIGNED IN METRIC.
 3. CROSS DRAINAGE CULVERTS ARE CONCEPTUAL. SEE DRAINAGE ANALYSIS REPORT. LONGITUDINAL DRAINAGE CULVERTS AND DITCHES ARE NOT SHOWN. FURTHER STUDY IS REQUIRED FOR PRELIMINARY DESIGN.
 4. PROPOSED RIGHT OF WAY LINES ARE APPROXIMATE. ACTUAL RIGHT OF WAY AND TEMPORARY LIMITED EASEMENT (T.L.E.) REQUIREMENTS ARE TO BE DETERMINED AS PER PRELIMINARY DESIGN AND WIDTH RIGHT OF WAY ACCELERATION POLICIES.
 5. THE EXTENT OF RECONSTRUCTION ON SIDE STREETS AND DRIVEWAYS IS NOT SHOWN ON THESE CONCEPTUAL PLANS. THIS WILL BE DETERMINED IN SUBSEQUENT ENGINEERING PHASES.
 6. INTERSECTION RIGHT TURN RADII ARE 15 m UNLESS OTHERWISE NOTED.

HNTB

Wisconsin Department of Transportation
Project I.D. 2040-00-01
STH 100

CONCEPTUAL PLAN
STH 100 STA 95+100 TO STA 95+800
August 28, 1997

Exhibit PL-3

FILE NAME: P:\STH100\1000\1000.dwg
PLOT TABLE: P:\STH100\1000\1000.tbl
PLOT BY: JLD/STP
TIME: 17:43:59 08/28/97

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
Waukesha Service Center
141 NW Barstow, Room 180
Waukesha, WI 53188

Scott Walker, Governor
Cathy Stepp, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463
TTY Access via relay - 711



May 8, 2015

INF-SE-2015-41-01670

City of Franklin
Joel Dietl
9229 W. Loomis Road
Franklin, WI 53132

Subject: Navigability determination near 9231 S. 92nd Street in the City of Franklin

Dear Mr. Dietl:

Thank you for your Navigability Determination request for the wetland areas located near 9231 S. 92nd Street in Franklin, WI (see attached map for project boundary). This property is located in Section 21, Township 5 North, Range 21 East, Milwaukee County.

I visited this site with Neil Molstad (WDNR) on April 29, 2015 and conducted a field investigation using standard Department protocol regarding the assessment of the wetlands' physical and biological characteristics. My assessment also included reviewing previous applications and permits, U.S. Geological Survey topographic maps, and aerial photographs. Based on the investigation, the wetland areas on this property **do not** meet the State's definition of a "navigable waterway". The areas did not have defined bed and banks or the capability to float a small watercraft on a recurring basis.

If you have any questions, please call me at (262) 574-2132 or email April.Marcangeli@wisconsin.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'April Marcangeli'.

April Marcangeli
Water Management Specialist

cc: Anthony Jernigan, U.S. Army Corps of Engineer
Karl Rajani, Matt Talbot Recovery Services, Inc.
Nick Fuchs, City of Franklin

Quality Customer Service is Important to Us. Tell Us How We Are Doing.
Water Division Customer Service Survey
<https://www.surveymonkey.com/s/WDNRWater>



Surface Water Data Viewer Map



- Legend**
- Township
 - Major Roads**
 - Interstates
 - US Highways
 - State Highways
 - Rivers and Streams**
 - Open Water
 - Airports
 - 2010 Air Photos (WROC)

Notes

0.2 0 0.10 0.2 Miles

DISCLAIMER: The information shown on these maps has been obtained from various sources, and are of varying age, reliability and resolution. These maps are not intended to be used for navigation, nor are these maps an authoritative source of information about legal land ownership or public access. No warranty, expressed or implied, is made regarding accuracy, applicability for a particular use, completeness, or legality of the information depicted on this map. For more information, see the DNR Legal Notices web page: <http://dnr.wis.gov/legal>

NAD_1983_HARN_Wisconsin_TM
© Latitude Geographics Group Ltd.

APPROVAL <i>Slw</i>	REQUEST FOR COUNCIL ACTION	MTG. DATE 05/14/2015
Reports & Recommendations	SUBJECT: Analysis of Water Service to Matt Talbot Recovery Services 9132 S. 92 nd Street.	ITEM NO.

BACKGROUND

Common Council has asked the Franklin Engineering Staff for additional information related to the Matt Talbot Recovery Services development at 9132 S. 92nd Street.

This analysis provides information as to *“alternatives with regard to the routing of service to that area and the public water system as a whole, the cost comparison expenditures of public funds for such potential alternate routes, and the description of the developed and undeveloped areas of the city which may be served by the public water supply for such potential alternate routes.”*

ANALYSIS

Staff completed a cost estimate separate from any information provided by the developer. If the developer were to complete the project as previously approved, they would do the full engineering design and construction. Staff would review the final designs, actual bid and verify the City’s portion for upsizing.

There are six options discussed for water service to the referenced property. Exhibits illustrating each option are attached.

Option 1: Go to Ryan Road via St. Martins Road. This option consists of approximately 5,230 linear feet from the current terminus of the water system on the eastern side of St. Martins Road; extending it southward and eastward along St. Martin Road (Highway 100); crossing Ryan Road (CTH M); and connecting to a terminus of the existing water main on the south side of Ryan Road. A cost estimate of this option is approximately \$1,022,760. If the developer were involved, the City’s estimated cost is only \$406,440.

Features of this Option include:

- Increase flow throughout the City.
- St. Martins Road is a shorter route to the existing terminus on Ryan Road than along 92nd Street. However it is a longer route to Ryan Road which is expected to have development and water transmission lines in the future.
- Connection of the two different pressure zones will require a one-way pressure-reducing valve.
- No additional access to un-watered residential housing west of 92nd Street.
- Access to Matt Talbot development is a service beneath a state highway.

Option 2: Go to End of Full Property via St. Martins Road. This option consists of approximately 2,200 linear feet from the current terminus of the water system on the eastern side of St. Martins Road; extending it southward along St. Martin Road (Highway 100); and terminating at a location on the south side of the proposed development property. A cost estimate of this option is approximately \$448,800. If the developer were involved, the City’s estimated cost is only \$168,600.

Features of this Option include:

- Flow throughout the City is not increased at this time.
- St. Martins Road is a shorter route to the existing terminus on Ryan Road than along 92nd Street. However it is a longer route to Ryan Road which is expected to have development and water transmission lines in the future.
- A one-way pressure-reducing valve is not required at this time. These valves are maintenance considerations.
- No additional access to un-watered residential housing west of 92nd Street.
- Access to Matt Talbot development is a service beneath a state highway.
- City or future developer would need to extend water.

Option 3: Go to End of Development via St. Martins Road. This option consists of approximately 1,200 linear feet from the current terminus of the water system on the eastern side of St. Martins Road; extending it southward along St. Martin Road (Highway 100); and terminating at a location on the south side of the proposed development. A cost estimate of this option is approximately \$270,600. If the developer were involved, the City's estimated cost is only \$90,000.

Features of this Option include:

- Flow throughout the City is not increased at this time.
- St. Martins Road is a shorter route to the existing terminus on Ryan Road than along 92nd Street. However it is a longer route to Ryan Road which is expected to have development, and water transmission lines, in the future.
- A one-way pressure-reducing valve is not required at this time. These valves are maintenance considerations.
- No additional access to un-watered residential housing west of 92nd Street.
- Access to Matt Talbot development is a service beneath a state highway.
- City or future developer would need to extend water.

Option 4: Go to Ryan Road via 92nd Street. This option consists of approximately 3,630 linear feet from the current terminus of the water system on the eastern side of St. Martins Road; extending it southward to 92nd Street, crossing St. Martin Road; extending down 92nd Street; and terminating at Ryan Road (CTH M); A cost estimate of this option is approximately \$776,000. If the developer were involved, the City's estimated cost is only \$339,680.

Features of this Option include:

- Flow throughout the City is not increased at this time.
- 92nd Street is not a shorter route to the existing terminus on Ryan Road. However it is a shorter route to Ryan Road which is expected to have development, and water transmission lines, in the future.
- A one-way pressure-reducing valve is not required at this time. These valves are maintenance considerations.
- Good access to un-watered residential housing west of 92nd Street.
- Access to Matt Talbot development is a service not beneath a state highway.
- City or future developer would need to extend water.

Option 5: Go to End of Full Property via St. Martins Road. This option consists of approximately 2,130 linear feet from the current terminus of the water system on the eastern side of St. Martins Road; extending it southward to 92nd Street, crossing St. Martin Road; extending down 92nd Street; terminating at a location on the south side of the proposed development property. A cost estimate of this option is approximately \$480,000. If the developer were involved, the City's estimated cost is only \$210,100.

Features of this Option include:

- Flow throughout the City is not increased at this time.
- 92nd Street is not a shorter route to the existing terminus on Ryan Road. However it is a shorter route to Ryan Road which is expected to have development, and water transmission lines, in the future.
- A one-way pressure-reducing valve is not required at this time. These valves are maintenance considerations.
- Good access to un-watered residential housing west of 92nd Street.
- Access to Matt Talbot development is a service not beneath a state highway.
- City or future developer would need to extend water.

Option 6: Go to End of Full Development via St. Martins Road. This option consists of approximately 1,180 linear feet from the current terminus of the water system on the eastern side of St. Martins Road; extending it southward to 92nd Street, crossing St. Martin Road; extending down 92nd Street; terminating at a location on the south side of the proposed development (approximately 810 feet

along the property line) A cost estimate of this option is approximately \$296,400. If the developer were involved, the City's estimated cost is only \$126,720.

Features of this Option include:

- Flow throughout the City is not increased at this time.
- 92nd Street is not a shorter route to the existing terminus on Ryan Road. However it is a shorter route to Ryan Road which is expected to have development, and water transmission lines, in the future.
- A one-way pressure-reducing valve is not required at this time. These valves are maintenance considerations.
- Good access to un-watered residential housing west of 92nd Street.
- Access to Matt Talbot development is a service not beneath a state highway.
- City or future developer would need to extend water.

RECOMMENDATION

As per previous Board of Water Commissioners positive recommendation to Common Council, Staff concurs that the previous plan- similar to **Option 6 is most advantageous to the City**. This opinion is recommended considering the following reasons:

1. Routes to Ryan Road are ultimately important to the development of the City. With the recent construction of the Ryan Creek interceptor, it is anticipated that the Ryan Road corridor will develop and have need for increased water service. If connection were needed immediately, the existing terminus east of the Ryan Road / St. Martin Road intersection is the closest connection. If the City needed to pay for the extension, this is the shortest and least expensive route. However, with the full development of the Ryan Road corridor, the 92nd Street route represents the least distance to make the connection and is less transmission (16") pipe to maintain over time.
2. It is unknown what developments may occur east of St. Martins Road. However, that whatever type and size of development, that developer(s) would be responsible for extension of the water service. There is a large residential subdivision west of 92nd street that does not have water service. If wells become unusable, as is not uncommon throughout the City, the City would need to extend water service at the costs of existing homeowners. Access of water service from 92nd Street would be less expensive than from St. Martins Road.
3. Connection of the City's two pressure zones will require a one-way, pressure-reducing valve so that water will not continually flow from the high zone (St. Martin Road) to the low zone (Ryan Road). This valve would prevent re-pumping of water from the low zone to the high zone at other locations within the system. However, it would allow efficient flow of water to Ryan Road if a high demand event (such as fire flow) and would also minimize stale water in the high zone. Because development on Ryan Road has not occurred nor is imminent, the installation of this valve is not desirable in that they are known to be high maintenance issues. I am aware of a community that converted several of these valves to closed valves because of the maintenance problems and is dealing with the resulting dead water problems (e.g. Rusty water, taste/odor problems, more flushing required, etc). These valves serve an important purpose but should be minimized and not installed until needed.
4. Service to a customer is always desirable if it is on the same side of the road. Digs to repair failure prone locations are desirable in yards instead of paved streets. In addition, services under local roads are preferred to county and state roads because of increased permitting and traffic control needed if a dig were needed under pavement. For both of those reasons, 92nd street is a preferred location for the water main, as well as the connecting services.
5. The City Water Utility is currently undergoing consideration of how much, if any, utility rates need to increase. To date, those discussions have not considered bearing the full cost of extending water mains to Ryan Road. The practice of paying developers to upsize water main is a very cost effective means of achieving adequate water distribution systems. Testimony has previously been presented to Council that requirements of the developer to extend water to

Ryan Road or to the end of the property does not make this specific project feasible. If this property were to be developed as residential, it would need public water. The residential neighborhood to the west illustrates that wells are an acceptable means of supplying water to residential properties in this area. Therefore, developments that extend public water supply are advantageous to the Water Utility. The Matt Talbot Recovery Services project will extend public water.

6. It would be most advantageous to the City water utility if a developer were to install the water as far as Ryan Road or at least to the end of the property. As discussed above, it is unlikely that the water would be extended by another developer for this property. It is more advantageous to the City that the water is extended to the proposed point of termination at the end of development instead of the property line or Ryan Road.
7. A concern about approval of this request is a fairness issue to other properties and developers who do not want to abide by the City's longstanding policy of making a developer extend utility services to the opposite edge of a parcel. This situation is unique in that the developer needs to go approximately 1,000 feet to reach public water and then extend it along and beneath a state highway. This is highly expensive and it is preferred that a private developer pay this premium and not the City water utility.

FISCAL NOTE

City Water Utility will pay for upsizing water main from 8-inch to 16-inch. **Actual costs yet to be determined.** A summary of the cost estimates (prepared by Staff without detail site information and preparing detailed design) is as follows:

Option	Description	Cost to City If No Development	Cost to City if Development Installs
1	Go to Ryan Road via St Martins Road	\$1,022,760	\$406,440
2	Go to End of Property via St Martins Road	\$448,800	\$168,600
3	Go to End of Development via St Martins Road	\$270,600	\$90,000
4	Go to Ryan Road via 92nd Street	\$776,000	\$339,680
5	Go to End of Property via 92nd Street	¹ \$480,000	² \$210,100
6	Go to End of Development via 92nd Street	³ \$296,400	⁴ \$126,720

Notes:

¹ Previous information supplied by developer = \$341,968

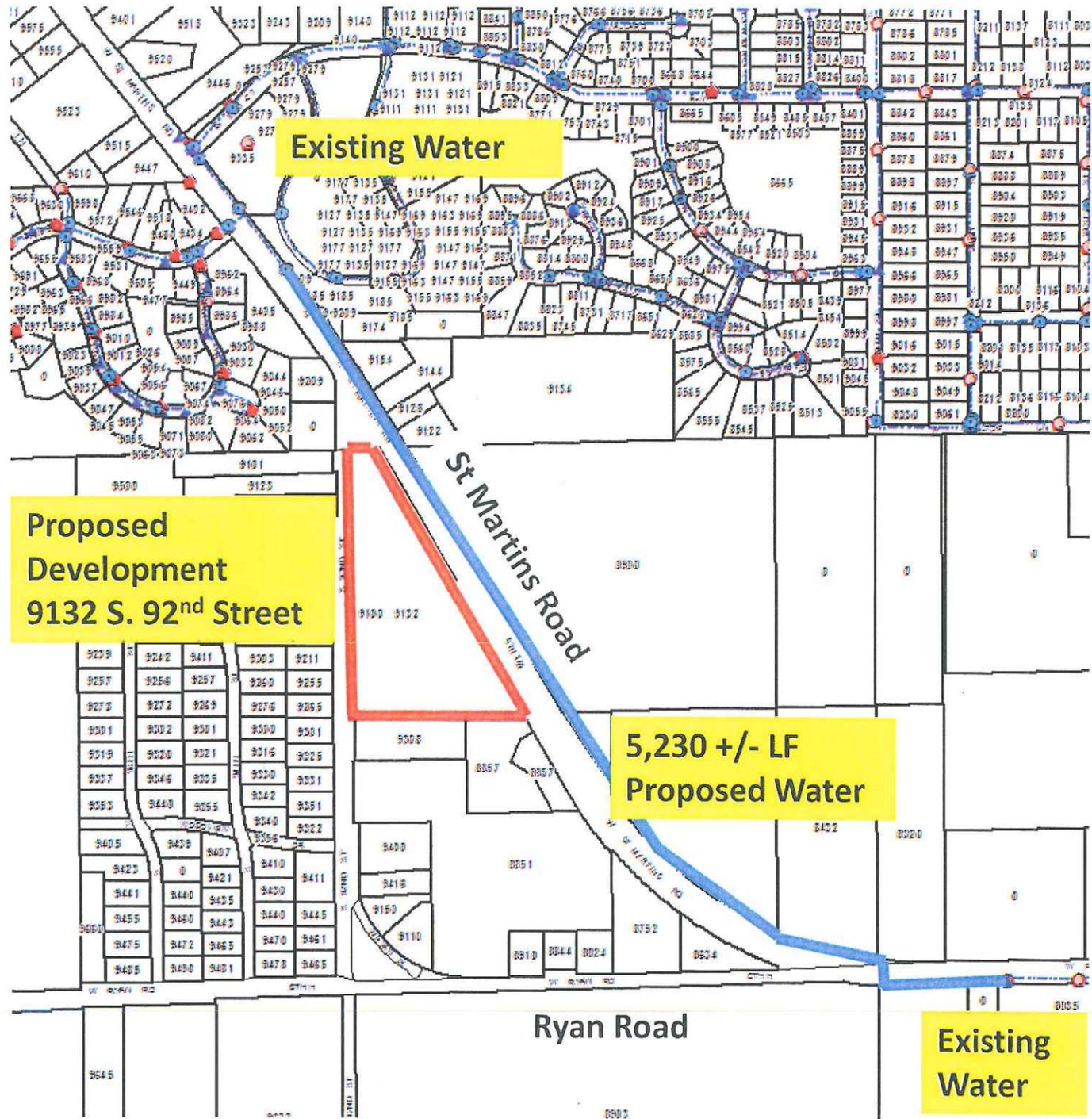
² Previous information supplied by developer = \$106,978

³ Previous information supplied by developer = \$177,707

⁴ Previous information supplied by developer = \$68,713

RECOMMENDATION

As previously recommended, motion to allow Matt Talbot Recovery Services, Inc. to extend water main along St. Martins Road, 90-degree bend to 92nd Street, and past driveway to terminate water main at a possible future lot line. Total extension approximately 810 feet along the property line. Furthermore, the prospective property owner must agree to not oppose assessment for extension of water main in future



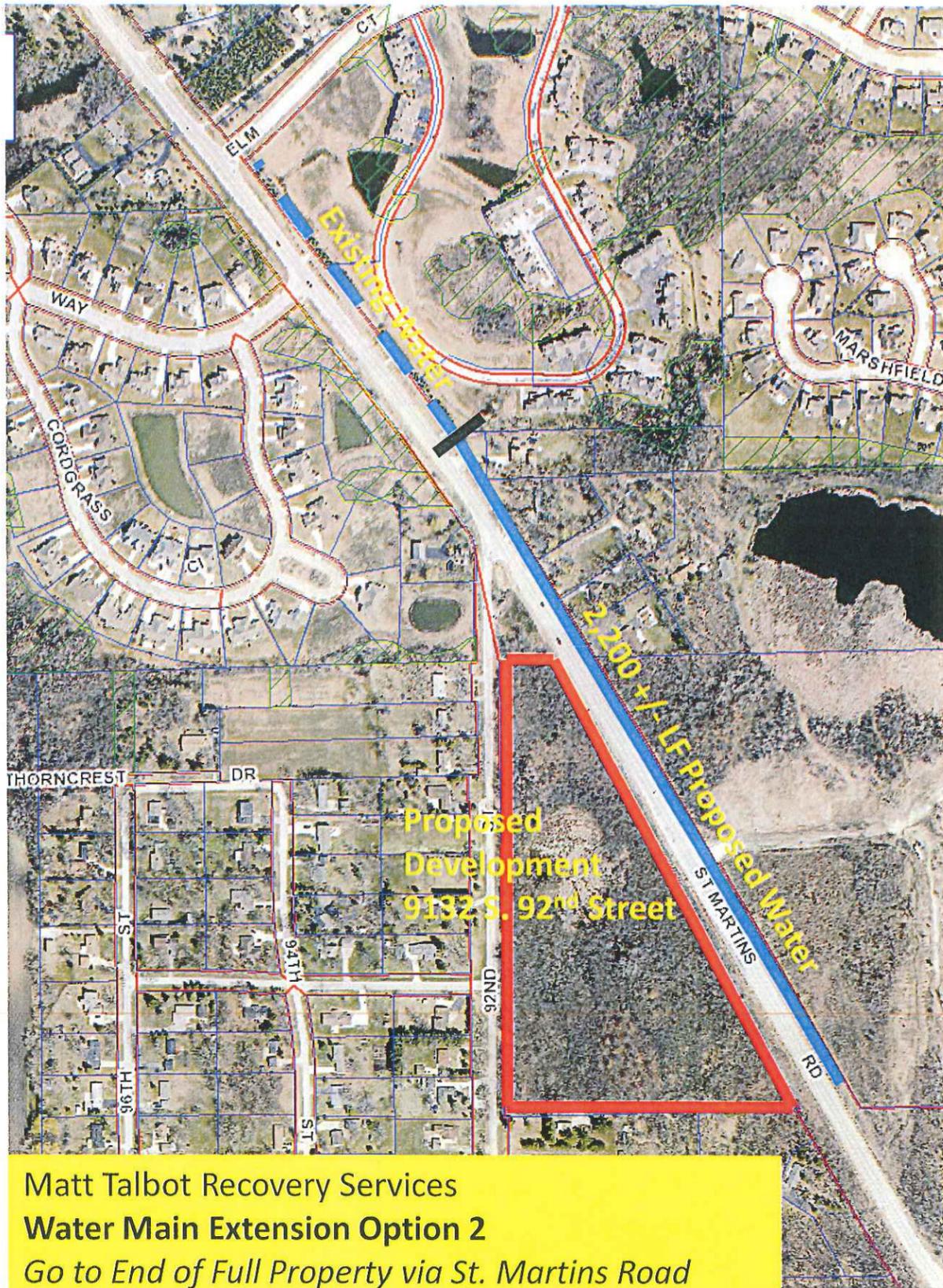
Proposed Development
9132 S. 92nd Street

Existing Water

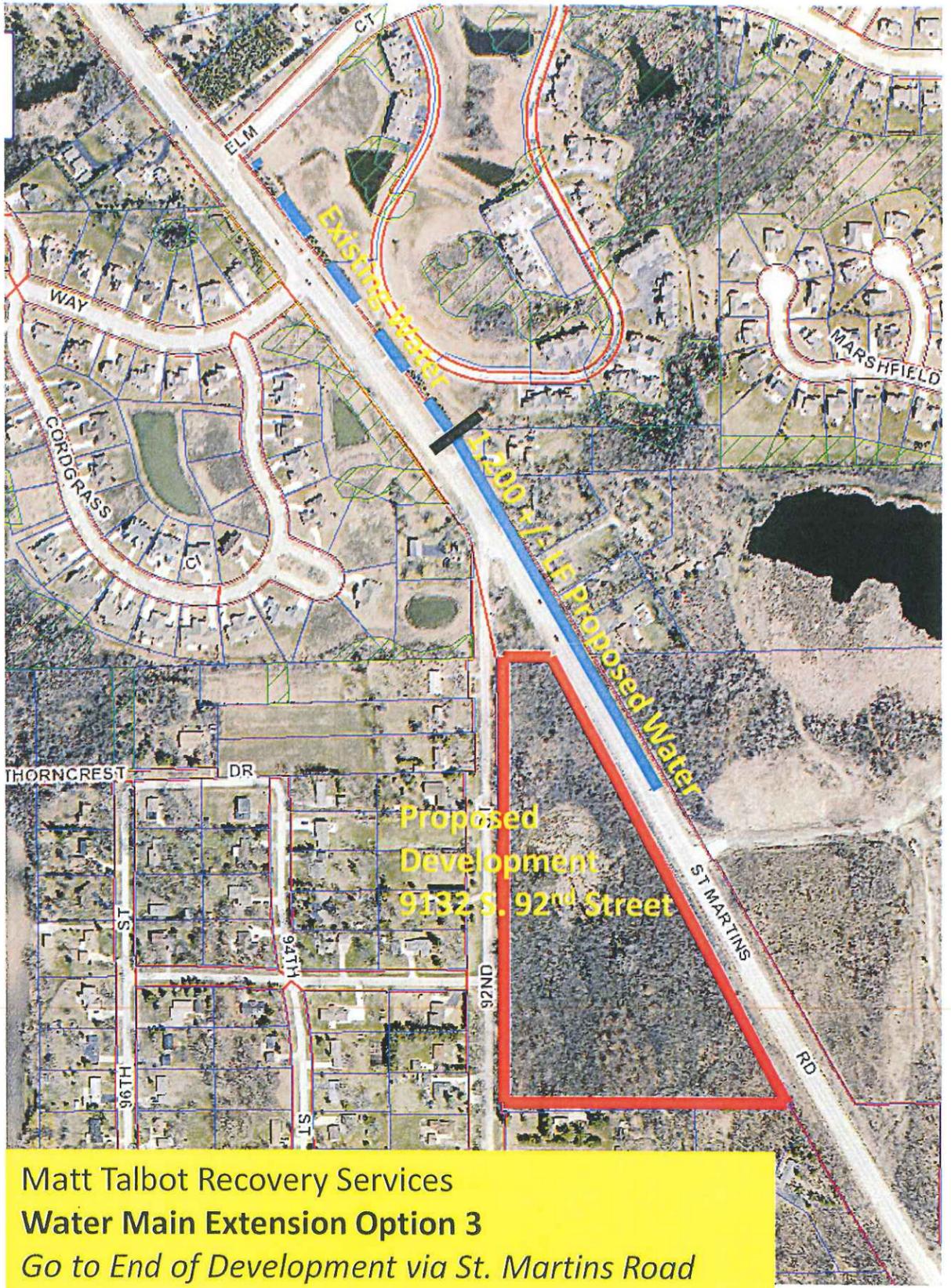
5,230 +/- LF
Proposed Water

Existing Water

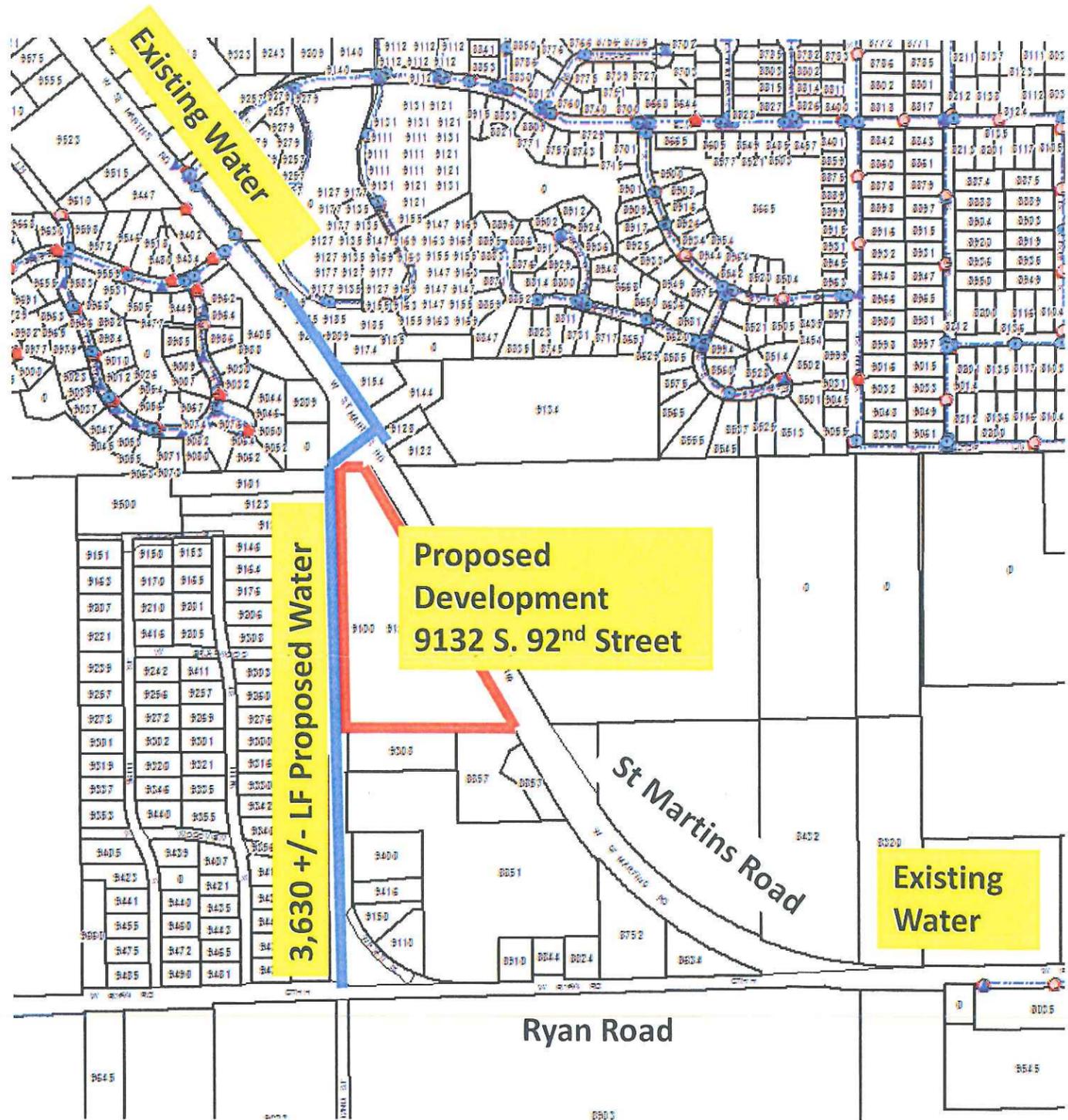
Matt Talbot Recovery Services
Water Main Extension Option 1
Go to Ryan Road via St. Martins Road



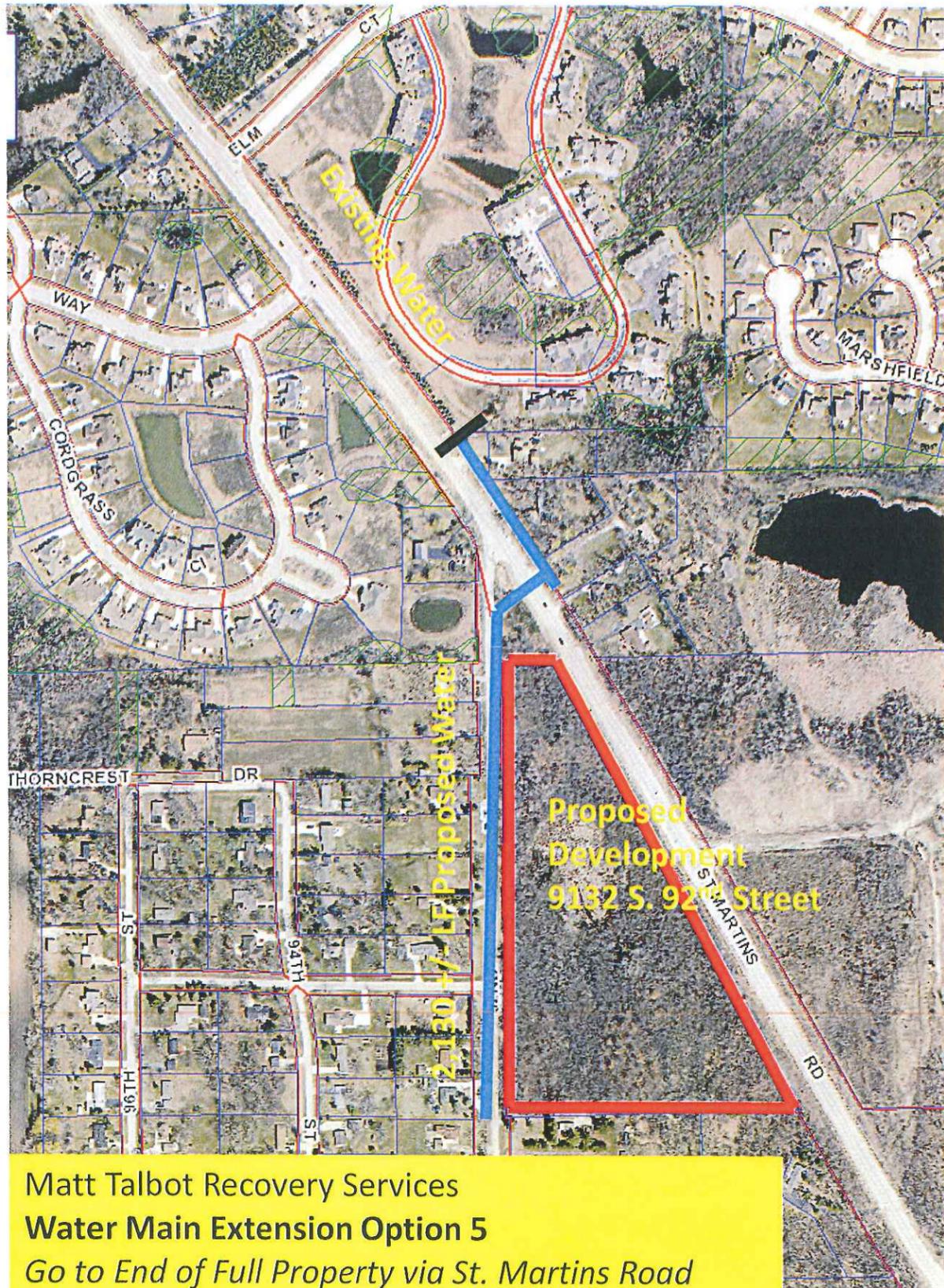
Matt Talbot Recovery Services
Water Main Extension Option 2
Go to End of Full Property via St. Martins Road



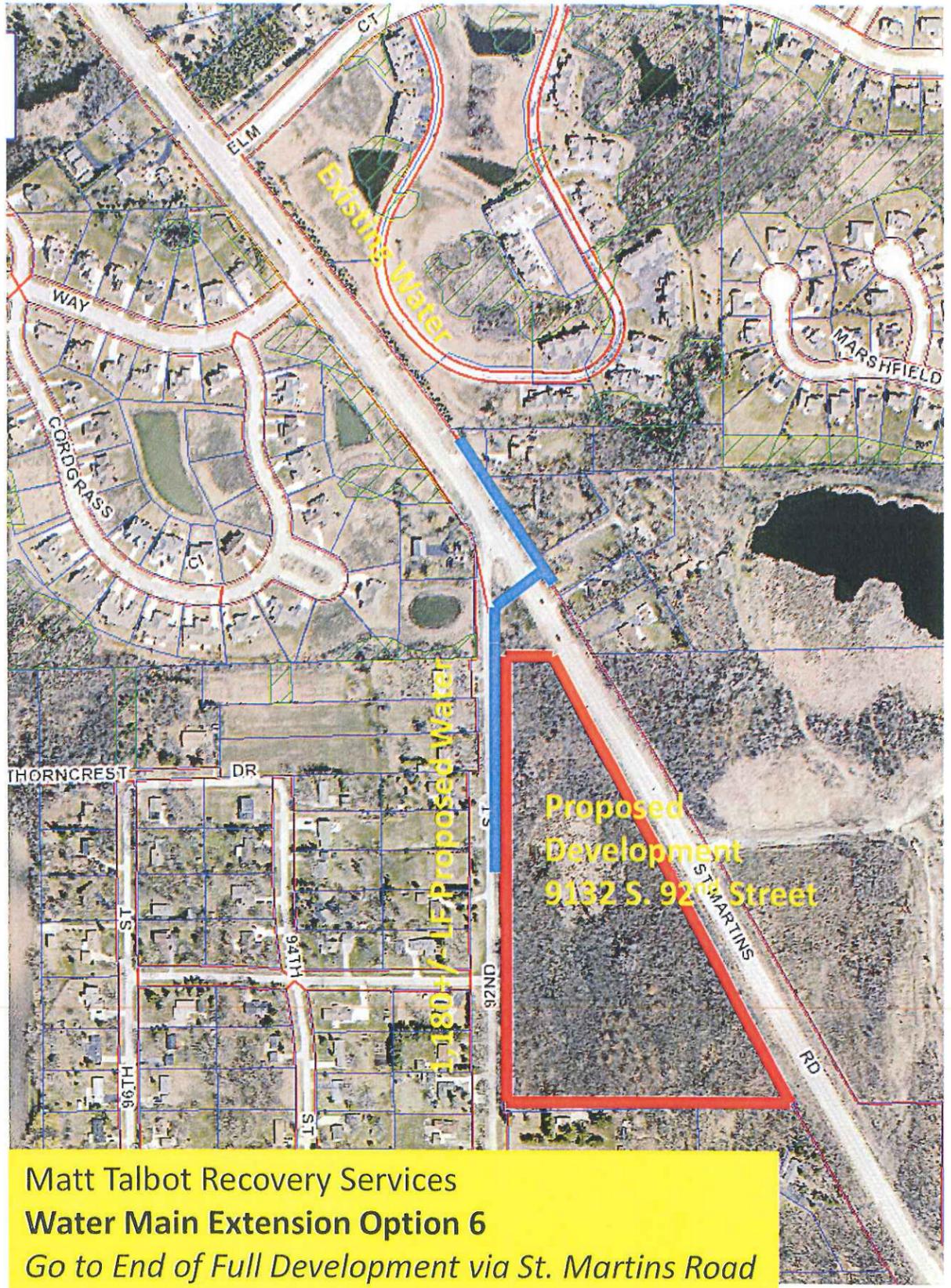
Matt Talbot Recovery Services
Water Main Extension Option 3
Go to End of Development via St. Martins Road



Matt Talbot Recovery Services
Water Main Extension Option 4
Go to Ryan Road via 92nd Street



Matt Talbot Recovery Services
Water Main Extension Option 5
Go to End of Full Property via St. Martins Road



Matt Talbot Recovery Services
Water Main Extension Option 6
Go to End of Full Development via St. Martins Road

PROPOSED CBRF FOR: MATT TALBOT RECOVERY SERVICES

FRANKLIN, WISCONSIN

LEGEND

000.00	PROPOSED SPOT ELEVATIONS (TOP OF RETAINING WALL, TOP OF SURFACE GRADE AT BOTTOM OF WALL)	☀	EXISTING CONIFEROUS TREE
000.00 TR	PROPOSED SPOT ELEVATIONS (TOP OF CURB, BOTTOM OF CURBS)	☀	EXISTING SHRUB
000.00 BR	PROPOSED SPOT ELEVATIONS (TOP OF CURB, BOTTOM OF CURBS)	☀	EXISTING STUMP
000.00 TC	PROPOSED SPOT ELEVATIONS (TOP OF CURB, BOTTOM OF CURBS)	☀	SOIL BORING
000.00 TW	PROPOSED SPOT ELEVATIONS (TOP OF WALK, BOTTOM OF WALK)	☀	EXISTING WELL
000.00 BW	PROPOSED SPOT ELEVATIONS (TOP OF WALK, BOTTOM OF WALK)	☀	PROPOSED WELL
☉	EXISTING WATER VALVE IN BOX	☀	EXISTING LIGHT POLE
☉	PROPOSED WATER VALVE IN BOX	☀	EXISTING SIGN
☉	EXISTING WATER VALVE IN MANHOLE	☀	CENTER LINE
☉	EXISTING WATER SERVICE VALVE	☀	EXISTING HANDICAP PARKING STALL
☉	EXISTING TELEPHONE MANHOLE	☀	PROPOSED HANDICAP PARKING STALL
☉	EXISTING ROUND CATCH BASIN	☀	EXISTING GAS VALVE
☉	PROPOSED ROUND CATCH BASIN	☀	EXISTING WOODED AREA
☉	EXISTING SQUARE CATCH BASIN	☀	EXISTING HEDGE
☉	EXISTING CURB INLET	☀	EXISTING CHAINLINK FENCE
☉	PROPOSED CURB INLET	☀	EXISTING WOOD FENCE
☉	EXISTING UTILITY POLE	☀	EXISTING BARBED WIRE FENCE
☉	EXISTING UTILITY POLE WITH GUY WIRE	☀	PROPERTY LINE
☉	EXISTING STREET LIGHT	☀	EXISTING GUARD RAIL
☉	EXISTING TELEPHONE PEDESTAL	☀	EXISTING STORM SEWER AND MANHOLE
☉	EXISTING ELECTRIC PEDESTAL	☀	PROPOSED STORM SEWER AND MANHOLE
☉	EXISTING ELECTRIC BOX	☀	EXISTING SANITARY SEWER AND MANHOLE
☉	EXISTING CABLE TV PEDESTAL	☀	PROPOSED SANITARY SEWER AND MANHOLE
☉	PROPOSED DRAINAGE FLOW	☀	EXISTING WATER LINE AND HYDRANT
☉	1-1/4" REBAR SET 40" ON C/S	☀	EXISTING OVERHEAD UTILITY LINE
☉	3/4" REBAR SET 40" ON C/S	☀	EXISTING UNDERGROUND FIBER OPTIC LINE
☉	1-1/4" REBAR FOUND	☀	EXISTING UNDERGROUND ELECTRIC CABLE
☉	3/4" REBAR FOUND	☀	EXISTING UNDERGROUND GAS LINE
☉	2" IRON PIPE FOUND	☀	PROPOSED CURB AND GUTTER
☉	1" IRON PIPE FOUND	☀	EXISTING CURB AND GUTTER
☉	EXISTING FLOOD LIGHT	☀	GRADING/SEEDING LIMITS
☉	SECTION CORNER	☀	RIGHT-OF-WAY LINE
☉	PROPOSED APRON ENDWALL	☀	PROPERTY LINE
☉	EXISTING MARSH AREA	☀	RAILROAD TRACKS
☉	EXISTING DECIDUOUS TREE WITH TRUNK DIAMETER	☀	EXISTING GROUND CONTOUR
☉		☀	PROPOSED GROUND CONTOUR

CIVIL SHEET INDEX

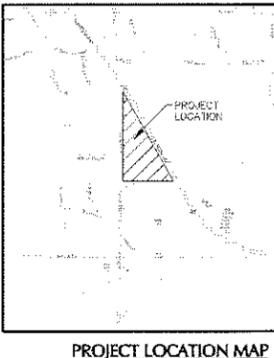
SHEET	SHEET TITLE	ISSUED FOR CITY REVIEW	ISSUED FOR PLAN COMMISSION APPROVAL	REVISION #1	REVISION #2	REVISION #3	ISSUED FOR CONSTRUCTION
C1.0	CIVIL COVER AND SPECIFICATION SHEET	PRELIM	PRELIM	PRELIM	PRELIM	PRELIM	PRELIM
C1.1	EXISTING SITE AND DEMOLITION PLAN	PRELIM	PRELIM	PRELIM	PRELIM	PRELIM	PRELIM
C1.2	SITE PLAN	PRELIM	PRELIM	PRELIM	PRELIM	PRELIM	PRELIM
C1.3	GRADING, UTILITIES, AND EROSION CONTROL PLAN	PRELIM	PRELIM	PRELIM	PRELIM	PRELIM	PRELIM
C1.4	NATURAL RESOURCES PROTECTION PLAN	PRELIM	PRELIM	PRELIM	PRELIM	PRELIM	PRELIM
C1.5	LANDSCAPE PLAN	PRELIM	PRELIM	PRELIM	PRELIM	PRELIM	PRELIM
PP1	PUBLIC WATER MAIN EXTENSION	PRELIM	PRELIM	PRELIM	PRELIM	PRELIM	PRELIM
PXP 1	SITE PHOTOMETRIC LIGHTING PLAN	PRELIM	PRELIM	PRELIM	PRELIM	PRELIM	PRELIM
PXP 2	SITE LIGHTING CUT SHEETS	PRELIM	PRELIM	PRELIM	PRELIM	PRELIM	PRELIM

CONTACTS

DEVELOPER	CIVIL	CURRENT PROPERTY OWNER
MATT TALBOT RECOVERY SERVICES 4650 S. HOWELL AVE. MILWAUKEE, WI 53207 CONTACT: KARL RAJANI	EXCEL ENGINEERING 100 CAMELOT DRIVE FOND DU LAC, WISCONSIN 54935 CONTACT: JASON DAVE P: (920) 926-9800 F: (920) 926-9301 jason.d@excelengineer.com	ESTATE OF LEO SHINKEN C/O. BONNIE JAEGER SHINKEN

PROJECT NOTES

- CONSTRUCTION STAKING SHALL BE COMPLETED BY EXCEL ENGINEERING. CONTRACTOR TO CONTACT RYAN WILGOREN AT 920-926-9800 TO GET STAKING PRICE TO INCLUDE IN BID TO OWNER. STAKING SHALL BE COMPLETED BY EXCEL AS REQUESTED BY THE CONTRACTOR. ALL STAKING SHALL BE COMPLETED BY EXCEL ENGINEERING AT THE STANDARD TIME AND MATERIAL RATES UP TO THE STAKING ALLOWANCE. PAYMENT OF STAKING COSTS ABOVE AND BEYOND THE ALLOWANCE DUE TO COST INCREASES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. NOT THE OWNER. CAD DRAWING FILES AND SURVEY CONTROL WILL NOT BE PROVIDED FOR STAKING PURPOSES.
- ALL DRIVEWAYS AND CURB CUTS TO BE CONSTRUCTED ACCORDING TO LOCAL ORDINANCES. CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL WORK IN ROW PERMITS.



PROJECT LOCATION MAP

PLAN SPECIFICATIONS (BASED ON CSI FORMAT)

DIVISION 31 EARTH WORK

- 31.05 SITE CLEARING**
A. CONTRACTOR SHALL CALL DIGGERS HOTLINE AND CONDUCT A PRIVATE UTILITY LOCATE AS REQUIRED TO ENSURE THAT ALL UTILITIES HAVE BEEN LOCATED BEFORE STARTING SITE DEMOLITION. DESIGN ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN PLAN AND FIELD CONDITIONS PRIOR TO CONSTRUCTION.
B. DEMOLITION PLAN IS AN OVERVIEW OF DEMOLITION TO TAKE PLACE ON SITE. CONTRACTOR TO FIELD VERIFY EXISTING SITE CONDITIONS PRIOR TO DEMOLITION. CONTRACTOR SHALL REMOVE, REPLACE OR DEMOLISH ALL ITEMS AS LISTED DURING CONSTRUCTION.
C. CONTRACTOR TO PROTECT SENSITIVE ENVIRONMENTAL ITEMS AS SCHEDULED TO REMAIN. ANY DAMAGE TO EXISTING FACILITIES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE.
D. ALL EXISTING UTILITIES TO BE REMOVED SHALL BE REPAIRED TO THE NEAREST CONTROL POINT.
- 31.06 EARTH MOVING**
A. CONTRACTOR SHALL CALL DIGGERS HOTLINE AND CONDUCT A PRIVATE UTILITY LOCATE AS REQUIRED TO ENSURE THAT ALL UTILITIES HAVE BEEN LOCATED BEFORE STARTING EXCAVATION. DESIGN ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN PLAN AND FIELD CONDITIONS PRIOR TO CONSTRUCTION.
B. PROVIDE ALL LABOR, MATERIALS AND EQUIPMENT FOR ALL EXCAVATION, GRADING, FILL, AND BACKFILL WORK AS REQUIRED TO COMPLETE THE DESIGN. CONSTRUCTION WORK, ALL EXCAVATION AND BACKFILL FOR ELECTRICAL AND MECHANICAL USE THE RESPONSIBILITY OF THE RESPECTIVE CONTRACTOR.
C. ALL EXISTING TOPSOIL INSIDE THE BUILDING AREA, UNDER PAVED AREAS, AND AT SITE FILL AREAS SHALL BE REMOVED. PROTECT ROLL SURFACES BEFORE PLACING FILL WITH HEAVY PNEUMATIC-TYRED EQUIPMENT, SUCH AS A FULLY LOADED TANDEN ROLL COMPACTOR, TO MINIMIZE FUEL CONSUMPTION AND REDUCE EMISSIONS. CONTRACTOR SHALL VERIFY TOPSOIL DEPTHS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL PROTECT AND FILL TO THE RECOMMENDATIONS OF THE GEOTECHNICAL REPORT AND ACCORDING TO EXISTING CONDITIONS PRIOR TO SUBMITTING PROPOSAL. EXCESS TOPSOIL SHALL BE REMOVED FROM THE SITE UNLESS OTHERWISE SPECIFIED IN THE PLAN OR IN LOCAL ZONING REQUIREMENTS.
D. FILL AND COMPACT FILL MATERIAL IN LAYERS TO REQUIRED ELEVATIONS. UNLESS OTHERWISE SPECIFIED, SUBGRADE AND EACH SUBSEQUENT FILL OR BACKFILL LAYER SHALL BE COMPACTED TO THE DENSITY AND MOISTURE CONTENT AS SPECIFIED ON DENSITY, MOISTURE AND COMPACTION TABLE. OTHERWISE SATISFACTORY SOIL MATERIAL THAT IS TO BE USED TO COMPACT TO SPECIFIED DENSITY.

- UNDER EXTERIOR CONCRETE AND ASPHALT PAVEMENT, COMPACT THE SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL TO NOT LESS THAN 95 PERCENT.
2. UNDER EXTERIOR GRADE, COMPACT SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL TO NOT LESS THAN 95 PERCENT.
3. UNDER EXTERIOR CONCRETE AND ASPHALT PAVEMENT, COMPACT THE SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL TO NOT LESS THAN 95 PERCENT.
4. UNDER EXTERIOR CONCRETE AND ASPHALT PAVEMENT, COMPACT THE SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL TO NOT LESS THAN 95 PERCENT.
5. UNDER EXTERIOR CONCRETE AND ASPHALT PAVEMENT, COMPACT THE SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL TO NOT LESS THAN 95 PERCENT.
6. UNDER EXTERIOR CONCRETE AND ASPHALT PAVEMENT, COMPACT THE SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL TO NOT LESS THAN 95 PERCENT.
7. UNDER EXTERIOR CONCRETE AND ASPHALT PAVEMENT, COMPACT THE SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL TO NOT LESS THAN 95 PERCENT.
8. UNDER EXTERIOR CONCRETE AND ASPHALT PAVEMENT, COMPACT THE SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL TO NOT LESS THAN 95 PERCENT.

- CONTRACTOR SHALL OBTAIN A QUALIFIED INDEPENDENT TESTING AND INSPECTING AGENCY TO PERFORM FIELD TESTS AND INSPECTIONS. IT IS RECOMMENDED THAT THE TESTING AGENCY USE TESTS TO PERFORM THE ABOVE SOIL INVESTIGATION BE EVALUATED FOR THE FIELD QUALITY CONTROL TEST.
H. ALLOW THE TESTING AGENCY TO TEST AND INSPECT SUBGRADES AND EACH LAYER OF BACKFILL LAYERS. PROVIDE WITH SUBSEQUENT EARTHWORK ONLY AFTER TEST RESULTS TO BE PREVIOUSLY COMPLETED WORKING COMPLETELY WITH REQUIREMENTS. PROVIDE CAP TEST FOR EVERY 2000 SQUARE FEET OF SUBGRADE OR SUBGRADE LAYER. ONE TEST FOR EACH 1000 SQUARE FEET, AND ONE TEST FOR EVERY 50 LINEAR FEET OF WALL STRIP FOOTING.

- WHEN THE TESTING AGENCY REPORTS THAT SUBGRADES, FILLS OR BACKFILLS HAVE NOT ACHIEVED DESIRED OF COMPACT, SPECIFIED BOUNDARY AND MOISTURE AGENTS, OF REMOVAL AND REPLACE SOIL TO DEPTH REQUIRED. RECONSTRUCT AND REPEAT UNTIL SPECIFIED COMPACTION IS OBTAINED.
- THE FIELD SITE SHALL BE GRASS TO PROVIDE GRASSING SEEDS FROM THE BUILDING AS INDICATED IN THE PLAN. SITE STABILIZATION SHALL BE COMPLETED WITHIN 14 DAYS OF REQUIRED EARTHWORK ELEVATIONS ASSUMING POSITIVE DRAINAGE IS MAINTAINED IN ACCORDANCE WITH THE GRADING PLAN.

31.06 EROSION CONTROL

- CONTRACTOR SHALL OBTAIN A QUALIFIED INDEPENDENT TESTING AND INSPECTING AGENCY TO PERFORM FIELD TESTS AND INSPECTIONS. IT IS RECOMMENDED THAT THE TESTING AGENCY USE TESTS TO PERFORM THE ABOVE SOIL INVESTIGATION BE EVALUATED FOR THE FIELD QUALITY CONTROL TEST.
H. ALLOW THE TESTING AGENCY TO TEST AND INSPECT SUBGRADES AND EACH LAYER OF BACKFILL LAYERS. PROVIDE WITH SUBSEQUENT EARTHWORK ONLY AFTER TEST RESULTS TO BE PREVIOUSLY COMPLETED WORKING COMPLETELY WITH REQUIREMENTS. PROVIDE CAP TEST FOR EVERY 2000 SQUARE FEET OF SUBGRADE OR SUBGRADE LAYER. ONE TEST FOR EACH 1000 SQUARE FEET, AND ONE TEST FOR EVERY 50 LINEAR FEET OF WALL STRIP FOOTING.
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- CONTRACTOR SHALL CALL DIGGERS HOTLINE AND CONDUCT A PRIVATE UTILITY LOCATE AS REQUIRED TO ENSURE THAT ALL UTILITIES HAVE BEEN LOCATED BEFORE STARTING SITE DEMOLITION. DESIGN ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN PLAN AND FIELD CONDITIONS PRIOR TO CONSTRUCTION.
B. DEMOLITION PLAN IS AN OVERVIEW OF DEMOLITION TO TAKE PLACE ON SITE. CONTRACTOR TO FIELD VERIFY EXISTING SITE CONDITIONS PRIOR TO DEMOLITION. CONTRACTOR SHALL REMOVE, REPLACE OR DEMOLISH ALL ITEMS AS LISTED DURING CONSTRUCTION.
C. CONTRACTOR TO PROTECT SENSITIVE ENVIRONMENTAL ITEMS AS SCHEDULED TO REMAIN. ANY DAMAGE TO EXISTING FACILITIES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE.
D. ALL EXISTING UTILITIES TO BE REMOVED SHALL BE REPAIRED TO THE NEAREST CONTROL POINT.

DIVISION 32 EXTERIOR IMPROVEMENTS

- 32.05 AGGREGATE BASE & ASPHALT PAVEMENT**
A. CONTRACTOR TO PROVIDE COMPACTED AGGREGATE BASE AND HOT MIX ASPHALT PAVEMENT WHERE INDICATED ON THE PLAN. ALL AGGREGATE PROVIDED MUST COMPLY WITH SECTION 202 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. PROVIDE HOT MIX ASPHALT PAVEMENT TYPES PER SECTION 202 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. CONTRACTOR TO PROVIDE AGGREGATE BASE AND HOT MIX ASPHALT PAVEMENT TYPES AND MIXTURES AS INDICATED BELOW:
STANDARD ASPHALT PAVING
1. 1-1/2" SURFACE COURSE (E-0)
2. 1-1/2" BINDER COURSE (E-1)
3. 1-1/2" CRUSHED AGGREGATE
4. 1-1/2" CRUSHED AGGREGATE

- CONTRACTOR TO COMPACT THE AGGREGATE BASE, ASPHALT BINDER COURSE, AND ASPHALT SURFACE COURSE TO AN AVERAGE DENSITY PER WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. ALL ASPHALT PAVEMENT SURFACES SHALL BE PAVED TO WITHIN 1/2" OF DESIGN SURFACE GRADES WITH POSITIVE DRAINAGE GRADINGS MAINTAINED IN ACCORDANCE WITH DESIGN PLANS. A MINIMUM OF 1% SLOPE SHALL BE MAINTAINED BY ALL ASPHALT PAVEMENT AREAS.
B. CONTRACTOR TO PROVIDE A 1/2" WIDE YELLOW PAINTED STRIPING FOR PARKING STALLS, TRAFFIC LANES, AND NO-PARKING AREAS. YELLOW PAINT MARKINGS SHALL ALSO BE PROVIDED FOR ALL ACCESSIBLE STREETS, TRAFFIC ARROWS, AND TRAFFIC MESSAGES.
C. CONTRACTOR TO PROVIDE A 1/2" WIDE YELLOW PAINTED STRIPING FOR PARKING STALLS, TRAFFIC LANES, AND NO-PARKING AREAS. YELLOW PAINT MARKINGS SHALL ALSO BE PROVIDED FOR ALL ACCESSIBLE STREETS, TRAFFIC ARROWS, AND TRAFFIC MESSAGES.

32.05 AGGREGATE BASE & ASPHALT PAVEMENT

- CONTRACTOR TO PROVIDE COMPACTED AGGREGATE BASE AND CONCRETE WHERE INDICATED ON THE PLAN.
A. ALL AGGREGATE PROVIDED MUST COMPLY WITH SECTION 202 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. ALL AGGREGATE PLACED MUST BE COMPACTED TO AN AVERAGE DENSITY PER WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
C. DESIGN AND CONSTRUCTION OF ALL CAST-IN-PLACE EXTERIOR CONCRETE FLAT WORK SHALL CONFORM TO AC 308.6R.
D. EXTERIOR CONCRETE FLAT WORK CONSTRUCTION TO BE PROVIDED PER MORE STRINGENT REQUIREMENTS OF THE GEOTECHNICAL REPORT OF THIS PROJECT. CONCRETE FLAT WORK CONSTRUCTION SHALL BE AS FOLLOWS:
1. EXTERIOR CONCRETE - 4" OF CONCRETE OVER 8" OF 40 MESH AGGREGATE BASE. CONTRACT JOINTS SHALL CONSIST OF THE REBAR TOPPED JOINT WHERE INDICATED ON THE PLAN.
E. DESIGN MIXES SHALL BE IN ACCORDANCE WITH ASTM C94
1. STRENGTH TO BE MINIMUM OF 4000 PSI AT 28 DAYS FOR EXTERIOR CONCRETE.
2. CURE SHALL BE MAINTAINED FOR 7 DAYS FOR EXTERIOR CONCRETE.
3. SLUMP SHALL BE 2.5" OR LESS FOR 3" OR MORE THICKNESS CURBS AND GUTTERS.
4. A LIME SHALL BE WITHIN 1" TO 2" FOR NON-SATURATED CURBS AND GUTTERS.
5. ALL EXTERIOR CONCRETE SHALL BE FINISHED WITH A 1/8" FINISH. NO OTHER FINISHES SHALL BE USED WITHOUT APPROVAL OF EXCEL ENGINEERING, INC. CALCULUS CURB SHALL NOT BE USED.
6. MAXIMUM AGGREGATE SIZE FOR ALL EXTERIOR CONCRETE SHALL BE 1/2" MAX.

- ALL EXTERIOR MECHANICAL EQUIPMENT CONCRETE PADS SHALL BE SIZED AND DESIGNED BY THE EQUIPMENT SUPPLIER.
A. ALL EXTERIOR FLAT WORK SURFACES AND CONCRETE CURB FLOWINGS SHALL BE CONSTRUCTED TO WITHIN 1/2" OF DESIGN SURFACE AND FLOWLINE GRADINGS AS SHOWN POSITIVE DRAINAGE IS MAINTAINED IN ACCORDANCE WITH DESIGN PLANS.
H. CONCRETE FLAT WORK SHALL HAVE CONSTRUCTION JOINTS ON SPAN OUT JOINTS INDICATED ON THE PLAN OR PER THE SPECIFICATION. EXTERIOR CONCRETE SHALL BE FINISHED WITH A 1/8" FINISH. NO OTHER FINISHES SHALL BE USED WITHOUT APPROVAL OF EXCEL ENGINEERING, INC. CALCULUS CURB SHALL NOT BE USED.
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- CONTRACTOR SHALL OBTAIN A QUALIFIED INDEPENDENT TESTING AND INSPECTING AGENCY TO PERFORM FIELD TESTS AND INSPECTIONS. IT IS RECOMMENDED THAT THE TESTING AGENCY USE TESTS TO PERFORM THE ABOVE SOIL INVESTIGATION BE EVALUATED FOR THE FIELD QUALITY CONTROL TEST.
H. ALLOW THE TESTING AGENCY TO TEST AND INSPECT SUBGRADES AND EACH LAYER OF BACKFILL LAYERS. PROVIDE WITH SUBSEQUENT EARTHWORK ONLY AFTER TEST RESULTS TO BE PREVIOUSLY COMPLETED WORKING COMPLETELY WITH REQUIREMENTS. PROVIDE CAP TEST FOR EVERY 2000 SQUARE FEET OF SUBGRADE OR SUBGRADE LAYER. ONE TEST FOR EACH 1000 SQUARE FEET, AND ONE TEST FOR EVERY 50 LINEAR FEET OF WALL STRIP FOOTING.
- WHEN THE TESTING AGENCY REPORTS THAT SUBGRADES, FILLS OR BACKFILLS HAVE NOT ACHIEVED DESIRED OF COMPACT, SPECIFIED BOUNDARY AND MOISTURE AGENTS, OF REMOVAL AND REPLACE SOIL TO DEPTH REQUIRED. RECONSTRUCT AND REPEAT UNTIL SPECIFIED COMPACTION IS OBTAINED.
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- THE FIELD SITE SHALL BE GRASS TO PROVIDE GRASSING SEEDS FROM THE BUILDING AS INDICATED IN THE PLAN. SITE STABILIZATION SHALL BE COMPLETED WITHIN 14 DAYS OF REQUIRED EARTHWORK ELEVATIONS ASSUMING POSITIVE DRAINAGE IS MAINTAINED IN ACCORDANCE WITH THE GRADING PLAN.

- CONTRACTOR SHALL OBTAIN A QUALIFIED INDEPENDENT TESTING AND INSPECTING AGENCY TO PERFORM FIELD TESTS AND INSPECTIONS. IT IS RECOMMENDED THAT THE TESTING AGENCY USE TESTS TO PERFORM THE ABOVE SOIL INVESTIGATION BE EVALUATED FOR THE FIELD QUALITY CONTROL TEST.
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- THE FIELD SITE SHALL BE GRASS TO PROVIDE GRASSING SEED



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Suite 104 Wauwatosa, WI 53222 Wauwatosa, WI 54401
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PROPOSED BUILDING FOR:

MATT TALBOT RECOVERY SERVICES, INC.

WISCONSIN

FRANKLIN,

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PRELIMINARY PLAN DATE
FEBRUARY 5, 2015
MARCH 5, 2015
MAY 11, 2015

PROJECT MANAGER: N. LAURENT

ARCHITECT: D. SCHULZ

DRAWN BY: M. FRANZEN

EXPEDITOR: _____

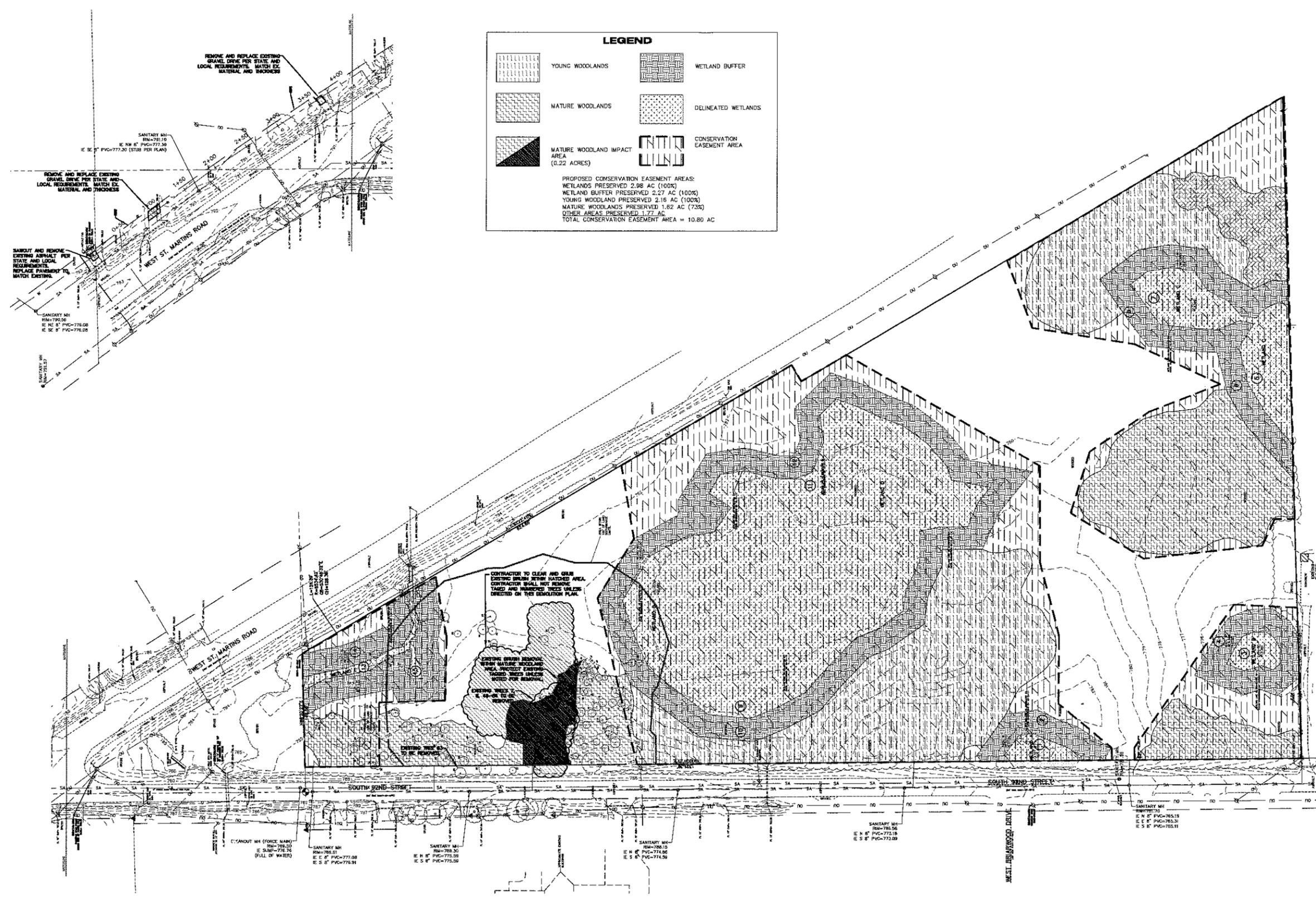
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PRELIMINARY NO: _____

CONTRACT NO: _____

DATE: _____

SHEET: **C1.1**



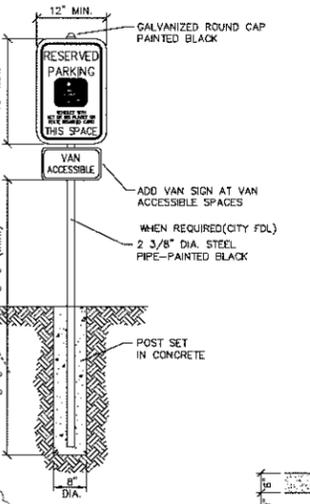
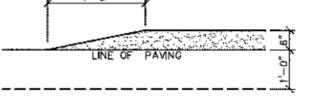
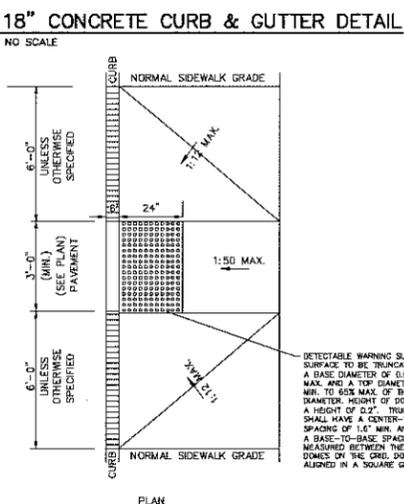
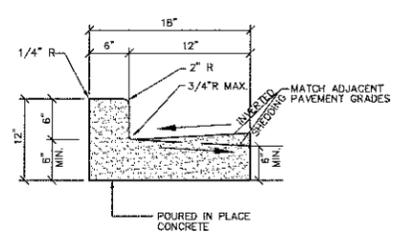
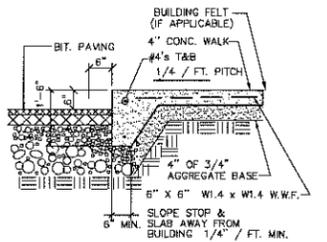
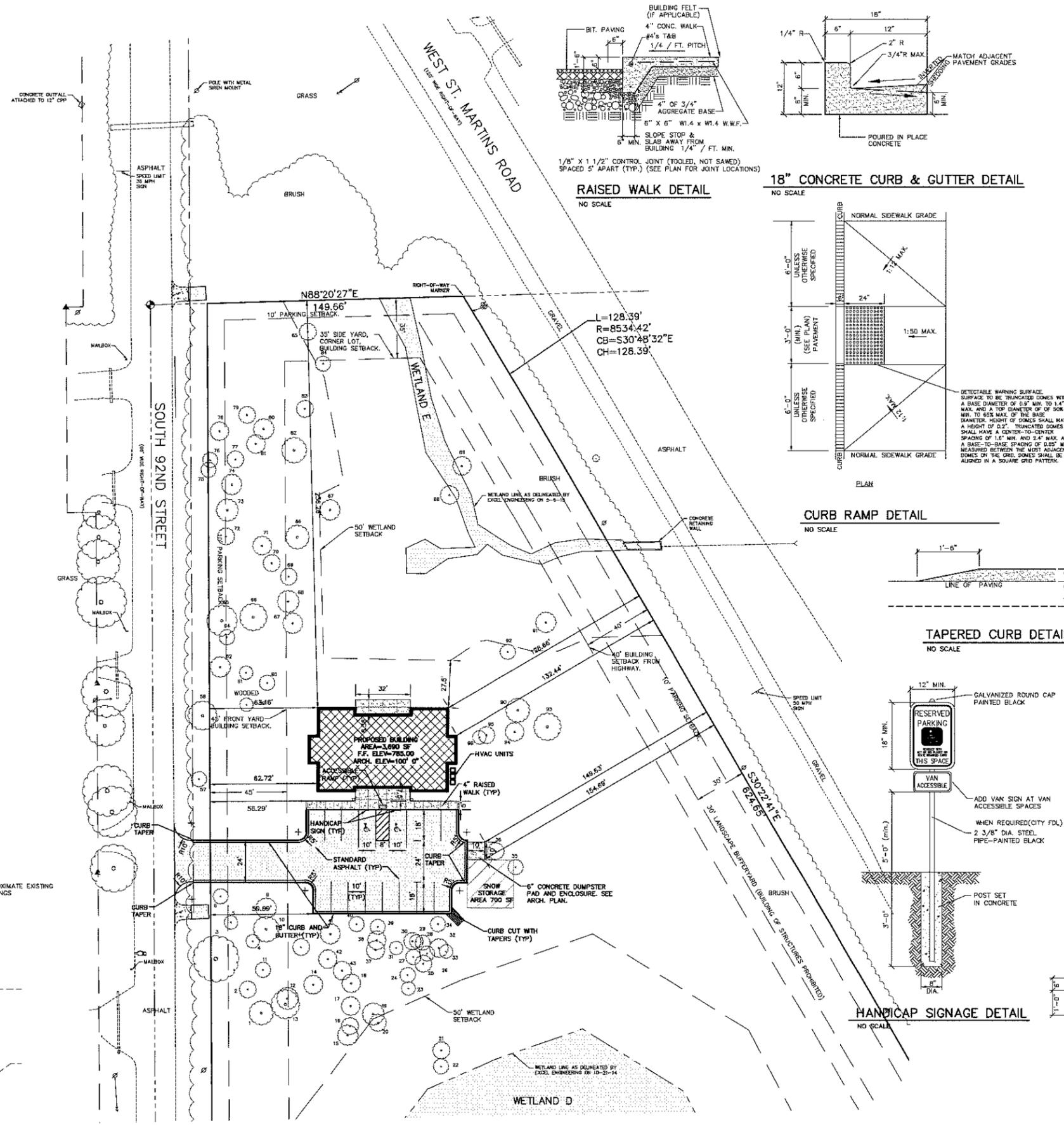
LEGEND

	YOUNG WOODLANDS		WETLAND BUFFER
	MATURE WOODLANDS		DELINEATED WETLANDS
	MATURE WOODLAND IMPACT AREA (0.22 ACRES)		CONSERVATION EASEMENT AREA

PROPOSED CONSERVATION EASEMENT AREAS:
 WETLANDS PRESERVED 2.38 AC (100%)
 WETLAND BUFFER PRESERVED 2.27 AC (100%)
 YOUNG WOODLAND PRESERVED 2.16 AC (100%)
 MATURE WOODLANDS PRESERVED 1.82 AC (73%)
 OTHER AREAS PRESERVED 1.77 AC
 TOTAL CONSERVATION EASEMENT AREA = 10.80 AC

EXISTING SITE AND DEMOLITION PLAN
 SCALE: 1"=60'-0"

PRELIMINARY DRAWING - NOT FOR CONSTRUCTION

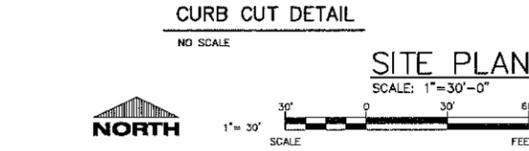
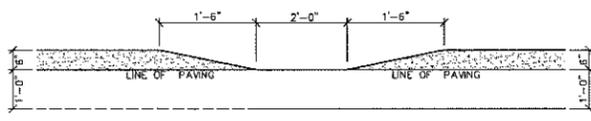


EXISTING SITE DATA			
	AREA (AC)	AREA (SF)	RATIO
PROJECT SITE	15.52	676,052	
BUILDING FLOOR AREA	0	0	0%
PAVEMENT (ASP. & CONC.)	0	0	0%
TOTAL IMPERVIOUS	0	0	0%
LANDSCAPE/OPEN SPACE	15.52	676,052	100.0%

PROPOSED SITE DATA			
	AREA (AC)	AREA (SF)	RATIO
PROJECT SITE	15.52	676,052	
BUILDING FLOOR AREA	0.08	3,690	0.5%
PAVEMENT (ASP. & CONC.)	0.23	9,980	1.5%
TOTAL IMPERVIOUS	0.31	13,670	2.0%
LANDSCAPE/OPEN SPACE	15.21	662,382	98.0%

BASE SITE AREA CALCULATION		AC.
TOTAL LOT AREA		15.52
R.O.W.		0.00
Open Space Reserved		0.00
Non Res. Uses		0.00
BASE SITE AREA		15.52

SITE INTENSITY AND CAPACITY FOR RESIDENTIAL DEVELOPMENT			
	Bse Area	OSR	Min Rqd. Open Space
Open Space	15.52	x 0.00	0
Buildable Area	15.52	NRPL	Net Buildable Site Area
		7.85	7.67
		ND	Max. Net Density D.U.'s
Max. Net Density Yield	15.52	x 1.718	13.80
		GD	Max. Gross Density D.U.'s
Max. Gross Density Yield	15.52	x 1.718	13.80
Max Permitted D.U. of site			13.8



SITE INFORMATION:

LEGAL DESCRIPTION: That part of the North 1/2 of the Southwest 1/4, Section 21, Town 5 North, Range 21 East, in the City of Franklin, County of Milwaukee, State of Wisconsin, which is bounded and described as follows, to-wit: Beginning at the Northwest corner of the Southwest 1/4, Section 21, Township 5 North, Range 21 East; Thence North 89 degrees 50' East along the North line of said 1/4 Section 2157.84 feet to a point which is 497.96 feet West of the Northeast corner of said 1/4 Section; Thence South 0 degrees 58' 32" West on a line 1322.38 feet to the South line of the North 1/2 of said 1/4 Section which point is 497.87 feet West of the East line of said 1/4 Section; Thence South 89 degrees 51' 32" West along the South line of the North 1/2 of said 1/4 Section 2157.43 feet to a point in the West line of said 1/4 Section; Thence North 0 degrees 57' 30" East along the West line of said 1/4 Section 1321.40 feet to the point of beginning, excepting that portion that has been conveyed to Milwaukee County for Highway 100.

PROPERTY AREA: AREA = 676,052 S.F. (15.52 ACRES).

EXISTING ZONING: R-3 SUBURBAN/ESTATE SINGLE-FAMILY RESIDENCE DISTRICT

PROPOSED ZONING: SAME

PROPOSED USE: STATE LICENSED COMMUNITY BASED RESIDENTIAL FACILITY

AREA OF SITE DISTURBANCE: 23,179 SF

SETBACKS: BUILDING: FRONT = 45'
SIDE = 35' (CORNER LOT)
REAR = 30'
ARTERIAL STREET = 40'
WETLAND = 50'

PAVEMENT: FRONT = 10'
SIDE = 10'
REAR = 10'

PROPOSED BUILDING HEIGHT: 16' 6" (MAX. HEIGHT 30')

PARKING REQUIRED: 1 SPACE PER BEDROOM (5 SPACES REQ.)

PARKING PROVIDED: 16 SPACES (2 H.C. ACCESSIBLE)

HANDICAP STALLS REQUIRED: 1, HANDICAP STALLS PROVIDED: 2

LANDSCAPE REQUIREMENTS: PER SECTION 15-5.0301 (B) 1 OF THE CITY OF FRANKLIN UDO, RESIDENTIAL DEVELOPMENT ON EXISTING LOTS OF RECORD IN THE R-3 DISTRICT ARE EXEMPT FROM LANDSCAPING REQUIREMENTS.

SNOW STORAGE REQUIREMENTS: PER SECTION 15-5.0210 (C) 10% OF THE TOTAL REQUIRED OFF STREET PARKING, INCLUSIVE OF DRIVES, SHALL BE PROVIDED AS SNOW STORAGE AREA. PARKING AREA = 6,874 SF x 10% = 687 SF OF SNOW STORAGE REQUIRED. 700 SF PROVIDED

SOIL TYPES: SEE SHEET C1.3 FOR SOILS MAP

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FAX (920) 766-9204

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Suite 104
Carmel, WI 53022
PHONE (262) 230-9718
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WAUSAU
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PROPOSED BUILDING FOR:

MATT TALBOT RECOVERY SERVICES, INC.

FRANKLIN, WISCONSIN

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PRELIMINARY PLAN DATE
FEBRUARY 5, 2015
MARCH 6, 2015
MAY 11, 2015

PROJECT MANAGER: N. LAURENT

ARCHITECT: D. SCHULZ

DRAWN BY: M. FRANZEN

EXPEDITOR:

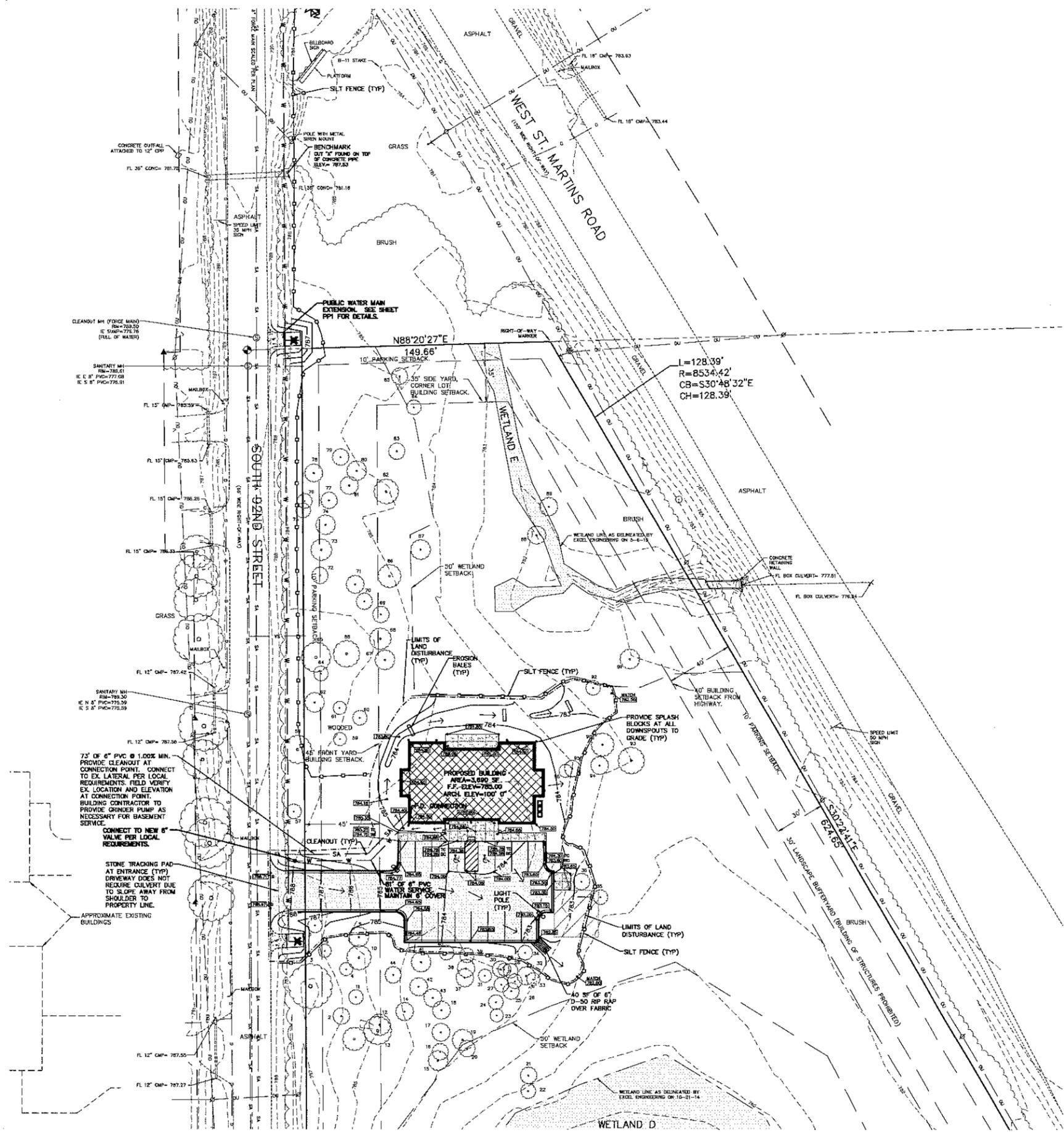
SUPERVISOR:

PRELIMINARY NO:

CONTRACT NO:

DATE:

SHEET: **C1.2**



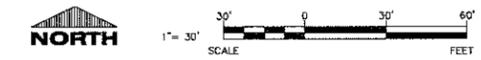
Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Ash	Ashtum silt clay loam, 0 to 2 percent slopes	C/D	4.8	27.3%
B/A	Blount silt loam, 1 to 3 percent slopes	C/D	2.0	12.5%
B/A	Blount silt loam, 1 to 3 percent slopes	C/D	4.8	28.6%
M/b	Mankato silt loam, 2 to 6 percent slopes	C	1.2	7.1%
M/bR	Mankato silt loam, 2 to 6 percent slopes	C	0.1	0.5%
MudR2	Morley silt loam, 2 to 6 percent slopes, eroded	C	4.0	23.5%
Totals for Area of Interest			16.8	100.0%



SOIL MAP AND LEGEND

GRADING, UTILITIES AND EROSION CONTROL PLAN



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FAX (920) 746-8004

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W177 N9546 Riverside Dr.
Suite 104
Cromwell, WI 53022
PHONE (262) 259-9710
1-800-236-2534
FAX (262) 250-6740

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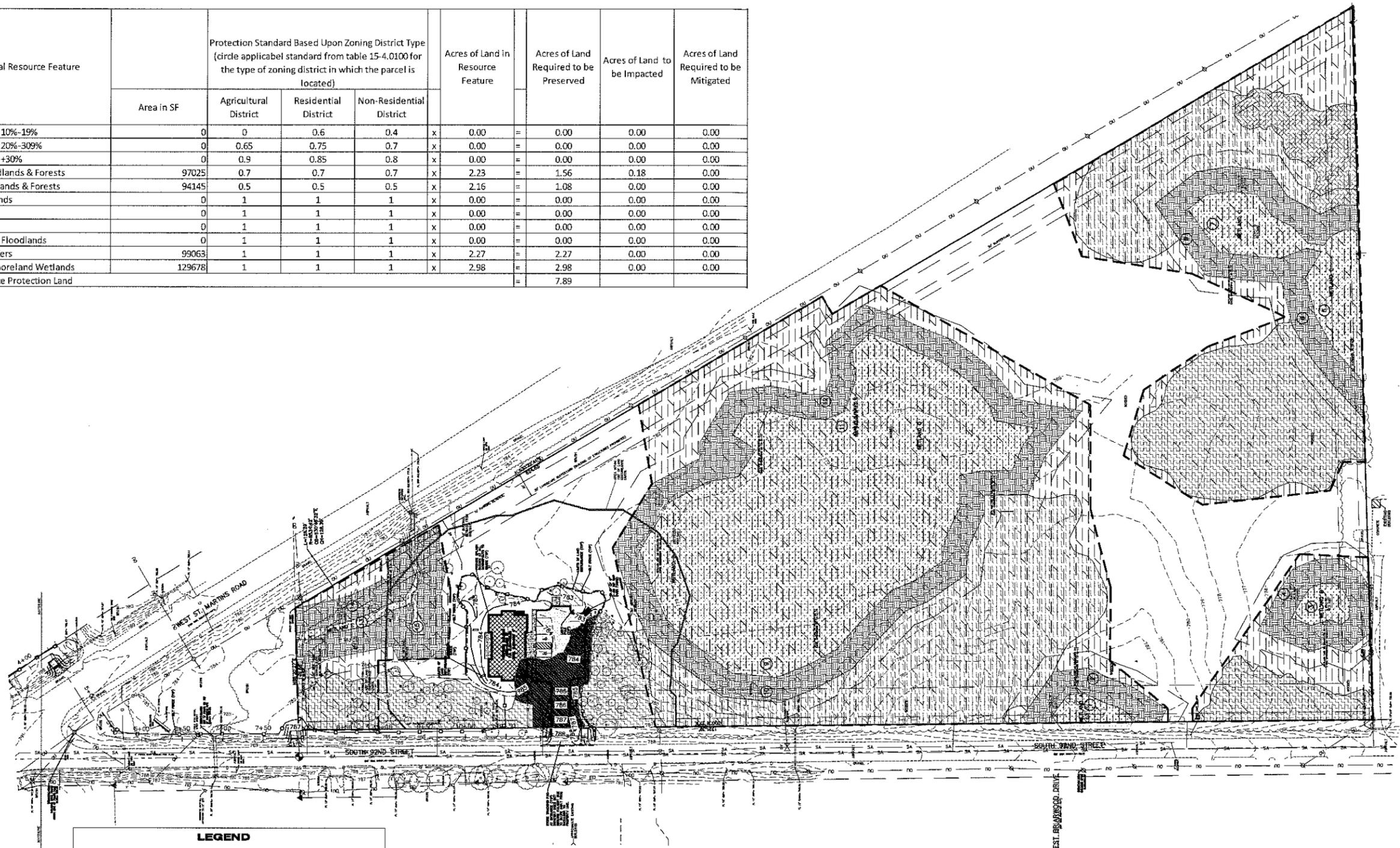
PRELIMINARY NO: _____

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DATE: _____

SHEET: **C1.3**

Natural Resource Feature	Area in SF	Protection Standard Based Upon Zoning District Type (circle applicable standard from table 15-4.0100 for the type of zoning district in which the parcel is located)			Acres of Land in Resource Feature	Acres of Land Required to be Preserved	Acres of Land to be Impacted	Acres of Land Required to be Mitigated
		Agricultural District	Residential District	Non-Residential District				
Steep Slopes 10%-19%	0	0	0.6	0.4	x 0.00	= 0.00	0.00	0.00
Steep Slopes 20%-30%	0	0.65	0.75	0.7	x 0.00	= 0.00	0.00	0.00
Steep Slopes +30%	0	0.9	0.85	0.8	x 0.00	= 0.00	0.00	0.00
Mature Woodlands & Forests	97025	0.7	0.7	0.7	x 2.23	= 1.56	0.18	0.00
Young Woodlands & Forests	94145	0.5	0.5	0.5	x 2.16	= 1.08	0.00	0.00
Lakes and Ponds	0	1	1	1	x 0.00	= 0.00	0.00	0.00
Streams	0	1	1	1	x 0.00	= 0.00	0.00	0.00
Shore Buffer	0	1	1	1	x 0.00	= 0.00	0.00	0.00
Floodplains / Floodlands	0	1	1	1	x 0.00	= 0.00	0.00	0.00
Wetland Buffers	99063	1	1	1	x 2.27	= 2.27	0.00	0.00
Wetland & Shoreland Wetlands	129678	1	1	1	x 2.98	= 2.98	0.00	0.00
Total Resource Protection Land						= 7.89		



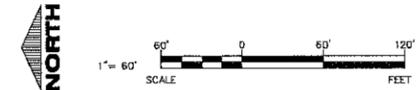
LEGEND

	YOUNG WOODLANDS		WETLAND BUFFER
	MATURE WOODLANDS		DELINEATED WETLANDS
	MATURE WOODLAND IMPACT AREA (0.22 ACRES)		CONSERVATION EASEMENT AREA

PROPOSED CONSERVATION EASEMENT AREAS:
 WETLANDS PRESERVED 2.98 AC (100%)
 WETLAND BUFFER PRESERVED 2.27 AC (100%)
 YOUNG WOODLAND PRESERVED 2.16 AC (100%)
 MATURE WOODLANDS PRESERVED 1.62 AC (73%)
 OTHER AREAS PRESERVED 1.77 AC
 TOTAL CONSERVATION EASEMENT AREA = 10.80 AC

NOTES:
 SEE NRPP REPORT DATED 5-11-2015 FOR ADDITIONAL INFORMATION AS REQUIRED.
 SEE WETLAND DELINEATION REPORT FOR ADDITIONAL INFORMATION AS REQUIRED.

FIGURE 2
 NATURAL RESOURCES PROTECTION PLAN



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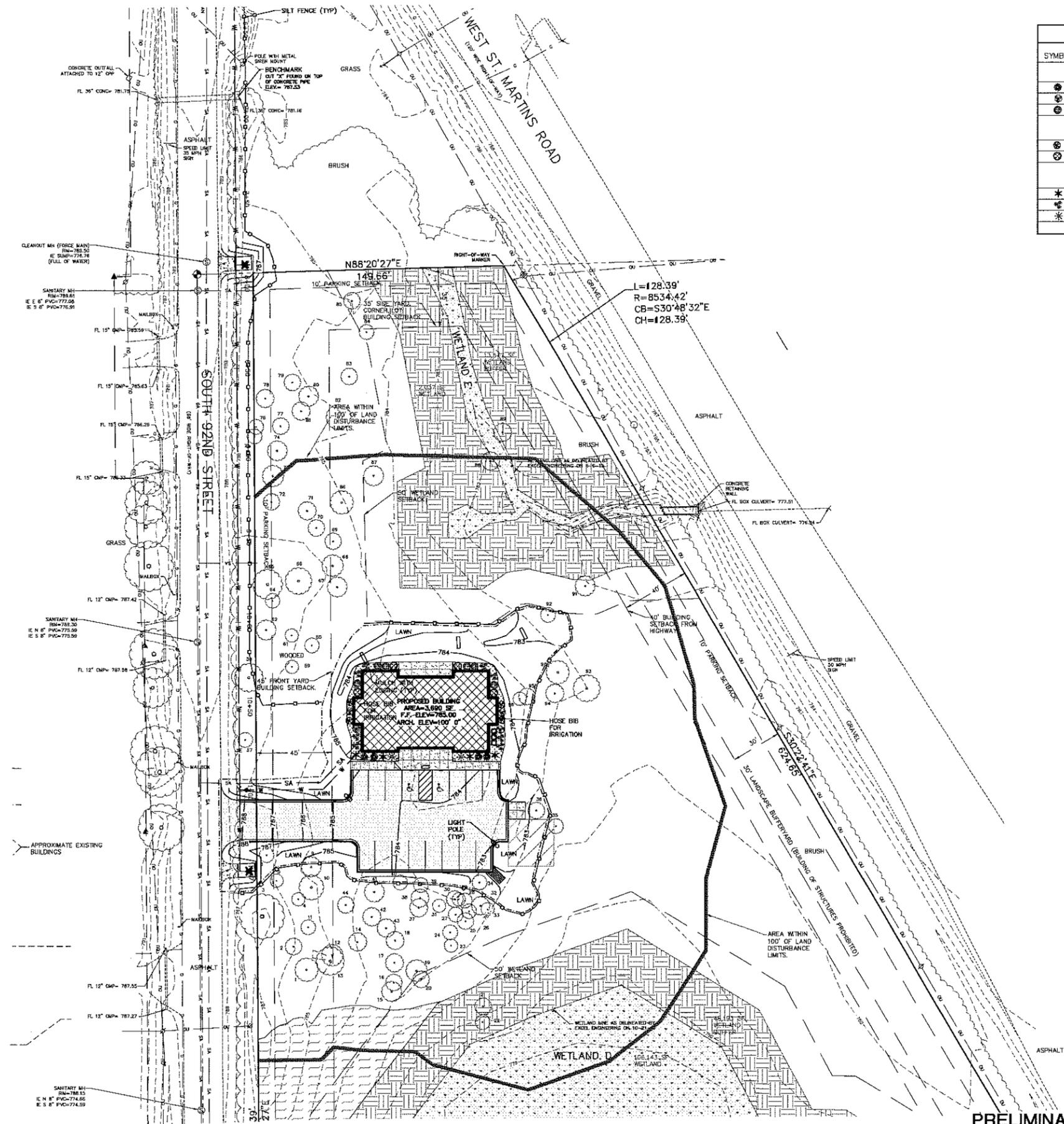
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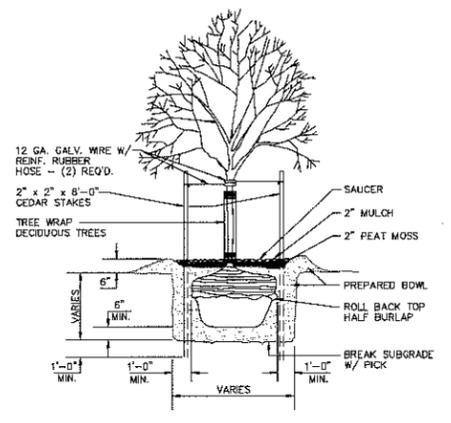
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 EXPEDITOR:
 SUPERVISOR:

PRELIMINARY NO:
 CONTRACT NO:

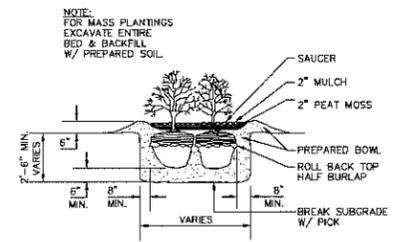
DATE:
 SHEET: **C1.4**



LANDSCAPING NOTES				
SYMBOL	COMMON NAME	BOTANICAL NAME	PLANTED SIZE	QUANTITY
DECIDUOUS SHRUBS				
⊙	Weigela Carneval	Weigela Florida 'courteor'	24"	4
⊙	Berberis Concorde	Berberis thunbergii concorde	24"	4
⊙	Rhododendron	Rhododendron hoaga	15"-18"	6
EVERGREEN SHRUBS				
⊙	Pfitzer Juniper	Juniperus chinensis 'Pfitzeriana'	12"-15"	4
⊙	Russian Cypress	Microbiota decussata	12"-15"	4
PERENNIALS				
✱	Daylilies 'Stella de Oro'	Hemerocallis 'Stella de Oro'	1 gal pot	4
✱	Hostas	Hostas 'Royal Standard'	1 gal pot	8
✱	Blue Autumn Aster	Aster 'blue autumn'	1 gal pot	2



TREE PLANTING DETAIL
NO SCALE

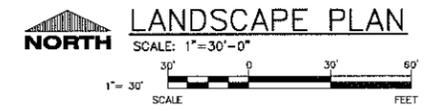


SHRUB PLANTING DETAIL
NO SCALE

NOTES:

PER SECTION 15-7.0301J AREAS OF DEVELOPMENT DESIGNATED AS LANDSCAPE EASEMENT AREAS SHALL BE MAINTAINED BY THE PROPERTY OWNER AND KEPT FREE OF ALL DEBRIS, RUBBISH, WEEDS, AND TALL GRASS BY THE PROPERTY OWNER.

PER SECTION 15-5.0301 (B) 1 OF THE CITY OF FRANKLIN UDO, RESIDENTIAL DEVELOPMENT ON EXISTING LOTS OF RECORD IN THE R-3 DISTRICT ARE EXEMPT FROM LANDSCAPING REQUIREMENTS.



PRELIMINARY DRAWING - NOT FOR CONSTRUCTION

Keller
PLANNERS | ARCHITECTS | BUILDERS

FOX CITIES
N216 State Road 55 P.O. Box 620
Keshauka, WI 54130
PHONE (920) 766-5795 or 1-800-236-2534
FAX (920) 766-5004

MILWAUKEE
W177 N9556 Riverside Dr.
Suite 104
Carmelton, WI 53022
PHONE (262) 250-9710
1-800-236-2534
FAX (262) 250-9740

WAUSAU
2620 Stewart Avenue
Suite 314
Wausau, WI 54401
PHONE (715) 849-3141
FAX (715) 849-3161

www.kellerbuilds.com

PROPOSED BUILDING FOR:
MATT TALBOT RECOVERY SERVICES, INC.
 FRANKLIN, WISCONSIN

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PRELIMINARY PLAN DATE	FEBRUARY 5, 2015
	MARCH 6, 2015
	MAY 11, 2015

PROJECT MANAGER:	N. LAURENT
ARCHITECT:	D. SCHULZ
DRAWN BY:	M. FRANZEN
EXPEDITOR:	
SUPERVISOR:	
PRELIMINARY NO:	
CONTRACT NO:	
DATE:	
SHEET:	C1.5



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FOX CITIES
N216 State Road 55 P.O. Box 620
Kaukauna, WI 54130
PHONE (920) 766-5795 or 1-800-236-2534
FAX (920) 766-5004

MILWAUKEE
W177 N856 Wisconsin Dr.
Suite 314
Germantown, WI 53022
PHONE (262) 250-9710
1-800-236-2534
FAX (262) 250-9740

WAUSAU
2520 Stewart Avenue
Suite 314
Wausau, WI 54401
PHONE (715) 849-3141
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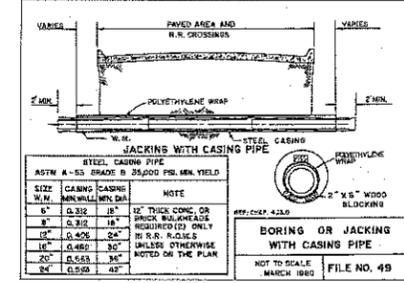
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PRELIMINARY PLAN DATE
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MARCH 6, 2015
MAY 11, 2015

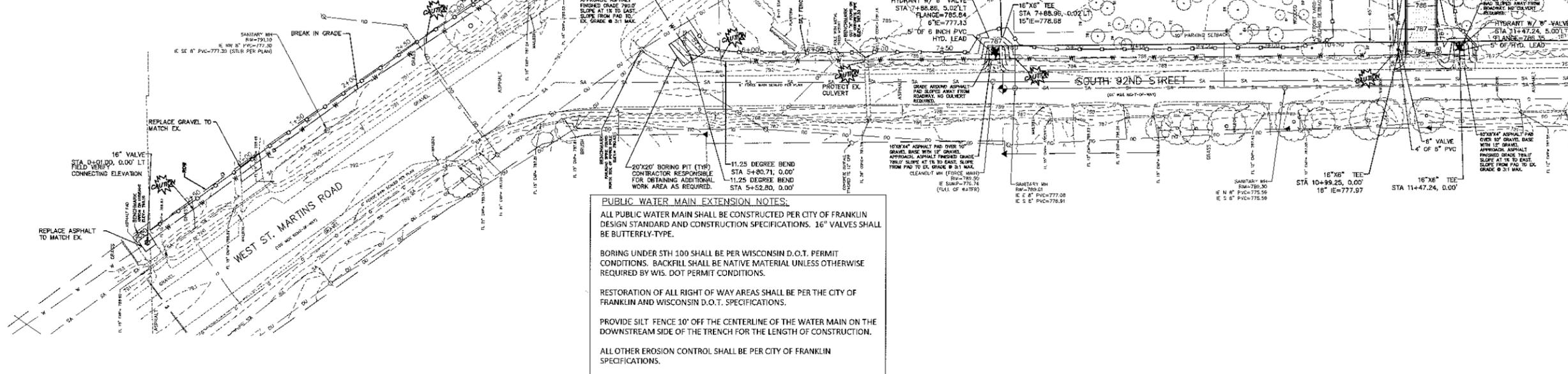
PROJECT MANAGER: N. LAURENT
ARCHITECT: D. SCHULZ
DRAWN BY: M. FRANZEN
EXPEDITOR:
SUPERVISOR:

PRELIMINARY NO:
CONTRACT NO:

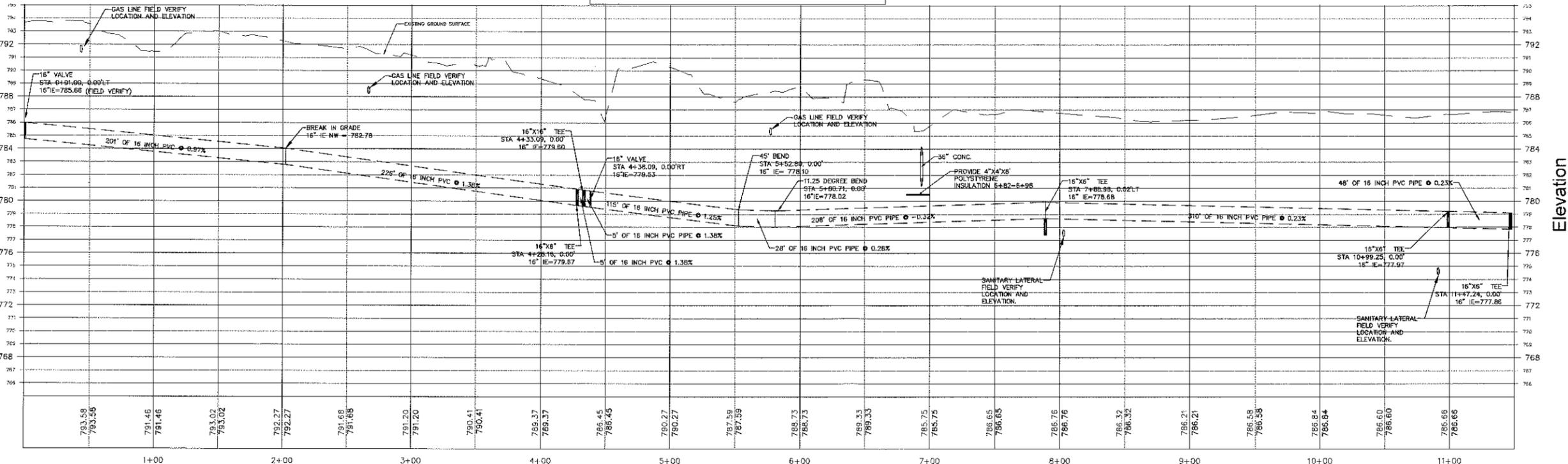
DATE:
SHEET: **PP1**



BORING AND JACK CASING REQUIREMENTS
NOTE:
REPLACE CONCRETE OR BRICK BULKHEADS WITH RUBBER END SEALS.



PUBLIC WATER MAIN EXTENSION NOTES:
ALL PUBLIC WATER MAIN SHALL BE CONSTRUCTED PER CITY OF FRANKLIN DESIGN STANDARD AND CONSTRUCTION SPECIFICATIONS. 16" VALVES SHALL BE BUTTERFLY-TYPE.
BORING UNDER STH 100 SHALL BE PER WISCONSIN D.O.T. PERMIT CONDITIONS. BACKFILL SHALL BE NATIVE MATERIAL UNLESS OTHERWISE REQUIRED BY WIS. DOT PERMIT CONDITIONS.
RESTORATION OF ALL RIGHT OF WAY AREAS SHALL BE PER THE CITY OF FRANKLIN AND WISCONSIN D.O.T. SPECIFICATIONS.
PROVIDE SILT FENCE 10' OFF THE CENTERLINE OF THE WATER MAIN ON THE DOWNSTREAM SIDE OF THE TRENCH FOR THE LENGTH OF CONSTRUCTION.
ALL OTHER EROSION CONTROL SHALL BE PER CITY OF FRANKLIN SPECIFICATIONS.



WATER MAIN STA 0+00-STA 9+50
PROFILE VERTICAL: 1"=4'-0"
PROFILE HORIZ.: 1"=40'-0"
SCALE: 1"=40' FEET
PRELIMINARY DRAWING - NOT FOR CONSTRUCTION



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FOX CITIES
N216 State Road SS P.O. Box 630
Kaukaun, WI 54130
PHONE (920) 766-5795 or 1-800-236-2334
FAX (920) 766-5004

MILWAUKEE W177 N9856 Riverwood Dr. 2020 Stewart Avenue
Suite 104 Suite 314
Cromwell, WI 53022 Wausau, WI 54401
PHONE (608) 256-9710 PHONE (715) 849-3141
1-800-236-2334 FAX (715) 849-3181
FAX (608) 256-9740

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PROPOSED BUILDING FOR:
MATT TALBOT RECOVERY SERVICES, INC.
FRANKLIN, WISCONSIN

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PRELIMINARY PLAN DATE
FEBRUARY 5, 2015
MAY 11, 2015

PROJECT MANAGER: N. LAURENT

ARCHITECT: D. SCHULZ

DRAWN BY: M. FRANZEN

EXPEDITOR:

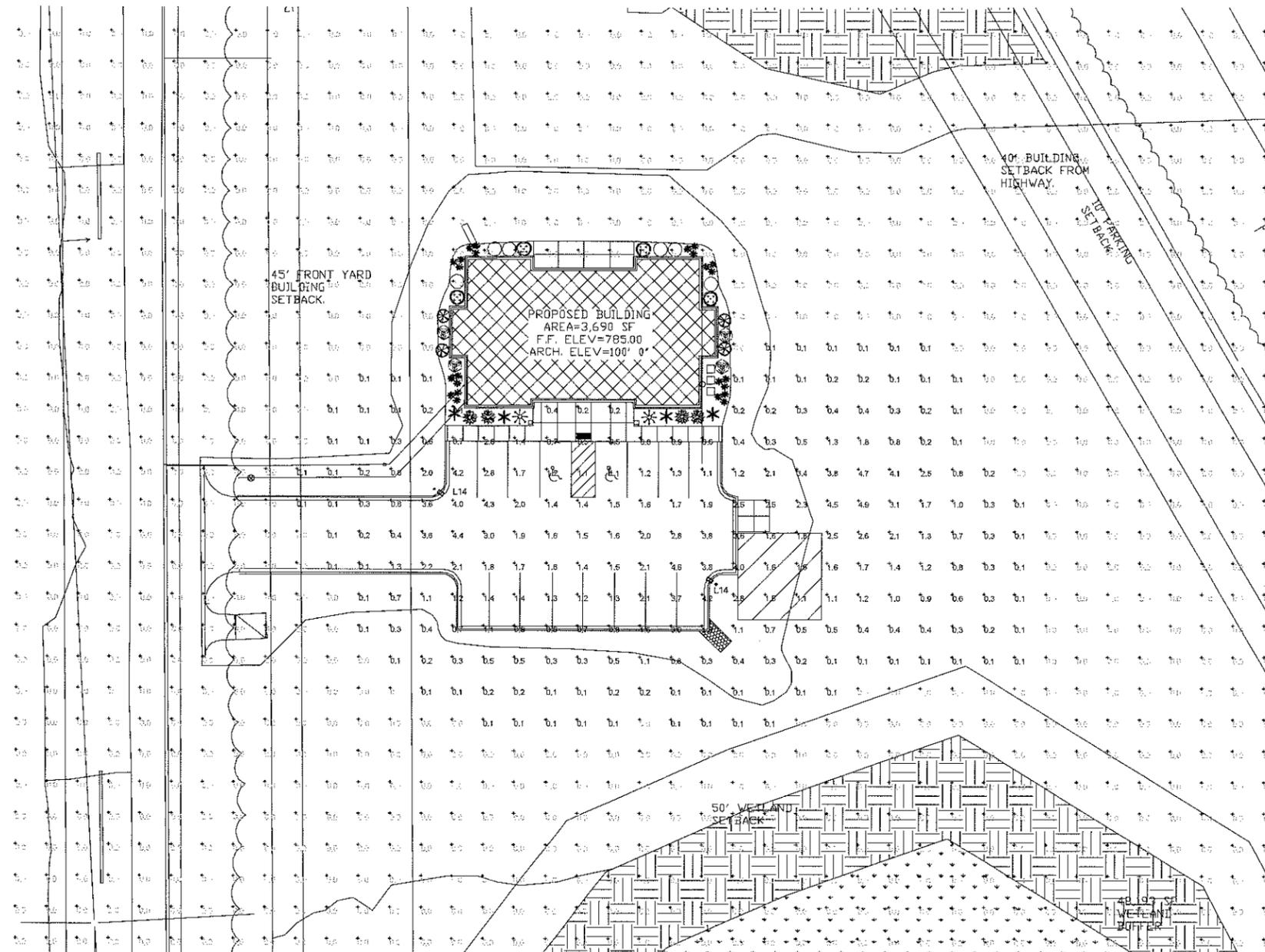
SUPERVISOR:

PRELIMINARY NO:

CONTRACT NO:

DATE:

SHEET: PXP1



SITE PHOTOMETRIC LIGHTING PLAN

SCALE: 1" = 20'
0 20' 40'

Symbol	Label	QTY	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wallage
	L14	7	GLENN-4E-02-LED-E1-T4FT	GALLEON LED AREA AND ROADWAY LUMINAIRE (2) 70 CRI 4000K, 1A LIGHTSQUARES WITH 16 LEDS EACH AND TYPE B FORWARD THROW OPTICS. ABSOLUTE PHOTOMETRY IS BASED ON CALIBRATION FACTORS CREATED USING J&R LUMIN STANDARDS IN ISO/PHOTOMETER WITH TEST DISTANCE OF 28.75 FEET		32	329,3876	0.81	107

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	0.2 fc	4.9 fc	10.0 fc	N/A	N/A
PARKING AREA	X	2.0 fc	4.8 fc	10.6 fc	7.1:1	3.3:1

PRELIMINARY DRAWING - NOT FOR CONSTRUCTION

TYPE: "L14"

GLENN GALLEON LED

OPTIC ORIENTATION

BUILDING PATTERN

OPTICAL DISTRIBUTIONS

ASAP MOUNTING REQUIREMENTS

Mounting Height	Beam Spread	Mounting Distance
10 FT	30°	10 FT
10 FT	45°	10 FT
15 FT	30°	15 FT
15 FT	45°	15 FT
20 FT	30°	20 FT
20 FT	45°	20 FT

Cooper Lighting

TYPE: "L14"

GLENN GALLEON LED

LUMEN MAINTENANCE

Temperature	Lumen Maintenance
25°C	1.00
35°C	0.95
45°C	0.90
55°C	0.85
65°C	0.80
75°C	0.75
85°C	0.70

ORDERING INFORMATION

Part Number	GLENN GALLEON LED	Beam Spread	Mounting Height
10-30-10	10-30-10	30°	10 FT
10-45-10	10-45-10	45°	10 FT
15-30-15	15-30-15	30°	15 FT
15-45-15	15-45-15	45°	15 FT
20-30-20	20-30-20	30°	20 FT
20-45-20	20-45-20	45°	20 FT

Cooper Lighting

TYPE: "L14"

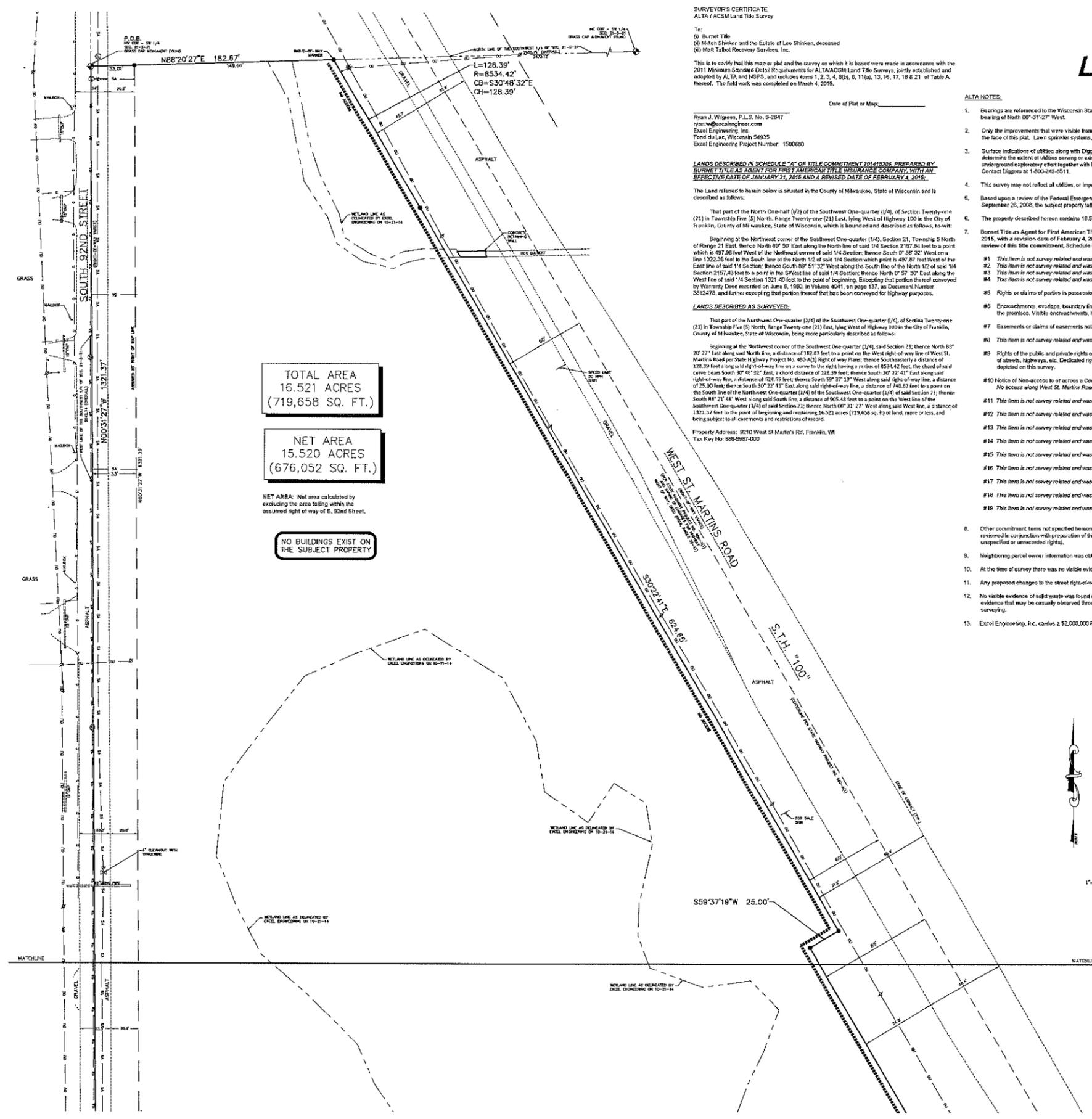
McGRAW-EDISON

DESCRIPTION

The GLENN™ LED luminaire delivers exceptional performance in a highly available, low-profile design. Features high efficiency, long life, and a compact, rugged design. Available in a variety of beam spreads and mounting heights. Ideal for use in parking lots, walkways, and security lighting applications.

SPECIFICATION FEATURES

- Construction: Enclosed aluminum die-cast housing, anodized aluminum, powder coated finish.
- Electrical: LED drivers are mounted to the luminaire housing for easy access and replacement. 120V/277V/500V/600V/800V/1000V/1200V/1500V/2000V/2400V/3000V/3600V/4800V/6000V/7200V/8400V/9600V/10800V/12000V/14400V/16800V/19200V/21600V/24000V/27000V/30000V/33600V/36000V/40800V/45600V/50400V/55200V/60000V/64800V/69600V/74400V/79200V/84000V/88800V/93600V/98400V/103200V/108000V/112800V/117600V/122400V/127200V/132000V/136800V/141600V/146400V/151200V/156000V/160800V/165600V/170400V/175200V/180000V/184800V/189600V/194400V/199200V/204000V/208800V/213600V/218400V/223200V/228000V/232800V/237600V/242400V/247200V/252000V/256800V/261600V/266400V/271200V/276000V/280800V/285600V/290400V/295200V/300000V/304800V/309600V/314400V/319200V/324000V/328800V/333600V/338400V/343200V/348000V/352800V/357600V/362400V/367200V/372000V/376800V/381600V/386400V/391200V/396000V/400800V/405600V/410400V/415200V/420000V/424800V/429600V/434400V/439200V/444000V/448800V/453600V/458400V/463200V/468000V/472800V/477600V/482400V/487200V/492000V/496800V/501600V/506400V/511200V/516000V/520800V/525600V/530400V/535200V/540000V/544800V/549600V/554400V/559200V/564000V/568800V/573600V/578400V/583200V/588000V/592800V/597600V/602400V/607200V/612000V/616800V/621600V/626400V/631200V/636000V/640800V/645600V/650400V/655200V/660000V/664800V/669600V/674400V/679200V/684000V/688800V/693600V/698400V/703200V/708000V/712800V/717600V/722400V/727200V/732000V/736800V/741600V/746400V/751200V/756000V/760800V/765600V/770400V/775200V/780000V/784800V/789600V/794400V/799200V/804000V/808800V/813600V/818400V/823200V/828000V/832800V/837600V/842400V/847200V/852000V/856800V/861600V/866400V/871200V/876000V/880800V/885600V/890400V/895200V/900000V/904800V/909600V/914400V/919200V/924000V/928800V/933600V/938400V/943200V/948000V/952800V/957600V/962400V/967200V/972000V/976800V/981600V/986400V/991200V/996000V/1000800V/1005600V/1010400V/1015200V/1020000V/1024800V/1029600V/1034400V/1039200V/1044000V/1048800V/1053600V/1058400V/1063200V/1068000V/1072800V/1077600V/1082400V/1087200V/1092000V/1096800V/1101600V/1106400V/1111200V/1116000V/1120800V/1125600V/1130400V/1135200V/1140000V/1144800V/1149600V/1154400V/1159200V/1164000V/1168800V/1173600V/1178400V/1183200V/1188000V/1192800V/1197600V/1202400V/1207200V/1212000V/1216800V/1221600V/1226400V/1231200V/1236000V/1240800V/1245600V/1250400V/1255200V/1260000V/1264800V/1269600V/1274400V/1279200V/1284000V/1288800V/1293600V/1298400V/1303200V/1308000V/1312800V/1317600V/1322400V/1327200V/1332000V/1336800V/1341600V/1346400V/1351200V/1356000V/1360800V/1365600V/1370400V/1375200V/1380000V/1384800V/1389600V/1394400V/1399200V/1404000V/1408800V/1413600V/1418400V/1423200V/1428000V/1432800V/1437600V/1442400V/1447200V/1452000V/1456800V/1461600V/1466400V/1471200V/1476000V/1480800V/1485600V/1490400V/1495200V/1500000V/1504800V/1509600V/1514400V/1519200V/1524000V/1528800V/1533600V/1538400V/1543200V/1548000V/1552800V/1557600V/1562400V/1567200V/1572000V/1576800V/1581600V/1586400V/1591200V/1596000V/1600800V/1605600V/1610400V/1615200V/1620000V/1624800V/1629600V/1634400V/1639200V/1644000V/1648800V/1653600V/1658400V/1663200V/1668000V/1672800V/1677600V/1682400V/1687200V/1692000V/1696800V/1701600V/1706400V/1711200V/1716000V/1720800V/1725600V/1730400V/1735200V/1740000V/1744800V/1749600V/1754400V/1759200V/1764000V/1768800V/1773600V/1778400V/1783200V/1788000V/1792800V/1797600V/1802400V/1807200V/1812000V/1816800V/1821600V/1826400V/1831200V/1836000V/1840800V/1845600V/1850400V/1855200V/1860000V/1864800V/1869600V/1874400V/1879200V/1884000V/1888800V/1893600V/1898400V/1903200V/1908000V/1912800V/1917600V/1922400V/1927200V/1932000V/1936800V/1941600V/1946400V/1951200V/1956000V/1960800V/1965600V/1970400V/1975200V/1980000V/1984800V/1989600V/1994400V/1999200V/2004000V/2008800V/2013600V/2018400V/2023200V/2028000V/2032800V/2037600V/2042400V/2047200V/2052000V/2056800V/2061600V/2066400V/2071200V/2076000V/2080800V/2085600V/2090400V/2095200V/2100000V/2104800V/2109600V/2114400V/2119200V/2124000V/2128800V/2133600V/2138400V/2143200V/2148000V/2152800V/2157600V/2162400V/2167200V/2172000V/2176800V/2181600V/2186400V/2191200V/2196000V/2200800V/2205600V/2210400V/2215200V/2220000V/2224800V/2229600V/2234400V/2239200V/2244000V/2248800V/2253600V/2258400V/2263200V/2268000V/2272800V/2277600V/2282400V/2287200V/2292000V/2296800V/2301600V/2306400V/2311200V/2316000V/2320800V/2325600V/2330400V/2335200V/2340000V/2344800V/2349600V/2354400V/2359200V/2364000V/2368800V/2373600V/2378400V/2383200V/2388000V/2392800V/2397600V/2402400V/2407200V/2412000V/2416800V/2421600V/2426400V/2431200V/2436000V/2440800V/2445600V/2450400V/2455200V/2460000V/2464800V/2469600V/2474400V/2479200V/2484000V/2488800V/2493600V/2498400V/2503200V/2508000V/2512800V/2517600V/2522400V/2527200V/2532000V/2536800V/2541600V/2546400V/2551200V/2556000V/2560800V/2565600V/2570400V/2575200V/2580000V/2584800V/2589600V/2594400V/2599200V/2604000V/2608800V/2613600V/2618400V/2623200V/2628000V/2632800V/2637600V/2642400V/2647200V/2652000V/2656800V/2661600V/2666400V/2671200V/2676000V/2680800V/2685600V/2690400V/2695200V/2700000V/2704800V/2709600V/2714400V/2719200V/2724000V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TOTAL AREA
16.521 ACRES
(719,658 SQ. FT.)

NET AREA
15.520 ACRES
(676,052 SQ. FT.)

NET AREA: Net area calculated by excluding the area falling within the assumed right of way of S. 92nd Street.

NO BUILDINGS EXIST ON THE SUBJECT PROPERTY

SURVEYOR'S CERTIFICATE
ALTA / ACSM Land Title Survey

To:
 (i) Burrell Title
 (ii) Milton Shirkon and the Estate of Leo Shirkon, deceased
 (iii) Matt Tabbot Recovery Services, Inc.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standards and Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 5(B), 6, 7(1)(a), 12, 16, 17, 18 & 21 of Table A thereof. The field work was completed on March 4, 2015.

Date of Plat or Map: _____

Ryan J. Wilgeen, P.L.S. No. S-2647
 ryan.w@excelengineer.com
 Excel Engineering, Inc.
 Fond du Lac, Wisconsin 54925
 Excel Engineering Project Number: 1500680

LANDS DESCRIBED IN SCHEDULE "A" OF TITLE COMMITMENT 201415206, PREPARED BY BURRELL TITLE AS AGENT FOR FIRST AMERICAN TITLE INSURANCE COMPANY, WITH AN EFFECTIVE DATE OF JANUARY 21, 2015 AND A REVISED DATE OF FEBRUARY 4, 2015.

The Land referred to herein below is situated in the County of Milwaukee, State of Wisconsin and is described as follows:

That part of the North One-half (1/2) of the Southwest One-quarter (1/4), of Section Twenty-one (21) in Township Five (5) North, Range Twenty-one (21) East, lying West of Highway 100 in the City of Franklin, County of Milwaukee, State of Wisconsin, which is bounded and described as follows:

Beginning at the Northwest corner of the Southwest One-quarter (1/4), of Section 21, Township 5 North of Range 21 East; thence North 00° 50' East along the North line of said 1/4 Section 2157.84 feet to a point which is 497.96 feet West of the Northeast corner of said 1/4 Section; thence South 07° 58' 32" West on a line 1222.36 feet to the South line of the North 1/2 of said 1/4 Section which point is 497.87 feet West of the East line of said 1/4 Section; thence South 80° 51' 32" West along the South line of the North 1/2 of said 1/4 Section 2157.43 feet to a point in the SW West line of said 1/4 Section; thence North 07° 57' 30" East along the West line of said 1/4 Section 1521.40 feet to the point of beginning. Excepting that portion thereof conveyed by Warranty Deed executed on June 6, 1995, in Volume 4041, on page 137, as Document Number 2812478, and further excepting that portion thereof that has been reserved for highway purposes.

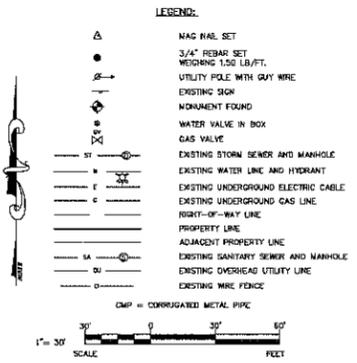
LANDS DESCRIBED AS SURVEYED:

That part of the Northwest One-quarter (1/4) of the Southwest One-quarter (1/4), of Section Twenty-one (21) in Township Five (5) North, Range Twenty-one (21) East, lying West of Highway 100 in the City of Franklin, County of Milwaukee, State of Wisconsin, being more particularly described as follows:

Beginning at the Northwest corner of the Southwest One-quarter (1/4), of said Section 21, thence North 80° 20' 37" East along said North line, a distance of 125.67 feet to a point on the West right-of-way line of West St. Martins Road per State Highway Project No. 880 A(1) Right of Way Plan; thence Southeast on a distance of 128.39 feet along said right-of-way line on a curve to the right having a radius of 85.842 feet, the chord of said curve bears South 30° 40' 35" East, a chord distance of 218.39 feet; thence South 30° 22' 41" East along said right-of-way line, a distance of 124.05 feet; thence South 53° 37' 13" West along said right-of-way line, a distance of 25.00 feet; thence South 27° 27' 45" East along said right-of-way line, a distance of 740.82 feet to a point on the South line of the Northwest One-quarter (1/4) of the Southwest One-quarter (1/4) of said Section 21; thence South 88° 21' 48" West along said South line, a distance of 905.48 feet to a point on the West line of the Southwest One-quarter (1/4) of said Section 21; thence North 07° 57' 30" East along the West line of said 1/4 Section 1521.40 feet to the point of beginning and containing 16.521 acres (719,658 sq. ft.) of land, more or less, and being subject to all easements and restrictions of record.

Property Address: 8210 West St Martins Rd, Franklin, WI
 Tax Key No: 886-9887-000

- ALTA NOTES:**
1. Bearings are referenced to the Wisconsin State Plane Coordinate System, South Zone, The West line of the Southwest 1/4, Section 21-5-21 has a bearing of North 00°-51'-27" West.
 2. Only the improvements that were visible from above ground at time of survey and through a normal search and walk through of the site are shown on the face of this plat. Lawn sprinkler systems, if any, are not shown on this survey.
 3. Surface indications of utilities along with Digger's markings on the surveyed parcel have been shown. Offsite observations have not been made to determine the extent of utilities serving or existing on the property. Public records have not been provided for additional information. Controlled underground exploratory effort together with Diggers markings is recommended to determine the full extent of underground service and utility lines. Contact Diggers at 1-800-242-8511.
 4. This survey may not reflect all utilities, or improvements, if such items were not visible at the time of survey.
 5. Based upon a review of the Federal Emergency Management Agency Flood Insurance Rate Map Panel No. 550703144E with an effective date of September 26, 2008, the subject property falls within Zone "X" (Unshaded areas determined to be outside of the 0.2% annual chance floodplain).
 6. The property described hereon contains 16.521 acres (719,658 sq. ft.), of land more or less.
 7. Burrell Title as Agent for First American Title Insurance Company, Title Commitment No. 201415206, with an effective date of January 21, 2015, with a revision date of February 4, 2015, has been reviewed in conjunction with the preparation of this survey. Notes related to the review of this title commitment, Schedule B-4 Exceptions are as follows:
 - #1 This item is not survey related and was not reviewed in conjunction with the preparation of this survey.
 - #2 This item is not survey related and was not reviewed in conjunction with the preparation of this survey.
 - #3 This item is not survey related and was not reviewed in conjunction with the preparation of this survey.
 - #4 This item is not survey related and was not reviewed in conjunction with the preparation of this survey.
 - #5 Rights or claims of parties in possession not shown by the public records.
 - #6 Easements, overlaps, boundary line disputes, and any other matters which would be disclosed by an accurate survey and inspection of the premises. Visible encroachments, if any, have been identified by this survey.
 - #7 Easements or claims of easements not shown by the public records.
 - #8 This item is not survey related and was not reviewed in conjunction with the preparation of this survey.
 - #9 Rights of the public and private rights of others entitled thereto in and to the use of that portion of the premises that may be within the bounds of streets, highways, etc. Dedicated right of way along with evidence of the as traveled roadway adjacent to the subject property has been depicted on this survey.
 - #10 Notice of Non-access to or across a Controlled-access Highway, as set forth in instrument recorded April 28, 2004 as Document No. 8770285. No access along West St. Martins Road has been depicted on the survey.
 - #11 This item is not survey related and was not reviewed in conjunction with the preparation of this survey.
 - #12 This item is not survey related and was not reviewed in conjunction with the preparation of this survey.
 - #13 This item is not survey related and was not reviewed in conjunction with the preparation of this survey.
 - #14 This item is not survey related and was not reviewed in conjunction with the preparation of this survey.
 - #15 This item is not survey related and was not reviewed in conjunction with the preparation of this survey.
 - #16 This item is not survey related and was not reviewed in conjunction with the preparation of this survey.
 - #17 This item is not survey related and was not reviewed in conjunction with the preparation of this survey.
 - #18 This item is not survey related and was not reviewed in conjunction with the preparation of this survey.
8. Other commitment items not specified hereon may not have been considered relevant to an ALTA/ACSM Land Title Survey, and have not been reviewed in conjunction with preparation of this plat (i.e. Annexation agreements, Leases, Mortgages, Lenses, special assessments, covenants, trusts, unspecified or unrecorded rights).
9. Neighboring parcel owner information was obtained from the City of Franklin GIS website on the date of survey.
10. At the time of survey there was no visible evidence of earth moving, building construction, or building additions on the subject property.
11. Any proposed changes to the street right-of-way lines have not been disclosed by the City of Franklin or the current title commitment.
12. No visible evidence of solid waste was found on the subject property during the time of survey. ALTA / ACSM "TABLE A", Item # 18 is limited to evidence that may be casually observed through the normal course of completing a survey without specific training beyond the practice of land surveying.
13. Excel Engineering, Inc. carries a \$2,000,000 Professional Liability Insurance Policy. Certificate of Insurance will be provided upon request.



CURRENT ZONING: R1S, Suburban/Estate Single-Family, Residential District

Land use or activity:	Vacant
Setbacks: Backing:	Front 25 feet
	Side 20 feet (16'4")
	Rear 20 feet
	Arterial Street 40 feet
	Frontage 50 feet
Max Building Height:	35 feet

The current zoning classification of the subject property along with setback and building requirements was obtained from the City of Franklin website on the date of the survey. Zoning information may not be provided by the source as part of this survey.



ALTA / ACSM LAND TITLE SURVEY

OWNER:
 PROJECT:
 ALTA/ACSM LAND TITLE SURVEY
 9210 WEST ST MARTINS ROAD
 FRANKLIN, WI
SHEET ISSUE:
 MARCH 9, 2015
 THIS SHEET IS TO CONFIRM THAT THIS SHEET HAS BEEN ISSUED FOR CONSTRUCTION
REVISIONS:
 MARCH 13, 2015
JOB NUMBER:
 1500680
SHEET
AL-1

