

CITY OF FRANKLIN
PLAN COMMISSION SPECIAL MEETING*
FRANKLIN CITY HALL COUNCIL CHAMBERS
9229 W. LOOMIS ROAD, FRANKLIN, WISCONSIN
AGENDA**

THURSDAY, MAY 14, 2015, 7:00 P.M.***

***(or immediately following the adjournment, if later than 7:00 p.m., of the Common Council meeting scheduled to precede this meeting)

- A. **Call to Order and Roll Call**
- B. **Approval of Minutes**
 - 1. None.
- C. **Public Hearing Business Matters** (action may be taken on all matters following the respective Public Hearing thereon)
- D. **Business Matters** (no Public Hearing is required upon the following matters; action may be taken on all matters)
 - 1. **MATT TALBOT COMMUNITY BASED RESIDENTIAL FACILITY.** Site Plan application by Matt Talbot Recovery Services, Inc., for the construction of a 5 to 8 bedroom State licensed Community Based Residential Facility consisting of a 3,690 square foot building and 16 parking spaces, for property zoned R-3 Suburban/Estate Single-Family Residence District and C-1 Conservancy District located at 9132 South 92nd Street; Tax Key No. 886-9987-000 (revised site plan submitted by applicant) (May 5, 2015 Common Council direction to 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). The Plan Commission may enter closed session pursuant to Wis. Stat. § 19.85(1)(g), to confer with legal counsel for the Plan Commission 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.
- E. **Adjournment**

* Notice is given that a majority of the Common Council and the Board of Water Commissioners may attend this meeting to gather information about an agenda item over which they have decision-making responsibility. This may constitute a meeting of the Common Council and the Board of Water Commissioners per *State ex rel. Badke v. Greendale Village Board*, even though the Common Council and the 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.]

REMINDERS: Next Regular Plan Commission Meeting: May 21, 2015



CITY OF FRANKLIN



REPORT TO THE PLAN COMMISSION

Meeting of May 14, 2015

Site Plan

RECOMMENDATION: Department of City Development staff recommends approval of the Site Plan for the Matt Talbot Community Based Residential Facility development, subject to the conditions set forth in the attached draft resolution.

Project Name:	Matt Talbot Recovery Services, Inc. CBRF
Project Location:	9132 South 92 nd Street
Property Owner:	Shinken, Leo & Milton
Applicant:	Matt Talbot Recovery Services, Inc.
Agent:	Nathan Laurent, Keller, Inc.
Current Zoning:	R-3 Suburban/Estate Single-Family Residence District and C-1 Conservancy District
2025 Comprehensive Plan:	Areas of Natural Resource Features
Use of Surrounding Properties:	Single-family residential to the north, south and west and vacant land zoned B-2 District to the east
Applicant's Action Requested:	Approval of Site Plan Application for the construction of a 5 bedroom CBRF development

Introduction and Background

Please note:

- Staff recommendations are underlined, in italics and are included in the draft ordinance.

At their March 19, 2015 meeting, the Plan Commission approved a Site Plan Resolution approving a Site Plan for a 5 to 8 bedroom State licensed Community Based Residential Facility development for property located at 9132 South 92nd Street with addition of a condition to align the proposed driveway so that no car lights from the subject property shine in and towards any neighboring residential properties as to create a intermittent light nuisance.

At their April 23, 2015 meeting, the Plan Commission approved a motion “to rescind the Site Plan approval granted by Plan Commission on March 19, 2015 as the approval contained a Condition No. 5 which cannot be met without City approval of the public water supply extension as well as current new information received by the Commission with regard to the plan of the Wisconsin Department of Transportation Highway 100 reconstruction impacts regarding the site property.”

The Common Council, at their May 5, 2015 meeting, approved 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. It is anticipated that the

Common Council will further consider the proposed water extension, prior to the Plan Commission meeting. The Common Council also approved a motion directing staff to work on the particular applications in this matter in the ordinary course of business.

As such, staff has continued to review this matter and communicate with the applicant, the Wisconsin Department of Transportation (WisDOT) and the Wisconsin Department of Natural Resources (WDNR).

Wisconsin Department of Natural Resources

Per their letter dated May 8, 2015, the WDNR has determined that no navigable waterways exist onsite. The WDNR also reviewed the wetland delineations provided by the applicant. A modification was made to the wetland located furthest north on the property (Wetland E), which resulted in revising the building location approximately 43.00 feet to the south and 21.30 feet to the west. The driveway and parking lot have been shifted accordingly. The attached NRPP illustrates the change to that wetland. Additional wetlands located on the southern half of the property were also flagged onsite by the WDNR. These wetlands did not require changes to the proposed development. The applicant must map these wetlands and submit a revised NRPP per Condition No. 7 below.

Wisconsin Department of Transportation

In an email to City Engineer Glen Morrow from Vida Shaffer of the Wisconsin Department of Transportation (WisDOT), Ms. Shaffer indicated that if the subject development were constructed WisDOT would likely realign South 92nd Street, opposed to relocating a new building. Ms. Shaffer indicated that there is a fair amount of space and, in this specific circumstance, WisDOT feels there are options to move South 92nd Street. The email correspondence is also attached.

Water Service

Attached is an analysis of water service to the Matt Talbot Recovery Services prepared by the Engineering Department.

Site Plan

The applicant submitted revised Site Plan materials on May 11, 2015. The Site Plan illustrates the modification to Wetland E, the relocation of the building, driveway and parking lot and the removal of the basketball court. No other site changes are proposed.

The March 19th Staff Report is attached for additional information and staff is recommending the same conditions of approval (below), with the exception of Condition No. 7, which now requires a revised NRPP to be submitted that reflects the findings of the recent WDNR field investigations, opposed to submitting a NRPP for a City consultant's review.

1. The property subject to the Site Plan shall be developed in substantial compliance with, and operated and maintained pursuant to the Site Plan for the Matt Talbot Recovery Services, Inc. Community Based Residential Facility dated March 9, 2015.
2. Matt Talbot Recovery Services, Inc., successors and assigns, and any developer of the 5 to 8 bedroom State licensed Community Based Residential Facility construction project, shall pay to the City of Franklin the amount of all development compliance, inspection

and review fees incurred by the City of Franklin, including fees of consults to the City of Franklin, for the 5 to 8 bedroom State licensed Community Based Residential Facility construction project, within 30 days of invoice for same. Any violation of this provision shall be a violation of the Unified Development Ordinance, and subject to §15-9.0502 thereof and §1-19. of the Municipal Code, the general penalties and remedies provisions, as amended from time to time.

3. The approval granted hereunder is conditional upon the 5 to 8 bedroom State licensed Community Based Residential Facility construction project (i) being in compliance with all applicable governmental laws, statutes, rules, codes, orders and ordinances; and (ii) obtaining all other governmental approvals, permits, licenses and the like, required for and applicable to the project to be developed and as presented for this approval.
4. That the Matt Talbot Recovery Services, Inc. 5 to 8 bedroom State licensed Community Based Residential Facility construction project shall be developed and constructed pursuant to such Site Plan within one year from the date of adoption of this Resolution, or this Resolution and all rights and approvals granted hereunder shall be null and void, without any further action by the City of Franklin.
5. The extension of public water main required for this project was authorized to not be extended along the entire western lot line of the property abutting South 92nd Street to the southern boundary of the property, contrary to City past practice, upon the findings that the location, shape, contour, vegetation and proposed development area(s) of the lot were unique, and that the proposed use as a community based residential facility to serve the disabled was a basis, in conjunction with the unique lot, to provide a reasonable accommodation by way of deferring developer's responsibility to provide for the full extension of public water main. The Common Council at its meeting on March 3, 2015, following a recommendation from the Board of Water Commissioners, granted developer's request to not be required to fully extend the public water main, in consideration of developer's agreement that the subject property in its entirety shall be subject to the payment of a special assessment for any future extension of the subject water main. The approval granted hereunder is conditional upon Matt Talbot Recovery Services, Inc., successors and assigns and any owner of the property, entering into an agreement with the City providing for the private development of the water main, with City payment of costs for upsizing the main from 8 inches to 16 inches to accommodate future growth along West Ryan Road, the other applicable standard City development agreement terms and conditions applicable to water main development, and the dedication thereof to the City, and providing that in the event of any such future water extension, agreement and consent is had and made by the property owner to the payment of a special assessment resulting therefrom, notice of hearing is waived, and that no future land division of the property may result in any amount of non-payment, with payment of such special assessment to be made timely as provided pursuant to the Municipal Code and the Wisconsin Statutes, as amended from time to time. The agreement shall be prepared by the City Attorney and executed by the property owner, the Mayor and the City Clerk and shall be recorded in the Office of the Register of Deeds for Milwaukee County prior to the issuance of a building permit.
6. Matt Talbot Recovery Services, Inc., successors and assigns and any owner and operator of the property, shall be licensed by the State of Wisconsin Department of Health Services to operate a Community Based Residential Facility, prior to the issuance of an Occupancy Permit and at all times thereafter.

7. A *revised* Natural Resource Protection Plan shall be submitted by the applicant *that reflects the findings of the Wisconsin Department of Natural Resources field investigations conducted in April of 2015, for-and shall be subject to City consultant review and* approval by Department of City Development staff, prior to the issuance of a Building Permit.
8. Applicant shall submit a Conservation Easement for review and approval by the Common Council and recording with the Milwaukee County Register of Deeds, prior to the issuance of an Occupancy Permit.
9. A cement siding product shall be utilized (as opposed to the vinyl siding proposed by applicant).
10. Applicant shall align the proposed driveway so that no car lights from the subject property shine in and towards any neighboring residential properties as to create an intermittent light nuisance.

Staff Recommendation

Department of City Development staff recommends approval of the Site Plan for the Matt Talbot Community Based Residential Facility development, subject to the conditions set forth in the attached draft resolution.

RESOLUTION NO. 2015-____

A RESOLUTION APPROVING A SITE PLAN FOR A 5 TO 8 BEDROOM STATE
LICENSED COMMUNITY BASED RESIDENTIAL FACILITY DEVELOPMENT
(9132 SOUTH 92ND STREET)
(MATT TALBOT RECOVERY SERVICES, INC., APPLICANT)

WHEREAS, Matt Talbot Recovery Services, Inc. having applied for approval of a proposed revised site plan for construction of an approximately 3,690 square foot 5 to 8 bedroom State licensed Community Based Residential Facility and a parking lot containing 16 parking spaces, on approximately 0.22 acres of mature woodland, located at 9132 South 92nd Street; and

WHEREAS, a previous site plan was reviewed and approved by the Plan Commission at its meeting on March 19, 2015, which action was subsequently rescinded by the Plan Commission on April 23, 2015, following discussion and consideration of questions which arose, in part regarding Wisconsin Department of Transportation STH 100 plans, a Wisconsin Department of Natural Resources wetland delineation confirmation and navigability determination, and potential alternate public water supply routes and cost comparisons; and

WHEREAS, the Plan Commission having received information in answer to the questions discussed at its April 23, 2015 meeting and having reviewed such revised site plan proposal and having found same to be in compliance with the applicable terms and provisions of §15-3.0421 of the Unified Development Ordinance and in furtherance of those express standards and purposes of a site plan review pursuant to Division 15-7.0100 of the Unified Development Ordinance.

NOW, THEREFORE, BE IT RESOLVED, by the Plan Commission of the City of Franklin, Wisconsin, that the Site Plan for the development of an approximately 3,690 square foot 5 to 8 bedroom State licensed Community Based Residential Facility and a parking lot containing 16 parking spaces, as depicted upon the revised plans dated _____, 2015, attached hereto and incorporated herein, is hereby approved, subject to the following terms and conditions:

1. The property subject to the Site Plan shall be developed in substantial compliance with, and operated and maintained pursuant to the Site Plan for the Matt Talbot Recovery Services, Inc. Community Based Residential Facility dated _____, 2015.

MATT TALBOT RECOVERY SERVICES, INC. – SITE PLAN
RESOLUTION NO. 2015-_____

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2. Matt Talbot Recovery Services, Inc., successors and assigns, and any developer of the 5 to 8 bedroom State licensed Community Based Residential Facility construction project, shall pay to the City of Franklin the amount of all development compliance, inspection and review fees incurred by the City of Franklin, including fees of consults to the City of Franklin, for the 5 to 8 bedroom State licensed Community Based Residential Facility construction project, within 30 days of invoice for same. Any violation of this provision shall be a violation of the Unified Development Ordinance, and subject to §15-9.0502 thereof and §1-19. of the Municipal Code, the general penalties and remedies provisions, as amended from time to time.
3. The approval granted hereunder is conditional upon the 5 to 8 bedroom State licensed Community Based Residential Facility construction project (i) being in compliance with all applicable governmental laws, statutes, rules, codes, orders and ordinances; and (ii) obtaining all other governmental approvals, permits, licenses and the like, required for and applicable to the project to be developed and as presented for this approval.
4. That the Matt Talbot Recovery Services, Inc. 5 to 8 bedroom State licensed Community Based Residential Facility construction project shall be developed and constructed pursuant to such Site Plan within one year from the date of adoption of this Resolution, or this Resolution and all rights and approvals granted hereunder shall be null and void, without any further action by the City of Franklin.
5. The extension of public water main required for this project was authorized to not be extended along the entire western lot line of the property abutting South 92nd Street to the southern boundary of the property, contrary to City past practice, upon the findings that the location, shape, contour, vegetation and proposed development area(s) of the lot were unique, and that the proposed use as a community based residential facility to serve the disabled was a basis, in conjunction with the unique lot, to provide a reasonable accommodation by way of deferring developer's responsibility to provide for the full extension of public water main. The Common Council at its meeting on March 3, 2015, following a recommendation from the Board of Water Commissioners, granted developer's request to not be required to fully extend the public water main, in consideration of developer's agreement that the subject property in its entirety shall be subject to the payment of a special assessment for any future extension of the subject water main. The approval granted hereunder is conditional upon Matt Talbot Recovery Services, Inc., successors and assigns and any owner of the property, entering into an agreement with the City providing for the private development of the water main, with City payment of costs for upsizing the main from 8 inches to 16 inches to accommodate future growth along West Ryan Road, the other applicable standard City development agreement terms and conditions

MATT TALBOT RECOVERY SERVICES, INC. – SITE PLAN
RESOLUTION NO. 2015-_____

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applicable to water main development, and the dedication thereof to the City, and providing that in the event of any such future water extension, agreement and consent is had and made by the property owner to the payment of a special assessment resulting therefrom, notice of hearing is waived, and that no future land division of the property may result in any amount of non-payment, with payment of such special assessment to be made timely as provided pursuant to the Municipal Code and the Wisconsin Statutes, as amended from time to time. The agreement shall be prepared by the City Attorney and executed by the property owner, the Mayor and the City Clerk and shall be recorded in the Office of the Register of Deeds for Milwaukee County prior to the issuance of a building permit.

6. Matt Talbot Recovery Services, Inc., successors and assigns and any owner and operator of the property, shall be licensed by the State of Wisconsin Department of Health Services to operate a Community Based Residential Facility, prior to the issuance of an Occupancy Permit and at all times thereafter.
7. A revised Natural Resource Protection Plan shall be submitted by the applicant that reflects the findings of the Wisconsin Department of Natural Resources field investigations conducted in April of 2015, for approval by Department of City Development staff, prior to the issuance of a Building Permit.
8. Applicant shall submit a Conservation Easement for review and approval by the Common Council and recording with the Milwaukee County Register of Deeds, prior to the issuance of an Occupancy Permit.
9. A cement siding product shall be utilized (as opposed to the vinyl siding proposed by applicant).
10. Applicant shall align the proposed driveway so that no car lights from the subject property shine in and towards any neighboring residential properties as to create an intermittent light nuisance.

11. [other conditions]

Introduced at a regular meeting of the Plan Commission of the City of Franklin this _____ day of _____, 2015.

Passed and adopted at a regular meeting of the Plan Commission of the City of Franklin this _____ day of _____, 2015.

MATT TALBOT RECOVERY SERVICES, INC. – SITE PLAN
RESOLUTION NO. 2015-_____

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APPROVED:

Stephen R. Olson, Chairman

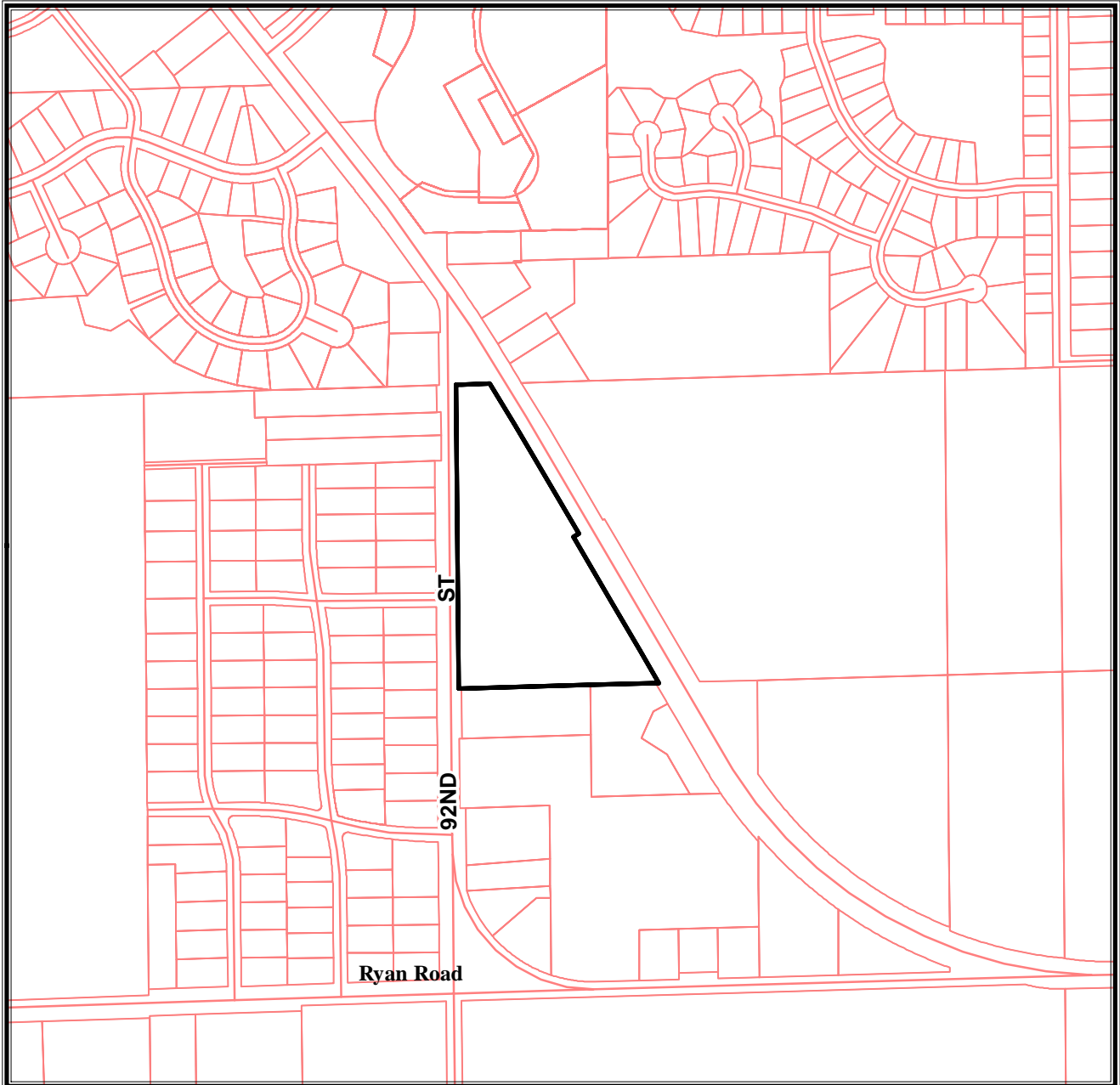
ATTEST:

Sandra L. Wesolowski, City Clerk

AYES _____ NOES _____ ABSENT _____



9132 South 92nd Street



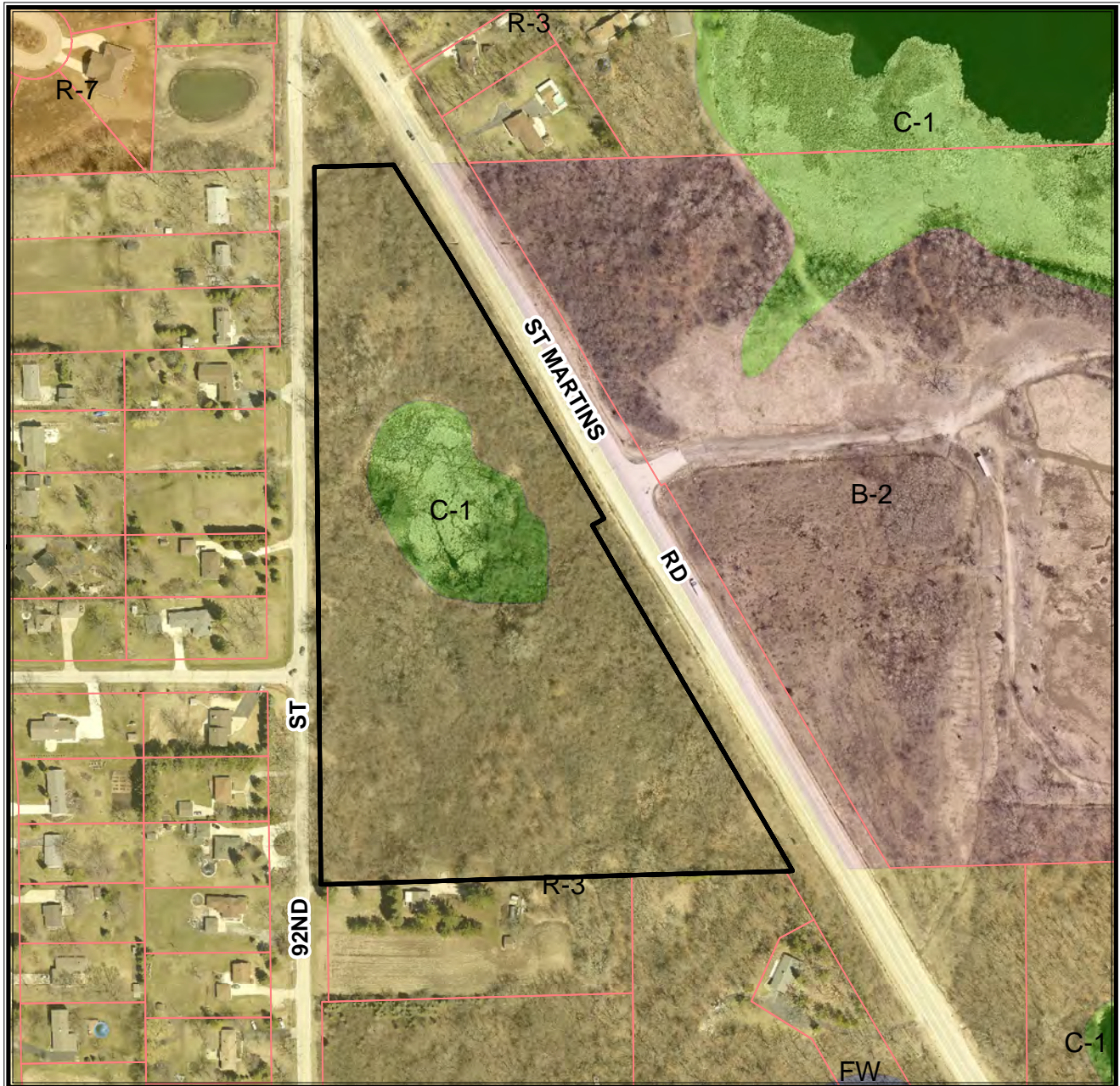
Planning Department
(414) 425-4024

0 412.5 825 1,650 Feet

This map shows the approximate relative location of property boundaries but was not prepared by a professional land surveyor. This map is provided for informational purposes only and may not be sufficient or appropriate for legal, engineering, or surveying purposes.



9132 South 92nd Street



Planning Department
(414) 425-4024

0 180 360 720 Feet

This map shows the approximate relative location of property boundaries but was not prepared by a professional land surveyor. This map is provided for informational purposes only and may not be sufficient or appropriate for legal, engineering, or surveying purposes.


NORTH
2013 Aerial Photo



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,

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

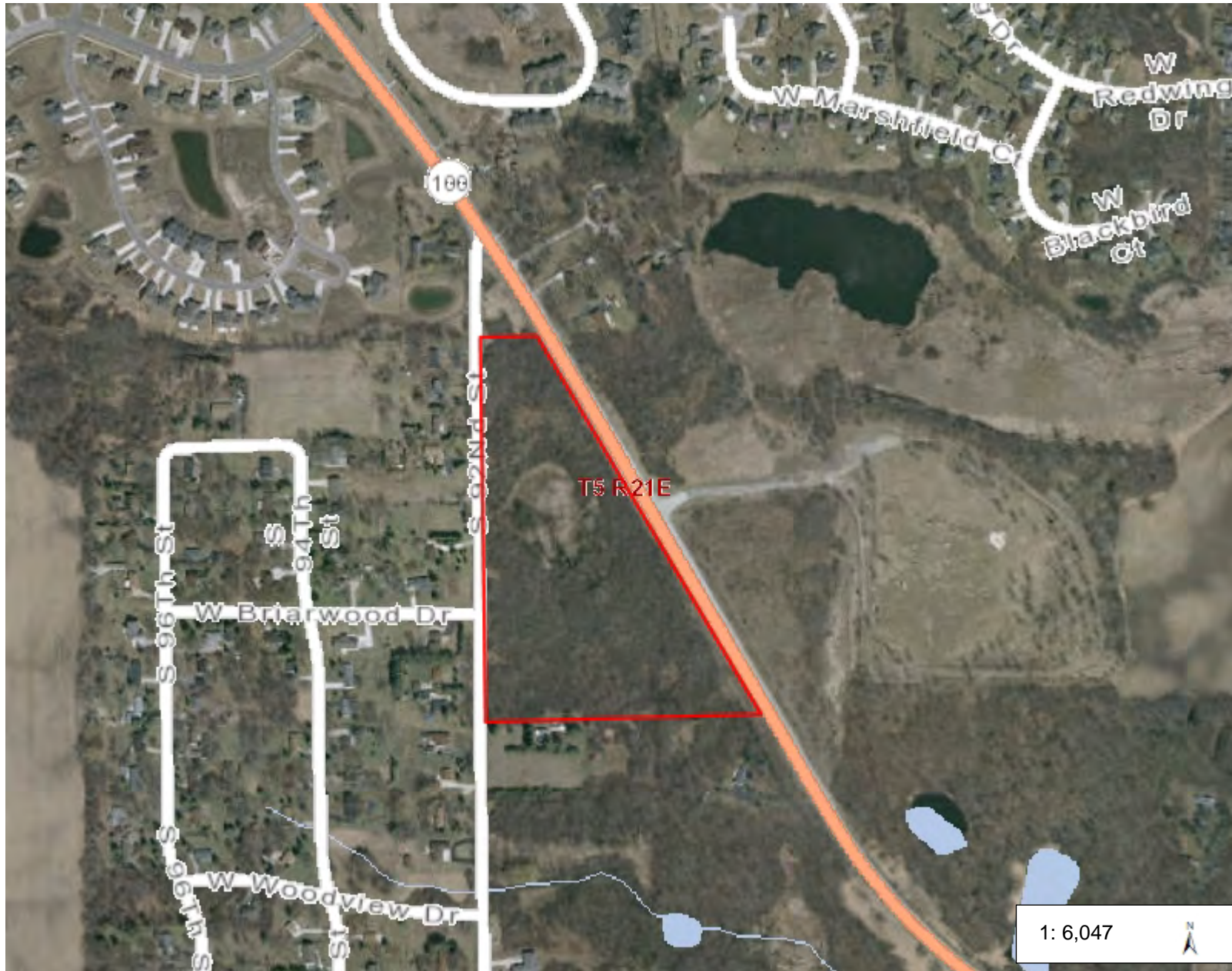
Quality Customer Service is Important to Us. Tell Us How We Are Doing.

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

NAD_1983_HARN_Wisconsin_TM
© Latitude Geographics Group Ltd.

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.wi.gov/org/legal/>

From: [Jesse Wesolowski](#)
To: [Sandi Wesolowski](#); [Shirley Roberts](#)
Cc: [Steve Olson](#); [Susanne Mayer](#); [Glen Morrow](#); [Nick Fuchs](#)
Subject: Fwd: Hwy 100 & 92nd St (1997 corridor expansion plan)
Date: Tuesday, May 12, 2015 4:58:42 PM
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.

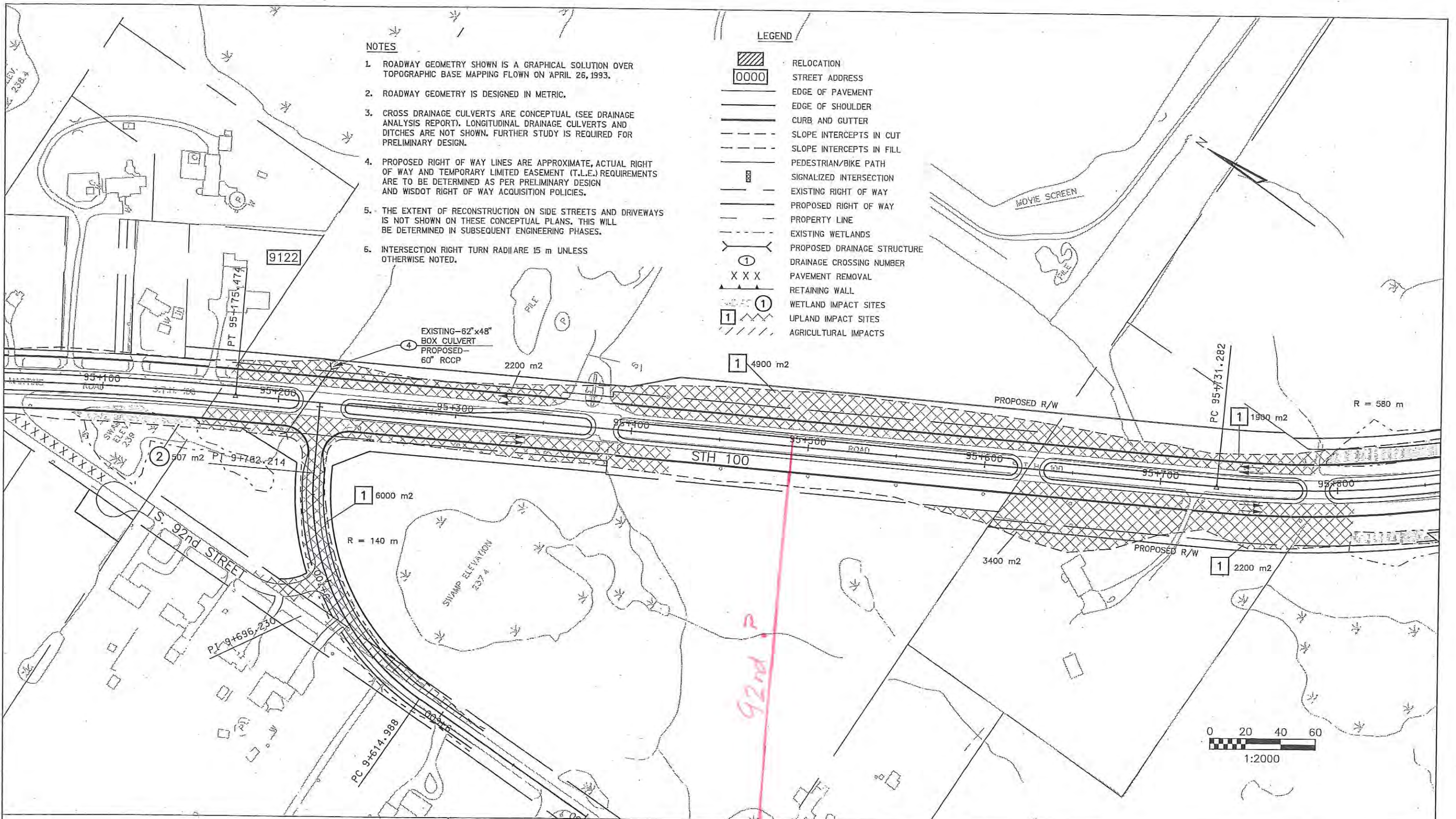
Thank you,
Vida Shaffer, PE
Project Mgr. – SE Fwys
WisDOT – SE Region
262-548-6766

NOTES

1. ROADWAY GEOMETRY SHOWN IS A GRAPHICAL SOLUTION OVER TOPOGRAPHIC BASE MAPING FLOWN 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 WISDOT RIGHT OF WAY ACQUISITION 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 RADIARE 15 m UNLESS OTHERWISE NOTED.

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 DRAINAGE STRUCTURE
- DRAINAGE CROSSING NUMBER
- PAVEMENT REMOVAL
- RETAINING WALL
- WETLAND IMPACT SITES
- UPLAND IMPACT SITES
- AGRICULTURAL IMPACTS



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

APPROVAL	REQUEST FOR COUNCIL ACTION	MTG. DATE
Reports & Recommendations	SUBJECT: Analysis of Water Service to Matt Talbot Recovery Services 9132 S. 92 nd Street.	05/14/2015
		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

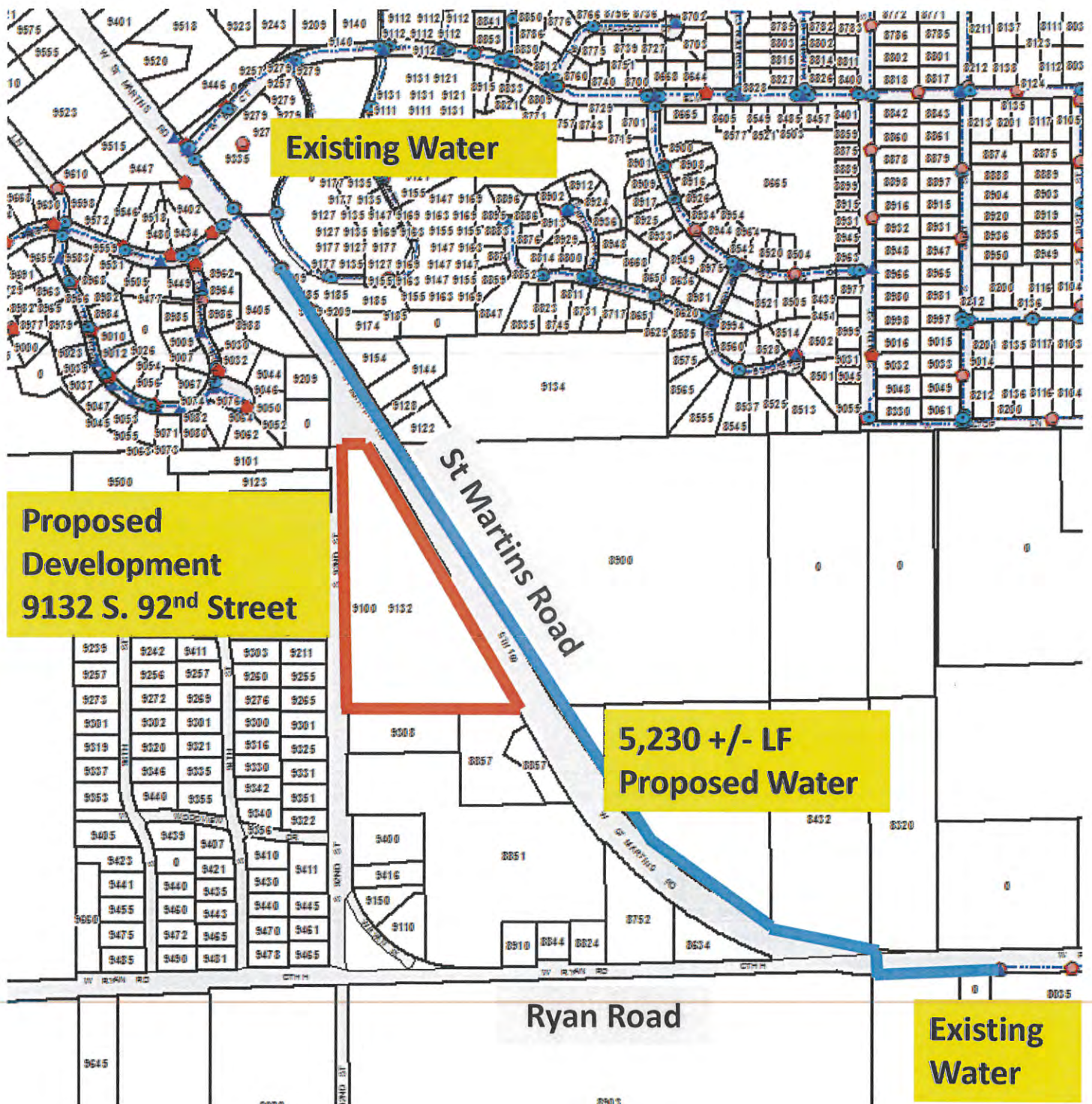
² Previous information supplied by developer = \$106,978

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

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

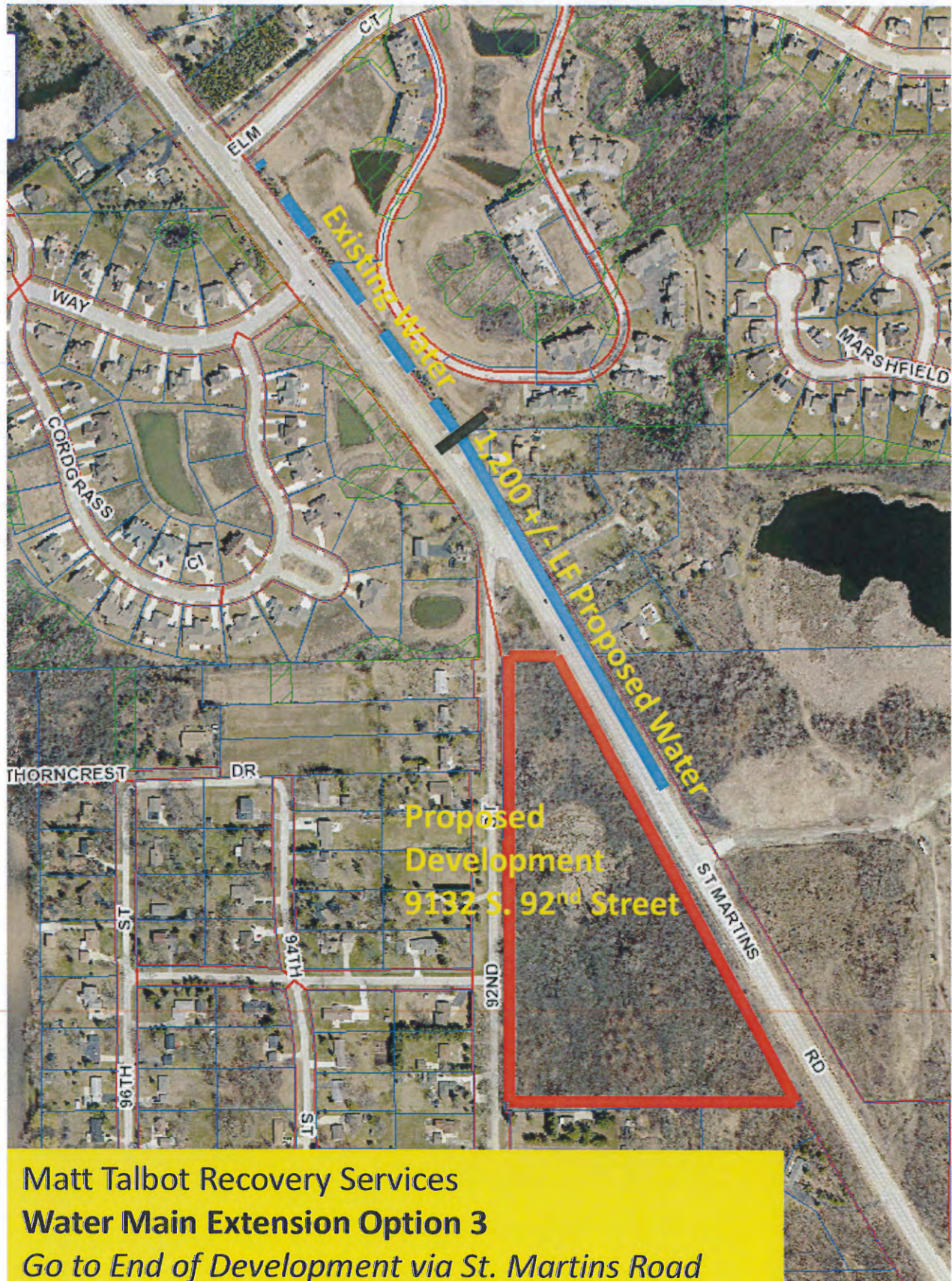
RECOMMENDATION

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

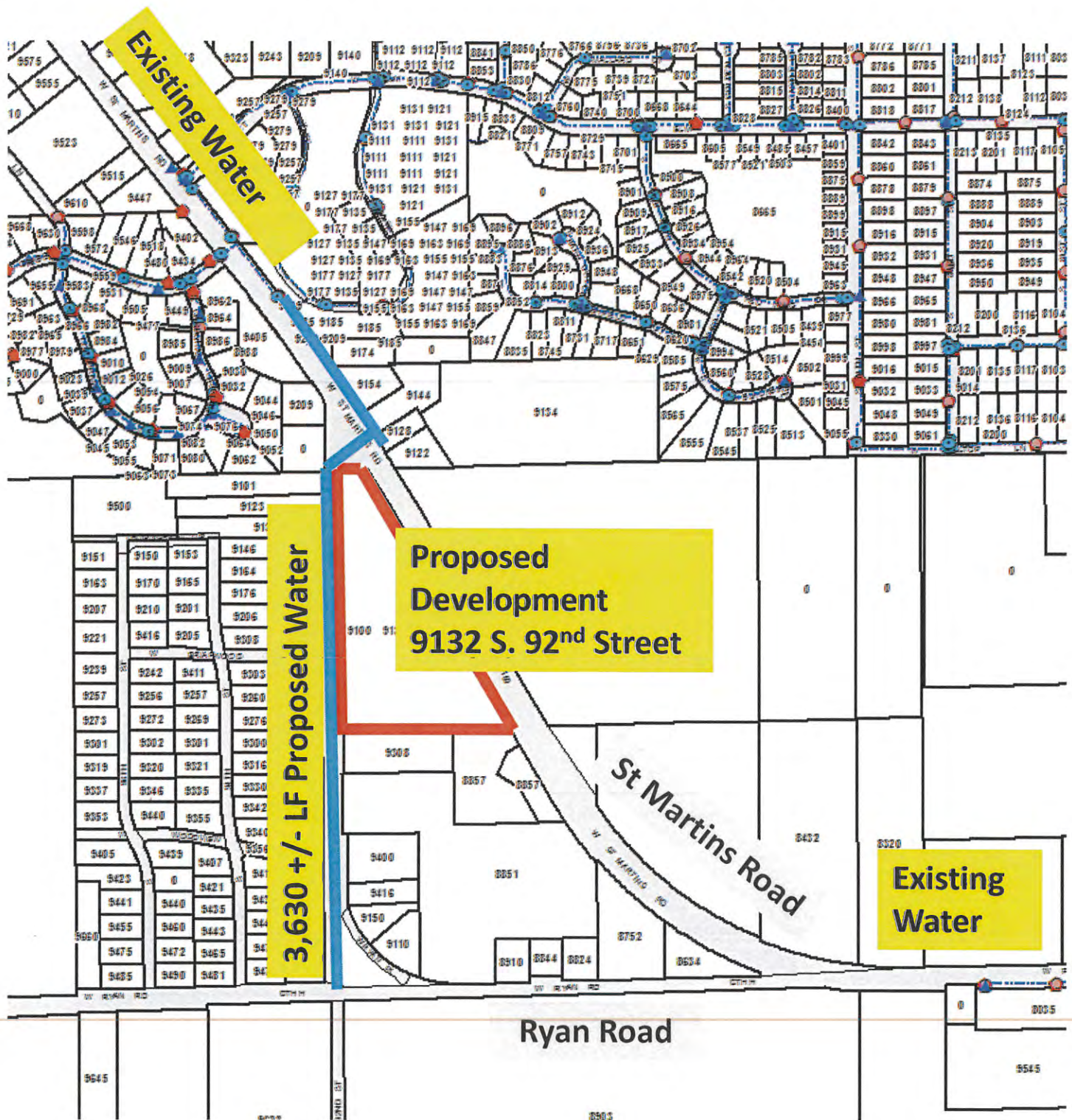


Matt Talbot Recovery Services
Water Main Extension Option 1
Go to Ryan Road via St. Martins Road

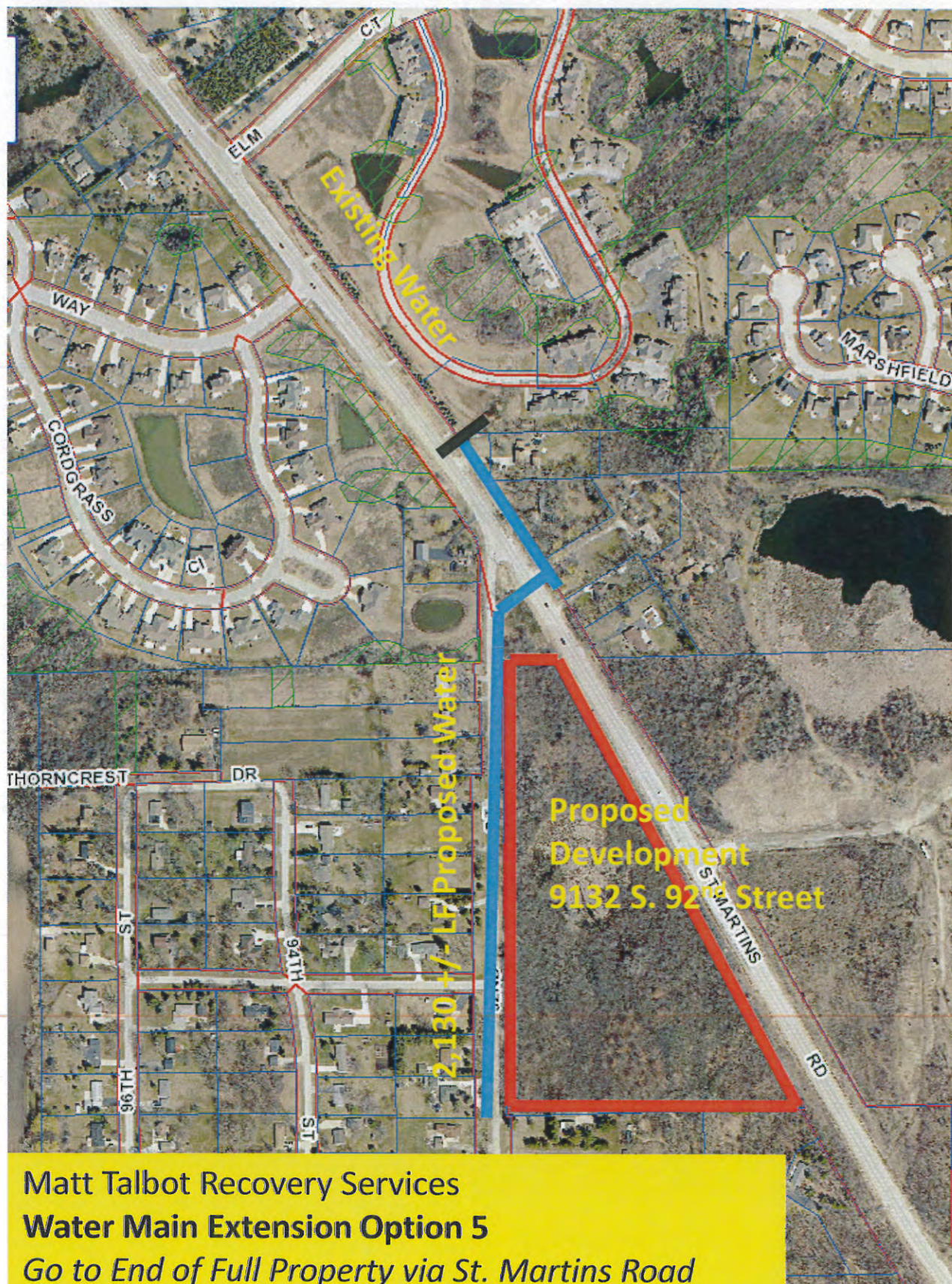


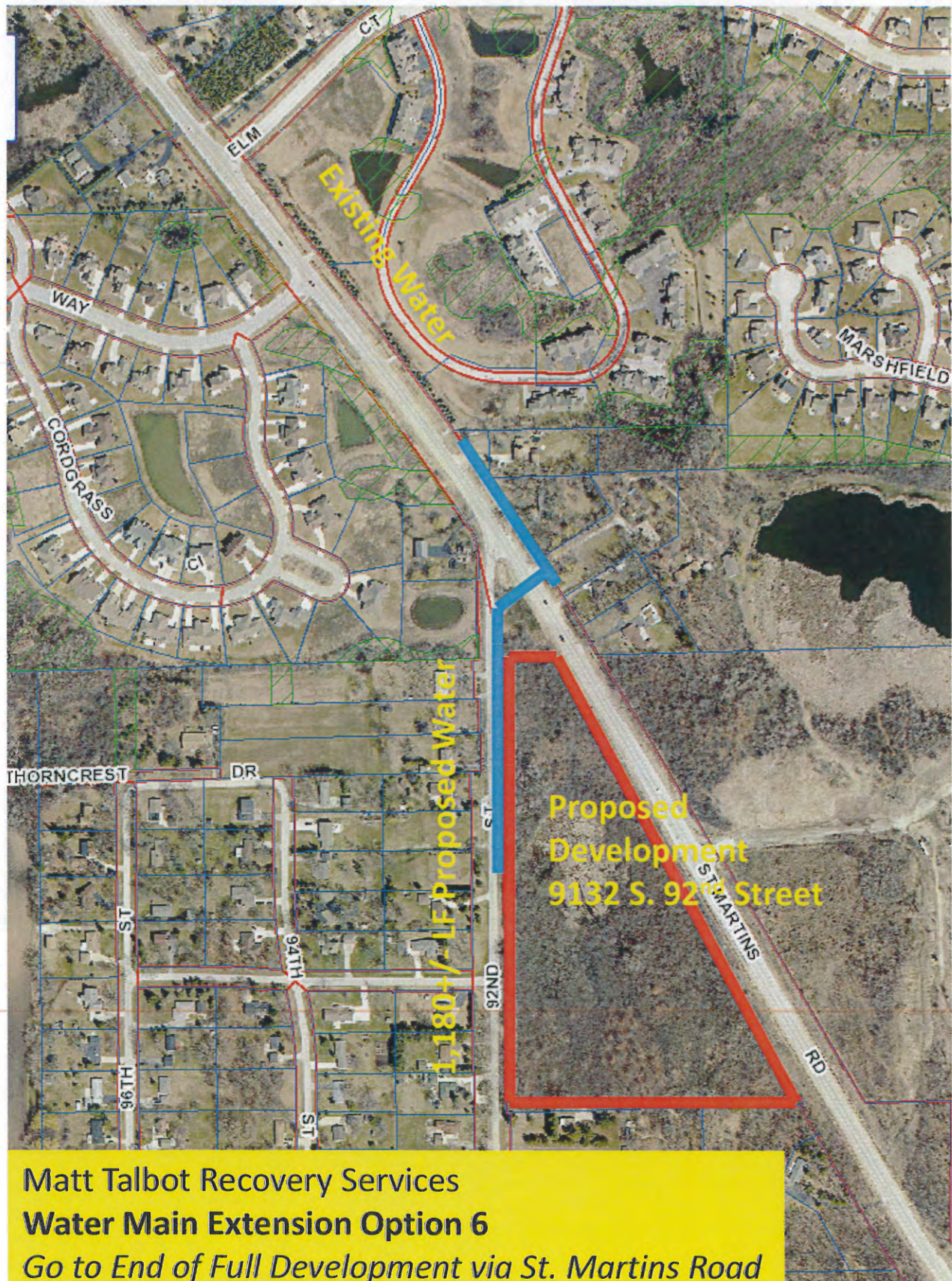


Matt Talbot Recovery Services
Water Main Extension Option 3
Go to End of Development via St. Martins Road



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



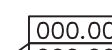




















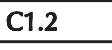


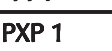












Matt Talbot Recovery Services
Water Main Extension Option 6
Go to End of Full Development via St. Martins Road

PROPOSED CBRF FOR: MATT TALBOT RECOVERY SERVICES

FRANKLIN, WISCONSIN

LEGEND

	PROPOSED SPOT ELEVATIONS (FLOW LINE OF CURB UNLESS OTHERWISE SPECIFIED)		EXISTING CONIFEROUS TREE
	PROPOSED SPOT ELEVATIONS (TOP OF RETAINING WALL, TOP OF SURFACE GRADE AT BOTTOM OF WALL)		EXISTING SHRUB
	PROPOSED SPOT ELEVATIONS (TOP OF CURB, BOTTOM OF CURB)		EXISTING STUMP
	PROPOSED SPOT ELEVATIONS (TOP OF WALK, BOTTOM OF WALK)		SOIL BORING
	EXISTING WATER VALVE IN BOX		EXISTING WELL
	PROPOSED WATER VALVE IN BOX		PROPOSED WELL
	EXISTING WATER VALVE IN MANHOLE		EXISTING LIGHT POLE
	EXISTING WATER SERVICE VALVE		EXISTING SIGN
	EXISTING TELEPHONE MANHOLE		CENTER LINE
	EXISTING ROUND CATCH BASIN		EXISTING HANDICAP PARKING STALL
	PROPOSED ROUND CATCH BASIN		PROPOSED HANDICAP PARKING STALL
	EXISTING SQUARE CATCH BASIN		EXISTING GAS VALVE
	EXISTING CURB INLET		EXISTING WOODED AREA
	PROPOSED CURB INLET		EXISTING HEDGE
	EXISTING UTILITY POLE		EXISTING CHAINLINK FENCE
	EXISTING UTILITY POLE WITH GUY WIRE		EXISTING WOOD FENCE
	EXISTING STREET LIGHT		EXISTING BARBED WIRE FENCE
	EXISTING TELEPHONE PEDESTAL		PROPERTY LINE
	EXISTING ELECTRIC PEDESTAL		EXISTING GUARD RAIL
	EXISTING ELECTRIC BOX		EXISTING STORM SEWER AND MANHOLE
	EXISTING CABLE TV PEDESTAL		PROPOSED STORM SEWER AND MANHOLE
	PROPOSED DRAINAGE FLOW		EXISTING SANITARY SEWER AND MANHOLE
	1-1/4" REBAR SET WEIGHING 4.30 LB/FT.		PROPOSED SANITARY SEWER AND MANHOLE
	3/4" REBAR SET WEIGHING 1.50 LB/FT.		EXISTING WATER LINE AND HYDRANT
	1-1/4" REBAR FOUND		PROPOSED WATER LINE AND HYDRANT
	3/4" REBAR FOUND		EXISTING OVERHEAD UTILITY LINE
	2" IRON PIPE FOUND		EXISTING UNDERGROUND FIBER OPTIC LINE
	1" IRON PIPE FOUND		EXISTING UNDERGROUND ELECTRIC CABLE
	EXISTING FLOOD LIGHT		EXISTING UNDERGROUND TELEPHONE CABLE
	SECTION CORNER		EXISTING UNDERGROUND GAS LINE
	PROPOSED APRON ENDWALL		PROPOSED CURB AND GUTTER
	EXISTING MARSH AREA		GRADING/SEEDING LIMITS
	EXISTING DECIDUOUS TREE WITH TRUNK DIAMETER		RIGHT-OF-WAY LINE
			PROPERTY LINE
			RAILROAD TRACKS
			EXISTING GROUND CONTOUR
			PROPOSED GROUND CONTOUR

CIVIL SHEET INDEX

SHEET	SHEET TITLE	ISSUED FOR CITY REVIEW	ISSUED FOR PLAN COMMISSION APPROVAL	REVISION #1	REVISION #3	REVISION #4	ISSUED FOR CONSTRUCTION
	DATE:	2-5-15	3-6-15	5-11-15	-	-	-
C1.0	CIVIL COVER AND SPECIFICATION SHEET	PRELIM	PRELIM	PRELIM			
C1.1	EXISTING SITE AND DEMOLITION PLAN	PRELIM	PRELIM	PRELIM			
C1.2	SITE PLAN	PRELIM	PRELIM	PRELIM			
C1.3	GRADING, UTILITIES, AND EROSION CONTROL PLAN	PRELIM	PRELIM	PRELIM			
C1.4	NATURAL RESOURCES PROTECTION PLAN	PRELIM	PRELIM	PRELIM			
C1.5	LANDSCAPE PLAN	PRELIM	PRELIM	PRELIM			
PP1	PUBLIC WATER MAIN EXTENSION	PRELIM	PRELIM	PRELIM			
PXP 1	SITE PHOTOMETRIC LIGHTING PLAN	PRELIM	PRELIM	PRELIM			
PXP 2	SITE LIGHTING CUT SHEETS	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 DAYE P: (920) 926-9800 F: (920) 926-9801 jason.d@excelengineer.com	ESTATE OF LEO SHINKEN C.O. BONNIE JAEGER SHINKEN

PROJECT NOTES

GENERAL NOTES:

- CONSTRUCTION STAKING SHALL BE COMPLETED BY EXCEL ENGINEERING. CONTRACTOR TO CONTACT CONTRACTOR 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. THE CONTRACTOR WILL BE INVOICED 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 RESTAKING WILL 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.

PLAN SPECIFICATIONS (BASED ON CSI FORMAT)

- C. ALL EROSION CONTROL DEVICES SHALL AT A MINIMUM BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT PRODUCES 0.5 INCHES OF RAIN OR MORE DURING A 24 HOUR PERIOD. MAINTENANCE SHALL BE PERFORMED PER WISCONSIN ADMINISTRATIVE CODE (W.A.C.) NR 151 STORMWATER MANAGEMENT TECHNICAL STANDARD REQUIREMENTS.
- D. EROSION CONTROL MEASURES SHALL NOT BE REMOVED UNTIL THE AREA(S) SERVED HAVE ESTABLISHED VEGETATIVE COVER.
- E. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL LOCAL EROSION CONTROL PERMITS.

DIVISION 32 EXTERIOR IMPROVEMENTS

32.10.00 AGGREGATE BASE & ASPHALT PAVEMENT

- A. CONTRACTOR TO PROVIDE COMPACTED AGGREGATE BASE AND HOT MIX ASPHALT PAVEMENT WHERE INDICATED ON THE PLANS. ALL AGGREGATE PROVIDED MUST COMPLY WITH SECTION 305 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. PROVIDE HOT MIX ASPHALT MIXTURE TYPES PER SECTION 460 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. CONTRACTOR TO PROVIDE AGGREGATE BASE AND HOT MIX ASPHALT PAVEMENT TYPES AND DEPTHS AS INDICATED BELOW:

STANDARD ASPHALT PAVING
1-1/2" SURFACE COURSE (E-0.3)
1-1/2" BINDER COURSE (E-0.3)
4" OF 1-1/4" CRUSHED AGGREGATE
6" OF 3" CRUSHED AGGREGATE

- B. 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 AREAS SHALL BE PAVED TO WITHIN 0.10 OF DESIGN SURFACE GRADES WITH POSITIVE DRAINAGE BEINGS MAINTAINED IN ACCORDANCE WITH DESIGN PLANS. A MINIMUM OF 1% SLOPE SHALL BE MAINTAINED IN ALL ASPHALT PAVEMENT AREA.

- C. HOT MIX ASPHALT CONSTRUCTION TO BE PROVIDED PER MORE STRINGENT REQUIREMENTS OF GEOTECHNICAL REPORT OR CONSTRUCTION DOCUMENTS.

- D. CONTRACTOR TO PROVIDE 4" WIDE YELLOW PAINTED STRIPING FOR PARKING STALLS, TRAFFIC LANES, AND NO PARKING AREAS. YELLOW PAINT MARKINGS SHALL ALSO BE PROVIDED FOR I.C. ACCESSIBLE SYMBOLS, TRAFFIC ARROWS, AND TRAFFIC MESSAGES.

32.20.00 CONCRETE AND AGGREGATE BASE

- A. CONTRACTOR TO PROVIDE CRUSHED AGGREGATE BASE AND CONCRETE WHERE INDICATED ON THE PLANS.

- B. ALL AGGREGATE PROVIDED MUST COMPLY WITH SECTION 305 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. ALL AGGREGATE PLACES 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 ACI 330R-08.

- D. EXTERIOR CONCRETE FLAT WORK CONSTRUCTION TO BE PROVIDED PER MORE STRINGENT REQUIREMENTS OF THE GEOTECHNICAL REPORT OR THIS SPECIFICATION. CONCRETE FLAT WORK CONSTRUCTION IS AS FOLLOWS:

1. SIDEWALK SPECIFICATION - 4" OF CONCRETE OVER 4" OF 3/4" CRUSHED AGGREGATE BASE. CONSTRUCTION JOINTS SHALL CONSIST OF 1/8" WIDE BY 1" DEEP TOoled JOINT WHERE INDICATED ON THE PLANS.

E. DESIGN MIXES SHALL BE IN ACCORDANCE WITH ASTM C84

1. STRENGTH TO BE MINIMUM OF 4,000 PSI AT 28 DAYS FOR EXTERIOR CONCRETE.
2. SLUMP SHALL NOT EXCEED 4" FOR EXTERIOR CONCRETE FLAT WORK
3. CURB SHALL BE 2.5" FOR NON SLIP-FORMED CURB AND CUTTER.
4. SLUMP SHALL BE BETWEEN 1.5" TO 3" FOR NON SLIP-FORMED CURB AND CUTTER.
5. ALL EXTERIOR CONCRETE SHALL BE AIR ENTRAINED WITH 4% TO 7% AIR CONTENT. NO OTHER ADMIXTURES SHALL BE USED WITHOUT APPROVAL OF EXCEL ENGINEERING, INC. CALCIUM CHLORIDE SHALL NOT BE USED.
6. MAXIMUM AGGREGATE SIZE FOR ALL EXTERIOR CONCRETE SHALL BE 0.75 INCHES.

- F. ALL EXTERIOR MECHANICAL EQUIPMENT CONCRETE PADS SHALL BE SIZED AND DESIGNED BY THE EQUIPMENT SUPPLIER.

- G. ALL CONCRETE FLAT WORK SURFACES AND CONCRETE CURB FLOWLINES SHALL BE CONSTRUCTED TO WITHIN 0.05" OF DESIGN SURFACE AND FLOWLINE GRADINGS ASSUMING POSITIVE DRAINAGE IS MAINTAINED IN ACCORDANCE WITH THE DESIGN PLANS.

- H. CONCRETE FLAT WORK SHALL HAVE CONSTRUCTION JOINTS OR SAW CUT JOINTS PLACED AS INDICATED ON THE PLANS OR PER THIS SPECIFICATION. SAWCUTS SHALL BE DONE AS SOON AS POSSIBLE, BUT NO LATER THAN 24 HOURS AFTER CONCRETE IS PLACED. CONCRETE CURB AND CUTTER JOINTING SHALL BE PLACED EVERY 10' OR CLOSER (8' MIN.). ALL EXTERIOR CONCRETE SHALL HAVE A LIGHT BROOM FINISH UNLESS NOTED OTHERWISE. A UNIFORM COAT OF A HIGH SOLIDS CURING COMPOUND MEETING ASTM C698 SHOULD BE APPLIED TO ALL EXPOSED CONCRETE SURFACES. ALL CONCRETE IS TO BE CURED FOR 7 DAYS. EXTERIOR CONCRETE SHALL BE SEPARATED FROM BUILDINGS WITH CONTINUOUS 0.5 INCH FIBER EXPANSION JOINT AND/OR 0.25 INCH FIBER EXPANSION JOINT AT DECORATIVE MASONRY UNITS.

- I. ALL REINFORCING BARS SHALL BE ASTM A615 GRADE 60. THICKNESS OF CONCRETE COVER OVER REINFORCEMENT SHALL BE NOT LESS THAN 3" WHERE CONCRETE IS DEPOSITED AGAINST THE GROUND WITHOUT THE USE OF FORMS AND NOT LESS THAN 1.5" IN ALL OTHER LOCATIONS. ALL REINFORCING SHALL BE LAPPED 30 DIAMETERS FOR UP TO #6 BARS, 30 DIAMETERS FOR #7 TO #10 BARS OR AS NOTED ON THE DRAWINGS AND EXTENDED AROUND CORNERS WITH CORNER BARS. PLACING AND DETAILING OF STEEL REINFORCING AND REINFORCING SUPPORTS SHALL BE IN ACCORDANCE WITH CRSI AND ACI MANUAL AND STANDARD PRACTICES. THE REINFORCEMENT SHALL NOT BE PAINTED AND MUST BE FREE OF GREASE, OIL, DIRT OR DEEP RUST WHEN PLACED IN THE WORK. ALL WELDED WIRE FABRIC SHALL MEET THE REQUIREMENTS OF ASTM A 185. WELDED WIRE FABRIC SHALL BE PLACED 2" FROM TOP OF SLAB, UNLESS INDICATED OTHERWISE.

- J. CONTRACTOR SHALL ENGAGE A QUALIFIED INDEPENDENT TESTING AND INSPECTING AGENCY TO SAMPLE MATERIALS, PERFORM TESTS, AND SUBMIT TEST RESULTS DURING CONCRETE PLACEMENT. TESTS WILL BE PERFORMED ACCORDING TO ACI 301. CAST AND LABORATORY CURE ONE SET OF FOUR STANDARD CYLINDERS FOR EACH COMPOSITE SAMPLE FOR EACH DAY'S POUR OF EACH CONCRETE MIX EXCEEDING 8.0 CU. YD., BUT LESS THAN 25 CU. YD., PLUS ONE SET FOR EACH ADDITIONAL 80 CU. YD. OR THEREABOUTS. PERFORM COMPRESSIVE-STRENGTH TESTS ACCORDING TO ASTM C 39. TEST TWO SPECIMENS AT 7 DAYS AND TWO SPECIMENS AT 28 DAYS. PERFORM SLUMP TESTING ACCORDING TO ASTM C 143. PERFORM A SET POINT OF PLACEMENT FOR EACH COMPOSITE SAMPLE, BUT NOT LESS THAN ONE TEST FOR EACH DAY'S POUR OF EACH CONCRETE MIX. PERFORM ADDITIONAL TESTS WHEN CONCRETE CONSISTENCY APPEARS TO CHANGE.

- K. PROTECT FRESHLY PLACED CONCRETE FROM PREMATURE DRYING AND EXCESSIVE COLD OR HOT TEMPERATURES. IN HOT, DRY, AND WINDY WEATHER, APPLY AN EVAPORATION-CONTROL COMPOUND ACCORDING TO MANUFACTURER'S INSTRUCTIONS AFTER SCREEDING AND BULL FLOATING, BUT BEFORE POWER FLOATING AND TROWELLING.

- L. LIMIT MAXIMUM WATER-CEMENTIOUS RATIO OF CONCRETE EXPOSED TO FREEZING, THAWING AND DEICING SALTS TO 0.45.

- M. TEST RESULTS WILL BE REPORTED IN WRITING TO THE DESIGN ENGINEER, READY-MIX PRODUCER, AND CONTRACTOR WITHIN 24 HOURS AFTER TESTS. REPORTS OF COMPRESSIVE STRENGTH TESTS SHALL CONTAIN THE PROJECT IDENTIFICATION NAME AND NUMBER, DATE OF CONCRETE PLACEMENT, NAME OF CONCRETE TESTING SERVICE, CONCRETE TYPE AND CLASS, LOCATION OF CONCRETE BATCH IN STRUCTURE, DESIGN COMPRESSIVE STRENGTH AT 28 DAYS, CONCRETE MIX PROPORTIONS AND MATERIALS, COMPRESSIVE BREAKING STRENGTH, AND TYPE OF BREAK FOR BOTH 7-DAY TESTS AND 28-DAY TESTS.

- N. CONTRACTOR TO PROVIDE 4" WIDE YELLOW PAINTED STRIPING FOR PARKING STALLS, TRAFFIC LANES, AND NO PARKING AREAS. YELLOW PAINT MARKINGS SHALL ALSO BE PROVIDED FOR I.C. ACCESSIBLE SYMBOLS, TRAFFIC ARROWS, AND TRAFFIC MESSAGES.

32.30.00 LANDSCAPING AND SITE STABILIZATION

- A. TOPSOIL: CONTRACTOR TO PROVIDE A MINIMUM OF 6" OF TOPSOIL FOR ALL DISTURBED OPEN AREAS. REUSE SURFACE SOIL STOCKPILED ON SITE AND SUPPLEMENT WITH IMPORTED OR MANUFACTURED TOPSOIL FROM OFF SITE SOURCES WHEN QUANTITIES ARE INSUFFICIENT. PROVIDE SOIL ANALYSIS BY A QUALIFIED SOIL TESTING LABORATORY AS REQUIRED TO VERIFY THE SUITABILITY OF SOIL TO BE USED AS TOPSOIL AND TO DETERMINE THE NECESSARY SOIL AMENDMENTS. TEST SOIL FOR PRESENCE OF ATRAZINE AND INFORM EXCEL ENGINEERING, INC. IF PRESENT PRIOR TO BIDDING PROJECT. TOPSOIL SHALL HAVE A PH RANGE OF 5.5 TO 8, CONTAIN A MINIMUM OF 5 PERCENT ORGANIC MATERIAL CONTENT, AND SHALL BE FREE OF STONES 1 INCH OR LARGER IN DIAMETER. ALL MATERIALS HARMFUL TO PLANT GROWTH SHALL ALSO BE REMOVED.

- B. TOPSOIL INSTALLATION: LOOSEN SUBGRADE TO A MINIMUM DEPTH OF 6 INCHES AND REMOVE STONES LARGER THAN 1" IN DIAMETER, ALSO REMOVE ANY STICKS, ROOTS, RUBBISH, AND OTHER EXTRANEANUS MATTER AND DISPOSE OF THEM OFF THE PROPERTY. SPREAD TOPSOIL TO A DEPTH OF 6" BUT NOT LESS THAN 1/8" REQUIRED TO MEET FINISHED GRADES AFTER ROLLING AND NATURAL SETTLEMENT. DO NOT SPREAD TOPSOIL IF SUBGRADE IS FROZEN, MUDDY, OR EXCESSIVELY WET. GRADE PLANTING AREAS TO A SMOOTH, UNIFORM SURFACE PLANE WITH LOOSE, UNIFORM FINE TEXTURE. GRADE TO WITHIN 0.05 FEET OF FINISHED GRADE ELEVATION.

- C. SEEDING LAWNS: 1. PERMANENT LAWN AREAS SHALL BE SEEDDED WITH THE FOLLOWING MIXTURE: 66% KENTUCKY BLUEGRASS BLEND (2.0-2.6 LBS./1,000 S.F.), 25% PERENNIAL RYEGRASS (0.6-0.8 LBS./1,000 S.F.), 15% FINE FESCUE (0.4-0.6 LBS./1,000 S.F.). STRAW AND MULCH SHALL BE LAID AT 100 LBS./1,000 S.F. FERTILIZE AS PER SOIL TEST OR APPLY 5-10-10 OR EQUIVALENT AT 5-6 LBS./1,000 S.F. SEE EROSION MATTING SPECIFICATIONS AS REQUIRED.

- SPECIFICATIONS AS REQUIRED. ALL SITE DISTURBED AREAS NOT DESIGNATED FOR OTHER LANDSCAPING AND SITE STABILIZATION METHODS SHALL BE SEEDDED AS PERMANENT LAWN. NO BARE TOPSOIL SHALL BE LEFT ON SITE.

2. ALL PERMANENT AND TEMPORARY STORM WATER CONVEYANCE SWALE BOTTOMS AND SIDE SLOPES AS WELL AS STORMWATER MANAGEMENT BASIN BOTTOMS SHALL BE SEEDDED WITH THE FOLLOWING MIXTURE: 45% KENTUCKY BLUEGRASS (0.80 LBS./1,000 S.F.), 40% CREEPING RED FESCUE (0.50 LBS./1,000 S.F.), AND 15% PERENNIAL RYEGRASS (0.20 LBS./1,000 S.F.). FERTILIZE AS PER SOIL TEST OR APPLY 5-10-10 OR EQUIVALENT AT 5-6 LBS./1,000 S.F. SEE EROSION MATTING SPECIFICATIONS AS REQUIRED.

3. ALL TEMPORARY SEEDING SHALL CONSIST OF THE FOLLOWING MIXTURE: 100% RYEGRASS AT 1.9 LBS./1,000 S.F. STRAW AND MULCH SHALL BE LAID AT 100 LBS./1,000 S.F. FERTILIZE AS PER SOIL TEST OR APPLY 5-10-10 OR EQUIVALENT AT 5-6 LBS./1,000 S.F. SEE EROSION MATTING SPECIFICATIONS AS REQUIRED.

- C. SEEDING LAWN MAINTENANCE: CONTRACTOR TO PROVIDE MAINTENANCE OF ALL LANDSCAPING FOR A PERIOD OF 90 DAYS FROM THE DATE OF INSTALLATION. AT THE END OF THE MAINTENANCE PERIOD, A HEALTHY, UNIFORM, CLOSE STAND OF GRASS SHOULD BE ESTABLISHED FREE OF WEEDS AND SURFACE IRREGULARITIES. LAWN COVERAGE SHOULD EXCEED 90% AND BARE SPOTS SHOULD NOT EXCEED 5". CONTRACTOR SHOULD REESTABLISH LAWNS THAT DO NOT COMPLY WITH THESE REQUIREMENTS AND CONTINUE MAINTENANCE UNTIL LAWNS ARE SATISFACTORY.

D. EROSION MATTING:

1. CONTRACTOR TO PROVIDE EROSION CONTROL MATTING (NORTH AMERICAN GREEN 8150) OR EQUIVALENT ON ALL SLOPES THAT ARE 4:1 AND GREATER OUTSIDE OF STORMWATER CONVEYANCE SWALES AND STORMWATER MANAGEMENT BASINS.
2. CONTRACTOR TO PROVIDE EROSION MATTING (NORTH AMERICAN GREEN C125) OR EQUIVALENT IN ALL SWALE BOTTOMS AND SIDE SLOPES AS WELL AS STORMWATER MANAGEMENT BASIN BOTTOMS AND SIDE SLOPES AS REQUIRED.

- E. RIP RAP: ALL RIP RAP ASSOCIATED WITH STORMWATER MANAGEMENT AND STORMWATER CONVEYANCE, AS DELINEATED ON THE PLANS, SHALL BE CONSTRUCTED WITH THE TOP OF RIP RAP MATCHING THE PROPOSED ADJACENT GRADE ELEVATIONS. PLACEMENT OF RIP RAP ABOVE THE PROPOSED ADJACENT GRADE ELEVATIONS IS NOT ACCEPTABLE. ALL RIP RAP SHALL BE PLACED ON TYPE II FILTER FABRIC PER SECTION 645 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURAL CONSTRUCTION.

- F. TREES AND SHRUBS: FURNISH NURSERY-GROWN TREES AND SHRUBS WITH HEALTHY ROOT SYSTEMS DEVELOPED BY TRANSPLANTING OR ROOT PRUNING. PROVIDE WEAK SHADES TO PROTECT TREES FROM SUN SCALD, INJURIES, ABRASIONS, AND DISFIGUREMENT. SEE THE LANDSCAPE PLAN FOR SPECIFIC SPECIES TYPE, SIZE, AND LOCATION.

- G. TREE AND SHRUB INSTALLATION: EXCAVATE CIRCULAR PITS WITH SIDES SLOPED INWARD. TRIM BARE LEAVING CENTER AREA RAISED SLIGHTLY TO SUPPORT ROOTBALL. EXCAVATE PIT APPROXIMATELY THREE TIMES AS WIDE AS THE ROOT BALL DIAMETER. SET TREES AND SHRUBS PLUMB AND IN CENTER OF PIT WITH TOP OF BALL 1" ABOVE ADJACENT FINISHED GRADES. PLACE PLANTING SOIL MIX AROUND ROOT BALL IN LAYERS AND TAMP TO SETTLE MIX. WATER ALL PLANTS THOROUGHLY. PROVIDE TEMPORARY STAKING FOR TREES AS REQUIRED.

- H. TREE AND SHRUB MAINTENANCE WARRANTY: CONTRACTOR TO PROVIDE MAINTENANCE OF ALL LANDSCAPING FOR A PERIOD OF 90 DAYS FROM THE DATE OF INSTALLATION. MAINTENANCE TO INCLUDE REGULAR WATERING AS REQUIRED FOR SUCCESSFUL PLANT ESTABLISHMENT. CONTRACTOR TO PROVIDE 1 YEAR WARRANTY ON ALL TREES, SHRUBS, AND PERENNIALS.

- I. MULCH: PROVIDE 3" MINIMUM THICK BLANKET OF MULCH AT ALL PLANTING AREAS INDICATED ON THE LANDSCAPE PLAN. INSTALL OVER NON-WOVEN WEED BARRIER FABRIC. TYPE AND COLOR BY OWNER.

- J. PLASTIC EDGING: INSTALL VALLEY VIEW INDUSTRIES BLACK DIAMOND LAWN EDGING TO SEPARATE ALL PLANTING BEDS FROM LAWN AREAS. EDGING TO BE 55" TALL WITH METAL STAKES INSTALLED PER MANUFACTURER'S WRITTEN INSTRUCTIONS.

DIVISION 33 UTILITIES

33.10.00 PRIVATE SITE UTILITIES

- A. CONTRACTOR TO FIELD VERIFY ALL EXISTING UNDERGROUND UTILITIES ON SITE. CONTRACTOR TO VERIFY PIPE LOCATIONS, SIZES, AND DEPTHS AT POINT OF PROPOSED CONNECTIONS AND VERIFY PROPOSED UTILITY ROUTES ARE CLEAR (PER CODE) OF ALL EXISTING UTILITIES AND OTHER OBSTRUCTIONS PRIOR TO CONSTRUCTION. COSTS INCURRED FOR FAILURE TO DO SO SHALL BE THE CONTRACTOR'S RESPONSIBILITY.

- B. PROPOSED SANITARY PIPE SHALL BE SDR-35 PVC.

- C. CLEANOUTS SHALL BE PROVIDED FOR THE SANITARY SERVICE AT LOCATIONS INDICATED ON THE UTILITY PLAN. THE CLEANOUT SHALL CONSIST OF A COMBINATION WYE FITTING IN LINE WITH THE SANITARY SERVICE WITH THE CLEANOUT LEG OF THE COMBINATION WYE FACING STRAIGHT UP. THE CLEANOUT SHALL CONSIST OF A 4" DIA. SDR-35 PVC PIPE WITH A WATERTIGHT REMOVABLE CLEANOUT PLUG. AN 8" PVC FROST SLEEVE SHALL BE PROVIDED. THE BOTTOM OF THE FROST SLEEVE SHALL TERMINATE 12" ABOVE THE TOP OF THE SANITARY LATERAL OR AT LEAST 6" BELOW THE PREDICTED FROST DEPTH, WHICHEVER IS SHALLOWER. THE CLEANOUT SHALL EXTEND JUST ABOVE THE SURFACE GRADE IN LAWN OR LANDSCAPE AREAS WITH THE FROST SLEEVE TERMINATING IN THE GRADE SURFACE. THE CLEANOUT SHALL EXTEND TO 4 INCHES BELOW SURFACE GRADE IN PAVED SURFACES WITH A TURN (2-1/4" MIN.) HEAVY DUTY CLEANOUT HOUSING PLACED OVER THE TOP OF THE CLEANOUT FLUSH WITH THE SURFACE GRADE. IN PAVED SURFACES, THE FROST SLEEVE SHALL TERMINATE IN A CONCRETE PAD AT LEAST 6" THICK AND EXTENDING AT LEAST 7" FROM THE SLEEVE ON ALL SIDES, SLOPING AWAY FROM THE SLEEVE. THE CLEANOUT HOUSING SHALL BE CONSTRUCTED PER MANUFACTURER'S REQUIREMENTS.

- D. PROPOSED WATER PIPE SHALL BE C900 PE FOR PIPE DIAMETERS OF 4" OR LESS. C900 PVC FOR PIPE DIAMETERS OF 6" THROUGH 12", AND C-905 PVC FOR PIPE DIAMETERS OF 14" THROUGH 36". MINIMUM COVER SHALL BE PROVIDED OVER ALL WATER PIPING UNLESS OTHERWISE SPECIFIED.

- E. PROPOSED HDPE STORM PIPE SHALL BE IN ACCORDANCE WITH ASTM F406 AND F887. ALL CONCRETE STORM PIPING SHALL BE IN ACCORDANCE WITH ASTM A408 AND ASTM C79. SEE UTILITY PLANS FOR ALL STORM PIPE MATERIAL TYPES TO BE USED. PIPE SHALL BE PLACED MIN. 8" HORIZONTALLY FROM FOUNDATION WALLS.

- F. SANITARY, STORM, AND WATER UTILITY PIPE INVERTS SHALL BE CONSTRUCTED WITHIN 0.10' OF DESIGN INVERT ELEVATIONS ASSUMING PIPE SLOPE AND SEPARATION IS MAINTAINED PER THE UTILITY DESIGN PLANS AND STATE REQUIREMENTS.

- G. SITE UTILITY CONTRACTOR SHALL RUN SANITARY SERVICE TO A POINT WHICH IS A MINIMUM OF 5' FROM THE EXTERIOR WALL OF THE FOUNDATION. SITE UTILITY CONTRACTOR SHALL RUN WATER SERVICE TO A POINT WITHIN THE FOUNDATION SPECIFIED BY THE PLUMBING PLANS. CONTRACTOR TO CUT AND CAP WATER SERVICE 12" ABOVE FINISHED FLOOR ELEVATION.

- H. UTILITIES SHALL BE INSTALLED WITH PLASTIC COATED TRACER WIRE (16 TO 14 GAUGE SOLID COPPER, OR COPPER COATED STEEL WIRE). PLASTIC WIRE MAY BE TAPED TO PLASTIC WATER OR SEWER PIPE. IF ATTACHED, THE TRACER WIRE SHALL BE SECURED EVERY 6 TO 20 FEET AND AT ALL BENDS. TRACER WIRE SHALL HAVE ACCESS POINTS AT LEAST EVERY 300 FEET.

- I. UTILITIES SHALL BE INSTALLED PER STATE, LOCAL, AND INDUSTRY STANDARDS. WATER, SANITARY, AND STORM SEWER SHALL BE INSTALLED PER STANDARD SPECIFICATION FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN. THE DESIGN ENGINEER SHALL BE RESPONSIBLE FOR OBTAINING STATE PLUMBING REVISION APPROVAL. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL OTHER PERMITS REQUIRED TO INSTALL WATER, SANITARY AND STORM SEWER.

- J. SEE PLANS FOR ALL OTHER UTILITY SPECIFICATIONS AND DETAILS.

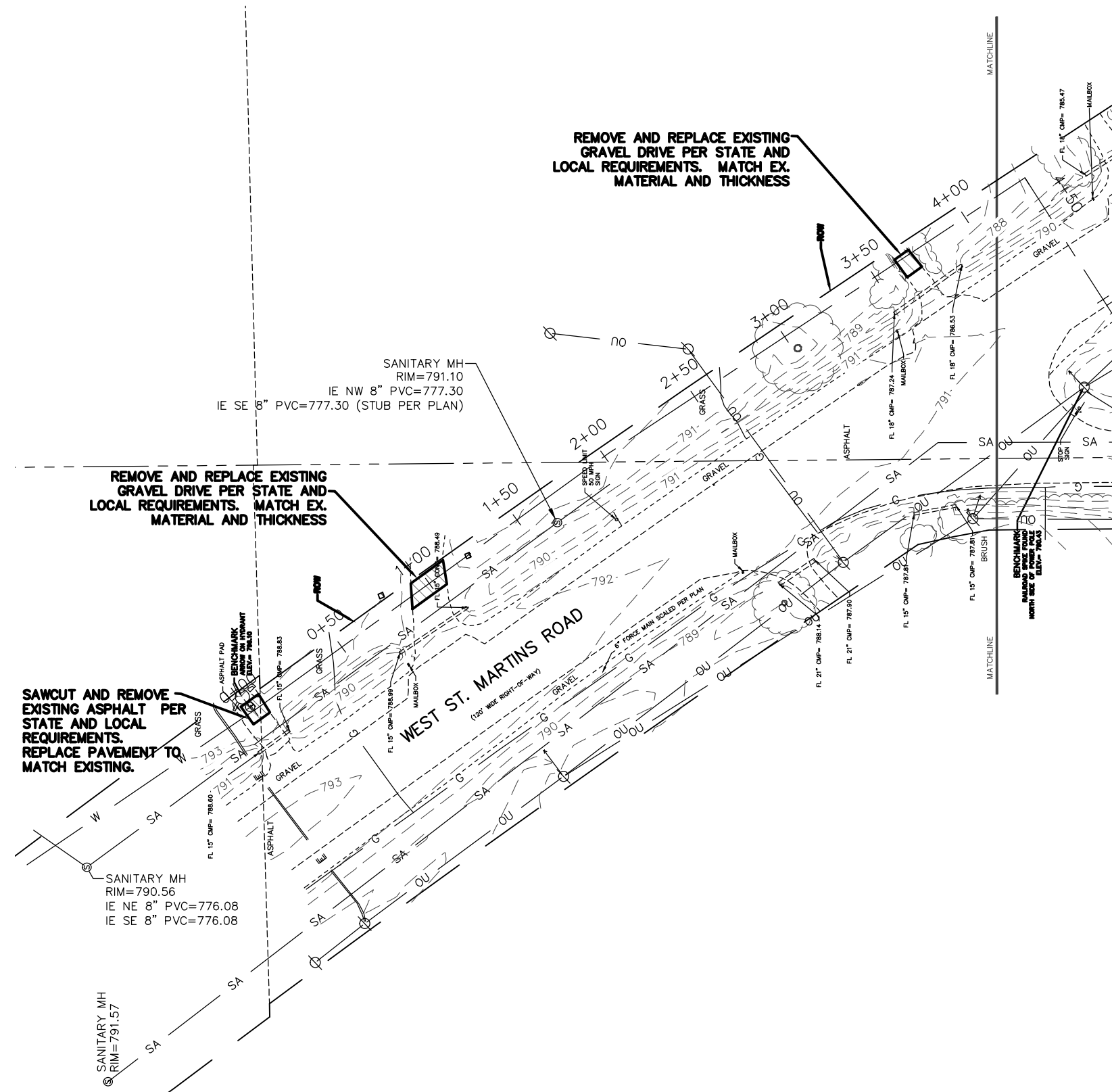
33.20.00 PUBLIC UTILITIES

- A. ALL PUBLIC WATER MAIN SHALL BE CONSTRUCTED PER CITY OF FRANKLIN WATER UTILITY DEPARTMENT SPECIFICATIONS.



TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN
CALL DIGGERS HOTLINE 1-800-242-8511
TOLL FREE
TELEFAX (414) 259-0947
TDD (FOR THE HEARING IMPAIRED) 1-800 542-2289
WISCONSIN STATUTE 182.0175 (7/174)
REQUIRES MINIMUM OF 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE

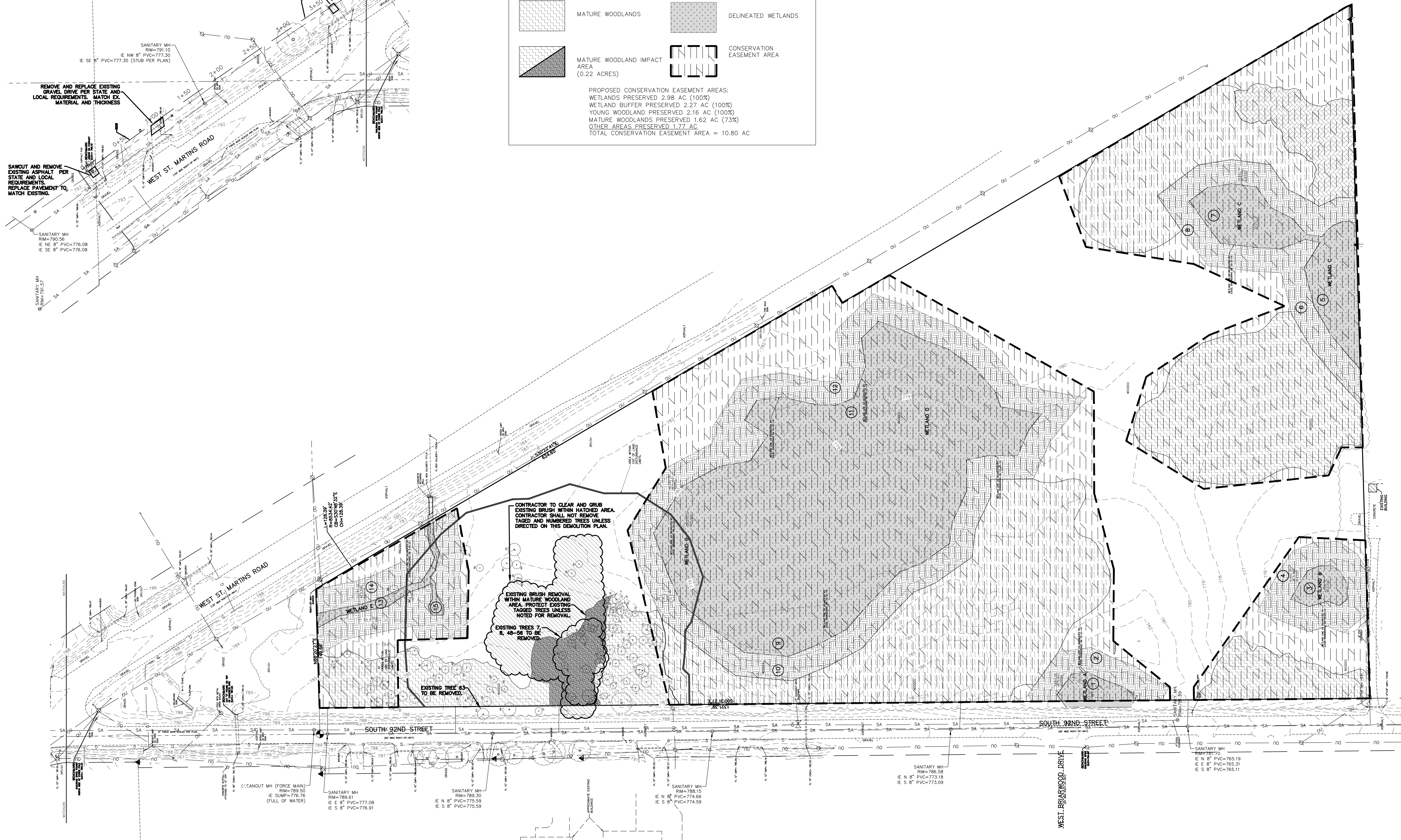
CONSTRUCTION SEQUENCE



LEGEND

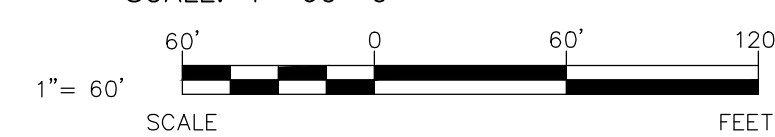
	YOUNG WOODLANDS		WETLAND BUFFER
	MATURE WOODLANDS		DELINEATED WETLANDS
	MATURE WOODLAND IMPACT AREA (0.22 ACRES)		CONSERVATION EASEMENT AREA

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

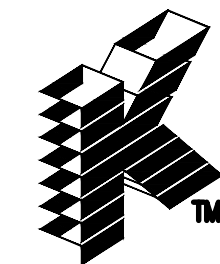


EXISTING SITE AND
DEMOLITION PLAN

SCALE: 1"=60'-0"



PRELIMINARY DRAWING - NOT FOR CONSTRUCTION



Keller

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www.kellerbuilds.com

PROPOSED BUILDING FOR:

MATT TALBOT RECOVERY SERVICES, INC.

WISCONSIN

FRANKLIN,

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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:

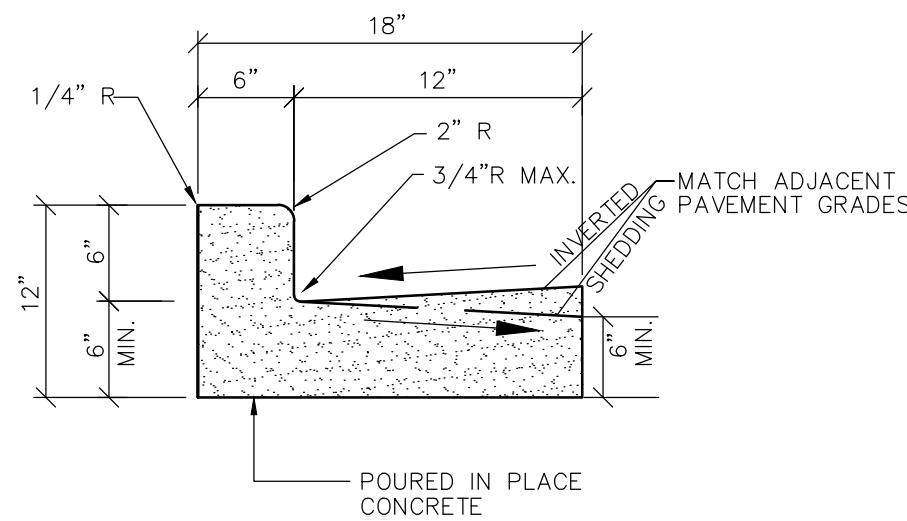
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CONTRACT NO:

DATE:

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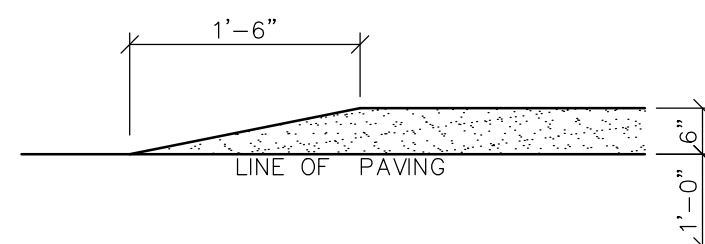


18" CONCRETE CURB & GUTTER DETAIL

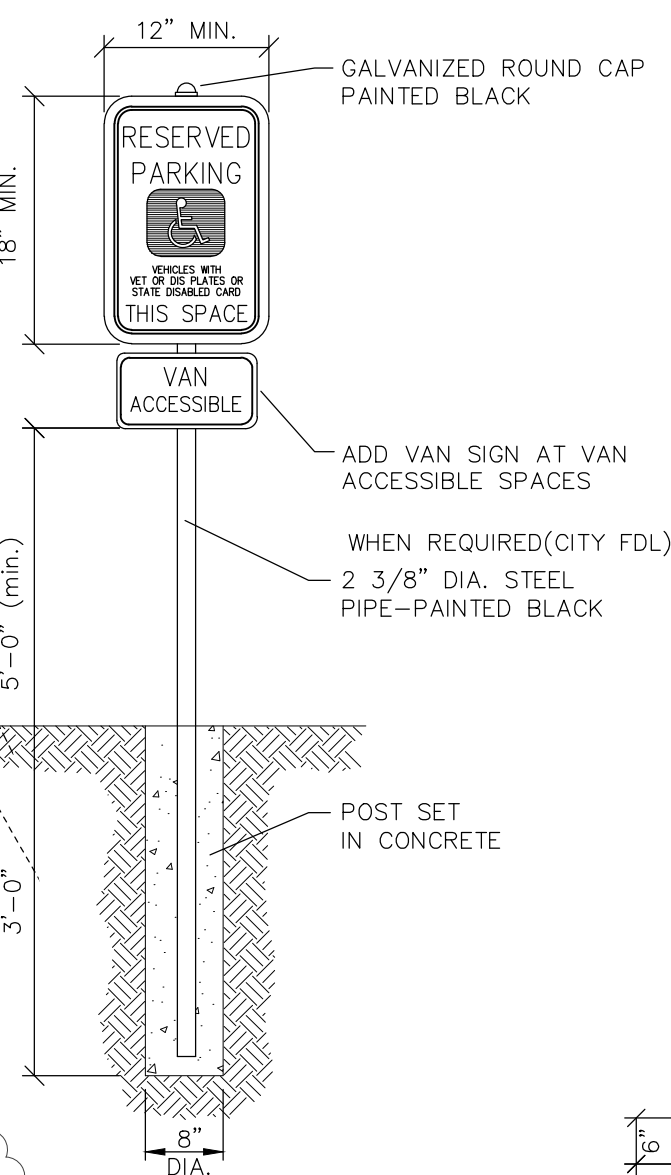


CURB RAMP DETAIL

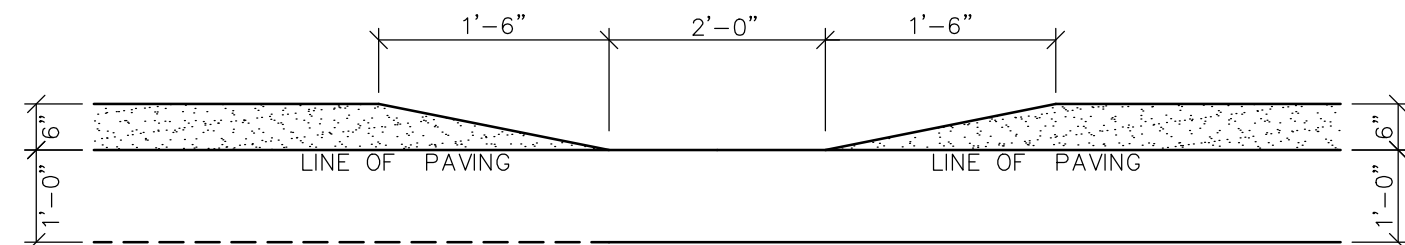
NO SCALE



TAPERED CURB DETAIL

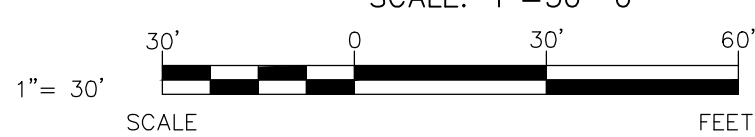


HANDICAP SIGNAGE DETAIL




CURB CUT DETAIL

SITE PLAN



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
			NRPL	Net Buildable Site Area
Buildable Area	15.52	-	7.85	7.67
			ND	Max. Net Density D.U.'s
Max. Net Density Yeild	15.52	x	1.718	13.80
			GD	Max. Gross Density D.U.'s
Max. Gross Density Yeild	15.52	x	1.718	13.80
Max Permitted D.U. of site				13.80



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M. FRANZEN

.....

DATE:

SHEET:

C1.2

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