

CITY OF GLENDALE

NOTE MEETING PLACE:

**The Plan Commission will meet in the
David Hobbs Honda for the People Community Room
Richard E. Maslowski Community Park
2200 West Bender Road
Glendale, Wisconsin 53209**

AGENDA — PLAN COMMISSION

**Tuesday, March 5, 2019
6:00 P.M.**

1. Roll Call and Pledge of Allegiance.
2. Adoption of Minutes of Meeting of February 5, 2019.
3. a. Plan Commission Use and Occupancy Review, Gardner & Associates Real Estate, 1811 West Silver Spring Drive. Review and approve real estate office use and occupancy.
Charese Gardner, Gardner & Associates Real-Estate
- b. Referral from Common Council: Petition to Amend the Land Use Plan from Single Family Residential to Commercial Office and to Rezone 357 (Lynn M. Becker Revoc. Trust), 400 (Hua Gao, Liping Zhang), and 405 (Scott & Christina Bretl) West Sugar Lane from R-7 residence District to B-1, G2 Business and Commercial District. Receive Common Council referral, review, consider, and schedule Public Hearing prior to recommend to the Common Council.
Lynn Becker (357), Scott & Christina Bretl (405), and Hua Gao/Liping Zhang (400)
- c. Referral from Common Council: Petition to Rezone 5464 North Port Washington Road (Certified Survey Map 7498, Lot 2, Tax Key Parcel 197-9021-000) from B-1, B Business and Commercial District to PD-Planned Unit Development District-Fast Food with a Drive-in Window for a Chick-fil-A Restaurant. Applicant to present Informational Statement and General Development Plan, Plan Commission to review, discuss, and schedule Public Hearing.
*Jennifer Santelli, Chick-fil-A
Joeseeph Vavrina, Engineer*
- d. Modify Specific Implementation Plan (SIP), ICAP Center, 6701 and 6789 North Port Washington Road (Former Nicolet High School District Recreation Fields). Review and approve proposal to modify the Specific Implementation Plan (SIP) for Phase I of the project which includes ALDI grocery store and Associated Bank, to include a multi-tenant building with a coffee store with a drive-in window within the northerly Phase II pad.
Brian Adamson, ICAP
- e. Certified Survey Map, ICAP Center, 6701 and 6789 North Port Washington Road (Former Nicolet High School District Recreation Fields). Review and recommend to Common Council approval of the proposed CSM.
Brian Adamson, ICAP
- f. Reschedule Regular April Plan Commission meeting to 6:00 p.m. TUESDAY, APRIL 9, 2019, due to the Tuesday, April 2, 2019, Election.

NOTICE: This is NOT a meeting of the Glendale Common Council. Although a majority of Council Members may be present, Council action will not take place.

-Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals.-

Meeting is 6:00 PM Tuesday

**David Hobbs Honda For the People Community Room
Richard E. Maslowski Community Park
2200 West Bender Road
Glendale, Wisconsin**

City of Glendale Plan Commission

6:00 P.M., Tuesday, March 5, 2019

- Plan Commission Report -



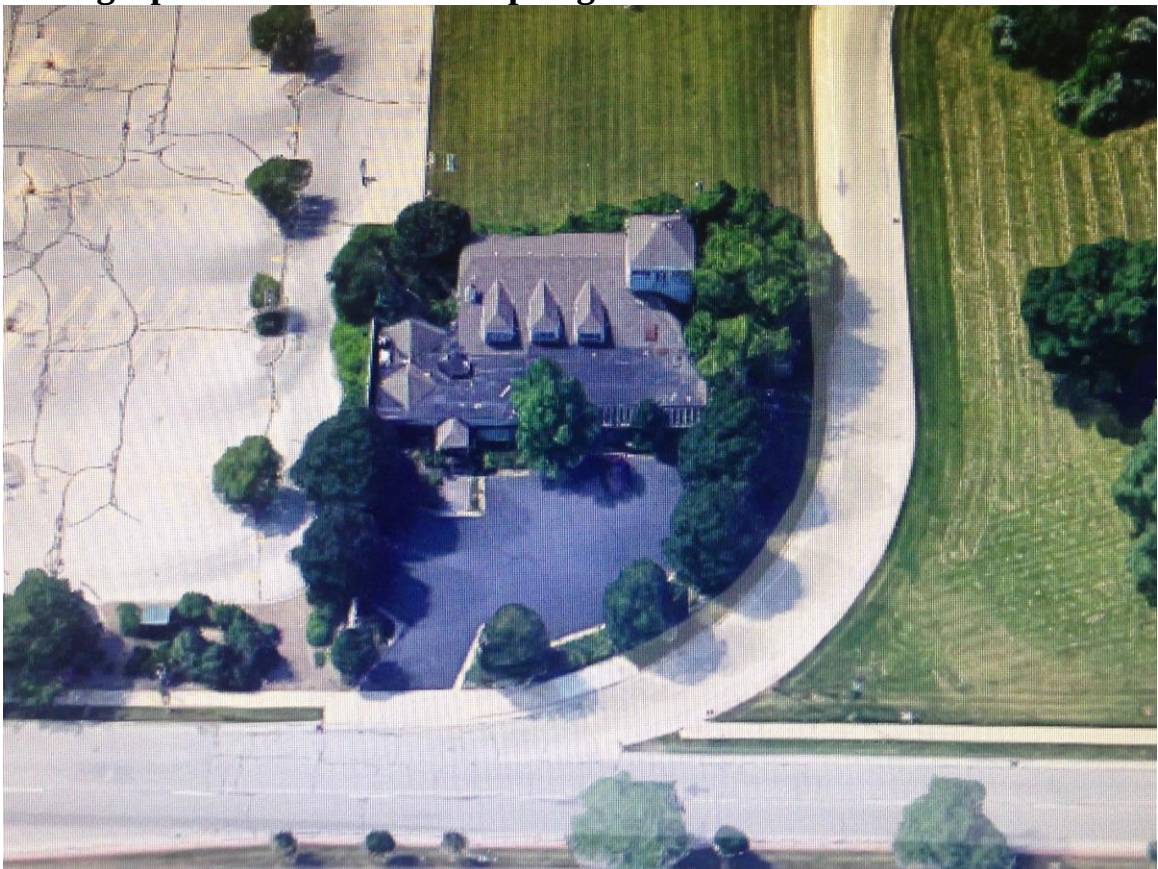
Staff Report to the Plan Commission
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- 3a. **Plan Commission Commission Use and Occupancy Review, Gardner & Associates Real Estate, 1811 West Silver Spring Drive.** Review and approve real estate office use and occupancy.

Charese Gardner seeks Plan Commission approval to maintain a real estate office within the second level of the 1811 West Silver Spring Drive building. The site is zoned PD-Planned Unit Development District and the proposed use and occupancy requires Plan Commission review and approval.

The proposed real estate office tenant space is about 3,000 square feet. The total building square footage is given as about 9,000 square feet. Proposed business hours are Sunday through Saturday, 8:00 a.m. to 8:00 p.m. There will be about five employees.

Photograph. 1811 West Silver Spring Drive



Staff Report to the Plan Commission

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Staff recommends that the Plan Commission grant use and occupancy approval for Gardner & Associates Real Estate, Incorporated, a residential real estate office, to use and occupy the tenant space located at 1811 West Silver Spring Drive, with the following requirements:

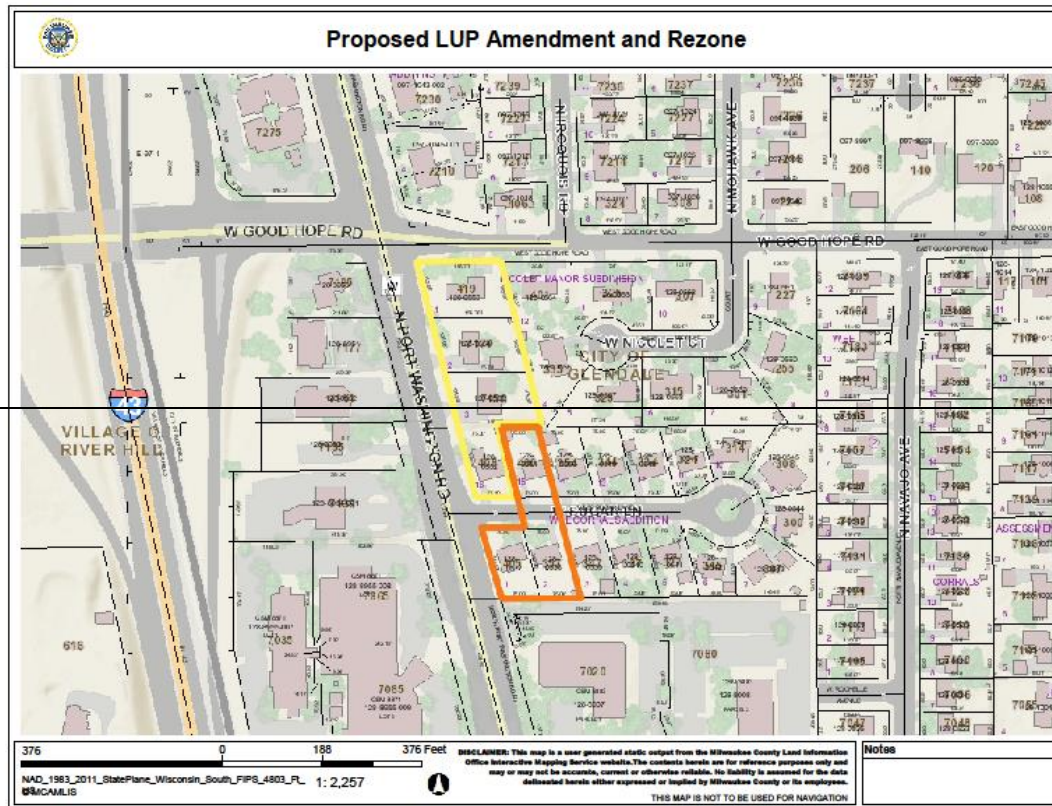
- 1) All landscaping and lighting features being maintained and replaced and/or replenished whenever necessary, subject to approved landscape plans, pursuant to tenant/owner lease responsibilities;
- 2) All City of Glendale building and fire codes being carried out to the satisfaction of the Building Inspector, the North Shore Fire Department, and the North Shore Health Consortium;
- 3) Compliance with State of Wisconsin requirements for ADA parking.

3b. Referral from Common Council: Petition to Amend the Land Use Plan from Single Family Residential to Commercial and to Rezone 357 (Lynn M. Becker Revoc. Trust), 400 (Hua Gao, Liping Zhang), and 405 (Scott & Christina Bretl) West Sugar Lane from R-7 Residence District to B-1, G2 Business and Commercial District. Receive Common Council referral, review, consider, and schedule Public Hearing prior to recommend to the Common Council.

Three additional property owners with properties located along and/or proximate to North Port Washington Road and West Sugar Lane have petitioned the City of Glendale to Amend the Land Use Plan for their properties from Single Family Residential to Commercial use, which is the same use classification as was recently completed for 7170 and 7178 North Port Washington Road, 419 West Good Hope Road, and 408 West Sugar Lane. The four properties were subsequently rezoned from R-7 Residence District to B-1, G2 Business and Commercial District.

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Exhibit Map



Petitioners to Present Request

The Petitioners will present their case to Amend the Land Use Plan to change their properties from Single Family Residential to Commercial Use and to change the zoning from R-7 Residence District to B-1, G2 Business and Commercial (Office) District.

Process to Amend the Land Use Plan

The first task of the Plan Commission is to consider change to the Land Use Plan. The statutory requirement is that the zoning of lands will be consistent with the Land Use Plan. A change to the Land Use Plan requires that the Plan Commission recommend the Amendment to the Land use Plan by a majority vote of the entire Commission approving a Resolution which is then advanced to the Common Council, which is required to hold at least one Public Hearing at which the proposed Resolution or ordinance is discussed, and adopts an Ordinance by majority vote.

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If the Plan Commission decides to not Amend the Land Use Plan the request to rezone is concluded without any change to the Land Use Plan or Zoning category.

Process to Change Zoning of Lands

Amendment to the Land Use Plan allows the Zoning category to be changed consistent with the approved Land Use Plan. This includes Plan Commission review and recommendation to the Common Council following the process contained within the Wisconsin Statutes.

Necessary Action

Staff suggests that this evening the Plan Commission schedule a Public Hearing for 6:00 p.m., Tuesday, April 9, 2019 or, if it is prepared to do so, to recommend to the Common Council that the Land Use Plan be amended from the Single Family Residential to Commercial use category.

- 3c. **Referral from Common Council: Petition to Rezone 5464 North Port Washington Road (Certified Survey Map 7498, Lot 2, Tax Key Parcel 197-9021-000) from B-1, B Business and Commercial District to PD-Planned Unit Development District-Fast Food with a Drive-in Window for a Chick-fil-A Restaurant.** Applicant to present Informational Statement and General Development Plan, Plan Commission to review, discuss, and schedule Public Hearing.

Chick-fil-A will formally present to the Plan Commission the proposed Rezone request as relates to the 5464 North Port Washington Road premises (Refer to aerial photographs).

The proposed Planned Unit Development (PUD) project involves constructing a 5,000 square-foot Chick-fil-A restaurant within the 56,039 square-foot (1.287 acre) premises. The architecture is modern with classic materials such as brick veneer and vision glass. The proposed design concept includes drive-in window service (with canopy cover) along the North Port Washington Road street frontage, as well as patio seating with five tables seating 20 customers adjacent to the east side of the building, and includes 64 parking stalls (with three ADA marked spaces).

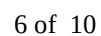
Proposed business operating hours are 6:00 a.m. to 10:30 p.m. Tuesday to Saturday (Closed Sundays). There will be as many as 15 employees working a single shift.

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Aerial Photograph of Port Washington 5464 LLC Environs



Aerial Photograph of Port Washington 5464 LLC Environs (Zoom View)



Project Architecture and Civil Site Improvements

Supportive exhibits for the Chick-fil-A rezone include architecture artistic images, Site Plan, landscape, lighting, and signage plans, along with site civil, stormwater management plan and traffic control study.

The Glendale Site Requirements and Urban Design states buildings should front on the street with primary architecture elements on that façade. The proposed pick-up window street-side appears to be the only Chick-fil-A in the State of Wisconsin that has the drive-in service window included in the street façade.

A monument sign with electronic messaging is proposed at the northwest corner of the premises, the Chick-fil-A logo is located above the south entrance, two menu cabinets (one per lane), an unspecified number of 32 square-foot (8'x4') banner type signs distributed at unidentified places, and a thirty-foot height flag pole proposed for a 40 square-foot (8'x5') United States of America flag.

Project Value

The project is represented as having a value of about \$2.0 million and as Chick-fil-A self-financing all of their projects.

Project Schedule

Chick-fil-A hopes to begin the improvements Spring of 2020.

Required Next Action

The next action by the Plan Commission is to schedule the Plan Commission Public Hearing for 6:00 p.m., April 9, 2019.

- 3d. Modify Specific Implementation Plan (SIP), ICAP Center, 6701 and 6789 North Port Washington Road (Former Nicolet High School District Recreation Fields).** Review and approve proposal to modify the Specific Implementation Plan (SIP) for Phase I of the project which includes ALDI grocery store and Associated Bank, to include a multi-tenant building with a national coffee store with a drive-in window within the northerly Phase II pad.

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Brian Adamson of ICAP Development will formally present to the Plan Commission the proposed modified Specific Implementation Plan for Phase I of the ICAP project as relates to the Nicolet Upper Fields playing fields lands located between Interstate Highway 43 and North Port Washington Road with existing street address numbers 6701 and 6789 North Port Washington Road (Refer to Aerial photograph).

The initially approved Specific Implementation Plan (SIP) included the Phase I construction of the site improvements for an ALDI grocery store (about 20,500 square-feet) and Associated Bank (about 3,156 square-feet), and two vacant building pads to be constructed in Phase II of the project. The proposed change is to incorporate the northerly Phase II building pad into the initial Phase I construction, leaving only a single remaining building pad to be built in Phase II of the project. As such, Phase I of the project will now also include a 6,600 square-foot multi-tenant building (two to four retail and/or office tenants) that will include a national coffee shop that will have a drive-in window service and a patio space for patrons. Also, eight parking stalls have been added to the south of the Associated Bank building and drive lane.

Project Architecture and Civil Site Improvements

The project plans for the modified Phase I are included in the Plan Commission materials, which includes architecture for the proposed multi-tenant building, as well as design drawings for the proposed site, landscaping, lighting, and signage, as well as an underground stormwater management facility.

As with the previously approved Phase I project elements, the multi-tenant building architecture is modern with modern materials that includes Nichiha Fiber Cement Panel (Wood Series-Vintage Wood), Nichiha Fiber Cement Panel (Metallic Series-Ribbed-Mother of Pearl), 8"x16" Burnished CMU Block (County Materials-Galaxy-63 239C (BB-1)), and store front glass wall and door.

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Aerial Photograph of the Nicolet Upper Fields Site and Environs



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Phase I Project Value

For the originally approved Phase I project the Developer stated that the Phase I project has a total cost of over \$6.0 million. The Developer has stated that the estimated value of the multi-tenant building is about \$1.0 million, giving a revised total project cost of about \$7.0 million.

Project Schedule

The Developer seeks to begin the modified Phase I improvements in the Spring of 2019 with completion by end of 2019, and anticipates that the remaining Phase II pad will be a 2020 project.

Required Action

The necessary action by the Plan Commission is to approve the Specific Implementation Plan (SIP) for the revised Phase I of the ICAP project, with the requirement that remaining Phase II improvements come back to the Plan Commission for review and approval.

- 3e. **Certified Survey Map, ICAP Center, 6701 and 6789 North Port Washington Road (Former Nicolet High School District Recreation Fields).** Review and recommend to Common Council approval of the proposed CSM.

The necessary action by the Plan Commission is to recommend that the Common Council approve the Certified Survey Map with requirements of payment of the \$235 (\$175.00 plus 4x\$15) administrative fee, making any required technical corrections to the document, and payment of City Engineer CSM technical review fees, and other required fees, if any.

- 3f. **Reschedule Regular April Plan Commission meeting to 6:00 p.m. TUESDAY, APRIL 9, 2019, due to the Tuesday, April 2, 2019, Election.**

The necessary action is for the Plan Commission to reschedule the regular April Plan Commission meeting to 6:00 p.m. TUESDAY, APRIL 9, 2019.

CITY OF GLENDALE — PLAN COMMISSION

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The City Plan Commission convened in the David Hobbs Honda For the People Community Room, Richard E. Maslowski Community Park, 2200 West Bender, Glendale, Wisconsin (Glendale City Hall is being reconstructed), for its regular monthly meeting.

Mayor Kennedy called the meeting to order at 6:00 p.m.

Roll Call: Present: Mayor Bryan Kennedy, Commissioners Tomika Vukovic, Karn Cronwell, Bruce Cole, Philip Bailey, and Josh Wadzinski. Absent: JoAnn Shaw.

Other Officials Present: Rachel Safstrom, City Administrator, Todd M. Stuebe, Director of Community Development, and North Shore Fire Department Battalion Chief John Maydak.

In accordance with the Open Meeting Law, the North Shore NOW, the City's official newspaper, was advised Thursday, January 28, 2019, of the date and time of this meeting, the agenda was posted to the official bulletin board in City Hall, copies of the agenda were made available to the general public in the Municipal Building and the Police Department, and those persons who have requested were sent copies of the agenda.

PLEDGE OF ALLEGIANCE.

The Members of the Plan Commission, City staff and all those present pledged allegiance to the flag of the United States of America.

ADOPTION OF THE MINUTES.

Motion was made by Comm. Bailey, seconded by Comm. Cronwell, to approve the minutes of the meeting held Tuesday, January 8, 2019. Roll Call: Ayes: Mayor Bryan Kennedy, Commissioners Vukovic, Cronwell, Cole, Bailey, and Wadzinski. Noes: None. Motion carried unanimously.

MATTERS TO BE CONSIDERED.

- I. PUBLIC HEARING: Petition to Rezone 2510 West Good Hope Road (Certified Survey Map 8771, Lots 1, 2, 3, and 4, and Lands Previously Intended to be Dedicated for Public Street Purposes but Never Formally Accepted by the City for Public Street Purposes, Tax Key Parcels 1009984002, 1009984003, 1009984004, 1009985005 and the

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Dedication Lands) from R-3 Residence District to PD-Planned Unit Development District-Multi-Family Residential, to include a 48-Unit Apartment Building located proximate and parallel to West Good Hope Road and, to the north of the Apartment Building, 41 Townhome Garden Apartments (Note: 7340 North Braeburn Lane, Tax Key Parcel 1009977001, is not included in this Project Plan and will remain as unplatted lands zoned R-3 Residence District. New Land Enterprises to present the project to the Plan Commission and Glendale Citizens, Citizen comments and input, and Plan Commission to evaluate and recommend to Common Council. Following Plan Commission recommendation to the Common Council the project will, at a future meeting, be presented to the Common Council and the Common Council will hold a Public Hearing.

The following Plan Commission Report was distributed to the Plan Commissioners and Applicant and is incorporated herein as follows:

PLAN COMMISSIONERS: Bring along Plan Commission materials from the December 4, 2019. Plan Commission meeting for reference.

New Land Enterprises, LLP, seeks to rezone the 2510 West Good Hope Road from R-3 Residence District to PD Planned Unit Development District for a project that will include a 48-unit apartment building and 41 Townhome Garden Apartments configured as eight (8) buildings to include one four-unit building, five five-unit buildings, and two six-unit buildings. The proposed four-story apartment building is located proximate and parallel to West Good Hope Road, with the Townhome Garden Apartment buildings being located within the remaining lands to the north between the apartment building and the north property line. The 7340 North Braeburn Lane parcel (vacant) located at the south end of North Braeburn Lane is not included in the proposed project and will remain single-family residential use land zoned R-3 Residence District.

New Land Enterprises will present the project to the Citizens and Plan Commission and public comment will be taken prior to discussion and inquiries by the Plan Commission, and possible recommendation to the Common Council.

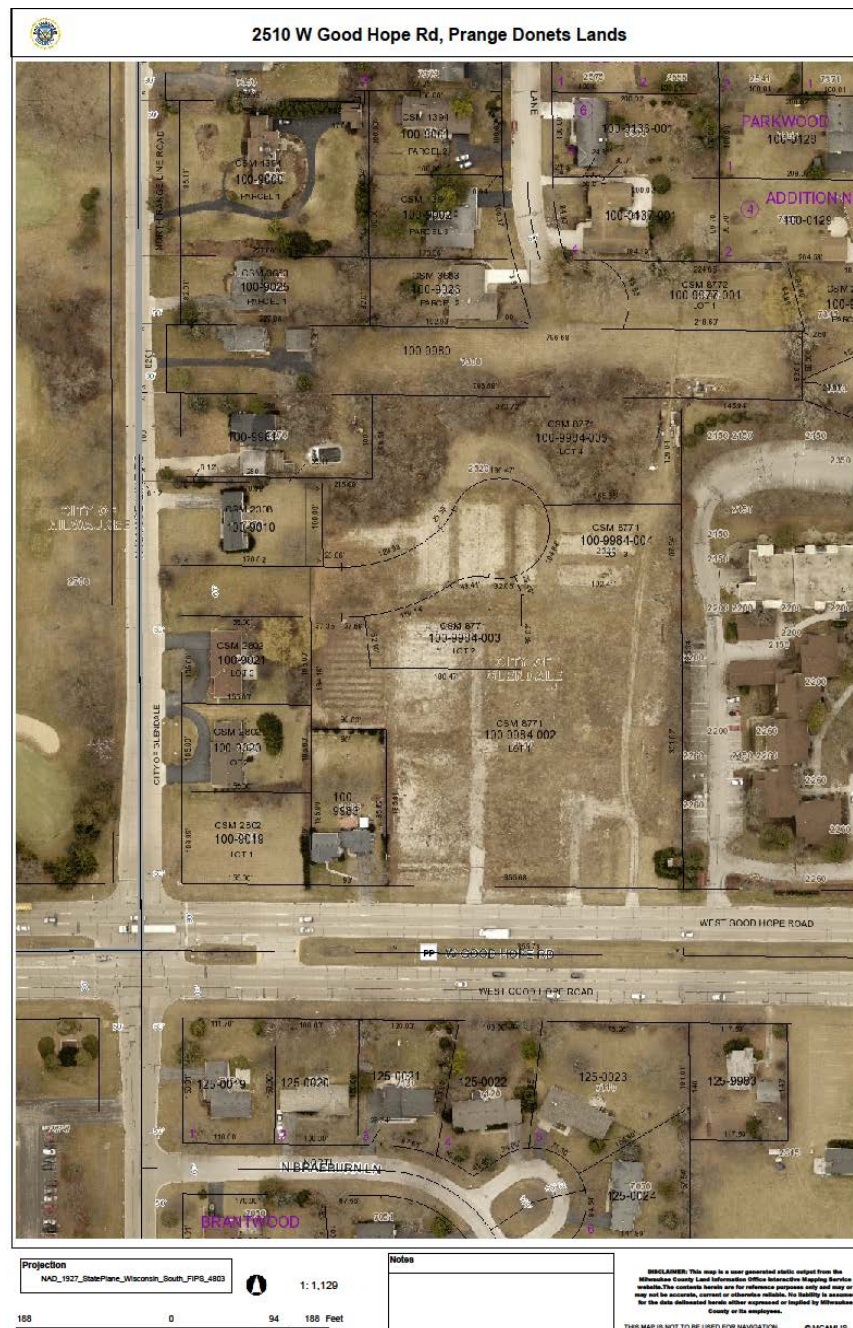
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Necessary Action

Recommend to Common Council with the below requirements. New Land Enterprises will, at a future meeting, present the project to the Common Council and Common Council will hold a Public Hearing. Following approval by the Common Council the project Specific Implementation Plan is submitted for review by the Plan Commission and a Development Agreement will be entered into between the City of Glendale and New Land Enterprises.

- 1) All modifications within the right-of-ways, disconnections or connections to City infrastructure systems (driveways, sanitary sewer, watermain, storm sewers, etc.), require prior review and approval by the City engineer and Director of Public Works, as well as permits from the City of Glendale Department of Public Works;
- 2) All costs associated with modifications within right-of-ways, disconnections and connections to City infrastructure systems are the sole responsibility of the applicant;
- 3) Obtain a stormwater management permit per Glendale Code of Ordinances 6-5, and Milwaukee Metropolitan Sewerage District approval, if required;
- 4) Signage requires a Sign Permit per the Glendale Sign Code;
- 5) All landscaping and lighting features being maintained and replaced and/or replenished whenever necessary;
- 6) Dumpster enclosure in compliance with 13.1.144 of the Zoning Code;
- 7) City of Glendale building and fire codes per the Building Inspector, the North Shore Fire Department, and the North Shore Health Consortium;
- 8) Compliance with State of Wisconsin ADA parking requirements.

Aerial Photograph of the Site



Mayor Bryan Kennedy announced the Agenda item and stated that New Land Enterprises is proposing to develop the 2510 West Good Hope Road lands and that they will be presenting the project to the Citizens and the Plan Commission and that that will be followed by a Public Comment period, and then the Plan Commission will make inquiries, discuss, and decide.

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Tim Gokhman introduced himself as representing New Land Enterprises.

Jason Korb introduced himself as the architect of record and said that as a matter of background they will first present the project as first presented to the Common Council and asked the audience to be patient as he will then introduce changes that they have made from input that they have received in the process. The project was presented using slides displayed using the large flat screen television located on the east wall of the Community Room which was visible to everybody in the room. Mr. Korb started with several contextual images of the development property as viewed from the east, west, and north, and then zoomed to views of the greenhouse as it was gradually removed leaving a vacant field, and noted the wooded buffer to the north, land not developing. Mr. Korb stated that the Site Plan big picture is 48 unit apartment building with 52 parking spaces inside, and 41 townhome garden apartments, pointed out that the apartment building is four-story, and that the townhome garden apartments are two-story with two car garages, with two-bedroom units and three-bedroom endcaps, continuing noting the walking path, and observed that the townhome garden apartments have both pitched and flat roofs, and that there are four, five, and six-unit buildings. Mr. Korb talked about the fire department access with a second curb cut, and based on their analyses the Fire Department would be able to maneuver around the site. Mr. Korb emphasized that the townhomes each front to terraced green space and that every townhome faces a terminal garden and that there is green space all around the perimeter, and commented that it was the only development in the vicinity with a walking path amenity. Mr. Korb said that the apartment building will have brick and siding with large windows.

Tim Gokhman suggested that for scale observe the street level view.

Mr. Korb continued speaking stating that the apartment building also has a surface parking lot, and again noted the large windows and the walking path, and then presented the back-of-house image where there will be cars, trash recycling, potted plants, suggesting a most utilitarian view, and that they want to be transparent, and then there is the semi-private outdoor space with the shared green space in between the garden townhomes, and noted that you see allot of these in Europe and that they are really excited about this, and that to observe scale to see the rooflines, continuing stating that they are well intentioned and hope that this is correct commentary, and that as the improvements are viewed from the east, west, and south there is a flat plain roofline.

Mr. Korb said that he would next present the redesign, and said that they added significant masonry to three sides that are visible from West Good Hope Road, and said that they added a decorative roof element, and that for the eastbound view added masonry, and for the southwest view a roof projection roof

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element to emphasize the primary corner, and eastbound there is masonry across all four floors in order to create a signature corner.

Mayor Kennedy asked if there will be a berm along West Good Hope Road.

Mr. Korb said that the berm would mostly buffer noise and traffic along West Good Hope Road, and would also obscure the parking with frosted glass, so there would be several features, concluding stating that is it for the architecture.

Tim Gokhman noted that the other concern is traffic, and stated that they had a Traffic Study and that the traffic engineer is present this evening.

Mayor Kennedy stated that a question was raised about whether there would be any Section 8 low income housing or HOME Funds.

Tim Gokhman said that the project is a 100 percent market rate project and that there were not any subsidies asked from the City of Glendale, and that it is the company solely financing the project.

Mr. Korb stated that there is a Stormwater Management Plan with underground tanks and that it has to have Wisconsin Department of Natural Resources approval, observing that there is not enough space for open ponds, and that they cannot place the storage in the woods to the north as that is the high space.

Comm. Wadzinski commented that he thought that the proposed changes are fantastic and that he really appreciates their responding and that these are leaps and bounds improvements.

Mr. Korb said that is welcome input.

Comm. Cole said that he says what Comm. Wadzinski said.

Mayor Kennedy announced the Public Hearing open, and that four persons had indicated that they want to speak, and anybody else who wants to may speak.

An individual named Bob was recognized to speak but said that he thought it was only a meeting sign-in and did not want to speak.

Peter Evenson, 2260 West Good Hope Road (Manchester Village). Peter Evenson stated that he is a long-time resident and former property manager at the Manchester Village, continuing speaking to say that stormwater drainage is a big concern, and that he now understands that there will be an underground collection system.

Jason Korb said that the technology now includes plastic tanks less than eight feet in diameter, and that these tanks collect the stormwater and it is held in order to keep the release of stormwater to an acceptable rate.

Peter Evenson said that he is most concerned with the area along the borderline with Manchester, and asked where the retention tanks would be.

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Mr. Korb said that they do not know yet, and shared that there will be inlets (where the water goes in) and that these lead to the tanks where the water is retained, and conjectured that possible tank locations include the terraced gardens and underneath the lanes, continuing on saying that the way that the site is graded now gravity takes the water where it does now, and concluded that the Wisconsin Department of Natural Resources (WDNR) requires these measures whenever more than one-half acre of land is disturbed.

Tim Gokhman said that the total area of the property is about 5.4 acres, and that the multi-story apartment building is 16,000 square-feet, and that with the garden townhomes about 30,000 square-feet, giving the grand total, and that the lanes and walks also add to the total impervious area, and then subtracting gives how much is pervious.

Mr. Korb observed that looking at the site now a likely place for the tanks is the parking lot north of the apartment building.

Peter Evenson noted the grading of the area between the two properties and that he would like to see a berm that slants toward the Prange property, and that there are trees there now, not much of a berm.

Tim Gokhman said that headlights and the site line would be a mutual concern.

Peter Evenson said that there is a letter from Mr. Marx that has a concern about the ingress-egress being so close, and that they have the same problem as with the bank (TCF Bank) at the corner, and commented further that the four level building does not coincide to the neighborhood and that he thinks that it is too condensed with only three acres, while we (Manchester Village) has 13 acres for 272 units.

Mr. Gokhman observed that the project site is five acres and that comparatively Manchester Village includes 272 living units. Mr. Gokhman said that the project is not subsidized housing, it is market value and rents are usually driven by square footage, and added that Manchester Village's unit density is 21 units per acre versus 17.8 units per acre for the proposed project, and that it is the same with height as the buildings to the east (Manchester Village) is three-story with pitched roofs, and that if you look going east to west Manchester Village does not blend in at all and that, other than that they will have market rents based on the square footage. Mr. Gokhman continued stating that they will have 21 one-bedroom units in the 48 unit apartment building along West Good Hope Road and that the one-bedrooms will be about 700 to 800 square-feet with the rents starting at \$1,500, and that the 41 garden townhomes apartments will only be two-bedroom and three-bedroom apartments and the that rent for a two-bedroom and a den will start at \$1,700, adding that in the Riverwest Neighborhood they have a 31 unit building at 1,500 square feet and have a similar mix of young professionals, young families, and seniors, and added that the Beaumont in Whitefish Bay developed by

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Mandel (Mandel Group project) has higher rents and the building is full, concluding stating about rents that the cost of construction is the cost of construction and that you cannot bring them in for less than \$1,400 per month, and then said that their target market is young professionals and young families, and that buying can be difficult in comparison to the townhomes. Mr. Gokhman said that residents currently want to stay, keeping up the house, and that it is true that their mortgage payment may be half the cost of rent, but that they also have to pay property taxes and homeowners insurance, and said that that homeowners probably do not put away money for operation and maintenance, but they have to for their rental properties, so again the cost of a one-bedroom is around \$1,500 and for a two-bedroom from \$2,000 to \$2,300 and \$2,500.

Peter Evenson suggested that the square footage that is being talked about is not upscale.

Mr. Gokhman said let us agree to disagree, and that they own and manage 1,300 apartments in 26 buildings, and that the square footage ranges from 700 to 900 plus square feet, and that there is vintage, 1920 to 1960, and there is new and in-between, and that the units are smartly designed at 720 to 930 square feet, and that with 89 units they are slightly below what is typical for onsite management and that 100 is the magic number. Mr. Gokhman said that they are a Milwaukee company and that the in-laws live just down the street, and that landscaping and snow removal services are typical.

Jeff Katz identified himself as the president of the Manchester Village Association and said that he came in with negative feelings, however, that he has a little more level of comfort than from the previous presentation, and said that his big concern is drainage, and that the water table drainage is constantly filling their parking lot, and that a berm might solve a major issue.

Jason Korb stated that they are required to solve to get a building permit, and asked about the purchase price for condos, and that this is all rentals, and that is all for him.

Debbie Recht, (street address not provided), stated that she came with the same concerns, and that it looks lovely, and asked about the mechanicals on the roofs of the buildings.

Jason Korb said that all of the mechanicals are required to be inside, the boilers, and that they will have a mini-split in each unit and that they are about the size of a briefcase, they live on the roof.

Ms. Recht asked if he guarantees that it will not be seen from our building.

Mr. Korb said that it is called a mini-split or Mr. Slim, and that the Manchester Village second and third floors will not be able to see it.

Mr. Gokhman said that they will be sensitive.

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Mayor Kennedy said that they are the size of a personal computer tower and that with the apartment building there will be 48 of them located on the roof and, for the record, they will be sensitive to the aesthetics, and that only part of the apartment building and not that slightly larger unit, the height is relative, and done right does enhance the community.

Boris (long undecipherable last name, address not provided) asked how many residents will live there.

Tim Gokhman said that with two bedroom apartments there will be 1.5 to 2.0 persons per unit so theoretically that would give 130 people, and with two people per unit there will be 178 people.

Susan Garrison, 2200 West Good Hope Road, identified herself as a resident of Manchester Village, and asked what the rent will be at 600 square-feet and at 900 square-feet.

Tim Gokhman said that the smallest units in the apartment building would be \$725 and the largest would be \$1,700.

Susan Garrison asked about the garden townhomes too.

Tim Gokhman said that the townhomes are two and three bedroom and the rents will be \$2,000 to \$3,000.

Susan Garrison said that she is also concerned about the traffic coming into Manchester Village, that there is not enough space to go in and out, and this is a big concern.

Tim Gokhman said that they have multiple points of ingress and egress, both West Good Hope Road and North Range Line Road.

Mr. Korb said that they are not going to ask Milwaukee County for a curb cut in the median.

Susan Garrison asked if there will be satellite antennas on the top of the building.

Tim Gokhman said that is a tricky topic and that they do not love them, and nobody has a dish, and that they do not want them as they are unsightly, and they do not want them to attach them to their buildings, and that they do not have to approve attachments to the buildings.

Neil Eisendrath, 2200 West Good Hope Road, identified himself as living in the 2200 West Good Hope Road building, expressed concern about multiple exits and entrances.

Mr. Korb said that they have two, West Good Hope Road and North Range Line Road, and that if they did not have two then it would be tough to turn around the Fire Department apparatus, and added that the North Shore Fire Department comments previously were positive, and they have to allow the Fire Department apparatus navigate, and said that he thought that there are three entrances and exists at Manchester Village, actually four with 272 living units, whereas they have two with 90 units.

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Phillip Lane identified himself Ray, 7220 North Range Line Road, asked that the slide image with the red lines be shown again.

Mr. Gokhman and Mr. Korb tried to show the requested slide.

Mr. Lane said that the Fire Department will be coming in on North Range Line Road, and that he questioned the Council when we had the last developer, and Manchester Village was complaining about drainage, and said that my side needs a wooden fence, and that he is not telling them how close to my house, and that there is no barrier separating people with dogs and other pets, and the fire trucks drive on the grass, and that there will be a North Range Line Road curb cut.

Mayor Kennedy stated that it was always intended to be a roadway, and that previously with the nursing home it was one call per day, and there would be more concern with a nursing home, and asked how many calls per day are there to Manchester Village.

Comm. Cronwell wanted to clarify the concern with lack of separation and visual barrier.

Mayor Kennedy said that with the previous project it was one call per day, and that there would be more concern before with the nursing facility, and that as for the concern with the Fire Department driving across the lawn that would not be a concern unless there was an actual emergency, and that they will put as much shielding as the east side, the fire village.

Ray said north of the vacant lot there is a short stretch.

Mr. Korb said that it will be shielded by the other lot.

Ray observed they are pointing right there now, come up on the property line, are we going to have (Undecipherable).

Mr. Korb said that there will be a 25-foot setback, and there is some protection from the other property, a short stretch.

Ray commented that it is a small area that dogs can go.

Tim Gokhman said that is a guarantee, that he put the cards out, that they have a 31-unit townhouse project of similar scale, and that there will be less pets in the multi-family than in the garden townhomes, and that they have leases, and there is a pet addendum with legal rules that requires a leash, and that the pet owner must pick-up after the pet, and said that they have been doing this for 25 years, the majority of their buildings have cameras with DVR, and concluded saying that they are pretty serious about enforcement, and that there should not be concerns about crossing the property line as there is nothing to do there and concluded saying we are a Milwaukee based developer.

Mr. Korb stated that for \$500 they could plant arbor vitae and solve it all, and suggested they make us an offer.

Michael Marx, 2350 West Good Hope Road, identified himself as a resident of Manchester Village, and said that in the December 5, 2018, NOW

Tuesday, February 5, 2019

section of the Milwaukee Journal, the proposed development was described as peaceful, stable, diverse, and safe.

Mayor Kennedy said that he saw no low income housing or HOME funds.

Mr. Marx said that he had never seen wording, your language, and was only reading it from the newspaper.

Mayor Kennedy said there you go again.

Ms. Recht asked about the feasibility of a traffic signal at Range Line Road (there is a traffic signal at the intersection of West Good Hope Road and North Range Line Road).

Mayor Kennedy observed that West Good Hope Road is under Milwaukee County jurisdiction and that North Green Bay Avenue is under the jurisdiction of the State of Wisconsin, and that the City has been lobbying the State for ten years now about the weird X-shaped intersection, and does not know if the County will do anything along that line, the City wants crosswalks at North Green Bay Avenue and also at Pierron Road.

Ms. Recht said that maybe they could get the developer to pay for that.

Mayor Kennedy noted that traffic signals can cost several hundred thousand dollars.

City Administrator Rachel Safstrom observed that the intersection at West Good Hope Road and North Range Line Road was ranked number 6 for accidents with 29 crashes.

Peter Evenson commented that he hoped that they will re-examine the West Good Hope Road entrance, and will listen and act on their concerns, and said that he thought that previously the District had not acted on their concerns.

Unidentified woman from the audience commented that maybe they could put STOP signs at the exits.

Tim Gokhman commented that people normally know to stop before they exit.

The unidentified woman in the audience said if there are STOP signs at the exits there will be a clear view to go.

Mayor Kennedy observed that they probably do not have STOP signs at Manchester Village.

An unidentified person in the audience said no.

John Bieberitz of TADI the traffic engineering consultant suggested that the crash rate is low, and that the traffic volume would have to increase 60 percent in order to have STOP signals, and that is not what you want, and legally it cannot be done, and stated that right-in right-out would provide full access.

An unidentified woman in the audience commented that traffic gets worse and worse along West Good Hope Road.

CITY OF GLENDALE — PLAN COMMISSION
Tuesday, February 5, 2019

Mayor Kennedy commented that if we stick with residential or something not commercial and from 7:00 to 9:00 there is a little evening traffic that is in line with the neighborhood, and that he thinks that there are more accidents in a commercial area.

Kathryn Huntsinger, 7346 North Bethmaur Lane, asked about the height of the proposed buildings in comparison to the height of the Manchester Village.

Mr. Korb said that the building is six-feet greater than the peaks of Manchester Village's three four story buildings, and that there are three four-story buildings which would typically be about 48 feet tall, and that they are 50 feet from the curb of West Good Hope Road.

Tim Gokhman said that the buildings to the north have less height and are two-story.

Mayor Kennedy observed keeping more in line with the two-story homes, mostly ranch and two-story homes.

Motion by Comm. Cole, seconded by Comm. Vukovic to close the Public Hearing. Roll Call: Ayes: Mayor Kennedy, Commissioners Vukovic, Cronwell, Cole, Bailey, and Wadzinski. Noes: None. Abstain: None. Motion carried unanimously.

Mayor Kennedy stated that the Public Hearing is now closed and that the Plan Commission has a recommendation from City Staff that has eight requirements, to recommend to the Common Council, where the project will go through the same process and the same opportunities to comment.

Motion by Comm. Wadzinski, seconded by Comm. Vukovic that, per Staff recommendation, the Plan Commission recommend approval of the project to the Common Council per the eight requirements. Roll Call: Ayes: Mayor Kennedy, Commissioners Vukovic, Cronwell, Cole, Bailey, and Wadzinski. Noes: None. Abstain: None. Motion carried unanimously.

II. 2040 Vision Plan. Referral for review and future reference the 2040 Vision Plan as completed by the City of Glendale Vision Committee and recommended to the Common Council (Adopted by the Common Council November 12, 2018).

The following Plan Commission Report was distributed to the Plan Commissioners and Applicant and is incorporated herein as follows:

The Common Council has adopted the 2040 Vision Plan, replacing the previous Vision Plan 2021. Plan Commissioners are encouraged to carefully review the 2040 Vision Plan as a guide in its continuing planning related activities and decision

Tuesday, February 5, 2019

making, as well as in formulating the update to the Comprehensive Plan (Refer to Item 3c.).

Necessary Plan Commission Action

There is not any formal action required for this item.

Mayor Kennedy stated that the Plan Commissioners have the 2040 Vision Plan amongst their materials, a one-year process for the next 20 years, and that now the Plan Commission should take the Vision and complete the State mandated Comprehensive Plan ten-year update.

City Administrator Rachel Safstrom stated the Common Council approved the 2040 Vision Plan and now the Plan Commission and City generally will reference the 2040 Vision Plan as a guide for the Comprehensive Plan update, that formal action is not required for the 2040 Vision Plan, and that the Comprehensive Plan is the next item on the Agenda.

III. Comprehensive Plan Ten-Year Update. Review Request for Qualifications/Proposals (RFP) to complete the Comprehensive Plan Ten-Year Update.

The following Plan Commission Report was distributed to the Plan Commissioners and Applicant and is incorporated herein as follows:

The City of Glendale needs to move forward with the Wisconsin Statutes required update to the Comprehensive Plan. The Plan Commission will be involved in the process.

Necessary Plan Commission Action

The requested action is for the Plan Commission to approve the Request for Qualifications/Proposals (RFP) for the update to the Comprehensive Plan.

City Administrator Rachel Safstrom stated that the 2040 Vision Plan will be used as a guide for the Plan Commission in the required ten-year update.

Comm. Cronwell suggested that the local component is essential to assure full understanding of the community.

Comm. Wadzinski asked about the budget.

City Administrator Rachel Safstrom stated that \$50,000 has been included in the budget for 2019, and that the amount necessary to complete the work in 2020 has not yet been determined, however, an amount will be determined for the 2020 budget.

CITY OF GLENDALE — PLAN COMMISSION
Tuesday, February 5, 2019

Motion by Comm. Bailey, seconded by Comm. Cole, to approve the Request for Qualifications/Proposals to complete the Comprehensive Plan update. Roll Call: Ayes: Mayor Bryan Kennedy, Commissioners Vukovic, Cronwell, Cohn, Bailey, and Wadzinski. Noes: None. Motion carried unanimously.

ADJOURNMENT.

Motion by Comm. Wadzinski, seconded by Comm. Cole, to adjourn the Plan Commission until the next regular meeting to be held at 6:00 p.m., Tuesday, March 5, 2019, in the David Hobbs Honda For the People Community Room at Richard E. Maslowski Community Park, 2200 West Bender Road, Glendale, Wisconsin. Roll Call: Ayes: Mayor Bryan Kennedy, Commissioners Vukovic, Cronwell, Cole, Bailey, and Wadzinski. Noes: None. Motion carried unanimously.

Todd M. Stuebe, Director of Community Development

Respectfully Submitted: February 6 and February 28, 2019.

3a.



CITY OF GLENDALE
COMMUNITY DEVELOPMENT DEPARTMENT
5909 NORTH MILWAUKEE RIVER PARKWAY
GLENDALE, WISCONSIN 53209-3815
PHONE: (414) 228-1704 or (414) 228-1744
FAX: (414) 228-1725
WWW.GLENDALE-WI.ORG

PLAN COMMISSION REVIEW APPLICATION

Application Fee: \$300

APPLICANT INFORMATION

Name of Applicant: Charese A. Gardner
Legal Name of Business: Gardner & Associates Real-Estate
Name of Business Owner (if different from Applicant): Same
Applicant Address (City, State, and Zip Code): 1811 W Silverspring Dr. Glendale WI 53217
Mailing: Po Box 76150, Milwaukee WI 53216
Office Phone Number: 414-235-0101 Cell: _____ Fax: _____
Applicant E-Mail: cgardner.associates@yahoo.com , cgardner.associates@gmail.com
Applicant Signature: Charese Gardner Date: ~~8/10/2017~~ 01/29/2019

PROPERTY INFORMATION

Property Address: 1811 W Silverspring Dr. Tax Key Number: _____ Zoning District: _____
Property Owner (if different from Applicant): Bret Eulberg
Property Owner Address (City, State, and Zip Code): _____
Property Owner Phone: 414-213-8568 Cell: _____ Fax: _____
Property Owner E-Mail: bret@roberthaackdiamonds.com
Property Owner Signature: _____ Date: ~~8/10/2017~~ 01/29/2019

PROPOSAL INFORMATION

Name of Business and Type of Business/Use (Please be specific): Gardner & Associates Real-Estate Services
Residential Sales, Rentals and Property management
Total Building Area: 9000 Sq Feet (?) To Be Occupied Area: Upper Level 3000 Sq Ft
Lot Size: Depth: _____ Width: _____ Area: _____
Previous Occupant in To Be Occupied Space: Unknown
Other Uses of This Site: Office spaces
Total Number of Parking Spaces: 10 Apx Parking Spaces Available to Tenancy: _____
Business Hours (Days and Hours of Operation): Sunday - Saturday 8am - 8 pm
Total Number of Employees: 5 Varies Maximum Number of Employees at Site at One Time: _____
Primary Contact Person for This Project: Charese A. Gardner
Primary Contact Phone: 414-235-0101 Cell: 414-235-0101 Fax: _____
Primary Contact E-Mail: cgardner.associates@yahoo.com , cgardner.associates@gmail.com

CITY OF GLENDALE USE ONLY

Application Fee: _____ Date of Application: _____ Time: _____ Received by with date: _____ Tentative Hearing Date: _____
G:\COMMON\Community Development Planning Department\Plan Commission Administration (2-4-4)\04 Conditional Uses\01 CU Procedures\CU Application.doc

Plan of Operation Outline

Please submit a detailed cover letter outlining all applicable items provided in the list below.

1. Name of Business, Address
2. Name of Owner, Address
3. Name of Applicant (if different from owner)
4. Legal Description of Property
5. Tax-Key
6. Zoning of Property
7. Lot Size (Depth, Width, Area)
8. Dimensions and all levels (floors) of buildings
9. Total Floor Area
10. Specific uses of the entire property and buildings
11. Minimum and maximum numbers of employees
12. Days of Operation
13. Hours of Operation
14. Signage (Type, Lighted?, Wall, Free-Standing, Monuments, Size, Location, etc)
15. What Conditions has the State or County imposed upon your use of the property
16. Security Fencing
17. Do you feel there will be any problems such as Noise, Odors, Glare, Potential Fire Hazards, or Smoke resulting from the proposed use?
18. Are you proposing food services?
19. Did the State of Wisconsin approve your interior building plans?
20. What provisions are you making for fire protection and human safety?
21. What are your rules and regulations of the property?
22. List the Timetable for completion of building construction and anticipated grand opening date
23. Proposed On-site Security Measures
24. Anticipated maximum number of facility users and viewers at one time (including special events)
25. Any other information you or the Plan Commission feels is pertinent
26. Business Plan
27. Entire Grant Application and County Issued Request for Proposal
28. Your Name, Signature, and Date on the Plan of Operation Document

OTHER INFORMATION REQUIRED

In addition to the information above, the following items are also required:

- ☐ 5 Full size and 15 reduced size sets of building plans (floor plans, elevation drawings, renderings, etc)
- ☐ 5 Full size and 15 reduced size sets of any site and landscaping plans
- ☐ 5 Full size and 15 reduced size sets of any lighting and/or sign plans
- ☐ 20 Copies of a cover letter to include a detailed description of the proposed use and operations.

COMMERCIAL OCCUPANCY APPLICATION

CITY OF GLENDALE
DEPARTMENT OF BUILDING INSPECTION
5909 N. Milwaukee River Parkway
Glendale, WI 53209-3815
Phone: 414.228.1708 Fax: 414.228.1725
Email: inspections@glendale-wi.gov

For Office Use Only

Certificate #: _____
Date Entered: _____
Occupancy Class: _____
Zoning Approval Date: _____
Insp. Approval Date: _____
NSFD Approval Date: _____

(PLEASE PRINT CLEARLY)

☒ Permanent ☐ Conditional ☐ Temporary - Expires: _____

Date of Application: ~~09/16/2018~~ 01/29/2019

Business Address: 1811 W Silverspring Dr Suite #: Upper Glendale, WI Zip: 53217

Trade or Business Name: Gardner & Associates Real-Estate

(Name for which the business will be commonly known)

Legal Name of Business: Gardner & Associates Real-Estate Services LLC

(As registered with the State of Wisconsin)

Bus. Phone: (414) 235 - 0101 Bus. Fax: () - Bus. Email: cgardner.associates@yahoo.com
cgardner.associates@gmail.com

Type of Business: Real-Estate Sales Scope of Business: Residential Properties + Property Management
(Example: Retail, Office, Restaurant, etc.) (Type of goods sold, manufactured, services provided, etc.)

Area of Building to be Occupied: Second Floor Approx. Sq. Ft.: 3000

(Example: Second floor office area incl. basement storage)

Anticipated work or alterations to be performed: General Electrical, painting, drywall, and plumbing if/as needed.

Owner/Registered Agent Name: Charese Gardner Phone No: (414) 235 - 0101

Owner/Registered Agent Email: cgardner.associates@yahoo.com - cgardner.associates@gmail.com

Permanent Mailing Address: Po Box 76150, Milwaukee WI 53216 Zip: _____

Contact Person Name (if other than owner): _____ Phone: () - _____

Building Owner: Bret Eulberg Change in ownership of building? Yes _____ No ☒ X

Building Owner's Address: _____ Email- Bret@roberthaackdiamonds.com Zip: _____

Building Owner's Phone: Home: (414) 218 - 8568 Office: () - Cell: () -

Certificate of Occupancy will be provided to Occupant, Occupant is responsible for providing copies to building owner/management.

Applicant's Name (Print clearly): Charese A. Gardner

Applicant's Signature: Charese Gardner Date: ~~08/16/2018~~ 01/29/2019

ACKNOWLEDGEMENT: By signing above, applicant acknowledges that they have read and understand the form submittal requirements, inspection requirements, and processes outlined on the reverse side of this form and further understand that it is their **SOLE RESPONSIBILITY** to submit all necessary documents and forms to the appropriate governmental entity.

Glendale Occupancy Permit Fee

Base Fee.....\$75.00

Administration Fee.....\$30.00

TOTAL FEE.....\$105.00

Glendale Use Only

Date Received: _____
Amount: \$105.00
Payment Type: CA / CH / CC / RCPT
Check/Receipt #: _____
Received By: _____

THIS IS NOT AN OCCUPANCY PERMIT

Occupancy may **ONLY** take place once approval has been granted by the City of Glendale and a valid Certificate of Occupancy has been issued.

*Per City of Glendale Ordinance 5.3.1(c)(2), a permit application for Occupancy Inspection must be submitted to the North Shore Fire Department (NSFD) for occupancy of all residential buildings containing 3 or more housing units, public buildings, places of employment and special events in the City. For questions, call NSFD at (414) 357-0113 x1311 or x1101. Separate payments must be made to the City of Glendale and the North Shore Fire Department.

CONTINUED ON REVERSE SIDE

Rev: 07/17

Business Occupancy Inspection **Compliance Requirements**

Dear Business Owner, Agent or Contractor:

If you are engaging in any type of construction, this form must be submitted along with your building permit application. You are provided this notice because you are/have submitted an application for a Certificate of Occupancy for a proposed business in the City of Glendale. If you have not yet submitted a SEPARATE Construction/Occupancy (Form PF-116) application to the North Shore Fire Department, you must do so **IMMEDIATELY**.

The process of obtaining a Certificate of Occupancy (CO) requires compliance with various building, plumbing, electrical, HVAC and Life Safety code requirements. Upon completion of any building/renovating and/or PRIOR to occupying any area, the following inspections must occur and permission must be granted to occupy.

1. Inspection AND approval of all building, plumbing, electrical, HVAC, fire alarm and fire sprinkler installations (where necessary).
2. City Occupancy Inspection
3. Fire Department Occupancy Inspection

Each of the inspections is completed by a different person. It is **YOUR RESPONSIBILITY** to submit the necessary applications and related fees for EACH and to SCHEDULE each inspection with the appropriate person. Be aware that availability may be several days or weeks out, so plan accordingly, call immediately.

Any delay in submitting permit application forms, building plans, or scheduling inspections, may result in delaying your project, your opening or the potential for the illegal operation of your business.

It is your (and your contractors) responsibility to ensure that all inspections are completed PRIOR to occupying, opening or operating your business.

Links to each of the forms are included below:

Glendale Occupancy Application Form:

<http://www.glendale-wi.org/DocumentCenter/View/200>

NSFD – Construction/Alteration/Occupancy Application Form:

<http://www.nsfire.org/cmsAdmin/uploads/Construction-and-Occupancy-PF-116.pdf>

Please contact the following with any questions regarding respective applications:

City of Glendale – Building and Occupancy Inspections

Tod Doeblner - Building Inspector

Phone: 414.228.1708

Email: inspections@glendale-wi.org

North Shore Fire Dept. (NSFD) – Building, Occupancy, and Fire Alarm/Sprinkler Inspections*

Matt Mertens - Fire Inspector

Office: 414.357-0113 x1511 or x1101 (assistant)

Mobile: 414.788.8183

Email: mmertens@nsfire.org

***NOTE:** The NSFD inspects fire alarm systems for conformance with National Fire Protection Association (NFPA) installation and operation requirements ONLY. A licensed Master Electrician who will provide power to and supervise the installation of the fire alarm system must submit an electrical permit to the City of Glendale. The City must also inspect the fire alarm system to ensure compliance with National Electrical Code (NEC) installation requirements.



CITY OF GLENDALE
CITY SERVICES

5909 North Milwaukee River Parkway
Glendale, Wisconsin 53209-3815

MBM Holding, LLC
7530 W. Layton Ave
Greenfield, WI 53220-3847

June 6, 2018

Re: 1811 W. Silver Spring, Glendale, WI 53209 (Parcel #195-9000-000)

Dear Property Owner

Inspection of the building revealed numerous building, plumbing, electrical, HVAC and property maintenance violations/deficiencies. We deem that the building is habitable after completing the required corrections.

We will need proper permits covering all work. This is not for any specific occupant, which must be done under separate occupancy permits.

Any questions you can contact me at 414-228-1708

Tod Doebler
Building Inspection



City of Glendale
Inspection Services Department
5909 N. Milwaukee River Parkway
Glendale, WI 53209

Temporary CERTIFICATE OF OCCUPANCY

Permit Number: OT18-0006

Issue Date: 06/06/2018

Date Expires: 08/06/2018

Issued To: MBM Holdings, LLC

Owner: MBM Holdings, LLC

Address 1811 W Silver Spring DR

Use and Occupancy Classification:

Use: Business

Group: B

Issued with the following stipulations: For building only not tenant occupancy
see stipulation letter 06/06/2018


Building Inspector

Ordinance Section 15.1.13: CERTIFICATE OF OCCUPANCY - OCCUPANCY AND USE OF BUILDINGS. (a) (2) No building, nor part thereof, shall be occupied until such certificate has been issued, nor shall any building be occupied in any manner which conflicts with the conditions set forth in the certificate of occupancy. (c) It shall be unlawful to change the use of any buildings, structure, premises or part thereof without first obtaining from the Building Inspector, an approval of such change in the occupancy or use and a certificate of occupancy therefore.

POST IN A CONSPICUOUS PLACE WITHIN VIEW OF THE PUBLIC



WEST SILVER SPRING

GLENDAL

Projection

NAD_1927_StatePlane_Wisconsin_South_FIPS_4803



1: 282

Notes

DISCLAIMER: This map is a user generated static output from the Milwaukee County Land Information Office Interactive Mapping Service website. The contents herein are for reference purposes only and may or may not be accurate, current or otherwise reliable. No liability is assumed for the data delineated herein either expressed or implied by Milwaukee County or its employees.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

© MCAMLS



CITY OF GLENDALE
COMMUNITY DEVELOPMENT DEPARTMENT
5909 NORTH MILWAUKEE RIVER PARKWAY
GLENDALE, WISCONSIN 53209-3815
PHONE: (414) 228-1704 or (414) 228-1742
FAX: (414) 228-1725
WWW.GLENDALE-WI.ORG

APPLICATION FOR CHANGE OF ZONING
Application Fee: \$250 (\$500 for Planned Development)

APPLICANT INFORMATION

Name of Applicant: LYNN BECKER
Name of Business Owner (if different from applicant): _____
Business Name: _____
Address of Applicant: 357 W SUGAR LN
City, State, Zip: GLENDALE WI 53217
Office Phone Number: 414-228-1895 Cell: 414-412-6402 Fax: _____
Applicant E-Mail: LBECKER357@GMAIL.COM
Applicant Signature: Lynn Becker Date: 1-14-19

PROPERTY INFORMATION

(Please use additional application forms if re-zoning more than one parcel)

Current Zoning of Property: RESIDENTIAL Proposed Zoning of Property: B1 BUSINESS/OFFICE
Current Use of Property: RESIDENTIAL Proposed Use of Property: B1 BUSINESS/OFFICE
Property Address (or addresses): 357, 400-405 W SUGAR LN
Property Owner (s) (if different from applicant): _____
Property Owner Address: 357 W SUGAR LN
City, State, Zip: GLENDALE WI 53217
Property Owner Phone: 414-228-1895 Cell: 414-412-6402 Fax: _____
Tax Key Number: _____
Lot Size: Depth: 75' Width: 133' Area: _____

PROPOSAL INFORMATION

Type of Business: OFFICE - B1, G2
Reason for Seeking a Change In Zoning: NEW CONSTRUCTION, REVITALIZATION OF AREA. INCREASED TRAFFIC, FREEWAY EXIT

Who is the Primary Contact for This Project: LYNN BECKER
Contact Phone Number: 414-228-1895 Cell: 414-412-6402 Fax: _____
Contact E-Mail: LBECKER357@GMAIL.COM

Please See Reverse Side of Application for Additional Submittal Requirements

CITY OF GLENDALE USE ONLY

Total Fee: \$250 Application Date: 1/15/19 Hearing Date: TBD Time: LINK

OTHER INFORMATION REQUIRED

In addition to the information above, the following items are also required:

- ☐ Plot plan, drawn to a scale of one (1) inch equals one hundred (100) feet showing the area proposed to be rezoned, its location, its dimensions, the location and classification of adjacent zoning districts and the location and existing use of all properties within three hundred (300) feet of the area proposed to be rezoned.
- ☐ Owners' names and addresses of all properties lying within two hundred (200) feet of the area proposed to be rezoned.
- ☐ Legal Description of real estate to be rezoned
- ☐ A detailed cover letter outlining your proposal and reasons for rezoning
- ☐ Any other information you feel is necessary

354 W SUGAR LN - DONNA NEIDHARDT

344 W SUGAR LN - ROSS P. SCHOEGL

347 W SUGAR LN - DANIEL JONES, STALEY FLOYD

337 W SUGAR LN - THOMAS + JENNIFER MURRAY

7080 N. PORT WASHINGTON - CSM CLINIC

7040 N. PORT WASHINGTON FORWARD DENTAL

FORFRONT DERMATOLOGY

7020 N PORT WASHINGTON - ASSOCIATED BANK

7139 N. PORT WASHINGTON - EDUCATORS CREDIT

7045 N. PORT WASHINGTON - UNION
FAIRFIELD SUITES

Lynn Becker

357 W Sugar Ln Glendale WI 53217 414-228-1895 lbecker357@gmail.com

January 14, 2019

Todd Stuebe

City of Glendale

Community Development Department

5909 N Milwaukee River Parkway

Subject: Petition to amend the Land Use Plan and rezone

Mr. Stuebe,

The following three residential property owners request to amend the Land Use Plan of the City of Glendale to change from residence use to business/office use for the following residences:

357 W Sugar Ln (Becker)

400 W Sugar Ln (Gao/Zhang)

405 W Sugar Ln (~~Brett~~) — (Bretl)

Enclosed with this letter is the application for review related to rezoning these three residential properties from R1 Residence District to B-1, Sub Area G2. These homes have property lines which line up with all the other homes that have been rezoned at:

419 W Good Hope Rd (Scaffidi)

7170 N Port Washington Rd (Kane)

7156 N Port Washington Rd (Bradley)

408 W Sugar Ln (Blankenburg)

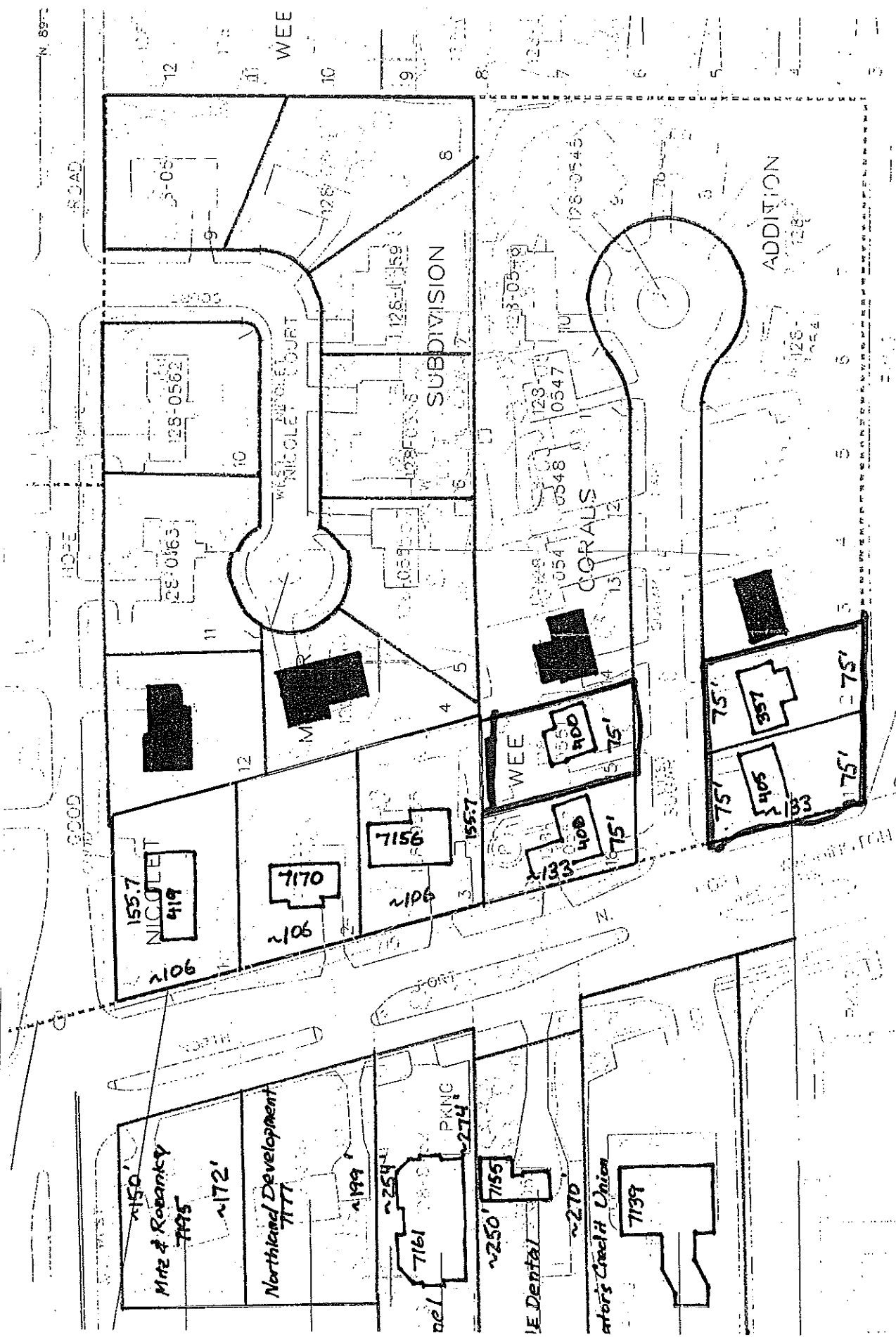
These newly proposed properties are already surrounded by several different types of commercial property uses including business offices, hotels, health care and banks.

Due to these circumstances it is very difficult for any of us to attract potential buyers for our residential properties. Therefore we believe the property is no longer appropriate for single family use but would be appropriate for additional business use in this area. Currently, many new business developments are underway within a one to two block area radius of our homes, making us an unappealing residential area.

Thank you for your time and attention to this matter.

Lynn Becker

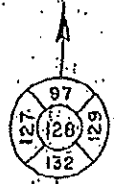
Delivered 1/15/2019 PM



ALL BUSINESS

N.E. 1/4 SEC. 20 T. 8 N. R. 22 E.

VILLAGE OF RIVER HILLS
VILLAGE OF FOX POINT
CITY OF GLENDALE



WEE CORRALS ADD'N.

NICOLET MANOR

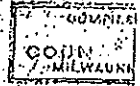
WEE CORRALS

ASSESSMENT SUBD. NO. 76



C.S.M. NO. 7380

C.S.M. NO. 4593



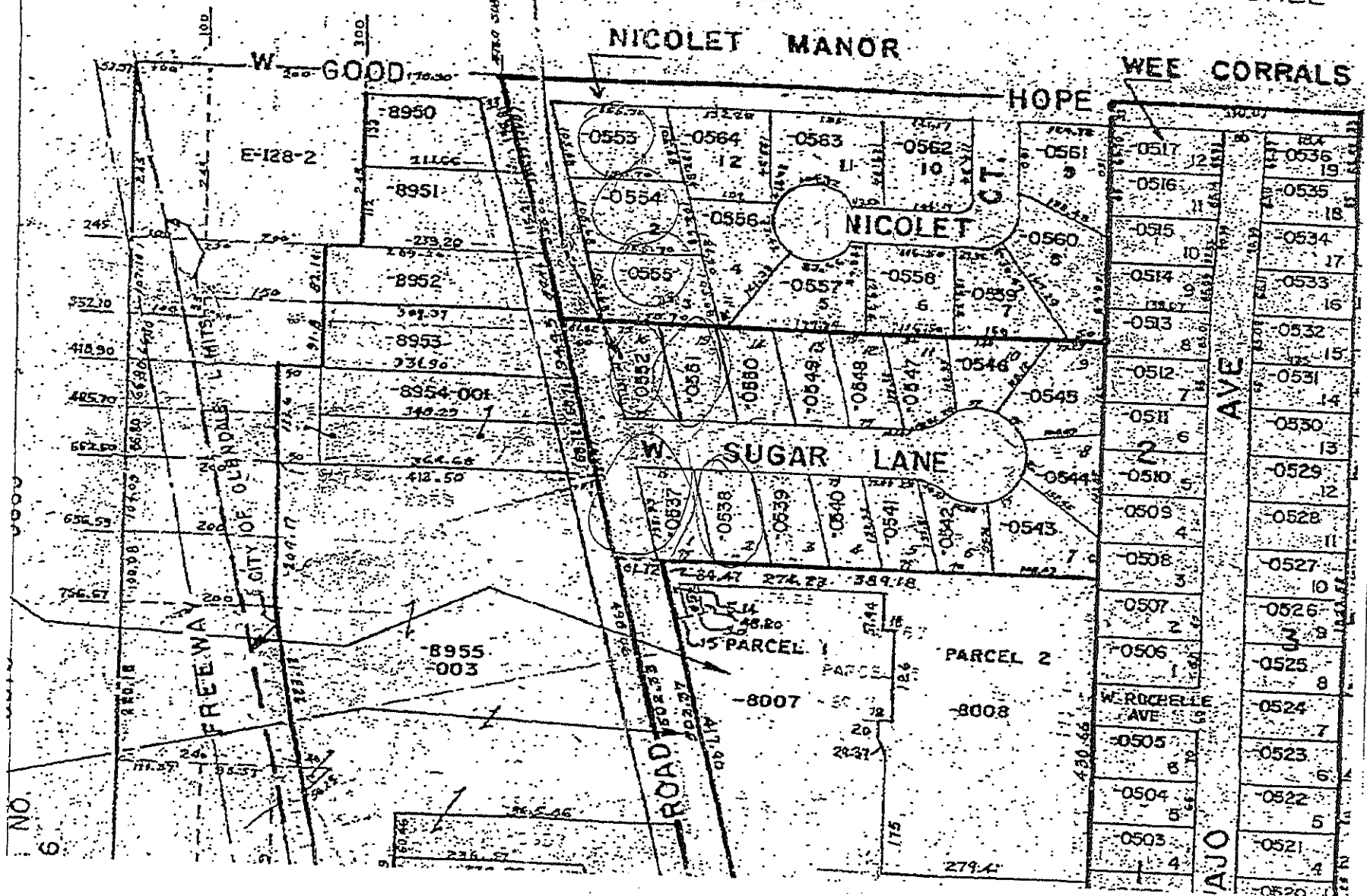
N.E. ¼ SEC. 20 T.8N

VILLAGE OF RIVER HILL
VILLAGE OF FOX POINT
CITY OF GLENDALE

WEE CORRALS ADD'N.

NICOLET MANOR

WEE CORRALS





CITY OF GLENDALE
COMMUNITY DEVELOPMENT DEPARTMENT
5909 NORTH MILWAUKEE RIVER PARKWAY
GLENDALE, WISCONSIN 53209-3815
PHONE: (414) 228-1704 or (414) 228-1742
FAX: (414) 228-1725
WWW.GLENDALE-WI.ORG

APPLICATION FOR CHANGE OF ZONING

Application Fee: \$250 (\$500 for Planned Development)

APPLICANT INFORMATION

Name of Applicant: Chick-fil-A, Inc. (c/o Jennifer Santelli)

Name of Business Owner (if different from applicant): _____

Business Name: Chick-fil-A, Inc.

Address of Applicant: 5200 Buffington Road

City, State, Zip: Atlanta, GA 30349

Office Phone Number: 770-324-5282 Cell: _____ Fax: _____

Applicant E-Mail: jenn.santelli@cfacorp.com

Applicant Signature: *J. Santelli* Date: 2/4/2019

PROPERTY INFORMATION

(Please use additional application forms if re-zoning more than one parcel)

Current Zoning of Property: B-1 Business & Commercial Proposed Zoning of Property: PUD

Current Use of Property: Commercial Proposed Use of Property: Commercial

Property Address (or addresses): 5464 N. Port Washington Road

Property Owner (s) (if different from applicant): Worth Realty (c/o Terry Worth)

Property Owner Address: 5464 N. Port Washington Road, STE A3

City, State, Zip: Glendale, WI 53217

Property Owner Phone: 414-963-1600 Cell: _____ Fax: _____

Tax Key Number: 1979021000

Lot Size: Depth: 275.24' Width: 172.50' Area: 56,039 SF (1.287 acres)

PROPOSAL INFORMATION

Type of Business: Quick Service Restaurant

Reason for Seeking a Change In Zoning: Change in zoning is being requested in order to allow for the proposed drive-thru lane which is not allowed by right in the current B-1 zoning district.

Who is the Primary Contact for This Project: HR Green, Inc. (c/o Joe Vavrina)

Contact Phone Number: 815-385-1778 Cell: _____ Fax: _____

Contact E-Mail: jvavrina@hrgreen.com

Please See Reverse Side of Application for Additional Submittal Requirements

CITY OF GLENDALE USE ONLY

Total Fee: \$500⁰⁰ Application Date: 2/16/2019 Hearing Date: 3/5/19 Time: N/A



Project Narrative

Site Summary

Chick-fil-A (CFA) is proposing to redevelop an existing commercial lot located at 5464 N. Port Washington Road in the City of Glendale. CFA is proposing to redevelop the site with a new 5,000 square foot free-standing restaurant, dual drive-thru lanes, drive-thru lane canopies, 64 stall parking lot, outdoor seating area, and associated utilities. The subject Chick-fil-A parcel is approximately 1.29 acres in size and is more specifically described as Lot 2 of C.S.M. 7498 which is located about 800 feet south of the W. Silver Spring Drive and N. Port Washington Road intersection. In addition, the site borders a Boston Market restaurant to the north and a Fast Track Oil Change Center to the south. The property is currently zoned B-1 (Business and Commercial District) which permits restaurant uses but does not allow drive-thru facilities. The subject Chick-fil-A lot will need to be rezoned to a Planned Unit Development (PUD) in order to permit the proposed drive-thru lane. The restaurant is proposed to be open Monday thru Saturday, 6:00 AM to 10:30 PM. Typically, a total of 15 employees will be at the store during the largest shift.

Chick-fil-A anticipates beginning construction in the Spring of 2020 and opening the store in the Fall of 2020. The proposed CFA building and site improvements have been valued at approximately \$2,000,000 and it should be noted that Chick-fil-A self-finances all their projects.

Lot Layout/Configuration

The Chick-fil-A building has been located at the west side of the subject parcel in order to provide adequate visibility to the store front from the major arterial roadway (N. Port Washington Road). Providing ample vision will be key to the success of the restaurant as it will attract potential new customers that are traveling down the Port Washington Road corridor. Positioning the building in the given orientation also allows for a conducive pedestrian connection to the public sidewalk along Port Washington Road. The outdoor patio is proposed to be positioned on the east side of the building and will feature five tables for a total of 20 outdoor seats. An ornamental aluminum fence will be installed around the perimeter to create a barrier between the patio and the adjacent parking lot.

A sufficiently long drive-thru lane and stack from the entrance on the east side of the site can be achieved with having the building positioned at the northwest corner. The drive-thru lane will provide a total stack of 30 cars. The drive-thru will feature two stacking lanes up to the order points that will merge into one lane leading up to the pickup window. Chick-fil-A has found that this drive-thru configuration increases efficiency and minimizes vehicle overflow into the parking lot. Additionally, over the last year Chick-fil-a has enhanced the operations of the drive-thru lane by adding the ability for face to face ordering as well as automated payment prior to the pickup window. Innovative features such as these are what have earned Chick-fil-A best drive-thru in America for ten consecutive years as determined by a nationally recognized quick



service authority. Out of all the quick service restaurants surveyed, Chick-fil-A scored the highest in order accuracy, friendliness of the order takers, and speed of service. Overall average wait time from the time an order is placed to pick-up is approximately 120 seconds.

The CFA development has been configured to position parking on the south side of the building as well as within the eastern portion of the site. CFA's parking area will provide for a total of 64 spaces and will utilize bidirectional drive aisles which will enhance site circulation. Based upon historical data CFA has found that approximately 60 parking stalls are needed to ensure efficient restaurant operations. It should be noted that the parking lot has also been designed to accommodate wide turning movements of typical CFA delivery vehicles.

Access to the site is proposed to be provided via two access drives onto N. Port Washington Road and N. Iroquois Avenue. The access points have been aligned with each other to help facilitate better circulation throughout the site and help reduce any potential backups in the various parking areas.

The Chick-fil-A site will be attractively landscaped to provide year-round interest and to meet the intent of the City Code.

Signage

Signage will be paramount in notifying potential customers that are approaching the site from multiple directions of where the restaurant is located. In an effort to assist them in locating the restaurant, signage is proposed on the front building elevation and a monument sign is proposed to be installed at the northwest corner of the site along N. Port Washington Road. The monument sign has been designed with a height of 10 feet, and will feature a durable brick base, thus providing aesthetic appeal. Chick-fil-A feels the presence of the sign along Port Washington Road is important given the amount of daily traffic. Additionally, appropriate signage will be key in the success of the restaurant as it will attract those just driving by as well as assist those coming for the first time.

Building Elevations

The Chick-fil-A building is proposed to be a mixture of brick veneer, prefinished metal, and glass. Mechanical units for heating/cooling will be located on the roof and will be screened via a parapet wall. Accent light via wall sconces are proposed around the building to provide nighttime interest. The trash enclosure will incorporate the same colored brick veneer as the building to maintain consistency. The dumpsters inside of the enclosure will be screened from the front by durable double gates with prefinished plastic lumber (weathered wood).



Drive-Thru Canopies

As part of the face to face drive-thru ordering operation mentioned previously, Chick-fil-A is proposing the installation of two drive-thru canopies. One canopy will be located at the order boards and the other will be located at the pick-up window.

The reason for the canopies is due to the challenge Chick-fil-A faced on how to increase the amount of orders that can be placed and sent to the kitchen beyond the two they were limited to with the two order points. Chick-fil-A strives to ensure the food is ready by the time the guests reach the pick-up window. In order to meet this challenge, Chick-fil-A began to implement face-to-face ordering in the drive-thru, which stations team members in the drive-thru lanes with iPads to personally take orders from the drive-thru guests. Typically there will be two to three team members per lane in the ordering zone to speed up the process of placing the order, giving the kitchen more time to prepare the food so that they can move cars through the drive-thru lane more quickly. As team members began to spend more and more time outside exposed to the elements, Chick-fil-A realized the importance of creating a more comfortable environment for them. As such, the idea of the canopy was developed which provides shelter over the ordering zone of the drive-thru lanes in order to protect the team members from rain, snow, cold, and heat. The canopy not only shields the team members from rain and snow but also provides some temperature control through the use of fans for cooling in the summer and heaters for heat in the winter. As an added benefit, the guest experience is also enhanced by providing customers with a protected area in which they can feel safe rolling down their car windows to place their order regardless of the weather. Chick-fil-A has and will always strive to provide not only the best guest experience but also employee experience. From a materials standpoint, the canopy is all metal that would be painted dark bronze to tie into the dark bronze metal awnings, coping, and storefront for the building to provide a consistent look amongst all the site amenities.

The Chick-fil-A Story

It's a story that actually began 97 years ago when a man named Truett Cathy was born in 1921 in the small town of Eatonton, Georgia, about 80 miles from Atlanta, where he grew up. Truett's mom ran a boarding house, which meant she had to cook a lot of meals – but Truett helped, and he paid close attention, and picked up cooking and serving tips that would come in quite handy later. Along the way, he also learned to be quite the entrepreneur. He sold magazines door to door, delivered newspapers all over the neighborhood, and sold Coca-Colas from a stand in his front yard and all the while he was learning the importance of good customer service.

After serving his country in World War II, in 1946 Truett used the business experience he gained growing up and opened his first restaurant with his brother, Ben, calling it the Dwarf Grill (later renamed the Dwarf House). Hamburgers were on the menu but, ironically, no chicken because he said it took too long to cook. Truett worked hard with that first venture, but considered



Sunday to be a day of rest, for himself and his employees and as you know, that's a practice that Chick-fil-A honors to this day.

The early 60s would be a pivotal time in Truett's life. That's when he first took a boneless breast of chicken and spent the next few years experimenting until he found the perfect mix of seasonings. He breaded and cooked the filet so that it stayed juicy, put it between two buttered buns and added two pickles for extra measure and in 1963 unveiled what we now know as the Chick-fil-A Chicken Sandwich. As far as the name, Truett says it just came to him. He had it registered that year in 1963 and created a logo that has been updated but is still very similar to the original designed 50 years ago.

The Chick-fil-A sandwich was a huge hit, and in 1967 Truett opened his first Chick-fil-A restaurant in an enclosed shopping mall where, up to that point, food normally wasn't sold. Frankly, the developer of the Greenbriar Shopping Center in Atlanta wasn't too keen on serving food inside his mall, but as we know that turned out to be a very smart decision on his part, and especially Truett's. Today, Truett is recognized as the pioneer in quick-service mall food. It wasn't until 1986 that Chick-fil-A opened its first "freestanding" restaurant on North Druid Hills Road in Atlanta. Today there are over 2,300 restaurants locations in 47 states and it's become so popular that people literally camp out in the parking lot the night before a grand opening of a new restaurant; they're hoping to be one of the first 100 people in line because they'll be rewarded with free Chick-fil-A for a year, which gives new meaning to the phrase "happy campers!"

Chick-fil-A is now the largest quick-service chicken restaurant and one of the largest that's privately-held. Three generations of Cathy family members are involved in the business, including Truett's sons Dan (the president and CEO) and Bubba (senior VP) and also, his grandchildren.

Our Food

There are a lot of things people say they like about Chick-fil-A, but it all begins with the food, and especially the Original Chick-fil-A Chicken Sandwich. It was a significant product innovation, and it remains our best-selling item on the menu. Our innovations didn't stop with the chicken sandwich. In 1982, we were the first restaurant to sell chicken nuggets nationally, and three years later added our trademark Waffle Potato Fries to the menu, and we still use 100% fully refined peanut oil, which is cholesterol and trans fat free. In 2010, we introduced the Chick-fil-A Spicy Chicken Sandwich. With its special blend of peppers and other seasonings, it became such a "hot" selling item that we soon after introduced the Spicy Chicken Biscuit. More recently and within the last couple years we introduced to our menu a new grilled chicken sandwich and grilled chicken nuggets. People also like the fact that we offer a variety of menu options for those wanting foods that are lower in calories, carbs or fats, such as the Chick-fil-A Chargrilled Chicken Sandwich, entrée salads and fruit cups and by the way, fruit cups are an



option with our kid's meals these days. In fact, Men's Health magazine named us "America's Healthiest Chain Restaurant for Kids." The high quality of our food is the number one reason people keep coming back to Chick-fil-A but there are a few more reasons – and one has four legs and is a terrible speller.

Serving our Customers

Whenever you ask people what they like about Chick-fil-A, one of first things they say is "the service" and it's an important part of our story, because it goes back to Truett's experience as a young businessman and to the values he instilled in Chick-fil-A. We call it Second Mile Service, and it's based on the belief that if someone asks you to carry something for them one mile, you do one better and carry it for them two. Its doing those unexpected things that make people feel special. Our drive-thru has been voted "America's #1 drive-thru" for six years in a row. We do our best to ensure a quick and pleasurable experience, and might even have a nugget for the family pet when you arrive at the window. But no matter if you're being served in our restaurants, at our drive-thrus, or with an outside delivery, you can always count on our team members responding to your words of thanks with two special words of their own – "My pleasure."

Chick-fil-A Philosophy & Operator/Employment Model

The Company's philosophy is that their restaurants become integral parts of the communities in which they are located. Chick-fil-A makes scholarships available to store employees and sponsors the Winshape Foundation which supports a family of programs designed to encourage outstanding young people nationwide. The Foundation has a college program and operates a series of camps, homes, and retreats. On the local level, individual restaurant operators typically engage in community support activities such as sponsoring youth sports teams, supporting educational activities, and leadership initiatives. Finally, and in accordance with company policy, the operators and employees in each Chick fil A Restaurant strive for a level of customer service unequaled in the quick-service food industry. It is quite common to go into a Chick-fil-A and have your tray carried to your table, have people clear your table, and ask if they can come and refresh your beverage.

Beyond the above, Chick-fil-A's operators model is very unique in the fast food industry. In their situation, the operator is part owner with Chick-fil-A. It's similar to a franchise except they usually have one location. Sometimes they have two but for the most part they have one location and what that provides is a situation where they have very competent partners with great character in the restaurants who are deeply involved in the community. What Chick-fil-A likes to say is that their operators are in business for themselves, but not by themselves. It is very unusual for an operator to shut down and the retention rate for operators is about 98%. A typical Chick-fil-A store will employ approximately 60 - 80 jobs with approximately 120 jobs created for temporary construction employment. A typical store will operate between the hours of 6:00am to 10:30pm; Monday thru Saturday and are always closed on Sundays.



PERSPECTIVE VIEW - REAR LEFT



PERSPECTIVE VIEW - FRONT RIGHT



PERSPECTIVE VIEW - REAR RIGHT

PERSPECTIVE VIEWS



EXTERIOR ELEVATIONS



EXTERIOR ELEVATION

1/8" = 1'-0"

A301_ATTACHED CANOPY SCHEDULE						
Mark	Description	Count	Overall Width	Overall Depth	Tie Back Mounting (Offset From Top)	Integral Lighting

C1-C	Exterior Canopy	9	7'-1"	1'-0"	0"	No
C4-A	Exterior Canopy	1	5'-0"	4'-0"	2'-6"	Yes
C4-E	Exterior Canopy	1	7'-1"	4'-0"	2'-6"	Yes
C4-F	Exterior Canopy	4	7'-1"	4'-0"	2'-6"	No
C5-A	Exterior Canopy	1	10'-8"	5'-0"	2'-6"	Yes

Grand total 16



EXTERIOR ELEVATION

1/8" = 1'-0"

EXTERIOR FINISHES

EC-1
 PREFINISHED METAL COPING
 COLOR: DARK BRONZE

BR-4
 BRICK VENEER
 COLOR: V100
 SIZE: MODULAR
 MORTAR: ARGOS SAN TAN

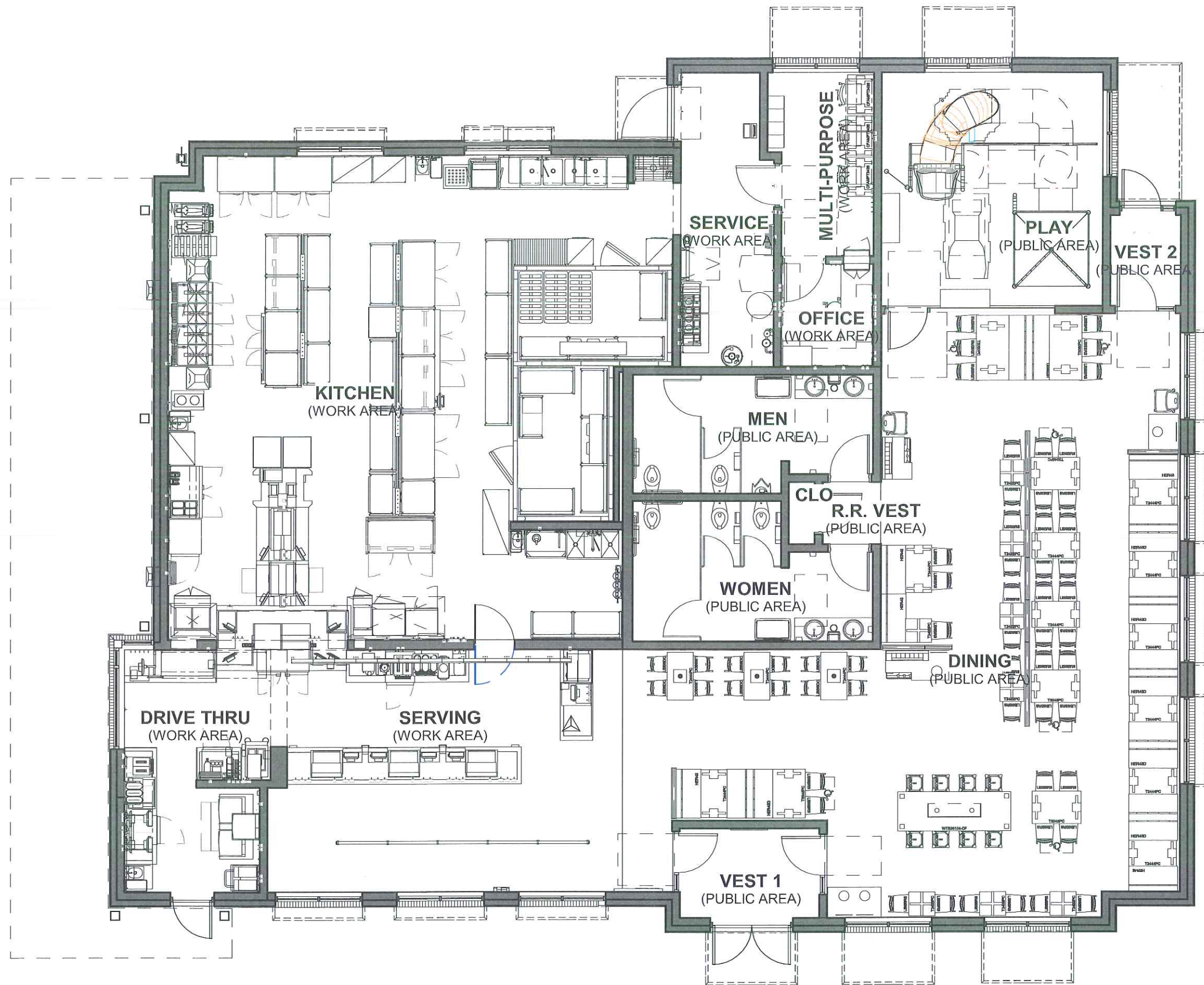
PT-9
 EXTERIOR PAINT
 COLOR: DARK BRONZE
 FINISH: SEMI-GLOSS

BR-3
 BRICK VENEER
 COLOR: CITADEL
 SIZE: MODULAR
 MORTAR: ARGOS SAN TAN

ST-1
 STOREFRONT
 COLOR: DARK BRONZE

EXTERIOR ELEVATIONS





FLOOR PLAN

1/8" = 1'-0"

FLOOR PLAN



CHICK-FIL-A
BAYSHORE FSU

BUILDING TYPE / SIZE: P12 SE
RELEASE: v2 10.12

REVISION SCHEDULE		
NO.	DATE	DESCRIPTION

A

PROJECT STATUS

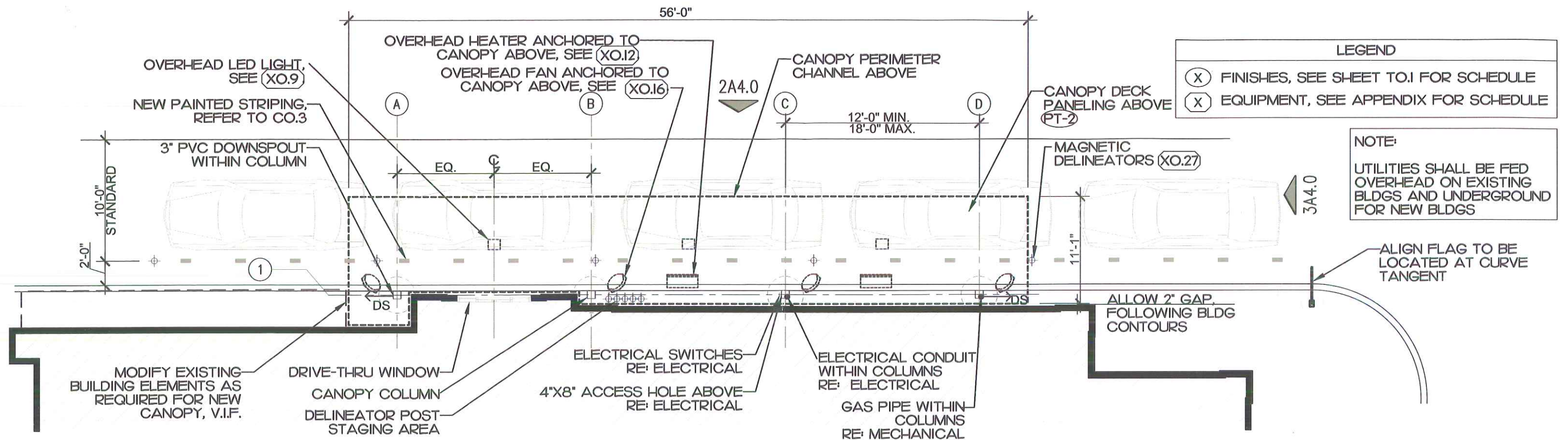
CONSULTANT PROJECT #	XXXXXX
PRINTED FOR	PROJECT STATUS
DATE	MM/DD/YY
DRAWN BY	Author

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SHEET
REFUSE ENCLOSURE

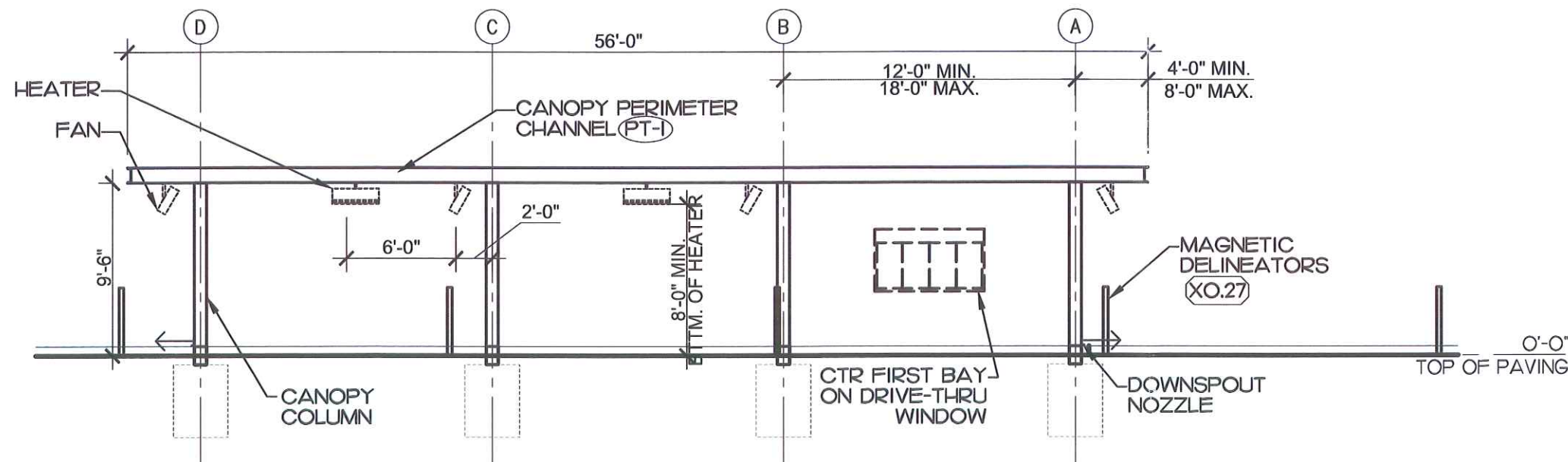
A-103

1. ** IN THE ARCHITECTURAL DRAWINGS, REFUSE ENCLOSURE AND MAIN BUILDING ARE BOTH NOTED WITH FINISH SLAB AT 0'-0". ACTUAL FINISH SLAB HEIGHTS WILL VARY BETWEEN MAIN BUILDING AND REFUSE ENCLOSURE. REFER TO CIVIL FOR ALL FINISH SLAB HEIGHTS.

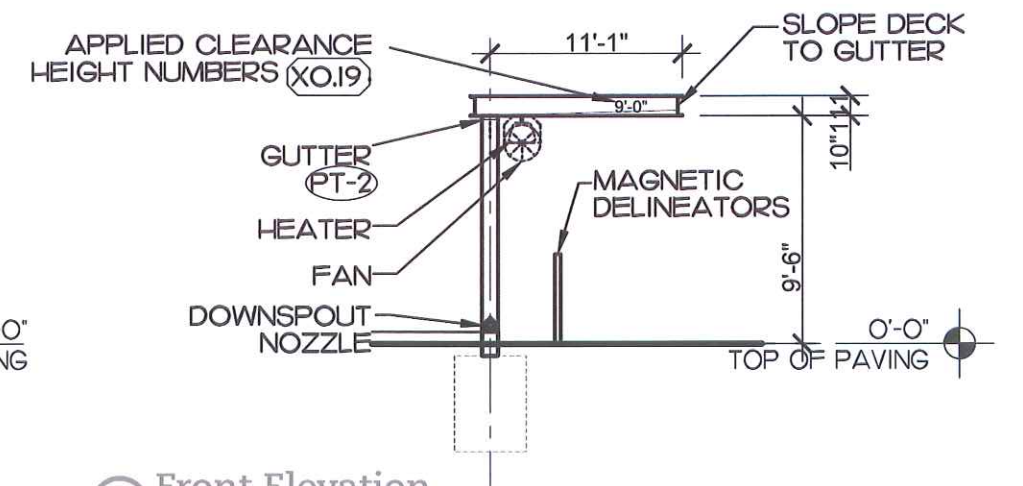


LEGEND	
(X)	FINISHES, SEE SHEET TO.I FOR SCHEDULE
(X)	EQUIPMENT, SEE APPENDIX FOR SCHEDULE

1 Floor Plan
Scale: 1/8" = 1'-0"



2 Side Elevation
Scale: 1/8" = 1'-0"



3 Front Elevation
Scale: 1/8" = 1'-0"



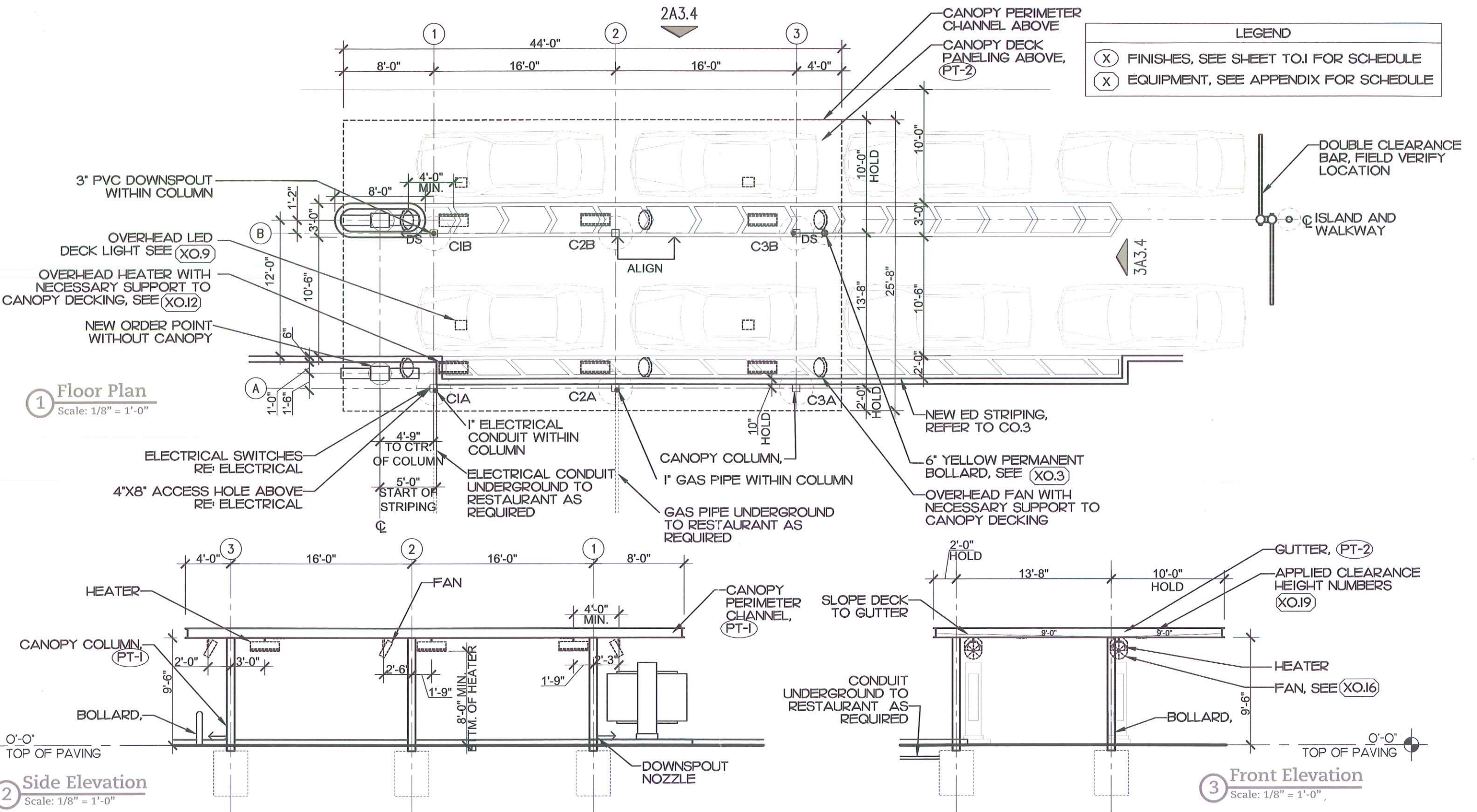
Tier 3 Outside Meal Delivery Canopy

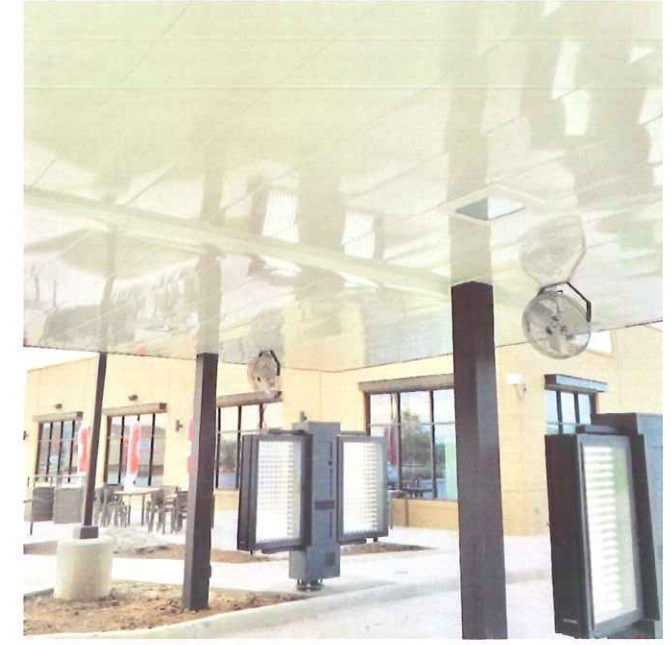
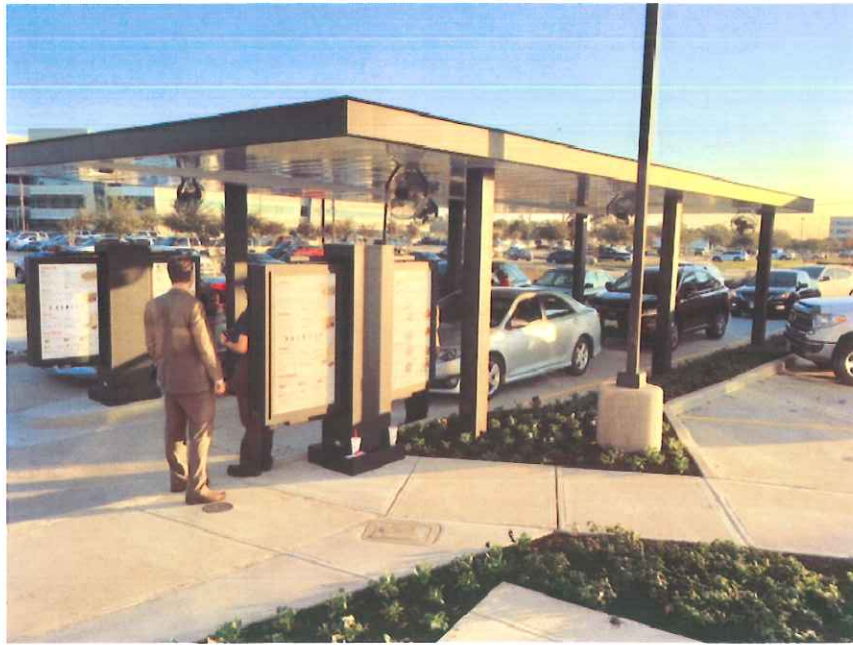
Tier 3 Order Meal Delivery





OUTSIDE MEAL DELIVERY CANOPY





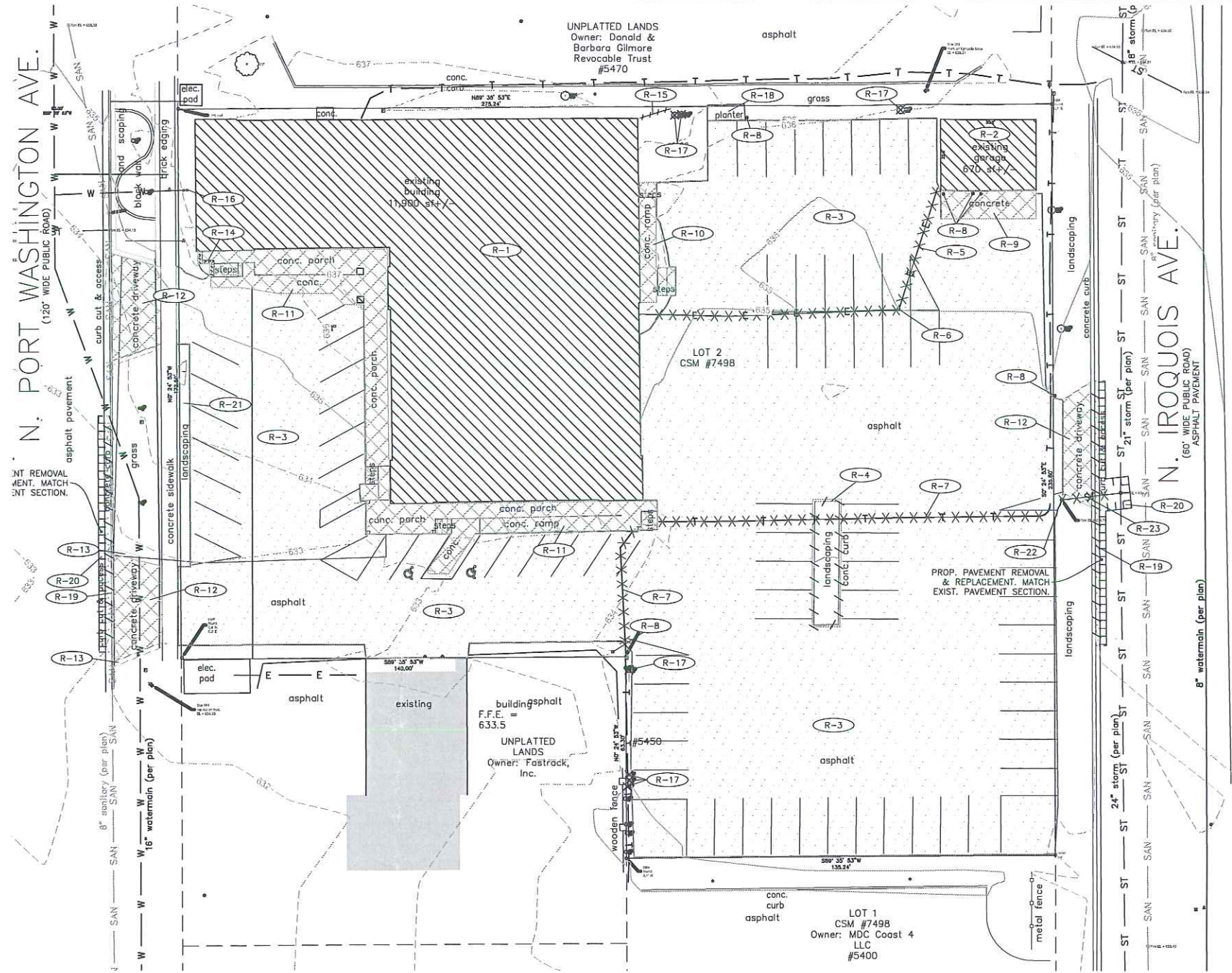
ORDER CANOPY

R-# REMOVAL TAGS		
REMOVALS / RELOCATES / ADJUSTMENTS		
NUMBER		REMARKS
R-1	BUILDING W/ FOUNDATION	REMOVE
R-2	GARAGE W/ FOUNDATION	REMOVE
R-3	BITUMINOUS PAVEMENT	REMOVE
R-4	CONCRETE BARRIER CURB	REMOVE
R-5	ELECTRIC LINE	REMOVE
R-6	LIGHT POLE	REMOVE
R-7	TELEPHONE LINE	REMOVE
R-8	BOLLARDS	REMOVE
R-9	CONCRETE	REMOVE
R-10	CONCRETE SIDEWALK & STEPS	REMOVE
R-11	CONCRETE PORCH & STEPS	REMOVE
R-12	CONCRETE APRON	REMOVE
R-13	BRICK APRON	REMOVE
R-14	CONCRETE WALL	REMOVE
R-15	WOOD FENCE	REMOVE
R-16	WATER SERVICE	REMOVE
R-17	TREE	REMOVE
R-18	GARDEN	REMOVE
R-19	CONCRETE CURB AND GUTTER	REMOVE AND REPLACE
R-20	BITUMINOUS PAVEMENT	REMOVE AND REPLACE (MATCH EXISTING SECTION)
R-21	LANDSCAPE AREA	REMOVE
R-22	STORM SEWER STRUCTURE	REMOVE AND REPLACE
R-23	STORM SEWER	REMOVE AND REPLACE

- PROJECT NOTES:**
- LAND DISTURBING ACTIVITIES SHALL NOT COMMENCE UNTIL APPROVAL TO DO SO HAS BEEN RECEIVED BY GOVERNING AUTHORITIES. IN ADDITION TO, NO LAND CLEARING OR GRADING SHALL BEGIN UNTIL ALL PERIMETER EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN INSTALLED. (INCLUDING STORM WATER POLLUTION PREVENTION PLAN PER THE DEVELOPMENT CRITERIA.) SEE SHEET C-302 FOR EROSION CONTROL MEASURES.)
 - ALL EXISTING UTILITIES TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION.
 - CONTRACTOR SHALL COORDINATE AND COMPLY WITH ALL UTILITY COMPANIES INVOLVED IN PROJECT AND PAY ALL REQUIRED FEES AND COSTS.
 - ALL STRUCTURES & DEBRIS SHALL BE REMOVED PRIOR TO CONSTRUCTION & DISPOSED OF OFFSITE.
 - ANY EXISTING FIELD DRAIN TILES ENCOUNTERED SHALL BE RECONNECTED OR CONNECTED TO THE NEAREST STORM SEWER.
 - CONTRACTOR TO KEEP ACCESS DRIVE OPEN AT ALL TIMES WITH MINOR CLOSINGS ALLOWED FOR PAVING ACTIVITIES.
 - THE CONTRACTOR IS CAUTIONED NEITHER TO OBSTRUCT NOR REMOVE ANY EXISTING PAVEMENT, NOR TO DISTURB THE EXISTING TRAFFIC PATTERNS MORE THAN IS NECESSARY FOR THE PROPER EXECUTION OF THE WORK.
 - ALL BITUMINOUS PAVEMENT REMOVAL AREAS SHALL BE SAWCUT.
 - CONTRACTOR SHALL INSTALL CONSTRUCTION FENCING AND SIGNAGE AROUND CONSTRUCTION BOUNDARIES TO PROTECT PEDESTRIANS.

- TRAFFIC CONTROL NOTES:**
- ALL APPLICABLE CITY PERMITS, INCLUDING BUT NOT LIMITED TO CLOSURE PERMITS, SHALL BE OBTAINED PRIOR TO ANY CONSTRUCTION WITHIN CITY ROW OR LANE CLOSURES.
 - ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
 - PERMANENT SIGNING THAT CONVEYS A MESSAGE CONTRARY TO THE MESSAGE OF TEMPORARY SIGNING AND NOT APPLICABLE TO THE WORKING CONDITIONS SHALL BE COVERED BY THE CONTRACTOR WHEN DIRECTED BY THE CITY.
 - THE CONTRACTOR SHALL COORDINATE HIS TRAFFIC CONTROL WITH OTHER CONSTRUCTION PROJECTS IN THE AREA.
 - SIDEWALK CLOSED SIGNS REQUIRED FOR ALL SIDEWALK CLOSURES.
 - THE CONTRACTOR IS CAUTIONED NEITHER TO OBSTRUCT NOR REMOVE ANY EXISTING PAVEMENT, NOR TO DISTURB THE EXISTING TRAFFIC PATTERNS MORE THAN IS NECESSARY FOR THE PROPER EXECUTION OF THE WORK.

- STAGING NOTES:**
(STAGING SUBJECT TO CHANGES PER SITE CONTRACTORS SCHEDULE AND METHODS OF OPERATION)
- EROSION CONTROL MEASURES AND STOCKPILE STAGING
 - CONSTRUCTION ENTRANCES
 - PLAN REMOVALS
 - PROPOSED UNDERGROUND
 - GRADING
 - PAVING



DIGGERS
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1-800-242-8511

WITH THE FOLLOWING:
COUNTY MILWAUKEE COUNTY
CITY-TOWNSHIP CITY OF GLENDALE, TOWNSHIP 8N
SEC. & 1/4 SEC. NO. # NE1/4 OF SEC. 32-T 8N-R22E

3 working days prior notice before digging.
Diggers Hotline is open 24 hours a day, 7 days a week, 365 days a year!

SITE BENCHMARKS:

DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

SITE BENCHMARK #1
TOP OF NUT ON FIRE HYDRANT LOCATED AT JUST SOUTH OF SOUTHWEST CORNER OF SITE.
ELEV. = 634.93 (NGVD29)

SITE BENCHMARK #2
MARK ON LIGHT POLE BASE LOCATED APPROXIMATELY 40 FEET WEST AND 4 FEET NORTH OF NORTHEAST CORNER OF SITE.
ELEV. = 638.01 (NGVD29)

LEGEND

- INDICATES FULL DEPTH SAWCUT
- INDICATES CONC./SIDEWALK REMOVAL (FULL DEPTH)
- INDICATES BUILDING REMOVAL
- INDICATES BIT./ASPHALT REMOVAL (FULL DEPTH)
- INDICATES MISC. REMOVAL ITEMS (SEE THIS SHEET FOR SIZE AND QUANTITY)
- INDICATES EXIST. CONCRETE CURB & GUTTER, WALL OR FENCE REMOVAL
- INDICATES UTILITIES TO BE REMOVED
- INDICATES TREE AND BRUSH REMOVAL (SEE LANDSCAPING PLANS FOR SIZE AND QUANTITY)
- INDICATES TREE AND BRUSH PROTECTION (SEE LANDSCAPING PLANS FOR SIZE AND QUANTITY)

North Arrow

0 20'
1" = 20'
BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

PRELIMINARY
NOT FOR CONSTRUCTION



Chick-fil-A
Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

HRGreen
HRGreen.com
HRGreen

CHICK-FIL-A
BAYSHORE (WI) FSU
5464 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

FSR# 04327

REVISION SCHEDULE		DESCRIPTION
NO.	DATE	

PRELIMINARY

ENGINEER'S PROJECT #	180770
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DATE	12/07/2018
DRAWN BY:	ECH
CHECKED BY:	JFV
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SHEET DEMOLITION PLAN	

SHEET NUMBER
C-100

SITE PLAN DESIGN NOTES & KEY PLAN

- 1 DIRECTIONAL ARROW
- 2 DRIVE-THRU GRAPHICS
- 3 STOP LINE GRAPHIC
- 4 PAINTED HANDICAP PARKING SYMBOL
- 5 STANDARD PARKING STALL (9.0'x19') PER CODE
- 6 STANDARD 60 DEGREE PARKING STALL (9'x21'-4")
- 7 4" SOLID WHITE STRIPING
- 8 4" SOLID YELLOW STRIPING
- 9 4" SKIP DASH YELLOW STRIPING
- 10 DIRECTIONAL SIGNAGE
- 11 ALL SIGNS SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" BY THE U.S. DEPARTMENT OF TRANSPORTATION. (SEE SIGN LEGEND)
- 12 6A THRU 6G (SEE SIGNAGE LEGEND, THIS SHEET)
- 13 CHICK-FIL-A MONUMENT SIGN, SEE SIGNAGE PACKAGE
- 14 CHICK-FIL-A "ENTER" SIGN, SEE SIGNAGE PACKAGE
- 15 CHICK-FIL-A "EXIT" SIGN, SEE SIGNAGE PACKAGE
- 16 CHICK-FIL-A "DRIVE THRU" SIGN, SEE SIGNAGE PACKAGE
- 17 CLEARANCE BAR, SEE SIGNAGE PACKAGE
- 18 DRIVE THRU ORDERING STATION, SEE SIGNAGE PACKAGE
- 19 FLAGPOLE, 30'. SEE SIGNAGE PACKAGE
- 20 SIDEWALK (ADA COMPLIANT) RAMP
- 21 HANDICAP RAMP w/ FLARED SIDES (IN SIDEWALK)
- 22 HANDICAP RAMP w/ FLARED SIDES (GRASSED AREAS)
- 23 RETURNED CURB HANDICAP RAMP
- 24 INDICATED DOWNS
- 25 TYPICAL CONCRETE SIDEWALK, 5' MIN.
- 26 7' WIDE SIDEWALK w/ CURB & GUTTER
- 27 INTEGRAL CURB & 7" WIDE SIDEWALK
- 28 DRIVE THRU PLAN
- 29 DRIVE-THRU ISOMETRIC
- 30 SOLID PLASTIC WHEEL STOP
- 31 LANDSCAPE & IRRIGATION PROTECTOR
- 32 24" CONCRETE CURB & GUTTER
- 33 SPILLING CURB SECTION
- 34 CATCHING CURB SECTION
- 35 DEPRESSED SPILLING CURB
- 36 DEPRESSED CATCHING CURB
- 37 ROLLER/MOUNTABLE CURB
- 38 REFUSE ENCLOSURE FOUNDATION
- 39 CONCRETE BOLLARD
- 40 TYPICAL PAVEMENT SECTION
- 41 PAVEMENT EDGE DETAIL
- 42 CONCRETE APRON SECTION
- 43 TRANSVERSE & LONGITUDINAL CONTRACTION JOINT
- 44 TRANSVERSE & LONGITUDINAL DOWELED CONTRACTION JOINT
- 45 CONCRETE APRON @ TRASH ENCLOSURE
- 46 CONCRETE PAVING @ DRIVE THRU LANE
- 47 ALUMINUM HANDRAIL
- 48 TYPICAL STAIR HANDRAIL
- 49 CONTRACTION JOINT
- 50 KEYED CONTRACTION JOINT
- 51 LONGITUDINAL BUTT JOINT
- 52 EXPANSION JOINT
- 53 DRIVE-THRU DIRECTIONAL GRAPHICS
- 54 CROSSWALK DETAIL
- 55 DRIVE THRU ORDER POINT ISLAND CURB
- 56 MENU BOARD LOOP DETECTION SYSTEM
- 57 ENTRY DOOR FROST SLAB DETAIL
- 58 GREASE TRAP
- 59 PROPOSED TRANSFORMER
- 60 ROOF DOWNSPOUT (TO CONNECT TO SITE DRAINAGE SYSTEM)
- 61 LANDSCAPED AREA
- 62 TYPICAL LOCATION FOR OUTDOOR TABLES (SEE EQUIPMENT SCHEDULE)
- 63 CONCRETE STRIP BETWEEN BUILDING AND BACK OF CURB
- 64 CONCRETE PAD FOR OPTIONAL CASH STATION
- 65 BIKE RACK
- 66 3' WIDE DEPRESSED CURB CUT W/ CONCRETE FLUME
- 67 DRIVE-THRU LANE STRIPING (SEE CFA DESIGN NOTES #2017-038 & 2018-016 ON SHEET C-502)
- 68 FACE-TO-FACE DRIVE-THRU CANOPY SYSTEMS
- 69 DT LANE WIND SCREEN: 8' HIGH DECORATIVE ALUMINUM FENCING WITH BLACK POLYPROPYLENE WINDSCREEN FABRIC ATTACHED WITH FENCE FASTENERS, 18' LONG CENTERED ON PICK UP WINDOW AND 4' FROM BACK OF CURB.

SIGN LEGEND

6A	NO ENTRY	DENOTES "DO NOT ENTER" R5-1, 30" X 30" (TYP.)
6B	WHEELCHAIR	DENOTES "HANDICAPPED PARKING" R7-5, 12" X 18" (TYP.)
6C	STOP	DENOTES "STOP" R1-1, 30" X 30" (TYP.)
6D	PEDESTRIAN	DENOTES "PEDESTRIAN CROSSWALK" 12" X 18" (TYP.)
6E	VAN ACCESSIBLE	DENOTES "VAN ACCESSIBLE" D9-6P (BOLLARD MOUNTED WITH 6B)
6F	CATERING & CARRY OUT	DENOTES "CATERING & CARRY OUT" 12" X 18" (TYP.)

SITE DATA:

- TAX KEY #: 1979021000
- ZONING: B-1 (SUB AREA B)(BUSINESS & COMMERCIAL DISTRICT)
- OVERALL LOT SIZE: 67,790± SQ. FT. (1.56 ACRES)

BUILDING DATA:

- BUILDING FOOTPRINT: 4,869± SQ. FT.
- BUILDING GROSS FLOOR AREA (GFA): 4,869 SQ. FT.
- NUMBER OF EMPLOYEES DURING LARGEST SHIFT = 15 EMPLOYEES
- TOTAL NUMBER OF SEATS = 130
- INDOOR SEATS = 110
- OUTDOOR SEATS = 20

PARKING DATA:

- NUMBER OF REGULAR PARKING SPACES: 61
- NUMBER OF ADA SPACES: 3
- TOTAL NUMBER OF SPACES PROVIDED: 64
- TOTAL NUMBER OF SPACES REQUIRED: 97
- TYPICAL PARKING WIDTH: 9.0'
- TYPICAL 90° PARKING LENGTH: 19.0'
- MINIMUM ISLE WIDTH: 24.0' (90°)

PARKING FORMULA:

RESTAURANTS:

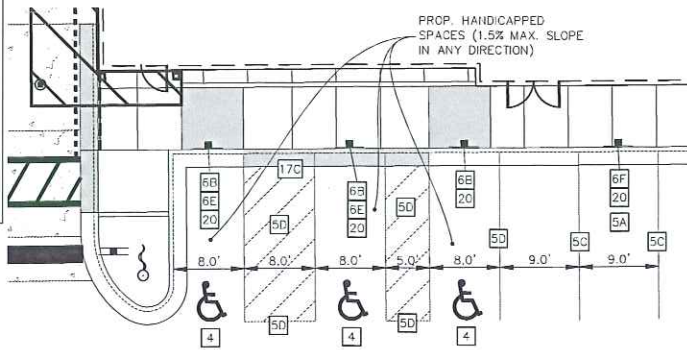
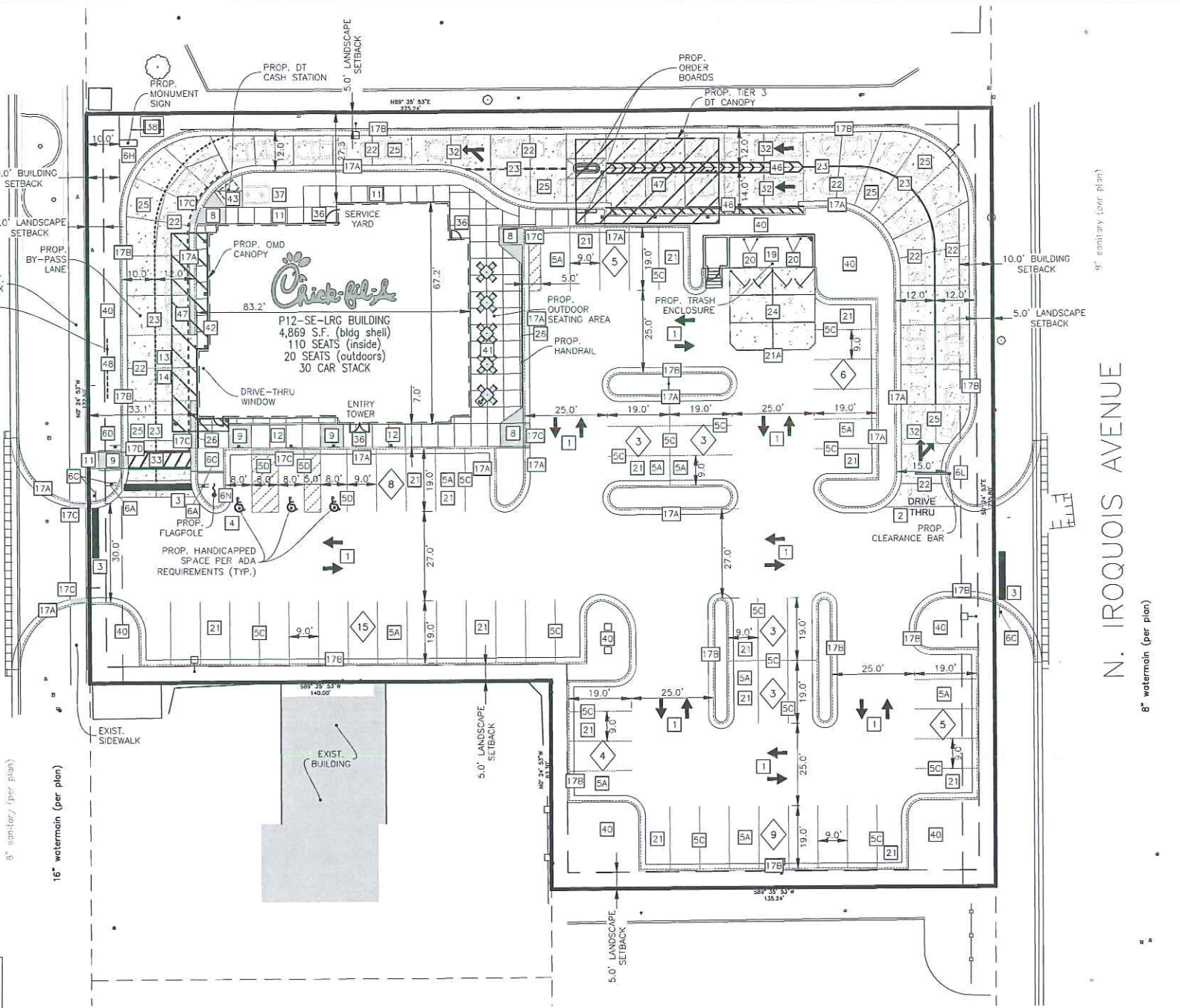
- 1 SPACES PER 50 SQ. FT. GROSS FLOOR AREA
- PER 4,869 SQ. FT. GFA = 97 SPACES

PROJECT NOTES:

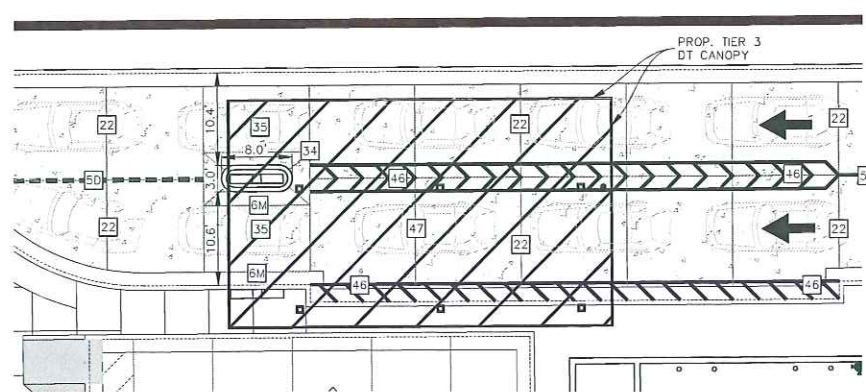
- ALL CONSTRUCTION WITHIN PUBLIC R.O.W./ EASEMENTS AND OR CONNECTION TO PUBLIC SEWERS AND STREETS SHALL COMPLY WITH THE CITY OF GLENDALE STANDARD CONSTRUCTION SPECIFICATIONS.
- AT LEAST ONE WEEK PRIOR TO ANY CONSTRUCTION WITHIN PUBLIC R.O.W./ EASEMENTS AND/OR ANY CONNECTION TO PUBLIC SEWERS AND STREETS, THE CONTRACTOR SHALL CONTACT THE CITY TO OBTAIN APPLICABLE CITY PERMITS.
- INGRESS/EGRESS WILL BE PROVIDED INTERNAL AND EXTERNAL TO THIS SITE.
- ALL CONCRETE CURB & GUTTER SHALL BE 24" (B6.18) UNLESS OTHERWISE NOTED ON THE PLANS.
- ALL PAVEMENT DIMENSIONS ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- ALL CURB ADJOINING SIDEWALKS SHALL BE DOWELED INTO THE CURB. SEE DETAIL ON SHEET C-400
- ALL CONSTRUCTION MATERIALS, DUMPSTER, DETACHED TRAILERS OR SIMILAR ITEMS ARE PROHIBITED ON PUBLIC STREETS OR WITHIN THE PUBLIC RIGHT-OF-WAY

HATCH LEGEND

[Hatch Pattern]	DENOTES STANDARD PAVEMENT SECTION	21
[Hatch Pattern]	DENOTES CONCRETE SECTION	24 25
[Hatch Pattern]	DENOTES PROP. SIDEWALK	
[Hatch Pattern]	DENOTES AREA OF DEPRESSED SIDEWALK	
[Hatch Pattern]	DENOTES AREA OF DEPRESSED CURB AND GUTTER WITH LENGTH NOTED ON PLANS.	170
[Hatch Pattern]	DENOTES REVERSE CURB & GUTTER	17A



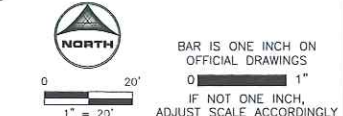
ADA PARKING STALL LAYOUT DETAIL
SCALE: 1"=10'



ORDER CANOPY LAYOUT DETAIL
SCALE: 1"=10'

BID ALTERNATE:

- CONTRACTOR TO INCLUDE COST FOR MATERIALS AND INSTALLATION OF CONCRETE PAVEMENT OF THE ENTIRE PARKING LOT.



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REVISION SCHEDULE	NO.	DATE	DESCRIPTION

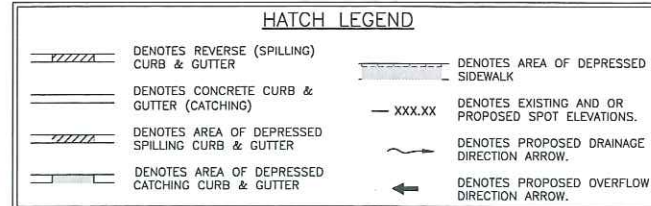
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SHEET
SITE PLAN
SHEET NUMBER
C-200

- GRADING & DRAINAGE NOTES**
- CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF SITE PLAN DOCUMENTS AND ARCHITECTURAL DESIGN FOR EXACT BUILDING UTILITY CONNECTION LOCATIONS, GREASE TRAP REQUIREMENTS/DETAILS, DOOR ACCESS, AND EXTERIOR GRADING. THE UTILITY SERVICE SIZES ARE TO BE DETERMINED BY THE ARCHITECT. THE CONTRACTOR SHALL COORDINATE INSTALLATION OF UTILITIES/SERVICES WITH THE INDIVIDUAL COMPANIES, TO AVOID CONFLICTS AND ENSURE PROPER DEPTHS ARE ACHIEVED. THE JURISDICTION UTILITY REQUIREMENTS SHALL ALSO BE MET, AS WELL AS COORDINATING THE UTILITY TIE-INS/CONNECTIONS PRIOR TO CONNECTING TO THE EXISTING UTILITY/SERVICE, WHERE CONFLICTS EXIST WITH THESE SITE PLANS, ENGINEER IS TO BE NOTIFIED PRIOR TO CONSTRUCTION TO RESOLVE SAME.
 - SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND REPLACING WITH SUITABLE MATERIALS AS SPECIFIED IN THE GEOTECHNICAL REPORT. ALL EXCAVATED OR FILLED AREAS SHALL BE COMPACTED AS OUTLINED IN THE GEOTECHNICAL REPORT. MOISTURE CONTENT AT TIME OF PLACEMENT SHALL BE SUBMITTED IN COMPACTION REPORT PREPARED BY A QUALIFIED GEOTECHNICAL ENGINEER, REGISTERED WITH THE STATE WHERE THE WORK IS PERFORMED, VERIFYING THAT ALL FILLED AREAS AND SUBGRADE AREAS WITHIN THE BUILDING PAD AREA AND AREAS TO BE PAVED HAVE BEEN COMPACTED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT. SUBBASE MATERIAL FOR SIDEWALKS, CURB, OR ASPHALT SHALL BE FREE OF ORGANICS AND OTHER UNSUITABLE MATERIALS. SHOULD SUBBASE BE DEEMED UNSUITABLE BY OWNER OR OWNER'S REPRESENTATIVE, SUBBASE IS TO BE REMOVED AND FILLED WITH APPROVED FILL MATERIAL COMPACTED AS DIRECTED BY THE GEOTECHNICAL REPORT.
 - ALL FILL, COMPACTION, AND BACKFILL MATERIALS REQUIRED FOR UTILITY INSTALLATION SHALL FOLLOW THE RECOMMENDATIONS PROVIDED IN THE GEOTECHNICAL REPORT AND SHALL BE COORDINATED WITH THE APPLICABLE UTILITY COMPANY SPECIFICATIONS.
 - THE CONTRACTOR SHALL COMPLY TO THE FULLEST EXTENT WITH THE LATEST OSHA STANDARDS AND REGULATIONS, OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE "MEANS AND METHODS" REQUIRED TO MEET THE INTENT AND PERFORMANCE CRITERIA OF OSHA, AS WELL AS ANY OTHER ENTITY THAT HAS JURISDICTION FOR EXCAVATION AND/OR TRENCHING PROCEDURES.
 - PAVEMENT SHALL BE SAW CUT IN STRAIGHT LINES TO THE FULL DEPTH OF THE EXISTING PAVEMENT. ALL DEBRIS FROM REMOVAL OPERATIONS SHALL BE REMOVED FROM THE SITE AT THE TIME OF EXCAVATION. STOCKPILING OF DEBRIS WILL NOT BE PERMITTED.
 - THE TOPS OF EXISTING MANHOLES, INLET STRUCTURES, AND SANITARY CLEANOUT GRADES SHALL BE ADJUSTED, IF REQUIRED, TO MATCH PROPOSED GRADES IN ACCORDANCE WITH ALL APPLICABLE STANDARDS.
 - THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF EXISTING TOPOGRAPHIC INFORMATION AND UTILITY INVERT ELEVATIONS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION. CONTRACTOR TO ENSURE 0.75% MINIMUM SLOPE ALONG ALL ISLANDS, GUTTERS, AND CURBS; 1.0% ON ALL CONCRETE SURFACES; AND 1.5% MINIMUM ON ASPHALT, TO PREVENT PONDING. ANY DISCREPANCIES THAT MAY AFFECT THE PUBLIC SAFETY OR PROJECT COST MUST BE IDENTIFIED TO THE ENGINEER IN WRITING IMMEDIATELY. PROCEEDING WITH CONSTRUCTION WITHOUT NOTIFICATION IS DONE SO AT THE CONTRACTOR'S OWN RISK.
 - PROPOSED TOP OF CURB ELEVATIONS ARE GENERALLY 6" ABOVE EXISTING LOCAL ASPHALT GRADE UNLESS OTHERWISE NOTED. FIELD ADJUST TO CREATE A MINIMUM OF 0.75% GUTTER GRADE ALONG CURB FACE. ENGINEER TO APPROVE FINAL CURBING CUT SHEETS PRIOR TO INSTALLATION.
 - IN CASE OF DISCREPANCIES BETWEEN PLANS OR RELATIVE TO OTHER PLANS, THE SITE PLAN WILL TAKE PRECEDENCE. IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY CONFLICTS.
 - CONTRACTOR SHALL BE REQUIRED TO SECURE ALL NECESSARY PERMITS AND APPROVALS FOR ALL OFF-SITE MATERIAL SOURCES AND DISPOSAL FACILITIES. CONTRACTOR SHALL SUPPLY A COPY OF APPROVALS TO ENGINEER AND OWNER PRIOR TO INITIATING WORK.
 - SITE GRADING SHALL NOT PROCEED UNTIL EROSION CONTROL MEASURES HAVE BEEN INSTALLED.
 - SEE EROSION CONTROL PLAN FOR EROSION CONTROL MEASURES AND NOTES.
 - ALL EXISTING STRUCTURES, UNLESS OTHERWISE NOTED TO REMAIN, FENCING, TREES, & ETC., WITHIN CONSTRUCTION AREA SHALL BE REMOVED & DISPOSED OF OFF SITE. NO ON SITE BURNING WILL BE ALLOWED
 - ALL DRAINAGE STRUCTURES SHALL BE PRE-CAST.
 - ALL DRAINAGE STRUCTURES AND STORM SEWER PIPES SHALL MEET HEAVY DUTY TRAFFIC (H20) LOADING AND BE INSTALLED ACCORDINGLY.
 - GENERAL CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES HAVING UNDERGROUND UTILITIES ON SITE OR IN RIGHT-OF-WAY PRIOR TO EXCAVATION. CONTRACTOR SHALL CONTACT UTILITY LOCATING COMPANY AND LOCATE ALL UTILITIES PRIOR TO GRADING START.
 - NO PART OF THE PROPOSED PROJECT IS LOCATED WITHIN A FLOOD HAZARD AREA
 - SPOT ELEVATIONS SHOWN ARE @ EDGE OF PAVEMENT UNLESS OTHERWISE NOTED ON PLAN.
 - ALL CONCRETE CURB & GUTTER SHALL BE TYPE B-6.18 CURB UNLESS OTHERWISE NOTED ON THE PLANS.
 - ALL STORM SEWER JOINTS SHALL HAVE O-RING GASKETS.
 - MATCH EXISTING GRADES AT PROPERTY LINES AND/OR CONSTRUCTION LIMITS.
 - BACKFILL TO THE TOP OF CURBS.
 - SITE SHALL BE GRADED TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS
 - ALL SIDEWALK CROSS SLOPES SHALL BE A MAXIMUM OF 1.5%.
 - DESIGNATED HANDICAP PARKING AREAS SHALL BE GRADED TO A MAXIMUM OF 1.5%
 - SLOPES IN PAVEMENT SHALL BE UNIFORM TO AVOID PONDING OF PAVEMENT.
 - THE CONTRACTOR SHALL CONFINE HIS GRADING OPERATIONS TO WITHIN CONSTRUCTION LIMITS AND EASEMENTS SHOWN ON THE PLANS. ANY DAMAGE TO PROPERTIES OUTSIDE THE SITE BOUNDARY SHALL BE AT THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
 - THE CONTRACTOR SHALL APPLY NECESSARY MOISTURE CONTROL TO THE CONSTRUCTION AREA AND HAUL ROADS TO PREVENT THE SPREAD OF DUST.
 - ALL FIELD TILES ENCOUNTERED SHALL BE REPLACED AND/OR CONNECTED TO THE STORM SEWER SYSTEM AND LOCATED AND IDENTIFIED ON THE RECORD PLANS BY THE CONTRACTOR.
 - ALL STORM DRAINAGE CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE MOST CURRENT CITY OF GLENDALE STANDARDS & SPECIFICATIONS AND THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES STANDARDS.

ST-# STORM TAGS

- ST-1 EXIST. STM WH
RIM = 634.42
INV = 629.10 N 21" RCP
INV = 630.90 E 6"
INV = 630.40 W 12" RCP (INVERT TO BE CONED TO FIT 15-INCH RCP PIPE AT INVERT = 629.40)
- ST-1A 15 LIN FT SS RCP, 15"
@ 1.00%
- ST-2 STM SWR CB 6" DIA., R-3235 TY A GRATE
T/C = 634.55
INV = 629.90 SE 15" RCP
INV = 629.55 NW 15" RCP
- ST-3 35 LIN FT SS RCP, 15"
@ 1.00%
- ST-4 STM SWR CB 8" DIA., R-3235 TY A GRATE
T/C = 634.31
INV = 629.90 SE 15" RCP
INV = 629.55 NW 15" RCP
INV = 629.50 SW 15" RCP
INV = 629.50 NE 12" RCP
- ST-5 83 LIN FT SS RCP, 15"
@ 0.92%
- ST-6 STM SWR CB 6" DIA., R-3235 TY A GRATE
T/C = 634.31
INV = 629.90 SE 15" RCP
INV = 630.64 NW 12" RCP
- ST-7 85 LIN FT SS RCP, 12"
@ 0.40%
- ST-8 STM SWR CB 4" DIA., R-3235 TY A GRATE
T/C = 634.94
INV = 631.00 SE 12" RCP
INV = 631.00 NW 12" RCP
- ST-9 33 LIN FT SS RCP, 12"
@ 0.35%
- ST-10 STM SWR WH 4" DIA., R-1713 CL
RIM = 636.30
INV = 631.12 SE 12" RCP
INV = 631.12 SW 12" RCP
- ST-11 65 LIN FT SS RCP, 12"
@ 0.35%
- ST-12 STM SWR CB 3" DIA., R-3235 TY A GRATE
T/C = 634.76
INV = 631.25 NE 12" RCP
- ST-13 70 LIN FT SS PVC ROOF DRAIN, 8" SDP 26
@ 1.00%
INV @ ST-11 = 631.45
- ST-14 CLEANOUT (SEE DETAIL)
RIM = 635.25
INV = 632.16
- ST-15 11 LIN FT SS PVC ROOF DRAIN, 8" SDP 26
@ 1.00%
INV @ ST-13 = 631.65
INV @ 80.00 = 631.76
- ST-16 11 LIN FT SS PVC ROOF DRAIN, 8" SDP 26
@ 1.00%
INV @ ST-15 = 631.67
INV @ 30.00 = 631.95
- ST-17 10 LIN FT SS PVC CANOPY DRAIN, 6" SDP 26
@ 1.00%
INV @ ST-13 = 631.82
INV @ N CANOPY DOWNSPOUT = 631.92
- ST-18 10 LIN FT SS PVC CANOPY DRAIN, 6" SDP 26
@ 1.00%
INV @ ST-13 = 632.32
INV @ S CANOPY DOWNSPOUT = 632.32
- ST-19 35 LIN FT SS RCP, 15"
@ 0.43%
- ST-20 STM SWR CB 8" DIA., R-3235 TY A GRATE
T/C = 634.41
INV = 630.05 NE 15" RCP
INV = 630.05 W 15" RCP
- ST-21 63 LIN FT SS RCP, 15"
@ 0.35%
- ST-22 STM SWR CB 6" DIA., R-3235 TY A GRATE
T/C = 634.16
INV = 630.27 E 15" RCP
INV = 630.27 SW 12" RCP
- ST-23 137 LIN FT SS RCP, 12"
@ 0.35%
- ST-24 STM SWR CB 3" DIA., R-3235 TY A GRATE
T/C = 633.76
INV = 630.75 NE 12" RCP
- ST-25 41 LIN FT SS RCP, 12"
@ 1.59%
- ST-26 STM SWR CB 8" DIA., R-3235 TY A GRATE
T/C = 634.86
INV = 630.55 NE 15" RCP
INV = 630.55 NW 12" RCP
- ST-27 60 LIN FT SS RCP, 12"
@ 0.75%
- ST-28 STM SWR CB 4" DIA., R-3235 TY A GRATE
T/C = 634.61
INV = 631.00 SE 12" RCP
INV = 631.00 NW 8" PVC
- ST-29 47 LIN FT SS PVC CANOPY DRAIN, 6" SDP 26
@ 1.00%
INV @ S CANOPY DOWNSPOUT = 631.87
- ST-30 2 LIN FT SS PVC CANOPY DRAIN, 6" SDP 26
@ 1.00%
INV @ ST-29 = 631.29
INV @ E CANOPY DOWNSPOUT = 631.31



NOTE:

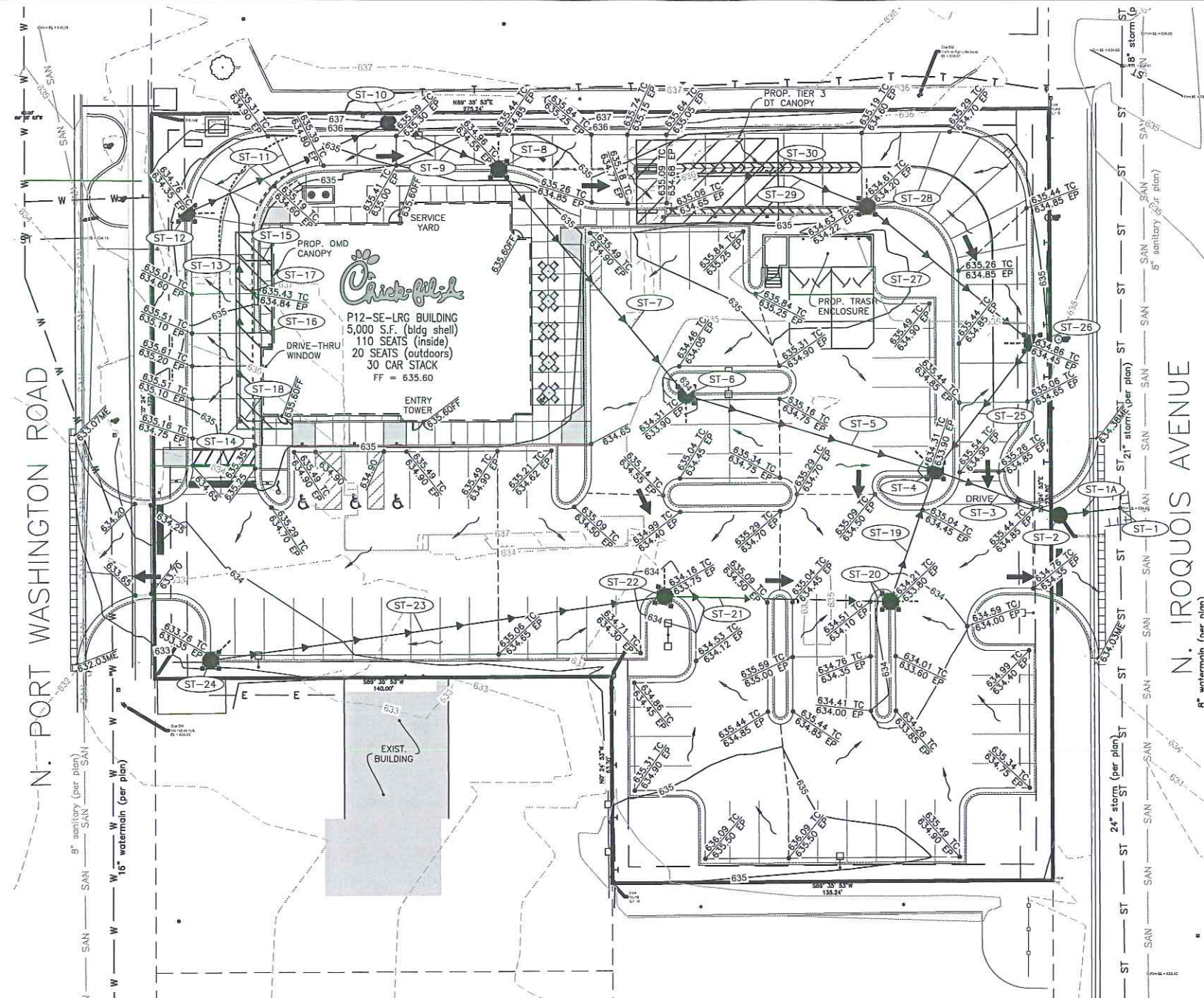
- ALL STORM STRUCTURES WITHIN PAVED AREAS REQUIRE WEEP HOLES. SEE DETAILS 40 & 40A ON SHEET C-403 FOR WEEP HOLE DETAILS.

NOTE:

- CONTRACTOR TO PROVIDE 4-INCH PERFORATED PIPE AT EACH STORM SEWER CATCH BASIN AS SHOWN ON THE PLAN VIA A BOLD DASHED LINE. PERFORATED PIPE SHALL EXTEND 6' OUTSIDE OF THE EXTERIOR OF THE STORM STRUCTURE. PIPE TO BE WRAPPED IN GEOTEXTILE FABRIC AND ENCASED IN OPEN GRADED AGGREGATE.

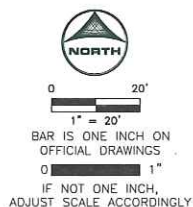
TRAFFIC CONTROL NOTES:

- ALL APPLICABLE CITY PERMITS, INCLUDING BUT NOT LIMITED TO CLOSURE PERMITS, SHALL BE OBTAINED PRIOR TO ANY CONSTRUCTION WITHIN CITY ROW OR LANE CLOSURES.
- ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- SIDEWALK CLOSED SIGNS REQUIRED FOR ALL SIDEWALK CLOSURES.
- THE CONTRACTOR IS CAUTIONED NEITHER TO OBSTRUCT NOR REMOVE ANY EXISTING PAVEMENT, NOR TO DISTURB THE EXISTING TRAFFIC PATTERNS MORE THAN IS NECESSARY FOR THE PROPER EXECUTION OF THE WORK.



GENERAL NOTES:

- ACCESSIBLE PARKING, RAMPS, AND SIGNAGE SHALL COMPLY WITH ADA ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES.
- ALL WORK SHALL BE IN ACCORDANCE WITH OSHA CODES AND STANDARDS, NOTHING INDICATED ON THE DRAWINGS SHALL RELIEVE THE CONTRACTOR FROM COMPLYING WITH ANY APPROPRIATE SAFETY REGULATIONS.
- 1 WEEK PRIOR TO CONSTRUCTION WITHIN CITY OR STATE ROW OR ANY CONNECTION TO PUBLIC SEWERS, CONTRACTOR SHALL NOTIFY THE APPROPRIATE CITY ENGINEERING DIVISION.
- CONTRACTOR TO VERIFY BUILDING DIMENSIONS WITH ARCHITECTURAL PLANS. PLACE 3/4 INCH EXPANSION JOINT BETWEEN ALL P.C.C. PAVEMENT/ SIDEWALKS AND BUILDING. PLACE 1/2 INCH EXPANSION JOINT BETWEEN SIDEWALKS AND P.C.C. PAVEMENT. CUT/TRIM EXPANSION JOINTS TO BE FLUSH WITH SURFACE.
- ALL PROPERTY PINS SHALL BE PROTECTED FROM GRADING OR OTHER OPERATIONS. ANY PINS DISTURBED SHALL BE RESET AT THE CONTRACTOR'S EXPENSE.
- DO NOT STORE CONSTRUCTION MATERIALS AND EQUIPMENT IN THE RIGHT-OF-WAY.
- THE CONTRACTOR SHALL NOT DISTURB DESIRABLE GRASS AREAS AND DESIRABLE TREES OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK OR SERVICE VEHICLES AND EQUIPMENT OR USE THESE AREAS FOR STORAGE OR MATERIALS. STORAGE, PARKING AND SERVICE AREAS WILL BE SUBJECT TO THE APPROVAL OF THE OWNER.
- THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY AREAS OF PAVEMENT OR SIDEWALK NOT TO BE REMOVED THAT IS DAMAGED DUE TO OPERATING EQUIPMENT ON THE PAVEMENT OR SIDEWALK.
- THE CONTRACTOR MAY BE REQUIRED TO PLACE TEMPORARY WARNING DEVICES AND SAFETY FENCE AT CERTAIN LOCATIONS WHERE REPLACEMENT FEATURES ARE NOT INSTALLED THE SAME DAY, AS DIRECTED BY THE ENGINEER OR THE CITY.
- ALL CONSTRUCTION WITHIN PUBLIC ROW/EASEMENTS AND/OR ANY CONNECTION TO PUBLIC SEWERS AND STREETS, SHALL COMPLY WITH THE CITY CONSTRUCTION SPECIFICATIONS FOR SUBDIVISIONS AND LATEST EDITION OF WISDOT DESIGN STANDARDS
- EXCAVATION SHALL BE IN ACCORDANCE WITH THE GEOTECHNICAL REPORT PREPARED FOR THIS PROJECT.
- CONTRACTOR TO GRADE 4" BELOW THE BACK OF CURB TO ALLOW FOR THE PLACEMENT OF TOPSOIL. A MINIMUM OF 4" OF TOPSOIL SHALL BE PLACED IN ALL PLANTING BEDS AND ALL GRASSED AREAS. GRADED AREAS TO BE HELD DOWN TO THE APPROPRIATE ELEVATION TO ACCOUNT FOR TOPSOIL. SEE SHEET L-101 FOR DETAILS.



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FSR# 04327

REVISION SCHEDULE		
NO.	DATE	DESCRIPTION

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SHEET	GRADING PLAN

SHEET NUMBER
C-300

UTILITY NOTES

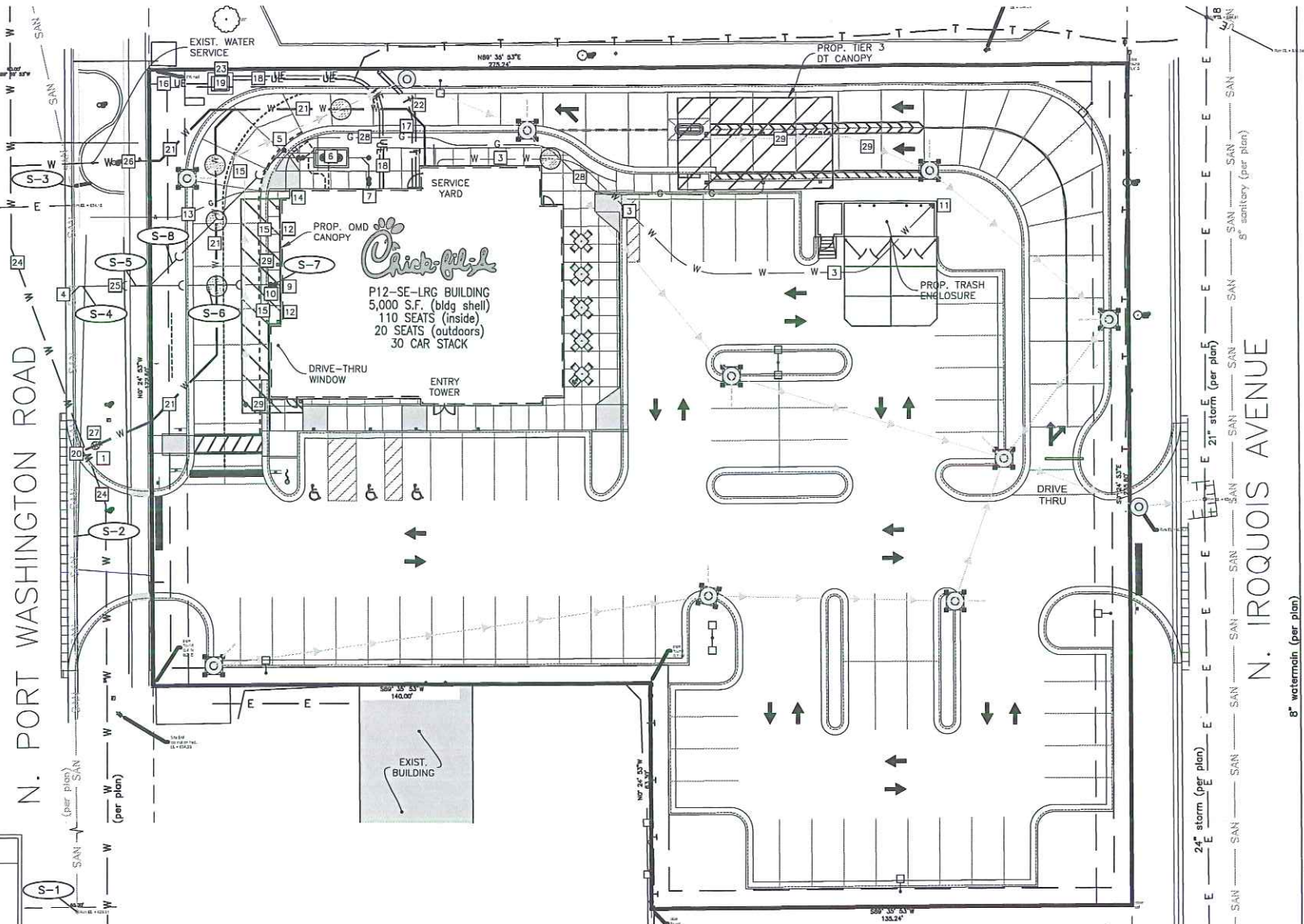
- REFER TO MECHANICAL, ELECTRICAL, AND PLUMBING PLANS FOR DUTY SERVICE SIZES AND EXACT LOCATIONS. CONTRACTOR TO CONFIRM SIZES OF ALL SERVICES PRIOR TO INSTALLATION. REFER TO ELECTRICAL PLANS FOR ELECTRIC AND TELEPHONE SERVICE CONSTRUCTION DETAILS. REFER TO MECHANICAL PLANS FOR GAS SERVICE CONSTRUCTION DETAILS.
- FIELD VERIFY ELEVATIONS AND LOCATIONS OF ALL CONNECTIONS TO EXISTING UTILITIES PRIOR TO COMMENCING CONSTRUCTION.
- PROVIDE TEMPORARY SUPPORT FOR EXISTING UTILITY LINES THAT ARE ENCOUNTERED DURING CONSTRUCTION UNTIL BACKFILLING IS COMPLETE.
- MAINTAIN A MINIMUM OF 6.0' COVER OVER ALL WATER MAINS.
- MAINTAIN A MINIMUM OF 6.0' COVER OVERALL SANITARY SEWER.
- ADJUST ALL MANHOLES AND FRAMES TO FINISHED GRADES.
- ALL SANITARY SEWER AND WATER SERVICES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY OF GLENDALE AND STATE OF WISCONSIN PLUMBING CODE.
- 12" MINIMUM VERTICAL CLEARANCE BETWEEN STORM SEWER AND SANITARY SEWER PIPES. 18" MINIMUM VERTICAL CLEARANCE BETWEEN SANITARY/STORM SEWER AND WATER MAIN.
- MAINTAIN A MINIMUM OF 8' HORIZONTAL SEPARATION BETWEEN SANITARY SEWER LINES AND PUBLIC WATER MAINS.
- WHERE PUBLIC UTILITY FIXTURES ARE SHOWN AS EXISTING ON THE PLANS OR ENCOUNTERED WITHIN THE CONSTRUCTION AREA, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE OWNERS OF THOSE UTILITIES PRIOR TO THE BEGINNING OF ANY CONSTRUCTION. THE CONTRACTOR SHALL AFFORD ACCESS TO THESE FACILITIES FOR NECESSARY MODIFICATION OF SERVICES, UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS AND THEREFORE, THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. IT IS POSSIBLE THERE MAY BE OTHERS. THE EXISTENCE OF WHICH IS PRESENTLY NOT KNOWN OR SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THEIR EXISTENCE AND EXACT LOCATIONS AND TO AVOID DAMAGE THERETO. NO CLAIMS FOR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR ANY INTERFERENCE OR DELAY CAUSED BY SUCH WORK. THE CONTRACTOR IS REQUIRED TO UTILIZE THE UTILITY CALL DIGGERS HOTLINE AT 1-800-242-8511 AT LEAST 72 HOURS PRIOR TO EXCAVATING ANYWHERE ON THE PROJECT.
- LOCATION OF SITE UTILITIES SHALL BE VERIFIED WITH PROPER UTILITY COMPANY PROVIDING SERVICE.
- ALL WATER AND SANITARY LEADS TO BUILDING SHALL END 5' OUTSIDE THE BUILDING LIMITS AS SHOWN ON PLAN AND SHALL BE PROVIDED WITH A TEMPORARY PLUG AT END.
- SEE SITE SPECIFICATIONS "UNDERGROUND UTILITIES" FOR BACKFILLING AND COMPACTION REQUIREMENTS.
- GENERAL CONTRACTOR WILL BE RESPONSIBLE FOR ALL TAP AND TIE ON FEES REQUIRED, AS WELL AS COST OF UNDERGROUND SERVICE CONNECTIONS TO THE BUILDING.
- ELECTRICAL SERVICE TO PAD MOUNTED TRANSFORMER SHALL BE RUN UNDERGROUND, FROM ROAD RIGHT-OF-WAY TO TRANSFORMER LOCATION. ASSOCIATED COST BY GENERAL CONTRACTOR.
- ALL EXISTING UTILITIES TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION.
- FOR EXACT LIGHT POLE LOCATIONS SEE PHOTOMETRICS PLAN.
- MATERIAL PERMITTED FOR USE AS SANITARY SEWER PIPES SHALL BE SDR 26 FOR 4" & 6".
- WE ENERGIES WILL FURNISH AND INSTALL THE GAS MAINS AND GAS SERVICE UP TO AND INCLUDING THE METER. WE ENERGIES WILL BORE THE NEW SERVICE LINE UNDER PAVEMENT.
- CONTRACTOR TO FURNISH AND INSTALL (2) 4" SCHEDULE 40 PVC CONDUITS FOR TELEPHONE SERVICE FROM ATT PEDESTAL TO BUILDING. ATT TO SUPPLY, PROVIDE AND INSTALL PRIMARY TELEPHONE SERVICE. CONDUITS TO BE INSTALLED A MINIMUM 24" BELOW FINISHED GRADE.
- CONTRACTOR TO FURNISH AND INSTALL (2) 4" SCHEDULE 40 PVC CONDUITS WITH PULL WIRE FOR PRIMARY ELECTRIC SERVICE. WE ENERGIES TO PROVIDE AND INSTALL PRIMARY ELECTRIC SERVICE. CONTRACTOR TO FURNISH AND INSTALL (2) 4" SCHEDULE 40 PVC CONDUITS WITH PULL WIRE FOR SECONDARY ELECTRIC SERVICE. CONDUITS SHALL HAVE A MINIMUM OF 36" OF COVER. CONTRACTOR TO PROVIDE AND INSTALL TRANSFORMER PAD AND SECONDARY SERVICE IN ACCORDANCE WITH WE ENERGIES SPECIFICATIONS AND REQUIREMENTS. TRANSFORMER PAD SHALL BE INSTALLED TO FINAL GRADE AND LEVELED.
- CONTRACTOR TO FURNISH AND INSTALL (1) 3" SCHEDULE 40 PVC CONDUIT WITH PULL STRING FOR ISP SERVICE FROM ATT MAIN TO BUILDING. ATT TO SUPPLY, PROVIDE AND INSTALL ISP SERVICE. CONDUIT TO BE INSTALLED MINIMUM 24" BELOW FINISHED GRADE.
- ALL SEWER CONSTRUCTION SHALL MEET THE REQUIREMENTS OF THE CITY OF GLENDALE.
- ALL CONNECTIONS TO PUBLIC SANITARY SEWERS SHALL BE PER CITY STANDARD SPECIFICATIONS.
- THE CFA FIRE SERVICE PIPE SHALL BE PVC C-900 PIPE.
- ALL FIELD TILES ENCOUNTERED SHALL BE REPLACED AND/OR CONNECTED TO THE STORM SEWER SYSTEM AND LOCATED AND IDENTIFIED ON THE RECORD PLANS BY THE CONTRACTOR.
- ROOF DRAINS, FOUNDATION DRAINS, AND OTHER CLEAN WATER CONNECTIONS TO THE SANITARY SEWER SYSTEM ARE PROHIBITED.
- PROVIDE UNDERDRAINS FROM SEEPS OR SPRINGS ENCOUNTERED. EXTEND TO STORM SEWER SYSTEM OR DAYLIGHT AT THE BOTTOM OF THE FILL SLOPE.
- ALL PROPOSED PIPE CONNECTIONS TO EXISTING OR PROPOSED MANHOLES SHALL CONFORM TO ASTM-C923.
- TRACER WIRE IS REQUIRED PER STATE AND CITY STANDARDS.
- IF EXISTING SANITARY/WATER LATERALS ARE NOT TO BE USED/REUSED, THEY SHALL BE ABANDONED AT MAIN PER CITY STANDARDS.

LAYOUT NOTES

- PAY CONNECTION FEES FOR 2" DOMESTIC/6" FIRE WATER SERVICE AND METER. DOMESTIC SERVICE TO SPLIT OFF FIRE SERVICE INTERNAL OF BUILDING.
- 1.5" SOFT COPPER (TYPE K) IRRIGATION LINE TO HAVE SEPARATE METER LOCATION ADJACENT TO DOMESTIC WATER METER INTERNAL TO THE BUILDING. MAINTAIN MIN. 6' COVER.
- 3/4" CW TO DUMPSTER POST HYDRANT (SOFT COPPER TYPE K). MAINTAIN MIN. 6' COVER.
- CONNECTION TO EXIST. 8" SANITARY SEWER MAIN. CONTRACTOR TO VERIFY INVERT AT MAIN PRIOR TO ORDERING STRUCTURES. SEE SANITARY TAGS FOR INFO.
- 4" OR 6" CLEAN OUT (SEE DETAIL). CLEANOUT SHALL BE FLUSH W/ PAVEMENT & INSTALLED UNDER A PROTECTIVE METAL BOX COVER SIMILAR TO A METER PIT COVER WITH A TRAFFIC BEARING LID.
- PRECAST 1000 GAL. CAPACITY GREASE TRAP. PLUMBING CONTRACTOR TO COORDINATE WITH BUILDING CONTRACTOR. TOP OF MANHOLE TO BE 0.2' ABOVE FINISH GRADE AND MATCH SIDEWALK GRADES WHERE REQUIRED. VERIFY GREASE TRAP MEETS CITY/COUNTY SPECIFICATIONS PRIOR TO INSTALLATION. REFER TO PLUMBING PLAN, SHEET P-101.
- 4" KITCHEN WASTE LINE (SEE SANITARY TAGS FOR INFO)
- 3" VENT LINE. CONNECT TO GREASE INTERCEPTOR. (SEE SHEET P-101 FOR LOCATION)
- 4" RESTROOM WASTE LINE (SEE SANITARY TAGS FOR INFO)
- 4" OR 6" TWO-WAY CLEAN OUT (REFER TO PLUMBING PLANS)(SEE DETAIL 37/C-403)
- DUMPSTER POST HYDRANT. REFER TO THE FIXTURE CONNECTION SCHEDULE (P-303) DEPICTED ON THE PROJECT PLUMBING PLANS.
- DOWNSPOUT FOR ROOF DRAINAGE (REFER TO ARCHITECTURAL PLANS)
- PROPOSED GAS SERVICE (SEE NOTE 19)
- COORDINATE GAS METER INSTALLATION WITH GAS COMPANY.
- 8" PVC SDR 26 ROOF DRAIN PIPE SYSTEM (CONNECT TO SITE STORM DRAIN)
- UNDERGROUND PRIMARY ELECTRIC SERVICE. (SEE NOTE 21)
- UNDERGROUND PRIMARY TELEPHONE SERVICE. (SEE NOTE 20)
- UNDERGROUND SECONDARY ELECTRIC SERVICE TO BUILDING. (SEE NOTE 21)
- PROPOSED PAD MOUNTED TRANSFORMER PER ELECTRIC COMPANY STANDARDS. SEE SERVICE UTILITY NOTES, THIS SHEET.
- CFA FIRE SERVICE CONNECTION. CONNECT TO EXISTING 16" WATER WATERMAIN VIA PRESSURE CONNECTION. CONTRACTOR TO VERIFY LOCATION, DEPTH, AND SIZE OF THE EXISTING WATERMAIN PRIOR TO ORDERING MATERIALS. NOTIFY ENGINEER WITH ANY DISCREPANCIES.
- 6" PVC C-900 PIPE - FIRE SERVICE. MAINTAIN MIN. 6' COVER.
- UNDERGROUND ISP SERVICE (SEE NOTE 22)
- INSTALL TRANSFORMER PAD (SEE NOTE 21)
- EXISTING 16" WATERMAIN
- 6" PVC SDR 26 - SANITARY SERVICE PIPE
- APPROXIMATE LOCATION OF EXISTING 6" WATER SERVICE. CONTRACTOR TO VERIFY LOCATION, DEPTH, AND SIZE OF EXISTING WATER SERVICE PRIOR TO ORDERING MATERIALS.
- 6" VALVE & VALVE VAULT
- 6" PVC SDR 26 CANOPY DRAIN SYSTEM (CONNECT TO SITE STORM DRAIN)

SANITARY SEWER TAGS

- S-1 EXIST. SAN MH
RM = 629.51
INV = 619.50 S 8"
INV = 619.50 N 8"
- S-2 EXIST. 327 LIN FT SAN SHW MAIN, 8"
Ø 1.19%
- S-3 EXIST. SAN MH
RM = 634.26
INV = 623.40 S 8"
INV = 624.00 NW 8"
INV = 625.10 E
(E INVERT TO BE PLUGGED PER CITY STANDARDS)
- S-4 5' LIN FT SAN SERVICE RISER, 6" PVC SDR 26
Ø 1:1 SLOPE
INV @ MAIN = 623.14 (CONTRACTOR TO VERIFY INVERT AT MAIN PRIOR TO ORDERING STRUCTURES. NOTIFY ENGINEER W/ ANY DISCREPANCIES.)
TAP INTO MAIN VIA WYE CONNECTION
- S-5 20 LIN FT SAN SERVICE, 6" PVC SDR 26
Ø 5.55%
INV @ RISER = 628.14
- S-6 57 LIN FT SAN SERVICE, 4" PVC SDR 26
Ø 4.73%
INV @ WYE = 627.25
INV @ BLDG = 629.00
(VERIFY WITH ARCHITECT/PLANS)
- S-7 TWO-WAY CLEAN OUT (SEE DETAIL)
RM = 635.30
INV = +/- 628.96
- S-8 54 LIN FT SAN SERVICE, 4" PVC SDR 26
Ø 2.08%
INV @ WYE = 627.25
- S-9 CLEANOUT (SEE DETAIL)
RM = 634.60
INV = 628.37
- S-10 11 LIN FT SAN SERVICE, 4" PVC SDR 26
Ø 2.08%
INV @ S-8 = 628.31
- S-11 TWO-WAY CLEAN OUT (SEE DETAIL)
RM = 635.20
INV = +/- 628.46



CONTRACTOR NOTES:

- EXISTING WATER SERVICE SIZE UNKNOWN. CONTRACTOR TO PROVIDE BID ALTERNATE FOR CONNECTING NEW CFA FIRE SERVICE LINE INTO EXISTING SERVICE LINE AT PROPERTY LINE (ASSUMED 6" LINE).

MISCELLANEOUS NOTES:

- ALL BUILDING UTILITY SERVICE LOCATIONS TO BE VERIFIED W/ ARCHITECTURAL PLANS PRIOR TO CONSTRUCTION.
- FOR EXACT LIGHT POLE LOCATIONS SEE PHOTOMETRICS PLAN
- AT LEAST ONE WEEK PRIOR TO ANY CONSTRUCTION WITHIN PUBLIC R.O.W./ EASEMENTS AND/OR ANY CONNECTION TO PUBLIC SEWERS AND STREETS, THE CONTRACTOR SHALL CONTACT THE CITY AND/OR WISDOT TO OBTAIN APPLICABLE PERMITS.
- WORK WITHIN THE ROW SHALL BE DONE IN ACCORDANCE WITH THE CITY SPECIFICATIONS.
- ONLY THE CITY OF GLENDALE PUBLIC WORKS DEPARTMENT MAY OPERATE EXISTING VALVES.
- THE CONTRACTOR MUST CONTACT THE CITY OF GLENDALE PUBLIC WORKS DEPARTMENT TO SCHEDULE INSPECTIONS FOR ALL WORK WITHIN THE ROW.
- TRACER WIRE ON THE WATER SERVICE SHALL BE CONNECTED TO THE TRACER WIRE ON THE WATER MAIN AND INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS.
- ANY WORK PERFORMED IN THE ROW SHALL BE PERFORMED BY A CITY "QUALIFIED" CONTRACTOR AND MONITORED BY PUBLIC WORKS.

ONSITE WATERLINE NOTES:

- THRUST BLOCKS SHALL BE PROVIDED AT ALL BENDS, TEES, AND FIRE HYDRANTS.
- ALL FIRE HYDRANTS SHALL BE PROVIDED WITH AN APPROVED AUXILIARY GATE VALVE.
- ALL WATER MAINS SHALL BE HYDROSTATICALLY TESTED AND DISINFECTED BEFORE ACCEPTANCE. SEE SITE WORK SPECIFICATIONS.
- ALL TRENCHING, PIPE LAYING, AND BACKFILLING SHALL BE IN ACCORDANCE WITH FEDERAL OSHA REGULATIONS.
- GENERAL CONTRACTOR SHALL HAVE APPROVAL OF ALL GOVERNING AGENCIES HAVING JURISDICTION OVER THIS SYSTEM PRIOR TO INSTALLATION.
- ALL WATER MAIN SHALL BE INSTALLED WITH TRACER WIRE IN ACCORDANCE WITH CITY STANDARDS.

CONFLICT TAGS

OMITTED FOR THIS SUBMITTAL

LEGEND:

- Ø DENOTES MAINTAIN 18" VERTICAL SEPARATION PER MDNR'S REQUIREMENTS



0 20'
1" = 20'
BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

PRELIMINARY
NOT FOR CONSTRUCTION



Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998



HRGreen.com

CHICK-FIL-A

BAYSHORE (WI) FSU

5464 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

FSR# 04327

REVISION SCHEDULE
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SHEET PLUMBING SITE PLAN
SHEET NUMBER PS-100



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30349-2998



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SHEET
LANDSCAPE PLAN

SHEET NUMBER
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TREE PROTECTION KEY



EXIST. TREE TO BE PRESERVED

EXIST. TREE TO BE REMOVED

TRUNK PROTECTIVE FENCING

TOTAL QUANTITIES (IN VICINITY OF DISTURBANCE AND PROPOSED IMPROVEMENTS)

EXIST. TREES TO BE PRESERVED 7
EXIST. TREES TO BE REMOVED 8

GENERAL NOTES

- THE INTENT IS TO KEEP THE EXISTING TREES TO BE PRESERVED IN TACT THROUGHOUT THE DURATION OF CONSTRUCTION ON-SITE. IF THE TREES ARE DAMAGED DURING CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE FOR REPLACING PER THE MUNICIPALITY'S ORDINANCE.
- CONTRACTOR IS RESPONSIBLE FOR THE HAUL-OFF OF ALL TREES TO BE REMOVED.

SITE CALCULATIONS

ZONING: B-1 (SUB AREA B)(BUSINESS & COMMERCIAL DISTRICT)
TOTAL SITE AREA: 67,790 SF, 1.56 AC.
NUMBER OF REGULAR PARKING STALLS: 61
NUMBER OF HANDICAP PARKING STALLS: 3
TOTAL NUMBER OF STALLS: 64

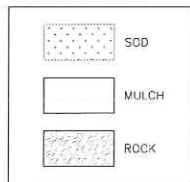
ORDINANCE LANDSCAPE REQUIREMENTS

ALL PUBLIC AND PRIVATE OFF-STREET PARKING AREAS WHICH SERVE (4) VEHICLES OR MORE, ARE LOCATED WITHIN FIFTEEN (15) FEET OF ANY LOT LINE OR PUBLIC RIGHT-OF-WAY AND ARE CREATED OR REDESIGNED AND RESULT SUBSEQUENT TO THE ADOPTION OF THIS CODE SHALL BE PROVIDED WITH ACCESSORY LANDSCAPE AREAS TOTALING NOT LESS THAN TEN PERCENT (10%) OF THE SURFACED AREA.

37,094 SF SURFACE AREA X 0.10 (10%) = 3,709 SF

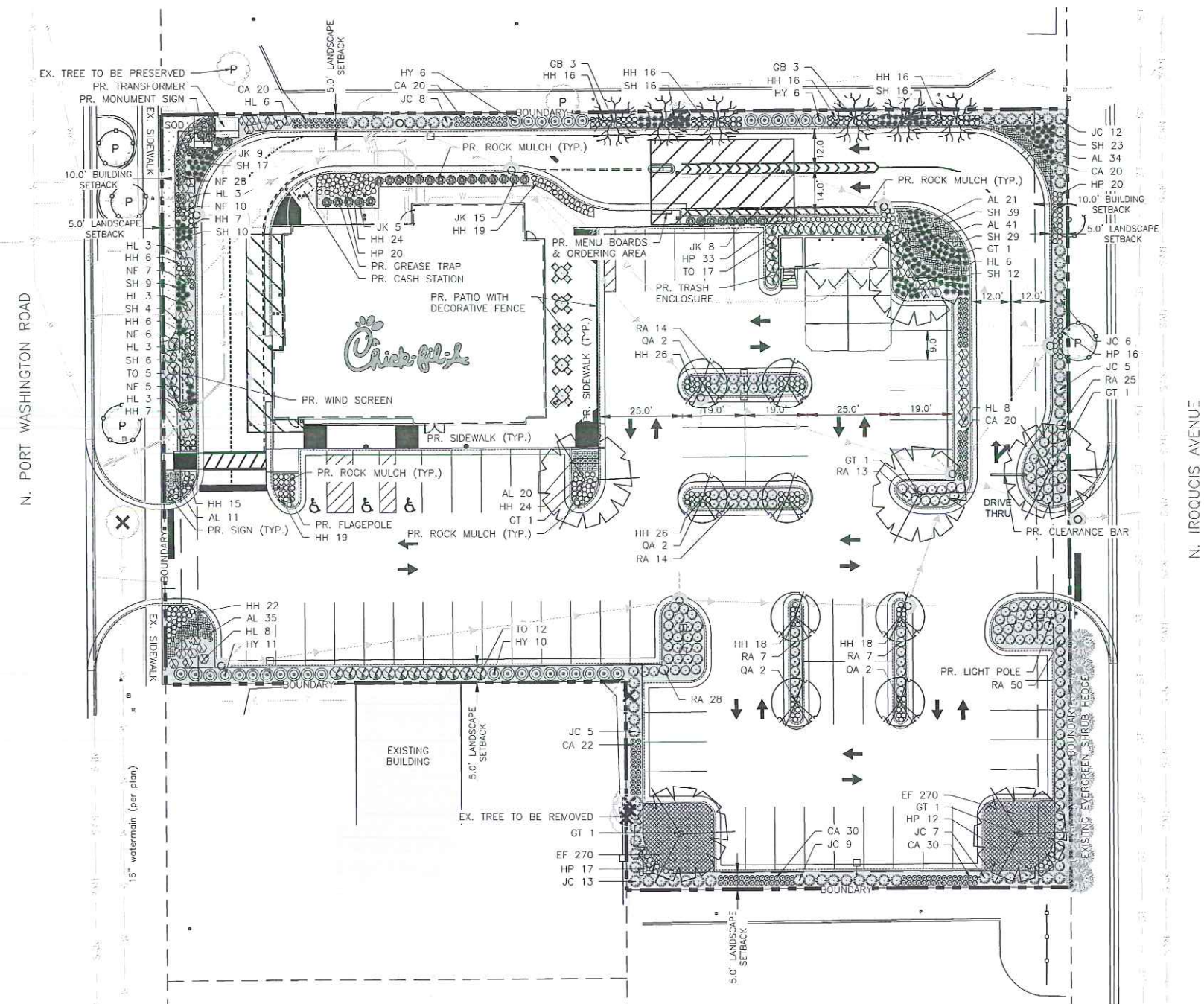
MATERIAL	REQUIRED	PROVIDED
LANDSCAPED AREA	3,709 SF	9580 SF

GROUND COVER LEGEND



1 LANDSCAPE PLAN

SCALE: 1" = 20'-0"



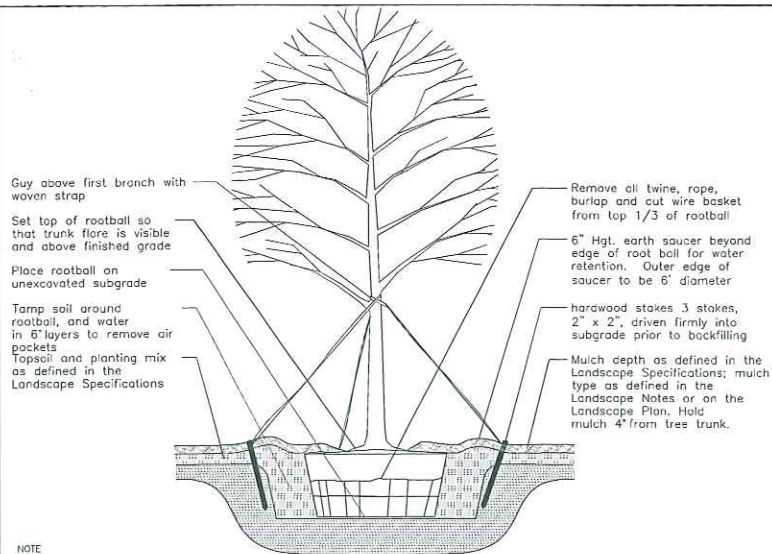
CHICK-FIL-A - GLENDALE, WISCONSIN						
February 5, 2019						
MATERIALS SCHEDULE						
QTY	KEY	BOTANICAL NAME/ITEM	COMMON NAME	SIZE	COND	REMARKS
DECIDUOUS TREES						
6	GB	GINKGO BILOBA 'PRINCETON SENTRY'	GINGKO	2.5" CAL.	B&B	CENTRAL LEADER; MATCHED
6	GT	GLEDITSIA TRIACANTHOS VAR. 'INERMIS' SKYLINE'	SKYLINE THORNLESS HONEYLOCUST	2.5" CAL.	B&B	CENTRAL LEADER; MATCHED
8	QA	QUERCUS ALBA X ROBUR 'CRIMSCHIDT'	CRIMSON SPIRE OAK	2.5" CAL.	B&B	CENTRAL LEADER; MATCHED
DECIDUOUS SHRUBS						
43	HL	HYDRANGEA PANICULATA 'JANE'	LITTLE LIME HYDRANGEA	#3	CONT.	3' O.C.; MATCHED
33	HY	HYDRANGEA PANICULATA 'LIMELIGHT'	LIMELIGHT HYDRANGEA	#5	CONT.	4' O.C.; MATCHED
158	RA	RHUS AROMATICA 'GROW-LOW'	GROW-LOW SUMAC	#5	CONT.	3' O.C.; MATCHED
EVERGREEN SHRUBS						
65	JC	JUNIPERUS CHINENSIS 'FAIRVIEW'	FAIRVIEW JUNIPER	5' HT.	CONT.	4' O.C.; MATCHED
37	JK	JUNIPERUS CHINENSIS 'KALLEY'S COMPACT'	KALLEY'S COMPACT JUNIPER	#5	CONT.	4' O.C.; MATCHED
34	TO	THUJA OCCIDENTALIS 'BAILJOHN'	TECHNITO EASTERN ARBORVITAE	#5	CONT.	3' O.C.; MATCHED
PERENNIALS, GRASSES & GROUND COVER						
162	AL	ALLIUM 'SUMMER BEAUTY'	SUMMER BEAUTY ONION	#1	CONT.	18" O.C.; MATCHED
162	CA	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	#1	CONT.	18" O.C.; MATCHED
540	EF	EUONYMUS FORTUNEI VAR. 'COLORATUS'	PURPLE WINTERCREEPER	24 CELL FLAT	FLAT	15" O.C.; MATCHED
276	HH	HEMEROCALLIS 'HAPPY RETURNS'	DAYLILY	#1	CONT.	18" O.C.; MATCHED
118	HP	HOSTA 'PATRIOT'	HOSTA	#1	CONT.	18" O.C.; MATCHED
56	NF	NEPETA X FAASSENII 'CAT'S MEOW'	CAT'S MEOW CATMINT	#1	CONT.	18" O.C.; MATCHED
181	SH	SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED	#1	CONT.	18" O.C.; MATCHED

MISCELLANEOUS

50	SOD	SEE NOTE BELOW	SY		
71	MULCH	3" DEEP SHREDDED HARDWOOD MULCH	CY		
19	ROCK	3" DEEP 1-3" DIAMETER RIVER ROCK MULCH	CY		

GENERAL NOTES:

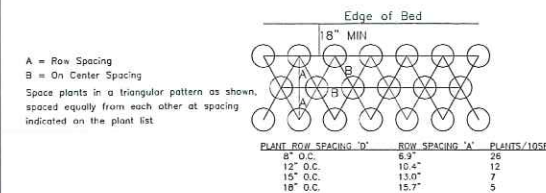
- PROVIDE STRONGLY ROOTED SOD, NOT LESS THAN 2 YEARS OLD AND FREE OF WEEDS AND UNDESIRABLE NATIVE GRASSES. PROVIDE ONLY SOD CAPABLE OF GROWTH AND DEVELOPMENT WHEN PLANTED (VIABLE, NOT DORMANT). PROVIDE SOD COMPOSED PRINCIPALLY OF AN APPROVED KENTUCKY BLUE GRASS BLEND CONTAINING A MINIMUM OF FOUR IMPROVED VARIETIES.



- NOTE
- Hole to be twice the width of the rootball.
 - Do not heavily prune tree at planting. Prune only crossover limbs, broken or dead branches; Do not remove the terminal buds or branches that extend to the edge of the crown.
 - Each tree must be planted such that the trunk flare is visible at the top of the rootball. Trees where the trunk flare is not visible shall be rejected. Do not cover the top of the rootball with soil. Mulch to be held back 4" away from trunk.
 - Remove Guy Wires and Staking when warranty period has expired (after one year).

1 TREE PLANTING AND STAKING DETAIL

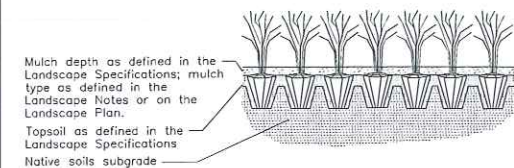
SCALE: NTS



A = Row Spacing
B = On Center Spacing

Space plants in a triangular pattern as shown, spaced equally from each other at spacing indicated on the plant list

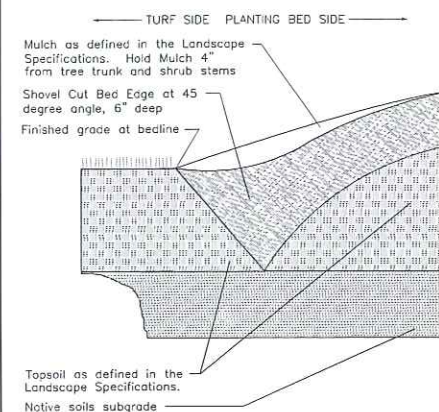
PLANT ROW SPACING "O"	ROW SPACING "A"	PLANTS/1000
9" O.C.	6.9"	25
12" O.C.	10.4"	12
15" O.C.	13.0"	7
18" O.C.	15.7"	5



- NOTE
- Space groundcover plants in accordance with indicated spacing listed on the plant list, or as shown on the landscape plan.
 - Adjust spacing as necessary to evenly fill planting bed with indicated quantity of plants.
 - Plant to within 24" of the trunks of trees and shrubs within planting bed and to within 18" of edge of bed.

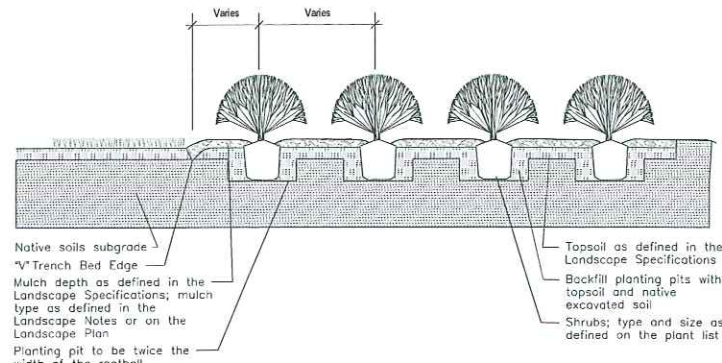
3 GROUNDCOVER PLANTING DETAIL

SCALE: NTS



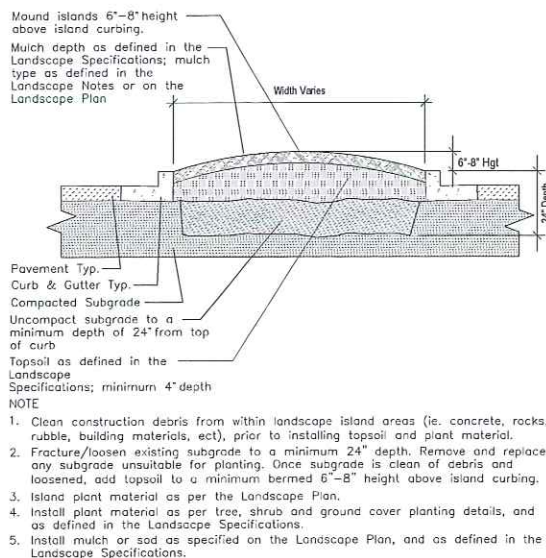
5 "V" TRENCH BED EDGING

SCALE: NTS



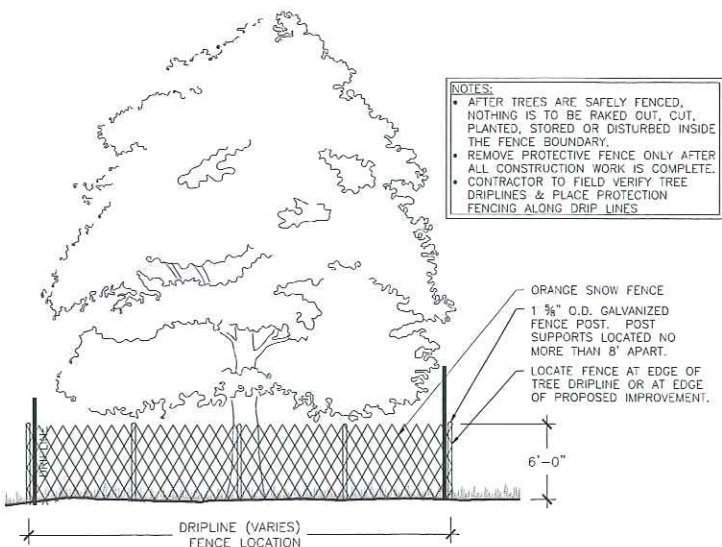
2 SHRUB BED PLANTING DETAIL

SCALE: NTS



4 PARKING ISLAND BERMING DETAIL

SCALE: NTS



6 TYP. TREE PROTECTION SNOW FENCE DETAIL

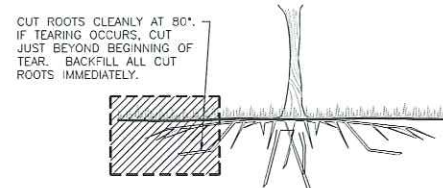
SCALE: NTS

GENERAL NOTES

- BASE MAP INFORMATION IS ACCURATE AS OF THE DATE PRINTED ON THIS PACKAGE.
- THE LANDSCAPE PLANS CONTAINED HEREIN ILLUSTRATE APPROXIMATE LOCATIONS OF ALL SITE CONDITIONS. REFER TO SURVEY, ARCHITECTURAL, CIVIL ENGINEERING, STRUCTURAL, ELECTRICAL, IRRIGATION AND ALL OTHER DRAWINGS, IF AVAILABLE, FOR ADDITIONAL DETAILED INFORMATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR BECOMING AWARE OF AND FIELD VERIFYING ALL RELATED EXISTING AND PROPOSED CONDITIONS, UTILITIES, PIPES AND STRUCTURES, ETC. PRIOR TO BIDDING AND CONSTRUCTION. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR CONTACTING J.U.L.I.E., THE COUNTY PUBLIC WORKS DEPARTMENT, THE MUNICIPALITY AND ANY OTHER PUBLIC OR PRIVATE AGENCIES NECESSARY FOR UTILITY LOCATION PRIOR TO ANY CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE OF APPARENT CONFLICTS WITH CONSTRUCTION AND UTILITIES SO THAT ADJUSTMENTS CAN BE PLANNED PRIOR TO INSTALLATION. IF FIELD ADJUSTMENTS ARE NECESSARY DUE TO EXISTING UTILITY LOCATIONS THEY MUST BE APPROVED BY THE OWNER'S REPRESENTATIVE. THE CONTRACTOR SHALL TAKE SOLE RESPONSIBILITY FOR ANY AND ALL COSTS OR OTHER LIABILITIES INCURRED DUE TO DAMAGE OF SAID UTILITIES/STRUCTURES/ETC.
- THE CONTRACTOR SHALL COMPLY WITH ALL CODES APPLICABLE TO THIS WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH SUBCONTRACTORS AND OTHER CONTRACTORS OF RELATED TRADES, AS REQUIRED, TO ACCOMPLISH THE PLANTING AND RELATED OPERATIONS.
- THE CONTRACTOR SHALL COORDINATE INSTALLATION OF ALL PLANT MATERIAL WITH THE INSTALLATION OF OTHER IMPROVEMENTS SUCH AS HARDSCAPE ELEMENTS AND RELATED STRUCTURES. ANY DAMAGE TO EXISTING IMPROVEMENTS IS THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR IS RESPONSIBLE TO RESTORE ALL AREAS OF THE SITE, OR ADJACENT AREAS, WHERE DISTURBED BY OPERATIONS OF OR RELATED TO THE CONTRACTOR'S WORK.
- ALL SURFACE DRAINAGE SHALL BE DIVERTED AWAY FROM STRUCTURES AND NOTED SITE FEATURES IN ALL AREAS AT A MINIMUM OF 2% SLOPE OR AS SHOWN ON THE CIVIL ENGINEERING PLANS. ALL AREAS SHALL POSITIVELY DRAIN AND ALL ISLANDS SHALL BE CROWNED 1" IN HEIGHT PER 1' IN ISLAND WIDTH.
- THE CONTRACTOR SHALL STAKE ALL TREE LOCATIONS AND THE PERIMETER OF SHRUB/PERENNIAL BEDS PRIOR TO INSTALLATION AND CONTACT THE OWNER'S REPRESENTATIVE FOR APPROVAL. FINAL LOCATION AND STAKING OF ALL PLANT MATERIALS SHALL BE ACCEPTED BY THE OWNER'S REPRESENTATIVE IN ADVANCE OF PLANTING.
- IF CONFLICTS ARISE BETWEEN THE SIZE OF AREAS AND PLANS, THE CONTRACTOR IS REQUIRED TO CONTACT THE OWNER'S REPRESENTATIVE FOR RESOLUTION PRIOR TO INSTALLATION.
- WHERE PROVIDED, AREA TAKEOFFS AND PLANT QUANTITY ESTIMATES IN THE PLANT LIST ARE FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE TO DO THEIR OWN QUANTITY TAKE-OFFS FOR ALL PLANT MATERIALS AND SIZES SHOWN ON PLANS. IN CASE OF ANY DISCREPANCIES, PLANS TAKE PRECEDENCE OVER CALL-OUTS AND/OR THE PLANT LIST(S).
- PLANTS ARE TO BE TYPICAL IN SHAPE AND SIZE FOR SPECIES. PLANTS PLANTED IN ROWS OR GROUPS SHALL BE MATCHED IN FORM. PLANTS SHALL NOT BE ROOT-BOUND OR LOOSE IN THEIR CONTAINERS. HANDLE ALL PLANTS WITH CARE IN TRANSPORTING, PLANTING AND MAINTENANCE UNTIL INSPECTION AND FINAL ACCEPTANCE. FIELD COLLECTED MATERIAL SHALL NOT BE USED UNLESS APPROVED BY THE OWNER'S REPRESENTATIVE.
- SHREDDED HARDWOOD MULCH, FERTILIZING, AS SPECIFIED, STAKING, WATERING AND ONE (1) YEAR PLANT WARRANTY FOR INSTALLED PLANT MATERIAL, SHALL BE CONSIDERED INCIDENTAL TO THE PLANT ITEMS.
- MUSHROOM COMPOST SHALL BE FINELY SCREENED, HOMOGENOUS, DECOMPOSED ORGANIC MATERIAL SUITABLE FOR HORTICULTURAL USE AS AVAILABLE FROM MIDWEST TRADING HORTICULTURAL SUPPLIES, INC. ST. CHARLES, IL 60174 (630) 365-1990 OR APPROVED EQUAL. MIX THOROUGHLY IN PLANT BED BEFORE INSTALLING PLANTS.

LANDSCAPE NOTES

- LANDSCAPE CONTRACTOR TO READ AND UNDERSTAND THE LANDSCAPE SPECIFICATIONS (SHEET L-200) PRIOR TO FINALIZING BIDS. THE LANDSCAPE SPECIFICATIONS SHALL BE ADHERED TO THROUGHOUT THE CONSTRUCTION PROCESS.
- CONTRACTOR RESPONSIBLE FOR LOCATING AND PROTECTING ALL UNDERGROUND UTILITIES PRIOR TO DIGGING.
- CONTRACTOR RESPONSIBLE FOR PROTECTING EXISTING TREES FROM DAMAGE DURING CONSTRUCTION.
- ALL PLANTING AREAS SHALL BE CLEARED OF CONSTRUCTION DEBRIS (I.E. CONCRETE, ROCK, RUBBLE, BUILDING MATERIALS, ETC.) PRIOR TO ADDING AND SPREADING OF THE TOPSOIL.
- ALL SHRUBS BEDS (EXISTING AND NEW) TO BE MULCHED WITH A 3 INCH MINIMUM LAYER OF DOUBLE SHREDDED HARDWOOD MULCH.
- ALL ANNUAL AND PERENNIAL BEDS TO BE TILLED TO A MINIMUM DEPTH OF 12 INCHES AND AMENDED WITH 4 INCHES OF ORGANIC MATERIAL. MULCH PLANTED ANNUAL AND PERENNIAL BEDS WITH 2 INCH DEPTH OF MINI HUGGETS.
- PLANTING HOLES TO BE DUG A MINIMUM OF TWICE THE WIDTH OF THE SIZE OF THE ROOT BALL OF BOTH SHRUB AND TREE. BACK TO BE A MIX OF 4 PARTS TOPSOIL AND 1 PART ORGANIC SOIL CONDITIONER (I.E. NATURE'S HELPER OR PRO MIX). BACKFILL AND TAMP BOTTOM OF HOLE PRIOR TO PLANTING SO TOP OF ROOT BALL DOES NOT SETTLE BELOW SURROUNDING GRADE.
- EXISTING GRASS IN PROPOSED PLANTING AREAS TO BE KILLED AND REMOVED AND AREA TO BE HAND RAKED TO REMOVE ALL ROCKS AND DEBRIS LARGER THAN 1 INCH IN DIAMETER PRIOR TO PLANTING SHRUBS.
- ANY EXISTING GRASS DISTURBED DURING CONSTRUCTION TO BE FULLY REMOVED, REGRADED AND REPLACED. ALL TIRE MARKS AND INDENTIONS TO BE REPAIRED.
- SOIL TO BE TESTED TO DETERMINE FERTILIZER AND LIME REQUIREMENTS AND DISTRIBUTED PRIOR TO LAYING SOD.
- SOD TO BE DELIVERED FRESH (CUT LESS THAN 24 HOURS PRIOR TO ARRIVING ON SITE), LAID IMMEDIATELY, ROLLED, AND WATERED THOROUGHLY IMMEDIATELY AFTER PLANTING. EDGE OF SOD IS TO BE "V" TRENCHED.
- ALL CHANGES TO DESIGN OR PLANT SUBSTITUTIONS ARE TO BE AUTHORIZED BY THE LANDSCAPE ARCHITECT.
- ALL LANDSCAPING SHALL BE INSTALLED IN CONFORMANCE WITH ANSI Z60.1 THE 'AMERICAN STANDARD FOR NURSERY STOCK' AND THE ACCEPTED STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN.
- THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANTS INSTALLED FOR ONE FULL YEAR FROM DATE OF ACCEPTANCE BY THE OWNER. ALL PLANTS SHALL BE ALIVE AND AT A VIGOROUS RATE OF GROWTH AT THE END OF THE GUARANTEE PERIOD. THE LANDSCAPE CONTRACTOR SHALL NOT BE RESPONSIBLE FOR ACTS OF GOD OR VANDALISM.
- ANY PLANT THAT IS DETERMINED DEAD, IN AN UNHEALTHY OR UNSIGHTLY CONDITION, LOST ITS SHAPE DUE TO DEAD BRANCHES OR OTHER SYMPTOMS OF POOR, NON-VIGOROUS GROWTH SHALL BE REPLACED BY THE LANDSCAPE CONTRACTOR.
- GENERAL CONTRACTOR IS RESPONSIBLE FOR ADDING A MIN OF 4" OF CLEAN FRIABLE TOPSOIL IN ALL PLANTING BEDS AND ALL GRASSED AREAS. GRADED AREAS TO BE HELD DOWN THE APPROPRIATE ELEVATION TO ACCOUNT FOR TOPSOIL. SEE SPECIFICATIONS FOR REQUIRED TOPSOIL CHARACTERISTICS.
- IN ALL PARKING LOT ISLANDS, THE GENERAL CONTRACTOR IS RESPONSIBLE TO REMOVE ALL DEBRIS, FRACTURE/LOOSEN SUBGRADE TO A MIN. 24" DEPTH. ADD TOPSOIL TO A 6"-8" BERM HEIGHT ABOVE ISLAND CURBING; REFER TO LANDSCAPE SPECIFICATIONS AND LANDSCAPE ISLAND DETAIL.
- PRIOR TO BEGINNING WORK, THE LANDSCAPE CONTRACTOR SHALL INSPECT THE SUBGRADE, GENERAL SITE CONDITIONS, VERIFY ELEVATIONS, UTILITY LOCATIONS, IRRIGATION, APPROVE TOPSOIL PROVIDED BY GENERAL CONTRACTOR AND OBSERVE THE SITE CONDITIONS UNDER WHICH THE WORK IS TO BE DONE. NOTIFY GENERAL CONTRACTOR OF ANY UNSATISFACTORY CONDITIONS, AND WORK SHALL NOT PROCEED UNTIL SUCH CONDITIONS HAVE BEEN CORRECTED AND ARE ACCEPTABLE TO THE LANDSCAPE CONTRACTOR.
- STAKE ALL EVERGREEN AND DECIDUOUS TREES AS SHOWN IN THE DETAILS THIS SHEET.
- REMOVE ALL STAKES AND GUYING FROM ALL TREES AFTER ONE YEAR FROM PLANTING.
- WATER THOROUGHLY TWICE IN FIRST 24 HOURS AND APPLY MULCH IMMEDIATELY.
- SITE TO BE 100% IRRIGATED IN ALL PLANTING BEDS AND GRASS AREA BY AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. SEE IRRIGATION PLAN L-200 FOR DESIGN.
- ALL TREE PROTECTION DEVICES TO BE INSTALLED PRIOR TO THE START OF LAND DISTURBANCE, AND MAINTAINED UNTIL FINAL LANDSCAPING.
- ALL TREE PROTECTION AREAS TO BE PROTECTED FROM SEDIMENTATION.
- ALL TREE PROTECTION FENCING TO BE INSPECTED DAILY, AND REPAIRED OR REPLACED AS NEEDED.
- NO PARKING, STORAGE OR OTHER CONSTRUCTION ACTIVITIES ARE TO OCCUR WITHIN TREE PROTECTION AREAS.
- CONTRACTOR SHALL USE CAUTION WHEN DIGGING TREE PITS IN THE VICINITY OF UNDERGROUND UTILITY LINES AND MAY NEED TO HAND DIG THE PITS IN MANY OF THESE INSTANCES.



7 TYP. ROOT PRUNING DETAIL

SCALE: NTS

PRELIMINARY
NOT FOR CONSTRUCTION



Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998



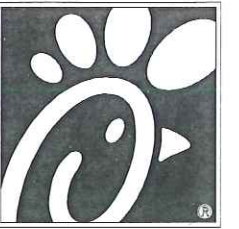
CHICK-FIL-A
BAYSHORE (WI) FSU
5464 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

FSR# 04327

REVISION SCHEDULE		DESCRIPTION
NO.	DATE	

ENGINEER'S PROJECT #	180770
PRINTED FOR	PRELIMINARY
DATE	12/07/2018
DRAWN BY: NRS	
CHECKED BY: JFV	
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SHEET LANDSCAPE DETAILS & NOTES	
SHEET NUMBER L-101	

PRELIMINARY



Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

DICKERSON ENGINEERING, INC.
Professional Electrical Engineers
3343 NORTH RIDGE AVENUE
BIRMINGHAM, AL 35204
TEL (847) 966-0290
FAX (847) 966-0294



PROGRESS PRINT
01/31/2019

CHICK-FIL-A
GLENDALE FSU
5464 N PORT WASHINGTON ROAD
GLENDALE, WI 53127

FSR# 04327

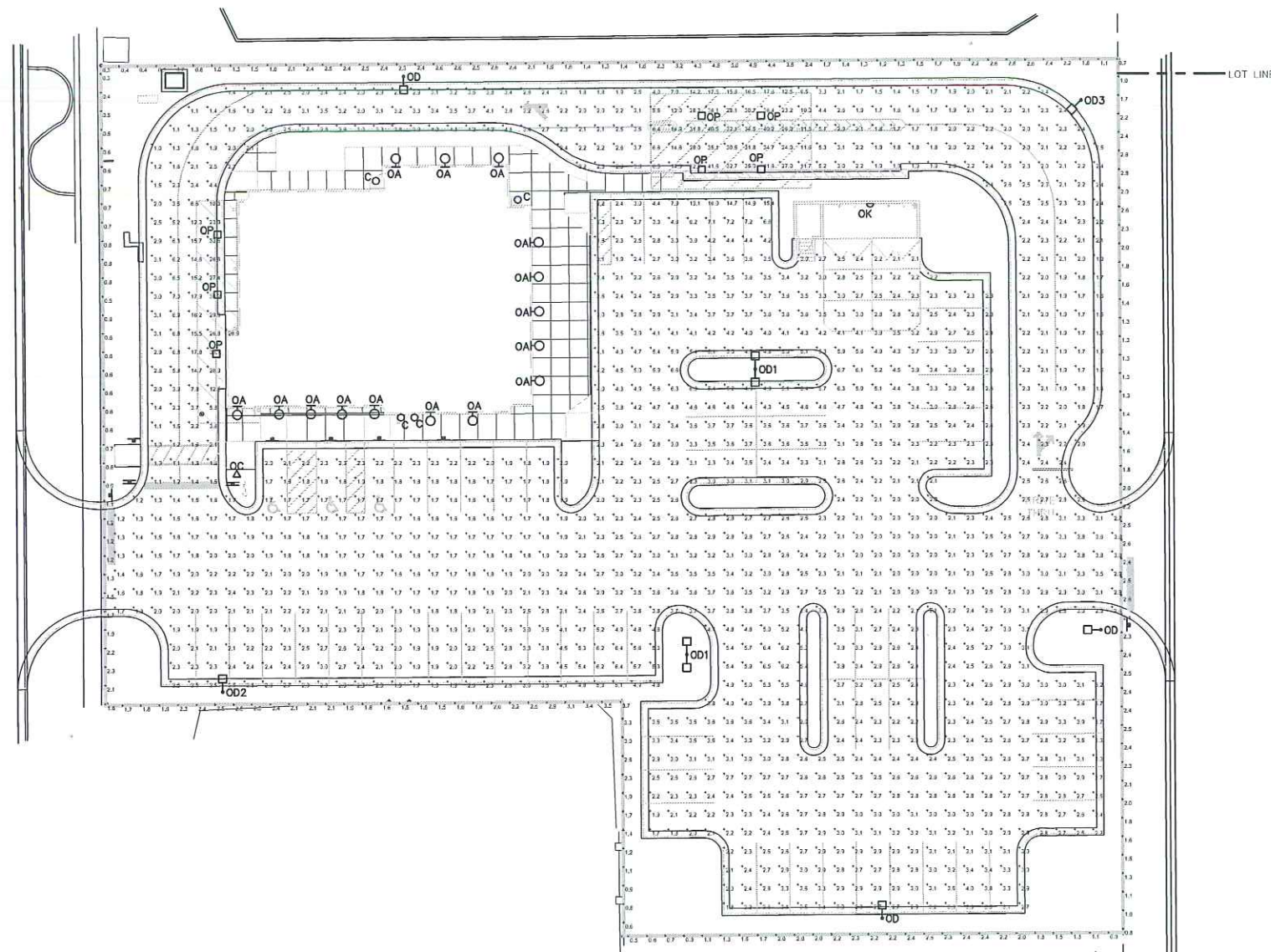
REVISION SCHEDULE
NO. DATE DESCRIPTION

ARCHITECT'S PROJECT #
PRINTED FOR
DATE 01/31/2019
DRAWN BY EU

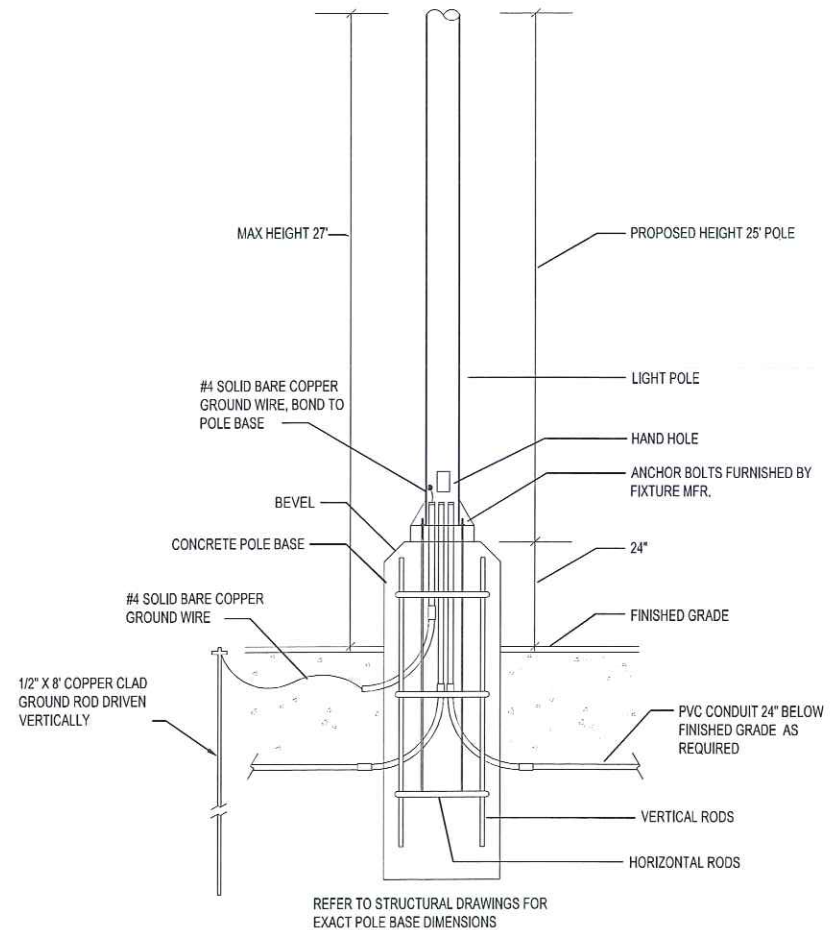
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SHEET
PHOTOMETRIC
PLAN
SHEET NUMBER

E-603



1 PHOTOMETRIC PLAN
SCALE: 1"=20'-0"



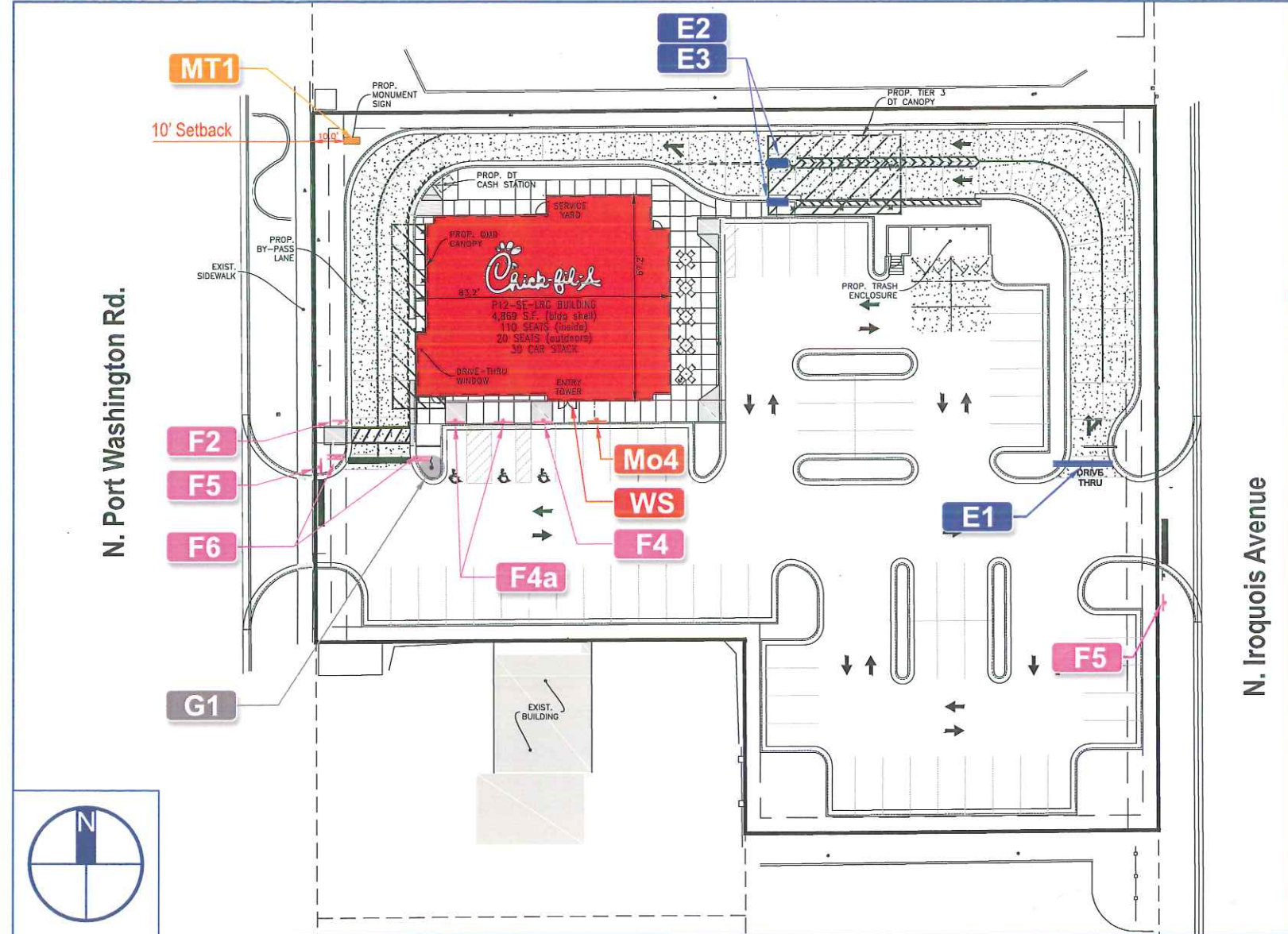
2 TYPICAL POLE BASE DETAIL
NOT TO SCALE

FIXTURE	HEIGHT (UNLESS NOTED OTHERWISE)	LIGHT LOSS FACTOR
C	10'	.9
OC	ON GRADE	.9
OD	27'	.9
OD1	27'	.9
OD2	27'	.9
OA	8'	.9
OK	8'	.9
OP	9.5'	.9

PHOTOMETRIC STATISTICS (MAINTAINED) IN PARKING LOT	
(NOT INCLUDING UNDER CANOPY LIGHTING)	
AVERAGE	2.8 FC
MAX	16.0 FC
MIN	1.0 FC



- WS** Wall Sign Logo
- MT1** Monument Sign w/ MRB
- E1** Drive Thru Clearance Bar
- E2** Drive Thru Menu Board/ Canopy
- E3** Drive Thru Menu Board/ Canopy
- F2** Post/ Panel - Pedestrian Crosswalk
- F4** DOT- Handicapped Parking
- F4a** DOT- Handicapped Parking/Van
- F5** DOT- Stop Sign
- F6** DOT- DNE/ Stop
- Mo4** DOT- Catering & Carry Out
- G1** Flag Pole



Client: Chick-Fil-A
Site #: CF-4327
Address: 5464 N. Port Washington
Glendale, WI 53217

REVISION INFO	12/06/2018	Original Renderings
	01/21/2019	Revised Site Plan and Elevations
	02/05/2019	Roved script signs and added wall sign

LC
GC
GC

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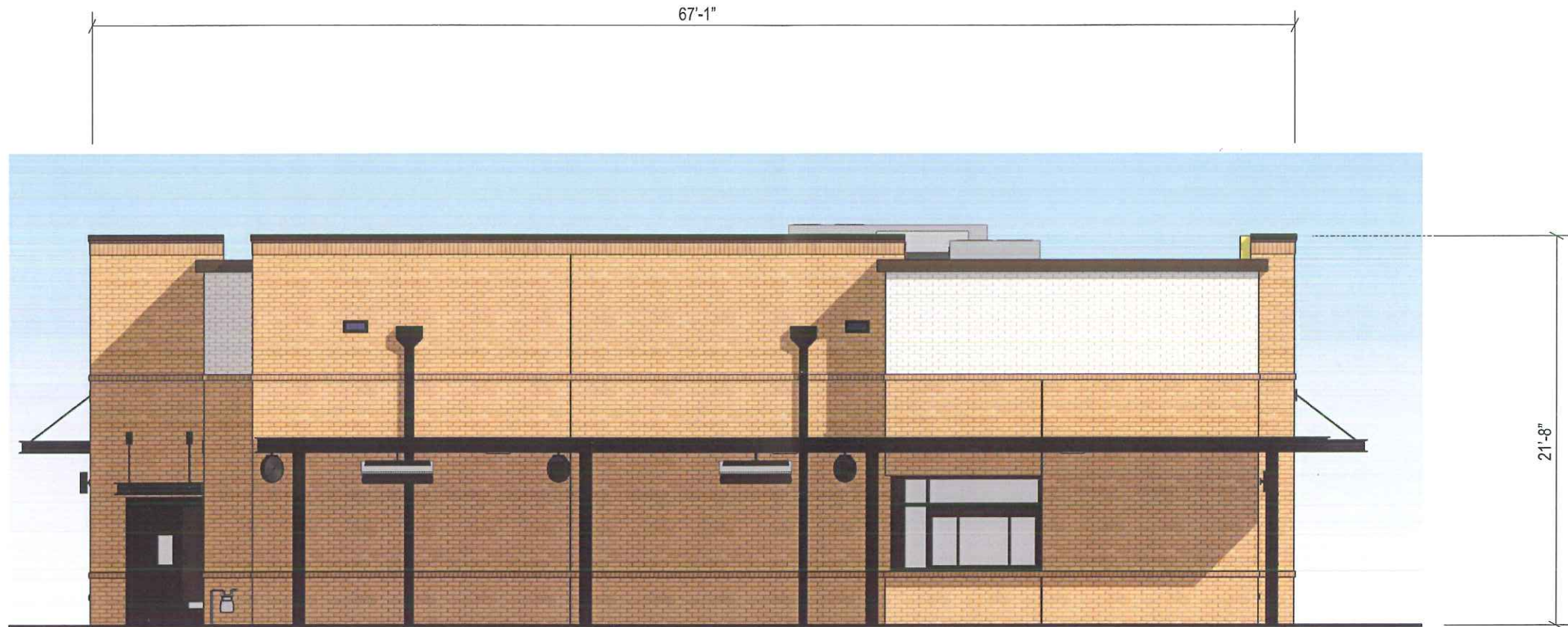
WS	Chick-fil-A
Type:	Wall Sign
Illumination:	Internally Illuminated w/LED
Square Footage:	35.00
To Grade:	Top of sign to grade = 20'-3"
	Bottom of sign to grade = 14'-4"



Front Elevation (South)
 Scale: 1/8" = 1'-0"

Allowable Square Footage this Elevation:	TBD
Formula	
Actual Square Footage this Elevation:	35.00

	Client: Chick-Fil-A	REVISION INFO	12/06/2018	Original Renderings	LC	This rendering is the property of Anchor Sign, Inc. It is for the exclusive use of Anchor Sign, Inc. and the party which requested the rendering. It is an unpublished original drawing not to be distributed, reproduced or exhibited without the consent of Anchor Sign, Inc. Please contact your account manager with questions regarding this statement.
	Site #: CF-4327		01/21/2019	Revised Site Plan and Elevations	GC	
	Address: 5464 N. Port Washington		02/05/2019	Roved script signs and added wall sign	GC	
	Glendale, WI 53217					
						



Drive Thru Elevation (West)
Scale: 1/8" = 1'-0"



Client: Chick-Fil-A
Site #: CF-4327
Address: 5464 N. Port Washington
Glendale, WI 53217

REVISION INFO	12/06/2018	Original Renderings	LC
	01/21/2019	Revised Site Plan and Elevations	GC
	02/05/2019	Roved script signs and added wall sign	GC

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Rear Elevation (North)

Scale: 1/8" = 1'-0"

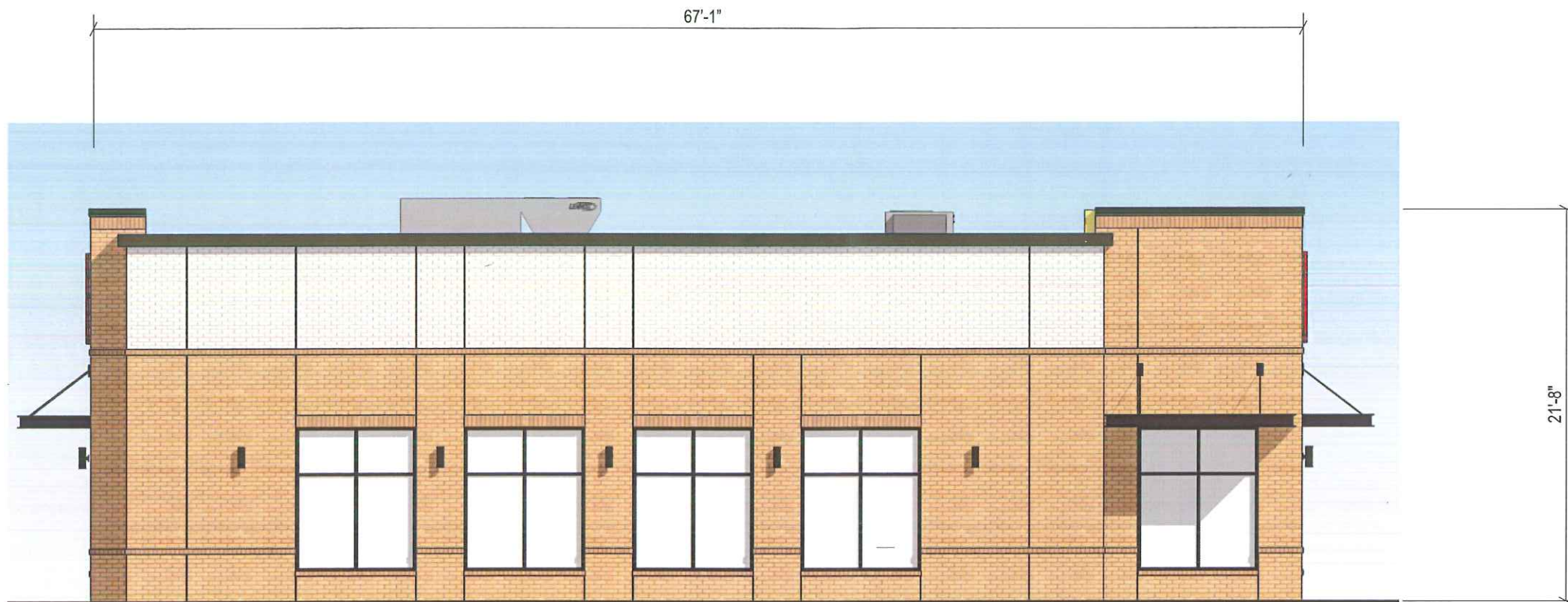


Client: Chick-Fil-A
 Site #: CF-4327
 Address: 5464 N. Port Washington
 Glendale, WI 53217

REVISION INFO	12/06/2018	Original Renderings	LC
	01/21/2019	Revised Site Plan and Elevations	GC
	02/05/2019	Roved script signs and added wall sign	GC

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Right Elevation (East)
Scale: 1/8" = 1'-0"

WS	Chick-fil-A
Type:	Wall Sign
Illumination:	Internally Illuminated w/LED
Square Footage:	35.00
To Grade:	Top of sign to grade = 20'-3" Bottom of sign to grade = 14'-4"

This Product is Listed by
UNDERWRITERS LABORATORIES, INC.
and Bears the Mark:



Electrical:

White LEDs
(2) 60w transformers @ .9 amps each
Total Amps: 1.8
(1) 20 amp 120V Circuit Req.



General Notes:

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

- 1) Grounded and bonded per NEC 600.7/NEC 250
- 2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
- 3) Sign is to be UL listed per NEC 600.3
- 4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*

*For multiple signs, a disconnect is permitted but not required for each section



SF= 35.00

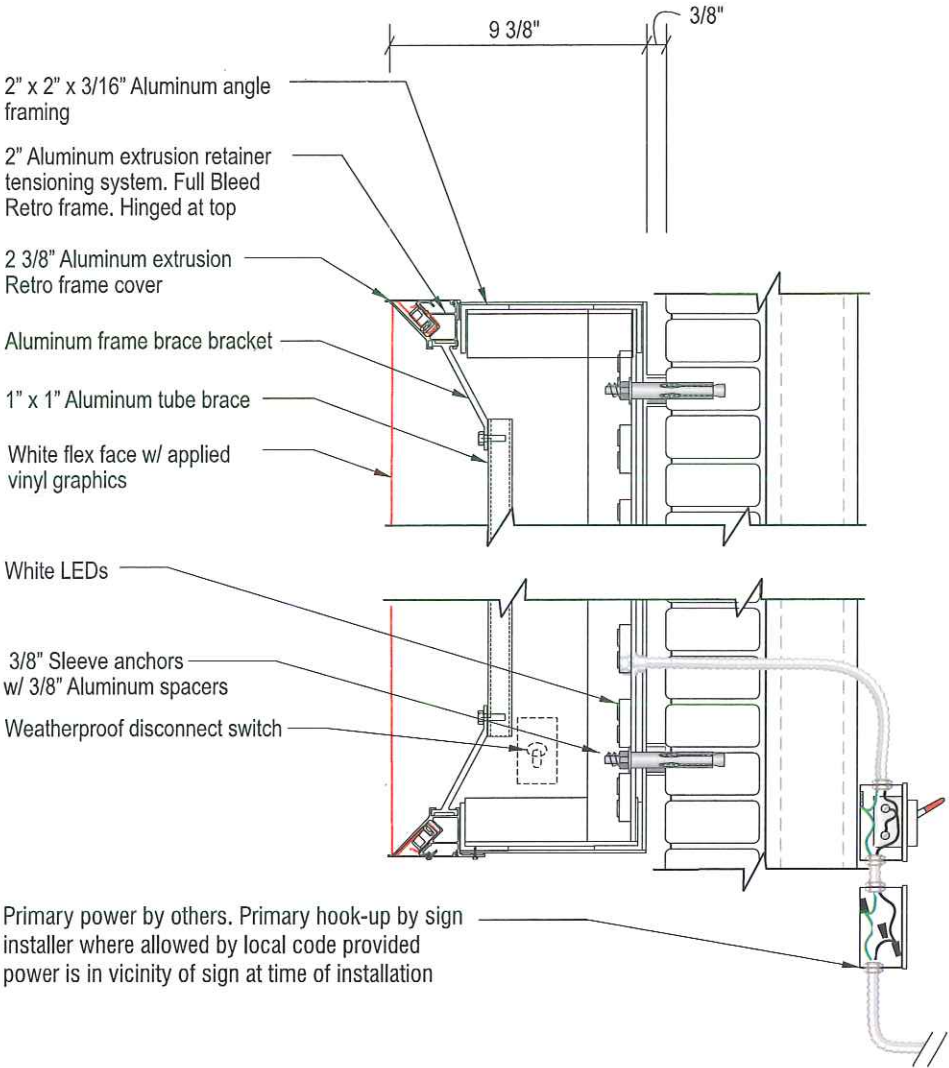
WS

S/F Wall Sign Layouts

Full Bleed Retainer Scale: 3/8" = 1'-0"

Side View

Scale: 3/8" = 1'-0"



Section Thru Wall Sign

Full Bleed Retainer Scale: NTS

MT1	Chick-fil-A
Type:	Monument Sign
Illumination:	Internally Illuminated w/ LED's
Square Footage:	45.33

***Variance Required**

29.33 SQ FT (Cabinet)
16.00 SQ FT (Reader Board)
45.33 Total



This Product is Listed by
UNDERWRITERS LABORATORIES, INC.
and Bears the Mark:

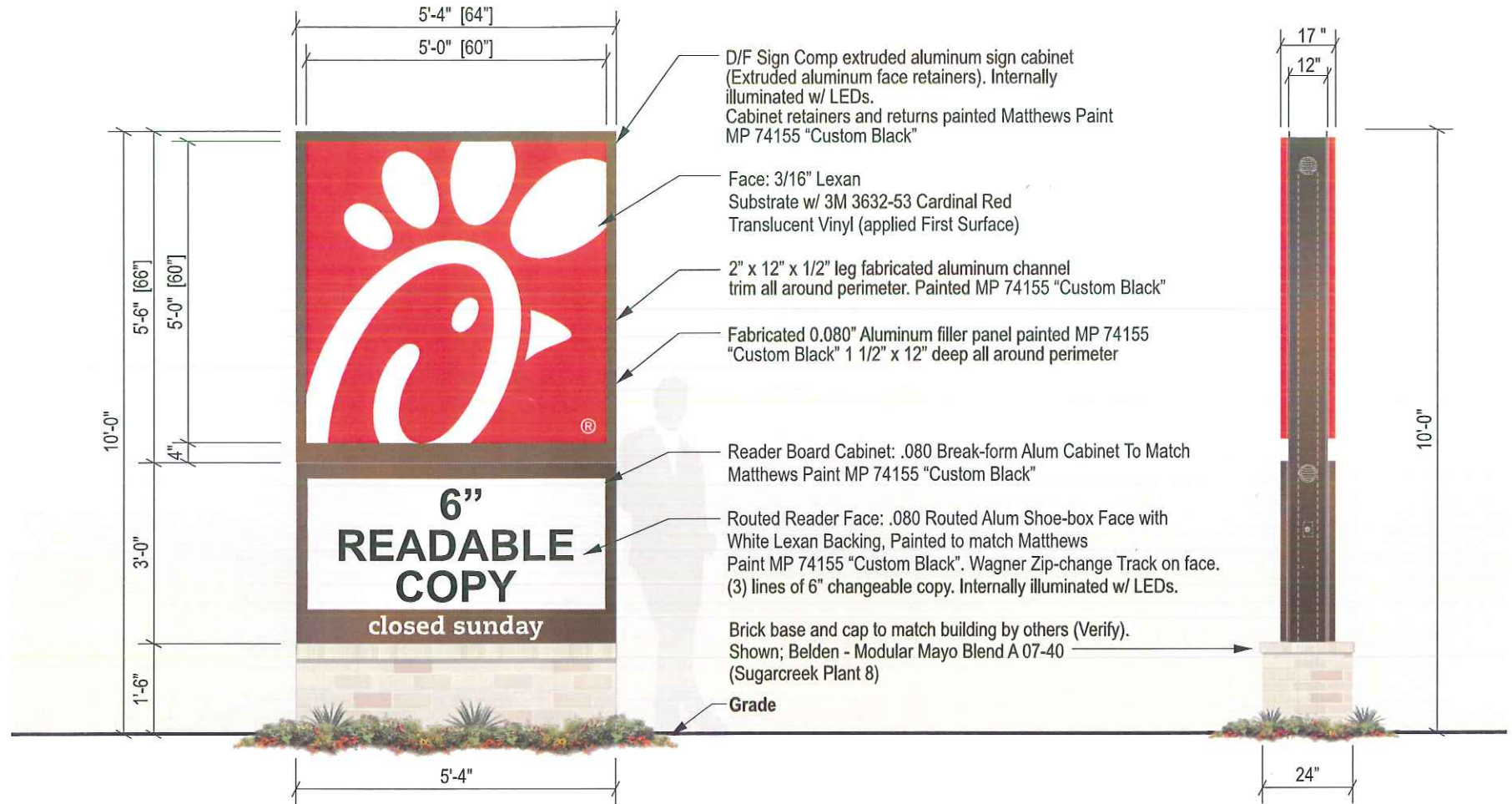
Electrical Detail: Cabinet

White GEDS71-2 LED's
(2) GEPS 24-100U @ 2.5 amps
TOTAL AMPS = 5.0

General Notes:

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

- 1) Grounded and bonded per NEC 600.7/NEC 250
 - 2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps
 - 3) Sign is to be UL listed per NEC 600.3
 - 4) UL disconnect switch per NEC 600.6- required per sign component before leaving manufacturer*
- *For multiple signs, a disconnect is permitted but not required for each section



MT1 **Monument Sign (Logo) w/ MRB**
Scale: 3/8" = 1'-0"

Side View
Scale: $3/8" = 1'-0"$



Client: Chick-Fil-A
Site #: CF-4327
Address: 5464 N. Port Washington
Glendale, WI 53217

REVISION INFO	12/06/2018	Original Renderings	LO
	01/21/2019	Revised Site Plan and Elevations	GC
	02/05/2019	Roved script signs and added wall sign	GC

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Specifications: Clearance Bar

Support pole

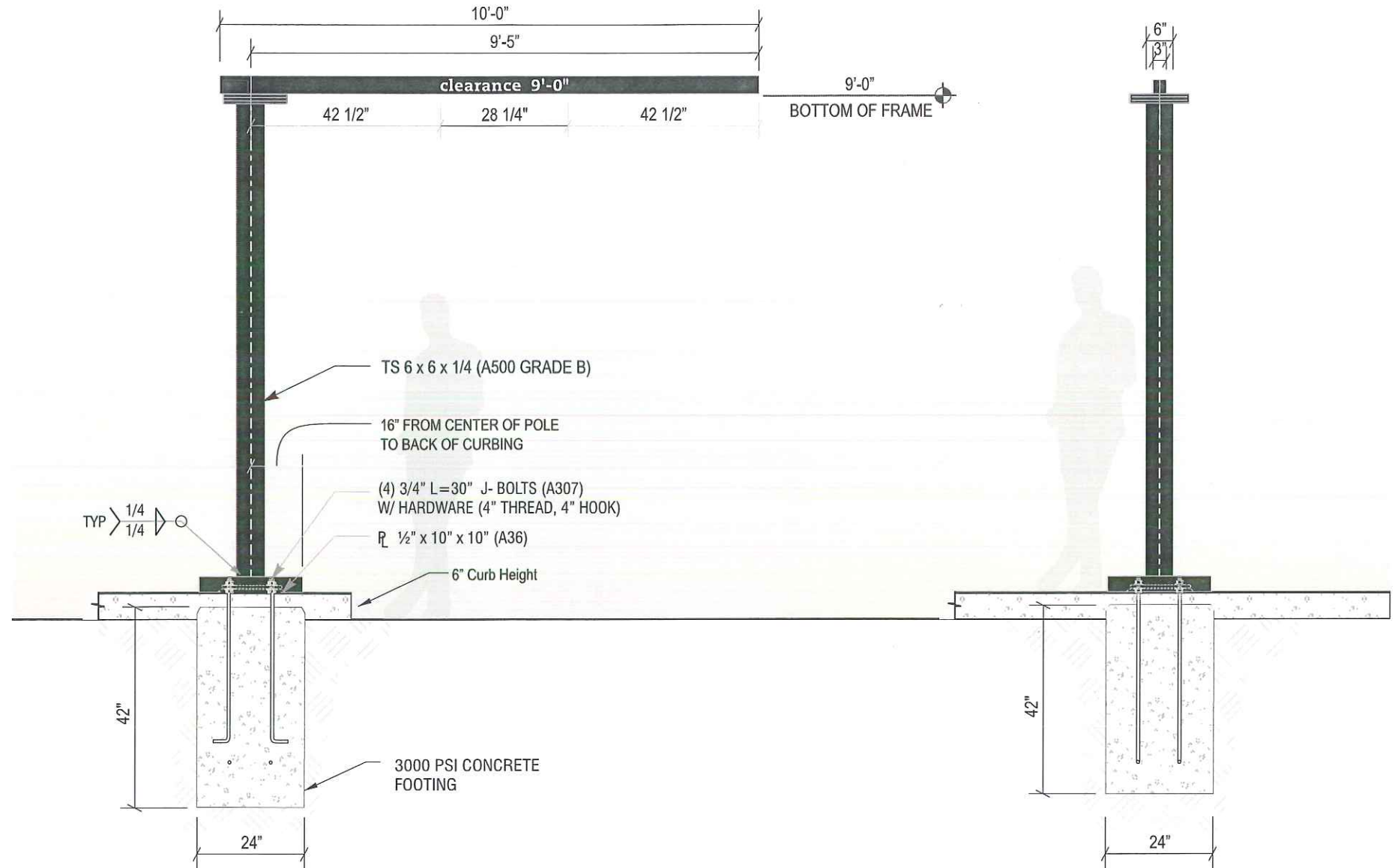
Pole has 13" x 13" x 3/4" thick steel plate with four (4) 1" dia. Holes in each corner 2" from each end and four (4) anchor bolts

Metal Surfaces

■ Painted MATTE BLACK TEXTURED

Graphics

□ White high performance
Vinyl film graphics



E1 Clearance Bar Detail
Scale: 3/8" = 1'-0"

Side View Detail
Scale: 3/8" = 1'-0"



Client: Chick-Fil-A
Site #: CF-4327
Address: 5464 N. Port Washington
Glendale, WI 53217

REVISION INFO	DATE	DESCRIPTION
	12/06/2018	Original Renderings
	01/21/2019	Revised Site Plan and Elevations
	02/05/2019	Roved script signs and added wall sign

LC
GC
GC

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Electrical Detail:

Bitro Lattice White LEDs LAT66D24-SW1C600-60
(1) 60w Transformer
Total Amps: 1.67
(1) 20 amp 120V Circuit Req.

General Notes:

This sign is to be installed in accordance with the requirements of Article 600 of the National Electrical Code.

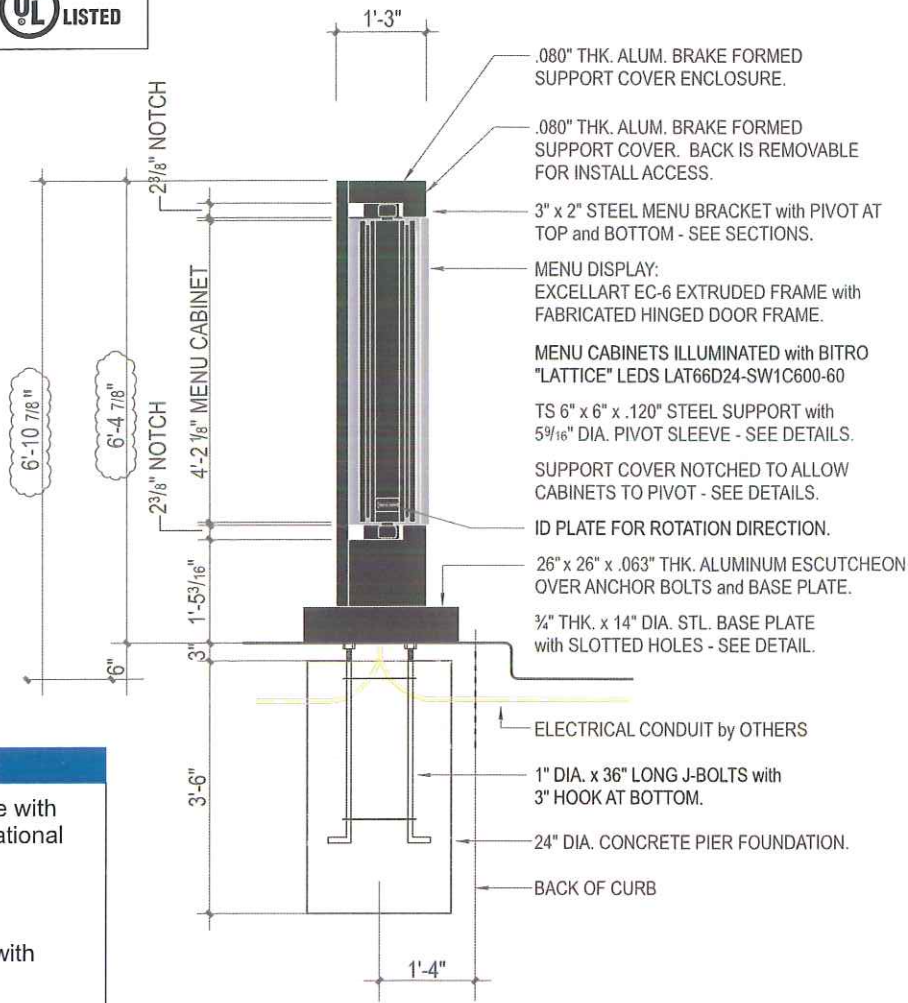
1) Grounded and bonded per NEC 600.7/NEC 250

2) Existing branch circuit in compliance with NEC 600.5, not to exceed 20 amps

3) Sign is to be UL listed per NEC 600.3

4) UL disconnect switch per NEC 600.6
- required per sign component before leaving manufacturer*

*For multiple signs, a disconnect is permitted but not required for each section



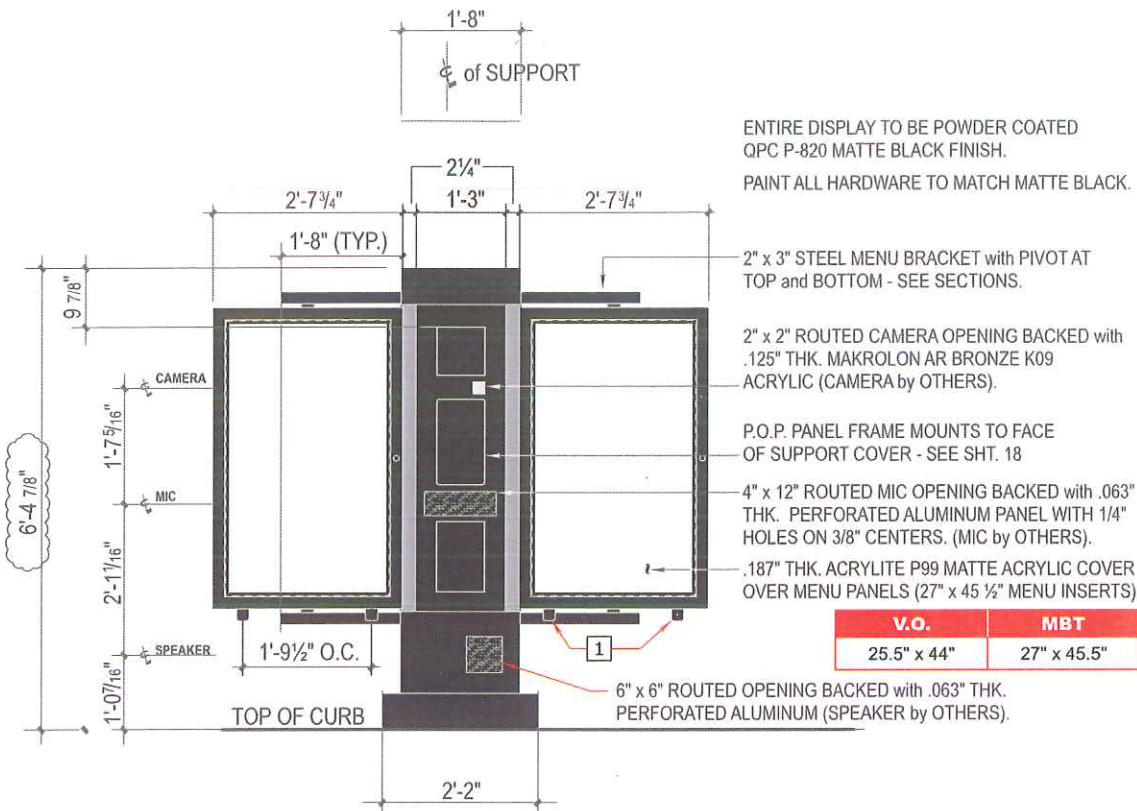
E2

E3

Side View Detail

QTY 2

Scale: 3/8" = 1'-0"



NOTE:
MENU CABINET TO ROTATE WHEN STRUCK AND RETURN TO ORIGINAL POSITION.

ENTIRE DISPLAY TO BE POWDER COATED QPC P-820 MATTE BLACK FINISH.
PAINT ALL HARDWARE TO MATCH MATTE BLACK.

Drive Thru Canopy Detail

Scale: 3/8" = 1'-0"

Client: Chick-Fil-A

Site #: CF-4327

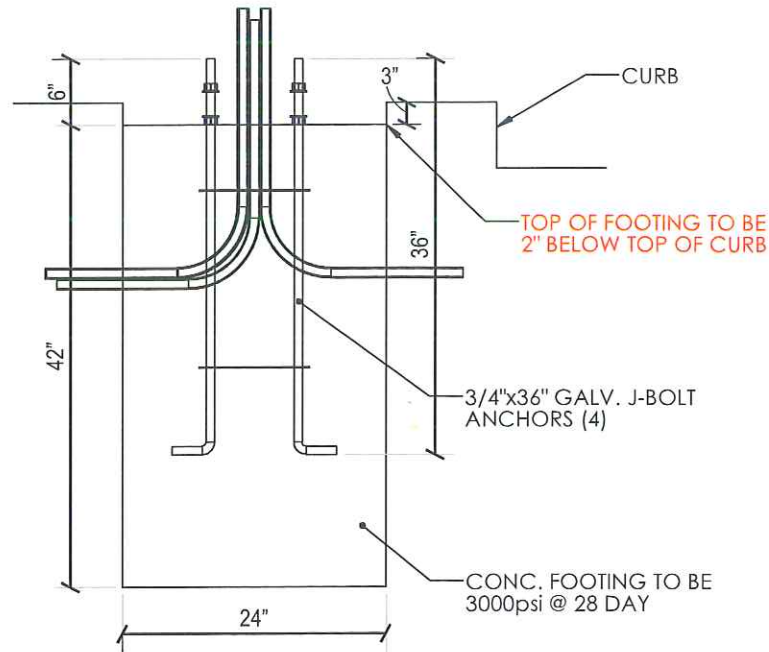
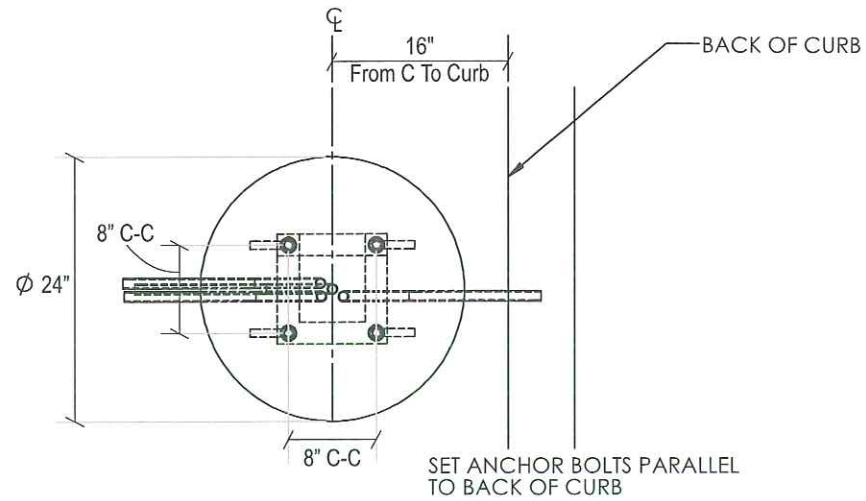
Address: 5464 N. Port Washington
Glendale, WI 53217

REVISION INFO

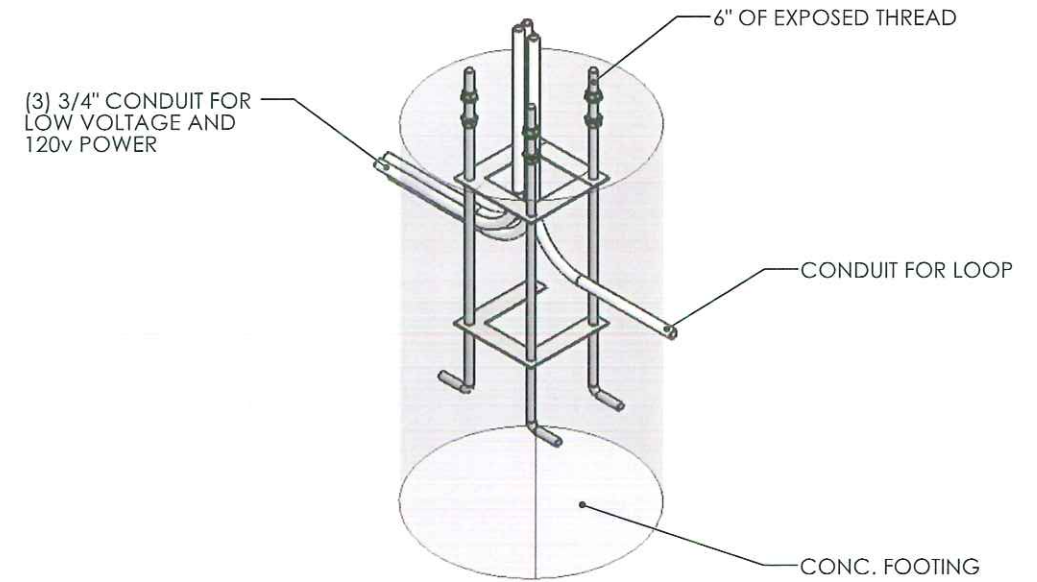
12/06/2018	Original Renderings	LC
01/21/2019	Revised Site Plan and Elevations	GC
02/05/2019	Roved script signs and added wall sign	GC

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**ANY SITE SPECIFIC ENGINEERING
SUPERSEDES THIS DETAIL**



Client: Chick-Fil-A
Site #: CF-4327
Address: 5464 N. Port Washington
Glendale, WI 53217

REVISION INFO	DATE	DESCRIPTION
	12/06/2018	Original Renderings
	01/21/2019	Revised Site Plan and Elevations
	02/05/2019	Roved script signs and added wall sign

LC
GC
GC

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AnchorSign.
1.800.213.3331

Specifications:

SIGN POSTS

Posts are 2" x 2" x .125 square aluminum tubing capped on top

■ Painted Matthews MP 74155 "Custom Black"

SIGN PANELS

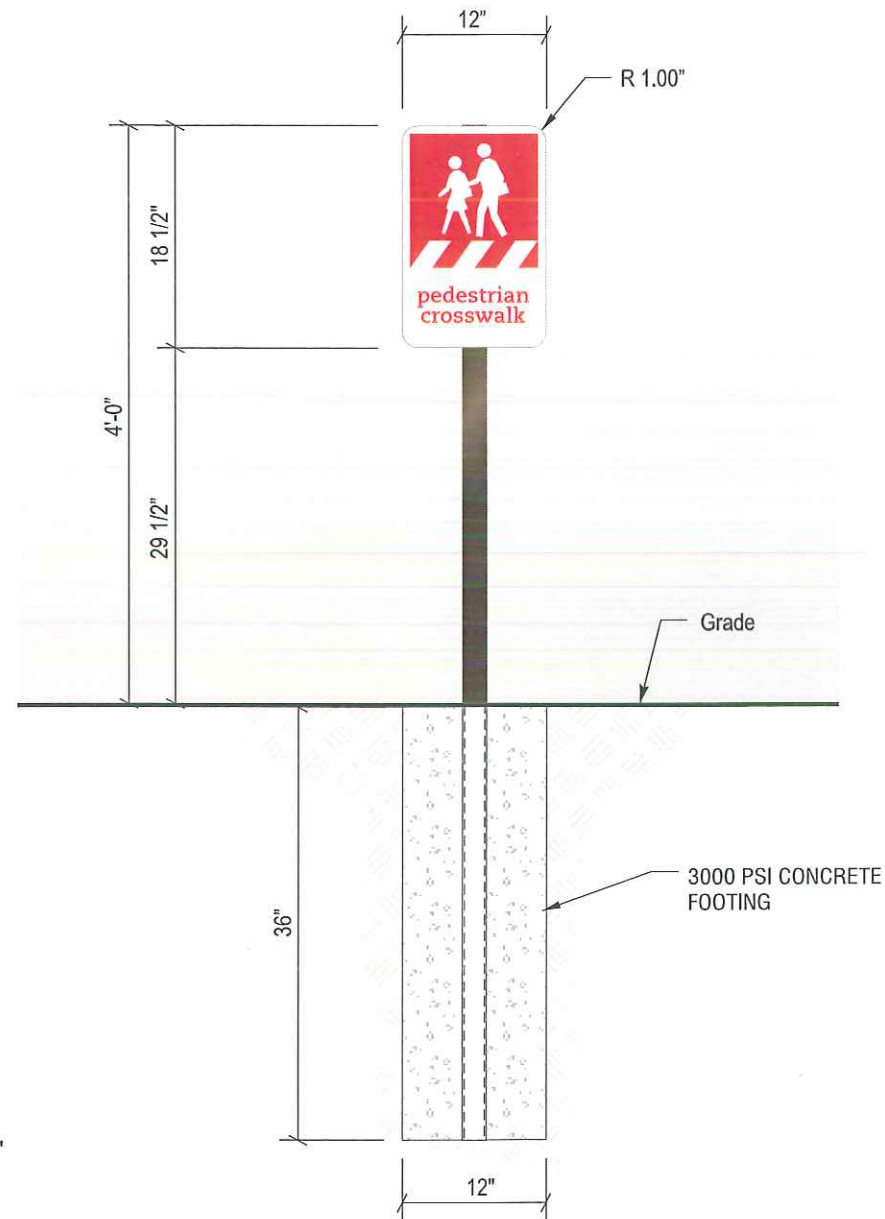
Panels are 0.080" aluminum, backs painted Mathews MP #74155 "Custom Black" with 3M #3290 Reflective White and 3M #3272 Reflective Red background and graphics.

■ 3M #680-82 Reflective Red

□ 3M #3290 Reflective White

Mounting

Panels are to be mounted w/ 3/8"Ø thru bolts w/ washer and nut



Panel Layout Detail

Scale: 1 1/2" = 1'-0"

F2

Post/ Panel - Pedestrian Crosswalk

Qty 1

Scale: 3/4" = 1'-0"



Client: Chick-Fil-A
Site #: CF-4327
Address: 5464 N. Port Washington
Glendale, WI 53217

REVISION	DATE	DESCRIPTION
12/06/2018	Original Renderings	
01/21/2019	Revised Site Plan and Elevations	
02/05/2019	Roved script signs and added wall sign	

LC
GC
GC

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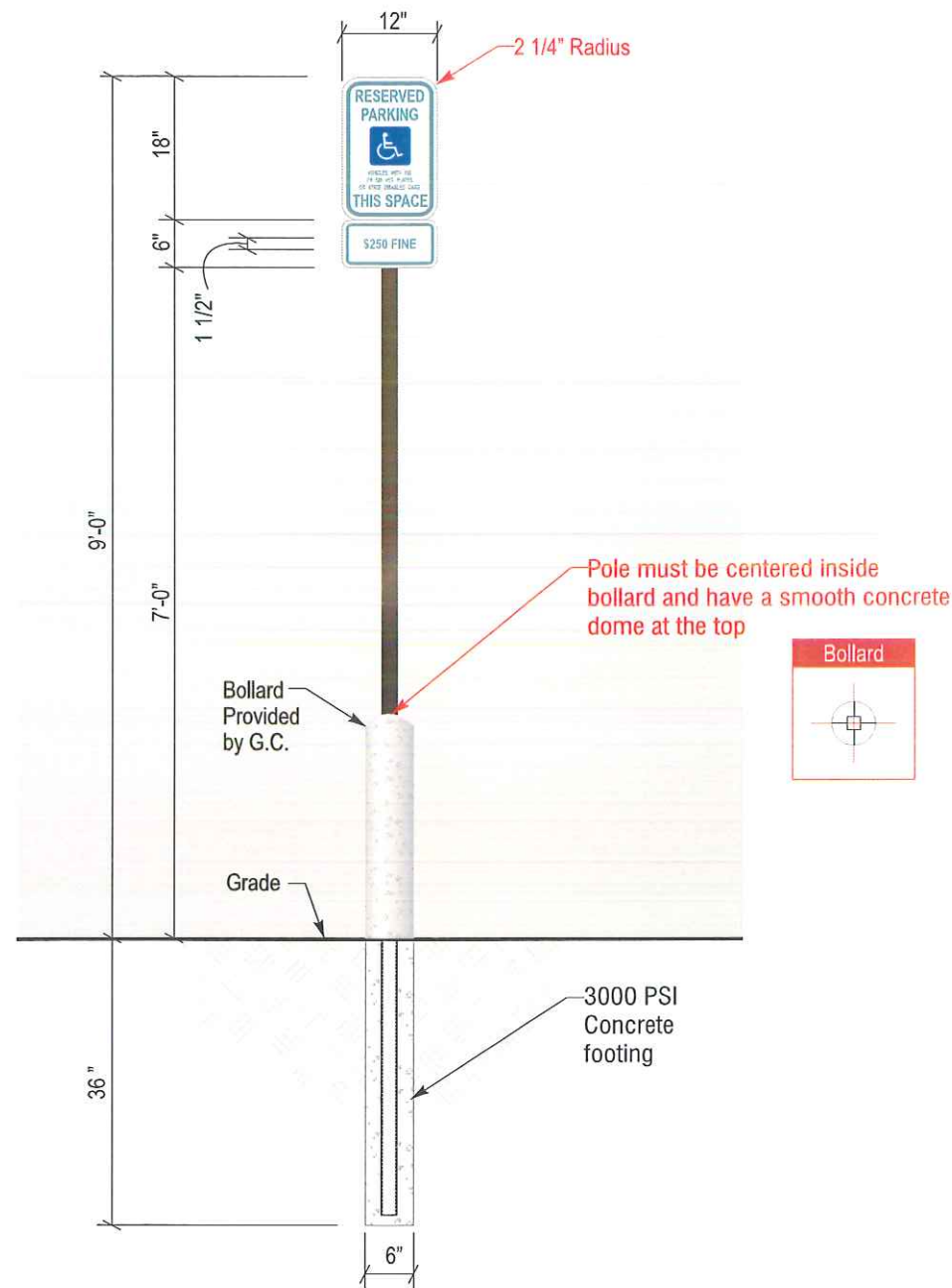
SIGN POST

Painted Matthews MP 74155
"Custom Black"

0.080" Aluminum, backs painted
MP #71455 "Custom Black". Fronts
to be 3M #680-10 Reflective White
w/ reflective graphics.

-  3M #680-76 Reflective Blue
 3M #680-77 Reflective Green
 3M #680-10 Reflective White

Panels are to be mounted w/
3/8"Ø thru bolts w/ washer and nut



F4 **DOT Signage - HP**
Qty 1 Scale: 1/2" = 1'-0"



Client:	Chick-Fil-A
Site #:	CF-4327
Address:	5464 N. Port Washington Glendale, WI 53217

REVISION INFO

12/06/2018	Original Renderings
01/21/2019	Revised Site Plan and Elevations
02/05/2019	Roved script signs and added wall sign

LC
GC
GC

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SIGN POST

Specifications:

SIGN POSTS

Posts are 2" x 2" x .125 square aluminum tubing capped on top

■ Painted Matthews MP 74155 "Custom Black"

SIGN PANELS

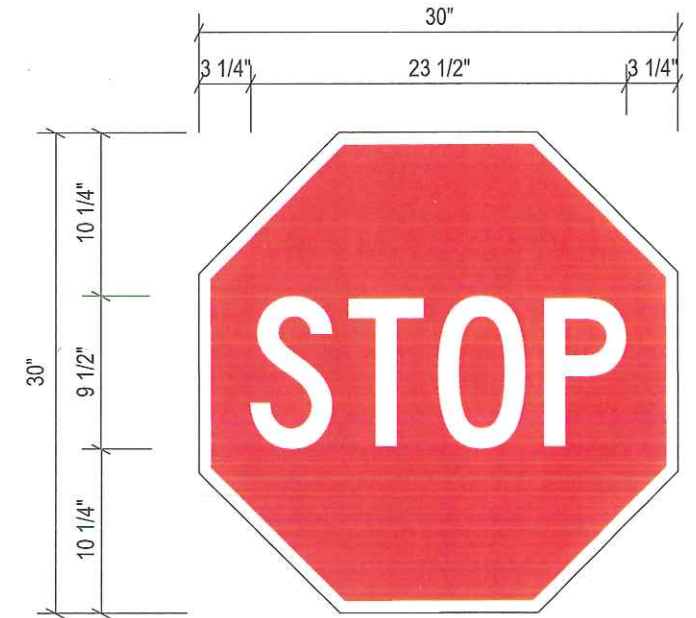
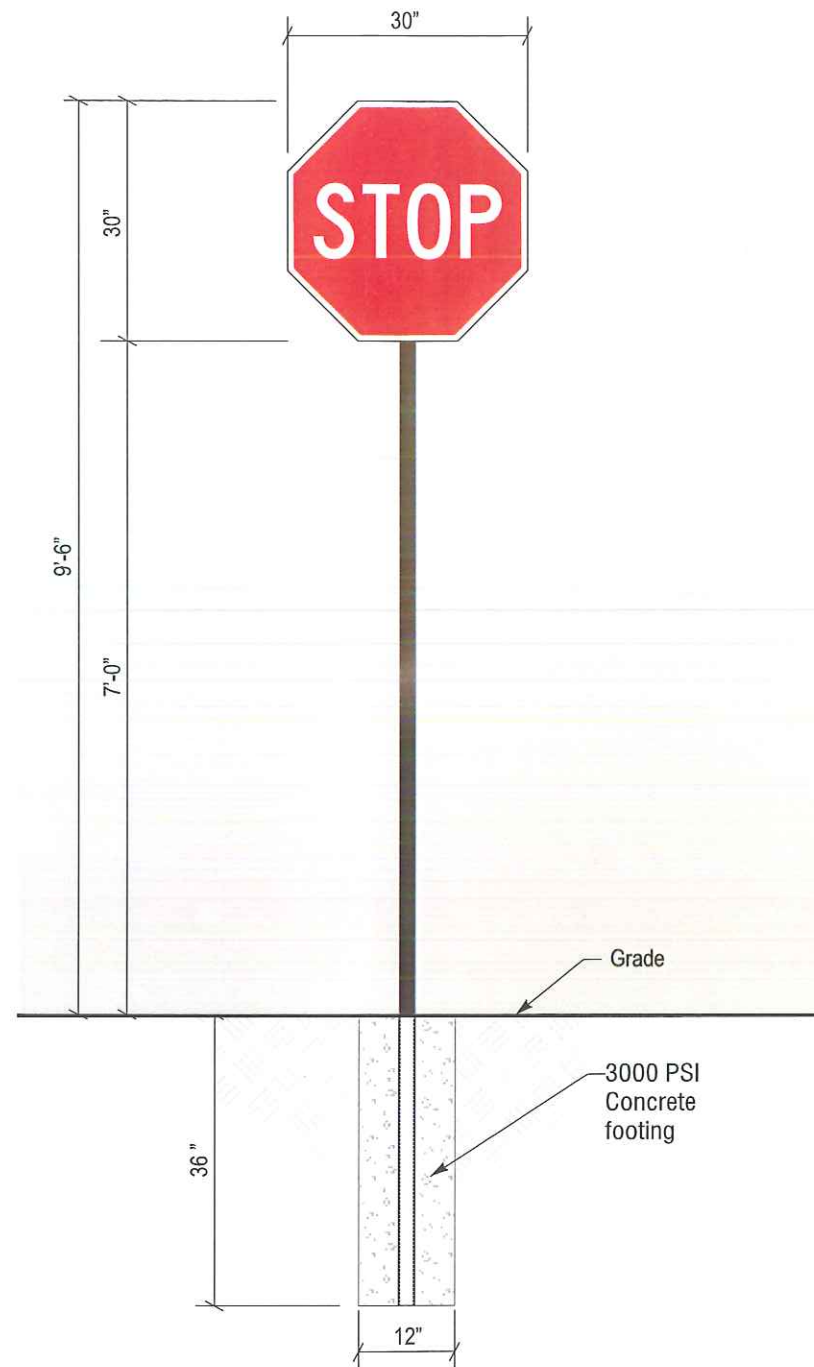
Panels are 0.080" aluminum, backs painted Mathews MP #74155 "Custom Black" with 3M #3290 Reflective White and 3M #3272 Reflective Red background and graphics.

■ 3M #680-82 Reflective Red

□ 3M #3290 Reflective White

Mounting

Panels are to be mounted w/ 3/8"Ø thru bolts w/ washer and nut



Panel Layout Detail

Scale: 1" = 1'-0"

F5

DOT Signage - Stop Sign

Qty 2

Scale: 1/2" = 1'-0"



Client: Chick-Fil-A
Site #: CF-4327
Address: 5464 N. Port Washington
Glendale, WI 53217

REVISION INFO		
12/06/2018	Original Renderings	LC
01/21/2019	Revised Site Plan and Elevations	GC
02/05/2019	Roved script signs and added wall sign	GC

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AnchorSign
1.800.213.3331

Specifications:

SIGN POSTS

Posts are 2" x 2" x .125 square aluminum tubing capped on top

■ Painted Matthews MP 74155 "Custom Black"

SIGN PANELS

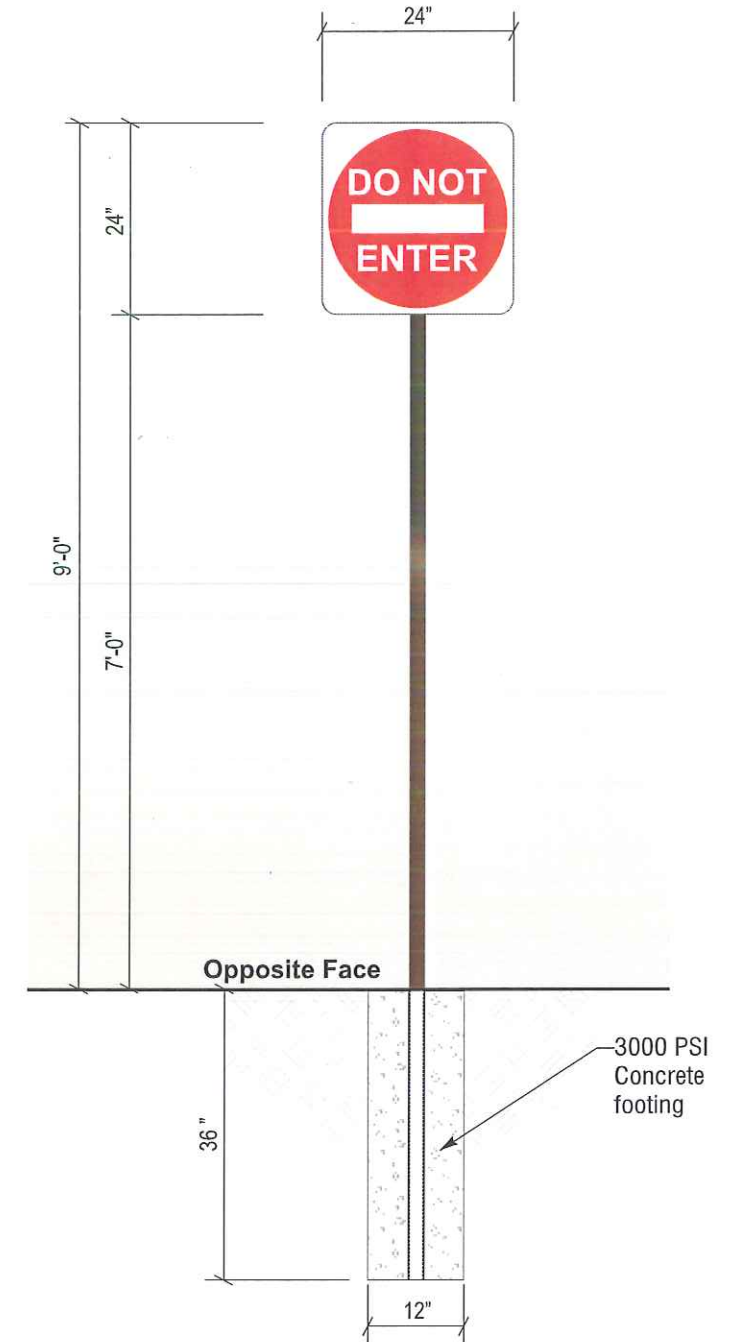
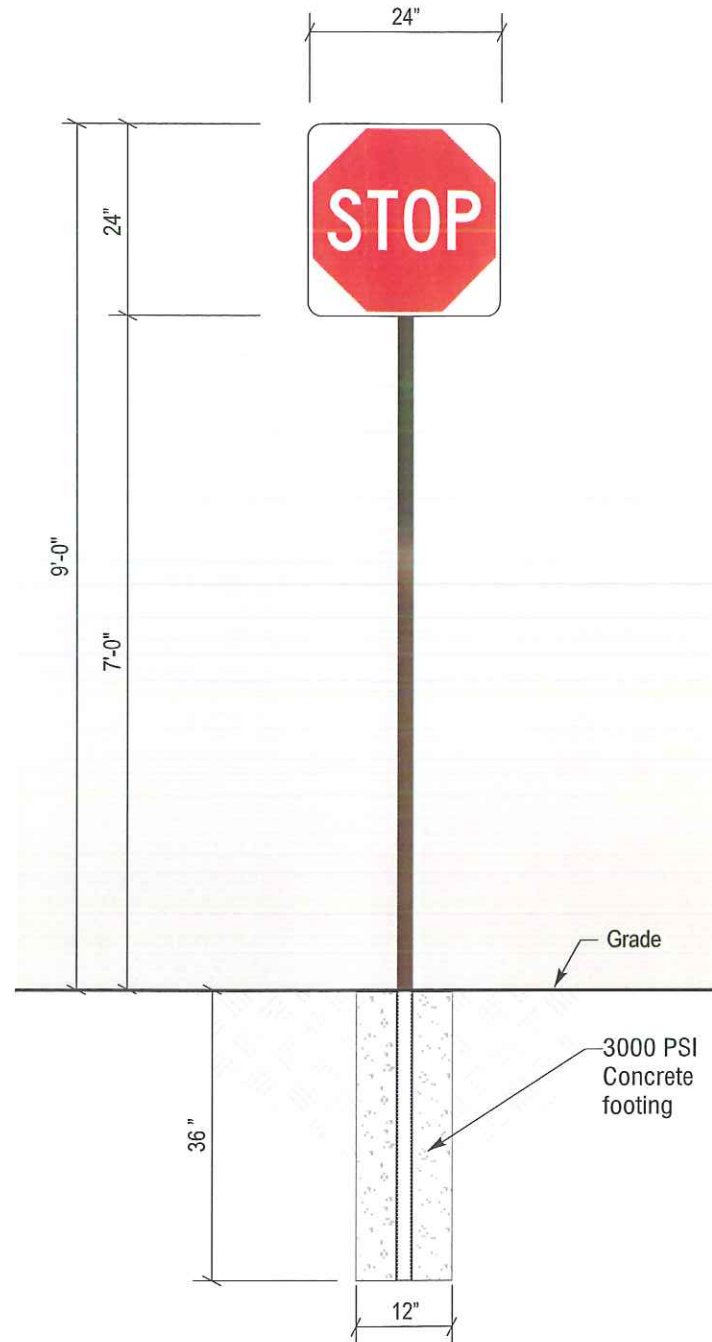
Panels are 0.080" aluminum, backs painted Mathews MP #74155 "Custom Black" with 3M #3290 Reflective White and 3M #3272 Reflective Red background and graphics.

■ 3M #680-82 Reflective Red

□ 3M #3290 Reflective White

Mounting

Panels are to be mounted w/ 3/8"Ø thru bolts w/ washer and nut



F6

DOT Signage - Do Not Enter/ Stop

Qty 2 Scale: 1/2" = 1'-0"



Client: Chick-Fil-A
Site #: CF-4327
Address: 5464 N. Port Washington
Glendale, WI 53217

REVISION INFO		
12/06/2018	Original Renderings	LC
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02/05/2019	Roved script signs and added wall sign	GC

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Specifications:

SIGN POSTS

Posts are 2" x 2" x .125 square aluminum tubing capped on top
■ Painted Matthews MP 74155 "Custom Black"

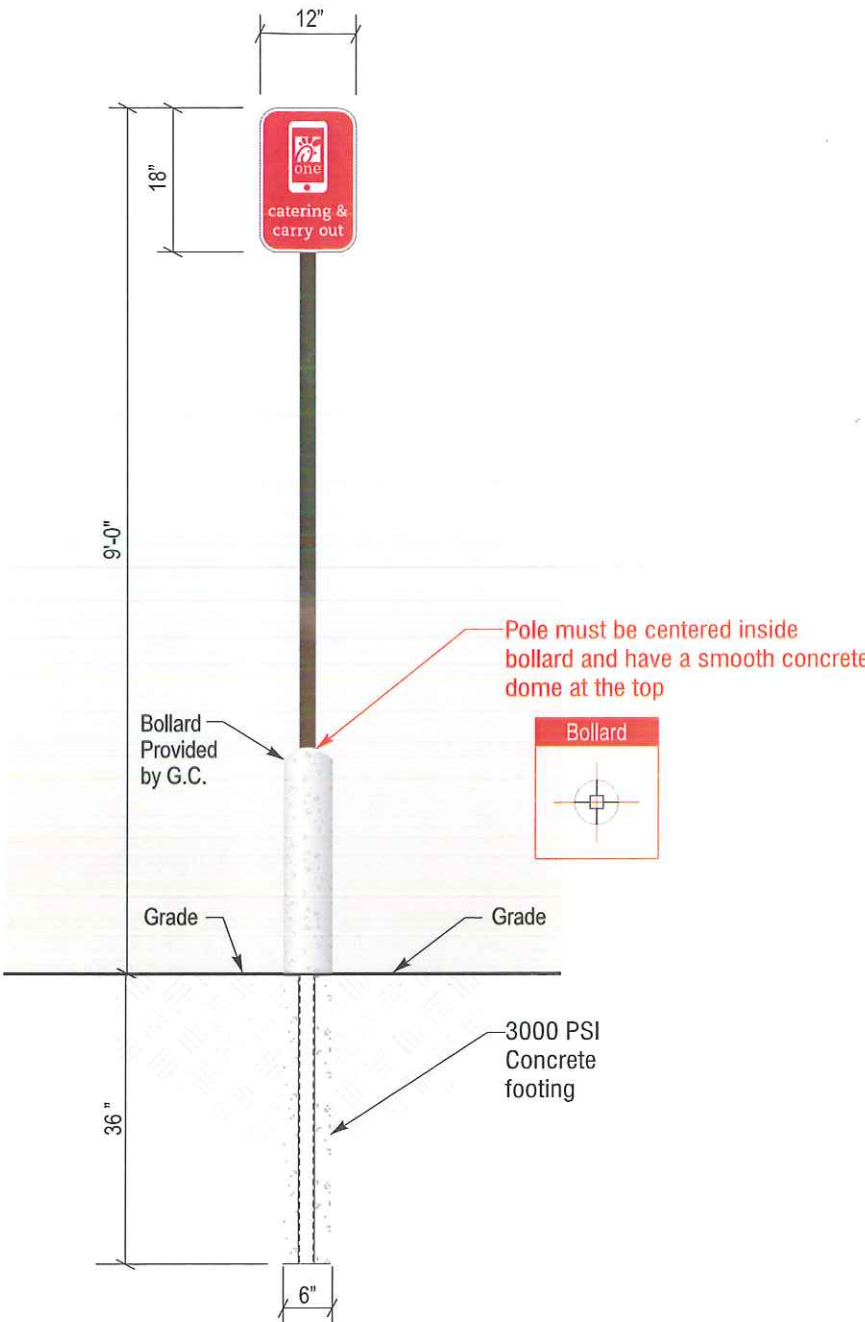
SIGN PANELS

Panels are 0.080" aluminum, backs painted Mathews MP #74155 "Custom Black" with 3M #3290 Reflective White and 3M #3272 Reflective Red background and graphics.

- 3M #680-82 Reflective Red
- 3M #3290 Reflective White

Mounting

Panels are to be mounted w/ 3/8"Ø thru bolts w/ washer and nut



Panel Layout Detail

Scale: 1 1/2" = 1'-0"

ALUMINUM PANEL BACKS TO BE PAINTED MATTHEWS #74155 DARK BRONZE.

Mo4 DOT Signage- Catering & Carry Out
Qty 1 Scale: 1/2" = 1'-0"

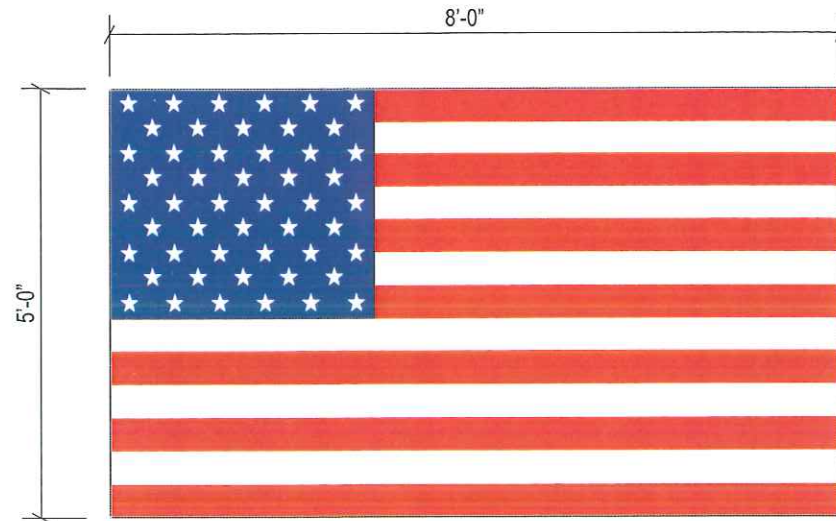


Client: Chick-Fil-A
Site #: CF-4327
Address: 5464 N. Port Washington
Glendale, WI 53217

REVISION INFO	12/06/2018	Original Renderings	LC
	01/21/2019	Revised Site Plan and Elevations	GC
	02/05/2019	Roved script signs and added wall sign	GC

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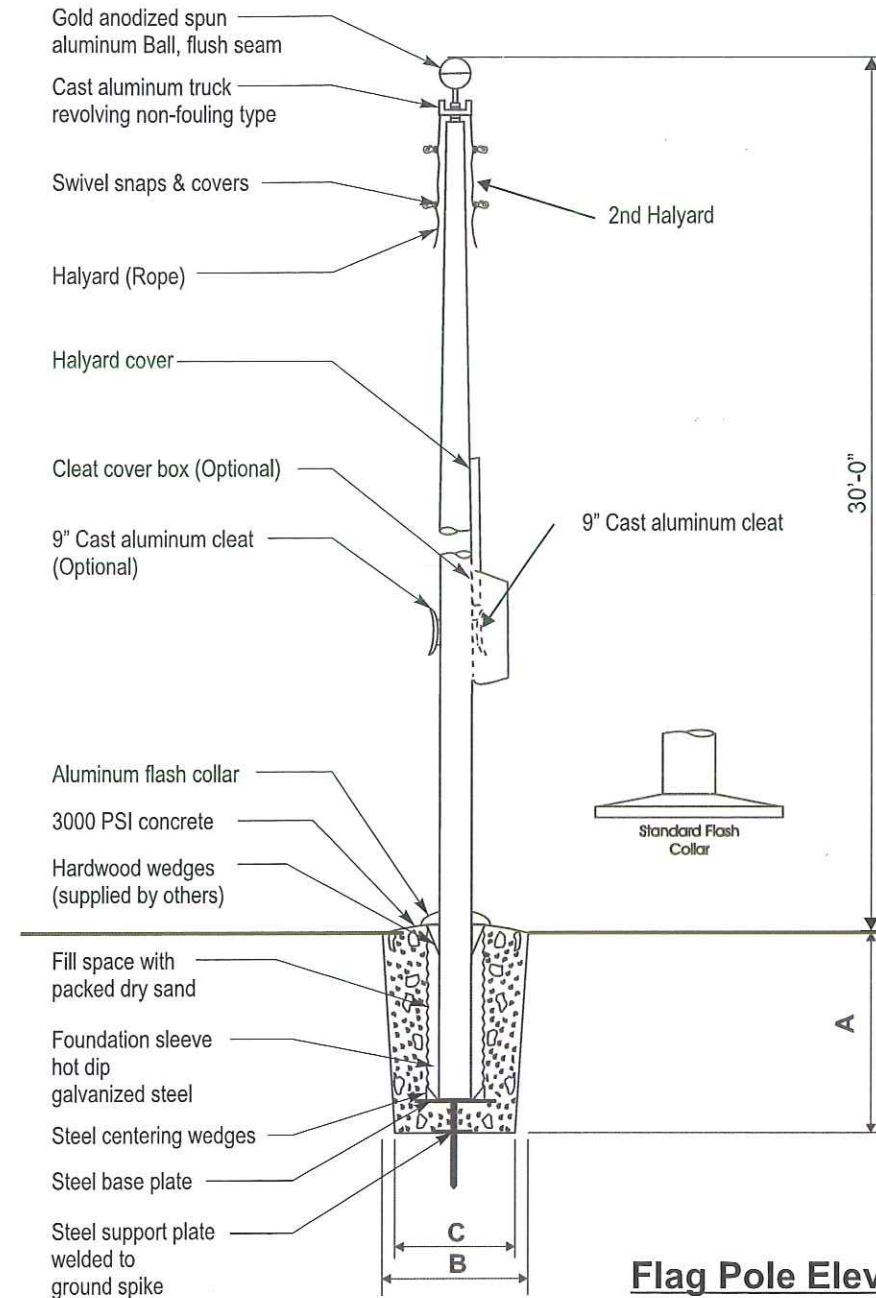
Flag

HEIGHT	A	B	C
30'	3'-6"	30"	24"

Size Chart

Ground sleeve and concrete installed by the general contractor

Pole installed on pre-installed ground sleeve by sign contractor



Flag Pole Elevation

G1

Flag Pole

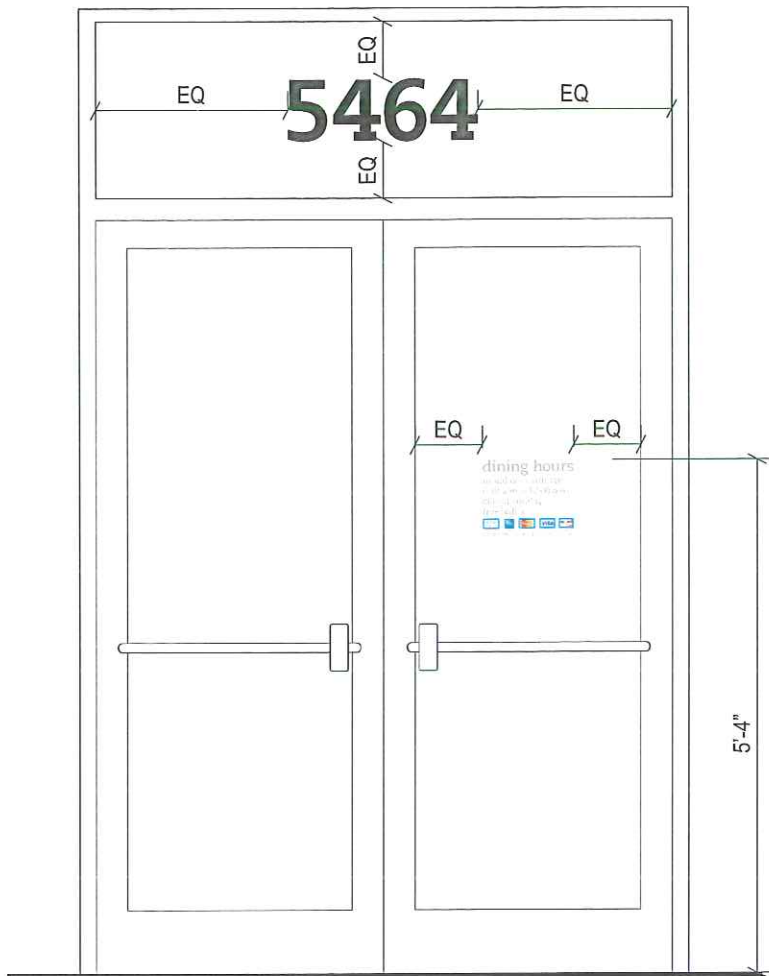


Client: Chick-Fil-A
 Site #: CF-4327
 Address: 5464 N. Port Washington
 Glendale, WI 53217

REVISION INFO	12/06/2018	Original Renderings	LC
	01/21/2019	Revised Site Plan and Elevations	GC
	02/05/2019	Roved script signs and added wall sign	GC

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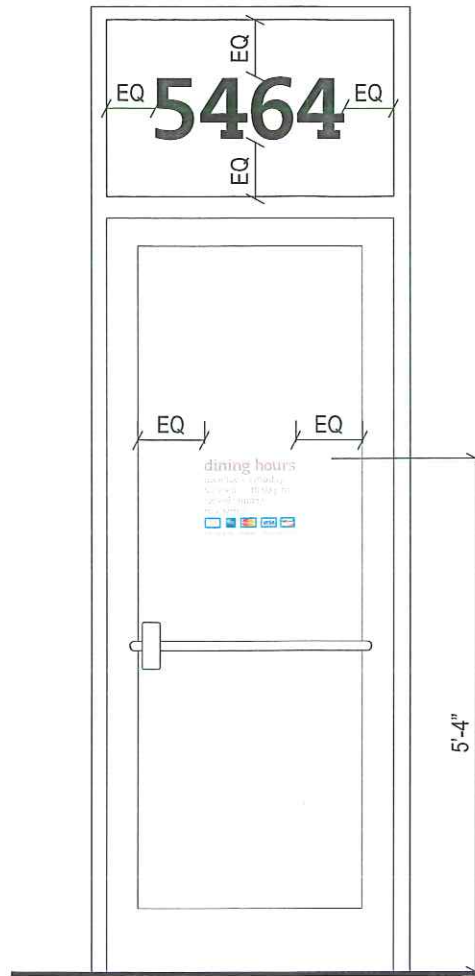




Door Vinyl Elevation Detail

Double Door

Scale: 1/2" = 1'-0"



Door Vinyl Elevation Detail

Single Door

Scale: 1/2" = 1'-0"

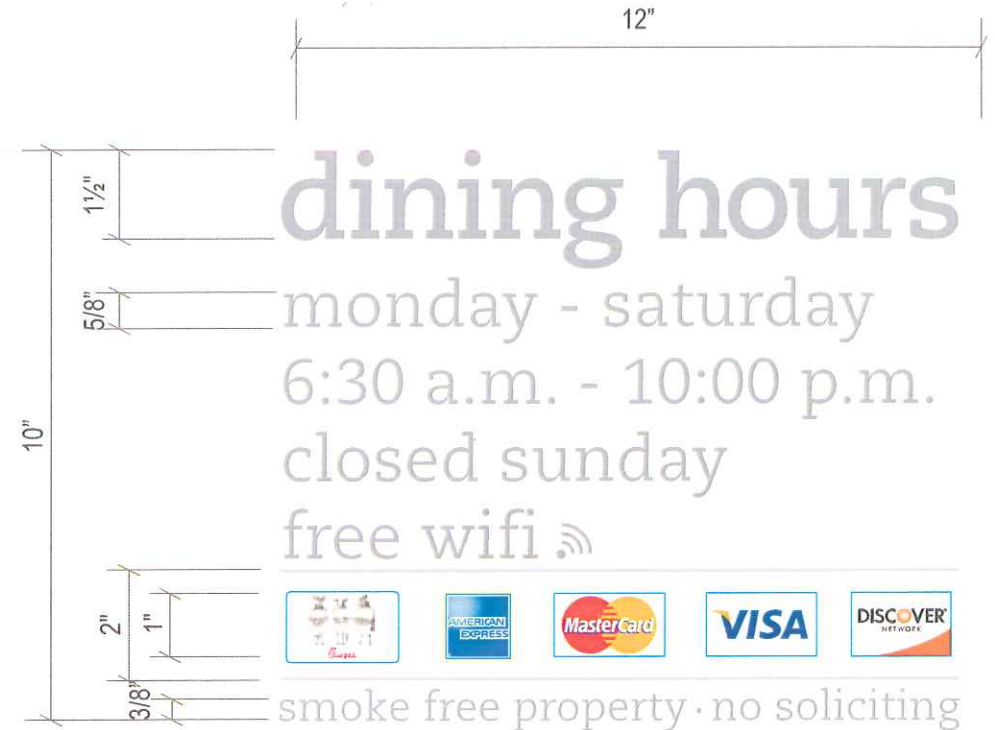


Transom Address Vinyl

Qty 2

Scale: 1 1/2" = 1'-0"

Shown In Black
For Clarity



Std

Window Dining Hours

Qty 2

Scale: 3" = 1'-0"



Client: Chick-Fil-A
Site #: CF-4327
Address: 5464 N. Port Washington
Glendale, WI 53217

REVISION INFO
12/06/2018 Original Renderings
01/21/2019 Revised Site Plan and Elevations
02/05/2019 Roved script signs and added wall sign

LC
GC
GC
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AnchorSign.
1.800.213.3331



Banner Layout Detail

Scale: 1" = 1'-0"



Client: Chick-Fil-A
 Site #: CF-4327
 Address: 5464 N. Port Washington
 Glendale, WI 53217

REVISION INFO	12/06/2018	Original Renderings	LC
	01/21/2019	Revised Site Plan and Elevations	GC
	02/05/2019	Roved script signs and added wall sign	GC

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DESCRIPTION

The Prevail LED area, site luminaire combines optical performance, energy efficiency and long term reliability in an advanced, patent pending modern design. Utilizing the latest LED technology, the Prevail luminaire delivers unparalleled uniformity resulting in greater pole spacing. A versatile mount standard arm facilitates ease of installation for both retrofit and new installations. With energy savings greater than 62%, the Prevail fixture replaces 150-450W metal halide fixtures in general area lighting applications such as parking lots, walkways, roadways and building areas.

OD, OD1, & OD2

SPECIFICATION FEATURES

Construction

Construction is comprised of a heavy-duty, single-piece die-cast aluminum housing. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. The die-cast aluminum door is tethered to provide easy access to the driver if replacement is required. A one-piece silicone gasket seals the door to the fixture housing. The optics is mounted on a versatile, aluminum plate that dissipates heat from the LEDs resulting in longer life of the fixture. The fixture is IP66 and 3G vibration rated (ANSI C136.31) to insure strength of construction and longevity in the selected application.

Optics

Precision molded, high efficiency optics are precisely designed to shape the distribution, maximizing efficiency and application spacing. Available in Type II, III, IV and V distributions with lumen packages ranging from 6,100 to 18,900 nominal lumens. Light engine configurations consist of 1 or 2 high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L92/60,000 hours at 25°C) per IESNA TM-21. For the ultimate level of spill light control, an optional house side shield accessory can be field or factory installed.

Electrical

LED drivers are mounted to the fixture for optimal heat sinking and ease of maintenance. Thermal management incorporates both conduction and convection to transfer heat rapidly away from the LED source for optimal efficiency and light output. Class 1 electronic drivers have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Available in 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation. 480V is compatible for use with 480V Wye systems only. 10kV/10 kA surge protection standard. 0-10V dimming driver is standard with leads external to the fixture. Suitable for ambient temperatures from -40°C to 40°C. Optional 50°C HA (high ambient) available. Standard NEMA 3-PIN twistlock photocontrol receptacle and NEMA 7-PIN twistlock photocontrol receptacles are available as options.

Mounting

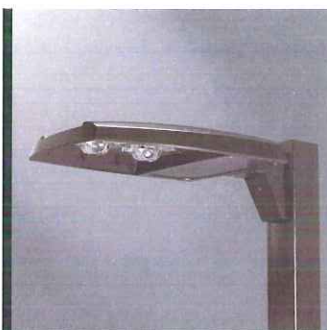
Standard pole mount arm is bolted directly to the pole and the fixture slides onto the arm and locks in place with a bolt facilitating quick and easy installation. The versatile, patented, standard mount arm accommodates multiple drill patterns ranging from 1-1/2" to 4-7/8". Removal of the door on the standard mounting arm enables wiring of the fixture without having to access the driver compartment. A knock-out on the standard mounting arm enables round pole mounting. Wall mount and mast arm mounting options are available. Mast arm adapter fits 2-3/8" O.D. tenon.

Finish

Housing and cast parts finished in five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard color is bronze. Additional colors available in white, grey, black, dark platinum and graphite metallic.

Warranty

Five-year warranty.



PRV PREVAIL

LED

AREA / SITE / ROADWAY
LUMINAIRE



CERTIFICATION DATA

UL and cUL Wet Location Listed
IP66-Rated
3G Vibration Rated
ISO 9001
DesignLights Consortium® Qualified*
Dark Sky Approved (3000K CCT and warmer only)

ENERGY DATA

Electronic LED Driver
0.9 Power Factor
<20% Total Harmonic Distortion
120-277V/50 and 60Hz,
347V/60Hz, 480V/60Hz
-40°C Minimum Temperature Rating
+40°C Ambient Temperature Rating

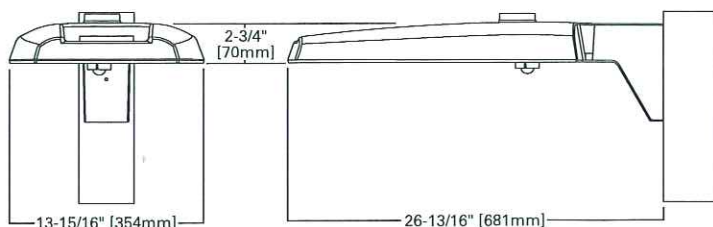
EPA

Effective Projected Area (Sq. Ft.): 0.75

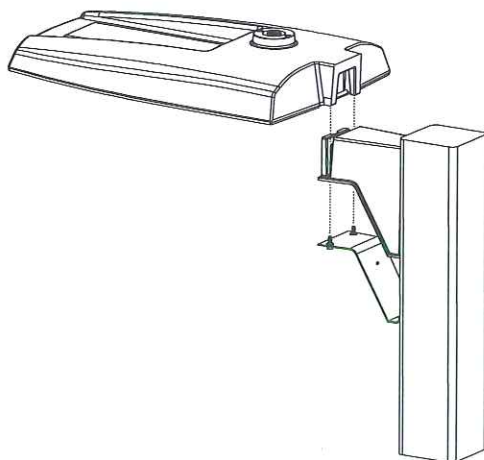
SHIPPING DATA

Approximate Net Weight:
20 lbs. (9.09 kgs.)

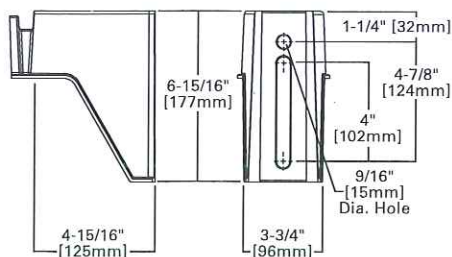
DIMENSIONS



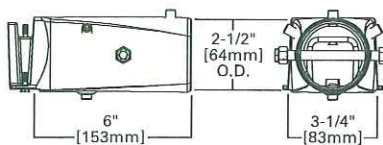
VERSATILE MOUNT SYSTEM



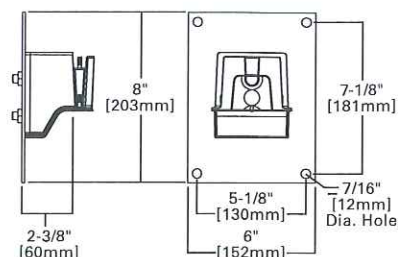
POLE MOUNT ARM



MAST ARM MOUNT



WALL MOUNT



MOUNTING CONFIGURATIONS AND EPAS

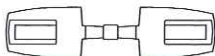
Wall Mount



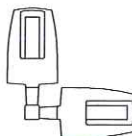
Arm Mount Single EPA 0.75



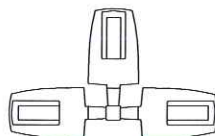
Arm Mount 2 @ 180° EPA 1.50



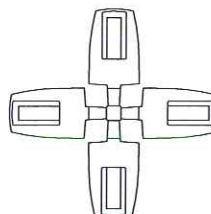
Arm Mount 2 @ 90° EPA 1.50



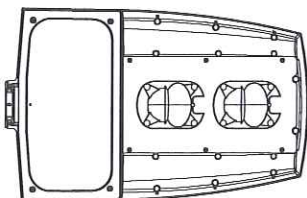
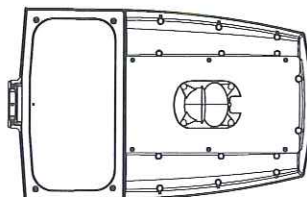
Arm Mount 3 @ 90° EPA 2.25



Arm Mount 4 @ 90° EPA 3.00



OPTICAL CONFIGURATIONS



POWER AND LUMENS

Light Engine	A15	A25	A40	A60
Nominal Power (Watts)	57W	87W	143W	163W
Input Current @ 120V (A)	0.49	0.76	1.23	1.34
Input Current @ 277V (A)	0.22	0.35	0.54	0.60
Input Current @ 347V (A)	0.18	0.28	0.45	0.49
Input Current @ 480V (A)	0.13	0.21	0.33	0.35
Type II	Lumens	6,139	10,204	15,073
	BUG Rating	B1-U0-G1	B2-U0-G2	B3-U0-G3
Type III	Lumens	6,192	10,292	15,203
	BUG Rating	B1-U0-G2	B2-U0-G3	B3-U0-G4
Type IV	Lumens	6,173	10,261	15,157
	BUG Rating	B1-U0-G3	B2-U0-G3	B2-U0-G4
Type V	Lumens	6,393	10,627	15,697
	BUG Rating	B3-U0-G3	B4-U0-G3	B5-U0-G4

NOTE: Lumen output for standard bronze fixture color. Different housing colors impact lumen output. IES files for the non-standard colors are available upon request.

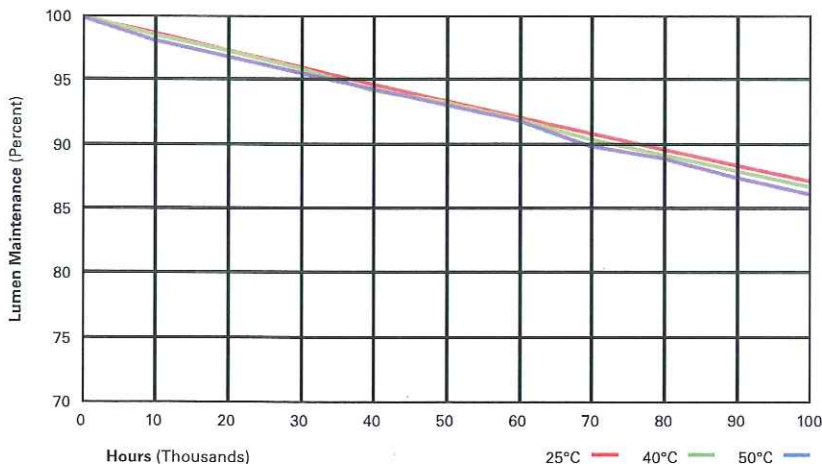
LUMEN MAINTENANCE

Ambient Temperature	25,000 Hours*	50,000 Hours*	60,000 Hours*	Theoretical 100,000 Hours	Theoretical L70 (Hours)*
25 C	> 96%	> 93%	> 92%	> 87%	> 260,000
40 C	> 96%	> 93%	> 92%	> 87%	> 255,000
50 C	> 95%	> 92%	> 91%	> 86%	> 250,000

* Per IESNA TM-21 data.

LUMEN MULTIPLIER

Ambient Temperature	Lumen Multiplier
10 C	1.02
15 C	1.01
25 C	1.00
40 C	0.99



CONTROL OPTIONS

0-10V (D)

This fixture is offered standard with 0-10V dimming driver(s). The dimming option provides 0-10V dimming wire leads for use with a lighting control panel or other control method.

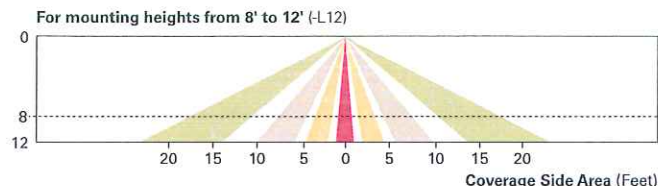
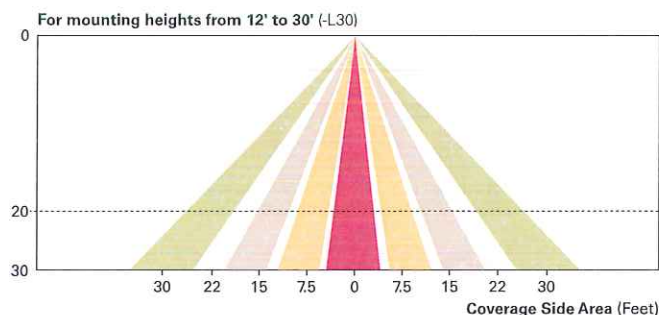
Photocontrol (PER and PER7)

Photocontrol receptacles (PER and PER7) provide a flexible solution to enable "dusk-to-dawn" lighting by sensing light levels. Advanced control systems compatible with NEMA 7-pin standards can be utilized with the PER7 receptacle.

Dimming Occupancy Sensor (MSP/DIM-LXX, MSP/X-LXX and MSP-LXX)

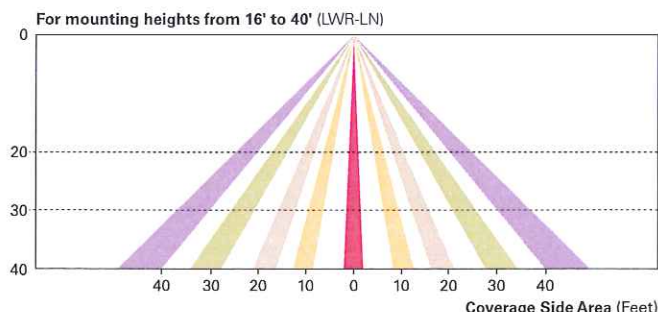
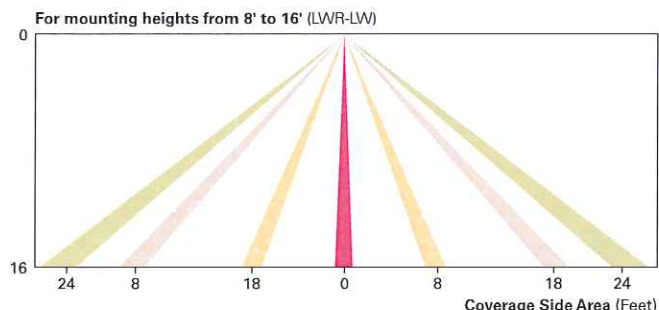
These sensors are factory installed in the luminaire housing. When the MSP/DIM-LXX sensor option is selected, the occupancy sensor is connected to a dimming driver and the entire luminaire dims when there is no activity detected. When activity is detected, the luminaire returns to full light output. The MSP/DIM sensor is factory preset to dim down to approximately 50 percent power with a time delay of five minutes. The MSP-LXX sensor is factory preset to turn the luminaire off after five minutes of no activity.

These occupancy sensors includes an integral photocell that can be activated with the ISHH-01 accessory for "dusk-to-dawn" control or daylight harvesting -- the factory preset is OFF. The ISHH-01 is a wireless tool utilized for changing the dimming level, time delay, sensitivity and other parameters. A variety of sensor lens are available to optimize the coverage pattern for mounting heights from 8'-30'.



LumaWatt Pro Wireless Control and Monitoring System (LWR-LW and LWR-LN)

The Eaton's LumaWatt Pro powered by Enlighted is a connected lighting solution that combines a broad selection of energy-efficient LED luminaires with a powerful integrated wireless sensor system. The sensor controls the lighting system in compliance with the latest energy codes and collects valuable data about building performance and use. Software applications turn the granular data into information through energy dashboards and specialized apps that make it simple and help optimize the use of building resources, beyond lighting.



WaveLinx Wireless Outdoor Lighting Control Module (WOLC-7P-10A)

The 7-pin wireless outdoor lighting control module enables WaveLinx to control outdoor area, site and flood lighting. WaveLinx controls outdoor lighting using schedules to provide ON, OFF and dimming controls based on astronomic or time schedules based on a 7 day week.

OD

ORDERING INFORMATION

Sample Number: PRV-A25-D-UNV-T3-SA-BZ

Product Family ^{1,2}	Light Engine ³	Driver ⁴	Voltage	Distribution	Mounting	Color ⁵
PRV=Prevail	A15=(1 LED) 6,100 Nominal Lumens A25=(2 LEDs) 10,200 Nominal Lumens A40=(2 LEDs) 15,100 Nominal Lumens A60=(2 LEDs) 18,900 Nominal Lumens	D=Dimming (0-10V)	UNV=Universal (120-277V) 347=347V 480=480V ⁵	T2=Type II T3=Type III T4=Type IV T5=Type V	SA=Standard Versatile Arm MA=Mast Arm WM=Wall Mount Arm	AP=Grey BZ=Bronze (Standard) BK=Black DP=Dark Platinum GM=Graphite Metallic WH=White
Options (Add as Suffix)				Accessories (Order Separately) ¹²		
7030=70 CRI / 3000K CCT ⁷ 7050=70 CRI / 5000K CCT ⁷ 10K=10kV/10kA UL 1449 Fused Surge Protective Device LWR-LW=LumaWatt Pro Wireless Sensor, Wide Lens for 8' - 16' Mounting Height ^{8, 9, 10} LWR-LN=LumaWatt Pro Wireless Sensor, Narrow Lens for 16' - 40' Mounting Height ^{8, 9, 10} MSP/DIM-L12=Integrated Sensor for Dimming Operation, 8' - 12' Mounting Height MSP/DIM-L30=Integrated Sensor for Dimming Operation, 12' - 30' Mounting Height MSP-L12=Integrated Sensor for ON/OFF Operation, 8' - 12' Mounting Height MSP-L30=Integrated Sensor for ON/OFF Operation, 12' - 30' Mounting Height PER=NEMA 3-PIN Twistlock Photocontrol Receptacle ¹¹ PER7=NEMA 7-PIN Twistlock Photocontrol Receptacle ¹¹ HSS=House Side Shield ¹⁴ HA=50°C High Ambient Temperature L90=Optics Rotated 90° Left R90=Optics Rotated 90° Right				PRVWM-XX=Wall Mount Kit PRVMA-XX=Mast Arm Mounting Kit PRVSA-XX=Standard Arm Mounting Kit HSS/VERD=House Side Shield ¹⁴ MA1010-XX=Single Tenon Adapter for 3-1/2" O.D. Tenon MA1011-XX=2@180° Tenon Adapter for 3-1/2" O.D. Tenon MA1012-XX=3@120° Tenon Adapter for 3-1/2" O.D. Tenon MA1013-XX=4@90° Tenon Adapter for 3-1/2" O.D. Tenon MA1014-XX=2@90° Tenon Adapter for 3-1/2" O.D. Tenon MA1015-XX=2@120° Tenon Adapter for 3-1/2" O.D. Tenon MA1016-XX=3@90° Tenon Adapter for 3-1/2" O.D. Tenon MA1017-XX=Single Tenon Adapter for 2-3/8" O.D. Tenon MA1018-XX=2@180° Tenon Adapter for 2-3/8" O.D. Tenon MA1019-XX=3@120° Tenon Adapter for 2-3/8" O.D. Tenon MA1045-XX=4@90° Tenon Adapter for 2-3/8" O.D. Tenon MA1048-XX=2@90° Tenon Adapter for 2-3/8" O.D. Tenon MA1049-XX=3@90° Tenon Adapter for 2-3/8" O.D. Tenon MA1191-XX=2@120° Tenon Adapter for 2-3/8" O.D. Tenon OA/RA1013=Photocontrol Shorting Cap OA/RA1014=NEMA Photocontrol - 120V OA/RA1016=NEMA Photocontrol - Multi-Tap 105-285V OA/RA1027=NEMA Photocontrol - 480V OA/RA1201=NEMA Photocontrol - 347V ISHH-01=Integrated Sensor Programming Remote WOLC-7P-10A=WaveLinX Outdoor Control Module (7-pin) ¹³		

NOTES:

- Customer is responsible for engineering analysis to confirm pole and fixture compatibility for all applications. Refer to installation instructions IB500002EN and pole white paper WP513001EN for additional support information.
- DesignLights Consortium® Qualified and classified for DLC Standard, refer to www.designlights.org for details.
- Standard 4000K CCT and 70 CRI.
- Consult factory for driver surge protection values.
- Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems).
- Different housing colors impact lumen output. IES files for the non-standard colors are available upon request.
- Extended lead times apply. Use dedicated IES files for 3000K and 5000K when performing layouts. These files are published on the Prevail luminaire product page on the website.
- LumaWatt Pro wireless sensors are factory installed and require network components LWP-EM-1, LWP-GW-1, and LWP-PoE8 in appropriate quantities. See website for LumaWatt Pro application information.
- LumaWatt Pro wireless system is not available with photocontrol receptacle (Not needed).
- Not available in conjunction with A60 lumen package at HA (High Ambient).
- Not available with MSP or LWR options.
- Replace XX with paint color.
- Requires 7-pin NEMA twistlock photocontrol receptacle.
- Option will come factory-installed. Must order one per optic as an accessory. House Side Shield not suitable for T5 distribution.

STOCK ORDERING INFORMATION

Stock Sample Number: PRVS-A25-UNV-T3

Product Family	Light Engine	Voltage	Distribution	Options (Add as Suffix)
PRVS=Prevail	A15=(1 LED) 6,100 Nominal Lumens A25=(2 LEDs) 10,200 Nominal Lumens A40=(2 LEDs) 15,100 Nominal Lumens A60=(2 LEDs) 18,900 Nominal Lumens	UNV=Universal (120-277V) 347=347V	T3=Type III T4=Type IV	MSP/DIM-L30=Integrated Sensor for Dimming Operation, Maximum 30' Mounting Height

NOTE: Bronze only, 4000K CCT, 120-277V, 347V, standard mounting arm, standard non-fused 10kV MOV and 0-10V dimming.

OD1

ORDERING INFORMATION

Sample Number: PRV-A25-D-UNV-T3-SA-BZ

Product Family ^{1,2}	Light Engine ³	Driver ⁴	Voltage	Distribution	Mounting	Color ⁶
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Options (Add as Suffix)				Accessories (Order Separately) ¹²		
7030=70 CRI / 3000K CCT ⁷ 7050=70 CRI / 5000K CCT ⁷ 10K=10kV/10kA UL 1449 Fused Surge Protective Device LWR-LW=LumaWatt Pro Wireless Sensor, Wide Lens for 8' - 16' Mounting Height ^{8,9,10} LWR-LN=LumaWatt Pro Wireless Sensor, Narrow Lens for 16' - 40' Mounting Height ^{8,9,10} MSP/DIM-L12=Integrated Sensor for Dimming Operation, 8' - 12' Mounting Height MSP/DIM-L30=Integrated Sensor for Dimming Operation, 12' - 30' Mounting Height MSP-L12=Integrated Sensor for ON/OFF Operation, 8' - 12' Mounting Height MSP-L30=Integrated Sensor for ON/OFF Operation, 12' - 30' Mounting Height PER=NEMA 3-PIN Twistlock Photocontrol Receptacle ¹¹ PER7=NEMA 7-PIN Twistlock Photocontrol Receptacle ¹¹ HSS=House Side Shield ¹⁴ HA=50°C High Ambient Temperature L90=Optics Rotated 90° Left R90=Optics Rotated 90° Right				PRVWM-XX=Wall Mount Kit PRVMA-XX=Mast Arm Mounting Kit PRVSA-XX=Standard Arm Mounting Kit HS/VERD=House Side Shield ¹⁴ MA1010-XX=Single Tenon Adapter for 3-1/2" O.D. Tenon MA1011-XX=2@180° Tenon Adapter for 3-1/2" O.D. Tenon MA1012-XX=3@120° Tenon Adapter for 3-1/2" O.D. Tenon MA1013-XX=4@90° Tenon Adapter for 3-1/2" O.D. Tenon MA1014-XX=2@90° Tenon Adapter for 3-1/2" O.D. Tenon MA1015-XX=2@120° Tenon Adapter for 3-1/2" O.D. Tenon MA1016-XX=3@90° Tenon Adapter for 3-1/2" O.D. Tenon MA1017-XX=Single Tenon Adapter for 2-3/8" O.D. Tenon MA1018-XX=2@180° Tenon Adapter for 2-3/8" O.D. Tenon MA1019-XX=3@120° Tenon Adapter for 2-3/8" O.D. Tenon MA1045-XX=4@90° Tenon Adapter for 2-3/8" O.D. Tenon MA1048-XX=2@90° Tenon Adapter for 2-3/8" O.D. Tenon MA1049-XX=3@90° Tenon Adapter for 2-3/8" O.D. Tenon MA1191-XX=2@120° Tenon Adapter for 2-3/8" O.D. Tenon OA/RA1013=Photocontrol Shorting Cap OA/RA1014=NEMA Photocontrol - 120V OA/RA1016=NEMA Photocontrol - Multi-Tap 105-285V OA/RA1027=NEMA Photocontrol - 480V OA/RA1201=NEMA Photocontrol - 347V ISHH-01=Integrated Sensor Programming Remote WOLC-7P-10A=WaveLinX Outdoor Control Module (7-pin) ¹³		

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- Standard 4000K CCT and 70 CRI.
- Consult factory for driver surge protection values.
- Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems).
- Different housing colors impact lumen output. IES files for the non-standard colors are available upon request.
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STOCK ORDERING INFORMATION

Stock Sample Number: PRVS-A25-UNV-T3

Product Family	Light Engine	Voltage	Distribution	Options (Add as Suffix)
PRVS=Prevail	A15=(1 LED) 6,100 Nominal Lumens A25=(2 LEDs) 10,200 Nominal Lumens A40=(2 LEDs) 15,100 Nominal Lumens A60=(2 LEDs) 18,900 Nominal Lumens	UNV=Universal (120-277V) 347=347V	T3=Type III T4=Type IV	MSP/DIM-L30=Integrated Sensor for Dimming Operation, Maximum 30' Mounting Height

NOTE: Bronze only, 4000K CCT, 120-277V, 347V, standard mounting arm, standard non-fused 10kV MOV and 0-10V dimming.

OD2

ORDERING INFORMATION

Sample Number: PRV-A25-D-UNV-T3-SA-BZ

Product Family ^{1,2}	Light Engine ³	Driver ⁴	Voltage	Distribution	Mounting	Color ⁶
PRV=Prevail	A15=(1 LED) 6,100 Nominal Lumens A25=(2 LEDs) 10,200 Nominal Lumens A40=(2 LEDs) 15,100 Nominal Lumens A60=(2 LEDs) 18,900 Nominal Lumens	D=Dimming (0-10V)	UNV=Universal (120-277V) 347=347V 480=480V ⁵	T2=Type II T3=Type III T4=Type IV T5=Type V	SA=Standard Versatile Arm MA=Mast Arm WM=Wall Mount Arm	AP=Grey BZ=Bronze (Standard) BK=Black DP=Dark Platinum GM=Graphite Metallic WH=White
Options (Add as Suffix)				Accessories (Order Separately) ¹²		
7030=70 CRI / 3000K CCT ⁷ 7050=70 CRI / 5000K CCT ⁷ 10K=10kV/10kA UL 1449 Fused Surge Protective Device LWR-LW=LumaWatt Pro Wireless Sensor, Wide Lens for 8' - 16' Mounting Height ^{8,9,10} LWR-LN=LumaWatt Pro Wireless Sensor, Narrow Lens for 16' - 40' Mounting Height ^{8,9,10} MSP/DIM-L12=Integrated Sensor for Dimming Operation, 8' - 12' Mounting Height MSP/DIM-L30=Integrated Sensor for Dimming Operation, 12' - 30' Mounting Height MSP-L12=Integrated Sensor for ON/OFF Operation, 8' - 12' Mounting Height MSP-L30=Integrated Sensor for ON/OFF Operation, 12' - 30' Mounting Height PER=NEMA 3-PIN Twistlock Photocontrol Receptacle ¹¹ PER7=NEMA 7-PIN Twistlock Photocontrol Receptacle ¹¹ HSS=House Side Shield ¹⁴ HA=50°C High Ambient Temperature L90=Optics Rotated 90° Left R90=Optics Rotated 90° Right				PRVWM-XX=Wall Mount Kit PRVMA-XX=Mast Arm Mounting Kit PRVSA-XX=Standard Arm Mounting Kit HS/VERD=House Side Shield ¹⁴ MA1010-XX=Single Tenon Adapter for 3-1/2" O.D. Tenon MA1011-XX=2 @ 180° Tenon Adapter for 3-1/2" O.D. Tenon MA1012-XX=3 @ 120° Tenon Adapter for 3-1/2" O.D. Tenon MA1013-XX=4 @ 90° Tenon Adapter for 3-1/2" O.D. Tenon MA1014-XX=2 @ 90° Tenon Adapter for 3-1/2" O.D. Tenon MA1015-XX=2 @ 120° Tenon Adapter for 3-1/2" O.D. Tenon MA1016-XX=3 @ 90° Tenon Adapter for 3-1/2" O.D. Tenon MA1017-XX=Single Tenon Adapter for 2-3/8" O.D. Tenon MA1018-XX=2 @ 180° Tenon Adapter for 2-3/8" O.D. Tenon MA1019-XX=3 @ 120° Tenon Adapter for 2-3/8" O.D. Tenon MA1045-XX=4 @ 90° Tenon Adapter for 2-3/8" O.D. Tenon MA1048-XX=2 @ 90° Tenon Adapter for 2-3/8" O.D. Tenon MA1049-XX=3 @ 90° Tenon Adapter for 2-3/8" O.D. Tenon MA1191-XX=2 @ 120° Tenon Adapter for 2-3/8" O.D. Tenon OA/RA1013=Photocontrol Shorting Cap OA/RA1014=NEMA Photocontrol - 120V OA/RA1016=NEMA Photocontrol - Multi-Tap 105-285V OA/RA1027=NEMA Photocontrol - 480V OA/RA1201=NEMA Photocontrol - 347V ISHH-01=Integrated Sensor Programming Remote WOLC-7P-10A=WaveLinX Outdoor Control Module (7-pin) ¹³		

NOTES:

- Customer is responsible for engineering analysis to confirm pole and fixture compatibility for all applications. Refer to installation instructions IB500002EN and pole white paper WP513001EN for additional support information.
- DesignLights Consortium® Qualified and classified for DLC Standard, refer to www.designlights.org for details.
- Standard 4000K CCT and 70 CRI.
- Consult factory for driver surge protection values.
- Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems).
- Different housing colors impact lumen output. IES files for the non-standard colors are available upon request.
- Extended lead times apply. Use dedicated IES files for 3000K and 5000K when performing layouts. These files are published on the Prevail luminaire product page on the website.
- LumaWatt Pro wireless sensors are factory installed and require network components LWP-EM-1, LWP-GW-1, and LWP-PoE in appropriate quantities. See website for LumaWatt Pro application information.
- LumaWatt Pro wireless system is not available with photocontrol receptacle (Not needed).
- Not available in conjunction with A60 lumen package at HA (High Ambient).
- Not available with MSP or LWR options.
- Replace XX with paint color.
- Requires 7-pin NEMA twistlock photocontrol receptacle.
- Option will come factory-installed. Must order one per optic as an accessory. House Side Shield not suitable for T5 distribution.

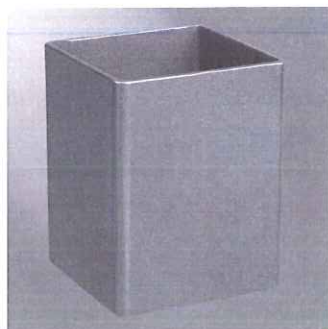
STOCK ORDERING INFORMATION

Stock Sample Number: PRVS-A25-UNV-T3

Product Family	Light Engine	Voltage	Distribution	Options (Add as Suffix)
PRVS=Prevail	A15=(1 LED) 6,100 Nominal Lumens A25=(2 LEDs) 10,200 Nominal Lumens A40=(2 LEDs) 15,100 Nominal Lumens A60=(2 LEDs) 18,900 Nominal Lumens	UNV=Universal (120-277V) 347=347V	T3=Type III T4=Type IV	MSP/DIM-L30=Integrated Sensor for Dimming Operation, Maximum 30' Mounting Height

NOTE: Bronze only, 4000K CCT, 120-277V, 347V, standard mounting arm, standard non-fused 10kV MOV and 0-10V dimming.

Steel Poles



POLE FOR OD,
OD1 & OD2

SSS SQUARE STRAIGHT STEEL

Catalog #		Type
Project		
Comments		Date
Prepared by		

FEATURES

- ASTM Grade steel base plate with ASTM A366 base cover
- Hand hole assembly 3" x 5" on 5" and 6" pole; and 2" x 4" on 4" pole
- 10'-39' mounting heights
- Drilled or tenon (specify)

DESIGN CONSIDERATIONS

Wind induced vibrations resulting from steady, unidirectional winds and other aerodynamic forces, as well as vibration and coefficient of height factors for non-grounded mounted installations (e.g., installations on bridges or buildings) are not included in this document. The information contained herein is for general guidance only and is not a replacement for professional judgement. Consult with a professional, and local and federal standards, before ordering to ensure product is appropriate for the intended purpose and installation location. Also, please review Eaton's Light Pole White Paper for risk factors and design considerations. [Learn more.](#)

Specifications and dimensions subject to change without notice. Consult your lighting representative at Eaton or visit www.eaton.com/lighting for available options, accessories and ordering information.

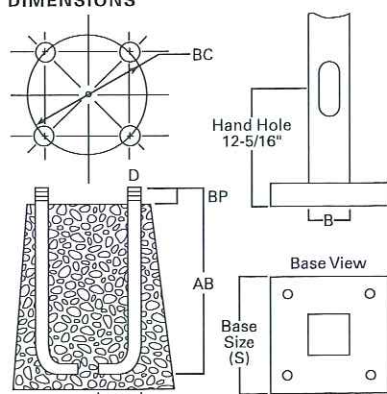
ORDERING INFORMATION

SAMPLE NUMBER: SSA5A20SFM1XG

Product Family	Shaft Size (Inches) ¹	Wall Thickness (Inches)	Mounting Height (Feet)	Base Type	Finish	Mounting Type	Number and Location of Arms	Arm Lengths (Feet)	Options (Add as Suffix)
SSS=Square Straight Steel	4=4" 5=5" 6=6"	A=0.120" M=0.188" X=0.250"	10=10' 15=15' 20=20' 25=25' 30=30' 35=35' 39=39'	S=Square Steel Base	F=Dark Bronze G=Galvanized Steel J=Summit White K=Carbon Bronze L=Dark Platinum R=Hartford Green S=Silver T=Graphite Metallic V=Grey W=White X=Custom Color Y=Black	2=2-3/8" O.D. Tenon (4" Long) 3=3-1/2" O.D. Tenon (5" Long) 4=4" O.D. Tenon (6" Long) 9=3" O.D. Tenon (4" Long) 6=2-3/8" O.D. Tenon (6" Long) 7=4" O.D. Tenon (10" Long) A=Type A Drilling C=Type C Drilling E=Type E Drilling F=Type F Drilling G=Type G Drilling J=Type J Drilling K=Type K Drilling M=Type M Drilling N=Type N Drilling R=Type R Drilling S=Standard Upsweep Arm Z=Type Z Drilling	1=Single 2=2 at 180° 3=Triple ² 4=4 at 90° 5=2 at 90° X=None	X=None 2=2' 3=2.5' 4=4' 6=6' 8=8'	A=1/2" Tapped Hub ³ B=3/4" Tapped Hub ³ C=Convenience Outlet ⁴ E=GFCI Convenience Outlet ⁴ G=Ground Lug H=Additional Hand Hole ⁵ V=Vibration Dampener

NOTES: 1. All shaft sizes nominal. 2. Square poles are 3 at 90°, round poles are 3 at 120°. 3. Tapped Hub is located 5' below the pole top and on the same side of pole as hand hole, unless specified otherwise. 4. Outlet is located 4' above base and on same side of pole as hand hole, unless specified otherwise. Receptacle not included, provision only. 5. Additional hand hole is located 12" below pole top and 90° from standard hand hole location, unless otherwise specified.

DIMENSIONS



Effective Projected Area (At Pole Top)

Mounting Height (Feet)	Catalog Number ^{1,2}	Wall Thickness (Inches)	Base Square ³ (Inches)	Bolt Circle Diameter (Inches)	Anchor Bolt Projection ³ (Inches)	Shaft Size ³ (Inches)	Anchor Bolt Diameter x Length x Hook (Inches)	Net Weight (Pounds)	Maximum Effective Projected Area (Square Feet) ⁴				Max. Fixture Load - Includes Bracket (Pounds)
MH			S	BC	BP	B	D x AB x H		80 mph	90 mph	100 mph	110 mph	
10	SSS4A10S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	85	30.0	22.0	17.0	13.0	100
15	SSS4A15S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	118	15.0	11.5	8.7	6.5	100
20	SSS4A20S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	150	8.7	5.9	3.9	2.5	150
20	SSS5A20S	0.120	10-1/2	11	4-1/2	5	3/4 x 25 x 3	183	15.4	11.1	7.9	5.5	150
25	SSS4A25S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	181	3.7	1.7	0.3	--	200
25	SSS5A25S	0.120	10-1/2	11	5	5	3/4 x 25 x 3	222	9.3	6.0	3.5	1.6	200
25	SSS6A25S	0.120	12-1/2	12-1/2	5	6	1 x 36 x 4	284	9.9	6.1	3.5	1.2	200
30	SSS5A30S	0.120	10-1/2	11	4-1/2	5	3/4 x 25 x 3	260	4.7	2.1	--	--	200
30	SSS5M30S	0.188	10-1/2	11	4-1/2	5	3/4 x 25 x 3	392	10.4	6.4	3.5	1.5	200
30	SSS6A30S	0.120	12-1/2	12-1/2	5	6	1 x 36 x 4	330	4.3	1.4	--	--	200
30	SSS6M30S	0.188	12-1/2	12-1/2	5	6	1 x 36 x 4	489	19.0	13.0	8.7	5.6	200
35	SSS5M35S	0.188	10-1/2	11	4-1/2	5	3/4 x 25 x 3	453	5.8	2.8	--	--	200
35	SSS6M35S	0.188	12-1/2	12-1/2	5	6	1 x 36 x 4	564	12.8	7.2	3.7	1.0	200
35	SSS6X35S	0.250	12-1/2	12-1/2	5	6	1 x 36 x 4	738	16.5	11.0	6.8	3.5	200
39	SSS6M39S	0.188	12-1/2	12-1/2	5	6	1 x 36 x 4	618	7.3	3.0	--	--	300
39	SSS6X39S	0.250	12-1/2	12-1/2	5	6	1 x 36 x 4	816	13.0	7.0	3.7	0.8	300

Effective Projected Area (Two Feet Above Pole Top)

Mounting Height (Feet)	Catalog Number ^{1,2}	Wall Thickness (Inches)	Base Square ³ (Inches)	Bolt Circle Diameter (Inches)	Anchor Bolt Projection ³ (Inches)	Shaft Size ³ (Inches)	Anchor Bolt Diameter x Length x Hook (Inches)	Net Weight (Pounds)	Maximum Effective Projected Area (Square Feet) ⁴				Max. Fixture Load - Includes Bracket (Pounds)
MH			S	BC	BP	B	D x AB x H		80 mph	90 mph	100 mph	110 mph	
10	SSS4A10S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	85	23.0	17.5	14.0	11.0	100
15	SSS4A15S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	118	13.4	10.0	7.5	5.7	100
20	SSS4A20S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	150	7.6	5.2	3.4	2.1	150
20	SSS5A20S	0.120	10-1/2	11	4-1/2	5	3/4 x 25 x 3	183	13.8	9.9	7.1	4.9	150
25	SSS4A25S	0.120	10-1/2	11	4-1/2	4	3/4 x 25 x 3	181	3.4	1.6	0.3	--	200
25	SSS5A25S	0.120	10-1/2	11	5	5	3/4 x 25 x 3	222	8.5	5.5	3.2	1.5	200
25	SSS6A25S	0.120	12-1/2	12-1/2	5	6	1 x 36 x 4	284	9.1	5.6	3.0	1.2	200
30	SSS5A30S	0.120	10-1/2	11	4-1/2	5	3/4 x 25 x 3	260	1.8	--	--	--	200
30	SSS5M30S	0.188	10-1/2	11	4-1/2	5	3/4 x 25 x 3	392	9.6	5.9	1.9	0.2	200
30	SSS6A30S	0.120	12-1/2	12-1/2	5	6	1 x 36 x 4	330	4.1	1.3	--	--	200
30	SSS6M30S	0.188	12-1/2	12-1/2	5	6	1 x 36 x 4	489	18.5	12.5	8.4	5.3	200
35	SSS5M35S	0.188	10-1/2	11	4-1/2	5	3/4 x 25 x 3	453	5.5	2.4	--	--	200
35	SSS6M35S	0.188	12-1/2	12-1/2	5	6	1 x 36 x 4	564	11.8	7.0	3.5	1.0	200
35	SSS6X35S	0.250	12-1/2	12-1/2	5	6	1 x 36 x 4	738	16.0	10.5	6.4	3.4	200
39	SSS6M39S	0.188	12-1/2	12-1/2	5	6	1 x 36 x 4	618	7.0	2.4	--	--	300
39	SSS6X39S	0.250	12-1/2	12-1/2	5	6	1 x 36 x 4	816	12.0	6.7	3.0	0.5	300

NOTES:

1. Catalog number includes pole with hardware kit. Anchor bolts not included. Before installing, make sure proper anchor bolts and templates are obtained.
2. Tenon size or machining for rectangular arms must be specified. Hand hole position relative to drill location.
3. Shaft size, base square, anchor bolts and projections may vary slightly. All dimensions nominal.
4. EPAs based on shaft properties with wind normal to flat. EPAs calculated using base wind velocity as indicated plus 30% gust factor.

LNC SERIES

Cat.#

Job

Type

OK



HUBBELL
Outdoor Lighting

Approvals

SPECIFICATIONS

Intended Use:

The compact LED LNC is designed for entry/perimeter illumination for safety, security and identity. Typical mounting height is up to 12 feet with 40ft fixture spacing (without acrylic diffuser) and 30ft spacing with acrylic diffuser installed. Photocontrol option is available to provide dusk-to-dawn control for additional energy savings.

Construction:

Decorative die-cast aluminum housing and door. Rugged design protects internal components and provides excellent thermal management for long life – 60,000 hours minimum LED life at L96 rating per IESNA TM-21-11. Powder paint finishes provide lasting appearance in outdoor environments.

Optics/Electrical

LED:

Drivers are 120-277V, 50/60Hz Type II, III and Type IV lenses provide wide lateral spread. 0-10V dimming 120-277V only.

- LNC5L – 5 LEDs, Types II, III or IV available, see page 2 for electrical details
- LNC7L – 7 LEDs, Type II, III or IV available, see page 2 for electrical details
- LNC9L – 9 LEDs, Types II, III or IV available, see page 2 for electrical details
- 3000K - 80 CRI, 4000K - 70 CRI, and 5000K - 70 CRI, CCT nominal
- Minimum operating temperature is -40°C/-40°F
- Drivers have greater than .90 power factor and less than 20% Total Harmonic Distortion

Lenses:

Full cut-off distribution; Ambient diffuser included, use for applications near entrances or locations where reduced brightness is desired.

Installation:

Quick mount adapter provides quick installation, designed for recessed box 4" square junction box.

Listings:

Listed and labeled to UL 1598 for wet locations, 25° C ambient environments. Some models meet DesignLights Consortium (DLC) qualifications, consult DLC website for more details: <http://www.designlights.org/QPL>

- IES Progress Award Winner - 2012

Warranty:

Five year limited warranty (for more information visit: <http://www.hubbelloutdoor.com/resources/warranty/>)

PRODUCT IMAGE(S)



LNC-5L



LNC-7L



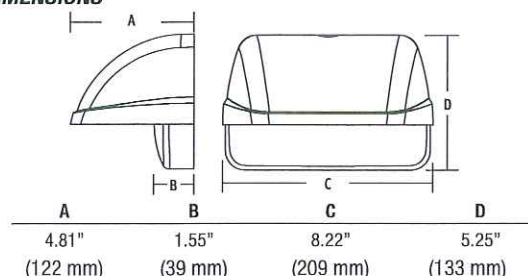
LNC-9L



With diffuser



DIMENSIONS



SHIPPING INFORMATION

Catalog Number	G.W(kg)/CTN	Carton Dimensions			Carton Qty. per Master Pack
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)	
LNC-5LU	9.6 (4.36)	14.5 (37)	9.6 (24.5)	6.8 (17.5)	2
LNC-7LU	9.6 (4.36)	14.5 (37)	9.6 (24.5)	6.8 (17.5)	2
LNC-9LU	9.6 (4.36)	14.5 (37)	9.6 (24.5)	6.8 (17.5)	2

CERTIFICATIONS/LISTINGS



*3000K and warmer CCTs only

ORDERING INFORMATION

ORDERING EXAMPLE: LNC-9LU-5K-3-1-PC1

SERIES	NUMBER OF LEDS/SOURCE/VOLTAGE	CCT	IES DISTRIBUTION	FINISH	OPTIONS
LNC	5LU ³ 5 LEDs, Universal voltage 120-277V	3K 3000K nominal, 70 CRI	2 Type II	1 Bronze	PC(X) ¹ Button photocontrol, replace X with voltage, specify 1-120V, 2-208V, 3-240V, 4-277V
LNC	7LU ³ 7 LEDs, Universal voltage 120-277V	4K 4000K nominal, 70 CRI	3 ³ Type III	2 Black	
LNC	9LU ³ 9 LEDs, Universal voltage 120-277V	5K ³ 5000K nominal	4 ³ Type IV	3 Gray	
		AM ² Amber (590 nm available for "Turtle Friendly"/observatory applications, 350 mA (consult factory)		4 White	
				5 Platinum	

¹ When PC is ordered, input must match PC voltage

² Amber LEDs only available on 7LU and 9LU configurations, 350 mA only

³ DesignLights Consortium (DLC) qualified 5/7/9 models 5K only: LNC-9LU-5K-4, LNC-9LU-5K-3, LNC-7LU-5K-4, LNC-7LU-5K-3, LNC-5LU-5K



HUBBELL
Outdoor Lighting

Hubbell Outdoor Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000

Due to our continued efforts to improve our products, product specifications are subject to change without notice.

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LAREDO LNC-SPEC 8/16

FLL LED FLOODLIGHT

Cat.#

Job

Type



HUBBELL
Outdoor Lighting

Approvals

OC

SPECIFICATIONS

Intended Use:

Large LED flood with beam distribution for lighting applications such as safety/security, facade, area, or signs

Construction:

- Corrosion resistant, rugged die-cast aluminum housing with powder coat paint finish
- Tempered glass lens protects LEDs and allows for cleaning/debris removal
- Vented housing isolates LED module from driver, maximizing product life and performance
- Visor, louver and vandal accessories available

LED:

- 28 high power LED's (Stock/MTO)
- 42 high power LED's (MTO)
- 140 high power LED's (Stock)
- Ambient operating temperature -35°C to 40°C
- Stock Versions: 4000K and 5000K CCT
- MTO Versions: 3000K nominal with 80 CRI, 4000K and 5000K CCT nominal with 70 CRI

Optical/Electrical:

- Variety of NEMA distributions - N (3x3), M (4x4), RM (5x4) and W (6x6) - for wide range of lighting applications; Stock version Wide (6x6) only
- 120-277V operation, 50/60Hz, 95W, 1050mA, 100 LPW (Stock/MTO - 28LED)
- 120-277V operation, 50/60Hz, 150W, 158mA, 98 LPW (Stock only - 140LED)

Optical/Electrical (Cont.)

- 120-277V, 347V, and 480V operation, 50/60Hz, 95W, 700mA, up to 119 LPW (MTO only - 42LED)
- IP65 fixture, Driver IP66 and RoHS compliant
- 10KV surge protector comes standard
- 0-10V dimming driver standard, continuous dimming option to have leads pulled out for easy connection

Installation:

- Knuckle mount 15' aiming angle increments for precise aiming and control, fits 2-3/8" tenons or pipes
- Heavy duty steel yoke with adjustable stainless steel hardware, mounting holes for one center - 3/4" bolt or two side - 3/8" bolts
- 3' SEOWW cord with yoke mount

Listings:

- IP65, Listed to UL1598 for use in wet locations.
- DLC Qualified (4000K and 5000K models only); Consult DLC website for more details: <https://www.designlights.org/QPL>
- EPA = 1.0ft²

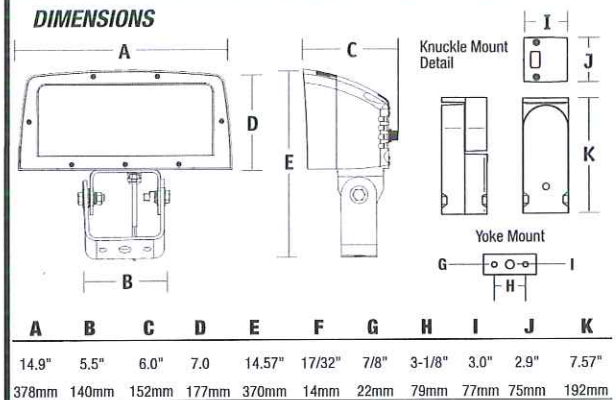
Warranty:

For more information visit:
<http://www.hubbelllighting.com/resources/warranty/>

GE(S)



DIMENSIONS



SHIPPING INFORMATION

Catalog Number	G.W(kg)/CTN	Carton Dimensions		
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)
FLL (Single Carton)	25 (12.3) lbs	17.72" (45)	13.0" (33)	10.00" (25.5)

Carton dimensions for shipping purposes only

CERTIFICATIONS/LISTINGS



ORDERING INFORMATION - STOCK VERSION

Catalog Number	Mount	Max Candle Power	Beam Pattern	Wattage	# Drivers/ Current	Voltage	Color Temperature/ CRI	Lumens	LPW	Weight lbs. (kg)	Finish
FLL-95-Y	Yoke	7789	Wide	98w	1@1050mA	120-277V	5000K/70	10536	108	20 (9.0)	Bronze
FLL-28L4K	Yoke	7560	Wide	98w	1@1050mA	120-277V	4000K/70	10291	105	20 (9.0)	
FLL-150-4K-U-Y	Yoke	5627	Wide	150w	1@158mA	120-277V	4000K/80	14665	98	20 (9.0)	
FLL-150L5K-U-Y	Yoke	5731	Wide	150w	1@158mA	120-277V	5000K/80	14764	98.4	20 (9.0)	
FLL-K-140L4K-U	Knuckle	5627	Wide	150w	1@158mA	120-277V	4000K/80	14665	98	20 (9.0)	
FLL-K-140L5K-U	Knuckle	5731	Wide	150w	1@158mA	120-277V	5000K/80	14764	98.4	20 (9.0)	

ORDERING INFORMATION - MADE TO ORDER

ORDERING INFORMATION - HOW TO ORDER										
FLL -										

¹ 42L only

ACCESSORIES & REPLACEMENT PARTS - Order Separately

Catalog Number	Description
FLL-VISOR-DB	Bronze top visor (Tap holes in lens frame for field installation)
93053186	FLL28, 95w, 120-277V Dimming driver, 1050mA (1 Qty)
93053187	FLL140, 95w, 120-277V Dimming driver, 700mA (1 Qty)
FLL-LOUVER-BL	Black adjustable louver
ARF-SPC	Polycarbonate vandal shield
4024C	Steel slipfitter for 2" pipe, 2 3/8" OD yoke mount, bronze finish
4040	Heavy-duty steel wall/pole bracket; bronze Lektrocote®



FLL-LOUVER-BL



ARF-SPC



FLL-VISOR-XX

PERFORMANCE DATA - Stock

# OF LEDS	DRIVE CURRENT (MILLIAMPS)	SYSTEM WATTS	DISTRIBUTION TYPE	4K (4000K nominal)				5K (5000K nominal)			
				NEMA	LUMENS	LPW	MAX BEAM CANDLEPOWER	LUMENS	LPW	MAX BEAM CANDLEPOWER	
28	1050mA	95W	W	6 x 6	8992	94.5	6805	9557	100.6	6935	
140	158mA	150W	W	7 x 7	14665	98	5627	14764	98.4	5731	

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment, application and inherent performance tolerances of the electrical components.

PERFORMANCE DATA - MTO

# OF LEDS	DRIVE CURRENT	SYSTEM WATTS	DIST. TYPE	NEMA	FIELD ANGLE H° X V°	5K (5000K nominal, 70 CRI)			4K (4000K nominal, 70 CRI)			3K (3000K nominal, 80 CRI)		
						LUMENS	LPW ¹	MAX BEAM CANDLEPOWER	LUMENS	LPW ¹	MAX BEAM CANDLEPOWER	LUMENS	LPW ¹	MAX BEAM CANDLEPOWER
28	1050mA	95W	W	6 x 6	107° x 107°	9557	100.6	6935	8992	94.5	6805			
42	700mA	95W	N	3 x 3	32° x 32°	10860	114	91770	10263	108	85000	7473	80	63093
			M	4 x 4	53° x 53°	11400	119	46836	10335	108	33566	7654	81	26201
			RM	5 x 5	84° x 86°	9806	102	17388	8889	93	14733	6702	71	11395
			W	6 x 6	107° x 107°	10967	113	8024	10173	105	7265	7694	79	5475

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment and application.

PROJECTED LUMEN MAINTENANCE

OPERATING HOURS - FLL-28L						
AMBIENT TEMP.	0	25,000	50,000	1 TM 21-11 60,000	100,000	Calculated L70 (HOURS)
25°C / 77°F	1.00	0.94	0.91	0.88	0.79	>149,000
40°C / 104°F	1.00	0.92	0.90	0.87	0.76	>132,000

Nichia 219B, 1080mA, 85°C

OPERATING HOURS - FLL-42L						
AMBIENT TEMP.	0	25,000	50,000	1 TM 21-11 60,000	100,000	Calculated L70 (HOURS)
25°C / 77°F	1.00	0.98	0.96	0.96	0.94	>625,000
40°C / 104°F	1.00	0.96	0.94	0.93	0.90	>435,000

OPERATING HOURS - FLL-140L						
AMBIENT TEMP.	0	25,000	50,000	1 TM 21-11 60,000	100,000	Calculated L70 (HOURS)
25°C / 77°F	1.00	0.96	0.94	0.93	0.89	>331,000
40°C / 104°F	1.00	0.95	0.92	0.90	0.85	>237,000

Nichia NFSL757DT-V1, 150mA, 85°C

ELECTRICAL DATA

# OF LEDS	NUMBER OF DRIVERS	DRIVE CURRENT (mA)	INPUT VOLTAGE (V)	CURRENT (Amps)	SYSTEM POWER (W)
28	1	1050mA	120	0.82	95
			277	0.36	95
42	1	700mA	120	.80	96
			277	.35	96
140	1	158mA	120	1.25	150
			277	0.54	150

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

AMBIENT TEMPERATURE		LUMEN MULTIPLIER
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.99

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

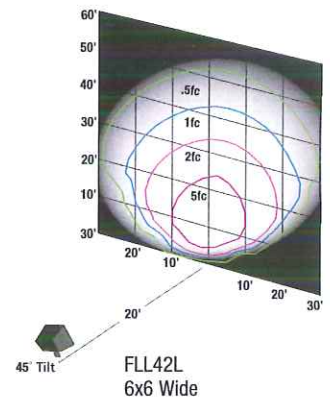
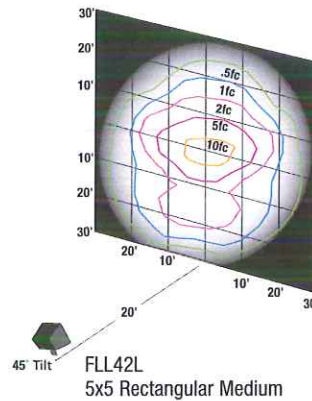
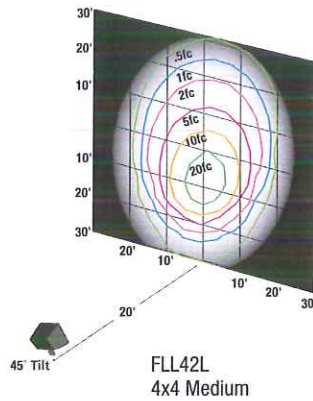
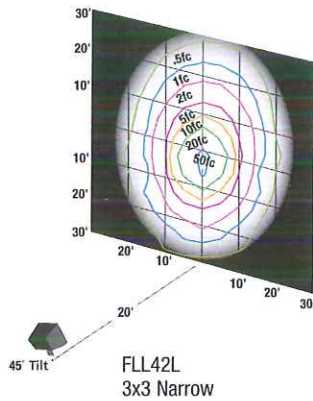
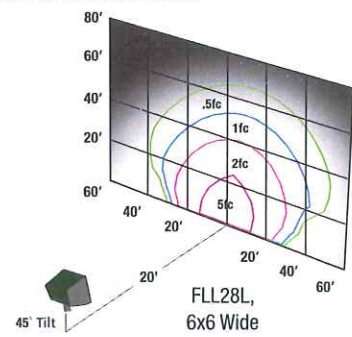
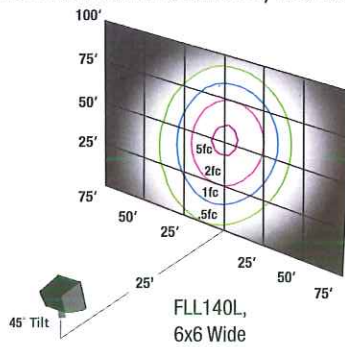
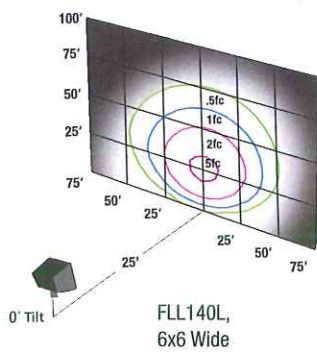


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Outdoor Lighting

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Due to our continued efforts to improve our products, product specifications are subject to change without notice.

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LED CANOPY LIGHT - LEGACY™ (CRUS)

OP



DOE LIGHTING FACTS

Department of Energy has verified representative product test data and results in accordance with its Lighting Facts Program. Visit www.lightingfacts.com for specific catalog strings.

US & Int'l. patents pending.

HOUSING - Low profile, durable die-cast, aluminum construction, providing a reliable weather-tight seal.

LEDS - Features an array of select, mid-power, high brightness, high efficiency LED chips; 5000K color temperature, 70 CRI (nominal).

DRIVE CURRENT - Choice of Very Low Wattage (VLW), Low Wattage (LW), Super Saver (SS), High Output (HO) or Very High Output (VHO).

OPTICS / DISTRIBUTION - Choice of Symmetrical or Asymmetrical, which directs light through a clear tempered glass lens, to provide a uniform distribution of light to vertical and horizontal surfaces.

OPTICAL UNIT - Features an ultra-slim 7/8" profile die-cast housing, with a flat glass lens. Unit is water-resistant, sealed to an IP67 rating. Integral designed heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.

PRESSURE STABILIZING VENT - Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

HAZARDOUS LOCATION - Designed for lighter than air fuel applications. Product is suitable for Class 1 Division 2 only when properly installed per LSI installation instructions (consult factory).

DRIVER - State-of-the-art driver technology superior energy efficiency and optimum light output. Driver components are fully encased in potting for moisture resistance. Complies with IEC and FCC standards. 0-10 V dimming supplied standard with all drive currents.

DRIVER HOUSING - Die-cast aluminum, wet location rated driver/electrical enclosure is elevated above canopy deck to prevent water entry, provide easy "knock-out" connection of primary wiring and contributes to attaining the lowest operating temperatures available. Seals to optical housing via one-piece molded silicone gasket.

OPERATING TEMPERATURE - -40°C to 50°C (-40°F to +122°F)

ELECTRICAL - Universal voltage power supply, 120-277 VAC, 50/60 HZ input. Drivers feature two-stage surge protection (including separate surge protection built into electronic driver) meets IEEE C62.41.2-2002, Scenario 1, Location Category C.

FINISH - Standard color is white and is finished with LSI's DuraGrip® polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.

INSTALLATION - One person installation. No additional sealant required. Installs in a 12" or 16" deck pan. Deck penetration consists of a 4" hole, simplifying installation and water sealing. Unit is designed to quickly retrofit into existing Scottsdale (4") hole as well as openings for Encore and Encore Top Access and to reconnect wiring for the SC/ECTA without having to relocate the conduit. Retro panels are available for existing Encores (see back page) as well as kits for recessed and 2x2 installations (see separate spec sheets). Support brackets are provided standard, to prevent sagging of deck.

SHIPPING WEIGHT - 27 pounds (single pack), 48 pounds (double pack).

EXPECTED LIFE - Minimum 60,000 to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

WARRANTY - Limited 5-year warranty.

LISTING - UL and ETL listed to UL 1598, UL 8750 and other U.S. and International safety standards. Suitable for wet locations.

PHOTOMETRICS - Please visit our web site at www.lsi-industries.com for detailed photometric data.

Consult Factory

Class 1, Division 2 - Available on LW and SS

T5 Temperature Classification - The surface temperature of this product will not rise above 100°C., within a 40°C ambient.

Gas Groups A,B,C, and D - Group A: Acetylene / Group B: Hydrogen / Group C: Propane and Ethylene / Group D: Benzene, Butane, Methane & Propane.

This product, or selected versions of this product, meet the standards listed below.
Please consult factory for your specific requirements.



IP67



Project Name _____ Fixture Type _____
Catalog # _____

08/28/17

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LSI INDUSTRIES INC.

LED CANOPY LIGHT - LEGACY™ (CRUS)

LUMINAIRE ORDERING INFORMATION

TYPICAL ORDER EXAMPLE: **CRUS SC LED HO 50 UE WHT**

Prefix	Distribution ¹	Light Source	Drive Current	Color Temperature	Input Voltage	Finish	Options
CRUS	SC - Standard Symmetric AC - Asymmetric	LED	VLW - Very Low Watt LW - Low Watt SS - Super Saver HO - High Output VHO - Very High Output	50 - 5000K	UE - Universal Voltage (120-277V) 347 - 480V	WHT - White BRZ - Bronze BLK - Black	HL - Hazardous location available on LW and SS

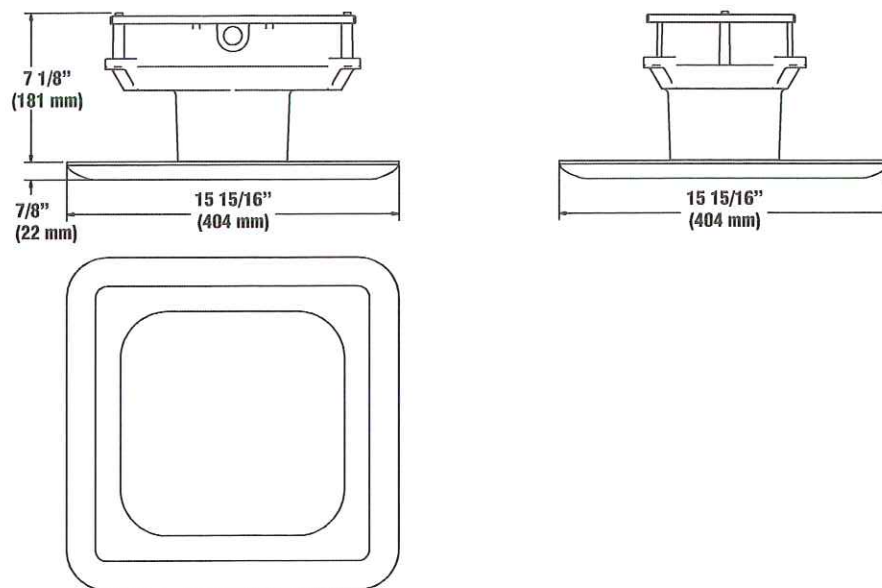
FOOTNOTES:

1- AC distribution utilizes a reflector which alters the look from a standard S distribution.

ACCESSORY ORDERING INFORMATION (Accessories are field installed)

Description	Order Number	Description	Order Number
Retrofit Panels - EC / ECTA / SCF to CRU, for 16" Deck Panel	525946	Kit - Hole Plugs and Silicone (enough for 25 retrofits) ¹	1320540
Retrofit Panels - ECTA / SCF to CRU, for 12" Deck Panel	530281	1- Consists of (25) 7/8" hole plugs and (1) 10.3 oz tube of RTV	
Retrofit 2x2 Cover Panel Blank (no holes)	357282		
Retrofit RIC Cover Panel Blank (no holes)	354702		

DIMENSIONS



LIGHT OUTPUT - CRUS

		Lumens		Watts	LPW	
		SC	AC	SC/AC	SC	AC
Cool White	VLW - Very Low Watt	9055	7632	61	148	125
	LW - Low Watt	10525	8884	74	142	120
	SS - Super Saver	13674	11595	98	140	118
	HO - High Output	18633	15145	132	141	115
	VHO - Very High Output	22418	17262	159	141	109



Project Name _____ Fixture Type _____
Catalog # _____

08/28/17
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LSI INDUSTRIES INC.

P5642 SERIES

LED Wall Mount • Wet Location



Specifications:

Description:

The P5642 Series are ideal for a wide variety of interior and exterior applications including residential and commercial. The Cylinders feature a 120V alternating current source and eliminates the need for a traditional LED driver. This modular approach results in an encapsulated luminaire that unites performance, cost and safety benefits.

Construction:

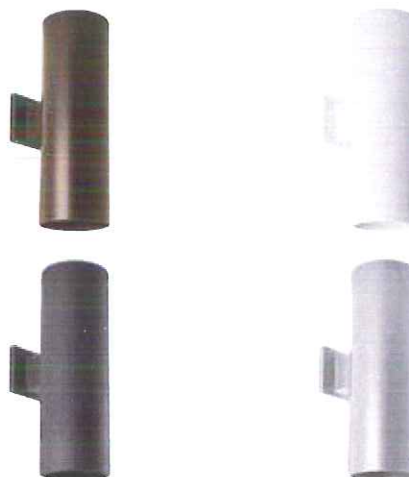
- Powdercoated Antique Bronze (-20), White (-30), Black (-31), Metallic Gray (-82)
- Die-cast aluminum construction
- Flicker-free dimming to 10% brightness with most ELV type dimmers (See Dimming Notes)
- Covers a standard 4" recessed outlet box
- Mounting strap for outlet box included

Performance:

Number of Modules	2
Input Power	29W per module
Input Voltage	120V
Input Frequency	60Hz
Lumens/LPW	2000/68 (LM-79) PER MODULE
CCT	3000K
CRI	90
Life	60,000 (L70/TM-21)
EMI/RFI	FCC Title 47, Part 15, Class B
Min. Start Temp	-30°C
Max. Operating Temp	30°C
Warranty	5 yrs.
Labels	cCSAus certified for wet locations

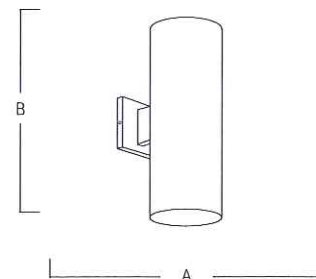
P5642-30/30K

Images:



Dimensions:

A	B
6"	18"
Extends H/CTR	
8-7/8"	8"



Catalog number:

Base	Finish	Color Temp	CRI
P5642	20 - Antique Bronze	30K - 3000K	90 CRI
	30 - White		
	31 - Black		
	82 - Metallic Gray		

P5642 SERIES

LED Wall Mount • Wet Location



P5642-30/30K

Dimming Notes:

P5642 is designed to be compatible with many Electronic Low Voltage (ELV-Reverse Phase) controls.

The following is a partial list of known compatible dimmer controls:

Electronic Low Voltage ELV Reverse Phase Controls

Lutron	Diva Series	(Part Number DVELV-300)
Lutron	Nova T Series	(Part Number NTELV-300)
Lutron	Verti Series	(Part Number VTELV-600)
Lutron		(Part Number MAELV-600)
Lutron		(Part Number SPELV-600)
Leviton		(Part Number AWRMG-EAW)

Digital type dimmers are not recommended.

Dimming capabilities will vary depending on the dimmer control, load, and circuit installation.

Always refer to dimmer manufacturer instructions or a controls specialist for specific requirements.

Dimmer control brand names where identified above are trade names or registered trademarks of each respective company.



TRAFFIC ANALYSIS & DESIGN, INC.

P.O. Box 128
Cedarburg, WI 53012
800.605.3091
www.tadi-us.com

Chick-Fil-A

Traffic Impact Analysis

City of Glendale
Milwaukee County, Wisconsin

February 5, 2019

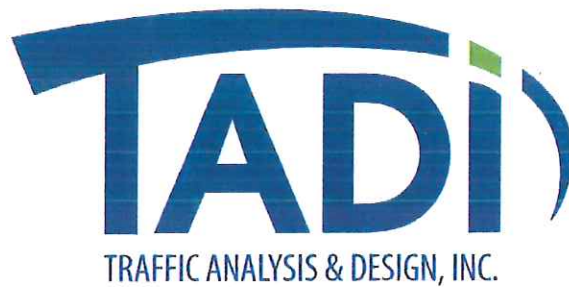


TRAFFIC IMPACT STUDY FOR:

CHICK-FIL-A

GLENDAL, MILWAUKEE COUNTY, WISCONSIN

February 5, 2019



PREPARED FOR:

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CHAPTER I – INTRODUCTION & EXECUTIVE SUMMARY

PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

This traffic impact analysis (TIA) report was prepared to determine the traffic impacts of a proposed Chick-Fil-A restaurant along Port Washington Road in the City of Glendale, Milwaukee County, Wisconsin.

PART B – EXECUTIVE SUMMARY

The executive summary includes a description of the study area, description of the development and conclusions based on the findings of this traffic study.

B1. Proposed Development

The 4,869 square foot Chick-Fil-A restaurant is proposed to be constructed on the site of the existing Worth Building, located on the east side of Port Washington Road midway between the I-43 northbound ramps and Richter Road. Access to the site would be at one location to Port Washington Road (right-in/right-out only movements) and Iroquois Avenue.

Trips for the proposed Chick-Fil-A restaurant were based on the weighted average trip rates calculated from two existing Chick-Fil-A restaurants in Brookfield, Wisconsin. Based on these rates, the proposed Chick-Fil-A restaurant is expected to generate about 305 trips (165 in/140 out) during the weekday PM peak hour and 470 trips (245 in/225 out) during the Saturday midday peak hour.

B2. Study Area Intersections

The existing and future intersections evaluated in this study include the following:

- Port Washington Road & the I-43 Northbound Ramps (traffic signal control)
- Port Washington Road & Richter Place (stop sign control)
- Port Washington Road & the Chick-Fil-A driveway (stop sign control)
- Iroquois Avenue & the Chick-Fil-A driveway (stop sign control)

B3. Traffic Operations

The Existing traffic analysis shows that there are unacceptable (LOS E) delays for the westbound left-turn and through movements at the Port Washington Road/Richter Place intersection. During data collection, multiple field staff noted that this intersection appeared to operate unsafely, citing many illegal U-turns, limited gaps, aborted turns/quick maneuvers to other lanes, illegal turns from the Kopp's driveway, and pedestrian issues. With the construction of a Chick-Fil-A restaurant on the Worth Building site, traffic turning at the Port Washington Road/Richter Place intersection is expected to increase, resulting in increased delays and a further reduction in safety.

B4. Conclusion

Further study is recommended to determine if signals are warranted and could be installed at the Port Washington Road/Richter Place intersection to improve safety and mitigate peak hour delays while maintaining adequate vehicle progression along Port Washington Road.

CHAPTER II – EXISTING CONDITIONS

PART A – STUDY AREA

A project overview map illustrating the location of the study intersections and proposed development area is shown on [Exhibit 2-1](#). The intersections evaluated in this study include:

- Port Washington Road & the I-43 Northbound Ramps (traffic signal control)
- Port Washington Road & Richter Place (stop sign control)
- Port Washington Road & the Chick-Fil-A driveway (stop sign control)
- Iroquois Avenue & the Chick-Fil-A driveway (stop sign control)

[Exhibit 2-2](#) shows the existing transportation system detail for the roadways within the study area. The exhibit illustrates posted speed limits, distances between driveways and intersections, and existing intersection geometrics (travel lanes, intersection turn lanes, traffic control, and turn-lane storage).

Port Washington Road is a four-lane divided north/south Principal Arterial with a 35-mph speed limit in the study area. According to the Wisconsin Department of Transportation (WisDOT), the 2016 annual average daily traffic (AADT) on Port Washington Road was 21,500 vpd north of Richter Place. Sidewalks run along both sides of Port Washington Road in the study area.

Richter Place is a two-lane undivided east/west local roadway connecting Port Washington Road to residential neighborhood roadways to the east. The Walgreen's Pharmacy, McDonald's, and a bank all have driveway access to Richter Place. Pedestrian sidewalks are located directly adjacent to the Richter Place pavement on the north side of the road.

Iroquois Avenue is a two-lane undivided north/west local roadway connecting Richter Place to an east/west commercial drive just south of Silver Spring Drive. A "No Outlet" sign is posted on the north end of Iroquois Avenue, at the location where Iroquois Avenue connects to the commercial drive. Iroquois Avenue has a 25-mph posted speed limit and no sidewalks.

PART B – DATA COLLECTION

TADI collected turning movement traffic volumes at the study intersections in early January 2019. Weekday afternoon traffic counts were collected from 4:00-6:00 p.m. and Saturday midday traffic counts were collected from 11:00 a.m. to 1:00 p.m.

Peak hour traffic counts were also collected at the existing Worth Building driveways to Port Washington Road (two driveways) and Iroquois Avenue (one driveway). The Worth Building would be razed to make room for the proposed Chick-Fil-A restaurant.

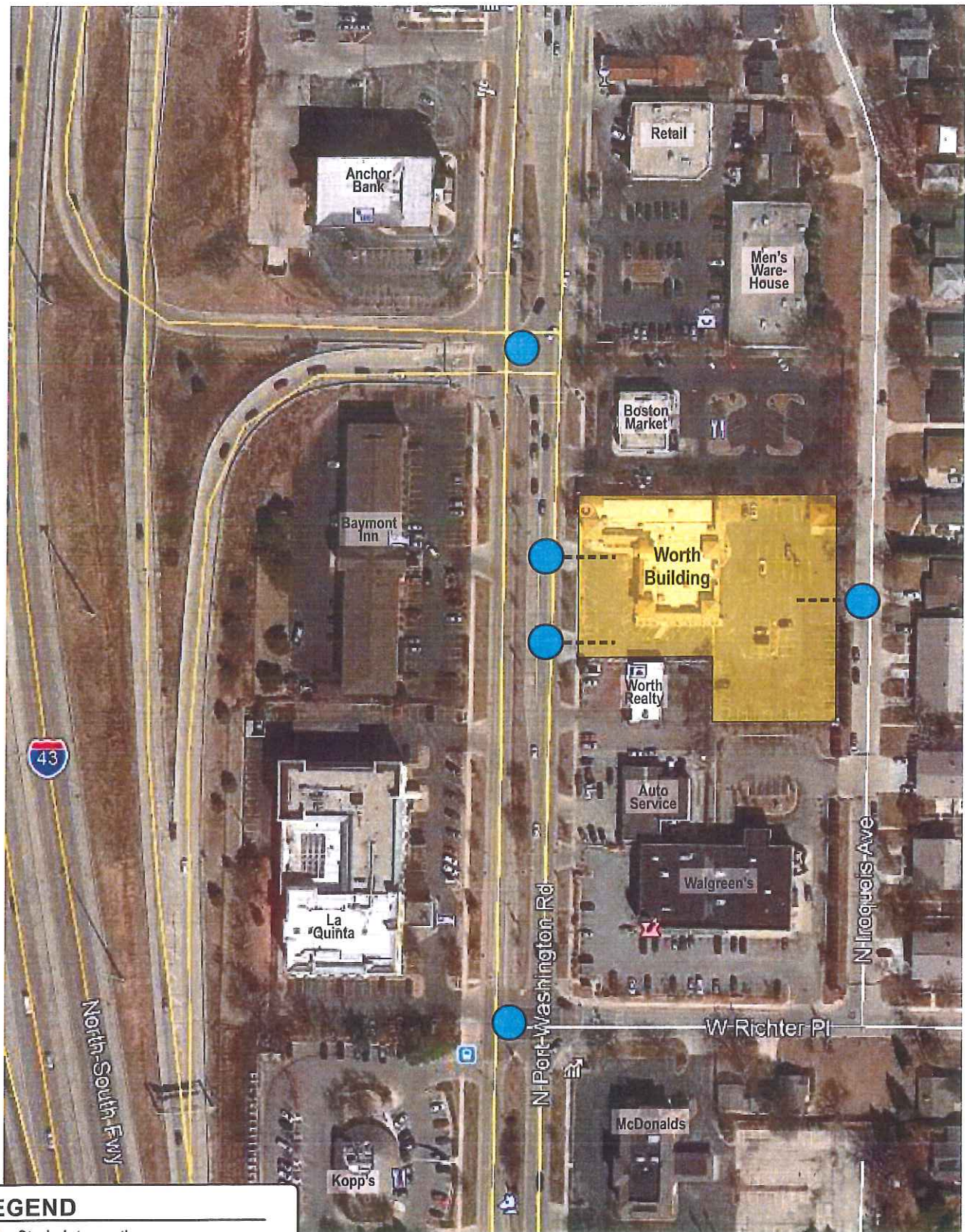
To determine the number of trips and drive-through queues typically generated by Chick-Fil-A restaurants in southeast Wisconsin, TADI counted the total number of trips entering and exiting the existing Brookfield Chick-Fil-A restaurants on Capitol Drive and in Brookfield Square on Moorland Road. TADI also counted the total number of queued vehicles in the drive-through lane (by minute) at these existing sites.

Traffic signal timing data for the Port Washington Road intersection with the I-43 northbound ramps was obtained from WisDOT. All signal timing and traffic count data collected for this study is located in [Appendix A](#).

PART C – EXISTING TRAFFIC VOLUMES

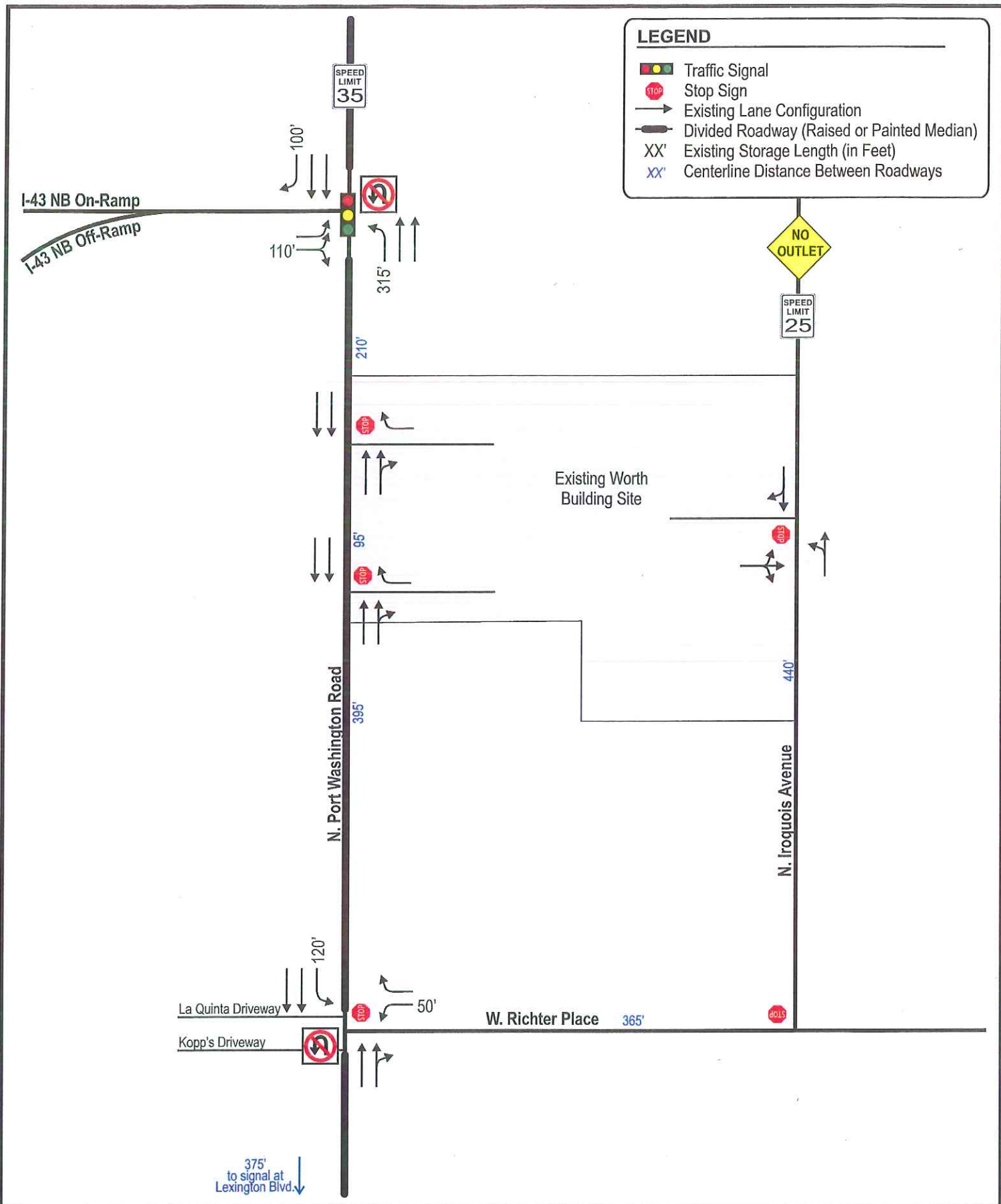
Based on the compiled traffic data at all intersections, the study area peak hours were determined to occur from 4:45-5:45 p.m. (Weekday PM peak hour) and from 12:00-1:00 p.m. (Saturday

midday peak hour). The peak hour traffic volumes were balanced between intersections (where appropriate) and are shown on [Exhibit 2-3](#) as the Existing Traffic Volumes evaluated for this study.



LEGEND

- Study Intersections
- Proposed Development Site



LEGEND

- XX Weekday PM Peak Hour (4:45-5:45 PM)
- (XX) Saturday Midday Peak Hour (12:00-1:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)

I-43 NB On-Ramp

I-43 NB Off-Ramp

170 (210)
880 (730)

(290) 265
(75) 40

(260) 315
(685) 770

21,500 AADT
(2016)

Worth N. Driveway

Existing Worth
Building Site

Counts are the sum
of both Worth driveways
to Port Washington Road

Worth E. Driveway

(5) -
(5) 5

920 (805)

10 (5)
Worth S. Driveway

(5) -
(5) 10

(5) 10
(5) -

N. Port Washington Road

(940) 1075
(20) 5

N. Iroquois Avenue

La Quinta Driveway
Kopp's Driveway

70 (70)
800 (610)
125 (100)

70 (75)
5 (5)
35 (50)

W. Richter Place

(5) -
(-) -
(5) 15

(20) 15
(790) 950
(55) 70

CHAPTER III – PROPOSED DEVELOPMENT

PART B – DEVELOPMENT SITE PLAN

The construction of the proposed Chick-Fil-A restaurant is expected to occur in a single development phase. The development site plan is shown on [Exhibit 3-1](#). The Worth Building is currently on this site, but it will be razed to make room for the new Chick-Fil-A restaurant and drive-through area. The existing site access will be reconfigured slightly so that there is only one driveway to Port Washington Road (right-in/right-out only movements) and one driveway to Iroquois Avenue (full access movements).

PART B – ON-SITE CIRCULATION/QUEUES

B1. Drive-Through Queues

The maximum total queue (in both drive-through lanes) at the existing Brookfield Chick-Fil-A restaurants was recorded to be in the five to 18 vehicle range (total of both lanes). The queue data collected was for queues backed up from the ordering kiosks. The maximum total kiosk queue by restaurant location and peak hour is shown below. The Chick-Fil-A on Capitol Drive

Location	PM Max Queue	SAT Max Queue
Brookfield Square	5	6
Capitol Drive	16	18

Note that at the Capitol Drive Chick-Fil-A, about 20-25 percent more entering trips were counted during the peak hours compared to the Brookfield Square Chick-Fil-A. This generally supports the greater number of cars counted in queue for the Capitol Drive Chick-Fil-A.

At its peak, the Capitol Drive queue maxed out at 18 cars from the ordering kiosks. According to the Port Washington Road Chick-Fil-A site plan, there is space for 20 vehicles to queue up from the ordering kiosks. If the Port Washington Chick-Fil-A turns out to be as busy as the Capitol Drive Chick-Fil-A during the peak hours, then there is expected to be adequate queue storage for drive-through vehicles without vehicles extending into or blocking the internal parking or circulating roadways.

B2. Site Circulation

Based on the site access, most of the northbound traffic on Port Washington Road will enter and exit the Chick-Fil-A from the right-in/right-out only driveway to Port Washington Road. All other site traffic will turn onto Richter Place and enter the site driveway at Iroquois Avenue.

Field reports have indicated that the northbound queue from the Port Washington Road/I-43 northbound ramps intersection occasionally backs up to the northern edge of the proposed site driveway. Except for two occasions, these queues last only a few seconds as the light changes from red to green downstream. The longer queues reported only lasted from 15-25 seconds and then cleared during the green light.

The site plan shows that the drive-through exit is positioned such that any vehicle exiting to Port Washington Road from the right-in/right-out site driveway will block the drive-through exit lane. During times when northbound queues are backed up from the I-43 northbound ramps, these exiting vehicles may temporarily block drive-through vehicles from exiting, potentially creating longer queues throughout the length of the drive-through lanes. If the Port Washington

Road/Richter Place intersection is signalized and coordinated with adjacent signals (see Chapter V – Recommendations and Conclusion), then northbound queues from the I-43 northbound ramps may be metered in such a way that they do not back up to or block right-turn exits from the Chick-Fil-A site driveway. If this occurs, then the potential for blockages and backups within the Chick-Fil-A site are expected to be minimized.

PART C – DEVELOPMENT TRAFFIC VOLUMES

C1. Trip Generation

The expected traffic volumes generated by study area developments were calculated from the weighted average inbound and outbound trips at the existing Brookfield Chick-Fil-A restaurants on Capital Drive and in Brookfield Square on Moorland Road. The existing Brookfield Chick-Fil-A restaurant trips and weighted average trips are summarized on [Exhibit 3-2](#).

The calculated weighted average trip rates from the existing sites were applied to the proposed 4,869-square foot Chick-Fil-A restaurant on Port Washington Road in Glendale. As shown on [Exhibit 3-2](#), the proposed Chick-Fil-A restaurant is expected to generate about 305 driveway trips during the weekday PM peak hour and about 470 driveway trips during the Saturday midday peak hour. Based on the Institute of Transportation Engineers (ITE) *Trip Generation Handbook*, about 50 percent of fast-food restaurant trips are pass-by trips. A pass-by trip is one that is already on the roadway system, but diverts to the new development before continuing along on their original route.

After pass-by trips reductions and after the existing Worth Building trips are subtracted, the net new trips expected to be generated by the proposed Chick-Fil-A restaurant on Port Washington Road is 120 during the weekday PM peak hour and 185 during the Saturday midday peak hour.

C2. Traffic Assignment

The net new trips were assigned to the study area intersections based on the trip distributions shown on the trip generation tables (also shown graphically on [Exhibit 3-3](#)). This trip distribution was based on existing traffic patterns at the study intersections. Pass-by trips were assigned to the proposed Chick-Fil-A driveways based on northbound and southbound traffic patterns on Port Washington Road. The traffic assignments are shown on the following exhibits:

- Chick-Fil-A Net New Trips: [Exhibit 3-4A](#)
- Chick-Fil-A Pass-by Trips : [Exhibit 3-4B](#)
- Chick-Fil-A Net Driveway Trips: [Exhibit 3-4C](#)

PART D – BUILD TRAFFIC VOLUMES

The Build traffic volumes were generated by adding the Chick-Fil-A net new driveway trips to the Existing traffic volumes from [Exhibit 2-3](#). The Build traffic volumes are shown on [Exhibit 3-5](#).

Existing Chick-Fil-A Trips - Brookfield, WI

Land Use	Source	Existing Size	PM Peak			SAT Peak		
			In	Out	Total	In	Out	Total
Chick-Fil-A (Capitol Drive, Brookfield)	Local	4,900 Sq. Ft.	197	168	365	282	254	536
Chick-Fil-A (Brookfield Square, Brookfield)	Local	4,730 Sq. Ft.	127	112	239	198	196	394
Totals		9,630 Sq. Ft.	324	280	604	480	450	930
Weighted Average			54%	46%	62.72	52%	48%	96.57

Proposed Chick-Fil-A Trips

Land Use	ITE Code	Proposed Size	PM Peak			SAT Peak		
			In	Out	Total	In	Out	Total
Chick-Fil-A Restaurant	Wtd. Avg.	4,869 SF	165 (54%)	140 (46%)	305 (62.72)	245 (52%)	225 (48%)	470 (96.57)
Total Driveway Trips			165	140	305	245	225	470
<i>Minus Pass-by Trips</i>			<i>50%</i>					
			-75	-75	-150	-120	-120	-240
Total New Trips			90	65	155	125	105	230
<i>Minus Existing Worth Building Trips</i>								
			-15	-20	-35	-30	-15	-45
Net New Trips			75	45	120	95	90	185

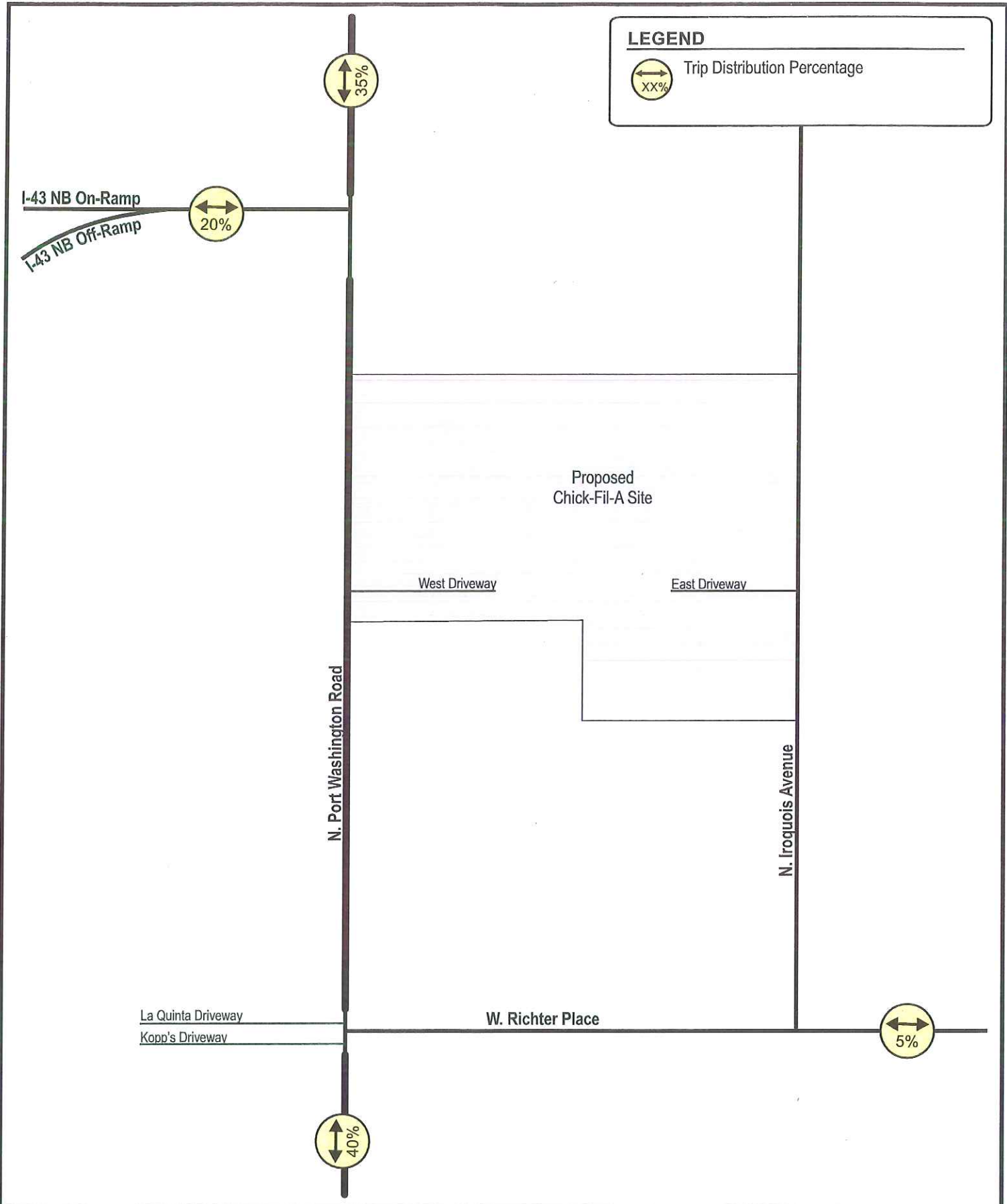
Trip rates and in/out percentages were based on the weighted averages of two existing Chick-Fil-A restaurants in Brookfield.

TRIP DISTRIBUTION - New New Trips

N. on Port Washington Road	35%	25	15	35	30
S. on Port Washington Road	40%	30	20	40	35
W. on I-43 NB Ramps	20%	15	10	15	20
E. on Richer Place	5%	5	0	5	5
	100%	75	45	95	90

TRIP DISTRIBUTION (Pass-by Trips)

SB Port Washington Road	46%	35	35	55	55
NB Port Washington Road	54%	40	40	65	65
	100%	75	75	120	120



LEGEND

Trip Distribution Percentage

LEGEND

- XX Weekday PM Peak Hour (4:45-5:45 PM)
- (XX) Saturday Midday Peak Hour (12:00-1:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)

I-43 NB On-Ramp

I-43 NB Off-Ramp

(15) 15

(20) 10
(30) 15

N. Port Washington Road

40 (50)

25 (50)
West Driveway

(40) 30

East Driveway

(40) 20

(55) 45

N. Iroquois Avenue

La Quinta Driveway

Kopp's Driveway

40 (50)

20 (35)

(40) 30

W. Richter Place

20 (35)
- (5)

5 (5)

(50) 40

Proposed
Chick-Fil-A Site

LEGEND

- XX Weekday PM Peak Hour (4:45-5:45 PM)
- (XX) Saturday Midday Peak Hour (12:00-1:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)

I-43 NB On-Ramp

I-43 NB Off-Ramp

Proposed
Chick-Fil-A Site

N. Port Washington Road

40 (65)
West Driveway

East Driveway

(55) 35

N. Iroquois Avenue

La Quinta Driveway

Kopp's Driveway

W. Richter Place

(55) 35



TRAFFIC ANALYSIS & DESIGN, INC.

2296: 02-05-19



NOT TO SCALE

**EXHIBIT 3-4B
CHICK-FIL-A PASS-BY TRIPS**

GLENDAL, WISCONSIN

LEGEND

- XX Weekday PM Peak Hour (4:45-5:45 PM)
- (XX) Saturday Midday Peak Hour (12:00-1:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)

I-43 NB On-Ramp

I-43 NB Off-Ramp

(15) 15

25 (35)

(20) 10
(30) 15

40 (50)

N. Port Washington Road

65 (115)
West Driveway

(-65) -40
(105) 70

East Driveway

(95) 55

(110) 80

N. Iroquois Avenue

La Quinta Driveway

Kopp's Driveway

-35 (-55)
75 (105)

55 (90)

(105) 70

W. Richter Place

(105) 75

55 (90)
- (5)

5 (5)

LEGEND

- XX Weekday PM Peak Hour (4:45-5:45 PM)
- (XX) Saturday Midday Peak Hour (12:00-1:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)

I-43 NB On-Ramp

I-43 NB Off-Ramp

170 (210)
905 (765)

(290) 265
(90) 55

(280) 325
(715) 785

960 (855)

N. Port Washington Road

Proposed
Chick-Fil-A Site

75 (120)
West Driveway

East Driveway

(5)
5 (5)

(5) -
(100) 65

(115) 90
(5) -

N. Iroquois Avenue

La Quinta Driveway

Kopp's Driveway

70 (70)
765 (555)
200 (205)

70 (75)
5 (5)
90 (140)

W. Richter Place

(5) -
(-) -
(5) 15

(20) 15
(895) 1020
(55) 70

CHAPTER IV – CAPACITY ANALYSIS

PART A – LEVEL OF SERVICE DEFINITIONS

The study area intersections were analyzed based on the procedures set forth in the *2010 Highway Capacity Manual* (HCM). Intersection operation is defined by “level of service”. Level of service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS ‘A’, to very poor, represented by LOS ‘F’. For the purpose of this study, LOS D was used to define acceptable peak hour operating conditions. Descriptions of the various levels of service are as follows:

LOS A is the highest level of service that can be achieved. Under this condition, intersection approaches appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation. At signalized and unsignalized intersections, average delays are less than 10 seconds.

LOS B represents stable operation. At signalized intersections, average vehicle delays are 10 to 20 seconds. At unsignalized intersections, average delays are 10 to 15 seconds.

LOS C still represents stable operation, but periodic backups of a few vehicles may develop behind turning vehicles. Most drivers begin to feel restricted, but not objectionably so. At signalized intersections, average vehicle delays are 20 to 35 seconds. At unsignalized intersections, average delays are 15 to 25 seconds.

LOS D represents increasing traffic restrictions as the intersection approaches instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but periodic clearance of long lines occurs, thus preventing excessive backups. At signalized intersections, average vehicle delays are 35 to 55 seconds. At unsignalized intersections, average delays are 25 to 35 seconds.

LOS E represents the capacity of the intersection. At signalized intersections, average vehicle delays are 55 to 80 seconds. At unsignalized intersections, average delays are 35 to 50 seconds.

LOS F represents jammed conditions where the intersection is over capacity and acceptable gaps for unsignalized intersections in the mainline traffic flow are minimal. At signalized intersections, average vehicle delays exceed 80 seconds. At unsignalized intersections, average delays exceed 50 seconds.

PART B – EXISTING TRAFFIC ANALYSIS

The Existing traffic volumes were evaluated at the existing study intersections using the existing geometrics and traffic control. The Existing traffic LOS and queues are shown on [Exhibit 4-1](#). As shown, the westbound left-turn movement at the Port Washington Road intersection with Richter Place operates unacceptably at LOS E during the weekday PM peak hour. All other turning movements at the study intersections operate acceptably during the peak hours. The Existing traffic analysis worksheets from Synchro are located in [Appendix B](#).

During data collection, field staff noted the following operational and safety concerns at the Port Washington Road intersection Richter Place. These concerns include:

- Southbound traffic from the Lexington Avenue signal backed up on Port Washington Road through (and blocking) Richter Place. This occurred three-four times during the PM peak hour.

- Due to limited gaps in Port Washington Road traffic, vehicles used the center of the intersection to complete two-stage turns (e.g. move from Richter Place to the median in stage 1, move from the median to southbound Port Washington Road in stage 2). While this is somewhat standard on divided roadways, the illegal U-turns (despite posted restrictions) and turns to/from the Kopp's northern driveway (which is offset from Richter Place) complicate turns through the median of Port Washington Road.
- The majority of the illegal U-turns occurred from southbound to northbound Port Washington Road.
- Some of the vehicles waiting to turn from the median on Port Washington Road were not completely clear of the through lanes on Port Washington Road, blocking traffic in that lane.
- Many cars aborted their plans for turning left due to limited gaps. Some of the aborted turns resulted in "near misses" as this traffic merged back into the through lanes.
- Pedestrians were running to cross the street before oncoming traffic approached them.

PART C – BUILD TRAFFIC ANALYSIS

The Build traffic volumes were evaluated at the study intersections using the existing geometrics and traffic control. The Build traffic LOS and queues are shown on [Exhibit 4-2](#). As shown, the westbound left-turn movement at the Port Washington Road intersection with Richter Place is expected to continue to operate unacceptably, with increased delays at LOS E and F during the weekday PM and Saturday midday peak hours. All other turning movements at the study intersections operate acceptably at LOS D or better during the peak hours. The Build traffic analysis worksheets from Synchro are located in [Appendix C](#).

Year 2019 Existing Traffic Operations & Queues
Without Modifications

Intersection	Peak Hour		Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
#100 - N. Port Washington Road & I-43 NB Ramps Traffic Signal	PM	LOS	D			-			A			-		
		Queue	140			-			175			110		
	SAT	LOS	D			-			A			-		
		Queue	145			-			35			35		
#200 - N Port Washington Road & Richter Place Stop Sign	PM	LOS	B			E			A			B		
		Queue	5			30			15			5		
	SAT	LOS	C			D			B			A		
		Queue	5			30			15			5		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.

Queue is maximum of the 50th & 95th percentile queue, measured in feet, from Synchro output.

#200 PM: WB LT LOS E= 41.1s/v; 0.05 v/c; 40 vph

Year 2019 Build Traffic Operations & Queues
Without Modifications

Intersection	Peak Hour		Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
#100 - N. Port Washington Road & I-43 NB Ramps Traffic Signal	PM	LOS	D			-			A			-		
		Queue	145			-			215			115		
	SAT	LOS	D			-			A			-		
		Queue	150			-			50			35		
#200 - N Port Washington Road & Richter Place Stop Sign	PM	LOS	C			F			B			A		
		Queue	5			140			15			5		
	SAT	LOS	D			F			B			A		
		Queue	5			215			15			5		
#300 - N. Port Washington Road & Chick-Fil-A West Driveway Stop Sign	PM	LOS	-	-	-	-	-	C	-	A		-	A	-
		Queue	-	-	-	-	-	20	-	0		-	0	-
	SAT	LOS	-	-	-	-	-	C	-	A		-	A	-
		Queue	-	-	-	-	-	30	-	0		-	0	-
#400 - N. Port Washington Road & Chick-Fil-A East Driveway Stop Sign	PM	LOS	A			-			A			-		
		Queue	5			-			5			-		
	SAT	LOS	A			-			A			-		
		Queue	10			-			10			-		

(--) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.

Queue is maximum of the 50th & 95th percentile queue, measured in feet, from Synchro output.

#200 PM: WB LT LOS E= 46.2s/v; 0.54 v/c; 95 vph

#200 SAT: WB LT LOS F=54.8 s/v; 0.71 v/c; 145 vph

CHAPTER VI – RECOMMENDATIONS AND CONCLUSION

PART A – SUMMARY/RECOMMENDATIONS

The Existing traffic analysis shows that there are unacceptable (LOS E) delays for the westbound left-turn and through movements at the Port Washington Road/Richter Place intersection. This intersection is stop controlled on Richter Place and on the two business drives (La Quinta and Kopp's) that also travel through the intersection. While the La Quinta driveway mostly aligns across from Richter Place, the Kopp's driveway is offset further south (it actually butts up against the tip of the raised median on Port Washington Road. As such, the Kopp's driveway is marked as a right-out only driveway. Field observations and traffic counts reflect actual patterns, however, where drivers make distorted turns to and from the Kopp's driveway and the Port Washington Road/Richter Place intersection. Along with the numerous illegal U-turns (despite signs clearly showing the restriction), heavy traffic/minimal gaps on Port Washington Road, and traffic backups from the Lexington Avenue signal to the south, unsafe peak hour driving conditions were repeatedly noted by field staff during data collection. Pedestrians crossing Port Washington Road were seen to be running in order to cross before oncoming traffic reached them.

With the construction of a Chick-Fil-A restaurant on the Worth Building site, traffic turning at the Port Washington Road/Richter Place intersection is expected to increase. This is expected to result in increased delays (LOS E and F during the peak hours), as well as increased safety concerns in all areas noted above.

Installing traffic signals at the Port Washington Road/Richter Place intersection is expected to improve vehicle and pedestrian safety as well as mitigate delays to acceptable levels during the peak hours. Installing traffic signals may also meter northbound traffic queues from the Port Washington Road/I-43 northbound ramps such that they do not impact right-turn exits from the proposed site driveway. Prior to installing traffic signals, it is recommended that further study include:

- Gap Analysis: evaluate existing gaps on Port Washington Road at Richter Place.
- Safety Analysis: evaluate the last five years of crash data at the Port Washington Road/Richter Place intersection to determine if crash patterns exist, and if they are of the type that can be reduced with traffic signal control.
- Warrant Analysis: evaluate 12 hours of turning movement count data at the Port Washington Road/Richter Place intersection to determine if traffic signals are warranted at this intersection.
- Coordination/Timing Analysis: include traffic signal timings from the Port Washington Road/Lexington Avenue intersection to establish the optimal cycle length and offsets for the Port Washington Road/Richter Place signal to minimize or meter queues and traffic platoons between Lexington Avenue, Richter Place, and the I-43 northbound ramps.

PART B – CONCLUSION

The Port Washington Road/Richter Place intersection has existing delays and safety concerns that are expected to increase with the additional traffic from the Chick-Fil-A restaurant on Port Washington Road. Further study is recommended to determine if signals are warranted and could be installed at the Port Washington Road/Richter Place intersection to improve safety and mitigate peak hour delays.



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February 5th, 2019

To: City of Glendale
5909 North Milwaukee River Parkway
Glendale, WI 53209

From: Mr. Joe Vavrina, P.E.

Subject: Stormwater Memo
Chick-fil-A – Bayshore (Glendale, WI)
Job #: 180770

Background

Chick-fil-A (CFA) is proposing the demolition of the existing commercial building & parking lot and the construction of a 5,000 square foot free-standing restaurant, drive-thru lane, parking facilities, & associated utilities located at Lot 2 of C.S.M. 7498 in the City of Glendale. More generally, the project will be located at 5464 N. Port Washington Road. The proposed stormwater management improvements have been design in accordance with the City of Glendale's Code and the Wisconsin DNR (NR 151) requirements.

Existing Conditions

The subject CFA parcel is currently a developed with a commercial building and parking lot. The site lies adjacent commercial developments on the north & south and fronts N. Port Washington Road & N. Iroquois Avenue to the west & east respectively. The parcel is approximately is approximately 1.29 acres (56,039 square feet) in size. In the existing condition, the impervious and pervious areas within the lease parcel are calculated to be 52,854 square feet and 3,185 square feet respectively, resulting in the site to be 94.3% impervious.

The western half of the site slopes to the southwest corner at approximate 2-4 percent slopes in the existing condition. Runoff generated by the western half of the site appears to drain undetained to the N. Port Washington Road right-of-way. The eastern half of the site is generally flat, only having approximate 1-2 percent slopes in the pavement. Runoff generated from this portion of the site currently drains to an existing storm inlet located on the south edge of the driveway access onto N. Iroquois Avenue. This inlet is tributary to the storm sewer system with the right-of-way of Iroquois Avenue. It should be noted that there are currently no stormwater detention or quality features on this existing site.

The site's existing drainage areas and patterns have been delineated on the Existing Drainage Exhibit (EX-100) included with this memo. The calculated impervious/pervious areas have been noted in the Rational "C" Table included in this memo.

Proposed Conditions

The proposed improvements to the site consist of the construction of the Chick-fil-A restaurant, drive-thru, parking facilities, and the installation of underground utilities. In the proposed condition, the impervious and pervious areas within the subject parcel are calculated to be 45,999 square feet and 10,040 square feet respectively, resulting in the site to be 82.1% impervious.

AS required by the City of Glendale, the proposed peak discharge rates cannot exceed the site's existing rates. The proposed Chick-fil-A improvements will be improving drainage conditions by reducing the amount of impervious area from the existing condition by approximately 6,855 square feet. Due to the reduction of



impervious surface, the proposed peak release rates will be less than the existing rates. As such, no stormwater detention practices has been provided on-site.

However, per the WDNR's requirements the CFA development will be required to provide stormwater quality treatment. The Wisconsin NR 151 states that redevelopment projects shall be designed to reduce total suspended solid (TSS) loads by 40%, to the maximum extent practicable. In order to treat CFA's stormwater runoff for TSS, the various proposed catch basin structures within the site will be oversized and constructed with 2-foot deep sumps. The catch basin structures diameters range from 3-feet to 8-feet which can be seen noted in the Storm Sewer Tags on the Grading Plan (C-300). The oversized catch basins were modeled in WinSLAMM and it was calculated that the CFA improvements will be reducing TSS loads by 47.93%, thus meeting the requirement. The WinSLAMM model and output have been included with this memo.

The CFA site has been designed to convey stormwater via an onsite storm sewer system. Catch basin structures have been introduced around the site to collect stormwater from the various drainage areas and convey stormwater to the existing system within the N. Iroquois Avenue right-of-way. The onsite drainage areas for each storm structure have been delineated on the Proposed Drainage Exhibit (EX-200).

The onsite CFA storm sewer has been designed to convey the 10-year event utilizing Hydraflow Storm Sewers for AutoCAD Civil3D, 2017. Per Section 6.5 of the City's Code, Atlas 14 rainfall data was utilized in the model for the 10-year event. Onsite drainage areas were defined for each individual storm sewer catch basin. These drainage areas can be seen in Exhibit EX-200 and are also noted in the Rational "C" Calculation table included in this memo. The times of concentration used in calculation for each drainage area were assumed to be 5 minutes due to short onsite flow paths. The total detained stormwater flow generated by the CFA site (DA-1 thru DA-10) for the 10-year event, in the full buildout condition, was calculated to be 6.17 cfs. The Hydraflow model was also utilized to calculate the HGL of the storm sewers, verifying that the HGL is below the rim elevations of the storm structures. The Hydraflow model and inlet capacity calculations have been included in this report.

Erosion Control

Installation of sediment and erosion control measures will be placed prior to the start of construction. Inlet protection baskets and silt fence are planned to be installed to control erosion and silt displacement until vegetation is established.



RATIONAL METHOD "C" CALCULATION (EXISTING & PROPOSED)

Project #: 180770
 Project: CHICK-FIL-A
 Location: BAYSHORE (GLENDALE, WI)

By ECH
 Checked
 Revised

Date 2/5/2019
 Date
 Date

BASIN NO.	AREA (SQ-FT)	AREA PAVED	AREA GRASS	%PAVED 0.95	%GRASS 0.35	RUNOFF "C"	AREA (acres)
CFA PARCEL							
EXISTING CONDITION	56,039	52,854	3,185	94.3%	5.7%	0.92	1.29
PROPOSED CONDITION	56,039	45,999	10,040	82.1%	17.9%	0.84	1.29
PROPOSED DRAINAGE AREAS							
PR-DA-1	8,856	7,698	1,158	87%	13%	0.87	0.20
PR-DA-2	8,802	6,842	1,960	78%	22%	0.82	0.20
PR-DA-3	8,876	7,914	962	89%	11%	0.88	0.20
PR-DA-4	3,632	3,187	445	88%	12%	0.88	0.08
PR-DA-5	5,715	5,364	351	94%	6%	0.91	0.13
PR-DA-6	2,073	1,680	393	81%	19%	0.84	0.05
PR-DA-7	5,974	4,154	1,820	70%	30%	0.77	0.14
PR-DA-8	1,856	1,330	526	72%	28%	0.78	0.04
PR-DA-9	4,137	2,634	1,503	64%	36%	0.73	0.09
PR-DA-10	5,019	5,019	0	100%	0%	0.95	0.12
PR-DA-11 (UNDETAINED)	1,099	177	922	16%	84%	0.45	0.03



INLET CAPACITIES

Project #: 180770 By ECH Date 2/5/2019
Project: CHICK-FIL-A Checked
Location: GLENDALE, WI Revised Date

CURB INLETS

Structure Number	Frame and Grate	Flow (CFS)	Water Depth (ft) Required to Accommodate Flow	Ponding Depth (ft) Provided
ST-4	R-3235 TY A	0.51	0.15	0.60
ST-6	R-3235 TY A	0.84	0.17	0.65
ST-8	R-3235 TY A	0.23	0.10	0.30
ST-12	R-3235 TY A	0.49	0.15	0.40
ST-20	R-3235 TY A	1.26	0.25	0.55
ST-22	R-3235 TY A	1.16	0.20	0.75
ST-24	R-3235 TY A	1.24	0.25	0.35
ST-26	R-3235 TY A	0.28	0.10	0.40
ST-28	R-3235 TY A	0.74	0.15	0.65

Inlet Capacities per IDOT Design Manual

Neenah R-3235

Type A Grate

0.9 = Free open area of grate (sq. ft.)

4.5 = Weir Perimeter of grate (ft.)

---- Capacity Calculation ----

Ponding	Weir Equation	Orifice Equation	Net Capacity	Weir/Orifice ratio	Flow Type
0.05	0.15	0.97	0.15	0.16	Weir Flow
0.10	0.43	1.37	0.43	0.31	Weir Flow
0.15	0.78	1.68	0.78	0.47	Weir Flow
0.17	0.95	1.79	0.95	0.53	Weir Flow
0.20	1.21	1.94	1.21	0.62	Weir Flow
0.25	1.69	2.17	1.54	0.78	Transition Flow
0.30	2.22	2.37	1.84	0.93	Transition Flow
0.35	2.80	2.56	2.14	1.09	Transition Flow
0.40	3.42	2.74	2.46	1.25	Transition Flow
0.45	4.08	2.91	2.79	1.40	Transition Flow
0.50	4.77	3.06	3.06	1.56	Orifice Flow
0.55	5.51	3.21	3.21	1.71	Orifice Flow
0.60	6.27	3.36	3.36	1.87	Orifice Flow
0.65	7.07	3.49	3.49	2.02	Orifice Flow
0.70	7.91	3.63	3.63	2.18	Orifice Flow
0.75	8.77	3.75	3.75	2.34	Orifice Flow
0.85	10.58	4.00	4.00	2.65	Orifice Flow
1.00	13.50	4.33	4.33	3.12	Orifice Flow
1.25	18.87	4.84	4.84	3.89	Orifice Flow
1.50	24.80	5.31	5.31	4.67	Orifice Flow
1.75	31.25	5.73	5.73	5.45	Orifice Flow
2.00	38.18	6.13	6.13	6.23	Orifice Flow
2.25	45.56	6.50	6.50	7.01	Orifice Flow
2.50	53.36	6.85	6.85	7.79	Orifice Flow
2.75	61.56	7.19	7.19	8.57	Orifice Flow
3.00	70.15	7.51	7.51	9.35	Orifice Flow
3.25	79.10	7.81	7.81	10.12	Orifice Flow
3.50	88.40	8.11	8.11	10.90	Orifice Flow
3.75	98.03	8.39	8.39	11.68	Orifice Flow
4.00	108.00	8.67	8.67	12.46	Orifice Flow
4.25	118.28	8.93	8.93	13.24	Orifice Flow
4.50	128.87	9.19	9.19	14.02	Orifice Flow

Notes:

Equations used

$$Q=0.6A(2gh)^{0.5}$$

$$Q=3P(h)^{1.5}$$

Orifice equation

Weir equation

where:

A= free open area of grate

P= weir perimeter

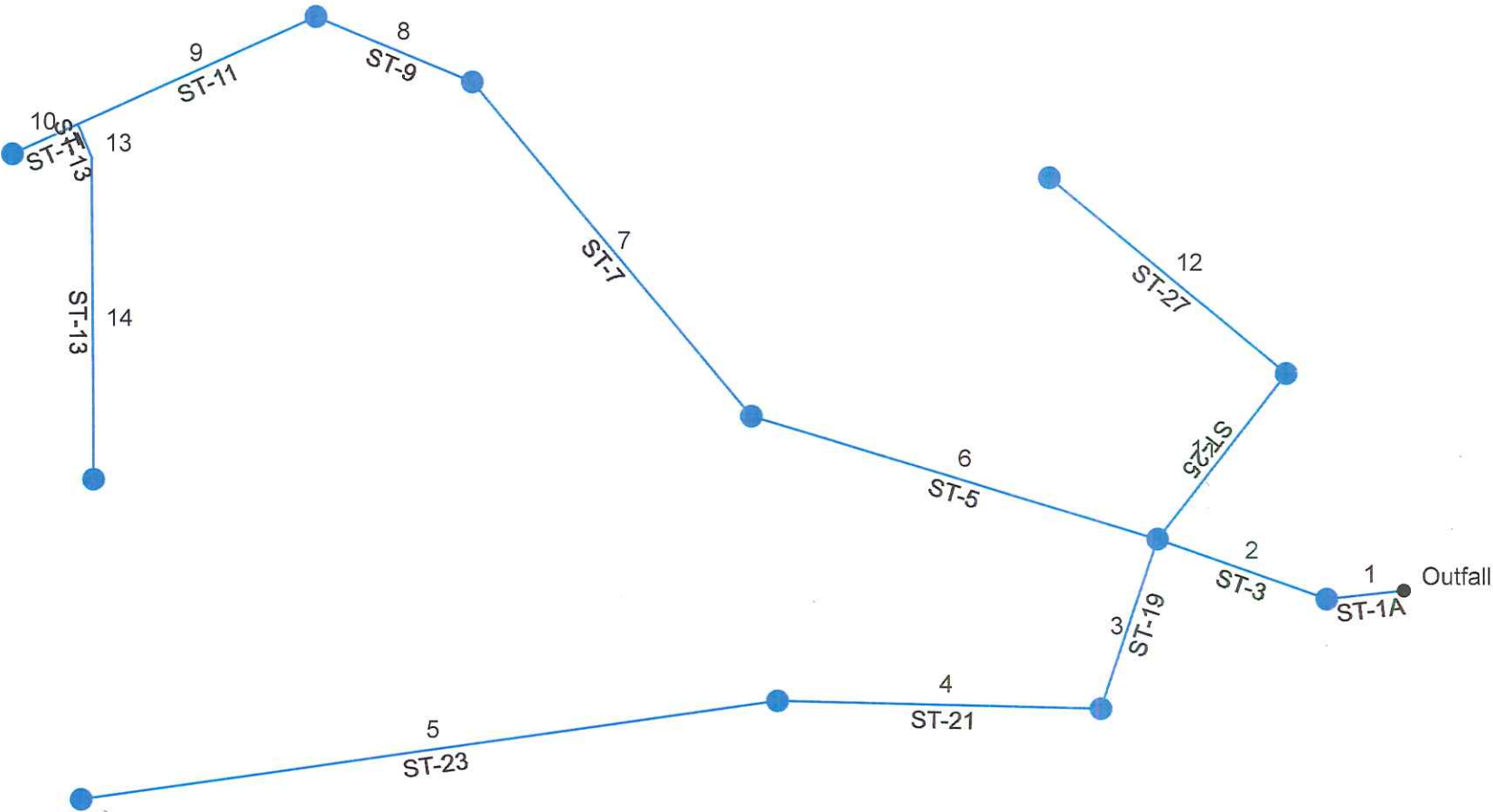
h= feet of head (ponding depth)

g= 32.2 feet per sec/sec

Q=capacity of grate in CFS

Net total flow is the lower of the two equations except where the ratio of the two solutions is between 0.667 and 1.5. In the latter case the net flow is 80% of the average of the two solutions as an approximation of transitional flow.

CFA - Bayshore (Glendale, WI)

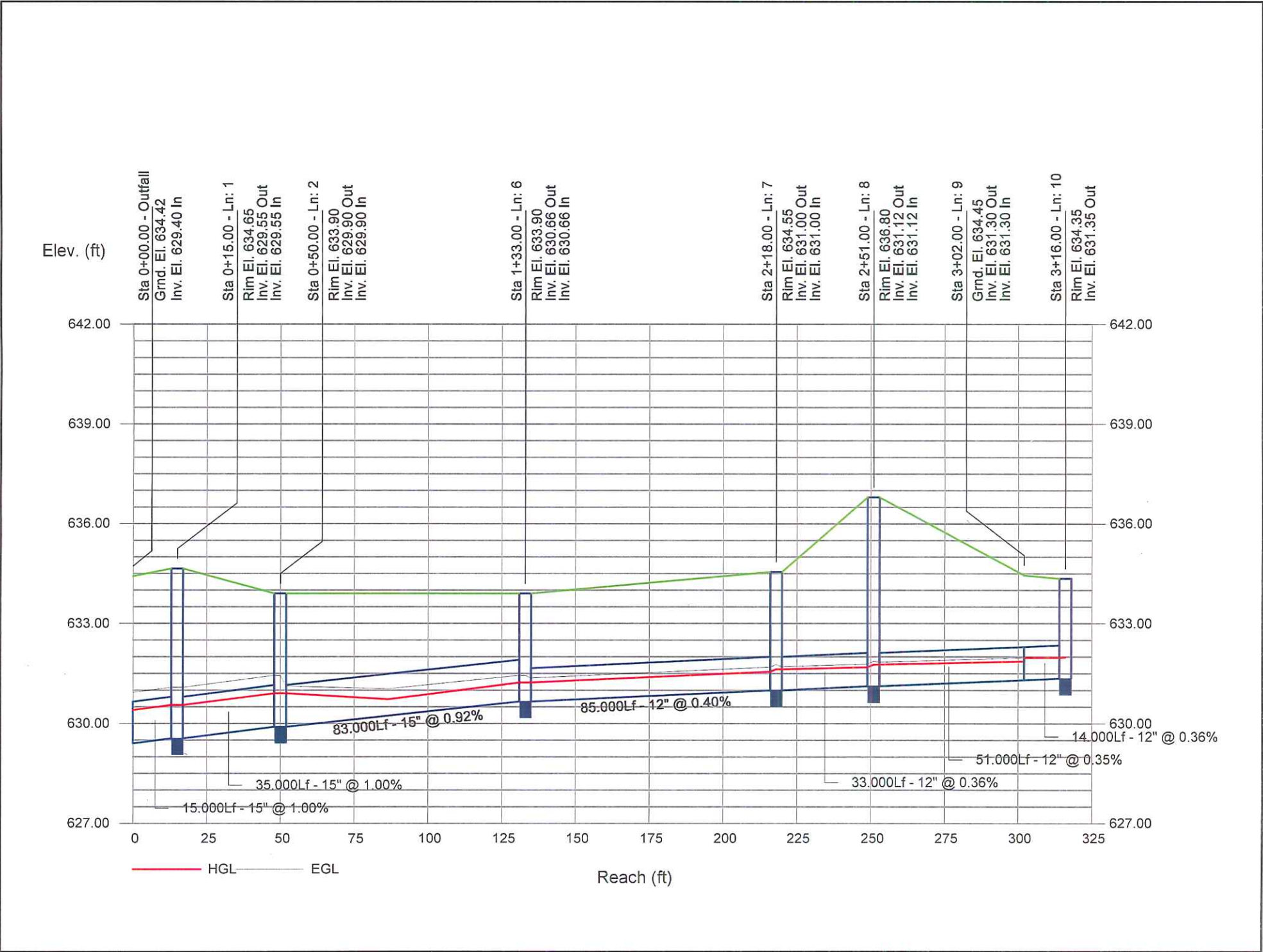


Storm Sewer Tabulation

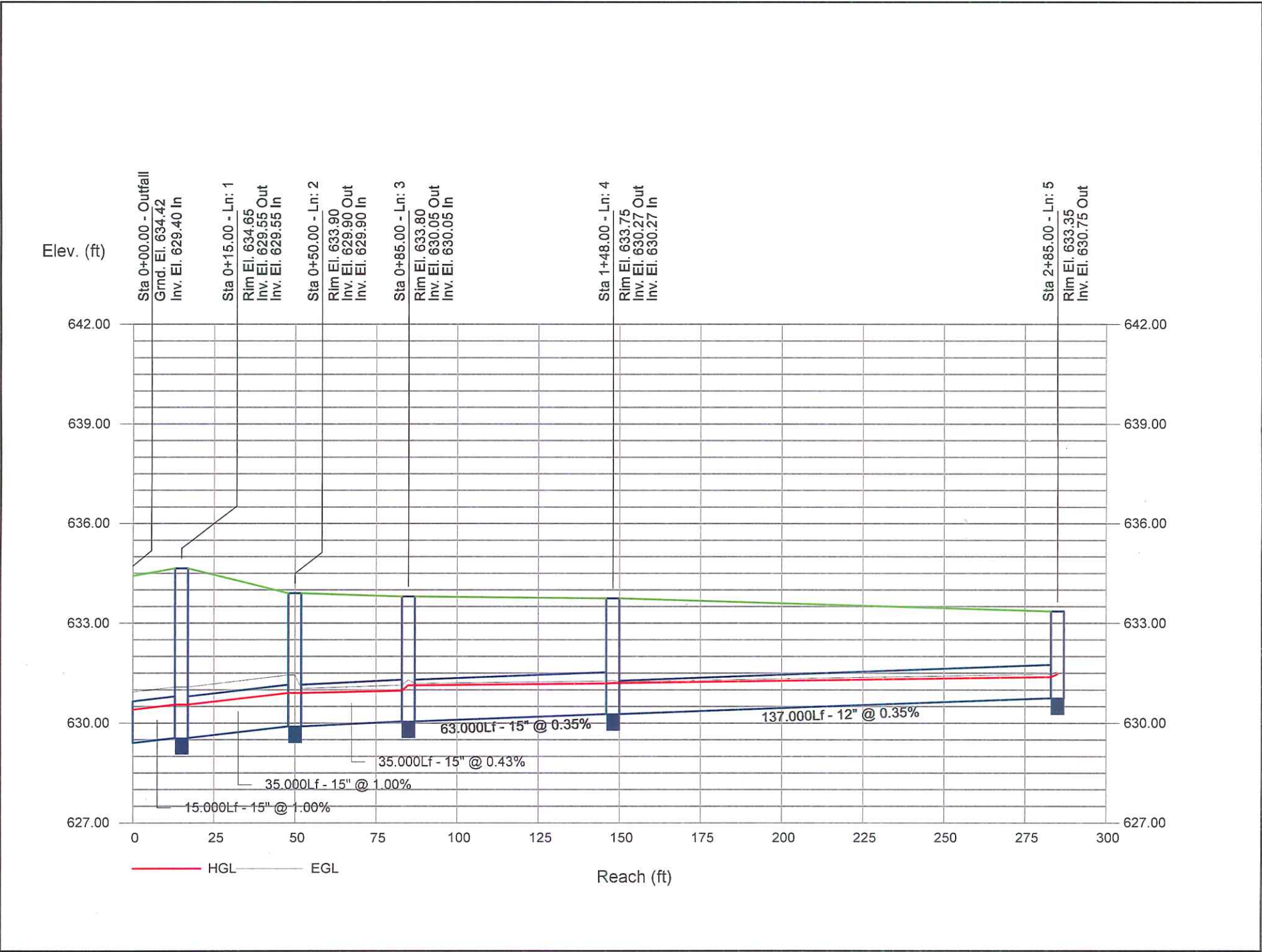
Station		Len	Drng Area		Rnoff coeff	Area x C		Tc		Rain (l)	Total flow	Cap full	Vel	Pipe		Invert Elev		HGL Elev		Grnd / Rim Elev		Line ID	
Line	To Line		Incr	Total		Incr	Total	Inlet	Syst					Size	Slope	Dn	Up	Dn	Up	Dn	Up		
		(ft)	(ac)	(ac)	(C)			(min)	(min)	(in/hr)	(cfs)	(cfs)	(ft/s)	(in)	(%)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)		
1	End	15.000	0.00	1.25	0.00	0.00	1.06	5.0	8.1	5.8	6.17	6.46	5.85	15	1.00	629.40	629.55	630.40	630.55	634.42	634.65	ST-1A	
2	1	35.000	0.08	1.25	0.88	0.07	1.06	5.0	8.0	5.8	6.20	6.46	5.87	15	1.00	629.55	629.90	630.55	630.90	634.65	633.90	ST-3	
3	2	35.000	0.20	0.60	0.88	0.18	0.51	5.0	7.0	6.2	3.16	4.23	3.12	15	0.43	629.90	630.05	630.90	630.97	633.90	633.80	ST-19	
4	3	63.000	0.20	0.40	0.82	0.16	0.34	5.0	6.5	6.4	2.15	3.82	2.07	15	0.35	630.05	630.27	631.13	631.19	633.80	633.75	ST-21	
5	4	137.000	0.20	0.20	0.87	0.17	0.17	5.0	5.0	7.0	1.22	2.11	1.97	12	0.35	630.27	630.75	631.20	631.38	633.75	633.35	ST-23	
6	2	83.000	0.13	0.38	0.91	0.12	0.33	5.0	7.2	6.1	2.01	6.18	2.82	15	0.92	629.90	630.66	630.90	631.22	633.90	633.90	ST-5	
7	6	85.000	0.04	0.25	0.78	0.03	0.21	5.0	6.4	6.4	1.35	2.25	2.98	12	0.40	630.66	631.00	631.22	631.56	633.90	634.55	ST-7	
8	7	33.000	0.00	0.21	0.00	0.00	0.18	5.0	6.1	6.5	1.17	2.15	2.40	12	0.36	631.00	631.12	631.63	631.69	634.55	636.80	ST-9	
9	8	51.000	0.00	0.21	0.00	0.00	0.18	5.0	5.5	6.8	1.21	2.12	2.45	12	0.35	631.12	631.30	631.77	631.87	636.80	634.45	ST-11	
10	9	14.000	0.09	0.09	0.73	0.07	0.07	5.0	5.0	7.0	0.46	2.13	0.85	12	0.36	631.30	631.35	631.98	631.98	634.45	634.35	ST-11	
11	2	41.000	0.05	0.19	0.84	0.04	0.15	5.0	6.0	6.5	0.98	4.48	2.21	12	1.59	629.90	630.55	630.90	630.97	633.90	634.45	ST-25	
12	11	60.000	0.14	0.14	0.77	0.11	0.11	5.0	5.0	7.0	0.75	3.08	2.69	12	0.75	630.55	631.00	630.97	631.36	634.45	634.20	ST-27	
13	9	7.000	0.00	0.12	0.00	0.00	0.11	5.0	5.5	6.8	0.77	1.21	3.02	8	1.00	631.46	631.53	631.98	631.95	634.45	634.50	ST-13	
14	13	63.000	0.12	0.12	0.95	0.11	0.11	5.0	5.0	7.0	0.80	1.21	3.46	8	1.00	631.53	632.16	631.95	632.58	634.50	635.25	ST-13	
CFA - Bayshore (Glendale, WI)																Number of lines: 14				Run Date: 2/6/2019			

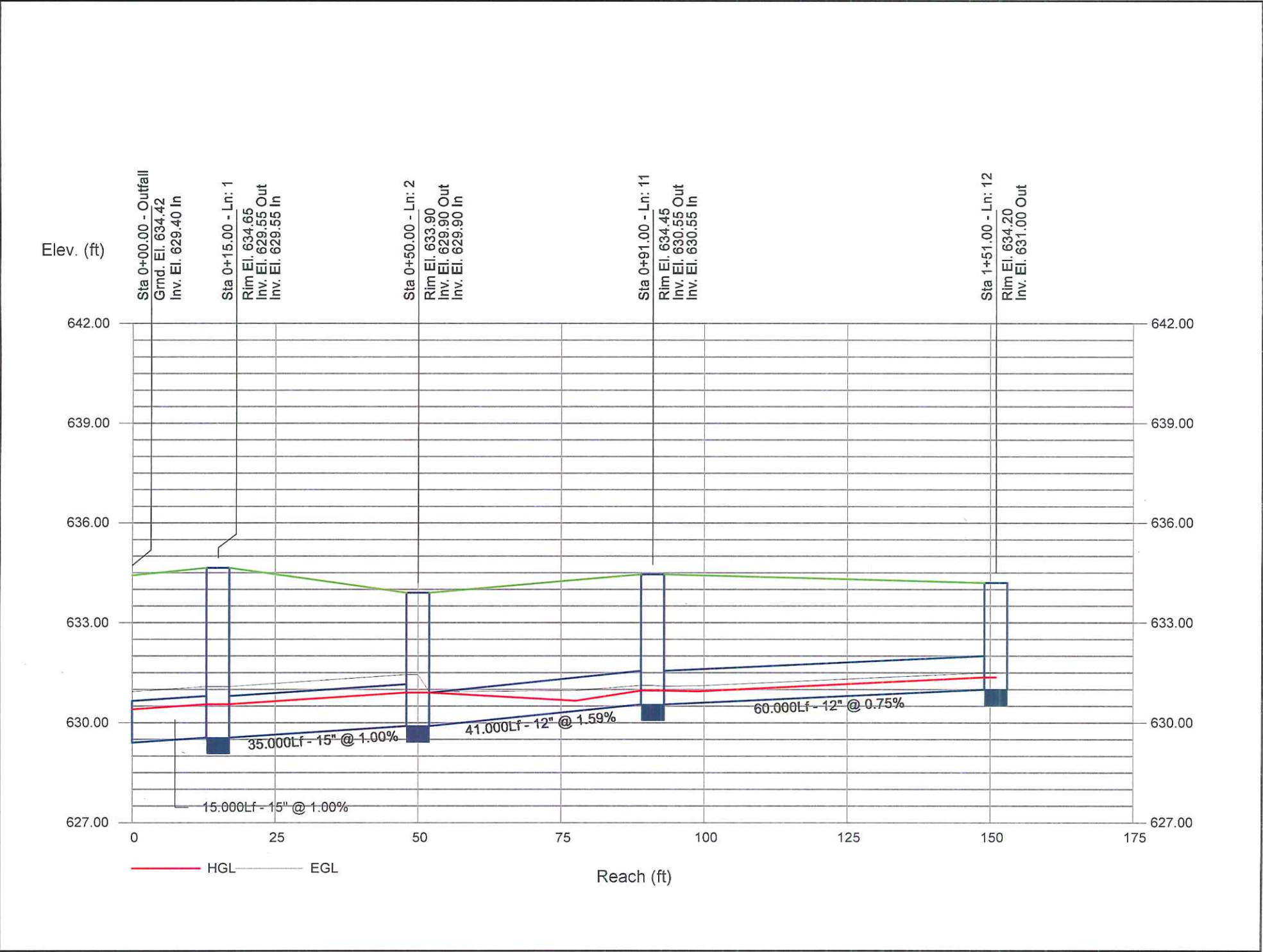
NOTES: Intensity = $35.78 / (\text{Inlet time} + 5.20)^{0.70}$; Return period = Yrs. 10 ; c = cir e = ellip b = box

Storm Sewer Profile

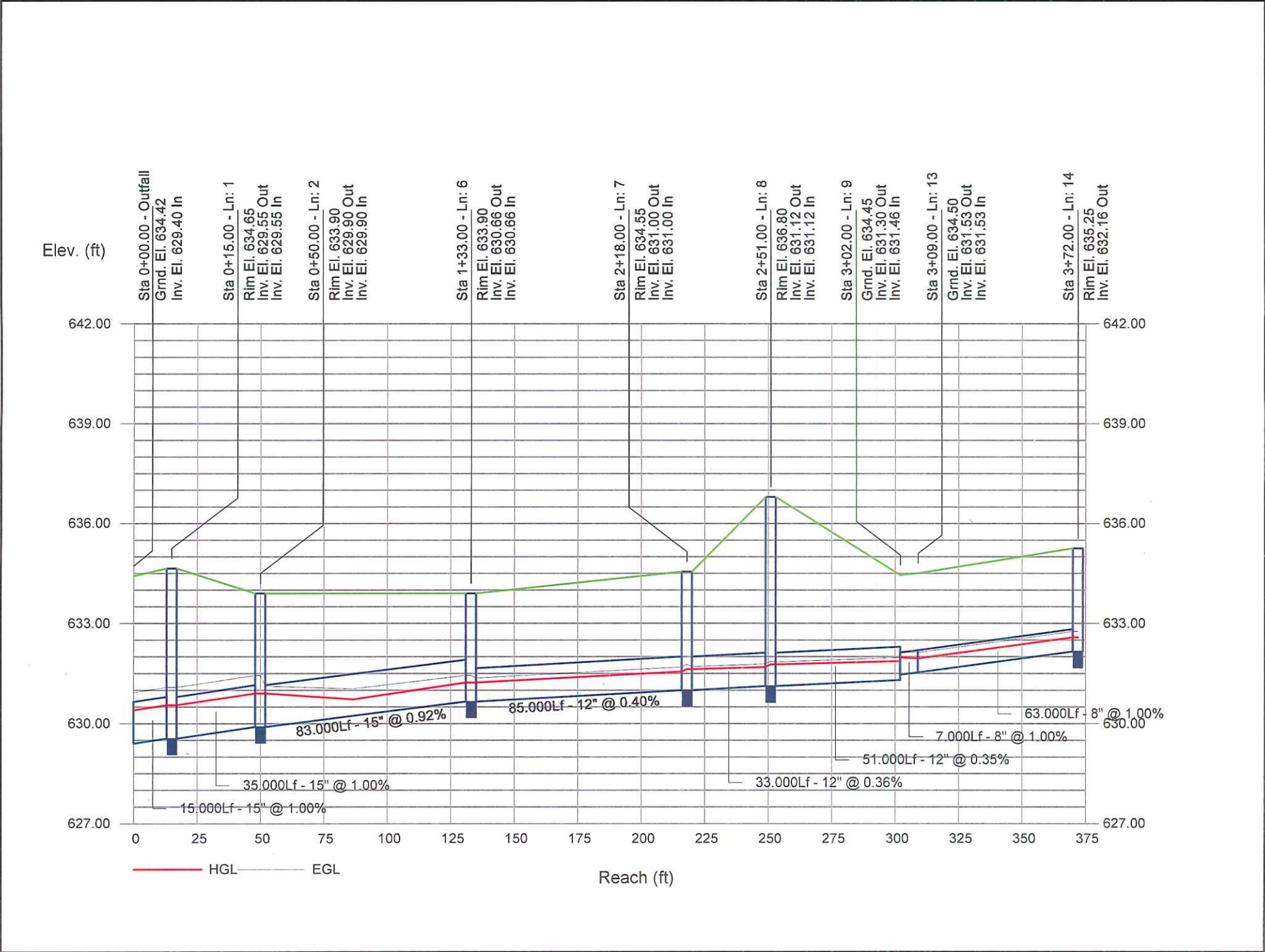


Storm Sewer Profile

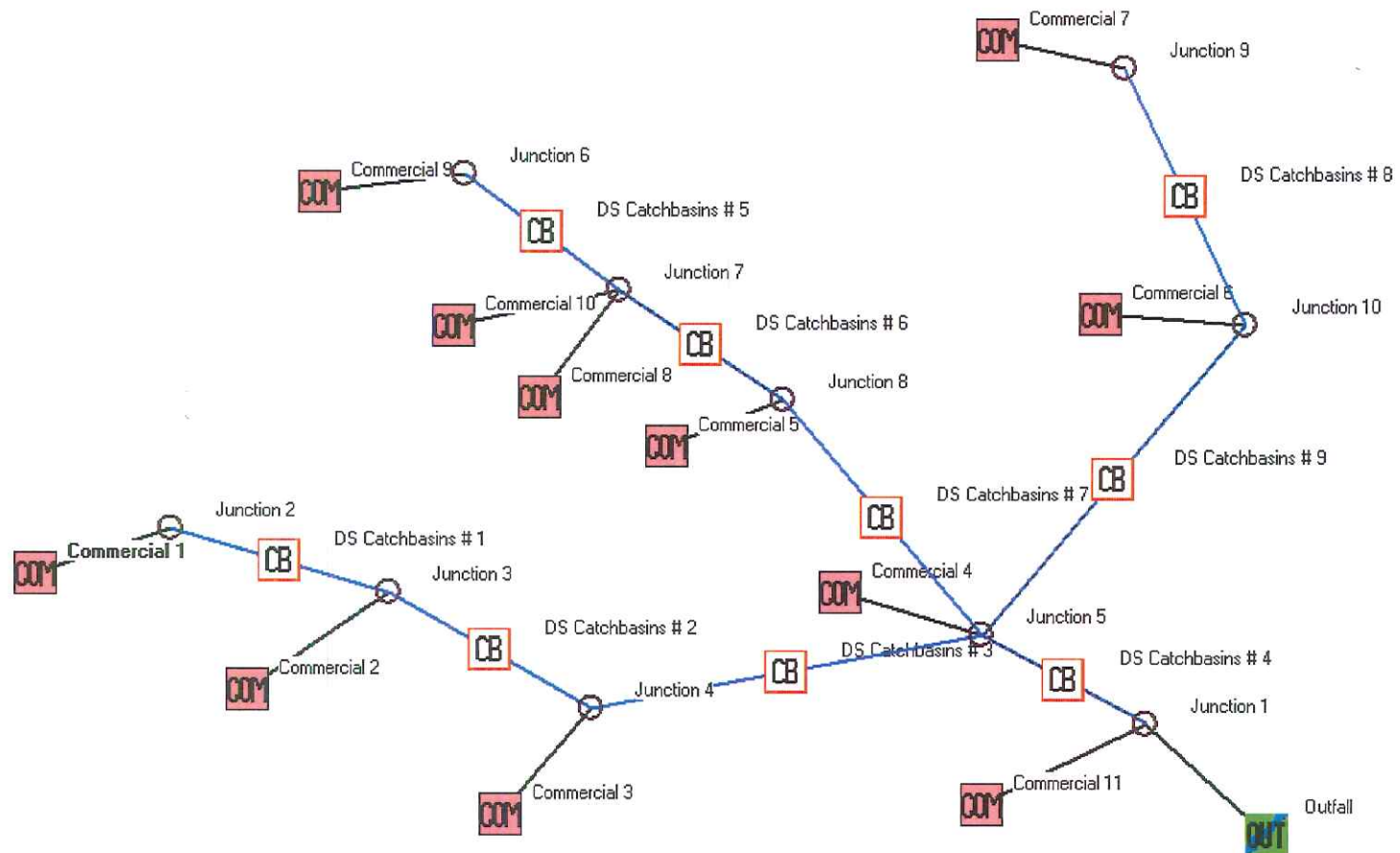




Storm Sewer Profile



WINSLAMM MODEL



WINSLAMM OUTPUT

File Name:

J:\2018\180770\Design\Calc\Storm\180770_WinSLAMM.mdb

Outfall Output Summary

	Runoff Volume (cu. ft.)	Percent Runoff Reduction	Runoff Coefficient (Rv)	Particulate Solids Conc. (mg/L)	Particulate Solids Yield (lbs)	Percent Particulate Solids Reduction
Total of All Land Uses without Controls	82466		0.55	121.3	624.4	
Outfall Total with Controls	82467	0.00 %	0.55	63.15	325.1	47.93 %
Current File Output: Annualized Total After Outfall Controls	82694	Years in Model Run:	1.00		326.0	

Print Output
Summary to Text
File

Print Output
Summary to .csv
File

Total Area Modeled (ac)

1.287

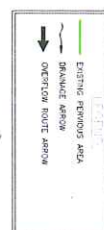
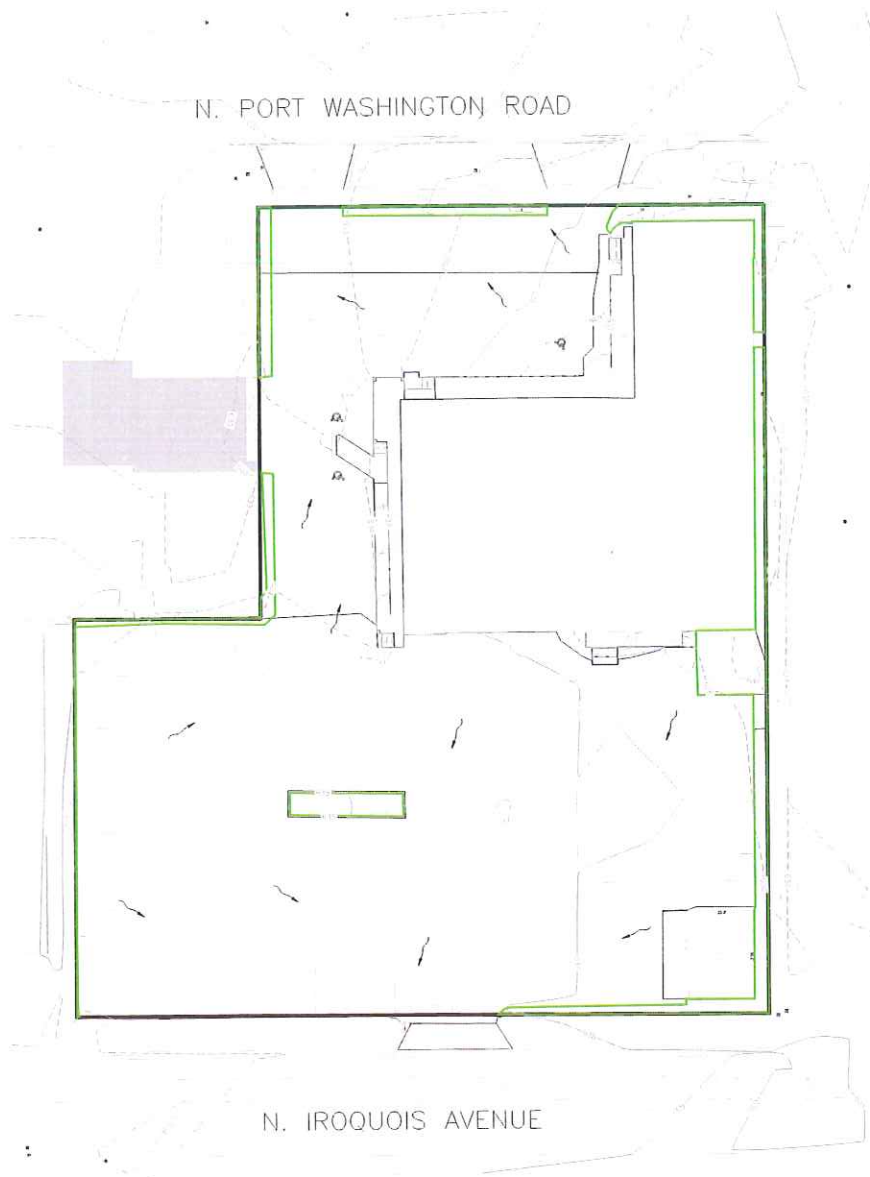
Total Control Practice Costs

Capital Cost	N/A
Land Cost	N/A
Annual Maintenance Cost	N/A
Present Value of All Costs	N/A
Annualized Value of All Costs	N/A

Perform Outfall
Flow Duration
Curve Calculations

Receiving Water Impacts Due To Stormwater Runoff (CWP Impervious Cover Model)

	Calculated Rv	Approximate Urban Stream Classification
Without Controls	0.55	Poor
With Controls	0.55	Poor



Chick-fil-A

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

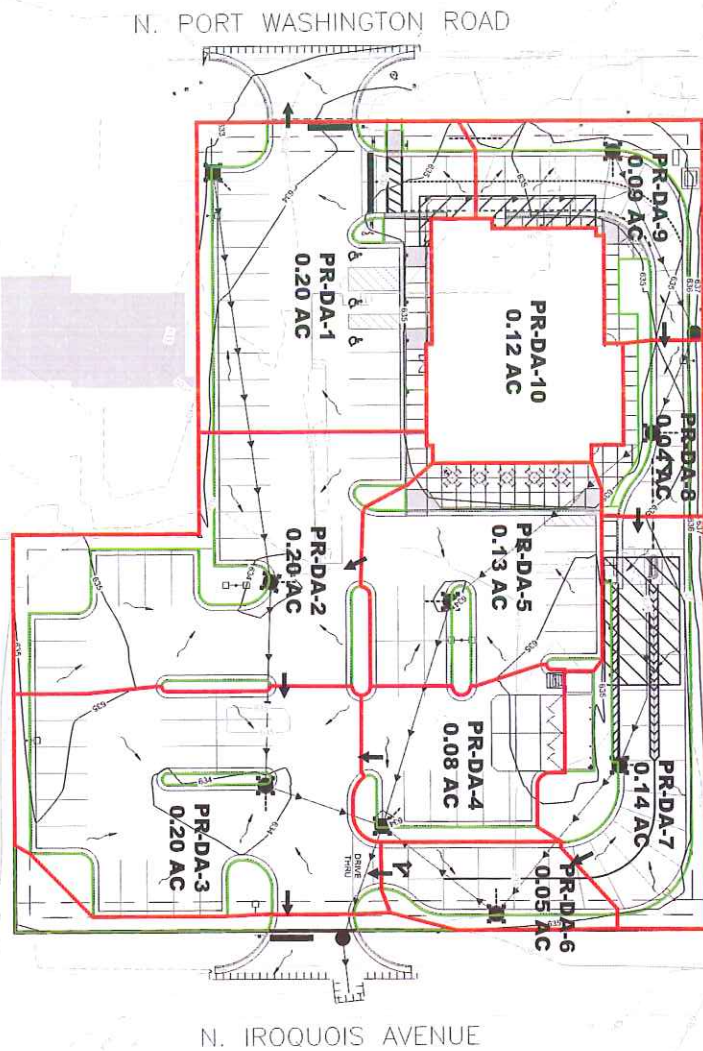
HR3
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CHICK-FIL-A
BAYSHORE (WI) FSU
5464 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

FSR# 04327
PROPOSED SCHEDULE
NO. 100
REVISION

PRELIMINARY
EXHIBIT
EXISTING DRAINAGE
10/10/2010

DATE: 10/10/2010
DRAWN BY: J. W. HARRIS
CHECKED BY: J. W. HARRIS
DATE: 10/10/2010
SCALE: 1" = 30'
PROJECT: CHICK-FIL-A
SHEET: 10/10/2010



BAR IS ONE INCH ON
OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH,
QUST SCALE ACCORDINGLY

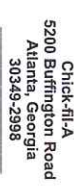
PRELIMINARY

EX-200

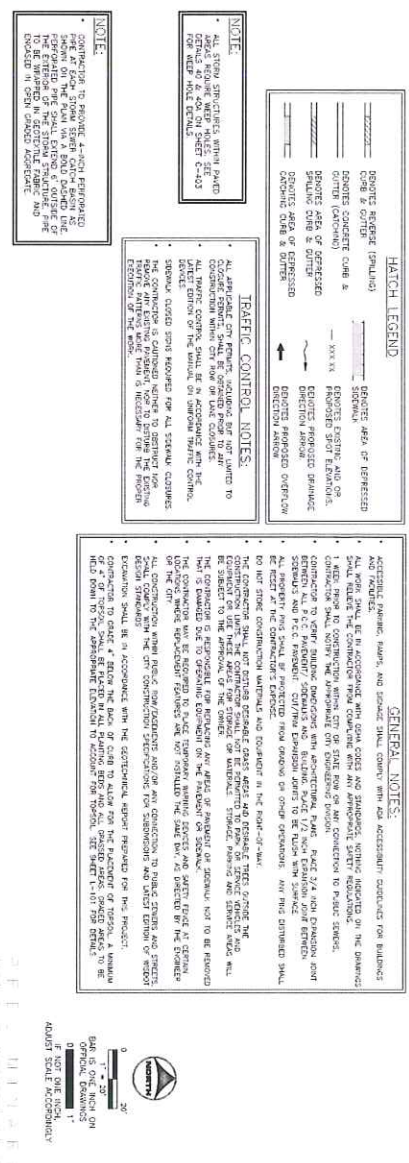
FSR# 04321

CHICK-FIL-A
BAYSHORE (WI) FSU
5464 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

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ST-4 STORM TAGS



GRADING PLAN

[illegible]

HRGreen.com

Chick-fil-





NOAA Atlas 14, Volume 8, Version 2
 Location name: Milwaukee, Wisconsin, USA*
 Latitude: 43.1164°, Longitude: -87.9161°
 Elevation: 637.07 ft**
 * source: ESRI Maps
 ** source: USGS



POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Deborah Martin, Sandra Pavlovic, Ishani Roy, Michael St. Laurent, Carl Trypaluk, Dale Unruh, Michael Yekta, Geoffrey Bonnin

NOAA, National Weather Service, Silver Spring, Maryland

[PF_tabular](#) | [PF_graphical](#) | [Maps & aeriels](#)

PF tabular

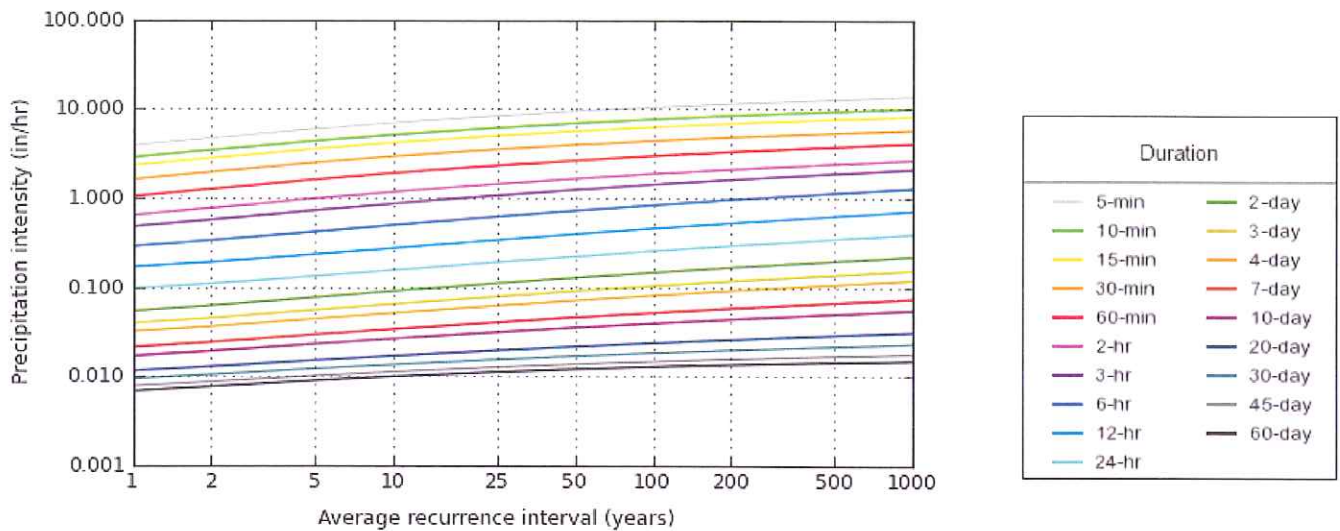
PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches/hour) ¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	3.92 (3.18-4.85)	4.72 (3.82-5.82)	5.98 (4.82-7.39)	7.01 (5.63-8.68)	8.38 (6.50-10.5)	9.42 (7.18-11.9)	10.4 (7.73-13.3)	11.4 (8.17-14.7)	12.7 (8.80-16.6)	13.7 (9.28-18.0)
10-min	2.87 (2.33-3.55)	3.45 (2.79-4.27)	4.37 (3.53-5.41)	5.12 (4.12-6.35)	6.14 (4.76-7.68)	6.89 (5.26-8.69)	7.64 (5.66-9.73)	8.37 (5.99-10.8)	9.32 (6.44-12.2)	10.0 (6.79-13.2)
15-min	2.34 (1.89-2.89)	2.80 (2.27-3.47)	3.56 (2.87-4.40)	4.17 (3.35-5.17)	4.99 (3.88-6.24)	5.60 (4.27-7.06)	6.21 (4.60-7.91)	6.80 (4.87-8.77)	7.57 (5.24-9.88)	8.14 (5.52-10.7)
30-min	1.62 (1.31-2.01)	1.96 (1.58-2.42)	2.49 (2.01-3.09)	2.93 (2.35-3.63)	3.51 (2.72-4.39)	3.94 (3.00-4.96)	4.36 (3.23-5.55)	4.78 (3.42-6.15)	5.31 (3.67-6.92)	5.70 (3.86-7.51)
60-min	1.05 (0.851-1.30)	1.26 (1.02-1.56)	1.61 (1.30-1.99)	1.90 (1.53-2.36)	2.31 (1.80-2.91)	2.63 (2.01-3.33)	2.96 (2.19-3.78)	3.29 (2.36-4.25)	3.73 (2.59-4.89)	4.07 (2.76-5.36)
2-hr	0.644 (0.528-0.787)	0.772 (0.632-0.943)	0.987 (0.806-1.21)	1.17 (0.952-1.44)	1.44 (1.14-1.80)	1.65 (1.28-2.07)	1.86 (1.40-2.37)	2.09 (1.52-2.69)	2.40 (1.69-3.13)	2.65 (1.81-3.46)
3-hr	0.482 (0.397-0.584)	0.571 (0.471-0.692)	0.727 (0.597-0.883)	0.865 (0.708-1.05)	1.07 (0.856-1.34)	1.24 (0.969-1.55)	1.42 (1.08-1.80)	1.61 (1.18-2.06)	1.87 (1.33-2.43)	2.09 (1.44-2.72)
6-hr	0.290 (0.242-0.347)	0.336 (0.280-0.402)	0.420 (0.349-0.504)	0.499 (0.413-0.600)	0.620 (0.505-0.772)	0.724 (0.575-0.903)	0.836 (0.644-1.06)	0.960 (0.712-1.23)	1.14 (0.814-1.47)	1.28 (0.891-1.66)
12-hr	0.170 (0.144-0.201)	0.192 (0.162-0.228)	0.234 (0.197-0.278)	0.275 (0.230-0.327)	0.340 (0.281-0.420)	0.396 (0.319-0.490)	0.459 (0.358-0.574)	0.528 (0.396-0.670)	0.629 (0.455-0.808)	0.712 (0.500-0.912)
24-hr	0.097 (0.083-0.114)	0.110 (0.094-0.128)	0.133 (0.114-0.156)	0.156 (0.132-0.183)	0.191 (0.160-0.234)	0.222 (0.181-0.272)	0.256 (0.202-0.317)	0.294 (0.223-0.369)	0.348 (0.254-0.443)	0.392 (0.278-0.499)
2-day	0.054 (0.047-0.063)	0.062 (0.054-0.072)	0.077 (0.066-0.089)	0.090 (0.078-0.105)	0.111 (0.093-0.133)	0.128 (0.105-0.154)	0.147 (0.117-0.179)	0.167 (0.128-0.207)	0.196 (0.144-0.246)	0.219 (0.157-0.276)
3-day	0.040 (0.035-0.046)	0.045 (0.039-0.052)	0.055 (0.048-0.064)	0.065 (0.056-0.074)	0.079 (0.067-0.094)	0.090 (0.075-0.108)	0.103 (0.083-0.125)	0.117 (0.090-0.144)	0.137 (0.102-0.172)	0.153 (0.110-0.192)
4-day	0.032 (0.028-0.037)	0.036 (0.032-0.042)	0.044 (0.038-0.050)	0.051 (0.044-0.059)	0.062 (0.053-0.073)	0.071 (0.059-0.084)	0.081 (0.065-0.097)	0.091 (0.071-0.112)	0.106 (0.079-0.133)	0.119 (0.086-0.148)
7-day	0.022 (0.019-0.024)	0.024 (0.022-0.027)	0.029 (0.026-0.033)	0.034 (0.030-0.038)	0.040 (0.035-0.047)	0.046 (0.038-0.054)	0.052 (0.042-0.062)	0.058 (0.045-0.070)	0.066 (0.050-0.082)	0.073 (0.054-0.091)
10-day	0.017 (0.015-0.019)	0.019 (0.017-0.022)	0.023 (0.021-0.026)	0.026 (0.023-0.030)	0.031 (0.027-0.036)	0.035 (0.030-0.041)	0.039 (0.032-0.047)	0.044 (0.034-0.053)	0.050 (0.038-0.061)	0.055 (0.040-0.067)
20-day	0.012 (0.010-0.013)	0.013 (0.012-0.014)	0.015 (0.014-0.017)	0.017 (0.015-0.019)	0.020 (0.017-0.022)	0.022 (0.018-0.025)	0.024 (0.020-0.028)	0.026 (0.020-0.031)	0.029 (0.022-0.035)	0.031 (0.023-0.038)
30-day	0.010 (0.009-0.010)	0.011 (0.010-0.012)	0.012 (0.011-0.013)	0.014 (0.012-0.015)	0.016 (0.014-0.017)	0.017 (0.014-0.019)	0.018 (0.015-0.021)	0.020 (0.016-0.023)	0.022 (0.017-0.026)	0.023 (0.017-0.028)
45-day	0.008 (0.007-0.009)	0.009 (0.008-0.010)	0.010 (0.009-0.011)	0.011 (0.010-0.012)	0.013 (0.011-0.014)	0.014 (0.012-0.015)	0.015 (0.012-0.017)	0.016 (0.013-0.018)	0.017 (0.013-0.020)	0.018 (0.013-0.021)
60-day	0.007 (0.006-0.007)	0.008 (0.007-0.008)	0.009 (0.008-0.010)	0.010 (0.009-0.011)	0.011 (0.010-0.012)	0.012 (0.010-0.013)	0.013 (0.011-0.015)	0.014 (0.011-0.016)	0.014 (0.011-0.017)	0.015 (0.011-0.018)

¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS). Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values. Please refer to NOAA Atlas 14 document for more information.

[Back to Top](#)

PF graphical

Latitude: 43.1164°, Longitude: -87.9161°



Created (GMT): Tue Feb 5 23:37:42 2019

[Back to Top](#)

Maps & aerials

Small scale terrain

Map showing the intersection of North South Freeway and Sherman Blvd. The area includes Glendale, Whitefish Bay, and Shorewood. A scale bar indicates 3km and 2mi. A small black crosshair marks the intersection point.

Surveyor's Certification:

To: Fidelity National Title Insurance Company
CHICK-FIL-A, Inc., a Georgia corporation as to a Leasehold Interest
Port Washington 5464, LLC

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 6(b), 7(a), 7(b)(1), 8, 9, 11, 13, 16, 17, 20 and 21 of Table A thereof. The field work was completed on 11-21-2018 and 12-07-2018.

Date of Map 11-29-2018, Revised 12-07-2018 & 2-04-2019

Baiba M. Rozile, PLS 2351
brozile@thesigmagroup.com



Legal description per Fidelity National Title Insurance Company Commitment No. F-355610-Revision No. 1, with an effective date of December 20, 2018:

Lot Two (2) of Certified Survey Map No. 7498, of a part of the Northwest One-quarter (1/4) of the Northeast One quarter (1/4) of Section Thirty-two (32), in Township Eight (8) North, Range Twenty-two (22) East, in the City of Glendale, Milwaukee County, Wisconsin

Tax Key No.: 1979021000
Address: 5464 - 5466 N Port Washington Road

Per Fidelity National Title Insurance Company Commitment No. F-355610-Revision No. 1, with an effective date of December 20, 2018, the following items appear in Schedule B II as exceptions:

10. Title to that portion of the insured premises laid out, taken, dedicated, or used for street, alley or highway purposes. **ALL STREETS ARE LABELED AND AFFECT PARCEL AS SHOWN. INTENTIONALLY DELETED.**

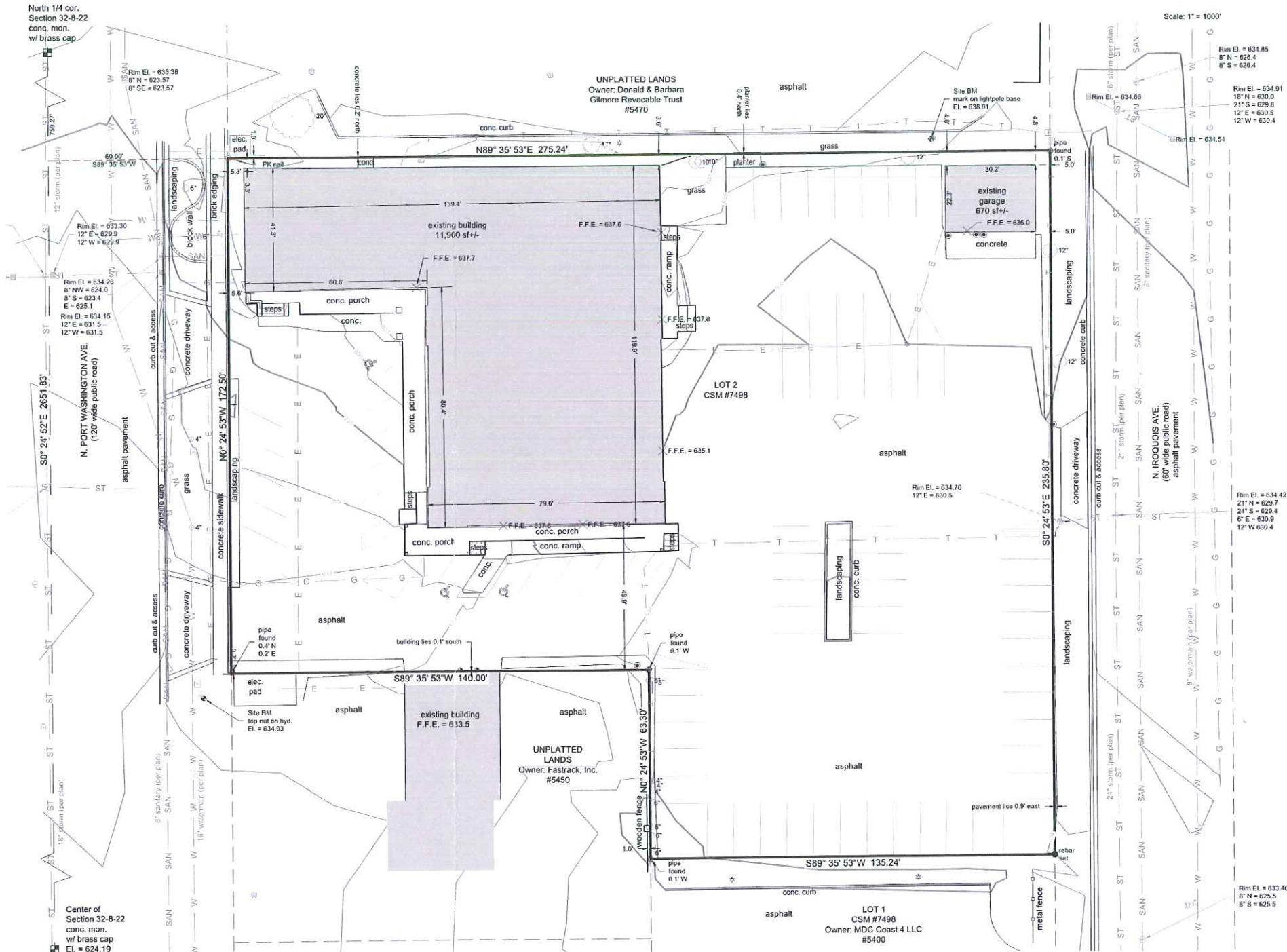
11. Rights of tenants in possession including any rights to tenants fixtures owned by such tenants located on the demised premises and any liens on such tenants fixtures, and all parties having a lien on or claiming by, through or under the lessee, which parties and liens are not separately shown herein. **NOT SURVEY RELATED**

12. Utility Easement granted by an instrument recorded December 30, 1952, in Volume 3537, page 120 in the Office of the Register of Deeds for Milwaukee County, Wisconsin as Document No. 3166811. **RELATES TO POLE LINE RIGHTS ALONG NORTH OF PARENT PARCEL, NO POLES OBSERVED ON SITE, NOT RETRACEABLE. INTENTIONALLY DELETED.**

13. Easement granted to the City of Glendale recorded February 4, 1956, in Volume 3103, page 423 in the Office of the Register of Deeds for Milwaukee County, Wisconsin as Document No. 3466019. **FALLS WITHIN PUBLIC STREET RIGHT OF WAY, NOT SHOWN. INTENTIONALLY DELETED.**

GENERAL NOTES:

- The underground utility information shown on this drawing is based on field locations and/or records furnished by municipalities and utility companies, the location and accuracy of which cannot be guaranteed. There may be additional underground utility installations within the project area that are not shown.
- Drawing is based on field survey completed by The Sigma Group on 11-21-2018 and 12-07-2018.
- Bearings are referenced to the Wisconsin State Plane Coordinate System, South Zone, NAD 1927, with the West line of the NE 1/4 of Section 32, Town 8 N, Range 22 E bearing N 0° 24' 52" W. Vertical datum is NGVD29.
- Parcel falls within Zone X, Areas determined to be outside the 0.2% annual chance floodplain, per FEMA FIRM Panel 55079C0081E, effective date of 09/26/2008.
- Parcel area is 56,039 square feet or 1.287 acres.
- Per City of Glendale Zoning Department Site Investigation Report dated June 1, 2018:
Site is zoned B-1 (Sub Area B) Business & Commercial District.
Building setbacks: Front and Rear = 10' minimum; left side and right side = 0'; Maximum building height = 50';
Building Floor Area Ratio = 0.09 (proposed, no limit).
Per Title 13.1.13b.5: street yards shall have a minimum width of 15 feet. Per Title 13.1.15b: buffer yards shall have a minimum width of 10 feet. Back of curb for parking lots to be a minimum of 4.0' from the property line.
Parking requirement: by Floor Space = 94 stalls; by Seating = 37.
- Site contains a total of 73 parking spaces, 3 of which are handicapped spaces, 0 of which are motorcycle spaces.
- No evidence of recent earth moving work, building construction, or building additions observed in the process of conducting the fieldwork.
- No proposed changes in street right of way lines made available to the surveyor by the controlling jurisdiction. No evidence of recent street or sidewalk construction or repairs observed in the process of conducting the fieldwork.
- All matters shown on recorded plats provided to the Surveyor are shown on the Survey.
- Utility contacts:
City of Glendale Department of Public Works 414-228-1746
Telcom Construction 414-930-5501
Time Warner Cable 414-228-5179
We Energies (Olameter) 414-563-0051
AT&T Distribution (USIC) 262-446-9821
City of Milwaukee 414-286-3250
Wisconsin DOT Southeast Region 630-288-9175
MCI 800-289-3427
- No evidence of site use as a solid waste dump, sump or sanitary landfill observed on date of survey.



Vicinity Map:

W. SILVER SPRING DR.



W. HENRY CLAY ST.

Scale: 1" = 1000'

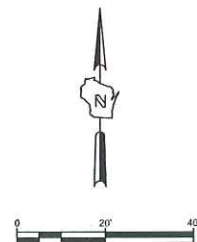
THE SIGMA GROUP
Single Source. Sound Solutions.
www.thesigmagroup.com
1300 West Canal Street
Milwaukee, WI 53233
Phone: 414-643-4200
Fax: 414-643-4210

LEGEND



5464-5466 NORTH PORT WASHINGTON ROAD
GLENDALE, WISCONSIN

ALTANSPS LAND TITLE SURVEY



- 1) Revised per client review, 12/7/18, BMR
- 2) Revised per updated title & zoning information, 2/4/19, BMR

NO. REVISION	DATE BY
DRAWING NO.	18204 ALTA.dwg
DRAWN BY:	BMR
DATE:	11/28/2018
PROJECT NO:	#18204
CHECKED BY:	PJI
APPROVED BY:	CTC
SHEET NO.:	

February 15, 2019

Todd Stuebe
City of Glendale
Community Development Department
5909 North Milwaukee River Parkway
Glendale, Wisconsin 53209

SUBJECT: Amendment to Planned Development Agreement – Phase I
6701 & 6789 North Port Washington Road

Project Location:

The land commonly known as 6701 & 6789 North Port Washington Road. The site is 5.9 acres (260,333 SF) and includes two legal parcels. A Legal Description is included on the survey provided with this submittal (the "Property"). The Property is owned by Forcap Glendale LLC, which is a related entity to ICAP Development LLC ("Applicant").

Project Description:

The City of Glendale previously approved rezoning the Property to Planned Development District and entered into a Planned Development Agreement with Applicant, which was recorded October 30th, 2018, that detailed the improvement plans for Phase I of the development of the Property. At that time, Phase I of the development included a 20,000+/- sq. ft. single-story retail building and a 2,500 +/- sq. ft. retail branch bank facility.

Since that time, the Applicant has refined development plans for Phase I and desires to increase the amount of improvements incorporated into Phase I of the Project.

In addition to the two buildings previously approved, Applicant seeks approval of a third building to be incorporated into Phase I. This 6,600+/- sq. ft. building would consist of 2-4 retail, medical or office users and would include a drive-thru facility and small outdoor patio area. The exterior design of the building compliments the materials used on the Aldi and Associated Bank buildings and keeps with the modern design seen throughout the development. Extensive landscaping spreads throughout the Property. The drive-thru facility is designed in a way to screen vehicle stacking from N Port Washington Road and to avoid backups into the main drive aisles with the development. The exterior patio is located in an area that is visible from N Port Washington Road and will be an added pedestrian amenity to the development. The integration of parking areas between parcels creates an added sense of continuity between the different parcels and businesses occupying the Property.

Request: The Applicant is very excited to present this expanded development plan to the City of Glendale and respectfully requests that the previously approved Planned Development Agreement be amended to incorporate these additions and changes submitted hereto.

The following documents are included with this submittal:

- Site Plan Comparison to originally approved plan.
- Building Elevations for 6,600+/- sq. ft. Outlot Building dated February 14, 2019
- 3-D Building Rendering for 6,600+/- sq. ft. Outlot Building dated January 28, 2019
- Monument Sign Rendering dated February 14, 2019
- Onsite Civil Engineering Infrastructure Plans (Sheets C1 - C18) dated February 11, 2019
- Offsite Civil Engineering Infrastructure Plans (Sheets C19 – C26) dated February 11, 2019
- Landscaping Plans (Sheets LSP1.1 – LSP1.4) dated February 14, 2019



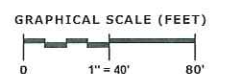
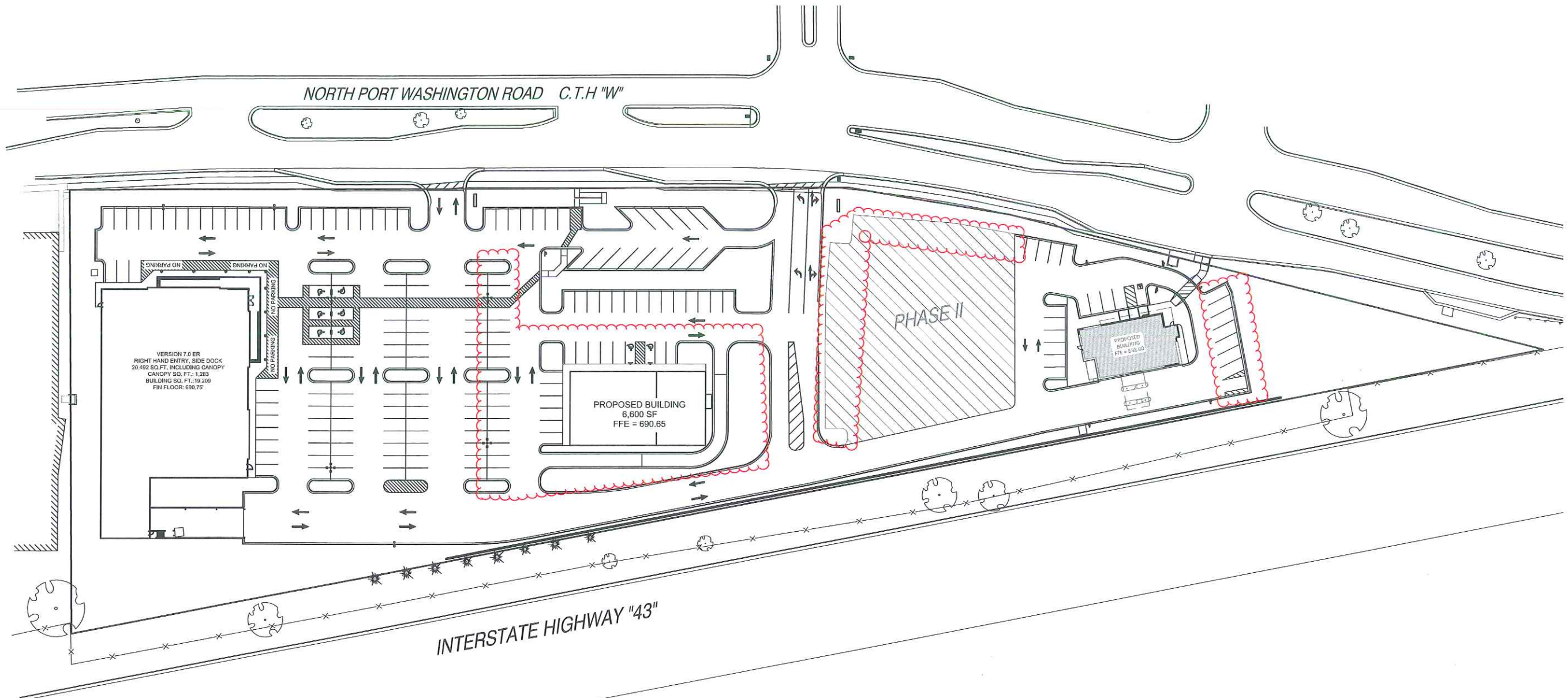
- Photometric Plans (Sheets PHO1.1 – PHO1.3) dated February 14, 2019
- Certified Survey Map showing 4 lot subdivision of Property (2 copies)
- Response Letter from Pinnacle Engineering dated February 8th, 2019, with attachments, based on City of Glendale Engineering comments from 8/3/2018 (1 copy)

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Brian R. Adamson".

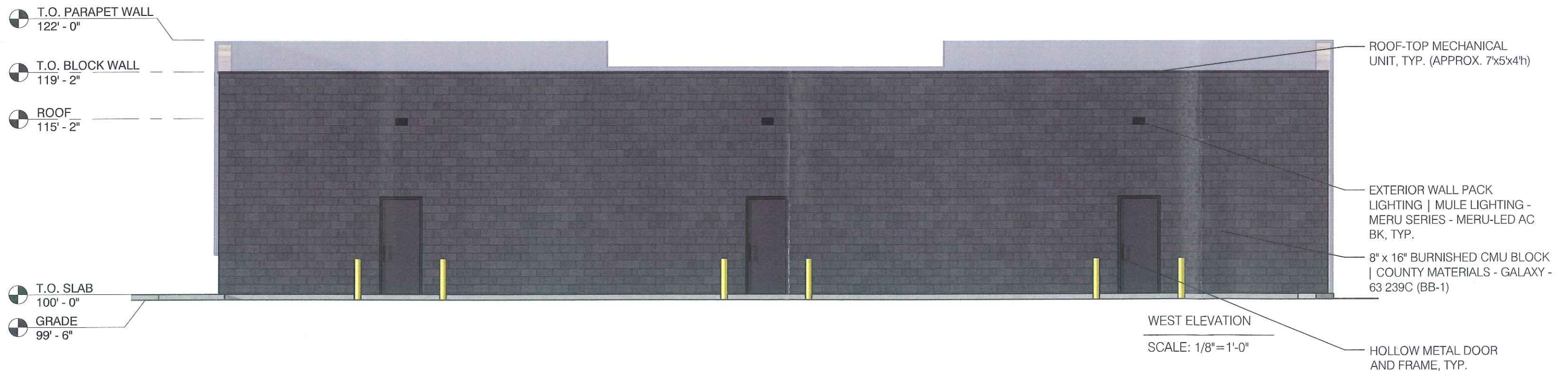
Brian R Adamson
ICAP Development LLC

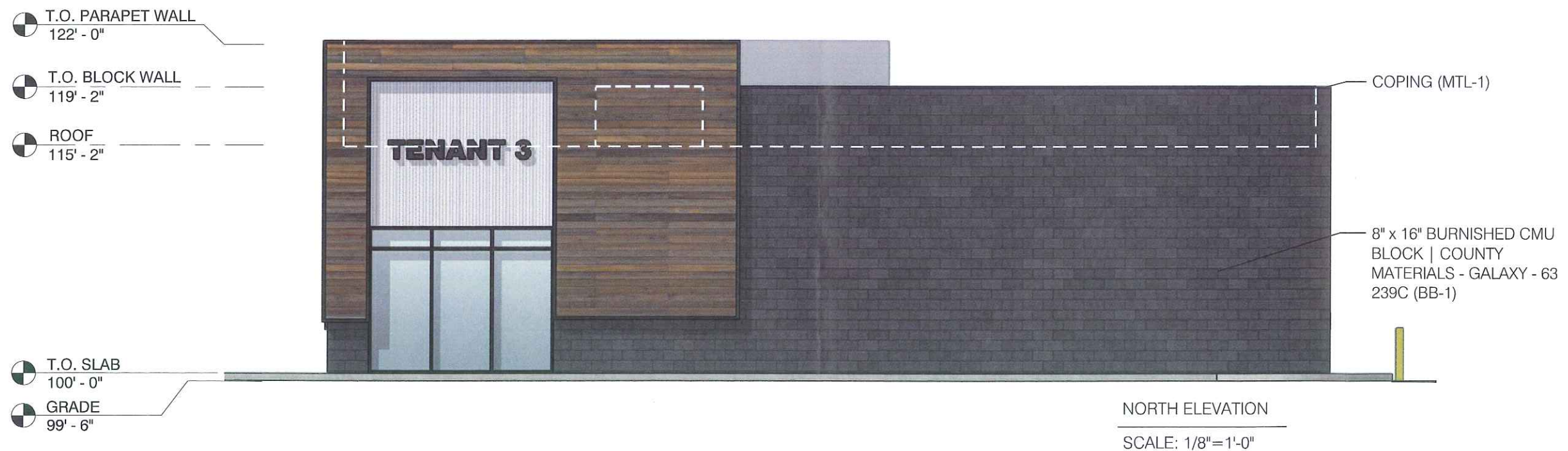
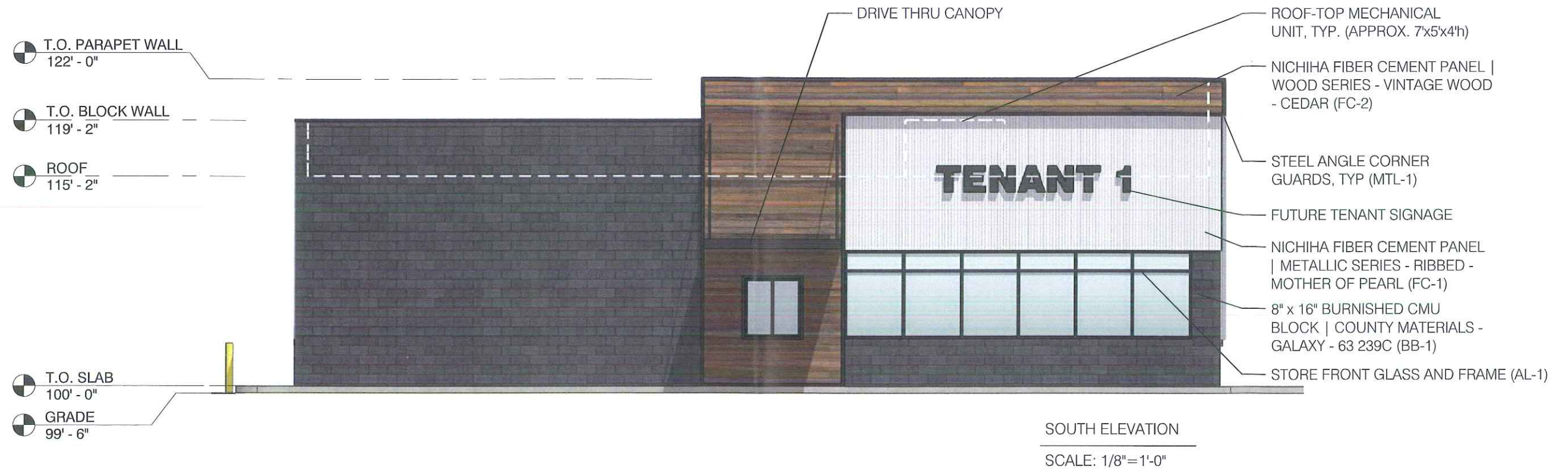
Comparison to originally approved plans



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Project:

NICOLET HIGH
SCHOOL
REDEVELOPMENT
North Port Washington Rd
Glendale, WI 53209

Issuance and Revisions:

Date	Number	Description
07/16/18		Client Review Submittal
07/17/18		Plan Commission Submittal
09/26/18		Revisions Based on Client Comments / Construction Documents
01/30/19		Revisions Based on Site Changes
02/14/19		Revisions Based on Additional Site Changes

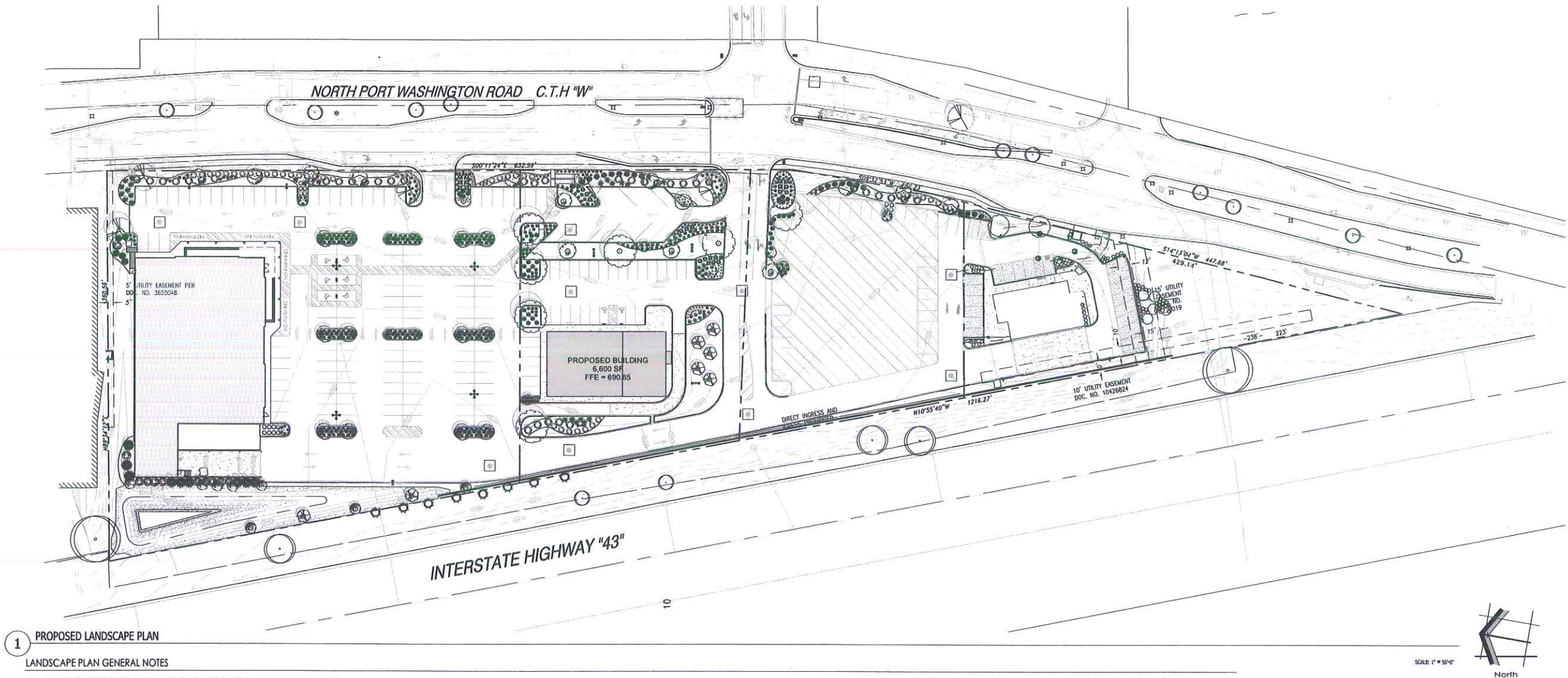
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ARCHITECT.

Sheet Title:

PROPOSED OVERALL
LANDSCAPE PLAN,
AND GENERAL NOTES

Date of Drawing: 02/14/19
Scale: 1" = 30'-0"
Drawn By: MCD
Job Number: L18-068
Sheet Number:

LSP1.1



1 PROPOSED LANDSCAPE PLAN
LANDSCAPE PLAN GENERAL NOTES

** PLANT MATERIAL SHOWN ON LANDSCAPE PLAN IS DEPICTED AT MATURE GROWTH. **

- AT LEAST SEVENTY-TWO HOURS PRIOR TO ANY EXCAVATION, CONTRACTOR SHALL VERIFY UTILITY LOCATIONS AS GIVEN BY THE ELECTRIC, GAS, TELEPHONE, WATER, SEWER, AND CABLE TELEVISION COMPANIES, UTILITIES OR ENTITIES. REVIEW WITH OWNER'S REPRESENTATIVE SITE MECHANICAL, SITE ELECTRICAL AND UGHTINGS, SITE GRADING AND DRAINAGE, SITE IRRIGATION AND ALL OTHER DRAWINGS PERTAINING TO UNDERGROUND UTILITY LOCATIONS. RECORD SET OF INFORMATION OF THE SAME AS IN POSSESSION OF OWNER'S REPRESENTATIVE. ALSO REVIEW OWNER'S "MARK SETS" OF ALL OF THESE DRAWINGS IN POSSESSION OF THE CONTRACTOR OR OWNER. MARK ALL SUCH UTILITIES ON THE SITE PRIOR TO COMMENCING. COORDINATE WITH OWNER BEFORE AND DURING CONSTRUCTION. REPAIR ANY DAMAGE TO ANY SYSTEM THAT IS CAUSED BY LANDSCAPE CONTRACTOR AT NO COST TO OWNER.
- ALL PLANTINGS SPECIFIED FOR THE NICOLET HIGH SCHOOL REDEVELOPMENT (AND ALDI FOOD STORE #42) PROJECT PLANNING TABLES (SHEETS LSP1.2 - LSP1.4) SHALL COMPLY WITH STANDARDS AS DESCRIBED IN AMERICAN STANDARD OF NURSERY STOCK AND 260.1 2014 AND ANSI STANDARDS FOR PLANTING 2012.
- ALL DEMONSTRATIONS FROM THE APPROVED NICOLET HIGH SCHOOL REDEVELOPMENT (AND ALDI FOOD STORE #42) PROJECT PLANS SHALL BE NOTED ON THE RECORD DRAWINGS BY THE CONTRACTOR AND MAY BE EXECUTED ONLY WITH PRIOR APPROVAL FROM THE LANDSCAPE ARCHITECT AND OWNER'S REPRESENTATIVE. VERBAL AGREEMENTS OR REVISIONS WITHOUT A CHANGE ORDER WILL NOT BE RECOGNIZED BY LANDSCAPE ARCHITECT AND OWNER.
- ALL PLANTS MUST BE BID AND SELECTED PER THE SPECIES SPECIFIED ON THE PLANS. THE SIZES OF PLANT MATERIAL LISTED HEREIN IS A MINIMUM ACCEPTABLE SIZE. ADDITIONALLY, IF EXCESSIVE PRUNING REDUCES THE CROWN THE PLANT SHALL BE REPLACED.
- PROTECT PUBLIC FROM CONSTRUCTION WITH BARRIERS AND BARRICADES.
- ALL AREAS THAT WERE DISTURBED DURING CONSTRUCTION AND AREAS NOT COVERED WITH PAVEMENT, BUILDING, PLANTING BEDS, OR TREE PITS ARE TO BE TOPSOILED 3" DEEP (MIN.) AND SHALL BE SODDED/SEEDED WITH SPECIFIED LAWN GRASS. LANDSCAPE CONTRACTOR SHALL INCLUDE COST PER SQUARE YARD FOR ADDITIONAL SEED OPERATIONS AS MAY BE POSSIBLY REQUIRED TO REESTABLISH ADJACENT TURF GRASS AREAS WHICH MAY BECOME DAMAGED DURING THE CONSTRUCTION PROCESS OR TO REPAIR DAMAGE DONE BY OTHERS.
- CONTRACTOR IS RESPONSIBLE FOR FURNISHING ALL MATERIALS, TOOLS, EQUIPMENT, LABOR, AND PLANTS NECESSARY FOR PROPER PLANTING AND INSTALLATION OF ALL LANDSCAPE MATERIAL.
- QUANTITIES ON PLANT MATERIALS LIST ARE FOR CONVENIENCE OF BIDDING ONLY. CONTRACTOR IS RESPONSIBLE FOR ALL PLANTS SHOWN ON LANDSCAPE PLANS AND COVERAGE OF ALL AREAS Delineated. THE PLANS ARE TO SUPERSEDE THE PLANT LIST IN ALL CASES.
- CONTRACTOR IS RESPONSIBLE FOR ALL ESTIMATING AND BIDDING. ALL AREAS, QUANTITIES MATERIALS SHOULD BE FIELD VERIFIED WITH SITE CONDITIONS.
- WHERE DISCREPANCIES OCCUR BETWEEN THE LANDSCAPE PLANS AND/OR ARCHITECTURAL AND/OR THE CIVIL DRAWINGS (AND ANY OTHER SITE DRAWINGS) THE DISCREPANCIES MUST BE BROUGHT TO THE LANDSCAPE ARCHITECT'S ATTENTION FOR COORDINATION AND RESOLUTION.
- ALL EXISTING, NOWHALL BE REMOVED PRIOR TO THE START OF CONSTRUCTION AND DURING THE MAINTENANCE PERIOD.
- GENERAL CONTRACTOR SHALL LEAVE THE SITE FREE OF CONSTRUCTION DEBRIS.
- ALL LAWN AND PLANTING AREAS SHALL SLOPE TO DRAIN A MINIMUM OF 2% UNLESS NOTED OTHERWISE AND REMEDIED WITH OWNER'S REPRESENTATIVE FOR FINAL APPROVAL.
- FINISH GRADES FOR SHRUB AND GROUND COVER AREAS SHALL BE HELD 1" BELOW TOP OF ADJACENT PAVEMENTS AND CURBS, UNLESS NOTED OTHERWISE ON THE PLANS. REFER TO LSP1.5 FOR FURTHER INFORMATION.
- ALL SHRUBS TO BE POCKET PLANTED WITH A 50/50 MIX OF COMPOSTED, ORGANIC MATERIAL AND EXISTING SOIL. INSTALL TOPSOIL INTO ALL BEDS AS NEEDED TO ACHIEVE PROPER GRADE. REMOVE ALL EXCESSIVE GRAVEL, CLAY AND STONES. REFER TO LSP1.5 FOR FURTHER INFORMATION.
- LANDSCAPE / SITE DEMOLITION CONTRACTOR TO VERIFY LOCATIONS OF EXISTING TREES AND SHRUBS BE SALVAGED AND CLEARLY TAG THEM WITH MARKING TAPE AND CONSTRUCTION FENCE.
- PLANT ALL TREES SLIGHTLY HIGHER THAN FINISHED GRADE AT ROOT FLARE. BACK FILL HOLE WITH 2/3 EXISTING TOPSOIL AND ORGANIC SOIL AMENDMENTS SPECIFIED IN NOTE 15. AVOID ANY AIR POCKETS. DISCARD ANY GRAVEL, CLAY OR STONES. REFER TO LSP1.5 FOR FURTHER INFORMATION.
- ALL TREES TO BE REINSTALLED, STAKED AND GUIED ACCORDING TO DETAILS. REFER TO ANSI STANDARDS FOR PLANTING 2012 AND DETAILS ON LSP1.5 FOR FURTHER INFORMATION.
- PROVIDE A 4'-0" - 5'-0" DIAMETER MULCH RING ALL LAWN TREES.
- ALL PERENNIAL, ANNUAL AND GROUND COVER AREAS TO RECEIVE A BLEND OF ORGANIC SOIL AMENDMENTS PRIOR TO PLANTING. FILL THE FOLLOWING MATERIALS INTO EXISTING TOPSOIL TO A DEPTH OF APPROXIMATELY 6". A DEPTH OF 12" IN TREE PITS. PROPORTIONS AND QUANTITIES MAY REQUIRE ADJUSTMENT DEPENDING ON THE CONDITION OF EXISTING SOIL. REFER TO LSP1.5 FOR FURTHER INFORMATION.
PER EVERY 100 SQUARE FEET ADD:
ONE - 2 CUBIC FOOT BALE OF PEAT MOSS, 2 POUNDS OF 5-10-5 GARDEN FERTILIZER, 1/4 CUBIC YARD OF COMPOSTED MANURE OR OTHER COMPOSTED, ORGANIC MATERIAL
- ALL PLANTINGS TO BE WATERED AT THE TIME OF PLANTING, THROUGHOUT CONSTRUCTION AND UPON COMPLETION OF PROJECT AS REQUIRED.
- WHERE SPECIFIED, ALL PLANT BEDS, PITS AND TREE RINGS ARE TO RECEIVE A MINIMUM OF 2"-3" DRESSING OF SHREDDED HARDWOOD OAK BARK MULCH SHAVINGS FREE OF GROWTH, WEEDS, FOREIGN MATTER DETRIMENTAL TO PLANT LIFE OR GERMINATION AND HARMFUL INGREDIENTS. LANDSCAPE CONTRACTOR TO PROVIDE A SAMPLE TO OWNER FOR APPROVAL. CONTRACTOR TO TAKE CARE WITH INSTALLATION NOT TO DAMAGE OR COVER PLANTS. REFER TO LSP1.5 FOR FURTHER INFORMATION.
- PER ALDI SPECIFICATIONS, TWO LAYERS OF WEED BARRIER MADE FROM FIBERGLASS AND ULTRAVIOLET LIGHT RESISTANT MATERIAL SHALL BE PLACED IN ALL PLANTING BEDS UNDERNEATH SHREDDED BARK MULCH. MAKE PROPER OPENINGS FOR ALL PLANT MATERIAL TO ALLOW FOR GROWTH AND PLANT SURVIVABILITY.
- LAWN INSTALLATION: PER ALDI SPECIFICATIONS, CONTRACTOR TO FURNISH AND PREPARE TOPSOIL (4" MIN) AND SEED BED (REMOVE ALL STONES 1" OR LARGER), APPLY STARTER FERTILIZER AND SEED UNIFORMLY. PER ALDI SPECIFICATION REQUIREMENTS:
METHOD OF INSTALLATION BE SEED BY BROADCAST SPREADER METHOD; ALL SEEDING OPERATIONS SHALL BE PERFORMED IN SUCH A MANNER THAT THE SEEDS ARE APPLIED IN THE SPECIFIED QUANTITIES EVENLY DISTRIBUTED THROUGHOUT THE AREA SOWN AND UNIFORMLY TEXTURED LAWN. IN THE DESIGNATED TURF GRASS AREAS, APPLICATION FERTILIZER SHALL BE PLACED AT A MINIMUM OF 80 POUNDS PER ACRE AND SEED AT A MINIMUM OF 200 POUNDS PER ACRE. IT IS HIS/HER RESPONSIBILITY TO ESTABLISH AND GUARANTEE A SMOOTH, UNIFORM, QUALITY TURF.
PROVIDE A 100% BIODEGRADABLE WOOD FIBER EROSION CONTROL BLANKET AND ESTAPLES, A 100% BIODEGRADABLE TURF STAPLE FOR ALL TURF AREAS. SUCH THAT IT PROVIDES TEMPORARY PROTECTION FOR TURF GRASS SEED AND TOPSOIL DURING THE GERMINATION AND ROOT SYSTEM DEVELOPMENT STAGE. SPECIFIED BLANKET: CURLEX CL BLANKET AND ESTAPLE FROM AMERICAN EXCEL OR COMPANY - LOCAL SUPPLIER: BENDER'S (800) 785-3301. A CURLEX EROSION CONTROL MATING AND ESTAPLES SHOULD BE USED IN SWALES AND STEEP GRADES WITH SLOPES GREATER THAN THREE (3) FEET HORIZONTAL TO ONE (1) FOOT VERTICAL RISE AND WHERE APPLICABLE.
- REQUIRED SEED MIXES:
DELUXE 50 GRASS SEED MIX REINDER'S (800) 785-3301
20% KENTUCKY BLUE GRASS
15% NEWPORT KENTUCKY BLUE GRASS
15% SR 2100 Kentucky Bluegrass
25% Creeping Red Fescue
15% Replicator Perennial Ryegrass
10% Replicator 4 Perennial Ryegrass
APPLY AT A RATE OF 200 POUNDS PER ACRE. REFER TO SUPPLIER'S SPECIFICATIONS AND INSTALLATION CUT SHEETS FOR FURTHER INFORMATION.
- DURING THE INITIAL "30 DAY MAINTENANCE PERIOD" THE LANDSCAPE CONTRACTOR IS REQUIRED TO PROVIDE AND ON-GOING PLEASANT VISUAL ENVIRONMENT WHEREAS ANY PLANT WHICH IS NOT RESPONDING TO TRANSPLANTING OR THINNING SHALL IMMEDIATELY BE REPLACED. NEW LAWNS SHALL WATERED AND REPAIRED AND WEEDS MUST CONSTANTLY BE REMOVED. NO EXCEPTIONS WILL BE GRANTED.
- ALL NEWLY PLANTED TREES AND SHRUBS ARE TO RECEIVE AN APPLICATION OF AN ANTI-TRANSPIRANT SPRAY THAT WILL EFFECTIVELY REDUCE THE WATER LOSS OF TRANSPIRATION OF PLANT MATERIAL AND REDUCE THE STRESS OF TRANSPLANTATION. IT IS RECOMMENDED AS PART OF THE ON-GOING MAINTENANCE THAT ANY BROADLEAF EVERGREEN AND CONIFEROUS TREE AND SHRUBS (EXCLUDING ARBORVITAE) RECEIVE AN APPLICATION OF AN ANTI-DESCANT SPRAY TO REDUCE THE LOSS OF MOISTURE DUE TO WINTER DESICCATION.

- MAINTENANCE. THE OWNER SHALL TEND AND MAINTAIN ALL PLANT MATERIALS IN A HEALTHY GROWING CONDITION AS PER THE APPROVED PLAN. PLANTINGS SHALL BE REPLACED WHEN NECESSARY AND KEPT FREE FROM REFUSE & DEBRIS. ALL PLANTING MATERIAL WHICH IS DYING OR DAMAGED BEYOND RECOVERY SHALL BE REPLACED WITHIN 30 (6) MONTHS OR BY THE NEXT PLANTING SEASON, WHICHEVER COMES FIRST.

- MAINTENANCE NOTE:
THE LANDSCAPE CONTRACTOR/GENERAL CONTRACTOR ARE RESPONSIBLE TO MAINTAIN REQUIRED LANDSCAPING IN ACCORDANCE WITH THE MUNICIPALITY'S PROPERTY MAINTENANCE CODE AND AN APPROVED MAINTENANCE PLAN. THE MAINTENANCE MUST INCLUDE, AT A MINIMUM, METHODS FOR PROVIDING THE FOLLOWING:
- NECESSARY IRRIGATION (IF REQUIRED)
 - INTEGRATED PEST MANAGEMENT.
 - PROPER FERTILIZATION
 - TREE CARE AND PRUNING. SHRUB IF CIPPING AND SHAPING AS REQUIRED.
 - REPLACEMENT OF LOST VEGETATION. AND ALL DISEASED, DAMAGED, OR DEAD MATERIAL WILL BE REPLACED BY THE END OF THE FOLLOWING PLANTING SEASON IN PERPETUITY.
 - WEED MANAGEMENT AND BED CARE.

SITE INFORMATION

USDA PLANT HARDINESS ZONE	5b (-15 to -10 Degrees F)
LOT ZONING	S-1 - Special (Institutional) District
LOT AREA	240,333 SQ. FT. (5.98 Acres)
SITE BUILDING AREA (ALDI FOOD STORE)	20,492 SQ. FT.
TOTAL IMPERVIOUS	xxxxx SQ. FT. (xxx Acres)
TOTAL GREENSPACE	xxxxxx SQ. FT. (xxx Acres)
SITE LANDSCAPE PERCENTAGE	xxxx%
TOTAL PARKING STALLS	xxxx STALLS

DESIGN COMPLIANCE: THIS LANDSCAPE PLAN IS ACCURATE AND IN COMPLIANCE WITH THE CITY OF GLENDALE LANDSCAPE REQUIREMENTS SET FORTH IN SECTION 13.1.12 SITE REGULATIONS; 13.1.15 SCREENS AND BUFFERS; 13.1.174 SITE PLAN APPROVAL; SIGN LANDSCAPING PERPENDICULAR TO THE STREET; 13.1.122 EXTERNAL LIGHTING, GLARE AND HEAT

CONTRACTOR NOTE: THE LANDSCAPE CONTRACTOR/GENERAL CONTRACTOR ARE RESPONSIBLE TO INSTALL THE LANDSCAPE AS PER THE APPROVED PLAN. IF ANY CHANGES OR DEMONSTRATIONS ARE MADE FROM THE THIS APPROVED PLAN, THE LANDSCAPE CONTRACTOR / GENERAL CONTRACTOR ARE RESPONSIBLE FOR UPDATING THE PLANS ACCORDINGLY AND SUBMITTING THOSE REVISED PLANS FOR APPROVAL AND "SIGN OFF" WITH THE CITY OF GLENDALE. THE LANDSCAPE CONTRACTOR / GENERAL CONTRACTOR ARE ALSO RESPONSIBLE FOR VERIFYING THAT ANY PLANT MATERIAL SUBSTITUTIONS OR MODIFICATIONS THAT ARE MADE TO THE APPROVED LANDSCAPE DESIGN DOCUMENTS WILL NOT CHANGE OR ALTER ANY OF THE REQUIRED SUPPORTING LANDSCAPE REQUIREMENT CALCULATIONS. UPON COMPLETION OF THE CONSTRUCTION PROJECT AND FILE THAT AFFIDAVIT WITH THE CITY OF GLENDALE

EXISTING CONDITIONS GENERAL NOTES

- INFORMATION PERTAINING TO EXISTING CONDITIONS GIVEN ON THESE LANDSCAPE DRAWINGS REPRESENTS TO THE BEST OF OUR KNOWLEDGE THE ACTUAL EXISTING FIELD CONDITIONS. INSITE LANDSCAPE DESIGN, INC. MAKES NO WARRANTY AS TO THEIR ACCURACY. CONTRACTOR TO FIELD VERIFY EXISTING CONDITIONS IMPERATIVE TO THEIR NEW WORK. REPORT ANY DISCREPANCIES BETWEEN THE DRAWINGS AND FIELD CONDITIONS TO THE LANDSCAPE ARCHITECT FOR REVIEW. ANY WORK PERFORMED PRIOR TO RESOLUTION OF DISCREPANCIES BY THE LANDSCAPE ARCHITECTS SUBJECT TO REMOVAL AND REPLACEMENT AT NO ADDITIONAL COST TO THE CONTRACT.
- THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THIS PLAN ARE APPROXIMATE. THERE MAY BE UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA OF DISTURBANCE THAT ARE NOT SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES.
- VERIFY ALL EXISTING CONDITIONS, DIMENSIONS, AND ALIGNMENT OF WALLS. BRING ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECTS ATTENTION PRIOR TO FABRICATION / CONSTRUCTION BEGINS.
- VERIFY LOCATION OF ACCESS PANELS W/ MECHANICAL AND ELECTRICAL EQUIPMENT FOR ACCESSIBILITY OF MECHANICAL & ELECTRICAL ITEMS.
- INSITE LANDSCAPE DESIGN, INC. ASSUMES NO RESPONSIBILITY FOR DAMAGES, LIABILITY OR COSTS RESULTING FROM CHANGES OR ALTERATIONS MADE TO THIS PLAN WITHOUT THE EXPRESSED WRITTEN CONSENT OF INSITE LANDSCAPE DESIGN, INC.

TO OBTAIN LOCATION OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU BEGIN WORK IN WISCONSIN

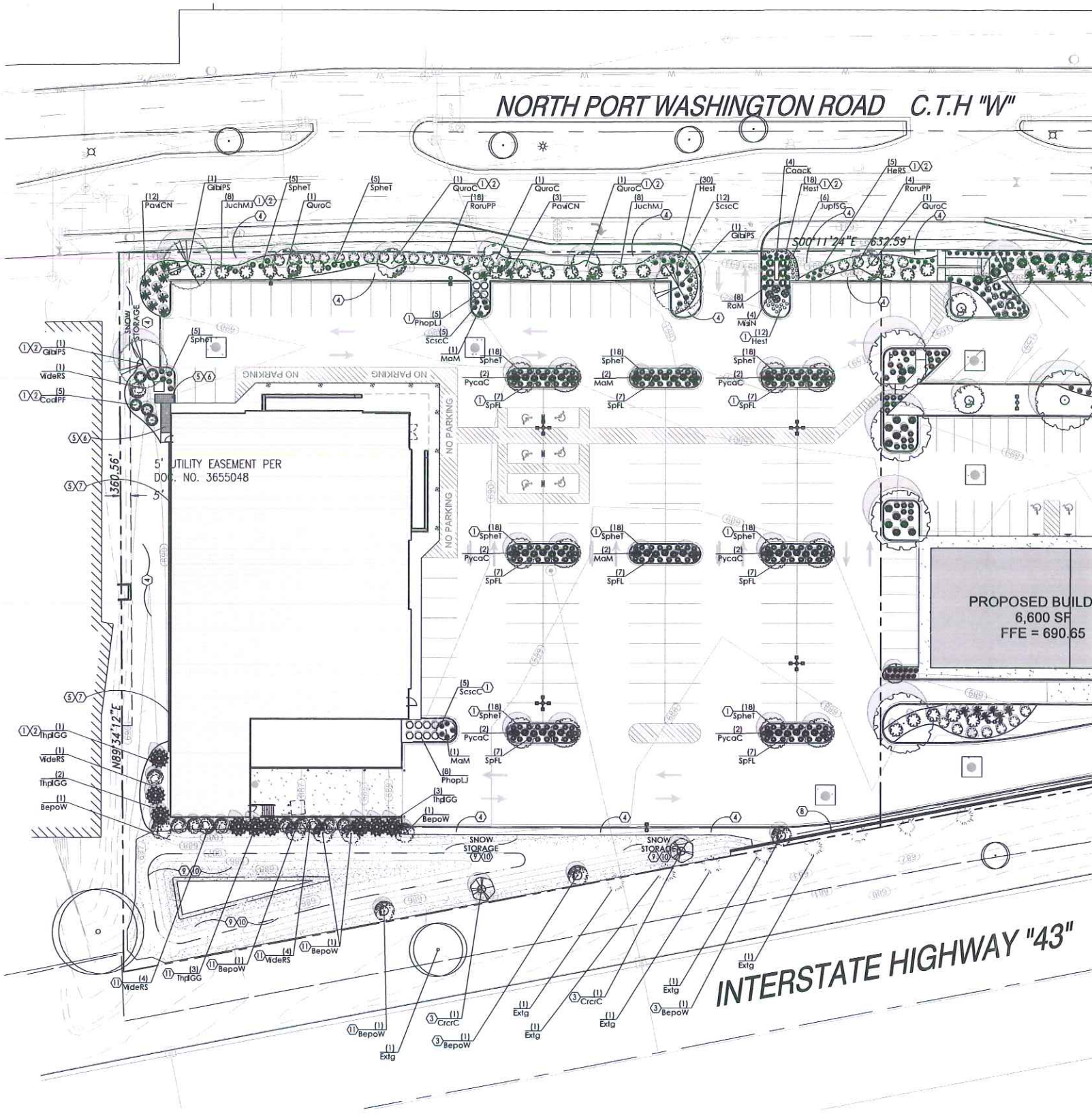
DIGGERS HOT LINE

WISCONSIN STATUTE 18.0175 (1974) REQUIRES A MINIMUM OF 3 DAYS NOTICE BEFORE YOU EXCAVATE (NOT INCLUDING SATURDAY, SUNDAY OR LEGAL HOLIDAYS)

UNDERGROUND SEWER AND UTILITY INFORMATION AS SHOWN IS OBTAINED FROM THE RECORDS OF MUNICIPALITY AND LOCAL UTILITY COMPANIES. THE ACCURACY OF WHICH CAN NOT BE GUARANTEED OR CERTIFIED. TO THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THIS SURVEY ARE APPROXIMATE. THERE MAY BE OTHER UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

TO OBTAIN LOCATION OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU BEGIN WORK, VISITORS CALL THE MILWAUKEE UTILITY ALERT NETWORK (800) 242-8511, (262) 432-7910 (877) 500-9592 www.diggershotline.com OR

811
Know what's below.
Call before you dig.



Proposed Plant Material Table - LSP1.2

Quantity	Code Name	Symbol	Scientific Name	Common Name	Planting Size	Comments
8	BepoW		<i>Betula populifolia</i> 'Whisper'	Whisper Japanese White Birch	8' - 10' - Clump B&B	1
2	CircC		<i>Crataegus crus-galli</i> 'Cruzam'	Cruzam Thornless Cockspur Hawthorn	2'-Cd - B&B	
3	GltPS		<i>Ginkgo biloba</i> 'Pincelon Sentry'	Pincelon Sentry Mordenhai Tree	2 1/2'-Cd - B&B	2
6	MaM		<i>Malus</i> 'Maalee'	Maalee Rowing Crab	2'-Cd - B&B	
12	PycnC		<i>Pyrus calleryana</i> 'Chanticleer'	Chanticleer Pear	2'-Cd - B&B	
5	QuoC		<i>Quercus robur</i> 'Celschmidt'	Climson Spire English Oak	2 1/2'-Cd - B&B	
-	Extg		Existing to Remain	Existing to Remain	Existing	

Quantity	Code Name	Symbol	Scientific Name	Common Name	Planting Size	Comments
9	ThdGG		<i>Thuja plicata</i> 'Green Giant'	Green Giant Arborvitae	6' - B&B	
-	Extg		Existing to Remain	Existing to Remain	Existing	

Quantity	Code Name	Symbol	Scientific Name	Common Name	Planting Size	Comments
5	CodPF		<i>Cornus alba</i> 'Pralie fire'	Pralie fire Dogwood	24" - 30" - B&B	
13	PhopLJ		<i>Physocarpus opulifolius</i> 'Hoogi021'	Little Joker Ninebark	18" - Cont	
8	RoM		<i>Rosa</i> 'Marmiro'	Apical Daff Groundcover Rose	18" - Cont	
22	RorPP		<i>Rosa rugosa</i> 'Purple Pavement'	Purple Pavement Rose	18" - Cont	
56	SpFL		<i>Spiraea</i> x 'Fire Light'	Fire Light Spiraea	18" - Cont	
11	ViderS		<i>Viburnum dentatum</i> 'Ralph Senior'	Autumn Jazz Viburnum	3' - B&B	

Quantity	Code Name	Symbol	Scientific Name	Common Name	Planting Size	Comments
15	JuchMJ		<i>Juniperus chinensis</i> 'Mini Julep'	Mini Julep Juniper	18" - 24" - B&B	
6	JupISG		<i>Juniperus</i> x <i>piceana</i> 'MonSari'	Sea of Gold Juniper	16" - 24" - B&B	

Quantity	Code Name	Symbol	Scientific Name	Common Name	Planting Size	Comments
4	CoacK		<i>Calamagrostis canadensis</i> 'Kodi Forester'	Kodi Forester Feather Reed Grass	1'-Gd - Cont	
4	MaiN		<i>Miscanthus sinensis</i> 'Nippon'	Nippon Maiden Grass	1'-Gd - Cont	
12	PowCN		<i>Panicum virgatum</i> 'Cloud Nine'	Cloud Nine Tall Switch Grass	1'-Gd - Cont	
22	ScscC		<i>Schizachyrium scoparium</i> 'Carousel'	Carousel Little Blue Stem	1'-Gd - Cont	
159	SpheT		<i>Sporobolus heterodactylus</i> 'Tara'	Tara Prairie Dropseed	1'-Gd - Cont	

Quantity	Code Name	Symbol	Scientific Name	Common Name	Planting Size	Comments
5	HerS		<i>Hemerocallis</i> x 'Ruby Spider'	Ruby Spider Daylily	4 1/2" pot	
60	HesT		<i>Hemerocallis</i> x <i>Stella D' Oro</i>	Stella D' Oro Daylily	4 1/2" pot	

Quantity	Symbol	Description
~12,000 sqft		Acting as a natural buffer, the plants in this seed mix capture stormwater runoff. They are well-adapted to the fluctuating water levels and poor water quality commonly associated with stormwater retention areas and detention basins. Wildflowers: Mud Flat, Marsh (Red) Milkweed, New England Aster, Wild Senna, Spotted Joe Pye Weed, Boneset, Sawtooth Sunflower, Marsh Black Star, Monkey Flower, Wild Bergamot, Wild Quinine, Ditch Stonecrop, Mountain Mint, Black-Eyed Susan, Sweet Black-Eyed Susan, Cup Plant, Riddle's Goldenrod, Blue Vervain, Ironweed, Grasses, Sedges & Rushes: Common Bunchgrass, Common Hop Sedge, Brown Fox Sedge, Virginia Wild Rye, Fowl Manna Grass, Dudley's Rush, Rice Cut Grass, Switchgrass, Fowl Bluegrass, Dark-Green Bulrush, Wood Grass, Great Bulrush, Prairie Cordgrass

- Comments
- Mult-Stem (3) Specimen Clump
 - Mide Only
- REFER TO GENERAL NOTES AND SPECIFICATIONS FOR FURTHER INFORMATION.
- EARTHEN BED EDGE (SHOVEL POINT) LANDSCAPE EDGE. TYPICAL ALL PLANT MATERIAL AREAS. DRESS WITH 2"-3" OF SHREDDED HARDWOOD BARK MULCH. REFER TO GENERAL NOTES AND SPECIFICATIONS FOR FURTHER INFORMATION.
 - MULCHED 4'-0" DIA. TREE RING BED AREA w/ MULLED FINISHED ALUMINUM LANDSCAPE EDGE. DRESS WITH 2"-3" OF SHREDDED HARDWOOD BARK MULCH. REFER TO LSP1.5, GENERAL NOTES AND SPECIFICATIONS FOR FURTHER INFORMATION.
 - SEEDED AREAS OF TURF GRASS. REPAIR ANY AND ALL TURF DAMAGE FROM THE CONSTRUCTION PROCESS. IT IS VERY IMPORTANT TO FOLLOW THE MANUFACTURER'S INSTALLATION INSTRUCTIONS REGARDING THE TURF GRASS FOR PROPER GERMINATION AND SURVIVABILITY OF THE SEED MIX. ALSO REFER TO GENERAL NOTES FOR PREPARATION OF TOP SOIL AND SEED INSTALLATION. REFER TO GRADING PLAN FOR FURTHER INFORMATION. ALSO REFER TO GENERAL NOTES AND SPECIFICATIONS FOR FURTHER INFORMATION.
 - ALUMINUM LANDSCAPE EDGE TO SEPARATE AGGREGATE FROM BARK MULCH AND/OR TURF GRASS. REFER TO LSP1.5, GENERAL NOTES AND SPECIFICATIONS FOR FURTHER INFORMATION.
 - 10'-3" DEEP MAINTENANCE AREA w/ 3/4" AUTUMN SMOKE CHIPS AGGREGATE STONE CHIP MULCH FOR LINED w/ WEED BARRIER. REFER TO LSP1.5 FOR FURTHER INFORMATION.
 - 0'-3" DEEP BY 1'-0" WIDE MAINTENANCE STRIP w/ 3/4" AUTUMN SMOKE CHIPS AGGREGATE STONE CHIP MULCH (FROM LEMKE STONE, 262-502-1579 www.lemkestone.com) LINED WITH WEED BARRIER AND ALUMINUM EDGING. REFER TO LSP1.5 FOR FURTHER INFORMATION.
 - NEW INTERLOCKING SEGMENTED ROCKWOOD 8" CLASSIC CHISELED FACE RETAINING WALL AND CAP IN BLUESTONE COLOR w/ PERFORATED DRAIN TILE. GEOSYNTHETIC REINFORCEMENT FROM ROCHESTER CONCRETE PRODUCTS. ROCHESTER CONCRETE PRODUCTS CONTACT INFORMATION: CHAD PETERSON (262) 758-2354 CHAD.PETERSON@ROCHESTERCP.COM. REFER TO MANUFACTURER'S INSTALLATION INFORMATION. DETAIL 2/LSP1.3, CIVIL ENGINEERING, RETAINING WALL DESIGN ENGINEERING FOR FURTHER INFORMATION.
 - AREA FOR BIO-RETENTION BASIN TO BE SEED WITH STORMWATER/BIORETENTION SEED MIX FROM AGRECOLD. Telephone: 608.223.3571 Email: ecosolutions@agrecold.com IT IS VERY IMPORTANT TO FOLLOW THE MANUFACTURER'S INSTALLATION INSTRUCTIONS REGARDING THE SEED MIX FOR PROPER GERMINATION AND SURVIVABILITY. SEED MIX IT TO BE INSTALLED AT A RATE OF 6.00 PLS LBS/acre. (APPROXIMATELY 12,000 SQ. FT.). ALSO REFER TO GENERAL NOTES FOR PREPARATION OF TOP SOIL AND SEED INSTALLATION. REFER TO GRADING PLAN FOR FURTHER INFORMATION REGARDING INSTALLATION.
 - BIORET - 5150BN - SHORT-TERM BIODEGRADABLE DOUBLE-NET STRAW BLANKET (0.23 INCHES) INSTALLED AT BIO RETENTION BASIN ABOVE STORMWATER/BIORETENTION SEED MIX AND BELOW ANY PROPOSED RIPRAP - INSTALL WITH 4 INCH BIODEGRADABLE NORTH AMERICAN GREEN BASTAKE.
 - ALL PLANT MATERIAL WITHIN THE STORMWATER/BIORETENTION SEED MIX AREAS ARE TO BE INSTALLED WITH A 4'-0" DIAMETER RING. A LESSER/TEMPORARY MULCH RING IS INTENDED FOR THESE PLANTS FOR THEIR INITIAL FIRST SEASON'S ROOT ESTABLISHMENT. AFTER THE FIRST GROWING SEASON IT IS EXPECTED THAT THE TREE / LARGE SHRUB WOULD BE ESTABLISHED AND WOULD NO LONGER REQUIRE A MULCH RING AND THE STORMWATER/BIORETENTION SEED MIX WILL ESTABLISH ITSELF AND COVER THE TREE RING / ROOT BALL ALONG WITH THE REST OF THE BASIN AREA. REFER TO LSP1.5, GENERAL NOTES AND SPECIFICATIONS FOR FURTHER INFORMATION.

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Project:
**NICOLET HIGH SCHOOL
REDEVELOPMENT**
North Port Wahington Rd
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Sheet Title:
PROPOSED PARTIAL
LANDSCAPE PLAN FOR
-ALDI FOOD STORE #XX
AND PLANT MATERIAL TABLE

Date of Drawing:	02/14/19
Scale:	1" = 30'-0"
Drawn By:	MCD
Job Number:	L18-068
Sheet Number:	

LSP1.2

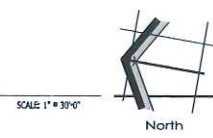
1 PROPOSED PARTIAL LANDSCAPE PLAN - ALDI FOOD STORE #XX

TO OBTAIN LOCATION OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN AS SHOWN ON THE RECORDS OF MUNICIPALITY AND LOCAL UTILITY COMPANIES. THE ACCURACY OF WHICH CAN NOT BE GUARANTEED OR CERTIFIED TO. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THIS SURVEY ARE APPROXIMATE. THERE MAY BE OTHER UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

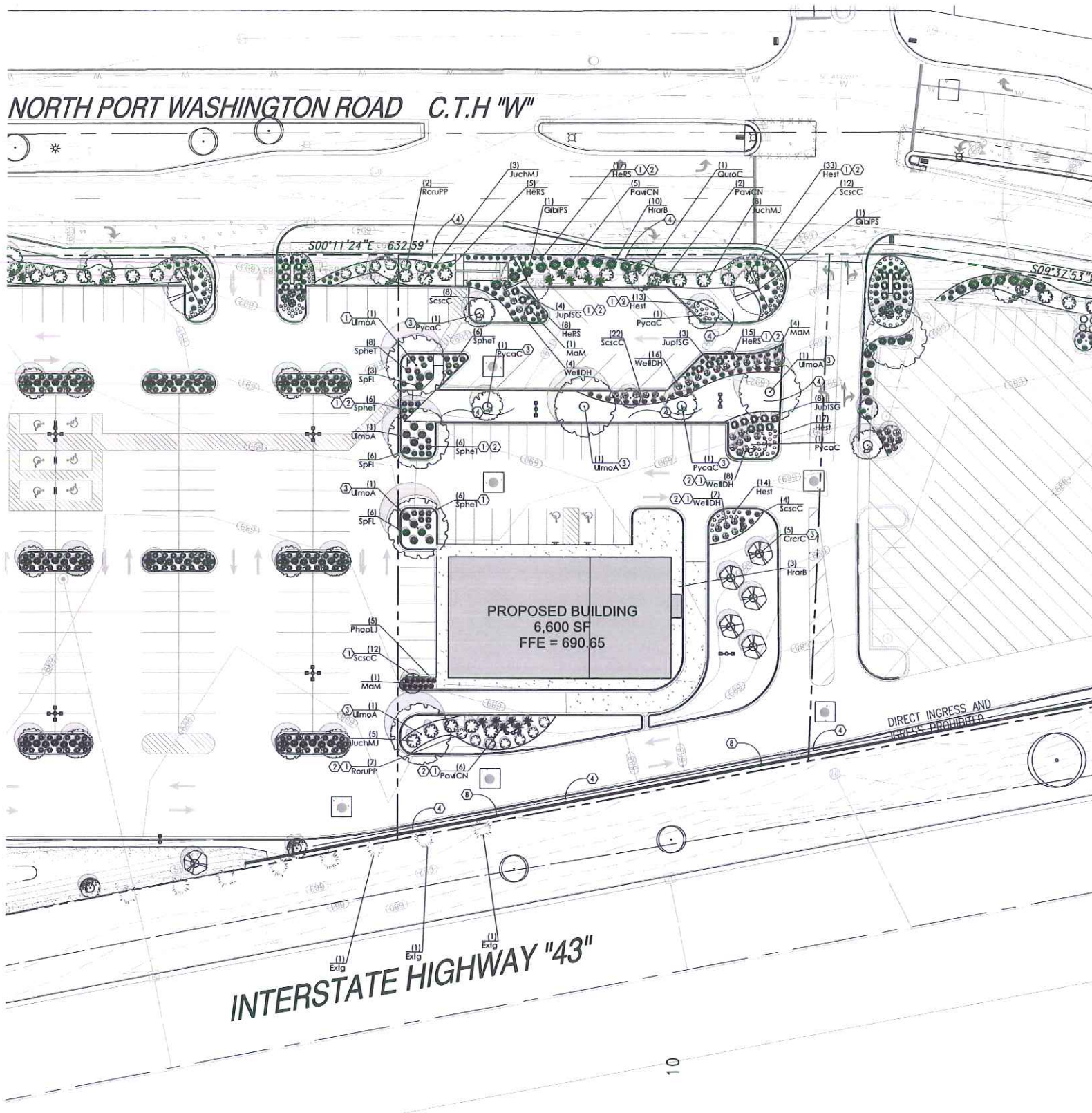
DIGGERS HOT LINE
WISCONSIN STATUTE 182.075 (1974) REQUIRES A MINIMUM OF 3 DAYS NOTICE BEFORE YOU EXCAVATE. (NOT INCLUDING SATURDAY, SUNDAY OR LEGAL HOLIDAYS)

TO OBTAIN LOCATION OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN CALL THE MILWAUKEE UTILITY ALERT NETWORK (800) 242-8511, (262) 432-7910 (877) 500-9592
www.diggershotline.com

811
Know what's below.
Call before you dig.



L18-068 - NICOLET HIGH SCHOOL REDEVELOPMENT - 02/14/2019



1 PROPOSED PARTIAL LANDSCAPE PLAN

TO OBTAIN LOCATION OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN AS SHOWN ON THE RECORDS OF MUNICIPALITY AND LOCAL UTILITY COMPANIES. THE ACCURACY OF WHICH CAN NOT BE GUARANTEED OR CERTIFIED TO. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THIS SURVEY ARE APPROXIMATE. THERE MAY BE OTHER UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

DIGGERS HOT LINE

WISCONSIN STATUTE 182.0175 (1974) REQUIRES A MINIMUM OF 3 DAYS NOTICE BEFORE YOU EXCAVATE. (NOT INCLUDING SATURDAY, SUNDAY OR LEGAL HOLIDAYS)

TO OBTAIN LOCATION OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN CALL THE MILWAUKEE UTILITY ALERT NETWORK (800) 242-8511, (262) 432-7910 (877) 500-7592 www.diggershotline.com

811

Know what's below. Call before you dig.

Proposed Plant Material Table - LSP1.3

Quantity	Code Name	Symbol	Scientific Name	Common Name	Planting Size	Comments
5	CrcrC		<i>Crataegus crus-galli</i> 'Inermis' 'Cruzam'	Cruzam Thornless Cockspur Hawthorn	2'-Cd - B&B	
2	GibPS		<i>Ginkgo biloba</i> 'Princeton Sentry'	Princeton Sentry Maidenhair Tree	2 1/2'-Cd - B&B	2
6	MoM		<i>Molus</i> 'Mailee'	Mailee Flowering Crab	2'-Cd - B&B	
5	PycoC		<i>Pyrus calleryana</i> 'Chanticleer'	Chanticleer Pear	2'-Cd - B&B	
1	QuroC		<i>Quercus robur</i> 'Carmichaeli'	Carmichaeli English Oak	2 1/2'-Cd - B&B	
6	UmoA		<i>Ulmus</i> 'Marion' 'Accolade'	Accolade Elm	2 1/2'-Cd - B&B	
-	Extg		Existing to Remain	Existing to Remain	Existing	

Quantity	Code Name	Symbol	Scientific Name	Common Name	Planting Size	Comments
-	Extg		Existing to Remain	Existing to Remain	Existing	

Quantity	Code Name	Symbol	Scientific Name	Common Name	Planting Size	Comments
13	HarB		<i>Hydrangea arborescens</i> NCHA4	Incrediball Bush Smooth Hydrangea	18" - 24" - Cont	
5	PhopLJ		<i>Physocarpus opulifolius</i> 'Hoagii021'	Little Joker Ninebark	18" - Cont	
9	RouPP		<i>Rosa rugosa</i> 'Purple Pavement'	Purple Pavement Rose	18" - Cont	
35	WeBDH		<i>Weigela florida</i> 'Dark Horse'	Dark Horse Weigela	18" - Cont	

Quantity	Code Name	Symbol	Scientific Name	Common Name	Planting Size	Comments
16	JupISG		<i>Juniperus chinensis</i> 'Mini Julep'	Mini Julep Juniper	18" - 24" - B&B	
15	JupISG		<i>Juniperus x pizeana</i> 'Manzan'	Sea of Gold Juniper	18" - 24" - B&B	

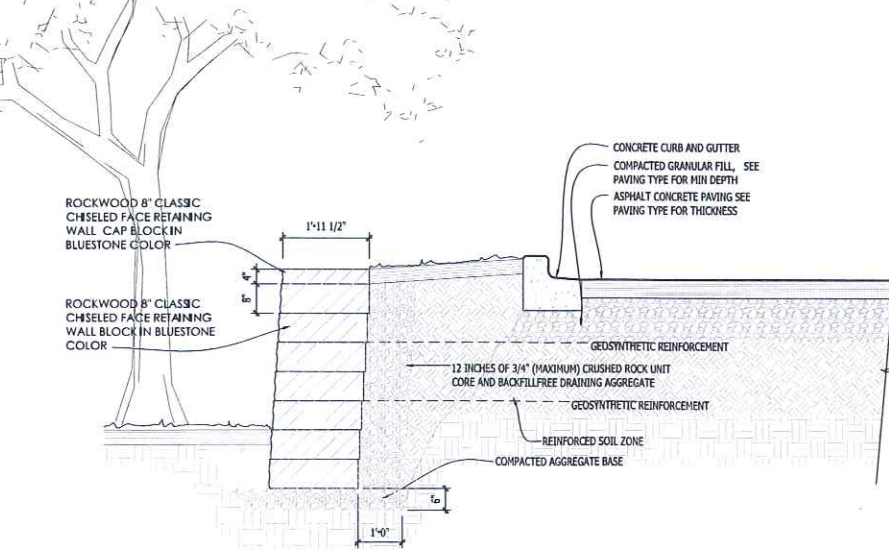
Quantity	Code Name	Symbol	Scientific Name	Common Name	Planting Size	Comments
13	PowCN		<i>Panicum virgatum</i> 'Cloud Nine'	Cloud Nine Tall Switch Grass	1'-Gd - Cont	
58	ScscC		<i>Schizachyrium scoparium</i> 'Carousel'	Carousel Little Blue Stem	1'-Gd - Cont	
32	SpheT		<i>Sporobolus heterodactylus</i> 'Tara'	Tara Prairie Dropseed	1'-Gd - Cont	

Quantity	Code Name	Symbol	Scientific Name	Common Name	Planting Size	Comments
45	HerS		<i>Hemerocallis x</i> 'Ruby Spider'	Ruby Spider Daylily	4 1/2' pot	
78	Hest		<i>Hemerocallis x Stella D' Oro</i>	Stella D' Oro Daylily	4 1/2' pot	

- Comments
- Mulch Stem (3) Specimen Clump
 - Made Only

CODED NOTES

- LANDSCAPE / SITE DEMOLITION CONTRACTOR TO VERIFY LOCATIONS OF EXISTING TREES TO BE SALVAGED AND CLEARLY TAG THEM WITH MARKING TAPE AND CONSTRUCTION FENCE.
- LANDSCAPE/INSTALLATION CONTRACTOR TO COORDINATE INSTALLATION OF NEW PLANT MATERIAL AND THE COORDINATION WITH EXISTING TREES TO BE SALVAGED.
- MULCH BED AREA. DRESS WITH 2"-3" OF SHREDDED HARDWOOD BARK MULCH. TAKE CARE WITH INSTALLATION NOT TO DAMAGE OR COVER PLANTS. REFER TO GENERAL NOTES AND SPECIFICATIONS FOR FURTHER INFORMATION.
 - EARTHEN BED EDGE (SHOVEL POINT) LANDSCAPE EDGE. TYPICAL ALL PLANT MATERIAL AREAS. DRESS WITH 2"-3" OF SHREDDED HARDWOOD BARK MULCH. REFER TO GENERAL NOTES AND SPECIFICATIONS FOR FURTHER INFORMATION.
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 - 10'-3" DEEP MAINTENANCE AREA w/ 3/4" AUTUMN SMOKE CHIPS AGGREGATE STONE CHIP MULCH FOR UNED w/ WEED BARRIER. REFER TO LSP1.5 FOR FURTHER INFORMATION.
 - 0'-3" DEEP BY 1'-0" WIDE MAINTENANCE STRIP w/ 3/4" AUTUMN SMOKE CHIPS AGGREGATE STONE CHIP MULCH (FROM LEMKE STONE, 262-502-1579 www.lemkestone.com) UNED WITH WEED BARRIER AND ALUMINUM EDGING. REFER TO LSP1.5 FOR FURTHER INFORMATION.
 - NEW INTERLOCKING SEGMENTED ROCKWOOD-8" CLASSIC CHASELED FACE RETAINING WALL AND CAP IN BLUESTONE COLOR w/ PERFORATED DRAIN TILE, GEOSYNTHETIC REINFORCEMENT FROM ROCHESTER CONCRETE PRODUCTS. ROCHESTER CONCRETE PRODUCTS CONTACT INFORMATION: CHAD PETERSON (262) 758-2354 CHAD.PETERSON@ROCHESTERCP.COM. REFER TO MANUFACTURER'S INSTALLATION INFORMATION. DETAIL 2/LSP1.3, CIVIL ENGINEERING, RETAINING WALL DESIGN ENGINEERING FOR FURTHER INFORMATION.
 - AREA FOR BIO-RETENTION BASIN TO BE SEED WITH STORMWATER/BIOFILTRATION SEED MIX FROM AGRECOLD. Telephone: 608.223.3571 Email: ecord@agrecold.com IT IS VERY IMPORTANT TO FOLLOW THE MANUFACTURER'S INSTALLATION INSTRUCTIONS REGARDING THE SEED MIX FOR PROPER GERMINATION AND SURVIVABILITY. SEED MIX IT TO BE INSTALLED AT A RATE OF 600 PLS LBS/acre. (APPROXIMATELY 12,000 SQ. FT.) ALSO REFER TO GENERAL NOTES FOR PREPARATION OF TOP SOIL AND SEED INSTALLATION. REFER TO GRADING PLAN FOR FURTHER INFORMATION REGARDING INSTALLATION.
 - BIONE - 15' LONG - SHORT TERM BIODEGRADABLE DOUBLE-NEST STRAW BLANKET (10-20 INCHES) INSTALLED AT BIO RETENTION BASIN ABOVE STORMWATER/BIOFILTRATION SEED MIX AND BELOW ANY PROPOSED REPAIR - INSTALL WITH 4 INCH BIODEGRADABLE NORTH AMERICAN GREEN BASTAKE.
 - ALL PLANT MATERIAL WITHIN THE STORMWATER/BIOFILTRATION SEED MIX AREAS ARE TO BE INSTALLED WITH A 4'-0" DIAMETER RING. A LESSER/TEMPORARY MULCH RING IS INTENDED FOR FOR THESE PLANTS FOR THE INITIAL FIRST SEASON'S ROOT ESTABLISHMENT. AFTER THE FIRST GROWING SEASON IT IS EXPECTED THAT THE TREE / LARGE SHRUB WOULD BE ESTABLISHED AND WOULD NO LONGER REQUIRE A MULCH RING AND THE STORMWATER/BIOFILTRATION SEED MIX WILL ESTABLISH ITSELF AND COVER THE TREE RING / ROOT BALL ALONG WITH THE REST OF THE BASIN AREA. REFER TO LSP1.5, GENERAL NOTES AND SPECIFICATIONS FOR FURTHER INFORMATION.



2 INTERLOCKING PAVER RETAINING WALL SECTION

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& Master Planning Design Services

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mdavis@insitedesigninc.com

Project:

NICOLET HIGH SCHOOL REDEVELOPMENT

North Port Washington Rd
Glendale, WI 53209

Issuance and Revisions:		
Date	Number	Description
07/16/18		Client Review Submittal
07/17/18		Plan Commission Submittal
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Sheet Title:

PROPOSED PARTIAL LANDSCAPE PLAN, AND PLANT MATERIAL TABLE

Date of Drawing: 02/14/19

Scale: 1" = 30'-0"

Drawn By: MCD

Job Number: L18-068

Sheet Number:

LSP1.3

Project:

**NICOLET HIGH SCHOOL
REDEVELOPMENT**
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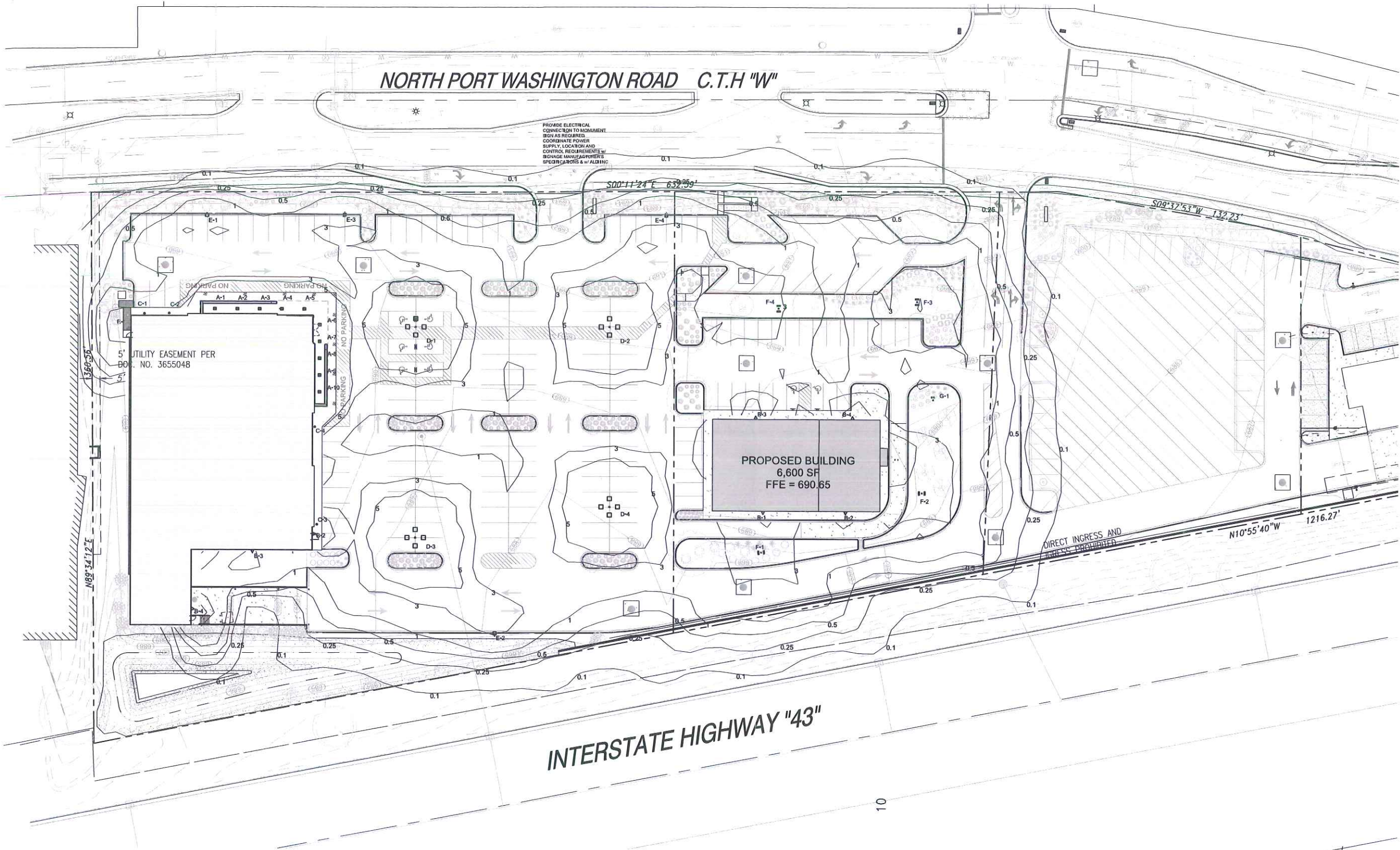
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Sheet Title:

PROPOSED PHOTOMETRIC LIGHT
LEVEL CALCULATIONS PLAN,
GENERAL NOTES,
AND LIGHT FIXTURE TABLE

Date of Drawing: 02/14/19
Scale: 1" = 20'-0"
Drawn By: MCD
Job Number: L18-068
Sheet Number:

PHO 1.1



1 PROPOSED OVERALL PHOTOMETRIC LIGHT LEVELS CALCULATIONS PLAN

EXISTING CONDITIONS GENERAL NOTES:

1. INFORMATION PERTAINING TO EXISTING CONDITIONS GIVEN ON THESE ARCHITECTURAL DRAWINGS REPRESENTS TO THE BEST OF OUR KNOWLEDGE THE ACTUAL EXISTING FIELD CONDITIONS. INSITE LANDSCAPE DESIGN, INC. MAKES NO WARRANTY AS TO THEIR ACCURACY. CONTRACTOR TO FIELD VERIFY EXISTING CONDITIONS IMPERATIVE TO THEIR NEW WORK. REPORT ANY DISCREPANCIES BETWEEN THE DRAWINGS AND FIELD CONDITIONS TO THE LANDSCAPE ARCHITECT FOR REVIEW. ANY WORK PERFORMED PRIOR TO RESOLUTION OF DISCREPANCIES BY THE LANDSCAPE ARCHITECT IS SUBJECT TO REMOVAL AND REPLACEMENT AT NO ADDITIONAL COST TO THE CONTRACT.
2. VERIFY ALL EXISTING CONDITIONS, DIMENSIONS, AND ALIGNMENT OF WALLS. BRING ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECT'S ATTENTION PRIOR TO FABRICATION / CONSTRUCTION BEGINS.
3. VERIFY LOCATION OF ALL EXISTING UNDERGROUND UTILITIES (E.G. WATER, SEWER, TELECOMMUNICATION AND ACCESS PANELS) WITH MECHANICAL AND ELECTRICAL EQUIPMENT FOR ACCESSIBILITY OF MECHANICAL & ELECTRICAL ITEMS.

PHOTOMETRIC GENERAL NOTES:

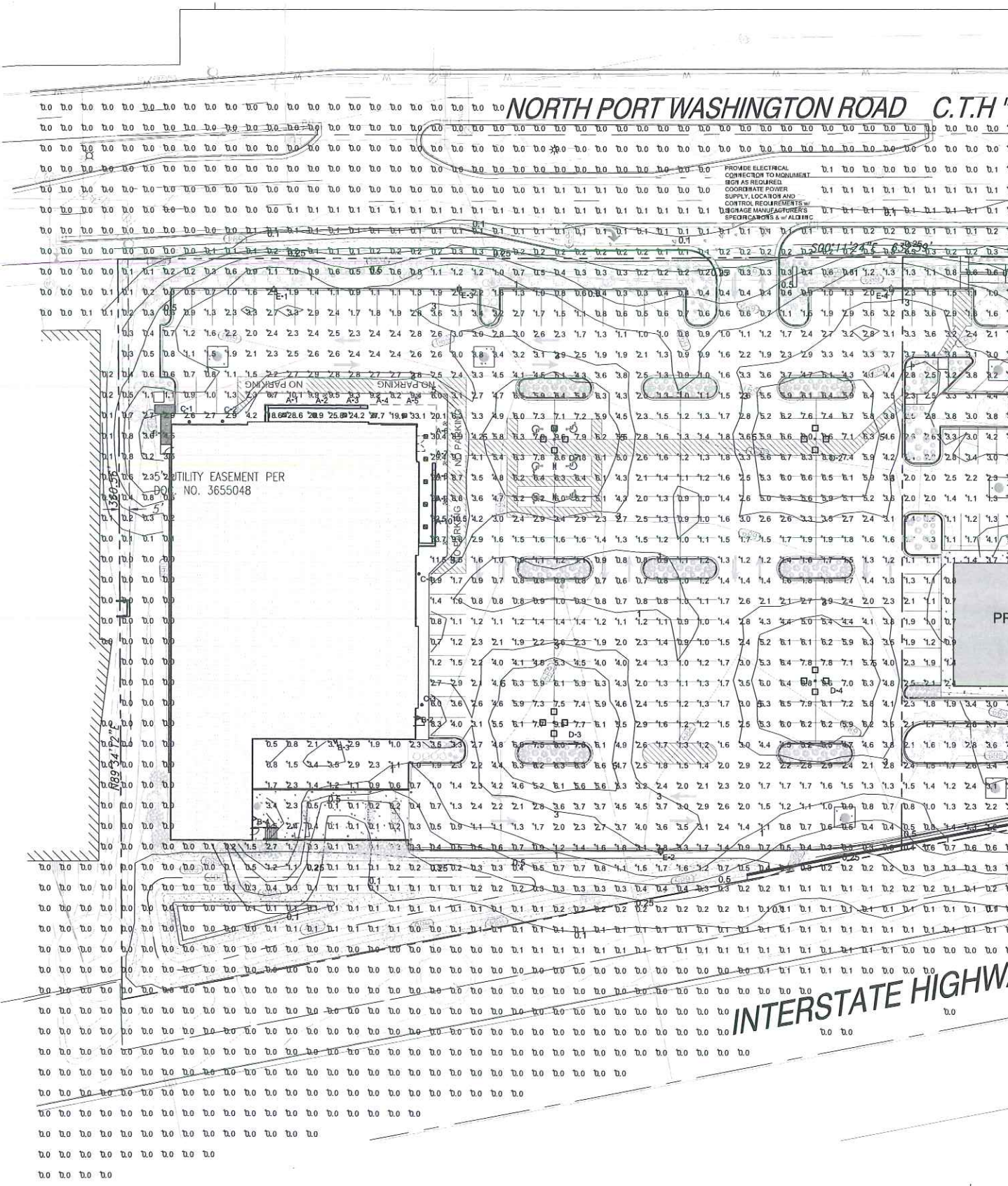
1. BASED ON THE INFORMATION PROVIDED, ALL DIMENSIONS AND LUMINAIRE LOCATIONS SHOWN REPRESENT RECOMMENDED POLE PLACEMENTS AND LUMINAIRE ORIENTATION. THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF THE LAYOUT TO RELEVANT FIELD CONDITIONS.
2. THE DERIVED ILLUMINATION RESULTS ARE BASED UPON ILLUMINATION MEASUREMENTS AS CALCULATED BY AN INDEPENDENT LABORATORY. LUMINAIRE CHARACTERISTICAL DATA WAS MEASURED UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH APPROVED ILLUMINATION ENGINEERING SOCIETY METHODS. ACTUAL ON-SITE PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRES MAY VARY FROM LABORATORY TEST RESULTS DUE TO VARIATIONS IN: ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS.
3. IF EXISTING LUMINAIRES ARE INCLUDED IN THIS REPORT, THEIR ILLUMINATION CHARACTERISTICS ARE BASED UPON A COMBINATION OF CUSTOMER'S PROVIDED SPECIFICATIONS & OUR BEST ESTIMATIONS.

TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN
DIGGERS HOT LINE
WISCONSIN STATUTE 182.0175 (1974) REQUIRES A MINIMUM OF 3 DAYS NOTICE BEFORE YOU EXCAVATE. (NOT INCLUDING SATURDAY, SUNDAY OR LEGAL HOLIDAYS)

UNDERGROUND SEWER AND UTILITY INFORMATION AS SHOWN IS OBTAINED FROM THE RECORDS OF MUNICIPALITY AND LOCAL UTILITY COMPANIES. THE ACCURACY OF WHICH CAN NOT BE GUARANTEED OR CERTIFIED TO. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THIS SURVEY ARE APPROXIMATE. THERE MAY BE OTHER UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

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Know what's below.
Call before you dig.



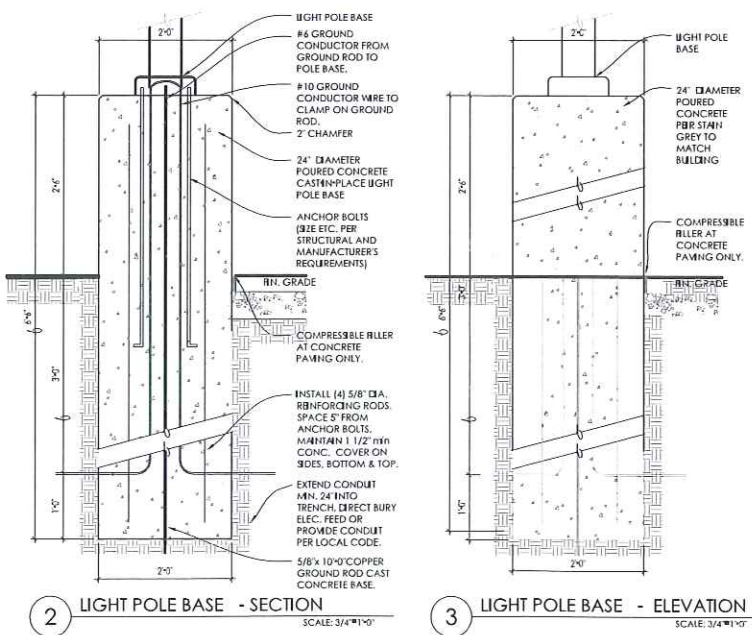
1 PROPOSED PHOTOMETRIC LIGHT LEVELS CALCULATIONS PLAN - ALDI FOOD STORE #42

SCALE: 1" = 30'-0"



LUMINAIRE SCHEDULE									
Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
☐	A	10	CPY250-A-DM-F -C-UL-C-S	Cree CPY250 Canopy / Soft Luminaire w/ Flat Lens, 122W, 5700K Platinum Silver Factory Finish, Provide Canopy Mounting Plate	72 type XTE AWT LEDs on white square PCB, 5700K color temperature.	CPY250-A-xx- F-A-UL-xx- 57K_RESTL- 2013-0002Jes	Absolde	1.00	434
△	B	4	XSPW-A-0-3-M -C-UL-C-S	Cree XSPW Series Wallpack Luminaire, Type III Medium, 5700K, C Input Power Designator, Platinum Silver Factory Finish, U.L. Listed for Wet Locations	4 type MDA LEDs	XSPW-A-3FC- U_RESTL-2014- -0018JES	Absolde	1.00	427
⊙	C	4	PROGRESS: P5642-82/30K P8798-31	CONFIGURED FROM PROGRESS: P5642-3030K9 6" Dia up/down wall mount LED cylinder with LEDs moved closer to opening. Platinum Silver Factory Finish with top cover lens cover	CONFIGURED FROM 40-Mda LEDs 3000K	P5642- 3030K_160002 JIES	Absolde	1.00	53
☐	D	4	OSQ A NM 4ME A 57K-UL-SV w/OSQ-DA-SV, CL-SSP-4011-25 -D6-PS-ABL	CONFIGURED FROM Cree OSQ Series Area Luminaire, Type IV Medium, A Input Power Designator, 5700K on NEW concrete base	CONFIGURED FROM Eight type MDA 5700K LEDs	OSQ A xx 4ME A w- OSQ 57K_CONFIGU REDJes	Absolde	1.00	448
■	E	4	OSQ A NM 4ME A 57K-UL-SV w/OSQ BLSMF-DA-SV, CL-SSP-4011-25 -D6-PS-ABL	CONFIGURED FROM Cree OSQ Series Area Luminaire, Type IV Medium, A Input Power Designator, 5700K on NEW concrete base	CONFIGURED FROM Eight type MDA 5700K LEDs	OSQ A xx 4ME A w- OSQ-BLSMF 57K_CONFIGU REDJes	Absolde	1.00	112
STATISTICS									
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	UG	CV	Avg/Max
Calc Zone #6	+	1.1 fc	33.7 fc	0.0 fc	N/A	N/A	-1.0	2.2	0.0:1
LUMINAIRE NOTES									

- ALL NEW POLE MOUNTED FIXTURES (HEADS AND TENONS) AND NEW 20'-0" SQUARE LIGHT POLES w/ SILVER FINISH ARE TO BE INSTALLED ON NEW POURED CONCRETE LIGHT POLE BASE FOUNDATIONS
 - ALL NEW CONCRETE LIGHT POLE BASES ARE TO HAVE ALL EXPOSED FORM MARKS REMOVED, GROUND FLUSH AND THE SURFACE IS TO BE PROPERLY PREPARED TO RECEIVE A HAND TROWELED, MASONRY SKIM COAT OF APPROPRIATE THICKNESS TO ACHIEVE A DURABLE SURFACE AND LONG LASTING AESTHETIC.
 - ALL PROPOSED AREA / FLOOD FIXTURE HEADS ARE TO BE IEESA DARK-SKY COMPLIANT AND TO HAVE FULL CUTOFF HOUSE SIDE SHIELDING HARDWARE WHERE REQUIRED. W/ OPTIONAL PHOTOCELL CONTROL.
 - ALL PROPOSED AREA / FLOOD ARE TO BE INSTALLED WITH RNEMA PHOTOCELL CONTROL.
 - REFER TO ARCHITECTURAL DRAWINGS FOR EXACT MOUNTING HEIGHTS OF ALL BUILDING MOUNTED FIXTURES
- THIS LIGHTING PLAN REPRESENTS ILLUMINATION LEVELS ARE CALCULATED VALUES INCLUDE DIRECT AND INTER-REFLECTED COMPONENTS.
- THIS LIGHTING PLAN REPRESENTS ILLUMINATION LEVELS. CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH THE ILLUMINATING ENGINEERING SOCIETY (IES) APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRES MAY VARY DUE TO CHANGES IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS/LED'S AND OTHER MAY VARY DUE TO CHANGES IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS/LED'S AND OTHER VARIABLE FIELD CONDITIONS. CALCULATIONS DO NOT INCLUDE OBSTRUCTIONS SUCH AS BUILDINGS CURBS, LANDSCAPING, OR ANY OTHER ARCHITECTURAL ELEMENTS UNLESS NOTED.



2 LIGHT POLE BASE - SECTION
SCALE: 3/4" = 1'-0"

3 LIGHT POLE BASE - ELEVATION
SCALE: 3/4" = 1'-0"

ALL EXISTING AND NEW CONCRETE LIGHT POLE BASES ARE TO HAVE ALL FORM MARKS REMOVED, GROUND FLUSH AND THE SURFACE IS TO BE PROPERLY PREPARED TO RECEIVE A HAND TROWELED, MASONRY SKIM COAT OF APPROPRIATE THICKNESS TO ACHIEVE A DURABLE SURFACE AND LONG LASTING AESTHETIC.

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Project:
NICOLET HIGH SCHOOL REDEVELOPMENT
North Port Wahington Rd
Glendale, WI 53209

Issuance and Revisions:		
Date	Number	Description
07/16/18		Client Review Submittal
07/17/18		Plan Commission Submittal
09/26/18		Revisions Based on Client Comments / Construction Documents
01/30/19		Revisions Based on Site Changes
02/14/19		Revisions Based on Additional Site Changes

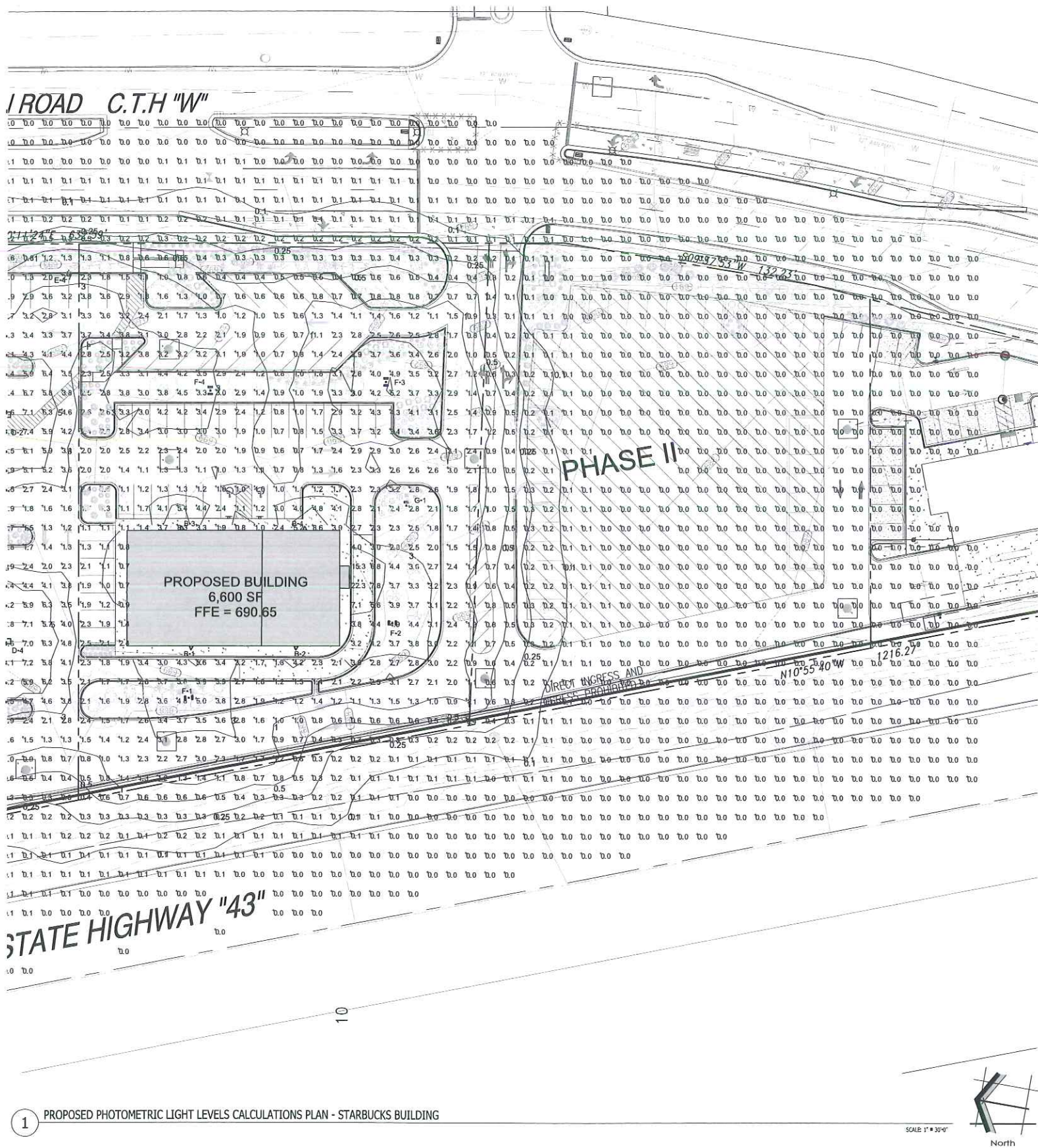
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Sheet Title:
PROPOSED PHOTOMETRIC LIGHT LEVEL CALCULATIONS PLAN, GENERAL NOTES, AND LIGHT FIXTURE TABLE

Date of Drawing: 02/14/19
Scale: 1" = 20'-0"
Drawn By: MCD
Job Number: L18-068
Sheet Number:

PHO1.2

CONSTRUCTION SET USE NO OTHER- DO NOT SCALE THESE DRAWINGS-

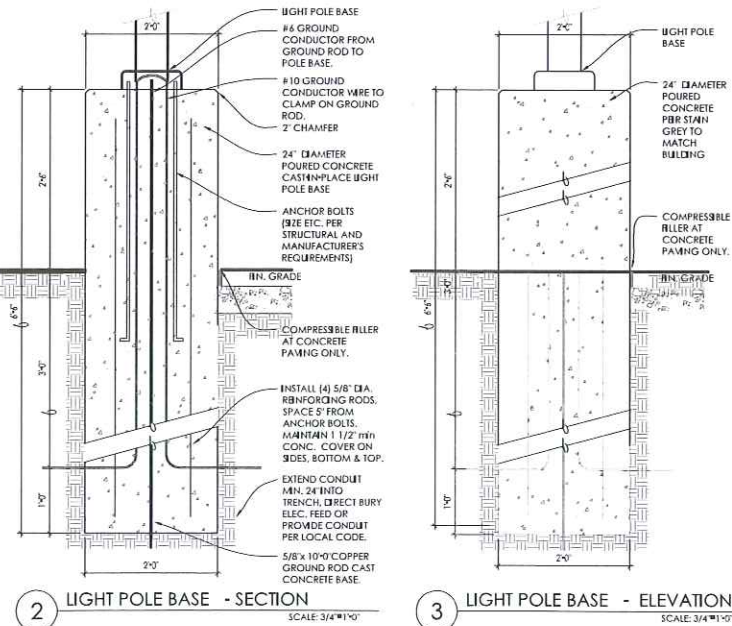


LUMINAIRE SCHEDULE									
Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
	B	4	XSPW-A-0-3-M -C-UL-CS	Cree XSPW Series Wallpack Luminaire, Type III Medium, 5700K, C Input Power Designator, Platinum Silver factory finish, U.L. listed for Wet Locations	4 type MDA LEDs	XSPWax3FC- U_RESTL-2014- 0018IES	Absulte	1.00	42.7
	F	4	OSQ A NM 4ME A 57K-UL-SV w/OSQ -DA-SV, CL-SSP-4011-25 -D6-PS-ABL	CONFIGURED FROM Cree OSQ Series Area Luminaire, Type IV Medium, A Input Power Designator, 5700K on NEW concrete base	CONFIGURED FROM Eight type MDA 5700K LEDs	OSQ A xx 4ME A w/ OSQ57K_CONFIGU REDJes	Absulte	1.00	224
	G	1	OSQ A NM 4ME A 57K-UL-SV w/OSQ -DA-SV, CL-SSP-4011-25 -D6-PS-ABL	CONFIGURED FROM Cree OSQ Series Area Luminaire, Type IV Medium, A Input Power Designator, 5700K on NEW concrete base	CONFIGURED FROM Eight type MDA 5700K LEDs	OSQ A xx 4ME A w/ OSQ57K_CONFIGU REDJes	Absulte	1.00	112
STATISTICS									
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	UG	CV	Avg/Max
Calc Zone #6	+	1.1 fc	33.7 fc	0.0 fc	N/A	N/A	-1.0	2.2	0.0:1
LUMINAIRE NOTES									

- ALL NEW POLE MOUNTED FIXTURES (HEADS AND TENONS) AND NEW 20'-0" SQUARE LIGHT POLES w/ SILVER FINISH ARE TO BE INSTALLED ON NEW POURED CONCRETE LIGHT POLE BASE FOUNDATIONS
- ALL NEW CONCRETE LIGHT POLE BASES ARE TO HAVE ALL EXPOSED FORM MARKS REMOVED, GROUND FLUSH AND THE SURFACE IS TO BE PROPERLY PREPARED TO RECEIVE A HAND TROWELED, MASONRY SKIM COAT OF APPROPRIATE THICKNESS TO ACHIEVE A DURABLE SURFACE AND LONG LASTING AESTHETIC.
- ALL PROPOSED AREA / FLOOD FIXTURE HEADS ARE TO BE IEHNA DARK-SKY COMPLIANT AND TO HAVE FULL CUTOFF HOUSE SIDE SHIELDING HARDWARE WHERE REQUIRED. W/ OPTIONAL PHOTOCCELL CONTROL.
- ALL PROPOSED AREA / FLOOD ARE TO BE INSTALLED WITH RHEMA PHOTOCCELL CONTROL.
- REFER TO ARCHITECTURAL DRAWINGS FOR EXACT MOUNTING HEIGHTS OF ALL BUILDING MOUNTED FIXTURES

THIS LIGHTING PLAN REPRESENTS ILLUMINATION LEVELS ARE CALCULATED VALUES INCLUDE DIRECT AND INTER-REFLECTED COMPONENTS.

THIS LIGHTING PLAN REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH THE ILLUMINATING ENGINEERING SOCIETY (IES) APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRES MAY VARY DUE TO CHANGES IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS/LEDS AND OTHER MAY VARY DUE TO CHANGES IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS/LEDS AND OTHER VARIABLE FIELD CONDITIONS. CALCULATIONS DO NOT INCLUDE OBSTRUCTIONS SUCH AS BUILDINGS CURBS, LANDSCAPING, OR ANY OTHER ARCHITECTURAL ELEMENTS UNLESS NOTED.



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REDEVELOPMENT**
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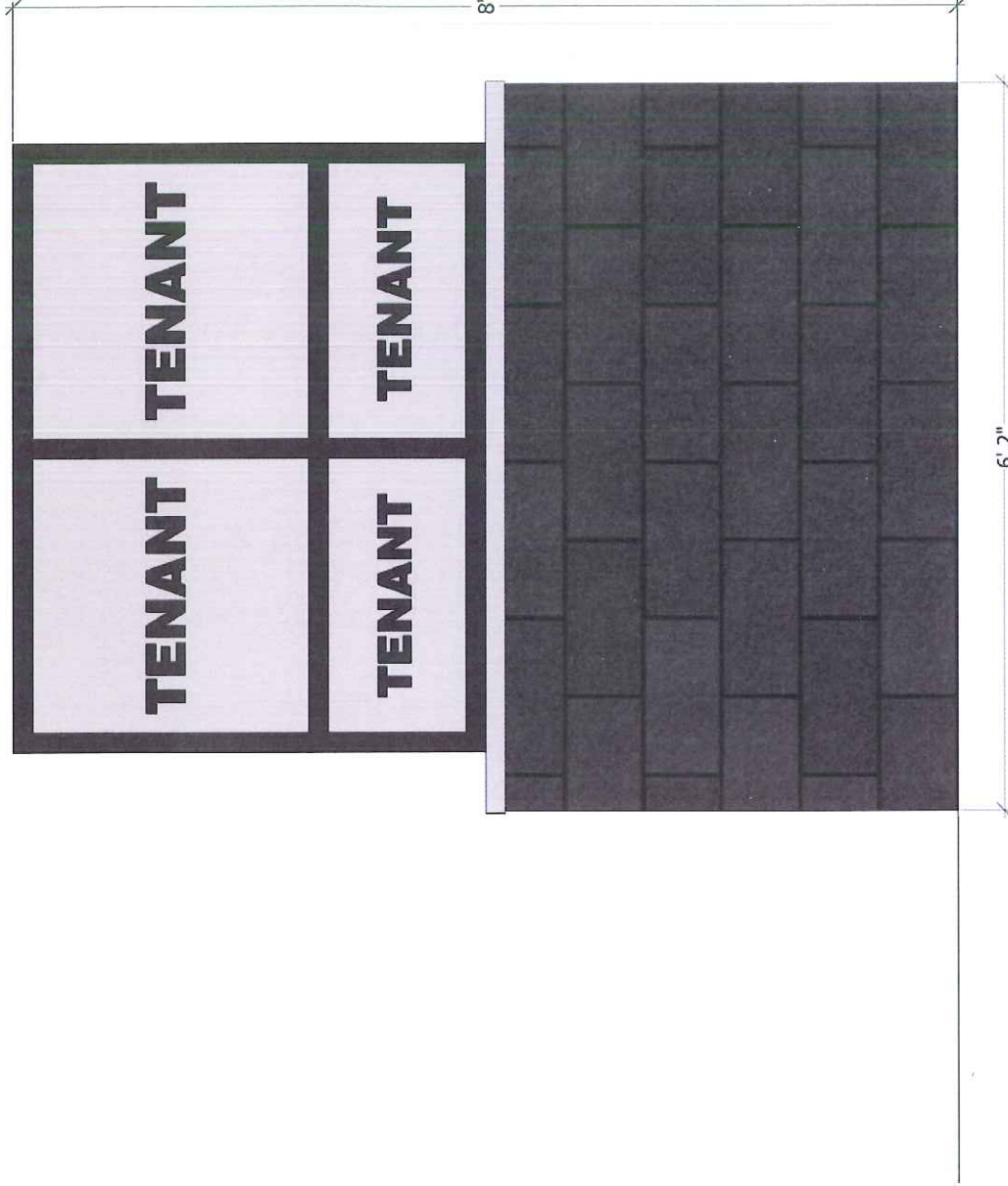
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ARCHITECT.

Sheet Title:

PROPOSED PHOTOMETRIC LIGHT
LEVEL CALCULATIONS PLAN,
GENERAL NOTES
AND LIGHT FIXTURE TABLE

Date of Drawing: 02/14/19
Scale: 1" = 20'-0"
Drawn By: MCD
Job Number: L18-068
Sheet Number:

PHO1.3



MONUMENT SIGNAGE ELEVATION
SCALE: 1"= 1'-0"

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ONSITE CIVIL ENGINEERING INFRASTRUCTURE PLANS
FOR
NICOLET SOCCER FIELD REDEVELOPMENT

GLENDALE, WI

PLANS PREPARED
FOR

ALDI INC.

9342 SOUTH 13th STREET
OAK CREEK, WI 53154



LEGEND	
EXISTING	PROPOSED
SANITARY SEWER MAN-HOLE	○
STORM SEWER MAN-HOLE	⊙
STORM SEWER AREA DRAIN	⊙
STORM SEWER INLET (ROUND CASTING)	○
STORM SEWER INLET (RECTANGULAR CASTING)	⊠
PRECAST FLARED END SECTION	⊠
CONCRETE HEADWALL	⊠
VALVE VAULT	⊠
VALVE BOX	⊠
FIRE HYDRANT	⊠
BUFFALO BOX	⊠
CLEANOUT	⊠
SANITARY SEWER	—
FORCE MAIN	—
STORM SEWER	—
DRAIN TILE	—
WATER MAIN	—
UTILITY CROSSING	—
LIGHTING	—
ELECTRICAL CABLE	—
OVERHEAD WIRES	—
CAUTION EXISTING UTILITIES NEARBY	—
ELECTRICAL TRANSFORMER OR PEDESTAL	—
POWER POLE	—
POWER POLE WITH LIGHT	—
STREET SIGN	—
GAS MAIN	—
TELEPHONE LINE	—
CONTOUR	—
SPOT ELEVATION	—
WETLANDS	—
FLOODWAY	—
FLOODPLAIN	—
HIGH WATER LEVEL (HWL)	—
NORMAL WATER LEVEL (NWL)	—
DIRECTION OF SURFACE FLOW	—
DITCH OR SWALE	—
DIVERSION SWALE	—
OVERFLOW RELIEF ROUTING	—
TREE WITH TRUNK SIZE	—
SOIL BORING	—
TOPSOIL PROBE	—
FENCE LINE, TEMPORARY SILT	—
FENCE LINE, WIRE	—
FENCE LINE, CHAIN LINK OR IRON	—
FENCE LINE, WOOD OR PLASTIC	—
CONCRETE SIDEWALK	—
CURB AND GUTTER	—
DEPRESSED CURB	—
REVERSE PITCH CURB & GUTTER	—
EASEMENT LINE	—

ABBREVIATIONS	
BL	BASE LINE
C	LONG CHORD OF CURVE
C & G	CURB AND GUTTER
CB	CATCH BASIN
CD	CENTERLINE
D	DEGREE OF CURVE
EP	EDGE OF PAVEMENT
FF	FINISHED FLOOR
FG	FINISHED GRADE
FL	FLOOD LINE
FP	FLOODPLAIN
FA	FRAME
FW	FLOODWAY
HWL	HIGH WATER LEVEL
INV	INVERT
L	LENGTH OF CURVE
MH	MANHOLE
NTS	NOT TO SCALE
NWL	NORMAL WATER LEVEL
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
PVI	POINT OF VERTICAL INTERSECTION
R	RADIUS
ROW	RIGHT-OF-WAY
SAN	SANITARY SEWER
SEW	SEWAGE
T	TANGENCY OF CURVE
TB	TOP OF BANK
TC	TOP OF CURB
TF	TOP OF FOUNDATION
TP	TOP OF PIPE
TS	TOP OF SIDEWALK
TW	TOP OF WALK
WM	WATER MAIN
∠	INTERSECTION ANGLE

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C-2	GENERAL NOTES
C-3	EXISTING CONDITIONS & DEMO PLAN
C-4	SITE DIMENSION & PAVING PLAN
C-5	GRADING AND EROSION CONTROL PLAN
C-6	SPOT GRADE KEY SHEET
C-7	SPOT GRADE PLAN
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C-19	OFF-SITE DEMOLITION PLAN
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C-25	OFF-SITE TRAFFIC CONTROL PLAN
C-26	OFF-SITE TRAFFIC CONTROL PLAN

GOVERNMENT CONTACTS	
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PROJECT TEAM CONTACTS	
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APPLICANT/OWNER: ALDI INC. 9342 SOUTH 13th STREET OAK CREEK, WI 53154 E-MAIL: Tom.Hovels@aldi-us	CONSTRUCTION MANAGER: ROB MARKEL ALDI INC. 9342 SOUTH 13th STREET OAK CREEK, WI 53154 MAIN: (414) 570-1550 E-MAIL: Rob.Markel@aldi-us

DIGGERS NOTICE Toll Free (800) 242-8511 Milwaukee Area (414) 850-1181 Berling Insulated TPO (800) 542-2880 www.DiggerHotline.com	
PINNACLE ENGINEERING GROUP, LLC ENGINEER & LANDSCAPE ARCHITECT PINNACLE ENGINEERING GROUP, LLC AND ITS CONSULTANTS DO NOT WARRANT THE ACCURACY AND COMPLETENESS OF THE INFORMATION HEREIN BEYOND A REASONABLE DILIGENCE. IF ANY INSTANCES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITHIN THE DELIVERABLES, THE ENGINEER SHALL BE PROMPTLY NOTICED PRIOR TO BEING SO THAT HE MAY HAVE THE OPPORTUNITY TO CORRECT THE INFORMATION. IT IS THE RESPONSIBILITY OF THE ENGINEER TO PROMPTLY NOTIFY THE ENGINEER OF SUCH CONDITIONS SHALL ASSUME THE ENGINEER FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE KNOWLEDGE AND CONSENT OF THE ENGINEER, OR IN CONTRADICTION TO THE ENGINEER'S DELIVERABLES OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY OF THE USER OF THE DELIVERABLES FOR TAKING SUCH ACTION. FURTHERMORE, PINNACLE ENGINEERING GROUP, LLC IS NOT RESPONSIBLE FOR CONSTRUCTION SAFETY OR THE MEANS AND METHODS OF CONSTRUCTION.	

GENERAL NOTES

- THE INTENTION OF THE PLANS AND SPECIFICATIONS IS TO SET FORTH PERFORMANCE AND CONSTRUCTION MATERIAL STANDARDS FOR THE PROPER EXECUTION OF WORK. ALL WORKS CONTAINED WITHIN THE PLANS AND SPECIFICATIONS SHALL BE COMPLETED IN ACCORDANCE WITH ALL REQUIREMENTS FROM LOCAL, STATE, FEDERAL OR OTHER GOVERNING AGENCY'S LAWS, REGULATIONS, JURISDICTIONAL ORDINANCES, CODES, RULES, ETC., AND THE OWNER'S DIRECTION.
- A GEOTECHNICAL REPORT HAS NOT YET BEEN PREPARED FOR THE PROJECT SITE. THE DATA ON SUB-SURFACE SOIL CONDITIONS IS NOT INTENDED AS A REPRESENTATION OR WARRANTY OF THE CONTINUITY OF SUCH CONDITIONS BETWEEN BORINGS OR INDICATED SAMPLING LOCATIONS. IT SHALL BE EXPRESSLY UNDERSTOOD THAT OWNER WILL NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OR CONCLUSIONS DRAWN THERE FROM BY THE CONTRACTOR. DATA IS MADE AVAILABLE FOR THE CONVENIENCE OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR PERFORMING ANY ADDITIONAL SOILS INVESTIGATIONS THEY FEEL IS NECESSARY FOR THE PROPER EVALUATION OF THE SITE FOR PURPOSES OF PLANNING, BIDDING, OR CONSTRUCTING THE PROJECT AT NO ADDITIONAL COST TO THE OWNER.
- THE CONTRACTOR IS RESPONSIBLE TO REVIEW AND UNDERSTAND ALL COMPONENTS OF THE PLANS AND SPECIFICATIONS, INCLUDING FIELD VERIFYING SOIL CONDITIONS, PRIOR TO SUBMISSION OF A BID PROPOSAL.
- THE CONTRACTOR SHALL PROMPTLY REPORT ANY ERRORS OR AMBIGUITIES LEARNED AS PART OF THEIR REVIEW OF PLANS, SPECIFICATIONS, REPORTS AND FIELD INVESTIGATIONS.
- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE COMPUTATION OF QUANTITIES AND WORK REQUIRED TO COMPLETE THIS PROJECT. THE CONTRACTOR'S BID SHALL BE BASED ON ITS OWN COMPUTATIONS AND IN NO SUCH INSTANCE RELY ON THE ENGINEER'S ESTIMATE.
- QUESTIONS/CLARIFICATIONS WILL BE INTERPRETED BY ENGINEER/OWNER PRIOR TO THE AWARD OF CONTRACT. ENGINEER/OWNER WILL SUBMIT OFFICIAL RESPONSES IN WRITING. INTERPRETATIONS PRESENTED IN OFFICIAL RESPONSES SHALL BE BINDING ON ALL PARTIES ASSOCIATED WITH THE CONTRACT. IN NO WAY SHALL WORD OF MOUTH DIALOG CONSTITUTE AN OFFICIAL RESPONSE.
- PRIOR TO START OF WORK, CONTRACTOR SHALL BE COMPLETELY FAMILIAR WITH ALL CONDITIONS OF THE SITE, AND SHALL ACCOUNT FOR CONDITIONS THAT AFFECT, OR MAY AFFECT CONSTRUCTION INCLUDING, BUT NOT LIMITED TO, LIMITATIONS OF WORK ACCESS, SPACE LIMITATIONS, OVERHEAD OBSTRUCTIONS, TRAFFIC PATTERNS, LOCAL REQUIREMENTS, ADJACENT ACTIVITIES, ETC. FAILURE TO CONSIDER SITE CONDITIONS SHALL NOT BE CAUSE FOR CLAIM OF JOB EXTRAS.
- COMMENCEMENT OF CONSTRUCTION SHALL EXPLICITLY CONFIRM THAT THE CONTRACTOR HAS REVIEWED THE PLANS AND SPECIFICATIONS IN ENTIRETY AND CERTIFIES THAT THEIR SUBMITTED BID PROPOSAL CONTAINS PROVISIONS TO COMPLETE THE PROJECT, WITH THE EXCEPTION OF UNFORESEEN FIELD CONDITIONS. ALL APPLICABLE PERMITS HAVE BEEN OBTAINED, AND CONTRACTOR UNDERSTANDS ALL OF THE REQUIREMENTS OF THE PROJECT.
- SHOULD ANY DISCREPANCIES OR CONFLICTS IN THE PLANS OR SPECIFICATIONS BE DISCOVERED AFTER THE AWARD OF CONTRACT, ENGINEER SHALL BE NOTIFIED IN WRITING IMMEDIATELY AND CONSTRUCTION OF ITEMS AFFECTED BY THE DISCREPANCIES/CONFLICTS SHALL NOT COMMENCE, OR CONTINUE, UNTIL A WRITTEN RESPONSE FROM ENGINEER/OWNER IS DISTRIBUTED. IN THE EVENT OF A CONFLICT BETWEEN REFERENCED CODES, STANDARDS, SPECIFICATIONS AND PLANS, THE ONE ESTABLISHING THE MOST STRINGENT REQUIREMENTS SHALL BE FOLLOWED.
- THE CONTRACTOR SHALL, AT ITS OWN EXPENSE, OBTAIN ALL NECESSARY PERMITS AND LICENSES TO COMPLETE THE PROJECT. OBTAINING PERMITS, OR DELAYS, IS NOT CAUSE FOR DELAY OF THE CONTRACT OR SCHEDULE. CONTRACTOR SHALL COMPLY WITH ALL PERMIT REQUIREMENTS.
- THE CONTRACTOR SHALL NOTIFY ALL INTERESTED GOVERNING AGENCIES, UTILITY COMPANIES AFFECTED BY THIS CONSTRUCTION PROJECT, AND DIGGERS HOTLINE IN ADVANCE OF CONSTRUCTION TO COMPLY WITH ALL JURISDICTIONAL ORDINANCES/CODES/RULES/ETC., PERMIT STIPULATIONS, AND OTHER APPLICABLE STANDARDS.
- SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE TO INITIATE, INSTITUTE, ENFORCE, MAINTAIN, AND SUPERVISE ALL SAFETY PRECAUTIONS AND JOB SITE SAFETY PROGRAMS IN CONNECTION WITH THE WORK.
- CONTRACTOR SHALL KEEP THE JOBSITE CLEAN AND ORDERLY AT ALL TIMES. ALL LOCATIONS OF THE SITE SHALL BE KEPT IN A WORKING MANNER SUCH THAT DEBRIS IS REMOVED CONTINUOUSLY AND ALL RESPECTIVE CONTRACTORS OPERATE UNDER GENERAL "GOOD HOUSEKEEPING".
- THE CONTRACTOR SHALL INDEMNIFY THE OWNER, ENGINEER, AND THEIR AGENTS FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, AND TESTING OF THE WORK ON THIS PROJECT.

BENCHMARKS

REFERENCE BENCHMARK:
BENCHMARK #1: NW FLANGE BOLT ON HYD
ELEV 608.87
BENCHMARK #2: CHISELED CROSS ON LIGHT POLE BASE
ELEV 655.69

NICOLET SOCCER FIELD REDEVELOPMENT
GLENDALE, WI

COVER SHEET

REVISIONS

REV	PER CITY COMMENTS	DATE
1		02/11/19

REV	DATE	BY	DATE
1	02/11/19	MTS	
2		MTS	
3		MTS	
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24		MTS	
25		MTS	
26		MTS	

PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING

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GENERAL SPECIFICATIONS FOR CONSTRUCTION ACTIVITIES

1. THE PROPOSED IMPROVEMENTS SHALL BE CONSTRUCTED ACCORDING TO THE WISCONSIN DOT STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION, THE STANDARD SPECIFICATIONS FOR SEWER & WATER IN WISCONSIN, AND WISCONSIN ADMINISTRATIVE CODE, SPS 380.382-383, AND THE LOCAL ORDINANCES AND SPECIFICATIONS.
2. THE CONTRACTOR SHALL OBTAIN ALL PERMITS REQUIRED FOR EXECUTION OF THE WORK. THE CONTRACTOR SHALL CONDUCT HIS WORK ACCORDING TO THE REQUIREMENTS OF THE PERMITS.
3. THE CONTRACTOR SHALL NOTIFY THE OWNER AND THE MUNICIPALITY FORTY-EIGHT (48) HOURS PRIOR TO THE START OF CONSTRUCTION.
4. THE MUNICIPALITY SHALL HAVE THE RIGHT TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION OF THE PUBLIC PORTIONS OF THE WORK. THE OWNER SHALL HAVE THE RIGHT TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION OF ALL PRIVATE PORTIONS OF THE WORK.
5. THE CONTRACTOR SHALL INDEMNIFY THE OWNER, THE ENGINEER, AND THE MUNICIPALITY, THEIR AGENTS, ETC. FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, AND TESTING OF THE WORK ON THIS PROJECT.
6. SITE SAFETY SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
7. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING ALL UTILITY INFORMATION SHOWN ON THE PLANS PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL CALL DIGGERS HOTLINE AT 480-242-8511 TO NOTIFY THE UTILITIES OF HIS INTENTIONS, AND TO REQUEST FIELD STAKING OF EXISTING UTILITIES.
8. SILT FENCE AND OTHER EROSION CONTROL FACILITIES MUST BE INSTALLED PRIOR TO CONSTRUCTION ON ANY OTHER LAND DISTURBING ACTIVITY. FOLLOW THE SEQUENCE OF CONSTRUCTION ON THE GRADING & EROSION CONTROL PLAN FOR MORE DETAILS. INSPECTIONS SHALL BE MADE WEEKLY OR AFTER EVERY RAINFALL OF 0.5" OR MORE. REPAIRS SHALL BE MADE IMMEDIATELY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ALL EROSION CONTROL FACILITIES ONCE THE THREAT OF EROSION HAS PASSED WITH THE APPROVAL OF THE GOVERNING AGENCY.
9. ANY ADJACENT PROPERTIES OR ROAD RIGHT-OF-WAYS WHICH ARE DAMAGED DURING CONSTRUCTION MUST BE RESTORED BY THE CONTRACTOR.
10. TRASH AND DEBRIS SHALL BE NOT BE ALLOWED TO ACCUMULATE ON THIS SITE AND THE SITE SHALL BE CLEAN UPON COMPLETION OF WORK.
11. THE OWNER SHALL HAVE THE RIGHT TO HAVE ALL MATERIALS USED IN CONSTRUCTION TESTED FOR COMPLIANCE WITH THESE SPECIFICATIONS.
12. ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB OR FACE OF BUILDING UNLESS NOTED OTHERWISE. ALL UTILITY DIMENSIONS ARE TO OUTSIDE OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED. ALL PAVING DIMENSIONS ARE TO FACE OF CURB OR TO EDGE OF PAVEMENT, EXCEPT FOR THE SETBACK FROM PARKING LOTS, MANEUVERING LANES AND FIRE ACCESS LANES, WHERE THE SETBACK IS MEASURED FROM THE BACK OF CURB TO THE PROPERTY LINE.
13. SPOT ELEVATIONS REPRESENT THE GRADE ON PAVEMENT SURFACE OR FLOW LINE UNLESS OTHERWISE NOTED.
14. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER/OWNER IF GROUNDWATER IS ENCOUNTERED DURING EXCAVATION.
15. WORK WITHIN ANY ROADWAY RIGHT-OF-WAY SHALL BE COORDINATED WITH THE APPROPRIATE MUNICIPAL OFFICIAL PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FEES. GRADING WITHIN RIGHT-OF-WAY IS SUBJECT TO APPROVAL BY S&D OFFICIALS. RESTORATION OF RIGHT-OF-WAY IS CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF GRADING. RESTORATION SHALL INCLUDE ALL ITEMS NECESSARY TO RESTORE RIGHT-OF-WAY IN-KIND INCLUDING LANDSCAPING.
16. CONTRACTOR SHALL COMPLY WITH ALL MILWAUKEE COUNTY CONSTRUCTION STANDARDS/ORDINANCES.
17. LANDSCAPE AND TURF AREAS SHALL HAVE A MINIMUM OF 4-INCH TOPSOIL REPLACEMENT.

SPECIFICATIONS FOR GRADING & EROSION CONTROL

1. THE CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR THE COMPUTATIONS OF ALL GRADING AND FOR ACTUAL LAND BALANCE, INCLUDING UTILITY TRENCH SHED. THE CONTRACTOR SHALL REPORT OR EXPORT MATERIAL AS NECESSARY TO COMPLETE THE PROJECT. CONTRACTOR SHALL NOTIFY OWNER OF THE NEED TO IMPORT OR HAUL OFF SOIL. ON-SITE LOCATIONS SUITABLE FOR BORROW OR FILL MAY BE PRESENT. COORDINATE WITH OWNER.
2. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING SOIL CONDITIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION. A GEOTECHNICAL REPORT MAY BE AVAILABLE FROM THE OWNER.
3. SITE SHALL BE CLEARED TO THE LIMITS SHOWN ON THE PLANS. REMOVE VEGETATION FROM THE SITE. BURNING IS NOT PERMITTED. PROTECT TREES AND OTHER FEATURES FROM DAMAGE WITH FENCING. STOCKPILES SHALL NOT BE LOCATED CLOSER THAN 25' TO A DRAINAGE STRUCTURE OR FEATURE AND SHALL BE SURROUNDED WITH SILT FENCE.
4. THE ENGINEER IS RESPONSIBLE FOR VERIFYING COMPACTION AND FILL PLACEMENT IN THE FIELD. THE GEOTECHNICAL ENGINEER MAY SUPERCEDE THESE SPECIFICATIONS IF THERE IS GOOD CAUSE TO DO SO. AN EXPLANATION MUST BE SUBMITTED TO THE ENGINEER IN WRITING BEFORE ANY DEVIATIONS ARE MADE.
5. IF NO GEOTECHNICAL RECOMMENDATION IS AVAILABLE, THEN THE FOLLOWING SPECIFICATIONS SHALL APPLY. ALL FILL SHALL BE CONSIDERED STRUCTURAL FILL AND SHALL BE PLACED IN ACCORDANCE WITH THE FOLLOWING: THE COMPACTED FILL SUBGRADE SHALL CONSIST OF AND SHALL BE UNDERLAIN BY SUITABLE BEARING MATERIALS, FREE OF ALL ORGANIC, FROZEN OR OTHER DELETERIOUS MATERIAL, AND INSPECTED AND APPROVED BY THE RESIDENT GEOTECHNICAL ENGINEER. PREPARATION OF THE SUBGRADE, AFTER STRIPPING, SHALL CONSIST OF PROOF-ROLLING TO DETECT UNSTABLE AREAS THAT MIGHT BE UNDERLAIN AND COMPACTING THE SCARFED SURFACE TO THE SAME MINIMUM DENSITY INDICATED BELOW. THE COMPACTED FILL MATERIALS SHALL BE FREE OF ANY DELETERIOUS, ORGANIC OR FROZEN MATTER AND SHALL HAVE A MAXIMUM LIQUID LIMIT (ASTM D-423) OF 40 AND 100 RESPECTUALLY, UNLESS SPECIFICALLY TESTED AND FOUND TO HAVE LOW EXPANSIVE PROPERTIES AND APPROVED BY AN EXPERIENCED SOILS ENGINEER. THE TOP TWELVE (12) INCHES OF COMPACTED FILL SHOULD HAVE A MAXIMUM THREE (3) INCH PARTICLE DIAMETER AND ALL UNDERLYING COMPACTED FILL A MAXIMUM SIX (6) INCH PARTICLE DIAMETER UNLESS SPECIFICALLY APPROVED BY AN EXPERIENCED SOILS ENGINEER. ALL FILL MATERIAL MUST BE TESTED AND APPROVED UNDER THE DIRECTION AND SUPERVISION OF AN EXPERIENCED SOILS ENGINEER PRIOR TO PLACEMENT, IF THE FILL IS TO PROVIDE NON-FROST SUSCEPTIBLE CHARACTERISTICS, IT MUST BE CLASSIFIED AS A CLEAN GW, GP, SW, OR SP PER UNITED SOIL CLASSIFICATION SYSTEM (ASTM D-2487). FOR STRUCTURAL FILL, THE DENSITY OF THE STRUCTURAL COMPACTED FILL AND SCARFED SUBGRADE AND GRADES SHALL NOT BE LESS THAN 94 PERCENT OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE STANDARD PROCTOR (ASTM D-1556) WITH THE EXCEPTION TO THE TOP 12 INCHES OF PAVEMENT SUBGRADE WHICH SHALL HAVE A MINIMUM IN-SITU DENSITY OF 100 PERCENT OF THE MAXIMUM DRY DENSITY, OR 5 PERCENT HIGHER THAN UNDERLYING FILL MATERIALS. THE MOISTURE CONTENT OF COHESIVE SOIL SHALL NOT VARY BY MORE THAN +1.0 TO -3.0 PERCENT AND GRANULAR SOIL 13 PERCENT OF OPTIMUM WHEN PLACED AND COMPACTED OR RECOMPACTED, UNLESS SPECIFICALLY APPROVED BY THE SOILS ENGINEER TAKING INTO CONSIDERATION THE TYPE OF MATERIALS AND COMPACTION EQUIPMENT BEING USED. THE COMPACTION EQUIPMENT SHOULD CONSIST OF SUITABLE MECHANICAL EQUIPMENT SPECIFICALLY DESIGNED FOR SOIL COMPACTION. BULLDOZERS OR SIMILAR TRACKED VEHICLES ARE TYPICALLY NOT SUITABLE FOR COMPACTION MATERIAL THAT IS TOO WET TO PERMIT PROPER COMPACTION. MAY BE SPREAD ON THE FILL AND PERMITTED TO DRY, DISCING, HARROWING OR PULVERIZING MAY BE NECESSARY TO REDUCE THE MOISTURE CONTENT TO A SATISFACTORY VALUE, AFTER WHICH IT SHALL BE COMPACTED. THE FINISHED SUBGRADE AREAS OF THE SITE SHALL BE COMPACTED TO 100 PERCENT OF THE STANDARD PROCTOR (ASTM D-1556) MAXIMUM DENSITY.
6. NO FILL SHALL BE PLACED ON A WET OR SOFT SUBGRADE. THE SUBGRADE SHALL BE PROOF-ROLLED AND INSPECTED BY THE GEOTECHNICAL ENGINEER BEFORE ANY MATERIAL IS PLACED.
7. SUBGRADE TOLERANCES ARE +1.1" FOR LANDSCAPE AREAS AND +1.2" FOR ALL PAVEMENT AND BUILDING AREAS.
8. TOPSOIL SHALL BE FREE OF DELETERIOUS MATERIALS, ROOTS, OLD VEGETATION, ROCKS OVER 2" DIAMETER AND SHALL NOT BE EXCESSIVELY CLAYEY IN NATURE. NO CLUMPS LARGER THAN 4" ARE ACCEPTABLE. TOPSOIL MAY BE AUGURED AS NEEDED WITH SAND OR COMPOST TO BE LOOSE WHEN SPREAD.
9. THE CONTRACTOR SHALL MAINTAIN SITE DRAINAGE THROUGHOUT CONSTRUCTION. THIS MAY INCLUDE THE EXCAVATION OF TEMPORARY DITCHES OR PUMPING TO ALLEViate WATER PONDING. ANY DEWATERING SHALL NOT GO DIRECTLY TO STREAMS, CREEKS, WETLANDS OR OTHER ENVIRONMENTALLY SENSITIVE AREAS WITHOUT BEING TREATED FIRST. A DIRT BAG OR OTHER DEWATERING TREATMENT DEVICE MAY BE USED TO CAPTURE SEDIMENT FROM THE PUMPED WATER.
10. CONTRACTOR IS ADVISED THAT ALL MUD AND DEBRIS MUST NOT BE DEPOSITED ONTO THE ADJACENT ROADWAYS PER THE REQUIREMENT OF THE MUNICIPALITY OR OTHER APPROPRIATE GOVERNMENT AGENCIES. IN THE EVENT THIS OCCURS, THE ROADWAYS SHALL BE POWER SWEEP IMMEDIATELY AND ALL SEDIMENT REMOVED FROM DOWNSTREAM FACILITIES.

SPECIFICATIONS FOR PRIVATE UTILITIES

1. BEFORE PROCEEDING WITH ANY UTILITY CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE EACH EXISTING LATERAL OR POINT OF CONNECTION AND VERIFY THE LOCATION AND ELEVATION OF ALL UTILITIES. IF ANY EXISTING UTILITIES ARE NOT AS SHOWN ON THE DRAWINGS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY FOR POSSIBLE REDRESS.
2. ALL CONNECTIONS TO EXISTING PIPES AND MANHOLES SHALL BE CORED CONNECTIONS. CONNECTIONS TO WATERMAIN SHALL BE WET TAPED WITH A STAINLESS STEEL TAPPING SLEEVE.
3. PROPOSED SANITARY SEWER AND INTERIALLY CONNECTED STORM SEWER KNOWN ON THIS PLAN SHALL TERMINATE AT A POINT FIVE (5) FEET FROM THE EXTERIOR BUILDING WALL. THE EXACT LOCATION OF ALL DOWN SPOUTS CONNECTIONS SHALL BE PER THE ARCHITECTURAL PLANS.
4. CONTRACTOR SHALL NOT SHUT OFF WATER OR PLUG SANITARY SEWER IN MUNICIPAL LINES WITHOUT PRIOR APPROVAL.
5. MATERIALS FOR STORM SEWER SHALL BE AS FOLLOWS: STORM SEWER PIPE SHALL BE HIGH DENSITY POLYETHYLENE (HDPE) CORRUGATED PIPE WITH AN INTEGRALLY FORMED SMOOTH WATERWAY SUCH AS ADS N-12, WHERE SPECIFICALLY REQUIRED, REINFORCED CONCRETE PIPE (RCP), ASTM C-76, CLASS II, OR HIGHER, MAY BE USED. TRENCH SECTION SHALL BE CLASS "B" FOR HDPE AND CLASS "C" FOR CONCRETE (PER STANDARD SPECIFICATIONS). MANHOLES, INLETS AND CATCH BASINS SHALL BE PRE-CAST REINFORCED CONCRETE, ASTM C-478. CASTINGS SHALL BE HEAVY DUTY CAST IRON. AREA DRAINS SHALL BE ADS NYLOPLAST OR EQUIVALENT AND SHALL BE A MINIMUM OF 24" IN DIAMETER. CONNECTIONS TO EXISTING PIPES SHALL BE MADE WITH INSERTA WYE OR EQUIVALENT.
6. CLEANOUTS FOR SANITARY SEWER LATERALS SHALL BE PLACED AT MAXIMUM SEPARATION OF EVERY 50'.
7. 45° BENDS SHALL BE USED IN PLACE OF 90° BENDS WHEREVER POSSIBLE.
8. MATERIALS FOR SANITARY SEWER SHALL BE AS FOLLOWS: SANITARY SEWER SHALL BE PVC, ASTM D-3034, SDR-35 WITH RUBBER GASKETED JOINTS, CONFORMING TO ASTM D-3212. CRUSHED STONE CHIPS SHALL BE USED FOR BEDDING MATERIAL. CONNECTIONS SHALL BE MADE WITH AN INSERTA WYE OR EQUIVALENT. A MINIMUM OF 6" OF COVER IS REQUIRED FOR ALL SANITARY SEWER.
9. MATERIALS FOR WATER SERVICES AND PRIVATE HYDRANTS SHALL BE AS FOLLOWS: WATER SERVICES SHALL BE PVC, HDPE, OR DI AS ALLOWED BY MUNICIPAL CODE. PVC SHALL BE ANNA C600, DI SHALL BE ANNA C151, CLASS 12 (OR AS REQUIRED BY LOCAL CODE). TRENCH SECTIONS SHALL BE CLASS "B" BEDDING (PER STANDARD SPECIFICATIONS). CRUSHED STONE CHIPS SHALL BE USED FOR BEDDING MATERIAL. CONNECTION SHALL BE MADE WITH A WET TAP. CORPORATE STOP AND VALVE BOX PER MUNICIPAL STANDARDS. A MINIMUM OF 6" COVER IS REQUIRED FOR ALL WATERMAIN. VALVES SHALL BE NON-RISING STEM, RESILIENT SEATED GATE VALVES COMPLYING WITH ANNA C500 WITH A THREE PIECE CAST IRON VALVE BOX. INSTALL THRUST BLOCKS AT ALL BENDS AND TEES. DISINFECT ALL NEW LINES AND OBTAIN SAFE WATER SAMPLE PRIOR TO USE.
10. EXTREME CAUTION MUST BE FOLLOWED REGARDING THE COMPACTION OF ALL UTILITY TRENCHES. MECHANICALLY COMPACTED GRANULAR BACKFILL IS REQUIRED UNDER & WITHIN 5 FEET OF ALL PAVEMENT INCLUDING SIDEWALKS. FLOODING OF BACKFILL MATERIAL IS NOT ALLOWED.
11. MANHOLE TESTING ON SANITARY LINES AND PRESSURE TESTING ON WATERMAIN MAY BE REQUIRED BY THE OWNER OR MUNICIPALITY.
12. UPON COMPLETION OF FINAL PAVING OPERATIONS, THE UTILITY CONTRACTOR SHALL ADJUST ALL MANHOLE AND INLET RIMS AND VALVE BOXES TO FINISHED GRADE.

SPECIFICATIONS FOR PAVING

12. ALL DIMENSIONS ARE TO FACE OF CURB OR FACE OF BUILDING UNLESS NOTED OTHERWISE. ALL UTILITY DIMENSIONS ARE TO OUTSIDE OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED. ALL PAVING DIMENSIONS ARE TO FACE OF CURB OR TO EDGE OF PAVEMENT, EXCEPT FOR THE SETBACK FROM PARKING LOTS, MANEUVERING LANES AND FIRE ACCESS LANES, WHERE THE SETBACK IS MEASURED FROM THE BACK OF CURB TO THE PROPERTY LINE.
13. AGGREGATES USED IN THE CRUSHED STONE BASE SHALL CONFORM TO ALL GRADATION REQUIREMENTS. THICKNESS SHALL BE PER THE DETAIL ON THE PLANS. BASE SHALL BE 1-1 1/4 INCH DIAMETER UNLESS NOTED OTHERWISE. RECYCLED MATERIALS MAY BE ALLOWED WITH APPROVAL FROM THE OWNER.
14. SUBGRADE SHALL BE PROOFROLLED AND APPROVED BY A GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF STONE BASE. EXCAVATE UNSUITABLE AREAS AND REPLACE WITH BREAKER RUN STONE AND RECOMPACT. REFER TO THE GEOTECHNICAL REPORT FOR ADDITIONAL SPECIFICATIONS.
15. EXISTING PAVEMENT SHALL BE SAWCUT IN NEAT STRAIGHT LINES TO FULL DEPTH AT ANY POINT WHERE EXISTING PAVEMENT IS REMOVED. CURB AND WALK SHALL BE REMOVED TO THE NEAREST JOINT. REMOVED PAVEMENT SHALL BE REPLACED WITH THE SAME SECTION AS EXISTING. MUNICIPAL STANDARDS MAY REQUIRE ADDITIONAL WORK.
16. ASPHALT FOR PARKING AREAS AND THE PRIVATE ROAD SHALL BE PER THE DETAILS WATERWAYS AND PAVEMENT SHALL CONFORM TO DOT STANDARD SPECIFICATIONS. TYPE I IS REQUIRED UNLESS NOTED OTHERWISE. A COMMERCIAL GRADE MIX MAY BE SUBSTITUTED ONLY WITH APPROVAL FROM THE OWNER.
17. CONCRETE FOR CURB, DRIVEWAY, WALKS AND NON-FLOOR SLABS SHALL CONFORM TO STANDARD SPECIFICATIONS. CONSTRUCTION JOINTS SHALL HAVE A MAXIMUM SPACING OF 12'. EXPANSION JOINTS SHALL BE PROVIDED EVERY 50'. CONCRETE SHALL BE FINISHED WITH A MEDIUM BROOM TEXTURE. A CURING MEMBRANE IS REQUIRED.
18. PROVIDE CONTRACTOR GRADE ACRYLIC STRIPING PAINT FOR NEW ASPHALT OR COATED ASPHALT. APPLY MARKING PAINT AT A RATE OF ONE (1) GALLON PER THREE TO FOUR HUNDRED (300-400) LINEAL FEET OF FOUR (4) INCH WIDE STRIPES OR TO MANUFACTURER'S SPECIFICATION, WHICHEVER IS GREATER.
19. THOROUGHLY CLEAN SURFACES FREE OF DIRT, SAND, GRAVEL, OIL AND OTHER FOREIGN MATTER. CONTRACTOR RESPONSIBLE TO INSPECT EXISTING PAVEMENT SURFACES FOR CONDITIONS AND DEFECTS THAT WILL ADVERSELY AFFECT QUALITY OF WORK, AND WHICH CANNOT BE PUT INTO AN ACCEPTABLE CONDITION THROUGH NORMAL PREPARATORY WORK AS SPECIFIED.

GENERAL EROSION AND SEDIMENT CONTROL NOTES

1. ALL CONSTRUCTION SHALL ADHERE TO THE REQUIREMENTS SET FORTH IN EPA'S NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STORMWATER GENERAL PERMIT FOR CONSTRUCTION, SITE LAND DISTURBANCE ACTIVITIES. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL TECHNICAL STANDARDS AND PROVISIONS IN EFFECT AT THE TIME OF CONSTRUCTION. THESE PROCEDURES AND STANDARDS SHALL BE REFERRED TO AS BEST MANAGEMENT PRACTICES (BMP'S). IT IS THE RESPONSIBILITY OF ALL CONTRACTORS ASSOCIATED WITH THE PROJECT TO OBTAIN A COPY OF, AND UNDERSTAND, THE BMP'S PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.
2. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL CONTROL MEASURES AS DIRECTED BY OWNER/ENGINEER OR GOVERNING AGENCIES SHALL BE INSTALLED WITHIN 24 HOURS OF REQUEST.
3. MODIFICATIONS TO THE APPROVED SWPPP IN ORDER TO MEET UNFORESEEN FIELD CONDITIONS ARE ALLOWED IF MODIFICATIONS CONFORM TO BMP'S. ALL MODIFICATIONS MUST BE APPROVED BY OWNER/ENGINEER/GOVERNING AGENCY PRIOR TO DEVIATION OF THE APPROVED PLAN.
4. INSTALL PERIMETER EROSION CONTROL MEASURES (SUCH AS CONSTRUCTION ENTRANCES, SILT FENCE AND EXISTING INLET PROTECTION) PRIOR TO ANY SITE WORK, INCLUDING GRADING OR DISTURBANCE OF EXISTING SURFACE COVER, AS SHOWN ON PLAN IN ORDER TO PROTECT ADJACENT PROPERTIES/STORM SEWER SYSTEMS FROM SEDIMENT TRANSPORT.
5. CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT ALL LOCATIONS OF VEHICLE INGRESS/EGRESS POINTS. CONTRACTOR IS RESPONSIBLE TO COORDINATE LOCATION(S) WITH THE PROPER AUTHORITIES, PROVIDE NECESSARY FEES AND OBTAIN ALL REQUIRED APPROVALS OR PERMITS. ADDITIONAL CONSTRUCTION ENTRANCES OTHER THAN AS SHOWN ON THE PLANS MUST BE APPROVED BY THE APPLICABLE GOVERNING AGENCIES PRIOR TO INSTALLATION.
6. PAVED SURFACES ADJACENT TO CONSTRUCTION ENTRANCES SHALL BE SWEEP AND/OR SCRAPED TO REMOVE ACCUMULATED SOIL, DIRT AND/OR DUST IMMEDIATELY AND AS REQUESTED BY THE GOVERNING AGENCIES.
7. ALL EXISTING STORM SEWER FACILITIES THAT WILL COLLECT RUNOFF FROM DISTURBED AREAS SHALL BE PROTECTED TO TO PREVENT SEDIMENT DEPOSITION WITHIN STORM SEWER SYSTEMS. INLET PROTECTION SHALL BE IMMEDIATELY FITTED AT THE INLET OF ALL INSTALLED STORM SEWER AND SILT FENCE SHALL BE IMMEDIATELY FITTED AT ALL INSTALLED CULVERT INLETS. ALL INLETS, STRUCTURES, PIPES, AND SWALES SHALL BE KEPT CLEAN AND FREE OF SEDIMENTATION AND DEBRIS.
8. EROSION CONTROL FOR UTILITY CONSTRUCTION (STORM SEWER, WATER MAIN, ETC.) OUTSIDE OF THE PERIMETER CONTROLS SHALL INCORPORATE THE FOLLOWING:

PLACE EXCAVATED TRENCH MATERIAL ON THE HIGH SIDE OF THE TRENCH.

BACKFILL, COMPACT AND STABILIZE THE TRENCH IMMEDIATELY AFTER PIPE CONSTRUCTION.

DISCHARGE TRENCH WATER INTO A SEDIMENTATION BASIN OR FILTERING TANK IN ACCORDANCE WITH BMP'S PRIOR TO RELEASE INTO STORM SEWER OR DITCHES.

9. AT A MINIMUM, SEDIMENT BASINS AND NECESSARY TEMPORARY DRAINAGE PROVISIONS SHALL BE CONSTRUCTED AND OPERATIONAL BEFORE BEGINNING OF SIGNIFICANT MASS GRADING OPERATIONS TO PREVENT OFFSITE DISCHARGE OF UNTREATED RUNOFF.
10. IF APPLICABLE, ALL WATERCOURSES AND WETLANDS SHALL BE PROTECTED WITH SILT FENCE TO PREVENT ANY DIRECT DISCHARGE FROM DISTURBED SOILS.
11. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE GENERAL CONTRACTOR WILL BE RESPONSIBLE FOR INSPECTION AND REPAIR DURING CONSTRUCTION. THE OWNER WILL BE RESPONSIBLE IF EROSION CONTROL IS REQUIRED AFTER THE CONTRACTOR HAS COMPLETED THE PROJECT.
12. TOPSOIL STOCKPILES SHALL HAVE A BERM OR TRENCH AROUND THE CIRCUMFERENCE AND PERIMETER SILT FENCE TO CONTROL SILT. IF TOPSOIL STOCKPILE REMAINS UNDISTURBED FOR MORE THAN SEVEN (7) DAYS, TEMPORARY SEEDING AND STABILIZATION IS REQUIRED.
13. EROSION CONTROL MEASURES TEMPORARILY REMOVED FOR UNAVOIDABLE CONSTRUCTION ACTIVITIES SHALL BE IN WORKING ORDER IMMEDIATELY FOLLOWING COMPLETION OF SUCH ACTIVITIES OR PRIOR TO THE COMPLETION OF EACH WORK DAY, WHICHEVER OCCURS FIRST.
14. MAINTAIN SOIL EROSION CONTROL DEVICES THROUGH THE DURATION OF THIS PROJECT. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. DISTURBANCES ASSOCIATED WITH EROSION CONTROL REMOVAL SHALL BE IMMEDIATELY STABILIZED.
15. PUMPS MAY BE USED AS BYPASS DEVICES. IN NO CASE SHALL PUMPED WATER BE DIVERTED OUTSIDE THE PROJECT LIMITS. PUMP DISCHARGE SHALL BE DIRECTED INTO AN APPROVED FILTER BAG OR APPROVED SETTLING DEVICE.
16. GRADING EFFORTS SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. EROSION AND SEDIMENT CONTROL MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS, AND THE USE OF TEMPORARY OR PERMANENT MEASURES. ALL DISTURBED AREAS THAT WILL NOT BE WORKED FOR A PERIOD OF FORTYEEN (14) DAYS REQUIRE TEMPORARY SEEDING FOR EROSION CONTROL. SEEDING FOR EROSION CONTROL SHALL BE IN ACCORDANCE WITH TECHNICAL STANDARDS.
17. ALL DISTURBED SLOPES EXCEEDING 4:1 SHALL BE STABILIZED WITH NORTH AMERICAN GREEN STYSEN. EROSION MATTING (OR APPROVED EQUAL) AND ALL CHANNELS SHALL BE STABILIZED WITH NORTH AMERICAN GREEN C123BN (OR APPROVED EQUAL) OR APPLICATION OF AN APPROVED POLYMER SOIL STABILIZATION TREATMENT OR A COMBINATION THEREOF, AS REQUIRED. EROSION MATTING AND/OR NETTING USED ON-SITE SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S GUIDELINES.
18. DURING PERIODS OF EXTENDED DRY WEATHER, THE CONTRACTOR SHALL KEEP A WATER TRUCK ON SITE FOR THE PURPOSE OF WATERING DOWN SOILS WHICH MAY OTHERWISE BECOME ALONGSIDE THE CONTRACTOR IS RESPONSIBLE FOR CONTROLLING WIND EROSION (DUST) DURING CONSTRUCTION AT HIS/HER EXPENSE.
19. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE VISUALLY INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM ON A DAILY BASIS.
20. QUALIFIED PERSONNEL (PROVIDED BY THE GENERAL/PRIME CONTRACTOR) SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED AND EROSION AND SEDIMENT CONTROLS WITHIN 24 HOURS OF ALL 0.5-INCH, OR MORE, PRECIPITATION EVENTS WITH A MINIMUM INSPECTION INTERVAL OF ONCE EVERY SEVEN (7) CALENDAR DAYS IN THE ABSENCE OF A QUALIFYING RAIN OR SNOWFALL EVENT. REPORTING SHALL BE IN ACCORDANCE WITH THE GENERAL PERMIT. CONTRACTOR SHALL IMMEDIATELY ARRANGE TO HAVE ANY DEFICIENT ITEMS REVEALED DURING INSPECTIONS REPAIRED/REPLACED.
21. SEE ADDITIONAL DETAILS AND NOTES ON SITE STABILIZATION AND CONSTRUCTION DETAILS.

DEMOLITION NOTES

1. PERIMETER SILT FENCING AND CONSTRUCTION ENTRANCES SHALL BE INSTALLED PRIOR TO ANY DEMOLITION. PLEASE REFER TO GRADING AND EROSION AND SEDIMENT CONTROL PLAN SHEETS FOR FURTHER DETAILS.
2. EXISTING FEATURES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE TYPE, LOCATION, SIZE AND ELEVATION OF UNDERGROUND UTILITIES AS THEY DEEM NECESSARY TO AVOID DAMAGE THEREO. CONTRACTOR/OWNER SHALL CALL "MISS DIG" PRIOR TO ANY DEMOLITION.
3. CONTRACTOR SHALL PERFORM ALL DEMOLITION WORK IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL REQUIREMENTS.
4. COORDINATE WITH ALL APPLICABLE UTILITY COMPANIES AND THE MUNICIPALITY TO PROTECT EXISTING FUNCTIONING UTILITIES. BULKHEAD/REMOVE CONNECTIONS AS NECESSARY, AND TO ENSURE ALL UTILITIES ARE INACTIVE PRIOR TO ANY DEMOLITION ACTIVITIES. CONTRACTOR SHALL TAKE ADEQUATE PRECAUTIONS TO ENSURE PROTECTION OF EXISTING UTILITIES THAT ARE NOT TO BE IMPACTED. THE CONTRACTOR IS RESPONSIBLE FOR REPAIR OF ANY EXISTING UTILITIES DAMAGED AS A RESULT OF THE DEMOLITION.
5. VOIDS LEFT BY REMOVAL OF FEATURES SHALL BE MODIFIED/FILLED TO PREVENT PONDING OF WATER.
6. DEMOLISH AND DISPOSE EXISTING PIPING, CABLEWIRES, STRUCTURES, OR OTHER SURFACE FEATURES INDICATED ON THE PLANS TO BE REMOVED.
7. CLEARING AND GRUBBING DESIGNATIONS SHALL INCLUDE CLEARING, GRUBBING, REMOVING, AND DISPOSING OF ALL VEGETATION AND DEBRIS WITHIN THE LIMITS OF CONSTRUCTION, AS DESIGNATED ON THE PLANS. CONTRACTOR SHALL REMOVE ONLY THOSE TREES ABSOLUTELY NECESSARY TO ALLOW FOR CONSTRUCTION.
8. CONTRACTOR SHALL REMOVE EXISTING FENCING IN A MANNER TO ALLOW REUSE. ANY FENCING MATERIAL TO BE REUSED IN THE CONSTRUCTION OF RELOCATED FENCE LINES SHALL BE PRESENTED TO ENGINEER FOR INSPECTION AND PROPOSED CONTRACT DEDUCT ASSOCIATED WITH REUSE OF THE SALVAGED MATERIAL. ENGINEER OR OWNER WILL PROVIDE WRITTEN ACCEPTANCE OF THE PROPOSED SALVAGED MATERIAL.
9. CONTRACTOR SHALL COORDINATE WITH THE MUNICIPALITY FOR TERMINATION OF PUBLIC UTILITY CONNECTIONS TO SITE.
10. CONTRACTOR SHALL COORDINATE STOCKPILE LIMITS AND LOCATIONS WITH ENGINEER/OWNER PRIOR TO DEMOLITION.

COUNTY EXCAVATION SPECIFICATIONS

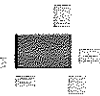
1. THE TRENCH SHALL BE EXCAVATED TO A SUFFICIENT WIDTH AND DEPTH TO PERMIT THE PROPER LAYING OF PIPE OR CONDUIT, USING SPECIAL CARE TO AVOID DAMAGING CONDUITS OR PIPES WHICH ALREADY OCCUPY SPACE IN TRENCH LOCATION.
2. CONCRETE PAVEMENT OR CONCRETE CURB AND GUTTER SHALL BE REMOVED BY SAW-CUTTING FULL-DEPTH AND REMOVING JOINT TO JOINT (FULL SLABS). DIAGONAL, ANGLED OR ARCED CUTS ARE NOT ALLOWED.
3. ASPHALT PAVEMENTS SHALL BE SAW-CUT FULL-DEPTH FOR REMOVAL. SAW-CUTS SHALL BE PARALLEL AND PERPENDICULAR TO THE CENTERLINE OF THE ROAD. IF THE EDGE OF THE TRENCH IS WITHIN TWO FEET OF THE EDGE OF THE LAKE, THE PAVEMENT SHALL BE REMOVED TO THE EDGE OF THE LAKE. THE MINIMUM LIMITS OF REMOVAL SHALL BE FROM THE EDGE OF THE LAKE TO THE CENTER OF THE LAKE.
4. WHEN CUTTING INTO A TWO-COURSE PAVEMENT SUCH AS A CONCRETE BASE WITH AN ASPHALT WEARING COAT, THE CONCRETE PAVEMENT AND CONCRETE BASE SHALL BE SAW-CUT FULL-DEPTH AND REMOVED JOINT TO JOINT (FULL SLABS). THE SAW-CUTS SHALL BE ALONG EXISTING JOINTS. DIAGONAL, ANGLED OR ARCED CUTS ARE NOT ALLOWED.
5. WHERE PAVEMENT OR TRAFFIC CONDITIONS WARRANT, MILWAUKEE COUNTY WILL REQUIRE TUNNEL OR BORING METHODS TO BE USED. TRENCHES AND TUNNEL SECTIONS SHALL BE BRACED AS REQUIRED BY GSA.

COUNTY BACKFILL SPECIFICATIONS

1. ALL TRENCHES EXCAVATED UNDER PAVEMENT SHALL BE BACKFILLED WITH A SLURRY MIX CONSISTING OF:
1.1. 1,350 LB. SAND 7.5 LB. #1 STONE 1,150 LB. #2 STONE 25 GAL. OF WATER PER CUBIC YARD.
*THIS SLURRY MIX IS COMMONLY REFERRED TO AS GAS COMPANY SLURRY AGGREGATE MIX #2.
2. ALL TRENCHES EXCAVATED UNDER SIDEWALKS, DRIVEWAYS AND WITHIN TEN FEET (10') OF THE EDGE OF PAVEMENT ON LAND CONTROLLED OR MAINTAINED BY MILWAUKEE COUNTY, SHALL BE BACKFILLED WITH APPROVED SAND OR GRAVEL, AND COMPACTED.
3. ON SHOULDERS AND DRIVEWAYS THE TOP EIGHT INCHES (8") SHALL BE GRAVEL OR CRUSHED STONE MATERIAL OR BITUMINOUS OR PORTLAND CEMENT CONCRETE IF PRESENTLY IN PLACE. EXCAVATED MATERIAL SHALL IMMEDIATELY BE HAULED OFF THE RIGHT-OF-WAY BY THE PERMITTEE OR THEIR AGENT.
4. THE CONTRACTOR SHALL MAINTAIN THE PAVEMENT TRENCH SURFACE WITH A TEMPORARY ASPHALT SURFACE UNTIL SUCH TIME AS THE PERMANENT BITUMINOUS OR PORTLAND CEMENT CONCRETE IS REPLACED BY THE CONTRACTOR. IF, IN THE JUDGMENT OF THE REPRESENTATIVE OF THE DIRECTOR OF TRANSPORTATION, THE CONDITION OF THE BACKFILL WARRANTS, THE MATERIAL SHALL BE THOROUGHLY FLUSHED WITH WATER.
5. TUNNEL SECTIONS SHALL BE BACKFILLED WITH CONCRETE CONSISTING OF A MINIMUM OF TWO (2) BAGS OF CEMENT PER CUBIC YARD OF GRADED AGGREGATE.
6. THE CONTRACTOR SHALL SUPPLY A COPY OF THE DELIVERY TICKETS OF ALL MATERIAL USED FOR BACKFILLING TO THE DIRECTOR OF TRANSPORTATION.

COUNTY PAVEMENT REPLACEMENT SPECIFICATIONS

1. PAVEMENT AND CURB AND GUTTER SHALL BE REPLACED BY PERMITTEE THE SAME THICKNESS AS THE ADJACENT SLAB AND/OR CURB AND GUTTER WITH CLASS "A" 2" BAG, HIGH EARLY STRENGTH PORTLAND CEMENT CONCRETE.
2. CONSTRUCTION METHODS AND MATERIAL SHALL MEET THE REQUIREMENTS TO THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION).
3. NEW CONCRETE PAVEMENT OR CONCRETE CURB AND GUTTER SHALL BE DOVELEED TO THE EXISTING PAVEMENT AND/OR CURB AND GUTTER WITH DRILLED AND DRIVEN NO. 6 EPOXY-COATED 24-INCH DEFORMED BARS PLACED 36" C-C, EXCEPT IN WHEEL PATHS WHERE FOUR 11/4" DOWELS, 15" C-C SHALL BE PLACED.
4. REPLACEMENT OF ASPHALT PAVEMENT SHALL BE TWO-INCHES THICKER THAN THE ADJACENT PAVEMENT. THE MIX DESIGN SHALL BE DETERMINED BY MILWAUKEE COUNTY.
5. THE ASPHALT WEARING COURSE OF A TWO-COURSE PAVEMENT SHALL BE REPLACED TO MATCH THE THICKNESS OF THE ADJACENT PAVEMENT.
6. NEW PORTLAND CEMENT CONCRETE SHALL BE BARRICADED AND TRAFFIC KEPT OFF FOR A PERIOD OF NOT LESS THAN 72 HOURS OR UNTIL THE NEW CONCRETE ATTAINS THE STRENGTH NECESSARY TO SUPPORT SUCH TRAFFIC.
7. ALL TRENCHES IN SHOULDERS OR PRIVATE ENTRANCES SHALL BE SURFACED BY THE PERMITTEE WITH THE SAME TYPE OF MATERIAL AND RESTORED TO THE SAME CONDITION AS THE ORIGINAL SURFACE.



PINNACLE ENGINEERING GROUP

ENGINEERING | NATURAL RESOURCES | SURVEYING

PLAN | DESIGN | DELIVER

AN AFFORDABLE SOLUTION

WISCONSIN OFFICE:
1535 W. BULLWINKLE ROAD
BROOKFIELD, WI 53005
(262) 754-8888

CONSTRUCTION | MAINTENANCE

NICOLET SOCCER FIELD REDEVELOPMENT

GLENDALE, WI

GENERAL NOTES

REVISIONS		SHEET
1	REV PER CITY COMMENTS	
	02/11/19	C-2
		C-26

PGI JOB NO. 114300

PGI PM. NTS

START DATE 01/19/19

SCALE: N/A

DATE: 02/11/19

BY: [Signature]

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DRAFTED: JNS
DESIGNED: JNS
REVIEWED:

EXISTING CONDITIONS SURVEY:

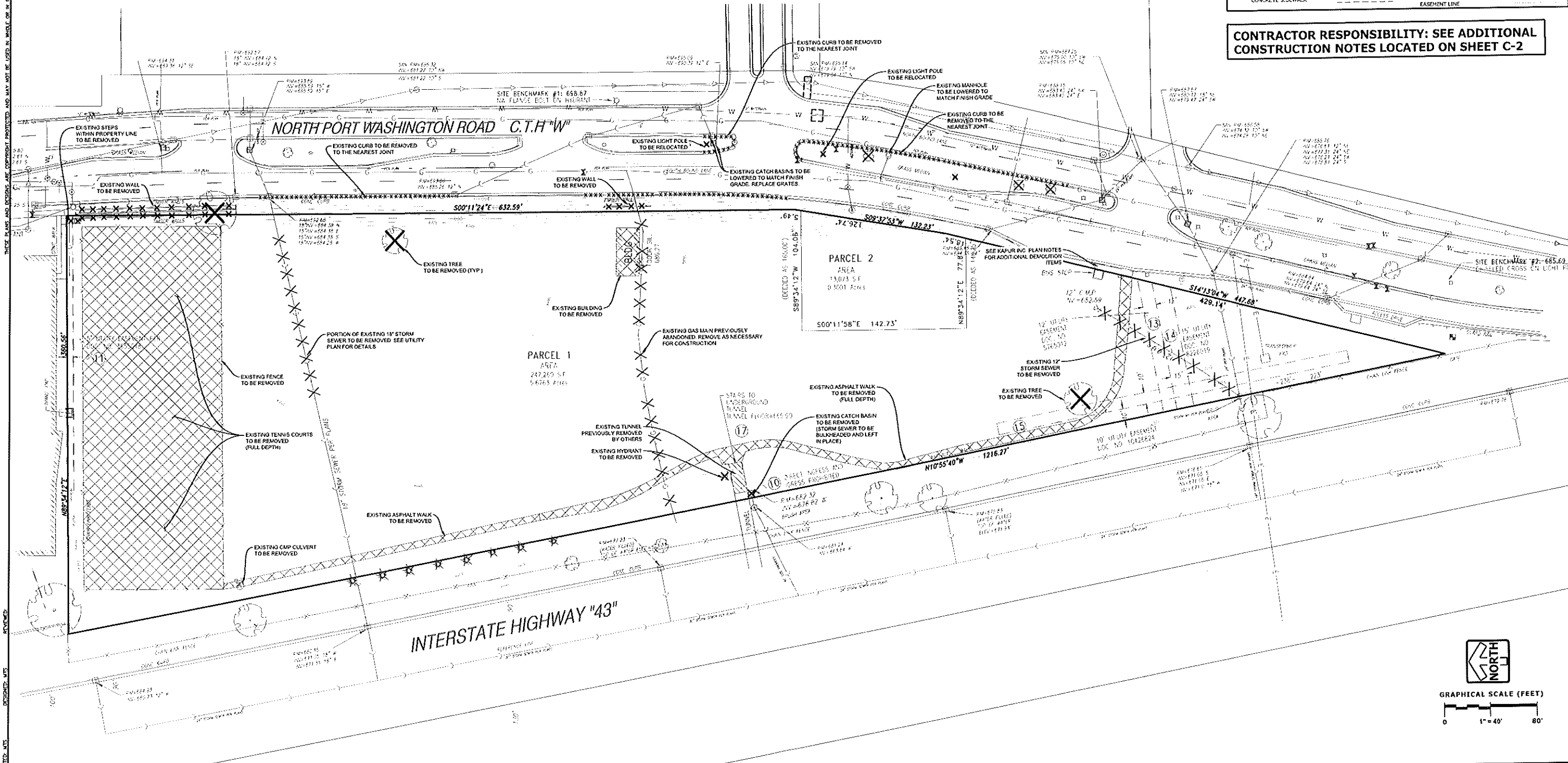
EXISTING CONDITIONS SURVEY PROVIDED BY PINNACLE ENGINEERING GROUP. ALTHOUGH PEG HAS NO REASON TO BELIEVE THE SURVEY IS INACCURATE, PEG MAKES NO WARRANTIES THAT EXISTING INFORMATION CONTAINED WITHIN THESE PLANS IS ALL-INCLUSIVE OR ACCURATE. CONTRACTOR SHALL UNDERTAKE NECESSARY EFFORTS TO VERIFY THE EXISTING CONDITIONS PRIOR TO THE START OF MATERIAL PROCUREMENT AND CONSTRUCTION EFFORTS/ACTIVITIES.

CONTRACTOR RESPONSIBILITY:

THE INFORMATION SHOWN ON THIS DRAWING CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATIONS AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO. IF ADDITIONAL UTILITIES ARE KNOWN TO EXIST IN THE PROPERTY, THE OWNER WILL PROVIDE EXISTING PLANS OF OTHER UTILITIES SERVING THE SITE AND THE BUILDING THAT OTHERWISE CANNOT BE LOCATED BY A VISUAL OBSERVATION OF THE PROPERTY OR OF WHICH THE SURVEYOR WOULD HAVE NO KNOWLEDGE.

LEGEND	
SANITARY MANHOLE	STORM SEWER
STORM MANHOLE	WATER MAIN
CATCH BASIN	LIGHTING
INLET	ELECTRICAL CABLE
PRECAST FLARED END SECTION	ELECTRICAL TRANSFORMER OR PEDESTAL
CONCRETE HEADWALL	POWER POLE
VALVE VAULT	POWER POLE WITH LIGHT
VALVE BOX	GLV WIRE
FIRE HYDRANT	STREET SIGN
BUFFALO BOX	GAS MAIN
CLEANOUT	TELEPHONE LINE
SANITARY SEWER	CONTOUR
FORCE MAIN	TREE
CONCRETE SIDEWALK	EASEMENT LINE

CONTRACTOR RESPONSIBILITY: SEE ADDITIONAL CONSTRUCTION NOTES LOCATED ON SHEET C-2





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BROOKFIELD, WI 53005
(262) 754-8868

NICOLET SOCCER FIELD REDEVELOPMENT

GLENDAL, WI

EXISTING CONDITIONS & DEMO PLAN

REVISIONS		SHEET
1. REV. PER CITY COMMENTS	02/11/19	
		C-3
		C-26

PEG JOB No. 11432.00
PEG PM: JMS
START DATE: 01/19/18
SCALE: 1" = 40'

FOR REVIEW ONLY

EXISTING CONDITIONS & DEMO PLAN

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DESIGNED: JMT
CHECKED: JMT
DATE: 02/11/19

CONSTRUCTION SITE SEQUENCING

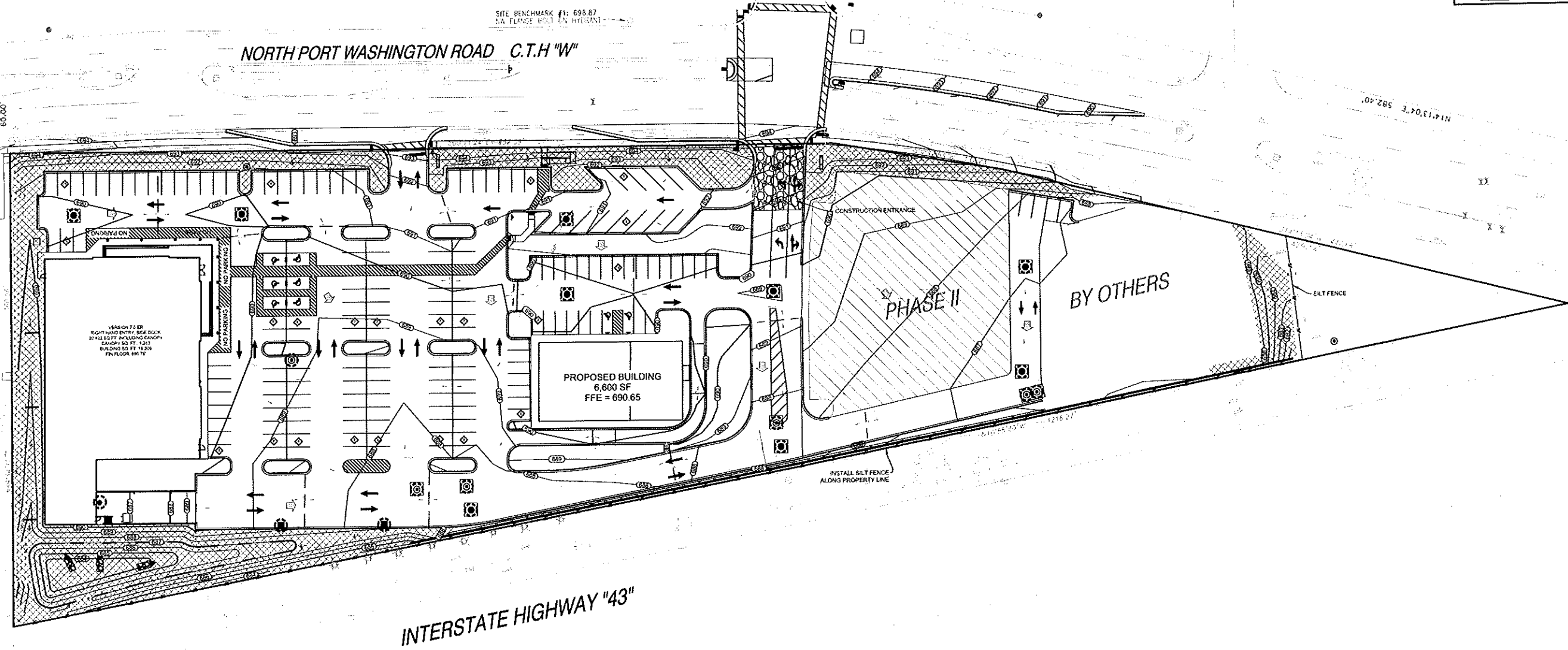
1. INSTALL PERIMETER SILT FENCE, INLET PROTECTION, TEMPORARY CONSTRUCTION ENTRANCE AND ANY OTHER EROSION CONTROL MEASURES
2. DEMOLITION AND REMOVALS OF BUILDINGS, PAVEMENTS & LANDSCAPING
3. STRIP AND STOCKPILE TOPSOIL, INSTALL SILT FENCE AROUND PERIMETER OF STOCKPILE
4. CONDUCT ROUGH GRADING EFFORTS AND INSTALL CHECK DAMS AND SEDIMENT TRAPS/BASINS AS NEEDED
5. CONSTRUCTION OF FOUNDATIONS AND BUILDING
6. INSTALL UTILITY PIPING AND STRUCTURES, IMMEDIATELY INSTALL INLET PROTECTION
7. COMPLETE FINAL GRADING, INSTALLATION OF GRAVEL BASE COURSES, PLACEMENT OF CURBS, PAVEMENTS, WALKS, ETC.
8. INSTALL TOPSOIL AND LANDSCAPING IMMEDIATELY STABILIZE DISTURBED AREAS WITH EROSION CONTROLS
9. EROSION CONTROL MEASURES SHALL BE REMOVED ONLY AFTER SITE CONSTRUCTION IS COMPLETE WITH ALL SOIL SURFACES HAVING AN ESTABLISHED VEGETATIVE COVER

CONTRACTOR MAY MODIFY SEQUENCING AFTER ITEM 1 AS NEEDED TO COMPLETE CONSTRUCTION IF EROSION CONTROLS ARE MAINTAINED IN ACCORDANCE WITH THE CONSTRUCTION SITE EROSION CONTROL REQUIREMENTS

LEGEND

- SANITARY SEWER MANHOLE
- STORM SEWER MANHOLE
- STORM STORM CATCH BASIN (ROUND CASTING)
- STORM SEWER CATCH BASIN (RECTANGULAR CASTING)
- ▴ PRECAST FLARED END SECTION
- CLEANOUT
- VALVE BOX
- FIRE HYDRANT
- PROPOSED CONTOUR
- + 750.5 PROPOSED SPOT ELEVATION
- DIRECTION OF SURFACE FLOW
- OVERFLOW RELIEF ROUTING
- SILT FENCE
- WISDOT TYPE D INLET PROTECTION
- CONSTRUCTION ENTRANCE
- HYDROSEED
- ▨ CURLEX EROSION CONTROL BLANKET

CONTRACTOR RESPONSIBILITY: SEE ADDITIONAL CONSTRUCTION NOTES LOCATED ON SHEET C-2

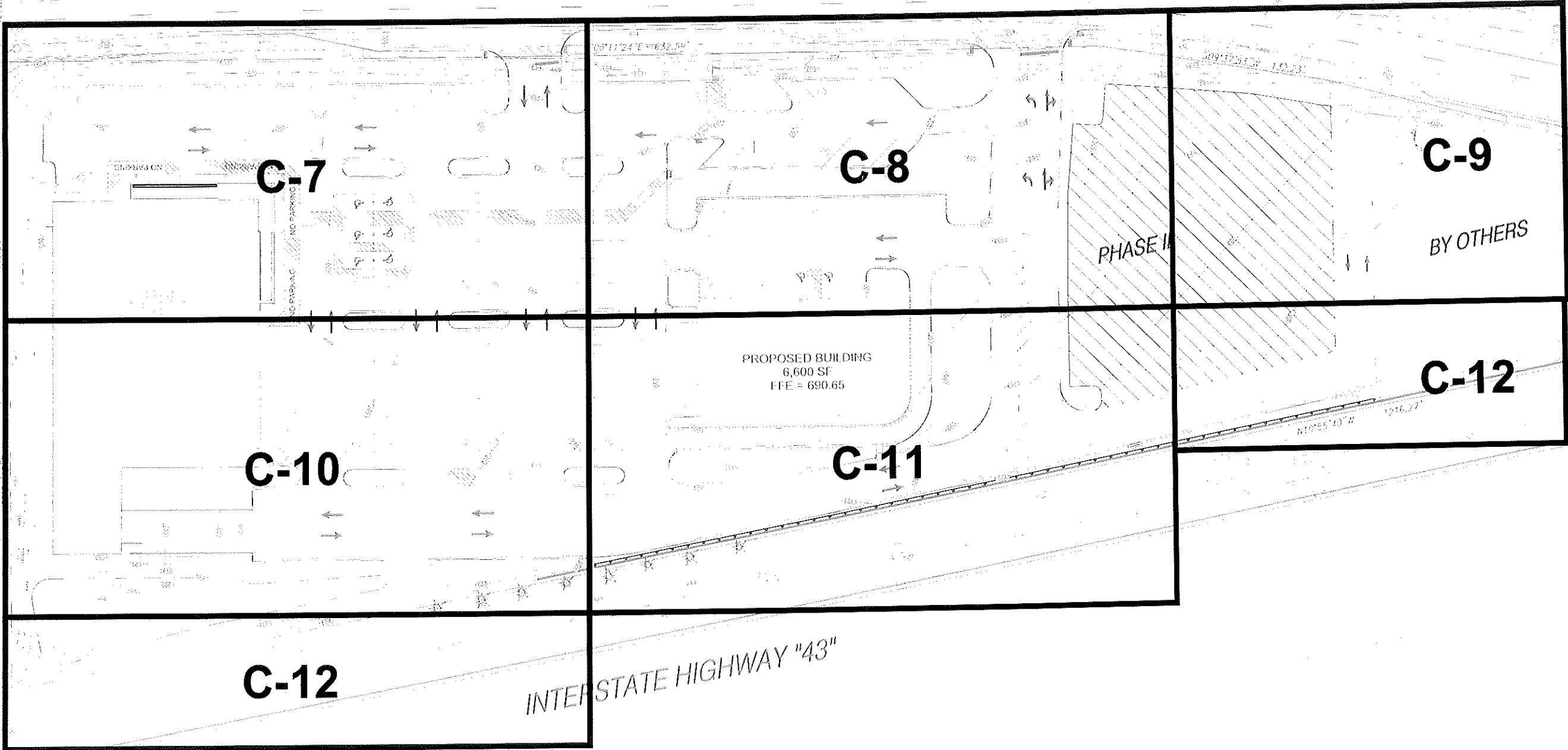


FOR REVIEW ONLY
GRADING AND EROSION CONTROL PLAN

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DESIGNED: JTS
DRAFTED: JTS
REVIEWED:



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NICOLET SOCCER FIELD REDEVELOPMENT GLENDALE, WI

SPOT GRADE KEY SHEET

REVISIONS	
1. REV PER CITY COMMENTS	02/11/19

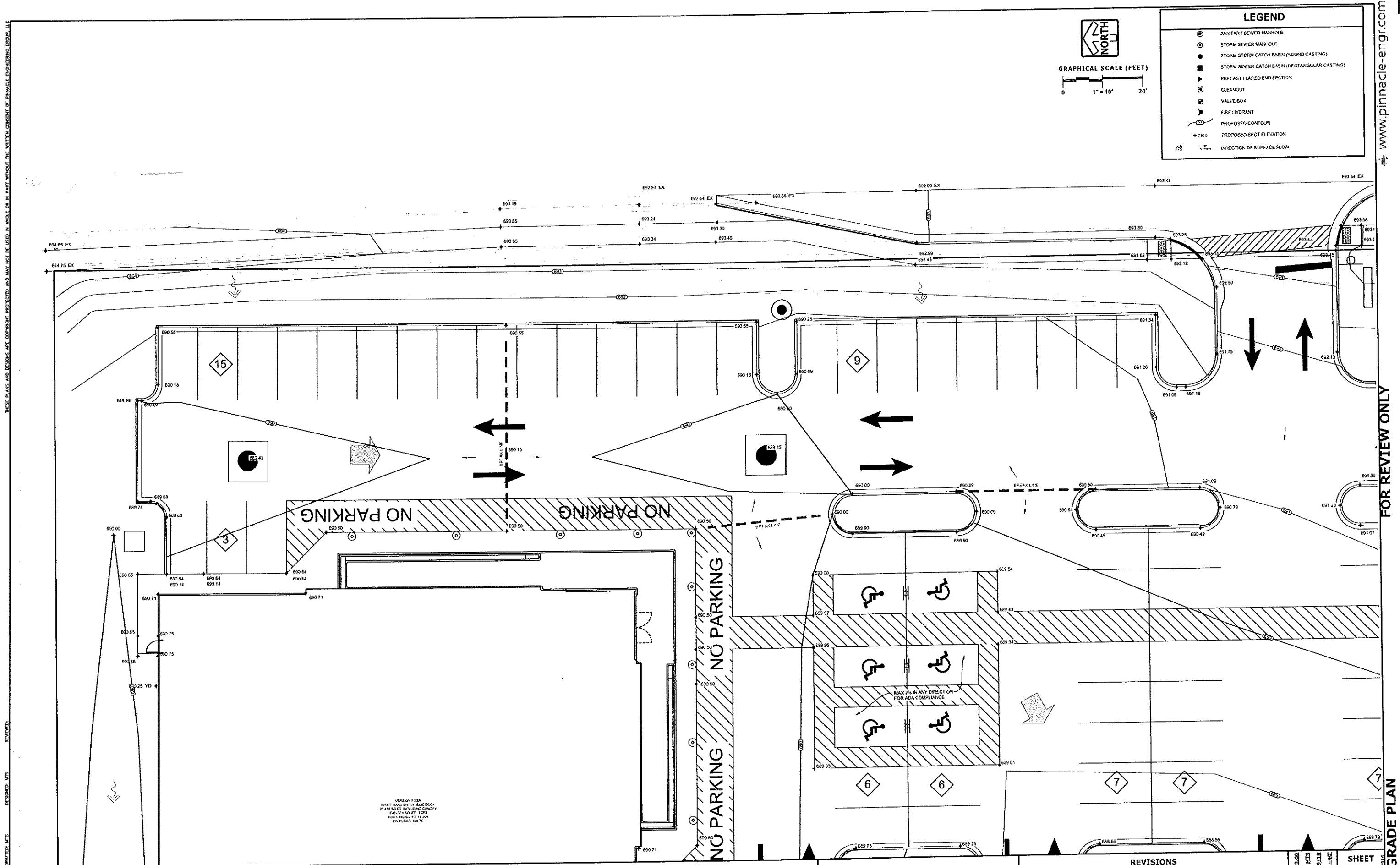
PEC JOB No. 1143.00
PEC PM: JTS
START DATE: 01/19/18
SCALE: 1"=60'

SHEET
C-6
C-26

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SPOT GRADE KEY SHEET

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(262) 754-6688
CHICAGO OFFICE: 1000 N. LAKE STREET, SUITE 200
(773) 754-6688

NICOLET SOCCER FIELD REDEVELOPMENT
GLENDALE, WI

SPOT GRADE PLAN

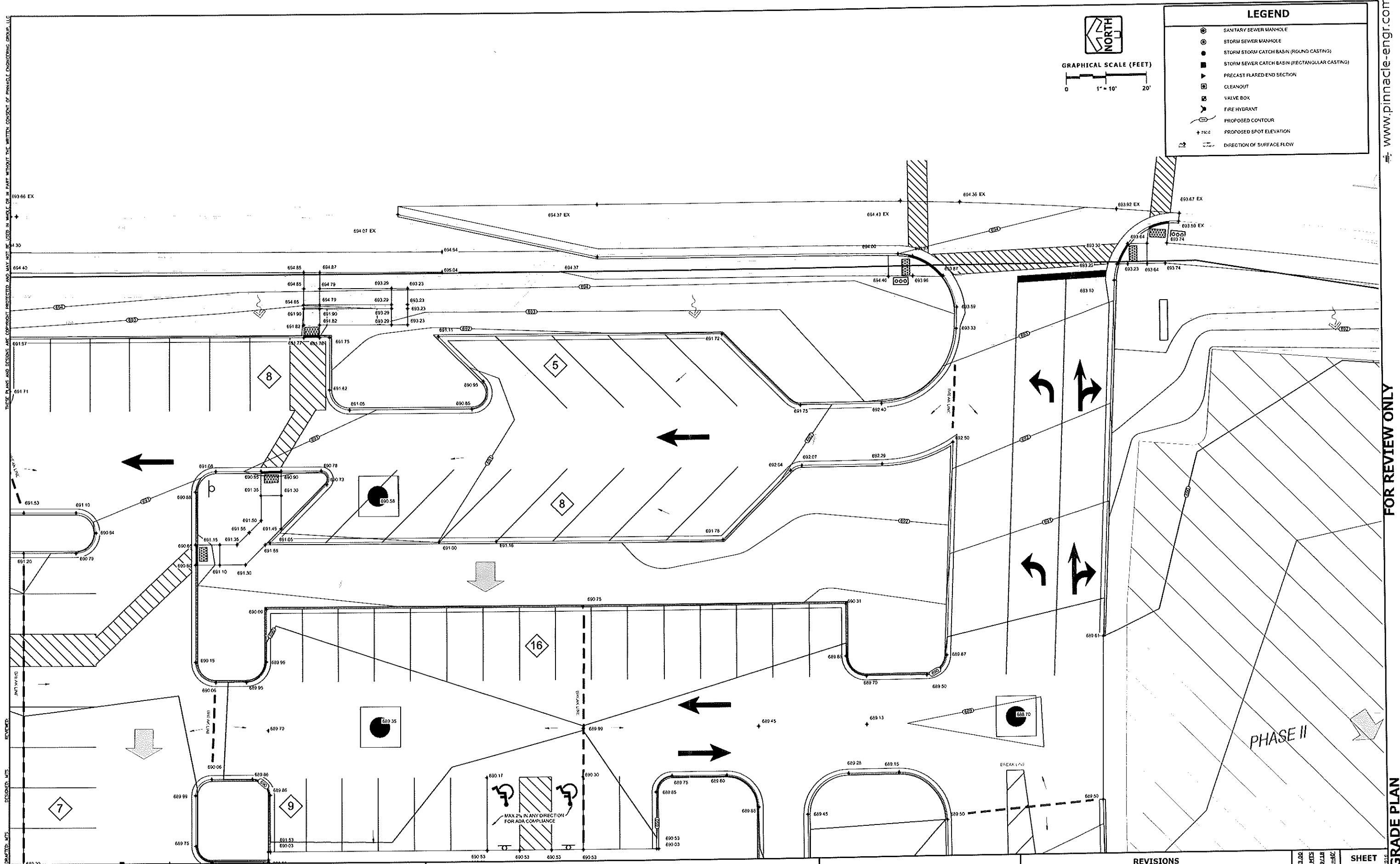
REVISIONS	
1	REV PER CITY COMMENTS 02/11/19

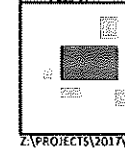
PG JOB No. 1153.00
PG PM HTS
START DATE 01/19/18
SCALE 1"=60'

SHEET
C-7
C-26

Z:\PROJECTS\2017\1143 00-WA\CAD\05\05-5 GRADING AND EROSION CONTROL PLAN.DWG

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SPOT GRADE PLAN





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NICOLET SOCCER FIELD REDEVELOPMENT
GLENDALE, WI

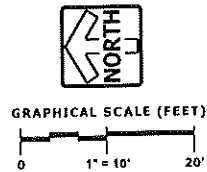
SPOT GRADE PLAN

REVISIONS	
REV. PER CITY COMMENTS	02/11/19

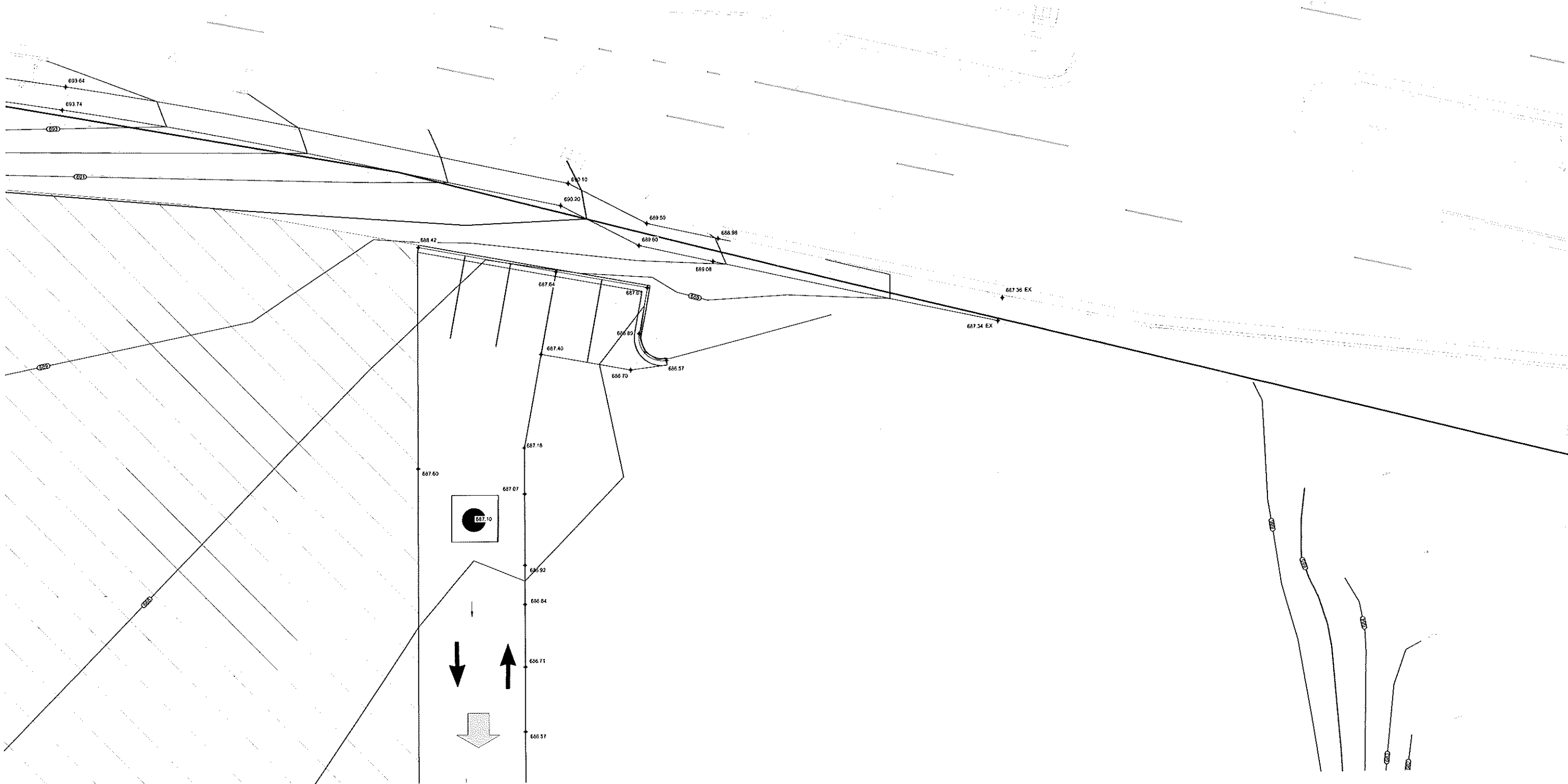
PG JOB NO.	DATE	SCALE	SHEET
13453.00	02/11/19	1"=10'	C-8
			C-26

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PROJECT: SITE
PROJECT: SITE
PROJECT: SITE



LEGEND	
	SANITARY SEWER MANHOLE
	STORM SEWER MANHOLE
	STORM SEWER CATCH BASIN (ROUND CASTING)
	STORM SEWER CATCH BASIN (RECTANGULAR CASTING)
	PRECAST FLARED END SECTION
	CLEANOUT
	VALVE BOX
	FIRE HYDRANT
	PROPOSED CONTOUR
	PROPOSED SPOT ELEVATION
	DIRECTION OF SURFACE FLOW



PINNACLE ENGINEERING GROUP
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NICOLET SOCCER FIELD REDEVELOPMENT
GLENDALE, WI

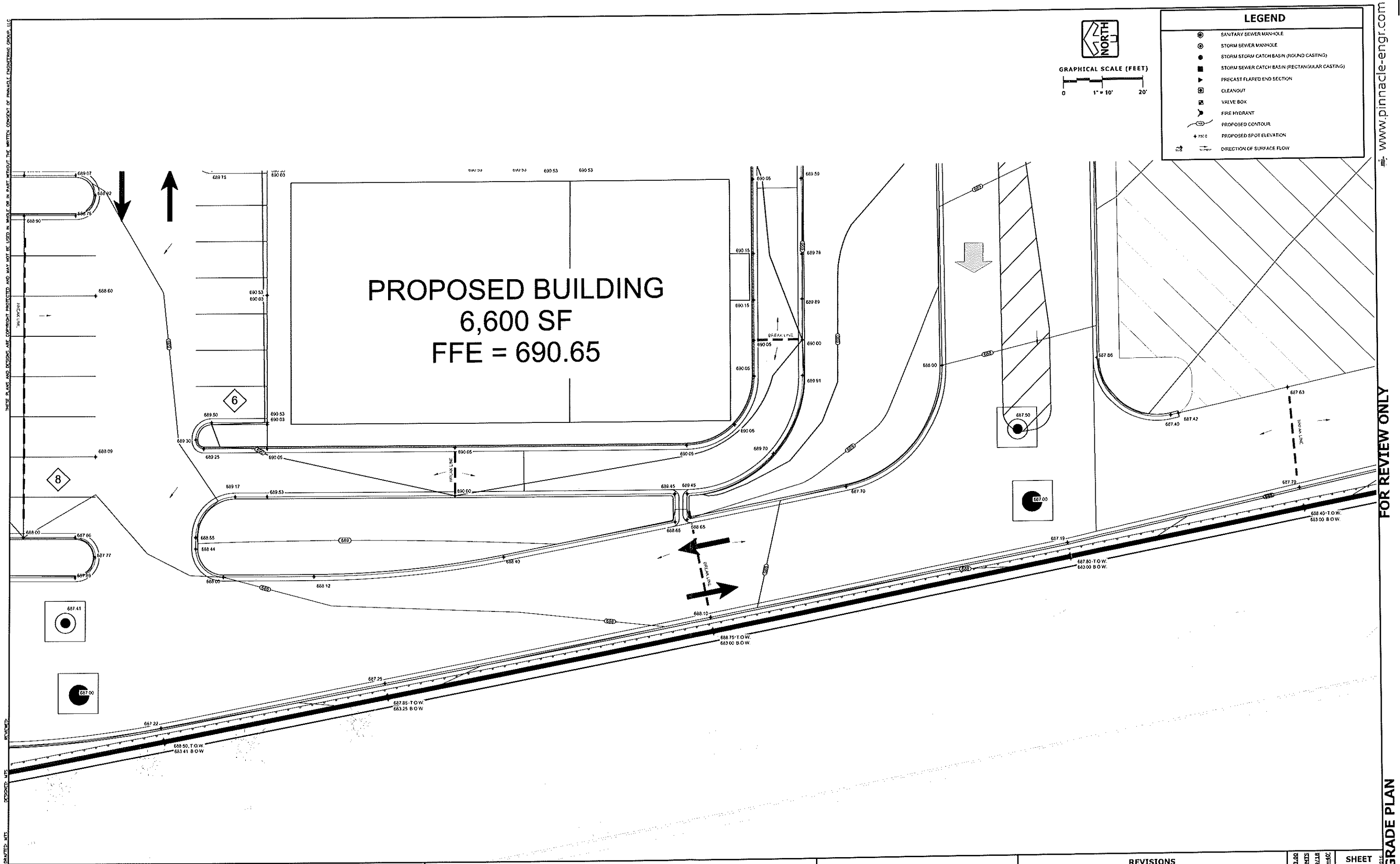
SPOT GRADE PLAN

REVISIONS	
1. REV PER CITY COMMENTS	02/11/19

PEC JOB No. 1143.00
PEC PM: MDS
START DATE: 01/19/18
SCALE: 1"=40'

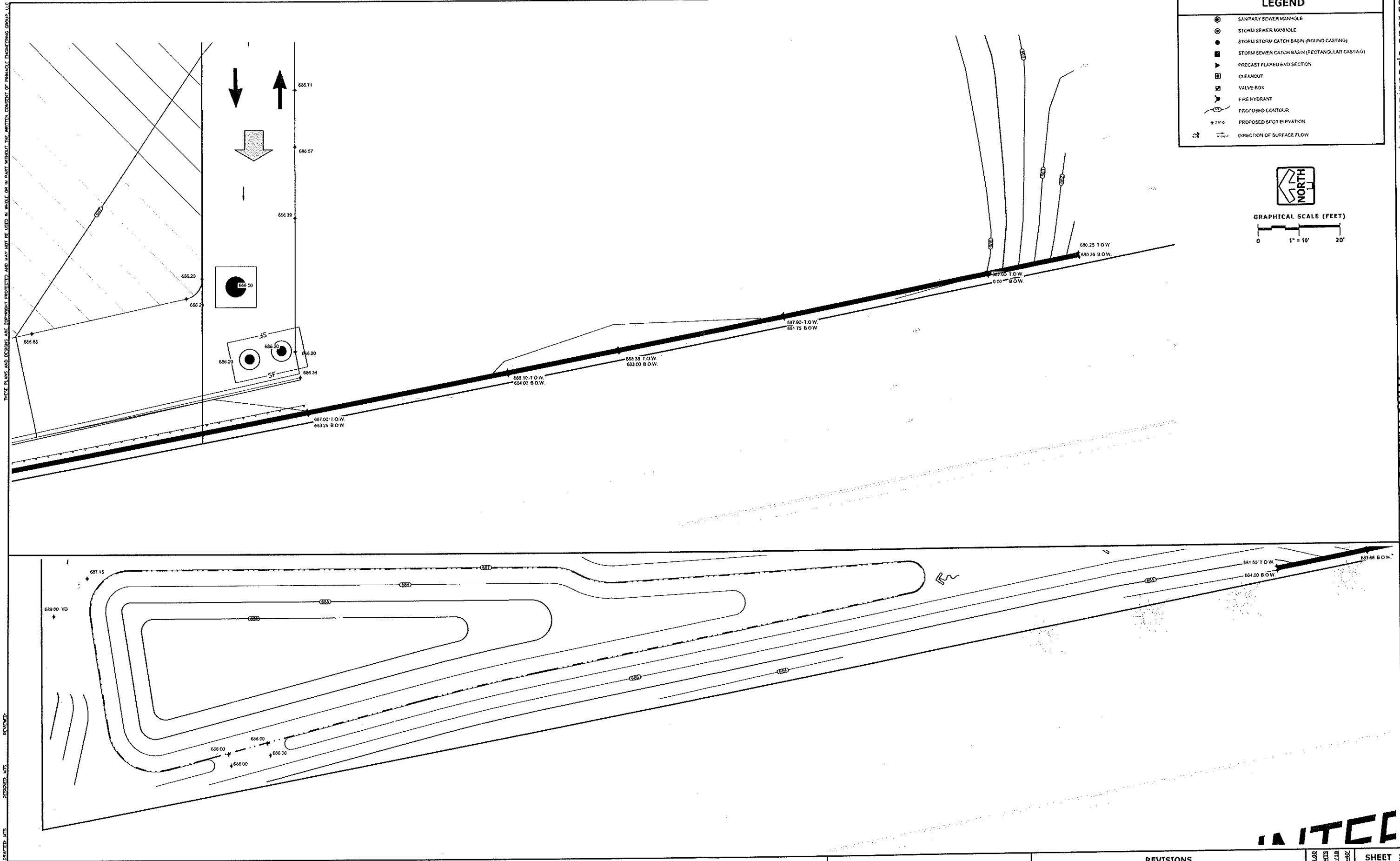
SHEET
C-9
C-26





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PROJECTED: MTS
DESIGNED: MTS
BY: MTS



LEGEND

- SANITARY SEWER MANHOLE
- STORM SEWER MANHOLE
- STORM SEWER CATCH BASIN (ROUND CASTING)
- STORM SEWER CATCH BASIN (RECTANGULAR CASTING)
- ▶ PRECAST FLARED END SECTION
- CLEANOUT
- VALVE BOX
- FIRE HYDRANT
- PROPOSED CONTOUR
- +760.0 PROPOSED SPOT ELEVATION
- DIRECTION OF SURFACE FLOW



GRAPHICAL SCALE (FEET)
0 1" = 10' 20'

PINNACLE ENGINEERING GROUP
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A P P R O A C H

WISCONSIN OFFICE
13550 W. BAILEY ROAD
BROOKFIELD, WI 53005
(262) 754-8868
P E N N A P L E E N G R G R O U P . C O M

NICOLET SOCCER FIELD REDEVELOPMENT

GLENDAL, WI

SPOT GRADE PLAN

REVISIONS	
1. REV PER CITY COMMENTS	02/11/19

REG. JOB NO. 1143.00	MTS
REG. PM	MTS
START DATE 01/10/18	SCALE 1"=40'
SHEET C-12	
C-26	

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CROSSINGS

- | | | | |
|---|--|----|--|
| 1 | 6" WAT OVER 15" STM
6" WAT B.O.P. 683.55
15" STM T.O.P. 682.69 | 6 | 6" WAT OVER 8" SAN
6" WAT B.O.P. 682.50
8" SAN T.O.P. 681.95 |
| 2 | 6" SAN OVER 15" STM
6" SAN B.O.P. 682.71
15" STM T.O.P. 681.85 | 7 | 6" SAN OVER 2" WAT
6" SAN B.O.P. 681.54
2" WAT T.O.P. 679.95 |
| 3 | 6" WAT OVER 6" SAN
6" WAT B.O.P. 683.54
6" SAN T.O.P. 683.11 | 8 | 10" STM OVER 2" WAT
10" STM B.O.P. 681.50
2" WAT T.O.P. 680.22 |
| 4 | 6" WAT OVER 6" SAN
6" WAT B.O.P. 684.39
6" SAN T.O.P. 683.25 | 9 | 12" STM OVER 6" SAN
12" STM B.O.P. 685.09
6" WAT T.O.P. 683.35 |
| 5 | 6" WAT OVER 6" SAN
6" WAT B.O.P. 683.55
6" SAN T.O.P. 681.41 | 10 | 12" STM OVER 6" SAN
12" STM B.O.P. 684.95
6" SAN T.O.P. 682.75 |
| | | 11 | 15" STM OVER 15" STM
15" STM B.O.P. 679.70
15" STM T.O.P. 675.45 |

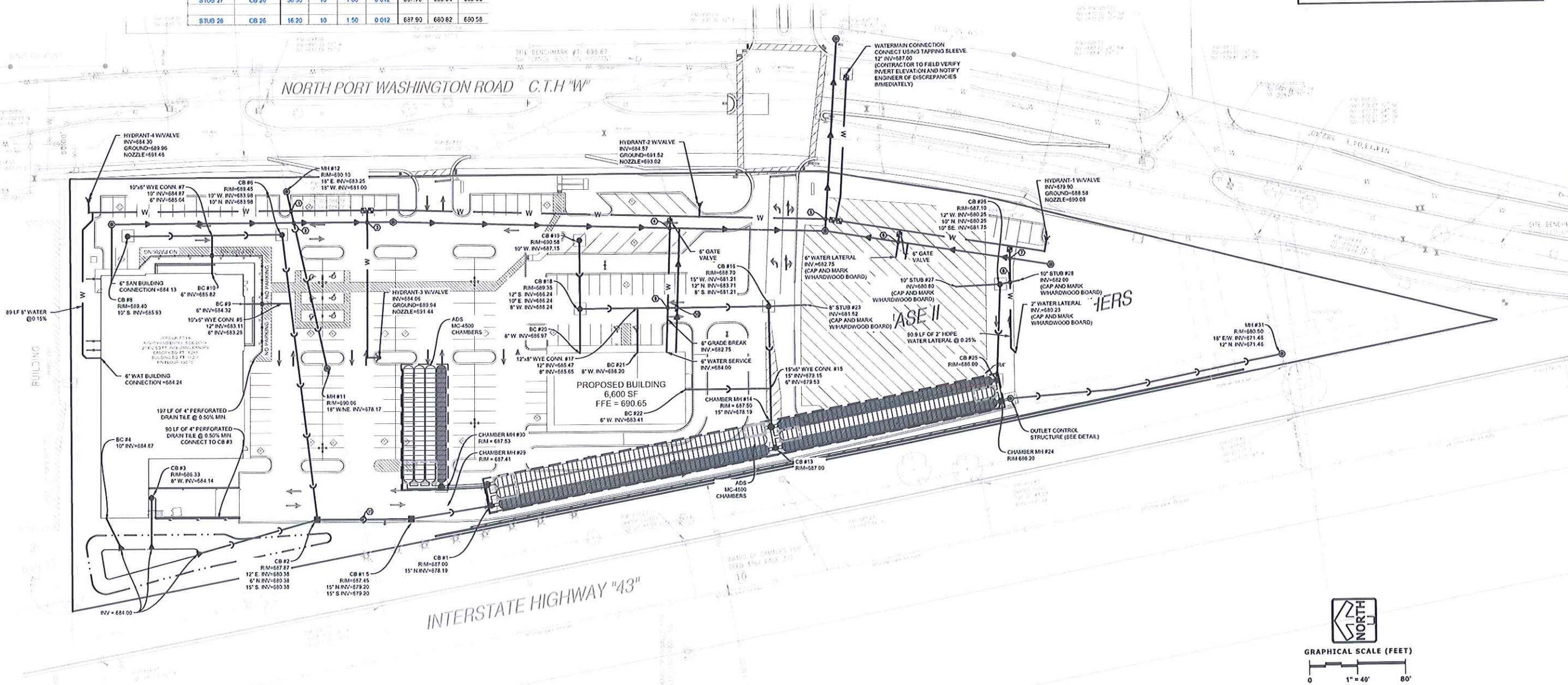
Upstream Structure	Downstream Structure	Length (ft)	Diameter (in)	Slope (%)	Manning Coefficient	Rim/Top Up	Rim/Top Down
CB 3	POND	47.00	8	0.30	0.012	686.33	684.14
BC 4	POND	33.50	10	2.00	0.012	690.25	684.67
CB 8	WYE 7	70.70	10	1.50	0.012	689.40	685.93
WYE 7	CB 6	59.40	10	1.50	0.012	690.20	684.87
CB 6	WYE 5	57.80	10	1.50	0.012	689.45	683.93
WYE 5	CB 2	181.80	10	1.50	0.012	690.20	683.11
CB 2	CB 15	78.60	15	1.50	0.012	687.87	683.38
CB 15	CB 1	67.60	15	1.50	0.012	687.45	679.20
POND	CB 2	106.40	8	3.40	0.012	684.00	684.00
BC 10	WYE 7	31.60	6	3.00	0.012	690.75	685.82
BC 9	WYE 5	31.90	6	3.00	0.012	690.75	684.32
CB 19	CB 18	57.20	10	1.60	0.012	690.58	687.15
CB 18	WYE 17	48.10	12	1.60	0.012	689.35	685.24
WYE 17	CB 16	109.80	12	1.60	0.012	689.95	685.47
CB 16	WYE 15	68.60	15	3.00	0.012	688.70	681.21
WYE 15	MH 14	31.90	15	3.00	0.012	688.30	679.15
BC 20	CB 18	36.60	8	2.00	0.012	690.65	686.97
BC 21	WYE 17	36.60	8	2.00	0.012	690.65	686.20
BC 22	WYE 15	71.10	6	6.00	0.012	690.65	683.41
STUB 23	CB 16	31.70	10	1.00	0.012	689.50	684.03
CB 26	CB 25	79.70	12	3.00	0.012	687.10	680.58
STUB 27	CB 26	36.30	10	1.00	0.012	687.75	680.94
STUB 28	CB 26	16.20	10	1.50	0.012	687.90	680.82

CONTRACTOR RESPONSIBILITY: SEE ADDITIONAL CONSTRUCTION NOTES LOCATED ON SHEET C-2

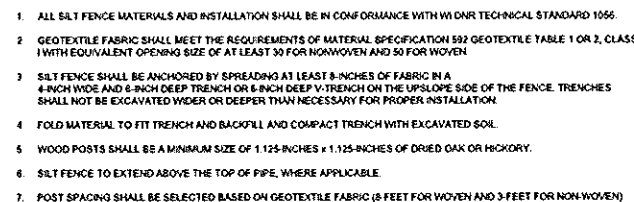
ALL UTILITIES OUTSIDE OF COUNTY R.O.W. SHALL BE PRIVATE INTERCEPTOR MAINS

LEGEND

- SANITARY SEWER MANHOLE
- STORM SEWER MANHOLE
- STORM SEWER CATCH BASIN (ROUND CASTING)
- STORM SEWER CATCH BASIN (RECTANGULAR CASTING)
- PRECAST CONCRETE FLARED END SECTION
- CLEANOUT
- VALVE BOX
- FIRE HYDRANT
- SANITARY SEWER
- FORCE MAIN
- STORM SEWER
- DRAIN TILE
- WATER MAIN
- FIRE PROTECTION
- UTILITY CROSSING
- ELECTRICAL CABLE
- GAS MAIN
- TELEPHONE LINE
- OVERHEAD WIRES
- LIGHTING
- ELECTRICAL TRANSFORMER OR PEDESTAL



	DRAFTED: MTS	DESIGNED: MTS	REVIEWED:
DATE:			
BY:			
CHECKED:			
APPROVED:			



1. INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.
2. MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE WEDOT EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.
3. WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN THAT THE SEED OR TRAPERS IN THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- ① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10 INCHES AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- ② FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 3/4" X 1 1/4" X 1/4".

1. DO NOT INSTALL INLET PROTECTION TYPE "D" IN INLETS SHALLOWER THAN 30 INCHES, MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.
2. TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3 INCHES OF THE GRATE.
3. THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3 INCHES. WHERE NECESSARY THE COLLECTION SHALL, ON THE BAG, USING PLASTIC ZIP TIES, TO PROVIDE A MINIMUM SIDE CLEARANCE OF AT LEAST 3 INCHES FROM THE BOTTOM OF THE BAG.

1. EASY STICK, RUBBER GASKET OR APPROVED EQUIVALENT SHALL BE PLACED AT ALL JOINTS BETWEEN ADJUSTING RINGS FOR STORM CATCH BASINS.
2. THE FLAT TOP MAY BE USED IN LIEU OF THE TAPERED TOP WHEN FIELD CONDITIONS PROHIBIT USE OF A TAPERED TOP.
3. STRUCTURE TO BE 4' DIA. OR AS INDICATED ON THE PLANS.

1. ALL TRACKING PAD MATERIALS AND INSTALLATION SHALL BE IN CONFORMANCE WITH W1 OUR TECHNICAL STANDARD 1057.
2. TRACKING PADS SHALL BE INSTALLED PRIOR TO ANY TRAFFIC LEAVING THE SITE. CONTRACTOR SHALL VERIFY LOCATION WITH OWNER.
3. THE AGGREGATE FOR TRACKING PADS SHALL BE 3 TO 6 INCH CLEAR OR WASHED STONE. ALL MATERIALS TO BE RETAINED ON A 3 INCH SIEVE.
4. THE AGGREGATE SHALL BE PLACED IN A LAYER AT LEAST 12 INCHES THICK. ON SITES WHERE SATURATED CONDITIONS ARE EXPECTED DURING THE LIFE OF THE PAD, THE PAD SHALL BE UNDERLAIN WITH GEOTEXTILE FABRIC WHICH MEETS MATERIAL SPECIFICATION 962 GEOTEXTILE, TABLE 1 OR 2, CLASS I, II OR IV, TO PREVENT MIGRATION OF UNDERLYING SOILS INTO THE STONE LAYER.
5. THE TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT. MINIMUM WIDTH IS 14 FEET FOR ONE-WAY TRAFFIC AND 26 FEET FOR TWO-WAY TRAFFIC, WITH AN ADDITIONAL INCREASE OF 4 FEET FOR TRAILER TRAFFIC. THE TRACKING PAD SHALL BE A MINIMUM 50 FEET LONG.
6. ANY SEDIMENT TRACKED ONTO A PUBLIC OR PRIVATE ROAD SHOULD BE REMOVED BY STREET CLEANING, NOT FLUSHING, AT THE END OF EACH WORKING DAY.
7. TRACKING PADS 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.
8. THE TRACKING PAD PERFORMANCE SHALL BE MAINTAINED BY SCRAPING OR TOP-DRESSING WITH ADDITIONAL AGGREGATE.

1. EASY STICK, RUBBER GASKET OR APPROVED EQUIVALENT SHALL BE PLACED AT ALL JOINTS BETWEEN ADJUSTING RINGS FOR STORM CATCH BASINS.
2. THE FLAT TOP MAY BE USED IN LIEU OF THE TAPERED TOP WHEN FIELD CONDITIONS PROHIBIT USE OF A TAPERED TOP.
3. STRUCTURES TO BE 4' DIA. OR AS INDICATED ON THE PLANS

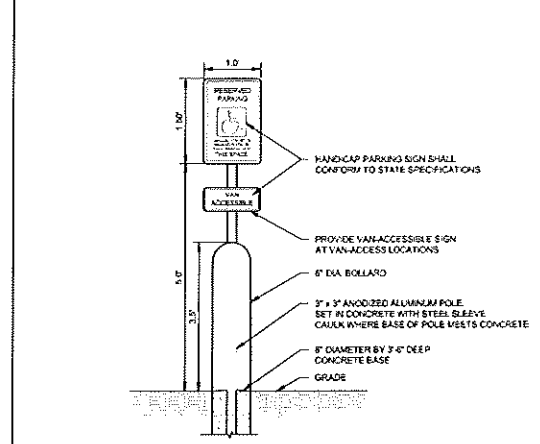
1. EASY STICK, RUBBER GASKET OR APPROVED EQUIVALENT SHALL BE PLACED AT ALL JOINTS BETWEEN ADJUSTING RINGS FOR STORM CATCH BASINS.
2. THE FLAT TOP MAY BE USED IN LIEU OF THE TAPERED TOP WHEN FIELD CONDITIONS PROHIBIT USE OF A TAPERED TOP.

1. CONTRACTION JOINTS SHALL BE PLACED EVERY 10 FEET
2. EXPANSION JOINTS (3/4" EXPANSION FIBER MATERIAL) SHALL BE PLACED EVERY 300 FEET AND AT EVERY POPT AND 3 FEET FROM STRUCTURES

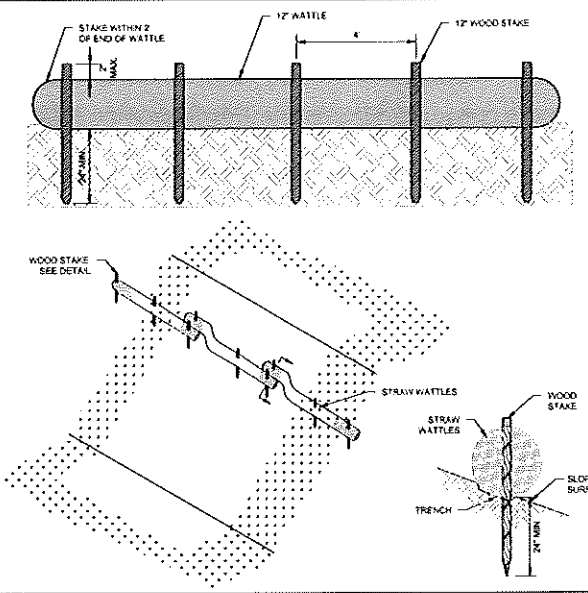
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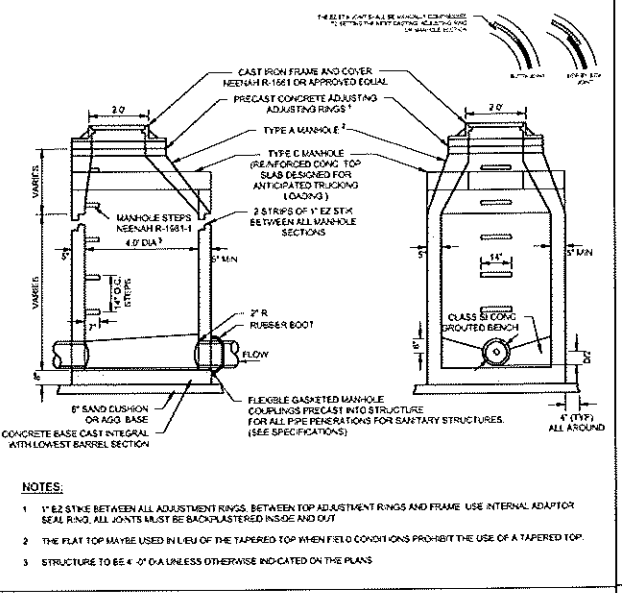
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CONSTRUCTION DETAILS
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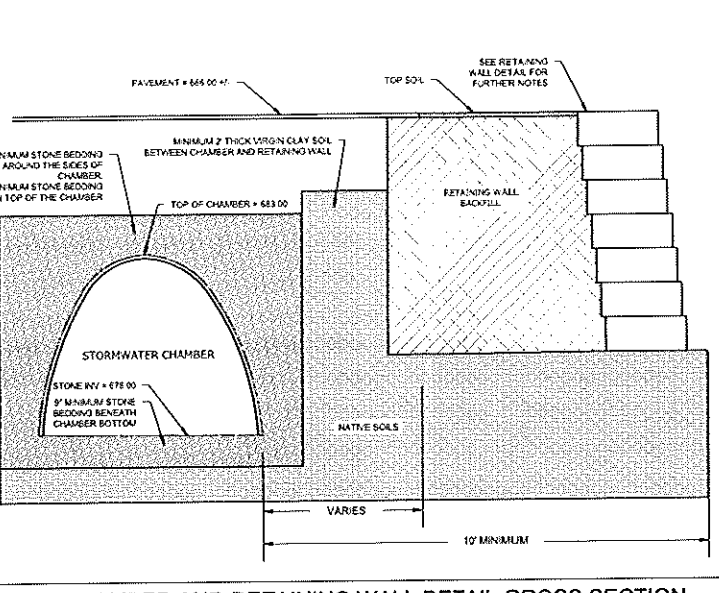
ADA SIGN



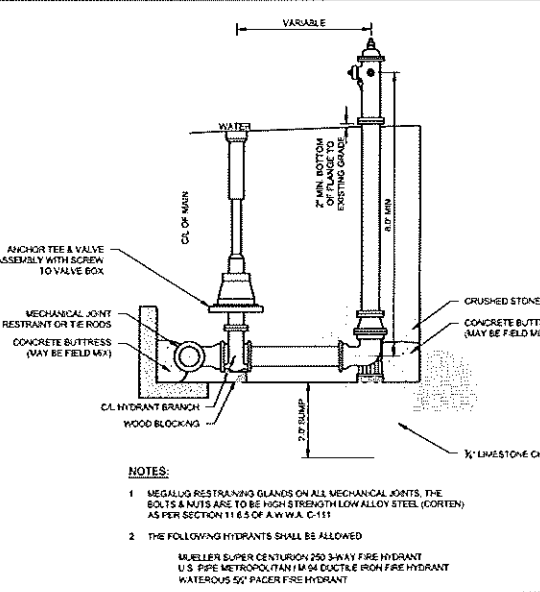
STRAW WATTLE



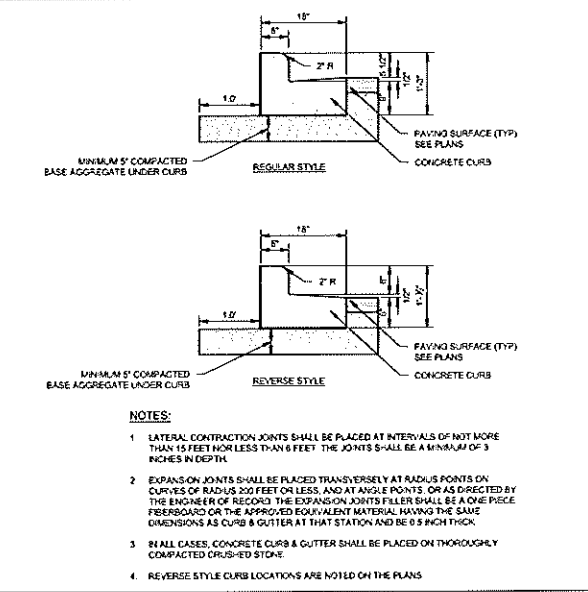
SANITARY MANHOLE



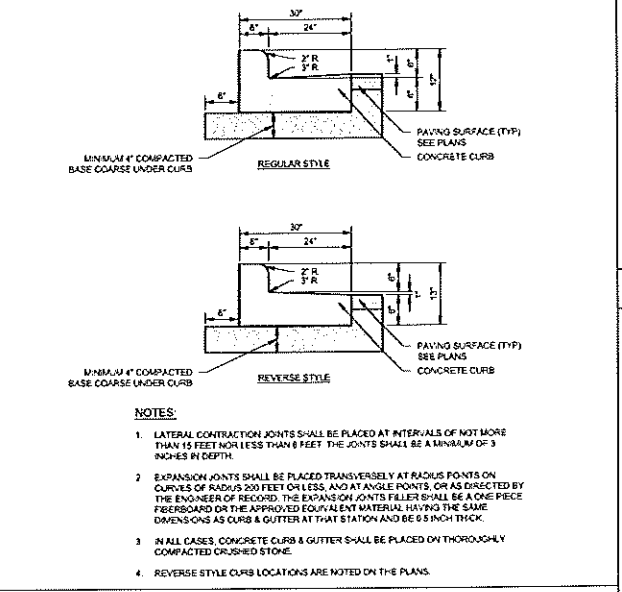
ADS CHAMBER AND RETAINING WALL DETAIL CROSS SECTION



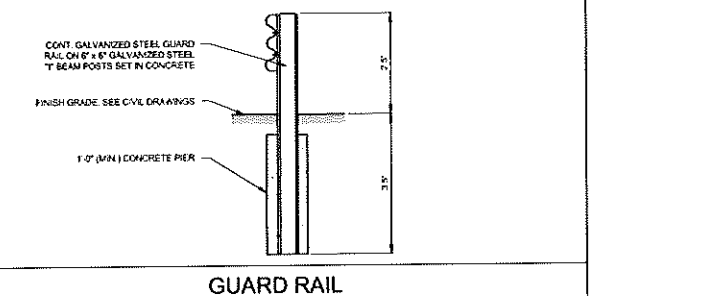
FIRE HYDRANT



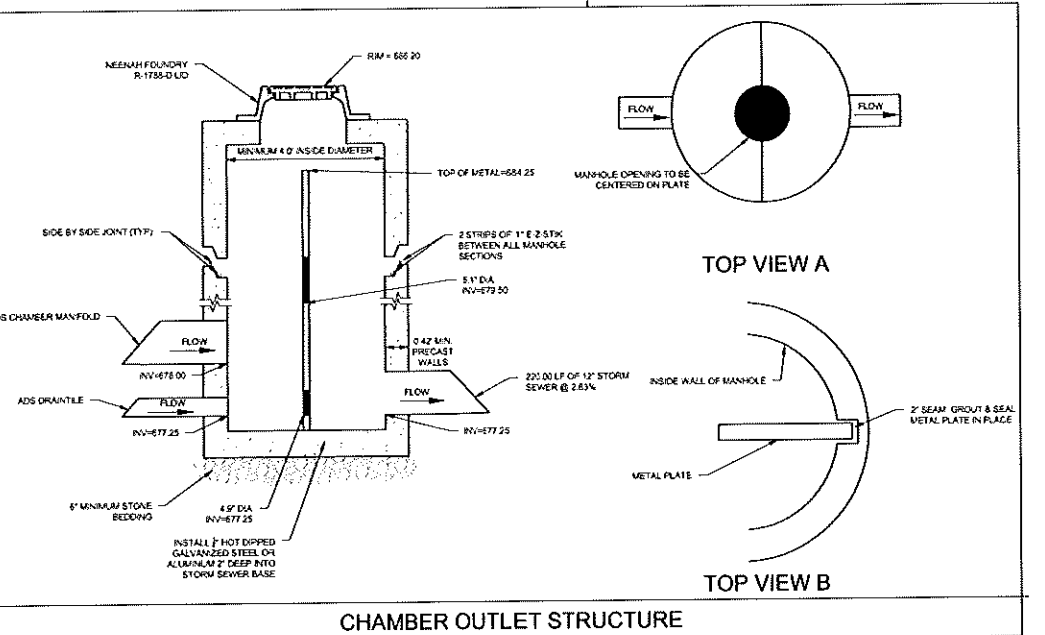
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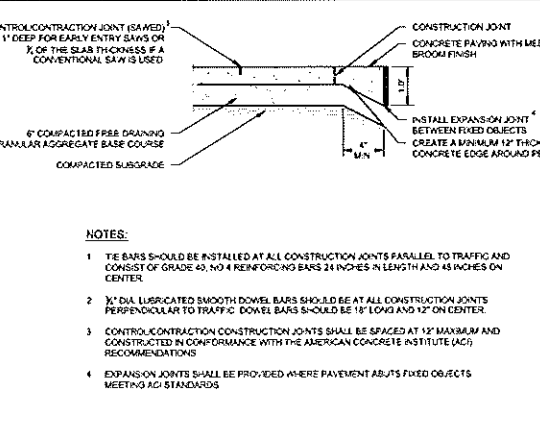
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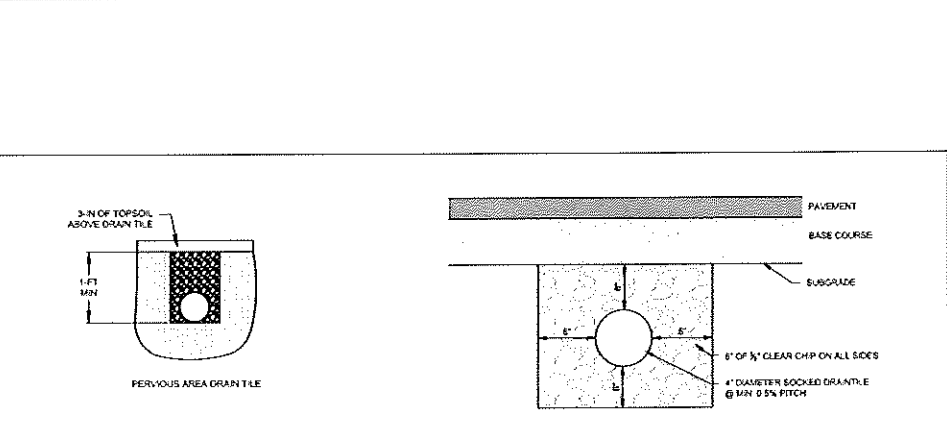
GUARD RAIL



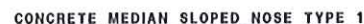
CHAMBER OUTLET STRUCTURE



CONCRETE PAVEMENT



DRAIN TILE TRENCH SECTION



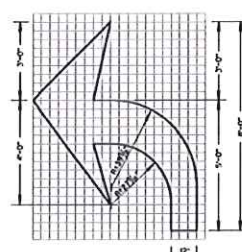
GENERAL NOTES

- ① DETAILS OF CONSTRUCTION MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE SPECIFICATIONS TO THE STANDARD SPECIFICATIONS.
- ② SEE PLAN FOR MEDIAN NOISE WALL AND RADIUS OF ROAD NOISE ALTERNATIVE.
- ③ NOTY OF CUTTER TO MATCH EXISTING ADJACENT OUTLINE OR AS SPECIFIED ELSEWHERE IN THE PLAN.
- ④ DEPTH EQUAL TO ADJACENT PAVEMENT, ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:
 - ① TO NEW OR EXISTING CONCRETE PAVEMENT.
 - ② ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.
 - ③ ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.
- ⑤ THE BASES OR PAYMENT TEBS REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE, THE BASES SHALL BE NO. 4 OR 2-0 BASED AT 2-0 C-C.
- ⑥ PAYMENT TEBS REQUIRED IN EXISTING CONCRETE PAVEMENT, PAYMENT TEBS SHALL BE NO. 4 OR 2-0 BASED AT 2-0 C-C. IN A HORIZONTAL STRIP OF 60 IN. THE DIRECTION SHALL BE ALTERNATE AFTER EVERY ONE OR TWO BASES.
- ⑦ SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

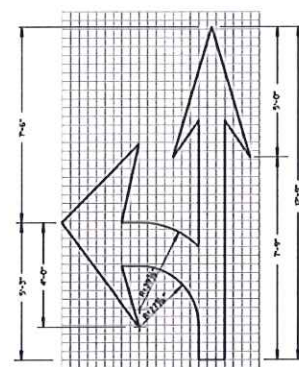
Storm Structure Schedule FOR Nicolet Redevelopment PH.1

Structure	Inlet Type
CB 1	R-2502-D
CB 1.5	R-3067
CB 2	R-3067
CB 3	R-2502-D
CB 6	R-2502-D
CB 8	R-2502-D
CB 13	R-2502-D
CB 16	R-2502-D
CB 18	R-2502-D
CB 19	R-2502-D
CB 25	R-2502-D
CB 26	R-2502-D
MH 11	R-1580
MH 12	R-1580

* All Chamber MH are ADS frame and grate



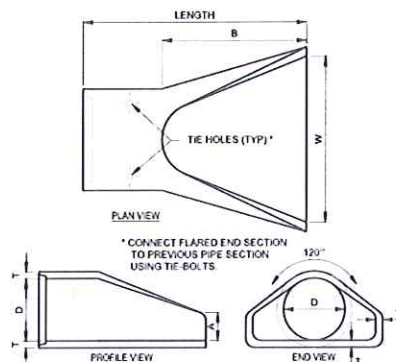
TYPE 2



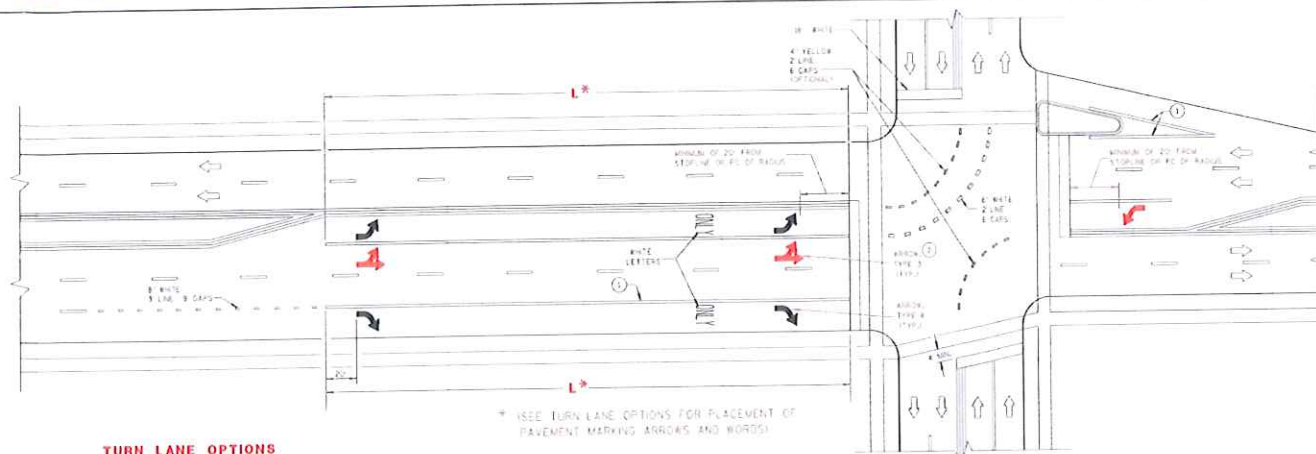
~~TYPE 3~~

GENERAL NOTES
DETAILS OF INSTALLATION, MATERIALS AND WORKSMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PIPE DIAMETER INCHES	LENGTH FEET	T INCHES	A INCHES	B INCHES	W INCHES	WEIGHT PER SECTION LBS
12	6'0"	2	4	24	24	530
15	6'0"	3 1/4	6	27	30	742
18	6'0"	2 1/2	9	27	30	990
21	6'0"	2 3/4	9	36	42	1280
24	6'0"	3	9 1/2	43 1/2	48	1520
30	6'0"	3 1 1/4	12 1/2	49 1/2	54	1930
36	6'0"	3 1/2	12	54	60	2160
33	6'0"	3 3/4	11 1/2	54 1/2	60	2050
36	8'2"	4	15	63	72	4100
42	8'2"	4 1/2	21	63	78	5380
48	8'2"	5	24	72	84	6550
54	8'2 1/2	5 1/2	27	65	90	8400
60	8'2 1/2	5 3/4	36	63	90	8720



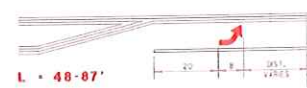
FLARED END SECTION



* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

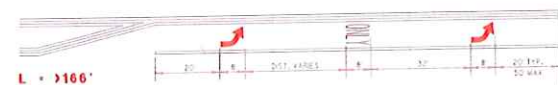
LENGTH OF TURN BAY (L) OF 0-47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L. 48-87



L - 88-166



L • 2166

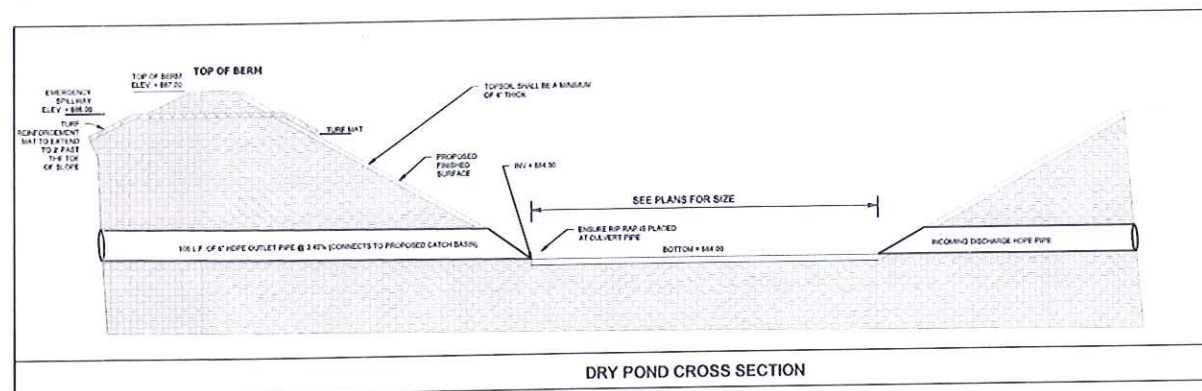
GENERAL NOTES

- (2) QUANTITY AND LOCATION OF TYPE 3 ARROW ARE THE SAME AS THE TYPE 1 ARROWS IN THE ADJACENT TURN LANE; FOR TURN LANES WITH A PHYSICAL SEPARATION, THE ARROWS AND ONLY MARKING ARE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

PAYEMENT MARKING
(TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

DRY POND CROSS SECTION

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2. CONCRETE PAVEMENT OR CONCRETE CURB AND GUTTER SHALL BE REMOVED BY SAW-CUTTING FULL-DEPTH AND REMOVING JOINT TO JOINT (FULL SLABS). DIAGONAL, ANGLED OR ARCHED CUTS ARE NOT ALLOWED.
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4. WHEN CUTTING INTO A TWO-COURSE PAVEMENT SUCH AS A CONCRETE BASE WITH AN ASPHALT WEARING COAT, THE CONCRETE PAVEMENT AND CONCRETE BASE SHALL BE SAW-CUT FULL-DEPTH AND REMOVED JOINT TO JOINT (FULL SLABS). THE SAW-CUTS SHALL BE ALONG EXISTING JOINTS. DIAGONAL, ANGLED OR ARCHED CUTS ARE NOT ALLOWED.
5. WHERE PAVEMENT OR TRAFFIC CONDITIONS WARRANT, MILWAUKEE COUNTY WILL REQUIRE TUNNEL OR BORING METHODS TO BE USED. TRENCHES AND TUNNEL SECTIONS SHALL BE BRACED AS REQUIRED BY OSHA.

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(THIS SLURRY MIX IS COMMONLY REFERRED TO AS GAS COMPANY SLURRY AGGREGATE MIX #2).
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3. ON SHOULDER AND DRIVEWAYS THE TOP EIGHT INCHES (8") SHALL BE GRAVEL OR CRUSHED STONE MATERIAL OR BITUMINOUS OR PORTLAND CEMENT CONCRETE IF PRESENTLY IN PLACE. EXCAVATED MATERIAL SHALL IMMEDIATELY BE HAULED OFF THE RIGHT-OF-WAY BY THE PERMITTEE OR THEIR AGENT.
4. THE CONTRACTOR SHALL MAINTAIN THE PAVEMENT TRENCH SURFACE WITH A TEMPORARY ASPHALT SURFACE UNTIL SUCH TIME AS THE PERMANENT BITUMINOUS OR PORTLAND CEMENT CONCRETE IS REPLACED BY THE CONTRACTOR. IF, IN THE JUDGMENT OF THE REPRESENTATIVE OF THE DIRECTOR OF TRANSPORTATION, THE CONDITION OF THE BACKFILL WARRANTS, THE MATERIAL SHALL BE THOROUGHLY FLUSHED WITH WATER.
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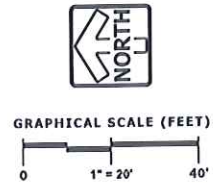
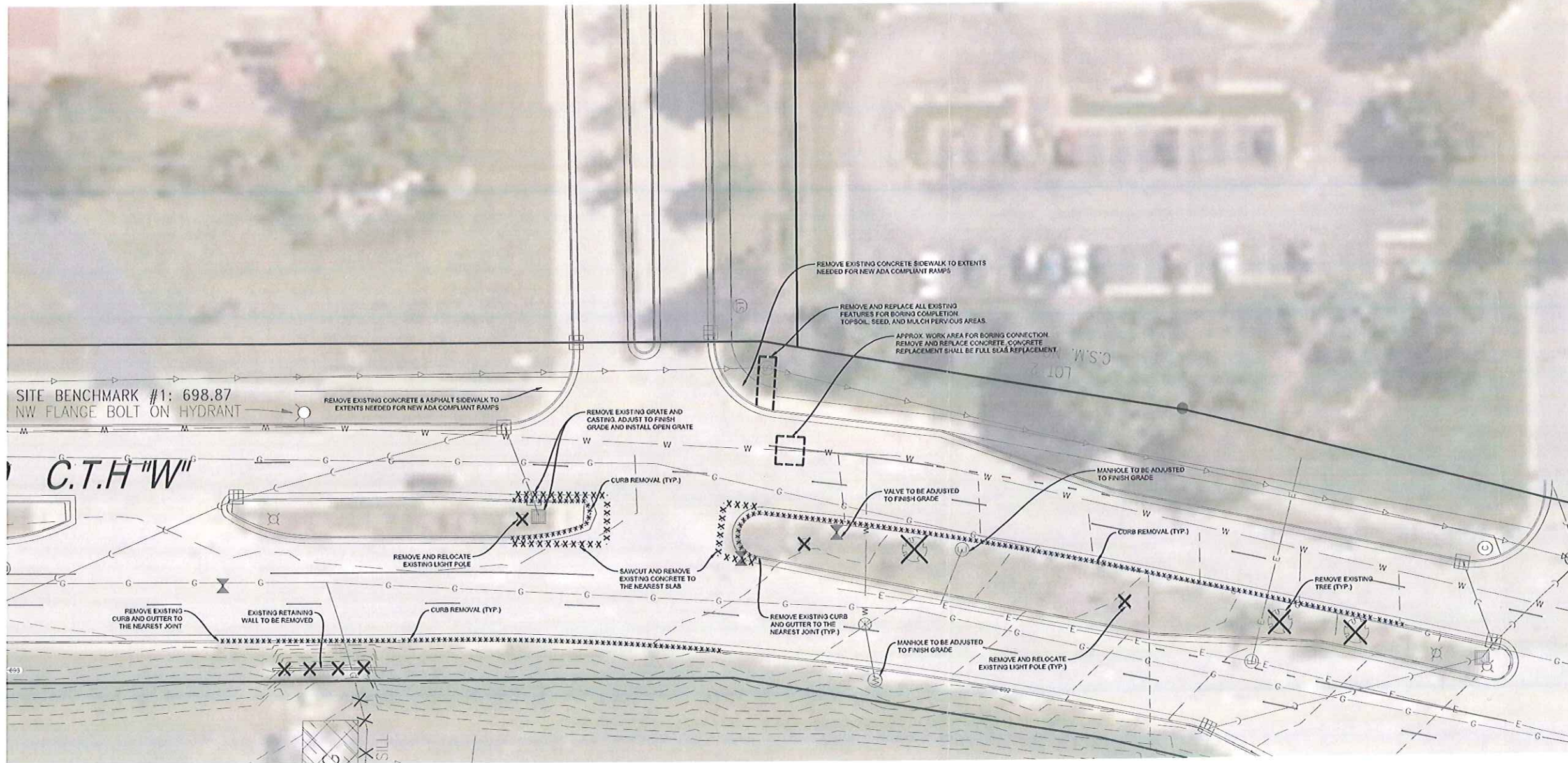
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LEGEND

SANITARY MANHOLE	⊙	STORM SEWER	→→→→
STORM MANHOLE	⊙	WATER MAIN	—+—+—+—
CATCH BASIN	⊙	LIGHTING	⊙
INLET	⊙	ELECTRICAL CABLE	—+—+—+—
PRECAST FLARED END SECTION	⊙	ELECTRICAL TRANSFORMER OR FEDESTAL	⊙
CONCRETE HEADWALL	⊙	POWER POLE	⊙
VALVE VAULT	⊙	POWER POLE WITH LIGHT	⊙
VALVE BOX	⊙	GUY WIRE	⊙
FIRE HYDRANT	⊙	STREET SIGN	⊙
BUFFALO BOX	⊙	GAS MAIN	—+—+—+—
CLEANOUT	⊙	TELEPHONE LINE	—+—+—+—
SANITARY SEWER	—+—+—+—	CONTOUR	749
FORCE MAIN	—+—+—+—	TREE WITH TRUNK SIZE	⊙
CONCRETE SIDEWALK	—+—+—+—	EASEMENT LINE	—+—+—+—

CONTRACTOR RESPONSIBILITY: SEE ADDITIONAL CONSTRUCTION NOTES LOCATED ON SHEET C-2

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www.pinnacle-engr.com

PINNACLE ENGINEERING GROUP

ENGINEERING | NATURAL RESOURCES | SURVEYING

WISCONSIN OFFICE:
15850 W. BLUEMOUND ROAD
BROOKFIELD, WI 53005
(262) 754-8888

CHICAGO/MILWAUKEE NATIONAL OFFICE

NICOLET SOCCER FIELD REDEVELOPMENT
GLENDALE, WI

OFF-SITE DEMOLITION
PLAN

REVISIONS

1. REV PER CITY COMMENTS	02/11/19			

PEG JOB No. 1143.00

PEG PM: MTS

START DATE: 01/19/18

SCALE: 1"=20'

SHEET C-19

C-26

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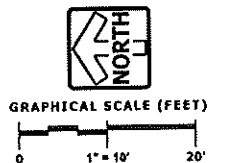
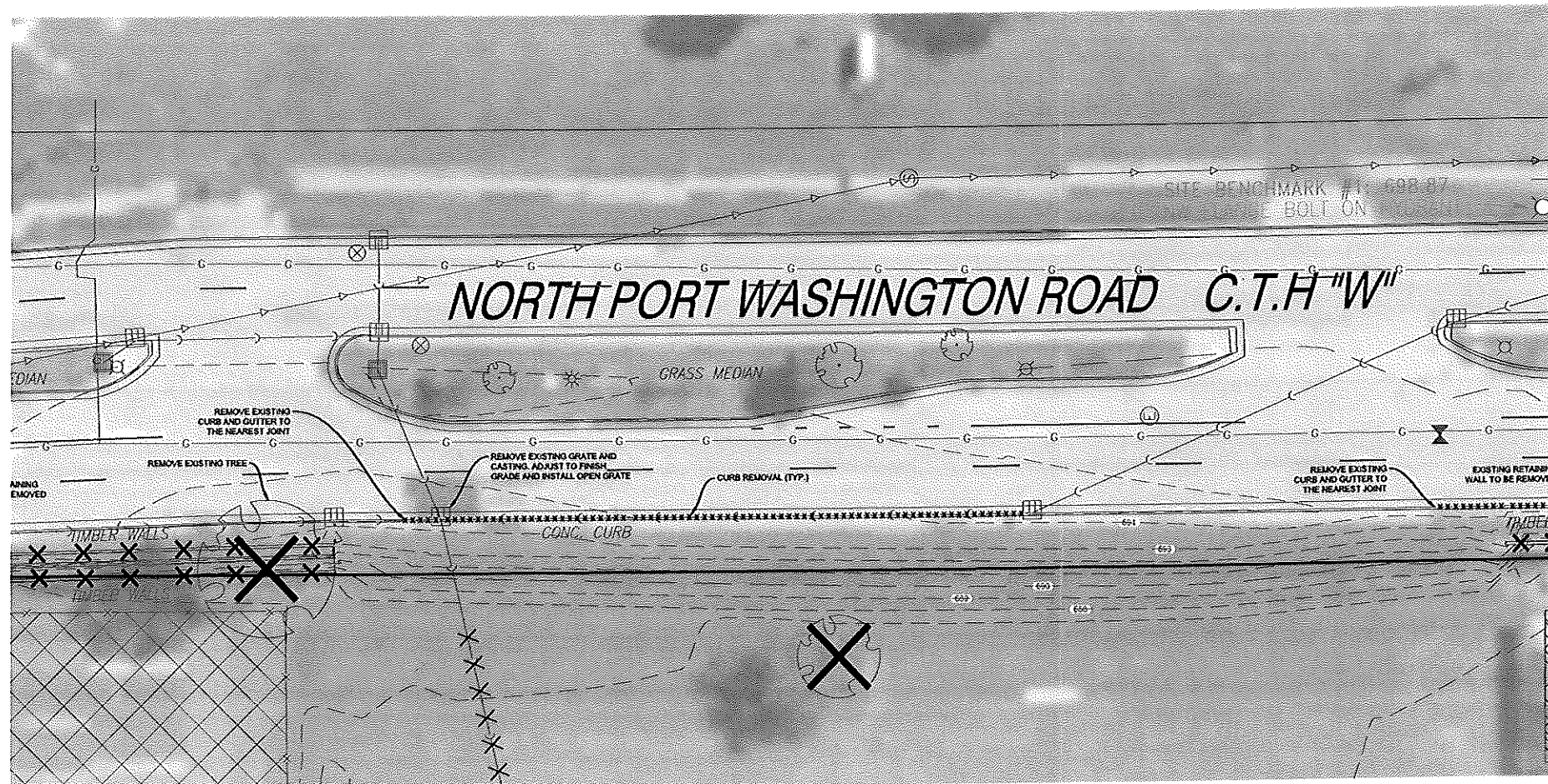
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LEGEND

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STORM MANHOLE	⊙	WATER MAIN	—x—x—x—x—
CATCH BASIN	⊖	LIGHTING	⚡
INLET	⊕	ELECTRICAL CABLE	—•—•—•—•—
PRECAST FLARED END SECTION	◁	ELECTRICAL TRANSFORMER OR PEDESTAL	⊠
CONCRETE HEADWALL	⌒	POWER POLE	⊗
VALVE VAULT	⊗	POWER POLE WITH LIGHT	⊗⚡
VALVE BOX	⊞	GUY WIRE	⋈
FIRE HYDRANT	⊞	STREET SIGN	⌢
BUFFALO BOX	⊙	GAS MAIN	—x—x—x—x—
CLEANOUT	⊞	TELEPHONE LINE	—•—•—•—•—
SANITARY SEWER	—+—+—+—	CONTOUR	749
FORCE MAIN	—x—x—x—x—	TREE WITH TRUNK SIZE	⊗
CONCRETE SIDEWALK	—•—•—•—	BASEMENT LINE	—•—•—•—

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PINNACLE ENGINEERING GROUP

PLAN | DESIGN | DELIVER

WISCONSIN OFFICE
15490 W. LAKESIDE ROAD
BROOKFIELD, WI 53005
(414) 754-8888
CHICAGO | MILWAUKEE | NATIONWIDE

NICOLET SOCCER FIELD REDEVELOPMENT
GLENDALE, WI

OFF-SITE DEMOLITION
PLAN

REVISIONS		SHEET
1. REV PER CITY COMMENTS	02/11/19	
		C-20
		C-26

PRG JOB No. 15490
PRG PM: MTS
START DATE: 01/15/18
SCALE: 1"=10'
SHEET C-20
C-26

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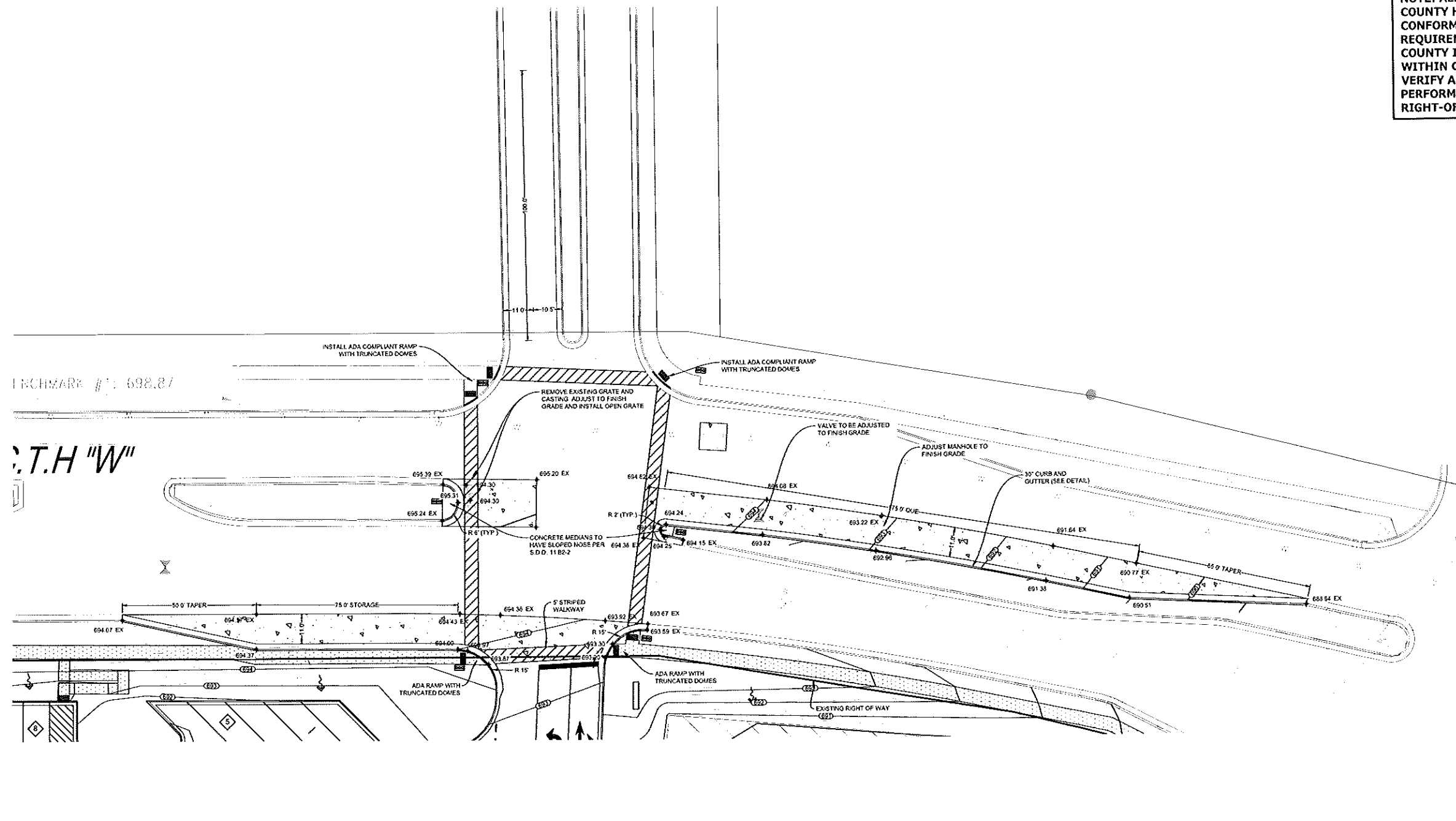
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2. CONCRETE PAVEMENT OR CONCRETE CURB AND GUTTER SHALL BE REMOVED BY SAW-CUTTING FULL-DEPTH AND REMOVED JOINT TO JOINT (FULL SLABS).
3. ASPHALT, ANGLED OR ARCHED CUTS ARE NOT ALLOWED.
4. ASPHALT PAVEMENTS SHALL BE SAW-CUT FULL-DEPTH FOR REMOVAL. SAW-CUTS SHALL BE SMALLER THAN THE FULL-DEPTH CENTERLINE OF THE ROAD. IF THE EDGE OF THE TRENCH IS WITHIN TWO FEET OF THE EDGE OF THE LAKE, THE PAVEMENT SHALL BE REMOVED TO THE EDGE OF THE LAKE. THE MINIMUM LIMITS OF REMOVAL SHALL BE FROM THE EDGE OF THE LAKE TO THE CENTER OF THE LAKE.
5. WHEN CUTTING INTO A TWO-COURSE PAVEMENT SUCH AS A CONCRETE BASE WITH AN ASPHALT WEARING COUR, THE CONCRETE PAVEMENT AND CONCRETE BASE SHALL BE SAW-CUT FULL-DEPTH AND REMOVED JOINT TO JOINT (FULL SLABS). THE SAW-CUTS SHALL BE ALONG EXISTING JOINTS. DIAGONAL, ANGLED OR ARCHED CUTS ARE NOT ALLOWED.
6. WHERE PAVEMENT OR TRAFFIC CONDITIONS WARRANT, MILWAUKEE COUNTY WILL REQUIRE TRENCH OR BORING METHODS TO BE USED. TRENCHES AND TUNNEL SECTIONS SHALL BE PRICED AS REQUIRED BY OSHA.

DRAFTED: MTS	DESIGNED: MTS	REVIEWED:
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1. ALL TRENCHES EXCAVATED UNDER PAVEMENT SHALL BE BACKFILLED WITH A SLURRY MIX CONSISTING OF:
1. 1,350 LBS. AND 775 LBS. #1 STONE 1,150 LBS. #2 STONE 25 GAL. OF WATER PER CUBIC YARD
*THE SLURRY MIX IS COMMONLY REFERRED TO AS GAS CEMENT SLURRY AGGREGATE MIX #2).
2. ALL TRENCHES EXCAVATED UNDER SIDEWALKS, DRIVEWAYS AND WITHIN TEN FEET (10') OF THE EDGE OF PAVEMENT ON LAND CONTROLLED OR MAINTAINED BY THE COUNTY, SHALL BE BACKFILLED WITH APPROVED SAND OR GRAVEL, AND COMPACTED.
3. ON SHOULDERED AND DRIVEWAYS THE TOP EIGHT INCHES (8") SHALL BE GRAVEL OR CRUSHED STONE MATERIAL OR BITUMINOUS OR PORTLAND CEMENT CONCRETE IF PRESENTLY IN PLACE. EXCAVATED MATERIAL SHALL IMMEDIATELY BE Hauled OFF THE RIGHT-OF-WAY BY THE PERMITTEE OR THEIR AGENT.
4. THE CONTRACTOR SHALL MAINTAIN THE PAVEMENT TRENCH SURFACE WITH A FINISH AS NEARLY AS POSSIBLE TO THAT OF THE EXISTING PAVEMENT. BITUMINOUS OR PORTLAND CEMENT CONCRETE IS REPLACED BY THE CONTRACTOR. IF, IN THE JUDGMENT OF THE REPRESENTATIVE OF THE DIRECTOR OF TRANSPORTATION, THE REPAIR OF THE EXCAVATION WARRANTS, THE MATERIAL SHALL BE THOROUGHLY FLUSHED WITH WATER.
5. TUNNEL SECTIONS SHALL BE BACKFILLED WITH CONCRETE CONSISTING OF A MINIMUM OF TWO (2) BAGS OF CEMENT PER CUBIC YARD OF GRADED AGGREGATE.
6. THE CONTRACTOR SHALL SUPPLY A COPY OF THE DELIVERY TICKETS OF ALL MATERIAL USED FOR BACKFILLING TO THE DIRECTOR OF TRANSPORTATION.

100

1. PAVEMENT AND CURB AND GUTTER SHALL BE REPLACED BY PERMITEE THE SAME THICKNESS AS THE ADJACENT SLAB AND/OR CURB AND GUTTER WITH CLASS "A" 7 BAG, HIGH EARLY STRENGTH PORTLAND CEMENT CONCRETE.
2. CONSTRUCTION METHODS AND MATERIAL SHALL MEET THE REQUIREMENTS TO THE STATE OF WISCONSIN, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION)
3. NEW CONCRETE PAVEMENT OR CONCRETE CURB AND GUTTER SHALL BE DOWELED TO THE EXISTING PAVEMENT AND/OR CURB AND GUTTER WITH DRILLED AND DRIVEN NO. 6 BONY-COATED 24-INCH DEFORMED BARS PLACED 36" C/C, EXCEPT IN WHEEL PATHS WHERE FOUR 18" DOWELS, 15" C/C SHALL BE PLACED.
4. REPLACEMENT OF ASPHALT PAVEMENT SHALL BE TWO-INCHES THICKER THAN THE ADJACENT PAVEMENT. THE MIX DESIGN SHALL BE DETERMINED BY MILWAUKEE COUNTY.
5. THE ASPHALT WEARING COURSE OF A TWO-COURSE PAVEMENT SHALL BE REPLACED TO MATCH THE THICKNESS OF THE ADJACENT PAVEMENT.
6. NEW PORTLAND CEMENT CONCRETE SHALL BE BARRICADED AND TRAFFIC KEPT OFF FOR A PERIOD OF NOT LESS THAN 72 HOURS OR UNTIL THE NEW CONCRETE ATTAINS THE STRENGTH NECESSARY TO SUPPORT SUCH TRAFFIC
7. ALL TRENCHES IN SHOULDERS OR PRIVATE ENTRANCES SHALL BE SURFACED BY THE PERMITEE WITH THE SAME TYPE OF MATERIAL AND RESTORED TO THE SAME CONDITION AS THE ORIGINAL SURFACE.



 www.pinnacle-engr.com

-  **CONCRETE PAVEMENT**
- 6" CONCRETE SLAB WITH 6 x 6 - #2 @ 25 mm M.
- 8" 10% - 1 1/2" CRUSHED AGGREGATE TB
-  **CONCRETE SIDEWALK**
- 5" CONCRETE SIDEWALK
- 4" 1 1/2" CRUSHED AGGREGATE TB

**CONTRACTOR RESPONSIBILITY: SEE ADDITIONAL
CONSTRUCTION NOTES LOCATED ON SHEET C-2**

NOTE: ALL WORK WITHIN MILWAUKEE COUNTY HIGHWAY RIGHT-OF-WAY SHALL CONFORM TO COUNTY SPECIFICATIONS AND REQUIREMENTS. A PERMIT FROM MILWAUKEE COUNTY IS REQUIRED FOR THE WORK WITHIN COUNTY HIGHWAY RIGHT-OF-WAY. VERIFY A PERMIT IS IN PLACE PRIOR TO PERFORMING ANY WORK IN THE RIGHT-OF-WAY.

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PINNACLE ENGINEERING GROUP

WISCONSIN OFFICE:
15850 W. BLUEMOUND ROAD
BROOKFIELD, WI 53005
(262) 754-8828

NICOLET SOCCER FIELD REDEVELOPMENT
GLENDAL, WI

OFF-SITE IMPROVEMENTS

1 REV PER CITY COMMENTS 02/11/19

1 REV PER CITY COMMENTS 02/11/19

[illegible]

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143

12

3 No.

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10

SHEET

2004

C-21

C-26

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COUNTY EXCAVATION SPECIFICATIONS

1. THE TRENCH SHALL BE EXCAVATED TO A SUFFICIENT WIDTH AND DEPTH TO PERMIT THE PROPER LAYING OF PIPE OR CONDUIT, USING SPECIAL CARE TO AVOID DAMAGING CONDUITS OR PIPES WHICH ALREADY OCCUPY SPACE IN TRENCH LOCATION.
2. CONCRETE PAVEMENT OR CONCRETE CURB AND GUTTER SHALL BE REMOVED BY SAW-CUTTING FULL-DEPTH AND REMOVING JOINT TO JOINT (FULL SLABS). DIAGONAL, ANGLED OR ARCED CUTS ARE NOT ALLOWED.
3. ASPHALT PAVEMENTS SHALL BE SAW-CUT FULL-DEPTH FOR REMOVAL. SAW-CUTS SHALL BE PARALLEL AND PERPENDICULAR TO THE CENTERLINE OF THE ROAD. IF THE EDGE OF THE TRENCH IS WITHIN TWO FEET OF THE EDGE OF THE LAKE, THE PAVEMENT SHALL BE REMOVED TO THE EDGE OF THE LAKE. THE MINIMUM LIMITS OF REMOVAL SHALL BE FROM THE EDGE OF THE LAKE TO THE CENTER OF THE LAKE.
4. WHEN CUTTING INTO A TWO-COURSE PAVEMENT SUCH AS A CONCRETE BASE WITH AN ASPHALT WEARING COAT, THE CONCRETE PAVEMENT AND CONCRETE BASE SHALL BE SAW-CUT FULL-DEPTH AND REMOVED JOINT TO JOINT (FULL SLABS). THE SAW-CUTS SHALL BE ALONG EXISTING JOINTS. DIAGONAL, ANGLED OR ARCED CUTS ARE NOT ALLOWED.
5. WHERE PAVEMENT OR TRAFFIC CONDITIONS WARRANT, MILWAUKEE COUNTY WILL REQUIRE TUNNEL OR BORING METHODS TO BE USED. TRENCHES AND TUNNEL SECTIONS SHALL BE BRACED AS REQUIRED BY OSHA.

COUNTY BACKFILL SPECIFICATIONS

1. ALL TRENCHES EXCAVATED UNDER PAVEMENT SHALL BE BACKFILLED WITH A SLURRY MIX CONSISTING OF:
1.1. 1,350 LB. SAND 775 LB. #1 STONE 1,150 LB. #2 STONE 25 GAL. OF WATER PER CUBIC YARD.
(THIS SLURRY MIX IS COMMONLY REFERRED TO AS GAS COMPANY SLURRY AGGREGATE MIX #2).
2. ALL TRENCHES EXCAVATED UNDER SIDEWALKS, DRIVEWAYS AND WITHIN 16H FEET (10') OF THE EDGE OF PAVEMENT ON LAND CONTROLLED OR MAINTAINED BY MILWAUKEE COUNTY, SHALL BE BACKFILLED WITH APPROVED SAND OR GRAVEL AND COMPACTED.
3. ON SHOULDERS AND DRIVEWAYS THE TOP EIGHT INCHES (8") SHALL BE GRAVEL OR CRUSHED STONE MATERIAL OR BITUMINOUS OR PORTLAND CEMENT CONCRETE IF PRESENTLY IN PLACE. EXCAVATED MATERIAL SHALL IMMEDIATELY BE HAULED OFF THE RIGHT-OF-WAY BY THE PERMITTEE OR THEIR AGENT.
4. THE CONTRACTOR SHALL MAINTAIN THE PAVEMENT TRENCH SURFACE WITH A TEMPORARY ASPHALT SURFACE UNTIL SUCH TIME AS THE PERMANENT BITUMINOUS OR PORTLAND CEMENT CONCRETE IS REPLACED BY THE CONTRACTOR. IF, IN THE JUDGMENT OF THE REPRESENTATIVE OF THE DIRECTOR OF TRANSPORTATION, THE CONDITION OF THE BACKFILL WARRANTS, THE MATERIAL SHALL BE THOROUGHLY FLUSHED WITH WATER.
5. TUNNEL SECTIONS SHALL BE BACKFILLED WITH CONCRETE CONSISTING OF A MINIMUM OF TWO (2) BAGS OF CEMENT PER CUBIC YARD OF GRADED AGGREGATE.
6. THE CONTRACTOR SHALL SUPPLY A COPY OF THE DELIVERY TICKETS OF ALL MATERIAL USED FOR BACKFILLING TO THE DIRECTOR OF TRANSPORTATION.

COUNTY PAVEMENT REPLACEMENT SPECIFICATIONS

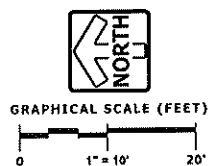
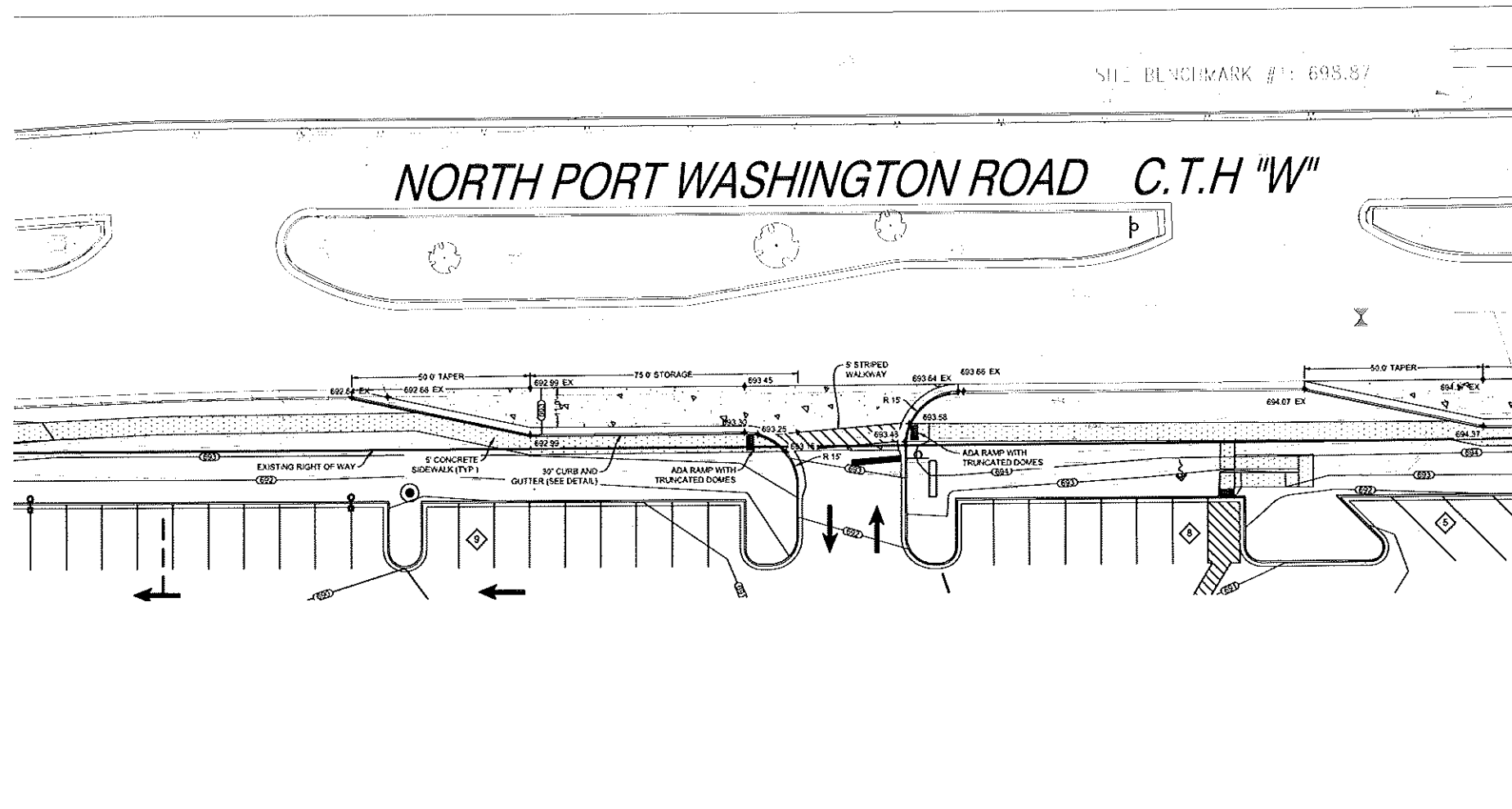
1. PAVEMENT AND CURB AND GUTTER SHALL BE REPLACED BY PERMITTEE THE SAME THICKNESS AS THE ADJACENT SLAB AND/OR CURB AND GUTTER WITH CLASS "A" 7 BAG, HIGH EARLY STRENGTH PORTLAND CEMENT CONCRETE.
2. CONSTRUCTION METHODS AND MATERIAL SHALL MEET THE REQUIREMENTS TO THE STATE OF WISCONSIN, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION).
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4. REPLACEMENT OF ASPHALT PAVEMENT SHALL BE TWO-INCHES THICKER THAN THE ADJACENT PAVEMENT. THE MIX DESIGN SHALL BE DETERMINED BY MILWAUKEE COUNTY.
5. THE ASPHALT WEARING COURSE OF A TWO-COURSE PAVEMENT SHALL BE REPLACED TO MATCH THE THICKNESS OF THE ADJACENT PAVEMENT.
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LEGEND

- CONCRETE PAVEMENT
- 8" CONCRETE SLAB WITH 8 x 8 - #2 BARS @ 24" ON CENTER
- 8" MIN. - 1.5" CRUSHED AGGREGATE
- CONCRETE SIDEWALK
- 5" CONCRETE SIDEWALK
- 4" - 1.5" CRUSHED AGGREGATE

CONTRACTOR RESPONSIBILITY: SEE ADDITIONAL CONSTRUCTION NOTES LOCATED ON SHEET C-2

NOTE: ALL WORK WITHIN MILWAUKEE COUNTY HIGHWAY RIGHT-OF-WAY SHALL CONFORM TO COUNTY SPECIFICATIONS AND REQUIREMENTS. A PERMIT FROM MILWAUKEE COUNTY IS REQUIRED FOR THE WORK WITHIN COUNTY HIGHWAY RIGHT-OF-WAY. VERIFY A PERMIT IS IN PLACE PRIOR TO PERFORMING ANY WORK IN THE RIGHT-OF-WAY.



PINNACLE ENGINEERING GROUP
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PLAN | DESIGN | DELIVER
AND Pinnacle Client

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CHICAGO OFFICE: 1111 N. LAKE STREET, SUITE 1000, CHICAGO, IL 60610

NICOLET SOCCER FIELD REDEVELOPMENT
GLENDALE, WI

OFF-SITE IMPROVEMENTS

REVISIONS

REV	PER CITY COMMENTS	DATE	BY	CHKD
1	REV PER CITY COMMENTS	02/11/19		

REG. JOB No. 1143.00	MTS	SHEET C-22
REG. PM	START DATE 02/12/18	C-26
SCALE 1"=10'		

THESE PLANS AND SPECIFICATIONS ARE CONSIDERED PROTECTED AND MAY NOT BE USED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PINNACLE ENGINEERING GROUP, LLC

CREATED: MTS
DESIGNED: MTS
REVIEWED:

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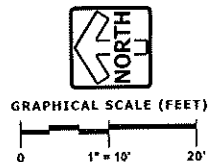
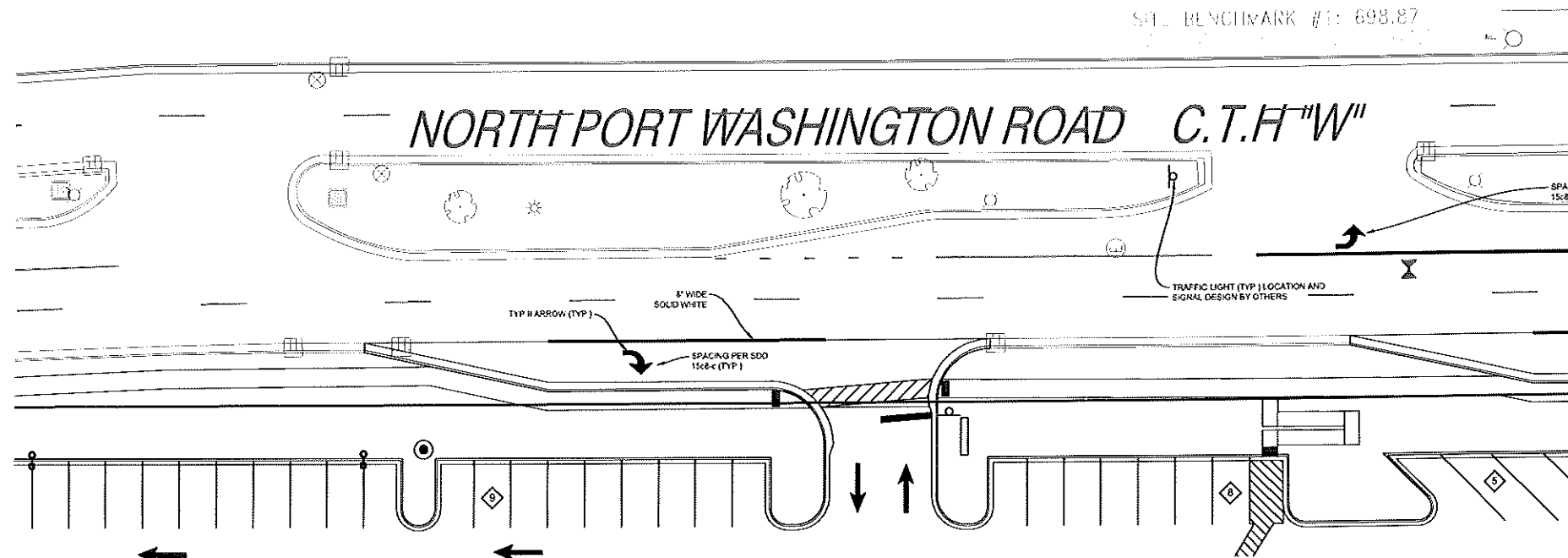
COUNTY BACKFILL SPECIFICATIONS

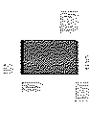
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OFFICE@PINNACLE-ENG.COM

NICOLET SOCCER FIELD REDEVELOPMENT

GLENDAL, WI

OFF-SITE PAVEMENT MARKING PLAN

REVISIONS	
1. REV PER CITY COMMENTS	02/11/19

PROJECT No. 1143.00
PROJECT MTS
START DATE 02/19/18
SCALE 1"=50'

SHEET
C-24
C-26



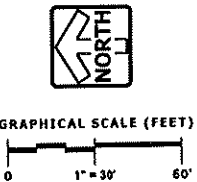
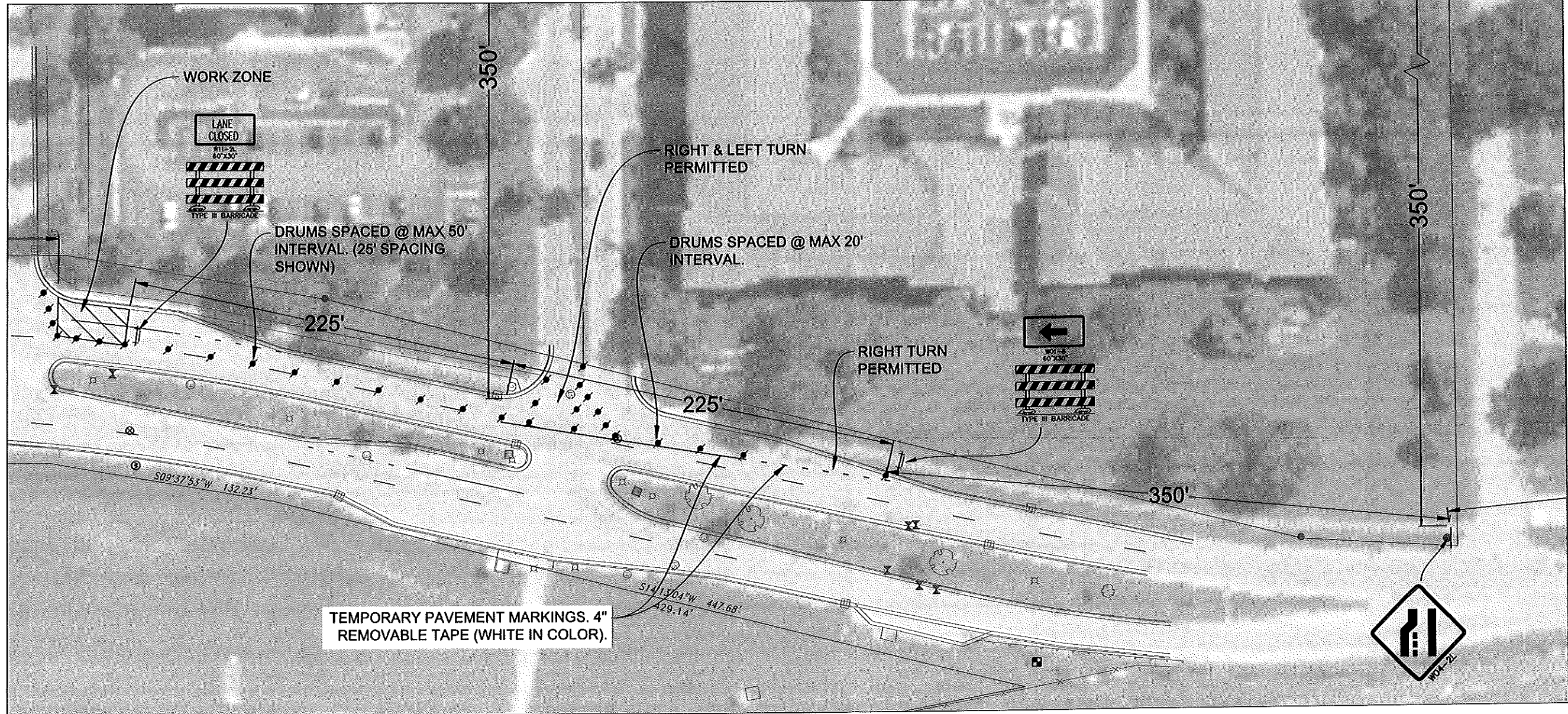
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LEGEND	
1 TYPE II BARRICADE	WORK AREA
2 TYPE II BARRICADE WITH ATTACHED SIGN	FLASHER, EQUIPPED WITH STOP/ALOW PALETTE FASTENED ON SUPPORT STAFF
3 TRAFFIC CONTROL DRUM	DIRECTION OF TRAFFIC
4 TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	
5 SIGN ON PERMANENT SUPPORT	
6 SIGN ON TEMPORARY SUPPORT	

NOTE: ALL WORK WITHIN MILWAUKEE COUNTY HIGHWAY RIGHT-OF-WAY SHALL CONFORM TO COUNTY SPECIFICATIONS AND REQUIREMENTS. A PERMIT FROM MILWAUKEE COUNTY IS REQUIRED FOR THE WORK WITHIN COUNTY HIGHWAY RIGHT-OF-WAY. VERIFY A PERMIT IS IN PLACE PRIOR TO PERFORMING ANY WORK IN THE RIGHT-OF-WAY.

NOTES

- ERECTION AND PLACEMENT OF SIGNS SHALL BE IN ACCORDANCE WITH CHAPTER 6 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND WISDOT STANDARD DETAIL DRAWINGS.
- SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS APPROVED BY THE ENGINEER TO MEET CONDITIONS.
- SIGNS SHALL NOT BE INSTALLED ON EXISTING SIGN POSTS OR UTILITY.
- ALL FIXED MESSAGE SIGNS SHALL BE BLACK NON-REFLECTIVE MESSAGE ON ORANGE REFLECTIVE BACKGROUND.
- MAINTAIN AT LEAST ONE TRAFFIC LANE DURING ALL TIMES.
- SIGNS THAT WILL BE IN PLACE FOR LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.
- ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKINGS, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.
- BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.
- WORK SHALL FOLLOW THE WISDOT WORK ZONE SAFETY GUIDELINES FOR CONSTRUCTION, MAINTENANCE & UTILITY OPERATIONS, CURRENT EDITION.
- WARNING LIGHTS ARE REQUIRED IF LANE CLOSURE IS OVER NIGHT.





PINNACLE ENGINEERING GROUP
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WISCONSIN OFFICE:
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BROOKFIELD, WI 53005
(262) 754-8888
OFFICE@PINNACLE-ENG.COM

NICOLET SOCCER FIELD REDEVELOPMENT GLENDALE, WI

OFF-SITE TRAFFIC CONTROL PLAN

REVISIONS	
1. REV PER CITY COMMENTS	02/11/19

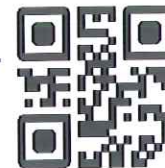
PEC JOB No. 1163.02	DATE 02/11/19
PEC PM. MTS	SCALE 1"=30'
START DATE 01/03/18	

SHEET
C-26
C-26

PROJECT INFORMATION	
ENGINEERED PRODUCT MANAGER:	JAKE BRUNOEHLER 262-794-2306 JAKE.BRUNOEHLER@ADS-PIPE.COM
ADS SALES REP:	AARON KUNSTMANN 608-215-5075 AARON.KUNSTMANN@ADS-PIPE.COM
PROJECT NO:	S087804



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ALDI GLENDALE, WI

MC-4500 STORMTECH CHAMBER SPECIFICATIONS

- CHAMBERS SHALL BE STORMTECH MC-4500.
- CHAMBERS SHALL BE ARCH-SHAPED AND SHALL BE MANUFACTURED FROM VIRGIN, IMPACT-MODIFIED POLYPROPYLENE COPOLYMERS.
- CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418-16a, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 60x101.
- CHAMBER ROWS SHALL PROVIDE CONTINUOUS, UNOBSTRUCTED INTERNAL SPACE WITH NO INTERNAL SUPPORTS THAT WOULD IMPEDE FLOW OR LIMIT ACCESS FOR INSPECTION.
- THE STRUCTURAL DESIGN OF THE CHAMBERS, THE STRUCTURAL BACKFILL, AND THE INSTALLATION REQUIREMENTS SHALL ENSURE THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12, ARE MET FOR: 1) LONG-DURATION DEAD LOADS AND 2) SHORT-DURATION LIVE LOADS, BASED ON THE AASHTO DESIGN TRUCK WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.
- CHAMBERS SHALL BE DESIGNED, TESTED AND ALLOWABLE LOAD CONFIGURATIONS DETERMINED IN ACCORDANCE WITH ASTM F2787, "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS". LOAD CONFIGURATIONS SHALL INCLUDE: 1) INSTANTANEOUS (<1 MIN) AASHTO DESIGN TRUCK LIVE LOAD ON MINIMUM COVER 2) MAXIMUM PERMANENT (75-YR) COVER LOAD AND 3) ALLOWABLE COVER WITH PARKED (1-WEEK) AASHTO DESIGN TRUCK.
- REQUIREMENTS FOR HANDLING AND INSTALLATION:
 - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
 - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
 - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT AS DEFINED IN SECTION 6.2.8 OF ASTM F2418 SHALL BE GREATER THAN OR EQUAL TO 500 LBS/IN/IN. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.
- ONLY CHAMBERS THAT ARE APPROVED BY THE SITE DESIGN ENGINEER WILL BE ALLOWED. UPON REQUEST BY THE SITE DESIGN ENGINEER OR OWNER, THE CHAMBER MANUFACTURER SHALL SUBMIT A STRUCTURAL EVALUATION FOR APPROVAL BEFORE DELIVERING CHAMBERS TO THE PROJECT SITE AS FOLLOWS:
 - THE STRUCTURAL EVALUATION SHALL BE SEALED BY A REGISTERED PROFESSIONAL ENGINEER.
 - THE STRUCTURAL EVALUATION SHALL DEMONSTRATE THAT THE SAFETY FACTORS ARE GREATER THAN OR EQUAL TO 1.95 FOR DEAD LOAD AND 1.75 FOR LIVE LOAD, THE MINIMUM REQUIRED BY ASTM F2787 AND BY SECTIONS 3 AND 12.12 OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR THERMOPLASTIC PIPE.
 - THE TEST DERIVED CREEP MODULUS AS SPECIFIED IN ASTM F2418 SHALL BE USED FOR PERMANENT DEAD LOAD DESIGN EXCEPT THAT IT SHALL BE THE 75-YEAR MODULUS USED FOR DESIGN.
- CHAMBERS AND END CAPS SHALL BE PRODUCED AT AN ISO 9001 CERTIFIED MANUFACTURING FACILITY.

IMPORTANT - NOTES FOR THE BIDDING AND INSTALLATION OF MC-4500 CHAMBER SYSTEM

- STORMTECH MC-4500 CHAMBERS SHALL NOT BE INSTALLED UNTIL THE MANUFACTURER'S REPRESENTATIVE HAS COMPLETED A PRE-CONSTRUCTION MEETING WITH THE INSTALLERS.
- STORMTECH MC-4500 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH MC-3500/MC-4500 CONSTRUCTION GUIDE".
- CHAMBERS ARE NOT TO BE BACKFILLED WITH A DOZER OR EXCAVATOR SITUATED OVER THE CHAMBERS. STORMTECH RECOMMENDS 3 BACKFILL METHODS:
 - STONESHOOTER LOCATED OFF THE CHAMBER BED.
 - BACKFILL AS ROWS ARE BUILT USING AN EXCAVATOR ON THE FOUNDATION STONE OR SUBGRADE.
 - BACKFILL FROM OUTSIDE THE EXCAVATION USING A LONG BOOM HOE OR EXCAVATOR.
- THE FOUNDATION STONE SHALL BE LEVELED AND COMPACTED PRIOR TO PLACING CHAMBERS.
- JOINTS BETWEEN CHAMBERS SHALL BE PROPERLY SEATED PRIOR TO PLACING STONE.
- MAINTAIN MINIMUM 9" (230 mm) SPACING BETWEEN THE CHAMBER ROWS.
- INLET AND OUTLET MANIFOLDS MUST BE INSERTED A MINIMUM OF 12" (300 mm) INTO CHAMBER END CAPS.
- EMBEDMENT STONE SURROUNDING CHAMBERS MUST BE A CLEAN, CRUSHED, ANGULAR STONE MEETING THE AASHTO M43 DESIGNATION OF #3 OR #4.
- STONE SHALL BE BROUGHT UP EVENLY AROUND CHAMBERS SO AS NOT TO DISTORT THE CHAMBER SHAPE. STONE DEPTHS SHOULD NEVER DIFFER BY MORE THAN 12" (300 mm) BETWEEN ADJACENT CHAMBER ROWS.
- STONE MUST BE PLACED ON THE TOP CENTER OF THE CHAMBER TO ANCHOR THE CHAMBERS IN PLACE AND PRESERVE ROW SPACING.
- THE CONTRACTOR MUST REPORT ANY DISCREPANCIES WITH CHAMBER FOUNDATION MATERIAL BEARING CAPACITIES TO THE SITE DESIGN ENGINEER.
- ADS RECOMMENDS THE USE OF "FLEXSTORM CATCH IT" INSERTS DURING CONSTRUCTION FOR ALL INLETS TO PROTECT THE SUBSURFACE STORMWATER MANAGEMENT SYSTEM FROM CONSTRUCTION SITE RUNOFF.

NOTES FOR CONSTRUCTION EQUIPMENT

- STORMTECH MC-4500 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH MC-3500/MC-4500 CONSTRUCTION GUIDE".
- THE USE OF EQUIPMENT OVER MC-4500 CHAMBERS IS LIMITED:
 - NO EQUIPMENT IS ALLOWED ON BARE CHAMBERS.
 - NO RUBBER TIERED LOADER, DUMP TRUCK, OR EXCAVATORS ARE ALLOWED UNTIL PROPER FILL DEPTHS ARE REACHED IN ACCORDANCE WITH THE "STORMTECH MC-3500/MC-4500 CONSTRUCTION GUIDE".
 - WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT CAN BE FOUND IN THE "STORMTECH MC-3500/MC-4500 CONSTRUCTION GUIDE".
- FULL 36" (900 mm) OF STABILIZED COVER MATERIALS OVER THE CHAMBERS IS REQUIRED FOR DUMP TRUCK TRAVEL OR DUMPING.

USE OF A DOZER TO PUSH EMBEDMENT STONE BETWEEN THE ROWS OF CHAMBERS MAY CAUSE DAMAGE TO CHAMBERS AND IS NOT AN ACCEPTABLE BACKFILL METHOD. ANY CHAMBERS DAMAGED BY USING THE "DUMP AND PUSH" METHOD ARE NOT COVERED UNDER THE STORMTECH STANDARD WARRANTY.

CONTACT STORMTECH AT 1-888-892-2694 WITH ANY QUESTIONS ON INSTALLATION REQUIREMENTS OR WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT.

PROPOSED LAYOUT WEST BED

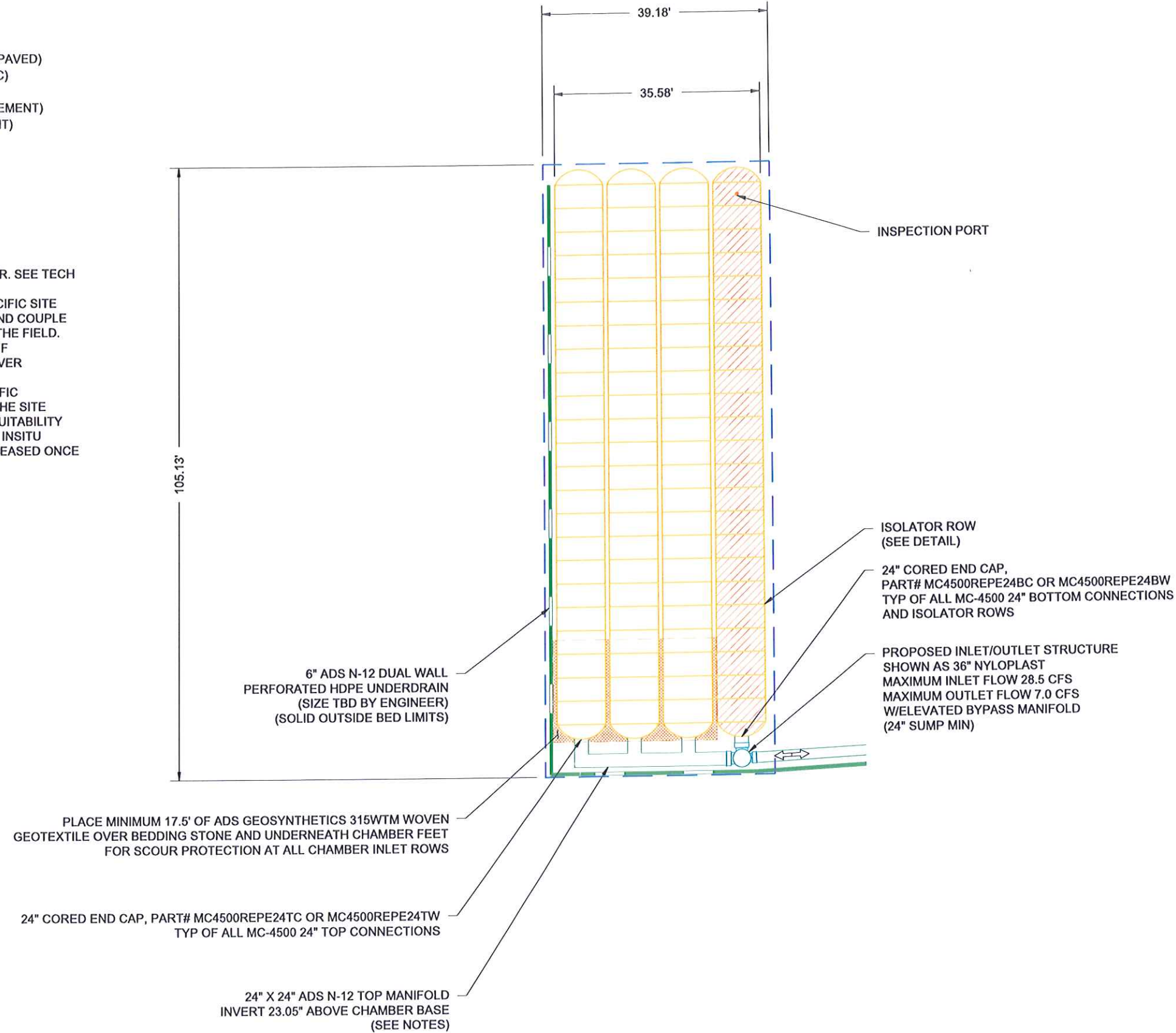
92	STORMTECH MC-4500 CHAMBERS
8	STORMTECH MC-4500 END CAPS
12	STONE ABOVE (in)
9	STONE BELOW (in)
40	% STONE VOID
17172	INSTALLED SYSTEM VOLUME (CF) (PERIMETER STONE INCLUDED)
4119	SYSTEM AREA (ft²)
289	SYSTEM PERIMETER (ft)

PROPOSED ELEVATIONS WEST BED

690.00	MAXIMUM ALLOWABLE GRADE (TOP OF PAVEMENT/UNPAVED)
685.50	MINIMUM ALLOWABLE GRADE (UNPAVED WITH TRAFFIC)
685.00	MINIMUM ALLOWABLE GRADE (UNPAVED NO TRAFFIC)
685.00	MINIMUM ALLOWABLE GRADE (BASE OF FLEXIBLE PAVEMENT)
685.00	MINIMUM ALLOWABLE GRADE (TOP OF RIGID PAVEMENT)
684.00	TOP OF STONE
683.00	TOP OF MC-4500 CHAMBER
679.92	24" TOP MANIFOLD INVERT
678.19	24" ISOLATOR ROW CONNECTION INVERT
678.00	BOTTOM OF MC-4500 CHAMBER
677.25	BOTTOM OF STONE

NOTES

- MANIFOLD SIZE TO BE DETERMINED BY SITE DESIGN ENGINEER. SEE TECH SHEET #7 FOR MANIFOLD SIZING GUIDANCE.
- DUE TO THE ADAPTATION OF THIS CHAMBER SYSTEM TO SPECIFIC SITE AND DESIGN CONSTRAINTS, IT MAY BE NECESSARY TO CUT AND COUPLE ADDITIONAL PIPE TO STANDARD MANIFOLD COMPONENTS IN THE FIELD.
- THE SITE DESIGN ENGINEER MUST REVIEW ELEVATIONS AND IF NECESSARY ADJUST GRADING TO ENSURE THE CHAMBER COVER REQUIREMENTS ARE MET.
- THIS CHAMBER SYSTEM WAS DESIGNED WITHOUT SITE-SPECIFIC INFORMATION ON SOIL CONDITIONS OR BEARING CAPACITY. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR DETERMINING THE SUITABILITY OF THE SOIL AND PROVIDING THE BEARING CAPACITY OF THE INSITU SOILS. THE BASE STONE DEPTH MAY BE INCREASED OR DECREASED ONCE THIS INFORMATION IS PROVIDED.



ALDI
GLENDALE, WI

DATE: 08-09-18
PROJECT #: S087804

DATE	DESCRIPTION
2/4/19	MCC
2/4/19	DHC
2/4/19	SPLIT AND RECONFIGURED SYSTEM

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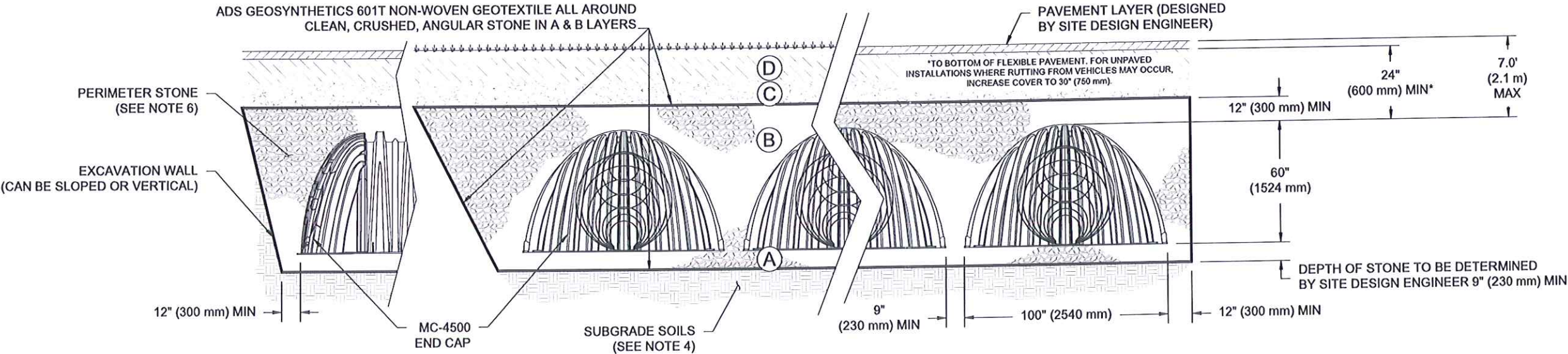
0 40' 80'

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ACCEPTABLE FILL MATERIALS: STORMTECH MC-4500 CHAMBER SYSTEMS

MATERIAL LOCATION		DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	FINAL FILL: FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	INITIAL FILL: FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 24" (600 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145 ¹ A-1, A-2-4, A-3 OR AASHTO M43 ¹ 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 24" (600 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 12" (300 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS.
B	EMBEDMENT STONE: FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43 ¹ 3, 4	NO COMPACTION REQUIRED.
A	FOUNDATION STONE: FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43 ¹ 3, 4	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE. ^{2,3}

- PLEASE NOTE:
- THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
 - STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 9" (230 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
 - WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.



NOTES:

- MC-4500 CHAMBERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F2418 "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
- MC-4500 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
- "ACCEPTABLE FILL MATERIALS" TABLE ABOVE PROVIDES MATERIAL LOCATIONS, DESCRIPTIONS, GRADATIONS, AND COMPACTION REQUIREMENTS FOR FOUNDATION, EMBEDMENT, AND FILL MATERIALS.
- THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
- ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.
- PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.

ALDI
GLENDALE, WI

DATE: 08-09-18
PROJECT #: S087804

SMQ
DAF

DESCRIPTION
SPLIT AND RECONFIGURED SYSTEM

DATE: 2/4/19

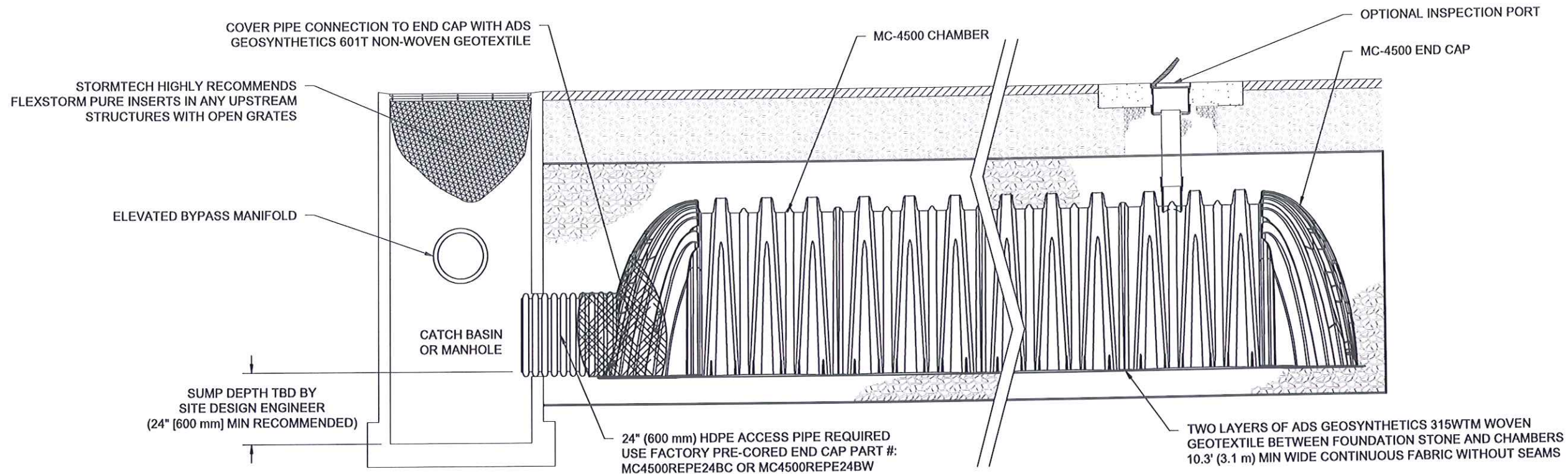
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4 SHEET
OF 7

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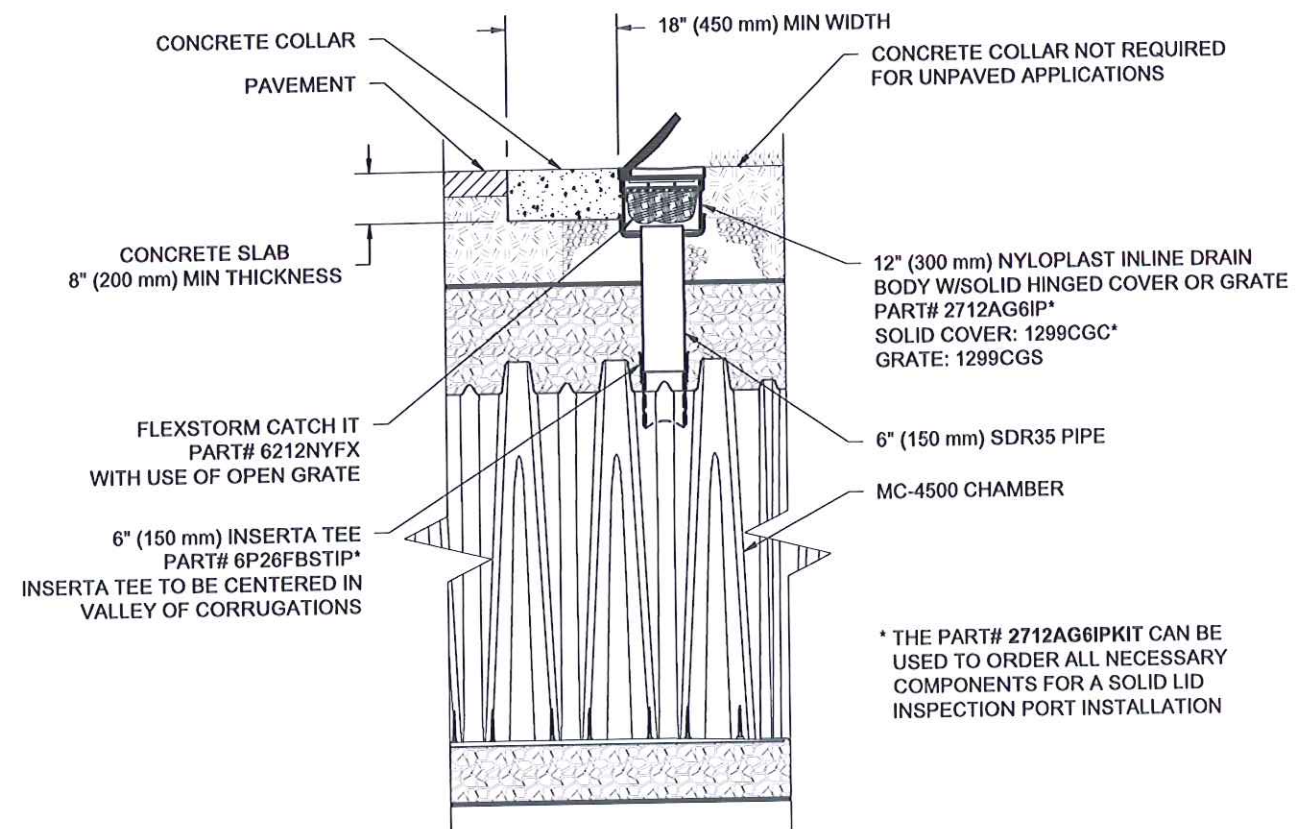
MC-4500 ISOLATOR ROW DETAIL
NTS

INSPECTION & MAINTENANCE

- STEP 1) INSPECT ISOLATOR ROW FOR SEDIMENT
- A. INSPECTION PORTS (IF PRESENT)
- A.1. REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
- A.2. REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
- A.3. USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
- A.4. LOWER A CAMERA INTO ISOLATOR ROW FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
- A.5. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR ROWS
- B.1. REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW
- B.2. USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW THROUGH OUTLET PIPE
- i) MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
- ii) FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
- B.3. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- STEP 2) CLEAN OUT ISOLATOR ROW USING THE JETVAC PROCESS
- A. A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45" (1.1 m) OR MORE IS PREFERRED
- B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
- C. VACUUM STRUCTURE SUMP AS REQUIRED
- STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS; RECORD OBSERVATIONS AND ACTIONS.
- STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

NOTES

- INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
- CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.



MC-4500 6" (150 mm) INSPECTION PORT DETAIL
NTS

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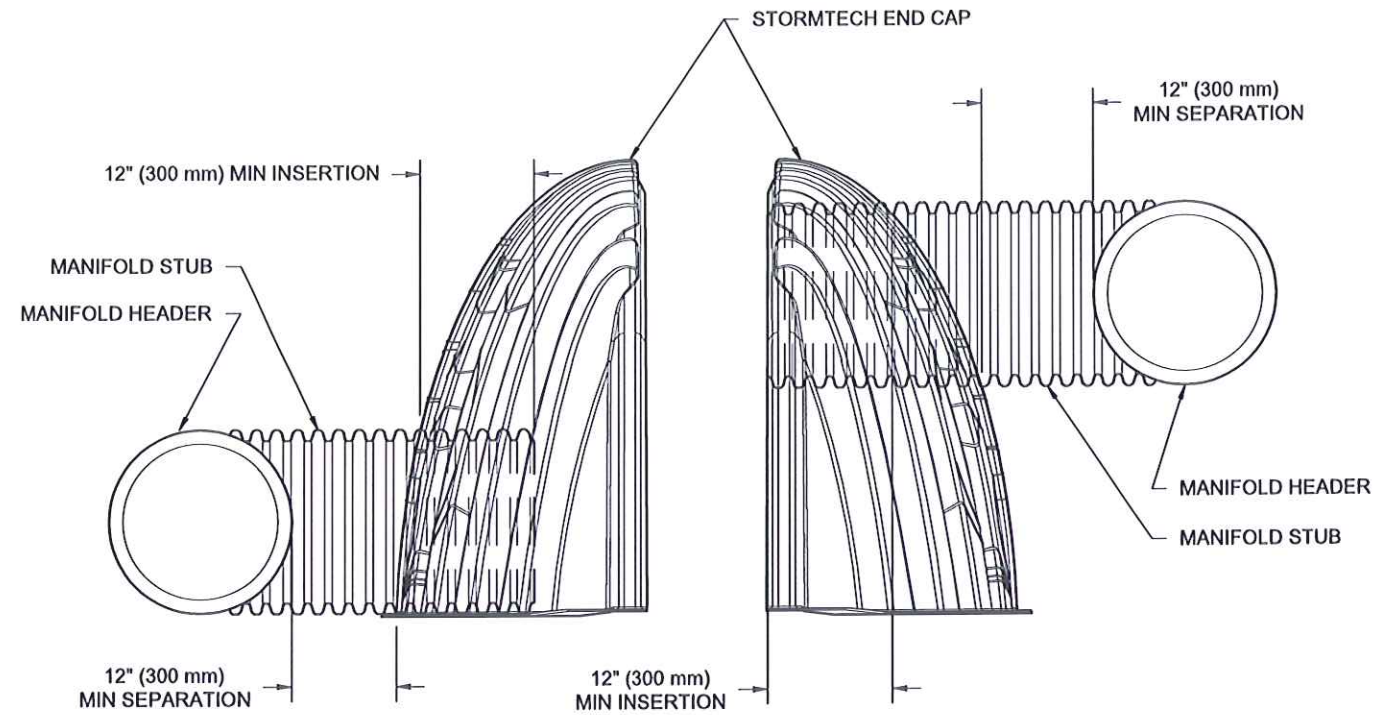
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GLENDALE, WI

DATE: 08-09-18
DRAWN: SMQ
PROJECT #: S087804
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MC-SERIES END CAP INSERTION DETAIL

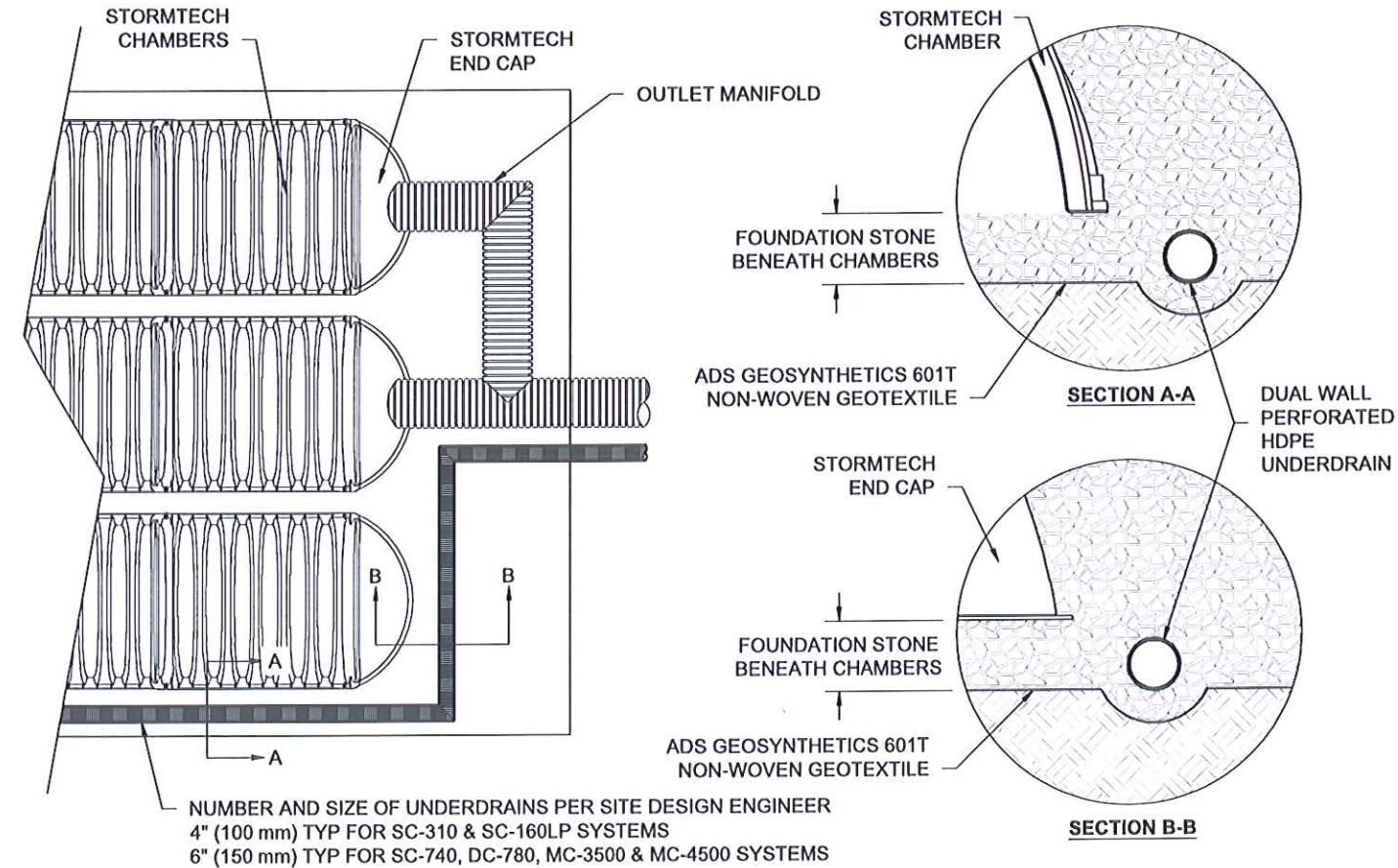
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NOTE: MANIFOLD STUB MUST BE LAID HORIZONTAL FOR A PROPER FIT IN END CAP OPENING.

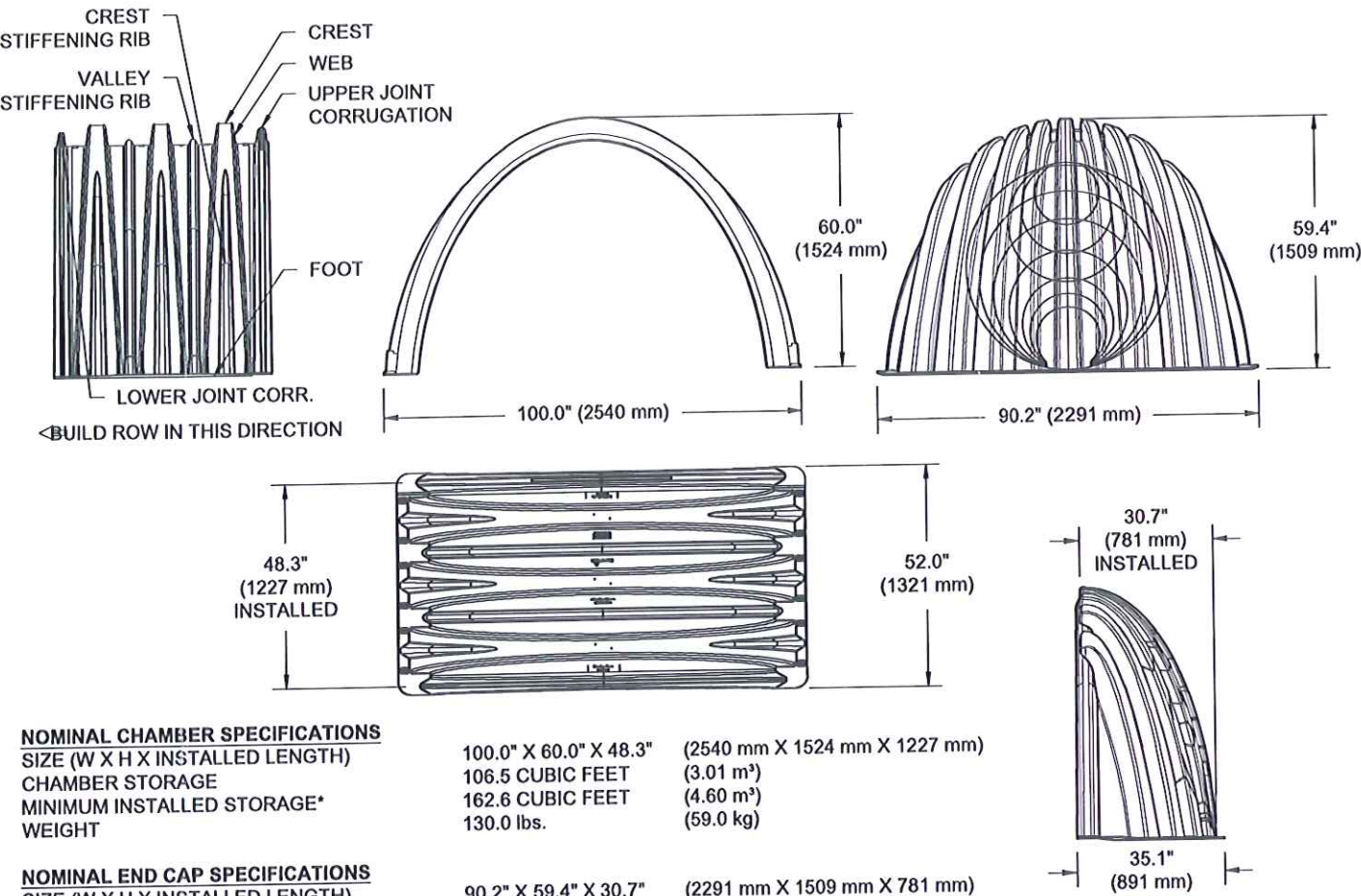
UNDERDRAIN DETAIL

NTS



MC-4500 TECHNICAL SPECIFICATION

NTS



NOMINAL CHAMBER SPECIFICATIONS

SIZE (W X H X INSTALLED LENGTH)	100.0" X 60.0" X 48.3"	(2540 mm X 1524 mm X 1227 mm)
CHAMBER STORAGE	106.5 CUBIC FEET	(3.01 m³)
MINIMUM INSTALLED STORAGE*	162.6 CUBIC FEET	(4.60 m³)
WEIGHT	130.0 lbs.	(59.0 kg)

NOMINAL END CAP SPECIFICATIONS

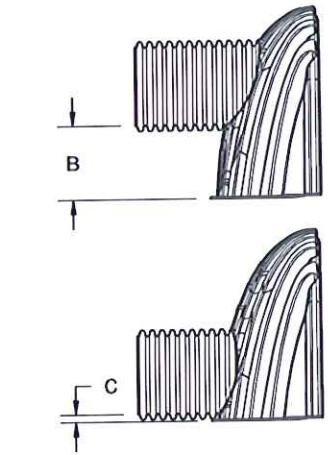
SIZE (W X H X INSTALLED LENGTH)	90.2" X 59.4" X 30.7"	(2291 mm X 1509 mm X 781 mm)
END CAP STORAGE	35.7 CUBIC FEET	(1.01 m³)
MINIMUM INSTALLED STORAGE*	108.7 CUBIC FEET	(3.08 m³)
WEIGHT	135.0 lbs.	(61.2 kg)

*ASSUMES 12" (305 mm) STONE ABOVE, 9" (229 mm) STONE FOUNDATION AND BETWEEN CHAMBERS, 12" (305 mm) STONE PERIMETER IN FRONT OF END CAPS AND 40% STONE POROSITY.

STUBS AT BOTTOM OF END CAP FOR PART NUMBERS ENDING WITH "B"
STUBS AT TOP OF END CAP FOR PART NUMBERS ENDING WITH "T"
END CAPS WITH A WELDED CROWN PLATE END WITH "C"
END CAPS WITH A PREFABRICATED WELDED STUB END WITH "W"

PART #	STUB	B	C
MC4500REPE06T	6" (150 mm)	42.54" (1.081 m)	---
MC4500REPE06B	---	---	0.86" (22 mm)
MC4500REPE08T	8" (200 mm)	40.50" (1.029 m)	---
MC4500REPE08B	---	---	1.01" (26 mm)
MC4500REPE10T	10" (250 mm)	38.37" (975 mm)	---
MC4500REPE10B	---	---	1.33" (34 mm)
MC4500REPE12T	12" (300 mm)	35.69" (907 mm)	---
MC4500REPE12B	---	---	1.55" (39 mm)
MC4500REPE15T	15" (375 mm)	32.72" (831 mm)	---
MC4500REPE15B	---	---	1.70" (43 mm)
MC4500REPE18TC	---	29.36" (746 mm)	---
MC4500REPE18TW	18" (450 mm)	---	1.97" (50 mm)
MC4500REPE18BC	---	---	---
MC4500REPE18BW	---	---	---
MC4500REPE24TC	---	23.05" (585 mm)	---
MC4500REPE24TW	24" (600 mm)	---	2.26" (57 mm)
MC4500REPE24BC	---	---	---
MC4500REPE24BW	---	---	---
MC4500REPE30BC	30" (750 mm)	---	2.95" (75 mm)
MC4500REPE36BC	36" (900 mm)	---	3.25" (83 mm)
MC4500REPE42BC	42" (1050 mm)	---	3.55" (90 mm)

NOTE: ALL DIMENSIONS ARE NOMINAL



CUSTOM PRECORED INVERTS ARE AVAILABLE UPON REQUEST. INVENTORIED MANIFOLDS INCLUDE 12-24" (300-600 mm) SIZE ON SIZE AND 15-48" (375-1200 mm) ECCENTRIC MANIFOLDS. CUSTOM INVERT LOCATIONS ON THE MC-4500 END CAP CUT IN THE FIELD ARE NOT RECOMMENDED FOR PIPE SIZES GREATER THAN 10" (250 mm). THE INVERT LOCATION IN COLUMN 'B' ARE THE HIGHEST POSSIBLE FOR THE PIPE SIZE.

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GLENDALE, WI

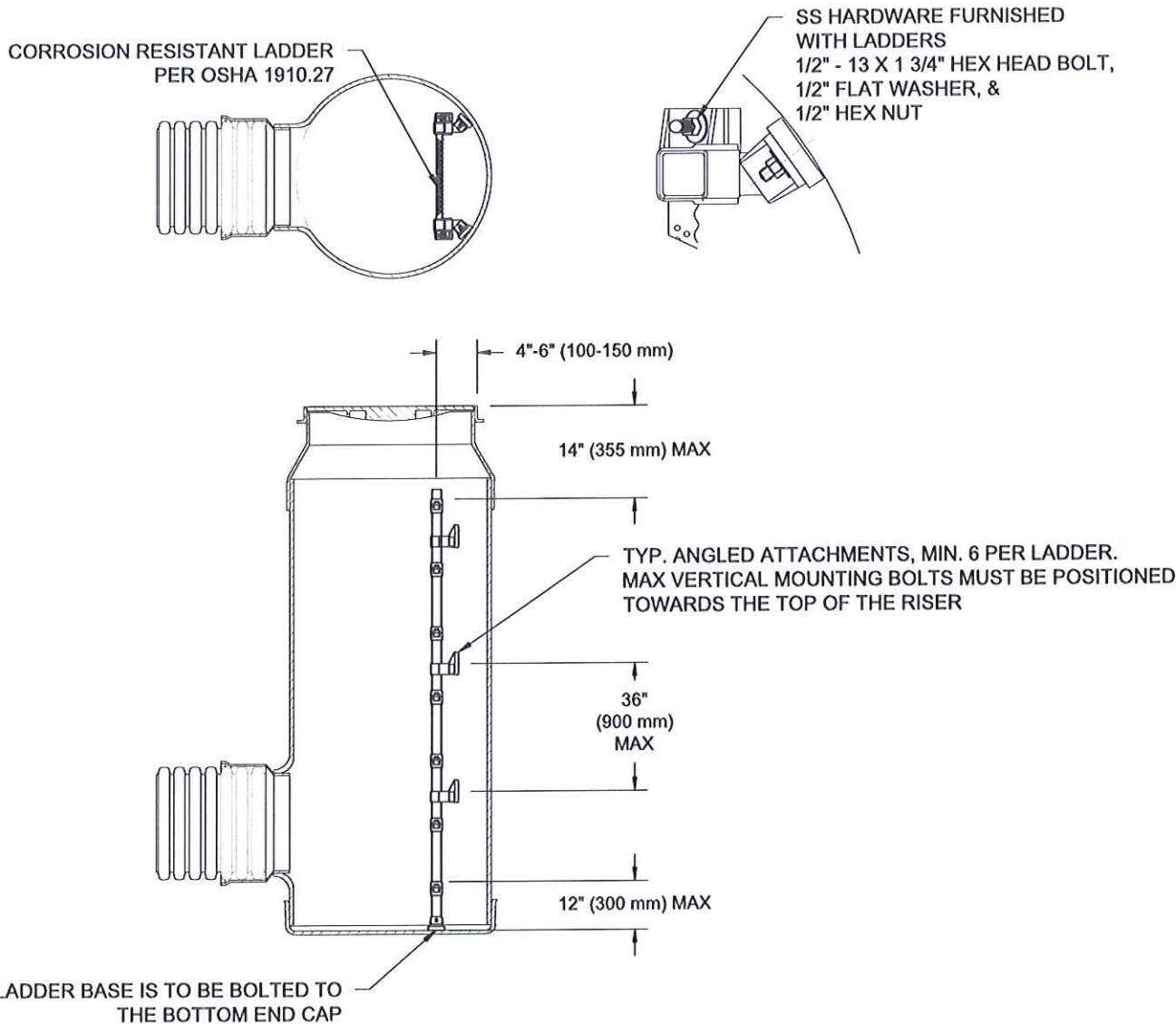
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NYLOPLAST 36" (900 mm) STRUCTURE WITH LADDER

NTS

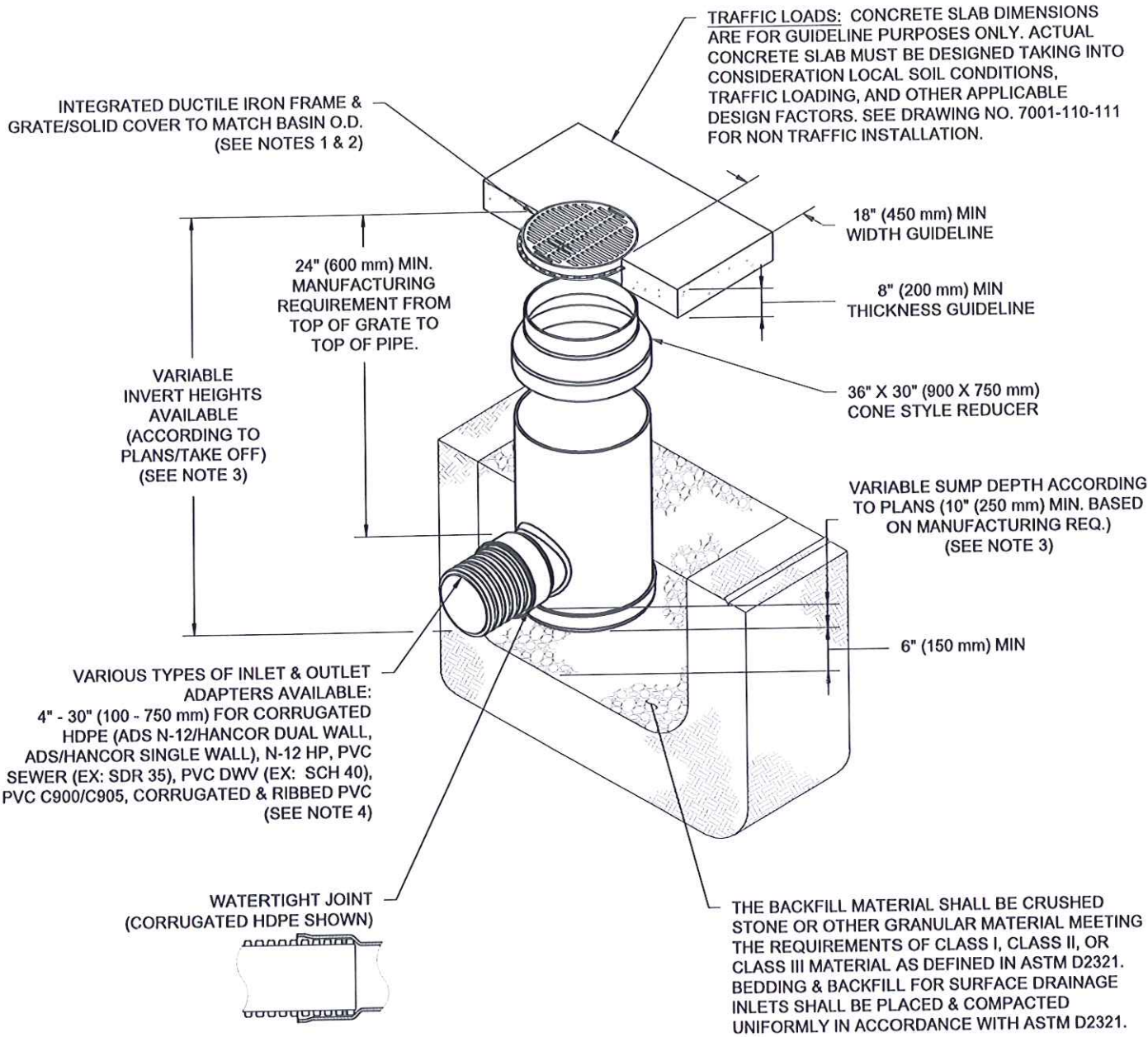


NOTES:

- LADDERS SERVING MANHOLES CAN USE DEVIATIONS OF OSHA 1910.27 FOUND IN ASTM C478-12. LADDERS ARE TO BE ORDERED FROM LANE INTERNATIONAL CORPORATION ONLY.
- CORROSION RESISTANT BRACKETS, WITH STAINLESS STEEL HARDWARE, SHALL BE ATTACHED TO THE LADDER BY THE PIPE FABRICATOR. THE HARDWARE IS INCLUDED WITH LADDER.
- USE STAINLESS STEEL BOLTS, WASHERS, AND NUTS TO ATTACH THE LADDER BRACKETS THROUGH THE PVC DRAIN BASIN SIDE WALL.
- LADDER SHALL BE PLACED SO THAT TOP RUNG IS LESS THAN 14" (355 mm) FROM BASE SURFACE AND BOTTOM RUNG IS AS LOW AS POSSIBLE.
- BOTTOM OF LADDER SHALL BE ATTACHED TO BOTTOM END CAP WITH SS HARDWARE SUPPLIED WITH THE LADDER.
- WEIGHT OF LADDER TO REST ON END CAP.
- ALL HARDWARE IS TO BE TIGHTENED PRIOR TO SHIPMENT.

36" (900 mm) NYLOPLAST DRAIN BASIN

NTS



NOTES

- GRATES/SOLID COVER SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05.
- FRAMES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05.
- DRAIN BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN DETAILS. RISERS ARE NEEDED FOR BASINS OVER 84" (2.13 m) DUE TO SHIPPING RESTRICTIONS. SEE DRAWING NO. 7001-110-065.
- DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE (ADS N-12/HANCOR DUAL WALL), N-12 HP, & PVC SEWER.
- ADAPTERS CAN BE MOUNTED ON ANY ANGLE 0° TO 360°. TO DETERMINE MINIMUM ANGLE BETWEEN ADAPTERS SEE DRAWING NO. 7001-110-012.

GRATE OPTION	LOAD RATING	PART #	DWG #
PEDESTRIAN	MEETS H-20	3099CGP	7001-110-220
STANDARD	MEETS H-20	3099CGS	7001-110-221
SOLID COVER	MEETS H-20	3099CGC	7001-110-222
DOVE	N/A	3099CGD	7001-110-223

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DATE: 08-09-18
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7 SHEET
OF 7

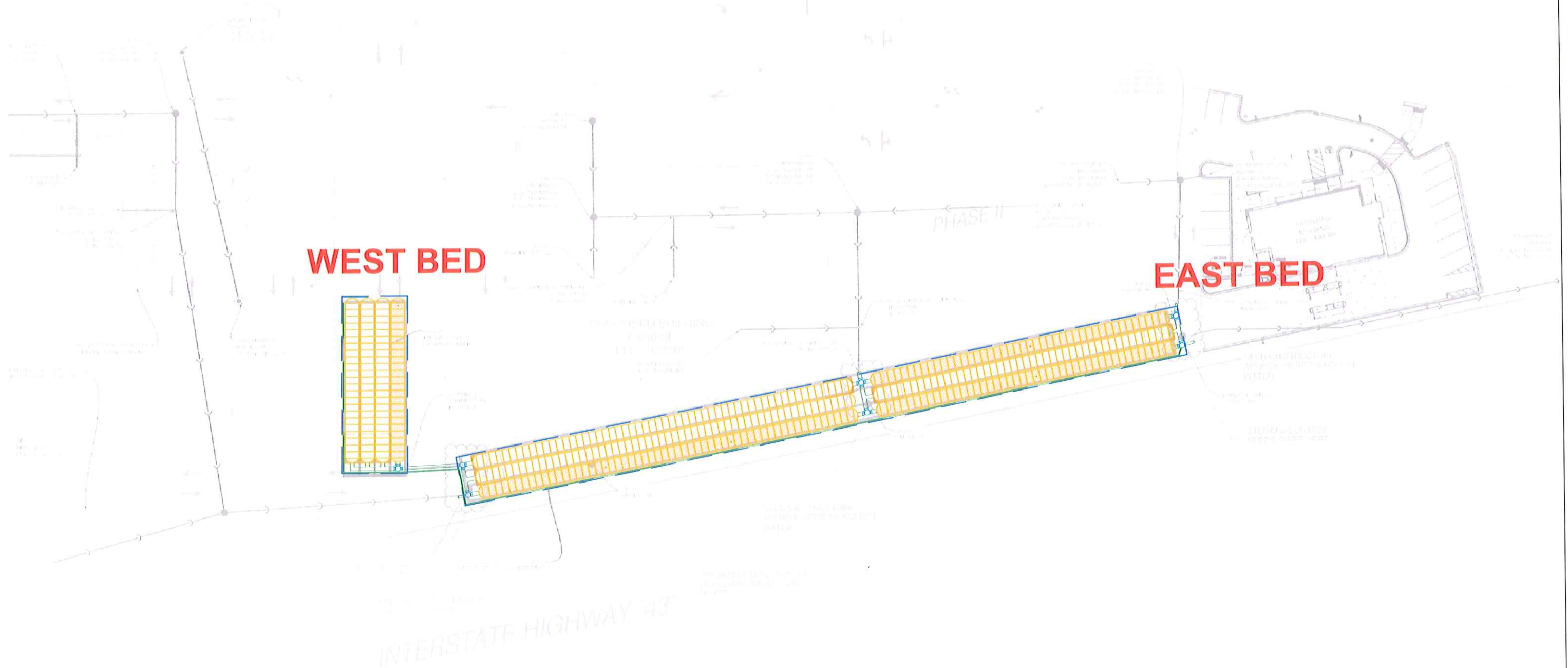
NORTH POINT WASHINGTON ROAD G.T.H.W.

WEST BED

EAST BED

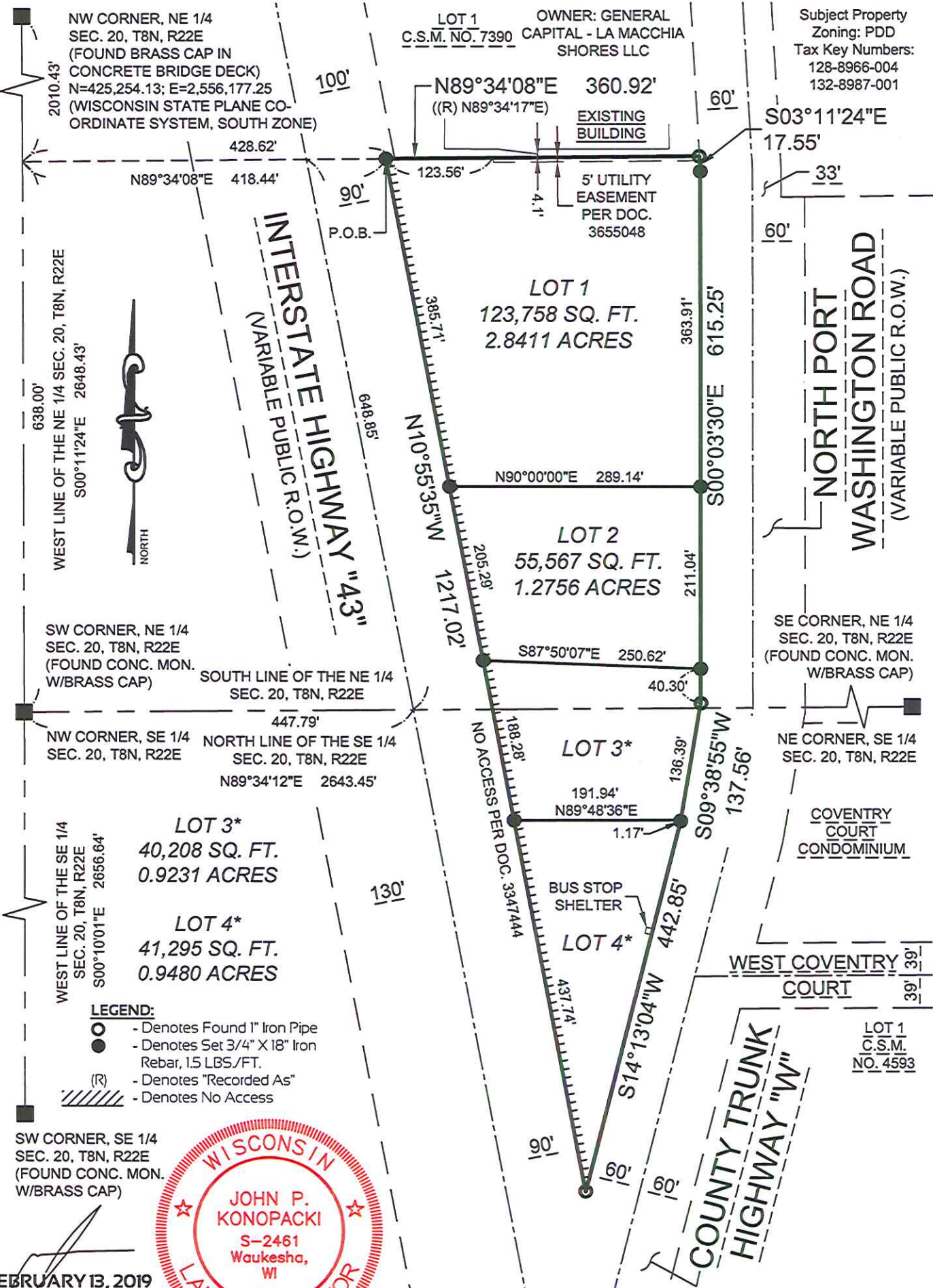
PHASE II

INTERSTATE HIGHWAY '43'



CERTIFIED SURVEY MAP NO. _____

Being a part of the Southwest 1/4 of the Northeast 1/4 and the Northwest 1/4 of the Southeast 1/4 of Section 20, Township 8 North, Range 22 East, City of Glendale, Milwaukee County, Wisconsin.



FEBRUARY 13, 2019

Prepared By:

PINNACLE ENGINEERING GROUP
15850 BLUEMOUND ROAD | SUITE 210
BROOKFIELD, WI 53005
OFFICE: (262) 754-8888

Prepared for:
FORCAP Glendale LLC
833 E. Michigan Street, Suite 540
Milwaukee, WI 53202

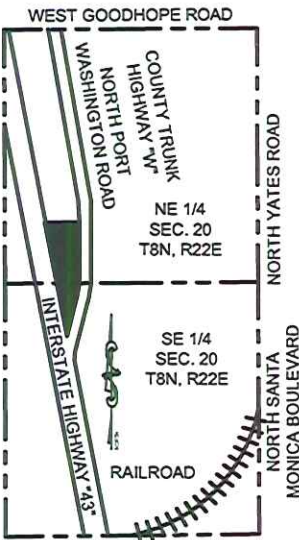
PEG JOB#1143.00
SHEET 1 OF 4

This instrument drafted by John P. Konopacki, PLS-License No. S-2461

CERTIFIED SURVEY MAP NO. _____

Being a part of the Southwest 1/4 of the Northeast 1/4 and the Northwest 1/4 of the Southeast 1/4 of Section 20, Township 8 North, Range 22 East, City of Glendale, Milwaukee County, Wisconsin.

VICINITY SKETCH
SCALE 1"=2000'



SURVEYOR'S CERTIFICATE

STATE OF WISCONSIN)
WAUKESHA COUNTY) SS

I, John P. Konopacki, Professional Land Surveyor, do hereby certify:

That I have surveyed, mapped and divided that part of the Southwest 1/4 of the Northeast 1/4 and the Northwest 1/4 of the Southeast 1/4 of Section 20, Township 8 North, Range 22 East, City of Glendale, Milwaukee County, Wisconsin, described as follows:

Commencing at the northwest corner of the Northeast 1/4 of said Section 20;
Thence South 00°11'24" East along the west line of said Northeast 1/4, 2010.43 feet;
Thence North 89°34'08" East, 418.44 feet to the Point of Beginning;

Thence continuing North 89°34'08" East and then along the south line of Certified Survey Map No. 7390, 360.92 feet to the west right of way line of North Port Washington Road - County Trunk Highway "W";
Thence the following courses along said west right of way line:
South 03°11'24" East, 17.55 feet;
South 00°03'30" East, 615.25 feet;
South 09°38'55" West, 137.56 feet;
South 14°13'04" West, 442.85 feet to the east right of way line of Interstate Highway "43";
Thence North 10°55'35" West along said east right of way line, 1217.02 feet to the Point of Beginning.

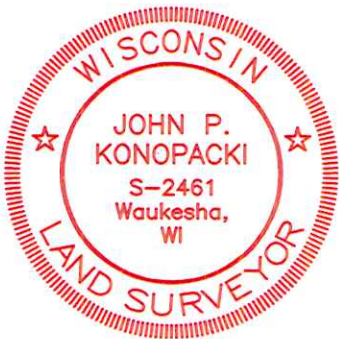
Containing 260,828 square feet (5.9878 acres) of land more or less.

That I have made such survey, land division and map by the direction of FORCAP Glendale LLC, owner of said land.

That such plat is a correct representation of all the exterior boundaries of the land surveyed and the land division thereof made.

That I have fully complied with the requirements of Chapter 236 of the Wisconsin State Statutes and the City of Glendale Land Division Ordinance in surveying, mapping and dividing the land with in the certified survey map.

Date: FEBRUARY 13, 2019




John P. Konopacki
Professional Land Surveyor S-2461

NOTES:

- All measurements have been made to the nearest one-hundredth of a foot.
- All angular measurements have been made to the nearest one second.
- Bearings referenced to the Wisconsin State Plane Coordinate System, South Zone (N.A.D. 1927). The east line of the Northeast 1/4 of Section 20, Township 8 North, Range 22 East bears S00°11'24"E.

Prepared By:

PINNACLE ENGINEERING GROUP

15850 BLUEMOUND ROAD | SUITE 210

BROOKFIELD, WI 53005

OFFICE: (262) 754-8888

This instrument drafted by John P. Konopacki, PLS-License No. S-2461

PEG JOB#1143.00

SHEET 2 OF 4

CERTIFIED SURVEY MAP NO. _____

Being a part of the Southwest 1/4 of the Northeast 1/4 and the Northwest 1/4 of the Southeast 1/4 of Section 20, Township 8 North, Range 22 East, City of Glendale, Milwaukee County, Wisconsin.

OWNER'S CERTIFICATE

FORCAP Glendale LLC, a Limited Liability Company duly organized and existing under and by virtue of the laws of the State of Wisconsin, as owner, does hereby certify that said limited liability company caused the land described on this certified survey map to be surveyed, divided and mapped as represented on this certified survey map.

FORCAP Glendale LLC, as owner, does further certify that this certified survey map is required by Chapter 236 of the Wisconsin State Statutes to be submitted to the following for approval or objection:

- 1. City of Glendale

IN WITNESS WHEREOF, the said FORCAP Glendale LLC has caused these presents to be signed by _____, (name - print) _____, (title) _____, at (city) _____, _____ County, Wisconsin, on this _____ day of _____, 2019.

In the presence of: FORCAP Glendale LLC

Name (signature) - Title

STATE OF WISCONSIN)
_____ COUNTY) SS

Personally came before me this _____ day of _____, 2019, (name) _____, (title) _____, of the above named FORCAP Glendale LLC, to me known to be the person who executed the foregoing instrument, and to me known to be such _____ (title) of said limited liability company, and acknowledged that they executed the foregoing instrument as such officer as the deed of said limited liability, by its authority.

Notary Public
Name: _____
State of Wisconsin
My Commission Expires: _____

CONSENT OF CORPORATE MORTGAGEE

_____, a corporation duly organized and existing under and by virtue of the laws of the State of Wisconsin, mortgagee of the above described land, does hereby consent to the surveying, dividing and mapping of the land described in the forgoing affidavit of John P. Konopacki, surveyor, and does hereby consent to the above certification of owners.

IN WITNESS WHEREOF, the said _____, has caused these presents to be signed by _____, its President, and its corporate seal to be hereunto affixed this _____ day of _____, 2019.

Date

President

STATE OF WISCONSIN)
_____ COUNTY) SS

Personally came before me this _____ day of _____, 2019, _____, to me known to be the person who executed the foregoing instrument and to me known to be such officer of said corporation and acknowledged the same.

Notary Public
Name: _____
State of Wisconsin
My Commission Expires: _____



FEBRUARY 13, 2019

CERTIFIED SURVEY MAP NO. _____

Being a part of the Southwest 1/4 of the Northeast 1/4 and the Northwest 1/4 of the Southeast 1/4 of Section 20, Township 8 North, Range 22 East, City of Glendale, Milwaukee County, Wisconsin.

PLAN COMMISSION APPROVAL

Approved by the Plan Commission of the City of Glendale, Wisconsin on this _____ day of _____, 2019.

Date

Bryan Kennedy, Chairman

Date

Secretary

COMMON COUNCIL APPROVAL

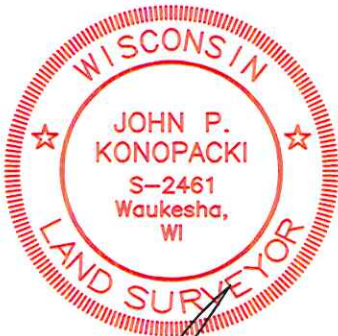
Approved by the Common Council of the City of Glendale, Wisconsin, on this _____ day of _____, 2019.

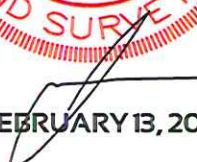
Date

Bryan Kennedy, Mayor

Date

Miranda Etzel, City Clerk




FEBRUARY 13, 2019