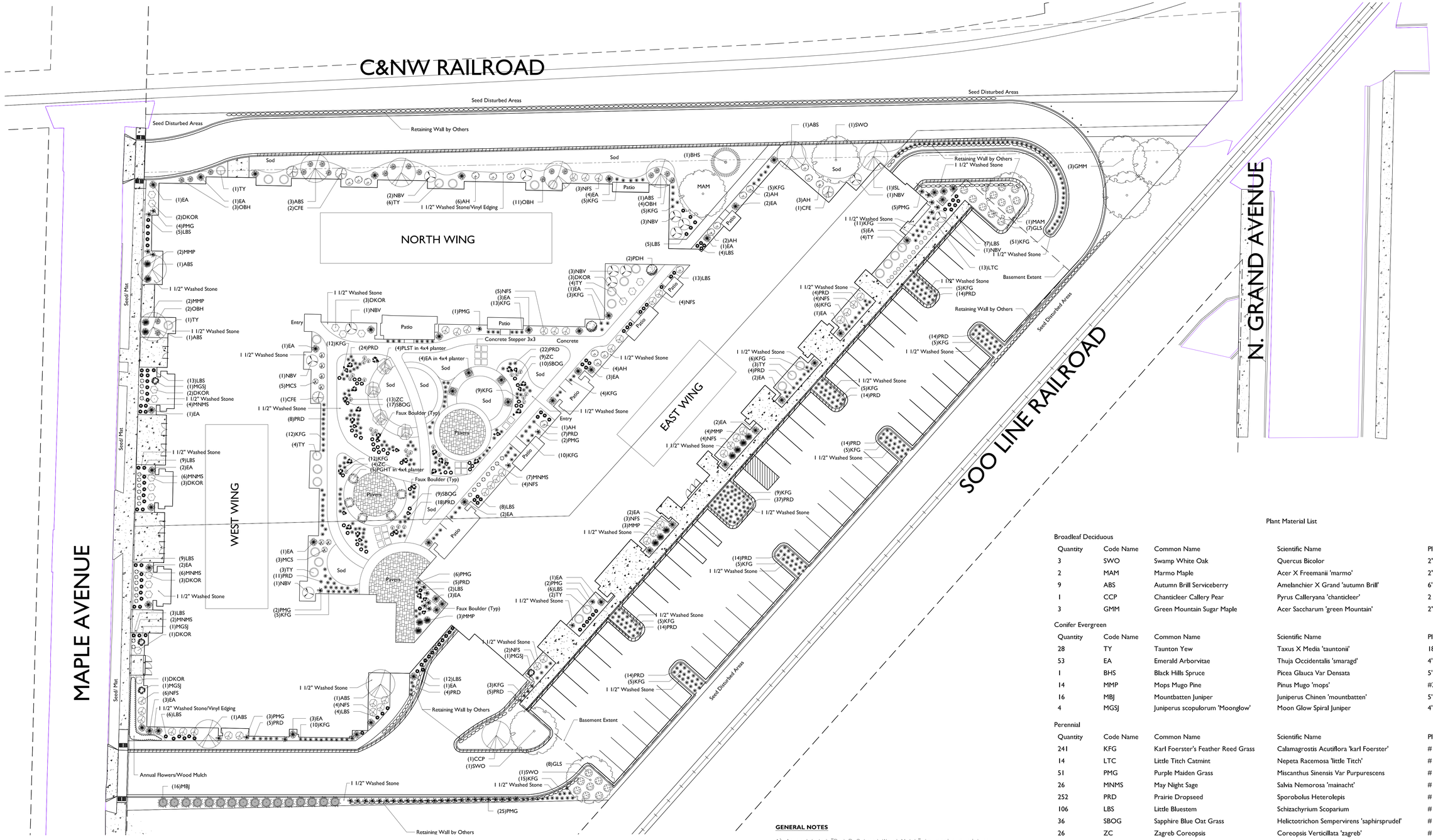

GENERAL NOTES

A) Areas labeled "Red B Colored Wood Mulch" to receive a mixture of recycled wood mulch, colored brown or red as indicated, spread to a 3" depth over pre-emergent herbicide.

B) Individual trees (and shrub groupings) found along perimeter of property as well as those found within lawn areas to receive wood mulch rings (and wood mulch beds) consisting of a mixture of recycled wood mulch, colored brown or red as indicated, spread to a minimum 3" depth (3' wide beds for shrub groupings).

C) "Vinyl Edging" to be Valley View Black Diamond Vinyl Edging or equivalent.

D) Areas labeled "washed stone" to receive 1-1/2" washed stone spread to a 3" depth over fabric weed barrier.

E) "Seed" areas shall be finish-graded and seeded at a rate of 4 lbs. per 1,000 sq. ft.

F) Seed shall consist of the following mixture:
- 10% Palmer IV Perennial Ryegrass
- 20% Dragon Kentucky Bluegrass
- 20% Diva Kentucky Bluegrass
- 20% Foxy II Creeping Red Fescue
- 15% Vail II Perennial Ryegrass
- 15% Ginney Kentucky Bluegrass

G) Areas labeled "Seed/Mat" shall be seeded with the above-noted premium lawn seed mixture and overlaid with DS75 straw erosion control netting that is then pegged into the soil with metal staples.

H) Areas labeled "Sod" shall receive only No. 1 grade nursery-grown bluegrass sod.

I) Plant beds adjacent to building foundation to be mulched with 1-1/2" diameter washed stone mulch spread to a 3" depth over fabric weed barrier.

Plant Material List

Broadleaf Deciduous

Quantity	Code Name	Common Name	Scientific Name	Planting Size
3	SWO	Swamp White Oak	Quercus Bicolor	2" B&B
2	MAM	Marmo Maple	Acer X Freemanii 'marmo'	2" B&B
9	ABS	Autumn Brill Serviceberry	Amelanchier X Grand 'autumn Brill'	6' B&B
1	CCP	Chanticleer Callery Pear	Pyrus Calleryana 'chanticleer'	2 1/2" B&B
3	GMM	Green Mountain Sugar Maple	Acer Saccharum 'green Mountain'	2" B&B

Conifer Evergreen

Quantity	Code Name	Common Name	Scientific Name	Planting Size
28	TY	Taunton Yew	Taxus X Media 'tauntonii'	18" B&B
53	EA	Emerald Arborvitae	Thuja Occidentalis 'smaragd'	4' B&B
1	BHS	Black Hills Spruce	Picea Glauca Var Densata	5' B&B
14	MMP	Mops Mugo Pine	Pinus Mugo 'mops'	#3 CONT.
16	MBJ	Mountbatten Juniper	Juniperus Chinen 'mountbatten'	5' B&B
4	MGSJ	Juniperus scopulorum 'Moonglow'	Moon Glow Spiral Juniper	4' B&B

Perennial

Quantity	Code Name	Common Name	Scientific Name	Planting Size
241	KFG	Karl Foerster's Feather Reed Grass	Calamagrostis Acutiflora 'karl Foerster'	#1 CONT.
14	LTC	Little Titch Catmint	Nepeta Racemosa 'little Titch'	#1 CONT.
51	PMG	Purple Maiden Grass	Miscanthus Sinensis Var Purpurescens	#1 CONT.
26	MNMS	May Night Sage	Salvia Nemorosa 'mainacht'	#1 CONT.
252	PRD	Prairie Dropseed	Sporobolus Heterolepis	#1 CONT.
106	LBS	Little Bluestem	Schizachyrium Scoparium	#1 CONT.
36	SBOG	Sapphire Blue Oat Grass	Helictotrichon Sempervirens 'saphirsprudel'	#1 CONT.
26	ZC	Zagreb Coreopsis	Coreopsis Verticillata 'zagreb'	#1 CONT.
20	OBH	Olive Bailey Langdon Hosta	Hosta X 'olive Bailey Langdon'	#1 CONT.

Shrub

Quantity	Code Name	Common Name	Scientific Name	Planting Size
4	PLST	Palibin Lilac (std)	Syringa Meyeri 'palibin' (std)	1 3/4" B&B
4	CFE	Chicago Fire Winged Euonymus	Euonymus Alatus 'timber Creek'	3' B&B
2	PDH	Pink Diamond Hydrangea	Hydrangea Paniculata 'pink Diamond'	#5 CONT.
8	MCS	Magic Carpet Spirea	Spiraea Japonica 'walbuma'	#2 CONT.
20	GLS	Gro-Low Fragrant Sumac	Rhus Aromatica 'gro-Low'	#2 CONT.
13	NBV	Northern Burgundy Arwd Viburnu	Viburnum Dentatum 'morton'	4' B&B
1	ISL	Ivory Silk Japanese Tree Lilac	Syringa Reticulata 'ivory Silk'	2" B&B
40	NFS	Neon Flash Spirea	Spiraea Japonica 'neon Flash'	#2 CONT.
18	DKOR	Double Knock Out Rose	Rosa 'radtko'	#3 CONT.
18	AH	Annabelle Hydrangea	Hydrangea Arborescens 'annabelle'	#3 CONT.
5	PGHT	Peegee Hydrangea (tf)	Hydrangea Paniculata 'grandiflora' (tf)	1 1/2" B&B

SCALE: 1"=20'-0"

the bruce company OF WISCONSIN INC.
LANDSCAPE ARCHITECTS
LANDSCAPE CONTRACTORS
2830 PARMENTER STREET
P.O. BOX 620330
MIDDLETON, WI 53562-0330
TEL (608) 836-7041
FAX (608) 831-6266

FOX HEAD RESIDENCE - LANDSCAPE PLAN

City of Waukesha
Waukesha County, Wisconsin

Checked By: SS
Drawn By: 10/27/14 SR

Revised: 11/11/14 SR
Revised: 12/01/14/RS
Revised: 1/14/15 RS
Revised:
Revised:
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Revised:

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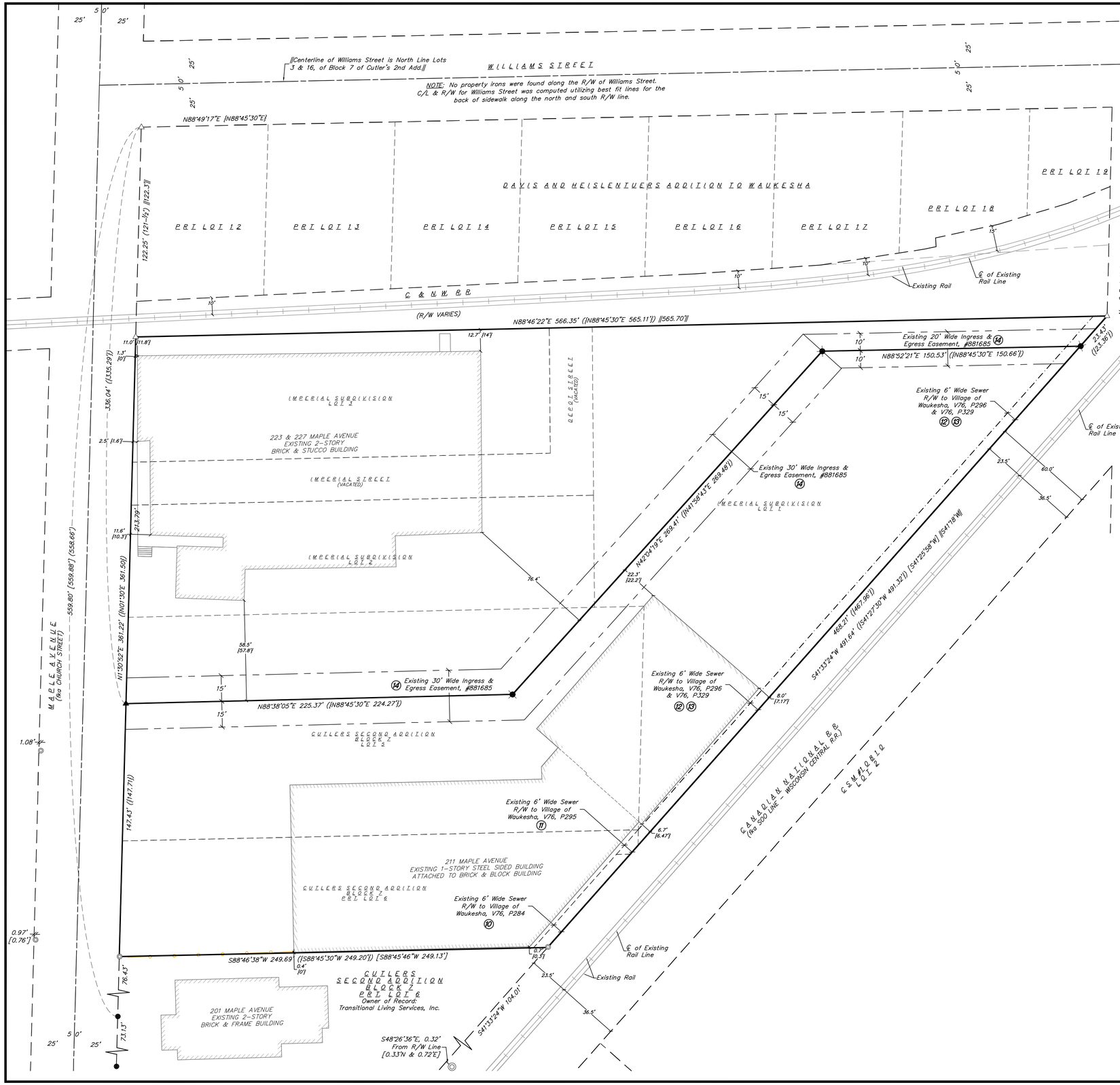

SURVEY LEGEND

- ◎ FOUND 1" ø IRON PIPE
- ▲ FOUND P.K. NAIL
- ● FOUND 1/2" ø IRON ROD
- ⊗ FOUND RAILROAD SPIKE
- △ SET P.K. NAIL
- ( ) RECORDED AS INFORMATION
- { } SEE NOTE #1
- [ ] SEE NOTE #2
- // // SEE NOTE #3

SURVEYED FOR:
T. WALL ENTERPRISES WISCONSIN, LLC
PO BOX 620037
MIDDLETON, WI 53562

SURVEYED BY:
VIERBICHER ASSOCIATES, INC.
BY: MICHAEL S. MARTY
999 FOURIER DRIVE,
SUITE 201
MADISON, WI 53717
(608)-821-3955
mmar@vierbicher.com

GRAPHIC SCALE FEET
0 15 30 60

NOTES:

1. [ ] Indicates information per Plat of Survey by John W. Jahnke, Jahnke & Jahnke Associates Inc., dated December 20, 1983, or per Plat of Survey by John W. Jahnke, Jahnke & Jahnke Associates Inc., dated July 27, 1999. Both surveys were provided to surveyor by Leading Edge Tool and were not found on file at the Waukesha County Register of Deeds Office.
2. [ ] Indicates information per ALTA/ACSM Land Title Survey by Donald C. Chaput, R.A. Smith National, Inc., revision date of November 7, 2008 and on file at the Waukesha County Register of Deeds Office (Map #WCPS0079789).
3. // // Indicates information per Survey by LS Dancey dated November, 1944 and on file at the Waukesha County Register of Deeds Office (Map #WCPS0060141).
4. Station Map Sheet No. 5A of 39, Lands-Tracks and Structures, Chicago & North-Western Railway, Operated by the C.&N.-W.RY. Co, Madison Division, Waukesha, Wis., Sta. 928+58 to Sta. 1000+00, dated June 30, 1917 and Plat of Survey for Proposed R.R. Connection Track, by Richard Zimmerman, Plan Date of Sept. 1988, as provided by the City of Waukesha was also used to aid in determination of the Railroad Right of Way as shown hereon.
5. See sheet 2 for additional improvements, additional information and description.
6. Area of parcel surveyed is 147,220 square feet or 3.38 acres more or less.
7. This survey is based upon field survey work performed on July 17, 18, 23, 24 & 30, 2014. Any changes in site conditions after July 30, 2014 are not reflected by this survey.
8. During the course of field survey work there was no evidence of which the surveyor is aware of current earth moving work, building construction, or building additions.
9. There was no evidence of which the surveyor is aware of the site being used as a solid waste dump, sump or sanitary landfill.
10. Utility locations were field located based upon substantial, visible, above ground structures, upon maps provided to the surveyor, or upon markings on the ground placed by utility companies and/or their agents. No warranty is given to the utility markings by others or that all underground utilities affecting this property were marked and subsequently located for this survey. A locate request was sent to Digger's Hotline per Digger Hotline One-Call ticket numbers 20142907975, 20142908001, 20142908160, 20142908258, 20142908413, 20142908437 and 20142908345. Independent location of buried private utilities is not within the scope of this survey.
11. No attempt has been made as a part of this survey to obtain or show data concerning size, condition, or capacity of any utility or municipal/public service facility. For information regarding these utilities contact the appropriate agencies.
12. Surveyor has made no investigation or independent search for easements of record, encumbrances, restrictive covenants, or ownership title evidence.
13. By graphic plotting only the parcels surveyed fall within "Zone X - Areas determined to be outside the 0.2% chance floodplain of the Flood Insurance Rate Map Community Panel Number 213 of 500, Map Number 55133C0213F, Map Effective Date November 19, 2008.
14. Total number of marked parking stalls is 84. 4 handicap parking stalls & 80 standard parking stalls.
15. Owner of Record is shown per information obtained from the Waukesha County GIS website on August 15, 2014.

NOTES:

This survey was prepared based upon information provided in the Title Commitment No NCS-688561-MAD, dated August 25, 2014 at 7:30a.m., from First American Title Insurance Company National Commercial Services, 10 W. Mifflin Street, Suite 302, Madison, WI 53703. Schedule B, Section Two, Exceptions references the following:

EXCEPTION 9: Rights of tenants, if any, in possession under unrecorded leases.

(10) EXCEPTION 10, Sewer Right of Way granted to the Village of Waukesha recorded December 31, 1890, in Volume 76 of Deeds, Page 284. (Easement shown.)

(11) EXCEPTION 11, Sewer Right of Way to Village of Waukesha recorded December 31, 1890, in Volume 76 of Deeds, Page 295. (Easement shown.)

(12) EXCEPTION 12, Sewer Right of Way recorded December 31, 1890, in Volume 76 of Deeds, Page 296. (Easement shown.)

(13) EXCEPTION 13, Sewer Right of Way recorded December 31, 1890, in Volume 76 of Deeds, Page 329. (Easement shown.)

(14) EXCEPTION 14, Reservation for easement set forth in Warranty Deed recorded May 17, 1974, Reel 78, Image 1280, as Document No. 881685. (Easement shown.)

EXCEPTION 15, Resolution recorded March 21, 2007, as Document No. 3466432. (Pertains to adoption of Resolution to establish boundaries of Redevelopment District No. 8, declare the area blighted, and approve the Redevelopment Plan for the District. Refer to document.)

EXCEPTION 16, Notice of Supplemental Final Order and Judgment recorded May 14, 2007, as Document No. 3480455. (Pertains to AT&T fiber optic cable installation litigation. Document states that the Court granted a sixteen and one half (16-1/2') wide permanent easement through the Settlement Corridor for telecommunications purposes. Document references the Milwaukee to Waukesha - Wisconsin & Southern railroad corridors and adjoining property. Refer to document. The fiber optic cable depicted on the face of the survey was marked as either "Sprint" or "Level 3". Per telephone conversations on September 10, 2014 with Tom Crowley, Brian Dreesen and Pete Reeve of AT&T, there are no AT&T fiber optic lines on or immediately adjacent to the parcels surveyed. Per information provided in said telephone conversations, there is existing overhead fiber optic and underground telephone conduit running along the easterly side of Grand Avenue.)

(17) EXCEPTION 17, Easement Deed by Court Order recorded February 22, 2013, as Document No. 3993251. (Grants easement rights for a permanent telecommunications easement in the Easement Premises. Document further states that (A) the easement extends no more than ten (10) feet on each side of the Grantee's Telecommunications Cable System as it existed on June 5, 2012 (B) where the actively used components of the Grantee's Telecommunications Cable System are moved or placed, provided, however, that only a single 20-foot easement per moved component may exist at any point in time in the Easement Premises. Refer to Document. The fiber optic cable depicted on the face of the survey was marked as either "Sprint" or "Level 3". Limits of 20' Wide Easement is shown on sheet 2 and is centered on location of fiber optic line as marked by Digger's Hotline. Actual location of easement may vary based upon location of fiber optic line as constructed.)

(18) EXCEPTION 18, Easement Deed by Court Order in Settlement of Landowner Action recorded July 31, 2013, as Document No. 4032482. (Grants easement rights for a permanent telecommunications easement in the Easement Premises. Document further states that (A) the easement extends no more than ten (10) feet on each side of the Grantee's Telecommunications Cable System as it existed on June 5, 2012 (B) where the actively used components of the Grantee's Telecommunications Cable System are moved or placed, provided, however, that only a single 20-foot easement per moved component may exist at any point in time in the Easement Premises. Refer to Document. The fiber optic cable depicted on the face of the survey was marked as either "Sprint" or "Level 3". Limits of 20' Wide Easement is shown on sheet 2 and is centered on location of fiber optic line as marked by Digger's Hotline. Actual location of easement may vary based upon location of fiber optic line as constructed.)

ALTA/ACSM CERTIFICATION:

To T. Wall Enterprises Wisconsin, LLC; and First American Title Insurance Company National Commercial Services:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 8, 9, 11(b), 13, 16, and 18 of Table A thereof. The field work was completed on July 30, 2014.

Vierbicher Associates, Inc.
By: Michael S. Marty

Dated this _____ day of _____, 201___.

_____
Michael S. Marty, P.L.S. No. 2452

vierbicher
planners | engineers | advisors
REEDSBURG - MADISON - PRAIRIE DU CHIEN
999 Fourier Drive, Suite 201, Madison, Wisconsin 53717
Phone: (608) 826-0532 Fax: (608) 826-0530

DRAFT ALTA/ACSM LAND TITLE SURVEY

LOTS 4-6 & PART OF LOTS 13-15, BLOCK 7, CUTLERS SECOND ADDITION TO THE PLAT OF PRAIRIEVILLE (CITY OF WAUKESHA), LOT 1-3, IMPERIAL SUBDIVISION, WAUKESHA COUNTY REGISTRY, LOCATED IN THE SW ¼ - SE¼ OF SECTION 03, TOWNSHIP 06 NORTH, RANGE 19 EAST, CITY OF WAUKESHA, WAUKESHA COUNTY, WISCONSIN

REVISIONS		
NO.	DATE	REMARKS

REVISIONS		
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SCALE
1"=30' (22"x34")
1"=60' (11"x17")

DATE
2014-09-10

DRAFTER
MMAR/AMEA

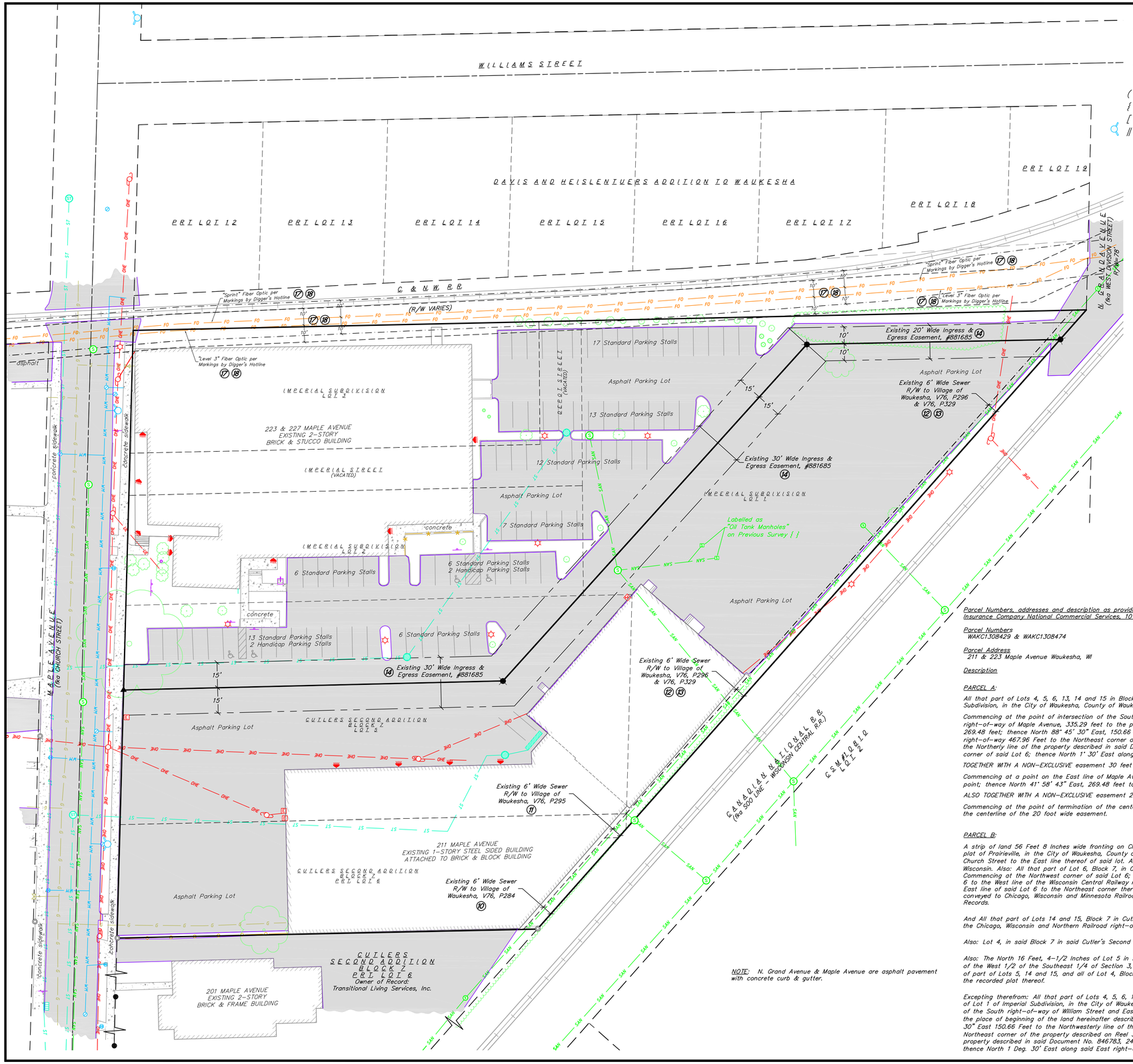
CHECKED
MZIE

PROJECT NO.
140163

SHEET
1 OF 2

DWG. NO.
S-554

10 Sep 2014 - 1:19p M:\T Wall Enterprises LLC\140163_211 & 223 Maple Ave\CADD\140163_ALTA.dwg by: mmar



NOTE: N. Grand Avenue & Maple Avenue are asphalt pavement with concrete curb & gutter.

SURVEY LEGEND

- FOUND 1" ø IRON PIPE
- FOUND P.K. NAIL
- FOUND 1/2" ø IRON ROD
- FOUND RAILROAD SPIKE
- SET P.K. NAIL
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- { } SEE NOTE #1
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N W E S

GRAPHIC SCALE FEET
0 15 30 60

TOPOGRAPHIC SYMBOL LEGEND

- EXISTING MAILBOX
- EXISTING SIGN
- EXISTING CURB INLET
- EXISTING FIELD INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER MAIN VALVE
- EXISTING CURB STOP
- EXISTING GAS VALVE
- EXISTING AIR CONDITIONING PEDESTAL
- EXISTING ELECTRIC PEDESTAL
- EXISTING LIGHT POLE
- EXISTING GENERIC LIGHT
- EXISTING UTILITY POLE
- EXISTING HANDICAP PARKING
- EXISTING SHRUB
- EXISTING CONIFEROUS TREE
- EXISTING DECIDUOUS TREE

TOPOGRAPHIC LINEWORK LEGEND

- EXISTING RETAINING WALL
- EXISTING CHAIN LINK FENCE
- EXISTING GENERAL FENCE
- EXISTING GAS LINE
- EXISTING UNDERGROUND ELECTRIC LINE
- EXISTING OVERHEAD ELECTRIC LINE
- EXISTING OVERHEAD GENERAL UTILITIES
- EXISTING SANITARY SEWER LINE
- EXISTING STORM SEWER LINE
- EXISTING EDGE OF TREES
- EXISTING WATER MAIN

Parcel Numbers, addresses and description as provided in Title Commitment No. NCS-688561-MAD, Commitment Date August 25, 2014 at 7:30a.m. from First American Title Insurance Company National Commercial Services, 10 W. Mifflin Street, Suite 302, Madison, WI 53703:

Parcel Numbers
WAKC1308429 & WAKC1308474

Parcel Address
211 & 223 Maple Avenue Waukesha, WI

Description

PARCEL A:

All that part of Lots 4, 5, 6, 13, 14 and 15 in Block 7 of Cutlers Second Addition, in the City of Waukesha, County of Waukesha. State of Wisconsin, and part of Lot 1 of Imperial Subdivision, in the City of Waukesha, County of Waukesha, State of Wisconsin, bounded and described as follows, to-wit:

Commencing at the point of intersection of the South right-of-way of Williams Street and East right-of\nichway of Maple Avenue; thence South 1° 30' West along the East right-of-way of Maple Avenue, 335.29 feet to the place of beginning of the land hereinafter described; thence North 88° 45' 30" East, 224.27 feet; thence North 41° 58' 43" East, 269.48 feet; thence North 88° 45' 30" East, 150.66 feet to the Northwesterly line of the Soo Line Railroad right-of-way; thence South 41° 27' 30" West along said railroad right-of-way 467.96 Feet to the Northeast corner of the property described on Reel 35 of Records, on Image 1027, as Document No. 846783; thence South 88° 45' 30" West along the Northerly line of the property described in said Document No. 846783, 249.20 Feet to the East right-of-way of Maple Avenue, said point being 69 Feet South of the Northwest corner of said Lot 6; thence North 1° 30' East along said East right-of-way 147.71 feet to the place of beginning.

TOGETHER WITH A NON-EXCLUSIVE easement 30 feet in width, for ingress and egress, the centerline of which is described as follows, to-wit:

Commencing at a point on the East line of Maple Avenue, said point being 335.29 feet South of the South line of Williams Street; thence North 88° 45' 30" East, 224.27 feet to a point; thence North 41° 58' 43" East, 269.48 feet to the point of termination of the centerline of said 30 foot wide easement.

ALSO TOGETHER WITH A NON-EXCLUSIVE easement 20 feet in width, the centerline of which is described as follow, to-wit:

Commencing at the point of termination of the centerline of the above described 30 foot wide easement; thence North 88° 45' 30" East, 150.66 feet to the point of termination of the centerline of the 20 foot wide easement.

PARCEL B:

A strip of land 56 Feet 8 Inches wide fronting on Church Street (now Maple Avenue), off the South side of the North 1/2 of Lot 5, in Block 7, in Cutler's Second Addition to the plat of Prairieville, in the City of Waukesha, County of Waukesha, State of Wisconsin, said strip of land extending 56 Feet and 8 Inches in width the whole length of said lot, from Church Street to the East line thereof of said lot. And the South 1/2 of Lot 5, Block 7, in Cutler's Second Addition to the City of Waukesha. County of Waukesha, State of Wisconsin. Also: All that part of Lot 6, Block 7, in Cutler's Second Addition to the City of Waukesha, County of Waukesha, State of Wisconsin, described as follows, to-wit: Commencing at the Northwest corner of said Lot 6; thence South on the West line of said Lot 6, 69 feet to a point; thence East on a line parallel with the North line of said Lot 6 to the West line of the Wisconsin Central Railway right of way; thence Northeasterly along said right of way of said railway to the East line of said Lot 6; thence North on the East line of said Lot 6 to the Northeast corner thereof; thence West on and along the North line of said lot to the point of commencement. Excepting therefrom that portion conveyed to Chicago, Wisconsin and Minnesota Railroad by Deed Dated October 3, 1885, and recorded October 5, 1885, in Volume 66 of Deeds on Page 26, Waukesha County Records.

And All that part of Lots 14 and 15, Block 7 in Cutler's Second Addition to the Plat of Prairieville, now City of Waukesha, State of Wisconsin, lying Westerly of the Chicago, Wisconsin and Northern Railroad right-of-way, now known as Wisconsin Central Railroad right-of-way and South of the Chicago and Northwestern Railroad right-of-way.

Also: Lot 4, in said Block 7 in said Cutler's Second Addition and

Also: The North 16 Feet, 4-1/2 Inches of Lot 5 in said Block 7 in Cutler's Second Addition to the Plat of Prairieville, now City of Waukesha. All of the above property being a part of the West 1/2 of the Southeast 1/4 of Section 3, Township 6 North, Range 19 East, and being now known and described as Lots 1, 2 and 3, Imperial Subdivision, a resubdivision of part of Lots 5, 14 and 15, and all of Lot 4, Block 7, of Cutler's Second Addition, also vacated Imperial Street and vacated Depot Street, in said Imperial Subdivision, according to the recorded plat thereof.

Excepting therefrom: All that part of Lots 4, 5, 6, 13, 14 and 15 in Block 7 of Cutler's Second Addition, in the City of Waukesha, County of Waukesha, State of Wisconsin, and part of Lot 1 of Imperial Subdivision, in the City of Waukesha, County of Waukesha, State of Wisconsin, bounded and described as follows, to-wit: commencing at the point of intersection of the South right-of-way of William Street and East right-of-way of Maple Avenue; thence South 1 Deg. 30' West along the East right-of-way of Maple Avenue 335.29 Feet to the place of beginning of the land hereinafter described; thence North 88 Deg. 45' 30" East 224.27 feet thence North 41 Deg. 58' 43" East, 269.48 feet; thence North 88 Deg. 45' 30" East 150.66 Feet to the Northwesterly line of the Soo Line Railroad right-of-way; thence South 41 Deg. 27' 30" West along said Railroad right-of-way 467.96 Feet to the Northeast corner of the property described on Reel 35 of Records, on Image 1027 as Document No. 846783; thence South 88 Deg. 45' 30" West along the Northerly line of the property described in said Document No. 846783, 249.20 Feet to the East right-ofway of Maple Avenue, said point being 69 Feet South of the Northwest corner of said Lot 6; thence North 1 Deg. 30' East along said East right-of-way 147.71 Feet to the place of beginning.

vierbicher
planners | engineers | advisors
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DRAFT ALTA/ACSM LAND TITLE SURVEY

LOTS 4-6 & PART OF LOTS 13-15, BLOCK 7, CUTLERS SECOND ADDITION TO THE PLAT OF PRAIRIEVILLE (CITY OF WAUKESHA).
LOTS 1-3, IMPERIAL SUBDIVISION, WAUKESHA COUNTY REGISTRY, LOCATED IN THE SW ¼ - SE¼ OF SECTION 03, TOWNSHIP 06 NORTH, RANGE 19 EAST, CITY OF WAUKESHA, WAUKESHA COUNTY, WISCONSIN

REVISIONS		
NO.	DATE	REMARKS

REVISIONS		
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SCALE
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PROJECT NO.
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SHEET
2 OF 2

DWG. NO.
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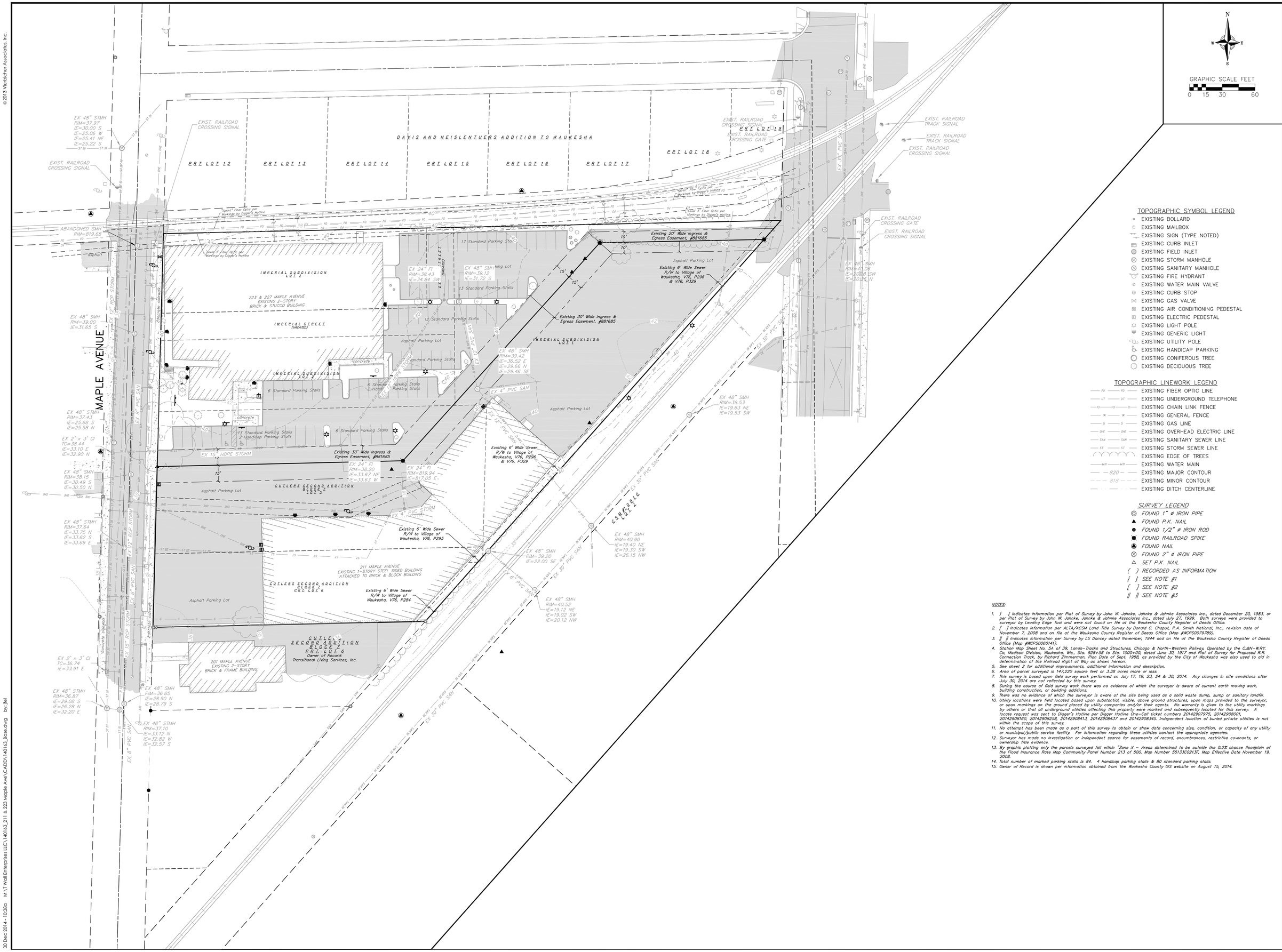
10 Sep 2014 - 1:19p M:\T Wall Enterprises LLC\140163_211 & 223 Maple Ave\CADD\140163_ALTA.dwg by: mmar



GRAPHIC SCALE FEET
0 15 30 60

TOPOGRAPHIC SYMBOL LEGEND

- EXISTING BOLLARD
- EXISTING MAILBOX
- EXISTING SIGN (TYPE NOTED)
- EXISTING CURB INLET
- EXISTING FIELD INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER MAIN VALVE
- EXISTING CURB STOP
- EXISTING GAS VALVE
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- EXISTING UTILITY POLE
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- EXISTING CONIFEROUS TREE
- EXISTING DECIDUOUS TREE

TOPOGRAPHIC LINEWORK LEGEND

- EXISTING FIBER OPTIC LINE
- EXISTING UNDERGROUND TELEPHONE
- EXISTING CHAIN LINK FENCE
- EXISTING GENERAL FENCE
- EXISTING GAS LINE
- EXISTING OVERHEAD ELECTRIC LINE
- EXISTING SANITARY SEWER LINE
- EXISTING STORM SEWER LINE
- EXISTING EDGE OF TREES
- EXISTING WATER MAIN
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING DITCH CENTERLINE

SURVEY LEGEND

- FOUND 1" ø IRON PIPE
- FOUND P.K. NAIL
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- FOUND RAILROAD SPIKE
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NOTES:

1. { } Indicates information per Plat of Survey by John W. Jahnke, Jahnke & Jahnke Associates Inc., dated December 20, 1983, or per Plat of Survey by John W. Jahnke, Johnke & Jahnke Associates Inc., dated July 27, 1999. Both surveys were provided to surveyor by Leading Edge Tool and were not found on file at the Waukesha County Register of Deeds Office.
2. [ ] Indicates information per ALTA/ACSM Land Title Survey by Donald C. Chaput, R.A. Smith National, Inc., revision date of November 7, 2008 and on file at the Waukesha County Register of Deeds Office (Map #WCPS0079789).
3. || || Indicates information per Survey by LS Dancey dated November, 1944 and on file at the Waukesha County Register of Deeds Office (Map #WCPS0060141).
4. Station Map Sheet No. 5A of 39, Lands–Tracks and Structures, Chicago & North–Western Railway, Operated by the C.&N.–W.R.Y. Co, Madison Division, Waukesha, Wis., Sta. 928+58 to Sta. 1000+00, dated June 30, 1917 and Plat of Survey for Proposed R.R. Connection Track, by Richard Zimmerman, Plan Date of Sept. 1988, as provided by the City of Waukesha was also used to aid in determination of the Railroad Right of Way as shown hereon.
5. See sheet 2 for additional improvements, additional information and description.
6. Area of parcel surveyed is 147,220 square feet or 3.38 acres more or less.
7. This survey is based upon field survey work performed on July 17, 18, 23, 24 & 30, 2014. Any changes in site conditions after July 30, 2014 are not reflected by this survey.
8. During the course of field survey work there was no evidence of which the surveyor is aware of current earth moving work, building construction, or building additions.
9. There was no evidence of which the surveyor is aware of the site being used as a solid waste dump, sump or sanitary landfill.
10. Utility locations were field located based upon substantial, visible, above ground structures, upon maps provided to the surveyor, or upon markings on the ground placed by utility companies and/or their agents. No warranty is given to the utility markings by others or that all underground utilities affecting this property were marked and subsequently located for this survey. A locate request was sent to Digger's Hotline per Digger Hotline One–Call ticket numbers 20142907975, 20142908001, 20142908160, 20142908258, 20142908413, 20142908437 and 20142908345. Independent location of buried private utilities is not within the scope of this survey.
11. No attempt has been made as a part of this survey to obtain or show data concerning size, condition, or capacity of any utility or municipal/public service facility. For information regarding these utilities contact the appropriate agencies.
12. Surveyor has made no investigation or independent search for easements of record, encumbrances, restrictive covenants, or ownership title evidence.
13. By graphic plotting only the parcels surveyed fall within "Zone X – Areas determined to be outside the 0.2% chance floodplain of the Flood Insurance Rate Map Community Panel Number 213 of 500, Map Number 55133C0213F, Map Effective Date November 19, 2008.
14. Total number of marked parking stalls is 84. 4 handicap parking stalls & 80 standard parking stalls.
15. Owner of Record is shown per information obtained from the Waukesha County GIS website on August 15, 2014.

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999 Fronton Drive, Suite 201 Madison, Wisconsin 53717
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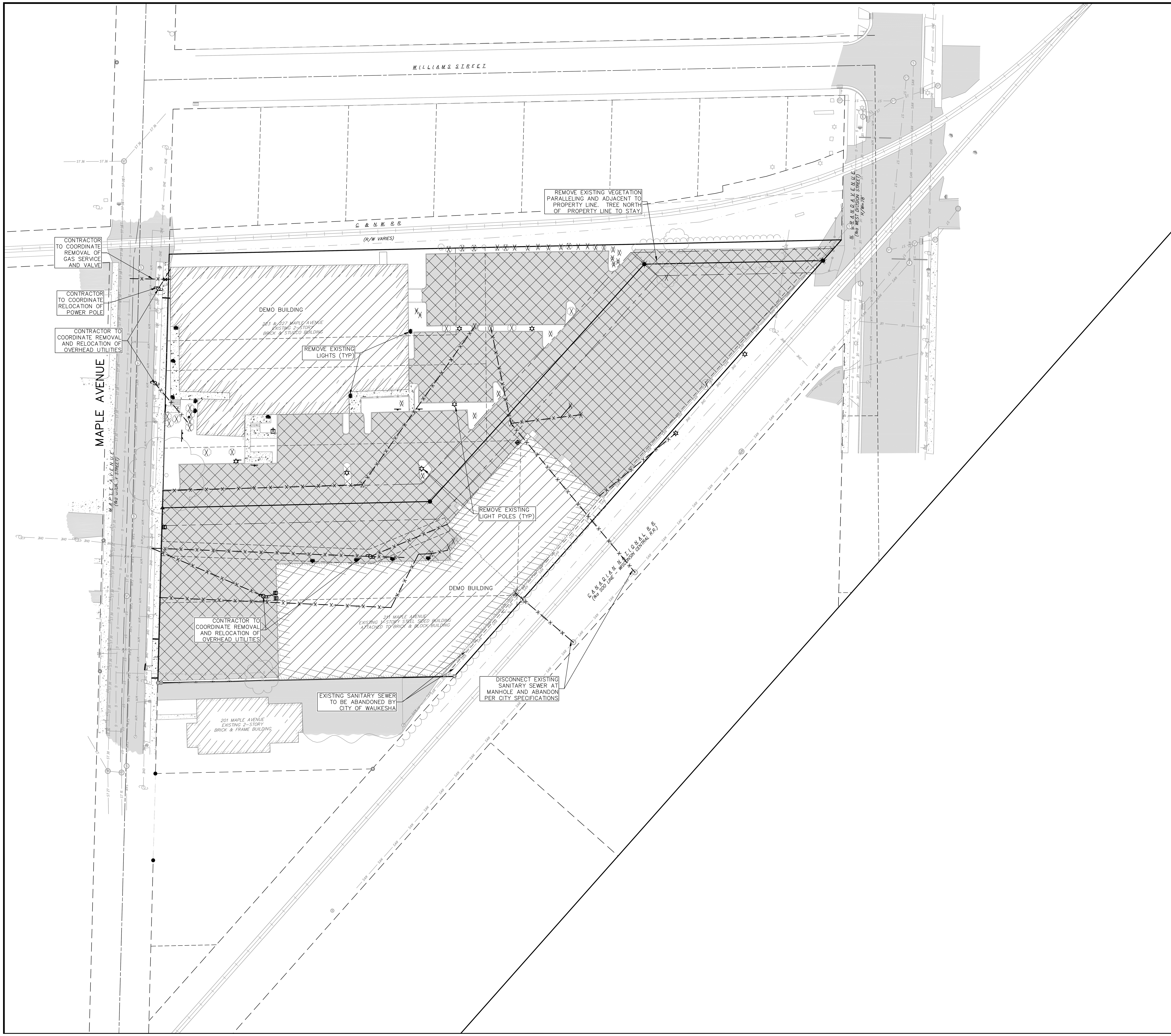
EXISTING CONDITIONS
FOX HEAD RESIDENCES
CITY OF WAUKESHA
WAUKESHA COUNTY, WISCONSIN

REVISIONS NO.	DATE	REMARKS
1	12-01-14	Rev. Prelim. Plans
2	12-30-14	Rev. Prelim. Plans

SCALE: AS SHOWN
DATE: 10/29/14
DRAFTER: JFEL
CHECKED:
PROJECT NO.: 140163
SHEET: 1 OF 7
DWG. NO.: C-100

30 Dec 2014 - 10:38a M:\T Wall Enterprises LLC\140163_211 & 223 Maple Ave\CADD\140163_Base.dwg by: jfel



TOPOGRAPHIC SYMBOL LEGEND

- EXISTING BOLLARD
- EXISTING MAILBOX
- EXISTING SIGN (TYPE NOTED)
- EXISTING CURB INLET
- EXISTING FIELD INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER MAIN VALVE
- EXISTING CURB STOP
- EXISTING GAS VALVE
- EXISTING AIR CONDITIONING PEDESTAL
- EXISTING ELECTRIC PEDESTAL
- EXISTING LIGHT POLE
- EXISTING GENERIC LIGHT
- EXISTING UTILITY POLE
- EXISTING HANDICAP PARKING
- EXISTING CONIFEROUS TREE
- EXISTING DECIDUOUS TREE

TOPOGRAPHIC LINEWORK LEGEND

- FO — EXISTING FIBER OPTIC LINE
- UT — EXISTING UNDERGROUND TELEPHONE
- EXISTING CHAIN LINK FENCE
- EXISTING GENERAL FENCE
- G — EXISTING GAS LINE
- OHE — EXISTING OVERHEAD ELECTRIC LINE
- SAN — EXISTING SANITARY SEWER LINE
- ST — EXISTING STORM SEWER LINE
- EXISTING EDGE OF TREES
- WM — EXISTING WATER MAIN
- 820 — EXISTING MAJOR CONTOUR
- 818 — EXISTING MINOR CONTOUR
- EXISTING DITCH CENTERLINE

DEMOLITION PLAN LEGEND

- ASPHALT REMOVAL
- CONCRETE REMOVAL
- BUILDING REMOVAL
- X TREE REMOVAL
- SAWCUT
- UTILITY STRUCTURE REMOVAL
- —x—x— UTILITY LINE REMOVAL

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DEMOLITION PLAN

FOX HEAD RESIDENCES
CITY OF WAUKESHA
WAUKESHA COUNTY, WISCONSIN

REVISIONS

NO.	DATE	REMARKS
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2	12-30-14	Rev. Prelim. Plans

REVISIONS

NO.	DATE	REMARKS

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PROJECT NO. 140163
SHEET 2 OF 7
DWG. NO. C-200

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SITE PLAN

FOX HEAD RESIDENCES
CITY OF WAUKESHA
WAUKESHA COUNTY, WISCONSIN

REVISIONS			
NO.	DATE	REMARKS	
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2	12-30-14	Rev. Prelim. Plans	

REVISIONS			
NO.	DATE	REMARKS	

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PROJECT NO.: 140163
SHEET: 3 OF 7
DWG. NO.: C-300

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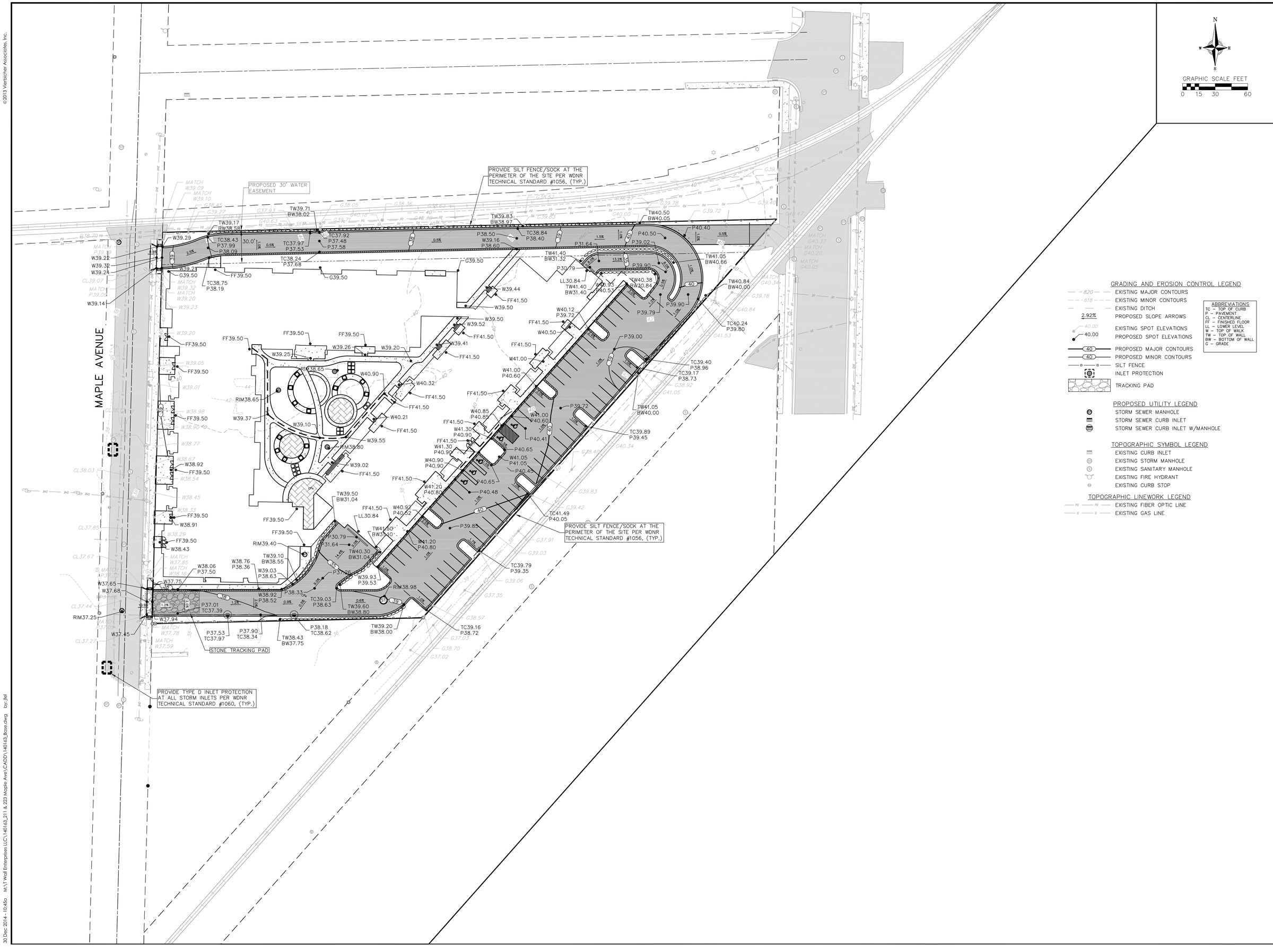
999 Fourier Drive, Suite 201 · Madison, Wisconsin 53717
Phone: (608) 826-0532 Fax: (608) 826-0530

SITE PLAN LEGEND
- PROPERTY BOUNDARY
- CURB AND GUTTER (REVERSE CURB HATCHED)
- PROPOSED CONCRETE
- PROPOSED LIGHT-DUTY ASPHALT
- PROPOSED PAVERS
- PROPOSED ADA DETECTABLE WARNING FIELD
- PROPOSED HANDICAP PARKING
- PROPOSED ACCESSIBLE ROUTE
- PROPOSED RETAINING WALL

GRAPHIC SCALE FEET
0 15 30 60

MAPLE AVENUE

EXIST. RAILROAD TRACK SIGNAL
EXIST. RAILROAD TRACK SIGNAL
EXIST. RAILROAD CROSSING SIGNAL
EXIST. RAILROAD CROSSING GATE
EXIST. RAILROAD CROSSING SIGNAL
EXIST. RAILROAD CROSSING SIGNAL
EXIST. RAILROAD CROSSING SIGNAL
PROPOSED RAILROAD CROSSING GATE WITH WARNING SIGNAL
MOVEABLE BOLLARDS
18" CURB AND GUTTER
EMERGENCY VEHICLE ACCESS ONLY
18.0'
18" MOUNTABLE CURB AND GUTTER AT EMERGENCY ACCESS
RETAINING WALL (DESIGN BY OTHERS)
BASEMENT EXTENT
EXISTING PROPERTY LINE
EXISTING CURB AND GUTTER
14 STALLS
12 STALLS WITH 2 ACCESSIBLE
12 STALLS WITH 3 ACCESSIBLE
EAST WING
APARTMENT BUILDING
5 FLOORS AND UNDERGROUND PARKING
NORTH WING
RETAIL/MULTI-PURPOSE/APARTMENT BUILDING
5 FLOORS AND UNDERGROUND PARKING
WEST WING
RETAIL/MULTI-PURPOSE/APARTMENT BUILDING
4 FLOORS AND UNDERGROUND PARKING
PROPOSED 30' WATER EASEMENT
REFER TO CITY OF WAUKESHA R/W IMPROVEMENT PLANS FOR ANY WORK DONE IN THE CITY R/W. (TYP.). CITY R/W IMPROVEMENTS TO BE CONSTRUCTED CONCURRENTLY BY OTHERS.



N

W E

S

GRAPHIC SCALE FEET

0 15 30 60

GRADING AND EROSION CONTROL LEGEND

- 820 — EXISTING MAJOR CONTOURS
- 818 — EXISTING MINOR CONTOURS
- EXISTING DITCH
- 2.92% PROPOSED SLOPE ARROWS
- 40.00 EXISTING SPOT ELEVATIONS
- 40.00 PROPOSED SPOT ELEVATIONS
- 40 PROPOSED MAJOR CONTOURS
- 40 PROPOSED MINOR CONTOURS
- SILT FENCE
- INLET PROTECTION
- TRACKING PAD

ABBREVIATIONS
TC – TOP OF CURB
P – PAVEMENT
CL – CENTERLINE
FF – FINISHED FLOOR
LL – LOWER LEVEL
W – TOP OF WALK
TW – TOP OF WALL
BW – BOTTOM OF WALL
G – GRADE

PROPOSED UTILITY LEGEND

- STORM SEWER MANHOLE
- STORM SEWER CURB INLET
- STORM SEWER CURB INLET W/MANHOLE

TOPOGRAPHIC SYMBOL LEGEND

- EXISTING CURB INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING CURB STOP

TOPOGRAPHIC LINEWORK LEGEND

- FO — FO — EXISTING FIBER OPTIC LINE
- G — G — EXISTING GAS LINE

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REEDSBURG - MADISON - PRAIRIE DU CHIEN
999 Fourier Drive, Suite 201 Madison, Wisconsin 53717
Phone: (608) 826-0532 Fax: (608) 826-0530

GRADING AND EROSION CONTROL PLAN

FOX HEAD RESIDENCES
CITY OF WAUKESHA
WAUKESHA COUNTY, WISCONSIN

REVISIONS NO.	DATE	REMARKS

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1	12-01-14	Rev. Prelim. Plans
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SCALE: AS SHOWN
DATE: 10/29/14
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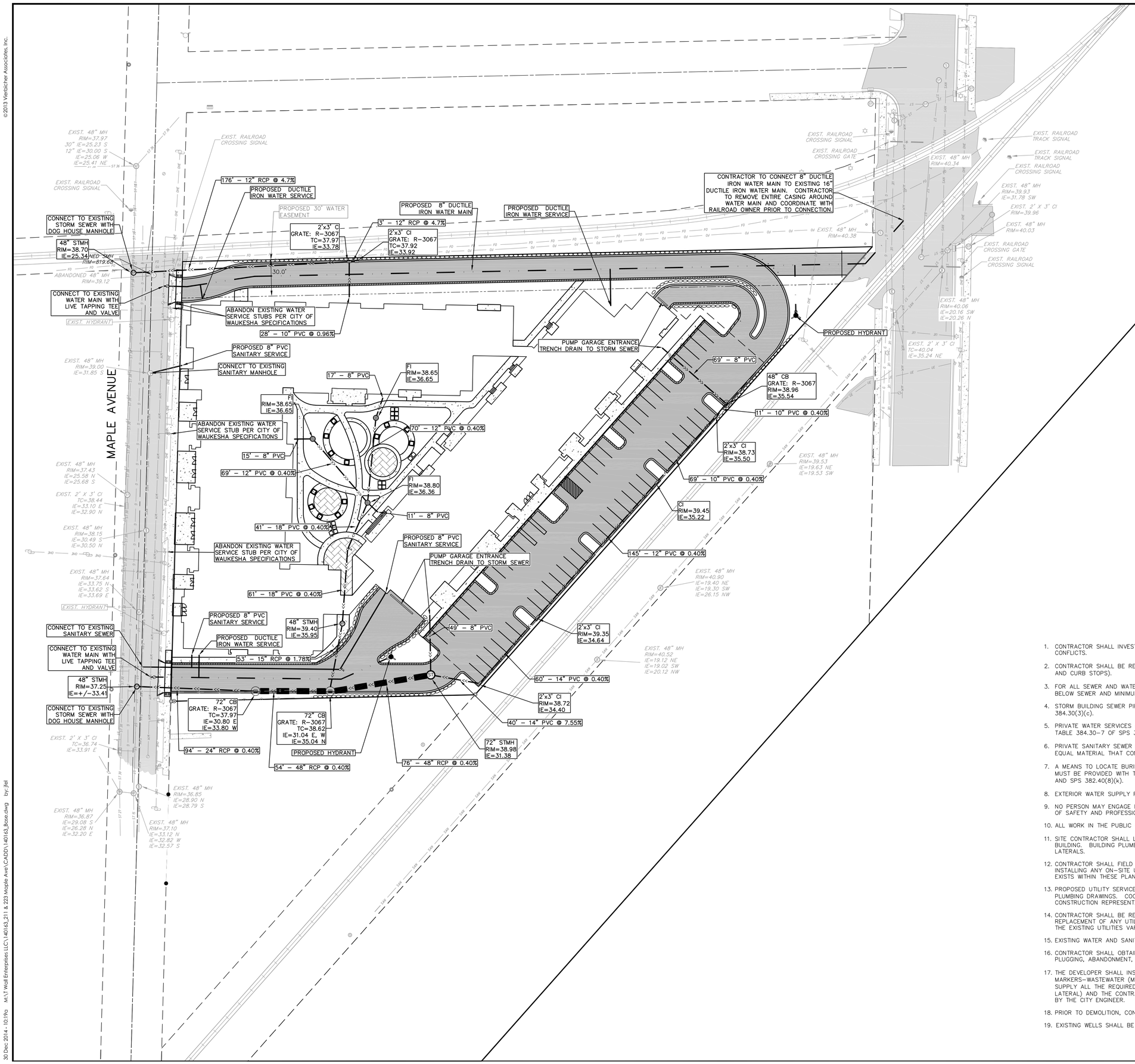
PROJECT NO.: 140163
SHEET: 4 OF 7
DWG. NO.: C-400

30 Dec 2014 - 10:45a M:\T Wall Enterprises LLC\140163_211 & 223 Maple Ave\CADD\140163_Base.dwg by: jfel



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GRAPHIC SCALE FEET
0 15 30 60

TOPOGRAPHIC SYMBOL LEGEND

- EXISTING CURB INLET
- EXISTING FIELD INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER MAIN VALVE
- EXISTING CURB STOP
- EXISTING GAS VALVE
- EXISTING AIR CONDITIONING PEDESTAL
- EXISTING ELECTRIC PEDESTAL
- EXISTING LIGHT POLE
- EXISTING GENERIC LIGHT
- EXISTING UTILITY POLE

TOPOGRAPHIC LINEWORK LEGEND

- EXISTING FIBER OPTIC LINE
- EXISTING GAS LINE
- EXISTING UNDERGROUND ELECTRIC LINE
- EXISTING OVERHEAD ELECTRIC LINE
- EXISTING SANITARY SEWER LINE
- EXISTING STORM SEWER LINE
- EXISTING WATER MAIN

PROPOSED UTILITY LEGEND

- STORM SEWER PIPE
- STORM SEWER MANHOLE
- STORM SEWER CURB INLET W/MANHOLE
- STORM SEWER FIELD INLET
- SANITARY SEWER PIPE (GRAVITY)
- SANITARY SEWER LATERAL PIPE
- WATER MAIN
- WATER SERVICE LATERAL PIPE
- FIRE HYDRANT
- WATER VALVE

ABBREVIATIONS

STMH – STORM MANHOLE
FI – FIELD INLET
CI – CURB INLET
CB – CATCH BASIN
SMH – SANITARY MANHOLE

1. CONTRACTOR SHALL INVESTIGATE ALL UTILITY CROSSINGS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY CONFLICTS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING ALL UTILITY STRUCTURES (MANHOLE RIMS, WATER VALVES, AND CURB STOPS).
3. FOR ALL SEWER AND WATER MAIN CROSSINGS: PROVIDE MINIMUM 18" SEPARATION WHEN WATER MAIN CROSSES BELOW SEWER AND MINIMUM 6" SEPARATION WHEN WATER MAIN CROSSES ABOVE SEWER.
4. STORM BUILDING SEWER PIPE SHALL CONFORM TO ONE OF THE STANDARDS LISTED IN TABLE 384.30–6 OF SPS 384.30(3)(c).
5. PRIVATE WATER SERVICES AND PRIVATE WATER MAINS SHALL CONFORM TO ONE OF THE STANDARDS LISTED IN TABLE 384.30–7 OF SPS 384.30(4)(d).
6. PRIVATE SANITARY SEWER LATERALS SHALL BE POLYVINYL CHLORIDE (PVC) ASTM D3034 – SDR 35 OR APPROVED EQUAL MATERIAL THAT CONFORMS TO ONE OF THE STANDARDS LISTED IN TABLE 384.30–3 OF SPS 384.30(2)(c).
7. A MEANS TO LOCATE BURIED UNDERGROUND EXTERIOR NON METALLIC SEWERS/MAINS AND WATER SERVICES/MAINS MUST BE PROVIDED WITH TRACER WIRE OR OTHER METHODS IN ORDER TO BE LOCATED PER SPS 382.10(11)(h) AND SPS 382.40(8)(k).
8. EXTERIOR WATER SUPPLY PIPING SETBACKS AND CROSSINGS SHALL BE IN ACCORDANCE WITH SPS 382.40(8)(b.).
9. NO PERSON MAY ENGAGE IN WORK AT PLUMBING IN THE STATE UNLESS LICENSED TO DO SO BY THE DEPARTMENT OF SAFETY AND PROFESSIONAL SERVICES PER S.145.06.
10. ALL WORK IN THE PUBLIC RIGHT OF WAY SHALL BE PERFORMED BY A CITY–LICENSED CONTRACTOR.
11. SITE CONTRACTOR SHALL LEAVE SANITARY AND WATER LATERALS FIVE (5) FEET SHORT (HORIZONTALLY) FROM THE BUILDING. BUILDING PLUMBER SHALL VERIFY SIZE AND EXACT LOCATION OF PROPOSED SANITARY AND WATER LATERALS.
12. CONTRACTOR SHALL FIELD VERIFY THE SIZE, TYPE, LOCATION, AND ELEVATION OF EXISTING UTILITIES PRIOR TO INSTALLING ANY ON–SITE UTILITIES OR STRUCTURES. CONTACT ENGINEER PRIOR TO INSTALLATION IF DISCREPANCY EXISTS WITHIN THESE PLANS.
13. PROPOSED UTILITY SERVICE LINES AS SHOWN ARE APPROXIMATE. COORDINATE THE EXACT LOCATIONS WITH THE PLUMBING DRAWINGS. COORDINATE THE LOCATIONS WITH THE PLUMBING CONTRACTOR AND/OR OWNER'S CONSTRUCTION REPRESENTATIVE PRIOR TO INSTALLATION OF ANY NEW UTILITIES.
14. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE RELOCATION OF ANY UTILITIES ENCOUNTERED AND REPLACEMENT OF ANY UTILITIES DAMAGED WITHIN INFLUENCE ZONE OF NEW CONSTRUCTION. CONTACT ENGINEER IF THE EXISTING UTILITIES VARY APPRECIABLY FROM THE PLANS.
15. EXISTING WATER AND SANITARY LATERALS MUST BE PROPERLY ABANDONED PER CITY REQUIREMENTS.
16. CONTRACTOR SHALL OBTAIN ANY NECESSARY WORK IN RIGHT–OF WAY, EXCAVATION, UTILITY CONNECTION, PLUGGING, ABANDONMENT, AND DRIVEWAY CONNECTION PERMITS PRIOR TO CONSTRUCTION.
17. THE DEVELOPER SHALL INSTALL THE 3M™ELECTRONIC MARKER SYSTEM (EMS) 4" EXTENDED RANGE 5' BALL MARKERS–WASTEWATER (MODEL #1404–XR) FOR EACH SANITARY AND STORM SEWER LATERALS. THE CITY SHALL SUPPLY ALL THE REQUIRED MARKERS TO THE DEVELOPER OR ITS CONTRACTOR (GENERALLY REQUIRES 2 PER LATERAL) AND THE CONTRACTOR SHALL INSTALL THEM PER THE MANUFACTURER'S REQUIREMENTS OR AS DIRECTED BY THE CITY ENGINEER.
18. PRIOR TO DEMOLITION, CONTRACTOR SHALL NOTIFY THE WAUKESHA WATER UTILITY TO REMOVE THE WATER METERS.
19. EXISTING WELLS SHALL BE ABANDONED PER CITY AND STATE REGULATIONS.

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planners | engineers | advisors
REEDSBURG – MADISON – PRAIRIE DU CHIEN
999 Fronk Drive, Madison, Wisconsin 53717
Phone: (608) 826-0532 Fax: (608) 826-0530

UTILITY PLAN
FOX HEAD RESIDENCES
CITY OF WAUKESHA
WAUKESHA COUNTY, WISCONSIN

REVISIONS		
NO.	DATE	REMARKS

REVISIONS		
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2	12–30–14	Rev. Prelim. Plans

SCALE: AS SHOWN
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PROJECT NO.: 140163
SHEET: 5 OF 7
DWG. NO.: C–500

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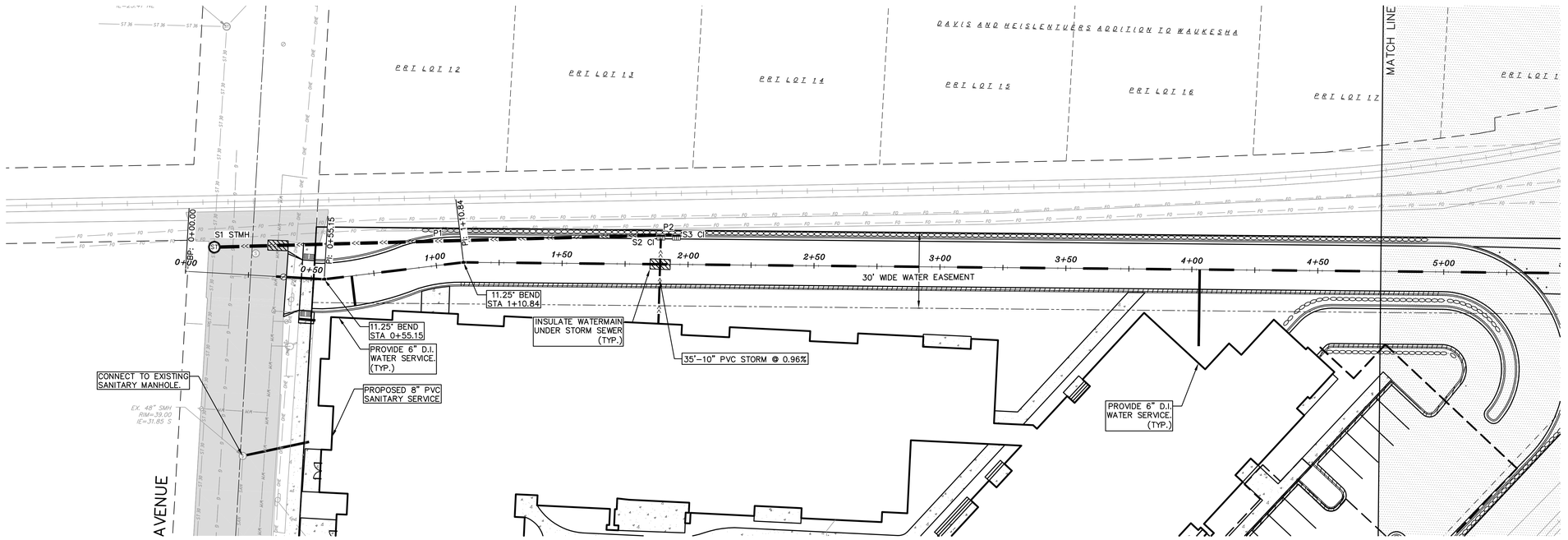

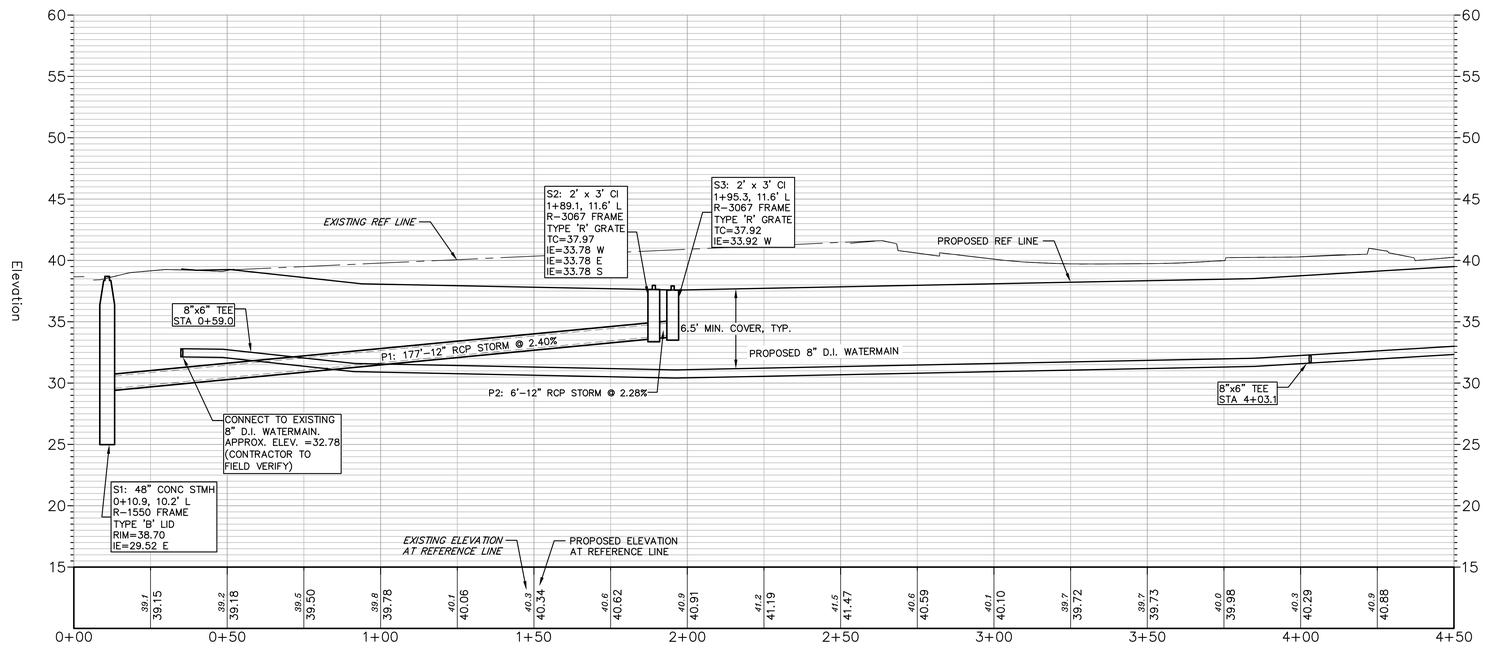

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REEDSBURG - MADISON - PRAIRIE DU CHIEN
400 Viking Drive Reedsburg, Wisconsin 53959
Phone: (608) 524-4848 Fax: (608) 524-4326

PLAN & PROFILE - WATERMAIN EASEMENT

FOX HEAD RESIDENCES
CITY OF WAUKESHA
WAUKESHA COUNTY, WISCONSIN

REVISIONS NO.	DATE	REMARKS

REVISIONS NO.	DATE	REMARKS

SCALE: AS SHOWN
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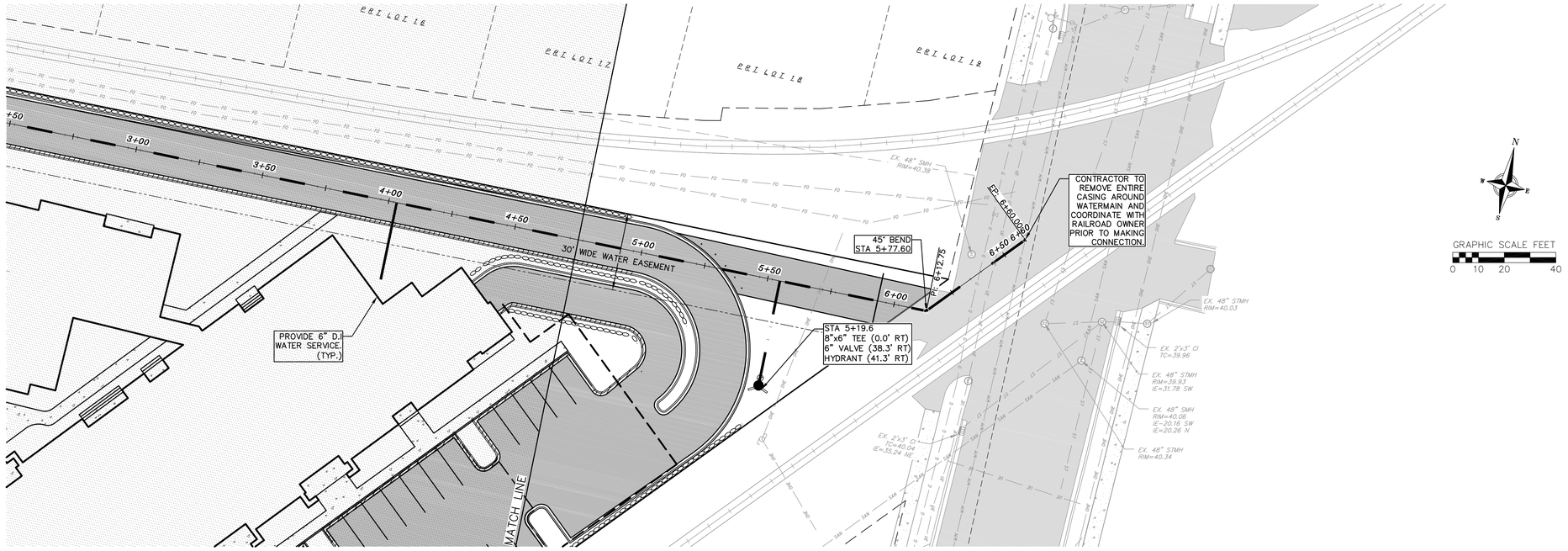
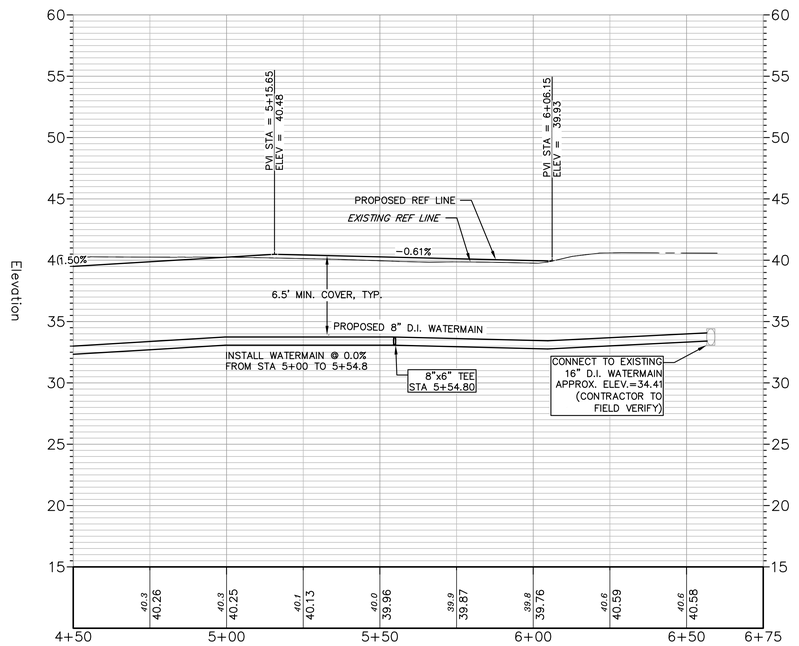
DWG. NO.:

30 Dec 2014 - 10:15a M:\T Wal Enterprises LLC\140163_211 & 223 Maple Ave\CADD\140163_Plan & Profiles.dwg by: csha





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REEDSBURG - MADISON - PRAIRIE DU CHIEN
400 Viking Drive Reedsburg, Wisconsin 53959
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PLAN & PROFILE - WATERMAIN EASEMENT

FOX HEAD RESIDENCES
CITY OF WAUKESHA
WAUKESHA COUNTY, WISCONSIN

REVISIONS			
NO.	DATE	REMARKS	

REVISIONS			
NO.	DATE	REMARKS	

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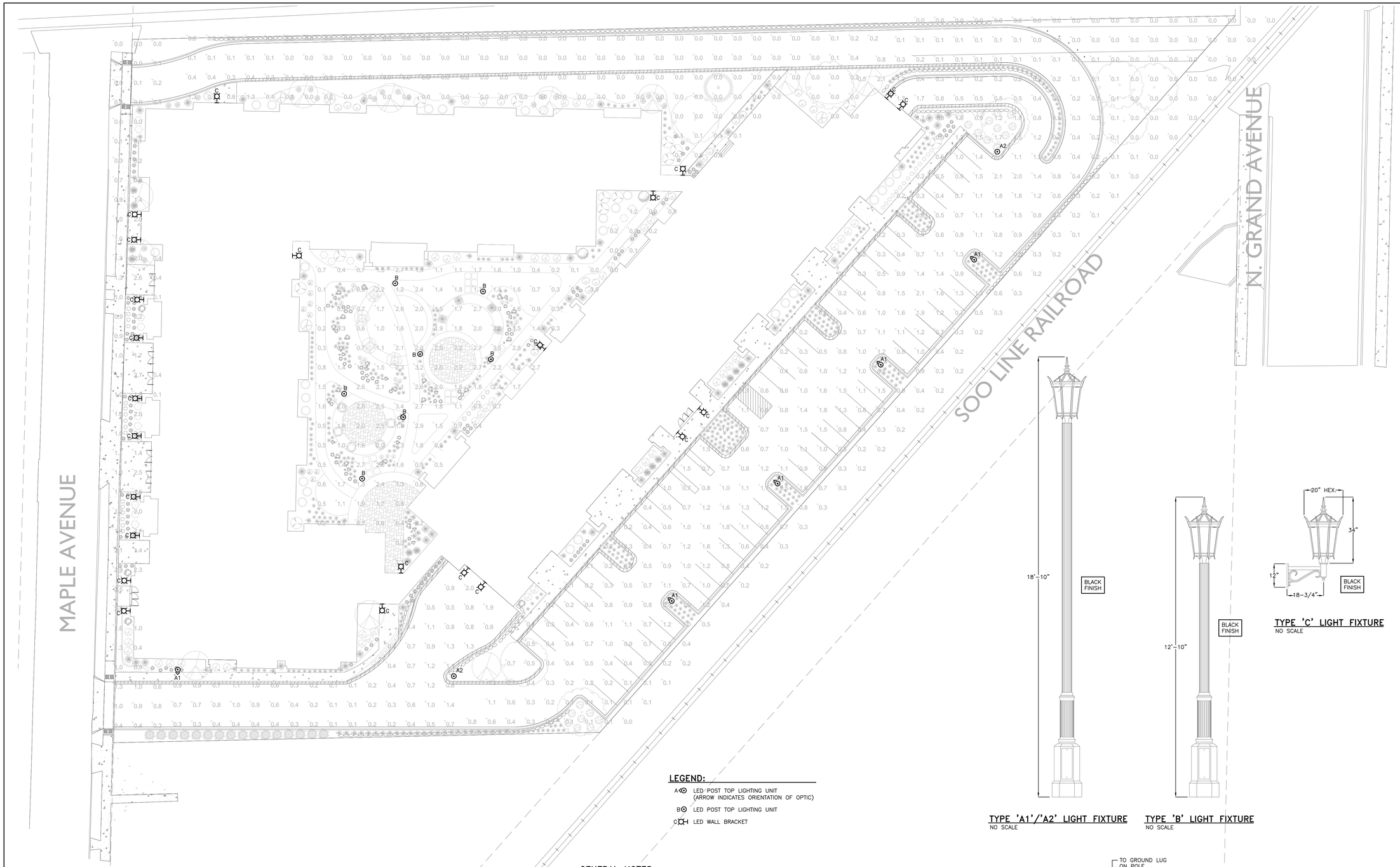
30 Dec 2014 - 10:01a M:\T Wgl Enterprises LLC\140163_211 & 223 Maple Ave\CADD\140163_Plan & Profiles.dwg by: csha



ELECTRICAL SITE LIGHTING PLAN
1" = 20'-0"

LEGEND:

A — LED POST TOP LIGHTING UNIT (ARROW INDICATES ORIENTATION OF OPTIC)

B — LED POST TOP LIGHTING UNIT

C — LED WALL BRACKET

GENERAL NOTES:

1. NEW WIRING SHALL BE COLOR CODED COPPER TYPE XHHW-2. SPLICES IN POLES SHALL BE NSI EASY-SPLICE GEL TAP SPLICE KIT SERIES CONNECTORS (ESGTS-2). UNDERGROUND SPLICES (IN PULL BOXES ONLY) SHALL UTILIZE MULTI-CONDUCTOR COMPRESSION CONNECTORS WITH SCOTCHCAST 85 MULTI-MOLD INSULATOR KITS. SILICON FILLED WIRE CONNECTORS SHALL BE USED FOR UP TO #8AWG FOR WALL/FENCE LIGHTS IF NEEDED.
2. ALL UNDERGROUND CONDUIT SHALL BE SCHEDULE 40 PVC.
3. CONTRACTOR SHALL PROVIDE A ONE YEAR WARRANTY ON LABOR AND MATERIAL. THE LIGHTING UNITS SHALL HAVE A 5 YEAR WARRANTY.

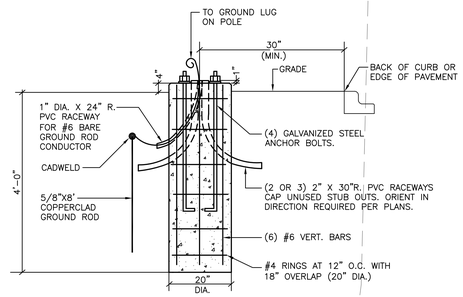
LIGHTING FIXTURE SCHEDULE

DES.	DESCRIPTION	LAMP DATA	VOLT	LIGHTING FIXTURE MFR.	LIGHTING FIXTURE CAT. NO.	SEE NOTE
A1	ORNAMENTAL LED POST TOP UNIT ON 16'-0" POLE (TYPE 3 DIST.)	LED	120	SPRING CITY	ALMEDM-LED080-EV1-X2-30-CR3-A-SDP-J-CB/ APSMNC-15-16-E5-CB	
A2	ORNAMENTAL LED POST TOP UNIT ON 16'-0" POLE (TYPE 5 DIST.)	LED	120	SPRING CITY	ALMEDM-LED080-EV1-X2-30-CN5-A-SDP-J-CB/ APSMNC-15-16-E5-CB	
B	ORNAMENTAL LED POST TOP UNIT ON 10'-0" POLE (TYPE 5 DIST.)	LED	120	SPRING CITY	ALMEDM-LED060-EV1-X2-30-CN5-A-SDP-J-CB/ APSMNC-15-10-E5-CB	
C	ORNAMENTAL LED WALL BRACKET (TYPE 3 DIST.)	LED	120	SPRING CITY	ALMEDM-LED020-EV1-X2-30-CR3-A-SDP-J-CB/ AWKELZ-1S-CB	

TYPE 'A1'/'A2' LIGHT FIXTURE
NO SCALE

TYPE 'B' LIGHT FIXTURE
NO SCALE

TYPE 'C' LIGHT FIXTURE
NO SCALE



GENERAL NOTE:

PROVIDE 1" CHAMFER AROUND TOP EDGE AND FORM TOP 12" OF CONCRETE BASES. REMOVE FORMS AFTER CONCRETE IS SET.

TYPE 'A' AND 'B' CONCRETE BASE DETAIL
NO SCALE

Powrtek Engineering,Inc.
20711 WATERTOWN RD., SUITE C
WAUKESHA, WI 53186
VOICE: 262-827-9575
FAX: 262-827-9615

FOX HEAD RESIDENCES

Title : SITE LIGHTING LAYOUT PLAN
Project Title : FOX HEAD RESIDENCES
Project Location : WAUKESHA, WISCONSIN
Approved By : GWS

REVISIONS	BY

Drawn by: TRP
Checked by: GWS
Date: 1-14-15
Scale: As Noted
Project No: 2280
Sheet Number : E1
SHEET 1 OF 1

Memo

December 30, 2014

TO: Mike Grulke, PE, PTOE, City of Waukesha Traffic Engineer

FR: Pat Hawley, P.E., PTOE
Justin Schueler, P.E.

CC: Jon Hepner, T. Wall Enterprises, LLC
Zi Sen Chong, T. Wall Enterprises, LLC
Mark Herr, AIA, NCARB, Plunkett Raysich Architects, LLP

RE: Fox Head Residences
Waukesha, WI
Traffic Impact Analysis

Introduction

Fox Head Residences is a 245-unit apartment development proposed on Maple Avenue in the City of Waukesha, Wisconsin. R.A. Smith National was retained to conduct a Traffic Impact Analysis (TIA) for the proposed development. This memorandum documents the procedures, findings, and recommendations of the analysis.

Study Area

The proposed development will be generally located north of College Avenue, east of Maple Avenue, and south of Williams Street, as shown in Exhibit 1.

Site Access

Development access will be provided with two full-access driveways on Maple Avenue. Based on the anticipated impacts of the development, the study area included the following intersections.

- Maple Avenue with College Avenue
- Maple Avenue with Williams Street
- Maple Avenue with proposed access driveway
- Williams Street with Grand Avenue

Maple Avenue is a two-lane, undivided local roadway with a north-south orientation. The posted speed limit is 25 miles per hours (mph). Annual average daily traffic (AADT) volumes were not available. Sidewalks are provided on both sides of the roadway. Parking is allowed on the northbound side, except near the railroad crossings. No parking is allowed on the southbound side.

16745 W. Bluemound Rd., Suite 200 • Brookfield, WI 53005 • (262) 781-1000 • Fax (262) 781-8466
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Grand Avenue is a two-lane, undivided collector roadway with a north-south orientation. The posted speed limit is 25 miles per hours (mph). Year 2012 AADT volumes were 5,900 vehicles per day (vpd). Sidewalks and on-road bike lanes are provided on both sides of the roadway. Parking is allowed on the southbound side south of Williams Street and on the northbound side to the north, except near the railroad crossings.

College Avenue is a two-lane, undivided collector roadway with an east-west orientation. The posted speed limit is 25 miles per hours (mph). Year 2012 AADT volumes ranged from 8,000 vpd east of Grand Avenue to 8,800 vpd west of Maple Avenue. Sidewalks are provided on both sides of the roadway. Parking is allowed on the eastbound side. No parking is allowed on the westbound side.

Williams Street is a short, two-lane, undivided local roadway with an east-west orientation (extends one block from Maple Avenue to Grand Avenue). The statutory speed limit is 25 miles per hours (mph). AADT volumes were not available. Sidewalks are provided on both sides of the roadway. Parking is allowed on both sides of the roadway.

Existing Conditions

The development site currently has several vacant buildings that previously housed office and light industrial land uses. A recent site aerial is shown in Exhibit 2. R.A. Smith National collected existing roadway geometrics, speed limits, and traffic control information in the study area, as shown in Exhibit 3.

Weekday peak period turning movement counts were collected at the study intersections in October of 2014. The weekday morning and evening peak hours were found to be 7:00 am to 8:00 am and 3:15 pm to 4:15 pm, respectively. The existing 2014 traffic volumes were used to represent Year 2015 background traffic, as shown in Exhibit 4.

Les Paul Middle School is located two blocks to the north of the proposed Fox Head Residences. The school starts at 7:30 am and releases at 2:36 pm. Therefore, the morning peak traffic hour used in the study overlaps with the school arrival period. The afternoon peak hour used in the study occurs after the school release.

Background traffic information including volume parameters (peak hour factor, heavy vehicle percentage) and existing traffic counts is provided in Appendix A.

Year 2015 Background Traffic Conditions

The Year 2015 background peak hour traffic and existing geometrics were analyzed at the study intersections in Synchro using the procedures set forth in the *2010 Highway Capacity Manual* (HCM). Level of Service (LOS) is a quantitative measure from the HCM referring to the overall quality of flow at an intersection. LOS ranges from very good, represented by LOS "A," to very poor, represented by LOS "F." For analysis and design purposes, LOS "D" was used to define acceptable peak hour operating conditions. Table 1 summarizes the results of this analysis.

Table 1
Year 2015 Background Traffic
Weekday Peak Hour Operating Conditions

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Maple Avenue with College Avenue	One-Way Stop Control	AM	-	-	-	B	-	B	A	A	-	-	A	A
		PM	-	-	-	B	-	B	A	A	-	-	A	A
Maple Avenue with Williams Street	One-Way Stop Control	AM	-	A	A	A	A	-	-	-	-	A	-	A
		PM	-	A	A	A	A	-	-	-	-	A	-	A
Williams Street with Grand Avenue	Two-Way Stop Control	AM	A	A	A	A	A	A	B	B	B	B	B	B
		PM	A	A	A	A	A	A	B	B	B	B	B	B

The (-) symbol represents movements that are not possible

As shown in Table 1, all movements operate acceptably at LOS B or better at the study intersections under the Year 2015 background conditions. Year 2015 background traffic 95th percentile queues at the study intersections are shown in Exhibit 5. Queues are minimal at the study intersections under background conditions. Note that queues were observed at the railroad crossings when a train was present and when a school bus stopped at the crossing. At times, these queues would reach up to 12 vehicles long and extend through the adjacent study intersection. However, these queues would dissipate quickly once the crossing was clear.

Year 2015 background traffic Synchro analysis output reports are provided in Appendix B.

Pedestrian and Bicycle Activity

Pedestrian and bicycle peak period crossing volumes were collected at the study intersections and along Grand Avenue (Arlington Street to the second driveway south of Williams Street). The peak hour pedestrian and bicycle volumes at the study intersections and midblock area are shown in Exhibit 6.

The majority of pedestrians cross Grand Avenue at unmarked, midblock locations. The primary midblock crossing locations and routes are shown in Exhibit 7.

Railroad Crossings

Two separate railroad lines, Wisconsin and Southern (WSOR) and Canadian National (CN), pass through the study area (see Exhibit 3). The WSOR line crosses both Maple Avenue (110 feet south of Williams Street) and Grand Avenue (75 feet south of Williams Street). About two trains travel through the study area per day on this line. The crossing on Maple Avenue is equipped with railroad crossing signals but no gates. The crossing on Grand Avenue operates in conjunction with the closely spaced CN railroad line and is equipped with one set of railroad crossing signals and gates.

The CN line also crosses both Maple Avenue (70 feet north of College Avenue) and Grand Avenue (140 feet south of Williams Street). About 25 trains travel through the study area per day on this line. The crossing near College Avenue is equipped with railroad crossing signals, gates, and a median restriction device. As previously noted, the Grand Avenue crossing operates in conjunction with the closely spaced WSOR line.

Crossing gates (when present) extend over the approach travel lanes only and do not extend over the sidewalk.

Future Conditions

The following sections summarize the expected traffic impacts associated with the proposed Fox Head Residences development.

Proposed Development

The proposed development will include a single, 245-unit apartment building. The existing on-site buildings will be removed. Access will be provided with two full-access driveways on Maple Avenue. The southern driveway will be the primary access, and it is proposed to be located approximately 500' north of College Avenue. The northern driveway will be used as a secondary access. Due to the location of the parking in relation to the northern driveway and the internal roadway layout, the northern driveway is expected to have minimal traffic. All parking will be accommodated onsite with surface lots and an underground garage. A pedestrian railroad crossing is proposed at the northeast corner of the site to provide connection to sidewalk along Grand Avenue. One emergency vehicle access point is proposed to Grand Avenue. The proposed site plan is shown in Exhibit 8.

Trip Generation

Proposed development traffic was estimated using ITE *Trip Generation*, 9th edition. Table 2 summarizes the new development trips. Due to the development's proximity to Carroll University, heavy pedestrian activity is expected. For purposes of this vehicular analysis, 20% of the trips were assumed to be pedestrian trips.

Table 2
Trip Generation
Fox Head Residences

Land Use	ITE Code	Size	Weekday Daily (rate)	AM Peak Hour Trips (rate)			PM Peak Hour Trips (rate)		
				In	Out	Total	In	Out	Total
Apartment Building	220	245 Units	1630 (6.65)	25 (20%)	100 (80%)	125 (0.51)	100 (65%)	50 (35%)	150 (0.62)
Mode Split Reduction: 20%			*325*	*5*	*20*	*25*	*25*	*5*	*30*
Total New Vehicular Trips			**1305**	**20**	**80**	**100**	**75**	**45**	**120**

Note: The mode split reduction reflects pedestrian trips associated with student tenants. Actual pedestrian trips may be greater; however conservative vehicular volumes were used for this analysis.

As shown in Table 2, the apartment building development is expected to generate 100 vehicular trips (20 in/80 out) during the weekday morning peak and 120 vehicular trips (75 in/45 out) during the weekday evening peak.

Trip Distribution and Assignment

The trip distribution pattern was developed based on daily traffic on the surrounding street network, existing turning movements, general development in the area, and input from the City. Trip distribution used for the development is provided below and in Exhibit 9.

- To/from the north on Maple Avenue: 20%
- To/from the north on Grand Avenue: 20%
- To/from the west on College Avenue: 25%
- To/from the east on College Avenue: 15%
- To/from the south on Grand Avenue: 20%

New trips generated by the proposed development were assigned to the study area intersections based on the trip distribution and are shown in Exhibit 10.

Year 2015 Total Traffic Conditions

Year 2015 total traffic volumes were determined by summing the Year 2015 background traffic volumes (Exhibit 4) and the development new trips (Exhibit 10), and are shown in Exhibit 11.

Year 2015 total traffic volumes and existing geometrics were used to evaluate the study intersections during the weekday morning and evening peak hours. Table 3 summarizes the results of this analysis.

Table 3
Year 2015 Total Traffic
Weekday Peak Hour Operating Conditions

Intersection	Traffic Control	Peak Hour	Level of Service per Movement by Approach											
			Northbound			Southbound			Eastbound			Westbound		
			L	T	R	L	T	R	L	T	R	L	T	R
Maple Avenue with College Avenue	One-Way Stop Control	AM	-	-	-	C	-	C	A	A	-	-	A	A
		PM	-	-	-	B	-	B	A	A	-	-	A	A
Maple Avenue with Williams Street	One-Way Stop Control	AM	-	A	A	A	A	-	-	-	-	B	-	B
		PM	-	A	A	A	A	-	-	-	-	A	-	A
Maple Avenue with Northern Driveway	One-Way Stop Control	AM	-	A	A	A	A	-	-	-	-	A	-	A
		PM	-	A	A	A	A	-	-	-	-	A	-	A
Maple Avenue with Southern Driveway	One-Way Stop Control	AM	-	A	A	A	A	-	-	-	-	B	-	B
		PM	-	A	A	A	A	-	-	-	-	A	-	A
Williams Street with Grand Avenue	One-Way Stop Control	AM	A	A	A	A	A	A	B	B	B	B	B	B
		PM	A	A	A	A	A	A	B	B	B	B	B	B

The (-) symbol represents movements that are not possible

As shown in Table 3, all movements are expected to operate acceptably at LOS C or better at the study intersections under the total traffic conditions. Year 2015 total traffic 95th percentile queues are shown in Exhibit 12. Queues are expected to remain minimal at the study area intersections. Queues at the railroad crossings are expected to continue to occur when a train is present or a school bus stops at a crossing.

Year 2015 total traffic Synchro analysis output reports are provided in Appendix B.

Proposed Development Pedestrian Traffic

Traffic is expected to be generated between the Fox Head Residences apartments and Carroll University. Existing pedestrian facilities along Maple Avenue, Williams Street, and College Avenue provide a connection between the development site and the university. A more direct route involves the proposed pedestrian railroad crossing at the northeast corner of the site to

reach Grand Avenue. Under either scenario, pedestrians traveling between the development site and the university will encounter at least one railroad crossing.

Railroad Crossings

TerraTec Engineers, Inc. is conducting two railroad evaluations. The first assesses the impact of the proposed building on driver sight lines at the adjacent at-grade railroad crossings on Maple Avenue and Grand Avenue. The sight line evaluation has been completed and results were summarized in a separate memo completed November 5, 2014. Generally, the proposed building is not expected to negativity impact driver sight lines at the adjacent railroad crossings.

The second evaluation assesses the potential of the pedestrian railroad crossing to provide a safe crossing to reach Grand Avenue. This evaluation is ongoing and results will be summarized in a separate memo.

Recommendations and Conclusions

Roadway Improvements

The existing intersections are expected to have sufficient capacity to accommodate vehicular traffic associated with the proposed development. Recommended improvements at the proposed site access are summarized below.

Proposed Access Driveway

- Construct a full-access, stop control driveway approximately 500' north of College Avenue
- The east (exiting) approach shall be stop controlled with a single travel lane. Maple Avenue shall remain free-flow.

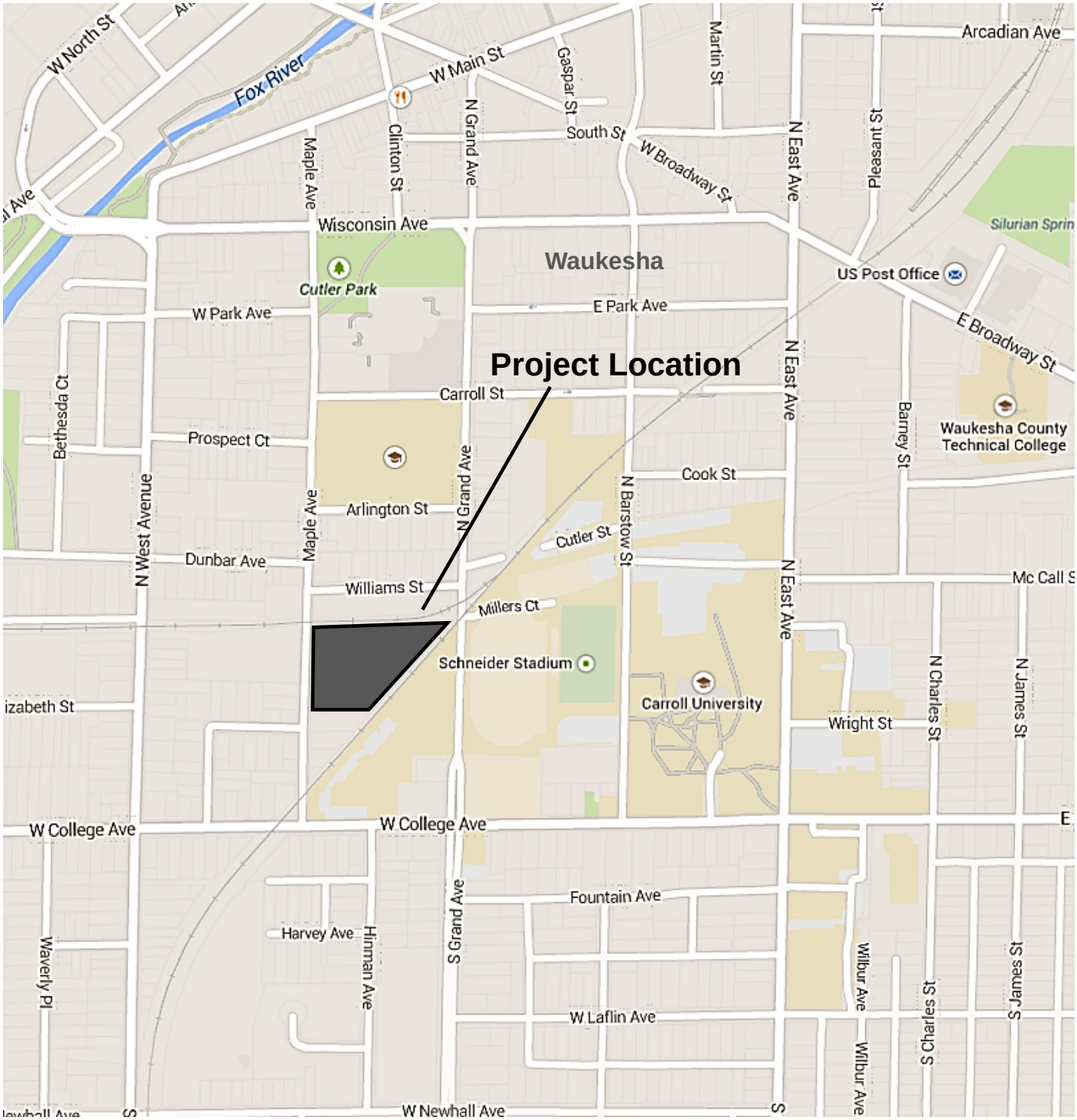
Railroad

TerraTec is currently evaluating the pedestrian railroad crossing, and their results will be summarized separately in a future memo.

Pedestrian Improvements

The majority of pedestrians currently cross Grand Avenue at unmarked, midblock locations (see Exhibits 6 and 7). Independent of the Fox Head Residences development, the City and Carroll University could evaluate a midblock pedestrian crossing along Grand Avenue.

TerraTec's future report will identify potential pedestrian crossing options and their feasibility.



Legend

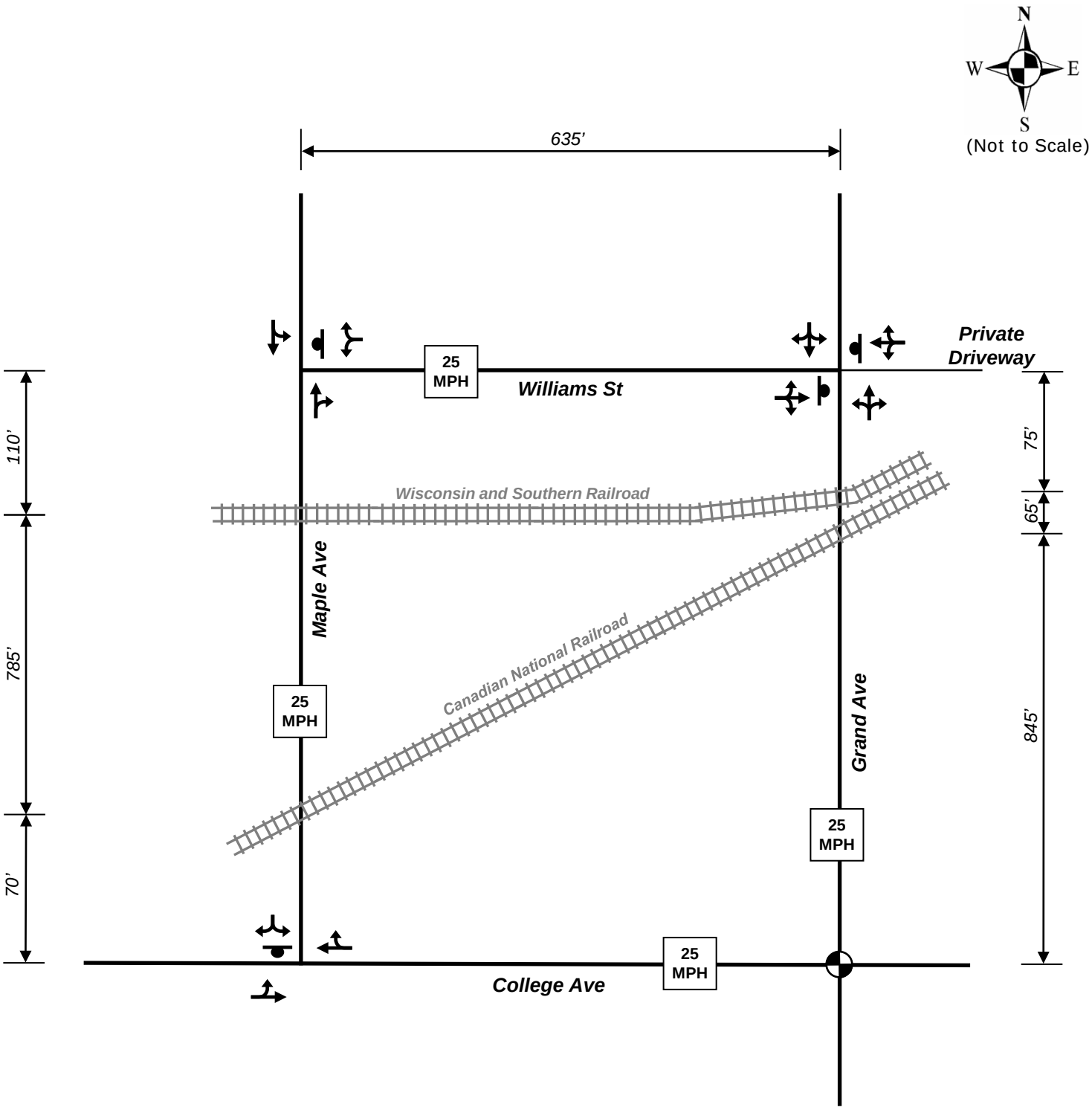
= Fox Head Residences Redevelopment Site	**Project Location**	Exhibit **1**

Legend

= Fox Head Residences Redevelopment Site

Recent Site Aerial

Exhibit **2**



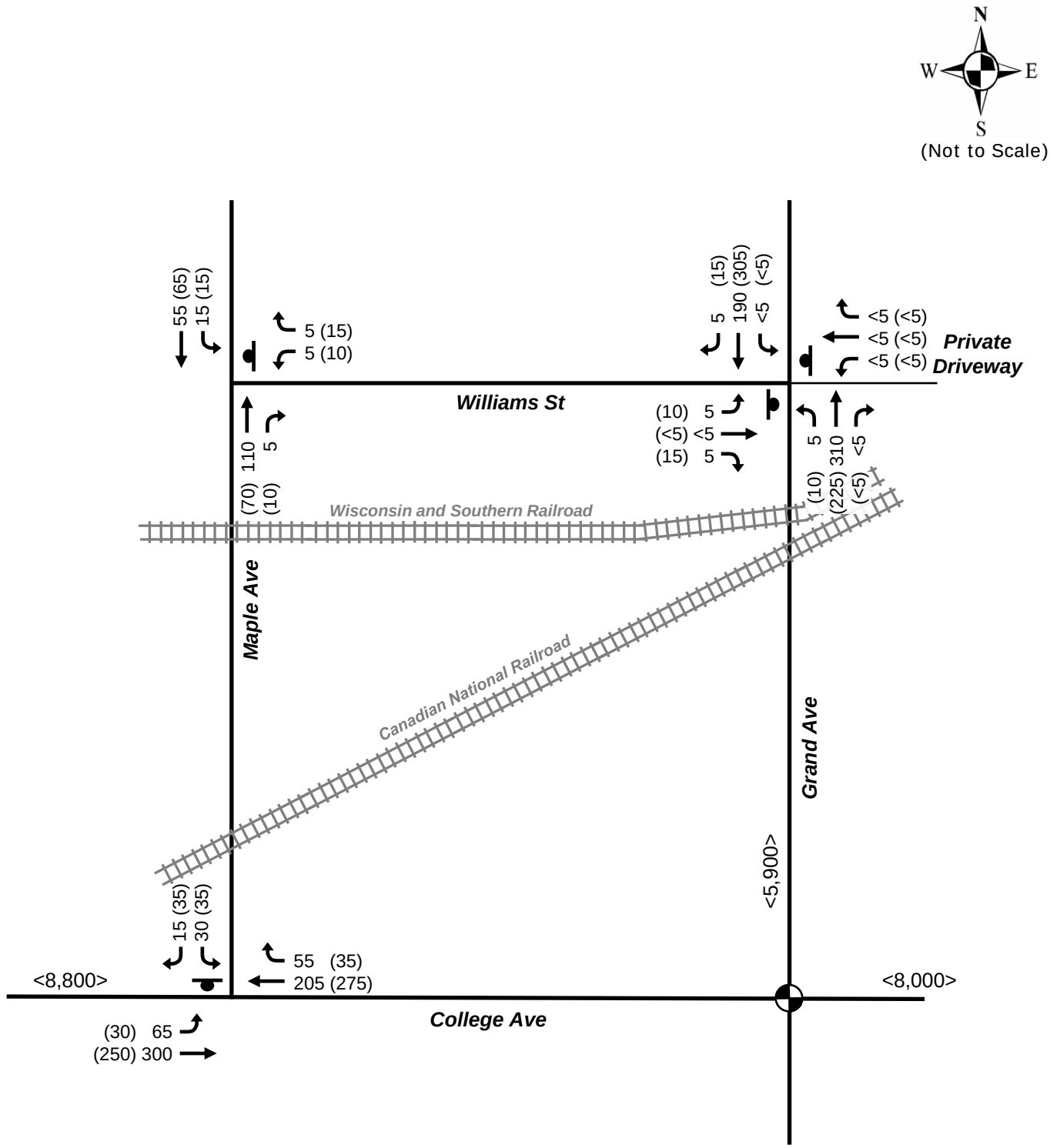
Legend

= Railroad
= Lane Geometry
XX MPH = Posted Speed Limit
XX' = Roadway Dimension (feet)
= Stop Sign
= Traffic Signal

Note: Intersection spacing dimensions are approximate and measured from center-to-center of intersections.

Existing Transportation System

Exhibit **3**

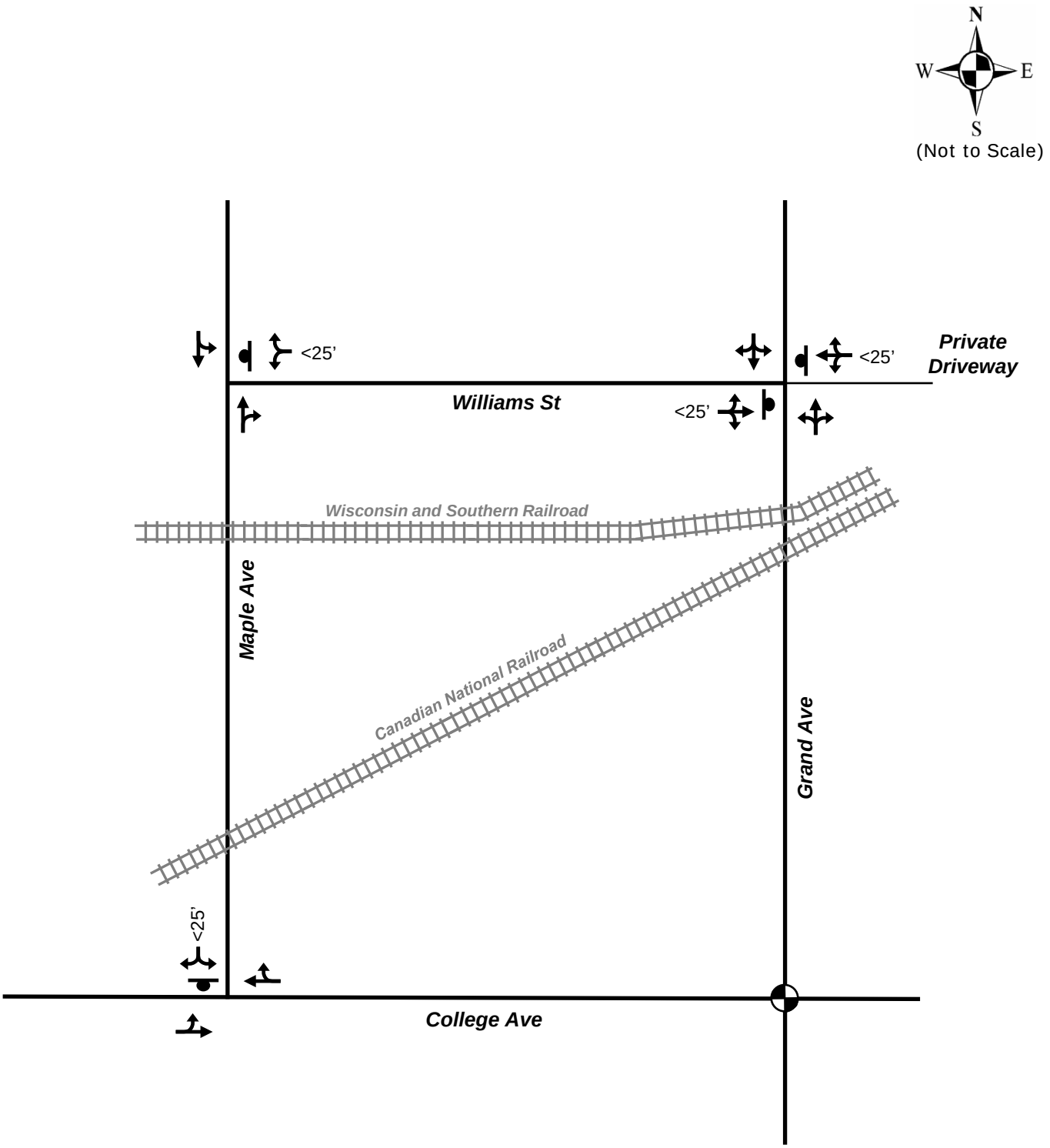


Legend

- = Stop Sign
- = Traffic Signal
- = Railroad
- <XX> = Average Annual Daily Traffic
- XX = Weekday AM Peak Hour Volume (7:00 – 8:00 am)
- (XX) = Weekday PM Peak Hour Volume (3:15 – 4:15 pm)
- ⟷ *(XX)* = Weekday PM Peak Hour Pedestrian and Bicycle Crossing Volume (3:15 – 4:15 pm)

Year 2015 Background Traffic Volumes

Exhibit **4**



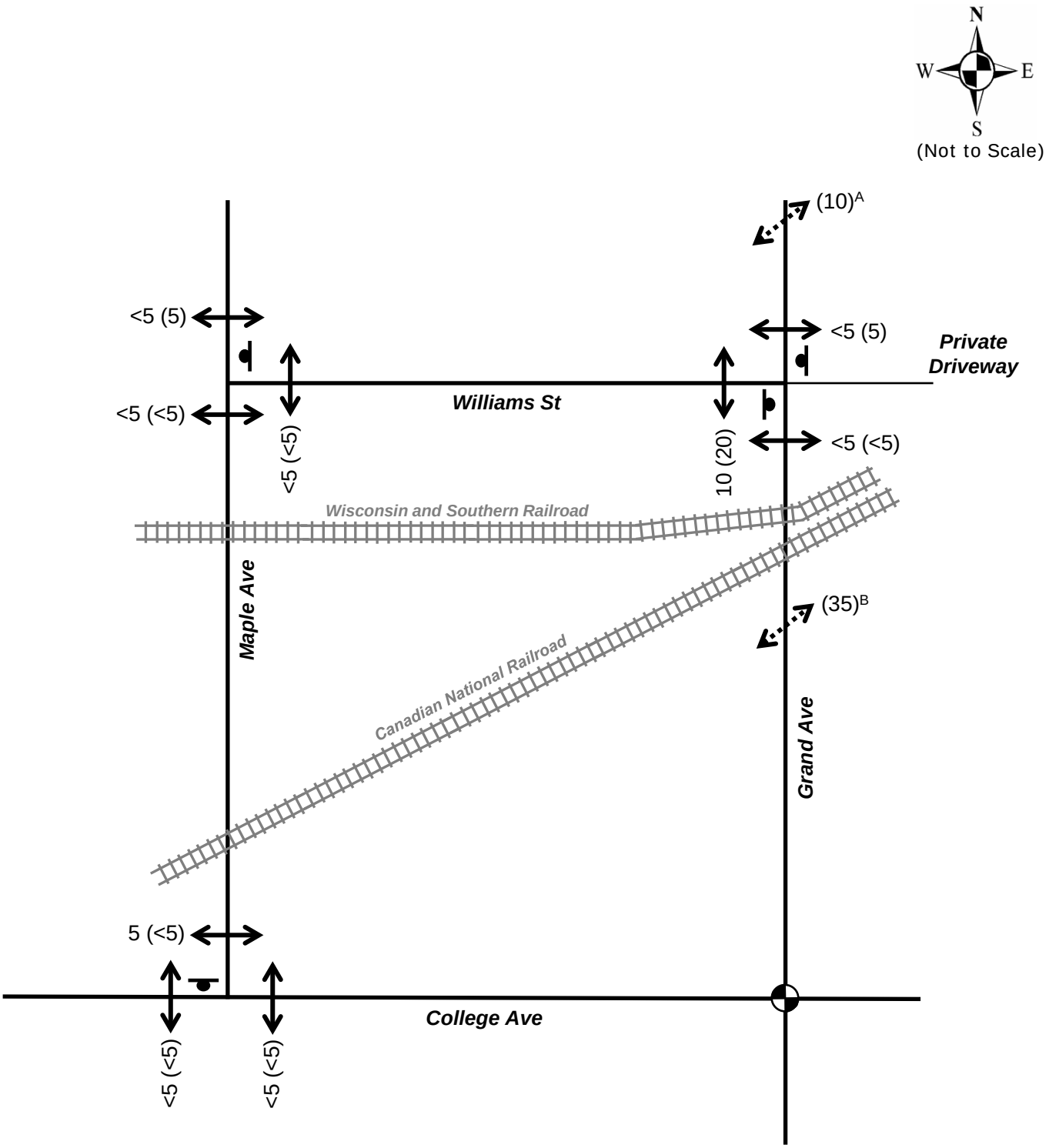
Legend

= Stop Sign
= Traffic Signal
XX' = Maximum Queue (feet)
= Railroad
= Travel Lane

Note: Queues were observed at the railroad crossings when a train was present and when a school bus stopped at the crossing. At times, these queues would extend through the adjacent study intersection but would dissipate quickly once the crossing was clear.

Year 2015 Background Traffic Maximum Queue Lengths

Exhibit **5**



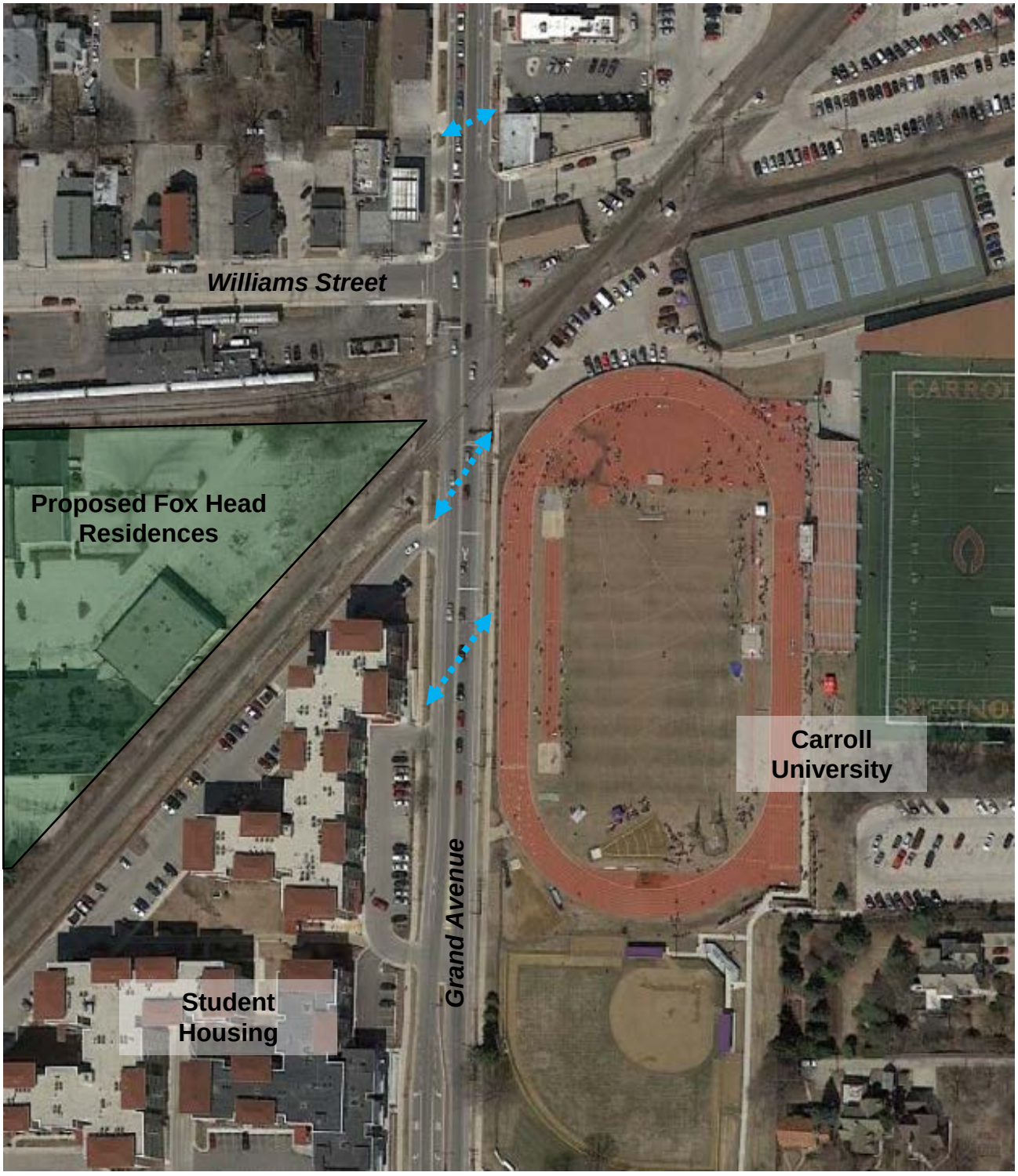
Legend

= Stop Sign
= Railroad
= Traffic Signal
(XX) = Weekday PM Peak Hour Pedestrian and Bicycle Midblock Crossing Volume (3:15 – 4:15 pm)
XX = Weekday AM Peak Hour Pedestrian and Bicycle Intersection Crossing Volume (7:00 – 8:00 am)
(XX) = Weekday PM Peak Hour Pedestrian and Bicycle Intersection Crossing Volume (3:15 – 4:15 pm)

Notes
A. Pedestrian/Bicycle midblock volume includes crossings occurring between Williams Street and Arlington Street.
B. Pedestrian/Bicycle midblock volume includes crossings occurring between Williams Street and the second driveway to the south.

Background Pedestrian and Bicycle Crossing Volumes

Exhibit **6**

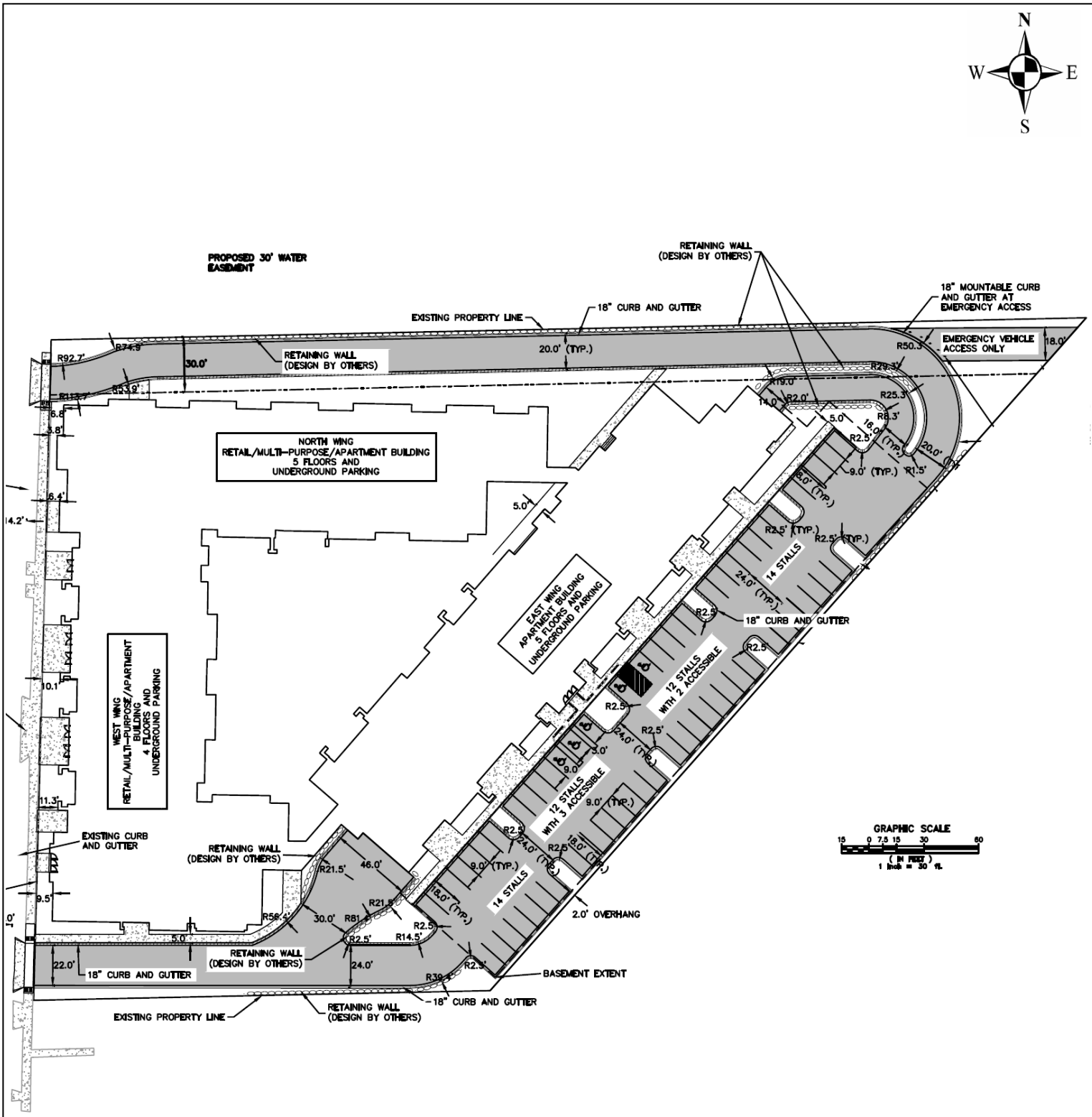


Legend

= Primary Pedestrian Crossing Location

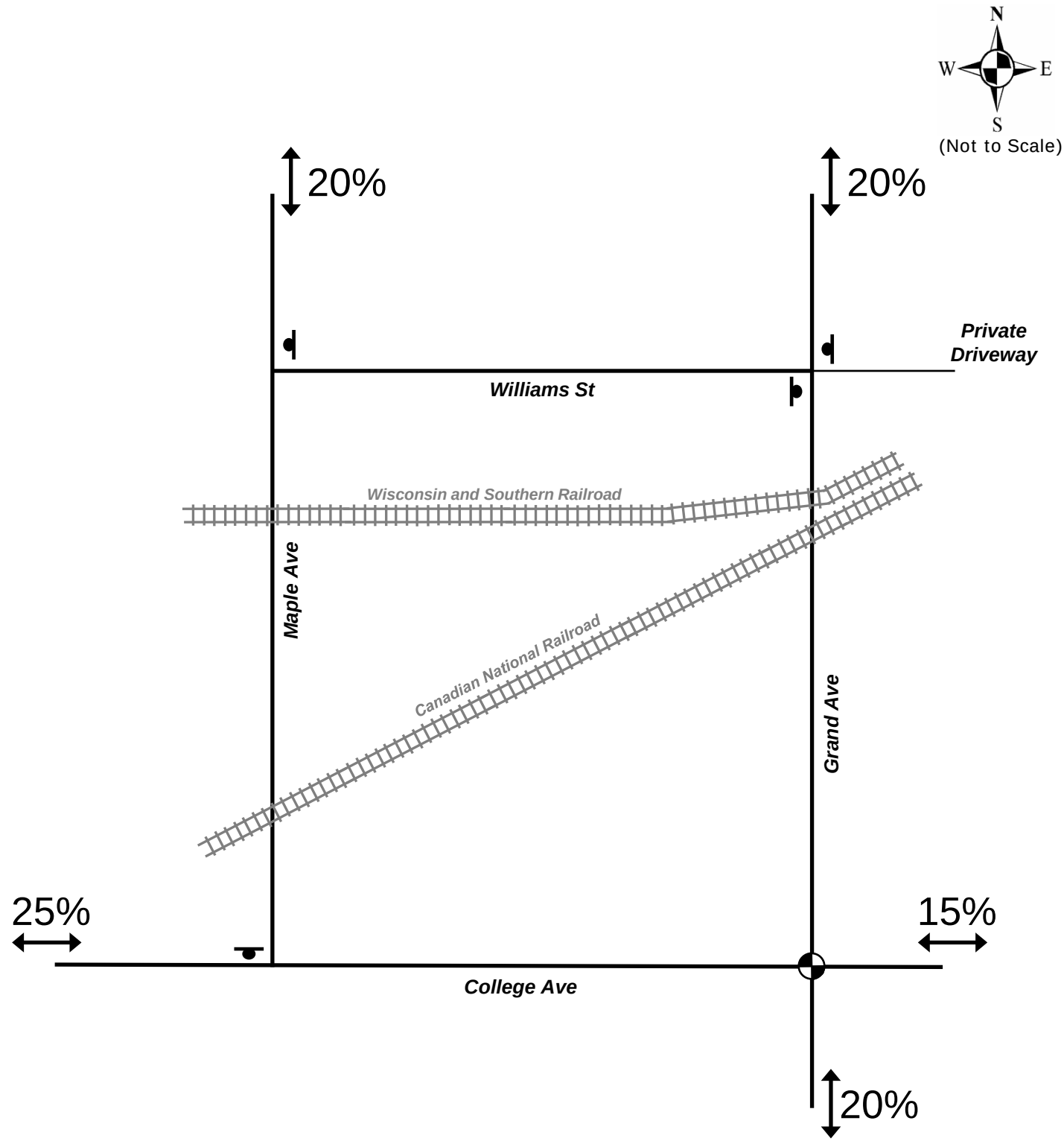
Observed Grand Avenue Primary Midblock Pedestrian Crossing Locations and Routes near the Development Site

Exhibit **7**



Proposed Site Plan

Exhibit **8**

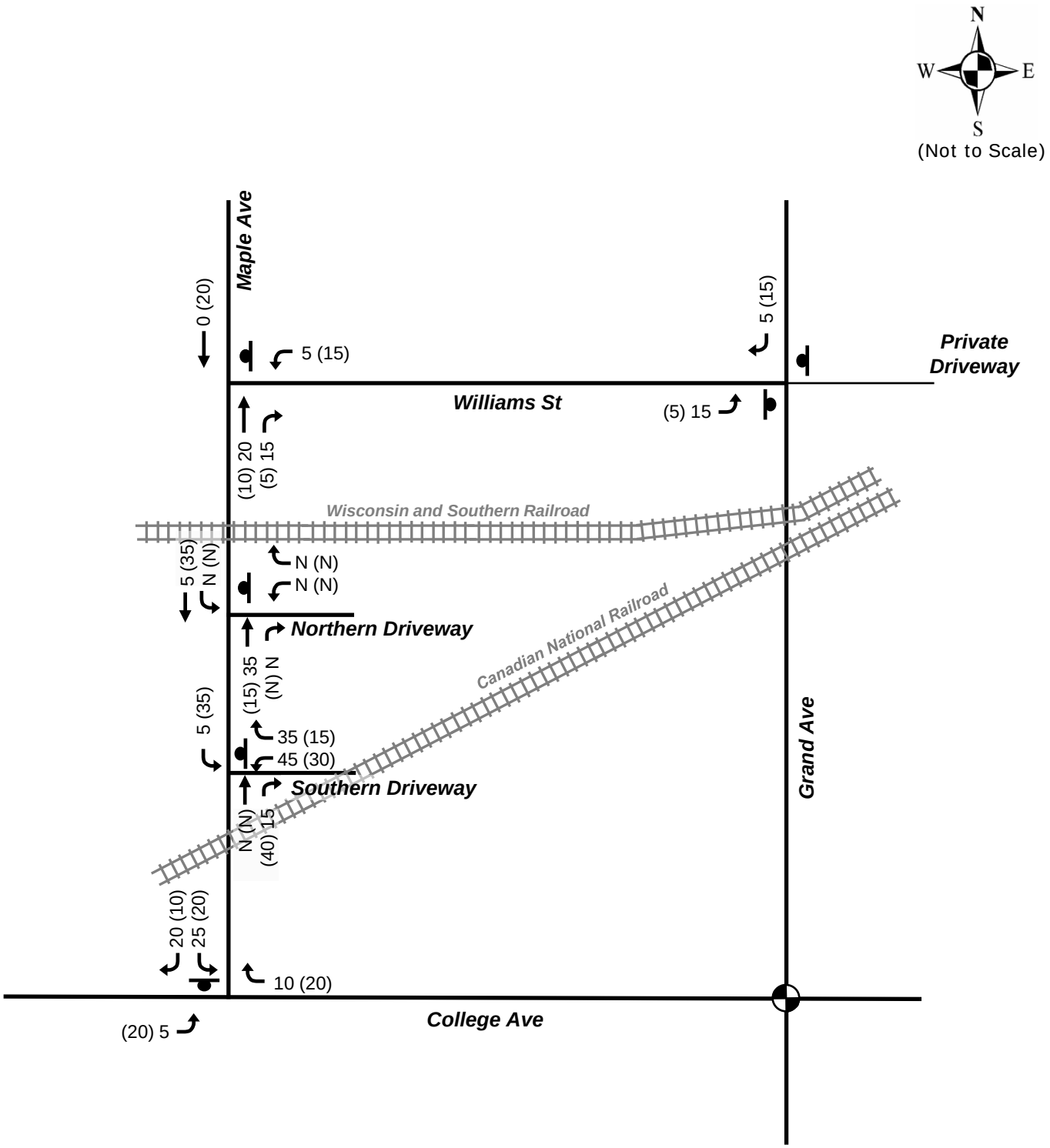


Legend

= Stop Sign
XX % = Trip Distribution
= Traffic Signal
= Railroad

Trip Distribution

Exhibit **9**

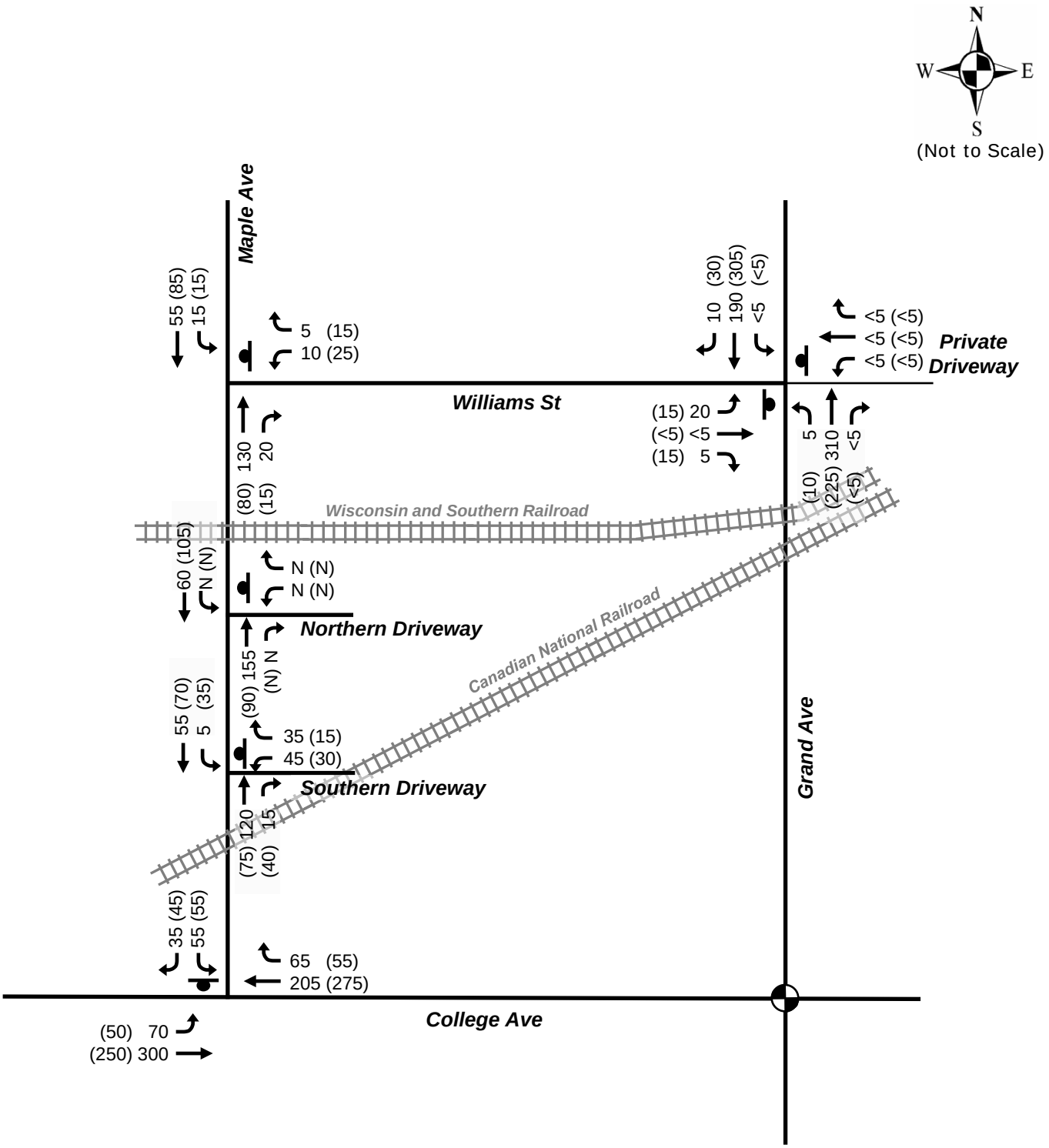


Legend

= Stop Sign = Traffic Signal
= Railroad
XX = Weekday AM Peak Hour Volume (7:00 – 8:00 am)
(XX) = Weekday PM Peak Hour Volume (3:15 – 4:15 pm)
N = Less than 5 vehicles/hour

New Development Trips

Exhibit **10**

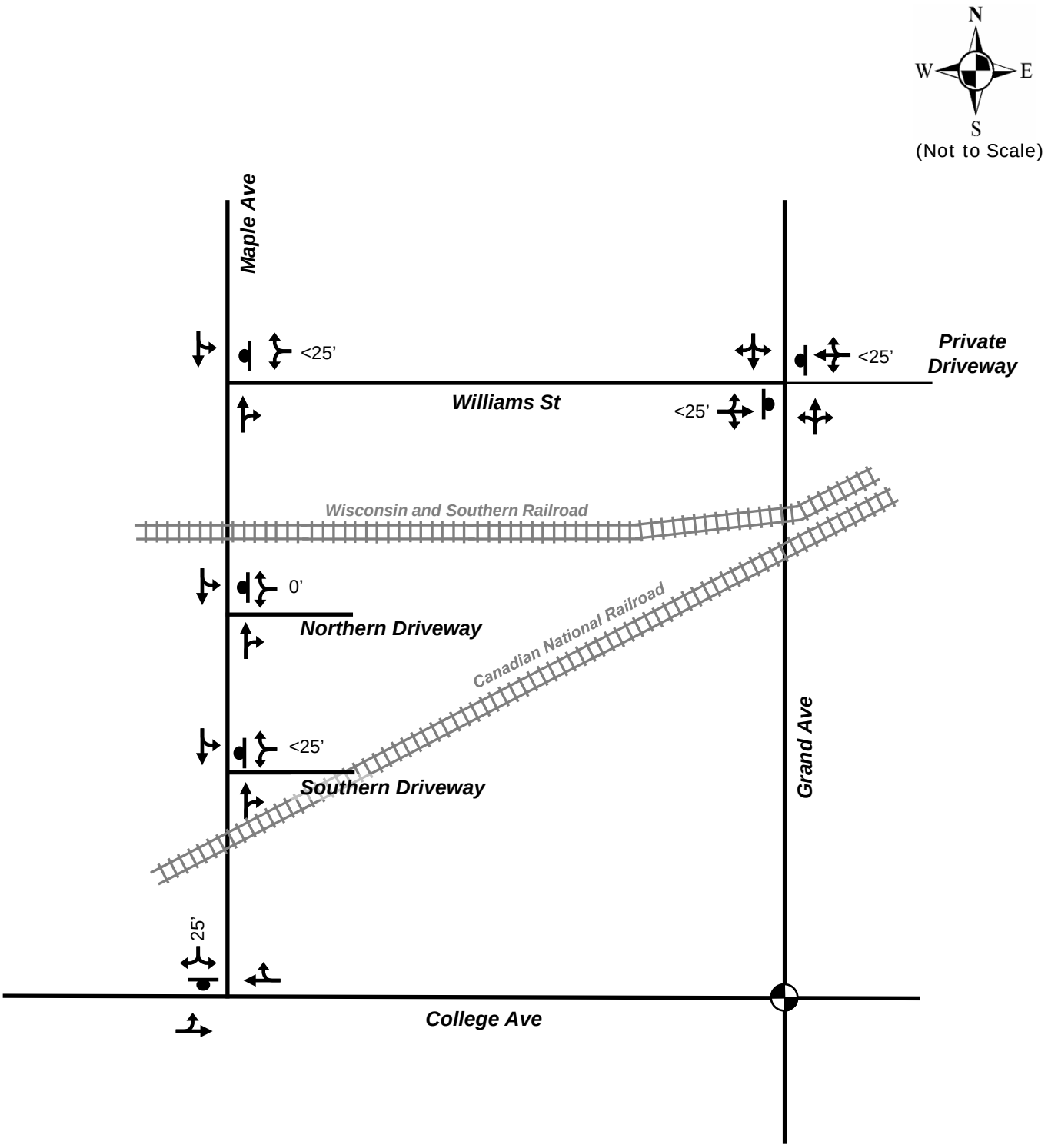


Legend

= Stop Sign
= Traffic Signal
= Railroad
XX = Weekday AM Peak Hour Volume (7:00 – 8:00 am)
(XX) = Weekday PM Peak Hour Volume (3:15 – 4:15 pm)
N = Less than 5 vehicles/hour

Year 2015 Total Traffic Volumes

Exhibit **11**



Legend

= Stop Sign
= Traffic Signal
XX' = Maximum Queue (feet)
= Railroad
= Travel Lane

Year 2015 Total Traffic Maximum Queue Lengths

Exhibit 12