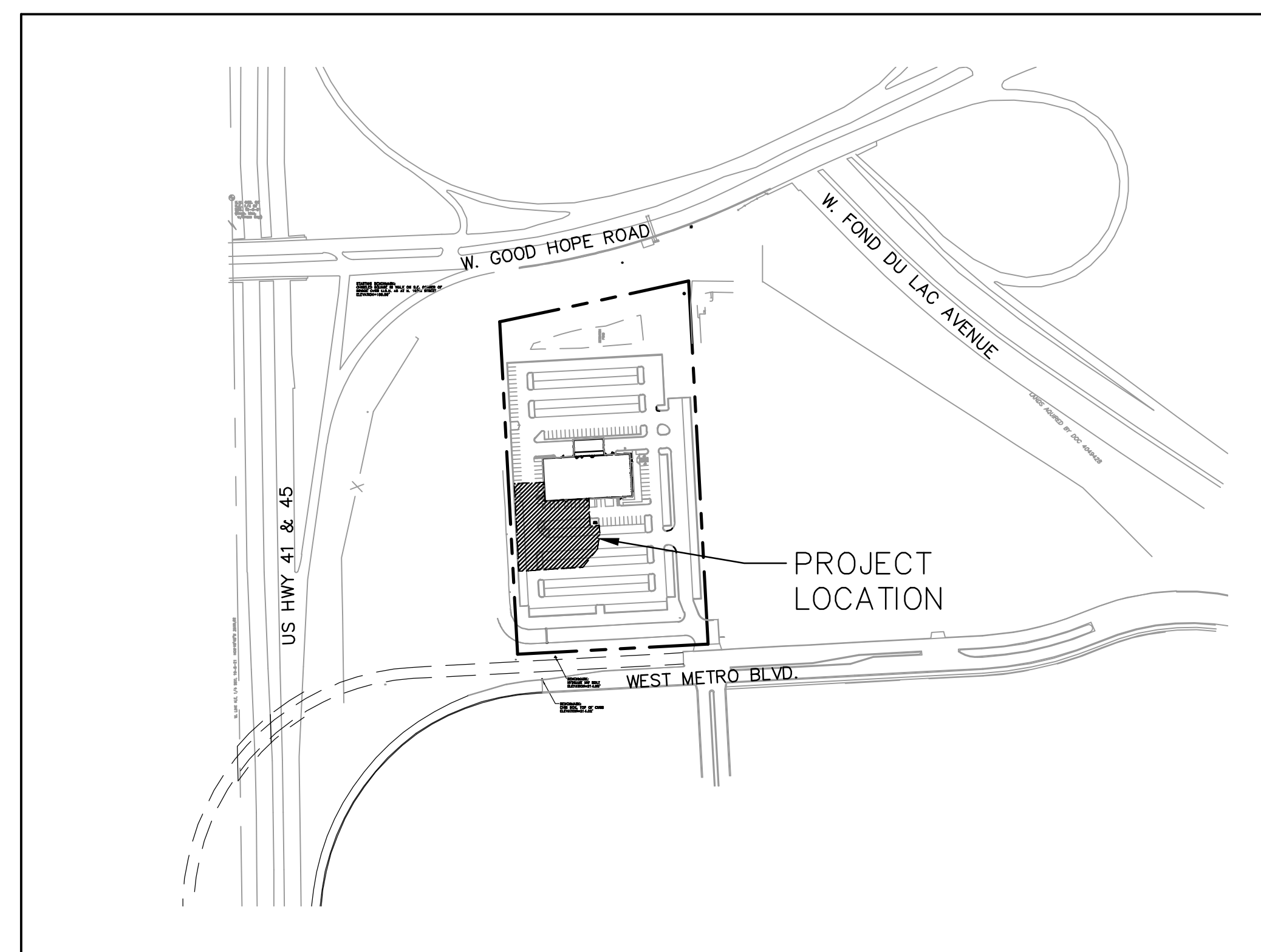


CONSTRUCTION PLANS FOR METRO NISSAN ADDITION 11212 W METRO AUTO MALL MILWAUKEE, WISCONSIN

VICINITY MAP



LEGEND (PROPOSED FEATURES)

- TREE REMOVAL
- EXISTING CONCRETE PAVEMENT TO BE REMOVED
- EXISTING ASPHALT PAVEMENT TO BE REMOVED
- EXISTING GRAVEL TO BE REMOVED
- EXISTING BUILDING/STRUCTURE TO BE REMOVED
- SAWCUT LINE
- PROPOSED PROPERTY LINE
- PROPOSED SITE LIGHTING (DESIGNED BY OTHERS, FOR REFERENCE ONLY)
- MONUMENT SIGNS (CONSTRUCTION DETAILS BY OTHERS) SIGN
- HEAVY-DUTY CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- HEAVY-DUTY ASPHALT PAVEMENT
- STANDARD-DUTY ASPHALT PAVEMENT
- COLORED AND STAMPED CONCRETE
- PROPOSED 18" RE-JECT CURB & GUTTER (AS SHOWN ON SITE PLAN)
- PROPOSED 18" STANDARD CURB & GUTTER (AS SHOWN ON SITE PLAN)
- PROPOSED ACCESSIBLE PAVEMENT MARKING VAN ACCESSIBLE STALL
- PROPOSED TYPE 3 CURB RAMP (SEE DETAIL SHEET, NOTE LINEWORK ON PLAN IS SYMBOLIC ONLY.)
- PROPOSED TYPE 3A CURB RAMP (SEE DETAIL SHEET, NOTE LINEWORK ON PLAN IS SYMBOLIC ONLY.)
- PROPOSED TYPE 4 CURB RAMP (SEE DETAIL SHEET, NOTE LINEWORK ON PLAN IS SYMBOLIC ONLY.)
- PROPOSED TYPE 4A CURB RAMP (SEE DETAIL SHEET, NOTE LINEWORK ON PLAN IS SYMBOLIC ONLY.)
- PROPOSED TYPE 7 CURB RAMP (SEE DETAIL SHEET, NOTE LINEWORK ON PLAN IS SYMBOLIC ONLY.)
- DOOR
- STRUCTURAL RETAINING WALL - (DESIGNED BY OTHERS)
- PROPOSED 0.5-FOOT GRADE CONTOUR (ONLY USED WHEN CRITICAL)
- PROPOSED 1-FOOT GRADE CONTOUR
- PROPOSED 5-FOOT GRADE CONTOUR
- PROPOSED SPOT GRADE
- PROPOSED TOP OF CURB
- PROPOSED FINISHED SURFACE GRADE ADJACENT TO TOP OF WALL
- PROPOSED FINISHED SURFACE GRADE ADJACENT TO BASE OF WALL
- PROPOSED EROSION CONTROL BALE
- PROPOSED TEMPORARY DITCH CHECK
- PROPOSED INLET PROTECTION
- PROPOSED SILT FENCE
- PROPOSED TEMPORARY DIVERSION SWALE & BERM
- PROPOSED LEVEL SPREADER
- PROPOSED STONE TRACKING MAT
- PROPOSED PERMANENT TURF REINFORCEMENT MAT
- EROSION CONTROL BLANKET
- PROPOSED RIPRAP
- PROPOSED GAS LINE
- PROPOSED ELECTRIC LINE
- PROPOSED TELEPHONE LINE
- PROPOSED WATER MAIN
- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED FIRE DEPARTMENT CONNECTION
- PROPOSED WATER VALVE
- PROPOSED FIRE HYDRANT
- PROPOSED INLET/ CB
- PROPOSED STORM MANHOLE
- PROPOSED AREA DRAIN
- PROPOSED SANITARY MANHOLE

LEGEND

- () INDICATES RECORDED DIMENSION WHERE DIFFERENT FROM ACTUAL MEASUREMENT
- OR SECTION OR 1/4 SECTION CORNER AS DESCRIBED
- 1" DIA. IRON PIPE FOUND (UNLESS OTHERWISE NOTED)
- 1" DIA. IRON PIPE, 18" LONG-SET (UNLESS OTHERWISE NOTED)
- BOLLARD
- SOIL BORING/MONITORING WELL
- FLAGPOLE
- MAILBOX
- SIGN
- BILLBOARD
- AIR CONDITIONER
- CONTROL BOX
- TRAFFIC SIGNAL
- RAILROAD CROSSING SIGNAL
- CABLE PEDESTAL
- POWER POLE
- GUY POLE
- GUY WIRE
- LIGHT POLE
- SPOT/YARD/PEDESTAL LIGHT
- HANDICAPPED PARKING
- ELECTRIC MANHOLE
- ELECTRIC PEDESTAL
- ELECTRIC METER
- ELECTRIC TRANSFORMER
- TELEPHONE MANHOLE
- TELEPHONE PEDESTAL
- MARKED FIBER OPTIC
- GAS VALVE
- GAS METER
- GAS WARNING SIGN
- STORM MANHOLE
- ROUND INLET
- SQUARE INLET
- STORM SEWER END SECTION
- SANITARY MANHOLE
- SANITARY CLEANOUT OR SEPTIC VENT
- SANITARY INTERCEPTOR MANHOLE
- MISCELLANEOUS MANHOLE
- WATER VALVE
- HYDRANT
- WATER SERVICE CURB STOP
- WATER MANHOLE
- WELL
- WATER SURFACE
- WETLANDS FLAG
- MARSH
- CONIFEROUS TREE
- DECIDUOUS TREE
- SHRUB
- EDGE OF TREES
- SANITARY SEWER
- STORM SEWER
- WATERMAIN
- MARKED GAS MAIN
- MARKED ELECTRIC
- OVERHEAD WIRES
- BUREAU ELEC. SERV.
- MARKED TELEPHONE
- MARKED CABLE TV LINE
- MARKED FIBER OPTIC
- INDICATES EXISTING CONTOUR ELEVATION
- INDICATES EXISTING SPOT ELEVATION
- EXISTING PROPERTY LINE
- EXISTING EASEMENT LINE

ENGINEER AND LANDSCAPE ARCHITECT:

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road
Brookfield, WI 53005-5938
(262) 781-1000
rasmith.com

CONTACT: RYAN J. LANCOUR P.E.

PH: (262) 317-3259

CLIENT:

CHAD KEMNITZ, PRESIDENT
PROFESSIONAL CONSULTANTS, INC.
300 COTTONWOOD AVENUE, #7
HARTLAND, WI 53029
OFFICE: (262) 367-6080

PLAN INDEX

SHEET NO.	DESCRIPTION
C000	COVER SHEET
C100	EROSION CONTROL & DEMOLITION PLAN
C200	SITE PLAN
C300	GRADING PLAN
C400	UTILITY PLAN
C500 - C501	DETAILS
C600	SPECIFICATIONS
L100	LANDSCAPE PLAN

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METRO NISSAN
MILWAUKEE, WISCONSIN
COVER SHEET

**PRELIMINARY
NOT FOR
CONSTRUCTION**

PLAN DATE: 12/10/2021

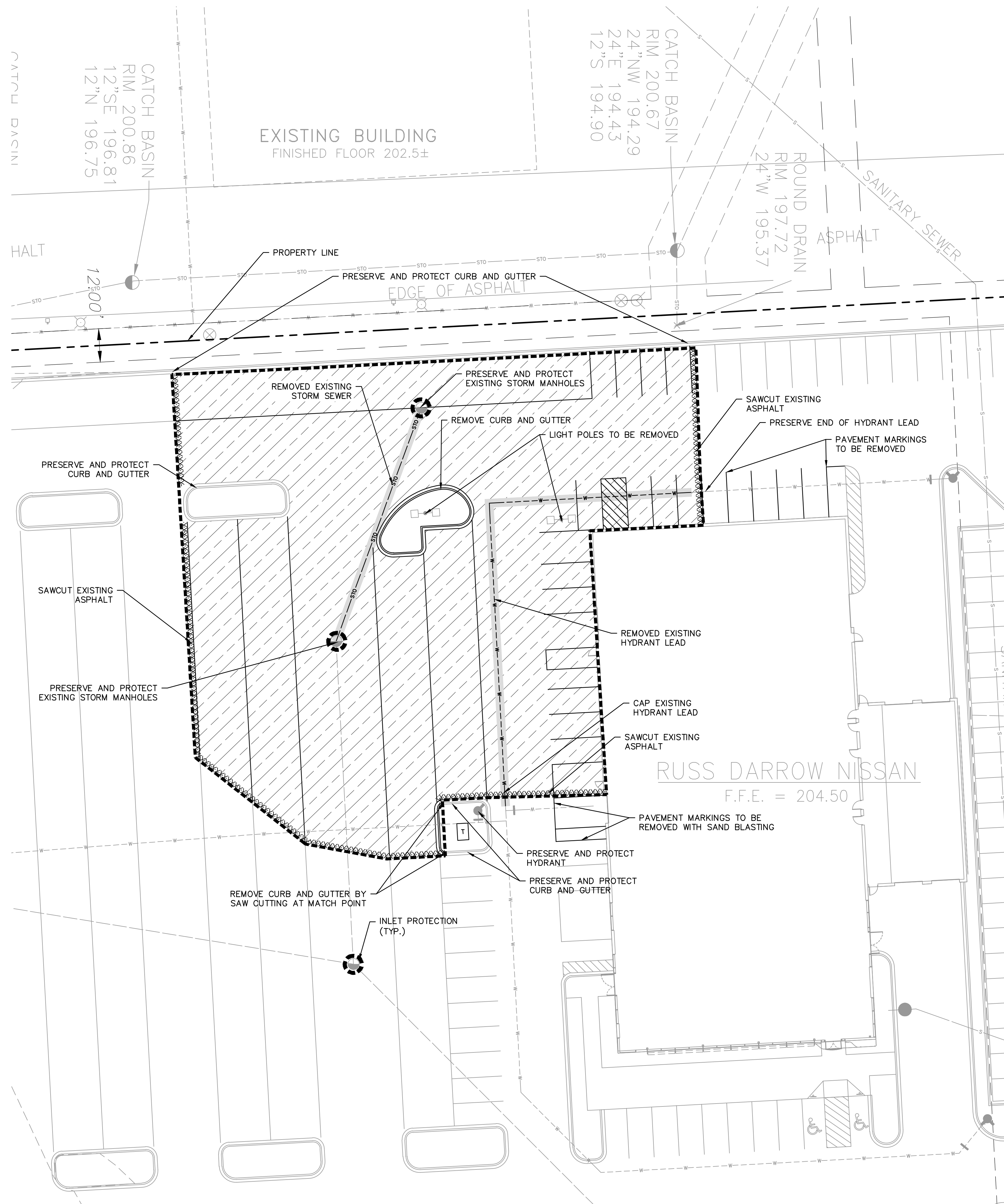
REVISIONS	ISSUE DATE	SHEET NO.'S	ISSUED FOR:

© COPYRIGHT 2021
R.A. Smith, Inc.
DATE: 12/10/2021
SCALE: 1" = 250'
JOB NO. 3210299
PROJECT MANAGER:
RYAN J. LANCOUR, P.E.
DESIGNED BY: RJL
CHECKED BY: RJL
SHEET NUMBER
C000



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LEGEND

- PROPERTY LINE
- LIMITS OF DISTURBANCE
- SAWCUT LINE
- HYDRANT LEAD TO BE REMOVED
- STORM SEWER TO BE REMOVED
- EXISTING ASPHALT PAVEMENT TO BE REMOVED
- PROPOSED INLET PROTECTION

NOTES:

- 1) ALL EXISTING UTILITIES AND STRUCTURES LABELED ON THIS PLAN TO BE REMOVED OR DEMOLISHING MAY BE ABANDONED IN PLACE. ABANDONED UTILITIES SHALL BE COMPLETELY FILLED WITH FLOWABLE FILL PRIOR TO CONSTRUCTION FOR PROPOSED SITE IMPROVEMENTS.
- 2) CONTRACTOR SHALL BE RESPONSIBLE FOR EXISTING UTILITY PROTECTION.
- 3) CONTRACTOR SHALL FIELD LOCATE ALL EXISTING BUILDING LATERALS PRIOR TO CONSTRUCTION. CONTACT ENGINEER FOR POSSIBLE REDESIGN SHOULD CONTRACTOR FIELD LOCATE AND UTILITIES NOT SHOWN ON THIS PLAN.
- 4) ALL TEMPORARY EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES SHALL BE PER THE WDNR TECHNICAL STANDARDS.
- 5) CONTRACTOR SHALL PROVIDE CONCRETE WASHOUT FACILITY THROUGHOUT CONSTRUCTION
- 6) VERTICAL DATUM IS CITY OF MILWAUKEE
- 7) WATERMAIN INVERTS ARE UNKNOWN, CONTRACTOR TO VERIFY ELEVATIONS. IF WATERMAIN DOES NOT HAVE 18" SEPARATION BETWEEN DESIGNED UTILITIES, CONTRACTOR TO CONTACT ENGINEER FOR REDESIGN.



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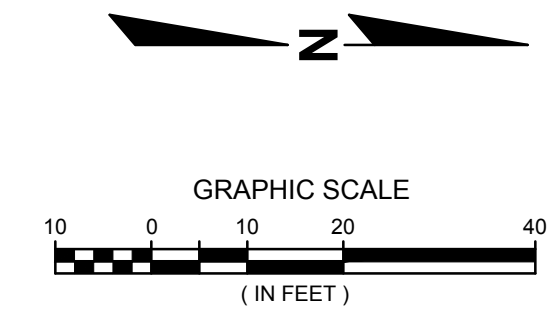
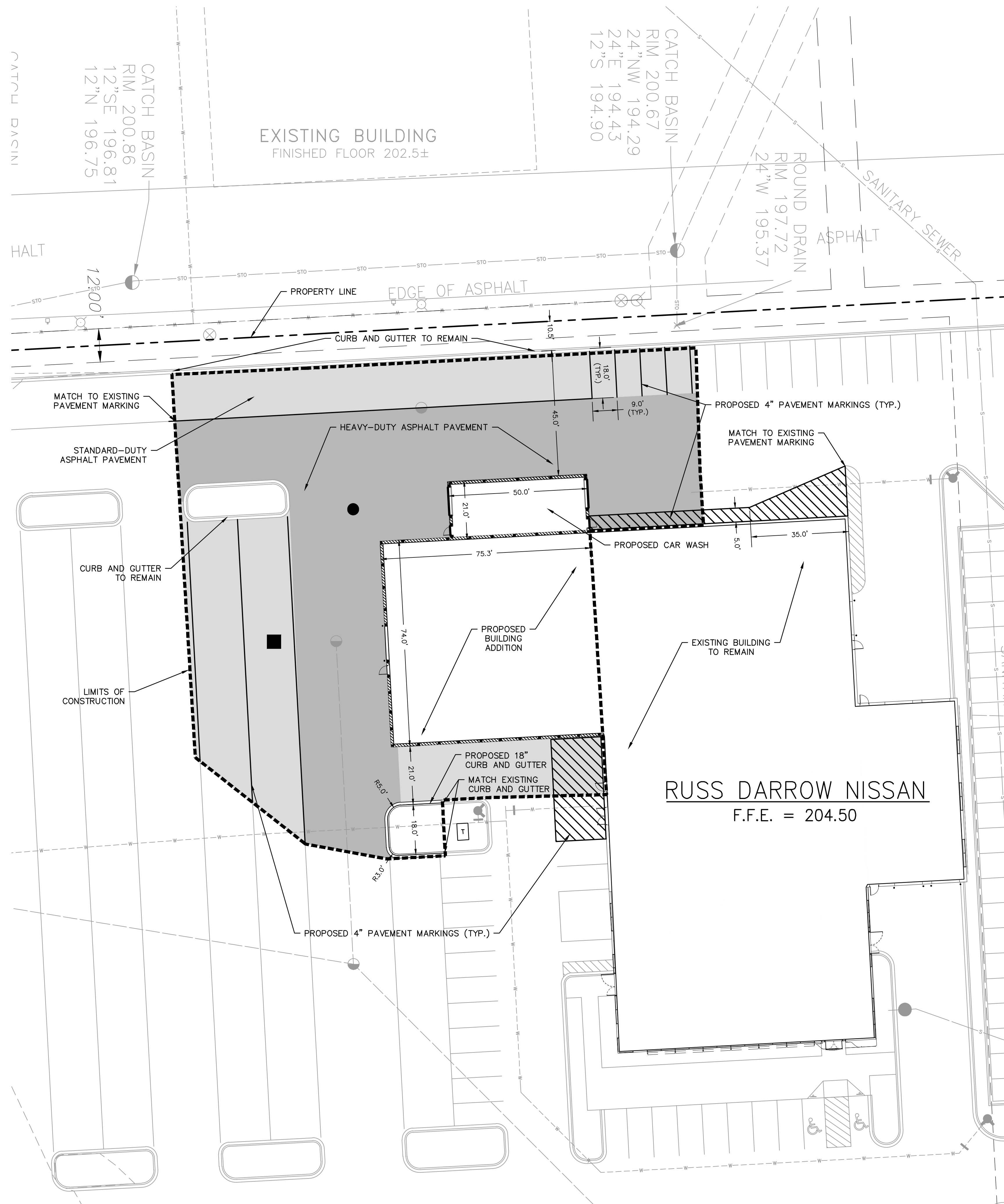
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**METRO NISSAN
MILWAUKEE, WISCONSIN
EROSION CONTROL &
DEMOLITION PLAN**

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DATE: 12/10/2021
SCALE: 1" = 20'
JOB NO. 3210299
PROJECT MANAGER: RYAN J. LANCOUR, P.E.
DESIGNED BY: RJL
CHECKED BY: RJL
SHEET NUMBER
C100



LEGEND

- PROPERTY LINE
- LIMITS OF DISTURBANCE
- PROPOSED 18" CURB AND GUTTER
- [Pattern] PROPOSED HEAVY-DUTY ASPHALT PAVEMENT
- [Pattern] PROPOSED STANDARD-DUTY ASPHALT PAVEMENT
- PROPOSED STORM INLET / MANHOLE

NOTES:

- 1) ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
- 2) SEE ARCHITECTURAL PLANS FOR FINAL BUILDING STAKE OUT LOCATIONS.
- 3) ALL PROPOSED PAVEMENT MARKINGS ARE WHITE



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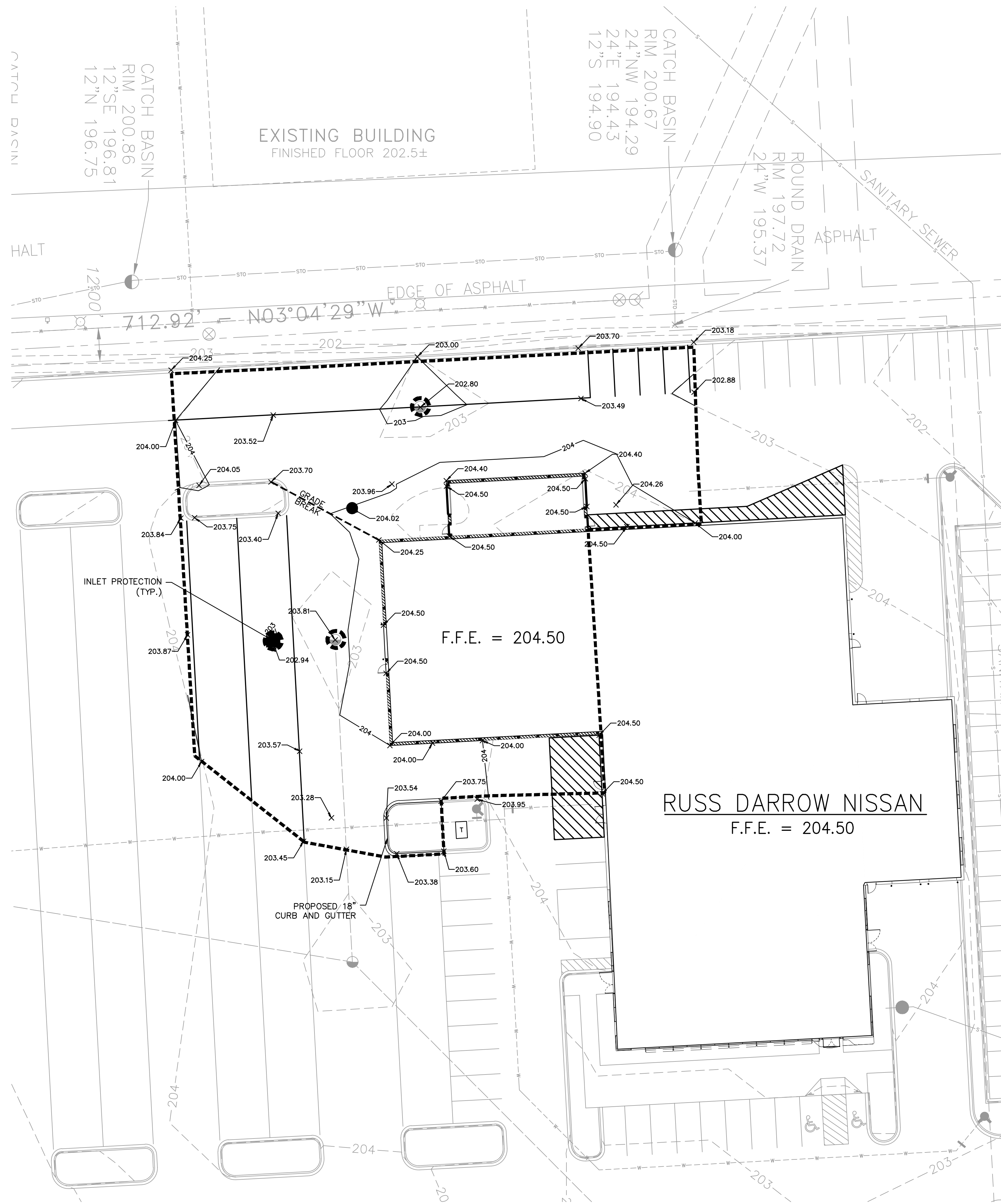
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METRO NISSAN
MILWAUKEE, WISCONSIN

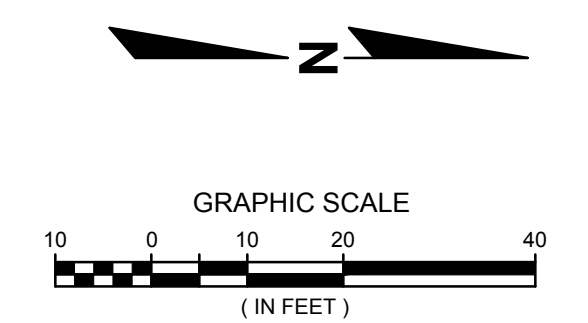
SITE PLAN

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DATE: 12/10/2021
SCALE: 1" = 20'
JOB NO. 3210299
PROJECT MANAGER: RYAN J. LANCOUR, P.E.
DESIGNED BY: RJL
CHECKED BY: RJL
SHEET NUMBER C200



- LEGEND**
- — — — — PROPERTY LINE
 - — — — — LIMITS OF DISTURBANCE
 - 618.00 x EXISTING SPOT ELEVATION
 - - - - - 618 EXISTING CONTOURS
 - - - - - 618 PROPOSED CONTOURS
 - 618.00 x PROPOSED SPOT GRADES
 - (618.50) x PROPOSED TOR OF CURB GRADE
 - PROPOSED STORM INLET / MANHOLE
 - PROPOSED INLET PROTECTION

- NOTES:**
- 1) ALL DISTURBED LANDSCAPE AREAS SHALL BE SODDED UNLESS OTHERWISE NOTED. SEEDED AREAS SHALL BE FERTILIZED AND COVERED W/ EROSION CONTROL MATTING OR RESTORED TO EXISTING CONDITIONS. SEE LANDSCAPE PLANS.
 - 2) ADJUST ALL EXISTING MANHOLES, HYDRANTS, VALVES, INLETS, ETC. TO FINISHED GRADE, AS NECESSARY.
 - 3) SIDEWALKS & ACCESSIBLE ROUTES TO HAVE A CROSS SLOPE NO GREATER THAN 2% AND A RUNNING SLOPE NO GREATER THAN 5%.
 - 4) ACCESSIBLE PARKING AREAS TO HAVE SLOPES NO GREATER THAN 2% IN ALL DIRECTIONS.
 - 5) ALL GRADES ARE TO FINISHED GRADE OR FACE OF CURB UNLESS OTHERWISE NOTED.
 - 6) ALL EXISTING SITE FEATURES ARE APPROXIMATE.
 - 7) CONTRACTOR SHALL INSTALL TEMPORARY EROSION CONTROL MATTING ON ALL SLOPES GREATER THAN 4:1. SEE DETAIL.



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**METRO NISSAN
MILWAUKEE, WISCONSIN**

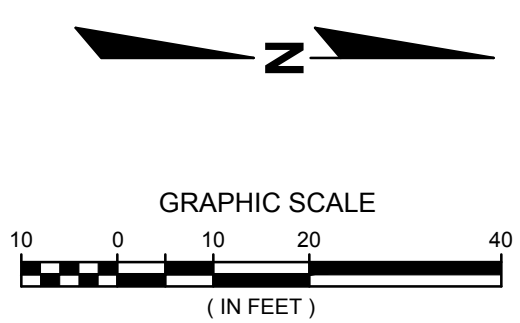
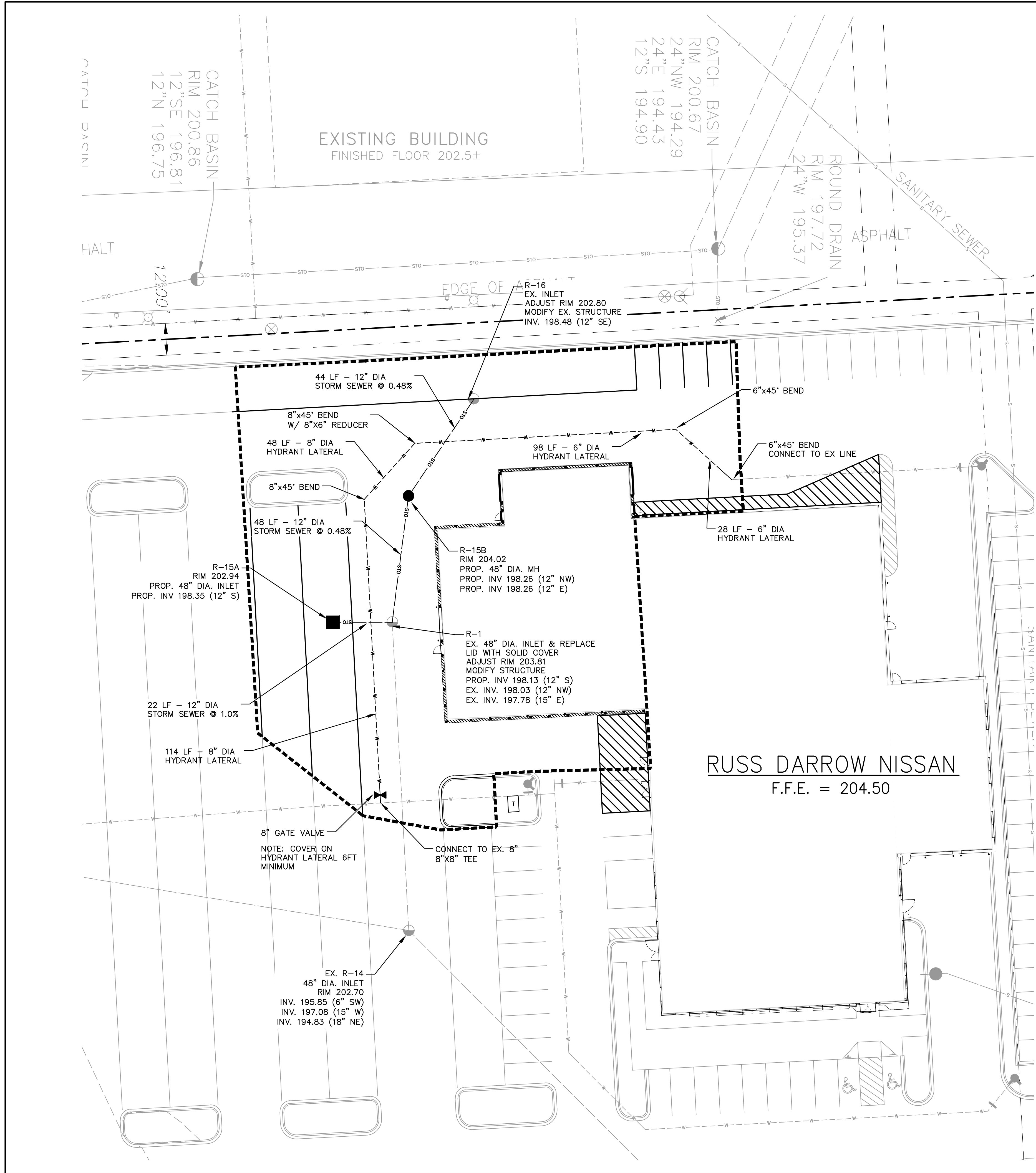
GRADING PLAN



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PROJECT MANAGER: RYAN J. LANCOUR, P.E.
DESIGNED BY: RJL
CHECKED BY: RJL
SHEET NUMBER
C300



LEGEND

- PROPERTY LINE
- LIMITS OF DISTURBANCE
- PROPOSED 18" CURB AND GUTTER
- PROPOSED STORM SEWER
- PROPOSED HYDRANT LEAD
- PROPOSED STORM INLET / MANHOLE
- EXISTING STORM SEWER
- EXISTING HYDRANT

NOTES:

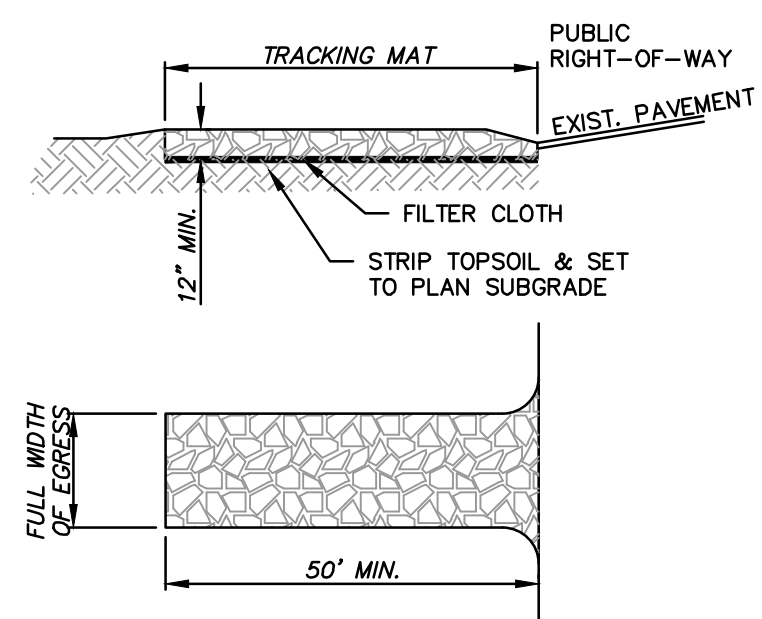
- 1) ALL PIPE LENGTHS ARE TO CENTER OF EXISTING OR PROPOSED STRUCTURE.
- 2) CONTRACTOR SHALL FIELD VERIFY ALL PROPOSED POINTS OF CONNECTION TO EXISTING PIPE, STRUCTURES OR KNOWN CROSSINGS PRIOR TO PROPOSED UTILITY CONSTRUCTION. CONTACT ENGINEER FOR POSSIBLE REDESIGN IF EXISTING PIPE SIZES OR INVERTS VARY FROM THIS PLAN.
- 3) CONTRACTOR SHALL FIELD ADJUST ALL EXISTING UTILITY STRUCTURES TO PROPOSED GRADE WITHIN THE PROJECT LIMITS. SEE GRADING FOR PROPOSED RIM GRADES.
- 4) ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARDS SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN WISCONSIN, LATEST EDITION.
- 5) CONTRACTOR TO FIELD LOCATE ALL EXISTING LATERAL LOCATIONS & ELEVATIONS PRIOR TO UTILITY CONSTRUCTION.
- 6) ALL WATER SERVICES SHALL HAVE MINIMUM 6' OF COVER.



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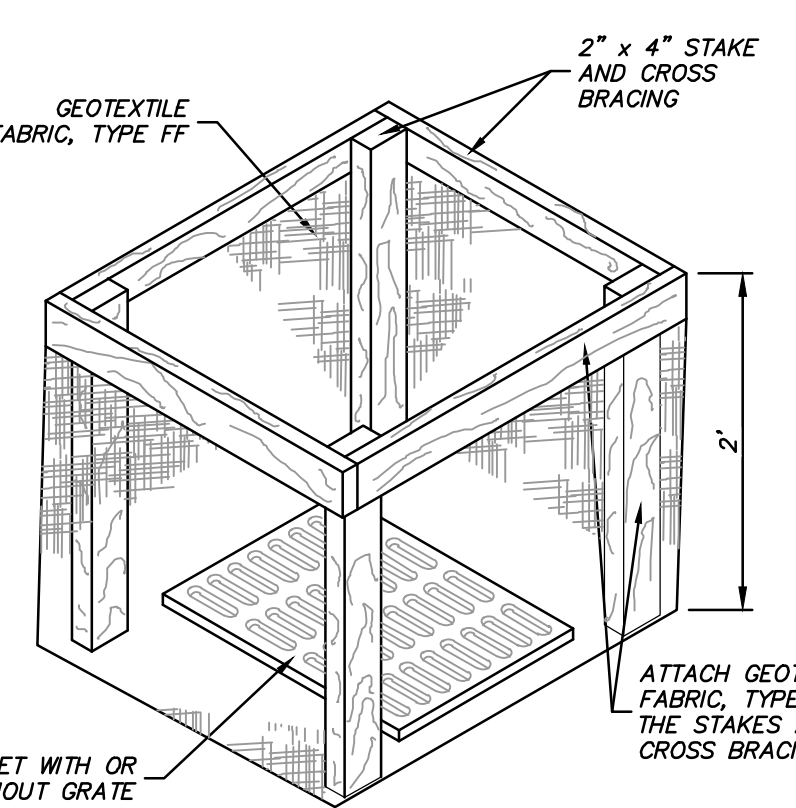
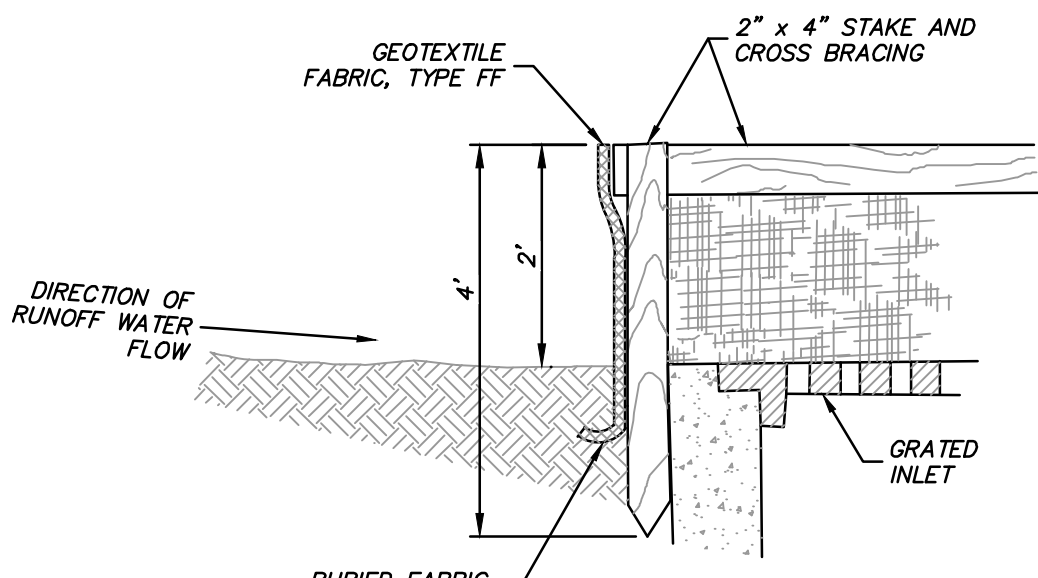
DESCRIPTION	
DATE	
16745 W. Bluemound Road Brookfield, WI 53005-5938 (262) 781-1000 raSmith CREATIVITY BEYOND ENGINEERING Brookfield, WI Milwaukee, WI Appleton, WI Madison, WI Cedarburg, WI Naperville, IL Irvine, CA rasmith.com	
METRO NISSAN	
MILWAUKEE, WISCONSIN	
UTILITY PLAN	
RUSS DARROW NISSAN F.F.E. = 204.50	
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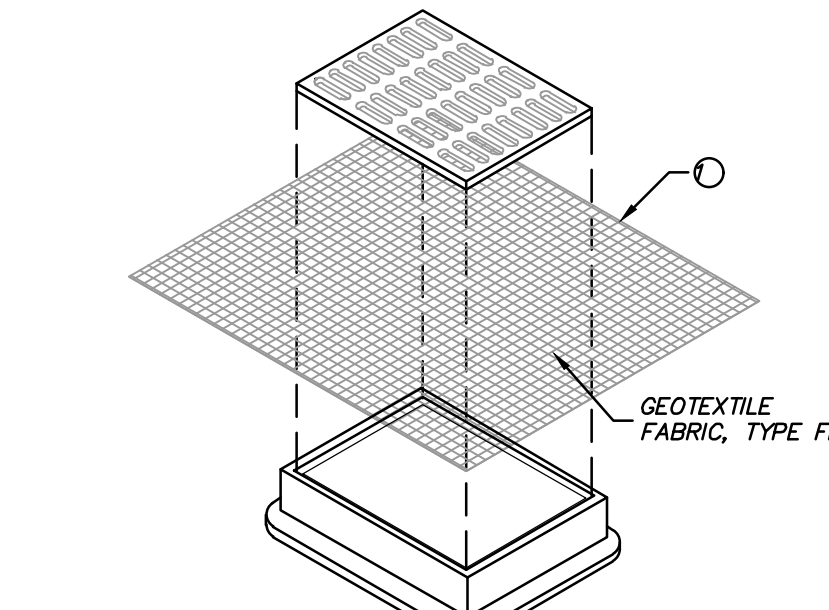
- CONSIDERATIONS:**
- TIRE WASHING AND TRACKING PAD TO CONFORM TO WDNR CONSERVATION PRACTICE STANDARD 1057.
 - VEHICLES TRAVELING ACROSS THE TRACKING PAD SHOULD MAINTAIN A SLOW CONSTANT SPEED.
 - THE BEST APPROACH TO PREVENTING OFF-SITE TRACKING IS TO RESTRICT VEHICLES TO STABILIZED AREAS.
 - IT IS ALWAYS PREFERABLE TO PREVENT SEDIMENT FROM BEING DEPOSITED UPON THE ROAD THAN CLEANING THE ROAD LATER. SEDIMENT ON A ROAD CAN CREATE A SAFETY HAZARD AS WELL AS A POLLUTION PROBLEM.
 - ANY SEDIMENT TRACKED ONTO A PUBLIC OR PRIVATE ROAD SHOULD BE REMOVED BY STREET CLEANING, NOT FLUSHING, BEFORE THE END OF EACH WORKING DAY.

- NOTES:**
- A. TRACKING PAD:**
- THE TRACKING PAD SHALL BE INSTALLED PRIOR TO ANY TRAFFIC LEAVING THE SITE.
 - THE AGGREGATE FOR THE TRACKING PAD SHALL BE HARD, DURABLE, ANGULAR STONE OR RECYCLED CONCRETE MEETING THE GRADATION OF TABLE 1 OF THE WISCONSIN DNR TECHNICAL STANDARD 1057. WHERE THIS GRADATION IS NOT AVAILABLE, MEET THE GRADATION IN WISCONSIN DEPARTMENT OF TRANSPORTATION (DOT) 2018 STANDARD SPECIFICATION, SECTION 312, SELECT CRUSHED MATERIAL.
 - THE AGGREGATE SHALL BE PLACED IN A LAYER AT LEAST 12 INCHES THICK. ON SITES WITH A HIGH WATER TABLE, OR WHERE SATURATED CONDITIONS ARE EXPECTED DURING THE LIFE OF THE PRACTICE, STONE TRACKING PADS SHALL BE UNDERLAIN WITH A WSDOT TYPE R GEOTEXTILE FABRIC TO PREVENT MIGRATION OF UNDERLYING SOIL INTO THE STONE.
 - THE TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT. THE TRACKING PAD SHALL BE A MINIMUM OF 50 FEET LONG.
 - SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY FROM TRACKING PADS OR CONVEYED UNDER AND AROUND THEM BY USING A VARIETY OF PRACTICES, SUCH AS CULVERTS, WATER BARS, OR OTHER SIMILAR PRACTICES.
- B. TIRE WASHING:**
- IF CONDITIONS ON THE SITE ARE SUCH THAT THE SEDIMENT IS NOT REMOVED FROM VEHICLE TIRES BY THE TRACKING PAD, THEN TIRES SHALL BE WASHED UTILIZING PRESSURIZED WATER BEFORE ENTERING A PUBLIC ROAD.
- THE WASHING STATION SHALL BE LOCATED ON-SITE ON AN AREA THAT IS STABILIZED AND DRAINS INTO A SUITABLE SEDIMENT TRAPPING OR SETTLING DEVICE.
 - THE WASH RACK SHALL CONSIST OF A HEAVY GRATING OVER A LOWERED AREA. THE RACK SHALL BE STRONG ENOUGH TO SUPPORT THE VEHICLES THAT WILL CROSS IT.
- C. MAINTENANCE:**
- ROCKS LODGED BETWEEN THE TIRES IF DUAL WHEEL VEHICLES SHALL BE REMOVED PRIOR TO LEAVING THE CONSTRUCTION SITE.
 - TRACKING PADS AND TIRE WASHING STATIONS SHALL, AT AT 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.
 - THE TRACKING PAD PERFORMANCE SHALL BE MAINTAINED BY SCRAPING OR TOP-DRESSING WITH ADDITIONAL AGGREGATE.
 - A MINIMUM 12-INCH THICK PAD SHALL BE MAINTAINED.

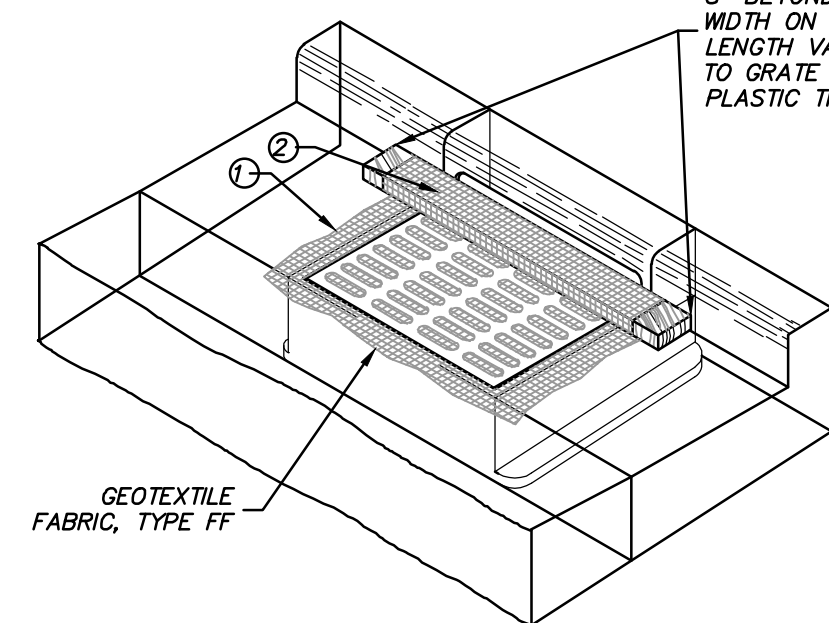
STONE TRACKING PAD AND TIRE WASHING
(NOT TO SCALE)



INLET PROTECTION, TYPE A



INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)
(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C
(WITH CURB BOX)

INLET PROTECTION, TYPE D
(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

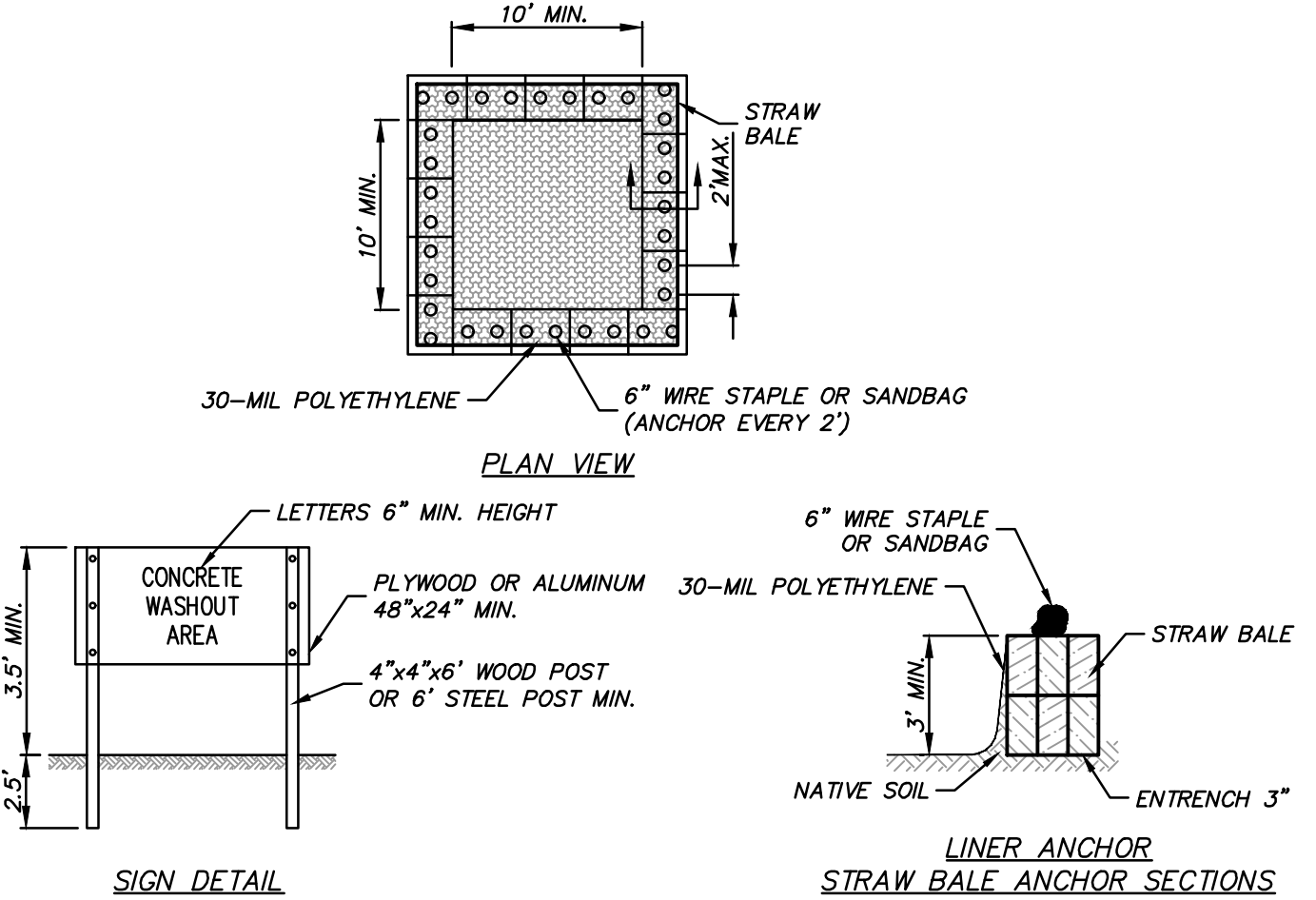
- FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4. THE REBAR, STEEL PIPE, OR WOOD SHALL BE INSTALLED IN THE REAR FLAP AND SHALL NOT BLOCK THE TOP HALF OF THE CURB FACE OPENING.
- SIDE FLAPS SHALL BE A MAXIMUM OF 2" LONG. FOLD THE FABRIC OVER AND REINFORCE WITH MULTIPLE STITCHES.

- GENERAL NOTES:**
- INLET PROTECTION DEVICES SHALL CONFORM TO WDNR CONSERVATION PRACTICE STANDARD 1060 AND BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.
- MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE WSDOT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED IF ALLOWED BY ENGINEER.
- TYPE A IS TO BE USED PRIOR TO PAVING AND INSTALLATION OF CURB AND GUTTER, AND TYPES B, C, AND D ARE TO BE USED AFTER PAVING IS PLACED.
- TYPE A SHALL BE USED AROUND INLETS AND UNPAVED AREAS UNTIL PERMANENT STABILIZATION METHODS HAVE BEEN ESTABLISHED.
- TYPE B SHALL BE USED AFTER THE CASTING AND GRATE ARE IN PLACE, ON INLETS WITHOUT A CURB BOX WHEN TYPE D INLET DEVICES CANNOT BE USED.
- TYPE C SHALL BE USED AFTER THE CASTING AND GRATE ARE IN PLACE, ON STREET INLETS WITH CURB HEADS.
- TYPE D SHALL BE USED IN AREAS WHERE OTHER TYPES OF INLET PROTECTION ARE INCOMPATIBLE WITH ROADWAY AND TRAFFIC CONDITIONS (I.E. POSSIBLE SAFETY HAZARD IF PONDING OCCURS), OR WHERE MORE EFFECTIVE INLET FILTERING IS NEEDED.
- TAPER BOTTOM OF BAG TO MAINTAIN 3" OF CLEARANCE BETWEEN THE BAG AND THE STRUCTURE, MEASURED FROM THE BOTTOM OF THE OVERFLOW OPENINGS TO THE STRUCTURE WALL.
- GEOTEXTILE FABRIC TYPE FF FOR FLAPS, TOP AND BOTTOM OF OUTSIDE OF FILTER BAG. FRONT, BACK, AND BOTTOM OF FILTER BAG BEING ONE PIECE.

- INSTALLATION NOTES:**
- TYPE B & C:
TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.
- THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.
- TYPE D:
DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.
- TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.
- 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". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

STORM DRAIN INLET PROTECTION
(NOT TO SCALE)

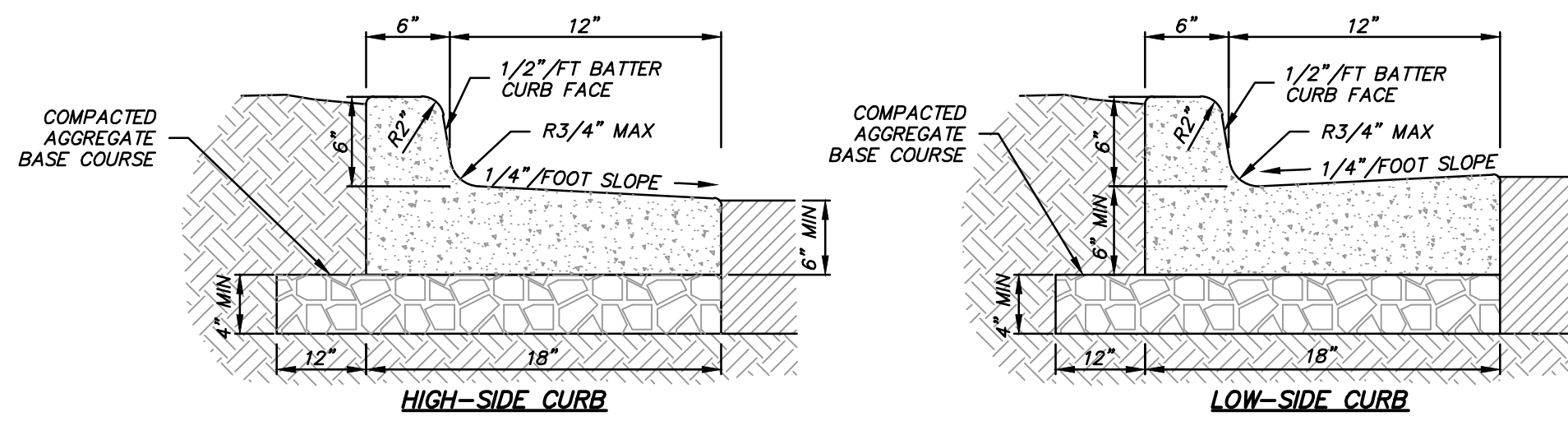
- MAINTENANCE:**
- REMOVE INLET PROTECTION DEVICES ONCE THE CONTRIBUTING DRAINAGE AREA IS STABILIZED WITH APPROPRIATE VEGETATION OR IMPERVIOUS SURFACE.
- INLET PROTECTION SHALL BE, AT A MINIMUM, INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT PRODUCES 0.5 INCHES OF RAIN OR MORE DURING A 24-HOUR PERIOD.
- FOR TYPE A, B OR C INLET PROTECTION, SEDIMENT DEPOSITS SHALL BE REMOVED AND THE INLET PROTECTION DEVICE RESTORED TO ITS ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED BETWEEN 1/3 TO 1/2 THE DESIGN DEPTH OF THE DEVICE, OR WHEN THE DEVICE IS NO LONGER FUNCTIONING AS DESIGNED.
- FOR TYPE D INLET PROTECTION (INCLUDING D-M AND D-HR), REMOVE SEDIMENT WHEN SEDIMENT ACCUMULATES TO WITHIN 6" OF THE BOTTOM OF THE OVERFLOW HOLES, OR WHEN STANDING WATER REMAINS WITHIN 6" OF THE BOTTOM OF THE OVERFLOW HOLES 24 HOURS AFTER A RUNOFF EVENT. HOLES IN THE TYPE FF FABRIC MAY BE REPAIRED BY STITCHING IF LESS THAN 2" IN LENGTH, BUT THE FABRIC SHOULD BE REPLACED IF THE HOLES ARE GREATER THAN 2" IN LENGTH IN THE TYPE FF FABRIC OR IF THERE ARE ANY HOLES IN THE TYPE HR FABRIC. THE FILTER MUST ALSO BE REPLACED IF THE FLAP POCKETS SUSTAIN DAMAGE THAT COMPROMISES FILTER INTEGRITY OR THE ABILITY TO PERFORM MAINTENANCE.
- REMOVED SEDIMENT SHALL BE DEPOSITED IN A SUITABLE AREA AND STABILIZED.
- WHEN REMOVING OR MAINTAINING INLET PROTECTION, DUE CARE SHALL BE TAKEN TO ENSURE SEDIMENT DOES NOT FALL INTO THE INLET AND IMPREDE THE INTENDED FUNCTION OF THE DEVICE. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.



- NOTES:**
- MAINTAINING TEMPORARY CONCRETE WASHOUT FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDENED CONCRETE AND/OR SLURRY AND RETURNING THE FACILITIES TO A FUNCTIONAL CONDITION.
 - FACILITY SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.
 - EACH STRAW BALE IS TO BE STAKED IN PLACE USING (2) 2"x2"x4' WOODEN STAKES.

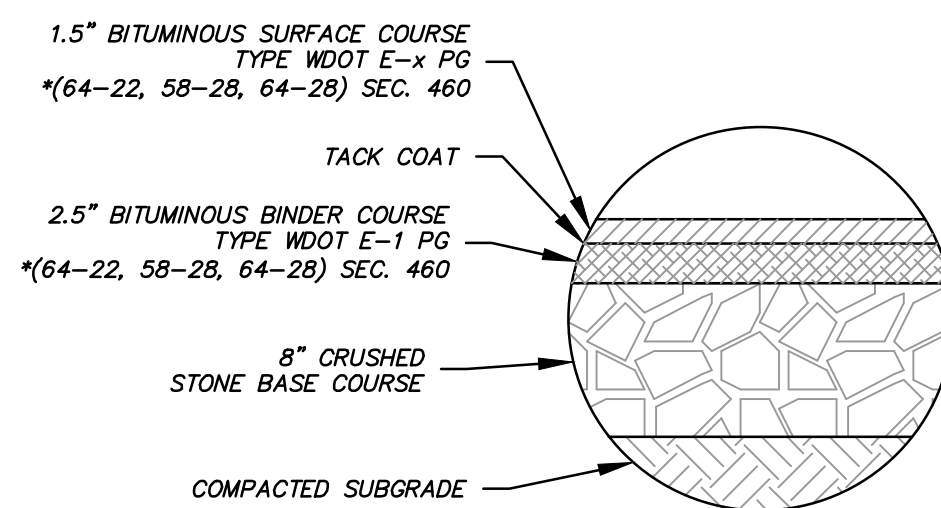
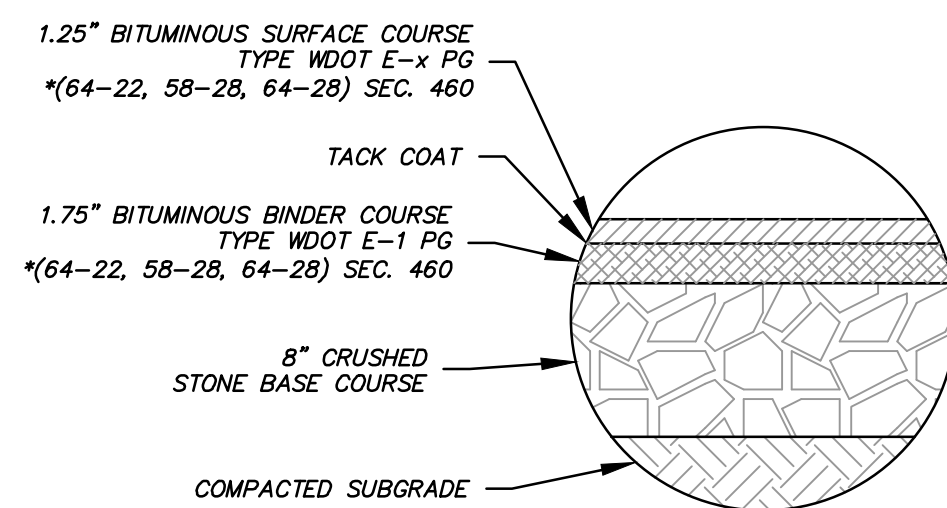
TEMPORARY CONCRETE WASHOUT FACILITY - STRAW BALE
(NOT TO SCALE)

DESCRIPTION	DATE
16745 W. Bluemound Road Brookfield, WI 53005-5938 (262) 781-1000 rasmith.com	
raSmith CREATIVITY BEYOND ENGINEERING	
METRO NISSAN MILWAUKEE, WISCONSIN	
EROSION CONTROL DETAILS	
© COPYRIGHT 2021 R.A. Smith, Inc. DATE: 12/10/2021 SCALE: N.T.S. JOB NO. 3210299 PROJECT MANAGER: RYAN J. LANCOUR, P.E. DESIGNED BY: RJL CHECKED BY: RJL	
811 Know what's below. Call before you dig.	
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SHEET NUMBER C500	



NOTES:
 A) 3500 PSI CONCRETE SHALL BE USED IN CONSTRUCTION OF THE CURB & GUTTER.
 B) THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE SLOPE OF THE GUTTER PAN.
 C) FOR DEPRESSION CURB HEAD SLOPE, USE THE SAME SLOPE AS ADJACENT SIDEWALK.
 D) THE BOTTOM OF THE CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDE MINIMUM 6" GUTTER THICKNESS MAINTAINED. TRANSVERSE CONTRACTION JOINTS SHALL BE CUT OR SAWS AT MAXIMUM 20 FOOT INTERVALS.
 E) 1/2" PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED TRANSVERSELY IN THE CURB ABUTTING EXISTING CURB AND SIDEWALK, WALLS OR BUILDINGS, AND AT INTERVALS NOT TO EXCEED 300 FEET, WITH PREFERRED LOCATIONS BEING AT RADIUS POINTS OR ANGLE POINTS.

CONCRETE CURB & GUTTER 18"



BITUMINOUS PAVEMENT (STANDARD DUTY)

*PG 64-22 BASIC ASPHALT TYPICALLY USED FOR PARKING LOTS
 58-28 RECOMMENDED FOR OVERLAY PROJECTS
 64-28 POLYMER ADDED, HIGH COST ASPHALT, LARGEST RANGE OF TEMPS

NOTE: PAVEMENT SHALL BE DESIGNED BY GEOTECHNICAL ENGINEER. MISSING INFORMATION ABOVE, SHALL BE FILLED IN PER GEOTECHNICAL REPORT. CAUTION: INFORMATION BELOW SHALL BE USED ONLY AS A GUIDE.

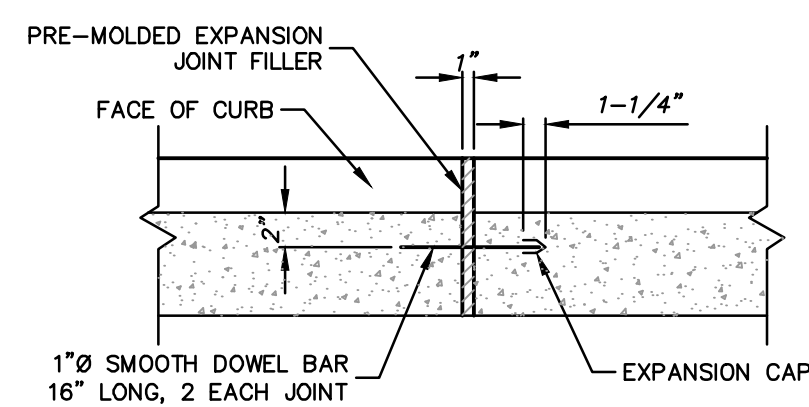
* DENSE GRADED BASE GRADATIONS: 3-INCH, 1 1/4-INCH, OR 3/4-INCH (TYPICALLY 1 1/4-INCH)

** HMA SUPERPAVE TYPES: E-0.3, E-1, E-3, E-10, E-30 (TYPICALLY E-0.3 OR E-1 FOR MOST RESIDENTIAL AND COMMERCIAL PROJECTS)

*** PG BINDERS:
 64-22 BASIC ASPHALT, TYPICALLY USED FOR PARKING LOTS
 58-28 RECOMMENDED FOR OVERLAY PROJECTS
 64-28 POLYMER ADDED, HIGH COST ASPHALT, LARGEST RANGE OF TEMP.

UPPER LAYER PG64-28, PG64-22, OR PG58-28
 LOWER LAYER PG64-22 (IF UPPER LAYER IS PG64-xx OR HIGER), OR PG58-28

**** HMA AGGREGATE GRADATIONS: 37.5 MM, 25.0 MM, 19.0 MM, 12.5 MM, 9.5 MM (TYPICALLY: 12.5 MM FOR UPPER LAYER, 19.0 MM FOR LOWER LAYER)



CURB & GUTTER EXPANSION JOINT
 (SEE SPECS FOR SPACING)
 (NOT TO SCALE)

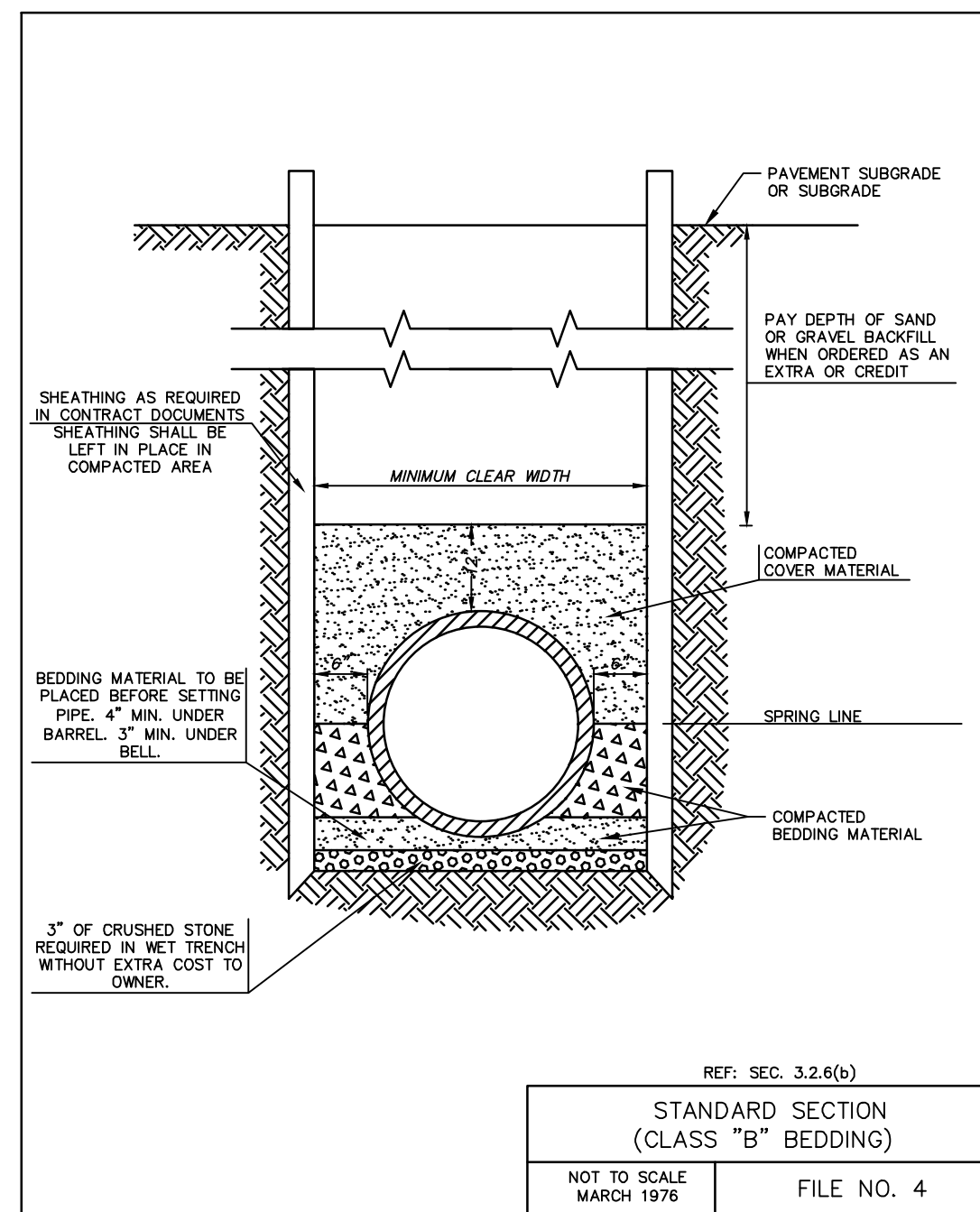
BITUMINOUS PAVEMENT (HEAVY DUTY)

NOTE:
 ALL SECTIONS PER GEOTECHNICAL REPORT.
 REFER TO GEOTECHNICAL REPORT AND PROJECT SPECIFICATIONS FOR MATERIAL, JOINTING, REINFORCEMENT.

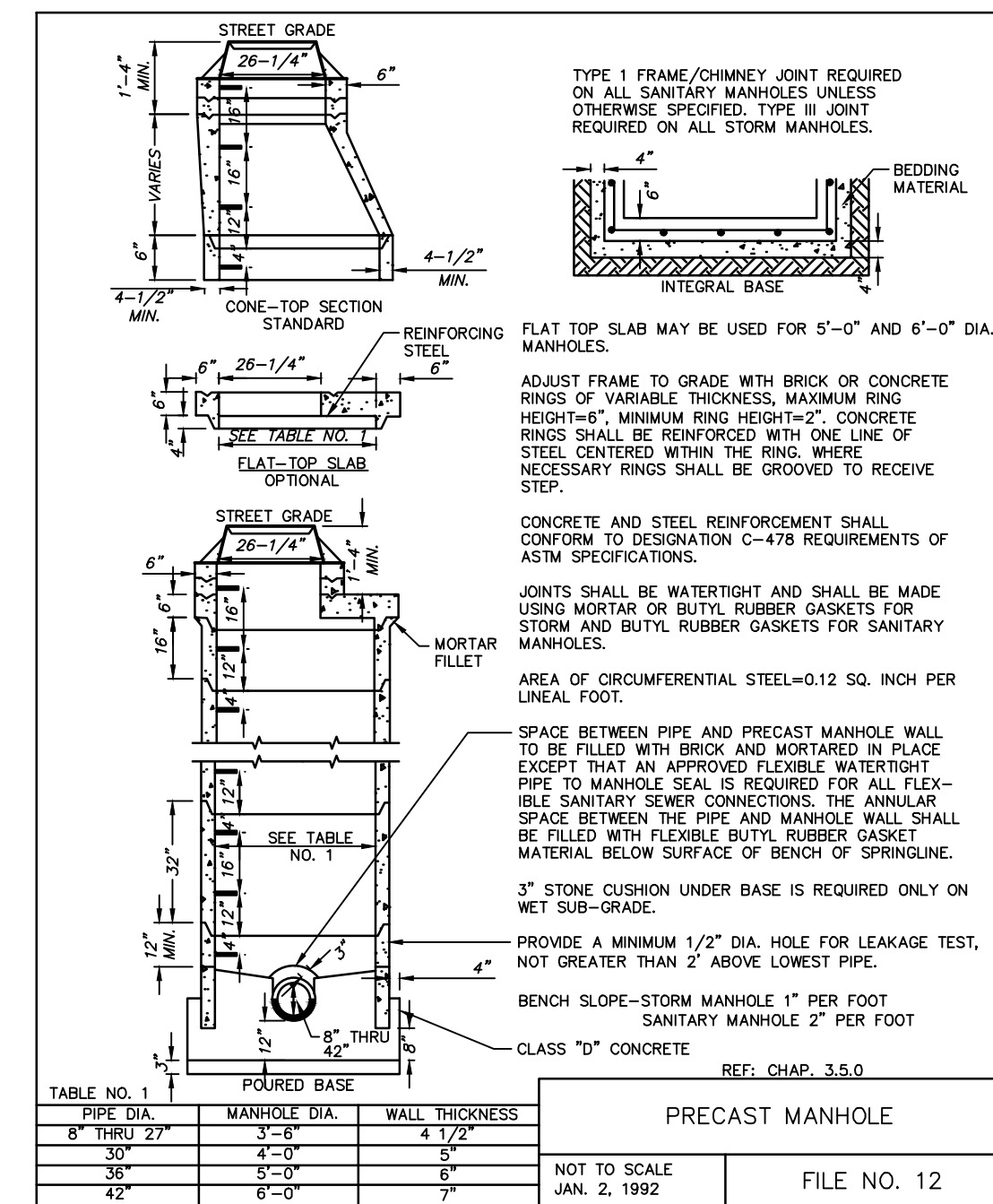
SEE ARCHITECTURAL PLANS FOR POSSIBLE SPECIAL JOINTING PLANS.

HEAVY-DUTY CONCRETE PAVEMENT: IF NOT CALLED OUT SPECIFICALLY ON ARCHITECTURAL PLANS, JOINTS AND REINFORCEMENT PER CDDOT M-412-1, ALL JOINTS TO BE CONSIDERED TRANSVERSE JOINTS. PIN CURB TO SLAB OR POUR INTEGRAL TO SLAB (INCREASE CURB PAN THICKNESS TO 7" IN THESE AREAS).

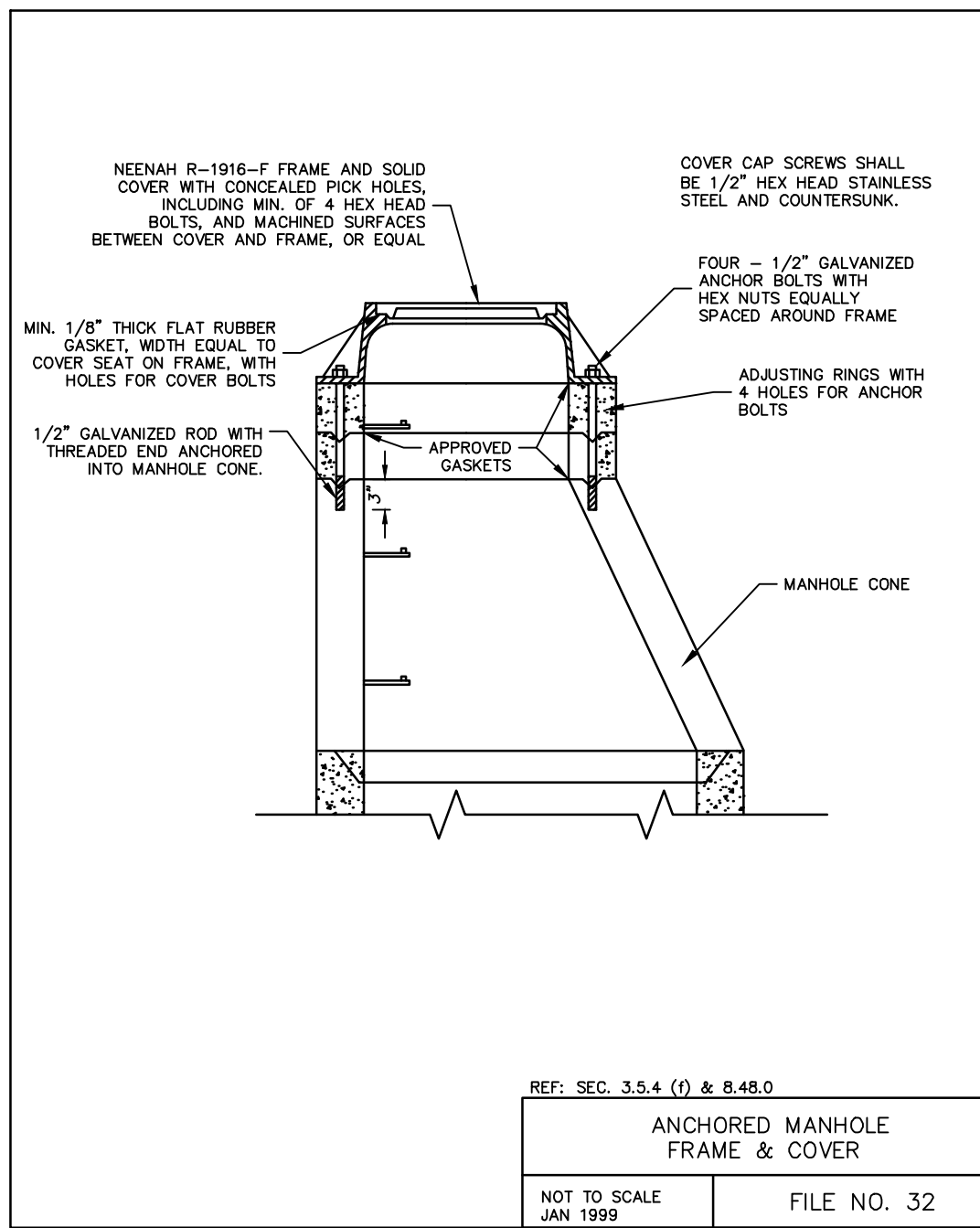
CONTRACTOR TO SUBMIT PROPOSED CONCRETE JOINTING PLANS FOR APPROVAL PRIOR TO COMMENCING WORK.



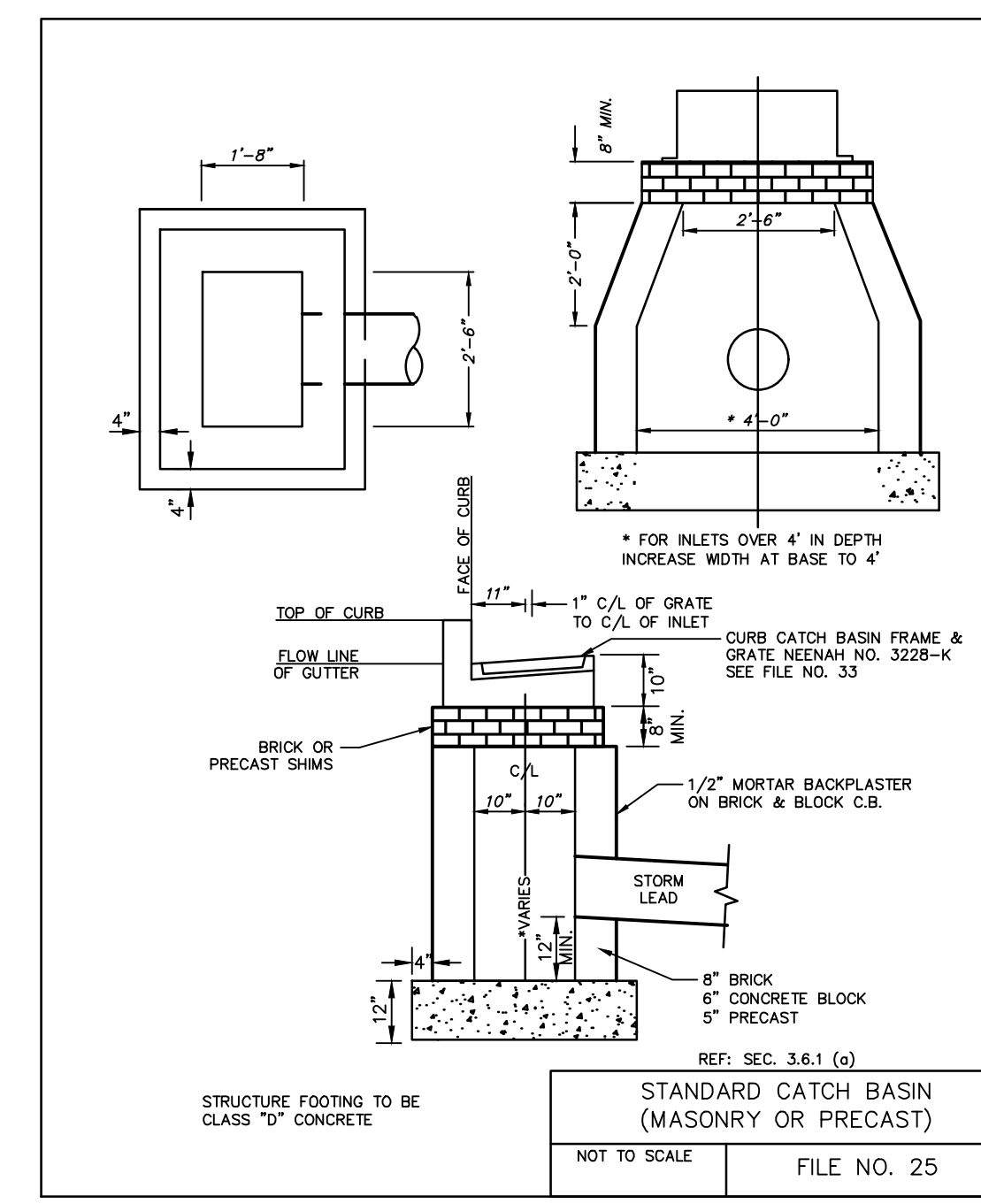
REF. SEC. 3.2.6(b)
STANDARD SECTION (CLASS "B" BEDDING)
 NOT TO SCALE
 MARCH 1976
 FILE NO. 4



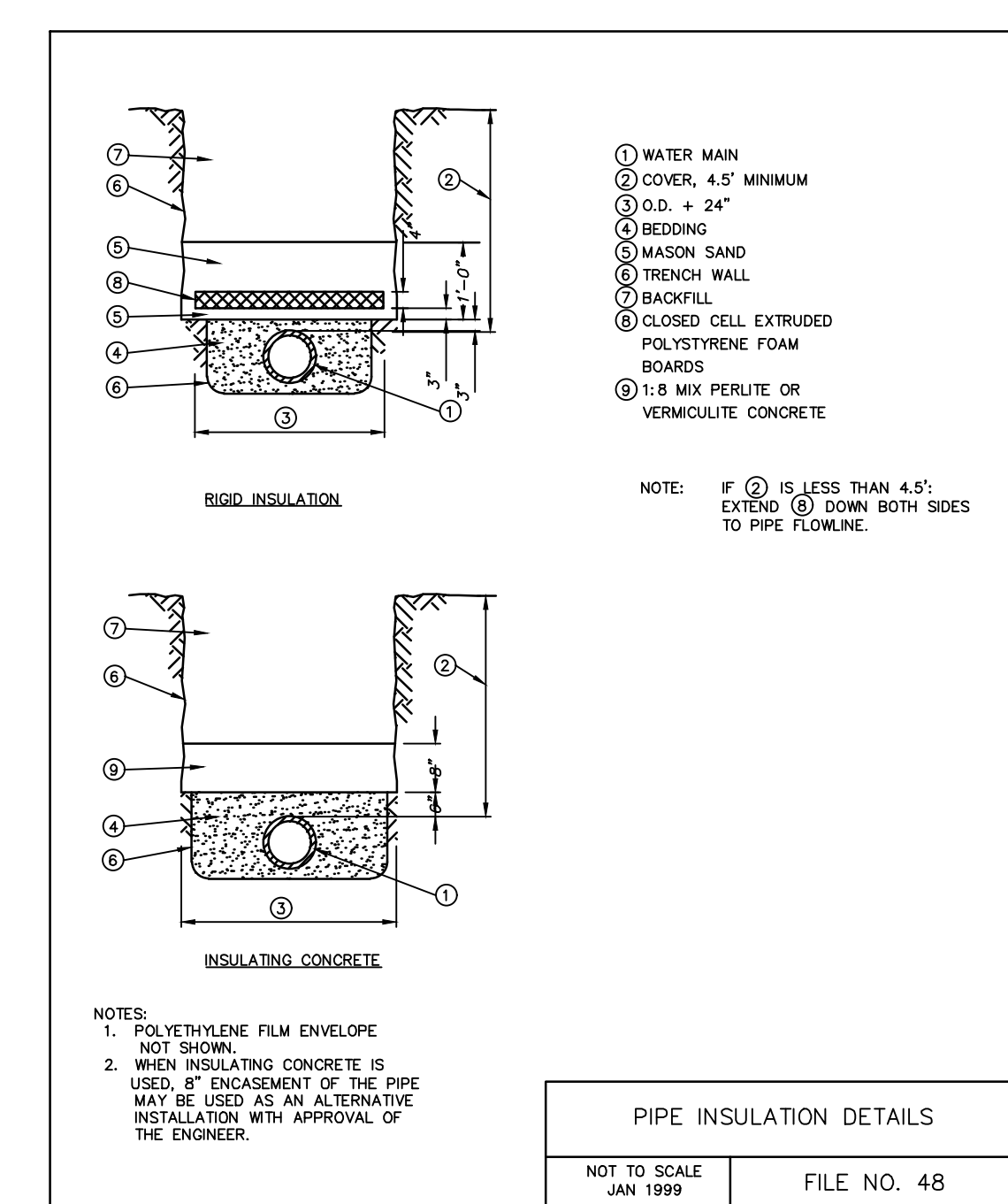
REF. CHAP. 3.5.0
PRECAST MANHOLE
 NOT TO SCALE
 JAN. 1992
 FILE NO. 12



REF. SEC. 3.5.4 (f) & 8.48.0
ANCHORED MANHOLE FRAME & COVER
 NOT TO SCALE
 JAN 1999
 FILE NO. 32



REF. SEC. 3.6.1 (a)
STANDARD CATCH BASIN (MASONRY OR PRECAST)
 NOT TO SCALE
 FILE NO. 25



PIPE INSULATION DETAILS
 NOT TO SCALE
 JAN 1999
 FILE NO. 48

DESCRIPTION

DATE

16745 W. Bluemound Road
 Brookfield, WI 53005-5938
 (262) 781-1000
 rasmith.com

raSmith
 CREATIVITY BEYOND ENGINEERING

Brookfield, WI | Milwaukee, WI | Appleton, WI | Madison, WI
 Cedarburg, WI | Naperville, IL | Irvine, CA

**METRO NISSAN
 MILWAUKEE, WISCONSIN**

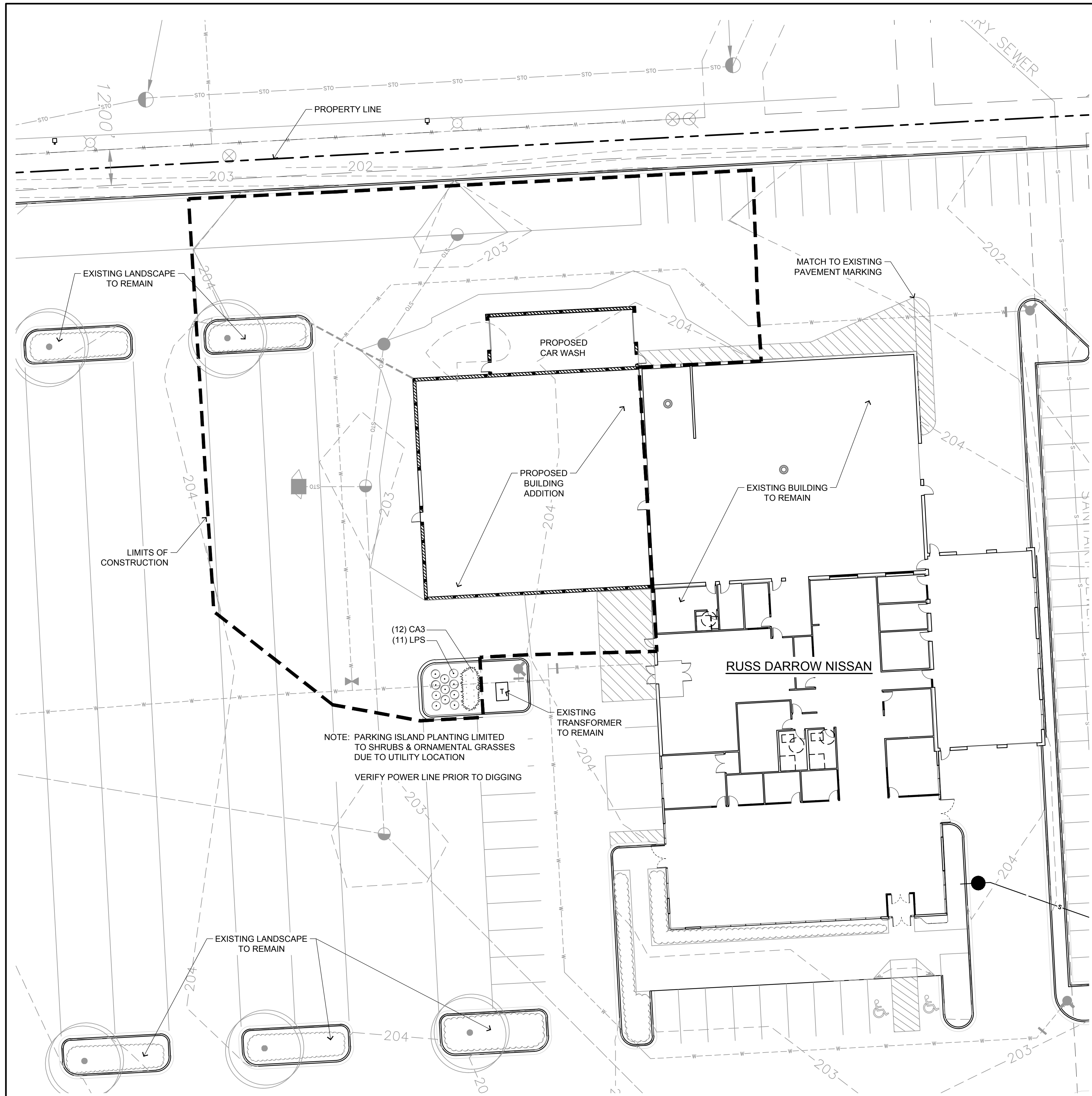
SITE DETAILS

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 R.A. Smith, Inc.
 DATE: 12/10/2021
 SCALE: N.T.S.
 JOB NO. 3210299
 PROJECT MANAGER:
 RYAN J. LANCOUR, P.E.
 DESIGNED BY: RJL
 CHECKED BY: RJL

SHEET NUMBER
 C501



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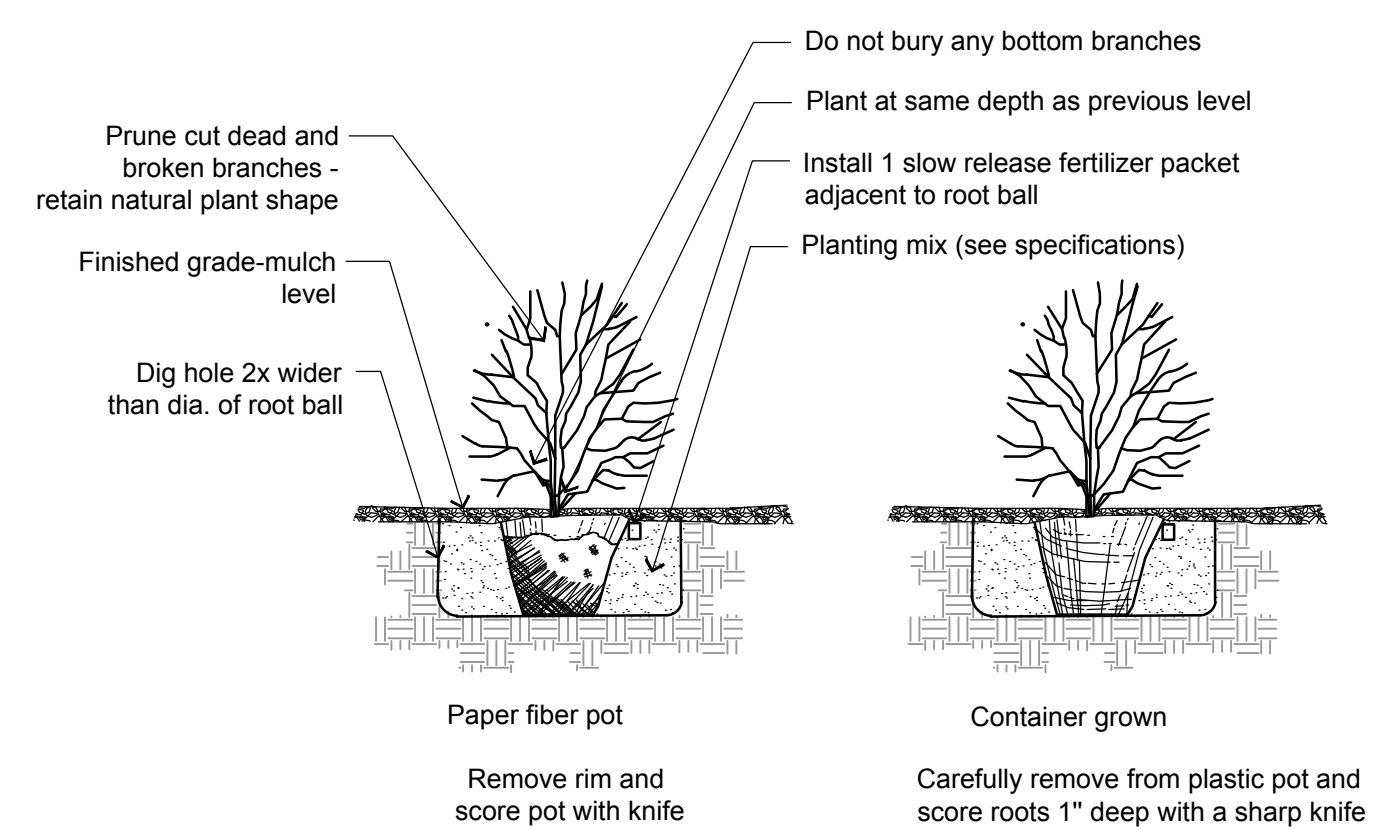


DIVISION 1 - GENERAL REQUIREMENTS

- 01 5 00 Substitution Procedures**
 1. Any potential plant substitutions must be submitted in writing and approved by the general contractor or owner's representative prior to installation. All plants must be installed as per sizes shown on plant material schedule, unless approved by general contractor or owner's representative. Any potential changes to sizes shown on plan and appropriate cost credits / adjustments must be submitted in writing to the landscape architect and general contractor prior to installation.
- 01 11 13 Work Covered by Contract Documents**
 1. All shrubs to be guaranteed (100% replacement free of cost to owner) for a minimum of one (1) year from the date of substantial project completion. Only one replacement per plant will be required during the warranty period, except for losses or replacements due to failure to comply with specified requirements. Replacements shall be plants of the same variety specified on the plan and closely match adjacent specimens in size.
2. Upon substantial completion of the project, landscape contractor is responsible to conduct a final review of the project with the owner's representative and the general contractor to answer questions and insure that all specifications have been met. The landscape contractor shall provide watering and general ongoing maintenance instructions (in writing) for the new plantings and seeded/sodded areas.
- 01 16 Work Sequence**
 1. Contractor responsible for contacting public and private underground utility locating service to have site marked prior to any digging or earthwork.
2. Contractor to verify all plant quantities shown on plant list and verify with plan. Report any discrepancies immediately to general contractor. Inform landscape architect and general contractor of date(s) when planting shall commence.

DIVISION 32 - EXTERIOR IMPROVEMENTS

- 32 91 00 - PLANTING PREPARATION**
- 32 91 13.16 Mulching**
 1. Planting bed to receive a 3" deep layer of stone gravel to match existing. Do not allow mulch to contact plant stems.
- 32 91 19 LANDSCAPE GRADING**
- 32 91 19.13 Topsoil Placement and Grading**
 1. The subsequent requirements regarding topsoil should be coordinated between the general contractor, grading contractor and landscape contractor.
2. Topsoil shall be: screened existing stockpiled topsoil, screened existing in-place soil, or screened soil from an off-site source that will support plant growth, and meets the following requirements. The soil shall closely match the mechanical analysis (percentage sand, silt and clay) of the existing subsoil. Soil shall be free of rocks, coarse fragments, gravel, sticks, trash, roots, debris over 3/4" and any substances harmful to plant growth. It also must be free of plants or plant parts of any noxious weeds.
3. Parking lot island: Landscape contractor is responsible for ensuring that unwanted material (gravel, debris, roots and other extraneous material harmful to plant growth) has been removed from the topsoil and the fine grading of all landscaped areas. The fine grading of planting beds and parking lot islands may require additional topsoil to bring to finish grade. Crown all planting islands a minimum of 6" to provide proper drainage, unless otherwise specified.
- 32 93 00 - PLANTS**
 1. All plantings shall comply with standards as described in American Standard of Nursery Stock - ANSI Z60.1 (latest version). General contractor or owner's representative reserves the right to inspect and potentially reject any plants that are inferior, compromised, undersized, diseased, improperly transported, installed incorrectly or damaged.
2. The landscape contractor is responsible for the watering and maintenance of all landscape areas at time of planting, throughout construction and for a period of 60 days after the substantial completion of the installation.



1 POTTED SHRUB PLANTING DETAIL
 NOT TO SCALE
 ras-2021-3210299-02

**THIS PLAN IS FOR MUNICIPAL REVIEW
 NOT FOR BIDDING
 OR CONSTRUCTION PURPOSES**



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PLANT SCHEDULE SITE

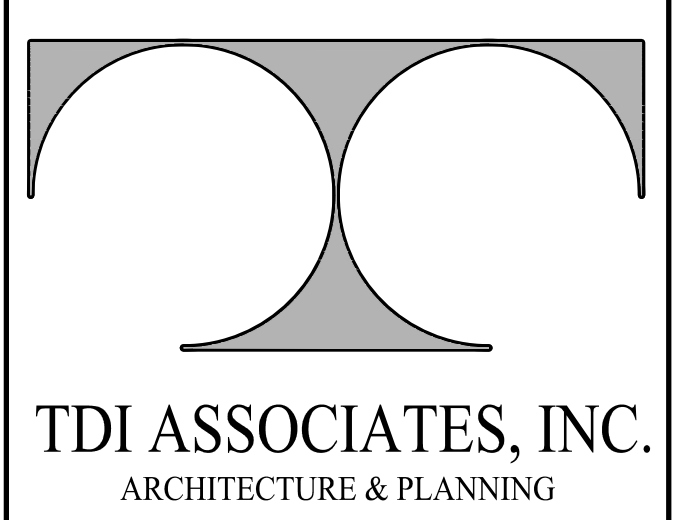
DECIDUOUS SHRUBS	QTY	COMMON NAME	BOTANICAL NAME	SIZE	ROOT CONT.	REMARKS
LPS	11	Little Princess Spirea	Spiraea x japonica 'Little Princess'	15' HT		
ORNAMENTAL GRASSES	QTY	COMMON NAME	BOTANICAL NAME	SIZE	ROOT POT	REMARKS
CAS	12	Overdam Feather Reed Grass	Calamagrostis x acutiflora 'Overdam'	1 GAL		24" Spacing

DESCRIPTION									
DATE									
<p>16745 W. Bluemound Road Brookfield, WI 53005-5938 (262) 781-1000 rasmith.com</p> <p>raSmith CREATIVITY BEYOND ENGINEERING</p> <p>Brookfield, WI Milwaukee, WI Appleton, WI Madison, WI Cedarburg, WI Naperville, IL Irvine, CA</p>									
METRO NISSAN					MILWAUKEE, WISCONSIN				
LANDSCAPE PLAN									
<p>© COPYRIGHT 2021 R.A. Smith, Inc. DATE: 12/10/2021 SCALE: 1" = 20' JOB NO. 3210299 PROJECT MANAGER: RYAN J. LANCOUR, P.E. DESIGNED BY: NJW/SDC CHECKED BY: RJL</p>									
SHEET NUMBER									
L100									

P:\3210299\Draw\Sheets\3210299-LSP01.dwg, LANDSCAPE PLAN, 12/15/2021, 9:57:22 AM, crr

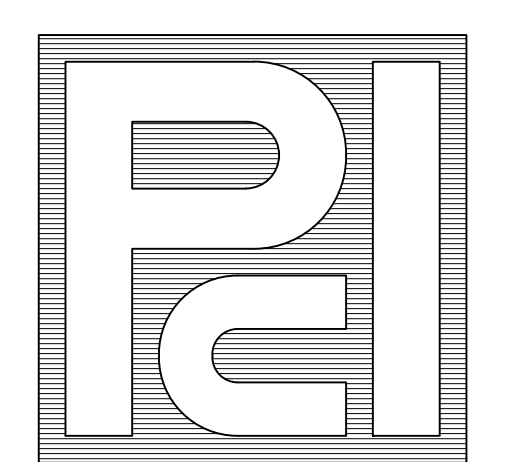


1 FLOOR PLAN
1/8"=1'-0"



TDI ASSOCIATES, INC.
ARCHITECTURE & PLANNING

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**PROFESSIONAL
CONSULTANTS, INC.**

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(262) 367-6080

**RUSS DARROW NISSAN
METRO AUTO PARK
ADDITION**
11212 WEST METRO BOULEVARD
MILWAUKEE, WISCONSIN

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Sheet Title
FLOOR PLAN

Issued For: _____ Date: _____

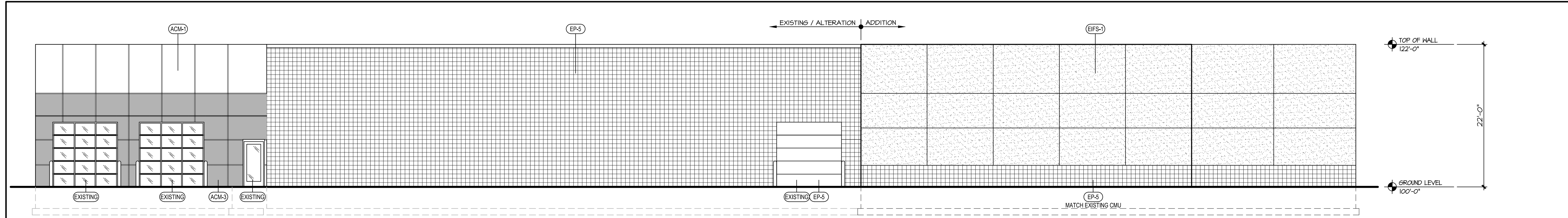
Date: **02-07-2022**

Job NO.: **21185.000**

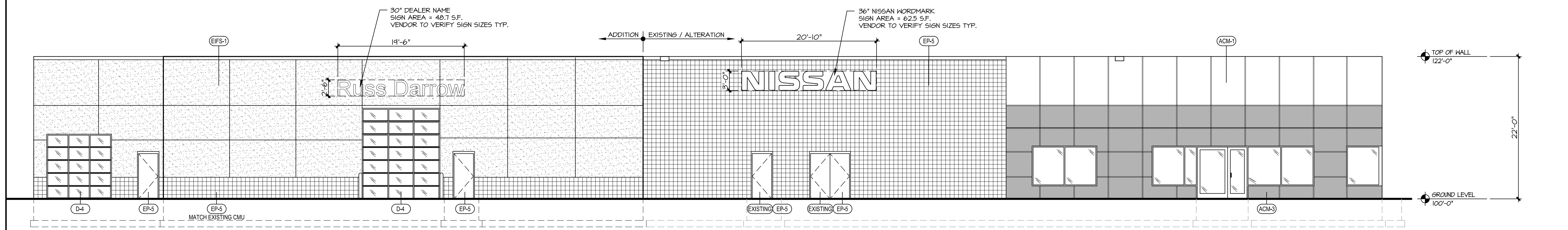
Drawn By: **RJH**

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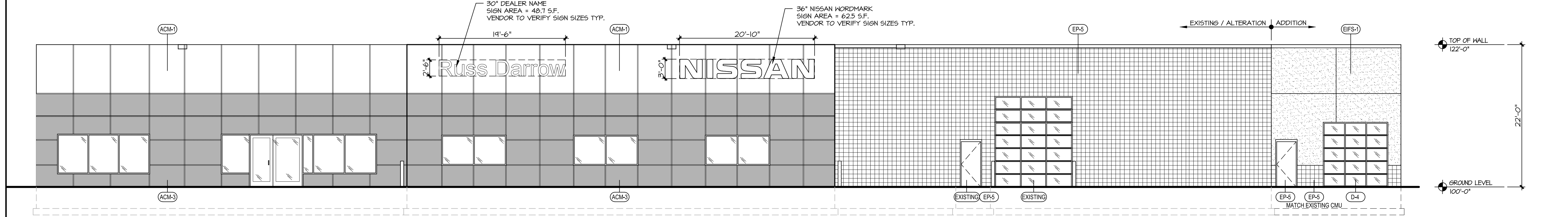
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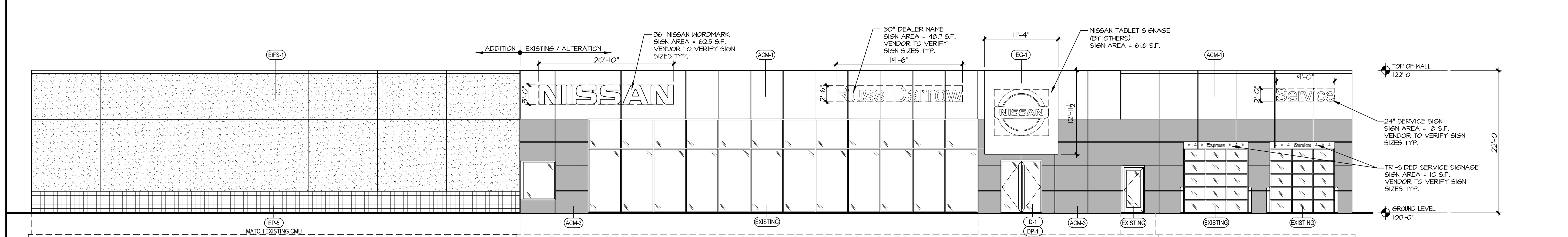
1 WEST ELEVATION
1/8" = 1'-0"



2 SOUTH ELEVATION
1/8" = 1'-0"

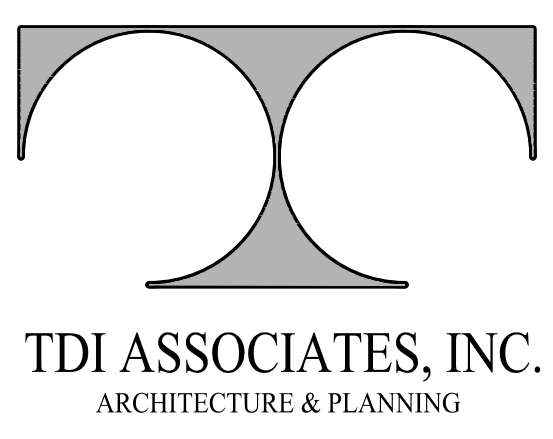


3 NORTH ELEVATION
1/8" = 1'-0"



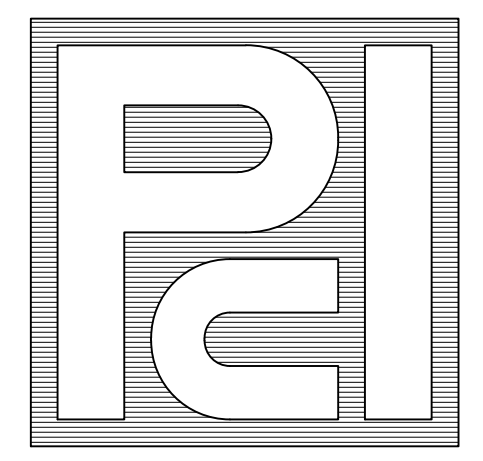
4 EAST ELEVATION
1/8" = 1'-0"

WALL SIGNAGE AREA	
NISSAN SIGN EAST ELEVATION=	62.5 S.F.
RUSS DARRROW SIGN EAST ELEVATION=	48.7 S.F.
NISSAN BRAND SYMBOL SIGN EAST ELEVATION=	61.6 S.F.
SERVICE SIGN EAST ELEVATION=	10 S.F.
SERVICE SIGN EAST ELEVATION=	10 S.F.
EXPRESS SIGN EAST ELEVATION=	10 S.F.
NISSAN SIGN NORTH ELEVATION=	62.5 S.F.
RUSS DARRROW SIGN NORTH ELEVATION=	48.7 S.F.
NISSAN SIGN SOUTH ELEVATION=	62.5 S.F.
RUSS DARRROW SIGN SOUTH ELEVATION=	48.7 S.F.
TOTAL SIGN AREA =	433.2 S.F.



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RUSS DARRROW NISSAN
 METRO AUTO PARK
 ADDITION
 11212 WEST METRO BOULEVARD
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Sheet Title
EXTERIOR ELEVATIONS

Issued For: _____ Date: _____

Date: **02-07-2022**

Job NO.: **21185.000**

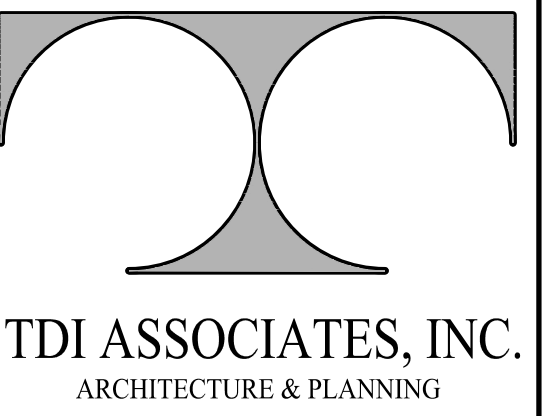
Drawn By: **RJH**

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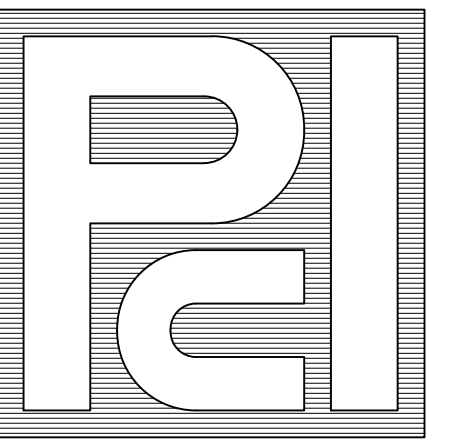
A2.1

EXTERIOR FINISH SCHEDULE

NISSAN NORTH AMERICA							
NREDI EXTERIOR FINISH SCHEDULE V15							
CODE	MATERIAL	MANUFACTURER	PRODUCT	COLOR	LOCATION	APPLICATION NOTES	CONTACT INFORMATION
ACM-1	ALUMINUM COMPOSITE MATERIAL	ALPOLIC 4mmMBSX3.5 3A ALCOA	ALPOLIC 4mmMBSX3.5 ALUCUBOND REYNOBOND	SILVER METALLIC SUNRISE SILVER METALLIC STERLING SILVER	GENERAL FAÇADE SITE SIGNAGE	NOTE: DRY REVEAL SYSTEM	MITSUBISHI CONTACT: DAVE KEARNEY AT (757) 382-5724 3A CONTACT: MIKE CALDWELL AT (470) 554-2651 ALCOA CONTACT: KEVIN JUEDEMAN AT (478) 319-0139
ACM-2	ALUMINUM COMPOSITE MATERIAL	ALPOLIC 734L927 (FEVE)	ALPOLIC 734L927 (FEVE)	VALFLON 10742 RED	FAÇADE ENTRY SITE SIGNAGE	NOTE: DRY REVEAL SYSTEM	FOR USE BY AGI. NOT TO BE USED IN CONSTRUCTION OF BUILDING
ACM-3	ALUMINUM COMPOSITE MATERIAL	ALPOLIC 732L878 (FEVE) 3A ALCOA	ALPOLIC 732L878 (FEVE) ALUCUBOND REYNOBOND	NISSAN GREY NISSAN GREY STORMY GREY	SERVICE DRIVE GENERAL FAÇADE AND ENTRY	NOTE: DRY REVEAL SYSTEM	MITSUBISHI CONTACT: DAVE KEARNEY AT (757) 382-5724 3A CONTACT: MIKE CALDWELL AT (470) 554-2651 ALCOA CONTACT: KEVIN JUEDEMAN AT (478) 319-0139
B-1	BOLLARDS	ID METALCO	DIX BOLLARD	STAINLESS STEEL	SITE		CONTACT: ID METALCO, INC. (760) 690-8557
CA-1	COLORED ASPHALT	SEAL MASTER PAVEMENT PRODUCTS & EQUIPMENT	COLORPAVE NEUTRAL CONCENTRATE	INTEGRAL COLOR: PMS 200 SEALED	CUSTOMER PARKING		CONTACT: JEFF GERHART AT SEAL MASTER; (800) 395-7325
CC-1	CONCRETE	QUESTMARK	IMPREGNATED CONCRETE PAD	STAINED TO MATCH: PMS 200 SEALED	CUSTOMER PARKING AND DISPLAY PAD TRIM		CONTACT: CONTACT YOUR QUESTMARK REGIONAL OFFICE
CC-3	CONCRETE	SCOFIELD	INTEGRAL COLOR SG SCOFIELD SELECT SEAL PLUS CLEAR CONCRETE SEALER	COLOR TO MATCH CT-2 TEXTURED 24" X 24" STAMP 610mm X 610mm	EXTERIOR ENTRY		CONTACT: SCOTT REYES AT LM SCOFIELD COMPANY; (586) 292-1492; SCOTT.REYES@SCOFIELD.COM
CF-1	CAP FLASH	PROVIDED BY ARCHITECT OF RECORD	PROFILE SERIES CONCRETE BLOCK	COLOR TO MATCH ACM-1	PERIMETER OF BUILDING		CONTACT: DAVID J. KEARNEY AT ALPOLIC (757) 382-5724
CMU-1	CONCRETE MASONRY UNIT	BRAMPTON BRICK	ABSOLUTE BLACK QUARTZ		SERVICE BAYS	NOTE: REFER TO MANUFACTURERS SALES REPRESENTATIVE FOR APPROPRIATE PRODUCTS, INSTALLATION RECOMMENDATIONS AND PRODUCT SUBSTITUTIONS BASED ON REGION.	CONTACT: JOE ROHRER AT SYNDER BRICK AND BLOCK (937) 603-3011; JVRSNYDERBRICK@HOTMAIL.COM
D-1	MAN DOOR	CRL US ALUMINUM ARCHITECTURAL PRODUCTS & SERVICE	08 4210 CRL WEDGE LOCK DRY GLAZE DOOR RAIL SYSTEM DOOR PULL: STRAIGHT STYLE LADDER PULL 42LPBS STANDARD WEDGE LOCK DOOR RAIL: CRL DR4T12 4" TALL TAPERED NOTE: FOR A FULL FRAMED DOOR USE THE CRL ENTICE ULTRA NARROW STYLE WITH FULL FRAMED PERFORMANCE DOORS	GLASS AND ALUMINUM FINISH COLOR TO MATCH PC- 2 TIGER DRYLAC RAL 7024 DOOR PULL: POWDER COATED PC-3 RAL 3031 MATCH DOOR RAIL: POWDER COATED RAL 7024 MATCH	NEW VEHICLE DELIVERY & SHOWROOM ENTRY	NOTE: SEE DRAWING FOR DOOR PULL SPECIFICATION	CONTACT: BRAD THURMAN (213) 309-3628
D-2	ROLLING OVERHEAD SOLID DOORS	SHERWIN WILLIAMS PAINT	DURATION EXTERIOR ACRYLIC SATIN K33-200 SERIES	EP-5	PARTS RECEIVING SERVICE WORKSHOP	CONTACT SW FOR METAL DOOR HIGH PERFORMANCE ACRYLIC SYSTEM OR EPOXY PRIMER WITH URETHANE TOPCOAT	CONTACT: ARCHITECT OF RECORD
D-3	SOLID MAN DOOR	SHERWIN WILLIAMS PAINT	DURATION EXTERIOR ACRYLIC SATIN K33-200 SERIES	EP-5	SERVICE BAYS STAIRWELL	CONTACT SW FOR METAL DOOR HIGH PERFORMANCE ACRYLIC SYSTEM OR EPOXY PRIMER WITH URETHANE TOPCOAT	CONTACT: ARCHITECT OF RECORD
D-4	SERVICE RECEPTION ROLLING OVERHEAD DOOR	RYTEC	RYTEC SPIRAL FV DOOR	ALUMINUM SLAT FRAMES POWDER COATED RAL-7024 GRAPHITE GRAY WITH CLEAR POLYCARBONATE WINDOWS			CONTACT: JOSH MOFFITT AT RYTEC CORPORATION; (937) 623-0570
DP-1	DOOR PULL	SOURCED BY GC	CUSTOM ITEM	POWDER COATED PC-3 RAL 3031 MATCH - DOOR MANUFACTURER CAN POWDER COAT	MAIN ENTRY VEHICLE DELIVERY SERVICE WRITE-UP		CONTACT: GC
EIFS-1	EXTERIOR INSULATING FINISHING SYSTEM	DRYVIT SYSTEMS, INC	SANDBLAST DPR	NISS-03-1030	GENERAL FAÇADE		CONTACT: BOB DAZEL AT DRYVIT SYSTEMS (734) 243-9301
EP-5	PAINT	SHERWIN WILLIAMS	PRIMER: PRIMER DEPENDS ON SUBSTRATE. PLEASE CHECK WITH SW PAINT: DURATION EXTERIOR ACRYLIC SATIN K33-200 SERIES	SW 7076 CYBERSPACE COLOR TO MATCH RAL 7024	ALL EXTERIOR BUILDING SURFACES NOT COVERED WITH ACM, INCLUDING DOORS AND BUILDING BASE		ORDER LOCALLY
PC-3	POWDER COATED METAL STOREFRONT SYSTEM	TIGER DRYLAC U.S.A., INC KAWNEER	DRYLAC 49134750 1600UT SYSTEM 2 ULTRA THERMAL CURTAIN WALL SYSTEM	RAL 3031 GL/SM GLASS: CLEAR MULLIONS ARE TO BE RAL 7024/GRAPHITE GRAY), EXTERIOR CAPS ALSO TO MATCH RAL-7024/GRAPHITE GRAY, VERTICALS ONLY CAN BE BUTT JOINTED (1" infill) AS AN ALTERNATIVE	DOOR PULLS GENERAL EXTERIOR FAÇADE SERVICE DRIVE		CONTACT: DOUG HESS OF KAWNEER, NATIONAL ACCOUNT MGR. (317) 771-9265



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