

Proposed Associated Bank – Mineral Point
Northeast Corner of South High Point Road and West Mineral Point Road: Madison, WI

Tree & Vegetation Assessment:

As an older residential home, much of the property's vegetation has become overgrown without apparent routine maintenance or pruning. From site observations to review tree and vegetation conditions, many trees show sign of decline and have never been pruned to address dead branches, crowding, or poor structure. Overgrown understory plantings also existing around the perimeter.

Along Mineral Point Road, the road has been raised several feet from the original conditions the trees began with, requiring fill and creating compaction over half the root structure on all trees along Mineral Point Road. Tree wells of boulders were constructed to maintain and save the trees. Unfortunately, on the property to the east, all three trees in a similar condition have failed and been removed. On the proposed project property, the trees along Mineral Point Road are already showing signs of decline from this compaction along with damage from taller vehicles traveling the road. Also, in an effort to connect the sidewalk along Mineral Point Road, as required by the City, these trees require removal to provide such access. Much of the vegetation also blocks the vision triangle at the intersection of Mineral Point Road and High Point Road. Not only will our site connect the City sidewalk to provide an accessible public route, it also provides an accessibly compliant cross walk landing, completing the northeast corner of the intersection.

Along High Point Road, much of the vegetation has been allowed to grow together, with odd shaped canopies where vegetation has fought for sun. As with the terrace along Mineral Point Road, to connect the City sidewalk, as required by the City, trees and vegetation along the right of way need to be removed to install the concrete.

Along both street frontages, the roadways are higher than the grade of the property and the trees themselves. To be able to connect sidewalks along either frontage and develop an accessible, cohesive, traversable site, the grade within the property needs to be adjusted with fill.

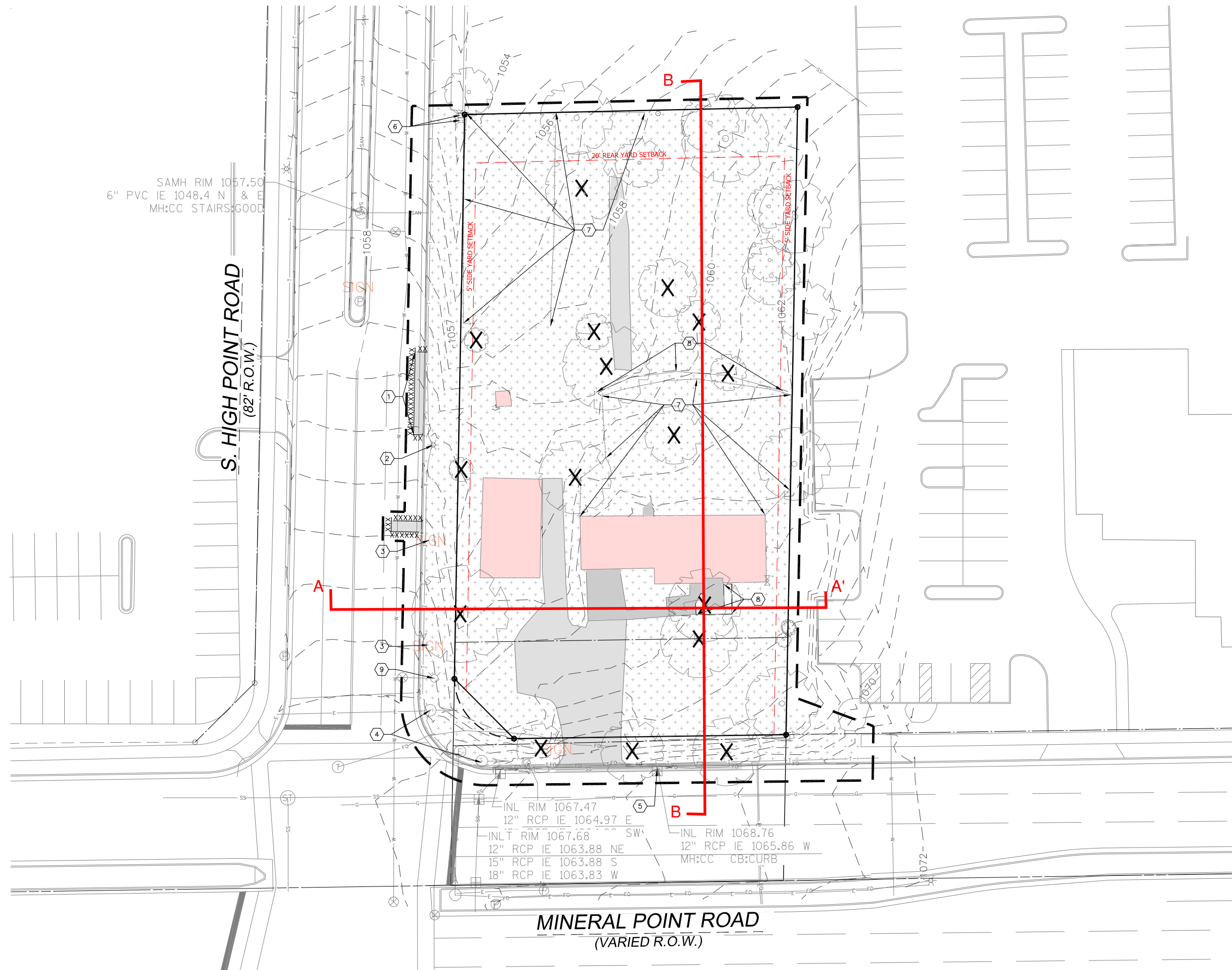
During initial design, multiple layout concepts were investigated to try and create a safe, accessible, developable site while maintaining existing trees and vegetation. Interior tree locations and elevations minimize or prevent opportunity to create a cohesive, accessible design that provides safe access for vehicles and pedestrians while increasing visibility at the intersection.

In an effort to be environmentally and community conscious, we believe we have provided additional landscaping above the requirements in an effort to bring vegetation back to this property and make it developable into a functional and beautiful community asset.

Our team has also reached out to Alder Skidmore, and he has indicated that he will be submitting a written letter of support.

Kevin Byrne, Professional Landscape Architect





SAMH RIM 1057.50
6" PVC IE 1048.4 N & E
MH:CC STAIRS:GOOD

S. HIGH POINT ROAD
(82' R.O.W.)

INL RIM 1067.47
12" RCP IE 1064.97 E
INL T RIM 1067.68 SW
12" RCP IE 1063.88 NE
15" RCP IE 1063.88 S
18" RCP IE 1063.83 W
INL RIM 1068.76
12" RCP IE 1065.86 W
MH:CC CB:CURB

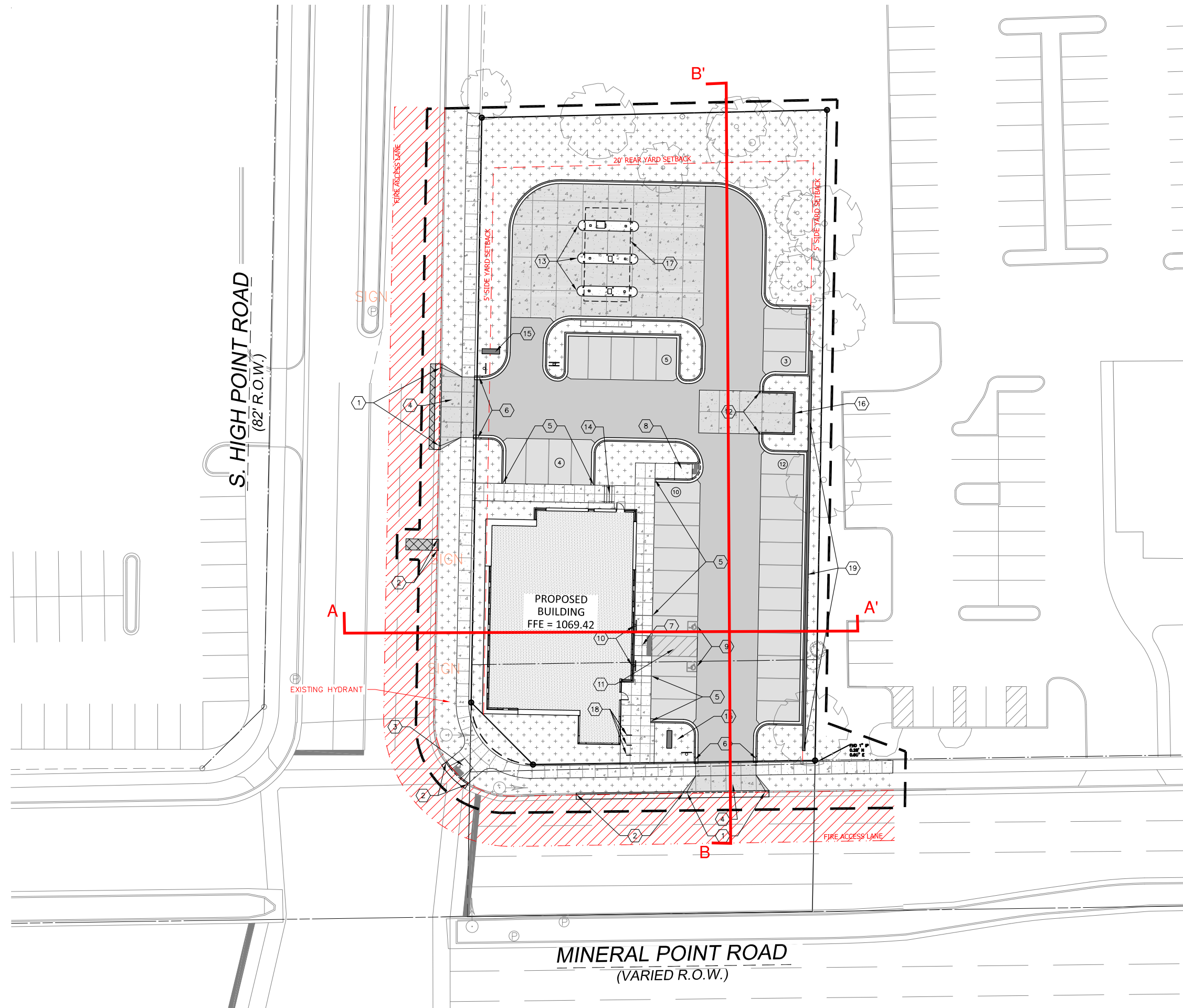
MINERAL POINT ROAD
(VARIED R.O.W.)



DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

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

KEY INDEX	
	PROJECT LIMITS
	VEGETATION TO BE REMOVED & DISPOSED OF OFFSITE. IF SUITABLE FOR REUSE, TOPSOIL TO BE STOCKPILED. UNUSED & UNSUITABLE TOPSOIL TO BE REMOVED OFFSITE. TOPSOIL THICKNESS MAY VARY. REFER TO GEOTECHNICAL REPORT.
	ASPHALT PAVEMENT & BASE MATERIAL TO BE REMOVED TO SUB-BASE & DISPOSED OF OFFSITE. PAVEMENT & BASE THICKNESS MAY VARY. REFER TO GEOTECHNICAL REPORT.
	CONCRETE & BASE MATERIAL TO BE REMOVED TO SUB-BASE & DISPOSED OF OFFSITE. CONCRETE & BASE THICKNESS MAY VARY. REFER TO GEOTECHNICAL REPORT.
	EXISTING BUILDING & FOUNDATION TO BE RAZED. REFER TO ARCHITECTURAL & STRUCTURAL DRAWINGS FOR ADDITIONAL INFORMATION.
	SAWCUT FULL DEPTH
	TREES & STUMPS TO BE REMOVED
	SAWCUT APPROXIMATELY 2' OF ASPHALT PAVEMENT OFF THE EDGE OF THE ROADWAY TO PROVIDE A SMOOTH EDGE FOR INSTALLATION OF NEW PAVEMENT.
	EXISTING LIGHT POLE TO REMAIN. CONTRACTOR TO PROTECT THROUGHOUT CONSTRUCTION.
	EXISTING TRAFFIC SIGN TO REMAIN. CONTRACTOR TO PROTECT THROUGHOUT CONSTRUCTION.
	EXISTING TRAFFIC SIGNALS TO REMAIN. CONTRACTOR TO PROTECT THROUGHOUT CONSTRUCTION.
	EXISTING INLET TO REMAIN.
	EXISTING UTILITY PEDESTALS TO BE REMOVED AND RELOCATED. COORDINATE WORK WITH EXISTING UTILITY OWNER.
	REMOVE & DISPOSE OF EXISTING FENCE INCLUDING POST & FOOTINGS.
	REMOVE & DISPOSE OF EXISTING RETAINING WALL.
	EXISTING HYDRANT TO REMAIN.



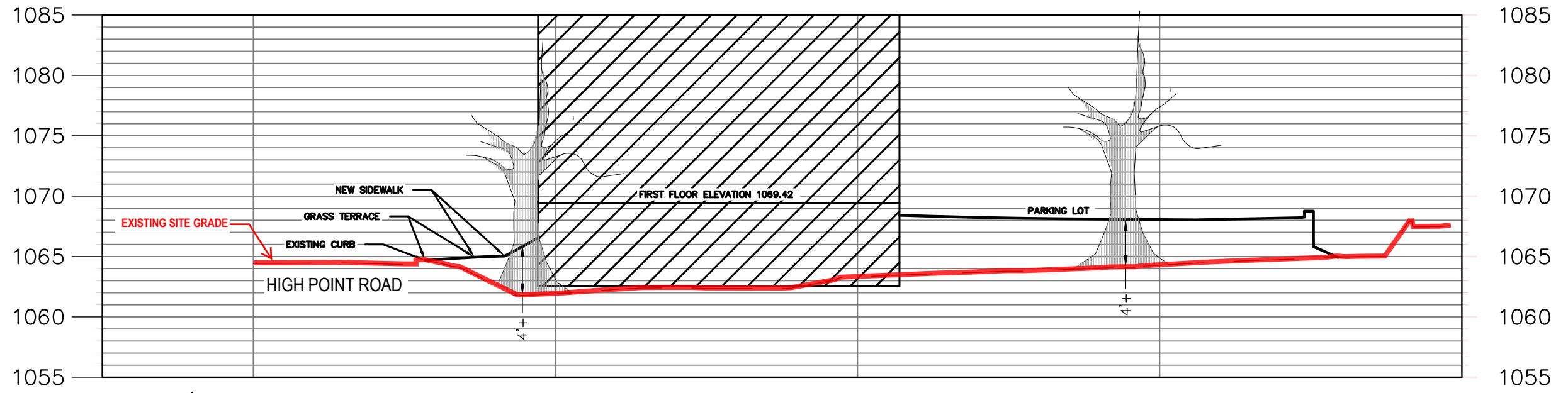
LAND USE SUMMARY TABLE

1. SITE AREA=41,210 SF (0.95 ACRES)
2. BUILDING SQUARE FOOTAGE = 10,430 SF
3. BUILDING FOOTPRINT = 4,950 SF
4. NUMBER OF TENANT SPACES = 1
5. SIZE OF TENANT SPACE = 10,430 SF
6. LOT COVERAGE = 35,157 SF
7. USABLE OPEN SPACE = 36,260 SF
8. LANDSCAPE AREA = 14,693
9. PAVED AREA = 21,567 SF

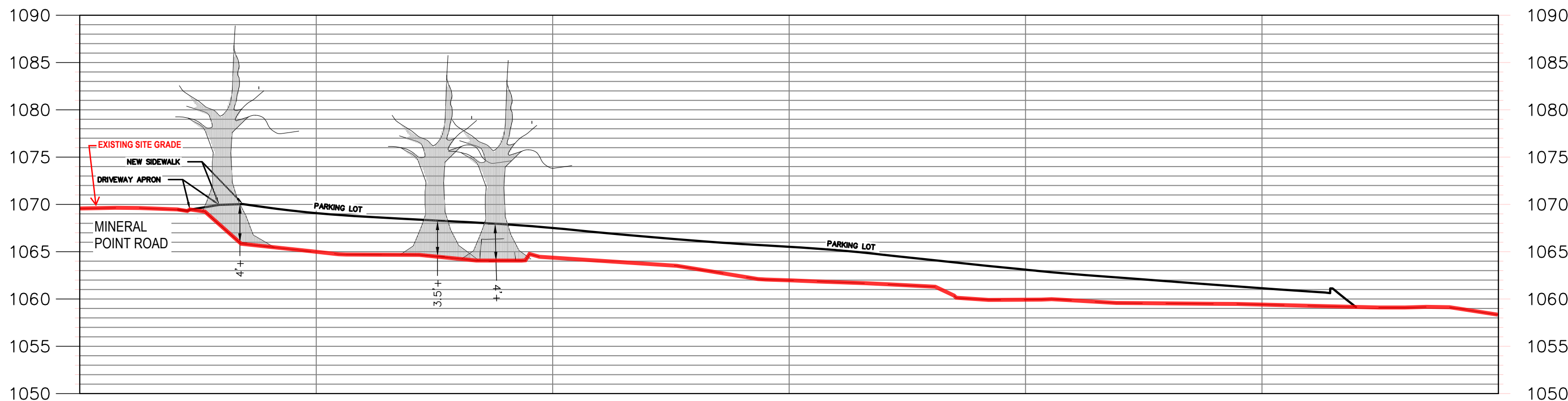
KEY INDEX

PROJECT LIMITS	
	AREAS DISTURBED BY CONSTRUCTION (NOT SPECIFICALLY CALLED OUT ON THE LANDSCAPE PLANS) TO BE RESTORED WITH MINIMUM 4" TOPSOIL, SEED, FERTILIZER, AND MULCH (TYP). USE SALVAGED TOPSOIL OR IMPORT TOPSOIL IF REQUIRED.
	NEW ASPHALTIC CONCRETE (LIGHT DUTY) 4 C202
	NEW ASPHALTIC CONCRETE (HEAVY DUTY) 4 C202
	NEW ASPHALTIC CONCRETE TO MATCH EXISTING SECTION IN HIGH POINT ROAD. INSTALL PER CITY OF MADISON SPECIFICATIONS AND DETAILS
	NEW CONCRETE SLAB 5 6 C202 C202
	NEW HEAVY DUTY CONCRETE SLAB 5 6 C202 C202
	HIGH-SIDE CONCRETE CURB & GUTTER 18" BARRIER UNLESS OTHERWISE NOTED 7 C202
	LOW-SIDE CONCRETE CURB & GUTTER 18" BARRIER UNLESS OTHERWISE NOTED 7 C202
	DEPRESSED CONCRETE CURB & GUTTER 18" DEPRESSED UNLESS OTHERWISE NOTED 8 C202
	NEW CITY OF MADISON DRIVEWAY SECTION TYPE "A" CONCRETE CURB & GUTTER 9 C202
	NEW CITY OF MADISON SECTION TYPE "A" CONCRETE CURB & GUTTER 9 C202
	NEW CITY OF MADISON CURB RAMP TYPE 1 10 C203
	NEW CITY OF MADISON STANDARD COMMERCIAL DRIVE APRON 11 C203
	NEW CONCRETE INTEGRAL CURB & SIDEWALK 12 C203
	3' TRANSITION FROM 18" BARRIER CURB & GUTTER TO ZERO CURB 13 C203
	NEW ACCESSIBILITY RAMP WITH TRUNCATED DOME DETECTABLE WARNING FIELDS 14 C203
	NEW ACCESSIBILITY RAMP WITH TRUNCATED DOME DETECTABLE WARNING FIELDS 15 C203
	NEW ACCESSIBLE PARKING SYMBOL 17 C204
	NEW ACCESSIBLE SIGNS 18 C204
	NEW 4" WHITE PAINT 36" O.C. FOR DIAGONALS 19 C204
	NEW 6" DIAMETER STEEL BOLLARD 21 C204
	NEW CONCRETE DRIVE THRU ISLAND 22 C204
	NEW CONCRETE STAIR WITH HANDRAIL 23 24 C204 C204
	NEW MONUMENT SIGN. REFER TO ARCHITECTURAL PLANS FOR MORE INFORMATION
	NEW TRASH ENCLOSURE. REFER TO ARCHITECTURAL PLANS FOR MORE INFORMATION
	NEW DRIVE THRU CANOPY AND DRIVE THRU EQUIPMENT. REFER TO ARCHITECTURAL PLANS FOR MORE INFORMATION
	(3) NEW "MADRAX" LOFTY BIKE RACKS OR EQUIVALENT. INSTALL PER MANUFACTURER SPECIFICATIONS AND DETAILS
	NEW VARIABLE HEIGHT "KEYSTONE COMPACT" OR EQUIVALENT MODULAR BLOCK RETAINING WALL WITH 4" THICK CAP. INSTALL PER MANUFACTURER SPECIFICATIONS AND DETAILS. CONTRACTOR TO PROVIDE STAMPED STRUCTURAL SHOP DRAWINGS FOR REVIEW PRIOR TO INSTALLATION

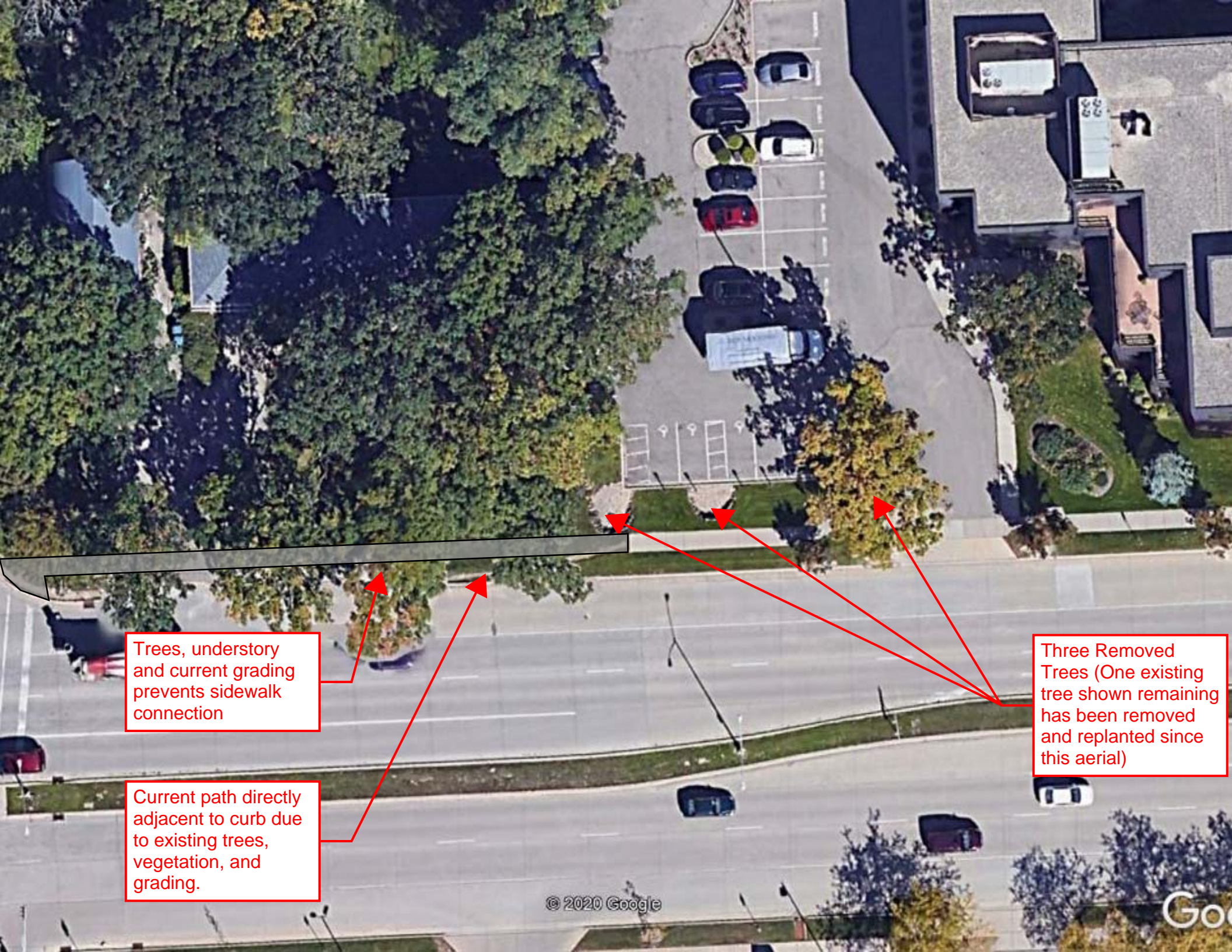
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 www.DiggersHotline.com
 Scale:
 Scale: 1" = 40'



A-A' - PROFILE
 HORZ. SCALE 1" = 20'
 VERT. SCALE 1" = 10'



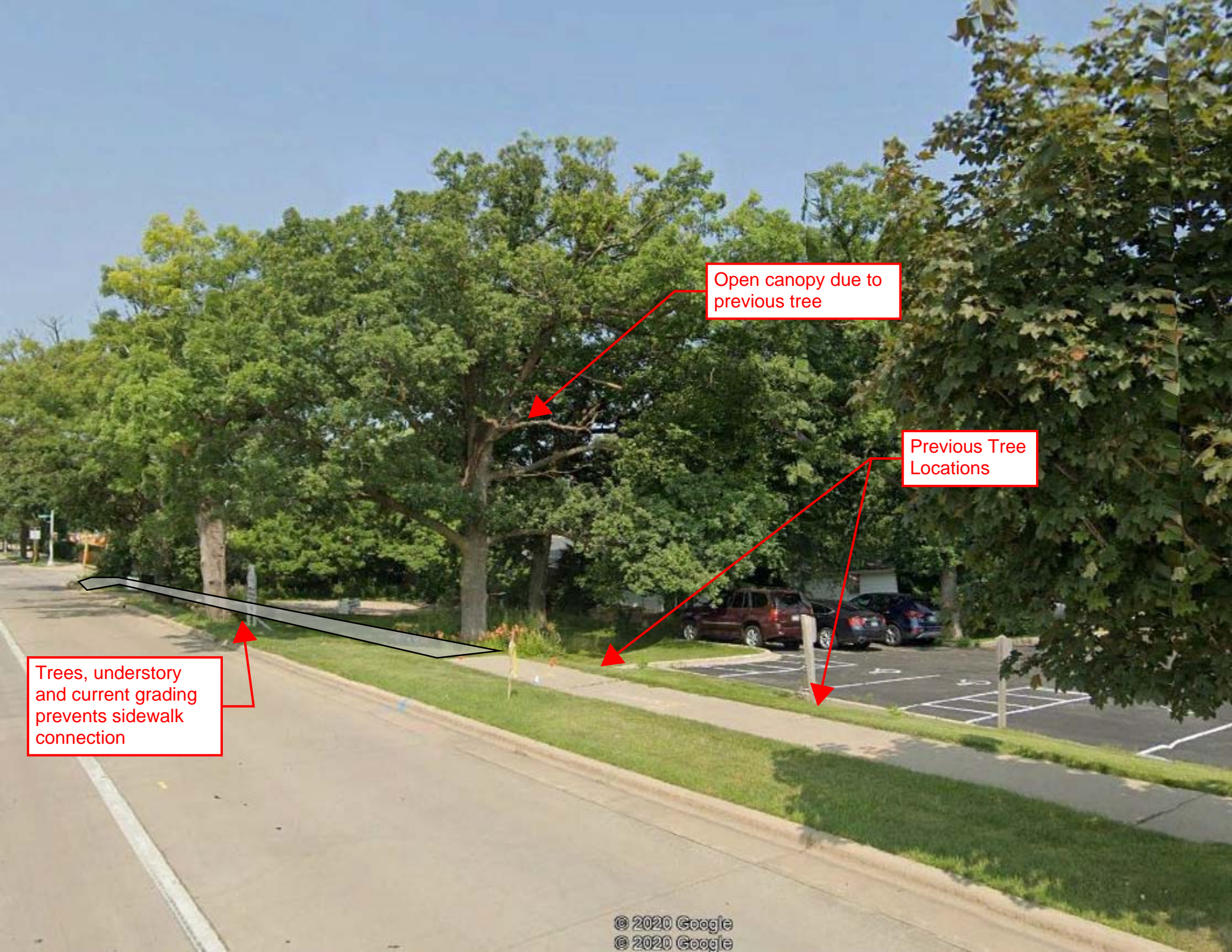
B-B' - PROFILE
 HORZ. SCALE 1" = 20'
 VERT. SCALE 1" = 10'



Trees, understory and current grading prevents sidewalk connection

Current path directly adjacent to curb due to existing trees, vegetation, and grading.

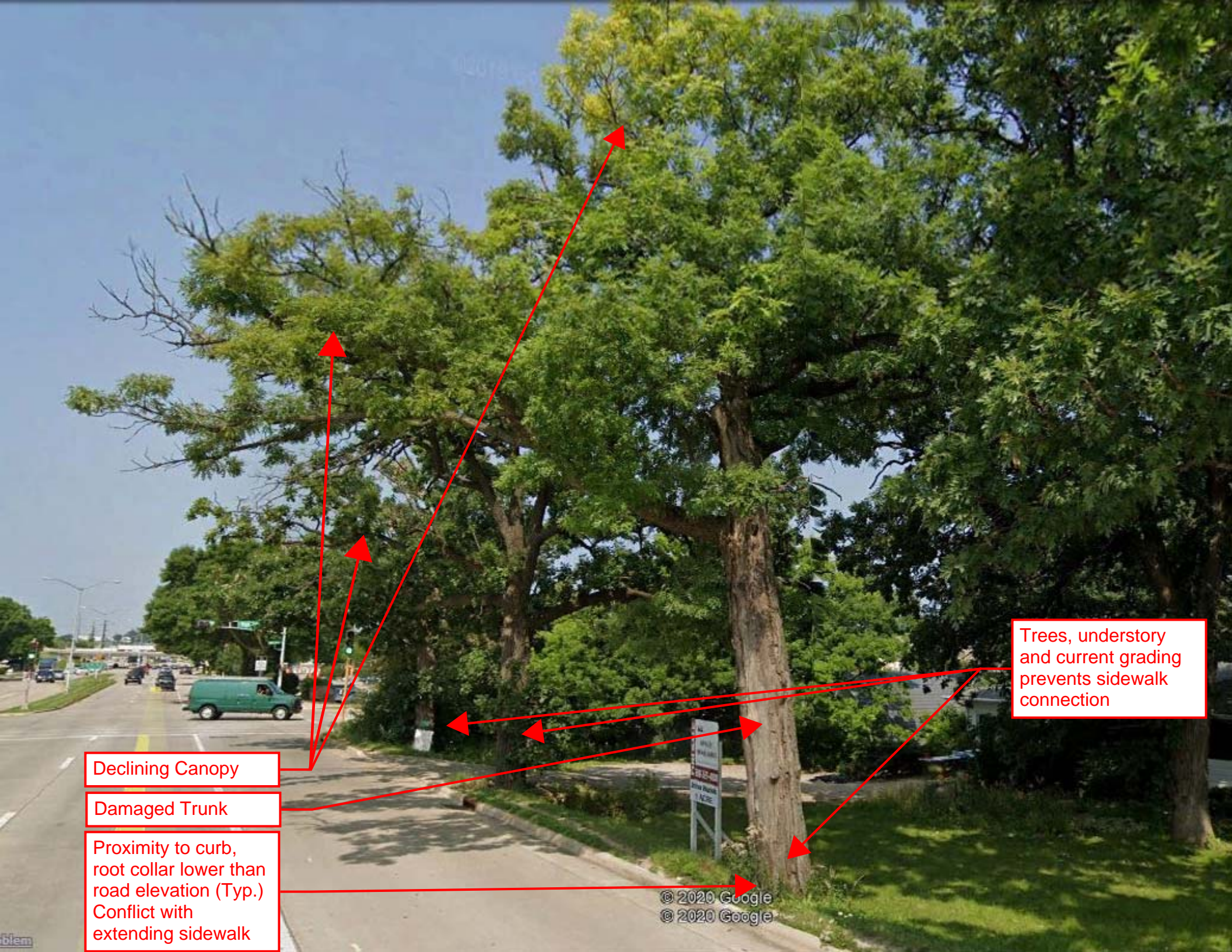
Three Removed Trees (One existing tree shown remaining has been removed and replanted since this aerial)



Open canopy due to previous tree

Previous Tree Locations

Trees, understory and current grading prevents sidewalk connection

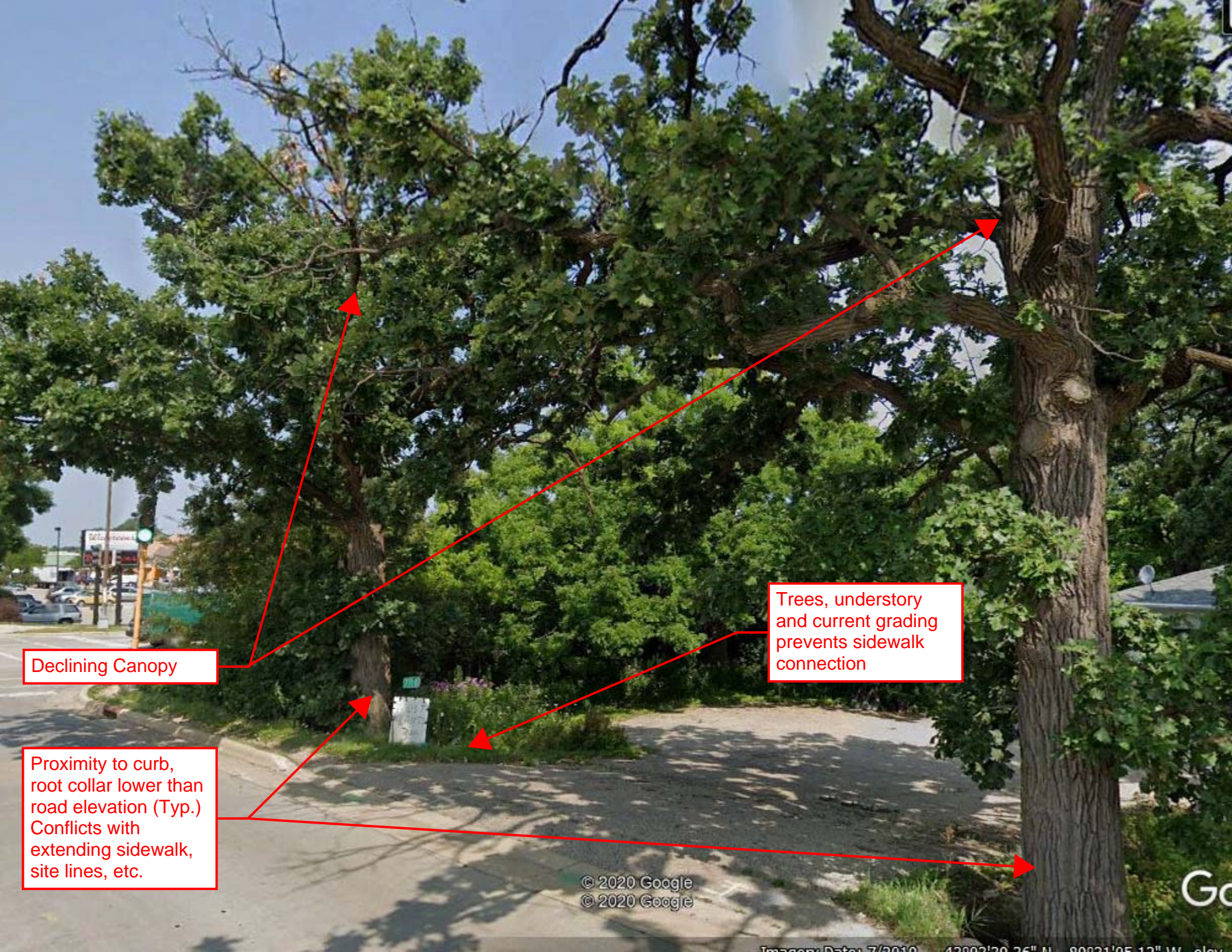


Declining Canopy

Damaged Trunk

Proximity to curb,
root collar lower than
road elevation (Typ.)
Conflict with
extending sidewalk

Trees, understory
and current grading
prevents sidewalk
connection



Declining Canopy

Proximity to curb, root collar lower than road elevation (Typ.) Conflicts with extending sidewalk, site lines, etc.

Trees, understory and current grading prevents sidewalk connection



SPACE
ALRE

Vegetation impedes sidewalk continuation and crosswalk landing, site lines, vision triangles, etc.

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Go



Tree is significantly lower than road / connecting walk grade, limbs are low in the site side and overhang low over High Point Road

Declining canopy

Understory and current grading prevents sidewalk connection

