



City of Lake Geneva, 626 Geneva St, Lake Geneva, WI 53147- 262.248.3673- www.cityoflakegeneva.gov

**PLAN COMMISSION
MONDAY, MARCH 17, 2025 - 6:00 PM
COUNCIL CHAMBERS, CITY HALL**

Members:

Chair: Mayor Todd Krause, Alderperson Peg Esposito, Commissioners: John Gibbs, Doug Skates, Jeremy Nafziger, Kyle Cary, and Ann Esarco

Watch this meeting on the City of Lake Geneva's live stream:

<https://cityoflakegeneva.gov/319/City-Meetings-Video-Stream>

AGENDA

1. Call to Order
2. Roll Call
3. Approve Minutes of the February 17, 2025 Plan Commission meeting as distributed
4. Comments from the public as allowed by Wis. Stats. §19.84(2), limited to items on this agenda, except for public hearing items. Comments will be limited to five (5) minutes
5. Acknowledgment of Correspondence
6. Downtown Design Review:
 - a. Discussion/Action on Resolution PC-002 for a Downtown Design Review Application filed by Tom Bachmann, 737 W. Main Street, for a proposed exterior change to a building located at 737 W. Main Street, Tax Key No. ZOP 00273
 - b. Discussion/Action on Resolution PC-003 for a Downtown Design Review Application filed by Cassidy Earles, 11006 Hickory Nut Way, Richmond, IL, for a request for Downtown Design Review for a proposed wall sign and exterior change to a building located at 728 W. Main Street, Tax Key No. ZOP 00314
7. Public Hearing, Review, and Recommendation – Bjorn Schweinsberg
 - a. Public Hearing for a Conditional Use Permit (CUP) application filed by Bjorn Schweinsberg, 5117 N Palisades Rd, Whitefish Bay, WI 53217, for a request to allow Commercial Indoor Lodging land use in the General Business (GB) zoning district for the property located at 827 Dodge Street, Tax Key No. ZGD 00012
 - b. Discussion/Action on Resolution PC-004 for a Conditional Use Permit (CUP) application filed by Bjorn Schweinsberg, 5117 N Palisades Rd, Whitefish Bay, WI 53217, for a request to allow Commercial Indoor Lodging land use in the General Business (GB) zoning district for the property located at 827 Dodge Street, Tax Key No. ZGD 00012

8. Public Hearing, Review, and Recommendation – Topsy Turvy Brewery
 - a. Public Hearing for a Planned Development – Precise Implementation Plan application filed by Topsy Turvy Brewery, 727 Geneva Street, Lake Geneva, WI, to allow for an expansion of the tap room and addition of food service for the property located at 727 Geneva Street Suite 2, Tax Key No. ZOP 00157
 - b. Discussion/Action on Resolution PC 005 for a Planned Development – Precise Implementation Plan application filed by Topsy Turvy Brewery, 727 Geneva Street, Lake Geneva, WI, to allow for an expansion of the tap room and addition of food service for the property located at 727 Geneva Street Suite 2, Tax Key No. ZOP 00157
9. Public Hearing, Review, and Recommendation – Building & Zoning Department
 - a. Public Hearing for a Zoning Code Amendment pertaining to parking on paved surfaces (Section 98-704)
 - b. Discussion/Action on Resolution PC 006 for a Zoning Code Amendment pertaining to parking on paved surfaces (Section 98-704)
10. Public Hearing, Review, and Recommendation – Building & Zoning Department
 - a. Public Hearing for a Zoning Code Amendment pertaining to alley setbacks for fences (Section 98-720)
 - b. Discussion/Action on Resolution PC 007 for a Zoning Code Amendment pertaining to alley setbacks for fences (Section 98-720)
11. Public Hearing, Review, and Recommendation – Bloomfield Holdings, LLC
 - a. Public Hearing for a Planned Development – General Development Plan application filed by Bloomfield Holdings, LLC, 875 E Townline Road, Lake Geneva, WI, to allow for a single family residential development for the property located at Townline Road and North Road, Tax Key No. ZYUP 500003
 - b. Discussion/Action on Resolution PC 008 for a Planned Development – General Development Plan application filed by Bloomfield Holdings, LLC, 875 E Townline Road, Lake Geneva, WI, to allow for a single family residential development for the property located at Townline Road and North Road, Tax Key No. ZYUP 500003
12. Discussion/Action on Resolution PC 009 for a Preliminary Plat application filed by Bloomfield Holdings, LLC, 875 E Townline Road, Lake Geneva, WI, to allow for a single family residential development for the property located at Townline Road and North Road, Tax Key No. ZYUP 500003
13. Discussion/Action on the Plat of Right-of-Way Required for W. Main Street (STH 50) Construction Project and Relocation Order
14. Adjournment

QUORUM OF CITY COUNCIL MEMBERS MAY BE PRESENT

Requests from persons with disabilities, who need assistance in order to participate in this meeting, should be made to the City Clerk's office, in order for appropriate Accommodations.

**CITY OF LAKE GENEVA PLAN COMMISSION MINUTES
MONDAY, FEBRUARY 17, 2025 - 6:00 PM
CONFERENCE ROOM 2A**

Members: Chair: Mayor Todd Krause, Alderperson Peg Esposito, Commissioners: John Gibbs, Doug Skates, Jeremy Nafziger, Ann Esarco and Kyle Cary

Call to Order

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

Roll Call

Present: Krause, Esposito, Skates, Nafziger, Cary, Esarco

Absent: Gibbs (Excused)

Approve Minutes of the November 19, 2024 & December 16, 2024 Plan Commission as distributed

Motion by Esposito to approve, second by Skates.

Motion Carried; 6-0

Comments from the public as allowed by Wis. Stats. §19.84(2), limited to items on this agenda, except for public hearing items. Comments will be limited to five (5) minutes

Tom Keefe, 253 Smythe Drive: Spoke in support of Item #6a.

Acknowledgment of Correspondence

No Correspondence.

Downtown Design Review:

Application by Tom Bachmann, 737 W. Main Street, for a request for Downtown Design Review for a proposed exterior change to a building located at 737 W. Main Street, Tax Key No. ZOP 00273

An application for Downtown Design Review for a proposed exterior alteration at 737 W. Main Street was presented by City Planner Kruesel and applicant Tom Bachmann. The applicant and City Planner Kruesel answered the Commission's questions.

Commissioner Skates requested a rendering that illustrates dimension to the trim versus the proposed flat style. Discussion continued.

Motion by Skates to continue the item and request a revised rendering; second by Esarco.

Roll Call:

Krause: Aye

Esposito: Nay

Skates: Aye

Nafziger: Nay

Cary: Aye

Eсарco: Aye

Vote Results:

Aye: 4

Nay: 2

Abstain: 0

Outcome:

Motion carried 4-2

Application by Tom Keefe, PO Box 466, Lake Geneva, for a request for Downtown Design Review for proposed exterior signage for a building located at 647 Main Street, Tax Key No. ZOP 00287

The Commission heard a presentation from City Planner Kruesel and applicant Tom Keefe regarding an application for Downtown Design Review for proposed exterior signage at 647 W. Main Street. The applicant and City Planner Kruesel subsequently answered questions from the Commission.

The applicant confirmed that the signage will not include the phrase 'Now Leasing' and signs will be aligned.

Motion by Skates to approve; second by Cary.

Motion Carried; 6-0

Conceptual Review of a proposed development by Eric Anderson, Covenant Harbor Bible Camp and Retreat Center, 1724 W. Main Street, for a request to replace the dining hall and construct an open air pavilion in the Planned Development and Estate Residential-1 zoning districts for the property located at 1724 W. Main Street, Tax Key Nos. ZYUP 00095, ZYUP 00096, ZYUP 00096A, and ZA254600001

City Planner Kruesel and applicant, Eric Anderson, presented a Conceptual Review for a proposed development located at 1724 W Main Street and answered the Commission's questions.

No action was taken.

Adjournment

Motion by Skates to adjourn; second by Esarco.

Motion Carried; 6-0

The meeting was adjourned at 6:52 p.m.



City of Lake Geneva
Building and Zoning
626 Geneva Street
Lake Geneva, WI 53147

APPLICATION FOR DOWNTOWN DESIGN REVIEW

Site Address & Parcel No.:

737 W MAIN STREET, LAKE GENEVA, WI 53147

Name & Address of Current Building Owner:

VENTURE INVESTMENT PARTNERS / MIKE KEEFE, ROGER WOLFF
751 GENEVA PARKWAY, LAKE GENEVA, WI 53147

Telephone Number of Current Building Owner: (262) 903-3222, (262) 276-3883

Email Address: roger@rogerwolff.com, mkeefe@keefeerealestate.com

Owner Signature: _____

Name & Address of Applicant:

Edie, INC TOM BACHMANN + Amy DeGRAZIO
W3649 SNAKE RD, LAKE GENEVA, WI 53147

Telephone Number of Applicant: (815) 353-0245

Email Address: tbachmann911@gmail.com AmyNWPros@aol.com

Proposed Design Change:

NEW ENERGY EFFICIENT WINDOWS, Arched window enhancements
over existing windows - windows were likely above current windows
on original building. ADDED curved KAWNEER TRIM profile per
2/17/25 PLANNING MEETING

Zoning District: _____

Names & Address of Architect, Engineer, and/or Contractor of Project:

THRIVE ARCHITECTS - 259 South ST Suite A, WAUKESHA, WI 53186
BARTHENHEIMER CONSTRUCTION, WISB N5694 Pilgrim Rd
MENOMONEE FALLS, WI 53051

Description of Project:

Replace existing single pane windows with new
Energy efficient windows. Enhance the front elevation for improved
look + less Awning.

Date: 2/11/2025

Signature of Applicant: [Signature]

Edie Inc, Tom Bachmann 737 W MAIN ST Cost Recovery # _____
Petitioner Name Project Address A25+
OFFICE USE ONLY Description of Request DDR

Agreement for Services

REIMBURSABLE BY THE PETITIONER / APPLICANT. The city may retain the services of the professional consultants (including planners, engineers, architects, attorneys, environmental specialists, recreation specialists, and other experts) to assist in the City's review of a proposals coming before the Plan commission and/or Common Council. The submittal of a development proposal application or petition by a Petitioner shall be construed as an agreement to pay for such professional review services applicable to the proposal including any financing charges that may accrue. The City applies the charges for these services to the Petitioner. The City Administrator at any time may require an applicant to submit an advance deposit of \$500 to \$5,000 depending on the complexity and anticipated involvement of the City's consultants or continuing advance deposits against future billings by the City for recovery of costs provide by this ordinance 98-935(4). An advanced deposit shall be required for the application related to Extraterritorial matters. Surplus deposits shall be returned to the Applicant at the conclusion of the project.

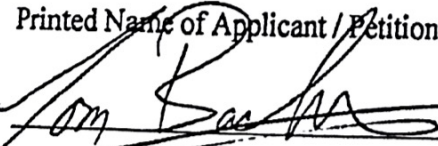
Tom BACHMANN, as applicant/petitioner for
Project: Edie Boutique NEW WINDOWS - ENHANCEMENT
Project Address: 737 W MAIN ST. LAKE GENEVA, WI 53147
Parcel No.
Name: Tom BACHMANN / Amy De Grazio
Address: W 3649 SNAKE Rd, LAKE GENEVA, WI 53147

Cell Phone: (815) - 353 - 0245 Phone: () - -

Email: tbachmann911@gmail.com

Dated this 12th Day of FEBRUARY, 20 25

TOM BACHMANN
Printed Name of Applicant / Petitioner


Signature of Applicant/Petitioner



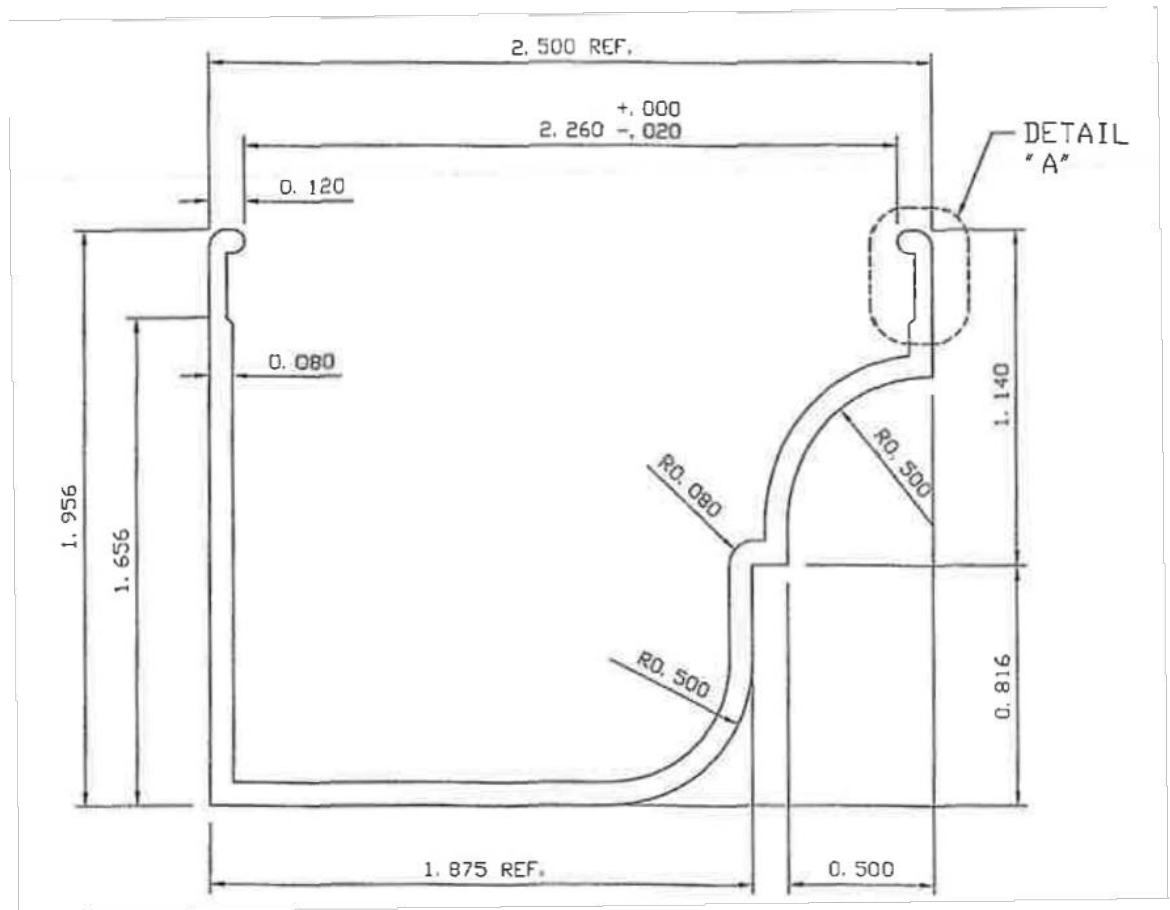
STREET VIEW - EXISTING
NOT TO SCALE

6



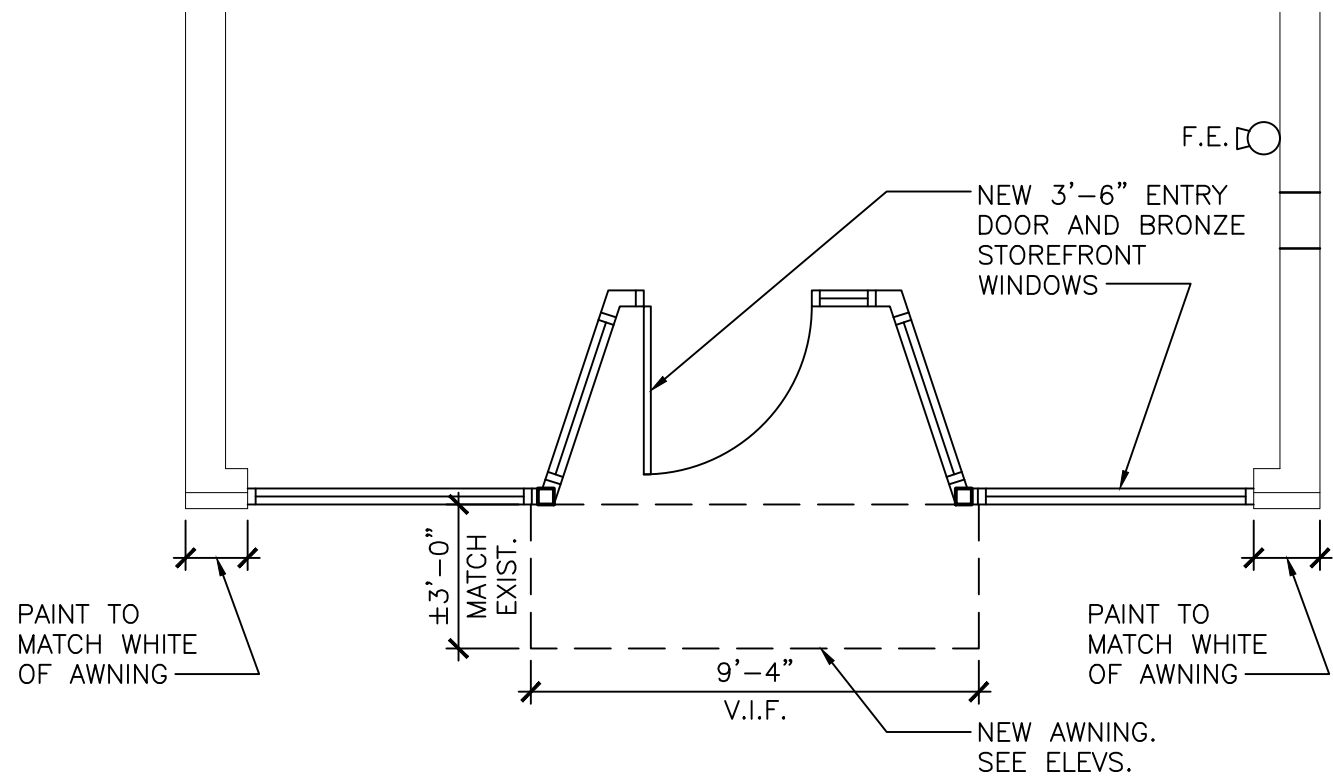
STREET VIEW - PROPOSED
NOT TO SCALE

5



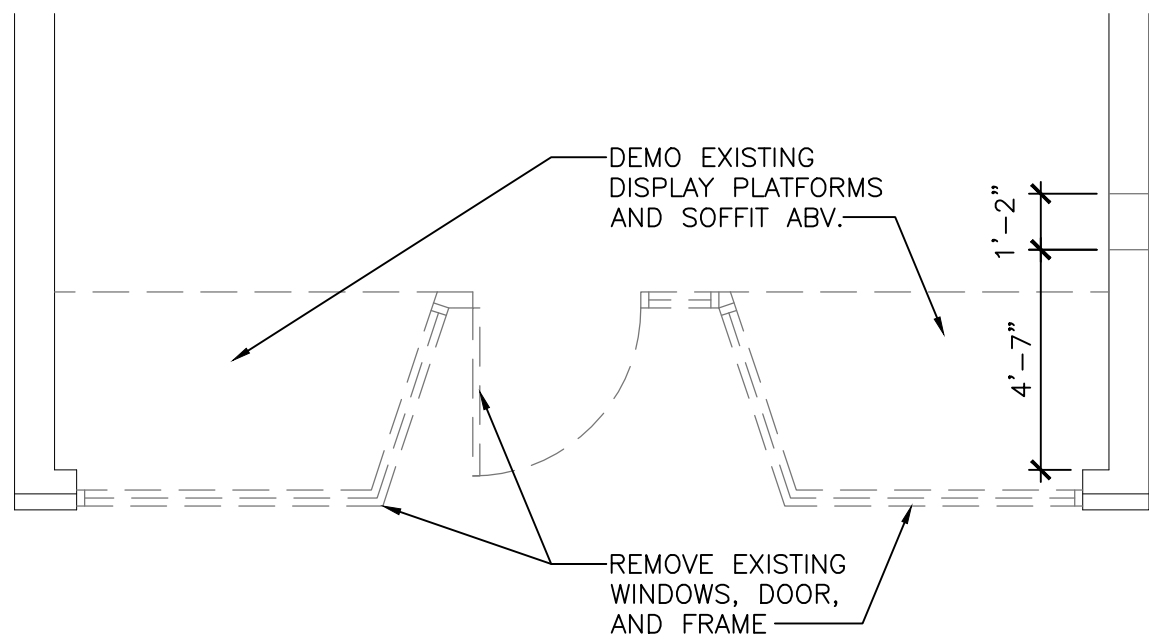
CURVED KAWNEER TRIM PROFILE
NOT TO SCALE

7



FLOOR PLAN
SCALE: 1/4"=1'-0" (22x34); 1/8"=1'-0" (11x17)

4



DEMO PLAN
SCALE: 1/4"=1'-0" (22x34); 1/8"=1'-0" (11x17)

3



RENDERING - SOUTH ELEVATION
NOT TO SCALE

2



SOUTH ELEVATION
SCALE: 1/4"=1'-0" (22x34); 1/8"=1'-0" (11x17)

1



EDIE
BOUTIQUE
FAÇADE REMODEL

737 West Main Street
Lake Geneva, WI

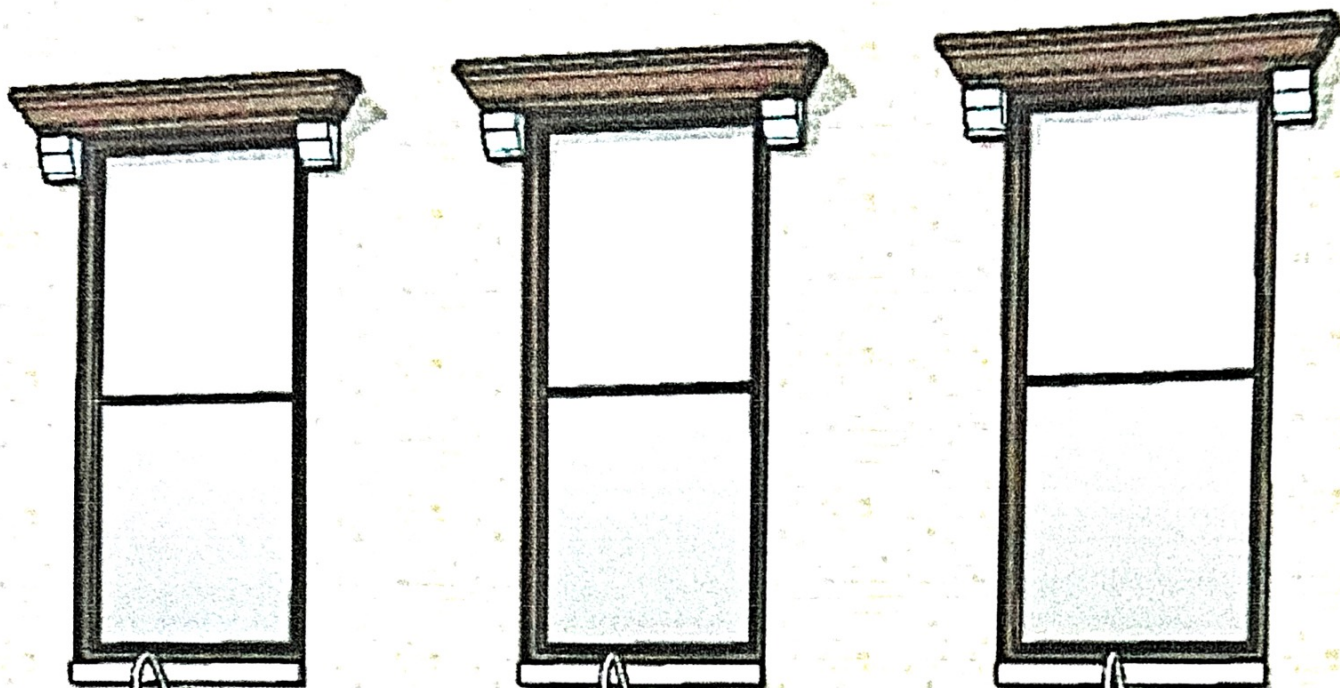
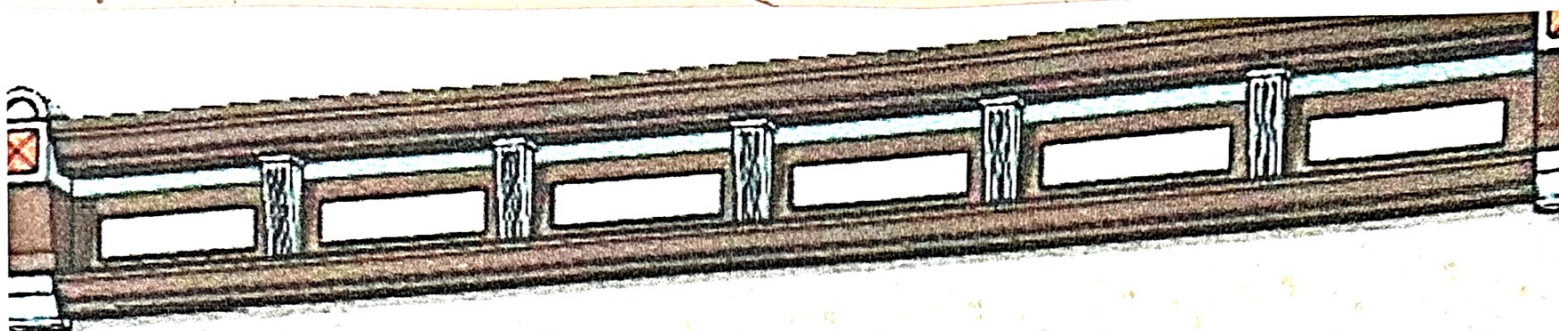
FLOOR PLAN,
EXTERIOR ELEVATION,
AND RENDERINGS

Drawn by	Checked by
AMP	---

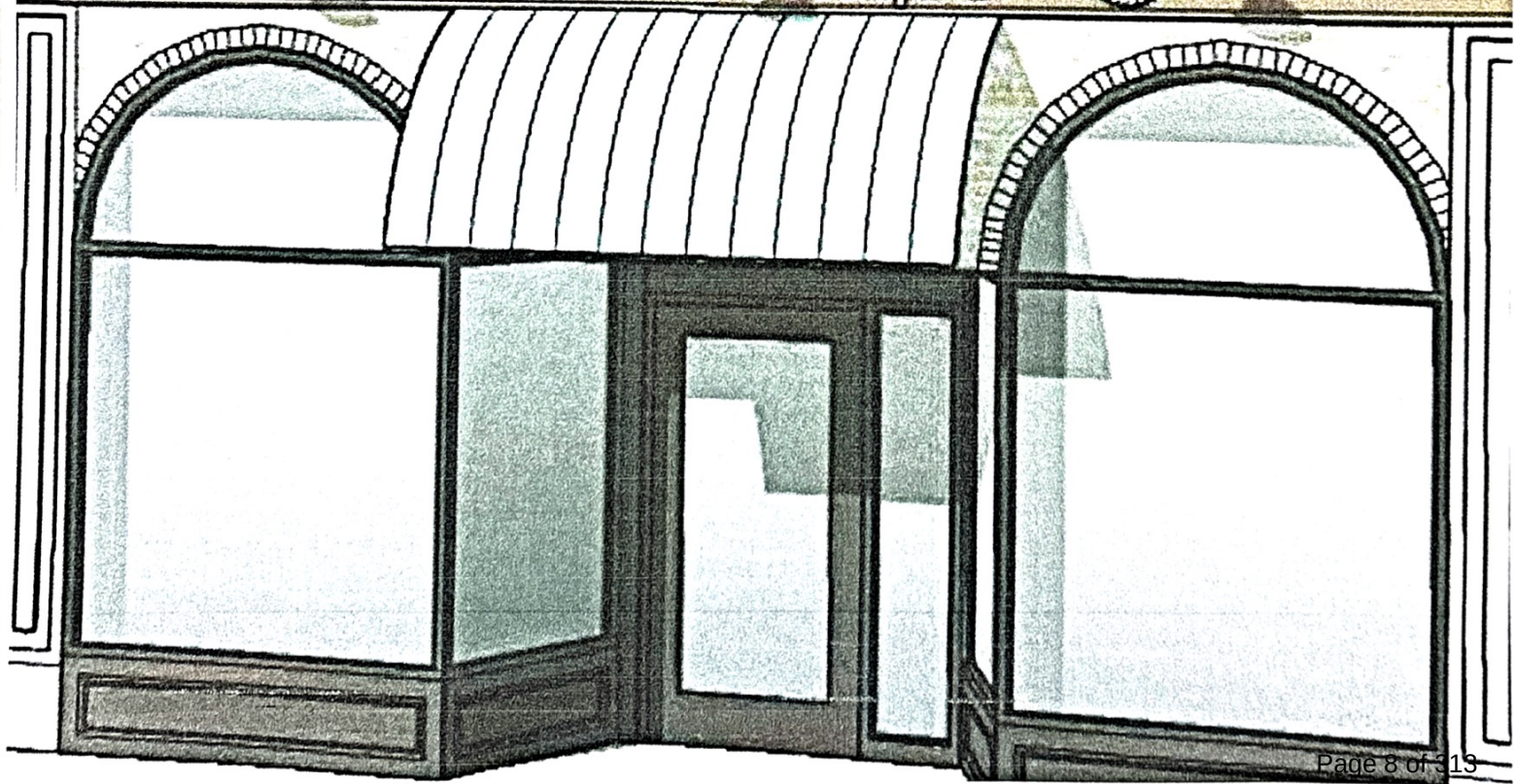
Revisions		
No.	Date	Description
	10.18.24	PC Submittal
	01.16.25	Architectural Review Board
	02.11.25	Architectural Review Board
	03.03.25	Review

A1.0

NOT FOR CONSTRUCTION



edie boutique



15

CONFIDENTIAL
CONF



STAFF REPORT
To Lake Geneva Plan Commission
Meeting Date: March 17, 2025

Agenda Item #6a

Applicant:

Tom Bachmann
737 W. Main Street
Lake Geneva, WI 53147

Request:

737 W. Main St.
Downtown Design Review for exterior
alterations

Description:

The applicant is applying for Downtown Design Review to allow for exterior alterations to the building located at 737 W. Main St. in the Central Business (CB) zoning district, Tax Key No. ZOP 00273. The applicant proposes to add a new bronze storefront windows with arched transom windows surrounded by faux brick. A new arched awning will be added over the door.

At their February meeting, the Plan Commission suggested more depth and dimension on the façade details, specifically suggesting dimensional metal trim on the windows. The proposed submittal provides additional details for Plan Commission review.

The City reviews all exterior alterations in the CB zoning district to confirm that they conform to the Downtown Design standards, particularly quantity, size, and color requirements.

The Downtown Design standards (Section Sec. 98-913) are intended to preserve and enhance the historical quality of the downtown and attain a consistent visually pleasing image for the downtown area. This district is designed to forward both aesthetic and economic objectives of the City by controlling the site design and appearance of development within the district in a manner which is consistent with sound land use, urban design, and economic revitalization principles.

Staff Recommendation:

Staff notes that the proposed improvements are attractive, but that the curved windows do not reflect the traditional storefront design theme described by the Downtown Design standards. Staff recommends that the curved transom windows be redesigned to as rectangular windows, consistent with the traditional storefront design theme.

*Jackie Mich, AICP
City Planning Consultant
Vandewalle & Associates*

RESOLUTION OF THE PLAN COMMISSION			
Resolution approving a request for Downtown Design Review for Tom Bachmann, 737 W. Main Street, for a proposed exterior change to a building located at 737 W. Main Street, Tax Key No. ZOP 00273			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	PC-02	Date:	March 17, 2025

WHEREAS, the City of Lake Geneva Plan Commission has considered a Downtown Design Review application for Tom Bachmann, 737 W. Main Street, for a proposed exterior change to a building located at 737 W. Main Street, Tax Key No. ZOP 00273, and

WHEREAS, the Plan Commission made the following finding of fact:

- 1. The proposed Downtown Design Project is consistent with the Downtown Design Standards of Section 98-913(9), and

WHEREAS, the Plan Commission has recommended the following conditions:

- 1. none

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby approves the Downtown Design Review application for Tom Bachmann, 737 W. Main Street, for a proposed exterior change to a building located at 737 W. Main Street, Tax Key No. ZOP 00273, per the findings of fact and additional conditions stated above.

PC Action: ☐ Adopted ☐ Failed Vote _____

Mayoral Action: ☐ Accept ☐ Veto

Todd Krause, Plan Commission Chair Date

Attest:

Lacey L Reynolds, City Clerk Date



RECEIVED MAR 07 2025

City of Lake Geneva
Building and Zoning
626 Geneva Street
Lake Geneva, WI 53147

APPLICATION FOR DOWNTOWN DESIGN REVIEW

Site Address & Parcel No.:

728 Main St. Lake Geneva, WI 53147
20P00314

Name & Address of Current Building Owner:

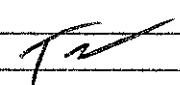
~~734 Main Street LLC~~ 734 Main Street LLC

P.O. Box 460

Lake Geneva, WI 53147

Telephone Number of Current Building Owner: 262-729-2015

Email Address: thecfe@ajaxpm.com

Owner Signature: 

Name & Address of Applicant:

Cassidy Earles

11006 Hickory Nut Way, Richmond IL 60071

Telephone Number of Applicant: 815-549-9008

Email Address: far.sage.boutique@gmail.com

Proposed Design Change:

Repainting Storefront With Sherwin Williams Historical
Color Rockwood Dark Brown

Zoning District: Central Business District

Names & Address of Architect, Engineer, and/or Contractor of Project:

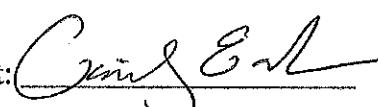
Cassidy Earles

11006 Hickory Nut Way, Richmond IL 60071

Description of Project:

Repainting existing Storefront

Date: 03/07/2025

Signature of Applicant: 

Earles, Cassidy 728 W Main St. Cost Recovery # 25-428

Petitioner Name

Project Address

AR # 3744

OFFICE USE ONLY

Description of Request

Paint Store Front

Agreement for Services

REIMBURSABLE BY THE PETITIONER / APPLICANT. The city may retain the services of the professional consultants (including planners, engineers, architects, attorneys, environmental specialists, recreation specialists, and other experts) to assist in the City's review of a proposals coming before the Plan commission and/or Common Council. The submittal of a development proposal application or petition by a Petitioner shall be construed as an agreement to pay for such professional review services applicable to the proposal including any financing charges that may accrue. The City applies the charges for these services to the Petitioner. The City Administrator at any time may require an applicant to submit an advance deposit of **\$500 to \$5,000 depending on the complexity and anticipated involvement of the City's consultants** or continuing advance deposits against future billings by the City for recovery of costs provide by this ordinance 98-935(4). **An advanced deposit shall be required for the application related to Extraterritorial matters.** Surplus deposits shall be returned to the Applicant at the conclusion of the project.

Cassidy Earles, as applicant/petitioner for

Project:

Painting Storefront

Project Address:

728 main st. Lake Geneva

Parcel No.

ZOP00314

Name:

Cassidy Earles

Address:

11006 Hickory Nut Way
Richmond, IL 60071

Cell Phone: (815) - 549 - 9008

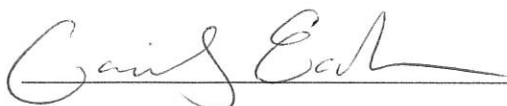
Phone: () - - -

Email: 700sagebatique@gmail.com

Dated this 7 Day of March, 20 25

Cassidy Earles

Printed Name of Applicant / Petitioner



Signature of Applicant/Petitioner

Applicant/Petitioner agrees that in addition to those normal costs payable by an applicant/petitioner (e.g., filing or permit fees, publication expenses, recording fees, etc.), that in the event the action applied or petitioned for requires the City of Lake Geneva, in the judgment of its staff, to obtain additional professional service(s), (e.g., engineering, surveying, planning, legal) than would be routinely available "in house" to enable the City to properly address, take appropriate action on, or determine the same, applicant/petitioner shall reimburse the City for the costs thereof

Section 98-935 Fees:

(1) Fees for Procedures or Permits Requested by a Private Party: The fees for the procedures and permits established by this Chapter shall be established by resolution of the Common Council of the City of Lake Geneva

(2) Fees for Procedures Requested by the City of Lake Geneva: There shall be no fee in the case of applications filed in the public interest by the Common Council or the Plan Commission, other agency, or official of the City of Lake Geneva.

(3) Payment of Fees: Fees shall be payable at the time applications are filed with the appropriate officer of the City (per the requirements of this Chapter), and are not refundable.

(4) Professional Consultant Review Services: The City may retain the services of professional consultants (including planners, engineers, architects, attorneys, environmental specialists, recreation specialists, and other experts) to assist in the City's review of a proposal coming before the Plan Commission. The City may apply the charges for these services to the Petitioner. The City will require the Petitioner to sign a professional consultant review services form. The City Administrator at any time may require an applicant to submit an advance deposit of \$500 to \$5,000 depending on the complexity and anticipated involvement of the City's consultants or continuing advance deposits against future billings by the City for recovery of costs provide by this ordinance 98-935(4). **An advanced deposit shall be required for the application related to Extraterritorial matters.** The City may delay acceptance of the application or petition as complete, or may delay final approval of the proposal, until such fees are paid by the Petitioner. The submittal of a development proposal application or petition by a Petitioner shall be construed as an agreement to pay for such professional review services applicable to the proposal. Review fees which are applied to a Petitioner, but which are not paid, may be assigned by the City as a special assessment to the subject property.



SW 2735
Rockweed

252-C1

SW 2808
Rookwood Dark Brown
Victorian



City of Lake Geneva
Building and Zoning
626 Geneva Street
Lake Geneva, WI 53147

Permit Number 20250180
City use only

ZONING PERMIT APPLICATION

Property located at:

Address: 720 W Main St.
Tenant Space _____

Tax ID / Parcel Number(s): 20P00312

Owner Cassidy Earles
Address: 728 W Main St.
Lake Geneva, WI 53147
Phone: 815) 549-9008
Email: 700sageboutique@gmail.com

Applicant Signarama Barrington
Address: 28039 W Commercial Ave.
Lake Barrington, IL 60010
Phone: 224-848-4620
Email: info@signarama-barrington.com

TO THE ZONING ADMINISTRATOR: The undersigned hereby applies for a permit to do work herein described and located as shown on this application. The undersigned agrees that all work done will be in accordance with the zoning ordinance and all other ordinances of the **City of Lake Geneva** and with all laws of the State of Wisconsin, applicable to said premises. I expressly grant the zoning administrator, or the zoning administrator's authorized agent, permission to enter the premises for which this permit is sought at all reasonable hours and for any proper purpose to inspect the work which is being done.

Signed  Agent/ Owner

Work consists of: (check)

- | | | | | |
|--|--|---------------------------------------|--|--|
| ☐ New Building | ☐ Addition | ☐ Alteration | ☐ Driveway | ☐ Home Occupation |
| ☐ Accessory Structure | ☐ Swimming Pool | ☐ Fence | ☒ Sign | |
| ☐ Erosion Control | ☐ Temporary Use | ☐ Tree Cutting | ☐ Other _____ | |

Site Development Plan: The site development plan shall be submitted as a part of the permit application and should contain the following information drawn to scale:

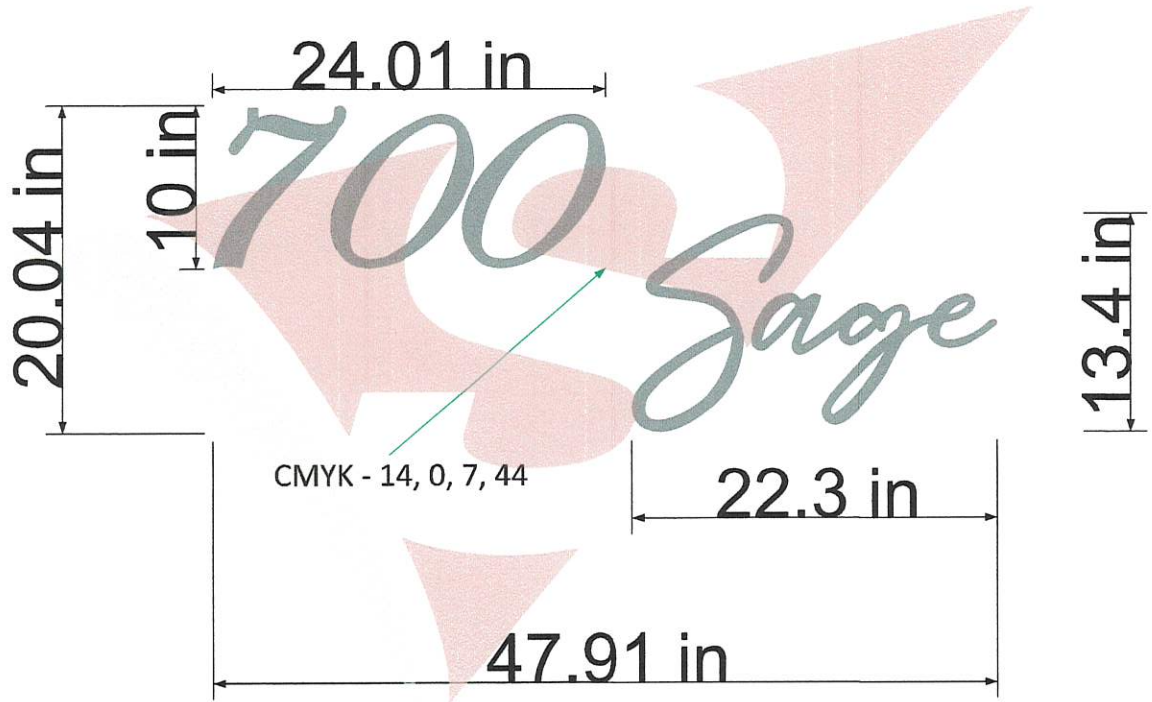
- Provide survey showing dimensions and area of the lot,
 - Location of all existing and proposed structures with distances measured from the lot lines,
 - Location of the ordinary high watermark or any abutting navigable waterways, boundaries of all wetlands, floodplains and floodways,
 - Existing and proposed topographic and drainage features and vegetative cover,
 - Location of existing or future access roads or driveways,
 - Description of the type of structure; existing and proposed operation or use of the structure or site
- Adding an acrylic sign to the exterior facade of the tenant's space.

Estimated Cost of Proposed Site Improvements \$ 725

Building Inspector Approval: _____ **Date:** _____ **Fees:** _____

By signing the Customer Acceptance on this print, I understand that I am accepting all aspects of this drawing. This includes ARTWORK, SPECIFICATIONS, DIMENSIONS, SPELLING, AND all other representations herein. I also understand that color reproductions on this print are approximate, and may not match manufactures samples exactly.

Option B



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there will be a design charge for canceling
out orders with more then one proof

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COLORS

FONTS

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out orders with more than one proof

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SAVE 

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SW 2808

Rookwood Dark Brown

FULL DETAILS ▾

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Paint Sample



Interior Paint



Exterior Paint

↑ **UPLOAD A PHOTO**

STAFF REPORT
To Lake Geneva Plan Commission
Meeting Date: March 17, 2025

Agenda Item #6b

Applicant:

Cassidy Earles
11006 Hickory Nut Way
Richmond, IL

Request:

728 W. Main St.
Downtown Design Review for wall sign and
exterior alterations

Description:

The applicant is applying for Downtown Design Review to allow for a wall sign and exterior alterations to the building located at 737 W. Main St. in the Central Business (CB) zoning district, Tax Key No. ZOP 00314. The applicant proposes to add a new wall sign comprised of acrylic individual letters. Additionally, they propose to paint the exterior of the building a shade of dark brown.

The City reviews all exterior alterations in the CB zoning district to confirm that they conform to the Downtown Design standards, particularly quantity, size, and color requirements.

The Downtown Design standards (Section Sec. 98-913) are intended to preserve and enhance the historical quality of the downtown and attain a consistent visually pleasing image for the downtown area. This district is designed to forward both aesthetic and economic objectives of the City by controlling the site design and appearance of development within the district in a manner which is consistent with sound land use, urban design, and economic revitalization principles.

Staff Recommendation:

Staff notes that the proposed color is not a neon or bold color, which would not be permitted by the Downtown Design standards.

The proposed wall sign meets signage requirements for the CB zoning district.

Staff recommends approval of project.

*Jackie Mich, AICP
City Planning Consultant
Vandewalle & Associates*

RESOLUTION OF THE PLAN COMMISSION			
Resolution approving a request for Downtown Design Review for Cassidy Earles, 11006 Hickory Nut Way, Richmond, IL, for a proposed wall sign and exterior change to a building located at 728 W. Main Street, Tax Key No. ZOP 00314			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	PC-03	Date:	March 17, 2025

WHEREAS, the City of Lake Geneva Plan Commission has considered a Downtown Design Review application for Cassidy Earles, 11006 Hickory Nut Way, Richmond, IL, for a proposed wall sign and exterior change to a building located at 728 W. Main Street, Tax Key No. ZOP 00314, and

WHEREAS, the Plan Commission made the following finding of fact:

1. The proposed Downtown Design Project is consistent with the Downtown Design Standards of Section 98-913(9), and

WHEREAS, the Plan Commission has recommended the following conditions:

1. none

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby approves the Downtown Design Review application for Cassidy Earles, 11006 Hickory Nut Way, Richmond, IL, for a proposed wall sign and exterior change to a building located at 728 W. Main Street, Tax Key No. ZOP 00314, per the findings of fact and additional conditions stated above.

PC Action: ☐ Adopted ☐ Failed Vote _____

Mayoral Action: ☐ Accept ☐ Veto

Todd Krause, Plan Commission Chair

Date

Attest:

Lacey L Reynolds, City Clerk

Date

APPLICATION FOR CONDITIONAL USE

City of Lake Geneva

Site Address/Parcel No. and full Legal Description required (attach separate sheet if necessary):

827 Dodge St, Lake Geneva, WI 53147

Name and Address of Current Owner: Michael Dunn

N2854 Hidden Valley Lane, Lake Geneva, WI 53147

Telephone No. with area code & Email of Current Owner: 262-749-6402

m.a.dunn23@gmail.com

Owner Signature:

Name and Address of Applicant:

Bjorn Schweinsberg

5117 N Palisades Rd, Whitefish Bay, WI 53217

Telephone No. with area code & Email of Applicant: 414-897-4856

BandCCapitalLLC@gmail.com

Proposed Conditional Use: Short/Medium term Rental

Zoning District in which land is located: General Business

Names and Addresses of architect, professional engineer and contractor of project:

N/A

Short statement describing activities to take place on site:

Providing short term rental housing for guests traveling to the Lake Geneva area.

Conditional Use Fee payable upon filing application: \$400.00 [\$100.00 for Application Under Sec. 98-407(3)]

Date

Signature of Applicant

_____ Cost Recovery # _____

Petitioner Name _____ Project Address _____

OFFICE USE ONLY _____ Description of Request _____

Agreement for Services

REIMBURSABLE BY THE PETITIONER / APPLICANT. The city may retain the services of the professional consultants (including planners, engineers, architects, attorneys, environmental specialists, recreation specialists, and other experts) to assist in the City's review of a proposals coming before the Plan commission and/or Common Council. The submittal of a development proposal application or petition by a Petitioner shall be construed as an agreement to pay for such professional review services applicable to the proposal including any financing charges that may accrue. The City applies the charges for these services to the Petitioner. The City Administrator at any time may require an applicant to submit an advance deposit of **\$500 to \$5,000 depending on the complexity and anticipated involvement of the City's consultants** or continuing advance deposits against future billings by the City for recovery of costs provide by this ordinance 98-935(4). **An advanced deposit shall be required for the application related to Extraterritorial matters.** Surplus deposits shall be returned to the Applicant at the conclusion of the project.

Bjorn Schweinsberg, as applicant/petitioner for

Project: _____

Project Address: 827 Dodge St, Lake Geneva, WI 53147

Parcel No. ZGD-00012

Name: Bjorn Schweinsberg

Address: 5117 N Palisades Rd, Whitefish Bay, WI 53217

Cell Phone: (414) 897-4856 - _____ Phone: (____) - _____ - _____

Email: BandCCapitalLLC@gmail.com

Dated this 10 Day of January, 20 25

Bjorn Schweinsberg

Printed Name of Applicant / Petitioner

Signature of Applicant/Petitioner

Applicant/Petitioner agrees that in addition to those normal costs payable by an applicant/petitioner (e.g., filing or permit fees, publication expenses, recording fees, etc.), that in the event the action applied or petitioned for requires the City of Lake Geneva, in the judgment of its staff, to obtain additional professional service(s), (e.g., engineering, surveying, planning, legal) than would be routinely available "in house" to enable the City to properly address, take appropriate action on, or determine the same, applicant/petitioner shall reimburse the City for the costs thereof

Section 98-935 Fees:

(1) Fees for Procedures or Permits Requested by a Private Party: The fees for the procedures and permits established by this Chapter shall be established by resolution of the Common Council of the City of Lake Geneva

(2) Fees for Procedures Requested by the City of Lake Geneva: There shall be no fee in the case of applications filed in the public interest by the Common Council or the Plan Commission, other agency, or official of the City of Lake Geneva.

(3) Payment of Fees: Fees shall be payable at the time applications are filed with the appropriate officer of the City (per the requirements of this Chapter), and are not refundable.

(4) Professional Consultant Review Services: The City may retain the services of professional consultants (including planners, engineers, architects, attorneys, environmental specialists, recreation specialists, and other experts) to assist in the City's review of a proposal coming before the Plan Commission. The City may apply the charges for these services to the Petitioner. The City will require the Petitioner to sign a professional consultant review services form. The City Administrator at any time may require an applicant to submit an advance deposit **of \$500 to \$5,000 depending on the complexity and anticipated involvement of the City's consultants** or continuing advance deposits against future billings by the City for recovery of costs provide by this ordinance 98-935(4). **An advanced deposit shall be required for the application related to Extraterritorial matters.** The City may delay acceptance of the application or petition as complete, or may delay final approval of the proposal, until such fees are paid by the Petitioner. The submittal of a development proposal application or petition by a Petitioner shall be construed as an agreement to pay for such professional review services applicable to the proposal. Review fees which are applied to a Petitioner, but which are not paid, may be assigned by the City as a special assessment to the subject property.

CITY OF LAKE GENEVA PROCEDURAL CHECKLIST FOR: CONDITIONAL USE REVIEW AND APPROVAL (Requirements per Section 98-905)

This form should be used by the Applicant as a guide to submitting a complete application for a conditional use and by the City to process said application. Parts II and III should be used by the Applicant to submit a complete application; Parts I - IV should be used by the City as a guide when processing said application.

I. RECORDATION OF ADMINISTRATIVE PROCEDURES

____ Pre-submittal staff meeting scheduled:

Date of Meeting: _____ Time of Meeting: _____ Date: _____ by: _____

Follow-up pre-submittal staff meetings scheduled for:

____ Date of Meeting: _____ Time of Meeting: _____ Date: _____ by: _____

____ Date of Meeting: _____ Time of Meeting: _____ Date: _____ by: _____

____ Date of Meeting: _____ Time of Meeting: _____ Date: _____ by: _____

____ Date of Meeting: _____ Time of Meeting: _____ Date: _____ by: _____

____ Application form filed with Zoning Administrator: Date: _____ by: _____

____ Application fee of \$ ____ received by Zoning Administrator: Date: _____ by: _____

____ Reimbursement of professional consultant costs agreement executed: Date: _____ by: _____

II. APPLICATION SUBMITTAL PACKET REQUIREMENTS

Prior to submitting the 8 final complete applications as certified by the Zoning Administrator, the Applicant shall submit 1 initial draft application packet and 1 digital copy for staff review, followed by one revised draft final application packet based upon staff review and comments.

Initial Packet (1 Copy and 1 Digital Copy to Zoning Administrator) Date: _____ by: _____

↓ *Draft Final Packet (8 Copies and 1 Digital Copy to Zoning Administrator)* Date: _____ by: _____

↓

____ (a) **A map of the proposed conditional use:**

- ____ Showing all lands for which the conditional use is proposed;
- ____ Clearly indicating the current zoning of the subject property and its environs, and the jurisdiction(s) which maintains that control;
- ____ Map and all its parts are clearly reproducible with a photocopier;
- ____ Map size of 11" by 17" and map scale not less than one inch equals 800 ft;
- ____ All lot dimensions of the subject property provided;
- ____ Graphic scale and north arrow provided.

____ (b) **A map, such as the Land Use Plan Map, of the generalized location of the subject property in relation to the City as a whole:**

____ (c) **A written description of the proposed conditional use describing the type of activities, buildings, and structures proposed for the subject property and their general locations;**

_____ (d) A site plan (conforming to the requirements of Section 98-908(3)) of the subject property as proposed for development OR if the proposed conditional use is a group development (per Section 98-208) a proposed preliminary plat or conceptual plat may be substituted for the required site plan, provided said plat contains all information required on said site plan per Section 98-908.

_____ (e) Written justification for the proposed conditional use:

_____ Indicating reasons why the Applicant believes the proposed conditional use is appropriate with the recommendations of the City of Lake Geneva Comprehensive Master Plan, particularly as evidenced by compliance with the standards set out in Section 98-905(4)(b)1.-6. *(See below)*

III. JUSTIFICATION OF THE PROPOSED CONDITIONAL USE

1. How is the proposed conditional use (the use in general, independent of its location) in harmony with the purposes, goals, objectives, policies and standards of the City of Lake Geneva Comprehensive Plan, the Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City?

The conditional use of this house will make use of existing infrastructure to further economic and shopping opportunities by guests traveling to the area.

2. How is the proposed conditional use, in its specific location, in harmony with the purposed, goals, objectives, policies and standards of the City of Lake Geneva Comprehensive Plan, the Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City?

This specific location is zoned general business, and is located centrally to many commercial businesses within the downtown area that guests will visit and support.

3. Does the proposed conditional use, in its proposed location and as depicted on the required site plan (see Section 98-905(3)(d)), result in any substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan, or any other plan, program, map ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development?

NO

4. How does the proposed conditional use maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property?

The conditional use of this property will be maintained and will be consistent with the general business zoning of the area.

5. Is the proposed conditional use located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvements, facilities, utilities or services provided by public agencies serving the subject property?

No, the proposed conditional use of this property will be consistent with surrounding local businesses that are adjacent to the property.

6. Do the potential public benefits of the proposed conditional use outweigh all potential adverse impacts of the proposed conditional use (as identified in Subsections 98-905(4)(b)1.-5.), after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts?

Yes, the conditional use will serve transient guests to the city of Lake Geneva allowing them central access to shopping and other businesses while having minimal impact on the surrounding neighborhood as the house is mainly surrounded by other local businesses.

IV. FINAL APPLICATION PACKET INFORMATION

____ Receipt of 1 full scale copy in blueline or blackline
of complete Final Application Packet by Zoning Administrator: Date: _____ by: _____

____ Receipt of 8 reduced (8.5" by 11" text and 11" x 17" graphics)
copies of complete Final Application Packet by Zoning Administrator: Date: _____ by: _____

____ A digital copy of Final Application Packet shall be emailed to the
Building and Zoning Department upon submittal deadline. Date: _____ by: _____

____ Certification of complete Final Application Packet and
required copies to the Zoning Administrator by City Clerk: Date: _____ by: _____

____ Class 2 Legal Notice sent to official newspaper by City Clerk: Date: _____ by: _____

____ Class 2 Legal Notice published on _____ and _____ by: _____

____ Conditional Use recorded with the County Register of Deeds Office: Date: _____ by: _____

CITY OF LAKE GENEVA PROCEDURAL CHECKLIST FOR:
SITE PLAN REVIEW AND APPROVAL (Requirements per Section 98-908)

This form should be used by the Applicant as a guide to submitting a complete application for a site plan review and by the City to process said application. Part II should be used by the Applicant to submit a complete application; Parts I - III should be used by the City as a guide when processing said application.

I. RECORDATION OF ADMINISTRATIVE PROCEDURES

Pre-submittal staff meeting scheduled:

Date of Meeting:

Time of Meeting:

Date:

by:

Follow-up pre-submittal staff meetings scheduled for:

Date of Meeting:

Time of Meeting:

Date:

by:

Date of Meeting:

Time of Meeting:

Date:

by:

Date of Meeting:

Time of Meeting:

Date:

by:

Date of Meeting:

Time of Meeting:

Date:

by:

Application form filed with Zoning Administrator:

Date:

by:

Application fee of \$ received by Zoning Administrator:

Date:

by:

Reimbursement of professional consultant costs agreement executed:

Date:

by:

II. APPLICATION SUBMITTAL PACKET REQUIREMENTS

Prior to submitting the 8 final complete applications as certified by the Zoning Administrator, the Applicant shall submit 1 initial draft application packet and 1 digital copy for staff review, followed by one revised draft final application packet based upon staff review and comments.

Initial Packet (1 Copy and 1 Digital Copy to Zoning Administrator)

Date:

by:

↓ Draft Final Packet (8 Copies and 1 Digital Copy to Zoning Administrator)

Date:

by:

↓

(a) A written description of the intended use describing in reasonable detail the:

Existing zoning district(s) (and proposed zoning district(s) if different);

Land use plan map designation(s);

Current land uses present on the subject property;

Proposed land uses for the subject property (per Section 98-206);

Projected number of residents, employees, and daily customers;

Proposed amount of dwelling units, floor area, impervious surface area, and landscape surface area, and resulting site density, floor area ratio, impervious surface area ratio, and landscape surface area ratio;

Operational considerations relating to hours of operation, projected normal and peak water usage, sanitary sewer or septic loadings, and traffic generation;

- _____ Operational considerations relating to potential nuisance creation pertaining to noncompliance with the performance standards addressed in Article VII (Sections 98-701-98-721) including: street access, traffic visibility, parking, loading, exterior storage, exterior lighting, vibration, noise, air pollution, odor, electromagnetic radiation, glare and heat, fire and explosion, toxic or noxious materials, waste materials, drainage, and hazardous materials;
- _____ If no nuisances will be created (as indicated by complete and continuous compliance with the provisions of Article VII), then include the statement "The proposed development shall comply with all requirements of Article VII.";
- _____ Exterior building and fencing materials (Sections 98-718 and 98-720);
- _____ Possible future expansion and related implications for points above;
- _____ Any other information pertinent to adequate understanding by the Plan Commission of the intended use and its relation to nearby properties.

_____ (b) **A Small Location Map** at 11" x 17" showing the subject property, all properties within 300 feet, and illustrating its relationship to the nearest street intersection. (A photocopy of the pertinent section of the City's Official Zoning Map with the subject property clearly indicated shall suffice to meet this requirement.)

_____ (c) **A Property Site Plan drawing which includes:**

- _____ A title block which indicates the name, address and phone/fax number(s) of the current property owner and/or agent(s) (developer, architect, engineer, planner) for project;
- _____ The date of the original plan and the latest date of revision to the plan;
- _____ A north arrow and a graphic scale (not smaller than one inch equals 100 feet);
- _____ A reduction of the drawing at 11" x 17";
- _____ A legal description of the subject property;
- _____ All property lines and existing and proposed right-of-way lines with bearings and dimensions clearly labeled;
- _____ All existing and proposed easement lines and dimensions with a key provided and explained on the margins of the plan as to ownership and purpose;
- _____ All required building setback lines;
- _____ All existing and proposed buildings, structures, and paved areas, including building entrances, walks, drives, decks, patios, fences, utility poles, drainage facilities, and walls;
- _____ The location and dimension (cross-section and entry throat) of all access points onto public streets;
- _____ The location and dimension of all on-site parking (and off-site parking provisions if they are to be employed), including a summary of the number of parking stalls provided versus required by the Ordinance;
- _____ The location and dimension of all loading and service areas on the subject property and labels indicating the dimension of such areas;
- _____ The location of all outdoor storage areas and the design of all screening devices;
- _____ The location, type, height, size and lighting of all signage on the subject property to include a photometric plan;
- _____ The location, height, design/type, illumination power and orientation of all exterior lighting on the subject property -- including the clear demonstration of compliance with Section 98-707;
- _____ All engineering requirements for utilities, site designs, etc;
- _____ The location and type of any permanently protected green space areas;
- _____ The location of existing and proposed drainage facilities for storm water;

_____ In the legend, data for the subject property on:

- _____ Lot Area;
- _____ Floor Area;
- _____ Floor Area Ratio (b/a);
- _____ Impervious Surface Area;
- _____ Impervious Surface Ratio (d/a);
- _____ Building Height.

_____ (d) **A Detailed Landscaping Plan of the subject property:**

- _____ Scale same as main plan (> or equal to 1" equals 100')
- _____ Map reduction at 11" x 17"
- _____ Showing the location of all required buffer yard and landscaping areas
- _____ Showing existing and proposed Landscape Point fencing
- _____ Showing berm options for meeting said requirements
- _____ Demonstrating complete compliance with the requirements of Article VI
- _____ Providing individual plant locations and species, fencing types and heights, and berm heights;

_____ (e) **A Grading and Erosion Control Plan:**

- _____ Same scale as the main plan (> or equal to 1" equals 100')
- _____ Map reduction at 11" x 17"
- _____ Showing existing and proposed grades including retention walls and related devices, and erosion control measures.

_____ (f) **Elevation Drawings of proposed buildings or remodeling of existing buildings:**

- _____ Showing finished exterior treatment;
- _____ With adequate labels provided to clearly depict exterior materials, texture, color and overall appearance;
- _____ Perspective renderings of the proposed project and/or photos of similar structures may be submitted, but not in lieu of adequate drawings showing the actual intended appearance of the buildings.

NOTE: Initiation of Land Use or Development Activity: Absolutely no land use or development activity, including site clearing, grubbing, or grading shall occur on the subject property prior to the approval of the required site plan. Any such activity prior to such approval shall be a violation of law and shall be subject to all applicable enforcement mechanisms and penalties.

NOTE: Modification of an Approved Site Plan: Any and all variation between development and/or land use activity on the subject property and the approved site plan is a violation of law. An approved site plan shall be revised and approved via the procedures of Subsections 98-908(2) and (4) so as to clearly and completely depict any and all proposed modifications to the previously approved site plan, prior to the initiation of said modifications.

III.FINAL APPLICATION PACKET INFORMATION

_____ Receipt of 1 full scale copy in blueline or blackline
of complete Final Application Packet by Zoning Administrator: Date: _____ by: _____

_____ Receipt of 8 reduced (8.5" by 11" text and 11" x 17" graphics)
copies of complete Final Application Packet by Zoning Administrator: Date: _____ by: _____

_____ A digital copy of Final Application Packet shall be emailed to the
Building and Zoning Department upon submittal deadline. Date: _____ by: _____

Development Review Committee (DRC) Application

Complete as much detailed information as possible to allow for a comprehensive departmental review prior to a Development Review Committee meeting. This application must be returned to the Building Inspector, with all conceptual plans, designs and other information prior to the scheduling a DRC meeting.

Applicant Information

Property Address _____

Applicant name _____

Applicant email _____ Phone Number _____

Architect/Contractor/Designer Name _____

Architect/Contractor/Designer Email _____ Phone Number _____

Type of Construction: New _____ Addition _____ Remodel _____

Type of Development: Single-family _____ Multi-family _____ Commercial _____ Industrial _____

Type of Business _____

Engineering

Site Plans should include the following: Project title and owner's/developer's name and address noted, architect's and/or engineer's name and address noted, property boundaries and dimensions, abutting property zoning classifications, general description of building materials, façade and roof detail, setback lines indicated, easements for access, if any, 100-year floodplain identification, existing and proposed topography shown at a contour interval of one foot, indicating proposed grade and location of improvements, signage and outdoor lighting, number of parking spaces provided, type, size and location of all structures with all building dimensions shown, location of existing and general location of proposed sanitary sewers, storm sewers, water-mains, and any proposed stormwater management facilities, location, extent and type of proposed landscaping and landscaping plantings and buffers to adjacent property, including fencing or other screening, location of pedestrian sidewalks and walkways, graphic outline of any development staging that is planned, driveway locations and sizes, handicap accessibility, environmental concerns (odor, smoke, noise, graphic scale and north arrow).

- Storm water management provisions provided? YES / NO
 - As-built/certification notification
- Erosion control plan provided? YES / NO
- Wetlands, floodplains, environmental corridors, groundwater Identified. YES / NO
- Utility Plans Provided
 - Watermain
 - Sanitary Sewer
 - Storm Water
- Is a Land Division required? YES / NO
- Access points and dimensions shown? YES / NO
 - WISDOT Right-of-way?
 - County Right-of-way?
- Estimated Traffic impacts _____
 - Traffic Study Required YES/NO
 - Traffic Control Plan Required YES/NO
 - Will construction affect street parking or intersections? YES / NO

- Paving Materials, Typical Sections? YES / NO
- WDNR Notice of Intent required? (Land disturbance more than 1 acre)? YES / NO
- Watermain extension required? YES / NO
- Sanitary sewer extension required? YES / NO
- SEWRPC Service Area Amendment needed? YES / NO
- Is a Chapter 30 Permit (wetland/waterway) required? YES / NO
- Proposed building/expansion dimensions _____
- Will there be signage? YES / NO type (mounted, freestanding) _____
- Exterior lighting plans? YES / NO
- What kind of noise or level of noise will the business have? _____
- Detailed property Site Plan? YES / NO Date of Plan: _____
- Green Space Calculations (Existing vs. Proposed) YES / NO
- Are landscape plans provided? YES / NO
- Is a Land Division required? YES / NO

Water/Sewer Utilities

If an existing structure please circle the following:

- Will existing sewer & water connections be used? YES / NO
- Will your project require the installation of a grease interceptor? YES / NO

If the development is Commercial or Industrial, please provide the following:

- Water service size requirement _____
- Estimated daily water usage in gallons per day _____
- Estimated maximum water flow in gallons per minute _____
- Number of bathrooms _____
- Brief description of process (if Industrial) _____

If the development is a multi-family dwelling, please provide the following:

- Number of units _____
- Number of bedrooms in each unit _____
- Water service size requirement _____

From: [Bjorn Schweinsberg](#)
To: [Jackie Mich](#)
Subject: Re: conditional use application
Date: Thursday, January 23, 2025 4:45:46 PM
Attachments: [Conditional Use Application.pdf](#)
[Floor2.svg](#)
[Floor1.svg](#)

Hi Jackie,

Attached is the updated conditional use application with correction of the Address, which should read 827 Dodge St, and the proper tax code, which is ZGD00012. Signatures are on the original that I submitted to the Code Enforcement office.

Also attached is the floor plan. The house is only a 3 bedroom, but the large parking pad can accommodate 4 cars and the garage has parking for 2 additional cars. I only anticipate using the parking pad since it has ample space.

Let me know if there any other questions or information that you need to proceed with submitting the application. The floor plans are svg files that can be opened with microsoft explorer. I tried to download it as a pdf for simplicity, but was having trouble with that. Let me know if those files suffice

Regards,
Bjorn Schweinsberg

On Wed, Jan 15, 2025 at 12:59 PM Jackie Mich <jmich@vandewalle.com> wrote:

Once we have a complete application, we will have you attend a Development Review meeting with city staff. Then, this will be placed on a Plan Commission agenda. The earliest that could take place is March. After that, it will be placed on a City Council for final approval.

Jackie Mich
Lead Associate Planner
Vandewalle & Associates

From: Bjorn Schweinsberg <bandccapitalllc@gmail.com>
Sent: Wednesday, January 15, 2025 11:54:01 AM
To: Jackie Mich <jmich@vandewalle.com>
Subject: Re: conditional use application

Hi Jackie,

On the paper copy I submitted, it has my signature and owners signature.

I'll get a floor plan for you this week. The whole house will be rented, so 3 bedrooms. There is a large parking pad and garage as detailed in zoning photo, should be able to accommodate up to 3 vehicles.

Once this is submitted, can you give me a time frame for next steps?

Regards,

Bjorn

Sent from my iPhone

On Jan 15, 2025, at 11:32 AM, Jackie Mich <jmich@vandewalle.com> wrote:

Hi Bjorn,

Thank you for your application. We need a few things before we can move this application forward.

1. Correction to the property address; please also include the parcel number (tax key) so we can be sure we have the correct property
2. The application form must be SIGNED by the property owner
3. The cost recovery form must be SIGNED by the applicant (you)
4. A written description of what you are proposing.
 - a. How many units will there be? How many bedrooms will there be in each unit? Will there be changes to the site? Are other activities, buildings, and structures are proposed?
5. A floor plan that clearly depicts the number of units and number of bedrooms per unit proposed
6. A site plan showing where parking will be provided and how many spaces will be provided. The City requires one parking space per bedroom.

Just let me know if you have any questions,

Jackie Mich

From: Bjorn Schweinsberg <bandccapitalllc@gmail.com>

Sent: Friday, January 10, 2025 3:04 PM

To: Building and Zoning Clerk <bzclerk@cityoflakegeneva.com>; Jackie Mich <jmich@vandewalle.com>

Subject: conditional use application

Hi Amanda/Jacky,

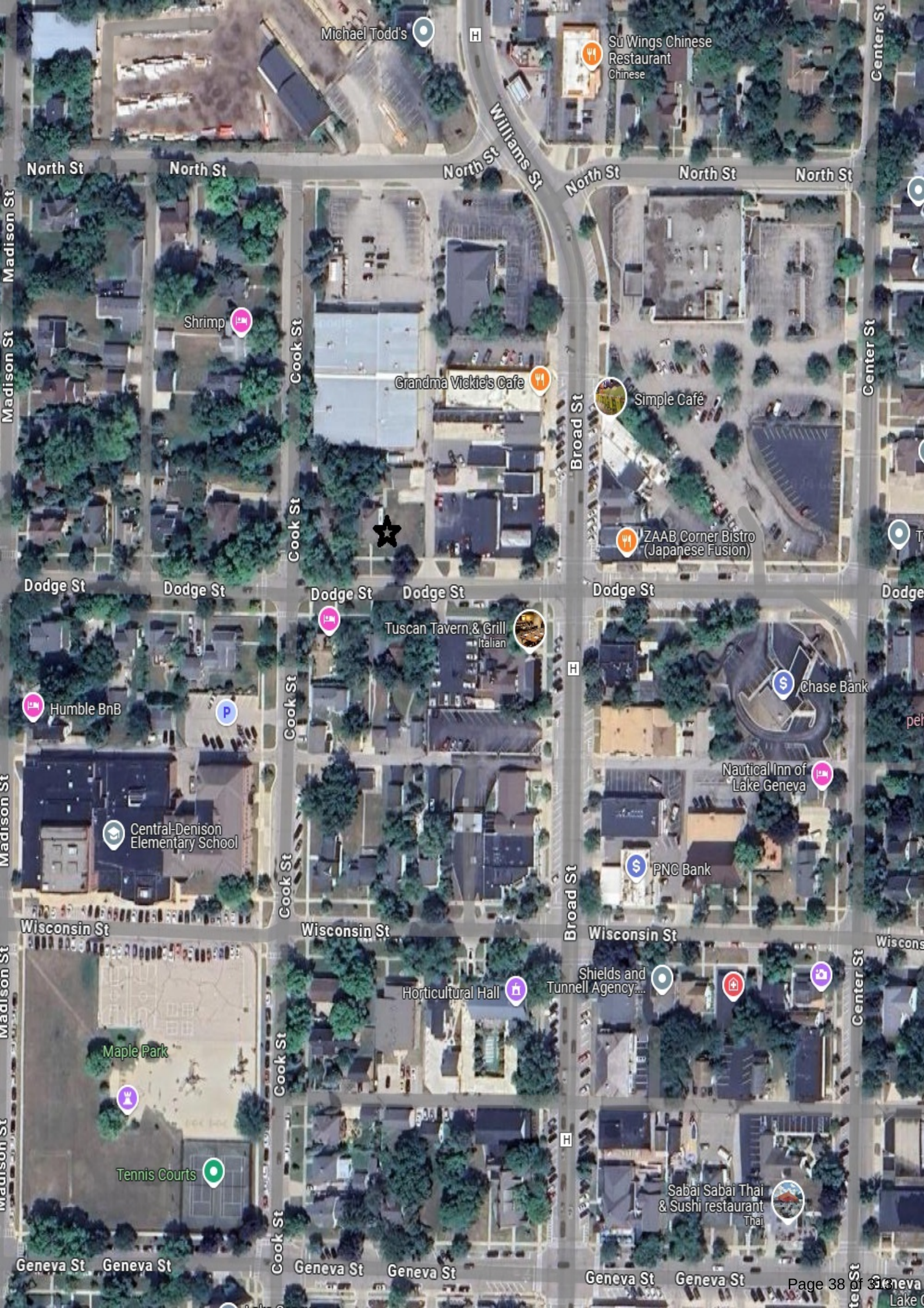
Attached are the electronic documents for the conditional use application.

Let me know if you have any questions.

Regards,

Bjorn Schweinsberg





Michael Todd's

Su Wings Chinese Restaurant
Chinese

North St

North St

North St

North St

North St

North St

Shrimp

Grandma Vickie's Cafe

Simple Cafe

ZAAB Corner Bistro
(Japanese Fusion)

Dodge St

Dodge St

Dodge St

Dodge St

Dodge St

Dodge St

Tuscan Tavern & Grill
Italian

Humble BnB

Central-Denison
Elementary School

Chase Bank

Nautical Inn of
Lake Geneva

PNC Bank

Wisconsin St

Wisconsin St

Wisconsin St

Wisconsin St

Horticultural Hall

Shields and
Tunnell Agency...

Maple Park

Tennis Courts

Sabai Sabai Thai
& Sushi restaurant
Thai

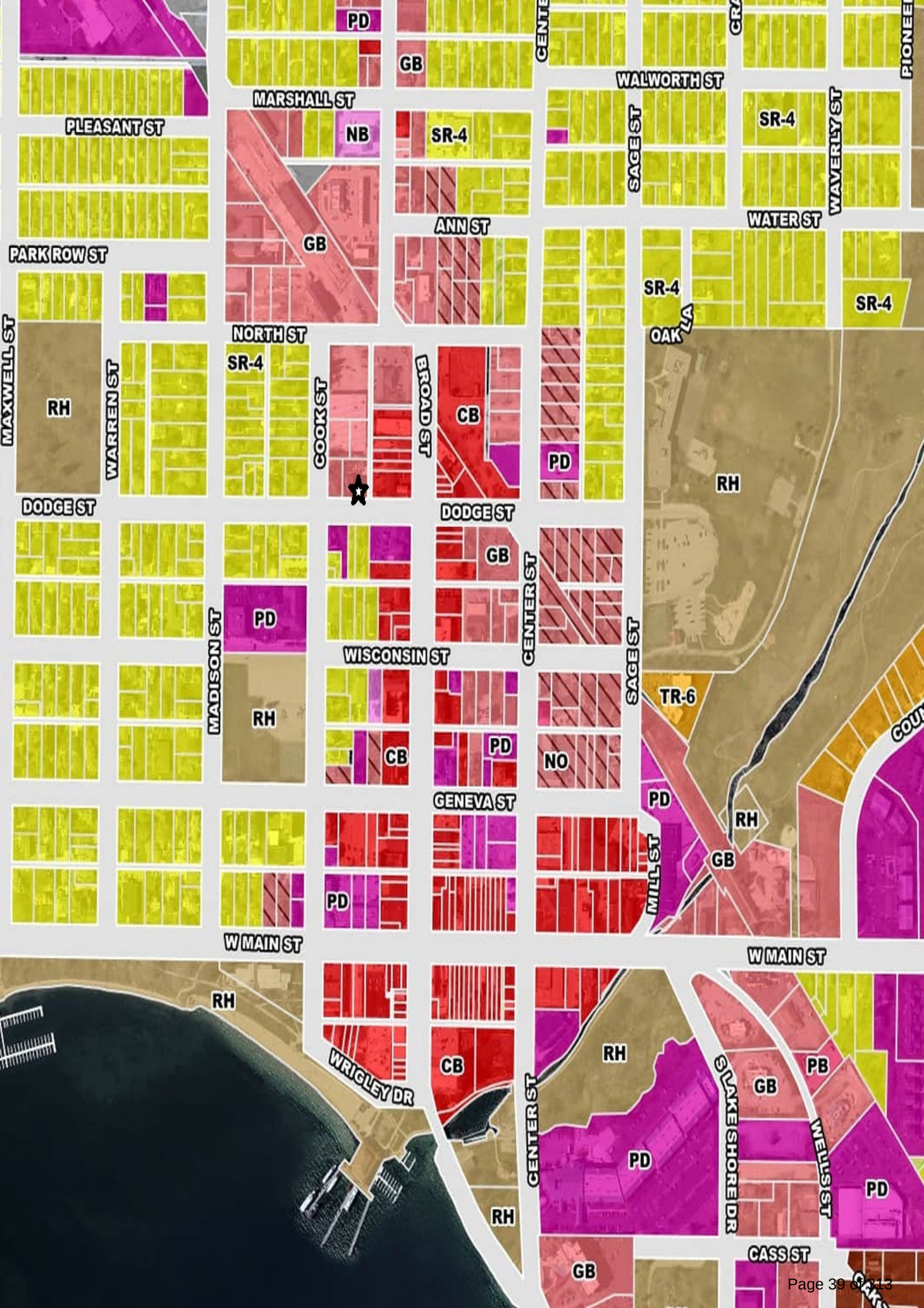
Geneva St

Geneva St

Geneva St

Geneva St

Geneva St



PLAT OF SURVEY

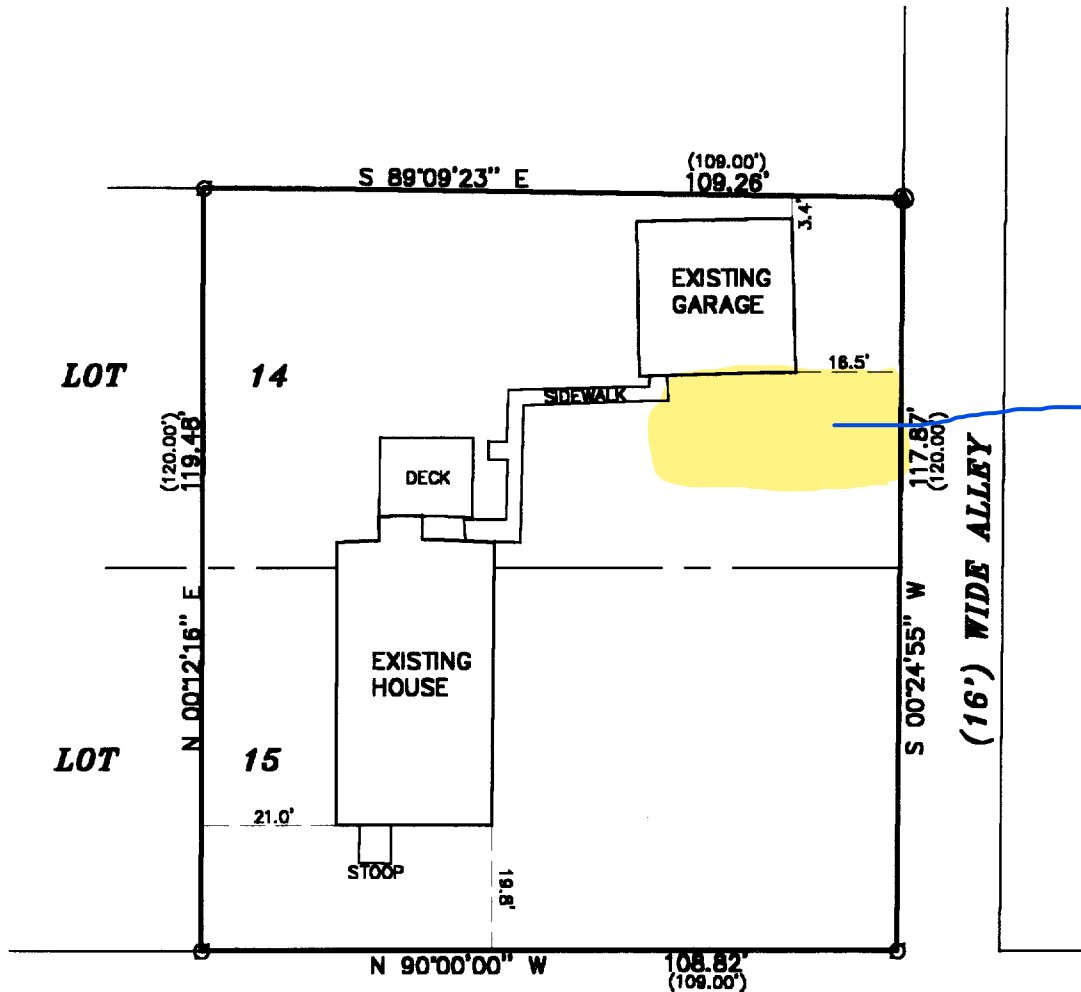
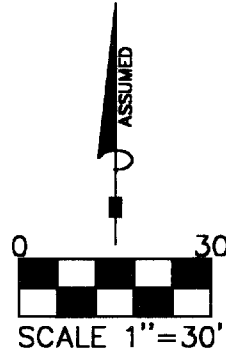
PATHFINDER SURVEYING
FORMERLY KOLB LAND CONSULTING
929 WILLIAMS ST. LAKE GENEVA, WI.
(262) 248-3697

ORDERED BY : ORION PARTNERS
P.O. BOX 1030
LAKE GENEVA, WI. 53147

DATE: 3-24-2000

DESCRIPTION: THE EAST 44.00 FEET OF LOTS 14 AND 15 OF BLOCK 3
OF GOODSSELL'S SUBDIVISION OF BLOCK 3 OF THE PLAT
OF THE VILLAGE OF GENEVA, NOW CITY OF LAKE GENEVA,
WALWORTH COUNTY, WISCONSIN.

THE WEST 65.00 FEET OF THE EAST 109.00' OF LOTS 14
AND 15 OF BLOCK 3 OF GOODSSELL'S SUBDIVISION OF
BLOCK 3 OF THE VILLAGE, NOW CITY OF LAKE GENEVA,
WALWORTH COUNTY, WISCONSIN.



C.L. DODGE STREET

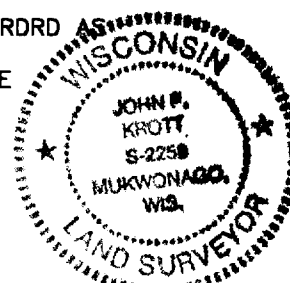
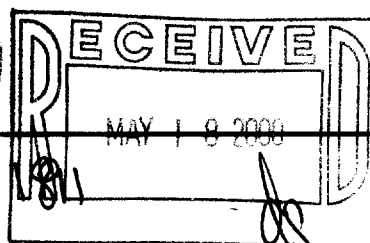
LEGEND

- FOUND IRON PIPE
- SET P.K. NAIL
- (XXXX) RECORDRD
- X— FENCE

THE ABOVE MAP IS A TRUE REPRESENTATION THEREOF AND
SHOWS THE SIZE AND LOCATION OF ALL THE PROPERTY,
EXTERIOR BOUNDARIES, THE LOCATION OF ALL VISIBLE
BOUNDARY FENCES, APPARENT EASEMENTS, ROADWAYS
AND VISIBLE ENCROACHMENTS, IF ANY.

THIS SURVEY IS MADE FOR THE USE OF THE PRESENT
OWNERS OF THE PROPERTY, AND ALSO THOSE WHO
PURCHASE, MORTGAGE OR GURANTEE TITLE THERETO
WITHIN ONE (1) YEAR FROM DATE HERETO.

John P. Krott
JOHN P. KROTT, R.L.S. 2258

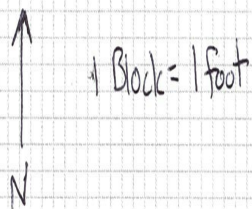
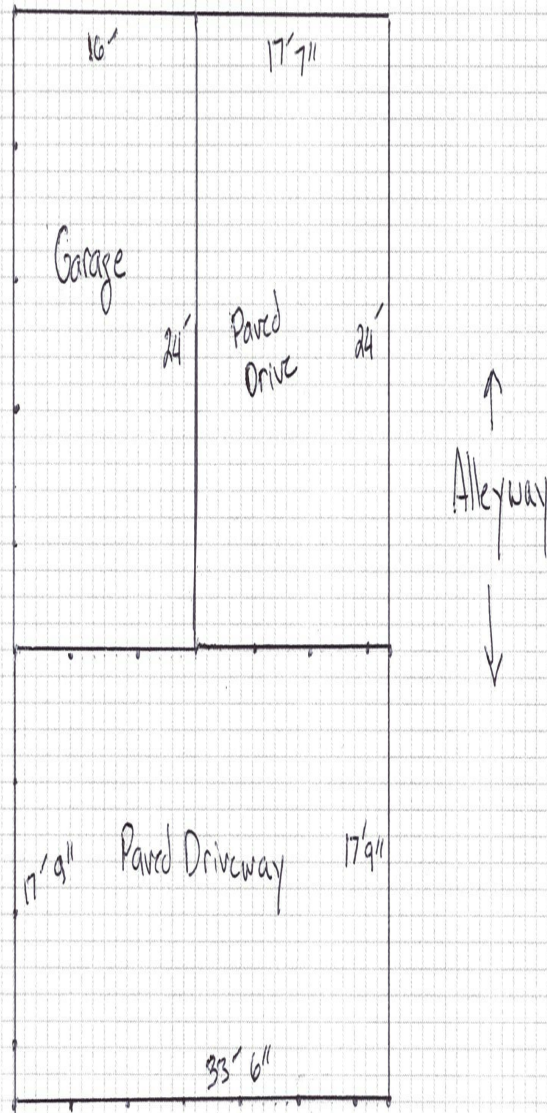


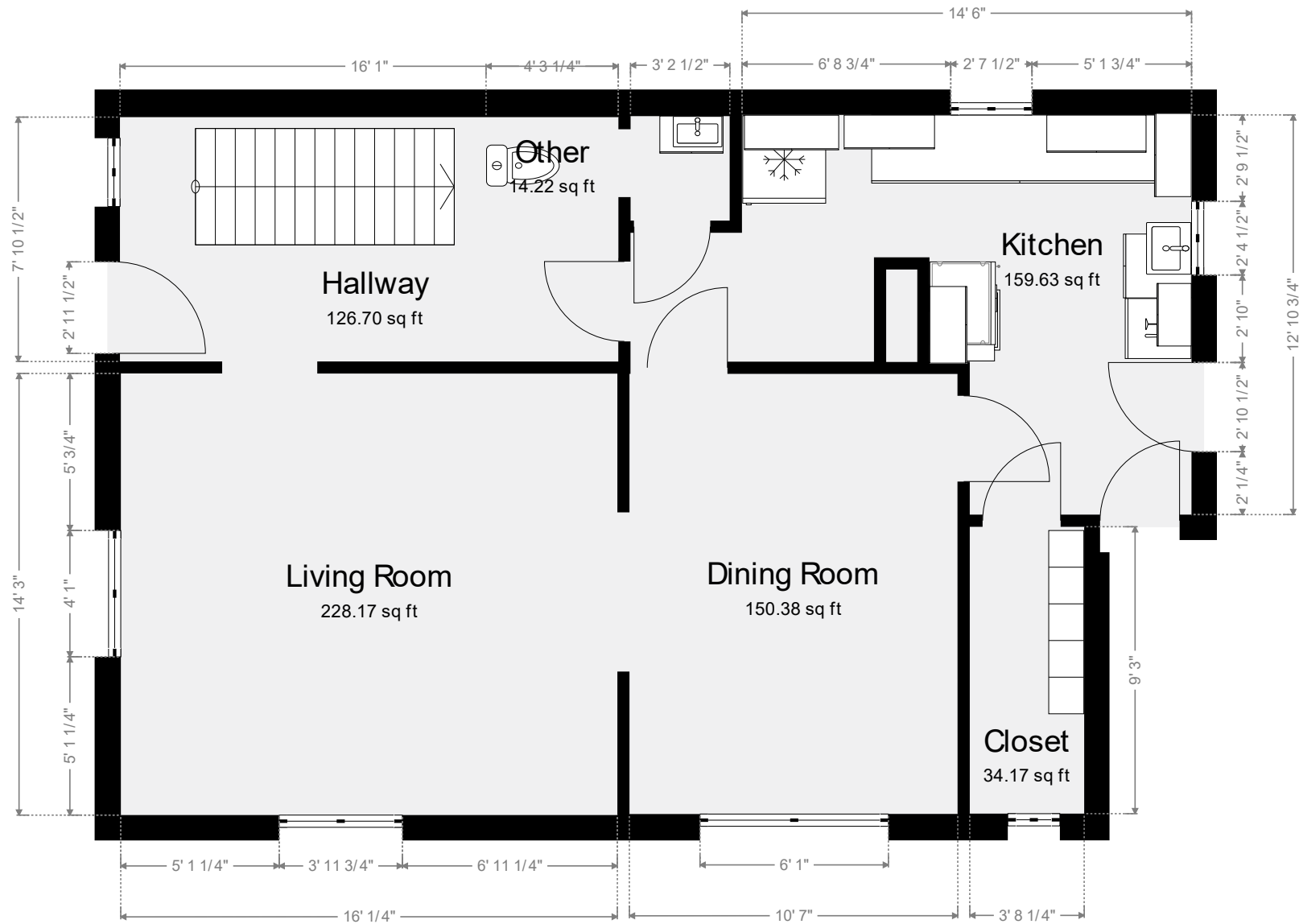
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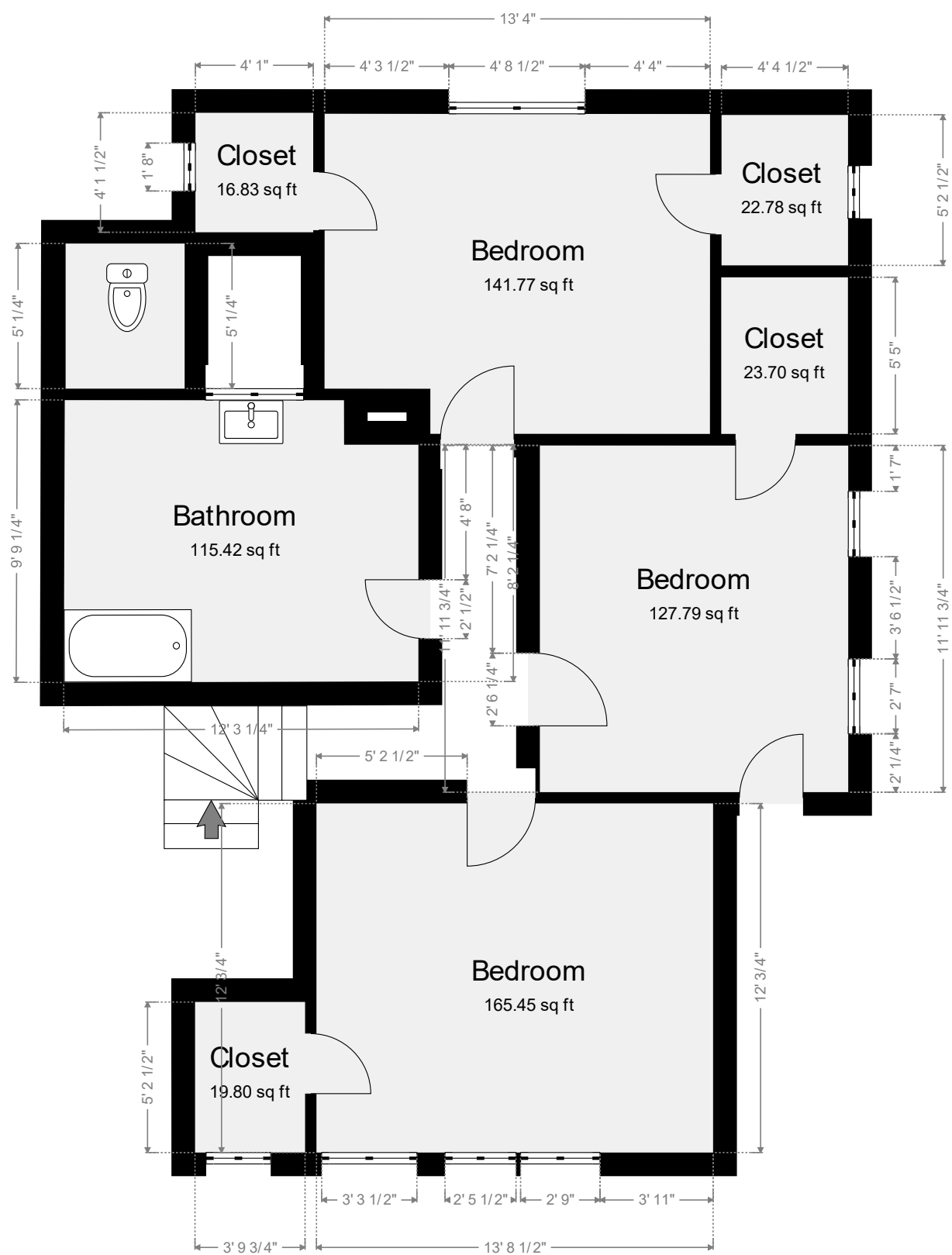
ZGD-12

007-

827 Dodge St. Site Plan







STAFF REPORT
To Lake Geneva Plan Commission
Meeting Date: March 17, 2025

Agenda Item #7

Applicant:

Bjorn Schweinsberg
5117 N Palisades Rd
Whitefish Bay, WI 53217

Request:

827 Dodge Street
Limited Conditional Use Permit for
Commercial Indoor Lodging

Description:

The applicant is requesting a Limited Conditional Use Permit (CUP) for the operation of a Commercial Indoor Lodging use at 827 Dodge Street. The subject property includes a three-bedroom house. A detached garage and paved parking pad are accessed by an alley to the east of the property.

The subject property is located within a transitional area between the commercial development along Broad Street and the residential neighborhood to the west. The property is zoned General Business (GB), and Commercial Indoor Lodging land uses are permitted as a conditional use in that district. The commercial property to the east, across the alley, is zoned Central Business (CB). All other properties on the block are zoned GB. Properties to the south, across Dodge Street, are zoned Single Family Residential – 4 (SR-4) and Planned Development. Properties to the west, across Cook Street, are zoned SR-4.

Staff Review Comments:

General Site Layout, Architecture, and Design – The applicant is not proposing any changes to the existing site layout, building architecture, or building or site design.

Limited Conditional Use – As a Limited Conditional Use, this approval shall be limited to the current property owner. The CUP shall automatically terminate in the event the property is sold.

Parking – Three parking spaces are required, as one parking space is required per bedroom. Two spaces will be provided in the two-car garage and additional parking is available on the adjacent parking pad, which can accommodate several cars. Older aerial photos show this as gravel, but the applicant notes that the parking pad has been recently paved.

Commercial Indoor Lodging Use – The proposed use complies with all applicable requirements of Section 98-206(4)(k) pertaining to Commercial Indoor Lodging land uses.

Action by the Plan Commission:

As part of the consideration of the requested CUP, the Plan Commission is required to:

- Provide the Common Council with a *recommendation* regarding the proposed CUP;
- Include *findings* required by the Zoning Ordinance for CUP; and,
- Provide specific suggested *requirements/conditions* to modify the project as submitted.

Required Plan Commission Findings on the CUP for Recommendation to the Common Council:

A proposed CUP must be reviewed by the standards, below:

- A. If, after the public hearing, the Commission wishes to recommend *approval*, then the appropriate fact finding would be all of the following:
1. In general, the proposed conditional use is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
 2. Specific to this site, the proposed conditional use is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
 3. The proposed conditional use in its proposed location, and as depicted on the required site plan does not result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan or any other plan, program, map, or ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development.
 4. The proposed conditional use maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.
 5. The proposed conditional use is located in an area that will be adequately served by, and will not impose an undue burden on any improvements, facilities, utilities or services provided by public agencies serving the subject property.
 6. The potential public benefits of the proposed conditional use outweigh all potential adverse impacts of the proposed conditional use after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts.
- B. If, after the public hearing, the Commission wishes to recommend *denial*, then the appropriate fact finding would be in disagreement with at least one of Factors 1-6 listed above.

Staff Recommendation:

1. Staff recommends that the Plan Commission recommend approval of the proposed conditional use as submitted.
2. Staff recommends the Plan Commission adopt the *affirmative set of findings* provided under A.1-6., above.

3. Staff recommends the following *additional conditions of approval* be attached:
 - a. After approval, the applicant must apply for City business license.
 - b. After approval, the applicant must apply for and comply with the room tax permit.
 - c. As a Limited Conditional Use, this approval shall be limited to the current property owner. The CUP shall automatically terminate in the event the property is sold.

Suggested Motions:

- Approve: I recommend approval of the proposed Limited Conditional Use Permit for *Bjorn Schweinsberg, 5117 N Palisades Rd, Whitefish Bay, WI 53217, for a request to allow Commercial Indoor Lodging land use in the General Business (GB) zoning district for the property located at 827 Dodge Street, Tax Key No. ZGD 00012*, including the affirmative set of findings, and any additional conditions of approval recommended by staff.
- Deny: I recommend denial of the proposed Limited Conditional Use Permit for *Bjorn Schweinsberg, 5117 N Palisades Rd, Whitefish Bay, WI 53217, for a request to allow Commercial Indoor Lodging land use in the General Business (GB) zoning district for the property located at 827 Dodge Street, Tax Key No. ZGD 00012*, because [provide rationale for denial, based on substantial evidence].

*Jackie Mich, AICP
City Planning Consultant
Vandewalle & Associates*

RESOLUTION OF THE PLAN COMMISSION			
Resolution recommending to the Common Council a Conditional Use Permit (CUP) filed by Bjorn Schweinsberg, 5117 N Palisades Rd, Whitefish Bay, WI 53217, for a request to allow Commercial Indoor Lodging land use in the General Business (GB) zoning district for the property located at 827 Dodge Street, Tax Key No. ZGD 00012.			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	PC-004	Date:	March 17, 2025

WHEREAS, the City of Lake Geneva Plan Commission has considered a Conditional Use Permit application filed by Bjorn Schweinsberg, 5117 N Palisades Rd, Whitefish Bay, WI 53217, to allow a Commercial Indoor Lodging land use in the General Business (GB) zoning district for the property located at 827 Dodge Street, Tax Key No. ZGD 00012, and

WHEREAS, the Plan Commission held a Public Hearing thereon pursuant to proper notice given on March 17, 2025, and

WHEREAS, the Plan Commission made the following findings of fact:

1. In general, the proposed conditional use is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
2. Specific to this site, the proposed conditional use is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
3. The proposed conditional use in its proposed location, and as depicted on the required site plan does not result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan or any other plan, program, map, or ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development.
4. The proposed conditional use maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.
5. The proposed conditional use is located in an area that will be adequately served by, and will not impose an undue burden on any improvements, facilities, utilities or services provided by public agencies serving the subject property.
6. The potential public benefits of the proposed conditional use outweigh all potential adverse impacts of the proposed conditional use after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts, and

WHEREAS, the Plan Commission has recommended the following conditions:

1. After approval, the applicant must apply for City business license.
2. After approval, the applicant must apply for and comply with the room tax permit.
3. As a Limited Conditional Use, this approval shall be limited to the current property owner. The CUP shall automatically terminate in the event the property is sold.

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby recommends to the Common Council of the Conditional Use Permit filed by Bjorn Schweinsberg, 5117 N Palisades Rd, Whitefish Bay, WI 53217, to the Common Council to allow a Commercial Indoor Lodging land use in the General Business (GB) zoning district for the property located at 827 Dodge Street, Tax Key No. ZGD 00012, per the findings of fact and additional conditions stated above.

Recommended to the Common Council of the City of Lake Geneva this 17th day of March 2025.

PC Action: ☐ **Adopted** ☐ **Failed** **Vote** _____

Mayoral Action: ☐ **Accept** ☐ **Veto**

Todd Krause, Plan Commission Chair Date

Attest:

Lacey L Reynolds, City Clerk Date

APPLICATION FOR PRECISE IMPLEMENTATION PLAN OR AMENDMENT

City of Lake Geneva

Site Address/Parcel No. and full Legal Description required (attach separate sheet if necessary):

Parcel ZOP 00157 - 727 Geneva Street Ste2, Lake Geneva, WI 53147 (Parsonage/Old cooking School

Name and Address of Current Owner: Daniel E Schuld

Telephone No. with area code & Email of Current Owner:

(847) 778-7070

daneschuld@gmail.com

Owner Signature: _____

Name and Address of Applicant:

Topsy Turvy Brewery, 727 Geneva Street, Ste1, Lake Geneva, WI 53147

Telephone No. with area code & Email of Applicant: (262) 812-8323 or 847-778-7070

dan@topsyturvybrewery.com

Proposed Use:

Extension of existing operating brewery for seating and retail in all but the kitchen.

Kitchen to be rented to Flat Iron Tap or other. Flat Iron is working on their layout.

Zoning District in which land is located: Planned Development

Names and Addresses of architect, professional engineer and contractor of project:

Anderson Plumbing, 2611 Huntet Rd, Caledonia, IL 61011

Short statement describing activities to take place on site:

Propose that Topsy Turvy Brewery takes over existing parsonage (old Cooking school) for additional seating. This would have a lounge or supper club taproom feel. A new bar would be added as pictured. The kitchen would be Flat Iron Tap or other. A wall would be added with a door between the two areas. They are working on a complete layout.

PIP fee \$400.00, payable upon filing application.

2/14/25

Date

Signature of Applicant

Topsy Turvy Brewery 727 Geneva St, Ste 2, Lake Geneva, WI Cost Recovery # _____

Petitioner Name

Project Address

OFFICE USE ONLY

Description of Request _____

Agreement for Services

REIMBURSABLE BY THE PETITIONER / APPLICANT. The city may retain the services of the professional consultants (including planners, engineers, architects, attorneys, environmental specialists, recreation specialists, and other experts) to assist in the City's review of a proposals coming before the Plan commission and/or Common Council. The submittal of a development proposal application or petition by a Petitioner shall be construed as an agreement to pay for such professional review services applicable to the proposal including any financing charges that may accrue. The City applies the charges for these services to the Petitioner. The City Administrator at any time may require an applicant to submit an advance deposit of **\$500 to \$5,000 depending on the complexity and anticipated involvement of the City's consultants** or continuing advance deposits against future billings by the City for recovery of costs provide by this ordinance 98-935(4). **An advanced deposit shall be required for the application related to Extraterritorial matters.** Surplus deposits shall be returned to the Applicant at the conclusion of the project.

Project: Daniel E Schuld, as applicant/petitioner for
Topsy Turvy Brewery Extending into Old Cooking School and adding kitchen
Project Address: 727 Geneva St, Ste 2, Lake Geneva, WI 53147 (parsonage/old cooking school)
Parcel No. Parcel ZOP 00157
Name: Topsy Turvy Brewery, LLC
Address: 727 Geneva St, Ste 1, Lake Geneva, WI 53147

Cell Phone: (847) - 778 - 7070 Phone: (262) - 812 - 8323

Email: Dan@topsyturvybrewery.com

Dated this 30th Day of January, 2025

Daniel E Schuld

Printed Name of Applicant / Petitioner



Signature of Applicant/Petitioner

Applicant/Petitioner agrees that in addition to those normal costs payable by an applicant/petitioner (e.g., filing or permit fees, publication expenses, recording fees, etc.), that in the event the action applied or petitioned for requires the City of Lake Geneva, in the judgment of its staff, to obtain additional professional service(s), (e.g., engineering, surveying, planning, legal) than would be routinely available "in house" to enable the City to properly address, take appropriate action on, or determine the same, applicant/petitioner shall reimburse the City for the costs thereof

Section 98-935 Fees:

(1) Fees for Procedures or Permits Requested by a Private Party: The fees for the procedures and permits established by this Chapter shall be established by resolution of the Common Council of the City of Lake Geneva

(2) Fees for Procedures Requested by the City of Lake Geneva: There shall be no fee in the case of applications filed in the public interest by the Common Council or the Plan Commission, other agency, or official of the City of Lake Geneva.

(3) Payment of Fees: Fees shall be payable at the time applications are filed with the appropriate officer of the City (per the requirements of this Chapter), and are not refundable.

(4) Professional Consultant Review Services: The City may retain the services of professional consultants (including planners, engineers, architects, attorneys, environmental specialists, recreation specialists, and other experts) to assist in the City's review of a proposal coming before the Plan Commission. The City may apply the charges for these services to the Petitioner. The City will require the Petitioner to sign a professional consultant review services form. The City Administrator at any time may require an applicant to submit an advance deposit **of \$500 to \$5,000 depending on the complexity and anticipated involvement of the City's consultants** or continuing advance deposits against future billings by the City for recovery of costs provide by this ordinance 98-935(4). **An advanced deposit shall be required for the application related to Extraterritorial matters.** The City may delay acceptance of the application or petition as complete, or may delay final approval of the proposal, until such fees are paid by the Petitioner. The submittal of a development proposal application or petition by a Petitioner shall be construed as an agreement to pay for such professional review services applicable to the proposal. Review fees which are applied to a Petitioner, but which are not paid, may be assigned by the City as a special assessment to the subject property.

APPLICATION SUBMITTAL REQUIREMENTS

PD STEP 4: PRECISE IMPLEMENTATION PLAN (PIP)

Prior to submitting the 8 complete applications as certified by the Zoning Administrator, the Applicant shall submit 1 initial draft application packet and 1 digital copy for staff review, followed by one revised draft final application packet based upon staff review and comments.

Initial Packet (1 Copy and 1 Digital Copy to Zoning Administrator)

Date: _____ by: _____

↓

Draft Final Packet (8 Copies and 1 Digital Copy to Zoning Administrator)

Date: _____ by: _____

↓

_____ A. After the effective date of the rezoning to PD/GDP, the Applicant may file an application for the proposed PIP with the Plan Commission. This submittal packet shall contain the following items, prior to its acceptance by the Zoning Administrator and placing the item on the Plan Commission agenda for PIP review.

 X (1) **A location map** of the subject property and its vicinity at 11" x 17", as depicted on a copy of the City of Lake Geneva Land Use Plan Map;

 X (2) **A map of the subject property** for which the PD is proposed:

_____ Clearly indicating the current zoning of the subject property and its environs, and the jurisdiction(s) which maintains that control;

_____ Map and all its parts clearly reproducible with a photocopier;

_____ Map size of 11" by 17" and map scale not less than one inch equals 800 feet;

_____ All lot dimensions of the subject property provided;

_____ Graphic scale and north arrow provided.

 X (3) **A general written description** of proposed PIP including:

_____ Specific project themes and images;

_____ The specific mix of dwelling unit types and/or land uses;

_____ Specific residential densities and non-residential intensities as described by dwelling units per acre, floor area ratio and impervious surface area ratio;

_____ The specific treatment of natural features;

_____ The specific relationship to nearby properties and public streets.

_____ A Statement of Rationale as to why PD zoning is proposed identifying perceived barriers in the form of requirements of standard zoning districts and opportunities for community betterment through the proposed PD zoning.

_____ A complete list of zoning standards which will not be met by the proposed PIP and the location(s) in which they apply and a complete list of zoning standards which will be more than met by the proposed PIP and the location(s) in which they apply shall be identified. Essentially, the purpose of this listing shall be to provide the Plan Commission with information necessary to determine the relative merits of the project in regard to private benefit versus public benefit, and in regard to the mitigation of potential adverse impacts created by design flexibility.

- x (4) **A Precise Implementation Plan Drawing** at a minimum scale of 1"=100' (and reduced to 11" x 17") of the proposed project showing at least the following information in sufficient detail: *(See following page)*
- _____ A PIP site plan conforming to all requirements of Section 98-908(3). If the proposed PD is a group development (per Section 98-208) also provide a proposed preliminary plat or conceptual plat;
 - _____ Location of recreational and open space areas and facilities specifically describing those that are to be reserved or dedicated for public acquisition and use;
 - _____ Statistical data on minimum lot sizes in the development, the precise areas of all development lots and pads, density/intensity of various parts of the development, floor area ratio, impervious surface area ratio and landscape surface area ratio of various land uses, expected staging, and any other plans required by the Plan Commission or City Council; and
 - _____ Notations relating the written information (3), above to specific areas on the GDP Drawing.

- x (5) **A Property Site Plan drawing which includes:**
- _____ A title block which indicates the name, address and phone/fax number(s) of the current property owner and/or agent(s) (developer, architect, engineer, planner) for project;
 - _____ The date of the original plan and the latest date of revision to the plan;
 - _____ A north arrow and a graphic scale (not smaller than one inch equals 100 feet);
 - _____ A reduction of the drawing at 11" x 17";
 - _____ A legal description of the subject property;
 - _____ All property lines and existing and proposed right-of-way lines with bearings and dimensions clearly labeled;
 - _____ All existing and proposed easement lines and dimensions with a key provided and explained on the margins of the plan as to ownership and purpose;
 - _____ All required building setback lines;
 - _____ All existing and proposed buildings, structures, and paved areas, including building entrances, walks, drives, decks, patios, fences, utility poles, drainage facilities, and walls;
 - _____ The location and dimension (cross-section and entry throat) of all access points onto public streets;
 - _____ The location and dimension of all on-site parking (and off-site parking provisions if they are to be employed), including a summary of the number of parking stalls provided versus required by the Ordinance;
 - _____ The location and dimension of all loading and service areas on the subject property and labels indicating the dimension of such areas;
 - _____ The location of all outdoor storage areas and the design of all screening devices;
 - _____ The location, type, height, size and lighting of all signage on the

- _____ subject property to include a photometric plan;
- _____ The location, height, design/type, illumination power and orientation of all exterior lighting on the subject property – including the clear demonstration of compliance with Section 98-707;
- _____ All engineering requirements for utilities, site designs, etc;
- _____ The location and type of any permanently protected green space areas;
- _____ The location of existing and proposed drainage facilities for storm water;
- _____ In the legend, data for the subject property on:
 - _____ Lot Area;
 - _____ Floor Area;
 - _____ Floor Area Ratio (b/a);
 - _____ Impervious Surface Area;
 - _____ Impervious Surface Ratio (d/a);
 - _____ Building Height.

 X (6) **A landscaping plan for subject property**, specifying the location, species, and installed size of all trees and shrubs. Include a chart which provides a cumulative total for each species, type and required location (foundation, yard, street, paved area or bufferyard) of all trees and shrubs.

 X (7) **A series of building elevations** for the entire exterior of all buildings in the PD, including detailed notes as to the materials and colors proposed.

_____ (8) **A general signage plan** including all project identification signs, concepts for public fixtures and signs (such as street light fixtures and/or poles or street sign faces and/or poles), and group development signage themes which are proposed to vary from City standards or common practices.

 N/A (9) **A general outline of the intended organizational structure** for a property owners association, if any; deed restrictions and provisions for private provision of common services, if any.

 See
Below

(10) **A written description** which demonstrates the full consistency of the proposed PIP with the approved GDP.

 See
Below **The Proposed PIP is Consistent with the approved GDP. No changes to site plan**

(11) **A written description** of any and all variations between the requirements of the applicable PD/GDP zoning district and the proposed PIP development; and, **No variations between the requirements of the applicable PD/GDP zoning district and the proposed PIP development as there are no changes to the site plan.**

_____ (12) **Proof of financing capability** pertaining to construction and maintenance and operation of public works elements of the proposed development.

FINAL APPLICATION PACKET INFORMATION
PD STEP 4: PRECISE IMPLEMENTATION PLAN (PIP)

The process for review and approval of the PD shall be identical to that for conditional use permits per Section 98-905 of the Zoning Ordinance and (if land is to be divided) to that for preliminary and final plats of subdivision per the Municipal Code. All portions of an approved PD/PIP not fully developed within five years of final City Council approval shall expire, and no additional PD-based development shall be permitted. The City Council may extend this five years period by up to five additional years via a majority vote following a public hearing.

- _____ **Receipt of 1 full scale copy in blue/line or black/line
of complete Final Application Packet by Zoning Administrator:** **Date:** _____ **by:** _____
- _____ **Receipt of 8 reduced (8.5" by 11" text and 11" x 17" graphics)
copies of complete Final Application Packet by Zoning Administrator:** **Date:** _____ **by:** _____
- _____ **A digital copy of Final Application Packet shall be emailed to the
Building and Zoning Department upon submittal deadline.** **Date:** _____ **by:** _____
- _____ **Certification of complete Final Application Packet and
required copies to the Zoning Administrator by City Clerk:** **Date:** _____ **by:** _____
- _____ **Class 2 Legal Notice sent to official newspaper by City Clerk:** **Date:** _____ **by:** _____
- _____ **Class 2 Legal Notice published on _____ and _____** **by:** _____

Development Review Committee (DRC) Application

Complete as much detailed information as possible to allow for a comprehensive departmental review prior to a Development Review Committee meeting. This application must be returned to the Building Inspector, with all conceptual plans, designs and other information prior to the scheduling a DRC meeting.

Applicant Information

Property Address 727 Geneva St, Ste2, Lake Geneva, WI 53147 (parsonage/old cooking school)

Applicant name Daniel E Schuld

Applicant email Dan@topsyturvybrewery.com Phone Number 262-812-8323

Architect/Contractor/Designer Name Daniel E Schuld

Architect/Contractor/Designer Email dan@topsyturvybrewery.com Phone Number 847-778-7070

Type of Construction: New _____ Addition _____ Remodel X

Type of Development: Single-family _____ Multi-family _____ Commercial X Industrial _____

Type of Business Brewery with retail for most of building. Kitchen area to be rented

Engineering

Site Plans should include the following: Project title and owner's/developer's name and address noted, architect's and/or engineer's name and address noted, property boundaries and dimensions, abutting property zoning classifications, general description of building materials, façade and roof detail, setback lines indicated, easements for access, if any, 100-year floodplain identification, existing and proposed topography shown at a contour interval of one foot, indicating proposed grade and location of improvements, signage and outdoor lighting, number of parking spaces provided, type, size and location of all structures with all building dimensions shown, location of existing and general location of proposed sanitary sewers, storm sewers, water-mains, and any proposed stormwater management facilities, location, extent and type of proposed landscaping and landscaping plantings and buffers to adjacent property, including fencing or other screening, location of pedestrian sidewalks and walkways, graphic outline of any development staging that is planned, driveway locations and sizes, handicap accessibility, environmental concerns (odor, smoke, noise, graphic scale and north arrow.

- Storm water management provisions provided? YES / NO
 - As-built/certification notification
- Erosion control plan provided? YES / NO
- Wetlands, floodplains, environmental corridors, groundwater Identified. YES / NO
- Utility Plans Provided
 - Watermain
 - Sanitary Sewer
 - Storm Water
- Is a Land Division required? YES / NO
- Access points and dimensions shown? YES / NO
 - WISDOT Right-of-way?
 - County Right-of-way?

- Estimated Traffic impacts_____
 - Traffic Study Required YES/NO
 - Traffic Control Plan Required YES/NO
 - Will construction affect street parking or intersections? YES / NO
- Paving Materials, Typical Sections? YES / NO
- WDNR Notice of Intent required? (Land disturbance more than 1 acre)? YES / NO
- Watermain extension required? YES / NO
- Sanitary sewer extension required? YES / NO
- SEWRPC Service Area Amendment needed? YES / NO
- Is a Chapter 30 Permit (wetland/waterway) required? YES / NO
- Proposed building/expansion dimensions _____
- Will there be signage? YES / NO type (mounted, freestanding) _____
- Exterior lighting plans? YES / NO
- What kind of noise or level of noise will the business have? _____
- Detailed property Site Plan? YES / NO Date of Plan: _____
- Green Space Calculations (Existing vs. Proposed) YES / NO
- Are landscape plans provided? YES / NO
- Is a Land Division required? YES / NO

Water/Sewer Utilities

If an existing structure please circle the following:

- Will existing sewer & water connections be used? YES / NO
- Will your project require the installation of a grease interceptor? YES / NO

If the development is Commercial or Industrial, please provide the following:

- Water service size requirement_____
- Estimated daily water usage in gallons per day_____
- Estimated maximum water flow in gallons per minute_____
- Number of bathrooms_____
- Brief description of process (if Industrial)_____

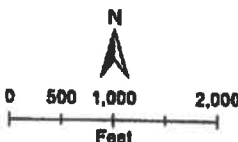
If the development is a multi-family dwelling, please provide the following:

- Number of units_____
- Number of bedrooms in each unit_____
- Water service size requirement_____

A. GENERALIZED LOCATION MAP

City of Lake Geneva Zoning Map

March 19, 2015



gal consultants
Vancouver, British Columbia, Canada

SUBJECT SITE

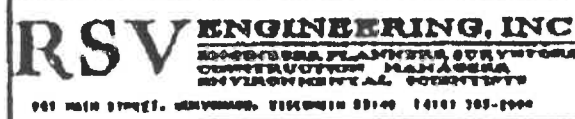
- RM** **Rural Medium Density**
Areas for agricultural uses, agricultural support businesses, schools, parks, churches or very low-density single-family residential at a density of less than one dwelling unit per 35 acres.
- CR-6** **Community Residential**
Areas for very low density single-family development at maximum densities of one dwelling unit for every five gross acres, and support institutional uses such as schools, parks, and churches.
- ER-1** **Executive Residential**
Areas for low density single-family development at maximum densities of one dwelling unit per acre, and support institutional uses such as schools, parks, and churches.
- SR-3** **Single-Family Residential**
Areas for moderate density single-family development at maximum densities of three dwelling units per acre, and support institutional uses such as schools, parks, and churches.
- SR-4** **Single-Family Residential**
Areas for moderate density single-family development at maximum densities of four dwelling units per acre, and support institutional uses such as schools, parks, and churches.
- PD** **Planned Development**
Areas approved for planned development zoning unique to the subject property.
- TR-8** **Transitional Residential**
Areas for single-family detached and two-family residential development at densities up to six dwelling units per acre, and support institutional uses such as schools, parks, and churches.
- MR-8** **Medium Density Residential**
Areas for medium density single-family detached and two-family, and multi-family residential development at densities up to eight dwelling units per acre and support institutional uses.
- C-2** **Community Commercial**
Areas for retail, foodservice, and storage; pedestrian trails; preservation of scenic, historic and scientific areas; soil and water conservation; storm water and wastewater treatment; water retention ponds and wetland areas.
- NO** **Neighborhood Office**
Areas for high-quality office and office-support commercial uses in older, transitioning residential areas of the community. Residential qualities set an attractive, high quality character.
- PO** **Planned Office**
Areas for office and office-support commercial and service uses. Generous landscaping and limited signage set an attractive, high quality character.
- NB** **Neighborhood Business**
Areas for small scale, neighborhood-oriented service and retail uses, which shall not spread into adjacent residential areas. (Generous landscaping and limited signage)
- PB** **Planned Business**
Areas for a full complement of commercial, office, and institutional uses. (Generous landscaping and limited signage)
- GB** **General Business**
Existing areas for a full complement of commercial, office, and institutional uses (moderate amounts of landscaping and signage)
- CB** **Community Business**
Areas for a full complement of downtown and high density neighborhood character commercial, office, and institutional uses. (Pedestrian-oriented landscaping and signage)
- PI** **Planned Industrial**
Areas for a full complement of indoor office, manufacturing, assembly and storage uses. Generous landscaping and limited signage set an attractive, high-quality character.
- GI** **General Industrial**
Areas for a full complement of indoor light and heavy industrial land uses, and carefully controlled outdoor storage uses. Moderate amounts of landscaping and signage set an attractive character.
- HI** **Heavy Industrial**
Areas for primarily outdoor and/or heavy industrial production, storage, extraction and disposal uses.
- PBP** **Planned Business Park**
Areas approved for planned development zoning unique to the subject property.

- Primary Environmental Corridor**
- Woodlands Overlay**
- Lakeshore Overlay**
- City Boundary**
- Downtown Design Review**
- Drainage Way**
- Slopes (12% or greater)**
- Shorelines, Ponds and Streams**
- FEMA Floodplain Overlay**

**B. MAP OF SUBJECT PROPERTY
AND CERTIFIED SURVEY MAP**



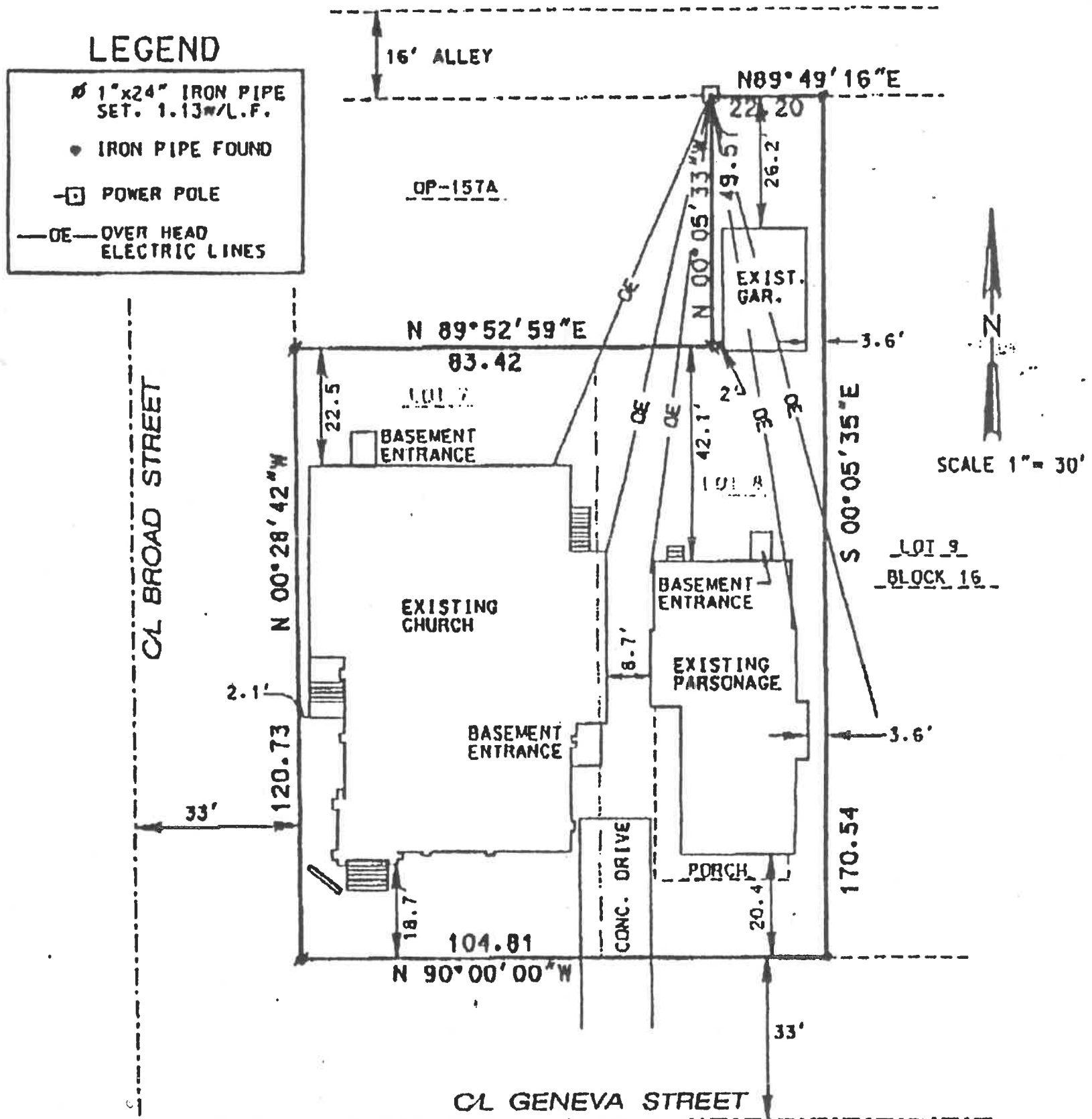
PLAT OF SURVEY



FOR: KEEFE REAL ESTATE, INC.

DATE: 9/11/97

DESCRIPTION: BEING PART OF LOTS 7 AND 8 OF BLOCK 16, OF THE ORIGINAL PLAT OF THE VILLAGE (NOW CITY) OF LAKE GENEVA, WALWORTH COUNTY, WISCONSIN BEING MORE COMPLETELY DESCRIBED AS FOLLOWS: COMMENCING AT THE SW CORNER OF SAID LOT 7; THENCE WITH THE EASTERLY RIGHT OF WAY OF BROAD STREET $N00^{\circ}28'42''W$, A DISTANCE OF 120.73' TO A POINT; THENCE $N89^{\circ}52'59''E$, A DISTANCE OF 83.42' TO A POINT; THENCE $N00^{\circ}05'33''W$, A DISTANCE OF 49.57' TO A POINT; THENCE $N89^{\circ}49'16''E$, A DISTANCE OF 22.20' TO A POINT; THENCE $S00^{\circ}05'35''E$, A DISTANCE OF 170.54' TO A POINT ON THE NORTHERLY RIGHT OF WAY OF GENEVA STREET; THENCE WITH SAID RIGHT OF WAY $N90^{\circ}00'00''W$, A DISTANCE OF 104.81' TO THE POINT OF BEGINNING. SAID PARCEL CONTAINING 13814 S.F.



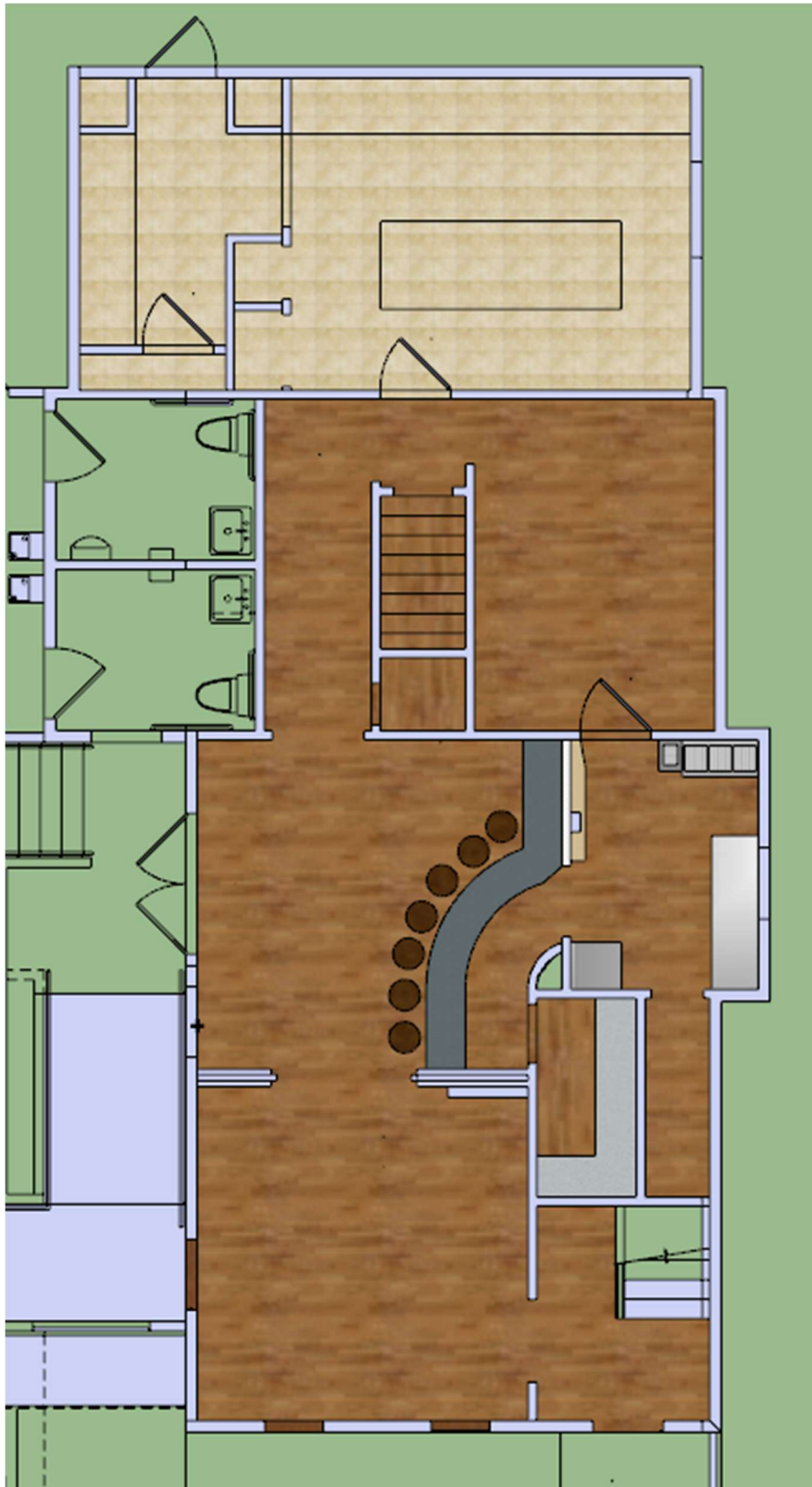
THE ABOVE MAP IS A TRUE REPRESENTATION THEREOF AND SHOWS THE SIZE AND LOCATION OF ALL THE PROPERTY, EXTERIOR BOUNDARIES, THE LOCATION OF ALL VISIBLE BOUNDARY FENCES, APPARENT EASEMENTS, ROADWAYS AND VISIBLE ENCROACHMENTS, IF ANY.

THIS SURVEY IS MADE FOR THE USE OF THE PRESENT OWNERS OF THE PROPERTY, AND ALSO THOSE WHO PURCHASE, MORTGAGE OR GUARANTEE TITLE THERETO WITHIN ONE (1) YEAR FROM DATE HERETO.

BRADFORD L. SPENCER, R.L.S. 2069
RSV#97222.UGN

**C. GENERAL WRITTEN DESCRIPTION
& POTENTIAL REQUESTED
EXEMPTIONS**

Floor plan for proposed expansion



Beige floor – Flat Iron Tap. Wood Floors – Topsy Turvy Brewery.

Propose that Topsy Turvy Brewery takes over existing parsonage (old Cooking school) for additional seating. This would have a lounge or supper club feel. A new bar would be added as pictured. The kitchen would be Flat Iron Tap. A wall would be added with a door between the two areas. They are working on a complete layout.

New Bar Area:

Bars are 20" deep

30" walkway behind a bar between the bar and the back counter.

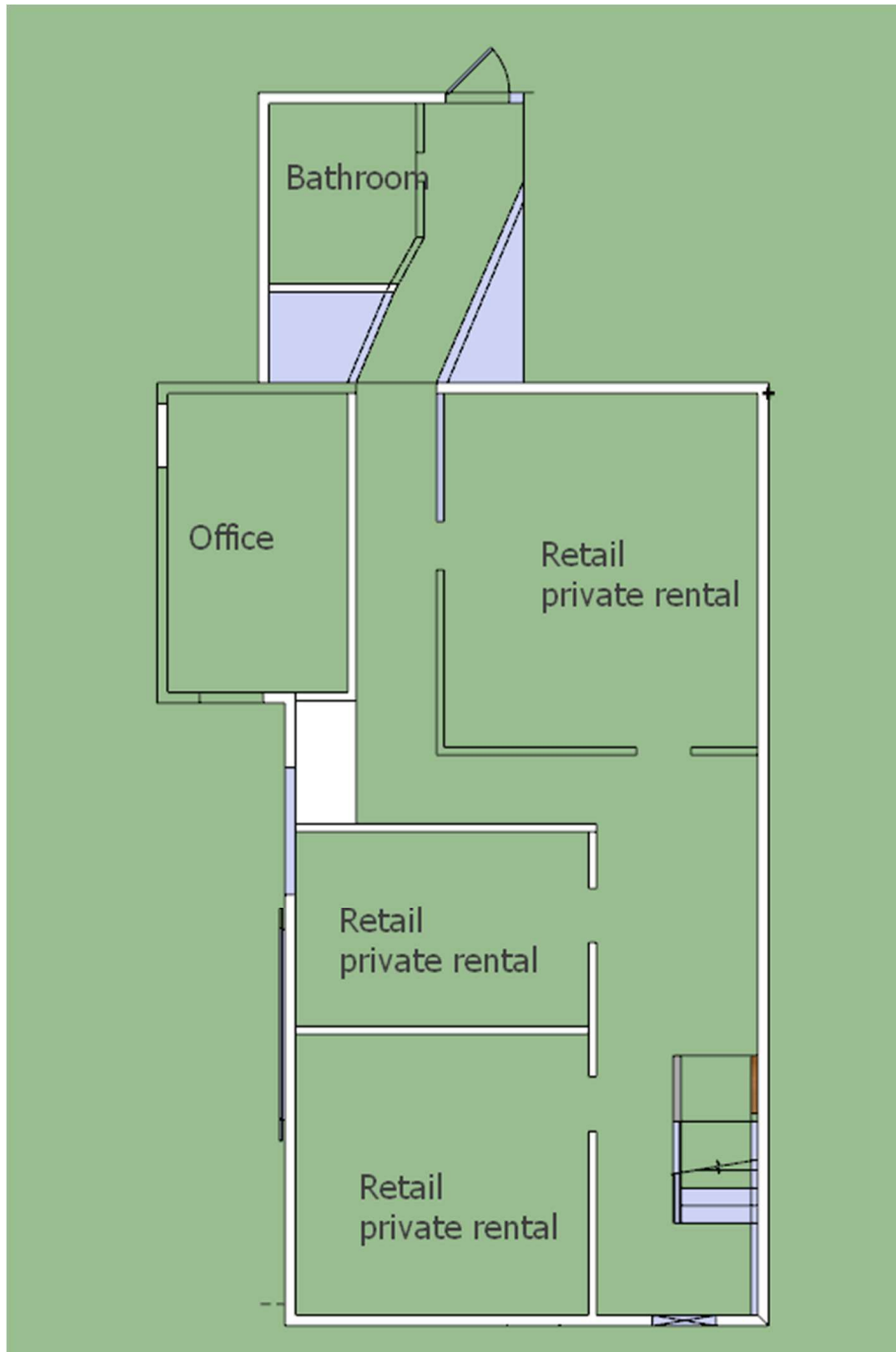
Dump sink

Small 3 compartment 39"

Hand wash sink 12" w x 16" d

Drink Well. 16 or 21" W x 26" deep

The second floor previously was retail space, office and storage. There is one bathroom in the back of the second floor. We would like to be able to use the existing three front rooms in the upper level as retail or private event space for events such as small bachelorette parties or bride ready room. There would be no structural changes. Just painting and small hole fixes from past retail tenants.



D. PLANS AND ELEVATIONS



Existing No Front Exterior Changes

PROPOSED SOUTH ELEVATION (GENEVA STREET)

PRELIMINARY

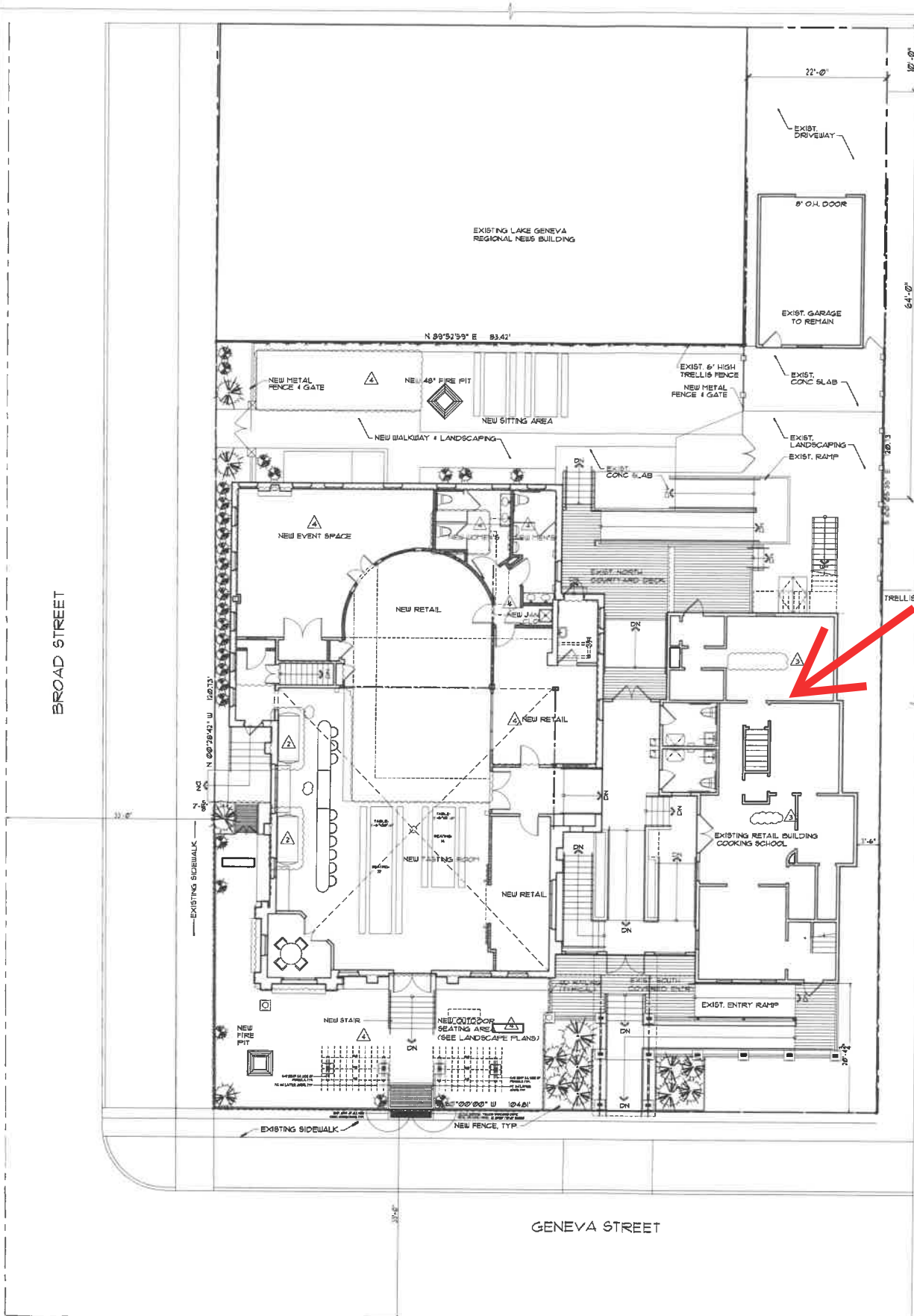
SHEET
21
OF

DATE
1-9-2020
PROJECT NO.
1840

ADDITIONS AND ALTERATIONS TO THE
GENEVA STREET VILLAGE
121 GENEVA STREET
LAKE GENEVA, WISCONSIN 53147
COMMENTS: NONE

 **McCormack + Etten / Architects** TM, LLP
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Existing Layout



Rebuild Wall



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ADDITIONS AND ALTERATIONS TO THE
GENEVA STREET VILLAGE
7271 GENEVA STREET
LAKE GENEVA, WISCONSIN 53147

PROJECT NO.
1840

REVISIONS	
①	06.10.19
②	06.11.19
③	07.10.19

☐ PRELIMINARY
☒ BID/APPROVAL
☐ PERMIT
☐ CONSTRUCTION

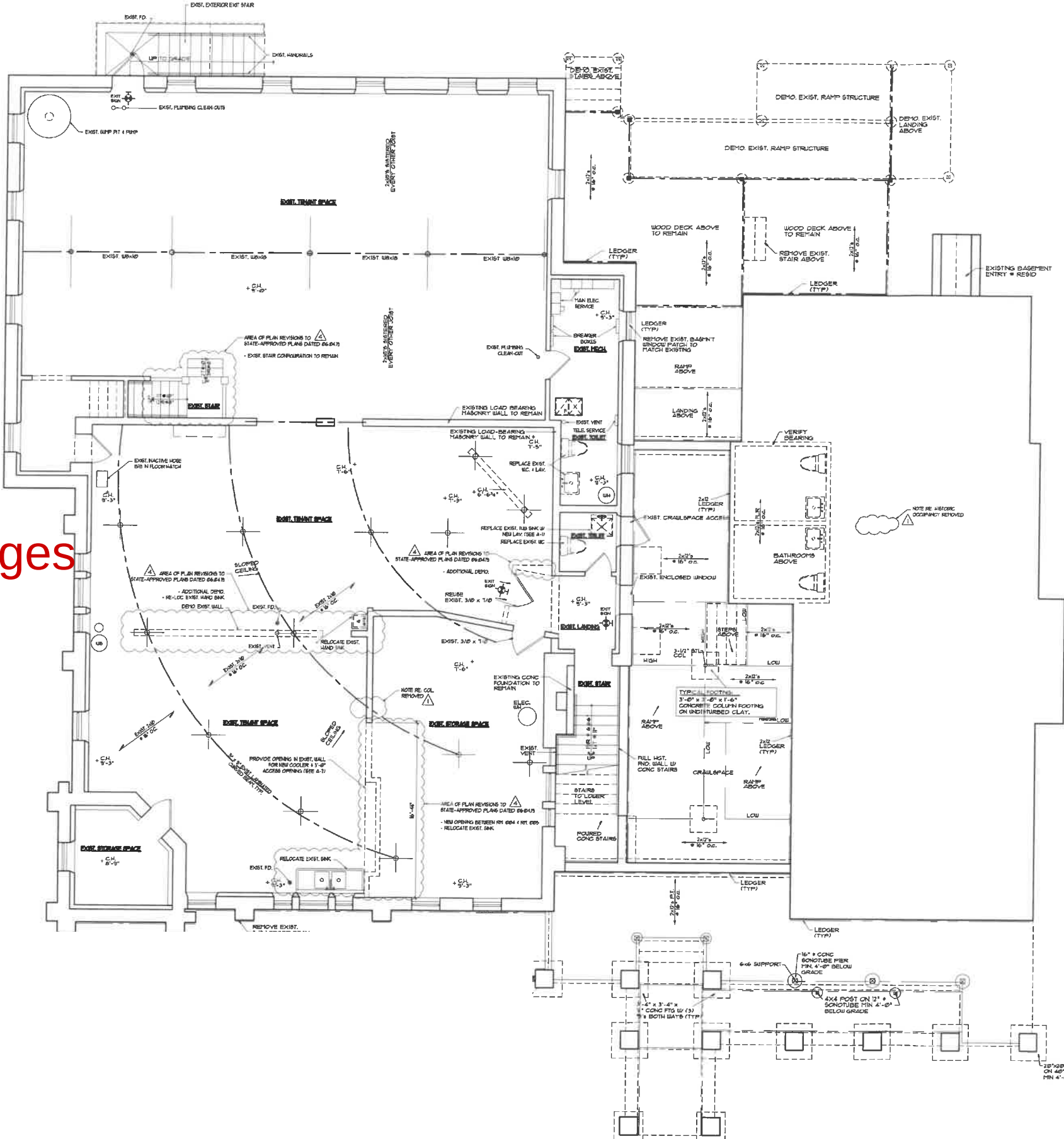
DATE
12/19/19

SHEET

§. 1

OF _____

Existing No Changes



1. **DEVELOPMENT NOTES:**
2. **WORK SHALL COMPLY WITH APPLICABLE BUILDING CODE STANDARDS, OSHA STANDARDS AND ANY ADDITIONAL REQUIREMENTS AS SPECIFIED BY THE LOCAL BUILDING DEPARTMENT.**
3. **CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS FOR CONFORMANCE TO LOCAL AND STATE LAWS.**
4. **ALL ACTIVE UTILITIES DESIGNATED TO REMAIN SHALL BE MAINTAINED IN OPERATING CONDITION.**
5. **NOTIFY ALL UTILITY COMPANIES (E.G., DIGGERS HOTLINE, ETC.) AS APPLICABLE. EXTENSIVE CAUTION SHALL BE TAKEN TO VERIFY LOCATIONS OF ALL EXISTING AND ADJACENT UTILITIES PRIOR TO EXCAVATION.**
6. **PROVIDE ADEQUATE BORROW AND BRACING OF ALL RELATED STRUCTURE TO REMAIN PRIOR TO ANY EXCAVATION OPERATIONS. NOTIFY ARCHITECT OF ANY STRUCTURAL CONCERNS.**
7. **USE ALL REASONABLE PRECAUTIONS TO PROTECT EXISTING OBJECTS DESIGNATED TO REMAIN IN THE EVENT OF DAMAGE. IMMEDIATELY MAKE ALL REPAIRS AND REPLACEMENTS TO THE MAXIMUM EXTENT POSSIBLE.**
8. **CONDUCT EXCAVATION OPERATIONS AND THE REMOVAL OF DEBRIS TO INSURE MINIMAL INTERFERENCE TO ROADWAY, TRAILERS, TRUCKS AND OTHER ADJACENT OCCUPANCY.**
9. **REMOVE ALL DEBRIS, RUBBISH OR NON-STRUCTURAL REMAINS FROM THE EXCAVATION OR FROM BASES. FINAL CLEANUP SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR WITH BROKEN GLASS, RUBBISH OR LEGALLY DISPOSABLE OF ABOVE MATERIALS OFF-SITE IN AN APPROVED LANDFILL AREA.**
10. **ALL WALLS, CEILING, FLOORS, FLOORS, CONCRETE SLABS, FLOORS AND FOUNDATIONS SHALL BE REPAIRED OR REINFORCED AS REQUIRED.**
11. **ALL PERSONAL, PLEASANT OR ELECTRICAL EQUIPMENT, DEBIS AND APPLIANCES, CABINETS, ETC. MUST BE REMOVED AND OTHER ITEMS REMOVED SHALL BE REMOVED AS REQUIRED BY THE ARCHITECT.**

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PROJECT NO. 1845
ADDITIONS AND ALTERATIONS TO THE
GENEVA STREET VILLAGE
121 GENEVA STREET
LAKE GENEVA, WISCONSIN 53147

REVISIONS

△	05/30/19
△	06/10/19
△	12/01/19

☐ PRELIMINARY
☒ BOW APPROVAL
☐ PERMIT
☐ CONSTRUCTION

DATE
12.10.19

SHEET
AB-1

 EXISTING
SCALE: 1/4" = 1'-0"

LOWER LEVEL PLAN

No Changes to Either Elevation



EXISTING - DEMOLITION SOUTH ELEVATION (GENEVA STREET)
SCALE: 1/4" = 1'-0"



EXISTING - DEMOLITION WEST ELEVATION (BROAD STREET)
SCALE: 1/4" = 1'-0"

- DEMOLITION NOTES:**
1. ALL WORK SHALL COMPLY WITH APPLICABLE BUILDING CODE STANDARDS (CSHA, STANDARDS AND ANY ADDITIONAL REQUIREMENTS AS SPECIFIED BY THE LOCAL BUILDING INSPECTOR).
 2. CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS FOR CONFORMANCE TO LOCAL AND STATE LAWS.
 3. ALL ACTIVE UTILITIES DESIGNATED TO REMAIN SHALL BE PRESERVED IN OPERATING CONDITION.
 4. NOTIFY ALL UTILITY COMPANIES (WILE, DODGING, H&M, ETC.) AS APPLICABLE. EXTREME CAUTION SHALL BE TAKEN TO VERIFY LOCATIONS OF ALL EXISTING UNDERGROUND UTILITIES PRIOR TO DEMOLITION.
 5. PROVIDE ADEQUATE SHORING AND BRACING OF ALL RELATED STRUCTURE TO REMAIN PRIOR TO ANY DEMOLITION OPERATIONS. NOTIFY ARCHITECT OF ANY STRUCTURAL CONCERN IMMEDIATELY.
 6. USE ALL MEANS NECESSARY TO PROTECT EXISTING OBJECTS DESIGNATED TO REMAIN. IN THE EVENT OF COLLISION, IMMEDIATELY HALT ALL REMOVAL AND REEVALUATE TO THE SATISFACTION OF THE OWNER AT NO ADDITIONAL COST.
 7. CONDUCT DEMOLITION OPERATIONS AND THE REMOVAL OF DEBRIS TO ENSURE MINIMUM INTERFERENCE IN ADJACENT STREETS, ALLEYS AND OTHER ADJACENT OCCUPIED OR USED FACILITIES.
 8. REMOVE ALL DEBRIS, RUBBISH OR OTHER MATERIALS RESULTING FROM THE DEMOLITION ON A DAILY BASIS. FINAL CLEANUP SHALL BE BROOD CLEAR INSIDE AND RAISED OUTSIDE WITH NO BROKEN GLASS REMAINING. LEGALLY DISPOSE OF THE ABOVE MATERIALS OFF-SITE IN AN APPROVED LANDFILL AREA.
 9. ALL GULF, CEILING, BORTH, FLOOR, CONCRETE SLAB, FOOTING AND FOUNDATION SHALL BE REMOVED AS NOTED ON DRAWINGS.
 10. ALL MECHANICAL, PLUMBING OR ELECTRICAL EQUIPMENT, DOORS AND WINDOWS, APPLIANCES, CABINETS, SPECIAL FILLWORK AND OTHER ITEMS REMOVED SHALL BE STORED AS DIRECTED BY OWNER UNLESS OTHER AGREEMENT FOR SALVAGE.

EXISTING - DEMOLITION NORTH ELEVATION
SCALE: 1/4" = 1'-0"

1. ALL WORK SHALL COMPLY WITH APPLICABLE BUILDING CODE STANDARDS, CSA STANDARDS AND ANY ADDITIONAL REQUIREMENTS AS SPECIFIED BY THE LOCAL BUILDING DEPARTMENT.
2. CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS FOR CONFORMANCE TO LOCAL AND STATE LAWS.
3. ALL ACTIVE UTILITIES DESIGNATED TO REMAIN SHALL BE PRESERVED IN OPERATING CONDITION.
4. NOTIFY ALL UTILITIES COMPANIES (E.G., DIGGING HOTLINE ETC.) WITH ADEQUATE NOTICE. CAUTION SHALL BE TAKEN TO VERTICALLY LOCATE ALL EXISTING UNDERGROUND UTILITIES PRIOR TO ANY EXCAVATION.
5. PROTECT EXISTING STRUCTURES AND REMOVAL OF ALL RELATED STRUCTURES TO REMAIN PRIOR TO ANY DEMOLITION OPERATIONS. NOTIFY ARCHITECT OF ANY STRUCTURAL CONCERN DEVELOPING.
6. USE ALL REASONABLE MEASURES TO PROTECT EXISTING OBJECTS BELONGING TO REMAIN PROPRIETOR. ADVISE PROPRIETOR IMMEDIATELY OF ANY REMOVAL AND REPAIRS REQUIRED TO THE SATISFACTION OF THE OWNER AT NO ADDITIONAL COST.
7. CONDUCT DEMOLITION OPERATIONS AND THE REMOVAL OF DEBRIS TO ENSURE PROPER DISPOSAL OF ALL DEBRIS. MAINTAIN ALL OTHER ADJACENT OCCUPANCY AND USE FACILITIES.
8. REMOVE ALL DEBRIS, REMOVAL OF ALL MATERIALS RESULTING FROM THE DEMOLITION OF STRUCTURES AND DEBRIS TO BE REMOVED TO PROPER CLEAN BARRIERS AND BARGE CATCHES TO BREAKDOWN GEAR REMAINING. LEGALLY DISPOSAL OF THE ABOVE MATERIALS.
9. ALL REMOVAL OF MATERIALS SHALL BE DONE IN ACCORDANCE WITH ALL APPLICABLE LAWS.
10. ALL WALLS, CEILING, ROOF, FLOOR, CONCRETE BASES, FOOTINGS AND FOUNDATIONS SHALL BE REMOVED AS NOTED ON DRAWINGS.
11. ALL MECHANICAL, PLUMBING OR ELECTRICAL EQUIPMENT, DOORS AND WINDOWS, APPLIANCES, CABINETS, SPECIAL HULLWORK, AND OTHER ITEMS REMOVED SHALL BE REMOVED BY THE CONTRACTOR BY THE DATE SPECIFIED BY THE ARCHITECT.

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GENEVA STREET VILLAGE
121 GENEVA STREET
LAKE GENEVA, WISCONSIN 53471

727 GENEVA STREET
LAKE GENEVA, WISCONSIN 53147

REVISIONS
PRELIMINARY 30% APPROVAL PERMIT CONSTRUCTION
DATE 12.19.19
SHEET AB-4

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Existing No Changes

LOCKER LEVELS: OCCUPANCY: INDUSTRIAL 19 OCCUPANTS  OCCUPANCY: STORAGE / MECH 8 OCCUPANTS 	EXTERIOR MI FLOOR: OCCUPANCY: ASSEMBLY 80 OCCUPANTS  RATIONS: _____ OCCUPANTS: _____ FIRST FLOOR: OCCUPANCY: MERCHANTILE 16 OCCUPANTS  OCCUPANCY: ASSEMBLY 84 OCCUPANTS 	REQUIRED FINISHES: REFER TO KEY B ON SHEET F-1 ASSEMBLY / EXTERIOR MI 80 ASSEMBLY / INTERIOR 104 MERCHANTILE 16 INDUSTRIAL 19 STORAGE / MECH 8 TOTAL 209
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NEW WALL TYPES:  • SEE SHEET A-3	DOOR KEY:  NEW DOOR EXIST. DOOR
--	--

GENERAL CONSTRUCTION NOTES:

1. NO CHANGES ARE TO BE MADE TO THESE PLANS WITHOUT THE ENCLAVE AND THE CITY COMMISSIONER OF THE ARCHITECT.
2. ALL DIMENSIONS CONTRACTED BY DURING CONSTRUCTION SHALL BE VERIFIED BY THE CONTRACTOR AT THE SITE.
3. CONSTRUCTION AND MATERIAL SHALL BE INSTALLED IN ACCORDANCE WITH ALL THE REQUIREMENTS OF THE LEGISLATION CONCERNING PUBLIC ADMINISTRATION AND UNDER THE SUPERVISION OF THE PROJECT, INCLUDING ALL COUNTY AND LOCAL ORDINANCES, AND THE SAFETY ORDINANCES OF THE STATE INDUSTRIAL ACCIDENT COMMISSION (LAW 1970).
4. THE GENERAL CONTRACTOR SHALL NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES RELATED WITH THE PLANS.
5. ALL WORK PERFORMED SHALL CONFORM WITH THE REQUIREMENTS OF THE CURRENT BUILDING CODES AND OTHER APPLICABLE GOVERNING CODES AND BUILDING ORDINANCES BEFORE BEING USED FOR LOADS OR AS A FINAL INFORMATION.
6. ALL STRUCTURAL MATERIALS SHALL BE FURNISHED AS BOUND IN THESE PLANS AND AS ALLOWED BY THE ARCHITECT APPROVED AND NOTED.
7. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SHOWING AND PROVIDING BRACING DURING CONSTRUCTION IN ORDER TO SUPPORT ALL CONSTRUCTION LOADS TO MATCH THE STRUCTURE THAT IS BEING BUILT.
8. ALL CHANGES AND SPECIFICATIONS REPRESENT THE COMPLETED STRUCTURE AND DO NOT REPRESENT THE CONSTRUCTION PROCESS. THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK AND SHALL BE RESPONSIBLE FOR CONSTRUCTION REVISIONS, METHODS, TECHNIQUES, AND MATERIALS. THE CONTRACTOR SHALL BE ALLOWED TO BRACING AND BRACING ORIENTATION VISITS TO THE SITE BY FIELD REPRESENTATIVES OF THE ARCHITECT TO VERIFY THE CONSTRUCTION PROCESS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION PROCESS. ANY SUPPORT SERVICES PERFORMED BY THE ARCHITECT DURING THE CONSTRUCTION SHALL BE DISTINGUISHED FROM CONTINUOUS AND DETAILED INSPECTION SERVICES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION PROCESS BY THE ARCHITECT ARE FOR THE PURPOSE OF QUALITY CONTROL, AND IN THE INTEREST OF THE PROJECT AND THE CONTRACT DOCUMENTS. THEY DO NOT CONSTITUTE AN INSPECTION OF THE CONTRACTOR PERFORMANCE AND SHALL NOT BE CONSIDERED AS CONSTRUCTION SUPERVISION.
9. THE SHOP DRAWING REVIEW PROCESS BY THE ARCHITECT SHALL NOT CONSTITUTE A REVIEW OF THE SHOP DRAWINGS HAVE BEEN IN THE FOLLOWING:
- A. INITIALLY REVIEWED AND ACCEPTED AS CONFORMING WITH THE CONSTRUCTION DOCUMENTS BY THE RESPONSIBLE SUPERVISOR AND DRAWING CHECKER WITH THEIR SIGNED.
 - B. APPROVED AND APPROVED WITH A STAMP FROM THE GENERAL CONTRACTOR AND THE ARCHITECT'S CONSTRUCTION DOCUMENTS.
 - C. A FORTY-OF-MEETING DAYS HAS BEEN ALLOCATED FOR THE REVIEW PROCESS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION OF THE SHOP DRAWING REVIEW SCHEDULE.
10. THE CONSTRUCTION PACKAGE PROVIDED FOR ADDITIONAL REQUIREMENTS, APPROVED BY THE ARCHITECT, SHALL BE PROVIDED TO THE ARCHITECT.

CONCRETE NOTES

1. ALL CONCRETE FOUNDATION AND CONSTRUCTION SHALL CONFORM WITH THE CURRENT ADOPTED MINNESOTA BUILDING CODE AND SPECIFICATIONS FOR CONCRETE.
2. THE SPECIFIED CONCRETE SHALL BE OF STRENGTH CLASS (PSI) FOR THE CURRENT ADOPTED MINNESOTA BUILDING CODE AS DESIGNATED (BOLDED) BOLDNESS NOTED OTHERWISE ON THE PLANS.
3. ALL CONCRETE SHALL BE PLACED AND FINISHED TO A 28-DAY COMPRESSIVE STRENGTH OF:
- 3.1. CONCRETE GRADE INTERIOR (PSI):
- FOOTINGS: 3000 PSI
WALLS: 3000 PSI
SLABS: 3000 PSI
4. CONTRACTOR SHALL NOTIFY THE ARCHITECT AT LEAST 24 HOURS BEFORE PLACING CONCRETE.
5. DO NOT PLACE OR CUT HOLE IN CONCRETE SLAB, BEAMS, COLUMNS OR WALLS WITHOUT PRIOR APPROVAL OF THE ARCHITECT.
6. ALL CONCRETE FOUNDATION CONCRETE SHALL BE AIR-ENTRAINED. FINISH CONTENT SHALL BE 5% PERCENT (5%).
7. ALL FOUNDATION WALL THICKNESSES PER PLAN. SEE DETAILS FOR TYPICAL REINFORCING.
8. ALLOW AT LEAST 14 HOURS BEFORE FORMING ADJACENT WALL SECTIONS THROUGH EXISTING FOUNDATION. DOWEL LATCHES OF 1/2" X 12" TO BE USED TO HOLD CRACK POLYURETHANE AIR-ENT.
9. NO HOLE, TRINCHES, OR DISTURBANCES OF THE SOIL SHALL BE ALLOWED OTHER THAN AS SHOWN ON THE PLANS. ANY SUCH DISTURBANCES SHALL BE REPAIR TO THE ORIGINAL CONDITION. IF THE CRACK POLYURETHANE AIR-ENT IS REQUIRED, FOOTING SHALL BE REPAIRED.
10. ALL REINFORCING STEEL IS TO BE EMBEDDED IN OR PASSING THROUGH STRUCTURE. REINFORCING SHALL BE APPROVED BY THE ARCHITECT. REINFORCING IS TO BE PLACED IN CONCRETE SHALL NOT BE LARGER IN CIRCUMFERENCE OTHER THAN AT THE WIDEST POINT OR FITTING THAN A HOLE (9 OF 10) OF THE REINFORCING.
11. ELECTRICAL CONDUIT OR PIPES EMBEDDED IN OR PASSING THROUGH FLOOR, BEAMS OR BEAMS SHALL BE LOCATED AND PLACED SO THAT:
- 11.1. THEY ARE NOT LOCATED IN THE REINFORCING.
- 11.2. THE CONCRETE COVER IS NOT LESS THAN 2".
- 11.3. THEY ARE NOT LOCATED IN REINFORCING OVERLAP AREA.
12. SLABS ON GRADE SHALL BE CAST ALLOWING A SUFFICIENT NUMBER OF JOINTS TO ADJUST TO CEMENT, BLENDED CRACKS, CRACKS. WALL GUTTERS SHALL BE DONE AS BUILT AS MUCH AS POSSIBLE. ALL JOINTS SHALL BE REINFORCED WITH 2" MINIMUM JOINTING OVERLAP. JOINT SPACING SHALL BE MINIMUM 8' X 12'.
13. ALL CONCRETE FOUNDATION SHALL BE REINFORCED WITH CHAIRS AND REINFORCED WITH 2" MINIMUM JOINTING OVERLAP. ALL JOINTS SHALL BE REINFORCED WITH 2" MINIMUM JOINTING OVERLAP.

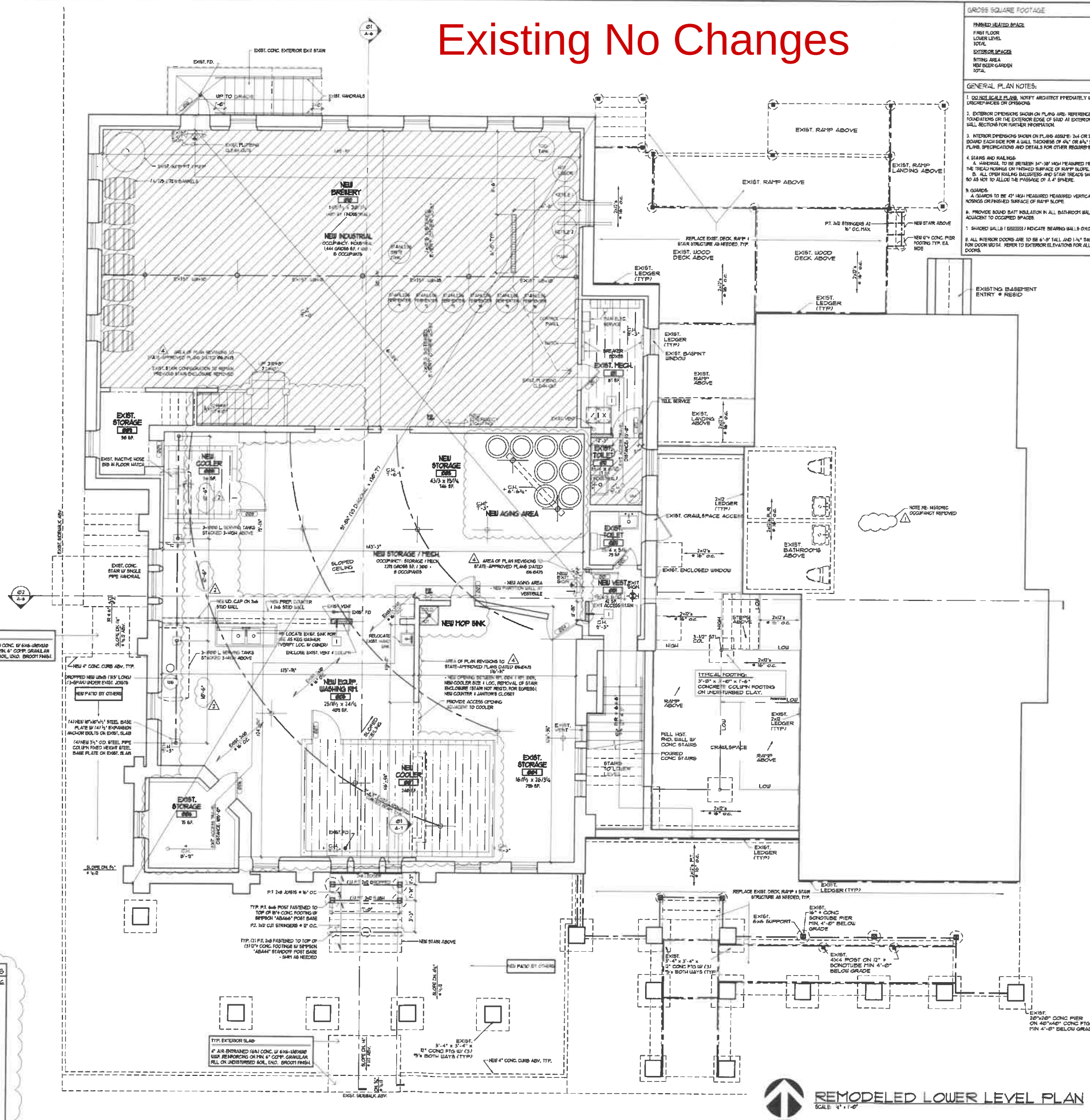
FOUNDATION NOTES

- [illegible]

1. EXCAVATION DEPTHS FOR THE FOUNDATIONS SHOWN ON THE DRAWINGS ARE TO BE MEASURED FROM THE LOWEST ADJACENT UNDISTURBED SOIL GRADE OR APPROVED COMPACTED EARTH GRADE WITH AT LEAST 5'-6" MINIMUM HORIZONTAL DISTANCE TO DAYLIGHT AT BOTTOM OF FOUNDATION EXCAVATION, UNO.

UNDER SLABS AND AGAINST WALLS SHALL BE BANK-RUN GRAVEL COMPACTED TO 6" LAYERS. SLABS ON GRADE SHALL BE CAST ON AT LEAST 6" OF COMPACTED GRAVEL

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ALLOWING NECESSARY TO SUPPORT ANY CUT AND FILL BANKS DURING EROSION AND FOR FORMING AND PLACING OF CONCRETE AND DRAINAGE.
4. ALL FILLING AND BACK FILLING SHALL BE CONTRACTED TO A FURNISH OR FOR MORE IF THE CONTRACTOR IS IN ACCORDANCE WITH THE SOIL REPORT AND ADEQUATE TEST METHOD D-597-18. FLOODING OF BACK FILL IS NOT PERMITTED.
5. ALL FILL AND BACK FILL MATERIAL SHALL BE APPROVED BY THE PROJECT SOILS ENGINEERING ADVISORY COMMITTEE.
6. WATER SHALL BE REMOVED FROM FOUNDATION EXCAVATIONS FROM 10 PLACEMENT OF CONCRETE TO THE POINT WHEN IT IS NOT TO DRY OUT OF THE UNDERLYING SOILS.
7. ALL EXPOSED OUTSIDE CURBS, GRASS CUTTING, AND MECHANICAL AREAS OF THE BLADE MAY BE PLACED DIRECTLY ON APPROVED SUB SOIL CONTRACTED FILL.
8. DO NOT BACK FILL AGAINST BLINDS UNLESS THE STRUCTURAL FLOOR BLIND IS IN PLACE AND WIND IS COUNTER AT LEAST SEVEN (7) DAYS UNTIL THE SOIL IS ADEQUATELY BRACED.
- FOUNDATION ASSUMPTIONS (RED)
10' TOP OF ULLS ELEVATION
R99 - INFERRED WALL ELEVATION
R97 - BROAD LEASE ELEVATION
S4 - BROAD LEASE ELEVATION
75' TOP OF SLAB ELEVATION
BOTTOM OF FOOTING ELEVATION



GROSS SQUARE FOOTAGE	
<u>FINISHED HEATED SPACE</u>	
FIRST FLOOR	5223 SF.
LOWER LEVEL	3623 SF.
TOTAL	9346 SF.
<u>EXTERIOR SPACES</u>	
SITTING AREA	311 SF.
NEW DECK/GARDEN	310 SF.
TOTAL	621 SF.

GENERAL PLAN NOTES:

- DO NOT SCALE PLANS, NOTIFY ARCHITECT IMMEDIATELY WITH DIMENSION DISCREPANCIES OR OMISSIONS.**
2. EXTERIOR DIMENSIONS SHOWN ON PLANS ARE REFERENCED TO THE EXTERIOR FACE OF FOUNDATIONS OR THE EXTERIOR EDGE OF ROOF AT EXTERIOR FINISH WALLS. REFER TO WALL SECTION FOR FURTHER INFORMATION.
 3. INTERIOR DIMENSIONS SHOWN ON PLANS ASSUME: 3/4" ON ALL STUDS; 1/8" OVERHANG EACH SIDE FOR A WALL; TOLERANCE OF .06" OR AS SPECIFIED UNLESS OTHERWISE STATED. SPECIFICATIONS AND DETAILS FOR OTHER REQUIREMENTS.
- 4. SLABS AND RAFTERS:**
- a. MINORAL: TO BE DETAIL 2"x10" HIGH HEAVY REINFORCED VERTICALLY FROM THE TRUSS JOINTS TO CENTERED SPACING OF RAFTY SLOPS.
 - b. ALL OTHER ROLLING SAUSTRUTS AND STEEL TRACIS SHALL BE SIZED AND SPACED SO AS NOT TO ALLOW THE PASSAGE OF AIR OR WATER.
- 5. GABLES:**
- a. GABLES TO BE 4"x12" HIGH HEAVY REINFORCED VERTICALLY FROM THE TRUSS JOINTS ON CENTERED SPACING OF RAFTY SLOPS.
 - b. PROVIDE BOND BATT INSULATION IN ALL BATHROOMS WALLS AND CLOSETS / FLOORS ADJACENT TO OCCUPIED SPACES
- 6. SHAVED WALLS: ||||| INDICATE BEARING WALLS ONLY.**
7. ALL INTERIOR DOORS TO BE 6'-0" X 2'4" AND 1-1/4" THICK. REFER TO PLAN FOR DOOR SWING. REFER TO EXISTENCE ELEVATION FOR ALL LANDINGS. EXTERIOR

McCormack + Eitten / Archileeds™, LLP
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ADDITIONS AND ALTERATIONS TO THE
GENEVA STREET VILLAGE
27 GENEVA STREET
AKE GENEVA, WISCONSIN 53147

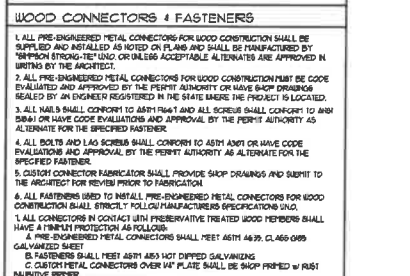
PROJECT NO.
1840

REVISIONS

1	05/30/19
2	06/10/19
4	12/20/19

DATE
12.19.19

SHEET
A-1



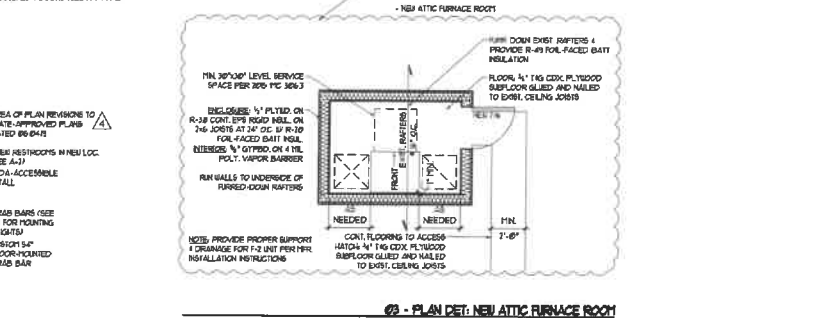
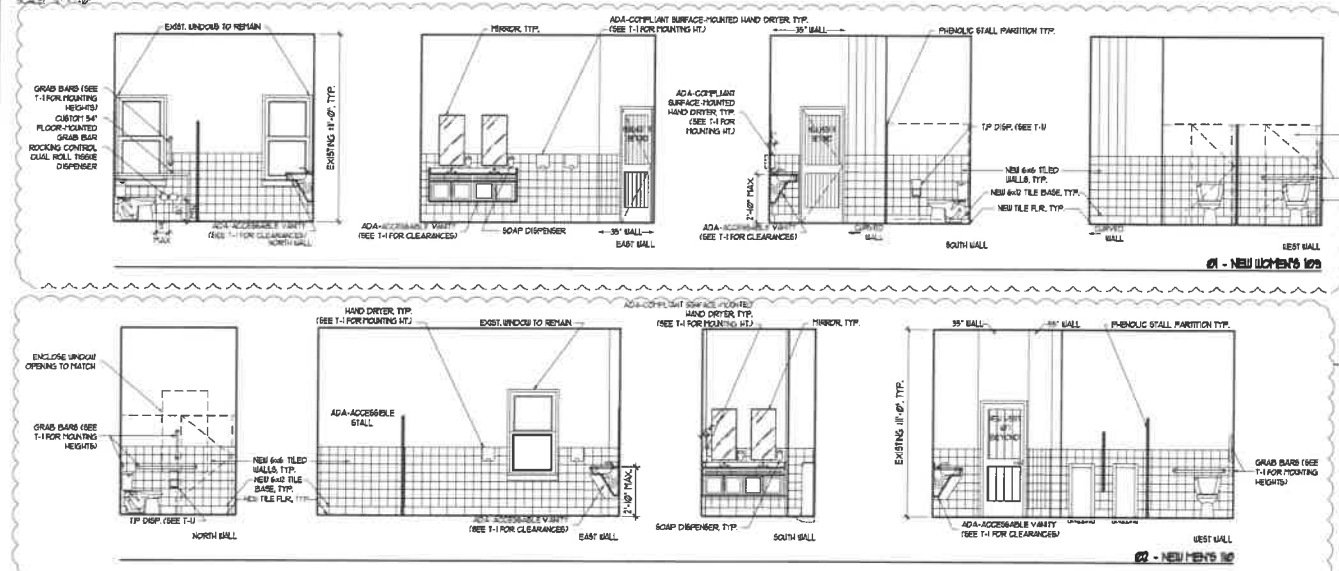
REVISIONS △ 06/10/15 △ 06/17/15 △ 12/03/15	
☐ PRELIMINARY ☒ FOR APPROVAL ☒ FOR POST ☒ FOR CONSTRUCTION	DATE 12/19/15
SHEET A-2	

ROOM FINISH SCHEDULE:										
NO.	ROOM NAME	FLOOR	BASE	WALLS	CEILING	REMARKS				
			CERAMIC / PORCELAIN TILE VINYL PLANK FLOORING	CERAMIC / PORCELAIN TILE 4" VINYL WOOD TO MATCH	1/2" GYPSUM BOARD CERAMIC TILE WAINSCOT FIBER PANEL	1/2" GYPSUM BOARD FIBER PANEL	1/2" GYPSUM BOARD FIBER PANEL	1/2" GYPSUM BOARD FIBER PANEL	1/2" GYPSUM BOARD FIBER PANEL	1/2" GYPSUM BOARD FIBER PANEL
001	NEW VEST.									
002	EXIST. TOILET									
003	NEW STORAGE									
004	EXIST. STORAGE									
005	NEW EQUIP. WASHING RM.									
006	EXIST. STORAGE									
007	NEW COOLER									
008	NEW COOLER									
009	EXIST. STORAGE									
010	NEW BREWERY									
011	EXIST. MECH.									
012	EXIST. TOILET									

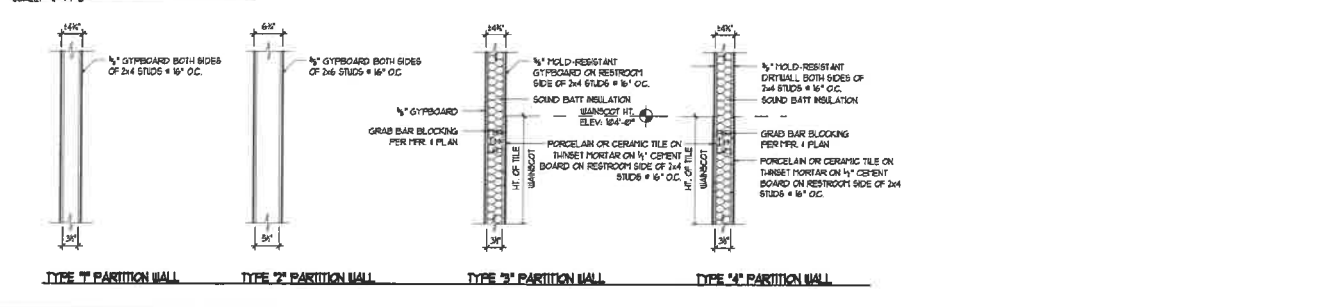
DOOR SCHEDULE:										
OPENS	ROOM NO.	FIN. (R/R)	GLASS	PAIR	WIDTH	HEIGHT	THICKNESS	TYPE	MATL.	FINISH
001	001				3'-0"	6'-8"	1 1/2"	A	UD.	
002	002				2'-6"	6'-8"	EXIST.	EXIST.	EXIST.	EXIST.
003	003				2'-6"	6'-8"	1 1/2"	A	UD.	
004	004				3'-0"	6'-8"	EXIST.	EXIST.	EXIST.	EXIST.
005	005				2'-0"	6'-8"	EXIST.	EXIST.	EXIST.	EXIST.
006	006				3'-0"	6'-8"	PER MFR.	INSUL.	PER MFR.	PER MFR.
007	007				3'-0"	6'-8"	PER MFR.	INSUL.	PER MFR.	PER MFR.
008	008				3'-0"	6'-8"	PER MFR.	INSUL.	PER MFR.	PER MFR.
009	009				2'-8"	6'-8"	EXIST.	EXIST.	EXIST.	EXIST.
010	010				3'-0"	7'-0"	EXIST.	EXIST.	EXIST.	EXIST.
011	011				2'-0"	6'-8"	EXIST.	EXIST.	EXIST.	EXIST.
012	012				2'-0"	6'-8"	1 1/2"	A	UD.	

DOOR HARDWARE SCHEDULE:										
OPENS	ROOM NO.	FIN. (R/R)	GLASS	PAIR	WIDTH	HEIGHT	THICKNESS	TYPE	MATL.	FINISH
001	001				3'-0"	6'-8"	1 1/2"	A	UD.	
002	002				2'-6"	6'-8"	EXIST.	EXIST.	EXIST.	EXIST.
003	003				2'-6"	6'-8"	1 1/2"	A	UD.	
004	004				3'-0"	6'-8"	EXIST.	EXIST.	EXIST.	EXIST.
005	005				2'-0"	6'-8"	EXIST.	EXIST.	EXIST.	EXIST.
006	006				3'-0"	6'-8"	PER MFR.	INSUL.	PER MFR.	PER MFR.
007	007				3'-0"	6'-8"	PER MFR.	INSUL.	PER MFR.	PER MFR.
008	008				3'-0"	6'-8"	PER MFR.	INSUL.	PER MFR.	PER MFR.
009	009				2'-8"	6'-8"	EXIST.	EXIST.	EXIST.	EXIST.
010	010				3'-0"	7'-0"	EXIST.	EXIST.	EXIST.	EXIST.
011	011				2'-0"	6'-8"	EXIST.	EXIST.	EXIST.	EXIST.
012	012				2'-0"	6'-8"	1 1/2"	A	UD.	

INTERIOR ELEVATIONS



NEW WALL TYPES



Existing No Changes

McCormack + Eiten / Architects, LLP
 Lake Geneva, WI 53127
 400 Broad Street
 Phone (262) 248-5592
 Fax (262) 248-5591
 www.mccormackeiten.com
 contacts@mccormackeiten.com

ADDITIONS AND ALTERATIONS TO THE
 LAKESIDE VILLAGE
 1700 GENEVA STREET
 LAKE GENEVA, WISCONSIN 53127

PROJECT NO.
 1846

REVISIONS
 12/15/19

DATE
 12/15/19

SHEET
 A-3

OF

Existing No Changes



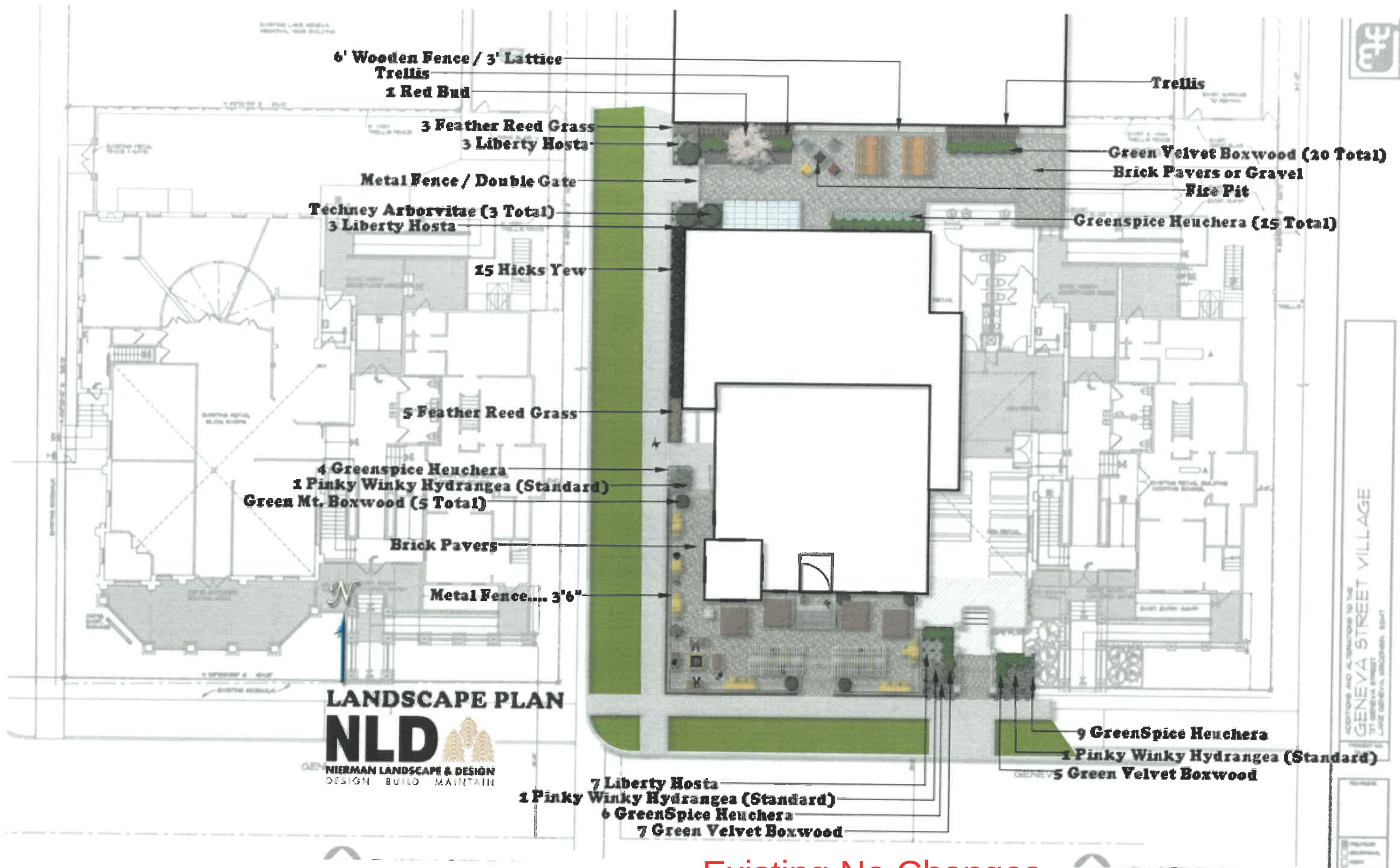
REMODELED SOUTH ELEVATION (GENEVA STREET)
SCALE: 1" = 1'-0"



REMODELED WEST ELEVATION (BROAD STREET)
SCALE: 1" = 1'-0"



E. LANDSCAPING & SIGNAGE



Existing No Changes



Existing No Changes



Existing No Changes

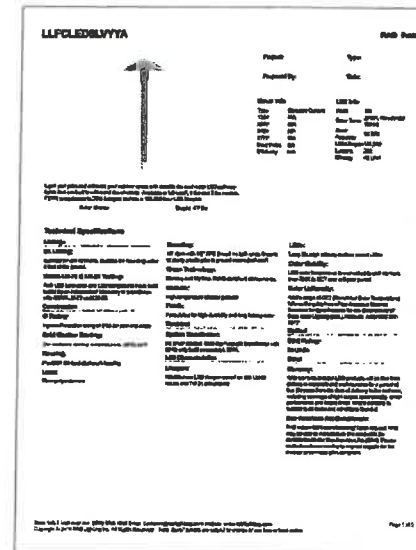


No Changes except Flat Iron to
replace Cooking School Signs

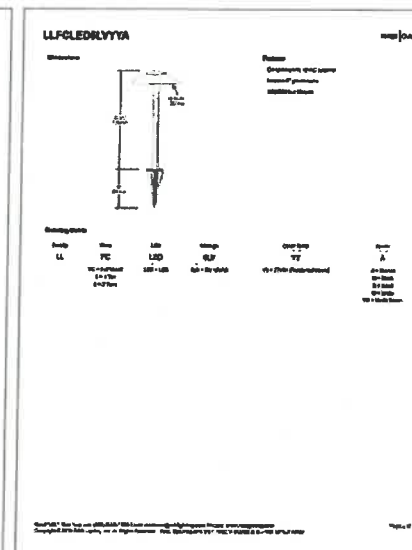
No Changes except Flat Iron to replace Cooking School Signs



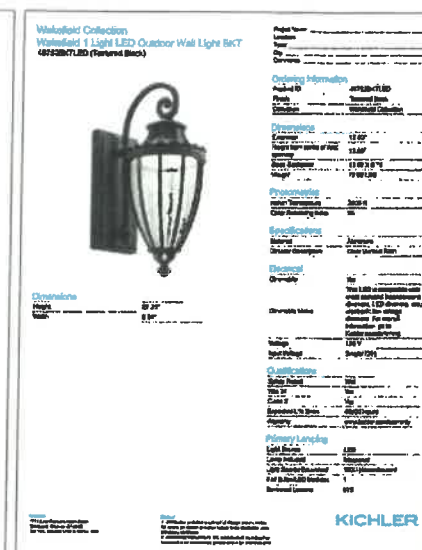
Existing No Changes



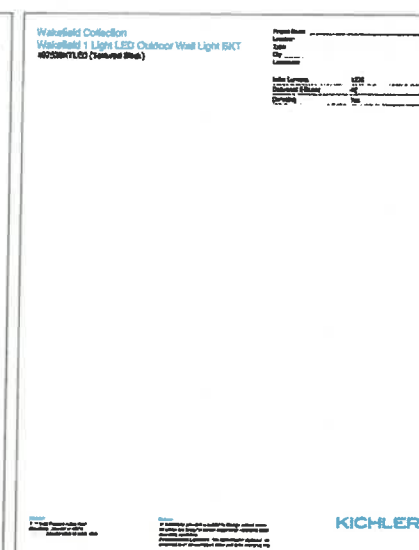
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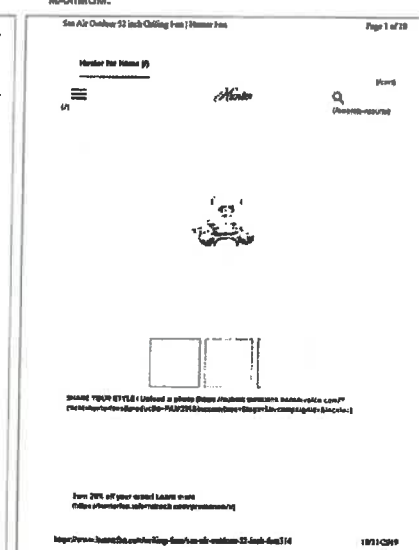
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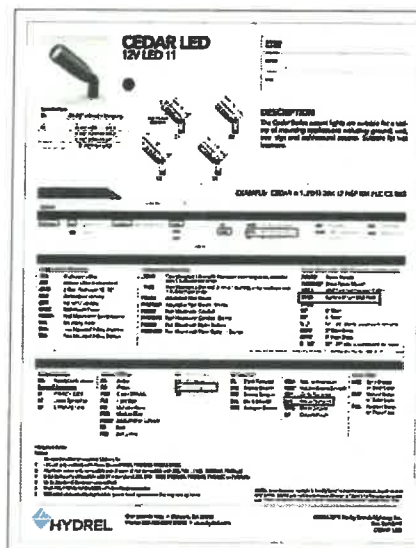
TYPE OB



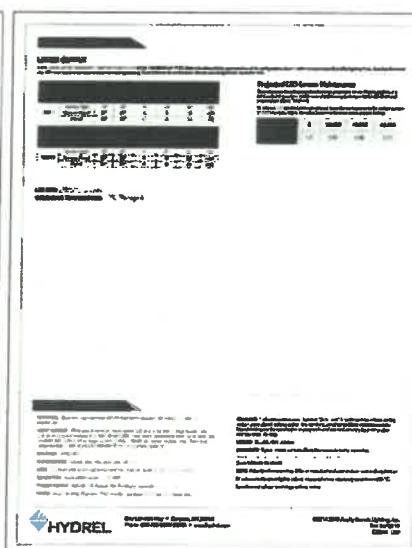
TYPE OF



TYPE OF



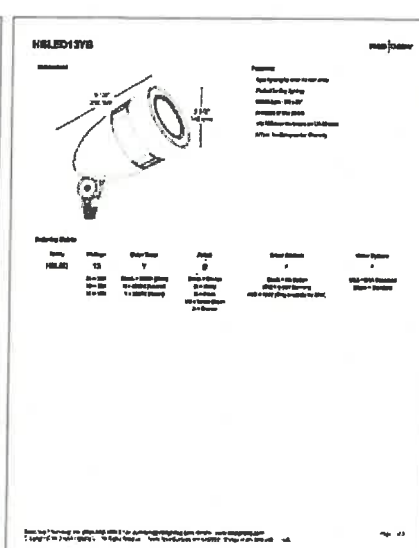
TYPE OD



TYPE OD



TYPE OF



TYPE OF

OWNER TO SELECT WET LOCATION RATED CEILING FAN FOR EACH PERGOLA. 2 10W LED LAMPS MAXIMUM.

**DAVID L. HANSON
AND ASSOCIATES, INC.**
LICENSED PROFESSIONAL ENGINEERS
6402-32nd AVENUE
KENOSHA, WI 53142 (262) 654-2010

DATE
10/10/19

**GENEVA STREET VILLAGE
SITE LIGHTING**
727 GENEVA STREET
LAKE GENEVA, WI 53147



E9.1

48" strand contains 16 hanging bulbs
Connect up to 48 strands end to end.

3'

2 watt
LED light - #14 base

TYPE OF



TYPE OF UNDER PERGOLA

[illegible]

TYPE OG

[illegible]

TYPE 03

[illegible]

LIGHTING ENERGY CALCULATIONS

[illegible]

LIGHTING ENERGY CALCULATIONS

[illegible]

**DAVID L. HANSON
AND ASSOCIATES, INC.**
LICENSED PROFESSIONAL ENGINEERS
6402-32nd AVENUE
KENDISHA, WI 53142 (262) 654-2010

DATE
10/10/19

**GENEVA STREET VILLAGE
SITE LIGHTING**
727 GENEVA STREET
LAKE GENEVA, WI 53147

SH-1000
E9.2

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STAFF REPORT
To Lake Geneva Plan Commission
Meeting Date: March 17, 2025

Agenda Item #8

Applicant:
Topsy Turvy Brewery
727 Geneva Street
Lake Geneva

Request:
Topsy Turvy Brewery Expansion
727 Geneva Street, Suite 2
PIP – Precise Implementation Plan

Description:

The applicant is requesting approval of a new Precise Implementation Plan (PIP) for Topsy Turvy Brewery at property 727 Geneva Street. The subject property includes a former church on the west side of the lot and former parsonage on the east side. The church and parsonage have since been connected into a single building connected by a shared lobby and foyer. Topsy Turvy Brewery occupies the former church. The former parsonage is currently vacant but was most recently occupied by a cooking school. The applicant proposes to expand Topsy Turvy Brewery into the former parsonage space to the east. The expansion would include a new bar, new kitchen area and order window, and additional seating. The order window faces the rear yard (not the public sidewalk) and would allow customers to order food from the patio. Ancillary retail sales will be incorporated. The applicant is in conversation with Flat Iron Tap to operate the kitchen. On the proposed floor plans, the kitchen area is shown in light beige and the new bar and seating area is shown in brown.

No physical changes are proposed to the second floor, which are currently office and storage. The applicant is exploring using the space for small private rentals, pending approval by the Fire Department.

Commented [JM1]: Did FD see this?

The property is zoned Planned Development with the Central Business (CB) as the base zoning district. A PIP amendment is required to allow for the expansion of the use to the east side of the building. The tap room/brewery is considered an Indoor Commercial Entertainment, Large-Scale land use.

PIP approval is Step 4 of the Planned Development process. This final zoning step establishes details of site development including architecture, landscaping, lighting, and engineering. In this case, the PIP is limited primarily to the expansion of the Indoor Commercial Entertainment, Large-Scale land use, interior renovations, and changes to the floor plan.

Relationship to Base Zoning Standards:

All Planned Developments must identify any flexibility being requested from the base zoning standards in the most comparable regular zoning district. In this instance, the Central Business (CB) zoning district provides that comparison zoning district.

This applicant requests no additional flexibility from CB zoning standards. Aside from the requested zoning flexibilities approved as part of the General Development Plan (GDP), all other zoning requirements are met.

Staff Review Comments:

No changes are proposed to the building's exterior, landscaping, lighting, or rear patio. Any new signs will require sign permits. As no changes are proposed to the site, all zoning requirements will continue to be met.

PIPs must be consistent with the previously approved GDP. Staff notes that the PIP application is fully consistent with the approved GDP.

Action by the Plan Commission:

As part of the consideration of a requested Planned Development / Precise Implementation Plan (PIP) step, the Plan Commission is required to:

- Provide the Common Council with a *recommendation* regarding the proposed PIP
- Include *findings* required by the Zoning Ordinance for PIPs; and,
- Provide specific suggested *requirements* to modify the project as submitted.

Required Plan Commission Findings on the PIP for Recommendation to Common Council:

A proposed PIP must undergo the review standards for all Conditional Use Permits, below:

- A. If, after the public hearing, the Commission wishes to recommend *approval*, then the appropriate fact finding would be in agreement with Factors 1-6 of the following.
1. The proposed PIP (the use in general, independent of its location) is in harmony with the purposes, goals, objectives, policies and standards of the City of Lake Geneva Comprehensive Plan, this Chapter, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
 2. The proposed PIP (in its specific location) is in harmony with the purposes, goals, objectives, policies and standards of the City of Lake Geneva Comprehensive Plan, this Chapter, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
 3. The proposed PIP, in its proposed location and as depicted on the required site plan, does not result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of this Chapter, the Comprehensive Plan, or any other plan, program, map, or ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development.
 4. The proposed PIP maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.
 5. The proposed PIP is located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvements, facilities, utilities or services provided by public agencies serving the subject property.
 6. The potential public benefits of the proposed PIP outweigh all potential adverse impacts of the proposed PIP (as identified in Items 1. through 5., above), after taking into consideration the

727 Geneva Street PIP - Page 2 of 3

Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts.

- B. If, after the public hearing, the Commission wishes to recommend *denial*, then the appropriate fact finding would be in disagreement with at least one of Factors 1-6 listed above.

Staff Recommendation:

Staff recommends that the Plan Commission recommend *approval* of the PIP as submitted.

- *Approve:* I recommend approval of the *Precise Implementation Plan for Topsy Turvy Brewery, 727 Geneva Street, Lake Geneva, WI, to allow for an expansion of the tap room and addition of food service for the property located at 727 Geneva Street Suite 2, Tax Key No. ZOP 00157,* including the affirmative set of findings, and any additional conditions of approval recommended by staff.
- *Deny:* I recommend denial of the *Precise Implementation Plan for Topsy Turvy Brewery, 727 Geneva Street, Lake Geneva, WI, to allow for an expansion of the tap room and addition of food service for the property located at 727 Geneva Street Suite 2, Tax Key No. ZOP 00157,, because [provide rationale for denial, based on disagreement with at least one of Items 1 through 6 above]*

*Jackie Mich, AICP
City Planning Consultant
Vandewalle & Associates*

RESOLUTION OF THE PLAN COMMISSION			
Resolution recommending to the Common Council a Planned Development – Precise Implementation Plan (PIP) application filed by Topsy Turvy Brewery, 727 Geneva Street, Lake Geneva, WI, to allow for an expansion of the tap room and addition of food service for the property located at 727 Geneva Street Suite 2, Tax Key No. ZOP 00157			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	PC-005	Date:	March 17, 2025

WHEREAS, the City of Lake Geneva Plan Commission has considered a Planned Development – Precise Implementation Plan application filed by Topsy Turvy Brewery, 727 Geneva Street, Lake Geneva, WI, to allow for an expansion of the tap room and addition of food service for the property located at 727 Geneva Street Suite 2, Tax Key No. ZOP 00157, and

WHEREAS, the Plan Commission held a Public Hearing thereon pursuant to proper notice given on March 17, 2025, and

WHEREAS, the Plan Commission made the following findings of fact:

1. In general, the proposed PIP is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
2. Specific to this site, the proposed PIP is in harmony with the purposes, goals, objectives, policies and standards of the City's Comprehensive Plan, Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City.
3. The proposed PIP in its proposed location, and as depicted on the required site plan does not result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan or any other plan, program, map, or ordinance adopted or under consideration pursuant to official notice by the City or other governmental agency having jurisdiction to guide development.
4. The proposed PIP maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.
5. The proposed PIP is located in an area that will be adequately served by, and will not impose an undue burden on any improvements, facilities, utilities or services provided by public agencies serving the subject property.
6. The potential public benefits of the proposed PIP outweigh all potential adverse impacts of the proposed PIP after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts, and

WHEREAS, the Plan Commission has recommended the following conditions:

1. none

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby recommends approval to the Common Council of the Planned Development – Precise Implementation Plan application filed by Topsy Turvy Brewery, 727 Geneva Street, Lake Geneva, WI, to allow for an expansion of the tap room and addition of food service for the property located at 727 Geneva Street Suite 2, Tax Key No. ZOP 00157, per the findings of fact and additional conditions stated above.

Recommended to the Common Council of the City of Lake Geneva this 17th day of March 2025.

PC Action: ☐ **Adopted** ☐ **Failed** **Vote** _____

Mayoral Action: ☐ **Accept** ☐ **Veto**

Todd Krause, Plan Commission Chair Date

Attest:

Lacey L Reynolds, City Clerk Date

Proposed Zoning Code Amendment: Parking Standards 2.19.25

Sec. 98-704 Off-street Parking and Traffic Circulation Standards.

(1) Purpose. The purpose of this section is to alleviate or prevent congestion of public rights-of-way so as to promote the safety and general welfare of the public by establishing minimum requirements for the provision of off-street parking and circulation in accordance with the utilization of various sites. Please refer to Section 98-717, Drainage standards.

(2) Depiction on required site plan. Any and all parking and traffic circulation areas proposed to be located on the subject property shall be depicted as to their location and configuration on the site plan required for the development of the subject property. (Refer to Section 98-908.) Each and every on-site parking space designed to serve as required parking shall not be located farther than 300 feet, except as permitted by a conditional use permit, of shortest walking distance from the access to all of the various areas it is designated to serve. A garage stall, meeting the access requirements of Subsection (6)(d), below, shall be considered a parking space. Parking spaces for any and all vehicles exceeding 18 feet in length, shall be clearly indicated on said site plan.

(3) Use of off-street parking areas. The use of all required off-street parking areas shall be limited to the parking of operable vehicles not for lease, rent, or sale. Within residential districts, required parking spaces shall only be used by operable cars and trucks. All vehicles shall be parked on paved surfaces and shall not be parked on grass.

(4) Traffic circulation and traffic control. Site circulation shall be designed to provide for the safe and efficient movement of all traffic entering, exiting, and on the site. Circulation shall be provided to meet the individual needs of the site with specific mixing of access and through movements, and where required, shall be depicted on the required site plan. Circulation patterns shall conform with the general rules of the road and all traffic control measures shall meet the requirements of the Manual of Uniform Traffic Control Devices.

(5) Maintenance of off-street parking and traffic circulation areas. All off-street parking and traffic circulation areas shall be paved and maintained in a dust-free condition at all times. In no instance or manner shall any off-street parking or traffic circulation area be used as a storage area, except as provided for by Section 98-706(3).

...

STAFF REPORT
To: Lake Geneva Plan Commission
Meeting Date: March 17, 2025

Agenda Item #9 and 10

Request:

Zoning Code Amendments – Section 98-720 (Fencing) and Section 98-704 (Off-Street Parking)

Description:

Staff have presented a list of potential zoning code updates to the Plan Commission in recent months. Many of the updates are intended to clean-up outdated zoning language. Other proposed changes are focused on implementing comprehensive plan goals. A first round of changes is complete after approval by the Plan Commission and the Council affecting the following topics:

- Correct verbiage in fence regulations regarding maximum opacity
- Clarify how pervious pavers relate to stormwater regulations
- Clarify that decks are impervious surface
- Correct parking information for “minor indoor commercial entertainment” land uses
- Correct information for “in-family suite” land uses

Additional topics will be brought forward based on the original list presented to the Plan Commission. Tonight’s agenda includes two more “clean-up” code fixes described below.

Zoning Code Updates:

The amendments currently proposed for consideration on this agenda include:

- Clarify fence regulations in Section 98-720
- Clarify off-street parking regulations in Section 98-704

Fencing

- Require fences to be set back five feet from alleys, rather than allowing them right on the property line. This allows for easier snow plowing in the alleyway.

Off-Street Parking

- We have added language stating that all vehicles shall be parked on paved surfaces and shall not be parked on grass. We also added language that states that all off-street parking and traffic circulation areas shall be paved and maintained in a dust-free condition at all times. The purpose is to clarify that parking on lawns is prohibited.

*Sonja Kruesel, AICP
City Planning Consultant
Vandewalle & Associates*

RESOLUTION OF THE PLAN COMMISSION			
Resolution recommending to the Common Council a Zoning Code Amendment pertaining to parking on paved surfaces (Section 98-704)			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	PC-006	Date:	March 17, 2025

WHEREAS, the City of Lake Geneva Plan Commission has considered a Zoning Code Amendment pertaining to parking on paved surfaces (Section 98-704) as described in the document titled “Proposed Zoning Amendment: Parking Standards,” dated February 19, 2025, and

WHEREAS, the Plan Commission held a Public Hearing thereon pursuant to proper notice given on March 17, 2025, and

WHEREAS, the Plan Commission made the following findings of fact:

1. The proposed text amendment furthers the purposes of this chapter as outlined in Section 98-005.
2. The proposed text amendment furthers the purposes of the general article in which the amendment is proposed to be located.
3. The proposed text amendment furthers the purposes of the specific section in which the amendment is proposed to be located.
4. The following factors have arisen that are not properly addressed in the current zoning text:
 - a. New methods of development or providing infrastructure make it necessary to alter this chapter to meet these new factors;
 - b. Changing governmental finances require amending this chapter in order to meet the needs of the government in terms of providing and affording public services.
5. The proposed amendment maintains the desired overall consistency of land uses, land use intensities, and land use impacts within the pertinent zoning districts, and

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby recommends to the Common Council a Zoning Code Amendment pertaining to parking on paved surfaces (Section 98-704), as described in the document titled “Proposed Zoning Amendment: Parking Standards,” dated February 19, 2025, per the findings of fact and additional conditions stated above.

Recommended to the Common Council of the City of Lake Geneva this 17th day of March 2025.

PC Action: ☐ Adopted ☐ Failed Vote _____

Mayoral Action: ☐ Accept ☐ Veto

Todd Krause, Plan Commission Chair

Date

Attest:

Lacey L Reynolds, City Clerk

Date

Proposed Zoning Code Amendment: Fencing Standards 2.19.25

Section 98-720 *Fencing Standards*

(b) Location.

1. ~~On all properties, no~~All fences, landscape walls, or decorative posts shall be ~~located closer than set back at least~~ two feet ~~to from~~ the front yard or street yard property line.
2. Fences may be located on any property line abutting a side or rear yard.
- 1-3. ~~All fences, landscape walls, or decorative posts shall be set back at least five feet from a property line abutting a public alleyway.~~

(c) Maximum height. The maximum height of any fence, landscape wall, or decorative post shall be the following:

1. Fences in excess of 36 inches tall shall not be permitted within ~~the following~~a required yard setbacks; ~~including~~ street front yard, street side yard, and street rear yard, except with the granting of a conditional use permit per Section 98-905.
2. Six feet when located on any residentially zoned property, but not within a required front yard setback or a required street yard setback; and
3. Eight feet when located on any nonresidentially zoned property, but not within a required front yard or a required street yard, except that security fences may exceed this height.

RESOLUTION OF THE PLAN COMMISSION			
Resolution recommending to the Common Council a Zoning Code Amendment pertaining to alley setbacks for fences (Section 98-720)			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	PC-007	Date:	March 17, 2025

WHEREAS, the City of Lake Geneva Plan Commission has considered a Zoning Code Amendment pertaining to alley setbacks for fences (Section 98-720) as described in the document titled “Proposed Zoning Amendment: Fencing Standards,” dated February 19, 2025, and

WHEREAS, the Plan Commission held a Public Hearing thereon pursuant to proper notice given on March 17, 2025, and

WHEREAS, the Plan Commission made the following findings of fact:

1. The proposed text amendment furthers the purposes of this chapter as outlined in Section 98-005.
2. The proposed text amendment furthers the purposes of the general article in which the amendment is proposed to be located.
3. The proposed text amendment furthers the purposes of the specific section in which the amendment is proposed to be located.
4. The following factors have arisen that are not properly addressed in the current zoning text:
 - a. New methods of development or providing infrastructure make it necessary to alter this chapter to meet these new factors;
 - b. Changing governmental finances require amending this chapter in order to meet the needs of the government in terms of providing and affording public services.
5. The proposed amendment maintains the desired overall consistency of land uses, land use intensities, and land use impacts within the pertinent zoning districts, and

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby recommends to the Common Council a Zoning Code Amendment pertaining to alley setbacks for fences (Section 98-720) as described in the document titled “Proposed Zoning Amendment: Fencing Standards,” dated February 19, 2025,, per the findings of fact and additional conditions stated above.

Recommended to the Common Council of the City of Lake Geneva this 17th day of March 2025.

PC Action: ☐ Adopted ☐ Failed Vote _____

Mayoral Action: ☐ Accept ☐ Veto

Todd Krause, Plan Commission Chair

Date

Attest:

Lacey L Reynolds, City Clerk

Date

APPLICATION FOR GENERAL DEVELOPMENT PLAN OR AMENDMENT
City of Lake Geneva

Site Address/Parcel No. and full Legal Description required (attach separate sheet if necessary):
SW corner of Townline Road and North Road (see attached legal description)

Name and Address of Current Owner: Bloomfield Holdings, LLC

875 Townline Road, Suite 103, Lake Geneva, WI 53147

Telephone No. with area code & Email of Current Owner: 262.248.5010

brian@fairwyn.com

Owner Signature: 

Name and Address of Applicant:

Fairwyn SB, Inc.

875 Townline Road, Suite 103, Lake Geneva, WI 53147

Telephone No. with area code & Email of Applicant: 262.248.5010

brian@fairwyn.com

Proposed Use: residential subdivision - 128 homes - single family

Zoning District in which land is located: SR4

Names and Addresses of architect, professional engineer and contractor of project:

Bowman Engineering

1001 Warrenville Road, Suite 110, Lisle, IL 60532

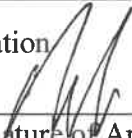
Short statement describing activities to take place on site:

128 home single-family subdivision - extension of Symphony Bay

GDP fee \$400.00, payable upon filing application

1/15/2025

Date


Signature of Applicant

SYMPHONY BAY PHASE 8 GENERAL DEVELOPMENT PLAN



PROJECT NARRATIVE

The Symphony Bay Phase 8 development represents approximately 69.4 acres of the land previously annexed to the City of Lake Geneva. Phase 8 is the logical and final extension of the existing Symphony Bay Development totaling 128 single family homes. The project request includes changing the zoning designation from the current SR4 to the PD zoning classification assigned to the rest of Symphony Bay.

The general property location is noted on the attached maps. The property is located within the corporate limits of the City of Lake Geneva, south of Townline Road and north of Bloomfield Road. And immediately west of North Road. Symphony Bay Phases 1 through 7 are at the project's immediate western boundary. The current zoning is Single Family Residential (SR4).

- a) **Project Description:** The Developer, Fairwyn SB, Inc. is proposing the development of a 128-home extension of the Symphony Bay age targeted active adult community. All homes will be single family residences. There will be no 2-unit Villas or other multifamily homes. Lots are available in both two car and three car garage configurations.

The three acre fully improved amenity center, pool and the private offsite Buttons Bay Clubhouse dedicated to Symphony Bay residents will be available to residents in Phase 8. A walking path will be connected to the over 2 miles of walking trail system that is interconnected with the City's regional trail system. This path will allow residents walking and bike access to the clubhouse facility. The entire community will be low maintenance with lawn maintenance and snow removal provided by the homeowner's association. The facilities including the pool, fitness area, and mail room in the onsite clubhouse are sized to accommodate Phase 8.

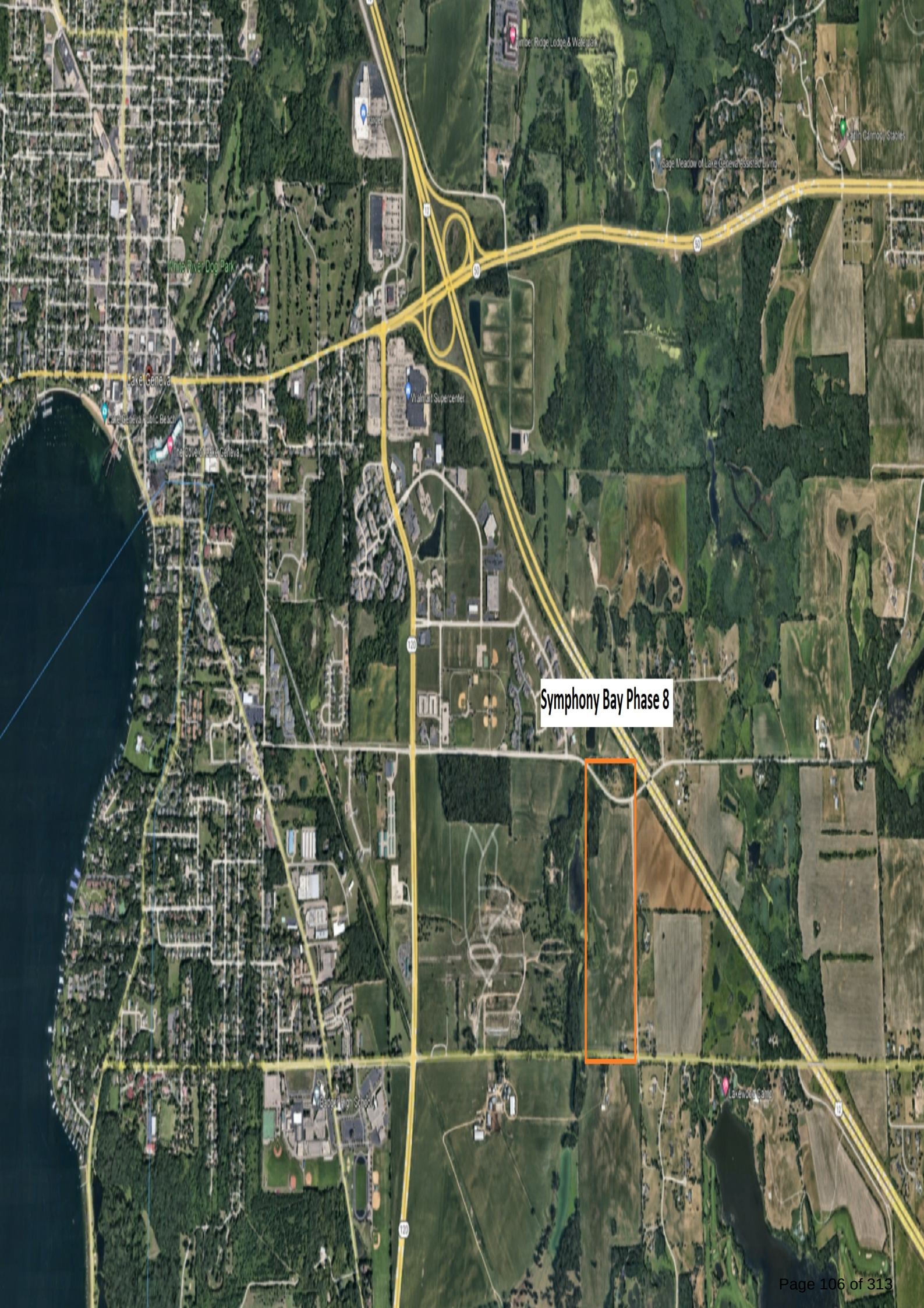
- b) **Unit Types and Land Uses:** The development will have two distinctive detached single family home site designs. These lot standards are the same as those provided in other the phases of Symphony Bay. They have obviously been well received by the age targeted home buyer market.
- c) The first series of homes will be constructed on a minimum 50 foot wide by 120 foot deep lot. Minimum side yard setbacks will be 5'. Lot coverage will be no more than sixty (60) percent. There are 81 of this series lots provided in the project. This is the existing Nautical Series lot standard. These lots are depicted in green on the attached development plan. These lots accommodate a 2 car garage.
- d) The second series of homes will be constructed on a typical 65 foot wide by 120 foot deep lot. Minimum side yard setbacks will be 7.5'. Lot coverage will be no more than sixty (60) percent. There are 47 of this series lots provided in the project. This is the existing Orchestra Series lot standard. These lots are depicted in tan on the attached development plan. These lots accommodate either a 2 or 3 car garage.
- e) Floorplans and elevations will mirror those previously approved. Ranch homes within this series range from 1,590 square feet to 1,940 square feet. One model offers the flexibility of a second-floor bonus and storage which increases that home to approximately 2,300 sq feet. Basements will be available features on all homes at the buyer's option.

- f) **Approximate Density:** The project plans contemplates 128 total dwelling units on the existing 69.4 acres of land. The resultant density is 1.8 dwelling units per acre as compared to the SR4 standard allowance of 4 dwelling units per acre.
- g) **Natural Features:** The site plan has been developed to protect the wetland complex on the properties western edge. This wetland which extends onto land within previous phases of Symphony Bay is the primary environment feature on the property. Phase 8 approval ensures the long-term protection of this wetland complex. A boardwalk style bridge is planned for the walking path span of the wetland providing residents with an added interactive open space opportunity.
- h) **Relationship to Nearby Properties and Streets:** Access roads into Phase 8 have been located in accordance with limitations contained in the property's annexation agreement so as to minimize disturbance to homes along North Road. Due to grade limitation and proximity to the Route 12 overpass, access to Townline Road is not possible.
- i) **General Relationship to Master Plan:** The proposed plan is in line with the goals of the City Master Plan and current Single Family Residential SR4 Zoning and the City Comprehensive Plan goals.
- j) **Rationale for PD Zoning Request:** SR4 is the existing property zoning. PD zoning provides the flexibility is regulation necessary to accommodate the standards typical of an active adult type community. For consistency we are requesting the use of PD zoning to accommodate the required deviations from underlying zoning. This is the process prescribed to us by City Planner Mike Slavney when Phase 1 through 7 were approved.
- k) **Zoning Standards:** We are requesting zoning allowances as necessary to facilitate the proposed project including relief to accommodate the proposed lot sizes and setbacks as noted above b above, and Exhibit A (based ON Mike Slavney memo for Phase 1 through 7)
- l) **Zoning Exemptions:** We are requesting zoning allowances as necessary to facilitate the proposed project including relief to accommodate the proposed lot sizes and setbacks as noted above b above and Exhibit A attached. (based ON Mike Slavney memo for Phase 1 through 7)

EXHIBIT A

The Planned Development should enable the following items of zoning flexibility for the Single-Family Lots in Symphony Bay:

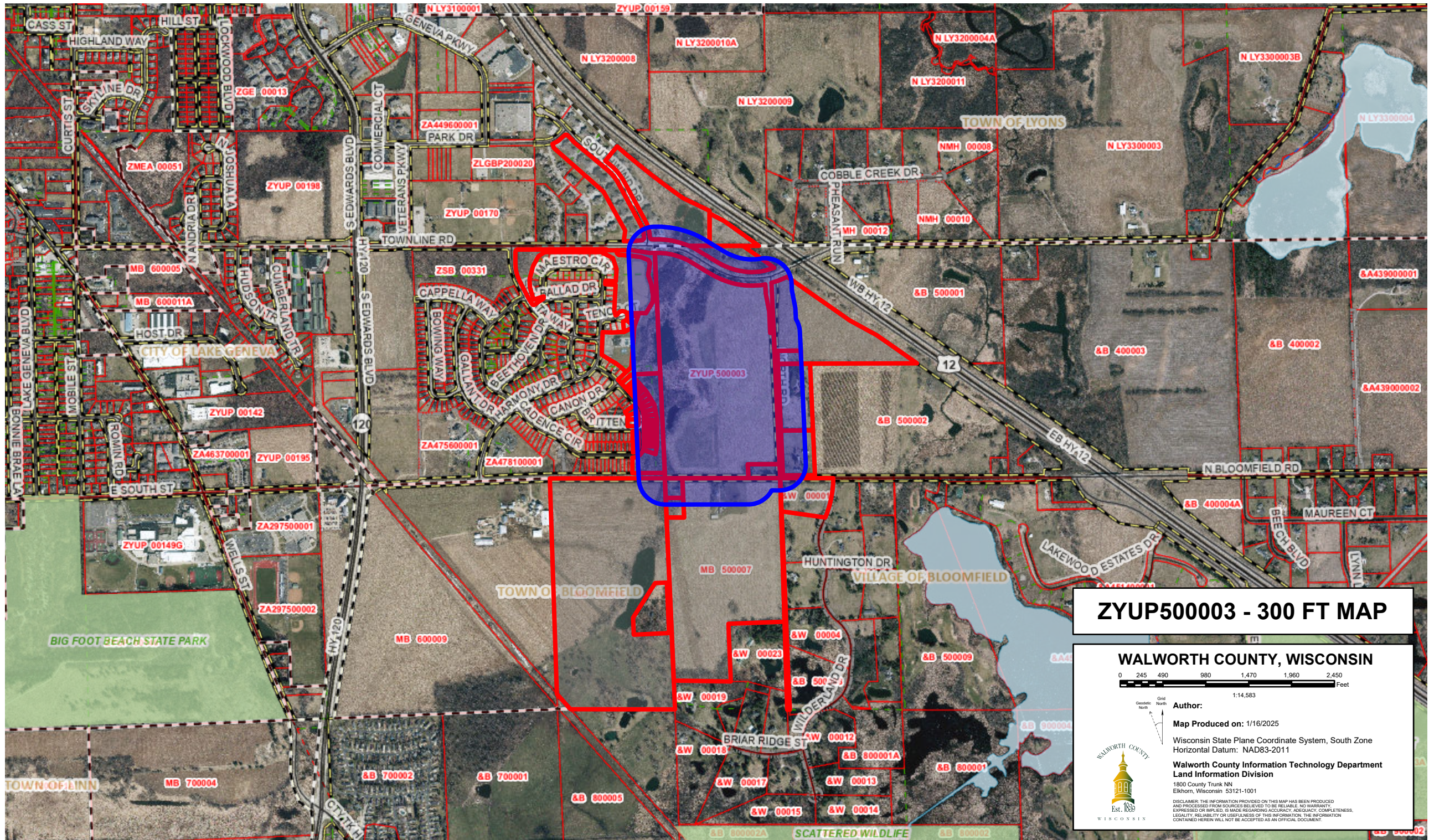
1. A reduction of minimum lot size for the single-family lots from 9,000 square feet in SR-4 to 6,000 square feet in Symphony Bay Phase 8.
2. A reduction of minimum lot width for the single-family lots from 75 feet in SR-4 to 50 feet in Symphony Bay Phase 8.
3. A reduction of minimum street frontage for the single-family lots from 50 feet in SR-4 to 35 feet in Symphony Bay Phase 8.
4. A reduction of minimum side yard setbacks for the single-family lots from 6 feet in SR-4 to 5 feet in Symphony Bay for the 50 feet wide lots in Symphony Bay Phase 8.
5. A reduction of minimum combined side yard setbacks for the 50-foot-wide single-family lots from 15 feet in SR-4 to 10 feet in Symphony Bay Phase 8.
6. A reduction of minimum dwelling unit separation setbacks for the single-family lots from 12 feet in SR-4 to 10 feet in Symphony Bay Phase 8.
7. An increase of the maximum lot coverage from 50 percent on SR4 to 60 percent in Symphony Bay Phase 8.



Symphony Bay Phase 8



Symphony Bay Phase 8



ZYUP500003 - 300 FT MAP

WALWORTH COUNTY, WISCONSIN

0 245 490 980 1,470 1,960 2,450 Feet

1:14,583



Author:

Map Produced on: 1/16/2025

Wisconsin State Plane Coordinate System, South Zone
Horizontal Datum: NAD83-2011

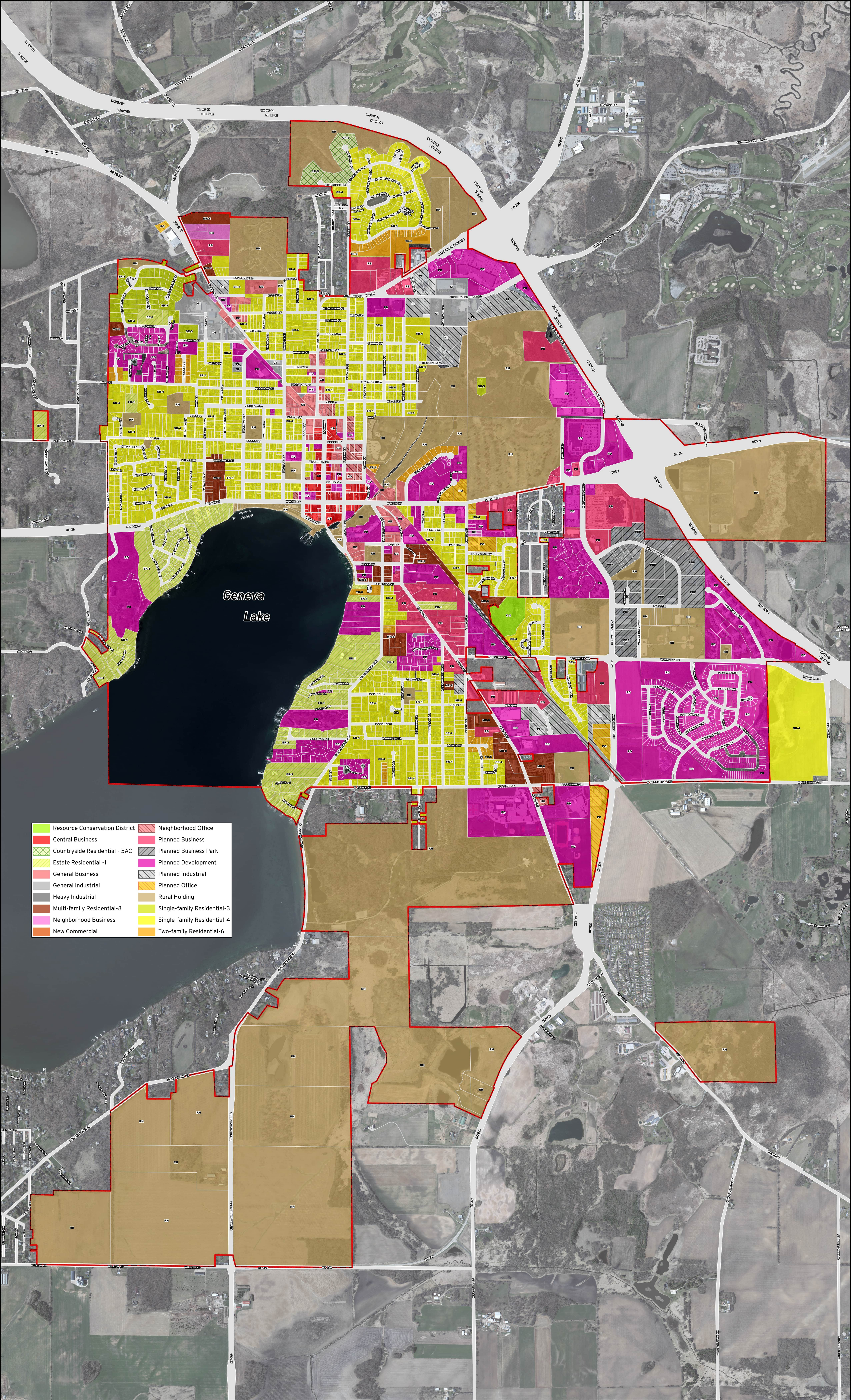
Walworth County Information Technology Department
Land Information Division

1800 County Trunk NN
Elkhorn, Wisconsin 53121-1001

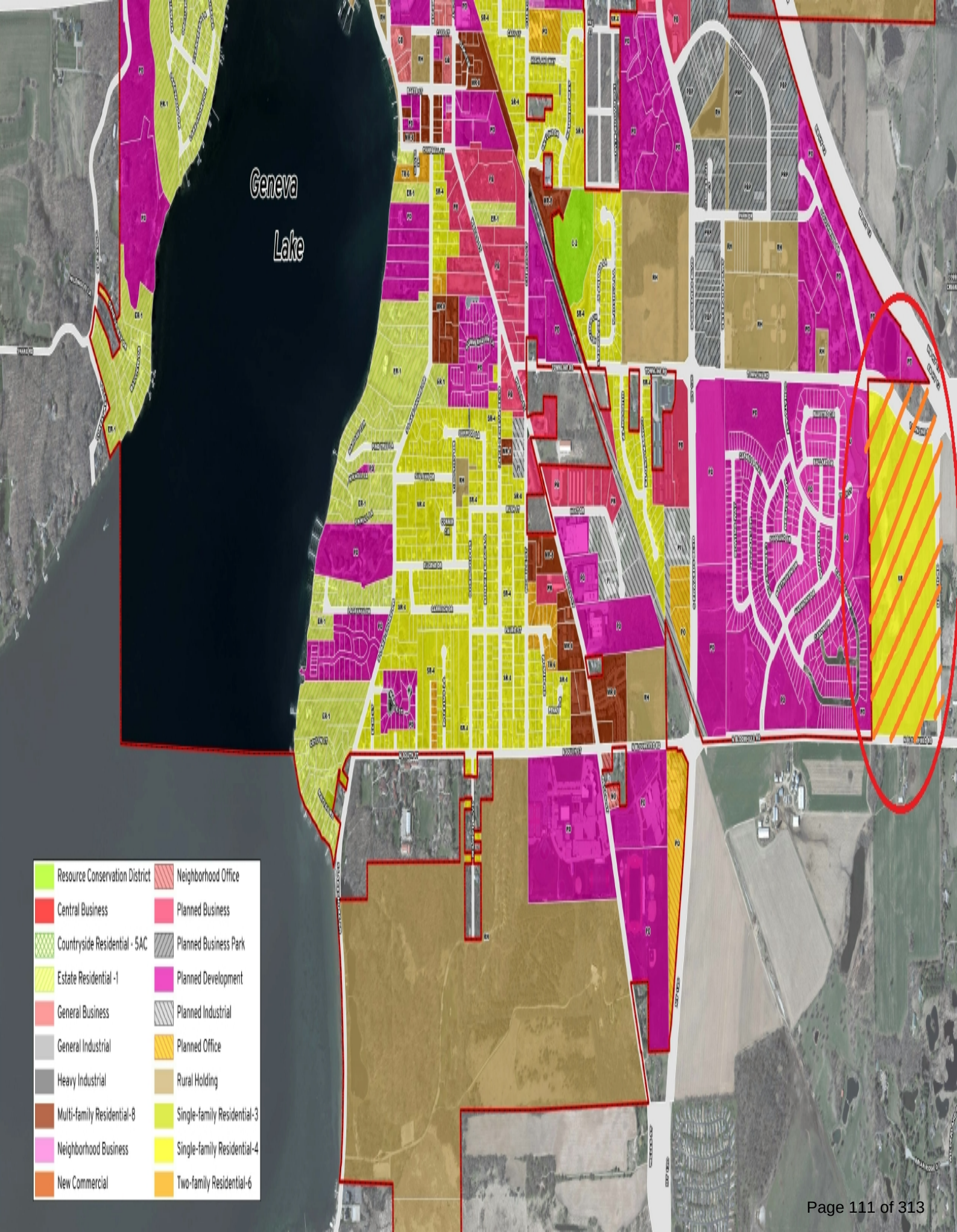


DISCLAIMER: THE INFORMATION PROVIDED ON THIS MAP HAS BEEN PRODUCED AND PROCESSED FROM SOURCES BELIEVED TO BE RELIABLE. NO WARRANTY, EXPRESSED OR IMPLIED, IS MADE REGARDING ACCURACY, ADEQUACY, COMPLETENESS, LEGALITY, RELIABILITY OR USEFULNESS OF THIS INFORMATION. THE INFORMATION CONTAINED HEREIN WILL NOT BE ACCEPTED AS AN OFFICIAL DOCUMENT.

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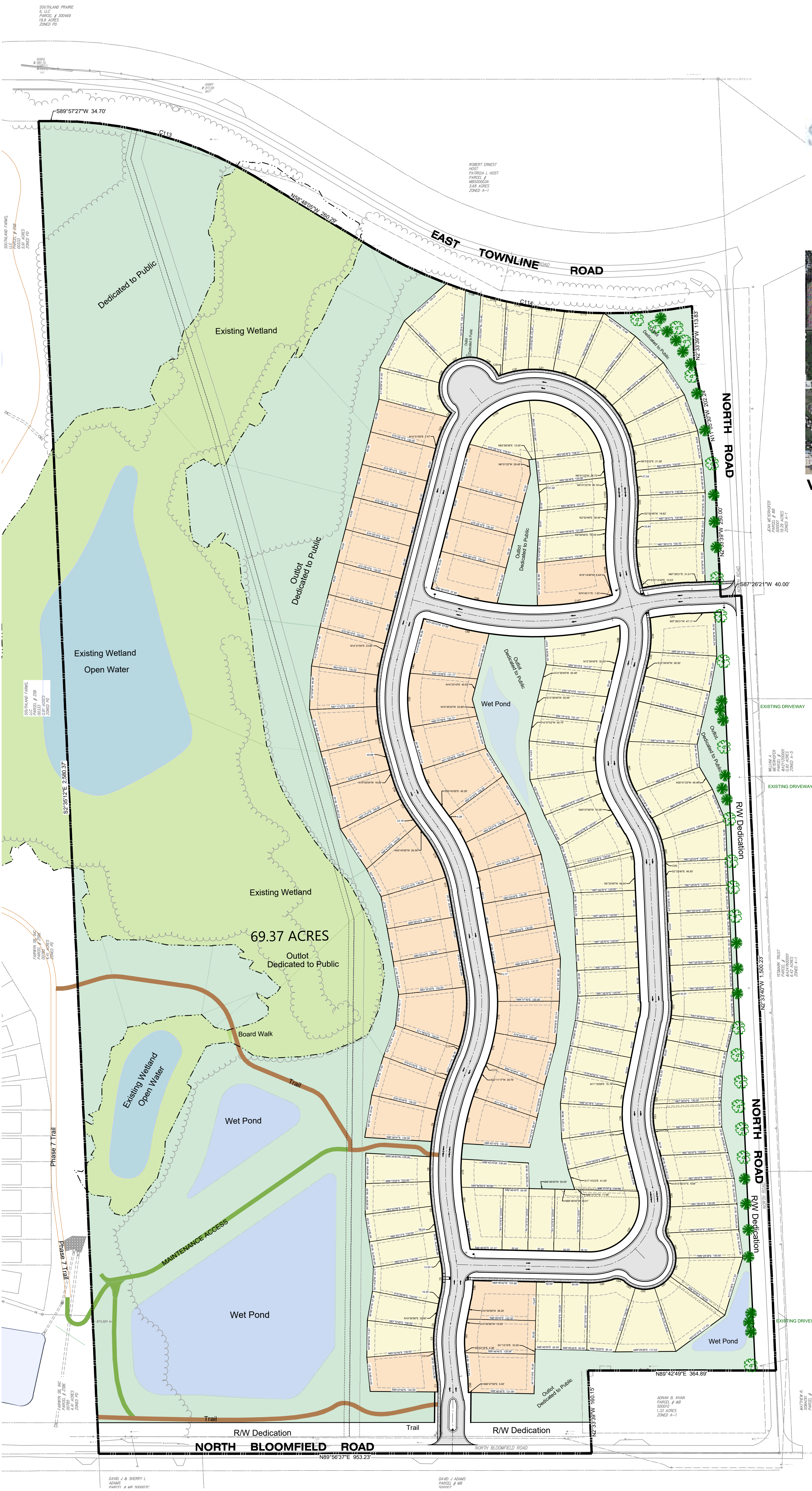


- | | |
|--------------------------------|-----------------------------|
| Resource Conservation District | Neighborhood Office |
| Central Business | Planned Business |
| Countryside Residential - SAC | Planned Business Park |
| Estate Residential -1 | Planned Development |
| General Business | Planned Industrial |
| General Industrial | Planned Office |
| Heavy Industrial | Rural Holding |
| Multi-family Residential-8 | Single-family Residential-3 |
| Neighborhood Business | Single-family Residential-4 |
| New Commercial | Two-family Residential-6 |



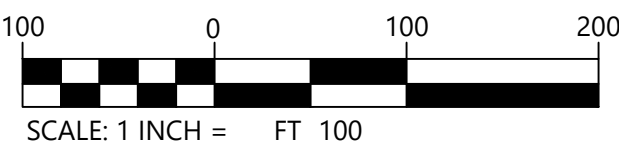
Geneva
Lake

Resource Conservation District	Neighborhood Office
Central Business	Planned Business
Countryside Residential - 5AC	Planned Business Park
Estate Residential -1	Planned Development
General Business	Planned Industrial
General Industrial	Planned Office
Heavy Industrial	Rural Holding
Multi-family Residential-8	Single-family Residential-3
Neighborhood Business	Single-family Residential-4
New Commercial	Two-family Residential-6



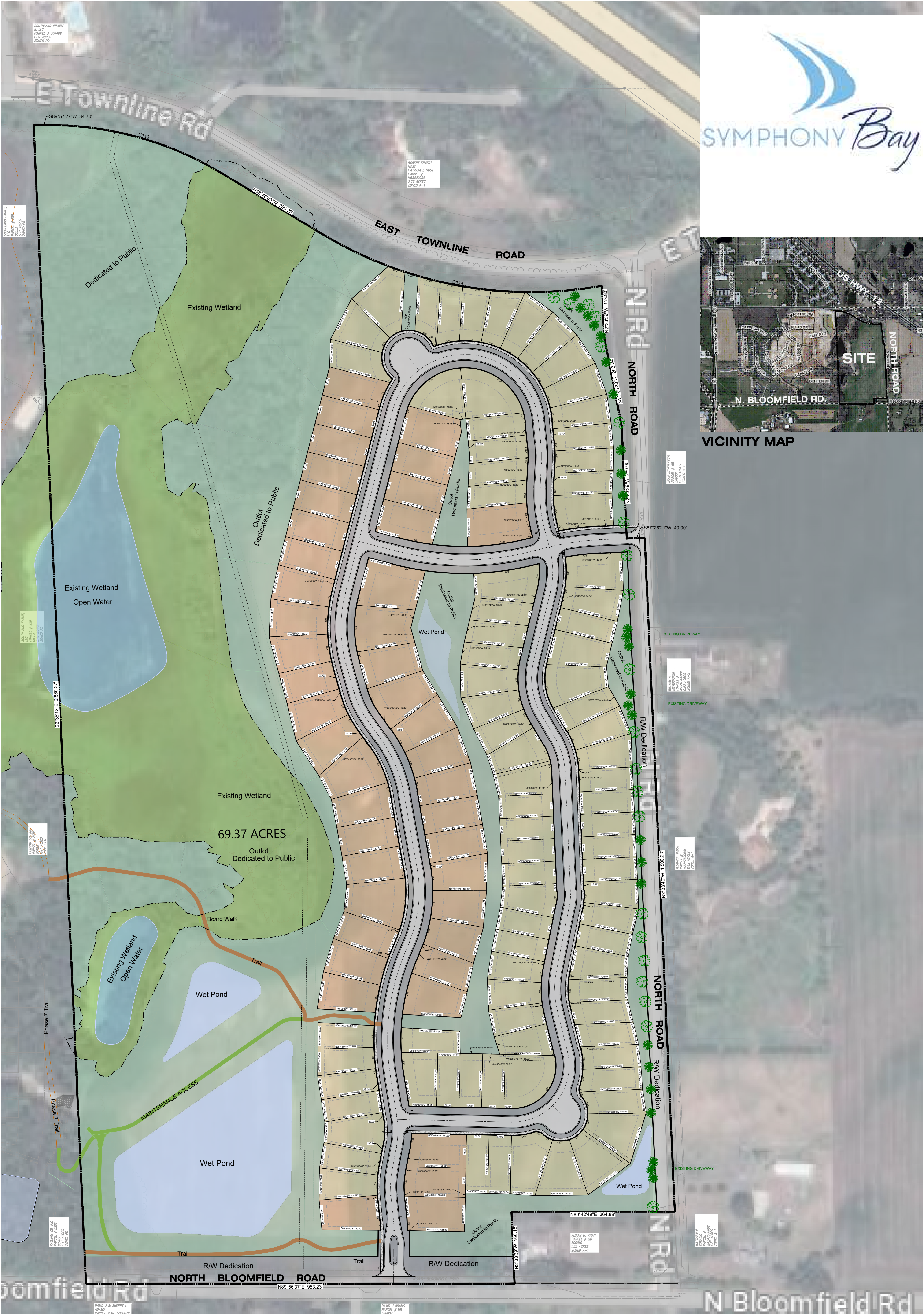
- PROPOSED 65'X120' LOTS (44 TOTAL)
- PROPOSED 50'X120' LOTS (84 TOTAL)

NOTE: 1) 60-FT RIGHT OF WAY PROPOSED
2) 28-FT BACK TO BACK ROADWAY PROPOSED
3) SIDEWALK PROPOSED ON ONE SIDE OF STREET



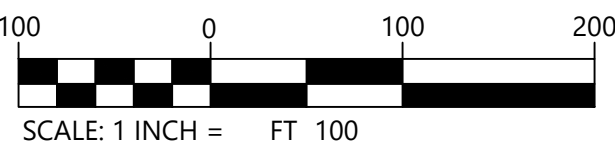
Bowman

LAYOUT PLAN 2025.03.10



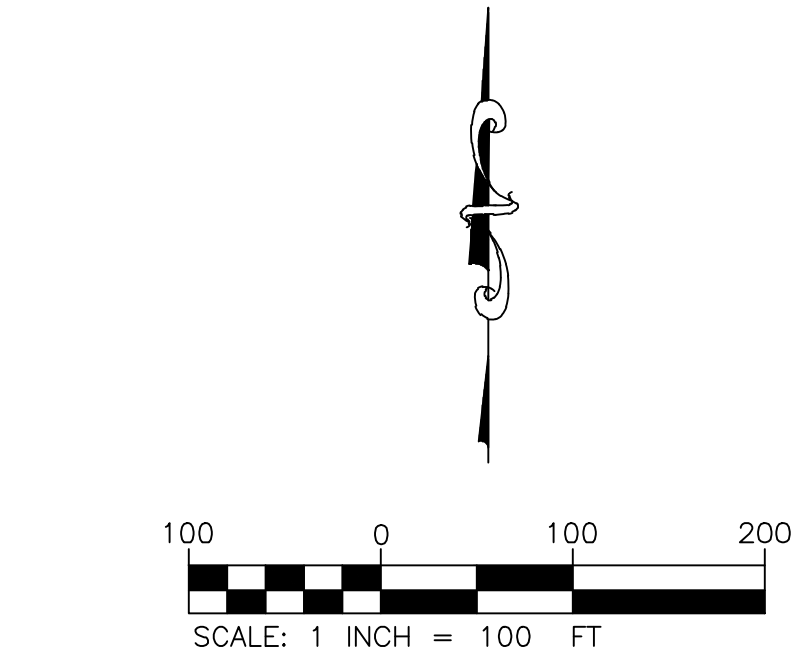
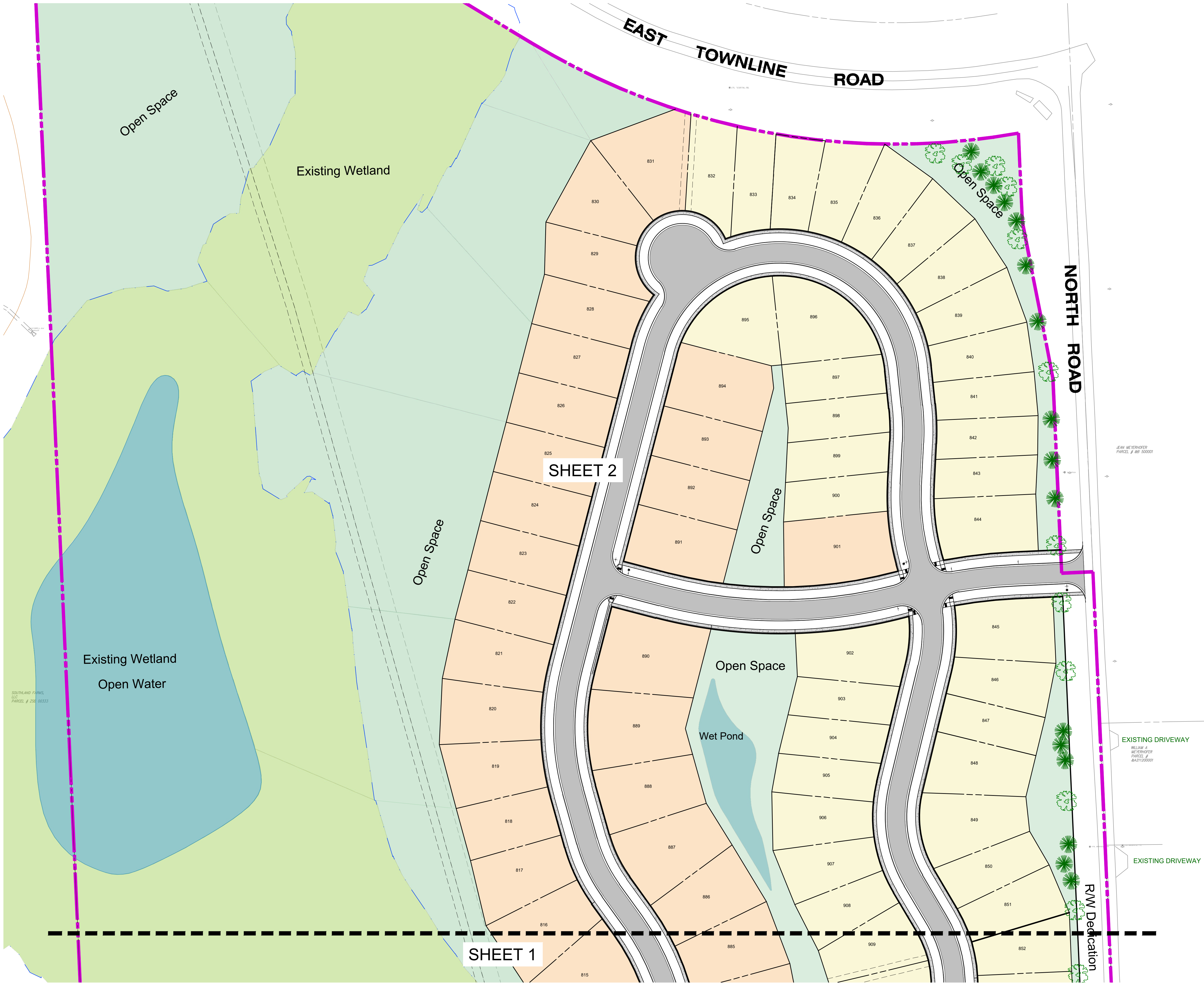
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Bowman

LAYOUT PLAN 2025.03.10



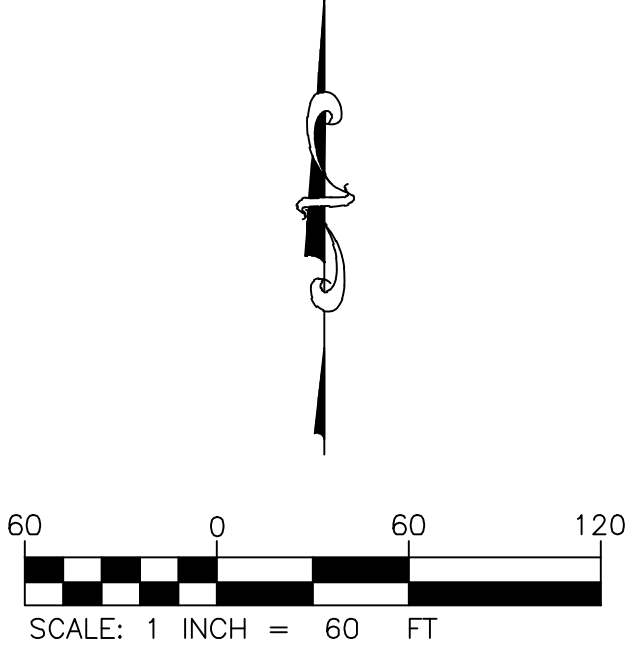
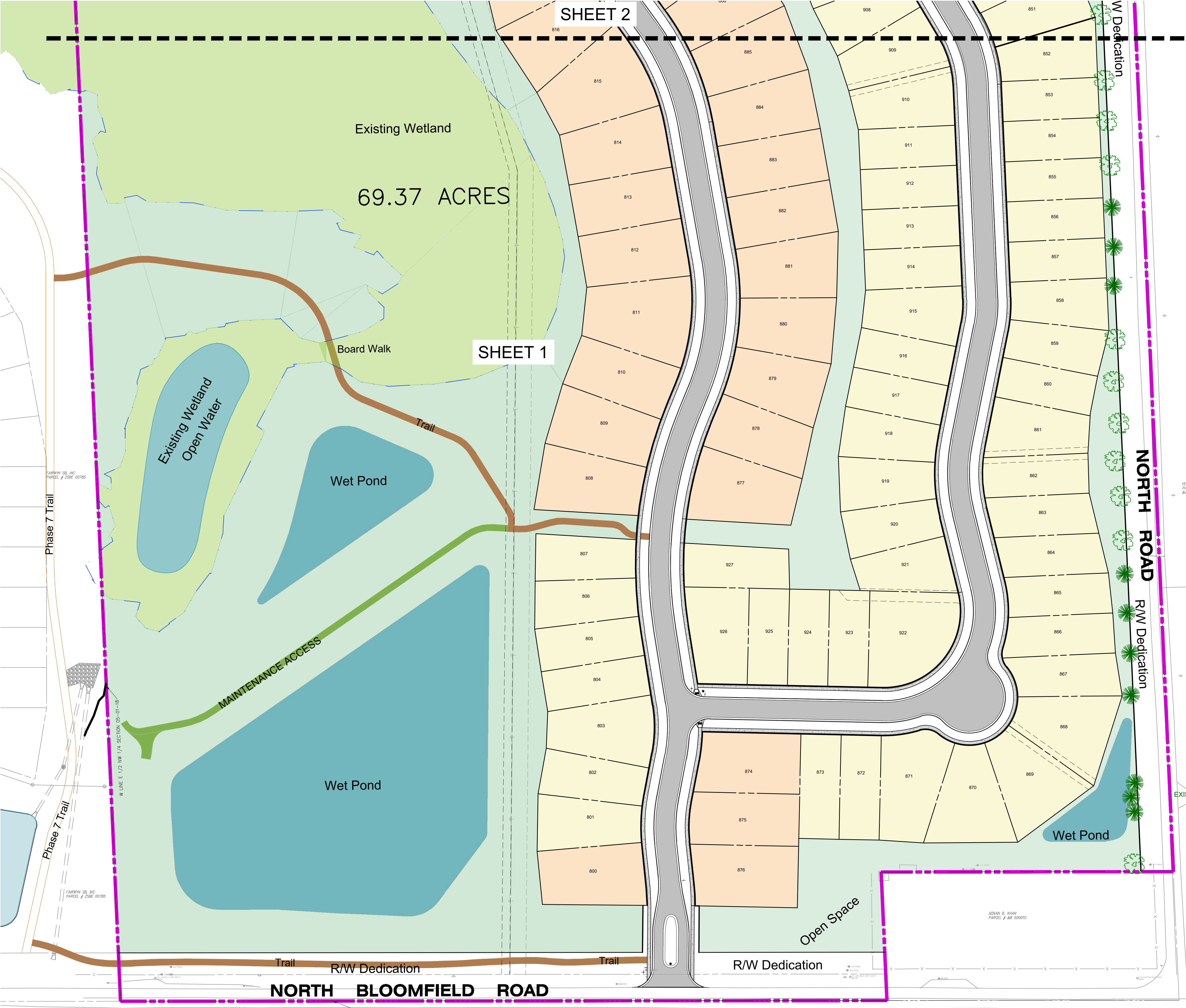
Legend

-  DENOTES PROPOSED DECIDUOUS TREE
-  DENOTES PROPOSED CONIFEROUS TREE

ENGINEER
BOWMAN CONSULTING GROUP, LTD
2805 DALLAS PARKWAY, SUITE 310
PLANO, TEXAS 75093
PHONE: 972.497.2990
CONTACT: TODD ERICKSON, P.E.

OWNER
FAIRWYN, LTD.
875 TOWNLINE ROAD
LAKE GENEVA, WI 53147
PHONE: 847.417.9256
CONTACT: RICK ZIRK

PLANTING / SCREENING EXHIBIT	SHEET 2 OF 2
PRELIMINARY PLAT SYMPHONY BAY PHASE 8 LAKE GENEVA, WI	THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF INTERIM REVIEW, MARK-UP, AND/OR DRAFTING UNDER THE AUTHORITY OF TODD A. ERICKSON, P.E. WS: #34720-006 ON FEBRUARY 7, 2025. IT IS NOT TO BE USED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.
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Legend



DENOTES PROPOSED DECIDUOUS TREE



DENOTES PROPOSED CONIFEROUS TREE

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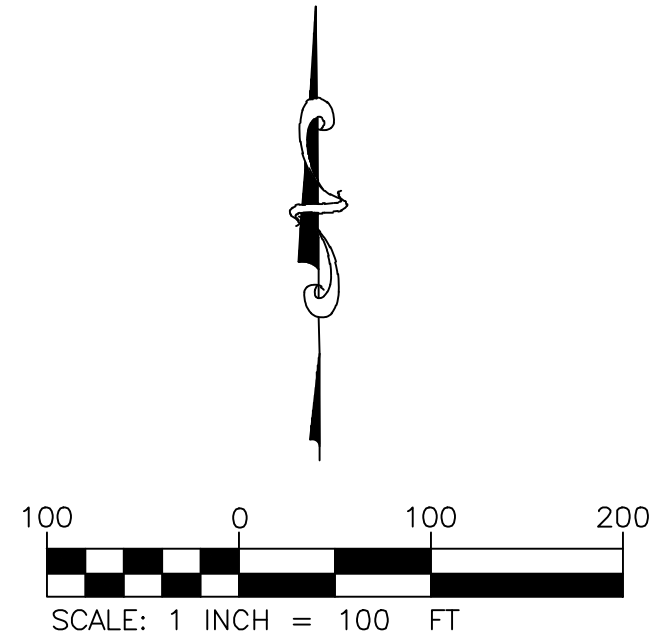
SHEET 1 OF 2

PRELIMINARY PLAT
SYMPHONY BAY PHASE 8
LAKE GENEVA, WI



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TBE Firm Registration No. F-14309

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 PROPOSED 8-FT WIDE TRAIL

PROPOSED TRAIL EXHIBIT

Bowman

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TBPE Firm Registration No. F-14309

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WS. #34720-006
ON FEBRUARY 6 2025.
IT IS NOT TO BE USED FOR
CONSTRUCTION, BIDDING, OR
PERMIT PURPOSES.

JUSTIFICATION STATEMENT

- 1) *How is the proposed conditional use (the use in general, independent of its location) in harmony with the purposes, goals, objectives, policies and standards of the City of Lake Geneva Comprehensive Plan, the Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the City:*

Response: The proposed revision to the GDP is consistent with the density, and use type previously approved at time of annexation consideration. In fact, density has decreased from the originally proposed lot count of 140 to 128. The age targeted active adult development model increases the likelihood of buyers with more discretionary income which will benefit the regions commercial properties and charitable organizations. The target buyer is far less likely to have school aged children at home, thus when contrasted with the other residential uses, decreases the impact on the school system. Symphony Bays clubhouses and onsite amenities reduce demand on City provided services when contrasted with traditional single family residential neighborhoods.

- 2) *How is the conditional use, in this specific location, in harmony with the purposed goals, objectives, policies and standards of the City of Lake Geneva Comprehensive Plan, The Zoning Ordinance, and any other plan, program, or ordinance adopted, or under consideration pursuant to the official notice by the City. Density is less than allowed by SR4 zoning district standards*

Response: Other than the deviations in lot size, lot coverage and setback deviations as denoted in the project narrative, the project is in keeping with the underlying zoning provisions. The concept mirrors that of Symphony Bay Phase 1 through 7 to the west and remains consistent with the land use concept outlined in the annexation agreement adopted at the time of property annexation.

- 3) *Does the proposed conditional use, in its proposed location and as depicted on the required site plan (see Section 98-905(3)(d), result in any substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights of way, or other matters affecting the public health, safety or general welfare, either as they now exist or as they may in the further be developed as the result of the implementation of the provisions of the Zoning Ordinance, the Comprehensive Plan, or any other plan, program, map ordinance adopted or under consideration pursuant to official notice by the City or other governmental Agency having jurisdiction to guide the development?*

Response: As outlined herein, the proposed General Development Plan does not negatively impact any of these items. As proposed, the net impact to Lake Geneva due to this amendment is positive.

The development concept of Phase 8 is a continuation of Symphony Bay Phase 1 -7 and consistent with the character of that neighborhood.

Access to Bloomfield Road and North Road are consistent with the limitations outlined in the Phase 8 annexation agreement. The expected impact on traffic congestion is minimal. The typical active adult buyer is more likely to have left the work force and therefore not generating an added traffic burden during peak hours. Vehicle trips into and out of the community are generally off-peak and more evenly distributed throughout the day. A traffic impact analysis has been completed confirming these projections.

During the annexation process Fairwyn SB, Inc agreed to contribute \$140,000.00 to the City to offset any traffic impacts. Specifically, the funds were intended to offset City costs associated with the Townline Road and Edwards Blvd traffic signal. The contribution was based on \$1,000.00 per home (projected \$140,000.00 contribution). We are committed to maintaining that \$140,000 per lot contribution even though the number of homes has decreased to 128.

- 4) *How does the proposed conditional use maintain the desired consistency of land uses, land use intensities and the land use impacts as related to the environs of the subject property?*

Response: The land uses are consistent with the density allowances of the underlying SR4 zoning district. Uses are precisely consistent with the Symphony Bay Phases 1 through 7 to the west. In Phase 8 there are no villa homes as there are in Phase 1 through 7.

Incorporation of the open spaces into the development plan enhances the public benefit of those areas. The large wetland and open space area on the west edge of Phase 8 is protected through buffers and open space setbacks. Integration of the Phase 8 trail system into the overall community trail system enhances the interconnectivity value of the properties in the area and expands the reach of that system. Phase 8 will be provided with the same amenity access.

- 5) *Is the proposed conditional use located in an area that will be adequately served by, and will not impose an undue burden on any of the improvements, facilities, utilities or services provided by public agencies serving the public property?*

Response: The proposed amendment will not add any greater burden on public or private utilities.

As Symphony Bay Phase 1 through 7 prove, age targeted buyers are far less likely to have school aged children, thus when contrasted with traditional single family home neighborhoods, age targeted communities decrease the impact on the school system.

Provided social and activity amenities onsite reduce demand on City provided services. Very few children are expected to live within the development. This will decrease what would typically be the expected demand on parks and recreation services. Onsite activities provided by agencies like the YMCA provide add revenue to those agencies without stressing their current facilities.

The expected active adult buyer is more likely to have left the workforce and therefore not generate any added traffic burden during peak hours. Vehicle trips into and out of the community are generally off peak, and more evenly distributed throughout the day.

As witnessed in Symphony Bay Phase 1 through 7, emergency response calls have no greater impact on the police and fire systems than the balance of the community.

- 6) *Do the potential public benefits of the proposed conditional use outweigh the adverse impacts of the proposed conditional use (as defined in Sections 98-905(4)(b)1-5), after taking into consideration the Applicants proposal and any requirements recommended by the Applicant to ameliorate such impacts?*

Response: Communities like Symphony Bay have proven to: decrease impacts on traffic; provide for enhanced discretionary spending opportunity; decrease demand on schools; and not negatively impact the EMS services when compared to similarly sized traditional single family home residential neighborhoods. The reality that very few children are expected to live in the development, combined with the inclusion of onsite amenities decreases the demand on the School systems, and City parks and recreation services.

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
1027 W St Paul Ave
Milwaukee WI, WI, 53233

Tony Evers, Governor
Adam N. Payne, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463
TTY Access via relay - 711



10/26/2023

WIC-SE-2023-65-03636

Rick Zirk
FairWyn Development, Ltd.
[sent electronically]

RE: Wetland Delineation Confirmation for "Symphony Bay Phase 8 Wetland Delineation Report" located in NE 1/4, NW 1/4, Section 05, Township 01N, Range 18E, in the Town of Bloomfield, Walworth County

Dear Rick Zirk,

We have reviewed the wetland delineation report from Kapur, Inc. prepared for the above-mentioned site. This letter will serve as confirmation that the wetland boundaries shown on the enclosed wetland delineation figure are acceptable. This finding is based upon a detailed report review and interview with the delineators. Any filling or grading within these areas may require DNR approvals. Our wetland confirmation is valid for five years. Be sure to send a copy of the report, as well as any approved revisions, to the U.S. Army Corps of Engineers.

In order to comply with Chapter 23.321, State Statutes, please supply the department with a polygon shapefile of the wetland boundaries delineated within the project area. Please do not include data such as parcel boundaries, project limits, wetland graphic representation symbols, etc. If internal upland polygons are found within a wetland polygon, then please label as UPLAND. The shapefile should utilize a State Plane Projection and be overlain onto recent aerial photography. If a different projection system is used, please indicate in which system the data are projected. In the correspondence sent with the shapefile, please supply a brief description of each wetland's plant community (eg: wet meadow, floodplain forest, etc.). Please send these data to Calvin Lawrence (608-266-0756 or email at calvin.lawrence@wisconsin.gov).

If you are planning development on the property, you are required to avoid take of endangered and threatened species, or obtain an incidental take authorization, to comply with the state's Endangered Species Law. To ensure compliance with the law, you should submit an endangered resources review form (Form 1700-047), available at <https://dnr.wi.gov/topic/ERReview/Review.html>. The Endangered Resources Program will provide a review response letter identifying any endangered and threatened species and any conditions that must be followed to address potential incidental take.

In addition to contacting WDNR, be sure to contact your local zoning office and U.S. Army Corps of Engineers to determine if any local or federal permits may be required for your project.

If you have any questions, please call me at (414) 308-6780 or you can reach me by email at kara.brooks@wisconsin.gov.

Sincerely, 

Kara Brooks
Wetland Identification Specialist

Enclosures: Wetland Delineation Figure

Email CC: USACE Project Manager
Katherine McNelly-Bell, Kapur, Inc.
File

**PREANNEXATION AND
DEVELOPMENT AGREEMENT**

THIS PREANNEXATION AND DEVELOPMENT AGREEMENT ("Agreement") is made this 4th day of June 2024, between the CITY OF LAKE GENEVA, Walworth County, Wisconsin ("City") BLOOMFIELD HOLDINGS, LLC, a Wisconsin limited liability company ("Owner") and FAIRWYN SB, INC., a Wisconsin corporation ("Developer").

RECITALS

WHEREAS, the City is a Wisconsin municipal corporation, organized and existing pursuant to Wis. Stat. Ch. 62, with authority to enter into this Agreement under its zoning and annexation ordinances, as well as the general home rule authority vested in it under Wisconsin law; and

WHEREAS, the Owner is the owner of certain real property located in the Town of Bloomfield, known as Walworth County Tax Key Parcel No. MB 500003, more particularly described on the attached **Exhibit "A"** incorporated herein ("Symphony Bay Phase 8"); and

WHEREAS, the Developer is the contract purchaser of Symphony Bay Phase 8 and the current developer of the adjacent real property located in the City known as Symphony Bay Subdivision; and

WHEREAS, the Developer has signed and filed with the City the Petition for Direct Annexation by Unanimous Consent of Electors and Property Owners, attached hereto as "**Exhibit B**", and incorporated herein by reference ("Petition"); and

WHEREAS, the Developer has signed and filed with the City an Application for Zoning Map Amendment, seeking contemporaneous zoning of Symphony Bay Phase 8 under SR-4 Single-Family Residential Zoning District attached hereto as "**Exhibit C**", and incorporated herein by reference ("**Zoning Application**"); and

WHEREAS, the Developer shall have the opportunity to seek final zoning of Symphony Bay Phase 8 as SR-4 Single-Family Residential Zoning District contemporaneously with the annexation of Symphony Bay Phase 8; and

WHEREAS, the Developer and City understand and shall act in good faith when the Developer seeks GDP/PIP approvals in the future for a PUD zoning for Symphony Bay Phase 8 consistent with the engineering, platting, and zoning flexibilities approved for Symphony Bay Subdivision to create a cohesive extension of the existing community; and

WHEREAS, while the precise development of Symphony Bay Phase 8 is unknown at this time, annexation and development are projected to require certain public improvements be planned and constructed to serve Symphony Bay Phase 8; and

WHEREAS, the Developer desires to develop Symphony Bay Phase 8 as a fully-integrated, additional phase of the existing Symphony Bay Subdivision, wherein Symphony Bay Phase 8 shall include approximately one hundred forty (140) single-family lots, and shall not exceed one hundred forty (140) single-family lots; and

WHEREAS, Symphony Bay Phase 8 conforms to the City's 2019 Comprehensive Master Plan, as amended, projecting Planned Neighborhood uses for Symphony Bay Phase 8; and

WHEREAS, the annexation and development of Symphony Bay Phase 8 will benefit the City by increasing the tax base of Symphony Bay Phase 8 within the City, extend the corporate limits and jurisdiction of the City, permit the sound planning and development of the Symphony Bay Phase 8 within and under the control of the City, and otherwise promote the general welfare of the City; and

WHEREAS, the City is willing to annex Symphony Bay Phase 8 pursuant to this Agreement; and

NOW, THEREFORE, the City, Bloomfield Holdings, LLC and Fairwyn SB, Inc. agree to the following:

SECTION 1 RESTATEMENT OF RECITALS

SECTION 1.1. Recitals Incorporated. The Recitals set forth hereinabove are restated in the text of this Agreement by reference as if set forth in full herein, and as such constitute agreements by and between the parties made part and parcel of this Agreement.

SECTION 2 ANNEXATION OF PROPERTY

SECTION 2.1. Developer has caused the Petition to be signed and filed with the City, and the other appropriate governmental authorities.

SECTION 2.2. The City may adopt, contemporaneously with the execution of this Agreement an annexation ordinance annexing Symphony Bay Phase 8 to the City, substantially in the form attached as Exhibit B to the Petition (Annexation Ordinance).

SECTION 2.3. Upon contemporaneous adoption of the Annexation Ordinance and approval of the Zoning Application, Symphony Bay Phase 8 shall be zoned SR-4 Single-Family Residential Zoning District, and as further set forth in Exhibit C to the Petition and the Annexation Ordinance.

SECTION 2.4. If the City does not adopt the Annexation Ordinance contemporaneously with the execution of this Agreement, as provided, then, in that event, the Petition, Zoning Application, and this Agreement shall be null and void.

SECTION 2.5. If the City adopts the Annexation Ordinance, the City shall promptly thereafter make all filings and perform all other acts required by Wisconsin Statutes to perfect and complete the annexation of Symphony Bay Phase 8.

SECTION 2.6. Upon the completion and perfection of the annexation of Symphony Bay Phase 8 pursuant to the Annexation Ordinance, the City Council shall amend the Official Zoning Map harmonizing the Zoning of the Symphony Bay Phase 8.

SECTION 3 PUBLIC AND PRIVATE IMPROVEMENTS

SECTION 3.1. Permitted Phasing. Symphony Bay Phase 8 is designated as single-family development and may be developed in one or more phases ("Phased Development"). It is estimated that it may take up to ten (10) years or more to fully develop, construct, and sell the development. As Symphony Bay Phase 8 proceeds, the Developer will install all necessary infrastructure, including streets, sanitary sewer and related facilities, surface water drainage and water mains and related facilities (collectively, "Improvements"). All Improvements shall comply

with City and state standards, to be reviewed and approved by the City Engineer, as provided below, and then dedicated and conveyed or transferred to the City pursuant to this Agreement. The sequence, order, and pace of the phasing/staging shall remain the sole discretion of the Developer; provided, however, that each phase or portion thereof commenced by the Developer, including the initial phase, shall be a “stand alone” phase or “partial” phase. A “stand alone” phase or “partial” phase means the completed Improvements shall service the subject phase or partial phase in such a manner that the residential dwellings, other structures, and utilities constructed therein are fully serviceable and functional without being dependent upon the timing of the construction or order of any other phase or the balance of the subject phase.

SECTION 3.2. Contractors. The Developer shall furnish, or cause to be furnished, all labor and services, material, and work for the construction and completion of the Improvements for the subject phase of Symphony Bay Phase 8. The parties acknowledge and agree that the Developer may have any or all of the Improvements constructed and supplied by various contractors, and the City specifically agrees that the Developer may employ any such general contractor or subcontractor, in its own discretion and of its own choosing, that has been previously employed in relation to the construction of Symphony Bay Subdivision. Any new contractor or subcontractor shall be approved by the City Engineer, which approval shall not be unreasonably withheld or delayed.

SECTION 3.3. Improvements’ Compliance with Plans. The Developer will construct and complete, or cause to be constructed and completed, the Improvements for the subject phase of Symphony Bay Phase 8 in a thorough, workmanlike, and substantial manner in every respect, to the satisfaction and approval of the City Engineer in accordance with accepted industry standards, within the times specified herein and in strict accordance with the instructions and information contained in this Agreement, the performance bond, and the plans and specifications to be reviewed and approved by the City Engineer, all of which documents, when approved, shall be made part of this Agreement and form the Agreement documents as fully as if the same were set forth at length herein. Developer and City acknowledge plans and specifications have not yet been prepared, but anticipate that the plans and specifications will be similar to the existing plans and specifications for Symphony Bay Subdivision. The Developer, however, shall not be considered in default of any of the terms, covenants, and conditions of this Agreement if the Developer fails to perform any of its obligations hereunder and such failure is caused, in whole or in part, by any act of God, weather conditions, strikes, labor shortages, pandemics, fires, casualties, shortages of materials, work stoppages, or other matters beyond the reasonable control of the Developer. In the event that any matters set forth in this section delay the Developer’s ability to timely perform its obligations under this Agreement, the date upon which said obligations were to be completed shall be extended for a like number of days. Further Developer may provide temporary improvements for a subject phase to service the subject phase or partial phase in such a manner that the residential dwellings, other structures, and utilities constructed therein are fully serviceable and functional.

SECTION 3.4. Required Improvements. The following are the Improvements which will be required by the City for any phase of Symphony Bay Phase 8 which is commenced by the Developer. Until and unless Developer files the surety bond for a phase, as provided in Section 8.4 hereof, and commences development of such phase, it shall have no obligation to install Improvements on the phase or otherwise develop such phase.

- A. **Survey Monuments.** The Developer shall install survey monuments, placed in accordance with requirements of Wis. Stat. § 236.15.
- B. **Roads, Streets.**
 - 1. After the installation of temporary block corner monuments by the Developer, and establishment of street grades from the plans and standard

specifications, the Developer shall grade the right-of-way of all streets of the subject phase in accordance with the plans and standard specifications reviewed and approved by the City Engineer.

2. The roads and streets described in the plans and specifications shall be dedicated to the City as public streets.
 3. After the installation of all utility and storm water management system Improvements, the Developer shall surface all roadways in dedicated streets to the widths as shown on the plans and specifications. Said surfacing shall be done in accordance with the plans and specifications. All public streets of Symphony Bay Phase 8 shall have a street width of twenty-eight feet (28') from back of curb to back of curb. All streets of Symphony Bay Phase 8 shall have, at a minimum, a four-inch (4") blacktop mat (bituminous concrete pavement).
 4. No occupancy permit within any phase will be issued until all Improvements are completed within such phase, as well as placement of the first lift of asphalt ("Binder Course"); provided, however, the occupancy permits for residential dwellings shall be issued by the City prior to installation of the final layer of asphaltic pavement. *See Section 8.2, below.*
 5. Symphony Bay Phase 8 shall obtain access to N Bloomfield Road and North Road. The access street(s) onto North Road shall not be located within one hundred (100') feet perpendicular to an existing residence adjacent to North Road. No berms, landscaping, or improvements shall be required of the Developer related to access of North Road. No improvements, repair, replacement, or maintenance to E. Townline Road, North Road, or N Bloomfield Road shall be required of the Developer.
 6. No traffic signal lights are anticipated for any intersection of a Symphony Bay Phase 8 street, road, or private way with North Road or N Bloomfield Road, or within Symphony Bay Phase 8.
- C. **Curb and Gutter.** Symphony Bay Phase 8 is urban in nature and, therefore, curb and gutter installation shall be necessary.
- D. **Sidewalks.** The Developer shall install sidewalks in accordance with the plans and specifications. The sidewalks shall be generally located on one side of the street, as depicted on the plans and specifications. The Developer may defer the construction of sidewalks on each lot until the construction of a dwelling unit on each of the lots is completed, thus avoiding unnecessary damage and destruction to the sidewalk, but the sidewalk for each lot shall be completed prior to the issuance of the final occupancy permit therefor, unless winter conditions restrict the sidewalk construction, in which case sidewalks will be installed the following spring.
- E. **Sanitary Sewer System.** The Developer shall construct the public sanitary sewer Improvements identified in the plans and specifications to make adequate sanitary sewerage service available to each lot within the subject phase of Symphony Bay Phase 8. The size, type, and installation of all sanitary sewers and laterals to street line (including such lift stations as may be necessary) shall be in accordance with the plans and specifications. Any oversizing costs for installation of facilities greater than that required to service Symphony Bay Phase 8 shall be borne by the

City to the extent that the same is an incremental cost, which cost shall include such oversized facilities and their construction and installation. The City shall pay the cost of such oversizing within a reasonable time from its receipt of an invoice for the cost of such oversized facilities, not exceeding ninety (90) days. The Developer agrees that the City will not accept the public sanitary sewer Improvements for any phase until the same have been installed in accordance with the plans and specifications.

- F. **Storm Water Management System.** The Developer shall construct the storm water management system Improvements, which include catch basins and inlets, storm sewers, road ditches and open channels, detention/retention basins, and other water quality components as may be required for the subject phase of Symphony Bay Phase 8 as set forth in the plans and specifications. All such Improvements are to be of adequate size and grade to hydraulically accommodate maximum potential volumes of flow. The type of Improvements required, the design criteria, and the sizes and grades shall be in accordance with the plans and specifications approved by the City, the Utility Commission, and their engineers. The storm water management system Improvements shall be designed to present no hazard to life or property. The size, type, and installation of all storm water drains and sewers proposed to be constructed shall be in accordance with the plans and specifications. The City will not accept any storm water management system Improvements until the same have been installed in accordance with the plans and specifications. The City will not accept any storm water management system Improvements described as Stormwater on the Concept Plan, the maintenance of which shall be the responsibility of the Developer or homeowners association to be formed for portions of Symphony Bay Phase 8 served by such Improvements. If such associations fail to perform such maintenance, the City, upon advance written notice to the associations, shall have the right of access to the storm water management system Improvements shown as Stormwater on the Concept Plan for inspection, public drainage conveyance, and repairs. The City shall have the right to assess the cost of any repairs to the Storm Water Management System as a special assessment against the homeowner's association and place such charges on the real estate property tax bill. If the association is not formed or becomes defunct, the charges will be charged on a pro rata basis against the individual homeowners property and placed on their real estate property tax bill.
- G. **Public Water Supply Facilities.** The Developer shall construct public water mains in such a manner as to make adequate water service available to each lot within the subject phase of Symphony Bay Phase 8. The size, type, and installation of all public water mains proposed to be constructed shall be in accordance with the plans and specifications approved by the City, the Utility Commission, and their engineers. One (1) inch (1") polybutylene service shall be installed for each lot to the street line. Any oversizing costs for installation of facilities greater than that required to service Symphony Bay Phase 8 shall be borne by the City to the extent that the same is an incremental cost, which cost shall include such oversized facilities and their construction and installation. The City shall pay the cost of such oversizing within a reasonable time from its receipt of an invoice for the cost of the construction and installation of such oversized facilities, not exceeding ninety (90) days. The Developer agrees that the City will not accept the public water supply Improvements for any phase until such Improvements have been installed in accordance with the plans and specifications.

H. **Other Utilities.**

1. The Developer shall cause electrical power, gas, telephone facilities, and cable television service to be installed in such a manner as to make adequate service available to each lot in Symphony Bay Phase 8. All electrical power, gas, telephone facilities, and cable television service shall be located, where practicable, in underground conduits.
2. Plans and specifications indicating proposed locations of all electrical power, gas, and telephone distribution and transmission lines required to service the subject phase of Symphony Bay Phase 8 shall be reviewed and approved by the City Engineer.

I. **Street Lights.** Street lights and street name sign Improvements for the subject phase of Symphony Bay Phase 8 shall be installed at the Developer's cost and shall conform to City standards. Installation shall be approved by the City Engineer and the Department of Public Works Director. Following installation and approval, such light and street name sign Improvements shall be the property of the City, and the City shall maintain same. Such Improvements shall be located within the right-of-way to be dedicated to the City.

J. **Landscaping.** The Developer shall:

1. Preserve, to the maximum extent possible, existing trees, shrubbery, vines, and grasses not actually lying in public roadways, drainageways, building foundation sites, private driveways, paths, and trails by use of sound conservation practices.
2. Remove and lawfully dispose of all destroyed trees, brush, stumps, shrubs, and other natural growth and all rubbish.

I. **Pedestrian Access to Symphony Bay Subdivision.** Developer shall provide for pedestrian access between Symphony Bay Subdivision and Symphony Bay Phase 8 as set forth in accordance with the plans and specifications.

SECTION 4 DEDICATION

SECTION 4.1 **Dedication.** Subject to all of the other provisions of this Agreement, the Developer shall, without charge to the City, upon completion of all of the above-described Improvements for the subject phase of Symphony Bay Phase 8, unconditionally give, grant, convey, and fully dedicate all the Improvements for the subject phase to the City, its successors and assigns, forever, free and clear of all encumbrances, as provided herein, and the related Improvements and any structures, mains, conduits, pipes, lines, and appurtenances which may in any way be a part of or pertain to such Improvements, and together with all necessary easements for access and maintenance thereto.

SECTION 5 PLANS

SECTION 5.1. **Plans on Site.** The engineering plans and specifications for the subject phase of the Development shall be approved by the City Engineer. The Developer shall keep itself supplied

with the latest issues of the plans and specifications for the subject phase of Symphony Bay Phase 8, and shall keep one (1) copy thereof at the site of the work, in good order and available to the City Engineer, or his or her inspectors, representatives, or agents. It is anticipated that the engineering plans and specifications will be similar to the underlying Symphony Bay Subdivision.

SECTION 5.2. **Filing Plans.** At least two (2) complete copies of the plans and specifications for the subject phase shall be filed with the City Clerk, together with two (2) sets of the plans and specifications, one (1) set in digital format, of the plans to the City Engineer, all such copies of the plans and specifications shall remain the property of the City.

SECTION 5.3. **City Engineer Instruction.** The City Engineer shall promptly furnish Developer with such additional instructions, by means of drawings, plans or otherwise, as required to proceed with the work on the subject phase of the Development. All such drawings and additional instructions shall be consistent with this Agreement and reasonably inferable therefrom.

SECTION 5.4. **Conformity with Plans.** All Improvements shall be executed in conformity with such plans and specifications, including additional instructions. The Developer shall cause no work to be performed without proper drawings, plans, and specifications.

SECTION 5.6. **Additional Plans.** If any additional plans or specifications are prepared by the Developer, the cost of same shall be paid for by the Developer. If any additional plans or specifications are prepared by the City Engineer, the Developer shall pay to the City all costs incurred by the City for preparation of said plans and specifications, which costs shall include engineering, legal, administrative, and all other miscellaneous costs. The Developer shall pay to the City all costs incurred by the City Engineer when he or she reviews the plans and specifications that are prepared by, or at the direction of, the Developer for the subject phase of Symphony Bay Phase 8.

SECTION 5.7. **As Built Drawings.** The Developer shall file with the City Engineer a complete set of "AS BUILT DRAWINGS," one (1) set in digital format, for all of the Improvements under this Agreement upon the completion of the subject phase of Symphony Bay Phase 8. The Developer, in its sole discretion, may commission the City Engineer to prepare such drawings, at the Developer's expense.

SECTION 6 CONSTRUCTION AND INSPECTION

SECTION 6.1. **Commencement.** No construction, installation of Improvements shall commence for the subject phase of Symphony Bay Phase 8 until the Developer has made arrangements for inspection and construction staking, and the City Engineer has given written authorization.

SECTION 6.2. **Inspection.** The Developer, prior to any work within the subject phase of Symphony Bay Phase 8, shall make arrangements with the City Engineer to provide for adequate inspection of Improvements during construction. The City Engineer, and/or his or her inspector, shall inspect and approve all work on Improvements to assure that the plans and specifications comply with the laws, ordinances and regulations of the City (collectively, "Code") and any other applicable governmental authority, subject to the provisions of this Agreement. The City Engineer shall approve all work on all Improvements prior to release of the sureties.

SECTION 6.3. **Access.** The City Engineer, his or her inspectors, representatives, or agents, shall, at all times, have unrestricted access to all parts of the work and to other places where or in which the preparation of materials and other integral parts of the public Improvements are being carried on and conducted.

SECTION 6.4. **Assistance.** The Developer shall provide all facilities and assistance requested or required to carry out the work of supervision and inspection by the City Engineer, his or her inspectors, representatives, or agents, for the subject phase of Symphony Bay Phase 8.

SECTION 6.5. **Responsibilities Not Relieved.** Inspection of the Improvements by these authorities or their responsibilities shall in no manner be presumed to relieve, in any degree, the responsibility or obligations of the Developer or to constitute the Developer as an agent of the City.

SECTION 6.6. **Materials Inspection.** No materials of any kind shall be used in the public Improvements for the subject phase of Symphony Bay Phase 8 until it has been inspected and accepted by the City Engineer, or his or her inspector. All rejected materials shall be immediately removed from Symphony Bay Phase 8. Any materials or workmanship found at any time to be defective shall be replaced or remedied at once, regardless of previous inspection. Inspection of materials shall be promptly made and, where practicable, at the source of supply.

SECTION 6.7. **Request for Inspection.** Whenever the specifications, the instructions of the City Engineer, the Code, or the laws, ordinances, or regulations of any public authority require work to be specifically treated or approved, the Developer's contractor shall give the City Engineer timely notice of its readiness for inspection, and if the inspection is by another authority of the date fixed for such inspection.

SECTION 6.8. **Compliance with Laws.** The Developer and every contractor or person doing or contracting to do any work contemplated by this Agreement shall keep itself fully informed of all national and state laws and the Code in any manner affecting the Improvements for the subject phase of Symphony Bay Phase 8, and shall at all times observe and comply with such national and state laws and the Code regardless of whether such national and state laws and the Code are mentioned herein, and shall indemnify the City, its officers, agents, and employees, against any claim or liability arising from or based on the violation of any national and state laws and the Code.

SECTION 6.9. **Permits.** The Developer shall secure, at its own expense, all necessary certificates and permits from municipal or other public authorities required in connection with the Improvements for the subject phase of Symphony Bay Phase 8, and shall give all notices required by law, ordinance, or regulation and the Code. The Developer shall pay all fees and charges incident to be due for the lawful prosecution of the work contemplated by this Agreement and any extra work performed by the Developer.

SECTION 6.10. **Engineering Fees.** The City shall require that the City Engineer provide the Developer with a written, detailed estimate of the anticipated cost of all engineering inspection of construction, construction staking, and all inspections by the City Engineer, or his or her inspector for the subject phase of Symphony Bay Phase 8, before the commencement of such phase. The Developer shall pay to the City the actual cost billed by the City Engineer for such phase.

SECTION 7 PROTECTION OF WORK, PROPERTY, AND PERSONS

SECTION 7.1. **Safety Precautions.** The Developer shall be responsible for initiating, maintaining, and supervising all safety precautions and programs in connection with the work on the subject phase of Symphony Bay Phase 8. The Developer will take all necessary precautions for the safety of, and will provide the necessary protection to prevent damage, injury, or loss to, all employees on the work and other persons who may be affected thereby, all the work and all materials or equipment to be incorporated therein, whether in storage on or off Symphony Bay Phase 8, and other property at Symphony Bay Phase 8, or adjacent thereto, including trees, shrubs,

lawns, walks, pavements, roadways, structures, and utilities not designated for removal, relocation, or replacement in the course of construction on the subject phase of Symphony Bay Phase 8.

SECTION 7.2. **No Nuisance.** The Developer shall provide all necessary privy accommodations for the use of its contractors and shall maintain the same in a clean and sanitary condition. The Developer shall not create or permit any nuisance to the public or to residents in the vicinity of the work on the subject phase of Symphony Bay Phase 8. All construction traffic accessing Symphony Bay Phase 8 shall come from Bloomfield Road. The Developer may place signage as necessary, in its sole discretion, to direct construction traffic to be limited to access from Bloomfield Road.

SECTION 7.3. **Safety Regulation Compliance.** The Developer will comply with all applicable safety laws, ordinances, rules, regulations, orders of any public body having jurisdiction, and the Code. The Developer will erect and maintain, as required by the conditions and progress of the work on the subject phase of Symphony Bay Phase 8, all necessary safeguards for safety and protection. The Developer will notify owners of adjacent properties when prosecution of the work may affect them. The Developer will remedy all damage, injury, or loss to any property caused, directly or indirectly, in whole or in part, by the Developer's contractors or any subcontractors, or anyone directly or indirectly employed by any of them, or anyone for whose acts any of them be liable.

SECTION 7.4. **Preventing Damage.** In emergencies affecting the safety of persons or the work or property at Symphony Bay Phase 8, or adjacent thereto, the Developer shall immediately act to prevent threatened damage, injury, or loss.

SECTION 8 TIME FOR COMPLETION OF WORK; PERFORMANCE BOND

SECTION 8.1. **Commencement.** It is anticipated that construction of the Improvements for the initial phase of Symphony Bay Phase 8 will commence no later than December 31, 2027. The term of this Agreement ("Term") shall expire on the tenth (10th) anniversary date of commencement of construction of the Improvements; provided, however, that the Developer may seek extension as reasonably necessary to complete Symphony Bay Phase 8.

SECTION 8.2. **Final Lift.** The City acknowledges and agrees that during the construction of each phase, the Developer may, but will not be required to, lay the final layer of asphaltic pavement to avoid damage and account for settling; provided, however, that said final layer shall be constructed no later than (i) twenty-four (24) months from the time the Developer commences the construction of the segment of road within the subject phase, and (ii) upon the issuance of certificates of occupancy for seventy five (75%) percent of the dwelling units within the subject phase. Except that should winter conditions restrict the laying the final layer of asphaltic pavement, then the final lift of asphaltic pavement will be installed the following spring. Prior to the installation of the final layer of asphalt pavement, the Developer shall repair all damaged road base and replace binder course as required by the City Engineer. Developer may start construction of production homes within a phase after the binder course within the phase has been installed. As the road construction continues, after the final layer of pavement is installed, each segment shall be dedicated to the City by the Developer upon its acceptance pursuant to this Agreement. The Developer shall provide seven (7) days written notice to the City Engineer prior to laying the final layer and the City shall make its inspection and accept the dedication without delay.

SECTION 8.3. **Model Homes.** No building permit will be issued to any lot within the subject phase of Symphony Bay Phase 8 until the installation of sanitary sewer, water, electrical power, gas, telephone facilities, cable television service, and a Binder Course of asphalt base on the roadway adjacent to the parcel has been completed. However, the Developer may construct up to

two (2) single-family model homes within Symphony Bay Subdivision and Symphony Bay Phase 8 before the foregoing Improvements are constructed. The City shall issue building permits to the Developer for such model homes upon the approval of the engineering drawings, the acceptance by the City of a surety bond, and the Developer's filing of appropriate applications therefor, although the roadway and other Improvements located therein have not been constructed or installed. Occupancy, however, will not be granted to the Developer for such model homes until installation of binder course. None of the foregoing shall limit the Developer's right to construct additional model homes in a phase for which the Improvements have been constructed.

SECTION 8.4. Security. A surety bond will be filed with the City prior to construction of the subject phase of Symphony Bay Phase 8. The procedure for the filing of the surety bond shall be as follows: A surety bond equal in amount to one hundred twenty percent (120%) percent of the public Improvements for the subject phase of Symphony Bay Phase 8 shall be issued by a financial institution acceptable to the City. Said surety bond may be reduced from time to time by the value of Improvements for the subject phase of Symphony Bay Phase 8 previously completed and fully paid. The security will be reduced proportionately as each aspect of the construction for the subject phase of Symphony Bay Phase 8 has been completed and paid for. Should additional improvements for the subject phase of Symphony Bay Phase 8 be added or the cost of the intended Improvements for the subject phase of Symphony Bay Phase 8 prove to be larger than originally anticipated, the surety bond shall be immediately supplemented to include any additional amounts or other estimated costs with respect to said Improvements. To secure the Developer's warranty of the public Improvements for the subject phase, the Developer shall maintain a maintenance bond in the amount of twenty (20%) percent of the cost of such Improvements for twelve (12) months after their installation. Any surety must notify the City not less than ten (10) days before the expiration of any bond it has posted with the City.

SECTION 8.5. Acceptance of Work. No act of the City, of the City Engineer, or of any representative of either, in inspecting the public Improvements of the subject phase of Symphony Bay Phase 8, or any extension of time for the completion of such Improvements, shall be regarded as an acceptance of such Improvements or any part thereof, or of materials used therein, either wholly or in part. Acceptance shall be evidenced only by the final certificate of the City Engineer. Acceptance of the streets within a Phase shall be made by the City no later than one year after the second lift of asphalt is installed, but the bond reductions shall be made by the City as work has been completed and paid for, as provided herein. The City, at its cost, shall provide snow removal from streets within a phase once the final lift has been installed within the phase. No waiver of any breach of this Agreement by the City of anyone acting on its behalf shall be held as a waiver of any other subsequent breach thereof. Any remedy provided herein shall be taken and construed as cumulative.

SECTION 8.6. Breach, Completion. In the event the Developer fails to complete the public Improvements within the specified time for the subject phase of Symphony Bay Phase 8, commits a breach of any of the other covenants hereunder, or if the Developer becomes insolvent, or is declared bankrupt, or commits any act of bankruptcy or insolvency, or makes an assignment for the benefit of creditors, or from any other cause whatsoever, does not carry on the public Improvements in an acceptable manner, the City shall give notice in writing to the Developer and its surety of such delay, neglect, or default, specifying the same, and if the Developer, within a period of ten (10) days after such notice, does not take action as prescribed in the notice to remedy the delay, neglect or default, as specified by the City in its notice, subject to the provisions of Section 3.3 hereof, then the City shall, upon written certificate from the City Engineer of the fact of such delay, neglect, or default, and the Developer's failure to comply with such notice, have full power and authority to call upon the surety or complete the work in accordance with the terms of this Agreement; or the City may take over the public Improvements for the subject phase of Symphony Bay Phase 8, including any or all materials and equipment on the ground as may be suitable and acceptable, and may complete the public Improvements for the subject phase of

Symphony Bay Phase 8, by or on its own account, or may enter into a new agreement with another party for the completion of the public Improvements of the subject phase of Symphony Bay Phase 8, according to the terms and provisions hereof, or use such other methods as, in its opinion, shall be required for such completion of in an acceptable manner. All costs and charges incurred by the City, together with the cost of completing the public Improvements for the subject phase of Symphony Bay Phase 8 under this Agreement, shall be charged to the Developer, and the Developer and its surety shall be liable therefor.

SECTION 9 RISK OF LOSS

SECTION 9.1. **Risk of Loss.** The risk of loss or damage of any kind whatsoever to materials stored on Symphony Bay Phase 8 which are to be incorporated into any phase of Symphony Bay Phase 8, and the risk of damage or destruction to Symphony Bay Phase 8 or any part thereof, at any time prior to the completion and acceptance of the public Improvements to be performed under this Agreement, is assumed by the Developer.

SECTION 10 DEVELOPER'S INSURANCE

SECTION 10.1. **Insurance.** The Developer shall not commence, or cause to be commenced, work on the subject phase of Symphony Bay Phase 8 under this Agreement until it has obtained all insurance required under this subsection, and such insurance has been approved by the City; nor shall the Developer allow any contractor or subcontractor to commence such Improvements on such phase until all such insurance required of the Developer has been so obtained and approved.

SECTION 10.2. **Workmen Compensation Insurance.** The Developer shall take out and maintain during the life of this Agreement, Workmen Compensation Insurance for all of its employees employed at Symphony Bay Phase 8, and in case any work is sublet, the Developer shall require all contractors and subcontractor to similarly provide Workmen Compensation Insurance for all of their employees, unless such employees are covered by the protection afforded by the Developer. In case any class of employees at Symphony Bay Phase 8 for the subject phase of Symphony Bay Phase 8 are engaged in hazardous work under this Agreement, but are not protected under the Workmen Compensation Statute, the Developer shall provide, and shall cause such contractor and subcontractor to provide, Employer's Liability Insurance for the protection of any employees not otherwise protected.

SECTION 10.3. **Public Liability and Property Damage.** The Developer shall take out and maintain during the Term of this Agreement such public liability and property damage insurance as shall protect the Developer and any contractor or subcontractor performing work covered by this Agreement from claims for damages for personal injury, including accidental death, as well as from claims for property damages, which may arise from operations under this Agreement, whether such operations be by itself or by any contractor or subcontractor, or by anyone directly or indirectly employed by any of them, and the amount of such insurance shall be as follows: Public liability insurance in an amount not less than One Million Dollars (\$1,000,000.00) for injuries, including accidental death, to any one (1) person, and subject to the same limit for each person in an amount not less than Two Million Dollars (\$2,000,000.00) on account of one (1) accident, and property damage insurance in an amount of not less than Five Hundred thousand Dollars (\$500,000.00).

SECTION 10.4. **Contractor Insurance.** The Developer shall require each and every contractor and subcontractor to obtain and maintain similar policies with the same limits stipulated above, including contractor's contingent or protective insurance, if necessary, to protect the Developer from damage claims arising from operations under this Agreement.

SECTION 10.5. **Insurance Covering Special Hazards.** The following special hazards shall be covered by rider or riders to the public liability and/or property damage insurance policy or policies herein before required to be furnished by the Developer, or by separate policies of insurance, in amounts not less than Three Hundred Thousand Dollars (\$300,000.00) to cover injury to underground structures such as wires, conduits, pipes and sewers, and explosions of any kind, including blasting, and public liability insurance of Two Hundred Fifty Thousand Dollars (\$250,000.00/Five Hundred Thousand Dollars (\$500,000.00), with property damage not less than One Hundred Thousand Dollars (\$100,000.00) for each and every truck or other motor vehicle used in hauling materials to or from Symphony Bay Phase 8 .

SECTION 10.6. **Proof of Carriage of Insurance.** Prior to commencement of work hereunder, the Developer shall furnish to, and obtain approval from the City Administrator, of certificates of insurance relating to all coverages required hereby and herein, which approval shall not be unreasonably withheld, conditioned or delayed.

SECTION 10.7. **Cancellation of Insurance.** Each policy shall provide that it is noncancelable for a period of thirty (30) days following written notice of intention to cancel given by the insurance carrier via certified mail.

SECTION 10.8. **Endorsements.** The Developer will secure a contractual endorsement covering the hold harmless and indemnity agreements contained in Section 11 hereof.

SECTION 11 HOLD HARMLESS AND INDEMNITY AGREEMENT

SECTION 11.1. **Indemnity.** The Developer agrees to indemnify and hold harmless the City, its agents and employees, from any and all claims of all persons, entities, or the like for damages of any kind relating to injury, death, or property damage arising directly or indirectly out of the Improvements constructed or to be constructed under this Agreement, including extra work, by reason of negligent or wrongful conduct in whole or in part on the part of:

- A. The Developer, or any of its servants, employees, personnel, agents, representatives, contractors, or subcontractors, or the agents of said respective parties, or persons performing any work under this Agreement or in connection with any work performed under this Agreement.
- B. The Developer hereby warrants that all Improvements required herein will utilize good quality materials and workmanship. The Developer further agrees to warrant all Improvements of the subject phase against any and all defects in material or workmanship for a period of one (1) year from the date of the acceptance of the public dedication thereof.

SECTION 11.2. **Defense.** The Developer agrees to assume the defense of any action filed to which this hold harmless agreement applies, and to pay all costs and reasonable attorney fees incurred in connection therewith, and to pay any final judgments entered in an action to which this hold harmless agreement and indemnification agreement applies. This hold harmless agreement does not apply to any disputes between the City and any other federal, state, or municipal entity or agency.

SECTION 11.3. **Immunity Not Affect.** This indemnity and hold harmless agreement shall be applicable regardless of any provision of immunity provided for by law.

SECTION 11.4. **Certificate of Insurance.** The Developer further agrees that prior to commencement of the public or private Improvements under this Agreement, it will deposit with the City Administrator certificates of insurance relating to the foregoing, together with a contractual indemnify endorsement relating to this hold harmless agreement.

SECTION 12 MISCELLANEOUS

SECTION 12.1. **Complete Agreement, Amendment.** There are no representations, covenants, warranties, promises, agreements, conditions, or undertakings, oral or written, between the City and the Developer, other than as set forth herein, which is to be read and interpreted in conjunction with this Agreement as to the subject matter hereof. Except as otherwise expressly provided herein, no subsequent alteration, amendment, change, or addition to this Agreement shall be binding upon either party unless made in writing by the City Council and the Developer and signed by them.

SECTION 12.2. **Conflicts with Codes and Ordinances of the City.** Whenever the terms or provisions of this Agreement or any exhibits hereto, including the Final Plats, Site Phasing Plan, GDP or the PIP, conflict with the terms and provisions of any codes or ordinances of the City, the terms and provisions of this Agreement shall prevail and control.

SECTION 12.3. **Cooperation with Permits, Easements.** The City shall cooperate with the Developer in the Developer's endeavors to obtain required permits and approvals from all other governmental or quasi-governmental agencies or boards, whether federal, state, or local, with jurisdiction over any aspect or part of Symphony Bay Phase 8, which support and assistance shall also extend to any public and private utility companies. The City shall also cooperate with the Developer in obtaining all necessary easements and shall grant the Developer access to all City owned rights-of-way to enable the Developer's provision of sanitary sewer, water service, and electrical service to Symphony Bay Phase 8, in accordance with the plans and specifications. City shall process any applications and shall issue such permits within the following time periods after application of such permits are made: Building Permits – 10 days; Occupancy Permits – 10 days; Subdivision – at time of final plat approval.

SECTION 12.4. **Assessment Pending Development.** If allowed by law, Symphony Bay Phase 8 shall be assessed as improved property in only those phases that have been actually improved and developed by the Developer. The remainder of Symphony Bay Phase 8 not so improved or developed shall be assessed as it is actually used. If the provisions of this subsection should conflict with any future change in present state law relating to appropriate methods of assessment, then the provisions of said changed state law shall prevail.

SECTION 12.5. **Impact Fees.** It is understood and acknowledged by the Developer that the City amended, and greatly increased, its impact fees by Ordinance 23-03 adopted June 12, 2023, and effective June 22, 2023 ("Impact Fees"). The Developer shall be responsible for payment of any impact fees legally enacted under Wis. Stats. § 66.0617 for each residential unit prior to issuance of a building permit. See also Section 14. **No prepayment shall be allowed.**

SECTION 12.6. **Codes and Fees.** City agrees that:

- A. Impact fees shall not exclusively apply to Symphony Bay Subdivision and Symphony Bay Phase 8; and
- B. Provided it is not contrary to state or federal law, there shall be no requirements made by the City that the residential buildings within Symphony Bay Phase 8 be sprinklered.

SECTION 12.7. **Monotony Code.** Any existing ordinance or ordinance hereinafter enacted or modified which limits, governs or controls architectural style, colors, building materials or placement of homes on lots which may be in conflict with the "Monotony Code Lot Restrictions Symphony Bay Phase 8 (the "Monotony Code") attached hereto as "**Exhibit D**" shall not be applicable to houses built on Symphony Bay Phase 8, and the Monotony Code shall apply to all such homes. Developer may change or modify its Monotony Code within the written consent of the City, which shall not be unreasonably withheld, conditioned or delayed.

SECTION 12.8. **Temporary Certificates of Occupancy.** Temporary certificates of occupancy shall be issued during periods of winter weather for homes when construction has not been completed.

SECTION 12.9. **Sale Trailers.** Developer shall be allowed to place and maintain on any phase trailers for use as a temporary sales office for homes to be constructed within Symphony Bay Phase 8. Such trailers may be used until permanent sale facilities are built by Developer.

SECTION 12.10. **Marketing Improvements.** Developer shall be permitted to install the following improvements to be used for the marketing of homes on Symphony Bay Phase 8 at such locations as may be approved by the City:

- a. 10' by 30' sales signs at each N Bloomfield Road and Townline Road;
- b. Temporary guest parking areas for potential customers who may come to Symphony Bay Phase 8; and
- c. Temporary promotional areas for sales events conducted by Developer within Symphony Bay Phase 8.

SECTION 12.11. **Elevations.** In addition to elevations approved for Symphony Bay Subdivision, Developer may at any time introduce new elevations to be constructed within Symphony Bay Phase 8, for which building facades may be approved administratively by the Building and Zoning Administrator of the City without the need for Developer to obtain any additional approvals. However, moving the garage closer to the street than the porch or living area shall require general development and precise implementation plan approval for such changes.

SECTION 12.12. **Maintenance of Detention Ponds.** The Declaration of Covenants for Symphony Bay Phase 8, which will be recorded against Symphony Bay Phase 8 states that the Homeowner's Association established for Symphony Bay Phase 8 shall be responsible for "Maintenance, repair and replacement of detention and stormwater management areas."

SECTION 12.13. **Severability.** In the event that any provision of this Agreement conflicts with applicable state or federal law, such conflict shall not affect the other provisions of this Agreement which can be given effect without the conflicting provision, and, to this end, the provisions of this Agreement are declared to be severable and the invalidity or partial invalidity or unenforceability

of any one (1) provision or portion hereof shall not affect the validity or enforceability of the remaining portions of said provision or any other provisions of this Agreement.

SECTION 12.14. **City Not Partner.** The City does not, in any way or for any purpose, become a partner, employer, principal, agent, or joint venturer of or with the Developer.

SECTION 12.15. **Captions.** This Agreement shall be construed without reference to titles of any sections or subsections hereof, which are inserted only for convenience.

SECTION 12.16. **Binding Agreement, Assignment.** This Agreement, and all of the terms, covenants, and conditions hereof and of the various instruments executed and delivered pursuant hereto, shall be binding upon and inure to the benefit of the parties and their respective successors and assigns. The Developer shall be permitted to assign any and all of its rights hereunder; provided, however, the City shall be notified, in writing, of any such assignment within thirty (30) days before the effective date of such assignment, and such written notice shall include the name, address, and telephone number of the assignee; and, provided further, that such assignment shall not be effective unless and until the assignee satisfies the City that it may succeed to the surety bond as provided under this Agreement, in such manner and form acceptable to the City Attorney, or assignee provides a new surety bond acceptable to the City.

SECTION 12.17. **Governing Law.** This Agreement shall be construed under the laws of the State of Wisconsin.

SECTION 12.18. **Counterpart Execution.** This Agreement, and all other documents or instruments that may be required by this Agreement, may be executed in several counterparts, each of which shall be deemed an original, but all of which shall constitute one (1) and the same instrument. In addition, this Agreement may contain more than one (1) counterpart of the signature page, and this Agreement may be executed by the affixing of the signatures of each of the signers to one (1) of such counterpart signature pages; all of such counterpart signature pages shall be read as though one (1), and shall have the same force and effect as though all of the signers had signed a single signature page.

SECTION 12.19. **Notices.** Any notice to be given or served upon any party hereto in connection with this Agreement shall be in writing and shall be deemed received (a) on the date delivered if hand delivered by receipted hand delivery and (b) three (3) days after postmark if sent postage prepaid by certified or registered mail, return receipt requested. Notices to the parties shall be sent to their addresses set forth below. Either party, by written notice to the other, may change its address to which notices are to be sent.

If to Developer: FAIRWYN SB, INC.
875 TOWNLINE RD
SUITE 103
LAKE GENEVA, WI 53147

If to Owner: BLOOMFIELD HOLDINGS, LLC
c/o FAIRWYN DEVELOPMENT CORPORATION
875 TOWNLINE RD
SUITE 103
LAKE GENEVA, WI 53147

With copy to: CLAIR, THOMPSON AND POLLARD, S.C.
ATTN: CHARLES W. POLLARD
617 E. WALWORTH AVE
DELAVER, WI 53115

If to City: CITY CLERK'S OFFICE
626 GENEVA STREET
LAKE GENEVA, WI 53147

With copy to: CITY ATTORNEY
ATTN: DANIEL S. DRAPER
626 GENEVA STREET
LAKE GENEVA, WI 53147

SECTION 13 DEVELOPER RIGHT OF DETACHMENT

SECTION 13.1. **Developer Right to Detach.** Developer and City agree that Developer shall have the right to detach Symphony Bay Phase 8 from the City should Developer, in Developer's sole discretion, be unable to obtain zoning, platting, and other approvals to develop Symphony Bay Phase 8 in a manner acceptable to the Developer. City hereby agrees to effectuate said detachment by deannexation or any other legally permissible procedure for detachment. Upon completion of detachment of Symphony Bay Phase 8, this Preannexation and Development Agreement shall be deemed null and void and the parties shall have no further obligations related to this Agreement.

SECTION 14 DEVELOPER CONTRIBUTION TO TRAFFIC SIGNAL

SECTION 14.1. **Traffic Signal Improvements.** It is anticipated that the City will be constructing, installing, and maintaining a traffic signal at the intersection of Townline Road and S Edwards Blvd. The traffic signal will serve the future development as well as other lands adjacent to the development. The Developer shall contribute One Thousand Dollars (\$1,000) per lot to be paid upon approval and recordation of the final plat of Symphony Bay Phase 8 (anticipated \$140,000 lump sum contribution) as the Developer's share of the cost for the anticipated traffic signal.

[Signature Pages Follow]

IN WITNESS WHEREOF, the parties have executed this Agreement on the date first written above.

CITY OF LAKE GENEVA, a Wisconsin municipal Corporation (The "City")

By: Todd Krause
Mayor



Official Stamp
Todd Krause
Mayor

Attest: Lana Kropf
City Clerk

APPROVAL OF COMMON COUNCIL

This Agreement was approved by the Common Council of the City of Lake Geneva by Resolution dated the 28th day of May, 2024

BLOOMFIELD HOLDINGS, LLC
(The "Owner")

By: Brian C. Pollard
Its:

FAIRWYN SB, INC.
(The "Developer")

By: Brian C. Pollard
Its:

This Document drafted by:
CLAIR, THOMPSON & POLLARD, S.C.
Attorney Charles. W. Pollard IV
617 East Walworth Avenue
Delavan, Wisconsin 53115-0445
E-mail: chadpollard@clairlaw.com

EXHIBIT A
TO ANNEXATION AND DEVELOPMENT AGREEMENT

Legal Description of Symphony Bay Phase 8

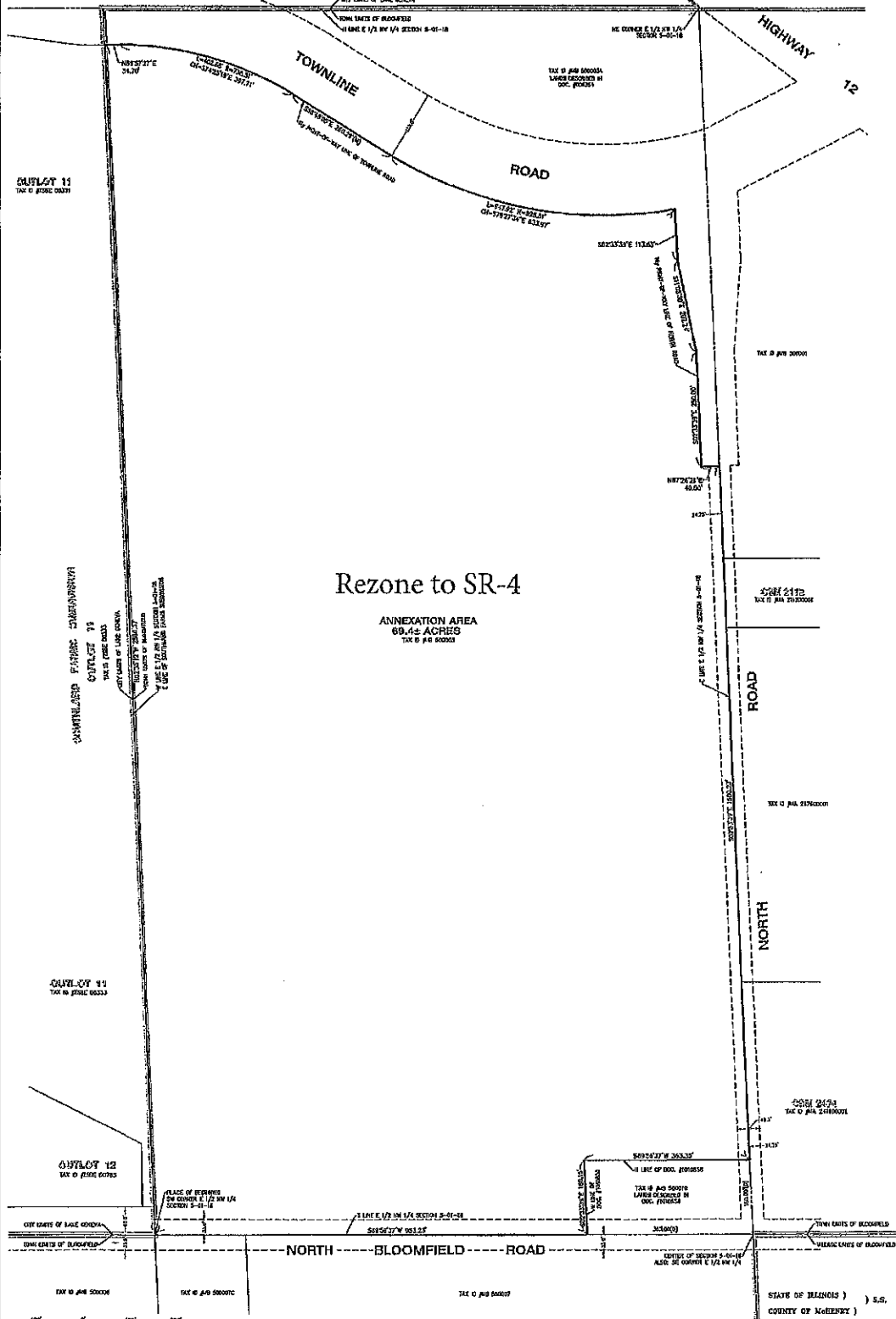
Part of the East Half of the Northwest Quarter of Section 5, Township 1 North, Range 18 East of the Fourth Principal Meridian, described as follows: Commencing at the Southwest corner of said Northwest Quarter; thence South 89 degrees 56 minutes 37 seconds East along the South line thereof, 1316.58 feet to the Southwest corner of said East Half of the Northwest Quarter, for the Place of Beginning; thence North 02 degrees 35 minutes 12 seconds West along the West line thereof, 2,580.37 feet to the Southerly right-of-way line of Townline Road; thence North 89 degrees 57 minutes 27 seconds East along said right-of-way line, 34.70 feet; thence Southeasterly 402.68 feet along said right-of-way line, being along a curve to the right, having a radius of 738.51 feet, the chord of which bears South 74 degrees 25 minutes 19 seconds East, for a length of 397.71 feet; thence South 58 degrees 48 minutes 05 seconds East along said right-of-way line, 260.29 feet; thence Easterly 647.92 feet along said right-of-way line, being along a curve to the left, having a radius of 898.51 feet, the chord of which bears South 79 degrees 27 minutes 34 seconds East, for a length of 633.97 feet to the Westerly right-of-way line of North Road; thence South 02 degrees 33 minutes 39 seconds East along said West right-of-way line, 113.83 feet; thence South 11 degrees 05 minutes 30 seconds East along said right-of-way line, 202.24 feet; thence South 02 degrees 33 minutes 39 seconds East along said right-of-way line, 250.00 feet; thence North 87 degrees 26 minutes 21 seconds East along a jog in said right-of-way line, 40.00 feet to a point on the East line of said East Half of the Northwest Quarter; thence South 02 degrees 33 minutes 39 seconds East along said East line, 1,500.23 feet to the Northeast corner of lands described in Document No. 1010858 recorded June 8, 2020 in said Walworth County; thence South 89 degrees 56 minutes 37 seconds West along the North line of said lands, 363.35 feet to the Northwest corner of said lands; thence South 02 degrees 33 minutes 39 seconds East along the West line of said lands, 160.15 feet to a point on the South line of said East Half of the Northwest Quarter; thence South 89 degrees 56 minutes 37 seconds West along said South line, 953.23 feet to the Place of Beginning, in Walworth County, State of Wisconsin.

EXHIBIT B
TO ANNEXATION ORDINANCE
Contemporaneous Zoning Request



PLAT OF ANNEXATION & REZONE

Part of the East half of the Northwest Quarter of Section 5, Township 1 North Range 10 East of the Fourth Principal Meridian, described as follows: Beginning at the Southwest corner of said East half of the Northwest Quarter, thence North 02 degrees 33 minutes 12 seconds West along the West line thereof 2,500.57 feet to the Southern right-of-way line of Township Road; thence North 69 degrees 37 minutes 27 seconds East along said right-of-way line, 24.10 feet; thence Southwesterly 402.60 feet along said right-of-way line, being along a curve to the right, having a radius of 750.51 feet, the chord of which bears South 74 degrees 25 minutes 19 seconds East, for a length of 362.71 feet; thence South 60 degrees 40 minutes 45 seconds East along said right-of-way line, 208.29 feet; thence Easterly 457.02 feet along said right-of-way line, being along a curve to the left, having a radius of 819.51 feet, the chord of which bears South 78 degrees 27 minutes 34 seconds East, for a length of 533.57 feet to the Western right-of-way line of Township Road; thence South 00 degrees 31 minutes 59 seconds East along said West right-of-way line, 13.18 feet; thence South 11 degrees 05 minutes 20 seconds East along said right-of-way line, 202.24 feet; thence South 02 degrees 33 minutes 27 seconds East along said right-of-way line, 250.00 feet; thence North 02 degrees 30 minutes 21 seconds East along a line to and right-of-way line, 40.00 feet to a point on the East line of said East half of the Northwest Quarter, thence South 02 degrees 33 minutes 33 seconds East along said East line, 1,000.23 feet to the Northwest corner of lands described in Document No. 101050 recorded June 8, 2020 in said Vanderstappen County, thence South 69 degrees 36 minutes 37 seconds West along the North line of said lands, 353.35 feet to the Northwest corner of said lands, thence South 02 degrees 33 minutes 29 seconds East along the West line of said lands, 140.15 feet to a point on the South line of said East half of the Northwest Quarter, thence South 08 degrees 05 minutes 27 seconds West along said South line, 553.23 feet to the Point of Beginning, in Vanderstappen County, said East half of the Northwest Quarter.



Rezone to SR-4

ANNEXATION AREA
69.4± ACRES
TAX ID # 00000

Scale 1" = 100'

CURVATURE, PARALLEL DIMENSIONS	
OUTLOT 11	TAX ID # 00000
OUTLOT 12	TAX ID # 00000
OUTLOT 13	TAX ID # 00000
STATE OF ILLINOIS	
COUNTY OF MCLENNAN	
SECTION 5-01-18	
PLAT NO. 20000	
DATE 01/01/2020	
BY: [Signature]	
VERIFIED BY: [Signature]	
DATE 01/01/2020	

STATE OF ILLINOIS)
COUNTY OF MCLENNAN) S.S.
I hereby state that we have plotted the premises above described, and that this plat hereon is a true representation of the said description.
This is not a Boundary Survey
Dated at Woodstock, McHenry County, Illinois, 01/01, A.D., 2020.
Vanderstappen Land Surveying, Inc.
Dodge Park Rd. 101-00000
By: [Signature]
Wisconsin Registered Land Surveyor No. 51021



EXHIBIT C
TO ANNEXATION AND DEVELOPMENT AGREEMENT
Zoning Application

APPLICATION FOR ZONING MAP AMENDMENT

Name of Applicant: Bloomfield Holdings, LLC

Address of Applicant: 875 E Townline Rd., STE 103, Lake Geneva, WI 53147

Telephone No. (262) 248-5010

Fax and/or email: () brian@fairwyn.com

Name of Owner: Bloomfield Holdings, LLC

Address of Owner: 875 E Townline Rd., STE 103, Lake Geneva, WI 53147

Telephone No. (262) 248-5010

Fax and/or email: () brian@fairwyn.com

Owner Signature: _____

Subject property address and/or complete legal description (use attached sheet if necessary):

See Attached

Zoning Classification change from: C-2/A-2 (Town of Bloomfield) to Single-Family Residential-4 (SR-4)

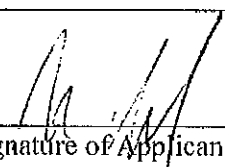
Reason for requesting Proposed Amendment: Establish zoning designation for annexed parcel.

Proposed use of property: Residential

Fee of \$400.00 payable upon filing application.

October 3, 2023

Date


Signature of Applicant

Bloomfield Holdings, LLC

Tax Key No. MB 500003

Cost Recovery #

Petitioner Name

Project Address

OFFICE USE ONLY

Description of Request Zoning Map Amendment

Agreement for Services

REIMBURSABLE BY THE PETITIONER / APPLICANT. The city may retain the services of the professional consultants (including planners, engineers, architects, attorneys, environmental specialists, recreation specialists, and other experts) to assist in the City's review of a proposals coming before the Plan commission and/or Common Council. The submittal of a development proposal application or petition by a Petitioner shall be construed as an agreement to pay for such professional review services applicable to the proposal including any financing charges that may accrue. The City applies the charges for these services to the Petitioner. The City Administrator at any time may require an applicant to submit an advance deposit of \$500 to \$5,000 depending on the complexity and anticipated involvement of the City's consultants or continuing advance deposits against future billings by the City for recovery of costs provide by this ordinance 98-935(4). **An advanced deposit shall be required for the application related to Extraterritorial matters.** Surplus deposits shall be returned to the Applicant at the conclusion of the project.

Bloomfield Holdings, LLC, as applicant/petitioner for

Project: Annexation and Zoning Map Amendment of Tax Key No. MB 500003

Project Address: Tax Key No. MB 500003

Parcel No. Tax Key No. MB 500003

Name: Bloomfield Holdings, LLC

Address: 875 E Townline Rd., STE 103, Lake Geneva, WI 53147

Cell Phone: () - -

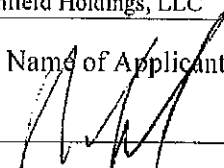
Phone: (262) - 248 - 5010

Email: brian@fairwyn.com

Dated this 3rd Day of October, 2023

Bloomfield Holdings, LLC

Printed Name of Applicant / Petitioner


Signature of Applicant/Petitioner

**CITY OF LAKE GENEVA PROCEDURAL CHECKLIST FOR:
AMENDMENT OF OFFICIAL ZONING MAP (Requirements per Section 98-903)**

This form should be used by the Applicant as a guide to submitting a complete application to amend the Official Zoning Map and by the City to process said application. Parts II and III should be used by the Applicant to submit a complete application; Parts I - IV should be used by the City as a guide when processing said application.

I. RECORDATION OF ADMINISTRATIVE PROCEDURES

____ Pre-submittal staff meeting scheduled:

Date of Meeting: _____ Time of Meeting: _____ Date: _____ by: _____

Follow-up pre-submittal staff meetings scheduled for:

____ Date of Meeting: _____ Time of Meeting: _____ Date: _____ by: _____

____ Date of Meeting: _____ Time of Meeting: _____ Date: _____ by: _____

____ Application form filed with Zoning Administrator: Date: _____ by: _____

____ Application fee of \$ ____ received by Zoning Administrator: Date: _____ by: _____

____ Reimbursement of professional consultant costs agreement executed: Date: _____ by: _____

II. APPLICATION SUBMITTAL PACKET REQUIREMENTS

Prior to submitting the 8 final complete applications as certified by the Zoning Administrator, the Applicant shall submit 1 initial draft application packet and 1 digital copy for staff review, followed by one revised draft final application packet based upon staff review and comments.

Initial Packet (1 Copy and 1 Digital Copy to Zoning Administrator)

Date: _____ by: _____



Draft Final Packet (8 Copies and 1 Digital Copy to Zoning Administrator)

Date: _____ by: _____



____ (a) A copy of the **Current Zoning Map of the subject property and vicinity:**

____ Showing all lands for which the zoning is proposed to be amended;

____ Map and all its parts are clearly reproducible with a photocopier;

____ Map size of 11" by 17" and map scale not less than one inch equals 800 ft;

____ All lot dimensions of the subject property provided;

____ Graphic scale and north arrow provided.

____ (b) A copy of the **Land Use Plan Map of the subject property and vicinity:**

_____ (c) **Written justification for the proposed map amendment:**

_____ Indicating reasons why the Applicant believes the proposed map amendment is in harmony with the recommendations of the City of Lake Geneva Master Comprehensive Plan, particularly as evidenced by compliance with the standards set out in Section 98-903(4)(c)1.-3. *(See following page.)*

III. JUSTIFICATION OF THE PROPOSED ZONING MAP AMEDMENT

1. How does the proposed Official Zoning Map amendment further the purposes of the Zoning Ordinance as outlined in Section 98-005 (and, for floodplains or wetlands, the applicable rules and regulations of the Wisconsin Department of Natural Resources (DNR) and the Federal Emergency Management Agency (FEMA))?

2. Which of the following factors has arisen that are not properly addressed on the current Official Zoning Map? (Please provide explanation in space below.)

- a. The designations of the Official Zoning Map should be brought into conformity with the Comprehensive Plan;
- b. A mistake was made in mapping on the Official Zoning Map. (That is, an area is developing in a manner and purpose different from that for which it is mapped.) NOTE: If this reason is cited, it must be demonstrated that the discussed inconsistency between actual land use and designated zoning is not intended, as the City may intend to stop an undesirable land use pattern from spreading;
- c. Factors have changed, (such as the availability of new data, the presence of new roads or other infrastructure, additional development, annexation, or other zoning changes), making the subject property more appropriate for a different zoning district;
- d. Growth patterns or rates have changed, thereby creating the need for an Amendment to the Official Zoning Map.

3. How does the proposed amendment to the Official Zoning Map maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property?

FINAL APPLICATION PACKET INFORMATION

- ____ Receipt of 1 full scale copy in blueline or blackline
of complete Final Application Packet by Zoning Administrator: Date: _____ by: _____
- ____ Receipt of 8 reduced (8.5" by 11" text and 11" x 17" graphics)
copies of complete Final Application Packet by Zoning Administrator: Date: _____ by: _____
- ____ A digital copy of Final Application Packet shall be emailed to the
Building and Zoning Department upon submittal deadline. Date: _____ by: _____
- ____ Certification of complete Final Application Packet and
required copies to the Zoning Administrator by City Clerk: Date: _____ by: _____
- ____ Class 2 Legal Notice sent to official newspaper by City Clerk: Date: _____ by: _____
- ____ Class 2 Legal Notice published on _____ and _____ by: _____

**CITY OF LAKE GENEVA
ZONING MAP AMENDMENT**

Name: Bloomfield Holdings, LLC

Tax Parcel No.: MB 500003

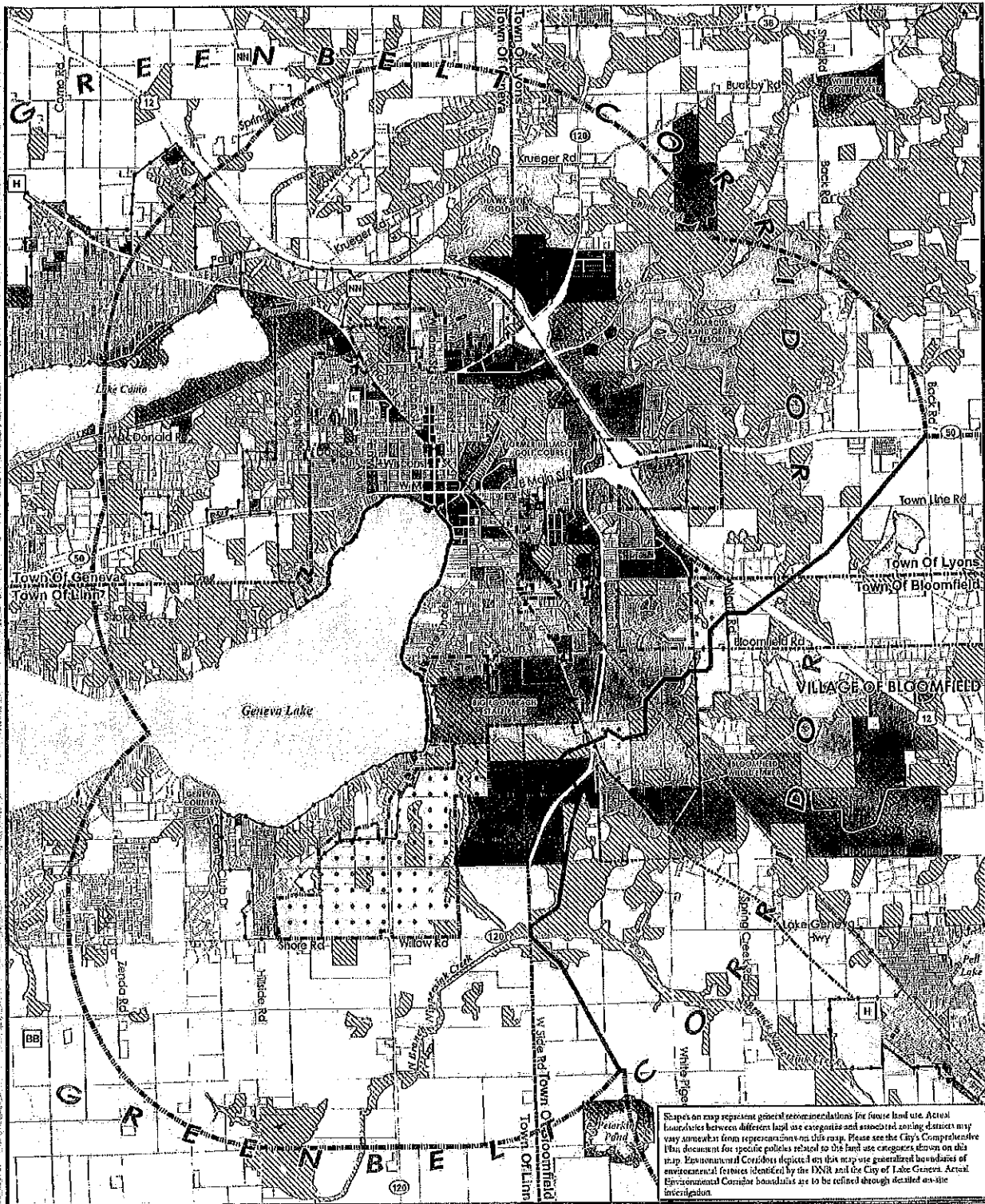
Existing Zoning: C-2/A-2 (Town of Bloomfield)

Requested Zoning: Single Family Residential-4 (SR-4)

The subject property at Walworth County Tax Key No. MB 500003 is located southeast of the City of Lake Geneva, currently within the Town of Bloomfield. We are requesting the entire 69.36 acre property be annexed and rezoned within the City. This petition is being made by unanimous approval of the single property owner. The property is contiguous with the City as it abuts approximately 2,500 feet of the neighboring Symphony Bay Subdivision within the City. The subject property has frontage on Townline Rd. to the north, North Rd. to the east, and N. Bloomfield Rd. to the south.

The parcel is shown in the City's Comprehensive Plan as a potential area for inclusion within the City; and therefore, has a recommended land use of Planned Neighborhood, which includes single family – urban. (See Future Land Use Map attached). The requested zoning of Single Family Residential-4 (SR-4) is consistent with the future planned uses in this area. The requested zoning is also consistent with the surrounding land uses, wherein the neighboring parcels to the west and north are designated on the Comprehensive Plan Future Land Use Map as Single Family Residential – Urban. The subject parcel is not located within a floodplain.

The annexation and approval for final zoning are being sought contemporaneously.



Map 5a: Future Land Use - City of Lake Geneva Comprehensive Plan

Land Use Categories

- Agricultural & Rural
- Single Family Residential - Exurban
- Single Family Residential - Urban
- Two-Family/Townhouse Residential
- Mixed Residential
- Planned Neighborhood
- Neighborhood Mixed Use
- Planned Office
- Planned Business

- Central Business District
- Planned Mixed Use
- Planned Industrial
- General Industrial
- Institutional & Community Services
- Private Recreation Facilities
- Public Park & Recreation
- Environmental Corridor
- Extraterritorial Jurisdiction Boundary

- Other Municipal Boundaries
- City of Lake Geneva
- Urban Service Area Boundary
- Parcels
- Surface Water
- Abandoned Railroad



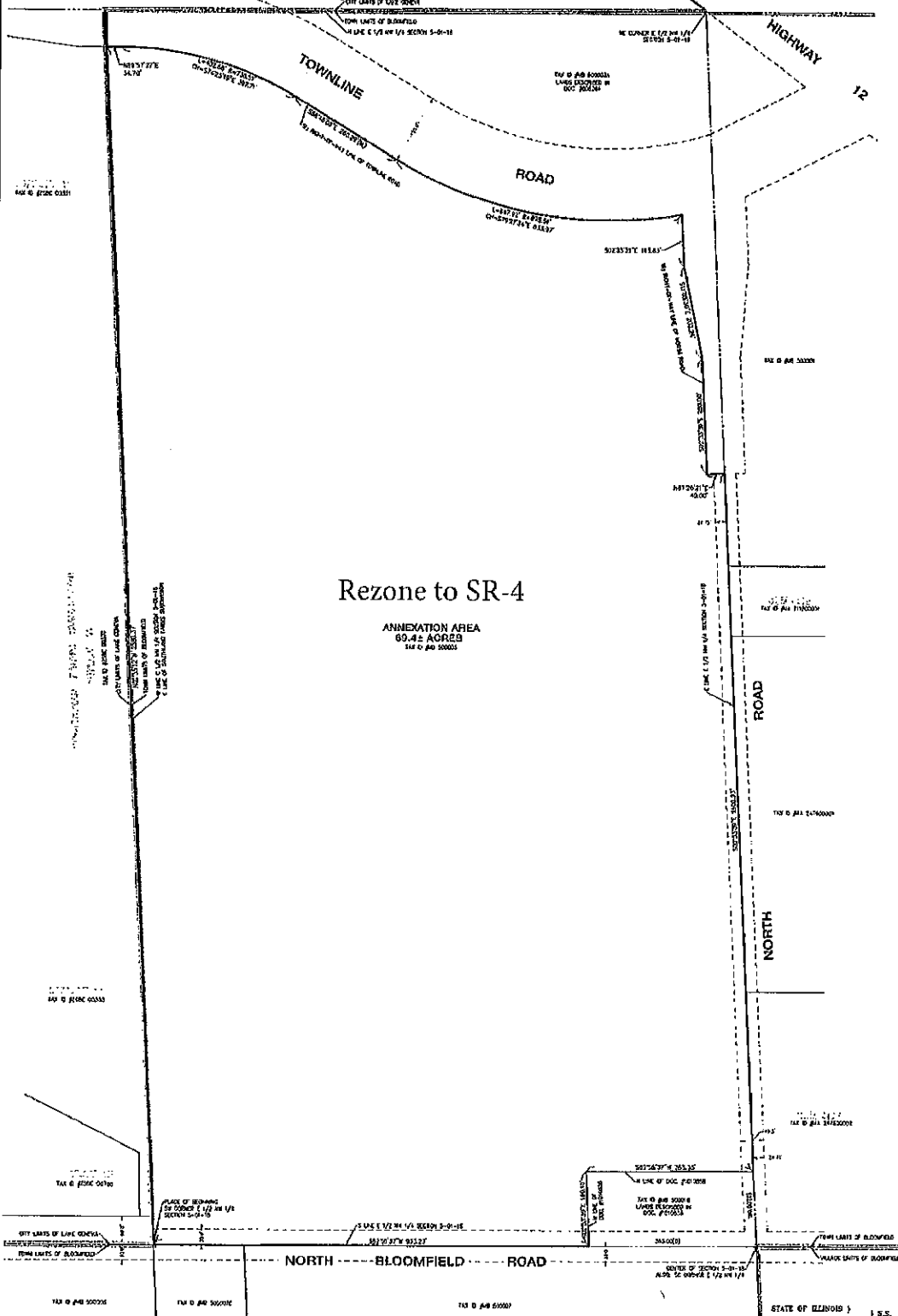
Adopted: January 8, 2020
Amended: October 21, 2022
Source: SEWRPC, Walworth County LIO, WisDNR, V&A

VANDEWALLE & ASSOCIATES INC.
ENGINEERS ARCHITECTS PLANNERS



PLAT OF ANNEXATION & REZONE

Part of the East Half of the Northwest Quarter of Section 8, Township 1 North, Range 16 East of the Fourth Principal Meridian, described as follows: Beginning at the Southwest corner of said East Half of the Northwest Quarter, thence North 07 degrees 35 minutes 12 seconds West along the West line thereof, 2,586.27 feet to the Southern right-of-way line of Township Road, thence North 08 degrees 57 minutes 37 seconds East along said right-of-way line, 54.20 feet; thence South easterly 402.68 feet along said right-of-way line, being along a curve to the right, having a radius of 756.57 feet, the chord of which bears South 78 degrees 22 minutes 18 seconds East, for a length of 517.71 feet; thence South 50 degrees 40 minutes 05 seconds East along said right-of-way line, 260.20 feet; thence Easterly 617.21 feet along said right-of-way line, being along a curve to the left, having a radius of 218.31 feet, the chord of which bears South 78 degrees 22 minutes 18 seconds East, for a length of 631.67 feet to the Western right-of-way line of North Road, thence South 12 degrees 33 minutes 28 seconds East along said right-of-way line, 113.83 feet; thence South 11 degrees 05 minutes 30 seconds East along said right-of-way line, 202.24 feet; thence South 02 degrees 33 minutes 38 seconds East along said right-of-way line, 1,020.33 feet to the Northeast corner of said described 1/2 Section 8, 160,000 recorded June 8, 2010 in 19th Meridian County, Illinois; thence South 83 degrees 18 minutes 27 seconds West along the West line of said lands, 161.13 feet to a point on the South line of said East Half of the Northwest Quarter, thence South 80 degrees 30 minutes 37 seconds West along said South line, 603.23 feet to the Point of Beginning, in Meridian County, Illinois.



Rezone to SR-4

ANNEXATION AREA
63.4± ACRES
TAX ID #00 50003



STATE OF ILLINOIS)
COUNTY OF MARIEN)
I hereby state that we have plotted the premises above described, and that the plat herein is a true representation of the said description.
This is not a Boundary Survey
Dated at Woodstock, McHenry County, Illinois - 9/21 A.D., 2023.
Vanderstappen Land Surveying, Inc.
Design Firm No. 181-92773
By: *Andrew P. Vanderstappen*
Illinois Registered Land Surveyor No. 33023

EXHIBIT D
TO ANNEXATION AND DEVELOPMENT AGREEMENT

Monotony Code

MONOTONY CODE LOT RESTRICTIONS

SYMPHONY BAY DEVELOPMENT

Restriction:

- a) The following shall apply to all homes within the Symphony Bay Development

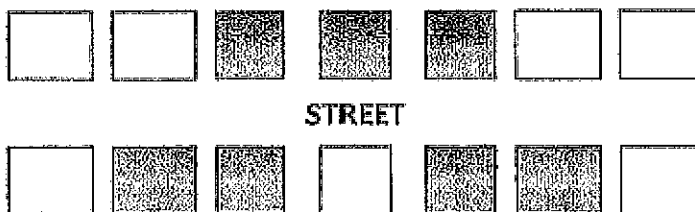
No house shall have the same Configuration that is within two (2) houses on either side or on any of the three houses most directly across the street from the subject house. Additionally, the house directly behind a corner subject house is included in these criteria

No house shall have the same Color Package that is within two (2) houses on either side or on any of the three houses most directly across the street from the subject house. Additionally, the house directly behind a corner subject house is included in these criteria

Definitions:

- a) Configuration – a combination of product type, Elevation, exterior fenestration (siding, stucco, brick or stone), and color package.
- b) Color Package – a combination of siding, stucco, brick, stone, trim/gutter, accent, and roof colors incorporated into the exterior color fenestration of a single home.

Monotony Restrictions



TRAFFIC IMPACT ANALYSIS

DATE: February 21, 2025

BY: Derrin Wolford, P.E., PTOE
Traffic Analysis & Design, Inc.

SUBJECT: **Symphony Bay Phase 8 Traffic Impact Analysis**
Lake Geneva, Walworth County, WI

INTRODUCTION & PROPOSED DEVELOPMENT PLANS

Phase 8 of the Symphony Bay development is proposed as the second addition to the Symphony Bay senior living development east of STH 120 (Edwards Boulevard) in the City of Lake Geneva, Walworth County, Wisconsin. The Symphony Bay Phase 8 has 127 lots on 69.4 acres in the northwest quadrant of the Bloomfield Road/North Road intersection. [Exhibit 1](#) shows the location of the Symphony Bay phases with respect to the surrounding roadway system. The conceptual site plan for the Symphony Bay Phase 8 is on [Exhibit 2](#).

Two internal roadways are proposed for the site: South Access Road and East Access Road. South Access Road is proposed to connect to Bloomfield Road. East Access Road is proposed to connect to North Road.

This traffic impact analysis (TIA) technical memorandum was prepared to document the traffic impacts to Townline Road, Bloomfield Road, and North Road subject intersections with the buildout of the Symphony Bay Phase 8. The analysis evaluates existing AM and PM peak hour traffic volumes with the additional traffic from the remaining buildout of the Symphony Bay Phases 1-7 which is currently in development, plus additional traffic from the Symphony Bay Phase 8. Based on online aerials and correspondence with Fairwyn SB, Inc., it was estimated that the Symphony Bay Phases 1-7 had about 237 unoccupied single-family lots or homes and 9 unoccupied duplex lots or homes at the time of the most recent traffic count at STH 120 (Edwards Boulevard)/Townline Road dated October 27, 2022.

STUDY AREA

The study intersections are shown on [Exhibit 1](#) and include:

- STH 120 (Edwards Boulevard) & Townline Road
- STH 120 (Edwards Boulevard) & Bloomfield Road
- Bloomfield Road & South Access Road
- North Road & East Access Road

A transportation detail illustrating existing intersection lane configurations, speed limits, and approximate intersection spacing is shown in [Exhibit 3](#). The STH 120 (Edwards Boulevard) intersection with Townline Road will operate with traffic signal control in the near future thus that was assumed through the analysis. The STH 120 (Edwards Boulevard) intersection with Bloomfield Road operates with traffic signal control. The other study intersections will operate with stop sign control on the minor street approaches.

The following includes descriptions of the roadways within the study area:

STH 120 (Edwards Boulevard) is a four-lane divided north/south Principal Arterial with a 30-mph speed limit with curb and gutter north of Townline Road then it has a 45-mph speed limit with mountable curb and gutter south of Townline Road. A multi-use trail exists along the west side of STH 120 (Edwards Boulevard) from Townline Road to the south through the study area. The Wisconsin Department of Transportation (WisDOT) reports a 2022 AADT of 10,100 vehicles per day (vpd) on STH 120 (Edwards Boulevard) between Townline Road and Bloomfield Road.

Townline Road is a two-lane undivided east/west Collector with a 25-mph speed limit with curb and gutter from STH 120 (Edwards Boulevard) to Southwind Drive then it has a 35-mph speed limit with a combination of narrow gravel and grass shoulder from Southwind Drive to North Road. A multi-use trail exists along the north side of Townline Road from STH 120 (Edwards Boulevard) to Southwind Drive. The WisDOT reports a 2022 AADT of 1,200 vpd on Townline Road between Veterans Parkway and Sonata Way.

Bloomfield Road is a two-lane undivided east/west Collector with a 45-mph speed limit with grass shoulder. The WisDOT reports a 2022 AADT of 1,400 vpd on Bloomfield Road between Harmony Drive and North Road.

North Road is a two-lane undivided north/south Collector with no posted speed limit and grass shoulders. The WisDOT reports a 2022 AADT of 300 vpd on North Road between Townline Road and Bloomfield Road.

PEAK HOUR TRAFFIC VOLUMES

Data Collection/Existing Traffic Volumes

TADI received previously conducted traffic counts at the study intersections of STH 120 (Edwards Boulevard)/Townline Road dated October 27, 2022, and at STH 120 (Edwards Boulevard)/Bloomfield Road dated May 11, 2021. The traffic count data is in [Appendix A](#). Both traffic counts were collected from 6:00am-7:00pm. The combined peak hours from these counts were determined to occur from 7:00am-8:00am (AM peak hour) and from 4:00pm-5:00pm (PM peak hour). The counts were compiled for these peak hours and balanced between intersections. The trip rates from the *ITE Trip Generation Manual, 11th Edition* was used to estimate trips for the remaining buildout of the Symphony Bay Phases 1-7 development area. Based on ITE, the remaining buildout of the Symphony Bay Phases 1-7 development area generates 1,100 trips on a typical weekday, with 85 trips in the weekday AM peak hour and 95 trips in the weekday PM peak hour. The detailed site trip generation is in [Table 1](#).

Table 1. Symphony Bay Phases 1-7 Trip Generation¹

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Senior Adult Housing - Detached	251	237 Units	1,020 (4.31)	25 (33%)	50 (67%)	75 FCE	50 (61%)	35 (39%)	85 FCE
Senior Adult Housing - Detached	251	18 Units	80 (4.31)	5 (33%)	5 (67%)	10 FCE	5 (61%)	5 (39%)	10 FCE
Total New Trips			1,100	30	55	85	55	40	95

¹ Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.

The site trips were distributed to the adjacent study intersections based on the traffic patterns of residential trips to and from Townline Road and Bloomfield Road intersections. The trip distribution evaluated for this part of the study was estimated as:

- 40% to/from the north on STH 120 (Edwards Boulevard)
- 30% to/from the south on STH 120 (Edwards Boulevard)
- 10% to/from the west on Townline Road
- 5% to/from the east on Townline Road
- 10% to/from the west on Bloomfield Road
- 5% to/from the east on Bloomfield Road

The Symphony Bay Phases 1-7 development new trips were assigned to the study intersections based on these distributions for the weekday AM and PM peak hours ([Exhibit 4](#)). The site trips for the Symphony Bay Phases 1-7 were added to the existing traffic volumes to generate the “Existing” traffic volumes shown on [Exhibit 5](#).

Build Traffic Volumes

The trip rates from the ITE *Trip Generation Manual, 11th Edition* were used to estimate trips for full buildout of the Symphony Bay Phase 8 development. Based on ITE, the Symphony Bay Phase 8 development area generates 550 trips on a typical weekday, with 45 trips in the weekday AM peak hour and 55 trips in the weekday PM peak hour. The detailed site trip generation is in [Table 2](#).

Table 2. Symphony Bay Phase 8 Trip Generation¹

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Senior Adult Housing - Detached	251	127 Units	550 (4.31)	15 (33%)	30 (67%)	45 FCE	35 (61%)	20 (39%)	55 FCE
Total New Trips			550	15	30	45	35	20	55

¹ Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.

The site trips were distributed to the adjacent study intersections based on the traffic patterns of residential trips to and from Townline Road, Bloomfield Road, and North Road intersections. The trip distribution evaluated for this part of the study was estimated as:

- 35% to/from the north on STH 120 (Edwards Boulevard)
- 20% to/from the south on STH 120 (Edwards Boulevard)
- 10% to/from the west on Townline Road
- 15% to/from the west on Bloomfield Road
- 20% to/from the east on Bloomfield Road

The development new trips were assigned to the study intersections based on these distributions for the weekday AM and PM peak hours ([Exhibit 6](#)). The site trips for the Symphony Bay Phase 8 were added to the existing traffic volumes to generate the “Build” traffic volumes shown on [Exhibit 7](#).

PEAK HOUR TRAFFIC OPERATIONS & QUEUES

The study intersections were analyzed using the Synchro 12 traffic analysis model (outputs based on the *Highway Capacity Manual*, 7th Edition) and the peak hour turning movement volumes estimated for each intersection. Intersection operation is defined by “level of service.” Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS ‘A’, to very poor, represented by LOS ‘F’. For the purposes of this study, LOS D or better was used to define acceptable peak hour operating conditions. The LOS definitions for signalized and unsignalized intersections are included before the existing analysis output in [Appendix B](#). Build analysis output is in [Appendix C](#).

The existing and build peak hour traffic operations for the study intersections are shown on [Exhibit 8](#) and [Exhibit 9](#). As shown, all movements at the study intersections currently operate at LOS C or better during the peak hours. The additional traffic from the proposed development does not significantly increase delays or queues at the study intersections as all movements at the study intersections will continue to operate at LOS C or better during the peak hours.

RECOMMENDATIONS/CONCLUSIONS

The additional traffic generated by the Symphony Bay Phase 8 development is relatively low and result in acceptable traffic operations at the study intersections during the peak hours. At buildout, Townline Road, Bloomfield Road, and North Road are well below capacity, requiring no additional turn lanes or roadway widening. The proposed South Access Road operates acceptably during the peak hours with single lanes at each approach to Bloomfield Road and stop sign control on South Access Road. The proposed East Access Road operates acceptably during the peak hours with single lanes at each approach to North Road and stop sign control on East Access Road. The recommended geometrics and traffic control at shown on [Exhibit 10](#).



LEGEND

-  Study Intersection
-  Proposed Access



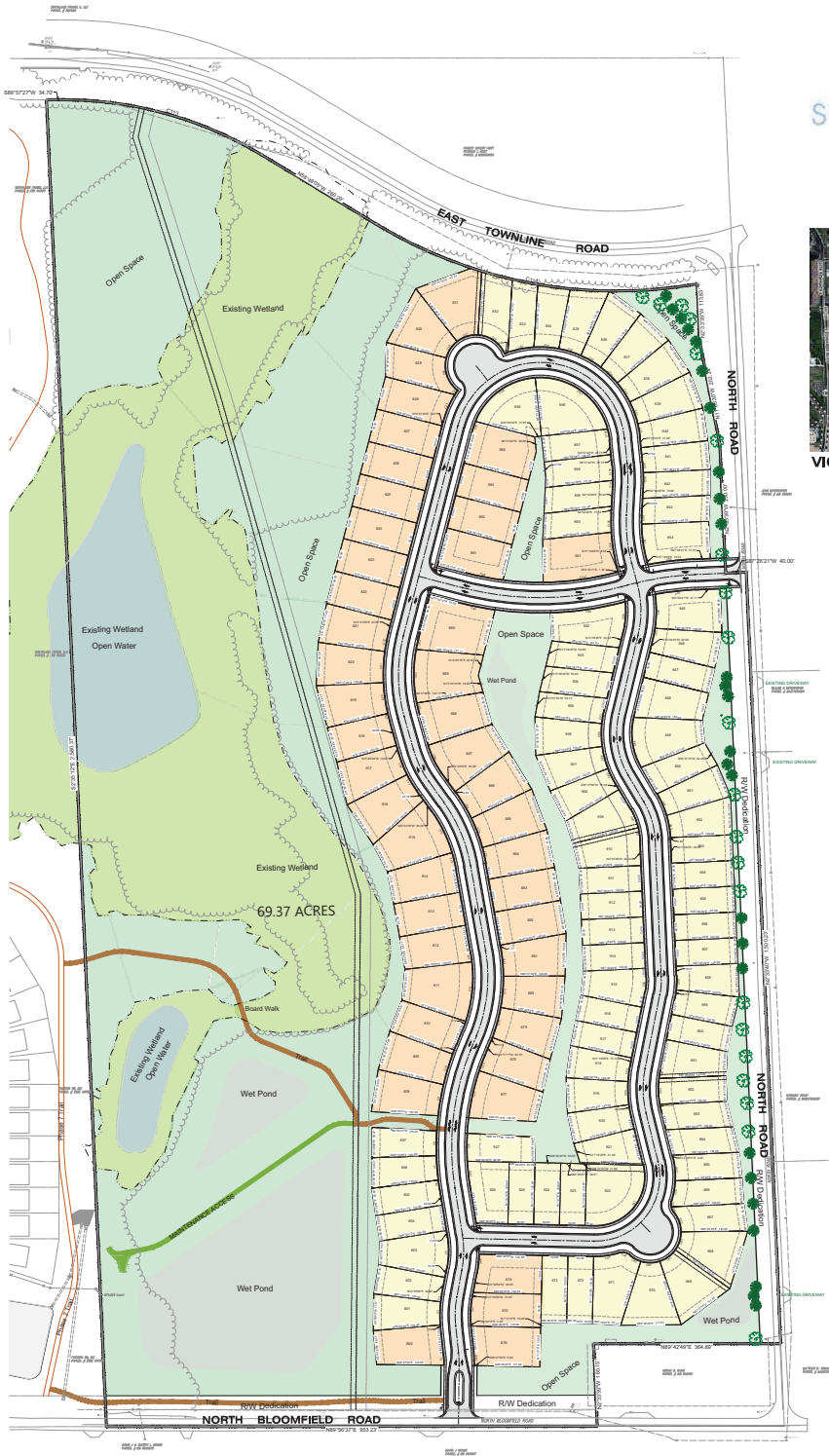
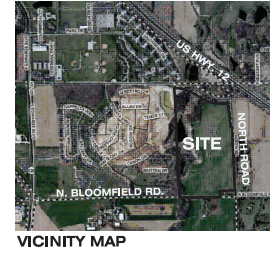
#3427 02-21-25



NOT TO SCALE

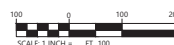
EXHIBIT 1 STUDY AREA MAP

SYMPHONY BAY PHASE 8 TIA - LAKE GENEVA, WISCONSIN



- PROPOSED 65'X120' LOTS (47 TOTAL)
- PROPOSED 50'X120' LOTS (81 TOTAL)

NOTE: 1) 60-FT RIGHT OF WAY PROPOSED
 2) 28-FT BACK TO BACK ROADWAY PROPOSED
 3) SIDEWALK PROPOSED ON ONE SIDE OF STREET

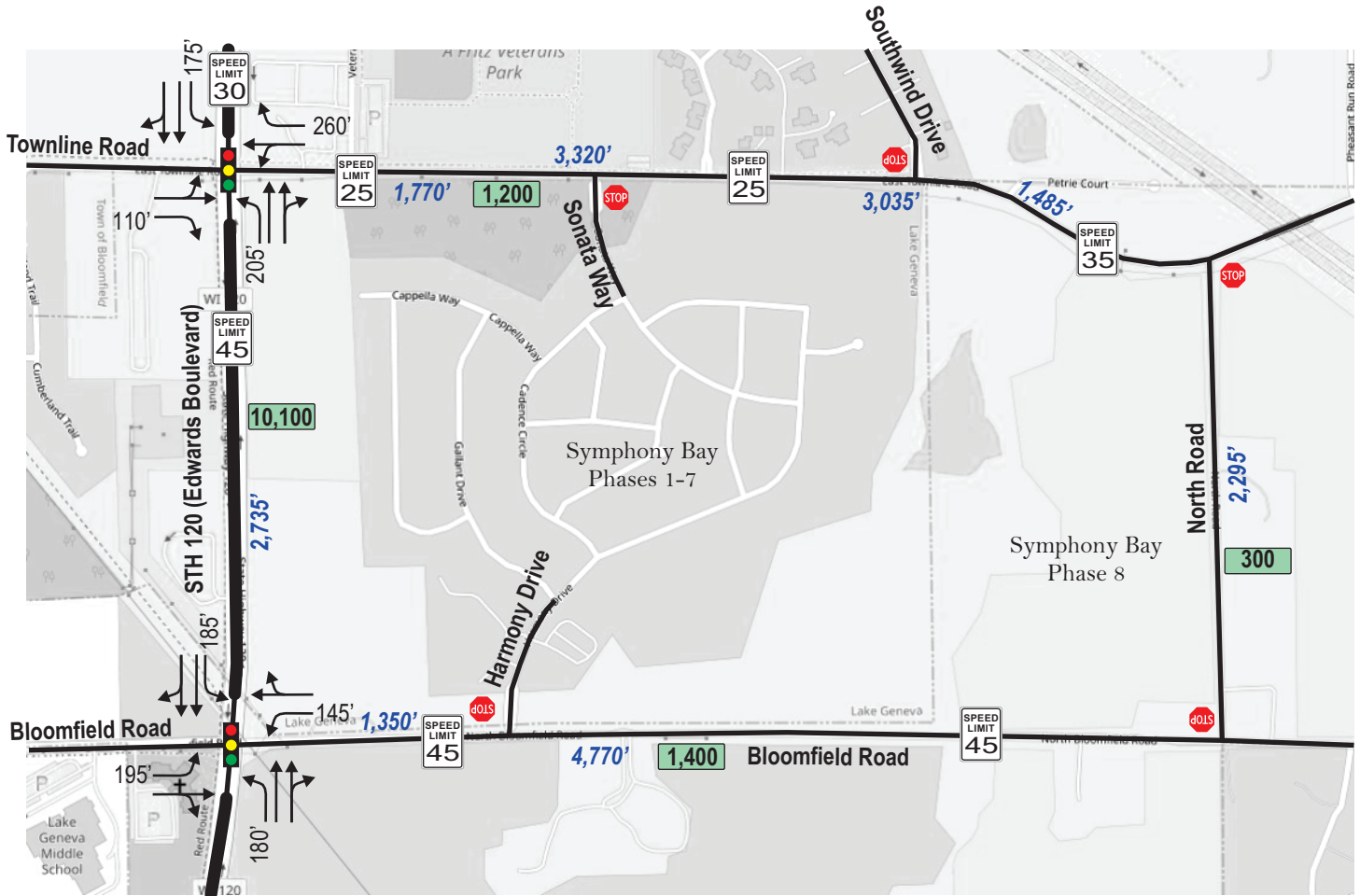


Bowman

LAYOUT PLAN 2025.02.07

LEGEND

-  Traffic Signal
-  Stop Sign
-  Existing Roadway
-  Lane Configuration
-  XX' Existing Storage Length (in Feet)
-  XX' Distance Between Roadways (in Feet)
-  X,XXX 2022 WisDOT AADT
-  Divided Roadway Median



#3427 02-21-25



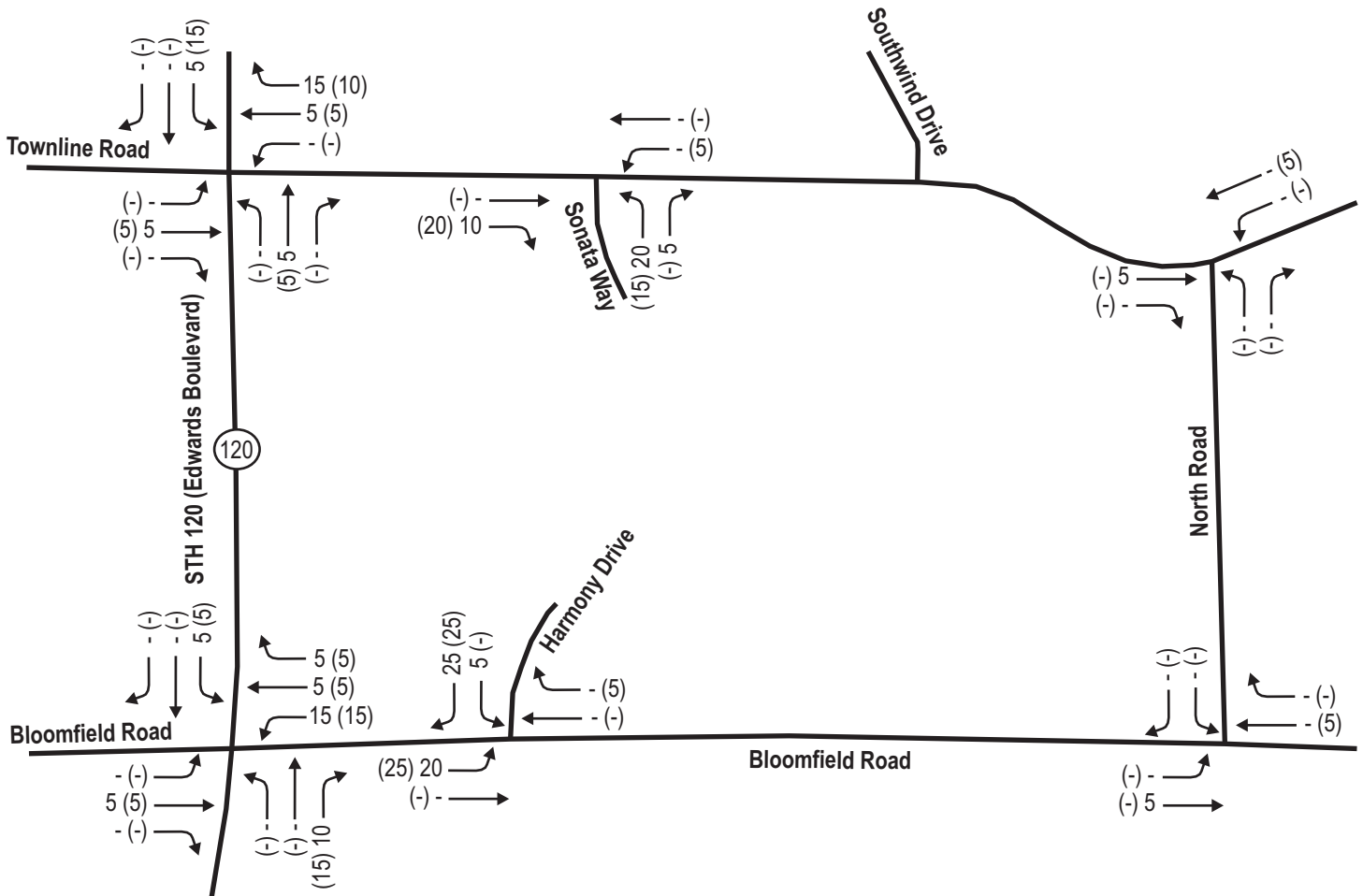
NOT TO SCALE

EXHIBIT 3 EXISTING TRANSPORTATION SYSTEM

SYMPHONY BAY PHASE 8 TIA - LAKE GENEVA, WISCONSIN

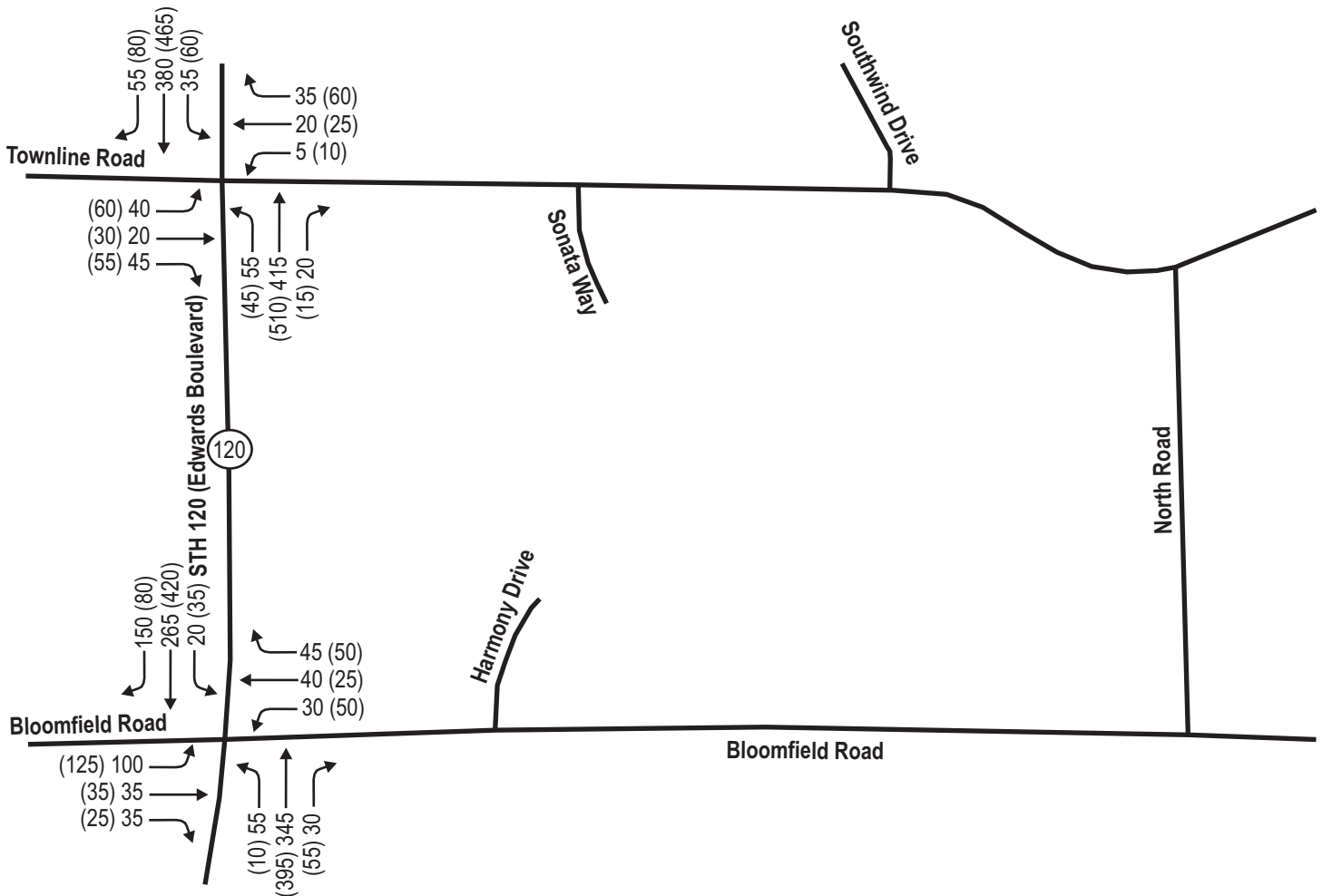
LEGEND

XX AM Peak Hour Volumes
 (XX) PM Peak Hour Volumes
 - (-) Negligible Traffic Volumes (Fewer than 3 vph)



LEGEND

- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes
- (-) Negligible Traffic Volumes (Fewer than 3 vph)



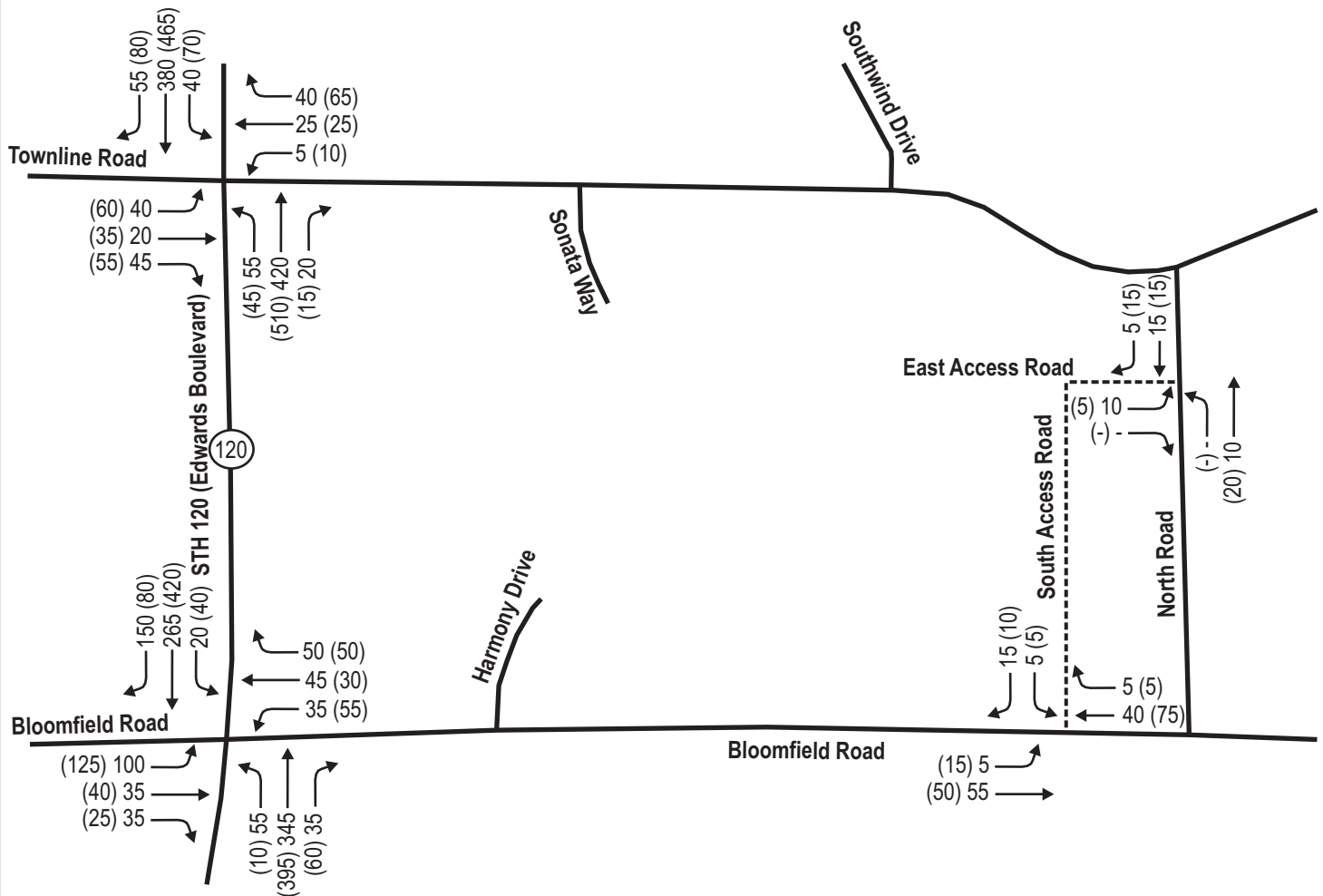
XX AM Peak Hour Volumes
(XX) PM Peak Hour Volumes
- (-) Negligible Traffic Volumes (Fewer than 3 vph)



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LEGEND

- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes
- (-) Negligible Traffic Volumes (Fewer than 3 vph)



**Existing Traffic Peak Hour Operating Conditions
Existing Transportation System**

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Node 100: STH 120 (Edwards Boulevard) & Townline Road <i>Traffic Signal Control</i>	Lanes->		< 1		1	< 1		1	1	2 >		1	2 >		
	AM	LOS	B		B	B		B	A	A		A	A		A 8.1
		Delay	12.4		12.2	12.1		12.2	8.8	7.3		8.6	7.4		
		v/c	0.14		0.09	0.06		0.07	0.12	0.30		0.07	0.31		
		Queue	25'		15'	15'		15'	25'	60'		15'	60'		
	PM	LOS	B		B	B		B	A	A		A	A		A 8.6
		Delay	14.8		14.3	14.2		14.3	9.2	7.3		9.3	7.5		
		v/c	0.22		0.11	0.08		0.12	0.10	0.33		0.13	0.34		
		Queue	40'		20'	20'		20'	20'	70'		25'	75'		
Node 200: STH 120 (Edwards Boulevard) & Bloomfield Road <i>Traffic Signal Control</i>	Lanes->		1	2 >		1	2 >		1	2 >		1	2 >		
	AM	LOS	B	B		C	C		B	B		B	B		B 16.6
		Delay	17.5	13.7		23.7	24.6		13.2	12.1		16.4	19.2		
		v/c	0.25	0.12		0.11	0.35		0.15	0.27		0.06	0.44		
		Queue	60'	45'		35'	80'		35'	90'		25'	135'		
	PM	LOS	B	B		C	C		B	B		B	B		B 16.2
		Delay	17.7	13.5		24.3	24.7		13.1	12.7		15.2	17.4		
		v/c	0.30	0.10		0.17	0.32		0.03	0.32		0.09	0.45		
		Queue	75'	40'		55'	75'		10'	110'		35'	165'		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement; (< or >) indicates a shared lane movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

**Build Traffic Peak Hour Operating Conditions
Existing Transportation System**

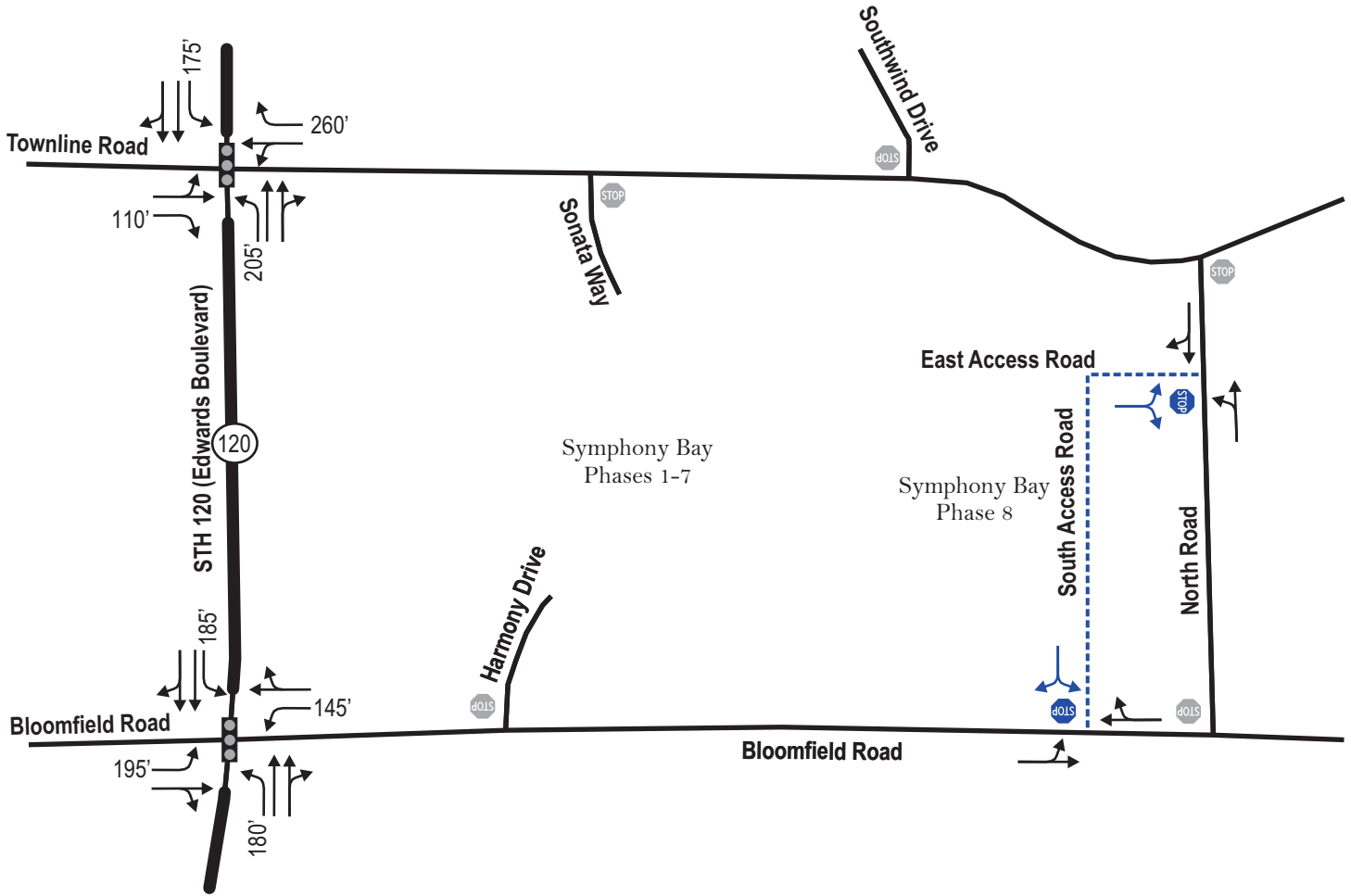
Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S
			Eastbound			Westbound			Northbound			Southbound			LOS & Delay
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Node 100: STH 120 (Edwards Boulevard) & Townline Road Traffic Signal Control	Lanes->		< 1		1	< 1		1	1	2 >		1	2 >		
	AM	LOS	B		B	B		B	A	A		A	A		A 8.2
		Delay	12.5		12.3	12.2		12.3	8.9	7.3		8.7	7.5		
		v/c	0.14		0.09	0.06		0.08	0.12	0.30		0.09	0.30		
		Queue	25'		15'	15'		15'	25'	60'		20'	60'		
	PM	LOS	B		B	B		B	A	A		A	A		A 8.6
		Delay	15.1		14.5	14.4		14.6	9.2	7.2		9.4	7.5		
		v/c	0.23		0.11	0.08		0.13	0.10	0.32		0.16	0.34		
Queue		45'		20'	20'		25'	20'	70'		30'	75'			
Node 200: STH 120 (Edwards Boulevard) & Bloomfield Road Traffic Signal Control	Lanes->		1	2 >		1	2 >		1	2 >		1	2 >		
	AM	LOS	B	B		C	C		B	B		B	B		B 16.7
		Delay	17.5	13.7		23.7	24.8		13.2	12.2		16.4	19.0		
		v/c	0.25	0.12		0.12	0.39		0.15	0.27		0.06	0.44		
		Queue	60'	45'		40'	85'		35'	90'		25'	140'		
	PM	LOS	B	B		C	C		B	B		B	B		B 16.3
		Delay	17.7	13.6		24.4	24.8		13.1	12.8		15.4	17.4		
		v/c	0.30	0.11		0.19	0.34		0.03	0.33		0.11	0.45		
Queue		75'	45'		60'	80'		10'	115'		40'	165'			
Node 300: Bloomfield Road & South Access Driveway One-Way Stop Control	Lanes->		< 1		-	-	1 >		-		< 1 >				
	AM	LOS	A		-	-	*		-		A		A 1.7		
		Delay	7.3		-	-	*		-		8.7				
		v/c	0.00		-	-	*		-		0.02				
		Queue	0'		-	-	*		-		5'				
	PM	LOS	A		-	-	*		-		A		A 1.5		
		Delay	7.4		-	-	*		-		9.0				
		v/c	0.01		-	-	*		-		0.02				
Queue		0'		-	-	*		-		5'					
Node 400: North Road & East Access Driveway One-Way Stop Control	Lanes->		< 1 >			-			< 1		-	-	1 >		
	AM	LOS	A			-			A		-	-	A		A 2.2
		Delay	8.7			-			0.0		-	-	*		
		v/c	0.01			-			0.00		-	-	*		
		Queue	0'			-			0'		-	-	*		
	PM	LOS	A			-			A		-	-	A		A 0.8
		Delay	8.8			-			0.0		-	-	*		
		v/c	0.01			-			0.00		-	-	*		
Queue		0'			-			0'		-	-	*			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement; (< or >) indicates a shared lane movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

LEGEND

-  Traffic Signal
-  Stop Sign
-  Existing Roadway
-  Lane Configuration
-  XX'
-  Divided Roadway Median

Recommendations are shown in BLUE



#3427 02-21-25



NOT TO SCALE

EXHIBIT 10 RECOMMENDATIONS

SYMPHONY BAY PHASE 8 TIA - LAKE GENEVA, WISCONSIN

APPENDIX A

TRAFFIC COUNT DATA

Intersection Traffic Volume Report

Count Basics		Version 2022.1		Page 1 of 13	
Start Date:	Thursday, October 27, 2022	Weekday		Schools in Session	
Total Number of Hours Counted:	13	Non-Holiday		No Special Events	



Base Information, Observed (13) Hour and Estimated (24) Hour Volume Summaries

Major St: STH 120

Minor St: E Townline Rd

Intersection of: STH 120 & E Townline Rd

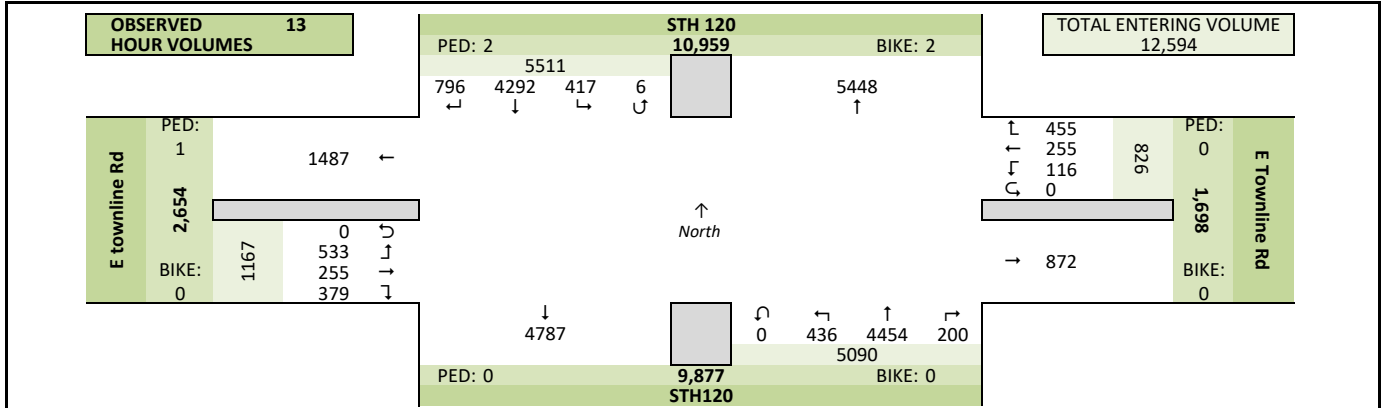
Site Information

Municipality	City of Lake Geneva		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction	↑	
North Leg	STH 120		
East Leg	E Townline Rd		
South Leg	STH120		
West Leg	E townline Rd		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementry school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
	Other (describe)	None	

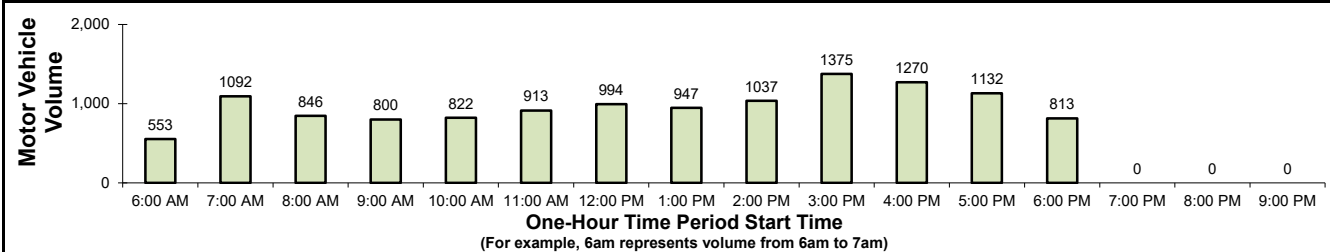
Count Information

Hrs Counted: 6:00 AM-7:00 PM					
1st Day of Count		Thursday, October 27, 2022		Weather	
AM Peak Period		Thursday, October 27, 2022		Clear & Dry	
Midday Peak Period		Thursday, October 27, 2022		Clear & Dry	
PM Peak Period		Thursday, October 27, 2022		Clear & Dry	
Calculated Peak Hours					
	AM	7:00-8:00am	MD	12:00-1:00pm	PM 3:00-4:00pm
Peak Hours Selected for Analysis					
	AM	7:00-8:00am	MD	12:00-1:00pm	PM 3:00-4:00pm
Daily/Seasonal Adjustment Group		(2) Urban Arterials & Collectors			
Count Expansion Group		(2) Urban Arterials & Collectors			
Daily/Seasonal Adjustment Factor		0.878		Count Expansion Factor 1.199	
Company Name		OD Data Professionals			Manual Adj. 1.000
Observers	AM Peak Period	OD Data Professionals Video Recording			
	Midday Peak Period	OD Data Professionals Video Recording			
	PM Peak Period	OD Data Professionals Video Recording			
Comments	2021 DOT Daily & Seasonal Factors				

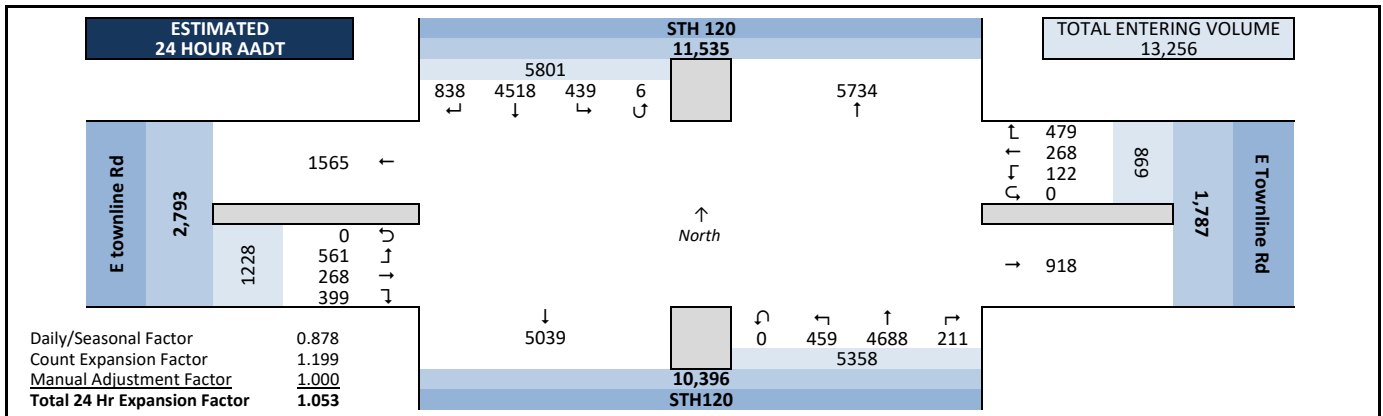
Observed 13 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



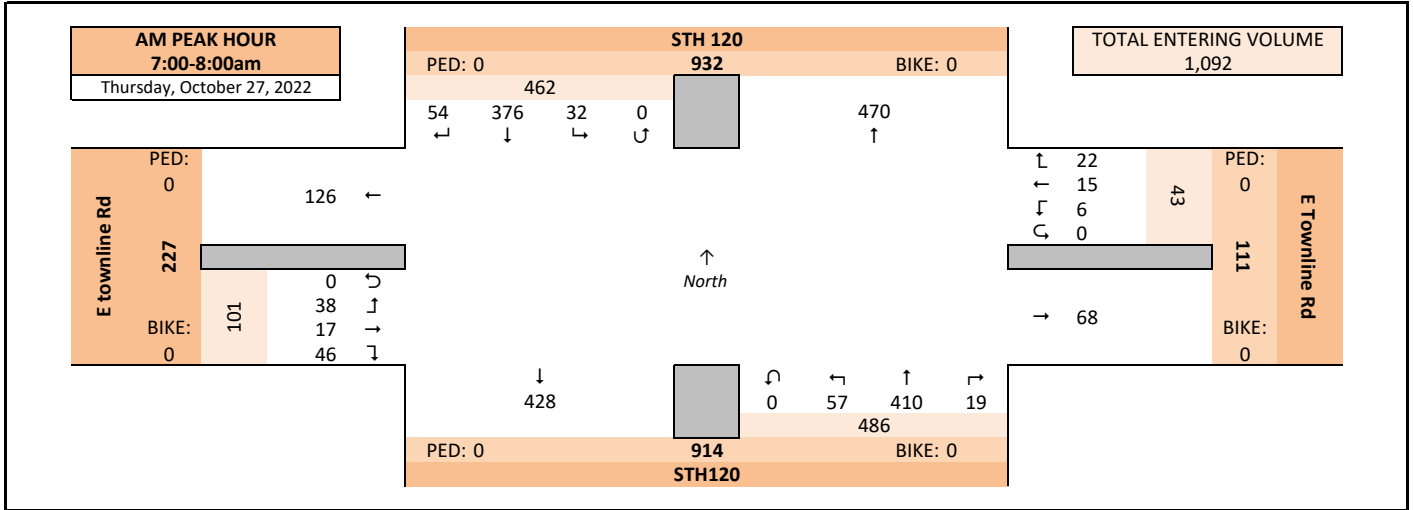
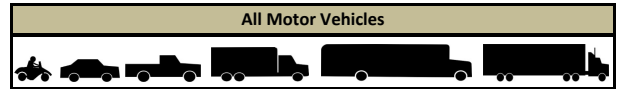
Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

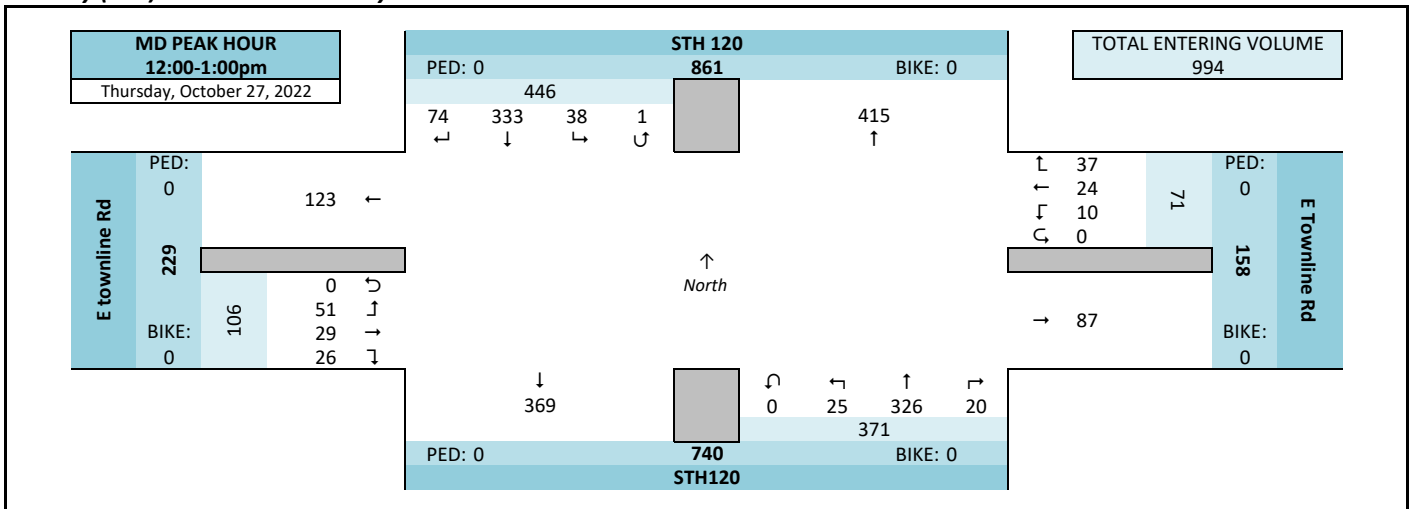
Count Basics		Page 2 of 13	
Start Date:	Thursday, October 27, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

STH 120 & E Townline Rd

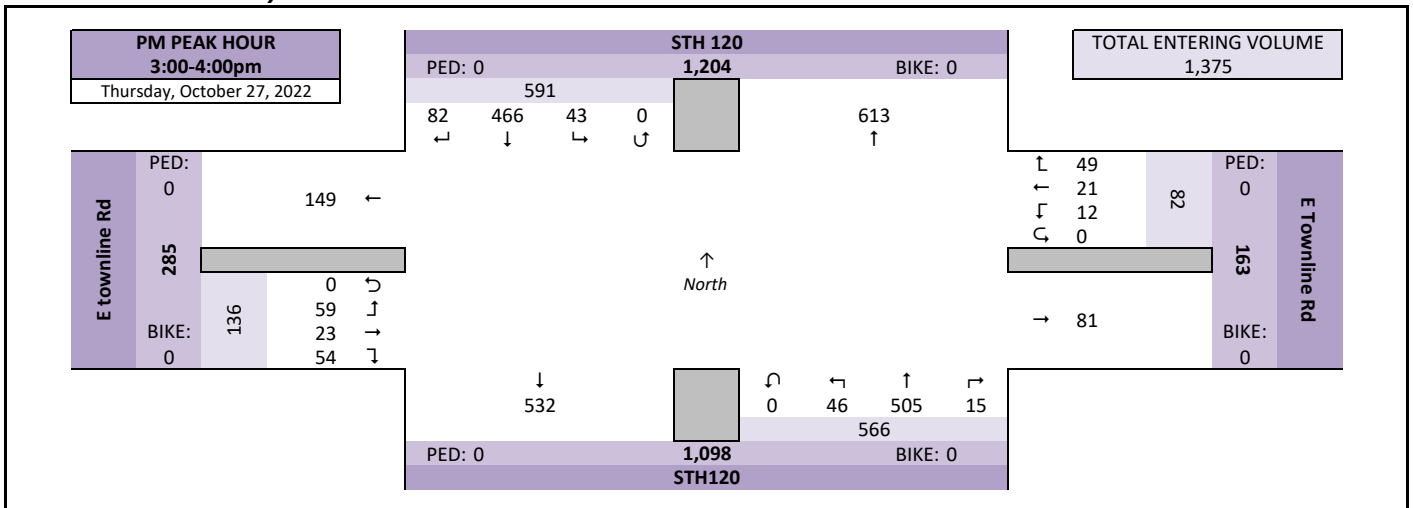
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



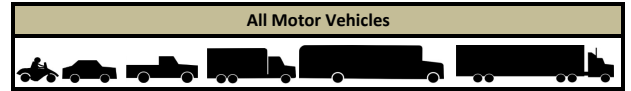
Intersection Traffic Volume Report

Count Basics			Page 3 of 13	
Start Date:	Thursday, October 27, 2022	Weekday	Schools in Session	
Total Number of Hours Counted:	13	Non-Holiday	No Special Events	

Peak Hour Volume Summary

STH 120 & E Townline Rd

Peak Hour Volumes, Truck Percentages, and PHFs



Thursday, October 27, 2022		From North					From East					From South					From West					
		STH 120					E Townline Rd					STH120					E townline Rd					
AM Peak Hour	AM Peak Hour	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	Start Time																					
	7:00 AM	13	105	5	0	123	4	5	2	0	11	2	99	7	0	108	15	3	8	0	26	268
	7:15 AM	21	108	6	0	135	4	2	2	0	8	5	116	24	0	145	13	2	11	0	26	314
	7:30 AM	13	88	10	0	111	7	6	1	0	14	3	115	9	0	127	14	8	10	0	32	284
	7:45 AM	7	75	11	0	93	7	2	1	0	10	9	80	17	0	106	4	4	9	0	17	226
	Peak Hour Volume	54	376	32	0	462	22	15	6	0	43	19	410	57	0	486	46	17	38	0	101	1092
	Rounded Hourly Volume	55	375	30	0	460	20	15	5	0	40	20	410	55	0	485	45	15	40	0	100	1085
	% Single Unit Trucks	3.7	2.7	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	5.3	4.1	1.8	0.0	3.9	2.2	5.9	2.6	0.0	3.0	3.1
	% Heavy Trucks	0.0	3.2	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	1.8
	% Trucks (Total)	3.7	5.9	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	5.3	6.1	1.8	0.0	5.6	2.2	5.9	2.6	0.0	3.0	4.9
Peak Hour Factor (PHF)	0.64	0.87	0.73	0.00	0.86	0.79	0.62	0.75	0.00	0.77	0.53	0.88	0.59	0.00	0.84	0.77	0.53	0.86	0.00	0.79	0.87	

Thursday, October 27, 2022		From North					From East					From South					From West					
Midday (MD) Peak Hour	MD Peak Hour	STH 120					E Townline Rd					STH120					E townline Rd					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	12:00 PM	26	89	6	0	121	10	7	5	0	22	3	85	8	0	96	11	8	7	0	26	265
	12:15 PM	16	68	12	0	96	9	6	3	0	18	6	68	5	0	79	2	9	19	0	30	223
	12:30 PM	17	88	10	1	116	7	8	1	0	16	5	77	9	0	91	5	7	11	0	23	246
	12:45 PM	15	88	10	0	113	11	3	1	0	15	6	96	3	0	105	8	5	14	0	27	260
	Peak Hour Volume	74	333	38	1	446	37	24	10	0	71	20	326	25	0	371	26	29	51	0	106	994
	Rounded Hourly Volume	75	335	40	0	450	35	25	10	0	70	20	325	25	0	370	25	30	50	0	105	995
	% Single Unit Trucks	1.4	4.2	0.0	0.0	3.4	0.0	0.0	10.0	0.0	1.4	0.0	2.5	0.0	0.0	2.2	3.8	0.0	0.0	0.0	0.9	2.5
	% Heavy Trucks	0.0	3.9	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	2.8
% Trucks (Total)	1.4	8.1	0.0	0.0	6.3	0.0	0.0	10.0	0.0	1.4	0.0	7.1	0.0	0.0	6.2	3.8	0.0	0.0	0.0	0.9	5.3	
Peak Hour Factor (PHF)	0.71	0.94	0.79	0.25	0.92	0.84	0.75	0.50	0.00	0.81	0.83	0.85	0.69	0.00	0.88	0.59	0.81	0.67	0.00	0.88	0.94	

Thursday, October 27, 2022		From North					From East					From South					From West					
PM Peak Hour	PM Peak Hour	STH 120					E Townline Rd					STH120					E townline Rd					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	3:00 PM	17	104	12	0	133	17	4	1	0	22	3	142	13	0	158	15	3	14	0	32	345
	3:15 PM	25	127	9	0	161	13	5	2	0	20	2	110	8	0	120	16	6	18	0	40	341
	3:30 PM	20	122	11	0	153	9	7	6	0	22	4	131	10	0	145	9	9	12	0	30	350
	3:45 PM	20	113	11	0	144	10	5	3	0	18	6	122	15	0	143	14	5	15	0	34	339
	Peak Hour Volume	82	466	43	0	591	49	21	12	0	82	15	505	46	0	566	54	23	59	0	136	1375
	Rounded Hourly Volume	80	465	45	0	590	50	20	10	0	80	15	505	45	0	565	55	25	60	0	140	1375
	% Single Unit Trucks	1.2	2.4	2.3	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	1.6	2.2	0.0	1.6	1.9	0.0	0.0	0.0	0.7	1.7
	% Heavy Trucks	1.2	2.1	2.3	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	1.5
% Trucks (Total)	2.4	4.5	4.7	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	3.4	2.2	0.0	3.2	1.9	0.0	0.0	0.0	0.7	3.2	
Peak Hour Factor (PHF)	0.82	0.92	0.90	0.00	0.92	0.72	0.75	0.50	0.00	0.93	0.62	0.89	0.77	0.00	0.90	0.84	0.64	0.82	0.00	0.85	0.98	

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike
 		North Approach 			East Approach 			South Approach 			West Approach 			
		STH 120			E Townline Rd			STH120			E townline Rd			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, October 27, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

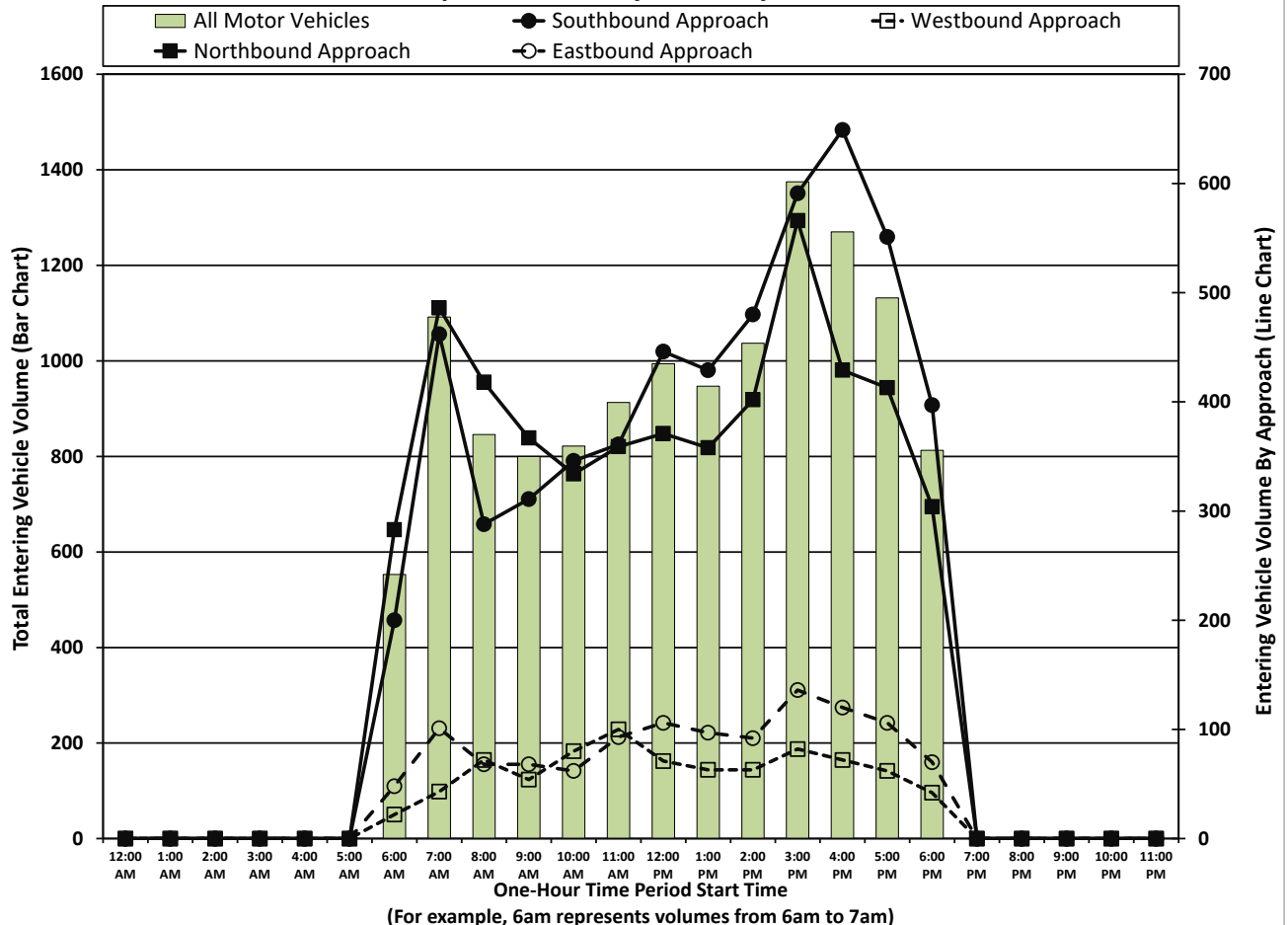
STH 120 & E Townline Rd



One-Hour Motor Vehicle Data

One-Hour Time Period	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals		
	STH 120					E Townline Rd					STH120					E townline Rd						E/W	N/S	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
Start Time																								
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 AM	21	165	13	1	200	8	8	6	0	22	5	259	19	0	283	9	6	33	0	48	553	70	483
	7:00 AM	54	376	32	0	462	22	15	6	0	43	19	410	57	0	486	46	17	38	0	101	1092	144	948
	8:00 AM	38	222	28	0	288	37	29	6	0	72	17	349	52	0	418	21	22	25	0	68	846	140	706
	9:00 AM	40	240	31	0	311	31	16	7	0	54	22	311	34	0	367	23	11	34	0	68	800	122	678
MD	10:00 AM	61	250	35	0	346	47	26	7	0	80	14	296	24	0	334	22	17	23	0	62	822	142	680
	11:00 AM	54	259	47	1	361	55	28	17	0	100	16	313	30	0	359	26	23	44	0	93	913	193	720
	12:00 PM	74	333	38	1	446	37	24	10	0	71	20	326	25	0	371	26	29	51	0	106	994	177	817
PM	1:00 PM	77	318	33	1	429	45	13	5	0	63	17	318	23	0	358	27	22	48	0	97	947	160	787
	2:00 PM	71	378	31	0	480	36	20	7	0	63	16	347	39	0	402	26	23	43	0	92	1037	155	882
	3:00 PM	82	466	43	0	591	49	21	12	0	82	15	505	46	0	566	54	23	59	0	136	1375	218	1157
	4:00 PM	97	516	35	1	649	31	26	15	0	72	18	385	26	0	429	41	30	49	0	120	1270	192	1078
	5:00 PM	74	438	38	1	551	37	13	12	0	62	16	361	36	0	413	37	19	50	0	106	1132	168	964
	6:00 PM	53	331	13	0	397	20	16	6	0	42	5	274	25	0	304	21	13	36	0	70	813	112	701
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		796	4292	417	6	5511	455	255	116	0	826	200	4454	436	0	5090	379	255	533	0	1167	12594	1993	10601

Graphical Summary of Hourly Volumes

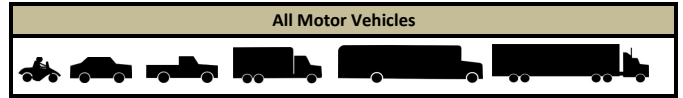


Intersection Traffic Volume Report

Count Basics			Page 5 of 13	
Start Date:	Thursday, October 27, 2022	Weekday	Schools in Session	
Total Number of Hours Counted:	13	Non-Holiday	No Special Events	

15-Minute Motor Vehicle Data

STH 120 & E Townline Rd



15-Minute Motor Vehicle Data

15-Minute Time Period	Start Time	From North STH 120					From East E Townline Rd					From South STH120					From West E townline Rd					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	4	17	1	1	23	1	2	0	0	3	0	37	1	0	38	1	1	3	0	5	69	553	0.65
	6:15 AM	7	25	3	0	35	1	2	0	0	3	1	60	4	0	65	1	1	7	0	9	112	752	0.70
	6:30 AM	6	49	4	0	59	2	0	2	0	4	1	73	5	0	79	3	1	14	0	18	160	954	0.76
	6:45 AM	4	74	5	0	83	4	4	4	0	12	3	89	9	0	101	4	3	9	0	16	212	1078	0.86
	7:00 AM	13	105	5	0	123	4	5	2	0	11	2	99	7	0	108	15	3	8	0	26	268	1092	0.87
	7:15 AM	21	108	6	0	135	4	2	2	0	8	5	116	24	0	145	13	2	11	0	26	314	1027	0.82
	7:30 AM	13	88	10	0	111	7	6	1	0	14	3	115	9	0	127	14	8	10	0	32	284	923	0.81
	7:45 AM	7	75	11	0	93	7	2	1	0	10	9	80	17	0	106	4	4	9	0	17	226	853	0.94
	8:00 AM	10	48	5	0	63	9	3	2	0	14	6	87	13	0	106	5	7	8	0	20	203	846	0.97
	8:15 AM	9	61	9	0	79	11	8	2	0	21	3	77	12	0	92	5	6	7	0	18	210	838	0.96
	8:30 AM	9	60	7	0	76	7	11	0	0	18	0	93	17	0	110	3	1	6	0	10	214	791	0.90
	8:45 AM	10	53	7	0	70	10	7	2	0	19	8	92	10	0	110	8	8	4	0	20	219	778	0.89
Midday Peak Period	9:00 AM	8	59	5	0	72	5	3	1	0	9	4	79	14	0	97	5	3	9	0	17	195	800	0.83
	9:15 AM	6	47	6	0	59	5	2	1	0	8	6	65	5	0	76	6	3	11	0	20	163	799	0.83
	9:30 AM	12	67	6	0	85	10	6	0	0	16	4	80	7	0	91	3	2	4	0	9	201	835	0.87
	9:45 AM	14	67	14	0	95	11	5	5	0	21	8	87	8	0	103	9	3	10	0	22	241	834	0.87
	10:00 AM	14	62	6	0	82	12	5	1	0	18	5	68	7	0	80	4	3	7	0	14	194	822	0.90
	10:15 AM	14	70	4	0	88	12	8	4	0	24	4	62	7	0	73	2	8	4	0	14	199	832	0.91
	10:30 AM	17	53	11	0	81	12	8	0	0	20	2	76	5	0	83	10	1	5	0	16	200	853	0.93
	10:45 AM	16	65	14	0	95	11	5	2	0	18	3	90	5	0	98	6	5	7	0	18	229	892	0.93
	11:00 AM	12	60	13	0	85	15	2	3	0	20	4	72	5	0	81	2	3	13	0	18	204	913	0.91
	11:15 AM	14	55	11	1	81	15	5	3	0	23	1	78	10	0	89	9	6	12	0	27	220	974	0.92
	11:30 AM	12	70	12	0	94	12	11	8	0	31	4	79	7	0	90	10	7	7	0	24	239	977	0.92
	11:45 AM	16	74	11	0	101	13	10	3	0	26	7	84	8	0	99	5	7	12	0	24	250	984	0.93
	12:00 PM	26	89	6	0	121	10	7	5	0	22	3	85	8	0	96	11	8	7	0	26	265	994	0.94
PM Peak Period	12:15 PM	16	68	12	0	96	9	6	3	0	18	6	68	5	0	79	2	9	19	0	30	223	958	0.92
	12:30 PM	17	88	10	1	116	7	8	1	0	16	5	77	9	0	91	5	7	11	0	23	246	993	0.95
	12:45 PM	15	88	10	0	113	11	3	1	0	15	6	96	3	0	105	8	5	14	0	27	260	972	0.93
	1:00 PM	15	94	5	0	114	7	5	1	0	13	3	76	3	0	82	3	8	9	0	20	229	947	0.92
	1:15 PM	8	87	8	1	104	18	7	2	0	27	4	93	8	0	105	8	3	11	0	22	258	950	0.92
	1:30 PM	32	69	12	0	113	13	0	2	0	15	3	63	5	0	71	7	4	15	0	26	225	930	0.98
	1:45 PM	22	68	8	0	98	7	1	0	0	8	7	86	7	0	100	9	7	13	0	29	235	975	0.90
	2:00 PM	17	86	5	0	108	8	5	2	0	15	4	73	7	0	84	6	5	14	0	25	232	1037	0.87
	2:15 PM	13	93	9	0	115	8	7	0	0	15	2	74	8	0	84	7	8	9	0	24	238	1150	0.83
	2:30 PM	22	88	9	0	119	13	4	4	0	21	5	95	8	0	108	7	4	11	0	22	270	1253	0.91
	2:45 PM	19	111	8	0	138	7	4	1	0	12	5	105	16	0	126	6	6	9	0	21	297	1333	0.95
	3:00 PM	17	104	12	0	133	17	4	1	0	22	3	142	13	0	158	15	3	14	0	32	345	1375	0.98
	3:15 PM	25	127	9	0	161	13	5	2	0	20	2	110	8	0	120	16	6	18	0	40	341	1372	0.98
	3:30 PM	20	122	11	0	153	9	7	6	0	22	4	131	10	0	145	9	9	12	0	30	350	1344	0.96
	3:45 PM	20	113	11	0	144	10	5	3	0	18	6	122	15	0	143	14	5	15	0	34	339	1316	0.96
	4:00 PM	22	156	5	0	183	7	5	4	0	16	3	104	8	0	115	10	6	12	0	28	342	1270	0.93
	4:15 PM	21	114	14	1	150	6	8	1	0	15	3	104	6	0	113	14	11	10	0	35	313	1185	0.92
	4:30 PM	34	127	9	0	170	9	9	8	0	26	6	92	4	0	102	11	4	9	0	24	322	1185	0.92
	4:45 PM	20	119	7	0	146	9	4	2	0	15	6	85	8	0	99	6	9	18	0	33	293	1159	0.93
	5:00 PM	17	87	11	0	115	11	1	2	0	14	5	86	7	0	98	14	3	13	0	30	257	1132	0.90
	5:15 PM	19	142	6	0	167	13	4	4	0	21	1	84	15	0	100	5	7	13	0	25	313	1170	0.93
	5:30 PM	25	106	10	1	142	7	3	2	0	12	4	107	7	0	118	5	5	14	0	24	296	1051	0.89
	5:45 PM	13	103	11	0	127	6	5	4	0	15	6	84	7	0	97	13	4	10	0	27	266	932	0.79
	6:00 PM	19	100	3	0	122	10	11	1	0	22	3	113	5	0	121	4	9	17	0	30	295	813	0.69
	6:15 PM	12	92	3	0	107	6	3	2	0	11	1	54	7	0	62	9	2	3	0	14	194		
	6:30 PM	12	82	2	0	96	3	1	2	0	6	1	52	7	0	60	4	2	9	0	15	177		
	6:45 PM	10	57	5	0	72	1	1	1	0	3	0	55	6	0	61	4	0	7	0	11	147		
Totals		796	4292	417	6	5511	455	255	116	0	826	200	4454	436	0	5090	379	255	533	0	1167	12594		

Peak Hour All Vehicle Volume Summary

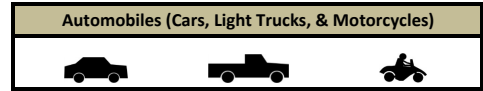
Hourly Time Period	Start Time	From North STH 120					From East E Townline Rd					From South STH120					From West E townline Rd					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	7:00 AM	54	376	32	0	462	22	15	6	0	43	19	410	57	0	486	46	17	38	0	101	1092	0.87
MD	12:00 PM	74	333	38	1	446	37	24	10	0	71	20	326	25	0	371	26	29	51	0	106	994	0.94
PM	3:00 PM	82	466	43	0	591	49	21	12	0	82	15	505	46	0	566	54	23	59	0	136	1375	0.98

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Thursday, October 27, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

15-Minute Automobile Data

STH 120 & E Townline Rd



15-Minute Automobile Data

15-Minute Time Period Start Time		From North					From East					From South					From West					15-Min Totals	Hourly Sum
		STH 120					E Townline Rd					STH120					E townline Rd						
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	4	16	1	1	22	1	2	0	0	3	0	33	1	0	34	1	1	3	0	5	64	517
	6:15 AM	7	21	3	0	31	1	2	0	0	3	1	53	4	0	58	1	1	7	0	9	101	705
	6:30 AM	5	46	4	0	55	2	0	2	0	4	1	66	5	0	72	3	1	13	0	17	148	905
	6:45 AM	4	70	4	0	78	3	4	4	0	11	3	87	9	0	99	4	3	9	0	16	204	1028
	7:00 AM	13	96	5	0	114	4	5	2	0	11	2	94	7	0	103	14	2	8	0	24	252	1038
	7:15 AM	20	103	6	0	129	4	2	2	0	8	4	110	24	0	138	13	2	11	0	26	301	975
	7:30 AM	12	85	10	0	107	7	6	1	0	14	3	107	8	0	118	14	8	10	0	32	271	871
	7:45 AM	7	70	11	0	88	7	2	1	0	10	9	74	17	0	100	4	4	8	0	16	214	804
	8:00 AM	9	42	5	0	56	9	3	2	0	14	6	81	13	0	100	4	7	8	0	19	189	798
	8:15 AM	9	57	9	0	75	10	7	2	0	19	2	71	12	0	85	5	6	7	0	18	197	788
	8:30 AM	8	54	7	0	69	7	11	0	0	18	0	90	17	0	107	3	1	6	0	10	204	742
	8:45 AM	10	48	7	0	65	10	7	2	0	19	8	87	10	0	105	8	8	3	0	19	208	726
	9:00 AM	8	48	5	0	61	5	3	1	0	9	4	74	14	0	92	5	3	9	0	17	179	751
	9:15 AM	6	44	5	0	55	5	2	1	0	8	6	57	5	0	68	6	3	11	0	20	151	751
	9:30 AM	12	60	6	0	78	10	6	0	0	16	4	74	7	0	85	3	2	4	0	9	188	790
9:45 AM	14	64	14	0	92	11	5	5	0	21	8	82	8	0	98	9	3	10	0	22	233	792	
Midday Peak Period	10:00 AM	12	58	6	0	76	12	5	1	0	18	5	59	7	0	71	4	3	7	0	14	179	773
	10:15 AM	14	65	4	0	83	12	8	4	0	24	4	58	7	0	69	2	8	4	0	14	190	789
	10:30 AM	17	50	11	0	78	12	8	0	0	20	2	71	5	0	78	8	1	5	0	14	190	807
	10:45 AM	16	62	14	0	92	10	5	1	0	16	2	82	5	0	89	6	5	6	0	17	214	846
	11:00 AM	11	58	13	0	82	15	2	3	0	20	4	67	5	0	76	1	3	13	0	17	195	867
	11:15 AM	14	51	11	1	77	15	5	3	0	23	1	70	10	0	81	9	6	12	0	27	208	919
	11:30 AM	12	65	12	0	89	12	11	7	0	30	4	75	7	0	86	10	7	7	0	24	229	925
	11:45 AM	16	68	11	0	95	13	10	3	0	26	7	75	8	0	90	5	7	12	0	24	235	930
	12:00 PM	25	81	6	0	112	10	7	4	0	21	3	78	8	0	89	10	8	7	0	25	247	941
	12:15 PM	16	63	12	0	91	9	6	3	0	18	6	64	5	0	75	2	9	19	0	30	214	906
	12:30 PM	17	80	10	1	108	7	8	1	0	16	5	73	9	0	87	5	7	11	0	23	234	940
	12:45 PM	15	82	10	0	107	11	3	1	0	15	6	88	3	0	97	8	5	14	0	27	246	926
	1:00 PM	15	85	5	0	105	6	5	1	0	12	3	70	3	0	76	3	8	8	0	19	212	899
	1:15 PM	8	79	8	1	96	18	7	2	0	27	4	91	8	0	103	8	3	11	0	22	248	909
	1:30 PM	32	67	12	0	111	13	0	2	0	15	3	60	5	0	68	7	4	15	0	26	220	891
1:45 PM	22	61	8	0	91	7	1	0	0	8	7	77	7	0	91	9	7	13	0	29	219	929	
PM Peak Period	2:00 PM	17	80	5	0	102	8	5	2	0	15	4	70	6	0	80	6	5	14	0	25	222	996
	2:15 PM	13	88	9	0	110	8	7	0	0	15	2	71	8	0	81	7	8	9	0	24	230	1105
	2:30 PM	22	86	9	0	117	13	4	4	0	21	5	85	8	0	98	7	4	11	0	22	258	1206
	2:45 PM	19	106	8	0	133	7	4	1	0	12	5	99	16	0	120	6	6	9	0	21	286	1289
	3:00 PM	17	98	10	0	125	17	4	1	0	22	3	137	12	0	152	15	3	14	0	32	331	1331
	3:15 PM	25	121	9	0	155	13	5	2	0	20	2	106	8	0	116	16	6	18	0	40	331	1324
	3:30 PM	18	119	11	0	148	9	7	6	0	22	4	127	10	0	141	9	9	12	0	30	341	1295
	3:45 PM	20	107	11	0	138	10	5	3	0	18	6	118	15	0	139	13	5	15	0	33	328	1267
	4:00 PM	22	145	5	0	172	7	4	4	0	15	3	100	8	0	111	9	6	11	0	26	324	1228
	4:15 PM	21	108	14	1	144	6	8	1	0	15	3	101	6	0	110	12	11	10	0	33	302	1152
	4:30 PM	33	121	9	0	163	9	9	8	0	26	6	90	4	0	100	11	4	9	0	24	313	1156
	4:45 PM	20	118	6	0	144	9	4	2	0	15	6	83	8	0	97	6	9	18	0	33	289	1134
	5:00 PM	17	82	11	0	110	11	1	2	0	14	5	82	7	0	94	14	3	13	0	30	248	1107
	5:15 PM	18	137	6	0	161	13	4	4	0	21	1	83	15	0	99	5	7	13	0	25	306	1150
	5:30 PM	25	105	9	1	140	7	3	2	0	12	4	105	7	0	116	5	5	13	0	23	291	1031
5:45 PM	13	101	11	0	125	6	5	4	0	15	6	82	7	0	95	13	4	10	0	27	262	917	
6:00 PM	19	98	3	0	120	10	11	1	0	22	3	111	5	0	119	4	9	17	0	30	291	798	
6:15 PM	12	88	3	0	103	6	3	2	0	11	1	51	7	0	59	9	2	3	0	14	187		
6:30 PM	12	82	2	0	96	3	1	2	0	6	1	52	7	0	60	4	2	9	0	15	177		
6:45 PM	10	55	5	0	70	1	1	1	0	3	0	53	6	0	59	4	0	7	0	11	143		
Totals		783	4044	411	6	5244	451	253	113	0	817	197	4204	433	0	4834	369	254	526	0	1149	12044	

Peak Hour Automobile Volume Summary

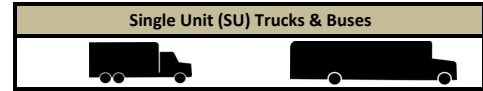
Hourly Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume
	STH 120					E Townline Rd					STH120					E townline Rd					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:00 AM	52	354	32	0	438	22	15	6	0	43	18	385	56	0	459	45	16	37	0	98	1038
MD 12:00 PM	73	306	38	1	418	37	24	9	0	70	20	303	25	0	348	25	29	51	0	105	941
PM 3:00 PM	80	445	41	0	566	49	21	12	0	82	15	488	45	0	548	53	23	59	0	135	1331

Intersection Traffic Volume Report

Count Basics			Page 7 of 13
Start Date:	Thursday, October 27, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

15-Minute Single Unit (SU) Truck & Bus Data

STH 120 & E Townline Rd



15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period Start Time		From North					From East					From South					From West					15-Min Totals	Hourly Sum	
		STH 120					E Townline Rd					STH120					E townline Rd							
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	14
	6:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	21
	6:30 AM	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	24	
	6:45 AM	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	29	
	7:00 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	8	34	
	7:15 AM	1	1	0	0	2	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	8	33	
	7:30 AM	1	2	0	0	3	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	10	31	
	7:45 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	8	26	
	8:00 AM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	7	24	
	8:15 AM	0	2	0	0	2	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	6	26	
	8:30 AM	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	27	
	8:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	6	28	
	9:00 AM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9	25	
9:15 AM	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	20		
9:30 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	17		
9:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	16		
Midday Peak Period	10:00 AM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	17	
	10:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	17	
	10:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	5	17	
	10:45 AM	0	1	0	0	1	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	4	15	
	11:00 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4	15	
	11:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	20	
	11:30 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	20	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	22	
	12:00 PM	1	4	0	0	5	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	9	25	
	12:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	21	
	12:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	20	
	12:45 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	18	
	1:00 PM	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	5	18	
1:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	17		
1:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	18		
1:45 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	18		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	4	14	
	2:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	19	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	21	
	2:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	20	
	3:00 PM	0	3	1	0	4	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	9	23	
	3:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	24	
	3:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	24	
	3:45 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	6	27	
	4:00 PM	0	8	0	0	8	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	10	22	
	4:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	6	15	
	4:30 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	11	
	4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	
	5:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	6	
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	3	
	5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
6:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3			
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
Totals		9	101	5	0	115	3	2	2	0	7	3	100	3	0	106	10	1	2	0	13	241		

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period	Start Time	From North STH 120					From East E Townline Rd					From South STH120					From West E townline Rd					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	2	10	0	0	12	0	0	0	0	0	1	17	1	0	19	1	1	1	0	3	34
MD	12:00 PM	1	14	0	0	15	0	0	1	0	1	0	8	0	0	8	1	0	0	0	1	25
PM	3:00 PM	1	11	1	0	13	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	23

Intersection Traffic Volume Report

Count Basics				Page 8 of 13
Start Date:	Thursday, October 27, 2022	Weekday	Schools in Session	
Total Number of Hours Counted:	13	Non-Holiday	No Special Events	

15-Minute Semi-Truck Data

STH 120 & E Townline Rd



15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North					From East					From South					From West					15-Min Totals	Hourly Sum
		STH 120					E Townline Rd					STH120					E townline Rd						
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	22
	6:15 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	26
	6:30 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7	25
	6:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	21
	7:00 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8	20
	7:15 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	19
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	21
	7:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	23
	8:00 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	24
	8:15 AM	0	2	0	0	2	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	7	24
	8:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	22
	8:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	24
	9:00 AM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7	24
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5	28
	9:30 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	28
	9:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	26
Midday Peak Period	10:00 AM	1	3	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11	32
	10:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	26
	10:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	29
	10:45 AM	0	2	0	0	2	0	0	1	0	1	0	7	0	0	7	0	0	1	0	1	11	31
	11:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	31
	11:15 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	35
	11:30 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	32
	11:45 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11	32
	12:00 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9	28
	12:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	31
	12:30 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	33
	12:45 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	28
	1:00 PM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	12	30
	1:15 PM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7	24
	1:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	21
	1:45 PM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9	28
PM Peak Period	2:00 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	27	
	2:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	26
	2:30 PM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9	26
	2:45 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8	24
	3:00 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	21
	3:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	24
	3:30 PM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	25
	3:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	22
	4:00 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	8	20
	4:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	18
	4:30 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	18
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	18
	5:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	19
	5:15 PM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	17
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4	16
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	12
	6:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
	6:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
Totals		4	147	1	0	152	1	0	1	0	2	0	150	0	0	150	0	0	5	0	5	309	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume
	STH 120					E Townline Rd					STH120					E townline Rd					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:00 AM	0	12	0	0	12	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	20
MD 12:00 PM	0	13	0	0	13	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	28
PM 3:00 PM	1	10	1	0	12	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	21

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Thursday, October 27, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 120 & E Townline Rd



15-Minute Heavy Vehicle Data

15-Minute Time Period	Start Time	From North STH 120					From East E Townline Rd					From South STH120					From West E townline Rd					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	36
	6:15 AM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11	47
	6:30 AM	1	3	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	12	49
	6:45 AM	0	4	1	0	5	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	8	50
	7:00 AM	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	1	1	0	0	2	16	54
	7:15 AM	1	5	0	0	6	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	13	52
	7:30 AM	1	3	0	0	4	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	13	52
	7:45 AM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	12	49
	8:00 AM	1	6	0	0	7	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	14	48
	8:15 AM	0	4	0	0	4	1	1	0	0	2	1	6	0	0	7	0	0	0	0	0	13	50
	8:30 AM	1	6	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10	49
	8:45 AM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	11	52
	9:00 AM	0	11	0	0	11	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	16	49
	9:15 AM	0	3	1	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12	48
Midday Peak Period	9:30 AM	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13	45
	9:45 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	42
	10:00 AM	2	4	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15	49
	10:15 AM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9	43
	10:30 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	10	46
	10:45 AM	0	3	0	0	3	1	0	1	0	2	1	8	0	0	9	0	0	1	0	1	15	46
	11:00 AM	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	9	46
	11:15 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12	55
	11:30 AM	0	5	0	0	5	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	10	52
	11:45 AM	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15	54
	12:00 PM	1	8	0	0	9	0	0	1	0	1	0	7	0	0	7	1	0	0	0	1	18	53
	12:15 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9	52
	12:30 PM	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12	53
	12:45 PM	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14	46
PM Peak Period	1:00 PM	0	9	0	0	9	1	0	0	0	1	0	6	0	0	6	0	0	1	0	1	17	48
	1:15 PM	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10	41
	1:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	39
	1:45 PM	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	16	46
	2:00 PM	0	6	0	0	6	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	10	41
	2:15 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8	45
	2:30 PM	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	12	47
	2:45 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	44
	3:00 PM	0	6	2	0	8	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	14	44
	3:15 PM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10	48
	3:30 PM	2	3	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9	49
	3:45 PM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	11	49
	4:00 PM	0	11	0	0	11	0	1	0	0	1	0	4	0	0	4	1	0	1	0	2	18	42
	4:15 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	11	33
	4:30 PM	1	6	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9	29
	4:45 PM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	25
	5:00 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9	25
	5:15 PM	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7	20
	5:30 PM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5	20
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	15
	6:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	15
	6:15 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	
Totals		13	248	6	0	267	4	2	3	0	9	3	250	3	0	256	10	1	7	0	18	550	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	Start Time	From North STH 120					From East E Townline Rd					From South STH120					From West E townline Rd					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	2	22	0	0	24	0	0	0	0	0	1	25	1	0	27	1	1	1	0	3	54
MD	12:00 PM	1	27	0	0	28	0	0	1	0	1	0	23	0	0	23	1	0	0	0	1	53
PM	3:00 PM	2	21	2	0	25	0	0	0	0	0	0	17	1	0	18	1	0	0	0	1	44

Intersection Traffic Volume Report

Count Basics			Page 10 of 13
Start Date:	Thursday, October 27, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

STH 120 & E Townline Rd

%	Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)		
			

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time		From North					From East					From South					From West					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		STH 120					E Townline Rd					STH120					E townline Rd						
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0.0	5.9	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	10.8	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	7.2	6.5
	6:15 AM	0.0	16.0	0.0	0.0	11.4	0.0	0.0	0.0	0.0	0.0	0.0	11.7	0.0	0.0	10.8	0.0	0.0	0.0	0.0	0.0	9.8	6.3
	6:30 AM	16.7	6.1	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	9.6	0.0	0.0	8.9	0.0	0.0	7.1	0.0	5.6	7.5	5.1
	6:45 AM	0.0	5.4	20.0	0.0	6.0	25.0	0.0	0.0	0.0	8.3	0.0	2.2	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	3.8	4.6
	7:00 AM	0.0	8.6	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	4.6	6.7	33.3	0.0	0.0	7.7	6.0	4.9
	7:15 AM	4.8	4.6	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	20.0	5.2	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	4.1	5.1
	7:30 AM	7.7	3.4	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	7.0	11.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	4.6	5.6
	7:45 AM	0.0	6.7	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	5.7	0.0	0.0	11.1	0.0	5.9	5.3	5.7
	8:00 AM	10.0	12.5	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	5.7	20.0	0.0	0.0	0.0	5.0	6.9	5.7
	8:15 AM	0.0	6.6	0.0	0.0	5.1	9.1	12.5	0.0	0.0	9.5	33.3	7.8	0.0	0.0	7.6	0.0	0.0	0.0	0.0	0.0	6.2	6.0
	8:30 AM	11.1	10.0	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	4.7	6.2
	8:45 AM	0.0	9.4	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	4.5	0.0	0.0	25.0	0.0	5.0	5.0	6.7
	9:00 AM	0.0	18.6	0.0	0.0	15.3	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	8.2	6.1
	9:15 AM	0.0	6.4	16.7	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	12.3	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	7.4	6.0
	9:30 AM	0.0	10.4	0.0	0.0	8.2	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	6.5	5.4
	9:45 AM	0.0	4.5	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	3.3	5.0
Midday Peak Period	10:00 AM	14.3	6.5	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	13.2	0.0	0.0	11.2	0.0	0.0	0.0	0.0	0.0	7.7	6.0
	10:15 AM	0.0	7.1	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	4.5	5.2
	10:30 AM	0.0	5.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0	6.0	20.0	0.0	0.0	0.0	12.5	5.0	5.4
	10:45 AM	0.0	4.6	0.0	0.0	3.2	9.1	0.0	50.0	0.0	11.1	33.3	8.9	0.0	0.0	9.2	0.0	0.0	14.3	0.0	5.6	6.6	5.2
	11:00 AM	8.3	3.3	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	6.2	50.0	0.0	0.0	0.0	5.6	4.4	5.0
	11:15 AM	0.0	7.3	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	10.3	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	5.5	5.6
	11:30 AM	0.0	7.1	0.0	0.0	5.3	0.0	0.0	12.5	0.0	3.2	0.0	5.1	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	4.2	5.3
	11:45 AM	0.0	8.1	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	6.0	5.5
	12:00 PM	3.8	9.0	0.0	0.0	7.4	0.0	0.0	20.0	0.0	4.5	0.0	8.2	0.0	0.0	7.3	9.1	0.0	0.0	0.0	3.8	6.8	5.3
	12:15 PM	0.0	7.4	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	4.0	5.4
	12:30 PM	0.0	9.1	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	5.2	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	4.9	5.3
	12:45 PM	0.0	6.8	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	7.6	0.0	0.0	0.0	0.0	0.0	5.4	4.7
	1:00 PM	0.0	9.6	0.0	0.0	7.9	14.3	0.0	0.0	0.0	7.7	0.0	7.9	0.0	0.0	7.3	0.0	0.0	11.1	0.0	5.0	7.4	5.1
	1:15 PM	0.0	9.2	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	3.9	4.3
	1:30 PM	0.0	2.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	2.2	4.2
	1:45 PM	0.0	10.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	6.8	4.7
PM Peak Period	2:00 PM	0.0	7.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4.1	14.3	0.0	4.8	0.0	0.0	0.0	0.0	0.0	4.3	4.0
	2:15 PM	0.0	5.4	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	3.4	3.9
	2:30 PM	0.0	2.3	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	9.3	0.0	0.0	0.0	0.0	0.0	4.4	3.8
	2:45 PM	0.0	4.5	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	3.7	3.3
	3:00 PM	0.0	5.8	16.7	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	7.7	0.0	3.8	0.0	0.0	0.0	0.0	0.0	4.1	3.2
	3:15 PM	0.0	4.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	2.9	3.5
	3:30 PM	10.0	2.5	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	2.6	3.6
	3:45 PM	0.0	5.3	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	2.8	7.1	0.0	0.0	0.0	2.9	3.2	3.7
	4:00 PM	0.0	7.1	0.0	0.0	6.0	0.0	20.0	0.0	0.0	6.2	0.0	3.8	0.0	0.0	3.5	10.0	0.0	8.3	0.0	7.1	5.3	3.3
	4:15 PM	0.0	5.3	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.7	14.3	0.0	0.0	0.0	5.7	3.5	2.8
	4:30 PM	2.9	4.7	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.8	2.4
	4:45 PM	0.0	0.8	14.3	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.4	2.2
	5:00 PM	0.0	5.7	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	3.5	2.2
	5:15 PM	5.3	3.5	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	2.2	1.7
	5:30 PM	0.0	0.9	10.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.7	0.0	0.0	7.1	0.0	4.2	1.7	1.9
	5:45 PM	0.0	1.9	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	1.5	1.6
6:00 PM	0.0	2.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.4	1.8	
6:15 PM	0.0	4.3	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	3.6		
6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
6:45 PM	0.0	3.5	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	2.7		
Totals		1.6	5.8	1.4	0.0	4.8	0.9	0.8	2.6	0.0	1.1	1.5	5.6	0.7	0.0	5.0	2.6	0.4	1.3	0.0	1.5	4.4	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Hourly Heavy
	STH 120					E Townline Rd					STH120					E townline Rd					Vehicle
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM 7:00 AM	3.7	5.9	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	5.3	6.1	1.8	0.0	5.6	2.2	5.9	2.6	0.0	3.0	4.9
MD 12:00 PM	1.4	8.1	0.0	0.0	6.3	0.0	0.0	10.0	0.0	1.4	0.0	7.1	0.0	0.0	6.2	3.8	0.0	0.0	0.0	0.9	5.3
PM 3:00 PM	2.4	4.5	4.7	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	7.4	2.2	0.0	3.2	1.9	0.0	0.0	0.0	0.7	3.2

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics			Page 11 of 13
Start Date:	Thursday, October 27, 2022	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

STH 120 & E Townline Rd



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time		Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
		North Approach			East Approach			South Approach			West Approach				
		STH 120			E Townline Rd			STH120			E townline Rd				
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	1:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		2	2	4	0	0	0	0	0	0	1	0	1	5	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementary School Age Children	x					
Visually Impaired (white cane/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics		Version 2013.14.1	Page 1 of 13
Start Date:	Tuesday, May 11, 2021	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

Base Information, Observed (13) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **STH 120 and Bloomfield Road**

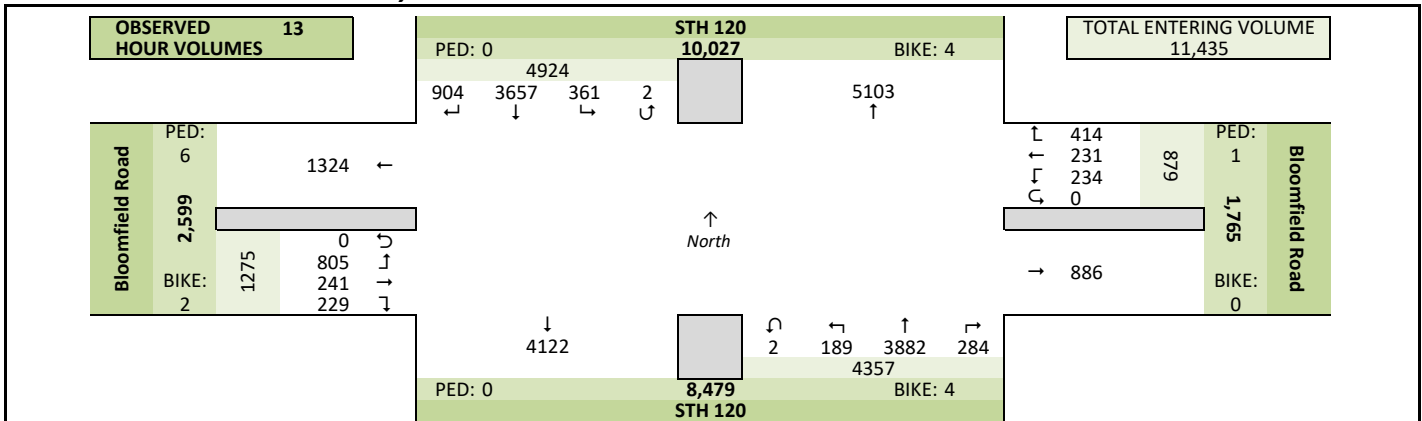
Site Information

Municipality	City of Lake Geneva		
County	Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction	↑	
North Leg	STH 120		
East Leg	Bloomfield Road		
South Leg	STH 120		
West Leg	Bloomfield Road		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementry school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
	Other (describe)	None	

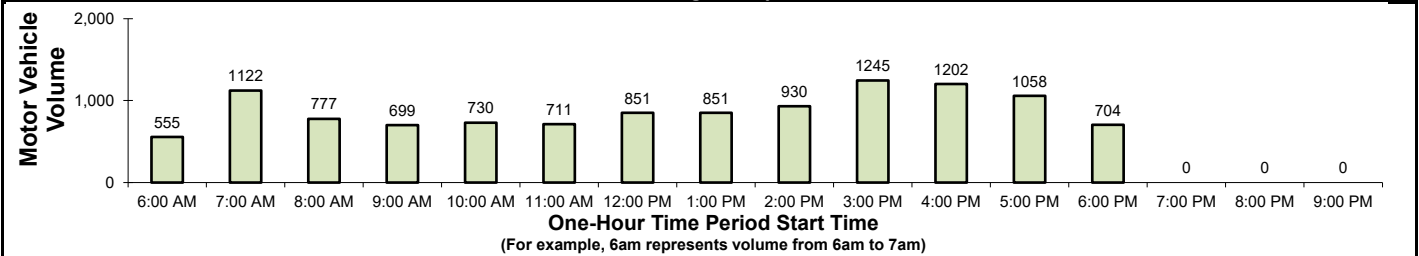
Count Information

Hrs Counted: 6:00 AM-7:00 PM					
1st Day of Count		Tuesday, May 11, 2021		Weather	
AM Peak Period		Wednesday, May 12, 2021		Clear & Dry	
Midday Peak Period		Tuesday, May 11, 2021		Clear & Dry	
PM Peak Period		Tuesday, May 11, 2021		Clear & Dry	
Calculated Peak Hours					
	AM	7:00-8:00am	MD	12:00-1:00pm	PM 3:30-4:30pm
Peak Hours Selected for Analysis					
	AM	7:00-8:00am	MD	12:00-1:00pm	PM 3:30-4:30pm
Daily/Seasonal Adjustment Group			(2) Urban Arterials & Collectors		
Count Expansion Group			(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor			0.881	Count Expansion Factor	1.199
Company Name			TADI, Inc.		Manual Adj. 1.000
Observers	AM Peak Period		Amy Scheuerlein		
	Midday Peak Period		Ron Andryk		
	PM Peak Period		Larry Numerich		
Comments	2019 DOT Seasonal Factors				

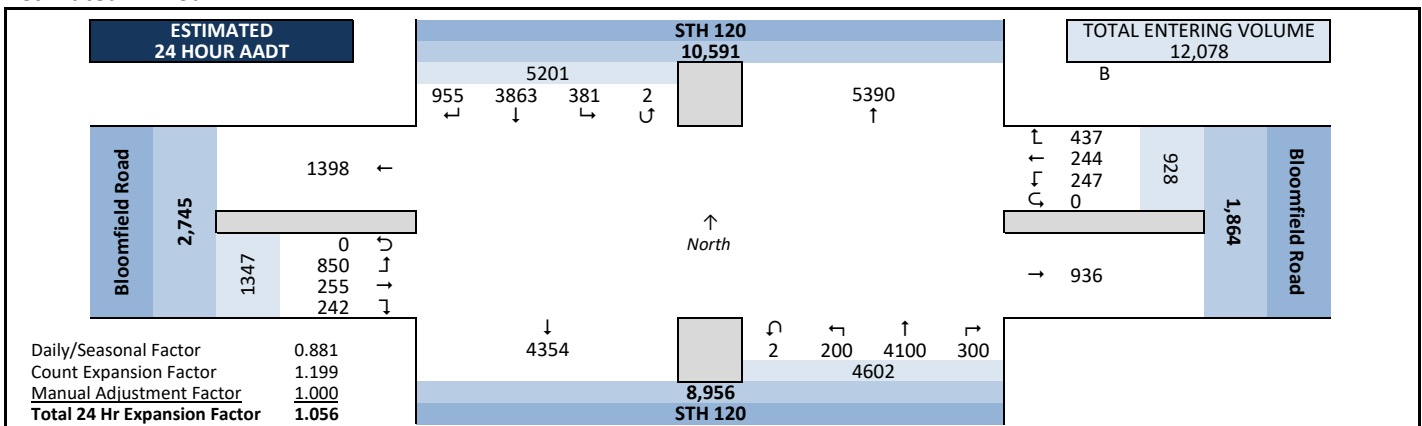
Observed 13 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



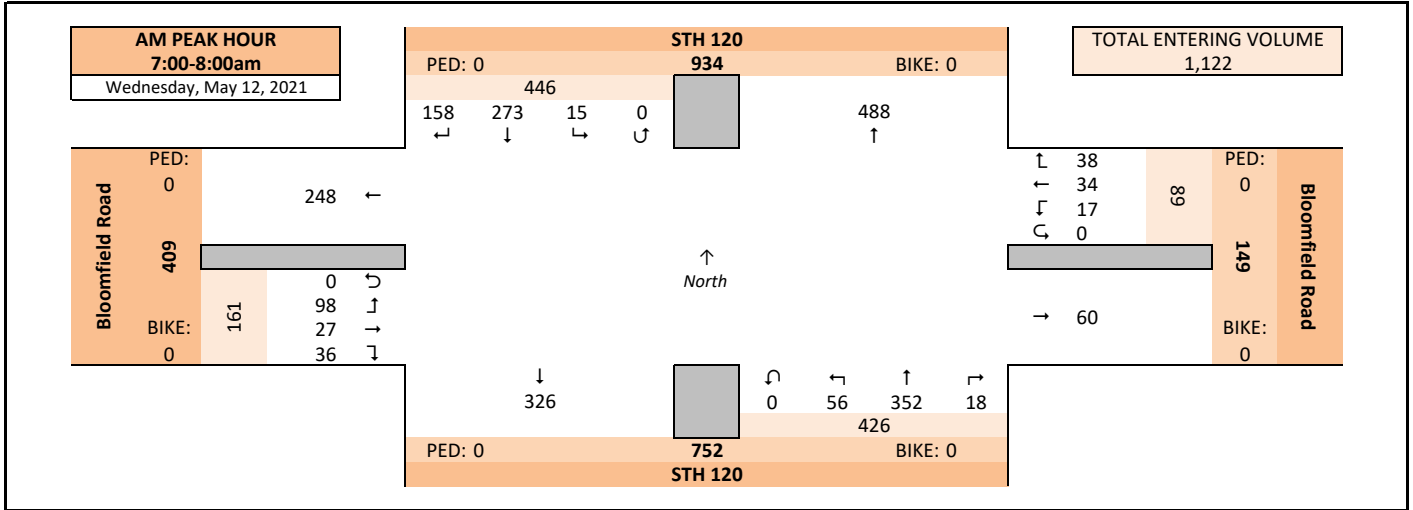
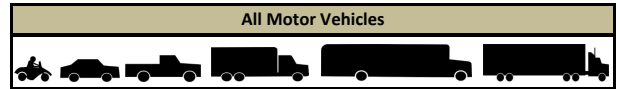
Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

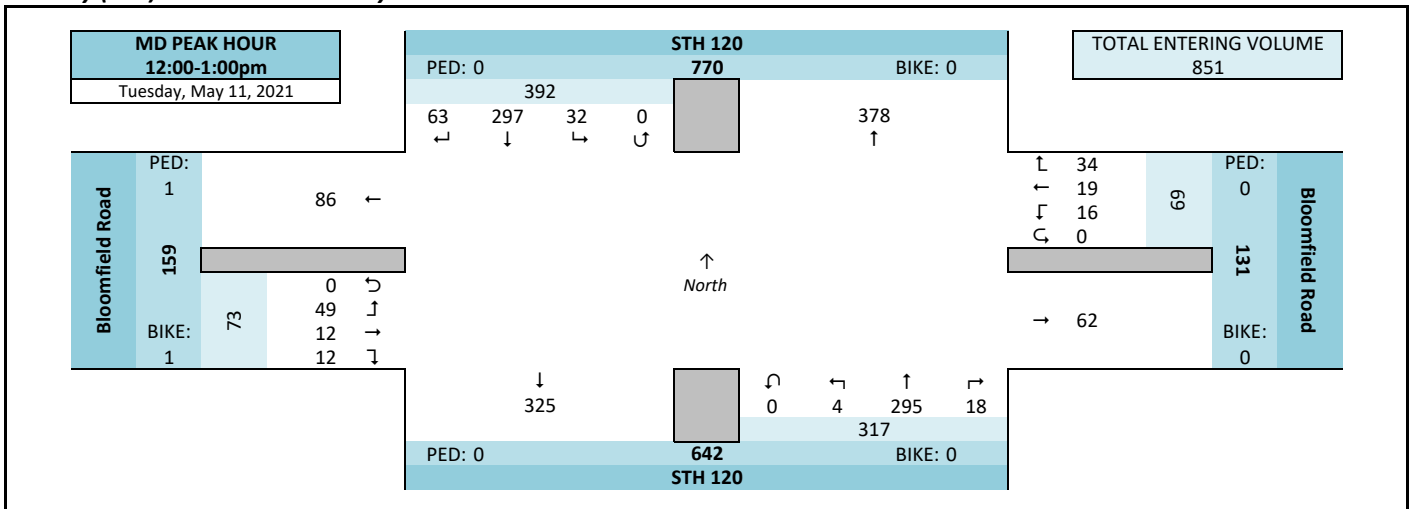
Count Basics		Page 2 of 13	
Start Date:	Tuesday, May 11, 2021	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

STH 120 and Bloomfield Road

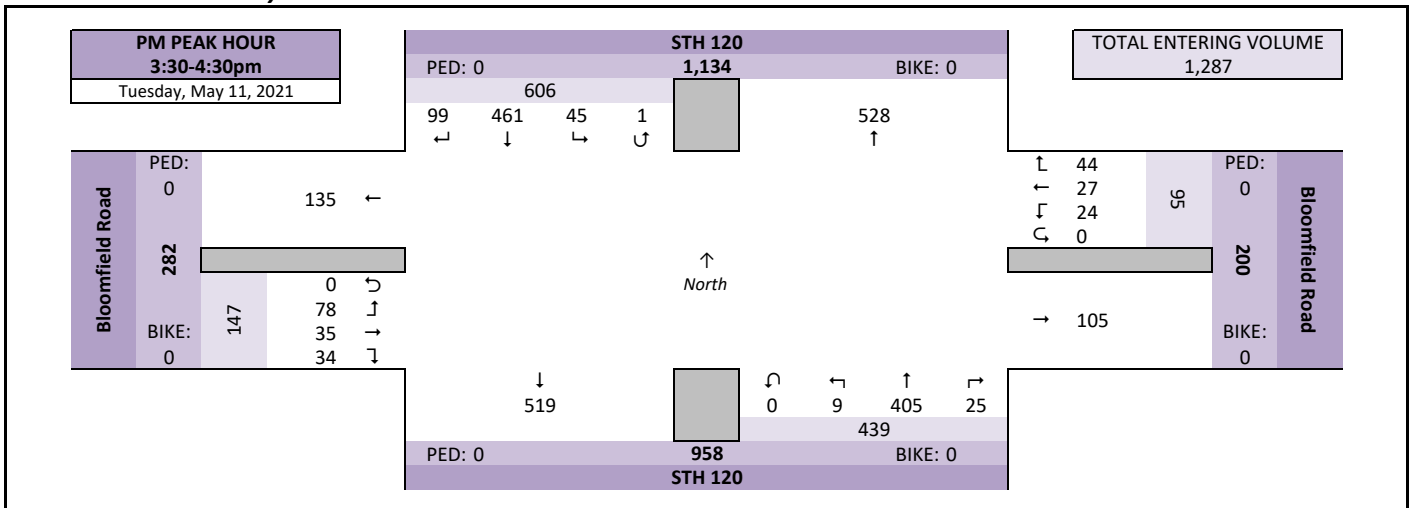
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



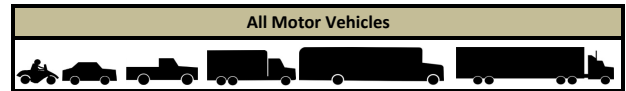
Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Tuesday, May 11, 2021	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 120 and Bloomfield Road

Peak Hour Volumes, Truck Percentages, and PHFs



Wednesday, May 12, 2021		From North					From East					From South					From West					
AM Peak Hour	AM Peak Hour	STH 120					Bloomfield Road					STH 120					Bloomfield Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	7:00 AM	57	59	5	0	121	4	7	4	0	15	2	60	16	0	78	7	11	21	0	39	253
	7:15 AM	59	64	2	0	125	9	16	3	0	28	5	85	23	0	113	11	9	37	0	57	323
	7:30 AM	31	91	4	0	126	8	8	6	0	22	8	122	14	0	144	14	3	28	0	45	337
	7:45 AM	11	59	4	0	74	17	3	4	0	24	3	85	3	0	91	4	4	12	0	20	209
	Peak Hour Volume	158	273	15	0	446	38	34	17	0	89	18	352	56	0	426	36	27	98	0	161	1122
	Rounded Hourly Volume	160	275	15	0	450	40	35	15	0	90	20	350	55	0	425	35	25	100	0	160	1125
	% Single Unit Trucks	1.9	5.9	13.3	0.0	4.7	10.5	5.9	11.8	0.0	9.0	16.7	7.7	0.0	0.0	7.0	0.0	7.4	2.0	0.0	2.5	5.6
	% Heavy Trucks	0.0	5.9	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	2.8	0.0	0.0	1.0	0.0	0.6	2.6
% Trucks (Total)	1.9	11.7	13.3	0.0	8.3	10.5	5.9	11.8	0.0	9.0	16.7	11.1	0.0	0.0	9.9	0.0	7.4	3.1	0.0	3.1	8.2	
Peak Hour Factor (PHF)	0.67	0.75	0.75	0.00	0.88	0.56	0.53	0.71	0.00	0.79	0.56	0.72	0.61	0.00	0.74	0.64	0.61	0.66	0.00	0.71	0.83	

Tuesday, May 11, 2021		From North					From East					From South					From West					
Midday (MD) Peak Hour	MD Peak Hour	STH 120					Bloomfield Road					STH 120					Bloomfield Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	12:00 PM	17	84	8	0	109	12	1	3	0	16	4	69	1	0	74	3	2	17	0	22	221
	12:15 PM	11	64	12	0	87	6	6	5	0	17	4	79	1	0	84	4	3	14	0	21	209
	12:30 PM	20	75	4	0	99	10	6	4	0	20	6	73	2	0	81	3	4	8	0	15	215
	12:45 PM	15	74	8	0	97	6	6	4	0	16	4	74	0	0	78	2	3	10	0	15	206
	Peak Hour Volume	63	297	32	0	392	34	19	16	0	69	18	295	4	0	317	12	12	49	0	73	851
	Rounded Hourly Volume	65	295	30	0	390	35	20	15	0	70	20	295	5	0	320	10	10	50	0	70	850
	% Single Unit Trucks	9.5	3.7	15.6	0.0	5.6	5.9	5.3	25.0	0.0	10.1	27.8	6.4	50.0	0.0	8.2	8.3	0.0	4.1	0.0	4.1	6.8
	% Heavy Trucks	0.0	5.7	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	4.2
% Trucks (Total)	9.5	9.4	15.6	0.0	9.9	5.9	5.3	25.0	0.0	10.1	27.8	12.9	50.0	0.0	14.2	8.3	0.0	4.1	0.0	4.1	11.0	
Peak Hour Factor (PHF)	0.79	0.88	0.67	0.00	0.90	0.71	0.79	0.80	0.00	0.86	0.75	0.93	0.50	0.00	0.94	0.75	0.75	0.72	0.00	0.83	0.96	

Tuesday, May 11, 2021		From North					From East					From South					From West					
PM Peak Hour	PM Peak Hour	STH 120					Bloomfield Road					STH 120					Bloomfield Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	3:30 PM	21	118	11	0	150	6	5	6	0	17	6	92	2	0	100	5	7	28	0	40	307
	3:45 PM	28	122	8	1	159	14	6	3	0	23	8	129	4	0	141	5	6	12	0	23	346
	4:00 PM	27	107	14	0	148	9	7	9	0	25	6	93	2	0	101	15	13	29	0	57	331
	4:15 PM	23	114	12	0	149	15	9	6	0	30	5	91	1	0	97	9	9	9	0	27	303
	Peak Hour Volume	99	461	45	1	606	44	27	24	0	95	25	405	9	0	439	34	35	78	0	147	1287
	Rounded Hourly Volume	100	460	45	0	605	45	25	25	0	95	25	405	10	0	440	35	35	80	0	150	1290
	% Single Unit Trucks	2.0	6.5	2.2	0.0	5.4	6.8	3.7	16.7	0.0	8.4	20.0	5.9	22.2	0.0	7.1	5.9	5.7	1.3	0.0	3.4	6.0
	% Heavy Trucks	0.0	2.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	1.6
	% Trucks (Total)	2.0	8.5	2.2	0.0	6.9	6.8	3.7	16.7	0.0	8.4	20.0	8.9	22.2	0.0	9.8	5.9	5.7	1.3	0.0	3.4	7.6
	Peak Hour Factor (PHF)	0.88	0.94	0.80	0.25	0.95	0.73	0.75	0.67	0.00	0.79	0.78	0.78	0.56	0.00	0.78	0.57	0.67	0.67	0.00	0.64	0.93

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total
		North Approach			East Approach			South Approach			West Approach			Ped & Bike
		STH 120			Bloomfield Road			STH 120			Bloomfield Road			Bike
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	2
	Total	0	0	0	0	0	0	0	0	0	1	1	2	2
PM	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

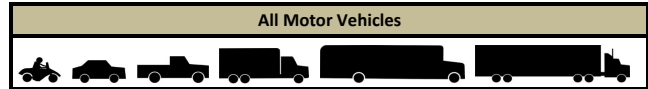
Intersection Traffic Volume Report

Count Basics			Page 4 of 13	
Start Date:	Tuesday, May 11, 2021	Weekday	Schools in Session	
Total Number of Hours Counted:	13	Non-Holiday	No Special Events	

Hourly Volume Summary - Motor Vehicle Data

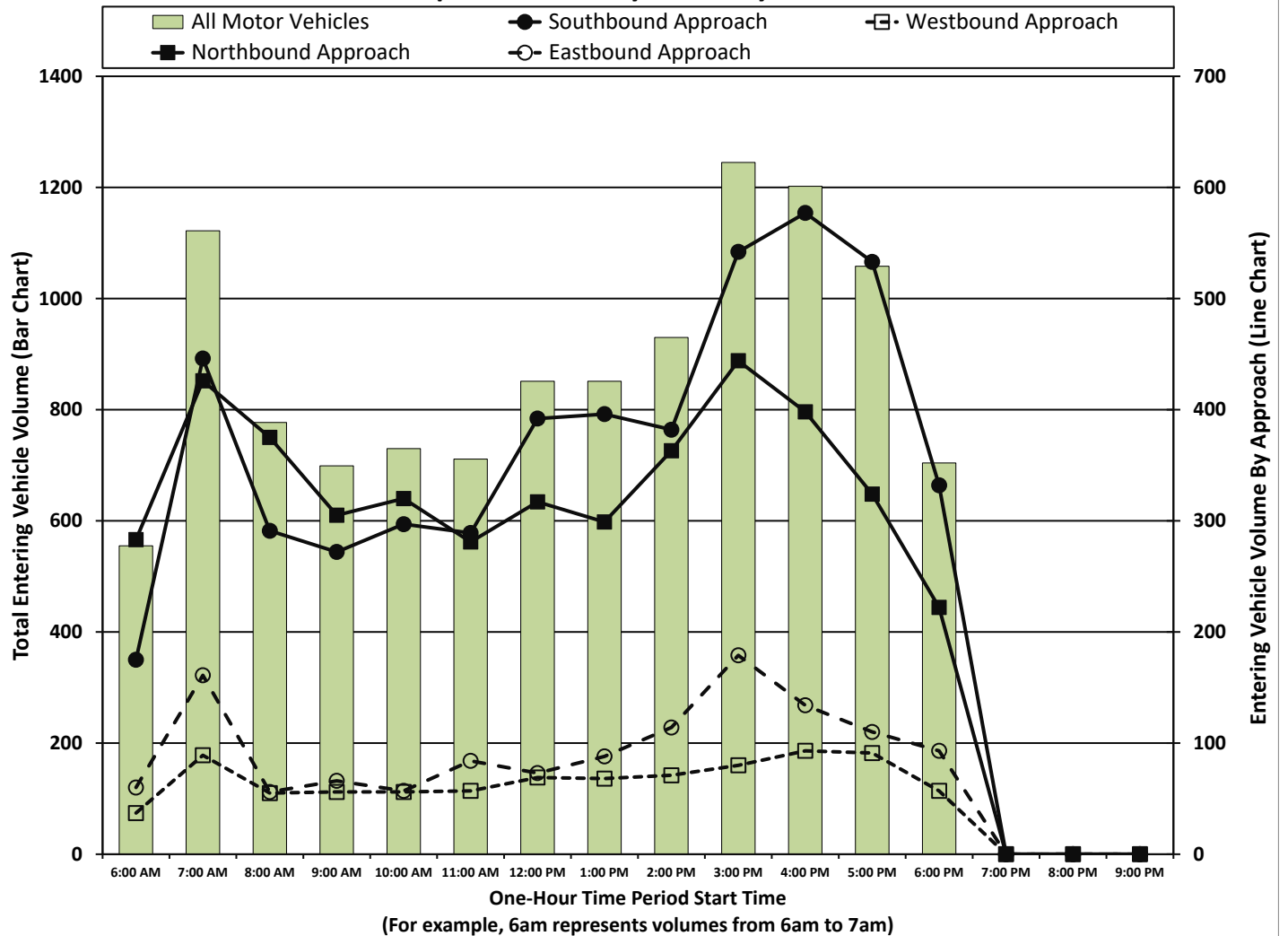
STH 120 and Bloomfield Road

One-Hour Motor Vehicle Data



One-Hour Time Period Start Time	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals		
	STH 120					Bloomfield Road					STH 120					Bloomfield Road								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
AM	6:00 AM	49	115	11	0	175	15	13	9	0	37	30	246	7	0	283	5	16	39	0	60	555	97	458
	7:00 AM	158	273	15	0	446	38	34	17	0	89	18	352	56	0	426	36	27	98	0	161	1122	250	872
	8:00 AM	38	231	22	0	291	33	8	14	0	55	25	334	16	0	375	9	15	32	0	56	777	111	666
	9:00 AM	33	214	24	1	272	24	14	18	0	56	13	277	15	0	305	11	9	46	0	66	699	122	577
MD	10:00 AM	36	223	38	0	297	25	14	17	0	56	16	296	8	0	320	9	12	36	0	57	730	113	617
	11:00 AM	34	227	28	0	289	33	10	14	0	57	18	258	5	0	281	14	18	52	0	84	711	141	570
	12:00 PM	63	297	32	0	392	34	19	16	0	69	18	295	4	0	317	12	12	49	0	73	851	142	709
	1:00 PM	55	308	33	0	396	41	7	20	0	68	21	270	8	0	299	15	17	56	0	88	851	156	695
PM	2:00 PM	75	280	27	0	382	33	21	17	0	71	35	311	17	0	363	19	27	68	0	114	930	185	745
	3:00 PM	83	423	35	1	542	36	21	23	0	80	36	398	10	0	444	26	30	123	0	179	1245	259	986
	4:00 PM	96	447	34	0	577	36	28	29	0	93	24	364	10	0	398	33	29	72	0	134	1202	227	975
	5:00 PM	118	380	35	0	533	41	26	24	0	91	16	282	24	2	324	23	12	75	0	110	1058	201	857
	6:00 PM	66	239	27	0	332	25	16	16	0	57	14	199	9	0	222	17	17	59	0	93	704	150	554
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Totals	904	3657	361	2	4924	414	231	234	0	879	284	3882	189	2	4357	229	241	805	0	1275	11435	2154	9281

Graphical Summary of Hourly Volumes



Count Basics		Page 5 of 13
Start Date: Tuesday, May 11, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

All Motor Vehicles

Vehicle Type	Percentage
Motorcycle	3%
Car	32%
Pickup	15%
Van	10%
Semi-truck	12%
Truck	27%

15-Minute Motor Vehicle Data

Animate Motor Vehicle Data																								
15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF	
	STH 120					Bloomfield Road					STH 120					Bloomfield Road								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
AM Peak Period	6:00 AM	3	14	0	0	17	2	3	1	0	6	5	35	0	0	40	0	3	6	0	9	72	555	0.69
	6:15 AM	4	21	5	0	30	2	3	1	0	8	8	52	1	0	61	1	4	6	0	11	110	736	0.73
	6:30 AM	17	39	2	0	58	5	5	2	0	12	7	72	2	0	81	3	5	13	0	21	172	949	0.73
	6:45 AM	25	41	4	0	70	6	2	3	0	11	10	87	4	0	101	1	4	14	0	19	201	1114	0.83
	7:00 AM	57	59	5	0	121	4	7	4	0	15	2	60	16	0	78	7	11	21	0	39	253	1122	0.83
	7:15 AM	59	64	2	0	125	9	16	3	0	28	5	85	23	0	113	11	9	37	0	57	323	1059	0.79
	7:30 AM	31	91	4	0	126	8	8	6	0	22	8	122	14	0	144	14	3	28	0	45	337	934	0.69
	7:45 AM	11	59	4	0	74	17	3	4	0	24	3	85	3	0	91	4	4	12	0	20	209	777	0.93
	8:00 AM	13	52	5	0	70	7	2	3	0	12	6	80	4	0	90	5	6	7	0	18	190	777	0.93
	8:15 AM	10	68	6	0	84	7	1	5	0	13	6	84	2	0	92	0	5	4	0	9	198	771	0.92
	8:30 AM	7	50	7	0	64	11	3	2	0	16	6	77	2	0	85	2	3	10	0	15	180	749	0.90
	8:45 AM	8	61	4	0	73	8	2	4	0	14	7	93	8	0	108	2	1	11	0	14	209	745	0.89
Midday Peak Period	9:00 AM	13	55	5	0	73	6	5	5	0	16	7	65	3	0	75	0	3	17	0	20	184	699	0.95
	9:15 AM	9	46	6	0	61	9	2	3	0	14	2	66	9	0	77	5	3	16	0	24	176	687	0.98
	9:30 AM	5	65	8	1	79	6	3	7	0	16	2	71	1	0	74	1	1	5	0	7	176	695	0.94
	9:45 AM	6	48	5	0	59	3	4	3	0	10	2	75	2	0	79	5	2	8	0	15	163	701	0.95
	10:00 AM	8	52	11	0	71	5	6	2	0	13	2	71	3	0	76	3	3	6	0	12	172	730	0.95
	10:15 AM	10	61	7	0	78	3	2	5	0	10	4	78	1	0	83	2	2	9	0	13	184	746	0.97
	10:30 AM	6	52	10	0	68	9	2	5	0	16	6	75	2	0	83	2	4	9	0	15	182	745	0.97
	10:45 AM	12	58	10	0	80	8	4	5	0	17	4	72	2	0	78	2	3	12	0	17	192	725	0.94
	11:00 AM	14	69	4	0	87	8	2	4	0	14	4	56	1	0	61	5	3	18	0	26	188	711	0.95
	11:15 AM	6	43	6	0	55	13	3	6	0	22	7	82	1	0	90	1	4	11	0	16	183	744	0.84
	11:30 AM	7	59	9	0	75	6	1	2	0	9	2	58	0	0	60	3	5	10	0	18	162	770	0.87
	11:45 AM	7	56	9	0	72	6	4	2	0	12	5	62	3	0	70	5	6	13	0	24	178	823	0.93
PM Peak Period	12:00 PM	17	84	8	0	109	12	1	3	0	16	4	69	1	0	74	3	2	17	0	22	221	851	0.96
	12:15 PM	11	64	12	0	87	6	6	5	0	17	4	79	1	0	84	4	3	14	0	21	209	838	0.97
	12:30 PM	20	75	4	0	99	10	6	4	0	20	6	73	2	0	81	3	4	8	0	15	215	836	0.97
	12:45 PM	15	74	8	0	97	6	6	4	0	16	4	74	0	0	78	2	3	10	0	15	206	847	0.94
	1:00 PM	14	79	5	0	98	12	3	0	0	15	9	69	2	0	80	1	6	8	0	15	208	851	0.94
	1:15 PM	5	76	11	0	92	10	1	8	0	19	8	59	2	0	69	1	6	20	0	27	207	849	0.94
	1:30 PM	18	91	8	0	117	9	0	2	0	11	1	69	0	0	70	10	2	16	0	28	226	834	0.92
	1:45 PM	18	62	9	0	89	10	3	10	0	23	3	73	4	0	80	3	3	12	0	18	210	848	0.88
	2:00 PM	10	67	8	0	85	10	5	6	0	21	5	74	2	0	81	3	5	11	0	19	206	930	0.80
	2:15 PM	12	61	6	0	79	5	6	4	0	15	11	69	3	0	83	1	4	10	0	15	192	1059	0.79
	2:30 PM	25	80	7	0	112	9	4	3	0	16	11	76	7	0	94	3	5	10	0	18	240	1124	0.84
	2:45 PM	28	72	6	0	106	9	6	4	0	19	8	92	5	0	105	12	13	37	0	62	292	1191	0.89
	3:00 PM	18	102	10	0	130	7	6	8	0	21	12	98	2	0	112	13	12	47	0	72	335	1245	0.90
	3:15 PM	16	81	6	0	103	9	4	6	0	19	10	79	2	0	91	3	5	36	0	44	257	1241	0.90
	3:30 PM	21	118	11	0	150	6	5	6	0	17	6	92	2	0	100	5	7	28	0	40	307	1287	0.93
	3:45 PM	28	122	8	1	159	14	6	3	0	23	8	129	4	0	141	5	6	12	0	23	346	1255	0.91
	4:00 PM	27	107	14	0	148	9	7	9	0	25	6	93	2	0	101	15	13	29	0	57	331	1202	0.91
	4:15 PM	23	114	12	0	149	15	9	6	0	30	5	91	1	0	97	9	9	9	0	27	303	1137	0.94
	4:30 PM	24	119	1	0	144	6	7	9	0	22	4	79	3	0	86	6	2	15	0	23	275	1118	0.95
	4:45 PM	22	107	7	0	136	6	5	5	0	16	9	101	4	0	114	3	5	19	0	27	293	1105	0.94
	5:00 PM	16	124	7	0	147	4	3	5	0	12	2	70	4	0	76	7	3	21	0	31	266	1058	0.93
	5:15 PM	36	96	10	0	142	10	6	6	0	22	5	78	9	0	92	5	2	21	0	28	284	982	0.86
	5:30 PM	34	76	7	0	117	12	14	9	0	35	6	66	10	0	82	5	2	21	0	28	262	879	0.84
	5:45 PM	32	84	11	0	127	15	3	4	0	22	3	68	1	2	74	6	5	12	0	23	246	772	0.78
6:00 PM	19	64	6	0	89	4	4	1	0	9	4	63	5	0	72	6	4	10	0	20	190	704	0.93	
6:15 PM	23	62	5	0	90	5	5	9	0	19	3	47	1	0	51	2	4	15	0	21	181			
6:30 PM	13	57	6	0	76	9	2	1	0	12	4	37	0	0	41	4	3	19	0	26	155			
6:45 PM	11	56	10	0	77	7	5	5	0	17	3	52	3	0	58	5	6	15	0	26	178			
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Totals	904	3657	361	2	4924	414	231	234	0	879	284	3882	189	2	4357	229	241	805	0	1275	11435			

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF
	STH 120					Bloomfield Road					STH 120					Bloomfield Road						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:00 AM	158	273	15	0	446	38	34	17	0	89	18	352	56	0	426	36	27	98	0	161	1122	0.83
MD 12:00 PM	63	297	32	0	392	34	19	16	0	69	18	295	4	0	317	12	12	49	0	73	851	0.96
PM 3:30 PM	99	461	45	1	606	44	27	24	0	95	25	405	9	0	439	34	35	78	0	147	1287	0.93

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Tuesday, May 11, 2021	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

15-Minute Automobile Data

STH 120 and Bloomfield Road



15-Minute Automobile Data

15-Minute Time Period Start Time	From North						From East					From South					From West					15-Min Totals	Hourly Sum
	STH 120						Bloomfield Road					STH 120					Bloomfield Road						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	3	14	0	0	17	2	3	1	0	6	4	33	0	0	37	0	3	6	0	9	69	509
	6:15 AM	4	16	4	0	24	2	3	2	0	7	8	45	1	0	54	1	4	6	0	11	96	678
	6:30 AM	17	32	1	0	50	4	5	2	0	11	7	68	2	0	77	3	5	13	0	21	159	883
	6:45 AM	25	35	3	0	63	5	2	3	0	10	10	81	3	0	94	0	4	14	0	18	185	1031
	7:00 AM	55	52	5	0	112	4	5	4	0	13	2	56	16	0	74	7	11	21	0	39	238	1030
	7:15 AM	58	57	2	0	117	7	16	3	0	26	4	77	23	0	104	11	8	35	0	54	301	957
	7:30 AM	31	79	3	0	113	7	8	6	0	21	8	107	14	0	129	14	2	28	0	44	307	830
	7:45 AM	11	53	3	0	67	16	3	2	0	21	1	73	3	0	77	4	4	11	0	19	184	680
	8:00 AM	13	42	5	0	60	5	2	3	0	10	4	71	2	0	77	5	6	7	0	18	165	679
	8:15 AM	9	54	5	0	68	6	1	3	0	10	6	80	2	0	88	0	4	4	0	8	174	674
Midday Peak Period	8:30 AM	7	40	7	0	54	11	3	2	0	16	3	67	2	0	72	2	3	10	0	15	157	657
	8:45 AM	8	48	4	0	60	6	2	4	0	12	6	83	8	0	97	2	1	11	0	14	183	657
	9:00 AM	13	42	5	0	60	6	5	4	0	15	5	59	3	0	67	0	3	15	0	18	160	613
	9:15 AM	9	40	6	0	55	9	2	2	0	13	2	55	9	0	66	5	3	15	0	23	157	608
	9:30 AM	5	57	7	1	70	6	3	4	0	13	1	65	1	0	67	1	1	5	0	7	157	609
	9:45 AM	6	39	4	0	49	3	4	1	0	8	2	63	2	0	67	5	2	8	0	15	139	612
	10:00 AM	8	47	9	0	64	4	5	2	0	11	2	63	3	0	68	3	3	6	0	12	155	648
	10:15 AM	9	46	6	0	61	3	2	2	0	7	4	72	1	0	77	2	2	9	0	13	158	661
	10:30 AM	6	45	7	0	58	9	2	4	0	15	4	66	2	0	72	2	4	9	0	15	160	667
	10:45 AM	11	53	10	0	74	8	4	4	0	16	4	63	2	0	69	2	3	11	0	16	175	651
PM Peak Period	11:00 AM	14	58	4	0	76	7	1	3	0	11	3	51	1	0	55	5	3	18	0	26	168	640
	11:15 AM	5	37	6	0	48	11	3	4	0	18	4	77	1	0	82	1	4	11	0	16	164	670
	11:30 AM	7	53	8	0	68	5	1	2	0	8	1	49	0	0	50	3	5	10	0	18	144	689
	11:45 AM	7	48	9	0	64	6	3	2	0	11	5	59	3	0	67	4	6	12	0	22	164	737
	12:00 PM	15	79	8	0	102	12	1	3	0	16	3	55	1	0	59	3	2	16	0	21	198	757
	12:15 PM	11	58	11	0	80	5	5	3	0	13	3	68	0	0	71	3	3	13	0	19	183	741
	12:30 PM	17	66	4	0	87	10	6	4	0	20	5	64	1	0	70	3	4	8	0	15	192	745
	12:45 PM	14	66	4	0	84	5	6	2	0	13	2	70	0	0	72	2	3	10	0	15	184	761
	1:00 PM	14	70	5	0	89	10	3	0	0	13	9	56	2	0	67	1	5	7	0	13	182	762
	1:15 PM	5	62	11	0	78	10	1	8	0	19	8	53	2	0	63	1	6	20	0	27	187	772
	1:30 PM	17	82	8	0	107	8	0	2	0	10	1	63	0	0	64	10	2	15	0	27	208	748
	1:45 PM	17	52	8	0	77	10	2	7	0	19	3	64	4	0	71	3	3	12	0	18	185	754
	2:00 PM	10	62	7	0	79	10	4	5	0	19	4	69	2	0	75	3	5	11	0	19	192	834
	2:15 PM	12	48	5	0	65	5	6	4	0	15	8	58	2	0	68	1	4	10	0	15	163	945
	2:30 PM	24	73	7	0	104	9	4	1	0	14	10	68	3	0	81	2	5	8	0	15	214	1024
	2:45 PM	27	64	5	0	96	7	6	4	0	17	8	77	5	0	90	12	13	37	0	62	265	1095
	3:00 PM	18	90	9	0	117	7	5	8	0	20	9	86	2	0	97	13	12	44	0	69	303	1146
	3:15 PM	15	75	6	0	96	9	4	5	0	18	8	74	2	0	84	3	5	36	0	44	242	1159
	3:30 PM	21	108	11	0	140	6	5	6	0	17	5	83	1	0	89	5	6	28	0	39	285	1189
	3:45 PM	28	112	8	1	149	13	6	2	0	21	5	118	3	0	126	4	5	11	0	20	316	1169
	4:00 PM	27	102	13	0	142	9	7	7	0	23	6	87	2	0	95	14	13	29	0	56	316	1124
	4:15 PM	21	100	12	0	133	13	8	5	0	26	4	81	1	0	86	9	9	9	0	27	272	1064
	4:30 PM	24	114	1	0	139	6	6	8	0	20	4	76	3	0	83	6	2	15	0	23	265	1068
	4:45 PM	22	95	7	0	124	5	5	4	0	14	9	95	4	0	108	3	5	17	0	25	271	1059
	5:00 PM	16	119	6	0	141	4	3	5	0	12	2	69	4	0	75	5	3	20	0	28	256	1027
	5:15 PM	35	94	10	0	139	10	6	6	0	22	5	74	9	0	88	4	2	21	0	27	276	953
	5:30 PM	34	73	7	0	114	12	14	9	0	35	6	64	10	0	80	5	2	20	0	27	256	851
	5:45 PM	32	82	9	0	123	14	3	4	0	21	3	66	1	2	72	6	5	12	0	23	239	741
	6:00 PM	19	62	6	0	87	4	4	1	0	9	3	58	5	0	66	6	4	10	0	20	182	675
	6:15 PM	22	61	5	0	88	5	5	8	0	18	3	43	1	0	47	2	4	15	0	21	174	
	6:30 PM	13	53	6	0	72	9	2	1	0	12	3	35	0	0	38	3	3	18	0	24	146	
	6:45 PM	11	54	9	0	74	7	5	5	0	17	3	50	3	0	56	5	6	15	0	26	173	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals	882	3263	331	2	4478	386	220	196	0	802	242	3507	177	2	3928	219	235	782	0	1236	10444		

Peak Hour Automobile Volume Summary

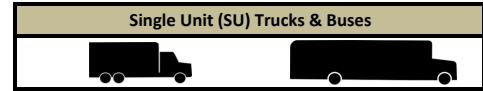
Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	STH 120					Bloomfield Road					STH 120					Bloomfield Road					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:00 AM	155	241	13	0	409	34	32	15	0	81	15	313	56	0	384	36	25	95	0	156	1030
MD 12:00 PM	57	269	27	0	353	32	18	12	0	62	13	257	2	0	272	11	12	47	0	70	757
PM 3:30 PM	97	422	44	1	564	41	26	20	0	87	20	369	7	0	396	32	33	77	0	142	1189

Intersection Traffic Volume Report

15-Minute Single Unit (SU) Truck & Bus Data

Count Basics			Page 7 of 13
Start Date:	Tuesday, May 11, 2021	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

STH 120 and Bloomfield Road



15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period Start Time	From North						From East					From South					From West					15-Min Totals	Hourly Sum	
	STH 120						Bloomfield Road					STH 120					Bloomfield Road							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	2	34
	6:15 AM	0	2	1	0	3	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	9	41
	6:30 AM	0	6	1	0	7	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	11	49
	6:45 AM	0	4	1	0	5	1	0	0	0	1	0	4	1	0	5	1	0	0	0	0	1	12	58
	7:00 AM	2	3	0	0	5	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	9	63
	7:15 AM	1	4	0	0	5	2	0	0	0	2	1	6	0	0	7	0	1	2	0	3	17	75	
	7:30 AM	0	6	1	0	7	1	0	0	0	1	0	11	0	0	11	0	1	0	0	1	20	78	
	7:45 AM	0	3	1	0	4	1	0	2	0	3	2	8	0	0	10	0	0	0	0	0	17	76	
	8:00 AM	0	9	0	0	9	2	0	0	0	2	2	6	2	0	10	0	0	0	0	0	0	21	78
	8:15 AM	1	11	1	0	13	1	0	2	0	3	0	3	0	0	3	0	1	0	0	1	20	74	
	8:30 AM	0	8	0	0	8	0	0	0	0	0	3	7	0	0	10	0	0	0	0	0	18	67	
8:45 AM	0	11	0	0	11	2	0	0	0	2	1	5	0	0	6	0	0	0	0	0	0	19	62	
9:00 AM	0	9	0	0	9	0	0	1	0	1	2	3	0	0	5	0	0	2	0	2	17	60		
9:15 AM	0	4	0	0	4	0	0	1	0	1	0	7	0	0	7	0	0	1	0	1	13	56		
9:30 AM	0	4	1	0	5	0	0	3	0	3	1	4	0	0	5	0	0	0	0	0	13	59		
9:45 AM	0	6	1	0	7	0	0	2	0	2	0	8	0	0	8	0	0	0	0	0	17	59		
Midday Peak Period	10:00 AM	0	3	2	0	5	1	1	0	0	2	0	6	0	0	6	0	0	0	0	0	13	51	
	10:15 AM	1	10	1	0	12	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	16	51	
	10:30 AM	0	4	2	0	6	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	13	46	
	10:45 AM	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	9	42	
	11:00 AM	0	5	0	0	5	1	1	1	0	3	1	4	0	0	5	0	0	0	0	0	13	43	
	11:15 AM	1	2	0	0	3	2	0	0	0	2	3	3	0	0	6	0	0	0	0	0	11	40	
	11:30 AM	0	3	1	0	4	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	9	49	
	11:45 AM	0	5	0	0	5	0	1	0	0	1	0	3	0	0	3	0	0	1	0	1	10	55	
	12:00 PM	2	0	0	0	2	0	0	0	0	0	1	6	0	0	7	0	0	1	0	1	10	58	
	12:15 PM	0	3	1	0	4	1	1	2	0	4	1	8	1	0	10	1	0	1	0	2	20	67	
	12:30 PM	3	6	0	0	9	0	0	0	0	0	1	4	1	0	6	0	0	0	0	0	15	60	
12:45 PM	1	2	4	0	7	1	0	2	0	3	2	1	0	0	3	0	0	0	0	0	13	56		
1:00 PM	0	5	0	0	5	2	0	0	0	2	0	10	0	0	10	0	1	1	0	2	19	62		
1:15 PM	0	11	0	0	11	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	13	53		
1:30 PM	1	7	0	0	8	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	11	58		
1:45 PM	1	8	1	0	10	0	1	3	0	4	0	5	0	0	5	0	0	0	0	0	19	67		
PM Peak Period	2:00 PM	0	3	1	0	4	0	1	1	0	2	1	3	0	0	4	0	0	0	0	0	10	64	
	2:15 PM	0	7	1	0	8	0	0	0	0	0	2	7	1	0	10	0	0	0	0	0	18	76	
	2:30 PM	1	3	0	0	4	0	0	2	0	2	1	6	4	0	11	1	0	2	0	3	20	65	
	2:45 PM	1	4	1	0	6	2	0	0	0	2	0	8	0	0	8	0	0	0	0	0	16	61	
	3:00 PM	0	4	1	0	5	0	1	0	0	1	3	10	0	0	13	0	0	3	0	3	22	69	
	3:15 PM	1	2	0	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	7	58	
	3:30 PM	0	6	0	0	6	0	0	0	0	0	1	7	1	0	9	0	1	0	0	1	16	77	
	3:45 PM	0	9	0	0	9	1	0	1	0	2	3	6	1	0	10	1	1	1	0	3	24	69	
	4:00 PM	0	3	1	0	4	0	0	2	0	2	0	4	0	0	4	1	0	0	0	1	11	60	
	4:15 PM	2	12	0	0	14	2	1	1	0	4	1	7	0	0	8	0	0	0	0	0	26	57	
	4:30 PM	0	4	0	0	4	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	8	37	
	4:45 PM	0	8	0	0	8	1	0	1	0	2	0	3	0	0	3	0	0	2	0	2	15	32	
	5:00 PM	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	8	24	
	5:15 PM	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	6	20	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3	20	
	5:45 PM	0	2	2	0	4	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	7	25	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	4	22	
	6:15 PM	1	1	0	0	2	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	6		
	6:30 PM	0	4	0	0	4	0	0	0	0	0	1	1	0	0	2	1	0	1	0	2	8		
	6:45 PM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4		
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Totals		22	243	29	0	294	28	11	34	0	73	39	234	12	0	285	9	6	21	0	36	688		

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

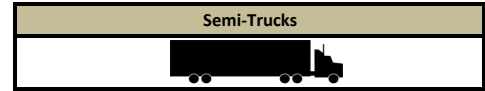
Hourly Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume
	STH 120					Bloomfield Road					STH 120					Bloomfield Road					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:00 AM	3	16	2	0	21	4	2	2	0	8	3	27	0	0	30	0	2	2	0	4	63
MD 12:00 PM	6	11	5	0	22	2	1	4	0	7	5	19	2	0	26	1	0	2	0	3	58
PM 3:30 PM	2	30	1	0	33	3	1	4	0	8	5	24	2	0	31	2	2	1	0	5	77

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

STH 120 and Bloomfield Road

Count Basics			Page 8 of 13
Start Date:	Tuesday, May 11, 2021	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events



15-Minute Semi-Truck Data

15-Minute Time Period Start Time	From North						From East					From South					From West					15-Min Totals	Hourly Sum
	STH 120						Bloomfield Road					STH 120					Bloomfield Road						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	12
	6:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	17
	6:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	17
	6:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	25
	7:00 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	29
	7:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	27
	7:30 AM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10	26
	7:45 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	8	21
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	20
	8:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	23
	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	25
	8:45 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	26
	9:00 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	26
	9:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	23
	9:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	27
	9:45 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	30
Midday Peak Period	10:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	31
	10:15 AM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10	34
	10:30 AM	0	3	1	0	4	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	9	32
	10:45 AM	0	3	0	0	3	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	8	32
	11:00 AM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7	28
	11:15 AM	0	4	0	0	4	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	8	34
	11:30 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9	32
	11:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	31
	12:00 PM	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13	36
	12:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	30
	12:30 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	31
	12:45 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9	30
	1:00 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	27
	1:15 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	24
	1:30 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	28
	1:45 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	27
PM Peak Period	2:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	32
	2:15 PM	0	6	0	0	6	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	11	38
	2:30 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	35
	2:45 PM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11	35
	3:00 PM	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10	30
	3:15 PM	0	4	0	0	4	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	8	24
	3:30 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	21
	3:45 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6	17
	4:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	18
	4:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	16
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	13
	4:45 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	14
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	7
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
	5:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	6:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	7
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	6:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	151	1	0	152	0	0	4	0	4	3	141	0	0	144	1	0	2	0	3	303	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time	↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume
	STH 120					Bloomfield Road					STH 120					Bloomfield Road					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:00 AM	0	16	0	0	16	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	29
MD 12:00 PM	0	17	0	0	17	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	36
PM 3:30 PM	0	9	0	0	9	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	21

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Tuesday, May 11, 2021	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 120 and Bloomfield Road



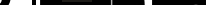
15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North						From East					From South					From West					15-Min Totals	Hourly Sum
	STH 120						Bloomfield Road					STH 120					Bloomfield Road						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3	46
	6:15 AM	0	5	1	0	6	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	14	58
	6:30 AM	0	7	1	0	8	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	13	66
	6:45 AM	0	6	1	0	7	1	0	0	0	1	0	6	1	0	7	1	0	0	0	1	16	83
	7:00 AM	2	7	0	0	9	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	15	92
	7:15 AM	1	7	0	0	8	2	0	0	0	2	1	8	0	0	9	0	1	2	0	3	22	102
	7:30 AM	0	12	1	0	13	1	0	0	0	1	0	15	0	0	15	0	1	0	0	1	30	104
	7:45 AM	0	6	1	0	7	1	0	2	0	3	2	12	0	0	14	0	0	1	0	1	25	97
	8:00 AM	0	10	0	0	10	2	0	0	0	2	2	9	2	0	13	0	0	0	0	0	25	98
	8:15 AM	1	14	1	0	16	1	0	2	0	3	0	4	0	0	4	0	1	0	0	1	24	97
	8:30 AM	0	10	0	0	10	0	0	0	0	0	3	10	0	0	13	0	0	0	0	0	23	92
	8:45 AM	0	13	0	0	13	2	0	0	0	2	1	10	0	0	11	0	0	0	0	0	26	88
	9:00 AM	0	13	0	0	13	0	0	1	0	1	2	6	0	0	8	0	0	2	0	2	24	86
	9:15 AM	0	6	0	0	6	0	0	1	0	1	0	11	0	0	11	0	0	1	0	1	19	79
	9:30 AM	0	8	1	0	9	0	0	3	0	3	1	6	0	0	7	0	0	0	0	0	19	86
	9:45 AM	0	9	1	0	10	0	0	2	0	2	0	12	0	0	12	0	0	0	0	0	24	89
Midday Peak Period	10:00 AM	0	5	2	0	7	1	1	0	0	2	0	8	0	0	8	0	0	0	0	0	17	82
	10:15 AM	1	15	1	0	17	0	0	3	0	3	0	6	0	0	6	0	0	0	0	0	26	85
	10:30 AM	0	7	3	0	10	0	0	1	0	1	2	9	0	0	11	0	0	0	0	0	22	78
	10:45 AM	1	5	0	0	6	0	0	1	0	1	0	9	0	0	9	0	0	1	0	1	17	74
	11:00 AM	0	11	0	0	11	1	1	1	0	3	1	5	0	0	6	0	0	0	0	0	20	71
	11:15 AM	1	6	0	0	7	2	0	2	0	4	3	5	0	0	8	0	0	0	0	0	19	74
	11:30 AM	0	6	1	0	7	1	0	0	0	1	1	9	0	0	10	0	0	0	0	0	18	81
	11:45 AM	0	8	0	0	8	0	1	0	0	1	0	3	0	0	3	1	0	1	0	2	14	86
	12:00 PM	2	5	0	0	7	0	0	0	0	0	1	14	0	0	15	0	0	1	0	1	23	94
	12:15 PM	0	6	1	0	7	1	1	2	0	4	1	11	1	0	13	1	0	1	0	2	26	97
	12:30 PM	3	9	0	0	12	0	0	0	0	0	1	9	1	0	11	0	0	0	0	0	23	91
	12:45 PM	1	8	4	0	13	1	0	2	0	3	2	4	0	0	6	0	0	0	0	0	22	86
	1:00 PM	0	9	0	0	9	2	0	0	0	2	0	13	0	0	13	0	1	1	0	2	26	89
	1:15 PM	0	14	0	0	14	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	20	77
	1:30 PM	1	9	0	0	10	1	0	0	0	1	0	6	0	0	6	0	0	1	0	1	18	86
	1:45 PM	1	10	1	0	12	0	1	3	0	4	0	9	0	0	9	0	0	0	0	0	25	94
PM Peak Period	2:00 PM	0	5	1	0	6	0	1	1	0	2	1	5	0	0	6	0	0	0	0	0	14	96
	2:15 PM	0	13	1	0	14	0	0	0	0	0	3	11	1	0	15	0	0	0	0	0	29	114
	2:30 PM	1	7	0	0	8	0	0	2	0	2	1	8	4	0	13	1	0	2	0	3	26	100
	2:45 PM	1	8	1	0	10	2	0	0	0	2	0	15	0	0	15	0	0	0	0	0	27	96
	3:00 PM	0	12	1	0	13	0	1	0	0	1	3	12	0	0	15	0	0	3	0	3	32	99
	3:15 PM	1	6	0	0	7	0	0	1	0	1	2	5	0	0	7	0	0	0	0	0	15	82
	3:30 PM	0	10	0	0	10	0	0	0	0	0	1	9	1	0	11	0	1	0	0	1	22	98
	3:45 PM	0	10	0	0	10	1	0	1	0	2	3	11	1	0	15	1	1	1	0	3	30	86
	4:00 PM	0	5	1	0	6	0	0	2	0	2	0	6	0	0	6	1	0	0	0	1	15	78
	4:15 PM	2	14	0	0	16	2	1	1	0	4	1	10	0	0	11	0	0	0	0	0	31	73
	4:30 PM	0	5	0	0	5	0	1	1	0	2	0	3	0	0	3	0	0	0	0	0	10	50
	4:45 PM	0	12	0	0	12	1	0	1	0	2	0	6	0	0	6	0	0	2	0	2	22	46
	5:00 PM	0	5	1	0	6	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	10	31
	5:15 PM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	8	29
	5:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6	28
	5:45 PM	0	2	2	0	4	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	7	31
	6:00 PM	0	2	0	0	2	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	8	29
	6:15 PM	1	1	0	0	2	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	7	
	6:30 PM	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	1	0	1	0	2	9	
	6:45 PM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		22	394	30	446	28	11	38	0	77	42	375	12	0	429	10	6	23	0	39	991		

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	STH 120					Bloomfield Road					STH 120					Bloomfield Road					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:00 AM	3	32	2	0	37	4	2	2	0	8	3	39	0	0	42	0	2	3	0	5	92
MD 12:00 PM	6	28	5	0	39	2	1	4	0	7	5	38	2	0	45	1	0	2	0	3	94
PM 3:30 PM	2	39	1	0	42	3	1	4	0	8	5	36	2	0	43	2	2	1	0	5	98

15-Minute Heavy Vehicle Percentages

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)	
%	

15-Minute Heavy Vehicle Percentages

Peak Hour Heavy Vehicle Percentages Summary

Hourly Heavy Vehicle Percentages Summary																						
Hourly Time Period	Start Time	From North					From East					From South					From West					Hourly Heavy Vehicle Percent
		STH 120					Bloomfield Road					STH 120					Bloomfield Road					
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	1.9	11.7	13.3	0.0	8.3	10.5	5.9	11.8	0.0	9.0	16.7	11.1	0.0	0.0	9.9	0.0	7.4	3.1	0.0	3.1	8.3
MD	12:00 PM	9.5	9.4	15.6	0.0	9.9	5.9	5.3	25.0	0.0	10.1	27.8	12.9	50.0	0.0	14.2	8.3	0.0	4.1	0.0	4.1	11.7
PM	3:30 PM	2.0	8.5	2.2	0.0	6.9	6.8	3.7	16.7	0.0	8.4	20.0	8.9	22.2	0.0	9.8	5.9	5.7	1.3	0.0	3.4	7.7

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Tuesday, May 11, 2021	Weekday	Schools in Session
Total Number of Hours Counted:	13	Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

STH 120 and Bloomfield Road



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time		Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
		North Approach			East Approach			South Approach			West Approach				
		STH 120			Bloomfield Road			STH 120			Bloomfield Road				
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:15 AM	0	0	0	0	0	0	0	0	1	0	1	1	2	2
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:45 PM	0	0	0	0	0	0	0	0	1	1	2	2	2	2
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
PM Peak Period	2:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	9
	5:45 PM	0	2	2	0	0	0	0	0	0	0	0	0	2	8
	6:00 PM	0	2	2	0	0	0	0	2	2	0	0	0	4	6
	6:15 PM	0	0	0	0	0	0	0	2	2	0	0	0	2	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	4	4	1	0	1	0	4	4	6	2	8	17	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementary School Age Children	x					
Visually Impaired (white cane/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

APPENDIX B

LOS DEFINITIONS SYNCHRO INTERSECTION CAPACITY ANALYSIS

Existing Traffic Volumes

Lanes, Volumes, Timings
100: STH 120 (Edwards Blvd) & Townline Rd

Existing with Phases 1-7
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	20	45	5	20	35	55	415	20	35	380	55
Future Volume (vph)	40	20	45	5	20	35	55	415	20	35	380	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		110	0		250	205		0	175		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			150			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		25			25			45			30	
Link Distance (ft)		1361			1755			2743			1170	
Travel Time (s)		37.1			47.9			41.6			26.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	30	0	27	24	60	473	0	38	473	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	8	6	6		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0		12.0	12.0	
Minimum Split (s)	17.3	17.3	17.3	17.3	17.3	17.3	18.4	18.4		18.4	18.4	
Total Split (s)	37.3	37.3	37.3	37.3	37.3	37.3	46.4	46.4		46.4	46.4	
Total Split (%)	44.6%	44.6%	44.6%	44.6%	44.6%	44.6%	55.4%	55.4%		55.4%	55.4%	
Maximum Green (s)	30.0	30.0	30.0	30.0	30.0	30.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.4	2.4		2.4	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.3	7.3		7.3	7.3	6.4	6.4		6.4	6.4	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	1.5	1.5	1.5	1.5	3.0	3.0		4.5	4.5	
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5	1.5	2.0	2.0		3.5	3.5	
Time Before Reduce (s)	30.0	30.0	30.0	30.0	30.0	30.0	19.0	19.0		19.0	19.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	11.0	11.0		11.0	11.0	
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.15	0.07		0.05	0.05	0.11	0.22		0.07	0.23	
Control Delay (s/veh)		10.8	9.9		9.8	9.9	8.9	7.5		8.7	7.5	

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TADI - DJW

Synchro 12 Report
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Lanes, Volumes, Timings
100: STH 120 (Edwards Blvd) & Townline Rd

Existing with Phases 1-7
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		10.8	9.9		9.8	9.9	8.9	7.5		8.7	7.5	
Queue Length 50th (ft)		9	4		4	3	8	35		5	35	
Queue Length 95th (ft)		27	15		14	13	25	60		17	60	
Internal Link Dist (ft)		1281			1675			2663			1090	
Turn Bay Length (ft)			110			250	205			175		
Base Capacity (vph)		1260	1366		1478	1366	896	3514		896	3472	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.05	0.02		0.02	0.02	0.07	0.13		0.04	0.14	

Intersection Summary

Area Type: Other

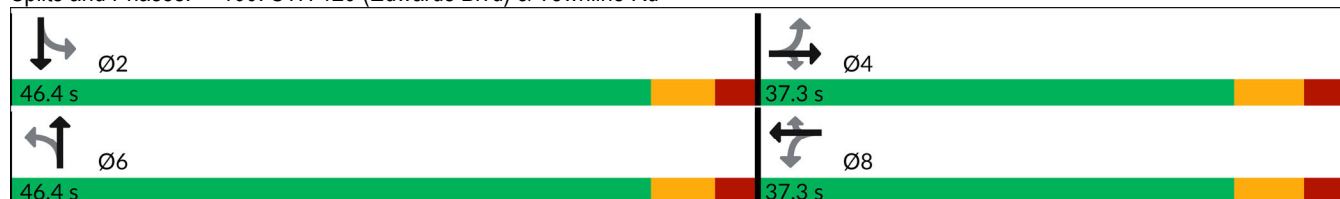
Cycle Length: 83.7

Actuated Cycle Length: 34.8

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Splits and Phases: 100: STH 120 (Edwards Blvd) & Townline Rd



HCM 7th Signalized Intersection Summary
100: STH 120 (Edwards Blvd) & Townline Rd

Existing with Phases 1-7
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	20	45	5	20	35	55	415	20	35	380	55
Future Volume (veh/h)	40	20	45	5	20	35	55	415	20	35	380	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	22	30	5	22	24	60	451	22	38	413	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	336	141	328	138	352	328	507	1491	73	509	1347	194
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	864	682	1585	123	1700	1585	921	3449	168	921	3116	450
Grp Volume(v), veh/h	65	0	30	27	0	24	60	232	241	38	234	239
Grp Sat Flow(s),veh/h/ln	1546	0	1585	1823	0	1585	921	1777	1840	921	1777	1789
Q Serve(g_s), s	0.1	0.0	0.6	0.0	0.0	0.5	1.7	3.2	3.3	1.1	3.3	3.3
Cycle Q Clear(g_c), s	1.1	0.0	0.6	0.4	0.0	0.5	5.1	3.2	3.3	4.3	3.3	3.3
Prop In Lane	0.66		1.00	0.19		1.00	1.00		0.09	1.00		0.25
Lane Grp Cap(c), veh/h	477	0	328	490	0	328	507	768	796	509	768	774
V/C Ratio(X)	0.14	0.00	0.09	0.06	0.00	0.07	0.12	0.30	0.30	0.07	0.31	0.31
Avail Cap(c_a), veh/h	1351	0	1252	1508	0	1252	1079	1872	1938	1081	1872	1885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	0.0	12.2	12.1	0.0	12.1	8.7	7.0	7.0	8.5	7.0	7.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.2	0.1	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.2	0.2	0.0	0.1	0.2	0.7	0.7	0.2	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.4	0.0	12.2	12.1	0.0	12.2	8.8	7.3	7.3	8.6	7.4	7.4
LnGrp LOS	B		B	B		B	A	A	A	A	A	A
Approach Vol, veh/h	95			51			533			511		
Approach Delay, s/veh	12.4			12.1			7.4			7.5		
Approach LOS	B			B			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	22.8			15.2			22.8			15.2		
Change Period (Y+Rc), s	6.4			7.3			6.4			7.3		
Max Green Setting (Gmax), s	40.0			30.0			40.0			30.0		
Max Q Clear Time (g_c+l1), s	6.3			3.1			7.1			2.5		
Green Ext Time (p_c), s	10.1			0.4			9.0			0.1		
Intersection Summary												
HCM 7th Control Delay, s/veh	8.1											
HCM 7th LOS	A											

Lanes, Volumes, Timings
200: STH 120 (Edwards Blvd) & Bloomfield Rd

Existing with Phases 1-7
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	35	35	30	40	45	55	345	30	20	265	150
Future Volume (vph)	100	35	35	30	40	45	55	345	30	20	265	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	150		0	175		0	185		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	175			250			100			125		
Right Turn on Red			No			No			No			No
Link Speed (mph)		25			45			45			45	
Link Distance (ft)		1227			1344			1625			2743	
Travel Time (s)		33.5			20.4			24.6			41.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	76	0	33	92	0	60	408	0	22	451	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4			8		1	6			2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	8.0	10.0		10.0	10.0		6.0	6.0		8.0	8.0	
Minimum Split (s)	14.5	17.2		17.2	17.2		10.5	10.5		14.5	14.5	
Total Split (s)	24.5	37.2		37.2	37.2		24.5	46.5		46.5	46.5	
Total Split (%)	18.5%	28.0%		28.0%	28.0%		18.5%	35.0%		35.0%	35.0%	
Maximum Green (s)	18.0	30.0		30.0	30.0		20.0	42.0		40.0	40.0	
Yellow Time (s)	4.3	4.3		4.3	4.3		3.5	3.5		4.3	4.3	
All-Red Time (s)	2.2	2.9		2.9	2.9		1.0	1.0		2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	7.2		7.2	7.2		4.5	4.5		6.5	6.5	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	1.5	1.5		1.5	1.5		1.5	3.3		3.3	3.3	
Minimum Gap (s)	1.5	1.5		1.5	1.5		1.5	2.3		2.3	2.3	
Time Before Reduce (s)	21.0	30.0		30.0	30.0		20.0	20.0		21.0	21.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	12.0		12.0	12.0	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.23	0.11		0.12	0.26		0.13	0.24		0.06	0.37	
Control Delay (s/veh)	12.6	12.1		25.5	26.4		12.7	12.7		21.6	21.6	

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Synchro 12 Report
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Lanes, Volumes, Timings

200: STH 120 (Edwards Blvd) & Bloomfield Rd

Existing with Phases 1-7

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.6	12.1		25.5	26.4		12.7	12.7		21.6	21.6	
Queue Length 50th (ft)	23	16		10	30		13	51		7	81	
Queue Length 95th (ft)	58	45		37	78		35	88		25	136	
Internal Link Dist (ft)		1147			1264			1545			2663	
Turn Bay Length (ft)	200			150			175			185		
Base Capacity (vph)	725	1562		798	1037		788	3447		706	2478	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.05		0.04	0.09		0.08	0.12		0.03	0.18	

Intersection Summary

Area Type: Other

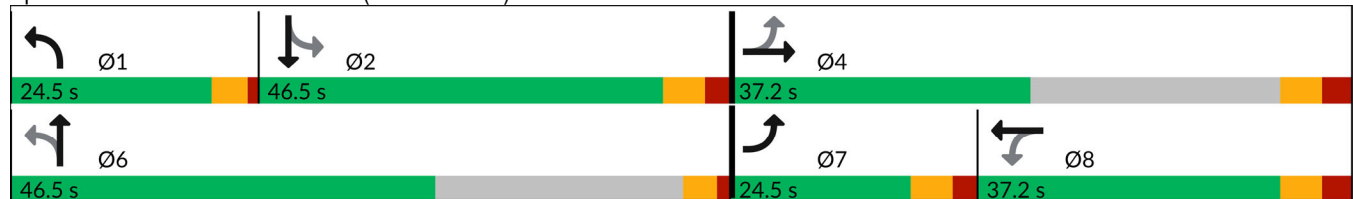
Cycle Length: 132.7

Actuated Cycle Length: 54.3

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 200: STH 120 (Edwards Blvd) & Bloomfield Rd



HCM 7th Signalized Intersection Summary
200: STH 120 (Edwards Blvd) & Bloomfield Rd

Existing with Phases 1-7
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	35	35	30	40	45	55	345	30	20	265	150
Future Volume (veh/h)	100	35	35	30	40	45	55	345	30	20	265	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	38	38	33	43	49	60	375	33	22	288	163
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	438	309	309	313	121	138	395	1407	123	400	649	358
Arrive On Green	0.11	0.36	0.36	0.15	0.15	0.15	0.06	0.43	0.43	0.29	0.29	0.29
Sat Flow, veh/h	1781	858	858	1323	798	909	1781	3306	289	978	2211	1217
Grp Volume(v), veh/h	109	0	76	33	0	92	60	201	207	22	230	221
Grp Sat Flow(s),veh/h/ln	1781	0	1716	1323	0	1707	1781	1777	1818	978	1777	1651
Q Serve(g_s), s	3.0	0.0	1.9	1.4	0.0	3.1	1.4	4.7	4.7	1.0	6.7	7.0
Cycle Q Clear(g_c), s	3.0	0.0	1.9	1.4	0.0	3.1	1.4	4.7	4.7	1.0	6.7	7.0
Prop In Lane	1.00		0.50	1.00		0.53	1.00		0.16	1.00		0.74
Lane Grp Cap(c), veh/h	438	0	618	313	0	259	395	756	774	400	522	485
V/C Ratio(X)	0.25	0.00	0.12	0.11	0.00	0.35	0.15	0.27	0.27	0.06	0.44	0.46
Avail Cap(c_a), veh/h	749	0	804	733	0	800	843	1166	1193	723	1110	1032
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	13.7	23.6	0.0	24.3	13.1	11.9	11.9	16.3	18.3	18.4
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.3	0.1	0.2	0.2	0.1	0.7	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.7	0.4	0.0	1.1	0.5	1.5	1.6	0.2	2.5	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.5	0.0	13.7	23.7	0.0	24.6	13.2	12.1	12.1	16.4	19.0	19.2
LnGrp LOS	B		B	C		C	B	B	B	B	B	B
Approach Vol, veh/h	185				125		468				473	
Approach Delay, s/veh	16.0				24.4		12.3				19.0	
Approach LOS	B				C		B				B	
Timer - Assigned Phs	1	2	4		6		7	8				
Phs Duration (G+Y+Rc), s	8.4	25.3	30.3		33.7		13.3	16.9				
Change Period (Y+Rc), s	4.5	6.5	* 7.2		* 6.5		6.5	* 7.2				
Max Green Setting (Gmax), s	20.0	40.0	* 30		* 42		18.0	* 30				
Max Q Clear Time (g_c+l1), s	3.4	9.0	3.9		6.7		5.0	5.1				
Green Ext Time (p_c), s	0.0	9.8	0.6		9.0		0.1	1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			16.6									
HCM 7th LOS			B									
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Lanes, Volumes, Timings
100: STH 120 (Edwards Blvd) & Townline Rd

Existing with Phases 1-7
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	30	55	10	25	60	45	510	15	60	465	80
Future Volume (vph)	60	30	55	10	25	60	45	510	15	60	465	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		110	0		250	205		0	175		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			150			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		25			25			45			30	
Link Distance (ft)		1361			1755			2743			1170	
Travel Time (s)		37.1			47.9			41.6			26.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	37	0	38	40	49	570	0	65	592	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	8	6	6		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0		12.0	12.0	
Minimum Split (s)	17.3	17.3	17.3	17.3	17.3	17.3	18.4	18.4		18.4	18.4	
Total Split (s)	37.3	37.3	37.3	37.3	37.3	37.3	46.4	46.4		46.4	46.4	
Total Split (%)	44.6%	44.6%	44.6%	44.6%	44.6%	44.6%	55.4%	55.4%		55.4%	55.4%	
Maximum Green (s)	30.0	30.0	30.0	30.0	30.0	30.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.4	2.4		2.4	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.3	7.3		7.3	7.3	6.4	6.4		6.4	6.4	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	1.5	1.5	1.5	1.5	3.0	3.0		4.5	4.5	
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5	1.5	2.0	2.0		3.5	3.5	
Time Before Reduce (s)	30.0	30.0	30.0	30.0	30.0	30.0	19.0	19.0		19.0	19.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	11.0	11.0		11.0	11.0	
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.22	0.08		0.08	0.08	0.10	0.26		0.13	0.28	
Control Delay (s/veh)		11.7	10.6		10.6	10.6	8.6	7.4		8.9	7.5	

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TADI - DJW

Synchro 12 Report
Page 1

Lanes, Volumes, Timings
100: STH 120 (Edwards Blvd) & Townline Rd

Existing with Phases 1-7
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		11.7	10.6		10.6	10.6	8.6	7.4		8.9	7.5	
Queue Length 50th (ft)		14	5		5	6	6	44		9	46	
Queue Length 95th (ft)		42	20		21	21	21	72		27	75	
Internal Link Dist (ft)		1281			1675			2663			1090	
Turn Bay Length (ft)			110			250	205			175		
Base Capacity (vph)		1260	1379		1408	1379	797	3525		816	3461	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.08	0.03		0.03	0.03	0.06	0.16		0.08	0.17	

Intersection Summary

Area Type: Other

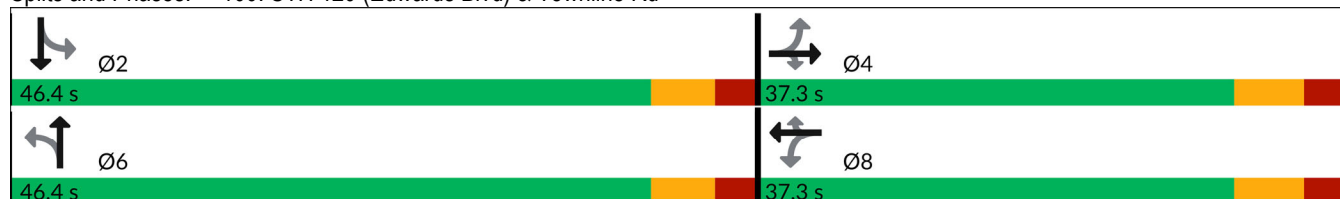
Cycle Length: 83.7

Actuated Cycle Length: 33.5

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Splits and Phases: 100: STH 120 (Edwards Blvd) & Townline Rd



HCM 7th Signalized Intersection Summary
100: STH 120 (Edwards Blvd) & Townline Rd

Existing with Phases 1-7
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	30	55	10	25	60	45	510	15	60	465	80
Future Volume (veh/h)	60	30	55	10	25	60	45	510	15	60	465	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	33	37	11	27	40	49	554	16	65	505	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	317	135	331	163	308	331	475	1703	49	487	1465	251
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	873	647	1585	281	1476	1585	825	3527	102	842	3033	520
Grp Volume(v), veh/h	98	0	37	38	0	40	49	279	291	65	295	297
Grp Sat Flow(s),veh/h/ln	1520	0	1585	1756	0	1585	825	1777	1852	842	1777	1777
Q Serve(g_s), s	1.2	0.0	0.8	0.0	0.0	0.9	1.7	4.3	4.3	2.3	4.6	4.6
Cycle Q Clear(g_c), s	2.2	0.0	0.8	0.7	0.0	0.9	6.4	4.3	4.3	6.6	4.6	4.6
Prop In Lane	0.66		1.00	0.29		1.00	1.00		0.05	1.00		0.29
Lane Grp Cap(c), veh/h	452	0	331	471	0	331	475	858	894	487	858	858
V/C Ratio(X)	0.22	0.00	0.11	0.08	0.00	0.12	0.10	0.33	0.33	0.13	0.34	0.35
Avail Cap(c_a), veh/h	1141	0	1070	1252	0	1070	819	1600	1667	839	1600	1599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	14.2	14.2	0.0	14.3	9.1	7.0	7.0	9.1	7.1	7.1
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.2	0.2	0.2	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.3	0.3	0.0	0.3	0.2	1.0	1.0	0.4	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.8	0.0	14.3	14.2	0.0	14.3	9.2	7.3	7.3	9.3	7.5	7.5
LnGrp LOS	B		B	B		B	A	A	A	A	A	A
Approach Vol, veh/h	135				78		619				657	
Approach Delay, s/veh	14.7				14.3		7.4				7.7	
Approach LOS	B				B		A				A	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	27.9		16.6		27.9		16.6					
Change Period (Y+Rc), s	6.4		7.3		6.4		7.3					
Max Green Setting (Gmax), s	40.0		30.0		40.0		30.0					
Max Q Clear Time (g_c+I1), s	8.6		4.2		8.4		2.9					
Green Ext Time (p_c), s	12.9		0.6		10.8		0.2					
Intersection Summary												
HCM 7th Control Delay, s/veh			8.6									
HCM 7th LOS			A									

Lanes, Volumes, Timings
200: STH 120 (Edwards Blvd) & Bloomfield Rd

Existing with Phases 1-7
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	35	25	50	25	50	10	395	55	35	420	80
Future Volume (vph)	125	35	25	50	25	50	10	395	55	35	420	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	150		0	175		0	185		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	175			250			100			125		
Right Turn on Red			No			No			No			No
Link Speed (mph)		25			45			45			45	
Link Distance (ft)		1227			1344			1625			2743	
Travel Time (s)		33.5			20.4			24.6			41.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	65	0	54	81	0	11	489	0	38	544	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4			8		1	6			2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	8.0	10.0		10.0	10.0		6.0	6.0		8.0	8.0	
Minimum Split (s)	14.5	17.2		17.2	17.2		10.5	10.5		14.5	14.5	
Total Split (s)	24.5	37.2		37.2	37.2		24.5	46.5		46.5	46.5	
Total Split (%)	18.5%	28.0%		28.0%	28.0%		18.5%	35.0%		35.0%	35.0%	
Maximum Green (s)	18.0	30.0		30.0	30.0		20.0	42.0		40.0	40.0	
Yellow Time (s)	4.3	4.3		4.3	4.3		3.5	3.5		4.3	4.3	
All-Red Time (s)	2.2	2.9		2.9	2.9		1.0	1.0		2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	7.2		7.2	7.2		4.5	4.5		6.5	6.5	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	1.5	1.5		1.5	1.5		1.5	3.3		3.3	3.3	
Minimum Gap (s)	1.5	1.5		1.5	1.5		1.5	2.3		2.3	2.3	
Time Before Reduce (s)	21.0	30.0		30.0	30.0		20.0	20.0		21.0	21.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	12.0		12.0	12.0	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.26	0.09		0.21	0.25		0.03	0.41		0.16	0.57	
Control Delay (s/veh)	10.9	10.1		24.8	24.6		13.1	15.6		20.2	21.5	

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Synchro 12 Report
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Lanes, Volumes, Timings
200: STH 120 (Edwards Blvd) & Bloomfield Rd

Existing with Phases 1-7
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	10.9	10.1		24.8	24.6		13.1	15.6		20.2	21.5	
Queue Length 50th (ft)	19	9		13	20		2	62		9	76	
Queue Length 95th (ft)	73	41		56	75		12	111		37	166	
Internal Link Dist (ft)		1147			1264			1545			2663	
Turn Bay Length (ft)	200			150			175			185		
Base Capacity (vph)	711	1650		777	977		708	3393		686	2686	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.19	0.04		0.07	0.08		0.02	0.14		0.06	0.20	

Intersection Summary

Area Type: Other

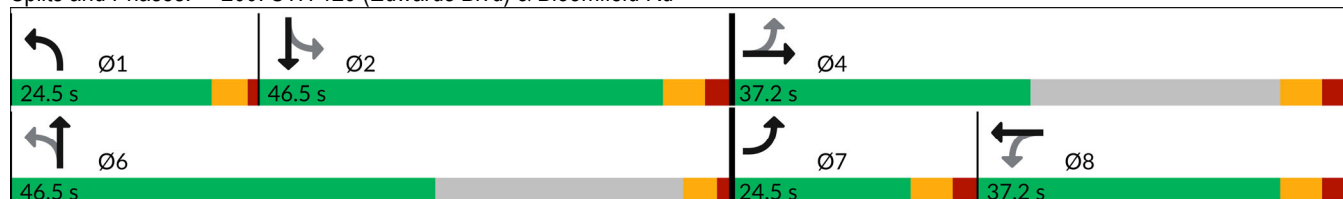
Cycle Length: 132.7

Actuated Cycle Length: 53.5

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 200: STH 120 (Edwards Blvd) & Bloomfield Rd



HCM 7th Signalized Intersection Summary
200: STH 120 (Edwards Blvd) & Bloomfield Rd

Existing with Phases 1-7
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	35	25	50	25	50	10	395	55	35	420	80
Future Volume (veh/h)	125	35	25	50	25	50	10	395	55	35	420	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	38	27	54	27	54	11	429	60	38	457	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	455	371	264	313	84	168	327	1324	184	411	1002	190
Arrive On Green	0.11	0.36	0.36	0.15	0.15	0.15	0.02	0.42	0.42	0.34	0.34	0.34
Sat Flow, veh/h	1781	1017	723	1337	557	1113	1781	3133	436	907	2982	564
Grp Volume(v), veh/h	136	0	65	54	0	81	11	242	247	38	271	273
Grp Sat Flow(s),veh/h/ln	1781	0	1740	1337	0	1670	1781	1777	1792	907	1777	1769
Q Serve(g_s), s	3.8	0.0	1.6	2.3	0.0	2.8	0.2	5.9	5.9	1.9	7.7	7.8
Cycle Q Clear(g_c), s	3.8	0.0	1.6	2.3	0.0	2.8	0.2	5.9	5.9	2.3	7.7	7.8
Prop In Lane	1.00		0.42	1.00		0.67	1.00		0.24	1.00		0.32
Lane Grp Cap(c), veh/h	455	0	635	313	0	252	327	751	757	411	597	594
V/C Ratio(X)	0.30	0.00	0.10	0.17	0.00	0.32	0.03	0.32	0.33	0.09	0.45	0.46
Avail Cap(c_a), veh/h	751	0	810	734	0	777	850	1158	1168	669	1103	1098
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	13.5	24.2	0.0	24.4	13.1	12.4	12.5	15.1	16.8	16.8
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.3	0.0	0.3	0.3	0.1	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.6	0.7	0.0	1.0	0.1	2.0	2.0	0.3	2.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.7	0.0	13.5	24.3	0.0	24.7	13.1	12.7	12.7	15.2	17.4	17.4
LnGrp LOS	B		B	C		C	B	B	B	B	B	B
Approach Vol, veh/h	201			135			500			582		
Approach Delay, s/veh	16.3			24.5			12.7			17.3		
Approach LOS	B			C			B			B		
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	5.6	28.2		30.7		33.7	13.8	16.9				
Change Period (Y+Rc), s	4.5	6.5		* 7.2		* 6.5	6.5	* 7.2				
Max Green Setting (Gmax), s	20.0	40.0		* 30		* 42	18.0	* 30				
Max Q Clear Time (g_c+I1), s	2.2	9.8		3.6		7.9	5.8	4.8				
Green Ext Time (p_c), s	0.0	11.9		0.5		10.9	0.1	0.9				

Intersection Summary

HCM 7th Control Delay, s/veh	16.2
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX C

SYNCHRO INTERSECTION CAPACITY ANALYSIS

Build Traffic Volumes

Lanes, Volumes, Timings
100: STH 120 (Edwards Blvd) & Townline Rd

Build with Phase 8
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	20	45	5	25	40	55	420	20	40	380	55
Future Volume (vph)	40	20	45	5	25	40	55	420	20	40	380	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		110	0		250	205		0	175		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			150			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		25			25			45			30	
Link Distance (ft)		1361			1755			2743			1170	
Travel Time (s)		37.1			47.9			41.6			26.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	30	0	32	27	60	479	0	43	473	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	8	6	6		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0		12.0	12.0	
Minimum Split (s)	17.3	17.3	17.3	17.3	17.3	17.3	18.4	18.4		18.4	18.4	
Total Split (s)	37.3	37.3	37.3	37.3	37.3	37.3	46.4	46.4		46.4	46.4	
Total Split (%)	44.6%	44.6%	44.6%	44.6%	44.6%	44.6%	55.4%	55.4%		55.4%	55.4%	
Maximum Green (s)	30.0	30.0	30.0	30.0	30.0	30.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.4	2.4		2.4	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.3	7.3		7.3	7.3	6.4	6.4		6.4	6.4	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	1.5	1.5	1.5	1.5	3.0	3.0		4.5	4.5	
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5	1.5	2.0	2.0		3.5	3.5	
Time Before Reduce (s)	30.0	30.0	30.0	30.0	30.0	30.0	19.0	19.0		19.0	19.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	11.0	11.0		11.0	11.0	
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.16	0.07		0.06	0.06	0.11	0.23		0.08	0.23	
Control Delay (s/veh)		10.8	9.9		9.9	9.9	8.9	7.5		8.8	7.5	

3427 Lake Geneva Symphony Bay Phase 8 TIA
TADI - DJW

Synchro 12 Report
Page 1

Lanes, Volumes, Timings
100: STH 120 (Edwards Blvd) & Townline Rd

Build with Phase 8
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		10.8	9.9		9.9	9.9	8.9	7.5		8.8	7.5	
Queue Length 50th (ft)		9	4		4	4	8	35		6	35	
Queue Length 95th (ft)		27	15		16	14	25	60		19	60	
Internal Link Dist (ft)		1281			1675			2663			1090	
Turn Bay Length (ft)			110			250	205			175		
Base Capacity (vph)		1256	1366		1497	1366	896	3514		890	3472	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.05	0.02		0.02	0.02	0.07	0.14		0.05	0.14	

Intersection Summary

Area Type: Other

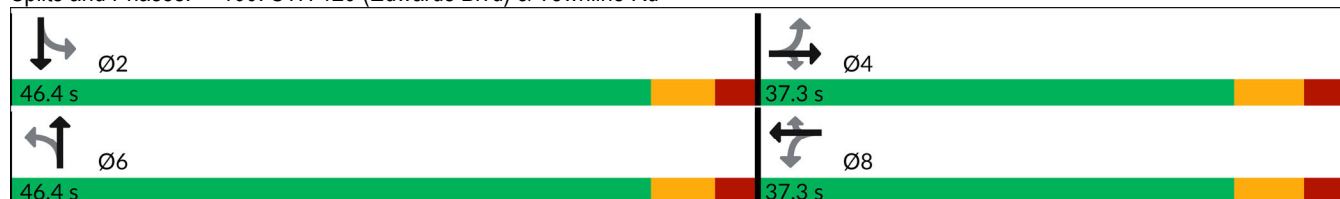
Cycle Length: 83.7

Actuated Cycle Length: 34.8

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Splits and Phases: 100: STH 120 (Edwards Blvd) & Townline Rd



HCM 7th Signalized Intersection Summary
100: STH 120 (Edwards Blvd) & Townline Rd

Build with Phase 8
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	20	45	5	25	40	55	420	20	40	380	55
Future Volume (veh/h)	40	20	45	5	25	40	55	420	20	40	380	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	22	30	5	27	27	60	457	22	43	413	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	336	142	333	128	364	333	507	1498	72	505	1353	195
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	863	675	1585	97	1737	1585	921	3452	166	916	3116	450
Grp Volume(v), veh/h	65	0	30	32	0	27	60	235	244	43	234	239
Grp Sat Flow(s),veh/h/ln	1538	0	1585	1833	0	1585	921	1777	1841	916	1777	1789
Q Serve(g_s), s	0.1	0.0	0.6	0.0	0.0	0.5	1.8	3.3	3.3	1.2	3.3	3.4
Cycle Q Clear(g_c), s	1.1	0.0	0.6	0.5	0.0	0.5	5.1	3.3	3.3	4.6	3.3	3.4
Prop In Lane	0.66		1.00	0.16		1.00	1.00		0.09	1.00		0.25
Lane Grp Cap(c), veh/h	478	0	333	493	0	333	507	771	799	505	771	777
V/C Ratio(X)	0.14	0.00	0.09	0.06	0.00	0.08	0.12	0.30	0.31	0.09	0.30	0.31
Avail Cap(c_a), veh/h	1328	0	1236	1499	0	1236	1064	1847	1914	1060	1847	1860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	0.0	12.2	12.2	0.0	12.2	8.8	7.1	7.1	8.6	7.1	7.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.2	0.1	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.2	0.2	0.0	0.2	0.2	0.7	0.7	0.2	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.5	0.0	12.3	12.2	0.0	12.3	8.9	7.3	7.3	8.7	7.5	7.5
LnGrp LOS	B		B	B		B	A	A	A	A	A	A
Approach Vol, veh/h	95			59			539			516		
Approach Delay, s/veh	12.4			12.2			7.5			7.6		
Approach LOS	B			B			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	23.1			15.4			23.1			15.4		
Change Period (Y+Rc), s	6.4			7.3			6.4			7.3		
Max Green Setting (Gmax), s	40.0			30.0			40.0			30.0		
Max Q Clear Time (g_c+l1), s	6.6			3.1			7.1			2.5		
Green Ext Time (p_c), s	10.1			0.4			9.1			0.2		
Intersection Summary												
HCM 7th Control Delay, s/veh	8.2											
HCM 7th LOS	A											

Lanes, Volumes, Timings
200: STH 120 (Edwards Blvd) & Bloomfield Rd

Build with Phase 8
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	35	35	35	45	50	55	345	35	20	265	150
Future Volume (vph)	100	35	35	35	45	50	55	345	35	20	265	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	150		0	175		0	185		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	175			250			100			125		
Right Turn on Red			No			No			No			No
Link Speed (mph)		25			45			45			45	
Link Distance (ft)		1227			1344			1625			2743	
Travel Time (s)		33.5			20.4			24.6			41.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	76	0	38	103	0	60	413	0	22	451	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4			8		1	6			2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	8.0	10.0		10.0	10.0		6.0	6.0		8.0	8.0	
Minimum Split (s)	14.5	17.2		17.2	17.2		10.5	10.5		14.5	14.5	
Total Split (s)	24.5	37.2		37.2	37.2		24.5	46.5		46.5	46.5	
Total Split (%)	18.5%	28.0%		28.0%	28.0%		18.5%	35.0%		35.0%	35.0%	
Maximum Green (s)	18.0	30.0		30.0	30.0		20.0	42.0		40.0	40.0	
Yellow Time (s)	4.3	4.3		4.3	4.3		3.5	3.5		4.3	4.3	
All-Red Time (s)	2.2	2.9		2.9	2.9		1.0	1.0		2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	7.2		7.2	7.2		4.5	4.5		6.5	6.5	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	1.5	1.5		1.5	1.5		1.5	3.3		3.3	3.3	
Minimum Gap (s)	1.5	1.5		1.5	1.5		1.5	2.3		2.3	2.3	
Time Before Reduce (s)	21.0	30.0		30.0	30.0		20.0	20.0		21.0	21.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	12.0		12.0	12.0	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.23	0.11		0.14	0.29		0.13	0.24		0.06	0.37	
Control Delay (s/veh)	12.7	12.2		25.7	26.8		12.9	12.9		21.7	21.8	

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TADI - DJW

Synchro 12 Report
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Lanes, Volumes, Timings
200: STH 120 (Edwards Blvd) & Bloomfield Rd

Build with Phase 8
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.7	12.2		25.7	26.8		12.9	12.9		21.7	21.8	
Queue Length 50th (ft)	24	16		12	34		13	51		7	81	
Queue Length 95th (ft)	58	45		41	86		36	91		25	138	
Internal Link Dist (ft)		1147			1264			1545			2663	
Turn Bay Length (ft)	200			150			175			185		
Base Capacity (vph)	724	1556		796	1035		787	3430		701	2469	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.05		0.05	0.10		0.08	0.12		0.03	0.18	

Intersection Summary

Area Type: Other

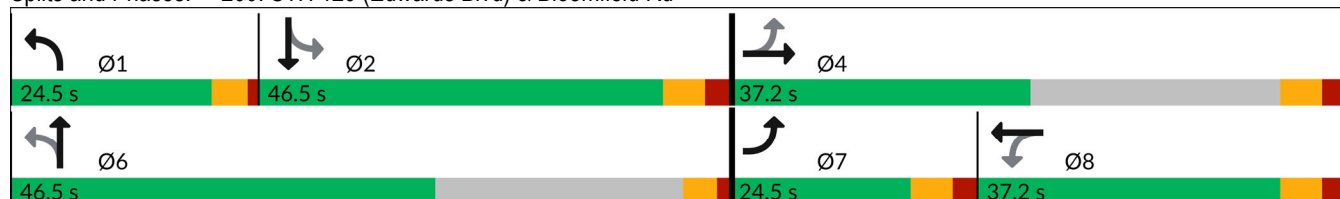
Cycle Length: 132.7

Actuated Cycle Length: 54.6

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 200: STH 120 (Edwards Blvd) & Bloomfield Rd



HCM 7th Signalized Intersection Summary
200: STH 120 (Edwards Blvd) & Bloomfield Rd

Build with Phase 8
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	35	35	35	45	50	55	345	35	20	265	150
Future Volume (veh/h)	100	35	35	35	45	50	55	345	35	20	265	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	38	38	38	49	54	60	375	38	22	288	163
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	430	310	310	314	124	137	395	1386	140	398	649	357
Arrive On Green	0.11	0.36	0.36	0.15	0.15	0.15	0.06	0.43	0.43	0.29	0.29	0.29
Sat Flow, veh/h	1781	858	858	1323	813	896	1781	3260	328	973	2211	1217
Grp Volume(v), veh/h	109	0	76	38	0	103	60	203	210	22	230	221
Grp Sat Flow(s),veh/h/ln	1781	0	1716	1323	0	1709	1781	1777	1811	973	1777	1651
Q Serve(g_s), s	3.0	0.0	1.9	1.6	0.0	3.5	1.4	4.8	4.8	1.0	6.7	7.0
Cycle Q Clear(g_c), s	3.0	0.0	1.9	1.6	0.0	3.5	1.4	4.8	4.8	1.0	6.7	7.0
Prop In Lane	1.00		0.50	1.00		0.52	1.00		0.18	1.00		0.74
Lane Grp Cap(c), veh/h	430	0	620	314	0	261	395	755	770	398	522	485
V/C Ratio(X)	0.25	0.00	0.12	0.12	0.00	0.39	0.15	0.27	0.27	0.06	0.44	0.46
Avail Cap(c_a), veh/h	740	0	803	732	0	800	841	1164	1187	720	1109	1031
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	13.7	23.7	0.0	24.5	13.2	12.0	12.0	16.4	18.4	18.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.4	0.1	0.2	0.2	0.1	0.7	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.7	0.5	0.0	1.3	0.5	1.6	1.6	0.2	2.5	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.5	0.0	13.7	23.7	0.0	24.8	13.2	12.2	12.2	16.4	19.0	19.2
LnGrp LOS	B		B	C		C	B	B	B	B	B	B
Approach Vol, veh/h	185			141			473			473		
Approach Delay, s/veh	16.0			24.5			12.3			19.0		
Approach LOS	B			C			B			B		
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	8.4	25.3		30.3		33.8	13.4	17.0				
Change Period (Y+Rc), s	4.5	6.5		* 7.2		* 6.5	6.5	* 7.2				
Max Green Setting (Gmax), s	20.0	40.0		* 30		* 42	18.0	* 30				
Max Q Clear Time (g_c+l1), s	3.4	9.0		3.9		6.8	5.0	5.5				
Green Ext Time (p_c), s	0.0	9.8		0.6		9.1	0.1	1.1				

Intersection Summary

HCM 7th Control Delay, s/veh	16.7
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
300: Bloomfield Rd & South Access

Build with Phase 8
AM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	55	40	5	5	15
Future Volume (vph)	5	55	40	5	5	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		45	45		25	
Link Distance (ft)		2786	624		237	
Travel Time (s)		42.2	9.5		6.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	65	48	0	21	0
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	55	40	5	5	15
Future Vol, veh/h	5	55	40	5	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	60	43	5	5	16

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	49	0	0	117	46
Stage 1	-	-	-	46	-
Stage 2	-	-	-	71	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1558	-	-	879	1023
Stage 1	-	-	-	976	-
Stage 2	-	-	-	952	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1558	-	-	876	1023
Mov Cap-2 Maneuver	-	-	-	876	-
Stage 1	-	-	-	973	-
Stage 2	-	-	-	952	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.61	0	8.75
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	150	-	-	-	982
HCM Lane V/C Ratio	0.003	-	-	-	0.022
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
400: North Rd & East Access

Build with Phase 8
AM Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	0	0	10	15	5
Future Volume (vph)	10	0	0	10	15	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			55	55	
Link Distance (ft)	327			1662	633	
Travel Time (s)	8.9			20.6	7.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	11	21	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	0	0	10	15	5
Future Vol, veh/h	10	0	0	10	15	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	0	0	11	16	5

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	30	19	22	0	-	0
Stage 1	19	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	984	1059	1594	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	984	1059	1594	-	-	-
Mov Cap-2 Maneuver	984	-	-	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1594	-	984	-	-
HCM Lane V/C Ratio	-	-	0.011	-	-
HCM Ctrl Dly (s/v)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
100: STH 120 (Edwards Blvd) & Townline Rd

Build with Phase 8
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	35	55	10	25	65	45	510	15	70	465	80
Future Volume (vph)	60	35	55	10	25	65	45	510	15	70	465	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		110	0		250	205		0	175		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	25			25			150			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		25			25			45			30	
Link Distance (ft)		1361			1755			2743			1170	
Travel Time (s)		37.1			47.9			41.6			26.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	103	37	0	38	44	49	570	0	76	592	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4		4	8		8	6			2		
Detector Phase	4	4	4	8	8	8	6	6		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	12.0	12.0		12.0	12.0	
Minimum Split (s)	17.3	17.3	17.3	17.3	17.3	17.3	18.4	18.4		18.4	18.4	
Total Split (s)	37.3	37.3	37.3	37.3	37.3	37.3	46.4	46.4		46.4	46.4	
Total Split (%)	44.6%	44.6%	44.6%	44.6%	44.6%	44.6%	55.4%	55.4%		55.4%	55.4%	
Maximum Green (s)	30.0	30.0	30.0	30.0	30.0	30.0	40.0	40.0		40.0	40.0	
Yellow Time (s)	4.3	4.3	4.3	4.3	4.3	4.3	4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.4	2.4		2.4	2.4	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.3	7.3		7.3	7.3	6.4	6.4		6.4	6.4	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5	1.5	1.5	1.5	1.5	3.0	3.0		4.5	4.5	
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5	1.5	2.0	2.0		3.5	3.5	
Time Before Reduce (s)	30.0	30.0	30.0	30.0	30.0	30.0	19.0	19.0		19.0	19.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	11.0	11.0		11.0	11.0	
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.25	0.08		0.08	0.10	0.13	0.34		0.19	0.36	
Control Delay (s/veh)		12.6	10.9		10.9	11.0	9.3	9.1		10.2	9.2	

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TADI - DJW

Synchro 12 Report
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Lanes, Volumes, Timings
100: STH 120 (Edwards Blvd) & Townline Rd

Build with Phase 8
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		12.6	10.9		10.9	11.0	9.3	9.1		10.2	9.2	
Queue Length 50th (ft)		15	5		5	6	6	44		10	46	
Queue Length 95th (ft)		44	20		21	23	21	72		31	75	
Internal Link Dist (ft)		1281			1675			2663			1090	
Turn Bay Length (ft)			110			250	205			175		
Base Capacity (vph)		1228	1328		1353	1328	797	3525		816	3461	
Starvation Cap Reductn		0	0		0	0	0	0		0	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.08	0.03		0.03	0.03	0.06	0.16		0.09	0.17	

Intersection Summary

Area Type: Other

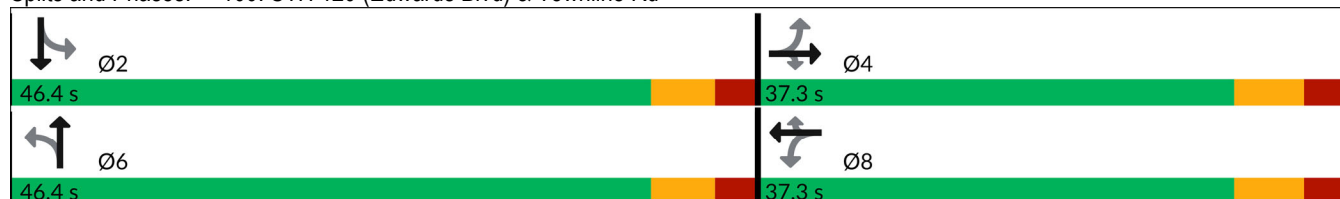
Cycle Length: 83.7

Actuated Cycle Length: 35.8

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Splits and Phases: 100: STH 120 (Edwards Blvd) & Townline Rd



HCM 7th Signalized Intersection Summary
100: STH 120 (Edwards Blvd) & Townline Rd

Build with Phase 8
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	35	55	10	25	65	45	510	15	70	465	80
Future Volume (veh/h)	60	35	55	10	25	65	45	510	15	70	465	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	65	38	37	11	27	44	49	554	16	76	505	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	302	148	330	162	307	330	477	1720	50	490	1479	254
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	823	712	1585	282	1473	1585	825	3527	102	842	3033	520
Grp Volume(v), veh/h	103	0	37	38	0	44	49	279	291	76	295	297
Grp Sat Flow(s),veh/h/ln	1535	0	1585	1754	0	1585	825	1777	1852	842	1777	1777
Q Serve(g_s), s	1.2	0.0	0.9	0.0	0.0	1.0	1.8	4.3	4.3	2.7	4.6	4.6
Cycle Q Clear(g_c), s	2.3	0.0	0.9	0.7	0.0	1.0	6.4	4.3	4.3	7.0	4.6	4.6
Prop In Lane	0.63		1.00	0.29		1.00	1.00		0.05	1.00		0.29
Lane Grp Cap(c), veh/h	450	0	330	468	0	330	477	866	903	490	866	866
V/C Ratio(X)	0.23	0.00	0.11	0.08	0.00	0.13	0.10	0.32	0.32	0.16	0.34	0.34
Avail Cap(c_a), veh/h	1132	0	1056	1234	0	1056	808	1578	1645	827	1578	1578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	14.5	14.4	0.0	14.5	9.1	7.0	7.0	9.2	7.1	7.1
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.2	0.2	0.2	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.3	0.3	0.0	0.3	0.2	1.0	1.0	0.4	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	0.0	14.5	14.4	0.0	14.6	9.2	7.2	7.2	9.4	7.5	7.5
LnGrp LOS	B		B	B		B	A	A	A	A	A	A
Approach Vol, veh/h	140			82			619			668		
Approach Delay, s/veh	14.9			14.5			7.4			7.7		
Approach LOS	B			B			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	28.4			16.7			28.4			16.7		
Change Period (Y+Rc), s	6.4			7.3			6.4			7.3		
Max Green Setting (Gmax), s	40.0			30.0			40.0			30.0		
Max Q Clear Time (g_c+l1), s	9.0			4.3			8.4			3.0		
Green Ext Time (p_c), s	12.9			0.7			10.8			0.2		
Intersection Summary												
HCM 7th Control Delay, s/veh	8.6											
HCM 7th LOS	A											

Lanes, Volumes, Timings
200: STH 120 (Edwards Blvd) & Bloomfield Rd

Build with Phase 8
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	40	25	55	30	50	10	395	60	40	420	80
Future Volume (vph)	125	40	25	55	30	50	10	395	60	40	420	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		0	150		0	175		0	185		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	175			250			100			125		
Right Turn on Red			No			No			No			No
Link Speed (mph)		25			45			45			45	
Link Distance (ft)		1227			1344			1625			2743	
Travel Time (s)		33.5			20.4			24.6			41.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	70	0	60	87	0	11	494	0	43	544	0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4			8		1	6			2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	8.0	10.0		10.0	10.0		6.0	6.0		8.0	8.0	
Minimum Split (s)	14.5	17.2		17.2	17.2		10.5	10.5		14.5	14.5	
Total Split (s)	24.5	37.2		37.2	37.2		24.5	46.5		46.5	46.5	
Total Split (%)	18.5%	28.0%		28.0%	28.0%		18.5%	35.0%		35.0%	35.0%	
Maximum Green (s)	18.0	30.0		30.0	30.0		20.0	42.0		40.0	40.0	
Yellow Time (s)	4.3	4.3		4.3	4.3		3.5	3.5		4.3	4.3	
All-Red Time (s)	2.2	2.9		2.9	2.9		1.0	1.0		2.2	2.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	7.2		7.2	7.2		4.5	4.5		6.5	6.5	
Lead/Lag	Lead			Lag	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	1.5	1.5		1.5	1.5		1.5	3.3		3.3	3.3	
Minimum Gap (s)	1.5	1.5		1.5	1.5		1.5	2.3		2.3	2.3	
Time Before Reduce (s)	21.0	30.0		30.0	30.0		20.0	20.0		21.0	21.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	12.0		12.0	12.0	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.26	0.09		0.23	0.26		0.03	0.42		0.18	0.58	
Control Delay (s/veh)	10.9	10.2		25.2	24.8		13.2	15.8		20.7	21.7	

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TADI - DJW

Synchro 12 Report
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Lanes, Volumes, Timings
200: STH 120 (Edwards Blvd) & Bloomfield Rd

Build with Phase 8
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	10.9	10.2		25.2	24.8		13.2	15.8		20.7	21.7	
Queue Length 50th (ft)	20	10		15	22		2	63		10	76	
Queue Length 95th (ft)	73	44		61	80		12	113		41	167	
Internal Link Dist (ft)		1147			1264			1545			2663	
Turn Bay Length (ft)	200			150			175			185		
Base Capacity (vph)	718	1655		780	996		715	3380		684	2694	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.19	0.04		0.08	0.09		0.02	0.15		0.06	0.20	

Intersection Summary

Area Type: Other

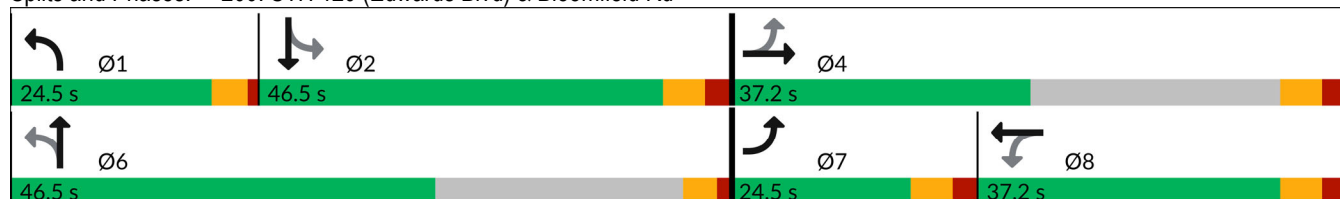
Cycle Length: 132.7

Actuated Cycle Length: 53.4

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 200: STH 120 (Edwards Blvd) & Bloomfield Rd



HCM 7th Signalized Intersection Summary
200: STH 120 (Edwards Blvd) & Bloomfield Rd

Build with Phase 8
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	40	25	55	30	50	10	395	60	40	420	80
Future Volume (veh/h)	125	40	25	55	30	50	10	395	60	40	420	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	43	27	60	33	54	11	429	65	43	457	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	451	393	246	313	97	158	327	1308	197	409	1002	190
Arrive On Green	0.11	0.37	0.37	0.15	0.15	0.15	0.02	0.42	0.42	0.34	0.34	0.34
Sat Flow, veh/h	1781	1074	675	1331	638	1044	1781	3097	466	903	2982	564
Grp Volume(v), veh/h	136	0	70	60	0	87	11	245	249	43	271	273
Grp Sat Flow(s),veh/h/ln	1781	0	1749	1331	0	1682	1781	1777	1786	903	1777	1769
Q Serve(g_s), s	3.8	0.0	1.7	2.6	0.0	3.0	0.2	6.0	6.0	2.2	7.7	7.8
Cycle Q Clear(g_c), s	3.8	0.0	1.7	2.6	0.0	3.0	0.2	6.0	6.0	2.6	7.7	7.8
Prop In Lane	1.00		0.39	1.00		0.62	1.00		0.26	1.00		0.32
Lane Grp Cap(c), veh/h	451	0	639	313	0	255	327	751	755	409	597	595
V/C Ratio(X)	0.30	0.00	0.11	0.19	0.00	0.34	0.03	0.33	0.33	0.11	0.45	0.46
Avail Cap(c_a), veh/h	746	0	812	730	0	781	849	1156	1162	664	1100	1096
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	0.0	13.5	24.3	0.0	24.5	13.1	12.5	12.5	15.3	16.8	16.8
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.3	0.0	0.3	0.3	0.1	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.6	0.7	0.0	1.1	0.1	2.0	2.0	0.4	2.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.7	0.0	13.6	24.4	0.0	24.8	13.1	12.8	12.8	15.4	17.4	17.4
LnGrp LOS	B		B	C		C	B	B	B	B	B	B
Approach Vol, veh/h	206			147			505			587		
Approach Delay, s/veh	16.3			24.7			12.8			17.3		
Approach LOS	B			C			B			B		
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	5.6	28.2		30.8		33.8	13.8	17.0				
Change Period (Y+Rc), s	4.5	6.5		* 7.2		* 6.5	6.5	* 7.2				
Max Green Setting (Gmax), s	20.0	40.0		* 30		* 42	18.0	* 30				
Max Q Clear Time (g_c+l1), s	2.2	9.8		3.7		8.0	5.8	5.0				
Green Ext Time (p_c), s	0.0	11.9		0.6		11.0	0.1	1.0				

Intersection Summary

HCM 7th Control Delay, s/veh	16.3
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
300: Bloomfield Rd & South Access

Build with Phase 8
PM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	15	50	75	5	5	10
Future Volume (vph)	15	50	75	5	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		45	45		25	
Link Distance (ft)		2786	624		237	
Travel Time (s)		42.2	9.5		6.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	70	87	0	16	0
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	50	75	5	5	10
Future Vol, veh/h	15	50	75	5	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	54	82	5	5	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	87	0	0	171	84
Stage 1	-	-	-	84	-
Stage 2	-	-	-	87	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1509	-	-	819	975
Stage 1	-	-	-	939	-
Stage 2	-	-	-	936	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1509	-	-	810	975
Mov Cap-2 Maneuver	-	-	-	810	-
Stage 1	-	-	-	929	-
Stage 2	-	-	-	936	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.71	0	9.02
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	415	-	-	-	913
HCM Lane V/C Ratio	0.011	-	-	-	0.018
HCM Ctrl Dly (s/v)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
400: North Rd & East Access

Build with Phase 8
PM Peak Hour

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	0	0	20	15	15
Future Volume (vph)	5	0	0	20	15	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			55	55	
Link Distance (ft)	327			1662	633	
Travel Time (s)	8.9			20.6	7.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	22	32	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	0	0	20	15	15
Future Vol, veh/h	5	0	0	20	15	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	0	0	22	16	16

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	46	24	33	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	964	1052	1579	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	964	1052	1579	-	-	-
Mov Cap-2 Maneuver	964	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1001	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.76	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1579	-	964	-	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Ctrl Dly (s/v)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Memo to City of Lake Geneva

To: Jackie Mich, Vandewalle **Date:** March 10, 2025

From: Naomi Rauch, P.E.
262-758-6032

CC: Brian Pollard – Fairwyn Ltd
Rick Zirk – Fairwyn Ltd.
Dave De Angelis – City Administrator
Amanda Rotondi – Building and Zoning Administrative Assistant
Tom Earle – Director of Public Works
Josh Gajewski – Utility Director

Subject: GDP Recommended Approval – Symphony Bay Phase 8 (PIN ZYUP 500003)
Kapur Project No. 250259 PHSE 01

BACKGROUND AND REQUEST:

A General Development Plan (GDP) application was submitted by Fairwyn Ltd. for the construction of Symphony Bay Phase 8, a 128 lot single family home subdivision at the southwest corner of Townline Road and North Road. One ingress/egress location is proposed off North Road and one ingress/egress location is proposed off Bloomfield Road. Both roads have shared right-of-ways with the Village of Bloomfield. The subdivision is proposed with public roads with 60-ft right-of-ways and public utilities throughout.

The following plan and calculations were submitted for review:

- **Symphony Bay Layout Plan**, prepared by Bowman Consulting Group, one sheet, dated February 21, 2025.
- **Proposed Preliminary Plat for Symphony Bay Phase 8**, sheets 2-6 of 20, prepared by Bowman Consulting Group, dated February 21, 2025.

Comments:

We recommend **approval** of the General Development Plan (GDP) and Preliminary Plat referenced above, subject to the following conditions:

1. The GDP indicates outlots as “dedicated to the public”. These areas will be designated as open space for recreation, wetlands, and drainage and should be noted as such on the final plat. It is understood they will remain under the homeowner’s association responsibility for maintenance and NOT dedicated to the City.
2. The Precise Implementation Plan (PIP) will require a full set of detailed engineering plans and stormwater management plan that shall address Kapur’s review comments dated February 25, 2025.



The plans have been reviewed for conformance with generally accepted engineering practices and City of Lake Geneva policies. Although the material has been reviewed, the applicant is ultimately responsible for the thoroughness and accuracy of the plans and supplemental data and for compliance with state, county, and other local ordinances and procedures.

Please contact me if you have any questions or comments pertaining to this project.

STAFF REPORT
To Lake Geneva Plan Commission
Meeting Date: March 17, 2025

Agenda Item #11

Applicant:

Bloomfield Holdings, LLC
875 Townline Road
Lake Geneva, WI

Request:

Symphony Bay Phase 8
Townline Road and North Road
Tax Key No. ZYUP 500003
PD - General Development Plan

Description:

Bloomfield Holdings, LLC has applied for a Planned Development – General Development Plan (PD-GDP) to allow for the development of 128 single family homes on a 69.4-acre parcel southwest of the intersection of Townline and North Roads, at the eastern edge of the City of Lake Geneva. The project is Phase 8 of the Symphony Bay development. Symphony Bay is a residential community oriented to active seniors. Phases 1-7 were approved for 427 dwelling units, about half of which have been constructed to date.

A PD-GDP is Step 3 of 4 for the Planned Development process. The General Development Plan (GDP) establishes the land use and bulk regulations for the project. The next step, Step 4, is a Precise Implementation Plan (PD-PIP), which establishes details of site development including architecture, landscaping, lighting, and engineering.

The subject property is zoned Single Family Residential – 4 (SR-4) and was annexed into the City of Lake Geneva in the spring of 2024. An annexation agreement was signed at that time.

Phases 1-7 of the Symphony Bay residential development are located to the west of the subject property. These lands are zoned Planned Development. Lands to the north, across Townline Road, include a stormwater pond for the Southwind residential development and a residential parcel in the Town of Bloomfield. To the east, across North Road, is farmland and rural residential located in the Village of Bloomfield. Lands to the south, across Bloomfield Road, contains farmland in the Town of Bloomfield.

GDP Site Plan and Site Access

The proposed site plan includes a long, looped street with a southern access point on Bloomfield Road. On the north side of the property, an east-west street crosses the looped street and provides access to North Road to the east. The site plan includes 128 single family lots with two different lot sizes. The site plan includes 81 homes on lots of at least 6,000 square feet in area (50x120 feet) and 47 lots of at least 7,800 square feet in area (65x120 feet). The wider lots can accommodate a three-car garage. The applicant is requesting zoning flexibility to allow for reduced lot sizes, lot widths, setbacks, dwelling unit separation, and landscape surface than permitted in the SR-4 zoning district. The proposed lot sizes are comparable to lots approved in previous Symphony Bay phases.

Maintenance of open spaces, private lawns, stormwater facilities, and snow removal are to be provided by a homeowner's association.

North Road is only partially within the City of Lake Geneva. The City's municipal boundary runs down the centerline of North Road, and the eastern half of the road is located within the Village of Bloomfield. At its northern end, North Road is located entirely within the Village of Bloomfield. The proposed access point into Phase 8 is partially within the City of Lake Geneva and partially within the Village of Bloomfield. Accordingly, these access point improvements must be coordinated with Village of Bloomfield, as well as utility connections and future improvements to North Road by the City.

Natural Resources, Open Space, and Stormwater Management Areas

The western portion of the site contains areas of wetlands, woodlands, and steep slopes. These resources are protected by the City's Wetland Overlay Zoning District, Woodland Overlay Zoning District, and the Steep Slope Overlay Zoning District. A wetland delineation was conducted in 2023, which determined the precise locations of the wetlands on the site. The proposed GDP site plan avoids disturbance of all areas containing wetlands and woodlands. Some areas of steep slopes will be graded to allow for development, as permitted by the zoning ordinance. Where the proposed pedestrian path crosses the wetland, an elevated boardwalk will be employed. Elevated boardwalks are the preferred means of providing pedestrian access through a wetland and are permitted by the Wisconsin DNR.

The property is not located within the floodplain and does not contain protected drainageways.

The site plan includes areas of open space at the rear of the lots at the interior of the development. This area will be used for stormwater management and will be maintained by a homeowner's association. The west side of the development containing wetlands and woodlands will be left as undeveloped open space maintained by the homeowner's association.

Bicycle and Pedestrian Connections

The City's Bicycle and Pedestrian Plan recommends a multi-use path or sidewalk along Townline Road and along Bloomfield Road. These have not been constructed, except for a multi-use path on the north side of Townline Road ending at Southwind Drive. Since there is little pedestrian connectivity between Symphony Bay and the rest of the City, it is important to increase pedestrian connectivity throughout the development itself, providing residents with the opportunity to walk for exercise and for recreation and to visit the Symphony Bay Clubhouse and fellow neighbors within Symphony Bay.

Sidewalks are provided only on one side of the street, on the outer side of the looped road. Providing sidewalks only on one side of the street was agreed to in the Annexation Agreement. Sidewalks are not provided on the east-west road at the north end of the development.

Proposed paths through the open space will connect Phase 8 to the planned north-south path in Phase 7 located immediately to the west of the wetland areas. A boardwalk will be provided where the Phase 8 path traverses the wetland. Phase 8 residents need access to the clubhouse to pick up their mail and use clubhouse amenities.

The clubhouse is a considerable distance from the Phase 8. (This distance is most apparent in the drawing on page 1 of the Preliminary Plat packet, as it shows the relationship between Phase 8 and the

rest of Symphony Bay.) Residents of lots near the path connection on the south side of Phase 8 will have convenient access to the path and clubhouse, but residents on the north side of Phase 8 have to walk much further, as much as 0.70 miles from their homes to the clubhouse.

This issue could be addressed by providing a second path connection from the north side of Phase 8 and along Townline Road. This would shorten the walk to the clubhouse considerably, thereby encouraging more people to walk and reducing vehicle traffic during mail pickup and other peak hours. It would also provide better access to the existing multi-use path on the north side of Townline Road near Southwind Drive and nearby destinations such as Veterans Park and Lake Geneva Tennis & Pickleball. Installing a path on Townline Road would be the responsibility of the City of Lake Geneva and would be consistent with the City's Comprehensive Plan and Bicycle and Pedestrian Plan.

On the south side of the development, near Bloomfield Road, an additional path around the stormwater pond is provided for recreation and exercise purposes. The precise path locations will be adjusted in the PIP step with final engineering.

Conceptual Landscape Plan

Open space areas along the perimeters of the site will consist of turf (grass). At City Staff's request, the applicant will screen the rear of all lots adjacent to North Road with landscaping, with the intention of providing more privacy for these residents. The Conceptual Landscape Plan includes a mix of deciduous and coniferous trees. The specific placement and species of these plantings will be determined in the PIP step.

Traffic Impact Analysis (TIA)

The Traffic Impact Analysis (TIA) studied the traffic impacts to Townline Road, Bloomfield Road, North Road, and the following intersections:

- Edwards Boulevard & Townline Road (west of Symphony Bay Phases 1-8)
- Edwards Boulevard & Bloomfield Road (west of Symphony Bay Phases 1-8)
- Bloomfield Road & South Access Road for Symphony Bay Phase 8
- North Road & East Access Road for Symphony Bay Phase 8

Currently, a traffic signal is planned for the intersection of Edwards Boulevard and Townline Road. The other three intersections will be controlled by stop signs.

The TIA found that additional traffic generated by proposed development is relatively low and results in acceptable traffic operations at the four intersections during the peak hours. It further found that at buildout, Townline Road, Bloomfield Road, and North Road will be well below capacity, requiring no additional turn lanes or roadway widening. Any improvements to these roads or intersections will be the responsibility of the City, per the Annexation Agreement.

Consistency with the Comprehensive Plan:

GDP approval constitutes an official rezoning request (map amendment). All zoning map amendments must be consistent with the Comprehensive Plan in accordance with state law. The proposed single family use is consistent with the City's Comprehensive Plan, which recommends the parcel for Planned Neighborhood. Planned Neighborhood areas are intended to, "Maintain overall residential development densities within Planned Neighborhoods of between 4 and 8 dwelling units per residential acre" and "Accommodate a mixture of housing types, costs, and densities, while maintaining the predominance of

single-family housing in the community” (pages 85-86 of the Comprehensive Plan). Excluding the approximately 39 acres of undevelopable natural resource areas, the proposed residential density for the development is approximately 4.22 dwelling units per acre, which is well within the recommendations for the Comprehensive Plan, and just slightly higher than the density of 4 dwelling units per acre permitted in the City’s SR-4 zoning district. (Including the natural resource areas results in a much lower density of 1.85 dwelling units per acre.)

Additionally, the Comprehensive Plan recommends the Planned Neighborhoods concept as a relatively compact form of development. Compared to lower density residential development found elsewhere in the City or in surrounding rural subdivisions, compact developments such as this manage the rate of community expansion, preserve farmland, and protect natural resources. Furthermore, the proposed GDP is consistent with many of the City’s goals, objectives and policies for areas recommended for Planned Neighborhood on pages 85-86 of the Comprehensive Plan. Specifically, the Plan recommends that at least 50% of all new dwelling units in each Planned Neighborhood be single family residential. It also recommends protection of environmentally sensitive areas and unique natural features, interconnected open space systems for recreation, and progressive stormwater management – all which are accomplished through the proposed GDP.

Relationship to Base Zoning Standards:

All Planned Developments must identify zoning flexibility being requested from the base zoning standards in the most comparable regular zoning district. In this instance, the Single Family Residential – 4 (SR-4) zoning district provides that comparison zoning district. The project requests the following items of zoning flexibility:

1. A reduction of the minimum dwelling unit separation to 10 feet (as compared to 12 feet in the SR-4 zoning district)
2. A reduction of the minimum landscape surface ratio to 40% (as compared to 60% in the SR-4 district)
3. A reduction of the minimum rear yard setback to 15 feet (as compared to 30 feet in the SR-4 district)
4. A reduction of the minimum street frontage to 35 feet (as compared to 50 feet in SR-4 district)
5. For the 50-foot-wide lots:
 - a. A reduction of the minimum lot width to 50 feet (as compared to 75 feet in the SR-4 district)
 - b. A reduction of the minimum lot size to 6,000 square feet (as compared to 9,000 square feet in the SR-4 district)
 - c. A reduction of minimum side yard setback to 5 feet (as compared to 6 feet in the SR-4 district)
 - d. A reduction of the minimum combined side yard setbacks to 10 feet (as compared to 15 feet in the SR-4 district)
6. For the 65-foot-wide lots:
 - a. A reduction of the minimum lot width to 65 feet (as compared to 75 feet in the SR-4 district)
 - b. A reduction of the minimum lot size to 7,800 square feet (as compared to 9,000 square feet in the SR-4 district)

Staff Review Comments:

In exchange for zoning flexibility, Planned Developments must provide a much higher level of site design than normally required for other developments. Staff feels that the somewhat increased density of 4.22 dwelling units per acre is balanced by the preservation of the natural resource areas to the west. As noted previously in this report, Staff feels that the pedestrian connectivity could be improved, considering long distances to walk to the clubhouse and particularly since sidewalks are only provided on one side of the street.

As noted above, the proposed GDP is consistent with the Comprehensive Plan and supports many of the City's goals and objectives for Planned Neighborhoods.

Action by the Plan Commission:

As part of the consideration of a requested PD-GDP, the Plan Commission is required to:

- Provide the Common Council with a *recommendation* regarding the proposed Zoning Map amendment,
- Include *findings* required by the Zoning Ordinance for Zoning Map amendment, and,
- Provide specific suggested *requirements* to modify the project as submitted.

Required Plan Commission Findings on the GDP for Recommendation to Common Council:

A proposed GDP must be reviewed by the standards for all Zoning Map Amendments, below:

- A. If, after the public hearing, the Commission wishes to recommend *approval*, then the appropriate fact finding would be in agreement with Items 1 and 3, and one or more factors of Item 2, of the following.
1. The proposed GDP furthers the purposes of the Zoning Ordinance as outlined in Section 98-005 and the applicable rules and regulations of the Wisconsin Department of Natural Resources (DNR) and the Federal Emergency Management Agency (FEMA).
 2. One or more of the following factors have arisen that are not properly addressed on the current Official Zoning Map:
 - a. The designations of the Official Zoning Map should be brought into conformity with the Comprehensive Plan;
 - b. A mistake was made in mapping on the Official Zoning Map;
 - c. Factors have changed, making the subject property more appropriate for the proposed GDP zoning;
 - d. Growth patterns or rates have changed, thereby creating the need for an amendment to the Official Zoning Map. And;
 3. The proposed GDP amendment maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.

Or:

- B. If, after the public hearing, the Commission wishes to recommend *denial*, then the appropriate fact finding would be in disagreement with at least one of Items 1, 2, or 3 of the following:
1. The proposed GDP does not further the purposes of the Zoning Ordinance as outlined in Section 98-005 and the applicable rules and regulations of the Wisconsin Department of Natural Resources (DNR) and the Federal Emergency Management Agency (FEMA).

2. One or more of the following factors have not arisen that are not properly addressed on the current Official Zoning Map:
 - a. The designations of the Official Zoning Map should be brought into conformity with the Comprehensive Plan;
 - b. A mistake was made in mapping on the Official Zoning Map;
 - c. Factors have changed, making the subject property more appropriate for the proposed GDP zoning;
 - d. Growth patterns or rates have changed, thereby creating the need for an amendment to the Official Zoning Map.
3. The proposed GDP amendment does not maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.

Staff Recommendation:

Staff recommends that the Plan Commission recommend *approval* of the amendment to the GDP as submitted, including the granting of the requested zoning flexibilities.

Staff recommends the affirmative set of findings provided above, noting that the proposal meets Factor 2a, that the Official Zoning Map should be brought into conformity with the Comprehensive Plan.

Staff recommends the following additional conditions of approval.

1. Remove “dedicated to the public” language from the GDP exhibits and the Preliminary Plat, as these areas will be owned and maintained by the homeowner’s association

Suggested Motions:

- *Approve:* I recommend approval of the proposed *General Development (GDP) for W Bloomfield Holdings, LLC, 875 E Townline Road, Lake Geneva, WI, to allow for a single family residential development for the property located at Townline Road and North Road, Tax Key No. ZYUP 500003*, including the affirmative set of findings, and any additional conditions of approval recommended by staff.
- *Deny:* I recommend denial of proposed *the General Development General Development (GDP) for Bloomfield Holdings, LLC, 875 E Townline Road, Lake Geneva, WI, to allow for a single family residential development for the property located at Townline Road and North Road, Tax Key No. ZYUP 500003*, based on the following finding of fact, because *[provide rationale for denial, based on disagreement with at least one of Items 1, 2, or 3, above]*

*Jackie Mich, AICP
City Planning Consultant
Vandewalle & Associates*

RESOLUTION OF THE PLAN COMMISSION			
Resolution recommending to the Common Council a Planned Development – General Development Plan (GDP) application filed by Bloomfield Holdings, LLC, 875 E Townline Road, Lake Geneva, WI, to allow for a single family residential development for the property located at Townline Road and North Road, Tax Key No. ZYUP 500003.			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	PC-008	Date:	March 17, 2025

WHEREAS, the City of Lake Geneva Plan Commission has considered a Planned Development – General Development Plan (GDP) application filed by Bloomfield Holdings, LLC, 875 E Townline Road, Lake Geneva, WI, to allow for a single family residential development for the property located at Townline Road and North Road, Tax Key No. ZYUP 500003, and

WHEREAS, the Plan Commission held a Public Hearing thereon pursuant to proper notice given on March 17, 2025, and

WHEREAS, the Plan Commission made the following findings of fact:

1. The proposed GDP furthers the purposes of the Zoning Ordinance as outlined in Section 98-005 and the applicable rules and regulations of the Wisconsin Department of Natural Resources (DNR) and the Federal Emergency Management Agency (FEMA).
2. One or more of the following factors have arisen that are not properly addressed on the current Official Zoning Map:
 - a. The designations of the Official Zoning Map should be brought into conformity with the Comprehensive Plan;
3. The proposed GDP amendment maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property; and

WHEREAS, the Plan Commission has recommended the following conditions:

1. Applicant shall remove “dedicated to the public” from open space areas on GDP exhibits

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby recommends to the Common Council a Planned Development – General Development Plan (GDP) application filed by Bloomfield Holdings, LLC, 875 E Townline Road, Lake Geneva, WI, to allow for a single family residential development for the property located at Townline Road and North Road, Tax Key No. ZYUP 500003, per the findings of fact and additional conditions stated above.

Recommended to the Common Council of the City of Lake Geneva this 17th day of March 2025.

PC Action: ☐ Adopted ☐ Failed Vote _____

Mayoral Action: ☐ Accept ☐ Veto

Todd Krause, Plan Commission Chair

Date

Attest:

Lacey L Reynolds, City Clerk

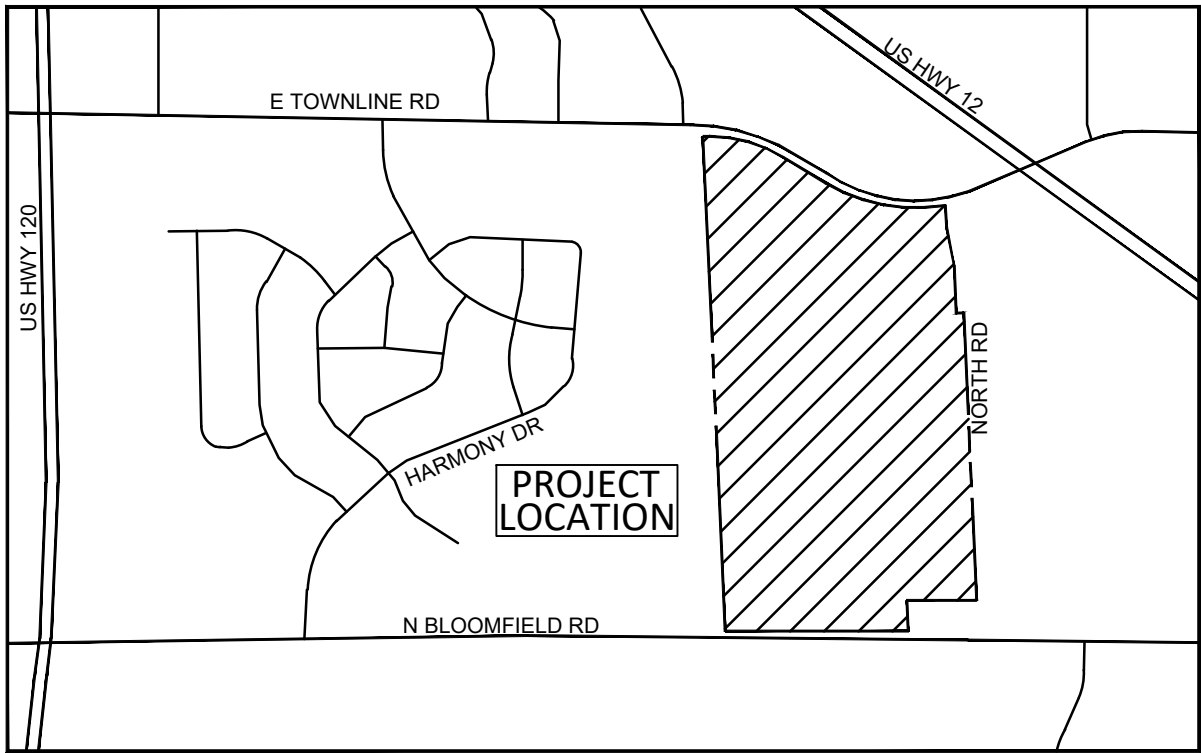
Date

PROPOSED PRELIMINARY PLAT FOR:

SYMPHONY BAY

PHASE 8

PROJECT PARCEL ID: ZYUP 500003
NORTH BLOOMFIELD RD & NORTH RD
LAKE GENEVA, WI 53147
WALWORTH COUNTY



VICINITY MAP
1" = 1,000'



NOTES

- WETLANDS ON SITE ARE SHOWN IN APPROXIMATE LOCATIONS
- SITE IS LOCATED IN ZONE X (OUTSIDE OF THE 100-YEAR FLOOD PLAIN) PER FEMA FIRM NUMBER 55127C0334E, EFFECTIVE APRIL 6, 2022
- ELEVATIONS ARE BASED ON:

BENCHMARKS	
BM #1	SECTION CORNER MONUMENT IN THE MIDDLE OF INTERSECTION OF N. BLOOMFIELD RD AND NORTH RD AT SOUTHEAST CORNER OF THE SE 1/4 5-1-81. ELEV: 891.84'
BM #2	BOWMAN CONTROL POINT 101, (IRON ROD 2/CAP) 903.75' WEST OF ABOVE SECTION MONUMENT AND 5' NORTH OF EDGE OF PAVEMENT. ELEV: 891.31'
(NAVD 88 BASED ON GPS OBSERVATIONS)	

Sheet List Table

Sheet Number	Sheet Title
1	COVER SHEET
2	PRELIMINARY PLAT
3	PRELIMINARY PLAT
4	PRELIMINARY PLAT
5	PRELIMINARY PLAT
6	PRELIMINARY PLAT
7	EXISTING CONDITIONS PLAN
8	EXISTING CONDITIONS PLAN
9	EXISTING CONDITIONS PLAN
10	GRADING PLAN
11	GRADING PLAN
12	GRADING PLAN
13	DRAINAGE PLAN
14	DRAINAGE PLAN
15	DRAINAGE PLAN
16	DRAINAGE CALCULATIONS
17	UTILITY PLAN
18	UTILITY PLAN
19	UTILITY PLAN
20	UTILITY PLAN

ENGINEER

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PLANO, TEXAS 75093
PHONE: 972.497.2990
CONTACT: TODD ERICKSON, P.E.

OWNER

FAIRWYN SB, INC.
875 TOWNLINE ROAD
LAKE GENEVA, WI 53147
PHONE: 847.417.9256
CONTACT: RICK ZIRK

COVER SHEET

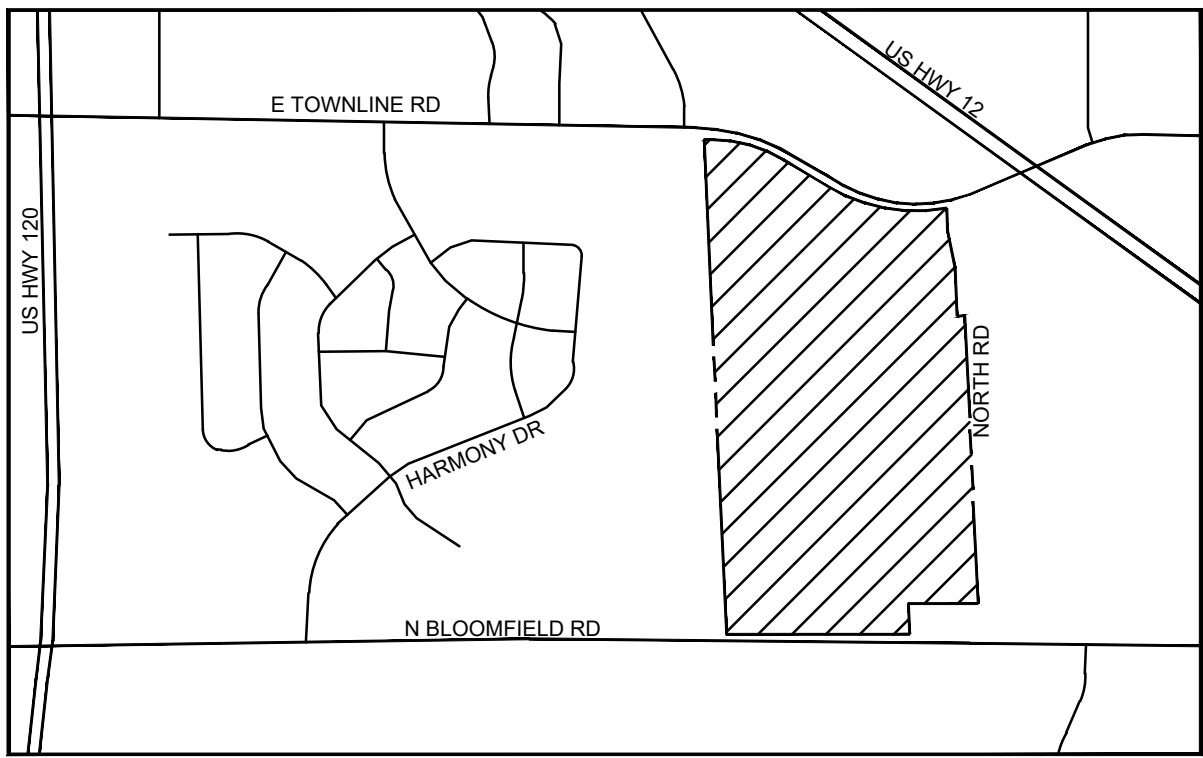
SYMPHONY BAY PHASE 8
ZYUP 500003 ZONED SR-4
E1/2NW1/4 SECTION 5, TOWNSHIP 1 NORTH, RANGE 18 EAST
LAKE GENEVA, WALWORTH COUNTY, WI

Bowman

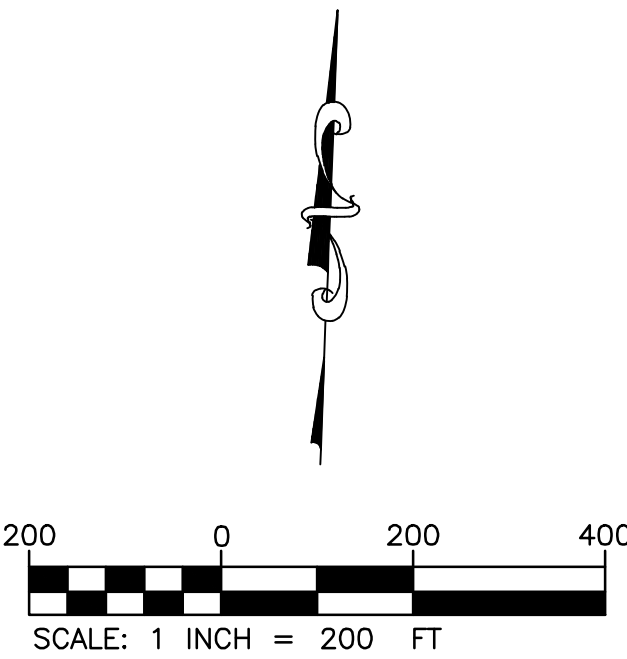
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TPE Firm Registration No. F-14309

SHEET 1 OF 20

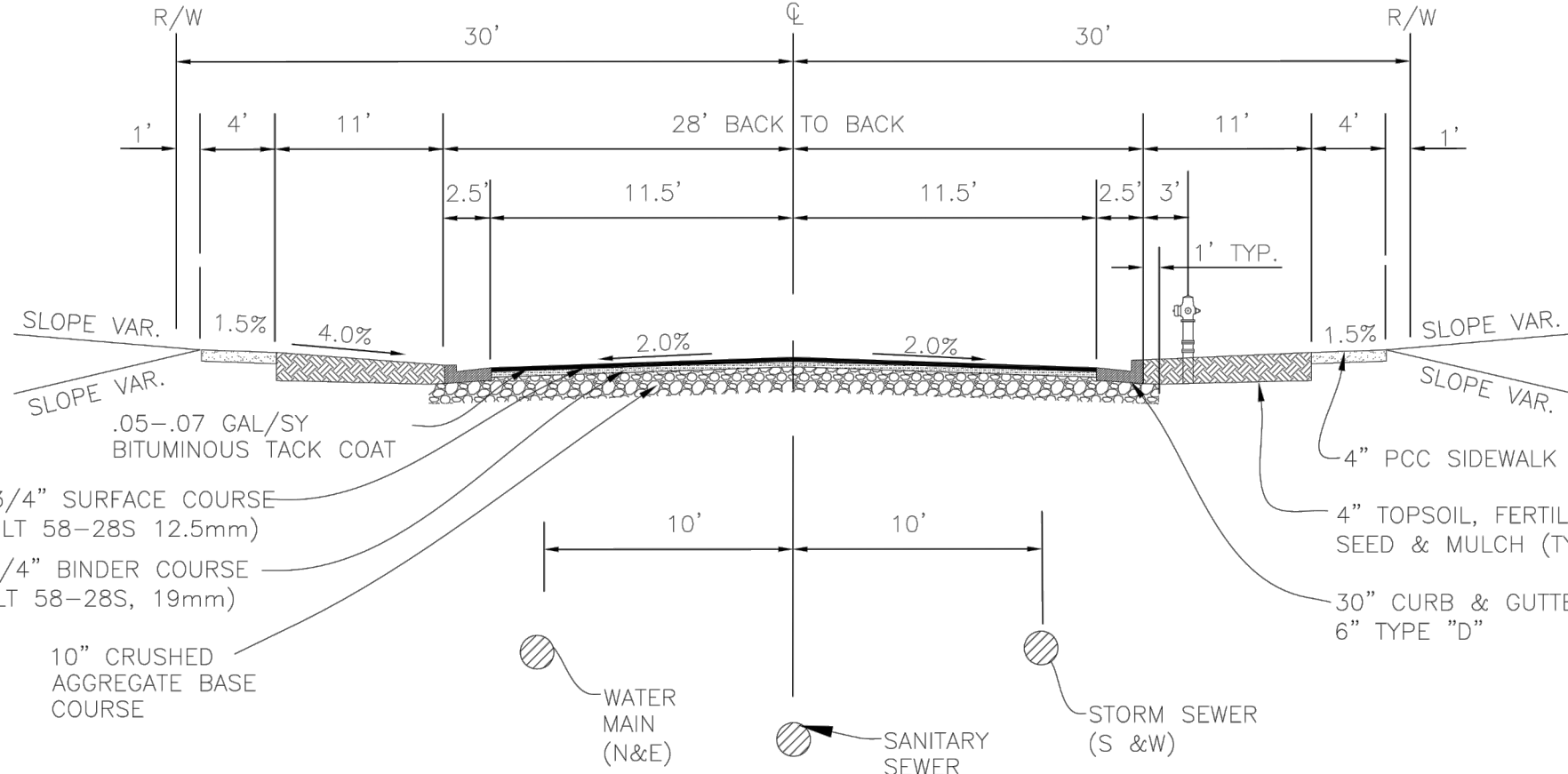




VICINITY MAP
1" = 1,000'

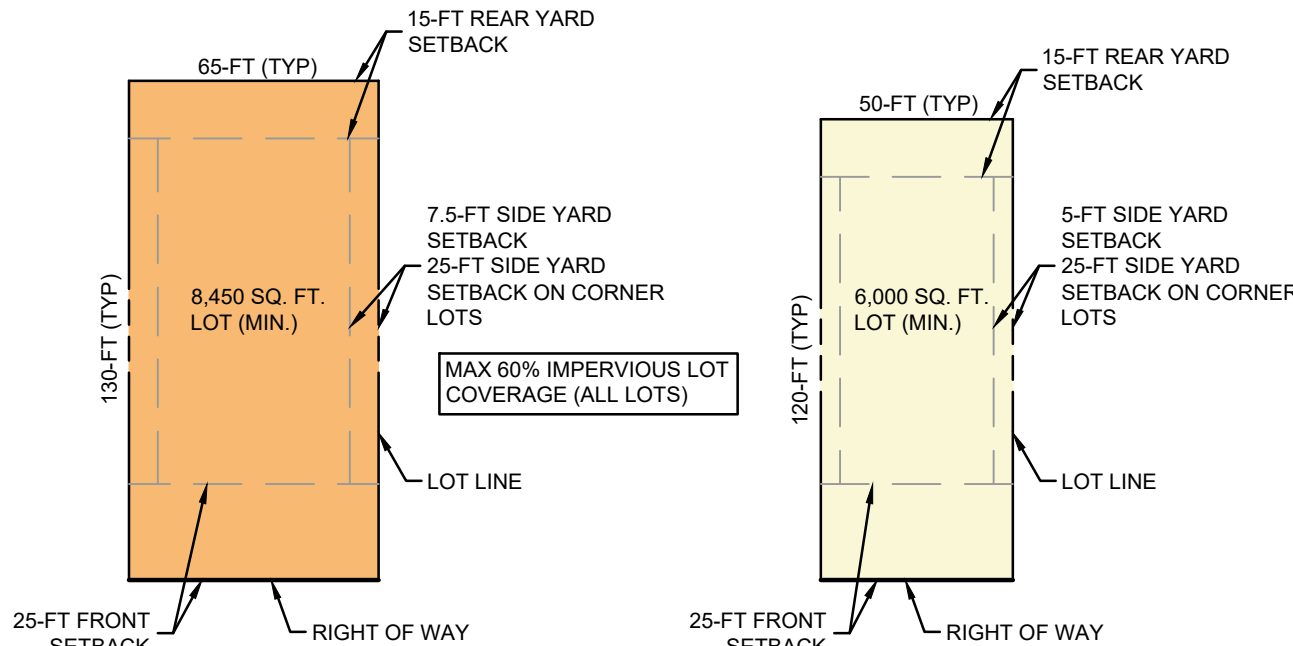


60' R.O.W. TYPICAL SECTION
N.T.S. CITY OF LAKE GENEVA MINOR STREET URBAN SECTION



COLOR LEGEND

- | | |
|--|---------------------|
| | LOTS - 6,000 SF MIN |
| | LOTS - 8,450 SF MIN |
| | DEDICATED TO PUBLIC |
| | ROAD PAVEMENT |
| | WETLAND |
| | WETLAND OPEN WATER |
| | WET POND |
| | TRAIL |
| | MAINTENANCE ACCESS |



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PRELIMINARY PLAT

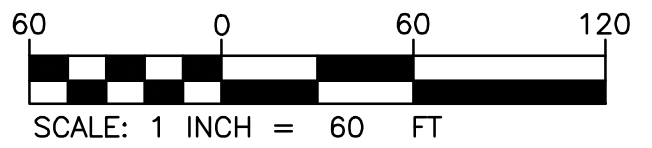
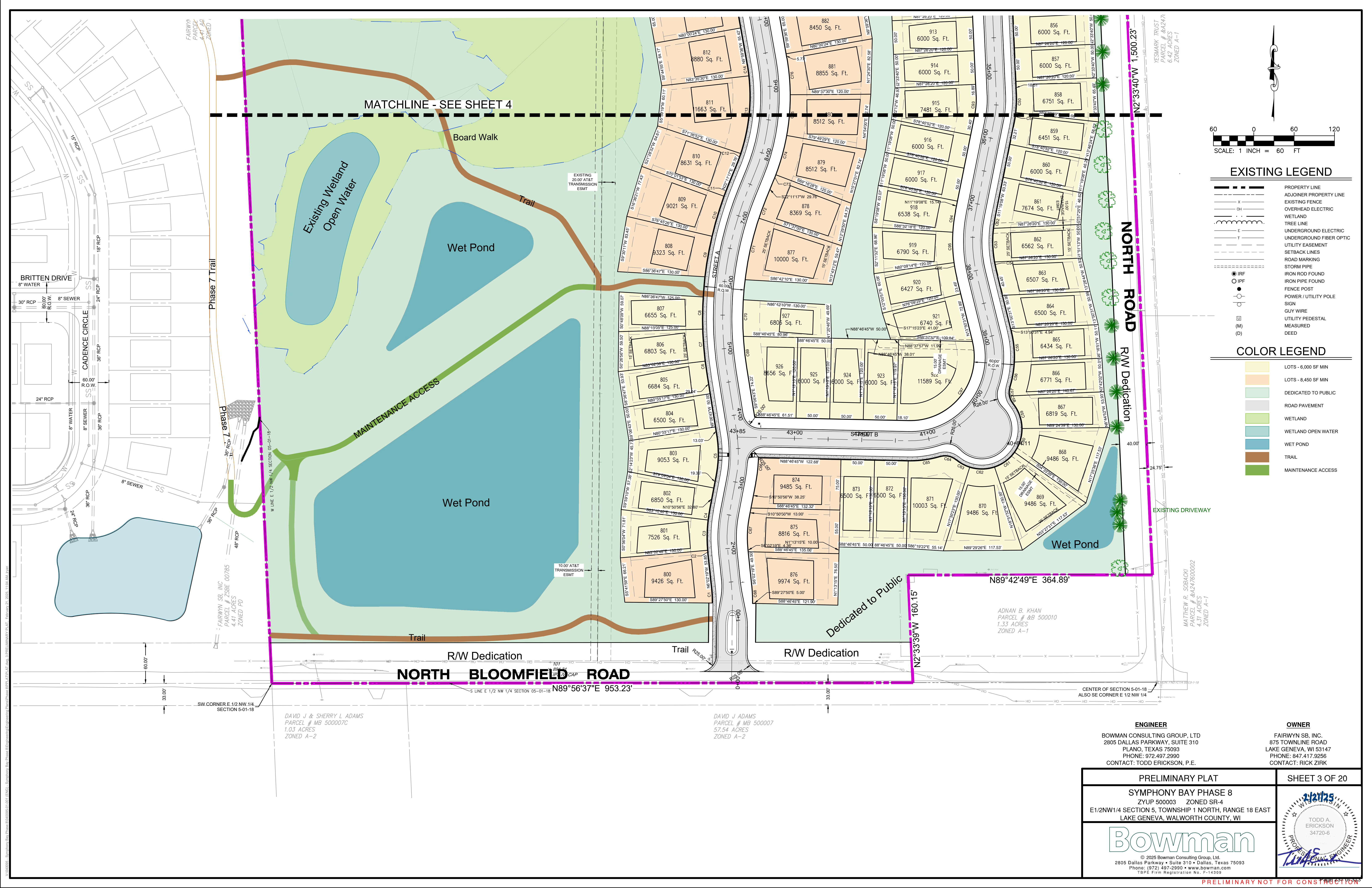
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SHEET 2 OF 20





EXISTING LEGEND

- PROPERTY LINE
- ADJOINER PROPERTY LINE
- EXISTING FENCE
- OVERHEAD ELECTRIC
- WETLAND
- TREE LINE
- UNDERGROUND ELECTRIC
- UNDERGROUND FIBER OPTIC
- UTILITY EASEMENT
- SETBACK LINES
- ROAD MARKING
- STORM PIPE
- IRON ROD FOUND
- IRON PIPE FOUND
- FENCE POST
- POWER / UTILITY POLE
- SIGN
- GUY WIRE
- UTILITY PEDESTAL
- MEASURED
- DEED

COLOR LEGEND

- LOTS - 6,000 SF MIN
- LOTS - 8,450 SF MIN
- DEDICATED TO PUBLIC
- ROAD PAVEMENT
- WETLAND
- WETLAND OPEN WATER
- WET POND
- TRAIL
- MAINTENANCE ACCESS

NORTH ROAD
RW Dedication

MATCHLINE - SEE SHEET 4

NORTH BLOOMFIELD ROAD

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SYMPHONY BAY PHASE 8

ZYUP 500003 ZONED SR-4

E1/2NW1/4 SECTION 5, TOWNSHIP 1 NORTH, RANGE 18 EAST

LAKE GENEVA, WALWORTH COUNTY, WI

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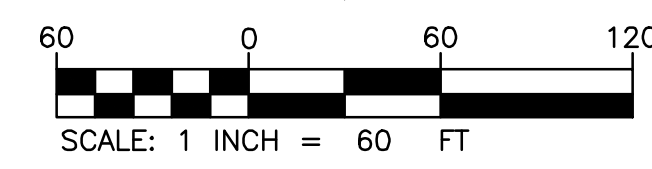
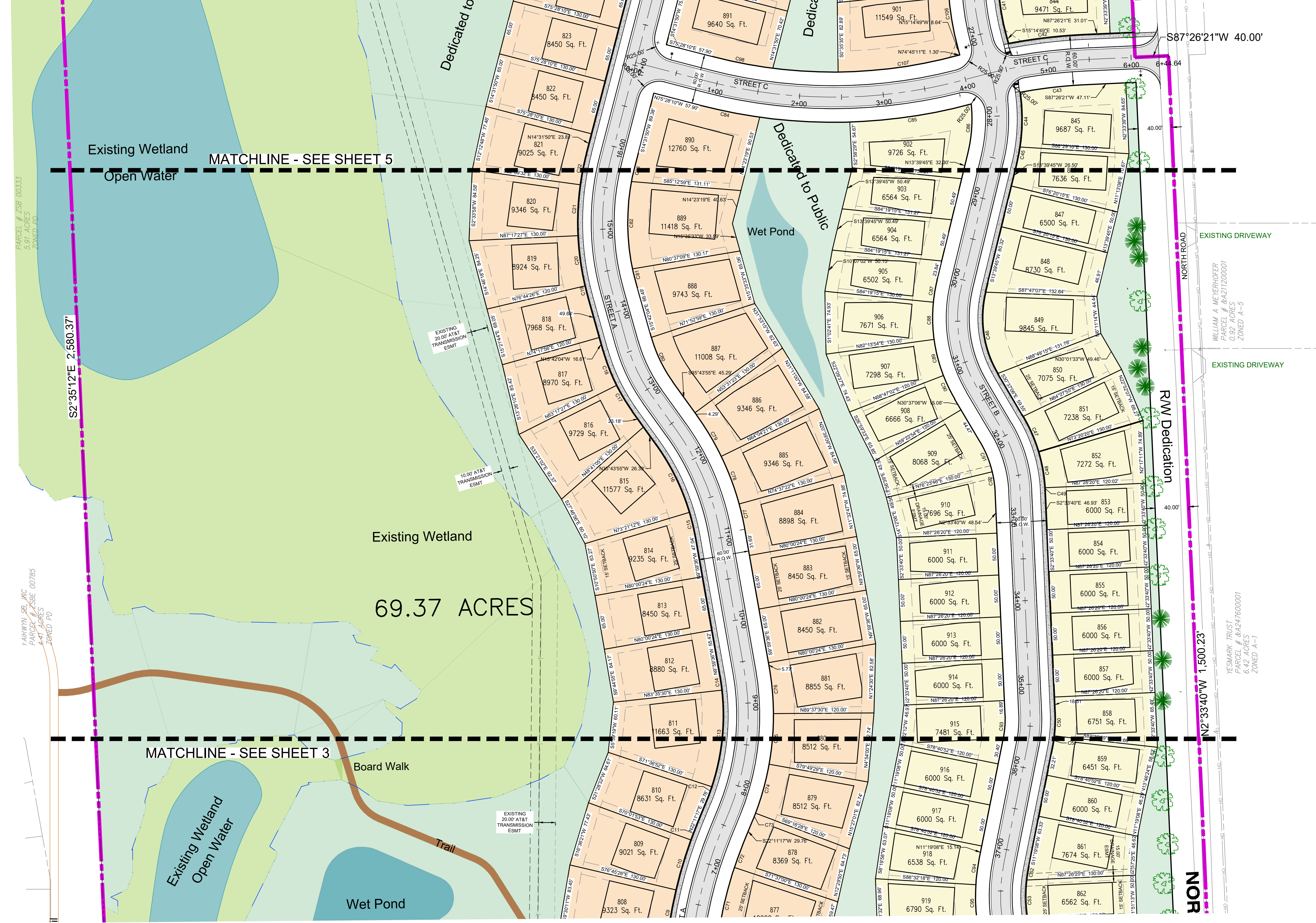
SHEET 3 OF 20

2025

TODD A. ERICKSON
34720-6

PROFESSIONAL ENGINEER

04/02/2025 - Symphony Bay Phase 8 Preliminary Engineering Plan (Phase 8) - 2025. 1:100 AM, JPM



EXISTING LEGEND

- PROPERTY LINE
- ADJOINER PROPERTY LINE
- EXISTING FENCE
- OVERHEAD ELECTRIC
- WETLAND
- TREE LINE
- UNDERGROUND ELECTRIC
- UNDERGROUND FIBER OPTIC
- UTILITY EASEMENT
- SETBACK LINES
- ROAD MARKING
- STORM PIPE
- IRON ROD FOUND
- IRON PIPE FOUND
- FENCE POST
- POWER / UTILITY POLE
- SIGN
- GUY WIRE
- UTILITY PEDESTAL
- MEASURED
- DEED

COLOR LEGEND

- LOTS - 6,000 SF MIN
- LOTS - 8,450 SF MIN
- DEDICATED TO PUBLIC
- ROAD PAVEMENT
- WETLAND
- WETLAND OPEN WATER
- WET POND
- TRAIL
- MAINTENANCE ACCESS

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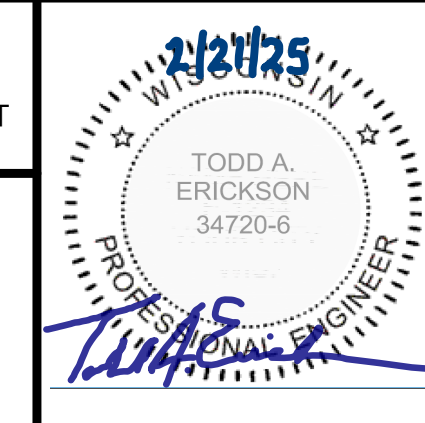
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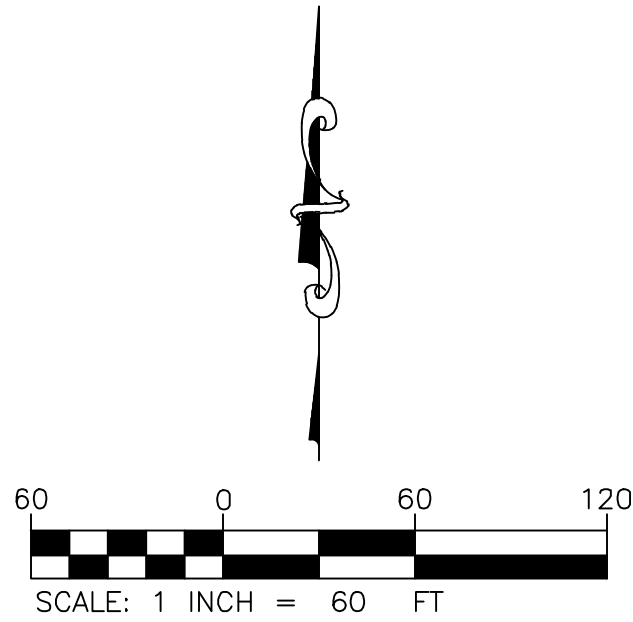
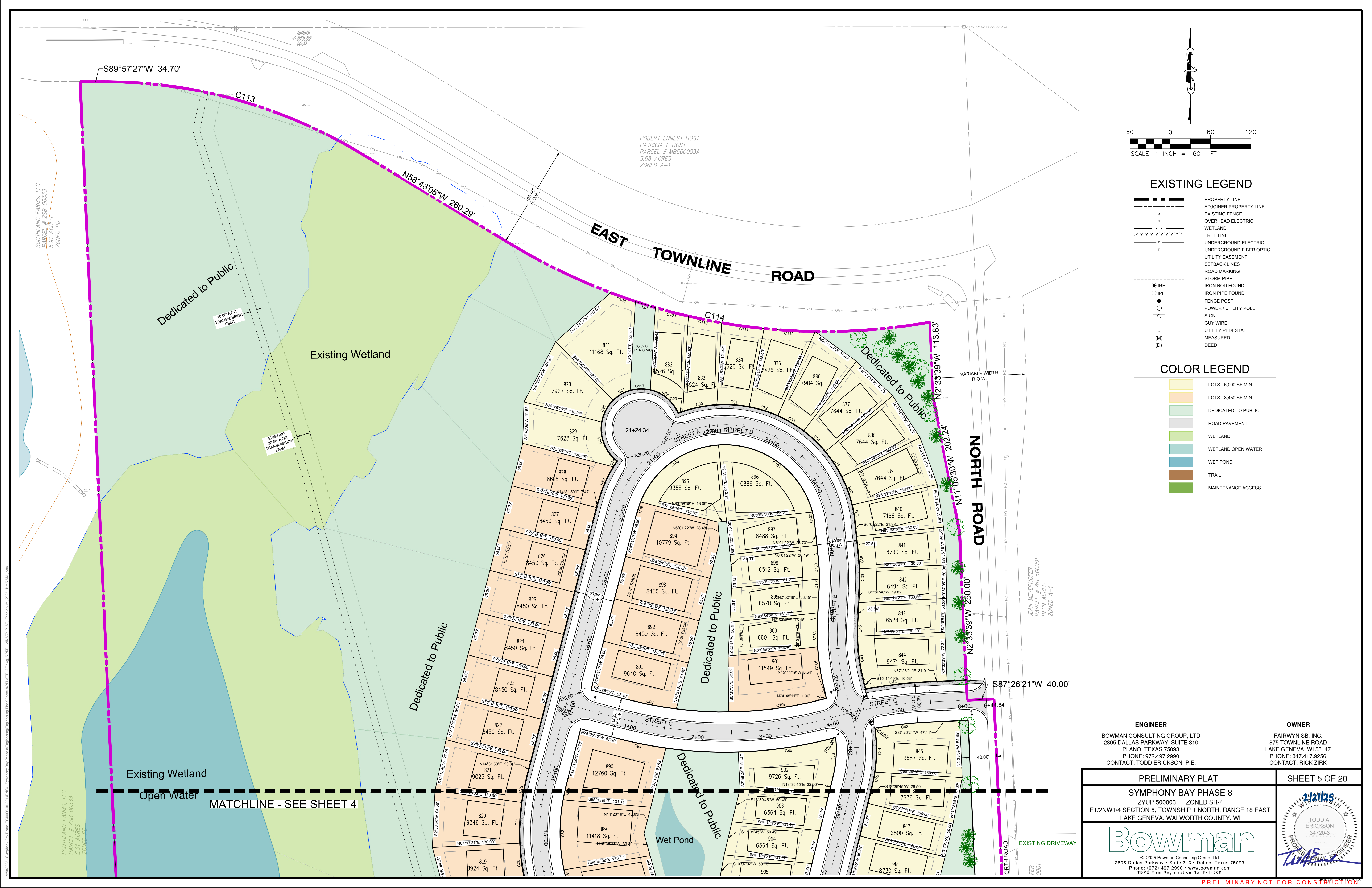
SYMPHONY BAY PHASE 8
ZYUP 500003 ZONED SR-4
E1/2NW1/4 SECTION 5, TOWNSHIP 1 NORTH, RANGE 18 EAST
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SHEET 4 OF 20





EXISTING LEGEND

	PROPERTY LINE
	ADJOINER PROPERTY LINE
	EXISTING FENCE
	OVERHEAD ELECTRIC
	WETLAND
	TREE LINE
	UNDERGROUND ELECTRIC
	UNDERGROUND FIBER OPTIC
	UTILITY EASEMENT
	SETBACK LINES
	ROAD MARKING
	STORM PIPE
	IRON ROD FOUND
	IRON PIPE FOUND
	FENCE POST
	POWER / UTILITY POLE
	SIGN
	GUY WIRE
	UTILITY PEDESTAL
	MEASURED
	DEED

COLOR LEGEND

	LOTS - 6,000 SF MIN
	LOTS - 8,450 SF MIN
	DEDICATED TO PUBLIC
	ROAD PAVEMENT
	WETLAND
	WETLAND OPEN WATER
	WET POND
	TRAIL
	MAINTENANCE ACCESS

ENGINEER

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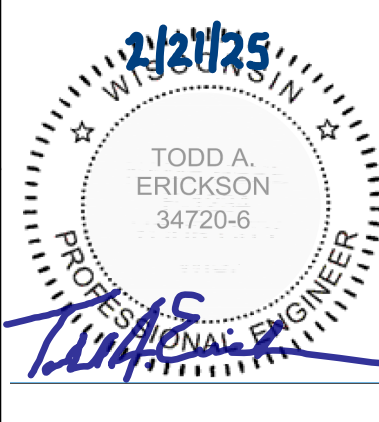
PRELIMINARY PLAT

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SHEET 5 OF 20



\\0100000 - Symphony Bay Phase 8\Engineering\Engineering\Drawings\Phase 8\8125.dwg, 2/2/25, 1:25:44 PM, jaym

Curve Table					
Curve #	Arc Length	Radius	Chord Length	Chord Direction	Delta Angle
C1	20.66'	180.00'	20.64'	N02° 45' 04.61"W	006°34'29"
C2	4.17'	220.00'	4.17'	N05° 29' 45.84"W	001°05'07"
C3	45.22'	220.00'	45.14'	N00° 56' 03.89"E	011°46'33"
C4	15.46'	220.00'	15.46'	N08° 50' 08.19"E	004°01'36"
C5	59.22'	170.00'	58.93'	N00° 52' 06.74"E	019°57'39"
C6	19.99'	530.00'	19.99'	N08° 01' 52.52"W	002°09'40"
C7	47.81'	530.00'	47.80'	N04° 21' 58.53"W	005°10'08"
C8	47.81'	530.00'	47.80'	N00° 48' 09.11"E	005°10'08"
C9	61.15'	530.00'	61.12'	N09° 56' 14.39"E	006°36'40"
C10	62.21'	530.00'	62.18'	N16° 36' 20.60"E	006°43'33"
C11	20.53'	530.00'	20.53'	N21° 04' 42.06"E	002°13'10"
C12	17.92'	270.00'	17.92'	N20° 17' 12.75"E	003°48'09"
C13	116.84'	270.00'	115.93'	N05° 59' 19.39"E	024°47'38"
C14	16.89'	270.00'	16.89'	N08° 12' 02.58"W	003°35'06"
C15	31.35'	270.00'	31.34'	N13° 19' 11.99"W	006°39'13"
C16	89.94'	270.00'	89.52'	N26° 11' 21.70"W	019°05'07"
C17	36.22'	230.00'	36.18'	N31° 13' 14.13"W	009°01'22"
C18	44.19'	230.00'	44.12'	N21° 12' 18.62"W	011°00'29"
C19	14.06'	330.00'	14.06'	N14° 28' 48.90"W	002°26'30"
C20	60.77'	330.00'	60.68'	N07° 59' 03.27"W	010°33'01"

Curve Table					
Curve #	Arc Length	Radius	Chord Length	Chord Direction	Delta Angle
C61	37.73'	60.00'	37.11'	S53° 27' 30.93"W	036°01'55"
C62	37.73'	60.00'	37.11'	S89° 29' 25.69"W	036°01'55"
C63	23.48'	60.00'	23.33'	N61° 17' 06.14"W	022°25'02"
C64	24.68'	25.00'	23.69'	N78° 21' 37.21"W	056°34'04"
C65	48.33'	155.00'	48.13'	S82° 17' 18.19"W	017°51'54"
C66	37.47'	230.00'	37.43'	S06° 10' 55.78"W	009°20'01"
C67	47.16'	160.00'	46.99'	S02° 24' 18.47"W	016°53'15"
C68	27.54'	240.00'	27.53'	S02° 45' 04.61"E	006°34'29"
C69	47.40'	470.00'	47.38'	S06° 13' 21.42"E	005°46'43"
C70	54.39'	470.00'	54.36'	S00° 01' 05.22"E	006°37'50"
C71	93.73'	470.00'	93.58'	S12° 40' 12.49"W	011°25'36"
C72	31.21'	470.00'	31.20'	S20° 17' 08.81"W	003°48'17"
C73	8.42'	330.00'	8.42'	S21° 27' 24.52"W	001°27'45"
C74	60.77'	330.00'	60.68'	S15° 27' 01.34"W	010°33'01"
C75	60.77'	330.00'	60.68'	S04° 54' 00.28"W	010°33'01"
C76	55.40'	330.00'	55.33'	S05° 11' 02.92"E	009°37'05"
C77	31.01'	330.00'	31.00'	S12° 41' 06.89"E	005°23'03"
C78	60.77'	330.00'	60.68'	S20° 39' 08.71"E	010°33'01"
C79	56.47'	330.00'	56.40'	S30° 49' 47.13"E	009°48'16"
C80	59.43'	170.00'	59.13'	S25° 42' 59.50"E	020°01'51"

Curve Table					
Curve #	Arc Length	Radius	Chord Length	Chord Direction	Delta Angle
C21	60.77'	330.00'	60.68'	N02° 33' 57.80"E	010°33'01"
C22	38.53'	330.00'	38.51'	N11° 11' 09.13"E	006°41'22"
C23	58.40'	195.00'	58.18'	N23° 06' 34.83"E	017°09'30"
C24	9.95'	195.00'	9.95'	N33° 09' 00.98"E	002°55'23"
C25	65.67'	60.00'	62.44'	N21° 15' 33.51"W	062°42'34"
C26	37.19'	60.00'	36.59'	N27° 51' 04.04"E	035°30'41"
C27	29.69'	60.00'	29.39'	N59° 46' 57.56"E	028°21'06"
C28	55.99'	60.00'	53.98'	S50° 14' 33.20"E	053°28'02"
C29	7.08'	195.00'	7.08'	N70° 18' 19.23"E	002°04'49"
C30	51.79'	195.00'	51.64'	N78° 57' 15.21"E	015°13'03"
C31	48.36'	195.00'	48.23'	S86° 19' 58.28"E	014°12'30"
C32	44.71'	195.00'	44.61'	S72° 39' 37.61"E	013°08'12"
C33	44.71'	195.00'	44.61'	S59° 31' 26.00"E	013°08'12"
C34	44.71'	195.00'	44.61'	S46° 23' 14.38"E	013°08'12"
C35	44.71'	195.00'	44.61'	S33° 15' 02.77"E	013°08'12"
C36	44.71'	195.00'	44.61'	S20° 06' 51.16"E	013°08'12"
C37	25.60'	195.00'	25.59'	S09° 47' 03.51"E	007°31'24"
C38	20.96'	330.00'	20.96'	S04° 12' 10.51"E	003°38'22"
C39	30.31'	330.00'	30.30'	S00° 14' 54.38"W	005°15'47"
C40	16.35'	270.00'	16.34'	S01° 08' 44.38"W	003°28'07"

Curve Table					
Curve #	Arc Length	Radius	Chord Length	Chord Direction	Delta Angle
C81	18.40'	270.00'	18.39'	S13° 44' 56.68"E	003°54'15"
C82	104.81'	270.00'	104.16'	S00° 40' 33.82"E	022°14'31"
C83	19.25'	270.00'	19.25'	S12° 29' 15.82"W	004°05'08"
C84	71.93'	630.00'	71.89'	N78° 44' 25.29"W	006°32'30"
C85	146.82'	630.00'	146.49'	S81° 30' 32.59"W	013°21'09"
C86	58.54'	170.00'	58.25'	N03° 47' 51.93"E	019°43'46"
C87	26.47'	190.00'	26.45'	N09° 40' 15.18"E	007°59'00"
C88	44.59'	190.00'	44.49'	N01° 02' 40.58"W	013°26'52"
C89	44.59'	190.00'	44.49'	N14° 29' 32.39"W	013°26'52"
C90	31.18'	190.00'	31.14'	N25° 55' 01.97"W	009°24'07"
C91	38.60'	130.00'	38.46'	N22° 06' 39.96"W	017°00'51"
C92	25.06'	130.00'	25.02'	N08° 04' 57.04"W	011°02'34"
C93	29.07'	120.00'	29.00'	N04° 22' 44.10"E	013°52'48"
C94	31.54'	230.00'	31.52'	N07° 23' 25.06"E	007°51'26"
C95	45.39'	230.00'	45.32'	N02° 11' 31.80"W	011°18'28"
C96	24.07'	230.00'	24.06'	N10° 50' 38.51"W	005°59'46"
C97	174.20'	95.00'	150.80'	N38° 41' 22.06"E	105°03'47"
C98	72.29'	570.00'	72.24'	S79° 06' 10.35"E	007°16'01"
C99	17.14'	135.00'	17.13'	S18° 10' 01.43"W	007°16'23"
C100	151.49'	135.00'	143.67'	S53° 57' 06.22"W	064°17'47"

Curve Table					
Curve #	Arc Length	Radius	Chord Length	Chord Direction	Delta Angle
C41	69.08'	270.00'	68.89'	S07° 55' 04.20"E	014°39'30"
C42	90.71'	630.00'	90.63'	N83° 18' 51.15"E	008°15'00"
C43	79.27'	570.00'	79.20'	S83° 27' 19.12"W	007°58'04"
C44	65.69'	230.00'	65.47'	S00° 11' 32.39"W	016°21'53"
C45	21.23'	230.00'	21.22'	S11° 01' 06.91"W	005°17'16"
C46	100.47'	130.00'	97.99'	S08° 28' 40.30"E	044°16'51"
C47	46.28'	190.00'	46.17'	S23° 38' 22.99"E	013°57'25"
C48	43.68'	190.00'	43.59'	S10° 04' 28.14"E	013°10'24"
C49	3.07'	190.00'	3.07'	S03° 01' 27.87"E	000°55'36"
C50	27.96'	180.00'	27.93'	S01° 53' 20.82"W	008°54'01"
C51	15.64'	180.00'	15.64'	S08° 49' 44.72"W	004°58'47"
C52	13.99'	170.00'	13.99'	S08° 57' 40.34"W	004°42'55"
C53	50.19'	170.00'	50.00'	S01° 51' 13.12"E	016°54'52"
C54	10.48'	170.00'	10.48'	S12° 04' 35.12"E	003°31'52"
C55	45.37'	155.00'	45.21'	S05° 27' 22.65"E	016°46'17"
C56	38.79'	155.00'	38.69'	S10° 05' 58.51"W	014°20'25"
C57	12.43'	25.00'	12.31'	S03° 01' 17.38"W	028°29'47"
C58	12.25'	25.00'	12.13'	S25° 15' 44.47"E	028°04'16"
C59	40.54'	60.00'	39.77'	S19° 56' 36.95"E	038°42'31"
C60	37.73'	60.00'	37.11'	S17° 25' 36.16"W	036°01'55"

Curve Table					
Curve #	Arc Length	Radius	Chord Length	Chord Direction	Delta Angle
C101	185.70'	135.00'	171.40'	N54° 29' 37.39"W	078°48'46"
C102	21.36'	135.00'	21.34'	N10° 33' 17.99"W	009°03'53"
C103	29.87'	270.00'	29.85'	N02° 51' 12.24"W	006°20'19"
C104	12.08'	270.00'	12.08'	N01° 35' 52.64"E	002°33'51"
C105	35.20'	330.00'	35.19'	N00° 10' 34.24"W	006°06'45"
C106	69.20'	330.00'	69.07'	N09° 14' 22.82"W	012°00'52"
C107	145.78'	570.00'	145.39'	N82° 04' 47.91"E	014°39'14"
C108	38.96'	898.51'	38.96'	N70° 35' 13.62"W	002°29'04"
C109	50.97'	898.51'	50.96'	N75° 25' 26.54"W	003°15'00"
C110	50.49'	898.51'	50.48'	N78° 39' 31.73"W	003°13'10"
C111	63.55'	898.51'	63.54'	N82° 17' 41.31"W	004°03'09"
C112	76.14'	898.51'	76.12'	N86° 44' 55.88"W	004°51'20"
C113	402.68'	738.51'	397.71'	N74° 25' 19.00"W	031°14'28"
C114	647.92'	898.51'	633.97'	N79° 27' 34.00"W	041°18'58"
C127	30.44'	60.00'	30.11'	S88° 29' 28.23"W	029°03'55"
C128	30.89'	898.51'	30.89'	S72° 48' 51.03"E	001°58'11"

ENGINEER

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PRELIMINARY PLAT

SYMPHONY BAY PHASE 8
ZYUP 500003 ZONED SR-4
E1/2NW1/4 SECTION 5, TOWNSHIP 1 NORTH, RANGE 18 EAST
LAKE GENEVA, WALWORTH COUNTY, WI

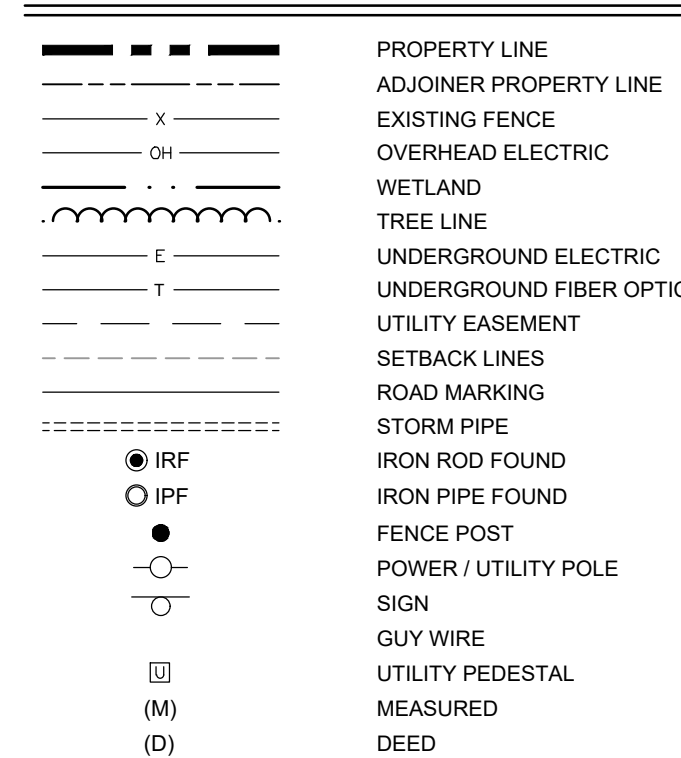
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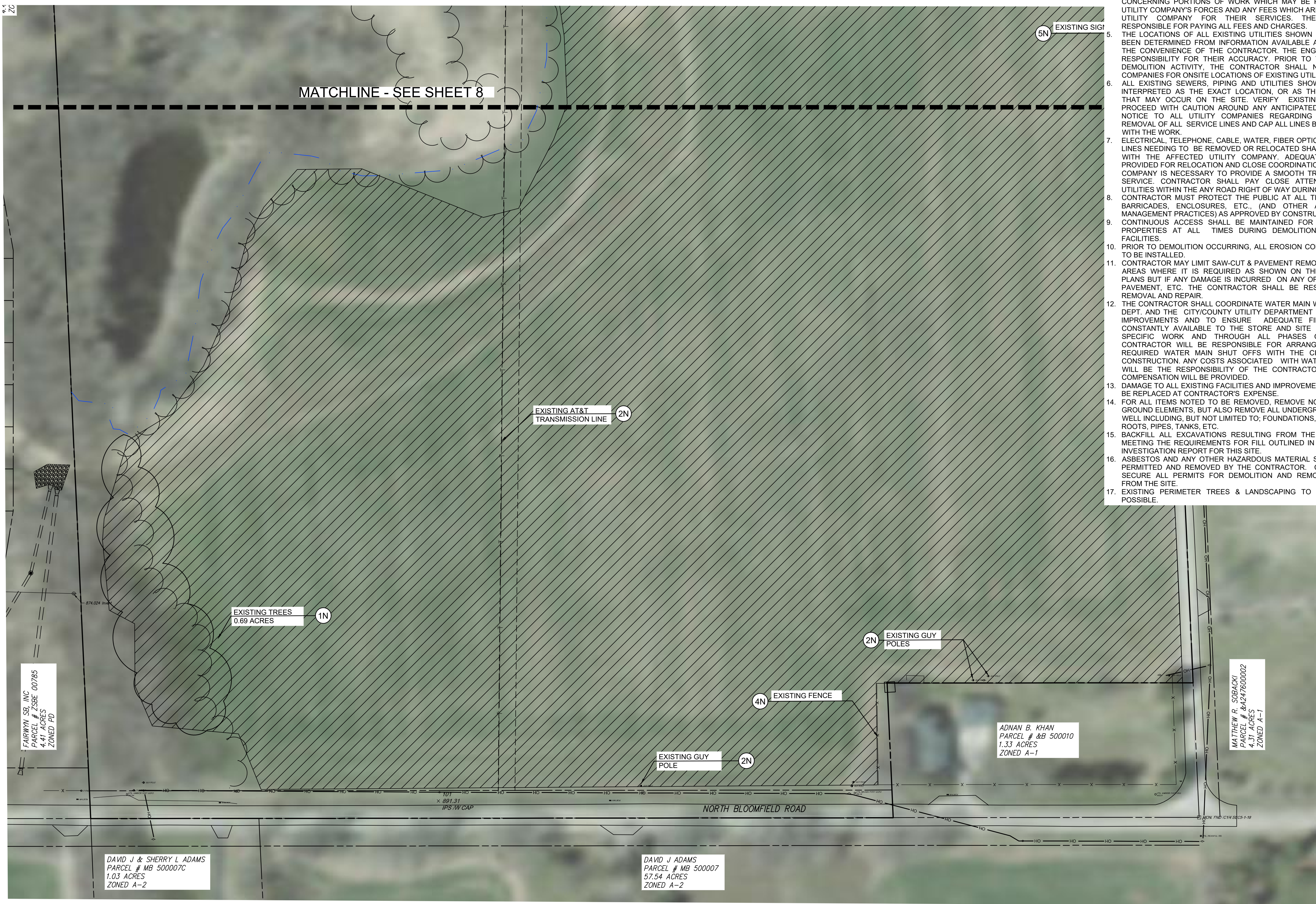
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9. UNOBSTRUCTED ACCESS SHALL BE MAINTAINED FOR THE SURROUNDING PROPERTIES AT ALL TIMES DURING DEMOLITION OF THE EXISTING FACILITIES.
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15. BACKFILL ALL EXCAVATIONS RESULTING FROM THE DEMOLITION WORK MEETING THE REQUIREMENTS FOR FILL OUTLINED IN THE GEOTECHNICAL INVESTIGATION REPORT FOR THIS SITE.
16. ASBESTOS AND ANY OTHER HAZARDOUS MATERIAL SHALL BE PROPERLY IDENTIFIED AND REMOVED BY THE CONTRACTOR. CONTRACTOR SHALL SECURE ALL PERMITS FOR DEMOLITION AND REMOVAL OF MATERIALS FROM THE SITE.
17. EXISTING PERIMETER TREES & LANDSCAPING TO REMAIN WHEREVER POSSIBLE.



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PRELIMINARY NOT FOR CONSTRUCTION Page 241 of 311



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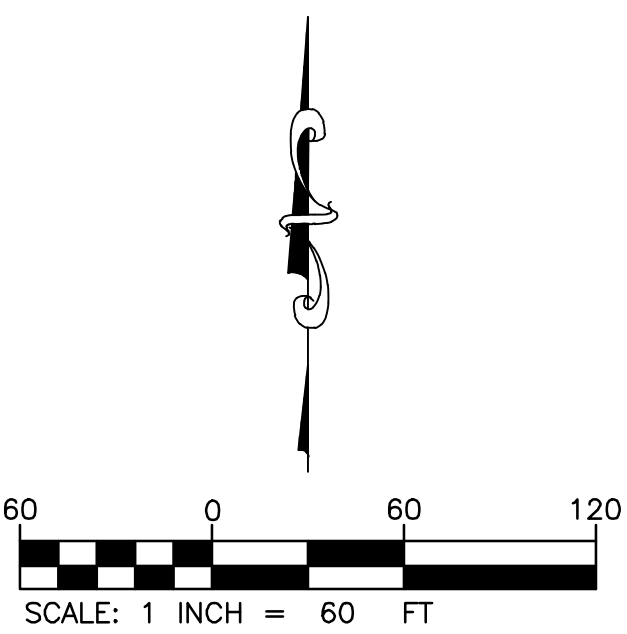


DEMOLITION NOTES

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NOTE:
CONTRACTOR MUST OBTAIN ROW PERMITS FROM THE CITY AND/OR DOT PRIOR TO DOING ANY WORK IN THE RIGHT OF WAY.

NOTE:
ESTIMATED QUANTITIES ARE NOT FOR BIDDING PURPOSES. CONTRACTOR SHALL BASE THEIR BID ON THEIR OWN QUANTITY TAKEOFFS



DEMOLITION LEGEND

- AREA OF DISTURBANCE
- EXISTING PAVEMENT TO BE REMOVED

DEMOLITION KEY NOTES

- 1N EXISTING TO BE REMOVED AND DISPOSED
- 2N PROTECT EXISTING UTILITIES TO REMAIN
- 3N SAWCUT LINE
- 4N EXISTING TO REMAIN
- 5N TO REMOVE AND RELOCATE

EXISTING LEGEND

- PROPERTY LINE
- ADJOINER PROPERTY LINE
- EXISTING FENCE
- OVERHEAD ELECTRIC
- WETLAND
- TREE LINE
- UNDERGROUND ELECTRIC
- UNDERGROUND FIBER OPTIC
- UTILITY EASEMENT
- SETBACK LINES
- ROAD MARKING
- STORM PIPE
- IRON ROD FOUND
- IRON PIPE FOUND
- FENCE POST
- POWER / UTILITY POLE
- SIGN
- GUY WIRE
- UTILITY PEDESTAL
- MEASURED
- DEED

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EXISTING CONDITIONS PLAN

SYMPHONY BAY PHASE 8
ZYUP 500003 ZONED SR-4
E1/2NW1/4 SECTION 5, TOWNSHIP 1 NORTH, RANGE 18 EAST
LAKE GENEVA, WALWORTH COUNTY, WI

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SHEET 8 OF 20





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GRADING LEGEND

- PROPOSED R.O.W.
- EASEMENT LINE
- PROPOSED CURB & GUTTER
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR

2.30%

DIRECTION OF FLOW

60 0 60 120

SCALE: 1 INCH = 60 FT

- +876.0
- FFE = 884.73
- BFE = 876.07
- HWL = 874.6
- EOF = 876.5

- SPOT ELEVATION
- FINISHED FLOOR ELEVATION (NO BASEMENT)
- BASEMENT FLOOR ELEVATION (9-FT BASEMENT)
- 100-YEAR HIGH WATER LEVEL ELEVATION (SCS TYPE II ATLAS 14 INTENSITY)
- FLOOD ROUTING OR EMERGENCY OVERFLOW ELEVATION

EXISTING LEGEND

- PROPERTY LINE
- ADJOINER PROPERTY LINE
- EXISTING FENCE
- OVERHEAD ELECTRIC
- WETLAND
- TREE LINE
- UNDERGROUND ELECTRIC
- UNDERGROUND FIBER OPTIC
- UTILITY EASEMENT
- SETBACK LINES
- ROAD MARKING
- STORM PIPE
- IRON ROD FOUND
- IRON PIPE FOUND
- FENCE POST
- POWER / UTILITY POLE
- SIGN
- GUY WIRE
- UTILITY PEDESTAL
- MEASURED
- DEED

COLOR LEGEND

- LOTS - 6,000 SF MIN
- LOTS - 8,450 SF MIN
- DEDICATED TO PUBLIC
- ROAD PAVEMENT
- WETLAND
- WETLAND OPEN WATER
- WET POND
- TRAIL
- MAINTENANCE ACCESS

Existing Wetland

69.37 ACRES

MATCHLINE - SEE SHEET 11

Board Walk

Existing Wetland
Open Water

Vet Pond

Wet Pond

Wet Pond

NORTH BLOOMFIELD ROAD

N89°56'37"E 953.23'

DAVID J & SHERRY L ADAMS
PARCEL # MB 500007C
1.03 ACRES
ZONED A-2

DAVID J ADAMS
PARCEL # MB 500007
57.54 ACRES
ZONED A-2

ENGINEER

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PRELIMINARY GRADING PLAN

SHEET 10 OF 20

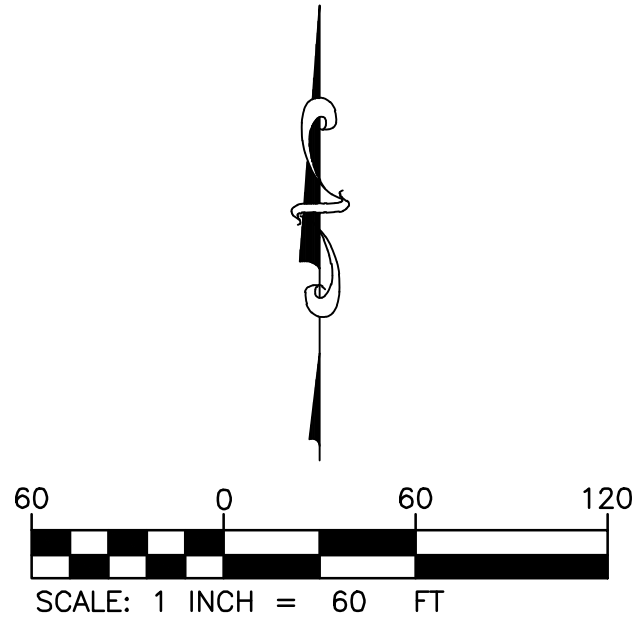
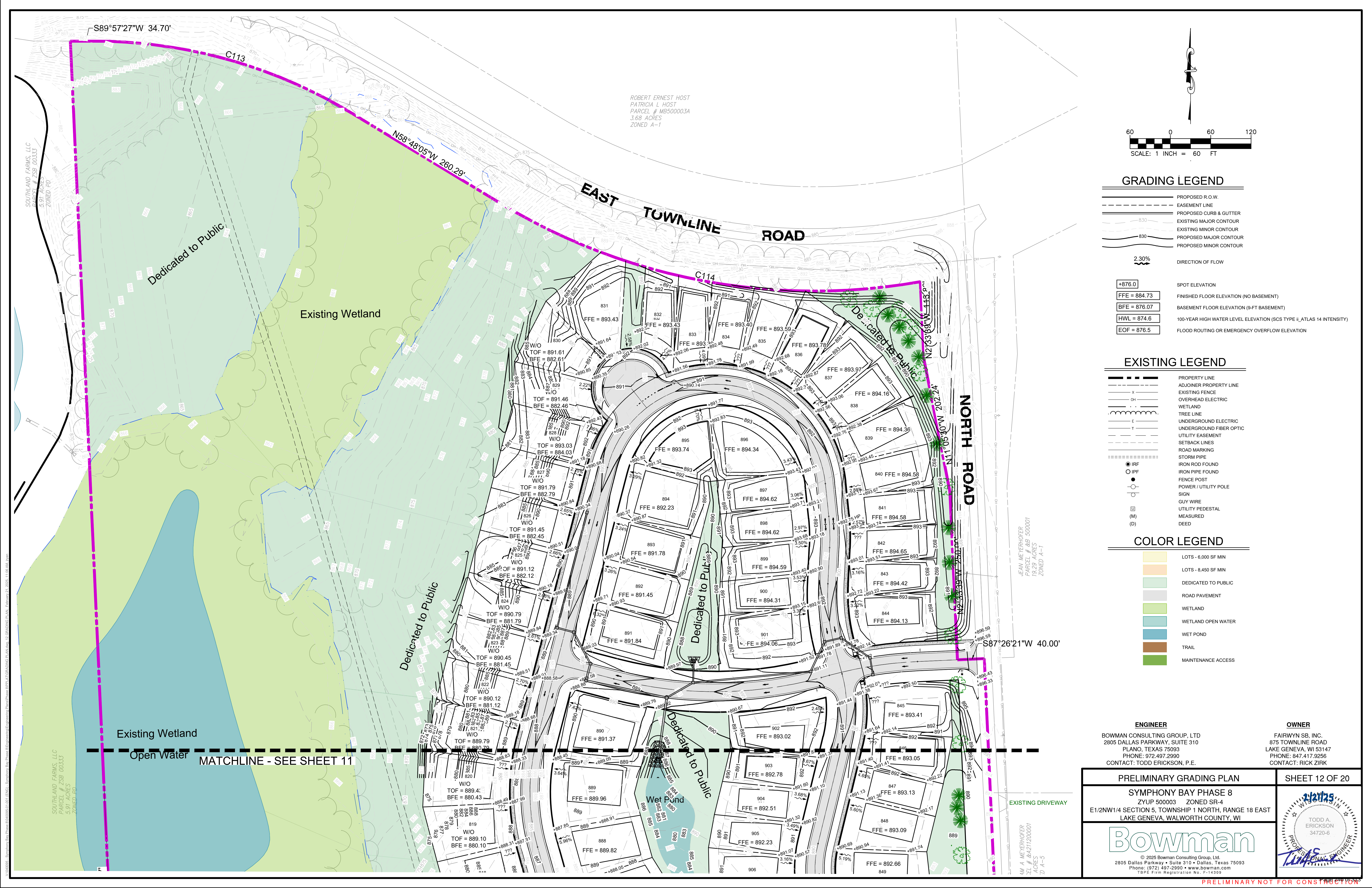
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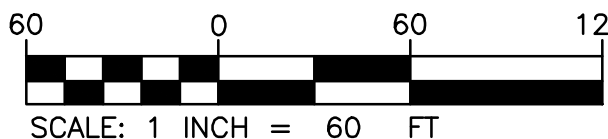
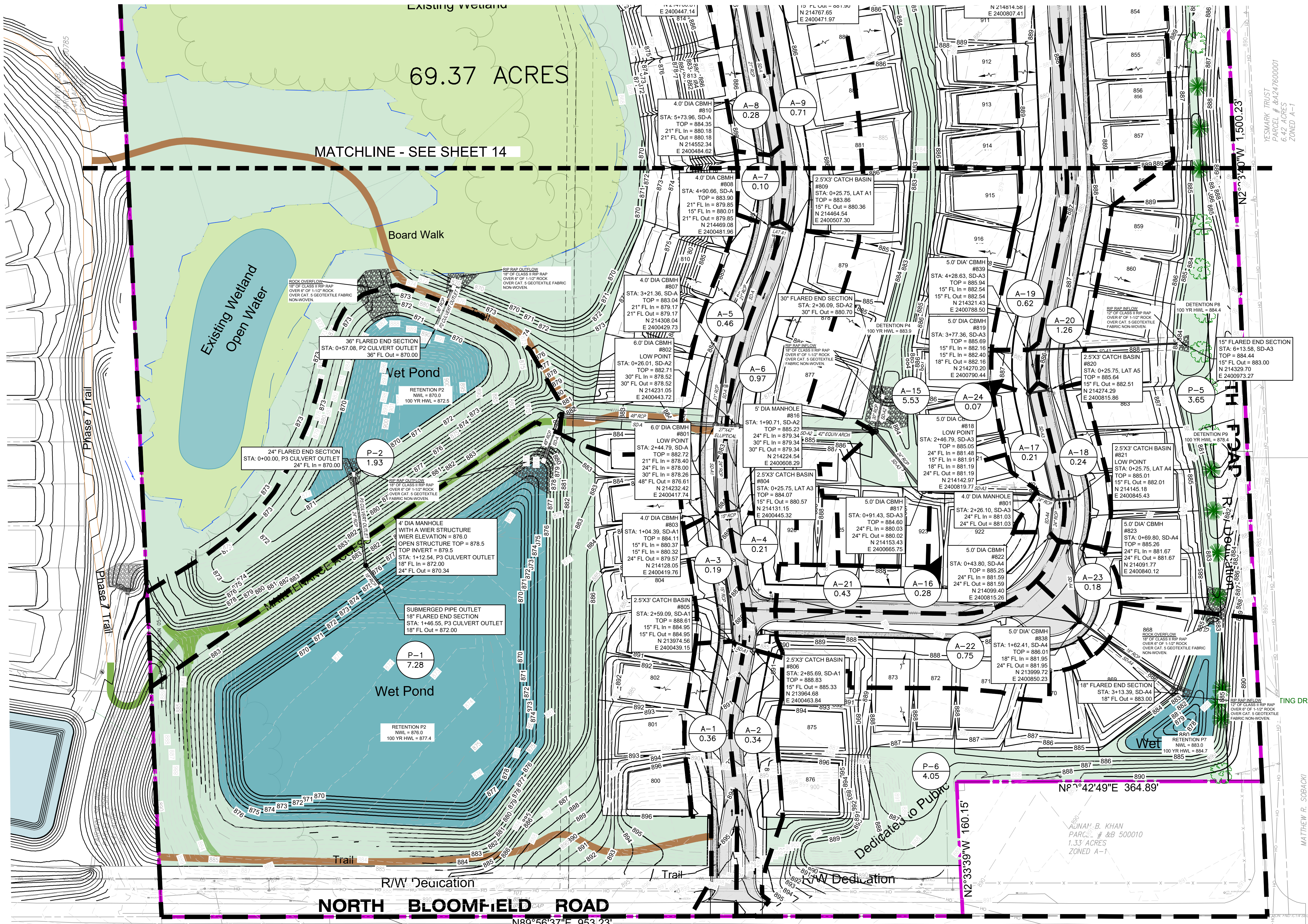
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	FENCE POST
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	LOTS - 6,000 SF MIN
	LOTS - 8,450 SF MIN
	DEDICATED TO PUBLIC
	ROAD PAVEMENT
	WETLAND
	WETLAND OPEN WATER
	WET POND
	TRAIL
	MAINTENANCE ACCESS

ENGINEER BOWMAN CONSULTING GROUP, LTD 2805 DALLAS PARKWAY, SUITE 310 PLANO, TEXAS 75093 PHONE: 972.497.2990 CONTACT: TODD ERICKSON, P.E.	OWNER FAIRWYN SB, INC. 875 TOWNLINE ROAD LAKE GENEVA, WI 53147 PHONE: 847.417.9256 CONTACT: RICK ZIRK
--	---

PRELIMINARY GRADING PLAN SYMPHONY BAY PHASE 8 ZYUP 500003 ZONED SR-4 E1/2NW1/4 SECTION 5, TOWNSHIP 1 NORTH, RANGE 18 EAST LAKE GENEVA, WALWORTH COUNTY, WI Bowman © 2025 Bowman Consulting Group, Ltd. 2805 Dallas Parkway • Suite 310 • Dallas, Texas 75093 Phone: (972) 497-2990 • www.bowman.com TPE Firm Registration No. F-14309	SHEET 12 OF 20
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UTILITY LEGEND

- PROPERTY LINE
- STD. 6" CONCRETE CURB
- WATER LINE
- SANITARY LINE
- SANITARY MANHOLE
- ELECTRIC LINE
- FIRE HYDRANT
- WATER METER
- GATE VALVE
- RIP RAP
- HEADWALL
- CURB INLET
- STORMSEWER MANHOLE

EXISTING LEGEND

- PROPERTY LINE
- ADJOINING PROPERTY LINE
- EXISTING FENCE
- OVERHEAD ELECTRIC
- WETLAND
- TREE LINE
- UNDERGROUND ELECTRIC
- UNDERGROUND FIBER OPTIC
- UTILITY EASEMENT
- SETBACK LINES
- ROAD MARKING
- STORM PIPE
- IRON ROD FOUND
- IRON PIPE FOUND
- FENCE POST
- POWER / UTILITY POLE
- SIGN
- GUY WIRE
- UTILITY PEDESTAL
- MEASURED
- DEED

COLOR LEGEND

- LOTS - 6,000 SF MIN
- LOTS - 8,450 SF MIN
- DEDICATED TO PUBLIC
- ROAD PAVEMENT
- WETLAND
- WETLAND OPEN WATER
- WET POND
- TRAIL
- MAINTENANCE ACCESS

ENGINEER

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LAKE GENEVA, WI 53147
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DRAINAGE PLAN

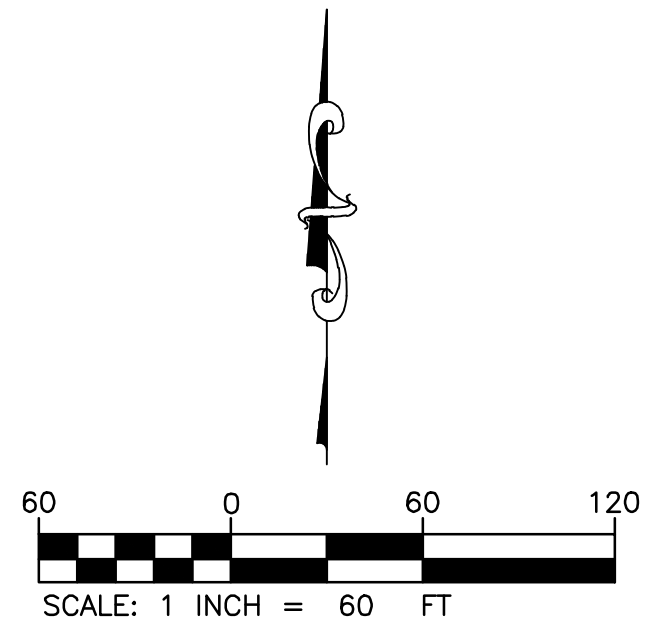
SYMPHONY BAY PHASE 8
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E1/2NW1/4 SECTION 5, TOWNSHIP 1 NORTH, RANGE 18 EAST
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PROPERTY LINE	
STD. 6" CONCRETE CURB	
WATER LINE	
SANITARY LINE	
SANITARY MANHOLE	
ELECTRIC LINE	
FIRE HYDRANT	
WATER METER	
GATE VALVE	
RIP RAP	
HEADWALL	
CURB INLET	
STORMSEWER MANHOLE	

	PROPERTY LINE
	ADJOINER PROPERTY LINE
	EXISTING FENCE
	OVERHEAD ELECTRIC
	WETLAND
	TREE LINE
	UNDERGROUND ELECTRIC
	UNDERGROUND FIBER OPTIC
	UTILITY EASEMENT
	SETBACK LINES
	ROAD MARKING
	STORM PIPE
	IRON ROD FOUND
	IRON PIPE FOUND
	FENCE POST
	POWER / UTILITY POLE
	SIGN
	GUY WIRE
	UTILITY PEDESTAL
	MEASURED
	DEED

	LOTS - 6,000 SF MIN
	LOTS - 8,450 SF MIN
	DEDICATED TO PUBLIC
	ROAD PAVEMENT
	WETLAND
	WETLAND OPEN WATER
	WET POND
	TRAIL
	MAINTENANCE ACCESS

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SYMPHONY BAY PHASE 8
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SECTION 5, TOWNSHIP 1 NORTH, RANGE 18 EAST
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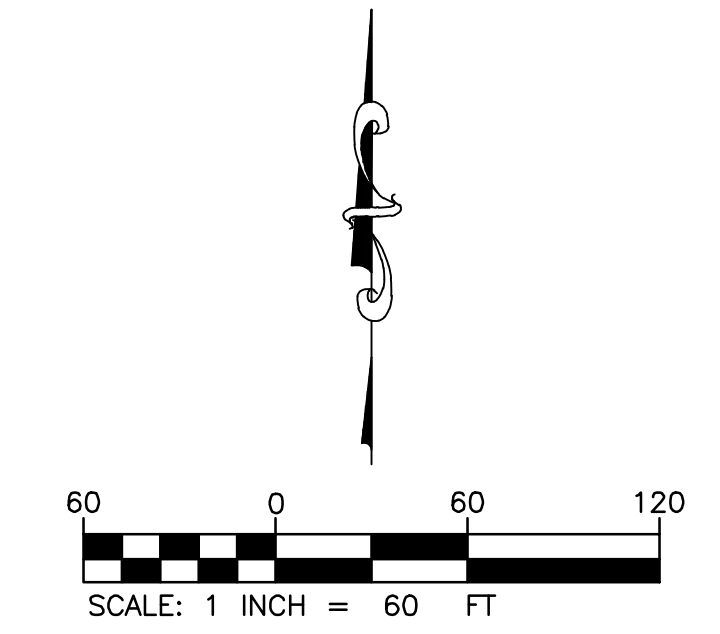
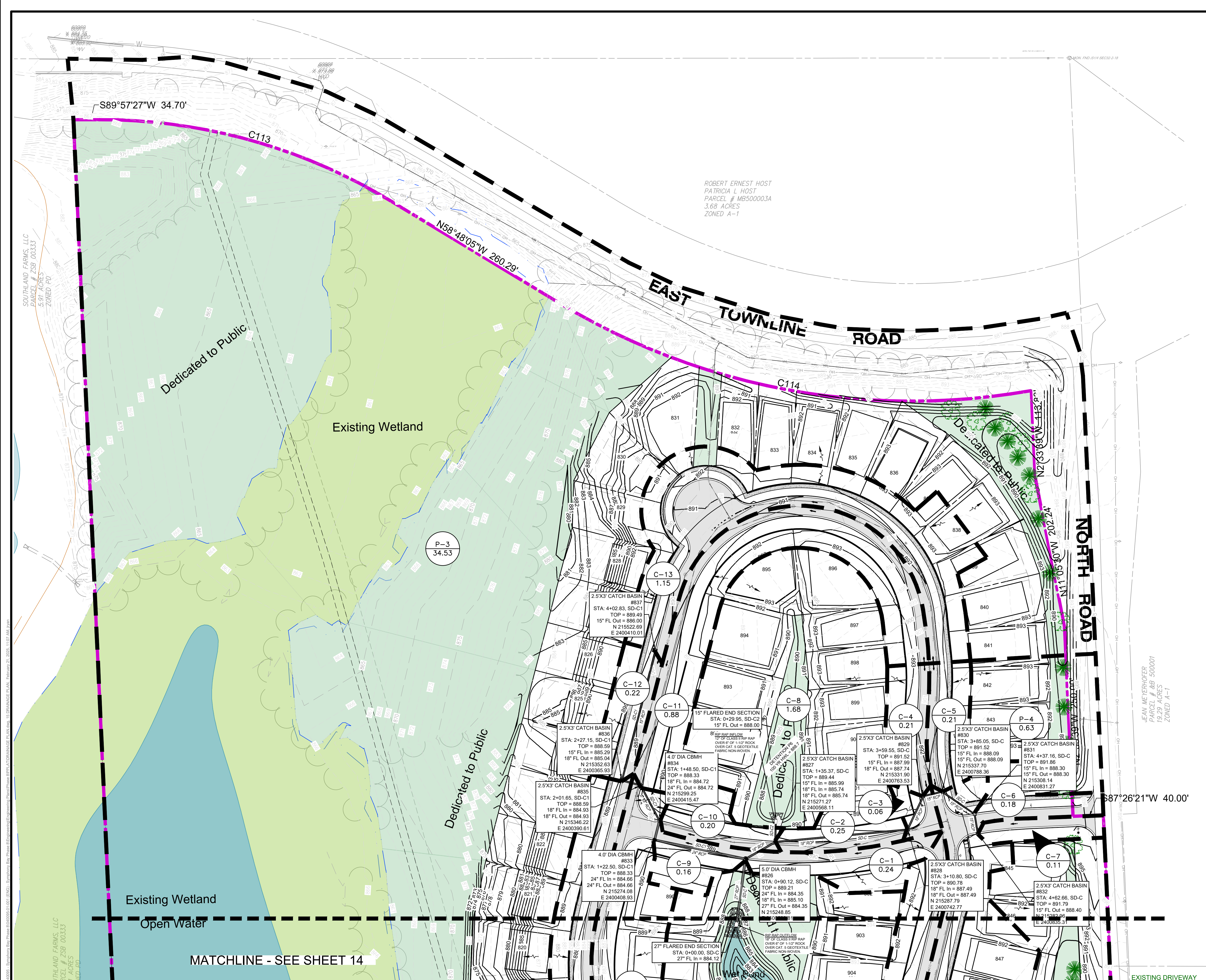
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TODD A.

ERICKSON
34720-6
PROFESSIONAL ENGINEER

PRELIMINARY NOT FOR CONSTRUCTION Page 248 of 313



UTILITY LEGEND

PROPERTY LINE	---
STD. 6" CONCRETE CURB	=====
WATER LINE	— W — W —
SANITARY LINE	— S — S —
SANITARY MANHOLE	(S)
ELECTRIC LINE	— E — E —
FIRE HYDRANT	⊕
WATER METER	⊗
GATE VALVE	⊕
RIP RAP	▨
HEADWALL	▭ ▭
CURB INLET	⬤
STORMSEWER MANHOLE	⊕

EXISTING LEGEND

---	PROPERTY LINE
- - - -	ADJOINER PROPERTY LINE
X	EXISTING FENCE
OH	OVERHEAD ELECTRIC
~~~~~	WETLAND
---	TREE LINE
---	UNDERGROUND ELECTRIC
---	UNDERGROUND FIBER OPTIC
---	UTILITY EASEMENT
---	SETBACK LINES
---	ROAD MARKING
---	STORM PIPE
⊕	IRON ROD FOUND
⊕	IRON PIPE FOUND
⊕	FENCE POST
⊕	POWER / UTILITY POLE
⊕	SIGN
⊕	GUY WIRE
⊕	UTILITY PEDESTAL
(M)	MEASURED
(D)	DEED

### COLOR LEGEND

Yellow	LOTS - 6,000 SF MIN
Orange	LOTS - 8,450 SF MIN
Light Green	DEDICATED TO PUBLIC
Grey	ROAD PAVEMENT
Dark Green	WETLAND
Light Blue	WETLAND OPEN WATER
Dark Blue	WET POND
Brown	TRAIL
Dark Green	MAINTENANCE ACCESS

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**DRAINAGE PLAN**  
**SYMPHONY BAY PHASE 8**  
ZYUP 500003 ZONED SR-4  
E1/2NW1/4 SECTION 5, TOWNSHIP 1 NORTH, RANGE 18 EAST  
LAKE GENEVA, WALWORTH COUNTY, WI

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Line	ToLine	LineLength	Incr.Area	TotalArea	RunoffCoeff.	IncrCx A	TotalCx A	InletTime	TimeConc	RnfallInt	TotalRunoff	AdnlFlow	TotalFlow	CapacFull	Veloc	PipeSize	PipeSlope	InvElevDn	InvElevUp	Grnd/RmDn	Grnd/RmUp	LineID
		(ft)	(ac)	(ac)	(C)			(min)	(min)	(in/hr)	(cfs)	(cfs)	(cfs)	(cfs)	(ft/s)	(in)	(%)	(ft)	(ft)	(ft)	(ft)	
1	Outfall	91.628	0.24	5.55	0.5	0.12	2.46	10	20.7	4.7	11.53	0	11.53	15.51	2.93	27	0.25	884.12	884.35	0	886.73	SD-C
2	1	45.53	0.25	2.7	0.49	0.12	1.16	5	20.5	4.7	5.46	0	5.46	14.01	4.01	18	1.78	885.1	885.91	886.73	887.72	SD-C
3	2	174.746	0.06	0.77	0.56	0.03	0.38	5	8.3	6.8	2.58	0	2.58	10.11	2.66	18	0.93	885.91	887.53	887.72	889.33	SD-C
4	3	45.619	0.21	0.71	0.49	0.1	0.35	5	7.8	6.9	2.4	0	2.4	8.08	2.96	18	0.59	887.53	887.8	889.33	889.6	SD-C
5	4	29.994	0.21	0.5	0.49	0.1	0.25	5	7.4	7	1.71	0	1.71	7.17	3.21	15	1.23	888.05	888.42	889.6	889.93	SD-C
6	5	49.042	0.18	0.29	0.5	0.09	0.14	5	6.5	7.2	1.03	0	1.03	4.02	1.54	15	0.39	888.42	888.61	889.93	890.13	SD-C
7	6	30	0.11	0.11	0.48	0.05	0.05	5	5	7.7	0.41	0	0.41	4.08	0.67	15	0.4	888.61	888.73	890.13	890.25	SD-C
8	2	27.697	1.68	1.68	0.39	0.66	0.66	20.3	20.3	4.7	3.1	0	3.1	17.18	3.42	15	7.08	886.04	888	887.72	889.8	SD-C2
9	1	122.378	0.16	2.61	0.49	0.08	1.18	5	11.7	6	7.11	0	7.11	7.97	2.96	21	0.25	884.35	884.66	886.73	886.75	SD-C1
10	9	23.183	0.2	2.45	0.44	0.09	1.11	5	11.6	6	6.67	0	6.67	8.06	2.77	21	0.26	884.66	884.72	886.75	886.8	SD-C1
11	10	52.729	0.88	2.25	0.44	0.39	1.02	10	11.3	6.1	6.19	0	6.19	6.63	3.5	18	0.4	884.72	884.93	886.8	886.73	SD-C1
12	11	30	0.22	1.37	0.46	0.1	0.63	5	11.1	6.1	3.86	0	3.86	6.64	2.18	18	0.4	884.93	885.05	886.73	886.85	SD-C1
13	12	177.192	1.15	1.15	0.46	0.53	0.53	10	10	6.4	3.36	0	3.36	6.33	2.74	15	0.96	885.3	887	886.85	888.52	SD-C1
14	Outfall	176.364	0.57	1.89	0.45	0.26	0.84	10	10.9	6.2	5.15	0	5.15	8.7	3.87	18	0.69	884.06	885.27	0	887.08	SD-B
15	14	31.18	0.33	1.32	0.44	0.15	0.58	5	10.8	6.2	3.6	0	3.6	4.17	3.14	15	0.42	885.52	885.65	887.08	887.17	SD-B
16	15	101.892	0.99	0.99	0.44	0.44	0.44	10	10	6.4	2.77	0	2.77	4.1	2.3	15	0.4	885.65	886.06	887.17	887.58	SD-B
17	Outfall	66.402	0	17.83	0	0	7.56	10	30.7	3.8	28.7	0	91.9	27.79	14.86	27 X 42	0.26	876	876.17	0	878.83	SD-A
18	17	167.212	0.46	17.83	0.46	0.21	7.56	10	30.5	3.8	28.8	0	92	27.2	14.87	27 X 42	0.25	876.17	876.58	878.83	881.64	SD-A
19	18	104.812	0.19	1.1	0.47	0.09	0.51	5	12.1	5.9	3.05	0	3.05	24.8	0.97	24	1.2	878.86	880.12	881.64	881.92	SD-A1
20	19	153.915	0.36	0.7	0.45	0.16	0.33	10	10.6	6.2	2.07	0	2.07	11.19	1.68	15	3	880.37	884.99	881.92	886.5	SD-A1
21	20	31.092	0.34	0.34	0.5	0.17	0.17	10	10	6.4	1.08	0	1.08	9.89	0.88	15	2.35	884.99	885.72	886.5	887.23	SD-A1
22	18	76.45	0.46	3.56	0.45	0.21	1.58	10	15.2	5.4	8.54	0	8.54	10.09	3.55	21	0.41	878.61	878.92	881.64	881.01	SD-A
23	22	169.59	0.1	3.1	0.49	0.05	1.38	5	14.4	5.5	7.61	0	7.61	11.15	3.17	21	0.5	878.92	879.76	881.01	881.85	SD-A
24	23	82.213	0.28	2.29	0.48	0.13	1.02	10	13.8	5.6	5.75	0	5.75	11.32	2.39	21	0.51	879.76	880.18	881.85	882.26	SD-A
25	24	212.028	0.23	2.01	0.48	0.11	0.89	10	12.3	5.9	5.24	0	5.24	11.2	2.18	21	0.5	880.18	881.24	882.26	883.32	SD-A
26	25	183.132	0.12	1.27	0.48	0.06	0.56	5	10.7	6.2	3.46	0	3.46	7.4	1.96	18	0.5	881.49	882.4	883.32	884.21	SD-A
27	26	40.826	0.51	1.15	0.43	0.22	0.5	10	10.3	6.3	3.15	0	3.15	7.53	1.78	18	0.51	882.4	882.61	884.21	884.41	SD-A
28	27	29	0.64	0.64	0.44	0.28	0.28	10	10	6.4	1.79	0	1.79	9.05	1.46	15	1.97	882.86	883.43	884.41	884.95	SD-A
29	18	30.008	0.97	12.71	0.44	0.43	5.25	10	30.5	3.8	20.02	0	83.22	28.36	13.45	27 X 42	0.27	878.86	878.94	881.64	880.74	SD-A2
30	29	162.703	0	11.74	0	0	4.82	25	30.3	3.8	18.46	31.2	81.66	27.57	13.2	27 X 42	0.25	878.93	879.34	880.74	882.29	SD-A2
31	30	92.658	0.28	11.74	0.39	0.11	4.82	5	29.7	3.9	18.67	0	18.67	91.92	2.64	36	1.9	879.34	881.1	882.29	883.47	SD-A3
32	31	149.216	0.21	11.46	0.49	0.1	4.72	5	29.2	3.9	18.4	0	18.4	11.26	5.86	24	0.25	881.1	881.47	883.47	883.86	SD-A3
33	32	130.673	0.07	5.6	0.46	0.03	2.29	5	28.8	3.9	9.01	0	9.01	7.69	5.1	18	0.54	881.47	882.17	883.86	883.98	SD-A3
34	33	51.061	0.62	4.27	0.43	0.27	1.69	10	28.7	3.9	6.67	0	6.67	3.13	5.44	15	0.24	882.42	882.54	883.98	884.06	SD-A3
35	34	182.42	3.65	3.65	0.39	1.42	1.42	28	28	4	5.69	0	5.69	3.24	4.64	15	0.25	882.54	883	884.06	884.52	SD-A3
36	32	44.542	0.43	5.41	0.45	0.19	2.21	10	21.7	4.6	10.1	0	10.1	11.24	3.21	24	0.25	881.48	881.59	883.86	883.97	SD-A4
37	36	22.265	0.18	4.98	0.5	0.09	2.01	5	21.6	4.6	9.24	0	9.24	13.55	2.94	24	0.36	881.59	881.67	883.97	884.04	SD-A4
38	37	92.12	0.75	4.8	0.46	0.35	1.92	10	21	4.6	8.94	0	8.94	11.05	2.85	24	0.24	881.67	881.89	884.04	884.27	SD-A4
39	33	26.343	1.26	1.26	0.45	0.57	0.57	10	10	6.4	3.6	0	3.6	9.66	2.94	15	2.24	881.92	882.51	883.98	884.03	LAT A5
40	38	152.791	4.05	4.05	0.39	1.58	1.58	20.6	20.6	4.7	7.41	0	7.41	5.5	6.04	15	0.73	881.89	883	884.27	885.38	SD-A4
41	32	26.274	0.24	0.24	0.48	0.12	0.12	10	10	6.4	0.73	0	0.73	6.67	0.6	15	1.07	881.61	881.89	883.86	883.4	LAT A4
42	25	30	0.51	0.51	0.43	0.22	0.22	10	10	6.4	1.39	0	1.39	10.48	1.14	15	2.63	881.49	882.28	883.32	883.8	LAT A2
43	19	30.048	0.21	0.21	0.44	0.09	0.09	5	5	7.7	0.71	0	0.71	8.97	0.58	15	1.93	880.37	880.95	881.92	882.46	LAT A3
44	23	30	0.71	0.71	0.43	0.31	0.31	10	10	6.4	1.94	0	1.94	10.07	1.58	15	2.43	880.01	880.74	881.85	882.25	LAT A1
45	30	45.384	0	0	0	0	0	25	25	0	0	32	32	78.43	6.52	30	3.66	879.34	881	882.29	883.95	SD-A2
46	Outfall	30	0	0	0.39	0	0	16	16	0	0	7.7	7.7	0	4.36	18	-0.23	884.3	884.23	0	886.03	SD-D

ENGINEER

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DRAINAGE CALCULATIONS

SHEET 16 OF 20

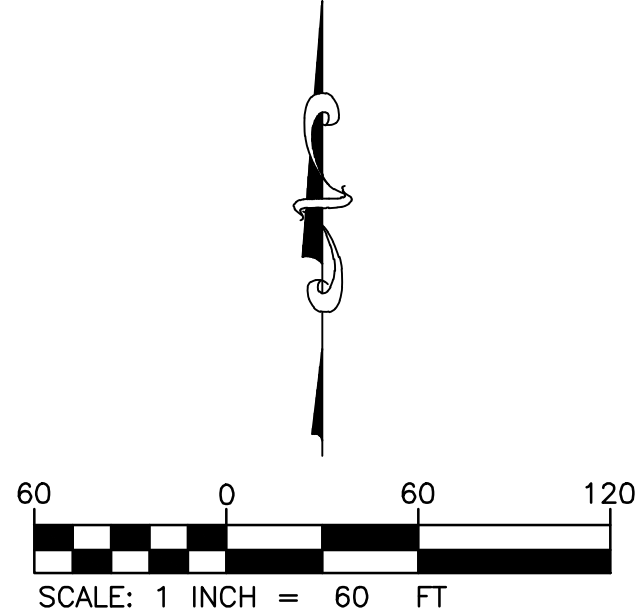
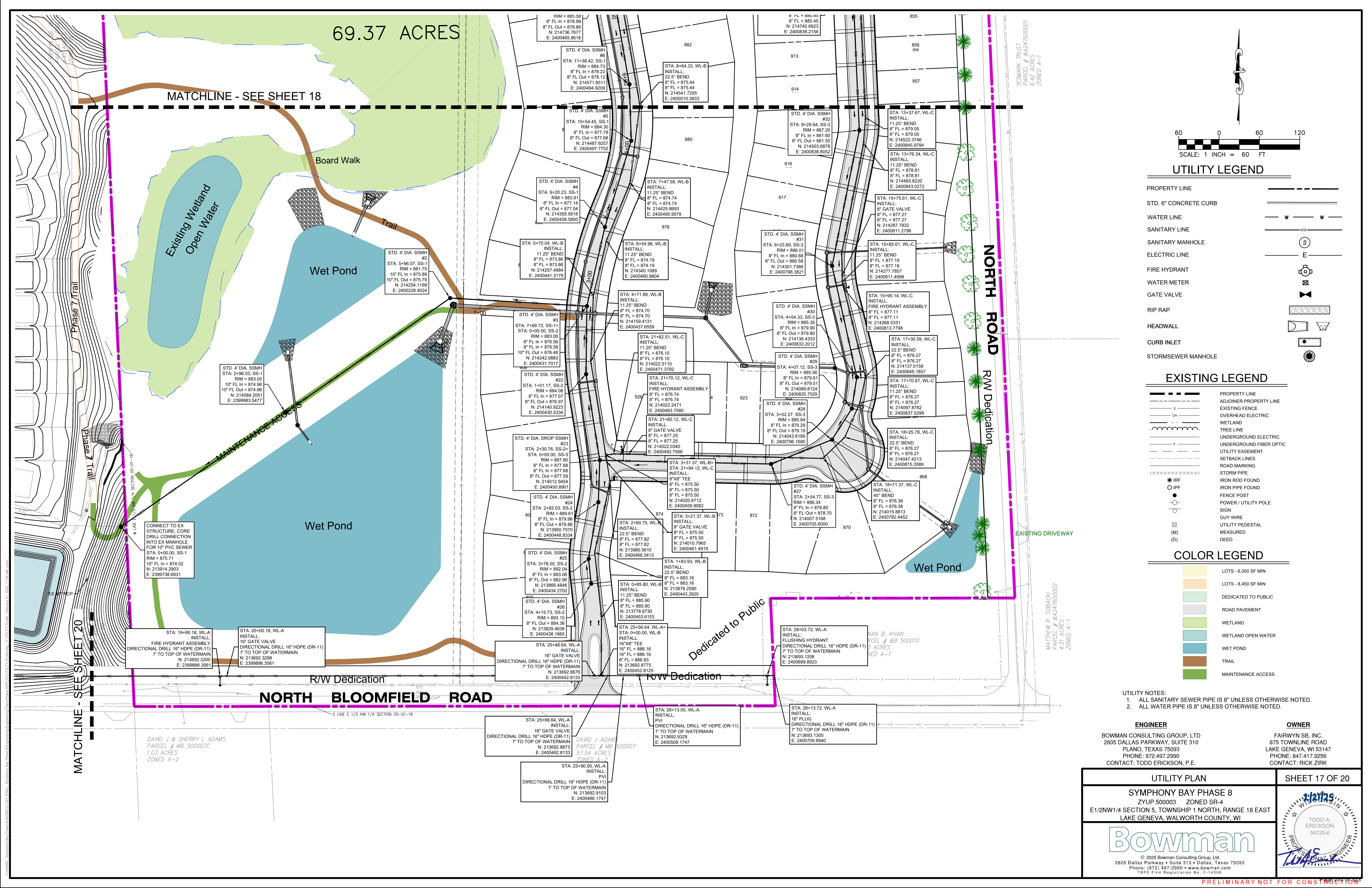
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UTILITY LEGEND

PROPERTY LINE	---
STD. 6" CONCRETE CURB	=====
WATER LINE	--- W --- W ---
SANITARY LINE	--- WW ---
SANITARY MANHOLE	(S)
ELECTRIC LINE	--- E ---
FIRE HYDRANT	(FH)
WATER METER	(WM)
GATE VALVE	(GV)
RIP RAP	XXXXXX
HEADWALL	(HW)
CURB INLET	(CI)
STORMSEWER MANHOLE	(SM)

EXISTING LEGEND

---	PROPERTY LINE
---	ADJOINER PROPERTY LINE
---	EXISTING FENCE
---	OVERHEAD ELECTRIC
---	WETLAND
---	TREE LINE
---	UNDERGROUND ELECTRIC
---	UNDERGROUND FIBER OPTIC
---	UTILITY EASEMENT
---	SETBACK LINES
---	ROAD MARKING
---	STORM PIPE
---	IRON ROD FOUND
---	IRON PIPE FOUND
---	FENCE POST
---	POWER / UTILITY POLE
---	SIGN
---	GUY WIRE
---	UTILITY PEDESTAL
---	MEASURED
---	DEED

COLOR LEGEND

[Yellow]	LOTS - 6,000 SF MIN
[Orange]	LOTS - 8,450 SF MIN
[Light Green]	DEDICATED TO PUBLIC
[Grey]	ROAD PAVEMENT
[Dark Green]	WETLAND
[Blue-Green]	WETLAND OPEN WATER
[Light Blue]	WET POND
[Brown]	TRAIL
[Dark Green]	MAINTENANCE ACCESS

- UTILITY NOTES:
1. ALL SANITARY SEWER PIPE IS 8" UNLESS OTHERWISE NOTED.
  2. ALL WATER PIPE IS 8" UNLESS OTHERWISE NOTED.

<b>ENGINEER</b> BOWMAN CONSULTING GROUP, LTD 2805 DALLAS PARKWAY, SUITE 310 PLANO, TEXAS 75093 PHONE: 972.497.2990 CONTACT: TODD ERICKSON, P.E.	<b>OWNER</b> FAIRWYN SB, INC. 875 TOWNLINE ROAD LAKE GENEVA, WI 53147 PHONE: 847.417.9256 CONTACT: RICK ZIRK
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UTILITY PLAN

SYMPHONY BAY PHASE 8

ZYUP 500003 ZONED SR-4

E1/2NW1/4 SECTION 5, TOWNSHIP 1 NORTH, RANGE 18 EAST

LAKE GENEVA, WALWORTH COUNTY, WI

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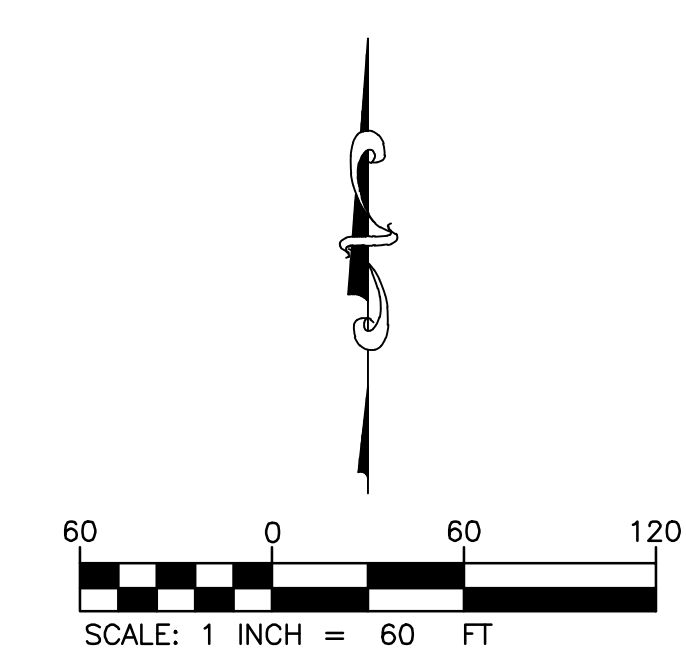
TODD A. ERICKSON  
34720-6

PROFESSIONAL ENGINEER

WISCONSIN



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UTILITY LEGEND	
PROPERTY LINE	---
STD. 6" CONCRETE CURB	=====
WATER LINE	--- W --- W ---
SANITARY LINE	--- WW ---
SANITARY MANHOLE	(S)
ELECTRIC LINE	--- E ---
FIRE HYDRANT	[Symbol]
WATER METER	[Symbol]
GATE VALVE	[Symbol]
RIP RAP	[Symbol]
HEADWALL	[Symbol]
CURB INLET	[Symbol]
STORMSEWER MANHOLE	[Symbol]

EXISTING LEGEND	
---	PROPERTY LINE
-X-	ADJOINER PROPERTY LINE
---	EXISTING FENCE
OH	OVERHEAD ELECTRIC
---	WETLAND
---	TREE LINE
---	UNDERGROUND ELECTRIC
---	UNDERGROUND FIBER OPTIC
---	UTILITY EASEMENT
---	SETBACK LINES
---	ROAD MARKING
---	STORM PIPE
IRF	IRON ROD FOUND
IPF	IRON PIPE FOUND
---	FENCE POST
---	POWER / UTILITY POLE
---	SIGN
---	GUY WIRE
---	UTILITY PEDESTAL
(M)	MEASURED
(D)	DEED

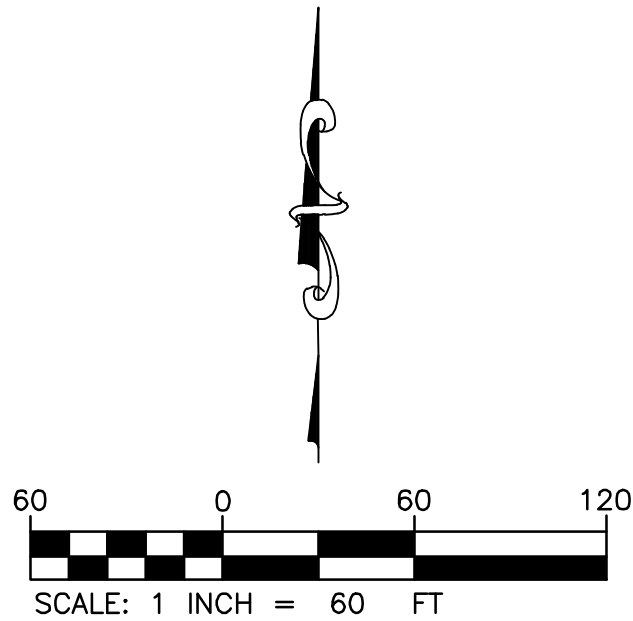
COLOR LEGEND	
[Color]	LOTS - 6,000 SF MIN
[Color]	LOTS - 8,450 SF MIN
[Color]	DEDICATED TO PUBLIC
[Color]	ROAD PAVEMENT
[Color]	WETLAND
[Color]	WETLAND OPEN WATER
[Color]	WET POND
[Color]	TRAIL
[Color]	MAINTENANCE ACCESS

<b>ENGINEER</b> BOWMAN CONSULTING GROUP, LTD 2805 DALLAS PARKWAY, SUITE 310 PLANO, TEXAS 75093 PHONE: 972.497.2990 CONTACT: TODD ERICKSON, P.E.		<b>OWNER</b> FAIRWYN SB, INC. 875 TOWNLINE ROAD LAKE GENEVA, WI 53147 PHONE: 847.417.9256 CONTACT: RICK ZIRK	
<b>UTILITY PLAN</b> SYMPHONY BAY PHASE 8 ZYUP 500003 ZONED SR-4 E1/2NW1/4 SECTION 5, TOWNSHIP 1 NORTH, RANGE 18 EAST LAKE GENEVA, WALWORTH COUNTY, WI		<b>SHEET 18 OF 20</b>  TODD A. ERICKSON 34720-B REGISTERED PROFESSIONAL ENGINEER	
 © 2025 Bowman Consulting Group, Ltd. 2805 Dallas Parkway • Suite 310 • Dallas, Texas 75093 Phone: (972) 497-2990 • www.bowman.com TBE Firm Registration No. F-14309			

PRELIMINARY NOT FOR CONSTRUCTION



SOUTHLAND PRAIRIE II, LLC  
PARCEL # 300469  
19.9 ACRES  
ZONED PD



### UTILITY LEGEND

PROPERTY LINE	---
STD. 6" CONCRETE CURB	=====
WATER LINE	— W — W —
SANITARY LINE	— WW —
SANITARY MANHOLE	(S)
ELECTRIC LINE	— E —
FIRE HYDRANT	(FH)
WATER METER	(WM)
GATE VALVE	(GV)
RIP RAP	(RR)
HEADWALL	(HW)
CURB INLET	(CI)
STORMSEWER MANHOLE	(SMH)

### EXISTING LEGEND

---	PROPERTY LINE
- - - - -	ADJOINER PROPERTY LINE
X	EXISTING FENCE
OH	OVERHEAD ELECTRIC
~~~~~	WETLAND
---	TREE LINE
---	UNDERGROUND ELECTRIC
---	UNDERGROUND FIBER OPTIC
---	UTILITY EASEMENT
---	SETBACK LINES
---	ROAD MARKING
---	STORM PIPE
---	IRON ROD FOUND
---	IRON PIPE FOUND
---	FENCE POST
---	POWER / UTILITY POLE
---	SIGN
---	GUY WIRE
---	UTILITY PEDESTAL
---	MEASURED
---	DEED

COLOR LEGEND

[Yellow Box]	LOTS - 6,000 SF MIN
[Orange Box]	LOTS - 8,450 SF MIN
[Light Green Box]	DEDICATED TO PUBLIC
[Light Blue Box]	ROAD PAVEMENT
[Green Box]	WETLAND
[Blue Box]	WETLAND OPEN WATER
[Dark Blue Box]	WET POND
[Brown Box]	TRAIL
[Dark Green Box]	MAINTENANCE ACCESS

Dedicated to Public

Existing Wetland

EAST TOWNLINE ROAD

NORTH ROAD

MATCHLINE - SEE SHEET 18

Dedicated to Public

Dedicated to Public

ENGINEER

BOWMAN CONSULTING GROUP, LTD
2805 DALLAS PARKWAY, SUITE 310
PLANO, TEXAS 75093
PHONE: 972.497.2990
CONTACT: TODD ERICKSON, P.E.

OWNER

FAIRWYN SB, INC.
875 TOWNLINE ROAD
LAKE GENEVA, WI 53147
PHONE: 847.417.9256
CONTACT: RICK ZIRK

UTILITY PLAN

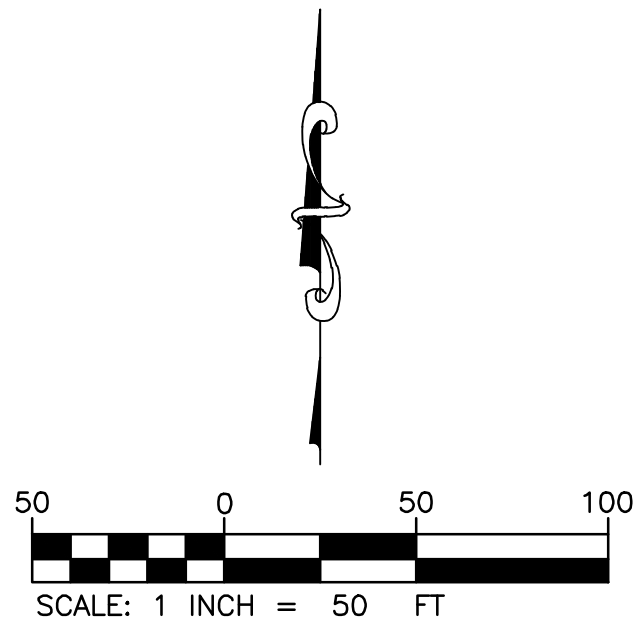
SYMPHONY BAY PHASE 8
ZYUP 500003 ZONED SR-4
E1/2NW1/4 SECTION 5, TOWNSHIP 1 NORTH, RANGE 18 EAST
LAKE GENEVA, WALWORTH COUNTY, WI

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SHEET 19 OF 20





UTILITY LEGEND

PROPERTY LINE	
STD. 6" CONCRETE CURB	
WATER LINE	
SANITARY LINE	
SANITARY MANHOLE	
ELECTRIC LINE	
FIRE HYDRANT	
WATER METER	
GATE VALVE	
RIP RAP	
HEADWALL	
CURB INLET	
STORMSEWER MANHOLE	

EXISTING LEGEND

	PROPERTY LINE
	ADJOINER PROPERTY LINE
	EXISTING FENCE
	OVERHEAD ELECTRIC
	WETLAND
	TREE LINE
	UNDERGROUND ELECTRIC
	UNDERGROUND FIBER OPTIC
	UTILITY EASEMENT
	SETBACK LINES
	ROAD MARKING
	STORM PIPE
	IRON ROD FOUND
	IRON PIPE FOUND
	FENCE POST
	POWER / UTILITY POLE
	SIGN
	GUY WIRE
	UTILITY PEDESTAL
	MEASURED
	DEED

COLOR LEGEND

	LOTS - 6,000 SF MIN
	LOTS - 8,450 SF MIN
	DEDICATED TO PUBLIC
	ROAD PAVEMENT
	WETLAND
	WETLAND OPEN WATER
	WET POND
	TRAIL
	MAINTENANCE ACCESS

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UTILITY PLAN

SYMPHONY BAY PHASE 8
ZYUP 500003 ZONED SR-4
E1/2NW1/4 SECTION 5, TOWNSHIP 1 NORTH, RANGE 18 EAST
LAKE GENEVA, WALWORTH COUNTY, WI

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SHEET 20 OF 20



STAFF REPORT
To Lake Geneva Plan Commission
Meeting Date: March 17, 2025

Agenda Item #12

Applicant:

Bloomfield Holdings, LLC
875 Townline Road
Lake Geneva, WI

Request:

Symphony Bay Phase 8
Townline Road and North Road
Tax Key No. ZYUP 500003
Preliminary Plat

Description:

Bloomfield Holdings, LLC has applied for a Preliminary Plat to allow for the development of 128 single family homes on a 69.4-acre parcel southwest of the intersection of Townline and North Roads, at the eastern edge of the City of Lake Geneva.

Staff Review Comments:

Kapur reviewed the Preliminary Plat for compliance with Chapter 236 of the Wisconsin State Statutes, Chapter 66 of the City of Lake Geneva Municipal Code, and good surveying practices. Those comments have been addressed and are reflected in the proposed Preliminary Plat. The proposed Preliminary Plat is fully consistent with the General Development Plan dated February 21, 2025.

Action by the Plan Commission:

As part of the consideration of a requested Preliminary Plat, the Plan Commission is required to:

- Provide the Common Council with a *recommendation* regarding the proposed Preliminary Plat,
- Provide specific suggested *requirements* to modify the Preliminary Plat as submitted.

Staff Recommendation:

In addition to the comments provided by Kapur in their memo dated March 10, 2025. Staff recommends that the following be reflected in the Final Plat:

1. Proposed public streets shall be labeled as “dedicated to the public”
2. Open space and stormwater areas shall be depicted as outlots but shall not be described as “dedicated to the public”
3. The purpose of these outlots shall be for open space for recreation, wetlands, and drainage, and said purpose shall be described on the Final Plat.

Staff recommends that the Plan Commission recommend *approval* of the Preliminary Plat.

*Jackie Mich, AICP
City Planning Consultant
Vandewalle & Associates*

RESOLUTION OF THE PLAN COMMISSION			
Resolution recommending to the Common Council a Preliminary Plat application filed by Bloomfield Holdings, LLC, 875 Townline Road, Lake Geneva, WI, to allow for a single family residential development for the property located at Townline Road and North Road, Tax Key No. ZYUP 500003			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	PC-009	Date:	March 17, 2025

WHEREAS, the City of Lake Geneva Plan Commission has considered a Preliminary Plat application filed by Bloomfield Holdings, LLC, 875 Townline Road, Lake Geneva, WI, to allow for a single family residential development for the property located at Townline Road and North Road, Tax Key No. ZYUP 500003 titled “Proposed Preliminary Plat for: Symphony Bay Phase 8” and dated February 21, 2025, and

WHEREAS, the Plan Commission made the following findings of fact:

1. The proposed Preliminary Plat furthers the purposes of Chapter 66 Subdivisions and the applicable rules and regulations of Wisconsin Statutes Chapter 236, and

WHEREAS, the Plan Commission has recommended the following conditions:

1. Proposed public streets shall be labeled as “dedicated to the public”
2. Open space and stormwater areas shall be depicted as outlots but shall not be described as “dedicated to the public”.
3. The purpose of these outlots shall be for open space for recreation, wetlands, and drainage, and said purpose shall be described on the Final Plat.

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby recommends to the Common Council a Preliminary Plat application filed by Bloomfield Holdings, LLC, 875 Townline Road, Lake Geneva, WI, to allow for a single family residential development for the property located at Townline Road and North Road, Tax Key No. ZYUP 500003 titled “Proposed Preliminary Plat for: Symphony Bay Phase 8” and dated February 21, 2025, per the findings of fact and additional conditions stated above.

Recommended to the Common Council of the City of Lake Geneva this 17th day of March 2025.

PC Action: ☐ Adopted ☐ Failed Vote _____

Mayoral Action: ☐ Accept ☐ Veto

Todd Krause, Plan Commission Chair

Date

Attest:

Lacey L Reynolds, City Clerk

Date

SCHEDULE OF LANDS & INTERESTS REQUIRED

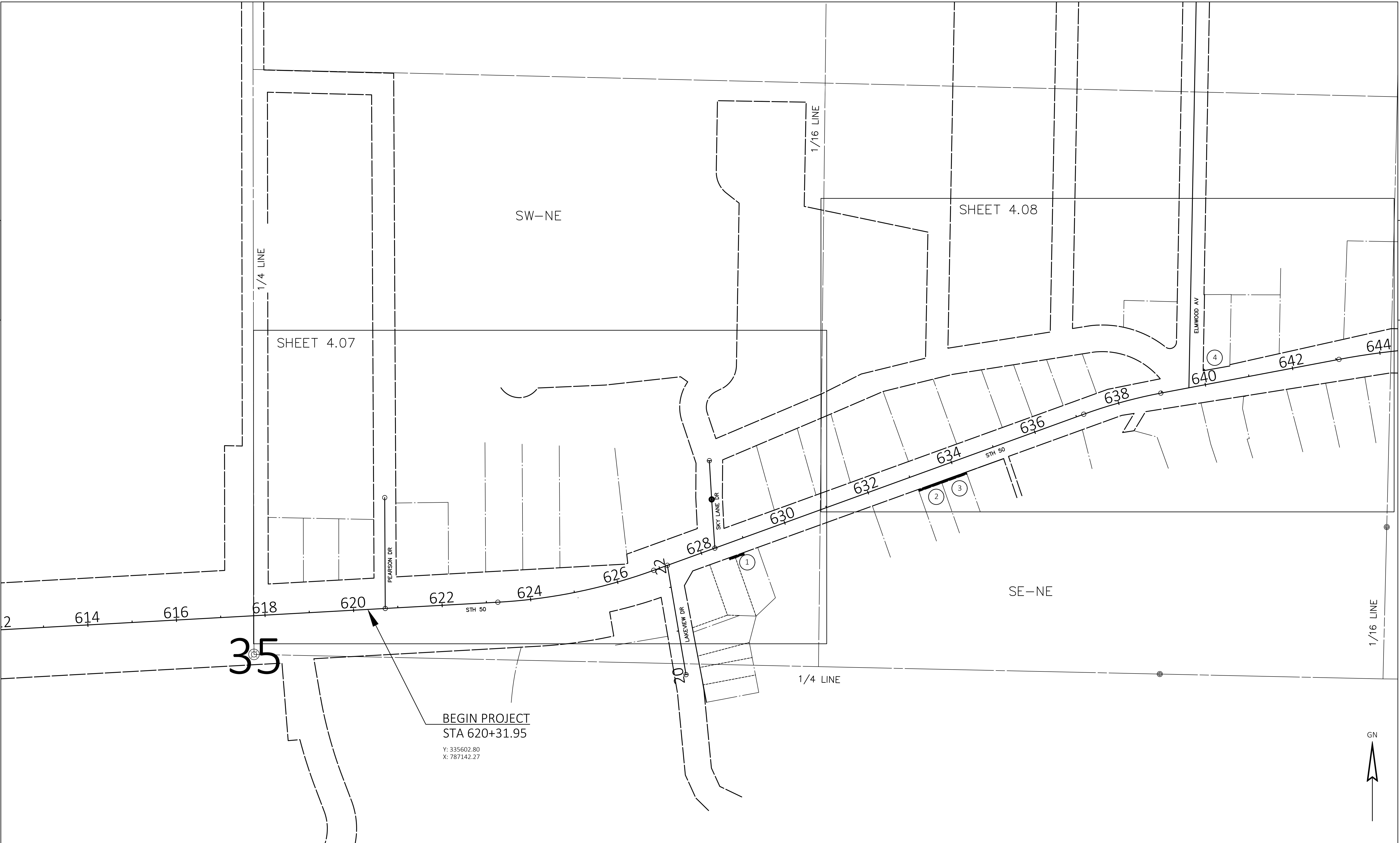
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	SHEET NUMBER	*OWNER	INTEREST REQUIRED	R/W AREA REQUIRED				TLE (AC)	TLE (SF)	PLE (AC)	PLE (SF)	PARCEL NUMBER
				(AC) NEW (SF)		(AC) TOTAL (SF)						
1	4.07	BRUCE/JOY IRUSSI TRUST	TLE					0.0040	175			1
2	4.08	CHARLES/JILL LORENZI	TLE					0.0063	275			2
3	4.08	HELEN/JOHN HACKETT	TLE					0.0069	300			3
4	4.08	WILLIAM Z PETROPOULIS	TLE					0.0003	12			4
5	4.09	DAVID/DEBRA MONEY TRUST	TLE					0.0031	133			5
6	4.09	1031 W MAIN ST LLC	TLE					0.0025	110			6
7	4.09	JANELLE M POWERS	TLE					0.0008	36			7
8	4.09	JAMES MERCURIO	FEE,TLE	0.0011	48	0.0011	48	0.0021	90			8
9	4.10	JEFFREY M AND BEVERLY LEONARD TRUST	FEE	0.0008	34	0.0008	34					9
10	4.10	VENTURE INVESTMENT PARTNERS	TLE					0.0011	48			10
11	4.10	GENEVA CENTER LLC	FEE	0.0013	57	0.0013	57					11
12	4.10	UNITED STATES OF AMERICA	TLE					0.0041	180			12
13	4.11	KOCOUREK PROPERTY HOLDINGS LLC	TLE					0.0026	115			13
15	4.11	CITY OF LAKE GENEVA	TLE					0.0062	268			15
16	4.11	JP'S NEVADA LLC	TLE					0.0181	787			16
17	4.11	CITY OF LAKE GENEVA	TLE					0.0029	125			17
18	4.12	SHANE S PIASECKI	TLE					0.0098	425			18
19	4.12	WALWORTH APARTMENTS LLC	TLE					0.0014	62			19
20	4.12	YOUNGQUIST-NADING LLC	TLE					0.0034	150			20
21	4.12	JUNE JOHNSON TRUST	TLE					0.0063	276			21
22	4.12	JOHN TYSHENKO JR	PLE,TLE					0.1224	5333	0.0087	381	22
23	4.13,4.15	CITY OF LAKE GENEVA	FEE,PLE,TLE	0.0277	1209	0.0277	1209	1.1271	49097	0.0367	1600	23
24	4.13,4.15	W.H.J. PROPERTIES LLC	TLE					0.0025	111			24
25	4.12	CATHOLIC CHURCH	TLE					0.0015	64			25
26	4.14,4.15	FRANKLIN D GUSKE SR TRUST	PLE,TLE					0.0259	1130	0.0110	480	26
27	4.14,4.15	DECORUM LAKE GENEVA LLC	TLE					0.0357	1554			27
28	4.16	EVERGREEN BP LLC	FEE,TLE	0.0031	135	0.0031	135	0.0424	1845			28
29	4.16	CHRISTOPHER A CRUM	TLE					0.0045	197			29
30	4.16,4.17	GNI OF LAKE GENEVA LLC	FEE	0.0010	434	0.0010	434					30
31	4.16,4.17	GNI OF ELEVENTH LLC	FEE,TLE	0.0026	113	0.0026	113	0.0028	121			31
32	4.16,4.17	SUNDANCE INC	FEE	0.0043	187	0.0043	187					32

PARCEL NUMBER	SHEET NUMBER	*OWNER	INTEREST REQUIRED
500	4.11,4.13,4.17	ALLIANT ENERGY – ELECTRIC	RELEASE OF RIGHTS
501	4.11,4.13,4.17	WE ENERGIES – GAS	RELEASE OF RIGHTS
502	4.17	WE ENERGIES – ELECTRIC	RELEASE OF RIGHTS
504	4.13,4.16	AT&T WISCONSIN	RELEASE OF RIGHTS
505	4.16	LAKE GENEVA UTILITY COMMISSION – SANITARY	RELEASE OF RIGHTS
506	4.17	LAKE GENEVA UTILITY COMMISSION – WATER	RELEASE OF RIGHTS
507	4.17	SPECTRUM	RELEASE OF RIGHTS
510	4.13,4.16	WINDSTREAM	RELEASE OF RIGHTS

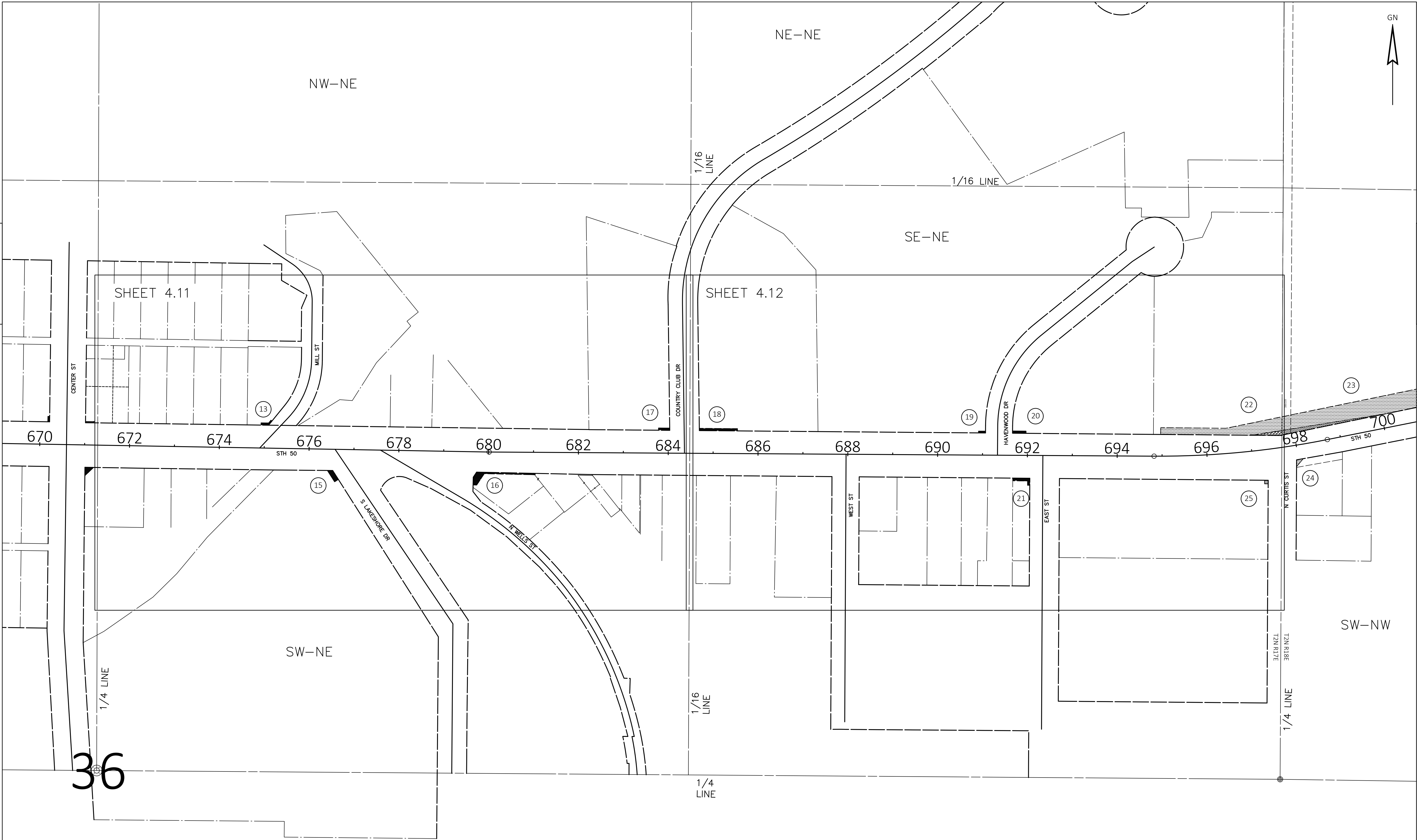
REVISION DATE _____ _____ _____	DATE 01/20/2025		SCALE, FEET 0 	HWY: STH 50	STATE R/W PROJECT NUMBER 3170-09-20		PLAT SHEET 4.02	E
	GRID FACTOR _____			COUNTY: WALWORTH	CONSTRUCTION PROJECT NUMBER		PS&E SHEET	

4

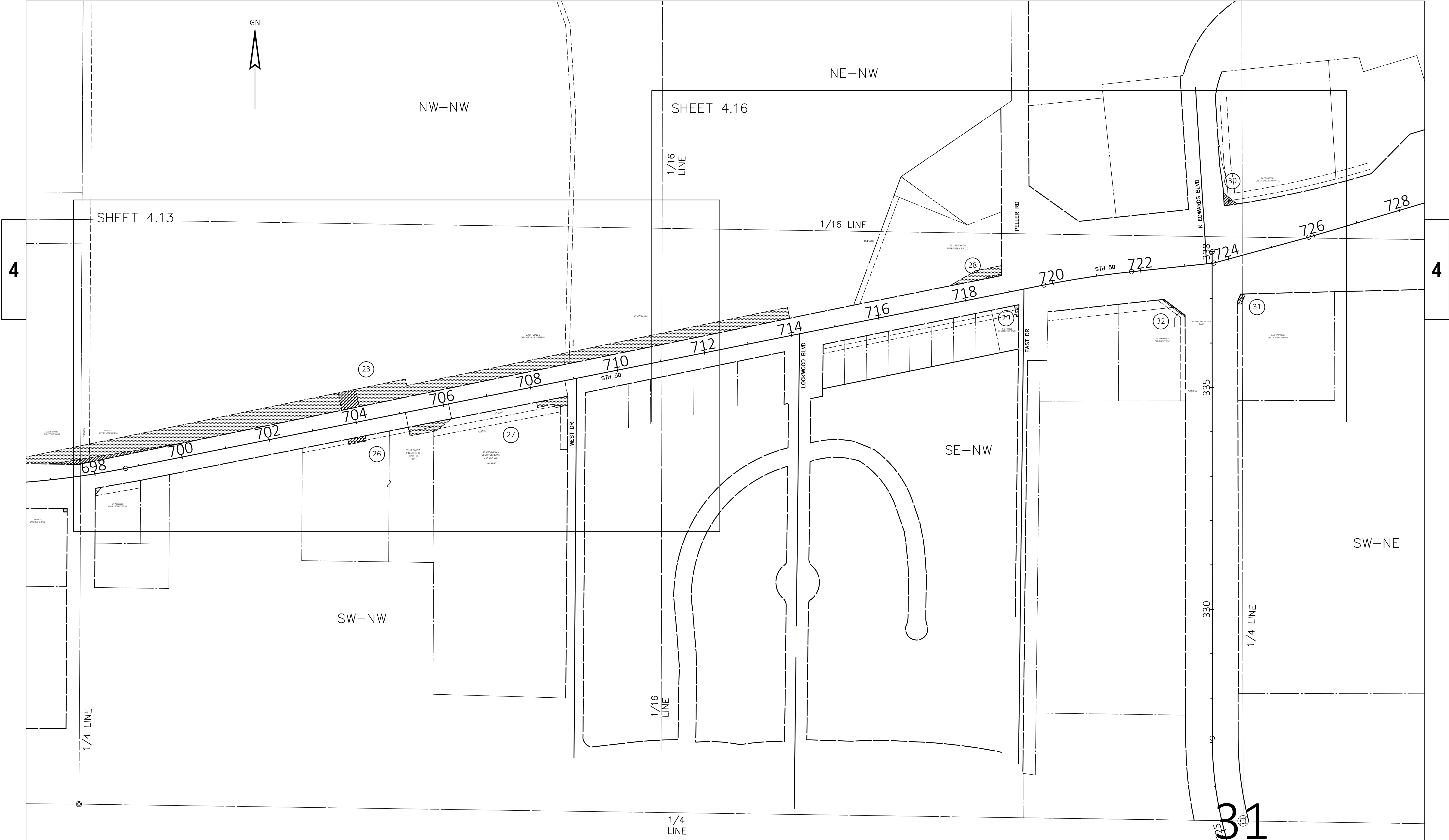


4

REVISION DATE 	DATE 01/20/2025	SCALE, FEET 0100200	HWY: STH 50	STATE R/W PROJECT NUMBER 3170-09-20	PLAT SHEET 4.03	E
	GRID FACTOR		COUNTY: WALWORTH	CONSTRUCTION PROJECT NUMBER	PS&E SHEET	



REVISION DATE 	DATE 01/20/2025	SCALE, FEET 0100200	HWY: STH 50	STATE R/W PROJECT NUMBER 3170-09-20	PLAT SHEET 4.05	E
	GRID FACTOR		COUNTY: WALWORTH	CONSTRUCTION PROJECT NUMBER	PS&E SHEET	



REVISION DATE 	DATE 01/20/2025	SCALE, FEET 0 100 200	HWY: STH 50	STATE R/W PROJECT NUMBER 3170-09-20	PLAT SHEET 4.06	E
	GRID FACTOR		COUNTY: WALWORTH	CONSTRUCTION PROJECT NUMBER	PS&E SHEET	

NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), WALWORTH COUNTY, NAD 83 (2011) IN US SURVEY FEET, VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF THE PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

PROPERTY LINES SHOWN ON THIS PLAT FOR PROPERTIES BEING IMPACTED ARE DRAWN FROM DATA DERIVED FROM FILED/RECORDED MAPS AND DOCUMENTS OF PUBLIC RECORD. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE RIGHT-OF-WAY PLAT DETAILS / DETAIL PAGES.

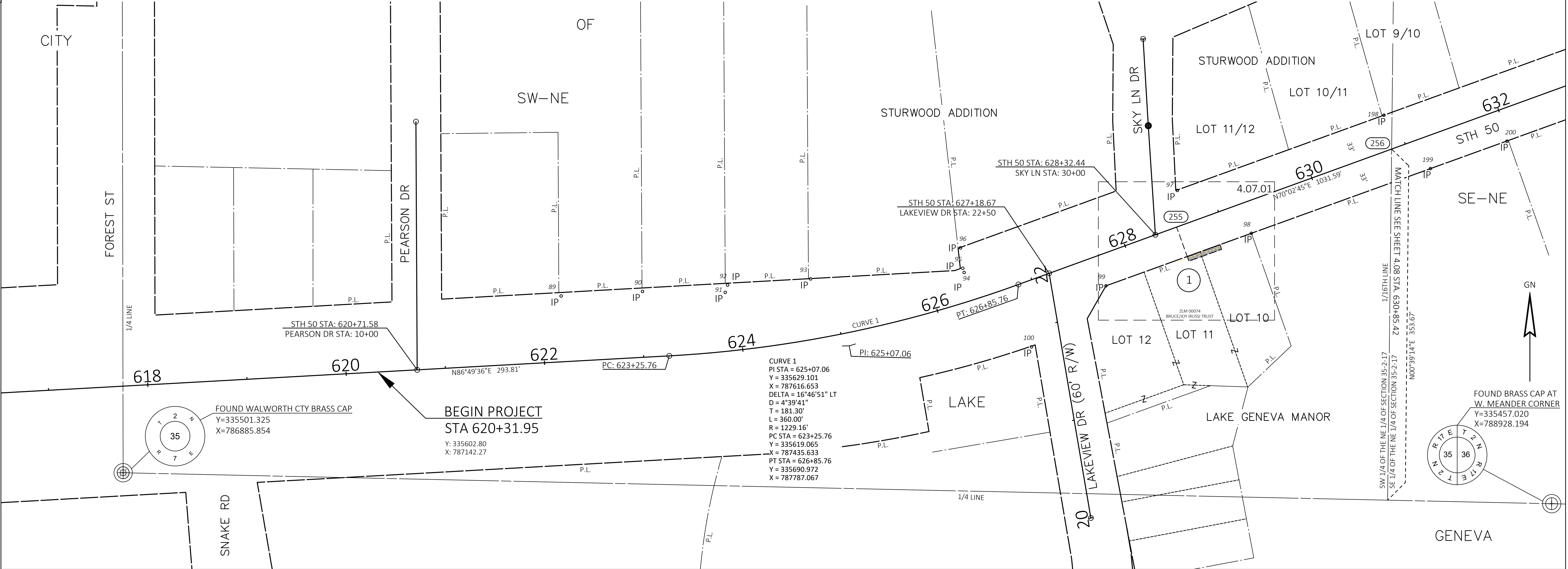
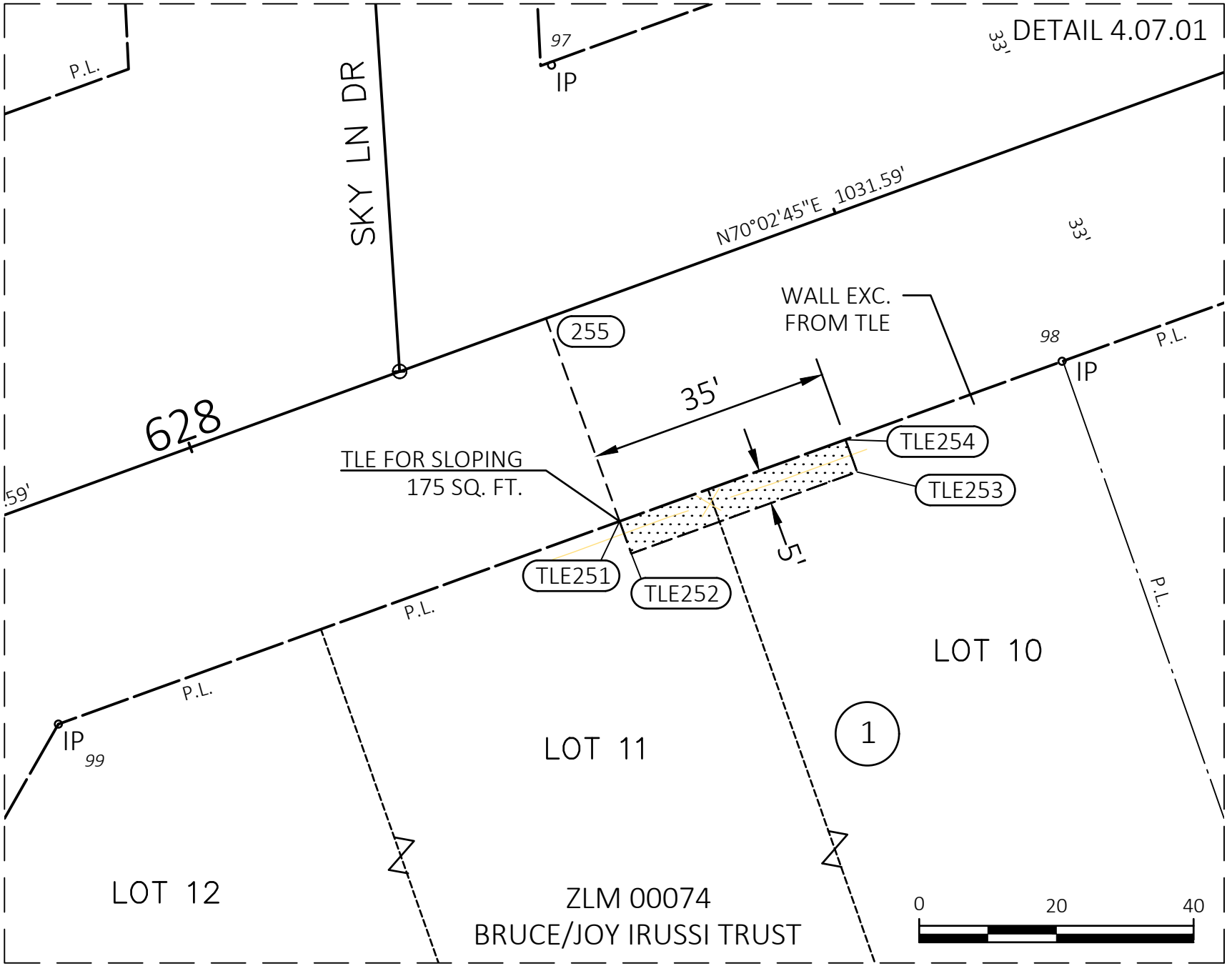
INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE RIGHT-OF-WAY PLAT DETAILS / DETAIL PAGES.

FOUND MONUMENT TABLE			
POINT	DESCRIPTION	Y COORDS	X COORDS
89	IP 2"	335679.337	787326.695
90	IP 1"	335683.918	787408.655
91	IP 3/4"	335682.967	787491.928
92	IP 1"	335690.364	787494.319
93	IP 1"	335696.571	787577.867
94	IP 1"	335703.005	787732.372
95	IP 1"	335707.297	787730.984
96	IP 1"	335727.796	787728.693
97	IP 1"	335785.687	787947.069
98	IP 1"	335742.522	788021.488
99	IP 1"	335689.623	787875.188
100	IP 1"	335628.042	787800.201
198	IP 1"	335861.476	788154.907
199	IP 1"	335807.688	788201.840
200	IP 1"	335835.240	788278.811

COORDINATE TABLE		
POINT	Y COORDS	X COORDS
TLE251	335719.197	787956.999
TLE252	335714.496	787958.703
TLE253	335726.394	787991.619
TLE254	335731.095	787989.915
255	335748.770	787946.263
256	335827.364	788162.734

COURSE TABLE (4.05.01)		
COURSE	BEARING	DISTANCE
256-255	S70° 02' 43" W	230.30'
255-251	S19° 57' 13" E	31.46'
251-252	S19° 55' 14" E	5.00'
252-253	N70° 07' 33" E	35.00'
253-254	N19° 55' 14" W	5.00'
254-251	S70° 07' 33" W	35.00'

HWY	BASIS OF EXISTING R/W	WIDTH	DATE
STH 50	PLAT OF LAKE GENEVA MANOR SUB	66'	1926
LAKEVIEW	PLAT OF LAKE GENEVA MANOR SUB	60'	1926



REVISION DATE _____ _____ _____ _____	DATE 01/20/2025 _____ _____	SCALE, FEET 0 50 100 _____	HWY: STH 50 COUNTY: WALWORTH	STATE R/W PROJECT NUMBER 3170-09-20 CONSTRUCTION PROJECT NUMBER _____	PLAT SHEET 4.07 PS&E SHEET _____	E

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SE-NE

STURWOOD ADDITION

LAKEHOUSE CONDO

LAKE GARDENS CONDO

THE GEORGETOWN CONDO

ELMWOOD AV

LINDA LN

LOT 2 OF LOT 1

LOT 4

LOT 3

STURWOOD ADDITION

LAKE

CURVE 3
PI STA = 644+63.68
Y = 336196.018
X = 789486.547
DELTA = 11°00'25" RT
D = 3°30'54"
T = 157.05'
L = 313.14'
R = 1630.00'
PC STA = 643+06.62
Y = 336166.789
X = 789332.239
PT STA = 646+19.76
Y = 336195.248
X = 789643.598

CURVE 2
PI STA = 638+07.74
Y = 336073.868
X = 788841.689
DELTA = 9°13'41" RT
D = 5°06'57"
T = 90.39'
L = 180.39'
R = 1120.00'
PC STA = 637+17.35
Y = 336043.021
X = 788756.726
PT STA = 638+97.74
Y = 336090.691
X = 788930.500

FOUND WALWORTH CTY BRASS CAP AT N. MEANDER CORNER
Y=335788.565
X=789439.946

630
STH 50

LAKE GENEVA MANOR

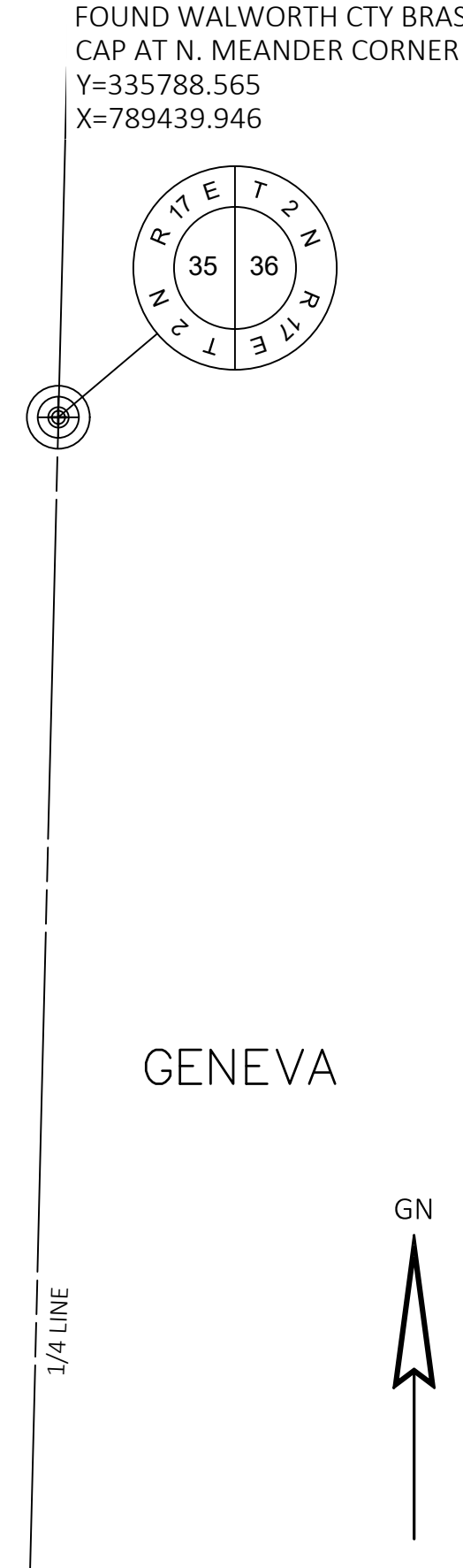
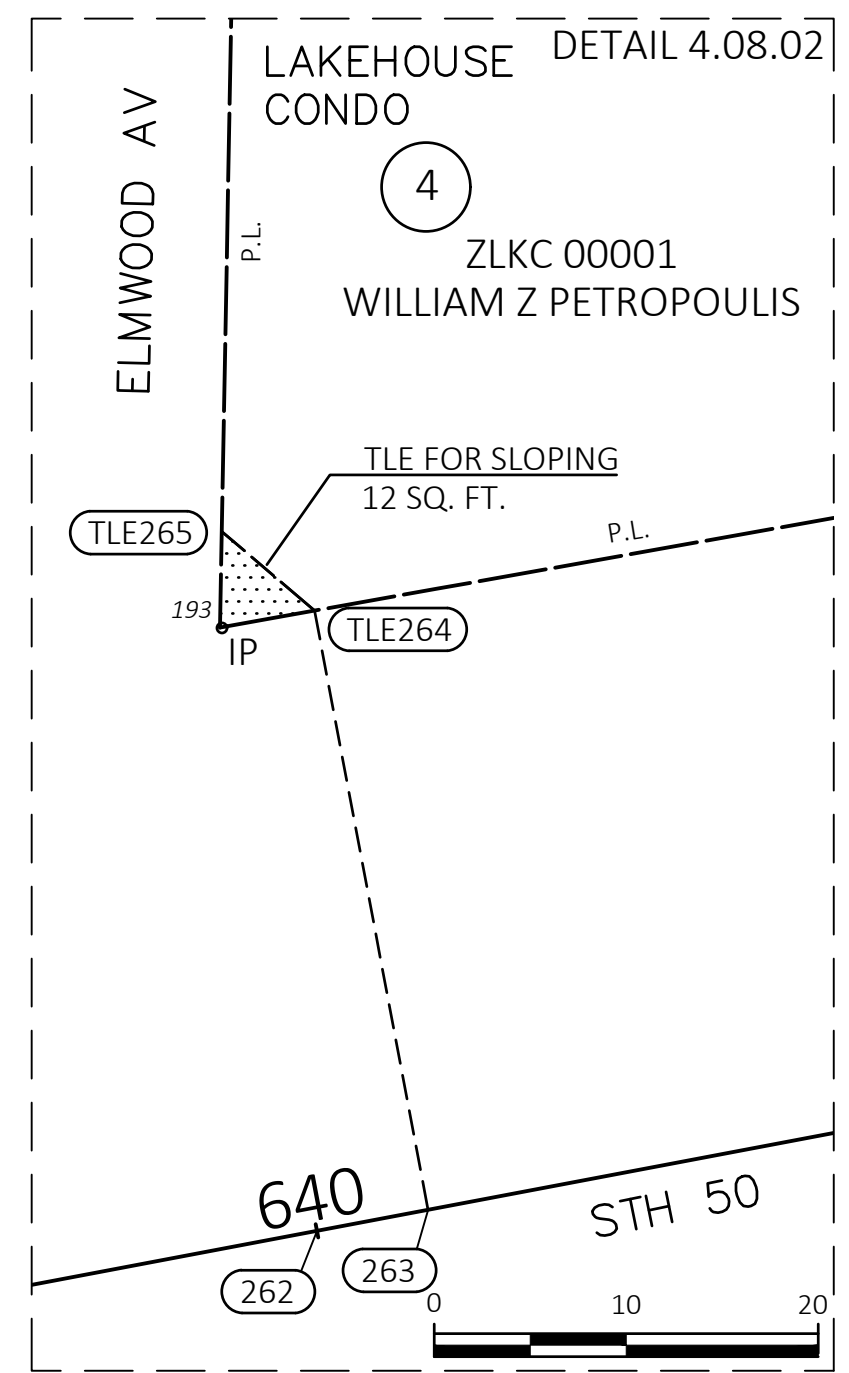
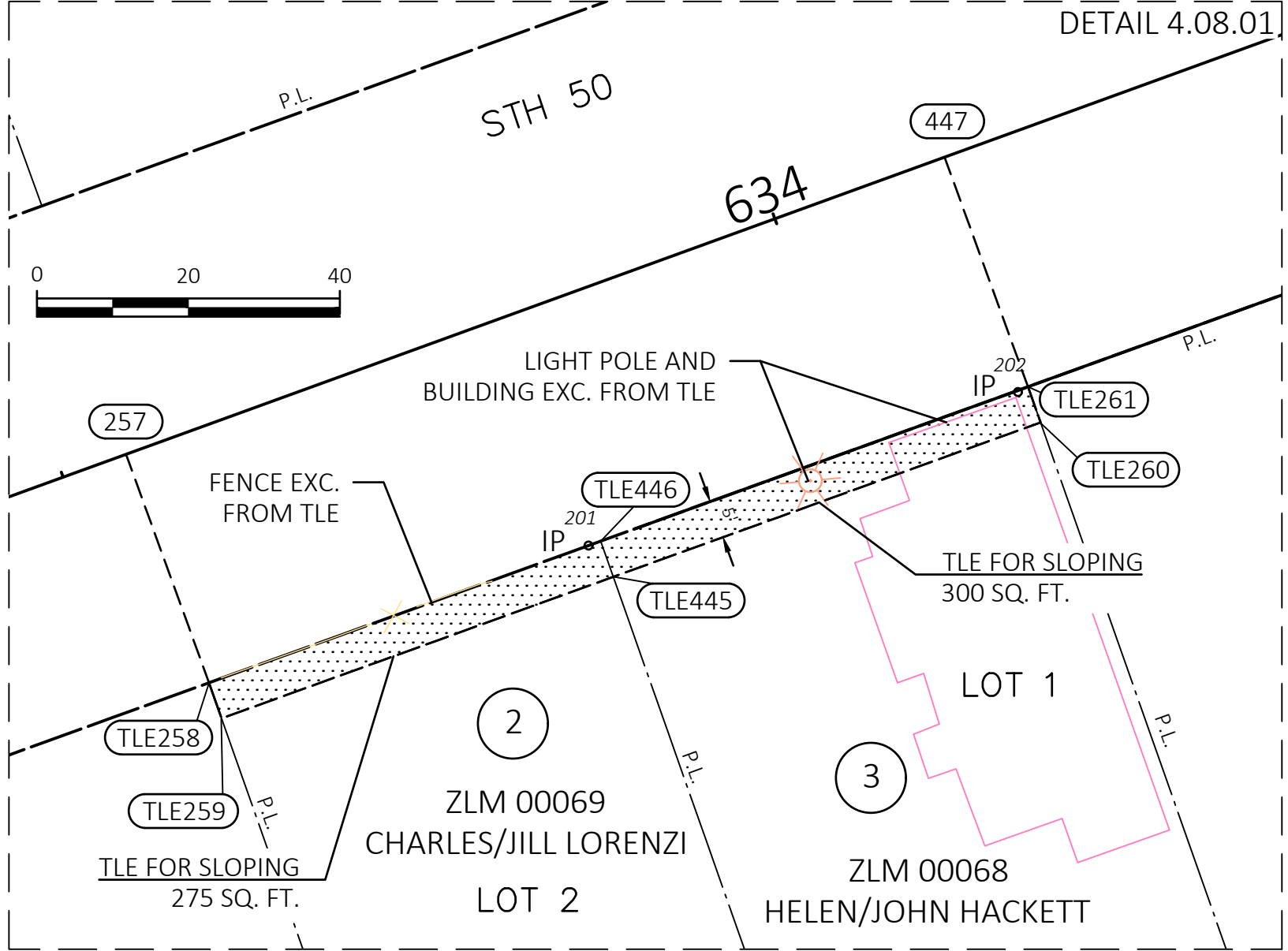
BLOCK 31

COORDINATE TABLE		
POINT	Y COORDS	X COORDS
256	335827.364	788162.734
257	335903.610	788372.743
TLE258	335873.441	788383.696
TLE259	335868.725	788385.358
TLE260	335907.822	788493.512
TLE261	335912.538	788491.850
262	336109.722	789030.971
263	336110.818	789036.756
TLE264	336142.024	789030.845
TLE265	336146.145	789026.014
TLE445	335887.424	788437.084
TLE446	335892.140	788435.422
447	335942.856	788480.841

COURSE TABLE (4.06.01-2)		
COURSE	BEARING	DISTANCE
256-257	N70° 02' 45"E	223.42'
257-258	S19° 57' 15"E	32.10'
258-259	S19° 24' 33"E	5.00'
259-445	N70° 07' 33"E	55.00'
445-446	N19° 24' 33"W	5.00'
446-258	S70° 07' 33"W	55.00'
COURSE TABLE (4.06.01-3)		
COURSE	BEARING	DISTANCE
256-447	N70° 02' 45"E	338.43'
447-261	S19° 57' 15"E	32.26'
261-446	S70° 07' 33"W	60.00'
446-445	S19° 24' 33"E	5.00'
445-260	N70° 07' 33"E	60.02'
260-261	N19° 24' 33"W	5.00'
COURSE TABLE (4.06.02)		
COURSE	BEARING	DISTANCE
262-263	N79° 16' 28"E	5.89'
263-264	N10° 43' 34"W	31.76'
264-265	N49° 32' 08"W	6.35'
265-193	S01° 03' 07"W	5.00'
193-264	N79° 52' 38"E	5.00'

FOUND MONUMENT TABLE			
POINT	DESCRIPTION	Y COORDS	X COORDS
190	IR 5/8"	336203.878	789357.036
191	IP 1"	336172.753	789198.582
192	IP 1"	336151.914	789086.236
193	IP 1"	336141.146	789025.923
194	IR 5/8"	336124.341	788931.357
195	IP 1"	336091.308	788787.706
196	IP 1.5"	336063.986	788712.412
197	IP 1"	336012.440	788563.884
198	IP 1"	335861.476	788154.907
199	IP 1"	335807.688	788201.840
200	IP 1"	335835.240	788278.811
201	MAG NAIL	335891.557	788433.795
202	IP 1"	335911.838	788490.524
203	IP 1.5"	335944.958	788580.535
207	IP 1"	336047.078	788889.205
208	IR 5/8"	336068.529	788982.115
209	IP 1"	336074.945	789015.514
216	IP 1"	336094.546	789127.128
217	IP 1"	336122.380	789313.934
218	IP 1"	336133.111	789405.082

FOUND MONUMENT INFO SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPPY CORNER



FOUND WALWORTH CTY BRASS CAP
Y=335501.325
X=786885.854

FOUND WALWORTH CTY BRASS CAP AT W. MEANDER CORNER
Y=335457.020
X=788928.194

HWY	BASIS OF EXISTING R/W	WIDTH	DATE
STH 50	PLAT OF LAKE GENEVA MANOR SUB	VARIES	1926
ELMWOOD	LAKEHOUSE CONDOMINIUM PLAT	60'	2007

REVISION DATE	DATE 01/20/2025	SCALE, FEET	HWY: STH 50	STATE R/W PROJECT NUMBER 3170-09-20	PLAT SHEET 4.08
	GRID FACTOR	0 50 100	COUNTY: WALWORTH	CONSTRUCTION PROJECT NUMBER	PS&E SHEET
					E

4

NOTES:
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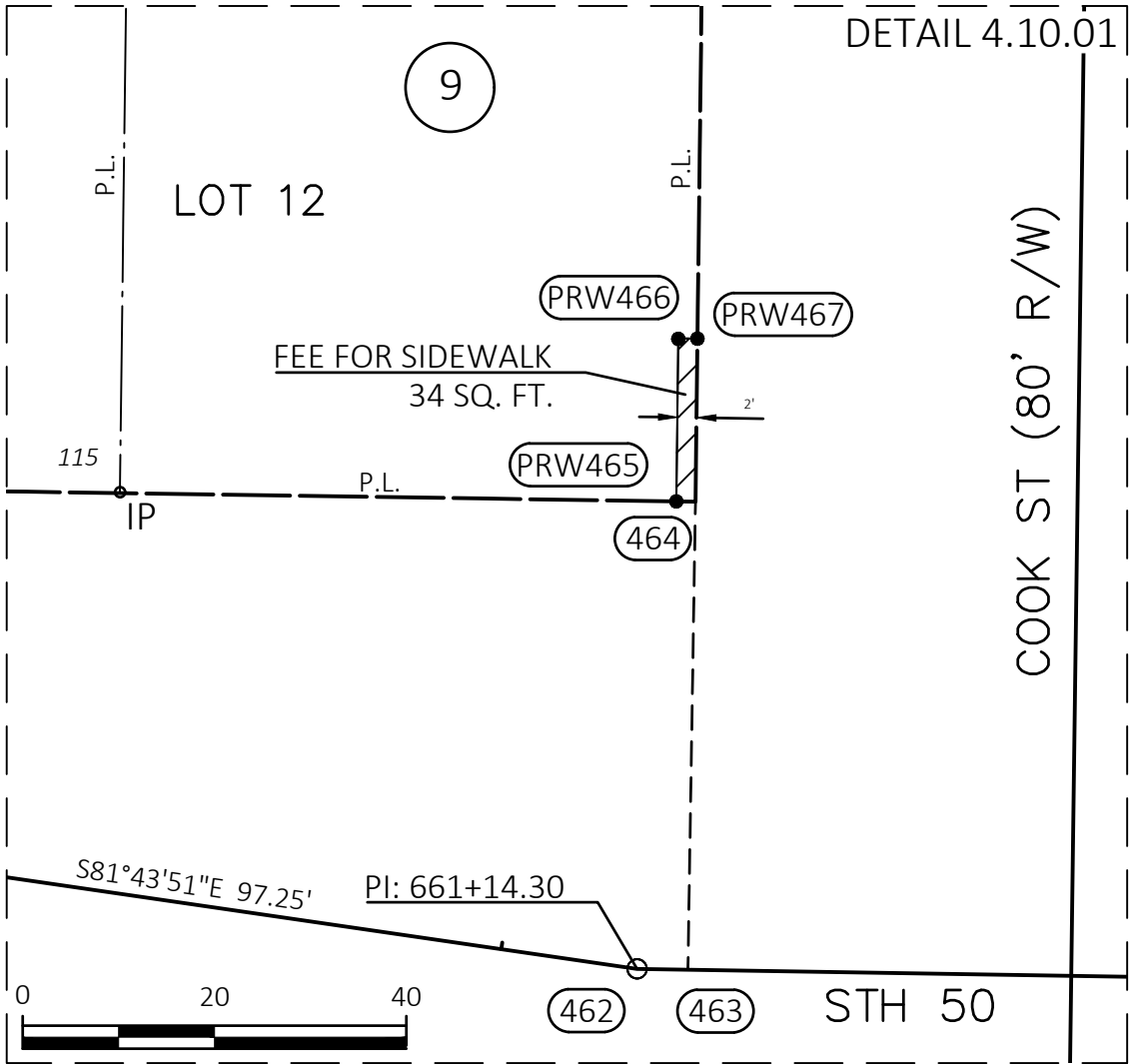
PROPERTY LINES SHOWN ON THIS PLAT FOR PROPERTIES BEING IMPACTED ARE DRAWN FROM DATA DERIVED FROM FILED/RECORDED MAPS AND DOCUMENTS OF PUBLIC RECORD. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

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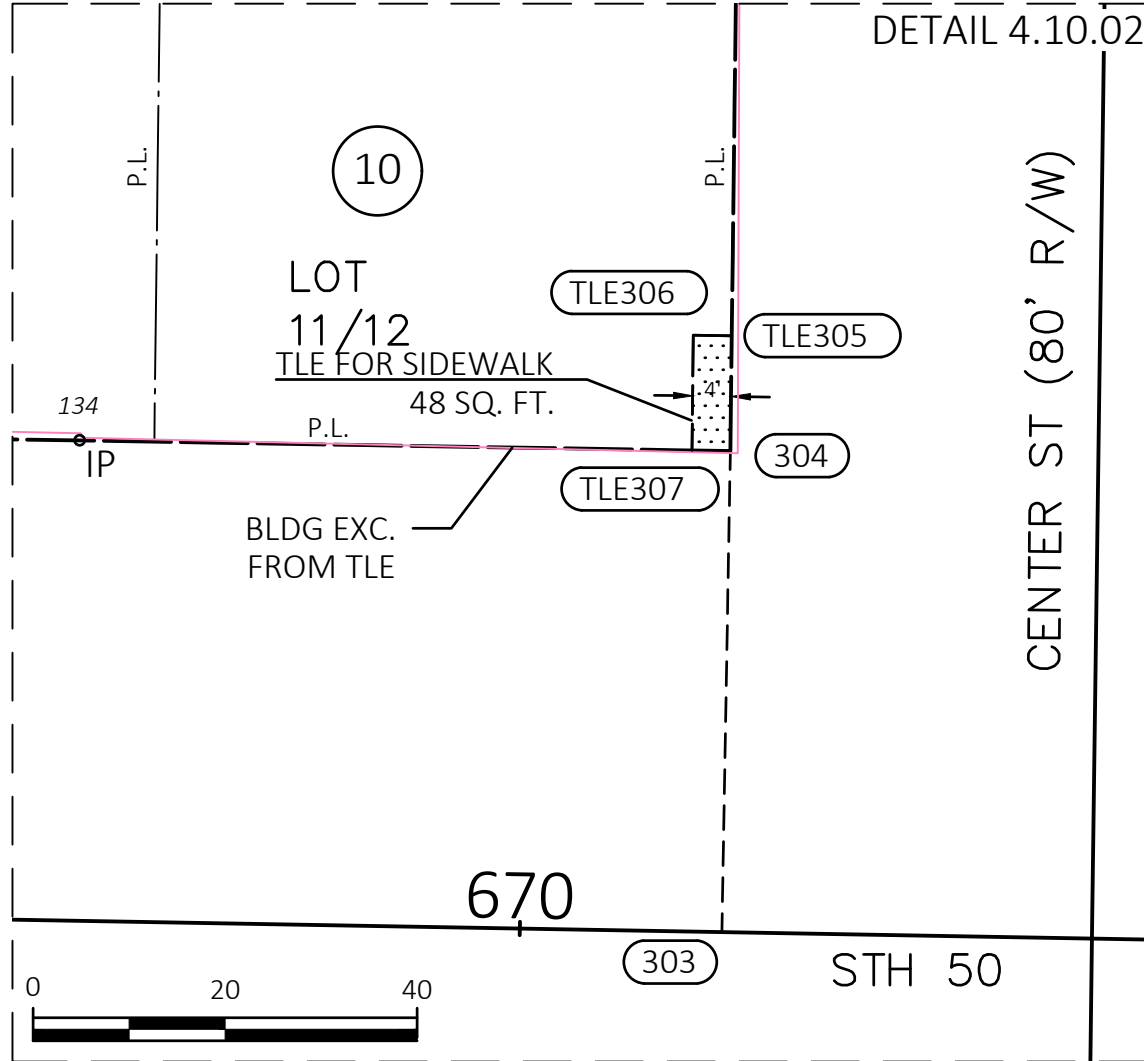
HWY	BASIS OF EXISTING R/W	WIDTH	DATE
STH 50	ORIGINAL PLAT OF GENEVA	100'	1840
CENTER	ORIGINAL PLAT OF GENEVA	80'	1840
COOK	ORIGINAL PLAT OF GENEVA	80'	1840



FOUND MONUMENT TABLE			
POINT	DESCRIPTION	Y COORDS	X COORDS
112	IR 5/8"	336219.016	790903.171
113	IP 1"	336218.022	790963.276
114	IR 5/8"	336217.100	791023.274
115	IR 5/8"	336216.391	791083.146
126	CROSS NOTCH	336206.812	791725.769
128	CROSS NOTCH	336206.017	791758.08
130	CROSS NOTCH	336204.923	791846.23
131	CROSS NOTCH	336204.331	791869.134
132	CROSS NOTCH	336203.445	791932.444
133	CROSS NOTCH	336202.881	791953.770
134	CROSS NOTCH	336202.654	791976.740
140	IR 5/8"	336212.757	792124.165
155	CROSS NOTCH	336102.960	791962.973
157	CROSS NOTCH	336103.363	791943.005
158	CROSS NOTCH	336103.826	791923.462
159	CROSS NOTCH	336104.669	791844.448
162	MAG NAIL	336107.387	791677.598
FOUND MONUMENT INFO SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPRY CORNER			

COURSE TABLE (4.08.01 FEE)		
COURSE	BEARING	DISTANCE
462-463	S89° 04' 39"E	5.31'
463-464	N00° 55' 21"E	48.79'
464-465	N89° 08' 42"W	2.00'
465-466	N00° 42' 06"E	17.00'
466-467	S89° 08' 42"E	2.00'
467-464	S00° 42' 06"W	17.00'

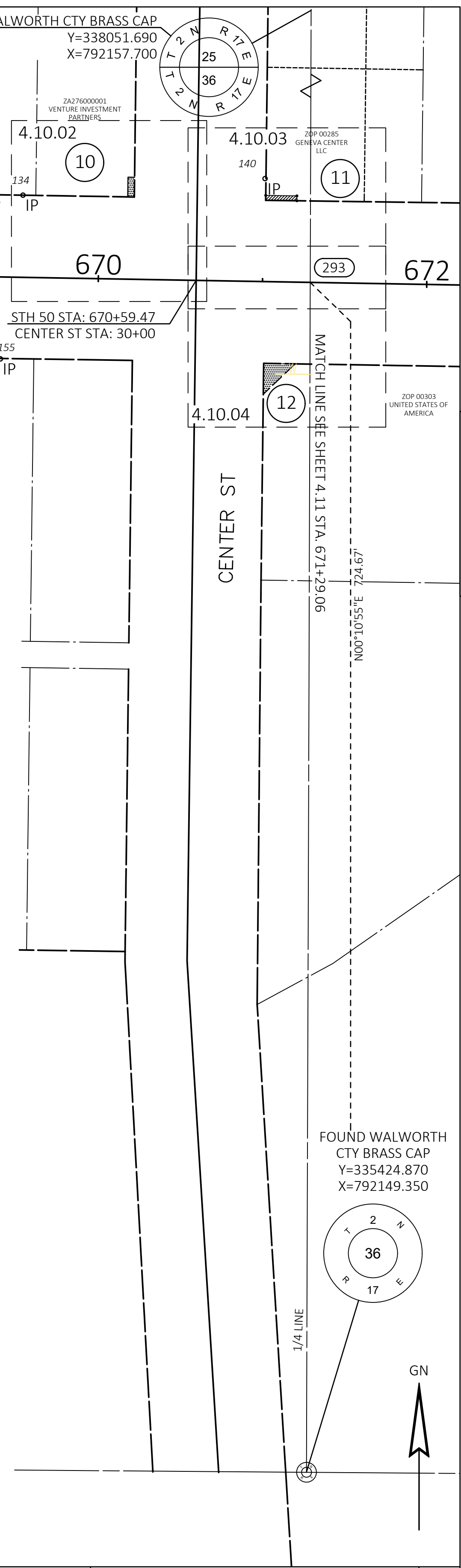
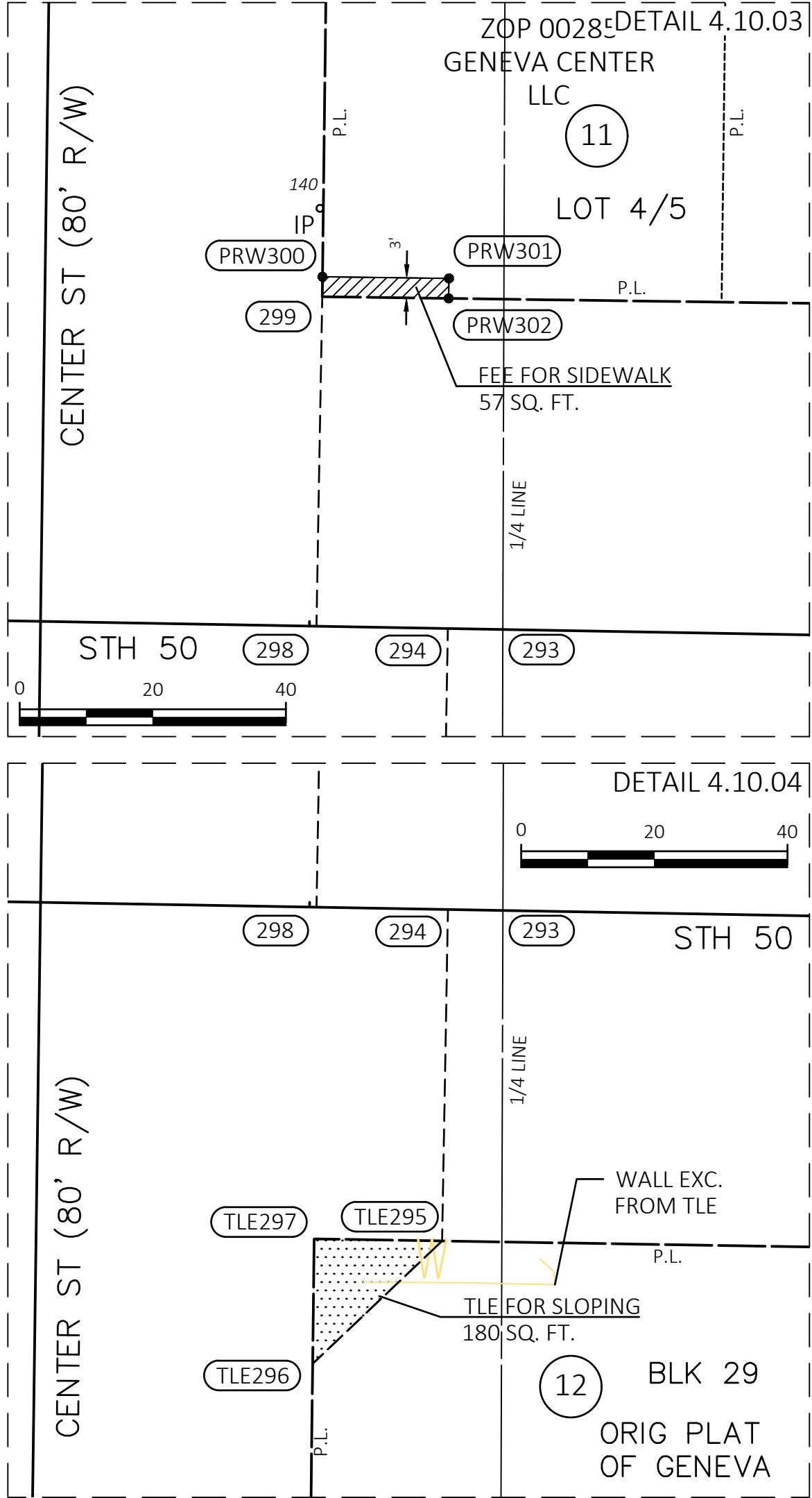
COORDINATE TABLE		
POINT	Y COORDS	X COORDS
293	336149.533	792151.654
294	336149.678	792143.396
TLE295	336099.921	792142.523
TLE296	336081.489	792123.076
TLE297	336100.234	792123.305
298	336150.024	792123.649
299	336199.494	792124.521
PRW300	336202.494	792124.558
PRW301	336202.236	792143.556
PRW302	336199.236	792143.520
303	336151.428	792043.661
304	336201.530	792044.540
TLE305	336213.529	792044.687
TLE306	336213.594	792040.688
TLE307	336201.595	792040.541
462	336166.699	791137.043
463	336166.614	791142.352
464	336215.402	791143.137
PRW465	336215.432	791141.138
PRW466	336232.431	791141.346
PRW467	336232.401	791143.346



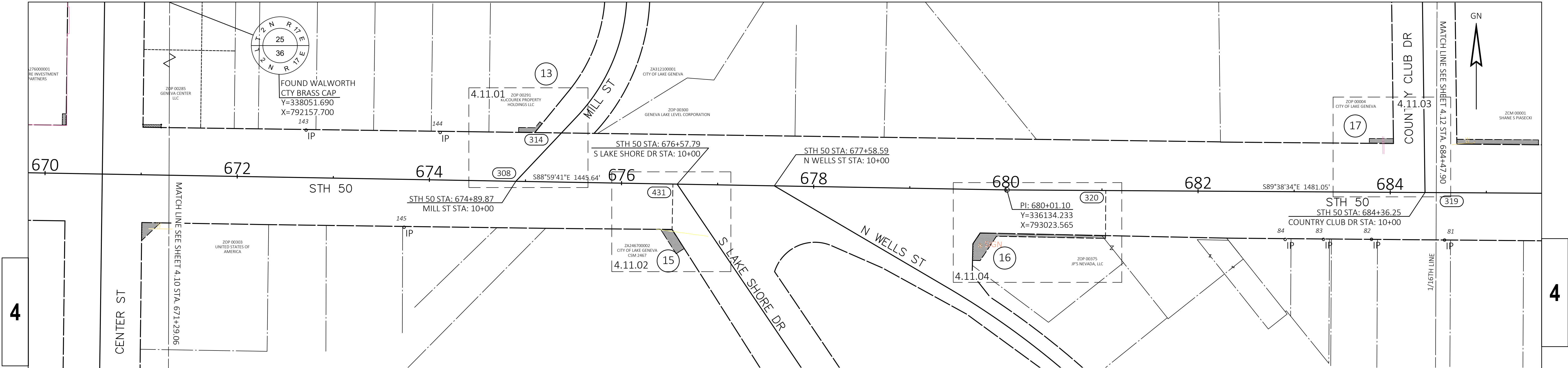
COURSE TABLE (4.08.02 FEE)		
COURSE	BEARING	DISTANCE
293-303	N88° 59' 41"W	108.01'
303-304	N01° 00' 19"E	50.11'
304-305	N00° 42' 06"E	12.00'
305-306	N89° 04' 01"W	4.00'
306-307	S00° 42' 06"W	12.00'
307-304	S89° 04' 01"E	4.00'

COURSE TABLE (4.08.03 FEE)		
COURSE	BEARING	DISTANCE
293-298	N88° 59' 41"W	28.01'
298-299	N01° 00' 19"E	49.48'
299-300	N00° 42' 06"E	3.00'
300-301	S89° 13' 25"E	19.00'
301-302	S00° 42' 06"W	3.00'
302-299	N89° 13' 25"W	19.00'

COURSE TABLE (4.08.04)		
COURSE	BEARING	DISTANCE
293-294	N88° 59' 41"W	8.26'
294-295	S01° 00' 19"W	49.76'
295-296	S46° 32' 03"W	26.79'
296-297	N00° 42' 06"E	18.75'
297-295	S89° 04' 01"E	19.22'



REVISION DATE	DATE 01/20/2025	SCALE, FEET	HWY: STH 50	STATE R/W PROJECT NUMBER 3170-09-20	PLAT SHEET 4.10
	GRID FACTOR		COUNTY: WALWORTH	CONSTRUCTION PROJECT NUMBER	PS&E SHEET
					E



NOTES:
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INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE RIGHT-OF-WAY PLAT DETAILS / DETAIL PAGES.

WE ENERGIES - GAS
DOC. NO RECORD OF EASEMENT
PARCEL 15

ALLIANT ENERGY
NO RECORD OF EASEMENT
PARCEL 17

COURSE TABLE (4.09.01)		
COURSE	BEARING	DISTANCE
308-309	N01° 00' 19"E	51.04'
309-310	N00° 46' 35"E	5.00'
310-311	S89° 13' 25"E	17.00'
311-312	N39° 11' 24"E	8.00'
312-313	S50° 48' 36"E	3.00'
313-314	S39° 11' 24"W	12.00'
314-309	N89° 13' 25"W	16.86'

COURSE TABLE (4.09.02)		
COURSE	BEARING	DISTANCE
431-432	S01° 00' 19"W	47.28'
432-433	S32° 25' 37"E	23.52'
433-434	S57° 34' 23"W	10.00'
434-436	N32° 25' 37"W	30.00'
436-432	S89° 29' 21"E	11.92'

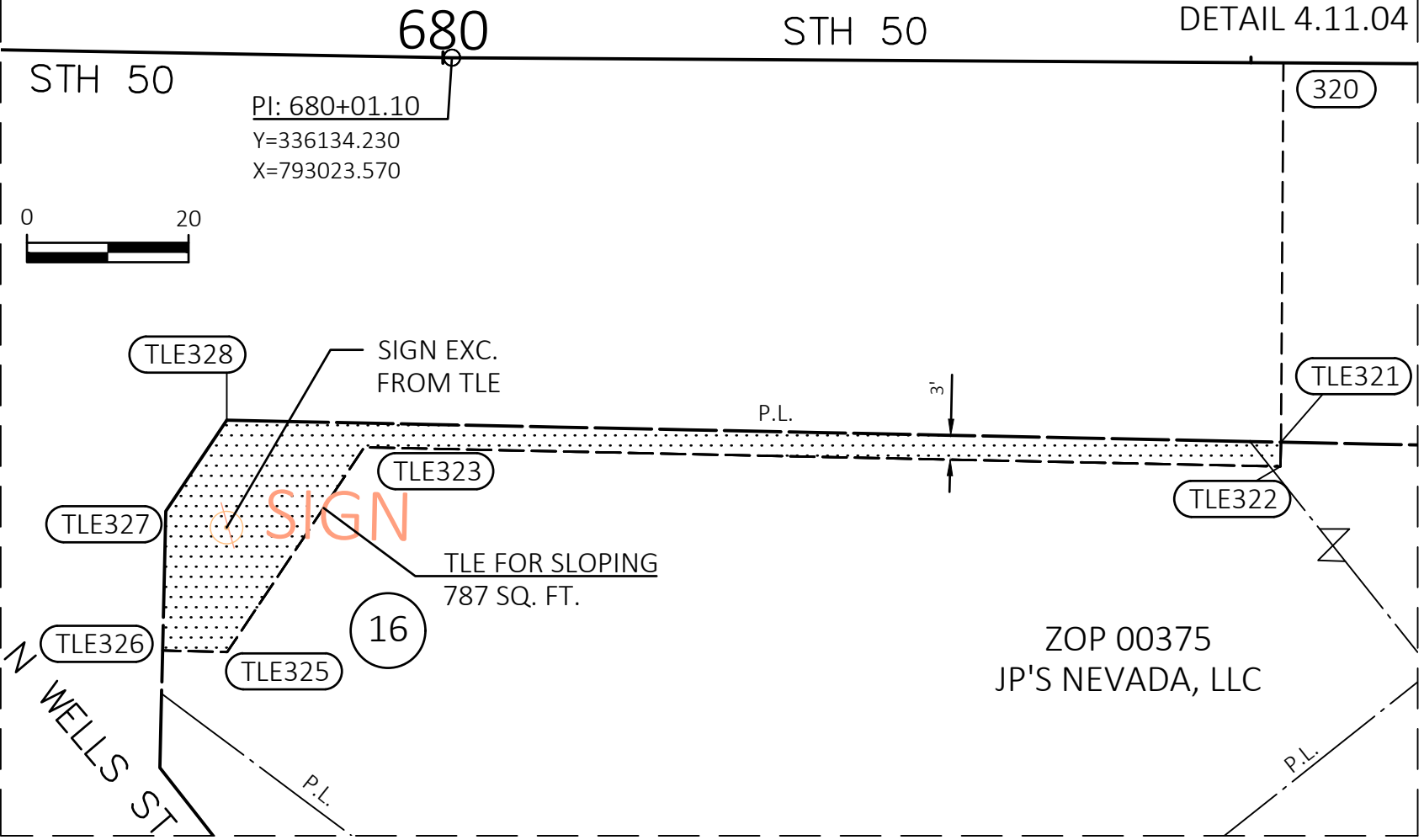
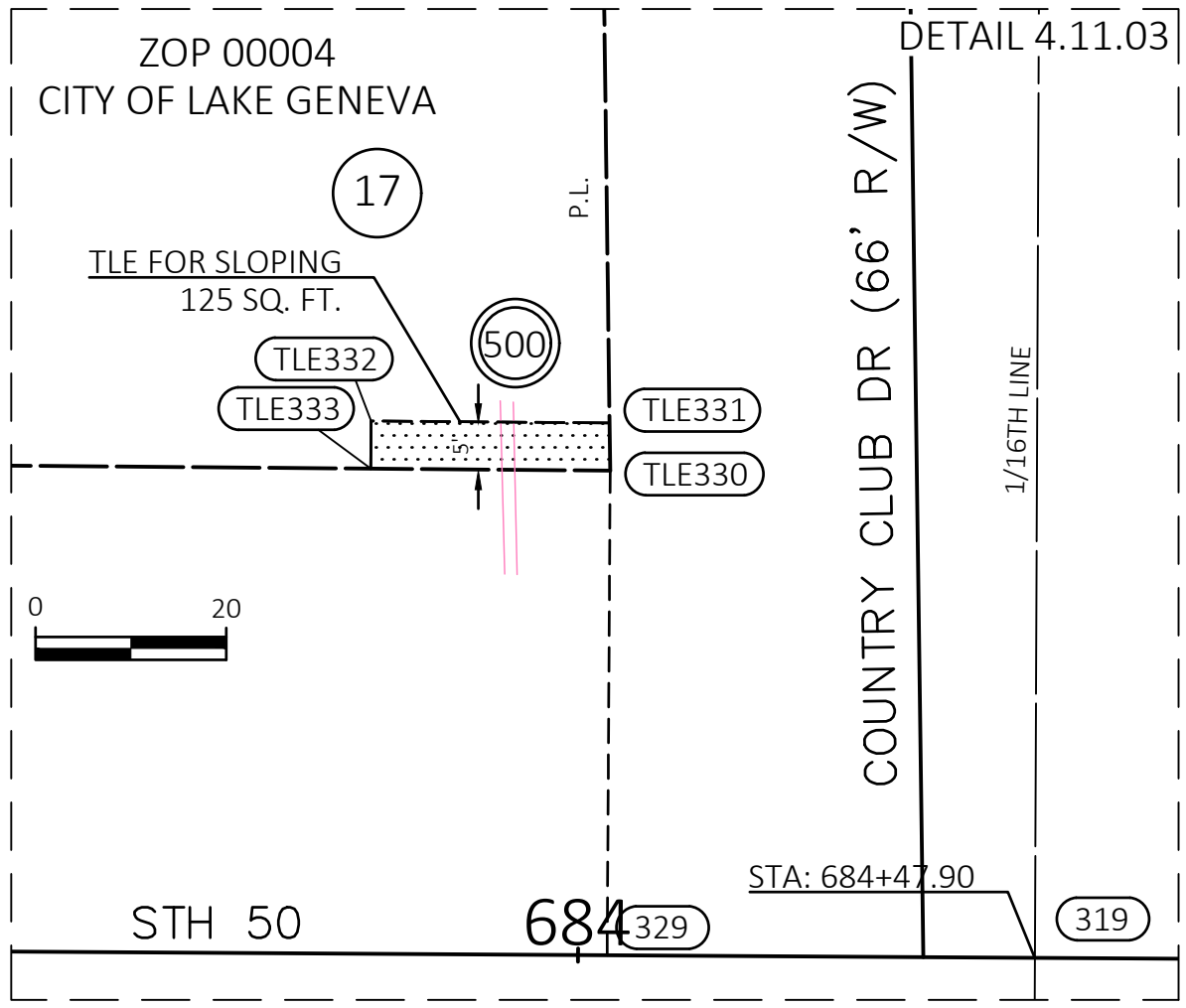
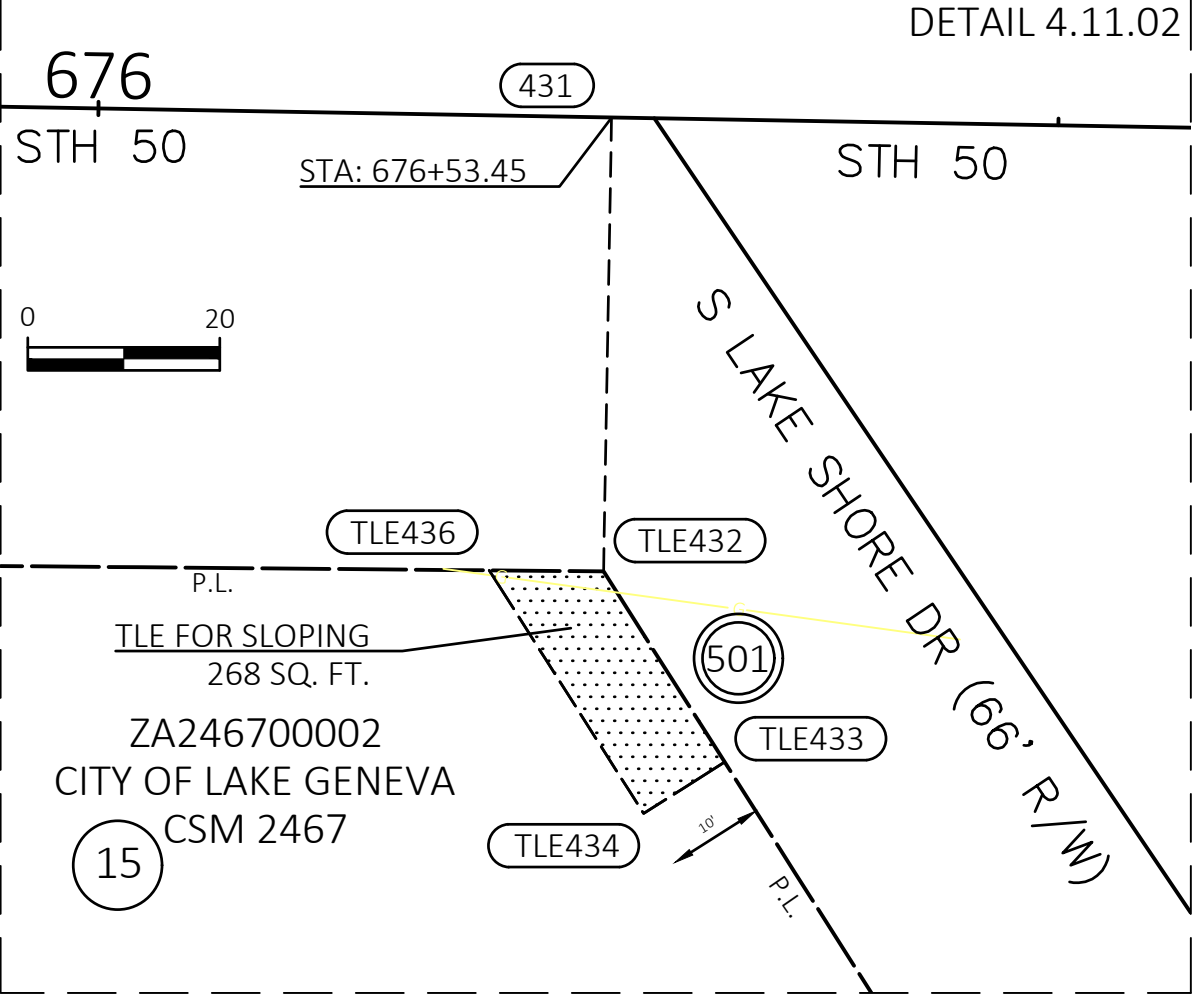
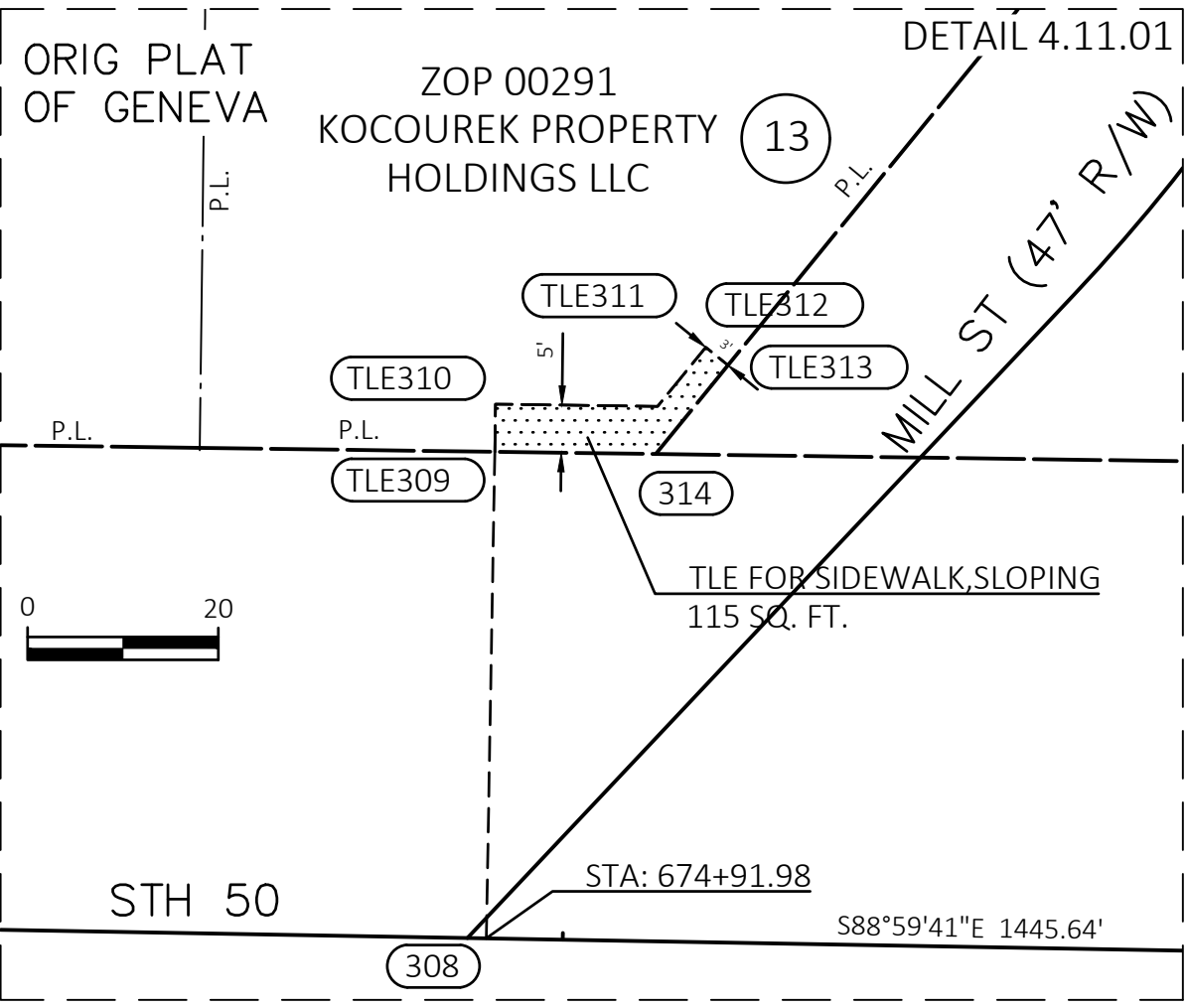
COURSE TABLE (4.09.03)		
COURSE	BEARING	DISTANCE
319-329	N89° 38' 34"W	44.85'
329-330	N00° 21' 26"E	50.83'
330-331	N00° 44' 01"W	5.00'
331-332	N89° 31' 01"W	25.00'
332-333	S00° 44' 01"W	5.00'
333-330	S89° 31' 01"E	25.00'

COURSE TABLE (4.09.04)		
COURSE	BEARING	DISTANCE
319-320	N89° 38' 34"W	343.90'
320-321	S00° 21' 26"W	46.94'
321-322	S01° 11' 56"W	3.00'
322-323	N88° 48' 04"W	113.42'
323-325	S33° 47' 53"W	30.48'
325-326	N88° 39' 25"W	8.00'
326-327	N01° 20' 35"E	17.24'
327-328	N33° 47' 53"E	13.56'
328-321	S88° 48' 04"E	130.50'

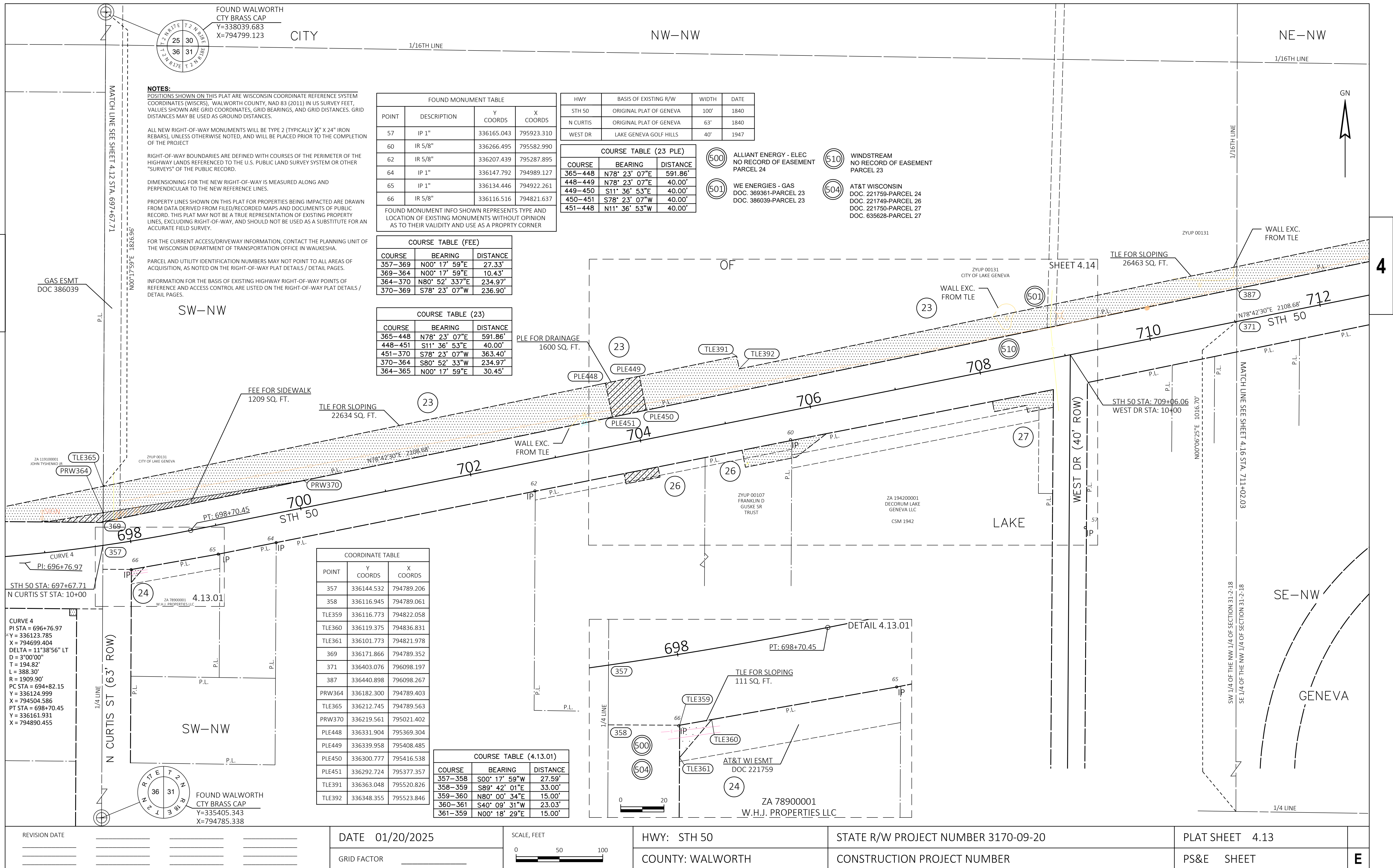
FOUND MONUMENT TABLE			
POINT	DESCRIPTION	Y COORDS	X COORDS
82	IP 1"	336082.796	793402.995
83	IP 1"	336082.770	793352.964
84	IP 1"	336082.663	793313.131
143	IP 1"	336196.619	792294.204
144	IP 1"	336194.097	792433.734
145	MAG NAIL	336095.38	792396.229

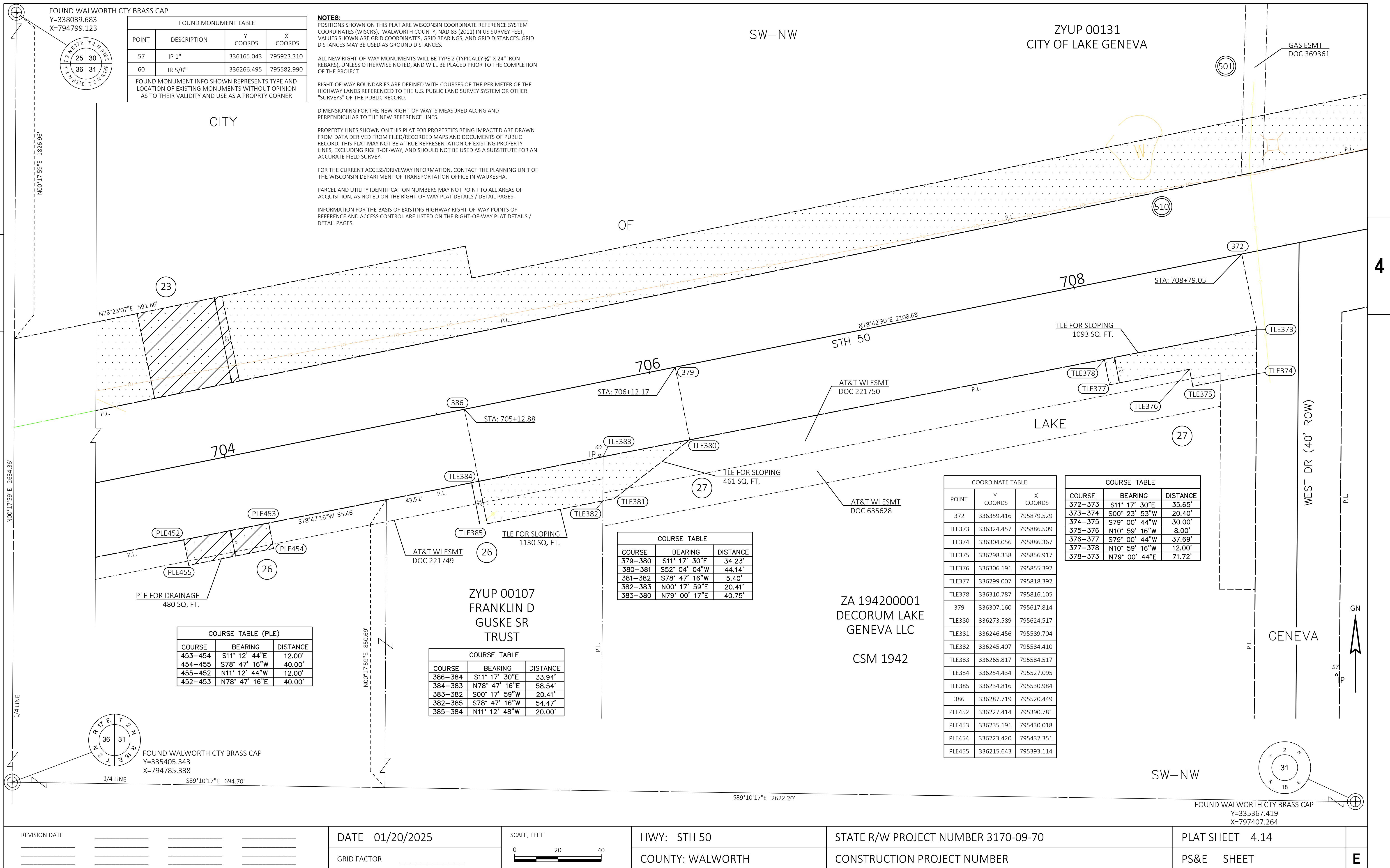
HWY	BASIS OF EXISTING R/W	WIDTH	DATE
STH 50	ORIGINAL PLAT OF GENEVA	100'	1840
MILL	ORIGINAL PLAT OF GENEVA	47'	1840
S LAKE SHORE	CSM 2467	66'	1994
N WELLS	ORIGINAL PLAT OF GENEVA	VARIES	
COUNTRY CLUB	ORIGINAL PLAT OF GENEVA	66'	1840

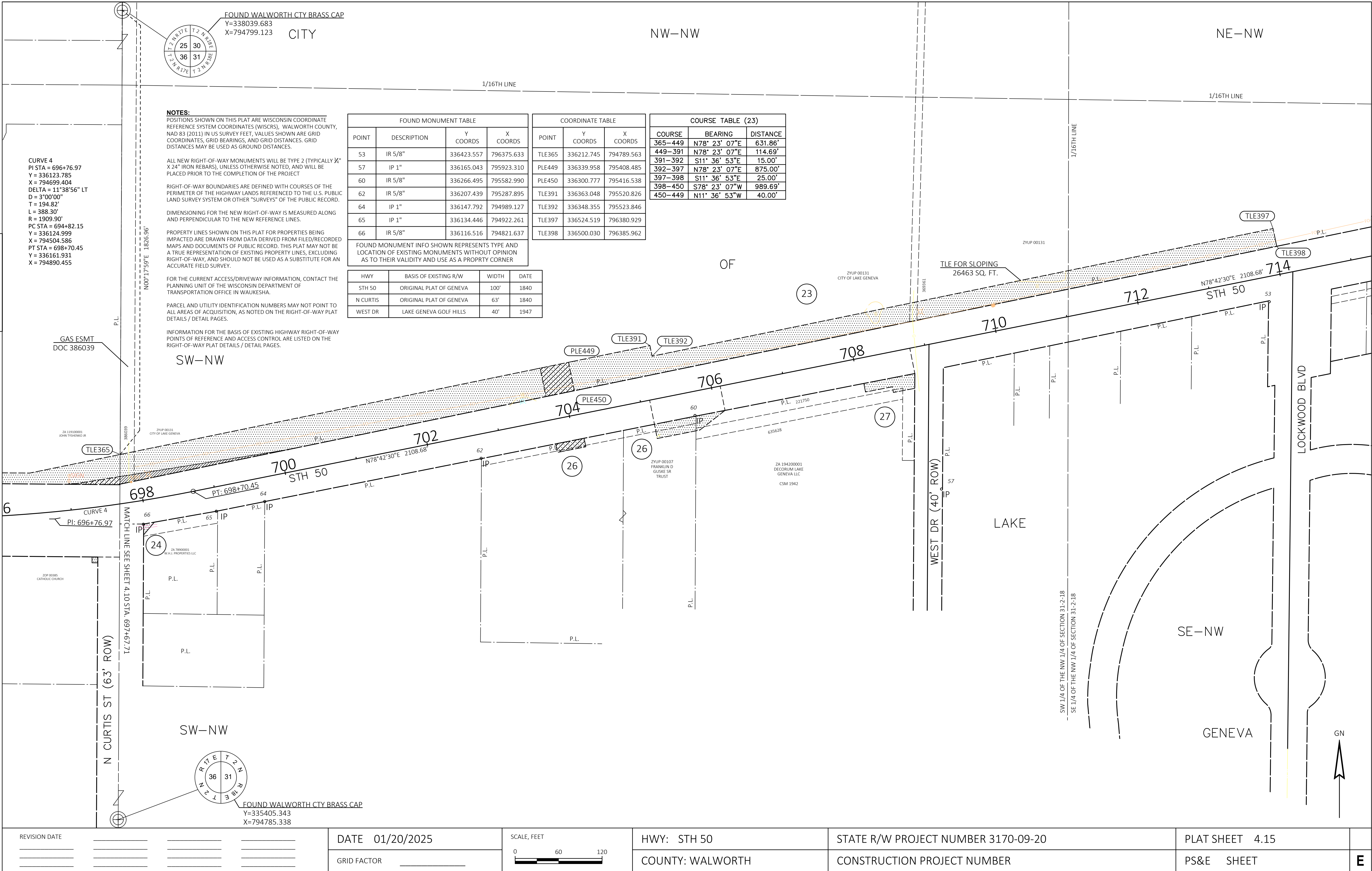
COORDINATE TABLE		
POINT	Y COORDS	X COORDS
308	336143.166	792514.525
TLE309	336194.197	792515.420
TLE310	336199.196	792515.488
TLE311	336198.966	792532.487
TLE312	336205.166	792537.542
TLE313	336203.270	792539.867
314	336193.968	792532.283
319	336131.448	793470.358
320	336133.592	793126.469
TLE321	336086.653	793126.176
TLE322	336083.653	793126.114
TLE323	336086.026	793012.715
TLE325	336060.698	792995.761
TLE326	336060.885	792987.763
TLE327	336078.117	792988.167
TLE328	336089.383	792995.708
329	336131.727	793425.509
TLE330	336182.554	793425.826
TLE331	336187.555	793425.755
TLE332	336187.766	793400.756
TLE333	336182.766	793400.714
431	336140.333	792675.967
TLE432	336093.060	792675.138
TLE433	336073.206	792687.751
TLE434	336067.844	792679.310
TLE436	336093.166	792663.223



REVISION DATE	DATE 01/20/2025	SCALE, FEET	HWY: STH 50	STATE R/W PROJECT NUMBER 3170-09-20	PLAT SHEET 4.11
	GRID FACTOR	0 50 100	COUNTY: WALWORTH	CONSTRUCTION PROJECT NUMBER	PS&E SHEET







NOTES:
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COURSE TABLE (4.16.01)		
COURSE	BEARING	DISTANCE
399-400	S78° 42' 30"W	208.63'
400-401	N11° 17' 30"W	39.62'
401-402	N59° 47' 31"E	67.95'
402-403	N78° 40' 59"E	60.00'
403-404	S00° 17' 01"E	18.85'
404-407	S78° 40' 59"W	32.50'
407-406	S63° 15' 18"W	13.16'
406-401	S78° 40' 59"W	75.50'

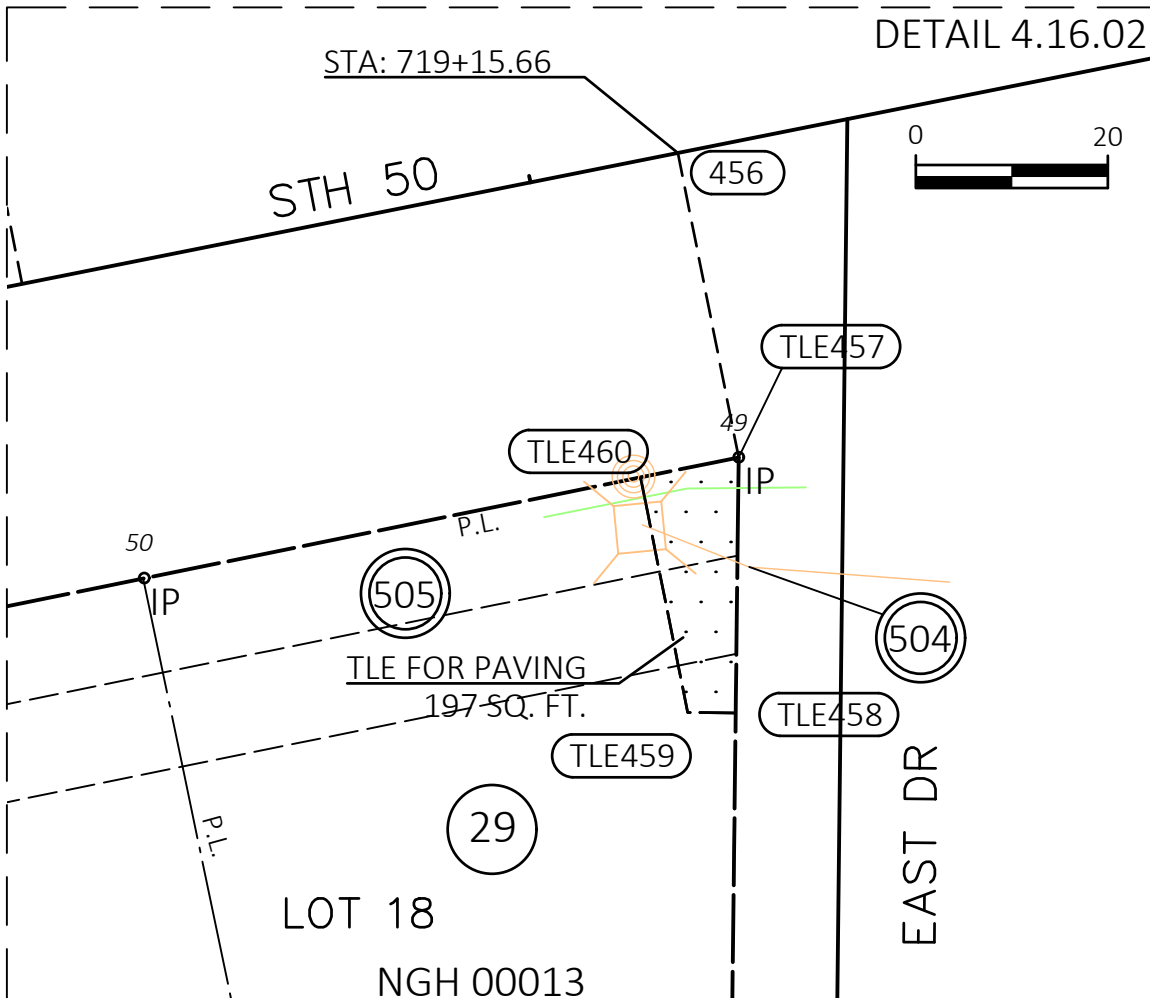
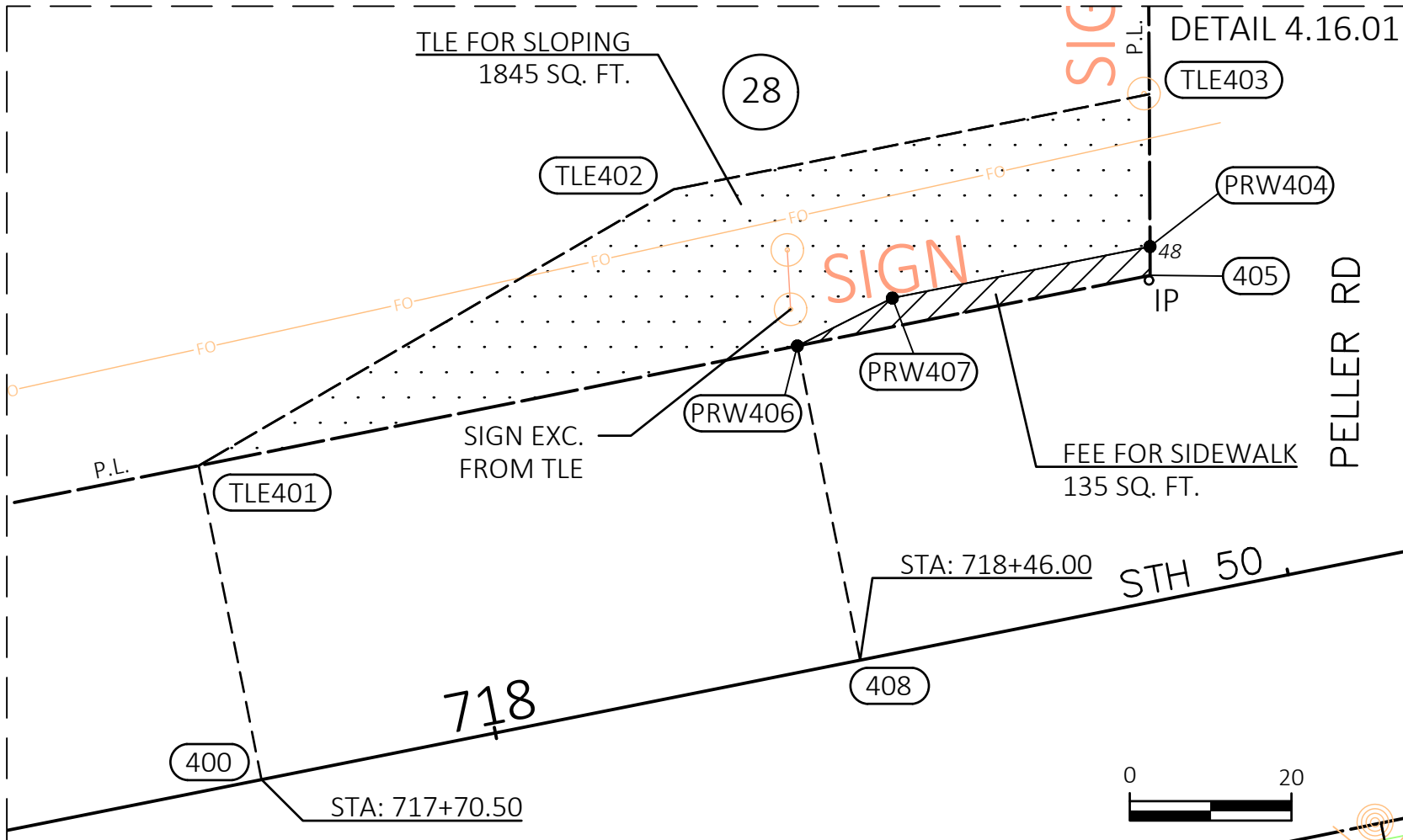
COURSE TABLE (4.16.01 FEE)		
COURSE	BEARING	DISTANCE
399-408	S78° 42' 30"W	133.13'
408-406	N11° 17' 30"W	39.65'
406-407	N63° 15' 18"E	13.16'
407-404	N78° 40' 59"E	32.50'
404-405	S00° 17' 01"E	3.57'
405-406	S78° 40' 59"W	44.50'

COURSE TABLE (4.16.02)		
COURSE	BEARING	DISTANCE
399-456	S78° 42' 30"W	63.47'
456-457	S11° 17' 30"E	32.34'
457-458	S00° 40' 11"W	26.62'
458-459	N89° 20' 32"W	5.00'
459-460	N11° 20' 50"W	24.97'
460-457	N78° 30' 13"E	10.43'

COORDINATE TABLE		
POINT	Y COORDS	X COORDS
371	336403.076	796098.197
387	336440.898	796098.267
TLE397	336524.519	796380.929
TLE398	336500.030	796385.962
399	336574.813	796958.315
400	336533.962	796753.721
TLE401	336572.814	796745.964
TLE402	336607.002	796804.687
TLE403	336618.776	796863.520
PRW404	336599.928	796863.613
405	336596.362	796863.631
PRW406	336587.630	796819.996
PRW407	336593.550	796831.745
408	336548.745	796827.760
456	336562.386	796896.075
TLE457	336530.675	796902.407
TLE458	336504.057	796902.095
TLE459	336504.114	796897.096
TLE460	336528.595	796892.183

HWY	BASIS OF EXISTING R/W	WIDTH	DATE
STH 50	CSM 1294, 2184, 2973, 3263	VARIES	VARIES
PELLER	CSM 1294	66'	1978
N EDWARDS	CSM 3263	VARIES	1999
EAST DR	LAKE GENEVA GOLF HILLS	20'	1947

FOUND MONUMENT TABLE			
POINT	DESCRIPTION	Y COORDS	X COORDS
27	IR WISDOT CAP	336538.814	797395.557
28	IR WISDOT CAP	336554.545	797402.179
29	IR 5/8"	336559.576	797613.598
34	IP 1"	336531.532	797127.832
35	IP 1"	336803.773	797616.991
44	IP 3/4"	336710.136	796786.250
45	IP 1"	336775.494	796622.012
47	IR 5/8"	336529.646	796530.246
48	IR 5/8"	336595.728	796863.476
49	MAG NAIL	336530.675	796902.407
50	IR 1/2"	336518.104	796840.476
51	IP 1"	336490.781	796706.457
52	IP 1"	336468.899	796598.750
53	IR 5/8"	336423.557	796375.633
FOUND MONUMENT INFO SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPRTY CORNER			



REVISION	DATE	DESCRIPTION

DATE 01/20/2025

GRID FACTOR

SCALE, FEET



HWY: STH 50

COUNTY: WALWORTH

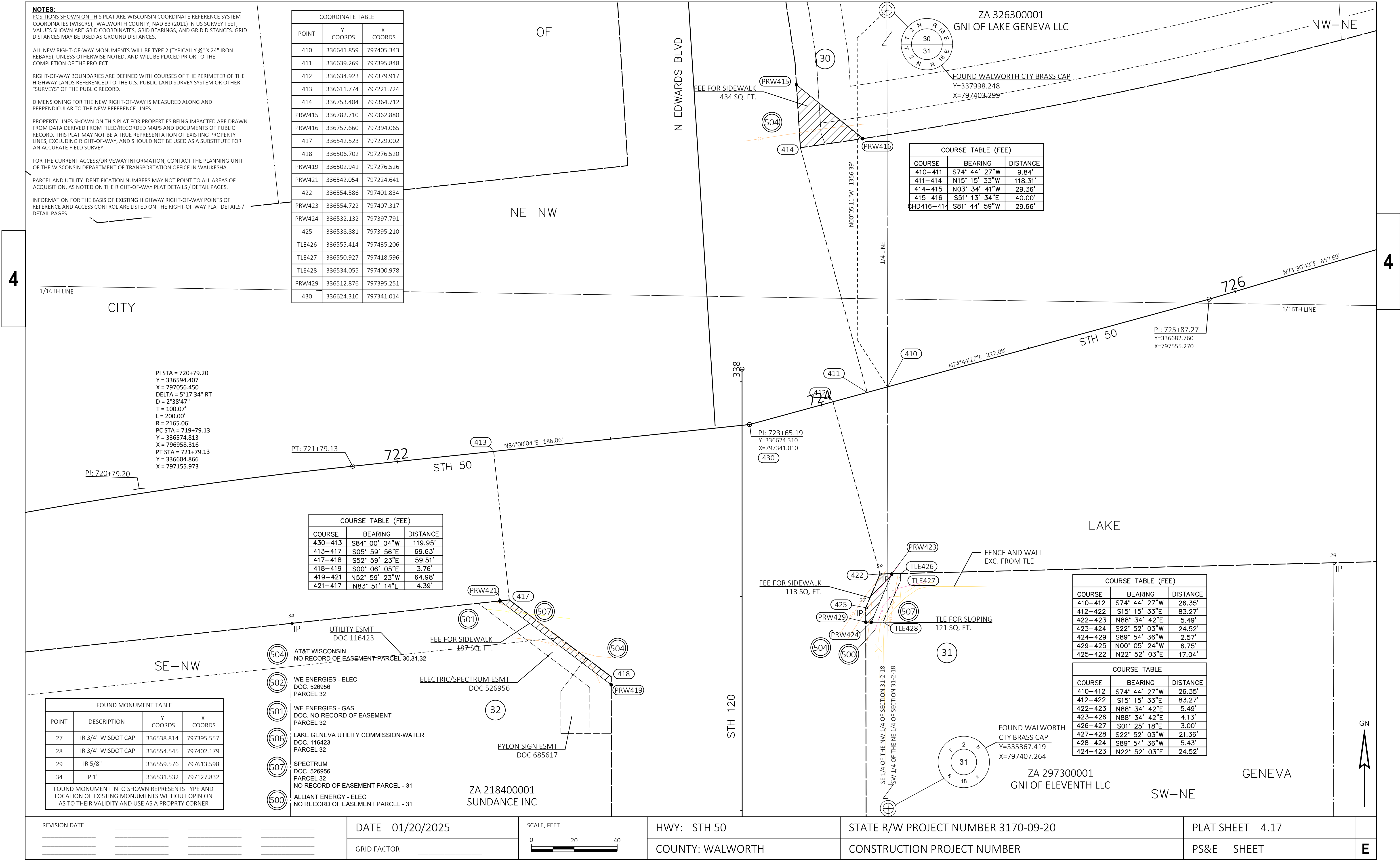
STATE R/W PROJECT NUMBER 3170-09-20

CONSTRUCTION PROJECT NUMBER

PLAT SHEET 4.16

PS&E SHEET

E



The Rights of Landowners Under Wisconsin Eminent Domain Law



Procedures Under Wis. Stat. § 32.05: Highways, Streets, Storm & Sanitary Sewers, Watercourses, Alleys, Airports and Mass Transit Facilities

This brochure provides information on the condemnation process in Wisconsin, including the rights of impacted property owners. More detailed information is available in Wis. Stat. Ch. 32.

Relocation Assistance
Division of Legal Services
Department of Administration
101 E. Wilson Street
Madison, WI 53703
Phone: (608) 266-2887
Email: TracyM.Smith@wisconsin.gov
www.doa.wi.gov

November 2021

INTRODUCTION

The Wisconsin Constitution, Article 1, section 13, establishes eminent domain authority, which is the power to take private property for a public purpose with payment of just compensation. The Eminent Domain Law, Wis. Stat. Ch. 32, vests several public and private entities with eminent domain power. Condemnation is the legal process by which the acquiring agency exercises its eminent domain power.

The following are jurisdictional requirements the acquiring agency must obey in order to condemn property. Even if an acquiring agency does not intend to obtain property via condemnation, it must comply with the requirements of Chapter 32 when proceeding with an activity that may involve displacement of persons, business concerns, or farm operations.

RELOCATION ORDER

Specific entities are required to make a relocation order that provides for the laying out, relocation and improvement of a transportation-related facility prior to initiating negotiations. The order must include a map or plat showing the old and new facility locations, as well as the land and interests required for the project. Within 20 days of issue, a copy of the order must be filed with the county clerk where the lands are located.

APPRAISAL

The acquiring agency must obtain at least one appraisal for each property it will acquire prior to initiating negotiations. When obtaining and drafting the appraisal, the appraiser must consult with the property owner. Once completed, the appraiser must provide the owner with a full narrative appraisal. Also, the acquiring agency must notify the owner that he/she may obtain his/her own appraisal at the (reasonable) expense of the acquiring agency. The owner's appraisal must be submitted to the acquiring agency within 60 days of receiving the agency's appraisal.

NEGOTIATIONS

The acquiring agency must negotiate with the property owner for purchase of the property and must consider the full narrative appraisal to establish the property's fair market value. It must provide a map showing all property the project impacts and the names of at least 10 neighbors who are receiving offers. If the project affects fewer than 10 owners, the acquiring agency must give the names of all offerees. Property owners may inspect and make copies of any maps the acquiring agency holds. The acquiring agency may present relocation benefits during negotiations, if relocation of displaced persons is required.

In partial acquisitions, fair market value is the greater of (1) the fair market value of the part acquired, or (2) the difference between the entire property value before and after acquisition. If only part of the property is acquired and an uneconomic remnant remains, the acquiring agency must offer to acquire the uneconomic remnant. An uneconomic remnant is the property remaining after a partial taking, if it is of such size, shape or condition to be of little value or of substantially impaired economic viability.

Compensation for an easement is the difference between the property value immediately before and immediately after the date of evaluation. The date of evaluation is the date the conveyance is recorded by the county register of deeds.

If the property owner agrees to a negotiated sale, the acquiring agency must record the conveyance with the county register of deeds. After recording, the acquiring agency must provide notice of the conveyance to all owners of record, by certified mail or personal service, as well as of their right to appeal the compensation award within 6 months of the recording date.

JURISDICTIONAL OFFER

If negotiations fail, the acquiring agency must provide the property owner with a jurisdictional offer. The offer must be delivered by certified mail or personal service and include (1) a description of the nature of the project; (2) a description of the property to be acquired; (3) the proposed date of occupancy; (4) the compensation offer; (5) notice that any additional items payable may be claimed for relocation assistance; (6) a statement that the appraisal on which the offer is based is available for viewing; and (7) notice that the owner has 2 years from the date the acquiring agency takes the property by award to appeal for greater compensation, even if the owner has already accepted and used the award.

A *lis pendens* gives notice to interested parties that the property may be acquired for public use. One must be filed with the county register of deeds within 14 days of personal service or mailing of the jurisdictional offer. An owner must accept or reject the jurisdictional offer within 20 days of personal service or mailing. If accepted, title transfers to the acquiring agency and the owner must be paid within 60 days. If rejected in writing by all owners of record, the acquiring agency may make an award of compensation.

CONTESTING THE RIGHT OF CONDEMNATION

Within 40 days from the date of service or mailing of the jurisdictional offer, an owner who wants to contest the right of condemnation for any reason other than inadequacy of the amount of compensation, may commence an action in the circuit court of the county where the property is located, naming the acquiring agency as the defendant. However, if the owner has already accepted and retained any of the compensation, such an action may not be filed.

AWARD OF COMPENSATION

If the owner fails to accept the jurisdictional offer within 20 days of personal service or mailing, or if all owners of record reject the offer in writing, the acquiring agency may deliver a written award of damages by certified mail or personal service. This is called the award of compensation and must include (1) a property description; (2) a description of the interest to be acquired; (3) the date of occupancy; (4) the amount of compensation (at least equal to the jurisdictional offer); and (5) a statement that the acquiring agency has complied with all jurisdictional requirements.

After the acquiring agency has served the award and provided payment, it shall record the award with the county register of deeds. At the time of recording, title vests in the acquiring agency. This date is called the date of evaluation.

OCCUPANCY & WRIT OF ASSISTANCE

No person occupying real property may be required by the acquiring agency to move from a home or business without at least a 90-day written notice. If title vests with the acquiring agency before the 90-day period ends, the occupant may remain in the property rent-free for the first 30 days, beginning on the 1st or 15th day of the month after title vests with the acquiring agency. If the occupant denies the agency the right of possession at the end of the 90-day period, the agency may apply to the circuit court for a writ of assistance to be put in possession of the property upon 48-hour notice to the occupant. The court shall grant the writ of assistance if all jurisdictional requirements to condemn have been met, the award has been paid and a comparable property has been made available.

CONTESTING THE COMPENSATION AWARD

Any party having ownership interest in the acquired property has 2 years from the date of evaluation to challenge the compensation award. To challenge the award, any party of interest may apply to the judge for the circuit court where the property is located for assignment to the condemnation commission. When one party of interest appeals the award, no other party may file a separate appeal, but instead may join the existing appeal by serving notice on the condemnation commission and appellant within 10 days of receiving notice of the appeal. The jurisdictional offer or basic award may not be disclosed to the condemnation commission. Whether the commission decides that the fair market value is greater or less than the compensation award, payments should be made within 70 days after the date of filing of the award unless it is appealed to the circuit court.

Any party to the condemnation commission proceeding may appeal the award to the circuit court. The sole issues to be tried are questions of title, if any, and the amount of just compensation the acquiring agency must pay. A jury must try this appeal unless waived by both parties. The jurisdictional offer, basic award, or condemnation commission's award may not be disclosed during trial. Awarded money must be paid within 60 days of entry of judgment.

Parties with ownership interest in the acquired property may waive the appeal to the condemnation commission and appeal directly to the circuit court within 2 years of the evaluation date. This appeal takes priority over all other actions not then on trial. No other party of interest can file a separate appeal, but may join the existing appeal by providing notice to all parties by certified mail or personal service within 10 days of receipt of notice of the appeal.

LITIGATION EXPENSES/COSTS

"Litigation expenses" is defined as "the sum of the costs, disbursements and expenses, including reasonable attorney, appraisal and engineering fees necessary to prepare for or participate in actual or anticipated proceeds before the condemnation commissioners, board of assessment or any court under [Chapter 32]." Wis. Stat. § 32.28(1)(b). There are several conditions under which litigation expenses may be awarded to a complainant in a just compensation matter. These conditions include but are not limited to: (1) the acquiring authority abandons the proceeding; (2) the court determines the acquiring agency does not have the right to condemn the property or there is no necessity for its taking; (3) the judgment is for the plaintiff in an action under Wis. Stat. § 32.10; etc. For a complete listing, please review Wis. Stat. § 32.28(3)(a)-(i).

RELOCATION ORDER

RE1708 01/2023

Project ID 3170-09-20	Road name Main Street	Highway STH 50	County Walworth
Right of way plat date 02/25/2025	Plat sheet number(s) 4.01 -4.17	Previously approved Relocation Order date Original	

Description of termini of project:

WESTERN LIMITS: THAT PART OF THE SW ¼ OF THE NE ¼, SECTION 35, TOWNSHIP 2 NORTH RANGE 17 EAST, CITY OF LAKE GENEVA, WALWORTH COUNTY, WISCONSIN.

EASTERN LIMITS: THAT PART OF THE NE ¼ OF THE NE 1/4, SECTION 31, TOWNSHIP 2 NORTH, RANGE 18 EAST, CITY OF LAKE GENEVA, WALWORTH COUNTY, WISCONSIN.

To properly establish, layout, widen, enlarge, extend, construct, reconstruct, improve, or maintain a portion of the highway designated above, it is necessary to relocate or change and acquire certain lands or interests in lands as shown on the right of way plat for the above project.

To effect this change, pursuant to authority granted under Sections 62.22, Wisconsin Statutes, the City of Lake Geneva orders that:

1. The said highway is laid out and established to the lines and widths as shown on the plat.
2. The required lands or interests in lands as shown on the plat shall be acquired by the City of Lake Geneva in the name of the City of Lake Geneva, the pursuant to the provisions of Sections 62.22, Wisconsin Statutes.
3. This order supersedes and amends any previous order issued by the City of Lake Geneva.

Approving Authority

Date

Print Name

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of Lots 10 and 11 in Block 31 of Lake Geneva Manor Subdivision Tract No. 17, located in the Southwest 1/4 of the Northeast 1/4 of Section 35, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

The North 5 feet of the East 14 feet of Lot 11 and the North 5 feet of the West 21 feet of Lot 10.

Wall is excluded from the above Temporary Easement

This portion contains **0.0040 ac (175 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of Lot 2 in Block 31 of Lake Geneva Manor Subdivision Tract No. 17, located in the Southeast 1/4 of the Northeast 1/4 of Section 35, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

The North 5 feet of said Lot 2.

Fence is excluded from the above Temporary Easement.

This portion contains **0.0063 ac (275 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of Lot 1 in Block 31 of Lake Geneva Manor Subdivision Tract No. 17, located in the Southeast 1/4 of the Northeast 1/4 of Section 35, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

The North 5 feet of said Lot 1.

Light pole and building are excluded from the above Temporary Easement.

This portion contains **0.0063 ac (300 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of Lakehouse Condominium Plat, located in the Southeast 1/4 of the Northeast 1/4 of Section 35, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Beginning at the Southwest corner of said condominium plat; thence North 79°52'38" East, 5.00 feet; thence North 49°32'08" West, 6.35 feet; thence South 01°03'07" West, 5.00 feet to the point of beginning.

This portion contains **0.0003 ac (12 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of Lot 12 in Block 23 of the Original Plat of Geneva, located in the Southwest 1/4 of the Northwest 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Beginning at the Southeast corner of said Lot 12; thence North 89°34'10" West, 20.98 feet; thence North 00°25'50" East, 4.00 feet; thence South 89°34'10" East, 12.00 feet; thence North 39°52'58" East, 14.25 feet; thence South 00°42'06" West, 15.00 feet to the point of beginning.

This portion contains **0.0031 ac (133 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of Lot 7 in Block 24 of the Original Plat of Geneva, located in the Southwest 1/4 of the Northwest 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

The South 5 feet of the West 22 feet of said Lot 7.

This portion contains **0.0025 ac (110 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of Lot 11/12 in Block 24 of the Original Plat of Geneva, located in the Southwest 1/4 of the Northwest 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

The South 3 feet of the East 12 feet of said Lot.

This portion contains **0.0008 ac (36 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Fee Title in and to the following tract of land located in the City of Lake Geneva, Walworth County, State of Wisconsin, described as:

That part of Lot 7 in Block 25 of the Original Plat of Geneva, located in the Southeast 1/4 and Southwest 1/4 of the Northwest 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as follows:

Beginning at the Southwest corner of said Lot 7; thence South 89°08'42" East, 30.00 feet; thence North 00°51'18" East, 1.00 foot; thence North 89°08'42" West, 29.00 feet; thence North 00°42'06" East, 17.99 feet; thence North 89°17'54" West, 1.00 foot; thence South 00°42'06" West, 19.00 feet to the point of beginning.

This parcel contains **0.0011 ac (48 sq ft)**, more or less.

Also, a **Temporary Limited Easement** for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as:

That part of Lot 7 in Block 25 of the Original Plat of Geneva, located in the Southeast 1/4 and Southwest 1/4 of the Northwest 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as follows:

Commencing at the Southwest corner of said Lot 7; thence South 89°08'42" East, 30.00 feet; thence North 00°51'18" East, 1.00 foot to the point of beginning; thence North 00°42'06" East, 2.00 feet; thence North 89°08'42" West, 27.00 feet; thence North 00°42'06" East, 16.00 feet; thence North 89°28'43" West, 2.00 feet; thence South 00°42'06" West, 17.99 feet; thence South 89°08'42" East, 29.00 feet to the point of beginning.

This portion contains **0.0021 ac (90 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Fee Title in and to the following tract of land located in the City of Lake Geneva, Walworth County, State of Wisconsin, described as:

That part of Lot 12 in Block 25 of the Original Plat of Geneva, located in the Southeast 1/4 of the Northwest 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as follows:

The South 17 feet of the East 2 feet of said Lot 12.

This parcel contains **0.0008 ac (34 sq ft)**, more or less.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of Lot 11/12 in Block 27 of the Original Plat of Geneva, located in the Southeast 1/4 of the Northwest 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as follows:

The South 12 feet of the East 4 feet of said Lot.

Building is excluded from the above Temporary Easement.

This parcel contains **0.0011 ac (48 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Fee Title in and to the following tract of land located in the City of Lake Geneva, Walworth County, State of Wisconsin, described as:

That part of Lot 4/5 in Block 28 of the Original Plat of Geneva, located in the Southeast 1/4 of the Northwest 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as follows:

The South 3 feet of the West 19 feet of said Lot.

This parcel contains **0.0013 ac (57 sq ft)**, more or less.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of Block 29 of the Original Plat of Geneva, located in the Southeast 1/4 of the Northwest 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as follows:

Beginning at the Northwest corner of said Block 29; thence South 89°04'01" East, 19.22 feet; thence South 46°32'03" West, 26.79 feet; thence North 00°42'06" East, 18.75 feet to the point of beginning.

Wall is excluded from the above Temporary Easement.

This portion contains **0.0041 ac (180 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of Block 28 of the Original Plat of Geneva, located in the Southwest 1/4 of the Northeast 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as follows:

Beginning at the Southeast corner of said Block; thence North 89°13'25" West, 16.86 feet; thence North 00°46'35" East, 5.00 feet; thence South 89°13'25" East, 17.00 feet; thence North 39°11'24" East, 8.00 feet; thence South 50°48'36" East, 3.00 feet; thence South 39°11'24" West, 12.00 feet to the point of beginning.

This parcel contains **0.0026 ac (115 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of Lot 2 of CSM 2467, recorded in Volume 12 of Certified Survey Maps, Page 156, located in the Southwest 1/4 of the Northeast 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Beginning at the Northeast corner of said Lot; thence South 32°25'37" East, 23.52 feet; thence South 57°34'23" West, 10.00 feet; thence North 32°25'37" West, 30.00 feet; thence South 89°29'21" East, 11.92 feet to the point of beginning.

This portion contains **0.0062 ac (268 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of the Southwest 1/4 of the Northeast 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Commencing at the center of Section 36; thence South 89°34'32" East, 1318.03 feet along the south line of the Northeast 1/4 of Section 36 to the 1/16 line; thence North 00°14'28" East, 716.35 feet along the 1/16 line; thence North 89°38'34" West, 343.90 feet; thence South 00°21'26" West, 46.94 feet to the point of beginning; thence South 01°11'56" West, 3.00 feet; thence North 88°48'04" West, 113.42 feet; thence South 33°47'53" West, 30.48 feet; thence North 88°39'25" West, 8.00 feet; thence North 01°20'35" East, 17.24 feet; thence North 33°47'53" East, 13.56 feet; thence South 88°48'04" East, 130.50 feet to the point of beginning.

Drive is excluded from the above Temporary Easement.

Sign is excluded from the above Temporary Easement.

This portion contains **0.0181 ac (787 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of the Southwest 1/4 of the Northeast 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Commencing at the center of Section 36; thence South 89°34'32" East, 1318.03 feet along the south line of the Northeast 1/4 of Section 36 to the 1/16 line; thence North 00°14'28" East, 716.35 feet along the 1/16 line; thence North 89°38'34" West, 44.85 feet; thence North 00°21'26" East, 50.83 feet to the point of beginning; thence North 00°44'01" West, 5.00 feet; thence North 89°31'01" West, 25.00 feet; thence South 00°44'01" West, 5.00 feet; thence South 89°31'01" East, 25.00 feet to the point of beginning.

This portion contains **0.0029 ac (125 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of the Southeast 1/4 of the Northeast 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Commencing at the center of Section 36; thence South 89°34'32" East, 1318.03 feet along the south line of the Northeast 1/4 of Section 36 to the 1/16 line; thence North 00°14'28" East, 716.35 feet along the 1/16 line; thence South 89°38'34" East, 21.13 feet; thence North 00°21'26" East, 50.68 feet to the point of beginning; thence North 00°44'01" West, 5.00 feet; thence South 89°31'01" East, 85.00 feet; thence South 00°44'01" West, 5.00 feet; thence North 89°31'01" West, 85.00 feet to the point of beginning.

Wall is excluded from the above Temporary Easement.

This portion contains **0.0098 ac (425 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of the Southeast 1/4 of the Northeast 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Commencing at the Northeast corner of Section 36; thence South 00°17'59" West, 1868.65 feet along the east line of the Northeast 1/4 of Section 36 to the north right of way line of State Highway 50; thence North 89°31'01" West along said north right of way line, 600.00 feet; thence North 89°28'17" West, 60.22 feet to the point of beginning; thence North 00°29'19" East, 4.00 feet; thence North 89°31'28" West, 15.57 feet; thence South 00°29'19" West, 4.00 feet; thence South 89°31'28" East, 15.57 feet to the point of beginning.

This portion contains **0.0014 ac (62 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of the Southeast 1/4 of the Northeast 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Commencing at the Northeast corner of Section 36; thence South 00°17'59" West, 1868.65 feet along the east line of the Northeast 1/4 of Section 36 to the north right-of-way line of State Highway 50; thence North 89°31'01" West along said right of way line, 600.00 feet to the point of beginning; thence North 00°29'19" East, 5.00 feet; thence South 89°31'01" East, 30.00 feet; thence South 00°29'19" West, 5.00 feet; thence North 89°31'01" West, 30.00 feet to the point of beginning.

Sign is excluded from the above Temporary Easement.

This portion contains **0.0034 ac (150 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of the North 184 feet of the East 1/2 of Lot 1 in Block 2 of E.D. Phillips Subdivision in Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

The North 6 feet and the East 5 feet of the North 15.67 feet of said Lot.

This portion contains **0.0063 ac (276 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Permanent Limited Easement for sidewalk purposes, maintenance and construction so long as required for public purpose, including the right to preserve and protect such facilities, pertaining to the following tract of land located in the City of Lake Geneva, Walworth County, State of Wisconsin, described as:

That part of the Southeast 1/4 of the Northeast 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Commencing at the Northeast corner of Section 36; thence South 00°17'59" West, 1857.41 feet along the east line of the Northeast 1/4 of Section 36 to the point of beginning; thence South 80°52'33" West, 61.37 feet; thence North 89°31'01" West, 10.12 feet; thence South 00°28'59" West, 1.00 feet to the north right of way line of State Highway 50; thence South 89°31'01" East along said right of way, 70.66 feet; thence North 00°17'59" East, 11.24 feet to the point of beginning.

This parcel contains **0.0087 ac (381 sq ft)**, more or less.

Also, a **Temporary Limited Easement** for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of the Southeast 1/4 of the Northeast 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Commencing at the Northeast corner of Section 36; thence South 00°17'59" West, 1826.96 feet along the east line of the Northeast 1/4 of Section 36 to the point of beginning; thence South 78°23'07" West, 127.34 feet; thence North 89°31'01" West, 145.45 feet; thence South 00°28'59" West, 15.00 feet to the north right of way line of State Highway 50; thence South 89°31'01" East along said right of way, 199.42 feet; thence North 00°28'59" East, 1.00 feet; thence South 89°31'01" East, 10.12 feet; thence North 80°52'33" East, 61.37 feet; thence North 00°17'59" East, 30.45 feet to the point of beginning.

Sign is excluded from the above Temporary Easement.

This portion contains **0.1224 ac (5333 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Fee Title in and to the following tract of land located in the City of Lake Geneva, Walworth County, State of Wisconsin, described as:

That part of the Southwest 1/4 of the Northwest 1/4 of Section 31, Town 2 North, Range 18 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Commencing at the Northwest corner of Section 31; thence South 00°17'59" West, 1857.41 feet along the west line of the Northwest 1/4 of Section 31 to the point of beginning; thence North 80°52'33" East, 234.97 feet to the north right of way line of State Highway 50; thence South 78°23'07" West along said right of way, 236.90 feet; thence North 00°17'59" East, 10.43 feet along west line of the Northwest 1/4 of Section 31 to the point of beginning.

This parcel contains **0.0277 ac (1209 sq ft)**, more or less.

Also, a **Permanent Limited Easement** for drainage facilities, maintenance and construction so long as required for public purpose, including the right to preserve and protect such facilities, pertaining to the following tract of land located in the City of Lake Geneva, Walworth County, State of Wisconsin, described as:

That part of the Southwest 1/4 of the Northwest 1/4 of Section 31, Town 2 North, Range 18 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Commencing at the Northwest corner of Section 31; thence South 00°17'59" West, 1826.96 feet along the west line of the Northwest 1/4 of Section 31; thence North 78°23'07" East, 591.86 feet to the point of beginning; thence continuing North 78°23'07" East, 40.00 feet; thence South 11°36'53" East, 40.00 feet; thence South 78°23'07" West, 40.00 feet; thence North 11°36'53" West, 40.00 feet to the point of beginning.

This parcel contains **0.0367 ac (1600 sq ft)**, more or less.

Also, a **Temporary Limited Easement** for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of the Southwest 1/4 of the Northwest 1/4 of Section 31, Town 2 North, Range 18 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Commencing at the Northwest corner of Section 31; thence South 00°17'59" West, 1826.96 feet along the west line of the Northwest 1/4 of Section 31 to the point of beginning; thence North 78°23'07" East, 591.86 feet; thence South 11°36'53" East, 40.00 feet to the north right of way line of State Highway 50; thence South 78°23'07" West along said right of way, 363.40 feet; thence South 80°52'33" West, 234.97 feet; thence North 00°17'59" East, 30.45 feet along the west line of the Northwest 1/4 of Section 31 to the point of beginning.

Wall is excluded from the above Temporary Easement.

This portion contains **0.5196 ac (22634 sq ft)**, more or less.

Also, a **Temporary Limited Easement** for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of the Southwest 1/4 of the Northwest 1/4 of Section 31, Town 2 North, Range 18 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Commencing at the Northwest corner of Section 31; thence South 00°17'59" West, 1826.96 feet along the west line of the Northwest 1/4 of Section 31; thence North 78°23'07" East, 631.86 feet to the point of beginning; thence continuing North 78°23'07" East, 114.69 feet; thence South 11°36'53" East, 15.00 feet; thence North 78°23'07" East, 875.00 feet; thence South 11°36'53" East, 25.00 feet; thence South 78°23'07" West, 989.69 feet; thence North 11°36'53" West, 40.00 feet to the point of beginning.

Wall is excluded from the above Temporary Easement.

This portion contains **0.6075 ac (26463 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of Lot 1 of CSM 789 recorded as Document 32866 at the Walworth County Register of Deeds office, being located in the Southwest 1/4 of the Northwest 1/4 of Section 31, Town 2 North, Range 18 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Beginning at the Northwest corner of said CSM; thence North 80°00'34" East, 15.00 feet; thence South 40°09'31" West, 23.03 feet; thence North 00°18'29" East, 15.00 feet to the point of beginning.

This portion contains **0.0025 ac (111 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of the Southeast 1/4 of the Northeast 1/4 of Section 36, Town 2 North, Range 17 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Commencing at the Northeast corner of Section 36; thence South 00°17'59" West, 1968.55 feet along the east line of the Northeast 1/4 of Section 36; thence North 89°42'17" West, 30.00 feet to the point of beginning; thence South 00°17'59" West, 8.00 feet; thence North 89°31'01" West, 8.00 feet; thence North 00°17'59" East, 8.00 feet; thence South 89°31'01" East, 8.00 feet to the point of beginning.

This portion contains **0.0015 ac (64 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

A **Permanent Limited Easement** for drainage facilities, maintenance and construction so long as required for public purpose, including the right to preserve and protect such facilities, pertaining to the following tract of land located in the City of Lake Geneva, Walworth County, State of Wisconsin, described as:

That part of the Southwest 1/4 of the Northwest 1/4 of Section 31, Town 2 North, Range 18 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Commencing at the Southwest corner of the Northwest 1/4 of Section 31; thence South 89°10'17" East along the south line of said 1/4 section, 694.70 feet; thence North 00°17'59" East, 850.69 feet to the south right of way line of State Highway 50; thence South 78°47'16" West along said right of way, 55.46 feet to the point of beginning; thence South 11°12'44" East, 12.00 feet; thence South 78°47'16" West, 40.00 feet; thence North 11°12'44" West, 12.00 feet; thence North 78°47'16" East, 40.00 feet to the point of beginning.

This parcel contains **0.0110 ac (480 sq ft)**, more or less.

Also, a **Temporary Limited Easement** for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

Commencing at the Southwest corner of the Northwest 1/4 of Section 31; thence South 89°10'17" East along the south line of said 1/4 section, 694.70 feet; thence North 00°17'59" East, 850.69 feet to the south right of way line of State Highway 50; thence North 78°47'16" East along said right of way, 43.51 feet to the point of beginning; thence continuing North 78°47'16" East along said right of way, 58.54 feet; thence South 00°17'59" West, 20.41 feet; thence South 78°47'16" West, 54.47 feet; thence North 11°12'48" West, 20.00 feet to the point of beginning.

This parcel contains **0.0259 ac (1130 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of Lot 1 of CSM 1942, recorded as Document 195151 in the Walworth County Register of Deeds office, located in the Southwest 1/4 of the Northwest 1/4 of Section 31, Town 2 North, Range 18 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Beginning at the Northwest corner of said Lot 1; thence North 79°00'17" East, 40.75 feet along the south right of way line of State Highway 50; thence South 52°04'04" West, 44.14 feet; thence South 78°47'16" West, 5.40 feet; thence North 00°17'59" East, 20.41 feet to the point of beginning.

This portion contains **0.0106 ac (461 sq ft)**, more or less.

Also, a **Temporary Limited Easement** for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of Lot 1 of CSM 1942, recorded as Document 195151 in the Walworth County Register of Deeds office, located in the Southwest 1/4 of the Northwest 1/4 of Section 31, Town 2 North, Range 18 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Beginning at the Northeast corner of said Lot 1; thence South 00°23'53" West, 20.40 feet along the west right of way line of West Drive; thence South 79°00'44" West, 30.00 feet; thence North 10°59'16" West, 8.00 feet; thence South 79°00'44" West, 37.69 feet; thence North 10°59'16" West, 12.00 feet to the south right of way line of State Highway 50; thence North 79°00'44" East along said right of way, 71.72 feet to the point of beginning.

This portion contains **0.0251 ac (1093 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Fee Title in and to the following tract of land located in the City of Lake Geneva, Walworth County, State of Wisconsin, described as:

That part of Lot 2 of CSM 1294, recorded as Document 93526 in the Walworth County Register of Deeds office, located in the Southeast 1/4 of the Northwest 1/4 of Section 31, Town 2 North, Range 18 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Beginning at the Southeast corner of said Lot 2; thence South 78°40'59" West, 44.50 feet; thence North 63°15'18" East, 13.16 feet; thence North 78°40'59" East, 32.50 feet; thence South 00°17'01" East, 3.57 feet to the point of beginning.

This parcel contains **0.0031 ac (135 sq ft)**, more or less.

Also, a **Temporary Limited Easement** for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of Lot 2 of CSM 1294, recorded as Document 93526 in the Walworth County Register of Deeds office, located in the Southeast 1/4 of the Northwest 1/4 of Section 31, Town 2 North, Range 18 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Commencing at the Southeast corner of said Lot 2; thence North 00°17'01" West, 3.57 feet to the point of beginning; thence South 78°40'59" West, 32.50 feet; thence South 63°15'18" West, 13.16 feet; thence South 78°40'59" West, 75.50 feet; thence North 59°47'31" East, 67.95; thence North 78°40'59" East, 60.00 feet; thence South 00°17'01" East, 18.85 feet to the point of beginning.

Sign is excluded from the above Temporary Easement.

This portion contains **0.0424 ac (1845 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Temporary Limited Easement for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of Lot 18 of Lake Geneva Golf Hills Subdivision Plat, located in the Southeast 1/4 of the Northwest 1/4 of Section 31, Town 2 North, Range 18 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Beginning at the Northeast corner of said Lot 18; thence South 00°40'11" West, 26.62 feet; thence North 89°20'32" West, 5.00 feet; thence North 11°20'50" West, 24.97 feet; thence North 78°30'13" East, 10.43 feet to the point of beginning.

This portion contains **0.0045 ac (197 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Fee Title in and to the following tract of land located in the City of Lake Geneva, Walworth County, State of Wisconsin, described as:

That part of CSM 3263 in the Northeast 1/4 of the Northwest 1/4 of Section 31, Town 2 North, Range 18 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Beginning at the Southwest corner of said CSM; thence North 03°34'41" West along the East right-of-way of North Edwards Boulevard, 29.36 feet; thence South 51°13'34" East, 40.00 feet to the North right-of-way of STH 50; thence along a curve to the right having a radius of 2166.87 feet, arc length of 29.66 feet, chord bearing South 81°44'59" West, 29.66 feet to the point of beginning.

This parcel contains **0.0010 ac (434 sq ft)**, more or less.

LEGAL DESCRIPTION

Fee Title in and to the following tract of land located in the City of Lake Geneva, Walworth County, State of Wisconsin, described as:

That part of Lot 1 of CSM 2973, recorded as Document 379822 in the Walworth County Register of Deeds office, located in the Southwest 1/4 of the Northeast 1/4 and the Southeast 1/4 of the Northwest 1/4 of Section 31, Town 2 North, Range 18 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Beginning at the Northwest corner of said Lot 1; thence North 88°34'42" East, 5.49 feet; thence South 22°52'03" West, 24.52 feet; thence South 89°54'36" West, 2.57 feet; thence North 00°05'24" West, 6.75 feet; thence North 22°52'03" East, 17.04 feet to the point of beginning.

This parcel contains **0.0028 ac (113 sq ft)**, more or less.

Also, a **Temporary Limited Easement** for the right of slope improvement of sidewalk and pavement construction operations including for such purpose the right to operate the necessary equipment thereon and the right of ingress and egress as long as required for such public purpose, including the right to preserve, protect, remove, or plant thereon any vegetation that the highway authorities may deem necessary or desirable, in and to the following tract of land, in the City of Lake Geneva, Walworth County, State of Wisconsin, described as follows:

That part of Lot 1 of CSM 2973, recorded as Document 379822 in the Walworth County Register of Deeds office, located in the Southwest 1/4 of the Northeast 1/4 and the Southeast 1/4 of the Northwest 1/4 of Section 31, Town 2 North, Range 18 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

Commencing at the Northwest corner of said Lot 1; thence North 88°34'42" East, 5.49 feet to the point of beginning; thence continuing North 88°34'42" East, 4.13 feet; thence South 01°25'18" East, 3.00 feet; thence South 22°52'03" West, 21.36 feet; thence South 89°54'36" West, 5.43 feet; thence North 22°52'03" East, 24.52 feet to the point of beginning.

Fence and wall are excluded from the above Temporary Easement.

This portion contains **0.0026 ac (121 sq ft)**, more or less.

The above temporary limited easement is to terminate upon the completion of this project or on the day the highway is open to the traveling public, whichever is later.

LEGAL DESCRIPTION

Fee Title in and to the following tract of land located in the City of Lake Geneva, Walworth County, State of Wisconsin, described as:

That part of Lot 1 of CSM 2184, recorded as Document 238417 in the Walworth County Register of Deeds office, located in the Southeast 1/4 of the Northwest 1/4 and the Southwest 1/4 of the Northeast 1/4 of Section 31, Town 2 North, Range 18 East, City of Lake Geneva, Walworth County, Wisconsin, described as:

The Northeasterly 3.00 feet of said Lot 1 of CSM 2184.

This parcel contains **0.0043 ac (187 sq ft)**, more or less.

STAFF REPORT
To Lake Geneva Plan Commission
Meeting Date:
March 17, 2025

Agenda Item #13

Applicant:
City of Lake Geneva

Request: Recommendation for Approval of Plat
of Right-of-Way Required for W. Main Street
(WisDOT R/W Project Number 3170-09-20)
and Relocation Order

Description:

This request is to approve the Plat of Right-of-Way Required for W Main ST (City of Lake Geneva) Forest St to Grand Geneva Way construction and Relocation Order.

Upon approval of the Plat and relocation order, property appraisals can be obtained to determine compensation to property owners for temporary limited easements, permanent limited easements, and FEE acquisitions as noted on the plat. Upon approval by the City Council the relocation order and plat will be filed with the County Clerk. This process is governed by Wisconsin State Statute Chapter 32, as described in the pamphlet attached entitled, "The Rights of Landowners Under Wisconsin Eminent Domain Law".

Action by the Plan Commission:

Recommendation to the Common Council on the Plat of Right-of-Way and Relocation Order:

As part of the consideration of the request, the Plan Commission is required to:

- Provide the Common Council with a *recommendation* regarding the Right-of-Way and Relocation Order.

Staff Recommendation on the proposed

1. Staff recommends that the Plan Commission recommend *approval* of the Plat of Right-of-Way for W. Main Street (WisDOT R/W Project Number 3170-09-20) and Relocation Order as submitted.

RESOLUTION OF THE PLAN COMMISSION			
Resolution recommending to the Common Council a Plat of Right-of-Way Required for W. Main Street (STH 50) Construction Project and Relocation Order.			
Committee:	N/A		
Fiscal Impact:	N/A		
File Number:	PC-010	Date:	March 17, 2025

WHEREAS, the City of Lake Geneva Plan Commission has considered a Plat of Right-of-Way titled “Plat of Right of Way Required for W. Main St (City of Lake Geneva) Forest St to Grand Geneva Way, STH 50” and dated February 25, 2025, and

WHEREAS, the Plan Commission made the following findings of fact:

1. The proposed Preliminary Plat furthers the purposes of Chapter 66 Subdivisions and the applicable rules and regulations of Wisconsin Statutes Chapter 236, and

WHEREAS, the Plan Commission has recommended the following conditions:

1. none

NOW, THEREFORE, BE IT RESOLVED, that the Plan Commission hereby recommends to the Common Council a Plat of Right-of-Way titled “Plat of Right of Way Required for W. Main St (City of Lake Geneva) Forest St to Grand Geneva Way, STH 50” and dated February 25, 2025, per the findings of fact and additional conditions stated above.

Recommended to the Common Council of the City of Lake Geneva this 17th day of March 2025.

PC Action: ☐ Adopted ☐ Failed Vote _____

Mayoral Action: ☐ Accept ☐ Veto

Todd Krause, Plan Commission Chair

Date

Attest:

Lacey L Reynolds, City Clerk

Date