

**Village of Somers
7511 12th Street
Somers, WI 53171**

**Village Board Meeting
Agenda
Tuesday, November 26th, 2024
5:30 p.m.**

Village Board Meeting:	
Item #	
1	Call to order
2	Pledge of Allegiance
3	Consent and Approval of Minutes of Regular meetings on November 12, 2024, Vouchers dated November 14 th , 2024 and November 21 st , 2024, September 2024 Building Report and October 2024 Building Report
4	Correspondence:
5	Citizens Comments
6	President and Trustee Comments
7	Public Hearing on the 2025 Budget
8	Action on Resolution 2024-012, A Resolution authorizing the adoption of the 2025 Budget, authorizing positions, authorizing fees, and setting the tax levy
9	Motion to Take Plan Commission Recommendation for Shoreland Luther High School Federation, Inc. from the Table
10	#10 Action on Plan Commission Recommendation (Shoreland): a. Request by Shoreland Lutheran High School Federation, Inc., 9026 12th St., Kenosha, WI 53144, (Owner), for approval of a Conditional Use Permit to allow a school gymnasium in the I-1 Institutional Dist., on Tax Parcel # 82-4-222-084-0272, located in the SE 1/4 of Section 8, T2N, R22E, Village of Somers. (For information use only, the property is located at 9026 12th Street.) b. Request by Shoreland Lutheran High School Federation, Inc., 9026 12th St., Kenosha, WI 53144, (Owner), for approval of site plan review and exterior fenestration review on Tax Parcel # 82-4-222-084-0272, located in the SE 1/4 of Section 8, T2N, R22E, Village of Somers. (For information use only, the property is located at 9026 12th Street.)

11	Action on Proposed Resolution 2024-013, A Resolution to amend the 2024 Budget to reference updated Capital Improvement Plan projects for 2024 (18 th Street Culver Work & Pre-Disaster Flood Resilience Grant)
12	Action on Resolution 2024-014, a Resolution Affirming Commitment to \$40,500 of matching funds in the 2025 Stormwater CIP for the Pre-Disaster Flood Resilience Grant
13	Action on Operator's Licenses: none
14	Adjourn

I hereby certify that as the designee of the chief elected official of the Village of Somers, I posted this notice of the November 26th, 2024 Village Board Meeting & Agenda in 1 public place & on the Village website.

Dated this 22nd day of November 2024

Wendy Burnette, Clerk-Treasurer

Requests from person with disabilities who need assistance to participate in this meeting should be made to the Clerk's Office at 262-859-2822 with as much notice as possible. **Notice is hereby given that members of the Village Board may participate telephonically. Notice is hereby given that members of the Town Board may be in attendance for the sole purpose of gathering information. A quorum may be present. However, no Board action will be taken.**

Village of Somers

Proceedings from the Regular Board Meeting November 12, 2024

President Stoner called the meeting to order at 5:30 p.m.

President Stoner led the Pledge of Allegiance.

Present: President George Stoner, Trustees Karl Ostby, Ben Harbach, Scott Fredrick, Jack Aupperle, Jackie Nelson and Joe Smith. Also present: Administrator Jason Peters, Assistant Administrator Kevin Poirier, Clerk/Treasurer Wendy Burnette, and Attorney Jeff Davison.

Consent and Approval of Minutes of Regular meetings on October 22nd, 2024, Vouchers dated October 24th, 2024 and October 31st, 2024, September 2024 Investment Report

Trustee Aupperle moved to approve the Minutes of Regular meetings on October 22nd, 2024, Vouchers dated October 24th, 2024, and October 31st, 2024, September 2024 Investment Report.

Seconded by Trustee Nelson

Motion carried. 7-0 vote.

Correspondence:

None

Citizens Comments

Carol Anderson, 1209 97th Street, Chris Denman, 9407 12th Street, Michael Boozer, 9725 12th Street, Ted Terletzky 9015 12th Street, and Tom Harper, 8910 12th St. spoke about their concern with the Shoreland Utilities Development along Highway E and the financial impact that this development will have on the residents in that area.

Carl Kirkorian, 502 9th Place spoke about the reduced speed limit on Sheridan Road. He then became irate. President Stoner asked him to follow the Citizen Guidelines. Mr. Kirkorian continued to lash out at the Public Officials. President Stoner and Trustees asked Mr. Kirkorian to leave, and he was escorted out by a Village Deputy.

President and Trustee Comments

President Stoner mentioned that on November 18th the speed limit will be reduced on Sheridan Road from 45 to 35 m.p.h. and will be highly enforced. He also stated that he spoke with Walmart, and they are supposed to put up Flock cameras. The cameras will allow for a safer community. He spoke about working at the polls on Election Day and complimented the Election staff for such an exceptional job.

Trustee Fredrick, Nelson, Aupperle, and Ostby mentioned they feel the board needs to take a step back regarding the Shoreland Utilities Development. Try and figure out another plan that will not be such a financial burden on the residents in that area.

Trustee Ostby and Trustee Harbach congratulated the Election staff for doing such a great job.

Trustee Smith thanked the Election staff as well as the Veterans.

Action on Resolution 2024-011, A Resolution of the Village Board of Trustees of the Village of Somers to Recognize the Efforts of the Village and Town of Somers Election Poll Workers

Trustee Nelson moved to approve Resolution 2024-011, A Resolution of the Village Board of Trustees of the Village of Somers to Recognize the Efforts of the Village and Town of Somers Election Poll Workers

Seconded by Trustee Fredrick.

Motion carried 7-0 vote.

Administrator Peters read the Resolution and Clerk Burnette presented each of them with a signed copy from the Village and Town.

Action on Plan Commission Recommendation (Spaay & Frederick)

- a. **Request by John & Ruthann Spaay, 6828 Grand Pkwy, Wauwatosa, WI 53213 (Owner), Steven Frederick, 5025 12th St., Kenosha, WI 53144 (Agent), for approval of a rezoning from R-2 Suburban Single-Family Residential Dist. & A-2 General Agricultural Dist. to R-2 Suburban Single-Family Residential Dist. on Tax Parcel #82-4-222-142-0070, located in the NW ¼ of Section 14, T2N, R22E, Village of Somers. (For information only, the property is located on the south side of Highway E, two parcel east of 52nd Avenue.), subject to the following conditions.**
 - 1. Subject to conditions as listed in Planning Memo dated September 30th, 2024;**
 - 2. Subject to final CSM being reviewed and approved by Village Planning; and**
 - 3. Execution of a Developer's Agreement between the Village of Somers and John & Ruthann Spaay for the newly created lot."**

Trustee Aupperle moved to approve the Request by John & Ruthann Spaay, 6828 Grand Pkwy, Wauwatosa, WI 53213 (Owner), Steven Frederick, 5025 12th St Kenosha, WI 53144 (Agent), for approval of a rezoning from R-2 Suburban Single Family Residential Dist. & A-2 General Agricultural Dist. to R-2 Suburban Single Family Residential Dist. on Tax Parcel #82-4-222-142-0070, located in the NW ¼ of Section 14, T2N, R22E, Village of Somers. (For information only, the property is located on the south side of Highway E, two parcel east of 52nd Avenue.), subject to the following conditions.

1. Subject to conditions as listed in Planning Memo dated September 30th, 2024;
2. Subject to final CSM being reviewed and approved by Village Planning; and
3. Execution of a Developer's Agreement between the Village of Somers and John & Ruthann Spaay for the newly created lot."

Seconded by Trustee Ostby

Motion carried. 7-0 vote

- b. Request by John & Ruthann Spaay, 6828 Grand Pkwy, Wauwatosa, WI 53213 (Owner), Steven Frederick, 5025 12th St., Kenosha, WI 53144 (Agent), for approval of a Certified Survey Map (dated August 26, 2024 and prepared by Mark A. Bolender of Ambit Land Surveying) to create two (2) 4.82-acre Lots from Tax Parcel #82-4-222-142-0070, located in the NW ¼ of Section 14, T2N, R22E, Village of Somers. (For information only, the property is located on the south side of Highway E, two parcel east of 52nd Avenue.), subject to the following conditions.**

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Trustee Aupperle moved to approve Request by John & Ruthann Spaay, 6828 Grand Pkwy, Wauwatosa, WI 53213 (Owner), Steven Frederick, 5025 12th St., Kenosha, WI 53144 (Agent), for approval of a Certified Survey Map (dated August 26, 2024 and prepared by Mark A. Bolender of Ambit Land Surveying) to create two (2) 4.82-acre Lots from Tax Parcel #82-4-222-142-0070, located in the NW ¼ of Section 14, T2N, R22E, Village of Somers. (For information only, the property is located on the south side of Highway E, two parcel east of 52nd Avenue.), subject to the following conditions.

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2. Subject to final CSM being reviewed and approved by Village Planning; and
3. Execution of a Developer's Agreement between the Village of Somers and John & Ruthann Spaay for the newly created lot."

Seconded by Trustee Fredrick

Motion carried. 7-0 vote

Action on Plan Commission Recommendation (Shoreland):

- a. **Request by Shoreland Lutheran High School Federation, Inc., 9026 12th St., Kenosha, WI 53144, (Owner), for approval of a Conditional Use Permit to allow a school gymnasium in the I-1 Institutional Dist., on Tax Parcel # 82-4-222-084-0272, located in the SE 1/4 of Section 8, T2N, R22E, Village of Somers. (For information use only, the property is located at 9026 12th Street.), subject to the following conditions.**

- 1. Subject to conditions as listed in Planning Memo dated September 30th, 2024.**
- 2. Subject to final plans being reviewed and approved by Village Planning.**
- 3. Subject to conditions as listed in Village Engineer Memo dated October 14th, 2024;**
- 4. Subject to final plans being reviewed and approved by Village Engineer;**
- 5. Subject to final plan being reviewed and approved by Kenosha County Highway Commissioner / Director of Highways; and**
- 6. Execution of a Developer's Agreement between the Village of Somers and Shoreland Lutheran High School Federation, Inc."**

Trustee Ostby moved to table the discussion on the Request by Shoreland Lutheran High School Federation Conditional Use Permit.

Seconded by Trustee Nelson

ROLL CALL VOTE: Fredrick: Aye, Nelson: Aye, Aupperle: Aye, Stoner: Aye, Ostby: Aye, Harbach: Nay, Smith: Aye.

Motion carried. 6-1 vote

Action on Operator's Licenses: Sandra Parise, Denise Maegaard, Dormilee Craig, Alexis Tennyson, and Megan Hornbaker

Trustee Smith moved to approve Operator's Licenses: Sandra Parise, Denise Maegaard, Dormilee Craig, Alexis Tennyson, and Megan Hornbaker

Seconded by Trustee Harbach

Motion carried. 7-0 vote.

Adjourn

Trustee Harbach moved to adjourn at 6:10 p.m.

Seconded by Truste Fredrick.

Motion carried. 7-0 vote.

Drafted this 14th day of November by Wendy Burnette Clerk/Treasurer

These minutes are not official until approved by the Village Board.

11/14/2024 12:50 PM
User: HKRUK
DB: Somers

CHECK REGISTER FOR VILLAGE OF SOMERS
CHECK DATE FROM 11/14/2024 - 11/14/2024

Page: 1/1

Check Date	Bank	Check	Vendor	Vendor Name	Amount
Bank POOL POOLED CASH					
11/14/2024	POOL	230 (E)	SAMSMC	SAM'S CLUB MC/SYNCB	21.07
11/14/2024	POOL	231 (E)	SAMSMC	SAM'S CLUB MC/SYNCB	2,733.39
11/14/2024	POOL	232 (E)	VERIZON	VERIZON WIRELESS	329.54
11/14/2024	POOL	64050	ALA001	ALADTEC LLC	3,989.00
11/14/2024	POOL	64051	LASECKI	ANGELA J LASECKI	107.60
11/14/2024	POOL	64052	BAXTER	BAXTER & WOODMAN	11,801.94
11/14/2024	POOL	64053	CENTURYL	CENTURYLINK	0.32
11/14/2024	POOL	64054	DAV001	DAVISON LAW OFFICE, LTD	3,529.50
11/14/2024	POOL	64055	DIG002	DIGGERS HOTLINE INC	90.65
11/14/2024	POOL	64056	ELECTION	ELECTION SYSTEMS & SOFTWARE	218.57
11/14/2024	POOL	64057	GENCOM	GENERAL COMMUNICATIONS INC	2,532.96
11/14/2024	POOL	64058	KCOTR	KENOSHA COUNTY TREASURER	610.00
11/14/2024	POOL	64059	MASTER	MASTERGRAPHICS INCORPORATED	793.41
11/14/2024	POOL	64060	MEN001	MENARDS - RACINE	481.13
11/14/2024	POOL	64061	MTP001	MT PLEASANT SEWER UTILITY	37,845.00
11/14/2024	POOL	64062	R&RINS	R & R INSURANCE SERVICES INC	20,583.25
11/14/2024	POOL	64063	KUPFER	ROBERT KUPFER	212.82
11/14/2024	POOL	64064	SCHNABELPR	SCHNABEL PRINTING AND INVITATION CE	64.40
11/14/2024	POOL	64065	STAPLEAD	STAPLES	570.93
11/14/2024	POOL	64066	TKITZ	TIMOTHY KITZMAN	110.00
11/14/2024	POOL	64067	TRICITY	TRI CITY NATIONAL BANK	37.50
11/14/2024	POOL	64068	WEE001	WE ENERGIES	9.24
11/14/2024	POOL	64069	WEE001	WE ENERGIES	134.68
11/14/2024	POOL	64070	WEE001	WE ENERGIES	101.59
11/14/2024	POOL	64071	WEE002	WE ENERGIES	1,966.60
11/14/2024	POOL	64072	WELDSTAR	WELDSTAR COMPANY	248.38
11/14/2024	POOL	64073	WIDOA	WI DEPT OF ADMINISTRATION	175.00

POOL TOTALS:

Total of 27 Checks:

89,298.47

Less 0 Void Checks:

0.00

Total of 27 Disbursements:

89,298.47

11/21/2024 12:07 PM

User: HKRUK

DB: Somers

CHECK REGISTER FOR VILLAGE OF SOMERS
CHECK DATE FROM 11/21/2024 - 11/21/2024

Page: 1/1

Check Date	Bank	Check	Vendor	Vendor Name	Amount
Bank POOL POOLED CASH					
11/21/2024	POOL	233(E)	HINCKLEY	HINCKLEY SPRINGS	70.93
11/21/2024	POOL	234(E)	WID002	WI DEPT OF JUSTICE	42.00
11/21/2024	POOL	64074	BAXTER	BAXTER & WOODMAN	2,000.00
11/21/2024	POOL	64075	BTM001	BOUND TREE MEDICAL LLC	1,360.83
11/21/2024	POOL	64076	SPECTRUM	CHARTER COMMUNICATIONS	139.98
11/21/2024	POOL	64077	CORE	CORE & MAIN LP	3,692.82
11/21/2024	POOL	64078	UHS001	FROEDTERT SOUTH INC	290.10
11/21/2024	POOL	64079	JCLIGHT	JC LIGHT LLC	30.97
11/21/2024	POOL	64080	JEF001	JEFFERSON FIRE & SAFETY INC	2,340.00
11/21/2024	POOL	64081	LAKESGAS	LAKES GAS CO	46.80
11/21/2024	POOL	64082	MCMAHON	MCMAHON ASSOCIATES INC	4,640.00
11/21/2024	POOL	64083	MEN001	MENARDS - RACINE	139.61
11/21/2024	POOL	64084	MONROE	MONROE TRUCK EQUIPMENT INC	137,414.00
11/21/2024	POOL	64085	MORTON	MORTON SALT	34,046.68
11/21/2024	POOL	64086	PAY001	PAYNE & DOLAN INC	182.31
11/21/2024	POOL	64087	RICOHUSA	RICOH USA, INC	193.43
11/21/2024	POOL	64088	TAP001	TAPCO	355.34
11/21/2024	POOL	64089	THELETTER	THE LETTERING MACHINE	425.25
11/21/2024	POOL	64090	WEE001	WE ENERGIES	140.82
11/21/2024	POOL	64091	WEE001	WE ENERGIES	327.68
11/21/2024	POOL	64092	WEE001	WE ENERGIES	444.23
11/21/2024	POOL	64093	WEE001	WE ENERGIES	6,188.43
11/21/2024	POOL	64094	WIHUMANE	WISCONSIN HUMANE SOCIETY	905.16

POOL TOTALS:

Total of 23 Checks:

195,417.37

Less 0 Void Checks:

0.00

Total of 23 Disbursements:

195,417.37



BUILDING REPORT - September, 2024

FUND CODE & DESCRIPTION	NUMBER OF PERMITS	PERMIT FEES MONTHLY	NUMBER OF PERMITS YEAR TO DATE	PERMIT FEES YEAR TO DATE	DIFFERENCE FROM 2023 TO 2024
101-HOUSES	0	0.00	4	9,975.35	1,642.50
101-ADDITIONS & ALTERATIONS-RES	9	655.00	68	6,146.35	2,815.75
101-ACCSRY BLD	1	1,942.50	25	7,801.30	3,599.50
101-NEW MOBILE HM	0	0.00	2	130.00	(1,102.00)
101-OTHER PMT FEE	2	300.00	7	1,240.00	1,240.00
101-AGRICULTURAL	0	0.00	6	3,599.00	(1,736.00)
101-APARTMENTS-MLF	0	0.00	0	0.00	(503,008.00)
101-CONDOMINIUM	0	0.00	0	0.00	0.00
101-COMMERCIAL BLD	0	0.00	0	0.00	(278,950.60)
101-INDUSTRIAL (COMM)	0	0.00	1	47,936.00	47,936.00
101-ADDITIONS & ALTERATIONS-COMM	3	8,248.10	13	40,264.70	(5,198.10)
101-SIGNS	0	0.00	6	1,455.00	230.00
101-PLUMBING	10	5,670.00	78	30,993.00	12,467.40
101-HEATING	2	260.00	33	6,819.02	3,749.22
101-ELECTRIC	6	2,695.00	92	38,384.90	(824.80)
101-POOLS	0	0.00	7	4,105.00	2,455.00
101-WRECKING	2	365.72	39	5,261.28	3,563.70
101-OCCUPANCY	0	0.00	4	700.00	500.00
101-FENCE	6	390.00	22	1,430.00	545.00
101-DRIVEWAY	1	65.00	52	3,380.00	3,030.00
101-CULVERT	0	0.00	0	0.00	0.00
101-MOVING	0	0.00	0	0.00	0.00
101-RIGHT OF WAY ROAD OPENING	2	200.00	23	2,200.00	1,255.00
101-EROSION CONTROL	0	0.00	0	0.00	0.00
101-VOLUNTARY DONATION IN LIEU OF IMPACT FEES	0	0.00	1	4,590.00	(918,717.80)
101-LANDFILL PMT	1	50.00	8	510.00	260.00
101-PUBLIC WKS	0	0.00	0	0.00	0.00
101-PARK FEE	0	0.00	0	0.00	(1,045.00)
101-FIRE STATION	0	0.00	0	0.00	0.00
101-WA MTR HORN	0	0.00	1	4,785.00	33.38
101-WA PMT	0	0.00	0	0.00	(92.80)
101-REFUND PERMIT	0	0.00	0	0.00	0.00
SUB-TOTAL 101	45	20,841.32	492	221,705.90	(1,625,352.65)
603-UD SR SVC FEE	0	0.00	3	8,400.00	(406,040.00)
603-	0	0.00	0	0.00	0.00
SUB-TOTAL 603	0	0.00	3	8400.00	(406,040.00)
602-KR SR SVC FEE	0	0.00	0	0.00	0.00
SUB-TOTAL 602	0	0.00	0	0.00	0.00
601-WA FEE	0	0.00	4	5,400.00	2,241.18
601-TEMP WA FEE	0	0.00	3	449.46	202.13
601-WA MTR HORN	0	0.00	13	45,040.11	44,870.11
601-WA PMT	0	0.00	3	195.00	(662.20)
601-	0	0.00	0	0.00	0.00
601-	0	0.00	0	0.00	0.00
SUB-TOTAL 601	0	0.00	23	51,084.57	46,651.22
TOTALS	45	20,841.32	518	281,190.47	(1,984,741.43)



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101-VOLUNTARY DONATION IN LIEU OF IMPACT FEES	0	0.00	1	4,590.00	(918,717.80)
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SUB-TOTAL 602	0	0.00	0	0.00	0.00
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601-	0	0.00	0	0.00	0.00
601-	0	0.00	0	0.00	0.00
SUB-TOTAL 601	0	0.00	23	51,084.57	46,651.22
TOTALS	45	20,841.32	518	281,190.47	(1,984,741.43)

**VILLAGE OF SOMERS
VILLAGE BOARD
MEETING ITEM MEMORANDUM**

MEETING DATE: November 26th, 2024

TO: Village President Stoner and Village Trustees

PREPARED BY: Jason J. Peters, Administrator

AGENDA ITEM: #7 Public Hearing on the 2025 Budget
#8 Motion to approve Resolution 2024-012 A Resolution authorizing the adoption of the 2025 Budget, authorizing positions authorizing fees, and setting the tax levy

BACKGROUND:

Below will summarize what additional items that have been discussed since August 6th:

- At our August 20th Work Session, the Board reviewed the Village's allowable/potential tax levy based on net new construction. Net new construction in the Village rose by 13.36%. The Board was presented with the effects of levy increases between 1% and 13.36%. Direction from the Board at time was to proceed with a 13.36% increase. Ehlers also presented on the benefits of taking the full 13.36% on the Village's Levy Limit Work Sheet. The Board also discussed in closed session, possible changes to the Assistant to the Administrator Position.
- At our September 3rd Work Session, McMahon Group, presented their findings on the Station evaluation portion of our Fire Study.
- Annual Joint Village/Town Budget Work Session was held on September 21st.
- At our September 24th Board Meeting, discussed possible changes to health care insurance program.
- At our October 1st Work Session, in closed session held discussion on possible salary changes and staffing levels for Administration, Fire, and Public Works and how they would affect the proposed budget.

- At our October 8th Board Meeting, in closed session continued discussion on possible salary changes and staffing levels for Administration, Fire, and Public Works how they would affect the proposed budget.
- At our October 15th Work Session, the Board reviewed levy limits with Ehlers and gave direction to reduce our Line E in the Levy Limit Work Sheet by \$100,000. Also reviewed CIP requests and proposed CIP Budget.
- At our October 22nd meeting this budget was presented to the Board.
- Public Notice was published on October 31st and November 7th for action on this budget on November 26th.
- The Board reviewed the Budget at our November 6th Work Session and at our November 19th Work Session.

2025 GENERAL FUND BUDGET OVERVIEW

Staff has gone to great lengths to present a balanced budget. The budget presented today is balanced.

Key 2025 Updates

- Uses full allowable levy limit increase of 13.36% based on net new construction
- Below full-time positions are being requested by Departments
 - Fire
 - 1 Fire/EMS
 - Public Works
 - 1 Public Works I
 - This additional Public Works I position allows for the creation of a Utility Manager Position.
 - Administration

- 1 Deputy Clerk/Treasurer
 - Village health insurance premium cost to increase by 16% or \$110,834 over all funds. This number is higher due to proposed additions to Staff discussed below. The increase in premium if no additions to Staff would be 8% per EFT for health.
 - 3% percent pay increase for non-contract employees.
 - Fire/EMS contract calls for a 3% increase in 2025. This is the last year of this contract. Over the contract the increases were as follows:
 - 2% in year 1
 - 4% in year 2
 - 3% in year 3
 - Increase in Sheriff's Contract by \$80,375
 - Changes to Garbage Contract with an overalls savings of \$176,992

Key changes in revenue from 2024 budget to 2025:

- Department Taxes increased by \$230,852
 - Contributing factors:
 - Village levied property taxes increased by \$283,964
 - (101-41000-41111)
 - Town levied property taxes decreased by \$23,310
 - (101-41000-41112)
 - Continued use of Ravine Park's voluntary donation \$77,000
 - (101-42000-421800)
 - Note: The Development Agreement with Ravine Park requires a voluntary payment to the Village. The annual

payment to the Village equates to half of the property tax incremental revenues from the residential component of the property for the previous year.

- o In the 2024 Budget the Board allowed the utilization of \$80,000 in the general fund budget based on the amount that the Village would receive through property taxes upon the conclusion of the voluntary payments.
- o If the Board allows this to continue the estimated calculation is as follows:

Assesd Value Parcel 1	\$ 37,800,000.00	Parcel #82-4-222-104-0331
Assessed Value Parcel 2	\$ 5,580,000.00	Parcel #82-4-222-104-0335
Total	\$ 43,380,000.00	
Less Base Value	\$ 131,000.00	
Total Taxable Assessed Value	\$ 43,249,000.00	
Total Estimated Taxes	\$ 432,490.00	Divide by 1000 * Proposed Mill rate
Voluntary Payment to Village 1/2 of Estimated Taxes	\$ 216,245.00	
		3.62 Village Mill rate divided by Total Estimated Mill Rate of 10 = Village Portion of Taxes is 36%
Village Portion to Budget	\$ 77,848.20	Then Take our 1/2 times percentage

- o Administration is comfortable recommending the utilization of \$77,000 (101-42000-42180) in the general fund budget based on the amount that the Village would receive through property taxes upon the conclusion of the voluntary payments. This number has been reduced due to the Village mill rate being lower and an estimate of other jurisdictions mill rate lowering.
- o Intergovernmental revenues increased by \$104,511
 - Contributing factors:
 - Payment for Municipal Services increased by \$28,671
 - o (101-43000-43691)
 - o Note: Village pay out 90% to City of Kenosha (accounted for in expenditures)

- State Shared Revenue increased by \$2,066
 - o (101-43000-43410)
- Personal Property Aid increased by \$24,091
 - o (101-43000-43411)
- Fire Insurance Due increased by \$22,000
 - o (101-43000-43420)
- Transportation Aid increased by \$26,838
 - o (101-43000-43531)
- o Licenses and Permits revenue decreased by \$1,939
 - Contributing factors:
 - Other Licenses and Permits decreased by \$5,000
 - o (101-44000-44900)
 - o Note: Activity was for 2024 was down compared to our original budget. Decreased fees as a more conservative estimate.
 - Building permits increased by \$8,860
 - o (101-44000-44300)
 - o Note: Staff suggests being more conservative with the projected revenue in this line. Budgeted amount only accounts for normal activity. We did not include possible permits for larger approved projects.
- o Fines and Forfeitures increased by \$64,975
 - Contributing factors:
 - Court Penalties increased by \$65,000

- o (101-45000-45100)
 - o Note: Activity in 2024 was higher than estimated and Court is comfortable with their projected revenue of \$175,000
- o Public Charges for Services increased by \$47,500
 - Contributing factors
 - Fire and Rescue Service increased by \$100,000
 - o (101-46000-46220)
 - o While this revenue is estimated at \$950,000 the Village accounts for an uncollected allowance for doubtful accounts (101-46000-46290). This is represented at \$325,000 with a net positive to the Village of \$625,000.
 - Fire Inspection Fees decreased by \$7,500
 - o (101-46000-46221)
 - o Note: This is being conservative by not taking into account possible inspections for larger projects that have been approved but have not broken ground.
- o Miscellaneous Revenue decreased by \$18,910
 - Contributing factors
 - Interest income remained unchanged
 - o (101-48000-48110)
 - o Note: This number was originally higher, but with discussions with Board they felt more comfortable with backing our estimate off by \$100,000.
- o Total Revenues in the 2025 budget totals \$7,170,685. This represents an increase over 2024 by \$418,989.

Key changes in expenditures from 2024 budget to 2025:

- Municipal Court expenditures increased by \$10,219
 - Contributing factors
 - Salary increased by \$8,146
 - (101-51210-50101)
- Village/Office Expenditures increased by \$45,182
 - Contributing factors
 - Driven by proposed increase in salaries.
 - Equipment Lease & Rental increased by \$17,500
 - (101-51410-50503)
 - Note: This account will now reference the ongoing licensing fees for the 3 Flock cameras that were installed in 2024 and will account for adding 3 additional Flock cameras in 2025.
 - Conferences and Training increased by \$18,551
 - (101-51410-50701)
 - Note: Increased to account for additional training for current staff and proposed new staff. This increased to account for tuition reimbursement for staff that are currently using this program.
 - Newsletter has been removed from the Budget that was shown on September 21st.
 - (101-51410-50801)
 - Note: Board requested that Staff review bringing back printing and mailing our Quarterly Newsletter for residents. Staff estimates that at a minimum this would

have been a cost of \$25,000. Given our strategy of backing off the \$100,000 per year in the Levy Limit Work Sheet, Administration believes this \$25,000 would not be sustainable.

- Clerk/Treasurer expenditures increased by \$35,735
 - o Contributing factors
 - Salaries increased by \$21,450
 - (101-51420-50101)
 - NOTE: This increase is due to Administration request to add a full-time Deputy Clerk/Treasurer position as an authorized position. There has been turnover in the Clerk/Treasurer position. One of the main reasons given was due to the lack of back up for this position. The Village has seen fit in the last few years to add back up positions for the Administrator, Accounting Manager, and Fire Chief. Given the importance of the Clerk/Treasurers duties, Administration feels it is imperative to have a dedicated back for this position. This would also allow, the Clerk I to increase her work with Building Inspector Seymour in his property maintenance program.
 - Health Insurance increased by \$8,583
 - (101-51420-50203)
 - NOTE: Due to request to a Deputy Clerk/Treasurer position
 - o Village/Town Hall decreased by \$1,227
 - o Contributing Factors
 - Other supplies and expense decreased by \$2,000
 - (101-51610-50309)

- Telephone increased by \$2,856
 - (101-51610-50604)
 - NOTE: Village telephone contract will be ending and new contract will show an increase.
- Other General Government expenditures increased by \$126,604
 - Contributing Factors
 - Consulting and financial advisors increased by \$5,000
 - (101-51910-50402)
 - NOTE: Staff is increasing this account as the line has been over in the past and we foresee the possible use of consultants in the next year due to results of the fire study.
 - Collection expense increased by \$8,000
 - (101-51910-50803)
 - NOTE: Increased is due to projected increase in revenues collected by Life Quest, which in turn increases the amount billed to the Village.
 - Prior year expense increased \$10,000
 - (101-51910-50808)
 - NOTE: Staff is budgeting for any possible refunds due to assessment refunds that are awarded through possible challenges valuations.
 - Other miscellaneous expenses increased by \$89,968
 - (101-51910-50809)
 - Increase is due to the Village recognizing payment due to the Town of Paris under our IGA. The Village is

required to pay 1/2 the tax revenues on development is the Paris/Somers growth area. The revenues below represent the value added by the Flint 94 development.

Estimate for Expense for 101-510910-50809 Paris IGA Payment		
Assessed Value Parcel 1 (Flint)	\$ 59,111,500.00	Parcel #82-4-221-131-0401
Assessed Value Parcel 2 (Flint)	\$ 5,429,000.00	Parcel #82-4-221-131-0402
Assessed Value Parcel 3 (Flint)	\$ 870,000.00	Parcel #82-4-221-131-0403
Assessed Value Parcel 4 (Flint)	\$ 10,173,000.00	Parcel #82-4-221-131-0404
Assessed Value Parcel 5 (Bobcat)	\$ 2,252,500.00	Parcel #82-4-221-131-0201
Assessed Value Parcel 6 (Kenosha Land Venture)	\$ 53,100.00	Parcel 82-4-221-121-0302
Total Taxable Assessed Value	\$ 77,889,100.00	
Proposed Village Mill Rate	\$ 3.62355	
Total Estimated Taxes	\$ 282,235.32	Divide by 1000 * Proposed Village Mill Rate
Section 12.05.01 Revenue Payment per IGA	\$ 141,117.66	This is what we owe Paris

- Liability Insurance increased by \$10,558
 - (101-51910-50811)
 - NOTE: This is the Village's cost for property, liability, worker's compensation, and public officials. This year Staff has also added a cyber insurance policy for both the Town and Village.
- Payments for Municipal Services increased by \$25,804
 - Contributing factors
 - Other miscellaneous expenses increased \$25,804
 - (101-51913-50809)
 - NOTE: This is an estimate. Village pays out 90% to the City of Kenosha out of revenue. This line accounts for this amount.
- Law Enforcement increased by \$80,375
 - Contributing factors
 - Law Enforcement increased by \$80,375
 - (101-52100-50406)

- NOTE: Last year's budgeted amount was Last year's budget amount was \$778,000. This was the contracted amount for 4 full-time shifts. On September 17th. Administrator Peters received the proposed contract for 2025 for 4 full-time shifts. The proposed contract amount is \$858,375. This amount is what is represented in our proposed budget. Hourly rate went from \$62.44 to \$63.95 and overtime rate went from \$72.77 to \$76.12. The biggest difference is between the estimated miles and fuel cost for four deputies. This contract also includes the cost of animal control which was added to last year's contract as an amendment. The contract was approved by Board at our October 8th Board meeting.
- Fire Department expenditures increased by \$326,836
 - Contributing Factors
 - Driven by salary increases and changes to health insurance.
 - Multiple Accounts
 - NOTE: Adds one new full-time Firefighter/EMT
- Building Inspection expenditures decreased by \$13,871
 - Contributing factors
 - Driven by salary increases and changes to health insurance.
 - Multiple Accounts
- Public Works expenditures increased by \$56,329
 - Contributing factors
 - Driven by salary increases and health insurance increases.
 - Multiple Accounts

- NOTE: This adds one new full time Public Works I position. With this position added, Public Works will add a Utility Manager position. The majority of this salary is allocated to the Utility Funds.
- Road maintenance increased by \$15,000
 - (101-53100-50505)
 - NOTE: This increase is due to estimating higher rental fees for certain equipment and materials for crack sealing. Also estimating an increase in the cost of salt.
- Water and sewer decreased by \$5,880
 - (101-53100-50606)
 - NOTE: Staff feels that this account was overbudgeted in the past.
- Solid Waste expenditures decreased by \$264,515
 - o Contributing Factors
 - Garbage Collection decreased by \$176,992
 - (101-53620-50408)
 - NOTE: This represents the new contract numbers from Johns Disposal that requires multi-family housing with over four-units to privately contract for their garbage handling. Letters went out to property owners/managers in July and September to inform them of the proposed change. Under the proposed contract the per unit price goes from \$10.40 to \$11.10 per unit. This contract was approved by the Board at our October 8th Board Meeting.
 - Recycling decreased by \$88,673
 - (101-53620-50608)

- NOTE: This represents the new contract numbers from Johns Disposal that would require multi-family housing with over four-units to privately contract for their garbage handling. Letters went out to property owners/managers in July and September to inform them of the proposed change. Under the proposed contract the per unit price goes from \$5.40 to \$5.85 per unit. This contract was approved by the Board at our October 8th Board Meeting.
- Total Expenditures in the 2025 budget totals \$7,170,685. This represents an increase over 2024 by \$418,989.

2025 Levy

- General Fund Levy
 - The Village portion of the General Fund levy is proposed at \$3,854,330. This is an increase of \$283,964 from 2024 or an 8% increase.
 - The Town portion of the General Fund levy is proposed at \$302,047. This is a decrease of \$23,310 from 2024 or a .07% decrease.
 - Total General Fund Levy is proposed at \$4,156,377. This is an increase of \$260,654 from 2024 or a 6.7% increase.
- Debt Levy
 - The Village portion of the Debt Levy is proposed at \$959,274. This is an increase of \$26,453 from 2024 or a 2.8% increase.
 - The Town portion of the Debt Levy is proposed at \$69,678. This is a decrease of \$9,726 from 2024 or 12.2% decrease.
 - Total Debt Levy is proposed at \$1,028,951. This is an increase of \$16,726 from 2024 or 1.7%.
- The total proposed tax levy is \$5,185,328. This is an increase of \$277,381 from 2024. The increase equates to an overall increase of 5.7%

2024 Proposed Village Tax Rate

All properties in the Village and the Town were revalued this year. The average values for residential properties went up by 42%. The charts below show what effect a total levy of \$4,813,603 would have on an average homeowner with our new valuations and employing the strategy of lowering our Line E Levy Limit Worksheet adjustment by \$100,000. These rates are calculated with the Final Statement of Equated Assessment. Previously the rate given was \$3.62355 and with the new values, the rate rose to \$3.74962.

Village Tax Rate					
2024	3.74962				
2023	5.3422				
Assuming no Increase in Valuation		Assume Increase in Valuation of 45%			
Cost for Village Taxes for \$200,000 Home		Cost for Village Taxes for \$290,000 Home			
2024	\$ 749.92	2024	\$ 1,087.39		
2023	\$ 1,068.44		Increase Over No Increase in Valuation	\$	337.47
Difference	\$ (318.52)		Increase over 2023	\$	18.95
					1.77%
Cost for Village Taxes for \$300,000 Home		Cost for Village Taxes for \$435,000 Home			
2024	\$ 1,124.89	2024	\$ 1,631.08		
2023	\$ 1,602.66		Increase Over No Increase in Valuation	\$	506.20
Difference	\$ (477.77)		Increase over 2023	\$	28.42
					1.77%
Cost for Village Taxes for \$400,000 Home		Cost for Village Taxes for \$580,000 Home			
2024	\$ 1,499.85	2024	\$ 2,174.78		
2023	\$ 2,136.88		Increase Over No Increase in Valuation	\$	674.93
Difference	\$ (637.03)		Increase over 2023	\$	37.90
					1.77%
Cost for Village Taxes for \$500,000 Home		Cost for Village Taxes for \$725,000 Home			
2024	\$ 1,874.81	2024	\$ 2,718.47		
2023	\$ 2,671.10		Increase Over No Increase in Valuation	\$	843.66
Difference	\$ (796.29)		Increase over 2023	\$	47.37
					1.77%
Cost for Village Taxes for \$600,000 Home		Cost for Village Taxes for \$870,000 Home			
2024	\$ 2,249.77	2024	\$ 3,262.17		
2023	\$ 3,205.32		Increase Over No Increase in Valuation	\$	1,012.40
Difference	\$ (955.55)		Increase over 2023	\$	56.85
					1.77%

2024 Proposed Town Tax Rate

These rates are calculated with the Final Statement of Equated Assessment. Previously the rate given was \$2.98657 and with the new values, the rate rose to \$ \$2.99358.

Town Tax Rate					
2024	2.99358				
2023	4.54792				
Assuming no Increase in Valuation		Assume Increase in Valuation of 45%			
Cost for Town Taxes for \$200,000 Home		Cost for Village Taxes for \$290,000 Home			
2024	\$ 598.72	2024	\$ 868.14		
2023	\$ 909.58		Increase Over No Increase in Valuation	\$ 269.42	
Difference	\$ (310.87)		Increase over 2023	\$ (41.45)	
					-4.56%
Cost for Village Taxes for \$300,000 Home		Cost for Village Taxes for \$435,000 Home			
2024	\$ 898.07	2024	\$ 1,302.21		
2023	\$ 1,364.38		Increase Over No Increase in Valuation	\$ 404.13	
Difference	\$ (466.30)		Increase over 2023	\$ (62.17)	
					-4.56%
Cost for Town Taxes for \$400,000 Home		Cost for Village Taxes for \$580,000 Home			
2024	\$ 1,197.43	2024	\$ 1,736.27		
2023	\$ 1,819.17		Increase Over No Increase in Valuation	\$ 538.84	
Difference	\$ (621.74)		Increase over 2023	\$ (82.89)	
					-4.56%
Cost for Town Taxes for \$500,000 Home		Cost for Village Taxes for \$725,000 Home			
2024	\$ 1,496.79	2024	\$ 2,170.34		
2023	\$ 2,273.96		Increase Over No Increase in Valuation	\$ 673.55	
Difference	\$ (777.17)		Increase over 2023	\$ (103.62)	
					-4.56%
Cost for Village Taxes for \$600,000 Home		Cost for Village Taxes for \$870,000 Home			
2024	\$ 1,796.15	2024	\$ 2,604.41		
2023	\$ 2,728.75		Increase Over No Increase in Valuation	\$ 808.27	
Difference	\$ (932.61)		Increase over 2023	\$ (124.34)	
					-4.56%

Other Key Points

- Net new construction in the Village caused a \$175,203,100 increase in equalized value or a 13.36% increase.
- The overall increase in equalized value for Tax Increment Value in 2024 is \$101,686,200.00.
- The Village Tax Levy consists of General Fund (Fund 101) operating costs and debt Service payments (Fund 301).
- Staff has created a Budget Booklet containing detailed information used to determine both costs and revenues. A hard copy is available by request.
- The electronic version of our Budget Spreadsheet includes notes for each line that define how each number is generated. Staff hopes that this will serve to prevent the loss of “institutional knowledge” on what each budget line entails.

CAPITAL IMPROVEMENT PLANS:

Total proposed requests for General Fund CIP are \$820,134. Based on our October 15th Work Session, \$3,500 was added for additional Somers banners. Based on our November 6th Work Session the Public Works Bucket Truck was added back in. Project details are listed below by departments:

General Fund

Total requested for Paving is \$457,134. Item requested is as follows:

o 37th Ave. (CTH A to 6th Pl.) Pets Sub.	\$71,634
o 6th Place (37th Ave. to 39th Ave.) Pets Sub.	\$31,000
o 39th Ave. (6th Pl. to Cul-De-Sac) Pets Sub.	\$57,400
o 39th Ave. (6th Pl. to 5th Pl.) Pets Sub.	\$85,400
o 5th Place (39th Ave. to Cul-De-Sac) Pets Sub.	\$61,700
o 5th Place (39th Ave. to 4204, 6th St.) Pets Sub.	\$120,000

- o 6th Street (6th Street to Termination) Pets Sub. \$30,000

Total requested from Public Works is \$280,000. Item requested is as follows:

- o Purchase Trench Box \$15,000
- o GIS Program \$15,000
- o Bucket Truck \$250,000

Total requested by Public Safety is \$254,500. Items requested are as follows:

- o Replace Turnout Gear \$150,000
- o Replace Fire Hoses \$15,000
- o Replace CO Meters \$12,000
- o Purchase Dispatch Software \$12,500
- o Replace Gym Equipment \$15,000
- o Station #2 Architecture \$50,000

Total requested by Administration is \$78,500. Items requested are as follows:

- o Website Upgrade \$5,000
- o Fire Department Lobby Rehabilitation \$25,000
- o Replacement Computer Plan \$20,000
- o Electronic Speed Signs \$15,000
- o Village Buildings HVAC repairs \$10,000
- o Somers Banners \$3,500

Sewer Fund CIP:

Total proposed requests for Sewer Fund CIP are \$250,000. Items requested are as follows:

o I&I Replacement/Lining Program \$250,000

- This is listed each year and it is up to the Board if they would like to leave it in 2025 or not.

Water Fund CIP:

No projects are listed at this time.

Stormwater Fund CIP:

Total proposed requests for Stormwater Fund CIP are \$253,811. This includes the \$40,500 for the Pre-Disaster Flood Resilience Grant Project. This amount represents the 25% of the expected \$162,000 for Strand to finish studying the remaining areas in our matrix. The remaining 75% percent would be covered under the Pre-Disaster Flood Resilience Grant if successful. The Project details are listed below:

- Green Bay Road Mueller Parcel (carried over from 2024) \$40,000
- Gitzlaff Phase II (carried over from 2024) \$31,711
- Neumiller Phase II (carried over from 2024) \$30,000
- Davis Culvert (carried over from 2024) \$40,000
- 4th Street Culver Replacement (carried over from 2024) \$71,600
- Stormwater Additional Area Study (Pre-Disaster Flood Resilience Grant) \$40,500

KR Sewer District:

- Administration does not foresee any capital items needed for the KR Sewer District in 2025.

TID CIPs:

- Baxter Woodman has been working on a possible water tower and the Village is awaiting information the PSC.

SUGGESTED ACTION/ACTION REQUESTED/COMMENTS:

The General Fund budget as presented is balanced. It includes the necessary basic services for the citizens of Somers. The Board still suggest and make changes to the proposed budget. Administrator Peters would like to thank the Staff, our consultants, and the Boards for all their input and hard work that went into creating the 2025 Budget.

In accordance with Wisconsin State Statutes, the Village Board must approve a budget to levy property taxes. A Resolution has been drafted. In the event that the Village Board agrees with the Resolution, a suggested motion to approve would be as follows:

#7

“Motion to hold Public Hearing”

HOLD PUBLIC HEARING

“Motion to close Public Hearing”

#8

“Motion to approve Resolution 2024-012 A Resolution Authorizing the adoption of the 2025 Budget, authorizing positions, authorizing fees, and setting a tax levy”

ATTACHMENTS:

Proposed Resolution 2024-012

Exhibit A-2025 Budget

RESOLUTION 2024-012
RESOLUTION AUTHORIZING THE ADOPTION OF THE 2025 BUDGET,
AUTHORIZING POSITIONS, AUTHORIZING FEES AND SETTING THE TAX LEVY

WHEREAS, there is a need to adopt a budget for the year 2025, authorize positions, fees and set an annual tax levy; and

WHEREAS, the Village's Proposed 2025 Budget was presented to the Village Board on October 22nd, 2024; and

WHEREAS, the proposed budget was published in the official newspaper for the Village of Somers on October 31st, 2024 and November 7th, 2024; and

WHEREAS, a public hearing on the proposed budget was held on November 26th, 2024.

NOW THEREFORE, the Village Board of the Village of Somers, Kenosha County, Wisconsin does hereby resolve:

1. That the Village's Proposed Budget as set forth in Exhibit A, which is attached hereto and incorporated herein, are authorized and approved, be and is hereby adopted as the Village of Somers 2025 Budget. A copy of the 2025 Budget shall be on file with the Village Clerk.
2. That the ERU for the storm water utility shall be \$43.32 for 2025, and such charge is authorized and approved.
3. That the amount of \$5,185,328.78 be levied and assessed upon the taxable property for the 2025 budget year and that the Village Clerk is authorized to set and establish the appropriate mil rate based on the final assessed value of the Village.

Adopted by the Village Board of the Village of Somers, Kenosha County, Wisconsin, this 26th day of November, 2024.

Village of Somers

By _____
George Stoner, President

Attest _____
Wendy Burnette, Village Clerk

EXHIBIT “A”



2025 BUDGET



POSITIONS AUTHORIZED IN THE 2025 BUDGET

FULL TIME

Village / Town Administrator

Village / Town Clerk / Treasurer

Village / Town Deputy Clerk / Treasurer-New

Village / Town Assistant Administrator -Reclass

Accounting Manager / Deputy Clerk / Treasurer

Accountant I

Clerk of Courts

Clerk I

Utility Clerk

Accounts Payable Clerk

Building Inspector

Public Works Superintendent

Public Works Utilities Manager-New

Public Works Foreman

Public Works I Employee (4 employees)

Public Works II Employee (1 employees)

Fire Chief

Fire/EMS Deputy Chief

Firefighter / EMT-I12 or Firefighter / Paramedic (13 employees)

PART TIME

Public Works Seasonal Employees

Paid on Call / Part Time Firefighters

Chief Pollworkers

Pollworkers

ELECTED OFFICIALS

Village President

Village Trustees (6 elected at large)

Town Chairman

Town Supervisors (2 elected at large)

Municipal Judge

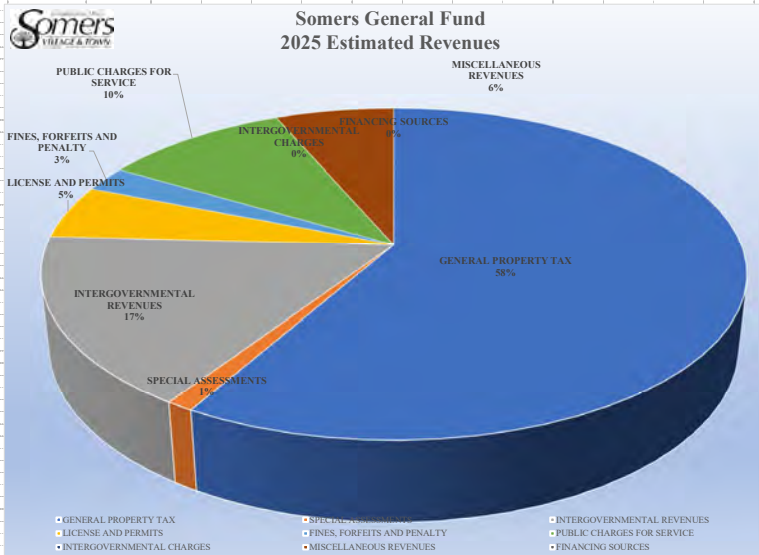
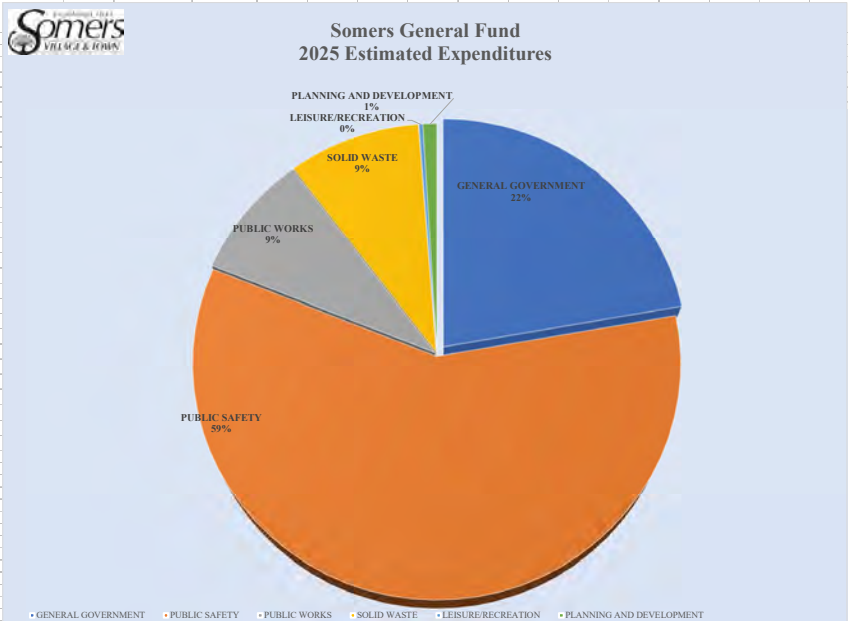
TOTALS

Full Time Employees: 34

Elected Officials: 11

Part Time Employees: Varies

	
2025 GENERAL FUND BUDGET	
2025 PROPOSED BUDGET	
GENERAL FUND	
REVENUES:	
GENERAL PROPERTY TAX	\$ 4,174,777
SPECIAL ASSESSMENTS	77,000
INTERGOVERNMENTAL REVENUES	1,183,867
LICENSE AND PERMITS	377,501
FINES, FORFEITS AND PENALTY	175,025
PUBLIC CHARGES FOR SERVICE	720,915
INTERGOVERNMENTAL CHARGES	-
MISCELLANEOUS REVENUES	461,600
FINANCING SOURCES	-
TOTAL REVENUES	\$ 7,170,685
EXPENDITURES:	
GENERAL GOVERNMENT	\$ 1,592,502
PUBLIC SAFETY	4,222,843
PUBLIC WORKS	620,818
SOLID WASTE	647,722
LEISURE/RECREATION	18,844
PLANNING AND DEVELOPMENT	67,956
TOTAL EXPENDITURES	\$ 7,170,685
	-



10/11/2024

BUDGET REPORT FOR SOMERS VILLAGE AND TOWN
Calculations as of 12/31/2024

GL NUMBER	DESCRIPTION	2021 ACTIVITY	2022 ACTIVITY	2023 ACTIVITY	2024 AMENDED BUDGET	2024 ACTIVITY THRU 12/31/24	2024 PROJECTED ACTIVITY	2025 REQUESTED BUDGET
ESTIMATED REVENUES								
Dept 41000 - TAXES								
101-41000-41111	VILLAGE PROPERTY TAXES	3,120,878	3,239,424	3,315,695	3,570,366	3,570,366	4,454,842	3,854,330
	(2025) \$77,000 OF THE VILLAGE'S PROPERTY TAXES TO GO INTO VOLUNTARY DONATIONS PER RAVINE PARK AGREEMENT							
101-41000-41112	TOWN PROPERTY TAXES	334,374	375,784	325,166	325,357	325,424	406,040	302,047
101-41000-41140	MOBILE HOME TAXES	13,379	13,718	79,626	47,000	43,142	53,829	12,200
101-41000-41150	PRIVATE AND MANAGED FOREST, WOODLAND TAX	200	200	200	202	202	252	200
101-41000-41320	TAXES FROM OTHER TAX EXEMPT ENTITIES			9,065		5,774	7,204	5,000
101-41000-41800	INTEREST AND PENALTY ON TAXES							
101-41000-41910	OMITTED TAXES							
101-41000-41920	AG-USE PENALTY	362	7,659	72,625	1,000			1,000
101-41000-41930	BOUNDARY AGREEMENT							
Totals for dept 41000 - TAXES		3,469,193	3,636,785	3,802,377	3,943,925	3,944,908	4,922,167	4,174,777
Dept 42000 - SPECIAL ASSESSMENTS								
101-42000-42110	STREET IMPROVEMENT ASSESSMENTS							
101-42000-42180	VOLUNTARY DONATION	174,837	1,068,663	1,007,214	80,000	4,590	5,727	77,000
101-42000-42190	OTHER SPECIAL ASSESSMENTS		8					
Totals for dept 42000 - SPECIAL ASSESSMENTS		174,837	1,068,671	1,007,214	80,000	4,590	5,727	77,000
Dept 43000 - INTERGOVERNMENTAL								
101-43000-43212	FEMA GRANT	9,928	6,484	66,239				
101-43000-43219	SAFER GRANT							
101-43000-43300	OTHER FEDERAL PAYMENTS							
101-43000-43410	STATE SHARED REVENUE	187,605	188,766	189,442	451,762	442,040	84,551	453,828
101-43000-43411	PERSONAL PROPERTY AID	18,081	16,851	16,851	16,851	16,851	21,026	40,942
101-43000-43420	FIRE INSURANCE DUES	39,965	43,074	48,546	48,000	54,599	68,125	70,000
101-43000-43431	EXEMPT COMPUTER AID	3,797	3,797	3,797	3,797	3,797	4,739	3,797
101-43000-43432	EXPENDITURE RESTRAINT AID							
101-43000-43433	VIDEO SERVICE PROVIDER AID	24,485	24,485	24,485	24,485	24,485	30,551	24,485
101-43000-43529	AMBULANCE FUNDING		62,834	46,688	6,600	7,256	9,054	7,500
101-43000-43531	TRANSPORTATION AID	129,282	146,055	165,101	188,371	188,374	235,038	215,209
101-43000-43532	DISASTER DAMAGE AIDS							
101-43000-43534	LRIP FUNDING							
101-43000-43545	RECYCLING GRANT	29,872	29,795	29,810	29,810	29,854	37,250	29,855
101-43000-43690	OTHER STATE PAYMENTS							
101-43000-43691	PAYMENT FOR MUNICIPAL SERVICES	194,432	178,709	201,239	200,000	203,235	253,582	228,671
101-43000-43692	ENVIRONMENTAL IMPROVEMENT FUND	108,180	108,180	108,180	108,180	195,276	243,651	108,180
101-43000-43693	DNR GRANT - PW							
101-43000-43694	DNR GRANT - PS			1,006	1,500	3,213	4,008	1,400
101-43000-43791	OTHER LOCAL GOVERNMENT GRANTS - PS							
Totals for dept 43000 - INTERGOVERNMENTAL		745,627	809,030	901,384	1,079,356	1,168,980	991,575	1,183,867
Dept 44000 - LICENSES & PERMITS								
101-44000-44110	CLASS A LIQUOR LICENSES	5,670	6,600	5,410	6,000	5,400	6,738	5,400
101-44000-44111	CLASS B LIQUOR LICENSES	5,838	6,808	8,490	8,000	8,354	10,423	7,701
101-44000-44112	OPERATORS LICENSES	8,975	8,715	7,130	7,000	6,325	7,798	6,000
101-44000-44113	BUSINESS AND OCCUPATIONAL LICENSES	2,285	2,450	2,425	3,000	3,650	4,554	3,200
101-44000-44116	CIGARETTE LICENSES	1,108	1,500	1,400	1,300	1,000	1,247	1,200
101-44000-44121	CABLE FRANCHISE FEES	78,253	102,168	121,445	99,000	70,809	86,869	95,000
101-44000-44122	MOBILE HOME PARK LICENSES	720	700	700	700	200	250	700
101-44000-44130	DOG PARK LICENSES	198	170	(23)	300	27	795	300
101-44000-44131	DOG LICENSES	3,276	2,980	2,675	3,000	2,073	2,587	3,000
101-44000-44135	KENNEL LICENSES							
101-44000-44300	BUILDING PERMITS	119,607	903,597	997,762	241,140	237,262	290,508	250,000
101-44000-44900	OTHER LICENSES AND PERMITS	6,501	6,453	5,086	10,000	6,832	7,937	5,000
Totals for dept 44000 - LICENSES & PERMITS		232,431	1,042,141	1,152,500	379,440	341,932	419,706	377,501
Dept 45000 - FINES AND FORFEITURES								
101-45000-45100	COURT PENALTIES	109,543	109,864	124,590	110,000	177,134	215,768	175,000
101-45000-45102	ORDINANCE VIOLATION PENALTIES			37,500				
101-45000-45105	DOG PENALTIES	40	25	25	50	5	6	25
101-45000-45210	OTHER COURT PENALTIES							
Totals for dept 45000 - FINES AND FORFEITURES		109,583	109,889	162,115	110,050	177,139	215,774	175,025

Dept 46000 - PUBLIC CHARGES FOR SERVICES								
101-46000-46100	LICENSE PUBLICATION FEES	900	1,000	1,090	1,000	1,010	1,260	1,010
101-46000-46103	PREQUALIFICATION BID FEES	600	1,500	1,425	150	2,625	3,275	1,125
101-46000-46105	CHARGES FOR SERVICES	2,800	2,799	2,401	4,500			4,500
101-46000-46106	COURT SERVICE FEES	600			150			
101-46000-46220	FIRE AND RESCUE SERVICE FEES	577,567	629,385	820,213	850,000	575,978	708,733	950,000
101-46000-46221	FIRE INSPECTION FEES	9,407	38,156	2,741	40,000	43,170	42,497	32,500
101-46000-46222	BURN PERMITS	2,745	3,105	3,320	4,500	4,590	5,727	4,725
101-46000-46290	FIRE AND RESCUE ALLOWANCE	(231,027)	(251,754)	55,620	(280,000)	(214,707)	(267,895)	(325,000)
101-46000-46310	PUBLIC WORKS SERVICE FEES	4,777	2,188	2,687	4,500	7,324	9,139	3,500
101-46000-46431	LANDFILL PERMITS	150	150	50	175	130	162	150
101-46000-46440	WEED CUTTING FEES	5,440	5,978	4,982	5,000	5,077	6,335	5,000
101-46000-46445	POND MAINTENANCE FEES	6,390	5,005	5,910	6,390	6,330	7,898	6,330
101-46000-46590	OTHER HEALTH SERVICES	240						
101-46000-46742	AUDITORIUM RENTAL		375	375	550	125	156	375
101-46000-46743	FIELD RENTAL	280		150	2,500	200	250	2,700
101-46000-46750	RECREATION FEES - BASKETBALL			20				
101-46000-46751	RECREATION FEES - SOCCER							
101-46000-46752	RECREATION FEES - SOFTBALL							
101-46000-46753	RECREATION FEES - GOLF							
101-46000-46754	RECREATION FEES - FLAG FOOTBALL							
101-46000-46765	CONCESSION RENTAL							
101-46000-46851	DEVELOPER FILING FEES	7,220	26,605	3,600	4,000	2,400	2,995	4,000
101-46000-46852	DEVELOPER FEES	87,932	268,363	219,826	30,000	421,322	519,456	30,000
101-46000-46853	PLAN COMMISSION FEES							
Totals for dept 46000 - PUBLIC CHARGES FOR SERVICES		476,021	732,855	1,124,410	673,415	855,574	1,039,988	720,915
Dept 47000 - INTERGOVERNMENTAL CHARGES FOR SERVICES								
101-47000-47222	STATE HIGHWAY FIRES							
Totals for dept 47000 - INTERGOVERNMENTAL CHARGES FOR SERVICES								
Dept 48000 - MISCELLANEOUS REVENUES								
101-48000-48110	INTEREST INCOME	6,756	193,577	544,750	400,000	578,241	670,317	400,000
101-48000-48111	UNREALIZED GAIN/LOSS IN INVESTMENTS					31,866	33,725	
101-48000-48115	PENALTIES AND INTEREST INCOME	7,328	6,363	3,293	6,000	6,019	7,182	6,000
101-48000-48120	INTERFUND LOAN INTEREST INCOME							
101-48000-48130	SPECIAL ASSESSMENT INCOME							
101-48000-48200	RENTAL INCOME	62,165	62,710	60,291	59,510	39,496	39,848	27,600
101-48000-48303	SALE OF HIGHWAY PROPERTY							
101-48000-48306	SELL OF VILLAGE PROPERTY					496,634	619,664	10,000
101-48000-48307	SALE OF RECYLCLABLES	18,251	12,471	23,835	2,000	14,335	17,886	2,000
101-48000-48500	DONATIONS - OTHER	3,000	3,000	3,000		3,300	4,117	3,000
101-48000-48510	DONATIONS - PARADE	7,850	10,475	10,553	10,000	9,100	11,355	10,000
101-48000-48520	DONATIONS - RECREATION							
101-48000-48900	MISCELLANEOUS REVENUE	3,828	4,433	76,358	3,000	20,512	25,397	3,000
Totals for dept 48000 - MISCELLANEOUS REVENUES		109,178	293,029	722,080	480,510	1,199,503	1,429,491	461,600
Dept 49000 - FINANCING SOURCES								
101-49000-49200	TRANSFER FROM OTHER FUNDS		50,750					
101-49000-49900	CONTINUING APPROPRIATIONS				5,000	(4,918)	(6,136)	
Totals for dept 49000 - FINANCING SOURCES			50,750		5,000	(4,918)	(6,136)	
TOTAL ESTIMATED REVENUES		5,316,870	7,743,150	8,872,080	6,751,696	7,687,708	9,018,292	7,170,685
APPROPRIATIONS								
Dept 51110 - VILLAGE BOARD								
101-51110-50101	SALARIES	48,181	47,996	47,996	48,000	41,535	49,521	48,000
101-51110-50201	FICA	3,686	3,650	3,671	3,672	3,177	3,788	3,672
101-51110-50202	RETIREMENT	237						
101-51110-50204	DENTAL INSURANCE							
101-51110-50301	OFFICE SUPPLIES			25		41	51	30
101-51110-50404	LEGAL							
101-51110-50701	CONFERENCES & TRAINING	80	110	228	500	90	112	500
101-51110-50702	TRAVEL	2,400	2,400	2,549	2,400	2,262	2,822	2,400
Totals for dept 51110 - VILLAGE BOARD		54,584	54,156	54,469	54,572	47,105	56,294	54,602

Dept 51120 - TOWN BOARD							
101-51120-50101	SALARIES	24,090	23,998	23,998	24,000	20,768	24,000
101-51120-50201	FICA	1,843	1,836	1,836	1,836	1,589	1,836
101-51120-50202	RETIREMENT	355					
101-51120-50206	POST RETIREMENT BENEFITS	418					
101-51120-50404	LEGAL						
101-51120-50405	COMPUTER AND WEBSITE						
101-51120-50604	TELEPHONE						
101-51120-50801	NEWSLETTER						
Totals for dept 51120 - TOWN BOARD		26,706	25,834	25,834	25,836	22,357	25,836
Dept 51130 - CIVIC COMMITTEE							
101-51130-50309	OTHER SUPPLIES AND EXPENSE	8,850	5,930	11,120	7,000	9,610	10,000
Totals for dept 51130 - CIVIC COMMITTEE		8,850	5,930	11,120	7,000	9,610	10,000
Dept 51210 - MUNICIPAL COURT							
101-51210-50101	SALARIES	55,460	57,833	59,161	60,936	52,379	69,082
101-51210-50102	WAGES						
101-51210-50201	FICA	4,243	4,233	4,509	4,662	4,006	5,285
101-51210-50202	RETIREMENT	2,465	3,365	3,129	3,272	2,830	3,625
101-51210-50203	HEALTH INSURANCE	21,269	8,593	9,176	10,085	9,245	10,992
101-51210-50204	DENTAL INSURANCE	1,477	1,745	819	556	509	556
101-51210-50205	LIFE INSURANCE	76	134	142	158	114	158
101-51210-50301	OFFICE SUPPLIES	620	1,616	616	600	481	630
101-51210-50303	POSTAGE						
101-51210-50309	OTHER SUPPLIES AND EXPENSE	4,870	5,330	6,031	5,700	5,909	5,985
101-51210-50404	LEGAL						
101-51210-50701	CONFERENCES & TRAINING	12,869	1,964	959	2,500	1,754	2,625
101-51210-50702	TRAVEL				250		
101-51210-50806	CODE ENFORCEMENT						
101-51210-50902	EQUIPMENT CAPITAL OUTLAY			160			
Totals for dept 51210 - MUNICIPAL COURT		103,349	84,813	84,702	88,719	77,227	98,938
Dept 51410 - VILLAGE/TOWN OFFICE							
101-51410-50101	SALARIES	184,247	220,171	159,825	164,588	142,359	172,453
101-51410-50102	WAGES	48,356	49,214	57,415	52,141	45,380	53,705
101-51410-50104	OVERTIME	95	212		1,500		1,500
101-51410-50201	FICA	17,811	19,866	16,294	16,695	14,234	17,416
101-51410-50202	RETIREMENT	15,092	18,126	14,120	14,954	12,954	15,718
101-51410-50203	HEALTH INSURANCE	70,787	47,876	54,301	70,925	45,183	55,763
101-51410-50204	DENTAL INSURANCE	4,134	3,329	4,082	4,522	2,807	3,731
101-51410-50205	LIFE INSURANCE	471	504	419	538	348	538
101-51410-50206	POST RETIREMENT BENEFITS	1,752	2,268	2,423	2,547	2,254	2,581
101-51410-50207	UNEMPLOYMENT						
101-51410-50301	OFFICE SUPPLIES	4,008	4,118	5,562	8,182	5,965	8,000
101-51410-50302	COPIER	2,608	2,530	2,240	2,331	2,181	2,332
101-51410-50303	POSTAGE	2,029	3,930	4,236	3,500	3,540	3,500
101-51410-50309	OTHER SUPPLIES AND EXPENSE	9,909	9,441	12,112	15,000	14,691	15,000
101-51410-50404	LEGAL	22,373	23,296	20,419	30,000	20,582	30,000
101-51410-50405	COMPUTER AND WEBSITE	40,721	44,600	34,293	42,615	20,978	52,779
101-51410-50503	EQUIPMENT LEASE AND RENTAL	1,645	1,560	1,560	1,600	12,928	19,100
101-51410-50701	CONFERENCES & TRAINING	80	110	2,580	2,500	2,624	21,051
101-51410-50702	TRAVEL	300	1,620	2,539	1,800	2,208	1,800
101-51410-50801	NEWSLETTER						
101-51410-50805	ADMINISTRATIVE CHARGE	(109,410)	(93,260)	(111,692)	(118,161)	(96,357)	(117,408)
101-51410-50902	EQUIPMENT CAPITAL OUTLAY	119		359			400
Totals for dept 51410 - VILLAGE/TOWN OFFICE		317,127	359,511	283,087	317,777	254,859	359,959
Dept 51420 - CLERK/TREASURER							
101-51420-50101	SALARIES	87,947	59,543	47,125	48,750	43,606	70,200
101-51420-50201	FICA	6,756	3,557	3,573	3,729	3,324	5,370
101-51420-50202	RETIREMENT	4,818	2,413	3,203	3,364	2,978	4,879
101-51420-50203	HEALTH INSURANCE	17,310	10,298	14,683	16,133	7,857	24,716
101-51420-50204	DENTAL INSURANCE	1,249	785	1,047	1,047	472	1,408
101-51420-50205	LIFE INSURANCE	192	37	30	45	115	305
101-51420-50206	POST RETIREMENT BENEFITS	185	246	291	266	73	291
101-51420-50301	OFFICE SUPPLIES		250	460			500
101-51420-50309	OTHER SUPPLIES AND EXPENSE	39	250			(9)	500
101-51420-50701	CONFERENCES & TRAINING	1,612	2,518	1,620	2,000	1,409	2,000
101-51420-50702	TRAVEL	1,334	1,640	1,800	1,800	450	2,000
101-51420-50902	EQUIPMENT CAPITAL OUTLAY						700
Totals for dept 51420 - CLERK/TREASURER		121,442	81,537	73,832	77,134	60,275	112,869

Dept 51421 - LICENSE PUBLICATION FEES							
101-51421-50305	PRINTING AND PUBLISHING	958	948	153	1,000	591	800
Totals for dept 51421 - LICENSE PUBLICATION FEES		958	948	153	1,000	591	800
Dept 51430 - ELECTIONS							
101-51430-50101	SALARIES	6,330	19,763	7,420	20,000	22,649	10,000
101-51430-50104	OVERTIME						
101-51430-50201	FICA	484	1,512	568	1,530	1,733	765
101-51430-50202	RETIREMENT	8					
101-51430-50203	HEALTH INSURANCE						
101-51430-50204	DENTAL INSURANCE						
101-51430-50303	POSTAGE	2,108	2,534	510	3,990	3,606	2,960
101-51430-50309	OTHER SUPPLIES AND EXPENSE	115	2,369	1,822	4,000	5,357	3,000
101-51430-50409	OTHER CONTRACTED SERVICES						
101-51430-50701	CONFERENCES & TRAINING		169				
101-51430-50902	EQUIPMENT CAPITAL OUTLAY	1,298	1,362	2,538	1,400	1,404	1,000
Totals for dept 51430 - ELECTIONS		10,343	27,709	12,858	30,920	34,749	17,725
Dept 51510 - ASSESSOR							
101-51510-50301	OFFICE SUPPLIES	941	696	977	1,000	7,863	1,000
101-51510-50407	ASSESSMENT	32,000	32,005	190,600	59,500	54,542	59,500
Totals for dept 51510 - ASSESSOR		32,941	32,701	191,577	60,500	62,405	60,500
Dept 51520 - BOARD OF REVIEW							
101-51520-50101	SALARIES				400		400
101-51520-50201	FICA				31		31
101-51520-50202	RETIREMENT						
101-51520-50309	OTHER SUPPLIES AND EXPENSE	45			100	101	100
101-51520-50404	LEGAL				500		500
101-51520-50701	CONFERENCES & TRAINING		45	50	56	69	60
Totals for dept 51520 - BOARD OF REVIEW		45	45	1,081	157	195	1,091
Dept 51610 - VILLAGE/TOWN HALL							
101-51610-50309	OTHER SUPPLIES AND EXPENSE	2,024	4,008	3,621	4,000	1,501	2,000
101-51610-50409	OTHER CONTRACTED SERVICES	5,292	5,405	5,244	4,800	4,400	5,200
101-51610-50501	BUILDINGS AND GROUNDS	15,224	18,456	25,035	28,500	21,830	25,000
101-51610-50602	ELECTRICITY	8,772	12,617	12,733	12,823	9,877	13,465
101-51610-50603	GAS	4,121	6,330	4,446	5,500	2,907	5,775
101-51610-50604	TELEPHONE	3,935	4,757	4,088	3,900	3,853	6,756
101-51610-50606	WATER AND SEWER	8,152	3,243	7,836	6,300	3,562	6,400
101-51610-50902	EQUIPMENT CAPITAL OUTLAY						
Totals for dept 51610 - VILLAGE/TOWN HALL		47,520	54,816	63,003	65,823	47,930	64,596
Dept 51910 - OTHER GENERAL GOVERNMENT							
101-51910-50304	MEMBERSHIPS	7,490	4,496	4,954	4,289	650	5,543
101-51910-50305	PRINTING AND PUBLISHING	811	978	2,053	1,500	1,006	1,000
101-51910-50401	AUDITING AND ACCOUNTING	19,872	23,213	25,163	24,051	23,546	24,000
101-51910-50402	CONSULTING AND FINANCIAL ADVISOR	468	945	4,721	5,000	42,712	10,000
101-51910-50403	ENGINEERING AND INSPECTION	48,079	233,698	190,015	11,000	44,300	11,000
101-51910-50404	LEGAL	64,477	115,691	87,843	67,625	81,207	75,000
101-51910-50409	OTHER CONTRACTED SERVICES		20,000		5,000	5,294	5,000
101-51910-50802	ILLEGAL AND UNCOLLECTIBLE TAXES	1,386			5,000		
101-51910-50803	COLLECTION EXPENSE	44,668	42,076	54,006	47,000	33,190	55,000
101-51910-50804	UNCOLLECTIBLE ACCOUNTS		2,615				
101-51910-50808	PRIOR YEAR EXPENSES		23,761			10,536	10,000
101-51910-50809	OTHER MISCELLANEOUS EXPENSES	2,604	2,784	5,637	58,800	4,838	148,768
101-51910-50811	LIABILITY INSURANCE	147,073	191,695	197,039	222,982	205,315	233,540
101-51910-50812	WORKER'S COMPENSATION INSURANCE						
101-51910-50813	PROPERTY INSURANCE						
101-51910-50913	PAYING AGENT FEES						
Totals for dept 51910 - OTHER GENERAL GOVERNMENT		336,928	661,952	571,431	452,247	452,594	578,851
Dept 51911 - UNION							
101-51911-50404	LEGAL	585	2,553		500		500
Totals for dept 51911 - UNION		585	2,553		500		500
Dept 51912 - INTERGOVERNMENTAL AGREEMENTS							
101-51912-50404	LEGAL						
Totals for dept 51912 - INTERGOVERNMENTAL AGREEMENTS							
Dept 51913 - PAYMENTS FOR MUNICIPAL SERVICES							
101-51913-50809	OTHER MISCELLANEOUS EXPENSES	174,989	160,838	176,389	180,000	182,912	205,804
Totals for dept 51913 - PAYMENTS FOR MUNICIPAL SERVICES		174,989	160,838	176,389	180,000	182,912	205,804

Dept 51999 - CONTINGENCY

101-51999-50809 OTHER MISCELLANEOUS EXPENSES

Totals for dept 51999 - CONTINGENCY

Dept 52100 - LAW ENFORCEMENT

101-52100-50406 LAW ENFORCEMENT

Totals for dept 52100 - LAW ENFORCEMENT

521,916	649,635	744,709	778,000	601,573	750,599	858,375
521,916	649,635	744,709	778,000	601,573	750,599	858,375

Dept 52210 - FIRE DEPARTMENT

101-52210-50101	SALARIES	768,691	811,702	909,146	1,082,165	869,811	1,036,965	1,186,447
101-52210-50103	PART-TIME	110,362	121,769	204,636	200,000	149,350	178,274	243,500
101-52210-50104	OVERTIME	145,143	109,749	171,357	120,000	151,930	176,464	135,000
101-52210-50107	OFFICERS	16,395	15,613	17,755	18,500	15,012	17,877	18,000
101-52210-50108	PAID ON CALL	103,911	119,032	110,303	120,000	107,904	127,830	130,000
101-52210-50109	PAID ON PREMISES			1,338	110,000	95,761	112,871	115,000
101-52210-50201	FICA	87,798	86,701	107,825	126,276	105,857	125,701	139,838
101-52210-50202	RETIREMENT	120,279	121,768	158,960	194,093	162,180	192,550	233,186
101-52210-50203	HEALTH INSURANCE	232,728	231,169	248,603	345,079	287,979	359,318	418,944
101-52210-50204	DENTAL INSURANCE	15,281	15,518	16,138	20,443	16,849	21,023	23,110
101-52210-50205	LIFE INSURANCE	1,909	1,205	1,071	2,055	1,224	1,524	2,302
101-52210-50206	POST RETIREMENT BENEFITS	668	697	892	761	2,818	3,515	3,232
101-52210-50207	UNEMPLOYMENT	38						
101-52210-50208	LENGTH OF SERVICE							
101-52210-50302	COPIER	1,182	447	609	500	59	74	525
101-52210-50303	POSTAGE	47	73	114	150	126	158	200
101-52210-50306	MEDICAL SUPPLIES	36,390	35,724	43,278	45,000	39,601	46,875	47,000
101-52210-50307	GEAR AND CLOTHING	29,293	30,697	34,148	37,000	34,912	43,268	37,500
101-52210-50309	OTHER SUPPLIES AND EXPENSE	9,524	9,708	11,393	11,500	10,948	12,511	12,075
101-52210-50405	COMPUTER AND WEBSITE	17,872	17,381	16,445	22,082	10,429	12,996	26,595
101-52210-50502	EQUIPMENT MAINTENANCE	9,025	8,241	11,833	14,000	9,685	12,084	16,000
101-52210-50503	EQUIPMENT LEASE AND RENTAL	445	348	348	348	319	398	349
101-52210-50504	VEHICLE MAINTENANCE	34,397	28,191	36,588	42,500	38,216	47,684	44,500
101-52210-50601	FUEL - GASOLINE AND DIESEL	20,586	32,064	30,353	32,000	26,920	33,588	35,000
101-52210-50602	ELECTRICITY	17,363	17,164	17,978	19,000	14,689	18,328	19,950
101-52210-50603	GAS	7,789	9,051	6,342	10,000	3,830	4,779	10,000
101-52210-50604	TELEPHONE	4,699	10,025	6,684	12,000	5,146	5,787	12,000
101-52210-50606	WATER AND SEWER	9,644	8,648	9,159	10,750	8,642	10,784	11,035
101-52210-50609	PUBLIC FIRE PROTECTION							
101-52210-50701	CONFERENCES & TRAINING	22,189	21,480	22,967	28,000	30,288	23,785	29,000
101-52210-50703	FIRE PREVENTION	3,499	3,113	5,292	5,000	3,697	4,613	5,500
101-52210-50809	OTHER MISCELLANEOUS EXPENSES	15,226	16,659	18,171	20,000	17,028	15,194	20,000
101-52210-50812	WORKER'S COMPENSATION INSURANCE							
101-52210-50902	EQUIPMENT CAPITAL OUTLAY	32,059	69,637	75,973	35,750	26,878	29,976	36,000
Totals for dept 52210 - FIRE DEPARTMENT		1,874,432	1,953,574	2,295,699	2,684,952	2,248,088	2,676,794	3,011,788

Dept 52220 - FIRE COMMISSION

101-52220-50101 SALARIES

101-52220-50201 FICA

101-52220-50701 CONFERENCES & TRAINING

Totals for dept 52220 - FIRE COMMISSION

140	500	160	200	300
140	500	160	200	300

Dept 52230 - PUBLIC FIRE PROTECTION

101-52230-50609 PUBLIC FIRE PROTECTION

Totals for dept 52230 - PUBLIC FIRE PROTECTION

164,171	190,624	217,077	217,000	162,808	203,139	217,077
164,171	190,624	217,077	217,000	162,808	203,139	217,077

Dept 52300 - AMBULANCE

101-52300-50804 UNCOLLECTIBLE ACCOUNTS

Totals for dept 52300 - AMBULANCE

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Dept 52400 - BUILDING INSPECTIONS								
101-52400-50101	SALARIES	86,068	88,302	110,905	77,250	66,829	79,677	85,000
101-52400-50102	WAGES	5,867	6,470	7,418	6,863	5,969	7,098	7,069
101-52400-50201	FICA	7,126	7,048	9,058	6,435	5,564	6,633	7,044
101-52400-50202	RETIREMENT	6,208	6,115	6,384	5,804	5,023	5,988	6,399
101-52400-50203	HEALTH INSURANCE	26,412	25,579	10,478	27,874	1,992	2,486	2,526
101-52400-50204	DENTAL INSURANCE	1,707	1,736	699	1,800	117	147	137
101-52400-50205	LIFE INSURANCE	783	826	369	288	205	256	286
101-52400-50206	POST RETIREMENT BENEFITS				1,431			1,325
101-52400-50207	UNEMPLOYMENT							
101-52400-50309	OTHER SUPPLIES AND EXPENSE	370	570	2,298	1,500	1,932	2,335	2,211
101-52400-50403	ENGINEERING AND INSPECTION	1,188	1,179	3,711	1,500	4,253	5,306	4,500
101-52400-50405	COMPUTER AND WEBSITE	598	613	1,067	1,067	1,101	1,373	1,144
101-52400-50504	VEHICLE MAINTENANCE					58	72	200
101-52400-50601	FUEL - GASOLINE AND DIESEL							1,000
101-52400-50701	CONFERENCES & TRAINING			1,275	3,000	2,226	2,611	3,000
101-52400-50702	TRAVEL	1,225	793	2,570	2,000	1,345	1,678	2,100
101-52400-50806	CODE ENFORCEMENT			200	1,500	84	25	500
101-52400-50902	EQUIPMENT CAPITAL OUTLAY					793		
Totals for dept 52400 - BUILDING INSPECTIONS		137,552	139,231	156,432	138,312	97,491	115,685	124,441
Dept 53100 - PUBLIC WORKS								
101-53100-50101	SALARIES	33,820	33,030	32,849	34,030	29,437	35,096	39,548
101-53100-50102	WAGES	180,844	128,456	178,179	189,598	157,979	188,560	196,910
101-53100-50104	OVERTIME	1,998	1,420	3,607	3,500	3,332	3,721	3,500
101-53100-50105	SNOW REMOVAL	7,443	4,321	4,320	7,000	5,234	6,531	10,000
101-53100-50106	SEASONAL	27,114	22,558	21,293	40,000	26,349	31,642	40,000
101-53100-50201	FICA	19,228	14,424	18,296	20,971	16,824	20,098	22,182
101-53100-50202	RETIREMENT	14,034	11,555	14,839	15,817	13,560	16,187	16,955
101-53100-50203	HEALTH INSURANCE	69,896	48,928	66,399	69,691	60,576	75,582	93,449
101-53100-50204	DENTAL INSURANCE	4,665	3,603	4,839	4,977	4,631	5,779	5,639
101-53100-50205	LIFE INSURANCE	1,076	786	647	220	255	318	303
101-53100-50206	POST RETIREMENT BENEFITS	1,299	1,344	1,428	1,431	128	160	146
101-53100-50207	UNEMPLOYMENT		220	48	300			
101-53100-50307	GEAR AND CLOTHING				1,000	1,000	1,860	1,750
101-53100-50309	OTHER SUPPLIES AND EXPENSE	9,612	14,813	15,268	19,000	17,868	22,090	20,000
101-53100-50403	ENGINEERING AND INSPECTION							
101-53100-50405	COMPUTER AND WEBSITE							
101-53100-50501	BUILDINGS AND GROUNDS	36						
101-53100-50504	VEHICLE MAINTENANCE	11,547	10,629	12,530	14,000	14,000	17,468	14,000
101-53100-50505	ROAD MAINTENANCE	62,652	65,809	65,010	70,000	21,182	25,186	85,000
101-53100-50506	DITCHING AND DRAINAGE	219						
101-53100-50601	FUEL - GASOLINE AND DIESEL	19,515	16,226	13,176	15,000	18,580	23,183	15,000
101-53100-50602	ELECTRICITY	10,678	10,885	10,986	9,326	8,522	10,633	11,000
101-53100-50603	GAS	4,123	5,461	3,836	5,734	2,508	3,129	6,021
101-53100-50604	TELEPHONE	336	1,037	660	500	484	549	600
101-53100-50606	WATER AND SEWER	7,726	6,486	13,425	15,000	7,124	8,888	9,120
101-53100-50607	STREET LIGHTS	22,022	20,753	23,246	23,144	19,534	21,813	24,195
101-53100-50701	CONFERENCES & TRAINING	419	1,990	2,657	1,000			2,000
101-53100-50702	TRAVEL			146	250			
101-53100-50902	EQUIPMENT CAPITAL OUTLAY		2,000	1,950	3,000			3,500
Totals for dept 53100 - PUBLIC WORKS		510,302	426,734	509,634	564,489	429,107	518,473	620,818
Dept 53620 - SOLID WASTE								
101-53620-50102	WAGES	7,042	11,913	10,646	9,237	7,988	9,524	9,944
101-53620-50201	FICA	539	855	803	707	599	714	761
101-53620-50202	RETIREMENT	447	830	717	637	551	657	691
101-53620-50203	HEALTH INSURANCE	3,056	4,256	4,383	3,723	3,331	4,157	4,055
101-53620-50204	DENTAL INSURANCE	192	304	299	242	214	268	242
101-53620-50205	LIFE INSURANCE	43	47	30	8	10	13	11
101-53620-50301	OFFICE SUPPLIES				1,000			1,000
101-53620-50408	GARBAGE COLLECTION	458,452	476,998	522,056	590,179	439,639	548,549	413,187
101-53620-50504	VEHICLE MAINTENANCE							
101-53620-50601	FUEL - GASOLINE AND DIESEL							
101-53620-50608	RECYCLING AND TIPPING FEES	221,655	233,753	251,278	306,504	222,591	277,732	217,831
Totals for dept 53620 - SOLID WASTE		691,426	728,956	790,212	912,237	674,923	841,614	647,722

Dept 54100 - ANIMAL CONTROL								
101-54100-50409	OTHER CONTRACTED SERVICES	14,297	13,225	9,790	10,733	9,946	12,410	10,862
Totals for dept 54100 - ANIMAL CONTROL		14,297	13,225	9,790	10,733	9,946	12,410	10,862
Dept 55200 - PARKS								
101-55200-50101	SALARIES				500			500
101-55200-50201	FICA				38			38
101-55200-50309	OTHER SUPPLIES AND EXPENSE	2,639	2,900	5,072	3,000	2,352	2,760	3,000
101-55200-50409	OTHER CONTRACTED SERVICES	158		50	200			
101-55200-50501	BUILDINGS AND GROUNDS					755	942	
101-55200-50902	EQUIPMENT CAPITAL OUTLAY				4,000	3,160	3,943	4,000
Totals for dept 55200 - PARKS		2,797	2,900	5,122	7,738	6,267	7,645	7,538
Dept 55300 - RECREATION								
101-55300-50102	WAGES	5,757	5,990	5,072	5,778	4,965	5,918	5,952
101-55300-50104	OVERTIME							
101-55300-50106	SEASONAL		4,999		1,500			1,500
101-55300-50201	FICA	442	823	385	557	367	438	570
101-55300-50202	RETIREMENT	389	389	345	399	343	408	414
101-55300-50203	HEALTH INSURANCE	993	978	603	1,009			2,704
101-55300-50204	DENTAL INSURANCE	55	56	85	161	147	184	161
101-55300-50205	LIFE INSURANCE	4	5	3	5	4	4	5
101-55300-50309	OTHER SUPPLIES AND EXPENSE	1,000						
101-55300-50902	EQUIPMENT CAPITAL OUTLAY							
Totals for dept 55300 - RECREATION		8,640	13,240	6,493	9,409	5,826	6,952	11,306
Dept 56910 - PLAN COMMISSION								
101-56910-50101	SALARIES	29,862	31,520	36,197	37,772	32,714	39,005	39,600
101-56910-50102	WAGES	1,320	1,120	640	3,360	840	1,048	3,360
101-56910-50201	FICA	2,386	2,378	2,815	3,147	2,567	3,065	3,287
101-56910-50202	RETIREMENT	2,016	2,035	2,442	2,606	2,254	2,688	2,752
101-56910-50203	HEALTH INSURANCE	8,493	7,383	4,518	6,981	4,550	5,677	5,407
101-56910-50204	DENTAL INSURANCE	349	349	322	433	295	369	645
101-56910-50205	LIFE INSURANCE	32	32	39	57	44	56	75
101-56910-50206	POST RETIREMENT BENEFITS							
101-56910-50305	PRINTING AND PUBLISHING	531	416	289	400	254	317	400
101-56910-50309	OTHER SUPPLIES AND EXPENSE		40	30	30	24	30	30
101-56910-50403	ENGINEERING AND INSPECTION							
101-56910-50409	OTHER CONTRACTED SERVICES	34,925	10,315	8,481	10,000			12,400
Totals for dept 56910 - PLAN COMMISSION		79,914	55,588	55,773	64,786	43,542	52,255	67,956
Dept 56920 - BOARD OF APPEALS								
101-56920-50102	WAGES	440	320		400			400
101-56920-50201	FICA	34	24		31			31
101-56920-50202	RETIREMENT							
101-56920-50309	OTHER SUPPLIES AND EXPENSE							
Totals for dept 56920 - BOARD OF APPEALS		474	344		431			431
Dept 59100 - TRANSFER OUT								
101-59100-50000	TRANSFER TO OTHER FUNDS			1,800,754				
Totals for dept 59100 - TRANSFER OUT				1,800,754				
TOTAL APPROPRIATIONS		5,242,288	5,727,534	8,140,150	6,751,696	5,532,502	6,678,719	7,170,685
NET OF REVENUES/APPROPRIATIONS - FUND 101		74,582	2,015,616	731,930		2,155,206	2,339,573	
BEGINNING FUND BALANCE		3,026,402	3,100,987	5,105,858	5,837,663	5,837,663	5,837,663	8,177,236
FUND BALANCE ADJUSTMENTS			(10,747)	(128)				
ENDING FUND BALANCE		3,100,984	5,105,856	5,837,660	5,837,663	7,992,869	8,177,236	8,177,236
Fund 201 - DRAINAGE FUND								
ESTIMATED REVENUES								
Dept 46000 - PUBLIC CHARGES FOR SERVICES								
201-46000-46328	STORM DRAINAGE FEES							
201-46000-46900	IMPACT FEES							
Totals for dept 46000 - PUBLIC CHARGES FOR SERVICES								
Dept 48000 - MISCELLANEOUS REVENUES								
201-48000-48110	INTEREST INCOME	27	742	2,417		2,241		
Totals for dept 48000 - MISCELLANEOUS REVENUES		27	742	2,417		2,241		
TOTAL ESTIMATED REVENUES		27	742	2,417		2,241		

APPROPRIATIONS

Dept 53449 - DRAINAGE

201-53449-50309 OTHER SUPPLIES AND EXPENSE

201-53449-50409 OTHER CONTRACTED SERVICES

Totals for dept 53449 - DRAINAGE

Dept 59100 - TRANSFER OUT

201-59100-50000 TRANSFER TO OTHER FUNDS

Totals for dept 59100 - TRANSFER OUT

TOTAL APPROPRIATIONS

NET OF REVENUES/APPROPRIATIONS - FUND 201

BEGINNING FUND BALANCE

ENDING FUND BALANCE

27	742	2,417		2,241		
139,188	139,214	139,956	142,373	142,373	142,373	142,373
139,215	139,956	142,373	142,373	144,614	142,373	142,373

Fund 202 - PARK FUND

ESTIMATED REVENUES

Dept 43000 - INTERGOVERNMENTAL

202-43000-43690 OTHER STATE PAYMENTS

Totals for dept 43000 - INTERGOVERNMENTAL

Dept 46000 - PUBLIC CHARGES FOR SERVICES

202-46000-46105 CHARGES FOR SERVICES

202-46000-46900 IMPACT FEES

Totals for dept 46000 - PUBLIC CHARGES FOR SERVICES

Dept 48000 - MISCELLANEOUS REVENUES

202-48000-48110 INTEREST INCOME

202-48000-48200 RENTAL INCOME

202-48000-48500 DONATIONS - OTHER

202-48000-48910 GRANT REVENUE

Totals for dept 48000 - MISCELLANEOUS REVENUES

23	947	3,085		2,861		
7,731						
7,754	947	3,085		2,861		

Dept 49000 - FINANCING SOURCES

202-49000-49100 PROCEEDS FROM DEBT

Totals for dept 49000 - FINANCING SOURCES

TOTAL ESTIMATED REVENUES

7,754	947	3,085		2,861		
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APPROPRIATIONS

Dept 55200 - PARKS

202-55200-50309 OTHER SUPPLIES AND EXPENSE

202-55200-50409 OTHER CONTRACTED SERVICES

202-55200-50809 OTHER MISCELLANEOUS EXPENSES

Totals for dept 55200 - PARKS

327	5,814	6,534	5,111			5,111
327	5,814	6,534	5,111			5,111

Dept 59100 - TRANSFER OUT

202-59100-50000 TRANSFER TO OTHER FUNDS

Totals for dept 59100 - TRANSFER OUT

TOTAL APPROPRIATIONS

327	5,814	6,534	5,111			5,111
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NET OF REVENUES/APPROPRIATIONS - FUND 202

BEGINNING FUND BALANCE

ENDING FUND BALANCE

7,427	(4,867)	(3,449)	(5,111)	2,861		(5,111)
52,456	59,884	55,017	51,569	51,569	51,569	51,569
59,883	55,017	51,568	46,458	54,430	51,569	46,458

Fund 204 - GRANT FUND

ESTIMATED REVENUES

Dept 43000 - INTERGOVERNMENTAL

204-43000-43300 Other Federal Payments

Totals for dept 43000 - INTERGOVERNMENTAL

(69,246)	9,515			532,190		
(69,246)	9,515			532,190		

TOTAL ESTIMATED REVENUES

(69,246)	9,515			532,190		
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APPROPRIATIONS						
Dept 59100 - TRANSFER OUT						
204-59100-50000	TRANSFER TO OTHER FUNDS	433,877	9,515	532,190		
Totals for dept 59100 - TRANSFER OUT		433,877	9,515	532,190		
TOTAL APPROPRIATIONS						
NET OF REVENUES/APPROPRIATIONS - FUND 204		(503,123)				
BEGINNING FUND BALANCE			(503,123)			
FUND BALANCE ADJUSTMENTS			503,123			
ENDING FUND BALANCE		(503,123)				
Fund 301 - DEBT SERVICE FUND						
ESTIMATED REVENUES						
Dept 41000 - TAXES						
301-41000-41111	VILLAGE PROPERTY TAXES	978,342	1,038,531	1,037,904	932,821	951,329
301-41000-41112	TOWN PROPERTY TAXES	97,783	114,342	94,597	79,404	77,622
Totals for dept 41000 - TAXES		1,076,125	1,152,873	1,132,501	1,012,225	1,028,951
Dept 48000 - MISCELLANEOUS REVENUES						
301-48000-48110	INTEREST INCOME		4,384	8,590		
301-48000-48111	UNREALIZED GAIN/LOSS IN INVESTMENTS			(1,457)		
Totals for dept 48000 - MISCELLANEOUS REVENUES			4,384	7,133		
Dept 49000 - FINANCING SOURCES						
301-49000-49100	PROCEEDS FROM DEBT	415,000				38,489
301-49000-49190	PREMIUM ON DEBT	87,680	194,420			
301-49000-49200	TRANSFER FROM OTHER FUNDS					
Totals for dept 49000 - FINANCING SOURCES		502,680	194,420			38,489
TOTAL ESTIMATED REVENUES		1,578,805	1,152,873	1,331,305	1,012,225	1,067,440
APPROPRIATIONS						
Dept 51910 - OTHER GENERAL GOVERNMENT						
301-51910-50905	FURNITURE AND FIXTURES CAPITAL OUTLAY					
Totals for dept 51910 - OTHER GENERAL GOVERNMENT						
Dept 58100 - DEBT SERVICE-PRINCIPAL						
301-58100-50910	PRINCIPAL ON DEBT	1,386,795	1,004,381	1,034,598	930,032	860,358
Totals for dept 58100 - DEBT SERVICE-PRINCIPAL		1,386,795	1,004,381	1,034,598	930,032	860,358
Dept 58200 - DEBT SERVICE - INTEREST						
301-58200-50911	INTEREST	127,291	144,692	97,754	75,649	162,050
Totals for dept 58200 - DEBT SERVICE - INTEREST		127,291	144,692	97,754	75,649	162,050
Dept 58900 - DISCOUNTS AND ISSUE COSTS						
301-58900-50912	DEBT ISSUE COST	12,298	4,718	5,168	1,300	5,568
Totals for dept 58900 - DISCOUNTS AND ISSUE COSTS		12,298	4,718	5,168	1,300	5,568
Dept 59100 - TRANSFER OUT						
301-59100-50000	TRANSFER TO OTHER FUNDS					
Totals for dept 59100 - TRANSFER OUT						
TOTAL APPROPRIATIONS		1,526,384	1,153,791	1,137,520	1,006,981	1,027,976
NET OF REVENUES/APPROPRIATIONS - FUND 301		52,421	(918)	193,785	5,244	39,464
BEGINNING FUND BALANCE		34,652	87,073	86,155	279,939	279,939
ENDING FUND BALANCE		87,073	86,155	279,940	285,183	319,403
Fund 302 - TID#1 DEBT SERVICE FUND						
ESTIMATED REVENUES						
Dept 41000 - TAXES						
302-41000-41111	VILLAGE PROPERTY TAXES	1,011,944	945,869	909,045	870,741	1,154,643
Totals for dept 41000 - TAXES		1,011,944	945,869	909,045	870,741	1,154,643
Dept 48000 - MISCELLANEOUS REVENUES						
302-48000-48110	INTEREST INCOME	4,178	71,043	246,416	217,039	
302-48000-48111	UNREALIZED GAIN/LOSS IN INVESTMENTS				23,945	
Totals for dept 48000 - MISCELLANEOUS REVENUES		4,178	71,043	246,416	240,984	

Dept 49000 - FINANCING SOURCES						
302-49000-49100	PROCEEDS FROM DEBT	885,000				
302-49000-49190	PREMIUM ON DEBT	138,950				
Totals for dept 49000 - FINANCING SOURCES		1,023,950				
TOTAL ESTIMATED REVENUES						
		2,040,072	1,016,912	1,155,461	870,741	1,116,039
						1,154,643
APPROPRIATIONS						
Dept 58100 - DEBT SERVICE-PRINCIPAL						
302-58100-50910	PRINCIPAL ON DEBT	1,146,001	415,000	445,000	475,000	485,000
Totals for dept 58100 - DEBT SERVICE-PRINCIPAL		1,146,001	415,000	445,000	475,000	485,000
Dept 58200 - DEBT SERVICE - INTEREST						
302-58200-50911	INTEREST	195,162	235,625	226,497	210,690	197,443
Totals for dept 58200 - DEBT SERVICE - INTEREST		195,162	235,625	226,497	210,690	197,443
Dept 58900 - DISCOUNTS AND ISSUE COSTS						
302-58900-50912	DEBT ISSUE COST	39,101				
Totals for dept 58900 - DISCOUNTS AND ISSUE COSTS		39,101				
Dept 59100 - TRANSFER OUT						
302-59100-50000	TRANSFER TO OTHER FUNDS					
Totals for dept 59100 - TRANSFER OUT						
TOTAL APPROPRIATIONS						
		1,380,264	650,625	671,497	685,690	684,034
						682,443
NET OF REVENUES/APPROPRIATIONS - FUND 302						
		659,808	366,287	483,964	185,051	432,005
BEGINNING FUND BALANCE		1,856,006	2,515,814	2,882,101	3,366,065	3,366,065
ENDING FUND BALANCE		2,515,814	2,882,101	3,366,065	3,551,116	3,798,070
						3,366,065
						3,838,265
Fund 303 - TID#2 DEBT SERVICE FUND						
ESTIMATED REVENUES						
Dept 41000 - TAXES						
303-41000-41111	VILLAGE PROPERTY TAXES	942,859	1,547,204	1,238,192	1,238,739	1,244,877
Totals for dept 41000 - TAXES		942,859	1,547,204	1,238,192	1,238,739	1,244,877
						1,164,956
Dept 48000 - MISCELLANEOUS REVENUES						
303-48000-48110	INTEREST INCOME	2,747	51,854	234,410		306,455
303-48000-48111	UNREALIZED GAIN/LOSS IN INVESTMENTS					17,399
Totals for dept 48000 - MISCELLANEOUS REVENUES		2,747	51,854	234,410		323,854
Dept 49000 - FINANCING SOURCES						
303-49000-49100	PROCEEDS FROM DEBT					
303-49000-49200	TRANSFER FROM OTHER FUNDS			75,000		
Totals for dept 49000 - FINANCING SOURCES				75,000		
TOTAL ESTIMATED REVENUES						
		945,606	1,599,058	1,547,602	1,238,739	1,568,731
						1,164,956
APPROPRIATIONS						
Dept 58100 - DEBT SERVICE-PRINCIPAL						
303-58100-50910	PRINCIPAL ON DEBT	275,000	690,000	465,000	405,000	400,000
Totals for dept 58100 - DEBT SERVICE-PRINCIPAL		275,000	690,000	465,000	405,000	400,000
Dept 58200 - DEBT SERVICE - INTEREST						
303-58200-50911	INTEREST	269,109	258,724	245,946	232,316	138,743
Totals for dept 58200 - DEBT SERVICE - INTEREST		269,109	258,724	245,946	232,316	138,743
						218,554
Dept 58900 - DISCOUNTS AND ISSUE COSTS						
303-58900-50912	DEBT ISSUE COST					
Totals for dept 58900 - DISCOUNTS AND ISSUE COSTS						
Dept 59100 - TRANSFER OUT						
303-59100-50000	TRANSFER TO OTHER FUNDS	23,083	21,979	27,893		18,472
Totals for dept 59100 - TRANSFER OUT		23,083	21,979	27,893		18,472
TOTAL APPROPRIATIONS						
		567,192	970,703	738,839	637,316	562,215
						618,554
NET OF REVENUES/APPROPRIATIONS - FUND 303						
		378,414	628,355	808,763	601,423	1,006,516
BEGINNING FUND BALANCE		1,083,161	1,461,575	2,089,930	2,898,692	2,898,692
ENDING FUND BALANCE		1,461,575	2,089,930	2,898,693	3,500,115	3,905,208
						2,898,692
						3,445,094

Fund 304 - TID#3 DEBT SERVICE FUND

ESTIMATED REVENUES

Dept 41000 - TAXES

304-41000-41111	VILLAGE PROPERTY TAXES	23,422	25,282	689,030	692,444	1,475,231
Totals for dept 41000 - TAXES		23,422	25,282	689,030	692,444	1,475,231

TOTAL ESTIMATED REVENUES

23,422 25,282 689,030 692,444 1,475,231

APPROPRIATIONS

Dept 58100 - DEBT SERVICE-PRINCIPAL

304-58100-50910 PRINCIPAL ON DEBT

Totals for dept 58100 - DEBT SERVICE-PRINCIPAL

Dept 58200 - DEBT SERVICE - INTEREST

304-58200-50911 INTEREST

Totals for dept 58200 - DEBT SERVICE - INTEREST

4,972 4,223 3,949 3,927
4,972 4,223 3,949 3,927

TOTAL APPROPRIATIONS

4,972 4,223 3,949 3,927

NET OF REVENUES/APPROPRIATIONS - FUND 304

BEGINNING FUND BALANCE

ENDING FUND BALANCE

23,422 20,310 684,807 688,495 1,471,304
23,422 43,732 43,732 43,732 43,732
23,422 43,732 728,539 732,227 43,732 1,515,036

Fund 305 - TID#4 DEBT SERVICE FUND

ESTIMATED REVENUES

Dept 41000 - TAXES

305-41000-41111 VILLAGE PROPERTY TAXES

305-41000-41113 DEVELOPER GUARANTEE PAYMENT

Totals for dept 41000 - TAXES

2,301 688,596 626,177 594,303 597,248 499,578
94,880
97,181 688,596 626,177 594,303 597,248 499,578

Dept 48000 - MISCELLANEOUS REVENUES

305-48000-48110 INTEREST INCOME

Totals for dept 48000 - MISCELLANEOUS REVENUES

1
1

TOTAL ESTIMATED REVENUES

97,182 688,596 626,177 594,303 597,248 499,578

NET OF REVENUES/APPROPRIATIONS - FUND 305

BEGINNING FUND BALANCE

ENDING FUND BALANCE

97,182 688,596 626,177 594,303 597,248 499,578
1,420 98,602 787,198 1,413,375 1,413,375 1,413,375 1,413,375
98,602 787,198 1,413,375 2,007,678 2,010,623 1,413,375 1,912,953

Fund 306 - TID#5 DEBT SERVICE FUND

ESTIMATED REVENUES

Dept 41000 - TAXES

306-41000-41111 VILLAGE PROPERTY TAXES

Totals for dept 41000 - TAXES

447 6,060 9,956 10,006 138,635
447 6,060 9,956 10,006 138,635

Dept 48000 - MISCELLANEOUS REVENUES

306-48000-48110 INTEREST INCOME

Totals for dept 48000 - MISCELLANEOUS REVENUES

TOTAL ESTIMATED REVENUES

447 6,060 9,956 10,006 138,635

NET OF REVENUES/APPROPRIATIONS - FUND 306

BEGINNING FUND BALANCE

ENDING FUND BALANCE

447 6,060 9,956 10,006 138,635
3,010 3,010 3,458 9,517 9,517 9,517 9,517
3,010 3,457 9,518 19,473 19,523 9,517 148,152

Fund 307 - TID#6 DEBT SERVICE FUND

ESTIMATED REVENUES

Dept 41000 - TAXES

307-41000-41111 VILLAGE PROPERTY TAXES

Totals for dept 41000 - TAXES

735 14,404 15,266 75,326 75,699 123,680
735 14,404 15,266 75,326 75,699 123,680

Dept 48000 - MISCELLANEOUS REVENUES

307-48000-48110 INTEREST INCOME

Totals for dept 48000 - MISCELLANEOUS REVENUES

1
1

TOTAL ESTIMATED REVENUES

736 14,404 15,266 75,326 75,699 123,680

Dept 58100 - DEBT SERVICE-PRINCIPAL
307-58100-50910 PRINCIPAL ON DEBT
Totals for dept 58100 - DEBT SERVICE-PRINCIPAL

307-58200-50911	INTEREST	5,836	4,958	4,636	4,610
Totals for dept 58200 - DEBT SERVICE - INTEREST		5,836	4,958	4,636	4,610

NET OF REVENUES/APPROPRIATIONS - FUND 307	736	14,404	9,430	70,368	71,063		119,070
BEGINNING FUND BALANCE	3,315	4,052	18,455	27,885	27,885	27,885	27,885
ENDING FUND BALANCE	4,051	18,456	27,885	98,253	98,948	27,885	146,955

308-41000-41111	VILLAGE PROPERTY TAXES	18,136	27,799	41,071	44,891	45,114	42,846
Totals for dept 41000 - TAXES		18,136	27,799	41,071	44,891	45,114	42,846

Totals for dept 48000 - MISCELLANEOUS REVENUES

NET OF REVENUES/APPROPRIATIONS - FUND 308	18,136	27,799	41,071	44,891	45,114	42,846
BEGINNING FUND BALANCE	14,808	32,944	60,743	101,815	101,815	101,815
ENDING FUND BALANCE	32,944	60,743	101,814	146,706	146,929	144,661

309-41000-41111	VILLAGE PROPERTY TAXES	216	305	1,049	1,159	1,165	1,113
Totals for dept 41000 - TAXES		216	305	1,049	1,159	1,165	1,113

Totals for dept 48000 - MISCELLANEOUS REVENUES

NET OF REVENUES/APPROPRIATIONS - FUND 309	216	305	1,049	1,159	1,165		1,113
BEGINNING FUND BALANCE	472	689	993	2,043	2,043	2,043	2,043
ENDING FUND BALANCE	688	994	2,042	3,202	3,208	2,043	3,156

310-41000-41111	VILLAGE PROPERTY TAXES	2,317	(654)	3,446	4,786	4,810	4,071
Totals for dept 41000 - TAXES		2,317	(654)	3,446	4,786	4,810	4,071

Totals for dept 48000 - MISCELLANEOUS REVENUES

NET OF REVENUES/APPROPRIATIONS - FUND 310	2,317	(654)	3,446	4,786	4,810	4,071
BEGINNING FUND BALANCE	2,670	4,987	4,332	7,779	7,779	7,779
ENDING FUND BALANCE	4,987	4,333	7,778	12,565	12,589	11,850

ESTIMATED REVENUES						
Dept 41000 - TAXES						
311-41000-41111	VILLAGE PROPERTY TAXES	3,034	23,125	24,679	24,802	23,423
Totals for dept 41000 - TAXES		3,034	23,125	24,679	24,802	23,423
Dept 48000 - MISCELLANEOUS REVENUES						
311-48000-48110 INTEREST INCOME						
Totals for dept 48000 - MISCELLANEOUS REVENUES						
TOTAL ESTIMATED REVENUES		3,034	23,125	24,679	24,802	23,423
NET OF REVENUES/APPROPRIATIONS - FUND 311		3,034	23,125	24,679	24,802	23,423
BEGINNING FUND BALANCE		3,979	7,014	7,014	30,139	30,139
ENDING FUND BALANCE		7,013	7,014	30,139	54,818	53,562
Fund 312 - TID#11 DEBT SERVICE FUND						
ESTIMATED REVENUES						
Dept 41000 - TAXES						
312-41000-41111	VILLAGE PROPERTY TAXES	73	1,002	882	971	923
Totals for dept 41000 - TAXES		73	1,002	882	971	923
Dept 48000 - MISCELLANEOUS REVENUES						
312-48000-48110 INTEREST INCOME						
Totals for dept 48000 - MISCELLANEOUS REVENUES						
TOTAL ESTIMATED REVENUES		73	1,019	882	971	923
NET OF REVENUES/APPROPRIATIONS - FUND 312		73	1,019	882	971	923
BEGINNING FUND BALANCE		255	327	1,330	2,212	2,212
FUND BALANCE ADJUSTMENTS			(17)			
ENDING FUND BALANCE		328	1,329	2,212	3,178	3,135
Fund 401 - CAPITAL IMPROVEMENT						
ESTIMATED REVENUES						
Dept 41000 - TAXES						
401-41000-41111 VILLAGE PROPERTY TAXES						
Totals for dept 41000 - TAXES						
Dept 43000 - INTERGOVERNMENTAL						
401-43000-43690 OTHER STATE PAYMENTS						
401-43000-43692 ENVIRONMENTAL IMPROVEMENT FUND						
401-43000-43790	OTHER LOCAL GOVERNMENT GRANTS	47,654	12,325			
Totals for dept 43000 - INTERGOVERNMENTAL		47,654	12,325			
Dept 48000 - MISCELLANEOUS REVENUES						
401-48000-48110 INTEREST INCOME						
401-48000-48111 UNREALIZED GAIN/LOSS IN INVESTMENTS						
401-48000-48900 MISCELLANEOUS REVENUE						
Totals for dept 48000 - MISCELLANEOUS REVENUES		14,840	23,019	45,096	(7,649)	
Dept 49000 - FINANCING SOURCES						
401-49000-49100 PROCEEDS FROM DEBT						
401-49000-49190	PREMIUM ON DEBT	1,355,000	3,435,000			
401-49000-49200 TRANSFER FROM OTHER FUNDS						
401-49000-49900	CONTINUING APPROPRIATIONS	9,645	33,029			
Totals for dept 49000 - FINANCING SOURCES		85,411	1,810,269	119,008		
TOTAL ESTIMATED REVENUES		1,412,299	100,251	5,313,642	156,455	

APPROPRIATIONS

Dept 51410 - VILLAGE/TOWN OFFICE

401-51410-50901	LAND AND BUILDINGS CAPITAL OUTLAY	23,967	21,297		55,000	24,570	13,500
401-51410-50902	EQUIPMENT CAPITAL OUTLAY	48,527	90,326	50,097	359,022	167,242	65,000
401-51410-50903	INFRASTRUCTURE CAPITAL OUTLAY						
401-51410-50904	VEHICLE CAPITAL OUTLAY			45,866			
401-51410-50905	FURNITURE AND FIXTURES CAPITAL OUTLAY		3,630	7,204	304,453	303,512	
Totals for dept 51410 - VILLAGE/TOWN OFFICE		72,494	115,253	103,167	718,475	495,324	78,500

Dept 51910 - OTHER GENERAL GOVERNMENT

401-51910-50902	EQUIPMENT CAPITAL OUTLAY						
Totals for dept 51910 - OTHER GENERAL GOVERNMENT							

Dept 52210 - FIRE DEPARTMENT

401-52210-50901	LAND AND BUILDINGS CAPITAL OUTLAY						50,000
401-52210-50902	EQUIPMENT CAPITAL OUTLAY	384,327	363,866	798,819	155,000	31,222	204,500
401-52210-50905	FURNITURE AND FIXTURES CAPITAL OUTLAY						
Totals for dept 52210 - FIRE DEPARTMENT		384,327	363,866	798,819	155,000	31,222	254,500

Dept 53100 - PUBLIC WORKS

401-53100-50901	LAND AND BUILDINGS CAPITAL OUTLAY						
401-53100-50902	EQUIPMENT CAPITAL OUTLAY	351,701		243,920	92,500	33,413	30,000
401-53100-50903	INFRASTRUCTURE CAPITAL OUTLAY	72,228	2,174				
401-53100-50904	VEHICLE CAPITAL OUTLAY			48,821	600,000	284,554	
Totals for dept 53100 - PUBLIC WORKS		423,929	2,174	292,741	692,500	317,967	30,000

Dept 55200 - PARKS

401-55200-50901	LAND AND BUILDINGS CAPITAL OUTLAY						
401-55200-50902	EQUIPMENT CAPITAL OUTLAY						
Totals for dept 55200 - PARKS							

Dept 58900 - DISCOUNTS AND ISSUE COSTS

401-58900-50912	DEBT ISSUE COST	25,007		100,856			
Totals for dept 58900 - DISCOUNTS AND ISSUE COSTS		25,007		100,856			

Dept 59100 - TRANSFER OUT

401-59100-50000	TRANSFER TO OTHER FUNDS						
Totals for dept 59100 - TRANSFER OUT							

Dept 63100 - STREETS

401-63100-50903	INFRASTRUCTURE CAPITAL OUTLAY	560,740	504,816	1,014,880	744,193	136,996	457,134
	FOOTNOTE AMOUNTS:					703,193	457,134
	(2025) 2024 STREETS CIP WAS REVISED TO \$703,193						
Totals for dept 63100 - STREETS		560,740	504,816	1,014,880	744,193	136,996	457,134

TOTAL APPROPRIATIONS

		1,466,497	986,109	2,310,463	2,310,168	981,509	820,134
NET OF REVENUES/APPROPRIATIONS - FUND 401		(54,198)	(885,858)	3,003,179	(2,310,168)	(825,054)	(820,134)
BEGINNING FUND BALANCE		249,542	195,347	(690,512)	2,312,667	2,312,667	2,312,667
ENDING FUND BALANCE		195,344	(690,511)	2,312,667	2,499	1,487,613	1,492,533

Fund 402 - TAX INCREMENTAL DISTRICT #1

ESTIMATED REVENUES

Dept 42000 - SPECIAL ASSESSMENTS

402-42000-42130	WATER SPECIAL ASSESSMENTS	84,210	17,646	13,362		48,708	
Totals for dept 42000 - SPECIAL ASSESSMENTS		84,210	17,646	13,362		48,708	

Dept 43000 - INTERGOVERNMENTAL

402-43000-43411	PERSONAL PROPERTY AID						12,819
Totals for dept 43000 - INTERGOVERNMENTAL							12,819

Dept 46000 - PUBLIC CHARGES FOR SERVICES

402-46000-46852	DEVELOPER FEES						
Totals for dept 46000 - PUBLIC CHARGES FOR SERVICES							

Dept 48000 - MISCELLANEOUS REVENUES

402-48000-48110	INTEREST INCOME	12,261	29,826	86,100		76,177	
402-48000-48111	UNREALIZED GAIN/LOSS IN INVESTMENTS					7,304	
Totals for dept 48000 - MISCELLANEOUS REVENUES		12,261	29,826	86,100		83,481	

Dept 49000 - FINANCING SOURCES							
402-49000-49100	PROCEEDS FROM DEBT	2,425,000	874,578				
402-49000-49190	PREMIUM ON DEBT	17,262					
402-49000-49200	TRANSFER FROM OTHER FUNDS						
Totals for dept 49000 - FINANCING SOURCES		2,442,262	874,578				
TOTAL ESTIMATED REVENUES							
		2,538,733	922,050	99,462	132,189		12,819
APPROPRIATIONS							
Dept 51910 - OTHER GENERAL GOVERNMENT							
402-51910-50401	AUDITING AND ACCOUNTING		110	939			
402-51910-50809	OTHER MISCELLANEOUS EXPENSES	150	292	150	150	150	150
Totals for dept 51910 - OTHER GENERAL GOVERNMENT		150	402	1,089	150	150	150
Dept 58900 - DISCOUNTS AND ISSUE COSTS							
402-58900-50912	DEBT ISSUE COST	45,070	8,800	651	651	651	651
Totals for dept 58900 - DISCOUNTS AND ISSUE COSTS		45,070	8,800	651	651	651	651
Dept 59100 - TRANSFER OUT							
402-59100-50000	TRANSFER TO OTHER FUNDS						
Totals for dept 59100 - TRANSFER OUT							
Dept 61100 - ENGINEERING							
402-61100-50403	ENGINEERING AND INSPECTION	1,088	702,390	135			
Totals for dept 61100 - ENGINEERING		1,088	702,390	135			
Dept 61200 - LEGAL							
402-61200-50404	LEGAL	2,656	13,079	515		1,659	
Totals for dept 61200 - LEGAL		2,656	13,079	515		1,659	
Dept 61300 - CONSULTING							
402-61300-50402	CONSULTING AND FINANCIAL ADVISOR		4,217	764		1,643	767
Totals for dept 61300 - CONSULTING			4,217	764		1,643	767
Dept 61500 - OTHER CONTRACTED SERVICES							
402-61500-50409	OTHER CONTRACTED SERVICES		6,189	5,057	6,000		4,960
Totals for dept 61500 - OTHER CONTRACTED SERVICES			6,189	5,057	6,000		4,960
Dept 61910 - ADMINISTRATIVE							
402-61910-50805	ADMINISTRATIVE CHARGE	13,302	9,040	11,123	11,587	9,426	11,512
Totals for dept 61910 - ADMINISTRATIVE		13,302	9,040	11,123	11,587	9,426	11,512
Dept 63100 - STREETS							
402-63100-50903	INFRASTRUCTURE CAPITAL OUTLAY						
Totals for dept 63100 - STREETS							
Dept 63600 - SEWER							
402-63600-50903	INFRASTRUCTURE CAPITAL OUTLAY	1,490,670	116,022				
Totals for dept 63600 - SEWER		1,490,670	116,022				
Dept 67600 - WATER							
402-67600-50903	INFRASTRUCTURE CAPITAL OUTLAY						
Totals for dept 67600 - WATER							
TOTAL APPROPRIATIONS		1,552,936	860,139	19,334	18,388	13,529	18,040
NET OF REVENUES/APPROPRIATIONS - FUND 402		985,797	61,911	80,128	(18,388)	118,660	(5,221)
BEGINNING FUND BALANCE		16,229	1,002,026	1,064,647	899,729	899,729	899,729
FUND BALANCE ADJUSTMENTS			710	(245,047)			
ENDING FUND BALANCE		1,002,026	1,064,647	899,728	881,341	1,018,389	899,729
ENDING FUND BALANCE							894,508
Fund 403 - TAX INCREMENTAL DISTRICT #2							
ESTIMATED REVENUES							
Dept 43000 - INTERGOVERNMENTAL							
403-43000-43411	PERSONAL PROPERTY AID						21,048
Totals for dept 43000 - INTERGOVERNMENTAL							21,048
Dept 46000 - PUBLIC CHARGES FOR SERVICES							
403-46000-46852	DEVELOPER FEES	12,566	12,482	78,765			
Totals for dept 46000 - PUBLIC CHARGES FOR SERVICES		12,566	12,482	78,765			

Dept 48000 - MISCELLANEOUS REVENUES						
403-48000-48110	INTEREST INCOME	1	(141)	(35)		
Totals for dept 48000 - MISCELLANEOUS REVENUES		1	(141)	(35)		
Dept 49000 - FINANCING SOURCES						
403-49000-49100	PROCEEDS FROM DEBT					
403-49000-49190	PREMIUM ON DEBT					
403-49000-49200	TRANSFER FROM OTHER FUNDS	23,083	21,979	27,893	18,472	
Totals for dept 49000 - FINANCING SOURCES		23,083	21,979	27,893	18,472	
TOTAL ESTIMATED REVENUES		35,650	34,320	106,623	18,472	21,048
APPROPRIATIONS						
Dept 51910 - OTHER GENERAL GOVERNMENT						
403-51910-50401	AUDITING AND ACCOUNTING		162			
403-51910-50809	OTHER MISCELLANEOUS EXPENSES	150	628	150	150	150
Totals for dept 51910 - OTHER GENERAL GOVERNMENT		150	790	150	150	150
Dept 58900 - DISCOUNTS AND ISSUE COSTS						
403-58900-50912	DEBT ISSUE COST	961	1,522	1,622	1,600	1,622
Totals for dept 58900 - DISCOUNTS AND ISSUE COSTS		961	1,522	1,622	1,600	1,622
Dept 59100 - TRANSFER OUT						
403-59100-50000	TRANSFER TO OTHER FUNDS			75,000		
Totals for dept 59100 - TRANSFER OUT				75,000		
Dept 61100 - ENGINEERING						
403-61100-50403	ENGINEERING AND INSPECTION	7,513	9,241	3,515	495	
Totals for dept 61100 - ENGINEERING		7,513	9,241	3,515	495	
Dept 61200 - LEGAL						
403-61200-50404	LEGAL	12,120	7,626	10,777	599	
Totals for dept 61200 - LEGAL		12,120	7,626	10,777	599	
Dept 61300 - CONSULTING						
403-61300-50402	CONSULTING AND FINANCIAL ADVISOR		3,854	764	1,643	767
Totals for dept 61300 - CONSULTING			3,854	764	1,643	767
Dept 61400 - DEVELOPMENT INCENTIVES						
403-61400-50821	DEVELOPMENT INCENTIVES					
Totals for dept 61400 - DEVELOPMENT INCENTIVES						
Dept 61500 - OTHER CONTRACTED SERVICES						
403-61500-50409	OTHER CONTRACTED SERVICES		6,189	5,057	6,000	4,960
Totals for dept 61500 - OTHER CONTRACTED SERVICES			6,189	5,057	6,000	4,960
Dept 61910 - ADMINISTRATIVE						
403-61910-50805	ADMINISTRATIVE CHARGE	16,953	9,040	12,518	11,587	11,512
Totals for dept 61910 - ADMINISTRATIVE		16,953	9,040	12,518	11,587	11,512
Dept 63100 - STREETS						
403-63100-50903	INFRASTRUCTURE CAPITAL OUTLAY					
Totals for dept 63100 - STREETS						
Dept 63600 - SEWER						
403-63600-50903	INFRASTRUCTURE CAPITAL OUTLAY					
Totals for dept 63600 - SEWER						
Dept 67600 - WATER						
403-67600-50903	INFRASTRUCTURE CAPITAL OUTLAY					
Totals for dept 67600 - WATER						
TOTAL APPROPRIATIONS		37,697	38,262	109,403	19,337	14,861
NET OF REVENUES/APPROPRIATIONS - FUND 403		(2,047)	(3,942)	(2,780)	(19,337)	3,611
BEGINNING FUND BALANCE		1,210	(837)	(4,300)	(7,080)	(7,080)
FUND BALANCE ADJUSTMENTS			478			
ENDING FUND BALANCE		(837)	(4,301)	(7,080)	(26,417)	(3,469)
Fund 404 - TAX INCREMENTAL DISTRICT #3						

ESTIMATED REVENUES						
Dept 46000 - PUBLIC CHARGES FOR SERVICES						
404-46000-46852	DEVELOPER FEES	137,533	477,583	46,791	2,054	
Totals for dept 46000 - PUBLIC CHARGES FOR SERVICES		137,533	477,583	46,791	2,054	
Dept 48000 - MISCELLANEOUS REVENUES						
404-48000-48110 INTEREST INCOME						
Totals for dept 48000 - MISCELLANEOUS REVENUES						
Dept 49000 - FINANCING SOURCES						
404-49000-49100	PROCEEDS FROM DEBT	3,184,761	198,619			
404-49000-49200	TRANSFER FROM OTHER FUNDS			295,508		
Totals for dept 49000 - FINANCING SOURCES		3,184,761	198,619	295,508		
TOTAL ESTIMATED REVENUES		3,322,294	676,202	342,299	2,054	
APPROPRIATIONS						
Dept 51910 - OTHER GENERAL GOVERNMENT						
404-51910-50401	AUDITING AND ACCOUNTING		470			
404-51910-50809	OTHER MISCELLANEOUS EXPENSES	150	2,141	295,658	150	150
Totals for dept 51910 - OTHER GENERAL GOVERNMENT		150	2,141	296,128	150	150
Dept 58900 - DISCOUNTS AND ISSUE COSTS						
404-58900-50912	DEBT ISSUE COST		1,851			
Totals for dept 58900 - DISCOUNTS AND ISSUE COSTS			1,851			
Dept 61100 - ENGINEERING						
404-61100-50403	ENGINEERING AND INSPECTION	131,328	680,420	61,199	6,880	
Totals for dept 61100 - ENGINEERING		131,328	680,420	61,199	6,880	
Dept 61200 - LEGAL						
404-61200-50404	LEGAL	27,024	18,324	8,380	519	
Totals for dept 61200 - LEGAL		27,024	18,324	8,380	519	
Dept 61300 - CONSULTING						
404-61300-50402	CONSULTING AND FINANCIAL ADVISOR			764	1,643	767
Totals for dept 61300 - CONSULTING				764	1,643	767
Dept 61500 - OTHER CONTRACTED SERVICES						
404-61500-50409	OTHER CONTRACTED SERVICES		8,252	6,743	8,000	7,440
Totals for dept 61500 - OTHER CONTRACTED SERVICES			8,252	6,743	8,000	7,440
Dept 61910 - ADMINISTRATIVE						
404-61910-50805	ADMINISTRATIVE CHARGE	22,165	22,600	26,911	28,968	18,010
Totals for dept 61910 - ADMINISTRATIVE		22,165	22,600	26,911	28,968	18,010
Dept 63600 - SEWER						
404-63600-50903	INFRASTRUCTURE CAPITAL OUTLAY	2,119,549	10,656			
Totals for dept 63600 - SEWER		2,119,549	10,656			
Dept 67600 - WATER						
404-67600-50903	INFRASTRUCTURE CAPITAL OUTLAY		1,369,122			
Totals for dept 67600 - WATER			1,369,122			
TOTAL APPROPRIATIONS		3,669,338	744,244	400,125	37,118	27,202
NET OF REVENUES/APPROPRIATIONS - FUND 404		(347,044)	(68,042)	(57,826)	(37,118)	(25,148)
BEGINNING FUND BALANCE		(168,857)	(515,899)	(581,950)	(394,730)	(394,730)
FUND BALANCE ADJUSTMENTS			1,991	245,047		
ENDING FUND BALANCE		(515,901)	(581,950)	(394,729)	(431,848)	(419,878)
Fund 405 - TAX INCREMENTAL DISTRICT #4						
ESTIMATED REVENUES						
Dept 46000 - PUBLIC CHARGES FOR SERVICES						
405-46000-46852	DEVELOPER FEES	6,376	8,133			
Totals for dept 46000 - PUBLIC CHARGES FOR SERVICES		6,376	8,133			
Dept 48000 - MISCELLANEOUS REVENUES						
405-48000-48110 INTEREST INCOME						
Totals for dept 48000 - MISCELLANEOUS REVENUES						

Dept 49000 - FINANCING SOURCES
 405-49000-49100 PROCEEDS FROM DEBT
 Totals for dept 49000 - FINANCING SOURCES

TOTAL ESTIMATED REVENUES

6,376 8,133

APPROPRIATIONS

Dept 51910 - OTHER GENERAL GOVERNMENT
 405-51910-50401 AUDITING AND ACCOUNTING
 405-51910-50809 OTHER MISCELLANEOUS EXPENSES
 Totals for dept 51910 - OTHER GENERAL GOVERNMENT

82
 150 947 150 150 150 150
 150 1,029 150 150 150 150

Dept 61100 - ENGINEERING
 405-61100-50403 ENGINEERING AND INSPECTION
 Totals for dept 61100 - ENGINEERING

6,365 2,005
 6,365 2,005

Dept 61200 - LEGAL
 405-61200-50404 LEGAL
 Totals for dept 61200 - LEGAL

651 8,981 342 798
 651 8,981 342 798

Dept 61300 - CONSULTING
 405-61300-50402 CONSULTING AND FINANCIAL ADVISOR
 Totals for dept 61300 - CONSULTING

8 764 1,643 767
 8 764 1,643 767

Dept 61500 - OTHER CONTRACTED SERVICES
 405-61500-50409 OTHER CONTRACTED SERVICES
 Totals for dept 61500 - OTHER CONTRACTED SERVICES

4,126 3,372 4,000 7,440
 4,126 3,372 4,000 7,440

Dept 61910 - ADMINISTRATIVE
 405-61910-50805 ADMINISTRATIVE CHARGE
 Totals for dept 61910 - ADMINISTRATIVE

79,806 266,802 267,205 11,587 261,069 267,268
 79,806 266,802 267,205 11,587 261,069 267,268

Dept 63100 - STREETS
 405-63100-50903 INFRASTRUCTURE CAPITAL OUTLAY
 Totals for dept 63100 - STREETS

TOTAL APPROPRIATIONS

86,972 280,946 271,833 15,737 265,665 275,625

NET OF REVENUES/APPROPRIATIONS - FUND 405

BEGINNING FUND BALANCE
 FUND BALANCE ADJUSTMENTS
 ENDING FUND BALANCE

(80,596) (272,813) (271,833) (15,737) (265,665) (275,625)
 (105,531) (186,127) (458,143) (729,976) (729,976) (729,976)
 797
 (186,127) (458,143) (729,976) (745,713) (995,641) (729,976) (1,005,601)

Fund 406 - TAX INCREMENTAL DISTRICT #5

ESTIMATED REVENUES

Dept 46000 - PUBLIC CHARGES FOR SERVICES
 406-46000-46852 DEVELOPER FEES
 Totals for dept 46000 - PUBLIC CHARGES FOR SERVICES

41,240 42,150 87,833 33,771
 41,240 42,150 87,833 33,771

Dept 48000 - MISCELLANEOUS REVENUES
 406-48000-48110 INTEREST INCOME
 Totals for dept 48000 - MISCELLANEOUS REVENUES

TOTAL ESTIMATED REVENUES

41,240 42,150 87,833 33,771

APPROPRIATIONS

Dept 51910 - OTHER GENERAL GOVERNMENT
 406-51910-50809 OTHER MISCELLANEOUS EXPENSES
 Totals for dept 51910 - OTHER GENERAL GOVERNMENT

150 1,744 150 150 150 150
 150 1,744 150 150 150 150

Dept 61100 - ENGINEERING
 406-61100-50403 ENGINEERING AND INSPECTION
 Totals for dept 61100 - ENGINEERING

46,789 40,076 99,866 49,168
 46,789 40,076 99,866 49,168

Dept 61200 - LEGAL
 406-61200-50404 LEGAL
 Totals for dept 61200 - LEGAL

14,936 2,075 2,195
 14,936 2,075 2,195

Dept 61300 - CONSULTING						
406-61300-50402 CONSULTING AND FINANCIAL ADVISOR	11	764		1,643		767
Totals for dept 61300 - CONSULTING	11	764		1,643		767
Dept 61500 - OTHER CONTRACTED SERVICES						
406-61500-50409 OTHER CONTRACTED SERVICES	8,252	6,743	8,000			9,920
Totals for dept 61500 - OTHER CONTRACTED SERVICES	8,252	6,743	8,000			9,920
Dept 61910 - ADMINISTRATIVE						
406-61910-50805 ADMINISTRATIVE CHARGE	21,310	18,080	19,920	23,174	19,336	23,024
Totals for dept 61910 - ADMINISTRATIVE	21,310	18,080	19,920	23,174	19,336	23,024
TOTAL APPROPRIATIONS	83,185	70,238	129,638	31,324	70,297	33,861
NET OF REVENUES/APPROPRIATIONS - FUND 406	(41,945)	(28,088)	(41,805)	(31,324)	(36,526)	(33,861)
BEGINNING FUND BALANCE	(18,314)	(60,259)	(86,752)	(128,556)	(128,556)	(128,556)
FUND BALANCE ADJUSTMENTS		1,594				
ENDING FUND BALANCE	(60,259)	(86,753)	(128,557)	(159,880)	(165,082)	(162,417)
Fund 407 - TAX INCREMENTAL DISTRICT #6						
ESTIMATED REVENUES						
Dept 42000 - SPECIAL ASSESSMENTS						
407-42000-42180 VOLUNTARY DONATION						
Totals for dept 42000 - SPECIAL ASSESSMENTS						
Dept 46000 - PUBLIC CHARGES FOR SERVICES						
407-46000-46852 DEVELOPER FEES	4,149	12,923	13,168		683	
Totals for dept 46000 - PUBLIC CHARGES FOR SERVICES	4,149	12,923	13,168		683	
Dept 48000 - MISCELLANEOUS REVENUES						
407-48000-48110 INTEREST INCOME	210					
Totals for dept 48000 - MISCELLANEOUS REVENUES	210					
Dept 49000 - FINANCING SOURCES						
407-49000-49100 PROCEEDS FROM DEBT	5,239,446	2,245,679	497,319			
407-49000-49200 TRANSFER FROM OTHER FUNDS			670,997			
Totals for dept 49000 - FINANCING SOURCES	5,239,446	2,245,679	1,168,316			
TOTAL ESTIMATED REVENUES	5,243,805	2,258,602	1,181,484		683	
APPROPRIATIONS						
Dept 51910 - OTHER GENERAL GOVERNMENT						
407-51910-50401 AUDITING AND ACCOUNTING		1,151	10,542			5,000
407-51910-50809 OTHER MISCELLANEOUS EXPENSES	119,245	2,142	671,147	150	150	150
Totals for dept 51910 - OTHER GENERAL GOVERNMENT	119,245	3,293	681,689	150	150	5,150
Dept 61100 - ENGINEERING						
407-61100-50403 ENGINEERING AND INSPECTION	244,402	378,681	9,294		1,403	
Totals for dept 61100 - ENGINEERING	244,402	378,681	9,294		1,403	
Dept 61200 - LEGAL						
407-61200-50404 LEGAL	18,031	15,749	4,299			
Totals for dept 61200 - LEGAL	18,031	15,749	4,299			
Dept 61300 - CONSULTING						
407-61300-50402 CONSULTING AND FINANCIAL ADVISOR	15,500	12	764		1,643	767
Totals for dept 61300 - CONSULTING	15,500	12	764		1,643	767
Dept 61400 - DEVELOPMENT INCENTIVES						
407-61400-50821 DEVELOPMENT INCENTIVES			141,866			
Totals for dept 61400 - DEVELOPMENT INCENTIVES			141,866			
Dept 61500 - OTHER CONTRACTED SERVICES						
407-61500-50409 OTHER CONTRACTED SERVICES	8,252	6,743	8,000			7,440
Totals for dept 61500 - OTHER CONTRACTED SERVICES	8,252	6,743	8,000			7,440
Dept 61910 - ADMINISTRATIVE						
407-61910-50805 ADMINISTRATIVE CHARGE	22,165	22,600	21,306	17,381	17,042	17,268
Totals for dept 61910 - ADMINISTRATIVE	22,165	22,600	21,306	17,381	17,042	17,268

Dept 63600 - SEWER						
407-63600-50903	INFRASTRUCTURE CAPITAL OUTLAY	3,487,000	351,139	88,906		
Totals for dept 63600 - SEWER		3,487,000	351,139	88,906		
Dept 67600 - WATER						
407-67600-50903	INFRASTRUCTURE CAPITAL OUTLAY	2,252,426	567,235	14,978		
Totals for dept 67600 - WATER		2,252,426	567,235	14,978		
TOTAL APPROPRIATIONS		6,158,769	1,346,961	969,845	25,531	20,238
NET OF REVENUES/APPROPRIATIONS - FUND 407		(914,964)	911,641	211,639	(25,531)	(19,555)
BEGINNING FUND BALANCE		(146,995)	(1,061,958)	(148,326)	63,313	63,313
FUND BALANCE ADJUSTMENTS			1,992			
ENDING FUND BALANCE		(1,061,959)	(148,325)	63,313	37,782	43,758
Fund 408 - TAX INCREMENTAL DISTRICT #7						
ESTIMATED REVENUES						
Dept 46000 - PUBLIC CHARGES FOR SERVICES						
408-46000-46852	DEVELOPER FEES			23,458		
Totals for dept 46000 - PUBLIC CHARGES FOR SERVICES				23,458		
Dept 48000 - MISCELLANEOUS REVENUES						
408-48000-48110	INTEREST INCOME					
Totals for dept 48000 - MISCELLANEOUS REVENUES						
Dept 49000 - FINANCING SOURCES						
408-49000-49100	PROCEEDS FROM DEBT					
Totals for dept 49000 - FINANCING SOURCES						
TOTAL ESTIMATED REVENUES				23,458		
APPROPRIATIONS						
Dept 51910 - OTHER GENERAL GOVERNMENT						
408-51910-50809	OTHER MISCELLANEOUS EXPENSES	150	197	150	150	150
Totals for dept 51910 - OTHER GENERAL GOVERNMENT		150	197	150	150	150
Dept 61100 - ENGINEERING						
408-61100-50403	ENGINEERING AND INSPECTION			19,690	315	
Totals for dept 61100 - ENGINEERING				19,690	315	
Dept 61200 - LEGAL						
408-61200-50404	LEGAL		265	5,225		
Totals for dept 61200 - LEGAL			265	5,225		
Dept 61300 - CONSULTING						
408-61300-50402	CONSULTING AND FINANCIAL ADVISOR		57	348	350	350
Totals for dept 61300 - CONSULTING			57	348	350	350
Dept 61500 - OTHER CONTRACTED SERVICES						
408-61500-50409	OTHER CONTRACTED SERVICES					
Totals for dept 61500 - OTHER CONTRACTED SERVICES						
Dept 61910 - ADMINISTRATIVE						
408-61910-50805	ADMINISTRATIVE CHARGE	572	572	836	573	477
Totals for dept 61910 - ADMINISTRATIVE		572	572	836	573	477
Dept 63600 - SEWER						
408-63600-50903	INFRASTRUCTURE CAPITAL OUTLAY					
Totals for dept 63600 - SEWER						
Dept 67600 - WATER						
408-67600-50903	INFRASTRUCTURE CAPITAL OUTLAY					
Totals for dept 67600 - WATER						
TOTAL APPROPRIATIONS		722	1,091	26,249	1,073	942
NET OF REVENUES/APPROPRIATIONS - FUND 408		(722)	(1,091)	(2,791)	(1,073)	(942)
BEGINNING FUND BALANCE		(17,675)	(18,397)	(19,442)	(22,232)	(22,232)
FUND BALANCE ADJUSTMENTS			47			
ENDING FUND BALANCE		(18,397)	(19,441)	(22,233)	(23,305)	(23,174)

Fund 409 - TAX INCREMENTAL DISTRICT #8

ESTIMATED REVENUES

Dept 46000 - PUBLIC CHARGES FOR SERVICES

409-46000-46852 DEVELOPER FEES

4,953

Totals for dept 46000 - PUBLIC CHARGES FOR SERVICES

4,953

Dept 48000 - MISCELLANEOUS REVENUES

409-48000-48110 INTEREST INCOME

Totals for dept 48000 - MISCELLANEOUS REVENUES

Dept 49000 - FINANCING SOURCES

409-49000-49100 PROCEEDS FROM DEBT

1,849,216

409-49000-49200 TRANSFER FROM OTHER FUNDS

171,585

Totals for dept 49000 - FINANCING SOURCES

1,849,216

171,585

TOTAL ESTIMATED REVENUES

1,849,216

171,585

4,953

APPROPRIATIONS

Dept 51910 - OTHER GENERAL GOVERNMENT

409-51910-50809 OTHER MISCELLANEOUS EXPENSES

150

198

171,735

150

150

150

Totals for dept 51910 - OTHER GENERAL GOVERNMENT

150

198

171,735

150

150

150

Dept 61100 - ENGINEERING

409-61100-50403 ENGINEERING AND INSPECTION

2,448

18,902

Totals for dept 61100 - ENGINEERING

2,448

18,902

Dept 61200 - LEGAL

409-61200-50404 LEGAL

909

Totals for dept 61200 - LEGAL

909

Dept 61300 - CONSULTING

409-61300-50402 CONSULTING AND FINANCIAL ADVISOR

2

348

1,643

350

Totals for dept 61300 - CONSULTING

2

348

1,643

350

Dept 61500 - OTHER CONTRACTED SERVICES

409-61500-50409 OTHER CONTRACTED SERVICES

7,440

Totals for dept 61500 - OTHER CONTRACTED SERVICES

7,440

Dept 61910 - ADMINISTRATIVE

409-61910-50805 ADMINISTRATIVE CHARGE

572

572

6,739

11,587

7,597

17,268

Totals for dept 61910 - ADMINISTRATIVE

572

572

6,739

11,587

7,597

17,268

Dept 63600 - SEWER

409-63600-50903 INFRASTRUCTURE CAPITAL OUTLAY

1,230,706

Totals for dept 63600 - SEWER

1,230,706

Dept 67600 - WATER

409-67600-50903 INFRASTRUCTURE CAPITAL OUTLAY

794,974

Totals for dept 67600 - WATER

794,974

TOTAL APPROPRIATIONS

2,026,402

772

181,270

11,737

29,201

25,208

NET OF REVENUES/APPROPRIATIONS - FUND 409

(177,186)

(772)

(9,685)

(11,737)

(24,248)

(25,208)

BEGINNING FUND BALANCE

(54,811)

(231,996)

(232,720)

(242,404)

(242,404)

(242,404)

(242,404)

FUND BALANCE ADJUSTMENTS

48

ENDING FUND BALANCE

(231,997)

(232,720)

(242,405)

(254,141)

(266,652)

(242,404)

(267,612)

Fund 410 - TAX INCREMENTAL DISTRICT #9

ESTIMATED REVENUES

Dept 48000 - MISCELLANEOUS REVENUES

410-48000-48110 INTEREST INCOME

Totals for dept 48000 - MISCELLANEOUS REVENUES

TOTAL ESTIMATED REVENUES

APPROPRIATIONS

Dept 51910 - OTHER GENERAL GOVERNMENT

410-51910-50809 OTHER MISCELLANEOUS EXPENSES

150

198

150

150

150

150

Totals for dept 51910 - OTHER GENERAL GOVERNMENT

150

198

150

150

150

150

Dept 61100 - ENGINEERING						
410-61100-50403 ENGINEERING AND INSPECTION						
Totals for dept 61100 - ENGINEERING						
Dept 61200 - LEGAL						
410-61200-50404 LEGAL						
Totals for dept 61200 - LEGAL						
Dept 61300 - CONSULTING						
410-61300-50402 CONSULTING AND FINANCIAL ADVISOR						
Totals for dept 61300 - CONSULTING						
Dept 61500 - OTHER CONTRACTED SERVICES						
410-61500-50409 OTHER CONTRACTED SERVICES						
Totals for dept 61500 - OTHER CONTRACTED SERVICES						
Dept 61910 - ADMINISTRATIVE						
410-61910-50805 ADMINISTRATIVE CHARGE						
Totals for dept 61910 - ADMINISTRATIVE						
TOTAL APPROPRIATIONS						
NET OF REVENUES/APPROPRIATIONS - FUND 410						
BEGINNING FUND BALANCE						
FUND BALANCE ADJUSTMENTS						
ENDING FUND BALANCE						
Fund 411 - TAX INCREMENTAL DISTRICT #10						
ESTIMATED REVENUES						
Dept 46000 - PUBLIC CHARGES FOR SERVICES						
411-46000-46852 DEVELOPER FEES						
Totals for dept 46000 - PUBLIC CHARGES FOR SERVICES						
Dept 48000 - MISCELLANEOUS REVENUES						
411-48000-48110 INTEREST INCOME						
Totals for dept 48000 - MISCELLANEOUS REVENUES						
TOTAL ESTIMATED REVENUES						
APPROPRIATIONS						
Dept 51910 - OTHER GENERAL GOVERNMENT						
411-51910-50809 OTHER MISCELLANEOUS EXPENSES						
Totals for dept 51910 - OTHER GENERAL GOVERNMENT						
Dept 61100 - ENGINEERING						
411-61100-50403 ENGINEERING AND INSPECTION						
Totals for dept 61100 - ENGINEERING						
Dept 61200 - LEGAL						
411-61200-50404 LEGAL						
Totals for dept 61200 - LEGAL						
Dept 61300 - CONSULTING						
411-61300-50402 CONSULTING AND FINANCIAL ADVISOR						
Totals for dept 61300 - CONSULTING						
Dept 61500 - OTHER CONTRACTED SERVICES						
411-61500-50409 OTHER CONTRACTED SERVICES						
Totals for dept 61500 - OTHER CONTRACTED SERVICES						
Dept 61910 - ADMINISTRATIVE						
411-61910-50805 ADMINISTRATIVE CHARGE						
Totals for dept 61910 - ADMINISTRATIVE						
TOTAL APPROPRIATIONS						
NET OF REVENUES/APPROPRIATIONS - FUND 411						
BEGINNING FUND BALANCE						
FUND BALANCE ADJUSTMENTS						
ENDING FUND BALANCE						

Fund 412 - TAX INCREMENTAL DISTRICT #11

ESTIMATED REVENUES

Dept 48000 - MISCELLANEOUS REVENUES

412-48000-48110 INTEREST INCOME

Totals for dept 48000 - MISCELLANEOUS REVENUES

TOTAL ESTIMATED REVENUES

APPROPRIATIONS

Dept 51910 - OTHER GENERAL GOVERNMENT

412-51910-50809 OTHER MISCELLANEOUS EXPENSES

Totals for dept 51910 - OTHER GENERAL GOVERNMENT

Dept 61100 - ENGINEERING

412-61100-50403 ENGINEERING AND INSPECTION

Totals for dept 61100 - ENGINEERING

Dept 61200 - LEGAL

412-61200-50404 LEGAL

Totals for dept 61200 - LEGAL

Dept 61300 - CONSULTING

412-61300-50402 CONSULTING AND FINANCIAL ADVISOR

Totals for dept 61300 - CONSULTING

Dept 61910 - ADMINISTRATIVE

412-61910-50805 ADMINISTRATIVE CHARGE

Totals for dept 61910 - ADMINISTRATIVE

TOTAL APPROPRIATIONS

NET OF REVENUES/APPROPRIATIONS - FUND 412

BEGINNING FUND BALANCE

FUND BALANCE ADJUSTMENTS

ENDING FUND BALANCE

Fund 601 - SOMERS WATER UTILITY

ESTIMATED REVENUES

Dept 42000 - SPECIAL ASSESSMENTS

601-42000-42130 WATER SPECIAL ASSESSMENTS

601-42000-42131 WATER REU DEBT

Totals for dept 42000 - SPECIAL ASSESSMENTS

Dept 43000 - INTERGOVERNMENTAL

601-43000-43690 OTHER STATE PAYMENTS

Totals for dept 43000 - INTERGOVERNMENTAL

Dept 46000 - PUBLIC CHARGES FOR SERVICES

601-46000-46460 UNMETERED WATER SALES

601-46000-46462 PRIVATE FIRE REVENUES

601-46000-46463 PUBLIC FIRE REVENUES

601-46000-46464 RESIDENTIAL

601-46000-46465 COMMERCIAL

601-46000-46466 INDUSTRIAL

601-46000-46467 PUBLIC AUTHORITY

601-46000-46468 MULTI FAMILY

601-46000-46469 SALES FOR RESALE

601-46000-46470 PENALTIES AND LATE FEES

601-46000-46474 OTHER OPERATING REVENUES

601-46000-46479 MISCELLANEOUS NONOPERATING

601-46000-46852 DEVELOPER FEES

Totals for dept 46000 - PUBLIC CHARGES FOR SERVICES

Dept 48000 - MISCELLANEOUS REVENUES

601-48000-48110 INTEREST INCOME

601-48000-48111 UNREALIZED GAIN/LOSS IN INVESTMENTS

Totals for dept 48000 - MISCELLANEOUS REVENUES

Dept 49000 - FINANCING SOURCES						
601-49000-49100	PROCEEDS FROM DEBT					
601-49000-49200	TRANSFER FROM OTHER FUNDS	4,968,796	3,799,985	101,687	413,182	
601-49000-49900	CONTINUING APPROPRIATIONS					
Totals for dept 49000 - FINANCING SOURCES		4,968,796	3,799,985	101,687	413,182	
TOTAL ESTIMATED REVENUES						
		6,361,974	8,487,761	2,704,988	1,192,602	1,960,779
						1,741,418
APPROPRIATIONS						
Dept 57400 - WATER OTHER OPERATING						
601-57400-50610	PSC ASSESSMENT					
601-57400-50902	EQUIPMENT CAPITAL OUTLAY					
601-57400-50911	INTEREST	118,051	143,151	134,842	131,162	98,891
601-57400-50912	DEBT ISSUE COST	11,341	156	156	160	156
601-57400-50920	AMORTIZATION EXPENSE	(7,531)	(7,550)	(7,550)	(7,550)	(7,550)
601-57400-50921	DEPRECIATION	206,736	208,112	256,373	22,953	306,458
601-57400-50922	DEPRECIATION - CONTRIBUTED ASSETS	123,357	199,933	268,984	100,905	131,339
601-57400-50923	LOSS ON DISPOSAL OF ASSETS					
Totals for dept 57400 - WATER OTHER OPERATING		451,954	543,802	652,805	247,630	536,844
						627,383
Dept 57600 - SOURCE OF SUPPLY						
601-57600-50410	PURCHASED WATER	438,899	426,933	470,391	728,598	384,048
601-57600-50508	TESTING	915	518	528	1,000	378
601-57600-50609	PUBLIC FIRE PROTECTION					
Totals for dept 57600 - SOURCE OF SUPPLY		439,814	427,451	470,919	729,598	384,426
						483,152
Dept 57620 - PUMPING						
601-57620-50602	ELECTRICITY	6,799	4,804	6,604	9,326	3,918
601-57620-50603	GAS					
Totals for dept 57620 - PUMPING		6,799	4,804	6,604	9,326	3,918
						9,793
Dept 57640 - TRANSMISSION AND DISTRIBUTION						
601-57640-50102	WAGES	37,701	42,644	42,728	41,916	35,906
601-57640-50104	OVERTIME	2,692	1,096	2,023	5,000	4,135
601-57640-50201	FICA	3,095	3,175	3,444	3,589	3,041
601-57640-50202	RETIREMENT	(11,417)	(11,424)	198	3,237	2,783
601-57640-50203	HEALTH INSURANCE	8,785	9,062	10,369	10,052	10,842
601-57640-50204	DENTAL INSURANCE	542	617	704	625	661
601-57640-50205	LIFE INSURANCE	136	(299)	57	35	32
601-57640-50206	POST RETIREMENT BENEFITS	2,804	3,325	(190)		
601-57640-50207	UNEMPLOYMENT					
Totals for dept 57640 - TRANSMISSION AND DISTRIBUTION		44,338	48,196	59,333	64,454	57,400
						77,906
Dept 57653 - METERS						
601-57653-50102	WAGES					
601-57653-50309	OTHER SUPPLIES AND EXPENSE	1,282	2,697	3,298	3,500	5,814
601-57653-50504	VEHICLE MAINTENANCE	1,896	1,238	4,830	4,500	4,251
601-57653-50507	UTILITY PLANT MAINTENANCE	31,466	3,701	10,000	10,000	50,701
601-57653-50601	FUEL - GASOLINE AND DIESEL	2,580	4,518	5,859	6,000	2,769
601-57653-50604	TELEPHONE	336	1,037	660	600	484
601-57653-50701	CONFERENCES & TRAINING	317	150	757	1,000	1,000
601-57653-50809	OTHER MISCELLANEOUS EXPENSES	308	832	493	1,000	1,049
Totals for dept 57653 - METERS		38,185	14,173	25,897	26,600	66,068
						46,902

Dept 57900 - CUSTOMER ACCOUNTS							
601-57900-50101	SALARIES	55,395	48,821	60,271	61,065	52,659	93,906
601-57900-50102	WAGES	23,466	28,110	32,010	29,860	25,959	30,754
601-57900-50201	FICA	5,940	5,866	6,896	6,956	5,976	9,537
601-57900-50202	RETIREMENT	5,029	4,931	17,906	6,274	5,420	8,664
601-57900-50203	HEALTH INSURANCE	18,666	17,622	19,914	26,250	18,255	38,546
601-57900-50204	DENTAL INSURANCE	1,282	1,459	1,596	1,622	1,099	2,294
601-57900-50205	LIFE INSURANCE	346	2,679	260	238	174	316
601-57900-50206	POST RETIREMENT BENEFITS						
601-57900-50301	OFFICE SUPPLIES	242	270	298	1,000	424	1,000
601-57900-50303	POSTAGE	1,732	1,923	1,933	1,800	1,611	2,161
601-57900-50307	GEAR AND CLOTHING				1,000		1,750
601-57900-50401	AUDITING AND ACCOUNTING	16,928	17,564	13,589	12,613	12,613	13,589
601-57900-50402	CONSULTING AND FINANCIAL ADVISOR	10,275	23,493	11,000	11,000	241	11,000
601-57900-50403	ENGINEERING AND INSPECTION	5,416	(1,035)	4,466	2,088	37,197	30,000
601-57900-50404	LEGAL	45,896	8,785	804	1,050		2,000
601-57900-50405	COMPUTER AND WEBSITE	6,767	7,822	7,539	8,971	5,043	8,296
601-57900-50503	EQUIPMENT LEASE AND RENTAL	391	438	369	500	350	750
601-57900-50602	ELECTRICITY	1,652	1,934	1,952	2,331	1,515	2,448
601-57900-50603	GAS	632	970	682	2,241	446	2,354
601-57900-50604	TELEPHONE	336	1,037	660	500	484	552
601-57900-50606	WATER AND SEWER	715	742	742	800	556	742
601-57900-50610	PSC ASSESSMENT	11,421	8,622	1,400	1,575	3,983	1,450
601-57900-50701	CONFERENCES & TRAINING				700	701	1,000
601-57900-50808	PRIOR YEAR EXPENSES						
601-57900-50809	OTHER MISCELLANEOUS EXPENSES	5,674	1,297	1,369	2,500	109	3,500
601-57900-50811	LIABILITY INSURANCE	8,342	10,909	12,506	11,723	10,467	13,819
601-57900-50812	WORKER'S COMPENSATION INSURANCE	(11,010)	(11,010)	(11,010)	(11,010)		
601-57900-50901	LAND AND BUILDINGS CAPITAL OUTLAY						
601-57900-50902	EQUIPMENT CAPITAL OUTLAY						
601-57900-50903	INFRASTRUCTURE CAPITAL OUTLAY				432,788	413,182	
601-57900-50904	VEHICLE CAPITAL OUTLAY						
Totals for dept 57900 - CUSTOMER ACCOUNTS		215,533	183,249	187,152	616,435	598,464	280,428
Dept 57920 - ADMINISTRATIVE							
601-57920-50812	WORKER'S COMPENSATION INSURANCE						(11,010)
Totals for dept 57920 - ADMINISTRATIVE							(11,010)
Dept 59100 - TRANSFER OUT							
601-59100-50000	TRANSFER TO OTHER FUNDS			446,894			
Totals for dept 59100 - TRANSFER OUT				446,894			
TOTAL APPROPRIATIONS		1,196,623	1,221,675	1,849,604	1,694,043	1,647,120	1,514,554
NET OF REVENUES/APPROPRIATIONS - FUND 601		5,165,351	7,266,086	855,384	(501,441)	313,659	226,864
BEGINNING FUND BALANCE		10,053,826	15,219,180	22,504,023	23,312,864	23,312,864	23,312,864
FUND BALANCE ADJUSTMENTS			18,756	(46,543)			
ENDING FUND BALANCE		15,219,177	22,504,022	23,312,864	22,811,423	23,626,523	23,539,728
Fund 602 - K.R. SEWER DISTRICT							
ESTIMATED REVENUES							
Dept 42000 - SPECIAL ASSESSMENTS							
602-42000-42140	SEWER SYSTEM SPECIAL ASSESSMENTS						
Totals for dept 42000 - SPECIAL ASSESSMENTS							
Dept 43000 - INTERGOVERNMENTAL							
602-43000-43690	OTHER STATE PAYMENTS						
Totals for dept 43000 - INTERGOVERNMENTAL							
Dept 46000 - PUBLIC CHARGES FOR SERVICES							
602-46000-46470	PENALTIES AND LATE FEES	1,332	1,695	1,642	400	720	842
602-46000-46479	MISCELLANEOUS NONOPERATING	574	2,436	4,960	1,005	1,005	1,103
602-46000-46480	SEWER USER FEES	206,242	214,728	217,446	213,491	168,663	220,013
602-46000-46481	SEWER CONNECTION FEES						
Totals for dept 46000 - PUBLIC CHARGES FOR SERVICES		208,148	218,859	224,048	214,896	170,388	221,958
Dept 48000 - MISCELLANEOUS REVENUES							
602-48000-48110	INTEREST INCOME	650	600	551	501	501	451
Totals for dept 48000 - MISCELLANEOUS REVENUES		650	600	551	501	501	451

Dept 49000 - FINANCING SOURCES							
602-49000-49200	TRANSFER FROM OTHER FUNDS	5,491,749	69,098				
Totals for dept 49000 - FINANCING SOURCES		5,491,749	69,098				
TOTAL ESTIMATED REVENUES							
		5,700,547	288,557	224,599	215,397	170,889	222,409
APPROPRIATIONS							
Dept 51999 - CONTINGENCY							
602-51999-50809	OTHER MISCELLANEOUS EXPENSES						
Totals for dept 51999 - CONTINGENCY							
Dept 53650 - K.R. UTILITY OPERATIONS & ADMINISTRATION							
602-53650-50101	SALARIES	23,626	20,856	23,827	24,386	21,012	27,035
602-53650-50102	WAGES	5,867	6,470	7,418	6,863	5,969	7,069
602-53650-50201	FICA	2,344	1,970	2,342	2,391	2,051	2,609
602-53650-50202	RETIREMENT	(1,719)	(1,851)	4,531	2,156	1,860	2,370
602-53650-50203	HEALTH INSURANCE	7,979	6,305	6,989	9,027	5,924	9,032
602-53650-50204	DENTAL INSURANCE	509	473	539	567	362	595
602-53650-50205	LIFE INSURANCE	96	416	69	70	54	92
602-53650-50206	POST RETIREMENT BENEFITS	649	1,247	(71)			
602-53650-50207	UNEMPLOYMENT						
602-53650-50301	OFFICE SUPPLIES		79		1,100		1,000
602-53650-50303	POSTAGE	549	632	648	259	560	680
602-53650-50309	OTHER SUPPLIES AND EXPENSE	70		255	500	580	1,000
602-53650-50401	AUDITING AND ACCOUNTING	1,656	2,108	1,918	2,004	2,004	2,000
602-53650-50402	CONSULTING AND FINANCIAL ADVISOR						60
602-53650-50403	ENGINEERING AND INSPECTION		2,603		2,000		2,000
602-53650-50404	LEGAL			152	1,000		1,000
602-53650-50405	COMPUTER AND WEBSITE	1,092	1,093	1,395	1,062	754	1,547
602-53650-50411	SEWAGE TREATMENT	136,785	141,984	151,160	168,000	113,535	156,380
602-53650-50503	EQUIPMENT LEASE AND RENTAL	121	116	116	150	106	150
602-53650-50507	UTILITY PLANT MAINTENANCE	309		904	1,500	470	2,500
602-53650-50601	FUEL - GASOLINE AND DIESEL						
602-53650-50602	ELECTRICITY	1,220	1,428	1,442	2,331	1,118	2,448
602-53650-50603	GAS	467	717	503	1,987	329	2,087
602-53650-50604	TELEPHONE						
602-53650-50811	LIABILITY INSURANCE						
602-53650-50812	WORKER'S COMPENSATION INSURANCE						
602-53650-50820	RENT	5,000	5,000		5,000	5,000	5,000
602-53650-50903	INFRASTRUCTURE CAPITAL OUTLAY						
602-53650-50921	DEPRECIATION	33,243	141,393	142,775	108,150	118,979	142,775
Totals for dept 53650 - K.R. UTILITY OPERATIONS & ADMINISTRATION		219,863	333,039	346,912	340,503	280,667	369,429
TOTAL APPROPRIATIONS		219,863	333,039	346,912	340,503	280,667	369,429
NET OF REVENUES/APPROPRIATIONS - FUND 602		5,480,684	(44,482)	(122,313)	(125,106)	(109,778)	(147,020)
BEGINNING FUND BALANCE		1,504,650	6,985,334	6,940,853	6,817,548	6,817,548	6,817,548
FUND BALANCE ADJUSTMENTS				(991)			
ENDING FUND BALANCE		6,985,334	6,940,852	6,817,549	6,692,442	6,707,770	6,670,528
Fund 603 - UTILITY DISTRICT #1							
ESTIMATED REVENUES							
Dept 41000 - TAXES							
603-41000-41111	VILLAGE PROPERTY TAXES	303,657					
603-41000-41112	TOWN PROPERTY TAXES	50					
Totals for dept 41000 - TAXES		303,707					
Dept 42000 - SPECIAL ASSESSMENTS							
603-42000-42130	WATER SPECIAL ASSESSMENTS						
603-42000-42140	SEWER SYSTEM SPECIAL ASSESSMENTS		5,451,399				
Totals for dept 42000 - SPECIAL ASSESSMENTS			5,451,399				
Dept 43000 - INTERGOVERNMENTAL							
603-43000-43690	OTHER STATE PAYMENTS		19,452				
Totals for dept 43000 - INTERGOVERNMENTAL			19,452				

Dept 46000 - PUBLIC CHARGES FOR SERVICES							
603-46000-46470	PENALTIES AND LATE FEES	11,589	9,940	13,088	4,925	6,602	5,935
603-46000-46474	OTHER OPERATING REVENUES	120	205	375	1,050	275	350
603-46000-46479	MISCELLANEOUS NONOPERATING					61,504	
603-46000-46480	SEWER USER FEES	2,572,708	2,529,362	2,784,262	2,227,124	2,180,367	2,696,469
603-46000-46481	SEWER CONNECTION FEES	106,120	121,880	423,680	136,500	5,600	14,000
Totals for dept 46000 - PUBLIC CHARGES FOR SERVICES		2,690,537	2,661,387	3,221,405	2,369,599	2,254,348	2,716,754
Dept 48000 - MISCELLANEOUS REVENUES							
603-48000-48110	INTEREST INCOME	800	33,523	83,031	500	7,460	
603-48000-48111	UNREALIZED GAIN/LOSS IN INVESTMENTS					1,103	
Totals for dept 48000 - MISCELLANEOUS REVENUES		800	33,523	83,031	500	8,563	
Dept 49000 - FINANCING SOURCES							
603-49000-49100	PROCEEDS FROM DEBT						
603-49000-49200	TRANSFER FROM OTHER FUNDS	2,017,093	1,382,191	14,521			
603-49000-49900	CONTINUING APPROPRIATIONS						
Totals for dept 49000 - FINANCING SOURCES		2,017,093	1,382,191	14,521			
TOTAL ESTIMATED REVENUES		5,012,137	9,547,952	3,318,957	2,370,099	2,262,911	2,716,754

APPROPRIATIONS

Dept 53661 - U.D. #1 OPERATIONS							
603-53661-50102	WAGES	90,565	96,121	115,849	117,026	99,517	122,521
603-53661-50104	OVERTIME	83	276	985	3,500	3,133	4,500
603-53661-50201	FICA	6,938	7,005	8,850	9,220	7,804	9,717
603-53661-50202	RETIREMENT	(16,979)	(18,256)	2,228	8,316	7,158	8,828
603-53661-50203	HEALTH INSURANCE	26,454	26,033	36,134	37,393	32,569	51,363
603-53661-50204	DENTAL INSURANCE	1,633	1,764	2,517	2,638	2,431	3,061
603-53661-50205	LIFE INSURANCE	354	298	279	113	128	150
603-53661-50206	POST RETIREMENT BENEFITS	3,845	(142)	(157)			
603-53661-50207	UNEMPLOYMENT						
603-53661-50307	GEAR AND CLOTHING				1,000	748	1,750
603-53661-50309	OTHER SUPPLIES AND EXPENSE	1,049	4,953	3,915	10,000	10,000	14,500
603-53661-50409	OTHER CONTRACTED SERVICES						
603-53661-50410	PURCHASED WATER	1,356	2,728	3,052	3,500	2,354	3,057
603-53661-50411	SEWAGE TREATMENT	490,386	578,201	712,548	272,911	664,479	927,618
603-53661-50503	EQUIPMENT LEASE AND RENTAL						
603-53661-50504	VEHICLE MAINTENANCE	8,548	4,688	11,804	10,815	10,880	15,750
603-53661-50507	UTILITY PLANT MAINTENANCE	23,210	32,996	20,514	25,000	35,012	28,500
603-53661-50601	FUEL - GASOLINE AND DIESEL	7,500	12,057	12,808	15,125	6,726	16,600
603-53661-50602	ELECTRICITY	32,931	38,179	46,790	73,016	37,093	70,000
603-53661-50603	GAS	2,734	4,057	3,172	5,925	2,456	6,222
603-53661-50604	TELEPHONE	336	1,037	660	500	484	552
603-53661-50809	OTHER MISCELLANEOUS EXPENSES	2,348	2,286	2,551	3,000	2,510	5,000
603-53661-50811	LIABILITY INSURANCE	24,920	32,754	38,472	34,959	29,479	38,969
603-53661-50812	WORKER'S COMPENSATION INSURANCE						
603-53661-50920	AMORTIZATION EXPENSE	(13,460)	(19,702)	(19,702)	(13,460)		(19,703)
603-53661-50921	DEPRECIATION	644,453	795,619	838,018	151,166	698,348	844,719
Totals for dept 53661 - U.D. #1 OPERATIONS		1,339,204	1,602,952	1,841,287	771,663	1,653,309	2,153,674

Dept 53662 - U.D. #1 ADMINISTRATION							
603-53662-50101	SALARIES	96,500	94,022	109,355	113,030	97,445	159,071
603-53662-50102	WAGES	33,774	39,130	44,103	41,537	36,097	42,781
603-53662-50201	FICA	9,489	9,826	11,605	11,824	10,158	15,442
603-53662-50202	RETIREMENT	7,984	8,284	25,812	10,665	9,205	14,029
603-53662-50203	HEALTH INSURANCE	28,948	30,141	32,937	42,901	29,162	58,404
603-53662-50204	DENTAL INSURANCE	1,919	2,328	2,569	2,650	1,757	3,644
603-53662-50205	LIFE INSURANCE	503	4,393	396	384	288	518
603-53662-50206	POST RETIREMENT BENEFITS	(1,281)	4,299	(81)			
603-53662-50207	UNEMPLOYMENT						
603-53662-50301	OFFICE SUPPLIES		473		600		600
603-53662-50303	POSTAGE	3,300	3,871	3,726	2,500	3,066	4,407
603-53662-50309	OTHER SUPPLIES AND EXPENSE	477	1,194	578	2,000	821	3,500
603-53662-50401	AUDITING AND ACCOUNTING	6,624	7,244	8,848	8,017	8,017	7,720
603-53662-50402	CONSULTING AND FINANCIAL ADVISOR			1,200	2,000	232	1,500
603-53662-50403	ENGINEERING AND INSPECTION	120	45		5,000		3,000
603-53662-50404	LEGAL	1,958	1,615	5,243	6,181	2,491	6,000
603-53662-50405	COMPUTER AND WEBSITE	9,497	9,553	11,025	12,079	6,927	12,945
603-53662-50503	EQUIPMENT LEASE AND RENTAL	827	786	786	580	738	750
603-53662-50602	ELECTRICITY	2,876	3,367	3,398	2,331	2,636	2,448
603-53662-50603	GAS	1,100	1,689	1,186	4,224	786	3,000
603-53662-50604	TELEPHONE	336	1,037	660	300	484	552
603-53662-50701	CONFERENCES & TRAINING				1,000	1,000	2,000
603-53662-50807	PERMITS	6,242	6,116	6,458	504	5,780	6,417
603-53662-50811	LIABILITY INSURANCE	1,611	2,111	2,470	2,231	1,889	2,488
603-53662-50812	WORKER'S COMPENSATION INSURANCE						
603-53662-50902	EQUIPMENT CAPITAL OUTLAY						14,000
603-53662-50903	INFRASTRUCTURE CAPITAL OUTLAY			50,170	1,849,700		250,000
603-53662-50911	INTEREST	239,372	232,813	224,235	217,166	150,659	169,024
603-53662-50912	DEBT ISSUE COST	46,326	353	353	400	353	353
Totals for dept 53662 - U.D. #1 ADMINISTRATION		498,502	464,690	547,032	2,339,804	369,991	784,593
Dept 59100 - TRANSFER OUT							
603-59100-50000	TRANSFER TO OTHER FUNDS			776,412			
Totals for dept 59100 - TRANSFER OUT				776,412			
TOTAL APPROPRIATIONS		1,837,706	2,067,642	3,164,731	3,111,467	2,023,300	2,938,267
NET OF REVENUES/APPROPRIATIONS - FUND 603							
		3,174,431	7,480,310	154,226	(741,368)	239,611	(221,513)
BEGINNING FUND BALANCE		20,575,067	24,299,052	32,301,585	32,449,278	32,449,278	32,449,278
FUND BALANCE ADJUSTMENTS		549,550	522,225	(6,534)			
ENDING FUND BALANCE		24,299,048	32,301,587	32,449,277	31,707,910	32,688,889	32,227,765
Fund 604 - STORMWATER UTILITY							
ESTIMATED REVENUES							
Dept 42000 - SPECIAL ASSESSMENTS							
604-42000-42190	OTHER SPECIAL ASSESSMENTS	281,572	287,766	287,008	280,000	291,738	290,000
Totals for dept 42000 - SPECIAL ASSESSMENTS		281,572	287,766	287,008	280,000	291,738	290,000
Dept 48000 - MISCELLANEOUS REVENUES							
604-48000-48110	INTEREST INCOME						
Totals for dept 48000 - MISCELLANEOUS REVENUES							
TOTAL ESTIMATED REVENUES		281,572	287,766	287,008	280,000	291,738	290,000
APPROPRIATIONS							
Dept 53671 - STORMWATER UTILITY OPERATIONS							
604-53671-50102	WAGES		12,052	10,775	9,302	7,964	9,616
604-53671-50201	FICA		631	815	712	596	736
604-53671-50202	RETIREMENT		595	915	642	549	669
604-53671-50203	HEALTH INSURANCE		3,151	4,316	3,723	3,327	4,055
604-53671-50204	DENTAL INSURANCE		220	293	242	214	242
604-53671-50205	LIFE INSURANCE		42	31	11	11	13
604-53671-50206	POST RETIREMENT BENEFITS			(2,494)			
604-53671-50409	OTHER CONTRACTED SERVICES	38,288	2,337			2,384	2,384
604-53671-50504	VEHICLE MAINTENANCE				500	457	4,000
604-53671-50601	FUEL - GASOLINE AND DIESEL		148		550		2,500
604-53671-50921	DEPRECIATION			2,894		2,412	226,205
Totals for dept 53671 - STORMWATER UTILITY OPERATIONS		38,288	19,176	17,545	15,682	17,914	250,420

Dept 53672 - STORMWATER UTILITY ADMINISTRATIONS							
604-53672-50101	SALARIES	70	3,951	3,924	4,098	3,545	15,844
604-53672-50201	FICA		273	304	313	270	1,212
604-53672-50202	RETIREMENT		(595)	(664)	283	245	1,101
604-53672-50203	HEALTH INSURANCE		83	473	504	632	5,960
604-53672-50204	DENTAL INSURANCE		13	56	28	38	322
604-53672-50205	LIFE INSURANCE		(610)	16	3	2	19
604-53672-50206	POST RETIREMENT BENEFITS			(827)			6,500
604-53672-50309	OTHER SUPPLIES AND EXPENSE	1,304	1,011	5,000	5,000	4,655	
604-53672-50403	ENGINEERING AND INSPECTION	2,763	5,892	1,850	15,000		1,000
604-53672-50506	DITCHING AND DRAINAGE	4,520	192	4,486	5,000	9,671	10,000
604-53672-50903	INFRASTRUCTURE CAPITAL OUTLAY		159,937	38,875	316,500	100,479	215,696
Totals for dept 53672 - STORMWATER UTILITY ADMINISTRATIONS		8,657	170,147	53,493	346,729	119,537	257,654
TOTAL APPROPRIATIONS		46,945	189,323	71,038	362,411	137,451	508,074
NET OF REVENUES/APPROPRIATIONS - FUND 604		234,627	98,443	215,970	(82,411)	154,287	(218,074)
BEGINNING FUND BALANCE		494,606	718,539	816,982	1,142,274	1,142,274	1,142,274
FUND BALANCE ADJUSTMENTS		(10,696)		109,322			
ENDING FUND BALANCE		718,537	816,982	1,142,274	1,059,863	1,296,561	924,200
ESTIMATED REVENUES - ALL FUNDS		41,816,671	34,853,460	27,527,156	15,376,595	18,421,411	17,871,672
APPROPRIATIONS - ALL FUNDS		27,102,575	17,085,123	20,568,518	17,078,031	13,996,316	16,096,051
NET OF REVENUES/APPROPRIATIONS - ALL FUNDS		14,714,096	17,768,337	6,958,638	(1,701,436)	4,425,095	1,775,621
BEGINNING FUND BALANCE - ALL FUNDS		38,563,223	53,816,191	72,122,546	79,639,438	79,639,438	81,979,011
FUND BALANCE ADJUSTMENTS - ALL FUNDS		538,854	538,018	558,249			
ENDING FUND BALANCE - ALL FUNDS		53,816,173	72,122,546	79,639,433	77,938,002	84,064,533	83,754,632

Name		Year	Start	End	Category	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	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Village of Somers CIP Improvements - TID #3 (KWIK TRIP DEVELOPMENT PRE-DEVELOP, SEWER & WATER-PHASE 1, PUMPING STATIONS (W&S), 2021 CIP BORROWED PORTION, DARBY LANE FARMS, BECKNELL WATER MAIN)																							5/28/2024													
Project	Departments Involved							Impr Year	Cost Estimate	Funding															Notes											
	Streets	Sanitary Water	Storm	Parks	Fire	PW	Admin			Priority	Tax Levy	Sewer Utility	TID #1	TID #2	TID #3	TID #4	TID #6	Pot SW Util	Pot Donors	Pot Asm/Dev	2023	2024	2025	2026		2027	2028	2029	2030	Total						
Sanitary Utility																																				
		x											x														\$0									
Total Sanitary Utility																																				
																				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0								
Water Utility																																				
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Total Water Utility																																				
																				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0								
TOTAL CIP - TID #3																							\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GRANT: 2018-001, 2019-012, 2020-022, 2020-023, 2021-014, 2021-019, 2022-008																																				
2018-001 - \$128,172.74 revenue balance, \$109,216.67 expenses balance																																				
2019-012 - no revenue acct listed, \$10,077,743.26 expenses balance																																				
2020-022 - no revenue acct listed, \$1,418,428.17 expenses balance																																				
2020-023 - no revenue acct listed, \$1,826,013.8 expenses balance																																				
2021-014 - no revenue acct listed, \$159,399.30 expenses balance																																				
2021-019 - \$20,000 revenue balance, \$33,878.94 expenses balance																																				
2022-008 - \$585,371.73 revenue balance, \$303,590.11 expenses balance																																				

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2025 Consolidated CIP

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										Use of funds			
	2025 total proposed CIP budget		2025 proposed General fund	2025 proposed Sewer fund CIP	2025 proposed Water fund CIP	2025 proposed Stormwater fund CIP	2025 proposed TID #1 CIP	Carried over from 2024	2023A borrowing	2025 cash	2026 cash	ARPA funds	Use of carry over funds from previous borrowings
General fund:													
Paving:													
37th Ave. (CTH A to 6th Pl.) Pets Sub. , Paser Rating = 2	\$71,634		71,634						71,634				
6th Place (37th Ave. to 39th Ave.) Pets Sub. PASER Rating = 2	\$31,000		31,000						31,000	-			
39th Ave. (6th Pl. to Cul-De-Sac) Pets Sub. PASER Rating = 2	\$57,400		57,400						57,400				
39th Ave. (6th Pl. to 5th Pl.) Pets Sub. PASER Rating =2	\$85,400		85,400						85,400				
5th Place (39th Ave. to Cul-De-Sac) Pets Sub. PASER Rating = 2	\$61,700		61,700						61,700				
5th Place (39th Ave. to 4204, 6th St.) Pets Sub. PASER Rating = 2	\$120,000		120,000						120,000				
6th Street (6th Street to Termination) Pets Sub. PASER Rating = 2	\$30,000		30,000						30,000	-			
	\$457,134		457,134		-	-		-	457,134	-	-		-
Public works:													
Trench Box	\$15,000		\$15,000							\$15,000			
GIS	\$15,000		15,000							\$15,000			
Bucket Truck	\$250,000		\$250,000						\$55,000	195,000			
	\$280,000		\$280,000					-	\$55,000	225,000	-		
Parks:													
	-		-							-	-		
	-		-							-	-		
	-		-					-		-	-		
Public Safety:													
Turnout Gear	150,000		150,000							150,000	-		
Fire Hose Replacement	15,000		15,000							15,000	-		
CO2 Meters	12,000		12,000							12,000	-		
Dispatch Software	12,500		12,500							12,500	-		
Gym Equipment	15,000		15,000							15,000	-		
Station #2 Architectue	50,000		50,000							50,000	-		
			-							-	-		
	254,500		254,500		-	-		-	-	254,500	-	-	
Administration:													
Website upgrade	5,000		5,000							5,000			
Fire Department Lobby	25,000		25,000							25,000			
Replacement Computer Plan	20,000		20,000							20,000			
Electronic Speed Signs	15,000		15,000							15,000			
Village Buildings HVAC Repairs	10,000		10,000							10,000	-		
Banners	3,500		3,500							3,500			
	78,500		78,500		-	-		-	-	78,500	-	-	
TOTAL GENERAL FUND	\$1,070,134		1,070,134		-	-		-	\$12,134	558,000	-	-	-
Sewer fund:													
					-					-	-		
					-					-	-		
I&I Replacement/Repaid Program	250,000			250,000						250,000	-		
	-			-						-	-		
TOTAL SEWER FUND	250,000			250,000	-	-		-	-	250,000	-	-	-
Water fund: updated 6/20/24													
Water Meter AMR Program					-								-
TOTAL WATER FUND	-			-	-			-	-	-	-	-	
Storm water fund: updated 6/20/24													
Greenbay Road Mueller parcel	40,000					40,000		40,000		40,000	-		
Gitzlaff Phase II	31,711					31,711		31,711		31,711	-		
Neumiller Woods Phase II	30,000					30,000		30,000		30,000			
Davis Culvert	40,000					40,000		40,000		40,000			
4th Street Culvert Replacement	71,600					71,600		81,600		71,600			
1/2 of Strand's Grant Money	40,500					40,500				40,500			
TOTAL STORM WATER FUND	253,811			-		253,811		223,311	-	253,811	-		
TID#1:													
	-												
TOTAL TID #1 FUND	-			-		-	-	-	-	-	-		
TOTAL	\$1,573,945		1,070,134	250,000	-	253,811	-	223,311	512,134	1,061,811	-	-	



**VILLAGE OF SOMERS
VILLAGE BOARD
MEETING ITEM MEMORANDUM**

MEETING DATE: November 26th, 2024

TO: Village President Stoner and Village Trustees

PREPARED BY: Jason J. Peters, Administrator

AGENDA ITEM: #9 Motion to Take Plan Commission Recommendation for
Shoreland Luther High School Federation, Inc. from the Table

#10 Action on Plan Commission Recommendation (Shoreland):

- a. Request by Shoreland Lutheran High School Federation, Inc., 9026 12th St., Kenosha, WI 53144, (Owner), for approval of a Conditional Use Permit to allow a school gymnasium in the I-1 Institutional Dist., on Tax Parcel # 82-4-222-084-0272, located in the SE 1/4 of Section 8, T2N, R22E, Village of Somers. (For information use only, the property is located at 9026 12th Street.)
- b. Request by Shoreland Lutheran High School Federation, Inc., 9026 12th St., Kenosha, WI 53144, (Owner), for approval of site plan review and exterior fenestration review on Tax Parcel # 82-4-222-084-0272, located in the SE 1/4 of Section 8, T2N, R22E, Village of Somers. (For information use only, the property is located at 9026 12th Street.)

BACKGROUND:

In April of 2024, the Board approved a Comp Plan Change, Rezoning and CSM so that Shoreland Lutheran High School could install a stormwater management system. The proposed system is what is known as a Regenerative Stormwater Conveyance. This system was in preparation for any expansions to their facilities. In August of 2024, Staff met with Shoreland Lutheran to review the proposed additions to their existing buildings. The proposed additions will include the following: an expanded music room, eight new classrooms, a new main entry/vestibule area, a new fitness center, and a new gymnasium. The existing gymnasium will also be remodeled as a part of the plan. The project requires

a conditional use permit for the new gymnasium and site plan/exterior fenestration. Shoreland Lutheran submitted their applications at the end of August.

PRIOR ACTION TAKEN:

The Plan Commission met on October 14th to review Shoreland Lutheran's conditional use permit application and the requisite public hearing was held. Public comments were given. One individual was concerned over possible parking on the road and noise from the gymnasium during events. The main concern during public comments stems from the possibility of a water main being brought to the site, and how it would be paid for and residents assessed. Administrator Peters will note that under the Village's current ordinance 13.07 (E) the water main would be assessed by front footage. The section reads as follows:

“The amount assessed against any property shall be computed on a front footage basis using the total cost of the improvement including the construction cost for the size of main required to adequately serve and benefit the property as determined by the Utility, but in no case shall such main be less than eight inches in diameter nor shall such main be larger than 12 inches in diameter. The costs of engineering and legal services and any other component of direct or indirect cost which is attributed to the improvement, including the cost of that portion of the water main in intersections of streets shall be included in computing the costs of the improvement.”

The Board may recall that in 2021, Mastercraft proposed a subdivision across the street from this site. At that time the estimate for the total cost of bring water main from 100th Avenue was \$807,000. As this estimate is several years old, Engineering has provided an updated opinion of probable cost. This new cost is approximately \$1.5 million and includes running the line to the corner of CTH E and CTH H. The Plan Commission's recommendation was to approve the request for the conditional use permit (6-0) and the request for site plan and exterior fenestration. (6-0).

The Board reviewed this matter at our November 6th Work Session. To be clear, their stormwater plans were submitted and approved subject to conditions in April. Final plans have not been fully approved by Engineering, but it has always been Shoreland Lutheran High School's intention to install the regenerative storm water conveyance system. They have indicated that they would start this project at the same time they begin work on their expansion. This matter was reviewed at our November 12th Board Meeting for action, subject to conditions.

Another topic of concern was the Traffic Impact Analysis. Shoreland has provided their TIA to the County. On November 8th, Staff and Village Engineering met with the County's Highway Director to discuss the TIA. On November 11th, Kenosha County Highway's provided their comments to Shoreland. On November 14th, Shoreland's consultant provided their comments back to the County.

On November 12th, the Board tabled this matter for further discussion.

There does not appear to be any major issues with the project as a whole. The main issue continues to be, as was the case in the Mastercraft proposal, whether the water main will

be extended from 100th Avenue. On October 15th, Administration, President Stoner, and Attorney Davison met with legal counsel for Shoreland Lutheran to discuss the water main issue. At this time, we reviewed the assessment report from 2021, discussed the Village's current ordinance for assessing water main, and discussed options for funding the project.

For our Work Session, Administration would suggest that if and when the Board determines that they are agreeable to Shoreland Lutheran's planned expansion, that clear direction be given as to whether the water main will be extended from 100th Avenue. Administration also recommends that once a clearer picture on whether the main will be extended that a meeting be held with those property owners that have front footage along CTH E.

Administration has requested in writing from Attorney Davison, Chief Andersen and KWU their opinions on the requirement that municipal water be extended for this project. These items are attached.

The Board was provided with these materials for our November 19th Work Session. At this Work Session Staff was directed to put this matter on our November 26th Board meeting for action.

SUGGESTED ACTION/ACTION REQUESTED/COMMENTS:

Based on direction from the Board on November 6th and November 19th, Staff would recommend approval of the project subject to conditions. This will allow Shoreland to move forward with their plans, including submitting them to the State of Wisconsin. As I stated in the past, the approval subject to conditions does not mean that this project is a "done deal." Comments from our Engineers, comments from County Highways, and the water main issue will all still need to be addressed. In the event that the Village Board agrees with the suggested action, a suggested motion to approve would be as follows:

9

"Motion to Take Plan Commission Recommendation for Shoreland Luther High School Federation, Inc. from the Table"

10a

"Motion to approve request by Shoreland Lutheran High School Federation, Inc., 9026 12th St., Kenosha, WI 53144, (Owner), for approval of a Conditional Use Permit to allow a school gymnasium in the I-1 Institutional Dist., on Tax Parcel # 82-4-222-084-0272, located in the SE 1/4 of Section 8, T2N, R22E, Village of Somers, subject to the following conditions:

- 1. Subject to conditions as listed in Planning Memo dated September 30th, 2024;*
- 2. Subject to final plans being reviewed and approved by Village Planning;*

3. *Subject to conditions as listed in Village Engineer Memo dated October 14th, 2024;*
4. *Subject to final plans being reviewed and approved by Village Engineer;*
5. *Subject to final plan being reviewed and approved by Kenosha County Highway Commissioner / Director of Highways; and*
6. *Execution of a Developer's Agreement between the Village of Somers and Shoreland Lutheran High School Federation, Inc."*

10b

"Motion to approve request by Shoreland Lutheran High School Federation, Inc., 9026 12th St., Kenosha, WI 53144, (Owner), for approval of site plan review and exterior fenestration review on Tax Parcel # 82-4-222-084-0272, located in the SE 1/4 of Section 8, T2N, R22E, Village of Somers, subject to the following conditions:

1. *Subject to conditions as listed in Planning Memo dated September 30th, 2024;*
2. *Subject to final plans being reviewed and approved by Village Planning;*
3. *Subject to conditions as listed in Village Engineer Memo dated October 14th, 2024;*
4. *Subject to final plans being reviewed and approved by Village Engineer;*
5. *Subject to final plan being reviewed and approved by Kenosha County Highway Commissioner / Director of Highways; and*
6. *Execution of a Developer's Agreement between the Village of Somers and Shoreland Lutheran High School Federation, Inc."*

ATTACHMENTS:

Planning and Zoning Memo to Plan Commission dated September 30th, 2024

Engineering Comments

Plan Commission Minutes – Highlighted

Conditional Use Application

Conditional Use Narrative

Civil Plans

Stormwater Memo

Floor Plans

Exterior Elevations

Landscaping Plans

Checklist

Traffic Impact Analysis

County Highways Comments on Traffic Impact Analysis

Shoreland Response to Comments on Traffic Impact Analysis

Updated Opinion of Cost

Letter from KWU

Memorandum from Chief Andersen

Memorandum from Attorney Davison



KENOSHA COUNTY

Shelly Billingsley, Director
Department of Public Works &
Development Services

Andy M. Buehler, Director
Division of Planning & Development

TO: Village of Somers Plan Commission
FROM: Luke Godshall, Senior Land Use Planner
APPLN DATE: 08-30-24
RPT DATE: 09-30-24
MTG DATE: 10-14-24
RE: Shoreland Lutheran H.S. Conditional Use Permit & Site Plan Review

PROJECT/SITE INFO:

1. Petitioner/Agent: Tom Schermerhorn, Excel Engineering, Inc.
 2. Property Owner: Shoreland Lutheran High School
 3. Location/Address: 9026 12TH ST
 4. Tax key Number(s): 82-4-222-084-0272
 5. Area: 55.74 acres
 6. Existing Zoning: I-1 Institutional Dist.
 7. Proposed Zoning: I-1 Institutional Dist.
 8. Existing Land Use: Governmental and Institutional
 9. Proposed Land Use: Governmental and Institutional
-

PROJECT OVERVIEW:

The Petitioner requests conditional use and site plan/building fenestration review and approval for several proposed building additions onto the existing Shoreland Lutheran High School building, along with additional parking areas. The site is zoned I-1 Institutional District, which requires conditional use approval for school auditoriums, gymnasiums and stadiums (the submitted plans indicate the addition of a new practice gymnasium, as well as the remodeling of the existing gymnasium).

PLANNER COMMENTS:

Building Additions & Design:

The submitted plans indicate a total area of 31,569 sq. ft. of building additions, with another 11,047 sq. ft. of existing areas to be remodeled. The new building additions include an expanded music room, 8 new classrooms, a new main entry/vestibule area, a new fitness center, and a new gymnasium (in addition to remodeling the existing gymnasium). The new gymnasium requires conditional use approval under Village ordinance.

Building elevations and renderings submitted indicate the building additions to be constructed with a variety of materials including brick veneer, fiber cement panels, and aluminum composite all in a variety of colors. In addition, the existing school building is shown to have its exterior updated with new brick finish and exterior nichia panels.

All proposed building additions meet all minimum required setback distances from property lines and is less than the maximum allowable building height of 60'.

Parking:

The submitted site plans indicate new parking areas to be added along the south and east ends of the site, with the new parking at the east end of the site replacing the area of the baseball field. The number of total parking spaces according to the submitted plans is 533 spaces. Additionally, the plan indicates 8 bus parking stalls.

Village zoning ordinance parking requirements for colleges and high schools calls for 1 space for every 5 students, plus one space for each employee on the largest work shift. Of the 533 total spaces, 70 would be for employees (according to the information provided on the submitted site plan review checklist). This leaves 463 spaces available for students, enough to accommodate 2,315 students.

The conditional use for the proposed gymnasium requires an additional parking requirement of one space for every 3 seats within the gymnasium. The submitted plans do not indicate the seating capacity of the new and remodeled gymnasiums to be able to determine if the total of 533 parking spaces would be enough to accommodate employees, students and gymnasium seating requirements. Staff has requested the Petitioner provide the total seating capacity of both the new gymnasium and remodeled existing gymnasium.

Sixteen (16) of the proposed parking spaces shown at the southwestern portion of the site would be located closer than the normally required 20' setback from a public right-of-way. The width of the CTH E right-of-way dedication was recently widened, causing Shoreland's existing parking spaces along CTH E to be closer than the 20'. Shoreland wishes to locate the new parking spaces to be in line with those existing spaces to the east and has requested the reduced setback as part of the Conditional Use and site plan approval.

All parking spaces on the submitted site plans are shown to be 9'x18' in size and provide for 24' wide aisles between the ends of parking spaces to meet ordinance requirements.

Landscaping:

A landscaping plan (dated 8-27-24 prepared by Heller & Associates, LLC) was included with the submitted application materials. The plan provides for a wide variety of deciduous and evergreen trees, shrubs and perennials and also indicates that existing trees and vegetation would be retained.

While the landscaping plan generally meets ordinance landscaping requirements, it is recommended that berms be utilized along the parking areas which abut the CTH E and CTH H rights-of-way. The landscaping section of the zoning ordinance indicates that "the use of berms shall constitute over 75% of the parking areas abutting a right-of-way. The berm shall be designed to be meandering and undulating with a minimum height of four feet with slopes no greater than 4:1."

Lighting:

A site photometric plan (dated 8-30-24 prepared by Excel) was included with the submitted application materials. The plan shows that the proposed lighting intensity and proposed lighting fixtures meet ordinance standards.

This project will require approval from the City of Kenosha for an Airport Site Plan review, as the property is located within a City of Kenosha Airport Overlay zoning district.

Planning & Development will issue zoning permits for the project only after the Petitioner has executed a Developer's Agreement with the Village and has met any other of the Village's requirements for the development.

STAFF RECOMMENDATION:

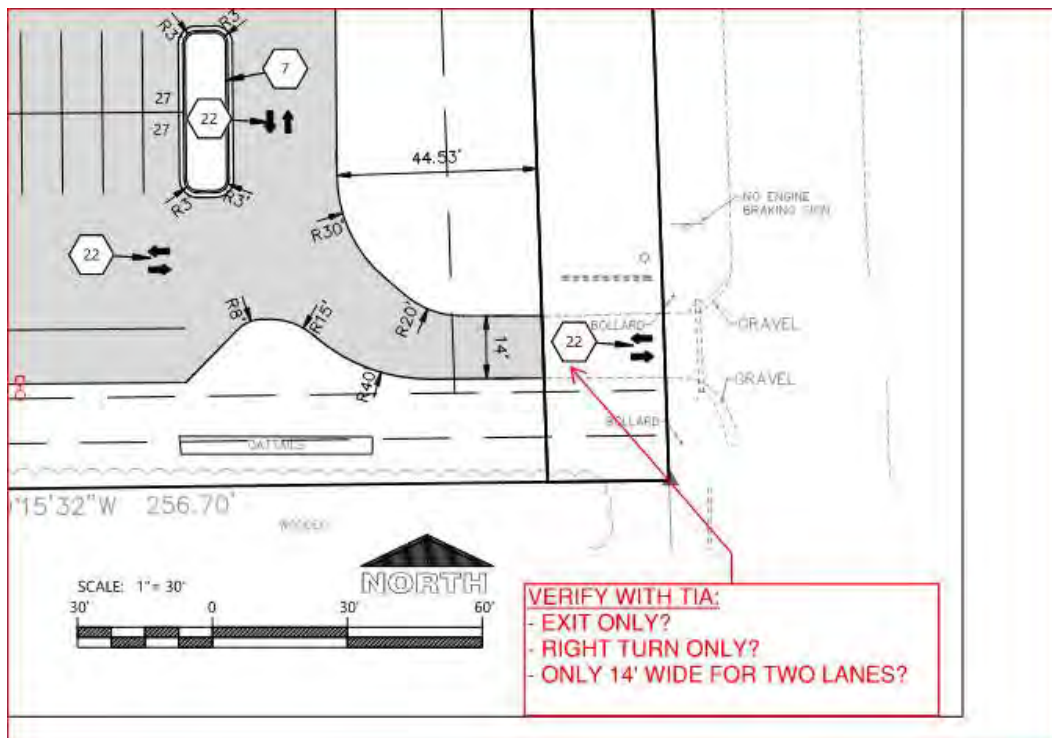
Should the Plan Commission choose to recommend approval of this project, staff would recommend the following conditions:

1. The Conditional Use shall be subject to the conditions present in the Village of Somers General Zoning and Shoreland/Floodplain Zoning Ordinance Section ZN 5.03(8)(b)121; School auditoriums, gymnasiums and stadiums in the I-1 District:
 - a. At least one (1) off-street parking space shall be provided for every three (3) seats located within the auditorium, gymnasium or stadium
(Note: Petitioner shall provide seating capacity total of the gymnasiums to determine if this condition is being met)
 - b. Ingress and egress to the premises shall be determined with due regard to topography and public road and pedestrian traffic taking into consideration hills, curves, speed limits and vision clearance.
 - c. Night lighting shall not shine on adjoining property.
 - d. In the case of outdoor stadiums, the parking area shall be paved or maintained in a dust free condition.
2. The Conditional Use approval to allow for the addition of sixteen (16) parking spaces at the southwest portion of the site to be located closer than 20' from the public right-of-way.
3. Subject to a revised landscaping plan being submitted which includes berms along at least 75% of the parking areas abutting a right-of-way.
4. Subject to submitting plans to be reviewed/approved for any proposed trash enclosures to be located on the site.
5. Subject to receiving approval of any necessary Traffic Impact Analysis (TIA) as may be required by Kenosha County Division of Highways.
6. Subject to receiving approval of an Airport Site Plan Review by the City of Kenosha.
7. Subject to final review and approval by the Village of Somers engineer.
8. Subject to approval by the Somers Fire & Rescue Department.
9. Subject to a Kenosha County zoning permit being issued for any proposed structures including principal buildings, signage, fences, accessory buildings, etc.
10. Subject to implementation of a Developer's Agreement between the Petitioner and the Village of Somers.

Shoreland Lutheran High School
October 14, 2024 Plan Commission Meeting
Village of Somers

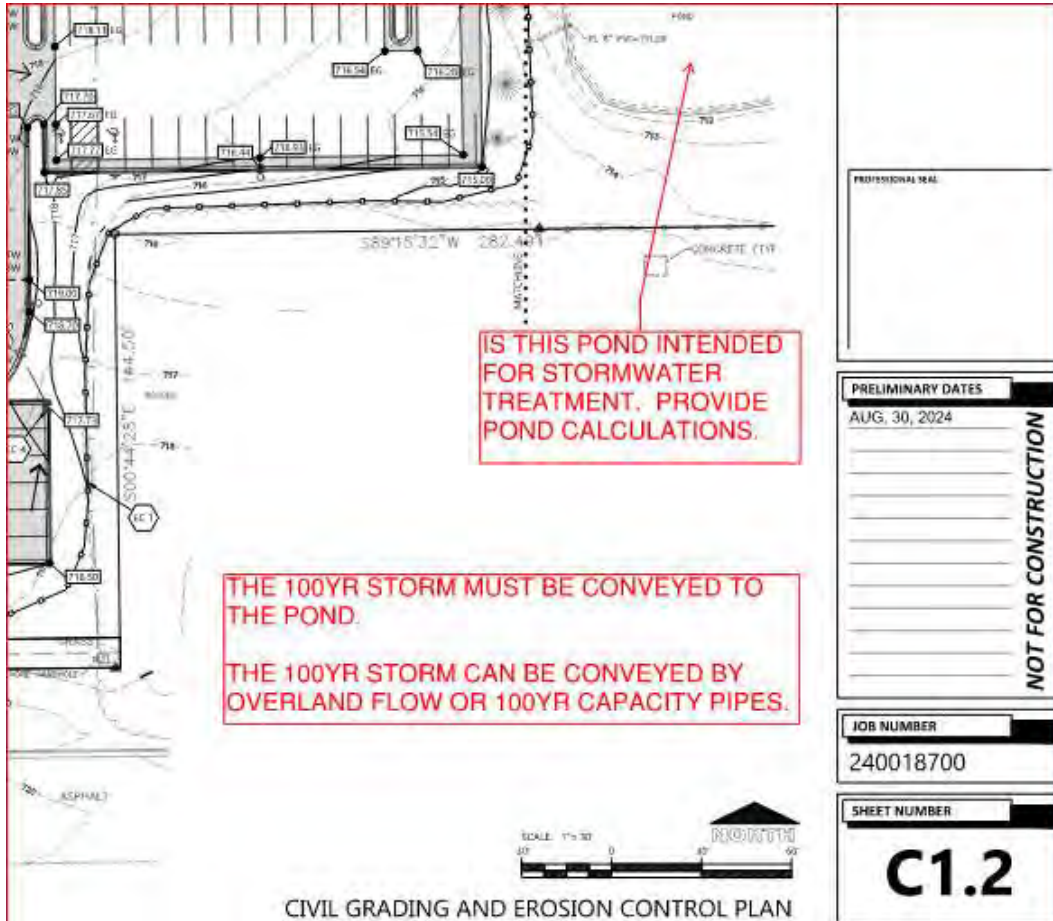
We reviewed the plans and stormwater memo dated August 30, 2024; our comments are listed below.

1. Provide full engineering plans and calculations consolidating the stormwater plan and the site development plan.
2. It is our understanding that the school may be required to extend the public water main to provide water service and fire protection. Provide engineering plans if required.
3. Sheet C1.1: Verify that the existing driveway to CTH H can remain based on the traffic impact analysis (TIA). The driveway is too narrow for two lanes of traffic as shown on the plans.



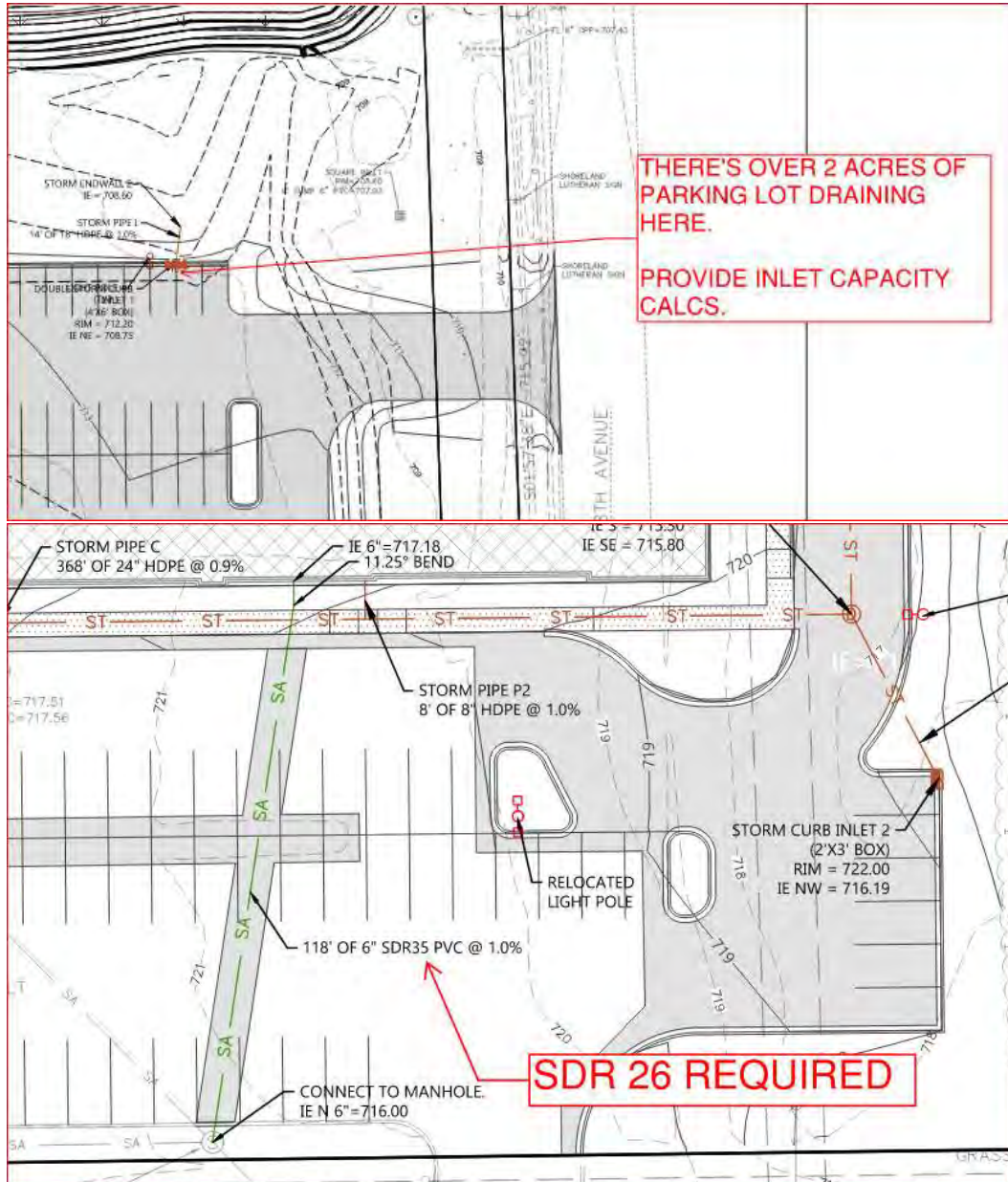
4. Sheet C1.2:

- a. Provide pond calculations if the existing pond is intended to provide storm water treatment.
- b. The 100-yr storm must be conveyed to the stormwater ponds, using overland flow or 100-yr capacity pipes.



5. Sheet C1.3:

- Provide inlet capacity calculations for the parking lot.
- Verify that the stormwater is not overtopping the inlet and bypassing to the CTH H ditch.
- SDR 26 PVC pipes are required for sanitary laterals.



Status of Engineer's Approval: Not Approved

Brett D. Biwer

Brett D. Biwer, PE

Cc: Jason J. Peters, JD/MPA – Village Administrator
George Stoner – Village President
Doug Snyder, P.E. – Village Engineer



Village of Somers
Proceeding from the Village Plan
Commission Meeting
Oct. 14, 2024

1. Call to Order

Chairman Stoner called the meeting to order at 5:28 p.m.

Present:

- Chairman George **Stoner**
- Commissioner Troy **Steege**
- Commissioner Gregg **Thompson**
- Commissioner Vinnie **Chambers**
- Commissioner Don **Boxx**
- Commissioner Michael **DeLuca**

Absent:

- Commissioner Jerry **Romanowski**
- Alternate Pat **Juliana**

Staff present in person: Administrator Jason Peters, Assistant to the Administrator Kevin Poirier,
Somers Fire Chief Ben Andersen, Deputy Chief Jodin Froeber

Village Trustees: Jackie Nelson

Kenosha County Planners: Luke Godshall

Village Engineer: Brett Biwer

2. Pledge of Allegiance

Chairman **Stoner** led everyone in the Pledge of Allegiance.

3. Approve Minutes of the Aug. 12, 2024 Meeting

Commissioner **Boxx** moved to approve to the minutes.

Seconded by Commissioner **Steege**.

Motion carried. 6-0 vote.

4. Correspondence

None

5. Citizen Comments

Tom **Harper** – 8910 12th Street

Mr. **Harper** mentioned that his property is very close to the school and bring up parking concerns. He mentions that cars have parked on the road during events and it is a safety concern, He also mentions noise from indoor and outdoor events and hopes that sound proofing options will be considered.

6. **Rezone: Public Hearing and Action on Request by:** John & Ruthann Spaay, 6828 Grand Pkwy, Wauwatosa, WI 53213 (Owner), Steven Frederick, 5025 12th St., Kenosha, WI 53144 (Agent), requesting approval of a rezoning from R-2 Suburban Single-Family Residential Dist. & A-2 General Agricultural Dist. to R-2 Suburban Single-Family Residential Dist. on Tax Parcel #82-4-222-142-0070, located in the NW ¼ of Section 14, T2N, R22E, Village of Somers. *(For information only, the property is located on the south side of Highway E, two parcel east of 52nd Avenue.)*

Public comments: none

Commissioner **Boxx** makes a motion to approve the request.

Commissioner **Steege** seconds the motion.

Motion carried. 6-0.

Passes unanimously

7. **Land Division (Certified Survey Map): Discussion and Action on Request by:** John & Ruthann Spaay, 6828 Grand Pkwy, Wauwatosa, WI 53213 (Owner), Steven Frederick, 5025 12th St., Kenosha, WI 53144 (Agent), requests approval of a Certified Survey Map (dated August 26, 2024 and prepared by Mark A. Bolender of Ambit Land Surveying) to create two (2) 4.82-acre Lots from Tax Parcel #82-4-222-142-0070, located in the NW ¼ of Section 14, T2N, R22E, Village of Somers. *(For information only, the property is located on the south side of Highway E, two parcel east of 52nd Avenue.)*

Public comments: none

Commissioner **Boxx** makes a motion to approve the request.

Commissioner **Thompson** seconds the motion.

Motion carried. 6-0.

Passes unanimously

8. **Comprehensive Plan Amendment: Public Hearing and Action on Request by:** Berwick Properties Inc, 4011 80th St, Kenosha, WI 53142 (Owner), Daniel Szczap, Bear Development, LLC, 4011 80th St., Kenosha, WI 53142 (Agent); requests an amendment to the land use plan map for the Village of Somers (Map 80) as adopted in the Multi-

Jurisdictional Comprehensive Plan for Kenosha County: 2035 from High-Density Residential to Medium-Density Residential, on Tax Parcel #s 82-4-222-151-0560, 82-4-222-151-0561, 82-4-222-151-0563, located in the NE 1/4 of Section 15, T2N, R22E, Village of Somers. *(For information use only, the property is East and South of the Pike Creek Lift Station.)*

Public comments: none

Commissioner **Boxx** makes a motion to approve the request.

Administrator **Peters** mentions that there have been changes to the project since the concept was presented to the board at their July 8th meeting.

Bear Development Project Manager Dan **Szczap** mentions that the project presented was a residential mix of 33 single-family homes and 64 two-family buildings that received positive feedback when it was presented in July. They therefore started the process to re-zone and amend the comprehensive land use plan accordingly. They are proposing zero lot-line parcels to accommodate the two-family buildings. It would look like a condominium but be on a fee-simple lot. They have done this before in Mount Pleasant.

Szczap suggests three ways to move forward:

1. Move forward with the concept plan and using a PUD to handle deviations
2. Changing the two-family dwellings to condos
3. Changing the zoning code to accommodate zero-lot-line development

Administrator **Peters** mentions that Bear is also looking at the possibility of filling the site and changing it to single-family homes.

Szczap mentions that the soil condition and high ground water on the property has been challenging and that the fill would allow for the structures to be built with basements. They are in discussion to secure fill for the site but that has not been finalized.

Commissioner **Boxx** gets confirmation from **Szczap** that if sufficient fill is secured, the duplexes would be changed to single-family homes on the entire site. If the fill is not secured, the developer would plan to move forward with zero-lot-line dwellings to accommodate the challenges of the site and be a financially viable project. The developer states that condominiums is a complicated form of ownership and is not their preference.

Commissioner **Boxx** mentions that the developer is asking for a reduction of the setbacks from what the zoning allows.

Commissioner **Steege** asks whether, in the case the site is converted to single-family homes, the setbacks would be compliant with current ordinances.

Szczap states that he is not sure as the site plan is likely to change and they may ask for

minor relief.

Commissioner **Steege** asks for clarification about the changes from the plan resented in July.

Szczap states that the building and roads through the site did not change, only the lot lines through the duplexes have changed to create zero-lot-line fee-simple lots.

Commissioner **Boxx** asks details about the maintenance of the property.

Szczap explains that declarations, homeowner association and/or covenants would govern maintenance, common areas, architecture and insurance.

Commissioner **DeLuca** asks again whether the developer would still ask for zero-lot-lots if they secured the fill.

Szczap states that if the fill is secured, they would eliminate the two-family units in favor of single-family lots.

Chairman **Stoner** is concerned about zero-lot-line and issues with neighbors maintaining their properties to different standards.

Szczap states that the management documents would be similar to a condominium.

Chairman **Stoner** mentions concerns about the fill process and that the size of the lots for single family homes would have to change.

Chairman **Thompson** mentions being in favor of the medium density single-family project but is concern about the timing of the fill as it relates to weather.

Commissioner **Boxx** asks whether the management documents from a similar site could be provided to the commission for review.

Szczap states that that document is owned by a third party and would need approval before sharing it.

Commissioner **Steege** makes a motion to approve the request.

Commissioner **Chambers** seconds the motion.

Motion carried. 6-0.

Passes unanimously

9. Rezoning w/ PUD:

Public Hearing and Action on Request by: Berwick Properties Inc, 4011 80th St, Kenosha, WI 53142 (Owner), Daniel Szczap, Bear Development, LLC, 4011 80th St.,

Kenosha, WI 53142 (Agent); requesting approval of a rezoning from R-9 Multiple-Family Residential Dist., C-1 Lowland Resource Conservancy Dist., and A-2 General Agricultural Dist. to R-9 Multiple-Family Residential Dist., R-5 Urban Single-Family Residential Dist., and C-1 Lowland Resource Conservancy Dist., and PUD Planned Unit Development Overlay, on Tax Parcel #s 82-4-222-151-0560, 82-4-222-151-0561, 82-4-222-151-0563, located in the NE 1/4 of Section 15, T2N, R22E, Village of Somers. *(For information use only, the property is East and South of the Pike Creek Lift Station.)*

Public comments: none

Commissioner **DeLuca** makes a motion to table the request.

Commissioner **Steege** seconds the motion.

Motion carried. 6-0.

Passes unanimously

10. Conditional Use Permit:

Public Hearing and Action on Request by: Shoreland Lutheran High School Federation, Inc., 9026 12th St., Kenosha, WI 53144, (Owner), requesting a Conditional Use Permit to allow a school gymnasium in the I-1 Institutional Dist., on Tax Parcel # 82-4-222-084-0272, located in the SE 1/4 of Section 8, T2N, R22E, Village of Somers. *(For information use only, the property is located at 9026 12th Street.)*

Public comments:

Tom Terletzky – 9015 12th Street

Mr. **Terletzky** mentions his support for the school's expansion. He raises concerns about the extension of the water to the property from 100th Avenue. That resulted in the homeowners paying a large amount of the cost to the benefit of a proposed subdivision that would use a lot more of that water. **Terletzky** objects to the high cost to homeowners along 12th Street. He mentions that the Village has the authority to decide how the cost of the pipe would be charged to the benefiting properties.

Terletzky proposes a 20/30/50 cost split as follows: 20 percent would be paid by the school, 50 percent would be paid by the proposed subdivision and the remaining would be paid by the residents along Highway E according to frontage. The subdivision would pay back the assessment when the lots are sold. He mentions that this solution would speed up repayment.

Chairman **Stoner** mentions that they have no control over developers and mentions the additional infrastructure cost incurred to develop a subdivision. He states that other communities also assess property owner for utilities going by their properties. He also disputes the benefits

Terletzky mentions that homeowners have been subsidizing growth in their community

by paying for the infrastructure and that it is not fair. He mentions that residents are not notified of upcoming assessments until it is too late.

Chairman **Stoner** asks what the public notification process is.

Administrator **Peters** explains the process and what would trigger notification.

Terletzky mentions that by the time homeowners are notified it is too late for residents to object. He mentions that by that time the project has been approved and bids are under way. He reiterates that having residents pay for 70 percent of the cost is wrong.

Commissioner **Boxx** makes a motion to approve the request.
Commissioner **Steege** seconds the motion.

Chairman **Stoner** is concerned that the stormwater part of the project has not started. He also mentions that he will not support the school expansion without connection to municipal water in part due to fire protection. He mentions his support for the overall projects but also mentions that future athletic fields would need to be serviced by municipal water for bathrooms and any concession stands.

Commissioner **Steege** mentions his concerns with the stormwater plan, the traffic analysis and appropriate parking.

Excel Engineer Jeremy **Wagner** mentions that they are coordinating with Kenosha County about the stormwater project. He mentions that they just received the traffic analysis and shows only one additional car stacking at the four-way intersection. As to the parking, he states that the project will add 250 stalls.

Commissioner **Steege** asks whether the parking calculation accounts for gymnasium activities.

Wagner states that it does.

Chairman **Stoner** asks whether they are designing the water system for the project.

Wagner states that they are doing the plumbing but not the water main coming to the property. He states that the Village Engineer will design that.

Engineer Brett **Biwer** mentions that the design is very preliminary so far.

9100 11th Street

Fire Chief **Andersen** whether the State has reviewed the fire suppression system.

Chief **Andersen** states that it would not happen until the project is approved. He states that while the State would not force the property owner to connect to the water but the local ordinance would within six months. He mentions that it would be more cost effective to

plan for municipal water connection at the time of the expansion.

Shoreland Lutheran High School President Paul **Scrifer** mentions that they are waiting for a final decision about municipal water connection. He states that preliminary engineering states they do not need to connect. Once the school hears that the water connection is necessary, they will design the project accordingly. He states that the school is not opposed to connection to municipal water.

Commissioner **Thompson** asks about the process to design and bidding for the water line going down 12th Street.

Administrator **Peters** explained that the Village engineer would start the design once the project is approved.

Commissioner **Thompson** asks if the design process would start before a decision was made about how the project would be paid for. He also asks whether the subdivision project is moving forward.

Administrator **Peters** answers that there has been no contact with the subdivision developer for the past two years.

Commissioner **Steege** mentions that the commission is not responsible for deciding how the project is financed, only approving the plans. The question of the water connection will be up to the Village Board.

Guy Hawley - 9100 11th Street

Mr. **Hawley** mentions that the construction of his house is delayed until the school's stormwater system is in place.

Chairman **Stoner** interjects that this issue has nothing to do with the school's project. He is aware of the situation and offers to speak with Hawley after the meeting.

Commissioner **Boxx** makes a motion to approve the conditional use permit.

Commissioner **Steege** seconds the motion.

Motion carried. 6-0.

Passes unanimously

11. Site Plan Review:

Discussion and Action Request by: Shoreland Lutheran High School Federation, Inc., 9026 12th St., Kenosha, WI 53144, (Owner), requests site plan review and exterior fenestration review on Tax Parcel # 82-4-222-084-0272, located in the SE 1/4 of Section 8, T2N, R22E, Village of Somers. *(For information use only, the property is located at 9026 12th Street.)*

Public comments: none

Commissioner **Boxx** makes a motion to approve the request.
Commissioner **Steege** seconds the motion.

Commissioner **Steege** asks details about the rooftop AC units.

Excel Engineer Alex **Fiebig** answers the questions and states that the number of unit has been reduced and features a two feet parapet.

Motion carried. 6-0.

Passes unanimously

12. Adjourn

Commissioner **Boxx** makes a motion to adjourn.
Commissioner **Steege** seconds the motion.
Motion carried 6-0 vote.

Passes unanimously

Drafted Oct. 16, 2024.

These minutes are not official until approved by the Plan Commission. Submitted by Assistant to the Administrator/Communication Specialist Kevin Poirier



VILLAGE OF SOMERS

Department of Planning & Development

VILLAGE OF SOMERS CONDITIONAL USE PERMIT PROCEDURES

- ☐ 1. Contact the Kenosha County Department of Planning & Development and check with staff to determine if your proposed use is a permitted use, an accessory use or a conditional use. If it is a conditional use, then a conditional use permit must be applied for and received prior to occupying or using the site for that use.

- ☐ 2. Contact the Kenosha County Department of Planning & Development and schedule a pre-conference meeting, which is required for all conditional use permit requests.

Meeting Date: 7/18/24

- ☐ 3. Contact the Village of Somers to determine if your conditional use permit application requires requires concept review by the Village Plan Commission. If so, contact the Village of Somers clerk to schedule a concept meeting with the Village Plan Commission.

Meeting Date: 7/18/24

- ☐ 4. Complete and submit to the Kenosha County Department of Planning & Development the Village of Somers Conditional Use Permit Application by the filing deadline.

Filing Deadline: 8/30/24

- ☐ 5. Upon submission your will be given two copies of the date-stamped application. Submit a copy of the date-stamped application to the Village of Somers clerk for placement on the agendas of the Village of Somers Plan Commission and the Village of Somers Board. Keep the other copy for your records.

- ☐ 6. Attend the Village Plan Commission and the Village Board meetings. **NOTE:** You must attend or the Village will not be able to act on your request. At these meeting you will be asked to brief the committee on your request and ultimately agree to a list of conditions of approval relating to your proposed use.

Village Plan Commission meeting date (tentative): 10/14/24

Village Board meeting date (tentative): 10/15, 11/6 & 11/12

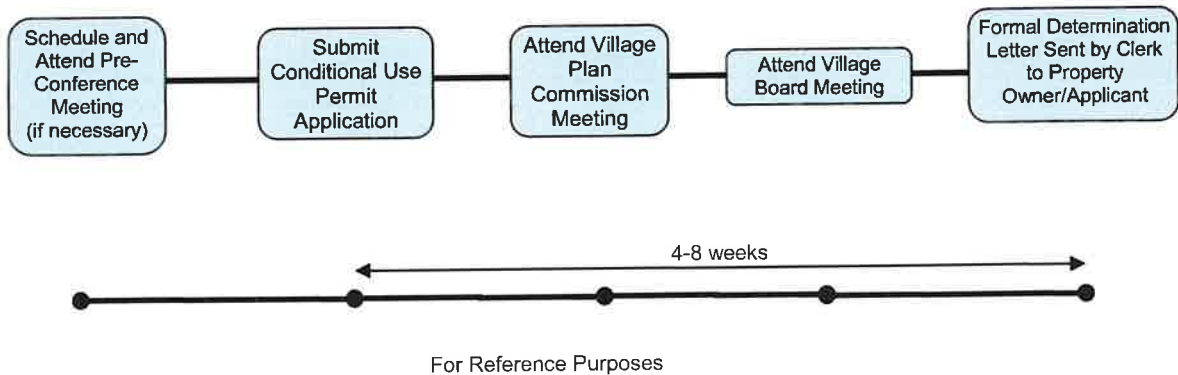
- ☐ 7. Village clerk will provide written notice of final action to property owner/applicant.

- ☐ 8. If approved, you may commence with applying for and obtaining any necessary zoning permit(s) for construction (i.e. new buildings, building additions, signage, fencing, etc...) with the Kenosha County Department of Planning and Development.

IMPORTANT TELEPHONE NUMBERS

Kenosha County Center	
Department of Public Works & Development Services	
19600 - 75 th Street, Suite 185-3	
Bristol, Wisconsin 53104-9772	
Division of Planning & Development (including Sanitation & Land Conservation).....	857-1895
Facsimile #.....	857-1920
Public Works Division of Highways	857-1870
Administration Building	
Division of Land Information.....	653-2622
Village of Somers	859-2822
Wisconsin Department of Natural Resources - Sturtevant Office	884-2300
Wisconsin Department of Transportation - Waukesha Office	548-8722

Conditional Use Permit Timeline





VILLAGE OF SOMERS

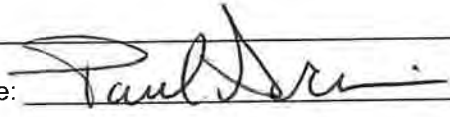
Department of Planning & Development

CONDITIONAL USE PERMIT APPLICATION

(a) Property Owner's Name:

Shoreland Lutheran High School Federation, Inc

Print Name: Paul Scriver

Signature: 

Mailing Address: 9206 21st Street

City: Kenosha

State: WI

Zip: 53144

Phone Number: 262-515-4527

E-mail (optional): scriver@slhs.com

Note: Unless the property owner's signature can be obtained in the above space, a letter of agent status signed by the legal property owner must be submitted if you are a tenant, leaseholder, or authorized agent representing the legal owner, allowing you to act on their behalf.

(b) Agent's Name (if applicable):

Print Name: Tom Schermerhorn

Signature: 

Business Name: Excel Engineering Inc

Mailing Address: 100 Camelot Dr

City: Fond du Lac

State: WI

Zip: 54935

Phone Number: 920-322-1751

E-mail (optional): tom.s@ExcelEngineer.com

(c) Architect's Name (if applicable):

Print Name: Tom Schermerhorn

Signature: 

Business Name: Excel Engineering Inc

Mailing Address: 100 Camelot Dr

City: Fond du Lac

State: WI

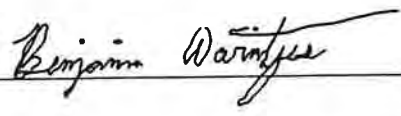
Zip: 54935

Phone Number: 920-322-1751

E-mail (optional): tom.s@ExcelEngineer.com

(d) Engineer's Name (if applicable):

Print Name: Ben Warntjes

Signature: 

Business Name: Excel Engineering Inc

Mailing Address: 100 Camelot Dr

City: Fond du Lac

State: WI

Zip: 54935

Phone Number: 920-322-1575

E-mail (optional): ben.w@excelengineer.com

(e) Tax key number(s) of subject site:

82-4-222-084-0272

Address of the subject site:

9026 12th St

(f) Plan of Operation (or attach separate plan of operation)

Type of structure:

School building

Proposed operation or use of the structure or site:

Gym and classroom addition on the east side of the building, choir room addition to the southwest corner, parking lot modifications and parking lot expansion to the east.
CUP is required for the gym.

Number of employees (by shift): 50 existing, 10 proposed, 1 shift

Hours of Operation: 7:45 AM - 3:00 PM

Any outdoor entertainment? If so, please explain: Athletic Fields

Any outdoor storage? If so, please explain: None

Zoning district of the property: I-1 Institutional

(g) Attach a plat of survey prepared by a professional land surveyor or site plan drawn to scale and approved by the Kenosha County Department of Planning & Development showing all of the information required under section 12.05-1(h)3 for a zoning permit. In addition, the plat of survey or site plan layout shall show the location, elevation and use of any abutting lands and the location and foundation elevations of structures within 50 feet of the subject site; soil mapping unit lines; ordinary high water mark, historic high water marks and floodlands on or within 50 feet of the subject premises, existing and proposed gravel, asphalt and concrete surfaces, existing and proposed signage, existing and proposed buildings, and existing and proposed landscaping.

CONDITIONAL USE PERMIT APPLICATION

For conditional use permit applications that are made within shoreland and floodland areas, such description shall also include information that is necessary for the Village Plan Commission to determine whether the proposed development will hamper flood flows, impair floodplain storage capacity, or cause danger to human, animal or aquatic life. This additional information may include plans, certified by a registered professional engineer or professional surveyor, showing existing and proposed elevations or contours of the ground; fill or storage elevation; basement and first floor elevations of structures; size, location, and spatial arrangement of all existing and proposed structures on the site; location and elevation of streets water supply and sanitary facilities; aerial photographs, and photographs showing existing surrounding land uses and vegetation upstream and downstream; soil types and any other pertinent information required by either the Village of Somers Planning & Development office, Village Plan Commission or Village Board:

(h) The Kenosha County Department of Planning & Development may ask for additional information.

(i) The fee specified in Section 12.05-8 of this ordinance.

Request for Conditional Use Permit (payable to "Kenosha County") \$1,350.00

(For other fees see the [Fee Schedule](#))

ATTACH BUSINESS
SUMMARY HERE

ATTACH TO-SCALE MAP OF
PROPERTY SHOWING SITE
PLAN OF OPERATION HERE



August 30, 2024

Site Plan Review & CUP Application - Project Narrative

Project: Shoreland Lutheran Addition – Phase 1
9026 12th Street
Kenosha, WI 53144

Shoreland Lutheran High School Federation, Inc. is requesting a site plan review and conditional use permit approval for building and parking lot additions to the existing school campus located at 9026 12th Street in the Village of Somers. The property is zoned I-1 (Institutional) and the underlying private school use is considered permitted under the I-1 zoning district. However, the building additions in this proposed phase will include new classrooms in conjunction with a new gymnasium/fitness center and a remodeling of the existing gymnasium. In the I-1 zoning district gymnasiums are considered conditional uses. Therefore, a conditional use permit is required.

As a part of the parking lot addition scope of work, due to the anticipated additional traffic on the eastern side of the site, a traffic impact analysis (TIA) is being completed. Based on the TIA recommendations the existing drive onto 88th Avenue could be demolished, and a new drive entrance would be constructed onto 88th Avenue.

Stormwater for the overall school campus has been designed and is currently in the review process with the Village. The stormwater will be constructed concurrently with the building addition. The existing well onsite will be used to supply water to the proposed addition. A new sanitary lateral will be installed out of the addition. The sanitary lateral will connect into the existing private interceptor main.

As a part of the conditional use permit for the proposed gymnasium, the development is requesting to proceed with the following exceptions from the Village of Somers Zoning Ordinance:

Section ZN3.06(3)(j) – Parking Requirements

- Non-Residential Use Pavement Front Yard Setback
 - o The Traffic, Parking, and Access section of the City Zoning Ordinance requires that all non-residential parking spaces and driveways to be a minimum of 20 feet from the established right-of-way. However, due to the size constraints of the existing institutional facility, an attempt to match the existing parking lot setback is proposed for the additional parking area in the front of the site at approximately 7 feet from the right-of-way line (encroaching approximately 13 feet into the required pavement setback area; see attached site plan indicating this setback area proposed). This exception is required to provide adequate and safe vehicle and pedestrian circulation areas in front of the existing building at the main entrance of the facility. When the existing parking lot was constructed the parking lot met setback requirements. Due to changes in setback requirements and a 10' strip of the shoreland property being given to the county to expand the ROW of

12th Street the existing parking does not comply with current setbacks. The proposed parking expansion at the front of the existing facility cannot be shifted to meet this pavement setback as it would impact the number of parking stall spaces for the proposed building expansion as well as impact the onsite maneuver area for traffic circulation through the front of the existing site.

PROPOSED BUILDING ADDITION PHASE ONE FOR: SHORELAND LUTHERAN HIGH SCHOOL

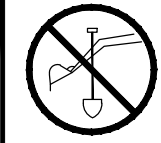
KENOSHA, WI

PROJECT INFORMATION

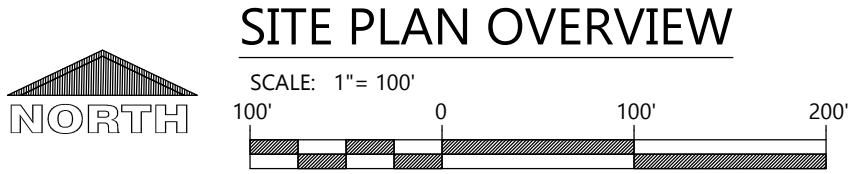
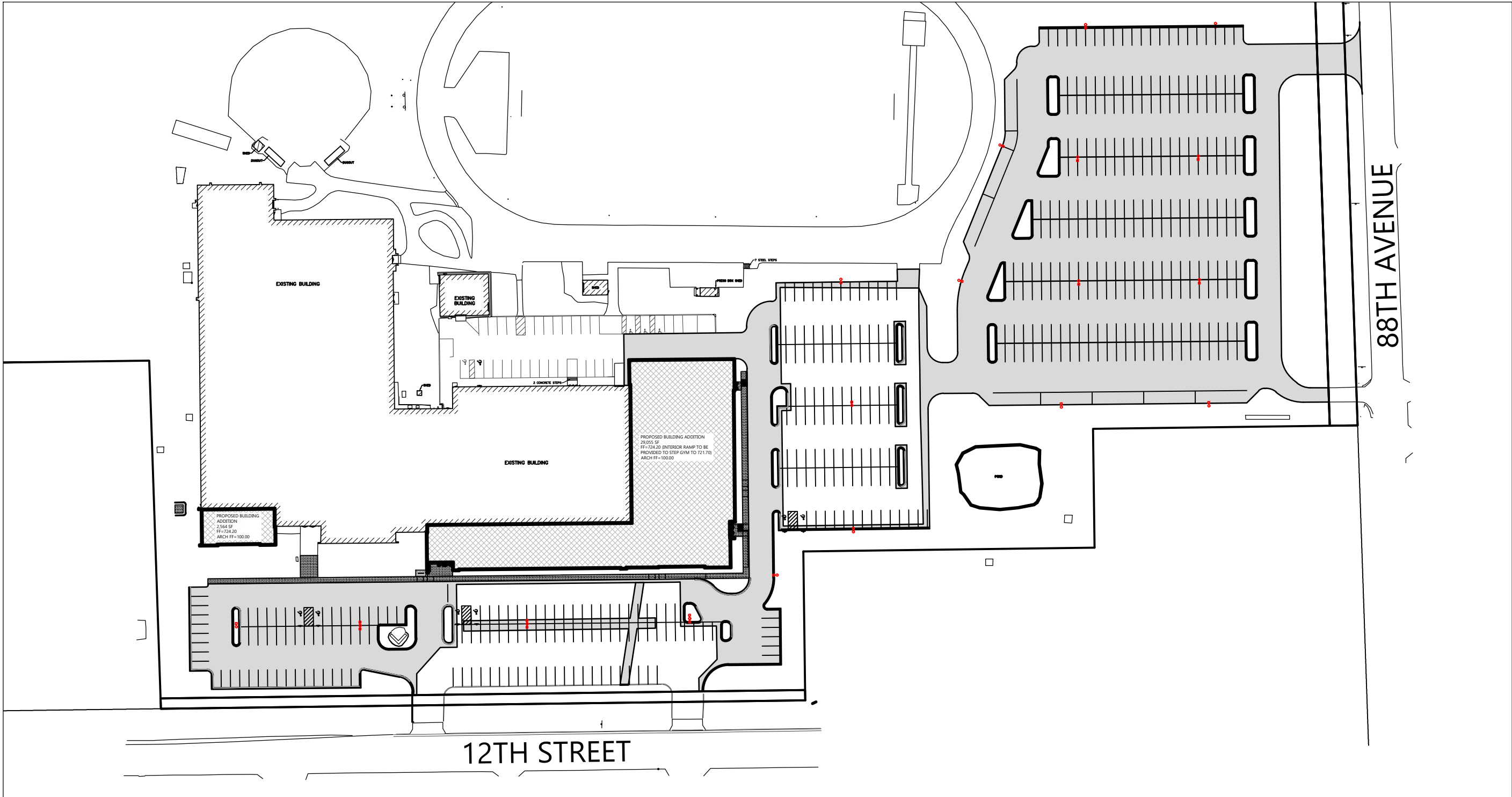
SITE INFORMATION:			
PROPERTY AREA: LOT 1 OF PROPOSED CSM 2,427,904 S.F. (55.74 ACRES).			
EXISTING ZONING: I-1 (INSTITUTIONAL)			
PROPOSED ZONING: I-1 (INSTITUTIONAL)			
PROPOSED USE: PHASE 1- EXISTING SCHOOL BLDG. ADDITION & PARKING LOT EXPANSION			
AREA OF SITE DISTURBANCE: 5.40 ACRES			
SETBACKS:			
BUILDING: FRONT(SOUTH & EAST ROW) = 65' SIDE(SOUTH & EAST & WEST) = 10' (20' ABUTTING RESIDENTIAL) REAR(NORTH) = 25'			
PAVEMENT: FRONT(SOUTH & EAST ROW) = 20' SIDE(SOUTH & EAST & WEST) = 10' (20' ABUTTING RESIDENTIAL) REAR(NORTH) = 10'			
BUFFER YARDS: FRONT/SIDE/REAR = 20' ABUTTING ROW AND RESIDENTIAL			
PROPOSED BUILDING HEIGHT: TBD (MAX. HEIGHT ALLOWED: 60')			
PARKING REQUIRED: 1 SPACE PER 5 STUDENTS (110 SPACES REQ.)			
PARKING PROVIDED: 533 SPACES (11 H.C. ACCESSIBLE)			
HANDICAP STALLS REQUIRED: 11, HANDICAP STALLS PROVIDED: 11			

EXISTING SITE DATA			
BUILDING FLOOR AREA	2.14	93,153	3.8%
PAVEMENT (ASP., CONC. & GRAVEL)	4.77	207,664	8.6%
TOTAL IMPERVIOUS	6.91	300,817	12.4%
LANDSCAPE/ OPEN SPACE	48.83	2,127,087	87.6%
PROJECT SITE	55.74	2,427,904	100.0%

PROPOSED SITE DATA			
BUILDING FLOOR AREA	2.80	122,121	5.0%
PAVEMENT (ASP., CONC. & GRAVEL)	6.70	291,777	12.0%
TOTAL IMPERVIOUS	9.50	413,898	17.0%
LANDSCAPE/ OPEN SPACE	46.24	2,014,006	83.0%
PROJECT SITE	55.74	2,427,904	100.0%



TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN
CALL DIGGERS HOTLINE
1-800-242-8511
TOLL FREE TELEFAX (414) 259-0947
TDD (FOR THE HEARING IMPAIRED)
1-800 542-2289
WISCONSIN STATUTE 182.0175 (1974)
REQUIRES MINIMUM OF 3 WORK DAYS
NOTICE BEFORE YOU EXCAVATE



LEGEND

NOTE: ALL SYMBOLS SHOWN MAY NOT APPEAR ON DRAWINGS.			
SYM.	IDENTIFICATION	SYM.	IDENTIFICATION
SPOT ELEVATIONS			
	PROPOSED SPOT ELEVATIONS (FLOW LINE OF CURB UNLESS OTHERWISE SPECIFIED)		PROPOSED SPOT ELEVATIONS (TOP OF CURB, FLOWLINE OF CURB)
	EXISTING GRADE SPOT ELEVATIONS		PROPOSED SPOT ELEVATIONS (TOP OF WALK, BOTTOM OF WALK @ FLOWLINE)
	PROPOSED SPOT ELEVATIONS (REFERENCE R-WALL DETAIL) BG-FINISHED SURFACE GRADE AT BACK OF WALL FG-FINISHED SURFACE GRADE AT FRONT OF WALL		PROPOSED SPOT ELEVATIONS (TOP OF WALK, BOTTOM OF WALK @ FLOWLINE)
EXISTING SITE SYMBOLS			
	EXISTING SIGN		EXISTING UTILITY POLE
	EXISTING HANDICAP PARKING STALL		EXISTING UTILITY POLE WITH GUY WIRE
	EXISTING WATER VALVE IN BOX		EXISTING STREET LIGHT
	EXISTING WATER VALVE IN MANHOLE		EXISTING TELEPHONE PEDESTAL
	EXISTING WATER SERVICE VALVE		EXISTING ELECTRIC PEDESTAL
	EXISTING WELL		EXISTING ELECTRIC BOX
	EXISTING STORM CATCH BASIN		EXISTING FLOOD LIGHT
	EXISTING STORM CURB INLET		EXISTING TELEPHONE MANHOLE
	EXISTING SQUARE CATCH BASIN		EXISTING CABLE TV PEDESTAL
	EXISTING LIGHT POLE		EXISTING GAS VALVE
	1-1/4" REBAR SET WEIGHING 4.30 LB/FT.		EXISTING HEDGE
	3/4" REBAR SET WEIGHING 1.50 LB/FT.		EXISTING WOODED AREA
	1-1/4" REBAR FOUND		EXISTING MARSH AREA
	3/4" REBAR FOUND		EXISTING DECIDUOUS TREE WITH TRUNK DIAMETER
	2" IRON PIPE FOUND		EXISTING CONIFEROUS TREE
	1" IRON PIPE FOUND		EXISTING SHRUB
	SECTION CORNER		EXISTING STUMP
PROPOSED SITE SYMBOLS			
	PROPOSED SIGN		PROPOSED STORM FIELD INLET - ST FI
	PROPOSED HANDICAP PARKING STALL		PROPOSED LIGHT POLE
	PROPOSED WATER VALVE IN BOX		PROPOSED DRAINAGE FLOW
	PROPOSED WATER VALVE IN MANHOLE		PROPOSED APRON END SECTION
	PROPOSED WATER SERVICE VALVE		SOIL BORING
	PROPOSED WELL		CENTER LINE
	PROPOSED STORM CATCH BASIN - ST CB		PROPOSED CLEANOUT
	PROPOSED STORM CURB INLET - ST CI		PROPOSED DOWNSPOUT TO GRADE
			PROPOSED DOWNSPOUT TO RISE
EXISTING LINETYPES			
	EXISTING CHAINLINK FENCE		EXISTING POLISH SEWER AND MANHOLE
	EXISTING WOOD FENCE		EXISTING PROCESS SEWER AND MANHOLE
	EXISTING BARBED WIRE FENCE		EXISTING CLEAR WATER LINE
	EXISTING CURB AND GUTTER		EXISTING UNDERGROUND FIBER OPTIC LINE
	EXISTING GUARD RAIL		EXISTING UNDERGROUND ELECTRIC CABLE
	EXISTING GROUND CONTOUR		EXISTING UNDERGROUND TELEPHONE CABLE
	EXISTING STORM SEWER AND MANHOLE		EXISTING UNDERGROUND GAS LINE
	EXISTING SANITARY SEWER AND MANHOLE		EXISTING OVERHEAD UTILITY LINE
	EXISTING WATER LINE AND HYDRANT		RAILROAD TRACKS
	INTERIOR PROPERTY LINE		RIGHT-OF-WAY LINE
PROPOSED LINETYPES			
	PROPOSED CHAINLINK FENCE		PROPOSED POLISH SEWER AND MANHOLE
	PROPOSED WOOD FENCE		PROPOSED PROCESS SEWER AND MANHOLE
	PROPOSED BARBED WIRE FENCE		PROPOSED CLEAR WATER LINE
	PROPOSED CURB AND GUTTER		PROPOSED UNDERGROUND FIBER OPTIC LINE
	PROPOSED GUARD RAIL		PROPOSED UNDERGROUND ELECTRIC CABLE
	PROPOSED GROUND CONTOUR		PROPOSED UNDERGROUND TELEPHONE CABLE
	PROPOSED STORM SEWER AND MANHOLE - ST MH		PROPOSED UNDERGROUND GAS LINE
	PROPOSED SANITARY SEWER AND MANHOLE - SAN MH		PROPOSED OVERHEAD UTILITY LINE
	PROPOSED WATER LINE AND HYDRANT		- - - - - MATCHLINE
	PROPOSED PROPERTY LINE		— GRADING/SEEDING LIMITS

PROJECT CONTACTS

OWNER INFORMATION:		CIVIL:	VILLAGE ADMINISTRATOR:	CITY ENGINEER:	CITY FIRE CHIEF:	CITY BUILDING INSPECTOR:	CITY DIRECTOR OF PUBLIC WORKS:
SHORELAND LUTHERAN HIGH SCHOOL		BEN WARNTJES	JASON PETERS	BAXTER & WOODMAN CONSULTING ENGINEERS	BEN ANDERSEN	SCOTT SEYMOUR	ANDREW KREYE
ATTN: PAUL SCRIVER		Phone: (920) 322-1575	Phone: (262) 859-2822	DOUG SNYDER	Phone: (262) 859-2277	Phone: (262) 859-2822	Phone: (262) 859-2822
9026 12TH STREET		E-mail: ben.warntjes@excelengineer.com	E-mail: jpeters@somers.org	Phone: (815) 444-3349	E-mail: bandersen@somers.org	E-mail: sseymour@somers.org	E-mail: akreye@somers.org
KENOSHA, WI 53144				E-mail: dsnyder@baxterwoodman.com			
Phone: (262) 515-4527							
Email: scriver@slhs.us							

LOCATION MAP



PROJECT NOTES

GENERAL PROJECT NOTES

- ALL DRIVEWAYS AND CURB CUTS TO BE CONSTRUCTED ACCORDING TO LOCAL ORDINANCES. CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL WORK IN ROW PERMITS.

CONSTRUCTION STAKING SERVICES

CONSTRUCTION STAKING SHALL BE COMPLETED BY EXCEL ENGINEERING AS REQUESTED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. CONTRACTOR TO CONTACT RYAN WELGREEN AT 920-936-9800 OR RYAN.WELGREEN@EXCELENGINEER.COM TO GET STAKING PRICE TO INCLUDE IN BID TO OWNER. PAYMENT OF STAKING COSTS ABOVE AND BEYOND THE BASE PRICE DUE TO RESTAKING WILL BE THE RESPONSIBILITY OF THE CONTRACTOR, NOT THE OWNER. CAD DRAWING FILES AND SURVEY CONTROL WILL NOT BE PROVIDED FOR STAKING PURPOSES.

SHEET INDEX

SHEETS BELOW INTENDED TO BE PRINTED IN COLOR. REFER TO DIGITAL FORMAT DRAWINGS IF PRINTED GRAYSCALE TO ENSURE SCOPE CLARITY.

NUMBER	SHEET NAME / DESCRIPTION
C0.1	CIVIL COVER SHEET
C0.2	CIVIL SPECIFICATIONS
C1.0	EXISTING SITE AND DEMOLITION PLAN
C1.1	SITE PLAN
C1.2	GRADING AND EROSION CONTROL PLAN
C1.3	UTILITY PLAN
C2.0	DETAILS
C3.1	SITE PHOTOMETRIC PLAN & DETAILS
L1.0	OVERALL LANDSCAPE PLAN
L1.1	ENLARGED LANDSCAPE PLAN
L1.2	ENLARGED LANDSCAPE PLAN
L1.3	LANDSCAPE DETAILS, NOTES & SCHEDULES

PROPOSED BUILDING ADDITION PHASE ONE FOR:
SHORELAND LUTHERAN HIGH SCHOOL
9026 12TH STREET • KENOSHA, WI 53144



PRELIMINARY DATES
AUG. 30, 2024

JOB NUMBER
240018700

SHEET NUMBER

C0.1

CIVIL COVER SHEET

CIVIL SPECIFICATIONS

DIVISION 31 EARTH WORK

31 10 00 SITE CLEARING (DEMOLITION)

- A. CONTRACTOR SHALL CALL DIGGER'S HOT LINE AND CONDUCT A PRIVATE UTILITY LOCATE AS REQUIRED TO ENSURE THAT ALL UTILITIES HAVE BEEN LOCATED BEFORE STARTING SITE DEMOLITION. DESIGN ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN PLAN AND FIELD CONDITIONS PRIOR TO CONSTRUCTION.
- B. CONTRACTOR TO FIELD TELETYPE ALL EXISTING SANITARY AND STORM LATERALS THAT ARE SCHEDULED TO BE RE-USED AND/OR CONNECTED TO ON SITE AT TIME OF DEMOLITION. THE TELETYPE SHALL BE COMPLETED TO ENSURE THE EXISTING LATERALS ARE FREE OF OBSTRUCTIONS AND IN SOUND STRUCTURAL CONDITION. TELETYPE OF THESE LATERALS SHOULD BE COMPLETED AT BEGINNING OF CONSTRUCTION AND DESIGN ENGINEER SHALL BE NOTIFIED OF ANY PIPE OBSTRUCTIONS AND/OR STRUCTURAL DEFICIENCIES IMMEDIATELY AFTER COMPLETION OF FIELD TELETYPE.
- C. DEMOLITION PLAN IS AN OVERVIEW OF DEMOLITION TO TAKE PLACE ON SITE. CONTRACTOR TO FIELD VERIFY EXISTING SITE CONDITIONS PRIOR TO BEGINING. CONTRACTOR SHALL REMOVE, REPLACE OR DEMOLISH ALL ITEMS AS NEEDED DURING CONSTRUCTION.
- D. CONTRACTOR TO PROTECT EXISTING IMPROVEMENTS THAT ARE SCHEDULED TO REMAIN. ANY DAMAGE TO EXISTING FACILITIES SHALL BE RE-PLACED AT CONTRACTORS EXPENSE.
- E. ALL CONCOTE NOTED TO BE REMOVED SHALL BE REMOVED TO THE NEAREST CONTROL POINT.

31 20 00 EARTH MOVING

- A. CONTRACTOR SHALL CALL DIGGER'S HOT LINE AND CONDUCT A PRIVATE UTILITY LOCATE AS REQUIRED TO ENSURE THAT ALL UTILITIES HAVE BEEN LOCATED BEFORE STARTING EXCAVATION. DESIGN ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN PLAN AND FIELD CONDITIONS PRIOR TO CONSTRUCTION.
- B. PROVIDE ALL LABOR, MATERIALS AND EQUIPMENT FOR ALL EXCAVATION, GRADING, FILL AND BACKFILL WORK AS REQUIRED TO COMPLETE THE GENERAL CONSTRUCTION WORK. ALL EXCAVATION AND BACKFILL FOR ELECTRICALS AND MECHANICALS ARE THE RESPONSIBILITY OF THE RESPECTIVE CONTRACTOR UNLESS OTHERWISE SPECIFIED IN THE BID DOCUMENTS.
- C. ALL ORGANIC TOPSOIL INSIDE THE BUILDING AREA, UNDER PAVED AREAS, AND AT ALL SITE FILL AREAS SHALL BE REMOVED. PROOF ROLL SUBGRADE BEFORE PLACING FILL WITH HEAVY PNEUMATIC TIRE EQUIPMENT, SUCH AS A FULLY LOADED TANDEM AXLE DUMP TRUCK, TO IDENTIFY SOFT SPOCKETS AND AREAS OF EXCESS YIELDING. CONTRACTOR SHALL VERIFY TOPSOIL DEPTHS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REVIEW AND FOLLOW THE RECOMMENDATIONS OF THE GEOTECHNICAL REPORT AND ACCOUNT FOR EXISTING CONDITIONS PRIOR TO SUBMITTING BID FOR THE PROJECT. EXCESS MATERIALS SHALL BE REMOVED FROM THE SITE UNLESS OTHERWISE DIRECTED BY THE PLANS OR BY LOCAL ZONING REQUIREMENTS.
- D. PLACE AND COMPACT FILL MATERIAL IN LAYERS TO REQUIRED ELEVATIONS. UNIFORMLY MOISTEN OR AERATE SUBGRADE AND EACH SUBSEQUENT FILL OR BACKFILL LAYER BEFORE COMPACTATION AS RECOMMENDED TO ACHIEVE SPECIFIED DRY DENSITY. REMOVE AND REPAIR, OR SCARIFY AND AIR DRY, OTHERWISE SATISFACTORY SOIL MATERIAL THAT IS TOO WET TO COMPACT TO SPECIFIED DRY DENSITY.
- E. PLACE BACKFILL AND FILL MATERIALS IN LAYERS NOT MORE THAN 8" IN LOOSE DEPTH FOR MATERIAL COMPACTED BY HEAVY COMPACTION EQUIPMENT, AND NOT MORE THAN 4" IN LOOSE DEPTH FOR MATERIAL COMPACTED BY HAND OPERATED TAMPERS.
- F. COMPACT THE SOIL TO NOT LESS THAN THE FOLLOWING PERCENTAGES OF MAXIMUM DRY DENSITY ACCORDING TO ASTM D 698, STANDARD PROCTOR TEST. FILL MAY NOT BE PLACED ON FROZEN GROUND AND NO FROZEN MATERIALS MAY BE USED FOR BACK FILL. APPLY THE MORE STRINGENT REQUIREMENTS WHEN COMPARING BETWEEN THE FOLLOWING AND THE GEOTECHNICAL REPORT.

1. UNDER FOUNDATIONS: SUBGRADE, AND EACH LAYER OF BACKFILL OR FILL MATERIAL, TO NOT LESS THAN 98 PERCENT.
2. UNDER INTERIOR SLAB-ON-GRADE WHERE GROUNDWATER IS MORE THAN 3 FEET BELOW THE SLAB: PLACE A DRAINAGE COURSE LAYER OF 3/4" CRUSHED STONE WITH 5% TO 12% FINES PER THICKNESS INDICATED ON FOUNDATION PLANS ON PREPARED SUBGRADE. COMPACT THE SUBGRADE AND DRAINAGE COURSE TO NOT LESS THAN 95 PERCENT.
3. UNDER INTERIOR SLAB-ON-GRADE WHERE GROUNDWATER IS WITHIN 3 FEET OF THE SLAB SURFACE: PLACE A DRAINAGE COURSE LAYER OF CLEAN 3/4" CRUSHED STONE WITH NO MORE THAN 5% FINES PER THICKNESS INDICATED ON FOUNDATION PLANS ON PREPARED SUBGRADE. COMPACT THE SUBGRADE AND DRAINAGE COURSE TO NOT LESS THAN 95 PERCENT.
4. UNDER EXTERIOR CONCRETE AND ASPHALT PAVEMENTS: COMPACT THE SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL TO NOT LESS THAN 95 PERCENT.
5. UNDER WALKWAYS: COMPACT SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL TO NOT LESS THAN 95 PERCENT.
6. UNDER LAWNS OR UNPAVED AREAS: COMPACT SUBGRADE AND EACH LAYER OF BACKFILL OR FILL MATERIAL TO NOT LESS THAN 85 PERCENT.
- G. CONTRACTOR SHALL ENGAGE A QUALIFIED INDEPENDENT TESTING AND INSPECTING AGENCY TO PERFORM FIELD TESTS AND INSPECTIONS. CONTRACTOR SHALL PROVIDE DOCUMENTATION OF PASSING DENSITY TESTING AND PROOF-ROLLING TO ENGINEER UPON COMPLETION. IT IS SUGGESTED THAT THE GEOTECHNICAL FIRM USED TO PERFORM THE SUBSURFACE SOIL INVESTIGATION BE ENGAGED FOR THE FIELD QUALITY CONTROL TESTS. THE GEOTECHNICAL REPORT WAS PERFORMED BY (NAME OF GEOTECHNICAL FIRM).
- H. ALLOW THE TESTING AGENCY REPORTS TO TEST AND INSPECT SUBGRADES AND EACH FILL OR BACKFILL LAYER. PROCEED WITH SUBSEQUENT EARTHWORK ONLY AFTER TEST RESULTS TO PREVIOUSLY COMPLETED WORK COMPLY WITH REQUIREMENTS. PROVIDE ONE TEST FOR EVERY 2000 SQUARE FEET OF PAVED AREA OR BUILDING SLAB, ONE TEST FOR EACH SPREAD FOOTING, AND ONE TEST FOR EVERY 50 LINEAR FEET OF WALL STRIP FOOTING.
- I. WHEN THE TESTING AGENCY REPORTS THAT SUBGRADES, FILL, OR BACKFILLS HAVE NOT ACHIEVED DEGREE OF COMPACTION SPECIFIED, SCARIFY AND MOISTEN OR AERATE, OR REMOVE AND REPLACE SOIL TO DEPTH REQUIRED, RECOMPACT AND RETEST UNTIL SPECIFIED COMPACTION IS OBTAINED.
- J. THE BUILDING SITE SHALL BE GRADED TO PROVIDE DRAINAGE AWAY FROM THE BUILDING AS INDICATED ON THE PLANS. SITE EARTHWORK SHALL BE GRADED TO WITHIN 0.10' OF REQUIRED EARTHWORK ELEVATIONS ASSUMING POSITIVE DRAINAGE IS MAINTAINED IN ACCORDANCE WITH THE GRADING PLAN.

31 30 00 EROSION CONTROL/STORMWATER MANAGEMENT

- A. THE EXCEL ENGINEERING DESIGN ENGINEER SHALL PREPARE A SITE SPECIFIC EROSION CONTROL AND A STORMWATER MANAGEMENT PLAN PURSUANT TO NR 216.45 AND NR 216.47. THE DESIGN ENGINEER SHALL ALSO FILE A CONSTRUCTION NOTICE OF INTENT WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES PURSUANT TO NR 216.45 AND TO AN AUTHORIZED LOCAL PROGRAM PURSUANT TO NR 216.415 TO OBTAIN COVERAGE UNDER THE GENERAL WPDOS STORM WATER PERMIT.
- B. THE CONTRACTOR SHALL KEEP THE NOTICE OF INTENT PERMIT, APPROVED EROSION CONTROL AND STORMWATER MANAGEMENT PLANS, AND PLAN AMENDMENTS ON THE CONSTRUCTION SITE AT ALL TIMES PURSUANT TO NR 216.45 UNTIL PERMIT COVERAGE IS TERMINATED.
- C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL LOCAL EROSION CONTROL PERMITS.
- D. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEETING THE MONITORING, MAINTENANCE, AND REPORTING REQUIREMENTS OF NR 216.48. INSPECTIONS OF IMPLEMENTED EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES MUST AT A MINIMUM BE INSPECTED EVERY 7 CALENDAR DAYS OR EVERY 14 DAYS AND WITHIN 24 HOURS OF THE END OF A RAIN EVENT OF 0.5" OR MORE. A RAIN EVENT MAY BE CONSIDERED TO BE THE TOTAL AMOUNT OF PRECIPITATION RECORDED IN ANY CONTINUOUS 24-HOUR PERIOD. THE CONTRACTOR SHALL REPAIR OR REPLACE EROSION AND SEDIMENT CONTROL AS NECESSARY WITHIN 24 HOURS OF AN INSPECTION OR AFTER A DEPARTMENT NOTIFICATION WHERE REPAIR OR REPLACEMENT IS REQUIRED.
- E. THE CONTRACTOR SHALL MAINTAIN, AT THE CONSTRUCTION SITE OR AVAILABLE VIA AN INTERNET WEBSITE, WEEKLY WRITTEN REPORTS OF ALL INSPECTIONS CONDUCTED. WISCONSIN DNR CONSTRUCTION SITE INSPECTION REPORT FORM 3400-187 SHALL BE USED. WEEKLY INSPECTION REPORTS SHALL INCLUDE ALL OF THE FOLLOWING:
1. THE DATE, TIME, AND LOCATION OF THE CONSTRUCTION SITE INSPECTION.
 2. THE NAME OF THE INDIVIDUAL WHO PERFORMED THE INSPECTION.
 3. AN ASSESSMENT OF THE CONDITION OF THE EROSION AND SEDIMENT CONTROLS.
 4. A DESCRIPTION OF ANY EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICE IMPLEMENTATION AND MAINTENANCE PERFORMED.
 5. A DESCRIPTION OF THE PRESENT PHASE OF LAND DISTURBING CONSTRUCTION ACTIVITY AT THE CONSTRUCTION SITE.
- F. EROSION AND SEDIMENT CONTROL, IMPLEMENTED DURING CONSTRUCTION SHALL STRICTLY COMPLY WITH THE GUIDELINES AND REQUIREMENTS SET FORTH IN WISCONSIN ADMINISTRATIVE CODE (WAC) NR 151. THE STATE OF WISCONSIN DEPARTMENT OF NATURAL RESOURCES RUNOFF MANAGEMENT PERFORMANCE STANDARDS, TECHNICAL STANDARDS PUBLISHED BY THE WISCONSIN DNR SHALL ALSO BE UTILIZED TO IMPLEMENT THE REQUIRED PERFORMANCE STANDARDS. THE METHODS AND TYPES OF EROSION CONTROL WILL BE DEPENDENT ON THE LOCATION AND TYPE OF WORK INVOLVED. ALL SEDIMENT CONTROL MEASURES SHALL BE ADJUSTED TO MEET FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND INSTALLED PRIOR TO ANY GRADING OR DISTURBANCE OF EXISTING SURFACE MATERIAL. BELOW IS A LIST OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES TO ACHIEVE THE PERFORMANCE STANDARDS REQUIRED.
- G. SILT FENCE SHALL BE PLACED ON SITE AT LOCATIONS SHOWN ON THE EROSION CONTROL PLAN. SILT FENCE SHALL ALSO BE PROVIDED AROUND THE PERIMETER OF ALL SOIL STOCKPILES THAT WILL EXIST FOR MORE THAN 7 DAYS. EROSION CONTROL SHALL BE INSTALLED PRIOR TO ANY TRAFFIC LEAVING THE CONSTRUCTION SITE. SEE THE EROSION CONTROL PLAN FOR LOCATIONS. THE AGGREGATE USED FOR THE STONE TRACKING PAD SHALL BE 3/8" TO 3/4" INCH CLEAN OR WASHED STONE AND SHALL BE PLACED IN A LAYER AT LEAST 12 INCHES THICK. THE STONE SHALL BE UNDERLAIN BY A WEDGEY TYPE 1/2 INCH FABRIC, AS NEEDED. THE TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT (12" MIN WIDTH) AND SHALL BE A MINIMUM OF 50 FEET LONG. SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. OTHER TRACKOUT CONTROL DEVICES INCLUDING STABILIZED WORK SURFACES, MANUFACTURED TRACKOUT CONTROL DEVICES, TIRE WASHING, AND STREET PAVEMENT CLEANING SHALL BE IMPLEMENTED AS NECESSARY TO MITIGATE THE TRACKOUT OF SEDIMENT OFFSITE. FOLLOW PROCEDURES FOUND IN WISCONSIN DNR TECHNICAL STANDARD 1068 (CURRENT EDITION).
- H. STORM DRAIN INLET PROTECTION SHALL BE PROVIDED FOR ALL NEW AND DOWNSTREAM STORM CATCH BASINS AND CURB INLETS. TYPE B OR C PROTECTION SHOULD BE PROVIDED AND SHALL BE IN CONFORMANCE WITH WISCONSIN DNR TECHNICAL STANDARD 1068 (CURRENT EDITION).
- I. DUST CONTROL MEASURES SHALL BE PROVIDED TO REDUCE OR PREVENT THE SURFACE AND AIR TRANSPORT OF DUST DURING CONSTRUCTION. CONTROL MEASURES INCLUDE APPLYING MULCH AND ESTABLISHING VEGETATION, WATER SPRAYING, SURFACE ROUGHENING, APPLYING POLYMERS, SPRAY-ON TACKIFIERS, CHLOREXES, AND BARRIERS. SOME SITES MAY REQUIRE AN APPROACH THAT UTILIZES A COMBINATION OF MEASURES FOR DUST CONTROL. FOLLOW PROCEDURES FOUND IN WISCONSIN DNR TECHNICAL STANDARD 1068 (CURRENT EDITION).
- J. THE USE, STORAGE, AND DISPOSAL OF CHEMICALS, CEMENT, AND OTHER COMPOUNDS AND MATERIALS USED ON SITE SHALL BE MANAGED DURING THE CONSTRUCTION PERIOD TO PREVENT THEIR TRANSPORT BY RUNOFF INTO WATERS OF THE STATE.
- K. CONTRACTOR SHALL PROVIDE AN OPEN AGGREGATE CONCRETE TRUCK WASHOUT AREA ON SITE. CONTRACTOR TO ENSURE THAT CONCRETE WASHOUT SHALL BE CONTAINED TO THIS DESIGNATED AREA AND NOT BE ALLOWED TO RUN INTO STORM INLETS OR INTO THE OVERLAND STORMWATER DRAINAGE SYSTEM. WASHOUT AREA SHALL BE REMOVED UPON COMPLETION OF CONSTRUCTION.
- L. TEMPORARY SITE RESTORATION SHALL TAKE PLACE IN DISTURBED AREAS THAT WILL NOT BE BROUGHT TO FINAL GRADE OR ON WHICH LAND DISTURBING ACTIVITIES WILL NOT BE PERFORMED FOR A PERIOD GREATER THAN 14 DAYS AND REQUIRES VEGETATIVE COVER FOR LESS THAN ONE YEAR. THIS TEMPORARY SITE RESTORATION REQUIREMENT ALSO APPLIES TO SOIL STOCKPILES THAT EXIST FOR MORE THAN 7 DAYS. PERMANENT RESTORATION APPLIES TO AREAS WHERE PERENNIAL VEGETATIVE COVER IS NEEDED TO PERMANENTLY STABILIZE AREAS OF EXPOSED SOIL. PERMANENT STABILIZATION SHALL OCCUR WITHIN 3 WORKING DAYS OF FINAL GRADING. TOPSOIL, SEED, AND MULCH SHALL BE IN GENERAL CONFORMANCE WITH TECHNICAL STANDARDS 1058 AND 1059 AND SHALL MEET THE SPECIFICATIONS FOUND IN THE LANDSCAPING AND SITE STABILIZATION SECTION OF THIS CONSTRUCTION DOCUMENT. ANY SOIL, EROSION, DAMAGE THAT OCCURS AFTER FINAL GRADING AND/OR FINAL STABILIZATION MUST BE REPAIRED AND THE STABILIZATION WORK REDONE.
- M. IF SITE Dewatering IS REQUIRED FOR PROPOSED CONSTRUCTION ACTIVITIES, ALL SEDIMENT LADEN WATER GENERATED DURING THE Dewatering PROCESS SHALL BE TREATED TO REMOVE SEDIMENT PRIOR TO DISCHARGING OFF-SITE OR TO WATERS OF THE STATE. FOLLOW ALL PROCEDURES FOUND IN TECHNICAL STANDARD 1061.
- N. ALL OFF-SITE SEDIMENT DEPOSITS OCCURRING AS A RESULT OF CONSTRUCTION WORK OR A STORM EVENT SHALL BE CLEANED UP BY THE END OF EACH WORKING DAY. DUST CONTROL REQUIREMENTS SHALL BE FOLLOWED PER WI DNR TECHNICAL STANDARD 1068 (CURRENT EDITION). FLOODING SHALL NOT BE ALLOWED.
- O. EROSION CONTROL MEASURES SHALL NOT BE REMOVED UNTIL THE AREAS SERVED HAVE ESTABLISHED VEGETATIVE COVER.
- P. ONCE THE CONSTRUCTION SITE HAS BEEN FULLY STABILIZED AND TEMPORARY EROSION CONTROL BEST MANAGEMENT PRACTICES HAVE BEEN REMOVED, THE CONTRACTOR SHALL FILE A CONSTRUCTION NOTICE OF TERMINATION WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES IN ACCORDANCE WITH NR 216.55.
- Q. AT THE COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL GIVE THE OWNERS COPIES OF THE EROSION CONTROL AND STORM WATER MANAGEMENT PLANS, AMENDMENTS TO PLANS, SUPPORTING PLAN DATA, AND CONSTRUCTION SITE EROSION CONTROL INSPECTION REPORTS. THE OWNER SHALL RETAIN THESE FOR A PERIOD OF 3 YEARS FROM THE DATE OF TERMINATING COVERAGE UNDER WPDOS GENERAL PERMIT.
- R. ALL POST CONSTRUCTION STORMWATER MANAGEMENT BEST MANAGEMENT PRACTICES SHALL BE CONSTRUCTED BEFORE THE SITE HAS UNDERGONE FINAL STABILIZATION.

DIVISION 32 EXTERIOR IMPROVEMENTS

32 10 00 AGGREGATE BASE & ASPHALT PAVEMENT

- A. CONTRACTOR TO PROVIDE COMPACTED AGGREGATE BASE AND HOT MIX ASPHALT PAVEMENT WHERE INDICATED ON THE PLANS. ALL AGGREGATE PROVIDED MUST COMPLY WITH SECTION 305 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- B. CONTRACTOR TO PROVIDE EROSION MATTING (NORTH AMERICAN GREEN S150) OR EQUIVALENT ON ALL SLOPES THAT ARE 4:1 AND GREATER OUTSIDE OF STORMWATER CONVEYANCE SWALES AND STORMWATER MANAGEMENT BASINS. LAWN SEED SHALL BE PLACED BELOW MATTING IN ACCORDANCE WITH SEEDING REQUIREMENTS AND MANUFACTURER SPECIFICATIONS.
- C. CONTRACTOR TO PROVIDE EROSION MATTING (NORTH AMERICAN GREEN C125) OR EQUIVALENT IN ALL SWALE BOTTOMS AND SIDE SLOPES AS WELL AS STORMWATER MANAGEMENT BASIN BOTTOMS AND SIDE SLOPES AS REQUIRED. LAWN SEED SHALL BE PLACED BELOW MATTING IN ACCORDANCE WITH SEEDING REQUIREMENTS AND MANUFACTURER SPECIFICATIONS.
- D. RIP RAP: ALL RIP RAP ASSOCIATED WITH STORMWATER MANAGEMENT AND STORMWATER CONVEYANCE AS DELINEATED ON THE PLANS, SHALL BE CONSTRUCTED WITH THE TOP OF RIP RAP MATCHING THE PROPOSED ADJACENT GRADE ELEVATIONS. PLACEMENT OF RIP RAP ABOVE THE PROPOSED ADJACENT GRADE ELEVATIONS IS NOT ACCEPTABLE. ALL RIP RAP SHALL BE PLACED ON TYPE III FILTER FABRIC PER SECTION 645 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURAL CONSTRUCTION.

1. STANDARD ASPHALT PAVING SECTION:
1 1/2" SURFACE COURSE (S 138-285)
2" BINDER COURSE (B 138-285)
(MSDOT 455.2.5 TACK COAT (STAGED PAVING))
10" OF 1 1/4" CRUSHED AGGREGATE

- B. CONTRACTOR TO COMPACT THE AGGREGATE BASE, ASPHALT BINDER COURSE, AND ASPHALT SURFACE COURSE TO AN AVERAGE DENSITY PER WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. ALL ASPHALT PAVEMENT AREAS SHALL BE PAVED TO WITHIN 0.05' OF DESIGN SURFACE GRADES WITH POSITIVE DRAINAGE BEING MAINTAINED IN ACCORDANCE WITH DESIGN PLANS. A MINIMUM OF 1.5% SLOPE SHALL BE MAINTAINED IN ALL ASPHALT PAVEMENT AREA.
- C. HOT MIX ASPHALT CONSTRUCTION TO BE PROVIDED PER MORE STRINGENT REQUIREMENTS OF THE GEOTECHNICAL REPORT OR CONSTRUCTION DOCUMENTS.
- D. CONTRACTOR TO PROVIDE 4" WIDE YELLOW PAINTED STRIPING FOR PARKING STALLS, TRAFFIC LANES, AND NO PARKING AREAS. YELLOW PAINT MARKINGS SHALL ALSO BE PROVIDED FOR H.C. ACCESSIBLE SYMBOLS, TRAFFIC ARROWS, AND TRAFFIC MESSAGES.

32 20 00 CONCRETE AND AGGREGATE BASE

- A. CONTRACTOR TO PROVIDE CRUSHED AGGREGATE BASE AND CONCRETE WHERE INDICATED ON THE PLANS.
- B. ALL AGGREGATE PROVIDED MUST COMPLY WITH SECTION 305 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION. ALL AGGREGATE PLACED MUST BE COMPACTED TO AN AVERAGE DENSITY PER WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- C. DESIGN AND CONSTRUCTION OF ALL CAST-IN-PLACE EXTERIOR CONCRETE FLAT WORK SHALL CONFORM TO ACI 308R-08 & ACI 318R.
- D. ALL EXTERIOR CONCRETE FLAT WORK OR CONSTRUCTION TO BE PROVIDED PER MORE STRINGENT REQUIREMENTS OF THE GEOTECHNICAL REPORT OR THIS SPECIFICATION. CONCRETE FLAT WORK CONSTRUCTION IS AS FOLLOWS:
1. SYSTEMS CONCRETE: 4" OF CONCRETE OVER 4" OF 3/4" CRUSHED AGGREGATE BASE. CONSTRUCTION JOINTS SHALL CONSIST OF 1/8" WIDE BY 1" DEEP TOOLED JOINT WHERE INDICATED ON THE PLANS.
 2. DESIGN MIXES SHALL BE IN ACCORDANCE WITH ASTM C94.
 3. STRENGTH TO BE MINIMUM OF 4500 PSI AT 28 DAYS FOR EXTERIOR CONCRETE.
 4. MAXIMUM MAXIMUM CURB HEIGHT SHALL BE 0.45.
 5. SLUMP SHALL NOT EXCEED 4" FOR EXTERIOR CONCRETE FLAT WORK.
 6. SLUMP SHALL BE 25" OR LESS FOR CURB, FORMED CURB AND GUTTER.
 7. SLUMP SHALL BE BETWEEN 15" TO 3" FOR NON-SUP-FORMED CURB AND GUTTER.
 8. SHALL BE A MINIMUM OF 50 FEET LONG. SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. OTHER TRACKOUT CONTROL DEVICES INCLUDING STABILIZED WORK SURFACES, MANUFACTURED TRACKOUT CONTROL DEVICES, TIRE WASHING, AND STREET PAVEMENT CLEANING SHALL BE IMPLEMENTED AS NECESSARY TO MITIGATE THE TRACKOUT OF SEDIMENT OFFSITE. FOLLOW PROCEDURES FOUND IN WISCONSIN DNR TECHNICAL STANDARD 1068 (CURRENT EDITION).
 9. STORM DRAIN INLET PROTECTION SHALL BE PROVIDED FOR ALL NEW AND DOWNSTREAM STORM CATCH BASINS AND CURB INLETS. TYPE B OR C PROTECTION SHOULD BE PROVIDED AND SHALL BE IN CONFORMANCE WITH WISCONSIN DNR TECHNICAL STANDARD 1068 (CURRENT EDITION).
 10. DUST CONTROL MEASURES SHALL BE PROVIDED TO REDUCE OR PREVENT THE SURFACE AND AIR TRANSPORT OF DUST DURING CONSTRUCTION. CONTROL MEASURES INCLUDE APPLYING MULCH AND ESTABLISHING VEGETATION, WATER SPRAYING, SURFACE ROUGHENING, APPLYING POLYMERS, SPRAY-ON TACKIFIERS, CHLOREXES, AND BARRIERS. SOME SITES MAY REQUIRE AN APPROACH THAT UTILIZES A COMBINATION OF MEASURES FOR DUST CONTROL. FOLLOW PROCEDURES FOUND IN WISCONSIN DNR TECHNICAL STANDARD 1068 (CURRENT EDITION).
 11. THE USE, STORAGE, AND DISPOSAL OF CHEMICALS, CEMENT, AND OTHER COMPOUNDS AND MATERIALS USED ON SITE SHALL BE MANAGED DURING THE CONSTRUCTION PERIOD TO PREVENT THEIR TRANSPORT BY RUNOFF INTO WATERS OF THE STATE.
 12. CONTRACTOR SHALL PROVIDE AN OPEN AGGREGATE CONCRETE TRUCK WASHOUT AREA ON SITE. CONTRACTOR TO ENSURE THAT CONCRETE WASHOUT SHALL BE CONTAINED TO THIS DESIGNATED AREA AND NOT BE ALLOWED TO RUN INTO STORM INLETS OR INTO THE OVERLAND STORMWATER DRAINAGE SYSTEM. WASHOUT AREA SHALL BE REMOVED UPON COMPLETION OF CONSTRUCTION.
 13. TEMPORARY SITE RESTORATION SHALL TAKE PLACE IN DISTURBED AREAS THAT WILL NOT BE BROUGHT TO FINAL GRADE OR ON WHICH LAND DISTURBING ACTIVITIES WILL NOT BE PERFORMED FOR A PERIOD GREATER THAN 14 DAYS AND REQUIRES VEGETATIVE COVER FOR LESS THAN ONE YEAR. THIS TEMPORARY SITE RESTORATION REQUIREMENT ALSO APPLIES TO SOIL STOCKPILES THAT EXIST FOR MORE THAN 7 DAYS. PERMANENT RESTORATION APPLIES TO AREAS WHERE PERENNIAL VEGETATIVE COVER IS NEEDED TO PERMANENTLY STABILIZE AREAS OF EXPOSED SOIL. PERMANENT STABILIZATION SHALL OCCUR WITHIN 3 WORKING DAYS OF FINAL GRADING. TOPSOIL, SEED, AND MULCH SHALL BE IN GENERAL CONFORMANCE WITH TECHNICAL STANDARDS 1058 AND 1059 AND SHALL MEET THE SPECIFICATIONS FOUND IN THE LANDSCAPING AND SITE STABILIZATION SECTION OF THIS CONSTRUCTION DOCUMENT. ANY SOIL, EROSION, DAMAGE THAT OCCURS AFTER FINAL GRADING AND/OR FINAL STABILIZATION MUST BE REPAIRED AND THE STABILIZATION WORK REDONE.
 14. IF SITE Dewatering IS REQUIRED FOR PROPOSED CONSTRUCTION ACTIVITIES, ALL SEDIMENT LADEN WATER GENERATED DURING THE Dewatering PROCESS SHALL BE TREATED TO REMOVE SEDIMENT PRIOR TO DISCHARGING OFF-SITE OR TO WATERS OF THE STATE. FOLLOW ALL PROCEDURES FOUND IN TECHNICAL STANDARD 1061.
 15. ALL OFF-SITE SEDIMENT DEPOSITS OCCURRING AS A RESULT OF CONSTRUCTION WORK OR A STORM EVENT SHALL BE CLEANED UP BY THE END OF EACH WORKING DAY. DUST CONTROL REQUIREMENTS SHALL BE FOLLOWED PER WI DNR TECHNICAL STANDARD 1068 (CURRENT EDITION). FLOODING SHALL NOT BE ALLOWED.
 16. EROSION CONTROL MEASURES SHALL NOT BE REMOVED UNTIL THE AREAS SERVED HAVE ESTABLISHED VEGETATIVE COVER.
 17. ONCE THE CONSTRUCTION SITE HAS BEEN FULLY STABILIZED AND TEMPORARY EROSION CONTROL BEST MANAGEMENT PRACTICES HAVE BEEN REMOVED, THE CONTRACTOR SHALL FILE A CONSTRUCTION NOTICE OF TERMINATION WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES IN ACCORDANCE WITH NR 216.55.
 18. AT THE COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL GIVE THE OWNERS COPIES OF THE EROSION CONTROL AND STORM WATER MANAGEMENT PLANS, AMENDMENTS TO PLANS, SUPPORTING PLAN DATA, AND CONSTRUCTION SITE EROSION CONTROL INSPECTION REPORTS. THE OWNER SHALL RETAIN THESE FOR A PERIOD OF 3 YEARS FROM THE DATE OF TERMINATING COVERAGE UNDER WPDOS GENERAL PERMIT.
 19. ALL POST CONSTRUCTION STORMWATER MANAGEMENT BEST MANAGEMENT PRACTICES SHALL BE CONSTRUCTED BEFORE THE SITE HAS UNDERGONE FINAL STABILIZATION.

32 30 00 LANDSCAPING AND SITE STABILIZATION

- A. EROSION MATTING:
1. CONTRACTOR TO PROVIDE EROSION CONTROL MATTING (NORTH AMERICAN GREEN S150) OR EQUIVALENT ON ALL SLOPES THAT ARE 4:1 AND GREATER OUTSIDE OF STORMWATER CONVEYANCE SWALES AND STORMWATER MANAGEMENT BASINS. LAWN SEED SHALL BE PLACED BELOW MATTING IN ACCORDANCE WITH SEEDING REQUIREMENTS AND MANUFACTURER SPECIFICATIONS.
- B. RIP RAP: ALL RIP RAP ASSOCIATED WITH STORMWATER MANAGEMENT AND STORMWATER CONVEYANCE AS DELINEATED ON THE PLANS, SHALL BE CONSTRUCTED WITH THE TOP OF RIP RAP MATCHING THE PROPOSED ADJACENT GRADE ELEVATIONS. PLACEMENT OF RIP RAP ABOVE THE PROPOSED ADJACENT GRADE ELEVATIONS IS NOT ACCEPTABLE. ALL RIP RAP SHALL BE PLACED ON TYPE III FILTER FABRIC PER SECTION 645 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURAL CONSTRUCTION.

DIVISION 33 UTILITIES

33 10 00 SITE UTILITIES (DESIGN OF WATER, SANITARY, AND STORM BY EXCEL)

- A. CONTRACTOR TO FIELD VERIFY ALL EXISTING UNDERGROUND UTILITIES ON SITE. CONTRACTOR TO VERIFY PIPE LOCATIONS, SIZES, AND DEPTHS AT POINT OF PROPOSED CONNECTIONS AND VERIFY PROPOSED UTILITY ROUTES ARE CLEAR PER CODES OF ALL EXISTING UTILITIES AND OTHER OBSTRUCTIONS PRIOR TO CONSTRUCTION. COSTS INCURRED FOR FAILURE TO DO SO SHALL BE THE CONTRACTORS RESPONSIBILITY.
- B. CONTRACTOR TO FIELD TELETYPE ALL EXISTING SANITARY AND STORM LATERALS THAT ARE SCHEDULED TO BE RE-USED AND/OR CONNECTED TO ON SITE. THE TELETYPE SHALL BE COMPLETED TO ENSURE THE EXISTING LATERALS ARE FREE OF OBSTRUCTIONS AND IN SOUND STRUCTURAL CONDITION. TELETYPE OF THESE LATERALS SHOULD BE COMPLETED AT BEGINNING OF CONSTRUCTION AND DESIGN ENGINEER SHALL BE NOTIFIED OF ANY PIPE OBSTRUCTIONS AND/OR STRUCTURAL DEFICIENCIES IMMEDIATELY AFTER COMPLETION OF FIELD TELETYPE.
- C. ALL SANITARY PIPE SHALL BE IN ACCORDANCE WITH MATERIALS SPECIFIED IN TABLE A. ALLOWABLE PIPE MATERIAL SCHEDULE. ALL SANITARY PIPE BELOW PROPOSED & FUTURE BUILDINGS SHALL BE IN ACCORDANCE WITH MATERIALS SPECIFIED IN TABLE A. ALLOWABLE PIPE MATERIAL. INSULATION SHALL BE PROVIDED PER STATE PLUMBING CODES AS NECESSARY BASED ON PROPOSED DEPTH PLANS.
- D. SANITARY SHALL BE 48" PRECAST AND CONFORM TO THE STANDARD SPECIFICATIONS FOR SEWER & WATER CONSTRUCTION IN WISCONSIN, CURRENT EDITION UNLESS OTHERWISE DIRECTED BY THE ENGINEER. SANITARY FRAME AND GRATE TO BE NENEAH 8" 1550-A OR EQUAL. RIM ELEVATION TO BE SET AT FINISHED GRADE IN DEVELOPED AREAS AND 12" ABOVE FINISHED GRADE IN UNDEVELOPED AREAS EXCEPT AS OTHERWISE DIRECTED BY THE ENGINEER.
- E. CLEANOUTS SHALL BE PROVIDED FOR THE SANITARY & STORM SERVICES AT LOCATIONS INDICATED ON THE UTILITY PLAN. THE CLEANOUT SHALL CONSIST OF A COMBINATION WYE FITTING IN LINE WITH THE SANITARY/STORM SERVICE WITH THE CLEANOUT LEG OF THE COMBINATION WYE FACING STRAIGHT UP. THE CLEANOUT SHALL CONSIST OF 4" OR 6" VERTICAL PVC PIPE WITH A WATER TIGHT REMOVABLE CLEANOUT PLUG. AN 8" PVC FROST SLEEVE SHALL BE PROVIDED. THE BOTTOM OF THE FROST SLEEVE SHALL TERMINATE 12" ABOVE THE TOP OF THE SANITARY LATERAL OR AT LEAST 6" BELOW THE PREDICTED FROST DEPTH, WHICHEVER IS SHALLOWER. THE CLEANOUT SHALL EXTEND JUST ABOVE THE SURFACE GRADE IN LAWN OR LANDSCAPE AREAS WITH THE FROST SLEEVE TERMINATING AT THE GRADE SURFACE. THE CLEANOUT SHALL EXTEND 10 INCHES BELOW SURFACE GRADE IN PAVED SURFACES WITH A 2" (Z-1474-N) HEAVY DUTY CLEANOUT HOUSING PLACED OVER THE TOP OF THE CLEANOUT FLUSH WITH THE SURFACE GRADE. IN PAVED SURFACES, THE FROST SLEEVE SHALL TERMINATE IN A CONCRETE PAD AT LEAST 6" THICK AND EXTENDING AT LEAST 6" FROM THE SLEEVE ON ALL SIDES, SLOPING AWAY FROM THE SLEEVE. THE CLEANOUT HOUSING SHALL BE CONSTRUCTED PER MANUFACTURERS REQUIREMENTS.
- F. ALL PROPOSED WATER PIPE SHALL BE IN ACCORDANCE WITH MATERIALS SPECIFIED IN TABLE A. ALLOWABLE PIPE MATERIAL SCHEDULE. 6" MINIMUM COVER SHALL BE PROVIDED OVER ALL WATER PIPING UNLESS OTHERWISE SPECIFIED.
- G. ALL PROPOSED STORM PIPE SHALL BE IN ACCORDANCE WITH MATERIALS SPECIFIED IN TABLE A. ALLOWABLE PIPE MATERIAL SCHEDULE. ALL PROPOSED STORM PIPE BELOW BUILDINGS SHALL BE IN ACCORDANCE WITH MATERIALS SPECIFIED IN TABLE A. ALLOWABLE PIPE MATERIAL SCHEDULE. SEE UTILITY PLANS FOR ALL STORM PIPE MATERIAL TYPES TO BE USED. PIPE SHALL BE PLACED MIN. 8" HORIZONTALLY FROM FOUNDATION WALLS.
- H. SANITARY, STORM, AND WATER UTILITY PIPE INVERTS SHALL BE CONSTRUCTED WITHIN 0.10' OF DESIGN INVERT ELEVATIONS ASSUMING PIPE SLOPE AND SEPARATION IS MAINTAINED PER THE UTILITY DESIGN PLANS AND STATE REQUIREMENTS.
- I. SITE UTILITY CONTRACTOR SHALL RUN SANITARY SERVICE TO A POINT WHICH IS A MAXIMUM OF 5' FROM THE EXTERIOR WALL OF THE FOUNDATION. SITE UTILITY CONTRACTOR SHALL RUN STORM SERVICE FOR INTERNALLY DRAINED BUILDINGS TO A POINT WHICH IS A MAXIMUM OF 5' FROM THE EXTERIOR WALL OF THE FOUNDATION. SITE UTILITY CONTRACTOR SHALL RUN DOWNPOUT LEADS TO BUILDING FOUNDATION AND UP IF ABOVE SURFACE GRADE FOR CONNECTION TO DOWNPOUT FOR ALL DOWNPOUT TO REER (DR) CONNECTIONS. DOWNPOUTS TO GRADE (DSG) SHALL BE PROVIDED WITH SPLASH BLOCKS AT THE DISCHARGE LOCATION. ALL DOWNPOUT LOCATIONS SHOULD BE VERIFIED WITH ARCHITECTURAL PLANS AND DOWNPOUT CONTRACTOR/CVE. PRIOR TO INSTALLATION OF DOWNPOUT LEADS. DOWNPOUT LEADS SHALL NOT UNDERMINE BUILDING FOUNDATIONS. SITE UTILITY CONTRACTOR SHALL RUN WATER SERVICE TO A POINT WITHIN THE FOUNDATION SPECIFIED BY THE PLUMBING PLANS. CONTRACTOR TO CUT AND CAP WATER SERVICE 12" ABOVE FINISHED FLOOR ELEVATION.
- J. ALL UTILITIES SHALL BE INSTALLED WITH PLASTIC COATED TRACER WIRE (10 TO 14 GAUGE SOLID COPPER, OR COPPER COATED STEEL WIRE). PLASTIC WIRE MAY BE TAPED TO PLASTIC WATER OR SEWER PIPE. IF ATTACHED, THE TRACER WIRE SHALL BE SECURED EVERY 8 TO 20 FEET AND AT ALL BENDS. TRACER WIRE SHALL HAVE ACCESS POINTS AT LEAST EVERY 300 FEET. TRACER WIRE SHALL TERMINATE IN ACCORDANCE WITH MANUFACTURER SPECIFICATIONS AT GRADE OR IN TERMINATION BOX PER LOCAL/STATE REQUIREMENTS.
- K. ALL UTILITIES SHALL BE INSTALLED PER STATE, LOCAL, AND INDUSTRY STANDARDS. WATER, SANITARY, AND STORM SERVICE SHALL BE INSTALLED PER STANDARD SPECIFICATION FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN. THE EXCEL ENGINEERING DESIGN ENGINEER SHALL BE RESPONSIBLE FOR OBTAINING ALL OTHER PERMITS REQUIRED TO INSTALL WATER, SANITARY AND STORM SEWER.
- L. SEE PLANS FOR ALL OTHER UTILITY SPECIFICATIONS AND DETAILS.

TABLE A: ALLOWABLE PIPE MATERIAL SCHEDULE

Utility	Material	Pipe Code	Fitting Code	Joint Code
Sanitary Sewer	SDR 35 PVC	ASTM D1785, ASTM D2665, ASTM D3034, ASTM F891	ASTM F1336	Push On: ASTM D3212 for Tightness Elastomeric Gasket: ASTM F477
*Sanitary Sewer	SCH 40 PVC	ASTM D1785, ASTM D2665, ASTM F891	ASTM F1336	Primer: ASTM F656 Solvent Cement: ASTM D2564
Storm Sewer	HDPE	ASTM F2648, ASTM F2306, AASHTO M252, TYPE S (44 IN - 10 IN) AASHTO M294, TYPE S (12 IN - 60 IN)	ASTM F2648, ASTM F2306, AASHTO M252, or AASHTO M294	Joint: ASTM F2648, ASTM F2306, AASHTO M252, or AASHTO M294 Elastomeric Seal: ASTM F477
Storm Sewer	SDR 35 PVC	ASTM D1785, ASTM D2665, ASTM D3034, ASTM F891	ASTM F1336	Push On: ASTM D3212 for Tightness Elastomeric Seal: ASTM F477

PROPOSED BUILDING ADDITION PHASE ONE FOR:
SHORELAND LUTHERAN HIGH SCHOOL
9026 12TH STREET • KENOSHA, WI 53144

PROFESSIONAL SEAL

PRELIMINARY DATES

AUG. 30, 2024

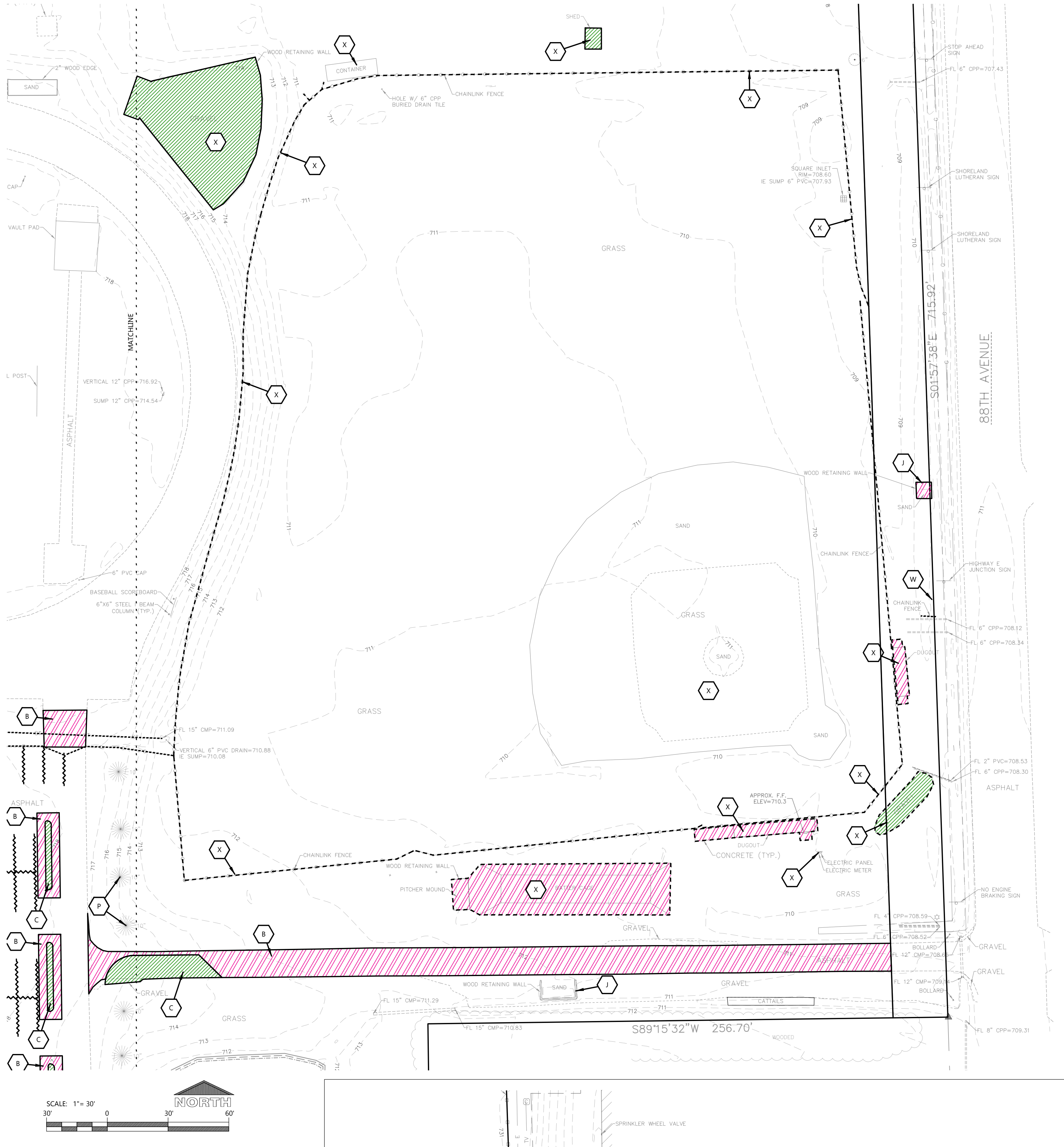
JOB NUMBER

240018700

SHEET NUMBER

C0.2

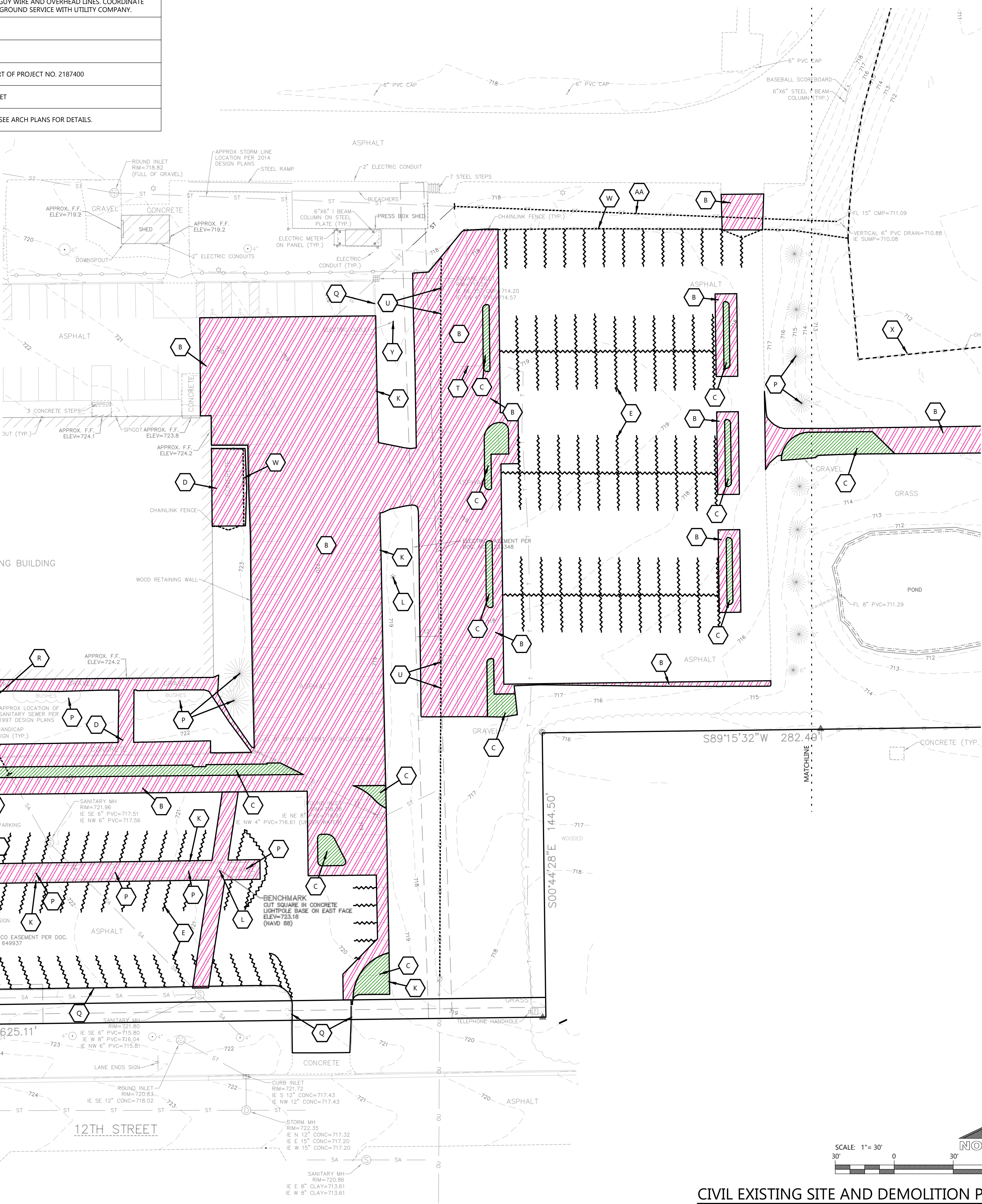
CIVIL SPECIFICATION SHEET



KEYNOTES	
A	SAWCUT (AS NECESSARY) AND REMOVE CONCRETE AND BASE
B	SAWCUT (AS NECESSARY) AND REMOVE ASPHALT
C	SAWCUT (AS NECESSARY) AND REMOVE ASPHALT AND BASE
D	SAWCUT (AS NECESSARY) AND CONCRETE
E	PAVEMENT STRIPING TO BE COVERED BY ASPHALT SEAL COAT. IF NOT SEAL COATING PROVIDE PRICING TO REMOVE STRIPING PRIOR TO STRIPING NEW PARKING STALLS.
F	REMOVE FLAGPOLES, BENCHES AND MONUMENT ROCK FOR RELOCATION. COORDINATE RELOCATION WITH OWNER.
G	PROTECT TREE
H	REMOVE MAILBOX FOR RELOCATION. COORDINATE RELOCATION WITH OWNER.
I	REMOVE SIGN FOR RELOCATION.
J	REMOVE RETAINING WALL
K	REMOVE CURB.
L	REMOVE LIGHT POLE FOR RELOCATION. SEE SHEET C1.3 FOR PROPOSED LIGHT POLE LOCATION.
M	REMOVE STORM INLET. CONTRACTOR TO VERIFY ALL UPSTREAM INLETS ARE CONNECTED TO PROPOSED DOWNSPOUT COLLECTOR PRIOR TO REMOVAL. REMOVE ALL STORM SEWER.
N	PROTECT PLANTER AREA.
O	REMOVE CANOPY. SEE ARCH PLANS FOR DETAILS.
P	REMOVE TREES, SHRUBS & LANDSCAPING
Q	PROTECT CURB
R	CONTRACTOR TO VERIFY IF SANITARY SEWER IS SUITABLE MATERIAL FOR UNDER BUILDING. IF NOT REPLACE PORTION UNDER THE PROPOSED BUILDING WITH SCL-40 PVC.
S	CONTRACTOR TO COORDINATE GAS METER/SERVICE, ELECTRIC METERS/PANEL/TRANSFORMER/SERVICE AND TELEPHONE SERVICE REMOVAL & REROUTING WITH UTILITY COMPANIES.
T	CONTRACTOR TO VERIFY UTILITY LINE ROUTE DOES NOT INTERFERE WITH PROPOSED BUILDING ADDITION. IF ROUTE CONFLICTS COORDINATE RELOCATION WITH UTILITY COMPANY.
U	REMOVE UTILITY POLES, GUY WIRE AND OVER-HEAD LINES. COORDINATE RELOCATION OF UNDERGROUND SERVICE WITH UTILITY COMPANY.
V	REMOVE WOOD POST
W	REMOVE FENCE
X	ITEMS REMOVED AS PART OF PROJECT NO. 2187400
Y	REMOVE ELECTRIC OUTLET
Z	REMOVE DOWNSPOUT. SEE ARCH PLANS FOR DETAILS.

KEYNOTES	
AA	REMOVE STORM SEWER.

LEGEND:	
	REMOVE PAVEMENT & BASE
	REMOVE FEATURES



PROPOSED BUILDING ADDITION PHASE ONE FOR:
SHORELAND LUTHERAN HIGH SCHOOL
9026 12TH STREET • KENOSHA, WI 53144

PROFESSIONAL SEAL

PRELIMINARY DATES
JULY 9, 2024
JULY 16, 2024
AUG. 30, 2024

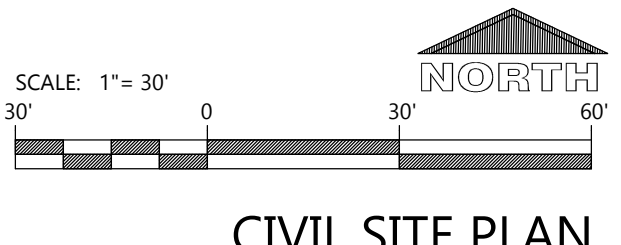
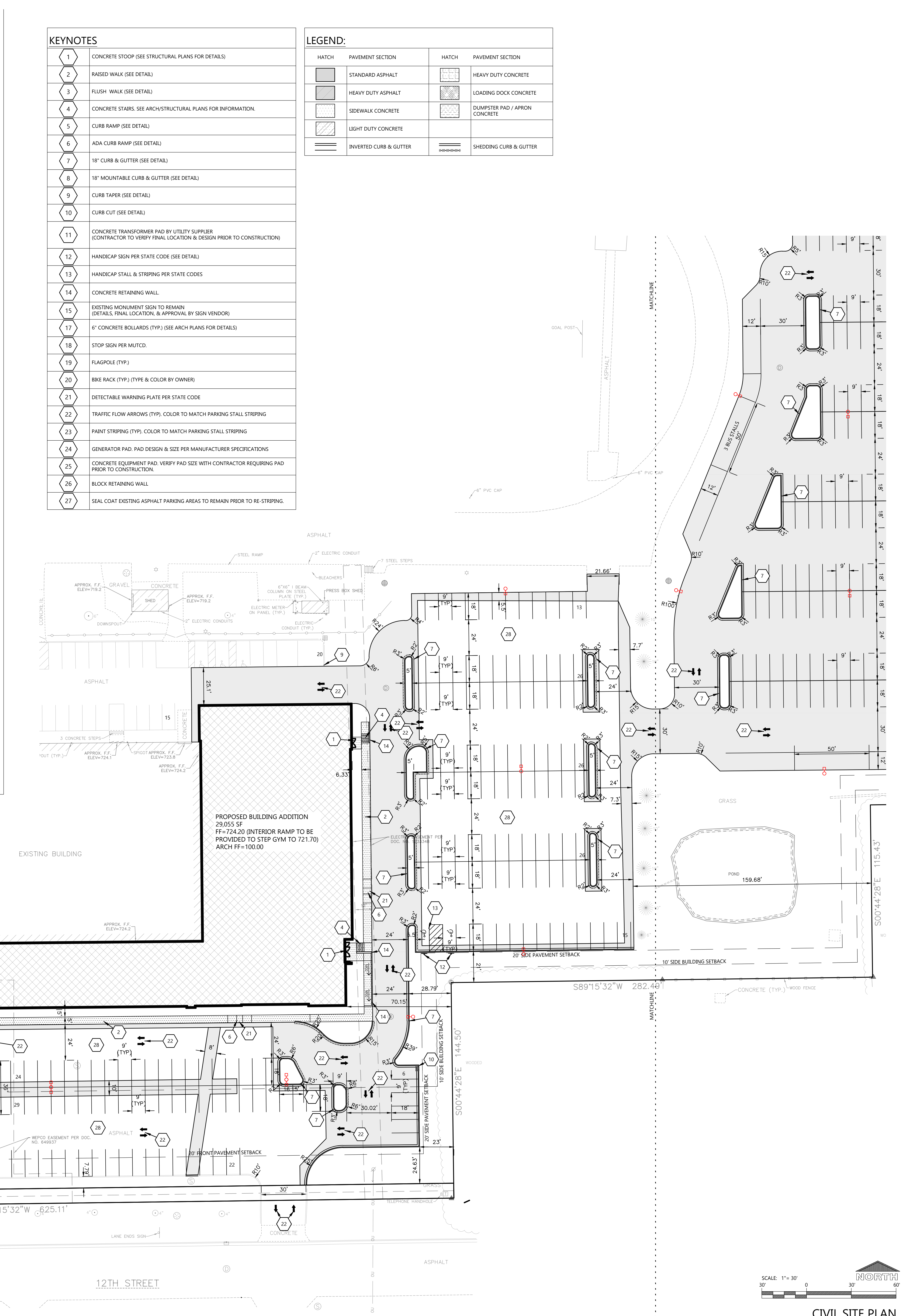
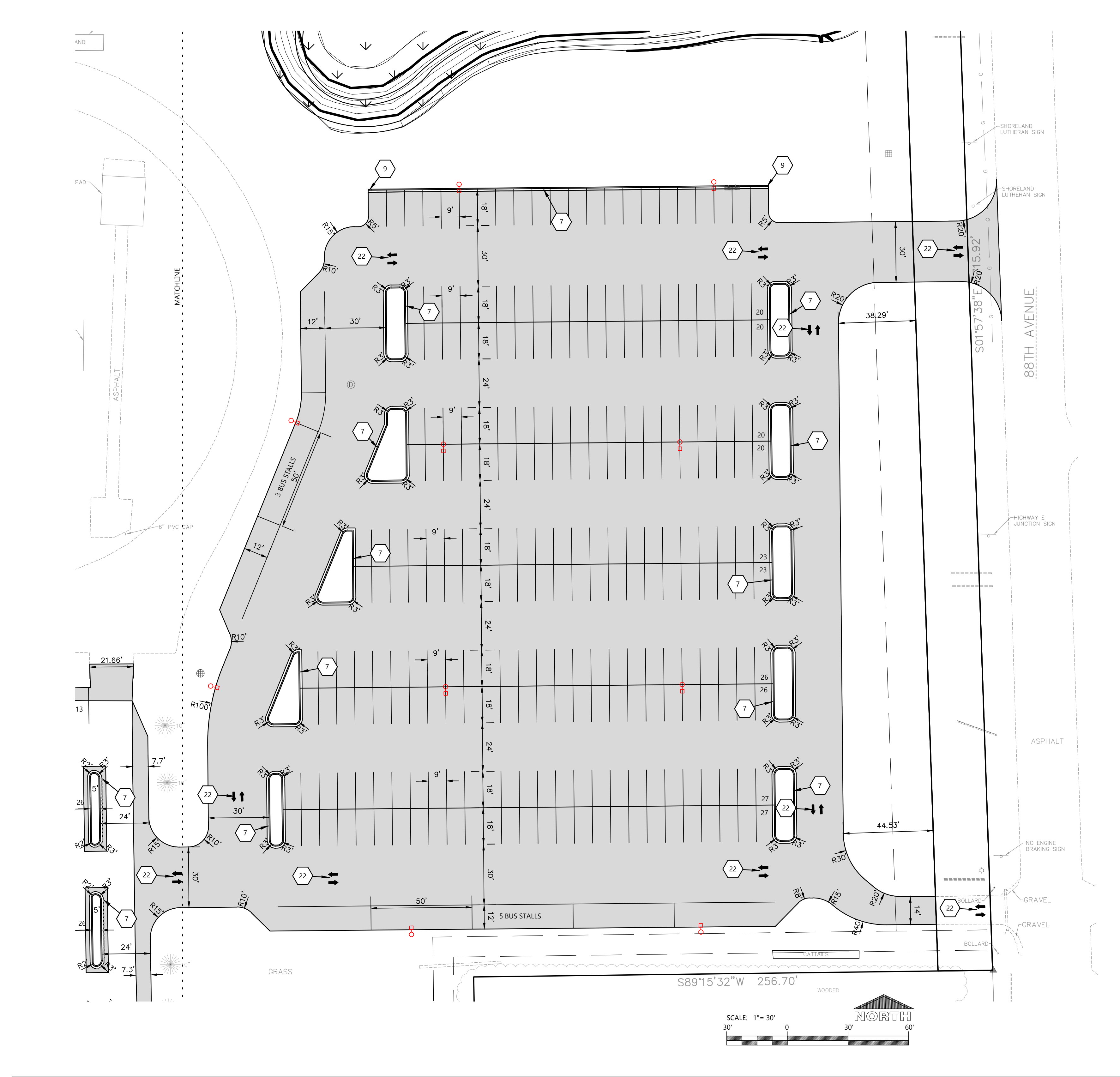
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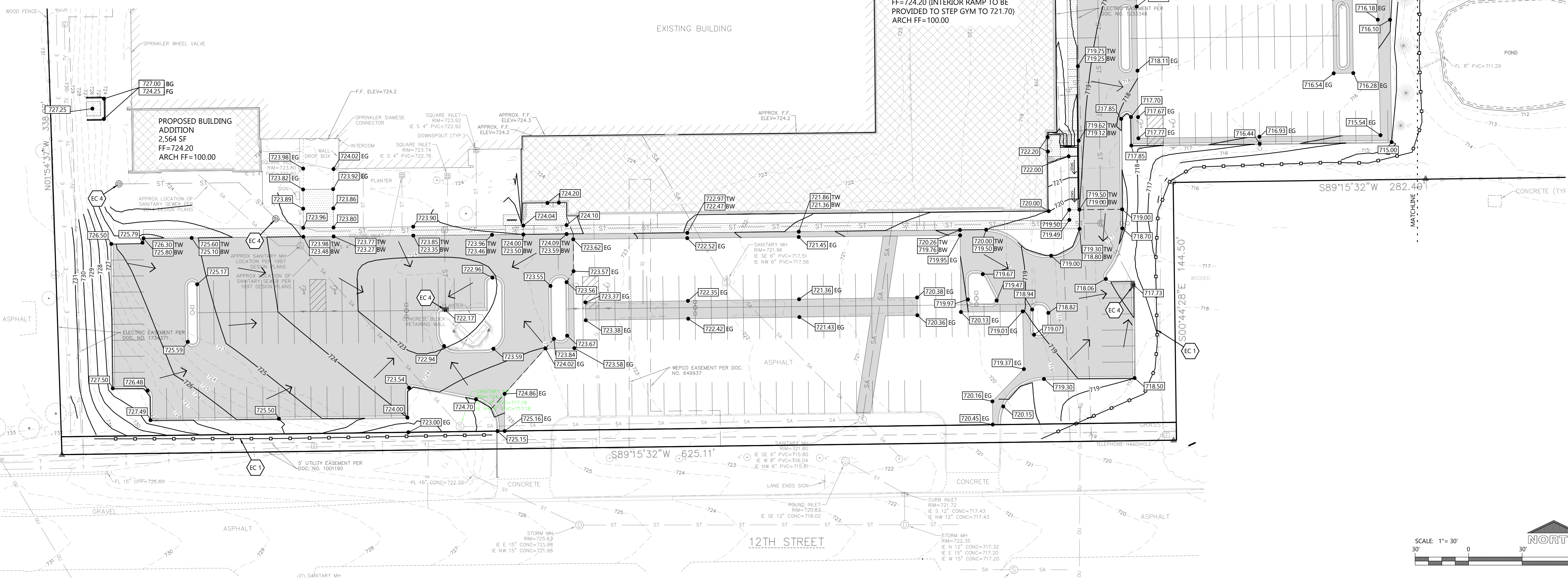
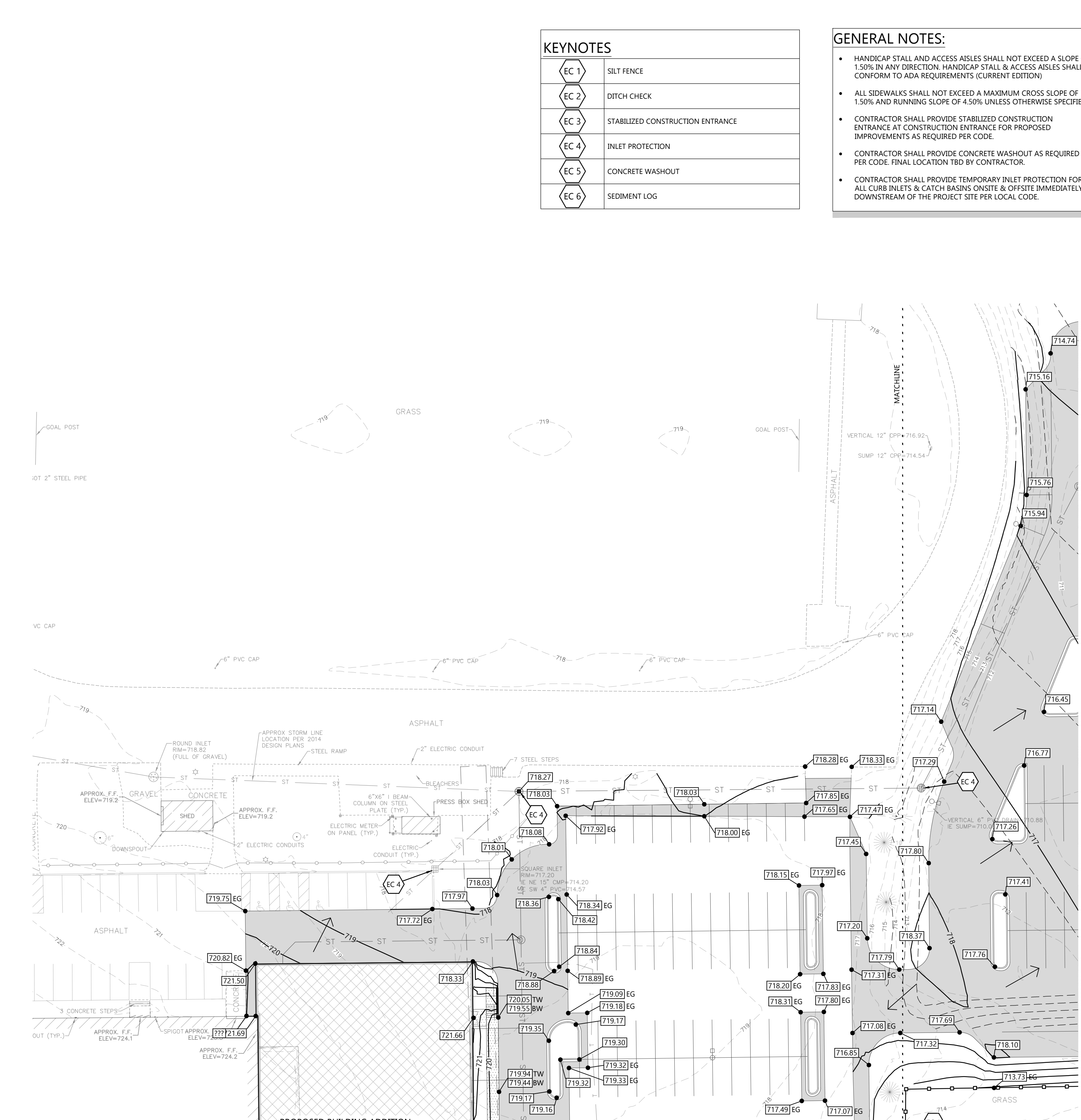
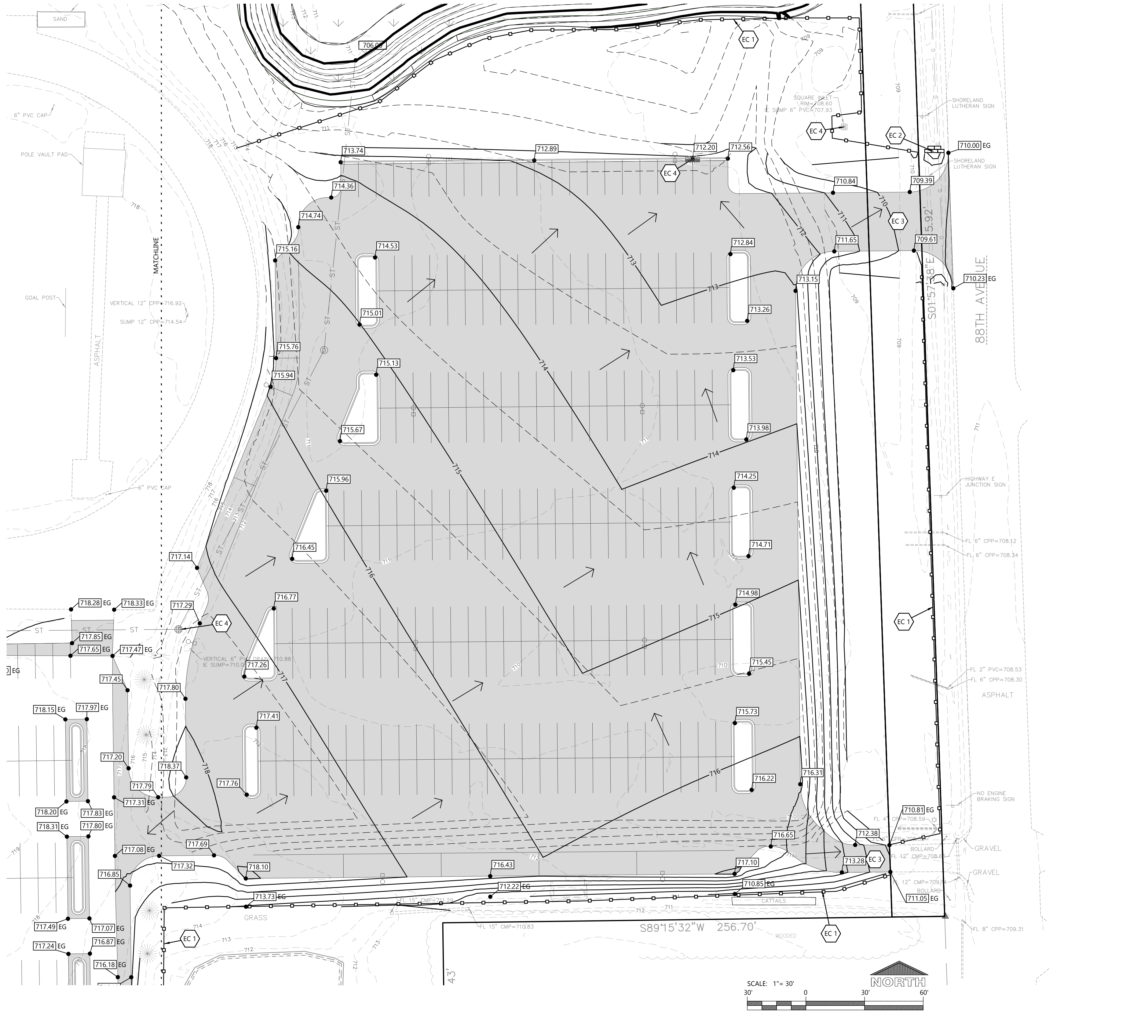
SHEET NUMBER
C1.1

NOT FOR CONSTRUCTION

KEYNOTES	
1	CONCRETE STOOP (SEE STRUCTURAL PLANS FOR DETAILS)
2	RAISED WALK (SEE DETAIL)
3	FLUSH WALK (SEE DETAIL)
4	CONCRETE STAIRS SEE ARCH/STRUCTURAL PLANS FOR INFORMATION
5	CURB RAMP (SEE DETAIL)
6	ADA CURB RAMP (SEE DETAIL)
7	18" CURB & GUTTER (SEE DETAIL)
8	18" MOUNTABLE CURB & GUTTER (SEE DETAIL)
9	CURB TAPER (SEE DETAIL)
10	CURB CUT (SEE DETAIL)
11	CONCRETE TRANSFORMER PAD BY UTILITY SUPPLIER (CONTRACTOR TO VERIFY FINAL LOCATION & DESIGN PRIOR TO CONSTRUCTION)
12	HANDICAP SIGN PER STATE CODE (SEE DETAIL)
13	HANDICAP STALL & STRIPING PER STATE CODES
14	CONCRETE RETAINING WALL
15	EXISTING MONUMENT SIGN TO REMAIN (DETAILS, FINAL LOCATION, & APPROVAL BY SIGN VENDOR)
17	6" CONCRETE BOLLARDS (TYP.) (SEE ARCH PLANS FOR DETAILS)
18	STOP SIGN PER MUTCD
19	FLAGPOLE (TYP.)
20	BIKE RACK (TYP.) (TYPE & COLOR BY OWNER)
21	DETECTABLE WARNING PLATE PER STATE CODE
22	TRAFFIC FLOW ARROWS (TYP.) COLOR TO MATCH PARKING STALL STRIPING
23	PAINT STRIPING (TYP.) COLOR TO MATCH PARKING STALL STRIPING
24	GENERATOR PAD, PAD DESIGN & SIZE PER MANUFACTURER SPECIFICATIONS
25	CONCRETE EQUIPMENT PAD. VERIFY PAD SIZE WITH CONTRACTOR REQUIRING PAD PRIOR TO CONSTRUCTION.
26	BLOCK RETAINING WALL
27	SEAL COAT EXISTING ASPHALT PARKING AREAS TO REMAIN PRIOR TO RE-STRIPING.

LEGEND:			
HATCH	PAVEMENT SECTION	HATCH	PAVEMENT SECTION
	STANDARD ASPHALT		HEAVY DUTY CONCRETE
	HEAVY DUTY ASPHALT		LOADING DOCK CONCRETE
	SIDEWALK CONCRETE		DUMPSTER PAD / APRON CONCRETE
	LIGHT DUTY CONCRETE		
	INVERTED CURB & GUTTER		SHEDDING CURB & GUTTER





KEYNOTES	
EC 1	SILT FENCE
EC 2	DITCH CHECK
EC 3	STABILIZED CONSTRUCTION ENTRANCE
EC 4	INLET PROTECTION
EC 5	CONCRETE WASHOUT
EC 6	SEDIMENT LOG

- GENERAL NOTES:
- HANDICAP STALL AND ACCESS AISLES SHALL NOT EXCEED A SLOPE OF 1.50% IN ANY DIRECTION. HANDICAP STALL & ACCESS AISLES SHALL CONFORM TO ADA REQUIREMENTS (CURRENT EDITION)
 - ALL SIDEWALKS SHALL NOT EXCEED A MAXIMUM CROSS SLOPE OF 1.50% AND RUNNING SLOPE OF 4.50% UNLESS OTHERWISE SPECIFIED.
 - CONTRACTOR SHALL PROVIDE STABILIZED CONSTRUCTION ENTRANCE AT CONSTRUCTION ENTRANCE FOR PROPOSED IMPROVEMENTS AS REQUIRED PER CODE.
 - CONTRACTOR SHALL PROVIDE CONCRETE WASHOUT AS REQUIRED PER CODE. FINAL LOCATION TBD BY CONTRACTOR.
 - CONTRACTOR SHALL PROVIDE TEMPORARY INLET PROTECTION FOR ALL CURB INLETS & CATCH BASINS ON-SITE & OFF-SITE IMMEDIATELY DOWNSTREAM OF THE PROJECT SITE PER LOCAL CODE.

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PROJECT INFORMATION

PROPOSED BUILDING ADDITION PHASE ONE FOR:
SHORELAND LUTHERAN HIGH SCHOOL
9026 12TH STREET • KENOSHA, WI 53144

PROFESSIONAL SEAL

PRELIMINARY DATES
AUG. 30, 2024

JOB NUMBER
240018700

SHEET NUMBER

C1.2

CIVIL GRADING AND EROSION CONTROL PLAN

NOT FOR CONSTRUCTION

SHEET NUMBER

CIVIL UTILITY PLAN



DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES TECHNICAL STANDARD NO. 1053 (CHANNEL EROSION MAT).

VARIATIONS IN THE DIMENSIONS OR MATERIALS SHOWN HEREON SHALL BE PERMITTED IF THEY PROVIDE EQUIVALENT PROTECTION AND MATERIAL STRENGTH AND IF PRIOR APPROVAL OF THE ENGINEER IS OBTAINED.

LAP JOINTS SHALL NOT BE PLACED IN THE BOTTOM OF V-SHAPED DITCHES.

JUNCTION SLOTS ON ADJACENT STRIPS OF MATTING SHALL BE STAGGERED A MINIMUM OF 4 FEET APART.

EDGES OF EROSION MAT SHALL BE IMPRESSED IN THE SOIL.

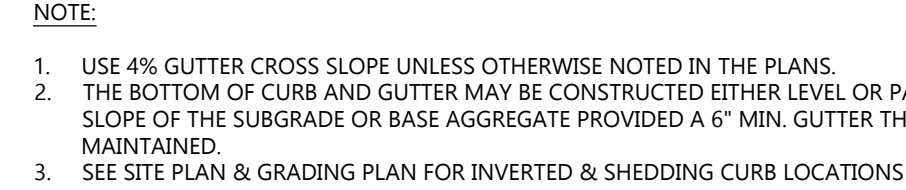
EROSION MAT SHALL PAID BY THE SQUARE YARD INSTALLED.



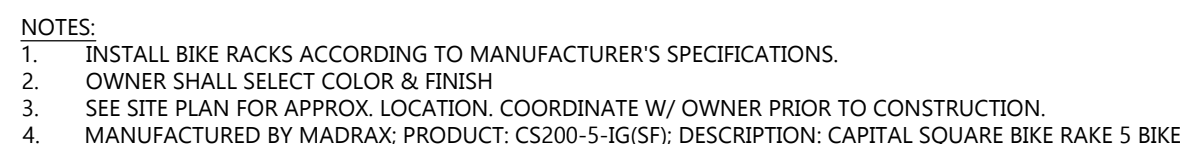
JUNCTION OR ANCHOR SLOTS SHALL BE AT MINIMUM INTERVALS OF 100 FEET ON GRADES UP TO AND INCLUDING 3%, AND 50 FEET ON GRADES EXCEEDING 3%.

NOTE:
SEE SPECIFICATIONS FOR MATTING TYPE

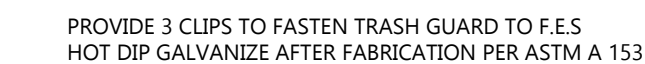
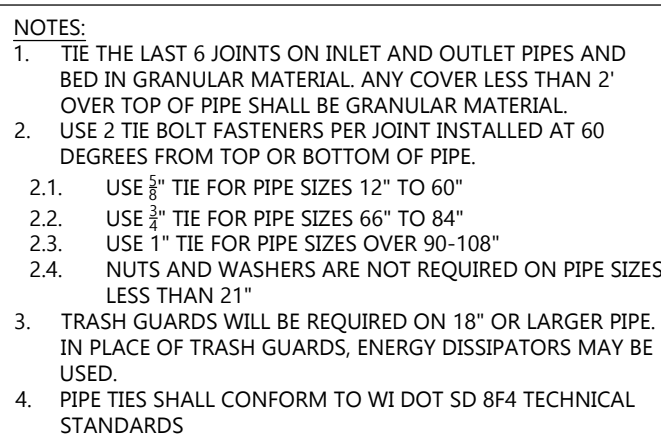
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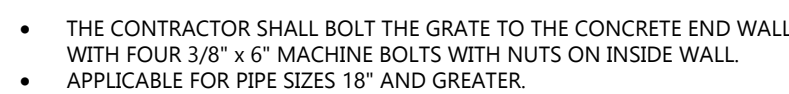
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NOT TO SCALE



NOT TO SCALE



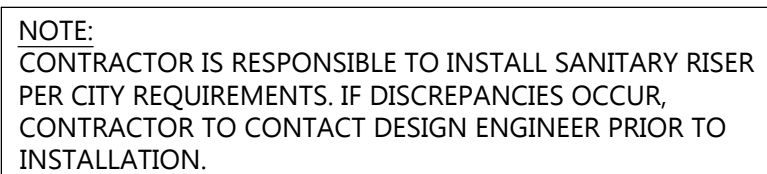
PAINTING SPECIFICATIONS

THE PIPE GRATE SHALL RECEIVE THE FOLLOWING PREPARATION & PAINTING. SEE NOTES: FIRST COAT- RUST-OLEUM X-60 RED BARE METAL PRIMER OR EQUAL
SECOND COAT- RUST-OLEUM 960 ZINC CHROMATE PRIMER OR EQUAL
THIRD COAT- RUST-OLEUM 1282 HIGH GLOSS & METALLIC FINISH OR EQUAL.

NOTES:

- BARE SURFACES - AFTER THROUGH SCRAPING, WIRE BRUSHING & CLEANING, APPLY THE THREE COAT SYSTEM LISTED.
- EACH COAT AN OVERALL COAT
- ALLOW 24-48 HOURS DRYING TIME BETWEEN COATS.

NOT TO SCALE



NOT TO SCALE



NOT TO SCALE

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PROJECT INFORMATION

PROPOSED BUILDING ADDITION PHASE ONE FOR:
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9026 12TH STREET • KENOSHA, WI 53144

PROFESSIONAL SEAL

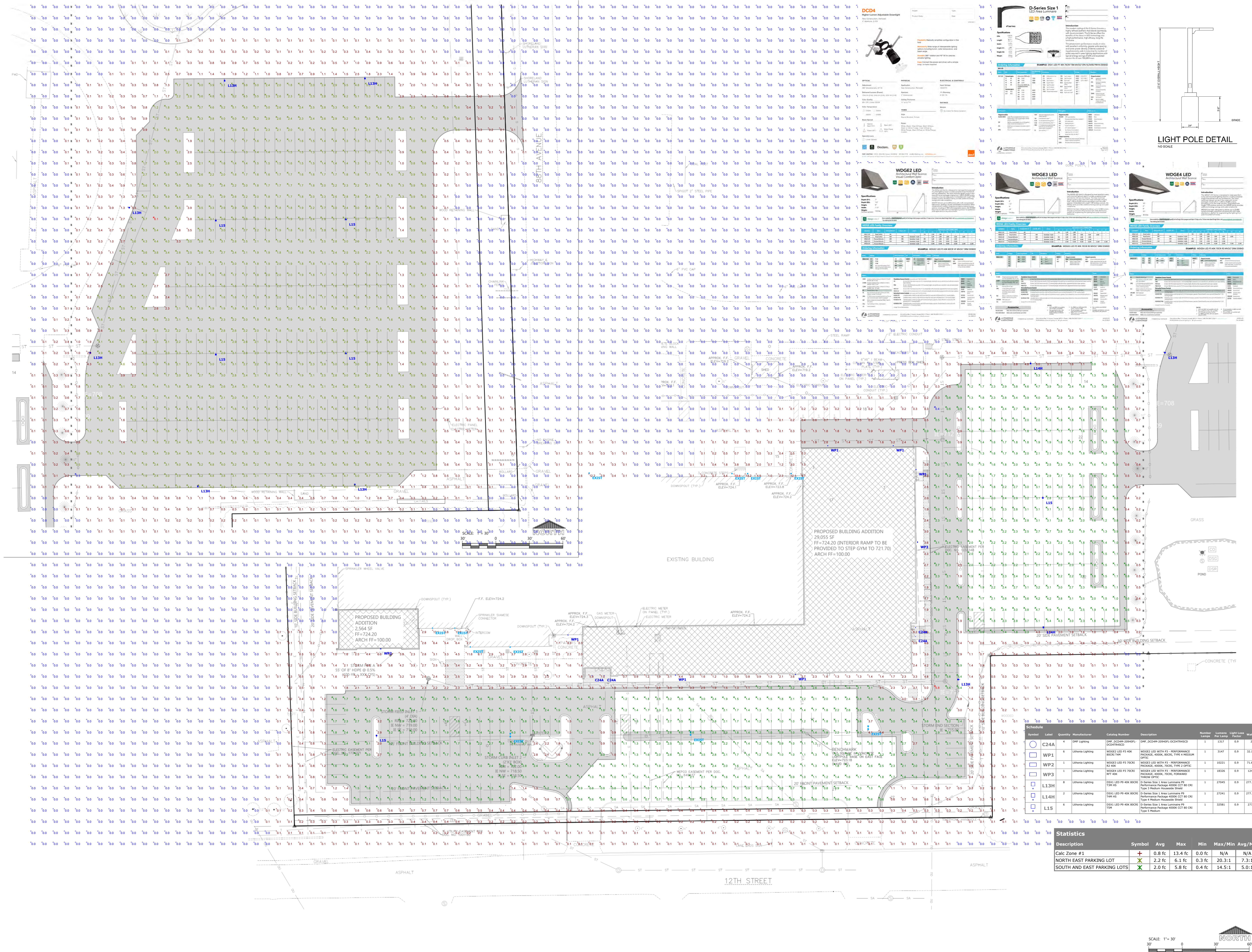
PRELIMINARY DATES
AUG. 30, 2024

JOB NUMBER
240018700

SHEET NUMBER

C2.0

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PROJECT INFORMATION

PROPOSED BUILDING ADDITION PHASE ONE FOR:

SHORELAND LUTHERAN HIGH SCHOOL

9026 12TH STREET • KENOSHA, WI 53144

PROFESSIONAL SEAL

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NOT FOR CONSTRUCTION

JOB NUMBER

240018700

SHEET NUMBER

C3.1

Stormwater & Erosion Control Memo For: Shoreland Lutheran High School Somers, Wisconsin

Aug 30, 2024



Introduction

The proposed development includes an addition to the existing high school and a parking lot expansion. The project is in the village of Somers. The project site is located on the corner of 12th Street and 88th Avenue. The proposed project will include a proposed 29,055 sf gymnasium and classroom addition, a 2,564 sf choir addition, parking lot modifications, and a parking lot expansion to the east. The proposed site is 55.74 acres, and the project will disturb 5.40 acres.

Stormwater Management Requirements

Stormwater management for the proposed project and future site improvements is currently under review. A proposed regenerative stormwater conveyance system (RSC) has been designed and proposed to be installed along the north side of the site. Stormwater modeling for the RSC was done by Aqualis and construction drawings were completed by Excel Engineering. See Aqualis stormwater management plan dated May 17, 2024, and Excel Engineering stormwater and mass grading plans dated June 11, 2024.

Storm Sewer Design

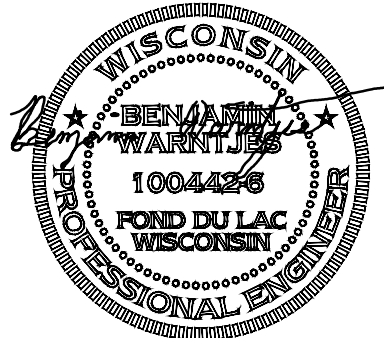
All storm sewers have been designed using DSPS plumbing code section 382.36(5). See attachments for pipe drainage areas and pipe sizing calculations.

Erosion Control

The erosion control specifications, site stabilization notes, dewatering notes, and post construction and maintenance plan will be included on sheet C0.1 of the construction plan set. See sheet L1.3 for seeding notes.

Attachments

Storm Sewer Basin Map
DSPS Peak Discharge Calculations
Storm Sewer Spreadsheet



Storm Sewer Basin Map

DSPS Peak Discharge Calculations

BASIN ID	PERCENT IMPERVIOUS	TOTAL (S.F.)	TOTAL (AC.)	IMP TOTAL (S.F.)	IMP TOTAL (AC.)	BUILDING (S.F.)	BUILDING (AC.)	DSPS (GPM)	DSPS (CFS)
A	100.00%	21,100	0.48	21,100	0.48	21,100	0.48	812	1.81
B	100.00%	59,200	1.36	59,200	1.36	59,200	1.36	2,277	5.07
C	100.00%	38,800	0.89	38,800	0.89	38,800	0.89	1,492	3.33
D	100.00%	107,300	2.46	107,300	2.46	107,300	2.46	4,127	9.20
E	100.00%	1,300	0.03	1,300	0.03	1,300	0.03	50	0.11
F	100.00%	10,600	0.24	10,600	0.24	10,600	0.24	408	0.91
G	100.00%	7,100	0.16	7,100	0.16	7,100	0.16	273	0.61
H	100.00%	6,500	0.15	6,500	0.15	6,500	0.15	250	0.56
EX1	100.00%	81,900	1.88	81,900	1.88	81,900	1.88	3,150	7.02

Storm Sewer Spreadsheet

Excel Engineering Project No.

240018700

Project Name Shoreland High School Addition

Pipe Data					Pipe Capacity DSPS				
Pipe ID	Diameter (FT)	Pipe Qty.	Slope (FT/FT)	Manning's n	Basin ID	Total Flow (cfs)	Total Flow (gpm)	Full Flow Capacity (cfs)	Full Flow Capacity (gpm)
A	1	1	0.010	0.012	A,E	1.92	862	3.87	1,737
B	1.5	1	0.010	0.012	B	5.07	2,277	11.41	5,121
C	2	1	0.009	0.012	A,B,E,G,G	8.21	3,685	23.31	10,463
D	2	1	0.009	0.012	A,B,C,H,G,G	11.98	5,377	23.31	10,463
E	1.25	1	0.010	0.012	C	3.33	1,492	7.02	3,149
F	2	1	0.009	0.012	A,B,C,H,G,G,E,E,E	12.31	5,527	23.31	10,463
G	2.5	1	0.010	0.012	A,B,C,H,G,G,E,E,E,EX1,EX1	26.35	11,827	44.55	19,996
H	2	1	0.020	0.012	A,B,C,H,G,G,H,EX1,EX1,F	27.48	12,335	34.75	15,597
I	1.5	1	0.010	0.012	D	9.20	4,127	11.41	5,121
J	0.5	1	0.010	0.012	E	0.11	50	0.61	274
EX1	1.25	1	0.010	0.012				7.02	3,149

Full Flow Capacity based off Manning's Equation

$$Q = \frac{1.49}{n} R^{2/3} S^{1/2} a$$

Where:

Q = Full Flow Capacity of Pipe (cfs)
n = manning's roughness coefficient
R = hydraulic radius (ft) (D/4)
s = hydraulic gradient, slope (ft/ft)
a = flow area (sq. ft.)

Typical Manning's n

HDPE 0.012
PVC 0.012
Concrete 0.013
CMP 0.024

*Total Flow calculated via TR-55 hydrologic calculations. Reference Storm Pipe Basin Map & TR-55 Calculations

PROJECT INFORMATION

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9026 12TH STEET • KENOSHA, WI 53144

PROFESSIONAL SEAL

PRELIMINARY DATES

AUG. 30, 2024

JOB NUMBER
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SHEET NUMBER

A1.1

NOT FOR CONSTRUCTION

LAB CLASSROOM
1,582 S.F.
(REMODEL)

MUSIC ADDITION
TOTAL AREA
2,548 S.F.
(CONVENTIONAL STEEL)
(LOAD BEARING CMU)

EXISTING GYMNASIUM REMODEL
9,465 S.F.

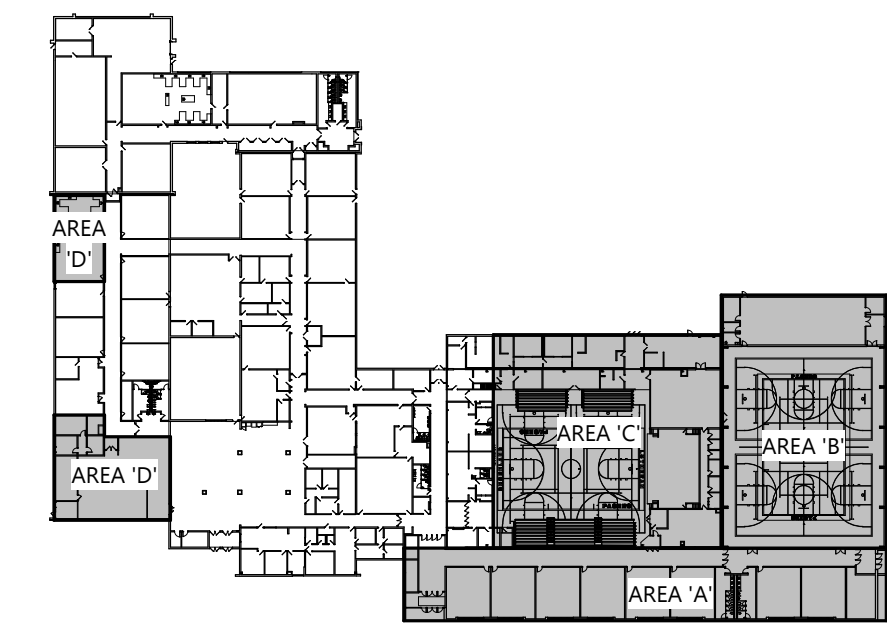
FITNESS CENTER
3,179 S.F.
(CONVENTIONAL STEEL)
(METAL STUD WALLS)

NEW GYMNASIUM
12,903 S.F.
PRECAST WALLS w/
PREMANUFACTURED METAL
BUILDING STRUCTURE
(PEMB)

CLASSROOM ADDITION
12,939 S.F.
(CONVENTIONAL STEEL)
(LOAD BEARING PRECAST)

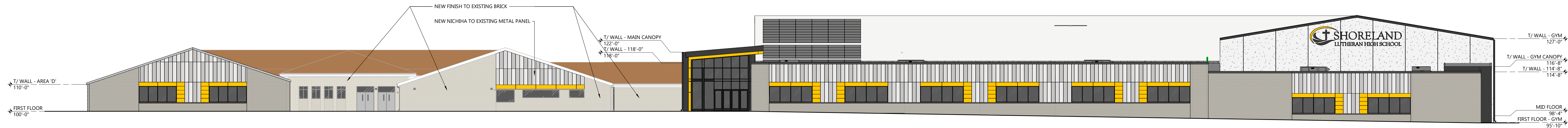
OVERALL FIRST FLOOR PLAN
SCALE: 1/16" = 1'-0"

BUILDING ADDITION TOTAL AREA
31,569 S.F.



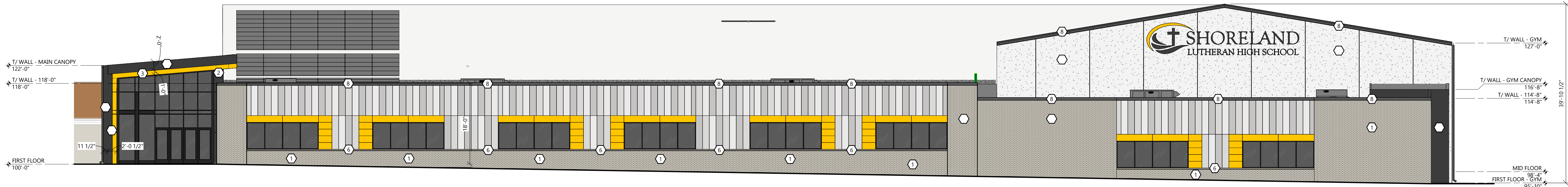
KEY PLAN

ARCHITECTURAL OVERALL FIRST FLOOR PLAN



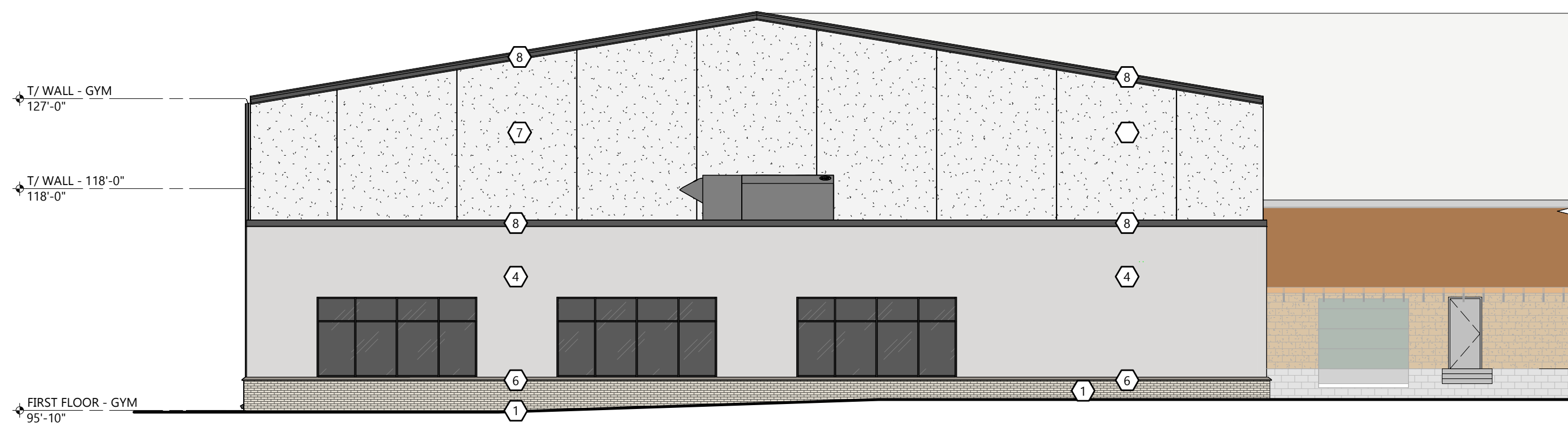
OVERALL SOUTH ELEVATION

SCALE: 1/16" = 1'-0"



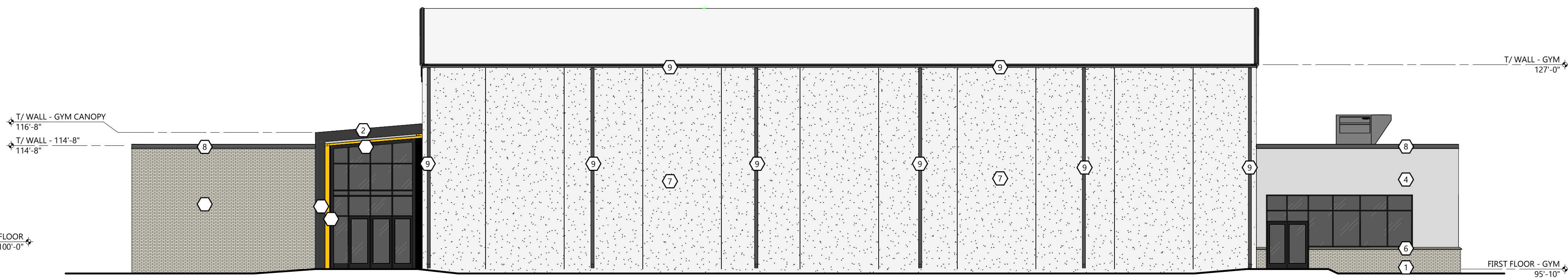
SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



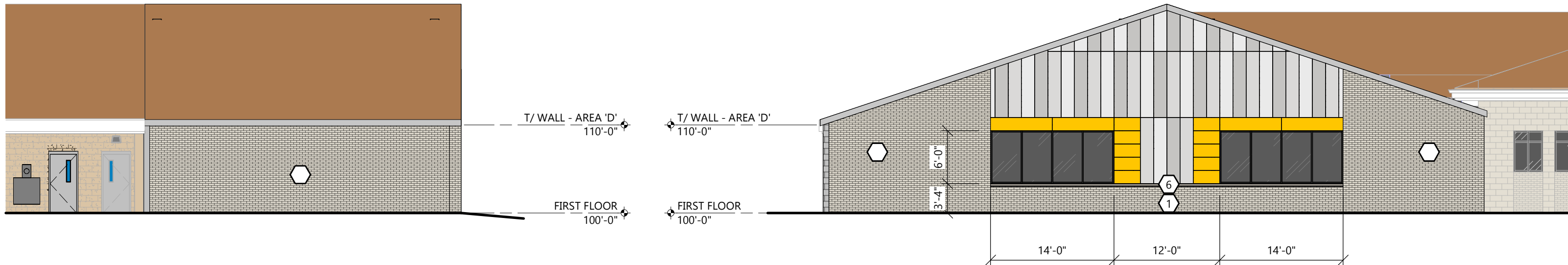
NORTH ELEVATION

SCALE: 3/32" = 1'-0"



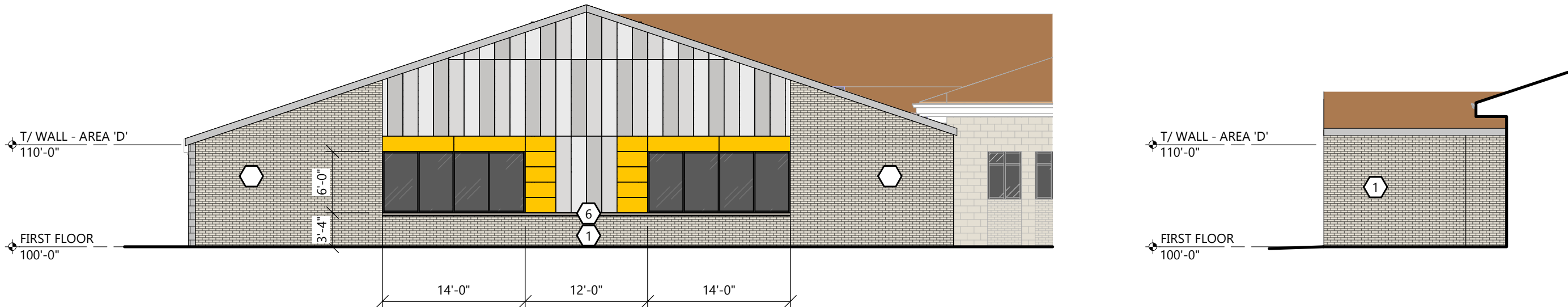
EAST ELEVATION

SCALE: 3/32" = 1'-0"



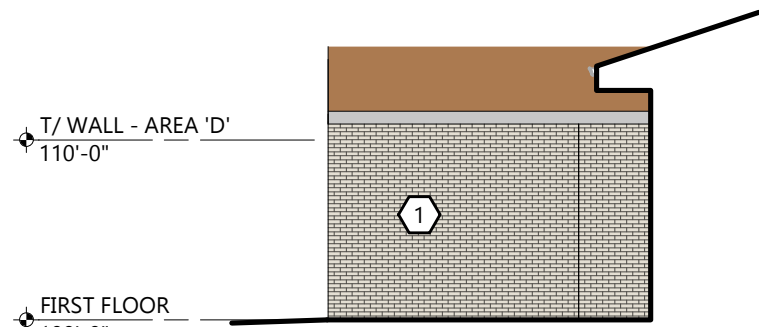
WEST ELEVATION - AREA 'D'

SCALE: 3/32" = 1'-0"



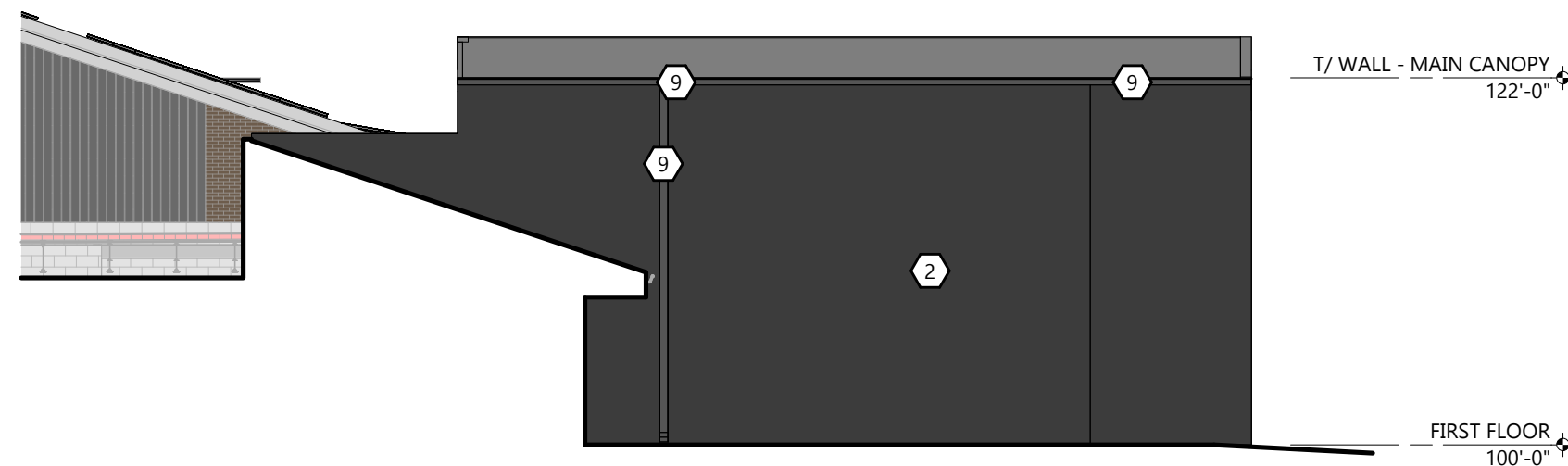
SOUTH ELEVATION - AREA 'D'

SCALE: 3/32" = 1'-0"



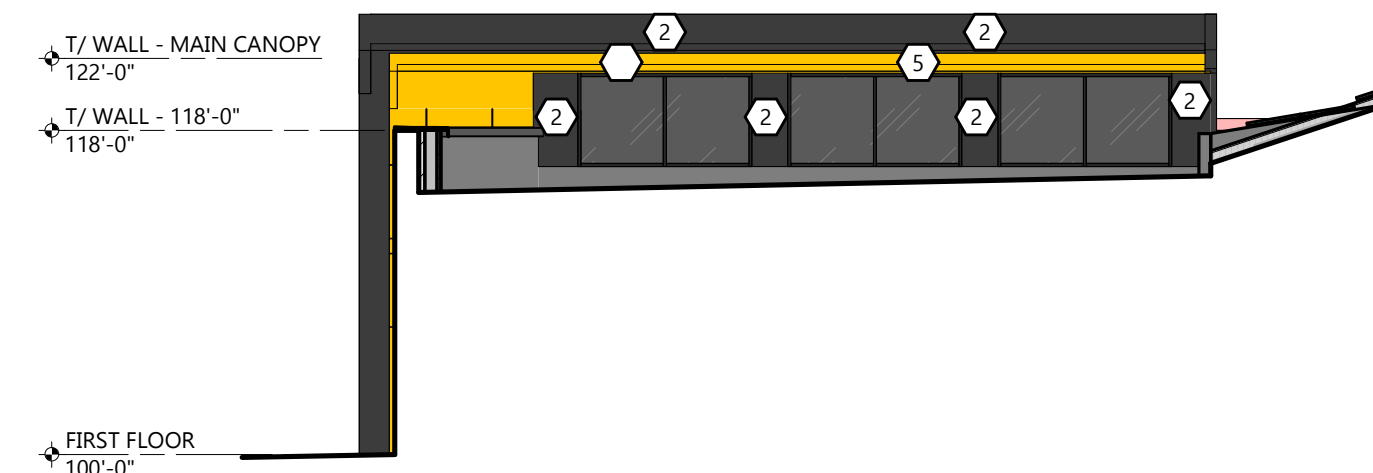
EAST ELEVATION - AREA 'D'

SCALE: 3/32" = 1'-0"



WEST ELEVATION - ENTRY

SCALE: 3/32" = 1'-0"



EAST ELEVATION - ENTRY

SCALE: 3/32" = 1'-0"

GENERAL NOTES

SEE WALL SECTIONS FOR EXTERIOR WALL CONSTRUCTION

REFERENCE EXTERIOR ELEVATIONS FOR VENEER CONTROL JOINTS. SEE STRUCTURAL PLANS FOR CMU CONTROL JOINT LOCATIONS. VENEER CONTROL JOINTS AND CMU CONTROL JOINTS ARE NOT REQUIRED TO ALIGN.

EXTERIOR MATERIAL KEY

BRICK VENEER
MFR: T.B.D.
PRODUCT: T.B.D.
COLOR: SEE RENDERING

ALUMINUM COMPOSITE MATERIALS
MFR: MUZA
PRODUCT: MZ-2000
COLOR: BLACK

ALUMINUM COMPOSITE MATERIALS
MFR: MUZA
PRODUCT: MZ-2000
COLOR: YELLOW

FIBER CEMENT PANELS
MFR: NICHHA
PRODUCT: ILLUMINATION DESIGN SERIES (AWP 3030) VERTICAL
COLOR: LIGHT GRAY, DARK GRAY, WHITE PATTERN

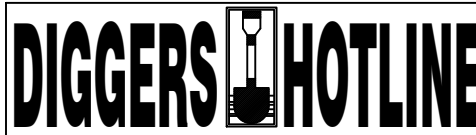
FIBER CEMENT PANELS
MFR: NICHHA
PRODUCT: ILLUMINATION DESIGN SERIES (AWP 3030) HORIZONTAL
COLOR: YELLOW

PRECAST SILL
MFR: T.B.D.
PROFILE: SEE DETAILS
COLOR: SEE RENDERING

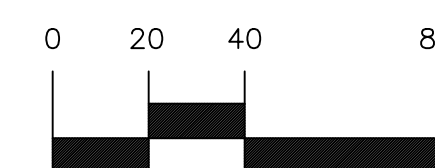
PRECAST WALL PANEL
MFR: T.B.D.
FINISH: PAINTED
COLOR: WHITE

METAL COPING / FLASHING
MFR: PAC CLAD
PROFILE: SEE DETAILS
COLOR: BLACK

GUTTERS / DOWNSPOUTS
MFR: T.B.D.
PROFILE: SEE ROOF PLAN
COLOR: BLACK



Scale: 1" = 40'0"



SHORELAND LUTHERAN HIGH SCHOOL

ISSUANCE AND REVISIONS

DATE	DESCRIPTION
8.27.24	FIRST ISSUE

SHEET TITLE

SHEET TITLE

OVERALL
LANDSCAPE
PLAN

SHEET NUMBER

L 1.0



SHORELAND LUTHERAN HIGH SCHOOL

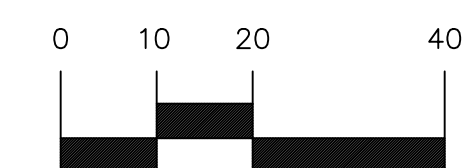
ISSUANCE AND REVISIONS

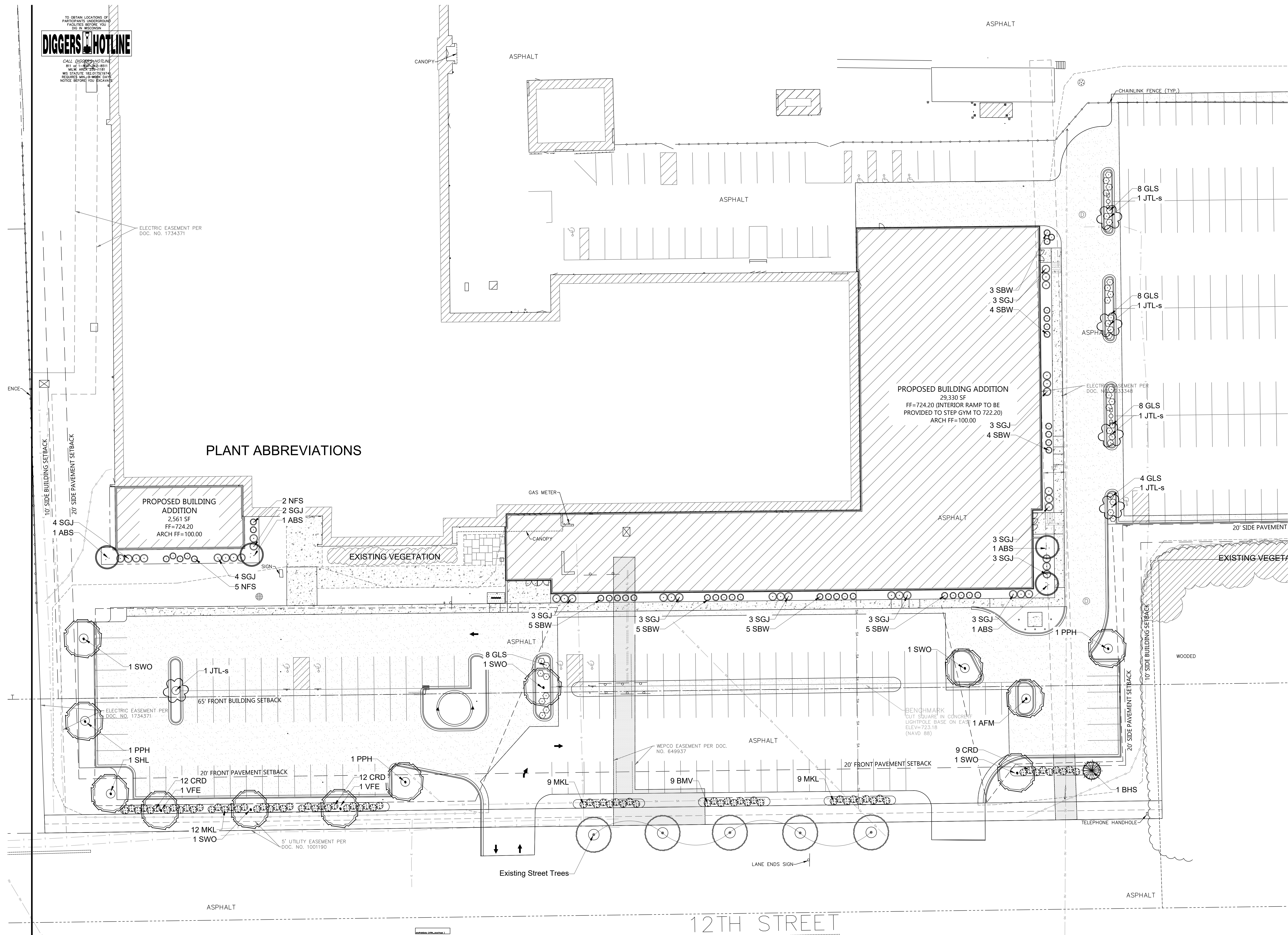
DATE	DESCRIPTION
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ENLARGED LANDSCAPE PLAN

SHEET NUMBER

L 1.1





DIGGERS HOTLINE

CALL DIGGERS HOTLINE
811 or 1-800-485-8811
MIN. 48 HRS. NOTICE
NEEDS STATE REGISTRATION
REQUIRES MIN. 48 HRS. NOTICE
BEFORE YOU EXCAVATE

ELECTRIC EASEMENT PER
DOC. NO. 1734371

PLANT ABBREVIATIONS

PROPOSED BUILDING
ADDITION
2,561 SF
FF=724.20
ARCH FF=100.00

2 NFS
2 SGJ
1 ABS

EXISTING VEGETATION

GAS METER

CANOPY

ASPHALT

WEPCO EASEMENT PER DOC.
NO. 649937

ASPHALT

20' FRONT PAVEMENT SETBACK

BENCHMARK
'OUT SQUARE' IN CONCRETE
LIGHTPOLE BASE ON EAST
ELEV=723.18
(NAVD 88)

1 AFM

9 CRD
1 SWO

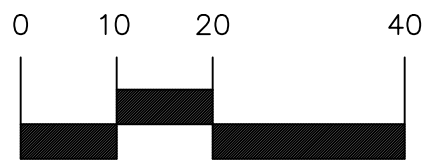
TELEPHONE HANDHOLE

ASPHALT

12TH STREET



ENLARGED LANDSCAPE PLAN
Scale: 1" = 20'0"



**HELLER &
ASSOCIATES, LLC**
LANDSCAPE ARCHITECTURE
P.O. Box 1359
Lake Geneva, Wisconsin 53147-1359
ph 262.639.9733
david@wdavidheller.com
www.wdavidheller.com

PROJECT

**SHORELAND
LUTHERAN
HIGH
SCHOOL**

9026 12th Street
Somers, WI 53144

ISSUANCE AND REVISIONS

DATE	DESCRIPTION
8.27.24	FIRST ISSUE

Information contained herein is based on Survey
Information, Field Inspection, and believed to be
accurate.

SHEET TITLE

**ENLARGED
LANDSCAPE
PLAN**

PROJECT MANAGER WDH

PROJECT NUMBER 24-042

DATE 08.27.24

SHEET NUMBER

L 1.2



1. Contractor responsible for contacting Diggers Hotline (811 or 800-242-8511) to have site marked prior to excavation or planting.
2. Contractor to verify all plant quantities shown on Plant & Material List and landscape planting symbols and report any discrepancies to Landscape Architect or General Contractor.
3. All plantings shall comply with standards as described in American Standard of Nursery Stock - Z60.1 ANSI (latest version). Landscape Architect reserves the right to inspect, and potentially reject any plants that are inferior, compromised, undersized, diseased, improperly transported, installed incorrectly or damaged. No sub-standard "B Grade" or "Park Grade" plant material shall be accepted. Plant material shall originate from nursery(ies) with a similar climate as the planting site.
4. Any potential plant substitutions must be approved by Landscape Architect or Owner. All plants must be installed as per sizes indicated on Plant & Material Schedule, unless approved by Landscape Architect. Any changes to sizes shown on plan must be submitted in writing to the Landscape Architect prior to installation.
5. Topsoil in Parking Lot Islands (if applicable): All parking lot islands to be backfilled with topsoil to a minimum depth of 12" to insure long-term plant health. Topsoil should be placed within 3" of finish grade by General Contractor / Excavation Contractor during rough grading operations/activity. The landscape contractor shall be responsible for the fine grading of all disturbed areas, planting bed areas, and lawn areas. Crown all parking lot islands a minimum of 4" to provide proper drainage, unless otherwise specified.
6. Tree Planting: Plant all trees slightly higher than finished grade at the root flare. Remove excess soil from the top of the root ball, if needed. Remove and discard non-biodegradable ball wrapping and support wire. Removed biodegradable burlap and wire cage (if present) from the top 1/3 of the rootball and carefully bend remaining wire down to the bottom of the hole. Once the tree has been placed into the hole and will no longer be moved, score the remaining 2/3 of the burlap and remove the twine. Provide one slow release fertilizer packets (per 1" caliper) for each tree planted.
7. Tree Planting: Backfill tree planting holes 80% existing soils removed from excavation and 20% Soil Amendments (see Note 11). Avoid air pockets and do not tamp soil down. Discard any gravel, rocks, heavy clay, or concrete pieces. When hole is 1/2 full, trees shall be watered thoroughly, and water left to soak in before proceeding to fill the remainder of the hole. Water again to full soak in the new planting. Each tree shall receive a 3" deep, 4-5' diameter (see planting details or planting plan) shredded hardwood bark mulch ring / saucer around all trees. Do not build up any mulch onto the trunk of any tree. Trees that are installed incorrectly will be replaced at the time and expense of the Landscape Contractor.
8. Shrub Planting: All shrubs to be planted in groupings as indicated on the Landscape Plan. Install with the planting of shrubs a 50% mix of Soil Amendments with blended, pulverized topsoil. Install topsoil into all plant beds as needed to achieve proper grade and displace undesirable soils (see planting detail). Remove all excessive gravel, clay and stones from plant beds prior to planting. When hole(s) are 3/4 full, shrubs shall be watered thoroughly, and water left to soak in before proceeding. Provide slow-release fertilizer packets at the rater of 1 per 24" height/diameter of shrub at planting.
9. Mulching: All tree rings to receive a 3" deep layer of high quality shredded hardwood bark mulch (not pigment dyed or enviro-mulch). All shrub planting and perennial planting bed areas (groupings) shall receive a 2" layer of double-shredded hardwood bark mulch, and groundcover areas a 2" layer of the same mulch. Do not mulch annual flower beds (if applicable). Do not allow mulch to contact plant stems and tree trunks.
10. Edging: All planting beds shall be edged with a 4" deep spade edge using a flat landscape spade or a mechanical edger. Bedlines are to be cut crisp, smooth as per plan. A clean definition between landscape beds and lawn is required. Pack mulch against lawn edge to hold in place.
11. Plant bed preparation/Soil Amendment composition: All perennial, groundcover and annual areas (if applicable) are required to receive a blend of organic soil (Soil Amendments) amendments prior to installation. Roto-till the following materials at the following ratio, into existing soil beds or installed topsoil beds to a depth of approximately 8"-10". Containerized and balled & burlapped plant material should be back-filled with amended soil:

Per 100 SF of bed area (Soil Amendment composition):
3/4 CY Peat Moss or Mushroom Compost
3/4 CY blended/pulverized Topsoil
1/4 CY composted manure

In roto-tilled beds only, also include in above mixture:
2 lbs Starter Fertilizer

12. Installation preparation for all seeded areas: remove/kill off any existing unwanted vegetation prior to seeding. Prepare the topsoil (if adequate or provide as in item #6 above) and seed bed by removing all surface stones 1" or larger. Apply a starter fertilizer (20-10-5, or approved comparable) and specified seed uniformly at the specified rate, and provide mulch covering suitable to germinate and establish turf. Provide seed and fertilizer specifications to Landscape Architect and Owner prior to installation. Erosion control measures are to be used in swales and on slopes in excess of 1:3 and where applicable (see Civil Engineering Drawings). Methods of installation may vary are the discretion of the Landscape Contractor on his/her responsibility to establish and guarantee a smooth, uniform, quality turf. A minimum of 2" of blended, prepared and non-compacted topsoil is required for all lawn areas. If straw mulch is used as a mulch covering, a tackifier may be necessary to avoid wind dispersal of mulch covering. Marsh hay containing reed canary grass is NOT acceptable as a mulch covering.

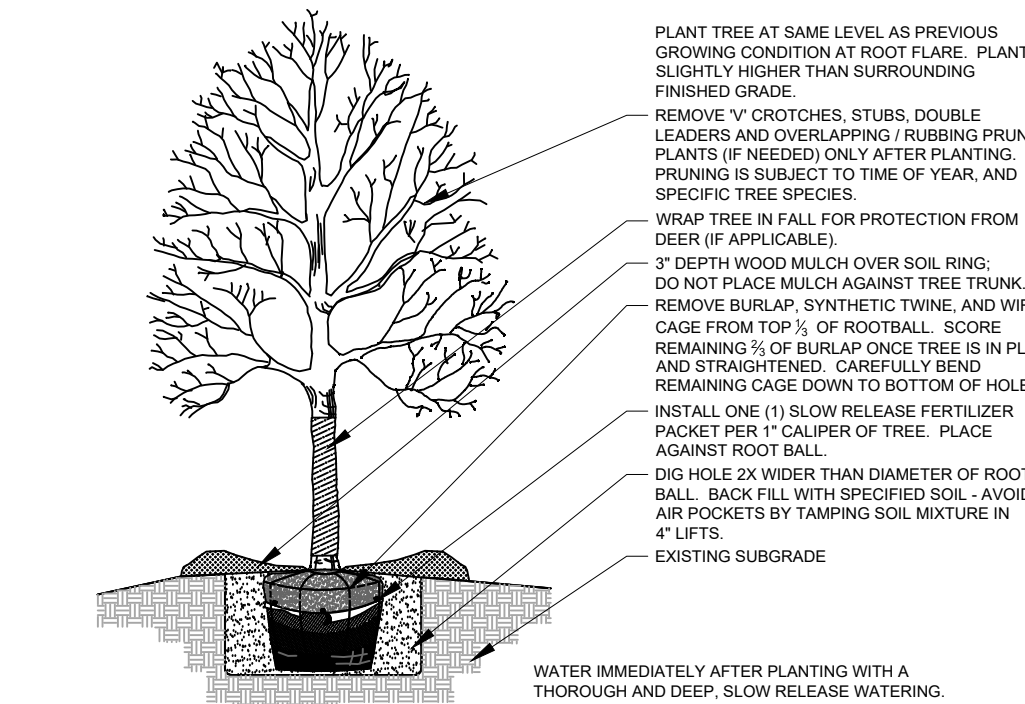
An acceptable quality seed installation is defined as having:
No bare spots larger than one (1) square foot
No more than 10% of the total area with bare areas larger than one (1) square foot
A uniform coverage through all turf areas

13. Warranty and Replacements: All plantings are to be watered thoroughly at the time of planting, through construction and upon completion of project as required. Trees, Evergreens, and Shrubs (deciduous and evergreen) shall be guaranteed (100% replacement) for a minimum of one (1) year from the date of project completion. Perennials, groundcovers, and ornamental grasses shall be guaranteed for a minimum of one (1) growing season. Perennials, groundcovers, and ornamental grasses planted after September 15th shall be guaranteed through May 31st of the following year. Only one replacement per plant will be required during the warranty period, except for losses or replacements due to failure to comply with specified requirements. Watering and general ongoing maintenance instructions are to be supplied by the Landscape Contractor to the Owner upon completion of the project.

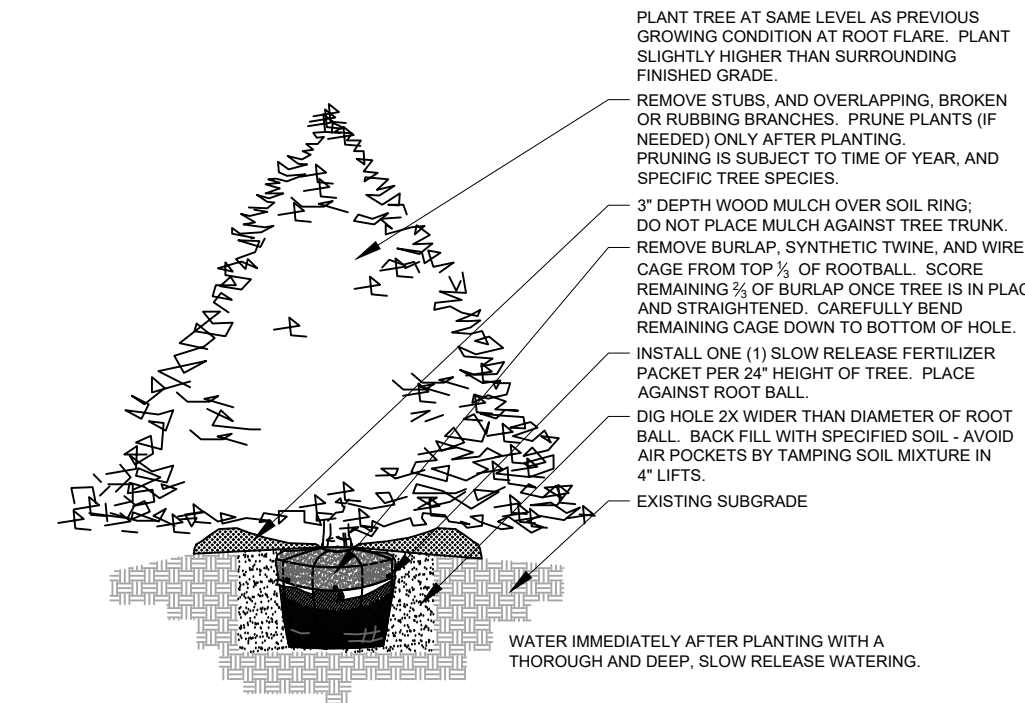
14. The Landscape Contractor is responsible for the watering and maintenance of all landscape areas for a period of 45 days after the substantial completion of the landscape installation. This shall include all trees, shrubs, evergreens, perennials, ornamental grasses, turf grass, no-mow grass, and native prairie seed mix / stormwater seed mix. Work also includes weeding, edging, mulching (only if required), fertilizing, trimming, sweeping up grass clippings, pruning and deadheading.

15. Project Completion: Landscape Contractor is responsible to conduct a final review of the project, upon completion, with the Landscape Architect, Client or Owner / Client Representative, and the General Contractor to answer questions, provide written care instructions for new plantings and turf, and insure that all specifications have been met.

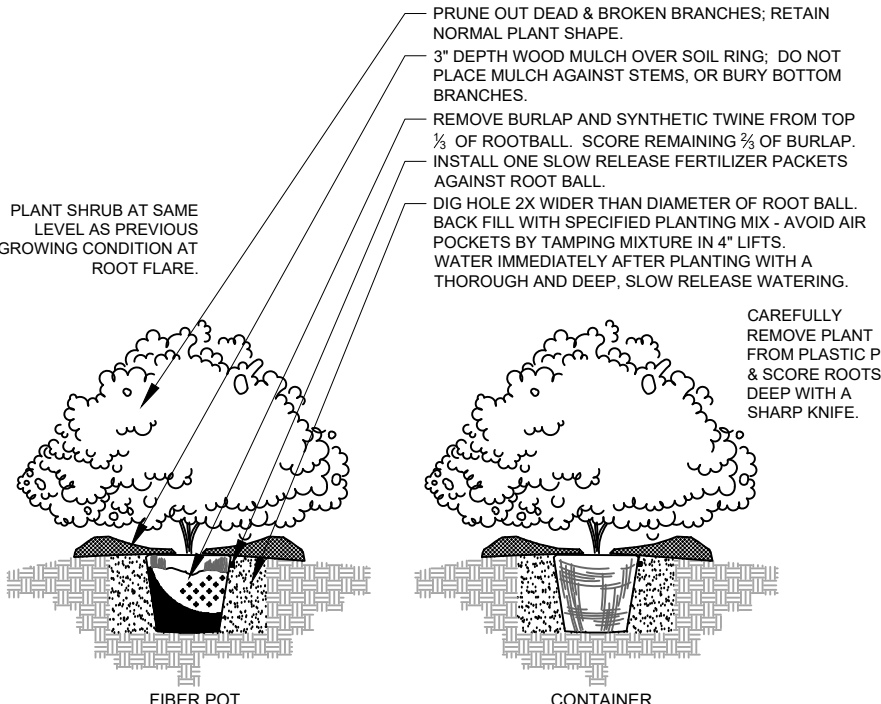
LANDSCAPE GENERAL NOTES



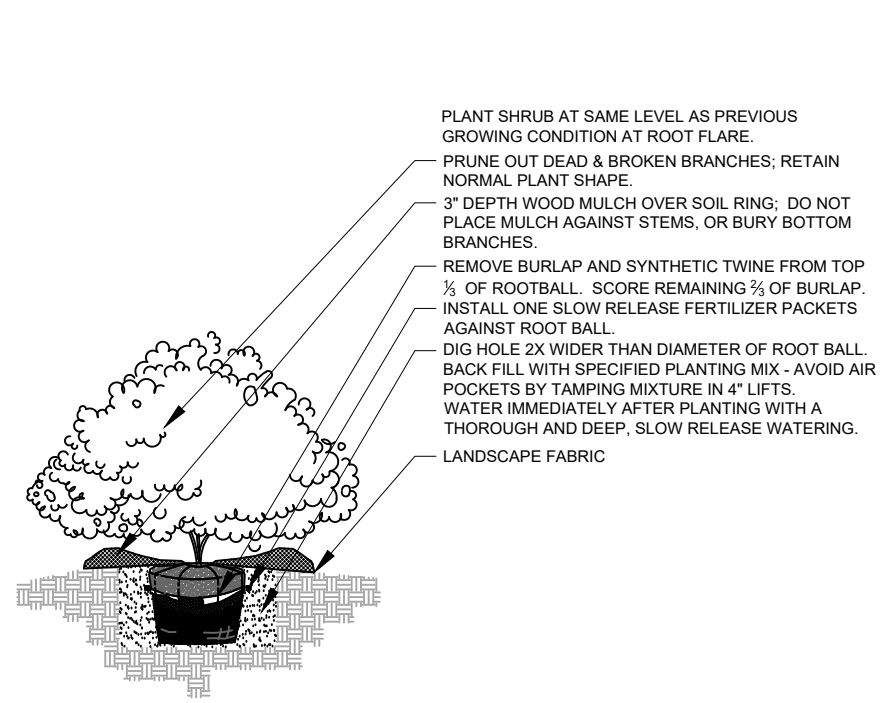
1 DETAIL SHADE TREE PLANTING SECTION N.T.S.



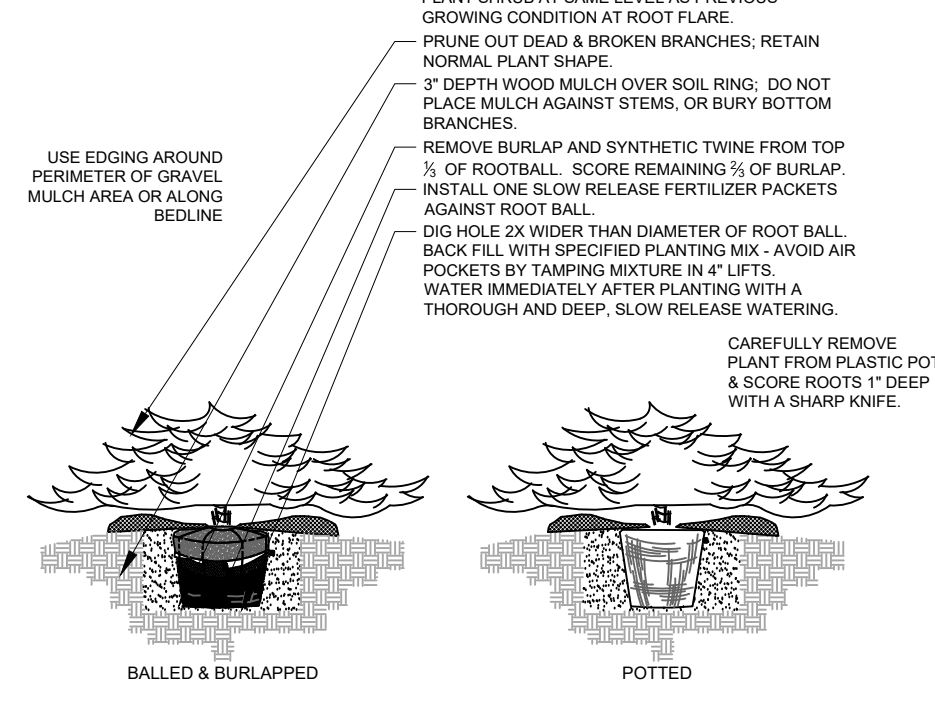
5 DETAIL EVERGREEN TREE PLANTING SECTION N.T.S.



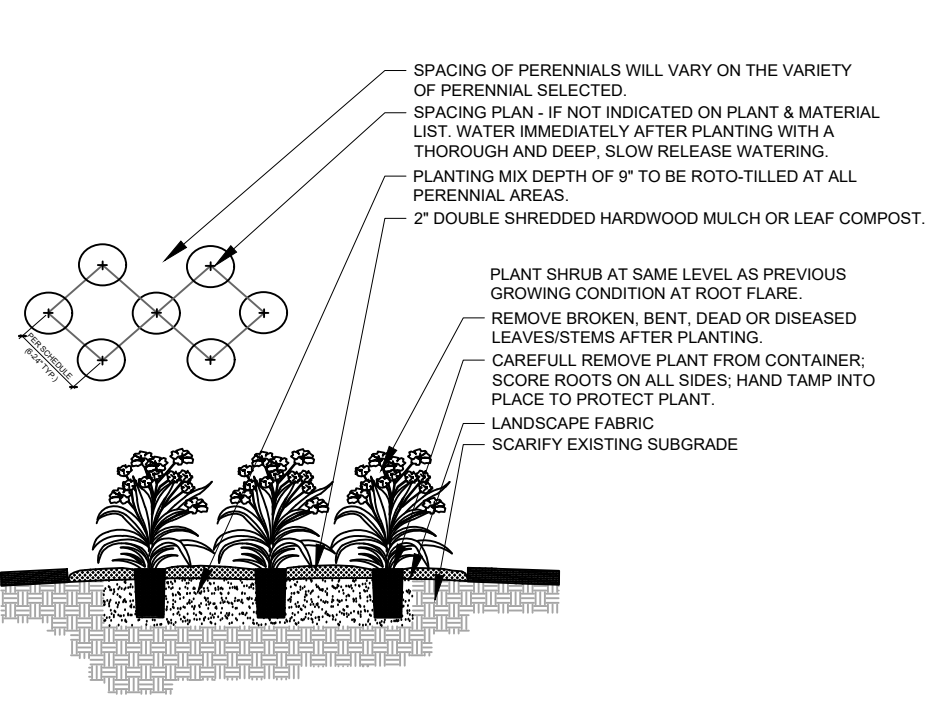
2 DETAIL DECIDUOUS SHRUB PLANTING (POTTED) SECTION N.T.S.



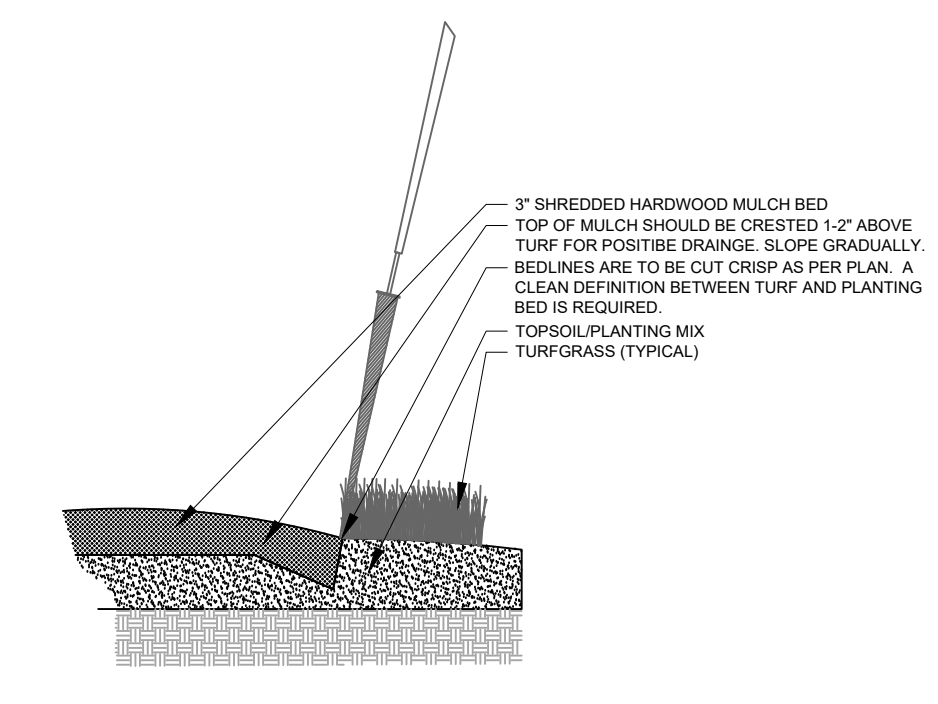
6 DETAIL DECIDUOUS SHRUB PLANTING (B&B) SECTION N.T.S.



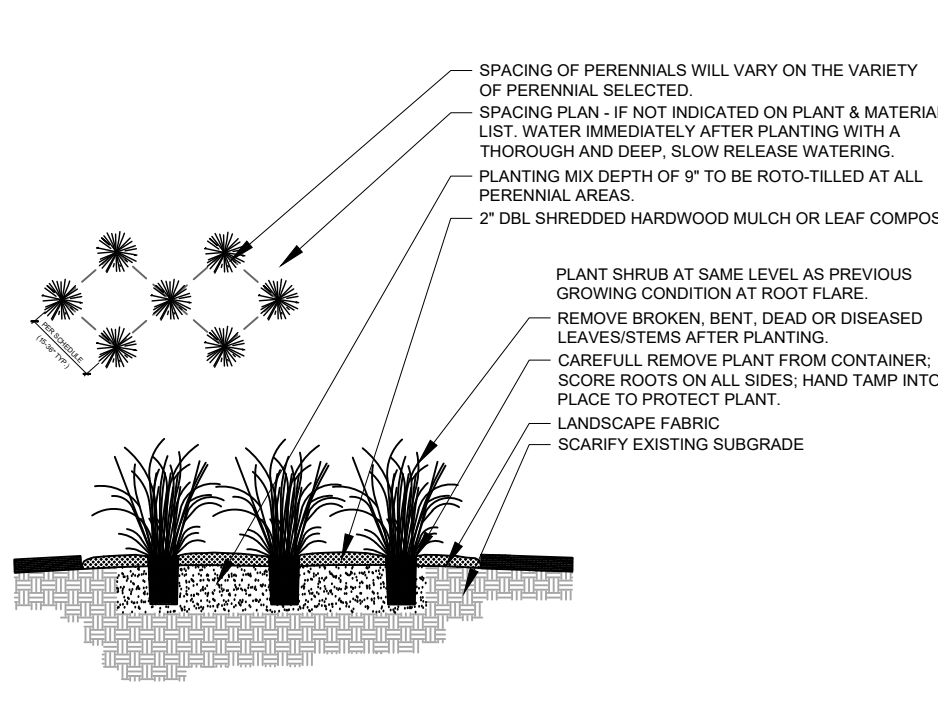
3 DETAIL EVERGREEN SHRUB PLANTING SECTION N.T.S.



7 DETAIL GROUNDCOVER / PERENNIAL PLANTING SECTION N.T.S.



4 DETAIL SPADE EDGE PLANT BED EDGE DETAIL SECTION N.T.S.



8 DETAIL ORNAMENTAL GRASS PLANTING SECTION N.T.S.

PLANTING & HARDSCAPE DETAILS



PROJECT

SHORELAND LUTHERAN HIGH SCHOOL

9026 12th Street
Somers, WI 53144

ISSUANCE AND REVISIONS

DATE	DESCRIPTION
8.27.24	FIRST ISSUE

Information contained herein is based on Survey Information, Field Inspection, and believed to be accurate.

SHEET TITLE LANDSCAPE DETAILS, NOTES & SCHEDULES

PROJECT MANAGER WDH

PROJECT NUMBER 24-042

DATE 08.27.24

SHEET NUMBER

L 1.3

VILLAGE OF SOMERS

Department of Planning and Development

VILLAGE OF SOMERS SITE PLAN REVIEW PROCEDURES

1. Contact the Kenosha County Department of Planning & Development and check with staff to determine if your proposed zoning change meets the requirements of the Multi-Jurisdictional Comprehensive Plan for Kenosha County: 2035, Village of Somers General Zoning and Shoreland/Floodplain Zoning Ordinance and the Village of Somers Land Division and Platting Control Ordinance.

2. Contact the Kenosha County Department of Planning & Development and schedule a pre-conference meeting, which is required for all site plan review requests.

Meeting Date: 7/18/24

3. Contact the Village of Somers to determine if your site plan review application requires concept review by the Village Plan Commission. If so, contact the Village of Somers clerk to schedule a concept meeting with the Village Plan Commission.

Meeting Date: 7/18/24

4. Complete and submit to the Kenosha County Department of Planning & Development the Village of Somers Site Plan Review Application by the filing deadline.

Filing Deadline: 8/30/24

5. Upon submission you will be given two copies of the date-stamped application. Submit a copy of the date-stamped application to the Village of Somers clerk for placement on the agendas of the Village of Somers Plan Commission and the Village of Somers Board. Keep the other copy for your records.

7. Attend the Village Plan Commission and the Village Board meetings. **NOTE:** You must attend or the Village will not be able to act on your request. At these meetings you will be asked to brief the committee on your request.

Village Plan Commission meeting date (tentative): 10/14/24

Village Board meeting date (tentative): 10/15, 11/6 & 11/12

8. Village clerk will provide written notice of final action to property owner/applicant.

SITE PLAN REVIEW
CHECKLIST

Owner: Shoreland Lutheran High School Federation, Inc Date 8/30/24
Mailing Address: 9206 21st Street Phone # 262-515-4527
Kenosha, WI 53144 Phone # _____
Agent: Excel Engineering Inc Phone # _____
Mailing Address: 100 Camelot Dr Phone # 920-322-1575
Fond du Lac, WI 54935
Architect/Engineer: Excel Engineering Inc - Ben Warntjes Phone # 920-322-1575
Mailing Address: 100 Camelot Dr Phone # _____
Fond du Lac, WI 54935
Tax Parcel Number(s): 82-4-222-084-0272 Acreage of Project: _____
Existing Zoning: I-1 Institutional Proposed Zoning: I-1 Institutional
Conditional Use Permit: CUP is required for the gym

Description of Project: (include the following when applicable):

Description of project: Gym and classroom addition on the east side of the building , choir room addition to the southwest corner, parking lot modifications and parking lot expansion to the east.

Size of existing building(s): 88,202 SF

Size of new building(s) and/or addition(s): 31,619 SF

Number of current and projected full-time and part-time employees, number of shifts: _____
60 current, 10 proposed. All full-time.

Number of proposed units: _____ Description of units: _____

Density: _____

☐ Plat of Survey Submitted:

☐ Covenants and Restrictions Submitted

A. BUILDING PLANS SUBMITTED? (BUILDING APPEARANCE)

- ☐ No building shall be permitted the design or exterior appearance of which is of such unorthodox or abnormal character in relation to its surroundings as to be unsightly or offensive to generally accepted taste and community standards.
- ☐ No building shall be permitted the design or exterior appearance of which is so identical with those adjoining as to create excessive monotony or drabness.
- ☐ No building shall be permitted where any exposed facade is not constructed or faced with a finished material which is aesthetically compatible with the other facades and presents an attractive appearance to the public and to surrounding properties.
- ☐ Building Scale and Mass. The relative proportion of a building to its neighboring buildings, to pedestrians and observers, or to other existing buildings shall be maintained or enhanced when new buildings are built or when existing buildings are remodeled or altered.
- ☐ Building Rooflines and Roof Shapes. The visual continuity of roofs and their contributing elements (parapet walls, coping, and cornices) shall be maintained in building development and redevelopment.
- ☐ Since the selection of building colors has a significant impact upon the public and neighboring properties, color shall be selected in general harmony with existing neighborhood buildings.
- ☐ No building or sign shall be permitted to be sited on the property in a manner which would unnecessarily destroy or substantially damage the natural beauty of the area, particularly insofar as it would adversely affect values incident to ownership of land in that area, or which would unnecessarily have an adverse effect on the beauty and general enjoyment of existing structures on adjoining properties.
- ☐ The facade of all buildings which face upon a street right-of-way shall be finished with an aesthetically pleasing material. A minimum of 50 percent of a facade facing an existing or future street shall be finished with a combination of brick, decorative masonry material, decorative pre-cast concrete panels, decorative glass panels, wood, or decorative metal or vinyl siding. Such finished material shall extend for a distance of at least 10 feet along the sides of the structure. All buildings on corner lots shall have the required finished facade facing each street.

B. SITE PLAN SUBMITTED?

- ☐ Building locations shall maintain required setbacks from property lines and road rights-of-way.
- ☐ Buildings and uses shall provide for safe traffic circulation and safe driveway locations.
- ☐ Buildings and uses shall be provided with adequate public services as approved by the appropriate utility.

**SITE PLAN REVIEW
CHECKLIST**

- ☐ Buildings and uses shall provide adequate parking and loading areas. No loading dock or overhead doors shall face upon a street right-of-way without approval of the zoning administrator.
- ☐ Parking areas shall maintain required setbacks and parking spaces shall be of minimum required size (9' x 18'). Aisle widths within parking lots shall be a minimum of 24' between the ends of the parking spaces.
- ☐ Each parking space shall be on the same lot or parcel as the principal use, and all parking lots shall have the same zoning district as the principal use. Parking spaces and driveways shall be a minimum of 20 feet from the established highway right-of-way and a minimum of 10 feet from all rear and side lot lines. Curbs or barriers shall be installed so as to prevent vehicles from extending beyond designated parking or driving areas.
- ☐ Parking areas for five or more vehicles adjoining a residential use, shall be screened from such use by a solid wall, fence, evergreen planting of equivalent visual density or other effective means, and built and maintained at a minimum height of four feet at the time of planting or installation.
- ☐ Adequate access to a public or private roadway shall be provided for each parking space. For all non-residential properties, driveways for vehicular ingress and egress shall be a minimum of 10 feet in width and not exceed 35 feet in width at the property line.
- ☐ All off-street parking of more than five vehicles shall be graded and surfaced with asphalt or concrete.

C. LANDSCAPING AND LIGHTING PLAN SUBMITTED?

- ☐ Buildings and uses shall make appropriate use of open spaces. The zoning administrator or Village Board may require appropriate landscaping and planting screens. A landscaping maintenance program, together with appropriate assurances, shall be submitted.
- ☐ Dumpsters and other trash receptacles shall be fenced and/or screened from view from street rights-of-way and adjacent residential uses.
- ☐ Exterior lighting used for parking lots, recreation facilities, product display, and security shall not spill-over on operators of motor vehicles, pedestrians, and/or adjacent residential property (cut-off type luminaries only).

Appropriate buffers shall be provided between dissimilar uses.

D. SEWER VERIFICATION/SANITATION EVALUATION OR APPLICATION SUBMITTED?

E. UTILITY PLANS SUBMITTED?

F. STORMWATER DRAINAGE AND EROSION CONTROL PLAN SUBMITTED?

- ☐ Appropriate erosion control and stormwater management measures shall be utilized in all new development. Buildings and uses shall maintain existing topography, drainage patterns, and vegetative cover insofar as is practical. The zoning administrator or Village Board may require that drainage easements be executed.

IMPORTANT TELEPHONE NUMBERS

Kenosha County Center
Department of Planning & Development
19600 - 75th Street, Post Office, Suite 185-3
Bristol, Wisconsin 53104-9772

Division of County Development (including Sanitation & Land Conservation)..... **857-1895**
Facsimile #..... 857-1920

Public Works Division of Highways 857-1870

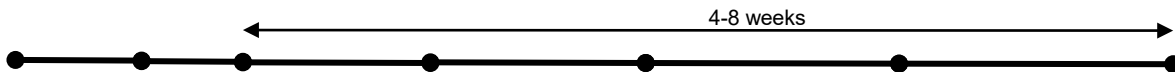
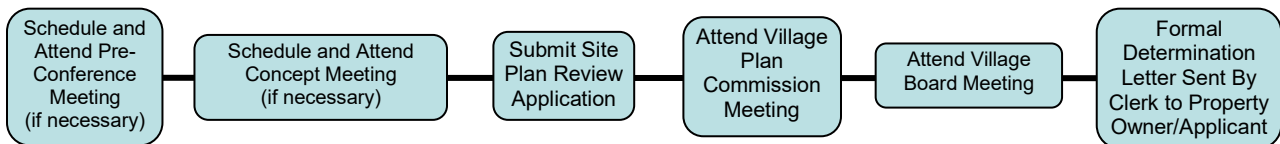
Administration Building
Division of Land Information..... 653-2622

Village of Somers 859-2822

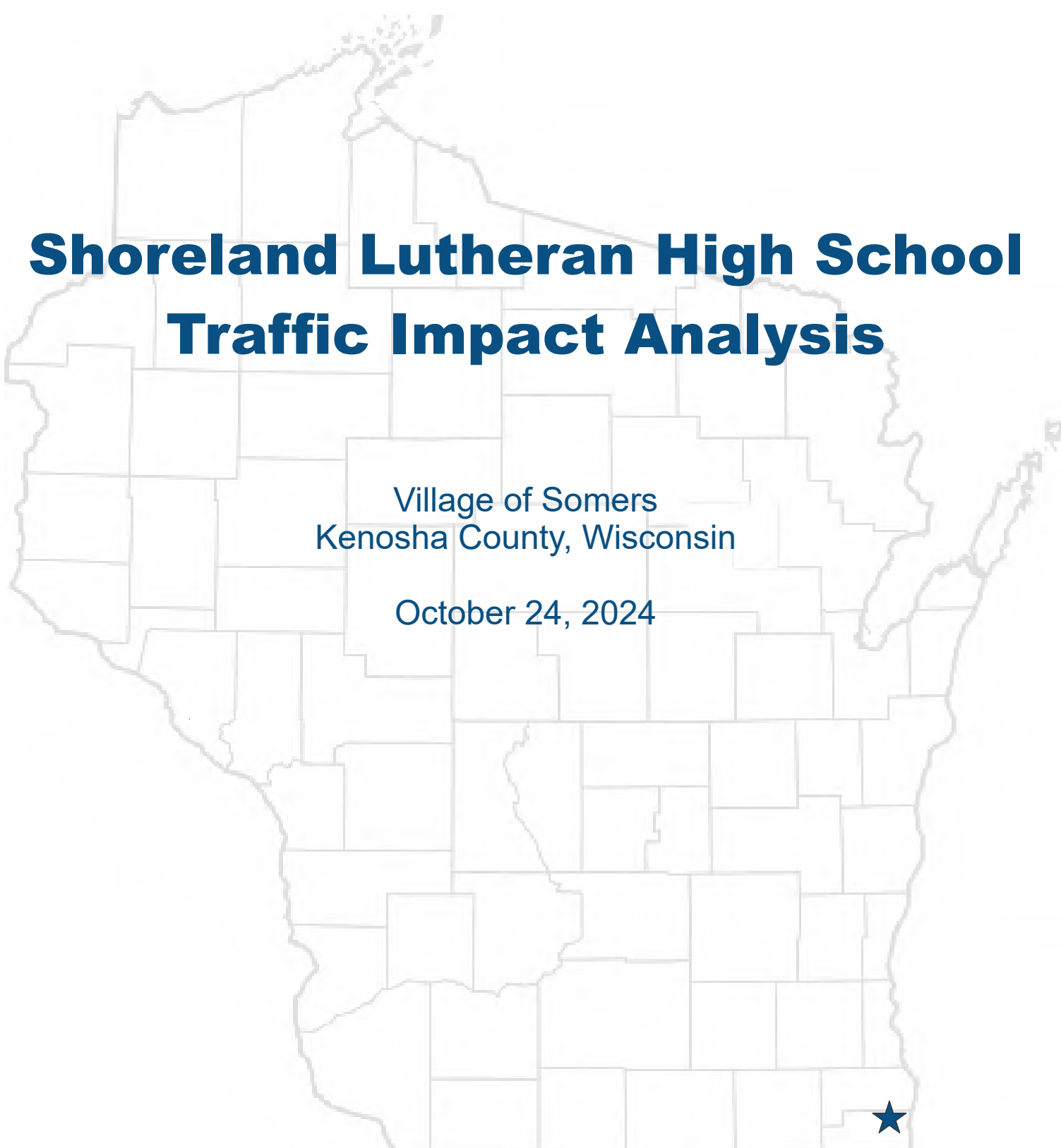
Wisconsin Department of Natural Resources - Sturtevant Office 884-2300

Wisconsin Department of Transportation - Waukesha Office 548-8722

Site Plan Review Procedure Timeline



For Reference Purposes



Shoreland Lutheran High School Traffic Impact Analysis

Village of Somers
Kenosha County, Wisconsin

October 24, 2024



TRAFFIC IMPACT STUDY FOR:

SHORELAND LUTHERAN HIGH SCHOOL

VILLAGE OF SOMERS, KENOSHA COUNTY, WISCONSIN

DATE SUBMITTED: October 24, 2024

PREPARED FOR:

Excel Engineering
100 Camelot Drive
Fond du Lac, WI 54935
Phone: (920) 926-9800
Contact Person: Ben Warntjes. P.E.

PREPARED BY:

Traffic Analysis & Design, Inc.
P.O. Box 128
Cedarburg, WI 53012
Phone: (800) 605-3091
Contact Person: Donald J. Lee, P.E. (WisDOT TIA Certification # SE05-804-046)
John Bieberitz, P.E., PTOE (WisDOT TIA Certification # SE05-804-044)

"I certify that this Traffic Impact Analysis has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering."

Donald J. Lee, P.E.
Wisconsin Registration #35214-006
Traffic Analysis & Design, Inc.

Shoreland Lutheran High School
Traffic Impact Analysis
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CHAPTER I – INTRODUCTION & EXECUTIVE SUMMARY

PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

Shoreland Lutheran High School is proposing an expansion to their existing high school located on the north side of County Trunk Highway (CTH) E/Somers Road, immediately west of 88th Avenue/CTH H within the Village of Somers, Kenosha County. The initial build includes expansion of the existing gymnasium as well as additional classroom space. Additional parking is also expected under the initial build scenario. As part of the full build-out plans, within the next 5 to 10 years, a football/soccer/track facility as well as additional sports fields (soccer/softball/baseball) are also proposed in the western portion of the site.

TADI conducted this traffic impact analysis (TIA) to determine the expected weekday morning arrival and weekday afternoon dismissal peak hour operating conditions and recommendations at the study area intersections for the Existing, Background (with identified off-site development), Initial Build and Full Build (with on-site and off-site developments) traffic operating conditions. The current student population is expected to increase from the current enrollment of 450 students up to 475 students in the next few years and potentially up to 550 students by 2035.

This report documents the procedures, findings, and conclusions of the TIA. The analysis identifies recommended modifications based on existing intersection geometrics, existing traffic volumes, and additional traffic expected to be generated by the proposed Shoreland Lutheran High School and the previously approved off-site development.

PART B – EXECUTIVE SUMMARY

The executive summary includes a description of the study area, descriptions of the proposed on-site and off-site developments and conclusions based on the findings of the TIA.

B1. Location of Study Site with Respect to Area Roadway Network

A street map illustrating the location of the proposed Shoreland Lutheran High School campus is shown in [Exhibit 1-1](#) at the end of this chapter. As discussed with Kenosha County and the Village of Somers, the study area for the proposed school includes the following existing intersections:

- Somers Road/CTH E & 97th Avenue (one-way stop control)
- Somers Road/CTH E & Existing West School Driveway (one-way stop control)
- Somers Road/CTH E & Existing East School Driveway (one-way stop control)
- Somers Road/CTH E & 88th Avenue/CTH H (all-way stop control)
- 88th Avenue/CTH H & Existing South School Driveway (one-way stop control)

In addition to these existing intersections, the following proposed driveways were also included in the study:

- Somers Road/CTH E & Proposed Sports Field Driveway (one-way stop control)
- 88th Avenue/CTH H & Proposed North School Driveway (one-way stop control)

The Shoreland Lutheran High School expansion site is bordered by residential land uses to the north and northeast. Additional residential properties and neighborhoods exist on both the north and south sides of Somers Road to the east and west of the site. Agriculture/farming land uses

also exist beyond most of the residential areas in all directions. IH-94 exists further to the west with access ramps to the freeway located about 2 miles west of the school.

B2. On-Site Development Description

Shoreland Lutheran High School is proposing expansion of the existing gymnasium as well as additional classroom space. Some parking on the east side of the school is being displaced as part of the expansion plans; however, a new parking lot is proposed as part of the initial build scenario with about 254 new parking spaces as well as 5 bus stalls proposed on the northeast portion of the school site and 57 additional spaces to the southwest, in front of the school. Full buildout plans, within the next 5 to 10 years, include construction of a new football/soccer/track facility as well as additional sports fields (soccer/softball/baseball) proposed to be located on the western portion of the site. Parking is also proposed near the future sports fields. Copies of the conceptual site plans for the initial build and future full build are included in [Exhibits 1-2A&B](#), respectively.

B3. Off-Site Development Description

One off-site development has been identified within the immediate study area. A residential development, the Beta Terra 45 Residential Neighborhood development, including 45 single family lots, has previously been approved for a parcel of land on the south side of Somers Road. Access to the site is proposed via a new access drive onto Somers Road, immediately east of 93rd Avenue.

B4. On-Site Generated Traffic

The hourly vehicular traffic volumes expected to be generated by the Shoreland Lutheran High School expansion are estimated based on trip rates derived using the existing driveway trips counted as part of this project. Using the existing student population and the traffic counts conducted for this study during a typical weekday in mid-September of 2024, weekday morning arrival and weekday afternoon discharge peak hour rates were calculated. To calculate the expected new daily trips, the daily rate for a private high school was taken from the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 11th Edition.

Based on the assumptions above, the Shoreland Lutheran High School expansion is expected to generate about 20 new vehicular trips (15 in/5 out) during the weekday morning arrival peak hour and 10 new vehicular trips (5 in/5 out) during the weekday afternoon dismissal peak hour under Initial Build conditions. On a typical weekday (24-hour period) with school in session, the High School expansion is expected to generate approximately 50 new vehicle trips (25 in/25 out) under initial build conditions.

Under the future year projected full build out, the High School expansion is expected to generate about 80 new vehicular trips (55 in/25 out) during the weekday morning arrival peak hour and 40 new vehicular trips (10 in/30 out) during the weekday afternoon dismissal peak hour. On a typical weekday (24-hour period) with school in session, the High School expansion is expected to generate approximately 220 new vehicle trips (110 in/110 out) under the future year projected full build out.

B5. Off-Site Generated Traffic

The Beta Terra 45 Residential Neighborhood off-site development is expected to generate about 35 vehicular trips (10 in/25 out) during the weekday morning arrival peak hour, 45 vehicular trips (30 in/15 out) during the weekday afternoon dismissal peak hour and 500 new trips over a typical weekday (24-hour period) under full build out conditions. Trip generation and traffic

assignment information for the Beta Terra 45 Residential Neighborhood off-site developments was taken from the previously completed Beta Terra 45 Residential Neighborhood Development TIA dated June 24, 2021.

B6. Proposed Access to Shoreland Lutheran High School

Two new access points are proposed for the Shoreland Lutheran High School site. A new full access driveway, referred to as “North Driveway” is proposed along 88th Avenue/CTH H, about 350 feet north of the existing South Driveway onto CTH H. This new driveway, which is expected to provide access to a new northeast parking lot area on the east side of the school, is proposed as part of the initial build phase of the project. A second access driveway, referred to as “Sports Field Drive” is proposed under the full build conditions. This driveway is proposed to provide access to the sports fields proposed on the western portion of the site. Cross access between the school and the sports field is also proposed as part of the full build development plans; however, because of the proximity of the connection and the curved nature of the connection roadway, the Sports Field Drive is not expected to be utilized as a primary access for typical school day traffic. This second access is proposed as a full access driveway and is proposed to be located about 220 feet east of 97th Avenue.

B7. Recommended Modifications

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM) 6th Edition. Intersection operation is defined by “level of service.” Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS ‘A,’ to very poor, represented by LOS ‘F.’ For the purpose of this study, LOS D or better was used to define acceptable peak hour operating conditions.

Modifications to address traffic impacts are included for the Existing, Background, and Build traffic conditions and have been shown for the following five scenarios:

- “Existing Traffic” – These modifications are expected to be necessary to accommodate the Existing traffic volumes under current conditions, without the proposed school.
- “Year 2025 Background Traffic” – These modifications are expected to be necessary to accommodate the Existing traffic volumes under current conditions plus full build out of the identified off-site development, without the proposed school.
- “Year 2025 Initial Build Traffic” – These modifications are expected to be necessary to accommodate the Initial Build traffic volumes, which includes the initial build-out of Shoreland Lutheran High School as well as full buildout of the identified off-site development.
- “Year 2035 Background Traffic” – These modifications are expected to be necessary to accommodate the future background traffic volume conditions which include typical background growth along the highways plus full build out of the identified off-site development, without the proposed school.
- “Year 2035 Full Build Traffic” – These modifications are expected to be necessary to accommodate the Full Build traffic volumes, which includes the full build-out of Shoreland Lutheran High School as well as full buildout of the identified off-site development, including typical background growth along the highways.

The analysis was conducted using existing intersection geometrics and traffic control. The following modifications, as shown in [Exhibits 1-3 & 1-4](#), are recommended to accommodate the respective Background and Build traffic volume scenarios for the years 2025 and 2035, respectively. *Modifications are for jurisdictional consideration and are not legally binding. Kenosha County and the Village of Somers reserve the right to determine alternative solutions.*

Node 100: Somers Road/CTH E intersection with 97th Avenue

- *Existing Traffic:* No modifications.
- *Year 2025 Background Traffic:* No modifications.
- *Year 2025 Initial Build Traffic:* No modifications.
- *Year 2035 Background Traffic:* No modifications.
- *Year 2035 Full Build Traffic:* No modifications.

Node 200: Somers Road/CTH E intersection with :Proposed Sports Field Drive

- *Existing Traffic:* No modifications.
- *Year 2025 Background Traffic:* No modifications.
- *Year 2025 Initial Build Traffic:* No modifications.
- *Year 2035 Background Traffic:* No modifications.
- *Year 2035 Full Build Traffic:*
 - Provide a new full access drive on the north approach as shown on the site plan.
 - Provide stop sign control on the north approach.
 - Provide an eastbound bypass lane on the south side of CTH E at the new intersection.
 - Connect the existing westbound bypass lanes on the north side of CTH E between 93rd Avenue and 97th Avenue.

Node 300: Somers Road/CTH E intersection with West School Driveway

- *Existing Traffic:* No modifications.
- *Year 2025 Background Traffic:* No modifications.
- *Year 2025 Initial Build Traffic:* No modifications.
- *Year 2035 Background Traffic:* No modifications.
- *Year 2035 Full Build Traffic:* No modifications.

Node 400: Somers Road/CTH E intersection with East School Driveway

- *Existing Traffic:* No modifications.
- *Year 2025 Background Traffic:* No modifications.
- *Year 2025 Initial Build Traffic:* No modifications.
- *Year 2035 Background Traffic:* No modifications.
- *Year 2035 Full Build Traffic:* No modifications.

Node 500: Somers Road/CTH E intersection with 88th Avenue/CTH H

- *Existing Traffic:* No modifications.
- *Year 2025 Background Traffic:*
 - Consider providing an additional shared eastbound and westbound lane on the west and east approaches of this all-way stop-controlled intersection. The additional lane would taper down to a single lane again once vehicles traverse the intersection.
- *Year 2025 Initial Build Traffic:* No additional modifications.
- *Year 2035 Background Traffic:*
 - If not previously constructed, consider constructing an additional shared eastbound and westbound lane on the west and east approaches of this all-way stop-controlled intersection. The additional lane would taper down to a single lane again once vehicles traverse the intersection.
 - Consider providing an additional shared northbound and southbound lane on the south and north approaches of this all-way stop-controlled intersection (see sensitivity analysis discussion below). If implemented, the additional lane would taper down to a single lane again once vehicles traverse the intersection.
- *Year 2035 Full Build Traffic:* No additional modifications.

Node 600: 88th Avenue/CTH H intersection with North Driveway

- *Existing Traffic:* No modifications.
- *Year 2025 Background Traffic:* No modifications.
- *Year 2025 Initial Build Traffic:*
 - Provide a new full access drive on the west approach as shown on the site plan.
 - Provide stop sign control on the west approach.
- *Year 2035 Background Traffic:* No additional modifications.
- *Year 2035 Full Build Traffic:* No additional modifications.

Node 700: Somers Road intersection with South School Driveway

- *Existing Traffic:* No modifications.
- *Year 2025 Background Traffic:* No modifications.
- *Year 2025 Initial Build Traffic:* No modifications.
- *Year 2035 Background Traffic:* No modifications.
- *Year 2035 Full Build Traffic:* No modifications.

With a new north access driveway onto CTH H proposed, two access scenarios were evaluated as part of this study to analyze the operation of the two driveways along CTH H with and without the existing south school driveway operational. Regardless of the access scenario, both the north and south driveways are expected to operate acceptably at LOS B or better under both

weekday peak periods; therefore, since providing the south driveway is not expected to cause an unsafe condition, allowing the south access driveway is recommended to allow for additional access options to/from the site. However, if it is decided to remove the driveway, the north driveway is expected to operate acceptably as the sole access onto CTH H.

All intersections are expected to operate acceptably with the proposed initial build out of the Shoreland Lutheran High School campus with the recommended modifications. Without the recommended modifications under the current year 2025 background traffic conditions, longer delays and queues are expected for the eastbound and westbound movements at the all-way stop-controlled Somers Road intersection with 88th Avenue during the weekday morning arrival and weekday afternoon discharge peak periods, with school in session. The higher delays and queues increase under the initial build conditions. However, the increases in delay under the background and initial build conditions are expected to be slightly higher (15 seconds for westbound vehicles and 7 seconds for eastbound vehicle) during the typical weekday morning (for westbound) and afternoon (for eastbound) discharge peak period under the initial build traffic conditions with the existing lane configurations on all approaches, that is, with no additional eastbound/westbound lanes along Somers Road. The increases in queues under the existing lane configurations are expected to be 2 to 3 vehicles. It is noted that these delays and increases in queue lengths would only be expected for less than 30 minutes during the typical weekday morning and afternoon school “surge” peak periods with lower delays and queues all other hours of the day.

In addition, with the recommended modifications under future year 2035 background traffic conditions; that is, with additional lanes on the eastbound and westbound approaches but without additional lanes on the northbound and southbound approaches at the Somers Road intersection with 88th Avenue, slightly higher delays (2 seconds for northbound vehicles and 8 seconds for southbound vehicle) would be expected on the north and south approaches during the typical weekday afternoon discharge peak period under the full build traffic conditions with single lanes on the north and south approaches. Queue lengths on the north and south approaches would be expected to be 7 to 9 vehicles; however, these queue lengths would only be expected for less than 30 minutes. To alleviate the expected longer delays and queue lengths, additional northbound and southbound lanes would be required; therefore, a sensitivity analysis was completed to document this geometric condition, as described below.

Because modifications are recommended at the all-way stop-controlled Somers Road intersection with 88th Avenue under current and background conditions and because the modifications are further driven by projected future year volumes during peak “surge” traffic periods during the typical weekday morning school arrival and afternoon school discharge peak periods, a sensitivity analysis was completed for this project to document the operations if dual lanes were not only constructed along Somers Road (eastbound/westbound lanes) but also along 88th Avenue (northbound/southbound lanes) at the all-way stop controlled intersection. With the modifications, all movements are expected to operate safely with moderate queue lengths. Therefore, the following modifications could be considered as optional under the design year background and full build conditions.

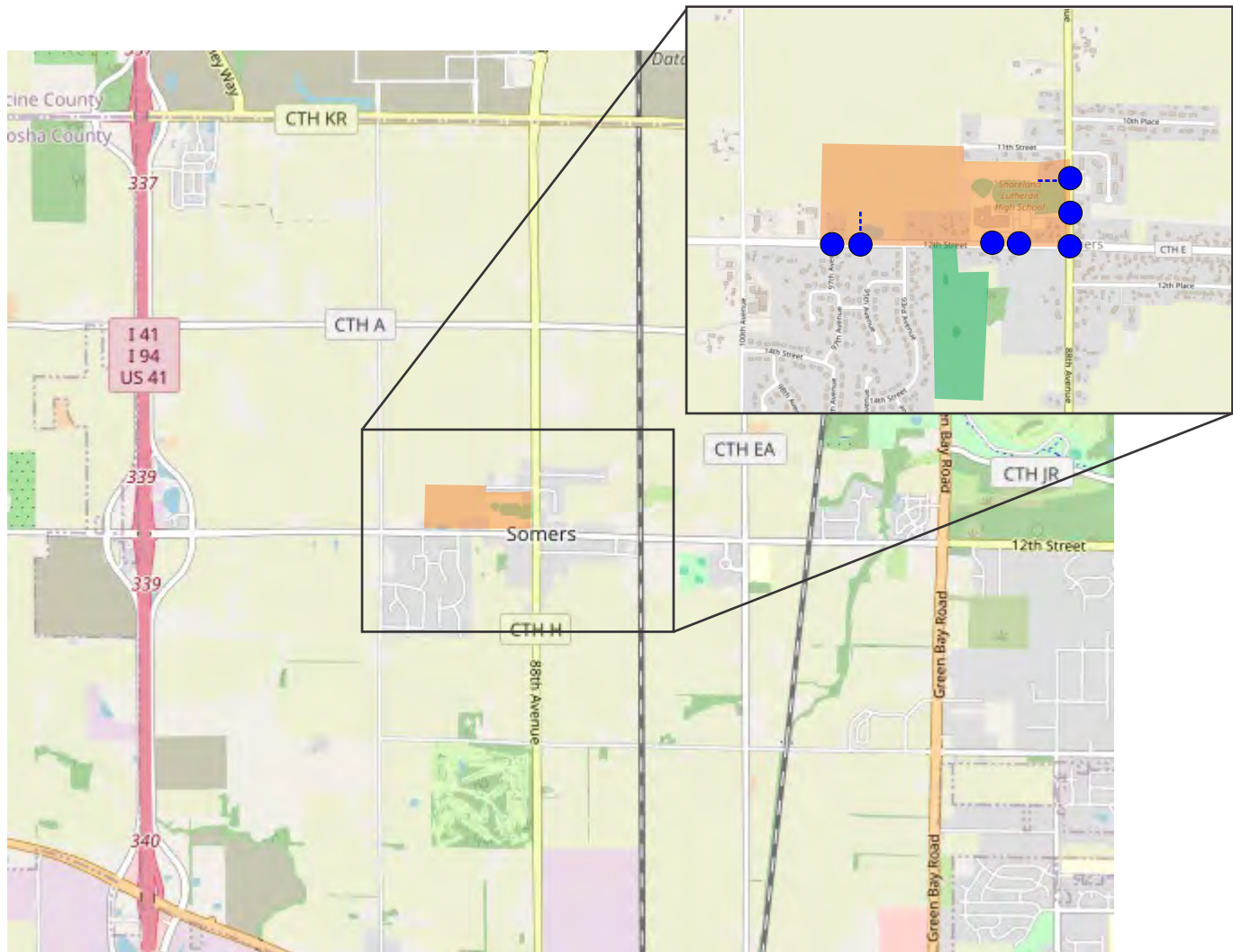
Node 500: Somers Road/CTH E intersection with 88th Avenue/CTH H

- *Year 2035 Background Traffic:*
 - Provide an additional shared northbound and southbound lane on the south and north approaches of this all-way stop-controlled intersection. The additional lane would taper down to a single lane again once vehicles traverse the intersection.

- *Year 2035 Full Build Traffic:* No additional modifications.

B8. Conclusion

All movements at the study area intersections are expected to operate safely and efficiently with the development assumptions outlined in this TIA and with the identified recommended modifications if properly designed and implemented through the design year of the development.



LEGEND

- Study Area Intersection
- School Expansion Site Location
- Beta Terra 45 Residential Site Location







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PROJECT INFORMATION

PROPOSED MASTERPLAN FOR:
SHORELAND LUTHERAN HIGH SCHOOL
9026 12TH STREET • KENOSHA, WI 53144

REVISIONS
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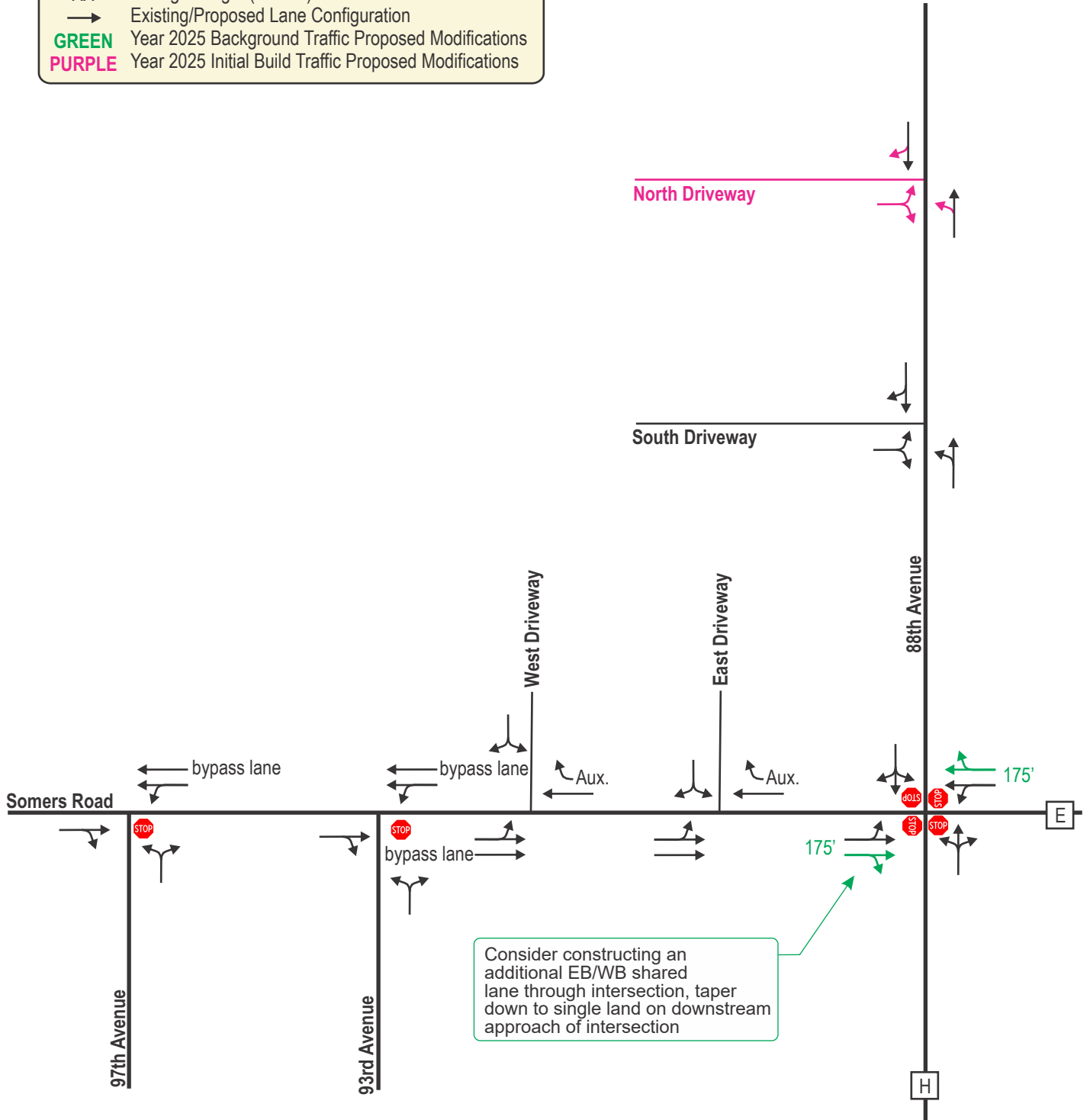
1" = 100'

SITE PLAN - OVERALL



LEGEND

-  Stop Sign Control
-  Storage Length (In Feet)
-  Existing/Proposed Lane Configuration
- GREEN** Year 2025 Background Traffic Proposed Modifications
- PURPLE** Year 2025 Initial Build Traffic Proposed Modifications



LEGEND

-  Stop Sign Control
-  Storage Length (In Feet)
-  Existing/Proposed Lane Configuration
- GREEN** Year 2025 Background Traffic Proposed Modifications
- PURPLE** Year 2025 Initial Build Traffic Proposed Modifications
- ORANGE** Year 2025 Background Traffic Proposed Modifications
- BLUE** Year 2025 Full Build Traffic Proposed Modifications

Consider constructing an additional NB/SB shared lane through intersection, taper down to single land on downstream approach of intersection

Connect by-pass lanes on north & south sides of CTH E between 93rd & 97th Avenues

North Driveway

South Driveway

88th Avenue

Alternate
(Sensitivity Analysis)

Somers Road

97th Avenue

93rd Avenue

West Driveway

East Driveway

Construct additional EB/WB shared lane through intersection, taper down to single land on downstream approach of intersection

CHAPTER II – PROPOSED DEVELOPMENT

PART A – ON-SITE DEVELOPMENT

A1. Development Site Location

Shoreland Lutheran High School is proposing an expansion to their existing high school located on the north side of County Trunk Highway (CTH) E/Somers Road, immediately west of 88th Avenue/CTH H within the Village of Somers, Kenosha County. The initial build includes expansion of the existing gymnasium as well as additional classroom space. Additional parking is also expected under the initial build scenario. As part of the full build-out plans, within the next 5 to 10 years, a football/soccer/track facility as well as additional sports fields (soccer/softball/baseball) are also proposed in the western portion of the site. A street map illustrating the location of the proposed Shoreland Lutheran High School is shown in [Exhibit 2-1](#) at the end of this chapter. Copies of the conceptual site plans for the initial build and future full build are included in [Exhibits 2-2A&B](#), respectively.

A2. Surrounding Land Use

The Shoreland Lutheran High School expansion site is bordered by residential land uses to the north and northeast. Additional residential properties and neighborhoods exist on both the north and south sides of Somers Road to the east and west of the site. Agriculture/farming land uses also exist beyond most of the residential areas in all directions. IH-94 exists further to the west with access ramps to the freeway located about 2 miles west of the school.

A3. On-Site Development Description

Shoreland Lutheran High School is proposing expansion of the existing gymnasium as well as additional classroom space. Some parking on the east side of the school is being displaced as part of the expansion plans; however, a new parking lot is proposed as part of the initial build scenario with about 254 new parking spaces as well as 5 bus stalls proposed on the northeast portion of the school site and 57 additional spaces to the southwest, in front of the school. Full buildout plans, within the next 5 to 10 years, include construction of a new football/soccer/track facility as well as additional sports fields (soccer/softball/baseball) proposed to be located on the western portion of the site. Parking is also proposed near the future sports fields.

A4. On-Site Development Access

Two new access points are proposed for the Shoreland Lutheran High School site. A new full access driveway, referred to as “North Driveway” is proposed along 88th Avenue/CTH H, about 350 feet north of the existing South Driveway onto CTH H. This new driveway, which is expected to provide access to a new northeast parking lot area on the east side of the school, is proposed as part of the initial build phase of the project. A second access driveway, referred to as “Sports Field Drive” is proposed under the full build conditions. This driveway is proposed to provide access to the sports fields proposed on the western portion of the site. Cross access between the school and the sports field is also proposed as part of the development plans; however, because of the proximity of the connection and the curved nature of the connection roadway, the Sports Field Drive is not expected to be utilized as a primary access for typical school day traffic. This second access is proposed as a full access driveway and is proposed to be located about 220 feet east of 97th Avenue.

PART B – STUDY AREA

B1. Influence Area

The campus is expected to draw from the greater Milwaukee, Racine, and Kenosha County areas. Statistics and a map showing the location of the feeder families, by existing school district, are provided in the appendix of this report.

B2. Area of Significant Traffic Impact

As discussed with Kenosha County and the Village of Somers, the study area for the proposed school includes the following existing intersections:

- Somers Road/CTH E & 97th Avenue (one-way stop control)
- Somers Road/CTH E & Existing West School Driveway (one-way stop control)
- Somers Road/CTH E & Existing East School Driveway (one-way stop control)
- Somers Road/CTH E & 88th Avenue/CTH H (all-way stop control)
- 88th Avenue/CTH H & Existing South School Driveway (one-way stop control)

In addition to these existing intersections, the following proposed driveways were also included in the study:

- Somers Road/CTH E & Proposed Sports Field Driveway (one-way stop control)
- 88th Avenue/CTH H & Proposed North School Driveway (one-way stop control)

PART C – OFF-SITE LAND USE AND DEVELOPMENT

One off-site development has been identified within the immediate study area. A residential development, the Beta Terra 45 Residential Neighborhood development, including 45 single family lots, has previously been approved for a parcel of land on the south side of Somers Road. Access to the site is proposed via a new access drive onto Somers Road, immediately east of 93rd Avenue. The off-site development traffic was included in the Year 2025 and Year 2035 Background Traffic scenarios.

PART D – SITE ACCESSIBILITY

D1. Study Area Roadways

The study area roadways are discussed below:

Somers Road (CTH E) is an east/west two-lane undivided Major Collector with a posted speed limit of 35-mph through the project limits. The Year 2021 WisDOT annual average daily traffic (AADT) volumes on Somers Road were approximately 6,100 vehicles per day (vpd) west of 88th Avenue, and 7,000-vpd east of 58th Avenue. Sidewalks are not currently provided along either side of Somers Road within the limits of the study area.

88th Avenue (CTH H) is a north-south two-lane undivided Minor Arterial with a posted speed limit of 45-mph through the project limits. The Year 2021 WisDOT AADT volumes on 88th Avenue were approximately 2,100-vpd to the north of Somers Road and 3,200-vpd to the south. Sidewalks are not currently provided along either side of 88th Avenue within the limits of the study area.

97th Avenue is a north-south two-lane undivided local street with a posted speed limit of 25-mph that intersects Somers Road as the south approach of a conventional three-legged stop sign

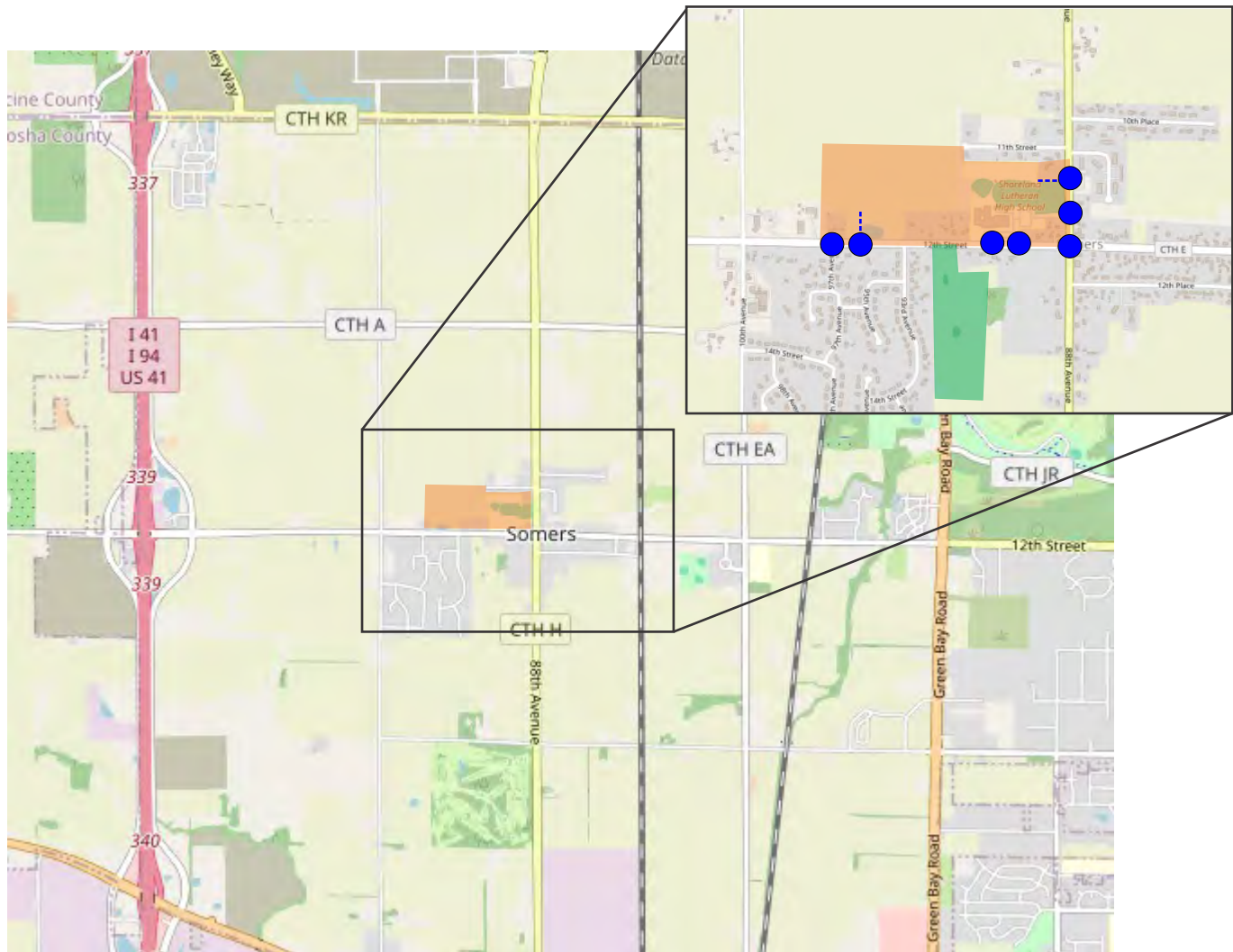
controlled intersection. There are currently no WisDOT AADT volumes available along 97th Avenue. Sidewalks are not currently provided along either side of 97th Avenue within the limits of the study area.

D2. Alternative Modes of Transportation

Sidewalks do not currently exist along any of the roadways within the limits of the study area. No designated on-street or off-street bicycle facilities were identified.

Pedestrians and bicyclists may use their respective modes to access the proposed development. However, to allow for a conservative (highest vehicular volume) analysis, these modes were assumed to make up a relatively small portion of the overall trips to/from the study area. For the purpose of this TIA, all trips to/from the proposed development site were assumed to occur via motor vehicle.

Transit is not present within the community; however, up to 5 existing private buses are expected to provide service for some students within southeast Wisconsin.



LEGEND

- Study Area Intersection
- School Expansion Site Location
- Beta Terra 45 Residential Site Location







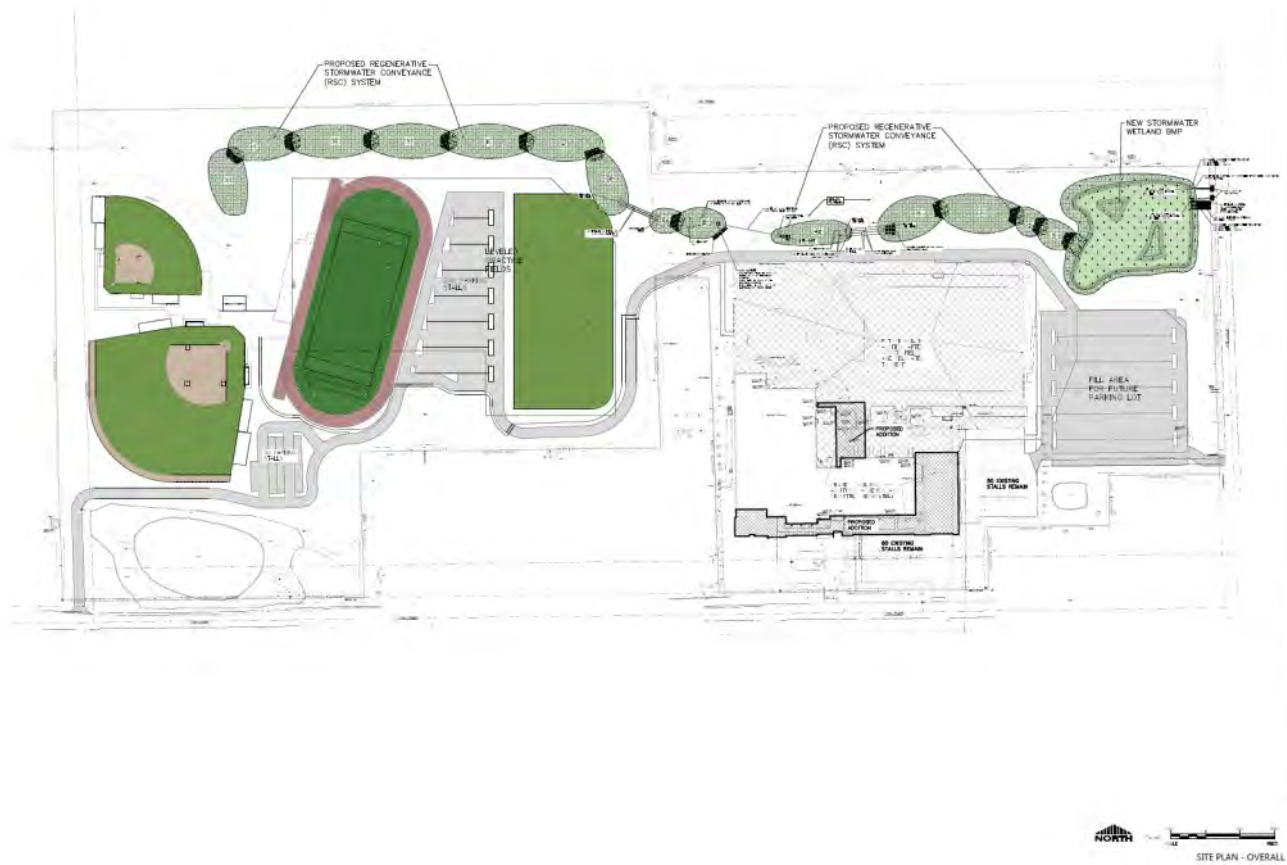
PROPOSED MASTERPLAN FOR:
SHORELAND LUTHERAN HIGH SCHOOL
9026 12TH STREET • KENOSHA, WI 53144

REVISIONS
REV. 1 25.05.2023
REV. 2 25.05.2023
REV. 3 11.05.2023
REV. 4 19.05.2023
REV. 5 06.06.2023
REV. 6 18.06.2023

NOT FOR CONSTRUCTION

JOB NUMBER
2167-400

SHEET NUMBER
C100



CHAPTER III – ANALYSIS OF EXISTING CONDITIONS

PART A – EXISTING PHYSICAL CHARACTERISTICS

[Exhibit 3-1](#) shows the existing transportation detail for the study area intersections. More specifically, the exhibit illustrates intersection lane configurations, intersection traffic controls, posted speed limits, and approximate intersection spacing.

PART B – EXISTING TRAFFIC VOLUMES

The weekday morning school arrival and weekday afternoon school discharge peak hours are expected to drive the improvements needed to adequately accommodate the proposed school, as they represent the highest trip generation for the site. Therefore, in mid-September of 2024, TADI conducted weekday morning arrival (7:00 to 8:00 am) and weekday afternoon (2:30 to 4:30 pm) turning movement traffic counts at the four Somers Road study area intersections with 97th Avenue, West school driveway, East school driveway and 88th Avenue as well as at the 88th Avenue intersection with the south school driveway.

Based on the turning movement counts and the expected school bell schedules, the weekday morning and weekday afternoon peak school hours were identified as being 7:00 to 8:00am and 3:00 to 4:00pm; respectively. These peak hours coincide with the school start and end times at the school of 7:45am and 3:00pm (closing prayer); respectively. Copies of the existing traffic counts and related calculations are included in [Appendix A](#). The Existing peak hour traffic volumes, balanced along the Somers Road and 88th Avenue corridors, are shown in [Exhibit 3-2](#).

PART C – EXISTING CAPACITY LEVEL OF SERVICE

C1. Level of Service Definitions

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM) 6th Edition. Intersection operation is defined by “level of service.” Level of service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS ‘A,’ to very poor, represented by LOS ‘F.’ For the purpose of this study, LOS D was used to define acceptable peak hour operating conditions. Descriptions of the various levels of service are as follows:

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

LOS B represents stable operation. At unsignalized intersections, average delays are [10 to 15](#) seconds.

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

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

LOS E represents the capacity of the intersection. At unsignalized intersections, average delays are [35 to 50](#) seconds.

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

C2. Existing Traffic Operations

Exhibit 3-3 show the Existing traffic peak hour operating conditions at the study area intersections for the typical school day. The Existing traffic analysis was conducted using the existing lane configurations shown in **Exhibit 3-1** and the Existing traffic volumes shown in **Exhibit 3-2**.

As shown in **Exhibit 3-3**, all movements at the study area intersections are currently operating acceptably with LOS D or better conditions during the typical weekday morning arrival and weekday afternoon discharge peak hours except the westbound movements at the Somers Road intersection with 88th Avenue which are currently operating at LOS E during the typical weekday morning arrival peak hour.

PART D – SOURCES OF DATA

The following sources of data were obtained for use in conducting this traffic study:

- Turning movement traffic counts – TADI
- Historic AADT information to calculate background growth rates – WisDOT
- Existing transportation detail – TADI along with Google Earth
- On-site development information – Excel Engineering and Shoreland Lutheran High School
- Off-site development information – TADI



LEGEND

-  Stop Sign Control
-  Existing Lane Configuration
- XX' Existing Storage Length (in Feet)
- XX' Distance Between Roadways (in Feet)

LEGEND

- XX AM Weekday Peak Hour (7:00 - 8:00 AM)
- (XX) PM Weekday Peak Hour (3:00 - 4:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)
- X,XXX 2021 Annual Average Daily Traffic (AADT)

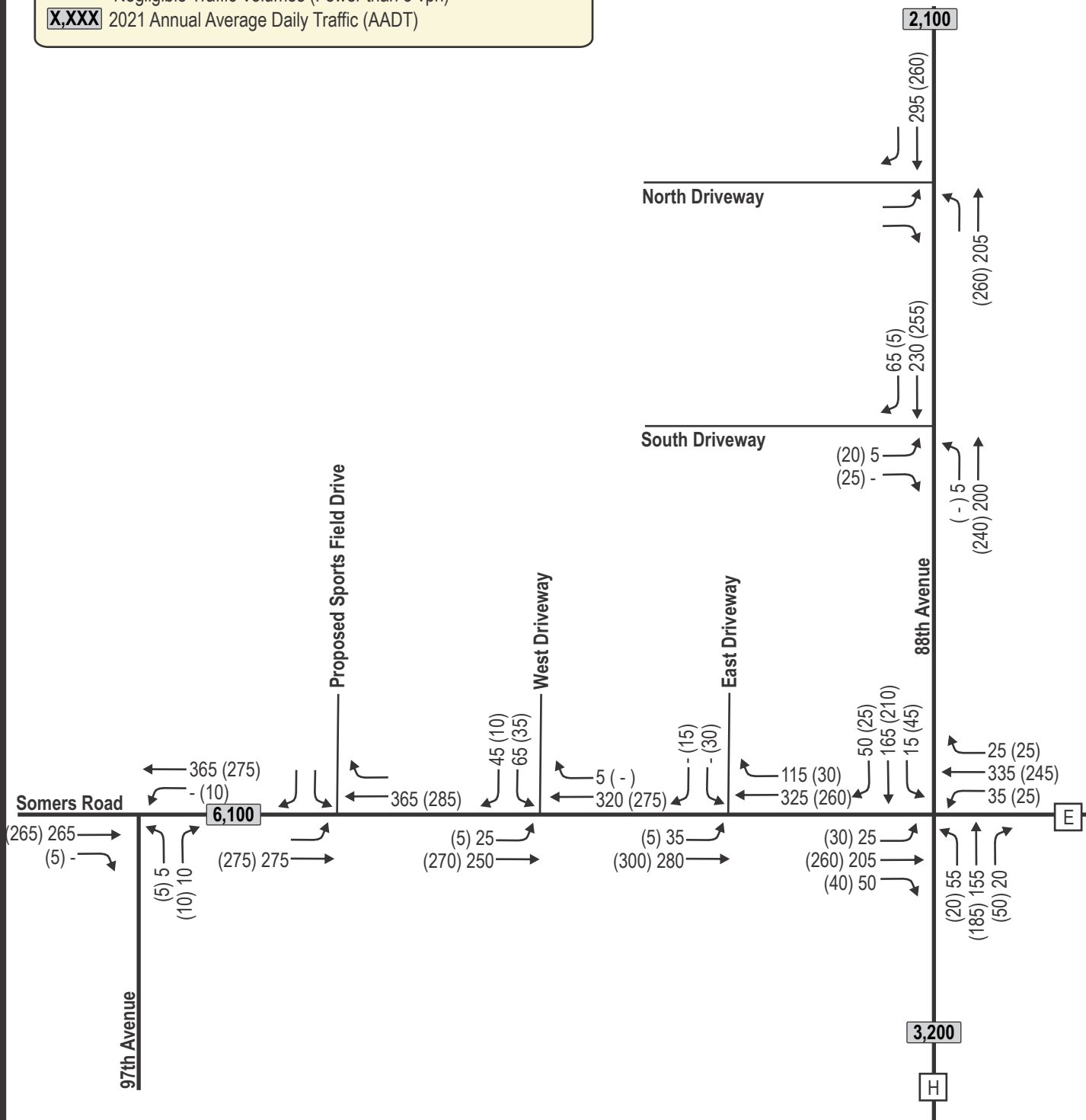


Exhibit 3-3
Year 2024 Existing Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Somer Road/CTH E & 97th Avenue <i>One-Way Stop Control</i>	Lanes->		-	1		1		-		1			-	
	AM	LOS	-	*		A		-		B			-	
		Delay	-	*		7.8		-		11.5			-	
		Queue	-	*		25'		-		25'			-	
	PM	LOS	-	*		A		-		B			-	
		Delay	-	*		7.9		-		11.2			-	
		Queue	-	*		25'		-		25'			-	
Node 300: Somer Road/CTH E & West Driveway <i>One-Way Stop Control</i>	Lanes->		1	-		-		1		-			1	
	AM	LOS	A	-		-		*		-			C	
		Delay	8.3	-		-		*		-			17.9	
		Queue	25'	-		-		*		-			35'	
	PM	LOS	A	-		-		*		-			B	
		Delay	7.9	-		-		*		-			13.3	
		Queue	25'	-		-		*		-			25'	
Node 400: Somer Road/CTH E & East Driveway <i>One-Way Stop Control</i>	Lanes->		1	-		-		1		-			1	
	AM	LOS	A	-		-		*		-			C	
		Delay	8.9	-		-		*		-			15.0	
		Queue	25'	-		-		*		-			25'	
	PM	LOS	A	-		-		*		-			B	
		Delay	8.0	-		-		*		-			13.3	
		Queue	25'	-		-		*		-			25'	
Node 500: Somer Road/CTH E & 88th Avenue/CTH H <i>All-Way Stop Control</i>	Lanes->		1			1			1				1	
	AM	LOS	C			E			C				C	
		Delay	23.5			42.8			20.8				20.4	
		Queue	120'			245'			90'				90'	
	PM	LOS	D			D			C				D	
		Delay	31.6			26.9			22.6				25.3	
		Queue	170'			140'			105'				125'	
Node 700: 88th Avenue/CTH H & Proposed South Driveway <i>One-Way Stop Control</i>	Lanes->		1			-			1	-	-		1	
	AM	LOS	B			-			A	*	-		*	
		Delay	12.3			-			8.1	*	-		*	
		Queue	25'			-			25'	*	-		*	
	PM	LOS	B			-			A	*	-		*	
		Delay	12.2			-			8.0	*	-		*	
		Queue	25'			-			25'	*	-		*	

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

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

CHAPTER IV – DEVELOPMENT TRAFFIC

PART A – DEVELOPMENT TRAFFIC FORECASTING

To determine the background traffic growth rate to use when calculating the design year traffic volumes, historic WisDOT AADT volumes from the year 1990 through year 2023 were collected along CTH E and CTH H at the WisDOT count stations located along the corridors in close proximity to the study area. Using this data, historical AADT trend lines were developed to determine the expected annual growth of traffic that may occur on the corridor between the present and design year 2035. Based on the traffic projections (1990 – 2023) and assuming the historic trends will continue at a linear rate, traffic volumes along the CTH E and CTH H corridors would be expected to increase at a rate of 1.5-percent per year. Therefore, this growth rate was applied to the existing traffic volumes collected as part of this study. The Year 2035 Projected traffic volumes, which account for this yearly growth rate, are shown in [Exhibit 4-2A](#). The growth rate calculations have been included in the [Appendix](#) of this study.

A1. Trip Generation & Distribution

To address future traffic impacts along study area roadways and at the intersections adjacent to the development, it is necessary to identify the hourly and daily volume of traffic generated by the development. The hourly vehicular traffic volumes expected to be generated by the Shoreland Lutheran High School expansion are estimated based on trip rates derived using the existing driveway trips counted as part of this project. Using the existing student population and the traffic counts conducted for this study during a typical weekday in mid-September of 2024, weekday morning arrival and weekday afternoon discharge peak hour rates were calculated. Based on the calculations, the weekday morning arrival and weekday afternoon discharge peak hour rates were calculated at 0.81 vehicles/student and 0.40 vehicles/student, respectively. To calculate the expected new daily trips, the daily rate for a private high school was taken from the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 11th Edition.

The trip generation and distribution for the Shoreland Lutheran High School expansion typical weekday school day Initial Build and Full Build scenarios are shown in [Exhibits 4-3A&B](#). The trip generation and distribution for the Beta Terra 45 Residential Neighborhood off-site development is shown in [Exhibit 4-3C](#). The trip distribution for the school expansion, which is listed below, and shown graphically in [Exhibit 4-4](#), was determined based on the location of anticipated school feeder families as well as the existing turning movement counts conducted as part of this study.

- 50-percent to/from the east on Somers Road
- 35-percent to/from the west on Somers Road
- 10-percent to/from the north on CTH H
- 5-percent to/from the south on CTH H

As shown in [Exhibit 4-3A](#), the Shoreland Lutheran High School expansion is expected to generate about 20 new vehicular trips (15 in/5 out) during the weekday morning arrival peak hour and 10 new vehicular trips (5 in/5 out) during the weekday afternoon dismissal peak hour under Initial Build conditions. On a typical weekday (24-hour period) with school in session, the High School expansion is expected to generate approximately 50 new vehicle trips (25 in/25 out) under Initial Build conditions. Note that the ITE trip generation peak hour volumes do take into account teacher and staff trips which generally fall outside the peak hour.

As shown in [Exhibit 4-3B](#), the High School expansion is expected to generate about 80 new vehicular trips (55 in/25 out) during the weekday morning arrival peak hour and 40 new vehicular trips (10 in/30 out) during the weekday afternoon dismissal peak hour. On a typical weekday (24-hour period) with school in session, the High School expansion is expected to generate approximately 220 new vehicle trips (110 in/110 out) under the future year projected full build out.

The Beta Terra 45 Residential Neighborhood off-site development is expected to generate about 35 vehicular trips (10 in/25 out) during the weekday morning arrival peak hour, 45 vehicular trips (30 in/15 out) during the weekday afternoon dismissal peak hour and 500 new trips over a typical weekday (24-hour period) under full build out conditions. Trip generation and traffic assignment information for the Beta Terra 45 Residential Neighborhood off-site developments were taken from the previously completed Beta Terra 45 Residential Neighborhood Development TIA dated June 24, 2021. All relevant traffic information for this off-site development area is provided in [Appendix B](#).

A2. Mode Split

The trip generation above provides estimates of vehicular traffic based on the student population assumptions provided by Shoreland Lutheran High School as well as the trip generation rates derived using the existing driveway trips counted as part of this project. All trips to/from the proposed development site were assumed to occur via motor vehicle.

A3. Determination of Linked and Pass-by Trip Traffic

Linked trips occur when a patron or employee visits more than one land use within a site without leaving the site. Since the school is the only use on-site, no linked trips are expected.

Pass-by trips occur when motorists on the adjacent roadway system stop off at a development prior to continuing on their intended route. For example, a motorist eastbound on Somers Road stops at Shoreland Lutheran High School prior to continuing eastbound on Somers Road. Due to the proposed land use, no pass-by trips were assumed as part of this study.

A4. Trip Assignment

New trips expected to be generated by Shoreland Lutheran High School initial build and full build were assigned based on the trip distribution described above, shown in tabular format in [Exhibits 4-3A&B](#) and graphically in [Exhibit 4-4](#). As shown in the table at the bottom of the trip generation exhibit, new trips were assigned and broken out for the typical school day. Per direction from Kenosha County, two access scenarios were evaluated as part of this study to analyze the operation of the driveways along CTH H with and without the existing south school driveway operational. The following scenarios were evaluated:

Scenario 1 – Both driveways along CTH H operational. Initial build and Full build new trips for this scenario are shown on [Exhibits 4-5A and 4-8A](#), respectively.

Scenario 2 – Only the north driveway along CTH H operational with the south driveway removed. Initial build and Full build new trips for this scenario are shown on [Exhibit 4-5B and 4-8B](#), respectively.

The Beta Terra 45 Residential Neighborhood off-site development new trips are shown in [Exhibit 4-9](#).

Under the traffic scenarios with and without the south school driveway operational, existing traffic patterns will change with vehicles expecting to divert to the north driveway, if the south

driveway were eliminated. Therefore, [Exhibits 4-10A and 4-10B](#) show the expected diverted traffic under the two scenarios listed above, respectively.

PART B – DETERMINATION OF BACKGROUND AND BUILD TRAFFIC

B1. Background Traffic

Background traffic volumes include the full build-out of the Beta Terra 45 Residential Neighborhood off-site development.

The Year 2025 Background traffic volumes were determined by adding the Existing traffic volumes ([Exhibit 3-2](#)) to the Beta Terra 45 Residential Neighborhood new trips ([Exhibit 4-9](#)). The Year 2025 Background traffic volumes are shown in [Exhibit 4-1](#).

The Year 2035 Background traffic volumes were determined by adding the Year 2035 Projected traffic volumes ([Exhibit 4-2A](#)) to the Beta Terra 45 Residential Neighborhood new trips ([Exhibit 4-9](#)). The Year 2035 Background traffic volumes are shown in [Exhibit 4-2B](#).

B2. Initial Build Traffic

The Year 2025 Initial Build (North and South Driveways on CTH H) traffic volumes assume the initial build-out of the Shoreland Lutheran High School under access scenario 1. Year 2025 Initial Build (North and South Driveways on CTH H) traffic volumes were determined by adding the Year 2025 Background traffic volumes ([Exhibit 4-1](#)) to the Initial Build (North and South Driveways on CTH H) new trips ([Exhibit 4-5A](#)) and the Redistributed (North and South Driveways on CTH H) trips ([Exhibit 4-10A](#)). The Year 2025 Initial Build (North and South Driveways on CTH H) traffic volumes are shown in [Exhibit 4-11A](#).

The Year 2025 Initial Build (North Driveway Only on CTH H) traffic volumes assume the initial build-out of the Shoreland Lutheran High School under access scenario 2. Year 2025 Initial Build (North Driveway Only on CTH H) traffic volumes were determined by adding the Year 2025 Background traffic volumes ([Exhibit 4-1](#)) to the Initial Build (North Driveway Only on CTH H) new trips ([Exhibit 4-5B](#)) and the Redistributed (North Driveway Only on CTH H) trips ([Exhibit 4-10B](#)). The Year 2025 Initial Build (North Driveway Only on CTH H) traffic volumes are shown in [Exhibit 4-11B](#).

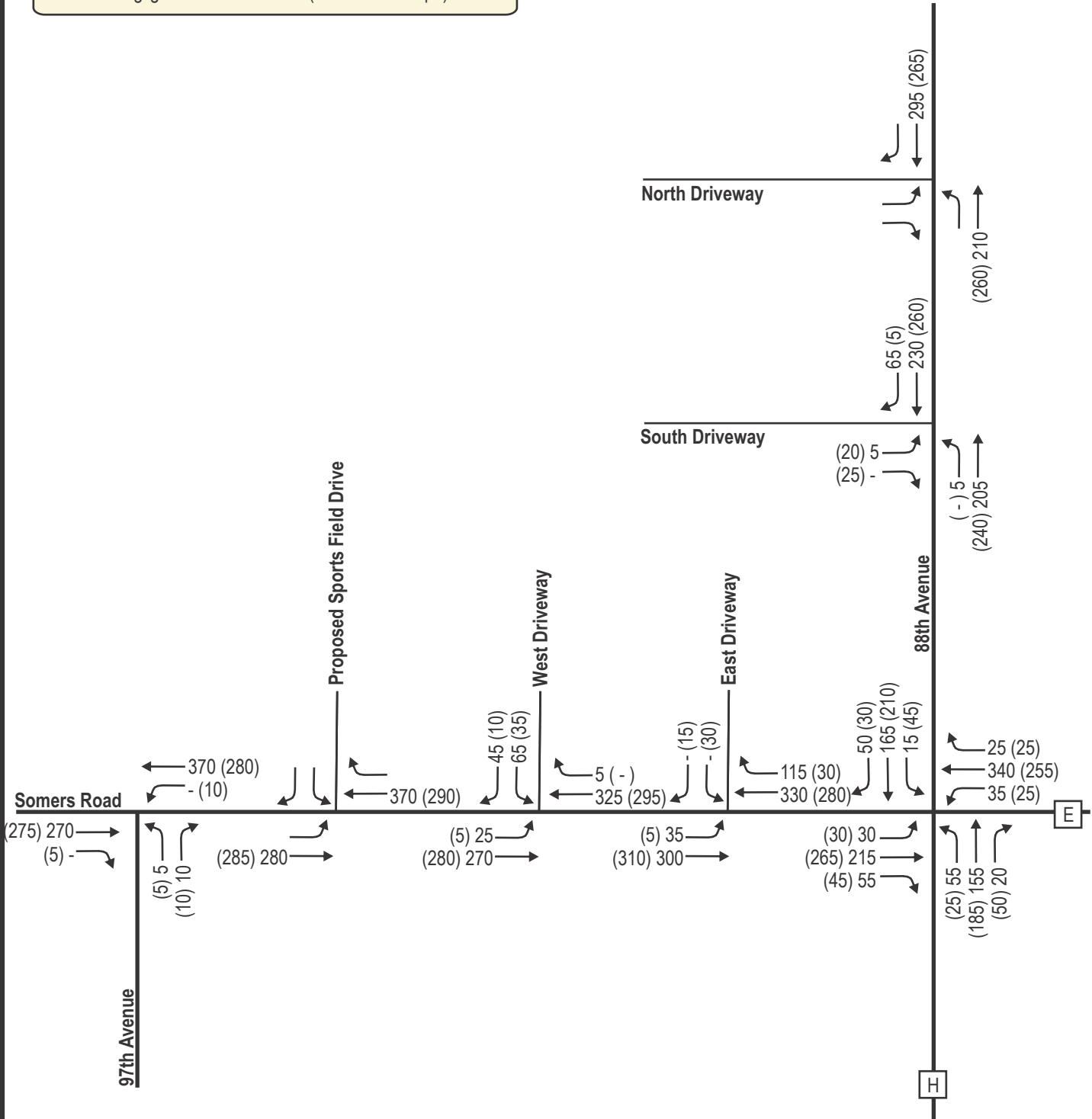
B3. Full Build Traffic

The Year 2035 Full Build (North and South Driveways on CTH H) traffic volumes assume the full build-out of the Shoreland Lutheran High School under access scenario 1. Year 2035 Full Build (North and South Driveways on CTH H) traffic volumes were determined by adding the Year 2035 Background traffic volumes ([Exhibit 4-2B](#)) to the Full Build (North and South Driveways on CTH H) new trips ([Exhibit 4-8A](#)) and the Redistributed (North and South Driveways on CTH H) trips ([Exhibit 4-10A](#)). The Year 2035 Full Build (North and South Driveways on CTH H) traffic volumes are shown in [Exhibit 4-14A](#).

The Year 2035 Full Build (North Driveway Only on CTH H) traffic volumes assume the full build-out of the Shoreland Lutheran High School under access scenario 2. Year 2035 Full Build (North Driveway Only on CTH H) traffic volumes were determined by adding the Year 2035 Background traffic volumes ([Exhibit 4-2B](#)) to the Full Build (North Driveway Only on CTH H) new trips ([Exhibit 4-8B](#)) and the Redistributed (North Driveway Only on CTH H) trips ([Exhibit 4-10B](#)). The Year 2035 Full Build (North Driveway Only on CTH H) traffic volumes are shown in [Exhibit 4-14B](#).

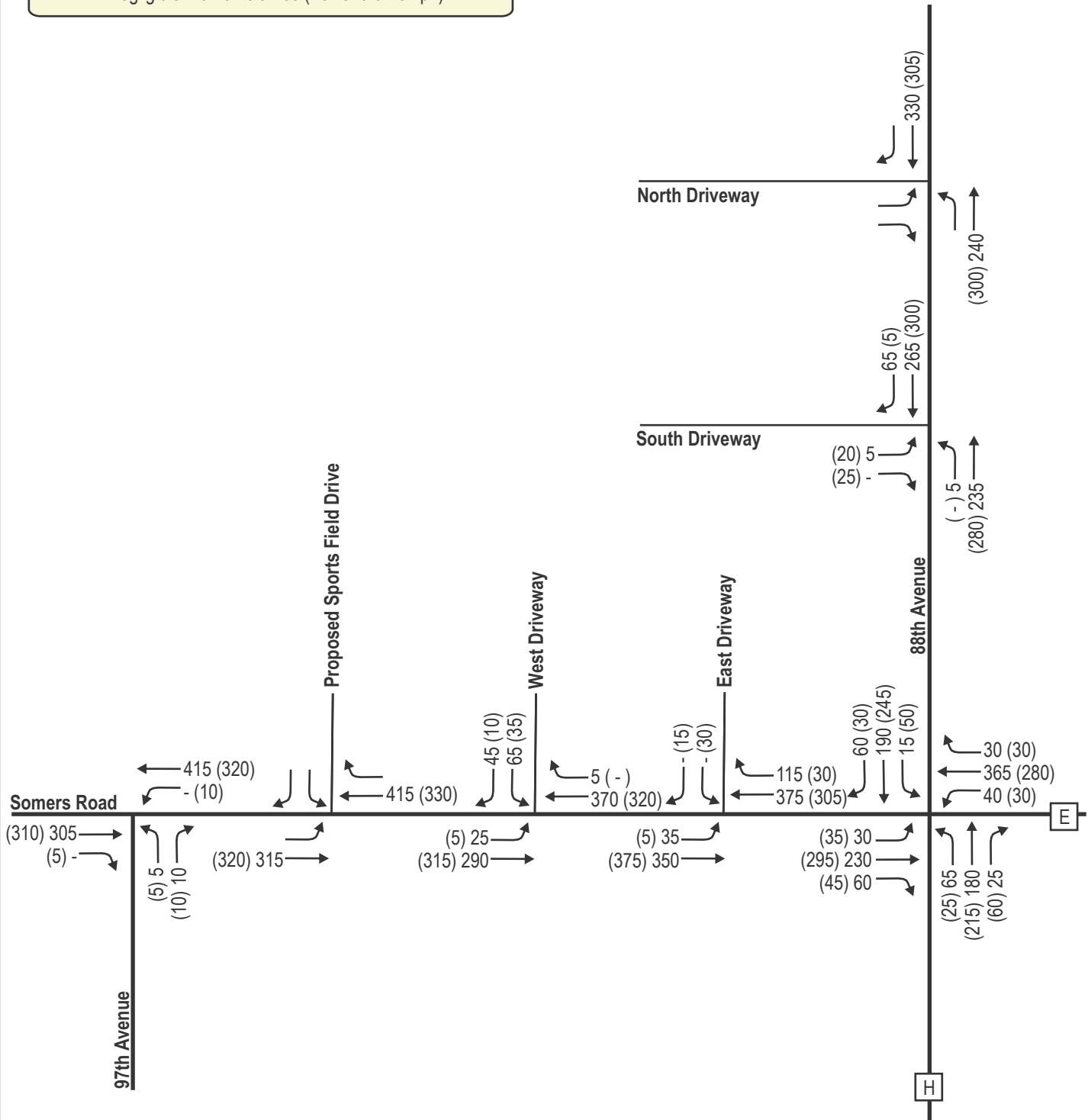
LEGEND

- XX AM Weekday Peak Hour (7:00 - 8:00 AM)
- (XX) PM Weekday Peak Hour (3:00 - 4:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



LEGEND

- XX AM Weekday Peak Hour (7:00 - 8:00 AM)
- (XX) PM Weekday Peak Hour (3:00 - 4:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



LEGEND

- XX AM Weekday Peak Hour (7:00 - 8:00 AM)
- (XX) PM Weekday Peak Hour (3:00 - 4:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)

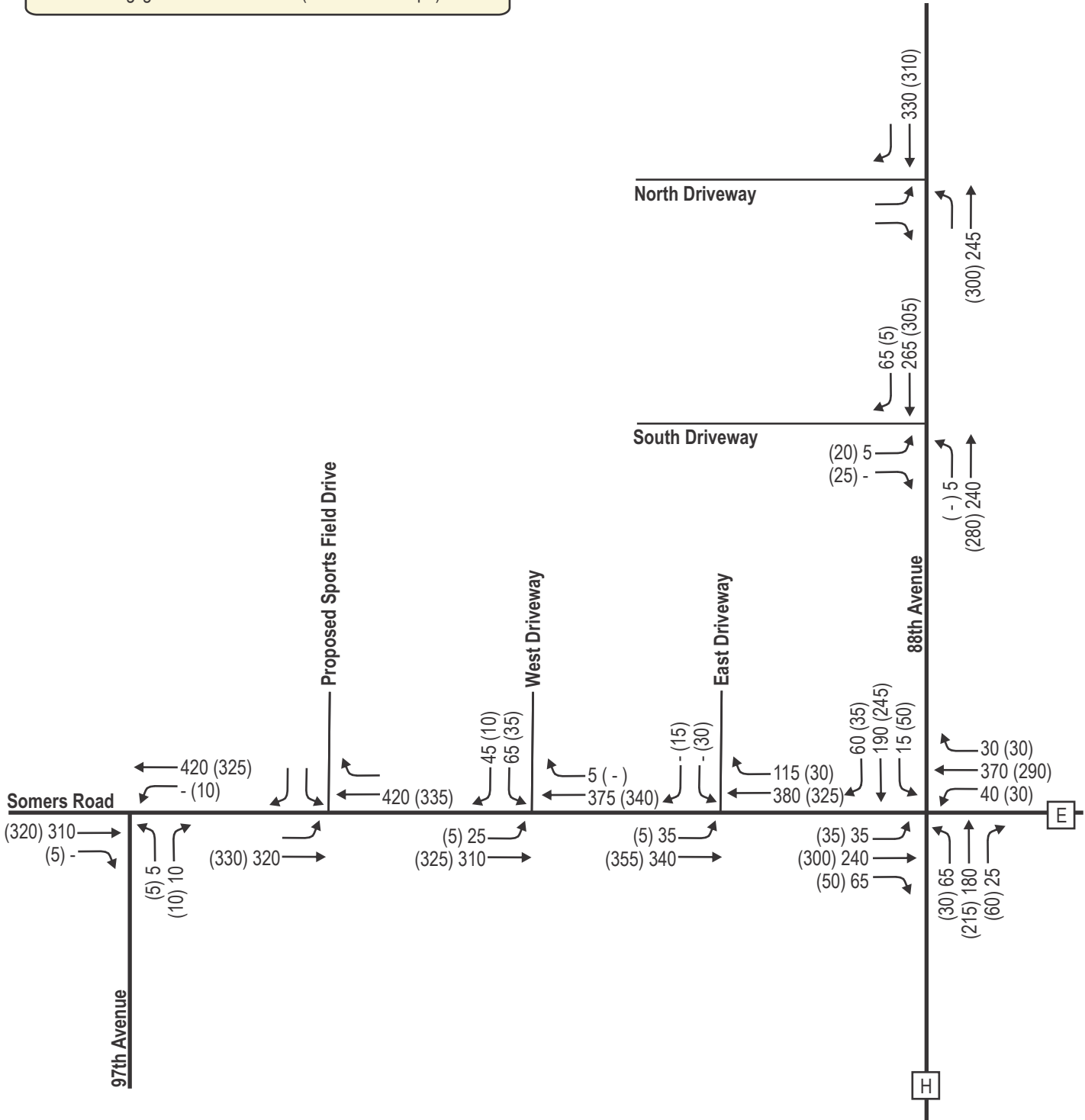


Exhibit 4-3A
Opening Year (Initial Build) Trip Generation Table¹

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Private High School (Additional Students)	TADI	25 Students	50 (2.17)	15 (68%)	5 (32%)	20 (0.81)	5 (25%)	5 (75%)	10 (0.40)
Total New Trips			50	15	5	20	5	5	10

¹ Daily volumes calculated using ITE Trip Rates (X.XX) from the ITE Trip Generation Manual, 11th Edition. Peak hour volumes based on calculated rates using actual driveway counts conducted in early September of 2024.

TRIP DISTRIBUTION (New Trips)

East on CTH E	50%	25	10	5	5	5
West on CTH E	35%	15	5	0	0	0
North on CTH H	10%	10	0	0	0	0
South on CTH H	5%	0	0	0	0	0
	100%	50	15	5	5	5

Exhibit 4-3B
Design Year (Full Build) Trip Generation Table¹

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Private High School (Additional Students)	TADI	100 Students	220 (2.17)	55 (68%)	25 (32%)	80 (0.81)	10 (25%)	30 (75%)	40 (0.40)
Total New Trips			220	55	25	80	10	30	40

¹ Daily volumes calculated using ITE Trip Rates (X.XX) from the ITE Trip Generation Manual, 11th Edition. Peak hour volumes based on calculated rates using actual driveway counts conducted in early September of 2024.

TRIP DISTRIBUTION (New Trips)

East on CTH E	50%	110	25	10	5	15
West on CTH E	35%	80	20	10	5	10
North on CTH H	10%	20	5	5	0	5
South on CTH H	5%	10	5	0	0	0
	100%	220	55	25	10	30

Exhibit 4-3C

Off-Site (Beta Terra 45 Residential) Trip Generation Table ¹

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Single-Family Housing	210	45 Units	500 FCE	10 (25%)	25 (75%)	35 FCE	30 (63%)	15 (37%)	45 FCE
Total New Trips			500	10	25	35	30	15	45

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

TRIP DISTRIBUTION (New Trips)

East on CTH E	30%	150	5	10	10	5
West on CTH E	30%	150	5	5	10	5
North on CTH H	15%	80	0	5	5	0
South on CTH H	25%	130	0	5	5	5
	100%	510	10	25	30	15

LEGEND



Anticipated Trip Distribution



Somers Road

97th Avenue

Proposed Sports Field Drive

West Driveway

East Driveway

North Driveway

South Driveway

88th Avenue



E



H

LEGEND

- XX AM Weekday Peak Hour (7:00 - 8:00 AM)
- (XX) PM Weekday Peak Hour (3:00 - 4:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)

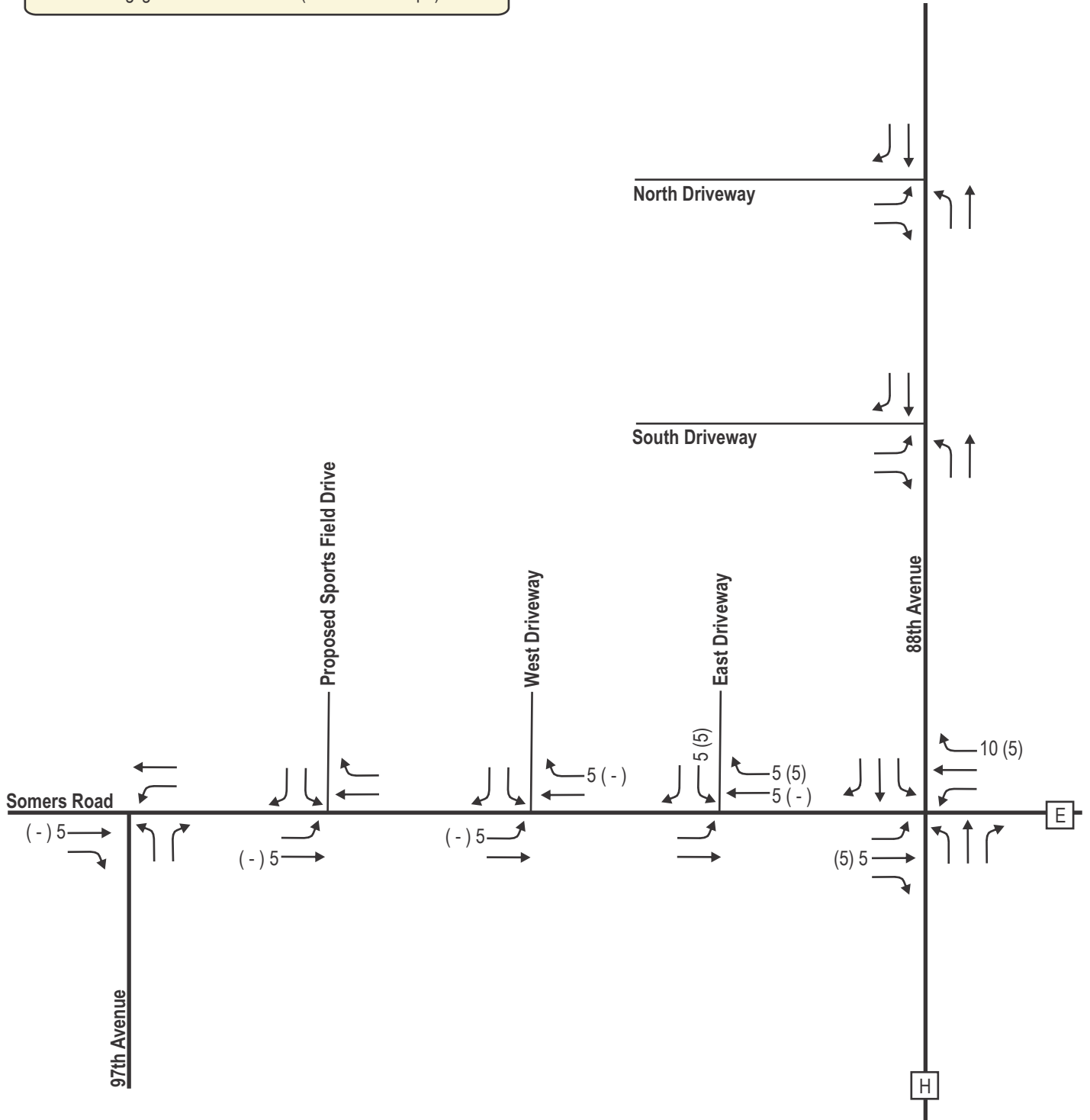
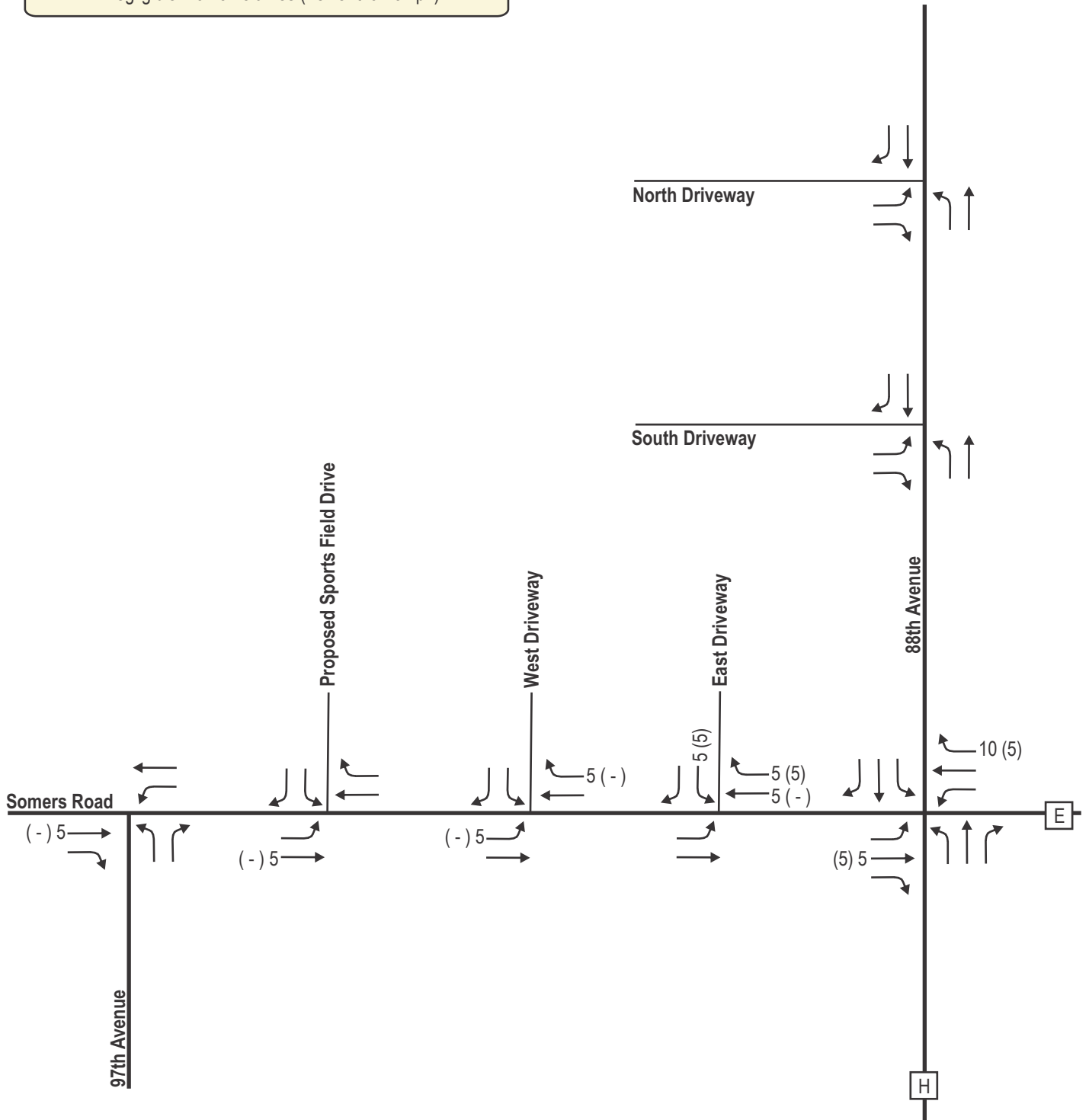


EXHIBIT 4-5A
INITIAL BUILD NEW TRIPS
NORTH AND SOUTH DRIVEWAYS ON CTH H

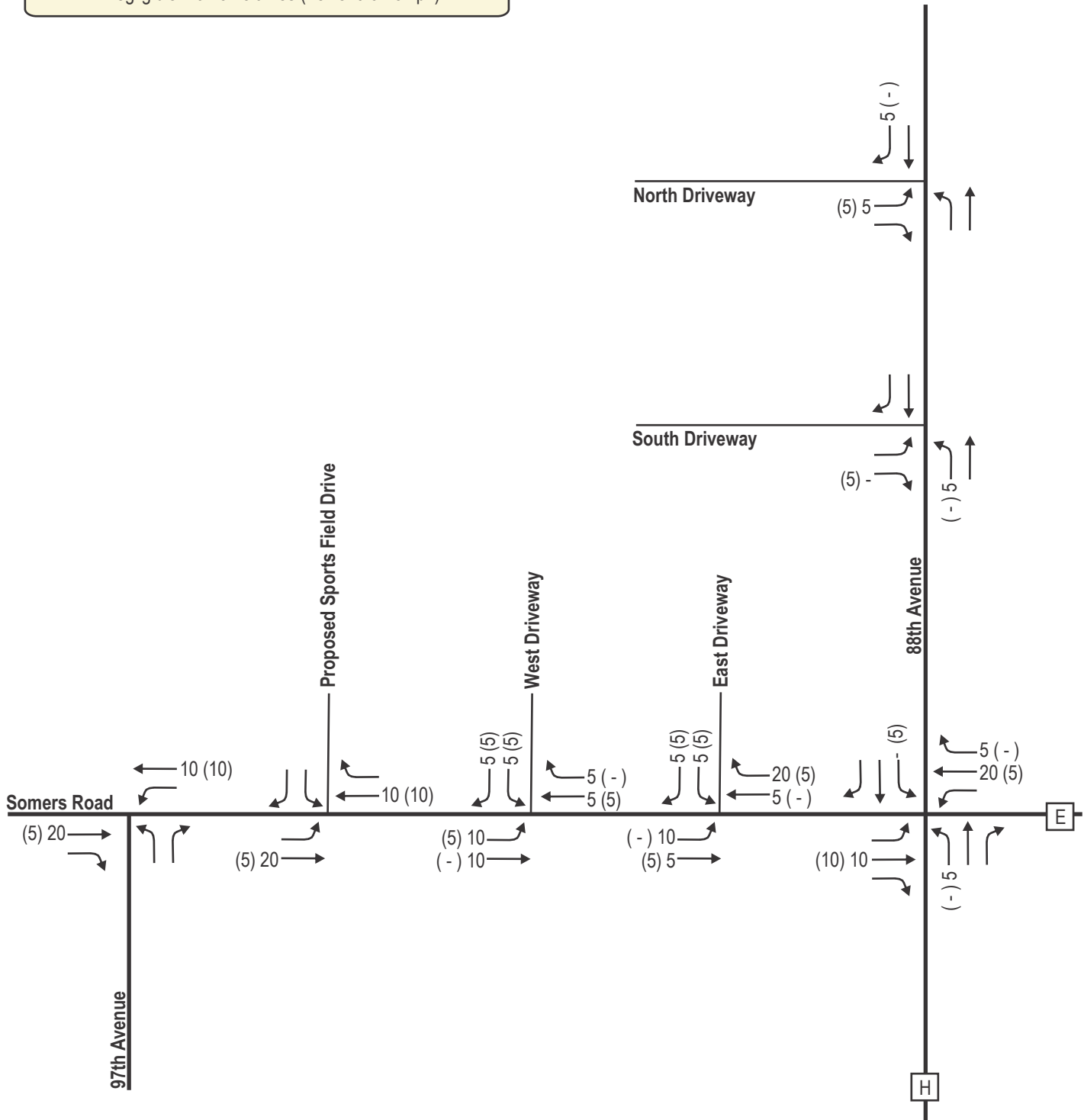
LEGEND

- XX AM Weekday Peak Hour (7:00 - 8:00 AM)
- (XX) PM Weekday Peak Hour (3:00 - 4:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



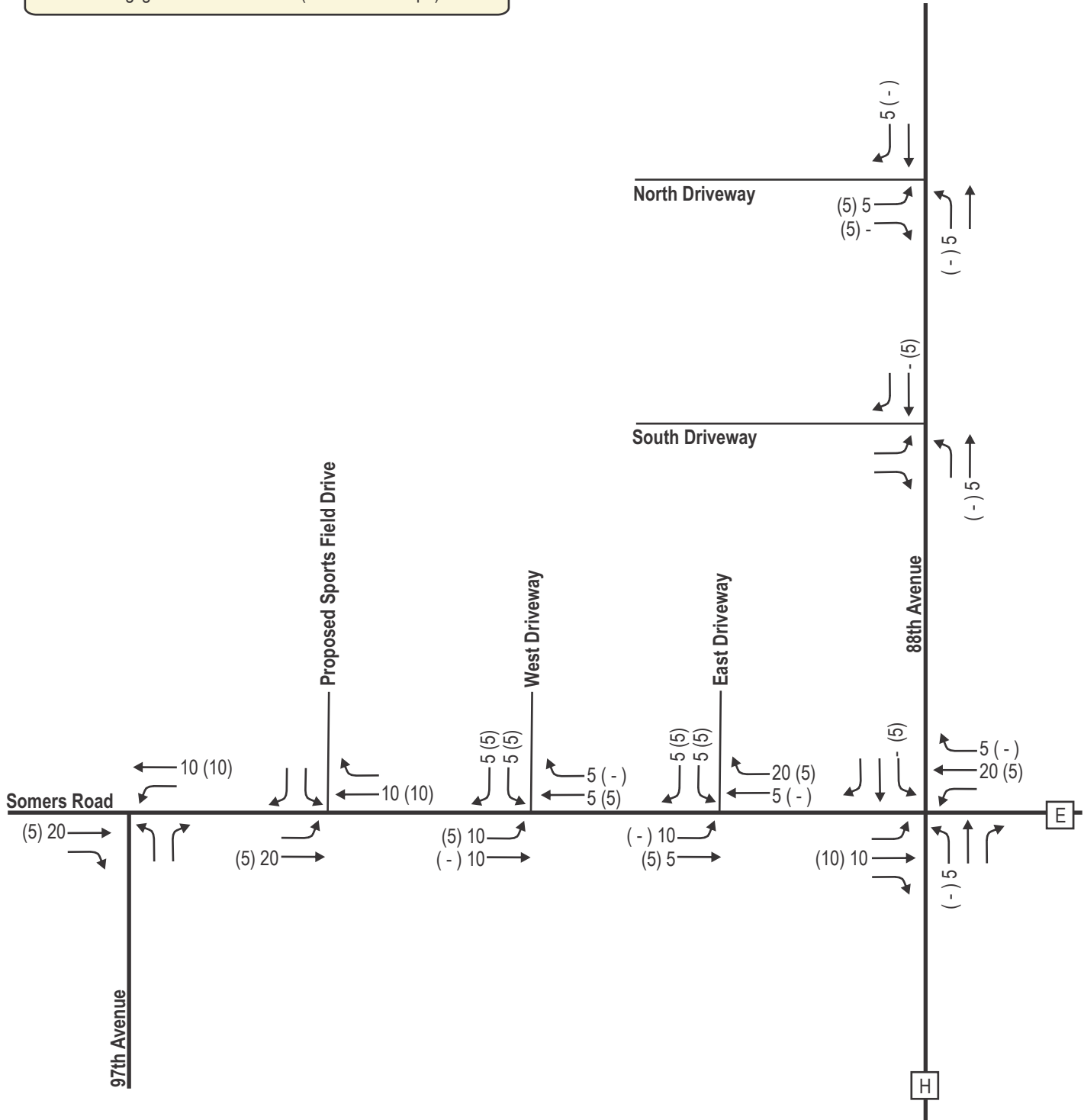
LEGEND

- XX AM Weekday Peak Hour (7:00 - 8:00 AM)
- (XX) PM Weekday Peak Hour (3:00 - 4:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



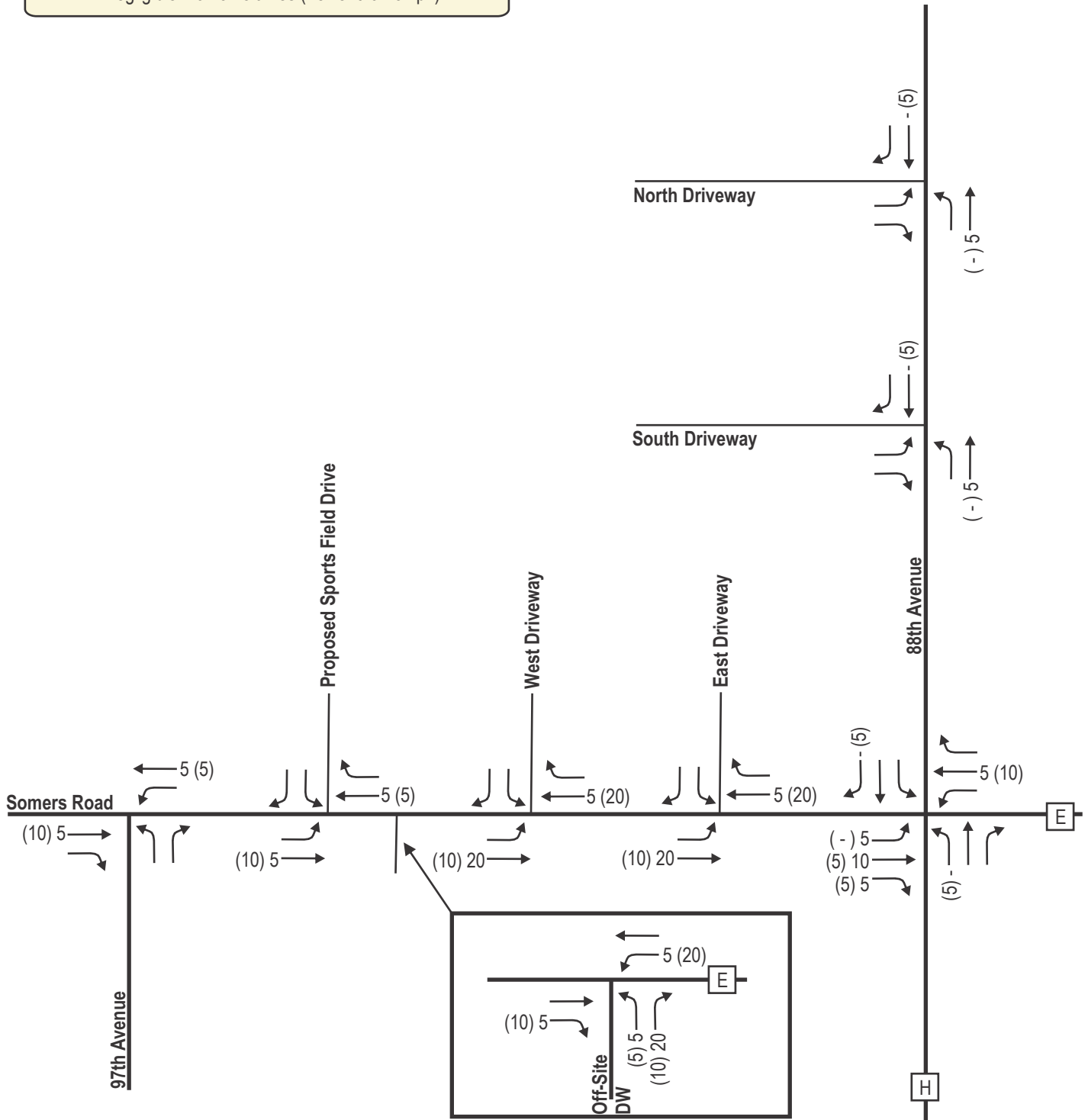
LEGEND

- XX AM Weekday Peak Hour (7:00 - 8:00 AM)
- (XX) PM Weekday Peak Hour (3:00 - 4:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



LEGEND

- XX AM Weekday Peak Hour (7:00 - 8:00 AM)
- (XX) PM Weekday Peak Hour (3:00 - 4:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



LEGEND

- XX AM Weekday Peak Hour (7:00 - 8:00 AM)
- (XX) PM Weekday Peak Hour (3:00 - 4:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)

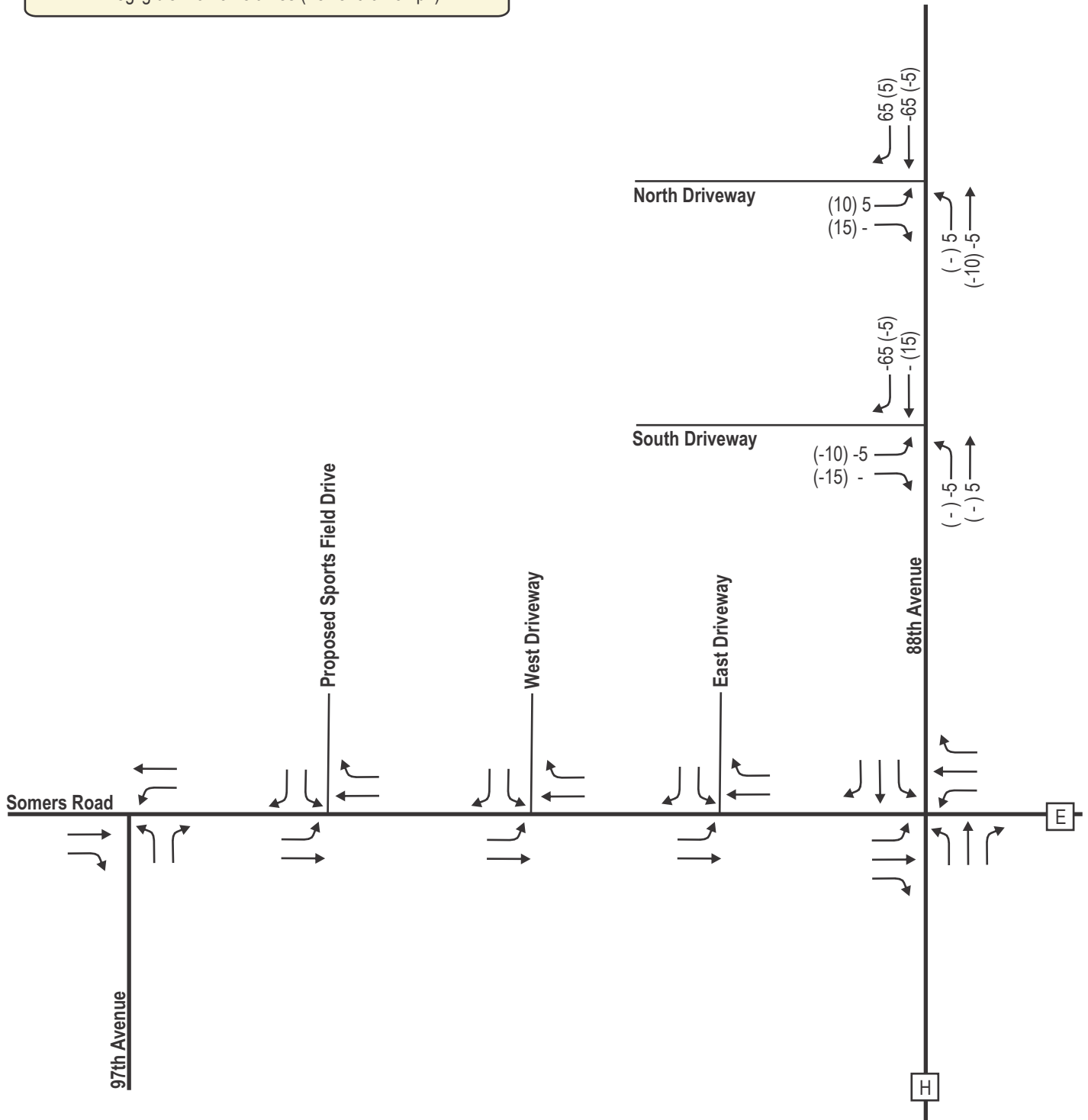
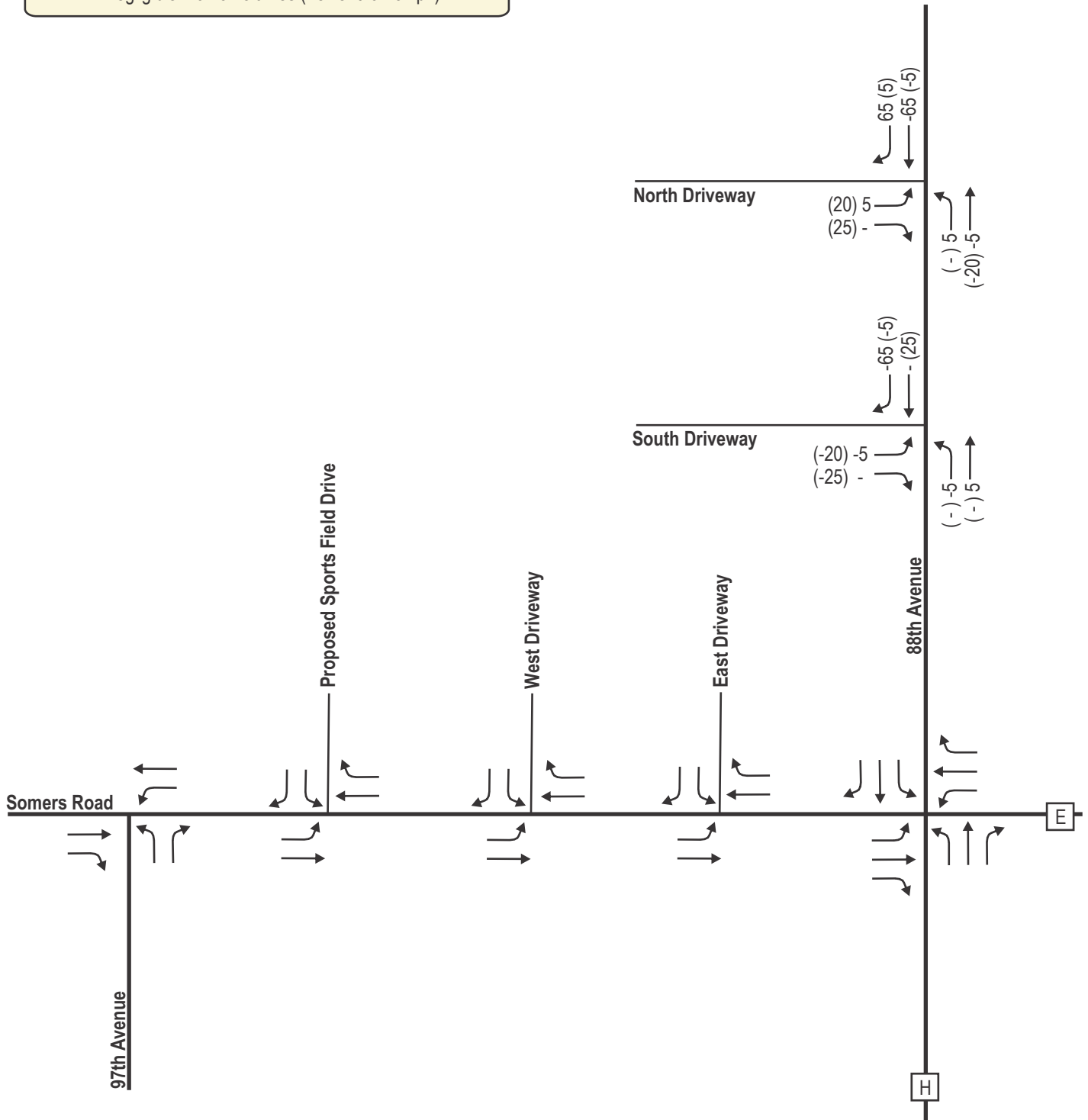


EXHIBIT 4-10A REDISTRIBUTED TRIPS NORTH AND SOUTH DRIVEWAYS ON CTH H

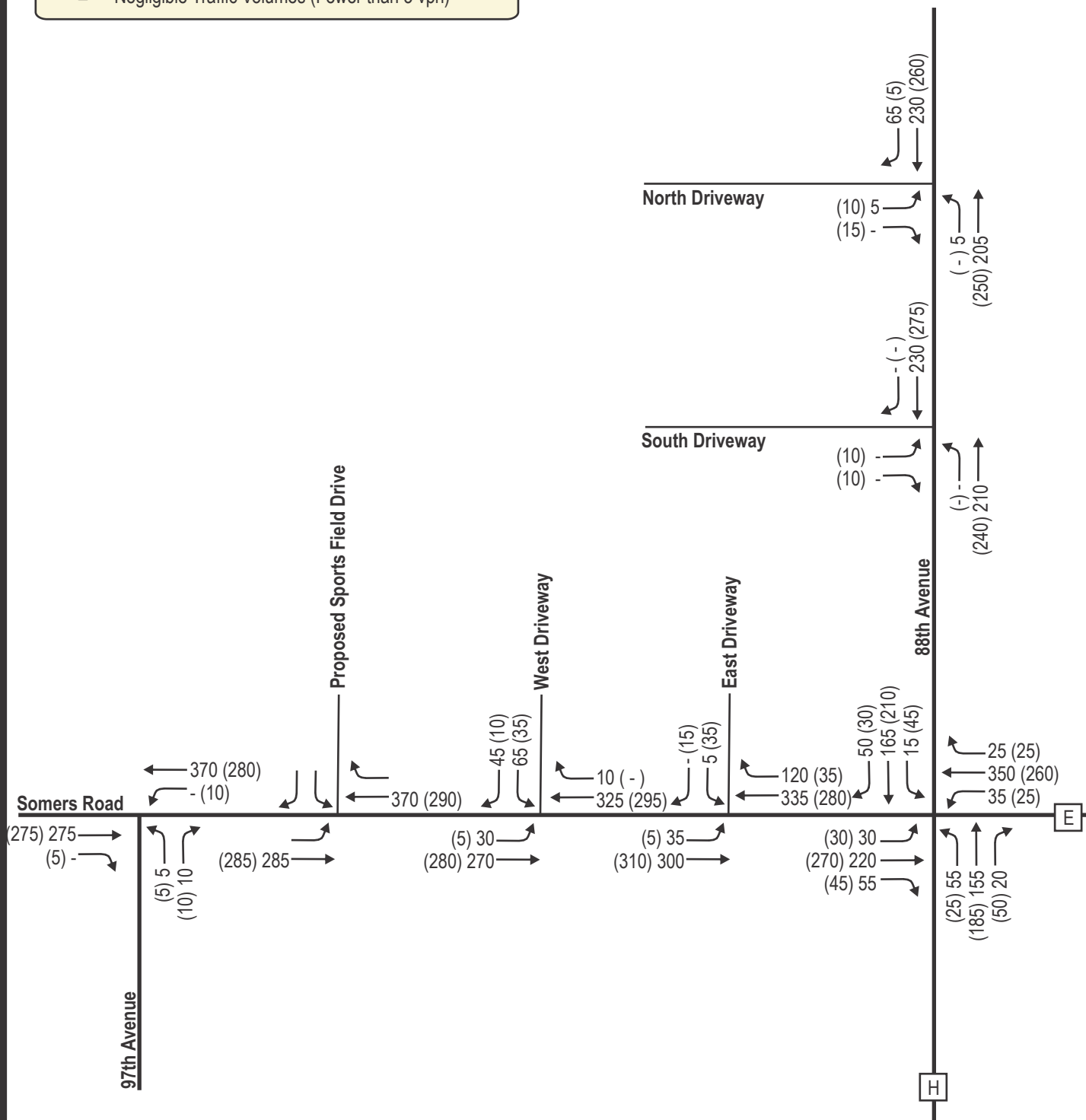
LEGEND

- XX AM Weekday Peak Hour (7:00 - 8:00 AM)
- (XX) PM Weekday Peak Hour (3:00 - 4:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



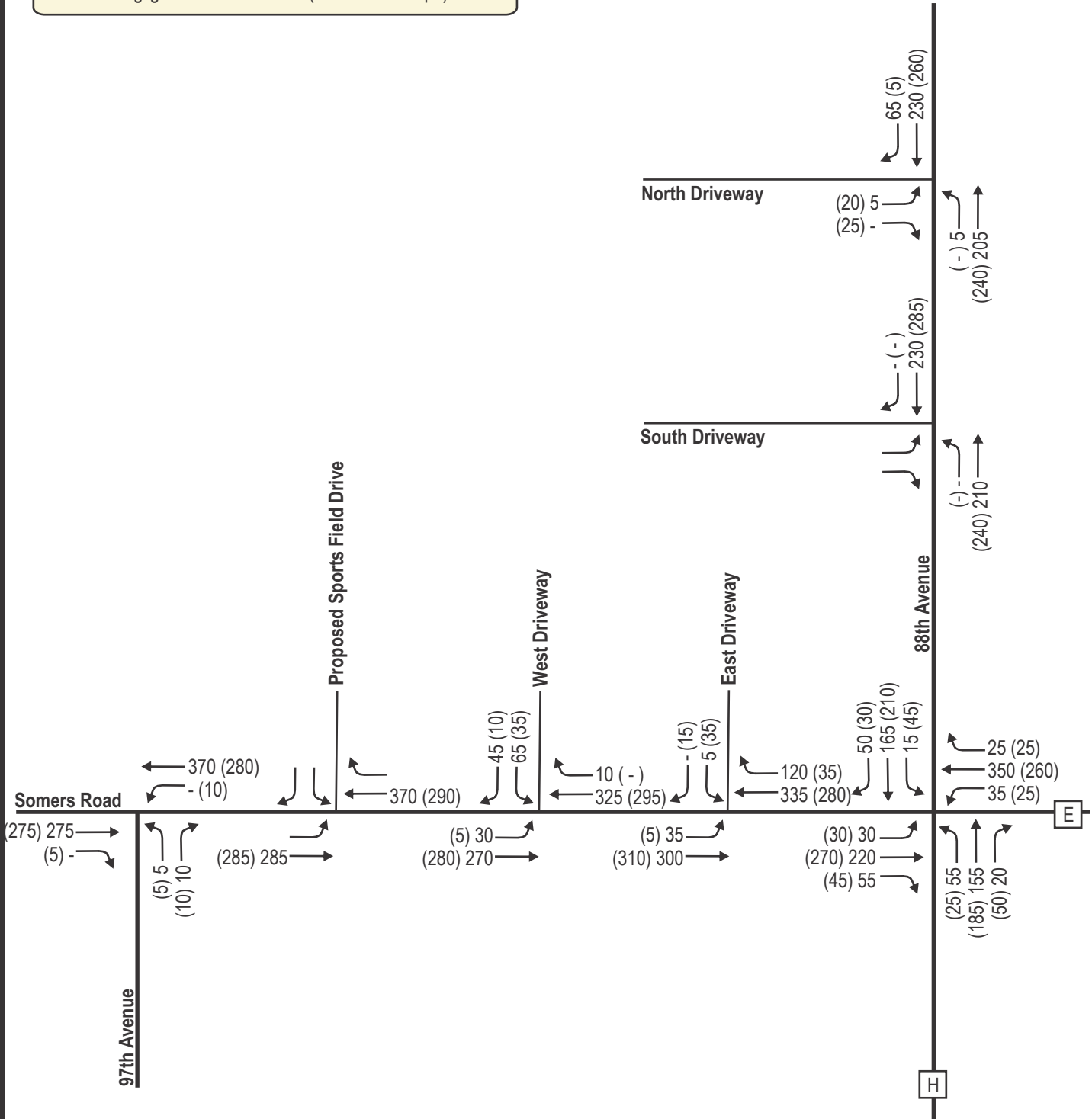
LEGEND

- XX AM Weekday Peak Hour (7:00 - 8:00 AM)
- (XX) PM Weekday Peak Hour (3:00 - 4:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



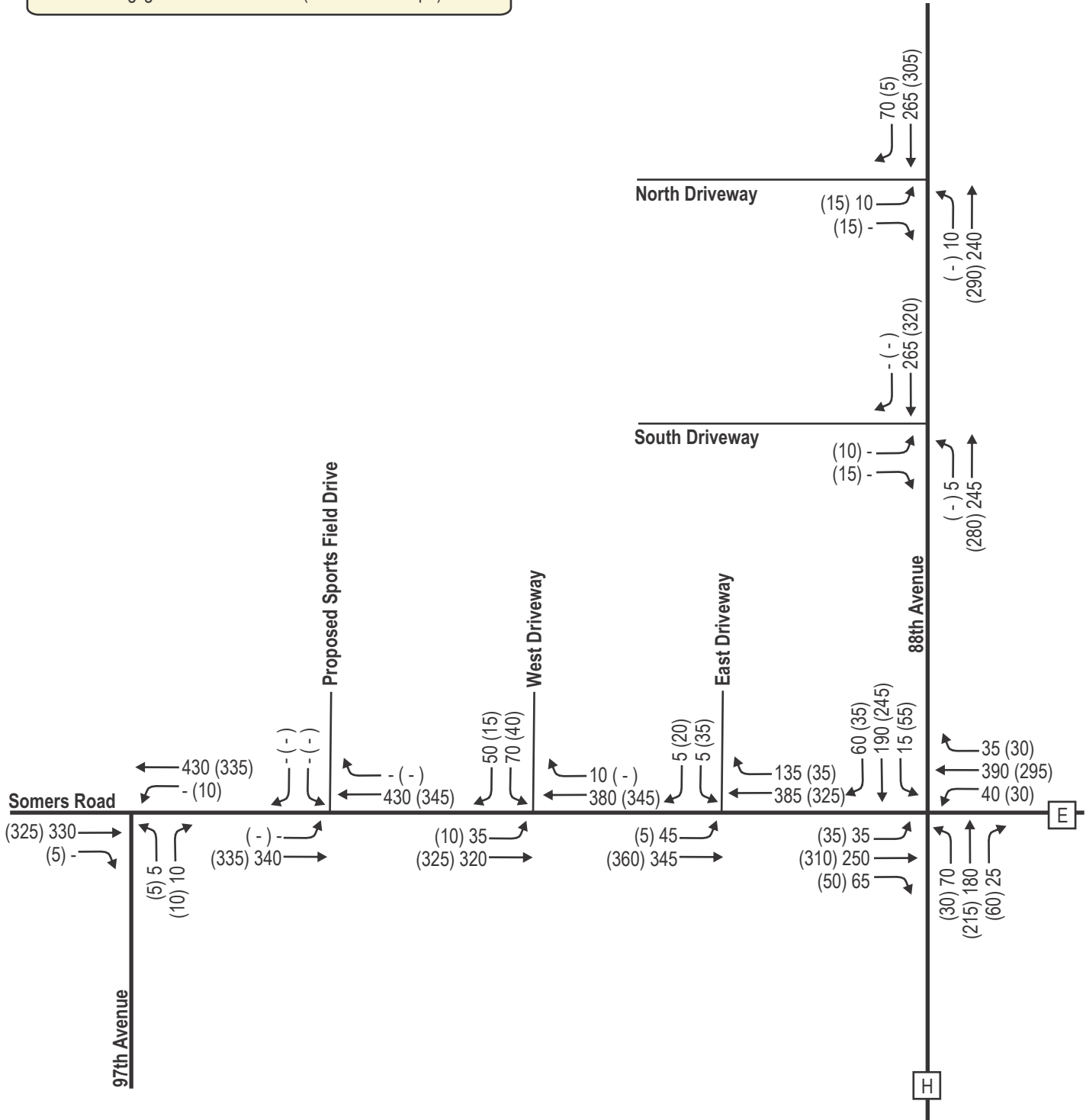
LEGEND

- XX AM Weekday Peak Hour (7:00 - 8:00 AM)
- (XX) PM Weekday Peak Hour (3:00 - 4:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



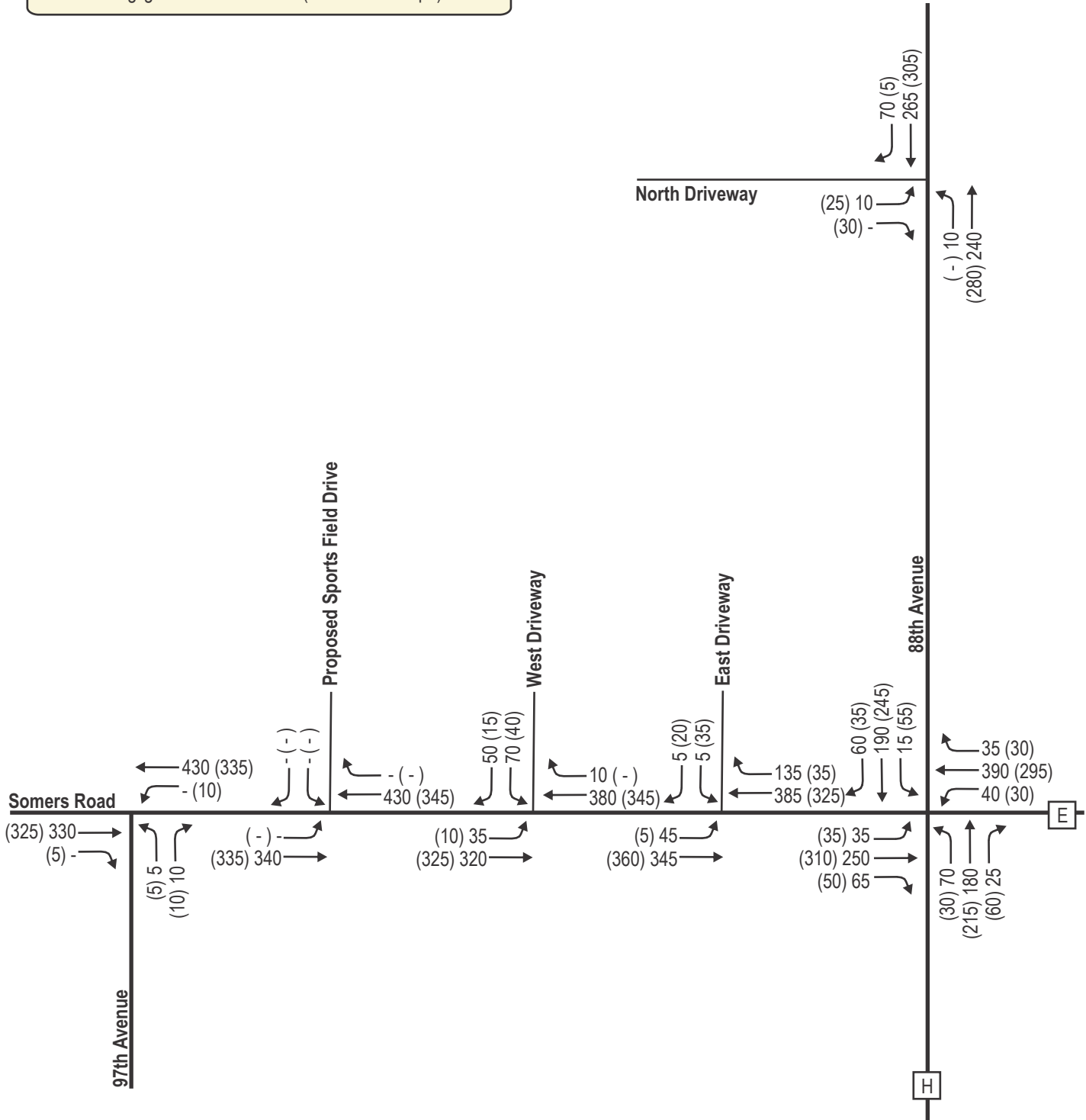
LEGEND

- XX AM Weekday Peak Hour (7:00 - 8:00 AM)
- (XX) PM Weekday Peak Hour (3:00 - 4:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



LEGEND

- XX AM Weekday Peak Hour (7:00 - 8:00 AM)
- (XX) PM Weekday Peak Hour (3:00 - 4:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)



CHAPTER V – TRAFFIC AND IMPROVEMENT ANALYSIS

PART A – FUTURE CAPACITY LEVEL OF SERVICE

A1. Year 2025 Background Traffic Operating Conditions

[Exhibit 5-1](#) shows the Year 2025 Background traffic peak hour operating conditions at the study area intersections without modifications.

Based on the analysis, the study area intersections are expected to operate acceptably at LOS D or better conditions during the typical weekday morning arrival and weekday afternoon discharge peak hours under the Year 2025 Background traffic peak hour operating conditions, which includes the identified off-site development, except the following:

- The westbound movements at the Somers Road intersection with 88th Avenue which are expected to operate at LOS F during the typical weekday morning arrival peak hour.
- The eastbound movements at the Somers Road intersection with 88th Avenue which are expected to operate at LOS E during the typical weekday afternoon discharge peak hour.

A2. Year 2035 Background Traffic Operating Conditions

[Exhibit 5-2](#) shows the Year 2035 Background traffic peak hour operating conditions at the study area intersections without modifications.

Based on the analysis, the study area intersections are expected to operate acceptably at LOS D or better conditions during the typical weekday morning arrival and weekday afternoon discharge peak hours under the Year 2035 Background traffic peak hour operating conditions, which includes typical background growth as well as the identified off-site development, except the following:

- The eastbound, westbound, northbound, and southbound movements at the Somers Road intersection with 88th Avenue which are expected to operate at LOS F during the typical weekday morning and afternoon discharge peak hours.

A3. Year 2025 Initial Build Traffic Operating Conditions

As previously discussed, two access scenarios were evaluated as part of this study to analyze the operation of the two potential driveways along CTH H. [Exhibits 5-3A&B](#) show the Year 2025 Initial Build traffic peak hour operating conditions at the study area intersections for the two respective access scenarios along CTH H, without additional modifications. Based on the analysis, *regardless of the access scenario evaluated*, the study area intersections are expected to continue to operate acceptably at LOS D or better conditions during the typical weekday morning arrival and weekday afternoon discharge peak hours under the Year 2025 Initial Build traffic peak hour operating conditions except:

- The westbound movements at the Somers Road intersection with 88th Avenue which are expected to operate at LOS F during the typical weekday morning arrival peak hour.
- The eastbound movements at the Somers Road intersection with 88th Avenue which are expected to operate at LOS E during the typical weekday afternoon discharge peak hour.

A4. Year 2035 Full Build Traffic Operating Conditions

[Exhibits 5-5A&B](#) show the Year 2035 Full Build traffic peak hour operating conditions at the study area intersections for the two respective access scenarios along CTH H, without additional

modifications. Based on the analysis, *regardless of the access scenario evaluated*, the study area intersections are expected to continue to operate acceptably at LOS D or better conditions during the typical weekday morning arrival and weekday afternoon discharge peak hours under the Year 2035 Full Build traffic peak hour operating conditions except:

- The eastbound, westbound, northbound, and southbound movements at the Somers Road intersection with 88th Avenue which are expected to operate at LOS F during the typical weekday morning and afternoon discharge peak hours.

A5. Traffic Operating Conditions – With Recommended Modifications

Modifications to accommodate the background and build traffic volumes are summarized in *Chapter VI – Recommendations and Conclusion*. The following outlines the location of the expected peak hour operating conditions with modifications at the study area intersections. The analysis outputs are included in the [Appendix](#) of this report.

- [Exhibit 5-9](#) – Year 2025 Background Traffic Operations – *With Modifications*
- [Exhibit 5-11A](#) – Year 2035 Background Traffic Operations – *With Modifications*
- [Exhibit 5-12A](#) – Year 2025 Initial Build (North and South Driveways on CTH H) Traffic Operations – *With Modifications*
- [Exhibit 5-12B](#) – Year 2025 Initial Build (North Driveway Only on CTH H) Traffic Operations – *With Modifications*
- [Exhibit 5-14A](#) – Year 2035 Full Build (North and South Driveways on CTH H) Traffic Operations – *With Modifications*
- [Exhibit 5-14B](#) – Year 2035 Full Build (North Driveway Only on CTH H) Traffic Operations – *With Modifications*

As shown, all movements are expected to operate desirably at LOS D or better conditions during the typical weekday morning arrival and weekday afternoon discharge peak hours with recommended modifications with the modified geometry except the southbound movements at the Somers Road intersection with 88th Avenue which are expected to operate at LOS E (5 seconds over threshold) during the typical weekday afternoon discharge peak hours under background traffic conditions and the northbound and southbound movements at the Somers Road intersection with 88th Avenue which are expected to operate at LOS E (2 seconds and 8 seconds over threshold, respectively) during the typical weekday afternoon discharge peak hours under full build traffic conditions.

A sensitivity analysis was also completed at the Somers Road intersection with 88th Avenue looking at the operations if dual lanes were not only constructed along Somers Road (eastbound/westbound lanes) but also along 88th Avenue (northbound/southbound lanes) at the all-way stop-controlled intersection. With the modifications, all movements are expected to operate safely with moderate queue lengths as shown on the following exhibits.

- [Exhibit 5-11B](#) – Year 2035 Background Traffic Operations – *With Modifications, Sensitivity Analysis*
- [Exhibit 5-14C](#) – Year 2035 Full Build (North and South Driveways on CTH H) Traffic Operations – *With Modifications, Sensitivity Analysis*
- [Exhibit 5-14D](#) – Year 2035 Full Build (North Driveway Only on CTH H) Traffic Operations – *With Modifications, Sensitivity Analysis*

As shown, all movements are expected to operate desirably at LOS D or better conditions during the typical weekday morning arrival and weekday afternoon discharge peak hours with recommended modifications under future year background and full build traffic conditions.

PART B – QUEUEING ANALYSIS

To estimate storage length requirements for turn bays at the study area intersections with modifications, a queuing analysis has been conducted. Note that the 95th percentile probable queue lengths were used for the design of turn bay storage at stop sign and traffic signal-controlled intersections. The following is a list of where the results of the queuing analysis can be found.

- Existing Traffic – [Exhibit 3-3](#)
- Year 2025 Background Traffic – [Exhibits 5-9 & 5-18](#)
- Year 2035 Background Traffic – [Exhibits 5-11A & 5-20A](#)
- Year 2035 Background Traffic, Sensitivity Analysis – [Exhibits 5-11B & 5-20B](#)
- Year 2025 Initial Build (North and South Driveways on CTH H) Traffic – [Exhibits 5-12A & 5-21A](#)
- Year 2025 Initial Build (North Driveway Only on CTH H) Traffic – [Exhibits 5-12B & 5-21B](#)
- Year 2035 Full Build (North and South Driveways on CTH H) Traffic – [Exhibits 5-14A & 5-23A](#)
- Year 2035 Full Build (North Driveway Only on CTH H) Traffic – [Exhibits 5-14B & 5-23B](#)
- Year 2035 Full Build (North and South Driveways on CTH H) Traffic, Sensitivity Analysis – [Exhibits 5-14C & 5-23C](#)
- Year 2035 Full Build (North Driveway Only on CTH H) Traffic, Sensitivity Analysis – [Exhibits 5-14D & 5-23D](#)

Exhibit 5-1
Year 2025 Background Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Somer Road/CTH E & 97th Avenue <i>One-Way Stop Control</i>	Lanes->		-	1		1		-		1			-	
	AM	LOS	-	*		A		-		B			-	
		Delay	-	*		7.9		-		11.6			-	
		Queue	-	*		25'		-		25'			-	
	PM	LOS	-	*		A		-		B			-	
		Delay	-	*		7.9		-		11.3			-	
		Queue	-	*		25'		-		25'			-	
Node 300: Somer Road/CTH E & West Driveway <i>One-Way Stop Control</i>	Lanes->		1	-	-	1		-		-			1	
	AM	LOS	A	-	-	*		-		-			C	
		Delay	8.3	-	-	*		-		-			18.5	
		Queue	25'	-	-	*		-		-			40'	
	PM	LOS	A	-	-	*		-		-			B	
		Delay	8.0	-	-	*		-		-			13.7	
		Queue	25'	-	-	*		-		-			25'	
Node 400: Somer Road/CTH E & East Driveway <i>One-Way Stop Control</i>	Lanes->		1	-	-	1		-		-			1	
	AM	LOS	A	-	-	*		-		-			C	
		Delay	8.9	-	-	*		-		-			15.4	
		Queue	25'	-	-	*		-		-			25'	
	PM	LOS	A	-	-	*		-		-			B	
		Delay	8.1	-	-	*		-		-			13.7	
		Queue	25'	-	-	*		-		-			25'	
Node 500: Somer Road/CTH E & 88th Avenue/CTH H <i>All-Way Stop Control</i>	Lanes->		1			1		1		1			1	
	AM	LOS	D			F		C		C			C	
		Delay	28.1			52.2		22.4		21.9			21.9	
		Queue	145'			285'		95'		95'			95'	
	PM	LOS	E			D		C		D			D	
		Delay	36.6			30.7		24.9		28.1			28.1	
		Queue	195'			155'		115'		140'			140'	
Node 700: 88th Avenue/CTH H & Proposed South Driveway <i>One-Way Stop Control</i>	Lanes->		1			-		1	-	-		1		
	AM	LOS	B			-		A	*	-		*		
		Delay	12.4			-		8.1	*	-		*		
		Queue	25'			-		25'	*	-		*		
	PM	LOS	B			-		A	*	-		*		
		Delay	12.3			-		8.0	*	-		*		
		Queue	25'			-		25'	*	-		*		

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

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Exhibit 5-2
Year 2035 Background Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Somer Road/CTH E & 97th Avenue <i>One-Way Stop Control</i>	AM	Lanes->	-	1		1	-		1			-		
		LOS	-	*		A	-		B			-		
		Delay	-	*		8.0	-		12.3			-		
	PM	Queue	-	*		25'	-		25'			-		
		LOS	-	*		A	-		B			-		
		Delay	-	*		8.0	-		11.9			-		
		Queue	-	*		25'	-		25'			-		
Node 300: Somer Road/CTH E & West Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-		-			1		
		LOS	A	-	-	*	-		-			C		
		Delay	8.5	-	-	*	-		-			21.8		
	PM	Queue	25'	-	-	*	-		-			45'		
		LOS	A	-	-	*	-		-			C		
		Delay	8.1	-	-	*	-		-			15.1		
		Queue	25'	-	-	*	-		-			25'		
Node 400: Somer Road/CTH E & East Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-		-			1		
		LOS	A	-	-	*	-		-			C		
		Delay	9.1	-	-	*	-		-			17.0		
	PM	Queue	25'	-	-	*	-		-			25'		
		LOS	A	-	-	*	-		-			C		
		Delay	8.2	-	-	*	-		-			15.0		
		Queue	25'	-	-	*	-		-			25'		
Node 500: Somer Road/CTH E & 88th Avenue/CTH H <i>All-Way Stop Control</i>	AM	Lanes->	1			1			1			1		
		LOS	F			F			E			E		
		Delay	55.5			131.6			37.5			35.5		
	PM	Queue	245'			495'			160'			150'		
		LOS	F			F			F			F		
		Delay	120.4			88.4			61.6			74.5		
		Queue	410'			315'			235'			275'		
Node 700: 88th Avenue/CTH H & Proposed South Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1			-			1	-	-	1		
		LOS	B			-			A	*	-	*		
		Delay	13.2			-			8.2	*	-	*		
	PM	Queue	25'			-			25'	*	-	*		
		LOS	B			-			A	*	-	*		
		Delay	13.3			-			8.2	*	-	*		
		Queue	25'			-			25'	*	-	*		

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

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Exhibit 5-3A
Year 2025 Initial Build (North and South Driveways on CTH H) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Somer Road/CTH E & 97th Avenue <i>One-Way Stop Control</i>	AM	Lanes->	-	1		1	-		1			-		
		LOS	-	*		A	-		B			-		
		Delay	-	*		7.9	-		11.6			-		
		Queue	-	*		25'	-		25'			-		
	PM	LOS	-	*		A	-		B			-		
		Delay	-	*		7.9	-		11.3			-		
Node 200: Somer Road/CTH E & Proposed Sports Field Drive <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-		-			1		
		LOS	A	-	-	*	-		-			B		
		Delay	8.2	-	-	*	-		-			12.7		
		Queue	25'	-	-	*	-		-			25'		
	PM	LOS	A	-	-	*	-		-			B		
		Delay	7.9	-	-	*	-		-			11.5		
Node 300: Somer Road/CTH E & West Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-		-			1		
		LOS	A	-	-	*	-		-			C		
		Delay	8.3	-	-	*	-		-			19.0		
		Queue	25'	-	-	*	-		-			40'		
	PM	LOS	A	-	-	*	-		-			B		
		Delay	8.0	-	-	*	-		-			13.7		
Node 400: Somer Road/CTH E & East Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-		-			1		
		LOS	A	-	-	*	-		-			C		
		Delay	9.0	-	-	*	-		-			18.5		
		Queue	25'	-	-	*	-		-			25'		
	PM	LOS	A	-	-	*	-		-			B		
		Delay	8.1	-	-	*	-		-			14.0		
Node 500: Somer Road/CTH E & 88th Avenue/CTH H <i>All-Way Stop Control</i>	AM	Lanes->	1			1			1			1		
		LOS	D			F			C			C		
		Delay	30.1			58.0			23.1			22.6		
		Queue	160'			305'			100'			95'		
	PM	LOS	E			D			D			D		
		Delay	39.1			32.5			25.6			28.9		
Node 600: 88th Avenue/CTH H & North Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1			-			1	-	-	-	1	
		LOS	B			-			A	*	-	*		
		Delay	12.4			-			8.1	*	-	*		
		Queue	25'			-			25'	*	-	*		
	PM	LOS	B			-			A	*	-	*		
		Delay	11.8			-			8.0	*	-	*		
Node 700: 88th Avenue/CTH H & Proposed South Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1			-			1	-	-	-	1	
		LOS	B			-			A	*	-	*		
		Delay	11.0			-			7.9	*	-	*		
		Queue	25'			-			25'	*	-	*		
	PM	LOS	B			-			A	*	-	*		
		Delay	12.2			-			8.1	*	-	*		

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

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Exhibit 5-3B
Year 2025 Initial Build (North Driveway Only on CTH H) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Somer Road/CTH E & 97th Avenue <i>One-Way Stop Control</i>	AM	Lanes->	-	1	-	1	-	-	1	-	-	-	-	-
		LOS	-	*	-	A	-	-	B	-	-	-	-	-
		Delay	-	*	-	7.9	-	-	11.6	-	-	-	-	-
		Queue	-	*	-	25'	-	-	25'	-	-	-	-	-
	PM	LOS	-	*	-	A	-	-	B	-	-	-	-	-
		Delay	-	*	-	7.9	-	-	11.3	-	-	-	-	-
		Queue	-	*	-	25'	-	-	25'	-	-	-	-	-
Node 200: Somer Road/CTH E & Proposed Sports Field Drive <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	1	-	-
		LOS	A	-	-	-	*	-	-	-	-	B	-	-
		Delay	8.2	-	-	-	*	-	-	-	-	12.7	-	-
		Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
	PM	LOS	A	-	-	-	*	-	-	-	-	B	-	-
		Delay	7.9	-	-	-	*	-	-	-	-	11.5	-	-
		Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
Node 300: Somer Road/CTH E & West Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	1	-	-
		LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	8.3	-	-	-	*	-	-	-	-	19.0	-	-
		Queue	25'	-	-	-	*	-	-	-	-	40'	-	-
	PM	LOS	A	-	-	-	*	-	-	-	-	B	-	-
		Delay	8.0	-	-	-	*	-	-	-	-	13.7	-	-
		Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
Node 400: Somer Road/CTH E & East Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	1	-	-
		LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	9.0	-	-	-	*	-	-	-	-	18.5	-	-
		Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
	PM	LOS	A	-	-	-	*	-	-	-	-	B	-	-
		Delay	8.1	-	-	-	*	-	-	-	-	14.0	-	-
		Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
Node 500: Somer Road/CTH E & 88th Avenue/CTH H <i>All-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-	-	1	-	-	1	-	-
		LOS	D	-	-	F	-	-	C	-	-	C	-	-
		Delay	30.1	-	-	58.0	-	-	23.1	-	-	22.6	-	-
		Queue	160'	-	-	305'	-	-	100'	-	-	95'	-	-
	PM	LOS	E	-	-	D	-	-	D	-	-	D	-	-
		Delay	39.1	-	-	32.5	-	-	25.6	-	-	28.9	-	-
		Queue	205'	-	-	165'	-	-	120'	-	-	140'	-	-
Node 600: 88th Avenue/CTH H & North Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	-	-	1	-	-	-	-	1
		LOS	B	-	-	-	-	-	A	*	-	-	-	*
		Delay	12.4	-	-	-	-	-	8.1	*	-	-	-	*
		Queue	25'	-	-	-	-	-	25'	*	-	-	-	*
	PM	LOS	B	-	-	-	-	-	A	*	-	-	-	*
		Delay	12.3	-	-	-	-	-	8.0	*	-	-	-	*
		Queue	25'	-	-	-	-	-	25'	*	-	-	-	*

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

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Exhibit 5-5A
Year 2035 Full Build (North and South Driveways on CTH H) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Somer Road/CTH E & 97th Avenue <i>One-Way Stop Control</i>	AM	Lanes->	-	1		1	-		1			-		
		LOS	-	*		A	-		B			-		
		Delay	-	*		8.0	-		12.5			-		
		Queue	-	*		25'	-		25'			-		
	PM	LOS	-	*		A	-		B			-		
		Delay	-	*		8.0	-		12.0			-		
		Queue	-	*		25'	-		25'			-		
Node 200: Somer Road/CTH E & Proposed Sports Field Drive <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-		-			1		
		LOS	A	-	-	*	-		-			B		
		Delay	8.4	-	-	*	-		-			13.8		
		Queue	25'	-	-	*	-		-			25'		
	PM	LOS	A	-	-	*	-		-			B		
		Delay	8.1	-	-	*	-		-			12.3		
		Queue	25'	-	-	*	-		-			25'		
Node 300: Somer Road/CTH E & West Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-		-			1		
		LOS	A	-	-	*	-		-			C		
		Delay	8.6	-	-	*	-		-			24.8		
		Queue	25'	-	-	*	-		-			60'		
	PM	LOS	A	-	-	*	-		-			C		
		Delay	8.2	-	-	*	-		-			15.3		
		Queue	25'	-	-	*	-		-			25'		
Node 400: Somer Road/CTH E & East Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-		-			1		
		LOS	A	-	-	*	-		-			C		
		Delay	9.3	-	-	*	-		-			18.4		
		Queue	25'	-	-	*	-		-			25'		
	PM	LOS	A	-	-	*	-		-			C		
		Delay	8.2	-	-	*	-		-			15.2		
		Queue	25'	-	-	*	-		-			25'		
Node 500: Somer Road/CTH E & 88th Avenue/CTH H <i>All-Way Stop Control</i>	AM	Lanes->	1			1			1			1		
		LOS	F			F			E			E		
		Delay	64.2			167.5			41.1			37.7		
		Queue	265'			585'			170'			155'		
	PM	LOS	F			F			F			F		
		Delay	130.1			95.4			61.4			77.0		
		Queue	430'			330'			230'			280'		
Node 600: 88th Avenue/CTH H & North Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1			-			1	-	-	-	1	
		LOS	B			-			A	*	-	-	*	
		Delay	13.6			-			8.2	*	-	-	*	
		Queue	25'			-			25'	*	-	-	*	
	PM	LOS	B			-			A	*	-	-	*	
		Delay	13.3			-			8.2	*	-	-	*	
		Queue	25'			-			25'	*	-	-	*	
Node 700: 88th Avenue/CTH H & Proposed South Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1			-			1	-	-	-	1	
		LOS	B			-			A	*	-	-	*	
		Delay	11.7			-			8.0	*	-	-	*	
		Queue	25'			-			25'	*	-	-	*	
	PM	LOS	B			-			A	*	-	-	*	
		Delay	12.8			-			8.2	*	-	-	*	
		Queue	25'			-			25'	*	-	-	*	

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

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Exhibit 5-5B
Year 2035 Full Build (North Driveway Only on CTH H) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Somer Road/CTH E & 97th Avenue <i>One-Way Stop Control</i>	AM	Lanes->	-	1	-	1	-	-	1	-	-	-	-	-
		LOS	-	*	-	A	-	-	B	-	-	-	-	-
		Delay	-	*	-	8.0	-	-	12.5	-	-	-	-	-
		Queue	-	*	-	25'	-	-	25'	-	-	-	-	-
	PM	LOS	-	*	-	A	-	-	B	-	-	-	-	-
		Delay	-	*	-	8.0	-	-	12.0	-	-	-	-	-
Node 200: Somer Road/CTH E & Proposed Sports Field Drive <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-	-	-	-	-	1	-	-
		LOS	A	-	-	*	-	-	-	-	-	B	-	-
		Delay	8.4	-	-	*	-	-	-	-	-	13.8	-	-
		Queue	25'	-	-	*	-	-	-	-	-	25'	-	-
	PM	LOS	A	-	-	*	-	-	-	-	-	B	-	-
		Delay	8.1	-	-	*	-	-	-	-	-	12.3	-	-
Node 300: Somer Road/CTH E & West Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-	-	-	-	-	1	-	-
		LOS	A	-	-	*	-	-	-	-	-	C	-	-
		Delay	8.6	-	-	*	-	-	-	-	-	24.8	-	-
		Queue	25'	-	-	*	-	-	-	-	-	60'	-	-
	PM	LOS	A	-	-	*	-	-	-	-	-	C	-	-
		Delay	8.2	-	-	*	-	-	-	-	-	15.3	-	-
Node 400: Somer Road/CTH E & East Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-	-	-	-	-	1	-	-
		LOS	A	-	-	*	-	-	-	-	-	C	-	-
		Delay	9.3	-	-	*	-	-	-	-	-	18.4	-	-
		Queue	25'	-	-	*	-	-	-	-	-	25'	-	-
	PM	LOS	A	-	-	*	-	-	-	-	-	C	-	-
		Delay	8.2	-	-	*	-	-	-	-	-	15.2	-	-
Node 500: Somer Road/CTH E & 88th Avenue/CTH H <i>All-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-	-	1	-	-	1	-	-
		LOS	F	-	-	F	-	-	E	-	-	E	-	-
		Delay	64.2	-	-	167.5	-	-	41.1	-	-	37.7	-	-
		Queue	265'	-	-	585'	-	-	170'	-	-	155'	-	-
	PM	LOS	F	-	-	F	-	-	F	-	-	F	-	-
		Delay	130.1	-	-	95.4	-	-	61.4	-	-	77.0	-	-
Node 600: 88th Avenue/CTH H & North Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	-	-	1	-	-	-	1	-
		LOS	B	-	-	-	-	-	A	*	-	-	*	-
		Delay	13.9	-	-	-	-	-	8.3	*	-	-	*	-
		Queue	25'	-	-	-	-	-	25'	*	-	-	*	-
	PM	LOS	B	-	-	-	-	-	A	*	-	-	*	-
		Delay	13.6	-	-	-	-	-	8.2	*	-	-	*	-

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

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Exhibit 5-9
Year 2025 Background Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Somer Road/CTH E & 97th Avenue <i>One-Way Stop Control</i>	AM	Lanes->	-	1		1	-		1			-		
		LOS	-	*		A	-		B			-		
		Delay	-	*		7.9	-		11.6			-		
		Queue	-	*		25'	-		25'			-		
	PM	LOS	-	*		A	-		B			-		
		Delay	-	*		7.9	-		11.3			-		
		Queue	-	*		25'	-		25'			-		
Node 300: Somer Road/CTH E & West Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-		-			1		
		LOS	A	-	-	*	-		-			C		
		Delay	8.3	-	-	*	-		-			18.5		
		Queue	25'	-	-	*	-		-			40'		
	PM	LOS	A	-	-	*	-		-			B		
		Delay	8.0	-	-	*	-		-			13.7		
		Queue	25'	-	-	*	-		-			25'		
Node 400: Somer Road/CTH E & East Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-		-			1		
		LOS	A	-	-	*	-		-			C		
		Delay	8.9	-	-	*	-		-			15.4		
		Queue	25'	-	-	*	-		-			25'		
	PM	LOS	A	-	-	*	-		-			B		
		Delay	8.1	-	-	*	-		-			13.7		
		Queue	25'	-	-	*	-		-			25'		
Node 500: Somer Road/CTH E & 88th Avenue/CTH H ¹ <i>All-Way Stop Control</i>	AM	Lanes->	1		1	1		1	1			1		
		LOS	B		B	C		C	C			C		
		Delay	14.2		14.4	16.8		15.6	18.1			17.7		
		Queue	40'		45'	65'		60'	80'			75'		
	PM	LOS	C		C	C		B	C			C		
		Delay	15.4		15.4	15.2		14.7	19.7			21.6		
		Queue	50'		50'	45'		40'	95'			110'		
Node 700: 88th Avenue/CTH H & Proposed South Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1			-			1	-		-		1
		LOS	B			-			A	*		-		*
		Delay	12.4			-			8.1	*		-		*
		Queue	25'			-			25'	*		-		*
	PM	LOS	B			-			A	*		-		*
		Delay	12.3			-			8.0	*		-		*
		Queue	25'			-			25'	*		-		*

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

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

¹ EB/WB lanes consist of a shared left/through lane and a shared right/through lane

Exhibit 5-11A
Year 2035 Background Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Somer Road/CTH E & 97th Avenue <i>One-Way Stop Control</i>	AM	Lanes->	-	1		1	-		1			-		
		LOS	-	*		A	-		B			-		
		Delay	-	*		8.0	-		12.3			-		
		Queue	-	*		25'	-		25'			-		
	PM	LOS	-	*		A	-		B			-		
		Delay	-	*		8.0	-		11.9			-		
		Queue	-	*		25'	-		25'			-		
Node 300: Somer Road/CTH E & West Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-		-			1		
		LOS	A	-	-	*	-		-			C		
		Delay	8.5	-	-	*	-		-			21.8		
		Queue	25'	-	-	*	-		-			45'		
	PM	LOS	A	-	-	*	-		-			C		
		Delay	8.1	-	-	*	-		-			15.1		
		Queue	25'	-	-	*	-		-			25'		
Node 400: Somer Road/CTH E & East Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-		-			1		
		LOS	A	-	-	*	-		-			C		
		Delay	9.1	-	-	*	-		-			17.0		
		Queue	25'	-	-	*	-		-			25'		
	PM	LOS	A	-	-	*	-		-			C		
		Delay	8.2	-	-	*	-		-			15.0		
		Queue	25'	-	-	*	-		-			25'		
Node 500: Somer Road/CTH E & 88th Avenue/CTH H ¹ <i>All-Way Stop Control</i>	AM	Lanes->	1		1	1		1	1			1		
		LOS	C		C	C		C	D			D		
		Delay	17.3		18.1	22.0		20.1	26.8			25.5		
		Queue	55'		65'	95'		85'	130'			120'		
	PM	LOS	C		C	C		C	D			E		
		Delay	20.3		20.5	19.7		18.9	34.0			39.8		
		Queue	70'		75'	65'		65'	170'			200'		
Node 700: 88th Avenue/CTH H & Proposed South Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1			-			1	-		-		1
		LOS	B			-			A	*		-		*
		Delay	13.2			-			8.2	*		-		*
		Queue	25'			-			25'	*		-		*
	PM	LOS	B			-			A	*		-		*
		Delay	13.3			-			8.2	*		-		*
		Queue	25'			-			25'	*		-		*

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

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

¹ EB/WB lanes and NB/SB lanes each consist of a shared left/through lane and a shared right/through lane

Exhibit 5-11B
Year 2035 Background Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control - Sensitivity Analysis

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Somer Road/CTH E & 97th Avenue <i>One-Way Stop Control</i>	AM	Lanes->	-	1		1	-		1			-		
		LOS	-	*		A	-		B			-		
		Delay	-	*		8.0	-		12.3			-		
		Queue	-	*		25'	-		25'			-		
	PM	LOS	-	*		A	-		B			-		
		Delay	-	*		8.0	-		11.9			-		
		Queue	-	*		25'	-		25'			-		
Node 300: Somer Road/CTH E & West Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-		-			1		
		LOS	A	-	-	*	-		-			C		
		Delay	8.5	-	-	*	-		-			21.8		
		Queue	25'	-	-	*	-		-			45'		
	PM	LOS	A	-	-	*	-		-			C		
		Delay	8.1	-	-	*	-		-			15.1		
		Queue	25'	-	-	*	-		-			25'		
Node 400: Somer Road/CTH E & East Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-		-			1		
		LOS	A	-	-	*	-		-			C		
		Delay	9.1	-	-	*	-		-			17.0		
		Queue	25'	-	-	*	-		-			25'		
	PM	LOS	A	-	-	*	-		-			C		
		Delay	8.2	-	-	*	-		-			15.0		
		Queue	25'	-	-	*	-		-			25'		
Node 500: Somer Road/CTH E & 88th Avenue/CTH H ¹ <i>All-Way Stop Control</i>	AM	Lanes->	1		1	1		1	1		1	1		1
		LOS	C		C	C		C	C		B	B		C
		Delay	16.2		16.9	20.1		18.4	17.3		14.3	14.6		16.0
		Queue	50'		60'	85'		75'	55'		30'	30'		50'
	PM	LOS	C		C	C		C	C		C	C		C
		Delay	18.1		18.1	17.7		17.0	15.9		16.6	17.9		16.0
		Queue	65'		70'	60'		55'	40'		55'	60'		50'
Node 700: 88th Avenue/CTH H & Proposed South Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1			-			1		-	-		1
		LOS	B			-			A		*	-		*
		Delay	13.2			-			8.2		*	-		*
		Queue	25'			-			25'		*	-		*
	PM	LOS	B			-			A		*	-		*
		Delay	13.3			-			8.2		*	-		*
		Queue	25'			-			25'		*	-		*

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

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

¹ EB/WB lanes and NB/SB lanes each consist of a shared left/through lane and a shared right/through lane

Exhibit 5-12A
Year 2025 Initial Build (North and South Driveways on CTH H) Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Somer Road/CTH E & 97th Avenue <i>One-Way Stop Control</i>	AM	Lanes->	-	1	-	1	-	-	1	-	-	-	-	-
		LOS	-	*	-	A	-	-	B	-	-	-	-	-
		Delay	-	*	-	7.9	-	-	11.6	-	-	-	-	-
	PM	Queue	-	*	-	25'	-	-	25'	-	-	-	-	-
		LOS	-	*	-	A	-	-	B	-	-	-	-	-
		Delay	-	*	-	7.9	-	-	11.3	-	-	-	-	-
Node 200: Somer Road/CTH E & Proposed Sports Field Drive <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-	-	-	-	-	1	-	-
		LOS	A	-	-	*	-	-	-	-	-	B	-	-
		Delay	8.2	-	-	*	-	-	-	-	-	12.7	-	-
	PM	Queue	25'	-	-	*	-	-	-	-	-	25'	-	-
		LOS	A	-	-	*	-	-	-	-	-	B	-	-
		Delay	7.9	-	-	*	-	-	-	-	-	11.5	-	-
Node 300: Somer Road/CTH E & West Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-	-	-	-	-	1	-	-
		LOS	A	-	-	*	-	-	-	-	-	C	-	-
		Delay	8.3	-	-	*	-	-	-	-	-	19.0	-	-
	PM	Queue	25'	-	-	*	-	-	-	-	-	40'	-	-
		LOS	A	-	-	*	-	-	-	-	-	B	-	-
		Delay	8.0	-	-	*	-	-	-	-	-	13.7	-	-
Node 400: Somer Road/CTH E & East Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	1	-	-	-	-	-	1	-	-
		LOS	A	-	-	*	-	-	-	-	-	C	-	-
		Delay	9.0	-	-	*	-	-	-	-	-	18.5	-	-
	PM	Queue	25'	-	-	*	-	-	-	-	-	25'	-	-
		LOS	A	-	-	*	-	-	-	-	-	B	-	-
		Delay	8.1	-	-	*	-	-	-	-	-	14.0	-	-
Node 500: Somer Road/CTH E & 88th Avenue/CTH H ¹ <i>All-Way Stop Control</i>	AM	Lanes->	1	-	1	1	-	1	1	-	1	-	1	-
		LOS	B	-	B	C	-	C	C	-	C	-	C	-
		Delay	14.4	-	14.7	17.2	-	16.0	18.3	-	18.0	-	18.0	-
	PM	Queue	40'	-	45'	65'	-	60'	80'	-	80'	-	80'	-
		LOS	C	-	C	C	-	B	C	-	C	-	C	-
		Delay	15.7	-	15.6	15.4	-	14.9	19.9	-	21.9	-	21.9	-
Node 600: 88th Avenue/CTH H & North Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	-	1	-	-	-	1	-	-
		LOS	B	-	-	-	-	A	*	-	-	*	-	*
		Delay	12.4	-	-	-	-	8.1	*	-	-	*	-	*
	PM	Queue	25'	-	-	-	-	25'	*	-	-	*	-	*
		LOS	B	-	-	-	-	A	*	-	-	*	-	*
		Delay	11.8	-	-	-	-	8.0	*	-	-	*	-	*
Node 700: 88th Avenue/CTH H & South Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	-	1	-	-	-	1	-	-
		LOS	B	-	-	-	-	A	*	-	-	*	-	*
		Delay	11.0	-	-	-	-	7.9	*	-	-	*	-	*
	PM	Queue	25'	-	-	-	-	25'	*	-	-	*	-	*
		LOS	B	-	-	-	-	A	*	-	-	*	-	*
		Delay	12.2	-	-	-	-	8.1	*	-	-	*	-	*

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

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

¹ EB/WB lanes consist of a shared left/through lane and a shared right/through lane

Exhibit 5-12B
Year 2025 Initial Build (North Driveway Only on CTH H) Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Somer Road/CTH E & 97th Avenue <i>One-Way Stop Control</i>	AM	Lanes->	-	1	-	-	1	-	-	1	-	-	-	-
		LOS	-	*	-	A	-	-	B	-	-	-	-	-
		Delay	-	*	-	7.9	-	-	11.6	-	-	-	-	-
	PM	Queue	-	*	-	25'	-	-	25'	-	-	-	-	-
		LOS	-	*	-	A	-	-	B	-	-	-	-	-
		Delay	-	*	-	7.9	-	-	11.3	-	-	-	-	-
		Queue	-	*	-	25'	-	-	25'	-	-	-	-	-
Node 200: Somer Road/CTH E & Proposed Sports Field Drive <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	-	1	-
		LOS	A	-	-	-	*	-	-	-	-	B	-	-
		Delay	8.2	-	-	-	*	-	-	-	-	12.7	-	-
	PM	Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
		LOS	A	-	-	-	*	-	-	-	-	B	-	-
		Delay	7.9	-	-	-	*	-	-	-	-	11.5	-	-
		Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
Node 300: Somer Road/CTH E & West Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	-	1	-
		LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	8.3	-	-	-	*	-	-	-	-	19.0	-	-
	PM	Queue	25'	-	-	-	*	-	-	-	-	40'	-	-
		LOS	A	-	-	-	*	-	-	-	-	B	-	-
		Delay	8.0	-	-	-	*	-	-	-	-	13.7	-	-
		Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
Node 400: Somer Road/CTH E & East Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	-	1	-
		LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	9.0	-	-	-	*	-	-	-	-	18.5	-	-
	PM	Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
		LOS	A	-	-	-	*	-	-	-	-	B	-	-
		Delay	8.1	-	-	-	*	-	-	-	-	14.0	-	-
		Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
Node 500: Somer Road/CTH E & 88th Avenue/CTH H ¹ <i>All-Way Stop Control</i>	AM	Lanes->	1		1	1		1	1		1		1	
		LOS	B		B	C		C	C		C		C	
		Delay	14.4		14.7	17.2		16.0	18.3		18.0		18.0	
	PM	Queue	40'		45'	65'		60'	80'		80'		80'	
		LOS	C		C	C		B	C		C		C	
		Delay	15.7		15.6	15.4		14.9	19.9		21.9		21.9	
		Queue	50'		55'	45'		40'	95'		110'		110'	
Node 600: 88th Avenue/CTH H & North Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1			-		1	-	-	-	1		
		LOS	B			-		A	*	-	-	*		
		Delay	12.4			-		8.1	*	-	-	*		
	PM	Queue	25'			-		25'	*	-	-	*		
		LOS	B			-		A	*	-	-	*		
		Delay	12.3			-		8.0	*	-	-	*		
		Queue	25'			-		25'	*	-	-	*		

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

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

¹ EB/WB lanes consist of a shared left/through lane and a shared right/through lane

Exhibit 5-14A
Year 2035 Full Build (North and South Driveways on CTH H) Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Somer Road/CTH E & 97th Avenue <i>One-Way Stop Control</i>	AM	Lanes->	-	1	-	1	-	-	1	-	-	-	-	-
		LOS	-	*	-	A	-	-	B	-	-	-	-	-
		Delay	-	*	-	8.0	-	-	12.5	-	-	-	-	-
	PM	Queue	-	*	-	25'	-	-	25'	-	-	-	-	-
		LOS	-	*	-	A	-	-	B	-	-	-	-	-
		Delay	-	*	-	8.0	-	-	12.0	-	-	-	-	-
Node 200: Somer Road/CTH E & Proposed Sports Field Drive <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	1	-	-
		LOS	A	-	-	-	*	-	-	-	-	B	-	-
		Delay	8.4	-	-	-	*	-	-	-	-	13.8	-	-
	PM	Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
		LOS	A	-	-	-	*	-	-	-	-	B	-	-
		Delay	8.1	-	-	-	*	-	-	-	-	12.3	-	-
Node 300: Somer Road/CTH E & West Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	1	-	-
		LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	8.6	-	-	-	*	-	-	-	-	24.8	-	-
	PM	Queue	25'	-	-	-	*	-	-	-	-	60'	-	-
		LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	8.2	-	-	-	*	-	-	-	-	15.3	-	-
Node 400: Somer Road/CTH E & East Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	1	-	-
		LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	9.3	-	-	-	*	-	-	-	-	18.4	-	-
	PM	Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
		LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	8.2	-	-	-	*	-	-	-	-	15.2	-	-
Node 500: Somer Road/CTH E & 88th Avenue/CTH H ¹ <i>All-Way Stop Control</i>	AM	Lanes->	1	-	1	1	-	1	1	-	1	-	1	-
		LOS	C	-	C	C	-	C	D	-	D	-	D	-
		Delay	18.0	-	19.1	23.9	-	22.2	29.1	-	26.9	-	26.9	-
	PM	Queue	55'	-	70'	105'	-	95'	140'	-	105'	-	105'	-
		LOS	C	-	C	C	-	C	E	-	E	-	E	-
		Delay	21.1	-	21.4	20.3	-	19.5	35.5	-	43.1	-	43.1	-
Node 600: 88th Avenue/CTH H & North Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	-	1	-	-	-	1	-	-
		LOS	B	-	-	-	-	A	*	-	-	*	-	*
		Delay	13.6	-	-	-	-	8.2	*	-	-	*	-	*
	PM	Queue	25'	-	-	-	-	25'	*	-	-	*	-	*
		LOS	B	-	-	-	-	A	*	-	-	*	-	*
		Delay	13.3	-	-	-	-	8.2	*	-	-	*	-	*
Node 700: 88th Avenue/CTH H & South Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	-	1	-	-	-	1	-	-
		LOS	B	-	-	-	-	A	*	-	-	*	-	*
		Delay	11.7	-	-	-	-	8.0	*	-	-	*	-	*
	PM	Queue	25'	-	-	-	-	25'	*	-	-	*	-	*
		LOS	B	-	-	-	-	A	*	-	-	*	-	*
		Delay	12.8	-	-	-	-	8.2	*	-	-	*	-	*

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

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

¹ EB/WB lanes and NB/SB lanes each consist of a shared left/through lane and a shared right/through lane

Exhibit 5-14B
Year 2035 Full Build (North Driveway Only on CTH H) Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Somer Road/CTH E & 97th Avenue <i>One-Way Stop Control</i>	AM	Lanes->	-	1	-	-	1	-	-	1	-	-	-	-
		LOS	-	*	-	A	-	-	B	-	-	-	-	-
		Delay	-	*	-	8.0	-	-	12.5	-	-	-	-	-
	PM	Queue	-	*	-	25'	-	-	25'	-	-	-	-	-
		LOS	-	*	-	A	-	-	B	-	-	-	-	-
		Delay	-	*	-	8.0	-	-	12.0	-	-	-	-	-
Node 200: Somer Road/CTH E & Proposed Sports Field Drive <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	-	1	-
		LOS	A	-	-	-	*	-	-	-	-	B	-	-
		Delay	8.4	-	-	-	*	-	-	-	-	13.8	-	-
	PM	Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
		LOS	A	-	-	-	*	-	-	-	-	B	-	-
		Delay	8.1	-	-	-	*	-	-	-	-	12.3	-	-
Node 300: Somer Road/CTH E & West Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	-	1	-
		LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	8.6	-	-	-	*	-	-	-	-	24.8	-	-
	PM	Queue	25'	-	-	-	*	-	-	-	-	60'	-	-
		LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	8.2	-	-	-	*	-	-	-	-	15.3	-	-
Node 400: Somer Road/CTH E & East Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	-	1	-
		LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	9.3	-	-	-	*	-	-	-	-	18.4	-	-
	PM	Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
		LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	8.2	-	-	-	*	-	-	-	-	15.2	-	-
Node 500: Somer Road/CTH E & 88th Avenue/CTH H ¹ <i>All-Way Stop Control</i>	AM	Lanes->	1	-	1	1	-	1	1	-	1	-	1	-
		LOS	C	-	C	C	-	C	D	-	D	-	D	-
		Delay	18.0	-	19.1	23.9	-	22.2	29.1	-	26.9	-	26.9	-
	PM	Queue	55'	-	70'	105'	-	95'	140'	-	105'	-	105'	-
		LOS	C	-	C	C	-	C	E	-	E	-	E	-
		Delay	21.1	-	21.4	20.3	-	19.5	35.5	-	43.1	-	43.1	-
Node 600: 88th Avenue/CTH H & North Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	-	1	-	-	-	-	1	-
		LOS	B	-	-	-	-	A	*	-	*	-	*	-
		Delay	13.9	-	-	-	-	8.3	*	-	*	-	*	-
	PM	Queue	25'	-	-	-	-	25'	*	-	*	-	*	-
		LOS	B	-	-	-	-	A	*	-	*	-	*	-
		Delay	13.6	-	-	-	-	8.2	*	-	*	-	*	-

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

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

¹ EB/WB lanes and NB/SB lanes each consist of a shared left/through lane and a shared right/through lane

Exhibit 5-14C
Year 2035 Full Build (North and South Driveways on CTH H) Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control - Sensitivity Analysis

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙
Node 100: Somer Road/CTH E & 97th Avenue <i>One-Way Stop Control</i>	AM	Lanes->	-	1	-	1	-	-	1	-	-	-	-	-
		LOS	-	*	-	A	-	-	B	-	-	-	-	-
		Delay	-	*	-	8.0	-	-	12.5	-	-	-	-	-
		Queue	-	*	-	25'	-	-	25'	-	-	-	-	-
	PM	LOS	-	*	-	A	-	-	B	-	-	-	-	-
		Delay	-	*	-	8.0	-	-	12.0	-	-	-	-	-
		Queue	-	*	-	25'	-	-	25'	-	-	-	-	-
Node 200: Somer Road/CTH E & Proposed Sports Field Drive <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	1	-	-
		LOS	A	-	-	-	*	-	-	-	-	B	-	-
		Delay	8.4	-	-	-	*	-	-	-	-	13.8	-	-
		Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
	PM	LOS	A	-	-	-	*	-	-	-	-	B	-	-
		Delay	8.1	-	-	-	*	-	-	-	-	12.3	-	-
		Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
Node 300: Somer Road/CTH E & West Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	1	-	-
		LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	8.6	-	-	-	*	-	-	-	-	24.8	-	-
		Queue	25'	-	-	-	*	-	-	-	-	60'	-	-
	PM	LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	8.2	-	-	-	*	-	-	-	-	15.3	-	-
		Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
Node 400: Somer Road/CTH E & East Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	1	-	-
		LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	9.3	-	-	-	*	-	-	-	-	18.4	-	-
		Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
	PM	LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	8.2	-	-	-	*	-	-	-	-	15.2	-	-
		Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
Node 500: Somer Road/CTH E & 88th Avenue/CTH H ¹ <i>All-Way Stop Control</i>	AM	Lanes->	1	-	1	1	-	1	1	-	1	1	-	1
		LOS	C	-	C	C	-	C	C	-	B	B	-	C
		Delay	16.8	-	17.6	21.5	-	20.0	18.1	-	14.6	14.9	-	16.5
		Queue	55'	-	65'	95'	-	90'	55'	-	35'	35'	-	50'
	PM	LOS	C	-	C	C	-	C	C	-	C	C	-	C
		Delay	18.6	-	18.7	18.1	-	17.4	16.2	-	16.9	18.5	-	16.2
		Queue	65'	-	70'	60'	-	60'	45'	-	55'	65'	-	50'
Node 600: 88th Avenue/CTH H & North Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	-	1	-	-	-	1	-	-
		LOS	B	-	-	-	-	A	-	-	*	-	-	*
		Delay	13.6	-	-	-	-	8.2	-	-	*	-	-	*
		Queue	25'	-	-	-	-	25'	-	-	*	-	-	*
	PM	LOS	B	-	-	-	-	A	-	-	*	-	-	*
		Delay	13.3	-	-	-	-	8.2	-	-	*	-	-	*
		Queue	25'	-	-	-	-	25'	-	-	*	-	-	*
Node 700: 88th Avenue/CTH H & South Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	-	1	-	-	-	1	-	-
		LOS	B	-	-	-	-	A	-	-	*	-	-	*
		Delay	11.7	-	-	-	-	8.0	-	-	*	-	-	*
		Queue	25'	-	-	-	-	25'	-	-	*	-	-	*
	PM	LOS	B	-	-	-	-	A	-	-	*	-	-	*
		Delay	12.8	-	-	-	-	8.2	-	-	*	-	-	*
		Queue	25'	-	-	-	-	25'	-	-	*	-	-	*

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

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

¹ EB/WB lanes and NB/SB lanes each consist of a shared left/through lane and a shared right/through lane

Exhibit 5-14D
Year 2035 Full Build (North Driveway Only on CTH H) Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control - Sensitivity Analysis

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			↗	→	↘	↖	←	↗	↖	↑	↗	↘	↓	↖
Node 100: Somer Road/CTH E & 97th Avenue <i>One-Way Stop Control</i>	AM	Lanes->	-	1	-	-	1	-	-	1	-	-	-	-
		LOS	-	*	-	A	-	-	B	-	-	-	-	-
		Delay	-	*	-	8.0	-	-	12.5	-	-	-	-	-
	PM	Queue	-	*	-	25'	-	-	25'	-	-	-	-	-
		LOS	-	*	-	A	-	-	B	-	-	-	-	-
		Delay	-	*	-	8.0	-	-	12.0	-	-	-	-	-
Node 200: Somer Road/CTH E & Proposed Sports Field Drive <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	-	1	-
		LOS	A	-	-	-	*	-	-	-	-	B	-	-
		Delay	8.4	-	-	-	*	-	-	-	-	13.8	-	-
	PM	Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
		LOS	A	-	-	-	*	-	-	-	-	B	-	-
		Delay	8.1	-	-	-	*	-	-	-	-	12.3	-	-
Node 300: Somer Road/CTH E & West Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	-	1	-
		LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	8.6	-	-	-	*	-	-	-	-	24.8	-	-
	PM	Queue	25'	-	-	-	*	-	-	-	-	60'	-	-
		LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	8.2	-	-	-	*	-	-	-	-	15.3	-	-
Node 400: Somer Road/CTH E & East Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	1	-	-	-	-	-	1	-
		LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	9.3	-	-	-	*	-	-	-	-	18.4	-	-
	PM	Queue	25'	-	-	-	*	-	-	-	-	25'	-	-
		LOS	A	-	-	-	*	-	-	-	-	C	-	-
		Delay	8.2	-	-	-	*	-	-	-	-	15.2	-	-
Node 500: Somer Road/CTH E & 88th Avenue/CTH H ¹ <i>All-Way Stop Control</i>	AM	Lanes->	1	-	1	1	-	1	1	-	1	1	-	1
		LOS	C	-	C	C	-	C	C	-	B	B	-	C
		Delay	16.8	-	17.6	21.5	-	20.0	18.1	-	14.6	14.9	-	16.5
	PM	Queue	55'	-	65'	95'	-	90'	55'	-	35'	35'	-	50'
		LOS	C	-	C	C	-	C	C	-	C	C	-	C
		Delay	18.6	-	18.7	18.1	-	17.4	16.2	-	16.9	18.5	-	16.2
Node 600: 88th Avenue/CTH H & North Driveway <i>One-Way Stop Control</i>	AM	Lanes->	1	-	-	-	-	1	-	-	-	-	1	-
		LOS	B	-	-	-	-	A	-	-	-	-	-	-
		Delay	13.9	-	-	-	-	8.3	-	-	-	-	-	-
	PM	Queue	25'	-	-	-	-	25'	-	-	-	-	-	-
		LOS	B	-	-	-	-	A	-	-	-	-	-	-
		Delay	13.6	-	-	-	-	8.2	-	-	-	-	-	-

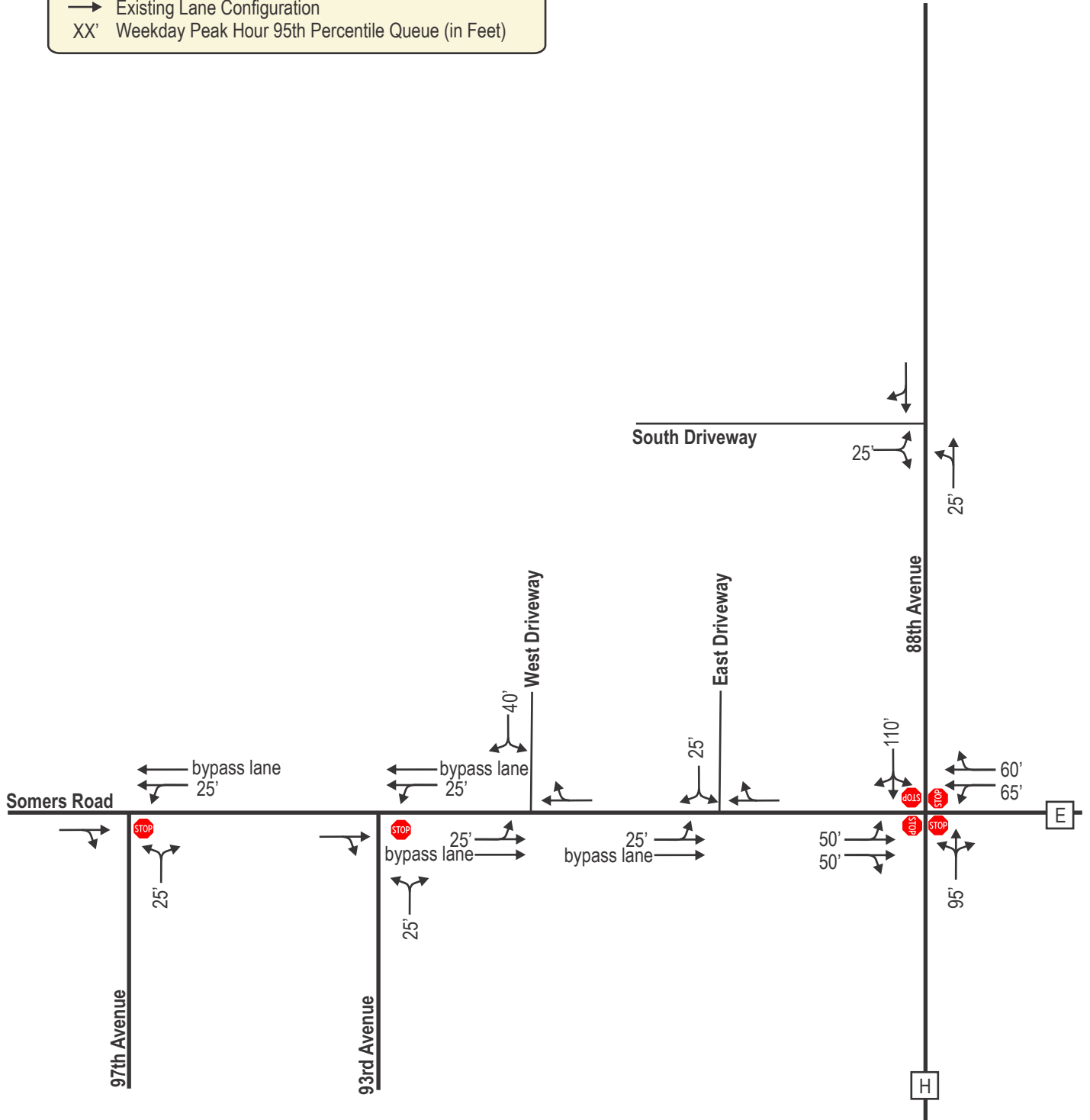
(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

¹ EB/WB lanes and NB/SB lanes each consist of a shared left/through lane and a shared right/through lane

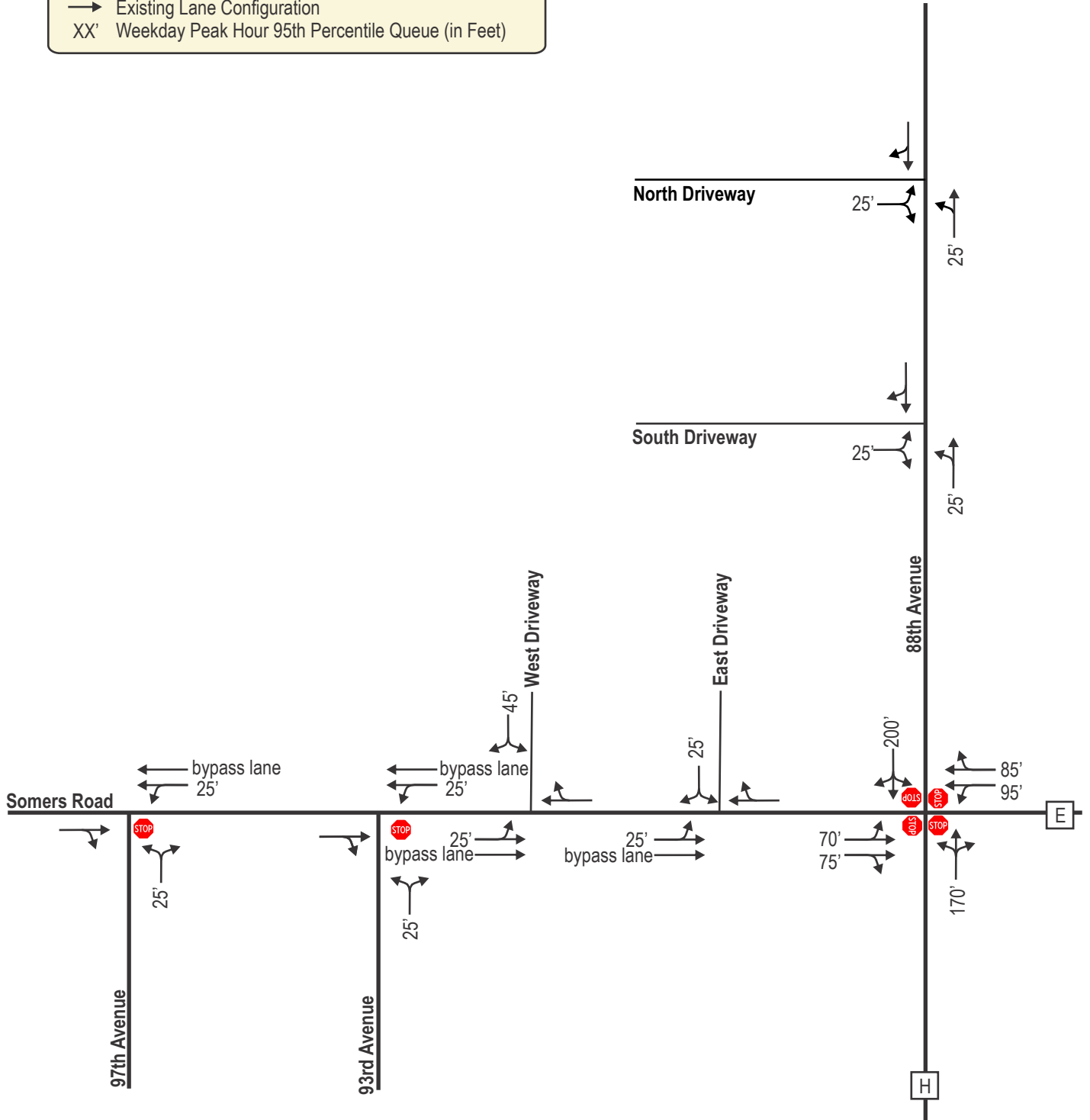
LEGEND

-  Stop Control
-  Existing Lane Configuration
- XX' Weekday Peak Hour 95th Percentile Queue (in Feet)



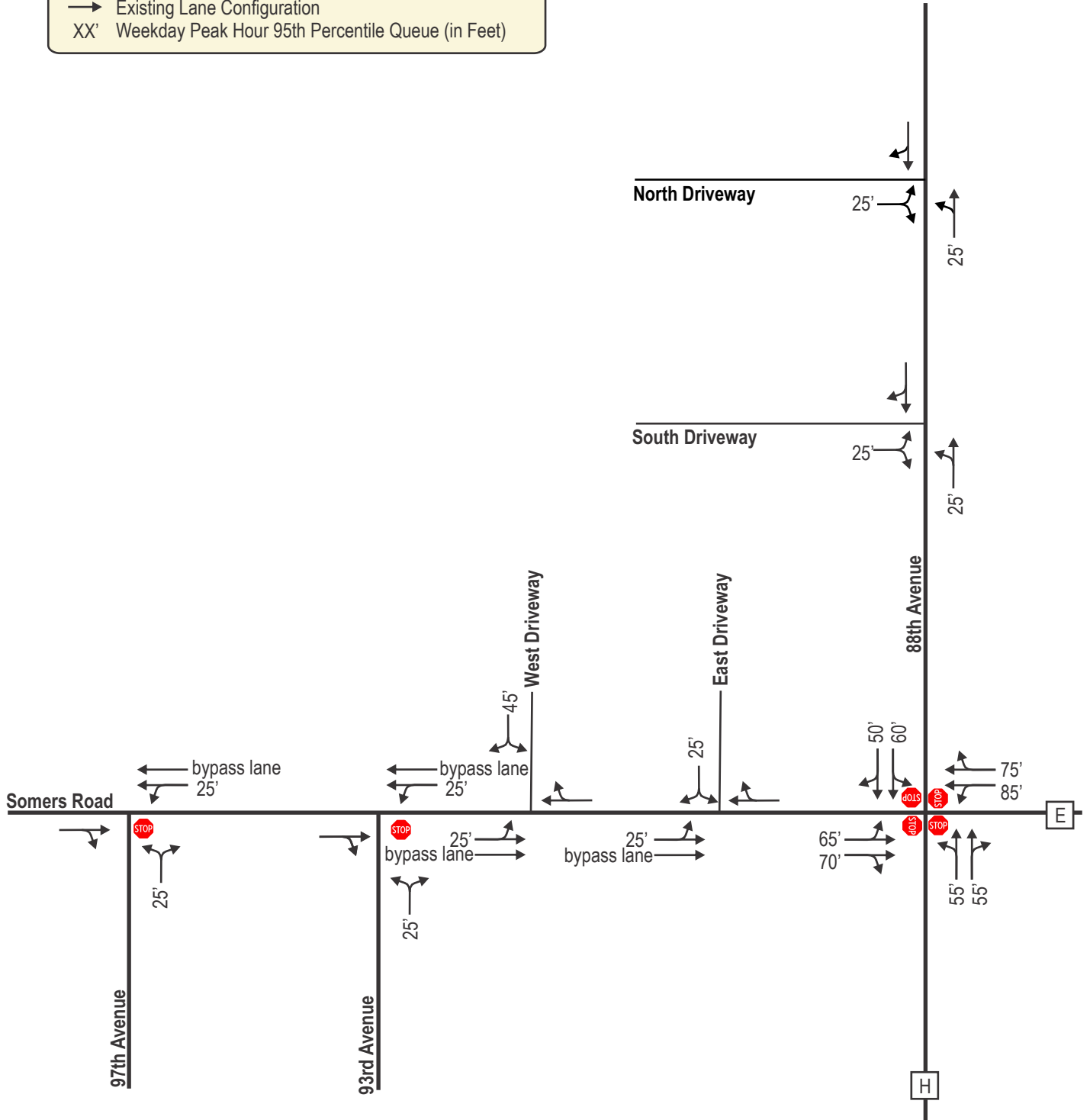
LEGEND

-  Stop Control
-  Existing Lane Configuration
- XX' Weekday Peak Hour 95th Percentile Queue (in Feet)



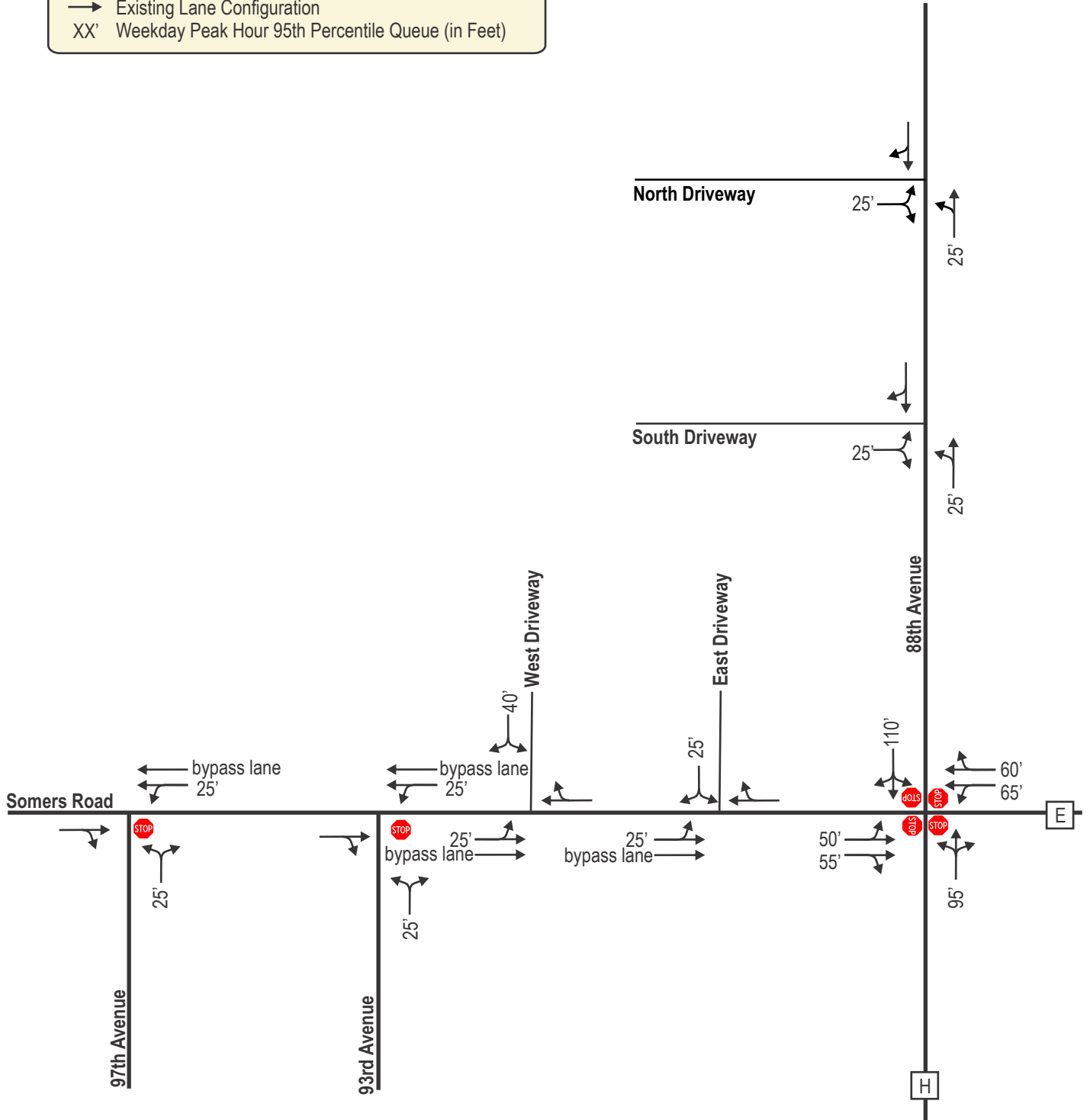
LEGEND

-  Stop Control
-  Existing Lane Configuration
- XX' Weekday Peak Hour 95th Percentile Queue (in Feet)



LEGEND

-  Stop Control
-  Existing Lane Configuration
- XX' Weekday Peak Hour 95th Percentile Queue (in Feet)



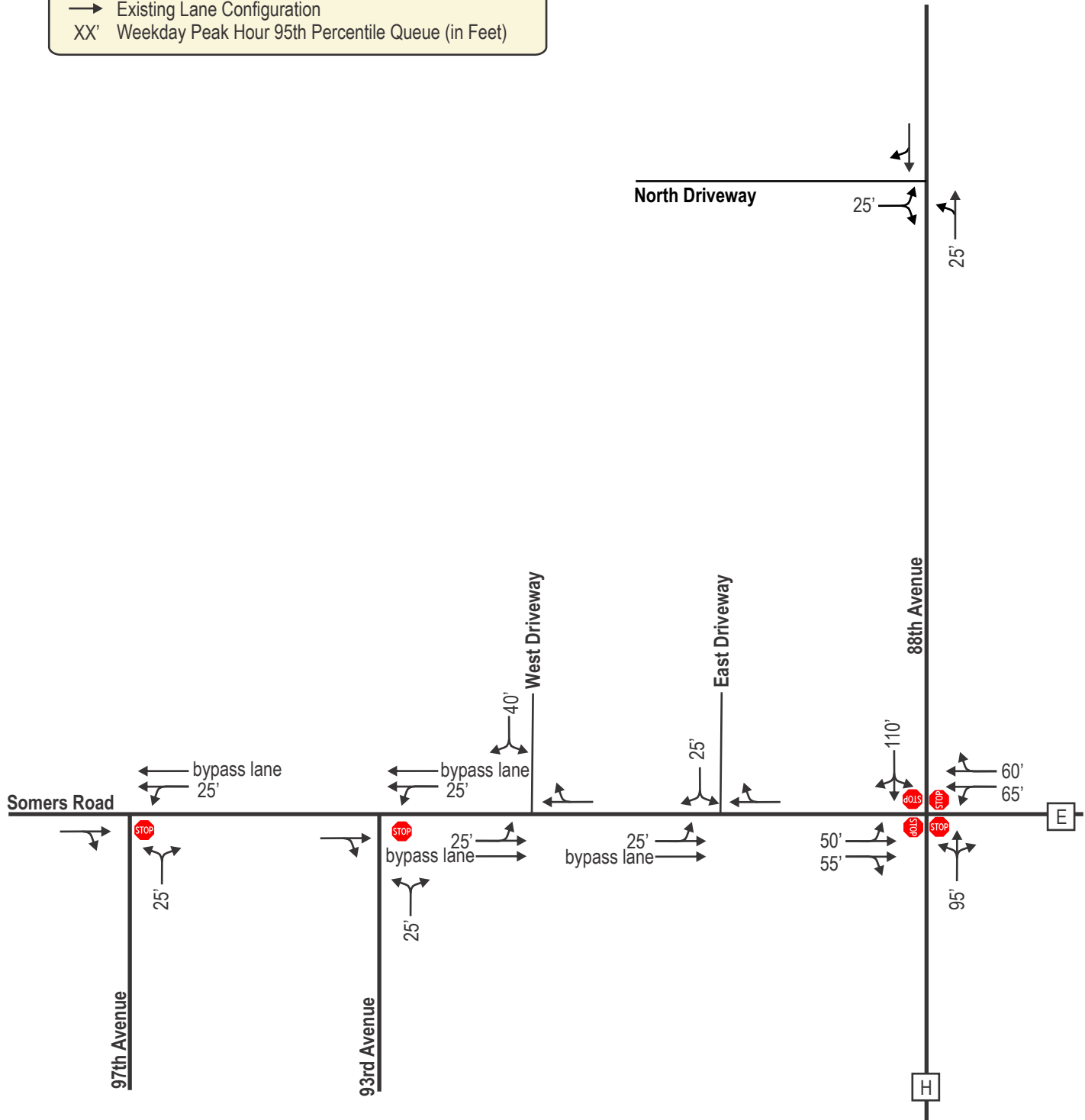
LEGEND

- Stop Control
- Existing Lane Configuration
- Weekday Peak Hour 95th Percentile Queue (in Feet)

Stop Control

Existing Lane Configuration

Weekday Peak Hour 95th Percentile Queue (in Feet)

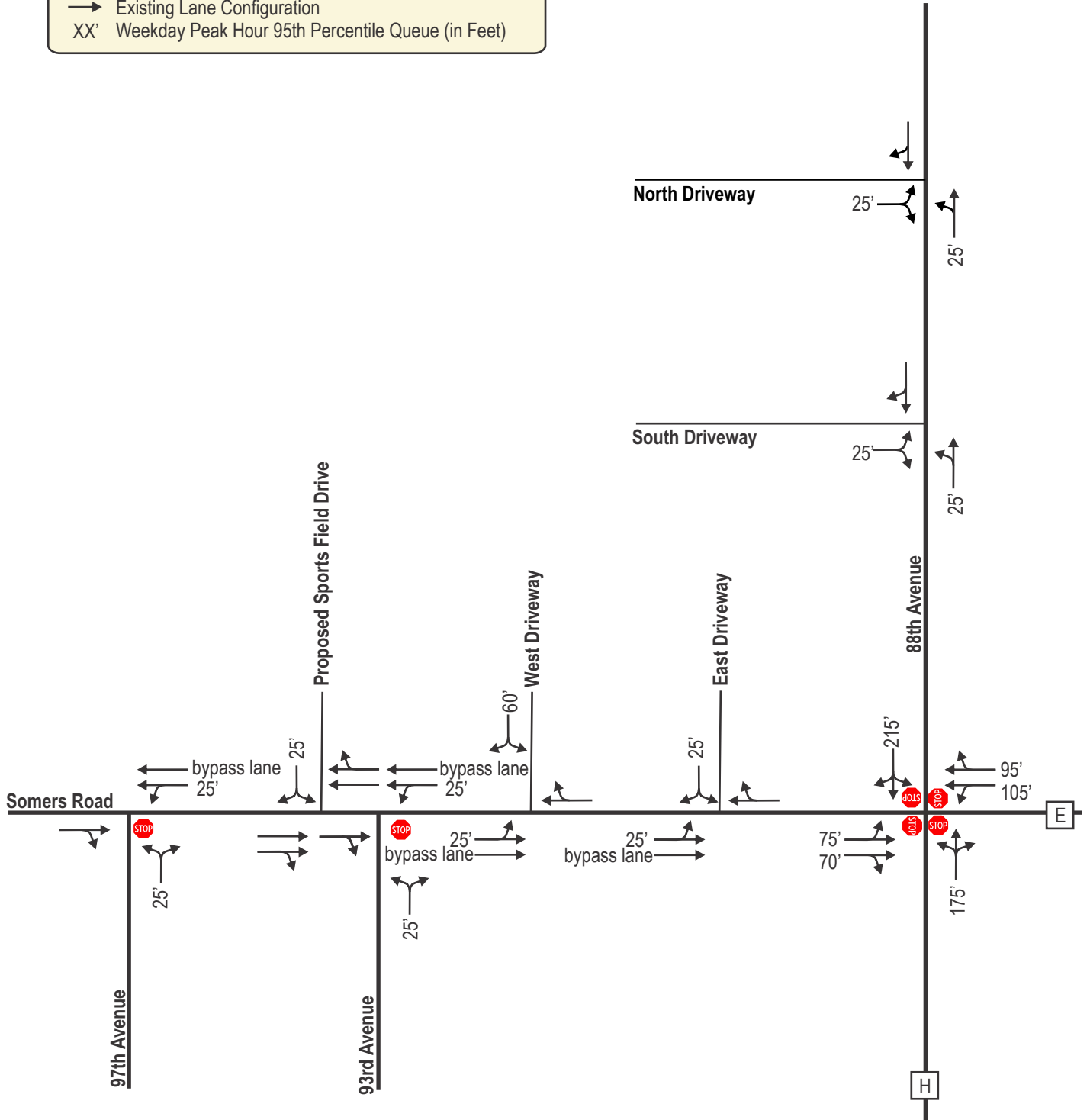


**EXHIBIT 5-21B
YEAR 2025 INITIAL BUILD TRAFFIC
MAXIMUM QUEUE LENGTHS
NORTH DRIVEWAY ONLY ON CTH H**

SOMERS, WISCONSIN

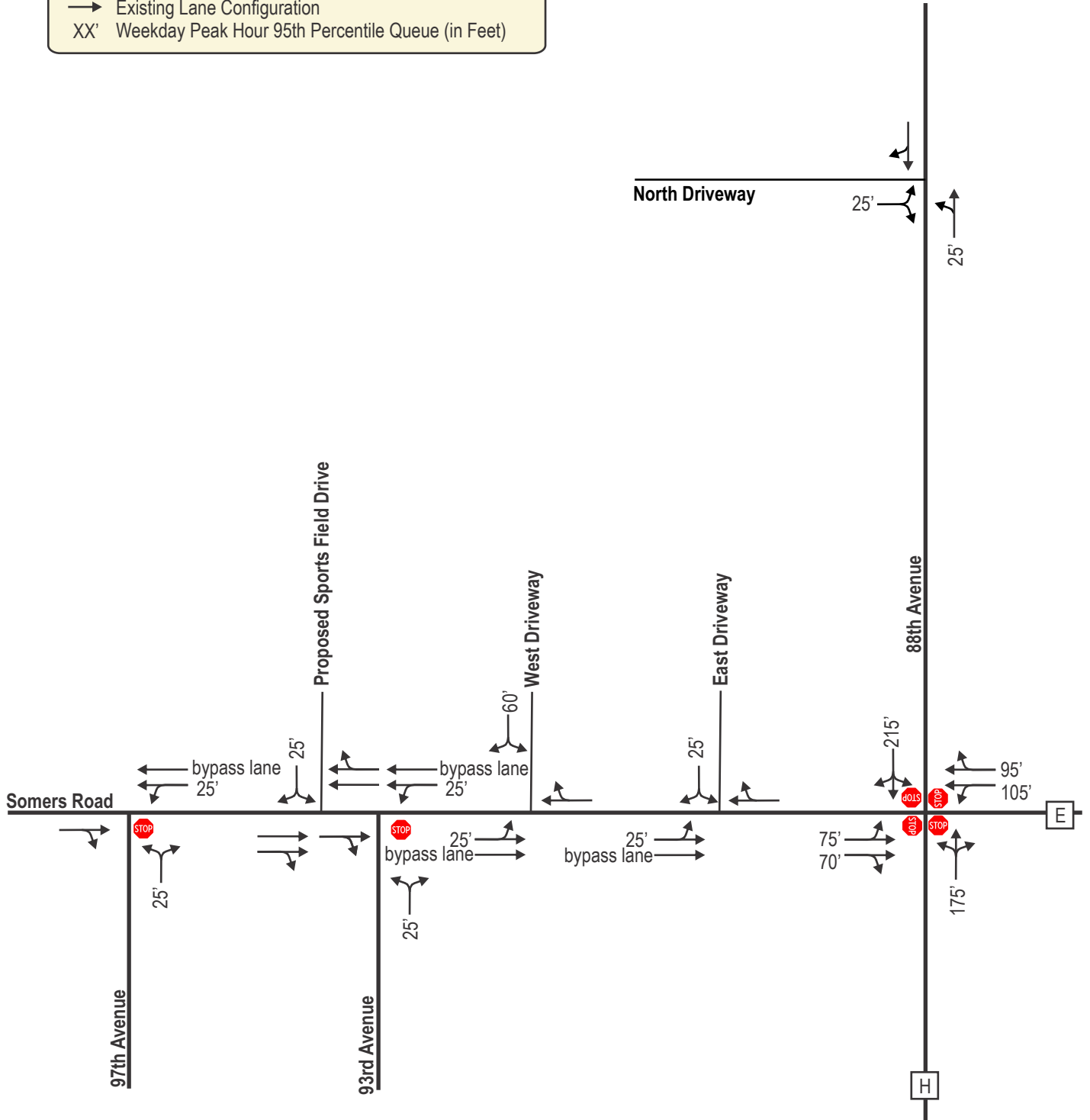
LEGEND

-  Stop Control
-  Existing Lane Configuration
- XX' Weekday Peak Hour 95th Percentile Queue (in Feet)



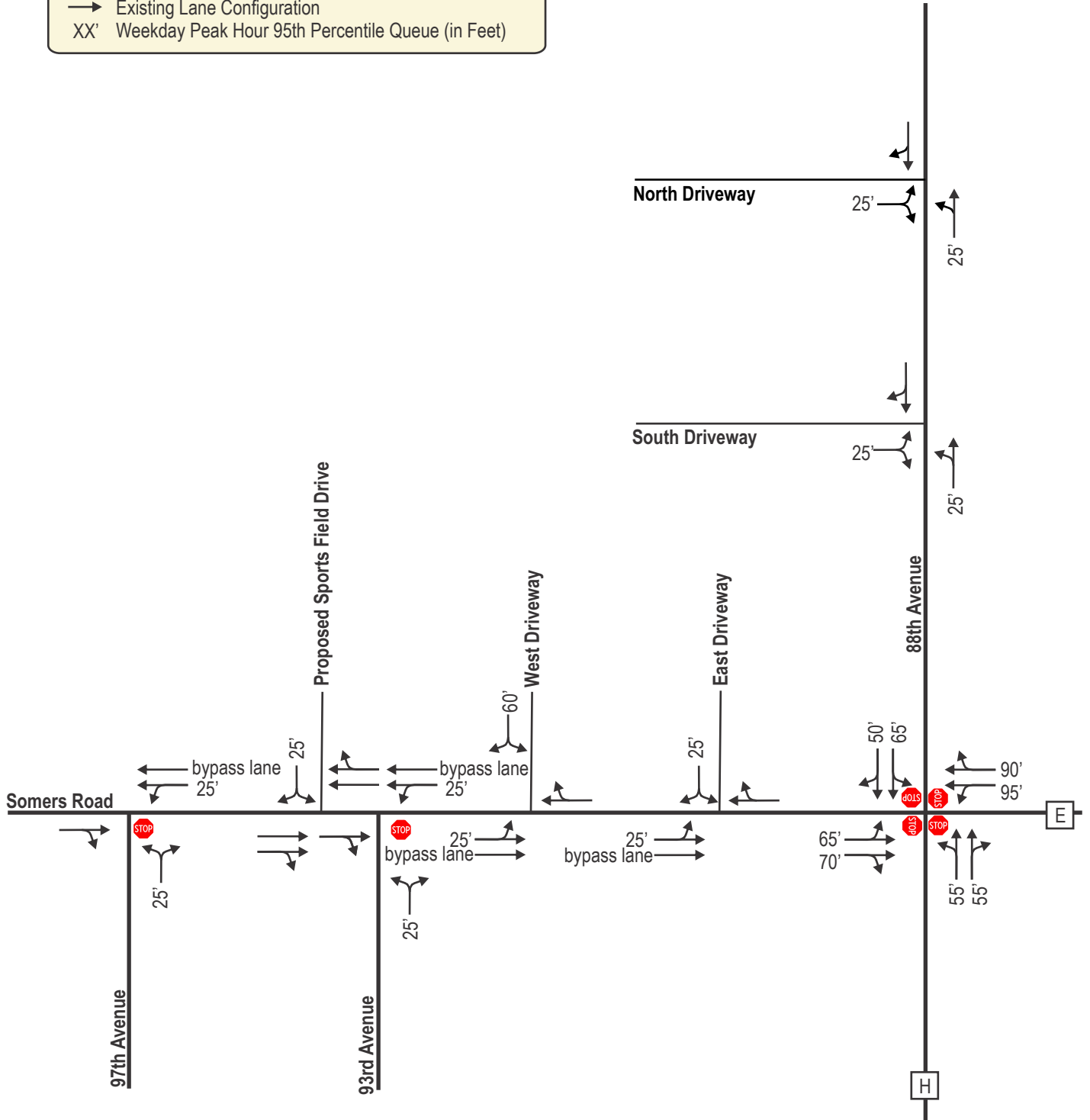
LEGEND

-  Stop Control
-  Existing Lane Configuration
- XX' Weekday Peak Hour 95th Percentile Queue (in Feet)



LEGEND

-  Stop Control
-  Existing Lane Configuration
- XX' Weekday Peak Hour 95th Percentile Queue (in Feet)



LEGEND

- Stop Control
- Existing Lane Configuration
- Weekday Peak Hour 95th Percentile Queue (in Feet)

Stop Control

Existing Lane Configuration

Weekday Peak Hour 95th Percentile Queue (in Feet)

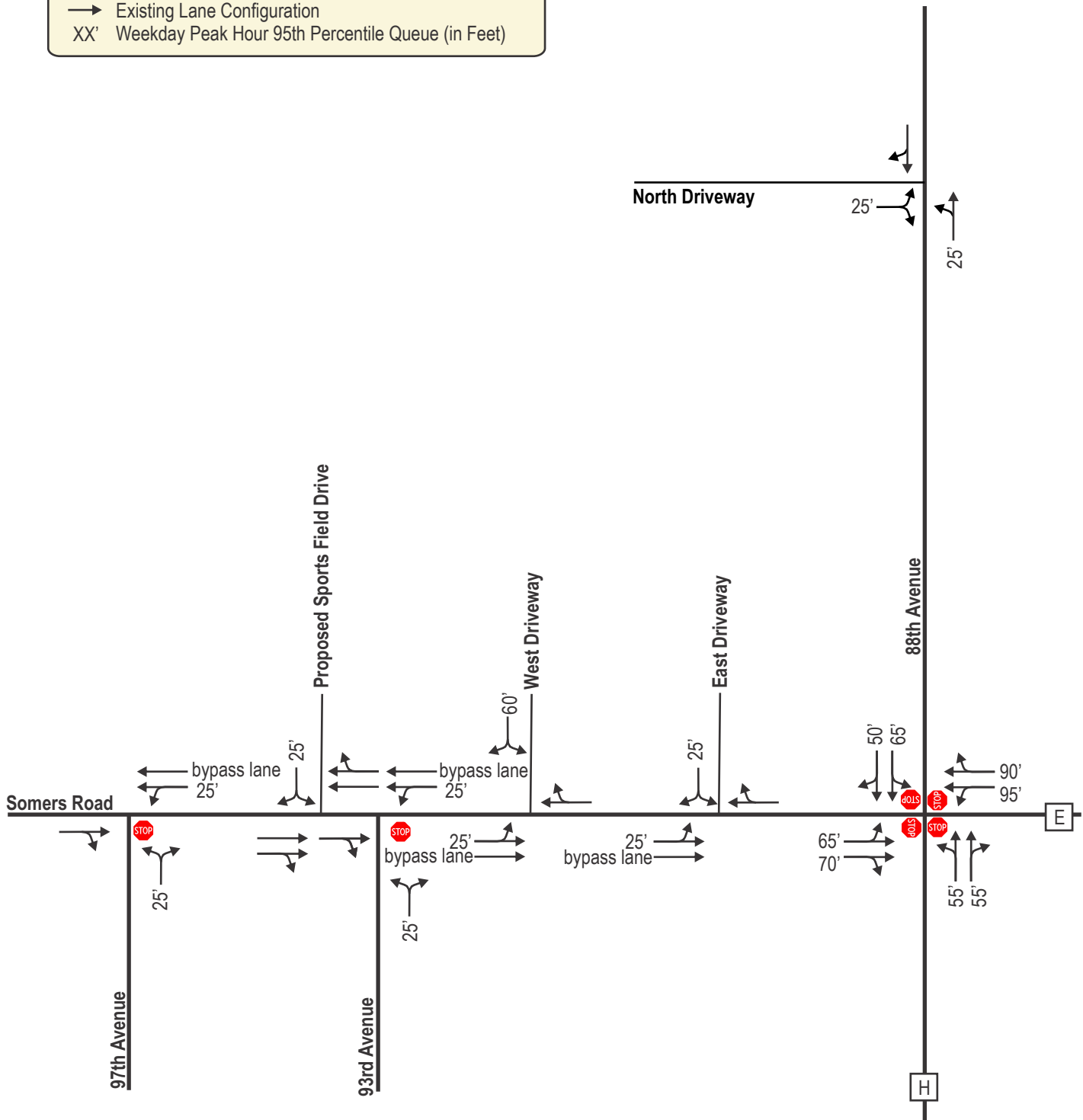


EXHIBIT 5-23D

**YEAR 2035 FULL BUILD TRAFFIC - SENSITIVITY ANALYSIS
MAXIMUM QUEUE LENGTHS
NORTH DRIVEWAY ONLY ON CTH H**

SOMERS, WISCONSIN

CHAPTER VI – RECOMMENDATIONS AND CONCLUSION

PART A – RECOMMENDATIONS

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM) 6th Edition. Intersection operation is defined by “level of service.” Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS ‘A,’ to very poor, represented by LOS ‘F.’ For the purpose of this study, LOS D or better was used to define acceptable peak hour operating conditions.

Modifications to address traffic impacts are included for the Existing, Background, and Build traffic conditions and have been shown for the following five scenarios:

- “Existing Traffic” – These modifications are expected to be necessary to accommodate the Existing traffic volumes under current conditions, without the proposed school.
- “Year 2025 Background Traffic” – These modifications are expected to be necessary to accommodate the Existing traffic volumes under current conditions plus full build out of the identified off-site development, without the proposed school.
- “Year 2025 Initial Build Traffic” – These modifications are expected to be necessary to accommodate the Initial Build traffic volumes, which includes the initial build-out of Shoreland Lutheran High School as well as full buildout of the identified off-site development.
- “Year 2035 Background Traffic” – These modifications are expected to be necessary to accommodate the future background traffic volume conditions which include typical background growth along the highways plus full build out of the identified off-site development, without the proposed school.
- “Year 2035 Full Build Traffic” – These modifications are expected to be necessary to accommodate the Full Build traffic volumes, which includes the full build-out of Shoreland Lutheran High School as well as full buildout of the identified off-site development, including typical background growth along the highways.

The analysis was conducted using existing intersection geometrics and traffic control. The following modifications, as shown in [Exhibits 1-3 & 1-4](#), are recommended to accommodate the respective Background and Build traffic volume scenarios for the years 2025 and 2035, respectively. *Modifications are for jurisdictional consideration and are not legally binding. Kenosha County and the Village of Somers reserve the right to determine alternative solutions.*

Node 100: Somers Road/CTH E intersection with 97th Avenue

- *Existing Traffic*: No modifications.
- *Year 2025 Background Traffic*: No modifications.
- *Year 2025 Initial Build Traffic*: No modifications.
- *Year 2035 Background Traffic*: No modifications.
- *Year 2035 Full Build Traffic*: No modifications.

Node 200: Somers Road/CTH E intersection with :Proposed Sports Field Drive

- *Existing Traffic*: No modifications.

- *Year 2025 Background Traffic:* No modifications.
- *Year 2025 Initial Build Traffic:* No modifications.
- *Year 2035 Background Traffic:* No modifications.
- *Year 2035 Full Build Traffic:*
 - Provide a new full access drive on the north approach as shown on the site plan.
 - Provide stop sign control on the north approach.
 - Provide an eastbound bypass lane on the south side of CTH E at the new intersection.
 - Connect the existing westbound bypass lanes on the north side of CTH E between 93rd Avenue and 97th Avenue.

Node 300: Somers Road/CTH E intersection with West School Driveway

- *Existing Traffic:* No modifications.
- *Year 2025 Background Traffic:* No modifications.
- *Year 2025 Initial Build Traffic:* No modifications.
- *Year 2035 Background Traffic:* No modifications.
- *Year 2035 Full Build Traffic:* No modifications.

Node 400: Somers Road/CTH E intersection with East School Driveway

- *Existing Traffic:* No modifications.
- *Year 2025 Background Traffic:* No modifications.
- *Year 2025 Initial Build Traffic:* No modifications.
- *Year 2035 Background Traffic:* No modifications.
- *Year 2035 Full Build Traffic:* No modifications.

Node 500: Somers Road/CTH E intersection with 88th Avenue/CTH H

- *Existing Traffic:* No modifications.
- *Year 2025 Background Traffic:*
 - Consider providing an additional shared eastbound and westbound lane on the west and east approaches of this all-way stop-controlled intersection. The additional lane would taper down to a single lane again once vehicles traverse the intersection.
- *Year 2025 Initial Build Traffic:* No additional modifications.
- *Year 2035 Background Traffic:*
 - If not previously constructed, consider constructing an additional shared eastbound and westbound lane on the west and east approaches of this all-way stop-controlled intersection. The additional lane would taper down to a single lane again once vehicles traverse the intersection.

- Consider providing an additional shared northbound and southbound lane on the south and north approaches of this all-way stop-controlled intersection (see sensitivity analysis discussion below). If implemented, the additional lane would taper down to a single lane again once vehicles traverse the intersection.

- *Year 2035 Full Build Traffic:* No additional modifications.

Node 600: 88th Avenue/CTH H intersection with North Driveway

- *Existing Traffic:* No modifications.
- *Year 2025 Background Traffic:* No modifications.
- *Year 2025 Initial Build Traffic:*
 - Provide a new full access drive on the west approach as shown on the site plan.
 - Provide stop sign control on the west approach.
- *Year 2035 Background Traffic:* No additional modifications.
- *Year 2035 Full Build Traffic:* No additional modifications.

Node 700: Somers Road intersection with South School Driveway

- *Existing Traffic:* No modifications.
- *Year 2025 Background Traffic:* No modifications.
- *Year 2025 Initial Build Traffic:* No modifications.
- *Year 2035 Background Traffic:* No modifications.
- *Year 2035 Full Build Traffic:* No modifications.

With a new north access driveway onto CTH H proposed, two access scenarios were evaluated as part of this study to analyze the operation of the two driveways along CTH H with and without the existing south school driveway operational. Regardless of the access scenario, both the north and south driveways are expected to operate acceptably at LOS B or better under both weekday peak periods; therefore, since providing the south driveway is not expected to cause an unsafe condition, allowing the south access driveway is recommended to allow for additional access options to/from the site. However, if it is decided to remove the driveway, the north driveway is expected to operate acceptably as the sole access onto CTH H.

All intersections are expected to operate acceptably with the proposed initial build out of the Shoreland Lutheran High School campus with the recommended modifications. Without the recommended modifications under the current year 2025 background traffic conditions, longer delays and queues are expected for the eastbound and westbound movements at the all-way stop-controlled Somers Road intersection with 88th Avenue during the weekday morning arrival and weekday afternoon discharge peak periods, with school in session. The higher delays and queues increase under the initial build conditions. However, the increases in delay under the background and initial build conditions are expected to be slightly higher (15 seconds for westbound vehicles and 7 seconds for eastbound vehicle) during the typical weekday morning (for westbound) and afternoon (for eastbound) discharge peak period under the initial build traffic conditions with the existing lane configurations on all approaches, that is, with no additional eastbound/westbound lanes along Somers Road. The increases in queues under the existing lane configurations are

expected to be 2 to 3 vehicles. It is noted that these delays and increases in queue lengths would only be expected for less than 30 minutes during the typical weekday morning and afternoon school “surge” peak periods with lower delays and queues all other hours of the day.

In addition, with the recommended modifications under future year 2035 background traffic conditions; that is, with additional lanes on the eastbound and westbound approaches but without additional lanes on the northbound and southbound approaches at the Somers Road intersection with 88th Avenue, slightly higher delays (2 seconds for northbound vehicles and 8 seconds for southbound vehicle) would be expected on the north and south approaches during the typical weekday afternoon discharge peak period under the full build traffic conditions with single lanes on the north and south approaches. Queue lengths on the north and south approaches would be expected to be 7 to 9 vehicles; however, these queue lengths would only be expected for less than 30 minutes. To alleviate the expected longer delays and queue lengths, additional northbound and southbound lanes would be required; therefore, a sensitivity analysis was completed to document this geometric condition, as described below.

Because modifications are recommended at the all-way stop-controlled Somers Road intersection with 88th Avenue under current and background conditions and because the modifications are further driven by projected future year volumes during peak “surge” traffic periods during the typical weekday morning school arrival and afternoon school discharge peak periods, a sensitivity analysis was completed for this project to document the operations if dual lanes were not only constructed along Somers Road (eastbound/westbound lanes) but also along 88th Avenue (northbound/southbound lanes) at the all-way stop controlled intersection. With the modifications, all movements are expected to operate safely with moderate queue lengths. Therefore, the following modifications could be considered as optional under the design year background and full build conditions.

Node 500: Somers Road/CTH E intersection with 88th Avenue/CTH H

- *Year 2035 Background Traffic:*
 - Provide an additional shared northbound and southbound lane on the south and north approaches of this all-way stop-controlled intersection. The additional lane would taper down to a single lane again once vehicles traverse the intersection.
- *Year 2035 Full Build Traffic:* No additional modifications.

PART B – CONCLUSION

All movements at the study area intersections are expected to operate safely and efficiently with the development assumptions outlined in this TIA and with the identified recommended modifications if properly designed and implemented through the design year of the development.



KENOSHA COUNTY

Shelly Billingsley, Director
Department of Public Works &
Development Services

Gregory J. Boldt, Director
Division of Highways
Highway Commissioner

TRAFFIC IMPACT ANALYSIS COMMENTS

Date: November 11, 2024

Project Title: Shoreland Lutheran High School
Somers, Kenosha County, Wisconsin

Developer: Excel Engineering
100 Camelot Drive
Fond du Lac, WI 54935

Consultant: Don Lee, P.E.
John Bieberitz, P.E., PTOE
Traffic Analysis & Design, Inc. (TADI)

From: Gregory J. Boldt, PE
Director of Highways / Highway Commissioner

Review comments:

Kenosha County has received and reviewed the Traffic Impact Analysis (TIA) dated October 24, 2024, for Shoreland Lutheran High School located at the intersection of CTH H and CTH E in the Village of Somers.

Kenosha County has the following comments:

1. CTH E intersections with East and West Driveway:
 - a. "Aux" Right-Turn lanes are shown on exhibits; however, no dedicated right turn lanes are present. Confirm right-turns were modeled from single lane configuration.
 - i. Potential need to add right turn lanes at driveways entrances for westbound traffic.
2. CTH E & CTH H
 - a. Construction of recommended modifications to the 2035 Background Traffic which includes lane expansion along all four approaches.
 - i. Depending on proximity to existing eastbound by-pass lane, west approach connection to existing eastbound by-pass lanes necessary.
3. CTH H intersections with North and South Driveway
 - a. Only north driveway to remain following construction.
 - i. Align with existing apartment driveway on east side of CTH H
 - b. Justify trip generation distribution for north driveway on CTH H

- c. Justify driveway utilization with new 254 stall parking lot. Traffic projections in and out of driveways seem low for parking lot of this size.
 - i. Depending on utilization, by-pass or turn lanes may be required.

The above comments are in addition to those provided by other agencies.

Date: November 14, 2024

Response Memorandum

To: Greg Boldt, P.E.
Kenosha County

From: Don Lee, P.E.
John Bieberitz, P.E., PTOE

cc: Jason Peters
Village of Somers

Subject: Traffic Impact Analysis (TIA) Review Comments
Shoreland Lutheran High School
Village of Somers, Kenosha County, Wisconsin

Traffic Analysis & Design, Inc. prepared a Traffic Impact Analysis (TIA), dated October 24, 2024, for the referenced project located in the Village of Somers, Kenosha County, Wisconsin. The following is a memorandum which addresses the comments received from Kenosha County in the review memo dated November 11, 2024. The bullet points are the response to the comments received in the original memo which have been copied into this response memo. The original memo has been attached for reference.

Report Comments

- 1) CTH E intersections with East and West Driveways. a) “Aux” right-turn lanes are shown on exhibits; however, no dedicated right-turn lanes are present. Confirm right-turns were modeled from single lane configuration. Potential need to add right-turn lanes at driveway entrances for westbound traffic.
 - The models did not include a dedicated right-turn lane. The models included a shared through/right-turn lane at both driveways for westbound movements. The “Aux” was shown on the exhibits to reflect the paved shoulders that are currently present and operate as defacto right-turn lanes. With the presence of paved shoulders, dedicated right-turn lanes are not recommended.
- 2) CTH E & CTH H. a) Construction of recommended modifications to the 2035 Background Traffic which includes lane expansion along all four approaches. i) Depending on proximity to existing eastbound bypass lane, west approach connection to existing eastbound by-pass lanes necessary.
 - As shown in the report, there is a need for the eastbound and westbound lanes along CTH E in the future year background and build conditions; however, the need for the northbound and southbound additional lanes is driven by 15-20 minute “surges” in traffic during the typical weekday afternoon school discharge in the future year full school expansion condition. We’d like to set up a call with you to discuss the

requirement for expansion on the north and south approaches for this future condition since it is only expected to occur during the short “surge” condition, which is typical for many school settings.

- With the recommendation for an additional 200-foot eastbound through lane at the intersection and the need for a 125-foot taper there would be a short 175-foot section of roadway between the by-pass lane and the new through lane that would be a single roadway section. Although not required from a safety perspective, it may be prudent to extend the outside lane between the bypass lane and the new through lane at the intersection.
- 3) CTH H intersections with North and South Driveway a) Only north driveway to remain following construction. i) Align with existing apartment driveway on east side of CTH H b) Justify trip generation distribution for north driveway on CTH H. c) Justify driveway utilization with new 254 stall parking lot. Traffic projections in and out of driveways seem low for parking lot of this size. i) Depending on utilization, bypass or turn lanes may be required.
- The south driveway will be removed from the plans and the north driveway will be realigned opposite the existing apartment driveway.
 - The trip distribution for the driveways was based on the existing traffic counts at the existing driveways with the resultant trip distribution as shown on Exhibit 4-4. The location of the new parking lot (via north driveway) was also considered when distributing traffic to/from the CTH E intersection with CTH H; however, it was felt that the majority of traffic from the east and all of the traffic from the west would still utilize the east driveway off of CTH E to access the new parking lot.
 - The proposed 254 stall parking lot was designed to maximize the onsite parking for staff/students but also to account for event parking at the school. As described in the report, the trip generation for the site was not based on the size of the parking lot but was based on a calculated trip generation rate based on the current student population and actual counts conducted at the driveways. The future trips were prorated based on this calculated rate and the projected student population.

The above responses are meant to address the review comments received. It is our hope that we have provided clarification on the TIA. As stated in the response to item 2 above, we’d like to set up a meeting with you to discuss this item further. We’ll send an additional meeting request in the near future. If you have any concerns prior to that, please let us know.

Opinion of Probable Cost
Shoreland Lutheran - Offsite Water Main Extension
Village of Somers

ITEM	APPROX. QUANTITY	UNIT PRICE	AMOUNT
MOBILIZATION	1 LS	\$20,000	\$20,000
CLEARING AND GRUBBING	1 LS	\$10,000	\$10,000
WATER MAIN (OPEN CUT)			
8-inch diameter	5 LF	\$150	\$750
12-inch diameter	3385 LF	\$150	\$507,750
WATER MAIN (DIRECTIONALLY DRILLED)			
8-inch diameter	300 LF	\$250	\$75,000
12-inch diameter	600 LF	\$500	\$300,000
16-inch diameter	100 LF	\$800	\$80,000
FIRE HYDRANT ASSEMBLY	10 EACH	\$7,800	\$78,000
FIRE HYDRANT BARREL EXTENSION	6 VF	\$900	\$5,400
GATE VALVE AND BOX			
8-inch	4 EACH	\$3,800	\$15,200
12-inch	9 EACH	\$4,500	\$40,500
BUTTERFLY VALVE AND BOX			
16-inch	1 EACH	\$8,400	\$8,400
CONNECTION TO WATER MAIN (NON-PRESSURE)			
16-inch	1 EACH	\$6,000	\$6,000
REMOVE AND REPLACE UNSUITABLE MATERIAL	100 CY	\$60	\$6,000
GRANULAR BACKFILL	390 LF	\$80	\$31,200
DRIVEWAY REMOVAL AND REPLACEMENT	1 LS	\$9,600	\$9,600
RESTORATION OF LAWNS	1 LS	\$10,000	\$10,000
EROSION AND SEDIMENTATION CONTROL	1 LS	\$15,000	\$15,000
TRAFFIC CONTROL AND PROTECTION	1 LS	\$20,000	\$20,000
	CONSTRUCTION SUBTOTAL		\$1,238,800
	CONTINGENCIES (15%)		\$185,200
	CONSTRUCTION TOTAL		\$1,424,000
ENGINEERING (DESIGN & CONSTRUCTION)			\$80,000
PROJECT GRAND TOTAL			\$1,504,000

Board of Water Commissioners

Dominic Ruffalo, Chairperson
Anthony Kennedy, Vice Chairperson
Brandi Ferree
Peni Keeling
Jack Rose
Bill Siel

**Curtis Czarnecki
General Manager**

4401 Green Bay Road
Kenosha, WI 53144
Phone (262) 653-4306
Fax (262) 653-4303

"Providing and Protecting Kenosha's Greatest Natural Resource"

November 14, 2024

To: Jason Peters, Village Administrator
From: Curt Czarnecki, General Manager
Subject: Shoreland Lutheran High School Proposed Addition

The Village of Somers contacted the Kenosha Water Utility regarding an addition to the Shoreland Lutheran High School campus. Village representatives indicated a condition of the approval was to extend municipal water service to the property in question and require the campus to connect to municipal sanitary sewer and water service. The Village requested the Kenosha Water Utility to review this development for compliance with the intergovernmental agreements in place.

After reviewing the intergovernmental agreement, it appears the requirement to extend municipal water service and connect the campus to municipal sanitary sewer and water does not conflict with the agreement provided the municipal sanitary sewer and water service is provided by the Kenosha Water Utility and not an alternative source. The Kenosha Water Utility has no objections to the conditions of approval for this proposed development.

Please contact me should you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Curt Czarnecki", written over a light blue horizontal line.

Curtis Czarnecki

SOMERS FIRE & RESCUE

P.O. Box 197
Somers, WI 53171
(262-859-2277)



CHIEF
Benjamin Andersen

To: Village Board

Regarding: Shoreland Lutheran High School and municipal water

I Chief Andersen feel like there has been some misleading or misunderstood information floating around about what I have said about Shoreland Lutheran High School, municipal water and how it relates to their fire protection system. Below are my statements as it pertains to their water required for their fire protection system.

- For their addition Shoreland will have to submit plans to the state for their expansion of the buildings fire protection system.
 - The state will determine if the current well, tank, and pump system is capable of supplying the expanded system.
 - If the state deems the current system adequate, I have no authority to make them change anything including bringing water main to the site.
 - If the state deems the current system is not adequate, then Shoreland will have to create a system that will supply adequate water.
 - This could be done though a combination of things such as a larger well, larger storage tanks or other changes to the system onsite.
 - Or the option of connecting to municipal water.
- It was recently stated that Per NFPA 1 national fire code that a fire chief can make a property owner bring municipal water to a site. I do not believe this to be correct. In all of the research I have been able to do, a fire chief cannot make someone bring water to a site, however a fire chief can require that they connect once water is brought to the site. The code states that a water supply source capable of supplying the required fire flow shall be provided. The required fire flow and supply source capabilities is what the state plan review system will check. So, if they choose not to bring water now and it is brought to the site at a later date our Village of Somers Ordinance 16.28 requires, they connect the buildings fire protection system to the municipal water within 6 months. Ordinance shown below.
 - § 16.28NON-HYDRANTS AREAS.
 - (A)
 - *Any building which is subject to the requirements of this chapter pertaining to automatic fire sprinkler systems or an automatic fire suppression system and which is located in a non-hydrant area of the Village of Somers (an area without public water mains), shall be provided with an approved source of water supply capable of providing a maximum pressure of 50 psi to the building's automatic fire sprinkler system(s) and/or automatic fire suppression system(s).*
 - (B)
 - *Should a public water main be installed at the site of an existing building which is protected by either an existing automatic fire sprinkler system or an existing automatic fire suppression*

SOMERS FIRE & RESCUE

P.O. Box 197
Somers, WI 53171
(262-859-2277)



CHIEF
Benjamin Andersen

system, the owner shall connect the existing system(s) to the public water main within six months of the date that the public water main is installed at the building site.

- When asked my opinion on whether I think Shoreland should be on municipal water I have said yes and here are some reasons why I feel that way.
 - Fire Chiefs would like to have municipal water and hydrants at all locations it makes our job easier and safer in the case of a fire.
 - If there is a fire at a building with sprinklers not connected to municipal water system we have to bring enough water tenders (tanker trucks) to supply our fire engine that is supplying our hoses as well as water tenders and an engine to supply the sprinkler system so it requires more resources to fight a fire in a sprinklered building that isn't connected to a water main system than one that is connected.
 - Municipal water is a more reliable source of water for a fire protection system.
 - The storage tanks in the current system can only supply water for so long before they run out. A municipal system is much less likely to run out of water.
 - It seems counter productive to do this large of an upgrade to the building and to put new parking lots in without installing the water because if the water main comes at a later time you have to connect anyways so you would likely have to cut into the parking lots and alter the buildings to bring the water into the buildings to connect to the fire protection system.

Attorney Jeffrey J. Davison

1207 55th Street
Kenosha, WI 53140
Telephone No. (262) 657-5165
Fax No. (262) 657-5517
dmltd@sbcglobal.net

Memorandum

TO: Jason Peters
FROM: Jeffrey J. Davison
CC: George Stoner, Jack Aupperle, Karl Ostby, Scott Fredrick, Joe Smith, Jackie Nelson, Ben Harbach
DATE: November 14, 2024
SUBJECT: Proposed Municipal Water for Shoreland Lutheran High School

You have requested that I provide to you a memo concerning the legal issues surrounding the extension of municipal water to the above proposed project. This memo will focus on the regulatory and contractual requirements which the Village must follow. Somers requires by ordinance that a developer bring municipal services to a proposed development. The potential inequality of hypothetical special assessments to benefitted property owners who do not seek municipal water and where the benefit may be outweighed by the cost, the pitfalls of attempting to service individual homes on individual private wells which would have to be abandoned as well as related topics as they all have been discussed by the Village Board. For purposes of the following discussion, I will assume that the Village is not interested in borrowing to enable the water main to be extended to the subject site based upon the comments of the Board and, of course, it is quite obvious that the Water Utility itself is not in a position to fund such an extension.

The first matter to be considered is the regulatory framework which the Public Service Commission (PSC) has put in place for the Water Utility's operations and specifically, for service and extensions. The Water Utility is required to enforce hookups to parcels where municipal water becomes available. Obviously, this is not only a health and safety requirement, it is important for the financial success of the Water Utility by acquiring new customers. As the subject site is not currently contiguous to a municipal water main, the standard which is imposed by the PSC, so the next relevant inquiry is what the

PSC requires with regard to water main extensions.

These requirements are contained in the PSC rate tariffs for the Village of Somers Water Utility and specifically in Amendment No. 13 Schedule No. X-2 and Schedule No. X-3, copies of which I have attached. As you can see from the water main extension rule, where the Village is unwilling or unable to fund the cost for the extension, it . . . “will be made on a customer-financed (i.e. developer) basis. . .” Developer must advance as the contribution for construction the total amount which would have been assessed for all benefitted property owners. In other words, the total project cost. The rule goes on to say that a portion of the contribution made by the developer will be refundable “when additional customers are connected to the extended main within 10 years of the date of completion . . .” Stated differently, this rule is not even as favorable to a developer as the cost recovery incentives which we have provided in Development Agreements to other developers and which we offered to this developer since it requires a connection which must be made within 10 years or forfeited.

Schedule No. X-3, Water Main Installation in Platted Subdivisions, requires that the developer shall be responsible for the total costs of construction in platted subdivisions whether the developer contracts for the construction or it is installed by the Village Utility. Given the recent historical issues which the Village Water Utility has had with PSC staff, my opinion would be that it is imperative that the Village insist that the extension of water mains to and within the subdivision be entirely developer funded if the Village is not willing to issue general obligation debt to construct the improvements. Although the PSC rules does not explicitly prohibit the installation of private wells in a platted subdivision, that concept would certainly seem to be contrary to the intent of the rules and the PSC staff interpretation may very well be that the Somers tariff requires installation of municipal water in platted subdivisions.

Next, I reviewed the contractual obligations between the Village and the Kenosha Water Utility/City of Kenosha under the various boundary and utility service agreements between those entities. Specifically, the City of Kenosha/Town of Somers Cooperative Plan under Section 66.0307, Wis. Stats. (the 2005 Boundary Agreement) and the accompanying 2005 Intergovernmental Agreement for orderly development by and between the City of Kenosha and Kenosha Water Utility, and Town of Somers Somers Water Utility and Somers Sewer Utility District (the 2005 Utility Agreement) as well as the 2017 City of Kenosha/Village of Somers/Town of Somers/Town of Paris/County of Kenosha/Kenosha Water Utility/Village of Somers Water Utility/Village of Somers Sewerage District/County Highway Commissioner Cooperative Plan and Intergovernmental Agreement under Sections 66.0301, 66.0305 and 66.0307, Wis. Stats. (the Comprehensive Boundary Agreement). The 2017 Comprehensive Boundary

Agreement creates an obligation for the Village to become the successor in interest to both the 2005 Boundary Agreement and the 2005 Utility Agreement (since the Village was incorporated after those dates) and is replete with references concerning the orderly planning for land development including the extension of municipal utilities.

The 2005 Boundary Agreement discusses the orderly development of utilities and provision of municipal water and sewer to the then-Town under the terms of the 2005 Utility Agreement. The 2005 Utility Agreement, among other things, provides that the Kenosha Water Utility shall provide municipal water service in the “potential Town service area” and that all plans and specifications for water distribution facilities must be reviewed and approved by the Kenosha Water Utility. The site of the proposed development is within the “potential Town service area” as depicted on the exhibits to the Agreement. The Agreement also provides that the Town (now Village) Water Utility adopt and be bound by all of the rules and regulations of the Kenosha Water Utility, which are extensive and are contained in Chapter 32 of the City of Kenosha Code of Ordinances entitled “Kenosha Water Utility Water and Sewerage Systems”. These ordinances adopt verbatim the PSC municipal water extension rules and platted subdivision rules.

Shoreland Lutheran High School has made this request in order to expand their facility.

Finally, the then-Town and now Village of Somers adopted Sections 13.48 and 13.49 of the Code of Ordinances requiring all new construction situated within the Water Utility District and in which the extension of public water may be deemed feasible be connected to the public water supply and requiring that municipal water be constructed for all new subdivisions. Based upon all of the foregoing, it would be my opinion that the regulatory requirements of the PSC, the contractual obligations between the Village and the City of Kenosha and the Village’s own ordinances would prohibit the installation of private wells in this development and would require the developer fund main extensions to the extent that the Village chooses not to fund such a project.

I am hopeful that the foregoing has been responsive to your inquiry. Should you have any questions, please do not hesitate to contact me.

RATE FILE

Public Service Commission of Wisconsin

Village of Somers Water Utility

Sheet No. 1 of 1

Schedule No. X-2

Amendment No. 13

Water Main Extension Rule

Water mains will be extended for new customers on the following basis:

- A. Where the cost of the extension is to immediately be collected through assessment by the municipality against the abutting property, the procedure set forth under Wis. Stat. § 66.0703 will apply, and no additional customer contribution to the utility will be required.
- B. Where the municipality is unwilling or unable to make a special assessment, the extension will be made on a customer-financed basis as follows:
 1. The applicant(s) will advance as a contribution in aid of construction the total amount equivalent to that which would have been assessed for all property under paragraph A.
 2. Part of the contribution required in paragraph B.1. will be refundable. When additional customers are connected to the extended main within 10 years of the date of completion, contributions in aid of construction will be collected equal to the amount which would have been assessed under paragraph A. for the abutting property being served. This amount will be refunded to the original contributor(s). In no case will the contributions received from additional customers exceed the proportionate amount which would have been required under paragraph A., nor will it exceed the total assessable cost of the original extension.
- C. When a customer connects to a transmission main or connecting loop installed at utility expense within 10 years of the date of completion, there will be a contribution required of an amount equivalent to that which would have been assessed under paragraph A.

EFFECTIVE: October 20, 2017
PSCW AUTHORIZATION: 5545-TW-100

RATE FILE

Sheet No. 1 of 1

Public Service Commission of Wisconsin

Schedule No. X-3

Village of Somers Water Utility

Amendment No. 13

Water Main Installations in Platted Subdivisions

Application for installation of water mains in regularly platted real estate development subdivisions shall be filed with the utility.

If the developer, or a contractor employed by the developer, is to install the water mains (with the approval of the utility), the developer shall be responsible for the total cost of construction.

If the utility or its contractor is to install the water mains, the developer shall be required to advance to the utility, prior to the beginning of the construction, the total estimated cost of the extension. If the final costs exceed estimated costs, an additional billing will be made for the balance of the cost due. This balance is to be paid within 30 days. If final costs are less than estimated, a refund of the overpayment will be made by the water utility.

EFFECTIVE: October 20, 2017
PSCW AUTHORIZATION: 5545-TW-100



**VILLAGE OF SOMERS
VILLAGE BOARD
MEETING ITEM MEMORANDUM**

MEETING DATE: Nov. 26, 2024

TO: Village President Stoner and Village Trustees

PREPARED BY: Kevin Poirier, Assistant to the Administrator

REVIEWED BY: Jason J. Peters, Administrator

AGENDA ITEM: #11 Action on Proposed Resolution 2024-013, a Resolution to amend the 2024 Budget to reference updated Capital Improvement Plan projects for 2024 (18th Street Culver Work & Pre-Disaster Flood Resilience Grant)

BACKGROUND:

On November 14th, 2023 the Board passed the Village's 2024 Capital Improvement Budget. The CIP Budget was amended in January, May and October.

Stormwater

18th Street Culvert Project

Kenosha County undertook the resurfacing of Highway L (18th Street) from Green Bay Road (Highway 31) east to 30th Avenue (Highway G) in late July.

Before the project, the Village had been in contact with the County regarding our concerns regarding drainage. In August, several areas were "re-ditched". This included the ditches in front of 4421 18th Street and 4427 18th Street (orange on attached map).

After this area was re-ditched the binder layer of asphalt was laid. Both properties owners contacted the County and the Village in regards to their concern over the slope of the new ditches and the fact the pavement edges were starting to fail. There was also a concern raised that there was not adequate cover of the gas main that runs in the ditch. The project was halted at that time.

After several meeting onsite with WE Energies and the County during the month of September, the Village suggested that this area be piped to help save the

future road, improve the flow of stormwater, and to add the required cover for the gas main. The County has a strict policy that they do not pipe ditches.

Had this area not been piped, WE Energies would have had to excavate the gas main and replace it to be at the proper depth. This would have greatly delayed the project and 18th Street would have to remain closed to our residents.

At our October 22nd meeting, the Board authorized the Village of Somers Public Works Department to complete the piping project. The work has now been completed and was paid for. The Amendment adjusts the 2024 Stormwater CIP to reflect the money spent.

Strand work for Pre-Disaster Flood Resilience Grant

The Village Board has been working with Strand Associates, Inc. since 2023. They have created a Stormwater Management Plan, including a prioritization of projects in the Village and studies of Area 3 (88th Avenue near Maplecrest Country Club) and Area 5 (88th Avenue and 12th Street near Shoreland Lutheran High School).

At our October 22nd Stormwater Utility Commission meeting, Strand Associates, Inc. stated that they could apply for grants on behalf of the Village to conduct studies of 11 of the 15 areas within the Village of Somers. The cost to prepare the application would be \$12,000.

The project would include topographic survey of relevant areas, hydrologic and hydraulic modeling, alternatives analysis, development of opinions of probable construction cost, and a public information meeting to keep residents informed. The modeling efforts, alternatives analysis, and recommendations will be summarized into a flood analysis report. Strand Associates, Inc expects that study to cost \$162,000, 75 percent of which would be covered by the Pre-Disaster Flood Resilience grant.

Administration suggests amending the 2024 Stormwater CIP in the amount of \$12,000 to reflect the cost of having Strand Associates, Inc prepare the application for the grant.

PRIOR ACTION TAKEN:

This resolution was discussed at our Nov. 19 Village Work Session.

SUGGESTED ACTION/ACTION REQUESTED/COMMENTS:

Staff would recommend approval. In the event that the Village Board agrees with the suggested action, a suggested motion to approve would be as follows:

“Motion to Proposed Resolution 2024-013, a Resolution to

amend the 2024 Budget to reference updated Stormwater Capital Improvement Plan projects for 2024 (18th Street Culvert Project and Pre-Disaster Flood Resilience grant application.)”

ATTACHMENTS:

Updated Consolidated 2024 CIP

Resolution 2024-013

Updated Exhibit A

2024 Consolidated CIP												
							Use of funds					
	2024 total proposed CIP budget	2024 proposed General fund	2024 proposed Sewer fund CIP	2024 proposed Water fund CIP	2024 proposed Stormwater fund CIP	2024 proposed TID #1 CIP	Carried over from 2023	2023A borrowing	2024 cash	2025 cash	ARPA funds	Use of carry- over funds from previous borrowings
General fund:												
Paving:												
16th Place (Green Bay Rd. to Termination) PASER Rating 1	\$97,545	97,545						97,545				
13th Ave. (CTH KR to 361, 13th Ave. to Bridge) PASER Rating = 1	\$605,648	605,648						605,648	-			
25th Street (39th Ave. to Termination) PASER Rating = 1	\$0	-						-				
2023 Final street project amount							98,519					
							-		-	-		
	\$703,193	703,193		-	-		98,519	703,193	-	-		-
Public works:												
1988 John Deere Excavator	\$0	-							-	-		
2008 Freightliner 12 yard Dump & Patrol Truck	\$300,000	\$300,000						\$300,000				
PW Power Washer	\$17,500	\$17,500							\$17,500			
2008 Freightliner 5 yard Dump & Patrol Truck	\$300,000	300,000						\$300,000				
Indoor Scissor Lift	\$20,000	\$20,000						\$20,000				
Outdoor Boom Lift	\$0	-						-				
	637,500	637,500		-	-		-	620,000	17,500	-		
Parks:												
West Bball Diamond Light Expansion	-	-							-	-		
	-	-							-	-		
	-	-					-		-	-		
Public Safety:												
Fire Department special operations trailer	35,000	35,000						35,000		-		
6312 light tower	40,000	40,000						40,000		-		
New Lucas CPR machine #1	40,000	40,000						40,000		-		
SCUBA Gear	10,000	10,000						10,000		-		
SCBA Replacement Program-Annual	30,000	30,000							30,000	-		
		-							-	-		
		-							-	-		
		-					-					
	155,000	155,000		-	-		-	125,000	30,000	-	-	
Administration:												
Auditorium-Spent	246,842	246,842						246,842				
Auditorium signage-spent	17,900	17,900						17,900				
Auditorium Audio/Video-ARPA spent	136,106	136,106						16,106			120,000	
Auditorium projects contingency fund-Completed not all spent	60,127	60,127						19,152	40,975			
IT	35,000	35,000							35,000			
Electronic Street Sign	15,000	15,000							15,000			
Enclosed dumpster & Landscaping	25,000	25,000							25,000			
Village Buildings HVAC Repairs	120,000	120,000							120,000			
Village/Town Hall Exterior Paint	30,000	30,000							30,000			
Replacement Computer Plan/Badger Books (2 @\$2000 a piece	18,830	18,830							18,830	-		
Cisco Direct yrlly License qty (10) at \$117 a piece	1,170	1,170							1,170			
Mobile Radar	12,500	12,500							12,500			
	718,475	718,475		-	-		-	300,000	298,475	-	120,000	
TOTAL GENERAL FUND	\$2,214,168	2,214,168		-	-		98,519	1,748,193	345,975	-	120,000	-
Sewer fund:												
Eaglewood Lift Station 45th Ave Capacity Increase	1,031,649		1,031,649						1,031,649	-		
Lichter Lift Station 63rd Ave.	618,051		618,051						618,051	-		
I&I Replacement/Repaid Program	200,000		200,000						200,000	-		
2008 Chevrolet 1500 Pickup	-		-						-	-		
TOTAL SEWER FUND	1,849,700		1,849,700	-	-		-	-	1,849,700	-	-	-
Water fund: updated 6/20/24												
Water Meter AMR Program	432,788			432,788							432,788	
TOTAL WATER FUND	432,788			432,788	-		-	-	-	-	432,788	
Storm water fund: updated 6/20/24												
Greenbay Road Mueller parcel	40,000				40,000				40,000	-		
Gitzlaff Phase II	50,000				50,000				50,000	-		
Pond Sediment	25,000				25,000				25,000	-		
Neumiller Woods Phase II	30,000				30,000				30,000			
Davis Culvert	40,000				40,000				40,000			
4th Street Culvert Replacement	85,000				85,000				85,000			
Stormwater Plan	46,500				46,500				46,500			
18 th Street	4,749				4,749				4,749			
Strand's Pre-diaster Flood Resilience Grant application	12,000				12,000				12,000			
TOTAL STORM WATER FUND	333,249			-	333,249		-	-	333,249	-		
TID#1:												
	-											
TOTAL TID #1 FUND	-			-	-		-	-	-	-		
TOTAL	4,829,906	2,214,168	1,849,700	432,788	333,249	231/254	98,519	1,748,193	2,528,924	-	552,788	-

Village of Somers

RESOLUTION NO. 2024-013

**A RESOLUTION TO AMEND THE 2024 VILLAGE OF SOMERS
BUDGET TO REFERENCE UPDATED CAPITAL IMPROVEMENT PLAN
PROJECTS FOR 2024**

WHEREAS, the Village Board adopted a 2024 CIP Budget;

WHEREAS, there is a need to update the Capital Projects Plan to determine which capital projects and capital equipment purchases should go forward; and

WHEREAS, the 2024 CIP Budget was amended by the Village Board on January 21st, 2024 through Resolution 2024-002;

WHEREAS, the 2024 CIP Budget was also amended by the Village Board on May 28th, 2024 through Resolution 2024-005;

WHEREAS, the 2024 CIP Budget was further amended by the Village Board on October 8th, 2024 through Resolution 2024-009;

WHEREAS, the Village Board has reviewed changes that need to be made to reference capital projects and capital equipment purchases that the Village Board wishes to move forward with in 2024; and

NOW THEREFORE, the Village Board of the Village of Somers, Kenosha County, Wisconsin does hereby resolve:

1. That the Amended 2024 Capital Projects Plan for the Village of Somers 2024 as set forth in Exhibit A, which is attached hereto and incorporated herein, is authorized and approved.

Dated this _____ day of November, 2024

George Stoner, President

Wendy Burnette, Clerk-Treasurer

234/254

Village of Somers CIP Improvements - Water Fund -																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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	Streets	Sanitary	Water	Storm	Parks	Fire	PW	Admin			Priority	Tax Levy	Water Utility	TD #1	TD #2	TD #3	TD #4	Per SW Util	Per Donors	Per Asm/Dirv	2016 (Actual)	2017		2018		2019	2019	2020	2021		2022	2023	2024	2025	2026	2027	2028	2029	2030	Total	Notes																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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[illegible]

[illegible]

[illegible]

2018-004 - no revenue in budget, \$155,371.79 expenses balance	
2018-005 - no revenue in budget, \$2,640.75 expenses balance	
2019-006 - no activity	

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]



**VILLAGE OF SOMERS
VILLAGE BOARD
MEETING ITEM MEMORANDUM**

MEETING DATE: Nov. 26, 2024

TO: Village President Stoner and Village Trustees

PREPARED BY: Kevin Poirier, Assistant to the Administrator

REVIEWED BY: Jason J. Peters, Administrator

AGENDA ITEM: #12 Action on Resolution 2024-014, a Resolution Affirming Commitment to \$40,500 of matching funds in the 2025 Stormwater CIP for the Pre-Disaster Flood Resilience grant

BACKGROUND:

The Village of Somers has been working with Strand Associates, Inc. to study stormwater in the Village. They presented a Stormwater Project Prioritization Matrix which ranked the Village-Wide Flooding Modeling at the top of the project list taking into account the following metrics: Project Duration, Impact to Residents, Synergy with other Projects, Feasibility, Jurisdiction and Reported Property Impact.

At our February 6th, 2024 meeting, the Stormwater Utility Commission approved Strand Associates' further study of Area 3 (88th Avenue near Maplecrest Country Club) and Area 5 (88th Avenue and 12th Street near Shoreland Lutheran High School). That study was completed in mid-July.

At our October 22nd Stormwater Utility Commission meeting, Strand Associates, Inc. stated that they could apply for grants on behalf of the Village to conduct studies of 11 of the 15 areas within the Village of Somers. Those areas are shown on the map below.

The project would include topographic survey of relevant areas, hydrologic and hydraulic modeling, alternatives analysis, development of opinions of probable construction cost, and a public information meeting to keep residents informed. The modeling efforts, alternatives analysis, and recommendations will be summarized into a flood analysis report. Strand Associates, Inc expects that study to cost \$162,000, 75 percent of which would be covered by the Pre-Disaster Flood Resilience grant.

Part of the grant application requires a Resolution from the Village committing to spend the remaining 25 percent (\$40,500) for matching funds if the grant is awarded to the Village.

Administration suggests amending the 2025 Stormwater Utility CIP to reflect that amount.

PRIOR ACTION TAKEN:

This resolution was discussed at our Nov. 19 Village Work Session.

During that meeting, Trustees asked how much we had spent so far with Strand Associates, Inc. The following projects were approved by the board:

- o Stormwater Management Plan - \$30,000
- o Further Study of Areas 3 (88th Avenue near Maplecrest Country Club) and Area 5 (88th Avenue and 12th Street near Shoreland Lutheran High School) - \$46,500
- o Total: \$76,500

In addition, the Board is considering spending \$12,000 for the Pre-Disaster Flood Resilience grant application.

SUGGESTED ACTION/ACTION REQUESTED/COMMENTS:

Staff would recommend approval. In the event that the Village Board agrees with the suggested action, a suggested motion to approve would be as follows:

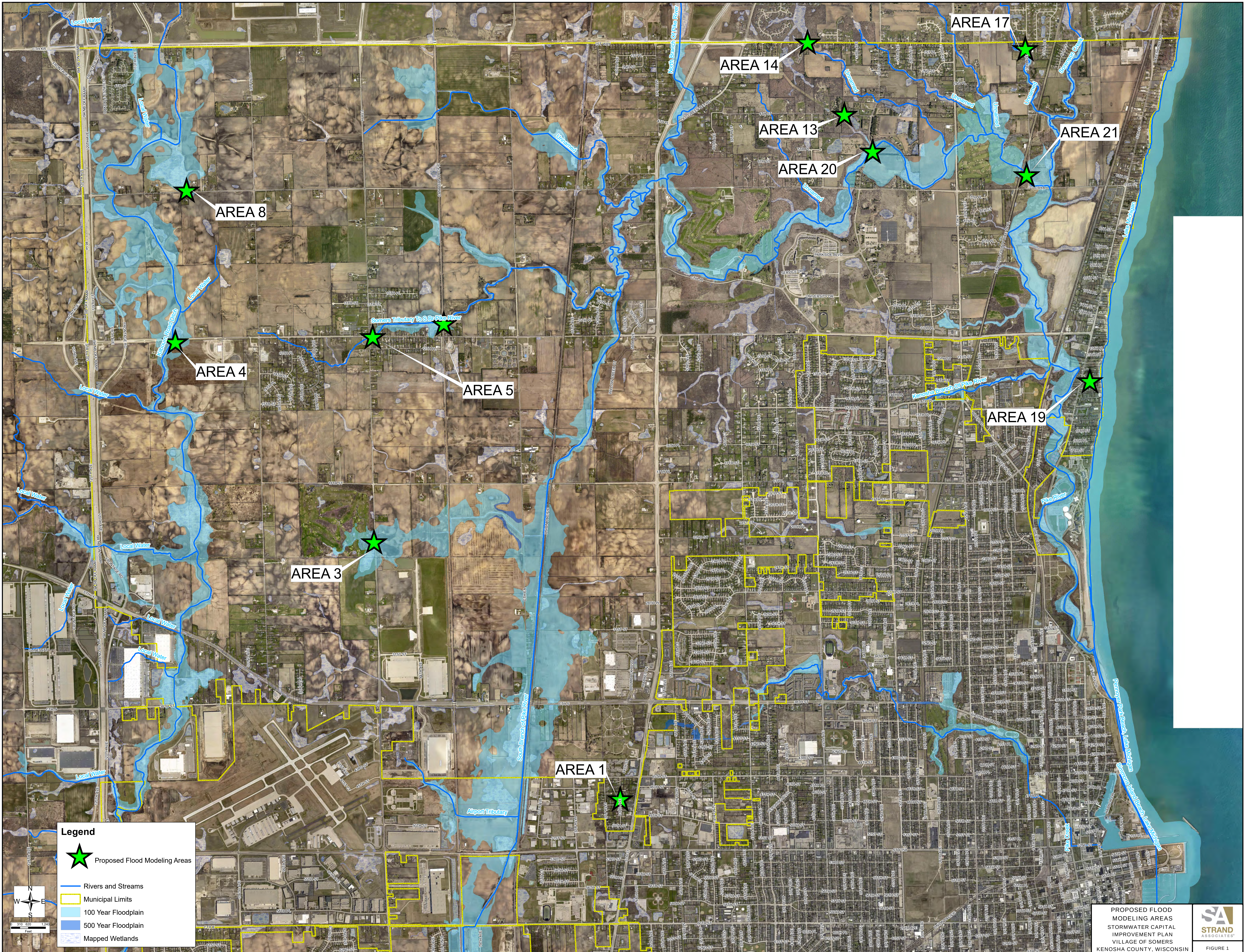
“Motion to approve Resolution 2024-014 a Resolution Affirming Commitment to \$40,500 of matching funds in the 2025 Stormwater CIP for the Pre-Disaster Flood Resilience grant.”

ATTACHMENTS:

Proposed Flood Modeling Map

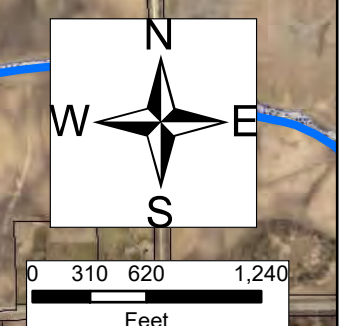
Pre-Disaster Flood Resilience Grant Authorization and Match Commitment Letter

Resolution 2024-014 to authorize Strand Associates, Inc. to apply for Pre-Disaster Flood Resilience Grant on behalf of the Village



Legend

- ★ Proposed Flood Modeling Areas
- Rivers and Streams
- Municipal Limits
- 100 Year Floodplain
- 500 Year Floodplain
- Mapped Wetlands



PROPOSED FLOOD
MODELING AREAS
STORMWATER CAPITAL
IMPROVEMENT PLAN
VILLAGE OF SOMERS
KENOSHA COUNTY, WISCONSIN



[DATE]

Ms. Katie Sommers, Director of Bureau of Policy and Grants
Wisconsin Emergency Management
P.O. Box 7865
Madison, WI 53707

Re: Pre-Disaster Flood Resilience (PDFR) Grant Authorization and Match Commitment
Letter from the Village of Somers, Wisconsin

To Whom It May Concern:

The Village of Somers Board Resolution 2024-014 authorizes the Village's participation in the PDFR Grant program to pursue the Village Flood Study for the 2024 PDFR Grant Project. The project funded by this grant would provide a flood study and alternatives analysis for several watersheds throughout the Village to help mitigate existing flooding and strengthen flood resilience in the project watersheds.

The Village of Somers Board Resolution 2024-014 also commits to expending funds for the grant project and to be responsible for any costs in excess of the estimated budget. The Village understands as part of the grant application, a non-federal local match is required. The Village commits to providing at least 25 percent of the total cost for the flood study and will be responsible for costs in excess of the grant awarded, and acknowledge the grants are capped at \$300,000 state share. The local match for the flood study is available through the Stormwater Utility Fund starting in 2025.

Very truly yours,

Jason Peters
Village/Town Administrator
Village of Somers

Village of Somers

RESOLUTION NO. 2024-014

**A RESOLUTION AFFIRMING COMMITMENT TO MATCHING FUNDS
FOR THE PRE-DISASTER FLOOD RESILIENCE GRANT**

WHEREAS, the Village Board hired Strand Associates, Inc. to apply on its behalf for the Pre-Disaster Flood Resilience grant; and

WHEREAS, Strand Associates, Inc. estimates the cost of these studies to be \$162,000; and

WHEREAS, if awarded, the Grant would cover 75 percent of the cost of the study but requires a non-federal local match by the Village of Somers shall in the amount of 25 percent;

NOW THEREFORE, the Village Board of the Village of Somers, Kenosha County, Wisconsin does hereby resolve to participate in the Pre-Disaster Flood Resilience grant program and commit \$40,500 in its 2025 Stormwater CIP for matching funds for said grant.

BE IT FURTHER RESOLVED, that a copy of this signed resolution will be made part of the Pre-Disaster Flood Resilience Grant application.

Dated this _____ day of November, 2024

George Stoner, President

Wendy Burnette, Clerk-Treasurer

2/3 vote required