



**NIXA CITY COUNCIL
Tentative Agenda
August 23rd, 2021
7:00 PM
NIXA CITY HALL
715 W. MT. VERNON**

This meeting will be conducted at 715 W. Mt. Vernon. Individuals may view the meeting live on our YouTube channel: <https://www.youtube.com/c/CityofNixa>

**Call to Order
Roll Call
Pledge of Allegiance**

Consent Agenda:

******All matters listed under the Consent Agenda are considered to be routine by the City Council and will be enacted by one motion and vote. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda with a vote and will be considered separately.

- a. Approval of Minutes: July 12th and July 26th, 2021, Minutes
- b. Approval of Financial Reports: Budget Report and Cash Summary Report

Service Awards:

Ronald Hilburn 5 years Police Department

Visitors (Speaker Card Required; Comments Limited to 5 Minutes):

Mark Anderson Creeping at the Crossroads
Phillip Dowden Evangel Associate Director of Athletics

Presentations:

Anna Evans Show Me Christian County Update
Brent Hubbard Mercy Hospital COVID Update

Ordinances (First Reading and Public Hearing; No Council Vote Anticipated):

Council Bill #2021-087 Establishing a Charter Review Commission to Review the City's Charter and Recommend any Proposed Amendments Thereto

Council Bill #2021-088 Transferring the Nixa Municipal Court to the Associate Division of the Christian County Circuit Court

Ordinances (Second Reading and Public Hearing; Council Vote Anticipated):

Council Bill #2021-081 Establishing and Levying Taxes on Real Property in the City for the 2021 Tax Year

- **Note:** it is anticipated that City Council will entertain a motion to amend Council Bill #2021-081. The proposed changes are found in Amended Council Bill #2021-081.

Council Bill #2021-082 Amending the 2021 Annual Budget to Appropriate Funding for Enterprise Resource Planning Consultation Services

Council Bill #2021-083 Amending the 2021 Annual Budget to Provide Funding for the Community Center Roof Renovation Project

Council Bill #2021-084 Approving the Preliminary Plat of the Walker Estates Subdivision Generally Located at the Southeast Corner of the Intersection of Main Street and Tracker Road and Authorizing Certain City Officials to Take Certain Actions Upon the Filing of a Final Plat

Council Bill #2021-085 Approving the Preliminary Plat of the Walker Woods Subdivision Generally Located at the Northeast Corner of the Intersection of Main Street and Tracker Road and Authorizing Certain City Officials to Take Certain Actions Upon the Filing of a Final Plat

Council Bill #2021-086 Rezoning the Real Property Generally Located at the Southeast Corner of the Intersection of South Nicholas Road and West Tori Drive from Neighborhood Commercial District to R-4 Residential District

Resolutions: (Public Hearing and Council Vote Anticipated):

Resolution #2021-083 Accepting the Bid of Four Signals and Construction, LLC., for Certain Pedestrian Improvements Located at the Intersection of Main Street and Aldersgate and Authorizing the City Administrator to Execute a Contract for Same

Resolution #2021-084 Accepting the Bid of Guarantee Roofing, Inc., for Certain Improvements to the Roof of the XCenter and Authorizing the City Administrator to Execute a Contract for Same

Resolution #2021-085 Authorizing the City Administrator to Apply for and Accept Grant Funding Provided by the Missouri Department of Public Safety

Informational Items:

Business License Report
Detailed Cash Report
Building Permit Report and Comparative
Police Report
Sales and Use Tax Report
Budget Summary
CIP Update
Communication Report

Mayor and Council Member Reports:

Darlene Graham Police Liaison Report

Adjournment:

Council/ Staff Liaisons

Jarad Giddens/Doug Colvin-Public Works Darlene Graham/Joe Campbell-Police
Amy Hoogstraet/Matt Crouse-Park Aron Peterson/Garrett Tyson-Planning/Development
Justin Orf/Cindy Robbins-Administration/Court & Drew Douglas-Communications
Shawn Lucas/Jennifer Evans-Finance & Amanda Hunsucker

REGULAR MEETING OF THE COUNCIL MEMBERS OF THE CITY OF NIXA, MISSOURI

NIXA CITY HALL

JULY 12, 2021 7:00 P.M.

The regular meeting of the Nixa City Council was called to order by Mayor Brian Steele. Attending was Council Members Shawn Lucas, Justin Orf, Jarad Giddens, Aron Peterson, Darlene Graham and Amy Hoogstraet.

The pledge of allegiance was given.

VISITORS:

Ron Sanders 976 Glen Oaks Dr. voiced concern about having to provide his name and address when speaking during the visitor's section. He feels by giving your name and address those who are watching online will know who you are, where you live and where you stand on certain issues. Sanders feels that those who speak in the visitor's section may be ridiculed at a later date and may be resistant about voicing their concerns or opinions again. The lines have been crossed when a public official ridicule someone for their opinion in a public manner. There were many that were hesitant to sign the petition circulated in fear of backlash.

Hoogstraet responded to Sanders' comments.

Mayor Steele agreed visitors did not have to broadcast their home address because it is provided on the visitor's card, they fill out to speak during the visitors' section.

Jimmy Ledbetter 3468 Woodley Park Pl. Oviedo Florida former Mayor Pro-Tem spoke regarding the recall of Mayor Steele. Ledbetter provided the timeline of events regarding the mask mandate order. The recall is going to cost citizens tens of thousands of dollars when Mayor Steele did nothing illegal or immoral. Ledbetter feels certain Council would have voted the order down immediately if the City of Nixa was in jeopardy in any way.

With no further comments the visitors section was closed.

Orf made a motion to postpone Council Bill #2021-068 to the next regularly scheduled Council meeting with Lucas seconding and all Council members voting aye.

ORDINANCES (First Reading and Public Hearing; No Council Vote Anticipated):

Council Bill #2021-072 Amending Chapter 117, Article VII, Section 117-277 of the Nixa City Code to Modify the Residential Side Yard Requirements was presented. Planning and Development Director Garrett Tyson reviewed the ordinance with Council. During the May 24th Council meeting, Nixa Council adopted Ordinance #2195 which amended the City's zoning regulations concerning dimensional standards such as setbacks and required yards. At the second (2nd) reading Council considered two (2) separate amendments for required residential side yards. Amendment #1 changed the required side yard in residential districts from five (5) to seven (7) feet and Amendment #2 would make the change to lots in subdivisions having a preliminary plat approved prior to the passage of the ordinance. Staff recommended approval of both Amendment #1 and Amendment #2, but staff mistakenly represented Amendment #2 as

making both suggested amendments. Council adopted Amendment #2 but did not adopt Amendment #1. The intent was to change the required side yard from five (5) feet to seven (7) feet the measure to the foundation wall. Mayor Steele opened the public hearing for comments, no comments were made, and the public hearing was closed.

ORDINANCES (Second Reading and Public Hearing; Council Vote Anticipated):

Council Bill #2021-067 Accepting the Bid of Blevins Asphalt Construction Company for the Tracker Road and Old Castle Road Roundabout Improvement Project and Authorizing the City Administrator to Execute a Contract for Same was presented. Assistant Public Works Director Travis Cossey explained the bid award and contract. This is for an intersection improvement at Old Castle and Tracker Road. This would provide an upgrade of the intersection to include a roundabout. Blevins submitted a bid of \$200,000.00 and was the only bidder for the project. The budgeted amount for the project is \$225,000.00 so Blevins bid is well within the budgeted amount. Graham asked if this was asked for by the residents of this area. Cossey stated yes and this is also part of the Strategic Planning process too. This location was identified as an area that would benefit from a roundabout. This roundabout will be full sized with diversion lanes. Mayor Steele opened the public hearing for comments.

Robert Dunn 812 E. Kings Mead Circle does not see a need for a roundabout but feels the high traffic on Highway CC needs to be addressed. The chicane installed does not slow anyone down and was a waste of money. Mayor Steele asked if there are any future plans to address the traffic issues on Highway CC. Cossey stated MoDOT has scoping projects identified for the whole CC corridor from Main Street to Highway 65. There are no improvements identified at this time but is a priority project currently that is unfunded. Giddens added there is a concern over the speed of vehicles traveled on Old Castle and the installation of the chicane has helped slow the traffic down.

Barry Woosley 905 E. Clare Court thinks the roundabout will help this area. Woosley asked for a study of the traffic that travels West on Tracker Road because he has witnessed vehicles traveling at dangerously high speeds. Woosley suggested the installation of a chicane may help with the issue. Another issue discussed was the use of jake brakes being used by large trucks in the area.

Sanders added that jake brakes are safety devices for trucks that are used so a truck does not burn up their brakes or overheat them. Sanders suggested a couple of ways to get the public's attention in this area, a public campaign or by adding police in this area.

With no further comments the public hearing was closed. Mayor Steele called for a motion to approve, and all Council members voted aye. Giddens made a motion to approve Council Bill #2021-067 with Orf seconding and Orf, Giddens, Peterson, Graham, Hoogstraet and Lucas voting aye on roll call vote.

Council Bill #2021-068 Repealing Ordinance 2110 & Ordinance 2111 for the Purpose of Terminating the State of Emergency and Emergency Powers Granted to the Mayor to Address the COVID-19 Pandemic was postponed until the next scheduled Council meeting.

RESOLUTIONS: (Public Hearing and Council Vote Anticipated):

Resolution #2021-071 Authorizing the Issuance of a Beautification Façade Grant for Proposed Improvements at 102 South Gene Street was presented. Tyson reviewed the façade grant application submitted by Jeremy Pinegar on behalf of Nixa Hardware to add a mural to their downtown building. Pinegar submitted three (3) bids for the work ranging from \$700.00 to \$1,100.00. The proposed site is located at 102 South Gene Street. The mural will feature a logo that was used by Nixa Hardware for seventy (70) years. A short discussion was held between staff and Council. Mayor Steele opened the

public hearing for comments, no comments were made, and the public hearing was closed. Mayor Steele called for a motion. Hoogstraet made a motion to approve Resolution #2021-071 with Graham seconding and all Council members voting aye.

MAYOR AND COUNCIL MEMBER REPORTS:

City Clerk/Assistant City Administrator Cindy Robbins provided an update on the recall petition. The petition was sent to County Clerk Kay Brown's office for verification of signatures. The committee obtained ninety-seven (97) signatures and seventy-three (73) of the signatures were valid. There will be a letter sent to the committee informing them of the results. An ordinance will be presented at a later date for approval of a special election on November 2, 2021.

Finance Director Jennifer Evans introduced Bryan Hawk as the new Utility Billing Supervisor. Hawk was a utility department billing supervisor for the City of Republic. Hawk comes to the city with a lot of experience and Evans stated she was happy to have him with the City.

Giddens thanked all the City's crews that helped get the power back on and cleaned up after the storm.

ADJOURN:

At 8:45 p.m. Giddens made a motion to adjourn with Graham seconding and all Council members voting aye.

Mayor

Deputy City Clerk

REGULAR MEETING OF THE COUNCIL MEMBERS OF THE CITY OF NIXA, MISSOURI

NIXA CITY HALL

JULY 26, 2021 7:00 P.M.

The regular meeting of the Nixa City Council was called to order by Mayor Brian Steele. Attending was Council Members Shawn Lucas, Justin Orf, Jarad Giddens, Aron Peterson, Darlene Graham and Amy Hoogstraet.

The pledge of allegiance was given.

CONSENT AGENDA:

Mayor Steele called for a motion on the Consent Agenda. Orf made a motion to accept the consent agenda items a through b with Peterson seconding and Orf, Giddens, Peterson, Graham, Hoogstraet and Lucas voting aye on roll call vote.

VISITORS:

Ron Sanders 976 Glen Oaks Dr. spoke about the proposed changes to the Home Rule Charter that will be discussed later in the Council meeting. The proposed changes are because those in power feel threatened. There is a group that have chosen to use the Home Rule Charter as it was created, and this is threatening to the Council.

Jeff Belcher 203 S. Ellen stated the reason of the recall was due to abuse of power. The mask mandate went against the vote of Council and everyone who spoke in opposition to it. Not listening to the voice of the people added to the push for the recall petition.

SERVICE AWARDS:

Mayor Steele recognized Josh Enlow for five (5) years of service with the City. Water Department Superintendent Jason Stutesmun praised Enlow for his work in his department. Stutesmun added that Enlow will get the job done and do it right. Stutesmun wished he had more employees like Enlow.

Mayor Steele recognized Katie Buford for ten (10) years of service with the City. Parks and Recreation Director Matt Crouse said that Buford is his right hand and is extremely dependable, organized, loyal and appreciated. Buford is the coordinator of the City's Think Tank which won MML's 2019 Innovation Award.

Mayor Steele recognized Debbie Snider for ten (10) years of service with the City. Snider was not in attendance, but Assistant City Administrator/City Clerk Cindy Robbins praised Snider for her work as the Court Administrator. Snider knows the court system inside and out and is a great asset to the City.

PROCLAMATION:

Mayor Steele read a proclamation for the Nixa vs. Ozark Community Blood Drive Challenge scheduled for August 19, 2021.

PRESENTATIONS:

President/CEO Show Me Christian County Andrea Sitzes provided a monthly staff report for Council. Seitz stated Project Life received a request for a local incentives package from SREP for all four (4) sites

submitted in May. A coordinated response with Presiding Commissioner Phillips and Mayors Jackson and Steele was provided. Seitz worked with city staff and the county Assessor to complete the response. Project Eli has conducted a debrief meeting with owners and waiting on cost estimates from design professionals on site estimates before further work can be done on the business plans and projections. Show Me staff is working with County and City staff on a marketing initiative. Jason England the new Executive Vice President for Arvest Bank is now serving on the board for Show Me. Lastly, Sitzes announced the hiring of a new Administrative Assistant Jennifer Torres who started today with Show Me. Torres received the customer service award while she was employed with the City's Park and Recreation Department.

Eric Albers with Insight Design provided a presentation of the site and facility improvements and cost analysis report for the Police Department. Albers met with Police Chief Campbell and Deputy Police Chief Tennis to identify the existing deficiencies and underutilized spaces of the department. A facility analysis was done to identify the spaces being used currently and future needs. Parking capacity needs to be expanded to create storage for police vehicles and employee parking away from the public to prevent vehicles from being vandalized. Covered parking is not currently available and was discussed to assist officers by shielding their vehicles from the elements. Facility space analysis reviewed the departments current space of 8,456 sf and the desired space of 16,300 sf. One (1) of the main interior challenges is the lack of office space, resulting in personnel using conference rooms for offices. Storage is a definite challenge for this department and will need to be resolved. The underutilized space was also discussed during the analysis report which had been used in the past and is not in current use. Currently the underutilized space is 820 sf and the existing functions to be relocated or revised is 2247 sf. The information collected provided a plan for remodel. The current locker room is insufficient in size and by moving the current evidence room will allow for the expansion of the locker room and will meet ADA requirements. Storage revisions for file storage, ammo storage and detective storage will assist in the deficiencies the department is experiencing. The total construction cost estimate for all interior remodel areas is \$311,788.00 which includes proposed existing areas to be remodeled, new covered parking and a new addition. Option one (1) of adding an additional building was also provided with a cost of \$2,826,883.00 and that would bring the total square footage to 18,720 and would be adding a second (2nd) floor. Campbell and Tennis inquired about the possibility of building on one (1) level instead of adding a second (2nd) floor. This would add about \$36,000.00 to the project to have it all on one (1) floor. The addition of a second (2nd) floor would add 7,260 sf and would add \$1,648,644.00 to the project resulting in a total of \$3,926,009.00. The addition of a second (2nd) floor would benefit other departments as well such as the Utility Department. The site improvements will include a privacy fence \$23,589.00, West parking field which is included in the building addition estimates and protection bollards for \$36,291.00. The addition to the square footage on the building will require additional parking which will incur more costs. The construction cost estimate for parking expansion ranges from \$763,675.00 to \$1,844, 461.00. The new facility comparison indicates \$6,325,000.00 for a new facility with 25,905 sf including one hundred fifty (150) parking stalls or a total remodel of the existing building with the maximum addition of 25,908 sf would be \$4,144,822.00 and adding parking would increase the total cost between \$4,908,497.00 to \$5,989,083.00.

ORDINANCES (First Reading and Public Hearing; No Council Vote Anticipated):

Council Bill #2021-071 Accepting the Bid of BuildTec Construction, Inc. for the Well House #1 Improvement Project, and Authorizing the City Administrator to Execute a Contract for Same was presented. Assistant Public Works Director Travis Cossey explained the improvements to well house #1. The bid award and contract authorization between the City and BuildTec Construction, LLC will allow BuildTec to demo the well house #1 and replace it with a new building. The well house is located at 209 St. Louis St. and is in extreme disrepair. Constructed in 1948 the well house contains the original 25,000-

gallon ground storage tank that was used until the construction of Tower #1 on the property in 1961/1962. The roof at the well house is in serious disrepair and is being supported by the original storage tank. The contractor will demo and remove the existing building, storage tank and construct a new well house. The new well house will contain a disinfection room to accommodate the city's chlorine and fluoride injection programs. The construction project is a 2021 CIP project #W2021-04 for \$400,000.00. The city received three (3) bids that ranged from \$324,000.00 to \$397,332.00. The low bid from BuildTec Construction provided a bid that was under the budgeted amount. Mayor Steele opened the public hearing for comments.

Sanders 976 Glen Oaks Dr. asked if the price of the project would be reduced if the fluoride/chlorine room was removed from the plans. With no further questions the public hearing was closed for comments.

Council Bill #2021-073 Calling for a Special Election on November 2, 2021, to Submit to the Qualified Voters of the City the Question of Whether to Recall Mayor Brian Steele, Authorizing the City Clerk to Do All Things Necessary or Convenient to Submit Said Question; and Amending the 2021 Annual Budget to Provide Funding for Said Special Election was presented. Robbins reviewed the ordinance calling for a special election. On June 28, 2021, the City Clerk's office received a recall petition submitted by the petitioner's committee. The petition is asking for the recall of Brian Steele Mayor of Nixa Missouri. On June 29, 2021, the petition was sent to Christian County Clerk's office to verify the number of signatures. Ninety-seven (97) signatures were submitted and seventy-three (73) were verified as registered inside-city voters. To comply with the Home Rule Charter, Section 10-4(a) a certificate of sufficiency for the recall petition to the committee was sent via certified mail. The Home Rule Charter states in Section 10-6 (c) once a recall petition has been certified to Council as sufficient by the City Clerk, the Council shall at the next meeting after receipt of certification schedule a date to hold the special election. The election shall be held at the next available regular or special election date established by the Missouri election calendar in accordance with State law, for which timely notice may be given. The ordinance presented also includes a budget amendment for \$15,000.00 for anticipated costs for this election. The funds requested are an estimate because Christian County Clerk Kay Brown can't provide an exact cost, so it has been based on the election of April 2021. In the event the costs exceed \$15,000.00 another budget amendment will be requested to cover additional costs. The certification deadline for the November election is August 24, 2021. Orf read a statement of his opinion regarding the recall petition. A copy of the letter Orf read is on file at Nixa City Hall. Mayor Steele opened the public hearing for comments.

Belcher stated this issue could have put behind us, but the Mayor and Council refused to vote on the mask mandate and now City Council is upset because the special election could cost the city \$15,000.00. Belcher asked why the mask mandate order was refused to be voted on for ten (10) months, there were opportunities to make a change.

Sanders asked as a city council what powers should be granted to the mayor. A council should not give unlimited powers to an executive. Principles have been spelled out in the Home Rule Charter that explain the job of the mayor. Citizens asked repeatedly to remove the mask mandate and as a result of that request not being done the recall petition was done.

Kent Ward 201 W. State St. asked where the 14% sales tax growth for 2020 came from. Evans stated access is given for sales tax report from particular retailers and under State Statute it is not allowed disclose as to which retailers it came from. Ward asked Orf about the statement of .4% of citizens trying to bring a \$15,000.00 recall election to the ballots. Ward asked which department advised the lockdown? Orf stated it was the Department of Health and Senior Services that advised it for the State. With no further comments the public hearing was closed.

Council Bill #2021-074 Amending the 2021 Annual Budget to Appropriate Funding for the Fence Portion of the City's Dog Park Project was presented. Park and Recreation Director Matt Crouse explained the budget amendment request for \$45,925 to complete the dog park fencing. It was discovered the funds budgeted for the dog park in 2020 that were not expended did not get rolled over to the 2021 budget resulting in the request for a budget amendment. Mayor Steele opened the public hearing for comments.

Belcher questioned spending \$46,000.00 for fencing the dog park but the city will complain about spending \$15,000.00 for an election. Belcher asked if the fence will be maintained as part of City property and added the flower gardens at city parks are in bad shape. Mayor Steele added there is a plan to refresh the bathrooms at McCauley Park. Belcher asked if city employees could maintain the flower gardens instead of elderly citizens trying to. Mayor Steele stated the gardens at the city's parks are maintained by volunteers.

Giddens suggested to Sanders to ask the recall committee to join him and pull weeds at the City's flower gardens. With no further comments the public hearing was closed.

Council Bill #2021-075 Accepting the Bid of K&B Equipment, LLC., for the Adjustment of Certain Sewer Utility Access Points; Authorizing the City Administrator to Execute a Contract for Same; and Amending the 2021 Annual Budget to Provide Funding for Same was presented. Cossey explained the project will be to adjust sewer manholes along East Highway 14 corridor. The need to adjust the manholes was not known or anticipated during the preparation of the 2021 budget and was not included as a CIP either. During the final preparations of the Highway 14 expansion MoDOT informed the city there are several manholes that will need to be raised. The manholes need to be raised to match the design of the final grade of the roadway expansion. The City received two (2) bids for this project, K&B Equipment, LLC for \$56,560.00 and Doug's Construction for \$67,792.00. The low bidder of the two (2) bids submitted was K&B Construction, LLC. They are the contractor currently working on the waterline relocation project on Highway 14. To move forward with this project staff is requesting a budget amendment for \$60,000.00 and award the bid to K&B Equipment, LLC. The City has submitted a reimbursement request to MoDOT for \$12,875.00 because one (1) of the manholes needing to be raised is located in an existing city easement not in MoDOT's right-of-way. Mayor Steele opened the public hearing for comments, no comments were made, and the public hearing was closed.

Council Bill #2021-076 Amending the 2021 Annual Budget to Appropriate Funding for an Outstanding Invoice for Maintenance Work on Water Tower #5 was presented. Assistant City Administrator/Public Works Director Doug Colvin explained the request of a budget amendment for an outstanding bill for maintenance work on water tower #5 from 2014. The city requested bids to complete maintenance and inspection work for water tower #5. Utility Services Co. was awarded the bid to complete the interior inspection, painting and touch up on the tower. The work was completed but failed to meet the standards the city expects. The city had to clean up the site and remove a sand pile left from sandblasting the interior bowl and additional clean ups were needed as well. Utility Services Co. did not provide an inspection report as required by the contract and did not send an invoice for the work. Numerous attempts were made by emails and conversations by former Water Department Superintendent Milton Dickensheet asking for the report and final invoice in the amount of \$43,340.00. Dickensheet sent a certified letter with the same request in October 2015. The city carried the funds over from 2015 anticipating the closure of the project and receipt of both the report and invoice. On May 4, 2021, the city received a request from Utility Services Co. for final payment of the outstanding invoice. Several conversations and emails were held between city staff and Utility Services Co. resulting in a final invoice sent which was dated October 2015. The report does not meet the requirements outlined in the contract, but city staff have been advised

to make the payment to Utility Services Co. The funds had not been carried over in the budget since 2015 so staff is requesting a budget amendment of \$43,400.00 to close the file out. Mayor Steele opened the public hearing for comments, no comments were made, and the public hearing was closed.

ORDINANCES (Second Reading and Public Hearing; Council Vote Anticipated):

Council Bill #2021-068 Repealing Ordinance 2110 & Ordinance 2111 for the Purpose of Terminating the State of Emergency and Emergency Powers Granted to the Mayor to Address the Covid-19 Pandemic was presented. City Attorney Nick Woodman presented Council Bill #2021-068 which will repeal Ordinance #2110 and #2111. This would repeal the city's emergency declaration and the emergency powers granted to Mayor Steele. Woodman provided the history of this bill. Council Bill#2021-068 was read at the June 28th Council meeting and it was postponed by a motion to the next regular city council meeting which is this evening's meeting for a second reading. Ordinances #2110 and #2111 were adopted in March 2020. These two (2) ordinances declared a state of emergency existed in the City of Nixa as a result of COVID-19 and granted the mayor certain emergency authority to address COVID-19. If Council Bill #2021-068 is approved Ordinances #2110 and #2111 will no longer be in effect. Woodman presented Amendment #1 if approved would modify the effective date of the bill. Instead of it being effective after the approval of Council and Mayor the bill would be effective on September 1, 2021. September 1, 2021 was chosen because the Governor's current Executive Order #21-07 remains in effect until August 31, 2021, and Amendment #1 would coincide the City's emergency declaration with the State's. Council would have the authority to extend the emergency by an Ordinance. A discussion among Council and staff was held regarding concerns/opinions moving forward such as the authority of the City Administrator being able to make changes for a new COVID policy for city staff without having to ask for Council's approval. Liles added he would be able to amend city policy without having Council's approval as long as it is not violating an approved Resolution. Mayor Steele opened the public hearing for comments, no comments were made, and the public hearing was closed. Mayor Steele called for a motion to approve one (1) of the amendments presented. Orf made a motion to approve Amendment #2 with Hoogstraet seconding and all Council members voting aye. Mayor Steele called for a motion to approve Council Bill #2021-068 as amended. Peterson made a motion to approve Council Bill #2021-068 as amended with Giddens seconding and Giddens, Peterson, Graham, Hoogstraet, Lucas and Orf voting aye on roll call vote.

Council Bill #2021-072 Amending Chapter 117, Article VII, Section 117-277 of the Nixa City Code to Modify the Residential Side Yard Requirements was presented. Planning and Development Director Garrett Tyson reviewed the modifications approved to the city's zoning code regarding dimensional standards such as building setbacks and required yards. At the May 24th regular council meeting Council considered two (2) separate amendments regarding required residential side yards. Amendment #1 would change the required side yard in residential districts from five (5) to seven (7) feet. Amendment #2 would be applicable to lots in subdivisions having a valid preliminary plat approved prior to the effective ordinance date. Staff recommended approving Amendment #1 and Amendment #2, but Amendment #2 was presented to make both changes so Council adopted Amendment #2 but did not adopt Amendment #1. Council's intention was to effect the change in the required side yard from five (5) feet to seven (7) feet which measures to the foundation wall. Mayor Steele opened the public hearing for comments, no comments were made, and the public hearing was closed. Mayor Steele called for a motion to approve, and all Council members voted aye. Giddens made a motion to approve Council Bill #2021-072 with Peterson seconding and Peterson, Graham, Hoogstraet, Lucas, Orf and Giddens voting aye on roll call vote.

RESOLUTION: (Public Hearing and Council Vote Anticipated):

Resolution #2021-072 Authorizing the City Administrator to Execute a Contract Extension with Central Bank of the Ozarks for Banking Services for the Municipal Court was presented. Finance Director

Jennifer Evans reviewed the contract extension with Central Bank of the Ozarks. This contract was for an initial three (3) year with the option of two (2) subsequent one (1) year extensions. The bank notified the City last year that due to the drop in the Fed Funds rate resulting from the Pandemic, the interest rate on the City's account would be reduced. The interest rate from 2017-2019 was 1.7% on the checking account and 1.8% on the money market accounts. The renewal rate in 2020 was lowered to 0.45% and 0.5%. The continued loss of revenue that low interest rates represent have created a need for a Request for Proposal to ensure the City is receiving the most competitive rates available. Central Bank have agreed to extend the current rates of 0.45% and 0.5% through September 30, 2021, so the city can complete the RFP and selection process. The Municipal Court checking account has some challenges because of the integration of Office of the State Courts system (OSCA). The account has an average balance of \$10,000.00 so the loss of interest revenue is negligible compared to the process of changing banks with the State. The recommendation of staff is the one (1) year extension of the contract with Central Bank of the Ozarks for banking services at the proposed renewal rates for the Municipal Court only. Mayor Steele opened the public hearing for comments, no comments were made, and the public hearing was closed. Mayor Steele called for a motion to approve. Graham made a motion to approve Resolution #2021-072 with Orf seconding and all Council members voting aye.

Resolution #2021-073 Authorizing the City Administrator to Execute a Contract with the Association of Professional Trainers for the Use of a Certain Firing Range was presented. Police Chief Joe Campbell explained the range is partially closed, and the Police department has entered into a contract for use of the facilities at APT Firearms Academy for firearms training and qualification. The contract is set to expire in July 2021. This is an annual contract that can be adjusted as needed. The contract will allow the Police department to receive enough training days for firearms training and qualifications for commissioned officers of the department as well as training for the SWAT team (NETT). The Police department agrees to pay \$2,500.00 annually and all training days have been agreed upon by both parties. Giddens asked what the fee was last year, and Campbell stated it was the same. Mayor Steele opened the public hearing for comments, no comments were made, and the public hearing was closed. Mayor Steele called for a motion to approve. Peterson made a motion to approve Resolution #2021-073 with Giddens seconding and all Council members voting aye.

DISCUSSION ITEMS:

Liles reviewed the proposed Home Rule Charter Amendments. Liles is asking for review of the charter amendments. The changes would be for section 10.3 asking the voters of Nixa to change the number of signatures needed for a recall. If Council elects to present any changes to the public for vote, it could be placed on the ballot as early as the November election. Staff is asking for direction from Council on how to proceed. A brief discussion among Council was held as to how they feel about initiating the change to the percentage of signatures needed for initiative, referendum, and recall. Liles added the suggestion of reconvening the Home Rule Charter Review Committee is a good idea and they can also review other items in the Home Rule Charter such as the Municipal Court. Woodman stated the Charter requires an ordinance to bring the Home Rule Charter Review Committee back to session. There will be an ordinance presented at the next Council meeting for the Home Rule Charter Review Committee.

Mayor Steele inquired about the physical arrests presented in the informational items. Campbell stated the procedure of physical arrests is back in place.

Graham received an email from a citizen concerned about the closing of Norton Road. The explanation of the work that was planned was given so Graham could relay it to the concerned citizen.

Orf referred the citizen to the Ozarks Transportation Organization Major Throughfare maps for reference.

Mayor Steele received complaints about the burning of the fields in the area of the Norton Road construction.

Hoogstraet requested a briefing from the Health Department regarding the Delta Variant.

Liles stated he can reach out to local health officials for Hoogstraet's request.

ADJOURN:

At 9:08 p.m. Giddens made a motion to adjourn with Hoogstraet seconding and all Council members voting aye.

Mayor

Deputy City Clerk



City of Nixa, MO

Budget Report

Account Summary

For Fiscal: 2021 Period Ending: 07/31/2021

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
Fund: 01 - ELECTRIC							
Revenue							
Department: 700 - ELECTRIC							
01-700-40004	INCOME - ELECTRIC SALES	18,000,000.00	18,000,000.00	2,190,452.68	11,383,880.76	-6,616,119.24	36.76 %
01-700-40030	INCOME - FUEL COST ADJUSTMENT	0.00	0.00	-264,726.98	-1,345,306.40	-1,345,306.40	0.00 %
01-700-40050	INCOME - ELECTRIC PENALTIES	130,000.00	130,000.00	10,477.05	59,554.80	-70,445.20	54.19 %
01-700-40100	INCOME - ELECTRIC METER FEE	58,000.00	58,000.00	1,800.00	11,430.00	-46,570.00	80.29 %
01-700-40145	INCOME - ELECTRIC NET METERING	36,000.00	36,000.00	4,352.29	24,024.65	-11,975.35	33.26 %
01-700-40200	INCOME - INTEREST	60,000.00	60,000.00	4,869.70	33,781.67	-26,218.33	43.70 %
01-700-40300	INCOME - MISCELLANEOUS	5,000.00	5,000.00	1,256.18	9,192.53	4,192.53	183.85 %
01-700-40350	INCOME - EMERGENCY MGMT	0.00	0.00	0.00	36,374.18	36,374.18	0.00 %
01-700-40400	INCOME - RECONNECT FEES	13,000.00	13,000.00	925.00	8,536.95	-4,463.05	34.33 %
01-700-40405	INCOME - REMOTE APP FEE	1,000.00	1,000.00	85.00	710.00	-290.00	29.00 %
01-700-40420	INCOME - RETURN CHECK FEES	4,500.00	4,500.00	100.00	1,575.00	-2,925.00	65.00 %
01-700-40450	INCOME - STREET LIGHTS	0.00	0.00	0.00	8,703.30	8,703.30	0.00 %
01-700-40470	INCOME - UNDERGROUND ELECTRIC	150,000.00	150,000.00	0.00	151,771.33	1,771.33	101.18 %
01-700-45100	INCOME - SURPLUS SALES	15,000.00	15,000.00	2,170.00	31,420.00	16,420.00	209.47 %
Department: 700 - ELECTRIC Total:		18,472,500.00	18,472,500.00	1,951,760.92	10,415,648.77	-8,056,851.23	43.62 %
Revenue Total:		18,472,500.00	18,472,500.00	1,951,760.92	10,415,648.77	-8,056,851.23	43.62 %
Expense							
Department: 700 - ELECTRIC							
01-700-5100100	ADMINISTRATION FEES	602,651.00	602,651.00	50,172.33	351,206.31	251,444.69	41.72 %
01-700-5105000	BUILDING MAINTENANCE - SUPPLIES	33,500.00	33,500.00	40.39	398.29	33,101.71	98.81 %
01-700-5105500	BUILDING MAINTENANCE SERVICES	10,500.00	10,500.00	153.90	1,394.11	9,105.89	86.72 %
01-700-5106000	BUILDING REPAIRS	47,500.00	47,500.00	0.00	2,245.64	45,254.36	95.27 %
01-700-5108000	COLLECTION FEE	500.00	500.00	0.00	55.43	444.57	88.91 %
01-700-5110000	COMPUTER SUPPLIES	500.00	500.00	0.00	0.00	500.00	100.00 %
01-700-5110102	COMPUTER SOFTWARE	3,000.00	3,000.00	0.00	0.00	3,000.00	100.00 %
01-700-5110503	COMPUTER SERVICES	35,000.00	35,000.00	672.40	18,733.69	16,266.31	46.48 %
01-700-5111000	COMPUTER EQUIPMENT	8,500.00	8,500.00	0.00	1,478.23	7,021.77	82.61 %
01-700-5112500	CONTRACT LABOR	80,000.00	80,000.00	0.00	6,384.00	73,616.00	92.02 %
01-700-5117500	DUES, LICENSES & MEMBERSHIPS	24,100.00	24,100.00	9.00	19,302.61	4,797.39	19.91 %
01-700-5118000	ECONOMIC DEVELOPMENT	102,000.00	102,000.00	2,750.00	8,250.00	93,750.00	91.91 %
01-700-5118500	EMERGENCY MANAGEMENT	500.00	500.00	0.00	1,346.53	-846.53	-169.31 %
01-700-5120000	EMPLOYMENT COSTS	500.00	500.00	31.53	126.44	373.56	74.71 %
01-700-5122500	EQUIPMENT MAINTENANCE	3,000.00	3,000.00	58.79	178.89	2,821.11	94.04 %
01-700-5123000	EQUIPMENT REPAIRS	10,000.00	10,000.00	12,269.64	17,220.87	-7,220.87	-72.21 %
01-700-5123500	EQUIPMENT RENTAL	500.00	500.00	0.00	1,257.76	-757.76	-151.55 %
01-700-5124500	FACILITIES SUPPLIES	0.00	0.00	34.61	797.37	-797.37	0.00 %
01-700-5125000	FEE-IN-LIEU-OF-TAXES	900,000.00	900,000.00	78,177.90	469,822.64	430,177.36	47.80 %
01-700-5127500	FIRST AID CLAIMS	500.00	500.00	0.00	512.00	-12.00	-2.40 %
01-700-5130000	GASOLINE & DIESEL	30,000.00	30,000.00	2,797.05	13,597.20	16,402.80	54.68 %
01-700-5131000	GROUNDS MAINTENANCE	5,000.00	5,000.00	0.00	0.00	5,000.00	100.00 %
01-700-5132500	INSURANCE AND BONDS	37,000.00	37,000.00	0.00	37,812.00	-812.00	-2.19 %
01-700-5132555	INSURANCE BROKER FEE	2,598.00	2,598.00	0.00	2,598.00	0.00	0.00 %
01-700-5132560	JANITORIAL SUPPLIES	0.00	0.00	21.27	257.13	-257.13	0.00 %
01-700-5134500	MAILING SERVICES	27,500.00	27,500.00	0.00	12,483.25	15,016.75	54.61 %
01-700-5135500	MAINTENANCE/SERVICE CONTRACTS	12,500.00	12,500.00	124.47	16,732.68	-4,232.68	-33.86 %
01-700-5137500	MEETINGS AND TRAINING	35,800.00	35,800.00	2,800.23	6,439.35	29,360.65	82.01 %
01-700-5138000	MERCHANT CARD FEES	43,000.00	43,000.00	4,069.92	28,731.06	14,268.94	33.18 %
01-700-5138500	METERS	60,000.00	60,000.00	2,642.00	14,478.32	45,521.68	75.87 %
01-700-5140000	METER READING SUPPLIES	2,000.00	2,000.00	19.62	200.28	1,799.72	89.99 %

Budget Report

For Fiscal: 2021 Period Ending: 07/31/2021

		Original	Current	Period	Fiscal	Variance	
		Total Budget	Total Budget	Activity	Activity	Favorable	Percent
						(Unfavorable)	Remaining
01-700-5142000	MILEAGE	500.00	500.00	0.00	0.00	500.00	100.00 %
01-700-5142500	MISCELLANEOUS	1,200.00	1,200.00	16.66	203.73	996.27	83.02 %
01-700-5145000	NATURAL GAS	5,000.00	5,000.00	53.09	2,185.44	2,814.56	56.29 %
01-700-5147500	NEWSPAPER PUBLICATIONS	250.00	250.00	4.00	70.25	179.75	71.90 %
01-700-5149900	OFFICE FORMS & PRINTING	500.00	500.00	206.80	403.55	96.45	19.29 %
01-700-5150000	OFFICE SUPPLIES	3,000.00	3,000.00	241.10	1,561.13	1,438.87	47.96 %
01-700-5152000	ONE CALL MEMBERSHIP	2,500.00	2,500.00	201.23	1,370.27	1,129.73	45.19 %
01-700-5152030	PANDEMIC PREVENTION	3,000.00	3,000.00	0.00	0.00	3,000.00	100.00 %
01-700-5152500	POLES	20,000.00	20,000.00	0.00	9,120.00	10,880.00	54.40 %
01-700-5157500	POSTAGE AND FREIGHT	1,500.00	1,500.00	146.00	453.37	1,046.63	69.78 %
01-700-5157503	POWER PURCHASES	11,000,000.00	11,000,000.00	1,016,507.19	7,459,965.12	3,540,034.88	32.18 %
01-700-5160000	PROFESSIONAL FEES	125,000.00	125,000.00	8,082.46	60,627.39	64,372.61	51.50 %
01-700-5160150	PROMOTIONAL ITEMS	0.00	0.00	0.00	556.95	-556.95	0.00 %
01-700-5162500	RADIO REPAIRS	2,000.00	2,000.00	0.00	0.00	2,000.00	100.00 %
01-700-5165000	RANDOM TESTING	500.00	500.00	0.00	442.50	57.50	11.50 %
01-700-5167000	SAFETY PROGRAM	25,000.00	25,000.00	4,247.43	13,934.63	11,065.37	44.26 %
01-700-5172500	SHOP SUPPLIES	6,000.00	6,000.00	1,448.71	8,782.47	-2,782.47	-46.37 %
01-700-5174000	STREET LIGHTS	150,000.00	150,000.00	13,787.40	108,441.46	41,558.54	27.71 %
01-700-5174505	SUBSTATION MAINTENANCE	40,000.00	40,000.00	721.01	10,129.56	29,870.44	74.68 %
01-700-5175000	SUPPLIES	100,000.00	100,000.00	12,986.09	54,744.40	45,255.60	45.26 %
01-700-5177500	TELECOMMUNICATIONS	13,500.00	13,500.00	1,011.89	6,966.11	6,533.89	48.40 %
01-700-5180000	TESTS AND PERMITS	0.00	0.00	0.00	128.78	-128.78	0.00 %
01-700-5181000	TRACKABLE ASSETS < \$5,000	30,000.00	30,000.00	0.00	11,647.08	18,352.92	61.18 %
01-700-5182500	TRANSFORMERS	400,000.00	400,000.00	13,785.42	71,563.64	328,436.36	82.11 %
01-700-5183500	TREE TRIMMING	300,000.00	300,000.00	1,364.40	102,338.74	197,661.26	65.89 %
01-700-5184000	UNDERGROUND ELECTRIC	150,000.00	150,000.00	25,120.53	58,877.32	91,122.68	60.75 %
01-700-5185000	VEHICLE MAINTENANCE	8,000.00	8,000.00	942.99	4,286.74	3,713.26	46.42 %
01-700-5185500	VEHICLE REPAIRS	20,000.00	20,000.00	3,747.86	4,671.52	15,328.48	76.64 %
01-700-5188000	WIRE	150,000.00	150,000.00	3,997.50	56,549.05	93,450.95	62.30 %
01-700-5250000	SALARIES	1,223,073.00	1,223,073.00	144,828.79	704,793.00	518,280.00	42.38 %
01-700-5250500	PAYROLL TAXES	94,142.00	94,142.00	10,688.12	51,539.54	42,602.46	45.25 %
01-700-5251000	GROUP INSURANCE	200,377.00	200,377.00	14,095.28	102,449.54	97,927.46	48.87 %
01-700-5251500	LAGERS	149,215.00	149,215.00	16,743.07	83,352.97	65,862.03	44.14 %
01-700-5252500	EDUCATION	2,750.00	2,750.00	0.00	5,200.00	-2,450.00	-89.09 %
01-700-5253500	WELLNESS PROGRAM	250.00	250.00	4.45	75.65	174.35	69.74 %
01-700-5254000	UNIFORMS	25,000.00	25,000.00	1,269.20	6,501.90	18,498.10	73.99 %
01-700-5255000	WORK COMP PREMIUM	26,705.00	26,705.00	0.00	24,083.82	2,621.18	9.82 %
01-700-5450011	CAPITAL - INTANGIBLE ASSETS	6,250.00	6,250.00	0.00	0.00	6,250.00	100.00 %
01-700-5451004	CAPITAL-IMPROVEMENTS-BUILDING	15,000.00	15,000.00	24.49	11,935.89	3,064.11	20.43 %
01-700-5451500	CAPITAL-VEHICLES	61,334.00	61,334.00	0.00	48,606.11	12,727.89	20.75 %
01-700-5452000	CAPITAL-EQUIPMENT	340,957.00	340,957.00	6,448.36	43,780.39	297,176.61	87.16 %
01-700-5452500	CAPITAL-INFRASTRUCTURE	4,545,500.00	4,570,500.00	43,655.64	613,635.97	3,956,864.03	86.57 %
Department: 700 - ELECTRIC Total:		21,366,152.00	21,391,152.00	1,503,222.21	10,780,016.06	10,611,135.94	49.61 %
Expense Total:		21,366,152.00	21,391,152.00	1,503,222.21	10,780,016.06	10,611,135.94	49.61 %
Fund: 01 - ELECTRIC Surplus (Deficit):		-2,893,652.00	-2,918,652.00	448,538.71	-364,367.29	2,554,284.71	87.52 %

Budget Report

For Fiscal: 2021 Period Ending: 07/31/2021

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
Fund: 02 - WATER							
Revenue							
Department: 800 - WATER							
02-800-40006	INCOME - WATER SALES	2,600,750.00	2,600,750.00	294,647.54	1,631,706.47	-969,043.53	37.26 %
02-800-40007	INCOME - BULK WATER	1,500.00	1,500.00	380.25	494.55	-1,005.45	67.03 %
02-800-40052	INCOME - WATER PENALTIES	18,000.00	18,000.00	1,853.58	8,623.78	-9,376.22	52.09 %
02-800-40102	INCOME - WATER METER FEE	45,000.00	45,000.00	5,300.00	25,795.00	-19,205.00	42.68 %
02-800-40200	INCOME - INTEREST	21,000.00	21,000.00	1,660.51	12,613.14	-8,386.86	39.94 %
02-800-40270	INCOME - RENT	160,359.00	160,359.00	7,947.51	90,345.33	-70,013.67	43.66 %
02-800-40300	INCOME - MISCELLANEOUS	1,000.00	1,000.00	95.52	1,040.13	40.13	104.01 %
02-800-40400	INCOME - RECONNECT FEES	13,000.00	13,000.00	775.00	7,390.00	-5,610.00	43.15 %
02-800-44600	INCOME - INSURANCE CLAIMS	0.00	0.00	10,516.00	10,516.00	10,516.00	0.00 %
02-800-45100	INCOME - SURPLUS SALES	0.00	0.00	312.73	312.73	312.73	0.00 %
Department: 800 - WATER Total:		2,860,609.00	2,860,609.00	323,488.64	1,788,837.13	-1,071,771.87	37.47 %
Revenue Total:		2,860,609.00	2,860,609.00	323,488.64	1,788,837.13	-1,071,771.87	37.47 %
Expense							
Department: 800 - WATER							
02-800-5100100	ADMINISTRATION FEES	552,315.00	552,315.00	45,977.67	321,843.69	230,471.31	41.73 %
02-800-5105000	BUILDING MAINTENANCE - SUPPLIES	2,500.00	2,500.00	49.33	1,011.72	1,488.28	59.53 %
02-800-5105500	BUILDING MAINTENANCE SERVICES	10,500.00	10,500.00	196.30	1,583.94	8,916.06	84.91 %
02-800-5106000	BUILDING REPAIRS	5,000.00	5,000.00	0.00	412.77	4,587.23	91.74 %
02-800-5107000	CHEMICALS	15,000.00	15,000.00	-3,950.10	-963.60	15,963.60	106.42 %
02-800-5108000	COLLECTION FEE	400.00	400.00	0.00	55.41	344.59	86.15 %
02-800-5110000	COMPUTER SUPPLIES	500.00	500.00	0.00	0.00	500.00	100.00 %
02-800-5110102	COMPUTER SOFTWARE	1,500.00	1,500.00	0.00	0.00	1,500.00	100.00 %
02-800-5110503	COMPUTER SERVICES	26,000.00	26,000.00	672.40	17,925.44	8,074.56	31.06 %
02-800-5111000	COMPUTER EQUIPMENT	4,800.00	4,800.00	0.00	0.00	4,800.00	100.00 %
02-800-5112500	CONTRACT LABOR	15,000.00	15,000.00	0.00	0.00	15,000.00	100.00 %
02-800-5117500	DUES, LICENSES & MEMBERSHIPS	20,000.00	20,000.00	54.00	17,142.14	2,857.86	14.29 %
02-800-5118000	ECONOMIC DEVELOPMENT	107,000.00	107,000.00	2,750.00	8,250.00	98,750.00	92.29 %
02-800-5120000	EMPLOYMENT COSTS	500.00	500.00	14.77	406.18	93.82	18.76 %
02-800-5122500	EQUIPMENT MAINTENANCE	1,000.00	1,000.00	95.94	2,028.52	-1,028.52	-102.85 %
02-800-5123000	EQUIPMENT REPAIRS	4,000.00	4,000.00	0.80	414.04	3,585.96	89.65 %
02-800-5123500	EQUIPMENT RENTAL	2,000.00	2,000.00	0.00	1,257.75	742.25	37.11 %
02-800-5124500	FACILITIES SUPPLIES	0.00	0.00	96.73	531.45	-531.45	0.00 %
02-800-5125000	FEE-IN-LIEU-OF-TAXES	130,038.00	130,038.00	13,889.13	76,433.39	53,604.61	41.22 %
02-800-5127500	FIRST AID CLAIMS	200.00	200.00	0.00	0.00	200.00	100.00 %
02-800-5130000	GASOLINE & DIESEL	15,000.00	15,000.00	1,371.19	7,648.04	7,351.96	49.01 %
02-800-5131000	GROUNDS MAINTENANCE	12,000.00	12,000.00	3,720.00	3,720.00	8,280.00	69.00 %
02-800-5132500	INSURANCE AND BONDS	32,774.00	32,774.00	21.27	34,698.27	-1,924.27	-5.87 %
02-800-5132555	INSURANCE BROKER FEE	2,309.00	2,309.00	0.00	2,309.00	0.00	0.00 %
02-800-5132560	JANITORIAL SUPPLIES	0.00	0.00	0.00	48.23	-48.23	0.00 %
02-800-5134500	MAILING SERVICES	27,500.00	27,500.00	0.00	12,482.70	15,017.30	54.61 %
02-800-5135500	MAINTENANCE/SERVICE CONTRACTS	18,000.00	18,000.00	124.44	3,754.44	14,245.56	79.14 %
02-800-5137500	MEETINGS AND TRAINING	12,000.00	12,000.00	118.23	2,072.33	9,927.67	82.73 %
02-800-5138000	MERCHANT CARD FEES	45,000.00	45,000.00	4,069.91	28,731.07	16,268.93	36.15 %
02-800-5138500	METERS	150,000.00	150,000.00	0.00	35,339.90	114,660.10	76.44 %
02-800-5140000	METER READING SUPPLIES	1,000.00	1,000.00	19.62	200.27	799.73	79.97 %
02-800-5142000	MILEAGE	250.00	250.00	0.00	0.00	250.00	100.00 %
02-800-5142500	MISCELLANEOUS	2,500.00	45,840.00	67.66	815.73	45,024.27	98.22 %
02-800-5145000	NATURAL GAS	3,200.00	3,200.00	31.76	1,454.13	1,745.87	54.56 %
02-800-5147000	NEWSLETTER	100.00	100.00	0.00	0.00	100.00	100.00 %
02-800-5147500	NEWSPAPER PUBLICATIONS	100.00	100.00	0.00	7.26	92.74	92.74 %
02-800-5149000	OFFICE FORMS & PRINTING	500.00	500.00	31.02	598.16	-98.16	-19.63 %
02-800-5150000	OFFICE SUPPLIES	2,500.00	2,500.00	122.82	908.41	1,591.59	63.66 %
02-800-5152000	ONE CALL MEMBERSHIP	2,500.00	2,500.00	201.23	1,370.27	1,129.73	45.19 %
02-800-5157500	POSTAGE AND FREIGHT	8,000.00	8,000.00	275.66	1,381.78	6,618.22	82.73 %
02-800-5157501	PRIMACY FEE	24,000.00	24,000.00	0.00	0.00	24,000.00	100.00 %

Budget Report

For Fiscal: 2021 Period Ending: 07/31/2021

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
02-800-5160000	PROFESSIONAL FEES	100,000.00	100,000.00	0.00	57,556.65	42,443.35	42.44 %
02-800-5160150	PROMOTIONAL ITEMS	0.00	0.00	0.00	556.95	-556.95	0.00 %
02-800-5162500	RADIO REPAIRS	500.00	500.00	0.00	0.00	500.00	100.00 %
02-800-5165000	RANDOM TESTING	200.00	200.00	0.00	130.00	70.00	35.00 %
02-800-5167000	SAFETY PROGRAM	2,500.00	2,500.00	20.13	429.70	2,070.30	82.81 %
02-800-5172500	SHOP SUPPLIES	3,000.00	3,000.00	302.55	2,872.44	127.56	4.25 %
02-800-5175000	SUPPLIES	55,000.00	55,000.00	6,648.05	44,348.72	10,651.28	19.37 %
02-800-5176002	SYSTEM REPAIRS	68,000.00	68,000.00	2,099.80	28,369.25	39,630.75	58.28 %
02-800-5177500	TELECOMMUNICATIONS	8,000.00	8,000.00	647.55	4,348.90	3,651.10	45.64 %
02-800-5180000	TESTS AND PERMITS	6,500.00	6,500.00	650.00	4,054.00	2,446.00	37.63 %
02-800-5181000	TRACKABLE ASSETS < \$5,000	12,000.00	12,000.00	0.00	3,214.11	8,785.89	73.22 %
02-800-5185000	VEHICLE MAINTENANCE	3,500.00	3,500.00	310.37	2,013.32	1,486.68	42.48 %
02-800-5185500	VEHICLE REPAIRS	3,000.00	3,000.00	1,345.00	5,020.10	-2,020.10	-67.34 %
02-800-5250000	SALARIES	310,166.00	310,166.00	36,287.79	182,942.79	127,223.21	41.02 %
02-800-5250500	PAYROLL TAXES	23,940.00	23,940.00	2,576.96	12,821.85	11,118.15	46.44 %
02-800-5251000	GROUP INSURANCE	69,728.00	69,728.00	6,462.21	42,837.23	26,890.77	38.57 %
02-800-5251500	LAGERS	34,739.00	34,739.00	4,427.11	22,319.04	12,419.96	35.75 %
02-800-5252500	EDUCATION	1,750.00	1,750.00	0.00	0.00	1,750.00	100.00 %
02-800-5253500	WELLNESS PROGRAM	500.00	500.00	4.45	75.65	424.35	84.87 %
02-800-5253800	WELLS & TOWERS	200,000.00	200,000.00	0.00	100,681.45	99,318.55	49.66 %
02-800-5254000	UNIFORMS	4,000.00	4,000.00	432.46	1,854.92	2,145.08	53.63 %
02-800-5255000	WORK COMP PREMIUM	10,973.00	10,973.00	0.00	9,202.32	1,770.68	16.14 %
02-800-5350000	BOND PRINCIPAL	130,000.00	130,000.00	0.00	130,000.00	0.00	0.00 %
02-800-5350500	BOND INTEREST	5,288.00	5,288.00	0.00	3,374.79	1,913.21	36.18 %
02-800-5352000	AGENT FEES	500.00	500.00	0.00	500.00	0.00	0.00 %
02-800-5450011	CAPITAL - INTANGIBLE ASSETS	6,250.00	6,250.00	0.00	0.00	6,250.00	100.00 %
02-800-5450500	CAPITAL-BUILDING	455,000.00	455,000.00	1,421.00	25,632.50	429,367.50	94.37 %
02-800-5451500	CAPITAL-VEHICLES	11,334.00	11,334.00	0.00	0.00	11,334.00	100.00 %
02-800-5452000	CAPITAL-EQUIPMENT	193,792.00	193,792.00	0.00	0.00	193,792.00	100.00 %
02-800-5452500	CAPITAL-INFRASTRUCTURE	1,904,000.00	1,904,000.00	90,587.53	828,318.05	1,075,681.95	56.50 %
Department: 800 - WATER Total:		4,881,646.00	4,924,986.00	224,244.74	2,099,347.56	2,825,638.44	57.37 %
Expense Total:		4,881,646.00	4,924,986.00	224,244.74	2,099,347.56	2,825,638.44	57.37 %
Fund: 02 - WATER Surplus (Deficit):		-2,021,037.00	-2,064,377.00	99,243.90	-310,510.43	1,753,866.57	84.96 %

Budget Report

For Fiscal: 2021 Period Ending: 07/31/2021

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
Fund: 03 - WASTE WATER							
Revenue							
Department: 900 - WASTE WATER							
03-900-40005	INCOME - SEWER SERVICE	3,180,000.00	3,180,000.00	223,697.06	1,862,999.08	-1,317,000.92	41.42 %
03-900-40050	INCOME - SEWER PENALTIES	25,000.00	25,000.00	1,973.71	8,831.56	-16,168.44	64.67 %
03-900-40101	INCOME - PERMITS	5,000.00	5,000.00	300.00	1,870.00	-3,130.00	62.60 %
03-900-40200	INCOME - INTEREST	26,000.00	26,000.00	2,455.79	15,977.72	-10,022.28	38.55 %
03-900-40300	INCOME - MISCELLANEOUS	500.00	500.00	22.02	99.20	-400.80	80.16 %
03-900-40404	INCOME - NE LIFT REIMBURSEMENT	0.00	0.00	0.00	11,851.24	11,851.24	0.00 %
03-900-40520	INCOME - SEWER IMPACT FEES	240,000.00	240,000.00	17,260.00	96,937.00	-143,063.00	59.61 %
03-900-45100	INCOME - SURPLUS SALES	0.00	0.00	0.00	18,281.25	18,281.25	0.00 %
Department: 900 - WASTE WATER Total:		3,476,500.00	3,476,500.00	245,708.58	2,016,847.05	-1,459,652.95	41.99 %
Department: 950 - RECYCLING							
03-950-40051	INCOME - RECYCLE PENALTIES	1,000.00	1,000.00	101.59	568.82	-431.18	43.12 %
03-950-40601	INCOME - OUTSIDE PERMITS	2,500.00	2,500.00	144.00	1,080.00	-1,420.00	56.80 %
03-950-40602	INCOME - CAN SALES	1,500.00	1,500.00	147.00	1,147.40	-352.60	23.51 %
03-950-40605	INCOME - RECYCLING SALES	160,000.00	160,000.00	13,815.14	96,050.48	-63,949.52	39.97 %
03-950-40650	INCOME - RECYCLE MISCELLANEOUS	0.00	0.00	376.94	5,379.15	5,379.15	0.00 %
Department: 950 - RECYCLING Total:		165,000.00	165,000.00	14,584.67	104,225.85	-60,774.15	36.83 %
Revenue Total:		3,641,500.00	3,641,500.00	260,293.25	2,121,072.90	-1,520,427.10	41.75 %
Expense							
Department: 900 - WASTE WATER							
03-900-5100100	ADMINISTRATION FEES	365,709.00	365,709.00	30,427.17	212,990.19	152,718.81	41.76 %
03-900-5105000	BUILDING MAINTENANCE - SUPPLIES	3,000.00	3,000.00	86.41	816.39	2,183.61	72.79 %
03-900-5105500	BUILDING MAINTENANCE SERVICES	12,000.00	12,000.00	314.25	3,926.48	8,073.52	67.28 %
03-900-5106000	BUILDING REPAIRS	12,500.00	12,500.00	428.95	884.55	11,615.45	92.92 %
03-900-5107000	CHEMICALS	35,000.00	35,000.00	4,191.46	23,942.68	11,057.32	31.59 %
03-900-5108000	COLLECTION FEE	250.00	250.00	0.00	55.41	194.59	77.84 %
03-900-5110000	COMPUTER SUPPLIES	500.00	500.00	0.00	0.00	500.00	100.00 %
03-900-5110102	COMPUTER SOFTWARE	500.00	500.00	0.00	0.00	500.00	100.00 %
03-900-5110503	COMPUTER SERVICES	27,000.00	27,000.00	672.65	20,203.64	6,796.36	25.17 %
03-900-5111000	COMPUTER EQUIPMENT	12,000.00	12,000.00	0.00	0.00	12,000.00	100.00 %
03-900-5112500	CONTRACT LABOR	5,000.00	5,000.00	0.00	0.00	5,000.00	100.00 %
03-900-5117500	DUES, LICENSES & MEMBERSHIPS	6,500.00	6,500.00	9.00	5,356.15	1,143.85	17.60 %
03-900-5118000	ECONOMIC DEVELOPMENT	27,000.00	27,000.00	2,750.00	8,250.00	18,750.00	69.44 %
03-900-5120000	EMPLOYMENT COSTS	200.00	200.00	56.77	561.02	-361.02	-180.51 %
03-900-5122500	EQUIPMENT MAINTENANCE	1,200.00	1,200.00	95.95	2,908.56	-1,708.56	-142.38 %
03-900-5123000	EQUIPMENT REPAIRS	10,000.00	10,000.00	0.79	6,421.12	3,578.88	35.79 %
03-900-5123500	EQUIPMENT RENTAL	5,000.00	5,000.00	0.00	33.00	4,967.00	99.34 %
03-900-5124500	FACILITIES SUPPLIES	0.00	0.00	104.45	790.56	-790.56	0.00 %
03-900-5127500	FIRST AID CLAIMS	300.00	300.00	0.00	0.00	300.00	100.00 %
03-900-5130000	GASOLINE & DIESEL	23,000.00	23,000.00	3,113.16	13,825.71	9,174.29	39.89 %
03-900-5130500	I & I REDUCTION	200,000.00	200,000.00	0.00	0.00	200,000.00	100.00 %
03-900-5131000	GROUNDS MAINTENANCE	12,000.00	12,000.00	3,720.00	3,720.00	8,280.00	69.00 %
03-900-5132500	INSURANCE AND BONDS	60,000.00	60,000.00	21.26	59,941.26	58.74	0.10 %
03-900-5132555	INSURANCE BROKER FEE	4,221.00	4,221.00	0.00	4,221.00	0.00	0.00 %
03-900-5132560	JANITORIAL SUPPLIES	0.00	0.00	0.00	168.20	-168.20	0.00 %
03-900-5134500	MAILING SERVICES	27,500.00	27,500.00	0.00	12,482.70	15,017.30	54.61 %
03-900-5135500	MAINTENANCE/SERVICE CONTRACTS	16,000.00	16,000.00	716.41	6,160.07	9,839.93	61.50 %
03-900-5137500	MEETINGS AND TRAINING	5,300.00	5,300.00	118.20	2,841.00	2,459.00	46.40 %
03-900-5138000	MERCHANT CARD FEES	40,000.00	40,000.00	4,069.91	28,731.06	11,268.94	28.17 %
03-900-5140000	METER READING SUPPLIES	1,200.00	1,200.00	19.62	200.27	999.73	83.31 %
03-900-5142000	MILEAGE	750.00	750.00	0.00	213.64	536.36	71.51 %
03-900-5142500	MISCELLANEOUS	1,000.00	1,000.00	16.68	197.75	802.25	80.23 %
03-900-5145000	NATURAL GAS	12,000.00	12,000.00	1,098.04	6,879.98	5,120.02	42.67 %
03-900-5147000	NEWSLETTER	100.00	100.00	0.00	0.00	100.00	100.00 %
03-900-5147500	NEWSPAPER PUBLICATIONS	100.00	100.00	0.00	7.26	92.74	92.74 %

Budget Report

For Fiscal: 2021 Period Ending: 07/31/2021

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
03-900-5149900	OFFICE FORMS & PRINTING	250.00	250.00	31.04	227.77	22.23	8.89 %
03-900-5150000	OFFICE SUPPLIES	2,500.00	2,500.00	122.34	1,005.12	1,494.88	59.80 %
03-900-5152000	ONE CALL MEMBERSHIP	2,500.00	2,500.00	201.29	1,370.71	1,129.29	45.17 %
03-900-5157500	POSTAGE AND FREIGHT	2,500.00	2,500.00	122.75	406.79	2,093.21	83.73 %
03-900-5160000	PROFESSIONAL FEES	15,000.00	15,000.00	0.00	3,323.11	11,676.89	77.85 %
03-900-5160150	PROMOTIONAL ITEMS	0.00	0.00	0.00	556.95	-556.95	0.00 %
03-900-5162500	RADIO REPAIRS	1,000.00	1,000.00	0.00	0.00	1,000.00	100.00 %
03-900-5165000	RANDOM TESTING	250.00	250.00	0.00	125.70	124.30	49.72 %
03-900-5167000	SAFETY PROGRAM	2,000.00	2,000.00	20.13	182.20	1,817.80	90.89 %
03-900-5172500	SHOP SUPPLIES	3,500.00	3,500.00	3.73	1,832.40	1,667.60	47.65 %
03-900-5175000	SUPPLIES	30,000.00	30,000.00	1,195.87	15,924.81	14,075.19	46.92 %
03-900-5176000	COLLECTION SYSTEM REPAIRS	100,000.00	100,000.00	2,455.69	24,835.30	75,164.70	75.16 %
03-900-5177500	TELECOMMUNICATIONS	10,000.00	10,000.00	793.66	5,448.31	4,551.69	45.52 %
03-900-5180000	TESTS AND PERMITS	12,000.00	12,000.00	1,034.50	5,648.06	6,351.94	52.93 %
03-900-5181000	TRACKABLE ASSETS < \$5,000	25,000.00	25,000.00	0.00	2,895.00	22,105.00	88.42 %
03-900-5185000	VEHICLE MAINTENANCE	7,000.00	7,000.00	816.31	3,512.24	3,487.76	49.83 %
03-900-5185500	VEHICLE REPAIRS	7,500.00	7,500.00	0.00	25,652.13	-18,152.13	-242.03 %
03-900-5187500	WATER POLLUTION FEE	9,000.00	9,000.00	0.00	0.00	9,000.00	100.00 %
03-900-5188500	WWTP MAINTENANCE/REPAIRS	60,000.00	60,000.00	0.00	32,321.71	27,678.29	46.13 %
03-900-5250000	SALARIES	465,454.00	465,454.00	47,409.58	249,140.06	216,313.94	46.47 %
03-900-5250500	PAYROLL TAXES	35,935.00	35,935.00	3,472.91	18,254.67	17,680.33	49.20 %
03-900-5251000	GROUP INSURANCE	99,890.00	99,890.00	7,031.56	49,773.50	50,116.50	50.17 %
03-900-5251500	LAGERS	52,131.00	52,131.00	5,542.52	29,605.71	22,525.29	43.21 %
03-900-5252500	EDUCATION	1,750.00	1,750.00	0.00	0.00	1,750.00	100.00 %
03-900-5253500	WELLNESS PROGRAM	250.00	250.00	4.45	75.65	174.35	69.74 %
03-900-5254000	UNIFORMS	3,500.00	3,500.00	327.39	1,898.41	1,601.59	45.76 %
03-900-5255000	WORK COMP PREMIUM	12,747.00	12,747.00	0.00	13,563.51	-816.51	-6.41 %
03-900-5350000	BOND PRINCIPAL	588,000.00	588,000.00	40,333.34	387,463.34	200,536.66	34.10 %
03-900-5350500	BOND INTEREST	70,466.00	70,466.00	149.21	15,606.73	54,859.27	77.85 %
03-900-5352000	AGENT FEES	12,000.00	12,000.00	7,272.26	8,397.26	3,602.74	30.02 %
03-900-5450011	CAPITAL - INTANGIBLE ASSETS	6,250.00	6,250.00	0.00	0.00	6,250.00	100.00 %
03-900-5451500	CAPITAL-VEHICLES	341,334.00	341,334.00	0.00	0.00	341,334.00	100.00 %
03-900-5452000	CAPITAL-EQUIPMENT	796,792.00	796,792.00	34,057.00	134,661.12	662,130.88	83.10 %
03-900-5452500	CAPITAL-INFRASTRUCTURE	543,000.00	678,000.00	803.00	12,211.75	665,788.25	98.20 %
Department: 900 - WASTE WATER Total:		4,246,329.00	4,381,329.00	205,231.66	1,472,649.67	2,908,679.33	66.39 %
Department: 950 - RECYCLING							
03-950-5105000	RECYCLE-BUILDING MAINTENANCE - ...	0.00	0.00	0.00	3.10	-3.10	0.00 %
03-950-5112500	RECYCLE - CONTRACT LABOR	15,000.00	15,000.00	0.00	0.00	15,000.00	100.00 %
03-950-5122500	RECYCLE-EQUIPMENT MAINTENANCE	0.00	0.00	0.00	222.74	-222.74	0.00 %
03-950-5123000	RECYCLE-EQUIPMENT REPAIRS	0.00	0.00	0.00	461.96	-461.96	0.00 %
03-950-5124500	RECYCLE-FACILITIES SUPPLIES	0.00	0.00	133.22	202.10	-202.10	0.00 %
03-950-5130001	RECYCLE-GASOLINE & DIESEL	0.00	0.00	160.01	770.74	-770.74	0.00 %
03-950-5131000	RECYCLE-GROUNDS MAINTENANCE	7,500.00	7,500.00	0.00	0.00	7,500.00	100.00 %
03-950-5132502	RECYCLE-INSURANCE AND BONDS	2,100.00	2,100.00	0.00	2,081.00	19.00	0.90 %
03-950-5132555	RECYCLE-INSURANCE BROKER FEE	147.00	147.00	0.00	147.00	0.00	0.00 %
03-950-5132560	RECYCLE-JANITORIAL SUPPLIES	0.00	0.00	0.00	7.31	-7.31	0.00 %
03-950-5167000	RECYCLE-SAFETY PROGRAM	0.00	0.00	0.00	22.10	-22.10	0.00 %
03-950-5175000	RECYCLE-SUPPLIES	0.00	0.00	9.91	1,614.57	-1,614.57	0.00 %
03-950-5177500	RECYCLE-TELECOMMUNICATIONS	0.00	0.00	9.00	63.00	-63.00	0.00 %
03-950-5250000	RECYCLE-SALARIES	68,921.00	68,921.00	8,629.25	38,811.03	30,109.97	43.69 %
03-950-5250500	RECYCLE-PAYROLL TAXES	5,370.00	5,370.00	634.15	2,850.79	2,519.21	46.91 %
03-950-5251000	RECYCLE-GROUP INSURANCE	21,360.00	21,360.00	1,782.67	12,434.70	8,925.30	41.79 %
03-950-5251500	RECYCLE-LAGERS	7,719.00	7,719.00	1,052.79	4,287.44	3,431.56	44.46 %
03-950-5253500	RECYCLE-WELLNESS PROGRAM	0.00	0.00	4.45	75.65	-75.65	0.00 %
03-950-5254000	RECYCLE-UNIFORMS	0.00	0.00	0.00	241.37	-241.37	0.00 %
03-950-5255000	RECYCLE - WORK COMP PREMIUM	3,831.00	3,831.00	0.00	3,556.79	274.21	7.16 %

Budget Report

For Fiscal: 2021 Period Ending: 07/31/2021

[03-950-5451509](#)

	Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
RECYCLE-CAPITAL-VEHICLES	140,000.00	140,000.00	0.00	0.00	140,000.00	100.00 %
Department: 950 - RECYCLING Total:	271,948.00	271,948.00	12,415.45	67,853.39	204,094.61	75.05 %
Expense Total:	4,518,277.00	4,653,277.00	217,647.11	1,540,503.06	3,112,773.94	66.89 %
Fund: 03 - WASTE WATER Surplus (Deficit):	-876,777.00	-1,011,777.00	42,646.14	580,569.84	1,592,346.84	157.38 %

Budget Report

For Fiscal: 2021 Period Ending: 07/31/2021

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
Fund: 11 - GENERAL							
Revenue							
Department: 100 - ADMINISTRATION							
11-100-40000	INCOME - ADMINISTRATIVE FEES	1,764,221.00	1,764,221.00	146,856.59	1,028,150.47	-736,070.53	41.72 %
11-100-40200	INCOME - INTEREST	41,000.00	41,000.00	4,013.34	25,404.85	-15,595.15	38.04 %
11-100-41001	INCOME - BUSINESS LICENSES	35,000.00	35,000.00	1,675.00	34,750.00	-250.00	0.71 %
11-100-41004	INCOME - GOLF CART PERMITS	400.00	400.00	15.00	435.00	35.00	108.75 %
11-100-41800	INCOME - FACILITY RENTAL	1,200.00	1,200.00	100.00	700.00	-500.00	41.67 %
11-100-42000	INCOME - CABLE TV FRANCHISE	155,000.00	155,000.00	8,564.05	79,769.98	-75,230.02	48.54 %
11-100-42501	INCOME - POLICE IMPACT FEES	32,000.00	32,000.00	2,120.00	12,305.85	-19,694.15	61.54 %
11-100-42502	INCOME - PARK IMPACT FEES	75,000.00	75,000.00	8,700.00	52,635.00	-22,365.00	29.82 %
11-100-43003	INCOME - SANITATION SALES	1,260,000.00	1,260,000.00	112,468.06	784,617.76	-475,382.24	37.73 %
11-100-43010	INCOME - CARES GRANT	0.00	0.00	0.00	74,446.74	74,446.74	0.00 %
11-100-43100	INCOME - SANITATION PENALTIES	9,500.00	9,500.00	774.82	4,392.51	-5,107.49	53.76 %
11-100-43500	INCOME - MISCELLANEOUS	3,000.00	3,000.00	302.22	4,104.37	1,104.37	136.81 %
11-100-44500	INCOME - IN LIEU OF TAXES	1,030,038.00	1,030,038.00	92,067.03	546,256.03	-483,781.97	46.97 %
11-100-44800	INCOME - PERMITS, SMALL CELL-ENC...	7,500.00	7,500.00	800.00	4,400.00	-3,100.00	41.33 %
11-100-45100	INCOME - SURPLUS SALES	0.00	0.00	16.00	53.00	53.00	0.00 %
11-100-45503	INCOME - SALE CODE BOOKS & MAPS	0.00	0.00	0.00	20.00	20.00	0.00 %
11-100-47000	INCOME - SURCHARGE TAX	34,000.00	34,000.00	0.00	36,099.37	2,099.37	106.17 %
11-100-47100	INCOME - TAXES - REAL ESTATE	915,000.00	915,000.00	1,635.73	807,057.82	-107,942.18	11.80 %
11-100-47200	INCOME - TAXES - INTEREST	3,000.00	3,000.00	377.41	2,668.79	-331.21	11.04 %
11-100-48000	INCOME - TAXES - 1-CENT SALES TAX	2,891,200.00	2,891,200.00	319,032.92	1,920,682.04	-970,517.96	33.57 %
11-100-48300	INCOME - USE TAX	583,450.00	583,450.00	41,703.51	355,641.46	-227,808.54	39.05 %
11-100-48500	INCOME - FINES & FORFEITURES	125,000.00	125,000.00	9,221.05	37,798.73	-87,201.27	69.76 %
11-100-48800	INCOME - GAS FRANCHISE TAX	335,000.00	335,000.00	219,127.58	358,623.78	23,623.78	107.05 %
11-100-49000	INCOME - FINANCIAL INST TAX	1,500.00	1,500.00	0.00	1,019.91	-480.09	32.01 %
11-100-49200	INCOME - RAILROAD & UTIL TAX	8,700.00	8,700.00	0.00	8,175.06	-524.94	6.03 %
Department: 100 - ADMINISTRATION Total:		9,310,709.00	9,310,709.00	969,570.31	6,180,208.52	-3,130,500.48	33.62 %
Department: 150 - DEVELOPMENT							
11-150-45900	INCOME - P & Z APPLICATIONS	5,000.00	5,000.00	900.00	1,700.00	-3,300.00	66.00 %
11-150-46001	INCOME - FINAL PLATS	2,500.00	2,500.00	675.00	1,735.00	-765.00	30.60 %
Department: 150 - DEVELOPMENT Total:		7,500.00	7,500.00	1,575.00	3,435.00	-4,065.00	54.20 %
Department: 175 - ECONOMIC DEVELOPMENT							
11-175-45200	ECONOMIC DEVELOPMENT	8,000.00	8,000.00	0.00	0.00	-8,000.00	100.00 %
Department: 175 - ECONOMIC DEVELOPMENT Total:		8,000.00	8,000.00	0.00	0.00	-8,000.00	100.00 %
Revenue Total:		9,326,209.00	9,326,209.00	971,145.31	6,183,643.52	-3,142,565.48	33.70 %
Expense							
Department: 100 - ADMINISTRATION							
11-100-5101000	ADVERTISING	1,000.00	0.00	0.00	0.00	0.00	0.00 %
11-100-5105000	BUILDING MAINTENANCE - SUPPLIES	3,500.00	3,500.00	116.93	957.09	2,542.91	72.65 %
11-100-5105500	BUILDING MAINTENANCE SERVICES	10,000.00	10,000.00	804.47	3,631.76	6,368.24	63.68 %
11-100-5106000	BUILDING REPAIRS	20,000.00	20,000.00	122.33	1,033.84	18,966.16	94.83 %
11-100-5108004	CITY ADMINISTRATOR EXPENSES	9,000.00	9,000.00	505.22	1,975.29	7,024.71	78.05 %
11-100-5110102	COMPUTER SOFTWARE	2,000.00	2,000.00	99.99	1,099.99	900.01	45.00 %
11-100-5110503	COMPUTER SERVICES	33,000.00	33,000.00	1,074.43	26,395.15	6,604.85	20.01 %
11-100-5111000	COMPUTER EQUIPMENT	12,500.00	9,000.00	0.00	1,005.82	7,994.18	88.82 %
11-100-5112300	COUNTY INMATE BOARDING	3,500.00	3,500.00	190.00	1,346.00	2,154.00	61.54 %
11-100-5117500	DUES, LICENSES & MEMBERSHIPS	8,500.00	7,775.00	230.25	5,551.81	2,223.19	28.59 %
11-100-5118501	ELECTION	8,000.00	30,000.00	0.00	12,971.97	17,028.03	56.76 %
11-100-5120000	EMPLOYMENT COSTS	2,000.00	2,000.00	0.00	294.00	1,706.00	85.30 %
11-100-5124500	FACILITIES SUPPLIES	0.00	0.00	99.38	875.53	-875.53	0.00 %
11-100-5127500	FIRST AID CLAIMS	100.00	100.00	0.00	0.00	100.00	100.00 %
11-100-5131000	GROUNDS MAINTENANCE	1,000.00	1,000.00	0.00	0.00	1,000.00	100.00 %
11-100-5132500	INSURANCE AND BONDS	19,950.00	19,950.00	0.00	19,678.00	272.00	1.36 %
11-100-5132555	INSURANCE BROKER FEE	1,387.00	1,387.00	0.00	1,387.00	0.00	0.00 %
11-100-5132560	JANITORIAL SUPPLIES	0.00	0.00	113.29	1,021.78	-1,021.78	0.00 %

Budget Report

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		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
11-100-5133500	IT SUPPLIES	2,000.00	2,000.00	2,179.04	2,544.42	-544.42	-27.22 %
11-100-5135500	MAINTENANCE/SERVICE CONTRACTS	13,500.00	13,500.00	481.39	5,950.55	7,549.45	55.92 %
11-100-5136000	MAYOR & COUNCIL	8,000.00	8,000.00	830.12	7,285.51	714.49	8.93 %
11-100-5137500	MEETINGS AND TRAINING	14,400.00	11,900.00	430.08	4,179.08	7,720.92	64.88 %
11-100-5138000	MERCHANT CARD FEES	4,500.00	4,500.00	366.02	2,609.99	1,890.01	42.00 %
11-100-5142000	MILEAGE	3,500.00	3,500.00	133.14	672.37	2,827.63	80.79 %
11-100-5142400	MISCELLANEOUS SERVICES	7,300.00	7,000.00	45.00	1,957.46	5,042.54	72.04 %
11-100-5142502	MISCELLANEOUS SUPPLIES	3,000.00	2,000.00	28.00	120.19	1,879.81	93.99 %
11-100-5143500	MOSQUITO	7,500.00	7,500.00	0.00	7,795.00	-295.00	-3.93 %
11-100-5145000	NATURAL GAS	3,500.00	3,500.00	79.62	2,114.51	1,385.49	39.59 %
11-100-5145003	MUNICIPAL COURT-SUPPLIES	4,700.00	4,700.00	135.04	825.53	3,874.47	82.44 %
11-100-5145100	MUNICIPAL COURT-TRAINING	3,000.00	3,000.00	0.00	875.00	2,125.00	70.83 %
11-100-5145150	MUNICIPAL COURT-PROSECUTOR SU...	100.00	100.00	0.00	0.00	100.00	100.00 %
11-100-5147000	NEWSLETTER	800.00	800.00	0.00	0.00	800.00	100.00 %
11-100-5147500	NEWSPAPER PUBLICATIONS	1,500.00	1,500.00	447.40	973.46	526.54	35.10 %
11-100-5149900	OFFICE FORMS & PRINTING	5,000.00	1,500.00	0.00	6.55	1,493.45	99.56 %
11-100-5150002	OFFICE SUPPLIES-ADMINISTRATION	2,000.00	2,000.00	56.11	1,290.63	709.37	35.47 %
11-100-5150100	OFFICE EQUIPMENT-REPAIRS	200.00	200.00	0.00	0.00	200.00	100.00 %
11-100-5150500	OFFICE SUPPLIES-FINANCE	1,800.00	1,800.00	191.26	695.50	1,104.50	61.36 %
11-100-5151000	OFFICE SUPPLIES-HUMAN RESOURCES	1,500.00	1,500.00	187.83	700.01	799.99	53.33 %
11-100-5152030	PANDEMIC PREVENTION	0.00	0.00	0.00	1,056.74	-1,056.74	0.00 %
11-100-5157500	POSTAGE AND FREIGHT	3,000.00	3,000.00	68.67	642.99	2,357.01	78.57 %
11-100-5160000	PROFESSIONAL FEES	15,000.00	14,500.00	1,900.00	9,929.67	4,570.33	31.52 %
11-100-5160002	PROFESSIONAL FEES-ATTORNEY	5,000.00	5,000.00	500.00	500.00	4,500.00	90.00 %
11-100-5169002	SUBSCRIPTIONS	200.00	0.00	0.00	0.00	0.00	0.00 %
11-100-5170000	TAX-REASSESSMENT FEES	8,500.00	8,500.00	16.33	8,152.30	347.70	4.09 %
11-100-5170100	TAX-COLLECTOR FEES	26,500.00	26,500.00	48.98	24,456.90	2,043.10	7.71 %
11-100-5174002	TRASH SERVICE	1,146,000.00	1,146,000.00	102,120.24	710,958.53	435,041.47	37.96 %
11-100-5177500	TELECOMMUNICATIONS	4,500.00	4,500.00	244.18	1,642.29	2,857.71	63.50 %
11-100-5181000	TRACKABLE ASSETS < \$5,000	3,400.00	3,400.00	0.00	0.00	3,400.00	100.00 %
11-100-5250000	SALARIES	2,093,054.00	2,093,054.00	228,140.82	1,136,664.21	956,389.79	45.69 %
11-100-5250005	SALARIES-MAYOR & COUNCIL	9,360.00	9,360.00	300.00	7,860.00	1,500.00	16.03 %
11-100-5250500	PAYROLL TAXES	162,737.00	162,737.00	16,916.63	84,436.48	78,300.52	48.11 %
11-100-5251000	GROUP INSURANCE	388,601.00	388,601.00	28,880.09	194,982.95	193,618.05	49.82 %
11-100-5251500	LAGERS	253,523.00	253,523.00	26,547.06	129,690.81	123,832.19	48.84 %
11-100-5252500	EDUCATION	3,750.00	3,750.00	0.00	2,547.00	1,203.00	32.08 %
11-100-5253500	WELLNESS PROGRAM	350.00	350.00	4.45	75.65	274.35	78.39 %
11-100-5254000	UNIFORMS	100.00	100.00	0.00	79.48	20.52	20.52 %
11-100-5255000	WORK COMP PREMIUM	23,629.00	23,629.00	0.00	22,225.71	1,403.29	5.94 %
11-100-5350001	BOND PRINCIPAL-MCCAULEY	165,300.00	165,300.00	0.00	165,300.00	0.00	0.00 %
11-100-5350501	BOND INTEREST-MCCAULEY	2,066.00	2,066.00	0.00	2,066.25	-0.25	-0.01 %
11-100-5351003	LEASE PAYMENT-PRINCIPAL-CH & PD ...	240,000.00	240,000.00	239,999.97	239,999.97	0.03	0.00 %
11-100-5351503	LEASE PAYMENT-INTEREST-CH & PD ...	46,500.00	46,500.00	23,250.00	46,498.25	1.75	0.00 %
11-100-5352000	AGENT FEES	3,500.00	3,500.00	0.00	3,043.83	456.17	13.03 %
11-100-5450011	CAPITAL - INTANGIBLE ASSETS	6,250.00	6,250.00	0.00	0.00	6,250.00	100.00 %
11-100-5452000	CAPITAL-EQUIPMENT	22,676.00	22,676.00	0.00	4,788.00	17,888.00	78.89 %
11-100-5452500	CAPITAL-INFRASTRUCTURE	171,000.00	171,000.00	167.00	13,612.50	157,387.50	92.04 %
11-100-5500000	FUND TRANSFER-POLICE	3,959,368.00	3,959,368.00	0.00	0.00	3,959,368.00	100.00 %
11-100-5500500	FUND TRANSFER-PARK	894,525.00	894,525.00	0.00	0.00	894,525.00	100.00 %
11-100-5501500	FUND TRANSFER-STORMWATER	346,950.00	346,950.00	0.00	0.00	346,950.00	100.00 %
Department: 100 - ADMINISTRATION Total:		10,228,576.00	10,237,351.00	678,050.76	2,931,031.30	7,306,319.70	71.37 %
Department: 120 - COMMUNICATIONS							
11-120-5101000	ADVERTISING	0.00	1,000.00	0.00	0.00	1,000.00	100.00 %
11-120-5111000	COMPUTER EQUIPMENT	0.00	3,500.00	0.00	5,836.00	-2,336.00	-66.74 %
11-120-5117500	DUES, LICENSES & MEMBERSHIPS	0.00	725.00	0.00	970.36	-245.36	-33.84 %
11-120-5137500	MEETINGS AND TRAINING	0.00	2,500.00	23.54	585.50	1,914.50	76.58 %
11-120-5142400	MISCELLANEOUS SERVICES	0.00	300.00	0.00	0.00	300.00	100.00 %
11-120-5142502	MISCELLANEOUS SUPPLIES	0.00	1,000.00	0.00	0.00	1,000.00	100.00 %

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		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
11-120-5149900	OFFICE FORMS & PRINTING	0.00	3,500.00	0.00	39.40	3,460.60	98.87 %
11-120-5150000	OFFICE SUPPLIES	900.00	900.00	23.75	836.26	63.74	7.08 %
11-120-5160000	PROFESSIONAL FEES	0.00	500.00	0.00	0.00	500.00	100.00 %
11-120-5160150	PROMOTIONAL ITEMS	0.00	0.00	0.00	660.08	-660.08	0.00 %
11-120-5169002	SUBSCRIPTIONS	0.00	200.00	0.00	0.00	200.00	100.00 %
Department: 120 - COMMUNICATIONS Total:		900.00	14,125.00	47.29	8,927.60	5,197.40	36.80 %
Department: 150 - DEVELOPMENT							
11-150-5110001	DEV-COMPUTER SUPPLIES	250.00	250.00	0.00	0.00	250.00	100.00 %
11-150-5110102	DEV-COMPUTER SOFTWARE	100.00	100.00	0.00	0.00	100.00	100.00 %
11-150-5110503	DEV-COMPUTER SERVICES	15,000.00	15,000.00	672.40	9,984.08	5,015.92	33.44 %
11-150-5111000	DEV-COMPUTER EQUIPMENT	2,500.00	2,500.00	0.00	0.00	2,500.00	100.00 %
11-150-5117500	DEV-DUES, LICENSES & MEMBERSHIPS	1,000.00	1,000.00	0.00	407.36	592.64	59.26 %
11-150-5120000	DEV-EMPLOYMENT COSTS	300.00	300.00	0.00	0.00	300.00	100.00 %
11-150-5123000	DEV-EQUIPMENT REPAIRS	250.00	250.00	0.00	0.00	250.00	100.00 %
11-150-5130000	DEV-GASOLINE & DIESEL	1,500.00	1,500.00	25.60	273.19	1,226.81	81.79 %
11-150-5132500	DEV-INSURANCE AND BONDS	950.00	950.00	0.00	857.00	93.00	9.79 %
11-150-5132555	DEV-INSURANCE BROKER FEE	61.00	61.00	0.00	55.00	6.00	9.84 %
11-150-5135500	DEV-MAINTENANCE SERVICE CONTR...	800.00	800.00	58.88	219.54	580.46	72.56 %
11-150-5137500	DEV-MEETINGS AND TRAINING	2,000.00	2,000.00	0.00	355.22	1,644.78	82.24 %
11-150-5142001	DEV-MILEAGE	0.00	0.00	0.00	230.02	-230.02	0.00 %
11-150-5142500	DEV-MISCELLANEOUS	1,000.00	1,000.00	0.00	15.00	985.00	98.50 %
11-150-5147500	DEV-NEWSPAPER PUBLICATIONS	200.00	200.00	0.00	126.48	73.52	36.76 %
11-150-5148000	DEV-LEGAL ADS REIMBURSABLE	0.00	0.00	-10.62	66.90	-66.90	0.00 %
11-150-5149900	DEV-OFFICE FORMS & PRINTING	150.00	150.00	0.00	0.00	150.00	100.00 %
11-150-5150000	DEV-OFFICE SUPPLIES	2,100.00	2,100.00	72.32	1,066.75	1,033.25	49.20 %
11-150-5150100	DEV-OFFICE EQUIPMENT REPAIRS	1,500.00	1,500.00	0.00	0.00	1,500.00	100.00 %
11-150-5157500	DEV-POSTAGE AND FREIGHT	100.00	100.00	140.59	572.74	-472.74	-472.74 %
11-150-5160000	DEV-PROFESSIONAL FEES	1,500.00	1,500.00	0.00	188.98	1,311.02	87.40 %
11-150-5177501	DEV-TELECOMMUNICATIONS	2,500.00	2,500.00	107.56	728.52	1,771.48	70.86 %
11-150-5185000	DEV-VEHICLE MAINTENANCE	250.00	250.00	11.96	325.52	-75.52	-30.21 %
11-150-5185500	DEV-VEHICLE REPAIRS	250.00	250.00	0.00	0.00	250.00	100.00 %
11-150-5250000	DEV-SALARIES	122,386.00	122,386.00	13,898.28	71,187.11	51,198.89	41.83 %
11-150-5250500	DEV-PAYROLL TAXES	9,504.00	9,504.00	1,017.66	5,227.62	4,276.38	45.00 %
11-150-5251000	DEV-GROUP INSURANCE	36,530.00	36,530.00	2,211.77	15,775.24	20,754.76	56.82 %
11-150-5251500	DEV-LAGERS	14,931.00	14,931.00	1,695.65	8,685.12	6,245.88	41.83 %
11-150-5252500	DEV-EDUCATION	1,750.00	1,750.00	0.00	0.00	1,750.00	100.00 %
11-150-5253500	DEV-WELLNESS PROGRAM	200.00	200.00	4.45	75.65	124.35	62.18 %
11-150-5254000	DEV-UNIFORMS	450.00	450.00	0.00	0.00	450.00	100.00 %
11-150-5255000	DEV - WORK COMP PREMIUM	3,365.00	3,365.00	0.00	3,285.33	79.67	2.37 %
Department: 150 - DEVELOPMENT Total:		223,377.00	223,377.00	19,906.50	119,708.37	103,668.63	46.41 %
Department: 175 - ECONOMIC DEVELOPMENT							
11-175-5109500	COMMUNITY BETTERMENT	18,000.00	24,000.00	10,000.00	10,643.27	13,356.73	55.65 %
11-175-5118000	ECONOMIC DEVELOPMENT	28,125.00	28,125.00	2,530.00	7,592.50	20,532.50	73.00 %
11-175-5129000	GRANT DISBURSEMENTS	15,000.00	15,000.00	0.00	0.00	15,000.00	100.00 %
Department: 175 - ECONOMIC DEVELOPMENT Total:		61,125.00	67,125.00	12,530.00	18,235.77	48,889.23	72.83 %
Expense Total:		10,513,978.00	10,541,978.00	710,534.55	3,077,903.04	7,464,074.96	70.80 %
Fund: 11 - GENERAL Surplus (Deficit):		-1,187,769.00	-1,215,769.00	260,610.76	3,105,740.48	4,321,509.48	355.45 %

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		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
Fund: 12 - POLICE							
Revenue							
Department: 200 - POLICE							
12-200-40003	INCOME - DOG IMPOUNDING	2,000.00	2,000.00	167.00	970.00	-1,030.00	51.50 %
12-200-40200	INCOME - INTEREST	50.00	50.00	0.59	923.75	873.75	1,847.50 %
12-200-40504	INCOME - DARE	2,000.00	2,000.00	0.00	0.00	-2,000.00	100.00 %
12-200-41002	INCOME - DOG LICENSES	700.00	700.00	55.00	557.00	-143.00	20.43 %
12-200-41801	INCOME - FINGERPRINTS	1,000.00	1,000.00	160.00	270.00	-730.00	73.00 %
12-200-42200	INCOME - GENERAL FUND TRANSFER	3,959,368.00	3,959,368.00	0.00	0.00	-3,959,368.00	100.00 %
12-200-42901	INCOME - GRANTS	20,000.00	20,000.00	356.30	2,718.28	-17,281.72	86.41 %
12-200-43010	INCOME - CARES GRANT	0.00	0.00	0.00	386,505.24	386,505.24	0.00 %
12-200-43500	INCOME - MISCELLANEOUS	500.00	500.00	57.01	270.00	-230.00	46.00 %
12-200-44300	INCOME - RESTITUTION	0.00	0.00	340.80	2,163.60	2,163.60	0.00 %
12-200-44505	INCOME - CLASSES	300.00	300.00	0.00	0.00	-300.00	100.00 %
12-200-45008	INCOME - TRAINING FEES	4,000.00	4,000.00	190.00	1,346.00	-2,654.00	66.35 %
Department: 200 - POLICE Total:		3,989,918.00	3,989,918.00	1,326.70	395,723.87	-3,594,194.13	90.08 %
Revenue Total:		3,989,918.00	3,989,918.00	1,326.70	395,723.87	-3,594,194.13	90.08 %
Expense							
Department: 200 - POLICE							
12-200-5102000	AMMUNITION	14,000.00	14,000.00	0.00	5,726.85	8,273.15	59.09 %
12-200-5105000	BUILDING MAINTENANCE - SUPPLIES	3,000.00	3,000.00	69.99	730.05	2,269.95	75.67 %
12-200-5105500	BUILDING MAINTENANCE SERVICES	6,000.00	6,000.00	146.05	2,411.74	3,588.26	59.80 %
12-200-5106000	BUILDING REPAIRS	15,000.00	15,000.00	-310.65	3,325.40	11,674.60	77.83 %
12-200-5106500	CANINE PROGRAM	4,500.00	4,500.00	0.00	946.50	3,553.50	78.97 %
12-200-5107002	CITIZEN'S POLICE ACADEMY	3,500.00	3,500.00	0.00	0.00	3,500.00	100.00 %
12-200-5107501	CRIME PREVENTION	2,500.00	2,500.00	474.20	1,198.28	1,301.72	52.07 %
12-200-5110000	COMPUTER SUPPLIES	500.00	500.00	0.00	0.00	500.00	100.00 %
12-200-5110503	COMPUTER SERVICES	20,000.00	20,000.00	3,687.40	18,062.74	1,937.26	9.69 %
12-200-5111000	COMPUTER EQUIPMENT	1,000.00	1,000.00	0.00	0.00	1,000.00	100.00 %
12-200-5112501	DARE	7,500.00	7,500.00	0.00	3,586.32	3,913.68	52.18 %
12-200-5115000	DOG IMPOUNDING	4,000.00	4,000.00	44.03	2,386.76	1,613.24	40.33 %
12-200-5117500	DUES, LICENSES & MEMBERSHIPS	4,000.00	4,000.00	25.00	4,068.32	-68.32	-1.71 %
12-200-5120000	EMPLOYMENT COSTS	2,700.00	2,700.00	184.00	1,318.48	1,381.52	51.17 %
12-200-5123000	EQUIPMENT REPAIRS	1,500.00	1,500.00	0.00	193.00	1,307.00	87.13 %
12-200-5124000	EVIDENCE	2,000.00	2,000.00	79.95	3,857.11	-1,857.11	-92.86 %
12-200-5124500	FACILITIES SUPPLIES	0.00	0.00	162.85	781.32	-781.32	0.00 %
12-200-5127000	FIRING RANGE	500.00	500.00	0.00	23.72	476.28	95.26 %
12-200-5127500	FIRST AID CLAIMS	5,000.00	5,000.00	0.00	0.00	5,000.00	100.00 %
12-200-5130000	GASOLINE & DIESEL	60,000.00	60,000.00	7,988.53	49,118.70	10,881.30	18.14 %
12-200-5130050	GRANT EXPENSE	0.00	0.00	0.00	7,134.20	-7,134.20	0.00 %
12-200-5130052	GRANT-BULLET PROOF VESTS	0.00	0.00	0.00	2,636.97	-2,636.97	0.00 %
12-200-5131000	GROUNDS MAINTENANCE	2,000.00	2,000.00	19.62	19.62	1,980.38	99.02 %
12-200-5132000	INVESTIGATIONS	1,500.00	1,500.00	499.00	660.53	839.47	55.96 %
12-200-5132500	INSURANCE AND BONDS	65,000.00	65,000.00	0.00	64,932.00	68.00	0.10 %
12-200-5132555	INSURANCE BROKER FEE	4,573.00	4,573.00	0.00	4,573.00	0.00	0.00 %
12-200-5132560	JANITORIAL SUPPLIES	0.00	0.00	34.20	540.71	-540.71	0.00 %
12-200-5135500	MAINTENANCE/SERVICE CONTRACTS	50,000.00	50,000.00	1,168.31	36,088.99	13,911.01	27.82 %
12-200-5137500	MEETINGS AND TRAINING	35,000.00	35,000.00	5,972.67	18,249.20	16,750.80	47.86 %
12-200-5142500	MISCELLANEOUS	1,000.00	1,000.00	0.00	670.76	329.24	32.92 %
12-200-5144000	MULES	600.00	600.00	135.00	405.00	195.00	32.50 %
12-200-5145000	NATURAL GAS	500.00	500.00	36.82	273.04	226.96	45.39 %
12-200-5147502	NETT TEAM	5,000.00	5,000.00	618.99	3,308.03	1,691.97	33.84 %
12-200-5149900	OFFICE FORMS & PRINTING	1,000.00	1,000.00	0.00	310.64	689.36	68.94 %
12-200-5150000	OFFICE SUPPLIES	4,000.00	4,000.00	191.34	3,168.69	831.31	20.78 %
12-200-5150100	OFFICE EQUIPMENT-REPAIRS	500.00	500.00	0.00	0.00	500.00	100.00 %
12-200-5152030	PANDEMIC PREVENTION	1,000.00	1,000.00	0.00	0.00	1,000.00	100.00 %
12-200-5157500	POSTAGE AND FREIGHT	1,500.00	1,500.00	92.72	567.06	932.94	62.20 %
12-200-5160000	PROFESSIONAL FEES	5,000.00	5,000.00	9,015.00	12,336.11	-7,336.11	-146.72 %

Budget Report

For Fiscal: 2021 Period Ending: 07/31/2021

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
12-200-5160150	PROMOTIONAL ITEMS	0.00	0.00	0.00	648.78	-648.78	0.00 %
12-200-5162500	RADIO REPAIRS	500.00	500.00	0.00	0.00	500.00	100.00 %
12-200-5167000	SAFETY PROGRAM	500.00	500.00	726.53	1,588.61	-1,088.61	-217.72 %
12-200-5175000	SUPPLIES	4,000.00	4,000.00	61.24	1,568.54	2,431.46	60.79 %
12-200-5177500	TELECOMMUNICATIONS	12,000.00	12,000.00	1,418.61	10,717.93	1,282.07	10.68 %
12-200-5181000	TRACKABLE ASSETS < \$5,000	24,200.00	24,200.00	7,834.95	20,392.78	3,807.22	15.73 %
12-200-5185000	VEHICLE MAINTENANCE	15,000.00	15,000.00	3,258.54	12,859.21	2,140.79	14.27 %
12-200-5185500	VEHICLE REPAIRS	25,000.00	25,000.00	6,114.42	13,752.05	11,247.95	44.99 %
12-200-5250000	SALARIES	2,274,750.00	2,358,036.00	265,419.57	1,303,556.49	1,054,479.51	44.72 %
12-200-5250500	PAYROLL TAXES	175,899.00	182,271.00	19,419.03	94,989.95	87,281.05	47.89 %
12-200-5251000	GROUP INSURANCE	490,733.00	506,652.00	34,813.72	254,282.81	252,369.19	49.81 %
12-200-5251500	LAGERS	236,096.00	244,591.00	26,376.52	125,033.32	119,557.68	48.88 %
12-200-5252500	EDUCATION	3,750.00	3,750.00	0.00	0.00	3,750.00	100.00 %
12-200-5253500	WELLNESS PROGRAM	1,400.00	1,400.00	4.45	75.65	1,324.35	94.60 %
12-200-5254003	UNIFORMS & EQUIPMENT	22,000.00	35,322.00	1,429.44	14,837.71	20,484.29	57.99 %
12-200-5255000	WORK COMP PREMIUM	65,342.00	67,948.00	0.00	67,989.96	-41.96	-0.06 %
12-200-5450011	CAPITAL - INTANGIBLE ASSETS	6,250.00	6,250.00	0.00	0.00	6,250.00	100.00 %
12-200-5451000	CAPITAL-IMPROVEMENTS	174,000.00	174,000.00	0.00	0.00	174,000.00	100.00 %
12-200-5451500	CAPITAL-VEHICLES	93,000.00	93,000.00	0.00	0.00	93,000.00	100.00 %
12-200-5452000	CAPITAL-EQUIPMENT	73,125.00	73,125.00	0.00	67,810.38	5,314.62	7.27 %
Department: 200 - POLICE Total:		4,032,918.00	4,162,918.00	397,212.04	2,243,714.01	1,919,203.99	46.10 %
Expense Total:		4,032,918.00	4,162,918.00	397,212.04	2,243,714.01	1,919,203.99	46.10 %
Fund: 12 - POLICE Surplus (Deficit):		-43,000.00	-173,000.00	-395,885.34	-1,847,990.14	-1,674,990.14	-968.20 %

Budget Report

For Fiscal: 2021 Period Ending: 07/31/2021

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
Fund: 13 - STREET							
Revenue							
Department: 300 - STREET							
13-300-40200	INCOME - INTEREST	20,000.00	20,000.00	1,563.47	10,656.25	-9,343.75	46.72 %
13-300-40700	INCOME - GRANTS	2,222,506.00	2,222,506.00	320,784.80	320,784.80	-1,901,721.20	85.57 %
13-300-41508	INCOME - RESTITUTION	5,000.00	5,000.00	0.00	495.00	-4,505.00	90.10 %
13-300-42004	INCOME - MO MOTOR FUEL TAX	480,000.00	480,000.00	44,965.49	287,428.45	-192,571.55	40.12 %
13-300-42505	INCOME - MO MOTOR VEHICLE FEE	86,000.00	86,000.00	7,831.49	58,213.84	-27,786.16	32.31 %
13-300-43004	INCOME - MO MOTOR VEHICLE SALES...	175,000.00	175,000.00	21,740.98	125,053.76	-49,946.24	28.54 %
13-300-43010	INCOME - CARES GRANT	0.00	0.00	0.00	2,672.12	2,672.12	0.00 %
13-300-43500	INCOME - MISCELLANEOUS	1,500.00	1,500.00	13.65	9,902.83	8,402.83	660.19 %
13-300-44000	INCOME - TAXES - 1/2 CENT TRANSP...	1,445,600.00	1,445,600.00	159,516.54	960,340.71	-485,259.29	33.57 %
13-300-44600	INCOME - INSURANCE CLAIMS	0.00	0.00	0.00	1,423.50	1,423.50	0.00 %
13-300-45100	INCOME - SURPLUS SALES	20,000.00	20,000.00	930.00	930.00	-19,070.00	95.35 %
Department: 300 - STREET Total:		4,455,606.00	4,455,606.00	557,346.42	1,777,901.26	-2,677,704.74	60.10 %
Revenue Total:		4,455,606.00	4,455,606.00	557,346.42	1,777,901.26	-2,677,704.74	60.10 %
Expense							
Department: 300 - STREET							
13-300-5100100	ADMINISTRATION FEES	243,547.00	243,547.00	20,279.42	141,955.94	101,591.06	41.71 %
13-300-5100500	ADA COMPLIANCE SIDEWALKS	100,000.00	100,000.00	1,121.14	91,330.19	8,669.81	8.67 %
13-300-5105000	BUILDING MAINTENANCE - SUPPLIES	41,500.00	41,500.00	0.00	171.55	41,328.45	99.59 %
13-300-5105500	BUILDING MAINTENANCE SERVICES	2,000.00	2,000.00	98.80	962.40	1,037.60	51.88 %
13-300-5106000	BUILDING REPAIRS	45,000.00	45,000.00	0.00	1,880.07	43,119.93	95.82 %
13-300-5110000	COMPUTER SUPPLIES	300.00	300.00	0.00	0.00	300.00	100.00 %
13-300-5110102	COMPUTER SOFTWARE	1,000.00	1,000.00	0.00	0.00	1,000.00	100.00 %
13-300-5110503	COMPUTER SERVICES	17,000.00	17,000.00	672.40	10,538.03	6,461.97	38.01 %
13-300-5111000	COMPUTER EQUIPMENT	1,000.00	1,000.00	0.00	0.00	1,000.00	100.00 %
13-300-5117500	DUES, LICENSES & MEMBERSHIPS	11,100.00	11,100.00	9.00	10,852.69	247.31	2.23 %
13-300-5118000	ECONOMIC DEVELOPMENT	2,000.00	2,000.00	220.00	657.50	1,342.50	67.13 %
13-300-5118500	EMERGENCY MANAGEMENT	250.00	250.00	0.00	0.00	250.00	100.00 %
13-300-5120000	EMPLOYMENT COSTS	500.00	500.00	37.68	145.68	354.32	70.86 %
13-300-5122500	EQUIPMENT MAINTENANCE	4,500.00	4,500.00	27.40	1,634.62	2,865.38	63.68 %
13-300-5123000	EQUIPMENT REPAIRS	10,000.00	10,000.00	505.94	3,304.65	6,695.35	66.95 %
13-300-5123500	EQUIPMENT RENTAL	1,500.00	1,500.00	0.00	1,530.75	-30.75	-2.05 %
13-300-5124500	FACILITIES SUPPLIES	0.00	0.00	0.00	444.20	-444.20	0.00 %
13-300-5127500	FIRST AID CLAIMS	1,000.00	1,000.00	0.00	0.00	1,000.00	100.00 %
13-300-5130000	GASOLINE & DIESEL	35,000.00	35,000.00	4,452.33	25,662.69	9,337.31	26.68 %
13-300-5132500	INSURANCE AND BONDS	27,500.00	27,500.00	0.00	27,164.00	336.00	1.22 %
13-300-5132555	INSURANCE BROKER FEE	1,914.00	1,914.00	0.00	1,914.00	0.00	0.00 %
13-300-5132560	JANITORIAL SUPPLIES	0.00	0.00	0.00	228.08	-228.08	0.00 %
13-300-5135100	MAINTENANCE PROGRAM	550,000.00	550,000.00	-163.62	11,214.79	538,785.21	97.96 %
13-300-5135500	MAINTENANCE/SERVICE CONTRACTS	4,500.00	4,500.00	58.44	3,184.14	1,315.86	29.24 %
13-300-5137500	MEETINGS AND TRAINING	4,000.00	4,000.00	0.00	1,398.78	2,601.22	65.03 %
13-300-5142000	MILEAGE	200.00	200.00	0.00	0.00	200.00	100.00 %
13-300-5142500	MISCELLANEOUS	2,000.00	2,000.00	0.00	1,011.07	988.93	49.45 %
13-300-5143501	MOWING SUPPLIES	2,000.00	2,000.00	257.14	1,078.66	921.34	46.07 %
13-300-5145000	NATURAL GAS	4,000.00	4,000.00	39.74	2,093.19	1,906.81	47.67 %
13-300-5147500	NEWSPAPER PUBLICATIONS	50.00	50.00	0.00	7.26	42.74	85.48 %
13-300-5149900	OFFICE FORMS & PRINTING	200.00	200.00	0.00	143.42	56.58	28.29 %
13-300-5150000	OFFICE SUPPLIES	1,500.00	1,500.00	78.25	754.46	745.54	49.70 %
13-300-5157500	POSTAGE AND FREIGHT	150.00	150.00	21.16	101.24	48.76	32.51 %
13-300-5160000	PROFESSIONAL FEES	25,000.00	25,000.00	0.00	3,160.54	21,839.46	87.36 %
13-300-5160150	PROMOTIONAL ITEMS	0.00	0.00	0.00	556.90	-556.90	0.00 %
13-300-5165000	RANDOM TESTING	250.00	250.00	0.00	228.80	21.20	8.48 %
13-300-5167000	SAFETY PROGRAM	1,200.00	1,200.00	15.00	129.32	1,070.68	89.22 %
13-300-5170500	SALT AND DEICING	20,000.00	20,000.00	0.00	4,866.03	15,133.97	75.67 %
13-300-5172500	SHOP SUPPLIES	2,500.00	2,500.00	100.36	3,794.94	-1,294.94	-51.80 %
13-300-5173003	SIGNS AND POSTS	10,000.00	10,000.00	0.00	3,234.89	6,765.11	67.65 %

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		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
13-300-5173500	STREET MATERIALS	5,000.00	5,000.00	686.74	2,978.67	2,021.33	40.43 %
13-300-5174001	TRAFFIC MARKING	25,000.00	25,000.00	912.20	912.20	24,087.80	96.35 %
13-300-5174501	TRAFFIC SIGNALS	4,000.00	4,000.00	0.00	0.00	4,000.00	100.00 %
13-300-5175000	SUPPLIES	2,500.00	2,500.00	215.08	2,345.58	154.42	6.18 %
13-300-5177500	TELECOMMUNICATIONS	5,500.00	5,500.00	546.71	3,728.86	1,771.14	32.20 %
13-300-5181000	TRACKABLE ASSETS < \$5,000	8,000.00	8,000.00	0.00	2,750.00	5,250.00	65.63 %
13-300-5185000	VEHICLE MAINTENANCE	5,000.00	5,000.00	364.56	3,008.18	1,991.82	39.84 %
13-300-5185500	VEHICLE REPAIRS	4,000.00	4,000.00	0.00	1,668.89	2,331.11	58.28 %
13-300-5187501	WEED ABATEMENT	3,000.00	3,000.00	760.06	2,036.69	963.31	32.11 %
13-300-5250000	SALARIES	560,651.00	560,651.00	65,233.30	324,011.50	236,639.50	42.21 %
13-300-5250500	PAYROLL TAXES	43,457.00	43,457.00	4,662.16	22,991.46	20,465.54	47.09 %
13-300-5251000	GROUP INSURANCE	168,668.00	168,668.00	13,205.22	93,317.06	75,350.94	44.67 %
13-300-5251500	LAGERS	68,400.00	68,400.00	7,706.70	38,243.85	30,156.15	44.09 %
13-300-5253500	WELLNESS PROGRAM	250.00	250.00	4.45	75.65	174.35	69.74 %
13-300-5254000	UNIFORMS	3,500.00	3,500.00	33.49	995.84	2,504.16	71.55 %
13-300-5255000	WORK COMP PREMIUM	31,454.00	31,454.00	0.00	30,156.00	1,298.00	4.13 %
13-300-5280000	EQUIPMENT PROGRAM	15,000.00	15,000.00	0.00	16,439.00	-1,439.00	-9.59 %
13-300-5450011	CAPITAL - INTANGIBLE ASSETS	6,250.00	6,250.00	0.00	0.00	6,250.00	100.00 %
13-300-5451000	CAPITAL-IMPROVEMENTS	765,367.00	711,517.00	0.00	16,789.50	694,727.50	97.64 %
13-300-5451004	CAPITAL-IMPROVEMENTS-BUILDING	15,000.00	15,000.00	24.48	11,935.87	3,064.13	20.43 %
13-300-5452000	CAPITAL-EQUIPMENT	334,375.00	334,375.00	0.00	0.00	334,375.00	100.00 %
13-300-5452500	CAPITAL-INFRASTRUCTURE	3,007,155.00	3,077,860.00	221,024.05	608,565.89	2,469,294.11	80.23 %
Department: 300 - STREET Total:		6,255,688.00	6,272,543.00	343,209.78	1,540,286.16	4,732,256.84	75.44 %
Expense Total:		6,255,688.00	6,272,543.00	343,209.78	1,540,286.16	4,732,256.84	75.44 %
Fund: 13 - STREET Surplus (Deficit):		-1,800,082.00	-1,816,937.00	214,136.64	237,615.10	2,054,552.10	113.08 %

Budget Report

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		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
Fund: 14 - PARK							
Revenue							
Department: 400 - PARK OPERATIONS							
14-400-40200	INCOME - INTEREST	2,500.00	2,500.00	230.94	1,545.22	-954.78	38.19 %
14-400-41800	INCOME - FACILITY RENTAL	20,000.00	20,000.00	1,052.50	9,395.00	-10,605.00	53.03 %
14-400-42200	INCOME - GENERAL FUND TRANSFER	894,525.00	894,525.00	0.00	0.00	-894,525.00	100.00 %
14-400-43010	INCOME - CARES GRANT	0.00	0.00	0.00	7,110.46	7,110.46	0.00 %
14-400-43200	INCOME - DAILY ADMISSIONS	33,000.00	33,000.00	2,492.00	16,280.00	-16,720.00	50.67 %
14-400-43300	INCOME - LOCKER RENTAL	350.00	350.00	15.00	55.00	-295.00	84.29 %
14-400-43500	INCOME - MISCELLANEOUS	0.00	0.00	324.71	1,749.73	1,749.73	0.00 %
14-400-43501	INCOME - ADJUSTMENTS	0.00	0.00	0.00	2.63	2.63	0.00 %
14-400-43600	INCOME - MERCHANDISE SALES	100.00	100.00	2.50	7.50	-92.50	92.50 %
14-400-43700	INCOME - RETURNED PAYMENT FEES	4,000.00	4,000.00	250.00	1,100.00	-2,900.00	72.50 %
14-400-45100	INCOME - SURPLUS SALES	0.00	0.00	3.00	3.00	3.00	0.00 %
14-400-45200	INCOME - DONATIONS	1,000.00	1,000.00	0.00	1,700.00	700.00	170.00 %
14-400-46200	INCOME - VENDING-REBATES	2,500.00	2,500.00	788.25	1,920.60	-579.40	23.18 %
Department: 400 - PARK OPERATIONS Total:		957,975.00	957,975.00	5,158.90	40,869.14	-917,105.86	95.73 %
Department: 420 - CONCESSIONS							
14-420-40002	INCOME - CONCESSION CTR	48,000.00	48,000.00	19,127.25	45,937.00	-2,063.00	4.30 %
Department: 420 - CONCESSIONS Total:		48,000.00	48,000.00	19,127.25	45,937.00	-2,063.00	4.30 %
Department: 430 - PROGRAMS/SPECIAL EVENTS							
14-430-40201	INCOME - CLINIC BASKETBALL	0.00	0.00	2,170.00	2,170.00	2,170.00	0.00 %
14-430-40202	INCOME - CLINIC VOLLEYBALL	0.00	0.00	600.00	810.00	810.00	0.00 %
14-430-40301	INCOME - YOUTH BASEBALL-SOFTBALL	59,000.00	59,000.00	9,270.29	49,481.38	-9,518.62	16.13 %
14-430-40501	INCOME - YOUTH BASKETBALL	50,000.00	50,000.00	0.00	18,826.24	-31,173.76	62.35 %
14-430-41600	INCOME - ENRICHMENT CLASSES	4,000.00	4,000.00	0.00	358.00	-3,642.00	91.05 %
14-430-41900	INCOME - MARTIAL ARTS	5,000.00	5,000.00	480.00	4,864.00	-136.00	2.72 %
14-430-44001	INCOME - SOCCER REGISTRATION	55,500.00	55,500.00	0.00	26,075.00	-29,425.00	53.02 %
14-430-45002	INCOME - SPECIAL EVENTS REGISTRAT..	7,500.00	7,500.00	0.00	2,985.00	-4,515.00	60.20 %
14-430-45800	INCOME - VOLLEYBALL REGISTRATION	13,500.00	13,500.00	0.00	6,982.00	-6,518.00	48.28 %
14-430-45850	INCOME - YOUTH SPORT PROGRAMS...	10,500.00	10,500.00	720.00	13,251.00	2,751.00	126.20 %
14-430-46500	INCOME - SPONSORSHIP	60,000.00	60,000.00	12,250.00	23,730.00	-36,270.00	60.45 %
Department: 430 - PROGRAMS/SPECIAL EVENTS Total:		265,000.00	265,000.00	25,490.29	149,532.62	-115,467.38	43.57 %
Department: 435 - CHILD CARE							
14-435-45500	INCOME - CHILD CARE	90,000.00	90,000.00	37,753.88	81,780.56	-8,219.44	9.13 %
Department: 435 - CHILD CARE Total:		90,000.00	90,000.00	37,753.88	81,780.56	-8,219.44	9.13 %
Department: 440 - AQUATICS							
14-440-40900	INCOME - AQUATIC ADMISSION	122,000.00	122,000.00	41,166.52	111,841.25	-10,158.75	8.33 %
14-440-41000	INCOME - AQUATIC RENTAL	9,500.00	9,500.00	1,388.67	8,270.00	-1,230.00	12.95 %
14-440-41100	INCOME - AQUATIC CLASSES	0.00	0.00	4,235.89	5,791.00	5,791.00	0.00 %
14-440-41101	INCOME - JUNIOR LIFEGUARD	600.00	600.00	557.00	557.00	-43.00	7.17 %
14-440-41102	INCOME - SWIM LESSONS	10,600.00	10,600.00	4,822.10	7,883.00	-2,717.00	25.63 %
14-440-41103	INCOME - SWIM TEAM	3,250.00	3,250.00	1,000.20	3,233.00	-17.00	0.52 %
14-440-41104	INCOME - AQUA EXERCISE	400.00	400.00	238.87	319.77	-80.23	20.06 %
Department: 440 - AQUATICS Total:		146,350.00	146,350.00	53,409.25	137,895.02	-8,454.98	5.78 %
Department: 450 - FITNESS CENTER							
14-450-41530	INCOME - FITNESS CLASSES	2,600.00	2,600.00	945.73	9,559.98	6,959.98	367.69 %
14-450-42001	INCOME - CENTER MEMBERSHIPS	400,000.00	400,000.00	27,725.21	215,593.25	-184,406.75	46.10 %
14-450-43800	INCOME - FITNESS PROGRAMS	5,000.00	5,000.00	0.00	0.00	-5,000.00	100.00 %
14-450-45600	INCOME - TOT DROP	50.00	50.00	36.00	153.00	103.00	306.00 %
Department: 450 - FITNESS CENTER Total:		407,650.00	407,650.00	28,706.94	225,306.23	-182,343.77	44.73 %
Revenue Total:		1,914,975.00	1,914,975.00	169,646.51	681,320.57	-1,233,654.43	64.42 %
Expense							
Department: 400 - PARK OPERATIONS							
14-400-5110102	COMPUTER SOFTWARE	2,500.00	2,500.00	0.00	0.00	2,500.00	100.00 %
14-400-5110503	COMPUTER SERVICES	21,000.00	21,000.00	702.75	17,131.70	3,868.30	18.42 %

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		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
14-400-5111000	COMPUTER EQUIPMENT	1,800.00	1,800.00	0.00	0.00	1,800.00	100.00 %
14-400-5117500	DUES, LICENSES & MEMBERSHIPS	0.00	0.00	0.00	747.39	-747.39	0.00 %
14-400-5120000	EMPLOYMENT COSTS	10,200.00	10,200.00	102.25	6,166.75	4,033.25	39.54 %
14-400-5123500	EQUIPMENT RENTAL	0.00	0.00	148.50	475.29	-475.29	0.00 %
14-400-5124500	FACILITIES SUPPLIES	0.00	0.00	795.92	2,478.94	-2,478.94	0.00 %
14-400-5130000	GASOLINE & DIESEL	4,500.00	4,500.00	399.38	2,154.77	2,345.23	52.12 %
14-400-5130050	GRANT EXPENSE	0.00	0.00	0.00	658.60	-658.60	0.00 %
14-400-5132500	INSURANCE AND BONDS	27,500.00	27,500.00	0.00	27,146.00	354.00	1.29 %
14-400-5132555	INSURANCE BROKER FEE	1,913.00	1,913.00	0.00	1,913.00	0.00	0.00 %
14-400-5135500	MAINTENANCE/SERVICE CONTRACTS	8,300.00	8,300.00	298.15	3,817.65	4,482.35	54.00 %
14-400-5137500	MEETINGS AND TRAINING	8,600.00	8,600.00	54.99	3,320.47	5,279.53	61.39 %
14-400-5138000	MERCHANT CARD FEES	20,000.00	20,000.00	3,187.50	10,700.68	9,299.32	46.50 %
14-400-5139000	MERCHANDISE FOR SALE	150.00	150.00	0.00	250.00	-100.00	-66.67 %
14-400-5142400	MISCELLANEOUS SERVICES	500.00	500.00	0.00	112.48	387.52	77.50 %
14-400-5142502	MISCELLANEOUS SUPPLIES	500.00	500.00	0.00	0.00	500.00	100.00 %
14-400-5149900	OFFICE FORMS & PRINTING	1,000.00	1,000.00	0.00	29.73	970.27	97.03 %
14-400-5150000	OFFICE SUPPLIES	5,000.00	5,000.00	104.01	1,671.06	3,328.94	66.58 %
14-400-5150100	OFFICE EQUIPMENT REPAIRS	1,500.00	1,500.00	0.00	0.00	1,500.00	100.00 %
14-400-5157500	POSTAGE AND FREIGHT	3,400.00	3,400.00	26.97	581.74	2,818.26	82.89 %
14-400-5160000	PROFESSIONAL FEES	90,000.00	90,000.00	0.00	1,507.92	88,492.08	98.32 %
14-400-5166000	RENTAL SUPPLIES-CENTER	250.00	250.00	7.76	224.38	25.62	10.25 %
14-400-5167000	SAFETY PROGRAM	0.00	0.00	56.43	558.24	-558.24	0.00 %
14-400-5169002	SUBSCRIPTIONS	7,000.00	7,000.00	55.00	1,447.50	5,552.50	79.32 %
14-400-5175000	SUPPLIES	300.00	300.00	0.00	73.94	226.06	75.35 %
14-400-5177500	TELECOMMUNICATIONS	9,000.00	9,000.00	1,057.60	7,256.78	1,743.22	19.37 %
14-400-5181000	TRACKABLE ASSETS < \$5,000	5,000.00	5,000.00	3,100.00	5,145.10	-145.10	-2.90 %
14-400-5185000	VEHICLE MAINTENANCE	2,500.00	2,500.00	10.77	788.33	1,711.67	68.47 %
14-400-5185500	VEHICLE REPAIRS	4,000.00	4,000.00	0.00	591.13	3,408.87	85.22 %
14-400-5250000	SALARIES REGULAR	235,280.00	235,280.00	27,366.42	125,821.79	109,458.21	46.52 %
14-400-5250500	PAYROLL TAXES REGULAR	18,339.00	18,339.00	2,091.45	9,513.78	8,825.22	48.12 %
14-400-5251000	GROUP INSURANCE REGULAR	41,864.00	41,864.00	1,958.83	13,486.84	28,377.16	67.78 %
14-400-5251500	LAGERS REGULAR	21,140.00	21,140.00	1,968.05	10,589.08	10,550.92	49.91 %
14-400-5252500	EDUCATION REGULAR	2,250.00	2,250.00	0.00	0.00	2,250.00	100.00 %
14-400-5253500	WELLNESS PROGRAM	300.00	300.00	4.45	75.65	224.35	74.78 %
14-400-5254000	UNIFORMS	1,000.00	1,000.00	0.00	612.11	387.89	38.79 %
14-400-5255000	WORK COMP PREMIUM	15,378.00	15,378.00	0.00	14,880.77	497.23	3.23 %
14-400-5450011	CAPITAL - INTANGIBLE ASSETS	6,250.00	6,250.00	0.00	0.00	6,250.00	100.00 %
14-400-5450500	CAPITAL-BUILDING	30,000.00	30,000.00	0.00	0.00	30,000.00	100.00 %
14-400-5451000	CAPITAL-IMPROVEMENTS	835,000.00	880,925.00	280.00	56,849.48	824,075.52	93.55 %
14-400-5451004	CAPITAL-IMPROVEMENTS-BUILDING	100,000.00	100,000.00	0.00	0.00	100,000.00	100.00 %
14-400-5451500	CAPITAL-VEHICLES	40,000.00	40,000.00	266.60	33,939.60	6,060.40	15.15 %
14-400-5452000	CAPITAL-EQUIPMENT	62,125.00	62,125.00	0.00	13,497.00	48,628.00	78.27 %
Department: 400 - PARK OPERATIONS Total:		1,645,339.00	1,691,264.00	44,043.78	376,215.67	1,315,048.33	77.76 %
Department: 410 - MAINTENANCE							
14-410-5105000	BUILDING MAINTENANCE - SUPPLIES	14,000.00	14,000.00	125.84	3,719.91	10,280.09	73.43 %
14-410-5105500	BUILDING MAINTENANCE SERVICES	11,500.00	11,500.00	705.07	1,267.07	10,232.93	88.98 %
14-410-5106000	BUILDING REPAIRS	15,000.00	15,000.00	65.91	6,991.59	8,008.41	53.39 %
14-410-5123000	EQUIPMENT REPAIRS	6,000.00	6,000.00	0.00	0.00	6,000.00	100.00 %
14-410-5131001	GROUNDS MAINTENANCE SERVICES	14,000.00	14,000.00	0.00	72.49	13,927.51	99.48 %
14-410-5131500	GROUNDS-MAINTENANCE SUPPLIES	13,000.00	13,000.00	920.16	11,992.93	1,007.07	7.75 %
14-410-5131700	GROUNDS-REPAIRS	13,000.00	13,000.00	0.00	319.00	12,681.00	97.55 %
14-410-5132560	JANITORIAL SUPPLIES	0.00	0.00	263.29	1,470.30	-1,470.30	0.00 %
14-410-5250000	SALARIES-MAINTENANCE	107,796.00	107,796.00	10,247.74	53,939.88	53,856.12	49.96 %
14-410-5250500	PAYROLL TAXES-MAINTENANCE	8,438.00	8,438.00	751.88	4,014.98	4,423.02	52.42 %
14-410-5251000	GROUP INS-MAINTENANCE	35,039.00	35,039.00	2,452.14	17,096.77	17,942.23	51.21 %
14-410-5251500	LAGERS-MAINTENANCE	10,736.00	10,736.00	1,250.22	5,108.88	5,627.12	52.41 %
Department: 410 - MAINTENANCE Total:		248,509.00	248,509.00	16,782.25	105,993.80	142,515.20	57.35 %

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		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
Department: 420 - CONCESSIONS							
14-420-5112000	CONCESSION SUPPLIES-CENTER	24,500.00	24,500.00	6,326.30	22,311.39	2,188.61	8.93 %
14-420-5250000	SALARIES-CENTER CONCESSION	16,500.00	16,500.00	6,592.08	9,447.81	7,052.19	42.74 %
14-420-5250500	PAYROLL TAXES - CONCESSIONS	1,320.33	1,320.33	527.51	755.97	564.36	42.74 %
Department: 420 - CONCESSIONS Total:		42,320.33	42,320.33	13,445.89	32,515.17	9,805.16	23.17 %
Department: 430 - PROGRAMS/SPECIAL EVENTS							
14-430-5101001	SPONSORSHIP	3,000.00	3,000.00	240.00	2,175.40	824.60	27.49 %
14-430-5104101	YOUTH BASEBALL-SOFTBALL	20,500.00	20,500.00	6,264.05	19,942.04	557.96	2.72 %
14-430-5104201	YOUTH BASKETBALL	17,000.00	17,000.00	0.00	1,384.70	15,615.30	91.85 %
14-430-5108100	ENRICHMENT CLASSES	3,300.00	3,300.00	0.00	0.00	3,300.00	100.00 %
14-430-5109000	MARTIAL ARTS	3,500.00	3,500.00	420.00	3,220.00	280.00	8.00 %
14-430-5169501	SOCCER	20,000.00	20,000.00	0.00	7,028.95	12,971.05	64.86 %
14-430-5172000	SPECIAL EVENTS	1,900.00	1,900.00	0.00	1,542.47	357.53	18.82 %
14-430-5172010	COMMUNITY EVENTS	7,000.00	7,000.00	615.00	3,719.10	3,280.90	46.87 %
14-430-5186500	VOLLEYBALL	4,800.00	4,800.00	0.00	1,890.44	2,909.56	60.62 %
14-430-5187000	YOUTH SPORT PROGRAMS-MISC	5,200.00	5,200.00	2,908.50	6,564.96	-1,364.96	-26.25 %
14-430-5250000	SALARIES-REC PROGRAMS	90,823.00	90,823.00	8,682.66	50,297.05	40,525.95	44.62 %
14-430-5250500	PAYROLL TAXES - REC PROGRAMS	9,138.00	9,138.00	929.51	5,008.20	4,129.80	45.19 %
14-430-5251000	GROUP INS-REC PROGRAMS	21,726.00	21,726.00	895.54	11,359.78	10,366.22	47.71 %
14-430-5251500	LAGERS-REC PROGRAMS	11,080.00	11,080.00	587.58	4,804.52	6,275.48	56.64 %
14-430-5271001	SALARIES-YOUTH BASEBALL	7,250.00	7,250.00	3,431.00	5,423.00	1,827.00	25.20 %
14-430-5271003	SALARIES-SOCCER	5,200.00	5,200.00	0.00	2,342.00	2,858.00	54.96 %
14-430-5271004	SALARIES-VOLLEYBALL	3,000.00	3,000.00	0.00	1,605.00	1,395.00	46.50 %
14-430-5271006	SALARIES-YOUTH BASKETBALL	8,700.00	8,700.00	0.00	4,271.33	4,428.67	50.90 %
14-430-5271007	SALARIES - YOUTH SPORT PROGRAMS...	1,700.00	1,700.00	0.00	1,200.00	500.00	29.41 %
Department: 430 - PROGRAMS/SPECIAL EVENTS Total:		244,817.00	244,817.00	24,973.84	133,778.94	111,038.06	45.36 %
Department: 435 - CHILD CARE							
14-435-5173000	CHILD CARE EXPENSE	10,000.00	10,000.00	2,378.03	3,445.47	6,554.53	65.55 %
14-435-5250000	SALARIES-CHILD CARE	53,104.00	53,104.00	18,831.50	31,891.82	21,212.18	39.94 %
14-435-5250500	PAYROLL TAXES - CHILD CARE	4,210.00	4,210.00	1,492.53	2,519.46	1,690.54	40.16 %
14-435-5251000	GROUP INSURANCE - CHILD CARE	2,457.00	2,457.00	636.56	1,909.68	547.32	22.28 %
14-435-5251500	LAGERS - CHILD CARE	1,355.00	1,355.00	499.59	1,159.82	195.18	14.40 %
Department: 435 - CHILD CARE Total:		71,126.00	71,126.00	23,838.21	40,926.25	30,199.75	42.46 %
Department: 440 - AQUATICS							
14-440-5102400	AQUATICS-REPAIR AND MAINTENAN...	20,000.00	20,000.00	30.08	3,983.57	16,016.43	80.08 %
14-440-5102700	AQUATICS-ADMINISTRATION	4,800.00	4,800.00	1,273.52	5,237.63	-437.63	-9.12 %
14-440-5102701	JUNIOR LIFEGUARD	100.00	100.00	0.00	0.00	100.00	100.00 %
14-440-5102703	SWIM TEAM	2,425.00	2,425.00	0.00	246.96	2,178.04	89.82 %
14-440-5107000	AQUATICS-CHEMICALS	12,000.00	12,000.00	3,118.90	7,957.74	4,042.26	33.69 %
14-440-5250500	PAYROLL TAXES - AQUATICS	7,554.00	7,554.00	3,676.99	5,646.53	1,907.47	25.25 %
14-440-5251000	GROUP INSURANCE - AQUATICS	2,455.00	2,455.00	636.56	1,909.68	545.32	22.21 %
14-440-5251500	LAGERS - AQUATICS	1,315.00	1,315.00	479.83	1,120.59	194.41	14.78 %
14-440-5254000	UNIFORMS-AQUATICS	2,700.00	2,700.00	0.00	1,290.52	1,409.48	52.20 %
14-440-5260000	SALARIES-AQUATICS	10,780.00	10,780.00	3,933.10	9,185.29	1,594.71	14.79 %
14-440-5260001	SALARIES-AQUATICS ADMISSIONS	8,600.00	8,600.00	7,027.20	9,625.39	-1,025.39	-11.92 %
14-440-5260002	SALARIES-LIFEGUARDS	71,000.00	71,000.00	32,269.16	48,612.95	22,387.05	31.53 %
14-440-5260003	SALARIES-SWIM LESSONS	4,500.00	4,500.00	2,894.37	3,512.30	987.70	21.95 %
Department: 440 - AQUATICS Total:		148,229.00	148,229.00	55,339.71	98,329.15	49,899.85	33.66 %
Department: 450 - FITNESS CENTER							
14-450-5101000	FITNESS CENTER ADVERTISING	12,000.00	12,000.00	96.55	2,055.16	9,944.84	82.87 %
14-450-5104730	FITNESS CLASSES	500.00	500.00	0.00	0.00	500.00	100.00 %
14-450-5108118	FITNESS PROGRAMS	2,100.00	2,100.00	0.00	298.00	1,802.00	85.81 %
14-450-5128500	FITNESS CENTER MAINTENANCE	5,000.00	5,000.00	177.11	858.46	4,141.54	82.83 %
14-450-5137500	MEETINGS AND TRAINING FITNESS	1,500.00	1,500.00	0.00	674.25	825.75	55.05 %
14-450-5181000	FITNESS-TRACKABLE ASSETS < \$5,000	2,500.00	2,500.00	0.00	0.00	2,500.00	100.00 %
14-450-5182000	TOT DROP SUPPLIES	500.00	500.00	0.00	0.00	500.00	100.00 %
14-450-5250000	SALARIES - FITNESS CENTER	146,797.00	146,797.00	12,490.19	76,280.55	70,516.45	48.04 %

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	Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
14-450-5250500	PAYROLL TAXES - FITNESS CENTER	11,656.00	11,656.00	999.42	6,030.94	5,625.06 48.26 %
14-450-5251000	GROUP INSURANCE - FITNESS CENTER	10,762.00	10,762.00	0.00	3,113.13	7,648.87 71.07 %
14-450-5251500	LAGERS - FITNESS CENTER	4,550.00	4,550.00	0.00	1,201.92	3,348.08 73.58 %
14-450-5254000	UNIFORMS-FITNESS	600.00	600.00	0.00	400.00	200.00 33.33 %
14-450-5440000	FITNESS EQUIPMENT RESERVE	23,000.00	23,000.00	0.00	0.00	23,000.00 100.00 %
Department: 450 - FITNESS CENTER Total:		221,465.00	221,465.00	13,763.27	90,912.41	130,552.59 58.95 %
Expense Total:		2,621,805.33	2,667,730.33	192,186.95	878,671.39	1,789,058.94 67.06 %
Fund: 14 - PARK Surplus (Deficit):		-706,830.33	-752,755.33	-22,540.44	-197,350.82	555,404.51 73.78 %

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		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
Fund: 15 - BUILDING INSPECTION							
Revenue							
Department: 500 - BUILDING INSPECTION							
15-500-40001	INCOME - BUILDING PERMITS	335,000.00	335,000.00	27,024.97	172,148.36	-162,851.64	48.61 %
15-500-40200	INCOME - INTEREST	350.00	350.00	8.13	110.48	-239.52	68.43 %
15-500-41503	INCOME - PLAN REVIEW FEES	12,000.00	12,000.00	950.00	5,900.00	-6,100.00	50.83 %
15-500-41540	INCOME - COMMERCIAL PLAN REVIE...	10,000.00	10,000.00	1,431.25	8,466.87	-1,533.13	15.33 %
15-500-42003	INCOME - RENTAL INSPECTIONS	22,000.00	22,000.00	1,675.00	10,175.00	-11,825.00	53.75 %
15-500-43500	INCOME - MISCELLANEOUS	750.00	750.00	280.03	847.06	97.06	112.94 %
15-500-45001	INCOME - REMODEL INSPECTION FEE	3,000.00	3,000.00	220.00	1,760.00	-1,240.00	41.33 %
15-500-45100	INCOME - SURPLUS SALES	3,000.00	3,000.00	0.00	16,768.04	13,768.04	558.93 %
Department: 500 - BUILDING INSPECTION Total:		386,100.00	386,100.00	31,589.38	216,175.81	-169,924.19	44.01 %
Revenue Total:		386,100.00	386,100.00	31,589.38	216,175.81	-169,924.19	44.01 %
Expense							
Department: 500 - BUILDING INSPECTION							
15-500-5110000	COMPUTER SUPPLIES	250.00	250.00	0.00	0.00	250.00	100.00 %
15-500-5110503	COMPUTER SERVICES	16,000.00	16,000.00	672.40	10,890.58	5,109.42	31.93 %
15-500-5117500	DUES, LICENSES & MEMBERSHIPS	750.00	750.00	0.00	31.36	718.64	95.82 %
15-500-5120000	EMPLOYMENT COSTS	150.00	150.00	0.00	0.00	150.00	100.00 %
15-500-5123000	EQUIPMENT REPAIRS	500.00	500.00	0.00	0.00	500.00	100.00 %
15-500-5130000	GASOLINE & DIESEL	3,000.00	3,000.00	241.80	1,840.21	1,159.79	38.66 %
15-500-5132500	INSURANCE AND BONDS	13,000.00	13,000.00	0.00	12,533.00	467.00	3.59 %
15-500-5132555	INSURANCE BROKER FEE	883.00	883.00	0.00	883.00	0.00	0.00 %
15-500-5135500	MAINTENANCE/SERVICE CONTRACTS	3,500.00	3,500.00	58.87	1,029.92	2,470.08	70.57 %
15-500-5137500	MEETINGS AND TRAINING	6,000.00	6,000.00	49.00	1,881.48	4,118.52	68.64 %
15-500-5142500	MISCELLANEOUS	350.00	350.00	0.00	127.46	222.54	63.58 %
15-500-5149900	OFFICE FORMS & PRINTING	100.00	100.00	0.00	66.49	33.51	33.51 %
15-500-5150000	OFFICE SUPPLIES	1,500.00	1,500.00	14.62	286.01	1,213.99	80.93 %
15-500-5157500	POSTAGE AND FREIGHT	0.00	0.00	19.23	176.26	-176.26	0.00 %
15-500-5160000	PROFESSIONAL FEES	500.00	500.00	0.00	1,075.57	-575.57	-115.11 %
15-500-5160500	PROF FEE - COMMERCIAL PLAN REV...	10,000.00	20,000.00	-210.00	8,420.00	11,580.00	57.90 %
15-500-5175000	SUPPLIES	1,000.00	1,000.00	0.00	148.65	851.35	85.14 %
15-500-5177500	TELECOMMUNICATIONS	5,500.00	5,500.00	364.03	2,523.87	2,976.13	54.11 %
15-500-5181000	TRACKABLE ASSETS < \$5,000	500.00	500.00	0.00	0.00	500.00	100.00 %
15-500-5185000	VEHICLE MAINTENANCE	500.00	500.00	11.97	382.38	117.62	23.52 %
15-500-5185500	VEHICLE REPAIRS	500.00	500.00	0.00	11.65	488.35	97.67 %
15-500-5250000	SALARIES	226,666.00	226,666.00	26,154.88	128,968.30	97,697.70	43.10 %
15-500-5250500	PAYROLL TAXES	17,522.00	17,522.00	1,906.82	9,381.44	8,140.56	46.46 %
15-500-5251000	GROUP INSURANCE	41,574.00	41,574.00	3,986.75	28,024.08	13,549.92	32.59 %
15-500-5251500	LAGERS	27,653.00	27,653.00	3,190.84	15,733.88	11,919.12	43.10 %
15-500-5252500	EDUCATION	750.00	750.00	0.00	0.00	750.00	100.00 %
15-500-5253500	WELLNESS PROGRAM	225.00	225.00	4.41	75.59	149.41	66.40 %
15-500-5254000	UNIFORMS	750.00	750.00	96.10	353.44	396.56	52.87 %
15-500-5255000	WORK COMP PREMIUM	6,800.00	6,800.00	0.00	6,641.07	158.93	2.34 %
15-500-5450011	CAPITAL - INTANGIBLE ASSETS	6,250.00	6,250.00	0.00	0.00	6,250.00	100.00 %
15-500-5451500	CAPITAL-VEHICLES	29,750.00	29,750.00	0.00	0.00	29,750.00	100.00 %
15-500-5452000	CAPITAL-EQUIPMENT	2,125.00	2,125.00	0.00	0.00	2,125.00	100.00 %
Department: 500 - BUILDING INSPECTION Total:		424,548.00	434,548.00	36,561.72	231,485.69	203,062.31	46.73 %
Expense Total:		424,548.00	434,548.00	36,561.72	231,485.69	203,062.31	46.73 %
Fund: 15 - BUILDING INSPECTION Surplus (Deficit):		-38,448.00	-48,448.00	-4,972.34	-15,309.88	33,138.12	68.40 %

Budget Report

For Fiscal: 2021 Period Ending: 07/31/2021

		Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)	Percent Remaining
Fund: 16 - STORM WATER							
Revenue							
Department: 600 - STORM WATER							
16-600-40200	INCOME - INTEREST	400.00	400.00	40.76	275.79	-124.21	31.05 %
16-600-42200	INCOME - GENERAL FUND TRANSFER	346,950.00	346,950.00	0.00	0.00	-346,950.00	100.00 %
16-600-42901	INCOME - GRANTS	50,000.00	50,000.00	0.00	0.00	-50,000.00	100.00 %
16-600-43002	INCOME - REVIEW REIMBURSEMENT	10,000.00	10,000.00	0.00	4,813.24	-5,186.76	51.87 %
Department: 600 - STORM WATER Total:		407,350.00	407,350.00	40.76	5,089.03	-402,260.97	98.75 %
Revenue Total:		407,350.00	407,350.00	40.76	5,089.03	-402,260.97	98.75 %
Expense							
Department: 600 - STORM WATER							
16-600-5110503	COMPUTER SERVICES	12,000.00	12,000.00	0.00	0.00	12,000.00	100.00 %
16-600-5116500	DRAINAGE PROJECTS	7,000.00	7,000.00	0.00	5,423.40	1,576.60	22.52 %
16-600-5117500	DUES, LICENSES & MEMBERSHIPS	750.00	750.00	0.00	256.36	493.64	65.82 %
16-600-5122500	EQUIPMENT MAINTENANCE	1,000.00	1,000.00	0.00	0.00	1,000.00	100.00 %
16-600-5123000	EQUIPMENT REPAIRS	1,000.00	1,000.00	0.00	0.00	1,000.00	100.00 %
16-600-5130000	GASOLINE & DIESEL	1,000.00	1,000.00	234.74	1,218.98	-218.98	-21.90 %
16-600-5135500	MAINTENANCE/SERVICE CONTRACTS	4,500.00	4,500.00	0.00	20.00	4,480.00	99.56 %
16-600-5137500	MEETINGS AND TRAINING	1,750.00	1,750.00	0.00	0.00	1,750.00	100.00 %
16-600-5142500	MISCELLANEOUS	100.00	100.00	0.00	-1,156.86	1,256.86	1,256.86 %
16-600-5150000	OFFICE SUPPLIES	250.00	250.00	7.90	42.77	207.23	82.89 %
16-600-5160000	PROFESSIONAL FEES	50,000.00	50,000.00	0.00	26.07	49,973.93	99.95 %
16-600-5165003	PUBLIC EDUCATION	12,500.00	12,500.00	0.00	10,000.00	2,500.00	20.00 %
16-600-5175000	SUPPLIES	500.00	500.00	5.02	50.83	449.17	89.83 %
16-600-5175500	STORMWATER REIMBURSEABLE FEES	12,000.00	12,000.00	246.95	4,165.67	7,834.33	65.29 %
16-600-5176001	STORMWATER SERVICES	1,000.00	1,000.00	0.00	0.00	1,000.00	100.00 %
16-600-5181000	TRACKABLE ASSETS < \$5,000	1,000.00	1,000.00	0.00	0.00	1,000.00	100.00 %
16-600-5185000	VEHICLE MAINTENANCE	500.00	500.00	25.98	203.62	296.38	59.28 %
16-600-5185500	VEHICLE REPAIRS	500.00	500.00	0.00	0.00	500.00	100.00 %
16-600-5452500	CAPITAL-INFRASTRUCTURE	300,000.00	300,000.00	2,358.50	29,933.50	270,066.50	90.02 %
Department: 600 - STORM WATER Total:		407,350.00	407,350.00	2,879.09	50,184.34	357,165.66	87.68 %
Expense Total:		407,350.00	407,350.00	2,879.09	50,184.34	357,165.66	87.68 %
Fund: 16 - STORM WATER Surplus (Deficit):		0.00	0.00	-2,838.33	-45,095.31	-45,095.31	0.00 %
Report Surplus (Deficit):		-9,567,595.33	-10,001,715.33	638,939.70	1,143,301.55	11,145,016.88	111.43 %

Fund Summary

Fund	Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Variance Favorable (Unfavorable)
01 - ELECTRIC	-2,893,652.00	-2,918,652.00	448,538.71	-364,367.29	2,554,284.71
02 - WATER	-2,021,037.00	-2,064,377.00	99,243.90	-310,510.43	1,753,866.57
03 - WASTE WATER	-876,777.00	-1,011,777.00	42,646.14	580,569.84	1,592,346.84
11 - GENERAL	-1,187,769.00	-1,215,769.00	260,610.76	3,105,740.48	4,321,509.48
12 - POLICE	-43,000.00	-173,000.00	-395,885.34	-1,847,990.14	-1,674,990.14
13 - STREET	-1,800,082.00	-1,816,937.00	214,136.64	237,615.10	2,054,552.10
14 - PARK	-706,830.33	-752,755.33	-22,540.44	-197,350.82	555,404.51
15 - BUILDING INSPECTION	-38,448.00	-48,448.00	-4,972.34	-15,309.88	33,138.12
16 - STORM WATER	0.00	0.00	-2,838.33	-45,095.31	-45,095.31
Report Surplus (Deficit):	-9,567,595.33	-10,001,715.33	638,939.70	1,143,301.55	11,145,016.88



City of Nixa, MO

City of Nixa Cash Report

Summary

Date Range: 01/01/2021 - 07/31/2021

Fund	Beginning Cash Balance	Revenues	Expenses	Net Change Assets	Net Change Liabilities	Calculated Ending Balance	Actual Ending Balance	Calculated - Actual Ending
01 - ELECTRIC	12,908,193.42	10,415,648.77	10,780,016.06	618,423.90	113,213.78	11,812,188.45	11,812,188.45	0.00
02 - WATER	4,877,446.59	1,788,837.13	2,099,347.56	111,595.47	274,394.97	4,180,945.72	4,180,945.72	0.00
03 - WASTE WATER	5,500,846.23	2,121,072.90	1,540,503.06	48,575.57	56,690.14	5,976,150.36	5,976,150.36	0.00
11 - GENERAL	7,059,554.36	6,183,643.52	3,077,903.04	16,245.49	86,318.12	10,062,731.23	10,062,731.23	0.00
12 - POLICE	1,406,364.38	395,723.87	2,243,714.01	0.00	-7,253.69	-434,372.07	-434,372.07	0.00
13 - STREET	3,763,180.09	1,777,901.26	1,540,286.16	0.00	76,399.39	3,924,395.80	3,924,395.80	0.00
14 - PARK	522,624.45	681,320.57	878,671.39	525.25	-11,732.33	336,480.71	336,480.71	0.00
15 - BUILDING INSPECTION	39,523.76	216,175.81	231,485.69	0.00	311.27	23,902.61	23,902.61	0.00
16 - STORM WATER	98,539.74	5,089.03	50,184.34	0.00	14,178.21	39,266.22	39,266.22	0.00
Report Total:	36,176,273.02	23,585,412.86	22,442,111.31	795,365.68	602,519.86	35,921,689.03	35,921,689.03	0.00

a) BUSINESS DEVELOPMENT AND ATTRACTION

- i) Project Eli - Met with lenders and packaged projections for an Aug. 30 goal of submission for SBA loan.
- ii) Ozark Market Study Site visit will take place Sept 1-3. SMCC staff are working on coordinating those efforts and scheduling the agenda for the consultant during their time in Christian County.
- iii) PROSPECTS:
 - (1) Food & Beverage retailer looking for new location
 - (2) Utility vehicle dealer looking for location. Require an existing building for purchase. No inventory available that met their needs.
 - (3) Lender partner has a client looking to expand in their region. 10,000SF+ have submitted potential options, waiting on next steps. Have not been able to contact the client directly.
- iv) SREP Projects (Leads funneled from the Missouri Partnership or region):
 - (1) Project Singularity: unable to respond. Existing building 40,000-80,000 SF
 - (2) Project Warmth: Unable to respond. Existing building 20,000-25,000 SF for lease.
- v) Assisted local housing analyst with data and projections for Ozark projects
- vi) Meeting with SVN to discuss future opportunities of the Convoy property.

b) BUSINESS RETENTION AND EXPANSION

- i) [BRE Report](#) - Click to view
- ii) Meeting with Liberty Utilities to discuss site planning

c) WORKFORCE DEVELOPMENT AND ATTRACTION

- i) Met with John Pace of Victory Mission to discuss Christian County WORKS and potential partnership opportunities.
- ii) Monthly BST partners meeting, hosted by the Missouri Job Center
- iii) Meeting with Clever Schools to discuss WORKS overview
- iv) Meeting with Missouri State University to discuss leadership program opportunities
- v) Attended SBJ Economic Growth Survey for workforce development discussion
- vi) WORKS 5-year action plan development meeting

d) REGIONALISM AND ALIGNMENT

- i) SMCOC monthly board meeting
 - (1) CEDS Committee meeting
- ii) MEDC board of directors meeting
- iii) Joint meeting with Springfield CVB to discuss economic impact of tourism in Christian County
- iv) Meeting for MEDC fall conference planning

- v) Assisted Joplin Chamber of Commerce with leadership program development

e) INVESTORS

- i) Presented Capital Campaign ask for city of Clever BOA
- ii) Ozark Electric investor meeting follow up.

f) PREPARED COMMUNITIES / NETWORKING

- i) Met with SMCOG and Highlandville to explore the use of CDBG funds for demolition of blighted property in downtown.
- ii) Attended Sparta Chamber of Commerce luncheon
- iii) Participated in Ozark Chamber of Commerce monthly meeting
- iv) Ozark Chamber Ambassadors Committee meeting
- v) Biz 417 Advisory Board meeting
- vi) Meeting with Alpha Realty to discuss overview of pending Christian County developments
- vii) Meeting with Christian County government to connect with new senior planner
- viii) Attended and sponsored a teacher at Nixa Chamber annual teacher welcome event
- ix) Clever Chamber of Commerce monthly meeting
- x) Ribbon Cutting: HRD Ozark Square gazebo; Creative Audio new storefront; Alps Pharmacy; Price Cutter Nixa
- xi) Meeting with Finley Farms regarding expansion.

g) COMMUNITY/LEGISLATIVE RELATIONS

- i) Ozark Economic Development Update meeting
- ii) Nixa monthly joint meeting
- iii) Presented Nixa City Council Economic Development Update
- iv) Presented Ozark Board of Aldermen Update
- v) Attended 2021 State of the State meeting with local elected officials
- vi) Bi-Weekly Ozark Market Study Meeting
- vii) Meeting with OTO to discuss County transportation initiatives
- viii) Meeting with Christian County Commission to discuss potential marketing partnership
- ix) Joint meeting between Christian County, Ozark, and Nixa to discuss potential business communications list
- x) Meeting with MSU to discuss CDBG funding
- xi) Meeting with the City of Nixa to discuss business license.

h) OPERATIONS / ADMINISTRATIVE / MARKETING

- i) Onboarding for Jennifer Torres, new admin for SMCC
- ii) Joint county meeting discussing potential avenues for marketing funds
- iii) Chmura database integration and training

Christian County Business Development Corporation
August 18, 2021 (*July 22-August 13, 2021*)
Agenda item: SMCC Staff Report



- iv) SMCC Team training for internal CRM
- v) MSU Leadership Program: Submitted three projects for completion.
 - (1) County-wide business database
 - (2) Competitive analysis of regional building costs
 - (3) Resource guide for municipal incentive policies



JIMMY LILES
CITY ADMINISTRATOR
P.O. Box 395
715 W. Mt. Vernon
Nixa, Missouri 65714
Phone: 417-725-3785
Email: jliles@nixa.com

Date: 08/17/2021
To: Mayor Steele, City Council
From: Jimmy Liles, C.A.
Subject: Home Rule Charter Review Commission

During the Council meeting, I was directed to reach out the members of the last Home Rule Charter Review Commission and work on getting them back together to review possible changes to the Home Rule Charter.

Although the Commission will not be limited to their review of the Charter, the specific areas that are currently being requested for review are Section 10.3 (a) which addresses the number of signatures needed for a recall and Article VII which addresses the Municipal Court.

I attempted to reach out to all the commission members and was able to confirm all but three were able to continue to serve. I have contacted three replacements that have agreed to serve in their place. These replacements are listed below.

According to the Charter, the Charter Review Commission must be made up of nine (9) qualified voters for the City, none of whom shall be an elected official of the City. No more than three (3) of the Commission members shall reside in any one Council District. With these requirements in mind, I would like to submit the following names for consideration:

District #1

Andrea Long
Randall Bettis
Matt Lander

District #2

Sarah Bader
David Larsen (Replacement)
Kent Ward (Replacement)

District #3

Athena Fitts (Replacement)
Mark Hartsock
Tony Manasseri

It is my recommendation that Council approve the attached ordinance establishing Home Rule Charter Review Commission and appoint the listed individuals.

Jimmy

Neighbors Committed to an Exceptional Quality of Life

www.nixa.com

1 **AN ORDINANCE OF THE COUNCIL OF THE CITY OF NIXA ESTABLISHING A**
2 **CHARTER REVIEW COMMISSION TO REVIEW THE CITY'S CHARTER AND**
3 **RECOMMEND ANY PROPOSED AMENDMENTS THERETO.**
4

5
6 **WHEREAS** Section 13.8 of the City Charter authorizes the City Council to, from
7 time to time, establish a Charter Review Commission; and
8

9 **WHEREAS** said Charter Review Commission is charged with reviewing and
10 recommending amendments to the City's Charter; and
11

12 **WHEREAS** the City Council desires to establish a Charter Review Commission
13 at this time.
14

15 **NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF**
16 **NIXA, AS FOLLOWS, THAT:**
17

18 **SECTION 1:** City Council, pursuant to City Charter Section 13.8, hereby
19 establishes a Charter Review Commission. Said Commission is charged with reviewing
20 the City Charter and recommending any amendments the Commission may deem
21 advisable. The Commission is authorized and empowered to exercise any other powers
22 or duties deemed advisable by the Commission to carry out the charge set forth herein.
23

24 **SECTION 2:** City Council hereby appoints the following individuals to the Charter
25 Review Commission established by this Ordinance:
26

- 27 • Andrea Long – District 1
- 28 • Randall Bettis – District 1
- 29 • Matt Lander – District 1
- 30 • Sarah Bader – District 2
- 31 • David Larsen – District 2
- 32 • Kent Ward – District 2
- 33 • Athena Fitts – District 3
- 34 • Mark Hartsock – District 3
- 35 • Tony Manasseri – District 3
36

37 **SECTION 3:** The Commission shall, at its first meeting, elect a Chair and a Vice
38 Chair. The Chair of the Commission shall preside over all meetings of the Commission,
39 set the agenda of the Commission, and perform any other functions or duties that the
40 Commission may provide. The Commission shall meet upon the call of the Chair,
41 provided that notice is provided to the other members of the Commission and an
42 agenda for the meeting is provided. The Commission is authorized to establish rules of
43 order and decorum for the conduct of its meetings, which shall be enforced by the
44 Chair, and may, at the discretion of the Commission, take public testimony on any item
45 considered by the Commission. The Vice Chair is authorized and empowered to
46 perform the duties of the Chair in the absence of the Chair. The Commission is further

authorized and empowered to do all things which may be necessary or convenient to carry out the terms and intent of this Ordinance.

SECTION 4: This Ordinance shall be in full force and effect from and after its final passage by the City Council and after its approval by the Mayor, subject to the provisions of section 3.11(g) of the City Charter.

ADOPTED BY THE CITY COUNCIL THIS _____ DAY OF _____ 2021.

ATTEST:

CITY CLERK

PRESIDING OFFICER

APPROVED BY THE MAYOR THIS _____ DAY OF _____ 2021.

ATTEST:

CITY CLERK

MAYOR

APPROVED AS TO FORM:

CITY ATTORNEY



JIMMY LILES
CITY ADMINISTRATOR
P.O. Box 395
715 W. Mt. Vernon
Nixa, Missouri 65714
Phone: 417-725-3785
Email: jliles@nixa.com

Date: 08/19/2021
To: Mayor Steele and City Council
From: Jimmy Liles, C.A.
Subject: Transfer of Municipal Court

During the City Council Workshop staff gave Council presentations on the Nixa Municipal Court and discussed the possibility of moving the Municipal Court to Christian County. These presentations included a review of Senate Bill 5, Sente Bill 572, and Missouri Supreme Court Rule 37. Staff also provided Council information on our most recent court review that was done by the Office of State Courts Administrators (OSCA.)

Although overall the review went very well, some areas of concern were brought up. One of the main concerns was the financial changes that would place the municipal court staff in charge of all financial matters for the division. This would mean that the Judge and the Court Administrator and/or Court Clerk would be the only ones on the bank account. This would set up a situation were the court staff would be entering tickets, accepting payments, updating records, balancing the bank statement, and generating checks. The court staff would not be subject to our internal control policies that currently provide a checks and balances for all financial transactions. There is also a concern about future supervision requirements. Although not mentioned in the official review, OSCA had concerns about the Assistant City Administrator/City Clerk supervising the Court Division. They recommended the part-time Judge be the sole supervisor of the full-time personnel. This could present multiple issues including employee accountability and liabilities for the City of Nixa.

During the workshop, we also discussed the Nixa Municipal Court revenues and expenses. In 2020, the fines and court costs totaled \$91,176.59 and the expenses totaled \$131,136.45, resulting in a loss of \$39,959.86. If the Municipal Court moves to the County, the court costs would be collected by the circuit clerk's office, but Nixa would continue to receive the fines. The Clerk fees, which are collected as part of the court fees will raise from \$12 to \$15. Eighty percent of these clerk fees will be distributed to the State of Missouri and the remaining twenty percent will be distributed to the County.

It is also important to mention that moving the Municipal Court would also eliminate the need for the police department to transport prisoners or provide a bailiff for court. At times, both of these functions have to be covered by taking an officer off of the road.

At the end of the workshop discussions, Council directed staff to explore the option of moving the Municipal Court to the County. Staff is still in the process of researching all the steps to move the Court.

Cindy and I recently met with Judge Johnson and Christian County Circuit Clerk Barb Stillings to discuss the possible transfer of the court. They were both concerned about the case load that Barb's office would take on. It is important to note that the City of Ozark is also in the process of transferring their court as well. Judge Johnson and Barb asked that both cities consider splitting the costs of an additional clerk for Barb's office to handle the case load between the cities. They are finalizing the numbers, but the anticipated costs to the City of Nixa will be between \$20,000 to \$25,000 per year to provide this additional employee. This would require an agreement between all parties. This agreement would be on a year-to-year basis, to allow for all parties to evaluate the need to continue the agreement each year. We are continuing negotiations on the agreement and anticipate bringing it to Council in future.

It is important to note that there are two Municipal Court employees that are currently employed by the City of Nixa. These positions would terminate by the end of the year. As other positions come open within the City, we will work to provide them an opportunity to transfer to another department.

The process of transferring the Court would begin by the approval of the attached ordinance. If the ordinance is approved, staff will begin working with the County Court and OSCA to make the transfer. The complete transfer could possibly take up to 3 months once an ordinance is passed by City Council. If passed, the goal would be to have the Municipal Court fully transferred by January of 2022.

It is staff's recommendation that Council pass the ordinance approving the transfer of the Municipal Court to the County.

1 **AN ORDINANCE OF THE COUNCIL OF THE CITY OF NIXA TRANSFERRING**
2 **THE NIXA MUNICIPAL COURT TO THE ASSOCIATE DIVISION OF**
3 **THE CHRISTIAN COUNTY CIRCUIT COURT.**
4
5

6 **WHEREAS** the City of Nixa presently operates a municipal court, with its own
7 municipal judge, to adjudicate violations of the City's ordinances as a division of the 38th
8 Judicial Circuit of the State of Missouri; and
9

10 **WHEREAS** Article V, section 23 of the Missouri Constitution provides that
11 associate circuit judges shall hear and determine violations of municipal ordinances in
12 any municipality upon the request of the governing body of a city; and
13

14 **WHEREAS** Article V, section 27(16) of the Missouri Constitution provides that
15 cities shall have the right to enforce its ordinances and to conduct prosecutions before
16 an associate circuit judge and shall receive and retain any fines to which it may be
17 entitled; and
18

19 **WHEREAS** section 479.040 RSMo. provides that a city may elect to have
20 violations of its municipal ordinances heard and determined by an associate circuit
21 judge of the circuit in which the city is located and that once a city has made such
22 election the associate circuit judge shall commence hearing and determining such
23 violations six months after the municipality notifies the presiding judge of its election;
24 and
25

26 **WHEREAS** the City Council finds that it is in the best interest of the City to have
27 Nixa ordinance violations adjudicated by a circuit or associate circuit judge of the 38th
28 Judicial Circuit.
29

30 **NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF**
31 **NIXA, AS FOLLOWS, THAT:**
32

33 **SECTION 1:** Pursuant to Article V Sections 23 and 27 of the Missouri
34 Constitution and Section 479.040 RSMo, the City Council hereby elects to have
35 municipal ordinance violations heard and determined by an Associate Circuit Judge of
36 the Christian County Circuit Court, effectively transferring the municipal court to the
37 Christian County Circuit Court, also known as the 38th Judicial Circuit.
38

39 **SECTION 2:** The transfer of the municipal court to the 38th Judicial Circuit shall
40 be effective January 1, 2022.
41

42 **SECTION 3:** The City Administrator is hereby authorized and directed to take
43 additional actions as may be necessary to carry out the intent and purpose of this
44 Ordinance, including providing copies of this Ordinance to the Presiding Judge of the
45 Thirty-Eighth Judicial Circuit, and to the Office of State Court Administrator, and to work

with such officials to effectuate the transfer of court operations contemplated by this Ordinance.

SECTION 4: This Ordinance shall be in full force and effect from and after its final passage by the City Council and after its approval by the Mayor, subject to the provisions of section 3.11(g) of the City Charter.

ADOPTED BY THE CITY COUNCIL THIS _____ DAY OF _____ 2021.

ATTEST:

CITY CLERK

PRESIDING OFFICER

APPROVED BY THE MAYOR THIS _____ DAY OF _____ 2021.

ATTEST:

CITY CLERK

MAYOR

APPROVED AS TO FORM:

CITY ATTORNEY



ADMINISTRATION
P.O. Box 395
715 W. Mt. Vernon
Nixa, Missouri 65714
Phone: 417-725-3785
Fax: 417-725-6394

To: Mayor and Council
From: Cindy Robbins
Date: August 18, 2021
RE: 2021 Tax Levy

At the last Council meeting, I provided information related to the setting of the real estate tax levy. In order to set the tax levy, the city is required to post a legal notice of levy hearing, hold a public hearing, and pass an ordinance authorizing the levy. The deadline this year for final certification by the county clerk is August 31st.

Included in your packet this evening is the original ordinance to set the 2021 real estate tax levy. I've also included in the packet an amendment to this ordinance to show the updated 2021 tax levy rate along with an amended ordinance to show the decrease in the rate. After the tax levy notice was publicized, the Missouri State Auditor sent out the updated pro forma with the new, lower rate which caused the change. I have included the updated pro forma for your review. The new tax levy rate is 0.2990. Last year's rate was 0.3246.

If approved, the ordinance and required documents will be submitted to the Christian County Clerk's Office.

Please let me know if you have any questions regarding this matter.



NICOLE GALLOWAY, CPA

Missouri State Auditor

MEMORANDUM

August 09, 2021

TO: 09-022-0003 City of Nixa

RE: Setting of 2021 Property Tax Rates

The following are the tax rate computational forms that have been reviewed. Please follow the steps below to complete the process of setting your 2021 Property Tax Rate(s).

1. **Lines G - BB on the Summary Page should be completed** to show the actual tax rate(s) to levy.
2. Please **sign and date the Summary Page**.
3. Please **submit the finalized tax rate forms ready for certification to the County Clerk of each county** that your political subdivision resides in. The County Clerk must also sign the Summary Page and indicate the proposed tax rate to be entered on the tax books before submitting rate(s) to the State Auditor's Office for final review and certification.

If the attached calculation differs from the questionnaire submitted for review, please review the following line items for the reason(s) for the difference.

- **Form A, Line 2b - New Construction & Improvements - Personal Property**

Section 137.073.4, RSMo, states that the aggregate increase in valuation of personal property for the current year over that of the previous year is the equivalent of the new construction and improvements factor for personal property.

- **Form A, Line 5 - Prior Year Assessed Valuation**

If the 2021 questionnaire has a different amount on Form A, Line 5 than was previously submitted, we had to revise the 2020 calculation for this change. The revised 2020 tax rate ceiling is listed on the 2021 Summary Page, Line A. Your primary County Clerk should forward a copy of the revised 2020 calculation; please keep this form for your files.

- **(SCHOOL DISTRICTS ONLY) Form A, Line 14**

We revised the information the school district submitted on Line 14 to the amount computed by the Department of Elementary and Secondary Education (DESE).

If you have any questions about the enclosed forms, please contact the local government section at (573-751-4213.)



PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED

8/9/2021

Summary Page

(2021)

For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Nixa

09-022-0003

General Revenue

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

The final version of this form MUST be sent to the county clerk.

The information to complete the Summary Page is available from prior year forms, computed on the attached forms, or computed on this page. Information on this page takes into consideration any voluntary reduction(s) taken in previous even numbered year(s). If in an even numbered year, the political subdivision wishes to no longer use the lowered tax rate ceiling to calculate its tax rate, it can hold a public hearing and pass a resolution, a policy statement, or an ordinance justifying its action prior to setting and certifying its tax rate. The information in the Informational Data, at the end of these forms, provides the rate that would be allowed had there been no previous voluntary reduction(s) taken in an even numbered year(s).

For Political
Subdivision Use
in Calculating
its Tax Rate

A. **Prior year tax rate ceiling** as defined in Chapter 137, RSMo, revised if the prior year data changed or a voluntary reduction was taken in a non-reassessment year (Prior year Summary Page, Line F minus Line H in odd numbered year or prior year Summary Page, Line F in even numbered year)

0.3246

B. **Current year rate computed** pursuant to Article X, Section 22, of the Missouri Constitution and Section 137.073, RSMo, if no voter approved increase (Form A, Line 18)

0.2990

C. **Amount of rate increase authorized by voters for current year** if same purpose. (Form B, Line 7)

D. **Rate to compare to maximum authorized levy to determine tax rate ceiling** (Line B if no election, otherwise Line C)

0.2990

E. **Maximum authorized levy** the most recent voter approved rate

1.0000

F. **Current year tax rate ceiling** maximum legal rate to comply with Missouri laws
Political subdivisions tax rate (Lower of Line D or E)

0.2990

G1. **Less required sales tax reduction** taken from tax rate ceiling (Line F), if applicable

G2. **Less 20% required reduction 1st class charter county political subdivision NOT submitting an estimated non-binding tax rate to the county(ies)** taken from tax rate ceiling (Line F)

H. **Less voluntary reduction by political subdivision** taken from the tax rate ceiling (Line F)

WARNING: A voluntary reduction taken in an even numbered year will lower the tax rate ceiling for the following year.

I. **Plus allowable recoupment rate** added to tax rate ceiling (Line F) If applicable, attach Form G or H.

J. **Tax rate to be levied** (Line F - Line G1 - Line G2 - Line H + Line I)

AA. **Rate to be levied for debt service**, if applicable (Form C, Line 10)

BB. **Additional special purpose rate authorized by voters** after the prior year tax rates were set. (Form B, Line 7 if a different purpose)

Certification

I, the undersigned, _____ (Office) of _____ (Political Subdivision)
levying a rate in _____ (County(ies)) do hereby certify that the data set forth above and on the
accompanying forms is true and accurate to the best of my knowledge and belief.

Please complete Line G through BB, sign this form, and return to the county clerk(s) for final certification.

(Date)	(Signature)	(Print Name)	(Telephone)
--------	-------------	--------------	-------------

Proposed rate to be entered on tax books by county clerk

based on certification from the political subdivision: Lines

J _____ AA _____ BB _____

Section 137.073.7 RSMo, states that no tax rate shall be extended on the tax rolls by the county clerk unless the political subdivision has complied with the foregoing provisions of this section.

(Date)	(County Clerk's Signature)	(County)	(Telephone)
--------	----------------------------	----------	-------------

**PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED**

8/9/2021

Form A

(2021)

For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Nixa

09-022-0003

General Revenue

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

The final version of this form MUST be sent to the county clerk.

Computation of reassessment growth and rate for compliance with Article X, Section 22, and Section 137.073, RSMo.

1. (2021) Current year assessed valuation

Include the current state and locally assessed valuation obtained from the county clerk, county assessor, or comparable office finalized by the local board of equalization.

(a)	<u>327,938,826</u>	+	(b)	<u>0</u>	=	<u>327,938,826</u>
	(Real Estate)			(Personal Property)		(Total)

2. Assessed valuation of new construction & improvements

2(a) - Obtained from the county clerk or county assessor

2(b) - increase in personal property, use the formula listed under Line 2(b)

(a)	<u>14,297,330</u>	+	(b)	<u>0</u>	=	<u>14,297,330</u>
	(Real Estate)			Line 1(b) - 3(b) - 5(b) + 6(b) + 7(b)		(Total)
				If Line 2b is negative, enter zero		

3. Assessed value of newly added territory

obtained from the county clerk or county assessor

(a)	<u>0</u>	+	(b)	<u>0</u>	=	<u>0</u>
	(Real Estate)			(Personal Property)		(Total)

4. Adjusted current year assessed valuation

(Line 1 total - Line 2 total - Line 3 total)

313,641,496**5. (2020) Prior year assessed valuation**

Include prior year state and locally assessed valuation obtained from the county clerk, county assessor, or comparable office finalized by the local board of equalization.

NOTE: If this is different than the amount on the prior year Form A, Line 1, then revise the prior year tax rate form to recalculate the prior year tax rate ceiling. Enter the revised prior year tax rate ceiling on this year's Summary Page, Line A.

(a)	<u>284,934,091</u>	+	(b)	<u>0</u>	=	<u>284,934,091</u>
	(Real Estate)			(Personal Property)		(Total)

6. Assessed value of newly separated territory

obtained from the county clerk or county assessor

(a)	<u>0</u>	+	(b)	<u>0</u>	=	<u>0</u>
	(Real Estate)			(Personal Property)		(Total)

7. Assessed value of property locally assessed in prior year, but state assessed in current year

obtained from the county clerk or county assessor

(a)	<u>0</u>	+	(b)	<u>0</u>	=	<u>0</u>
	(Real Estate)			(Personal Property)		(Total)

8. Adjusted prior year assessed valuation

(Line 5 total - Line 6 total - Line 7 total)

284,934,091

**PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED**

8/9/2021

Form A

(2021)

For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Nixa

09-022-0003

General Revenue

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

The final version of this form MUST be sent to the county clerk.

Computation of reassessment growth and rate for compliance with Article X, Section 22, and Section 137.073, RSMo.

Information on this page takes into consideration any voluntary reduction(s) taken in previous even numbered year(s). If in an even numbered year, the political subdivision wishes to no longer use the lowered tax rate ceiling to calculate its tax rate, it can hold a public hearing and pass a resolution, a policy statement, or an ordinance justifying its action prior to setting and certifying its tax rate. The information in the Informational Data, at the end of these forms, provides the rate that would be allowed had there been no previous voluntary reduction(s) taken in an even numbered year(s).

For Political
Subdivision Use in
Calculating its Tax
Rate

9. Percentage increase in adjusted valuation of existing property in the current year over the prior year's assessed valuation (Line 4 - Line 8 / Line 8 x 100)	10.0751%
10. Increase in Consumer Price Index (CPI) certified by the State Tax Commission	1.4000%
11. Adjusted prior year assessed valuation (Line 8)	284,934,091
12. (2020) Tax rate ceiling from prior year (Summary Page, Line A)	0.3246
13. Maximum prior year adjusted revenue from property that existed in both years (Line 11 x Line 12 / 100)	924,896
14. Permitted reassessment revenue growth The percentage entered on Line 14 should be the lower of the actual growth (Line 9), the CPI (Line 10) or 5%. A negative figure on Line 9 is treated as a 0 for Line 14 purposes. Do not enter less than 0 or more than 5%.	1.4000%
15. Additional revenue permitted (Line 13 x Line 14)	12,949
16. Total revenue permitted in current year * from property that existed in both years (Line 13 + Line 15)	937,845
17. Adjusted current year assessed valuation (Line 4)	313,641,496
18. Maximum tax rate permitted by Article X, Section 22, and Section 137.073, RSMo (Line 16 / Line 17 x 100) Round a fraction to the nearest one/one hundredth of a cent. Enter this rate on the Summary Page, Line B	0.2990

* To compute the total property tax revenues billed for the current year (including revenues from all new construction and improvements and annexed property), multiply Line 1 by the rate on Line 18 and divide by 100. The property tax revenues billed would be used in estimating budgeted revenues.



PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED

8/9/2021

Informational Data

(2021)

For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Nixa

09-022-0003

General Revenue

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

This page shows the information that would have been on the line items for the Summary Page, Form A, and/or Form B had no voluntary reduction(s) been taken in prior even numbered year(s). The information on this page should not be used in the current year unless the taxing authority wishes to reverse any voluntary reduction(s) taken in prior even numbered year(s) and follows the following steps in an even numbered year.

Step 1 The governing body should hold a public hearing and adopt a resolution, a policy statement, or an ordinance justifying its action prior to setting and certifying its tax rate.

Step 2 Submit a copy of the resolution, policy statement, or ordinance to the State Auditor's Office for review.

Based on Prior
Year Tax Rate
Ceiling as if No
Voluntary
Reductions
were Taken

Informational Summary Page

A. Prior year tax rate ceiling (Prior year Informational Summary Page, Line F)	0.3246
B. Current year rate computed (Informational Form A, Line 18 below)	0.2990
C. Amount of increase authorized by voters for current year (Informational Form B, Line 7 below)	
D. Rate to compare to maximum authorized levy (Line B if no election, otherwise Line C)	0.2990
E. Maximum authorized levy most recent voter approved rate	1.0000
F. Tax rate ceiling if no voluntary reductions were taken in a prior even numbered year (Lower of Line D or E)	0.2990

Informational Form A

9. Percentage increase in adjusted valuation (Form A, Line 4 - Line 8 / Line 8 x 100)	10.0751%
10. Increase in Consumer Price Index (CPI) certified by the State Tax Commission	1.4000%
11. Adjusted prior year assessed valuation (Form A, Line 8)	284,934,091
12. (2020) Tax rate ceiling from prior year (Informational Summary Page, Line A from above)	0.3246
13. Maximum prior year adjusted revenue from property that existed in both years (Line 11 x Line 12 / 100)	924,896
14. Permitted reassessment revenue growth The percentage entered on Line 14 should be the lower of the actual growth (Line 9), the CPI (Line 10), or 5%. A negative figure on Line 9 is treated as a 0 for Line 14 purposes. Do not enter less than 0, nor more than 5%.	1.4000%
15. Additional reassessment revenue permitted (Line 13 x Line 14)	12,949
16. Total revenue permitted in current year from property that existed in both years (Line 13 + Line 15)	937,845
17. Adjusted current year assessed valuation (Form A, Line 4)	313,641,496
18. Maximum tax rate permitted by Article X, Section 22, and Section 137.073, RSMo, if no voluntary reduction was taken (Line 16 / Line 17 x 100)	0.2990

Informational Form B

6. Prior year tax rate ceiling to apply voter approved increase to (Informational Summary Page, Line A if increase to an existing rate, otherwise 0)	
7. Voter approved increased tax rate to adjust (If an "increase of/by" ballot, Form B, Line 5a + Line 6, if an "increase to" ballot, Form B, Line 5b)	

**AN ORDINANCE OF THE COUNCIL OF THE CITY OF NIXA ESTABLISHING AND
LEVYING TAXES ON REAL PROPERTY IN THE CITY FOR THE 2021 TAX YEAR.**

WHEREAS the City of Nixa levies a general revenue property tax on all real property within the city limits; and

WHEREAS the City is required to set the general revenue property tax levy each year; and

WHEREAS the City advertised that a public hearing on the proposed 2021 real property tax levy would be held on August 23, 2021; and

WHEREAS the proposed tax rates set forth herein comply with the provisions of section 137.073 RSMo.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NIXA, AS FOLLOWS, THAT:

SECTION 1: There is hereby levied for the year 2021 a tax upon the One Hundred Dollars assessed valuation on real property within or having its taxable status within the corporate limits of the City of Nixa, Missouri, at the following rates and for the following purpose:

(a) General Revenue Fund - \$0.3246.

SECTION 2: The City Clerk is hereby authorized and directed to provide a certified copy of this Ordinance to the County Clerk of Christian County, Missouri. Furthermore, the City Administrator and City Clerk are authorized to take any and all other actions which may be necessary to carry out the intent of this Ordinance.

SECTION 3: This Ordinance shall be in full force and effect from and after its final passage by the City Council and after its approval by the Mayor, subject to the provisions of section 3.11(g) of the City Charter.

[Remainder of page intentionally left blank. Signatures follow on the next page.]

ADOPTED BY THE CITY COUNCIL THIS _____ DAY OF _____ 2021.

ATTEST:

CITY CLERK

PRESIDING OFFICER

APPROVED BY THE MAYOR THIS _____ DAY OF _____ 2021.

ATTEST:

CITY CLERK

MAYOR

APPROVED AS TO FORM:

CITY ATTORNEY

AMENDMENT NO. 1 TO COUNCIL BILL NO. 2021-081

A MOTION:

To amend said Council Bill by striking out the following language appearing on line 25:

“\$0.3246.”

and inserting in lieu thereof the following language:

“\$0.2990.”

So that, the amended language of Section 1 of the bill shall thereafter read as follows:

“(a) General Revenue Fund - \$0.2990.”

Said Amendment was adopted by the required majority of City Council on the 23rd day of August 2021 and said Council Bill was therefore amended and modified as set forth herein.

PRESIDING OFFICER

ATTEST:

CITY CLERK

**AN ORDINANCE OF THE COUNCIL OF THE CITY OF NIXA ESTABLISHING AND
LEVYING TAXES ON REAL PROPERTY IN THE CITY FOR THE 2021 TAX YEAR.**

WHEREAS the City of Nixa levies a general revenue property tax on all real property within the city limits; and

WHEREAS the City is required to set the general revenue property tax levy each year; and

WHEREAS the City advertised that a public hearing on the proposed 2021 real property tax levy would be held on August 23, 2021; and

WHEREAS the proposed tax rates set forth herein comply with the provisions of section 137.073 RSMo.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NIXA, AS FOLLOWS, THAT:

SECTION 1: There is hereby levied for the year 2021 a tax upon the One Hundred Dollars assessed valuation on real property within or having its taxable status within the corporate limits of the City of Nixa, Missouri, at the following rates and for the following purpose:

(a) General Revenue Fund - \$0.2990.

SECTION 2: The City Clerk is hereby authorized and directed to provide a certified copy of this Ordinance to the County Clerk of Christian County, Missouri. Furthermore, the City Administrator and City Clerk are authorized to take any and all other actions which may be necessary to carry out the intent of this Ordinance.

SECTION 3: This Ordinance shall be in full force and effect from and after its final passage by the City Council and after its approval by the Mayor, subject to the provisions of section 3.11(g) of the City Charter.

[Remainder of page intentionally left blank. Signatures follow on the next page.]

ADOPTED BY THE CITY COUNCIL THIS 23RD DAY OF AUGUST 2021.

ATTEST:

CITY CLERK

PRESIDING OFFICER

APPROVED BY THE MAYOR THIS _____ DAY OF _____ 2021.

ATTEST:

CITY CLERK

MAYOR

APPROVED AS TO FORM:

CITY ATTORNEY



Issue: **AN ORDINANCE OF THE COUNCIL OF THE CITY OF NIXA
AUTHORIZING A BUDGET AMENDMENT TO APPROPRIATE
FUNDS FOR ERP (ENTERPRISE RESOURCE PLANNING)
CONSULTATION SERVICES**

Date: **July 19, 2021**

Submitted By: **Jennifer Evans, Director of Finance**

Background

During Council's Workshop, the need for a new ERP system was discussed. The current ERP system has been in place for over 10 years with increasing problems concerning functionality and customer service. Staff would like to explore other options on the market to facilitate further customer service features across all departments. Because of the complexity of such a large undertaking and the critical nature of the RFP process and vendor selection, hiring a consultant to facilitate and manage the project is key. Baker Tilley, our current Municipal Advisor, offers an ERP consultation service.

Analysis

The cost of the ERP consultation services offered by Baker Tilley is \$70,500 and represents anywhere from 7-8% of the estimated cost of a new ERP system. A scope of the services offered by Baker Tilley is attached to this memo. The needs analysis, RFP creation and vendor selection process will likely take anywhere from 5-6 months to complete; therefore, the cost of the ERP system itself will be proposed in the 2022 budget.

Recommendation

Staff recommends approval of the budget amendment to appropriate funds for an ERP consultant.



bakertilly

now, for tomorrow.

City of Nixa, MO

Enterprise resource planning
from local government specialists

July 22, 2021



July 22, 2021

Ms. Jennifer Evans, Director of Finance
City of Nixa
P.O. Box 395
715 W. Mt. Vernon
Nixa, MO 65714

Dear Ms. Evans,

Baker Tilly US, LLP ("Baker Tilly") appreciates the opportunity to continue and expand upon our mutually beneficial relationship with the City of Nixa ("the City") regarding your enterprise resource planning (ERP) system selection project.

We understand that the City requires a qualified professional consultant with proven experience in ERP projects — including overall project management, system requirements analysis, RFP development, software evaluation and selection and installation and implementation — to provide assistance in selecting a comprehensive ERP software solution.

Baker Tilly is that consultant. We have performed ERP consulting services for many local governments and will provide an effective analysis and solution to meet the City's needs. The following key factors differentiate Baker Tilly and will aid us in achieving your objectives:

- **National experience in ERP consulting.** Since 2000, we have completed more than 100 ERP software evaluations and selections, more than 50 software implementations and worked with 30 different software packages. You will benefit from our expertise in "best-of-breed," and third-party niche needs assessments, independent selection and implementation advisory services, and independent post-implementation audits of projects. This includes a deep understanding of the current public sector ERP market and available products as well as comprehensive knowledge of software infrastructure, hardware requirements, associated costs and post-implementation support.
- **Proven methodology and immediate results.** Baker Tilly's approach is centered on working with your staff to create a long-term strategy and vision for the City that not only meets today's needs but also takes future considerations into account. Your engagement team's experience in both business process redesign and system selection enables us to manage your project with a keen eye toward reducing duplicate data entry, increasing reporting and data analytics capabilities, and enabling the online transaction processing that citizens and customers want. Our extensive experience with ERP assessments also enables us to provide you with constructive suggestions for quick wins that you can implement today to improve current business processes and enhance your operations.
- **Significant experience in all areas of operations.** Although Baker Tilly has deep finance and accounting expertise, our public sector team also conduct management consulting projects in the areas of community and economic development, human capital and grants and project management. This means that we have the broad

experience needed to engage ALL the City stakeholders who will play a vital role in re-implementing your current system or selecting and implementing a new system.

- **Large firm resources with responsive client service from our local engagement office.** Baker Tilly is large enough to offer the City the professional capabilities you need, yet we have the focus of a smaller firm that ensures you receive responsive, personalized attention. Baker Tilly's partners are actively involved in every client engagement to ensure timely, responsive service and your highest level of satisfaction. You will continue to receive thoughtful strategic guidance from partners who see the "big picture" and work with you to enhance and strengthen your organization over the long term.

The City is an important client of our firm and we will treat your ERP services as a top priority project. Baker Tilly has successfully assisted governmental clients across the United States with similar ERP system selections and implementations, working with a wide range of software packages. Building on this experience, we will help you meet the goals of your project and achieve tangible outcomes for future success.

Working with an advisor, you can trust is important. With our years of experience and skilled team of professionals as well as our knowledge of the City you can rest assured that we will continue to provide exceptional service to the City. We are committed to providing you with the level of Exceptional Client Service you have come to expect from us.

This proposal details Baker Tilly's tailored approach to working with you to accomplish your objectives and exceed your expectations. If you have any questions or would like more information, please do not hesitate to contact Caitlin Humrickhouse at 312 729 8098 or Caitlin.Humrickhouse@bakertilly.com. We look forward to discussing our proposal and approach in detail.

Sincerely,

Baker Tilly US, LLP

BAKER TILLY US, LLP

Contents

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- 3. PROJECT TEAM6
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- APPENDIX: RESUMES.....13

This document contains confidential material that is proprietary to Baker Tilly US, LLP, and other related entities (collectively referred to herein as Baker Tilly). The materials, ideas, and concepts contained herein are to be used exclusively to evaluate the capabilities of Baker Tilly. The confidential information and ideas herein may not be disclosed to anyone outside parties and may not be used for purposes other than the evaluation of Baker Tilly's capabilities.



1. Firm qualifications and ERP experience

Baker Tilly's nationwide government expertise and extensive ERP consulting experience make our firm the natural choice to perform your system selection consulting services.

About Baker Tilly

Baker Tilly is a nationally recognized firm with a proven track record of serving clients nationwide. With clients located in essentially every part of the country, our locations across the U.S. enjoy a strong, positive reputation among our peers and the public. In addition, as a member of Baker Tilly International, the world's ninth-largest accountancy and business advisory network, we are able to extend our reach through trusted relationships with firms across the country and around the world.

Baker Tilly was founded in 1931 with one central objective: use our industry specialization to help our clients improve their businesses. That objective still holds true today. We will assemble an integrated team to serve the City, blending our public sector focused professionals with experienced specialists in the areas that are most important to you. This combination of financial, business and industry-specific specialization ensures you will be working with knowledgeable professionals who understand your industry, your organization and the challenges you face — and can create innovative solutions to help you overcome them. And because the City will be working with an engagement team carefully selected for this engagement, you can expect to receive consistent, efficient and Exceptional Client Service.



For nearly 90 years, Baker Tilly has understood that our business demands absolute integrity, a belief in the value of trusted relationships and a willingness to collaborate with every client. We will continue to deepen and enhance our relationship with the City as your Value Architects™.

For clients and associates, Baker Tilly is the firm to grow with. We rank eleventh of the top 15 accounting and advisory firms in the United States, according to *Accounting Today*. Baker Tilly's goal is to become America's Finest Professional Services Firm. Our growth means new geographies, new services, new influence and new opportunities to deliver exceptional results for our clients.

Relevant experience

Baker Tilly is one of the few professional services firms with a state and local government group dedicated entirely to serving public sector clients. The City will benefit from our broad knowledge of the ERP market and expertise, providing software consulting services to many governmental entities during the past 20 years.

Public sector specialization

Baker Tilly has a formalized public sector service group, with industry dedicated team members providing efficiencies and results.

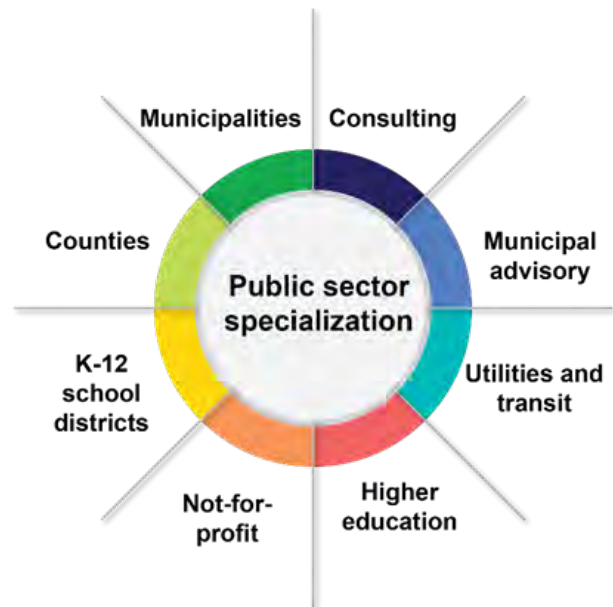
This industry specialization approach allows us to provide targeted training and continuing education to our staff, assuring you of a team with the necessary knowledge and skills to identify strengths and weaknesses of internal controls and processes as well as key indicators that are critical to your government.

Our industry-specific approach will ensure the City is working with a team that is truly dedicated to state and local governments, translating into better service and greater value.

- Our specialists keep abreast of the new developments and trends that may impact local governments and will regularly provide newsletters, trainings and industry alerts that contain updates and answers to your financial and governmental questions.
- Members of your engagement team are active in national and state organizations, participate in ongoing continuing education to obtain industry certifications and speak and author articles on industry trends.

Our dedication to government organizations is manifested in our public sector practice, a group of more than 420 professionals — including nearly 40 partners — dedicated entirely to serving governmental clients. **Our clients include more than nearly 150 counties in your region**, and our extensive experience provides us with the specialized knowledge and insight to find effective solutions.

Our public sector clients rely on our expertise to meet their specific auditing, accounting and operational needs. From helping you manage and optimize your resources to clearly and accurately reporting your funding sources and patterns, you can expect a practical approach, technical insight and a thorough understanding of the local government world to work on the City's behalf, delivering the precise services you need, when you need them.



Deep local government consulting expertise

We have established a record of successfully serving state and local governments through increasingly diverse service offerings for our municipal, county and state clients. This experience enables us to easily understand your organizational structure, processes and regulatory environment and provide you with valuable, on-target advice. Your project team members have provided consulting and advisory services to a variety of state and local government entities.

The following list includes just some of the clients the firm and members of our proposed project team have served on relevant consulting projects. We can provide contact information for any of these entities on request.

- | | | |
|---------------------------|--|--------------------------------------|
| – City of Arlington, TX | – Town of Addison, TX | – Chippewa County, WI |
| – City of Baytown, TX | – City of Milwaukee, WI | – Colorado Springs Utilities, CO |
| – City of Burbank, CA | – City of Minneapolis, MN | – Dane County, WI |
| – City of Carlsbad, CA | – City of Racine, WI | – Elkhart County, IN |
| – City of Carrollton, TX | – City of Rochester, NY | – Florida Municipal Power Agency, FL |
| – City of Dearborn, MN | – City of St. Paul, MN | – Hennepin County, MN |
| – City of Denton, TX | – City of Southlake, TX | – Milwaukee County, WI |
| – City of Eagan, MN | – City of Valdez, AK | – Portage County, WI |
| – City of Fond du Lac, WI | – City of Warsaw, IN | – San Mateo County, CA |
| – City of Fort Worth, TX | – City of Wauwatosa, WI | – Scott County, IA |
| – City of Frisco, TX | – City of Wilmington, DE | – Sheboygan County, WI |
| – City of Goshen, IN | – Burbank Water and Power, CA | – State of California |
| – City of Green Bay, WI | – Bexar County, TX | – State of Indiana |
| – City of Logansport, IN | – Central Brown County Water Authority, WI | |
| – City of Madison, WI | | |

Expertise in ERP software consulting services

The City will benefit from Baker Tilly's depth of experience in providing ERP consulting services to governmental clients. Created in 1969, our public sector group has served local governments for 50 years. Since 1998, we have also provided financial management and strategy consulting services to counties, municipalities and other public entities.

For the past 20 years, we have consulted clients on ERP system selection and implementation. During this time, we have completed more than 100 software evaluations and more than 50 software implementations, each with detailed scoping, process improvements and project planning deliverables.

Baker Tilly has in-depth knowledge of all well-established software vendors providing ERP solutions to the public sector. Our team regularly attends vendor demonstrations to stay current on each system's capabilities. Based on our deep understanding of the ERP marketplace, we have developed an agile approach to ERP system selection projects.



Comparable projects

We are experienced and knowledgeable about all of the leading products serving the municipal market. We have evaluated, selected and/or implemented most, if not all, of the integrated financial and operational solutions supporting city government, including both Tier 1 products spanning multiple industry segments – such as **Oracle**, **PeopleSoft**, **SAP** and **Lawson** - and purpose-built Tier 2 integrated local government software suites such as **New World LOGOS**, **Tyler MUNIS** and **InCode**, **SunGard Naviline** and **ONESolution**, along with others.

Our consulting work has produced positive results for our clients. A sample list of satisfied clients of our ERP software consulting services includes:

- City of East Chicago, IN
- City of Highland Park, IL
- City of Lake Forest, IL
- City of Logansport, IN
- City of Rolling Meadows, IL
- City of Green Bay, WI
- City of Madison, WI
- City of Milwaukee, WI
- City of Burbank and Burbank Water & Power, CA
- City of Charlotte, NC
- City of Eagan, MN
- City of Valdez, AK
- Eugene Water and Electric Board, WA
- Farmington Area Public Schools, MN
- Local Government Information Systems (LOGIS), MN
- Ogden City Corporation, UT
- St. Tammany Parish, LA

2. Past engagements

References

We encourage you to connect with the clients listed below to learn more about the value of their relationship with Baker Tilly. Each will have a different perspective you may find valuable as you think about your needs.



Client	City of Rolling Meadows, Illinois
Contact	Melissa Gallagher, Finance Director
Phone email	847 870 9041 gallagherm@cityrm.org
Scope of work	ERP needs assessment, system selection and implementation
Consulting hours	1,500
Date completed	2020
Client	Ascension Parish, Louisiana
Contact	Brandon O'Deay, IT Director
Phone email	225 450 1050 bodeay@apgov.us
Scope of work	ERP System Selection and implementation remediation
Consulting hours	1,200
Date completed	2019
Client	City of Lake Forest, Illinois
Contact	Elizabeth Holleb, Director of IT and Finance
Phone email	847 810 3612 hollebe@cityoflakeforest.com
Scope of work	ERP System Selection
Consulting hours	800
Date completed	2019



3. Project team

Our specialized public sector consulting team has decades of experience providing the services the City is seeking and is well equipped to meet your objectives with insights gained from previous similar projects.

Key personnel aligned with your needs

The team members we are proposing for your project have worked on numerous projects similar to the services the City is seeking. The table below introduces your project team.

Team member	Role and qualifications
<p>Vicki Vogel-Hellenbrand, CPA Partner-in-Charge</p> 	<p>Your consulting team will be led by Vicki Vogel-Hellenbrand, the firmwide leader of our firm's public sector practice. She joined Baker Tilly in 1991 and her experience includes providing consulting services related to various government functions and operational issues, including software selection and implementation.</p> <p>Vicki will serve in the role of relationship partner for the City, providing independent oversight of the quality and completeness of the project team's progress and deliverables.</p>
<p>Caitlin M. Humrickhouse, MPA, SWP Senior Project Manager</p> 	<p>Caitlin Humrickhouse has eight years of experience providing management consulting services with a focus on resource optimization, assisting governmental entities in their efforts to ensure the resources available (people, processes and technology) are utilized in the most efficient manner. She has served as project manager on numerous governmental ERP projects including all of the projects listed in our references section.</p> <p>Caitlin will provide project oversight, participate in project meetings, and support project deliverable development.</p>

Team member	Role and qualifications
<p>Tiffany McCoy, CFSA, CFOE Senior Consultant</p> 	<p>Tiffany specializes in management and risk consulting projects, including operational and organizational assessments, risk assessment and internal audit, business process reviews, and system selection and implementation services. Tiffany has specific expertise in IT with experience in conducting IT risk assessments, IT governance assessments, IT capital planning assessments, disaster recovery plan assessments and is familiar with different IT control frameworks.</p>
<p>Christopher Strom, MPA Senior Consultant</p> 	<p>Christopher has first-hand public sector experience in system implementation, information technology, parks and recreation, public works, local government administration, finance, community development, public safety and capital project planning. His areas of expertise include system implementations and operational and organizational reviews.</p>

4. Project approach and methodology

Our holistic approach to system selection and implementation projects not only meets your technology needs, but your strategic business goals as well, resulting in a more viable long-term solution for the City.

Achieving your objectives

The City requires a qualified professional consultant with proven experience in software projects — including overall project management, system requirements analysis, RFP development, software evaluation and selection — to provide assistance in selecting a comprehensive software solution. **Baker Tilly is that consultant. We have performed consulting services for many local governments and will provide an effective analysis and solution to meet the City's needs.**

In addition to consulting engagements, our public sector group provides hundreds of thousands of hours of audit services annually to state and local governments across the country. Our team is able to draw on the knowledge of these subject-matter specialists to determine best practices in all components of a government's business processes and internal control needs.

Baker Tilly's extensive experience with software assessments, vendor selection assistance and implementation support allows us to provide the City with unbiased advice and recommendations, enabling you to choose the best system for your needs. We look forward to collaborating with you and are dedicated to helping you select an integrated solution that provides long-term reliability, improved functionality and the right technology to achieve your goals.

Implementation and project management methodology and approach

Baker Tilly's software philosophy and approach

Baker Tilly understands how difficult choosing a path for a system can be, as these types of projects are about much more than just technology. The motivations for procuring an ERP platform are just as varied as its functionality. Because of our vast experience with public sector agencies and operations, Baker Tilly consultants work to understand these motivations and ensure their integration into the overall assessment and selection process.

Because any system selection is likely to be the chosen solution for the City for some time, we believe that focusing on your long-term goals and objectives will allow us to guide you in making a decision that is guaranteed to survive. Throughout this proposal, you will notice the following differentiators of our approach:

- We will help you identify **process improvements and cost-saving methods that can be implemented independent of the system selection**, allowing the City to achieve tangible results earlier in the process and prior to actual implementation
- We will turn our passion for effective government into a solid return on your investment
- We will help you identify critical factors that position you for success
- We will assist you in identifying the “right size” system to address your needs, helping you avoid spending more than you need on functionality that you are unlikely to use

The motivations for procuring an ERP platform are just as varied as its functionality. Based on our vast experience with public sector agencies and operations, Baker Tilly consultants work to understand these motivations and ensure their integration into the overall assessment and selection process.

Phase 1 – Project coordination and initiation

Our staff members pride themselves on delivering results to you on time and on budget, with minimal risk to the City. Baker Tilly's project management philosophy is one that stresses planning and communication. It is our practice to make sure the City project manager, executive sponsor and steering committee are informed regularly of the project's status and any issues that might impede progress toward specific goals.

Our first major activity will be a kick-off meeting with the City's project manager and other stakeholders to thoroughly discuss issues of concern and gain insights into any identified areas that will drive the work plan focus. During this meeting, we will also finalize the project goals and timeline, reports to be delivered, distribution of those reports, fieldwork coordination and communication plan.

Our communication, at a minimum, will consist of the following:

Communication tool	Bi-weekly reporting	Other reporting and information
Project kick-off meeting		✓
Project work plan		✓
Communication plan		✓
Progress report via phone conference or emailed status report	✓	
Project issues log (as needed)		✓
Ad hoc meetings		✓
Information request logs		✓
Draft report presentation and discussion *		✓
Final report presentation		✓
Project close meeting		✓

* Conducted remotely via conference call

We anticipate frequent meetings with the City's project manager and team where any urgent matters and other updates will be a point of detailed discussion. The following table details our project management approach:

Phase 1 objective: Ensure project meets expectations and is delivered within agreed-to timeline

Major activities

- Confirmation of project scope
- Integral involvement of project advisors in finalizing a detailed work plan
- Support and recommendations in establishing project organizational structure that defines staff roles and responsibilities
- Continual monitoring of the work plan and established project deadlines to facilitate timely and comprehensive completion of the project
- Thorough planning discussions to ensure optimal assignment of tasks to project members to control thorough and timely completion of tasks
- Regular status meetings to review project progress, issues, risks and resources
- Pre-established points of internal review for all project phases and deliverables
- Quality assurance reviews

Deliverables

- Project kick-off meeting
- Detailed work plan
- Project calendar and interview list
- Project status reports, the frequency of which will be mutually agreed at the outset of the project

Assumptions

- The City will appoint a project liaison to coordinate with the Baker Tilly project manager on resource and information needs
- Key stakeholders are available for project initiation activities such as project kick-off and status updates
- The City will provide resources to assist with coordination activities such as scheduling, gathering contact information, and securing project team space and technical resources
- When in need of data, information or records, Baker Tilly consultants will make formal data requests and provide the City with sufficient time to respond

This section describes the phases of Baker Tilly's proven software methodology. We present this as an end-to-end approach to the development of requirement specifications and ERP selection and the best way to ensure long-term success for the City.

These phases are summarized in the following diagram. Phases 1 through 4 of our approach are included in our fee proposal. Our team is also available to support Phases 5 and 6 if desired by the City.



5. Fee Proposal

Value for fees

We have prepared a fee estimate for CMAP based on the needs and objectives you have shared and our experience conducting similar engagements with local government clients.

Phase/activity	Fees
Phase 1- Project Management and Kickoff	\$5,000
Phase 2 – System needs assessment	\$25,000
Phase 3 – Request for Proposal development	\$10,000
Phase 4 – Vendor selection and contract negotiation	\$25,000
Expenses: <i>We will only bill the City for expenses actually incurred. Our assumption includes 3 onsite trips. We are happy to work with the City to reduce these trips and perform more work remotely to reduce travel expenses.</i>	\$5,500
Total	\$70,500

AN ORDINANCE OF THE COUNCIL OF THE CITY OF NIXA AMENDING THE 2021 ANNUAL BUDGET TO APPROPRIATE FUNDING FOR ENTERPRISE RESOURCE PLANNING CONSULTATION SERVICES.

WHEREAS during the 2021 Council Workshop, the need for a new Enterprise Resource Planning (“ERP”) system was discussed; and

WHEREAS hiring Baker Tilly, the City’s current financial advisor, to provide consultation and management services of the solicitation process to select an ERP vender is preferable given the complexity and critical nature of such a process; and

WHEREAS Section 67.040 RSMo. provides that after a budget has been approved no increase in the revenues or expenditures from any fund shall be made unless the governing body adopts a measure setting forth the facts and reasons making the increase necessary and authorizing the increase; and

WHEREAS Section 8.7 of the City Charter authorizes the City Council to amend budgeted revenues and expenditures upon the request of the City Administrator; and

WHEREAS the City Administrator has requested a budget amendment in the amount of \$70,500.00 for the purposes contemplated by this Ordinance; and

WHEREAS the City Council desires to amend the City’s 2021 budget for the purposes identified herein.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NIXA, AS FOLLOWS, THAT:

SECTION 1: The City of Nixa’s 2021 Annual Budget is hereby amended in the accounts and the amounts as shown on “Council Bill Exhibit A,” which is attached hereto and incorporated herein by this reference.

SECTION 2: City Council finds that the budget amendment enacted by this Ordinance has been recommended by the City Administrator. The City Administrator is directed to cause the appropriate accounting entries to be made in the books and records of the City to reflect the budget amendment enacted by this Ordinance.

SECTION 3: This Ordinance shall be in full force and effect from and after its final passage by the City Council and after its approval by the Mayor, subject to the provisions of section 3.11(g) of the City Charter.

[Remainder of page intentionally left blank. Signatures follow on the next page.]

ADOPTED BY THE COUNCIL OF THE CITY OF NIXA THIS 23RD DAY OF AUGUST
2021.

ATTEST:

CITY CLERK

PRESIDING OFFICER

APPROVED BY THE MAYOR THIS _____ DAY OF _____ 2021.

ATTEST:

CITY CLERK

MAYOR

APPROVED AS TO FORM:

CITY ATTORNEY

City of Nixa, MO
Budget Amendment

<u>Budget Amendment Amount</u>	<u>Fund</u>	<u>G/L Description</u>	<u>G/L Line #</u>	<u>Revenue Source</u>
\$14,100	General	Professional Fees	11-100-5160000	Current
\$14,100	Electric	Professional Fees	01-700-5160000	Current
\$14,100	Water	Professional Fees	02-800-5160000	Current
\$14,100	Wastewater	Professional Fees	03-900-5160000	Current
\$14,100	Streets	Professional Fees	13-300-5160000	Current
\$70,500	TOTAL			

Explanation: To amend the current budget of the City of Nixa to appropriate funds for ERP consultation services

This proposed Budget Amendment has been approved and requested by the City Administrator, pursuant to City Charter section 8.7.

Jimmy Liles, City Administrator

Authorized by Passage of Ordinance No. _____

Date of Passage: _____



City of Nixa
Parks and Recreation
PO BOX 395
701 N. Taylor Way
Nixa, MO 65714

To: Mayor Steele, Nixa City Council

August 17, 2021

CC: Jimmy Liles, City Administrator

From: Matt Crouse, Director of Parks and Recreation

Re: Community Center Roof Renovation/Restoration Budget Amendment and Contract Award

After receiving bids for the roof repair and restoration of the community center roof as a part of the 2021 Capital Improvements the bids came in over the budget allotted for the project. Our budgeted amount was \$100,000 for this project and the low bidder came in at \$112,342. Tonight, we are requesting a budget amendment in the amount of \$12,350 for the remaining funds necessary to complete this project.

Bid Summer for Community Center Roof Project:

Guarantee Roofing	\$112,342.00
Kirberg Company	\$116,020.00
Stiles Roofing	\$125,230.00
Joplin Roofing	\$156,220.00

With your approval we will be bringing back a resolution during tonight's resolution section for the authorization of the city administrator to sign a contract for this project. Thank you!

Respectfully,

Matt Crouse
Director, Parks and Recreation

**AN ORDINANCE OF THE COUNCIL OF THE CITY OF NIXA
AMENDING THE 2021 ANNUAL BUDGET TO PROVIDE FUNDING
FOR THE COMMUNITY CENTER ROOF RENOVATION PROJECT.**

WHEREAS City Council, by passage of Resolution 2020-121, adopted the 2021-2025 Capital Improvement Program ("CIP"); and

WHEREAS included in the CIP is a project known as the "Roof on X Center Project (PK2021-11)" ("Project"); and

WHEREAS the bid responses came in over the City's budgeted amount for the Project; and

WHEREAS Section 67.040 RSMo. provides that after a budget has been approved no increase in the revenues or expenditures from any fund shall be made unless the governing body adopts a measure setting forth the facts and reasons making the increase necessary and authorizing the increase; and

WHEREAS Section 8.7 of the City Charter authorizes the City Council to amend budgeted revenues and expenditures upon the request of the City Administrator; and

WHEREAS the City Administrator has requested a budget amendment in the amount of \$12,350.00 and for the purposes contemplated by this Ordinance; and

WHEREAS the City Council desires to amend the City's 2021 budget for the purposes identified herein.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NIXA, AS FOLLOWS, THAT:

SECTION 1: The City of Nixa's 2021 Annual Budget is hereby amended in the accounts and the amounts as shown on "Council Bill Exhibit A," which is attached hereto and incorporated herein by this reference.

SECTION 2: City Council finds that the budget amendment enacted by this Ordinance has been recommended by the City Administrator. The City Administrator is directed to cause the appropriate accounting entries to be made in the books and records of the City to reflect the budget amendment enacted by this Ordinance

SECTION 3: This Ordinance shall be in full force and effect from and after its final passage by the City Council and after its approval by the Mayor, subject to the provisions of section 3.11(g) of the City Charter.

ADOPTED BY THE CITY COUNCIL THIS 23RD DAY OF AUGUST 2021.

ATTEST:

CITY CLERK

PRESIDING OFFICER

APPROVED BY THE MAYOR THIS _____ DAY OF _____ 2021.

ATTEST:

CITY CLERK

MAYOR

APPROVED AS TO FORM:

CITY ATTORNEY

City of Nixa, MO
Budget Amendment

<u>Budget Amendment Amount</u>	<u>Fund</u>	<u>G/L Description</u>	<u>G/L Line #</u>	<u>Revenue Source</u>
\$12,350	Park	Building Improvements	14-400-5451004	Current

Explanation: To amend the current budget of the City of Nixa to appropriate additional funds for Park project PK2021-11 roof on the X-center.

This proposed Budget Amendment has been approved and requested by the City Administrator, pursuant to City Charter section 8.7.

Jimmy Liles, City Administrator

Authorized by Passage of Ordinance No. _____

Date of Passage: _____



Issue: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NIXA AUTHORIZING THE DIRECTOR OF PLANNING AND DEVELOPMENT TO ACCEPT THE DEDICATION OF PUBLIC STREETS AND EASEMENT TO THE CITY OF NIXA, AS SHOWN ON THE PRELIMINARY PLAT OF THE WALKER ESTATES SUBDIVISION, GENERALLY LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF MAIN STREET AND TRACKER ROAD, UPON THE APPLICANT FILING AND RECORDING A FINAL PLAT THAT SUBSTANTIALLY CONFORMS TO THE PRELIMINARY PLAT; AND AUTHORIZING THE CITY CLERK TO SIGN THE FINAL PLAT UPON COMPLIANCE WITH ALL THE TERMS OF THIS ORDINANCE.

Date: August 23, 2021

Submitted By: Garrett Tyson, Director of Planning and Development

Background

The Walker Estates subdivision is a mixed-use subdivision located within the R-1 single-family residential, R-3 multi-family residential and General Commercial (GC) zoning districts. The subject property was annexed into the Nixa City Limits in 2021 and the existing zoning arrangement was established at that time. The property owner has submitted a preliminary plat illustrating the proposed arrangement of new lots and the public infrastructure required to serve them.

Preliminary plats are a means to provide subdivision developers with an initial approval concerning compliance of the planned arrangement with the City's zoning, subdivision, and other pertinent regulations prior to engaging the more expensive actions of detailed engineering and construction.

Analysis

The Walker Estates subdivision proposes to create 25 single-family residential lots that are all planned to be served by public streets, municipal water, municipal sanitary sewer, and municipal electric services. Additionally, the subdivision will create a 1.66-acre lot within the General Commercial (GC) zoning district, two lots within the R-3 zoning district, and two common areas containing sinkholes that also function as part of the subdivision's overall stormwater management scheme. The common areas will be owned and maintained by an association of property owners within the subdivision.

Recommendation

Staff has reviewed the preliminary plat and has determined the document to be in substantial conformance with the applicable regulations of the Nixa City Code concerning major subdivisions within the R-1, R-3 and GC zoning districts.

AN ORDINANCE OF THE COUNCIL OF THE CITY OF NIXA APPROVING THE PRELIMINARY PLAT OF THE WALKER ESTATES SUBDIVISION GENERALLY LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF MAIN STREET AND TRACKER ROAD AND AUTHORIZING CERTAIN CITY OFFICIALS TO TAKE CERTAIN ACTIONS UPON THE FILING OF A FINAL PLAT.

WHEREAS an original Preliminary Plat of the Walker Estates Subdivision dated June 18, 2021, is on file with the City's Department of Planning and Development ("Preliminary Plat"); and

WHEREAS the Department of Planning and Development has issued a staff report finding the Preliminary Plat to be in substantial compliance with the requirement of the Nixa City Code; and

WHEREAS the Planning and Zoning Commission considered the Preliminary Plat at their meeting on August 2, 2021; and

WHEREAS the Commission, after considering the Preliminary Plat, staff's recommendation regarding the Application, and after holding a public hearing on the Application, issued a recommendation of approval of the Preliminary Plat; and

WHEREAS the City Council, now having considered the Preliminary Plat, staff's recommendation regarding the Application, and after providing an opportunity for public comment on the Preliminary Plat, now desires to approve the Preliminary Plat; and

WHEREAS the City Council desires to authorize the Director of Planning and Development and City Clerk to take certain actions consistent with this Ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NIXA, AS FOLLOWS, THAT:

SECTION 1: City Council hereby approves the Preliminary Plat of the Walker Estates Subdivision which is generally located at the southeast corner of the intersection of Main Street and Tracker Road, as approved by the Planning and Zoning Commission. The original preliminary plat of the Walker Estates Subdivision is on file in the Department of Planning and Development, a reduced version of which is attached hereto for general reference as "Council Bill Exhibit A." All of "Council Bill Exhibit A" including any referenced attachments, is hereby incorporated herein by this reference.

SECTION 2: The Director of Planning and Development, on behalf of the City of Nixa, is hereby authorized to accept the land, easements, and improvements dedicated to the City, as shown on the Preliminary Plat of the Walker Estates Subdivision, upon: (1) the applicant filing and recording a final plat which is in accordance with this Ordinance, including any conditions attached to and described in "Council Bill Exhibit A," and the Subdivision Regulations of the City and said final plat shall substantially

conform to the Preliminary Plat, and (2) upon the Director of Public Works certifying to the Director of Planning and Development that the public improvements have been made in accordance with the City standards and specifications. Said public improvements shall not be accepted until the occurrence of the above written conditions.

SECTION 3: The final plat shall not be recorded until: (1) the public improvements relating to the Preliminary Plat have been constructed according to the specifications of the City of Nixa, Missouri, and are approved by the Director of Public Works, and all engineering fees, permit fees, licenses, and other fees occasioned by or in connection with the construction of said improvements have been paid to the City; or (2) in lieu of construction of the improvements, that the Developer has filed with the Planning and Development Director, according to the terms of the Subdivision Regulations of the City, the prescribed financial assurances in a form acceptable to the City to ensure the construction of the improvements and the payment to the City of all engineering fees, permit fees, licenses, and other fees occasioned by, or which will be occasioned by, the construction of the improvements.

SECTION 4: Upon compliance with all the requirement of this Ordinance, including any conditions described in "Council Exhibit A", the City Clerk is hereby authorized to endorse the City Council's approval upon the final plat pursuant to Section 445.030 RSMo., and such endorsement shall constitute the acceptance of the Public Improvements contained therein.

SECTION 5: This Ordinance shall be in full force and effect from and after its final passage by the City Council and after its approval by the Mayor, subject to the provisions of section 3.11(g) of the City Charter.

[Remainder of page intentionally left blank. Signatures follow on the next page.]

ADOPTED BY THE CITY COUNCIL THIS 23RD DAY OF AUGUST 2021.

ATTEST:

CITY CLERK

PRESIDING OFFICER

APPROVED BY THE MAYOR THIS _____ DAY OF _____ 2021.

ATTEST:

CITY CLERK

MAYOR

APPROVED AS TO FORM:

CITY ATTORNEY

COUNCIL BILL EXHIBIT A - ATTACHMENT 1

ENGINEER'S REPORT

WALKER ESTATES AND WALKER WOODS SUBDIVISION
CITY OF NIXA, MISSOURI | SUMMER 2021



1550 E. REPUBLIC ROAD | SPRINGFIELD, MO 65804 | 417.888.0645
107 SE WASHINGTON ST | SUITE 465 | PORTLAND, OR 97214 | 503.946.6440
369 W HERMISTON AVE | HERMISTON, OR 97838 | 541-289-7000
TOTHASSOCIATES.COM

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EXHIBIT 1: WALKER WOODS SUBDIVISION PRELIMINARY PLAT

EXHIBIT 2: WALKER ESTATES SUBDIVISION PRELIMINARY PLAT



INTRODUCTION

Walker Woods is a proposed 54 lot single family residential and 2 lot general commercial subdivision located at the northeast corner of the intersection of Main Street and Tracker Road in Nixa, Missouri. Walker Estates is a proposed 25 lot single family residential, 2 lot high-density multi-family, and single lot general commercial subdivision located at the southeast corner of the intersection of Main Street and Tracker Road in Nixa, Missouri. This Engineer's Report has been developed in accordance with the City of Nixa Technical Specification Manual. It summarizes the design of stormwater drainage, water, gas, electric and communications supply, wastewater disposal, traffic analysis, and planning data for the proposed subdivisions.

A. STORMWATER DRAINAGE

1. Existing Conditions

Based on topographic survey data and geotechnical investigation, stormwater currently flows primarily to one of ten of the sinkholes across the subject properties that are to be developed. The subject properties are currently undeveloped, and they have FEMA floodplains within some of the larger sinkholes, as shown on the Preliminary Plats. All runoff from the developable property drains to either a sinkhole or flows offsite to a drainage system.

2. Stormwater Improvements

The proposed subdivisions will have new 4-foot by 8-foot concrete curb inlets installed to address runoff in the right-of-way. The inlets will be spaced in compliance with City of Nixa design standards. Piping from the inlets that are placed under all paved areas will be reinforced concrete, and all other areas will utilize HDPE.

3. Detention

a. Detention Basins

Runoff from the site will be directed to multiple proposed storm water detention basins within a drainage area and near adjacent sinkholes. The basins will be sized to provide for both water quality and flood control. Flows from the basins will be released into adjacent sinkholes or into nearby storm systems at a rate less than the current undeveloped flow rates. This will ensure that individual sinkholes are not receiving excess runoff that could cause an increase in flood elevations in a post-development condition.

b. Detention Volume

The detention volume for the proposed subdivisions was calculated in compliance with the City of Nixa Technical Specification Manual. A 6-hour storm with a 25-year frequency was used to analyze stormwater runoff. The proposed subdivisions were delineated into drainage areas, and the curve numbers and times of concentration were calculated for each drainage area. The total estimated detention volume was then calculated by using HEC-1, producing a required volume of 258,300 cubic feet for the proposed subdivisions. Based on the initial layouts in the attached Preliminary Plats, the required value shall be achievable.

B. WATER SUPPLY

Water supply to the proposed subdivisions will be provided by the City of Nixa through multiple

connections to existing water mains on both the south side of Tracker Road and the west side of Main Street. Main lines will lie inside the right-of-way and service lines will run to each of the individual buildings and dwellings. Fire hydrants will be provided at each new intersection, at ends of mains, and spaced at 500 to 600 feet.

1. Design Flows

The design flows for this project are based on a full capacity of all residential units, houses, and businesses. A two person occupancy is assumed for each apartment unit. A 2.8 person occupancy is assumed for each single family house. A flow rate of 200 gallons per day per 1,000 square feet of floor area is assumed for commercial businesses. Flow Rate per person is estimated using a rate of 100 gallons per day. With a total of 79 single family dwellings, 95 apartment units, and 37,500 square feet of commercial businesses, the estimated average daily flow is equal to 48,700 gallons per day. Using a peaking factor of 4.00, the estimated peak daily flow is 194,800 gallons per day, giving a total flow of 135.3 gallons per minute.

C. ELECTRICAL SUPPLY

Electrical utilities for the proposed subdivisions will be provided by City of Nixa and will be underground.

D. OTHER UTILITIES

All other utilities (i.e. Natural Gas, Communication, Trash Services, etc.) for the proposed subdivisions will be provided by current utility providers that provide services inside the City of Nixa.

E. WASTEWATER DISPOSAL

The proposed subdivisions will be served with sewer by the City of Nixa through connection to an existing 8-inch public sewer main that crosses Tracker Road on the east side of the intersection with Main Street. New sewer mains will be extended to provide service line connections to each set of buildings and residential homes. Sewer from Walker Woods Subdivision will be directed to the existing manhole located at the northeast corner of the intersection of Main Street and Tracker Road, and sewer from Walker Estates Subdivision will be directed to the existing manhole located at the southeast corner of the intersection of Main Street and Tracker Road. Design flows from the anticipated number of units is provided below.

1. Design Flows

2. The design flows for this project are based on a full capacity of all residential units, houses, and businesses. A two person occupancy is assumed for each apartment unit. A 2.8 person occupancy is assumed for each single family house. A flow rate of 200 gallons per day per 1,000 square feet of floor area is assumed for commercial businesses. Flow Rate per person is estimated using a rate of 100 gallons per day. With a total of 79 single family dwellings, 95 apartment units, and 37,500 square feet of commercial businesses, the estimated average daily flow is equal to 48,700 gallons per day. Using a peaking factor of 4.00, the estimated peak daily flow is 194,800 gallons per day, giving a total flow of 135.3 gallons per minute.

3. Hydraulic Design

The hydraulic design for this project is based on a full capacity of the proposed PVC ($n = 0.011$) sewer line, with a minimum slope of 0.5 percent. Using the Manning equation, the flow capacity in the 8-inch sewer main is 453 gallons per minute.

4. BOD

The BOD for this project is based on a loading of 0.22 pounds of BOD per person per day. From the design flows, a population equivalent was calculated to be 487. Using these values, the total BOD is estimated to be 107.1 pounds of BOD per day.

F. STREET IMPROVEMENTS**1. Subdivision Streets**

The proposed subdivisions will have dedicated public streets designed to City of Nixa standards. Right-of-way is being provided to meet city requirements with a width of 50 feet. All streets will be new with a width of 27 feet (back of curb to back of curb). Storm inlets and drainage piping will be included with street design that will be designed to the City of Nixa standards. Sidewalks will also be installed in accordance with City of Nixa standards.

2. Transportation Impact Study

Based on the Transportation Impact Study, a recommendation has been made to install required pavement and striping for turn lanes at the following 3 intersections: Main Street and Mandy Lane, Donald Street and Tracker Road, and Maxine Avenue and Tracker Road. Please refer to Transportation Impact Study dated June 18, 2021, to see the detailed analysis and recommendation.

G. PRELIMINARY PLAT

The Preliminary Plats for both subdivisions were laid out in accordance with the City of Nixa standards and have each been signed by a Professional Land Surveyor licensed in the state of Missouri. Copies of each Preliminary Plat are included in this report as Exhibits 1 and 2.

EXHIBITS

1. WALKER WOODS SUBDIVISION PRELIMINARY PLAT
2. WALKER ESTATES SUBDIVISION PRELIMINARY PLAT

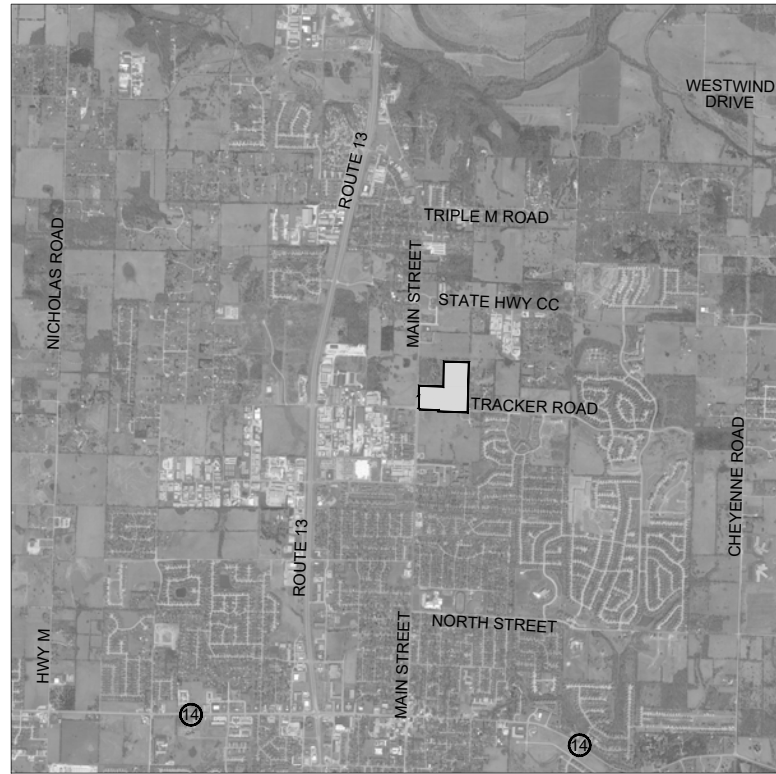
PRELIMINARY PLAT
WALKER WOODS SUBDIVISION

A SUBDIVISION IN THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 1, TOWNSHIP 27 NORTH,
RANGE 22 WEST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF NIXA, CHRISTIAN COUNTY, STATE OF MISSOURI.

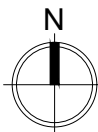
OWNER: DON E. WALKER AND LOIS M. WALKER

DEVELOPER: MORELOCK BUILDERS & ASSOCIATES

722 W. OLIVE STREET
SPRINGFIELD, MISSOURI 65806



LOCATION MAP
SCALE: 1" = 500'



PROPERTY DESCRIPTION

ALL THAT PART OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 1 - TOWNSHIP 27 NORTH - RANGE 22 WEST OF THE FIFTH PRINCIPAL MERIDIAN, CHRISTIAN COUNT, STATE OF MISSOURI, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER AND MEASURE N01°44'43"E ALONG THE EAST LINE THEREOF 1328.70 FEET TO THE NORTHEAST CORNER THEREOF; THENCE N87°47'06"W ALONG THE NORTH LINE THEREOF 15.0 FEET TO THE POINT OF BEGINNING; THENCE S01°44'43"W 1308.54 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF TRACKER ROAD; (THE FOLLOWING FOLLOWS THE NORTH R/W OF TRACKER ROAD); THENCE N87°10'30"W 754.49 FEET; THENCE N02°59'28"E 23.57 FEET; THENCE N87°10'30"W 490.18 FEET; THENCE N42°51'10"W 35.82 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF MAIN STREET; (THE FOLLOWING FOLLOWS THE EAST R/W OF MAIN STREET) THENCE N01°27'03"E 339.90 FEET; THENCE N88°07'29"W 13.97 FEET; THENCE N02°01'18"E 242.62 FEET TO A POINT ON THE SOUTH LINE OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER; THENCE S87°30'09"E ALONG THE SOUTH LINE THEREOF 631.22 FEET TO THE SOUTHEAST CORNER THEREOF; THENCE N01°45'07"E ALONG THE EAST LINE THEREOF 661.06 FEET TO THE NORTHEAST CORNER THEREOF; THENCE S87°47'06"E ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER 652.40 FEET TO THE POINT OF BEGINNING, CONTAINING 28.39 ACRES.

DATE OF PRELIMINARY PLAT SUBMITTAL: JUNE 18, 2021

TOTAL ACREAGE OF THE DEVELOPMENT: 28.39

TOTAL NUMBER OF LOTS: 56

CURRENT ZONING: R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT)
GC (GENERAL COMMERCIAL)

PROPOSED ZONING: R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT)
GC (GENERAL COMMERCIAL)

R-1 SMALLEST LOT: LOT 12, 10,000 SQUARE FEET

R-1 LARGEST LOT: LOT 20, 20,611 SQUARE FEET

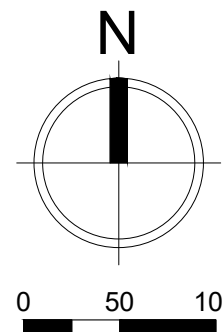
NOTES

1. MINIMUM LOT WIDTH IS 60 FEET FOR R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT).
2. MINIMUM LOT WIDTH IS NONE FOR GC (GENERAL COMMERCIAL).
3. MINIMUM LOT SIZE IS 6,600 SQUARE FEET.
4. R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT)
25 FOOT BUILDING SETBACK LINE IN THE FRONT OF ALL LOTS.
20 FOOT BUILDING SETBACK LINE IN THE REAR OF ALL LOTS.
5 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS.
12 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS WITH LOCAL STREET FRONTAGE.
5. GC (GENERAL COMMERCIAL)
20 FOOT BUILDING SETBACK LINE IN THE FRONT OF ALL LOTS.
20 FOOT BUILDING SETBACK LINE IN THE REAR OF ALL LOTS.
10 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS.
15 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS WITH LOCAL STREET FRONTAGE.
6. ROADS ARE TO BE DEDICATED FOR THE USE OF THE PUBLIC.
7. 10 FOOT UTILITY EASEMENT ON FRONT AND REAR OF ALL LOTS.
8. COMMON AREA (C1, C2, C3 & C4), ARE TO BE COMMON AREA.
9. APPROXIMATE LOCATION OF PROPOSED FIRE HYDRANT (TYPICAL).
10. PRELIMINARY SINKHOLE FLOOD OUTLINE FOR THE 100-YEAR FLOOD. SEE FLOOD PLAIN NOTE THIS SHEET.
11. PRELIMINARY SINKHOLE FLOOD OUTLINE FOR THE 500-YEAR FLOOD. SEE FLOOD PLAIN NOTE THIS SHEET.
12. APPROXIMATE LOCATION OF PROPOSED DETENTION AREAS (TYPICAL).
13. ROADS, UTILITIES AND OTHER ENGINEERING DESIGN ITEMS ARE SHOWN HEREON FOR PLANNING PURPOSES ONLY AND WILL BE DESIGNED SEPARATELY BY LICENSED ENGINEER.
14. PRE-EXISTING STRUCTURE LOCATED ON LOTS 21 AND 22 EXEMPT FROM SETBACK REQUIREMENTS UNTIL SUCH TIME AS STRUCTURE IS REMOVED. ALL NEW STRUCTURES MUST CONFORM TO LOT SETBACKS.
15. NO DIRECT ACCESS TO TRACKER ROAD OR MAIN STREET FROM ADJOINING LOTS. ALL LOT ACCESS MUST BE FROM ADJOINING STREETS WITHIN SUBDIVISION INTERIOR.

BASIS OF BEARING

MISSOURI STATE PLANE
NAD 83 CENTRAL ZONE

VERTICAL DATUM = NAVD1988



0 50 100

NOTE: DRAWING REPRODUCTION
AND SCALING MAY CHANGE THE
INDICATED GRAPHIC SCALES
H. SCALE: 1" = 100'



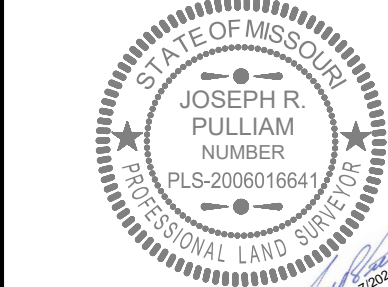
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WALKER WOODS SUBDIVISION

CHRISTIAN COUNTY, MISSOURI

MORELOCK BUILDERS & ASSOCIATES

PRELIMINARY PLAT



JOSEPH R. PULLIAM - LAND SURVEYOR
MO# PLS-2006016641

ATOTHS & ASSOCIATES
1550 E. REPUBLIC ROAD
SPRINGFIELD, MO 65804
PH: 417-866-0657
FAX: 417-866-0657
CERTIFICATE OF AUTHORITY:
MO# LS-2011008797
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DATE: 06/18/2021
SCALE: 1" = 100'

Graphic scale may change due to drawing reproduction

PROJECT:

LOCATION:

CLIENT:

TITLE:

C-001

COUNCIL BILL EXHIBIT A - ATTACHMENT 2

TRANSPORTATION IMPACT STUDY

WALKER ESTATES AND WALKER WOODS SUBDIVISION
CITY OF NIXA, MISSOURI | SUMMER 2021



1550 E. REPUBLIC ROAD | SPRINGFIELD, MO 65804 | 417.888.0645
107 SE WASHINGTON ST | SUITE 465 | PORTLAND, OR 97214 | 503.946.6440
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TOTHASSOCIATES.COM

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EXHIBITS

- Exhibit 1: Walker Woods Preliminary Plat
- Exhibit 2: Walker Estates Preliminary Plat
- Exhibit 3: Walker Woods Autoturn Analysis
- Exhibit 4: Walker Estates Autoturn Analysis
- Exhibit 5: Proposed Turn Lane Improvements
- Exhibit 6: OTO Major Thoroughfare Plan

APPENDICES

- Appendix A: Cost Estimate
- Appendix B: Collected Turning Movement Count Data
- Appendix C: Capacity Calculations



1. EXECUTIVE SUMMARY

1.1 Findings

- The property at the northeast and southeast corners of Tracker Road and Main Street is owned by the Walker family and was recently annexed and rezoned for two proposed subdivisions: Walker Woods Subdivision (located north of Tracker Road) and Walker Estates Subdivision (located south of Tracker Road)
- Due to the fact that the proposed intersections from this development connect to roads classified as Collector or higher, it is the City of Nixa's policy to require a Transportation Impact Study to be completed.
- Based on current City of Nixa policy, the developer will be donating sufficient right of way (hereinafter referred to as ROW) along the properties adjacent to both Main Street and Tracker Road where existing ROW width is less than OTO standards per the individual classification of the road. Tracker Road is classified as a Secondary Arterial and Main Street is classified as a Collector, according to the OTO.
- Additionally it is also the City's policy to require the developer to make necessary lane improvements to any street classified as a Collector or higher, according to the adopted OTO Major Thoroughfare Plan 2040, when the development generates a new intersecting City Street.
- Results of this Transportation Impact Study will determine the geometry of the required left turn lanes at 3 of the 4 newly proposed intersections.
- The new road connecting Walker Estates to Main Street will not require mitigation, as Main Street has recently been improved to 3 lanes in that location.

1.2 Recommendations

It is our recommendation that the City of Nixa approve the conceptual design of the proposed improvements described within this Transportation Impact Study. The recommendations are summarized as follows:

- Install required pavement and striping for turn lanes at the following 3 intersections: Main Street and Mandy Lane, Donald Street and Tracker Road, and Maxine Avenue and Tracker Road.

2. INTRODUCTION

2.1 Purpose

Morelock Builders & Associates (hereinafter referred to as MBA) has secured the services of Toth & Associates to complete a transportation impact study related to their Client's proposed subdivision for implementing traffic solutions that are in accordance with the City of Nixa, Missouri and the Ozarks Transportation Organization (hereinafter referred to as the OTO). This Transportation Impact Study (hereinafter referred to as TIS) summarizes the existing and future traffic parameters and provides recommendations to alleviate growth related traffic issues over a planning period, as recommended by the OTO. This TIS is classified as a Level II TIS, based on the peak hourly generated trips being between 100 and 499 trips.

2.2 Objectives

The following summarized scope of work was completed in preparation of this TIS.

- Determine the impact that the proposed subdivisions will have on the area, specifically regarding traffic flows at the 5 studied intersections. The intersections studied include the existing intersections of Tracker Road and Main Street and the 4 newly created intersections due to both subdivision developments.
- Utilize traffic count data that was collected as part of the TIS and growth rate data provided in previously approved studies to project anticipated traffic growth at the studied intersections.
- Describe the project in detail and what changes to existing intersections need to be made, based on findings herein.
- Estimate projected traffic due to the multiple types of proposed developments within both subdivisions.
- Analyze both the capacity of select intersections, utilizing the Highway Capacity Manual (2016).
- Perform Parking Evaluations, Multimodal Evaluations, a Site Distance Review and a Site Review of the newly proposed R3 and GC zoned developments.
- Provide a recommendation on the nature and type of improvements deemed necessary by the results of this TIS.

2.3 Intersections Studied

The following intersections have been studied extensively in the preparation of this traffic impact study:

- Tracker Road and Main Street (existing)
- Main Street and Mandy Lane (proposed)
- Donald Street and Tracker Road (proposed)
- Maxine Avenue and Tracker Road (proposed)
- Main Street and Greenbriar Drive (proposed but currently a 3 leg intersection)

2.4 Location Map of Project

The following map shows the location of the project, and the studied intersections:



3. DEVELOPMENT SITE

3.1 Existing Land Use

Prior to the generation of this TIS, the land in question was recently rezoned and annexed into the city limits. The land comprising Walker Woods subdivision currently has one residential dwelling on it and the land comprising Walker Estates subdivision currently has no structures on it and is primarily pasture. Traffic count data was acquired at the intersection of Tracker and Main for both the peak AM and PM hours, and traffic data at Greenbriar Drive in terms of project traffic entering/exiting that drive was estimated based on its existing land use. Due to the nature of the multifamily improvements, the residential area in and around Greenbriar Drive, Viola Street and Flora Street have been classified as “Residential Condo/Townhouses” according to the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. The ITE Land Use Code is 230. Anticipated traffic and turning movements was estimated using this approach due to its current ‘one way in, one way out’ access onto Main. As appropriate, traffic count data was quantified from the intersection of Tracker and Main accordingly. Traffic directionality was estimated in line with corresponding AM/PM peak hour ratios observed during the traffic counts at Tracker Road and Main Street.

3.2 Proposed Land Use

As mentioned previously in this study, multiple types of proposed land uses will result from these two developments. Within the Walker Estates Subdivision, the following land use codes in the ITE Trip Generation Manual have been assumed: Business Park, Apartments, and Single-Family Homes. The respective ITE Land Use Codes are 770, 220 and 210. Independent variables for the Apartments and the Single-Family Homes are both “Dwelling Units (DU’s), while the Business Park independent variable is total floor area in KSF. Between both Walker Estates and Walker Woods subdivisions, the combined “Business Parks” have a total floor area of approximately 37.5 KSF, total of 95 dwelling units from “Apartments” and a total of 79 dwelling units of “Single Family Homes”. Using OTO guidance, floor area was chosen as the independent variable in the “Business Parks” land use, as it is more general in nature. Refer to Section 5 of this study for detailed trip generation tables.

Future growth in terms of adjacent traffic along Tracker Road and Main Street will occur, and a rate of 2% is assumed. Full buildout of both subdivisions is expected to occur within 2 years.

3.3 Proposed Access Points

As can be seen previously in this study, as well as in the attached Preliminary Plats for both subdivisions (Exhibits 1 and 2), there are 4 proposed access points; two at Walker Woods

Subdivision and two at Walker Estates Subdivision.

Walker Woods proposed access points consist of new intersections at Mandy Lane and Main Street and Tracker Road and Donald Street. Walker Estates proposed access points consist of a new intersections at Maxine Avenue and Tracker Road and a modified intersection at Greenbriar Drive and Main Street. The modified intersection will transition from a 3-leg intersection to a 4-leg intersection.

3.4 Relationship to Current Plans

Based on discussions with City staff, as well as long range OTO plans, the proposed subdivision and road improvements are in line with the future vision of the City of Nixa. All planned drives, both commercial and residential will comply design standards.

3.5 Multimodal Evaluation

The subdivision will be designed in accordance with City standards, as well as ADA regulations. Accessibility will be provided for transit services. Bicycle lanes are currently in place in select locations running parallel with Main Street. Bicycle lanes will be incorporated into the design of the intersection of Mandy Lane and Main Street, to continue the recently constructed bicycle lane to the north. Sidewalks will be provided in both subdivisions and will meet ADA guidelines for safe pedestrian movements.

3.6 Study Scenarios

The forecasts for this Level II TIS will include three “No-Build” scenarios and two “Build” scenarios. The “No Build” scenarios will consist of traffic forecast for Existing Conditions, the year of full build out, and 20 years after full build out. The “Build” scenarios will consist of traffic forecast for the year of full build out, and 20 years after the full build out. 2021 is the existing year, 2023 is the proposed year of full build out, and 2043 is 20 years after full build out.

Forecasts for future year scenarios will be based on an accepted growth rate of surrounding traffic of 2%. Adding traffic from the proposed developments to the related “No-Build” scenarios provides the expected traffic for the full build out scenario forecasts.

4. EXISTING CONDITIONS

4.1 Description of Key Roads

The following streets surround the area of expansion:

- Main Street
 - Functional Classification: Collector
 - 35 MPH posted speed limit south of Tracker Road and 40 MPH posted speed limit north of Tracker Road
- Tracker Road
 - Functional Classification: Secondary Arterial
 - 30 MPH posted speed limit
- Greenbriar Drive
 - Functional Classification: Local Road
 - No speed limit posted; City-wide base speed limit of 30 MPH applies

Refer to Exhibit 6, which depicts the OTO's road classifications throughout the area, in their Major Thoroughfare Plan.

4.2 Intersection Traffic Volumes and Turning Counts

As mentioned in the Introduction of this study, raw traffic count data was collected at the intersection of Tracker Road and Main Street in June of 2021. Additionally, ITE trip generation estimates were performed to estimate traffic at Greenbriar Drive, as it is a one way in one way out intersection into the existing multifamily development. Supporting documentation can be found in Appendix B of this study. The following 4 exhibits depict AM and PM peak hour turning movement diagrams (TMD) at both studied intersections as they existed in June of 2021.

Exhibit 4.2.1 Tracker Rd. & Main St. TMD - AM Peak Hour for Existing Scenario (2021)

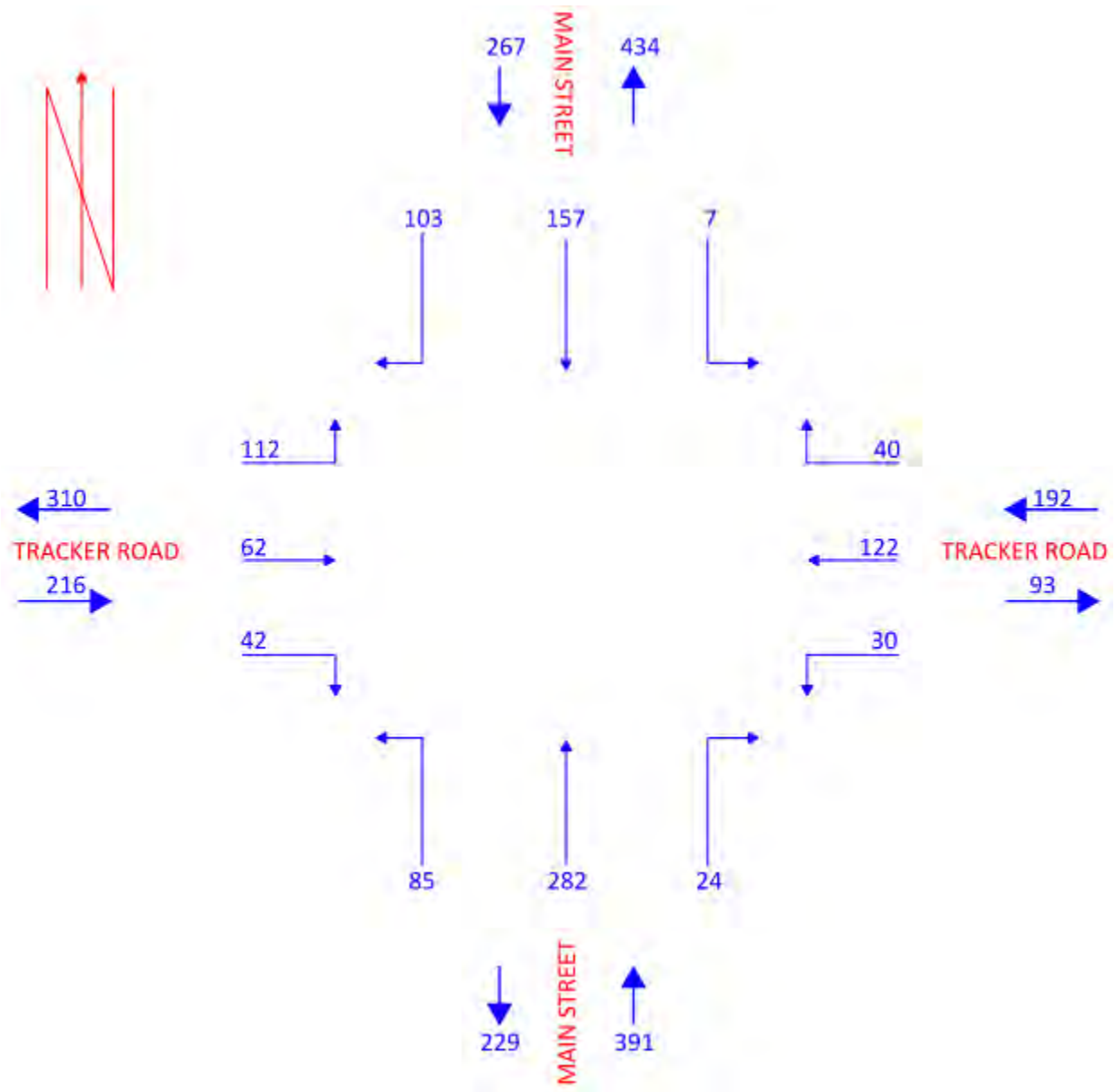


Exhibit 4.2.2 Tracker Rd. & Main St. TMD - PM Peak Hour for Existing Scenario (2021)

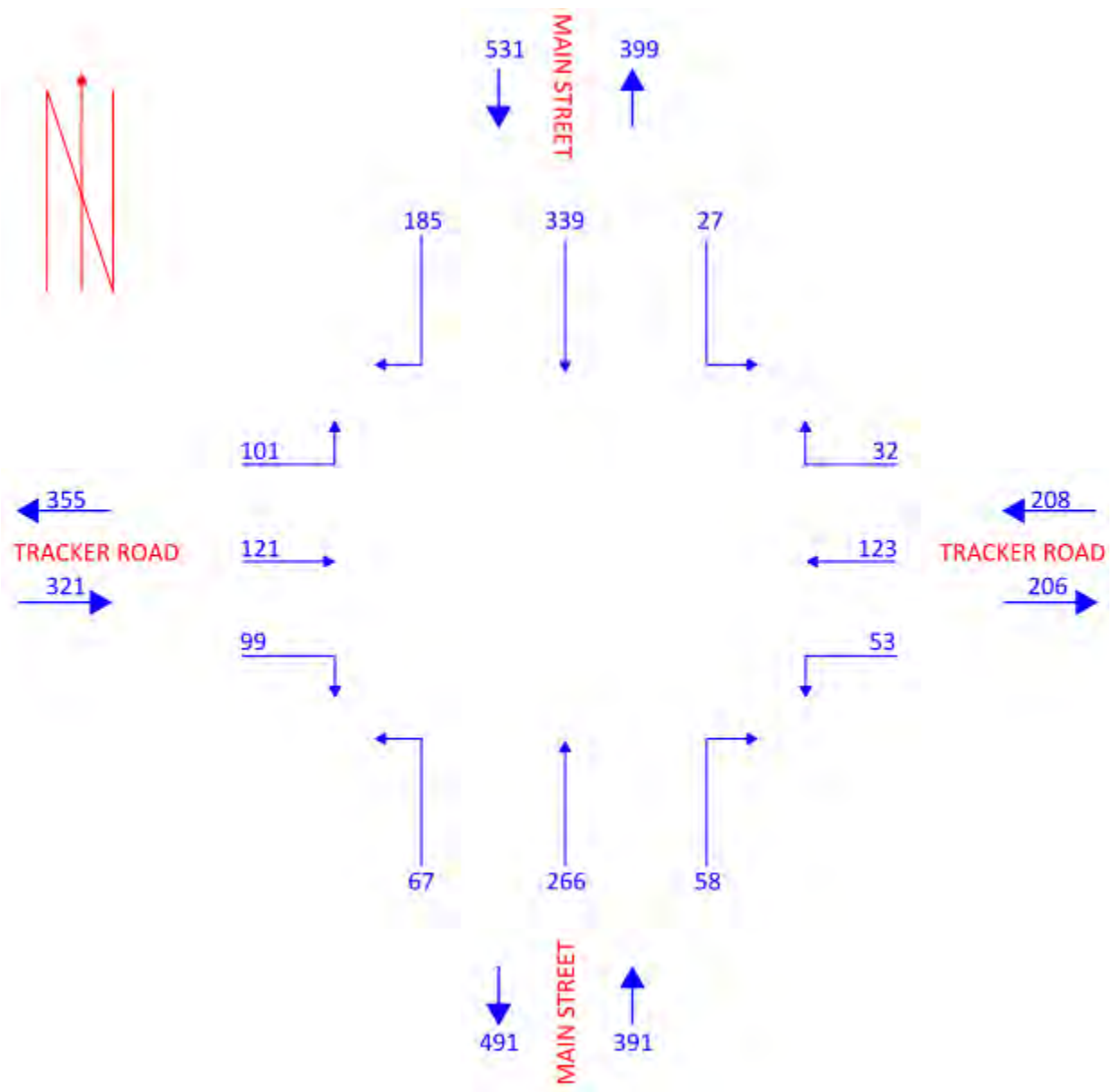


Exhibit 4.2.3 Greenbriar Dr. & Main St. TMD - AM Peak Hour for Existing Scenario (2021)

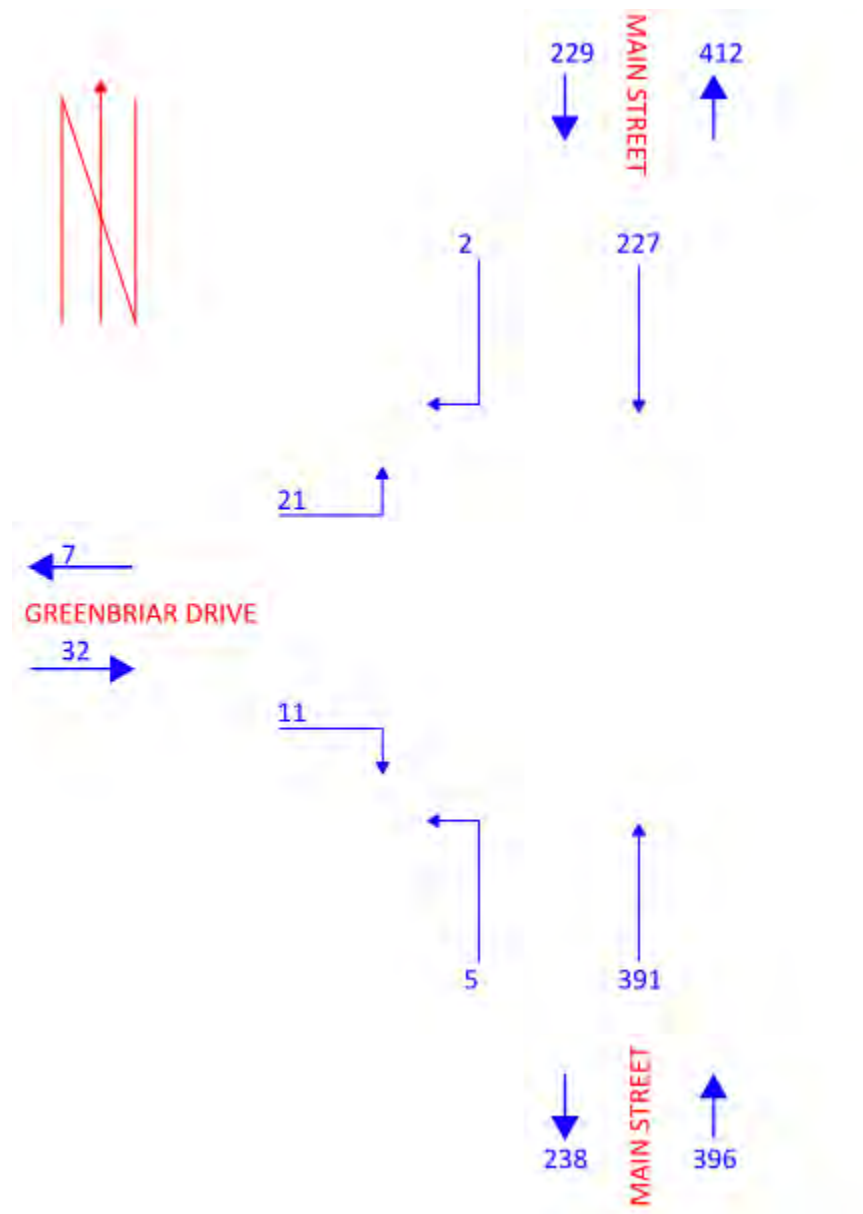
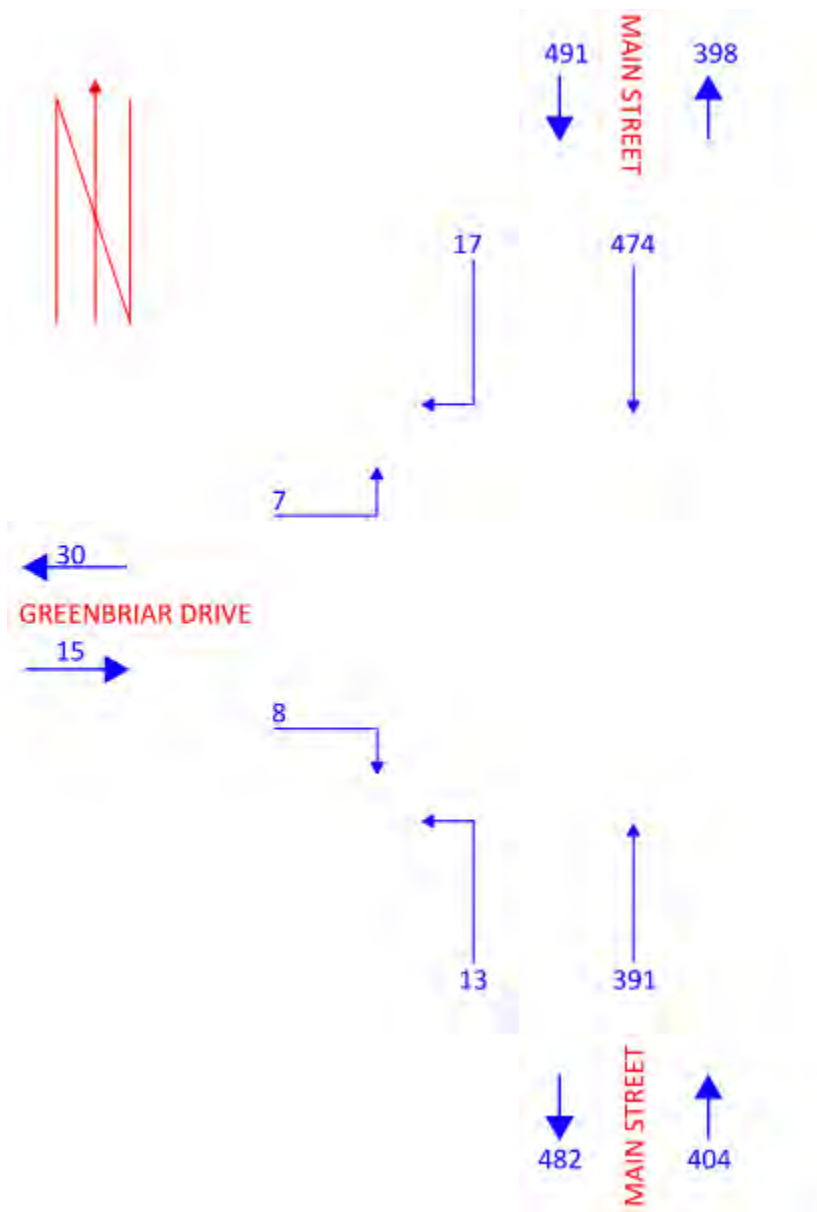


Exhibit 4.2.4 Greenbriar Dr. & Main St. TMD - PM Peak Hour for Existing Scenario (2021)

Based on the field collected traffic count data, the Tracker Road and Main Street AM Peak Hour occurs from 7 AM to 8 AM, while the PM Peak Hour is from 4:30 PM to 5:30 PM. This also holds true and can be applied to the intersection at Greenbriar Drive and Main Street.

4.3 Available Bike and Pedestrian Infrastructure

As mentioned previously in this study, bicycle lanes were recently added to the intersection of Tracker Road and Main Street when it was improved. All legs of the intersection, except for east on Tracker, contain dedicated bicycle lanes. The new local roads within the subdivision will be designed in accordance with the City of Nixa standards and will accommodate anticipated bicycle and pedestrian traffic safely.

4.4 Available Transit Infrastructure

As mentioned previously in this study, the proposed infrastructure will be designed in accordance with the City of Nixa standards and will accommodate transit, such as OAT's.

5. PROJECTED TRAFFIC

5.1 Estimated Trip Generation and/or Relocated Traffic

Utilizing the latest edition of the ITE Trip Generation Manual, see the following tables:

Table 5.1.1: Trip Generation for existing Greenbriar Drive Development

ITE LAND USE CODE	DESCRIPTION OF ITE CODE	UNITS	EXPECTED UNITS	TOTAL GENERATED TRIPS			DISTRIBUTION OF GENERATED TRIPS			
			Ind. Variable	Daily	AM HOUR	PM HOUR	AM In	AM Out	PM In	PM Out
230	Resd. Condo/Townhouse	DU ¹	87	505	38	45	7	32	30	15
DU ¹ = Dwelling Units										

Table 5.1.2: Trip Generation for Walker Estates Proposed Subdivision

ITE LAND USE CODE	DESCRIPTION OF ITE CODE	UNITS	EXPECTED UNITS	TOTAL GENERATED TRIPS			DISTRIBUTION OF GENERATED TRIPS			
			Ind. Variable	Daily	AM HOUR	PM HOUR	AM In	AM Out	PM In	PM Out
770	Business Park	KSF ¹	17.5	218	25	22	21	4	6	16
220	Apartments	DU ²	95	632	48	59	10	39	38	21
210	Single Family Homes	DU ²	25	238	19	25	5	14	16	9
Totals				1088	92	106	36	57	60	46
KSF ¹ = Units of 1,000 square feet; DU ² = Dwelling Units										

Table 5.1.3: Trip Generation for Walker Woods Proposed Subdivision

ITE LAND USE CODE	DESCRIPTION OF ITE CODE	UNITS	EXPECTED UNITS	TOTAL GENERATED TRIPS			DISTRIBUTION OF GENERATED TRIPS			
			Ind. Variable	Daily	AM HOUR	PM HOUR	AM In	AM Out	PM In	PM Out
770	Business Park	KSF ¹	20	249	28	25	24	4	7	19
210	Single Family Homes	DU ²	54	514	41	54	10	30	34	20
Totals				763	69	79	34	34	41	39
KSF ¹ = Units of 1,000 square feet; DU ² = Dwelling Units										

5.2 Trip Distribution and Assignment

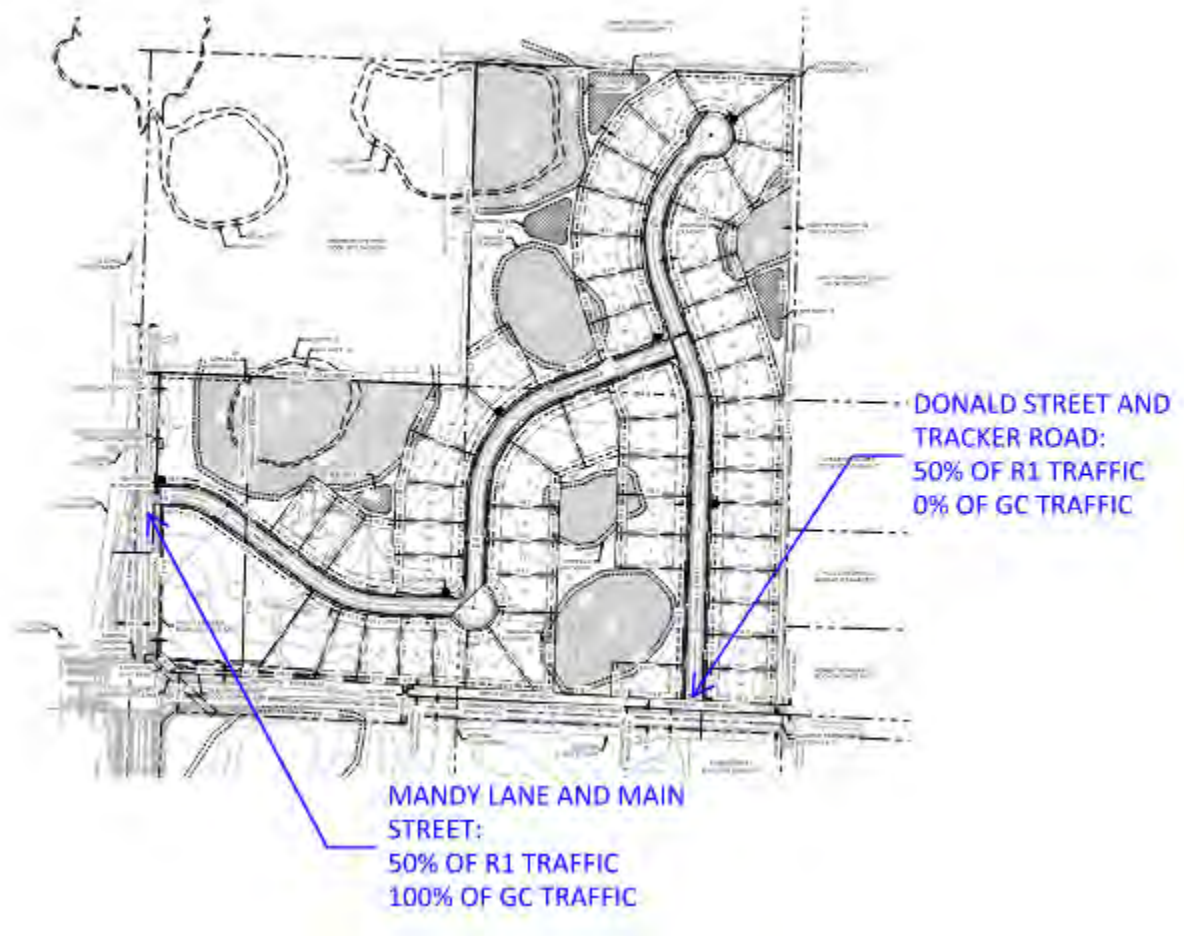
Based on the tables in Section 5.1 above, for the Greenbriar Drive development, the total combined AM Peak Hour of 39 trips (rounded) was comprised of 7 entering trips and 32 exiting trips. Similarly, the PM Peak Hour of 45 was comprised of 30 entering trips and 15 exiting trips.

Based on the tables in Section 5.1 above, for the Walker Estates Subdivision, the total combined AM Peak Hour of 93 trips (rounded) was comprised of 36 entering trips and 57 exiting trips. Similarly, the PM Peak Hour of 106 was comprised of 60 entering trips and 46 exiting trips.

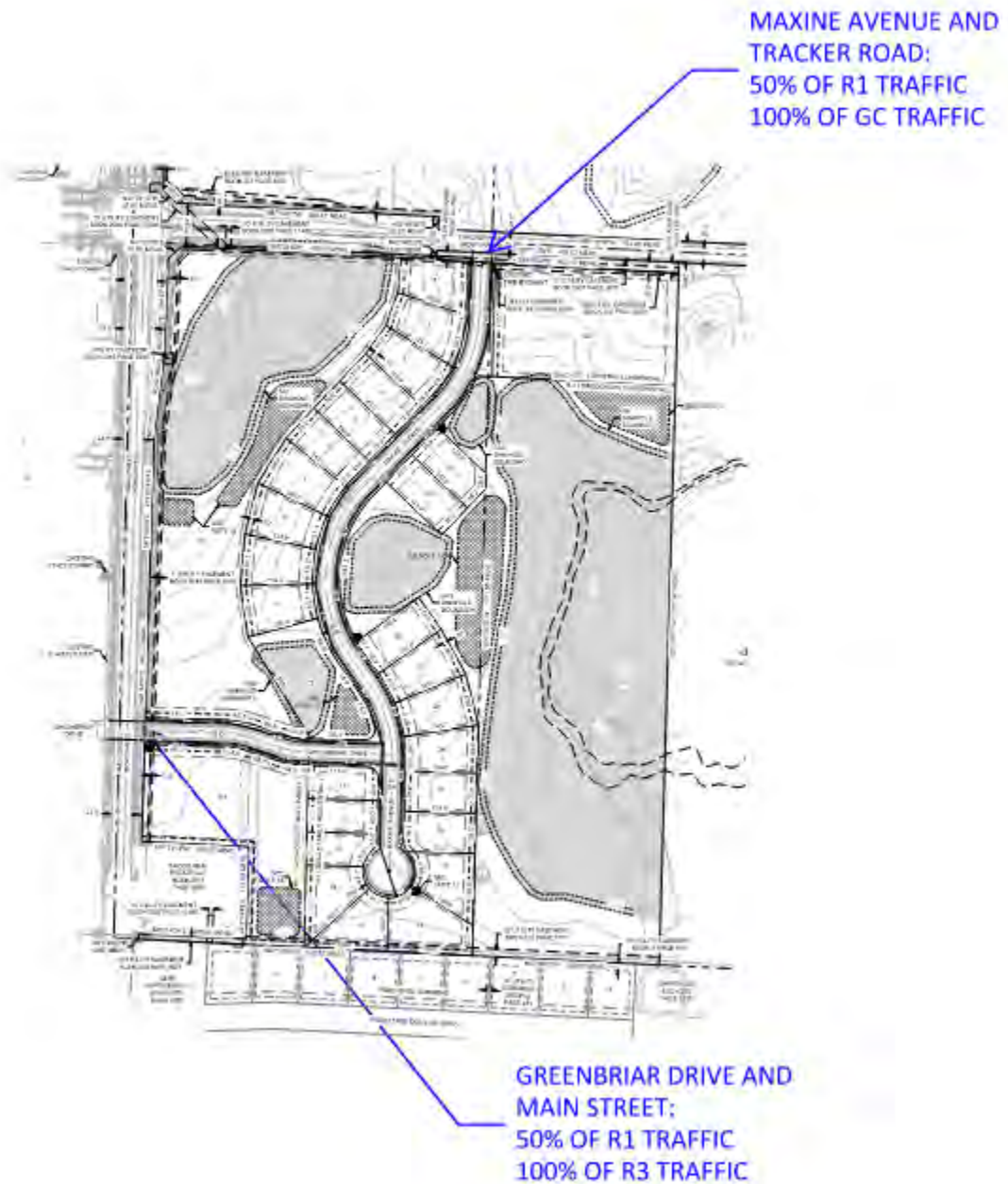
Based on the tables in Section 5.1 above, for the Walker Woods Subdivision, the total combined AM Peak Hour of 68 trips (rounded) was comprised of 34 entering trips and 34 exiting trips. Similarly, the PM Peak Hour of 80 (rounded) was comprised of 41 entering trips and 39 exiting trips.

5.3 Map of Projected Directional Distribution

The following map shows the directional distribution of anticipated traffic flow at the proposed Walker Woods Subdivision located at the northeast corner of Tracker Road and Main Street:



The following map shows the directional distribution of anticipated traffic flow at the proposed Walker Estates Subdivision located at the southeast corner of Tracker Road and Main Street:



5.4 Total Future Traffic (AM/PM)

Utilizing a growth rate of 2% annually, surrounding traffic growth was calculated and applied to the Year of Full Buildout (2023) condition, and the 20 Years after Full Build Out (2043) condition. The following four exhibits depict the “No-Build Scenarios for the 2023 Year of full buildout condition.

Exhibit 5.4.1 Tracker Rd. & Main St. TMD - AM Peak Hour for No-Build Scenario (2023)

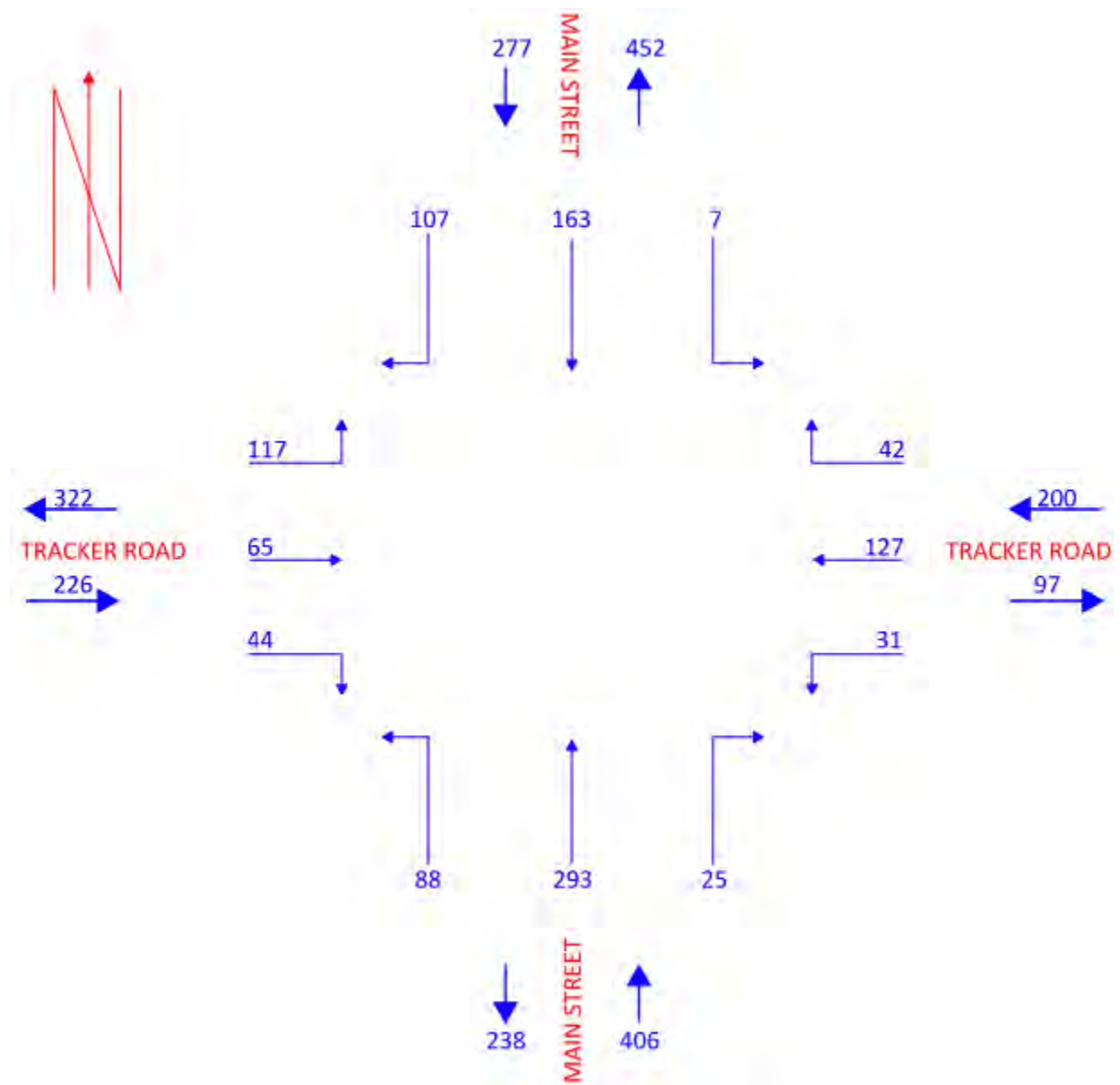


Exhibit 5.4.2 Tracker Rd. & Main St. TMD - PM Peak Hour for No-Build Scenario (2023)

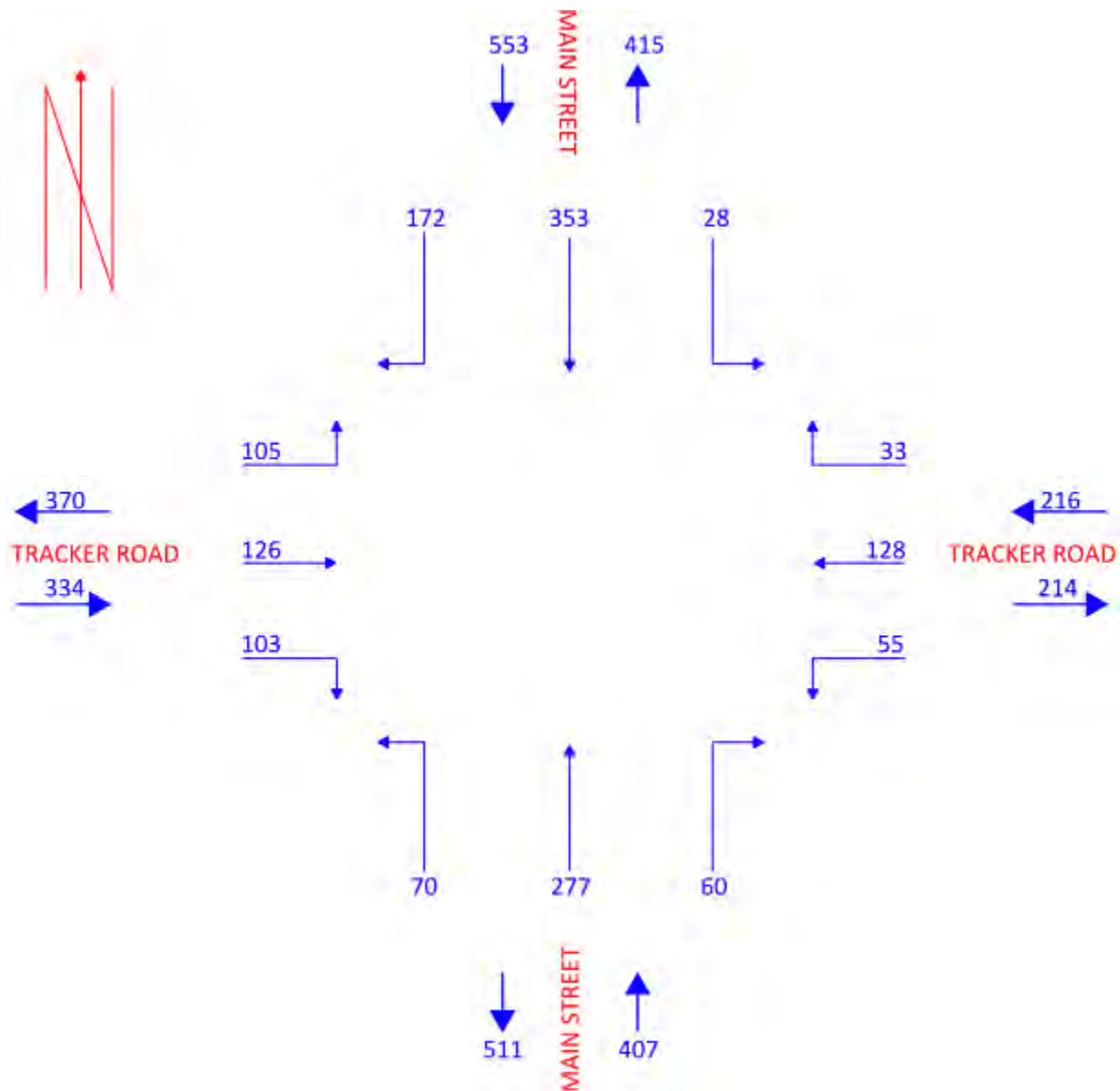


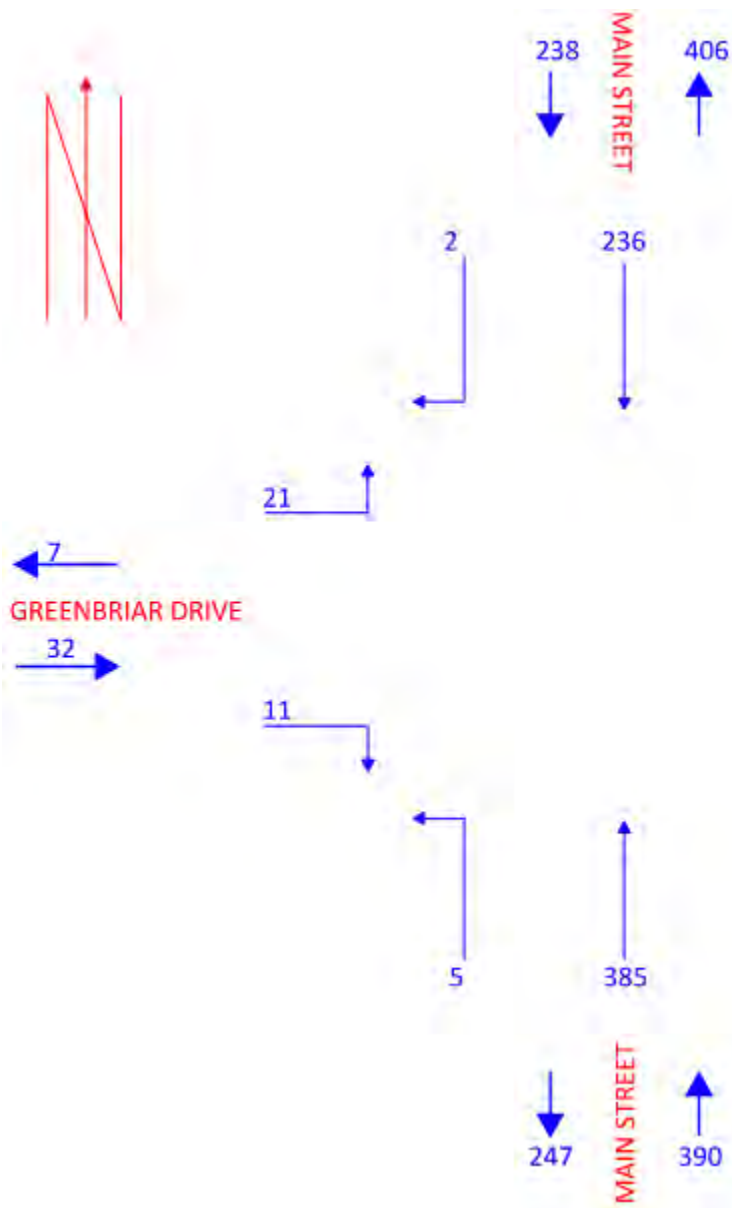
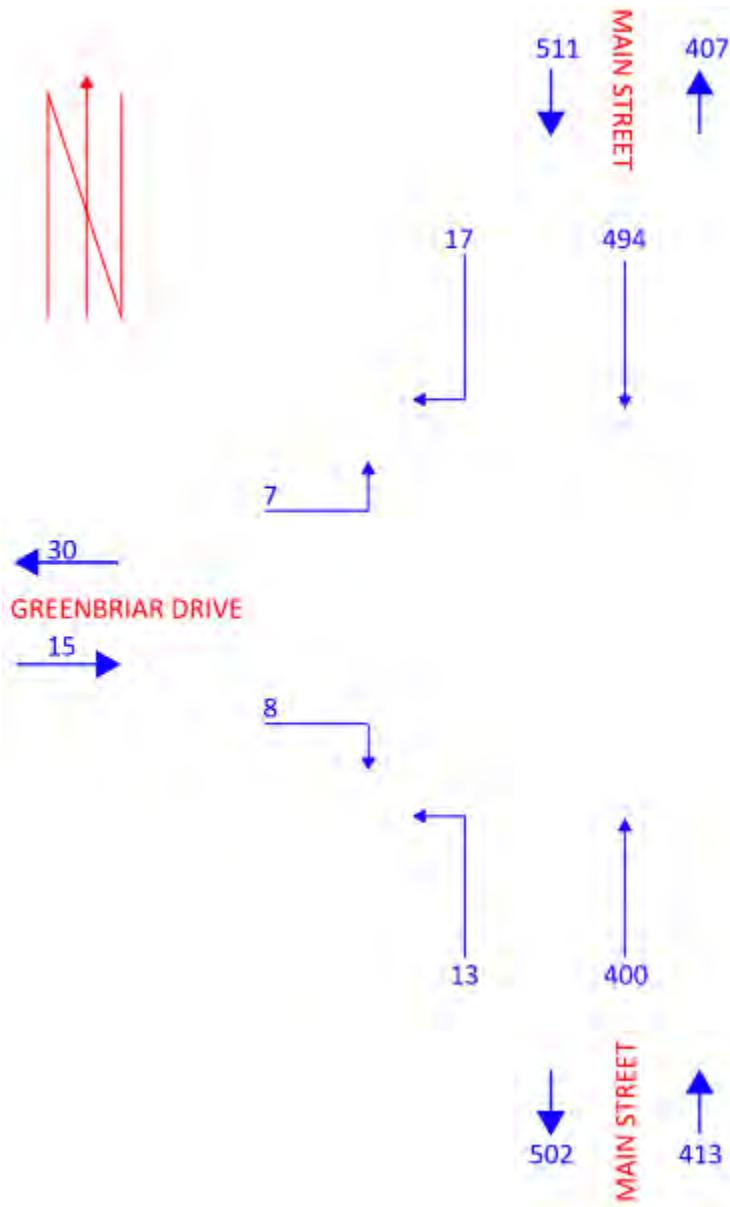
Exhibit 5.4.3 Greenbriar Drive. & Main St. TMD - AM Peak Hour for No-Build Scenario (2023)

Exhibit 5.4.4 Greenbriar Drive. & Main St. TMD - PM Peak Hour for No-Build Scenario (2023)

The following four exhibits depict the “No-Build Scenarios for the 2043 20 years after Full Buildout Conditions.

Exhibit 5.4.5 Tracker Rd. & Main St. TMD - AM Peak Hour for No-Build Scenario (2043)

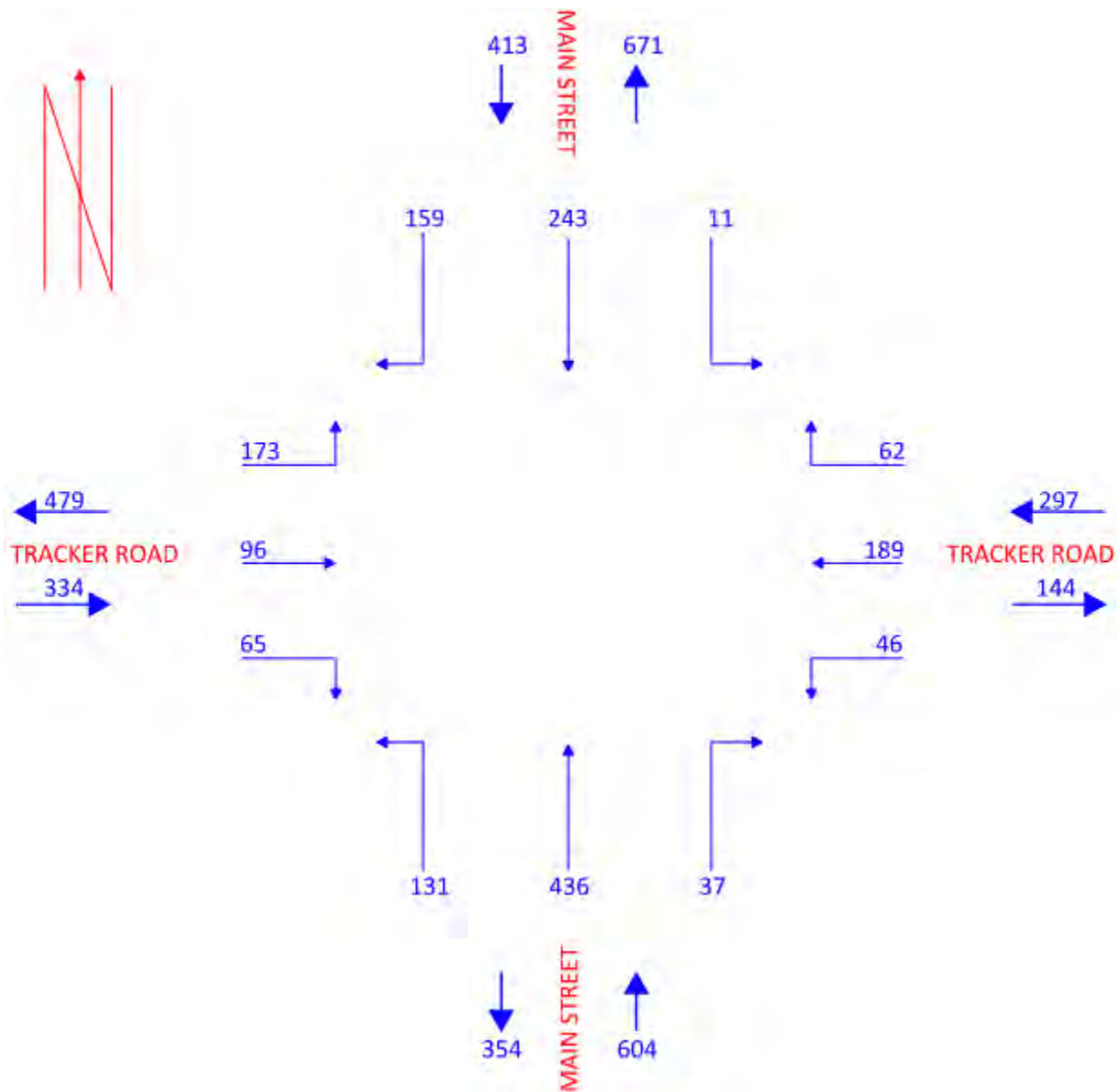


Exhibit 5.4.6 Tracker Rd. & Main St. TMD - PM Peak Hour for No-Build Scenario (2043)

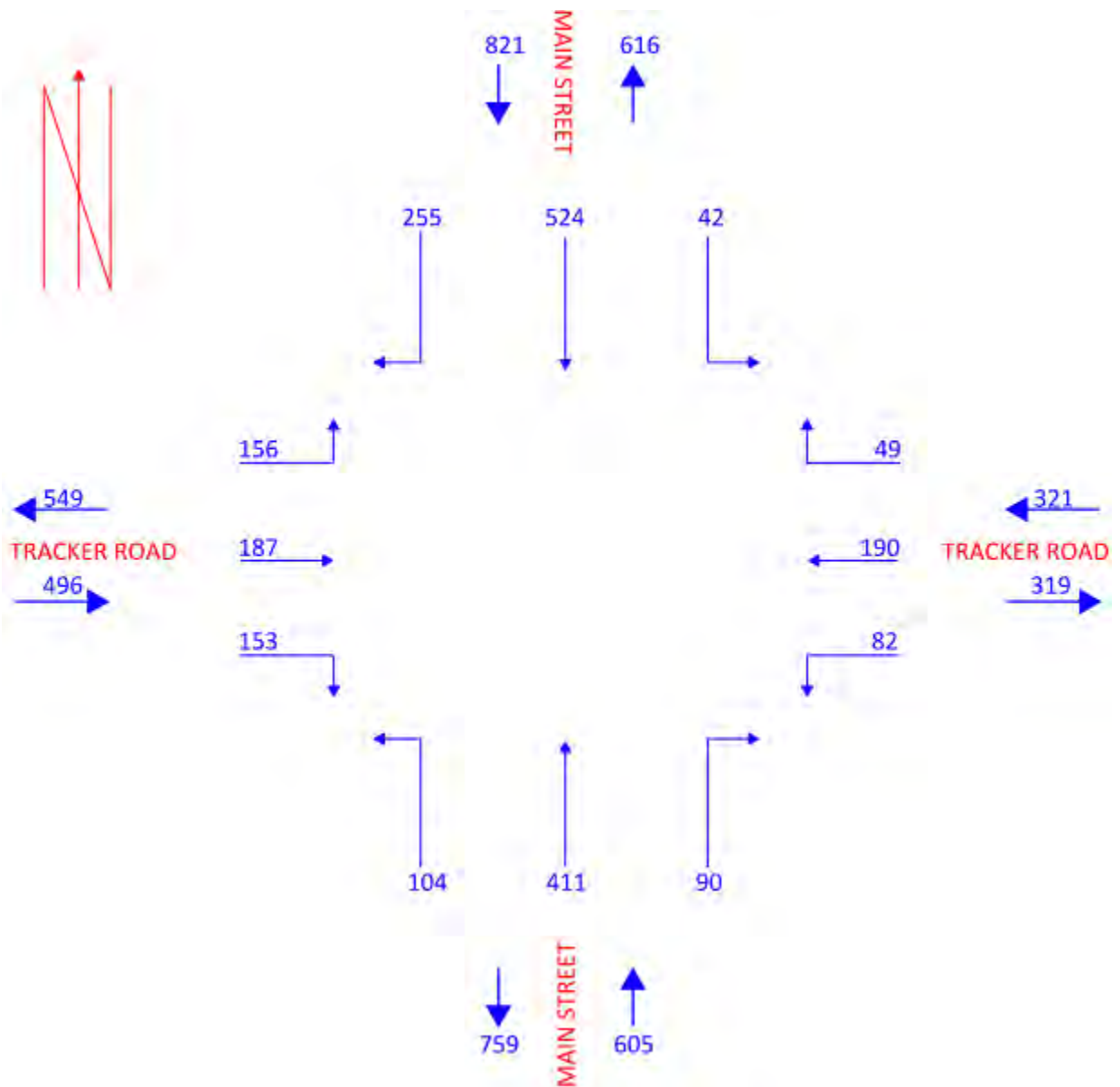


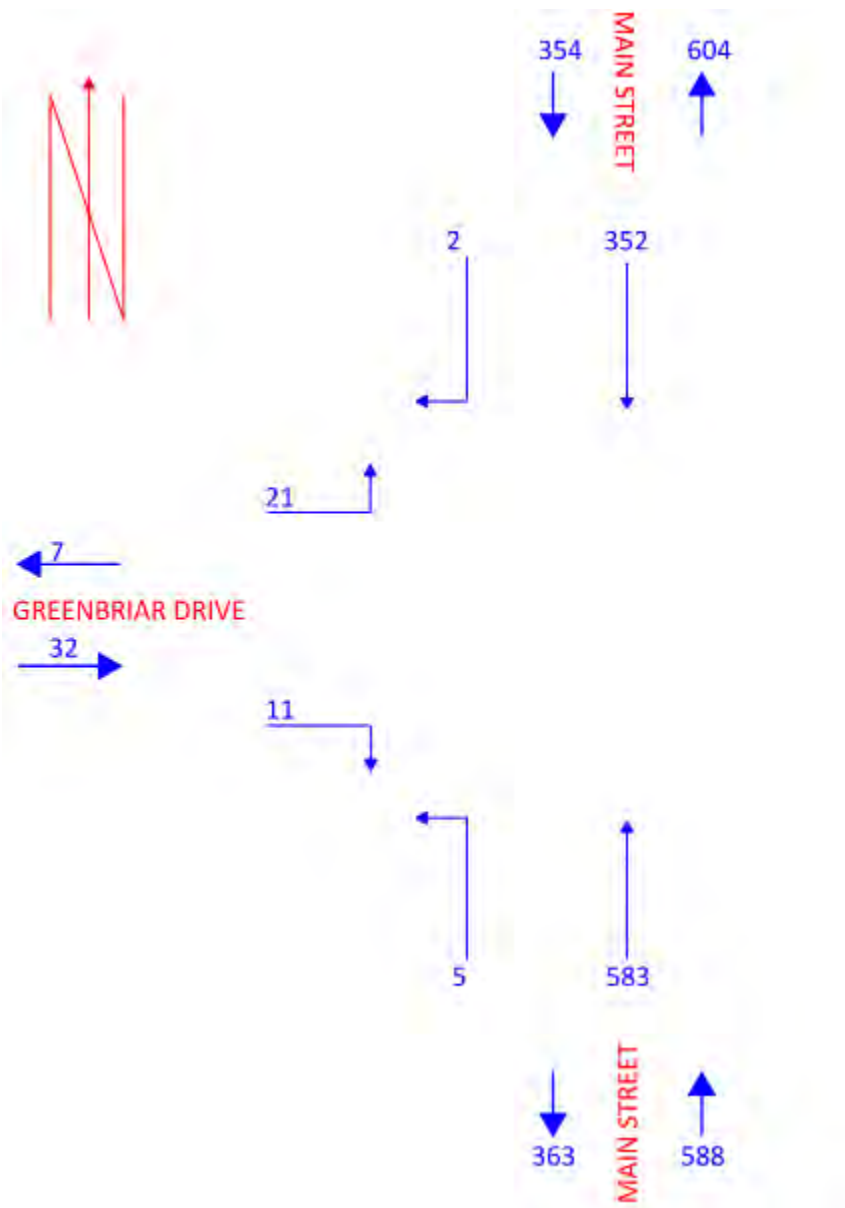
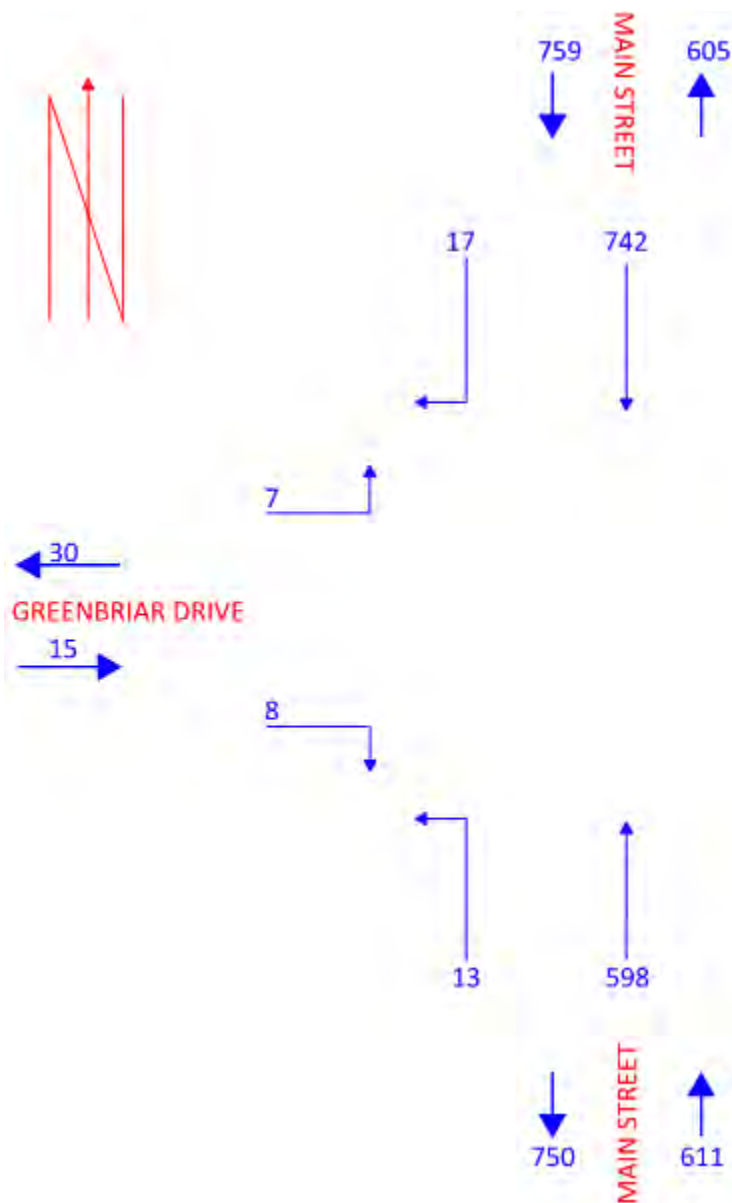
Exhibit 5.4.7 Greenbriar Drive. & Main St. TMD - AM Peak Hour for No-Build Scenario (2043)

Exhibit 5.4.8 Greenbriar Drive. & Main St. TMD - PM Peak Hour for No-Build Scenario (2043)

The following ten exhibits depict the "Build Scenarios for the 2023 Year of Full Buildout Conditions.

Exhibit 5.4.9 Tracker Rd. & Main St. TMD - AM Peak Hour for Build Scenario (2023)

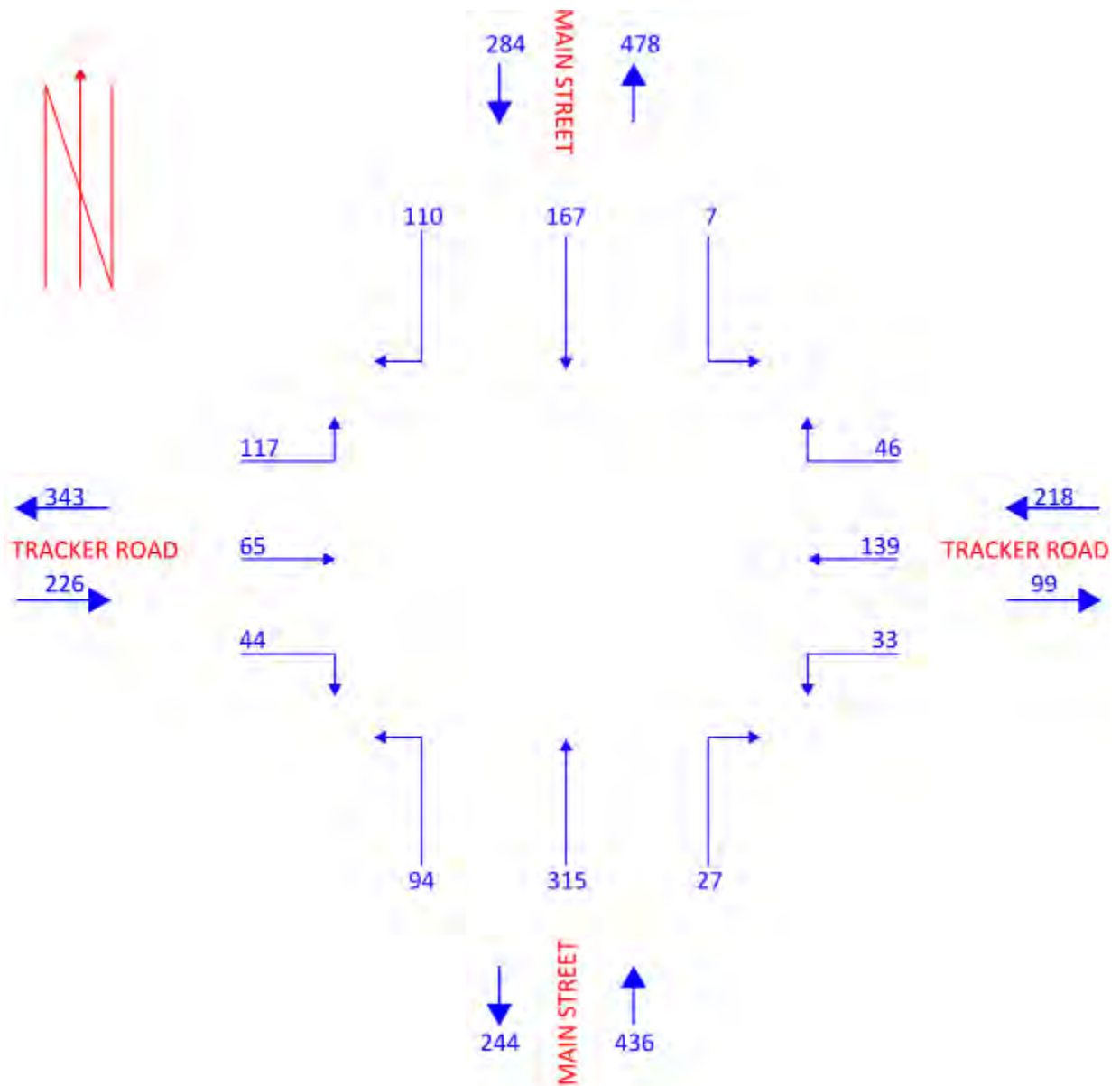


Exhibit 5.4.10 Tracker Rd. & Main St. TMD - PM Peak Hour for Build Scenario (2023)

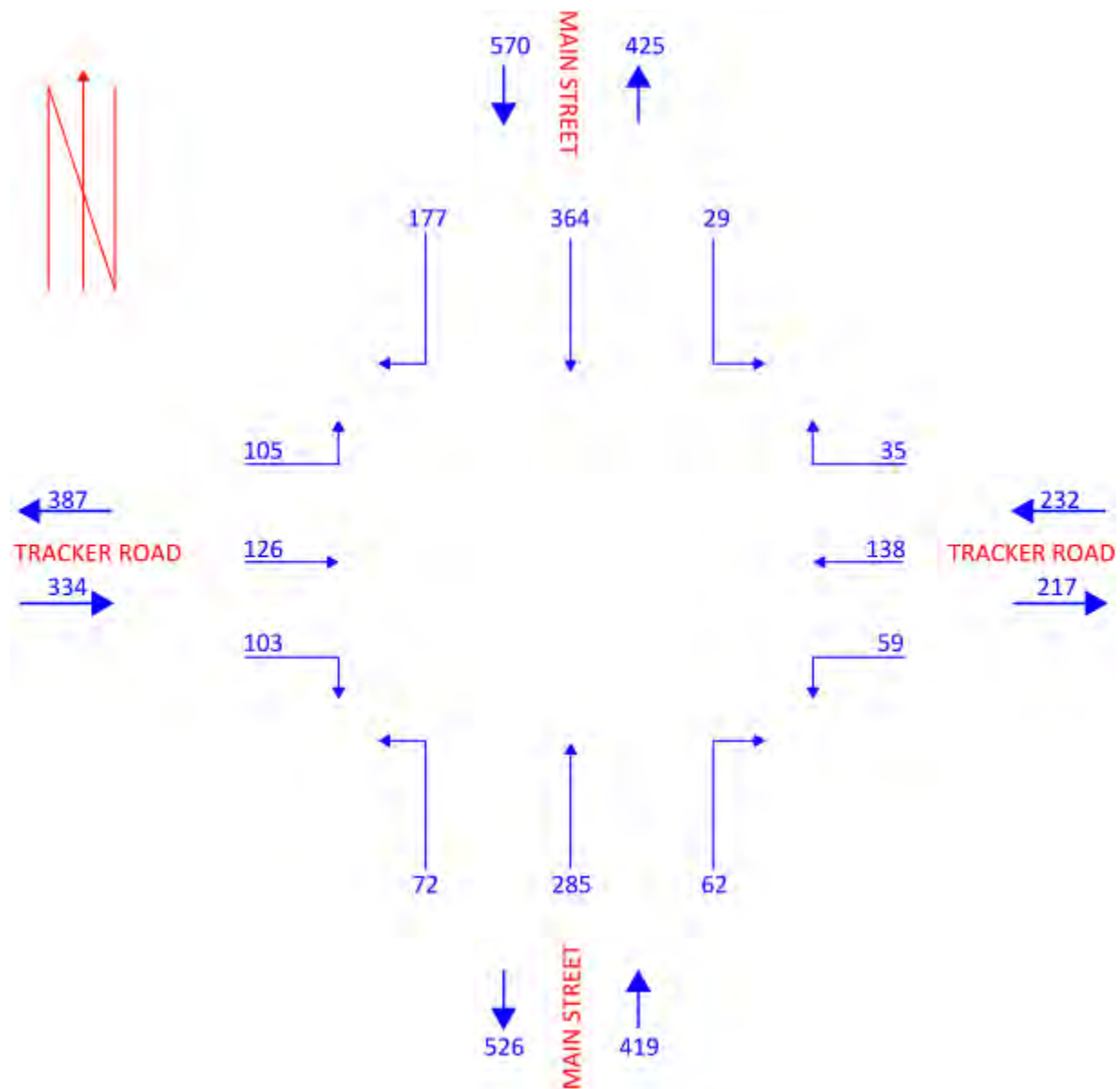


Exhibit 5.4.11 Greenbriar Drive. & Main St. TMD - AM Peak Hour for Build Scenario (2023)

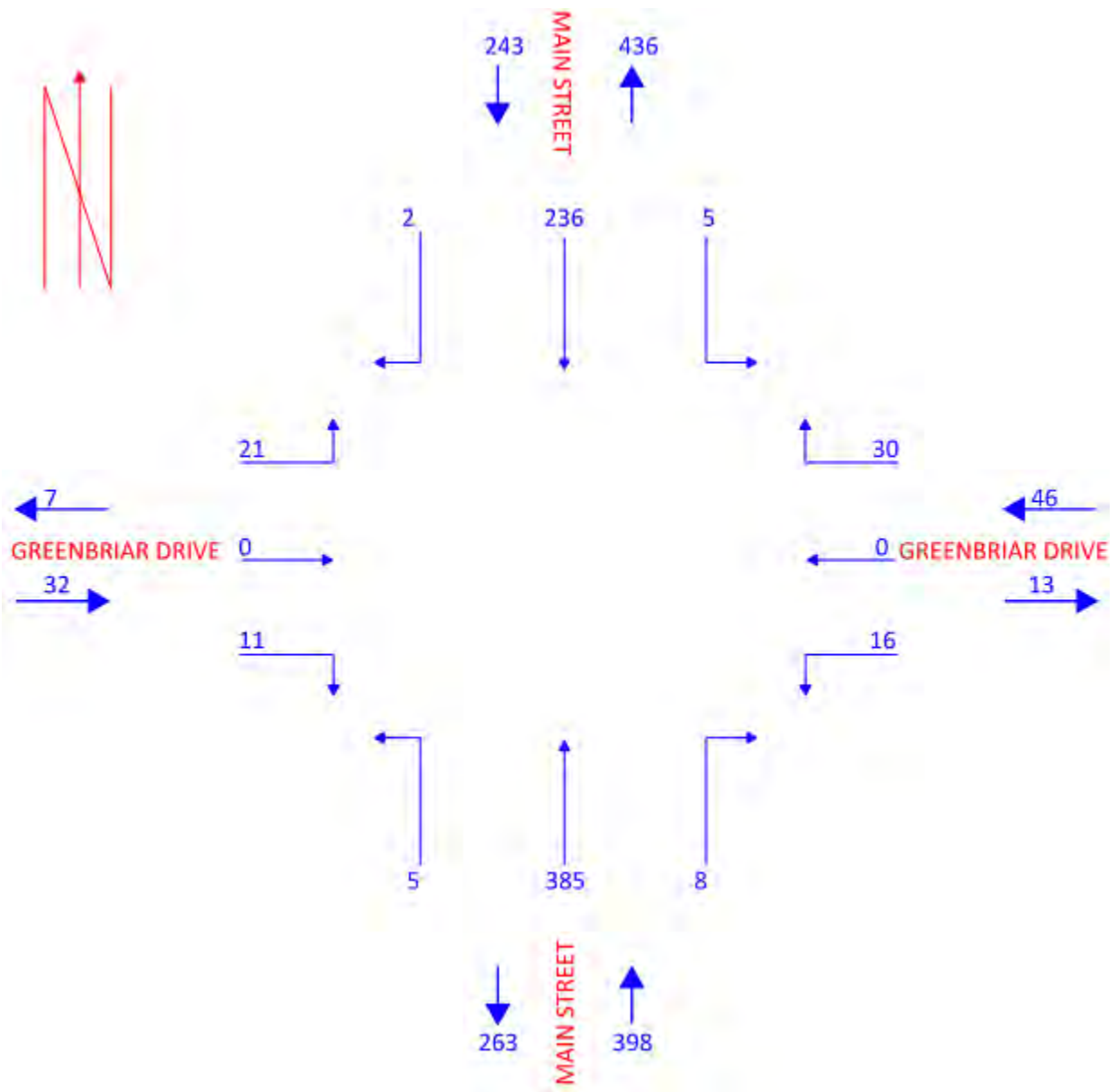


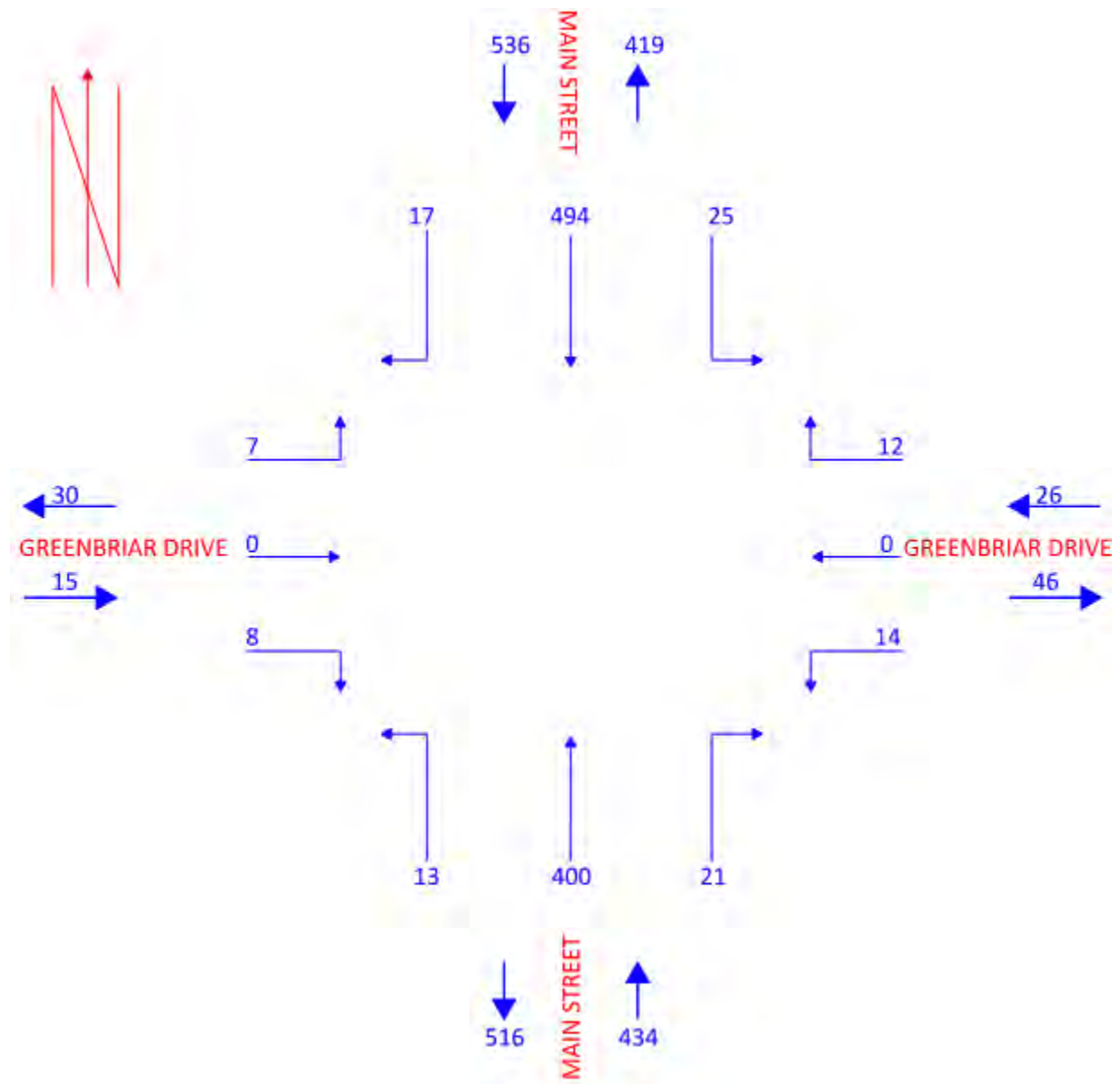
Exhibit 5.4.12 Greenbriar Drive. & Main St. TMD - PM Peak Hour for Build Scenario (2023)

Exhibit 5.4.13 Mandy Lane & Main St. TMD - AM Peak Hour for Build Scenario (2023)

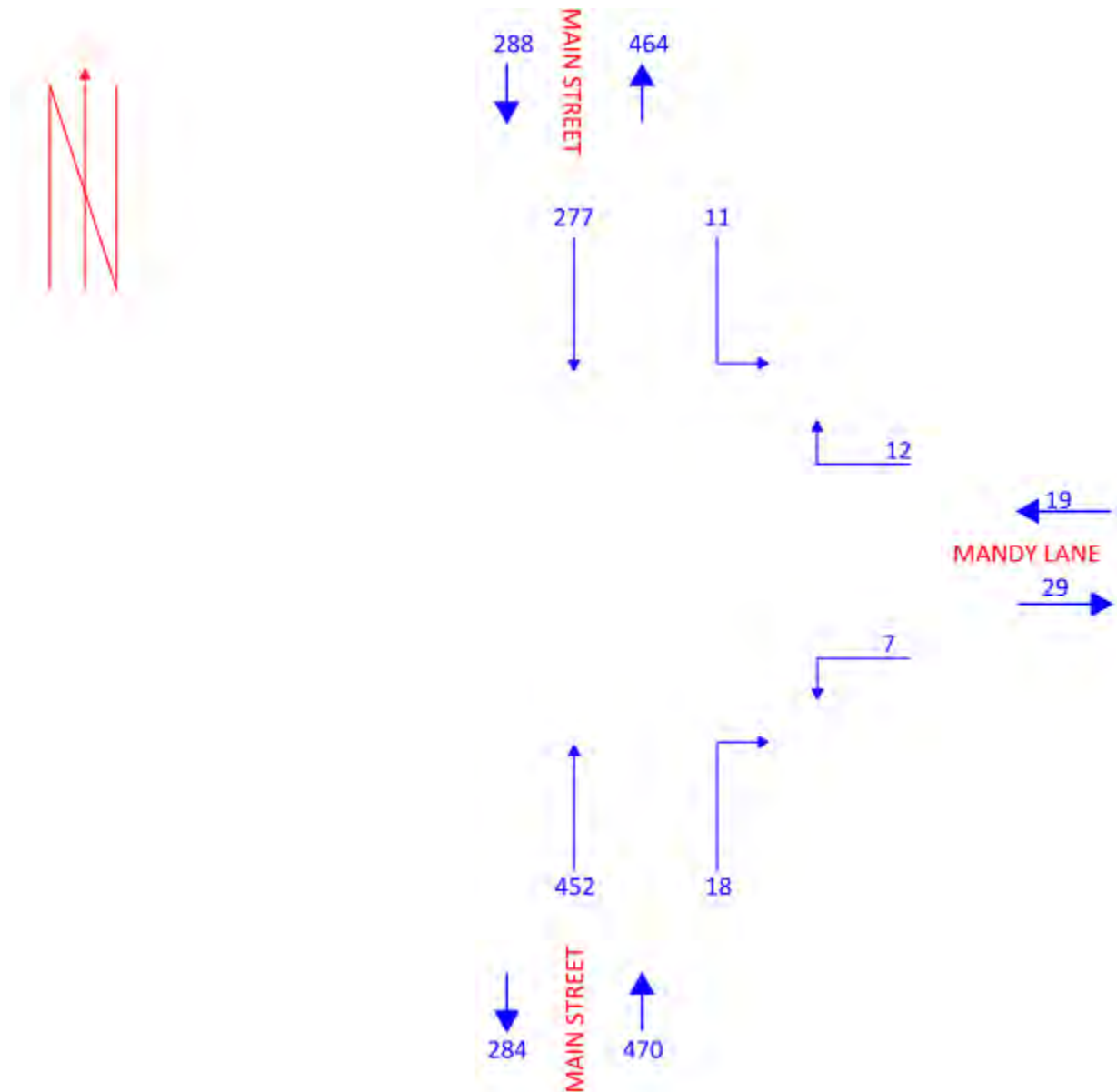


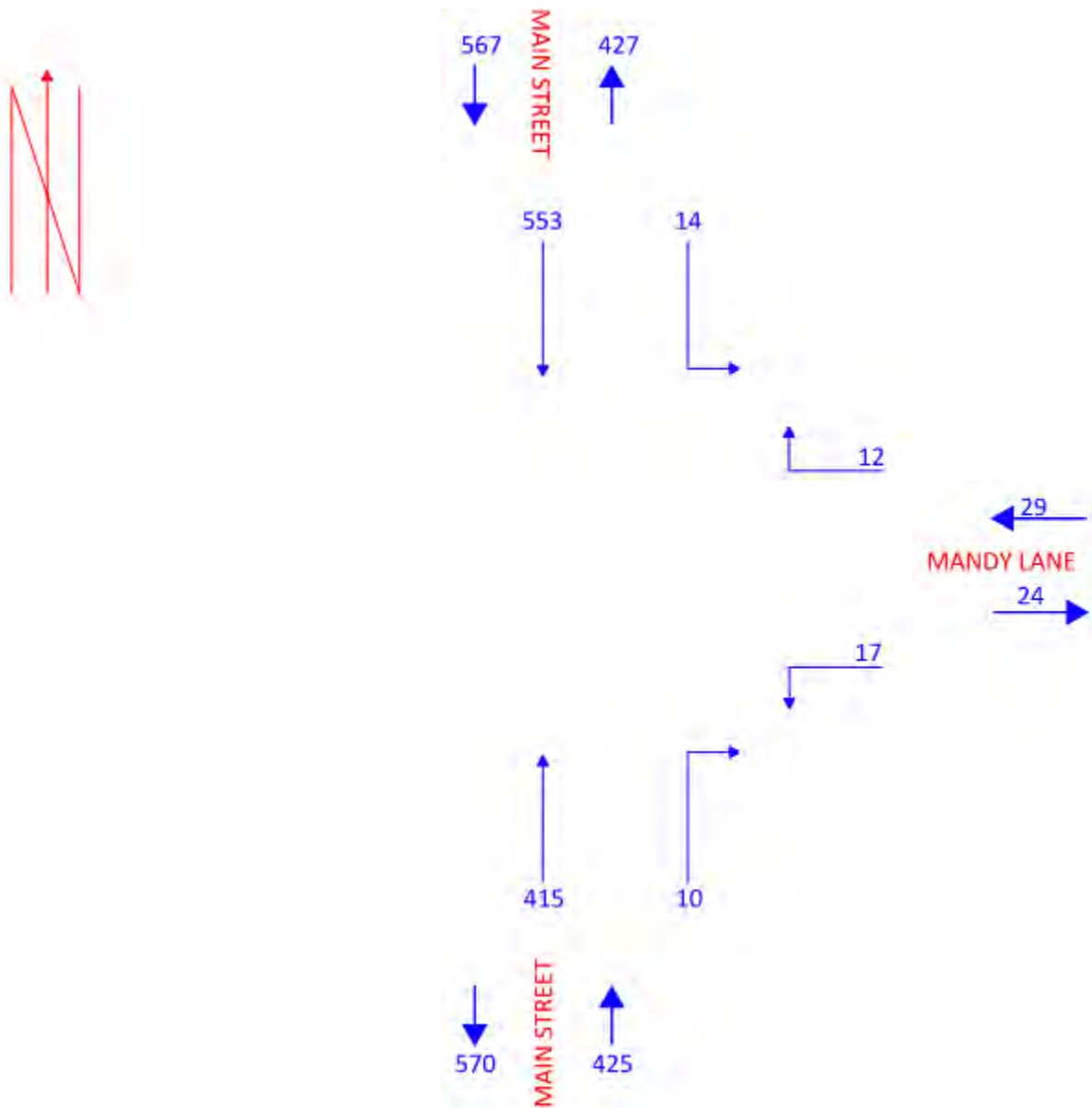
Exhibit 5.4.14 Mandy Lane & Main St. TMD - PM Peak Hour for Build Scenario (2023)

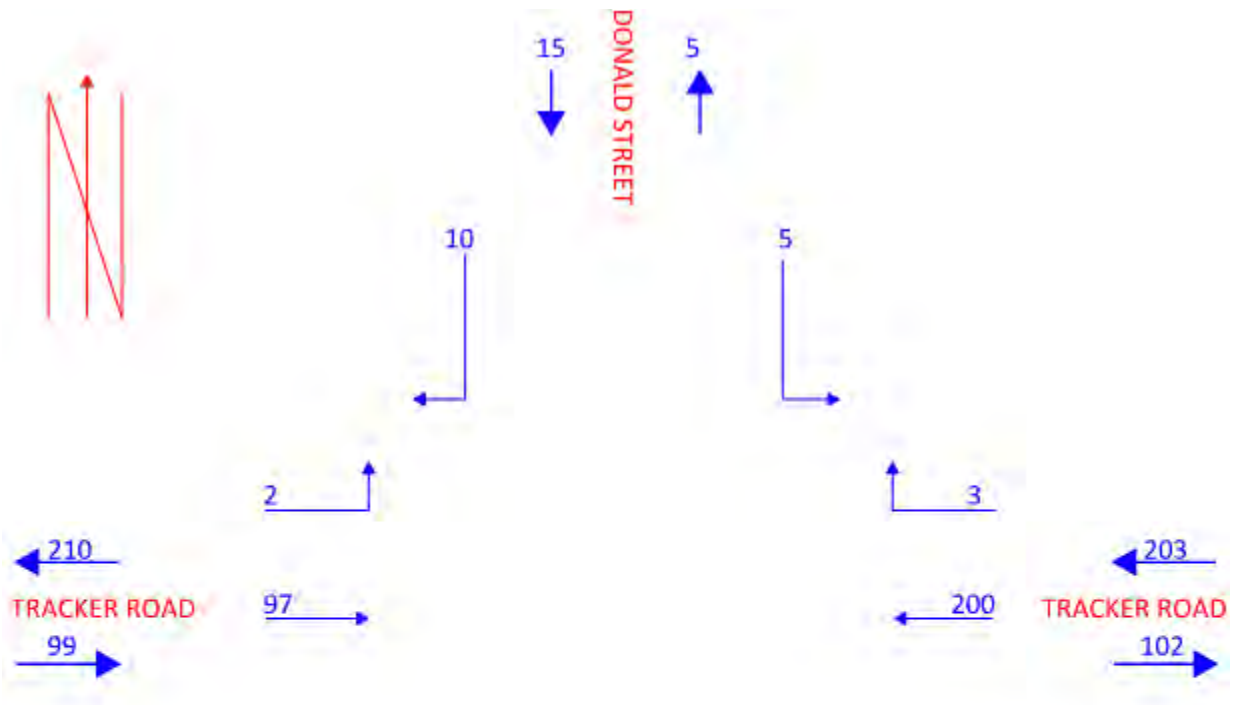
Exhibit 5.4.15 Tracker Rd. & Donald St. TMD - AM Peak Hour for Build Scenario (2023)

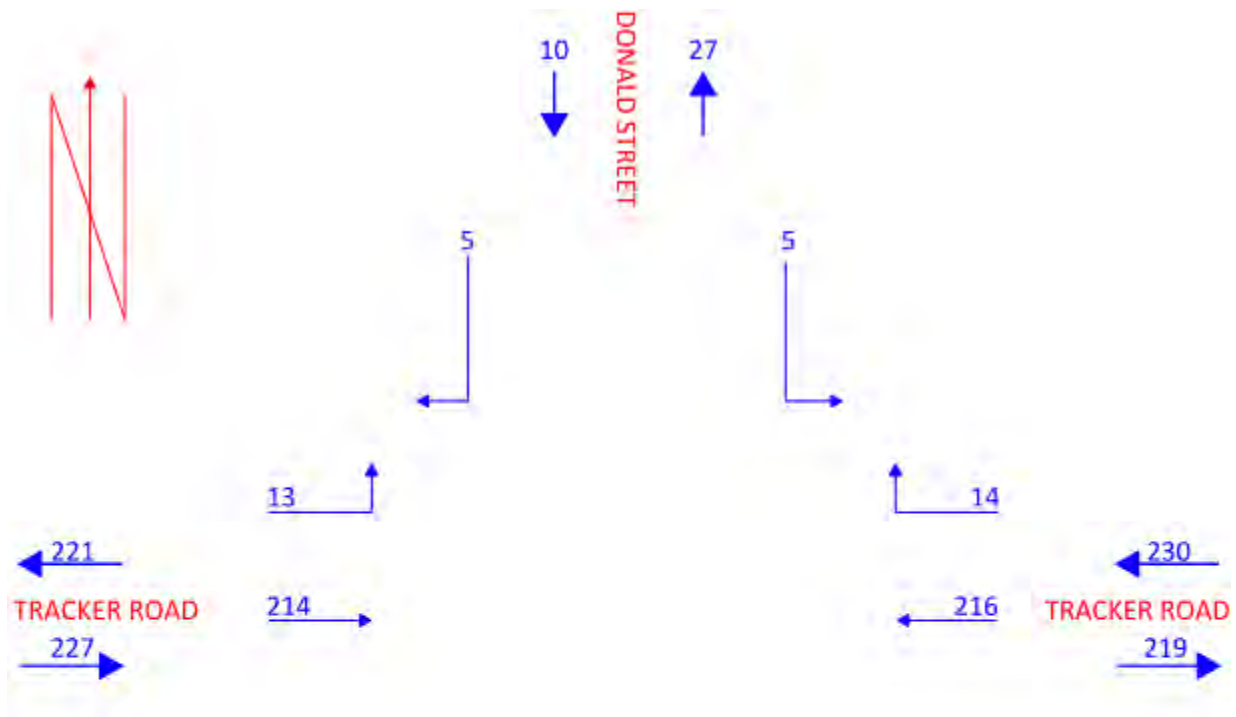
Exhibit 5.4.16 Tracker Rd. & Donald St. TMD - PM Peak Hour for Build Scenario (2023)

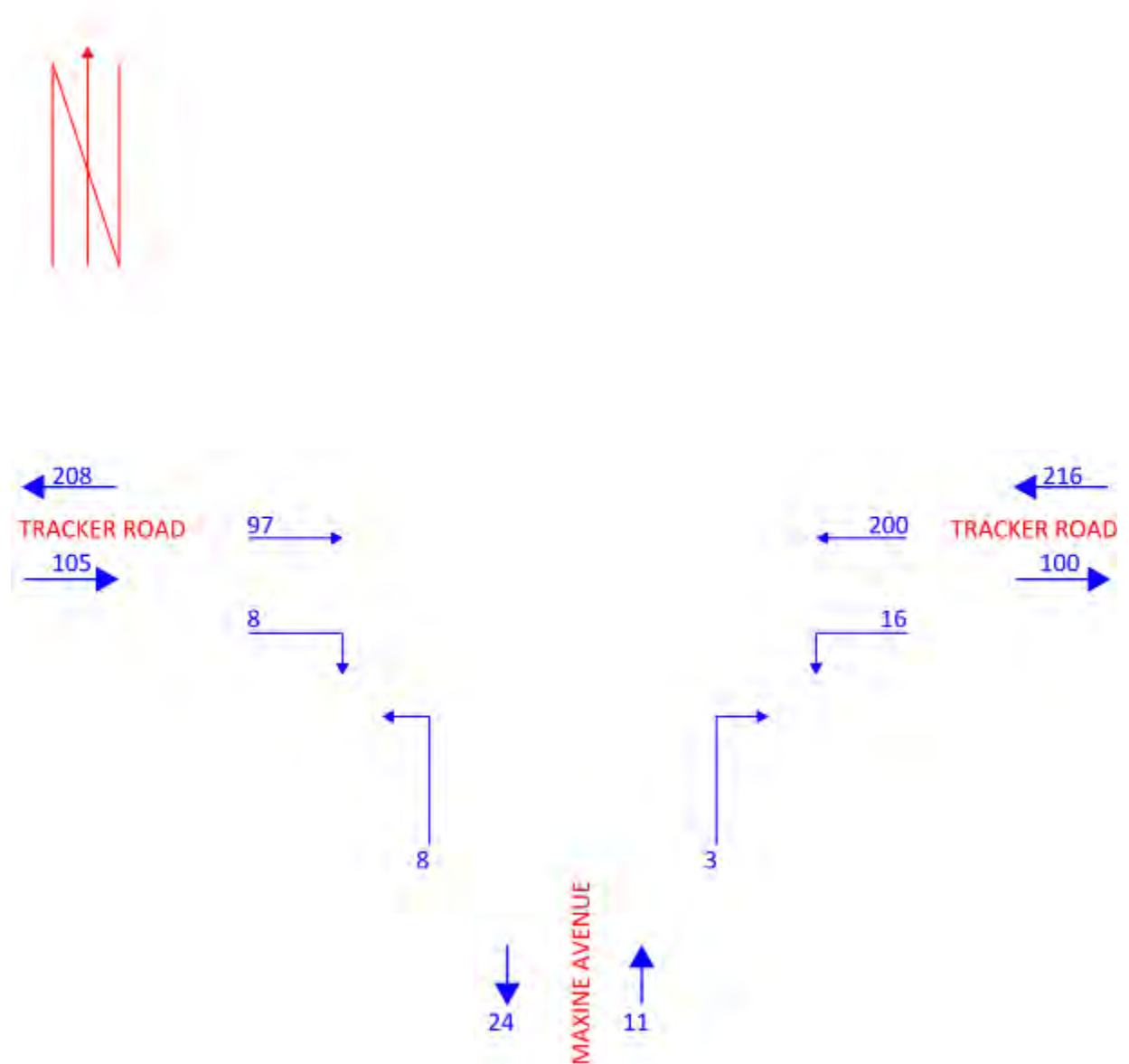
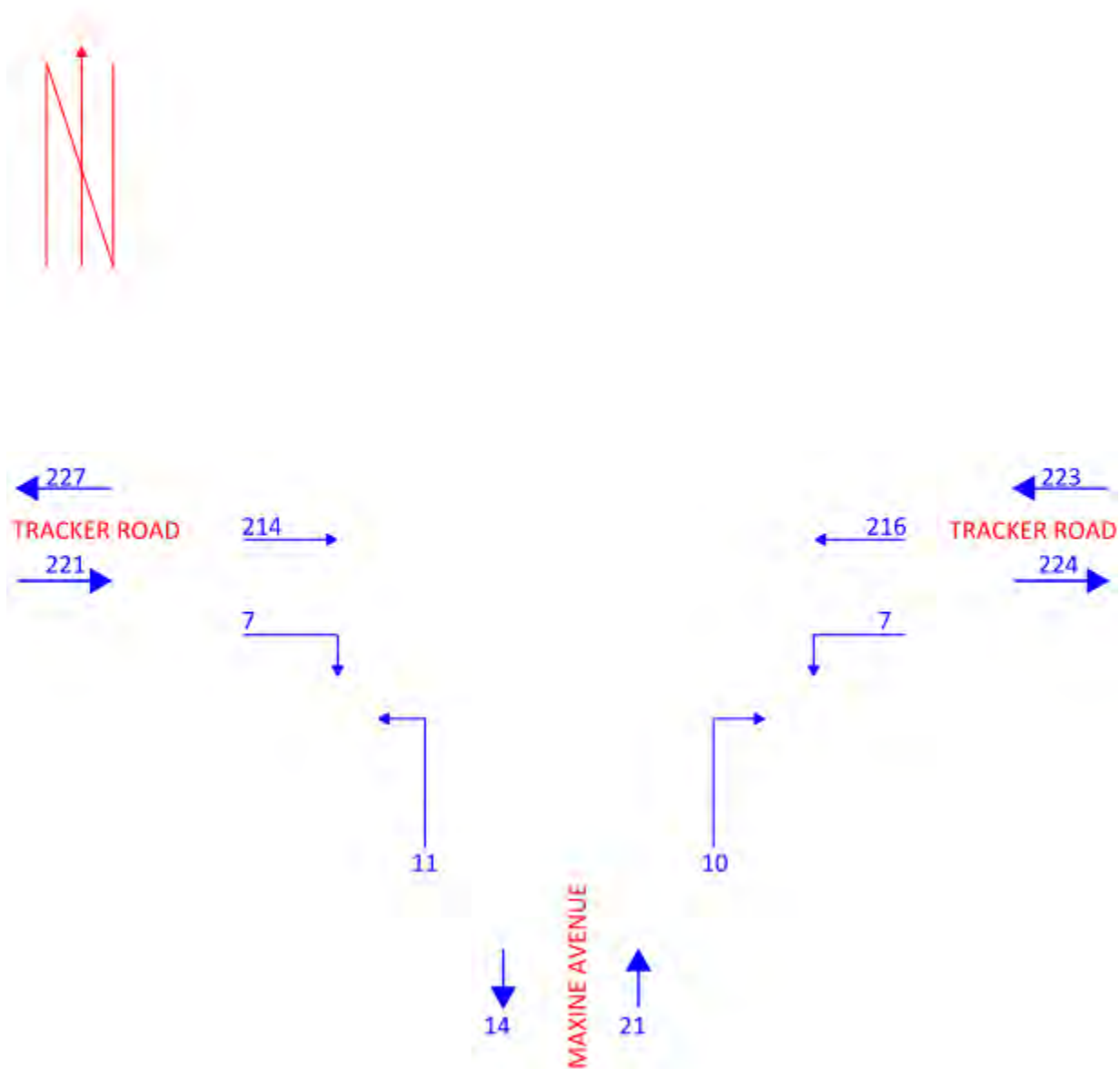
Exhibit 5.4.17 Tracker Rd. & Maxine Ave. TMD - AM Peak Hour for Build Scenario (2023)

Exhibit 5.4.18 Tracker Rd. & Maxine Ave. TMD - PM Peak Hour for Build Scenario (2023)

The following ten exhibits depict the "Build Scenarios for the 2043 Year of Full Buildout Conditions.

Exhibit 5.4.19 Tracker Rd. & Main St. TMD - AM Peak Hour for Build Scenario (2043)

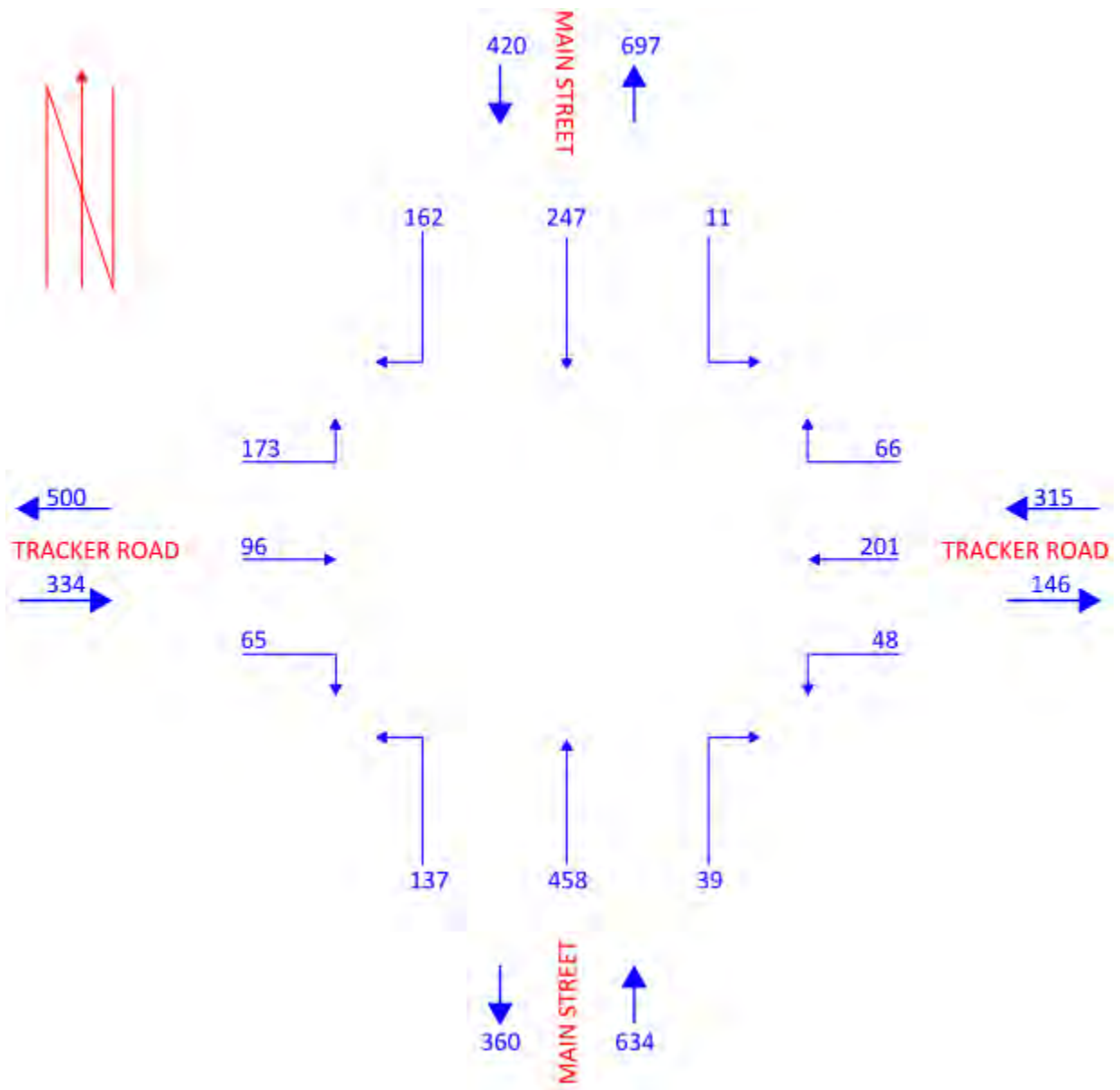


Exhibit 5.4.20 Tracker Rd. & Main St. TMD - PM Peak Hour for Build Scenario (2043)

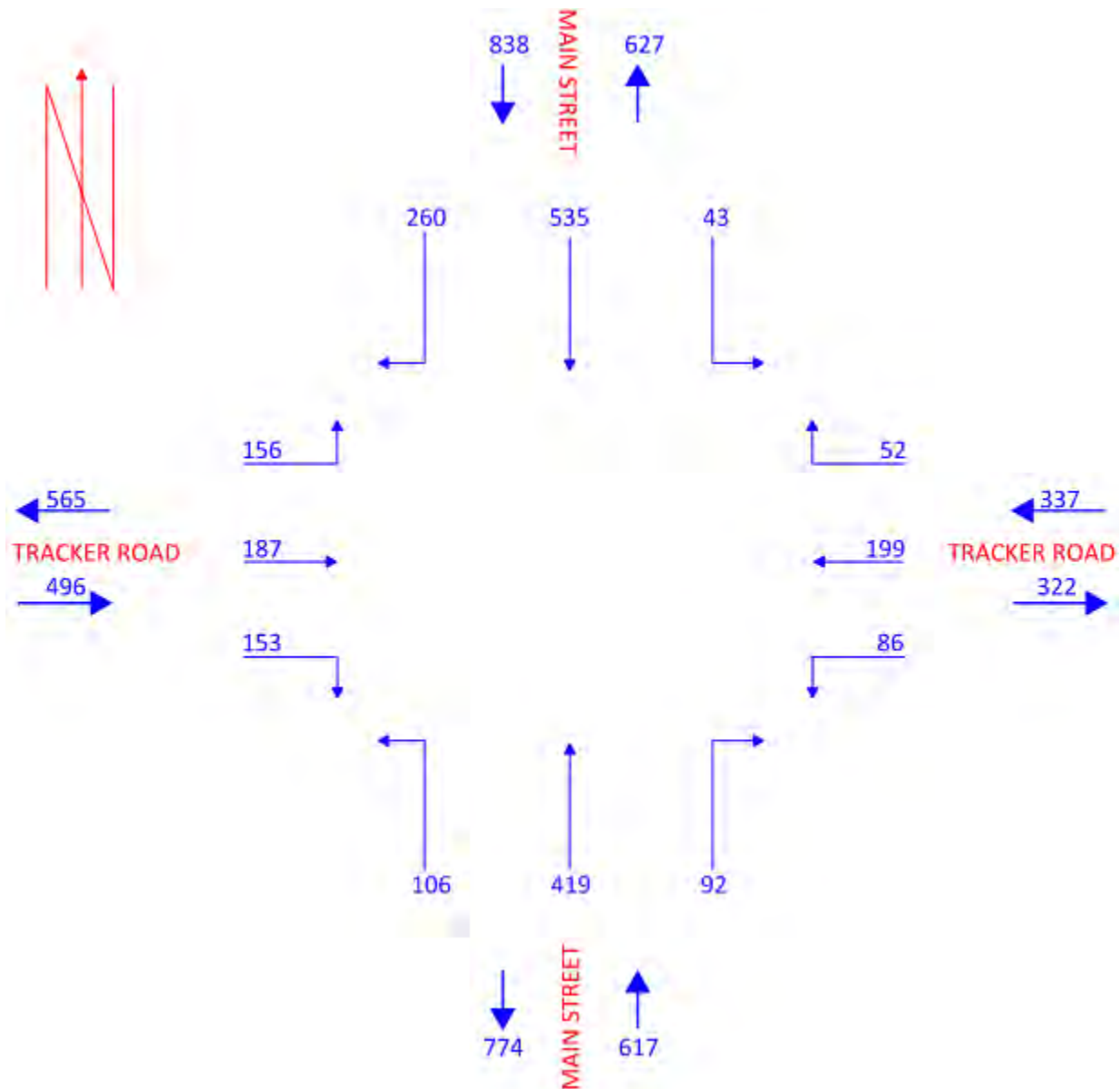


Exhibit 5.4.21 Greenbriar Drive. & Main St. TMD - AM Peak Hour for Build Scenario (2043)

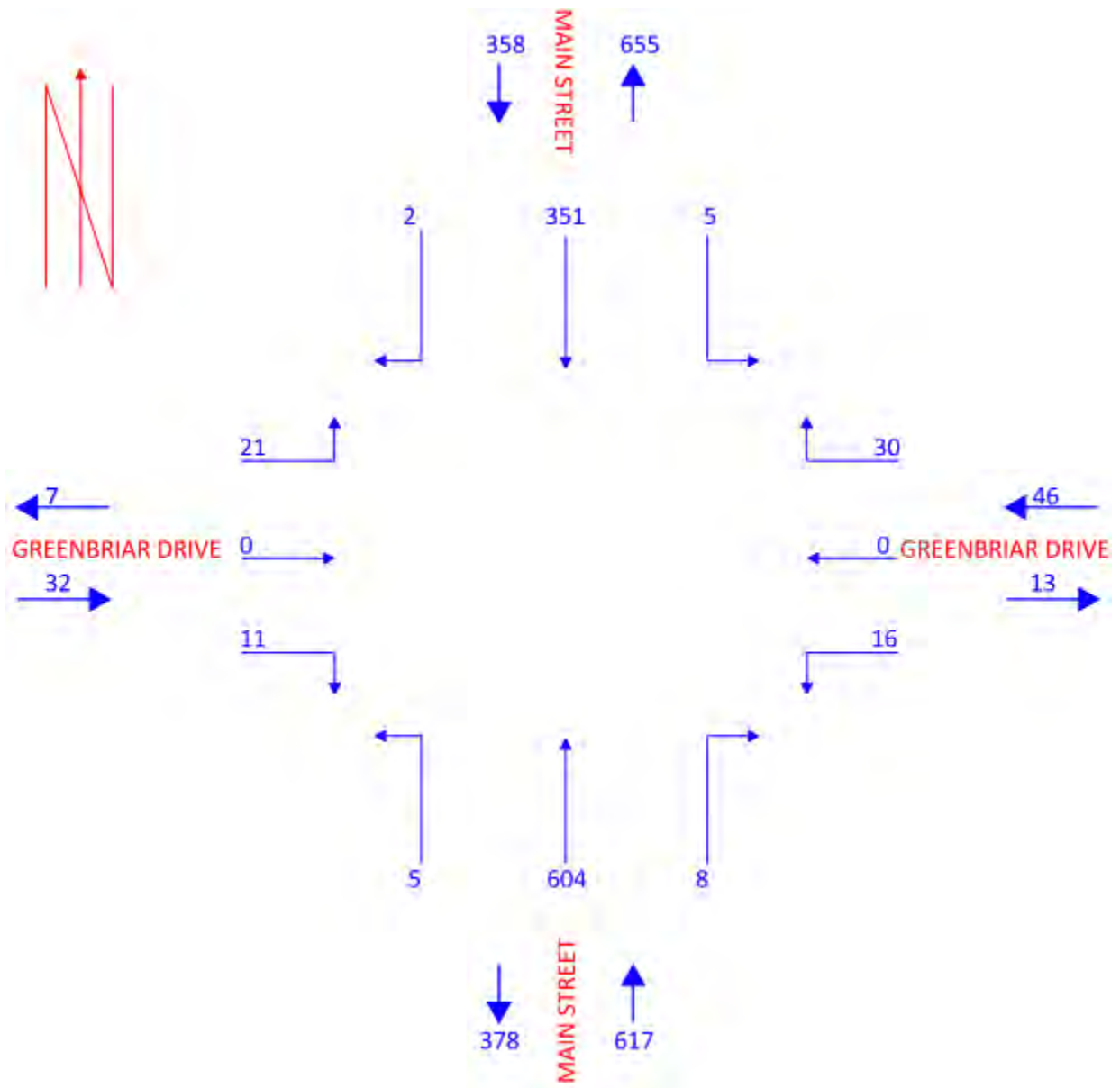


Exhibit 5.4.22 Greenbriar Drive. & Main St. TMD - PM Peak Hour for Build Scenario (2043)

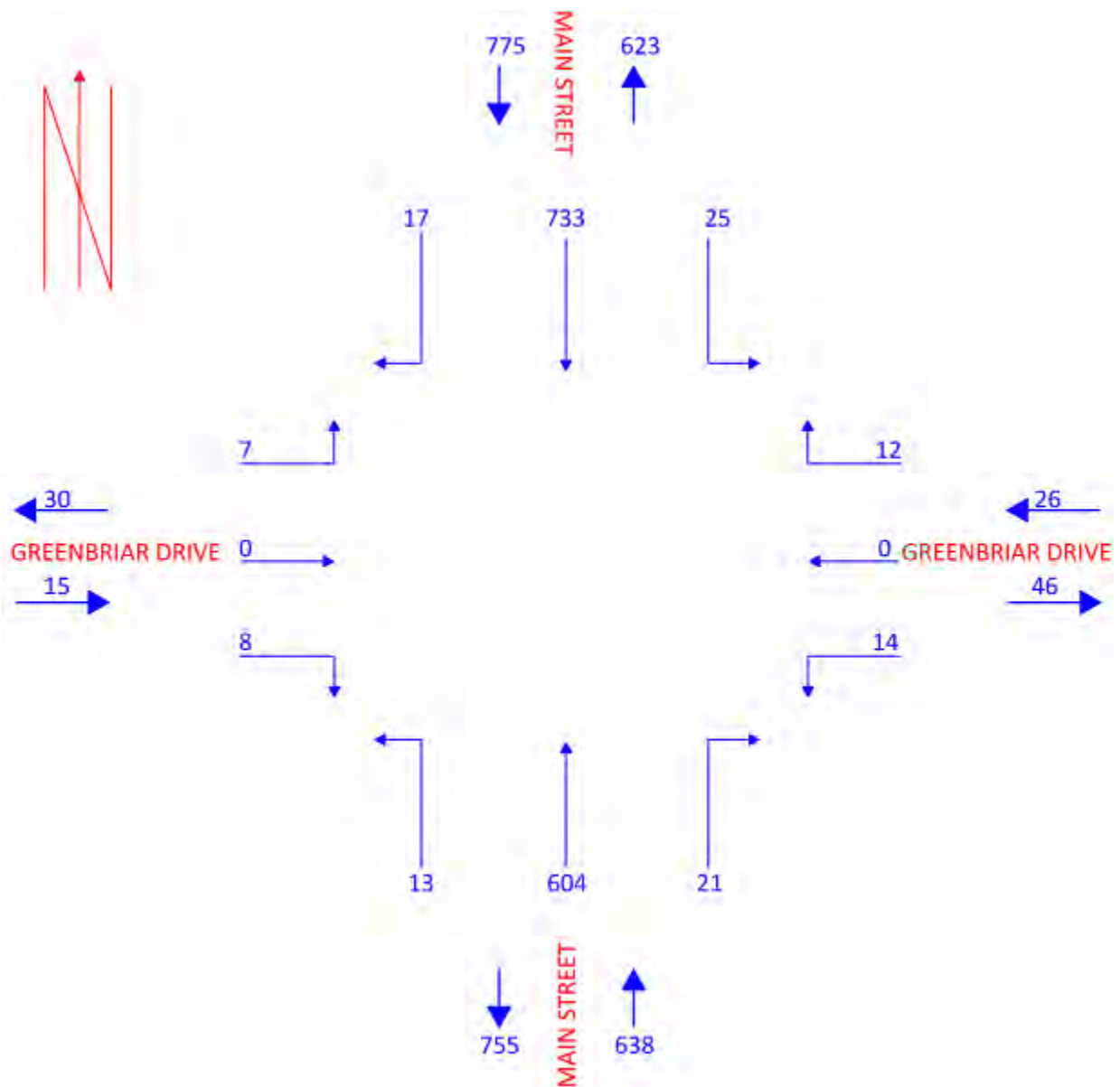


Exhibit 5.4.23 Mandy Lane & Main St. TMD - AM Peak Hour for Build Scenario (2043)

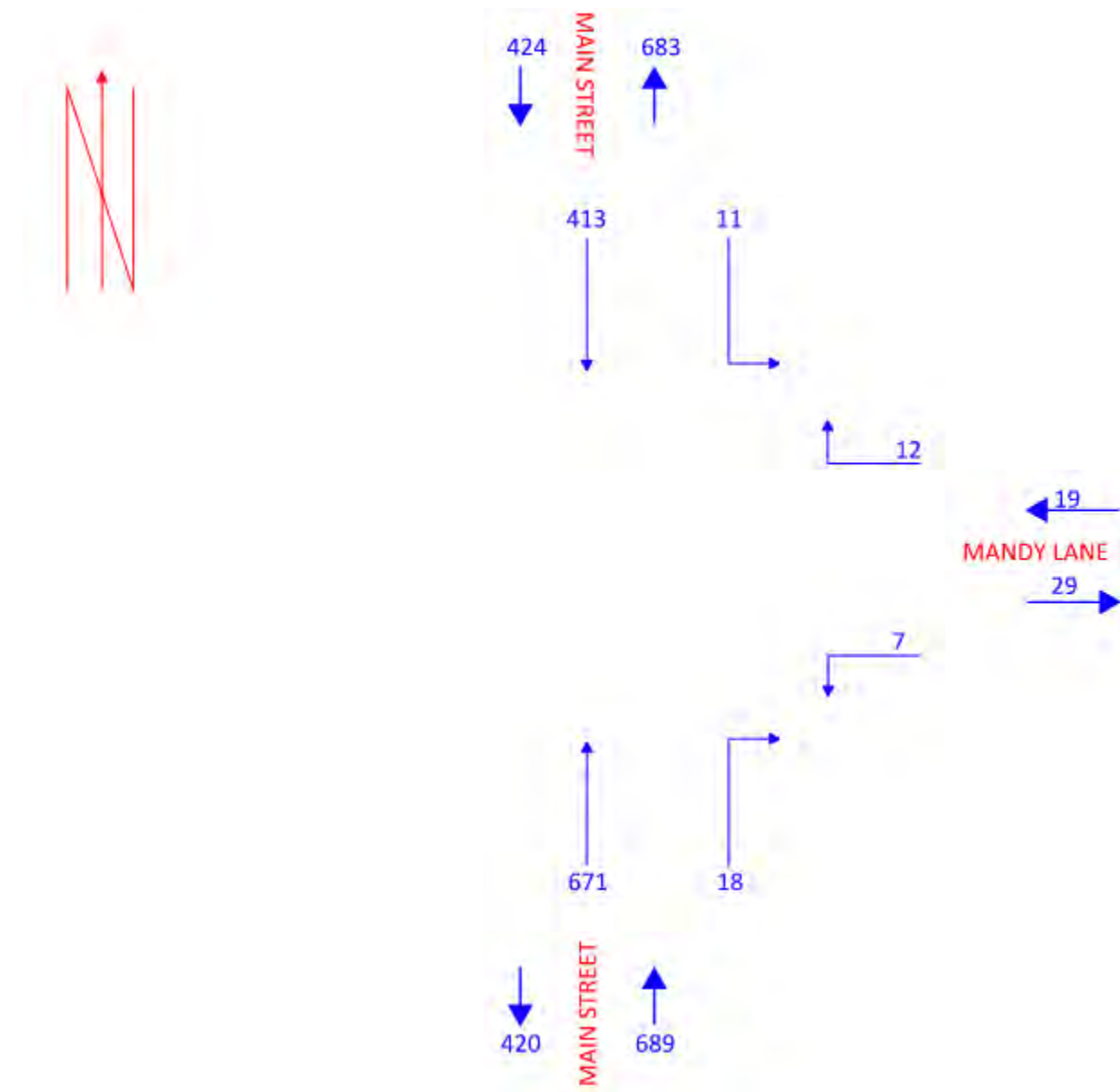


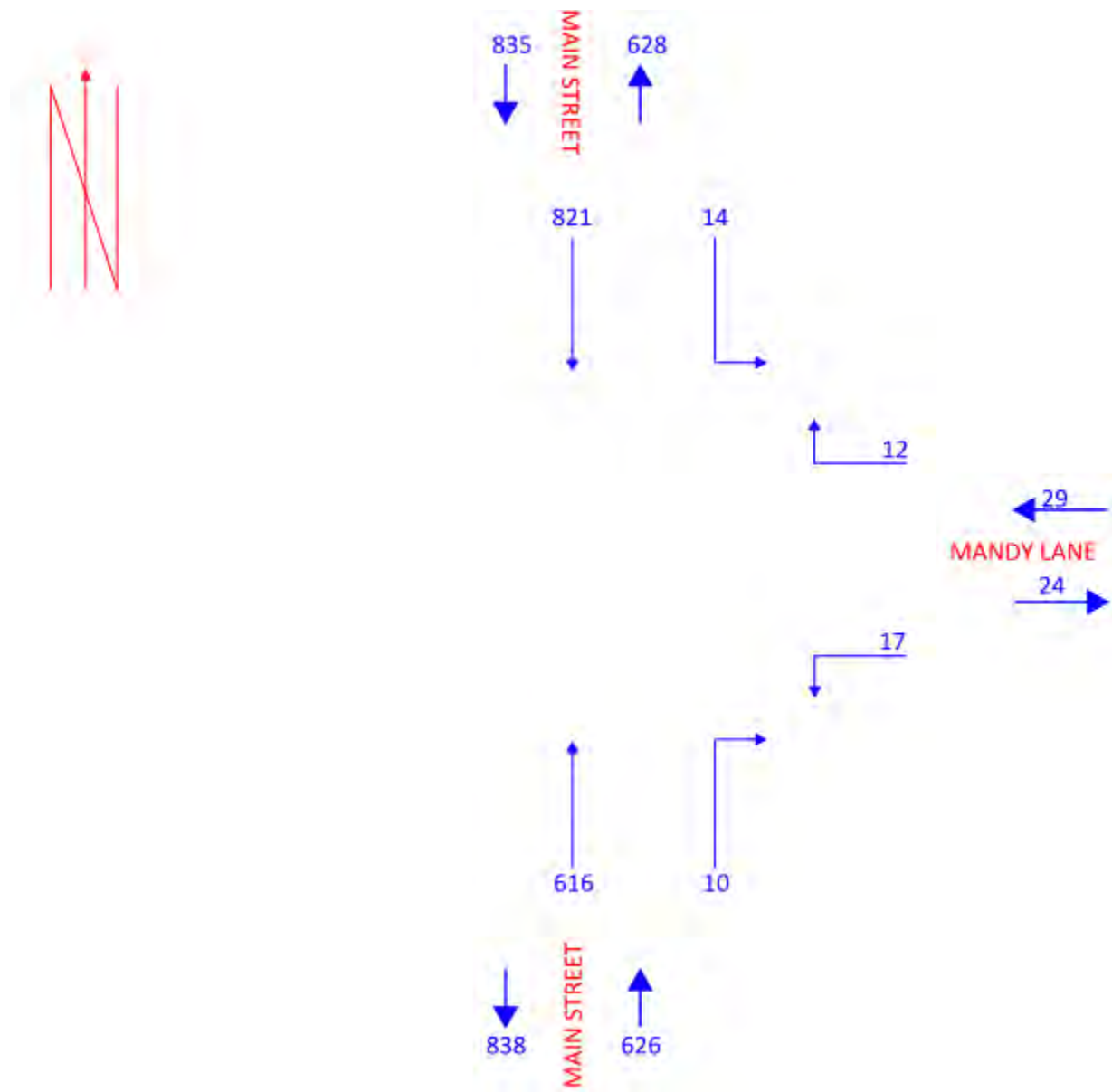
Exhibit 5.4.24 Mandy Lane & Main St. TMD - PM Peak Hour for Build Scenario (2043)

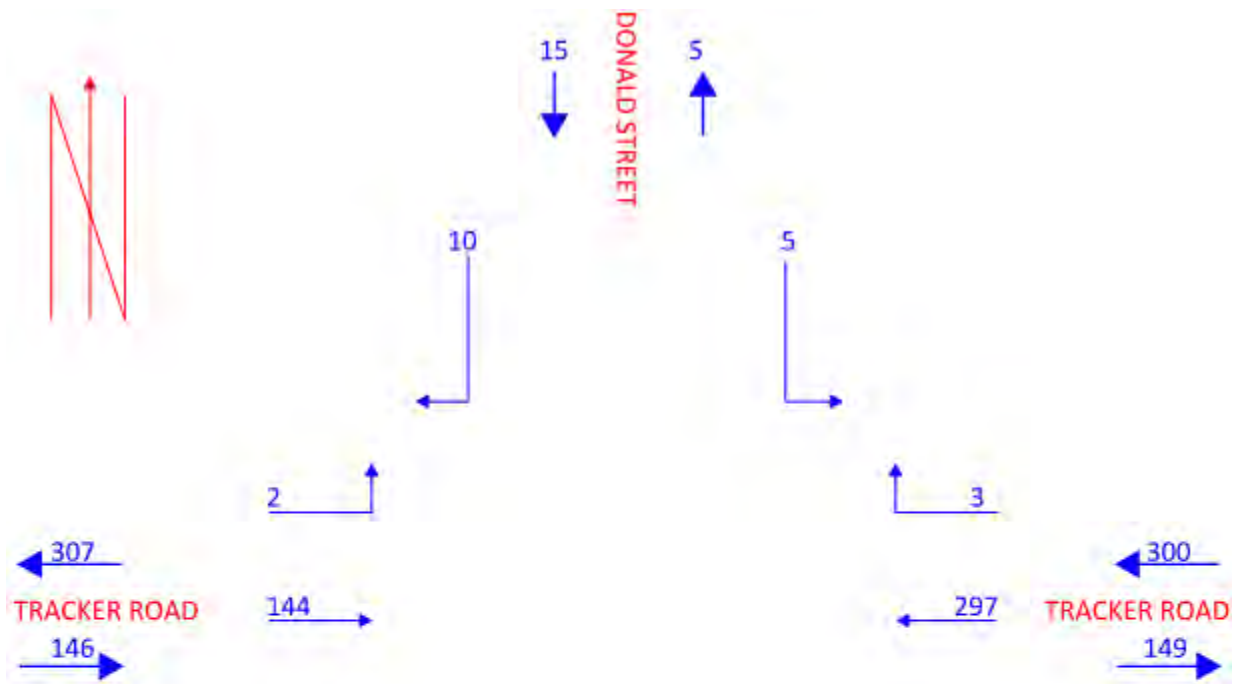
Exhibit 5.4.25 Tracker Rd. & Donald St. TMD - AM Peak Hour for Build Scenario (2043)

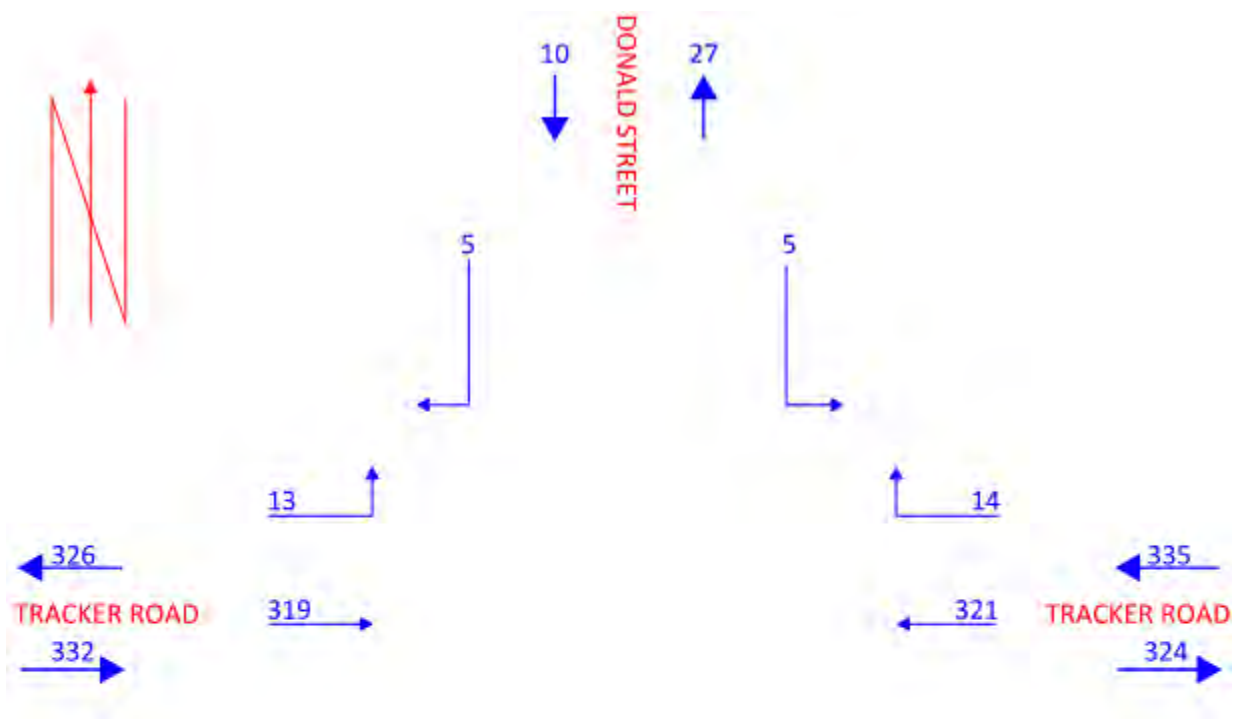
Exhibit 5.4.26 Tracker Rd. & Donald St. TMD - PM Peak Hour for Build Scenario (2043)

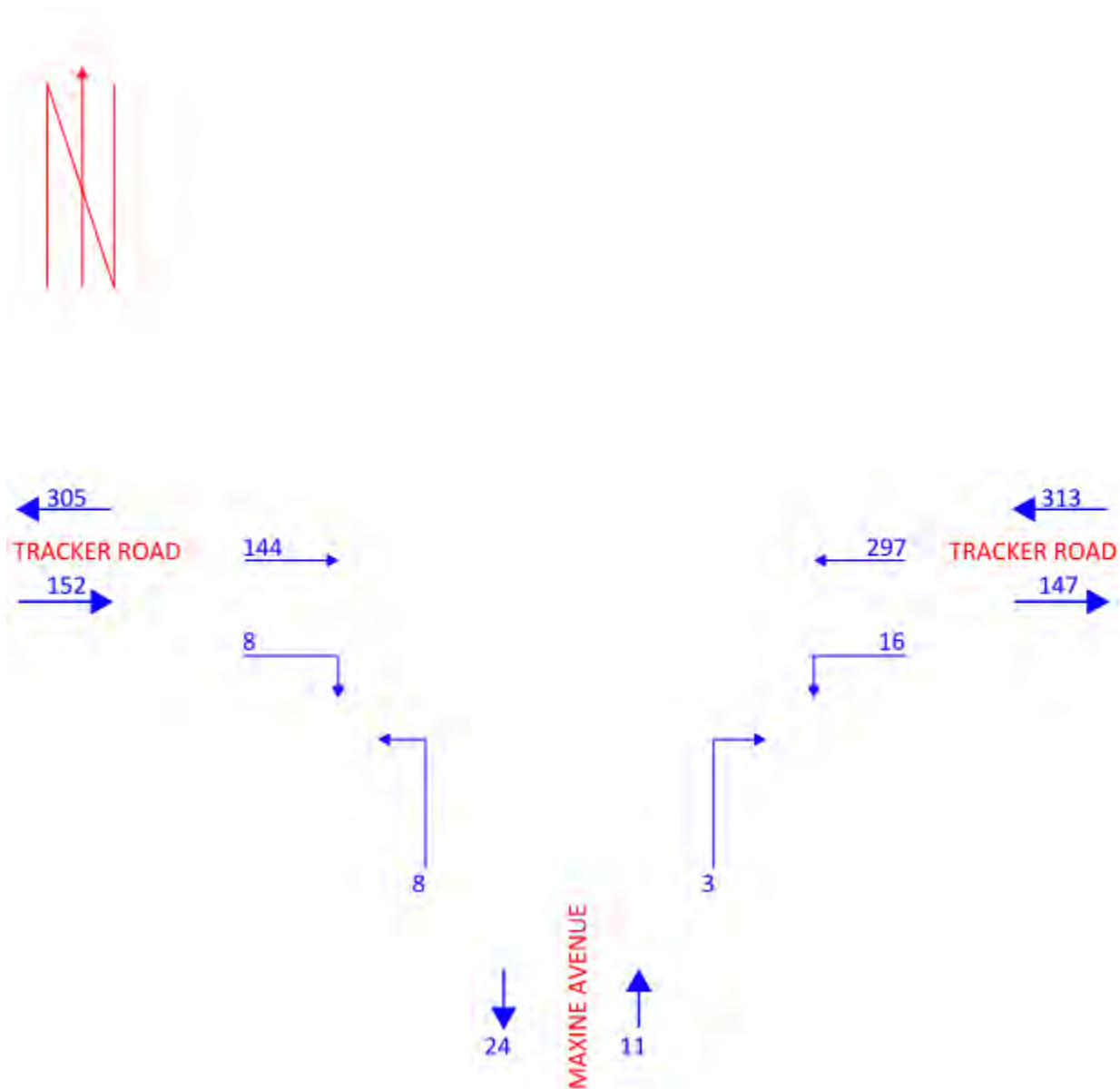
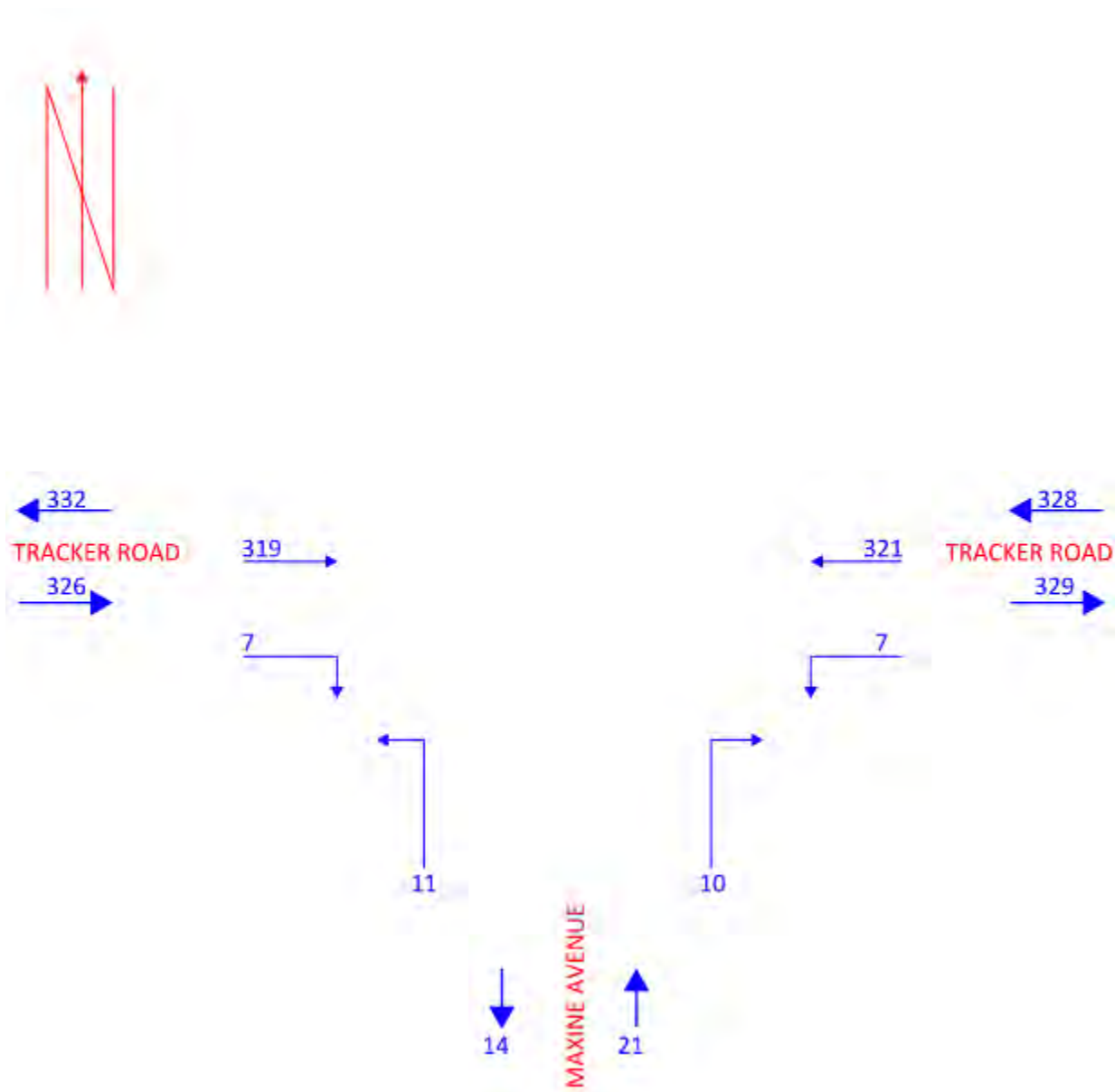
Exhibit 5.4.27 Tracker Rd. & Maxine Ave. TMD - AM Peak Hour for Build Scenario (2043)

Exhibit 5.4.28 Tracker Rd. & Maxine Ave. TMD - PM Peak Hour for Build Scenario (2043)

6. CAPACITY ANALYSIS FOR THE STUDIED INTERSECTIONS

6.1 Existing and Proposed Scenarios for AM/PM

As mentioned previously in this report, conditions were analyzed for the following scenarios: Build and No Build scenarios for the years 2021, 2023, and 2043.

Using information provided in this report and from the field study, the capacities of select intersections were studied in detail and analyzed for future build conditions. Due to City Policy, all of the new intersections except for Greenbriar Drive and Main Street will be adding necessary turn lanes along the Collector (Main Street) and the Secondary Arterial (Tracker Road). It is anticipated that the city will make improvements in the future north of Tracker Road along Main Street, likely to make accommodations for a continuous turn lane from its intersection with Tracker Road north to an undetermined location. It is for that reason that a detailed capacity analysis was not performed for the Mandy Lane and Main Street intersection. Additionally, as the existing Greenbriar Drive and Main Street intersection has already been improved with the widening of Main Street to 3 lanes in that area, a detailed capacity analysis was not performed at that intersection.

The intersection of Tracker Road is currently a signalized intersection and was recently expanded. As this intersection already has a signal, the focus of the capacity calculations in this study have been on the remaining intersections proposed along Tracker Road. Should further analysis of this signalized intersection be required, additional site-specific information and further field analysis will be needed.

6.2 Existing and Future Level of Service

Traffic operations for the studied intersections were analyzed using procedures documented in the *Highway Capacity Manual (HCM) 6th Edition*, Transportation Research Board, 2016. From this analysis, a key predictor or “level of service” rating of the traffic operational conditions was obtained. In general, level of service (LOS) is a qualitative assessment of traffic operational conditions within a traffic stream in terms of average stopped delay per vehicle at a controlled intersection.

Levels of service are described by a letter designation of either A, B, C, D, E, or F, with LOS A representing essentially uninterrupted flow, and LOS F representing a breakdown of traffic flow with noticeable congestion and delay. Unsignalized, or stop sign controlled, intersection capacity analyses produce LOS results for each movement which must yield to conflicting traffic at the intersection. The table below summarizes LOS criteria for unsignalized (stop sign controlled) intersections.

Table 6.2.1: Level of Service (LOS) Criteria for Stop Sign Controlled Intersections

Level of Service	Average Control Delay per Vehicle (sec/veh)
	Stop Sign Controlled Intersections
A	≤ 10
B	> 10 to 15
C	> 15 to 25
D	> 25 to 35
E	> 35 to 50
F	> 50
<i>HCM 6th Edition, Exhibit 20-2</i>	

Calculations and guidance from the HCM were utilized to evaluate traffic operations at the aforementioned studied stop sign controlled intersections for this study. All intersection movements for both Tracker Road and Donald Street as well as for Tracker Road and Maxine Avenue are anticipated to perform at LOS B or better. Capacity calculations are shown in Appendix C of this study.

7. PARKING EVALUATION

7.1 Parking to be Provided on Site

A total of 323 parking stalls will be provided on site, over the General Commercial (GC) and Apartments (R3) proposed between the two subdivisions. To further break this down, 145 stalls are provided for the proposed apartments and 178 stalls are provided for the general commercial parcels.

7.2 Parking Required by Nixa City Code

According to the City of Nixa's Zoning Code, multifamily residential developments are required to provide 1.5 spaces per dwelling. The units provide a total of 145 stalls and are required to provide 143 stalls, thereby complying with Zoning regulations.

According to the aforementioned Zoning Code, commercial shopping plazas are required to provide 1 space per 250 square feet of gross floor area. The units provide a total of 178 stalls and are required to provide 150 stalls, thereby complying with Zoning regulations.

8. SIGHT DISTANCE REVIEW

This study has taken a preliminary step in considering the importance of stopping sight distances. Two areas of particular concern by the public are the proposed intersections of Mandy Lane and Main Street and that of Tracker Road and Donald Street.

8.1 Minimum Stopping Sight Distances Required

Based on design guidance from the AASHTO "Green Book" required stopping sight distances for both of the aforementioned intersections were analyzed. The required stopping sight distance for the intersection of Mandy Lane and Main Street is approximately 315 feet. This assumes a grade of 3% along Main Street to the north of the proposed intersection, and a posted speed limit of 40 MPH.

The required stopping sight distance for the intersection of Tracker Road and Donald Street is approximately 227 feet. This assumes a grade of 9% along Tracker Road to the east of the proposed intersection, and a posted speed limit of 30 MPH.

8.2 Stopping Sight Distances Provided

Based on the site survey and reconnaissance, the stopping sight distance provided by the placement of the intersection of Mandy Lane and Main Street is approximately 340'. In the same fashion, the stopping sight distance provided by the placement of the intersection of Tracker Road and Donald Street is approximately 335'.

According to the methodology provided herein, both of the proposed intersections of concern meet the required stopping sight distance.

8.3 Additional Recommendations

In both cases, measured sight distance satisfies the minimum requirements and is acceptable. For either access, tree trimming may be necessary within the right-of-way to ensure these acceptable sight lines.

9. SIGHT REVIEW

9.1 MUTCD Standards

Utilizing the Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition, taper distances for the three required left turn lanes were computed. Additionally, sidewalks and ramps will be provided throughout both of the subdivisions that will be designed to meet or exceed ADA standards. Based on the proposed amount of generated traffic at each of the two subdivisions, circulation throughout will be at acceptable levels for cars, trucks, buses, bicycles and pedestrians.

9.2 Site Circulation and Turning Templates

The subdivisions contain multiple cul-de-sacs that were laid out and will be designed to meet or exceed City of Nixa standards. Utilizing Autodesk's Civil 3D software, an Autoturn Analysis was performed throughout the proposed streets in both subdivisions. The design vehicle was a school bus with a width of 8 feet and a length of approximately 36 feet. Refer to the attached Exhibits 3 and 4 which depict wheel tracking for the design vehicle, as it traverses the subdivisions.

9.3 Site Conflicts

Site conflicts are expected to be minimal, as the R3 and GC zoned portions will each have more than sufficient parking spaces based on preliminary layouts. Street parking is expected to be minimal and sufficient signage shall be put in place in restricted areas with limited maneuverability.

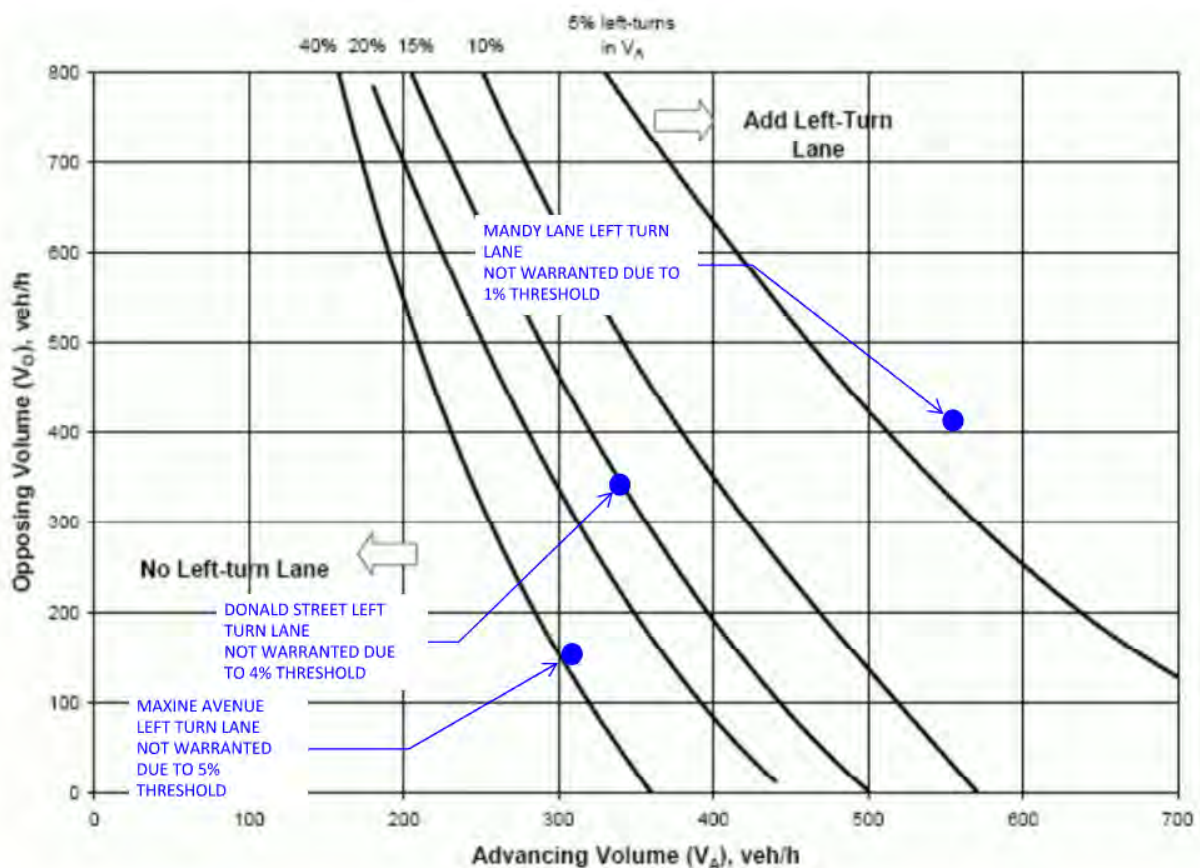
One defining aspect of both of the subdivisions is that of the known karst features on the properties. Nearly all aspects of the road layout, as well as the zoning and lot layouts relied on compatibility and safety in terms of adapting to the said karst features. The majority of the known karst features will be platted into common areas to be maintained by the future Property Owners Association or Home Owners Association.

10. MAIN FINDINGS OF THE STUDY

This study has shown the projected impacts that the two proposed subdivisions will have on the two existing studied intersections and the remaining proposed intersections throughout the course of the planned phasing. As can be seen in the attached Preliminary Plats (Exhibits 1 and 2 of this study), sufficient right of way (ROW) will be dedicated to bring both Tracker Road and Main Street up to current City of Nixa standard ROW widths. Additionally, based on City of Nixa policy, three dedicated left turn lanes with appropriate taper and storage lengths are being added. Two of the three turn lanes are added along Tracker Road, at Donald Street and Maxine Avenue, and the third will be added at along Main Street at Mandy Lane.

10.1 Right Turn and Left Turn Warrants

Based on the exhibit below, according to MoDOT's guidelines (940.9.1 in the MoDOT Engineering Policy Guide), left turn lanes are not warranted at the three aforementioned intersection locations.



11. SUMMARY OF FINDINGS AND RECOMMENDATIONS

As shown in Section 10 of this study, dedicated left turn lanes are not warranted for this development. However, the City of Nixa has stated that per City Policy (Resolution No. 2009-91), all roads classified as a collector or higher are required to meet the three lane road typical section outlined in the Ozarks Transportation Organization (OTO). Therefore, dedicated left turn lanes are proposed for this development. A preliminary layout for the proposed dedicated left turn lanes on Tracker Road and Main Street is shown on the attached Exhibit 5. A preliminary opinion of probable construction costs for the dedicated left turn lanes has been provided in Appendix A. The preliminary opinion of probable construction costs shows an estimated cost of \$297,778 for these improvements. The City has mentioned that they have future plans to widen Main Street in this area. The City has asked the developer to consider widening Tracker Road from the intersection of Tracker and Main to the east end of the development in lieu of constructing the turn lane on Main Street. The cost to widen Tracker Road is estimated to exceed the cost to install the three individual left turn lanes. The developer is willing to support public road improvements in this area up to the amount of \$300,000.

11.1 Geometric and Lane Recommendations to Accommodate Proposed Traffic Volume

Utilizing the AASHTO "Green Book", and the MUTCD, a preliminary layout has been proposed for the three new turn lanes in question. Taper and deceleration lengths vary per the posted speed limit and are in line with AASHTO minimums. For detailed dimensions refer to Exhibit 5.

EXHIBITS

1. WALKER WOODS PRELIMINARY PLAT
2. WALKER ESTATES PRELIMINARY PLAT
3. WALKER WOODS AUTOTURN ANALYSIS
4. WALKER ESTATES AUTOTURN ANALYSIS
5. PROPOSED TURN LANE IMPROVEMENTS
6. OTO MAJOR THOROUGHFARE PLAN



A SUBDIVISION IN THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 1, TOWNSHIP 27 NORTH,
RANGE 22 WEST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF NIXA, CHRISTIAN COUNTY, STATE OF MISSOURI.

DEVELOPER: MORELOCK BUILDERS & ASSOCIATES

A diagram showing a circular magnetic field with a North pole (N) at the top. A thick vertical bar is positioned in the center of the field, representing the magnet.

ALL THAT PART OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 1 - TOWNSHIP 27 NORTH - RANGE 22 WEST OF THE FIFTH PRINCIPAL MERIDIAN, CHRISTIAN COUNTY, STATE OF MISSOURI, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 1 - TOWNSHIP 27 NORTH - RANGE 22 WEST OF THE FIFTH PRINCIPAL MERIDIAN, CHRISTIAN COUNTY, MISSOURI, BEING THE POINT THEREOF; THENCE N87°47'06" ALONG THE NORTH LINE THEREOF 15.0 FEET TO THE POINT OF BEGINNING; THENCE S01°44'43" 1308.54 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF TRACKER ROAD, (THE FOLLOWING) FOLLOWS THE NORTH R/W OF TRACKER ROAD); THENCE N87°10'30" 754.48 FEET; THENCE N02°59'28" 23.57 FEET; THENCE N87°04'19" 480.18 FEET; THENCE N42°51'10" 35.62 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF TRACKER ROAD; THENCE S87°47'06" 15.0 FEET TO THE POINT OF BEGINNING; THENCE S88°07'29" 13.97 FEET; THENCE N02°01'18" 26.82 FEET TO A POINT ON THE SOUTH LINE OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER; THENCE S88°30'09" 46.00 FEET; THENCE S01°44'43" 1308.54 FEET TO THE SOUTHEAST CORNER THEREOF; THENCE N01°45'07" ALONG THE SOUTH LINE THEREOF 681.22 FEET TO THE SOUTHEAST CORNER THEREOF; THENCE N87°47'06" ALONG THE NORTH LINE THEREOF 681.06 FEET TO THE NORTHEAST CORNER THEREOF; THENCE S87°47'06" ALONG THE NORTH LINE THEREOF 15.0 FEET TO THE POINT OF BEGINNING; THENCE S88°07'29" ALONG THE SOUTH LINE THEREOF 13.97 FEET TO THE POINT OF BEGINNING, CONTAINING 28.39 ACRES.

R-1 LARGEST LOT: LOT 20, 20,611 SQUARE FEET

1. MINIMUM LOT WIDTH IS 60 FEET FOR R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT).
2. MINIMUM LOT WIDTH IS NONE FOR GC (GENERAL COMMERCIAL).
3. MINIMUM LOT SIZE IS 6,600 SQUARE FEET.
4. R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT)
25 FOOT BUILDING SETBACK LINE IN THE FRONT OF ALL LOTS.
20 FOOT BUILDING SETBACK LINE IN THE REAR OF ALL LOTS.
5 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS.
12 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS WITH LOCAL STREET FRONTAGE
5. GC (GENERAL COMMERCIAL)
20 FOOT BUILDING SETBACK LINE IN THE FRONT OF ALL LOTS.
20 FOOT BUILDING SETBACK LINE IN THE REAR OF ALL LOTS.
10 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS.
15 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS WITH LOCAL STREET FRONTAGE

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE X OF THE FLOOD INSURANCE RATE MAP
COMMUNITY PANEL NO. 29043C0060C, WHICH BEARS AN EFFECTIVE DATE OF DECEMBER 17, 2010.

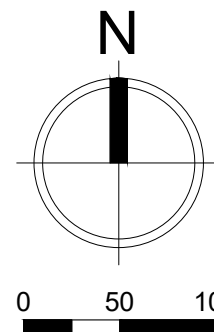
THE SINKHOLE FLOOD OUTLINES SHOWN FOR THE 100-YEAR AND 500-YEAR FLOODPLAINS ARE BASED ON THE PRELIMINARY FIRM PANEL 29043C0058D, WITH A PRELIMINARY DATE OF 2019/09/20 AND ARE USED AS A REFERENCE ONLY.

I, JOSEPH R. PULLIAM, DO HEREBY CERTIFY THAT THIS PRELIMINARY PLAT WAS PREPARED AND WAS UNDER MY PERSONAL SUPERVISION FROM AN ACTUAL SURVEY OF THE LAND HEREIN, IN ACCORDANCE WITH THE CURRENT MISSOURI STANDARDS FOR PROPERTY BOUNDARY SURVEYS.

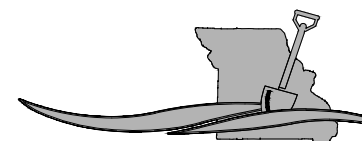
PHYSICAL EVIDENCE OF IMPROVEMENTS IS SHOWN FROM INFORMATION TAKEN BY VISUAL INSPECTION OF THE PREMISES. EASEMENTS SHOWN ARE THOSE WRITTEN, PROVIDED, OR OTHERWISE DISCOVERED AND MAY NOT BE ALL INCLUSIVE. APPARENT OWNERSHIPS AS SHOWN ARE BASED ON THE INFORMATION PROVIDED BY OTHERS AND DO NOT REPRESENT AN OPINION AS TO TITLE. THIS PRELIMINARY PLAT IS FOR INFORMATION ONLY AND IS NOT TO BE USED BY ANYONE FOR CONVEYANCE OF LANDS OR TITLE OF REAL ESTATE.

COMMON AREAS DEPICTED ON THIS SUBDIVISION PLAN AS LOTS C1 THROUGH C4 SHALL BE CONVEYED IN FEE-TITLE TO THE HOME OWNERS ASSOCIATION FOR SAID SUBDIVISION FOLLOWING COMPLETION OF CONSTRUCTION AND THE RECORDING OF FINAL PLAT THEREOF. THE HOME OWNERS ASSOCIATION SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE CONSTRUCTION AND/OR ERECTION OF ANY STRUCTURE WHETHER PERMANENT OR TEMPORARY. THESE AREAS ARE TO BE RESERVED AND SET ASIDE IN PERPETUITY AS "GREEN SPACE," THE ONLY PERMITTED USE OF SAID AREAS BEING THE INSTALLATION OF LANDSCAPING, INCLUDING THE PLANTING OF TREES, AND GENERAL MAINTENANCE ACTIVITIES SUCH AS WEED REMOVAL AND TRIMMING. THE HOME OWNERS ASSOCIATION SHALL BE RESPONSIBLE FOR THESE COMMON AREAS BE THE SOLE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION.

VERTICAL DATUM = NAVD1984



NOTE: DRAWING REPRODUCTION
AND SCALING MAY CHANGE THE
INDICATED GRAPHIC SCALES
H. SCALE: 1" = 100'

MISSOURI
ONE CALL SYSTEM

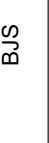
**Call or Click
Before You Dig!**
1-800-DIG-RITE
or 811
mo1call.com

COMMON AREA		
LOT #	SQ. FT.	AC.
C1	25,676	0.59
C2	83,615	1.92
C3	85,198	1.96
C4	149,140	3.42

— — — — —	ADJOINING PROPERTY LINE
- - - - -	UTILITY EASEMENT LINE
— — — — —	SETBACK LINE
- - - - -	SINKHOLE BOUNDARY
=====	SINKHOLE (NO CONSTRUCTION LIMITS)

[illegible]

JOSEPH R. PULLIAM - LAND SURVEYOR
MO# PLS-2006016641

 TOTH & ASSOCIATES 1550 E. REPUBLIC ROAD SPRINGFIELD, MO 65804 Ph: 417-838-0645 Fax: 417-838-0657 www.ttothassociates.com MCH IS-201108797	OWN BY:	BJS
	GRID BY:	DCG
	APP'D BY:	JRP
	DATE:	06/18/2021
	SCALE:	1" = 100'

Graphic scale may be used for reference only. Engineer is not responsible for change size to drawing without written approval of the engineer.

WALKER WOODS SUBDIVISION

CHRISTIAN COUNTY, MISSOURI

MORELOCK BUILDERS & ASSOCIATES

PRELIMINARY PLAT

PROJECT:
SHT NO

LOCATION

CLIENT:

TITLE:

C-001

A SUBDIVISION IN THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 27 NORTH,
RANGE 22 WEST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF NIXA, CHRISTIAN COUNTY, STATE OF MISSOURI.

DEVELOPER: MORELOCK BUILDERS & ASSOCIATES

LOCATION MAP
SCALE: 1" = 5000'

ALL THAT PART OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 12 - TOWNSHIP 27 NORTH - RANGE 22 WEST OF THE FIFTH PRINCIPAL MERIDIAN, CHRISTIAN COUNTY, STATE OF MISSOURI, DESCRIBED BEING THE SOUTHWEST CORNER OF SAID NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 12 - TOWNSHIP 27 NORTH - RANGE 22 WEST OF THE FIFTH PRINCIPAL MERIDIAN, THENCE 46.72 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF MAIN STREET FOR THE POINT OF BEGINNING; THENCE N01°44'33"E ALONG SAID EAST RIGHT-OF-WAY LINE 10.80 FEET TO A POINT ON THE SOUTH LINE OF THAT TRACT OF LAND DESCRIBED IN BOOK 0177 ON PAGE 1988, THENCE S87°14'38"E ALONG SAID SOUTH LINE 200.29 FEET TO THE SOUTHEAST CORNER THEREOF; THENCE E00°00'00" ALONG SAID SOUTHEAST CORNER OF SAID TRACT OF LAND TO THE CORNER OF SAID TRACT OF LAND BOUNDARY LINES N87°13'12"W ALONG THE NORTH LINE THEREOF 200.30 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF MAIN STREET, (THE FOLLOWING FOLLOWS THE EAST RWY OF MAIN STREET) THENCE N01°44'41"E 487.33 FEET; THENCE N01°45'40"E 271.98 FEET; THENCE N07°27'19"E 140.43 FEET; THENCE N02°24'42"E 189.27 FEET; THENCE M7°20'09"E 189.27 FEET; THENCE S00°00'00" ALONG THE SOUTH LINE OF SAID TRACT OF LAND TO THE CORNER OF SAID TRACT OF LAND SOUTH RWY OF TRACKER ROAD) THENCE S87°03'09"E 478.06 FEET; THENCE N02°40'33"E 16.69 FEET; THENCE S87°15'06"E 452.72 FEET TO A POINT MARKING THE NORTHEAST CORNER OF THE WEST 350 FEET OF THE EAST HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER; THENCE S01°36'27"W ALONG THE EAST LINE OF SAID TRACT OF LAND 100.00 FEET TO THE CORNER OF SAID TRACT OF LAND; THENCE S87°09'29"W 973.52 FEET TO THE POINT OF BEGINNING, CONTAINING 28.17 ACRES.

TOTAL ACREAGE OF THE DEVELOPMENT: 28.17

TOTAL NUMBER OF LOTS: 28

CURRENT ZONING: R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT
GC (GENERAL COMMERCIAL)
R-3 (HIGH-DENSITY MULTI-FAMILY)

PROPOSED ZONING: R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT
GC (GENERAL COMMERCIAL)
R-3 (HIGH-DENSITY MULTI-FAMILY)

R-1 SMALLEST LOT: LOT 13, 7,497 SQUARE FEET

R-1 LARGEST LOT: LOT 16, 15,077 SQUARE FEET

1. MINIMUM LOT WIDTH IS 60 FEET FOR R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT).
2. MINIMUM LOT WIDTH IS NONE FOR GC (GENERAL COMMERCIAL).
3. MINIMUM LOT SIZE IS 6,600 SQUARE FEET.
4. R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT)
 - 25 FOOT BUILDING SETBACK LINE IN THE FRONT OF ALL LOTS.
 - 20 FOOT BUILDING SETBACK LINE IN THE REAR OF ALL LOTS.
 - 6 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS.
 - 12 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS WITH LOCAL STREET FRONTAGE
5. GC (GENERAL COMMERCIAL)
 - 20 FOOT BUILDING SETBACK LINE IN THE FRONT OF ALL LOTS.
 - 20 FOOT BUILDING SETBACK LINE IN THE REAR OF ALL LOTS.
 - 10 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS.
 - 15 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS WITH LOCAL STREET FRONTAGE

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE X OF THE FLOOD INSURANCE RATE MAP
COMMUNITY PANEL NO. 29043C0060C, WHICH BEARS AN EFFECTIVE DATE OF DECEMBER 17, 2010.

THE SINKHOLE FLOOD OUTLINES SHOWN FOR THE 100-YEAR AND 500-YEAR FLOODPLAINS ARE BASED ON THE PRELIMINARY FIRM PANEL 29043C0058D, WITH A PRELIMINARY DATE OF 2019/09/20 AND ARE USED AS A REFERENCE ONLY.

I, JOSEPH R. PULLIAM, DO HEREBY CERTIFY THAT THIS PRELIMINARY PLAT WAS PREPARED UNDER MY PERSONAL SUPERVISION FROM AN ACTUAL SURVEY OF THE LAND HEREIN, IN ACCORDANCE WITH THE CURRENT MISSOURI STANDARDS FOR PROPERTY BOUNDARY SURVEYS.

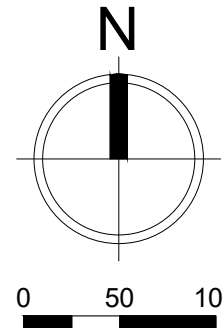
PHYSICAL EVIDENCE OF IMPROVEMENTS IS SHOWN FROM INFORMATION TAKEN BY VISUAL INSPECTION OF THE PREMISES. EASEMENTS SHOWN ARE THOSE WRITTEN, PROVIDED, OR DISCOVERED AND MAY NOT BE ALL INCLUSIVE. APPARENT OWNERSHIPS AS SHOWN ARE BASED UPON INFORMATION PROVIDED BY OTHERS AND DO NOT REPRESENT AN OPINION AS TO TITLE. THIS PRELIMINARY PLAT IS INTENDED FOR REVIEW AND PLANNING PURPOSES ONLY AND IS NOT TO BE USED BY ANYONE FOR CONVEYANCE OF LANDS OR TITLE OF REAL ESTATE.

BY APPROVAL OF THE FINAL PLAT OF WALKER STATES SUBDIVISION BY THE CITY OF NIXA ALL EXISTING PUBLIC UTILITY EASEMENTS AND PUBLIC ROAD RIGHT-OF-WAY (OF RECORD OR NOT OF RECORD) LOCATED WITHIN THE BOUNDARY OF SAID SUBDIVISION BUT NOT SPECIFICALLY CALLED OUT IN THE BOUNDARY OF SAID SUBDIVISION SHALL REMAIN IN FULL FORCE AND EFFECT UNTIL DISSOLVED AND VACATED. ANY EXISTING UTILITY STRUCTURE, LINE OR APPURTENANCE REGARDLESS OF TYPE LOCATED WITHIN ANY HEREINAFTER VACATED EASEMENT OR RIGHT-OF-WAY MAY REMAIN IN PLACE UNTIL SUCH TIME AS REPAIR, UPGRADE OR RELOCATION OF SAID UTILITY STRUCTURE, LINE OR APPURTENANCE BECOME NECESSARY. ANY UTILITY STRUCTURE MUST BE RELOCATED INTO ONE OF THE NEWLY ESTABLISHED EASEMENTS DEPICTED HEREON.

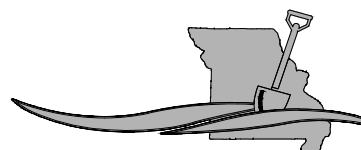
COMMON AREAS DEPICT ON THIS SUBDIVISION PLAT AS LOTS C1 THROUGH C2 SHALL BE CONVEYED IN FEE-TITLE TO THE HOME OWNERS ASSOCIATION FOR SAID SUBDIVISION FOLLOWING COMPLETION OF CONSTRUCTION AND THE RECORDING OF FINAL PLAT THEREOF. THE HOMEOWNERS ASSOCIATION SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE CONSTRUCTION AND/OR RECONSTRUCTION OF AN STRUCTURE, WHETHER PERMANENT OR TEMPORARY, THESE AREAS ARE TO BE RESERVED AND SET ASIDE IN PERPETUITY AS "GREEN SPACE". THE ONLY PERMITTED USE OF SAID AREAS BEING THE INSTALLATION OF LANDSCAPING, INCLUDING THE PLANTING OF TREES, AND GENERAL MAINTENANCE ACTIVITIES SUCH AS MOWING AND DEBRIS REMOVAL. THE HOMEOWNERS ASSOCIATION SHALL BE RESPONSIBLE FOR COMMON AREAS ARE THE SOLE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION.

MISSOURI STATE PLANE
NAD 83 CENTRAL ZONE

VERTICAL DATUM = NAVD1988



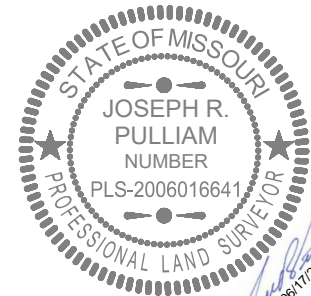
NOTE: DRAWING REPRODUCTION
AND SCALING MAY CHANGE THE
INDICATED GRAPHIC SCALES
H. SCALE: 1" = 100'

MISSOURI
ONE CALL SYSTEM

**Call or Click
Before You Dig!
1-800-DIG-RITE
or 811
mo1call.com**

HIGH-DENSITY MULTI-FAMILY		
LOT #	SQ. FT.	AC.
H1	75,979	1.74
H2	237,464	5.45

----	ADJOINING PROPERTY LINE
- - - -	UTILITY EASEMENT LINE
====	SETBACK LINE
-----	SINKHOLE BOUNDARY
=====	SINKHOLE (NO CONSTRUCTION LIMITS)

[illegible]

JOSEPH R. PULLIAM - LAND SURVEYOR
MO# PLS-2006016641

OWN. BY:	BJS
CKD BY:	DCG
APPD BY:	JRP
DATE:	06/18/2021
SCALE:	1" = 100'

Graphic scale may
change due to drawing
reproduction



1550 E. REPUBLIC ROAD
SPRINGFIELD, MO 65804
7-888-0645 Fax: 417-888-0657
www.tothassociates.com
CERTIFICATE OF AUTHORITY:
MO# LS-2011008797
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WALKER ESTATES SUBDIVISION

CHRISTIAN COUNTY, MISSOURI

MORELOCK BUILDERS & ASSOCIATES

PRELIMINARY PLAT

PROJECT:
SHT NO

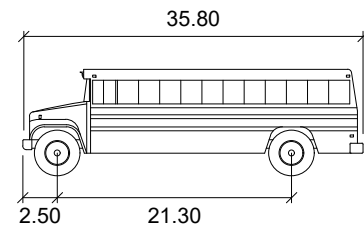
LOCATION

CLIENT:

TITLE:

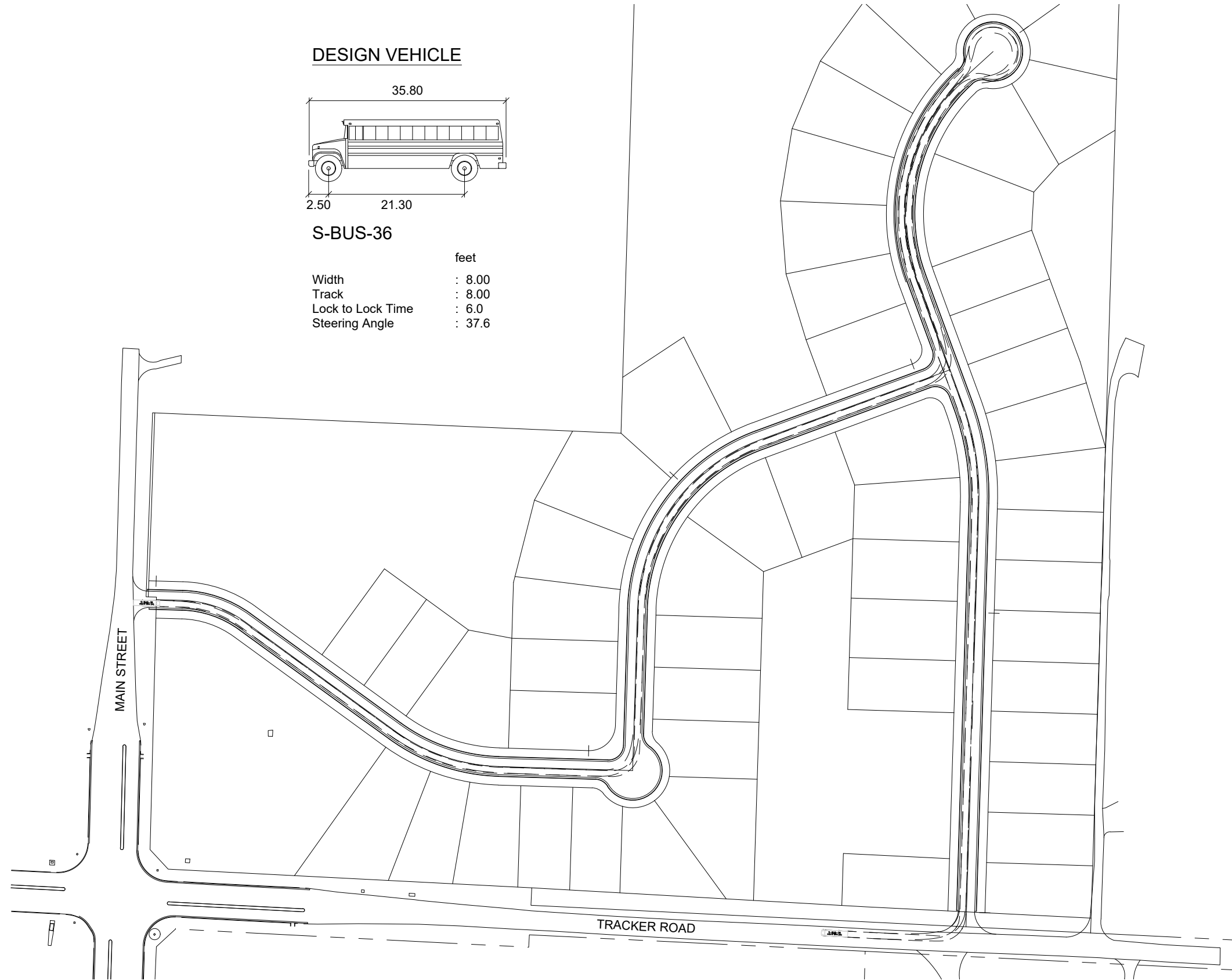
C-001

DESIGN VEHICLE

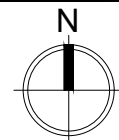


S-BUS-36

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 37.6



SCALE: 1" = 150'



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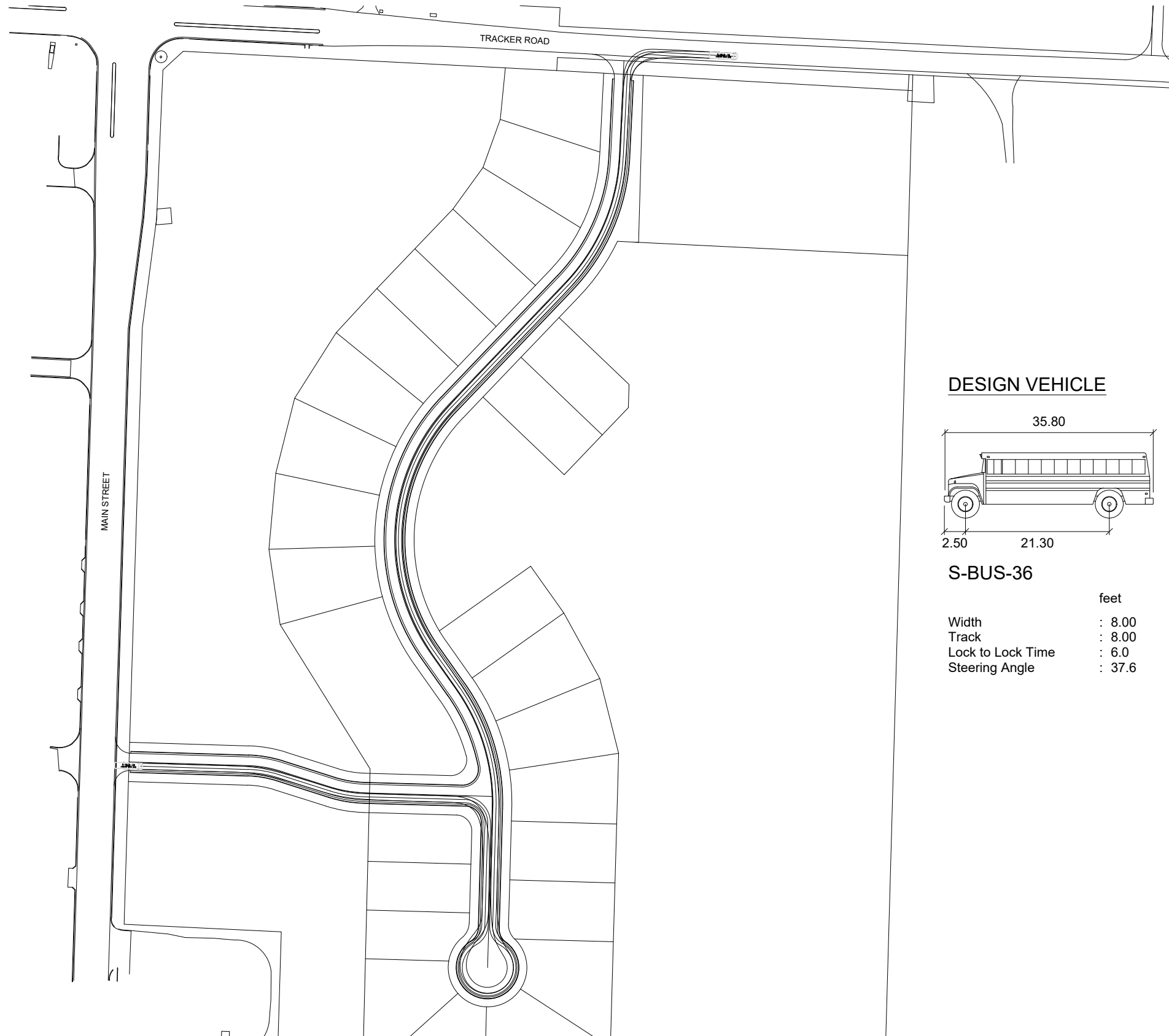
WALKER WOODS SUBDIVISION
EXHIBIT 3
AUTOTURN ANALYSIS



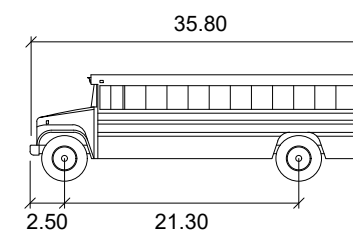
1550 E. Republic Road, Springfield MO. 65804

Toth & Associates, Inc.
Missouri State Certificate of Authority #2004004242

JOB NUMBER: 72-007CE
ISSUED DATE: 06/18/2021



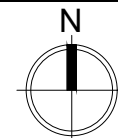
DESIGN VEHICLE



S-BUS-36

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 37.6

SCALE: 1" = 150'



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WALKER ESTATES SUBDIVISION

EXHIBIT 4

AUTOTURN ANALYSIS

JOB NUMBER:	72-010CE
ISSUED DATE:	06/18/2021



TOTH
* ASSOCIATES

1550 E. Republic Road, Springfield MO. 65804

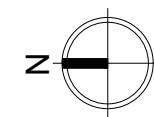
Toth & Associates, Inc.
Missouri State Certificate of Authority #2004004242



KEY NOTES:

- ① INSTALL TURN LANE IMPROVEMENTS.
- ② PROPOSED INTERSECTION.

SCALE: 1" = 200'



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TRACKER AND MAIN
NIXA, MISSOURI
EXHIBIT 5



1550 E. Republic Road, Springfield MO. 65804

Toth & Associates, Inc.
Missouri State Certificate of Authority #2004004242

JOB NUMBER: 72.010
ISSUED DATE: 06/18/2021

Major Thoroughfare Plan

Map 8-1

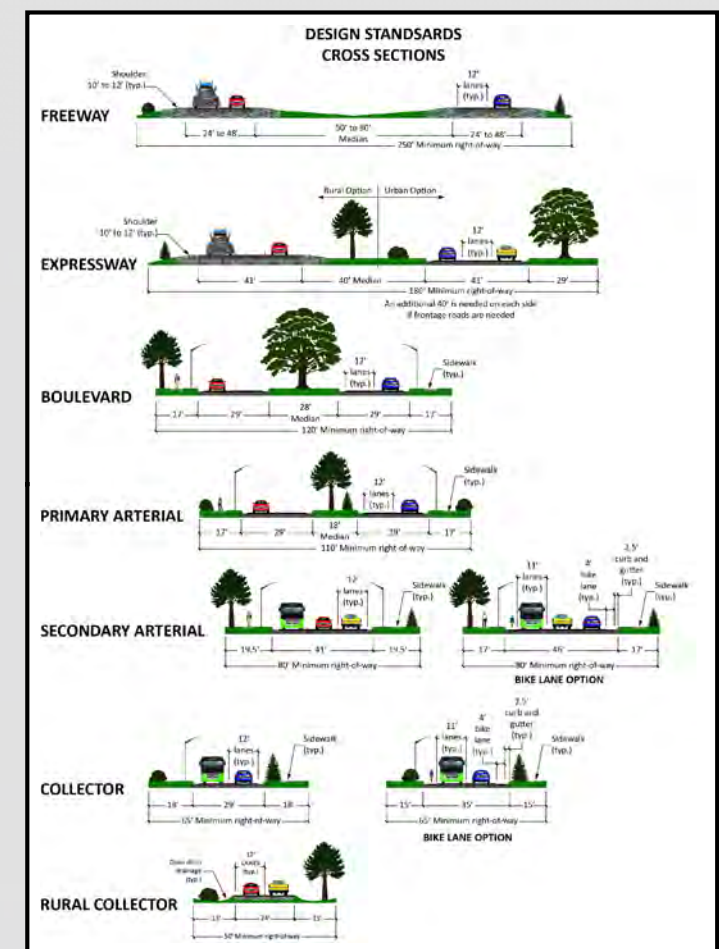
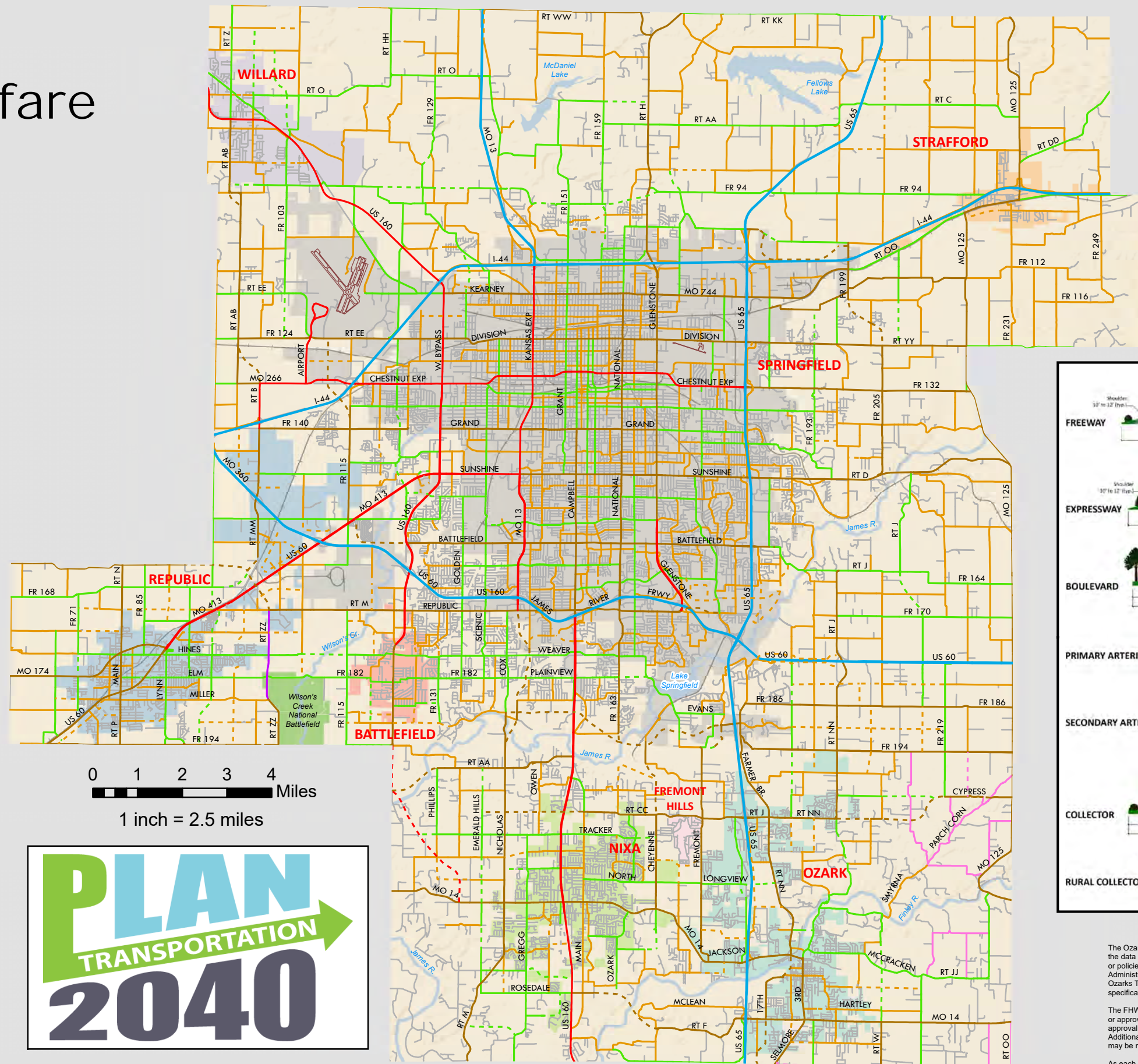
Legend

Existing Roads

- Freeway
- Expressway
- Primary Arterial
- Boulevard
- Secondary Arterial
- Collector
- Rural Collector
- Local
- Railroad

Proposed Roads

- - - Future Expressway
- - - Future Primary Arterial
- - - Future Secondary Arterial
- - - Future Collector
- - - Future Rural Collector
- - - Future Local Street



DISCLAIMER

The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.

The FHWA, FTA, OR MoDOT acceptance of this map does not constitute endorsement or approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

As each of the projects in the Major Thoroughfare Plan (MTP) is implemented, coordination, agreement, and independent approval of the participating local jurisdiction is required. No part of this MTP is to be interpreted as to diminish the authority of local jurisdictions in the area of land use and transportation.

APPENDIX A
COST ESTIMATE

TRACKER AND MAIN ROADWAY IMPROVEMENTS

Item	Description	Quantity	Units	Unit Price	Total Cost
1.00	EARTHWORK				
1.01	Clearing and Grubbing	1	LS	\$5,000	\$5,000
1.02	Sawcut and Removal of Existing Pavement	1	LS	\$5,000	\$5,000
1.03	Coldmilling Existing Pavement	350	SY	\$3	\$1,050
1.04	Site Grading - Cut (Unclassified)	750	CY	\$10	\$7,500
1.05	Site Grading - Fill	2,250	CY	\$10	\$22,500
1.06	Sediment and Erosion Control	1.0	LS	\$7,500	\$7,500
1.07	Seed, Fertilizer, and Mulch	1.0	AC	\$5,000	\$5,000
SUBTOTAL					\$53,550

Item	Description	Quantity	Units	Unit Price	Total Cost
2.00	PAVING AND MISC.				
2.01	6 in. Heavy Duty Asphalt Pavement	13,000	SF	\$3.50	\$45,500
2.02	8 in. Aggregate Base for Heavy Duty Asphalt	13,000	SF	\$1.00	\$13,000
2.03	Asphalt Pavement for Overlay (1.75" Thick)	32,000	SF	\$1.25	\$40,000
2.03	Pavement Markings	1	LS	\$10,000	\$10,000
2.04	Signage	1	LS	\$5,000	\$5,000
2.05	Traffic Control	1	LS	\$10,000	\$10,000
SUBTOTAL					\$123,500

Item	Description	Quantity	Units	Unit Price	Total Cost
3.00	UTILITIES				
3.01	Relocation of Existing Utilities	1	LS	\$15,000	\$15,000
					\$15,000

CONSTRUCTION TOTALS

Construction Total	\$192,050
Construction Contingency (20%)	\$38,500
Mobilization, Demobilization, and Bonding (5%)	\$11,528
Professional Services (23%)	\$55,700
TOTAL	\$297,778

NOTICE:

Opinion of Probable Construction Cost: The services, if any, of Engineer with respect to Opinion of Probable Construction Cost are to be made on the basis of Engineer's experience and qualifications and represent Engineer's best judgement as an experienced and qualified professional generally familiar with the construction industry. However, since Engineer has no control over the cost of labor, materials, equipment, or services furnished by others, or over contractor's methods of determining prices, or over competitive bidding or market conditions, Engineer cannot and does not guarantee that proposals, bids, or actual Construction Cost will not vary from Opinions of Probable Construction Cost prepared by Engineer.

APPENDIX B
COLLECTED TURNING MOVEMENT COUNT DATA

OBSERVER: LINCOLN DUNNING/DAN SHANNON

DATE: 6.3.2021

COUNTY: CHRISTIAN

CITY: NIXA

WEATHER: CLEAR 80°

DAY: THURSDAY

STATE: MO

INTERSECTION OF: TRACKER AND MAIN

15 Minute Time Period	MAIN ST from NORTH (SB)			MAIN ST from SOUTH (NB)			TRACKER RD from EAST (WB)			TRACKER RD from WEST (EB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4:00 PM - 4:15 PM	5	64	39	14	58	11	13	19	6	23 5 HEAVY VEHICLES	23	21
4:15 PM - 4:30 PM	4	66 1 HEAVY VEHICLE	42	7	65 1 HEAVY VEHICLE	9	13	21 1 HEAVY VEHICLE	9	14 1 HEAVY VEHICLE	28	24
4:30 PM - 4:45 PM	7	74 3 HEAVY VEHICLES	42	19	82 6 HEAVY VEHICLES	11 2 BICYCLES	13	27	6	28 2 HEAVY VEHICLES	25	30
4:45 PM - 5:00 PM	8	91	36	12	54 1 HEAVY VEHICLE	17	18	30 1 BICYCLE	9	23	42	20

OBSERVER: LINCOLN DUNNING/DAN SHANNON

DATE: 6.3.2021

COUNTY: CHRISTIAN

CITY: NIXA

WEATHER: CLEAR 80°

DAY: THURSDAY

STATE: MO

INTERSECTION OF: TRACKER AND MAIN

15 Minute Time Period	MAIN ST from NORTH (SB)			MAIN ST from SOUTH (NB)			TRACKER RD from EAST (WB)			TRACKER RD from WEST (EB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
5:00 PM - 5:15 PM	6	83	35	22 3 HEAVY VEHICLES	64 1 HEAVY VEHICLE	19	14	40	9	29	30 1 HEAVY VEHICLE	23 1 BICYCLE
5:15 PM - 5:30 PM	6	91	52	14	66 1 HEAVY VEHICLE	11	8	26	8	21 2 HEAVY VEHICLES	24	26
5:30 PM - 5:45 PM	5	36	25	10	24	5	6	22	7	14 1 HEAVY VEHICLE	15	12
5:45 PM - 6:00 PM	5	23	27	3	11	2	4	11	6	7	8	10

OBSERVER: LINCOLN DUNNING/DAN SHANNON
 WEATHER: CLEAR 65°
 INTERSECTION OF: TRACKER AND MAIN

DATE: 6.4.2021 COUNTY: CHRISTIAN
 DAY: FRIDAY

CITY: NIXA
 STATE: MO

15 Minute Time Period	MAIN ST from NORTH (SB)			MAIN ST from SOUTH (NB)			TRACKER RD from EAST (WB)			TRACKER RD from WEST (EB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM - 7:15 AM	1	25	36 1 HEAVY VEHICLE	27 5 HEAVY VEHICLES	56 1 HEAVY VEHICLE	4	7	36	10	22 1 HEAVY VEHICLE	18	22 7 HEAVY VEHICLES
7:15 AM - 7:30 AM	1	32 1 HEAVY VEHICLE	26	29	89	10	5	27	5	28 3 HEAVY VEHICLES	20	14 1 HEAVY VEHICLE
7:30 AM - 7:45 AM	0	33 3 HEAVY VEHICLES	14	18 1 HEAVY VEHICLE	90 3 HEAVY VEHICLES	4	7	33	12	41 2 HEAVY VEHICLES	12 1 HEAVY VEHICLE	3
7:45 AM - 8:00 AM	5	67	27 5 HEAVY VEHICLES	11	47 1 HEAVY VEHICLE	6	11	26	13	21	12	3

OBSERVER: LINCOLN DUNNING/DAN SHANNON

DATE: 6.4.2021

COUNTY: CHRISTIAN

CITY: NIXA

WEATHER: CLEAR 65°

DAY: FRIDAY

STATE: MO

INTERSECTION OF: TRACKER AND MAIN

15 Minute Time Period	MAIN ST from NORTH (SB)			MAIN ST from SOUTH (NB)			TRACKER RD from EAST (WB)			TRACKER RD from WEST (EB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8:00 AM - 8:15 AM	2	34 1 HEAVY VEHICLE	27	12	54 2 HEAVY VEHICLES	11	5	17	22	28	16	11 1 HEAVY VEHICLE
8:15 AM - 8:30 AM	3	33 1 HEAVY VEHICLE	24 2 HEAVY VEHICLES	8 1 HEAVY VEHICLE	35 1 HEAVY VEHICLE	3	9	27 1 HEAVY VEHICLE	16	31 2 HEAVY VEHICLES	9	7 1 HEAVY VEHICLE
8:30 AM - 8:45 AM	2	34 1 HEAVY VEHICLE	18	13 1 HEAVY VEHICLE	54 1 HEAVY VEHICLE	8	7	16	11	18	8	7 2 HEAVY VEHICLES
8:45 AM - 9:00 AM	2	45	25	13	39 1 HEAVY VEHICLE	2	14	13	13	27 3 HEAVY VEHICLES	9	12

APPENDIX C
CAPACITY CALCULATIONS

CAPACITY CALCULATIONS

Intersection Info: Tracker Road and Donald St. - 2023 Build Scenario - AM Peak Hour

CONVERT MOVEMENT DEMAND VOLUMES TO FLOW RATES																			
MOVEMENT		SBR	SBT	SBL		WBR	WBT	WBL	WBU		NBR	NBT	NBL		EBR	EBT	EBL	EBU	
TRAFFIC VOLUME		veh/hr	10	0	5		3	200	0	0	0	0	0	0	0	97	2	0	
GRADES		G integer %	1	1	1		-3	-3	-3	-3		1	1	1		3	3	3	3
PHF			92%	92%	92%		92%	92%	92%	92%		92%	92%	92%		92%	92%	92%	92%
% HEAVY		integer %	0	0	0		0	8	0	0		0	0	0		0	0	0	0
MVMT FLOW		v _i veh/hr	11	0	5		3	217	0	0		0	0	0		0	105	2	0

CONFLICTING FLOW RATES, V _{c,x}															
MOVEMENTS	12	11	10	-	-	4	4U	9	8	7	-	-	1	1U	
CONFLICTING FLOW ALL	110	328	275	-	-	105	105	53	329	218	-	-	220	220	

CRITICAL HEADWAY, $t_{c,x}$																		
Base Crit HW	t_{cbase}	6.90	-	-		-	-	4.10	6.40		6.90	-	-		-	-	4.10	6.40
Adj for HV	$t_{c,HV}$	2.00	2.00	2.00		-	-	2.00	2.00		2.00	2.00	2.00		-	-	2.00	2.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00		-	-	0.00	0.00		0.00	0.00	0.00		-	-	0.00	0.00
Adj for Grade	$t_{c,G}$	0.10	0.20	0.20		-	-	-	-		0.10	0.20	0.20		-	-	-	-
Grades	G	1.00	1.00	1.00		-3.00	-3.00	-3.00	-3.00		1.00	1.00	1.00		3.00	3.00	3.00	3.00
Adj. for Int. Geom	$t_{3,LT}$	-	-	-		-	-	-	-		-	-	-		-	-	-	-
Critical Headway		7.00	-	-		-	-	4.10	6.40		7.00	-	-		-	-	4.10	6.40

FOLLOW UP HEADWAY, $t_{f,x}$															
Base Follow up HW	t_{fbase}	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50
Adj for HV	$t_{f,HV}$	1.00	1.00	1.00	-	-	1.00	1.00	1.00	1.00	1.00	-	-	1.00	1.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00
Follow up Headway	$t_{f,x}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50
POTENTIAL CAPACITY, $c_{p,x}$															
Potential Cap - 1 Maneuver		926	639	703	-	-	1,499	1,239	1,009	638	761	-	-	1,361	1,050
COMPUTE MOVEMENT CAPACITIES, $C_{m,j}$															
MOVEMENTS		12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
Compute Rank 1 Mov Cap's															
Compute Rank 2 Mov Cap's															
	Step 7a						1,499							1,361	
	Step 7b	926							1,009						
	Step 7c						1,239								1,038
Compute f_{1U}	0.98812														
Comput f_{4U}	1.00000														
	Step 7d														
Use Eqn 20-42 as the LT and T lanes are not shared.															
Compute $p_{0,j}$	$j = 1 \text{ or } 4$														
$p_{0,1}$	0.99853	$p_{0,1U}$	1.00000												
$p_{0,4}$	1.00000	$p_{0,4U}$	1.00000												
Compute Rank 3 Mov Cap's															
Rank 3 One Stage Movement															
f_k	0.99853	(capacity adjustment factor)													
Compute $c_{m,k}$															
Movement Cap - 2 Maneuver			638						637						
	STAGE 1		716						803						
	STAGE 2		803						715						
Rank 3 Two Stage Movement															
Compute adj factors a and y															
Step 8b															
nm	2.00														
a	0.94910														
C_{II}	Red														
v_L (1 and 1U)	2														
v_L (4 and 4U)	0														
Select max v_L	2														
y			0.47868							2.18713					
Compute Total Cap, C_T (Cap 2 Maneuver)			670							668					

CAPACITY CALCULATIONS

Intersection Info: Tracker Road and Donald St. - 2023 Build Scenario - PM Peak Hour

CONVERT MOVEMENT DEMAND VOLUMES TO FLOW RATES																			
MOVEMENT		SBR	SBT	SBL		WBR	WBT	WBL	WBU		NBR	NBT	NBL		EBR	EBT	EBL	EBU	
TRAFFIC VOLUME		veh/hr	5	0	5		14	216	0	0		0	0	0		0	214	13	0
GRADES		G integer %	1	1	1		-3	-3	-3	-3		1	1	1		3	3	3	3
PHF			92%	92%	92%		92%	92%	92%	92%		92%	92%	92%		92%	92%	92%	92%
% HEAVY		integer %	0	0	0		0	0	0	0		0	0	0		0	1	0	0
MVMT FLOW		v _i veh/hr	5	0	5		15	235	0	0		0	0	0		0	233	14	0

CONFLICTING FLOW RATES, V _{c,x}															
MOVEMENTS	12	11	10	-	-	4	4U	9	8	7	-	-	1	1U	
CONFLICTING FLOW ALL	125	504	387	-	-	233	233	117	511	379	-	-	250	250	

CRITICAL HEADWAY, $t_{c,x}$																		
Base Crit HW	t_{cbase}	6.90	-	-		-	-	4.10	6.40		6.90	-	-		-	-	4.10	6.40
Adj for HV	$t_{c,HV}$	2.00	2.00	2.00		-	-	2.00	2.00		2.00	2.00	2.00		-	-	2.00	2.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00		-	-	0.00	0.00		0.00	0.00	0.00		-	-	0.00	0.00
Adj for Grade	$t_{c,G}$	0.10	0.20	0.20		-	-	-	-		0.10	0.20	0.20		-	-	-	-
Grades	G	1.00	1.00	1.00		-3.00	-3.00	-3.00	-3.00		1.00	1.00	1.00		3.00	3.00	3.00	3.00
Adj. for Int. Geom	$t_{3,LT}$	-	-	-		-	-	-	-		-	-	-		-	-	-	-
Critical Headway		7.00	-	-		-	-	4.10	6.40		7.00	-	-		-	-	4.10	6.40

FOLLOW UP HEADWAY, $t_{f,x}$															
Base Follow up HW	t_{fbase}	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50
Adj for HV	$t_{f,HV}$	1.00	1.00	1.00	-	-	1.00	1.00	1.00	1.00	1.00	-	-	1.00	1.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00
Follow up Headway	$t_{f,x}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50

POTENTIAL CAPACITY, $C_{p,x}$															
Potential Cap - 1 Maneuver		905	529	601	-	-	1,346	1,031	917	525	608	-	-	1,327	1,006

COMPUTE MOVEMENT CAPACITIES, C _{m,j}															
MOVEMENTS		12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
Compute Rank 1 Mov Cap's															
Compute Rank 2 Mov Cap's															
	Step 7a						1,346							1,327	
	Step 7b	905							917						
	Step 7c						1,031								1,000
	Compute f _{1U}	0.99448													
	Comput f _{4U}	1.00000													
	Step 7d														
Use Eqn 20-42 as the LT and T lanes are not shared.															
	Compute p _{0,j}	j = 1 or 4													
	p _{0,1}	0.98945	p _{0,1U}	1.00000											
	p _{0,4}	1.00000	p _{0,4U}	1.00000											
Compute Rank 3 Mov Cap's															
	Step 8a														
Rank 3 One Stage Movement															
	f _k	0.98945	(capacity adjustment factor)												
Compute c _{m,k}															
Movement Cap - 2 Maneuver			524						520						
	STAGE 1		692						679						
	STAGE 2		679						687						
Rank 3 Two Stage Movement															
Compute adj factors a and y															
	Step 8b														
	nm	2.00													
	a	0.94910													
	C _{II}	Red													
	v _L (1 and 1U)	14													
	v _L (4 and 4U)	0													
	Select max v _L	14													
	y		1.19443						1.03982						
Compute Total Cap, C _T (Cap 2 Maneuver)			594						592						

CAPACITY CALCULATIONS

Intersection Info: Tracker Road and Donald St. - 2043 Build Scenario - AM Peak Hour

CONVERT MOVEMENT DEMAND VOLUMES TO FLOW RATES																			
MOVEMENT		SBR	SBT	SBL		WBR	WBT	WBL	WBU		NBR	NBT	NBL		EBR	EBT	EBL	EBU	
TRAFFIC VOLUME		veh/hr	10	0	5		3	297	0	0		0	0	0		0	144	2	0
GRADES		G integer %	1	1	1		-3	-3	-3	-3		1	1	1		3	4	3	3
PHF			92%	92%	92%		92%	92%	92%	92%		92%	92%	92%		92%	92%	92%	92%
% HEAVY		integer %	0	0	0		0	8	0	0		0	0	0		0	0	0	0
MVMT FLOW		v _i veh/hr	11	0	5		3	323	0	0		0	0	0		0	157	2	0

CONFLICTING FLOW RATES, V _{c,x}															
MOVEMENTS	12	11	10	-	-	4	4U	9	8	7	-	-	1	1U	
CONFLICTING FLOW ALL	163	486	407	-	-	157	157	79	487	323	-	-	326	326	

CRITICAL HEADWAY, $t_{c,x}$																		
Base Crit HW	t_{cbase}	6.90	-	-		-	-	4.10	6.40		6.90	-	-		-	-	4.10	6.40
Adj for HV	$t_{c,HV}$	2.00	2.00	2.00		-	-	2.00	2.00		2.00	2.00	2.00		-	-	2.00	2.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00		-	-	0.00	0.00		0.00	0.00	0.00		-	-	0.00	0.00
Adj for Grade	$t_{c,G}$	0.10	0.20	0.20		-	-	-	-		0.10	0.20	0.20		-	-	-	-
Grades	G	1.00	1.00	1.00		-3.00	-3.00	-3.00	-3.00		1.00	1.00	1.00		3.00	4.00	3.00	3.00
Adj. for Int. Geom	$t_{3,LT}$	-	-	-		-	-	-	-		-	-	-		-	-	-	-
Critical Headway		7.00	-	-		-	-	4.10	6.40		7.00	-	-		-	-	4.10	6.40

FOLLOW UP HEADWAY, $t_{f,x}$															
Base Follow up HW	$t_{f,base}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50
Adj for HV	$t_{f,HV}$	1.00	1.00	1.00	-	-	1.00	1.00	1.00	1.00	1.00	-	-	1.00	1.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00
Follow up Headway	$t_{f,x}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50

POTENTIAL CAPACITY, $C_{p,x}$															
Potential Cap - 1 Maneuver		855	540	584	-	-	1,435	1,150	971	539	657	-	-	1,245	901

COMPUTE MOVEMENT CAPACITIES, C _{m,j}															
MOVEMENTS		12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
Compute Rank 1 Mov Cap's															
Compute Rank 2 Mov Cap's															
Step 7a							1,435							1,245	
Step 7b		855							971						
Step 7c							1,150								890
Compute f _{1U}		0.98714													
Comput f _{4U}		1.00000													
Step 7d															
Use Eqn 20-42 as the LT and T lanes are not shared.															
Compute p _{0,j}		j = 1 or 4													
p _{0,1}		0.99839	p _{0,1U}	1.00000											
p _{0,4}		1.00000	p _{0,4U}	1.00000											
Compute Rank 3 Mov Cap's															
Rank 3 One Stage Movement															
f _k		0.99839	(capacity adjustment factor)												
Compute c _{m,k}															
Movement Cap - 2 Maneuver			539							538					
STAGE 1			640							761					
STAGE 2			761							639					
Rank 3 Two Stage Movement															
Compute adj factors a and y															
Step 8b															
nm		2.00													
a		0.94910													
C _{II}		Red													
v _L (1 and 1U)		2													
v _L (4 and 4U)		0													
Select max v _L		2													
y			0.46129							2.24377					
Compute Total Cap, C _T (Cap 2 Maneuver)			595							593					

CAPACITY CALCULATIONS

Intersection Info: Tracker Road and Donald St. - 2043 Build Scenario - PM Peak Hour

CONVERT MOVEMENT DEMAND VOLUMES TO FLOW RATES																			
MOVEMENT		SBR	SBT	SBL		WBR	WBT	WBL	WBU		NBR	NBT	NBL		EBR	EBT	EBL	EBU	
TRAFFIC VOLUME		veh/hr	5	0	5		14	321	0	0		0	0	0		0	319	13	0
GRADES		G integer %	1	1	1		-3	-3	-3	-3		1	1	1		3	3	3	3
PHF			92%	92%	92%		92%	92%	92%	92%		92%	92%	92%		92%	92%	92%	92%
% HEAVY		integer %	0	0	0		0	0	0	0		0	0	0		0	1	0	0
MVMT FLOW		v _i veh/hr	5	0	5		15	349	0	0		0	0	0		0	347	14	0

CONFLICTING FLOW RATES, V _{c,x}															
MOVEMENTS	12	11	10	-	-	4	4U	9	8	7	-	-	1	1U	
CONFLICTING FLOW ALL	182	732	558	-	-	347	347	174	739	550	-	-	364	364	

CRITICAL HEADWAY, $t_{c,x}$																		
Base Crit HW	t_{cbase}	6.90	-	-		-	-	4.10	6.40		6.90	-	-		-	-	4.10	6.40
Adj for HV	$t_{c,HV}$	2.00	2.00	2.00		-	-	2.00	2.00		2.00	2.00	2.00		-	-	2.00	2.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00		-	-	0.00	0.00		0.00	0.00	0.00		-	-	0.00	0.00
Adj for Grade	$t_{c,G}$	0.10	0.20	0.20		-	-	-	-		0.10	0.20	0.20		-	-	-	-
Grades	G	1.00	1.00	1.00		-3.00	-3.00	-3.00	-3.00		1.00	1.00	1.00		3.00	3.00	3.00	3.00
Adj. for Int. Geom	$t_{3,LT}$	-	-	-		-	-	-	-		-	-	-		-	-	-	-
Critical Headway		7.00	-	-		-	-	4.10	6.40		7.00	-	-		-	-	4.10	6.40

FOLLOW UP HEADWAY, $t_{f,x}$															
Base Follow up HW	$t_{f,base}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50
Adj for HV	$t_{f,HV}$	1.00	1.00	1.00	-	-	1.00	1.00	1.00	1.00	1.00	-	-	1.00	1.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00
Follow up Headway	$t_{f,x}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50

POTENTIAL CAPACITY, $C_{p,x}$															
Potential Cap - 1 Maneuver		831	413	472	-	-	1,223	874	842	409	477	-	-	1,206	853

COMPUTE MOVEMENT CAPACITIES, C _{m,j}															
MOVEMENTS		12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
Compute Rank 1 Mov Cap's															
Compute Rank 2 Mov Cap's															
Step 7a							1,223							1,206	
Step 7b		831							842						
Step 7c							874								848
Compute f _{1U}		0.99399													
Comput f _{4U}		1.00000													
Step 7d															
Use Eqn 20-42 as the LT and T lanes are not shared.															
Compute p _{0,j}		j = 1 or 4													
p _{0,1}		0.98839	p _{0,1U}	1.00000											
p _{0,4}		1.00000	p _{0,4U}	1.00000											
Compute Rank 3 Mov Cap's															
Rank 3 One Stage Movement															
f _k		0.98839	(capacity adjustment factor)												
Compute c _{m,k}															
Movement Cap - 2 Maneuver				408						405					
STAGE 1				613						601					
STAGE 2				601						608					
Rank 3 Two Stage Movement															
Compute adj factors a and y															
Step 8b															
nm		2.00													
a		0.94910													
C _{II}		Red													
v _L (1 and 1U)		14													
v _L (4 and 4U)		0													
Select max v _L		14													
y				1.14534						1.03659					
Compute Total Cap, C _T (Cap 2 Maneuver)				508						506					

CAPACITY CALCULATIONS

Intersection Info: Tracker Road and Maxine Ave. - 2023 Build Scenario - AM Peak Hour

CONVERT MOVEMENT DEMAND VOLUMES TO FLOW RATES																		
MOVEMENT		SBR	SBT	SBL		WBR	WBT	WBL	WBU		NBR	NBT	NBL		EBR	EBT	EBL	EBU
TRAFFIC VOLUME		veh/hr	0	0	0	0	200	16	0		3	0	8		8	97	0	0
GRADES		G integer %	1	1	1	-4	-4	-4	-4		1	1	1		4	4	4	4
PHF			92%	92%	92%	92%	92%	92%	92%		92%	92%	92%		92%	92%	92%	92%
% HEAVY		integer %	0	0	0	0	8	0	0		0	0	0		0	0	0	0
MVMT FLOW		v _i veh/hr	0	0	0	0	217	17	0		3	0	9		9	105	0	0

CONFLICTING FLOW RATES, V _{c,x}															
MOVEMENTS	12	11	10	-	-	4	4U	9	8	7	-	-	1	1U	
CONFLICTING FLOW ALL	109	365	304	-	-	114	114	57	361	252	-	-	217	217	

CRITICAL HEADWAY, $t_{c,x}$																		
Base Crit HW	t_{cbase}	6.90	-	-		-	-	4.10	6.40		6.90	-	-		-	-	4.10	6.40
Adj for HV	$t_{c,HV}$	2.00	2.00	2.00		-	-	2.00	2.00		2.00	2.00	2.00		-	-	2.00	2.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00		-	-	0.00	0.00		0.00	0.00	0.00		-	-	0.00	0.00
Adj for Grade	$t_{c,G}$	0.10	0.20	0.20		-	-	-	-		0.10	0.20	0.20		-	-	-	-
Grades	G	1.00	1.00	1.00		-4.00	-4.00	-4.00	-4.00		1.00	1.00	1.00		4.00	4.00	4.00	4.00
Adj. for Int. Geom	$t_{3,LT}$	-	-	-		-	-	-	-		-	-	-		-	-	-	-
Critical Headway		7.00	-	-		-	-	4.10	6.40		7.00	-	-		-	-	4.10	6.40

FOLLOW UP HEADWAY, $t_{f,x}$															
Base Follow up HW	$t_{f,base}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50
Adj for HV	$t_{f,HV}$	1.00	1.00	1.00	-	-	1.00	1.00	1.00	1.00	1.00	-	-	1.00	1.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00
Follow up Headway	$t_{f,x}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50

POTENTIAL CAPACITY, $C_{p,x}$															
Potential Cap - 1 Maneuver		928	614	675	-	-	1,488	1,223	1,002	617	726	-	-	1,365	1,055

COMPUTE MOVEMENT CAPACITIES, $C_{m,j}$															
MOVEMENTS		12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
Compute Rank 1 Mov Cap's															
Compute Rank 2 Mov Cap's															
	Step 7a						1,488							1,365	
	Step 7b	928							1,002						
	Step 7c						1,219								1,055
	Compute f_{1U}	1.00000													
	Comput f_{4U}	0.99701													
	Step 7d														
Use Eqn 20-42 as the LT and T lanes are not shared.															
	Compute $p_{0,j}$	$j = 1 \text{ or } 4$													
$p_{0,1}$	1.00000		$p_{0,1U}$	1.00000											
$p_{0,4}$	0.98857		$p_{0,4U}$	1.00000											
Compute Rank 3 Mov Cap's															
Rank 3 One Stage Movement															
f_k	0.98857		(capacity adjustment factor)												
Compute $c_{m,k}$															
Movement Cap - 2 Maneuver				607						610					
	STAGE 1			685						795					
	STAGE 2			791						685					
Rank 3 Two Stage Movement															
Compute adj factors a and y															
	Step 8b														
nm	2.00														
a	0.94910														
C_{II}	Red														
v_L (1 and 1U)	0														
v_L (4 and 4U)	17														
Select max v_L	17														
y			0.46794							3.17703					
Compute Total Cap, C_T (Cap 2 Maneuver)				641						630					

Compute Rank 4 Mov Cap's		Step 9a	
$p_{0,8}$	1.00000		
$p_{0,11}$	1.00000		
For Rank 4, Mvmt 7, $p'' =$	0.98857		
From eqn 20-52, $p' =$	0.99128		
For Rank 4, Mvmt 10, $p'' =$	0.98857		
From eqn 20-52, $p' =$	0.99128		
$p_{0,9}$	0.99701		
$p_{0,12}$	1.00000		
$f_{p,l}$		0.99128	0.98832
Compute $c_{m,l}$			
Movement Cap - 2 Maneuver		669	717
nm	2.00		
a	0.94910		
C_{II}	Red		
v_L (1 and 1U)	0		
v_L (4 and 4U)	17		
Select max v_L	17		
γ		0.19423	1.55529
Compute Total Cap, C_T (Cap 2 Maneuver)		682	757

COMPUTE MOVEMENT CONTROL DELAY																
Step 11a																
Compute CD for Rank 2 - Rank 4 Movements																
MOVEMENTS			12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
C _{m,x}	(veh/hr)	T	928	641	682			1,488	1,219	1,002	630	757			1,365	1,055
d = Control delay (sec/veh)	h	0.25	8.9	10.6	10.3			7.4	8.0	8.6	10.7	9.8			7.6	8.4
v/c Ratio			0.00	0.00	0.00			0.01	0.00	0.00	0.00	0.01			0.00	0.00
HCM LOS			A	B	B			A	A	A	B	A			A	A

COMPUTE APPROACH CONTROL DELAY									
d_A (southbound)		#DIV/0!	s/veh	d_A (northbound)		9.47	s/veh		
HCM LOS		#DIV/0!		HCM LOS		A			

COMPUTE 95TH PERCENTILE QUEUE LENGTHS												

CAPACITY CALCULATIONS

Intersection Info: Tracker Road and Maxine Ave. - 2023 Build Scenario - PM Peak Hour

CONVERT MOVEMENT DEMAND VOLUMES TO FLOW RATES																		
MOVEMENT		SBR	SBT	SBL		WBR	WBT	WBL	WBU		NBR	NBT	NBL		EBR	EBT	EBL	EBU
TRAFFIC VOLUME		veh/hr	0	0	0	0	216	7	0		10	0	11		7	214	0	0
GRADES		G integer %	1	1	1	-4	-4	-4	-4		1	1	1		4	4	4	4
PHF			92%	92%	92%	92%	92%	92%	92%		92%	92%	92%		92%	92%	92%	92%
% HEAVY		integer %	0	0	0	0	0	0	0		0	0	0		0	1	0	0
MVMT FLOW		v _i veh/hr	0	0	0	0	235	8	0		11	0	12		8	233	0	0

CONFLICTING FLOW RATES, V _{c,x}															
MOVEMENTS	12	11	10	-	-	4	4U	9	8	7	-	-	1	1U	
CONFLICTING FLOW ALL	118	492	368	-	-	241	241	121	488	371	-	-	235	235	

CRITICAL HEADWAY, $t_{c,x}$																		
Base Crit HW	t_{cbase}	6.90	-	-		-	-	4.10	6.40		6.90	-	-		-	-	4.10	6.40
Adj for HV	$t_{c,HV}$	2.00	2.00	2.00		-	-	2.00	2.00		2.00	2.00	2.00		-	-	2.00	2.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00		-	-	0.00	0.00		0.00	0.00	0.00		-	-	0.00	0.00
Adj for Grade	$t_{c,G}$	0.10	0.20	0.20		-	-	-	-		0.10	0.20	0.20		-	-	-	-
Grades	G	1.00	1.00	1.00		-4.00	-4.00	-4.00	-4.00		1.00	1.00	1.00		4.00	4.00	4.00	4.00
Adj. for Int. Geom	$t_{3,LT}$	-	-	-		-	-	-	-		-	-	-		-	-	-	-
Critical Headway		7.00	-	-		-	-	4.10	6.40		7.00	-	-		-	-	4.10	6.40

FOLLOW UP HEADWAY, $t_{f,x}$															
Base Follow up HW	$t_{f,base}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50
Adj for HV	$t_{f,HV}$	1.00	1.00	1.00	-	-	1.00	1.00	1.00	1.00	1.00	-	-	1.00	1.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00
Follow up Headway	$t_{f,x}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50

POTENTIAL CAPACITY, $C_{p,x}$															
Potential Cap - 1 Maneuver		916	536	617	-	-	1,337	1,019	912	538	615	-	-	1,344	1,028

COMPUTE MOVEMENT CAPACITIES, $C_{m,j}$															
MOVEMENTS		12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
Compute Rank 1 Mov Cap's															
Compute Rank 2 Mov Cap's															
Step 7a							1,337							1,344	
Step 7b		916							912						
Step 7c							1,007								1,028
Compute f_{1U}	1.00000														
Comput f_{4U}	0.98793														
Step 7d															
Use Eqn 20-42 as the LT and T lanes are not shared.															
Compute $p_{0,j}$		j = 1 or 4													
$p_{0,1}$	1.00000	$p_{0,1U}$	1.00000												
$p_{0,4}$	0.99402	$p_{0,4U}$	1.00000												
Compute Rank 3 Mov Cap's															
Rank 3 One Stage Movement		Step 8a													
f_k	0.99402	(capacity adjustment factor)													
Compute $c_{m,k}$															
Movement Cap - 2 Maneuver			533							535					
STAGE 1			689							699					
STAGE 2			696							689					
Rank 3 Two Stage Movement															
Compute adj factors a and y		Step 8b													
nm	2.00														
a	0.94910														
C_{II}	Red														
v_L (1 and 1U)	0														
v_L (4 and 4U)	8														
Select max v_L	8														
y			1.00455							1.12506					
Compute Total Cap, C_T (Cap 2 Maneuver)			604							605					

Compute Rank 4 Mov Cap's		Step 9a	
p _{0,8}	1.00000		
p _{0,11}	1.00000		
For Rank 4, Mvmt 7, p'' =	0.99402		
From eqn 20-52, p' =	0.99544		
For Rank 4, Mvmt 10, p'' =	0.99402		
From eqn 20-52, p' =	0.99544		
p _{0,9}	0.98793		
p _{0,12}	1.00000		
f _{p,i}		0.99544	0.98343
Compute c _{m,i}			
Movement Cap - 2 Maneuver		614	604
nm	2.00		
a	0.94910		
C _{II}	Red		
v _L (1 and 1U)	0		
v _L (4 and 4U)	8		
Select max v _L	8		
y		0.43621	0.54243
Compute Total Cap, C _T (Cap 2 Maneuver)		674	673

COMPUTE MOVEMENT CONTROL DELAY																
																Step 11a
Compute CD for Rank 2 - Rank 4 Movements																
MOVEMENTS			12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
C _{m,x}	(veh/hr)	T	916	604	674			1,337	1,007	912	605	673			1,344	1,028
d = Control delay (sec/veh)	h	0.25	8.9	11.0	10.3			7.7	8.6	9.0	10.9	10.4			7.7	8.5
v/c Ratio			0.00	0.00	0.00			0.01	0.00	0.01	0.00	0.02			0.00	0.00
HCM LOS			A	B	B			A	A	A	B	B			A	A

COMPUTE APPROACH CONTROL DELAY									
d _A (southbound)		#DIV/0!	s/veh				d _A (northbound)	9.69	s/veh
HCM LOS		#DIV/0!					HCM LOS	A	

COMPUTE 95TH PERCENTILE QUEUE LENGTHS															
			T												
			0.25												
Q ₉₅				0.00000	0.00000	0.00000		0.01805	0.00000	0.03663	0.00000	0.05446		0.00000	0.00000

CAPACITY CALCULATIONS

Intersection Info: Tracker Road and Maxine Ave. - 2043 Build Scenario - AM Peak Hour

CONVERT MOVEMENT DEMAND VOLUMES TO FLOW RATES																		
MOVEMENT		SBR	SBT	SBL		WBR	WBT	WBL	WBU		NBR	NBT	NBL		EBR	EBT	EBL	EBU
TRAFFIC VOLUME		veh/hr	0	0	0	0	297	16	0		3	0	8		8	144	0	0
GRADES		G integer %	1	1	1	-4	-4	-4	-4		1	1	1		4	4	4	4
PHF			92%	92%	92%	92%	92%	92%	92%		92%	92%	92%		92%	92%	92%	92%
% HEAVY		integer %	0	0	0	0	8	0	0		0	0	0		0	0	0	0
MVMT FLOW		v _i veh/hr	0	0	0	0	323	17	0		3	0	9		9	157	0	0

CONFLICTING FLOW RATES, V _{c,x}															
MOVEMENTS	12	11	10	-	-	4	4U	9	8	7	-	-	1	1U	
CONFLICTING FLOW ALL	162	523	436	-	-	166	166	83	519	357	-	-	323	323	

CRITICAL HEADWAY, $t_{c,x}$																		
Base Crit HW	t_{cbase}	6.90	-	-		-	-	4.10	6.40		6.90	-	-		-	-	4.10	6.40
Adj for HV	$t_{c,HV}$	2.00	2.00	2.00		-	-	2.00	2.00		2.00	2.00	2.00		-	-	2.00	2.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00		-	-	0.00	0.00		0.00	0.00	0.00		-	-	0.00	0.00
Adj for Grade	$t_{c,G}$	0.10	0.20	0.20		-	-	-	-		0.10	0.20	0.20		-	-	-	-
Grades	G	1.00	1.00	1.00		-4.00	-4.00	-4.00	-4.00		1.00	1.00	1.00		4.00	4.00	4.00	4.00
Adj. for Int. Geom	$t_{3,LT}$	-	-	-		-	-	-	-		-	-	-		-	-	-	-
Critical Headway		7.00	-	-		-	-	4.10	6.40		7.00	-	-		-	-	4.10	6.40

FOLLOW UP HEADWAY, $t_{f,x}$															
Base Follow up HW	$t_{f,base}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50
Adj for HV	$t_{f,HV}$	1.00	1.00	1.00	-	-	1.00	1.00	1.00	1.00	1.00	-	-	1.00	1.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00
Follow up Headway	$t_{f,x}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50

POTENTIAL CAPACITY, $C_{p,x}$															
Potential Cap - 1 Maneuver		857	518	561	-	-	1,424	1,135	964	521	626	-	-	1,248	905

COMPUTE MOVEMENT CAPACITIES, C _{m,j}															
MOVEMENTS		12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
Compute Rank 1 Mov Cap's															
Compute Rank 2 Mov Cap's															
Step 7a							1,424							1,248	
Step 7b		857							964						
Step 7c							1,131								905
Compute f _{1U}		1.00000													
Comput f _{4U}		0.99689													
Step 7d															
Use Eqn 20-42 as the LT and T lanes are not shared.															
Compute p _{0,j}		j = 1 or 4													
p _{0,1}		1.00000	p _{0,1U}	1.00000											
p _{0,4}		0.98806	p _{0,4U}	1.00000											
Compute Rank 3 Mov Cap's															
Rank 3 One Stage Movement															
f _k		0.98806	(capacity adjustment factor)												
Compute c _{m,k}															
Movement Cap - 2 Maneuver			512							515					
STAGE 1			612							752					
STAGE 2			749							612					
Rank 3 Two Stage Movement															
Compute adj factors a and y															
Step 8b															
nm		2.00													
a		0.94910													
C _{II}		Red													
v _L (1 and 1U)		0													
v _L (4 and 4U)		17													
Select max v _L		17													
y			0.45503							2.95526					
Compute Total Cap, C _T (Cap 2 Maneuver)			569							559					

Compute Rank 4 Mov Cap's		Step 9a	
$p_{0,8}$	1.00000		
$p_{0,11}$	1.00000		
For Rank 4, Mvmt 7, $p'' =$	0.98806		
From eqn 20-52, $p' =$	0.99090		
For Rank 4, Mvmt 10, $p'' =$	0.98806		
From eqn 20-52, $p' =$	0.99090		
$p_{0,9}$	0.99689		
$p_{0,12}$	1.00000		
$f_{p,l}$		0.99090	0.98781
Compute $c_{m,l}$			
Movement Cap - 2 Maneuver		556	619
nm	2.00		
a	0.94910		
C_{II}	Red		
v_L (1 and 1U)	0		
v_L (4 and 4U)	17		
Select max v_L	17		
γ		0.18976	1.39044
Compute Total Cap, C_T (Cap 2 Maneuver)		587	689

COMPUTE MOVEMENT CONTROL DELAY																
Step 11a																
Compute CD for Rank 2 - Rank 4 Movements																
MOVEMENTS			12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
C _{m,x}	(veh/hr)	T	857	569	587			1,424	1,131	964	559	689			1,248	905
d = Control delay (sec/veh)	h	0.25	9.2	11.3	11.1			7.5	8.2	8.7	11.4	10.2			7.9	9.0
v/c Ratio			0.00	0.00	0.00			0.01	0.00	0.00	0.00	0.01			0.00	0.00
HCM LOS			A	B	B			A	A	A	B	B			A	A

COMPUTE APPROACH CONTROL DELAY									
d_A (southbound)		#DIV/0!	s/veh	d_A (northbound)		9.85	s/veh		
HCM LOS		#DIV/0!		HCM LOS		A			

COMPUTE 95TH PERCENTILE QUEUE LENGTHS												
						</						

CAPACITY CALCULATIONS

Intersection Info: Tracker Road and Maxine Ave. - 2043 Build Scenario - PM Peak Hour

CONVERT MOVEMENT DEMAND VOLUMES TO FLOW RATES																		
MOVEMENT		SBR	SBT	SBL		WBR	WBT	WBL	WBU		NBR	NBT	NBL		EBR	EBT	EBL	EBU
TRAFFIC VOLUME		veh/hr	0	0	0	0	321	7	0		10	0	11		7	319	0	0
GRADES		G integer %	1	1	1	-4	-4	-4	-4		1	1	1		4	4	4	4
PHF			92%	92%	92%	92%	92%	92%	92%		92%	92%	92%		92%	92%	92%	92%
% HEAVY		integer %	0	0	0	0	0	0	0		0	0	0		0	1	0	0
MVMT FLOW		v _i veh/hr	0	0	0	0	349	8	0		11	0	12		8	347	0	0

CONFLICTING FLOW RATES, V _{c,x}															
MOVEMENTS	12	11	10	-	-	4	4U	9	8	7	-	-	1	1U	
CONFLICTING FLOW ALL	175	720	539	-	-	355	355	178	716	542	-	-	349	349	

CRITICAL HEADWAY, $t_{c,x}$																		
Base Crit HW	t_{cbase}	6.90	-	-		-	-	4.10	6.40		6.90	-	-		-	-	4.10	6.40
Adj for HV	$t_{c,HV}$	2.00	2.00	2.00		-	-	2.00	2.00		2.00	2.00	2.00		-	-	2.00	2.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00		-	-	0.00	0.00		0.00	0.00	0.00		-	-	0.00	0.00
Adj for Grade	$t_{c,G}$	0.10	0.20	0.20		-	-	-	-		0.10	0.20	0.20		-	-	-	-
Grades	G	1.00	1.00	1.00		-4.00	-4.00	-4.00	-4.00		1.00	1.00	1.00		4.00	4.00	4.00	4.00
Adj. for Int. Geom	$t_{3,LT}$	-	-	-		-	-	-	-		-	-	-		-	-	-	-
Critical Headway		7.00	-	-		-	-	4.10	6.40		7.00	-	-		-	-	4.10	6.40

FOLLOW UP HEADWAY, $t_{f,x}$															
Base Follow up HW	t_{fbase}	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50
Adj for HV	$t_{f,HV}$	1.00	1.00	1.00	-	-	1.00	1.00	1.00	1.00	1.00	-	-	1.00	1.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00
Follow up Headway	$t_{f,x}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50

POTENTIAL CAPACITY, $C_{p,x}$															
Potential Cap - 1 Maneuver		841	418	485	-	-	1,215	864	837	420	483	-	-	1,221	872

COMPUTE MOVEMENT CAPACITIES, C _{m,j}															
MOVEMENTS		12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
Compute Rank 1 Mov Cap's															
Compute Rank 2 Mov Cap's															
Step 7a							1,215							1,221	
Step 7b		841							837						
Step 7c							853								872
Compute f _{1U}		1.00000													
Comput f _{4U}		0.98686													
Step 7d															
Use Eqn 20-42 as the LT and T lanes are not shared.															
Compute p _{0,j}		j = 1 or 4													
p _{0,1}		1.00000	p _{0,1U}	1.00000											
p _{0,4}		0.99342	p _{0,4U}	1.00000											
Compute Rank 3 Mov Cap's															
Rank 3 One Stage Movement															
f _k		0.99342	(capacity adjustment factor)												
Compute c _{m,k}															
Movement Cap - 2 Maneuver				415						417					
STAGE 1				610						619					
STAGE 2				617						610					
Rank 3 Two Stage Movement															
Compute adj factors a and y															
Step 8b															
nm		2.00													
a		0.94910													
C _{II}		Red													
v _L (1 and 1U)		0													
v _L (4 and 4U)		8													
Select max v _L		8													
y				1.00759						1.09278					
Compute Total Cap, C _T (Cap 2 Maneuver)				517						518					

Compute Rank 4 Mov Cap's		Step 9a	
$p_{0,8}$	1.00000		
$p_{0,11}$	1.00000		
For Rank 4, Mvmt 7, $p'' =$	0.99342		
From eqn 20-52, $p' =$	0.99498		
For Rank 4, Mvmt 10, $p'' =$	0.99342		
From eqn 20-52, $p' =$	0.99498		
$p_{0,9}$	0.98686		
$p_{0,12}$	1.00000		
$f_{p,l}$		0.99498	0.98190
Compute $c_{m,l}$			
Movement Cap - 2 Maneuver		483	474
nm	2.00		
a	0.94910		
C_{II}	Red		
v_L (1 and 1U)	0		
v_L (4 and 4U)	8		
Select max v_L	8		
γ		0.42512	0.49710
Compute Total Cap, C_T (Cap 2 Maneuver)		571	569

COMPUTE MOVEMENT CONTROL DELAY																
																Step 11a
Compute CD for Rank 2 - Rank 4 Movements																
MOVEMENTS			12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
C _{m,x}	(veh/hr)	T	841	517	571			1,215	853	837	518	569			1,221	872
d = Control delay (sec/veh)	h	0.25	9.3	12.0	11.3			8.0	9.2	9.3	11.9	11.3			7.9	9.1
v/c Ratio			0.00	0.00	0.00			0.01	0.00	0.01	0.00	0.02			0.00	0.00
HCM LOS			A	B	B			A	A	A	B	B			A	A

COMPUTE APPROACH CONTROL DELAY									
d_A (southbound)		#DIV/0!	s/veh				d_A (northbound)	10.36	s/veh
HCM LOS		#DIV/0!					HCM LOS	B	

COMPUTE 95TH PERCENTILE QUEUE LENGTHS													
								</					



1550 East Republic Road
Springfield, MO 65804
tothassociates.com
417.888.0645

COUNCIL BILL EXHIBIT A - ATTACHMENT 3

July 16, 2021

Mr. Garrett Tyson
Director of Planning & Development
City of Nixa, MO

RE: Walker Property – Traffic Impact Study – Peer Review

Dear Mr. Tyson,

Please accept this letter as our response to select review comments provided in a memo from Mr. Jason Sommerer dated July 13, 2021. Select review comments have been shown in italics for your convenience.

1. *The TIS presents findings related to Stopping Sight Distance (SSD). For proposed public road intersections, such as Mandy Lane and Donald Street, Intersection Sight Distance (ISD) – Green Book Section 9.5 – should also be evaluated in addition to SSD. (Section 8 – Sight Distance Review - General Comment)*

Refer to the attached ISD/SSD Summary (Exhibit 8), as well as an exhibit created to show Donald Street's provided ISD/SSD (Exhibit 7). The remaining 4 intersection analyses used the same approach as Donald Street. Utilizing the topo survey data, in addition to the recommendations provided in the memo, a more thorough and consistent approach was taken. This results in slightly different values than shown in the original TIS, but overall depicts a complete summary.

2. *Two of the proposed intersections were discussed in the report (Main Street at Mandy Lane; Tracker Road at Donald Street). The other two proposed intersections should also be discussed. (Main Street at Greenbriar Drive; Tracker Road at Maxine Avenue). (Section 8 – Sight Distance Review - General Comment)*

Refer to the attached Exhibit 8, which depicts a summary of all SSD and ISD values.

3. *Roadway grade assumptions are noted for each intersection. Were these assumed from visual inspection or measured in some manner. (Section 8.1 – Minimum Sight Distance Review - General Comment)*

Initially they were assumed from visual inspection, but upon responding to the comments in the memo, they were measured in a consistent manner based on the survey. Refer to Answer in Comment #1 above.

4. *For each driveway, "downgrade" or "upgrade" was not listed. (Section 8.1 – Minimum Sight Distance Review - General Comment)*

Refer to the attached Exhibit 8, which depicts upgrade (UG) or downgrade (DG), as applicable.

5. *What “height-of-object” and “height-of-eye” was utilized for the sight distance measurements? (Section 8.2 – Stopping Sight Distance Provided - General Comment)*

Per the Green Book Section 3.2.6, for both the SSD and ISD, the “height-of-eye” distance utilized for measurements was 3.5 feet. For the SSD, the “height-of-object” distance utilized for measurements was 2.0 feet. For the ISD, the “height-of-object” distance utilized for measurements was 3.5 feet. Refer to the attached Exhibit 7 for an example of how the measurements were made based on survey data.

6. *Who will determine if it (tree trimming) is necessary? Who will be responsible for the trimming? (Section 8.3 – Additional Recommendations - General Comment)*

These comments will be taken into consideration during the design of the subdivision road plans, but currently the intent would be for the HOA to take responsibility of ensuring safe sight lines at all intersections. The HOA will comply with all applicable City codes and statues in terms of sight line safety and recommendations.

7. *Is the assumption that culverts will be installed as part of the property development construction and that the roadway widening will tie into existing ditches? (OPCC - General Comments)*

Yes. Culvert costs are not depicted in the attached cost estimate as they will be reflected in the subdivision design documentation.

As a general response to the multiple price recommendations: Noted. Values in the cost estimate were modified per the recommendations in the memo. The revised Opinion of Probable Construction Costs has been attached for reference.

8. *Does the City want to tie directly into the intersection, to avoid the short taper in and back out? (OPCC - General Comments)*

Based on discussions with the City, the desired approach is to not show any improvements being made to Main Street, as there is a plan in place for the City to make improvements to Main Street in the near future. Part of those improvements include lowering the hill just north of the Walker Woods Subdivision. As opposed to making improvements on Main, the City would prefer that Tracker Road be further improved by widening and milling/overlaying back to the west to where the existing curb and gutter terminates. Refer to the attached revised Exhibit 5 and revised Opinion of Probable Construction Costs that depict these changes.

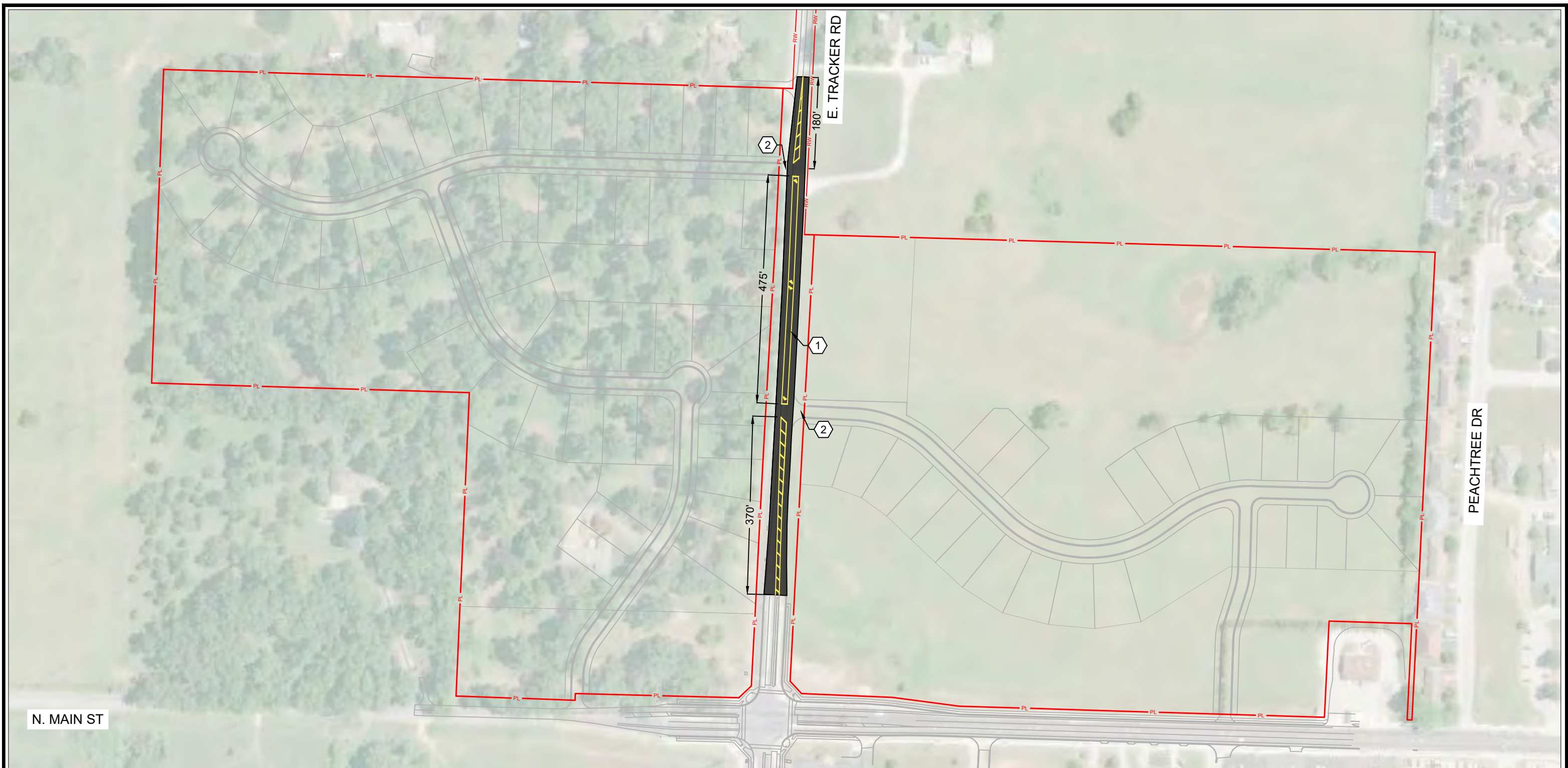
If you have any additional comments or questions, please don't hesitate to call me at 417-888-0645.

Respectfully,



David Garrett, PE, CFM

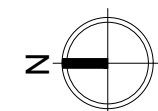
Project Manager



KEY NOTES:

- 1 INSTALL TURN LANE IMPROVEMENTS.
- 2 PROPOSED INTERSECTION.

SCALE: 1" = 200'



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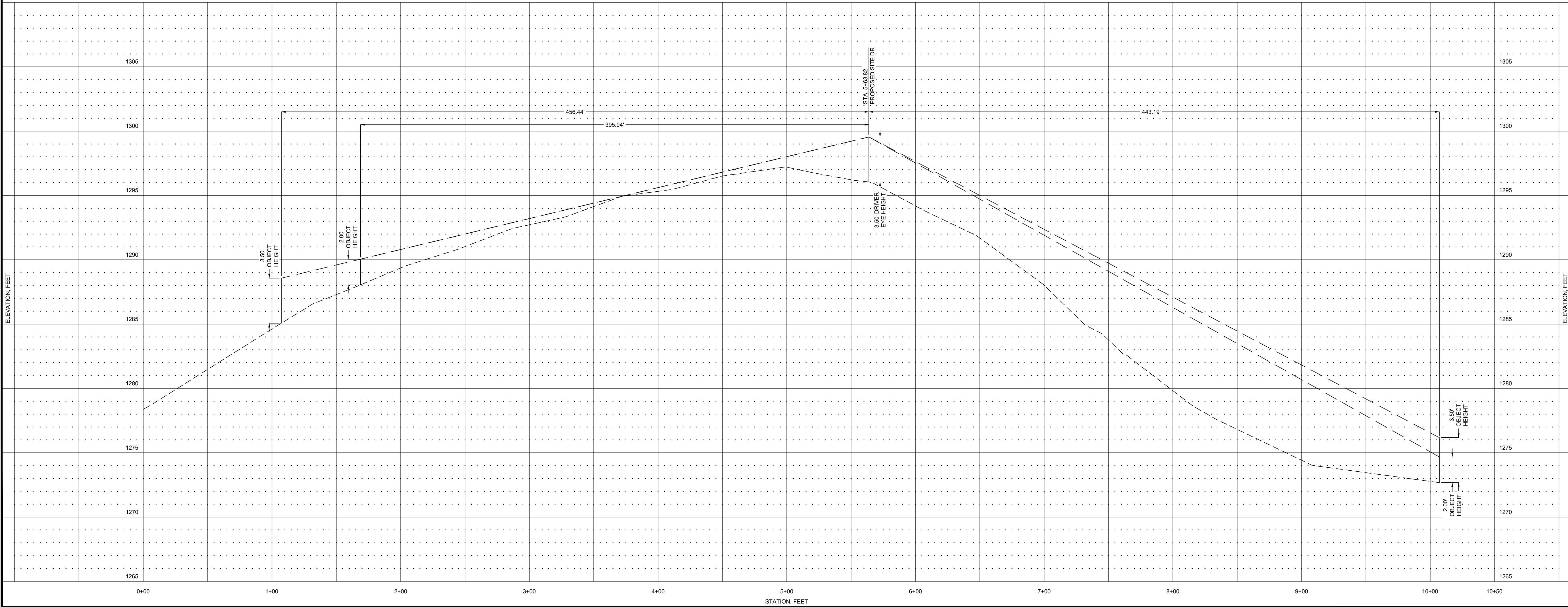
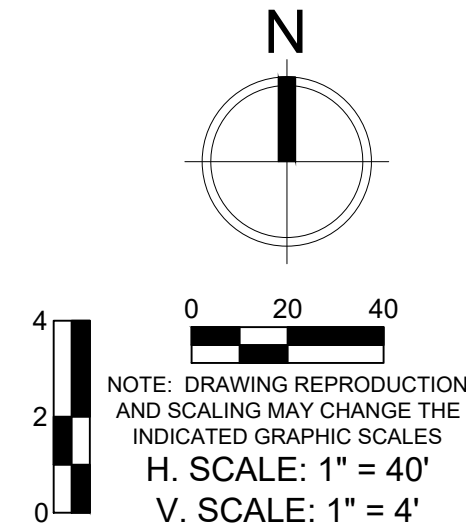
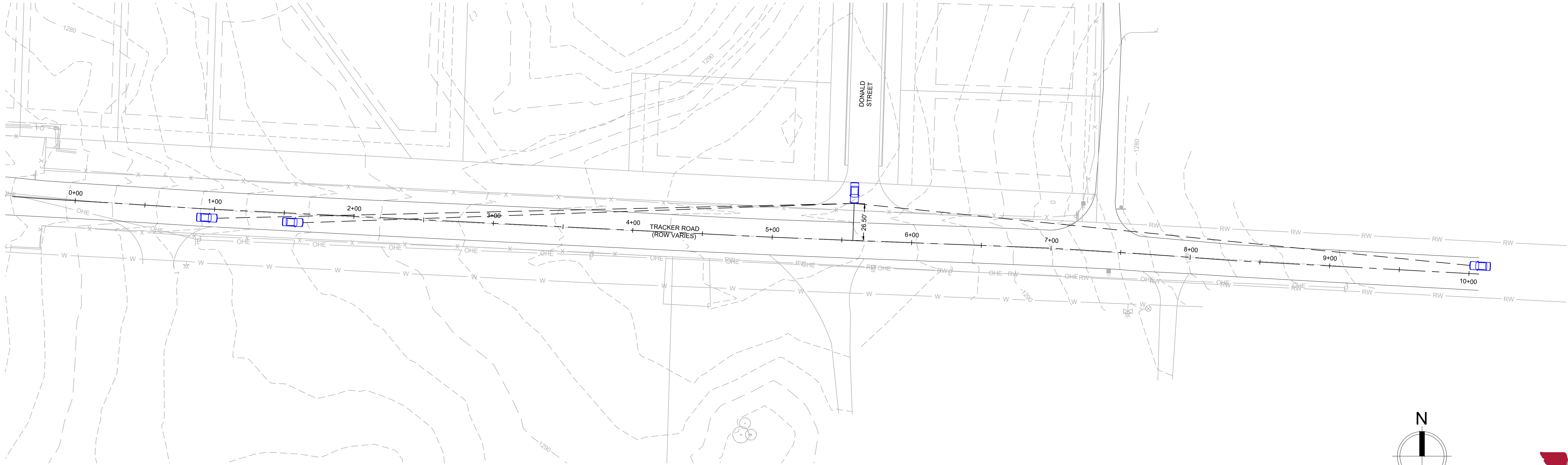
TRACKER AND MAIN
NIXA, MISSOURI
EXHIBIT 5



1550 E. Republic Road, Springfield MO. 65804

Toth & Associates, Inc.
Missouri State Certificate of Authority #2004004242

JOB NUMBER: 72.010
ISSUED DATE: 06/18/2021



#

REVISION

DATE

PRELIMINARY
FOR REVIEW AND
DISCUSSION ONLY

DATE: 07/15/2021

SCALE: AS SHOWN

GRAPHIC SCALE MAY
CHANGE DUE TO DRAWING
REPRODUCTION

DRAWN BY: [blank]

CHECK BY: [blank]

APPROVED BY: [blank]

PROJECT: 163 EAST TRACKER ROAD, NIXA MISSOURI 65714

CITY OF NIXA, CHRISTIAN COUNTY, STATE OF MISSOURI

WALKER WOODS SUBDIVISION - IMPROVEMENT PLANS

PROJECT NO: 001

EXHIBIT 7 - SSD AND ISD MEASUREMENTS

EXHIBIT 8 - ISD/SSD SUMMARY

STREET NAME	DIRECTION	APPROX. GRADE	ADJ. NEEDED?	UG/DG/NA	SSD REQ. (FT)	SSD PROV. (FT)	SSD MET?	ISD REQ. (FT)	ISD PROV. (FT)	ISD MET?
DONALD	EAST	6.00%	YES	UG	184	>440	YES	384	>440	YES
DONALD	WEST	3.00%	NO	UG	200	395	YES	335	456	YES
MANDY	NORTH	1.96%	NO	NA	305	345	YES	445	345	NO ²
MANDY	SOUTH	2.43%	NO	NA	305	>500	YES	445	>500	YES
GREENBRIAR	NORTH	1.54%	NO	NA	250	>400	YES	390	>400	YES
GREENBRIAR	SOUTH	0.60%	NO	NA	250	>400	YES	390	>400	YES
MAXINE	EAST	3.00%	NO	UG	205	440	YES	335	440	YES
MAXINE	WEST	3.00%	NO	DG	200	>500	YES	335	>500	YES

NOTES:

1. SPEED LIMITS: TRACKER EAST OF MAIN 30 MPH. MAIN NORTH OF TRACKER 40 MPH. MAIN SOUTH OF TRACKER 35 MPH
2. MANDY NORTH ISD NOT MET BASED ON EXISTING CONDITIONS BUT LIKELY WILL BE MET UPON MAIN STREET IMPROVEMENTS BY CITY DUE TO THE PROPOSED LOWERING OF THE EXISTING TERRAIN FOR THE CONSTRUCTION OF NEW ROADWAY.

TRACKER AND MAIN ROADWAY IMPROVEMENTS

Item	Description	Quantity	Units	Unit Price	Total Cost
1.00	EARTHWORK				
1.01	Clearing and Grubbing	1	LS	\$5,000	\$5,000
1.02	Sawcut and Removal of Existing Pavement	1	LS	\$5,000	\$5,000
1.03	Coldmilling Existing Pavement	200	SY	\$10	\$2,000
1.04	Site Grading - Cut (Unclassified)	700	CY	\$10	\$7,000
1.05	Site Grading - Fill	2,000	CY	\$20	\$40,000
1.06	Sediment and Erosion Control	1.0	LS	\$7,000	\$7,000
1.07	Seed, Fertilizer, and Mulch	1.0	AC	\$4,500	\$4,500
SUBTOTAL					\$70,500

Item	Description	Quantity	Units	Unit Price	Total Cost
2.00	PAVING AND MISC.				
2.01	6 in. Heavy Duty Asphalt Pavement	11,450	SF	\$3.50	\$40,075
2.02	8 in. Aggregate Base for Heavy Duty Asphalt	11,450	SF	\$1.10	\$12,595
2.03	Asphalt Pavement for Overlay (1.75" Thick)	29,100	SF	\$1.25	\$36,375
2.04	Pavement Markings	1	LS	\$5,000	\$5,000
2.05	Signage	1	LS	\$3,500	\$3,500
2.06	Traffic Control	1	LS	\$10,000	\$10,000
SUBTOTAL					\$107,545

Item	Description	Quantity	Units	Unit Price	Total Cost
3.00	UTILITIES				
3.01	Relocation of Existing Utilities	1	LS	\$15,000	\$15,000
					\$15,000

CONSTRUCTION TOTALS

Construction Total	\$193,045
Construction Contingency (20%)	\$38,700
Mobilization, Demobilization, and Bonding (5%)	\$11,587
Professional Services (23%)	\$56,000
TOTAL	\$299,332

NOTICE:

Opinion of Probable Construction Cost: The services, if any, of Engineer with respect to Opinion of Probable Construction Cost are to be made on the basis of Engineer's experience and qualifications and represent Engineer's best judgement as an experienced and qualified professional generally familiar with the construction industry. However, since Engineer has no control over the cost of labor, materials, equipment, or services furnished by others, or over contractor's methods of determining prices, or over competitive bidding or market conditions, Engineer cannot and does not guarantee that proposals, bids, or actual Construction Cost will not vary from Opinions of Probable Construction Cost prepared by Engineer.



Issue: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NIXA AUTHORIZING THE DIRECTOR OF PLANNING AND DEVELOPMENT TO ACCEPT THE DEDICATION OF PUBLIC STREETS AND EASEMENT TO THE CITY OF NIXA, AS SHOWN ON THE PRELIMINARY PLAT OF THE WALKER WOODS SUBDIVISION, GENERALLY LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF MAIN STREET AND TRACKER ROAD, UPON THE APPLICANT FILING AND RECORDING A FINAL PLAT THAT SUBSTANTIALLY CONFORMS TO THE PRELIMINARY PLAT; AND AUTHORIZING THE CITY CLERK TO SIGN THE FINAL PLAT UPON COMPLIANCE WITH ALL THE TERMS OF THIS ORDINANCE.

Date: August 23, 2021

Submitted By: Garrett Tyson, Director of Planning and Development

Background

The Walker Woods subdivision is a mixed-use subdivision located within the R-1 single-family residential and General Commercial (GC) zoning districts. The subject property was annexed into the Nixa City Limits in 2021 and the existing zoning arrangement was established at that time. The property owner has submitted a preliminary plat illustrating the proposed arrangement of new lots and the public infrastructure required to serve them.

Preliminary plats are a means to provide subdivision developers with an initial approval concerning compliance of the planned arrangement with the City's zoning, subdivision, and other pertinent regulations prior to engaging the more expensive actions of detailed engineering and construction.

Analysis

The Walker Woods subdivision proposes to create 54 single-family residential lots that are all planned to be served by public streets, municipal water, municipal sanitary sewer, and municipal electric services. Additionally, the subdivision will create two lots within the General Commercial (GC) zoning district and four common areas containing sinkholes that also function as part of the subdivision's overall stormwater management scheme. The common areas will be owned and maintained by an association of property owners within the subdivision.

Recommendation

Staff has reviewed the preliminary plat and has determined the document to be in substantial conformance with the applicable regulations of the Nixa City Code concerning major subdivisions within the R-1 and GC zoning districts.

AN ORDINANCE OF THE COUNCIL OF THE CITY OF NIXA APPROVING THE PRELIMINARY PLAT OF THE WALKER WOODS SUBDIVISION GENERALLY LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF MAIN STREET AND TRACKER ROAD AND AUTHORIZING CERTAIN CITY OFFICIALS TO TAKE CERTAIN ACTIONS UPON THE FILING OF A FINAL PLAT.

WHEREAS an original Preliminary Plat of the Walker Woods Subdivision dated June 18, 2021, is on file with the City's Department of Planning and Development ("Preliminary Plat"); and

WHEREAS the Department of Planning and Development has issued a staff report finding the Preliminary Plat to be in substantial compliance with the requirement of the Nixa City Code; and

WHEREAS the Planning and Zoning Commission considered the Preliminary Plat at their meeting on August 2, 2021; and

WHEREAS the Commission, after considering the Preliminary Plat, staff's recommendation regarding the Application, and after holding a public hearing on the Application, issued a recommendation of approval of the Preliminary Plat; and

WHEREAS the City Council, now having considered the Preliminary Plat, staff's recommendation regarding the Application, and after providing an opportunity for public comment on the Preliminary Plat, now desires to approve the Preliminary Plat; and

WHEREAS the City Council desires to authorize the Director of Planning and Development and City Clerk to take certain actions consistent with this Ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NIXA, AS FOLLOWS, THAT:

SECTION 1: City Council hereby approves the Preliminary Plat of the Walker Woods Subdivision which is generally located at the northeast corner of the intersection of Main Street and Tracker Road, as approved by the Planning and Zoning Commission. The original preliminary plat of the Walker Woods Subdivision is on file in the Department of Planning and Development, a reduced version of which is attached hereto for general reference as "Council Bill Exhibit A." All of "Council Bill Exhibit A" including any referenced attachments, is hereby incorporated herein by this reference.

SECTION 2: The Director of Planning and Development, on behalf of the City of Nixa, is hereby authorized to accept the land, easements, and improvements dedicated to the City, as shown on the Preliminary Plat of the Walker Woods Subdivision, upon: (1) the applicant filing and recording a final plat which is in accordance with this Ordinance, including any conditions attached to and described in "Council Bill Exhibit A," and the Subdivision Regulations of the City and said final plat shall substantially

conform to the Preliminary Plat, and (2) upon the Director of Public Works certifying to the Director of Planning and Development that the public improvements have been made in accordance with the City standards and specifications. Said public improvements shall not be accepted until the occurrence of the above written conditions.

SECTION 3: The final plat shall not be recorded until: (1) the public improvements relating to the Preliminary Plat have been constructed according to the specifications of the City of Nixa, Missouri, and are approved by the Director of Public Works, and all engineering fees, permit fees, licenses, and other fees occasioned by or in connection with the construction of said improvements have been paid to the City; or (2) in lieu of construction of the improvements, that the Developer has filed with the Planning and Development Director, according to the terms of the Subdivision Regulations of the City, the prescribed financial assurances in a form acceptable to the City to ensure the construction of the improvements and the payment to the City of all engineering fees, permit fees, licenses, and other fees occasioned by, or which will be occasioned by, the construction of the improvements.

SECTION 4: Upon compliance with all the requirement of this Ordinance, including any conditions described in "Council Exhibit A", the City Clerk is hereby authorized to endorse the City Council's approval upon the final plat pursuant to Section 445.030 RSMo., and such endorsement shall constitute the acceptance of the Public Improvements contained therein.

SECTION 5: This Ordinance shall be in full force and effect from and after its final passage by the City Council and after its approval by the Mayor, subject to the provisions of section 3.11(g) of the City Charter.

[Remainder of page intentionally left blank. Signatures follow on the next page.]

ADOPTED BY THE CITY COUNCIL THIS 23RD DAY OF AUGUST 2021.

ATTEST:

CITY CLERK

PRESIDING OFFICER

APPROVED BY THE MAYOR THIS _____ DAY OF _____ 2021.

ATTEST:

CITY CLERK

MAYOR

APPROVED AS TO FORM:

CITY ATTORNEY

COUNCIL BILL EXHIBIT A

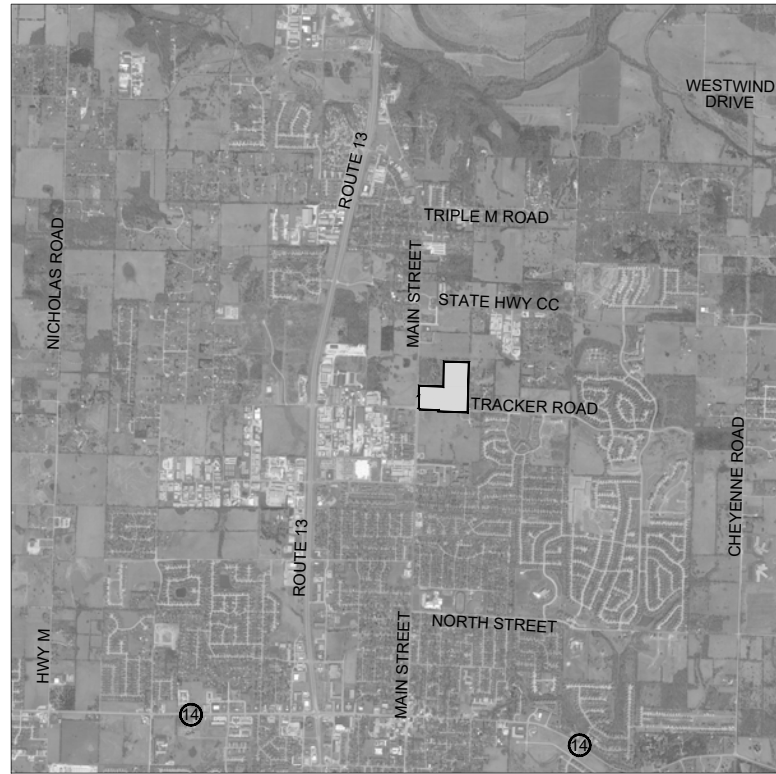
PRELIMINARY PLAT
WALKER WOODS SUBDIVISION

A SUBDIVISION IN THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 1, TOWNSHIP 27 NORTH,
RANGE 22 WEST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF NIXA, CHRISTIAN COUNTY, STATE OF MISSOURI.

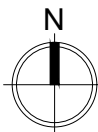
OWNER: DON E. WALKER AND LOIS M. WALKER

DEVELOPER: MORELOCK BUILDERS & ASSOCIATES

722 W. OLIVE STREET
SPRINGFIELD, MISSOURI 65806



LOCATION MAP
SCALE: 1" = 5000'



PROPERTY DESCRIPTION

ALL THAT PART OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 1 - TOWNSHIP 27 NORTH - RANGE 22 WEST OF THE FIFTH PRINCIPAL MERIDIAN, CHRISTIAN COUNT, STATE OF MISSOURI, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER AND MEASURE N01°44'43"E ALONG THE EAST LINE THEREOF 1328.70 FEET TO THE NORTHEAST CORNER THEREOF; THENCE N87°47'06"W ALONG THE NORTH LINE THEREOF 15.0 FEET TO THE POINT OF BEGINNING; THENCE S01°44'43"W 1308.54 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF TRACKER ROAD; (THE FOLLOWING FOLLOWS THE NORTH R/W OF TRACKER ROAD); THENCE N87°10'30"W 754.49 FEET; THENCE N02°59'28"E 23.57 FEET; THENCE N87°10'30"W 490.18 FEET; THENCE N42°51'10"W 35.82 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF MAIN STREET; (THE FOLLOWING FOLLOWS THE EAST R/W OF MAIN STREET) THENCE N01°27'03"E 339.90 FEET; THENCE N88°07'29"W 13.97 FEET; THENCE N02°01'18"E 242.62 FEET TO A POINT ON THE SOUTH LINE OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER; THENCE S87°30'09"E ALONG THE SOUTH LINE THEREOF 631.22 FEET TO THE SOUTHEAST CORNER THEREOF; THENCE N01°45'07"E ALONG THE EAST LINE THEREOF 661.06 FEET TO THE NORTHEAST CORNER THEREOF; THENCE S87°47'06"E ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER 652.40 FEET TO THE POINT OF BEGINNING, CONTAINING 28.39 ACRES.

DATE OF PRELIMINARY PLAT SUBMITTAL: JUNE 18, 2021

TOTAL ACREAGE OF THE DEVELOPMENT: 28.39

TOTAL NUMBER OF LOTS: 56

CURRENT ZONING: R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT)
GC (GENERAL COMMERCIAL)

PROPOSED ZONING: R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT)
GC (GENERAL COMMERCIAL)

R-1 SMALLEST LOT: LOT 12, 10,000 SQUARE FEET

R-1 LARGEST LOT: LOT 20, 20,611 SQUARE FEET

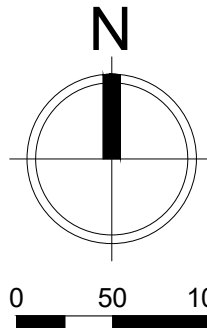
NOTES

1. MINIMUM LOT WIDTH IS 60 FEET FOR R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT).
2. MINIMUM LOT WIDTH IS NONE FOR GC (GENERAL COMMERCIAL).
3. MINIMUM LOT SIZE IS 6,600 SQUARE FEET.
4. R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT)
25 FOOT BUILDING SETBACK LINE IN THE FRONT OF ALL LOTS.
20 FOOT BUILDING SETBACK LINE IN THE REAR OF ALL LOTS.
5 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS.
12 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS WITH LOCAL STREET FRONTAGE.
5. GC (GENERAL COMMERCIAL)
20 FOOT BUILDING SETBACK LINE IN THE FRONT OF ALL LOTS.
20 FOOT BUILDING SETBACK LINE IN THE REAR OF ALL LOTS.
10 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS.
15 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS WITH LOCAL STREET FRONTAGE.
6. ROADS ARE TO BE DEDICATED FOR THE USE OF THE PUBLIC.
7. 10 FOOT UTILITY EASEMENT ON FRONT AND REAR OF ALL LOTS.
8. COMMON AREA (C1, C2, C3 & C4), ARE TO BE COMMON AREA.
9. APPROXIMATE LOCATION OF PROPOSED FIRE HYDRANT (TYPICAL).
10. PRELIMINARY SINKHOLE FLOOD OUTLINE FOR THE 100-YEAR FLOOD. SEE FLOOD PLAIN NOTE THIS SHEET.
11. PRELIMINARY SINKHOLE FLOOD OUTLINE FOR THE 500-YEAR FLOOD. SEE FLOOD PLAIN NOTE THIS SHEET.
12. APPROXIMATE LOCATION OF PROPOSED DETENTION AREAS (TYPICAL).
13. ROADS, UTILITIES AND OTHER ENGINEERING DESIGN ITEMS ARE SHOWN HEREON FOR PLANNING PURPOSES ONLY AND WILL BE DESIGNED SEPARATELY BY LICENSED ENGINEER.
14. PRE-EXISTING STRUCTURE LOCATED ON LOTS 21 AND 22 EXEMPT FROM SETBACK REQUIREMENTS UNTIL SUCH TIME AS STRUCTURE IS REMOVED. ALL NEW STRUCTURES MUST CONFORM TO LOT SETBACKS.
15. NO DIRECT ACCESS TO TRACKER ROAD OR MAIN STREET FROM ADJOINING LOTS. ALL LOT ACCESS MUST BE FROM ADJOINING STREETS WITHIN SUBDIVISION INTERIOR.

BASIS OF BEARING

MISSOURI STATE PLANE
NAD 83 CENTRAL ZONE

VERTICAL DATUM = NAVD1988



0 50 100

NOTE: DRAWING REPRODUCTION
AND SCALING MAY CHANGE THE
INDICATED GRAPHIC SCALES

H. SCALE: 1" = 100'



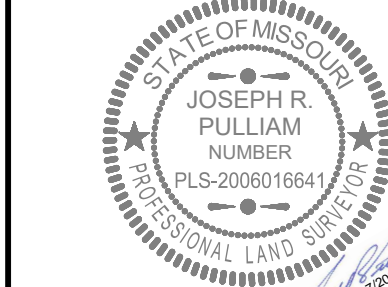
Call or Click
Before You Dig!
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or 811
mo1call.com

WALKER WOODS SUBDIVISION

CHRISTIAN COUNTY, MISSOURI

MORELOCK BUILDERS & ASSOCIATES

PRELIMINARY PLAT



JOSEPH R. PULLIAM - LAND SURVEYOR
MO# PLS-2006016641

ATOTHI & ASSOCIATES
1550 E. REPUBLIC ROAD
SPRINGFIELD, MO 65804
PH: 417-866-0657
FAX: 417-866-0657
WWW.ATOTHI.COM
CERTIFICATE OF AUTHORITY:
MO# LS-2011008797
© 2021 Tish and Associates, Inc.

DATE: 06/18/2021
SCALE: 1" = 100'

Graphic scale may change due to drawing reproduction

PROJECT:

LOCATION:

CLIENT:

TITLE:

C-001

COUNCIL BILL EXHIBIT A - ATTACHMENT 1

ENGINEER'S REPORT

WALKER ESTATES AND WALKER WOODS SUBDIVISION
CITY OF NIXA, MISSOURI | SUMMER 2021



1550 E. REPUBLIC ROAD | SPRINGFIELD, MO 65804 | 417.888.0645
107 SE WASHINGTON ST | SUITE 465 | PORTLAND, OR 97214 | 503.946.6440
369 W HERMISTON AVE | HERMISTON, OR 97838 | 541-289-7000
TOTHASSOCIATES.COM

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1. Design Flows	2
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1. Design Flows	2
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EXHIBIT 1: WALKER WOODS SUBDIVISION PRELIMINARY PLAT

EXHIBIT 2: WALKER ESTATES SUBDIVISION PRELIMINARY PLAT



INTRODUCTION

Walker Woods is a proposed 54 lot single family residential and 2 lot general commercial subdivision located at the northeast corner of the intersection of Main Street and Tracker Road in Nixa, Missouri. Walker Estates is a proposed 25 lot single family residential, 2 lot high-density multi-family, and single lot general commercial subdivision located at the southeast corner of the intersection of Main Street and Tracker Road in Nixa, Missouri. This Engineer's Report has been developed in accordance with the City of Nixa Technical Specification Manual. It summarizes the design of stormwater drainage, water, gas, electric and communications supply, wastewater disposal, traffic analysis, and planning data for the proposed subdivisions.

A. STORMWATER DRAINAGE

1. Existing Conditions

Based on topographic survey data and geotechnical investigation, stormwater currently flows primarily to one of ten of the sinkholes across the subject properties that are to be developed. The subject properties are currently undeveloped, and they have FEMA floodplains within some of the larger sinkholes, as shown on the Preliminary Plats. All runoff from the developable property drains to either a sinkhole or flows offsite to a drainage system.

2. Stormwater Improvements

The proposed subdivisions will have new 4-foot by 8-foot concrete curb inlets installed to address runoff in the right-of-way. The inlets will be spaced in compliance with City of Nixa design standards. Piping from the inlets that are placed under all paved areas will be reinforced concrete, and all other areas will utilize HDPE.

3. Detention

a. Detention Basins

Runoff from the site will be directed to multiple proposed storm water detention basins within a drainage area and near adjacent sinkholes. The basins will be sized to provide for both water quality and flood control. Flows from the basins will be released into adjacent sinkholes or into nearby storm systems at a rate less than the current undeveloped flow rates. This will ensure that individual sinkholes are not receiving excess runoff that could cause an increase in flood elevations in a post-development condition.

b. Detention Volume

The detention volume for the proposed subdivisions was calculated in compliance with the City of Nixa Technical Specification Manual. A 6-hour storm with a 25-year frequency was used to analyze stormwater runoff. The proposed subdivisions were delineated into drainage areas, and the curve numbers and times of concentration were calculated for each drainage area. The total estimated detention volume was then calculated by using HEC-1, producing a required volume of 258,300 cubic feet for the proposed subdivisions. Based on the initial layouts in the attached Preliminary Plats, the required value shall be achievable.

B. WATER SUPPLY

Water supply to the proposed subdivisions will be provided by the City of Nixa through multiple

connections to existing water mains on both the south side of Tracker Road and the west side of Main Street. Main lines will lie inside the right-of-way and service lines will run to each of the individual buildings and dwellings. Fire hydrants will be provided at each new intersection, at ends of mains, and spaced at 500 to 600 feet.

1. Design Flows

The design flows for this project are based on a full capacity of all residential units, houses, and businesses. A two person occupancy is assumed for each apartment unit. A 2.8 person occupancy is assumed for each single family house. A flow rate of 200 gallons per day per 1,000 square feet of floor area is assumed for commercial businesses. Flow Rate per person is estimated using a rate of 100 gallons per day. With a total of 79 single family dwellings, 95 apartment units, and 37,500 square feet of commercial businesses, the estimated average daily flow is equal to 48,700 gallons per day. Using a peaking factor of 4.00, the estimated peak daily flow is 194,800 gallons per day, giving a total flow of 135.3 gallons per minute.

C. ELECTRICAL SUPPLY

Electrical utilities for the proposed subdivisions will be provided by City of Nixa and will be underground.

D. OTHER UTILITIES

All other utilities (i.e. Natural Gas, Communication, Trash Services, etc.) for the proposed subdivisions will be provided by current utility providers that provide services inside the City of Nixa.

E. WASTEWATER DISPOSAL

The proposed subdivisions will be served with sewer by the City of Nixa through connection to an existing 8-inch public sewer main that crosses Tracker Road on the east side of the intersection with Main Street. New sewer mains will be extended to provide service line connections to each set of buildings and residential homes. Sewer from Walker Woods Subdivision will be directed to the existing manhole located at the northeast corner of the intersection of Main Street and Tracker Road, and sewer from Walker Estates Subdivision will be directed to the existing manhole located at the southeast corner of the intersection of Main Street and Tracker Road. Design flows from the anticipated number of units is provided below.

1. Design Flows

2. The design flows for this project are based on a full capacity of all residential units, houses, and businesses. A two person occupancy is assumed for each apartment unit. A 2.8 person occupancy is assumed for each single family house. A flow rate of 200 gallons per day per 1,000 square feet of floor area is assumed for commercial businesses. Flow Rate per person is estimated using a rate of 100 gallons per day. With a total of 79 single family dwellings, 95 apartment units, and 37,500 square feet of commercial businesses, the estimated average daily flow is equal to 48,700 gallons per day. Using a peaking factor of 4.00, the estimated peak daily flow is 194,800 gallons per day, giving a total flow of 135.3 gallons per minute.

3. Hydraulic Design

The hydraulic design for this project is based on a full capacity of the proposed PVC ($n = 0.011$) sewer line, with a minimum slope of 0.5 percent. Using the Manning equation, the flow capacity in the 8-inch sewer main is 453 gallons per minute.

4. BOD

The BOD for this project is based on a loading of 0.22 pounds of BOD per person per day. From the design flows, a population equivalent was calculated to be 487. Using these values, the total BOD is estimated to be 107.1 pounds of BOD per day.

F. STREET IMPROVEMENTS**1. Subdivision Streets**

The proposed subdivisions will have dedicated public streets designed to City of Nixa standards. Right-of-way is being provided to meet city requirements with a width of 50 feet. All streets will be new with a width of 27 feet (back of curb to back of curb). Storm inlets and drainage piping will be included with street design that will be designed to the City of Nixa standards. Sidewalks will also be installed in accordance with City of Nixa standards.

2. Transportation Impact Study

Based on the Transportation Impact Study, a recommendation has been made to install required pavement and striping for turn lanes at the following 3 intersections: Main Street and Mandy Lane, Donald Street and Tracker Road, and Maxine Avenue and Tracker Road. Please refer to Transportation Impact Study dated June 18, 2021, to see the detailed analysis and recommendation.

G. PRELIMINARY PLAT

The Preliminary Plats for both subdivisions were laid out in accordance with the City of Nixa standards and have each been signed by a Professional Land Surveyor licensed in the state of Missouri. Copies of each Preliminary Plat are included in this report as Exhibits 1 and 2.

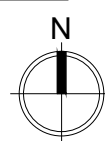
EXHIBITS

1. WALKER WOODS SUBDIVISION PRELIMINARY PLAT
2. WALKER ESTATES SUBDIVISION PRELIMINARY PLAT

PRELIMINARY PLAT WALKER WOODS SUBDIVISION

DEVELOPER: MORELOCK BUILDERS & ASSOCIATES

LOCATION MAP
SCALE: 1" = 5000'



ALL THAT PART OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 11, TOWNSHIP 27 NORTH, RANGE 22 WEST OF THE FIFTH PRINCIPAL MERIDIAN, CHRISTIAN COUNTY, STATE OF MISSOURI, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 11, TOWNSHIP 27 NORTH, RANGE 22 WEST OF THE FIFTH PRINCIPAL MERIDIAN, THENCE N87°47'00"W ALONG THE NORTH LINE THEREOF 150 FEET TO A POINT OF BEGINNING, THENCE S01°44'43"N 1308.54 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF TRACKER ROAD, (THE FOLLOWING FOLLOWS THE NORTH ROW OF TRACKER ROAD) THENCE N87°10'30"W 754.49 FEET, THENCE N02°59'28"E 2.53 FEET, THENCE N88°04'19"W 486.18 FEET, THENCE N02°51'10"E 35.62 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF TRACKER ROAD, THENCE N88°07'25"W 133.97 FEET, THENCE N02°01'18"E 282.62 FEET TO A POINT ON THE SOUTH LINE OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER, THENCE N87°30'09"E ALONG THE SOUTH LINE THEREOF 631.22 FEET TO THE SOUTHEAST CORNER THEREOF; THENCE N01°45'07"E ALONG THE EAST LINE THEREOF 661.06 FEET TO THE NORTHEAST CORNER THEREOF, THENCE S87°47'06"E ALONG THE NORTH LINE THEREOF 150 FEET TO THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER 652.40 FEET TO THE POINT OF BEGINNING, CONTAINING 28.39 ACRES.

R-1 LARGEST LOT: LOT 20, 20,611 SQUARE FEET

1. MINIMUM LOT WIDTH IS 80 FEET FOR R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT).
2. MINIMUM LOT WIDTH IS NONE FOR GC (GENERAL COMMERCIAL).
3. MINIMUM LOT SIZE IS 6,800 SQUARE FEET.
4. R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT)
25 FOOT BUILDING SETBACK LINE IN THE FRONT OF ALL LOTS.
20 FOOT BUILDING SETBACK LINE IN THE REAR OF ALL LOTS.
5 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS.
12 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS WITH LOCAL STREET FRONTAGE
5. GC (GENERAL COMMERCIAL)
20 FOOT BUILDING SETBACK LINE IN THE FRONT OF ALL LOTS.
20 FOOT BUILDING SETBACK LINE IN THE REAR OF ALL LOTS.
10 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS.
15 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS WITH LOCAL STREET FRONTAGE

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE X OF THE FLOOD INSURANCE RATE MAP
COMMUNITY PANEL NO. 29043C0060C, WHICH BEARS AN EFFECTIVE DATE OF DECEMBER 17, 2010.

THE SINKHOLE FLOOD OUTLINES SHOWN FOR THE 100-YEAR AND 500-YEAR FLOODPLAINS ARE BASED ON THE PRELIMINARY FIRM PANEL 29043C0058D, WITH A PRELIMINARY DATE OF 2019/09/20 AND ARE USED AS A REFERENCE ONLY.

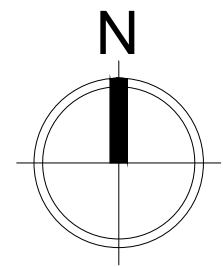
JOSEPH R. PULLIAM, DO HEREBY CERTIFY THAT THIS PRELIMINARY PLAT WAS PREPARED UNDER MY PERSONAL SUPERVISION FROM AN ACTUAL SURVEY OF THE LAND HEREIN, IN ACCORDANCE WITH THE CURRENT MISSOURI STANDARDS FOR PROPERTY BOUNDARY SURVEYS.

PHYSICAL EVIDENCE OF IMPROVEMENTS IS SHOWN FROM INFORMATION TAKEN BY VISUAL INSPECTION OF THE PREMISES. EASEMENTS SHOWN ARE THOSE WRITTEN, PROVIDED, OR DISCOVERED AND MAY NOT BE ALL INCLUSIVE. APPARENT OWNERSHIPS AS SHOWN ARE BASED UPON INFORMATION PROVIDED BY OTHERS AND DO NOT REPRESENT AN OPINION AS TO TITLE OR INTEREST THEREIN. THIS SURVEY IS MADE ONLY AS A GUIDE AND IS NOT TO BE USED BY ANYONE FOR CONVEYANCE OF LANDS OR TITLE OF REAL ESTATE.

COMMON AREAS DEPICTED ON THIS SUBDIVISION PLAT AS LOTS C1 THROUGH C4 SHALL BE CONVEYED IN FEE-TITLE TO THE HOME OWNERS ASSOCIATION FOR SAID SUBDIVISION FOLLOWING COMPLETION OF CONSTRUCTION AND THE RECORDING OF FINAL PLAT THEREOF. THESE COMMON AREAS ARE HEREAFTER RESTRICTED FROM ADDITIONAL SUBDIVIDING OR FROM ANY OTHER USES OR PURPOSES OTHER THAN THOSE INTENDED BY THE DEVELOPER. THESE ARE TEMPORARY. THESE AREAS ARE TO BE RESERVED AND SET ASIDE IN PERPETUITY AS "GREEN SPACE". THE ONLY PERMITTED USE OF SAID AREAS BEING THE INSTALLATION OF LANDSCAPING, INCLUDING THE PLANTING OF TREES, AND GENERAL MAINTENANCE ACTIVITIES SUCH AS WEEDING AND MOWING. THE HOMEOWNERS ASSOCIATION SHALL BE RESPONSIBLE FOR THE COMMON AREAS BEING THE SOLE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION.

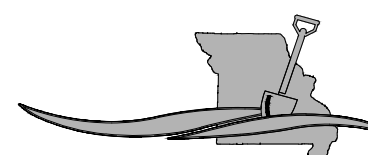
MISSOURI STATE PLANE
NAD 83 CENTRAL ZONE

VERTICAL DATUM = NAVD1984



NOTE: DRAWING REPRODUCTION



H. SCALE: 1" = 100'

MISSOURI
ONE CALL SYSTEM

**Call or Click
Before You Dig!**
1-800-DIG-RITE
or **811**
mo1call.com

COMMON AREA		
LOT #	SQ. FT.	AC.
C1	25,676	0.59
C2	83,615	1.92
C3	85,198	1.96
C4	149,140	3.42

_____	ADJOINING PROPERTY LINE
- - - - -	UTILITY EASEMENT LINE
_____	SETBACK LINE
- - - - -	SINKHOLE BOUNDARY
=====	SINKHOLE (NO CONSTRUCTION LIMITS)

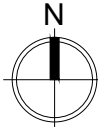
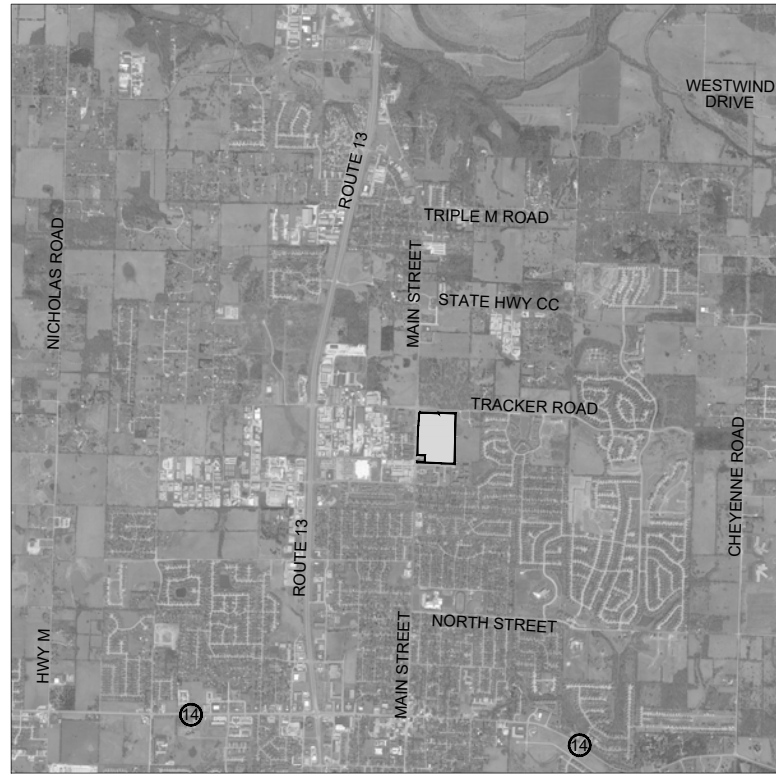
PROJECT:	WALKER WOODS SUBDIVISION	LOCATION:	CHRISTIAN COUNTY, MISSOURI	CLIENT:	MORELOCK BUILDERS & ASSOCIATES	TITLE:	PRELIMINARY PLAT	DRAWN BY:	BJS	DATE:	REVISION:	#
								CHD BY:	DCG			
								APP'D BY:	JRP			
								DATE:	08/16/2021			
								SCALE:	1" = 100'			
<div><div>TOOTH & ASSOCIATES 1550 E. REPUBLIC ROAD SPRINGFIELD, MO 65804 Ph. 417-588-0645 Fax. 417-588-0657 www.toothassociates.com CERTIFICATE OF AUTHORITY: MISSOURI LAND SURVEYOR NO. 0000000000 © 2021 Toth and Associates, Inc.</div><div>Drawings and specifications are not intended for use on other projects at this site or other sites without written approval of the engineer</div></div>								<div> JOSEPH R. PULLIAM - LAND SURVEYOR MO# PLS-2006016641</div> <div>Graphs, seals, may change data to drawing reproduction</div>				
C-001												

PRELIMINARY PLAT
WALKER ESTATES SUBDIVISION
A SUBDIVISION IN THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 27 NORTH,
RANGE 22 WEST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF NIXA, CHRISTIAN COUNTY, STATE OF MISSOURI.

OWNER: DON E. WALKER AND LOIS M. WALKER

DEVELOPER: MORELOCK BUILDERS & ASSOCIATES

722 W. OLIVE STREET
SPRINGFIELD, MISSOURI 65806



PROPERTY DESCRIPTION

ALL THAT PART OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 12 - TOWNSHIP 27 NORTH - RANGE 22 WEST OF THE FIFTH PRINCIPAL MERIDIAN, CHRISTIAN COUNTY, STATE OF MISSOURI, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER AND MEASURE S87°09'29"E ALONG THE SOUTH LINE THEREOF 46.72 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF MAIN STREET FOR THE POINT OF BEGINNING; THENCE N01°44'33"E ALONG SAID EAST RIGHT OF WAY LINE 10.00 FEET TO A POINT ON THE SOUTH LINE OF THAT TRACT OF LAND DESCRIBED IN BOOK 2017 ON PAGE 9466; THENCE S87°14'38"E ALONG SAID SOUTH LINE 200.29 FEET TO THE SOUTHEAST CORNER THEREOF; THENCE N01°44'45"W ALONG THE EAST LINE THEREOF 172.00 FEET TO THE NORTHEAST CORNER THEREOF; THENCE N87°13'12"W ALONG THE NORTH LINE THEREOF 200.30 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF MAIN STREET; (THE FOLLOWING FOLLOWS THE EAST R/W OF MAIN STREET) THENCE N01°44'41"E 487.33 FEET; THENCE N01°45'40"E 271.99 FEET; THENCE N07°27'19"E 140.43 FEET; THENCE N02°24'42"E 189.27 FEET; THENCE N47°20'09"E 35.05 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF TRACKER ROAD; (THE FOLLOWING FOLLOWS THE SOUTH R/W OF TRACKER ROAD) THENCE S87°03'09"E 476.06 FEET; THENCE N02°49'33"E 16.69 FEET; THENCE S87°11'50"E 452.72 FEET TO A POINT MARKING THE NORTHEAST CORNER OF THE WEST 350 FEET OF THE EAST HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER; THENCE S01°36'27"W ALONG THE EAST LINE THEREOF 1311.90 FEET TO THE SOUTHEAST CORNER THEREOF; SAID POINT ON THE SOUTH LINE OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER; THENCE N87°09'29"W 973.52 FEET TO THE POINT OF BEGINNING, CONTAINING 28.17 ACRES.

DATE OF PRELIMINARY PLAT SUBMITTAL: JUNE 18, 2021
TOTAL ACREAGE OF THE DEVELOPMENT: 28.17

TOTAL NUMBER OF LOTS: 28

CURRENT ZONING: R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT)
GC (GENERAL COMMERCIAL)
R-3 (HIGH-DENSITY MULTI-FAMILY)

PROPOSED ZONING: R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT)
GC (GENERAL COMMERCIAL)
R-3 (HIGH-DENSITY MULTI-FAMILY)

R-1 SMALLEST LOT: LOT 13, 7,497 SQUARE FEET
R-1 LARGEST LOT: LOT 16, 15,077 SQUARE FEET

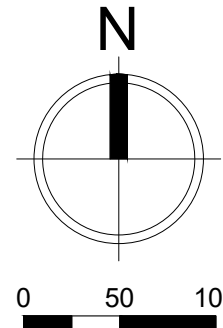
NOTES

- MINIMUM LOT WIDTH IS 60 FEET FOR R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT).
- MINIMUM LOT WIDTH IS NONE FOR GC (GENERAL COMMERCIAL).
- MINIMUM LOT SIZE IS 6,600 SQUARE FEET.
- R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT)
25 FOOT BUILDING SETBACK LINE IN THE FRONT OF ALL LOTS.
20 FOOT BUILDING SETBACK LINE IN THE REAR OF ALL LOTS.
5 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS.
12 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS WITH LOCAL STREET FRONTAGE.
- GC (GENERAL COMMERCIAL)
20 FOOT BUILDING SETBACK LINE IN THE FRONT OF ALL LOTS.
20 FOOT BUILDING SETBACK LINE IN THE REAR OF ALL LOTS.
10 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS.
15 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS WITH LOCAL STREET FRONTAGE.
- R-3 (HIGH-DENSITY MULTI-FAMILY)
20 FOOT BUILDING SETBACK LINE IN THE FRONT OF ALL LOTS.
12 FOOT BUILDING SETBACK LINE IN THE REAR OF ALL LOTS.
8 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS.
12 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS WITH LOCAL STREET FRONTAGE.
- 10 FOOT UTILITY EASEMENT ON FRONT AND REAR OF ALL LOTS.
- ROADS ARE TO BE DEDICATED FOR THE USE OF THE PUBLIC.
- COMMON AREA (C1 & C2), ARE TO BE COMMON AREA.
- PRELIMINARY SINKHOLE FLOOD OUTLINE FOR THE 100-YEAR FLOOD. SEE FLOOD PLAIN NOTE THIS SHEET.
- PRELIMINARY SINKHOLE FLOOD OUTLINE FOR THE 500-YEAR FLOOD. SEE FLOOD PLAIN NOTE THIS SHEET.
- APPROXIMATE LOCATION OF PROPOSED FIRE HYDRANT (TYPICAL).
- APPROXIMATE LOCATION OF PROPOSED DETENTION AREAS (TYPICAL).
- ROADS, UTILITIES AND OTHER ENGINEERING DESIGN ITEMS ARE SHOWN HEREON FOR PLANNING PURPOSES ONLY AND WILL BE DESIGNED SEPARATELY BY LICENSED ENGINEER.
- NO DIRECT ACCESS TO TRACKER ROAD OR MAIN STREET FROM ADJOINING LOTS. ALL LOT ACCESS MUST BE FROM ADJOINING STREETS WITHIN SUBDIVISION INTERIOR.
- THIS SUBDIVISION INCLUDES A REPLAT OF THAT PORTION OF NORTH SIDE INDUSTRIAL PARK INCLUDING NECESSARY VACATION OF ROADWAYS, EASEMENTS AND ALL COVENANTS / RESTRICTIONS ASSOCIATED THEREWITH.

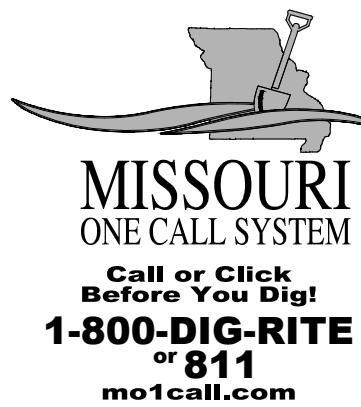
BASIS OF BEARING

MISSOURI STATE PLANE
NAD 83 CENTRAL ZONE

VERTICAL DATUM = NAVD1988



NOTE: DRAWING REPRODUCTION
AND SCALING MAY CHANGE THE
INDICATED GRAPHIC SCALES
H. SCALE: 1" = 100'

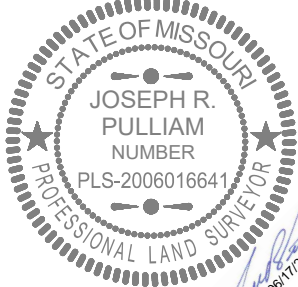


WALKER ESTATES SUBDIVISION

CHRISTIAN COUNTY, MISSOURI
MORELOCK BUILDERS & ASSOCIATES

PRELIMINARY PLAT

#	REVISION	DATE



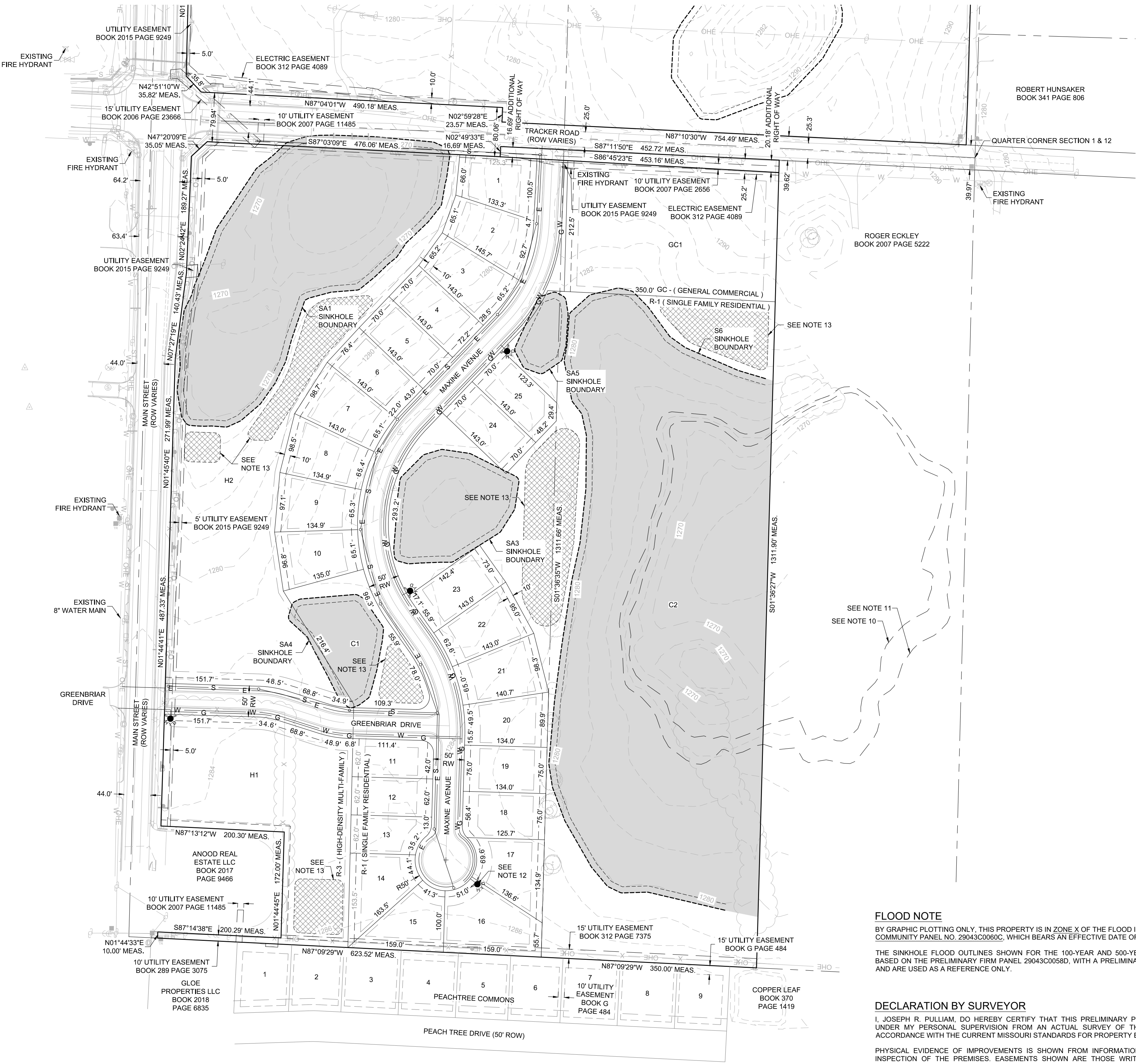
JOSEPH R. PULLIAM - LAND SURVEYOR
MO# PLS-2006016641

APP. BY	DOS	APP. BY	DATE	SCALE
BUS	DOG	JRP	06/18/2021	1" = 100'

Graphic scale may change due to drawing reproduction

PROJECT:	LOCATION:	CLIENT:	TITLE:
WALKER ESTATES SUBDIVISION	CHRISTIAN COUNTY, MISSOURI	MORELOCK BUILDERS & ASSOCIATES	PRELIMINARY PLAT

C-001



FLOOD NOTE

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE X OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 29043C0060C, WHICH BEARS AN EFFECTIVE DATE OF DECEMBER 17, 2010.
THE SINKHOLE FLOOD OUTLINES SHOWN FOR THE 100-YEAR AND 500-YEAR FLOODPLAINS ARE BASED ON THE PRELIMINARY FIRM PANEL 29043C0060C, WITH A PRELIMINARY DATE OF 2019/09/20 AND ARE USED AS A REFERENCE ONLY.

DECLARATION BY SURVEYOR

I, JOSEPH R. PULLIAM, DO HEREBY CERTIFY THAT THIS PRELIMINARY PLAT WAS PREPARED UNDER MY PERSONAL SUPERVISION FROM AN ACTUAL SURVEY OF THE LAND HEREIN, IN ACCORDANCE WITH THE CURRENT MISSOURI STANDARDS FOR PROPERTY BOUNDARY SURVEYS.

PHYSICAL EVIDENCE OF IMPROVEMENTS IS SHOWN FROM INFORMATION TAKEN BY VISUAL INSPECTION OF THE PREMISES. EASEMENTS SHOWN ARE THOSE WRITTEN, PROVIDED, OR DISCOVERED AND MAY NOT BE ALL INCLUSIVE. APPARENT OWNERSHIPS AS SHOWN ARE BASED UPON INFORMATION PROVIDED BY OTHERS AND DO NOT REPRESENT AN OPINION AS TO TITLE. THIS PRELIMINARY PLAT IS INTENDED FOR REVIEW AND PLANNING PURPOSES ONLY AND IS NOT TO BE USED BY ANYONE FOR CONVEYANCE OF LANDS OR TITLE OF REAL ESTATE.

EASEMENT VACATION

BY APPROVAL OF THE FINAL PLAT OF WALKER ESTATES SUBDIVISION BY THE CITY OF NIXA ALL EXISTING PUBLIC UTILITY EASEMENTS AND PUBLIC ROAD RIGHT-OF-WAY (OF RECORD OR NOT OF RECORD) LOCATED WITHIN THE BOUNDARY OF SAID SUBDIVISION BUT NOT SPECIFICALLY CALLED OUT AND/OR GRAPHICALLY DEPICTED HEREON SHALL HEREOFORTH BECOME ABANDONED, DISSOLVED AND VACATED, ANY EXISTING UTILITY STRUCTURE, LINE OR APPURTENANCE REGARDLESS OF TYPE LOCATED WITHIN ANY HEREINAFTER VACATED EASEMENT OR RIGHT-OF-WAY MAY REMAIN IN PLACE UNTIL SUCH TIME AS REPAIR, UPGRADE OR RELOCATION BECOME NECESSARY. ONCE REPAIR, UPGRADE OR RELOCATION BECOME NECESSARY SAID UTILITY STRUCTURE MUST BE RELOCATED INTO ONE OF THE NEWLY ESTABLISHED EASEMENTS DEPICTED HEREON.

COMMON AREA

COMMON AREAS DEPICTED ON THIS SUBDIVISION PLAT AS LOTS C1 THROUGH C2 SHALL BE CONVEYED IN-FEE-TITLE TO THE HOME OWNERS ASSOCIATION FOR SAID SUBDIVISION FOLLOWING COMPLETION OF CONSTRUCTION AND THE RECORDING OF FINAL PLAT THEREOF. THESE COMMON AREAS ARE HEREAFTER RESTRICTED FROM ADDITIONAL SUBDIVIDING OR FROM THE CONSTRUCTION AND/OR ERECTION OF ANY STRUCTURE WHETHER PERMANENT OR TEMPORARY. THESE AREAS ARE TO BE RESERVED AND SET ASIDE IN PERPETUITY AS "GREEN SPACE". THE ONLY PERMITTED USE OF SAID AREAS BEING THE INSTALLATION OF LANDSCAPING, INCLUDING THE PLANTING OF TREES, AND GENERAL MAINTENANCE ACTIVITIES SUCH AS MOWING AND DEBRIS REMOVAL. ALL TAXES, EXPENSES AND OTHER COSTS RELATED TO THESE COMMON AREAS ARE THE SOLE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION.

LEGEND

- ADJOINING PROPERTY LINE
- UTILITY EASEMENT LINE
- SETBACK LINE
- SINKHOLE BOUNDARY
- SINKHOLE (NO CONSTRUCTION LIMITS)

LOT #	SQ. FT.	AC.
1	10,602	0.24
2	11,613	0.27
3	11,613	0.27
4	10,170	0.23
5	10,009	0.23
6	10,069	0.23
7	11,540	0.26
8	11,192	0.26
9	10,789	0.25
10	10,758	0.25
11	8,857	0.18
12	8,129	0.19
13	7,497	0.17

LOT #	SQ. FT.	AC.
14	11,148	0.26
15	10,670	0.24
16	15,077	0.35
17	11,326	0.26
18	10,002	0.23
19	10,050	0.23
20	10,492	0.24
21	11,409	0.26
22	11,114	0.26
23	10,435	0.24
24	10,010	0.23
25	9,794	0.22

LOT #	SQ. FT.	AC.
C1	28,919	0.66
C2	448,246	10.29
GENERAL COMMERCIAL		
LOT #	SQ. FT.	AC.
GC1	72,410	1.66
HIGH-DENSITY MULTI-FAMILY		
LOT #	SQ. FT.	AC.
H1	75,979	1.74
H2	237,484	5.45

COUNCIL BILL EXHIBIT A - ATTACHMENT 2

TRANSPORTATION IMPACT STUDY

WALKER ESTATES AND WALKER WOODS SUBDIVISION
CITY OF NIXA, MISSOURI | SUMMER 2021



1550 E. REPUBLIC ROAD | SPRINGFIELD, MO 65804 | 417.888.0645
107 SE WASHINGTON ST | SUITE 465 | PORTLAND, OR 97214 | 503.946.6440
369 W HERMISTON AVE | HERMISTON, OR 97838 | 541-289-7000
TOTHASSOCIATES.COM

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EXHIBITS

- Exhibit 1: Walker Woods Preliminary Plat
- Exhibit 2: Walker Estates Preliminary Plat
- Exhibit 3: Walker Woods Autoturn Analysis
- Exhibit 4: Walker Estates Autoturn Analysis
- Exhibit 5: Proposed Turn Lane Improvements
- Exhibit 6: OTO Major Thoroughfare Plan

APPENDICES

- Appendix A: Cost Estimate
- Appendix B: Collected Turning Movement Count Data
- Appendix C: Capacity Calculations



1. EXECUTIVE SUMMARY

1.1 Findings

- The property at the northeast and southeast corners of Tracker Road and Main Street is owned by the Walker family and was recently annexed and rezoned for two proposed subdivisions: Walker Woods Subdivision (located north of Tracker Road) and Walker Estates Subdivision (located south of Tracker Road)
- Due to the fact that the proposed intersections from this development connect to roads classified as Collector or higher, it is the City of Nixa's policy to require a Transportation Impact Study to be completed.
- Based on current City of Nixa policy, the developer will be donating sufficient right of way (hereinafter referred to as ROW) along the properties adjacent to both Main Street and Tracker Road where existing ROW width is less than OTO standards per the individual classification of the road. Tracker Road is classified as a Secondary Arterial and Main Street is classified as a Collector, according to the OTO.
- Additionally it is also the City's policy to require the developer to make necessary lane improvements to any street classified as a Collector or higher, according to the adopted OTO Major Thoroughfare Plan 2040, when the development generates a new intersecting City Street.
- Results of this Transportation Impact Study will determine the geometry of the required left turn lanes at 3 of the 4 newly proposed intersections.
- The new road connecting Walker Estates to Main Street will not require mitigation, as Main Street has recently been improved to 3 lanes in that location.

1.2 Recommendations

It is our recommendation that the City of Nixa approve the conceptual design of the proposed improvements described within this Transportation Impact Study. The recommendations are summarized as follows:

- Install required pavement and striping for turn lanes at the following 3 intersections: Main Street and Mandy Lane, Donald Street and Tracker Road, and Maxine Avenue and Tracker Road.

2. INTRODUCTION

2.1 Purpose

Morelock Builders & Associates (hereinafter referred to as MBA) has secured the services of Toth & Associates to complete a transportation impact study related to their Client's proposed subdivision for implementing traffic solutions that are in accordance with the City of Nixa, Missouri and the Ozarks Transportation Organization (hereinafter referred to as the OTO). This Transportation Impact Study (hereinafter referred to as TIS) summarizes the existing and future traffic parameters and provides recommendations to alleviate growth related traffic issues over a planning period, as recommended by the OTO. This TIS is classified as a Level II TIS, based on the peak hourly generated trips being between 100 and 499 trips.

2.2 Objectives

The following summarized scope of work was completed in preparation of this TIS.

- Determine the impact that the proposed subdivisions will have on the area, specifically regarding traffic flows at the 5 studied intersections. The intersections studied include the existing intersections of Tracker Road and Main Street and the 4 newly created intersections due to both subdivision developments.
- Utilize traffic count data that was collected as part of the TIS and growth rate data provided in previously approved studies to project anticipated traffic growth at the studied intersections.
- Describe the project in detail and what changes to existing intersections need to be made, based on findings herein.
- Estimate projected traffic due to the multiple types of proposed developments within both subdivisions.
- Analyze both the capacity of select intersections, utilizing the Highway Capacity Manual (2016).
- Perform Parking Evaluations, Multimodal Evaluations, a Site Distance Review and a Site Review of the newly proposed R3 and GC zoned developments.
- Provide a recommendation on the nature and type of improvements deemed necessary by the results of this TIS.

2.3 Intersections Studied

The following intersections have been studied extensively in the preparation of this traffic impact study:

- Tracker Road and Main Street (existing)
- Main Street and Mandy Lane (proposed)
- Donald Street and Tracker Road (proposed)
- Maxine Avenue and Tracker Road (proposed)
- Main Street and Greenbriar Drive (proposed but currently a 3 leg intersection)

2.4 Location Map of Project

The following map shows the location of the project, and the studied intersections:



3. DEVELOPMENT SITE

3.1 Existing Land Use

Prior to the generation of this TIS, the land in question was recently rezoned and annexed into the city limits. The land comprising Walker Woods subdivision currently has one residential dwelling on it and the land comprising Walker Estates subdivision currently has no structures on it and is primarily pasture. Traffic count data was acquired at the intersection of Tracker and Main for both the peak AM and PM hours, and traffic data at Greenbriar Drive in terms of project traffic entering/exiting that drive was estimated based on its existing land use. Due to the nature of the multifamily improvements, the residential area in and around Greenbriar Drive, Viola Street and Flora Street have been classified as “Residential Condo/Townhouses” according to the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. The ITE Land Use Code is 230. Anticipated traffic and turning movements was estimated using this approach due to its current ‘one way in, one way out’ access onto Main. As appropriate, traffic count data was quantified from the intersection of Tracker and Main accordingly. Traffic directionality was estimated in line with corresponding AM/PM peak hour ratios observed during the traffic counts at Tracker Road and Main Street.

3.2 Proposed Land Use

As mentioned previously in this study, multiple types of proposed land uses will result from these two developments. Within the Walker Estates Subdivision, the following land use codes in the ITE Trip Generation Manual have been assumed: Business Park, Apartments, and Single-Family Homes. The respective ITE Land Use Codes are 770, 220 and 210. Independent variables for the Apartments and the Single-Family Homes are both “Dwelling Units (DU’s), while the Business Park independent variable is total floor area in KSF. Between both Walker Estates and Walker Woods subdivisions, the combined “Business Parks” have a total floor area of approximately 37.5 KSF, total of 95 dwelling units from “Apartments” and a total of 79 dwelling units of “Single Family Homes”. Using OTO guidance, floor area was chosen as the independent variable in the “Business Parks” land use, as it is more general in nature. Refer to Section 5 of this study for detailed trip generation tables.

Future growth in terms of adjacent traffic along Tracker Road and Main Street will occur, and a rate of 2% is assumed. Full buildout of both subdivisions is expected to occur within 2 years.

3.3 Proposed Access Points

As can be seen previously in this study, as well as in the attached Preliminary Plats for both subdivisions (Exhibits 1 and 2), there are 4 proposed access points; two at Walker Woods

Subdivision and two at Walker Estates Subdivision.

Walker Woods proposed access points consist of new intersections at Mandy Lane and Main Street and Tracker Road and Donald Street. Walker Estates proposed access points consist of a new intersections at Maxine Avenue and Tracker Road and a modified intersection at Greenbriar Drive and Main Street. The modified intersection will transition from a 3-leg intersection to a 4-leg intersection.

3.4 Relationship to Current Plans

Based on discussions with City staff, as well as long range OTO plans, the proposed subdivision and road improvements are in line with the future vision of the City of Nixa. All planned drives, both commercial and residential will comply design standards.

3.5 Multimodal Evaluation

The subdivision will be designed in accordance with City standards, as well as ADA regulations. Accessibility will be provided for transit services. Bicycle lanes are currently in place in select locations running parallel with Main Street. Bicycle lanes will be incorporated into the design of the intersection of Mandy Lane and Main Street, to continue the recently constructed bicycle lane to the north. Sidewalks will be provided in both subdivisions and will meet ADA guidelines for safe pedestrian movements.

3.6 Study Scenarios

The forecasts for this Level II TIS will include three “No-Build” scenarios and two “Build” scenarios. The “No Build” scenarios will consist of traffic forecast for Existing Conditions, the year of full build out, and 20 years after full build out. The “Build” scenarios will consist of traffic forecast for the year of full build out, and 20 years after the full build out. 2021 is the existing year, 2023 is the proposed year of full build out, and 2043 is 20 years after full build out.

Forecasts for future year scenarios will be based on an accepted growth rate of surrounding traffic of 2%. Adding traffic from the proposed developments to the related “No-Build” scenarios provides the expected traffic for the full build out scenario forecasts.

4. EXISTING CONDITIONS

4.1 Description of Key Roads

The following streets surround the area of expansion:

- Main Street
 - Functional Classification: Collector
 - 35 MPH posted speed limit south of Tracker Road and 40 MPH posted speed limit north of Tracker Road
- Tracker Road
 - Functional Classification: Secondary Arterial
 - 30 MPH posted speed limit
- Greenbriar Drive
 - Functional Classification: Local Road
 - No speed limit posted; City-wide base speed limit of 30 MPH applies

Refer to Exhibit 6, which depicts the OTO's road classifications throughout the area, in their Major Thoroughfare Plan.

4.2 Intersection Traffic Volumes and Turning Counts

As mentioned in the Introduction of this study, raw traffic count data was collected at the intersection of Tracker Road and Main Street in June of 2021. Additionally, ITE trip generation estimates were performed to estimate traffic at Greenbriar Drive, as it is a one way in one way out intersection into the existing multifamily development. Supporting documentation can be found in Appendix B of this study. The following 4 exhibits depict AM and PM peak hour turning movement diagrams (TMD) at both studied intersections as they existed in June of 2021.

Exhibit 4.2.1 Tracker Rd. & Main St. TMD - AM Peak Hour for Existing Scenario (2021)

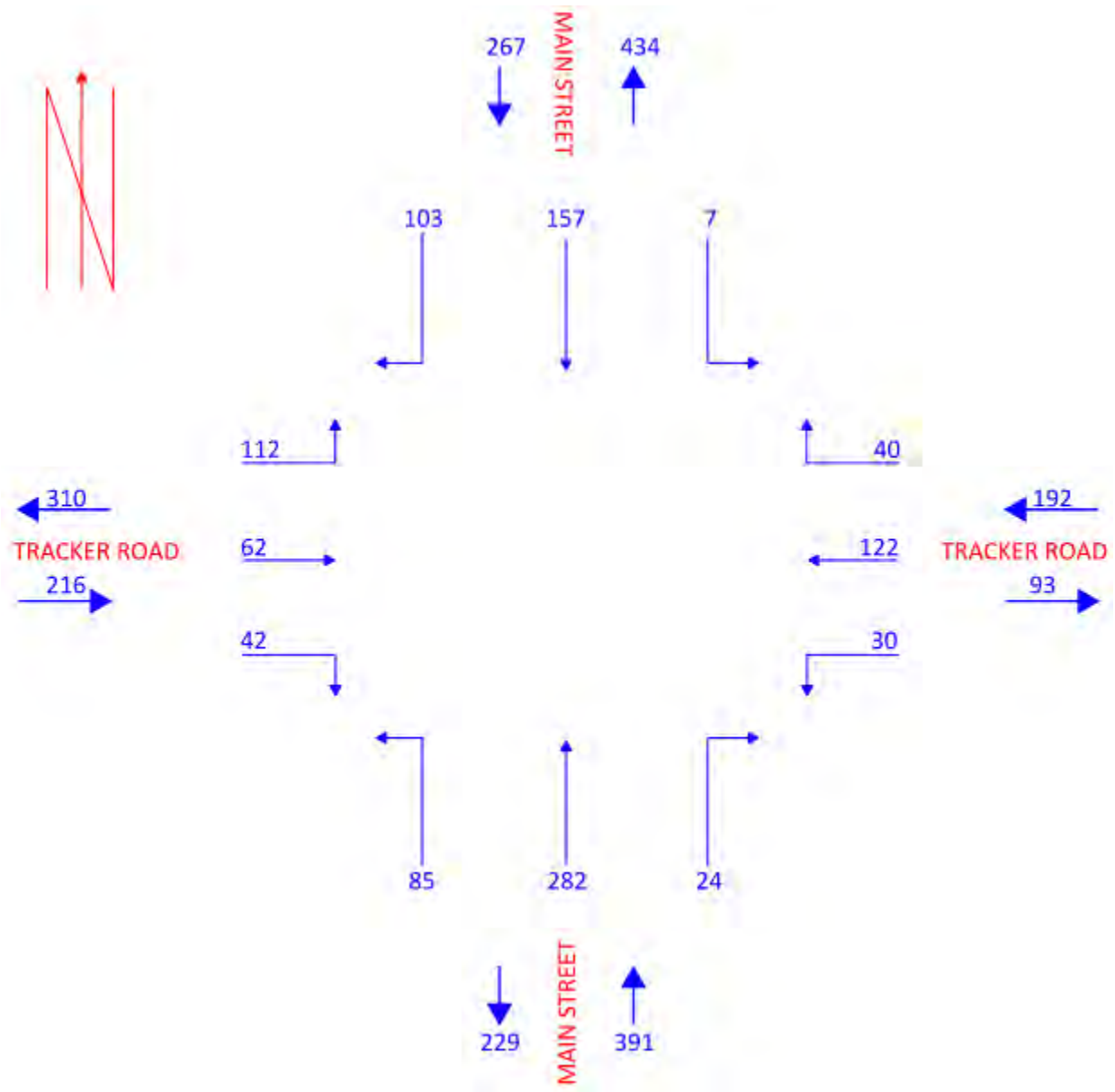


Exhibit 4.2.2 Tracker Rd. & Main St. TMD - PM Peak Hour for Existing Scenario (2021)

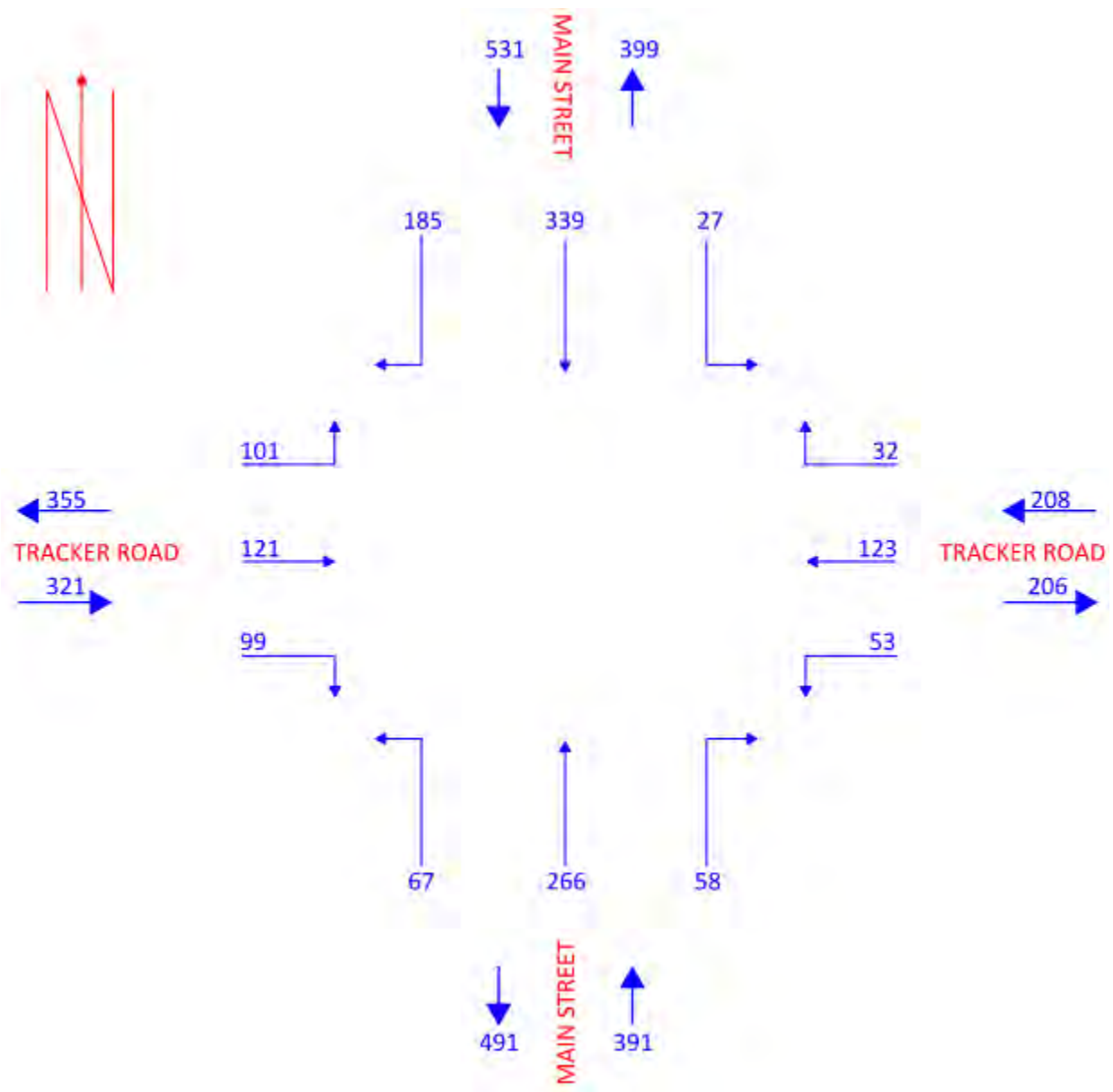


Exhibit 4.2.3 Greenbriar Dr. & Main St. TMD - AM Peak Hour for Existing Scenario (2021)

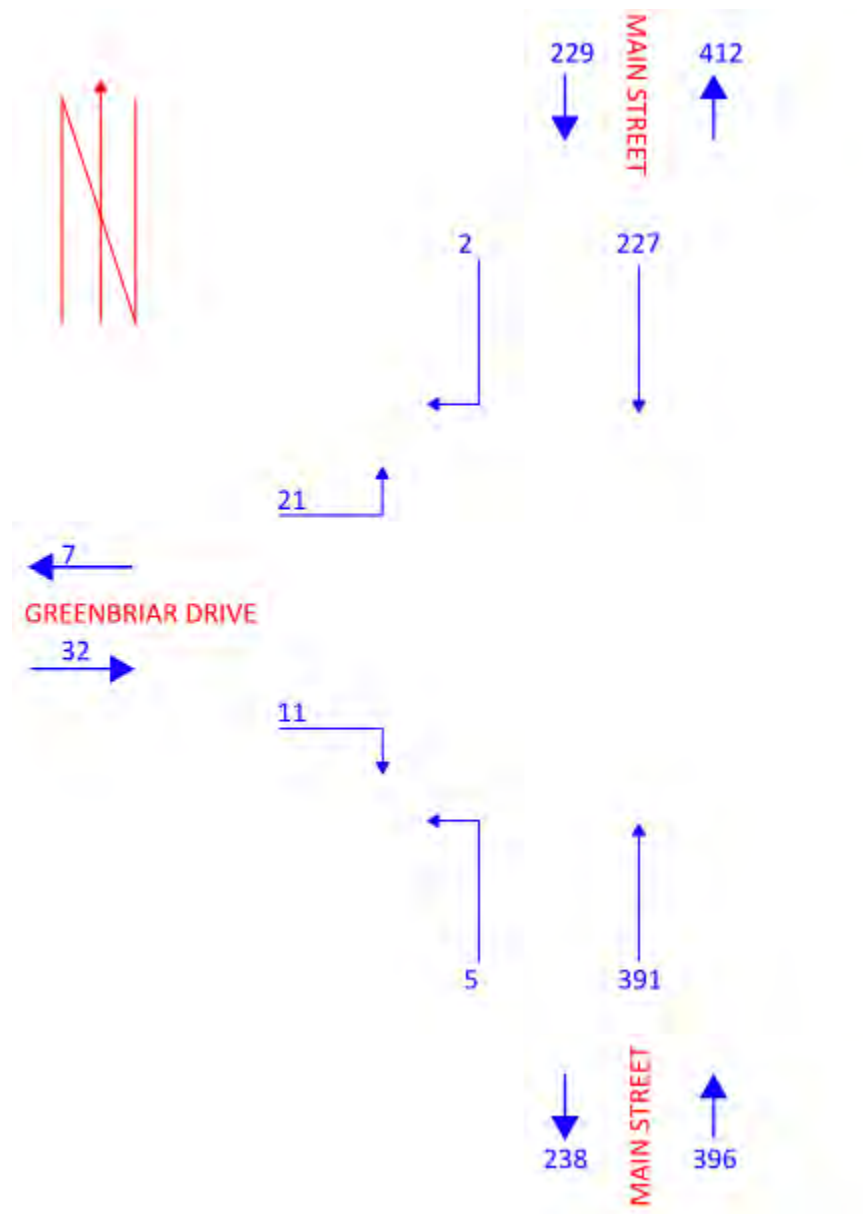
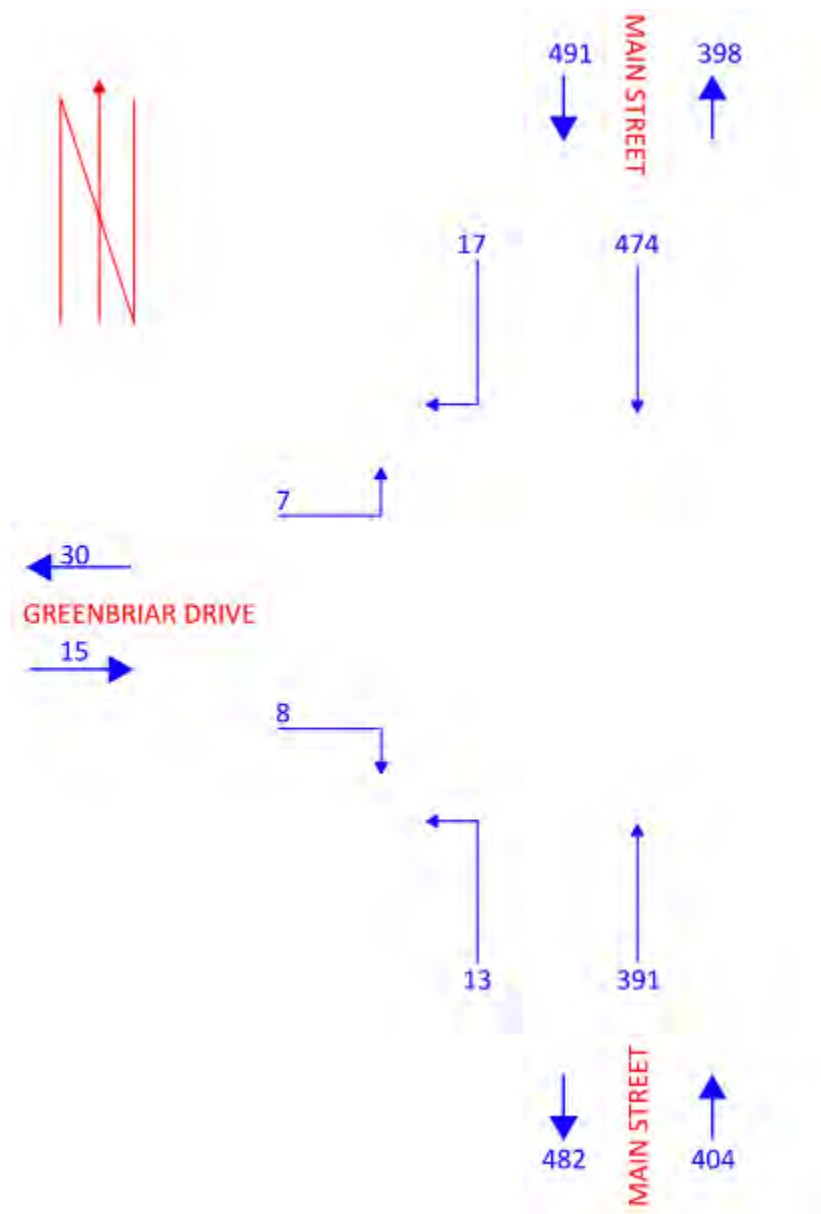


Exhibit 4.2.4 Greenbriar Dr. & Main St. TMD - PM Peak Hour for Existing Scenario (2021)

Based on the field collected traffic count data, the Tracker Road and Main Street AM Peak Hour occurs from 7 AM to 8 AM, while the PM Peak Hour is from 4:30 PM to 5:30 PM. This also holds true and can be applied to the intersection at Greenbriar Drive and Main Street.

4.3 Available Bike and Pedestrian Infrastructure

As mentioned previously in this study, bicycle lanes were recently added to the intersection of Tracker Road and Main Street when it was improved. All legs of the intersection, except for east on Tracker, contain dedicated bicycle lanes. The new local roads within the subdivision will be designed in accordance with the City of Nixa standards and will accommodate anticipated bicycle and pedestrian traffic safely.

4.4 Available Transit Infrastructure

As mentioned previously in this study, the proposed infrastructure will be designed in accordance with the City of Nixa standards and will accommodate transit, such as OAT's.

5. PROJECTED TRAFFIC

5.1 Estimated Trip Generation and/or Relocated Traffic

Utilizing the latest edition of the ITE Trip Generation Manual, see the following tables:

Table 5.1.1: Trip Generation for existing Greenbriar Drive Development

ITE LAND USE CODE	DESCRIPTION OF ITE CODE	UNITS	EXPECTED UNITS	TOTAL GENERATED TRIPS			DISTRIBUTION OF GENERATED TRIPS			
			Ind. Variable	Daily	AM HOUR	PM HOUR	AM In	AM Out	PM In	PM Out
230	Resd. Condo/Townhouse	DU ¹	87	505	38	45	7	32	30	15
DU ¹ = Dwelling Units										

Table 5.1.2: Trip Generation for Walker Estates Proposed Subdivision

ITE LAND USE CODE	DESCRIPTION OF ITE CODE	UNITS	EXPECTED UNITS	TOTAL GENERATED TRIPS			DISTRIBUTION OF GENERATED TRIPS			
			Ind. Variable	Daily	AM HOUR	PM HOUR	AM In	AM Out	PM In	PM Out
770	Business Park	KSF ¹	17.5	218	25	22	21	4	6	16
220	Apartments	DU ²	95	632	48	59	10	39	38	21
210	Single Family Homes	DU ²	25	238	19	25	5	14	16	9
Totals				1088	92	106	36	57	60	46
KSF ¹ = Units of 1,000 square feet; DU ² = Dwelling Units										

Table 5.1.3: Trip Generation for Walker Woods Proposed Subdivision

ITE LAND USE CODE	DESCRIPTION OF ITE CODE	UNITS	EXPECTED UNITS	TOTAL GENERATED TRIPS			DISTRIBUTION OF GENERATED TRIPS			
			Ind. Variable	Daily	AM HOUR	PM HOUR	AM In	AM Out	PM In	PM Out
770	Business Park	KSF ¹	20	249	28	25	24	4	7	19
210	Single Family Homes	DU ²	54	514	41	54	10	30	34	20
Totals				763	69	79	34	34	41	39
KSF ¹ = Units of 1,000 square feet; DU ² = Dwelling Units										

5.2 Trip Distribution and Assignment

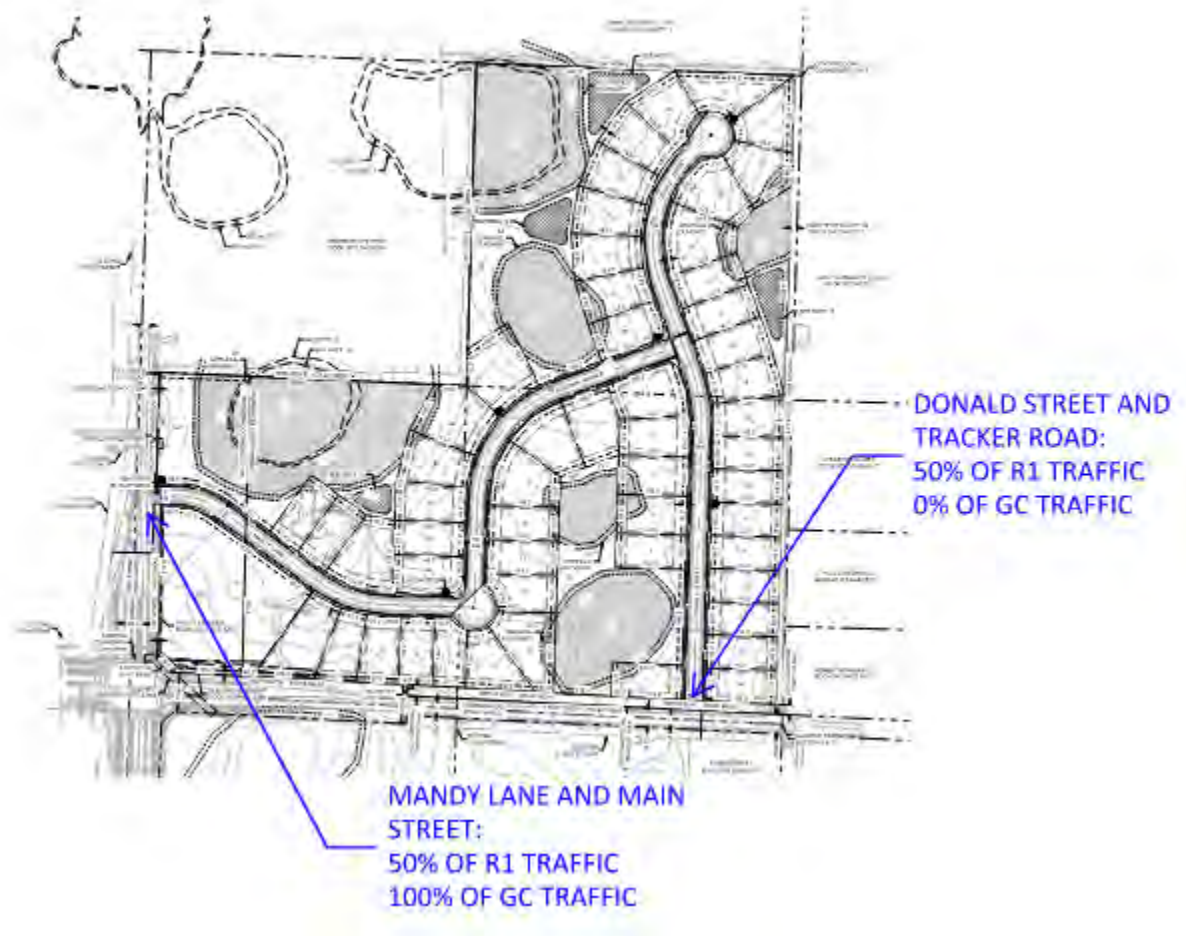
Based on the tables in Section 5.1 above, for the Greenbriar Drive development, the total combined AM Peak Hour of 39 trips (rounded) was comprised of 7 entering trips and 32 exiting trips. Similarly, the PM Peak Hour of 45 was comprised of 30 entering trips and 15 exiting trips.

Based on the tables in Section 5.1 above, for the Walker Estates Subdivision, the total combined AM Peak Hour of 93 trips (rounded) was comprised of 36 entering trips and 57 exiting trips. Similarly, the PM Peak Hour of 106 was comprised of 60 entering trips and 46 exiting trips.

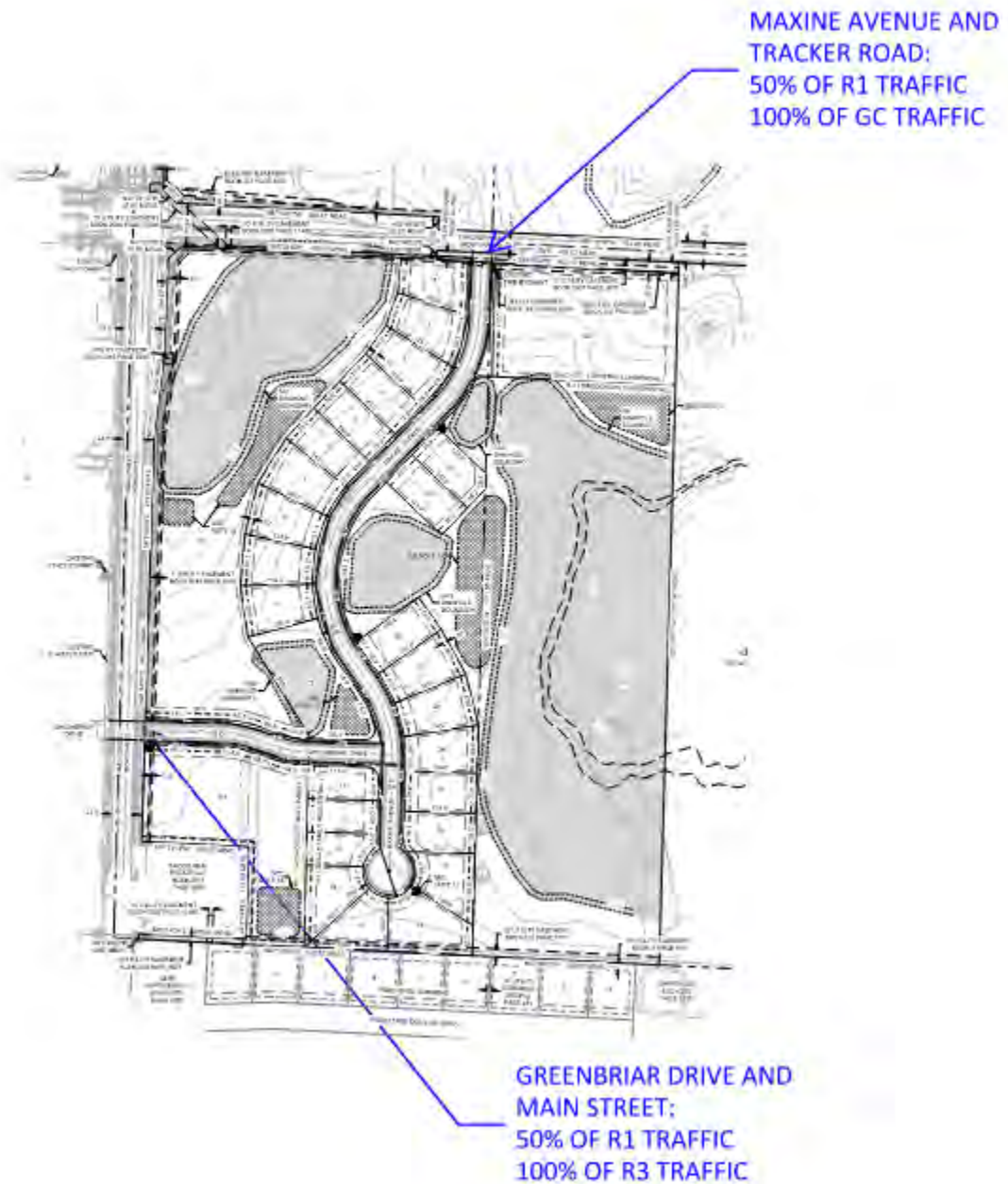
Based on the tables in Section 5.1 above, for the Walker Woods Subdivision, the total combined AM Peak Hour of 68 trips (rounded) was comprised of 34 entering trips and 34 exiting trips. Similarly, the PM Peak Hour of 80 (rounded) was comprised of 41 entering trips and 39 exiting trips.

5.3 Map of Projected Directional Distribution

The following map shows the directional distribution of anticipated traffic flow at the proposed Walker Woods Subdivision located at the northeast corner of Tracker Road and Main Street:



The following map shows the directional distribution of anticipated traffic flow at the proposed Walker Estates Subdivision located at the southeast corner of Tracker Road and Main Street:



5.4 Total Future Traffic (AM/PM)

Utilizing a growth rate of 2% annually, surrounding traffic growth was calculated and applied to the Year of Full Buildout (2023) condition, and the 20 Years after Full Build Out (2043) condition. The following four exhibits depict the “No-Build Scenarios for the 2023 Year of full buildout condition.

Exhibit 5.4.1 Tracker Rd. & Main St. TMD - AM Peak Hour for No-Build Scenario (2023)

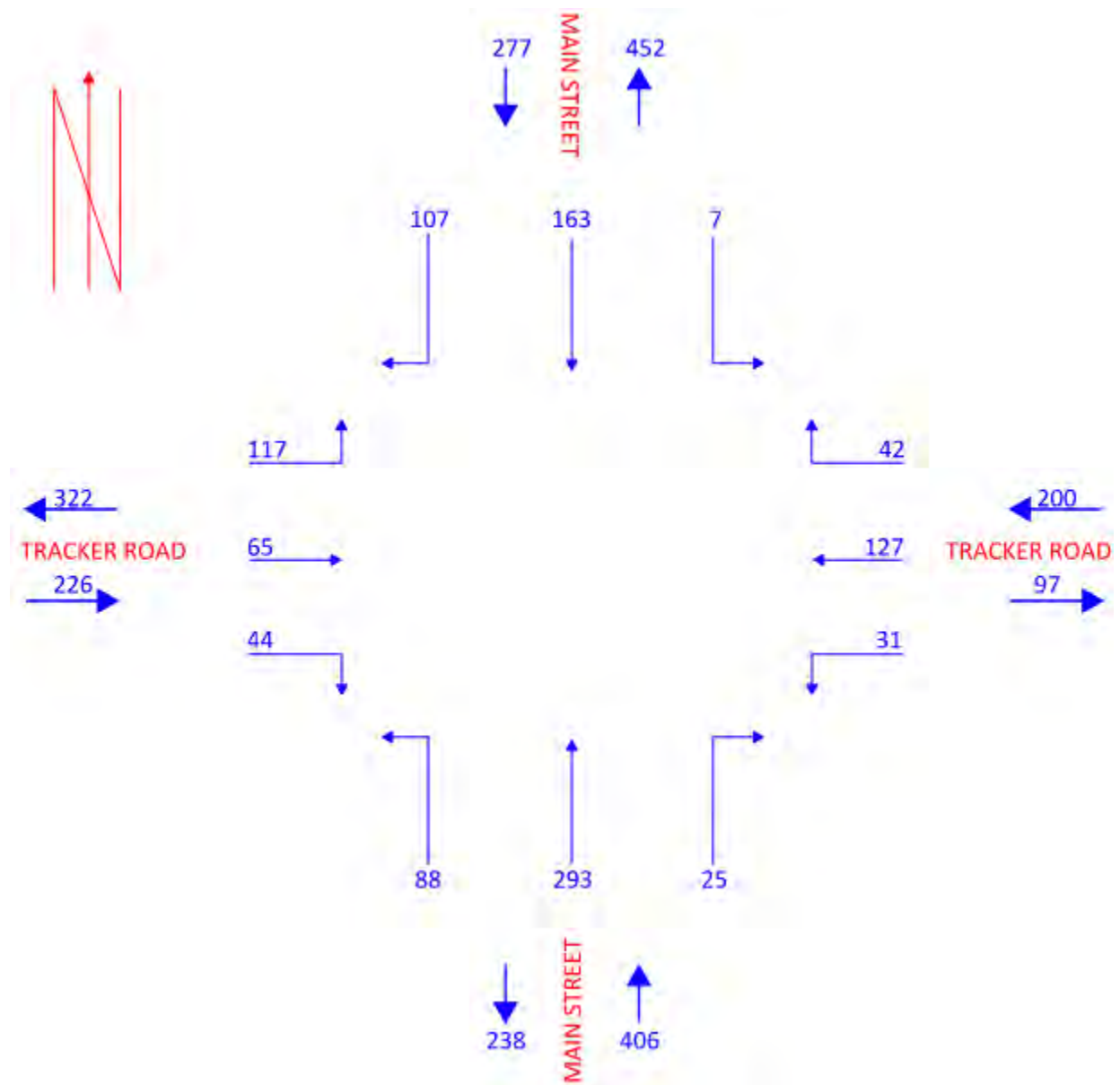


Exhibit 5.4.2 Tracker Rd. & Main St. TMD - PM Peak Hour for No-Build Scenario (2023)

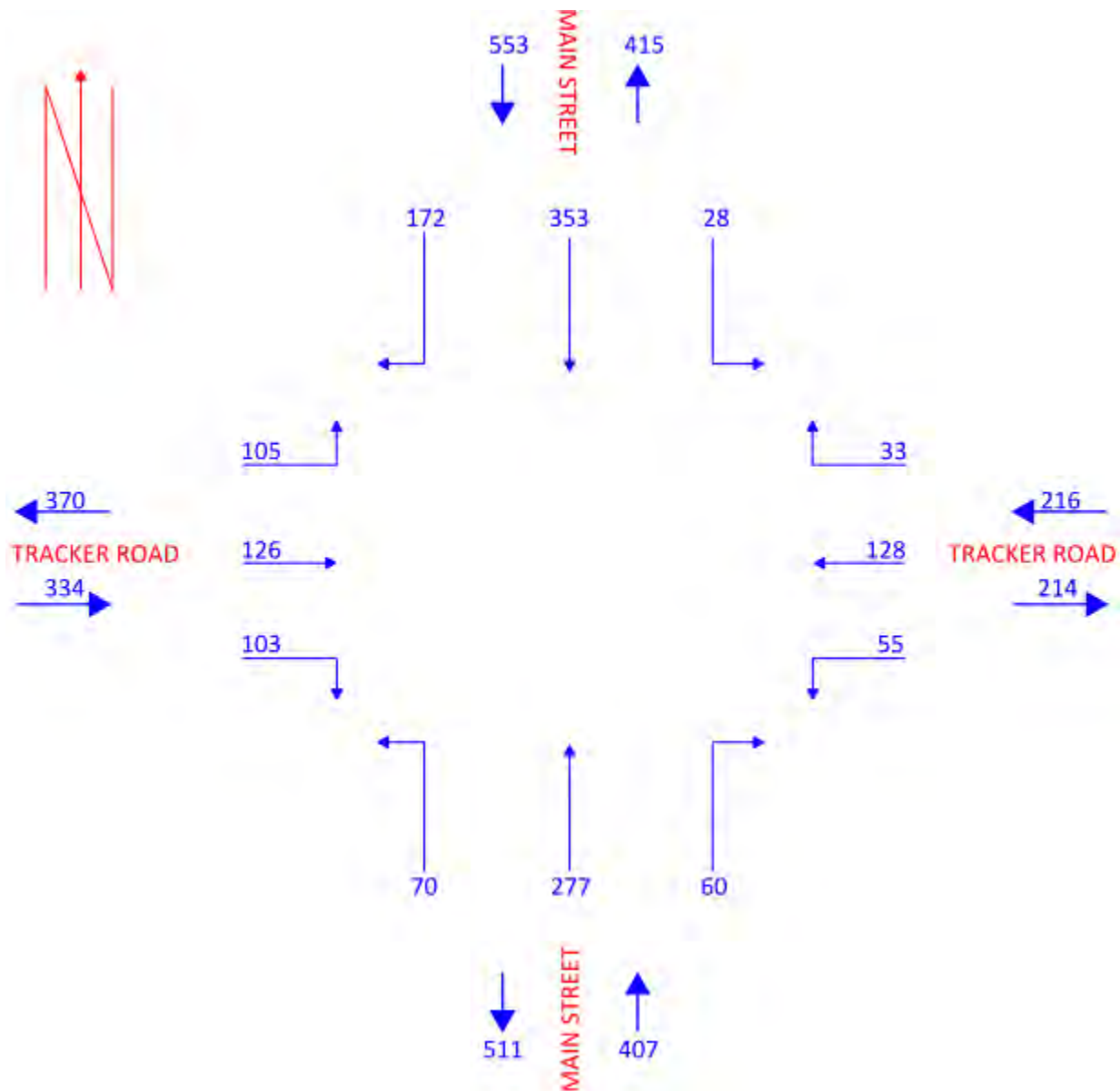


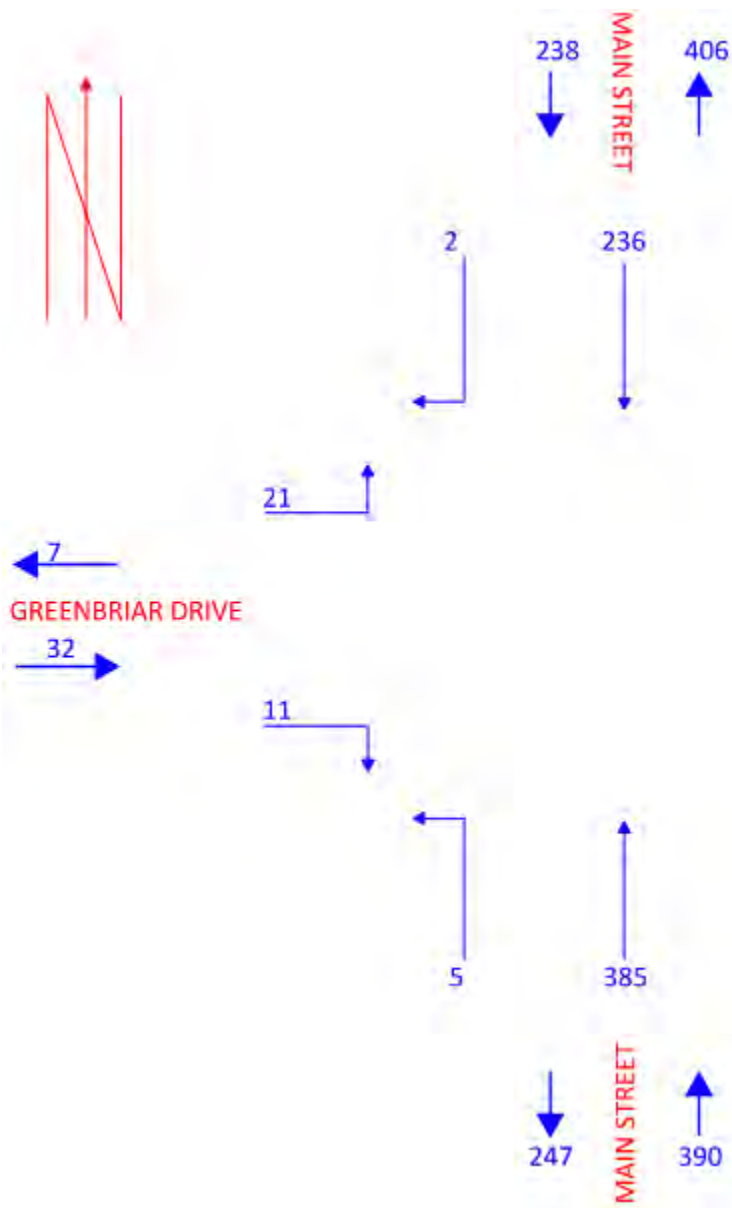
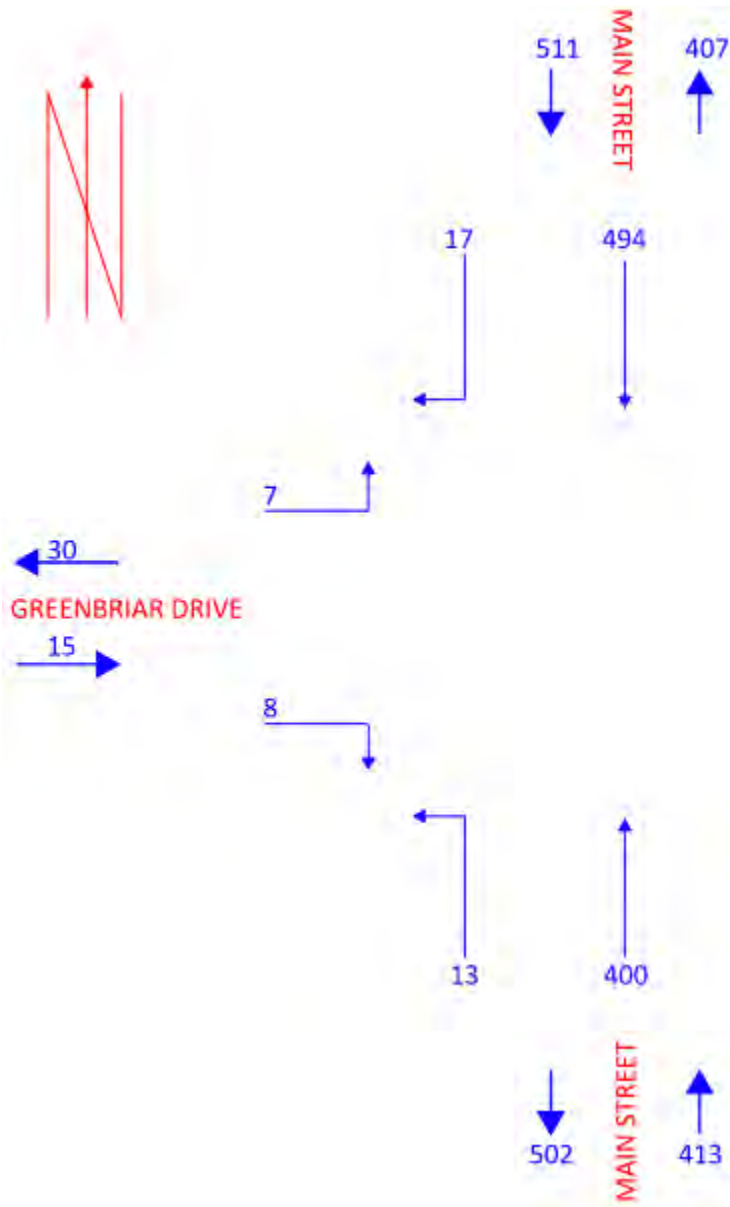
Exhibit 5.4.3 Greenbriar Drive. & Main St. TMD - AM Peak Hour for No-Build Scenario (2023)

Exhibit 5.4.4 Greenbriar Drive. & Main St. TMD - PM Peak Hour for No-Build Scenario (2023)

The following four exhibits depict the “No-Build Scenarios for the 2043 20 years after Full Buildout Conditions.

Exhibit 5.4.5 Tracker Rd. & Main St. TMD - AM Peak Hour for No-Build Scenario (2043)

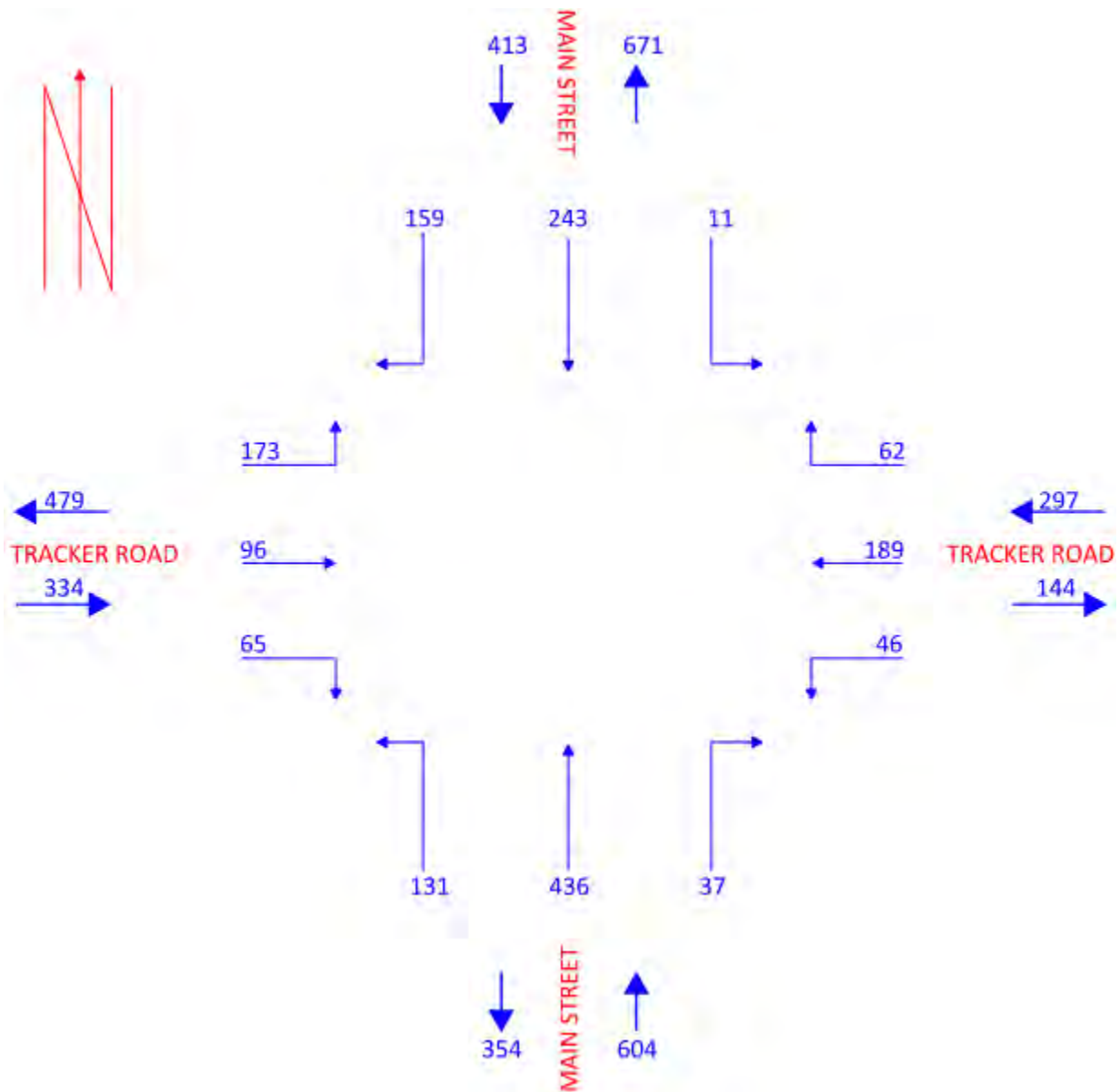


Exhibit 5.4.6 Tracker Rd. & Main St. TMD - PM Peak Hour for No-Build Scenario (2043)

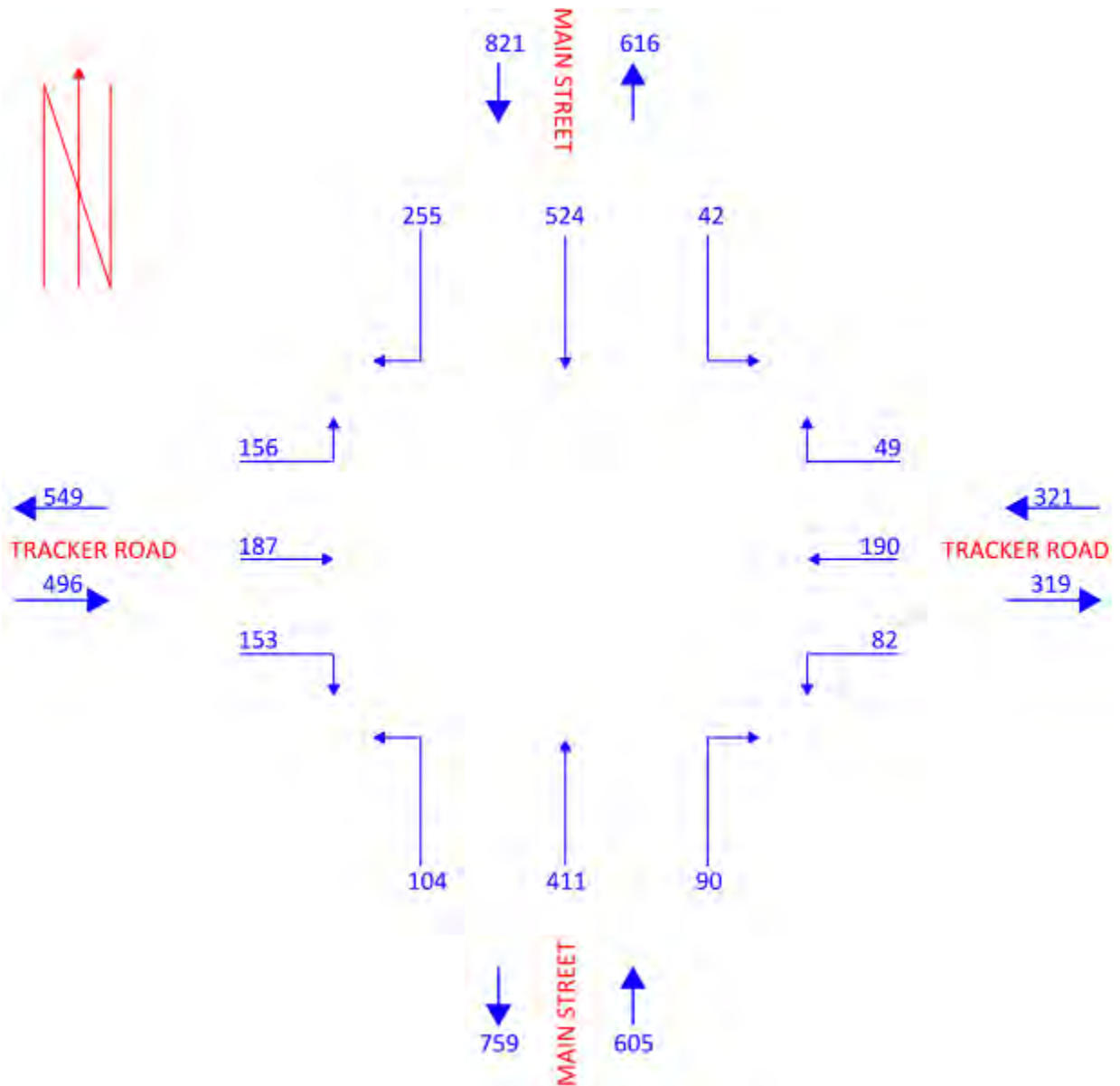


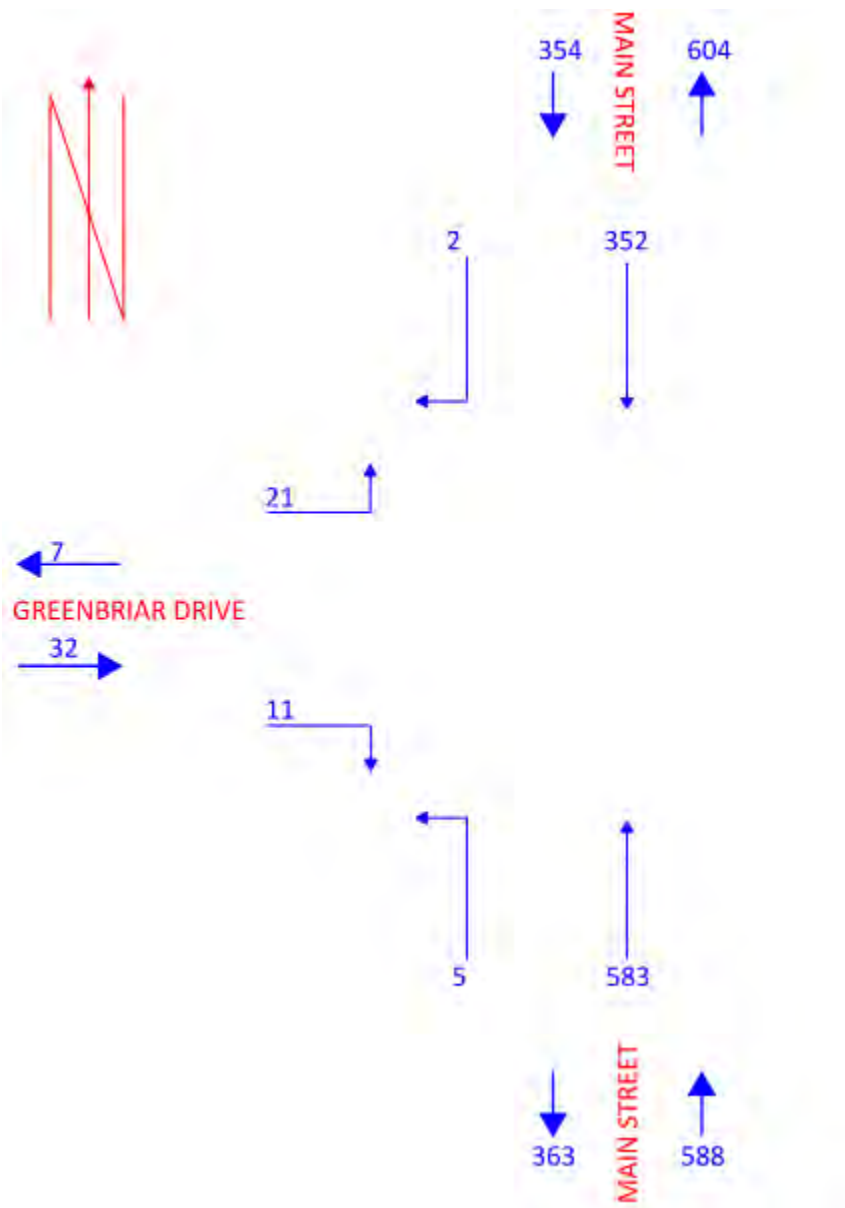
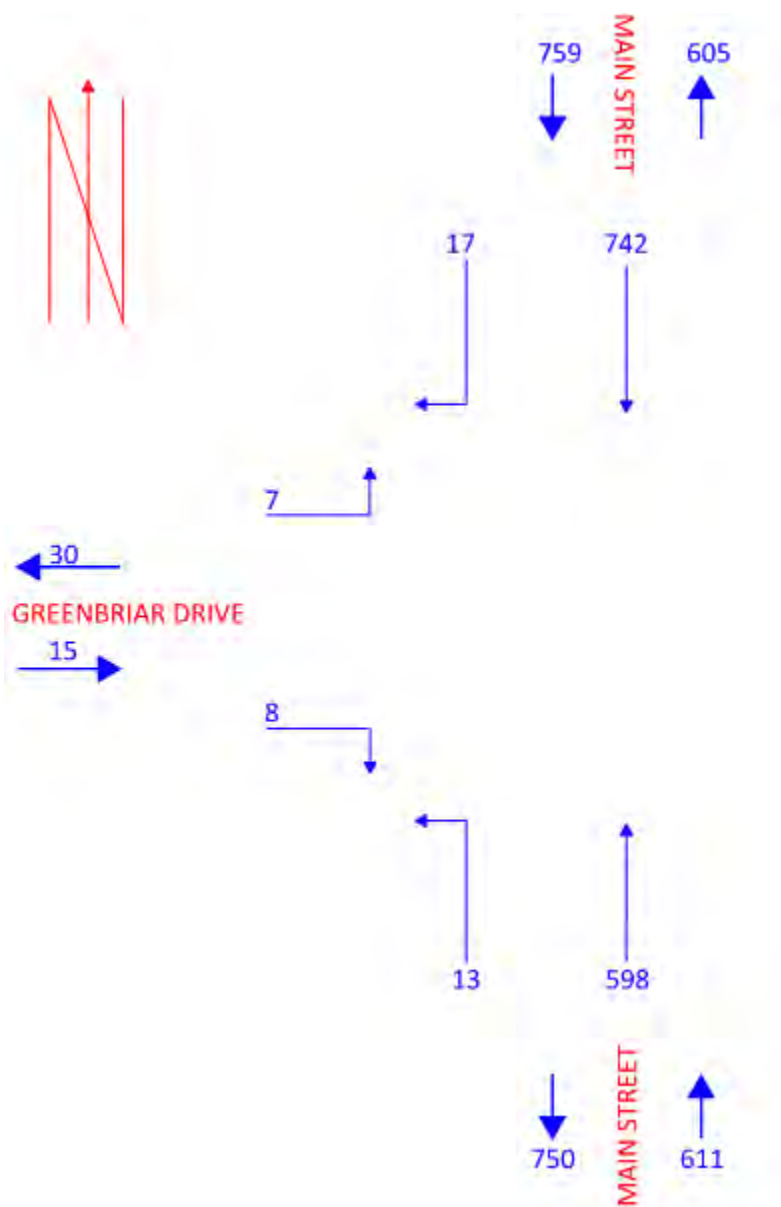
Exhibit 5.4.7 Greenbriar Drive. & Main St. TMD - AM Peak Hour for No-Build Scenario (2043)

Exhibit 5.4.8 Greenbriar Drive. & Main St. TMD - PM Peak Hour for No-Build Scenario (2043)

The following ten exhibits depict the “Build Scenarios for the 2023 Year of Full Buildout Conditions.

Exhibit 5.4.9 Tracker Rd. & Main St. TMD - AM Peak Hour for Build Scenario (2023)

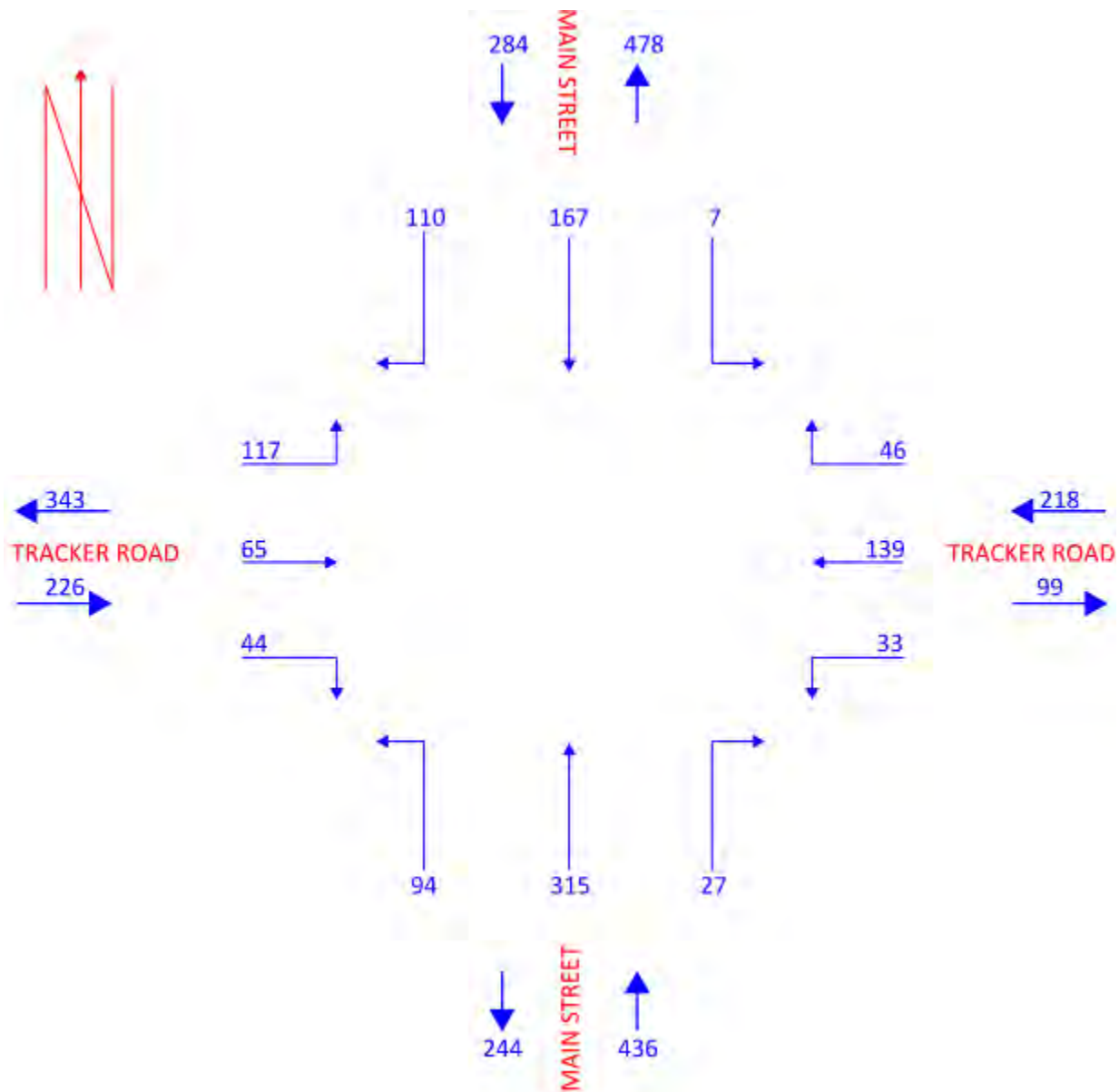


Exhibit 5.4.10 Tracker Rd. & Main St. TMD - PM Peak Hour for Build Scenario (2023)

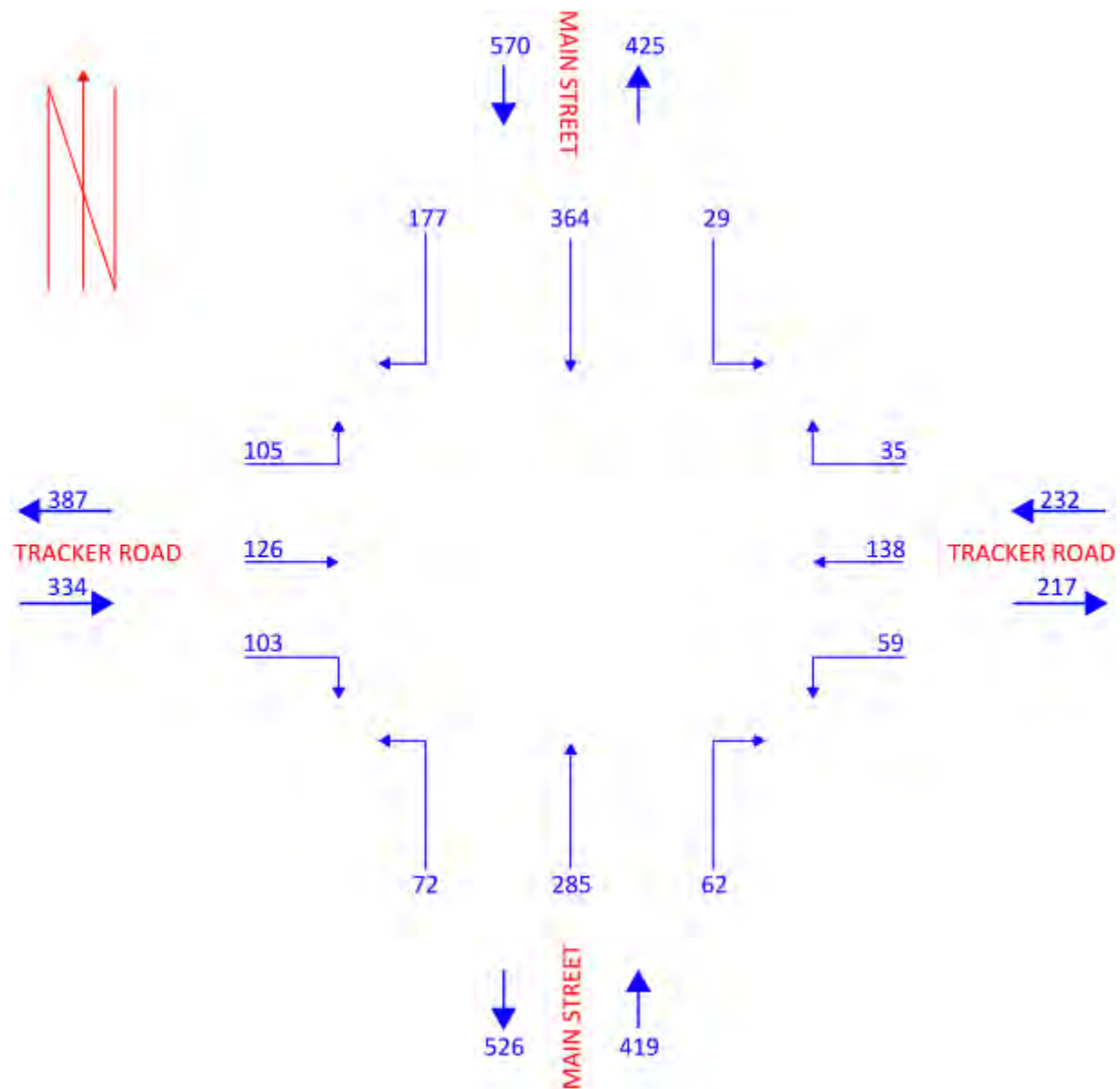


Exhibit 5.4.11 Greenbriar Drive. & Main St. TMD - AM Peak Hour for Build Scenario (2023)

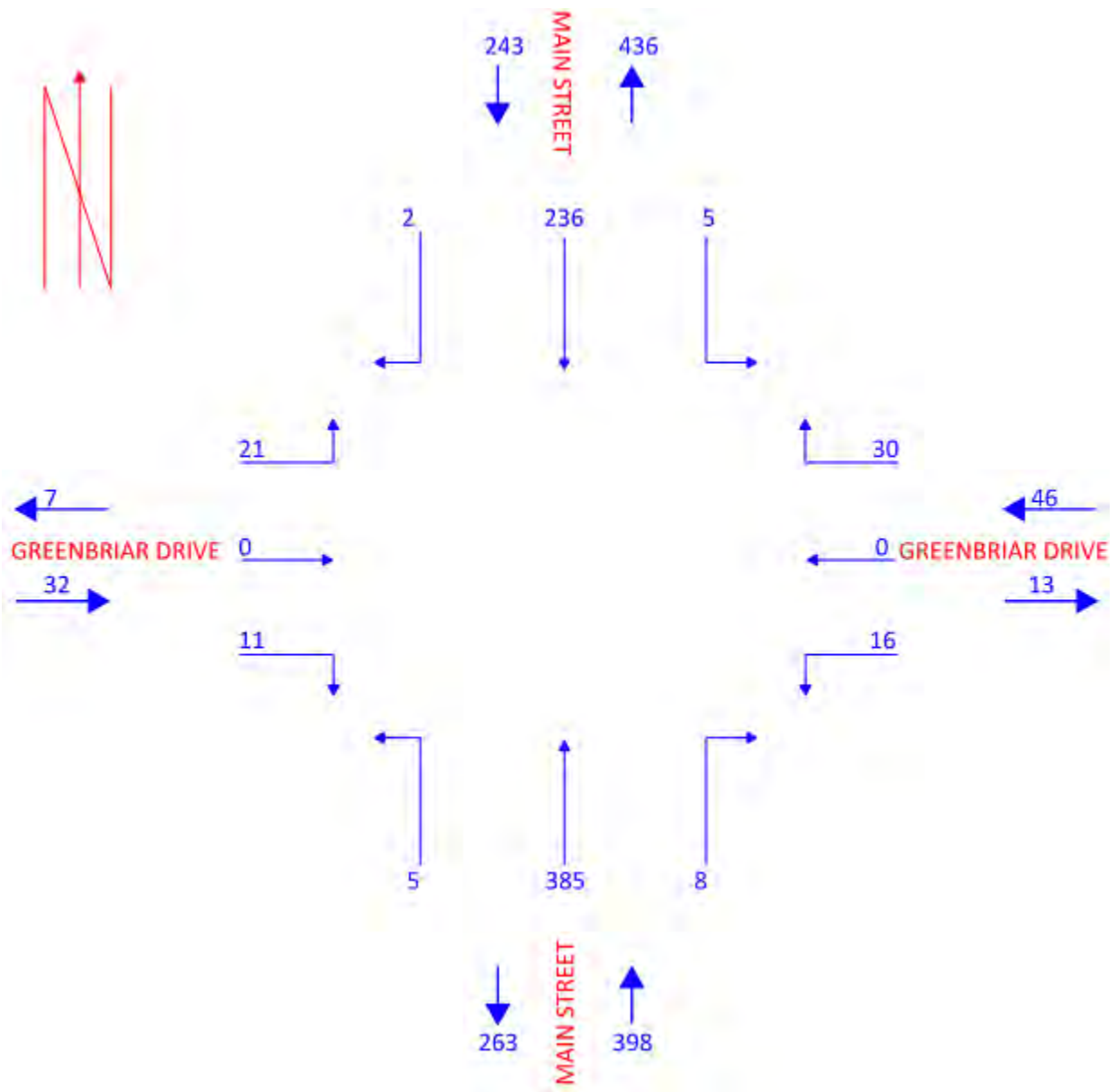


Exhibit 5.4.12 Greenbriar Drive. & Main St. TMD - PM Peak Hour for Build Scenario (2023)

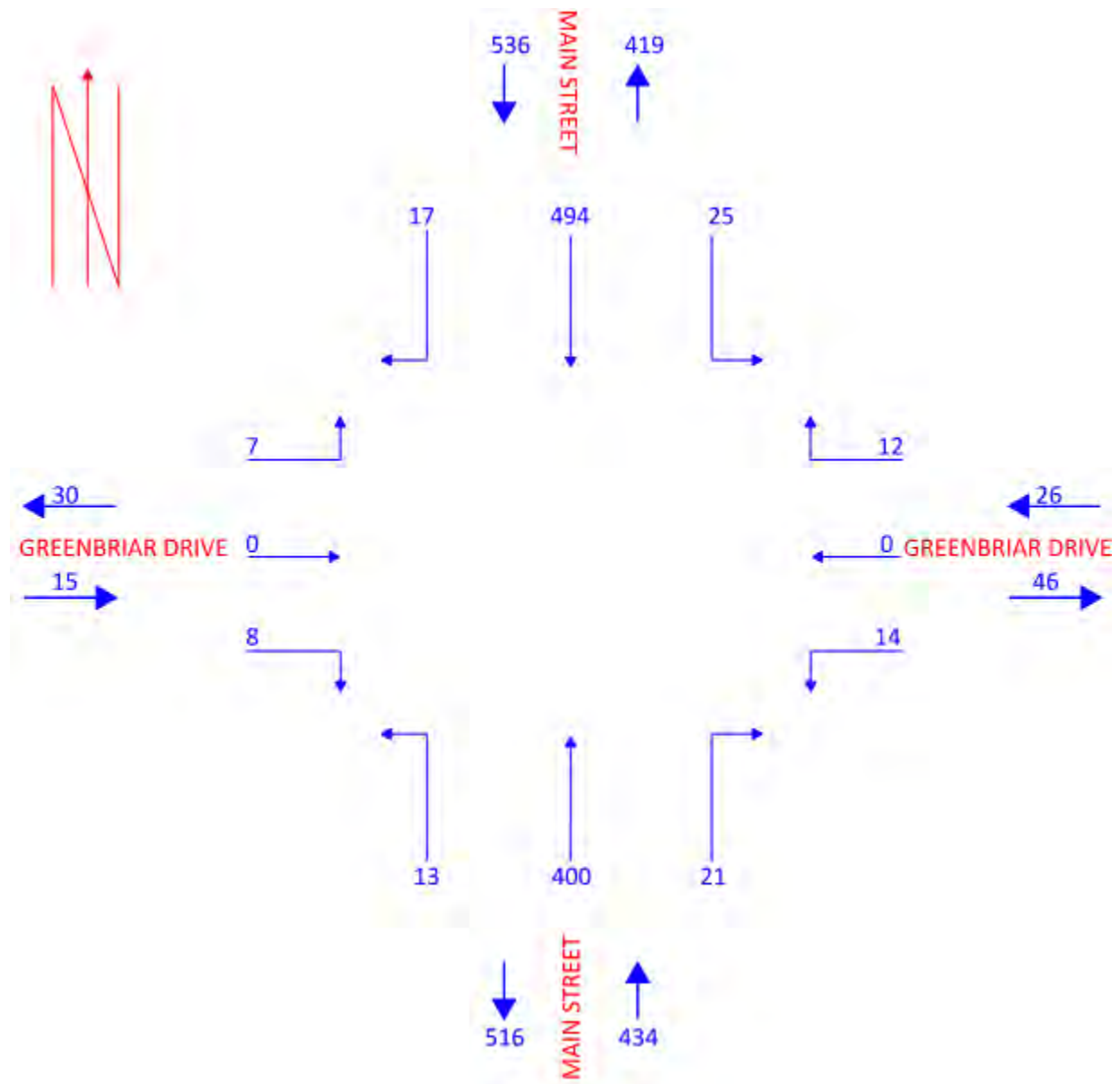


Exhibit 5.4.13 Mandy Lane & Main St. TMD - AM Peak Hour for Build Scenario (2023)

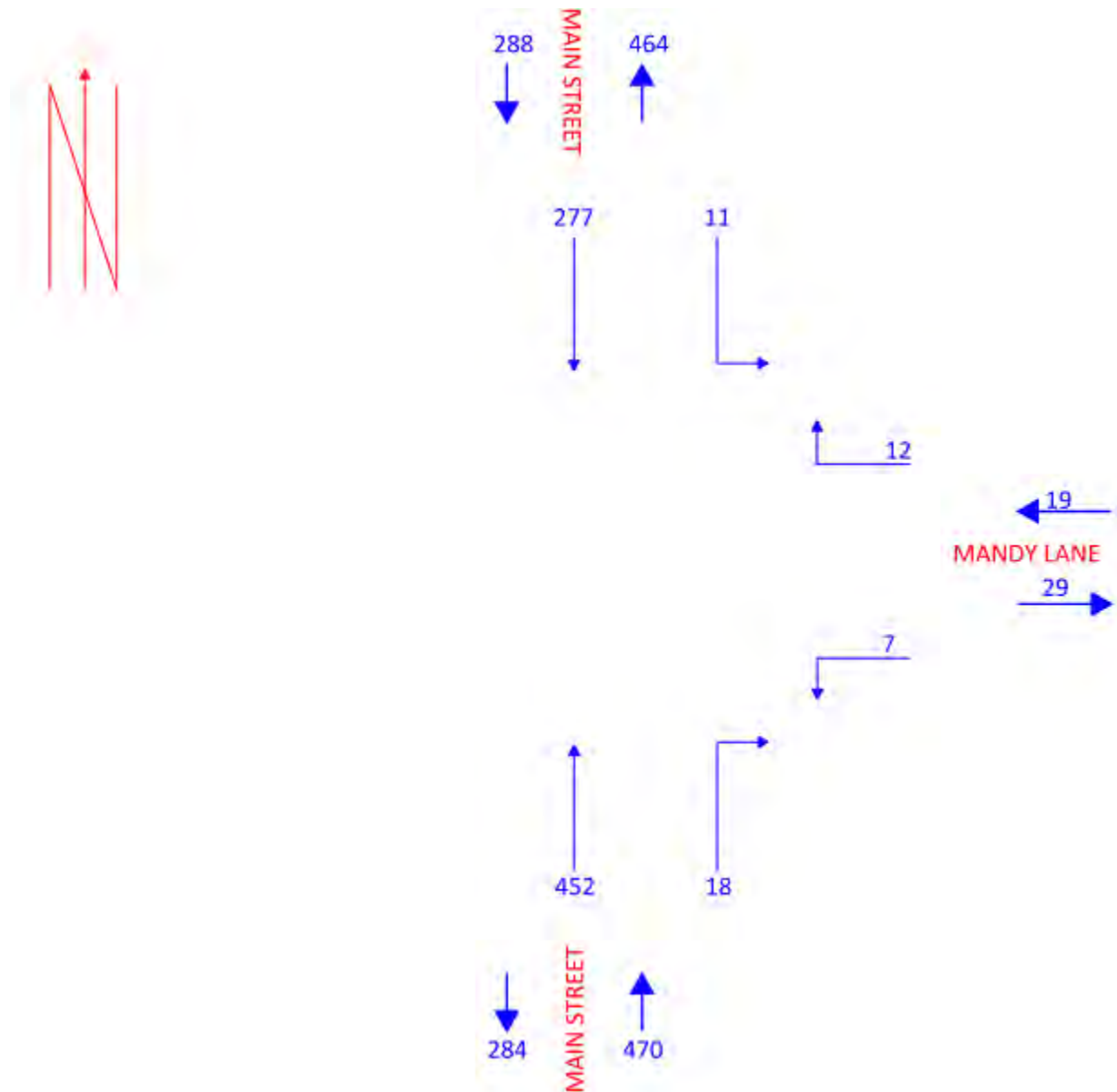


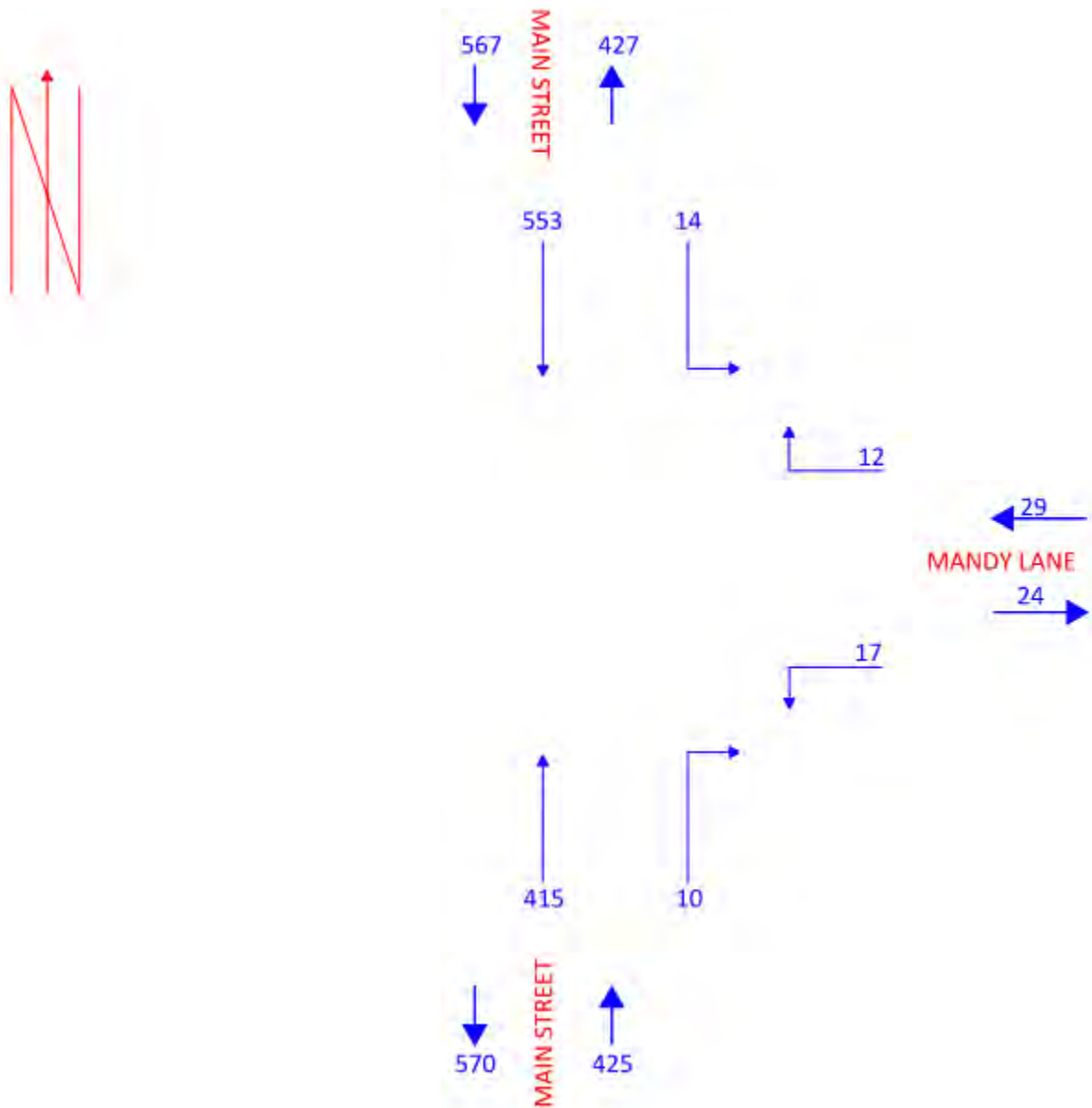
Exhibit 5.4.14 Mandy Lane & Main St. TMD - PM Peak Hour for Build Scenario (2023)

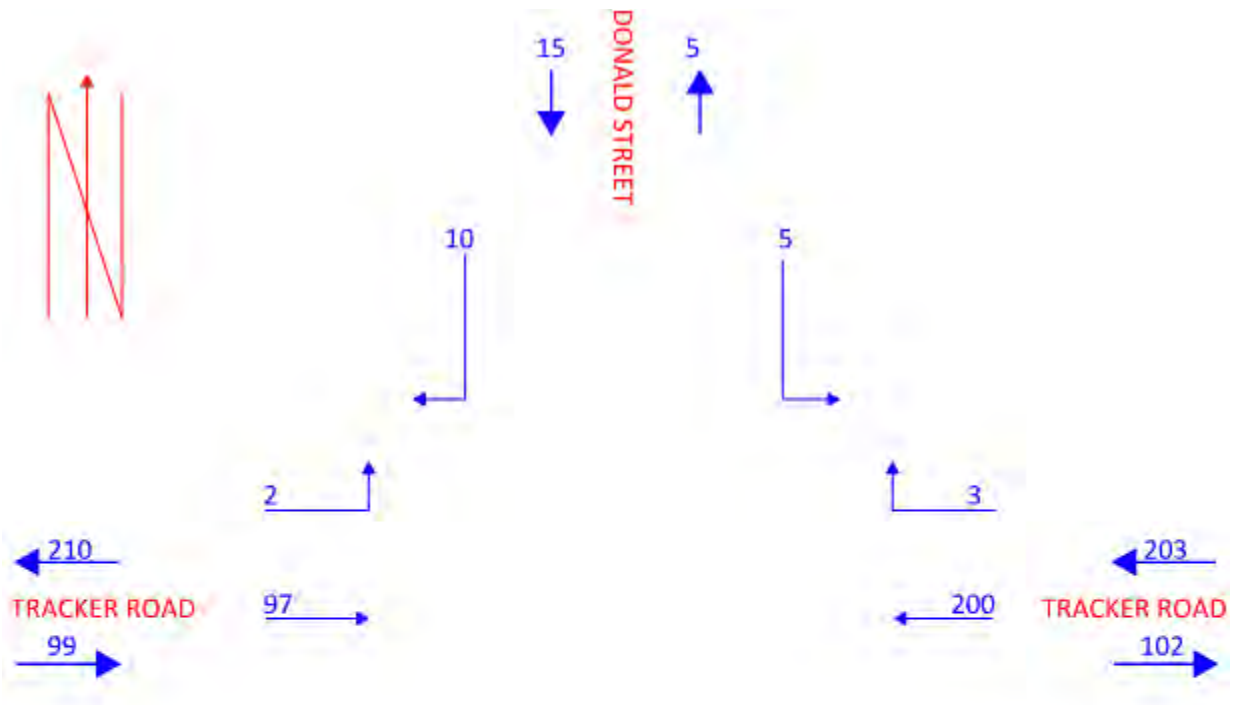
Exhibit 5.4.15 Tracker Rd. & Donald St. TMD - AM Peak Hour for Build Scenario (2023)

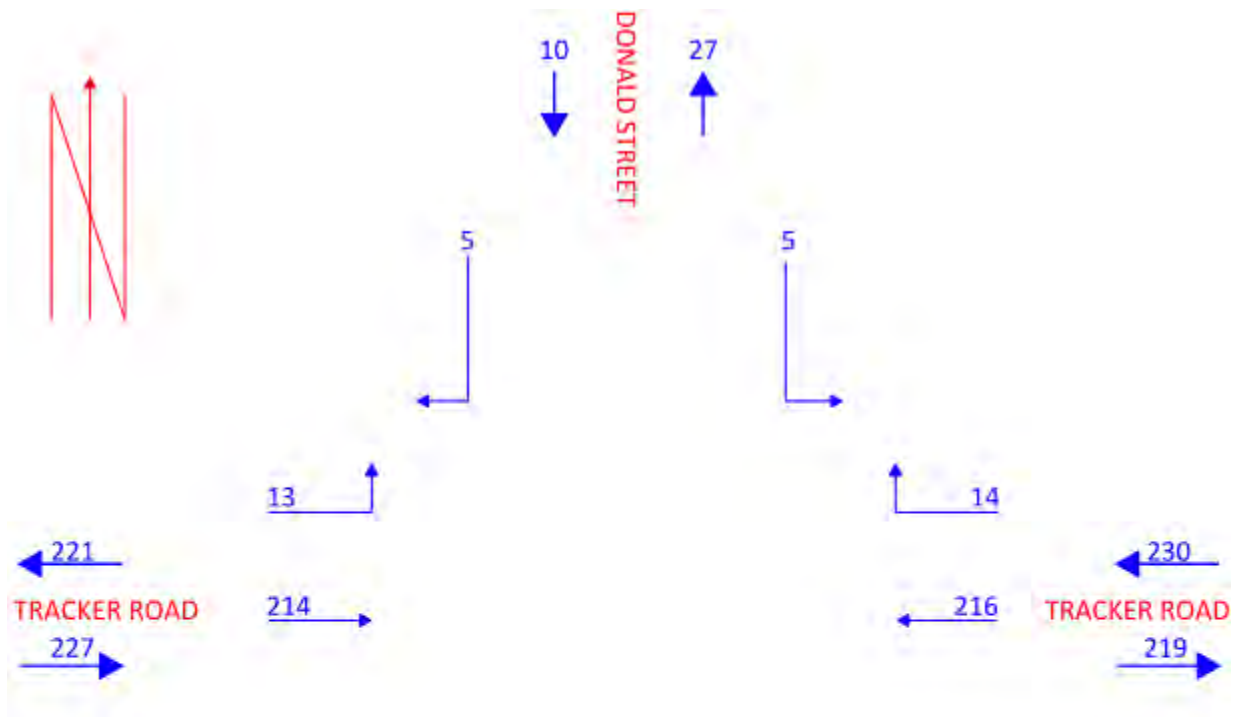
Exhibit 5.4.16 Tracker Rd. & Donald St. TMD - PM Peak Hour for Build Scenario (2023)

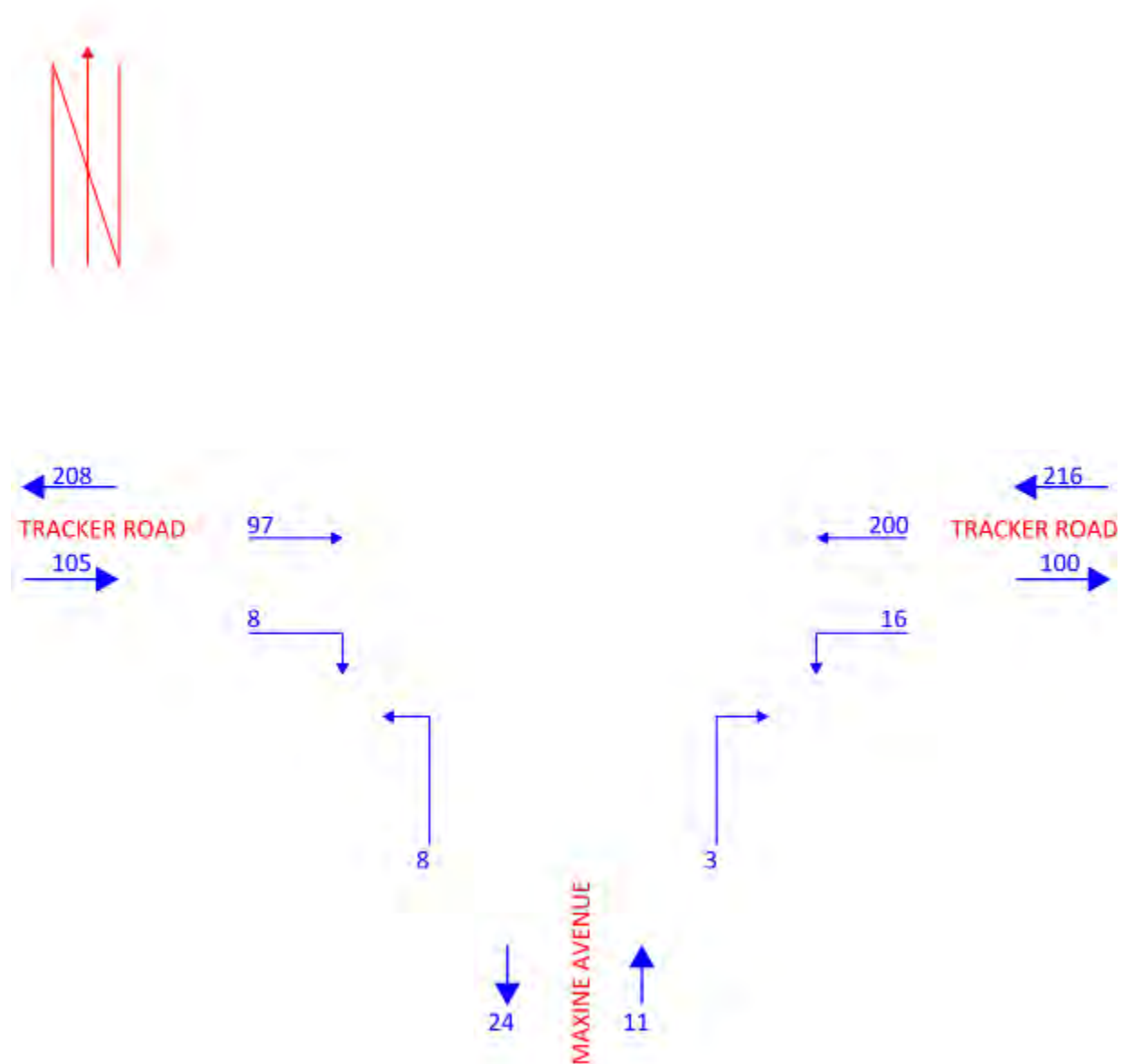
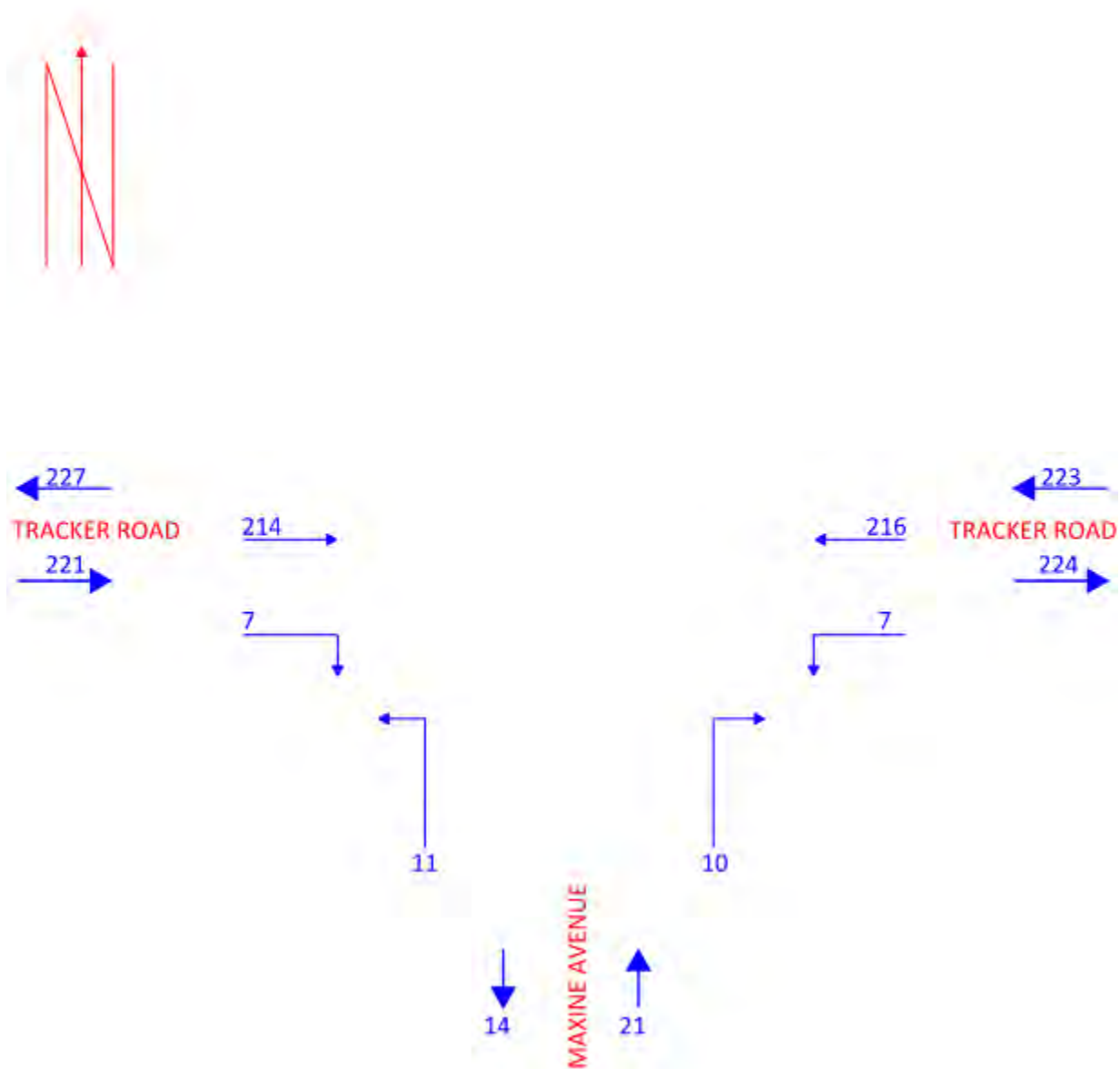
Exhibit 5.4.17 Tracker Rd. & Maxine Ave. TMD - AM Peak Hour for Build Scenario (2023)

Exhibit 5.4.18 Tracker Rd. & Maxine Ave. TMD - PM Peak Hour for Build Scenario (2023)

The following ten exhibits depict the "Build Scenarios for the 2043 Year of Full Buildout Conditions.

Exhibit 5.4.19 Tracker Rd. & Main St. TMD - AM Peak Hour for Build Scenario (2043)

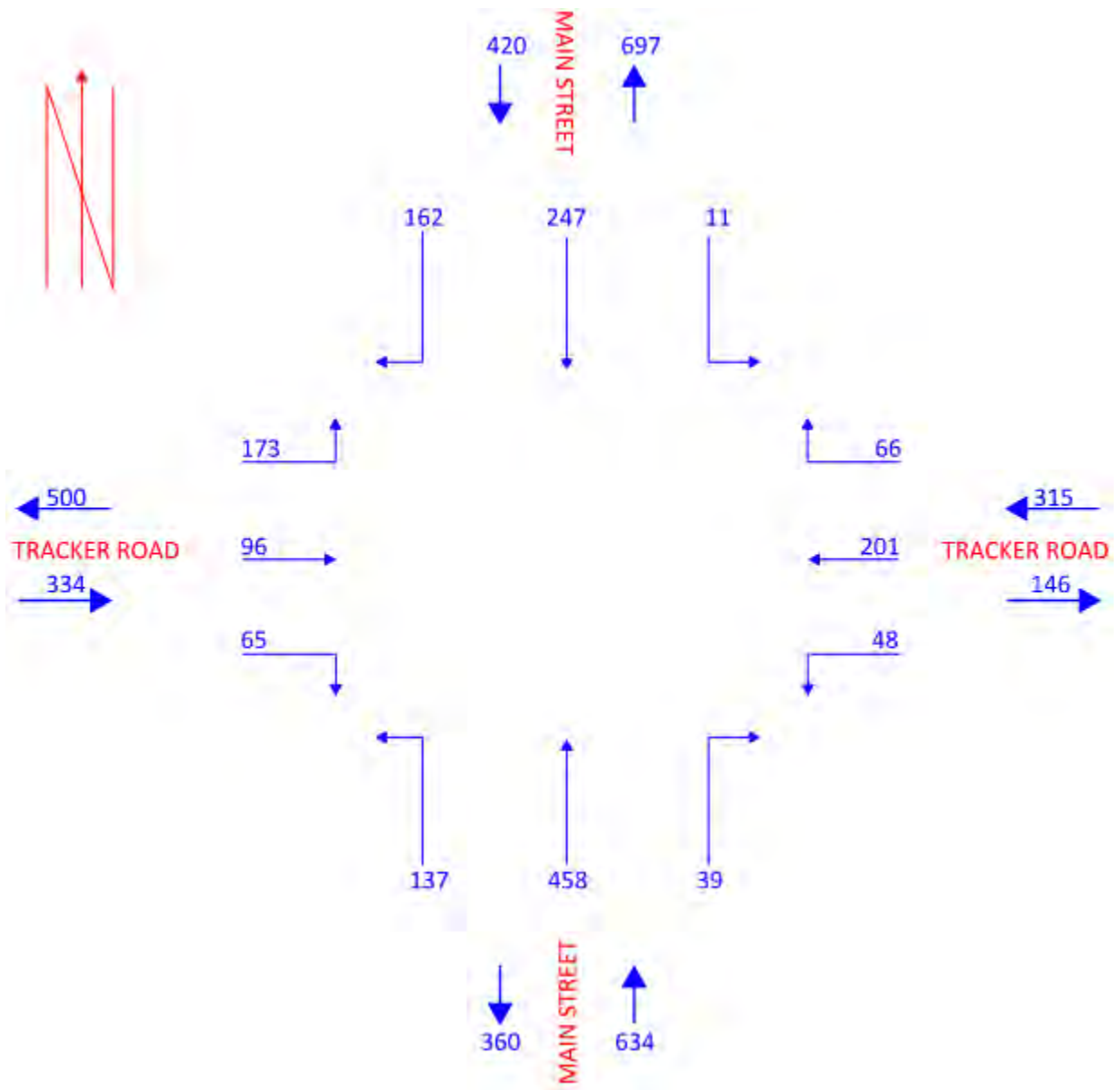


Exhibit 5.4.20 Tracker Rd. & Main St. TMD - PM Peak Hour for Build Scenario (2043)

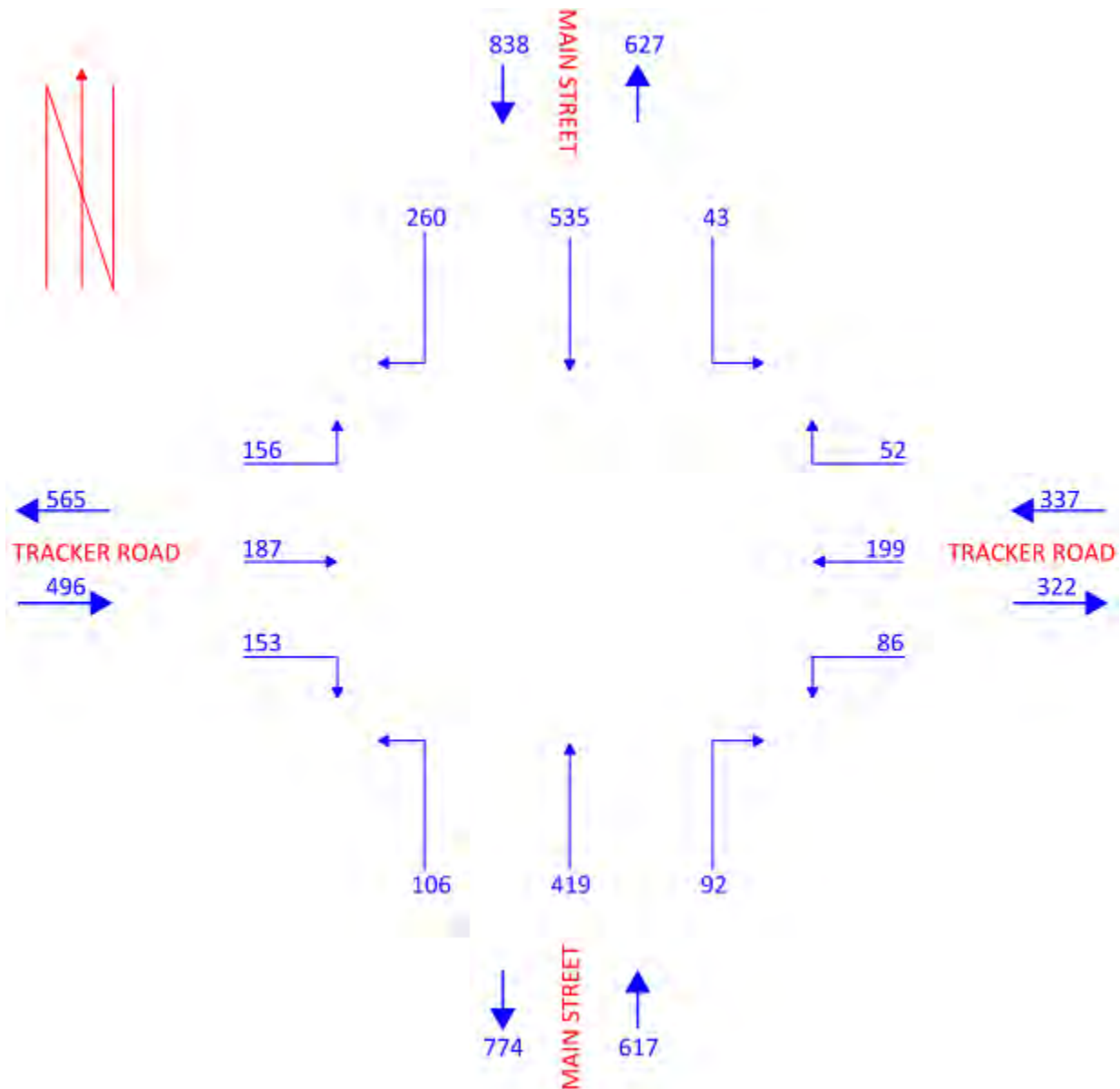


Exhibit 5.4.21 Greenbriar Drive. & Main St. TMD - AM Peak Hour for Build Scenario (2043)

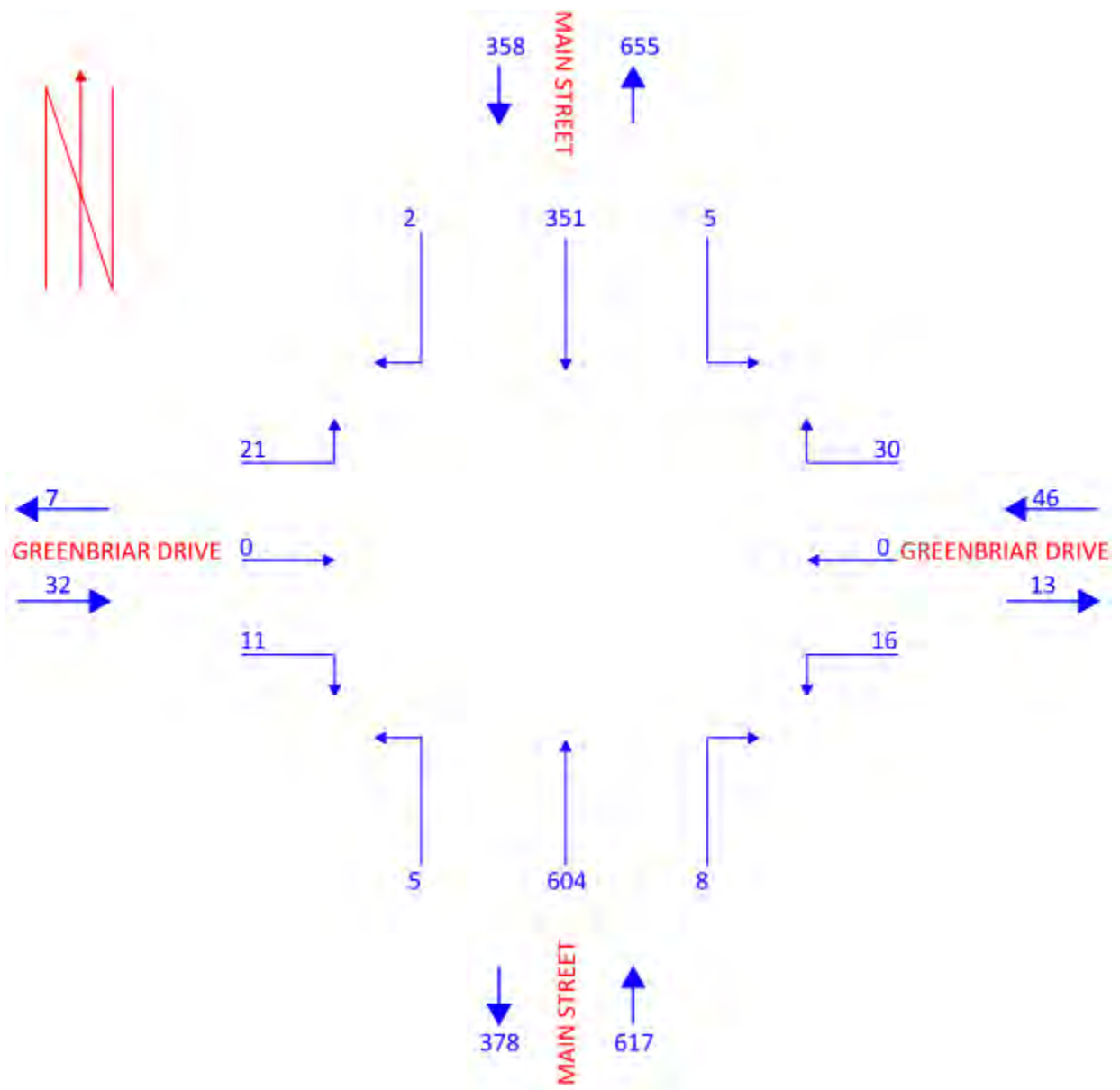


Exhibit 5.4.22 Greenbriar Drive. & Main St. TMD - PM Peak Hour for Build Scenario (2043)

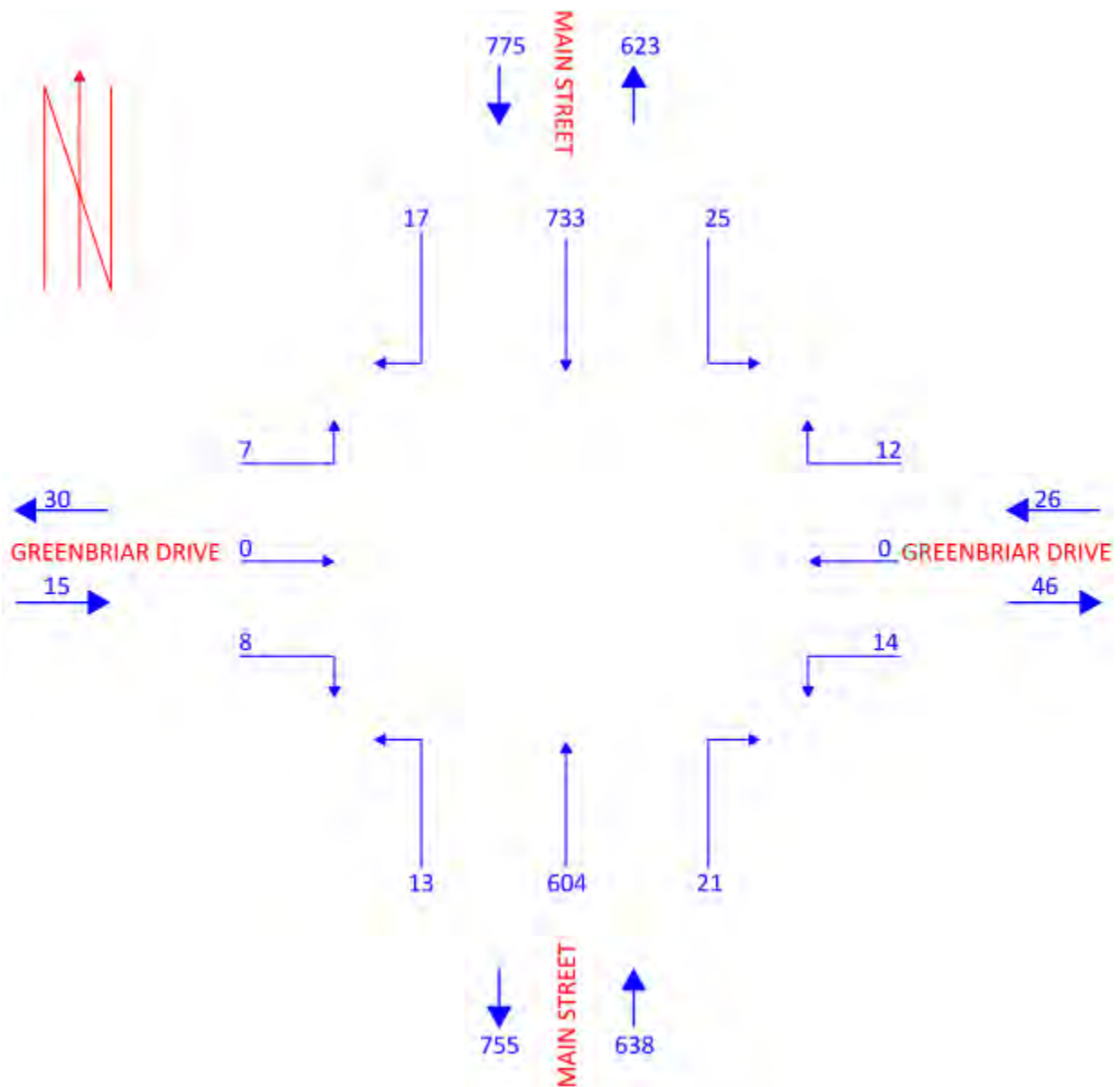


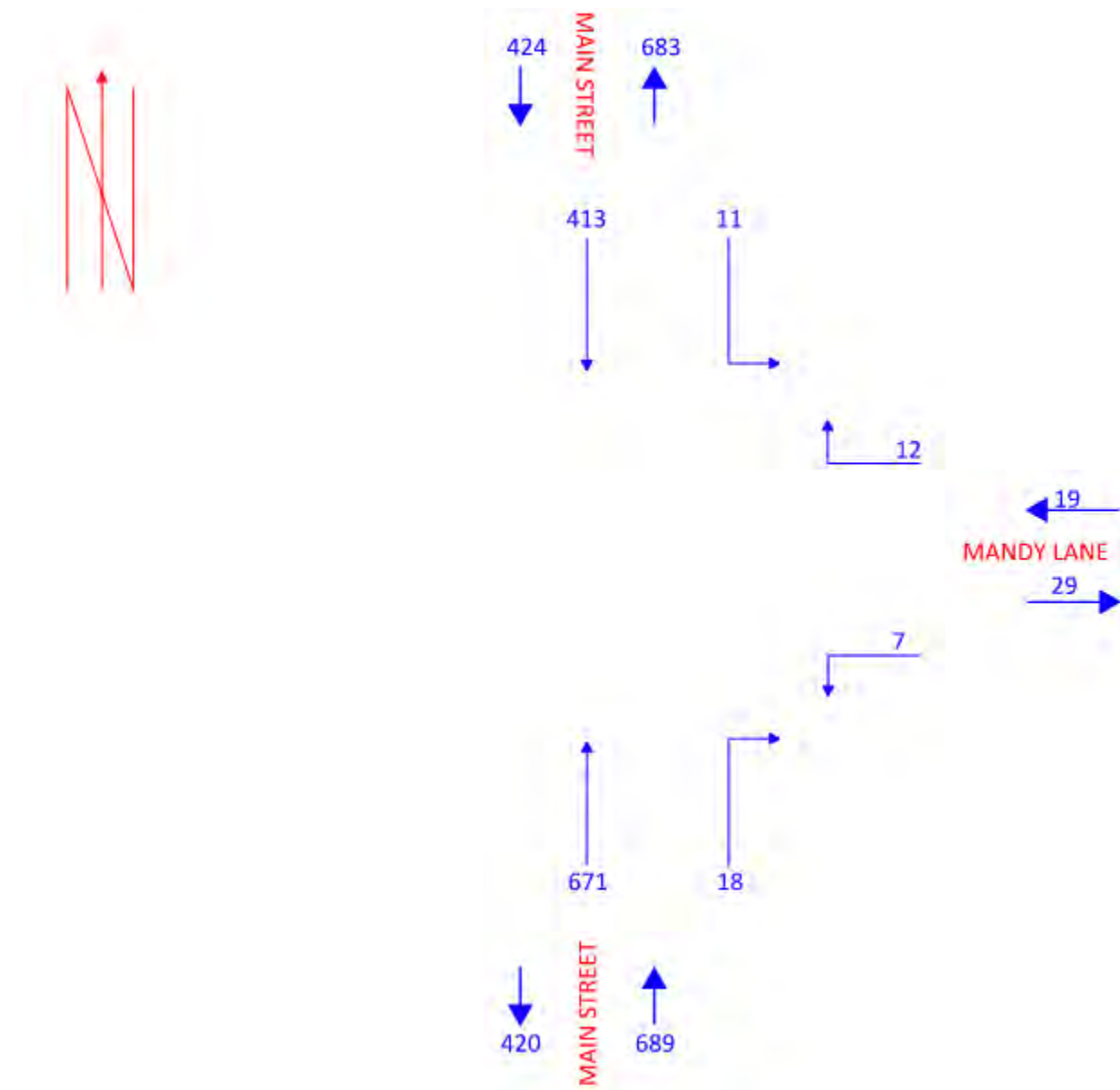
Exhibit 5.4.23 Mandy Lane & Main St. TMD - AM Peak Hour for Build Scenario (2043)

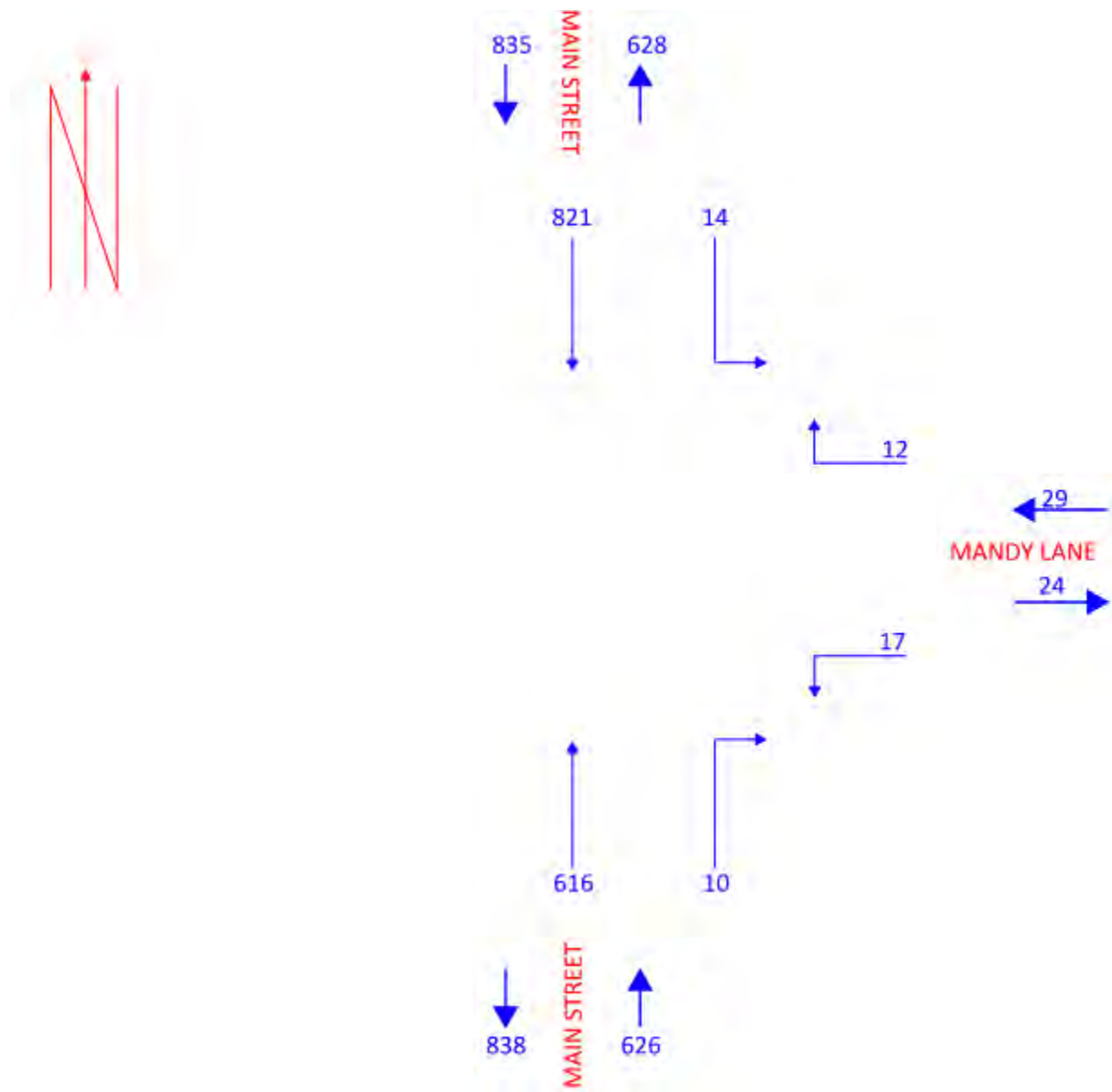
Exhibit 5.4.24 Mandy Lane & Main St. TMD - PM Peak Hour for Build Scenario (2043)

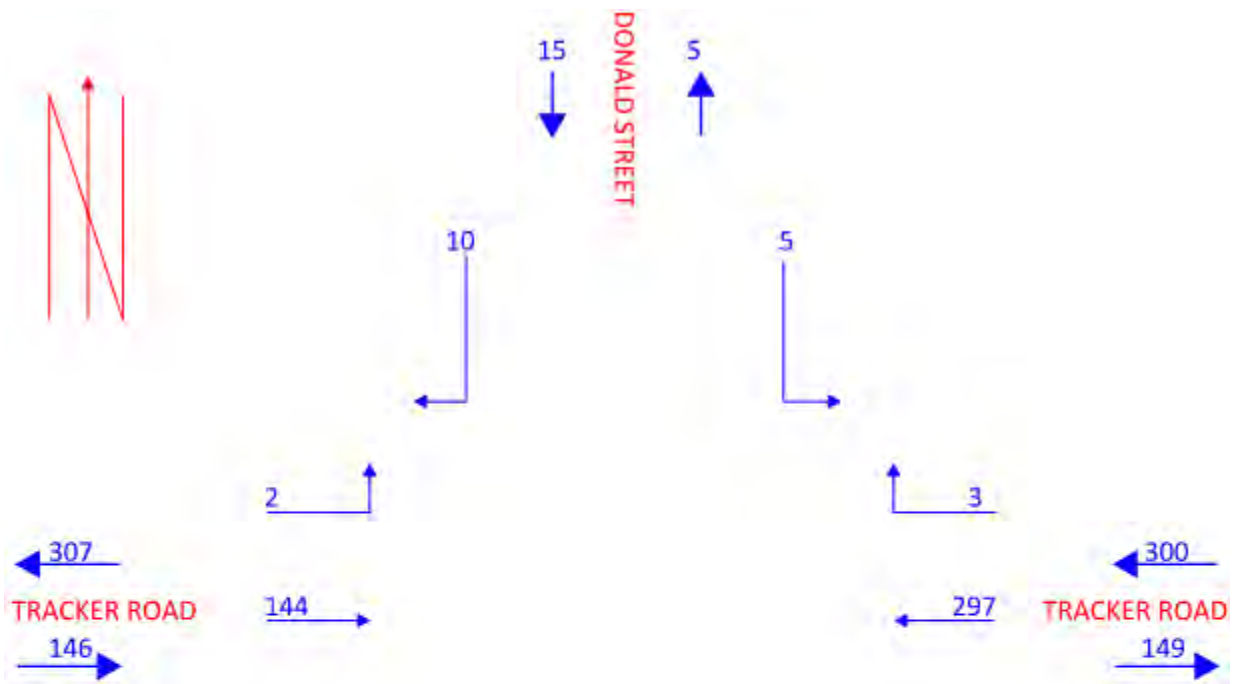
Exhibit 5.4.25 Tracker Rd. & Donald St. TMD - AM Peak Hour for Build Scenario (2043)

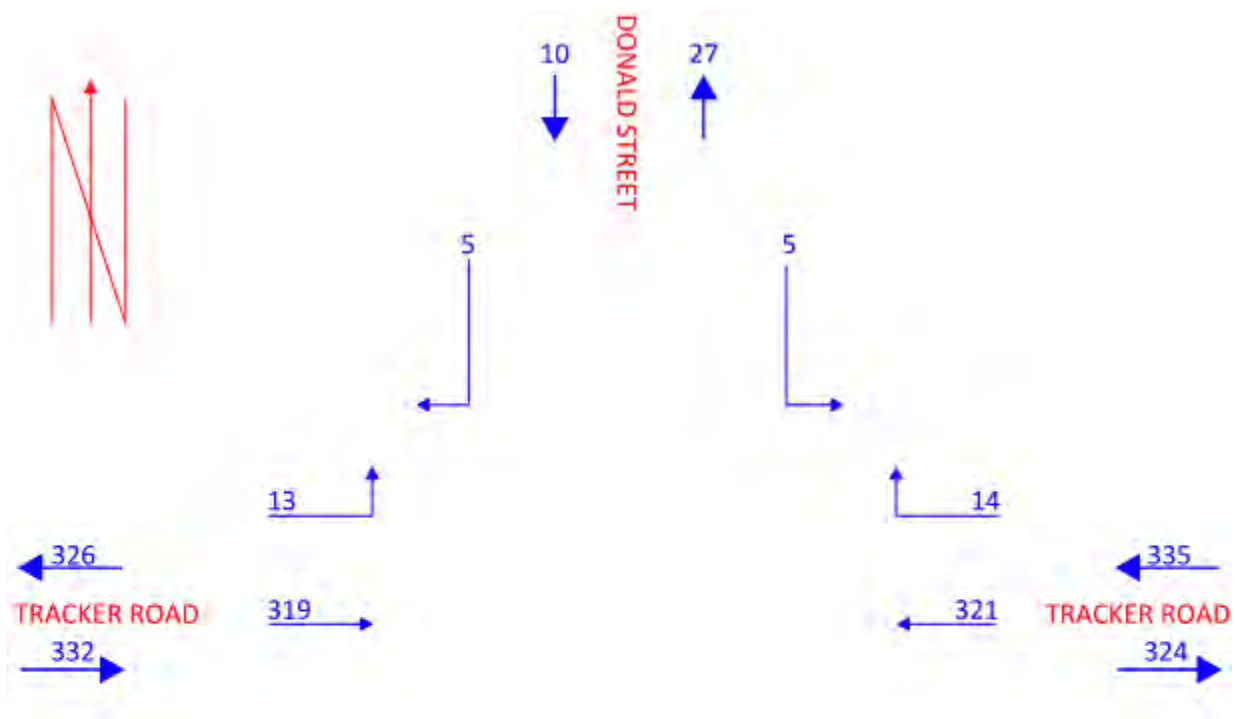
Exhibit 5.4.26 Tracker Rd. & Donald St. TMD - PM Peak Hour for Build Scenario (2043)

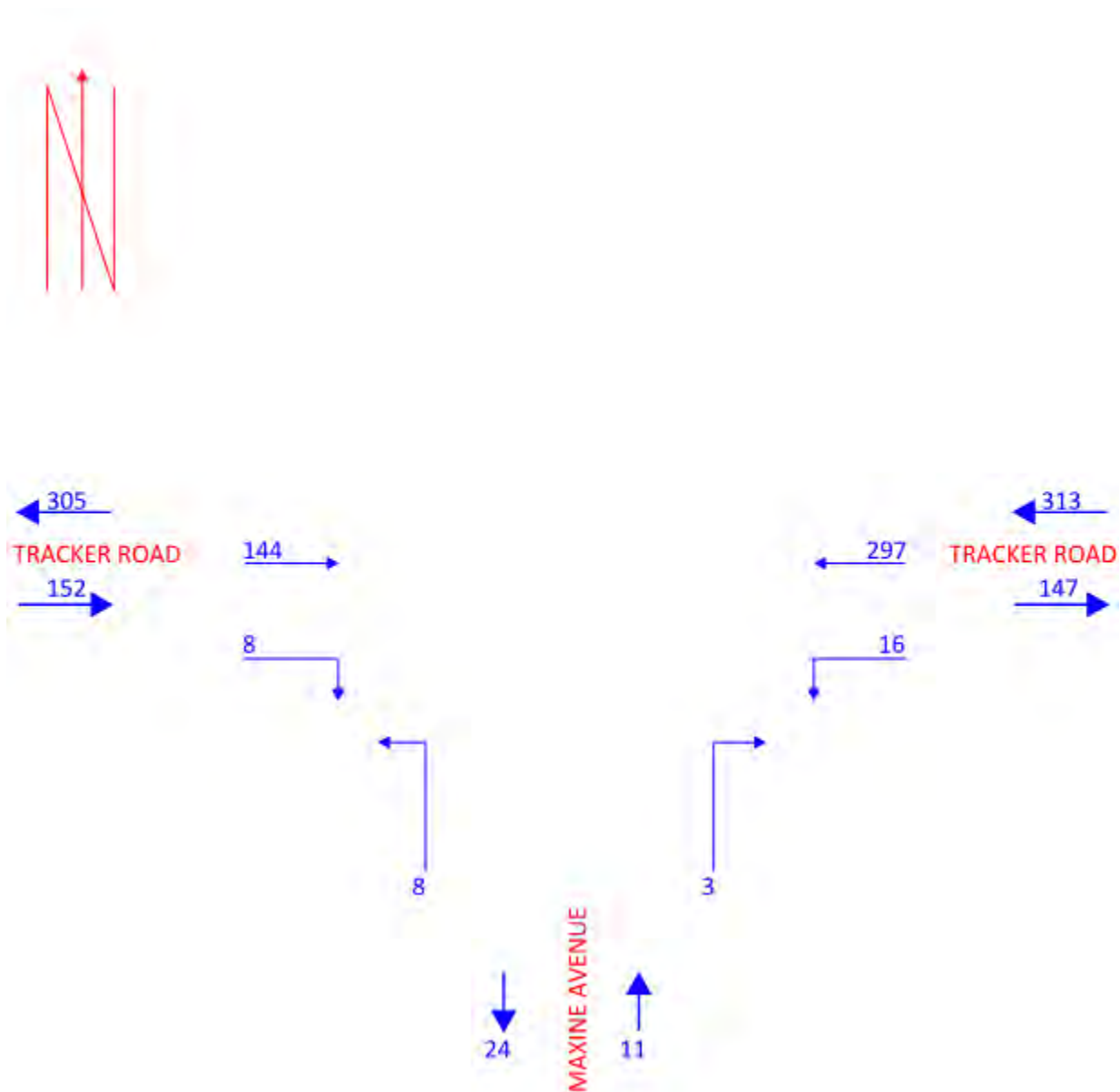
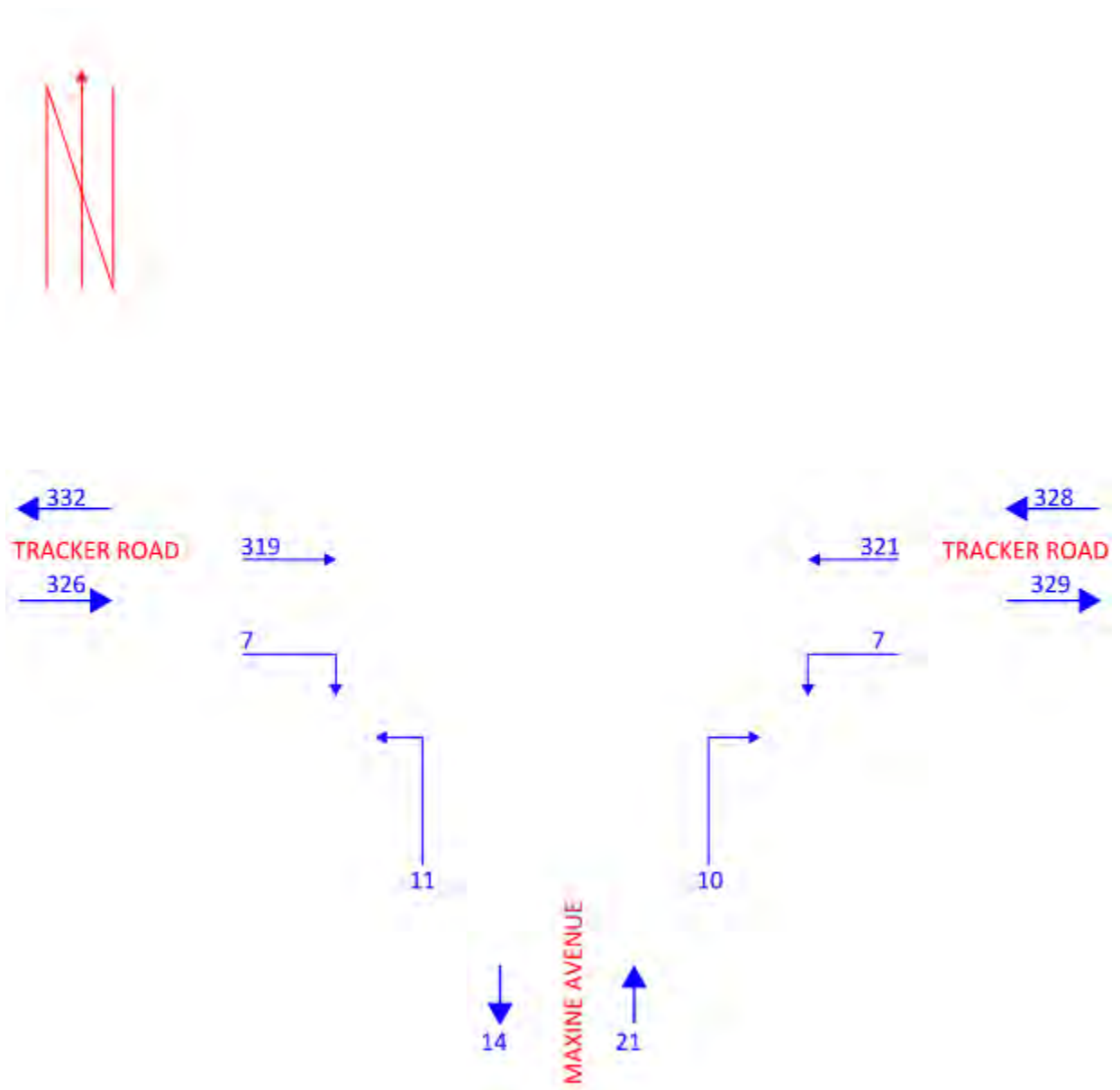
Exhibit 5.4.27 Tracker Rd. & Maxine Ave. TMD - AM Peak Hour for Build Scenario (2043)

Exhibit 5.4.28 Tracker Rd. & Maxine Ave. TMD - PM Peak Hour for Build Scenario (2043)

6. CAPACITY ANALYSIS FOR THE STUDIED INTERSECTIONS

6.1 Existing and Proposed Scenarios for AM/PM

As mentioned previously in this report, conditions were analyzed for the following scenarios: Build and No Build scenarios for the years 2021, 2023, and 2043.

Using information provided in this report and from the field study, the capacities of select intersections were studied in detail and analyzed for future build conditions. Due to City Policy, all of the new intersections except for Greenbriar Drive and Main Street will be adding necessary turn lanes along the Collector (Main Street) and the Secondary Arterial (Tracker Road). It is anticipated that the city will make improvements in the future north of Tracker Road along Main Street, likely to make accommodations for a continuous turn lane from its intersection with Tracker Road north to an undetermined location. It is for that reason that a detailed capacity analysis was not performed for the Mandy Lane and Main Street intersection. Additionally, as the existing Greenbriar Drive and Main Street intersection has already been improved with the widening of Main Street to 3 lanes in that area, a detailed capacity analysis was not performed at that intersection.

The intersection of Tracker Road is currently a signalized intersection and was recently expanded. As this intersection already has a signal, the focus of the capacity calculations in this study have been on the remaining intersections proposed along Tracker Road. Should further analysis of this signalized intersection be required, additional site-specific information and further field analysis will be needed.

6.2 Existing and Future Level of Service

Traffic operations for the studied intersections were analyzed using procedures documented in the *Highway Capacity Manual (HCM) 6th Edition*, Transportation Research Board, 2016. From this analysis, a key predictor or “level of service” rating of the traffic operational conditions was obtained. In general, level of service (LOS) is a qualitative assessment of traffic operational conditions within a traffic stream in terms of average stopped delay per vehicle at a controlled intersection.

Levels of service are described by a letter designation of either A, B, C, D, E, or F, with LOS A representing essentially uninterrupted flow, and LOS F representing a breakdown of traffic flow with noticeable congestion and delay. Unsignalized, or stop sign controlled, intersection capacity analyses produce LOS results for each movement which must yield to conflicting traffic at the intersection. The table below summarizes LOS criteria for unsignalized (stop sign controlled) intersections.

Table 6.2.1: Level of Service (LOS) Criteria for Stop Sign Controlled Intersections

Level of Service	Average Control Delay per Vehicle (sec/veh)
	Stop Sign Controlled Intersections
A	≤ 10
B	> 10 to 15
C	> 15 to 25
D	> 25 to 35
E	> 35 to 50
F	> 50
<i>HCM 6th Edition, Exhibit 20-2</i>	

Calculations and guidance from the HCM were utilized to evaluate traffic operations at the aforementioned studied stop sign controlled intersections for this study. All intersection movements for both Tracker Road and Donald Street as well as for Tracker Road and Maxine Avenue are anticipated to perform at LOS B or better. Capacity calculations are shown in Appendix C of this study.

7. PARKING EVALUATION

7.1 Parking to be Provided on Site

A total of 323 parking stalls will be provided on site, over the General Commercial (GC) and Apartments (R3) proposed between the two subdivisions. To further break this down, 145 stalls are provided for the proposed apartments and 178 stalls are provided for the general commercial parcels.

7.2 Parking Required by Nixa City Code

According to the City of Nixa's Zoning Code, multifamily residential developments are required to provide 1.5 spaces per dwelling. The units provide a total of 145 stalls and are required to provide 143 stalls, thereby complying with Zoning regulations.

According to the aforementioned Zoning Code, commercial shopping plazas are required to provide 1 space per 250 square feet of gross floor area. The units provide a total of 178 stalls and are required to provide 150 stalls, thereby complying with Zoning regulations.

8. SIGHT DISTANCE REVIEW

This study has taken a preliminary step in considering the importance of stopping sight distances. Two areas of particular concern by the public are the proposed intersections of Mandy Lane and Main Street and that of Tracker Road and Donald Street.

8.1 Minimum Stopping Sight Distances Required

Based on design guidance from the AASHTO "Green Book" required stopping sight distances for both of the aforementioned intersections were analyzed. The required stopping sight distance for the intersection of Mandy Lane and Main Street is approximately 315 feet. This assumes a grade of 3% along Main Street to the north of the proposed intersection, and a posted speed limit of 40 MPH.

The required stopping sight distance for the intersection of Tracker Road and Donald Street is approximately 227 feet. This assumes a grade of 9% along Tracker Road to the east of the proposed intersection, and a posted speed limit of 30 MPH.

8.2 Stopping Sight Distances Provided

Based on the site survey and reconnaissance, the stopping sight distance provided by the placement of the intersection of Mandy Lane and Main Street is approximately 340'. In the same fashion, the stopping sight distance provided by the placement of the intersection of Tracker Road and Donald Street is approximately 335'.

According to the methodology provided herein, both of the proposed intersections of concern meet the required stopping sight distance.

8.3 Additional Recommendations

In both cases, measured sight distance satisfies the minimum requirements and is acceptable. For either access, tree trimming may be necessary within the right-of-way to ensure these acceptable sight lines.

9. SIGHT REVIEW

9.1 MUTCD Standards

Utilizing the Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition, taper distances for the three required left turn lanes were computed. Additionally, sidewalks and ramps will be provided throughout both of the subdivisions that will be designed to meet or exceed ADA standards. Based on the proposed amount of generated traffic at each of the two subdivisions, circulation throughout will be at acceptable levels for cars, trucks, buses, bicycles and pedestrians.

9.2 Site Circulation and Turning Templates

The subdivisions contain multiple cul-de-sacs that were laid out and will be designed to meet or exceed City of Nixa standards. Utilizing Autodesk's Civil 3D software, an Autoturn Analysis was performed throughout the proposed streets in both subdivisions. The design vehicle was a school bus with a width of 8 feet and a length of approximately 36 feet. Refer to the attached Exhibits 3 and 4 which depict wheel tracking for the design vehicle, as it traverses the subdivisions.

9.3 Site Conflicts

Site conflicts are expected to be minimal, as the R3 and GC zoned portions will each have more than sufficient parking spaces based on preliminary layouts. Street parking is expected to be minimal and sufficient signage shall be put in place in restricted areas with limited maneuverability.

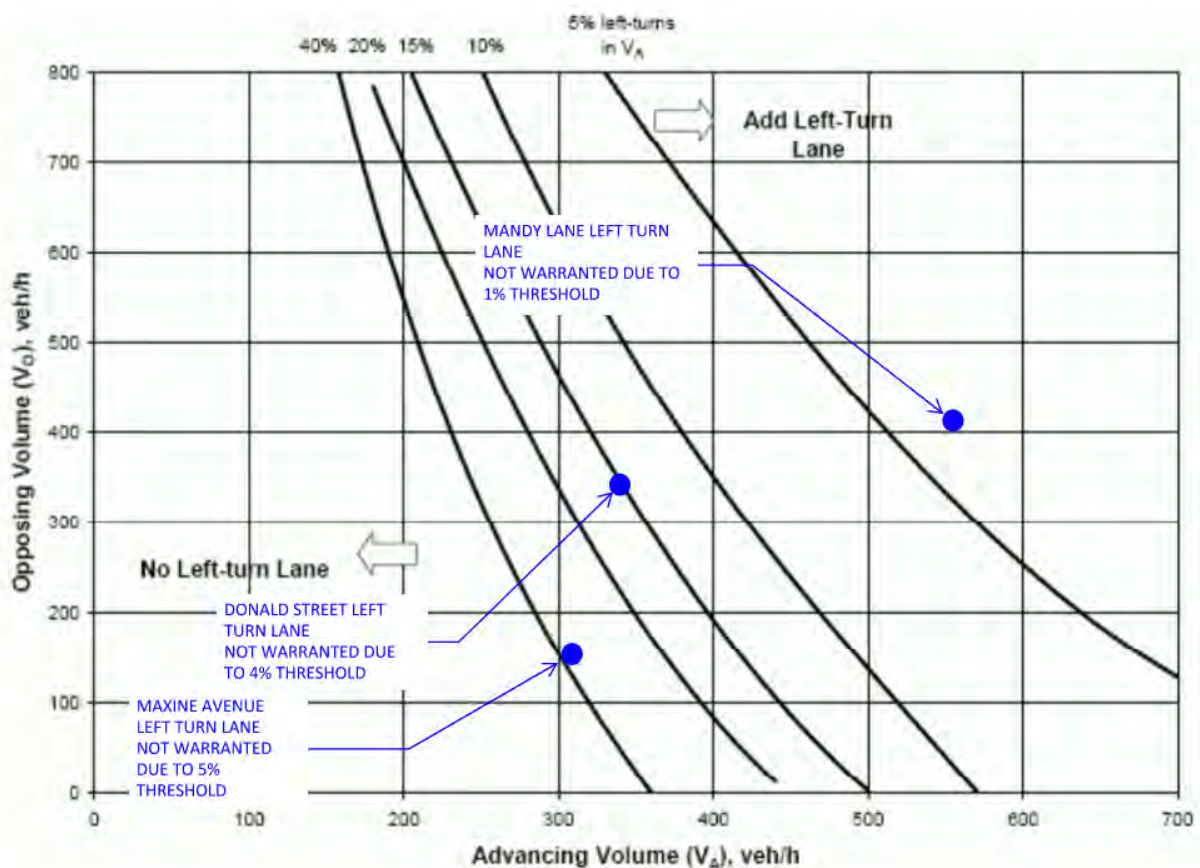
One defining aspect of both of the subdivisions is that of the known karst features on the properties. Nearly all aspects of the road layout, as well as the zoning and lot layouts relied on compatibility and safety in terms of adapting to the said karst features. The majority of the known karst features will be platted into common areas to be maintained by the future Property Owners Association or Home Owners Association.

10. MAIN FINDINGS OF THE STUDY

This study has shown the projected impacts that the two proposed subdivisions will have on the two existing studied intersections and the remaining proposed intersections throughout the course of the planned phasing. As can be seen in the attached Preliminary Plats (Exhibits 1 and 2 of this study), sufficient right of way (ROW) will be dedicated to bring both Tracker Road and Main Street up to current City of Nixa standard ROW widths. Additionally, based on City of Nixa policy, three dedicated left turn lanes with appropriate taper and storage lengths are being added. Two of the three turn lanes are added along Tracker Road, at Donald Street and Maxine Avenue, and the third will be added at along Main Street at Mandy Lane.

10.1 Right Turn and Left Turn Warrants

Based on the exhibit below, according to MoDOT's guidelines (940.9.1 in the MoDOT Engineering Policy Guide), left turn lanes are not warranted at the three aforementioned intersection locations.



11. SUMMARY OF FINDINGS AND RECOMMENDATIONS

As shown in Section 10 of this study, dedicated left turn lanes are not warranted for this development. However, the City of Nixa has stated that per City Policy (Resolution No. 2009-91), all roads classified as a collector or higher are required to meet the three lane road typical section outlined in the Ozarks Transportation Organization (OTO). Therefore, dedicated left turn lanes are proposed for this development. A preliminary layout for the proposed dedicated left turn lanes on Tracker Road and Main Street is shown on the attached Exhibit 5. A preliminary opinion of probable construction costs for the dedicated left turn lanes has been provided in Appendix A. The preliminary opinion of probable construction costs shows an estimated cost of \$297,778 for these improvements. The City has mentioned that they have future plans to widen Main Street in this area. The City has asked the developer to consider widening Tracker Road from the intersection of Tracker and Main to the east end of the development in lieu of constructing the turn lane on Main Street. The cost to widen Tracker Road is estimated to exceed the cost to install the three individual left turn lanes. The developer is willing to support public road improvements in this area up to the amount of \$300,000.

11.1 Geometric and Lane Recommendations to Accommodate Proposed Traffic Volume

Utilizing the AASHTO "Green Book", and the MUTCD, a preliminary layout has been proposed for the three new turn lanes in question. Taper and deceleration lengths vary per the posted speed limit and are in line with AASHTO minimums. For detailed dimensions refer to Exhibit 5.

EXHIBITS

1. WALKER WOODS PRELIMINARY PLAT
2. WALKER ESTATES PRELIMINARY PLAT
3. WALKER WOODS AUTOTURN ANALYSIS
4. WALKER ESTATES AUTOTURN ANALYSIS
5. PROPOSED TURN LANE IMPROVEMENTS
6. OTO MAJOR THOROUGHFARE PLAN



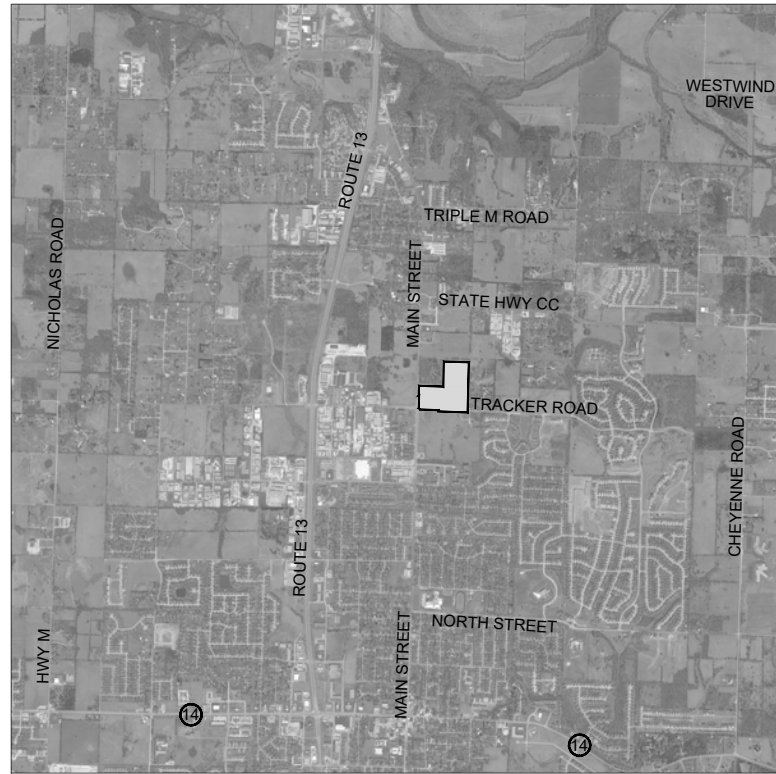
PRELIMINARY PLAT
WALKER WOODS SUBDIVISION

A SUBDIVISION IN THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 1, TOWNSHIP 27 NORTH,
RANGE 22 WEST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF NIXA, CHRISTIAN COUNTY, STATE OF MISSOURI.

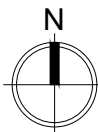
OWNER: DON E. WALKER AND LOIS M. WALKER

DEVELOPER: MORELOCK BUILDERS & ASSOCIATES

722 W. OLIVE STREET
SPRINGFIELD, MISSOURI 65806



LOCATION MAP
SCALE: 1" = 500'



PROPERTY DESCRIPTION

ALL THAT PART OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 1 - TOWNSHIP 27 NORTH - RANGE 22 WEST OF THE FIFTH PRINCIPAL MERIDIAN, CHRISTIAN COUNT, STATE OF MISSOURI, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER AND MEASURE N01°44'43"E ALONG THE EAST LINE THEREOF 1328.70 FEET TO THE NORTHEAST CORNER THEREOF; THENCE N87°47'06"W ALONG THE NORTH LINE THEREOF 15.0 FEET TO THE POINT OF BEGINNING; THENCE S01°44'43"W 1308.54 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF TRACKER ROAD; (THE FOLLOWING FOLLOWS THE NORTH R/W OF TRACKER ROAD); THENCE N87°10'30"W 754.49 FEET; THENCE N02°59'28"E 23.57 FEET; THENCE N87°10'30"W 490.18 FEET; THENCE N42°51'10"W 35.82 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF MAIN STREET; (THE FOLLOWING FOLLOWS THE EAST R/W OF MAIN STREET) THENCE N01°27'03"E 339.90 FEET; THENCE N88°07'29"W 13.97 FEET; THENCE N02°01'18"E 242.62 FEET TO A POINT ON THE SOUTH LINE OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER; THENCE S87°30'09"E ALONG THE SOUTH LINE THEREOF 631.22 FEET TO THE SOUTHEAST CORNER THEREOF; THENCE N01°45'07"E ALONG THE EAST LINE THEREOF 661.06 FEET TO THE NORTHEAST CORNER THEREOF; THENCE S87°47'06"E ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER 652.40 FEET TO THE POINT OF BEGINNING, CONTAINING 28.39 ACRES.

DATE OF PRELIMINARY PLAT SUBMITTAL: JUNE 18, 2021

TOTAL ACREAGE OF THE DEVELOPMENT: 28.39

TOTAL NUMBER OF LOTS: 56

CURRENT ZONING: R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT)
GC (GENERAL COMMERCIAL)

PROPOSED ZONING: R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT)
GC (GENERAL COMMERCIAL)

R-1 SMALLEST LOT: LOT 12, 10,000 SQUARE FEET

R-1 LARGEST LOT: LOT 20, 20,611 SQUARE FEET

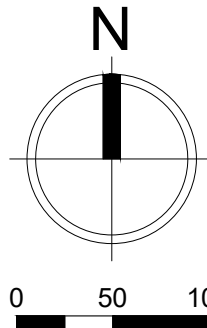
NOTES

1. MINIMUM LOT WIDTH IS 60 FEET FOR R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT).
2. MINIMUM LOT WIDTH IS NONE FOR GC (GENERAL COMMERCIAL).
3. MINIMUM LOT SIZE IS 6,600 SQUARE FEET.
4. R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT)
25 FOOT BUILDING SETBACK LINE IN THE FRONT OF ALL LOTS.
20 FOOT BUILDING SETBACK LINE IN THE REAR OF ALL LOTS.
5 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS.
12 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS WITH LOCAL STREET FRONTAGE.
5. GC (GENERAL COMMERCIAL)
20 FOOT BUILDING SETBACK LINE IN THE FRONT OF ALL LOTS.
20 FOOT BUILDING SETBACK LINE IN THE REAR OF ALL LOTS.
10 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS.
15 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS WITH LOCAL STREET FRONTAGE.
6. ROADS ARE TO BE DEDICATED FOR THE USE OF THE PUBLIC.
7. 10 FOOT UTILITY EASEMENT ON FRONT AND REAR OF ALL LOTS.
8. COMMON AREA (C1, C2, C3 & C4), ARE TO BE COMMON AREA.
9. APPROXIMATE LOCATION OF PROPOSED FIRE HYDRANT (TYPICAL).
10. PRELIMINARY SINKHOLE FLOOD OUTLINE FOR THE 100-YEAR FLOOD. SEE FLOOD PLAIN NOTE THIS SHEET.
11. PRELIMINARY SINKHOLE FLOOD OUTLINE FOR THE 500-YEAR FLOOD. SEE FLOOD PLAIN NOTE THIS SHEET.
12. APPROXIMATE LOCATION OF PROPOSED DETENTION AREAS (TYPICAL).
13. ROADS, UTILITIES AND OTHER ENGINEERING DESIGN ITEMS ARE SHOWN HEREON FOR PLANNING PURPOSES ONLY AND WILL BE DESIGNED SEPARATELY BY LICENSED ENGINEER.
14. PRE-EXISTING STRUCTURE LOCATED ON LOTS 21 AND 22 EXEMPT FROM SETBACK REQUIREMENTS UNTIL SUCH TIME AS STRUCTURE IS REMOVED. ALL NEW STRUCTURES MUST CONFORM TO LOT SETBACKS.
15. NO DIRECT ACCESS TO TRACKER ROAD OR MAIN STREET FROM ADJOINING LOTS. ALL LOT ACCESS MUST BE FROM ADJOINING STREETS WITHIN SUBDIVISION INTERIOR.

BASIS OF BEARING

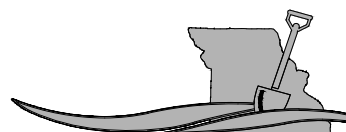
MISSOURI STATE PLANE
NAD 83 CENTRAL ZONE

VERTICAL DATUM = NAVD1988



0 50 100

NOTE: DRAWING REPRODUCTION
AND SCALING MAY CHANGE THE
INDICATED GRAPHIC SCALES
H. SCALE: 1" = 100'



Call or Click
Before You Dig!

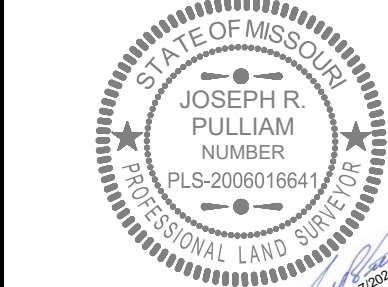
1-800-DIG-RITE
or 811
mo1call.com

WALKER WOODS SUBDIVISION

CHRISTIAN COUNTY, MISSOURI

MORELOCK BUILDERS & ASSOCIATES

PRELIMINARY PLAT



JOSEPH R. PULLIAM - LAND SURVEYOR
MO# PLS-2006016641

DATE: 06/18/2021

SCALE: 1" = 100'

GRAPHIC SCALE MAY CHANGE DUE TO DRAWING REPRODUCTION

WITHOUT WRITER APPROVAL BY THE ENGINEER

1500 E. REPUBLIC ROAD
SPRINGFIELD, MO 65804
PH: 417-866-0657
FAX: 417-866-0657
WWW.MORELOCKBLDG.COM

CERTIFICATE OF AUTHORITY:
MO# LS-2011008797

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DRAWING AND SPECIFICATIONS ARE NOT INTENDED FOR
USE ON OTHER PROJECTS AT THIS SITE OR OTHER SITES
WITHOUT WRITER APPROVAL BY THE ENGINEER

PROJECT: WALKER WOODS SUBDIVISION

LOCATION: CHRISTIAN COUNTY, MISSOURI

CLIENT: MORELOCK BUILDERS & ASSOCIATES

TITLE: PRELIMINARY PLAT

SHEET NO: 1

DATE: 06/18/2021

SCALE: 1" = 100'

GRAPHIC SCALE MAY CHANGE DUE TO DRAWING REPRODUCTION

WITHOUT WRITER APPROVAL BY THE ENGINEER

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PROJECT: WALKER WOODS SUBDIVISION

LOCATION: CHRISTIAN COUNTY, MISSOURI

CLIENT: MORELOCK BUILDERS & ASSOCIATES

TITLE: PRELIMINARY PLAT

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LOCATION: CHRISTIAN COUNTY, MISSOURI

CLIENT: MORELOCK BUILDERS & ASSOCIATES

TITLE: PRELIMINARY PLAT

SHEET NO: 1

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PROJECT: WALKER WOODS SUBDIVISION

LOCATION: CHRISTIAN COUNTY, MISSOURI

CLIENT: MORELOCK BUILDERS & ASSOCIATES

TITLE: PRELIMINARY PLAT

SHEET NO: 1

DATE: 06/18/2021

SCALE: 1" = 100'

GRAPHIC SCALE MAY CHANGE DUE TO DRAWING REPRODUCTION

WITHOUT WRITER APPROVAL BY THE ENGINEER

1500 E. REPUBLIC ROAD
SPRINGFIELD, MO 65804
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FAX: 417-866-0657
WWW.MORELOCKBLDG.COM

CERTIFICATE OF AUTHORITY:
MO# LS-2011008797

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A SUBDIVISION IN THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 27 NORTH,
RANGE 22 WEST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF NIXA, CHRISTIAN COUNTY, STATE OF MISSOURI.

DEVELOPER: MORELOCK BUILDERS & ASSOCIATES

LOCATION MAP
SCALE: 1" = 5000'

[illegible]

TOTAL ACREAGE OF THE DEVELOPMENT: 28.17

TOTAL NUMBER OF LOTS: 28

CURRENT ZONING: R-

CURRENT ZONING: R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT
GC (GENERAL COMMERCIAL)
R-3 (HIGH-DENSITY MULTI-FAMILY)

PROPOSED ZONING: R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT
GC (GENERAL COMMERCIAL)
R-3 (HIGH-DENSITY MULTI-FAMILY)

R-1 SMALLEST LOT: LOT 13, 7,497 SQUARE FEET

R-1 LARGEST LOT: LOT 16, 15,077 SQUARE FEET

1. MINIMUM LOT WIDTH IS 60 FEET FOR R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT).
2. MINIMUM LOT WIDTH IS NONE FOR GC (GENERAL COMMERCIAL).
3. MINIMUM LOT SIZE IS 6,000 SQUARE FEET.
4. R-1 (SINGLE FAMILY RESIDENTIAL DISTRICT)
25 FOOT BUILDING SETBACK LINE IN THE FRONT OF ALL LOTS.
20 FOOT BUILDING SETBACK LINE IN THE REAR OF ALL LOTS.
5 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS.
12 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS WITH LOCAL STREET FRONTAGE
5. GC (GENERAL COMMERCIAL)
20 FOOT BUILDING SETBACK LINE IN THE FRONT OF ALL LOTS.
20 FOOT BUILDING SETBACK LINE IN THE REAR OF ALL LOTS.
10 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS.
15 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS WITH LOCAL STREET FRONTAGE
6. R-3 (HIGH-DENSITY MULTI-FAMILY)
20 FOOT BUILDING SETBACK LINE IN THE FRONT OF ALL LOTS.
12 FOOT BUILDING SETBACK LINE IN THE REAR OF ALL LOTS.
8 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS.
12 FOOT BUILDING SETBACK LINE ON THE SIDE OF ALL LOTS WITH LOCAL STREET FRONTAGE
7. 10 FOOT UTILITY EASEMENT ON FRONT AND REAR OF ALL LOTS.
8. ROADS ARE TO BE DEDICATED FOR THE USE OF THE PUBLIC.
9. COMMON AREA (C1 & C2). ARE TO BE COMMON AREA.
10. PRELIMINARY SINKHOLE FLOOD OUTLINE FOR THE 100-YEAR FLOOD. SEE FLOOD PLAIN NOTE
11. PRELIMINARY SINKHOLE FLOOD OUTLINE FOR THE 500-YEAR FLOOD. SEE FLOOD PLAIN NOTE
12. APPROXIMATE LOCATION OF PROPOSED FIRE HYDRANT (TYPICAL).
13. APPROXIMATE LOCATION OF PROPOSED DETENTION AREAS (TYPICAL).
14. ROADS, UTILITIES AND OTHER ENGINEERING DESIGN ITEMS ARE SHOWN HEREON FOR PLANNING PURPOSES ONLY. THEY WILL BE DESIGNED SEPARATELY BY LICENSED ENGINEER.
15. NO DIRECT ACCESS TO TRUCKER ROAD OR MAIN STREET FROM ADJOINING LOTS. ALL LOT ACCESS SHALL BE THROUGH ADJOINING STREETS WITHIN SUBDIVISION INTERIOR.
16. THIS SUBDIVISION INCLUDES A REPLAT OF THAT PORTION OF NORTH SIDE INDUSTRIAL PARK, AKA. 10000 NORTH SIDE INDUSTRIAL PARK, AKA. 10000 NORTH SIDE INDUSTRIAL PARK, VACATION OF ROADWAYS, EASEMENTS AND ALL COVENANTS / RESTRICTIONS ASSOCIATED WITH THE SAME.

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE X OF THE FLOOD INSURANCE RATE MAP
COMMUNITY PANEL NO. 29043C0060C, WHICH BEARS AN EFFECTIVE DATE OF DECEMBER 17, 2010.

THE SINKHOLE FLOOD OUTLINES SHOWN FOR THE 100-YEAR AND 500-YEAR FLOODPLAINS ARE BASED ON THE PRELIMINARY FIRM PANEL 29043C0058D, WITH A PRELIMINARY DATE OF 2019/09/20 AND ARE USED AS A REFERENCE ONLY.

I, JOSEPH R. PULLIAM, DO HEREBY CERTIFY THAT THIS PRELIMINARY PLAT WAS PREPARED UNDER MY PERSONAL SUPERVISION FROM AN ACTUAL SURVEY OF THE LAND HEREIN, IN ACCORDANCE WITH THE CURRENT MISSOURI STANDARDS FOR PROPERTY BOUNDARY SURVEYS.

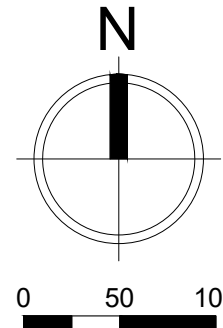
PHYSICAL EVIDENCE OF IMPROVEMENTS IS SHOWN FROM INFORMATION TAKEN BY VISUAL INSPECTION OF THE PREMISES. EASEMENTS SHOWN ARE THOSE WRITTEN, PROVIDED, OR DISCOVERED AND MAY NOT BE ALL INCLUSIVE. APPARENT OWNERSHIPS AS SHOWN ARE BASED UPON INFORMATION PROVIDED BY OTHERS AND DO NOT REPRESENT AN OPINION AS TO TITLE. THIS PRELIMINARY PLAT IS INTENDED FOR REVIEW AND PLANNING PURPOSES ONLY AND IS NOT TO BE USED BY ANYONE FOR CONVEYANCE OF LANDS OR TITLE OF REAL ESTATE.

BY APPROVAL OF THE FINAL PLAT OF WALKER STATES SUBDIVISION BY THE CITY OF NIXA ALL EXISTING PUBLIC UTILITY EASEMENTS AND PUBLIC ROAD RIGHT-OF-WAY (OF RECORD OR NOT OF RECORD) LOCATED WITHIN THE BOUNDARY OF SAID SUBDIVISION BUT NOT SPECIFICALLY CALLED OUT IN THE PLAT SHALL REMAIN IN PLACE UNTIL SUCH TIME AS REPAIR, UPGRADE OR RELOCATION OF SAID UTILITY STRUCTURE IS REQUIRED. ANY EXISTING UTILITY STRUCTURE, LINE OR APPURTENANCE REGARDLESS OF TYPE LOCATED WITHIN ANY HEREINAFTER VACATED EASEMENT OR RIGHT-OF-WAY MAY REMAIN IN PLACE UNTIL SUCH TIME AS REPAIR, UPGRADE OR RELOCATION OF SAID UTILITY STRUCTURE IS REQUIRED. UPON RELOCATION, THE NECESSARY SURVEY OF SAID UTILITY STRUCTURE MUST BE RELOCATED INTO ONE OF THE NEWLY ESTABLISHED EASEMENTS DEPICTED HEREON.

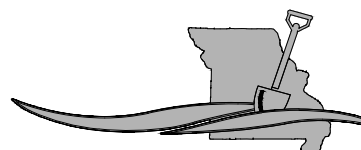
COMMON AREAS DEFINED ON THIS SUBDIVISION PLAT AS LOTS C1 THROUGH C2 SHALL BE CONVEYED IN FEE-TITLE TO THE HOME OWNERS ASSOCIATION FOR SAID SUBDIVISION FOLLOWING COMPLETION OF CONSTRUCTION AND THE RECORDING OF FINAL PLAT THEREOF. THE HOME OWNERS ASSOCIATION SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE CONSTRUCTION AND/OR ERECTION OF ANY STRUCTURE WHETHER PERMANENT OR TEMPORARY. THESE AREAS ARE TO BE RESERVED AND SET ASIDE IN PERPETUITY AS "GREEN SPACE". THE ONLY PERMITTED USE OF SAID AREAS BEING THE INSTALLATION OF LANDSCAPING, PLANTING TREES, AND GENERAL MAINTENANCE ACTIVITIES SUCH AS MOWING AND DEBRIS REMOVAL. TAXES, EASEMENTS AND COST ASSOCIATED WITH THESE COMMON AREAS ARE THE SOLE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION.

MISSOURI STATE PLANE
NAD 83 CENTRAL ZONE

VERTICAL DATUM = NAVD1988



NOTE: DRAWING REPRODUCTION
AND SCALING MAY CHANGE THE
INDICATED GRAPHIC SCALES
H. SCALE: 1" = 100'

MISSOURI
ONE CALL SYSTEM

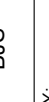
**Call or Click
Before You Dig!
1-800-DIG-RITE
or 811
mo1call.com**

HIGH-DENSITY MULTI-FAMILY		
LOT #	SQ. FT.	AC.
H1	75,979	1.74
H2	237,464	5.45

----	ADJOINING PROPERTY LINE
- - - -	UTILITY EASEMENT LINE
----	SETBACK LINE
- - - -	SINKHOLE BOUNDARY
=====	SINKHOLE (NO CONSTRUCTION LIMITS)

[illegible]

JOSEPH R. PULLIAM - LAND SURVEYOR
MO# PLS-2006016641

		TOTH & ASSOCIATES 1550 E. REPUBLIC ROAD SPRINGFIELD, MO 65804 PH: 417-868-0645 FAX: 417-868-0657 E-MAIL: info@tota.com WEBSITE: www.tota.com CERTIFICATE OF AUTHORITY MOW IS-2011008797 © 2021 Toth and Associates, Inc.	
DRAWN BY: BJS	CHECK BY: DCG	APPROVED BY: JRP	DATE: 06/18/2021
SCALE: 1" = 100'		Graphical scale may be used on other projects at this site or drawing change size as drawing reproduction	

WALKER ESTATES SUBDIVISION

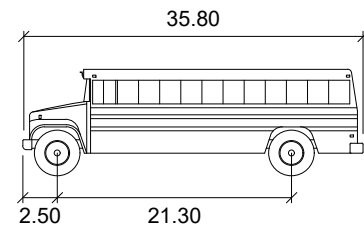
CHRISTIAN COUNTY, MISSOURI

MORELOCK BUILDERS & ASSOCIATES

PRELIMINARY PLAT

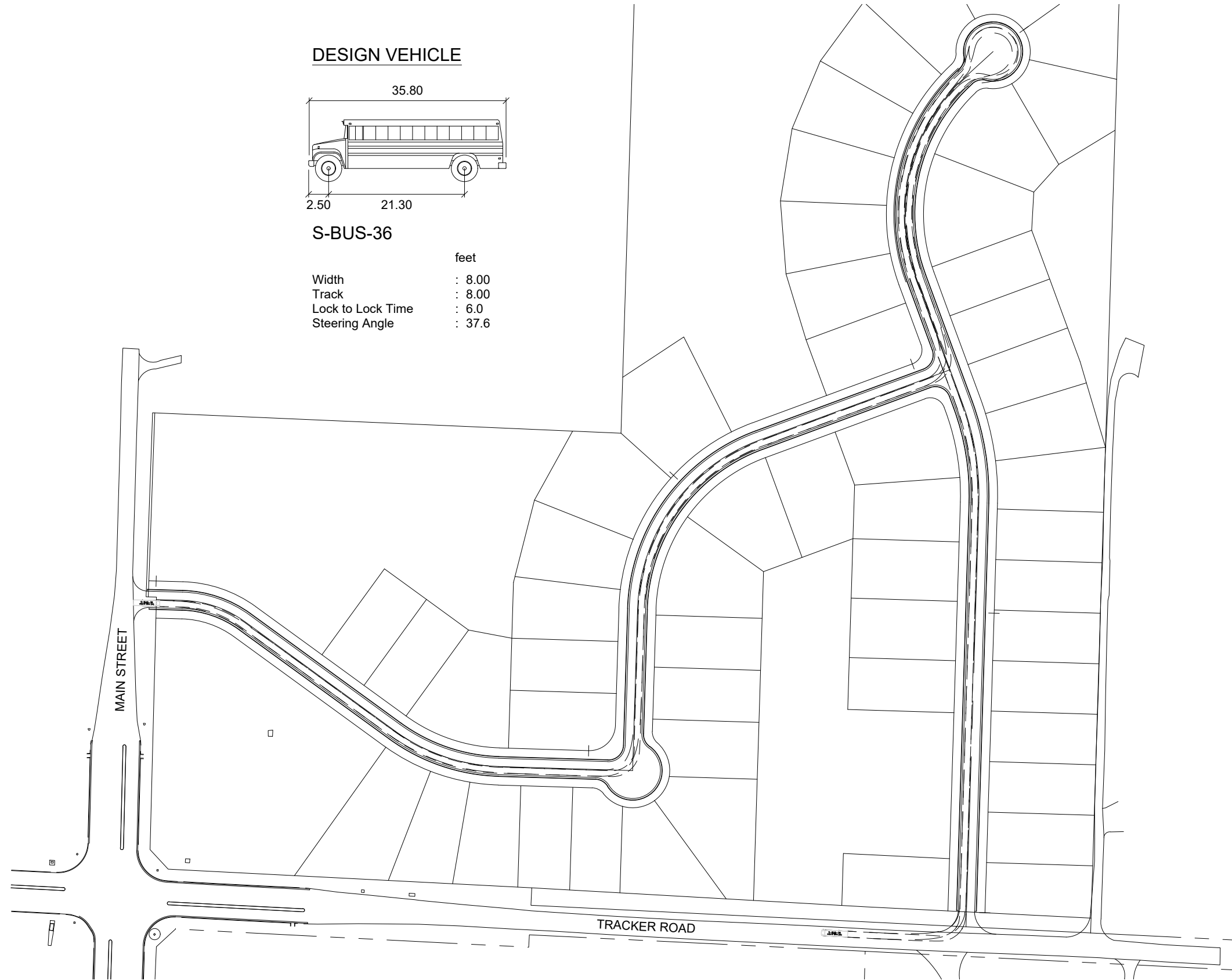
PROJECT:	LOCATION:	CLIENT:	TITLE:
SHT NO: C-001			

DESIGN VEHICLE

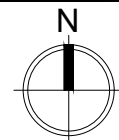


S-BUS-36

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 37.6



SCALE: 1" = 150'



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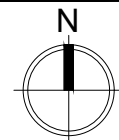
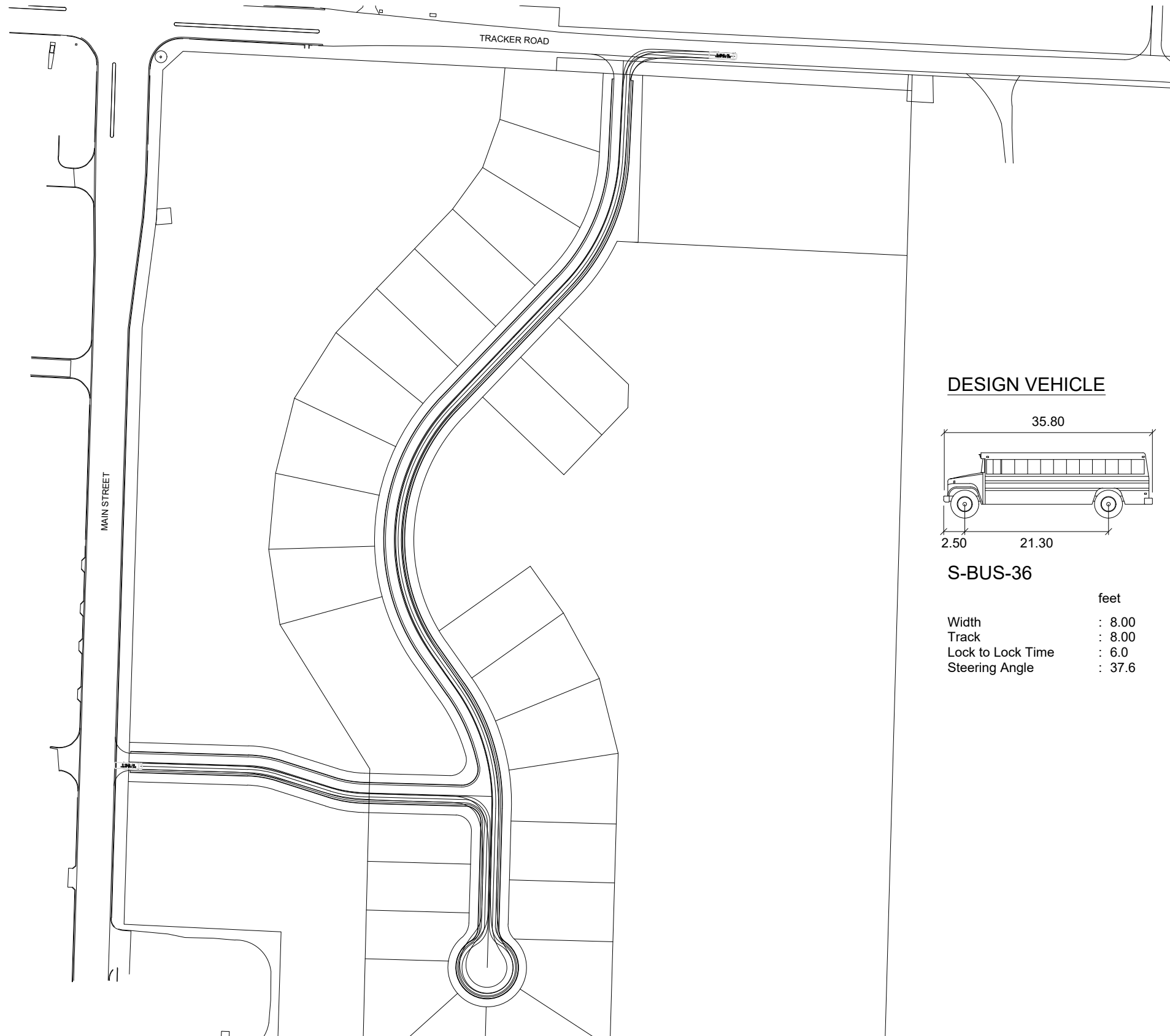
WALKER WOODS SUBDIVISION
EXHIBIT 3
AUTOTURN ANALYSIS



1550 E. Republic Road, Springfield MO. 65804

Toth & Associates, Inc.
Missouri State Certificate of Authority #2004004242

JOB NUMBER: 72-007CE
ISSUED DATE: 06/18/2021



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WALKER ESTATES SUBDIVISION

EXHIBIT 4

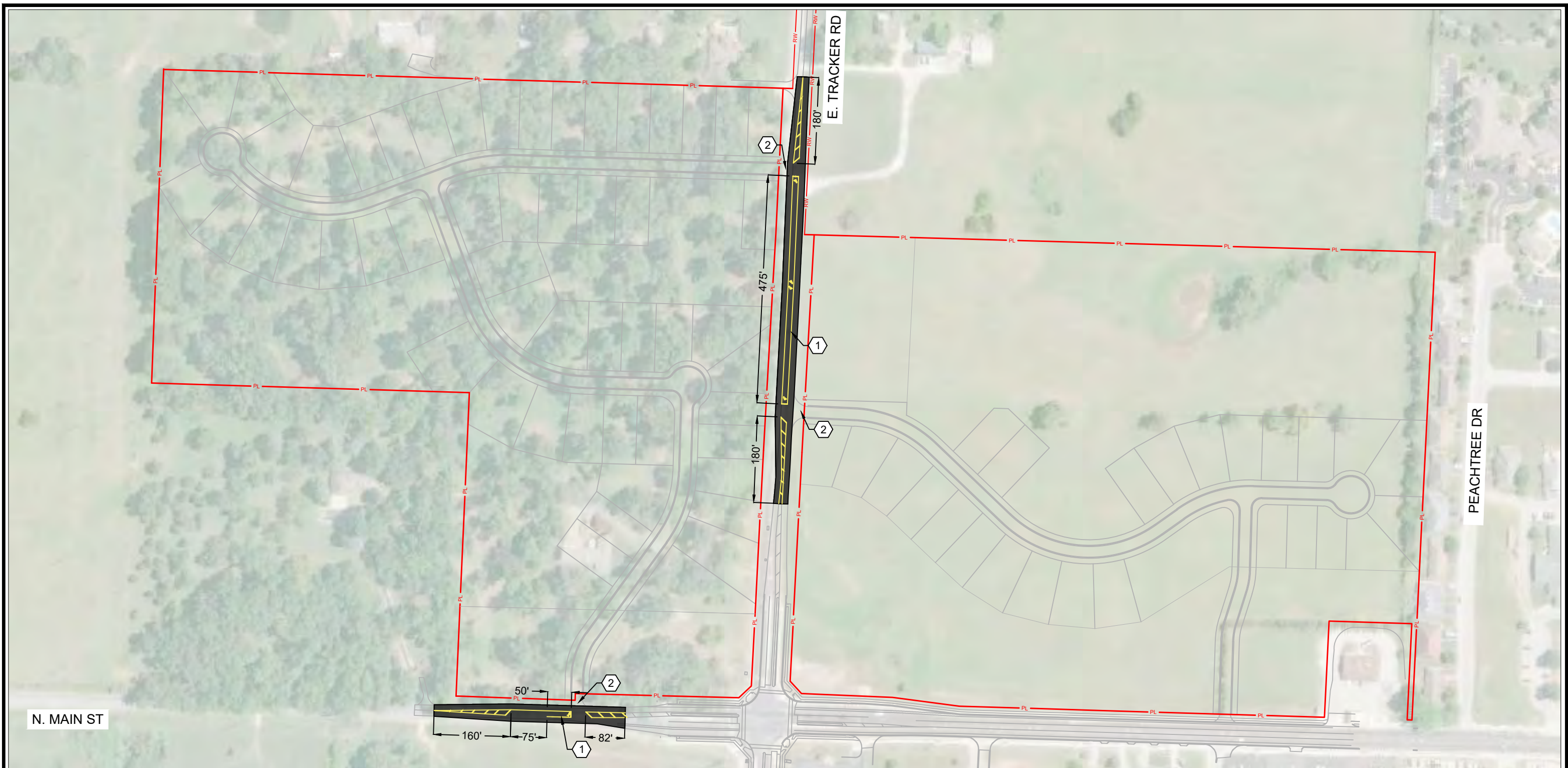
AUTOTURN ANALYSIS



1550 E. Republic Road, Springfield MO. 65804

JOB NUMBER: 72-010CE
ISSUED DATE: 06/18/2021

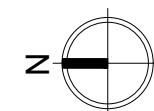
Toth & Associates, Inc.
Missouri State Certificate of Authority #2004004242



KEY NOTES:

- ① INSTALL TURN LANE IMPROVEMENTS.
- ② PROPOSED INTERSECTION.

SCALE: 1" = 200'



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TRACKER AND MAIN
NIXA, MISSOURI
EXHIBIT 5



1550 E. Republic Road, Springfield MO. 65804

Toth & Associates, Inc.
Missouri State Certificate of Authority #2004004242

JOB NUMBER: 72.010
ISSUED DATE: 06/18/2021

Major Thoroughfare Plan

Map 8-1

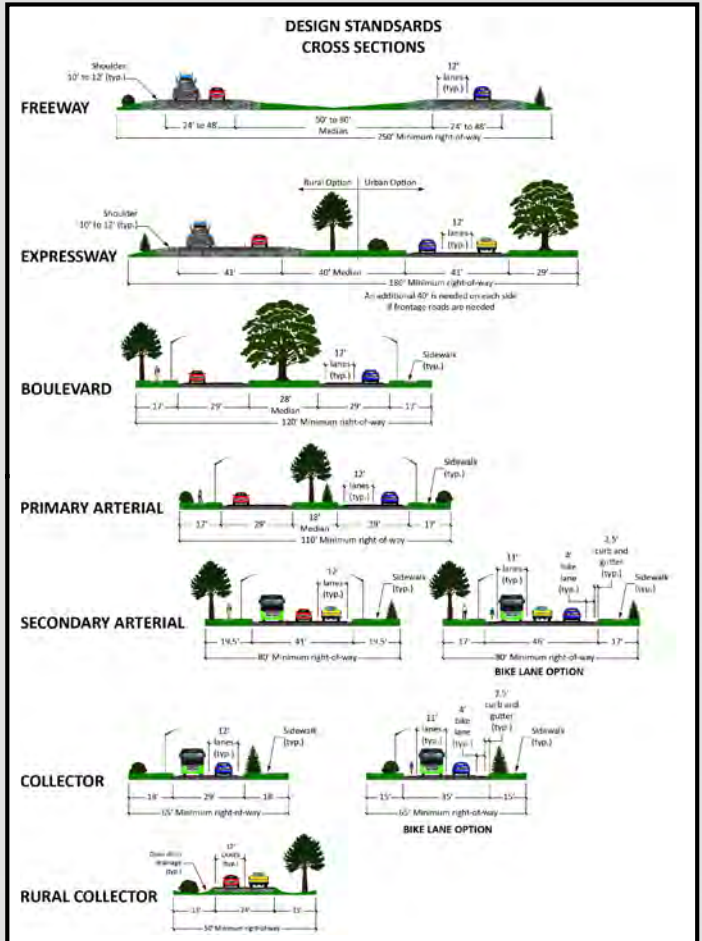
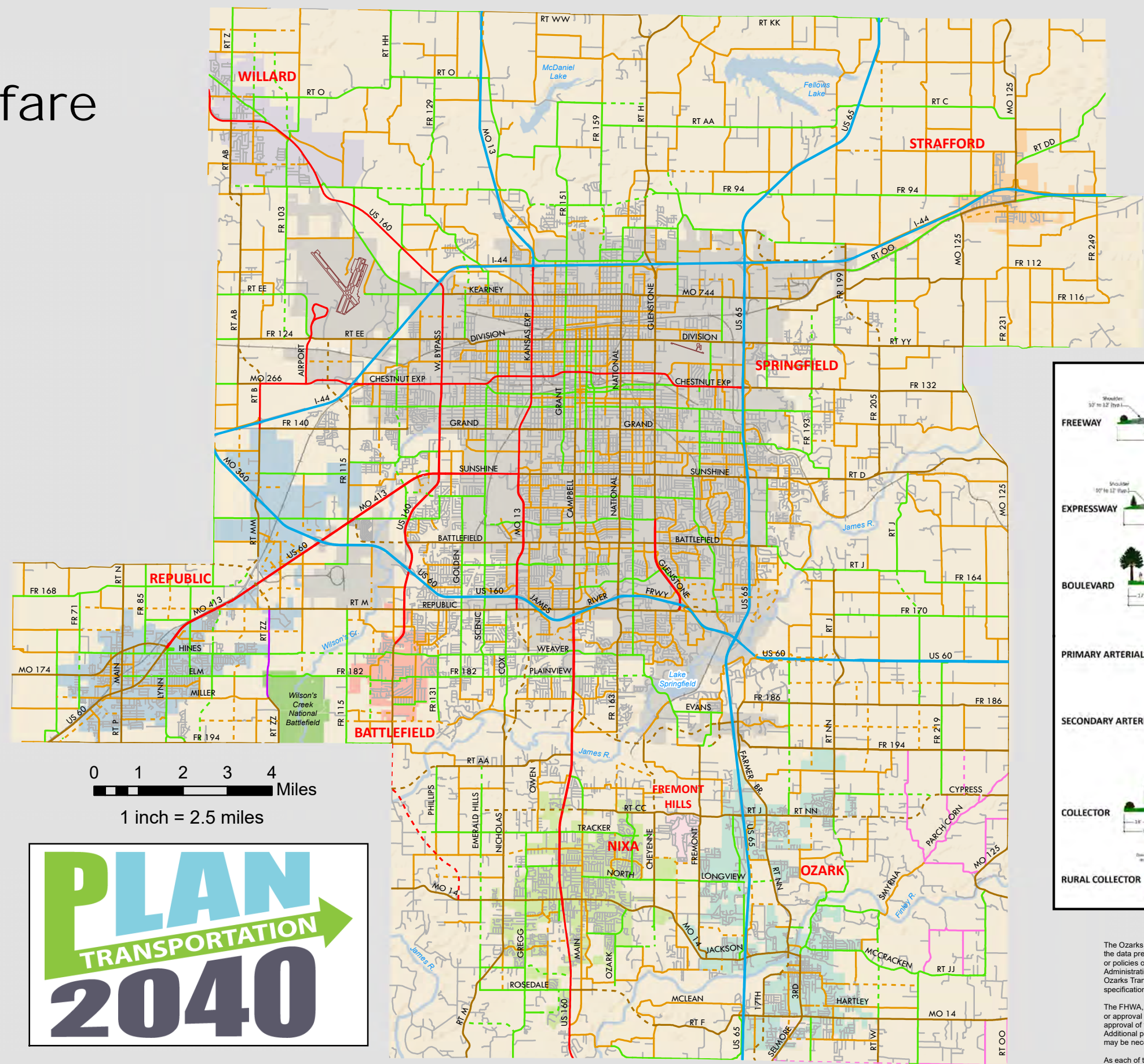
Legend

Existing Roads

- Freeway
- Expressway
- Primary Arterial
- Boulevard
- Secondary Arterial
- Collector
- Rural Collector
- Local
- Railroad

Proposed Roads

- Future Expressway
- Future Primary Arterial
- Future Secondary Arterial
- Future Collector
- Future Rural Collector
- Future Local Street



DISCLAIMER

The Ozarks Transportation Organization is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Missouri Department of Transportation (MoDOT), or the Ozarks Transportation Organization. This map does not constitute a standard, specification, or regulation.

The FHWA, FTA, OR MoDOT acceptance of this map does not constitute endorsement or approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

As each of the projects in the Major Thoroughfare Plan (MTP) is implemented, coordination, agreement, and independent approval of the participating local jurisdiction is required. No part of this MTP is to be interpreted as to diminish the authority of local jurisdictions in the area of land use and transportation.

APPENDIX A
COST ESTIMATE

TRACKER AND MAIN ROADWAY IMPROVEMENTS

Item	Description	Quantity	Units	Unit Price	Total Cost
1.00	EARTHWORK				
1.01	Clearing and Grubbing	1	LS	\$5,000	\$5,000
1.02	Sawcut and Removal of Existing Pavement	1	LS	\$5,000	\$5,000
1.03	Coldmilling Existing Pavement	350	SY	\$3	\$1,050
1.04	Site Grading - Cut (Unclassified)	750	CY	\$10	\$7,500
1.05	Site Grading - Fill	2,250	CY	\$10	\$22,500
1.06	Sediment and Erosion Control	1.0	LS	\$7,500	\$7,500
1.07	Seed, Fertilizer, and Mulch	1.0	AC	\$5,000	\$5,000
SUBTOTAL					\$53,550

Item	Description	Quantity	Units	Unit Price	Total Cost
2.00	PAVING AND MISC.				
2.01	6 in. Heavy Duty Asphalt Pavement	13,000	SF	\$3.50	\$45,500
2.02	8 in. Aggregate Base for Heavy Duty Asphalt	13,000	SF	\$1.00	\$13,000
2.03	Asphalt Pavement for Overlay (1.75" Thick)	32,000	SF	\$1.25	\$40,000
2.03	Pavement Markings	1	LS	\$10,000	\$10,000
2.04	Signage	1	LS	\$5,000	\$5,000
2.05	Traffic Control	1	LS	\$10,000	\$10,000
SUBTOTAL					\$123,500

Item	Description	Quantity	Units	Unit Price	Total Cost
3.00	UTILITIES				
3.01	Relocation of Existing Utilities	1	LS	\$15,000	\$15,000
					\$15,000

CONSTRUCTION TOTALS

Construction Total	\$192,050
Construction Contingency (20%)	\$38,500
Mobilization, Demobilization, and Bonding (5%)	\$11,528
Professional Services (23%)	\$55,700
TOTAL	\$297,778

NOTICE:

Opinion of Probable Construction Cost: The services, if any, of Engineer with respect to Opinion of Probable Construction Cost are to be made on the basis of Engineer's experience and qualifications and represent Engineer's best judgement as an experienced and qualified professional generally familiar with the construction industry. However, since Engineer has no control over the cost of labor, materials, equipment, or services furnished by others, or over contractor's methods of determining prices, or over competitive bidding or market conditions, Engineer cannot and does not guarantee that proposals, bids, or actual Construction Cost will not vary from Opinions of Probable Construction Cost prepared by Engineer.

APPENDIX B
COLLECTED TURNING MOVEMENT COUNT DATA

OBSERVER: LINCOLN DUNNING/DAN SHANNON

DATE: 6.3.2021

COUNTY: CHRISTIAN

CITY: NIXA

WEATHER: CLEAR 80°

DAY: THURSDAY

STATE: MO

INTERSECTION OF: TRACKER AND MAIN

15 Minute Time Period	MAIN ST from NORTH (SB)			MAIN ST from SOUTH (NB)			TRACKER RD from EAST (WB)			TRACKER RD from WEST (EB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
4:00 PM - 4:15 PM	5	64	39	14	58	11	13	19	6	23 5 HEAVY VEHICLES	23	21
4:15 PM - 4:30 PM	4	66 1 HEAVY VEHICLE	42	7	65 1 HEAVY VEHICLE	9	13	21 1 HEAVY VEHICLE	9	14 1 HEAVY VEHICLE	28	24
4:30 PM - 4:45 PM	7	74 3 HEAVY VEHICLES	42	19	82 6 HEAVY VEHICLES	11 2 BICYCLES	13	27	6	28 2 HEAVY VEHICLES	25	30
4:45 PM - 5:00 PM	8	91	36	12	54 1 HEAVY VEHICLE	17	18	30 1 BICYCLE	9	23	42	20

OBSERVER: LINCOLN DUNNING/DAN SHANNON

DATE: 6.3.2021

COUNTY: CHRISTIAN

CITY: NIXA

WEATHER: CLEAR 80°

DAY: THURSDAY

STATE: MO

INTERSECTION OF: TRACKER AND MAIN

15 Minute Time Period	MAIN ST from NORTH (SB)			MAIN ST from SOUTH (NB)			TRACKER RD from EAST (WB)			TRACKER RD from WEST (EB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
5:00 PM - 5:15 PM	6	83	35	22 3 HEAVY VEHICLES	64 1 HEAVY VEHICLE	19	14	40	9	29	30 1 HEAVY VEHICLE	23 1 BICYCLE
5:15 PM - 5:30 PM	6	91	52	14	66 1 HEAVY VEHICLE	11	8	26	8	21 2 HEAVY VEHICLES	24	26
5:30 PM - 5:45 PM	5	36	25	10	24	5	6	22	7	14 1 HEAVY VEHICLE	15	12
5:45 PM - 6:00 PM	5	23	27	3	11	2	4	11	6	7	8	10

OBSERVER: LINCOLN DUNNING/DAN SHANNON
 WEATHER: CLEAR 65°
 INTERSECTION OF: TRACKER AND MAIN

DATE: 6.4.2021 COUNTY: CHRISTIAN
 DAY: FRIDAY

CITY: NIXA
 STATE: MO

15 Minute Time Period	MAIN ST from NORTH (SB)			MAIN ST from SOUTH (NB)			TRACKER RD from EAST (WB)			TRACKER RD from WEST (EB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:00 AM - 7:15 AM	1	25	36 1 HEAVY VEHICLE	27 5 HEAVY VEHICLES	56 1 HEAVY VEHICLE	4	7	36	10	22 1 HEAVY VEHICLE	18	22 7 HEAVY VEHICLES
7:15 AM - 7:30 AM	1	32 1 HEAVY VEHICLE	26	29	89	10	5	27	5	28 3 HEAVY VEHICLES	20	14 1 HEAVY VEHICLE
7:30 AM - 7:45 AM	0	33 3 HEAVY VEHICLES	14	18 1 HEAVY VEHICLE	90 3 HEAVY VEHICLES	4	7	33	12	41 2 HEAVY VEHICLES	12 1 HEAVY VEHICLE	3
7:45 AM - 8:00 AM	5	67	27 5 HEAVY VEHICLES	11	47 1 HEAVY VEHICLE	6	11	26	13	21	12	3

OBSERVER: LINCOLN DUNNING/DAN SHANNON

DATE: 6.4.2021

COUNTY: CHRISTIAN

CITY: NIXA

WEATHER: CLEAR 65°

DAY: FRIDAY

STATE: MO

INTERSECTION OF: TRACKER AND MAIN

15 Minute Time Period	MAIN ST from NORTH (SB)			MAIN ST from SOUTH (NB)			TRACKER RD from EAST (WB)			TRACKER RD from WEST (EB)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8:00 AM - 8:15 AM	2	34 1 HEAVY VEHICLE	27	12	54 2 HEAVY VEHICLES	11	5	17	22	28	16	11 1 HEAVY VEHICLE
8:15 AM - 8:30 AM	3	33 1 HEAVY VEHICLE	24 2 HEAVY VEHICLES	8 1 HEAVY VEHICLE	35 1 HEAVY VEHICLE	3	9	27 1 HEAVY VEHICLE	16	31 2 HEAVY VEHICLES	9	7 1 HEAVY VEHICLE
8:30 AM - 8:45 AM	2	34 1 HEAVY VEHICLE	18	13 1 HEAVY VEHICLE	54 1 HEAVY VEHICLE	8	7	16	11	18	8	7 2 HEAVY VEHICLES
8:45 AM - 9:00 AM	2	45	25	13	39 1 HEAVY VEHICLE	2	14	13	13	27 3 HEAVY VEHICLES	9	12

APPENDIX C
CAPACITY CALCULATIONS

CAPACITY CALCULATIONS

Intersection Info: Tracker Road and Donald St. - 2023 Build Scenario - AM Peak Hour

CONVERT MOVEMENT DEMAND VOLUMES TO FLOW RATES																			
MOVEMENT		SBR	SBT	SBL		WBR	WBT	WBL	WBU		NBR	NBT	NBL		EBR	EBT	EBL	EBU	
TRAFFIC VOLUME		veh/hr	10	0	5		3	200	0	0	0	0	0	0		0	97	2	0
GRADES		G integer %	1	1	1		-3	-3	-3	-3		1	1	1		3	3	3	3
PHF			92%	92%	92%		92%	92%	92%	92%		92%	92%	92%		92%	92%	92%	92%
% HEAVY		integer %	0	0	0		0	8	0	0		0	0	0		0	0	0	0
MVMT FLOW		v _i veh/hr	11	0	5		3	217	0	0		0	0	0		0	105	2	0

CONFLICTING FLOW RATES, V _{c,x}															
MOVEMENTS	12	11	10	-	-	4	4U	9	8	7	-	-	1	1U	
CONFLICTING FLOW ALL	110	328	275	-	-	105	105	53	329	218	-	-	220	220	

CRITICAL HEADWAY, $t_{c,x}$																		
Base Crit HW	t_{cbase}	6.90	-	-		-	-	4.10	6.40		6.90	-	-		-	-	4.10	6.40
Adj for HV	$t_{c,HV}$	2.00	2.00	2.00		-	-	2.00	2.00		2.00	2.00	2.00		-	-	2.00	2.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00		-	-	0.00	0.00		0.00	0.00	0.00		-	-	0.00	0.00
Adj for Grade	$t_{c,G}$	0.10	0.20	0.20		-	-	-	-		0.10	0.20	0.20		-	-	-	-
Grades	G	1.00	1.00	1.00		-3.00	-3.00	-3.00	-3.00		1.00	1.00	1.00		3.00	3.00	3.00	3.00
Adj. for Int. Geom	$t_{3,LT}$	-	-	-		-	-	-	-		-	-	-		-	-	-	-
Critical Headway		7.00	-	-		-	-	4.10	6.40		7.00	-	-		-	-	4.10	6.40

FOLLOW UP HEADWAY, $t_{f,x}$															
Base Follow up HW	t_{fbase}	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50
Adj for HV	$t_{f,HV}$	1.00	1.00	1.00	-	-	1.00	1.00	1.00	1.00	1.00	-	-	1.00	1.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00
Follow up Headway	$t_{f,x}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50
POTENTIAL CAPACITY, $c_{p,x}$															
Potential Cap - 1 Maneuver		926	639	703	-	-	1,499	1,239	1,009	638	761	-	-	1,361	1,050
COMPUTE MOVEMENT CAPACITIES, $C_{m,j}$															
MOVEMENTS		12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
Compute Rank 1 Mov Cap's															
Compute Rank 2 Mov Cap's															
	Step 7a						1,499							1,361	
	Step 7b	926							1,009						
	Step 7c						1,239							1,038	
Compute f_{1U}	0.98812														
Comput f_{4U}	1.00000														
	Step 7d														
Use Eqn 20-42 as the LT and T lanes are not shared.															
Compute $p_{0,j}$	$j = 1 \text{ or } 4$														
$p_{0,1}$	0.99853	$p_{0,1U}$	1.00000												
$p_{0,4}$	1.00000	$p_{0,4U}$	1.00000												
Compute Rank 3 Mov Cap's															
Rank 3 One Stage Movement															
f_k	0.99853	(capacity adjustment factor)													
Compute $c_{m,k}$															
Movement Cap - 2 Maneuver			638						637						
	STAGE 1		716						803						
	STAGE 2		803						715						
Rank 3 Two Stage Movement															
Compute adj factors a and y															
Step 8b															
nm	2.00														
a	0.94910														
C_{II}	Red														
v_L (1 and 1U)	2														
v_L (4 and 4U)	0														
Select max v_L	2														
y			0.47868							2.18713					
Compute Total Cap, C_T (Cap 2 Maneuver)			670							668					

Compute Rank 4 Mov Cap's		Step 9a	
$p_{0,8}$	1.00000		
$p_{0,11}$	1.00000		
For Rank 4, Mvmt 7, $p'' =$		0.99853	
From eqn 20-52, $p' =$		0.99888	
For Rank 4, Mvmt 10, $p'' =$		0.99853	
From eqn 20-52, $p' =$		0.99888	
$p_{0,9}$	1.00000		
$p_{0,12}$	0.98812		
$f_{p,l}$		0.98701	0.99888
Compute $c_{m,l}$			
Movement Cap - 2 Maneuver		694	760
nm	2.00		
a	0.94910		
C_{il}	Red		
v_L (1 and 1U)	2		
v_L (4 and 4U)	0		
Select max v_L	2		
y		0.23326	1.01136
Compute Total Cap, C_T (Cap 2 Maneuver)		710	799

COMPUTE MOVEMENT CONTROL DELAY																
Step 11a																
Compute CD for Rank 2 - Rank 4 Movements																
MOVEMENTS			12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
C _{m,x}	(veh/hr)	T	926	670	710			1,499	1,239	1,009	668	799			1,361	1,038
d = Control delay (sec/veh)	h	0.25	8.9	10.4	10.1			7.4	7.9	8.6	10.4	9.5			7.6	8.5
v/c Ratio			0.01	0.00	0.01			0.00	0.00	0.00	0.00	0.00			0.00	0.00
HCM LOS			A	B	B			A	A	A	B	A			A	A

COMPUTE APPROACH CONTROL DELAY					
d _A (southbound)	9.26	s/veh	d _A (northbound)	#DIV/0!	s/veh
HCM LOS	A		HCM LOS	#DIV/0!	

[illegible]

CAPACITY CALCULATIONS

Intersection Info:

Tracker Road and Donald St. - 2023 Build Scenario - PM Peak Hour

CONVERT MOVEMENT DEMAND VOLUMES TO FLOW RATES

MOVEMENT		SBR	SBT	SBL	WBR	WBT	WBL	WBU	NBR	NBT	NBL	EBR	EBT	EBL	EBU
TRAFFIC VOLUME	veh/hr	5	0	5	14	216	0	0	0	0	0	0	214	13	0
GRADES	G integer %	1	1	1	-3	-3	-3	-3	1	1	1	3	3	3	3
PHF		92%	92%	92%	92%	92%	92%	92%	92%	92%	92%	92%	92%	92%	92%
% HEAVY	integer %	0	0	0	0	0	0	0	0	0	0	0	1	0	0
MVMT FLOW	v_i veh/hr	5	0	5	15	235	0	0	0	0	0	0	233	14	0

CONFLICTING FLOW RATES, $V_{c,x}$

MOVEMENTS	12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
CONFLICTING FLOW ALL	125	504	387	-	-	233	233	117	511	379	-	-	250	250

CRITICAL HEADWAY, $t_{c,x}$

Base Crit HW	t_{cbase}	6.90	-	-	-	-	4.10	6.40	6.90	-	-	-	-	4.10	6.40
Adj for HV	$t_{c,HV}$	2.00	2.00	2.00	-	-	2.00	2.00	2.00	2.00	2.00	-	-	2.00	2.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00
Adj for Grade	$t_{c,G}$	0.10	0.20	0.20	-	-	-	-	0.10	0.20	0.20	-	-	-	-
Grades	G	1.00	1.00	1.00	-3.00	-3.00	-3.00	-3.00	1.00	1.00	1.00	3.00	3.00	3.00	3.00
Adj. for Int. Geom	$t_{3,LT}$	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Headway		7.00	-	-	-	-	4.10	6.40	7.00	-	-	-	-	4.10	6.40

FOLLOW UP HEADWAY, $t_{f,x}$															
Base Follow up HW	t_{fbase}	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50
Adj for HV	$t_{f,HV}$	1.00	1.00	1.00	-	-	1.00	1.00	1.00	1.00	1.00	-	-	1.00	1.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00
Follow up Headway	$t_{f,x}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50

POTENTIAL CAPACITY, $C_{p,x}$															
Potential Cap - 1 Maneuver		905	529	601	-	-	1,346	1,031	917	525	608	-	-	1,327	1,006

COMPUTE MOVEMENT CAPACITIES, C _{m,j}															
MOVEMENTS		12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
Compute Rank 1 Mov Cap's															
Compute Rank 2 Mov Cap's															
Step 7a							1,346							1,327	
Step 7b		905							917						
Step 7c							1,031								1,000
Compute f _{1U}		0.99448													
Comput f _{4U}		1.00000													
Step 7d															
Use Eqn 20-42 as the LT and T lanes are not shared.															
Compute p _{0,j}		j = 1 or 4													
p _{0,1}		0.98945	p _{0,1U}	1.00000											
p _{0,4}		1.00000	p _{0,4U}	1.00000											
Compute Rank 3 Mov Cap's															
Rank 3 One Stage Movement															
f _k		0.98945	(capacity adjustment factor)												
Compute c _{m,k}															
Movement Cap - 2 Maneuver			524							520					
STAGE 1			692							679					
STAGE 2			679							687					
Rank 3 Two Stage Movement															
Compute adj factors a and y															
Step 8b															
nm		2.00													
a		0.94910													
C _{II}		Red													
v _L (1 and 1U)		14													
v _L (4 and 4U)		0													
Select max v _L		14													
y			1.19443							1.03982					
Compute Total Cap, C _T (Cap 2 Maneuver)			594							592					

Compute Rank 4 Mov Cap's		Step 9a	
p _{0,8}	1.00000		
p _{0,11}	1.00000		
For Rank 4, Mvmt 7, p'' =		0.98945	
From eqn 20-52, p' =		0.99195	
For Rank 4, Mvmt 10, p'' =		0.98945	
From eqn 20-52, p' =		0.99195	
p _{0,9}	1.00000		
p _{0,12}	0.99448		
f _{p,l}		0.98648	0.99195
Compute c _{m,l}			
Movement Cap - 2 Maneuver		592	603
nm	2.00		
a	0.94910		
C _{II}	Red		
v _L (1 and 1U)	14		
v _L (4 and 4U)	0		
Select max v _L	14		
y		0.59114	0.43006
Compute Total Cap, C _T (Cap 2 Maneuver)		666	663

COMPUTE MOVEMENT CONTROL DELAY																
																Step 11a
Compute CD for Rank 2 - Rank 4 Movements																
MOVEMENTS			12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
C _{m,x}	(veh/hr)	T	905	594	666			1,346	1,031	917	592	663			1,327	1,000
d = Control delay (sec/veh)	h	0.25	9.0	11.1	10.4			7.7	8.5	8.9	11.1	10.4			7.7	8.6
v/c Ratio			0.01	0.00	0.01			0.00	0.00	0.00	0.00	0.00			0.01	0.00
HCM LOS			A	B	B			A	A	A	B	B			A	A

COMPUTE APPROACH CONTROL DELAY													
d_A (southbound)		9.69	s/veh										
HCM LOS		A			d_A (northbound)		#DIV/0!	s/veh					
					HCM LOS		#DIV/0!						

COMPUTE 95TH PERCENTILE QUEUE LENGTHS													
			T										
			0.25										
Q ₉₅				0.01666	0.00000	0.02270		0.00000	0.00000		0.00000	0.00000	0.00000
												0.03197	0.00000

CAPACITY CALCULATIONS

Intersection Info: Tracker Road and Donald St. - 2043 Build Scenario - AM Peak Hour

CONVERT MOVEMENT DEMAND VOLUMES TO FLOW RATES																			
MOVEMENT		SBR	SBT	SBL		WBR	WBT	WBL	WBU		NBR	NBT	NBL		EBR	EBT	EBL	EBU	
TRAFFIC VOLUME		veh/hr	10	0	5		3	297	0	0		0	0	0		0	144	2	0
GRADES		G integer %	1	1	1		-3	-3	-3	-3		1	1	1		3	4	3	3
PHF			92%	92%	92%		92%	92%	92%	92%		92%	92%	92%		92%	92%	92%	92%
% HEAVY		integer %	0	0	0		0	8	0	0		0	0	0		0	0	0	0
MVMT FLOW		v _i veh/hr	11	0	5		3	323	0	0		0	0	0		0	157	2	0

CONFLICTING FLOW RATES, V _{c,x}															
MOVEMENTS	12	11	10	-	-	4	4U	9	8	7	-	-	1	1U	
CONFLICTING FLOW ALL	163	486	407	-	-	157	157	79	487	323	-	-	326	326	

CRITICAL HEADWAY, $t_{c,x}$																		
Base Crit HW	t_{cbase}	6.90	-	-		-	-	4.10	6.40		6.90	-	-		-	-	4.10	6.40
Adj for HV	$t_{c,HV}$	2.00	2.00	2.00		-	-	2.00	2.00		2.00	2.00	2.00		-	-	2.00	2.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00		-	-	0.00	0.00		0.00	0.00	0.00		-	-	0.00	0.00
Adj for Grade	$t_{c,G}$	0.10	0.20	0.20		-	-	-	-		0.10	0.20	0.20		-	-	-	-
Grades	G	1.00	1.00	1.00		-3.00	-3.00	-3.00	-3.00		1.00	1.00	1.00		3.00	4.00	3.00	3.00
Adj. for Int. Geom	$t_{3,LT}$	-	-	-		-	-	-	-		-	-	-		-	-	-	-
Critical Headway		7.00	-	-		-	-	4.10	6.40		7.00	-	-		-	-	4.10	6.40

FOLLOW UP HEADWAY, $t_{f,x}$															
Base Follow up HW	$t_{f,base}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50
Adj for HV	$t_{f,HV}$	1.00	1.00	1.00	-	-	1.00	1.00	1.00	1.00	1.00	-	-	1.00	1.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00
Follow up Headway	$t_{f,x}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50

POTENTIAL CAPACITY, $C_{p,x}$															
Potential Cap - 1 Maneuver		855	540	584	-	-	1,435	1,150	971	539	657	-	-	1,245	901

COMPUTE MOVEMENT CAPACITIES, C _{m,j}															
MOVEMENTS		12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
Compute Rank 1 Mov Cap's															
Compute Rank 2 Mov Cap's															
Step 7a							1,435							1,245	
Step 7b		855							971						
Step 7c							1,150								890
Compute f _{1U}		0.98714													
Comput f _{4U}		1.00000													
Step 7d															
Use Eqn 20-42 as the LT and T lanes are not shared.															
Compute p _{0,j}		j = 1 or 4													
p _{0,1}		0.99839	p _{0,1U}	1.00000											
p _{0,4}		1.00000	p _{0,4U}	1.00000											
Compute Rank 3 Mov Cap's															
Rank 3 One Stage Movement															
f _k		0.99839	(capacity adjustment factor)												
Compute c _{m,k}															
Movement Cap - 2 Maneuver			539							538					
STAGE 1			640							761					
STAGE 2			761							639					
Rank 3 Two Stage Movement															
Compute adj factors a and y															
Step 8b															
nm		2.00													
a		0.94910													
C _{II}		Red													
v _L (1 and 1U)		2													
v _L (4 and 4U)		0													
Select max v _L		2													
y			0.46129							2.24377					
Compute Total Cap, C _T (Cap 2 Maneuver)			595							593					

CAPACITY CALCULATIONS

Intersection Info: Tracker Road and Donald St. - 2043 Build Scenario - PM Peak Hour

CONVERT MOVEMENT DEMAND VOLUMES TO FLOW RATES																			
MOVEMENT		SBR	SBT	SBL		WBR	WBT	WBL	WBU		NBR	NBT	NBL		EBR	EBT	EBL	EBU	
TRAFFIC VOLUME		veh/hr	5	0	5		14	321	0	0		0	0	0		0	319	13	0
GRADES		G integer %	1	1	1		-3	-3	-3	-3		1	1	1		3	3	3	3
PHF			92%	92%	92%		92%	92%	92%	92%		92%	92%	92%		92%	92%	92%	92%
% HEAVY		integer %	0	0	0		0	0	0	0		0	0	0		0	1	0	0
MVMT FLOW		v _i veh/hr	5	0	5		15	349	0	0		0	0	0		0	347	14	0

CONFLICTING FLOW RATES, V _{c,x}															
MOVEMENTS	12	11	10	-	-	4	4U	9	8	7	-	-	1	1U	
CONFLICTING FLOW ALL	182	732	558	-	-	347	347	174	739	550	-	-	364	364	

CRITICAL HEADWAY, $t_{c,x}$																		
Base Crit HW	t_{cbase}	6.90	-	-		-	-	4.10	6.40		6.90	-	-		-	-	4.10	6.40
Adj for HV	$t_{c,HV}$	2.00	2.00	2.00		-	-	2.00	2.00		2.00	2.00	2.00		-	-	2.00	2.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00		-	-	0.00	0.00		0.00	0.00	0.00		-	-	0.00	0.00
Adj for Grade	$t_{c,G}$	0.10	0.20	0.20		-	-	-	-		0.10	0.20	0.20		-	-	-	-
Grades	G	1.00	1.00	1.00		-3.00	-3.00	-3.00	-3.00		1.00	1.00	1.00		3.00	3.00	3.00	3.00
Adj. for Int. Geom	$t_{3,LT}$	-	-	-		-	-	-	-		-	-	-		-	-	-	-
Critical Headway		7.00	-	-		-	-	4.10	6.40		7.00	-	-		-	-	4.10	6.40

FOLLOW UP HEADWAY, $t_{f,x}$															
Base Follow up HW	$t_{f,base}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50
Adj for HV	$t_{f,HV}$	1.00	1.00	1.00	-	-	1.00	1.00	1.00	1.00	1.00	-	-	1.00	1.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00
Follow up Headway	$t_{f,x}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50

POTENTIAL CAPACITY, $C_{p,x}$															
Potential Cap - 1 Maneuver		831	413	472	-	-	1,223	874	842	409	477	-	-	1,206	853

COMPUTE MOVEMENT CAPACITIES, C _{m,j}															
MOVEMENTS		12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
Compute Rank 1 Mov Cap's															
Compute Rank 2 Mov Cap's															
Step 7a							1,223							1,206	
Step 7b		831							842						
Step 7c							874								848
Compute f _{1U}		0.99399													
Comput f _{4U}		1.00000													
Step 7d															
Use Eqn 20-42 as the LT and T lanes are not shared.															
Compute p _{0,j}		j = 1 or 4													
p _{0,1}		0.98839	p _{0,1U}	1.00000											
p _{0,4}		1.00000	p _{0,4U}	1.00000											
Compute Rank 3 Mov Cap's															
Rank 3 One Stage Movement															
f _k		0.98839	(capacity adjustment factor)												
Compute c _{m,k}															
Movement Cap - 2 Maneuver			408							405					
STAGE 1			613							601					
STAGE 2			601							608					
Rank 3 Two Stage Movement															
Compute adj factors a and y															
Step 8b															
nm		2.00													
a		0.94910													
C _{II}		Red													
v _L (1 and 1U)		14													
v _L (4 and 4U)		0													
Select max v _L		14													
y			1.14534							1.03659					
Compute Total Cap, C _T (Cap 2 Maneuver)			508							506					

CAPACITY CALCULATIONS

Intersection Info: Tracker Road and Maxine Ave. - 2023 Build Scenario - AM Peak Hour

CONVERT MOVEMENT DEMAND VOLUMES TO FLOW RATES																		
MOVEMENT		SBR	SBT	SBL		WBR	WBT	WBL	WBU		NBR	NBT	NBL		EBR	EBT	EBL	EBU
TRAFFIC VOLUME		veh/hr	0	0	0	0	200	16	0		3	0	8		8	97	0	0
GRADES		G integer %	1	1	1	-4	-4	-4	-4		1	1	1		4	4	4	4
PHF			92%	92%	92%	92%	92%	92%	92%		92%	92%	92%		92%	92%	92%	92%
% HEAVY		integer %	0	0	0	0	8	0	0		0	0	0		0	0	0	0
MVMT FLOW		v _i veh/hr	0	0	0	0	217	17	0		3	0	9		9	105	0	0

CONFLICTING FLOW RATES, V _{c,x}															
MOVEMENTS	12	11	10	-	-	4	4U	9	8	7	-	-	1	1U	
CONFLICTING FLOW ALL	109	365	304	-	-	114	114	57	361	252	-	-	217	217	

CRITICAL HEADWAY, $t_{c,x}$																		
Base Crit HW	t_{cbase}	6.90	-	-		-	-	4.10	6.40		6.90	-	-		-	-	4.10	6.40
Adj for HV	$t_{c,HV}$	2.00	2.00	2.00		-	-	2.00	2.00		2.00	2.00	2.00		-	-	2.00	2.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00		-	-	0.00	0.00		0.00	0.00	0.00		-	-	0.00	0.00
Adj for Grade	$t_{c,G}$	0.10	0.20	0.20		-	-	-	-		0.10	0.20	0.20		-	-	-	-
Grades	G	1.00	1.00	1.00		-4.00	-4.00	-4.00	-4.00		1.00	1.00	1.00		4.00	4.00	4.00	4.00
Adj. for Int. Geom	$t_{3,LT}$	-	-	-		-	-	-	-		-	-	-		-	-	-	-
Critical Headway		7.00	-	-		-	-	4.10	6.40		7.00	-	-		-	-	4.10	6.40

FOLLOW UP HEADWAY, $t_{f,x}$															
Base Follow up HW	$t_{f,base}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50
Adj for HV	$t_{f,HV}$	1.00	1.00	1.00	-	-	1.00	1.00	1.00	1.00	1.00	-	-	1.00	1.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00
Follow up Headway	$t_{f,x}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50

POTENTIAL CAPACITY, $C_{p,x}$															
Potential Cap - 1 Maneuver		928	614	675	-	-	1,488	1,223	1,002	617	726	-	-	1,365	1,055

COMPUTE MOVEMENT CAPACITIES, $C_{m,j}$															
MOVEMENTS		12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
Compute Rank 1 Mov Cap's															
Compute Rank 2 Mov Cap's															
Step 7a							1,488							1,365	
Step 7b		928							1,002						
Step 7c							1,219								1,055
Compute f_{1U}		1.00000													
Comput f_{4U}		0.99701													
Step 7d															
Use Eqn 20-42 as the LT and T lanes are not shared.															
Compute $p_{0,j}$		j = 1 or 4													
$p_{0,1}$		1.00000	$p_{0,1U}$	1.00000											
$p_{0,4}$		0.98857	$p_{0,4U}$	1.00000											
Compute Rank 3 Mov Cap's															
Rank 3 One Stage Movement															
f_k		0.98857	(capacity adjustment factor)												
Compute $c_{m,k}$															
Movement Cap - 2 Maneuver			607							610					
STAGE 1			685							795					
STAGE 2			791							685					
Rank 3 Two Stage Movement															
Compute adj factors a and y															
Step 8b															
nm		2.00													
a		0.94910													
C_{II}		Red													
v_L (1 and 1U)		0													
v_L (4 and 4U)		17													
Select max v_L		17													
y			0.46794							3.17703					
Compute Total Cap, C_T (Cap 2 Maneuver)			641							630					

Compute Rank 4 Mov Cap's		Step 9a	
$p_{0,8}$	1.00000		
$p_{0,11}$	1.00000		
For Rank 4, Mvmt 7, $p'' =$	0.98857		
From eqn 20-52, $p' =$	0.99128		
For Rank 4, Mvmt 10, $p'' =$	0.98857		
From eqn 20-52, $p' =$	0.99128		
$p_{0,9}$	0.99701		
$p_{0,12}$	1.00000		
$f_{p,l}$		0.99128	0.98832
Compute $c_{m,l}$			
Movement Cap - 2 Maneuver		669	717
nm	2.00		
a	0.94910		
C_{II}	Red		
v_L (1 and 1U)	0		
v_L (4 and 4U)	17		
Select max v_L	17		
γ		0.19423	1.55529
Compute Total Cap, C_T (Cap 2 Maneuver)		682	757

COMPUTE MOVEMENT CONTROL DELAY																
Step 11a																
Compute CD for Rank 2 - Rank 4 Movements																
MOVEMENTS			12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
C _{m,x}	(veh/hr)	T	928	641	682			1,488	1,219	1,002	630	757			1,365	1,055
d = Control delay (sec/veh)	h	0.25	8.9	10.6	10.3			7.4	8.0	8.6	10.7	9.8			7.6	8.4
v/c Ratio			0.00	0.00	0.00			0.01	0.00	0.00	0.00	0.01			0.00	0.00
HCM LOS			A	B	B			A	A	A	B	A			A	A

COMPUTE APPROACH CONTROL DELAY									
d_A (southbound)		#DIV/0!	s/veh	d_A (northbound)		9.47	s/veh		
HCM LOS		#DIV/0!		HCM LOS		A			

COMPUTE 95TH PERCENTILE QUEUE LENGTHS															
			T												
			0.25												
Q ₉₅				0.00000	0.00000	0.00000		0.03467	0.00000	0.00901	0.00000	0.03608		0.00000	0.00000

CAPACITY CALCULATIONS

Intersection Info: Tracker Road and Maxine Ave. - 2023 Build Scenario - PM Peak Hour

CONVERT MOVEMENT DEMAND VOLUMES TO FLOW RATES																		
MOVEMENT		SBR	SBT	SBL		WBR	WBT	WBL	WBU		NBR	NBT	NBL		EBR	EBT	EBL	EBU
TRAFFIC VOLUME		veh/hr	0	0	0	0	216	7	0		10	0	11		7	214	0	0
GRADES		G integer %	1	1	1	-4	-4	-4	-4		1	1	1		4	4	4	4
PHF			92%	92%	92%	92%	92%	92%	92%		92%	92%	92%		92%	92%	92%	92%
% HEAVY		integer %	0	0	0	0	0	0	0		0	0	0		0	1	0	0
MVMT FLOW		v _i veh/hr	0	0	0	0	235	8	0		11	0	12		8	233	0	0

CONFLICTING FLOW RATES, V _{c,x}															
MOVEMENTS	12	11	10	-	-	4	4U	9	8	7	-	-	1	1U	
CONFLICTING FLOW ALL	118	492	368	-	-	241	241	121	488	371	-	-	235	235	

CRITICAL HEADWAY, $t_{c,x}$																		
Base Crit HW	t_{cbase}	6.90	-	-		-	-	4.10	6.40		6.90	-	-		-	-	4.10	6.40
Adj for HV	$t_{c,HV}$	2.00	2.00	2.00		-	-	2.00	2.00		2.00	2.00	2.00		-	-	2.00	2.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00		-	-	0.00	0.00		0.00	0.00	0.00		-	-	0.00	0.00
Adj for Grade	$t_{c,G}$	0.10	0.20	0.20		-	-	-	-		0.10	0.20	0.20		-	-	-	-
Grades	G	1.00	1.00	1.00		-4.00	-4.00	-4.00	-4.00		1.00	1.00	1.00		4.00	4.00	4.00	4.00
Adj. for Int. Geom	$t_{3,LT}$	-	-	-		-	-	-	-		-	-	-		-	-	-	-
Critical Headway		7.00	-	-		-	-	4.10	6.40		7.00	-	-		-	-	4.10	6.40

FOLLOW UP HEADWAY, $t_{f,x}$															
Base Follow up HW	$t_{f,base}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50
Adj for HV	$t_{f,HV}$	1.00	1.00	1.00	-	-	1.00	1.00	1.00	1.00	1.00	-	-	1.00	1.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00
Follow up Headway	$t_{f,x}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50

POTENTIAL CAPACITY, $C_{p,x}$															
Potential Cap - 1 Maneuver		916	536	617	-	-	1,337	1,019	912	538	615	-	-	1,344	1,028

COMPUTE MOVEMENT CAPACITIES, C _{m,j}															
MOVEMENTS		12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
Compute Rank 1 Mov Cap's															
Compute Rank 2 Mov Cap's															
Step 7a							1,337							1,344	
Step 7b		916							912						
Step 7c							1,007								1,028
Compute f _{1U}	1.00000														
Comput f _{4U}	0.98793														
Step 7d															
Use Eqn 20-42 as the LT and T lanes are not shared.															
Compute p _{0,j}		j = 1 or 4													
p _{0,1}	1.00000	p _{0,1U}	1.00000												
p _{0,4}	0.99402	p _{0,4U}	1.00000												
Compute Rank 3 Mov Cap's															
Rank 3 One Stage Movement		Step 8a													
f _k	0.99402	(capacity adjustment factor)													
Compute c _{m,k}															
Movement Cap - 2 Maneuver			533							535					
STAGE 1			689							699					
STAGE 2			696							689					
Rank 3 Two Stage Movement															
Compute adj factors a and y		Step 8b													
nm	2.00														
a	0.94910														
C _{II}	Red														
v _L (1 and 1U)	0														
v _L (4 and 4U)	8														
Select max v _L	8														
y			1.00455							1.12506					
Compute Total Cap, C _T (Cap 2 Maneuver)			604							605					

Compute Rank 4 Mov Cap's		Step 9a	
p _{0,8}	1.00000		
p _{0,11}	1.00000		
For Rank 4, Mvmt 7, p'' =	0.99402		
From eqn 20-52, p' =	0.99544		
For Rank 4, Mvmt 10, p'' =	0.99402		
From eqn 20-52, p' =	0.99544		
p _{0,9}	0.98793		
p _{0,12}	1.00000		
f _{p,l}		0.99544	0.98343
Compute c _{m,l}			
Movement Cap - 2 Maneuver		614	604
nm	2.00		
a	0.94910		
C _{ll}	Red		
v _L (1 and 1U)	0		
v _L (4 and 4U)	8		
Select max v _L	8		
y		0.43621	0.54243
Compute Total Cap, C _T (Cap 2 Maneuver)		674	673

COMPUTE MOVEMENT CONTROL DELAY																
																Step 11a
Compute CD for Rank 2 - Rank 4 Movements																
MOVEMENTS			12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
C _{m,x}	(veh/hr)	T	916	604	674			1,337	1,007	912	605	673			1,344	1,028
d = Control delay (sec/veh)	h	0.25	8.9	11.0	10.3			7.7	8.6	9.0	10.9	10.4			7.7	8.5
v/c Ratio			0.00	0.00	0.00			0.01	0.00	0.01	0.00	0.02			0.00	0.00
HCM LOS			A	B	B			A	A	A	B	B			A	A

COMPUTE APPROACH CONTROL DELAY									
d _A (southbound)		#DIV/0!	s/veh	d _A (northbound)		9.69	s/veh		
HCM LOS		#DIV/0!		HCM LOS		A			

COMPUTE 95TH PERCENTILE QUEUE LENGTHS															
			T												
			0.25												
Q ₉₅				0.00000	0.00000	0.00000		0.01805	0.00000	0.03663	0.00000	0.05446		0.00000	0.00000

CAPACITY CALCULATIONS

Intersection Info: Tracker Road and Maxine Ave. - 2043 Build Scenario - AM Peak Hour

CONVERT MOVEMENT DEMAND VOLUMES TO FLOW RATES																		
MOVEMENT		SBR	SBT	SBL		WBR	WBT	WBL	WBU		NBR	NBT	NBL		EBR	EBT	EBL	EBU
TRAFFIC VOLUME		veh/hr	0	0	0	0	297	16	0		3	0	8		8	144	0	0
GRADES		G integer %	1	1	1	-4	-4	-4	-4		1	1	1		4	4	4	4
PHF			92%	92%	92%	92%	92%	92%	92%		92%	92%	92%		92%	92%	92%	92%
% HEAVY		integer %	0	0	0	0	8	0	0		0	0	0		0	0	0	0
MVMT FLOW		v _i veh/hr	0	0	0	0	323	17	0		3	0	9		9	157	0	0

CONFLICTING FLOW RATES, V _{c,x}															
MOVEMENTS	12	11	10	-	-	4	4U	9	8	7	-	-	1	1U	
CONFLICTING FLOW ALL	162	523	436	-	-	166	166	83	519	357	-	-	323	323	

CRITICAL HEADWAY, $t_{c,x}$																		
Base Crit HW	t_{cbase}	6.90	-	-		-	-	4.10	6.40		6.90	-	-		-	-	4.10	6.40
Adj for HV	$t_{c,HV}$	2.00	2.00	2.00		-	-	2.00	2.00		2.00	2.00	2.00		-	-	2.00	2.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00		-	-	0.00	0.00		0.00	0.00	0.00		-	-	0.00	0.00
Adj for Grade	$t_{c,G}$	0.10	0.20	0.20		-	-	-	-		0.10	0.20	0.20		-	-	-	-
Grades	G	1.00	1.00	1.00		-4.00	-4.00	-4.00	-4.00		1.00	1.00	1.00		4.00	4.00	4.00	4.00
Adj. for Int. Geom	$t_{3,LT}$	-	-	-		-	-	-	-		-	-	-		-	-	-	-
Critical Headway		7.00	-	-		-	-	4.10	6.40		7.00	-	-		-	-	4.10	6.40

FOLLOW UP HEADWAY, $t_{f,x}$															
Base Follow up HW	$t_{f,base}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50
Adj for HV	$t_{f,HV}$	1.00	1.00	1.00	-	-	1.00	1.00	1.00	1.00	1.00	-	-	1.00	1.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00
Follow up Headway	$t_{f,x}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50

POTENTIAL CAPACITY, $C_{p,x}$															
Potential Cap - 1 Maneuver		857	518	561	-	-	1,424	1,135	964	521	626	-	-	1,248	905

COMPUTE MOVEMENT CAPACITIES, C _{m,j}															
MOVEMENTS		12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
Compute Rank 1 Mov Cap's															
Compute Rank 2 Mov Cap's															
	Step 7a						1,424							1,248	
	Step 7b	857							964						
	Step 7c						1,131								905
Compute f _{1U}	1.00000														
Comput f _{4U}	0.99689														
	Step 7d														
Use Eqn 20-42 as the LT and T lanes are not shared.															
Compute p _{0,j}	j = 1 or 4														
p _{0,1}	1.00000	p _{0,1U}	1.00000												
p _{0,4}	0.98806	p _{0,4U}	1.00000												
Compute Rank 3 Mov Cap's															
Rank 3 One Stage Movement															
f _k	0.98806	(capacity adjustment factor)													
Compute c _{m,k}															
Movement Cap - 2 Maneuver			512							515					
	STAGE 1		612							752					
	STAGE 2		749							612					
Rank 3 Two Stage Movement															
Compute adj factors a and y															
nm	2.00														
a	0.94910														
C _{II}	Red														
v _L (1 and 1U)	0														
v _L (4 and 4U)	17														
Select max v _L	17														
y			0.45503							2.95526					
Compute Total Cap, C _T (Cap 2 Maneuver)			569							559					

Compute Rank 4 Mov Cap's		Step 9a			
$p_{0,8}$	1.00000				
$p_{0,11}$	1.00000				
For Rank 4, Mvmt 7, $p'' =$		0.98806			
From eqn 20-52, $p' =$		0.99090			
For Rank 4, Mvmt 10, $p'' =$		0.98806			
From eqn 20-52, $p' =$		0.99090			
$p_{0,9}$	0.99689				
$p_{0,12}$	1.00000				
$f_{p,l}$		0.99090			0.98781
Compute $c_{m,l}$					
Movement Cap - 2 Maneuver		556			619
nm	2.00				
a	0.94910				
C_{II}	Red				
v_L (1 and 1U)	0				
v_L (4 and 4U)	17				
Select max v_L	17				
γ		0.18976			1.39044
Compute Total Cap, C_T (Cap 2 Maneuver)		587			689

COMPUTE MOVEMENT CONTROL DELAY																
Step 11a																
Compute CD for Rank 2 - Rank 4 Movements																
MOVEMENTS			12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
C _{m,x}	(veh/hr)	T	857	569	587			1,424	1,131	964	559	689			1,248	905
d = Control delay (sec/veh)	h	0.25	9.2	11.3	11.1			7.5	8.2	8.7	11.4	10.2			7.9	9.0
v/c Ratio			0.00	0.00	0.00			0.01	0.00	0.00	0.00	0.01			0.00	0.00
HCM LOS			A	B	B			A	A	A	B	B			A	A

COMPUTE APPROACH CONTROL DELAY									
d_A (southbound)		#DIV/0!	s/veh	d_A (northbound)		9.85	s/veh		
HCM LOS		#DIV/0!		HCM LOS		A			

COMPUTE 95TH PERCENTILE QUEUE LENGTHS												

CAPACITY CALCULATIONS

Intersection Info: Tracker Road and Maxine Ave. - 2043 Build Scenario - PM Peak Hour

CONVERT MOVEMENT DEMAND VOLUMES TO FLOW RATES																		
MOVEMENT		SBR	SBT	SBL		WBR	WBT	WBL	WBU		NBR	NBT	NBL		EBR	EBT	EBL	EBU
TRAFFIC VOLUME		veh/hr	0	0	0	0	321	7	0		10	0	11		7	319	0	0
GRADES		G integer %	1	1	1	-4	-4	-4	-4		1	1	1		4	4	4	4
PHF			92%	92%	92%	92%	92%	92%	92%		92%	92%	92%		92%	92%	92%	92%
% HEAVY		integer %	0	0	0	0	0	0	0		0	0	0		0	1	0	0
MVMT FLOW		v _i veh/hr	0	0	0	0	349	8	0		11	0	12		8	347	0	0

CONFLICTING FLOW RATES, V _{c,x}															
MOVEMENTS	12	11	10	-	-	4	4U	9	8	7	-	-	1	1U	
CONFLICTING FLOW ALL	175	720	539	-	-	355	355	178	716	542	-	-	349	349	

CRITICAL HEADWAY, $t_{c,x}$																		
Base Crit HW	t_{cbase}	6.90	-	-		-	-	4.10	6.40		6.90	-	-		-	-	4.10	6.40
Adj for HV	$t_{c,HV}$	2.00	2.00	2.00		-	-	2.00	2.00		2.00	2.00	2.00		-	-	2.00	2.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00		-	-	0.00	0.00		0.00	0.00	0.00		-	-	0.00	0.00
Adj for Grade	$t_{c,G}$	0.10	0.20	0.20		-	-	-	-		0.10	0.20	0.20		-	-	-	-
Grades	G	1.00	1.00	1.00		-4.00	-4.00	-4.00	-4.00		1.00	1.00	1.00		4.00	4.00	4.00	4.00
Adj. for Int. Geom	$t_{3,LT}$	-	-	-		-	-	-	-		-	-	-		-	-	-	-
Critical Headway		7.00	-	-		-	-	4.10	6.40		7.00	-	-		-	-	4.10	6.40

FOLLOW UP HEADWAY, $t_{f,x}$															
Base Follow up HW	t_{fbase}	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50
Adj for HV	$t_{f,HV}$	1.00	1.00	1.00	-	-	1.00	1.00	1.00	1.00	1.00	-	-	1.00	1.00
Prop. Of HV	P_{HV}	0.00	0.00	0.00	-	-	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00
Follow up Headway	$t_{f,x}$	3.30	4.00	3.50	-	-	2.20	2.50	3.30	4.00	3.50	-	-	2.20	2.50

POTENTIAL CAPACITY, $C_{p,x}$															
Potential Cap - 1 Maneuver		841	418	485	-	-	1,215	864	837	420	483	-	-	1,221	872

COMPUTE MOVEMENT CAPACITIES, C _{m,j}															
MOVEMENTS		12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
Compute Rank 1 Mov Cap's															
Compute Rank 2 Mov Cap's															
Step 7a							1,215							1,221	
Step 7b		841							837						
Step 7c							853								872
Compute f _{1U}		1.00000													
Comput f _{4U}		0.98686													
Step 7d															
Use Eqn 20-42 as the LT and T lanes are not shared.															
Compute p _{0,j}		j = 1 or 4													
p _{0,1}		1.00000	p _{0,1U}	1.00000											
p _{0,4}		0.99342	p _{0,4U}	1.00000											
Compute Rank 3 Mov Cap's															
Rank 3 One Stage Movement															
f _k		0.99342	(capacity adjustment factor)												
Compute c _{m,k}															
Movement Cap - 2 Maneuver				415						417					
STAGE 1				610						619					
STAGE 2				617						610					
Rank 3 Two Stage Movement															
Compute adj factors a and y															
Step 8b															
nm		2.00													
a		0.94910													
C _{II}		Red													
v _L (1 and 1U)		0													
v _L (4 and 4U)		8													
Select max v _L		8													
y				1.00759						1.09278					
Compute Total Cap, C _T (Cap 2 Maneuver)				517						518					

Compute Rank 4 Mov Cap's		Step 9a	
p _{0,8}	1.00000		
p _{0,11}	1.00000		
For Rank 4, Mvmt 7, p'' =	0.99342		
From eqn 20-52, p' =	0.99498		
For Rank 4, Mvmt 10, p'' =	0.99342		
From eqn 20-52, p' =	0.99498		
p _{0,9}	0.98686		
p _{0,12}	1.00000		
f _{p,i}		0.99498	0.98190
Compute c _{m,i}			
Movement Cap - 2 Maneuver		483	474
nm	2.00		
a	0.94910		
C _{II}	Red		
v _L (1 and 1U)	0		
v _L (4 and 4U)	8		
Select max v _L	8		
y		0.42512	0.49710
Compute Total Cap, C _T (Cap 2 Maneuver)		571	569

COMPUTE MOVEMENT CONTROL DELAY																
																Step 11a
Compute CD for Rank 2 - Rank 4 Movements																
MOVEMENTS			12	11	10	-	-	4	4U	9	8	7	-	-	1	1U
C _{m,x}	(veh/hr)	T	841	517	571			1,215	853	837	518	569			1,221	872
d = Control delay (sec/veh)	h	0.25	9.3	12.0	11.3			8.0	9.2	9.3	11.9	11.3			7.9	9.1
v/c Ratio			0.00	0.00	0.00			0.01	0.00	0.01	0.00	0.02			0.00	0.00
HCM LOS			A	B	B			A	A	A	B	B			A	A

COMPUTE APPROACH CONTROL DELAY									
d _A (southbound)		#DIV/0!	s/veh	d _A (northbound)		10.36	s/veh		
HCM LOS		#DIV/0!		HCM LOS		B			

COMPUTE 95TH PERCENTILE QUEUE LENGTHS												
		T										
		0.25										
Q ₉₅			0.00000	0.00000	0.00000	0.01988	0.00000	0.03993	0.00000	0.06456	0.00000	0.00000



1550 East Republic Road
Springfield, MO 65804
tothassociates.com
417.888.0645

COUNCIL BILL EXHIBIT A - ATTACHMENT 3

July 16, 2021

Mr. Garrett Tyson
Director of Planning & Development
City of Nixa, MO

RE: Walker Property – Traffic Impact Study – Peer Review

Dear Mr. Tyson,

Please accept this letter as our response to select review comments provided in a memo from Mr. Jason Sommerer dated July 13, 2021. Select review comments have been shown in italics for your convenience.

1. *The TIS presents findings related to Stopping Sight Distance (SSD). For proposed public road intersections, such as Mandy Lane and Donald Street, Intersection Sight Distance (ISD) – Green Book Section 9.5 – should also be evaluated in addition to SSD. (Section 8 – Sight Distance Review - General Comment)*

Refer to the attached ISD/SSD Summary (Exhibit 8), as well as an exhibit created to show Donald Street's provided ISD/SSD (Exhibit 7). The remaining 4 intersection analyses used the same approach as Donald Street. Utilizing the topo survey data, in addition to the recommendations provided in the memo, a more thorough and consistent approach was taken. This results in slightly different values than shown in the original TIS, but overall depicts a complete summary.

2. *Two of the proposed intersections were discussed in the report (Main Street at Mandy Lane; Tracker Road at Donald Street). The other two proposed intersections should also be discussed. (Main Street at Greenbriar Drive; Tracker Road at Maxine Avenue). (Section 8 – Sight Distance Review - General Comment)*

Refer to the attached Exhibit 8, which depicts a summary of all SSD and ISD values.

3. *Roadway grade assumptions are noted for each intersection. Were these assumed from visual inspection or measured in some manner. (Section 8.1 – Minimum Sight Distance Review - General Comment)*

Initially they were assumed from visual inspection, but upon responding to the comments in the memo, they were measured in a consistent manner based on the survey. Refer to Answer in Comment #1 above.

4. *For each driveway, "downgrade" or "upgrade" was not listed. (Section 8.1 – Minimum Sight Distance Review - General Comment)*

Refer to the attached Exhibit 8, which depicts upgrade (UG) or downgrade (DG), as applicable.

5. *What “height-of-object” and “height-of-eye” was utilized for the sight distance measurements? (Section 8.2 – Stopping Sight Distance Provided - General Comment)*

Per the Green Book Section 3.2.6, for both the SSD and ISD, the “height-of-eye” distance utilized for measurements was 3.5 feet. For the SSD, the “height-of-object” distance utilized for measurements was 2.0 feet. For the ISD, the “height-of-object” distance utilized for measurements was 3.5 feet. Refer to the attached Exhibit 7 for an example of how the measurements were made based on survey data.

6. *Who will determine if it (tree trimming) is necessary? Who will be responsible for the trimming? (Section 8.3 – Additional Recommendations - General Comment)*

These comments will be taken into consideration during the design of the subdivision road plans, but currently the intent would be for the HOA to take responsibility of ensuring safe sight lines at all intersections. The HOA will comply with all applicable City codes and statues in terms of sight line safety and recommendations.

7. *Is the assumption that culverts will be installed as part of the property development construction and that the roadway widening will tie into existing ditches? (OPCC - General Comments)*

Yes. Culvert costs are not depicted in the attached cost estimate as they will be reflected in the subdivision design documentation.

As a general response to the multiple price recommendations: Noted. Values in the cost estimate were modified per the recommendations in the memo. The revised Opinion of Probable Construction Costs has been attached for reference.

8. *Does the City want to tie directly into the intersection, to avoid the short taper in and back out? (OPCC - General Comments)*

Based on discussions with the City, the desired approach is to not show any improvements being made to Main Street, as there is a plan in place for the City to make improvements to Main Street in the near future. Part of those improvements include lowering the hill just north of the Walker Woods Subdivision. As opposed to making improvements on Main, the City would prefer that Tracker Road be further improved by widening and milling/overlaying back to the west to where the existing curb and gutter terminates. Refer to the attached revised Exhibit 5 and revised Opinion of Probable Construction Costs that depict these changes.

If you have any additional comments or questions, please don't hesitate to call me at 417-888-0645.

Respectfully,



David Garrett, PE, CFM

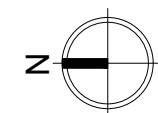
Project Manager



KEY NOTES:

- 1 INSTALL TURN LANE IMPROVEMENTS.
- 2 PROPOSED INTERSECTION.

SCALE: 1" = 200'

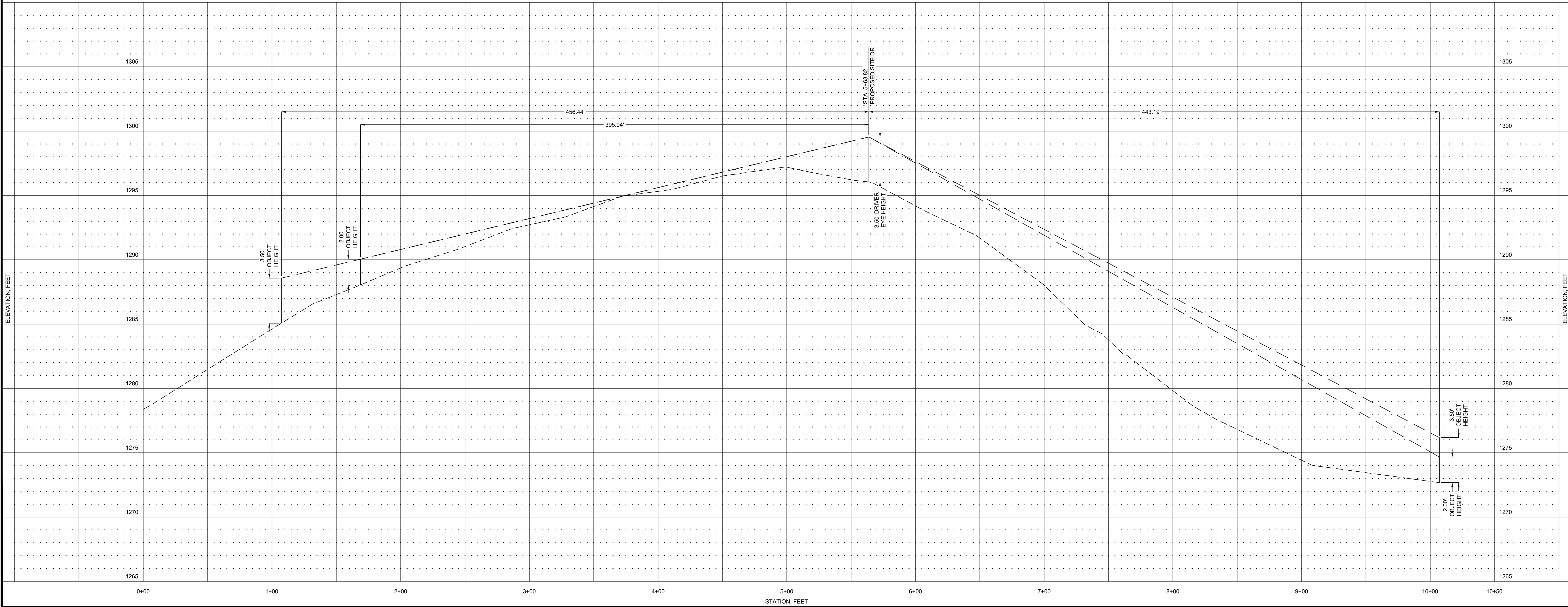
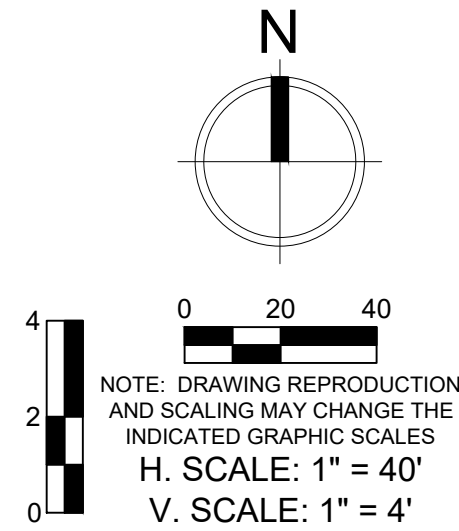
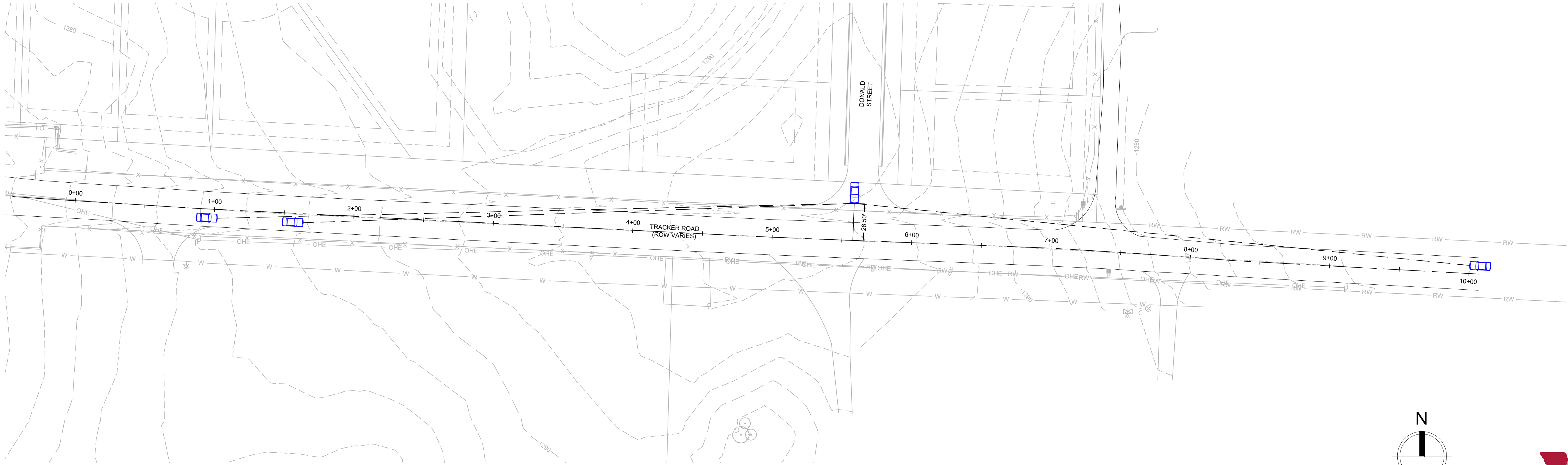


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TRACKER AND MAIN
NIXA, MISSOURI
EXHIBIT 5

JOB NUMBER: 72.010
ISSUED DATE: 06/18/2021

TOTH
& ASSOCIATES
1550 E. Republic Road, Springfield MO. 65804
Toth & Associates, Inc.
Missouri State Certificate of Authority #2004004242



#

REVISION

DATE

PRELIMINARY
FOR REVIEW AND
DISCUSSION ONLY

DATE: 07/15/2021

SCALE: AS SHOWN

GRAPHIC SCALE MAY CHANGE DUE TO DRAWING REPRODUCTION

ATOTHS & ASSOCIATES

830 E PRIMROSE, SUITE 200
SPRINGFIELD, MO 65807
PH: 417-866-0857
FAX: 417-866-0857
CERTIFICATE OF AUTHORITY:
MOE E-20040004242-D
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WALKER WOODS SUBDIVISION - IMPROVEMENT PLANS
CITY OF NIXA, CHRISTIAN COUNTY, STATE OF MISSOURI
163 EAST TRACKER ROAD, NIXA MISSOURI 65714

EXHIBIT 7 - SSD AND ISD MEASUREMENTS

SHEET NO:

001

EXHIBIT 8 - ISD/SSD SUMMARY

STREET NAME	DIRECTION	APPROX. GRADE	ADJ. NEEDED?	UG/DG/NA	SSD REQ. (FT)	SSD PROV. (FT)	SSD MET?	ISD REQ. (FT)	ISD PROV. (FT)	ISD MET?
DONALD	EAST	6.00%	YES	UG	184	>440	YES	384	>440	YES
DONALD	WEST	3.00%	NO	UG	200	395	YES	335	456	YES
MANDY	NORTH	1.96%	NO	NA	305	345	YES	445	345	NO ²
MANDY	SOUTH	2.43%	NO	NA	305	>500	YES	445	>500	YES
GREENBRIAR	NORTH	1.54%	NO	NA	250	>400	YES	390	>400	YES
GREENBRIAR	SOUTH	0.60%	NO	NA	250	>400	YES	390	>400	YES
MAXINE	EAST	3.00%	NO	UG	205	440	YES	335	440	YES
MAXINE	WEST	3.00%	NO	DG	200	>500	YES	335	>500	YES

NOTES:

1. SPEED LIMITS: TRACKER EAST OF MAIN 30 MPH. MAIN NORTH OF TRACKER 40 MPH. MAIN SOUTH OF TRACKER 35 MPH

2. MANDY NORTH ISD NOT MET BASED ON EXISTING CONDITIONS BUT LIKELY WILL BE MET UPON MAIN STREET IMPROVEMENTS BY CITY DUE TO THE PROPOSED LOWERING OF THE EXISTING TERRAIN FOR THE CONSTRUCTION OF NEW ROADWAY.

TRACKER AND MAIN ROADWAY IMPROVEMENTS

Item	Description	Quantity	Units	Unit Price	Total Cost
1.00	EARTHWORK				
1.01	Clearing and Grubbing	1	LS	\$5,000	\$5,000
1.02	Sawcut and Removal of Existing Pavement	1	LS	\$5,000	\$5,000
1.03	Coldmilling Existing Pavement	200	SY	\$10	\$2,000
1.04	Site Grading - Cut (Unclassified)	700	CY	\$10	\$7,000
1.05	Site Grading - Fill	2,000	CY	\$20	\$40,000
1.06	Sediment and Erosion Control	1.0	LS	\$7,000	\$7,000
1.07	Seed, Fertilizer, and Mulch	1.0	AC	\$4,500	\$4,500
SUBTOTAL					\$70,500

Item	Description	Quantity	Units	Unit Price	Total Cost
2.00	PAVING AND MISC.				
2.01	6 in. Heavy Duty Asphalt Pavement	11,450	SF	\$3.50	\$40,075
2.02	8 in. Aggregate Base for Heavy Duty Asphalt	11,450	SF	\$1.10	\$12,595
2.03	Asphalt Pavement for Overlay (1.75" Thick)	29,100	SF	\$1.25	\$36,375
2.04	Pavement Markings	1	LS	\$5,000	\$5,000
2.05	Signage	1	LS	\$3,500	\$3,500
2.06	Traffic Control	1	LS	\$10,000	\$10,000
SUBTOTAL					\$107,545

Item	Description	Quantity	Units	Unit Price	Total Cost
3.00	UTILITIES				
3.01	Relocation of Existing Utilities	1	LS	\$15,000	\$15,000
					\$15,000

CONSTRUCTION TOTALS

Construction Total	\$193,045
Construction Contingency (20%)	\$38,700
Mobilization, Demobilization, and Bonding (5%)	\$11,587
Professional Services (23%)	\$56,000
TOTAL	\$299,332

NOTICE:

Opinion of Probable Construction Cost: The services, if any, of Engineer with respect to Opinion of Probable Construction Cost are to be made on the basis of Engineer's experience and qualifications and represent Engineer's best judgement as an experienced and qualified professional generally familiar with the construction industry. However, since Engineer has no control over the cost of labor, materials, equipment, or services furnished by others, or over contractor's methods of determining prices, or over competitive bidding or market conditions, Engineer cannot and does not guarantee that proposals, bids, or actual Construction Cost will not vary from Opinions of Probable Construction Cost prepared by Engineer.



Issue: AN ORDINANCE OF THE COUNCIL OF THE CITY OF NIXA REZONING THE REAL PROPERTY GENERALLY LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF SOUTH NICHOLAS ROAD AND WEST TORI DRIVE FROM THE NEIGHBORHOOD COMMERCIAL DISTRICT TO THE R-4 RESIDENTIAL DISTRICT.

Date: August 23, 2021

Submitted By: Garrett Tyson, Director of Planning and Development

Background

Shannon Bryant is the owner of approximately 1.2 acres of land located at the SE corner of the intersection of S Nicholas Rd and W Tori Dr more particularly described as Lot 31 of the Glen Oaks Estates Second Addition subdivision. As the owner of the real property, Shannon Bryant has applied to rezone this lot from the Neighborhood Commercial (NC) zoning district into the R-4 residential zoning district.

The Glen Oaks Second Addition subdivision was platted in 1999 and the Neighborhood Commercial zoning of Lot 31 was established simultaneously. The site has been vacant and unimproved since that time.

Analysis

Land Use

The property subject to the application is presently vacant and contains no buildings or structures. The subject property is bounded by Nicholas Rd to the west and Tori Dr to the north. Conventional single-family residential development (R-1 zoning) adjoins the site to the east and attached single-family dwellings (R-4 zoning) adjoin the site to the south. The general character of surrounding land uses is predominantly low-to-moderate density housing. Commercial land uses become more prevalent along Mt Vernon St (also State Route 14) north of the subject property and the Nixa High School is located south of the site along Nicholas Rd.

The impact of this proposed change is generally consistent with surrounding land uses and the general trend of development in the vicinity.

Transportation

The subject property is directly served by Nicholas Rd (also State Route M) and Tori Dr, which are classified as primarily arterial and local-residential thoroughfares respectively. Traffic to/from the subject property will likely come from/to Mt Vernon St (primary arterial). The site is also served by a sidewalk along Nicholas Rd.



There appears to be an existing point of access located on Nicholas Rd and additional direct access to Nicholas Rd is very unlikely. Access to Tori Dr is more appropriate and will better protect the flow of traffic on the nearby arterial.

The impact of traffic generated from potential residential development of the subject property according to the allowable density in the R-4 district is not sizeable relative to the capacity of infrastructure serving the site. Both Tori Dr and Nicholas Rd are of sufficient capacity to serve development of the site according to the provisions of the R-4 district.

Public Utilities (Water, Wastewater, Electric)

The subject property enjoys immediate access to water, sanitary sewer, and electric municipal utilities that are all sufficient in capacity to serve R-4 land uses. The site is served by the Oakmont Lift Station that is nearing capacity limits but can serve this development at the present time. The water infrastructure is also capable of provide adequate flow and pressure for fire suppression purposes.

Stormwater Management

The subject property is served by a regional detention basin developed as part of the construction of the Glen Oaks Second Addition subdivision. The subject property is not located within or affected by any special flood hazard area or known karst topography features.

Other Public Services

The proposed zoning arrangement will add traffic and population to the City's jurisdiction, which will impact a variety of public services in proportion to those increases. Ideally, the impact of these additional residents and patrons will produce economies sufficient to cover additional costs. The City's development regulations will require standards to be met to ensure sufficient access to the site for emergency response, rescue, and fire suppression.

Recommendation

Staff recommends the approval of this application.

AN ORDINANCE OF THE COUNCIL OF THE CITY OF NIXA REZONING THE REAL PROPERTY GENERALLY LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF SOUTH NICHOLAS ROAD AND WEST TORI DRIVE FROM NEIGHBORHOOD COMMERCIAL DISTRICT TO R-4 RESIDENTIAL DISTRICT.

WHEREAS an application has been filed for a zoning change of the property generally located at the southeast corner of the intersection of South Nicholas Road and West Tori Drive and which is more specifically described on "Council Bill Exhibit A" ("Application"); and

WHEREAS the Application requests that the City Council rezone said property from the Neighborhood Commercial District to the R-4 Residential District; and

WHEREAS the Planning and Zoning Commission held a public hearing on the Application at the Commission's August 2, 2021, meeting; and

WHEREAS the Commission, after considering the Application, staff's recommendation regarding the Application, and after holding a public hearing on the Application, issued a recommendation of approval of the Application; and

WHEREAS the City Council, now having considered the Application, staff's recommendation regarding the Application, and after providing an opportunity for public comment on the Application, now desires to rezone the subject property and amend the City's official zoning map to reflect City Council's action.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NIXA, AS FOLLOWS, THAT:

SECTION 1: The real property described on "Council Bill Exhibit A," which is attached hereto and incorporated herein by this reference, is hereby rezoned from a Neighborhood Commercial district, or such other zoning district that may apply to said real property, to the R-4 Residential District and the regulations applicable to said district, as established in the Nixa City Code, shall hereafter apply to said real property.

SECTION 2: The Director of Planning and Development, pursuant to section 117-57 of the Nixa City Code, shall amend the City's official zoning map, said map being established pursuant to section 117-56 of the Nixa City Code, to reflect the zoning action contemplated by this Ordinance.

SECTION 3: This Ordinance shall be in full force and effect from and after its final passage by the City Council and after its approval by the Mayor, subject to the provisions of section 3.11(g) of the City Charter.

ADOPTED BY THE CITY COUNCIL THIS 23RD DAY OF AUGUST 2021.

ATTEST:

CITY CLERK

PRESIDING OFFICER

APPROVED BY THE MAYOR THIS _____ DAY OF _____ 2021.

ATTEST:

CITY CLERK

MAYOR

APPROVED AS TO FORM:

CITY ATTORNEY

Council Bill #2021-086 Exhibit A

PROPERTY DESCRIPTION

ALL OF LOT THIRTY-ONE (31) GLEN OAKS ESTATES SECOND ADDITION, A RESIDENTIAL SUBDIVISION IN THE CITY OF NIXA, CHRISTIAN COUNTY, MISSOURI, ACCORDING TO THE RECORDED PLAT THEREOF.



Nixa Public Works
Jeff Roussell, Street Superintendent
1111 W. Kathryn
Nixa, Missouri 65714
417-725-2353

To: Mayor Steele and City Council
From: Jeff Roussell / Travis Cossey
Date: 8/13/2021
RE: Request for bid award and contract approval

Approval of this Resolution would authorize the City Administrator to execute a contract with Four Signals and Construction, LLC. to install a new pedestrian friendly, ADA compliant push button crosswalk signal at the intersection of Main St and Aldersgate. This project is included in the Street Department 2021 CIP list and is inline with the adopted Strategic Plan, Community Safety - Action Plan #6.

Four Signals and Construction, LLC was the only company to submit a bid for this project in the second round of bidding; none were received for the initial bid advertisement. Their bid is however within budgeted amounts at \$11,641.00.

It is staff's recommendation that Council pass this Resolution allowing for the construction of this budgeted project.

RESOLUTION NO. 2021-083

A RESOLUTION OF THE COUNCIL OF THE CITY OF NIXA ACCEPTING THE BID OF FOUR SIGNALS AND CONSTRUCTION, LLC, FOR CERTAIN PEDESTRIAN IMPROVEMENTS LOCATED AT THE INTERSECTION OF MAIN STREET AND ALDERSGATE AND AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE A CONTRACT FOR SAME.

WHEREAS City Council, by passage of Resolution 2020-121, adopted the 2021-2025 Capital Improvement Program ("CIP"); and

WHEREAS included in the CIP is a project known as the "Protected Crosswalk Addition (ST2021-04)" ("Project"); and

WHEREAS City staff, pursuant to the City's adopted purchasing procedures (Resolution 2019-113), as amended, have solicited bids for the Project; and

WHEREAS after reviewing all submitted bids, City staff has determined that Four Signals and Construction, LLC, ("Contractor") provided the best bid for the Project; and

WHEREAS City Council desires to award the Contract for the Project to the Contractor.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF NIXA, AS FOLLOWS, THAT:

SECTION 1: City Council hereby accepts the bid of the Contractor for the Project at the price and sum of \$11,641.00. The City Administrator, or designee, is hereby authorized to enter into a contract with the Contractor. Said contract to be in substantially similar form as the document attached hereto, and incorporated herein by this reference, as "Resolution Exhibit A." The contract shall include any referenced exhibits or attachments included or referenced in the contract, said documents being on file with the Finance Department. The City Administrator is further authorized to do all things necessary or convenient to carry out the terms and intent of this Ordinance.

SECTION 2: If applicable, all workers performing work under the contract authorized by this Ordinance shall be paid a wage of no less than the prevailing hourly rate of wages for work of a similar character in this locality or the public works contracting minimum wage, whichever is applicable. The Contractor shall fully comply with the provisions and requirements of the Missouri State Prevailing Wage Law, if applicable. If applicable, contractors and any subcontractor performing work under this contract must provide a 10-hour OSHA construction safety training program, or similar program approved by the Department of Labor, for on-site employees, unless employees demonstrate they previously completed the program.

RESOLUTION NO. 2021-083

SECTION 3: This Ordinance shall be in full force and effect from and after its final passage by the City Council and after its approval by the Mayor, subject to the provisions of section 3.11(g) of the City Charter.

ADOPTED BY THE CITY COUNCIL THIS 23RD DAY OF AUGUST 2021.

ATTEST:

CITY CLERK

PRESIDING OFFICER

APPROVED BY THE MAYOR THIS _____ DAY OF _____ 2021.

ATTEST:

CITY CLERK

MAYOR

APPROVED AS TO FORM:

CITY ATTORNEY

ATTACHMENT 6**AGREEMENT**

Four Signal and Construction, LLC.
 5051 S. National Ave., Ste. 7B
 Springfield, MO 65810

Proposal #: IFB-040-2021/Street
Submitted To: City of Nixa

THIS AGREEMENT, made on this day of _____, 2021 by and between the City of Nixa, Missouri, acting by and through its duly authorized representative, hereinafter termed the Owner, and **Name, Address, City/State/Zip, Phone**, his/their executors, administration, heirs, successors, or assigns, hereinafter termed the Contractor.

WHEREAS, the Owner has awarded a contract to the Contractor to furnish all labor, material, equipment bonding and insurance necessary using an industry standard procedure to complete the following: Pedestrian Walkway, said project being more particularly described in the solicitation documents labeled as IFB-038-2021/Street.

NOW, THEREFORE, BE IT AGREED BY THE OWNER AND THE CONTRACTOR, THAT:

1. In consideration of the payments hereinafter mentioned, to be made and performed by the Contractor, hereby agrees to a total payment of \$11,641.00 for work satisfactorily performed pursuant to this agreement.
2. The Contractor agrees to furnish all the materials, supplies, machinery, equipment, tools, superintendence, labor, insurance and other accessories and services, and whatever else may be necessary to complete the welding, cleaning, and painting in accordance with said specifications of the city's bid documents. For purposes of this agreement, work includes:

Removal of Improvements	1	LS
Final Grading & Seeding	1	LS
Temporary Traffic Control	1	LS
Mobilization	1	LS
Contractor Furnished Surveying and Staking	1	LS
Flat Sheet Sign	3	EA
Signal Sign Mounting Hardware	3	EA
Signal Head, 1S, Pedestrian	2	EA
Post, Signal 8 ft	1	EA
Compact Pushbutton Pedestal	1	EA
Detector, Pushbutton (New Installation)	2	EA
Conduit, 3 in., Trenched	25	LF
Cable, 16 AWG 2 Conductor	270	LF
Cable, 16 AWG 5 Conductor	270	LF
Base, Concrete	1	CY

Total Construction Cost for the Aldgersgate at Main Pedestrian Walkway: \$11,641.00

All work shall be completed by **November 1, 2021**.

3. This Contract together with the city's bid documents constitute the entire agreement by and between the parties regarding the subject matter hereof and supersedes all prior written or oral understandings, including the Contractor's written bid. This Contract may only be amended, supplemented, modified or canceled by a written instrument, duly executed by both parties.

4. The Contractor agrees to meet all insurance requirements as set in the proposal which is hereto and thereby made a part of this Contract.

5. The Contractor agrees to indemnify and hold harmless the Owner and its officers, agents and employees of an from any and all damages, injuries (including death), claims, property damages (including loss of use), losses, demands, suits, judgments and costs, including reasonable attorney's fees and expenses, in any way arising out of or occasioned by the Contractor's breach of any of the terms or provisions of this Contract, or by any other negligent act, error or omission of the Contractor, its agents, servants, employees, subcontractors, licensees, invitees, or any other persons or entities for whose acts the Contractor is liable.

6. In the performance of services hereunder, the Contractor shall be deemed an independent contractor and shall not, with respect to its acts or omissions, be deemed an agents or employee of the Owner.

7. The Contractor agrees that neither this Contract nor the services to be performed hereunder will be assigned or sublet without the prior written consent of the City. The Contractor further agrees that the assignment or subletting or any portion or feature of the services required in the performance of this Contract shall not relieve the Contractor from its full obligations to the Owner as provided by this Contract.

8. The parties agree that the laws of the State of Missouri shall govern this Contract. Venue of any suit or other proceeding between the Owner and the Contractor, based on, arising out of, relating to this Contract or the services to be rendered hereunder shall lie, solely and exclusively, in Christian County, Missouri.

9. The Owner and the Contractor, and their respective successors and assigns are hereby bound to the terms and conditions of this Contract.

10. Unless instructed otherwise in writing, the Contractor agrees that all notices or communications to the City permitted or required under this Contract shall be addressed to the Owner at the following address:

City of Nixa Public Works
1111 W. Kathryn
PO Box 395
Nixa, MO 65714

The Owner agrees that all notices or communication to the Contractor permitted or required under this Contract shall be addressed to the Contractor at the following address:

NAME
Address
City, State, Zip
Phone

11. The Owner in consideration of the full and true performance of the said work by the Contractor hereby agrees to and binds itself to pay the Contractor the unit price set forth in the Contractor's submitted bid, and in the manner provided within the Contract Documents. The payments shall be made in the following manner:

Upon completion to the satisfaction of the City of Nixa

12. In the event a term, condition, or provision of this Contract is determined to be void, unenforceable, or unlawful by a court of competent jurisdiction, then that term, condition, or provision shall be deleted. The remainder of the Contract shall remain in full force and effect.

13. Either party shall have the right to terminate this agreement upon written notice to the other party. No work performed after written notice of the party's intent to terminate the contract will be paid for by the City of Nixa.

14. This Contract shall be effective from and after execution by both parties hereto.
IN TESTIMONY WHEREOF, the Contractor has hereunto set his hand and seal, and the City of Nixa executes this contract by its City Manager.

THE CITY OF NIXA, MISSOURI

By: _____
Jimmy Liles, City Administrator

CONTRACTOR

By: _____

Approved as to form:

Nick Woodman, City Attorney

CERTIFICATE OF FINANCIAL OFFICER

I certify that this contract is within the purpose of the appropriation to which it is to be charged and that there is an unencumbered balance to the credit of such appropriation sufficient to pay therefore, and that the appropriate accounting entries have been made.

Jennifer Evans, Director of Finance



City of Nixa
Parks and Recreation
PO BOX 395
701 N. Taylor Way
Nixa, MO 65714

To: Mayor Steele, Nixa City Council

August 17, 2021

CC: Jimmy Liles, City Administrator

From: Matt Crouse, Director of Parks and Recreation

Re: Community Center Roof Renovation/Restoration Contract Authorization

As discussed, this resolution is to grant the city administrator the authorization to sign a contract with Guarantee Roofing for the community center roof repair and restoration.

This project will repair a couple of problematic areas and restore the entire roof to ensure the roof remains in great shape for many years to come.

Respectfully,

Matt Crouse
Director, Parks and Recreation

RESOLUTION NO. 2021-084

A RESOLUTION OF THE COUNCIL OF THE CITY OF NIXA ACCEPTING THE BID OF GUARANTEE ROOFING, INC., FOR CERTAIN IMPROVEMENTS TO THE ROOF OF THE X CENTER AND AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE A CONTRACT FOR SAME.

WHEREAS City Council, by passage of Resolution 2020-121, adopted the 2021-2025 Capital Improvement Program ("CIP"); and

WHEREAS included in the CIP is a project known as the "Roof on X Center (PK2021-11)" ("Project"); and

WHEREAS City staff, pursuant to the City's adopted purchasing procedures (Resolution 2019-113), as amended, have solicited bids for the Project; and

WHEREAS after reviewing all submitted bids, City staff has determined that Guarantee Roofing, Inc., ("Contractor") provided the best bid for the Project; and

WHEREAS City Council desires to award the Contract for the Project to the Contractor.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF NIXA, AS FOLLOWS, THAT:

SECTION 1: City Council hereby accepts the bid of the Contractor for the Project at the price and sum of \$112,342.00. The City Administrator, or designee, is hereby authorized to enter into a contract with the Contractor. Said contract to be in substantially similar form as the document attached hereto, and incorporated herein by this reference, as "Resolution Exhibit A." The contract shall include any referenced exhibits or attachments included or referenced in the contract, said documents being on file with the Finance Department. The City Administrator is further authorized to do all things necessary or convenient to carry out the terms and intent of this Resolution.

SECTION 2: If applicable, all workers performing work under the contract authorized by this Resolution shall be paid a wage of no less than the prevailing hourly rate of wages for work of a similar character in this locality or the public works contracting minimum wage, whichever is applicable. The Contractor shall fully comply with the provisions and requirements of the Missouri State Prevailing Wage Law, if applicable. If applicable, contractors and any subcontractor performing work under this contract must provide a 10-hour OSHA construction safety training program, or similar program approved by the Department of Labor, for on-site employees, unless employees demonstrate they previously completed the program.

SECTION 3: This Resolution shall be in full force and effect from and after its final passage by the City Council and after its approval by the Mayor, subject to the provisions of section 3.11(g) of the City Charter.

RESOLUTION NO. 2021-084

ADOPTED BY THE CITY COUNCIL THIS 23RD DAY OF AUGUST 2021.

ATTEST:

CITY CLERK

PRESIDING OFFICER

APPROVED BY THE MAYOR THIS _____ DAY OF _____ 2021.

ATTEST:

CITY CLERK

MAYOR

APPROVED AS TO FORM:

CITY ATTORNEY

Resolution Exhibit A
AGREEMENT
Guarantee Roofing, Inc.
4570 N. Blackcat Rd.
Joplin, MO 64801
417-437-7577

Proposal #: RFB-035-2021/Park

Submitted To: City of Nixa

THIS AGREEMENT, made on this day of _____, 2021 by and between the City of Nixa, Missouri, acting by and through its duly authorized representative, hereinafter termed the Owner, and **Name, Address, City/State/Zip, Phone**, his/their executors, administration, heirs, successors, or assigns, hereinafter termed the Contractor.

WHEREAS, the Owner has awarded a contract to the Contractor to furnish all labor, material, equipment bonding and insurance necessary using an industry standard procedure to complete the following: Repair/Replacement-Community Center Roof, said project being more particularly described in the solicitation documents labeled as RFB-035-2021/Park.

NOW, THEREFORE, BE IT AGREED BY THE OWNER AND THE CONTRACTOR, THAT:

1. In consideration of the payments hereinafter mentioned, to be made and performed by the Contractor, hereby agrees to a total payment of **\$112,342.00** for work satisfactorily performed pursuant to this agreement.
2. The Contractor agrees to furnish all the materials, supplies, machinery, equipment, tools, superintendence, labor, insurance and other accessories and services, and whatever else may be necessary to complete the welding, cleaning, and painting in accordance with said specifications of the city's bid documents. For purposes of this agreement, work includes:

Base Bid #1: Roof Restoration as per specification with a 10 Year labor and material as per specification.

\$112,342.00

Alternate #1: Additional cost of white polymeric flood coat and white aggregate with a 12 Year Warranty.

\$25,000.00

UNIT PRICING: Additional wet built-up roof and insulation removal and additional insulation replacement per sq. ft. outside the provided infra-red scan report. (500 sq. ft. is included in the base bid.)

\$15.00

All work shall be completed by **November 1, 2021**.

3. This Contract together with the city's bid documents constitute the entire agreement by and

between the parties regarding the subject matter hereof and supersedes all prior written or oral understandings, including the Contractor's written bid. This Contract may only be amended, supplemented, modified, or canceled by a written instrument, duly executed by both parties.

4. The Contractor agrees to meet all insurance requirements as set in the proposal which is hereto and thereby made a part of this Contract.

5. The Contractor agrees to indemnify and hold harmless the Owner and its officers, agents and employees of an from any and all damages, injuries (including death), claims, property damages (including loss of use), losses, demands, suits, judgments and costs, including reasonable attorney's fees and expenses, in any way arising out of or occasioned by the Contractor's breach of any of the terms or provisions of this Contract, or by any other negligent act, error or omission of the Contractor, its agents, servants, employees, subcontractors, licensees, invitees, or any other persons or entities for whose acts the Contractor is liable.

6. In the performance of services hereunder, the Contractor shall be deemed an independent contractor and shall not, with respect to its acts or omissions, be deemed an agents or employee of the Owner.

7. The Contractor agrees that neither this Contract nor the services to be performed hereunder will be assigned or sublet without the prior written consent of the City. The Contractor further agrees that the assignment or subletting or any portion or feature of the services required in the performance of this Contract shall not relieve the Contractor from its full obligations to the Owner as provided by this Contract.

8. The parties agree that the laws of the State of Missouri shall govern this Contract. Venue of any suit or other proceeding between the Owner and the Contractor, based on, arising out of, relating to this Contract or the services to be rendered hereunder shall lie, solely and exclusively, in Christian County, Missouri.

9. The Owner and the Contractor, and their respective successors and assigns are hereby bound to the terms and conditions of this Contract.

10. Unless instructed otherwise in writing, the Contractor agrees that all notices or communications to the City permitted or required under this Contract shall be addressed to the Owner at the following address:

City of Nixa Parks Department
701 North Taylor Way
PO Box 395
Nixa, MO 65714

The Owner agrees that all notices or communication to the Contractor permitted or required under this Contract shall be addressed to the Contractor at the following address:

NAME
Address
City, State, Zip
Phone

11. The Owner in consideration of the full and true performance of the said work by the Contractor hereby agrees to and binds itself to pay the Contractor the unit price set forth in the Contractor's submitted bid, and in the manner provided within the Contract Documents. The payments shall be made in the following manner:

Upon completion to the satisfaction of the City of Nixa

12. In the event a term, condition, or provision of this Contract is determined to be void, unenforceable, or unlawful by a court of competent jurisdiction, then that term, condition, or provision shall be deleted. The remainder of the Contract shall remain in full force and effect.

13. Either party shall have the right to terminate this agreement upon written notice to the other party. No work performed after written notice of the party's intent to terminate the contract will be paid for by the City of Nixa.

14. This Contract shall be effective from and after execution by both parties hereto.
IN TESTIMONY WHEREOF, the Contractor has hereunto set his hand and seal, and the City of Nixa executes this contract by its City Manager.

THE CITY OF NIXA, MISSOURI

By: _____
Jimmy Liles, City Administrator

CONTRACTOR

By: _____

Approved as to form:

Nick Woodman, City Attorney

CERTIFICATE OF FINANCIAL OFFICER

I certify that this contract is within the purpose of the appropriation to which it is to be charged and that there is an unencumbered balance to the credit of such appropriation sufficient to pay therefore, and that the appropriate accounting entries have been made.

Jennifer Evans, Director of Finance



Nixa Police Department

P.O. Box 395 / 715 W. Center Circle
Nixa, Missouri 65714

Emergency: 911 / Office: 417-725-2510 / Fax: 417-725-0915
www.nixapolice.com



To: Cindy Robbins
From: Chief Campbell
cc: Jimmy Liles, City Council, Mayor Steele
Date: 08/18/2021
Re: Crimes Against Children Grant Application

The FFY 2020 Crimes Against Children/Sex Crimes COVID-19 Funding grant is issued through the Missouri Department of Public Safety (DPS). This state administered, but federally funded program, is made available through the U.S. Department of Justice (DOJ), Office of Justice Programs (OJP), Bureau of Justice Assistance (BJA).

The FFY 2020 Crimes Against Children/Sex Crimes COVID-19 Funding is being made available to law enforcement agencies and prosecutors involved in the investigation and prosecution of crimes against children, which increased during the COVID-19 pandemic. Eligible entities must demonstrate an increase in crimes against children in their application. The application start date was August 2, 2021, with an application submission deadline of August 31, 2021, 5:00 pm CST.

As you know in September 2020 CAC applied for a grant through Children's Trust Fund. The reason was Nixa had been identified as having a high number of child sexual abuse reports through the Missouri Hotline, and that grant aimed at helping support program stop prevent and reduce this abuse. Unfortunately, the grant was not funded for anyone in SW Missouri even though it has the highest rates of child abuse.

I am requesting permission to apply for this grant for overtime monies to work these types of cases and to develop a POST training program to train officers and investigators alike about the initial response and coordination in these types of cases. This will include any required equipment/software and supplies to teach the training program safely during the COVID pandemic. We are also requesting specific outside training courses identified by or staff to develop our investigators and officers to further assist them in working these types of cases. The maximum allowable awarded amount for the grant is \$300,000.00. We will be applying for a grant of \$299,999.20

Respectfully,

Chief Campbell

1 **RESOLUTION NO. 2021-085**

2
3 **A RESOLUTION OF THE COUNCIL OF THE CITY OF NIXA AUTHORIZING**
4 **THE CITY ADMINISTRATOR TO APPLY FOR AND ACCEPT GRANT FUNDING**
5 **PROVIDED BY THE MISSOURI DEPARTMENT OF PUBLIC SAFETY.**
6
7

8 **WHEREAS** the FFY 2020 Crimes Against Children/Sex Crimes COVID-19
9 Funding grant is provided by the Missouri Department of Public Safety; and
10

11 **WHEREAS** said funding is provided to aid local law enforcement in the
12 investigation and prosecution of crimes against children, which has increased as a
13 result of the COVID-19 pandemic; and
14

15 **WHEREAS** the City Council desires to authorize the City Administrator to apply
16 for and accept said grant funding.
17

18 **NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF**
19 **NIXA, AS FOLLOWS, THAT:**
20

21 **SECTION 1:** The City Administrator, or designee, is hereby authorized to apply
22 for and accept grant funding provided by the Missouri Department of Public Safety for a
23 Crimes Against Children/Sex Crimes COVID-19 Funding grant to reimburse the City for
24 overtime pay for police officers to work cases involving crimes against children or sex
25 crimes and for the Police Department to develop a POST training program to train
26 officers and investigators about the initial response and coordination of similar cases.
27 The City Administrator is authorized to do all things necessary or convenient to apply for
28 and accept said funding and to carry out the terms of this Resolution, including the
29 execution of documents required to obtain said funding.
30

31 **SECTION 2:** This Resolution shall be in full force and effect from and after its
32 final passage by the City Council and after its approval by the Mayor, subject to the
33 provisions of section 3.11(g) of the City Charter. The authority granted to the City
34 Administrator by this Resolution shall expire on December 31, 2021.
35
36

37 **ADOPTED BY THE CITY COUNCIL THIS 23RD DAY OF AUGUST 2021.**
38
39

40 **ATTEST:**
41

42 _____
43 **CITY CLERK**
44
45
46

PRESIDING OFFICER

47 **APPROVED BY THE MAYOR THIS _____ DAY OF _____ 2021.**
48
49

50 **ATTEST:**
51

52 _____
53 CITY CLERK

MAYOR

54
55
56 **APPROVED AS TO FORM:**
57

58 _____
59 CITY ATTORNEY

Business License Report

2021	New	Renewal	Total
Prepaid for 2021	4	242	246
January	4	173	177
February	6	49	55
March	13	53	66
April	14	39	53
May	27	55	82
June	17	14	31
July	12	5	17
August			
September			
October			
November			
December			
Total	97	630	727

2020	New	Renewal	Total
Prepaid for 2020	4	324	328
January	17	112	129
February	12	42	54
March	13	36	49
April	5	8	13
May	10	39	49
June	12	15	27
July	11	4	15
August	16	5	21
September	11	2	13
October	11	1	12
November	12	2	14
December	4	0	4
Total	138	590	728

Business Name	Physical Address	Business Description
Platinum Internet Lounge	105 Sherman Way Ste. 108	Internet Café
Quality Mowing & Lawn Care	1444 N Rich Hill Cr	Law Care Services
Tritonemusic.net	514 N Dublin Dr	Online Music Sales/Lessons
B's Custom Creations	302W South St	Personalized Merchandise
Crowdsurf, LLC	1273 Vintage Ln	Mobile App Company
Mending Hearts Counseling	1921 Holly Springs Ave	Telehealth Counseling Services
VN Properties LLC	8304 W Rollings Hills Dr	Contractor



City of Nixa, MO

Detail Report - Cash in Bank Accounts

Account Summary

Date Range: 01/01/2021 - 07/31/2021

Account	Name	Beginning Balance	Total Activity	Ending Balance
Fund: 01 - ELECTRIC				
01-10050	CLAIM ON CASH - ELECTRIC FUND	3,349,970.42	-1,324,232.13	2,025,738.29
01-10090	CASH IN SAVINGS - OPERATING RESERVES	3,750,000.00	0.00	3,750,000.00
01-10450	CASH IN SAVINGS-MISCELLANEOUS	5,604,236.52	27,144.05	5,631,380.57
01-10470	CASH IN SAVINGS - FUTURE PROJECT	202,586.48	201,083.11	403,669.59
01-10550	CASH IN US TREASURY BILLS	0.00	0.00	0.00
01-10610	PETTY CASH-OLD	1,400.00	0.00	1,400.00
Total Fund: 01 - ELECTRIC:		12,908,193.42	-1,096,004.97	11,812,188.45
Fund: 02 - WATER				
02-10050	CLAIM ON CASH - WATER	2,017,593.24	-604,557.40	1,413,035.84
02-10090	CASH IN SAVINGS - OPERATING RESERVES	450,000.00	0.00	450,000.00
02-10450	CASH IN SAVINGS-MISCELLANEOUS	2,309,901.22	8,008.66	2,317,909.88
02-10470	SAVINGS - FUTURE PROJECT	0.00	0.00	0.00
02-10480	SAVINGS-2013 WELL & TOWER P&I	99,952.13	-99,952.13	0.00
02-10550	CASH IN US TREASURY BILLS	0.00	0.00	0.00
Total Fund: 02 - WATER:		4,877,446.59	-696,500.87	4,180,945.72
Fund: 03 - WASTE WATER				
03-10050	CLAIM ON CASH - WASTE WATER	499,238.93	242,378.94	741,617.87
03-10090	CASH IN SAVINGS - OPERATING RESERVES	500,000.00	0.00	500,000.00
03-10260	CASH IN RESERVE-BONDS	50,003.87	0.00	50,003.87
03-10280	SRF RESERVE FUND - CD	14,375.47	0.00	14,375.47
03-10450	CASH IN SAVINGS-MISCELLANEOUS	4,051,441.46	13,207.33	4,064,648.79
03-10470	CASH IN SAVINGS - FUTURE PROJECT	303,879.70	301,624.66	605,504.36
03-10510	SAVINGS - NW LIFT STATION P & I	81,906.80	-81,906.80	0.00
03-10550	CASH IN US TREASURY BILLS	0.00	0.00	0.00
Total Fund: 03 - WASTE WATER:		5,500,846.23	475,304.13	5,976,150.36
Fund: 11 - GENERAL				
11-10050	CLAIM ON CASH - GENERAL	530,492.42	3,256,930.51	3,787,422.93
11-10500	CASH IN BANK - SAVINGS	550,738.09	9,465.38	560,203.47
11-10550	CASH IN US TREASURY BILLS	0.00	0.00	0.00
11-10600	CASH IN BANK - BOND SAVINGS	270,844.02	-270,844.02	0.00
11-10701	POLICE IMPACT FEES - SAVINGS	65,100.52	10,379.84	75,480.36
11-10702	PARK IMPACT FEES - SAVINGS	652,151.17	-9,415.77	642,735.40
11-10801	CASH IN SAVINGS-PARK SAVINGS	1,601,942.05	4,664.44	1,606,606.49
11-10850	SAVINGS - ECONOMIC DEVELOPMENT	685,686.09	1,996.49	687,682.58
11-10901	CASH IN SAVINGS - OPERATING RESERVES	2,700,000.00	0.00	2,700,000.00

Detail Report - Cash in Bank Accounts

Date Range: 01/01/2021 - 07/31/2021

Account	Name	Beginning Balance	Total Activity	Ending Balance
11-11400	PETTY CASH - OLD	2,600.00	0.00	2,600.00
Total Fund: 11 - GENERAL:		7,059,554.36	3,003,176.87	10,062,731.23
Fund: 12 - POLICE				
12-10050	CLAIM ON CASH - POLICE	1,401,296.43	-1,837,047.01	-435,750.58
12-10100	CASH IN BANK - EMPIRE CHECKING/FORFEITED PROPERTY	5,067.95	-3,689.44	1,378.51
Total Fund: 12 - POLICE:		1,406,364.38	-1,840,736.45	-434,372.07
Fund: 13 - STREET				
13-10050	CLAIM ON CASH - STREET	1,203,093.44	153,761.35	1,356,854.79
13-10500	CASH IN BANK - SAVINGS	1,734,405.88	6,345.91	1,740,751.79
13-10703	SAVINGS - WINDHAM MANOR/CARNAGIE RD	48,353.33	140.80	48,494.13
13-10704	SAVINGS - FIRE DISTRICT/SCHATZ LANE	321.54	0.94	322.48
13-10705	SAVINGS - N MAIN/TRACKER	54,983.29	160.11	55,143.40
13-10711	SAVINGS - JACKS PLACE	15,932.32	46.39	15,978.71
13-10712	SAVINGS - NORTON ROAD	16,855.98	49.07	16,905.05
13-10714	SAVINGS-CC & MAIN	59,977.57	174.64	60,152.21
13-10715	SAVINGS-ROLLING HILLS-GREGG RD	51,968.46	151.33	52,119.79
13-10716	SAVINGS-ROLLING HILLS-INMAN	39,325.69	114.50	39,440.19
13-10718	SAVINGS - BLACKSTONE	92,962.59	270.67	93,233.26
13-10901	CASH IN SAVINGS - OPERATING RESERVES	445,000.00	0.00	445,000.00
Total Fund: 13 - STREET:		3,763,180.09	161,215.71	3,924,395.80
Fund: 14 - PARK				
14-10050	CLAIM ON CASH - PARK	10,191.59	-216,844.56	-206,652.97
14-10550	CASH IN US TREASURY BILLS	0.00	0.00	0.00
14-10603	CASH IN BANK - POOL-BLDG-FITNESS SAVINGS	512,432.86	30,700.82	543,133.68
Total Fund: 14 - PARK:		522,624.45	-186,143.74	336,480.71
Fund: 15 - BUILDING INSPECTION				
15-10050	CLAIM ON CASH - BUILDING INSPECTOR	39,523.76	-15,621.15	23,902.61
Total Fund: 15 - BUILDING INSPECTION:		39,523.76	-15,621.15	23,902.61
Fund: 16 - STORM WATER				
16-10050	CLAIM ON CASH - STORM WATER	3,828.92	-59,549.31	-55,720.39
16-10730	SAVINGS-IN LIEU OF DETENTION	94,710.82	275.79	94,986.61
Total Fund: 16 - STORM WATER:		98,539.74	-59,273.52	39,266.22
Grand Totals:		36,176,273.02	-254,583.99	35,921,689.03

Fund Summary

Fund	Beginning Balance	Total Activity	Ending Balance
01 - ELECTRIC	12,908,193.42	-1,096,004.97	11,812,188.45
02 - WATER	4,877,446.59	-696,500.87	4,180,945.72
03 - WASTE WATER	5,500,846.23	475,304.13	5,976,150.36
11 - GENERAL	7,059,554.36	3,003,176.87	10,062,731.23
12 - POLICE	1,406,364.38	-1,840,736.45	-434,372.07
13 - STREET	3,763,180.09	161,215.71	3,924,395.80
14 - PARK	522,624.45	-186,143.74	336,480.71
15 - BUILDING INSPECTION	39,523.76	-15,621.15	23,902.61
16 - STORM WATER	98,539.74	-59,273.52	39,266.22
Grand Total:	36,176,273.02	-254,583.99	35,921,689.03

CITY OF NIXA

2019 Building Permits

	New Res.	*Misc. Res.	Duplex Units	Apartment Bldg	New Bus. Bldg.	Infill	**Misc. Bus.	MO to DATE
January	12	16	1	1	2	5	5	42
February	19	13	0	0	4	3	2	41
March	25	29	0	0	0	3	4	61
April	12	33	0	0	0	1	2	48
May	15	55	0	0	0	2	7	79
June	13	25	0	0	1	2	9	50
July	29	33	0	0	0	6	2	70
August	27	36	1	0	0	11	0	75
September	8	36	0	0	2	4	8	58
October	15	15	0	2	1	5	8	46
November	12	20	0	0	1	4	0	37
December	19	15	0	0	0	5	2	41
Total To-Date	206	326	2	3	11	51	49	648

# of Units Duplexes	# of Units Multi Family
2	4
2	
	8
4	12

2020 Building Permits - To Date

	New Res.	*Misc. Res.	Duplex Units	Apartment Bldg	New Bus. Bldg.	Infill	**Misc. Bus.	MO to DATE
January	18	23	0	0	0	4	1	46
February	6	14	0	0	0	2	3	25
March	41	32	0	0	0	5	8	86
April	21	29	0	0	0	4	5	59
May	7	20	0	0	0	7	12	46
June	7	37	0	1	0	5	13	63
July	12	23	0	0	1	2	2	40
August								
September								
October								
November								
December								
Total To-Date	112	178	0	1	1	29	44	365

# of Units Duplexes	# of Units Multi Family
	4
0	4

*Misc. Res. includes house additions, garage/storage bldgs, fences, demolition.

**Misc. Bus. includes remodels, additions, fences, demolition, signs.

Duplex & Apartments are # of buildings



Nixa Police Department
Monthly Report

2021	MVA	CAD CFS	MULTIPLE UNITS	REPORTS	ALL TICKETS	WARNINGS	PHYSICAL ARRESTS	TOTAL CHARGES	DWI CHARGES	DISPATCH TO ARRIVAL	DISPATCH TO PRIORITY
Jan	34	4126	606	391	170	1095	50	102	11	6.06	3.50
Feb	22	3210	464	279	143	669	28	44	11	6.41	3.82
Mar	17	3096	666	389	160	983	43	148	18	6.21	3.53
Apr	30	3198	662	419	166	997	62	126	21	6.23	3.22
May	26	3729	650	408	164	1241	55	129	21	5.40	3.60
Jun	24	3867	594	369	122	868	51	113	11	5.59	3.29
Jul	29	3448	575	342	146	944	43	118	11	6.16	3.50
Total	182	24674	4217	2597	1071	6797	332	780	104	6.01	3.49

NIXA POLICE REPORT 2020

2020	MVA	CAD CFS	MULTIPLE UNITS	REPORTS	ALL TICKETS	WARNINGS	PHYSICAL ARRESTS	TOTAL CHARGES	DWI CHARGES	DISPATCH TO ARRIVAL	DISPATCH TO PRIORITY
Jan	20	3113	520	270	95	648	30	70	6	8.10	3.42
Feb	22	3173	544	248	145	694	30	75	10	8.17	3.37
Mar	15	2960	532	247	78	419	20	47	2	7.27	3.49
Apr	22	2856	534	239	35	53	17	76	6	8.18	4.42
May	32	3295	660	292	124	532	32	98	11	7.13	3.48
Jun	25	3377	580	335	95	670	27	66	9	8.27	3.41
Jul	48	3371	525	359	135	683	38	85	9	10.03	4.32
Total	184	22145	3895	1990	707	3699	194	517	53	8.16	3.70

NIXA POLICE REPORT 2019

2019	MVA	CAD CFS	MULTIPLE UNITS	REPORTS	ALL TICKETS	WARNINGS	PHYSICAL ARRESTS	TOTAL CHARGES	DWI CHARGES	DISPATCH TO ARRIVAL	DISPATCH TO PRIORITY
Jan	26	3224	708	304	278	1501	74	111	7	8.47	0.00
Feb	21	2764	593	271	191	1223	54	59	7	10.26	0.00
Mar	21	3435	666	333	218	1547	89	150	9	8.28	0.00
Apr	28	2757	705	311	167	951	54	74	6	9.32	0.00
May	23	2919	678	306	230	1090	49	85	8	9.46	0.00
Jun	20	3209	703	269	222	1435	29	71	4	9.08	0.00
Jul	15	3074	758	315	228	1269	38	95	12	9.14	0.00
Total	154	21382	4811	2109	1534	9016	387	645	53	9.14	0.00

NIXA POLICE REPORT THREE YEAR AVERAGES

3 YEAR AVGS	MVA	CAD CFS	MULTIPLE UNITS	REPORTS	ALL TICKETS	WARNINGS	PHYSICAL ARRESTS	TOTAL CHARGES	DWI CHARGES	DISPATCH TO ARRIVAL	DISPATCH TO PRIORITY
Jan	27	3488	611	322	181	1081	51	94	8	7.54	3.46
Feb	22	3049	534	266	160	862	37	59	9	8.28	3.60
Mar	18	3164	621	323	152	983	51	115	10	7.25	3.51
Apr	27	2937	634	323	123	667	44	92	11	7.91	3.82
May	27	3314	663	335	173	954	45	104	13	7.33	3.54
Jun	23	3484	626	324	146	991	36	83	8	7.65	3.35
Jul	31	3298	619	339	170	965	40	99	11	8.44	3.91
Total	173	22734	4308	2232	1104	6504	304	647	70	8	3.60

**CITY OF NIXA MISSOURI
SALES AND USE TAX HISTORY**

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Monthly Comparison	YTD Comparison	YTD-2020	YTD-2021
1% GENERAL SALES TAX														
Jan	165,352.94	170,903.67	160,369.02	203,873.68	203,167.52	239,598.60	186,648.99	230,754.39	281,965.80	266,966.53	-5.32%	-5.32%	281,965.80	266,966.53
Feb	147,153.46	165,303.96	165,555.71	166,523.60	161,651.01	184,450.90	191,809.99	199,836.09	227,923.39	230,684.38	1.21%	-2.40%	509,889.19	497,650.91
Mar	176,872.38	171,355.79	182,308.15	201,706.06	244,697.33	219,062.32	251,517.26	280,819.38	237,997.34	301,440.82	26.66%	6.85%	747,886.53	799,091.73
Apr	194,917.91	172,582.10	163,780.74	189,468.52	208,605.73	195,434.89	206,482.08	176,373.93	237,439.03	231,987.94	-2.30%	4.64%	985,325.56	1,031,079.67
May	133,721.99	146,741.12	211,452.34	173,634.70	163,579.95	170,216.11	197,517.33	199,327.01	198,873.92	249,466.22	25.44%	8.14%	1,184,199.48	1,280,545.89
Jun	208,683.49	199,106.41	201,844.57	222,738.50	277,622.54	229,348.43	224,756.53	276,916.14	270,564.40	321,103.23	18.68%	10.10%	1,454,763.88	1,601,649.12
Jul	182,893.19	193,175.57	235,610.17	262,584.10	228,654.18	255,499.94	260,059.29	253,117.80	285,604.94	319,032.92	11.70%	10.36%	1,740,368.82	1,920,682.04
Aug	145,239.65	132,440.91	155,116.91	170,176.81	169,425.81	189,701.17	239,172.18	188,358.67	259,268.38	301,158.76	16.16%	11.11%	1,999,637.20	2,221,840.80
Sep	210,148.16	209,618.14	241,067.47	241,979.80	263,100.65	243,187.01	240,950.12	290,668.07	323,286.59				2,322,923.79	2,221,840.80
Oct	155,091.75	183,811.50	192,130.56	214,240.94	213,968.36	198,034.14	198,296.76	203,911.38	238,206.16				2,561,129.95	2,221,840.80
Nov	136,433.43	147,194.77	166,801.73	184,766.95	177,650.69	133,415.08	222,712.99	198,327.81	227,432.09				2,788,562.04	2,221,840.80
Dec	201,894.44	215,203.62	235,533.14	229,154.32	225,578.68	332,494.35	177,476.77	218,312.63	314,197.57				3,102,759.61	2,221,840.80
Annual Totals	2,058,402.79	2,107,437.56	2,311,570.51	2,460,847.98	2,537,702.45	2,590,442.94	2,597,400.29	2,716,723.30	3,102,759.61	2,221,840.80				

Increase (Decrease)	0.69%	2.38%	9.69%	6.46%	3.12%	2.08%	0.27%	4.59%	14.21%					
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1/2% TRANSPORTATION SALES TAX														
Jan	82,676.17	85,451.78	80,184.59	101,936.86	101,583.94	119,799.42	93,324.62	115,377.16	140,982.94	133,483.16	-5.32%	-5.32%	140,982.94	133,483.16
Feb	73,576.79	82,652.14	82,777.85	83,261.82	80,825.58	92,225.33	95,905.30	99,917.97	113,961.77	115,341.77	1.21%	-2.40%	254,944.71	248,824.93
Mar	88,436.23	85,677.92	91,154.08	100,853.16	122,348.47	109,531.20	125,758.43	140,409.79	118,998.80	150,720.40	26.66%	6.85%	373,943.51	399,545.33
Apr	97,458.85	86,291.15	81,890.24	94,734.04	104,303.26	97,717.40	103,240.95	88,187.37	118,719.79	115,994.15	-2.30%	4.64%	492,663.30	515,539.48
May	66,861.02	73,370.59	105,726.32	86,817.16	81,789.83	85,107.85	98,758.57	99,663.36	99,436.87	124,733.06	25.44%	8.14%	592,100.17	640,272.54
Jun	104,341.81	99,553.11	100,922.26	111,369.19	138,811.11	114,674.20	112,378.43	138,457.86	135,282.21	160,551.63	18.68%	10.10%	727,382.38	800,824.17
Jul	91,446.58	96,588.07	117,804.91	131,292.26	114,327.37	127,749.90	130,029.60	126,558.89	142,802.54	159,516.54	11.70%	10.36%	870,184.92	960,340.71
Aug	72,619.61	66,220.51	77,558.63	85,088.39	84,712.93	94,850.66	119,585.95	94,179.35	129,634.50	150,579.37	16.16%	11.11%	999,819.42	1,110,920.08
Sep	105,073.86	104,808.91	120,533.71	120,989.87	131,550.47	121,593.54	120,474.86	145,334.33	161,643.25				1,161,462.67	1,110,920.08
Oct	77,545.68	91,905.82	96,065.04	107,120.46	106,984.36	99,017.05	99,148.48	101,955.75	119,103.07				1,280,565.74	1,110,920.08
Nov	68,216.89	73,597.09	83,400.90	92,383.47	88,825.29	66,707.62	111,356.45	99,164.23	113,715.85				1,394,281.59	1,110,920.08
Dec	100,947.46	107,601.49	117,766.50	114,577.29	112,789.21	166,246.94	88,738.72	109,156.26	157,098.77				1,551,380.36	1,110,920.08
Annual Totals	1,029,200.95	1,053,718.58	1,155,785.03	1,230,423.97	1,268,851.82	1,295,221.11	1,298,700.36	1,358,362.32	1,551,380.36	1,110,920.08				

1.5% GENERAL USE TAX														
Jan							0.00	40,957.72	26,944.56	40,395.24	49.92%	49.92%	26,944.56	40,395.24
Feb							0.00	41,260.15	35,945.84	69,548.46	93.48%	74.82%	62,890.40	109,943.70
Mar							0.00	51,320.34	58,222.61	117,461.50	101.75%	87.76%	121,113.01	227,405.20
Apr	One retailer overpaid in March's receipts by \$60,248.32; this was credited back to them in April's Receipts**						0.00	31,425.74	40,181.89	263.44	-99.34%	41.15%	161,294.90	227,668.64
May							0.00	29,545.98	58,557.25	42,985.51	-26.59%	23.11%	219,852.15	270,654.15
Jun							0.00	29,097.73	67,967.94	43,283.80	-36.32%	9.07%	287,820.09	313,937.95
Jul							0.00	29,569.58	61,605.47	41,703.51	-32.31%	1.78%	349,425.56	355,641.46
Aug							0.00	41,311.33	53,528.82	48,855.47	-8.73%	0.38%	402,954.38	404,496.93
Sep							5,181.06	39,641.68	51,522.38				454,476.76	404,496.93
Oct							17,116.33	23,107.99	42,133.03				496,609.79	404,496.93
Nov							24,732.45	34,863.34	50,454.82				547,064.61	404,496.93
Dec							21,474.57	36,905.33	42,602.34				589,666.95	404,496.93
Annual Totals							68,504.41	429,006.91	589,666.95	404,496.93				
								526.25%	37.45%					

2021
Budgeted Sales Tax YTD - General
Actual Sales Tax YTD - General
 Over/(Under) Budget YTD - General

\$ 1,927,466.67
2,221,840.80
\$ 294,374.13

2021
Budgeted Sales Tax YTD - Transportation
Actual Sales Tax YTD - Transportation
 Over/(Under) Budget YTD - Transportation

\$ 963,733.33
1,110,920.08
\$ 147,186.75

2021
Budgeted Use Tax YTD
Actual Use Tax YTD
 Over/(Under) Budget YTD

\$ 388,966.67
404,496.93
\$ 15,530.26

2021 PROPOSED CITY OF NIXA BUDGET SUMMARY, AS AMENDED

Fund	2021 Estimated Beginning Balance	Operating Revenue	Non- Operating Revenue	Fund Transfers	Personnel Expense	Operating Expense	Total Operating Expense	Debt Service	Capital Expenditures	2021 Ending Balance	Restricted Reserves	12.31.2021 Unrestricted Balance	Budgeted Operations as % of Revenue
Electric	18,180,522	18,472,500	-	-	(1,783,812)	(14,613,299)	(16,397,111)	-	(4,994,041)	15,261,870	(4,822,250)	10,439,620	88.76%
Water	5,651,510	2,860,609	-	-	(471,246)	(1,704,236)	(2,175,482)	(135,788)	(2,570,376)	3,630,473	(713,100)	2,917,373	76.05%
Wastewater/ Recycle	5,815,861	3,401,500	240,000	-	(787,408)	(1,233,027)	(2,020,435)	(670,466)	(1,902,376)	4,864,084	(947,446)	3,916,638	59.40%
Admin/ Develop	7,407,143	9,219,209	162,245	(5,200,843)	(3,146,520)	(1,522,323)	(4,668,843)	(457,366)	(199,926)	6,261,619	(5,289,776)	971,843	98.33%
Police	6,100	30,550	43,000	3,959,368	(3,443,170)	(373,373)	(3,816,543)	-	(346,375)	(123,900)	(5,100)	(129,000)	
Street	3,313,626	4,455,606	-	-	(883,280)	(1,244,261)	(2,127,541)	-	(4,145,002)	1,496,689	(733,400)	763,289	47.75%
Park	513,393	1,020,450	713,000	894,525	(1,037,192)	(511,238)	(1,548,430)	-	(1,073,375)	519,563	(459,581)	59,982	
Building Inspection	54,779	386,100	-	-	(321,970)	(74,453)	(396,423)	-	(38,125)	6,331	-	6,331	
Stormwater	95,533	60,400	-	346,950	-	(107,350)	(107,350)	-	(300,000)	95,533	(95,000)	533	
TOTALS	41,038,467	39,906,924	1,158,245	0	-11,874,598	-21,383,560	-33,258,158	-1,263,620	-15,569,596	32,012,262	-13,065,653	18,946,609	

07.31.2021 YEAR-TO-DATE SUMMARY

Fund	2021 Beginning Balance	Operating Revenue	Non- Operating Revenue	Fund Transfers	Personnel Expense*	Operating Expense	Total Operating Expense	Debt Retirement	Capital Expenditures	Net Change in Assets/ Liabilities	Ending Cash Balance	YTD Actual Operations as % of Revenue
Electric	12,908,193	10,415,649	-	-	(999,009)	(9,063,049)	(10,062,058)	-	(717,958)	(731,638)	11,812,188	96.61%
Water	4,877,447	1,788,837	-	-	(274,962)	(836,560)	(1,111,522)	(133,875)	(853,951)	(385,990)	4,180,946	62.14%
Wastewater/ Recycle	5,500,846	2,012,285	108,788	-	(428,367)	(553,796)	(982,163)	(411,467)	(146,873)	(105,266)	5,976,150	48.81%
Admin/ Develop	7,059,554	6,118,703	64,941	-	(1,691,965)	(910,629)	(2,602,594)	(456,908)	(18,401)	(102,564)	10,062,731	78.26%
Police	1,406,364	395,724	-	-	(1,881,922)	(293,981)	(2,175,904)	-	(67,810)	7,254	(434,372)	
Street	3,763,180	1,777,901	-	-	(511,465)	(391,530)	(902,995)	-	(637,291)	(76,399)	3,924,396	50.79%
Park	522,624	681,321	-	-	(567,785)	(206,600)	(774,385)	-	(104,286)	11,207	336,481	
Building Inspection	39,524	216,176	-	-	(191,059)	(40,426)	(231,486)	-	-	(311)	23,903	
Stormwater	98,540	5,089	-	-	-	(20,251)	(20,251)	-	(29,934)	(14,178)	39,266	
TOTALS	36,176,273	23,411,684	173,729	0	-6,546,535	-12,316,822	-18,863,357	-1,002,250	-2,576,504	-1,397,886	35,921,689	

**Note: Personnel Costs have been updated to include: Salaries, Taxes, Benefits, Meetings & Training, Mileage, Safety Program, Education, Wellness Program, Uniforms, and Work Comp Premium.



City of Nixa, Missouri 2021 Capital Improvement Project Report

Fund	Total Capital Budget	YTD Expenditures	Remaining Balance
Electric	\$ 4,994,041	\$ 717,958	\$ 4,276,083
Water	2,570,376	853,951	1,716,425
Wastewater/Recycle	1,962,376	146,873	1,815,503
Admin/Dev	199,926	18,401	181,526
Police	346,375	67,810	278,565
Street	4,145,002	637,291	3,507,711
Park	1,119,300	104,286	1,015,014
Building Inspection	38,125	-	38,125
Stormwater	300,000	29,934	270,067
TOTAL	\$ 15,675,521	\$ 2,576,504	\$ 13,099,018

Category	Total Capital Budget	YTD Expenditures	Remaining Balance
Improvements	\$ 1,766,442	\$ 73,639	\$ 1,692,803
Buildings	485,000	25,633	459,368
Building Improvements	130,000	23,872	106,128
Vehicles	716,752	82,546	634,206
Equipment	1,825,967	264,537	1,561,430
Infrastructure	10,701,360	2,106,278	8,595,082
Intangible Assets	50,000	-	50,000
TOTAL	\$ 15,675,521	\$ 2,576,504	\$ 13,099,018



City of Nixa, Missouri
2021 Capital Improvement Projects by Fund

Project No.	Description	Account	Category	Budget	YTD Expenditure	Progress Notes
ELECTRIC						
E2018-04	Line Relocation - SH 14 East	01-700-5452500	Infrastructure	\$ 786,000	\$ 269,094.63	Material ordered - Labor contract in place
E2019-02	SCADA System Upgrades	01-700-5452000	Equipment	111,415	43,780.39	Started workd June 1
E2020-02	Northeast Feeder #3	01-700-5452500	Infrastructure	314,000	133,215.80	ordered material work to begin mid July
E2020-03	NE Substation Transfer Bus	01-700-5452500	Infrastructure	220,000	93,097.07	Completed
E2020-04	West Hwy 14 Lighting	01-700-5452500	Infrastructure	120,000	687.52	have not started yet Toth getting with MoDot on their standards.
E2021-02	Hydro-Excavation Truck - split with Water	01-700-5452000	Equipment	175,000		Ordered
E2021-03	Leeann To Nicholas Tie Line	01-700-5452500	Infrastructure	197,000		Start engineering in July
E2021-04	New Pickup	01-700-5451500	Vehicles	50,000	48,606.11	completed
E2021-05	North St. Circuit Upgrade	01-700-5452500	Infrastructure	100,000		we will not even get start on this project this year
E2021-06	Old Wilderness Sidewalk & Light Imp.	01-700-5452500	Infrastructure	28,500		Not Started
E2021-07	Substation Security	01-700-5452000	Equipment	8,000		not started
E2021-08	Tracker Sub Relay Upgrade	01-700-5452500	Infrastructure	130,000	117,540.95	should be completed end of June
E2021-09	AMI Meter Replacement	01-700-5452500	Infrastructure	2,675,000		Not Started
TOTAL				\$ 4,914,915	\$ 706,022.47	
SHARED						
AD2021-04	Website and App	01-700-5450011	Intangible Assets	\$ 6,250		Review for RFQ/RFP details 3/16
PW2021-01	Forklift	01-700-5452000	Equipment	24,500		Has been ordered
PW2021-02	Bridge Crane and Trolley	01-700-5452000	Equipment	2,125		Quotes requested-
PW2021-04	Office Expansion	01-700-5451004	Building Improvements	15,000	11935.88	New offices completed - not enough funding to furnish this year
PW2021-05	Copier/Scanner/Fax	01-700-5452000	Equipment	3,250		Quotes received-need to review
UB2021-01	Handheld Equipment	01-700-5452000	Equipment	16,667		
UB2021-02	UB Truck	01-700-5451500	Vehicles	11,334		To UB for quote review
TOTAL				79,126	11,936	
Grand Total				\$ 4,994,041	\$ 717,958	

CATEGORY	BUDGET	ACTUAL
Building Improvements	\$ 15,000	\$ 11,935.88
Vehicles	61,334	48,606.11
Equipment	340,957	43,780.39
Infrastructure	4,570,500	613,635.97
Intangible Assets	6,250	-
	<u>\$ 4,994,041</u>	<u>\$ 717,958</u>



City of Nixa, Missouri 2021 Capital Improvement Projects by Fund

Project No.	Description	Account	Category	Budget	YTD Expenditure	Progress Notes
WATER						
W2019-01	Hwy 14 water line crossings & replacement	02-800-5452500	Infrastructure	\$ 713,000	\$ 806,964.55	under contract/construction
W2019-02	Main St. Water Line	02-800-5452500	Infrastructure	581,000	21,353.50	contractor installing/completion April 1
W2021-01	AMI Metering Conversion	02-800-5452500	Infrastructure	500,000		not started
W2021-02	Bulk Water Fill Station	02-800-5450500	Buildings	55,000	326.00	under design
W2021-03	Hydro-Excavation Truck - Split with Electric	02-800-5452000	Equipment	175,000		ordered
W2021-04	Well House for Well #1	02-800-5450500	Buildings	400,000	25,306.50	Bid awared and council approved
W2021-05	Truman Water Line	02-800-5452500	Infrastructure	110,000		under design
TOTAL				\$ 2,534,000	\$ 853,951	
SHARED						
AD2021-04	Website and App	02-800-5450011	Intangible Assets	\$ 6,250		
PW2021-02	Bridge Crane and Trolley	02-800-5452000	Equipment	2,125		
UB2021-01	Handheld Equipment	02-800-5452000	Equipment	16,667		
UB2021-02	UB Truck	02-800-5451500	Vehicles	11,334		
TOTAL				36,376	-	
Grand Total				\$ 2,570,376	\$ 853,951	
 CATEGORY BUDGET ACTUAL						
Building	\$	455,000	\$	25,633		
Vehicles		11,334		-		
Equipment		193,792		-		
Infrastructure		1,904,000		828,318		
Intangible Assets		6,250		-		
	\$	2,570,376	\$	853,951		



City of Nixa, Missouri 2021 Capital Improvement Projects by Fund

Project No.	Description	Account	Category	Budget	YTD Expenditure	Progress Notes
WASTEWATER						
WW2016-05	South Street Sewer	03-900-5452500	Infrastructure	\$ 590,000	\$ 12,211.75	Bid award & contract/council approval 6-28-21
WWT2021-01	Sludge Trucks	03-900-5451500	Vehicles	225,000		Delivered Aug 16
WWT2021-02	Ashphalt Drive	03-900-5452500	Infrastructure	28,000		
WWT2021-03	Biosolids Centrifuge	03-900-5452000	Equipment	650,000	35,580.00	Bid award & Contract/council approval 3-22-21 under construction
WWT2021-04	Digital Laboratory Microscope	03-900-5452000	Equipment	10,000		Ordered - scheduled to arrive in August
WWT2021-06	Truck Scales	03-900-5452000	Equipment	8,000		Budget estimate too low - cancel and make new CIP for 2022
WWC2021-08	NE Regional Pump Control Panel	03-900-5452000	Equipment	40,000	33,692.00	bid awarded and panel ordered
WWC2021-09	Service Bed Pickup	03-900-5451500	Vehicles	70,000		ordered
WWC2021-10	Sewer Camera	03-900-5452000	Equipment	70,000	65,389.12	Purchased/ in service
WWC2021-11	Pickup Truck	03-900-5451500	Vehicles	35,000		ordered
WWC2021-12	Manholes	03-900-5452500	Infrastructure	60,000		
TOTAL				\$ 1,786,000	\$ 146,873	
RECYCLE						
REC2021-01	Dump Truck	03-950-5451509	Vehicles	\$ 140,000		ordered
				\$ 140,000	\$ -	
SHARED						
AD2021-04	Website and App	03-900-5450011	Intangible Assets	\$ 6,250		
PW2021-02	Bridge Crane and Trolley	03-900-5452000	Equipment	2,125		
UB2021-01	Handheld Equipment	03-900-5452000	Equipment	16,667		
UB2021-02	UB Truck	03-900-5451500	Vehicles	11,334		
TOTAL				36,376	-	
Grand Total				\$ 1,962,376	\$ 146,873	

CATEGORY	BUDGET	ACTUAL
Building	\$ -	\$ -
Vehicles	481,334	-
Equipment	796,792	134,661
Infrastructure	678,000	12,212
Intangible Assets	6,250	-
	\$ 1,962,376	\$ 146,873



City of Nixa, Missouri 2021 Capital Improvement Projects by Fund

Project No.	Description	Account	Category	Budget	YTD Expenditure	Progress Notes
ADMINISTRATION						
AD2020-01	Downtown Design	11-100-5452500	Infrastructure	\$ 146,000	\$ 13,612.50	
AD2021-01	Camera Additions	11-100-5452000	Equipment	15,551		
AD2021-02	Council Tables	11-100-5452000	Equipment	5,000	4,788.00	complete
AD2021-03	Wayfinding Signs	11-100-5452500	Infrastructure	25,000		
TOTAL				\$ 191,551	\$ 18,401	
SHARED						
AD2021-04	Website and App	11-100-5450011	Intangible Assets	\$ 6,250		
PW2021-02	Bridge Crane and Trolley	11-100-5452000	Equipment	2,125		
TOTAL				8,375	-	
Grand Total				\$ 199,926	\$ 18,401	

CATEGORY	BUDGET	ACTUAL
Building	\$ -	\$ -
Vehicles	-	-
Equipment	22,676	4,788
Infrastructure	171,000	13,613
Intangible Assets	6,250	-
	\$ 199,926	\$ 18,401



City of Nixa, Missouri 2021 Capital Improvement Projects by Fund

Project No.	Description	Account	Category	Budget	YTD Expenditure	Progress Notes
POLICE						
PD2020-02	Shooting Range	12-200-5451000	Improvements	\$ 150,000		Budget admendment needed to proceed
PD2021-02	PD Security Cameras	12-200-5452000	Equipment	31,000	30,045.38	Project is complete. Cameras are in service.
PD2021-03	Police Department Fencing	12-200-5451000	Improvements	24,000		In progress. completion date: second week of July
PD2021-04	Police Command POST	12-200-5451500	Vehicles	50,000		ordered. Estimated delivery Oct 2021
PD2021-05	Admin Vehicle	12-200-5451500	Vehicles	43,000		Ordered, estimated delivery Dec. 2021
PD2021-06	Tough Book Computers	12-200-5452000	Equipment	40,000	37,765.00	project is complete. Computers are in service
TOTAL				\$ 338,000	\$ 67,810	
SHARED						
AD2021-04	Website and App	12-200-5450011	Intangible Assets	\$ 6,250		
PW2021-02	Bridge Crane and Trolley	12-200-5452000	Equipment	2,125		
TOTAL				8,375	-	
Grand Total				\$ 346,375	\$ 67,810	

CATEGORY	BUDGET	ACTUAL
Building	\$ -	\$ -
Improvements	174,000	-
Vehicles	93,000	-
Equipment	73,125	67,810
Infrastructure	-	-
Intangible Assets	6,250	-
	<u>\$ 346,375</u>	<u>\$ 67,810</u>



City of Nixa, Missouri 2021 Capital Improvement Projects by Fund

Project No.	Description	Account	Category	Budget	YTD Expenditure	Progress Notes
STREETS						
ST2018-03	Old Castle and Tracker Roundabout	13-300-5452500	Infrastructure	\$ 225,000	\$ 2,797.29	Construction to begin Setember 15th
ST2019-04	Sidewalk - Nicholas Rd	13-300-5452500	Infrastructure	400,000	407,665.39	Contract awarded/construction complete July 31st.
ST2021-08	SH-14 Cost Share Improvements	13-300-5452500	Infrastructure	121,305	121,300.10	Monies paid to MoDOT 3-6-21
ST2021-01	Old Wilderness Sidewalk & Lighting Improvements	13-300-5451000	Improvements	164,635	16,789.50	Under design, Acquiring Easements and Right of way
ST2021-02	North Street Improvements	13-300-5451000	Improvements	546,882		Under way
ST2021-03	Boom Mower	13-300-5452000	Equipment	35,000		Canceled - over budget
ST2021-04	Protected Crosswalk Addition	13-300-5452500	Infrastructure	25,000	9,926.71	Bid recieved within budget. Process of award
ST2021-05	Truman Blvd	13-300-5452500	Infrastructure	1,800,000	41,051.40	In ROW acquisition phase
ST2021-06	Street Sweeper	13-300-5452000	Equipment	269,500		Ordered To be recieved the first of September
ST2021-07	Northview Rd Extension	13-300-5452500	Infrastructure	506,555	25,825.00	Under design
TOTAL				\$ 4,093,877	\$ 625,355	
SHARED						
AD2021-04	Website and App	13-300-5450011	Intangible Assets	\$ 6,250		
PW2021-01	Forklift	13-300-5452000	Equipment	\$ 24,500		Completed
PW2021-02	Bridge Crane and Trolley	13-300-5452000	Equipment	2,125		Cancelled / Over budget
PW2021-04	Office Expansion	13-300-5451004	Building Improvements	15,000	11935.88	construction complete- need to purchase office furniture.
PW2021-05	Copier/Scanner/Fax	13-300-5452000	Equipment	3,250		
TOTAL				51,125	11,936	
Grand Total				\$ 4,145,002	\$ 637,291	

CATEGORY	BUDGET	ACTUAL
Building	\$ -	\$ -
Building Improvements	15,000	11,936
Improvements	711,517	16,790
Vehicles	-	-
Equipment	334,375	-
Infrastructure	3,077,860	608,566
Intangible Assets	6,250	-
	<u>\$ 4,145,002</u>	<u>\$ 637,291</u>



City of Nixa, Missouri 2021 Capital Improvement Projects by Fund

Project No.	Description	Account	Category	Budget	YTD Expenditure	Progress Notes
PARKS						
PK2021-01	Fork Lift	14-400-5452000	Equipment	\$ 10,000		Fund Transfer of \$3,100 for purchase from PW (around 7.28.2021). Will need to purchase new fuel tanks and possibly tires for the CAT Forklift before closing out this CIP line.
PK2021-02	Eoff Park Development	14-400-5451000	Improvements	500,000	262.50	- Will Carry over to 2022
PK2021-03	McCauley Park Improvements	14-400-5451000	Improvements	200,000	1272	Shaeffer and Hines is working on Proposals
PK2021-05	Dog Park Restrooms	14-400-5450500	Buildings	30,000		
PK2021-06	Security Cameras	14-400-5452000	Equipment	10,000		PO#5046- Work anticipated to be complete in Sept./Oct. 2021
PK2021-07	New Park Truck	14-400-5451500	Vehicles	40,000	33939.6	Ordered PO# 4835- Received- Complete
PK2021-09	Picnic Tables	14-400-5452000	Equipment	10,000	8247	Complete PO#4920
PK2021-10	Turtle Floatable	14-400-5452000	Equipment	5,000	5250	Complete PO#4913
						Quotes Obtained- Requesting budget Amendment in the amount of \$12,350.00 to complete the project.
PK2021-11	Roof on X Center	14-400-5450600	Building Improvements	100,000		
PK2021-14	Aquatics Slide Repairs	14-400-5451000	Improvements	75,000		
PK2021-15	ADA Soccer Field Accessibility	14-400-5451000	Improvements	60,000	55314.98	Complete
PK2021-16	Christmas Light Displays	14-400-5452000	Equipment	25,000		Purchased. PO#5012 (Waiting on Delivery)
PK2018-03	Dog Park	14-400-5451000	Improvements	\$ 45,925		
TOTAL				\$ 1,110,925	\$ 104,286	
SHARED						
AD2021-04	Website and App	14-400-5450011	Intangible Assets	\$ 6,250		
PW2021-02	Bridge Crane and Trolley	14-400-5452000	Equipment	2,125		
TOTAL				8,375	-	
Grand Total				\$ 1,119,300	\$ 104,286	

CATEGORY	BUDGET	ACTUAL
Building	\$ 30,000	\$ -
Building Improvements	100,000	-
Improvements	880,925	56,849
Vehicles	40,000	33,940
Equipment	62,125	13,497
Infrastructure	-	-
Intangible Assets	6,250	-
	<u>\$ 1,119,300</u>	<u>\$ 104,286</u>



City of Nixa, Missouri 2021 Capital Improvement Projects by Fund

Project No.	Description	Account	Category	Budget	YTD Expenditure	Progress Notes
BUILDING INSP						
BI2021-01	Truck	15-500-5451500	Vehicles	\$ 29,750		Reevaluating need for this vehicle at this time.
			TOTAL	\$ 29,750	\$ -	
	SHARED					
AD2021-04	Website and App	15-500-5450011	Intangible Assets	\$ 6,250		
PW2021-02	Bridge Crane and Trolley	15-500-5452000	Equipment	2,125		
			TOTAL	8,375	-	
			Grand Total	\$ 38,125	\$ -	

CATEGORY	BUDGET	ACTUAL
Building	\$ -	\$ -
Building Improvements	-	-
Improvements	-	-
Vehicles	29,750	-
Equipment	2,125	-
Infrastructure	-	-
Intangible Assets	6,250	-
	\$ 38,125	\$ -



City of Nixa, Missouri 2021 Capital Improvement Projects by Fund

Project No.	Description	Account	Category	Budget	YTD Expenditure	Progress Notes
STORMWATER						
SW2020-01	Cherry St. Stormwater	16-600-5452500	Infrastructure	\$ 300,000	\$ 29,933.50	Project awarded to D&E
			TOTAL	\$ 300,000	\$ 29,934	
	SHARED					
			TOTAL	-	-	
			Grand Total	\$ 300,000	\$ 29,934	

CATEGORY	BUDGET	ACTUAL
Building	\$ -	\$ -
Building Improvements	-	-
Improvements	-	-
Vehicles	-	-
Equipment	-	-
Infrastructure	300,000	29,934
Intangible Assets	-	-
	<u>\$ 300,000</u>	<u>\$ 29,934</u>



MEMORANDUM

To: City Council
From: Drew Douglas, Director of Communications
Re: Communications Data Report for July 2021
Date: August 19, 2021

The spreadsheets attached below show our electronic communications data for 2021 so far.

Some of the notable data insights for the past month include:

- The July Newsletter, emailed out to the community on July 1, was successfully delivered to 8,979 email addresses. This is slightly less than the previous month due to unsubscribes and the fact that we need to re-establish the practice of adding new email addresses to the distribution list which are collected by Nixa Utilities when new customers sign up.
- The click rate for the July newsletter was (25.6%), with 784 total clicks. Top clicked links were:
 1. Mosquito Spray Map
 2. Letter from the Mayor
 3. Council Approves Keeping of Chickens
- We only sent one single-topic email in July (a message from Republic Services about delayed curbside recycling pickup). 37% of the nearly 9,000 email recipients opened the email.
- On Facebook, we continued our strategy of posting less frequently down to 17 posts during the month, in hopes of seeing average reach per post go higher, but average reach per post dropped. This continues an ongoing trend we are seeing on Facebook, where the algorithm is showing our content to fewer people each month. Macie and I have reviewed a report from Facebook which explains which content gets served up to people's news feeds by their algorithm, and we will be making changes to our Facebook strategy to try to create and (more importantly, distribute) content in ways that the Facebook algorithm will actually share to our target audiences. It is apparent to us that our content needs to be distributed through Groups and People in order for the algorithm to serve the content up to more people. The algorithm controlling what content appears in your news feed only lets about 15% of that content come from pages (like our official city and police pages). Much more of the content in your news feed is posted in groups or by people you follow or your Facebook friends.
- The post which had the highest reach on the City Hall Facebook page in July was about a power outage on July 10th.
- The post which had the highest reach on Police Facebook page in July was about the cancellation of National Night Out. Even this highest reaching post of the month had a much lower reach, by orders of magnitude, than most other months this year. This is further evidence that the algorithm is really pulling back the reach of posts to both our City Hall and Police Department pages.



MEMORANDUM

- Social referrals to our website are falling. This is most likely due to the fact Facebook is not serving up content which links to websites other than Facebook as frequently as it used to, so we are seeing a corresponding drop in referral rates to Nixa.com from Facebook. We should expect referral sessions from Facebook to continue to drop.

If you have any questions about our communications strategies and tactics, don't hesitate to ask. In the attention economy, it seems like it's always getting harder to be heard, noticed, and understood. We have to adapt more in order to foster positive online engagement which seems like it used to come more easily.

- Drew Douglas | Director of Communications

2021 Data

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2021 TOTALS	2021 AVERAGE
Constant Contact - Newsletters														
Newsletter Send Date	31-Dec	31-Jan	26-Feb	29-Mar	30-Apr	28-May	1-Jul							
Successful Deliveries	8,344	8,295	8,930	8,936	8,980	9,017	8,979						61,481	8,783
Resend Deliveries	6,001	6,362	6,706		6,669	6,746	6,661						39,145	6,524
Original Opens	2,429	1,985	2,256	2,256	2,462	2,332	2,428						16,148	2,307
Resend Opens	867	1,001	615		806	726	696						4,711	785
Total Opens	3,296	2,986	2,871	2,256	3,268	3,058	3,124						20,859	2,980
Total Open Rate	38.8%	35.5%	31.9%	25.2%	35.2%	33.4%	34.1%						234.1%	33.4%
Mobile Device Rate (opened on mobile vs desktop)	45.0%	44.8%	53.2%	52.4%	50.6%	53.2%	54.1%							50.5%
Total Clicks	470	652	611	590	837	930	784						4,874	696
Click Through Rate	14.5%	22.1%	21.5%	26.2%	26.3%	30.9%	25.6%							23.9%
Did Not Open (Original)	5,915	6,310	6,674	6,680	6,518	6,685	6,551						45,333	6,476
Unsubscribed (Total)	5	7	2	3	8	13	8						46	7
Spam Reports* (Total)	1	0	0	0	2	2	1						6	1
Bounces* (Total)	304	312	378	380	404	428	433						2,639	377
Constant Contact - Single Topic Email														
# of Email Campaigns	6	6	6	2	2	1	1						24	3.428571429
Average Open Rate	37%	28%	27%	40%	31%	45%	37%							35%
Average Click Rate	2%	1%	14%	1%	0%	3%								4%
Average Mobile Device Open Rate	43%	50%	41%	46%	39%	44%	51%							45%
Average Spam	1	1	0	1	0	1	1							1
Average Unsubscribe	7	2	3	4	5	17	13							7

Facebook

City Hall (City of Nixa - Municipal Government)

of posts	25	30	50	37	55	21	17	235	34
Lifetime Total Likes (B)	7,573	7,709	7,758	7,829	7,878	7,908	7,992	7,992	7,807
Lifetime Total Follows (C)	7,853	7,999	8,063	8,124	8,176	8,209	8,295	8,295	8,103
New Likes (D)	64	185	70	81	66	47	112	625	89
Unlikes (E)	22	41	24	10	20	19	21	157	22
New Follows (f)	66	197	73	80	69	49	115	649	93
Unfollows (G)	25	39	27	13	23	21	22	170	24
Total Reach (F)	68,932	117,895	65,374	65,580	60,203	52,288	46,210	476,482	68,069
Average Reach per day: Unique Users (F)	2,224	4,211	2,109	2,186	1,942	1,743	1,491	15,906	2,272
Highest Single Day Reach* (F)	10,201	31,123	5,653	6,473	4,578	8,957	5,465	72,450	10,350
Total Impressions* (B)	93,056	168,456	108,088	99,712	106,680	67,711	63,706	707,409	101,058
Average Post Reach (I)	3,119	4,322	1,759	2,300	1,652	2,826	2,859	18,837	2,691
Highest Single Post Reach* (I)	14,868	37,074	10,246	10,013	5,003	10,267	7,723	95,194	13,599
Highest Single Post Engaged Users* (O)	1,742	4,203	1,478	1,227	539	1,059	1,115	11,363	1,623
Average Reach of Posts to People Who Like This Page (U)	1,878	2,025	1,246	1,661	1,246	1,975	2,163	12,194	1,742
Total Engagements (Total Daily Post Engagements - J)	14,566	18,865	9,753	12,627	7,845	7,081	9,744	80,481	11,497
Average Daily Engaged Users (I)	256	384	187	240	159	141	171	1,538	220
Total Organic Reach	68,826	117,769	65,316	65,513	60,104	52,196	46,033	475,757	67,965
Total Viral Reach	35,084	78,718	33,786	22,489	20,769	18,117	13,445	222,408	31,773
Facebook Promotions Money Spent						\$0.00	\$0.00	\$0	\$0
Paid Reach of Promoted Posts	0	0	0	0	0	0	0	0	0
Police									
# of posts	26	16	32	27	25	32	30	188	27
Lifetime Total Likes (B)	10,187	10,226	10,259	10,314	10,388	10,482	10,533	10,533	10,341
Lifetime Total Follows (C)	12,097	12,134	12,173	12,225	12,303	12,397	12,446	12,446	
New Likes (D)	283	95	66	77	96	117	84	818	117
Unlikes (E)	36	46	26	15	17	19	29	188	27
New Follows (f)	299	100	65	77	106	122	86	855	122
Unfollows (G)	52	49	29	21	26	20	32	229	33
Total Reach (F)	418,555	101,305	49,370	56,194	83,075	70,857	54,762	834,118	119,160
Average Reach per day: Unique Users (F)	13,502	3,618	1,593	1,873	2,680	2,362	1,767	27,395	3,914
Highest Single Day Reach* (F)	145,902	20,337	4,443	8,059	20,214	13,187	4,785	216,927	30,990
Total Impressions* (B)	466,004	158,897	81,800	81,064	126,068	108,435	88,503	1,110,771	158,682
Average Post Reach (I)	16,366	5,301	1,724	2,460	3,420	2,726	2,162	34,159	4,880
Highest Single Post Reach* (I)	341,205	30,343	4,674	12,808	33,502	14,008	5,109	441,649	63,093
Highest Single Post Engaged Users* (O)	21,202	1,398	262	654	8,157	3,543	571	35,787	5,112
Average Reach of Posts to People Who Like This Page (U)	1,832	1,858	1,146	1,171	1,584	1,636	1,409		1,519
Total Engagements (Total Daily Post Engagements - J)	45,328	14,174	4,347	4,924	23,672	12,186	6,244	110,875	15,839
Average Daily Engaged Users (I)	959	296	94	109	406	255	124	2,243	320
Total Organic Reach	418,373	101,231	49,316	56,125	82,963	2,359	54,678	765,045	109,292
Total Viral Reach	380,199	79,376	26,400	18,562	48,684	25,651	24,955	603,827	86,261
Facebook Promotions Money Spent						\$0.00		0	0
Paid Reach of Promoted Posts	0	0	0	0	0	0	0	0	0

Twitter									
CityofNixa									
Total Followers			1,758	1,751	1,744	1,755	1,760		1,760
# of Tweets	2	12	15	12	27	8	2	78	11
Total Tweet Impressions (from report)	1,131	5,713	6,009	3,539	6,944	3,572	363	27,271	3,896
Total Engagements (from report)	56	188	66	142	185	73	3	713	102
Profile Visits	246	638	338	198	225	368	510	2,523	360
Mentions	11	7	5	5	10	2	12	52	7
New Followers	0	12	0	0	0	3	7	22	3
Instagram									
# of posts	5	12	26	21	36	9	3	112	16
Total likes	111	322	566	469	1,185	138	39	2,830	404
Total comments	1	8	11	16	9	6	0	51	7
Total reach (Accounts reached)				1,882	803	597	459	3,741	935
Total followers (@ last day of month)			965	1,061	1,071	1,088	1,102	5,287	1,057
LinkedIn									
# of posts	1	3	9	4	23	2	0	42	6
# of followers			201	214	223	225	238	1,101	220
Nextdoor									
# of posts	7	18	25	24	18	15	7	114	16
% of households w/ account*		36%	36%	36%	37%	37%	38%		37%
Total members of potential households*		3,741	3,788	3,827	3,887	3,937	4,002	4002	3864
New members*		50	47	42	53	40	57	289	48
Total Post Impressions	2,792	8,855	8,415	5,883	5,108	4,258	2,340	37651	5379
Average Impressions Per Post	399	492	351	420	284	304	334	2583	369
Nixa.com									
Active users	11,763	12,358	14,229	13,810	31,334	13,178	26,676	123,348	17,621
Sessions	15,827	17,164	19,494	18,433	35,590	17,386	31,439	155,333	22,190
Sessions from Organic Search	10,397	10,679	12,554	12,150	10,795	10,718	11,967	79,260	11,323
Sessions from Direct Navigation	4,206	4,787	4,697	3,637	22,642	5,360	18,108	63,437	9,062
Sessions from Referral	868	1,042	1,035	774	1,125	806	942	6,592	942
Sessions via Social Referral	355	654	1,207	1,863	1,027	502	421	6,029	861
Sessions via Facebook	319	615	1,195	1,856	1,018	491	413	5,907	844
Desktop Sessions	43%	40%	39%	38%	71%	45%	64%		48.6%
Mobile Sessions	55%	59%	59%	60%	28%	53%	35%		49.8%
Tablet Sessions	2%	2%	2%	2%	1%	2%	1%		1.6%
Average Length of Session	0:01:13	0:01:13	0:01:10	0:01:08	0:00:39	0:01:01	0:00:42		0:01:01
Pages viewed per Session	1.94	1.89	1.93	1.84	1.47	1.83	2.00		1.84
News Articles Posted*	6	12	7	8	4	6	6	49	7
E-notification active subscribers*		955	956	964	969	973	979	5,796	966
E-notifications sent*	11	24	14	11	6	14	9	89	13