NOTICE OF MEETING OF THE GOVERNING BODY OF THE CITY OF NAVASOTA, TEXAS AUGUST 9, 2021

Notice is hereby given that a Regular Meeting of the governing body of the City of Navasota will be held on the 9th of August, 2021 at 6:00 PM at the City Hall in the City Council Chambers, Room No. 161, located at 200 E. McAlpine Street, Navasota, Texas 77868, at which time the following subjects will be considered, to wit:

To watch the City Council meeting live please visit the City of Navasota's Youtube here: https://www.youtube.com/channel/UCltnx7BQt0TCIYJRiZ14g5w If you have any questions during the meeting please email them to council@navasotatx.gov or text 936-825-5557. Please ensure to provide your full name and home address. If you prefer to call-in please dial +13462487799 and enter Meeting ID: 709 770 2250 # To Join Meeting virtually please click link below:https://zoom.us/j/7097702250

- 1. Call to Order.
- 2. Invocation Pledge of Allegiance
- 3. Remarks of visitors: Any citizen may address the City Council on any matter. Registration forms are available on the podium and/or table in the back of the city council chambers. This form should be completed and delivered to the City Secretary by 5:45 p.m. Please limit remarks to three minutes. The City Council will receive the information, ask staff to look into the matter, or place the issue on a future agenda. Topics of operational concerns shall be directed to the City Manager.
- 4. Staff Report:
 - (a) EDC update;
 - (b) Capital Improvements Project Report;
 - (c) Library update;
 - (d) Board and Commission update; and

(e) Reports from City Staff or City Officials regarding items of community interests, including expressions of thanks, congratulations or condolence; information regarding holiday schedules; honorary or salutary recognition of public officials, public employees, or other citizens; reminders about upcoming events organized or sponsored by the City; information regarding social, ceremonial, or community events organized or sponsored by a non-City entity that is scheduled to be attended by City officials or employees; and announcements involving imminent threats to the public health and safety of people in the City that has arisen after the posting of the agenda.

 Consideration and possible action on bid award for the 2021 Downtown Revitalization Program - W. Washington Ave., 8th Street to 10th Street Sidewalk Project.

- 6. Discussion and update from Strand Associates on the Thoroughfare Plan & the Pedestrian and Bicycle Plan.
- 7. Conduct a public hearing for the purpose of receiving public comment and testimony regarding a zoning change application submitted to the City of Navasota by Jarvis Tire and Wheel LLC, for the property located near North LaSalle/Millican St and Laredo St, Navasota, Grimes County, Texas, 77868. The zoning change application requests to change the zoning from Article XI B-1: General Business District to Hidden Hills PUD, a planned unit development, for the development of a 103-lot, single-dwelling residential subdivision. The property affected is legally described as A0002. D Arnold, Tract 11, Par 10, Acres 17.175.
- 8. Consideration and possible action on the first reading of Ordinance No. 969-21, approving a zoning change application submitted to the City of Navasota by Jarvis Tire and Wheel LLC, for the property located near North LaSalle/Millican St and Laredo St, Navasota, Grimes County, Texas, 77868. The zoning change application requests to change the zoning from Article XI B-1: General Business District to Hidden Hills PUD, a planned unit development, for the development of a 103-lot, single-dwelling residential subdivision. The property affected is legally described as A0002. D Arnold, Tract 11, Par 10, Acres 17.175.
- 9. Conduct a public hearing for the purpose of receiving public comment and testimony regarding a conditional use permit application submitted to the City of Navasota by Brazos Valley Community Action Agency, Inc., dba HealthPoint (BVCAA) for the property located at 8310 State Highway 6, Navasota, Grimes County, Texas, 77868. The conditional use permit application requests to allow for the development of a medical clinic, a conditional use listed under Article XI B-1: General Business District. The property affected is legally described as S1100 Acklam Acres, Lot 1-5, Acres 1.5.
- 10. Consideration and possible action on the first reading of Ordinance No. 970-21, approval of a conditional use permit for Brazos Valley Community Action Agency, Inc., dba HealthPoint (BVCAA) for the property located at 8310 State Highway 6, Navasota, Grimes County, Texas, 77868, for the development of a medical clinic, a conditional use listed under Article XI B-1: General Business District. The property affected is legally described as S1100 Acklam Acres, Lot 1-5, Acres 1.5.
- 11. Conduct a public hearing to receive public comment and testimony regarding an application submitted by Sebastian Murillo Rubio to abandon a forty-one foot (41') section of Allen Street right-of-way and a twenty foot (20') alleyway located in Block 15 of the Lasker Subdivision, in the City of Navasota, Grimes County, Texas.
- 12. Consideration and possible action on the first reading of Ordinance No. 971-21, vacating a forty-one foot (41') section of Allen Street right-of-way and a twenty foot (20') alleyway located in Block 15 of the Lasker Subdivision, in the City of Navasota, Grimes County, Texas.
- Consideration and possible action on Resolution No. 698-21, regarding the requested annexation of a 42.381 acre tract of land in the Daniel Tyler Survey, A-55, Navasota, Grimes County, Texas, setting a date, time and place for a public hearing on a proposed annexation of said property by the City of Navasota.

- 14. Consideration and possible action on a grazing and baling lease agreement for the closed landfill site.
- 15. Consent Agenda: The following items may be acted upon with one motion and vote. No separate discussion or action is necessary unless requested by the Mayor or City Councilmember, in which event the item will be removed from the Consent Agenda for separate discussion and/or action by the City Council as part of the regular agenda.

Consent Items are:

A. Consideration and possible action on the minutes for the month of July 2021; and

B. Consideration and possible action on the expenditures for the month of July 2021;

- 16. Executive Session: The City Council shall meet in Executive Session as permitted by Section 551.087, Texas Government Code, for (a) the purpose of deliberation regarding economic development negotiations with J & H Navasota Development, LLC regarding a potential Development Agreement.
- 17. Executive Session: The City Council shall meet in Executive Session as permitted by Section 551.071, Texas Government Code - Consultation with Attorney -Dispute regarding invoice received from Symmetry Energy Solutions, LLC for natural gas supplied to the City of Navasota for the month of February 2021, and associated matters.
- 18. Reconvene in open session.
- 19. Consideration and possible action on Development Agreement with J & H Navasota Development LLC.
- 20. Consideration and possible action on dispute regarding invoice received from Symmetry Energy Solutions, LLC for natural gas supplied to the City of Navasota for the month of February 2021, and associated matters.
- 21. Adjourn.

DATED THIS THE 5TH OF AUGUST, 2021

/BS/

BY: BRAD STAFFORD, CITY MANAGER

I, the undersigned authority, do hereby certify that the above notice of meeting of the governing body of the CITY OF NAVASOTA, is a true and correct copy of said notice and that I posted a true and correct copy of said notice in the glass bulletin board, in the foyer, on the south side of the Municipal Building as well as in the bulletin board on the north side of the Municipal Building of the City of Navasota, Texas, a place convenient and readily accessible to the general public at all times, and said notice was posted on the 5th of August, 2021 at 11:40 AM and will remain posted continuously for at least 72 hours preceding the scheduled time of said meeting. Agendas may be viewed at www.navasotatx.gov.

The City Council reserves the right to convene in Executive Session at any time deemed necessary for the consideration of confidential matters under the Texas Government Code, Sections 551.071-551.089.

DATED THIS THE 5TH OF AUGUST, 2021

/SMH/

BY: SUSIE M. HOMEYER, CITY SECRETARY

THIS FACILITY IS WHEELCHAIR ACCESSIBLE AND ACCESSIBLE PARKING SPACES ARE AVAILABLE. REQUESTS FOR ACCOMMODATIONS OR INTERPRETIVE SERVICES MUST BE MADE 48 HOURS PRIOR TO THIS MEETING. PLEASE CONTACT THE CITY SECRETARY'S OFFICE AT(936) 825.6475 OR (936) 825.6408 OR BY FAX AT (936) 825.2403. City of Navasota City Council Meeting 8-9-21

1. Call to order

2. Invocation and Pledges of Allegiance

3. Remarks of Visitors

Staff is unaware of anyone wishing to address City Council.

4. Staff Report:

EDC update – Rayna Willenbrink will provide an update on activity in the Economic Development Department.

Capital Improvement Project Report – Bleyl Engineering will provide an update on the Capital Improvement Project.

Library update – Tiffany Sammon will provide an update on Library activities.

5. Consideration and possible action on bid award for the 2021 Downtown Revitalization Program - W. Washington Ave., 8th Street to 10th Street Sidewalk Project.

Bids were requested and opened for the 2021 Downtown Revitalization program on West Washington. Three bids were received.

Palasota Contractor LLC- \$413,253

Texcon General contractors - \$413,433

Palomares Construction, Inc. - \$439,842

The City has had some bad experiences with Palasota over the years, and would recommend awarding to Texcon. Cary is reviewing the issue and will have an answer to us at the meeting of what we can do if you choose not to award to Palasota.

6. Discussion and update from Strand Associates on the Thoroughfare Plan & the Pedestrian and Bicycle Plan.

Representatives from Strand Associates will provide and update on the Thoroughfare Plan and the Pedestrian and Bicycle Plan and answer questions. 7. Conduct a public hearing for the purpose of receiving public comment and testimony regarding a zoning change application submitted to the City of Navasota by Jarvis Tire and Wheel LLC, for the property located near North LaSalle/Millican St and Laredo St, Navasota, Grimes County, Texas, 77868. The zoning change application requests to change the zoning from Article XI B-1: General Business District to Hidden Hills PUD, a planned unit development, for the development of a 103-lot, single-dwelling residential subdivision. The property affected is legally described as A0002. D Arnold, Tract 11, Par 10, Acres 17.175.

Blackrock Builders plan to develop a 103-lot residential subdivision on north LaSalle. The property is currently owned by Jarvis Tire and Wheel, LLC and they are requesting the zoning change for Blackrock. The request is to change zoning from B-1, General Business District to Hidden Hills PUD. The development standards and concept plan are attached to the agenda item.

8. Consideration and possible action on the first reading of Ordinance No. 969-21, approving a zoning change application submitted to the City of Navasota by Jarvis Tire and Wheel LLC, for the property located near North LaSalle/Millican St and Laredo St, Navasota, Grimes County, Texas, 77868. The zoning change application requests to change the zoning from Article XI B-1: General Business District to Hidden Hills PUD, a planned unit development, for the development of a 103-lot, single-dwelling residential subdivision. The property affected is legally described as A0002. D Arnold, Tract 11, Par 10, Acres 17.175.

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BVCAA dba HealthPoint submitted an application for a conditional use permit, to develop a medical clinic on property owned B-1 General Business District. Health Clinics are required to receive a conditional use permit in the B-1 zone. The site plan is attached to the cover sheet.

- 10. Consideration and possible action on the first reading of Ordinance No. 970-21, approval of a conditional use permit for Brazos Valley Community Action Agency, Inc., dba HealthPoint (BVCAA) for the property located at 8310 State Highway 6, Navasota, Grimes County, Texas, 77868, for the development of a medical clinic, a conditional use listed under Article XI B-1: General Business District. The property affected is legally described as S1100 Acklam Acres, Lot 1-5, Acres 1.5. BVCAA dba HealthPoint submitted an application for a conditional use permit, to develop a medical clinic on property owned B-1 General Business District. Health Clinics are required to receive a conditional use permit in the B-1 zone. The site plan is attached to the cover sheet.
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Mr. Rubio requested abandonment of a forty-one foot (41') section of Allen Street right-of-way. Staff researched and found no utilities owned by the city or Suddenlink, CenturyLink or Entergy in the area.

12. Consideration and possible action on the first reading of Ordinance No. 971-21, vacating a forty-one foot (41') section of Allen Street right-of-way and a twenty foot (20') alleyway located in Block 15 of the Lasker Subdivision, in the City of Navasota, Grimes County, Texas.

Mr. Rubio requested abandonment of a forty-one foot (41') section of Allen Street right-of-way. Staff researched and found no utilities owned by the city or Suddenlink, CenturyLink or Entergy in the area.

13. Consideration and possible action on Resolution No. 698-21, regarding the requested annexation of a 42.381 acre tract of land in the Daniel Tyler Survey, A-55, Navasota, Grimes County, Texas, setting a date, time and place for a public hearing on a proposed annexation of said property by the City of Navasota.

Paul Hammock plans to develop a subdivision on west 105 near Pecan Lakes Estates. He requests annexation of the 42.381-acre tract of land.

14. Consideration and possible action on a grazing and baling lease agreement for the closed landfill site.

Larry and Mildred Wood have been leasing the closed landfill for grazing and baling for several years. The city retains a portion of the land for a firing range

and brush storage, while they fence the remainder for livestock use. The area is approximately 25 acres and proposed rental rate is \$30 per acre.

- 15. Consent Agenda: The following items may be acted upon with one motion and vote. No separate discussion or action is necessary unless requested by the Mayor or City Councilmember, in which event the item will be removed from the Consent Agenda for separate discussion and/or action by the City Council as part of the regular agenda. Consent Items are:
 A. Consideration and possible action on the minutes for the month of July 2021; and
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- 16. Executive Session: The City Council shall meet in Executive Session as permitted by Section 551.087, Texas Government Code, for (a) the purpose of deliberation regarding economic development negotiations with J & H Navasota Development, LLC regarding a potential Development Agreement.
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- **18.** Reconvene in open session.

2021;

- **19.** Consideration and possible action on Development Agreement with J & H Navasota Development LLC.
- 20. Consideration and possible action on dispute regarding invoice received from Symmetry Energy Solutions, LLC for natural gas supplied to the City of Navasota for the month of February 2021, and associated matters.
- 21. Adjourn.

Calendar of Events

August 10 th	Public Meeting for Pedestrian/Bike Plan
5:30 p.m.	Municipal Building
August 16 th	Union Pacific "Big Boy" steam engine
10:10 a.m.	McAlpine Street and Railroad Street
August 23 rd	City Council Meeting
6:00 p.m.	Municipal Building
August 27 th	CM Study Group
9:00 a.m.	Dallas, Texas
September 6 th	Labor Day City offices closed
September 13 th	City Council Meeting
6:00 p.m.	Municipal Building
September 27 th	City Council Meeting
6:00 p.m.	Municipal Building

Respectfully submitted,

Brad Stafford City Manager



Vísíon Statement:

Navasota 2027: What America Wants To Be "A beautiful, progressive, vibrant, service-oriented, close-knit community filled with historical charm and promise for people and business."

Mission Statement:

"To guide Navasota's growth in a way that maintains our heritage, culture, and uniqueness while maximizing our economic and social development."



THE CITY OF NAVASOTA COUNCIL LEADERSHIP POLICY

It is the desire of the Navasota City Council to demonstrate responsible leadership by:

- (a) Establishing a 2027 Strategic Growth Map for the City of Navasota.
- (b) Assuring stable and effective city operations.
- *(c) Developing and adopting policies that will guide the growth of the City of Navasota.*
- (d) Facilitating private/public sector partnerships at the local, regional, state and federal level that will invest in the future of Navasota.
- (e) Ensuring all Navasota boards, commissions and committees are aligned with the Council's growth policies.

The Management Connection, Inc. PROFESSIONAL FACILITATORS

S.M.A.R.T. GOAL SETTING SYSTEM

Area	Today's Date	Target Date	Date Achieved
City Council Retreat	May 19, 2020	2020 - 2021	

Goal Statement: A descriptive statement of the DESIRED OUTCOME. (a S.M.A.R.T. Goal is Specific, Measurable, Actionable, Responsible and Time-bound)

The Management Connection, Inc. provided Professional Facilitation to the City of Navasota City Council on May 19th, 2020. This document captures the discussion outcomes and Council's direction to the staff for FY 2020 – 2021.

Retreat Summary

Mayor Bert Miller called the meeting to order at 9:20am. The City Manager reviewed the accomplishments made based on Council's direction at the last Retreat in September 2019. A staff member from each department shared a SWOT Analysis of the department based on current circumstances and highlighted a few key areas they wanted Council think about as they move forward. The Council provided direction on multiple items from the agenda. The direction from the Council is provided below.

City Council Direction for 2020 - 2021					
Action Steps (List the specific actions you will take to achieve this goal)	Target Date	Who	Percentage Completion		
 The Council directed the City Manager not to lay off anyone from the workforce due to the current environment. The Council expressed concern that the staff was already shorthanded and operating with a heavy workload. a. The City Manager was asked to explore options on how to strengthen the workforce by adding positions. The City Manager is to conduct a Cost/Benefit Analysis for positions needed. 	2020 – 2021	City Staff			
2. The Fire Chief will provide the Council with a monetary amount of what it will take to move part-time staff to full-time staff.	6/19/20	Fire Chief			
3. The City Manager and Fire Chief will consider	2020 -	City Manager,			



The Management Connection, Inc.

 options for the new Fire Station. a. Look into possible options to finance the new station with low interest rates. b. Look into building a new station with partnerships, i.e. the animal shelter. c. Staffing is the priority for the Fire Department. 	2021	Fire Chief	
 4. The City Staff gave a comprehensive explanation of the City's Financial Picture. The Council complimented the Staff's ability to manage the City's finances in an efficient and effective manner. The Council also acknowledged that their perspective of the finances had changed from possibly being in trouble to having a good handle on them. 5. The Council agreed on the criteria in which the 	2020 – 2021	City Staff	
 5. The Council agreed on the criteria in which the City's Reserve funds may be used: The funds should be left untouched unless they are absolutely needed. The funds should be used as leverage for other things during this time. Per the Financial Policy, the Reserve funds may be used in one or a combination of the following ways: Emergencies; One-time expenditures that do not increase reoccurring operating costs Major capital purchases Start-up expenditures for new programs undertaken at mid-year, provided such action is considered in the context of multiyear projections or program revenues and expenditures 	2020 – 2021	City Staff	
6. The City Staff will consider opportunities to capitalize on the low interest rates and use them to the City's advantage. The Staff will present these opportunities to Council.	2020 – 2021	City Staff	
7. The City Staff gave a detailed update on the	2020 -	City Staff	

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The Management Connection, Inc. PROFESSIONAL FACILITATORS

		Appraisal District. This gave the Council a clear	2021		
]	picture of what to expect.			
	8. '	The Mayor and City Manager will create a Legislative Agenda and present it to the Council.	$\begin{array}{c} 2020 \\ 2021 \end{array}$	Mayor, City Manager	
ŀ	9. ′	The Council directed the City Manager to			
	(continue the Downtown Plan as he explained it.			
	,	The City Manager is to leverage private/public			
]	partnerships in completing the project.	2020 -	Citer Staff	
		a. The Downtown Plan addressed the	2021	City Stall	
		streetscapes, traffic patterns, quiet zone,			
		cross walk, building construction and			
		financial resources.			
Γ	10.'	The Council discussed the pros and cons of			
]	being part of the BCS MSA. The Council and			
		Staff did not identify any real benefit of being	2020		
]	part of the MSA. In fact, there was more	2020 -	City Staff	
	;	agreement as to why the City should not be part	2021		
	(of the MSA. The Council decided to continue to			
]	monitor the MSA.			
	11.'	The City Staff will continue to strengthen	2020 -	City Staff	
]	partnerships with other entities.	2021	Oity Stall	
	12.'	The City Manager will lead the staff in	2020		
	j	incorporating their Department SWOT Analysis	2020 -	City Staff	
	j	into an Action Plan for 2020 – 2021.	2021		
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CITY OF NAVASOTA CITY COUNCIL AGENDA

AGENDA ITEM NO.: 4. AGENDA DATE: August 9, 2021

PREPARED BY: Brad Stafford, City Manager

APPROVED BY: BS

ITEM: Staff Report:

- (a) EDC update;
- (b) Capital Improvements Project Report;
- (c) Library update;
- (d) Board and Commission update; and

(e) Reports from City Staff or City Officials regarding items of community interests, including expressions of thanks, congratulations or condolence; information regarding holiday schedules; honorary or salutary recognition of public officials, public employees, or other citizens; reminders about upcoming events organized or sponsored by the City; information regarding social, ceremonial, or community events organized or sponsored by a non-City entity that is scheduled to be attended by City officials or employees; and announcements involving imminent threats to the public health and safety of people in the City that has arisen after the posting of the agenda.

ITEM BACKGROUND:

BUDGETARY AND FINANCIAL SUMMARY:

STAFF RECOMMENDATION:

ATTACHMENTS:

CITY OF NAVASOTA CITY COUNCIL AGENDA

AGENDA ITEM NO.: 5. AGENDA DATE: August 9, 2021

PREPARED BY: Jennifer Reyna, Utility Administrative Assistant

APPROVED BY: BS

ITEM: Consideration and possible action on bid award for the 2021 Downtown Revitalization Program - W. Washington Ave., 8th Street to 10th Street Sidewalk Project.

ITEM BACKGROUND:

On July 29, 2021, the 2021 Downtown Revitalization W. Washington Ave., Sidewalk Project bids were opened. Three bids were received.

Palasota Contractor, LLC - \$413, 253

Texcon General Contractors - \$413,433

Palomares Construction Co. - \$439,842

All three have previously worked for the City. Palasota however, did not do a good job and we had delay issues with them.

BUDGETARY AND FINANCIAL SUMMARY:

Palasota Contactor, LLC - Lowest Bid \$413,563

Texon General Contractors - Second Lowest Bid \$413,433

Difference of Bids \$180

STAFF RECOMMENDATION:

Staff recommends awarding the bid to Texcon General Contractors in the amount of \$413,433 for 2021 Downtown Revitalization W. Washington Ave., 8th Street to 10th Street Sidewalk Project.

ATTACHMENTS:

1. 2021 Downtown Revitalization Bid Tab



August 4, 2021

Brad Stafford City Manager City of Navasota 200 E. McAlpine St. Navasota, Texas 77868

via email bstafford@navasotatx.gov

RE: Navasota Downtown Revitalization Program – W. Washington Ave., 8th St. to 10th St. Bid Tabulation Results

Dear Mr. Stafford,

Bids for the above referenced project were received at 2:00 PM, Thursday, July 29, 2021, at City Hall and were publicly read aloud the same day and location. KSA has reviewed the bids and prepared a Bid Tabulation indicating the bid results. This Bid Tabulation is enclosed for your review. A total of three (3) bids were received, all bidders referenced the addendum, and all bidders submitted the required bid security.

As shown in the bid tabulation, the low bidder is Palasota Contracting of College Station, Texas. The second lowest bidder is Texcon General Contractors of Kurten, Texas, and the third bidder is Palomares Construction of Bryan, Texas.

Palasota:	Base Bid – Navasota Downtown Revitalization	\$413,253.00
Texcon:	Base Bid – Navasota Downtown Revitalization	\$413,433.00
Palomares:	Base Bid – Navasota Downtown Revitalization	\$439,842.00

Three references responded to KSA's inquiry regarding Palasota Contracting with mixed results. We also understand that the City's prior experience with Palasota Contracting raises concerns with staff.

If the City of Navasota awards this contract, our office will issue a notice of award to the low bidder and prepare Construction Contract Documents for execution by the Contractor and the City of Navasota. KSA looks forward to working with the City during the construction phase on this important project to ensure a quality job.

If you have any questions about the Bid Tabulation or this bid results letter, please do not hesitate to contact us.

Sincerely, KSA

Grayson M. Cox, P.E.

Project Manager

Enclosure: Bid Tabulation (1 pages)

cc: Michael Shangreaux, P.E., KSA

File: NAV.011 Correspondence

	Downtown Revitaliz Bid Ope		BID TABULATION City of Navasota n Revitalization Program - W. Washington Ave., 8th St. to 10th St. Bid Opening Date: Thursday, July 29, 2021 2:00 pm		1 Palasota Contractor, LLC P.O. Box 5409 Bryan, TX 77805		1 Palasota Contractor, LLC P.O. Box 5409 Bryan, TX 77805		2 Texcon General Contractors P.O. Box 138 Kurten, TX 77862		Palomares Co 402 Ed Bryan, T	3 onstruction Inc. len Lane TX 77803
Item	Spec No.	Quan.	Unit	Description	Unit Price	Total Cost	Unit Price	Total Cost	Unit Price	Total Cost		
BID SC	HEDULE 1											
1.01	100-6002	937	LF	PREPARING RIGHT OF WAY	\$40.00	\$37,480.00	\$36.00	\$33,732.00	\$2.50	\$2,342.50		
1.02	104-6015	900	SY	REMOVING CONC (SIDEWALKS)	\$30.00	\$27,000.00	\$36.00	\$32,400.00	\$31.50	\$28,350.00		
1.03	104-6022	785	LF	REMOVING CONC (CURB AND GUTTER)	\$15.00	\$11,775.00	\$15.00	\$11,775.00	\$9.00	\$7,065.00		
1.04	105-6072	260	SY	REMOVING STAB BASE & ASPH PAV (26"-32")	\$15.00	\$3,900.00	\$18.00	\$4,680.00	\$18.00	\$4,680.00		
1.05	164-2004	0.01	AC	BROADCAST SEED (PERM) (RURAL) (CLAY), FERT, & WTR	\$100.00	\$1.00	\$50,000.00	\$500.00	\$55,450.00	\$554.50		
1.06	360-6027	975	LF	CURB (TYPE II)	\$15.00	\$14,625.00	\$17.00	\$16,575.00	\$7.00	\$6,825.00		
1.07	479-6002	2	EA	ADJUSTING INLETS	\$3,000.00	\$6,000.00	\$3,000.00	\$6,000.00	\$400.00	\$800.00		
1.08	479-6002	9	EA	ADJUSTING MANHOLES (WATER METER)	\$1,000.00	\$9,000.00	\$500.00	\$4,500.00	\$425.00	\$3,825.00		
1.09	502-6001	5	MO	BARRICADES, SIGNS, AND TRAFFICE HANDLING	\$2,000.00	\$10,000.00	\$1,500.00	\$7,500.00	\$800.00	\$4,000.00		
1.10	506-6020	1	EA	CONSTRUTION EXITS (INSTALL) (TY 1)	\$1,500.00	\$1,500.00	\$2,000.00	\$2,000.00	\$400.00	\$400.00		
1.11	506-6024	1	EA	CONSTRUTION EXITS (REMOVE)	\$1,500.00	\$1,500.00	\$1,000.00	\$1,000.00	\$300.00	\$300.00		
1.12	528-6004	538	SY	LANDSCAPE PAVERS	\$50.00	\$26,900.00	\$144.00	\$77,472.00	\$85.00	\$45,730.00		
1.13	531-6004	5	EA	CURB RAMP	\$1,500.00	\$7,500.00	\$850.00	\$4,250.00	\$2,300.00	\$11,500.00		
1.14	531-6001	1,200	SY	CONC SIDEWALKS, 4"	\$75.00	\$90,000.00	\$45.00	\$54,000.00	\$90.00	\$108,000.00		
1.15	531-6050	20	SY	CONC SIDEWALKS (STEPS) (RED COLORED)	\$100.00	\$2,000.00	\$60.00	\$1,200.00	\$200.00	\$4,000.00		
1.16	644-6056	1	EA	IN SM RD SN SUP & AM TYTWT (1) UA (P) (DECORATIVE)	\$500.00	\$500.00	\$615.00	\$615.00	\$3,500.00	\$3,500.00		
1.17	644-6071	4	EA	RELOCATE SM RD SN SUP & AM TY TWT	\$500.00	\$2,000.00	\$505.00	\$2,020.00	\$150.00	\$600.00		
1.18	104-6014	30	SY	REMOVING CONC (DRIVEWAYS)	\$100.00	\$3,000.00	\$25.00	\$750.00	\$75.00	\$2,250.00		
1.19	530-6004	21	SY	DRIVEWAYS (CONC)	\$100.00	\$2,100.00	\$65.00	\$1,365.00	\$150.00	\$3,150.00		
1.20	530-6000	210	SY	DRIVEWAYS (CONC) (GREY COLORED)	\$100.00	\$21,000.00	\$85.00	\$17,850.00	\$85.00	\$17,850.00		
1.21	450-6048	36	LF	RAIL (HANDRAIL) (TY b)	\$277.00	\$9,972.00	\$174.00	\$6,264.00	\$120.00	\$4,320.00		
1.22	PLAN	5	EA	CAST IRON DOWNSPOUT	\$1,000.00	\$5,000.00	\$973.00	\$4,865.00	\$600.00	\$3,000.00		
1.23	PLAN	12	EA	INSTALL PLANTER BOX (BOX PROVIDED BY CITY)	\$500.00	\$6,000.00	\$660.00	\$7,920.00	\$500.00	\$6,000.00		
1.24	PLAN	1	LS	ALL IRRIGATION PER PLANS	\$7,500.00	\$7,500.00	\$4,200.00	\$4,200.00	\$6,800.00	\$6,800.00		
1.25	PLAN	1	LS	ALL ELECTRICAL INCLUDING LIGHTS PER PLANS	\$72,000.00	\$72,000.00	\$73,000.00	\$73,000.00	\$127,000.00	\$127,000.00		
1.26	PLAN	1	LS	MOBILIZATION	\$35,000.00	\$35,000.00	\$37,000.00	\$37,000.00	\$37,000.00	\$37,000.00		
				BID SCHEDULE 1:		\$413,253.00		\$413,433.00		\$439,842.00		
				BID SUMMARY: Total 1 - BID SCHEDULE 1		\$413,253.00		\$413,433.00		\$439,842.00		

CITY OF NAVASOTA CITY COUNCIL AGENDA

AGENDA ITEM NO.: 6. AGENDA DATE: August 9, 2021

PREPARED BY: Rayna Willenbrink, Economic Development Specialist

APPROVED BY: BS

ITEM: Discussion and update from Strand Associates on the Thoroughfare Plan & the Pedestrian and Bicycle Plan.

ITEM BACKGROUND:

Strand Associates will provide an update on the Thoroughfare Plan and the Pedestrian and Bicycle Plan.

BUDGETARY AND FINANCIAL SUMMARY:

N/A

STAFF RECOMMENDATION:

Staff recommends having a discussion on the Thoroughfare & the Pedestrian and Bicycle Plan prepared by Strand Associates.

ATTACHMENTS:

- 1. Proposed Routing Map
- 2. Pedestrian and Bike Plan
- 3. Thoroughfare Plan Update



City of Navasota: Bike & Pedestrian Connections - Proposed Facilities Overview

DRAFT (07.20.2021)

Report for City of Navasota, Texas

Pedestrian and Bicycle System Plan

Prepared by:

STRAND ASSOCIATES, INC.[®] 1906 Niebuhr Street Brenham, TX 77833 TBPE No. F-8405 www.strand.com

July 2021



DRAFT (07.20.2021)

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SECTION 1 INTRODUCTION

Section 1–Introduction

1.01 INTRODUCTION

The City of Navasota (City) hired Strand Associates, Inc.[®] (Strand) to create a Pedestrian and Bicycle System Plan (Plan) for the City. This Plan builds off the values the city has expressed in its City of Navasota Comprehensive Plan 2015 to 2025 (CP). Specifically, this Plan focuses on: a review of the existing connections and data affecting routes in the City; an alternatives analysis with proposed routing options and typical sections as well as discussion of safety, materials, and routing options; and a documented map and report of the system.

A. <u>Reason for the Plan</u>

The desire for improved conditions for walkers and bicyclists in the City has been frequently expressed by City staff and residents. The following are the primary reasons for the Plan.

1. Consistency with the CP

Several different locations in the CP mention pedestrian and bicycle facilities. These are listed in the next section, along with a summary of the statements and the goal for the Plan.

2. Helps Secure Funding

Having a pedestrian and bicycle plan ready and available with future plans for development and a priority corridors or projects list is very beneficial when funding opportunities become available. Often when submitting grant proposals for funding, having a pedestrian and bicycle plan and map already in place can be an added benefit on the application, allowing more local facilities to be built with state and federal funding.

3. Promotes Public Health

In the United States (US), 55 percent of the adult population falls short of physical activity guidelines. Providing pedestrian infrastructure can help improve this. Recommended activity levels were met by 43 percent of people with safe places to walk within ten minutes, compared to 27 percent who did not have safe places to walk. In addition, people in walkable neighborhoods did approximately 45 more minutes of physical activity per week.¹ Additionally, infrastructure that helps people feel safe on the roads to get out biking or walking can have a positive effect on air quality as more people use alternative methods of commuting.

4. Promotes Equity

Bicycling is becoming an increasingly important mode of transportation with bicycle commuting rising 47 percent nationally between 2000 and 2011, with a larger rise by women commuters.² Yet only 9 percent of Americans say they will ride on all roads and feel confident riding in traffic. A strong and diverse majority of Americans say more bike lanes and trails would encourage them

¹www.completestreets.org

²American Community Survey, U.S. Census Bureau

Section 1–Introduction

to ride more, including 60 percent of people of color, and 59 percent of those earning less than \$30,000 a year.³ Bicycling offers a less expensive form of transportation for low income individuals, with annual operating cost for a bicycle of approximately \$308 compared to \$8,220 for the average car.⁴ Building better integrated multimodal networks provides opportunities to reduce transportation costs and close gaps in job access for low income families and individuals.

5. Promotes Safety

Since 2015 there have been eight vehicle crashes involving pedestrians in the City.⁵ Most of these crashes involved serious injuries, and all occurred on streets without adequate pedestrian or bicycle facilities. Providing these pedestrian and bicycle accommodations moves these users off the road and/or provides dedicated space for them, reducing potential conflicts with vehicles, and creating a safer environment for all road users.

6. Promotes Tourism

With the Adventure Cycling Associations Southern Tier National Bike Route (discussed further in Section 2) traveling through the City, having acceptable and welcoming bicycle accommodations can promote the City as a tourist destination where people look forward to passing though on their journey.

1.02 GOALS AND OBJECTIVES

There are several areas in the existing City CP that mention pedestrian and bicycle accommodation. These sections provide background that informs the goal and objectives that this pedestrian and bicycle plan strives to help achieve.

In Section 1, under Mobility, the current CP indicated, "Transportation planning around centers will focus on walkability and bicycle opportunities," and further mentions that as streets are repaved or new developments are implemented, sidewalk should be added, and bike paths considered.

Later in Section 1 under Parks, Paths and Play, the CP indicates, "Participate in the Rails to Trails System" as well as, "Build bike paths and trails." Both of these statements indicate a desire to work on creating a bike system and working with the local railroads to connect neighborhoods and the park system.

In Section 3, the CP lists several principles and policies that pertain to pedestrian and bicycle accommodations:

1. Growth Management Policy 8–Walkability

Walkability and non-vehicular mobility will be encouraged and enforced through policies that promote and require sidewalks, crosswalks and bicycle paths where safe and practical as 1) new

³Princeton Survey Research Associates, September 27 to 30, 2012, Omnibus Survey

⁴Pocket Guide to Transportation 2009, Bureau of Transportation Statistics, 2009

⁵https://cris.dot.state.tx.us/public/Query/app/home

arterials are constructed, 2) when existing streets are repaired or widened, and 3) in new subdivision or construction in the Growth Centers.

2. Transportation Principle 2–Multi-Modal Choices

Navasota encourages facilitating the availability of multiple mobility choices-walking, biking, and transit to Navasota citizens to help reduce vehicular trips on all streets and Washington Avenue in particular.

3. Transportation Policy 1–Street Design

Streets and roads should conform to the City's Design Manual and reinforce streetscaping efforts particularly on Washington Avenue. Design existing and new streets to include traffic calming measure that ensure safety for all vehicular and pedestrian traffic. Facilitate on-street parking design requirements. Prioritize traffic calming measures in Neighborhoods Centers. The City can encourage private participation to ensure implementation of the guidelines during the pre-development process.

4. Transportation Policy 9–*Pedestrians*

Promote pedestrian-oriented transportation and active living choices as an integral part of the growth of the city. Ensure the development of a well-connected network of streets and sidewalks. Identify bicycle and pedestrian connections to key community facilities, such as schools, parks and downtown amenities. Improve safety and accessibility for all community members by developing speed zones and providing clearly marked crosswalks. Review the requirements for sidewalk construction in the subdivision regulations. Efforts should be made to complete connections within the current sidewalk system and implementation of proposed trail connections.

5. Heritage Policy 13–Open Space and Recreational Facilities

Encourage and guide development of public open space and amenities such as Cedar Creek Park, with pedestrian-centered connections to the downtown Central Business District.

All these statements can be summarized by a goal for the Pedestrian and Bicycle plan with three main objectives.

A. <u>Goal</u>

Provide safe and convenient pedestrian and bicycle accommodations that connect Navasota neighborhoods to community destinations.

B. <u>Objectives</u>

- 1. Provide off-street pedestrian facilities that better connect schools, community facilities, and businesses to improve walkability.
- 2. Provide bike route options that better connect neighborhoods to schools, community facilities, and businesses through a combination of on-street accommodations and trails.
- 3. Promote street and intersection design that reduces automobile travel speeds and improves conditions and comfort levels for pedestrians and bicyclists.

1.03 ABBREVIATIONS AND DEFINITIONS

- ADA Americans with Disabilities Act
- ADT Average Daily Traffic
- BUILD Better Utilizing Investments to Leverage Development
- City City of Navasota
- CP Comprehensive Plan
- FHWA Federal Highway Administration
- FM Farm-to-Market
- mph miles per hour
- MUTCD Manual on Uniform Traffic Control Devices
- NACTO National Association of City Transportation Offiicials
- OPC Opinion of Probable Cost
- Plan Pedestrian and Bicycle System Plan
- RAISE Rebuilding American Infrastructure with Sustainability and Equity
- SH State Highway
- Strand Strand Associates, Inc.[®]
- TA Transportation Alternatives Set-Aside
- TIGER Transportation Investment Generation Economic Recovery
- TPWD Texas Parks Wildlife Department
- TxDOT Texas Department of Transportation

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SECTION 2 EXISTING CONDITIONS ANALYSIS

2.01 DATA COLLECTION

The goal to "provide safe and convenient pedestrian and bicycle accommodations that connect Navasota neighborhoods to community destinations", dictates information is needed about popular community destinations, vehicle traffic volumes, and speeds on the local roadways.

A. Important Community Destinations

The study team identified eight different community destination types to evaluate key routes that could be included on the system map. These categories were parks, schools, city services, medical/emergency services facilities, banks and ATMs, grocery and food stores, nursing homes, and places of worship. Figure 2.01-1 shows a map highlighting the locations of these community destinations in Navasota. This map with different categories was shared at a public meeting held on May 18, 2021, and posted online with a form that asked community members to rank the priority of these different facilities to be connected into the pedestrian and bicycle system. The top three ranked categories were parks, schools, and grocery stores. A map highlighting each individual category can be found in Appendix A. A summary of the feedback from the public meeting is provided in Appendix B.



City of Navasota, Texas Pedestrian and Bicycle System Plan

B. <u>Southern Tier National Bicycle Route</u>

Another important feature of the City is that the Adventure Cycling Associations Southern Tier National Bicycle Route travels right through town on Washington Avenue. The Southern Tier National Bicycle Route is a multistate bicycle route that spans from San Diego, California to St. Augustine, Florida, traveling through Arizona, New Mexico, Texas, Louisiana, Mississippi, and Alabama along the way. The route is split into seven different sections. The City is featured prominently along the route, ending Section 4 and beginning Section 5. This route is shown in its entirety in Figure 2.01-2.



This route travels east-west through the City entering on and traveling along Washington Avenue (TX 105) and exiting on TX 90. Providing improved accommodations for this bicycle traffic and considering ways to promote tourism, especially for the bicycle routing through the downtown area, are important factors to consider when choosing future projects to pursue.

C. <u>Traffic Volumes and Speeds</u>

To incorporate the desirable type of accommodation for pedestrians and bicycles into the Plan, it is vital to understand the vehicular traffic volumes and speeds along the major arterials throughout the City. This allows different types of accommodations to work together and minimize impact to vehicle traffic as well as provide key connections for pedestrians and bicycles. The vehicle volumes were found using the

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City of Navasota, Texas Pedestrian and Bicycle System Plan

Section 2–Existing Conditions Analysis

Texas Statewide Planning Map¹ and are shown in Figure 2.01-3. Traffic speed limits are shown in Figure 2.01-4. Speeds more than 40 miles per hour (mph) were grouped together based on guidance from Federal Highway Administration (FHWA) Bikeway Selection discussed further later in this Plan.



¹ https://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html

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City of Navasota, Texas Pedestrian and Bicycle System Plan

Section 2–Existing Conditions Analysis



2.02 EXISTING PEDESTRIAN AND BICYCLE FACILITIES

The City currently has a sidewalk network setup through downtown, as well as paths connecting several parks on the northern end of the City. There are currently no bicycle facilities provided. Figure 2.02-1 shows a map of the existing pedestrian and bicycle facilities.


2.03 PLANNED PROJECTS

The City applied for two 2021 Transportation Alternatives Program grants from the Texas Department of Transportation (TxDOT) on June 14, 2021. Provided the applications receive funding, these projects are planned to be constructed by the City.

A. <u>State Highway (SH) 105 Segment B (West Washington Avenue) Pedestrian Improvements</u>

This project is intended to construct sidewalk on both sides of Washington Avenue, lengthening the existing sidewalk from 8th Street and extending it to 3rd Street (see Figure 2.03-1). Sidewalk is proposed to be 6 feet wide and installed with a 2-foot grass buffer to the back of curb. Additionally, the project will include pedestrian crossing signals at the intersection of Washington Avenue with Farm-to-Market (FM) Road 379 (5th Street). The project will also include installation of continental crosswalk markings as well as railroad planking at crossings of the respective facilities.



Figure 2.03-1 Proposed Project on Washington Avenue

Section 2–Existing Conditions Analysis

B. Brosig Avenue Pedestrian Improvements

Figure 2.03-2 shows the proposed limits of this project, which is intended to provide sidewalk along the southwest side of Brosig Avenue from Washington Avenue to Piedmont Avenue. To complete this connection, a separated pedestrian bridge will be constructed across Ceder Creek. Additionally, a shared-use path will be added to connect Brosig Avenue to Neal Street on the south side of Ceder Creek. To accommodate both connections, continental crosswalk markings will be added to cross Brule Street and to cross Brosig Avenue at Brule Street as shown in Figure 2.03-3.



Figure 2.03-2 Proposed Project on Brosig Avenue



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SECTION 3 ROUTE ANALYSIS

Section 3–Route Analysis

3.01 PEDESTRIAN TREATMENTS

At some point in the day everyone is a pedestrian, even if that is just the trip from a parked car to a final destination. For this reason, it is very important to consider ways to improve pedestrian trips and movements. This is primarily done by expanding and broadening the pedestrian network by adding sidewalk or shared-use paths along local roads. Adding sidewalk helps keep pedestrians and motor vehicles from using the same space, but this is not always preventable. Crosswalks and locations without sidewalk create conflict points where pedestrians and vehicles are using the same space. One of the main ways to reduce crash risk and severity is to slow traffic down. Slower moving traffic has more decision time if there is a conflict and can adapt to suddenly changing conditions. Furthermore, the risk of serious injury for a pedestrian or bicyclist is substantially impacted by prevailing traffic speeds. The following are some strategies to be considered for reconstruction projects that that promote pedestrian safety by making them more visible and protected at crossings, as well as to slow vehicle traffic down at these locations.

A. Traffic Calming Measures

Traffic calming measures implemented on roadways are very important to improving pedestrian comfort. As noted, higher roadway speeds have a direct link to the likelihood of a crash and likelihood of a serious injury or fatality. The National Association of City Transportation Officials (NACTO) has a chart (shown in Table 3.01-1) that links a range of speeds with their required spotting distance, percentage crash risk, and percentage fatality risk. As shown, there is a big difference in crash risk and fatalities even between 25 and 30 mph. Reducing these roadway speeds in areas where pedestrians will be present is key to maintaining safety for all roadway users. This is especially important in areas that have high pedestrian traffic and where sidewalk has not yet been installed. There are four main concepts that should be considered for traffic calming measures on the streets of the City.

SPEED (MPH)	STOPPING DISTANCE (FT)*	CRASH RISK (%)†	FATALITY RISK (%)†
10-15	25	5	2
20-25	40	15	5
30-35	75	55	45
40+	118	90	85

* Stopping Distance includes perception, reaction, and braking times.

[†] Source: Traditional Neighborhood Development: Street Design Guidelines (1999), ITE Transportation Planning Council Committee 5P-8.

Table 3.01-1 Crash Risks Based on Vehicle Speed

Section 3–Route Analysis

1. Speed Humps, Speed Tables, and Speed Cushions

Speed humps, speed tables, and speed cushions are all different variations on the same concept. A speed hump is a rectangular vertical traffic calming device raised 3 to 4 inches above the normal pavement. This "bump" slows traffic down to between 15 and 20 mph. Speed humps are typically placed midblock, or in several locations along a block to keep speeds down between them. They extend from curb to curb across the whole roadway, but match into the curb gutter pan to allow drainage around them. A speed table is a speed hump that is longer and flat across the top to raise the entire wheelbase of a vehicle and connects into the curb. This added space lends itself well to a midblock crosswalk and is often used at high demand pedestrian crossing locations such as parks, plazas, or schools. Speed cushions are speed humps or speed tables that have sections at the edge of the lanes removed to allow vehicles with wide wheelbases such as busses or emergency vehicles to pass unobstructed while slowing down a typical passenger vehicle. These are more common on key emergency response routes or bicycle boulevards to allow emergency vehicles to pass unobstructed while slowing other traffic. Figure 3.01-1 illustrates these devices.





Section 3–Route Analysis

2. Traffic Circles

Traffic circles are center islands installed in the middle of an intersection as shown in Figure 3.01-2. By placing an obstacle in the middle of the intersection, vehicles coming from both directions are forced to slow down to maneuver around the obstacle. These are primarily designed for installation in neighborhoods at uncontrolled intersections. Plants or landscaping can be installed in these traffic circles to help add to the aesthetic of the neighborhood but are not required if maintenance will be an issue. They would be ideal in locations where sidewalk is installed in all four directions and vehicle traffic on the local roads is high. When installed properly, there should be 15 feet between the outer edge of the traffic circle and each corner of the intersection.



Section 3–Route Analysis

3. Raised Intersections

Raised intersections combine the concepts of speed tables and traffic circles. Instead of placing an obstacle in the center of the intersection, the entire intersection is raised like a speed hump, forcing traffic to slow down as it passes through the intersection. They are typically installed on lower volume (approximately 3000 average daily traffic [ADT]) collector roadways with high volumes of pedestrian traffic, although there have been successful applications on high volume arterial streets. Crosswalks can be marked to increase driver awareness of pedestrian movements, but do not need to be if the crossing is at the same grade as the sidewalk. Raised intersections are typically constructed with concrete adjacent to asphalt roadways. This allows the street to be resurfaced multiple times, while the intersection can remain in place and still be operational during construction. They are typically installed at yield or stop-controlled intersections but can be used at low volume signalized intersections as well. Figures 3.01-3 and 3.01-4 show examples of raised intersections.



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Section 3–Route Analysis



4. Pinch Points and Gateways

Pinch points are areas where the curb is extended a few feet into the roadway on each side to create an hourglass shape. When this happens at an intersection, it is called a gateway. This "pinches" the roadway, narrowing the effective roadway space and causing vehicles to slow down to safely traverse the narrowed roadway. These also have the benefit of reducing the pedestrian crossing width of the roadway and are often combined with crosswalks and speed tables for midblock crossings. Examples of these are shown in Figure 3.01-5.



Section 3–Route Analysis

B. <u>Crosswalks</u>

Crosswalks are a very important part of the transportation system. While pedestrians without accommodation walking along the roadway share the road with vehicles for longer, they are also typically seen better and longer because they are visible for a longer duration. Pedestrians planning to cross a roadway can be blocked from view by a variety of different things and are walking directly in front of where a vehicle would be traveling. Because of this, it is important to draw driver attention to crosswalks to improve safety for pedestrians. Several methods for this are detailed in the following, and often work best when paired with a traffic calming device as was described previously.

1. Conventional Crosswalks

Crosswalks should be designed to offer as much protection and visibility to pedestrians as possible. Conventional methods include: using continental pavement markings to increase visibility and cause traffic to instinctively yield, providing crosswalks as wide or wider than the pedestrian facilities they are connecting to in order to provide room for passing in the crosswalk, aligning crossings with the sidewalks they connect so minimize pedestrian deviation, shortening the length of road required to cross by adding pinch points where possible, and adding Americans with Disabilities Act (ADA)-compliant curb ramps. Stop bars should be located 8 feet from crosswalks and installed perpendicular to the travel lane, not parallel to the crosswalk. All of these methods increase the safety and visibility of the crosswalks included in the pedestrian transportation system and should be implemented wherever possible with new reconstruction projects.

2. Midblock Crossings

Midblock crossings are ideal in locations where there is high pedestrian crossing demand that is not adequately addressed by the existing network, or where people may be crossing already without a crosswalk. Common locations for this are outside schools, parks, midblock passages, or pedestrian malls. Providing a midblock crossing at these locations helps add safety to the network. These crossings should be clearly marked, and button-controlled flashing beacons should be considered for higher volume roadways. Yield bars should be considered in front of the crosswalks to encourage vehicles to stop when pedestrians are present. Additionally, speed tables and pinch points should be considered to be incorporated into the crossing. Figure 3.01-6 shows an example of a midblock crossing with flashing beacons. Locations for midblock crossings in the City are limited, but the concept can be applied to the many T-intersections along key routes in the City.

Section 3–Route Analysis



Researcher, Volume 52, Number 1, March 2016

Figure 3.01-8 Midblock Crossing with Rapid-Flashing Beacons

3. Pedestrian Safety Islands

Pedestrian safety islands are small median curbed spaces in the middle of the roadway to provide a refuge between crossing travel lanes. They can be used at intersections or at midblock crosswalks. Ideally at least 6 feet wide and 40 feet long, they provide a place for pedestrians to cross one direction of traffic before having to worry about the other direction. As such they are ideal for nonsignalized intersections where a pedestrian might not be able to cross the whole roadway at once. Where 6 feet cannot be attained, a narrower raised median is still preferable to nothing.¹ Figure 3.01-7 shows an example of an ideal pedestrian safety island, and a minimalist one that slows traffic. Pedestrian safety islands should be considered at all major pedestrian crossings along Washington Avenue and La Salle Street, especially in locations where other traffic calming methods are not being considered.

¹NACTO Urban Streets Design Guide Page 116

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Section 3–Route Analysis



3.02 BICYCLE CONNECTIONS

Bicycle trips are very important to consider when defining a transportation network. Bicycles are not quite a motorized vehicle, but not quite a pedestrian either. Because of this they often must choose between acting as a pedestrian or acting as a vehicle. This can often change multiple times per trip depending on the accommodations provided and the perceived safety of acting as a vehicle on certain roadways. Providing bicycle-specific accommodations can help provide a safe and effective space for bicycles to use the roadway, as well as prevent them from becoming a nuisance to motorists and a hazard to pedestrians. When providing bicycle connections to the system, there are three different ways to provide that connection: Separated bike/shared-use paths, on-road bicycle lanes, or shared lanes (bicycle boulevards). FHWA has a chart for ideal bikeway selection based on speeds and volumes of the existing roadway shown in Figure 3.02-1.

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City of Navasota, Texas Pedestrian and Bicycle System Plan

Section 3–Route Analysis



A. <u>Separated Bicycle/Shared-Use Paths</u>

The highest level of safety and service that can be provided for bicycles is a dedicated off-road shared-use path. These are typically built with asphalt but can be built from concrete or gravel as well. Shared-use paths provide a space where pedestrians and bicycles do not have to compete for road space with vehicles. They also generally serve as the core routes and the backbone of a bicycle and pedestrian system. Often they are able to be constructed along a railroad taking advantage of the railroad right-of-way.

Cycle Tracks are also an option that is a hybrid of an on-street bicycle lane and a separated path. They are typically on-street, but separated by either curb or delineator posts. They also can be raised and placed adjacent to sidewalk. They can be marked as a single direction like a bicycle lane, or bi-directional

like a shared-use path. An example of a cycle track from the City of Austin, Texas is shown in Figure 3.02-2.

While this is the best option for bicyclists, the separated facilities can also cost more and take up more space than other accommodations do.



B. <u>On-Street Bicycle Lanes</u>

Bicycle lanes are the most common type of bicycle accommodation on roadways. They are typically 5 to 6 feet wide and placed on the edge of the road next to the curb. They offer great accommodations for bicyclist that are comfortable around vehicle traffic. On roads with higher speeds or volumes, it is best to also provide a minimum 2-foot buffer between the main travel lanes and the bicycle lane. An example of this typical section is shown in Figure 3.02-3.



On-street bicycle lanes are an economical option for providing bicycle accommodation to roadways that have the horizontal width to add them without adding pavement. They can be added quickly and easily with pavement marking and will have the same replacement timeline as the main roadway.

C. <u>Shared Lanes (Bicycle Boulevard)</u>

Bicycle boulevards are a shared lane where bicycles can take the full travel lane and are treated like a vehicle. They work best on local roads that have lower volumes and speeds and can serve well as a grid system to connect into other places in the bicycle network throughout the City. An example of a bicycle boulevard at a route turn is shown in Figure 3.02-4.



Source: NACTO Urban Bikeway Design Guide

Figure 3.02-4 Example of a Bicycle Boulevard in the City of Portland, Oregon

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City of Navasota, Texas Pedestrian and Bicycle System Plan

Section 3–Route Analysis

These are typically the least expensive to install as they only require a few pavement markings (called shared lane markings or "sharrows") and signs denoting them as bicycle boulevards, provided the pavement is adequate for bicycle travel. Shared lane markings reinforce the legitimacy of bicycles taking the full lane, as well as provide direction for the route and any turns. Figure 3.02-5 shows an example of shared lane markings as well as some typical signing for bicycle boulevards. Additional traffic calming measures can be added to provide a safer environment for bicycles by slowing vehicle traffic. The Manual on Uniform Traffic Control Devices (MUTCD) outlines guidance for shared lane markings in Section 9C.07.



3.03 PROPOSED ROUTES

After analyzing the key community destinations as well as looking at the speeds and volumes of local roads in the City and determining which routing options worked best for different roads, a route map was developed for proposed pedestrian and bicycle routing through the City. This map is shown in Figure 3.03-1 and can also be found in Appendix C. What follows is a discussion of the different connections proposed for each of the major route connections.



A. Off Road Bike Paths

The following is a list of all the major off-road paths proposed in priority order based on their anticipated use, upcoming projects that could implement them, importance to the connectivity of the system, and likelihood for external funding. These would require standalone projects for construction or need to be included with projects reconstructing existing roadways.

1. Spur 515

This connection running along Spur 515 from La Salle Street through TX 6 is an important connection for the south end of the City. Even without pedestrian accommodations, it is used frequently by the residents in the south side neighborhoods. There is also potential for a future route along TX 6 to tie into it, adding to the connectivity with the City as it grows on the east side

of TX 6. Based on the volumes of this road, it could be a buffered bicycle lane; however, because of the lack of pavement width available as well as the high speeds of the roadway, an off-street shared-use path would work better in this location. There is also potential for this to be included with a future Spur 515 reconstruction project, which would help see reduced cost in construction because of higher quantities associated with a larger project.

2. Farm-to-Market Road (FM) 379

FM 379 runs through a neighborhood with a larger number of households below 50 percent of the poverty level² on the southwest side of the City. Providing connectivity to the downtown areas for pedestrians that may have fewer transportation options could improve the equity of the transportation system in the City. The bicycle connection could be provided as a buffered on-street bike lane based on the volumes; however, the speeds are too high for an on-street bicycle lane. Additionally, with only 1-foot existing paved shoulders and limited right-of-way available, the 14 feet of additional pavement required, not including sidewalks, is not practical. A shared-use path would take an additional 10 feet of paved surface with a 1-foot gravel shoulder on each side for a total of 12 feet providing access for both bicycles and pedestrians. This would lead to the removal of one of the ditches, so a storm sewer system would need to be installed the full length of the path, but would otherwise not affect the roadway and could be constructed with minor impacts. A typical section of this configuration is shown in Section 3.04. Providing a shared-use path removes the need for sidewalk on both sides of the roadway and provides adequate bicycle routing with less total horizontal width.

3. Railroad and Railroad Street

The proposed shared-use path along the railroad and Railroad Street would serve as a main connection to the northwest side of the City from downtown. The crossing at Washington Avenue would be an ideal location for a pedestrian island and midblock crossing to promote a safer crossing for businesses. This route would also serve as an access point to many of the grocery stores located on La Salle Street. There is also the potential to work with the Rails to Trails organization to help with funding and railroad coordination.

4. TX 6 to the Navasota High School

A shared-use path routed along the east side of TX 6 is very important because it provides pedestrian and bicycle access to all the businesses along TX 6, and serves as an important connection for the neighborhood east of TX 6 to have access to the rest of the City. This route also serves as an important connection to the middle school and high school, enabling the mobility of the City's youth with safer routes to and from school. Because of the nature of TX 6 and its frontage roads (high speed with ramps to and from the freeway), it is not recommended to put a bicycle lane along the frontage road, but instead provide a separated facility.

²https://data.census.gov/cedsci/

5. Connection from Manley Street to TX 6

A connection from the park on Manley Street to the path on the east end of TX 6 is an important connection for the City. The shared-use path running along the length of TX 6 provides great access to the high school and middle school for the neighborhoods that are already on the east side of TX 6, and are great for future expansion of the City there, but there is not a good connection to the rest of the City. This route would serve as one of those connections, not only opening the shared route along TX 6 to the rest of the City, but also connecting the neighborhoods there and any future expansion to the rest of the City. This route requires a grade separated crossing of TX 6, which is a higher cost, so opportunities to have TxDOT assist with the funding of it on a future project should be explored.

6. FM 379 to Downtown

This connection serves an important role in connecting the neighborhood directly west of the Union Pacific Railroad into the bicycle and pedestrian system. This route provides an alternative to Washington Avenue for those that do not feel comfortable traveling on the main road. This route also ties into the route running along Railroad Street.

7. Veterans Memorial Park to FM 379

This route serves as an important connection for the neighborhood southwest of the Union Pacific Railroad. This would provide an important connection that serves to provide access to a neighborhood with a larger number of households below 50 percent of the poverty level³. A protected pedestrian crossing could be provided at FM 379 to help slow traffic down as it enters the residential neighborhood, providing a safer space for residents. This route also helps serve as a connector for a future path from the Pecan Lakes subdivision.

8. Manley Street, Woodrow Jackson Drive, and Judson Street

Manley Street through Judson Street is a main connection to the baseball diamonds from Washington Avenue. Ideally this connection would be a bicycle boulevard, however, the streets used on this connection are both narrow and have poor pavement. Because of this and the potential for a connection to the south and the east from this point, it is recommended as a shared-use path.

9. 5th Street and Fanthorp Street

This route serves two important connections. On the south end, it connects into FM 379 to continue the path there. After diverting from 5th Street and crossing Ceder Creek it splits, with one trail following the river and connecting into the Brule Street area with connections to the school system as well as to parks, and the other routing through the neighborhood to the cemetery before routing to Blackshear Street to connect into the north end of the City. With very little space and poor pavement quality on the existing roads and no road to follow for the trail that runs along

³https://data.census.gov/cedsci/

the river, these connections would ideally be provided with a shared-use path. They also provide a better way for children living on the southwest side of the City to get access to the school system without having to travel through downtown.

10. Pecan Lakes to Veterans Memorial Park

The shared-use path from Pecan Lakes to the rest of the system is an important one. It connects a growing subdivision to the rest of the City and enables pedestrian and bicycle access to downtown. While there is great benefit to connecting this subdivision to the system, there needs to be a system for it to connect into before this connection becomes valuable. Additionally, with the distance from downtown and the necessity to route this path around the airport, it is unlikely to get as much use as some of the other trails in the system.

11. Laredo Street

The connection along Laredo Street connects two existing routes through the north end of the City. Because of the narrow roadways, a reconstruction that widens the road or a shared-use path would be ideal. This connection serves to tie in the neighborhoods on the north side into the system and provides better access to businesses on the north end of La Salle Street for bicycles and pedestrians.

12. Hillside Park and Stacey Street

The path provided at Hillside Park would connect to the existing shared-use path on the west end of the park, and continue east along Stacey Street, culminating in a grade-separated crossing of TX 6 to connect into the shared-use path that routes to the middle school and high school. This shared-use connection provides great access to the high school and middle school for the neighborhoods on the west side of TX 6, and would allow younger children to walk or bicycle to school. This route serves to connect the shared-use path route through the north side park system, as well as the bicycle boulevard system running through this neighborhood. This route requires a grade-separated crossing of TX 6, which is a higher cost, so opportunities to have TxDOT assist with the funding of it on a future project should be explored.

13. Manley Street to Spur 515

The connection from the Spur 515 to Manley Park is an ideal connection for the neighborhood south of Spur 515 to the baseball diamonds located at the park. It would also serve as a connection to the route running along the east side of TX 6. This route is ideal based on its ease of use for that neighborhood and the users of the system, but this connection could also be provided by extending the TX 6 path to the Spur 515. Ideally, both of these connections would be made because the extension to the TX 6 path would benefit future users as this area develops further.

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14. Spur 515 West Connection

The Spur 515 west connection is not shown on the proposed routing map. If an expansion of Spur 515 was made to the west over the railroad, this new routing should include bicycle and pedestrian accommodations along the route. This connection would follow the Spur 515 to the west of La Salle Street and would connect into the path on FM 379. This would serve as a route for the neighborhoods near the airport to connect with those on the south side of the City without having to go through downtown. This route is ranked low based on anticipated overall use.

B. On Street Bicycle Lanes

The following is the list of roads in priority order that should receive bicycle lanes. This work could be performed the next time the roadway is resurfaced or could be completed with a restriping project. These routes should also add sidewalk on one or both sides of the road where not already provided.

1. Washington Avenue

Because Washington Avenue is on a national bicycle route, runs through downtown, and is the only current connection to the middle school and high school, adding pedestrian and bicycle accessibility from Clayton Street through Alamo Street should be a high priority. Because of the narrow widths in the downtown area, this whole stretch is recommended as on-street bicycle lanes, buffered, if possible. Ideally, these would be placed in between the angled parking and the curb to provide additional safety for bicycles and improved visibility for drivers, but other alternatives could be considered. Additionally, based on comments received during the TAP application process, pedestrian access in the downtown area is the community's top priority.

2. La Salle Street

La Salle Street is an ideal candidate for a buffered on-street bicycle lane. There is currently no parking on La Salle, and there is a fairly wide pavement profile with 38 feet of paved surface. This is wide enough to provide 6-foot bicycle lanes with a 2-foot buffer and 11-foot driving lanes, or 5-foot bicycle lanes with a 2-foot buffer and 12-foot driving lanes. Because of the high volumes north of Washington Avenue and the higher speed along the roadway, it is recommended to install the bike lanes with the 2-foot buffer from vehicle traffic for added safety.

3. Blackshear Street and Piedmont Avenue

Blackshear Street and Piedmont Avenue are important connections to the north side of the City and provides a great crossing of TX 6 that could be used as a future tie-in with a shared-use path along TX 6. It is currently marked with an 8-foot shoulder on each side, which is more than adequate for a bicycle lane in each direction. With the slightly higher volumes on Piedmont Avenue, a buffered bike lane would be recommended. However, with the road already marked for bike lanes, bicycle lane marking to indicate their purpose would be all that is needed for this road to be added to the bicycle network.

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C. <u>Shared Lanes (Bicycle Boulevard)</u>

The bicycle boulevards in the system have the advantage of being able to be implemented quickly at relatively low cost. Often the only work that needs to be completed is minor pavement markings and some signage. Even when the roads need to be reconstructed or resurfaced, most community members will support improvements for vehicles as well as bicycles and pedestrians. With little work required, the bicycle boulevard system can provide early success in connecting the City until the funding becomes available to construct some of the other routes listed above. The proposed bicycle boulevard routes are listed in priority order based on their importance to the system. There is also a recommendation that the road should be repaved before implementing because of the current pavement condition. All of these routes should have sidewalk added to one or both sides of the road; however, they are able to be implemented as a bicycle boulevard without sidewalk and have the sidewalk added later upon reconstruction. These routes should also be prioritized for reconstruction over other roads when in need of new pavement.

1. Brosig Avenue

Brosig Avenue serves an important connection from Washington Avenue to Brule Elementary School, the connection at Brule Street, and the path system that connects the parks along the north side of the City. This route also connects into Piedmont Avenue, providing an important connection to the north side of the City. This route is a project currently under development by the City.

2. McAlpine Street, Leake Street and Miller Street

This is the main alternate route through the City. Just a block off of Washington Avenue, it can serve to provide access to all the major businesses quickly. It provides an alternative route to travel on than Washington Avenue for bicycles and pedestrians while other accommodations are being constructed/implemented on Washington Avenue, and also provides an alternative for those still cautious about the traffic on Washington Avenue after those accommodations have been implemented. This is especially important as it runs parallel to the Southern Tier Route and provides an alternative way for tourists to navigate the City from the southwestern end to as far northeast as is possible without traveling on Washington Avenue.

Most of this route provides adequate pavement to install this route immediately, but there are several locations that would require reconstruction or resurfacing of the roadway before installation of this route. McAlpine Street would need to be reconstructed between the railroads because of poor pavement condition. It should also be resurfaced from Church Street through the intersection with Ketchum Street. Leake Street and Miller Street have no issues, but Oakwood Street connecting these two should be reconstructed. Additionally, a protected pedestrian crossing should be considered at Miller Street and Washington Avenue. With the crossroads lining up well and the convergence of two bicycle boulevard routes, this would be an ideal location for an improved crossing of Washington Avenue.

3. Foster Street and Ella Street

Foster Street and Ella Street provide the perfect extension of the McAlpine Street route to the southwest. Adding this connection would allow bicyclists and pedestrians entering the City to have a good option for traveling through the City, as well as providing additional options for residents living in the southwest part of the City. Foster Street is also important because of its future connection into the planned shared-use paths from FM 379 to Railroad Street.

Foster Street itself has pavement in sufficient condition to be implemented immediately. Ella Street would need to be reconstructed before implementation. Minnie Street could be used as an alternative to Ella Street without reconstruction before use; however, Ella Street is a better connection for the network because it feeds directly into the end of McAlpine Street adding benefits to that connection for the users.

4. Farquhar Street

Farquhar Street is a key connection for the south side of the city to downtown. In the same way that McAlpine Street provides an alternative to Washington Avenue, Farquhar Street provides an alternative to La Salle Street. This route could continue north of Washington Avenue, but was not added because of the proposed shared-use path route along the railroad that would serve the purpose of an alternate route.

Farquhar Street would likely need to be reconstructed from Holland Street to Johnson Street, and resurfaced from Johnson Street to Anderson Street, as well as resurfaced from Lincoln Street to the southern end of Farquhar Street.

5. Brule Street

Brule Street is very important to the connectivity of the north side, and especially the park system. It connects three different park features on its own, follows the river, and connects into the existing park trail system on the north side that connect to four other parks. Another interesting feature of Brule Street is that it is a connection that could be any of these three connection options. It is along the river and connects into trail systems on both ends, so it would be an ideal candidate for a shared-use path. The existing pavement is wide enough to include bicycle lanes, and there is low enough traffic for it to be marked as a bicycle boulevard. For this Plan, Strand Associates, Inc.[®] (Strand) is recommending starting with it as a bicycle boulevard, and potentially adding an off-road shared-use path here if there is high usage of the roadway by bicycles and pedestrians.

6. Neil Street

Neil Street serves as an important connection for the northern neighborhood as a collector for trips, as well as connecting local schools to the school district administration building.

Most of the pavement on Neil Street is adequate for implementation as a bicycle boulevard; however, the intersections at Jones Street and Horlock Street should be reconstructed or resurfaced before implementation.

7. Victoria Avenue and McNair Street

Victoria Avenue serves as a connection in the system from Neil Street to Piedmont Street, connecting the neighborhood to the north end of the system. McNair Street serves as a connection from Washington Avenue to Neil Street, and would provide pedestrian options for the skilled nursing facility located there. The current state of the pavement for both roads is adequate to provide a bicycle boulevard without repaving, and they would be connected by the improvements on Neil Street.

8. Moore Street

Moore Street and Hillside Street are an ideal connection from the library to the schools on the north side. This is an important route because it connects the neighborhood south of Washington Avenue to the neighborhood north of Washington Avenue through adjoining routes. This connection would ideally occur all on Hillside Street, but because of local feedback and the greater availability of right-of-way for sidewalk, it was routed onto Moore Street.

9. Brosig Avenue

Brosig Avenue serves an important connection from Washington Avenue to Brule Elementary School, the connection at Brule Street, and the path system that connects the parks along the north side of the City. This route also connects into Piedmont Avenue, providing an important connection to the north side of the City. This route is a project currently under development by the City.

10. Leon Street

Leon Street is an important connection as an alternative to the Manley Street through Judson Street path. It serves as the major north-south connection from McAlpine Street to Manley Park. Leon Street is an ideal candidate for this connection because the pavement is in good condition so it can be implemented immediately, and the terrace is wide enough to support future sidewalk. The City could evaluate changing the stop signs on Leon Street to yield signs to improve the through movement for bicycles. Elm Street could be used as as an alternative to Leon Street. It also has pavement in good condition and has ample terrace room for future sidewalks. However, there is an offset alignment at the intersection with Lane Street, making this a more complicated through movement and a less ideal route.

11. Johnson Street

Johnson Street provides an east-west connection that serves as an alternative to Washington Avenue, and serves the community further south of McAlpine Street. On the west end it connects into the bicycle boulevard on Farquhar Street as well as the path connection

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at Railroad Street. On the east end it connects into the path at Manley Park with eventual routing to the path on TX 6. Once these other trails are in place, this will be an important route that connects the two ends of the system. Johnson Street is an ideal candidate over Manley Street because of the anticipated traffic on Manley Street as a main route to Manley Park. A reconstruction of the pavement at the Johnson Street and Railroad Street intersection is recommended. However, the rest of the pavement appears to be in good condition for immediate implementation, with ample room on the terraces for future sidewalk.

3.04 PROPOSED TYPICAL SECTIONS

Based on the proposed connection types introduced in section 3.02 and the routing proposed in Section 3.03, several recommended typical sections have been developed to better illustrate the available spacing and widths as well as the proposed layouts. A proposed typical section has been provided for shared-use paths, as well as for bicycle boulevards. A more detailed section has been provided for La Salle Street and FM 379.

A. <u>Typical Shared-Use path</u>

The proposed typical section for a shared-use path is shown in Figure 3.04-1. Based on discussion with City staff, it was determined that providing enough space for emergency vehicles on the paths was important based on several locations for paths that are not street adjacent. Emergency vehicles tend to have a distance between wheels of 8 to 10 feet. This allows them to travel on a typical 10-foot path. However, this added weight applied directly on the edge of the pavement would lead to early failure of the pavement and a reduced life for the path. Because of this, it is recommended that the shared-use path be constructed with 1 foot of gravel on either side of the path to prevent damage to the path when used by emergency vehicles.



B. <u>Typical Bicycle Boulevard</u>

Most existing local streets in the City have a width from curb-face to curb-face of somewhere between 28 and 38 feet. A proposed typical section of each of these scenarios is shown in Figure 3.04-2. The 38-foot width is the ideal standard for bicycle boulevards. For the 28-foot width scenarios, allowing parking on only one side of the roadway would fix narrower profile conflicts. If not possible, a 10-foot shared bidirectional lane should be adequate provided the volumes and speeds on the road are low and the on-street parking is not heavily used. Both options show sidewalk on both sides of the roadway. While not required during initial bicycle boulevard implementation, all roads should add sidewalk to at least one side of the road during the next reconstruction.



C. Bicycle Lanes on La Salle Street

The proposed accommodation on La Salle Street was to add bicycle lanes in each direction and add sidewalk to locations that do not currently have any. There is no parking on La Salle Street, which helps accommodate the dimensions. The speeds and volumes on the roadway dictate a buffered bicycle lane. Based on recommendations for on-street bicycle accommodations, a 6-foot bicycle lane should be provided when adjacent to curb. This would extend each travel lane to 11 feet, which is typically adequate, and would provide a calming effect on traffic, potentially reducing speeds and providing a safer environment for pedestrians and residents. If residents are unwilling to accept 11-foot lanes, a 5-foot bicycle lane would be acceptable under current design standards. Both of these typical sections are shown in Figure 3.04-3.



D. Shared-Use path on FM 379

Based on the discussion in Section 3.03, this route would be served best by an off-street shared-use path. There is enough right-of-way to construct this with minimal impacts the roadway; however, doing so removes a ditch on one side of the road causing drainage issues. This results in the need for a storm sewer pipe to be installed under the shared-use path, as well as a curb and gutter along one side of the roadway. While this does make the path more expensive, it is still a better option than widening the road by 14 feet and providing sidewalk on both sides, which would require storm sewer with curb and gutter along both sides of the roadway. The proposed typical section for FM 379 is shown in Figure 3.04-4.



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SECTION 4 MATERIAL AND COST ANALYSIS

4.01 SAFETY CONSIDERATIONS

Several different safety considerations were discussed in the meetings leading to this Plan. There are also several standards that are required to be met with new projects. These are detailed for each type of safety consideration discussed.

A. <u>Emergency Vehicles</u>

In any area where pedestrians or bicycles will be traveling, it is important that emergency vehicles have access as well. This is not an issue on sidewalks or bicycle boulevards that are constructed on existing roadways, but several shared-use paths do not travel on the typical roadway right-of-way. For paths to accommodate emergency vehicles they need to maintain 10 feet of width. To keep pavement from being damaged by the heavier emergency vehicles, it is recommended to construct the paths with a 1-foot gravel shoulder on each side to keep edges from cracking due to the high load, and to increase the depth of the pavement structure to hold up the additional weight. After discussion with City staff, all routes proposed are assumed to have these recommendations incorporated.

B. Lighting

Another safety consideration with shared-use paths is the addition of lighting. Lighting makes a path more visible at night, which can increase safety. This is most important where the path crosses local roads and may have conflicts with motor vehicles, but also increases safety in other locations. Typically, it is installed every 100 feet, which adds some cost to projects. It can be installed as overhead luminaires for the most visibility but can have other lower pedestrian scale lighting as well. When installed, these lights either need to be connected to the power grid, or have solar panels mounted on top to power them at night. There can be pushback from adjacent property owners due to the new source of light as well, though modern applications using LED fixtures and baffles can significantly reduce light pollution concerns. After discussion of these variables with City staff, it was determined to analyze on a case-by-case basis whether lighting should be included as projects move to design.

4.02 ASSUMPTIONS

Several assumptions were made about each of the different connection types for both functionality and cost of construction. These assumptions are stated in the following.

A. <u>Pedestrian Infrastructure</u>

Pedestrian infrastructure is the amenity that is most desired in the community based on public comments. To complete a more robust pedestrian network through the City, all routes that are bicycle boulevards or have dedicated bicycle lanes should also have sidewalk ideally on both sides of the roadway. While this was not assumed necessary for the initial implementation of the bicycle connections, it is assumed that upon reconstruction and/or as separate standalone projects all of these routes will have sidewalk installed to further improve pedestrian routing options and safety. It is also assumed that all pedestrian facilities will be constructed to be ADA-compliant, and that crosswalks will have continental style markings to increase visibility of pedestrians in the roadway.

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B. <u>Shared-Use Paths</u>

Shared-use paths are where most of the construction assumptions were made because they can have a wide variety of designs. All shared-use paths are assumed to be constructed to accommodate emergency vehicles, which entails a 10-foot-wide pavement design with a 1-foot shoulder on each side of the path. Lighting was assumed to be determined on a project by project basis, and lighting costs were included in the high end of the cost analysis but omitted from the low end. Shared-use paths were also assumed to accommodate both pedestrian and bicycle traffic.

C. <u>On-Street Bicycle Facilities</u>

On-street bicycle facilities were assumed have a 2-foot buffer from the driving lanes where possible. They were also assumed to be included with the roadway construction costs and were not included in the cost analysis.

D. Bicycle Boulevards

Bicycle boulevards have very little that differentiates them from a normal road. The few additional pavement markings and signs will have such a low cost and will be insignificant compared to the reconstruction costs of the roadway. For this reason, bicycle boulevards were also not included in the cost analysis.

4.03 SHARED-USE PATH MATERIALS

The proposed routes in Section 3.03 recommend several different shared-use paths. These paths have different construction alternatives that have advantages and disadvantages discussed in the following.

A. Crushed Gravel

Crushed gravel is a common material used for off-road paths. Typically, these are constructed with limestone screenings on the surface that provides a smoother ride like pavement when compacted correctly. Unpaved surfaces are best used where few traffic control measures are necessary and in natural settings outside of residential areas.

1. Advantages

There are many advantages to unpaved off-road paths. It does not crack, is easily maintained and repaired, and generally provides a comfortable riding surface. They also tend to have a lower construction cost. These features make them ideal for rural locations that have lower ridership.

2. Disadvantages

While there are advantages, there are some disadvantages as well. Crushed gravel can lose cohesion over time if not regularly compacted, increasing the likelihood of skids. They are subject to erosion and vegetation encroachment if not maintained frequently. Paths can also get damaged if used in wet weather. Additionally, limestone or gravel paths can have a damaging effect on

bicycles over time because of dust in dry weather, and emulsifying limestone spray in wet conditions. Gravel paths are also very difficult for wheelchair users, as ADA standards are nearly impossible to maintain with consistency.

B. Asphalt Pavement

Asphalt pavement is typically the preferred material for shared-use paths and bicycle lanes. They are typically constructed with a gravel base and just a few inches of asphalt, as users tend to be light enough that they do not damage the pavement. Asphalt tends to be the best material to use if bicycles are the primary users of the route, or if cost is an issue preventing concrete pavement.

1. Advantages

Asphalt pavement is the preferred path material because there are many benefits. It is less prone to erosion and vegetation encroachment, paths are wheelchair accessible and ADA compliance is usually maintainable (at least after initial construction), less maintenance is required, and it tends to have the nicest riding surface of any material.

2. Disadvantages

Asphalt does have some disadvantages as well. Typically, there is a higher initial cost when compared to a gravel path, and when repairs are necessary, they are also more expensive because of the specialized equipment required to place the material, as well as the material itself. While cracking is not likely to happen due to heavy loads on the path, it can occur and cause maintenance problems. Additionally, when crossing other roads, asphalt can settle differently than concrete when it is adjoined against concrete curb, which can cause a lip that is unfriendly to bicycles and wheelchair users and can be a trip hazard for pedestrians.

C. <u>Concrete Pavement</u>

Concrete pavement is often used for shorter segments of shared-use path especially in highly urbanized areas. It is also the standard for pedestrian facilities because of its reliability to provide ADA standards throughout its lifespan. Typically installed 6 inches deep, paths can be constructed with gravel base underneath to improve stability and durability, or without if the existing ground is adequate to hold up pavement without much settlement. This material is best used if pedestrians are the primary user and bicycles will have access to the facility.

1. Advantages

Concrete pavement shares many of the benefits of asphalt pavement. It is also less prone to erosion and vegetation encroachment. The paths are wheelchair accessible and ADA compliance is easily maintained. Additionally, concrete offers good rolling resistance for bicycles, and is a very durable surface and will last the longest of these three path types with minimal maintenance. recommended material for Further. concrete is the use in trails from the TxDOT Bicycle Tourism Trails Study.

2. Disadvantages

The main disadvantage to concrete is the high cost of construction. Concrete will always cost more than the alternatives. Additionally, concrete requires jointing which can be uncomfortable to the rider if not done correctly. The jointing can also cause different pieces to settle differently if not constructed with metal reinforcement, requiring more maintenance to adjust the lip of the high end of the concrete.

4.04 COST ANALYSIS AND RECOMMENDATION

A planning-level cost analysis was created to compare each of the materials listed in the previous section to get an understanding of magnitude of the possible cost for a shared-use path. An opinion of probable cost (OPC) was determined for initial construction, as well as maintenance over an assumed 30-year life cycle. It is possible that with low use these paths would last longer, but all sources indicated that a 30-year life cycle was appropriate for a concrete path. Based on the initial cost and the overall maintenance cost, a total present day lifecycle cost was determined for each path material and a recommendation has been made.

A. <u>Material Unit Prices</u>

Each path has different materials and costs associated with both initial construction and yearly maintenance. Where possible, the same unit prices were used for each of the three construction materials. These unit prices for materials were taken from the TxDOT Unit Costs spreadsheet from March 2021. Initial construction for bicycle route signing, as well as the optional pedestrian counters and lighting were taken from the TxDOT Bicycle Tourism Trails Study, Technical Memorandum No. 3: Recommended Bikeway Criteria (2018). For maintenance costs, standard maintenance items that affect materials were also taken from the TxDOT three Bicycle Tourism Trails all Study, Technical Memorandum 3: Recommended Bikeway Criteria (2018). Additional items required for specific maintenance were taken from the TxDOT Unit Costs spreadsheet. The assumed unit prices and costs can be found in Appendix D.

B. Lifecycle Cost Analysis

An approximate cost per mile calculation is shown in Table 4.04-1.

Item	Gravel	Asphalt	Concrete		
Construction					
Roadway	\$50,000 to \$70,000	\$60,000 to \$80,000	\$350,000 to \$450,000		
Maintenance (30 years)	\$250,000 to \$310,000	\$210,000 to \$250,000	\$180,000 to \$220,000		
Totals	\$300,000 to \$380,000	\$270,000 to \$330,000	\$430,000 to \$670,000		
Γable 4.04-1 Shared-Use Path Cost per Mile					

1. Initial Construction Costs

The initial construction costs are as anticipated with concrete being the most expensive option, asphalt in the middle, and gravel as the lowest cost option. Based on the difference in price of initial construction, the gravel path can be discounted almost immediately solely based on the large benefits of asphalt over gravel both for the user as well as for maintenance.

2. Annual Maintenance Costs

Concrete is assumed to last for the full 30 years before it needs replacement, so it has the cheapest maintenance costs. Asphalt is assumed to need a mill and overlay of the pavement in year 15, but otherwise has very minimal yearly maintenance. The gravel is inexpensive to maintain, but also gets damaged more easily especially during rainstorms. It was assumed that it needed to be rebladed and compacted about once every five years, with spot maintenance every year. The frequent necessity of maintenance increased the overall cost.

C. <u>Recommendation</u>

During conversations with City staff, they indicated they were not interested in anything with significant maintenance and wanted to remove gravel paths from consideration. Based on the remaining two available options, asphalt paths would provide the best benefit to the user for the lowest cost and maintenance, with just less than one-half the cost of a concrete path.

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SECTION 5 PRIORITIZATION AND FUNDING

5.01 **PRIORITIZATION OF ROUTES**

There are several ways to look at the prioritization of projects proposed in this Plan. In addition to the project listings in Section 3.03, which are in priority order for each type of facility, the study team has provided three additional lenses that can be used to prioritize projects: importance to the pedestrian and bicycle system; ease of implementation; and anticipated use of the new facility. The three top projects for each category have been ranked below with a summary of why they are important. These categories are not mutually exclusive, so projects of high importance may be listed in multiple categories.

A. Importance to the System

This category evaluates how important a route is to the pedestrian and bicycle system as a whole. These will likely be the backbone routes that are in constant use and are the more important projects to accomplish to provide adequate pedestrian and bicycle accommodations to as much of the City as possible.

1. Washington Avenue On-Street Bicycle Lanes and Sidewalks

Washington Avenue is the most important connection in the Plan. It connects to the most community destinations, is on a national bike trail, and is the heart of the downtown area. It is also one of the most difficult projects to implement bicycle facilities on because of the limited width and parking requirements of the businesses downtown. Any project that adds to the pedestrian or bicycle accommodations on Washington Avenue should be given priority, and a corridor-long solution should be evaluated for the best result of continuity along the corridor.

2. La Salle Street Buffered Bicycle Lanes and Sidewalks

La Salle Street is the primary north and south route through the City. It connects to the second most community destinations and connects many neighborhoods that are not on Washington Avenue. The true backbone of the pedestrian and bicycle plan is Washington Avenue and La Salle Street. Everything else is secondary to these main two route connections in the City.

3. McAlpine Street Bicycle Boulevard

McAlpine Street is an important connection because it is an alternative parallel route that will be more easily implemented than Washington Avenue. While there are several sections of McAlpine Street that will need reconstruction or resurfacing before implementation, most of this route can be implemented with added shared lane markings and bicycle boulevard signage. This provides an improved main route through the City while the solution to Washington Avenue is being developed. It should also be noted that while McAlpine Street does not make the list for the top three in ease of implementation, it would be in the top five.
City of Navasota, Texas Pedestrian and Bicycle System Plan

B. <u>Ease of Implementation</u>

These projects are ranked based on importance to the system, with a focus on projects that can be easily implemented as quickly and cost effectively as possible. These projects will likely include restriping and adding some signage but may have minor pavement repairs. This allows the extents of the pedestrian and bicycle network to extend as far as possible quickly while funding is being acquired for other projects that are more involved.

1. Blackshear Street and Piedmont Avenue On-Street Bicycle Lanes and Sidewalks

Blackshear Street and Piedmont Avenue are the most easily implemented project in the Plan. With 8-foot shoulders already painted out, all that is required is adding a buffer line 2 feet into the shoulder and marking it as a bicycle lane. This route also provides greater access for the residents living on the north side of the City. There are currently no sidewalks on Blackshear Street, so the pedestrian accommodations will require additional funding and time, but the bicycle facilities can be incorporated immediately.

2. La Salle Street Buffered Bicycle Lanes and Sidewalks

La Salle Street is the second most important route in the City. It is also one of the easiest to implement. The lack of parking and ample width make bicycle lanes very easy to place the entire length of La Salle Street as soon as the City restripes the roadway. Additionally, most of the street already has sidewalk, so implementing sidewalk to fill in the gaps should not be very difficult or cost prohibitive.

3. Brule Street and Neil Street Bicycle Boulevards

Brule Street and Neil Street are important connections for the park system as well as the school district. Both of these streets are proposed as bicycle boulevard routes, and both require very minimal pavement repair before implementation. Because of this, this route is a very easy to implement connection to the park system from downtown, that provides connections from the other primary routes through the City.

C. <u>Anticipated Use</u>

These projects do not look at the importance to the system as a whole, but do focus on comments received at the public meeting and various discussions with City staff and are ranked based on their anticipated use.

1. Brosig Avenue Bicycle Boulevard

Brosig Avenue is currently under development, and has a high anticipated use based on its connection from Washington Avenue to the Navasota Center, as well as Brule Elementary School. The connection from Brule Street to Neil Street along the river also adds to the anticipated use giving that neighborhood better access to the facilities on Brosig Avenue and increasing the

connection to the park system along the river. Based on comments received at public meetings, the community is greatly in favor of this project.

2. Spur 515 Shared-Use Path

Pedestrians currently walk alongside the Spur 515 for access to the businesses near the intersection with TX 6. Based on this current use, an added pedestrian and bicycle facility will increase the safety of these existing trips, as well as draw new trips from those that deemed this route unsafe before. There is also a possibility of including this project as a part of the Spur 515 realignment project that is being considered.

3. FM 379 Shared-Use Path

Pedestrian facilities connecting FM 379 to Washington Avenue were requested in several comments at the public forum on the Pedestrian and Bicycle Proposed Routing Map. With this connection to a neighborhood with a larger number of households below 50 percent of the poverty level, it is likely that the pedestrian facilities would have a higher usage than some other connections in the City.

5.02 FUNDING OPPORTUNITIES

There are many grant opportunities that will fully or partially fund bike and pedestrian projects at the state and federal levels. While not exhaustive, the following options are a start for funding when looking at specific projects.

A. <u>State Funding Opportunities</u>

There are several funding opportunities that come from statewide government agencies. These would be applicable for sidewalk and pedestrian improvement projects, as well as shared-use path construction.

1. TxDOT Transportation Alternatives Set-Aside (TA) Call for Projects

The TA Call for Projects is a program setup by TxDOT for the funding of bicycle and pedestrian infrastructure. The grant is a two-step application process, and project sponsors are only allowed to submit up to three projects at a time. The TA Call for Projects focus on projects that reflect a high degree of community consensus, while also contributing to TxDOT's safety, mobility, and connectivity goals. Projects are also encouraged to address bicycle and pedestrian connections into existing facilities as well as providing ADA-compliant facilities. Applications for the grant are due in March and June.

2. Recreational Trails Fund

The National Recreational Trails Fund provides grants funded federally by the FHWA but administered by the Texas Parks and Wildlife Department (TPWD). The reimbursable grants can be up to 80 percent of project cost with a maximum of \$200,000 for non-motorized trail grants.

City of Navasota, Texas Pedestrian and Bicycle System Plan

This grant would primarily need to be used on the creation of shared-use paths in the system. Applications for the grant are due every year on February 1.

B. <u>Federal Funding Opportunities</u>

There are also several funding opportunities at the federal level that come from the United States (US) Department of Transportation (DOT) and from the US Department of Agriculture.

1. Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants

RAISE is the continuation of what used to be called Better Utilizing Investments to Leverage Development (BUILD) or Transportation Investment Generating Economic Recovery (TIGER) grants that are provided by the DOT. Projects for RAISE funding are evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. The DOT prioritizes projects that demonstrate improvements to racial equity, reduce the impacts to climate change, and create good paying jobs. This description aligns with the Plan's projects and should be considered as a possible source for funding. The program is highly competitive but has an equitable distribution between urban and rural areas. Applications are due in July.

2. Community Facilities Direct Loan and Grant Program

The Community Facilities Direct Loan and Grant Program is administered by the US Department of Agriculture Rural Development Office. The program provides both grants and low-interest loans for funding of essential community facilities in rural communities of less than 20,000 residents. Funds can be used to purchase, construct, or improve essential community facilities. These are not limited to transportation funding but would be ideal for funding along main routes through the city, particularly along Washington Avenue or La Salle Street.

SECTION 6 CONCLUSION

6.01 CONCLUSION

Based on the multifaceted prioritization of projects described in Section 5, the team identified the top five projects that should be pursued by the City to further the development for pedestrian and bicycle accommodations.

A. <u>Top Priority Projects</u>

The top priority projects from the previous section were all put through a metric and weighted based on route priority, importance to the system, ease of implementation, and anticipated use. Based on the results, these are the top three projects that will have the greatest impact of the pedestrian and bicycle system in Navasota.

1. La Salle Street Bicycle Lanes and Sidewalk Accommodation

La Salle Street should be easily implemented for quick results and benefits to the pedestrian and bicycle users of the city. This route is the second most important to the network but should be able to be implemented quickly with little pushback from the residents due to the existing lack of parking on La Salle Street.

2. Washington Avenue Bicycle Lanes and Sidewalk Accommodation

This is the most important connection for the pedestrian and bicycle network in the city. While more difficult to implement, the benefits gained from proper connections on Washington Avenue will be high, providing great accommodations for all sectors of the community.

3. McAlpine Street Bicycle Boulevard

McAlpine Street offers a great alternative route to Washington Avenue. If these projects are pursued at the same time, McAlpine Street will be more easily implemented and provide benefits to routing during the Washington Avenue project.

4. Brosig Avenue Bicycle Boulevard

Brosig Avenue is currently a project advanced by the City to add sidewalk along the west side of the roadway. Adding bicycle elements to this project would be easily accomplished with a few shared-use markings and some additional signs. This route is critical because of the access it provides to the school system, the park system, and the north side of the City.

5. Brule Street Bicycle Boulevard

Brule Street offers a great connection to the school and park system by connecting the routes along the river. There is already sidewalk along this road for pedestrians, and the pavement is in good condition to implement bicycle accommodations without needing to repave the road. This is a simple project to implement that will add great benefit to pedestrians and bicycles for relatively low costs.

APPENDIX A COMMUNITY DESTINATION LOCATION MAPS





























Current Ped/Bike Facilities



Nursing Homes/Care Facilities





APPENDIX B PUBLIC MEETING FEEDBACK

NAVASOTA PEDESTRIAN AND BICYCLE PLAN OPEN HOUSE 202021 May 18, 2021 at City Hall, 5:30 to 7:00 PM

NAME	REPRESENTING	ADDRESS (Optional)	CITY & ZIPCODE (Optional)	E-MAIL (Optional)
Connie Clements	Ufaminer	300 Hellside	77868	you have I already
Inper April		904 Hacland	77868	0
Phitch Bertone		904 sfalland	77868	
Com 10 0		1		
alphinder fully		226 Nillside,		
Bethle Genner		703 N- 104	77868	
Deborah Richardson				*
TanyaWalters			77868	
David Tullos				
Julie Horn			77868	
Geofftorn	Self		77868	
MAK BRAND	DEIF)	
Darla ale	Dring Self		77868	
Stoon Mangum	Soff		<u>,</u>	
James Death tass	2			
Matt Morse /	5216		77868	

NAVASOTA PEDESTRIAN AND BICYCLE PLAN OPEN HOUSE 202021 May 18, 2021 at City Hall, 5:30 to 7:00 PM

NAME	REPRESENTING	ADDRESS (Optional)	CITY & ZIPCODE (Optional)	E-MAIL (Optional)
Denjum G. Milly	GLS		75901 Lufim	
Stera chelle		117 Hillsde St	77868	Abolisave homoil. con
Kelly Hajek	Strand		Brenham	
JARED ENGELKE	STRAND		BRONHAM	

COMENTS / SUGGESTIONS: PROJECT ROUTE: (For TxDOT Grant Purposes) ON. HOME ZIP CODE: 5702 AVE. WALKS A OPTIONAL INFORMATION NAME: PHONE: GmAil. Com EMAIL :

ONLINE SURVEY RESPONSES

	R	Δ	E.	Τ.	

Response ID	Email	Name	Please provide comments on the draft Goal and Objectives: Goal: Provide safe and convenient pedestrian and bicycle accommodations that connect Navasota neighborhoods to community destinations.	What priority would you consider PARKS when identifying important community features that a pedestrian/bicycle system should connect?	What priority would you consider SCHOOLS when identifying important community features that a pedestrian/bicycle system should connect?	What priority would you consider CITY SERVICES (City Hall, Navasota Center, etc.) when identifying important community features that a pedestrian/bicycle system should connect?	 Mac priority induction your consider MEDICAL/EMERGENCY services when identifying important community features that a pedestrian/bicycle system should connect? 	What priority would you consider BANKS/ATMs when identifying important community features that a pedestrian/bicycle system should connect?	What priority would you consider GROCERY/FOOD STORES when identifying important community features that a pedestrian/bicycle system should connect?	What priority would you consider NURSING HOMES when identifying important community features that a pedestrian/bicycle system should connect?	What priority would you consider CHURCHES when identifying important community features that a pedestrian/bicycle system should connect?	A fe w co
	1 anonymous		I am so excited about this plant My family enjoys bixing and waiking over driving especially because Navasota is small enough to easily make this a regular way of transportation. Having a safer way to do this will make this much more reasonable for us!	}- Medium	High	High	High	Medium	High	High	High	
	2		I share the pedestrian aspect of the goal. I share the objective of sidewalks connecting residents to schools, community facilities and businesses. Parents do not let their children walk or bike to school anymore. It's not the safe world I grew up in. The only people who would really use these citywide would be cycle clubs coming through town. I will say that in the lower income areas where they may not have a car, they might bike to the grocery store if it were available to them. As a driver, I'm nervous sharing the road with bicycles. I can't help but see increased accidents, even fatalities, with cyclists and cars on Washington Avenue. It's extremely difficult for sedans to back out when parked next to trucks and SUVs, even with a backup camera. You still have to pull out and run the risk of hitting someone. I think the bike ROUTES should encircle town such as on FM 3090 and Spur 515 and then have a spared streets like Church and Victoria to make their way into	3								Ti n si si e ti si si si e ti
	∠ anonymous		town, FIVE 5040 weaps around to connect with FIVE 379.	weatum	LOW	iviedium	weatum	weatum	nign	LOW	LOW	

			Provide safe and convenient pedestrian and bicycle accommodations that	pedestrian/bicycle system	connections? How would they rank	you wish related to pedestrians and	Bicycle Routes map and add comments if							
Response ID	Email	Name	connect Navasota neighborhoods to community destinations.	should connect?	among the priorities above?	bicycles in Navasota.	you would like to.							
			I am so excited about this plan! My family enjoys biking and walking over driving-											
			especially because Navasota is small enough to easily make this a regular way											
	4		of transportation. Having a safer way to do this will make this much more	Mar allower	1.Uk	1.111-	1 V - h	A de alluna	111-6	1 Park	1.Uh			I wish the bike lane went past 6 to the
	1 anonymous		reasonable for us!	Medium	High	High	High	Medium	High	High	High			schools.
			I share the periodicities associated the seal											
			I share the objective of side welks connecting residents to schools, community											
			I share the objective of sidewarks connecting residents to schools, community											
			Derente de pet let their shildren welk er bike te seheel en mere. It's net the sefe											
			world Larew up in The only people who would really use these cituwide would											
			be cycle clubs coming through town. Lwill say that in the lower income areas											I don't want my three trees cut down for a
			where they may not have a car, they might hike to the process store if it were											sidewalk. I'm not opposed to street and
			available to them.											bike sharing but not at the expense of
			As a driver, I'm nervous sharing the road with bicycles. I can't help but see									The residents in the vicinity of FM 379 are	1	parking. I think it's impossible to make an
			increased accidents, even fatalities, with cyclists and cars on Washington									more isolated from services but a		honest assessment of bike lanes on
			Avenue. It's extremely difficult for sedans to back out when parked next to									sidewalks and bike routes on McAlpine		Washington until we have the Farquhar-
			trucks and SUVs, even with a backup camera. You still have to pull out and run									eastbound from FM 379 could connect	This is not a safe world anymore. Parents	Washington crosswalk constructed. It will
			the risk of hitting someone.									them to medical facilities, WIC and city	don't let their kids walk or bike and it's a	require a median from LaSalle to
			I think the bike ROUTES should encircle town such as on FM 3090 and Spur 515									services. Many of the dollar stores, health	waste of resources in my area if you're	Farquahar and new routing that we have
			and then have a shared streets like Church and Victoria to make their way into									& human services offices are on LaSalle	doing it for the kids. Adults like to walk for	to adapt to because of two streets now
	2 anonymous		town. FM 3090 wraps around to connect with FM 379.	Medium	Low	Medium	Medium	Medium	High	Low	Low	right off FM 3090.	their health so sidewalks are appreciated.	with prohibited turns.
	3 anonymous			Medium	Low	High	High	Low	High	High	Low			
													Need to be aware of width of trucks	
													(LOADS) that would affect "trail" width; I think that in downtown, the biguide	
													travelere should be an earne lane as moto	
													vehicles Cappot afford to take away any	Need to take into account any NEW park
			DO NOT take away from on street vehicle parking for commerce/economic									Downtown center, open areas (but no	parking from downtown. Also, be aware	development that is needed (primarily
	A anonymous		development (Washington Ave. primarily)	High	High	Medium	Medium	Low	Medium	Low	LOW/	more important than parks)	of width of city streets	West End)
	6 anonymous		development (reasington ree: prinding)	High	High	low	Low	low	Medium	Low	Low	more important man parksy	of Mather dry Shoots.	inost Endy
			Better use of taxpayer funds would be to first repair/re-paye the streets in											
	7 anonymous		Navasota rather than provide anything new.	High	High	Low	Low	Medium	Medium	Low	Medium			
	2		Cross Walks on Washington Street West from LaSalle. # 1 in front of Classic Rock	0	0									
	8 anonymous		Cafe # 2 at RR tracks near Rail and Rye	High	Medium	Medium	Medium	Medium	High	Medium	Medium	Clean up sidewalk next to Circle P Antique	S	
	9 anonymous			Medium	High	Medium	High	High	High	Medium	Medium			
			 Connect walkers and cycles to different areas and businesses. 										Looking forward to riding bikes around	The map looks good. I believe it will be a
	10 anonymous		Looking forward to riding bikes around town.	High	High	High	High	Medium	Medium	Medium	High	The Recycling building. Rank - medium.	town.	good start. Thanks for the proposal
	11 anonymous			Medium	Medium	Low	Low	Low	Medium	Low	Low			
	40											Please clean up the parking area next to		
	12 anonymous			High	Medium	Low	High	Medium	Medium	Low	LOW	RR Tracts		
													I'm not sure we have enough bikes to	
													really have so much put into this	
			Payrd designated paths are great but our roads peed so much work. Maybe										However, maybe if we encourage more	
	13 anonymous		combine the two?	High	High	Medium	High	low	Low	Low	Medium		bike friendly activities it could help.	
													Be mindful to not eliminate/sacrifice	
													parking downtown just to make it more	
													bike friendly. Bike lanes and racks could	Encourage the removal of the proposed
													be added to alleys and places off	On-Street Bicycle Markings with Sidewalk
	14 anonymous			High	High	Low	Medium	Low	Medium	Low	Low		Washington Ave.	on Washington Ave.
	15 anonymous			High	High	Low	Low	Low	Medium	Low	Low			
	16 anonymous			High	High	Medium	High	Medium	Medium	Medium	Medium	US Post office		
	47		When possible I prefer the multi-use paths. (The city will need to change										This project is needed as the city needs	
	1/ anonymous		ordinances to allow bicycles on the paths.	High	High	High	High	Medium	High	Medium	High		better pedestrian and bicycle facilities.	
PUBLIC MEE	TING MAP COI	MIMENTS												

Comment
1 Would like a bicycle lane to the high school
2 Currently no sidewalks for citizens in low income areas. Would like sidewalk and path along FM 379 and from FM 379 to the north along Washington Avenue.
3 Would like a path along Rosevelt Street to take citizens to places located on the west side of August Horst Municapal Park without going via Washington Avenue.
4 A lot of people park along Hillside Street
5 Hillside street has narrow yards. Moore Street has wider yards and more space for routing sidewalk and bicycle boulevard.

here other destinations/community ires you feel we should consider n planning pedestrian and bicycle

APPENDIX C PROPOSED ROUTING MAP



City of Navasota: Bike & Pedestrian Connections - Proposed Facilities Overview

APPENDIX D COST ANALYSIS UNIT PRICE ASSUMPTIONS

APPENDIX D - ASSUMED COSTS AND UNIT PRICES

DRAFT (07.20.2021)

Initial Construction Cost

			Conci	rete							
	Item Description	Item Code	Unit	Quantity	Un	it Price		Cost	Ro	ounded Cost	Remarks
σ	7" Reinforced Concrete SUP	3606001	SY per mile	5867	\$	99.72	\$ E	585,024.00	\$	585,000.00	
lire	Flex Base Surface Area 8" Gravel	2476201	SY per mile	7040	\$	10.99	\$	77,369.60	\$	77,000.00	
edr	Pavement Marking	6666205	LF per mile	1320	\$	0.12	\$	158.40	\$	-	
Ř	Bicycle Route Signs		per mile	10		*	\$	4,798.00	\$	4,800.00	Assumes 10 per mile
					Subt	total	\$6	667,350.00			
Ontional	Induction & Infrared Bike/Ped Counter		per mile	1		*	\$	5,820.00	\$	5,800.00	
Optional	High Pressure Sodium Light		per mile	53		*	\$2	265,000.00	\$	265,000.00	Assumes Every 100 feet (53 per mile)
					Subt	total	\$ 2	270,820.00			
* Item cos	t taken from the TxDOT Bicycle Tourism Trai	ls Study, Tech	Memo 3		Tota	al	\$ <u>9</u>	938,170.00			
			Asph	alt							
	Cost Description	Item Code	Unit	Quantity	Un	it Price		Cost	Ro	ounded Cost	Remarks
	2" HMA Surface	3406122	ton per mile	657	\$	85.52	\$	56,192.34	\$	56,000.00	
σ	2" HMA Base	3406239	ton per mile	657	\$	56.91	\$	37,393.66	\$	37,000.00	
lire	Primecoat AEP	3106005	Gal per mil	1760	\$	2.63	\$	4,628.80	\$	5,000.00	Assumes 0.3 gal/SY application rate
nbe	Flex Base Surface Area 8" Gravel	2476201	SY per mile	7040	\$	10.99	\$	77,369.60	\$	77,000.00	
Ř	Pavement Marking	6666205	LF per mile	1320	\$	0.12	\$	158.40	\$	-	
	Bicycle Route Signs		per mile	10		*	\$	4,798.00	\$	4,800.00	Assumes 10 per mile
	<u> </u>		•		Subt	total	\$ 1	180,540.81			·
Ontional	Induction & Infrared Bike/Ped Counter		per mile	1		*	\$	5,820.00	\$	5,800.00	
Optional	High Pressure Sodium Light		per mile	53		*	\$2	265,000.00	\$	265,000.00	Assumes Every 100 feet (53 per mile)
			•		Subt	total	\$ 2	270,820.00			
* Item cos	t taken from the TxDOT Bicycle Tourism Trai	ls Study, Tech	Memo 3		Tota	al	\$ 4	451,360.81			
	-	2									
			Grav	/el							
	Cost Description	Item Code	Unit	Quantity	Un	it Price		Cost	Ro	ounded Cost	Remarks
Denvirent	Flex Base Surface Area 8" Gravel	2476201	SY per mile	7040	\$	10.99	\$	77,369.60	\$	77,000.00	
Required	Bicycle Route Signs		per mile	10		*	\$	4,798.00	\$	4,800.00	Assumes 10 per mile
			·		Subt	total	\$	82,167.60			
Ontional	Induction & Infrared Bike/Ped Counter		per mile	1		*	\$	5,820.00	\$	5,800.00	
optional	High Pressure Sodium Light		per mile	53		*	\$ 2	265,000.00	\$	265,000.00	Assumes Every 100 feet (53 per mile)
			•		Subt	total	\$ 2	270,820.00			· · · ·
* Item cos	t taken from the TxDOT Bicycle Tourism Trai	ls Study, Tech	Memo 3		Tota	al	\$ 3	352,987.60			

Maintenance Costs

	Concrete									
	Cost Description	Item Code	Unit	Quantity	Unit Price		Cost	Remarks		
Routine Annual Maintenance	Grass Mowing Cleaning/Brushing Tree Trimming Vandalism Repair Litter Control		Per Mile			\$	5,000.00	Cost taken from Routine Maintenance cost listed in the TxDOT Tourism Trails Study, Technical Memorandum 3		
Periodic Maintenance (every 5 years)	Crack Sealing Roadway Edging Re striping		Per Mile			\$	9,000.00	Cost taken from Periodic Maintenance cost listed in the TxDOT Tourism Trails Study, Technical Memorandum 3		
					30 Year Cost	\$ 2	204,000.00			
	Cost Description	Item Code	Aspha Unit	llt Quantity	Unit Price		Cost	Remarks		
Routine Annual Maintenance	Grass Mowing Cleaning/Brushing Tree Trimming Vandalism Repair Litter Control		Per Mile			\$	5,000.00	Cost taken from Routine Maintenance cost listed in the TxDOT Tourism Trails Study, Technical Memorandum 3		
Periodic Maintenance (every 5 years)	Crack Sealing Roadway Edging Re striping		Per Mile			\$	9,000.00	Cost taken from Periodic Maintenance cost listed in the TxDOT Tourism Trails Study, Technical Memorandum 3		
One Time Cost (15 year resurface)	Milling Resurface 2" HMA Primecoat AEP Pavement Marking	3546197	SY per mile Per MIIe Per MIIe Per Mile	657	\$ 0.95	\$ \$ \$	624.21 56,000.00 5,000.00 158.40	Taken from initial construction cost Taken from initial construction cost Taken from initial construction cost		
					30 Year Cost	\$ 2	256,782.61			
	Cost Description	Item Code	Grave Unit	el Quantity	Unit Price		Cost	Remarks		
Routine Annual Maintenance	Grass Mowing Cleaning/Brushing Tree Trimming Vandalism Repair Litter Control Spot Gravel		Per Mile Per Mile			\$	5,000.00	Cost taken from Routine Maintenance cost listed in the TxDOT Tourism Trails Study, Technical Memorandum 3 Estimated based on gravel road maintenance		
Periodic	Regravel 1" surface		SY per Mile			\$	9,671.20	Cost of 8" Gravel divided by 8		
Maintenance (every 5 years)	Reblading	1506001	STA	52.8	\$ 166.96	\$	8,815.49			
					30 Year Cost	\$ 2	290,920.13			

DRAFT 07.28.2021

Report for City of Navasota, Texas

Thoroughfare Plan Update Report

Prepared by:

STRAND ASSOCIATES, INC.[®] 1906 Niebuhr Street Brenham, TX 77833 TBPE No. F-8405 www.strand.com

July 2021



DRAFT 07.28.2021

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SECTION 1 INTRODUCTION

DRAFT 07.28.2021

1.01 INTRODUCTION

The City of Navasota (City) hired Strand Associates, Inc.[®] (Strand) to complete a review of the existing Thoroughfare Plan and document it in this Thoroughfare Plan Update Report (Report). This Report builds upon the City of Navasota Comprehensive Plan 2015-2025 adopted in August 2015 (Comp Plan). Specifically, the focus of this Report is on three items documented in the Comp Plan. These are:

- 1. Review the City's Thoroughfare Plan.
- 2. Review traffic operations at LaSalle Street and Washington Avenue intersection.
- 3. Identify high frequency crash zones for future projects.

1.02 REPORT PROCESS

The Report process consisted of four main components:

- 1. Existing thoroughfare plan review
- 2. Traffic operations analysis at the LaSalle Street and Washington Avenue intersection
- 3. Crash records review
- 4. Community involvement and Report development.

A. Existing Thoroughfare Plan Review

The first step was a review of the City's current comprehensive plan for the City, followed by a review of current Thoroughfare Plan Map and a review of the existing street classification system. The study team also summarized concepts for priority corridor projects.

B. <u>Traffic Operations Analysis</u>

The study team requested several types of data from Texas Department of Transportation (TxDOT) including 24-hour roadway traffic volume counts and current signal timings of the study intersection of Washington Avenue and LaSalle Street. Strand also collected traffic counts of peak period traffic at the intersection. Using City, TxDOT, and Strand data, the study team completed an analysis of existing and future conditions of the intersection. Following this analysis, several different alternatives were reviewed for modifying the intersection.

C. Crash Records Review

The study team used the Crash Record Information System (CRIS) tool from TxDOT to compile reported crashes from 2015 through 2019. Analysis includes a review of intersection crash rates, corridor crash rates, and possible contributing factors.

D. <u>Community Involvement</u>

Strand assisted the City with a community meeting to present the draft findings of the project and gather community input. A summary of the meeting is included in Section 5.

E. <u>Development of the Report</u>

The final step in the process was to document the approach and results in this Report. This City of Navasota Thoroughfare Plan Review Report was approved by the Navasota City Council on XXXX, XX, 2021.

1.03 EXECUTIVE SUMMARY AND RECOMMENDATIONS (TO BE UPDATED)

SECTION 2 EXISTING THOROUGHFARE PLAN REVIEW

DRAFT 07.28.2021

2.01 INTRODUCTION

The Existing Thoroughfare Plan Review consists of a review of the existing street classifications and recommended modifications.

2.02 REVIEW OF STREET CLASSIFICATIONS

A. <u>Street Classification</u>

Streets are classified according to the functions they serve. There are two primary functions of a highway or street for motor vehicles: mobility, or throughput; and access to adjacent land uses. The highest level of street classification regarding mobility is an Interstate corridor. Interstates provide the highest level of mobility of any highway and provide zero direct access to adjacent land uses. The lowest level of street classification is a Local Street. A Local Street's primary goal is to provide access to the adjacent land uses. The hierarchy of street classifications from highest mobility and lowest access to lowest mobility and highest access is:

- 1. Interstate
- 2. Principal Arterial–Other Freeways and Expressways
- 3. Other Principal Arterial
- 4. Minor Arterial
- 5. Major Collector
- 6. Minor Collector
- 7. Local Street

B. <u>Existing Street Classifications</u>

Figure 2.02-1 shows the current TxDOT street classifications near the downtown of the City.

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The current street classifications defined by TxDOT are generally appropriate based on the cross sections, land uses, basic functionality, traffic volumes, and speeds on the streets and highways shown. Figure 2.02-2 shows the existing Thoroughfare Plan in use by the City.

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Figure 2.02-2 City Thoroughfare Plan

Section 2–Existing Thoroughfare Plan Review

The City's Thoroughfare Plan, while differing in some areas from the TxDOT functional classification, is well suited for the City. The main differences lie in the fewer classification types that the City's Thoroughfare Plan has, and the future roadways the City is planning. The key connections the City is proposing include:

- 1. A new East Arterial running north to south between State Highway (SH) 105 and SH 90 and/or SH 90 and Force Main (FM) 3090.
- 2. The Spur 515 grade separation extending this east to west arterial to connect with FM 379 directly.
- 3. An extension of the Minor Arterial Judson Street to the south to connect to Spur 515.
- 4. An extension of the Minor Arterial Manley Street to the east to connect to the SH 6 frontage road.
- 5. A new east to west street connection just south of Roosevelt Street running between FM 379 and FM 422/Veteran's Memorial Drive.
- 6. A new 5th Street connection to Blackshear Street. This route serves as a Major Arterial for this section of the City according to the Thoroughfare Plan.
- 7. Local street connections generally along Cedar Creek.

These proposed routes are appropriate based on City layout and roadway functionalities. Additional discussion regarding the East Arterial and Spur 515 grade separation is included in the next section.

C. <u>Typical Street Sections</u>

Required right-of-way (R/W) widths tend to vary for different classifications of streets.

- 1. Local streets need the least amount of R/W being able to function with 40 to 60 feet typically used for travel lanes, parking, and sidewalk.
- 2. Collectors typically need 60 to 80 feet of R/W because they sometimes have multiple lanes in each direction.
- 3. Major and minor arterials have an even wider footprint to accommodate higher traffic of as low as 80 feet, but typically 100 to 120 feet of R/W. This wider footprint can accommodate multiple lanes in each direction, turn lanes, and medians as well as sidewalks and curb and gutter or drainage ditches.

For future planning, these general R/W widths should be used for new roadways based on their planned functional classification.
2.03 PRIORITY FUTURE IMPROVEMENTS

Based on the City's Thoroughfare Plan and discussions held during the development of this Report, the City is considering the following higher priority new street connections and improvements.

A. <u>The City's East Arterial</u>

The City is interested in understanding the possible location, impacts, and costs for a new north to south arterial east of SH 6 that would improve mobility, increase safety, and provide connectivity for local traffic. SH 6 is an important regional arterial carrying substantial traffic volumes. The 1.8-mile section of SH 6 along the east side of the City between SH 105 and SH 90 also functions as a local arterial for residents and visitors because there are no parallel alternate routes to destinations such as the high school and light industrial establishments. In 2015, SH 6 traffic volumes south of SH 105 were 19,553 vehicles per day (vpd)¹. Between SH 105 and SH 90 they rose to 29,564 vpd, an increase of 10,000 vpd, largely made up of traffic from SH 105. North of SH 90 volumes dropped to 25,098 vpd. This suggests that up to 4,500 vpd on SH 6 could be local traffic that uses SH 6 because there are no parallel alternative routes.

TxDOT forecasts volumes on this section of SH 6 will increase more than 100 percent to 43,430 vpd by 2035. Factors fueling this growth include:

- 1. The City's comprehensive plan that designates the area east of SH 6 between SH 105 and SH 90 as a growth center, planned for single-family residential.
- 2. The lack of a good alternate connection between SH 105 and SH 90
- 3. The completion of the SH 249 project, which will likely generate additional traffic on SH 6.

An alternative arterial route located east of SH 6 could improve safety, reduce congestion, and reduce local traffic on this important SH 6 regional route. An alternative route east of SH 6 would address all of these concerns and provide relief for those drivers with destinations within the area of the City, and also provide alternative connections to routes SH 105 and SH 90 that do not interfere with regional traffic heading toward Bryan and College Station or Montgomery County.

This project would likely be completed in two stages with the first stage extending from SH 105 to SH 90. The second stage would extend from SH 90 to FM 3090.

¹Source: http://www.dot.state.tx.us/apps/statewide_mapping/StatewidePlanningMap.html

1. Alignment Layout of Proposed Roadway

The initial stage of the proposed east arterial between SH 105 and SH 90 would be approximately 1.7 miles long. The centerline of the roadway would begin approximately 3,400 feet to the east of the centerline of the east SH 6 frontage road. This roadway would run to the north with one horizontal curve with a radius of approximately 6,200 feet and a superelevation of 2.5 percent, meeting а design speed of 60 miles hour (mph). The per centerline of the roadway would tie into SH 90 approximately 2,500 feet northeast of the SH 6 frontage road. The roadway would generally need a R/W of 150 feet, with additional R/W potentially necessary at both the SH 105 and SH 90 intersections to accommodate turn lanes and provide adequate sight distance. A traffic signal warrant analysis would be required at both intersections to determine intersection the control type. A conceptual layout is



shown in Figure 2.03-1 and can be found in Appendix A.

2. Proposed Typical Sections

Based on the current land use, using a three-lane rural typical section would be appropriate. This includes one 12-foot travel lane with a 10-foot outside shoulder in each direction and a 16-foot shared turning lane in the center of the roadway. This would also require a 30-foot clear zone

Section 2–Existing Thoroughfare Plan Review

from the edge of the travel lanes and slopes at 6:1 away from the shoulder and 4:1 on the back side of the ditch. As noted, this option would need approximately 150 feet for R/W.

Depending on the intensity of future land uses and City preferences, there are at least two other options available for the typical section. The second option is a two-lane divided suburban typical section. This section would be appropriate if the City anticipates residential development nearby. It has the same 12-foot travel lanes and 10-foot shoulder in each direction, and the same clear zone and ditch requirements as the two-lane rural section. However, the center of the roadway would have a 22-foot raised median with curb. This would allow left-turn bays in the median leading into residential subdivisions as those develop around this area, and would provide potential two-stage pedestrian and bicycle crossings resulting in a more pedestrian and bicycle-friendly environment. This section would also likely require some drainage structures in the median to capture stormwater during rain events. This option would need approximately 150 feet for R/W. This option could serve as an interim section with the ability to expand it in the future to the third option listed in the following.

A third option for typical section is a four-lane divided urban typical section. This would be appropriate if the City anticipates mixed commercial and residential land uses and the higher traffic that such development would generate. This typical section includes two 12-foot travel lanes in each direction with curb and gutter, a 6-foot buffer/on-street bike accommodation, and sidewalk on the outside in each direction along with a 22-foot raised median with turn lanes where needed. This option would need approximately 106 feet for R/W.

Figure 2.03-2 shows the possible typical sections.

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B. <u>Spur 515 Grade Separation</u>

The need for improved provision of emergency services to Navasota resident's west of the Union Pacific (UP) and BSNF railroads is a concern voiced throughout the City of Navasota Comprehensive Plan 2015-2025. The City is interested in understanding possible locations, impacts, and costs for roadway improvements to address this need.

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Currently, Washington Avenue is the only arterial to cross the UP and the BSNF Railroad. There are three local roads that also provide access, but these roads are close to downtown. There are several subdivisions on the southwest side of the City that experience reduced access and longer response times for emergency services. To resolve this problem, the City is looking to extend the Spur 515 across both railroads and connect into FM 379 to provide grade separated arterial access to the southwest portions of the City.

Extending this road has some challenges because of the locations of several buildings where the Spur 515 currently ends. The area is shown in Figure 2.03-3.



Figure 2.03-3 Buildings Near the Possible Spur 515 Extension

As shown, there is an existing fire station serving the south side of the City, as well as a historic school building directly across from where the Spur 515 tees into SH 6B. The City would like to avoid relocating or significantly impacting either of these locations, if possible. Strand has developed four different alternatives to connect the existing Spur 515 roadway with a grade separation over the railroad. The alternatives are shown on the following pages and are also provided in Appendix B.

1. Alternative 1–Single Structure, Two-Span Bridge Over All Railroads

Alternative 1 connects Spur 515 to FM 379 approximately across from Heritage Drive. It crosses over all three railroad lines as well as Interstate Drive and Hollister Road in a single span at the

Section 2–Existing Thoroughfare Plan Review

railroad curve just south of Abraham Street. Before crossing over SH 6B, the road veers north, impacting several lots north of existing Spur 515 including the existing fire station. The road then crosses over the railroad tracks using a bridge that is perpendicular to Interstate Drive and curves on the west end to the north before running along the edge of the south lot line parallel to Camelot Lane and connecting at FM 379. This route affects approximately 18 parcels. The bridge itself would be a two-span bridge structure with 200-foot and 140-foot span lengths. The center pier would be located off railroad R/W. A schematic of this alternative is shown in Figure 2.03-4. While this option has lower impacts on the neighborhood than some of the other alternatives and only a single structure, most of the parcels affected have residential homes that would increase the cost of this alternative. Furthermore, the current quarry and materials land use on the west side of SH 6B may render this alternative no longer feasible. Because of these issues, this alternative is not recommended for further development.



Section 2–Existing Thoroughfare Plan Review

2. Alternative 2–Single Structure, Single-Span Bridge Over All Railroads

Alternative 2 connects Spur 515 to FM 379 approximately 200 feet north of Heritage Drive. From the east end, the Spur 515 corridor curves north at Craig Street and then south near the existing fire station, crossing the railroad perpendicular to Hollister Street/Interstate Drive at approximately Lincoln Street. The road then curves north again to run parallel to Camelot Lane through the line of parcels on the south side of the street. Both ends of SH 6B would need to be realigned, connecting into Spur 515 in different locations and impacting the continuity of SH 6B for through traffic. This alternative affects approximately 44 parcels directly, and may impact others because of the realignment of other roads. The bridge itself is a single-span structure with an approximately 230-foot span. A schematic of Alternative 2 is shown in Figure 2.03-5. While this alternative minimizes the length of the bridge and only requires a single structure, it also has the most impacts of the alternatives considered including many likely residential relocations as well as the fire station. For these reasons, this alternative is not recommended for further development.



Figure 2.03-5 Alternative 2 Geometric Layout

Section 2–Existing Thoroughfare Plan Review

3. Alternative 3–Two Single-Span Structures Over Railroads

Alternative 3 connects Spur 515 to FM 379 south of the previous two alternatives on the current alignment of FM 379 at Hollister Street/Interstate Drive. The Spur 515 corridor curves to the south at Texas Street and crosses perpendicular to the UP and BSNF railroad lines on a bridge before curving back east and passing over SH 6B on a second bridge. The corridor crosses over the second UP railroad line and Hollister Street/Interstate Drive on a third bridge. This requires a realignment of the west end of the existing Spur 515 to connect the new roadway into Business 6 north of the railroad tracks. This alternative directly impacts approximately 14 parcels; however, most of these appear to be vacant, so there are fewer relocations anticipated than Alternative 1 or Alternative 2.

The eastern bridge over the UP and BSNF railroads would be a single-span with structure an approximate span of 200 feet. The center bridge over SH 6B would be a single-span structure of approximately 100 feet. The western bridge over UP railroad the and Hollister Street/Interstate Drive would be а single-span structure of approximately 150 feet. A schematic of Alternative 3 is shown in Figure 2.03-6. The alternative includes three bridge structures that will increase the construction and maintenance costs: however, it does not impact the quarry or materials land use on the west side of SH 6B and it does not impact the fire station. Strand recommends this alternative be considered for further development.



Figure 2.03-6 Alternative 3 Geometric Layout

Section 2–Existing Thoroughfare Plan Review

4. Alternative 4–Two Single-Span Structures with Realignment of Business 6

Alternative 4 takes a slightly different approach. Instead of connecting the existing Spur 515 to FM 379, it realigns SH 6B and provides a grade separated crossing over the UP and BSNF railroads. It connects Spur 515 and FM 379 as tee intersections with SH 6B, with FM 379 having a grade separated crossing over the UP railroad and Hollister Street/Interstate Drive. The SH 6B corridor is realigned to cross the BSNF and UP railroads perpendicularly. This alternative would directly affect approximately 25 parcels. Most of these lots appear to be vacant; however, there are several buildings that would need to be relocated including a gas station. The eastern bridge over the UP and BSNF railroads would be a single-span structure with an approximate span of 200 feet. The western bridge on FM 379 over Interstate Drive and the UP railroad would be a

single-span structure with an approximate span of 150 feet. A schematic of Alternative 4 is shown in Figure 2.03-7. This alternative aood has continuity SH 6B through traffic. It shares many of the benefits of Alternative 3: however, it has more impacts and these impacts residential affect more uses. Because of these issues, this alternative is recommended not for additional development.



Figure 2.03-7 Alternative 4 Geometric Layout

SECTION 3 TRAFFIC OPERATIONS ANALYSIS

3.01 INTRODUCTION

The project team collected traffic data, forecasted future traffic volumes, performed traffic operations modeling, and tested improvement alternatives for the intersection of SH 105/Washington Avenue and SH 6B/LaSalle Street. The following sections document the process and results.

3.02 TRAFFIC VOLUMES AND PATTERNS

A. <u>Existing Conditions</u>

1. Daily Roadway Volumes

Traffic volumes were gathered for the two main corridors in the downtown of the City: Washington Avenue and LaSalle Street. The average annual daily traffic (AADT) volumes were taken from the TxDOT statewide planning map website to get traffic counts from the past 20 years. These volumes for each leg of the Washington Avenue and LaSalle Street intersection are shown in Table 3.02-1.

	Eastbound	Northbound	Westbound	Southbound
Year	Washington Avenue	South LaSalle Street	Washington Avenue	North LaSalle Street
2018	12,550	6,361	11,347	9,703
2017	10,387	6,917	9,152	10,327
2016	10,387	6,918	9,700	10,414
2015	9,738	7,730	9,740	11,173
2014	7,913	6,950	5,694	10,522
2013	9,350	7,481	9,908	10,513
2012	9,100	6,600	8,800	10,500
2011	10,700	6,800	11,200	8,600
2010	10,400	10,100	10,700	9,400
2009	10,900	9,600	11,600	8,600
2008	10,000	6,000	10,800	8,000
2007	10,400	9,400	11,000	9,600
2006	10,200	9,400	10,900	9,000
2005	10,600	10,620	11,000	10,680
2004	10,400	8,100	10,700	8,100
2003	11,000	7,400	11,700	9,600
2002	9,400	7,400	9,900	8,100
2001	8,800	7,100	10,500	8,500
2000	8,200	7,400	10,200	8,600
1999	8,900	7,500	8,000	8,600

Table 3.02-1 AADT Volumes 1999 to 2018

2. Hourly Turning Movement Volumes

In addition to the daily traffic volumes, the study team collected existing AM and PM peak-hour turning movements at the Washington Avenue and LaSalle Street intersection. These volumes are shown in Figure 3.02-1 and Figure 3.02-2. The AM peak hour was from 7:30 A.M. to 8:30 A.M., and the PM peak hour was from 5 P.M. to 6 P.M.



Section 3–Traffic Operations Analysis



B. <u>Future Conditions</u>

1. Daily Traffic Volume Trends

To develop the forecast volumes, the AADT from the past 20 years was analyzed to find growth trends. These trends were used to calculate annual growth rates for each leg of the intersection. These growth rates are shown in Table 3.02-2.

	Eastbound	Northbound	westbound	Southbound
	Washington Avenue	South Lasalle Street	Washington Avenue	North Lasalle Street
Growth Rate	2.1%	0.5%	0.5%	1.1%

Table 3.02-2 Washington Avenue and LaSalle Street Growth Rates

The eastbound volume had the most consistent growth trend over the past 20 years. The northbound volumes had a slight decrease in growth overall, so the growth rate was set to a modest 0.5 percent. The WB volumes increased overall between 1999 to 2018 but had annual growth rates that varied greatly when looking at all 20 years. For this reason, a growth rate of 0.5 percent was set for westbound as well. The southbound volume did not have consistent growth over the past 20 years, but did trend toward positive growth. Because of this, the highest yearly growth rate from the past five years of 1.1 percent was selected as a conservative value that tended to match the overall 20-year growth rate trend. These rates were used to project the base volume to get a projection for the 20-year hourly intersection volumes in 2040.

2. Hourly Turning Movement Forecasts

The AM and PM peak hour volumes were increased to 2040 conditions using linear application of the annual growth rates from each leg of the intersection. These forecasted volumes can be found in Figures 3.02-3 and 3.02-4.



Figure 3.02-3 Forecasted 2040 AM Peak Hour Volumes

Section 3–Traffic Operations Analysis



3.03 INTERSECTION TRAFFIC OPERATIONS AND RANGE OF IMPROVEMENTS

The study team used Synchro10/SimTraffic10 software to perform traffic modeling of the intersection of Washington Avenue and LaSalle Street The traffic signal timings were provided by TxDOT. Motor vehicle operations are typically evaluated based on the Level of Service (LOS) criteria as defined in the Highway Capacity Manual (HCM) from the Federal Highway Administration (FHWA). LOS values range from A through F with LOS A representing very low delay to drivers and LOS F representing conditions where the vehicular demand (arrivals at an intersection) exceeds the capacity of the intersection. LOS F conditions result in long delays and queuing at intersections.

Because of limitations in the methodology, the HCM values do not adequately reflect the queueing times for the shared northbound and southbound left-turn/through lanes. To modify this issue, the northbound and southbound lanes were reconfigured to separate the left turn and the through movements for LOS reporting purposes. This model was used to get the output for the HCM ratings, and the original base model with the combined left and through lane for northbound and southbound was used with SimTraffic to determine queue lengths and general operations. This methodology was used for all alternatives that had a shared lane configuration. The intersection operations reports can be found in Appendix C, and the intersection queue length reports can be found in Appendix D.

A. <u>Existing Conditions</u>

The traffic modeling results for existing conditions of Washington Avenue and LaSalle Street are shown in Tables 3.03-1 and 3.03-2.

				Was	hington	Ave & Lasa	lle St - Existir	lg AM*		
Control	Traffic Sig	Inal								
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s
Northbound	NBL	70	14.8	В	0.20	0.9	25	80	136	
	NBT	116	13.1	В	0.28	1.4	35	80	136	400
	NBR	124	13.4	В	0.35	1.5	40	70	121	12.0
Eastbound	EBL	152	8.7	Α	0.28	1.3	35	77	125	
	EBT	188	0.0	Α	0.49	0.0	25	104	167	Intersection LOS
	EBR	22	12.9	В	0.49	2.6	65	104	167	
Southbound	SBL	41	14.5	В	0.11	0.5	25	69	124	Р
	SBT	105	13.0	В	0.25	1.2	30	69	124	Б
	SBR	168	14.0	В	0.47	2.1	55	90	151	
Westbound	WBL	87	9.0	Α	0.16	0.8	25	46	110	Max Movement V/C
	WBT	185	0.0	Α	0.63	0.0	25	117	204	0.02
	WBR	48	14.7	В	0.63	3.2	80	117	204	0.63
* Modified La	nes						Operations:	SimTraffic	SimTraffic	HCM 6

Table 3.03-1 AM Existing Conditions LOS Operations

				Wasi	hington /	Ave & Lasa	lle St - Existin	<u>ig PM*</u>		
Control	Traffic Sic	ynal	<u> </u>							<u>.</u>
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s
Northbound	NBL	54	16.2	В	0.17	0.8	25	107	171	
	NBT	140	13.6	В	0.32	1.8	45	107	171	120
	NBR	118	13.6	В	0.32	1.5	40	71	108	13.0
Eastbound	EBL	222	9.5	Α	0.41	2.1	55	118	140	1
	EBT	274	0.0	Α	0.71	0.0	25	208	346	Intersection LOS
	EBR	59	14.2	В	0.71	4.6	115	208	346	
Southbound	SBL	122	16.6	В	0.35	1.8	45	151	245	D
	SBT	174	13.9	В	0.40	2.2	55	151	245	D
	SBR	188	14.5	В	0.51	2.5	65	104	180	I
Westbound	WBL	70	10.1	В	0.16	0.7	25	52	116	127
	WBT	160	0.0	А	0.68	0.0	25	127	221	0.71
	WBR	82	15.9	В	0.68	3.6	90	127	221	0.71
* Modified La	nes						Operations:	SimTraffic	SimTraffic	HCM 6

Table 3.03-2 PM Existing Conditions LOS Operations

As shown in Tables 3.03-1 and 3.03-2, the intersection operates adequately with LOS of B for the overall intersection for both the AM and PM peak hour. The queuing (vehicles backed up waiting) is moderate reaching up to approximately 350 feet eastbound in the afternoon, according to the models.

B. <u>Future No-Build</u>

The future no-build conditions model the existing roadway configuration with the future traffic volumes. The HCM results are shown in Tables 3.03-3 and 3.03-4.

			-							
Control	Traffic Sig	gnal								
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s
Northbound	NBL	78	15.9	В	0.24	1.1	30	113	163	
	NBT	129	13.6	В	0.31	1.6	40	113	163	427
	NBR	138	14.0	В	0.39	1.7	45	90	147	13.7
Eastbound	EBL	233	9.3	Α	0.43	2.1	55	126	140	
	EBT	288	0.0	Α	0.74	0.0	25	217	336	Intersection LOS
	EBR	34	14.8	В	0.74	4.5	115	217	336	
Southbound	SBL	52	15.3	В	0.15	0.7	25	109	189	D
	SBT	132	13.6	В	0.32	1.6	40	109	189	D
	SBR	211	15.1	В	0.60	2.8	70	118	177	
Westbound	WBL	97	9.6	Α	0.20	0.9	25	63	129	Max Movement V/C
	WBT	205	0.0	Α	0.72	0.0	25	148	240	0.74
	WBR	53	15.9	В	0.72	3.8	95	148	240	0.74
* Modified La	nes						Operations:	SimTraffic	SimTraffic	HCM 6

Table 3.03-3 AM Future No Build LOS Operations

Control	Traffic Sic	nal						<u> </u>		
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (
Northbound	NBL	60	21.5	С	0.22	1.3	35	134	183	, , , , , , , , , , , , , , , , , , ,
	NBT	155	16.9	В	0.32	2.8	70	134	183	470
	NBR	131	16.9	В	0.32	2.4	60	92	165	1/.Z
Eastbound	EBL	340	11.2	В	0.61	4.4	110	135	140	1
	EBT	420	0.0	Α	0.90	0.0	25	1667	2058	Intersection LOS
	EBR	90	19.2	В	0.90	10.2	255	1667	2058	
Southbound	SBL	154	21.9	С	0.47	3.4	85	206	304	D
	SBT	219	17.7	В	0.45	4.1	105	206	304	D
	SBR	237	18.6	В	0.58	0.1	25	158	237	1
Westbound	WBL	78	12.8	В	0.23	1.0	25	76	129	Max Movement V/
	WBT	178	0.0	Α	0.59	0.0	25	193	307	0.00
	WBR	91	17.5	В	0.59	5.3	135	193	307	0.90
* Modified La	nes						Operations:	SimTraffic	SimTraffic	HCM 6

Under the future volumes, the intersection functions well when looking at the LOS, with operations at LOS B for both the AM and PM peak hour. The issue is with the average and maximum queue length for the eastbound traffic. The first railroad to the west of the intersection (UP Railroad) is approximately 650 feet from the eastbound stop bar at the intersection. The SimTraffic model shows the eastbound queue extending to approximately 1,670 feet on average with a maximum queue of approximately 2,060 feet, which puts the queue past both RR crossings and as far west as 7th Street without

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modifications. Because this queue is long and could pose a safety hazard, five alternatives were created to attempt to shorten the queue length to be out of conflict with the railroad.

C. Future Alternative 1–Existing Geometry with New Signal Timings and Lengthened Turn Bays

Alternative 1 was modeled with the existing roadway geometric configuration, but with adjusted signal timings and a lengthened eastbound left-turn bay. The left turn bay was extended from the existing 115 feet to 200 feet. Because of this extension, the left-turn bay extends through Farquhar Street, with queued vehicles sometimes blocking the westbound and northbound left-turning movements. As a result, the operations at the intersection of Washington Avenue and Farquhar Street were changed to right in-right out (Figure 3.03-1). The HCM results can be found in Tables 3.03-5 and 3.03-6.



Figure 3.03-1 Alternative 1 Geometric Layout with Farquhar Street Access Change

Section 3–Traffic Operations Analysis

				Washi	ngton Av	/e & Lasalle	e St - Future A	Nt 1 AM*		
Control	Traffic Sig	gnal								
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s)
Northbound	NBL	78	21.8	С	0.31	1.5	40	118	170	
	NBT	129	18.6	В	0.39	2.3	60	118	170	16 1
	NBR	138	19.2	В	0.49	2.5	65	79	115	10.4
Eastbound	EBL	233	10.1	В	0.43	2.6	65	125	212	
	EBT	288	0.0	Α	0.64	0.0	25	169	279	Intersection LOS
	EBR	34	15.3	В	0.64	5.4	135	169	279	
Southbound	SBL	52	20.9	С	0.20	1.0	25	111	189	D
	SBT	132	18.6	В	0.40	2.3	60	111	189	B
	SBR	211	21.1	С	0.75	4.1	105	113	170	
Westbound	WBL	97	10.1	В	0.20	1.1	30	65	110	Max Movement V/C
	WBT	205	0.0	Α	0.58	0.0	25	133	214	0.75
	WBR	53	15.9	В	0.58	4.3	110	133	214	0.75
* Modified La	nes						Operations:	SimTraffic	SimTraffic	HCM 6

Table 3.03-5 AM Alternative 1 LOS Operations

				Washi	ngton Av	/e & Lasalle	e St - Future A	It 1 PM*		
Control	Traffic Sig	gnal								
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s
Northbound	NBL	60	25.7	С	0.25	1.5	40	185	251	
	NBT	155	20.2	С	0.33	3.4	85	185	251	20 4
	NBR	131	20.2	С	0.33	2.9	75	122	182	20.4
Eastbound	EBL	340	13.3	В	0.65	5.5	140	215	225	
	EBT	420	0.0	Α	0.91	0.0	25	576	887	Intersection LOS
	EBR	90	22.5	С	0.91	12.0	300	477	748	
Southbound	SBL	154	26.3	С	0.52	4.2	105	452	661	^
	SBT	219	21.1	С	0.47	5.1	130	452	661	
	SBR	237	22.2	С	0.60	5.7	145	223	255	
Westbound	WBL	78	15.5	В	0.26	1.3	35	73	129	Max Movement V/C
	WBT	178	0.0	Α	0.61	0.0	25	173	283	0.04
	WBR	91	20.7	С	0.61	6.4	160	173	283	0.91
* Modified La	ines						Operations:	SimTraffic	SimTraffic	HCM 6

Table 3.03-6 PM Alternative 1 LOS Operations

With the timing change and left-turn bay length modification, the PM peak-hour LOS decreased to LOS C. However, the average eastbound queueing was shortened from approximately 1,670 feet to approximately 580 feet during the PM peak hour with only the maximum queues of approximately 890 feet extending past the railroad. The maximum queues would be expected to occur during one weekday afternoon every two weeks, or less. This alternative improves conditions compared to the future no-build scenario.

D. Future Alternative 2–Realign and Reconstruct North Leg and Remove Building

To provide a more significant improvement to the intersection, the geometry could be modified to allow normal signal phasing instead of the existing split-phase system where the northbound and southbound traffic operate independently rather than together. This is not possible with the current geometry, so

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Section 3–Traffic Operations Analysis

Alternative 2 was evaluated with a geometric configuration that moves the north end of LaSalle Street to the east to align it with the south approach. A portion of the existing building in the northeast quadrant would need to be removed. This realignment allows a change in the lane designations and vehicle paths that would permit a two-phase permitted and protected phasing system at the intersection. This geometric setup is shown in Figure 3.03-2.



Alternative 2 was modeled using the future peak volumes, and the HCM results can be found in Tables 3.03-7 and 3.03-8.

Section 3–Traffic Operations Analysis

				<u>Washi</u>	ngton A	ve & Lasall	e St - Future /	Alt 2 AM		
Control	Traffic Siç	gnal]
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s)
Northbound	NBL	78	25.6	С	0.33	1.9	50	55	89	
	NBT	129	0.0	Α	0.53	0.0	25	99	139	47 2
	NBR	138	17.5	В	0.53	5.2	130	99	139	17.3
Eastbound	EBL	233	14.0	В	0.54	3.7	95	95	136	
	EBT	288	0.0	Α	0.45	0.0	25	136	242	Intersection LOS
	EBR	34	11.3	В	0.45	4.9	125	136	242	
Southbound	SBL	52	21.8	С	0.18	1.1	30	32	54	D
	SBT	132	0.0	Α	0.69	0.0	25	138	194	Б
	SBR	211	18.9	В	0.69	7.2	180	138	194	
Westbound	WBL	97	19.2	В	0.27	2.0	50	66	118	Max Movement V/C
	WBT	205	0.0	Α	0.68	0.0	25	130	222	0.00
	WBR	53	21.5	С	0.68	5.9	150	130	222	0.69
				L			Operations:	SimTraffic	SimTraffic	HCM 6

Table 3.03-7 AM Alternative 2 LOS Operations

Control	Traffic Sig	nal								
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s)
Northbound	NBL	60	32.1	С	0.30	1.9	50	57	92	
	NBT	155	0.0	Α	0.84	0.0	25	148	213	24.4
	NBR	131	31.7	С	0.84	9.1	230	148	213	Z4.4
Eastbound	EBL	340	20.3	С	0.80	8.1	205	125	139	
	EBT	420	0.0	Α	0.73	0.0	25	337	484	Intersection LOS
	EBR	90	18.1	в	0.73	11.7	295	337	484	
Southbound	SBL	154	22.1	С	0.51	3.8	95	74	119	C
	SBT	219	0.0	Α	0.75	0.0	25	214	332	
	SBR	237	24.5	С	0.75	12.0	300	214	332	
Westbound	WBL	78	29.2	С	0.33	2.5	65	73	158	Max Movement V/C
	WBT	178	0.0	Α	0.85	0.0	25	158	246	0.05
	WBR	91	31.9	С	0.85	8.8	220	158	246	0.05
-			ļ,				Operations:	SimTraffic	SimTraffic	HCM 6

E. Future Alternative 3-Existing Geometry with Added Right-Turn Bays

Alternative 3 used Alternative 1 as a starting point but investigated adding short right-turn bays to the eastbound and westbound legs of the intersection. Each of these turn bays were only 50 feet in length but result in each approach losing a few parking spaces. The HCM results can be found in Tables 3.03-9 and 3.03-10.

Section 3–Traffic Operations Analysis

Control	Traffic Sig	gnal								
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s
Northbound	NBL	78	21.6	С	0.30	1.5	40	137	208	
	NBT	129	18.4	в	0.37	2.3	60	138	208	450
	NBR	138	19.0	в	0.47	2.5	65	76	132	15.9
Eastbound	EBL	233	9.8	А	0.39	2.7	70	117	204	
	EBT	288	14.5	в	0.51	4.5	115	163	271	Intersection LOS
	EBR	34	12.3	в	0.08	0.5	25	24	66	
Southbound	SBL	52	20.7	С	0.19	1.0	25	96	156	D
	SBT	132	18.4	в	0.38	2.3	60	96	156	D
	SBR	211	20.8	С	0.72	4.1	105	110	156	
Nestbound	WBL	97	9.9	Α	0.19	1.1	30	60	121	Max Movement V/C
	WBT	205	14.9	в	0.40	3.3	85	125	230	0.70
	WBR	53	13.6	в	0.14	0.8	25	41	72	0.72
* Modified La	nes						Operations:	SimTraffic	SimTraffic	HCM 6

Table 3.03-9 AM Alternative 3 LOS Operations

Control	Traffic Sig	gnal								
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (
Northbound	NBL	60	23.1	С	0.24	1.4	35	106	191	
	NBT	155	18.2	В	0.33	3.0	75	266	423	100
	NBR	131	18.2	В	0.33	2.6	65	266	423	10.0
Eastbound	EBL	340	12.4	В	0.59	5.2	130	195	225	
	EBT	420	18.8	В	0.73	8.7	220	397	677	Intersection LOS
	EBR	90	14.9	В	0.21	1.6	40	3.7	74	
Southbound	SBL	154	23.6	С	0.49	3.7	95	266	423	D
	SBT	219	19.0	В	0.47	4.5	115	266	423	D
	SBR	237	20.0	В	0.59	5.0	125	180	255	
Nestbound	WBL	78	14.2	В	0.21	1.3	35	67	118	Max Movement V/
	WBT	178	19.2	В	0.40	3.7	95	155	262	0 7 2
	WBR	91	18.5	в	0.27	1.8	45	44	75	0.73
⁶ Modified La	ines					3	Operations:	SimTraffic	SimTraffic	HCM 6

The operations improve the eastbound queue length with the average queue being well short of the railroad tracks and only the through lane maximum queue extending to the tracks. Again, the maximum queues would be expected to occur during one weekday afternoon every two weeks, or less.

F. Future Alternative 4–Square Up Northbound and Southbound Crosswalks with New Timings

Alternative 4 operates with the same HCM motor vehicle functionality as Alternatives 1 or 3. The main difference is that the northbound and southbound crosswalks are squared up to be perpendicular to Washington Avenue. This improves crossings for the pedestrians by shortening the crossing distance by approximately 10 feet. The existing queue storage is decreased by approximately 15 feet for eastbound and westbound traffic, so the queue lengths from Alternatives 1 and 3 would be shifted 15 feet back when considering this alternative. Considering the maximum queues for Alternative 1 and 3 are both past the railroad to the west, and the extra 15 feet would not push the average queue length to or past the railroad,

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Alternative 4 works well to improve both vehicle and pedestrian conditions at this intersection, with impacts limited to on-street parking only. See Tables 3.03-5 and 3.03-6 for the motor vehicle operations.

G. Future Alternative 5–Centered Crosswalk with Overlapping Right and Left Turns

Alternative 5 uses the offset of the intersection to its advantage and connects a single crosswalk from the southwest to northeast corners of the intersection. Geometrically, this allows the eastbound left turns and southbound right turns to operate at the same time on one side of the crosswalk and the northbound right turns and westbound left turns on the other side of the crosswalk while pedestrians are crossing the street. This geometric orientation is shown in Figure 3.03-3. This alternative also lengthened the left-turn bay of eastbound Washington Avenue through Farquhar Street, resulting in recommended right-in right-out operations at that intersection.



Figure 3.03-3 Alternative 5 Geometric Layout

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Section 3–Traffic Operations Analysis

The HCM results of Alternative 5 are shown in Tables 3.03-11 and 3.03-12. As with all of the alternatives, because of the single lane leading up to the intersection in the eastbound direction, the end of the left-turn bay is often blocked by traffic. Because these vehicles are released first with a longer left-turn phase than in the other options, left-turning vehicles that are blocked by the nonmoving through vehicles typically do not progress through the intersection and are stopped in the turn bay once the through traffic starts moving. The opposing through movements are heavy in both the eastbound and westbound directions, allowing minimal left-turning vehicles to complete their turn outside of their protected (left-turn arrow) movement. This results in fewer left-turning vehicles traveling through the intersection overall and the eastbound queue extending longer than in previous options. While there is improvement compared to the future no build option, there is less improvement than the other alternatives in both operations and queue length.

Control	Traffic Si	anal								
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s
Northbou	NBL	78	21.7	С	0.30	1.5	40	127	196	, (i
	NBT	129	18.5	В	0.38	2.3	60	127	196	450
	NBR	138	13.7	В	0.29	2.0	50	71	130	15.0
Eastboun	EBL	233	10.2	В	0.43	2.7	70	127	212	
	EBT	288	0.0	Α	0.64	0.0	25	179	304	Intersection LOS
	EBR	34	15.4	В	0.64	5.4	135	179	304	
Southbou	SBL	52	20.8	С	0.20	1.0	25	116	187	D
	SBT	132	18.5	В	0.38	2.4	60	116	187	D
	SBR	211	13.2	В	0.41	3.0	75	79	128	
Westbou	WBL	97	10.2	В	0.20	1.1	30	64	113	Max Movement V/C
	WBT	205	0.0	Α	0.57	0.0	25	147	243	0.64
	WBR	53	16.0	В	0.57	4.4	110	147	243	
* Modified Lanes							Operations:	SimTraffic	SimTraffic	HCM 6

Control	Traffic Si	gnal								
Approach	Movement	Volume	Delay (s)	LOS	V/C	Queue (veh)	95th Queue (ft)	Average Queue (ft)	Max. Queue (ft)	Intersection Delay (s
Northbou	NBL	60	25.3	С	0.25	1.5	40	136	214	
	NBT	155	19.9	в	0.32	3.3	85	136	214	24 7
	NBR	131	15.1	в	0.25	2.4	60	86	150	Z 1. <i>1</i>
Eastbour	EBL	340	13.1	В	0.65	5.3	135	209	225	
	EBT	420	0.0	Α	0.92	0.0	25	631	964	Intersection LOS
	EBR	90	34.0	С	0.92	14.2	355	631	964	
Southbou	SBL	154	25.9	С	0.52	4.0	100	499	721	C
	SBT	219	20.8	С	0.49	4.9	125	499	721	
	SBR	237	13.1	В	0.37	3.9	100	189	255	
Westbou	WBL	78	15.2	В	0.26	1.3	35	73	129	Max Movement V/C
	WBT	178	0.0	Α	0.62	0.0	25	188	299	0.02
	WBR	91	20.4	С	0.62	6.2	155	188	299	0.92
* Modifie	d Lanes						Operations:	SimTraffic	SimTraffic	HCM 6

Table 3.03-12 PM Alternative 5 LOS Operations

SECTION 4 CRASH RECORDS REVIEW

DRAFT 07.28.2021

4.01 INTRODUCTION

The study team used the Crash Record Information System (CRIS) tool from TxDOT to compile reported crashes from 2015 through 2019. A heat map of the crashes in the City during this time period is shown in Figure 4.01-1.



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Section 4–Crash Records Review

Crash rates were calculated for intersections of major collectors, as well as the major corridors through town identified in the Thoroughfare Plan. Crash rates are typically used rather than the number of crashes because it allows for safety to be compared between intersections and along corridors with different traffic volumes. For intersections, the standard crash rate is determined by calculating the number of crashes per one million entering vehicles (MEV). For corridors, the standard crash rate is determined by calculating the number of crashes per 100 million vehicle miles traveled (HMVMT).

4.02 CRASH RECORD REVIEW

A. Intersection Crash Rates

1. City Intersections

The 2015 to 2019 intersection number of crashes and crash rates are shown in Figure 4.02-1. The number of crashes ranged from 5 to 27, and the intersection crash rates ranged from 0.58 to 1.37. Typically, a crash rate over 2.0 MEV warrants further investigation. Intersection motor vehicle crash rates do not appear to be a significant factor in the need for improvements at the five intersections considered.

While the intersection at SH 6B (LaSalle Street) and FM 3090 (Blackshear Street) has a crash rate below 2.0 MEV, it has a high number of crashes for an intersection with such low volumes. It was found during further evaluation that approximately 68 percent of those crashes involve vehicles coming from the northeast (heading southwest on Blackshear Street). This leg of the intersection has poor visibility because of the existing vegetation adjacent to the intersection. Efforts to clear the vegetation could improve the visibility for this leg of the intersection.

Section 4–Crash Records Review



2. Route 6 Intersections

While AADT data is available for SH 6, the CRIS tool does not clearly separate freeway crashes from frontage road crashes. Because of this lack of information for the frontage roads, the crash

Section 4–Crash Records Review

rates for intersections along SH 6 were not able to be accurately calculated. To review crashes on TX 6, the number of crashes were analyzed along the corridor and reported in Figure 4.02-2 at each interchange as percentages of fatal (K) and serious injury (A) crashes and the percentage of intersection-related crashes.

Additionally, both of the interchange areas at SH 6 and Washington Avenue and at SH 6 and Spur 515 have multiple businesses with driveways directly adjacent to the interchanges. For these two locations, Figure 4.02-2 also shows the percentage of driveway-related crashes near the interchange areas. For example, at SH 6 and Washington Avenue there were 51 total crashes within the interchange area. Of these 51 crashes, 0 percent were severe crashes (K or A), 59 percent were intersection-related crashes, and 27 percent were crashes related to adjacent driveways. Because of the relatively high percentage of driveway-related crashes at Washington Avenue and Spur 515 interchanges, access management should be evaluated for the businesses directly adjacent to the interchange areas.

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Section 4–Crash Records Review



B. <u>Corridor Crash Rates</u>

1. SH 6B (LaSalle Street)

SH 6B runs north and south through downtown and connects at both ends to SH 6. This corridor was analyzed in three segments: SH 6 on the north end to Washington Avenue, Washington Avenue to Spur 515, and Spur 515 to SH 6 on the south end of the City. These three segments are shown in Figure 4.02-3 with the number of crashes per section as well as crash rates. None of the three segments of this corridor have crash rates that exceed statewide averages, which typically indicates the need to consider further investigation.

Section 4–Crash Records Review



2. SH 105 (Washington Avenue)

Route 105 runs from the west end of town to the northeast until it connects with SH 6. This corridor was split into four sections: Veteran's Memorial Drive to FM 379, FM 379 to LaSalle Street/SH 6B, LaSalle Street/SH 6B to SH 6, and SH 6 to Alamo Drive just past the high school. These four

Section 4–Crash Records Review

segments are shown in Figure 4.02-4 with the number of crashes per section as well as crash rates. While segment 1 is approximately one-half the crash rate of the statewide average for similar facilities, segment 2 is 2.2 times higher than the statewide average crash rate, segment 3 is 1.3 time higher than the statewide average crash rate, and segment 4 is 2.4 times higher than the statewide average crash rate. Segments 2, 3 and 4 should all be considered for further investigation.



Section 4–Crash Records Review

In segment 2, 73 percent of the crashes were intersection-related crashes, with the most frequent type of crash being a rear-end crash (38 percent). This is likely due to the intersection at Washington Avenue and LaSalle Street, which has issues with queueing in the eastbound direction. Modifying the intersection timings to reduce queuing could improve the crash rating of this section.

In segment 3, there are 23 intersections with 47 driveway access points. Approximately 60 percent of the crashes in this section of the corridor are intersection related crashes, and 20 percent are driveway related. The most common crash types are angle crashes (40 percent) and rear-end crashes (23 percent). These angle crashes are likely the result of all the local street connections as well as the numerous driveway connections to the arterial. Evaluating access management along this section of the corridor to reduce redundant and unnecessary access point could reduce vehicle crashes.

In segment 4, there are only four intersections and ten driveways; however, this is the shortest segment with the most traffic. The segment consists of approximately 24 percent intersection crashes and 49 percent driveway crashes. The most common crash types are opposite direction crashes (31 percent), rear end crashes (27 percent), and angle crashes (20 percent). Many of these crashes seem to be the result of the high density of commercial access points for such a short section of arterial. Developing access control for the intersections and driveway access points along this section of the corridor could help decrease the crash rating of this section of the corridor.

APPENDIX A EAST ARTERIAL LAYOUT

APPENDIX A EAST ARTERIAL LAYOUT




ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT THE INTERSECTION TO INCLUDE ADDITIONAL TURN LANES AND TO PROVIDE SIGHT DISTANCES

11/9/201

APPENDIX B SPUR 515 CONNECTION ALTERNATIVES









APPENDIX C INTERSECTION OPERATIONS REPORTS

2020 EXISTING CONDITIONS AM PEAK HOUR

HCM 6th Signalized Intersection Summary 3: S LaSalle St/N LaSalle St & E Washington Ave

03/09/2020

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	1.		7	ţ,		7	1	1	٦	+	1
Traffic Volume (veh/h)	152	188	22	87	185	48	70	116	124	41	105	168
Future Volume (veh/h)	152	188	22	87	185	48	70	116	124	41	105	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	160	198	23	92	195	51	74	122	131	43	111	177
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	1	1	1
Cap, veh/h	574	404	47	587	308	81	378	441	373	380	444	376
Arrive On Green	0.16	0.28	0.28	0.13	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1753	1457	169	1781	1280	335	1091	1870	1585	1136	1885	1598
Grp Volume(v), veh/h	160	0	221	92	0	246	74	122	131	43	111	177
Grp Sat Flow(s),veh/h/ln	1753	0	1626	1781	0	1614	1091	1870	1585	1136	1885	1598
Q Serve(g_s), s	2.5	0.0	4.7	1.4	0.0	5.7	2.5	2.2	2.9	1.3	2.0	4.0
Cycle Q Clear(g_c), s	2.5	0.0	4.7	1.4	0.0	5.7	4.4	2.2	2.9	3.6	2.0	4.0
Prop In Lane	1.00		0.10	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	574	0	451	587	0	389	378	441	373	380	444	376
V/C Ratio(X)	0.28	0.00	0.49	0.16	0.00	0.63	0.20	0.28	0.35	0.11	0.25	0.47
Avail Cap(c_a), veh/h	1134	0	1763	1221	0	1750	1041	1577	1336	1070	1589	1347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.6	0.0	12.6	8.9	0.0	14.1	14.7	13.0	13.2	14.4	12.9	13.6
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.0	0.0	0.6	0.1	0.1	0.2	0.0	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/In	1.3	0.0	2.6	0.8	0.0	3.2	0.9	1.4	1.5	0.5	1.2	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	0.0	12.9	9.0	0.0	14.7	14.8	13.1	13.4	14.5	13.0	14.0
LnGrp LOS	А	А	В	А	А	В	В	В	В	В	В	В
Approach Vol, veh/h		381			338			327			331	
Approach Delay, s/veh		11.1			13.2			13.6			13.7	
Approach LOS		В			В			В			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	15.0		14.8	10.2	16.5		14.8				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	20.0	45.0		35.0	20.0	45.0		35.0				
Max Q Clear Time (g_c+l1), s	4.5	7.7		6.0	3.4	6.7		6.4				
Green Ext Time (p_c), s	0.1	0.5		0.7	0.0	0.5		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			12.8									
HCM 6th LOS			В									

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FT 07.28

2020 EXISTING CONDITIONS PM PEAK HOUR

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	1.		7	1.		٦	+	1	5	+	1
Traffic Volume (veh/h)	222	274	59	70	160	82	54	140	118	122	174	188
Future Volume (veh/h)	222	274	59	70	160	82	54	140	118	122	174	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	234	288	62	74	168	86	57	147	124	128	183	198
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	576	403	87	473	247	126	331	460	390	368	460	390
Arrive On Green	0.17	0.30	0.30	0.11	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	1342	289	1781	1047	536	1010	1885	1598	1117	1885	1598
Grp Volume(v), veh/h	234	0	350	74	0	254	57	147	124	128	183	198
Grp Sat Flow(s).veh/h/ln	1781	0	1631	1781	0	1583	1010	1885	1598	1117	1885	1598
Q Serve(g s), s	3.9	0.0	8.3	1.2	0.0	6.3	2.2	2.8	2.8	4.6	3.5	4.6
Cycle Q Clear(g_c), s	3.9	0.0	8.3	1.2	0.0	6.3	5.7	2.8	2.8	7.4	3.5	4.6
Prop In Lane	1.00		0.18	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	576	0	490	473	0	373	331	460	390	368	460	390
V/C Ratio(X)	0.41	0.00	0.71	0.16	0.00	0.68	0.17	0.32	0.32	0.35	0.40	0.51
Avail Cap(c a), veh/h	1090	0	1696	1102	0	1645	901	1524	1292	998	1524	1292
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.3	0.0	13.5	10.1	0.0	15.1	16.1	13.4	13.4	16.4	13.7	14.1
Incr Delay (d2), s/veh	0.2	0.0	0.7	0.1	0.0	0.8	0.1	0.1	0.2	0.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	4.6	0.7	0.0	3.6	0.8	1.8	1.5	1.8	2.2	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d).s/veh	9.5	0.0	14.2	10.1	0.0	15.9	16.2	13.6	13.6	16.6	13.9	14.5
LnGrp LOS	А	А	В	В	А	В	В	В	В	В	В	В
Approach Vol. veh/h		584			328			328			509	
Approach Delay, s/yeh		12.3			14.6			14.0			14.8	
Approach LOS		В			В			В			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	15.2		15.6	9.7	18.0		15.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	20.0	45.0		35.0	20.0	45.0		35.0				
Max Q Clear Time (g_c+I1), s	5.9	8.3		9.4	3.2	10.3		7.7				
Green Ext Time (p_c), s	0.1	0.6		1.2	0.0	0.8		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			13.8									
HCM 6th LOS			В									

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FT 07.28

2040 FUTURE NO BUILD AM PEAK HOUR

HCM 6th Signalized Intersection Summary 3: S LaSalle St/N LaSalle St & E Washington Ave

03/09/2020

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	1.		٦	1.		7	1	1	٦	+	1
Traffic Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Future Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	245	303	36	102	216	56	82	136	145	55	139	222
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	1	1	1
Cap, veh/h	569	409	49	500	302	78	346	437	370	362	440	373
Arrive On Green	0.18	0.28	0.28	0.13	0.24	0.24	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1753	1453	173	1781	1282	332	1021	1870	1585	1107	1885	1598
Grp Volume(v), veh/h	245	0	339	102	0	272	82	136	145	55	139	222
Grp Sat Flow(s),veh/h/ln	1753	0	1626	1781	0	1615	1021	1870	1585	1107	1885	1598
Q Serve(g_s), s	4.0	0.0	8.0	1.6	0.0	6.6	3.1	2.6	3.3	1.8	2.6	5.3
Cycle Q Clear(g_c), s	4.0	0.0	8.0	1.6	0.0	6.6	5.7	2.6	3.3	4.4	2.6	5.3
Prop In Lane	1.00		0.11	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	569	0	458	500	0	380	346	437	370	362	440	373
V/C Ratio(X)	0.43	0.00	0.74	0.20	0.00	0.72	0.24	0.31	0.39	0.15	0.32	0.59
Avail Cap(c_a), veh/h	1083	0	1722	1104	0	1711	948	1541	1306	1015	1553	1316
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.2	0.0	13.9	9.5	0.0	14.9	15.8	13.5	13.7	15.3	13.5	14.5
Incr Delay (d2), s/veh	0.2	0.0	0.9	0.1	0.0	0.9	0.1	0.1	0.3	0.1	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/In	2.1	0.0	4.5	0.9	0.0	3.8	1.1	1.6	1.7	0.7	1.6	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	0.0	14.8	9.6	0.0	15.9	15.9	13.6	14.0	15.3	13.6	15.1
LnGrp LOS	A	A	В	A	A	В	В	В	В	В	В	<u> </u>
Approach Vol, veh/h		584			374			363			416	
Approach Delay, s/veh		12.5			14.2			14.3			14.6	
Approach LOS		В			В			В			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	15.0		14.9	10.6	17.0		14.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	20.0	45.0		35.0	20.0	45.0		35.0				
Max Q Clear Time (g_c+I1), s	6.0	8.6		7.3	3.6	10.0		7.7				
Green Ext Time (p_c), s	0.1	0.6		1.0	0.0	0.7		0.9				
Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			В									

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FT 07.28

2040 FUTURE NOT BUILD PM PEAK HOUR

HCM 6th Signalized Intersection Summary 3: S LaSalle St/N LaSalle St & E Washington Ave

03/09/2020

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	1.		۲	1.		٦	4	1	۲	+	1
Traffic Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Future Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	358	442	95	82	187	96	63	163	138	162	231	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	586	493	106	355	316	162	281	511	433	345	511	433
Arrive On Green	0.17	0.37	0.37	0.10	0.30	0.30	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	1343	289	1781	1046	537	922	1885	1598	1087	1885	1598
Grp Volume(v), veh/h	358	0	537	82	0	283	63	163	138	162	231	249
Grp Sat Flow(s),veh/h/ln	1781	0	1631	1781	0	1582	922	1885	1598	1087	1885	1598
Q Serve(g_s), s	7.5	0.0	17.9	1.7	0.0	8.8	3.5	4.0	4.0	8.1	5.9	7.8
Cycle Q Clear(g_c), s	7.5	0.0	17.9	1.7	0.0	8.8	9.4	4.0	4.0	12.0	5.9	7.8
Prop In Lane	1.00		0.18	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	586	0	599	355	0	478	281	511	433	345	511	433
V/C Ratio(X)	0.61	0.00	0.90	0.23	0.00	0.59	0.22	0.32	0.32	0.47	0.45	0.57
Avail Cap(c_a), veh/h	907	0	1273	792	0	1235	591	1145	970	710	1145	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	0.0	17.2	12.7	0.0	17.1	21.3	16.8	16.8	21.6	17.5	18.1
Incr Delay (d2), s/veh	0.4	0.0	2.0	0.1	0.0	0.4	0.1	0.1	0.2	0.4	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/In	4.4	0.0	10.2	1.0	0.0	5.3	1.3	2.8	2.4	3.4	4.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	0.0	19.2	12.8	0.0	17.5	21.5	16.9	16.9	21.9	17.7	18.6
LnGrp LOS	В	А	В	В	А	В	С	В	В	С	В	В
Approach Vol, veh/h		895			365			364			642	
Approach Delay, s/veh		16.0			16.5			17.7			19.1	
Approach LOS		В			В			В			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	22.4		20.6	10.8	26.2		20.6				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	20.0	45.0		35.0	20.0	45.0		35.0				
Max Q Clear Time (g_c+l1), s	9.5	10.8		14.0	3.7	19.9		11.4				
Green Ext Time (p_c), s	0.1	0.6		1.6	0.0	1.3		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			17.2									
HCM 6th LOS			В									

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FT 07.28

ALTERNATIVE 1 - AM PEAK HOUR

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	4		٦	t,		٦	1	1	٦	1	1
Traffic Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Future Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	245	303	36	102	216	56	82	136	145	55	139	222
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	1	1	1
Cap, veh/h	567	471	56	505	375	97	265	349	296	276	352	298
Arrive On Green	0.15	0.32	0.32	0.12	0.29	0.29	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1753	1453	173	1781	1282	332	1021	1870	1585	1107	1885	1598
Grp Volume(v), veh/h	245	0	339	102	0	272	82	136	145	55	139	222
Grp Sat Flow(s),veh/h/ln	1753	0	1626	1781	0	1615	1021	1870	1585	1107	1885	1598
Q Serve(g_s), s	4.6	0.0	9.1	1.8	0.0	7.4	3.9	3.3	4.2	2.4	3.3	6.7
Cycle Q Clear(g_c), s	4.6	0.0	9.1	1.8	0.0	7.4	7.3	3.3	4.2	5.6	3.3	6.7
Prop In Lane	1.00		0.11	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	567	0	526	505	0	472	265	349	296	276	352	298
V/C Ratio(X)	0.43	0.00	0.64	0.20	0.00	0.58	0.31	0.39	0.49	0.20	0.40	0.74
Avail Cap(c_a), veh/h	1156	0	1520	674	0	1070	333	474	401	566	845	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	14.8	10.0	0.0	15.5	21.5	18.3	18.7	20.8	18.3	19.7
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.1	0.0	0.4	0.2	0.3	0.5	0.1	0.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/In	2.6	0.0	5.4	1.1	0.0	4.3	1.5	2.3	2.5	1.0	2.3	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	15.3	10.1	0.0	15.9	21.8	18.6	19.2	20.9	18.6	21.1
LnGrp LOS	В	А	В	В	А	В	С	В	В	С	В	С
Approach Vol, veh/h		584			374			363			416	
Approach Delay, s/veh		13.1			14.3			19.5			20.3	
Approach LOS		В			В			В			С	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	22.0		16.6	11.1	23.6		16.6				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	25.0	34.0		23.0	11.0	48.0		13.0				
Max Q Clear Time (g c+l1), s	6.6	9.4		8.7	3.8	11.1		9.3				
Green Ext Time (p_c), s	0.1	0.6		0.9	0.0	0.7		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			16.4									
HCM 6th LOS			В									

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FT 07.28

Notes

User approved pedestrian interval to be less than phase max green.

ALTERNATIVE 1 - PM PEAK HOUR

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٦	¢Î,		7	¢Î,		7	1	1	٦	+	1
Traffic Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Future Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	358	442	95	82	187	96	63	163	138	162	231	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	550	486	105	318	307	157	251	488	413	313	488	413
Arrive On Green	0.16	0.36	0.36	0.09	0.29	0.29	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1343	289	1781	1046	537	922	1885	1598	1087	1885	1598
Grp Volume(v), veh/h	358	0	537	82	0	283	63	163	138	162	231	249
Grp Sat Flow(s),veh/h/ln	1781	0	1631	1781	0	1583	922	1885	1598	1087	1885	1598
Q Serve(g_s), s	8.7	0.0	20.8	2.0	0.0	10.2	4.1	4.7	4.7	9.5	6.9	9.1
Cycle Q Clear(g_c), s	8.7	0.0	20.8	2.0	0.0	10.2	11.0	4.7	4.7	14.1	6.9	9.1
Prop In Lane	1.00		0.18	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	550	0	591	318	0	464	251	488	413	313	488	413
V/C Ratio(X)	0.65	0.00	0.91	0.26	0.00	0.61	0.25	0.33	0.33	0.52	0.47	0.60
Avail Cap(c_a), veh/h	929	0	1176	445	0	809	251	488	413	407	651	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	0.0	20.2	15.3	0.0	20.3	25.5	20.0	20.0	25.8	20.8	21.7
Incr Delay (d2), s/veh	0.5	0.0	2.3	0.2	0.0	0.5	0.2	0.1	0.2	0.5	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/In	5.5	0.0	12.0	1.3	0.0	6.4	1.5	3.4	2.9	4.2	5.1	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	22.5	15.5	0.0	20.7	25.7	20.2	20.2	26.3	21.1	22.2
LnGrp LOS	В	А	С	В	А	С	С	С	С	С	С	С
Approach Vol, veh/h		895			365			364			642	
Approach Delay, s/yeh		18.8			19.6			21.1			22.8	
Approach LOS		В			В			С			С	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.8	26.5		24.2	11.2	31.1		24.2				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	25.0	34.0		23.0	11.0	48.0		13.0				
Max Q Clear Time (q. c+l1), s	10.7	12.2		16.1	4.0	22.8		13.0				
Green Ext Time (p. c), s	0.1	0.6		1.1	0.0	1.3		0.0				
Interposition Cummer:												
			00.4									
HUM 6th Utri Delay			20.4									
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Notes

User approved pedestrian interval to be less than phase max green.

ALTERNATIVE 2 - AM PEAK HOUR

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ħ		7	ħ		7	ħ		٦	ţ,	
Traffic Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Future Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	245	303	36	102	216	56	82	136	145	55	139	222
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	454	678	81	376	317	82	246	259	276	313	203	324
Arrive On Green	0.13	0.46	0.46	0.25	0.25	0.25	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1781	1476	175	1041	1282	332	1029	835	890	1107	654	1044
Grp Volume(v), veh/h	245	0	339	102	0	272	82	0	281	55	0	361
Grp Sat Flow(s),veh/h/ln	1781	0	1652	1041	0	1615	1029	0	1725	1107	0	1697
Q Serve(g_s), s	5.7	0.0	8.5	5.0	0.0	9.3	4.6	0.0	8.1	2.6	0.0	11.3
Cycle Q Clear(g_c), s	5.7	0.0	8.5	5.0	0.0	9.3	15.9	0.0	8.1	10.8	0.0	11.3
Prop In Lane	1.00		0.11	1.00		0.21	1.00		0.52	1.00		0.61
Lane Grp Cap(c), veh/h	454	0	758	376	0	399	246	0	535	313	0	527
V/C Ratio(X)	0.54	0.00	0.45	0.27	0.00	0.68	0.33	0.00	0.53	0.18	0.00	0.69
Avail Cap(c_a), veh/h	957	0	1170	856	0	1144	401	0	796	572	0	923
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	11.2	19.1	0.0	20.7	25.3	0.0	17.3	21.7	0.0	18.3
Incr Delay (d2), s/veh	0.4	0.0	0.2	0.1	0.0	0.8	0.3	0.0	0.3	0.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/In	3.7	0.0	4.9	2.0	0.0	5.9	1.9	0.0	5.2	1.1	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	0.0	11.3	19.2	0.0	21.5	25.6	0.0	17.5	21.8	0.0	18.9
LnGrp LOS	В	Α	В	В	А	С	С	А	В	С	Α	В
Approach Vol, veh/h		584			374			363			416	
Approach Delay, s/veh		12.4			20.8			19.4			19.3	
Approach LOS		В			С			В			В	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.9	22.0		25.8		34.9		25.8				
Change Period (Y+Rc), s	5.0	7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s	25.0	43.0		33.0		43.0		28.0				
Max Q Clear Time (g_c+I1), s	7.7	11.3		13.3		10.5		17.9				
Green Ext Time (p_c), s	0.1	0.7		1.5		0.7		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			17.3									
HCM 6th LOS			В									

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Notes

User approved pedestrian interval to be less than phase max green.

ALTERNATIVE 2 - PM PEAK HOUR

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	1.		7	1.		7	1÷		٦	1.	
Traffic Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Future Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	358	442	95	82	187	96	63	163	138	162	231	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	447	604	130	249	220	113	210	194	165	315	307	331
Arrive On Green	0.18	0.45	0.45	0.21	0.21	0.21	0.21	0.21	0.21	0.10	0.37	0.37
Sat Flow, veh/h	1781	1343	289	868	1045	537	922	943	798	1795	830	894
Grp Volume(v), veh/h	358	0	537	82	0	283	63	0	301	162	0	480
Grp Sat Flow(s),veh/h/ln	1781	0	1631	868	0	1582	922	0	1741	1795	0	1724
Q Serve(g_s), s	11.5	0.0	21.0	6.7	0.0	13.4	5.0	0.0	12.9	5.2	0.0	18.9
Cycle Q Clear(g_c), s	11.5	0.0	21.0	9.0	0.0	13.4	11.1	0.0	12.9	5.2	0.0	18.9
Prop In Lane	1.00		0.18	1.00		0.34	1.00		0.46	1.00		0.52
Lane Grp Cap(c), veh/h	447	0	734	249	0	333	210	0	359	315	0	638
V/C Ratio(X)	0.80	0.00	0.73	0.33	0.00	0.85	0.30	0.00	0.84	0.51	0.00	0.75
Avail Cap(c_a), veh/h	707	0	1531	546	0	874	352	0	627	598	0	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	17.5	28.9	0.0	29.6	31.8	0.0	29.6	20.8	0.0	21.4
Incr Delay (d2), s/veh	1.5	0.0	0.5	0.3	0.0	2.4	0.3	0.0	2.0	1.3	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/In	8.1	0.0	11.7	2.5	0.0	8.8	1.9	0.0	9.1	3.8	0.0	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	18.1	29.2	0.0	31.9	32.1	0.0	31.7	22.1	0.0	24.5
LnGrp LOS	С	Α	В	С	Α	С	С	А	С	С	Α	C
Approach Vol, veh/h		895			365			364			642	
Approach Delay, s/veh		19.0			31.3			31.7			23.9	
Approach LOS		В			С			С			С	
Timer - Assianed Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	18.7	23.4		35.8		42.0	12.8	23.0				
Change Period (Y+Rc), s	5.0	7.0		7.0		7.0	5.0	7.0				
Max Green Setting (Gmax), s	25.0	43.0		33.0		73.0	20.0	28.0				
Max Q Clear Time (q. $c+11$), s	13.5	15.4		20.9		23.0	7.2	14.9				
Green Ext Time (p_c), s	0.1	0.8		1.7		1.3	0.3	1.1				
	2	0.0					5.0					
Intersection Summary			01.1									
HCM 6th Ctrl Delay			24.4									
HUM 6th LUS			C									

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Notes

User approved pedestrian interval to be less than phase max green.

ALTERNATIVE 3 - AM PEAK HOUR

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	1	1	7	+	1	7	1	1	7	+	1
Traffic Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Future Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	245	303	36	102	216	56	82	136	145	55	139	222
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	625	600	458	549	542	405	271	363	308	283	363	308
Arrive On Green	0.15	0.32	0.32	0.12	0.29	0.29	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	1870	1427	1781	1870	1396	1029	1885	1598	1107	1885	1598
Grp Volume(v), veh/h	245	303	36	102	216	56	82	136	145	55	139	222
Grp Sat Flow(s),veh/h/ln	1781	1870	1427	1781	1870	1396	1029	1885	1598	1107	1885	1598
Q Serve(g_s), s	4.6	6.8	0.9	1.9	4.8	1.5	3.9	3.2	4.2	2.4	3.3	6.7
Cycle Q Clear(g_c), s	4.6	6.8	0.9	1.9	4.8	1.5	7.2	3.2	4.2	5.6	3.3	6.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	625	600	458	549	542	405	271	363	308	283	363	308
V/C Ratio(X)	0.39	0.50	0.08	0.19	0.40	0.14	0.30	0.37	0.47	0.19	0.38	0.72
Avail Cap(c_a), veh/h	1218	1735	1323	716	1229	918	332	474	401	562	838	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.7	14.2	12.2	9.9	14.7	13.6	21.3	18.2	18.5	20.6	18.2	19.6
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.1	0.2	0.1	0.2	0.2	0.4	0.1	0.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/In	2.7	4.5	0.5	1.1	3.3	0.8	1.5	2.3	2.5	1.0	2.3	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	14.5	12.3	9.9	14.9	13.6	21.6	18.4	19.0	20.7	18.4	20.8
LnGrp LOS	Α	В	В	Α	В	В	С	В	В	С	В	<u> </u>
Approach Vol, veh/h		584			374			363			416	
Approach Delay, s/veh		12.4			13.4			19.3			20.0	
Approach LOS		В			В			В			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	22.0		17.0	11.2	23.6		17.0				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	25.0	34.0		23.0	11.0	48.0		13.0				
Max Q Clear Time (g_c+I1), s	6.6	6.8		8.7	3.9	8.8		9.2				
Green Ext Time (p_c), s	0.1	0.4		0.9	0.0	0.6		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			15.9									
HCM 6th LOS			В									

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Notes

User approved pedestrian interval to be less than phase max green.

ALTERNATIVE 3 - PM PEAK HOUR

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	1	1	7	1	1	7	1	1	7	1	1
Traffic Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Future Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	358	442	95	82	187	96	63	163	138	162	231	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	610	607	463	395	467	354	267	497	421	329	497	421
Arrive On Green	0.17	0.32	0.32	0.10	0.25	0.25	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1870	1427	1781	1870	1418	922	1885	1598	1087	1885	1598
Grp Volume(v), veh/h	358	442	95	82	187	96	63	163	138	162	231	249
Grp Sat Flow(s),veh/h/ln	1781	1870	1427	1781	1870	1418	922	1885	1598	1087	1885	1598
Q Serve(g_s), s	8.4	12.7	2.9	1.9	5.1	3.3	3.7	4.2	4.2	8.6	6.2	8.3
Cycle Q Clear(g_c), s	8.4	12.7	2.9	1.9	5.1	3.3	10.0	4.2	4.2	12.8	6.2	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	610	607	463	395	467	354	267	497	421	329	497	421
V/C Ratio(X)	0.59	0.73	0.21	0.21	0.40	0.27	0.24	0.33	0.33	0.49	0.46	0.59
Avail Cap(c_a), veh/h	1034	1479	1128	542	1048	794	267	497	421	455	715	606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	18.1	14.8	14.1	19.0	18.3	22.9	18.0	18.0	23.2	18.8	19.5
Incr Delay (d2), s/veh	0.3	0.6	0.1	0.1	0.2	0.2	0.2	0.1	0.2	0.4	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/In	5.2	8.7	1.6	1.3	3.7	1.8	1.4	3.0	2.6	3.7	4.5	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	18.8	14.9	14.2	19.2	18.5	23.1	18.2	18.2	23.6	19.0	20.0
LnGrp LOS	В	В	В	В	В	В	С	В	В	С	В	<u> </u>
Approach Vol, veh/h		895			365			364			642	
Approach Delay, s/veh		15.8			17.9			19.0			20.5	
Approach LOS		В			В			В			С	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.5	22.2		23.0	11.0	26.7		23.0				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	25.0	34.0		23.0	11.0	48.0		13.0				
Max Q Clear Time (g_c+I1), s	10.4	7.1		14.8	3.9	14.7		12.0				
Green Ext Time (p_c), s	0.1	0.4		1.2	0.0	1.0		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			18.0									
HCM 6th LOS			В									

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Notes

User approved pedestrian interval to be less than phase max green.

ALTERNATIVE 5 - AM PEAK HOUR

HCM 6th Signalized Intersection Summary 3: S LaSalle St/N LaSalle St & E Washington Ave

-T 07.28.202

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	1.		٦	1.		7	+	1	7	+	1
Traffic Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Future Volume (veh/h)	233	288	34	97	205	53	78	129	138	52	132	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	245	303	36	102	216	56	82	136	145	55	139	222
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	570	477	57	505	376	98	270	362	497	282	362	546
Arrive On Green	0.15	0.32	0.32	0.12	0.29	0.29	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	1476	175	1781	1287	334	1029	1885	1598	1107	1885	1598
Grp Volume(v), veh/h	245	0	339	102	0	272	82	136	145	55	139	222
Grp Sat Flow(s),veh/h/ln	1781	0	1652	1781	0	1621	1029	1885	1598	1107	1885	1598
Q Serve(g_s), s	4.6	0.0	9.1	1.9	0.0	7.4	3.9	3.3	3.6	2.4	3.3	5.5
Cycle Q Clear(g_c), s	4.6	0.0	9.1	1.9	0.0	7.4	7.3	3.3	3.6	5.6	3.3	5.5
Prop In Lane	1.00		0.11	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	570	0	534	505	0	474	270	362	497	282	362	546
V/C Ratio(X)	0.43	0.00	0.64	0.20	0.00	0.57	0.30	0.38	0.29	0.20	0.38	0.41
Avail Cap(c_a), veh/h	1402	0	891	1391	0	874	429	654	744	453	654	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	0.0	15.0	10.1	0.0	15.6	21.5	18.3	13.6	20.7	18.3	13.1
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.1	0.0	0.4	0.2	0.2	0.1	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/In	2.7	0.0	5.4	1.1	0.0	4.4	1.5	2.3	2.0	1.0	2.4	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.2	0.0	15.4	10.2	0.0	16.0	21.7	18.5	13.7	20.8	18.5	13.2
LnGrp LOS	В	Α	В	В	Α	В	С	В	В	С	В	B
Approach Vol, veh/h		584			374			363			416	
Approach Delay, s/veh		13.3			14.4			17.3			16.0	
Approach LOS		В			В			В			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	22.2		17.0	11.2	23.8		17.0				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	32.0	28.0		18.0	32.0	28.0		18.0				
Max Q Clear Time (g_c+I1), s	6.6	9.4		7.6	3.9	11.1		9.3				
Green Ext Time (p_c), s	0.1	0.5		0.8	0.0	0.7		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			В									

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ALTERNATIVE 5 - PM PEAK HOUR

HCM 6th Signalized Intersection Summary 3: S LaSalle St/N LaSalle St & E Washington Ave

-T 07.28.202

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	î,		7	1,		7	1	1	7	1	1
Traffic Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Future Volume (veh/h)	340	420	90	78	178	91	60	155	131	154	219	237
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	358	442	95	82	187	96	63	163	138	162	231	249
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	551	480	103	319	302	155	248	476	556	309	476	667
Arrive On Green	0.16	0.36	0.36	0.10	0.29	0.29	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	1343	289	1781	1046	537	922	1885	1598	1087	1885	1598
Grp Volume(v), veh/h	358	0	537	82	0	283	63	163	138	162	231	249
Grp Sat Flow(s),veh/h/ln	1781	0	1631	1781	0	1582	922	1885	1598	1087	1885	1598
Q Serve(g_s), s	8.5	0.0	20.3	1.9	0.0	10.0	4.0	4.6	4.0	9.3	6.7	6.9
Cycle Q Clear(g_c), s	8.5	0.0	20.3	1.9	0.0	10.0	10.8	4.6	4.0	13.8	6.7	6.9
Prop In Lane	1.00		0.18	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	551	0	584	319	0	456	248	476	556	309	476	667
V/C Ratio(X)	0.65	0.00	0.92	0.26	0.00	0.62	0.25	0.34	0.25	0.52	0.49	0.37
Avail Cap(c_a), veh/h	1140	0	707	1031	0	686	272	526	598	338	526	709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	19.8	15.0	0.0	19.9	25.1	19.7	15.0	25.4	20.6	13.0
Incr Delay (d2), s/veh	0.5	0.0	14.2	0.2	0.0	0.5	0.2	0.2	0.1	0.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/In	5.3	0.0	14.2	1.3	0.0	6.2	1.5	3.3	2.4	4.0	4.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	34.0	15.2	0.0	20.4	25.3	19.9	15.1	25.9	20.8	13.1
LnGrp LOS	В	Α	С	В	Α	С	С	В	В	С	С	B
Approach Vol, veh/h		895			365			364			642	
Approach Delay, s/veh		25.6			19.2			19.0			19.1	
Approach LOS		С			В			В			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.6	25.6		23.3	11.2	30.1		23.3				
Change Period (Y+Rc), s	5.0	7.0		7.0	5.0	7.0		7.0				
Max Green Setting (Gmax), s	32.0	28.0		18.0	32.0	28.0		18.0				
Max Q Clear Time (g_c+I1), s	10.5	12.0		15.8	3.9	22.3		12.8				
Green Ext Time (p_c), s	0.1	0.6		0.5	0.0	0.8		0.5				
Intersection Summary												
HCM 6th Ctrl Delay			21.7									
HCM 6th LOS			С									

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APPENDIX D INTERSECTION SIMTRAFFIC QUEUE REPORTS

2020 EXISTING CONDITIONS AM PEAK HOUR

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.1	0.5	0.6	1.2	0.3	0.4	0.5	0.5	3.7	0.5	0.6	3.4
Total Del/Veh (s)	20.5	23.4	22.2	20.3	29.5	26.6	24.6	23.0	23.8	27.8	23.5	24.0

3: S LaSalle St/N LaSalle St & E Washington Ave Performance by movement

Movement	All	
Denied Del/Veh (s)	1.4	
Total Del/Veh (s)	24.2	

Intersection: 3: S LaSalle St/N LaSalle St & E Washington Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	125	167	110	204	136	121	124	151
Average Queue (ft)	77	104	46	117	80	70	69	90
95th Queue (ft)	136	183	107	210	136	129	125	153
Link Distance (ft)		2040		2324	886		1252	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	115		105			260		230
Storage Blk Time (%)	1	8	0	9				
Queuing Penalty (veh)	3	13	0	8				

2020 EXISTING CONDITIONS PM PEAK HOUR
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.9	0.8	0.6	1.9	0.3	0.3	0.6	0.5	3.6	0.7	0.7	3.3
Total Del/Veh (s)	36.5	36.3	33.0	27.1	33.7	32.8	26.0	34.0	27.8	27.6	31.8	29.0

Movement	All	
Denied Del/Veh (s)	1.4	
Total Del/Veh (s)	32.3	

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	140	346	116	221	171	108	245	180
Average Queue (ft)	118	208	52	127	107	71	151	104
95th Queue (ft)	166	349	119	234	175	125	257	185
Link Distance (ft)		2040		2324	886		1252	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	115		105			260		230
Storage Blk Time (%)	12	26	0	13			2	
Queuing Penalty (veh)	42	60	0	9			3	

2040 FUTURE NO BUILD AM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.2	0.9	1.0	1.6	0.4	0.4	0.6	0.6	3.7	0.6	0.7	3.2
Total Del/Veh (s)	36.2	32.7	29.2	28.6	34.0	34.6	28.7	29.8	33.7	28.1	29.6	32.7

Movement	All	
Denied Del/Veh (s)	1.5	
Total Del/Veh (s)	32.3	

Movement	EB	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	LT	R	LT	R	
Maximum Queue (ft)	140	336	129	240	163	147	189	177	
Average Queue (ft)	126	217	63	148	113	90	109	118	
95th Queue (ft)	161	382	137	245	179	156	213	197	
Link Distance (ft)		2040		2324	886		1252		
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	115		105			260		230	
Storage Blk Time (%)	17	22	2	19				1	
Queuing Penalty (veh)	59	54	6	19				2	

2040 FUTURE NOT BUILD PM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	17.7	15.4	13.6	1.6	0.4	0.4	0.5	0.6	3.6	1.0	0.8	2.9
Total Del/Veh (s)	213.4	205.4	199.3	37.2	46.1	44.9	39.0	40.7	40.8	37.6	36.1	32.4

Movement	All	
Denied Del/Veh (s)	7.3	
Total Del/Veh (s)	107.5	

Movement	EB	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	LT	R	LT	R	
Maximum Queue (ft)	140	2058	129	307	183	165	304	237	
Average Queue (ft)	135	1667	76	193	134	92	206	158	
95th Queue (ft)	161	2292	156	385	210	166	325	264	
Link Distance (ft)		2040		2324	886		1252		
Upstream Blk Time (%)		27							
Queuing Penalty (veh)		0							
Storage Bay Dist (ft)	115		105			260		230	
Storage Blk Time (%)	40	45	2	28			4	1	
Queuing Penalty (veh)	215	160	4	23			10	2	

ALTERNATIVE 1 - AM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.8	0.8	0.6	1.3	0.3	0.2	0.8	0.6	3.5	0.8	0.7	3.3
Total Del/Veh (s)	25.4	28.7	25.2	26.7	31.5	29.3	38.6	42.8	33.4	31.5	33.3	31.7

Movement	All	
Denied Del/Veh (s)	1.4	
Total Del/Veh (s)	31.1	

Movement	EB	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	LT	R	LT	R	
Maximum Queue (ft)	212	279	110	214	170	115	189	170	
Average Queue (ft)	125	169	65	133	118	79	111	113	
95th Queue (ft)	227	314	136	257	194	130	213	192	
Link Distance (ft)		2040		2324	886		1252		
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200		105			260		230	
Storage Blk Time (%)	1	6	0	16			1	0	
Queuing Penalty (veh)	4	14	0	15			2	1	

ALTERNATIVE 1 - PM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.9	1.3	1.3	1.5	0.4	0.4	0.5	0.6	3.6	0.9	0.9	3.0
Total Del/Veh (s)	69.5	65.2	62.2	38.3	41.3	39.4	56.6	67.6	66.6	82.2	87.3	76.0

Movement	All	
Denied Del/Veh (s)	1.5	
Total Del/Veh (s)	66.6	

Movement	EB	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	LT	R	LT	R	
Maximum Queue (ft)	225	887	129	283	251	182	661	255	
Average Queue (ft)	215	576	73	173	185	122	452	223	
95th Queue (ft)	267	1065	155	298	321	251	759	311	
Link Distance (ft)		2042		2324	886		1252		
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200		105			260		230	
Storage Blk Time (%)	16	32	2	25	2	3	43	6	
Queuing Penalty (veh)	85	115	6	21	2	7	107	25	

ALTERNATIVE 2 - AM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.7	0.7	0.4	1.3	0.4	0.2	3.6	0.5	0.5	3.2	0.5	0.4
Total Del/Veh (s)	18.9	15.6	16.4	26.3	22.2	24.1	37.1	19.2	18.1	25.9	23.0	20.0

Movement	All	
Denied Del/Veh (s)	1.0	
Total Del/Veh (s)	20.9	

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	136	242	118	222	89	139	54	194
Average Queue (ft)	95	136	66	130	55	99	32	138
95th Queue (ft)	152	257	128	247	108	167	62	227
Link Distance (ft)		2066		2334		886		1257
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	115		105		260		230	
Storage Blk Time (%)	5	7	0	14				1
Queuing Penalty (veh)	16	16	0	13				0

ALTERNATIVE 2 - PM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.1	1.2	1.2	1.4	0.4	0.3	3.6	0.4	0.5	3.0	0.6	0.6
Total Del/Veh (s)	38.2	28.5	24.7	40.2	36.8	35.6	67.5	31.5	34.4	24.8	28.3	24.8

Movement	All	
Denied Del/Veh (s)	1.2	
Total Del/Veh (s)	32.6	

Movement	EB	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	L	TR	L	TR	
Maximum Queue (ft)	139	484	125	246	92	213	119	332	
Average Queue (ft)	125	337	73	158	57	148	74	214	
95th Queue (ft)	170	554	147	261	113	244	150	341	
Link Distance (ft)		2066		2334		886		1257	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	115		105		260		230		
Storage Blk Time (%)	21	20	3	25		0		6	
Queuing Penalty (veh)	109	69	9	19		0		10	

ALTERNATIVE 3 - AM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.9	0.8	1.5	1.3	0.4	1.2	0.7	0.5	3.6	0.7	0.7	3.2
Total Del/Veh (s)	27.3	29.9	31.4	26.6	32.0	35.6	35.3	45.5	36.8	32.4	30.4	31.8

Movement	All	
Denied Del/Veh (s)	1.4	
Total Del/Veh (s)	32.2	

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	Т	R	L	Т	R	LT	R	LT	R	
Maximum Queue (ft)	204	271	66	121	230	72	208	132	156	156	
Average Queue (ft)	117	163	24	60	125	41	137	76	96	110	
95th Queue (ft)	217	329	73	117	244	93	223	135	165	175	
Link Distance (ft)		2040			2326		874		1247		
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200		50	105		50		260		230	
Storage Blk Time (%)	2	43	1	1	28	5	0				
Queuing Penalty (veh)	7	122	4	2	45	17	0				

ALTERNATIVE 3 - PM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.0	1.3	2.0	1.5	0.4	1.3	0.5	0.8	3.4	0.8	0.9	3.0
Total Del/Veh (s)	46.9	45.7	43.2	31.9	41.6	39.2	61.4	62.7	49.4	48.2	54.1	43.6

Movement	All	
Denied Del/Veh (s)	1.6	
Total Del/Veh (s)	47.0	

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	Т	R	L	Т	R	LT	R	LT	R	
Maximum Queue (ft)	225	677	74	118	262	75	250	191	423	255	
Average Queue (ft)	195	397	37	67	155	44	164	106	266	180	
95th Queue (ft)	273	702	90	142	290	94	281	216	467	286	
Link Distance (ft)		2040			2326		874		1247		
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200		50	105		50		260		230	
Storage Blk Time (%)	10	52	5	1	37	9	3	0	14	1	
Queuing Penalty (veh)	56	235	43	1	66	25	5	0	35	5	

ALTERNATIVE 5 - AM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.7	0.8	0.7	1.3	0.5	0.3	0.6	0.7	3.5	0.7	0.9	3.2
Total Del/Veh (s)	28.1	31.7	33.2	27.5	38.5	33.0	34.2	35.6	21.9	37.3	38.6	14.4

Movement	All	
Denied Del/Veh (s)	1.4	
Total Del/Veh (s)	30.2	

Movement	EB	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	LT	R	LT	R	
Maximum Queue (ft)	212	304	113	243	196	130	187	128	
Average Queue (ft)	127	179	64	147	127	71	116	79	
95th Queue (ft)	226	309	137	265	201	134	185	125	
Link Distance (ft)		2040		2324	886		1252		
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200		105			260		230	
Storage Blk Time (%)	1	6	0	17	0		0	0	
Queuing Penalty (veh)	5	15	1	18	0		1	0	

ALTERNATIVE 5 - PM PEAK HOUR

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.9	1.3	1.3	1.3	0.4	0.4	0.7	0.5	3.5	0.9	0.9	2.9
Total Del/Veh (s)	78.2	73.6	72.9	39.4	47.9	46.1	41.6	42.6	30.2	116.3	117.6	60.0

Movement	All	
Denied Del/Veh (s)	1.5	
Total Del/Veh (s)	69.8	

Movement	EB	EB	WB	WB	NB	NB	SB	SB	
Directions Served	L	TR	L	TR	LT	R	LT	R	
Maximum Queue (ft)	225	964	129	299	214	150	721	255	
Average Queue (ft)	209	631	73	188	136	86	499	189	
95th Queue (ft)	272	1203	151	320	211	163	1003	336	
Link Distance (ft)		2040		2324	886		1252		
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	200		105			260		230	
Storage Blk Time (%)	18	37	2	32		0	45	0	
Queuing Penalty (veh)	96	134	5	27		1	111	1	

CITY OF NAVASOTA CITY COUNCIL AGENDA

AGENDA ITEM NO.: 7. AGENDA DATE: August 9, 2021

PREPARED BY: Lupe Diosdado, Development Services Director

APPROVED BY: BS

ITEM: Conduct a public hearing for the purpose of receiving public comment and testimony regarding a zoning change application submitted to the City of Navasota by Jarvis Tire and Wheel LLC, for the property located near North LaSalle/Millican St and Laredo St, Navasota, Grimes County, Texas, 77868. The zoning change application requests to change the zoning from Article XI B-1: General Business District to Hidden Hills PUD, a planned unit development, for the development of a 103-lot, single-dwelling residential subdivision. The property affected is legally described as A0002. D Arnold, Tract 11, Par 10, Acres 17.175.

ITEM BACKGROUND:

Blackrock Builders intends to develop Hidden Hills a 103-lot residential subdivision. Jarvis Tire and Wheel LLC, the current property owner has requested a zoning change on behalf of Blackrock Builders changing the current zoning from B-1 General Business District to Hidden Hills PUD a planned unit development. A copy of the development standards as well as a concept plan is attached for your review and consideration.

Public hearing opened at _____ p.m.

Public hearing closed at _____ p.m.

BUDGETARY AND FINANCIAL SUMMARY: None

STAFF RECOMMENDATION:

Staff recommends conducting a public hearing for the purpose of receiving public comment and testimony regarding a zoning change application submitted to the City of Navasota by Jarvis Tire and Wheel LLC, for the property located near North LaSalle/Millican St and Laredo St, Navasota, Grimes County, Texas, 77868. The zoning change application requests to change the zoning from Article XI B-1: General Business District to Hidden Hills PUD, a planned unit development, for the development of a 103-lot, single-dwelling residential subdivision. The property affected is legally described as A0002. D Arnold, Tract 11, Par 10, Acres 17.175.

ATTACHMENTS:

1. Staff Report



City of Navasota Planning and Zoning Commission Staff Report July 23, 2021



Send all mail to: P.O. Box 910 Navasota, TX 77868

www.NavasotaTX.gov

Summary:

Blackrock Builders intends to develop a 103-lot residential subdivision named Hidden Hills on the 17-acre tract located behind Jarvis Tire. Per our ordinance only the current property owner is allowed to submit a zoning change application. At the time of submittal Jarvis Wheel and Tire, LLC, were still the listed owners.

The rezoning application requests to change the zoning from Article XI B-1: General Business District to Hidden Hills PUD, a planned unit development. The property affected is legally described as A0002. D Arnold, Tract 11, Par 10, Acres 17.175. A copy of the concept plan and development standards are attached for your review and consideration. City staff has reviewed the concept plan per applicable codes and ordinances.

Thirty-five (35) neighboring property owners notified via letter. An ad notifying the public of the public hearing was also published in the Navasota Examiner July 7th.

On **July 22, 2021, The Planning and Zoning Commission** held a public hearing regarding the proposed zoning change request. Neighboring property owners inquired about the effect on their properties zoning as well as future drainage concerns. Following the public comments, the P&Z made a unanimous recommendation to approve the PUD zoning change as presented with one change, requiring sidewalks installed on both sides of all streets per the subdivision ordinance.

Comprehensive Plan Relation:

"Economic Development Policy 2 - Varied Housing Supply and Price.

Ensure an adequate supply of housing types and price ranges. As the community continues to grow and build out, it will be even more critical for the community to ensure an adequate housing supply for residents, employers and employees. Prioritize creating more infill housing and options for seniors, particularly due to the growing retiree population within close proximity" Pg. 77 *Comp Plan*

Property Information:

PID: R10199 Legal Description: A0002. D ARNOLD, TRACT 11, PAR 10, ACRES 17.175 Owner: JARVIS TIRE & WHEEL LLC Address: N Lasalle/ Laredo Street Zoning: <u>B-1</u> Land Use: Vacant Proposed Use: Single Dwelling Subdivision Applicant\Project Rep: Jarvis Tire\ Blackrockbuilders, Jeff Robertson, P.E., McClure & Browne



Aerial & Street view:


AGENDA ITEM NO.: 8. AGENDA DATE: August 9, 2021

PREPARED BY: Lupe Diosdado, Development Services Director

APPROVED BY: BS

ITEM: Consideration and possible action on the first reading of Ordinance No. 969-21, approving a zoning change application submitted to the City of Navasota by Jarvis Tire and Wheel LLC, for the property located near North LaSalle/Millican St and Laredo St, Navasota, Grimes County, Texas, 77868. The zoning change application requests to change the zoning from Article XI B-1: General Business District to Hidden Hills PUD, a planned unit development, for the development of a 103-lot, single-dwelling residential subdivision. The property affected is legally described as A0002. D Arnold, Tract 11, Par 10, Acres 17.175.

ITEM BACKGROUND:

Blackrock Builders intends to develop Hidden Hills a 103-lot residential subdivision. Jarvis Tire and Wheel LLC, the current property owner has requested a zoning change on behalf of Blackrock Builders changing the current zoning from B-1 General Business District to Hidden Hills PUD a planned unit development. A copy of the development standards as well as a concept plan is attached for your review and consideration.

BUDGETARY AND FINANCIAL SUMMARY:

None

STAFF RECOMMENDATION:

Staff recommends approval of the first reading of Ordinance No. 969-21, a zoning change from Article XI B-1: General Business District to Hidden Hills PUD, a planned unit development, for the development of a 103-lot, single-dwelling residential subdivision. The property affected is legally described as A0002. D Arnold, Tract 11, Par 10, Acres 17.175.

ATTACHMENTS:

1. Ordinance No. 969-21

ORDINANCE NO. <u>969-21</u>

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF NAVASOTA, TEXAS TO REZONE THE PROPERTY LEGALLY DESCRIBED AS 16.875 ACRES IN THE D. ARNOLD SURVEY, ABSTRACT NO. 2, BEING FURTHER DESCRIBED IN THE REZONING MAP ATTACHED HERETO AS EXHIBIT "A' AND INCORPORATED HEREIN FOR ALL PURPOSES PERTINENT, FROM A B-1: GENERAL BUSINESS DISTRICT TO A PLANNED UNIT DEVELOPMENT ("PUD") DISTRICT KNOWN AS "HIDDEN HILLS PUD;" PROVIDING FOR A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on the 8th of July, 2021, Jarvis Wheel and Tire, LLC, filed a petition requesting the rezoning of the property legally described as 16.875 Acres, D. Arnold Survey, Abstract No. 2, being further described in the Rezoning Map attached hereto as Exhibit "A" and incorporated herein for all purposes pertinent, from a B-1: General Business District to a Planned Unit Development District ("PUD") known as "Hidden Hills PUD," for the purpose of developing a 103-lot single-dwelling residential subdivision; and

WHEREAS, the rezoning request is in harmony with the Comprehensive Plan of the City of Navasota; and

WHEREAS, on the 22nd of July 2021, a public hearing was held before the Planning and Zoning Commission of the City of Navasota, a quorum being present on the occasion and said matter of rezoning being part of the agenda for said Commission meeting, an opportunity to present arguments for and against the proposed rezoning was held; and

WHEREAS, the requirements and standards governing the "Hidden Hills PUD" are also attached hereto as part of Exhibit "A"; and

WHEREAS, the Planning and Zoning Commission recommends to the Navasota City Council that in the best interest and the benefit of the residents of the City of Navasota, the said property be rezoned as Hidden Hills PUD, as described herein; and

WHEREAS, on the 9th day of August 2021, a public hearing was held before the Navasota City Council, a quorum being present on the occasion and said matter of rezoning being part of the agenda, an opportunity to present arguments for and against the proposed rezoning was held;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF NAVASOTA, TEXAS:

SECTION 1. The zoning change request is hereby granted as set out in Exhibit "A", and such zoning shall be entered on the Official Zoning Map of the City of Navasota. Unless otherwise provided for or modified herein, the property located within the Hidden Hills PUD area shall conform to the provisions of the City's Zoning Ordinance, Subdivision Ordinance and all other applicable ordinances.

SECTION 2. That if any section, subsection, word, sentence or phrase of this ordinance is held invalid, it shall not affect the remaining parts of this ordinance.

SECTION 3. That this ordinance shall be effective upon final reading and approval of this ordinance.

PASSED AND ADOPTED ON FIRST READING THIS 9th DAY OF AUGUST 2021.

BERT MILLER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

PASSED AND ADOPTED ON SECOND READING THIS 10TH DAY OF AUGUST 2021.

BERT MILLER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

Exhibit A



HIDDEN HILLS PUD

5.1 RESIDENTIAL

Lots 1-13, Block 1, Lots 1-5, Block 2, Lots 1-17, Block 3, Lots 1-36, Block 4, Lots 1-5, Block 5, and Lots 1-29, Block 6 shall follow the standards for zoning for R-1A with the following amendments:

CONDITIONAL USES

A. Water supply reservoirs, pumping plants, transmission towers, and sewer lift stations. **DEVELOPMENT STANDARDS**

A. Height restrictions. No structure shall exceed thirty-five (35) feet in height.

B. Building setbacks:

(1) Front Setback. There shall be a front setback having a depth of not less than twenty (20) feet.

(2) Rear Setback. There shall be a rear setback having a depth of not less than ten (10) feet

(3) Side Setback. There shall be side setbacks, on each side, having a width of not less than five (5) feet. When abutting a street, the minimum side setback shall be at least fifteen (15) feet (Street Side Setback).

C. Lot dimensions.

(1) Lot Area. The minimum lot size is 4,250 square feet.

(2) Lot Width. No lot shall average less forty-five (45) feet wide between the property lines.

(3) Lot Depth. No lot shall average less than ninety (90) feet in depth between the side property lines.

D. Density. The maximum dwelling units (DUs) per acre shall not exceed 9 units per acre.

5.2 DEVELOPMENT STANDARDS – COMMERCIAL

Lot 1, Block 7 shall follow the standards for zoning for B-1 with the following amendments: **DEVELOPMENT STANDARDS**

A. Building setbacks:

(1) Rear Setback. There shall be a rear setback having a depth of not less than twenty-five (25) feet.

5.3 ADDITIONAL DEVELOPMENT SPECIFICATIONS

A. 5' sidewalks on both sides of each street as shown on attached concept map.

B. See attached map for additional information.





AGENDA ITEM NO.: 9. AGENDA DATE: August 9, 2021

PREPARED BY: Lupe Diosdado, Development Services Director

APPROVED BY: BS

ITEM: Conduct a public hearing for the purpose of receiving public comment and testimony regarding a conditional use permit application submitted to the City of Navasota by Brazos Valley Community Action Agency, Inc., dba HealthPoint (BVCAA) for the property located at 8310 State Highway 6, Navasota, Grimes County, Texas, 77868. The conditional use permit application requests to allow for the development of a medical clinic, a conditional use listed under Article XI B-1: General Business District. The property affected is legally described as S1100 - Acklam Acres, Lot 1-5, Acres 1.5.

ITEM BACKGROUND:

BVCAA intends to develop a Health Point medical clinic at 8310 State Hwy 6, Navasota, Texas, 77868. (next to the existing Baylor Scott and White Clinic) Medical Clinics are listed as a conditional use under the B-1: General Business District, so therefore require the approval of a conditional use permit for construction. The preliminary site plan is attached for your review and consideration. City staff has reviewed the submittals in accordance with applicable codes and standards.

Public hearing opened at _____ p.m.

Public hearing closed at _____ p.m.

BUDGETARY AND FINANCIAL SUMMARY: None

STAFF RECOMMENDATION:

Staff recommends conducting a public hearing for the purpose of receiving public comment and testimony regarding a conditional use permit application submitted to the City of Navasota by Brazos Valley Community Action Agency, Inc., dba HealthPoint (BVCAA) for the property located at 8310 State Highway 6, Navasota, Grimes County, Texas, 77868. The conditional use permit application requests to allow for the development of a medical clinic, a conditional use listed under Article XI B-1: General Business District. The property affected is legally described as S1100 - Acklam Acres, Lot 1-5, Acres 1.5.

ATTACHMENTS:

Staff Report
 Preliminary Site Plan



City of Navasota Planning and Zoning Commission Staff Report July 23, 2021



Send all mail to: P.O. Box 910 Navasota, TX 77868

www.NavasotaTX.gov

Summary:

Brazos Valley Community Action Agency, Inc., (BVCAA) intends to develop a Health Point medical clinic at 8310 State Hwy 6, Navasota, Texas, 77868. (Next to the existing Baylor Scott and White Clinic along Hwy 6)

Medical Clinics are listed as a conditional use under the B-1: General Business District, so therefore require the approval of a conditional use permit for construction. The preliminary site plan is attached for your review and consideration. City staff has reviewed the submittals in accordance with applicable codes and standards. The final site plan with all recommended changes if any will be considered by the Planning & Zoning Commission on August 12, 2021.

Forty-three (43) neighboring property owners were notified via letter. An ad notifying the public of the public hearing was also published in the Navasota Examiner July 7th.

On **July 22, 2021, The Planning & Zoning Commission** held a public hearing regarding the conditional use permit application. The project architect, Fred Patterson and CEO, Eric Todd answered questions related to drainage and business operations. Following the public comments P&Z voted unanimously to recommend approval of the conditional use permit.

Comprehensive Plan Relation:

"Stakeholder Input - Are there Places Outside of Navasota where you Spend your Time and Money?

- 1. Groceries
- 2. Out of Town
- 3. Restaurants
- 4. Shopping
- 5. Medical / Hospital" Pg. 149 Comp Plan

Property Information:

PID: R76765
Legal Description: S1100 - ACKLAM ACRES, Lot 1-5, ACRES 1.5
Owner: BRAZOS VALLEY COMMUNITY ACTION AGENCY, INC
Address: 8310 State Hwy 6, Navasota, Texas, 77868.
Zoning: B-1
Land Use: Vacant
Proposed Use: Medical Clinic

Applicant\Project Rep: BVCAA

Aerial & Street view:





NEW FACILITY HEALTHPOINT: NAVASOTA

8310 STATE HWY 6



PATTERSON ★ ARCHITECTS 701 SOUTH TEXAS AVE.

BRYAN, TEXAS 979.775.6036 design@patarch.com

RAMIREZ-SIMON Engineering, LLC

9805 WHITHORN HOUSTON, TX 832.261.1420

Dudley Dunham Engineering, LLC 6102 IMPERIAL LOOP DRIVE

COLLEGE STATION, TX 979.690.6555

Bleyl Engineering 1722 BROADMOOR DR 210

BRYAN, TX 979.268.1125

Dudley Construction, Ltd.

11370 STATE HIGHWAY 30 COLLEGE STATION, TX 979.776.2135

SITE PACKAGE

PATTERSON PROJECT NUMBER: 2049

NAVASOTA, TEXAS











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AVING	KEQI	JIKE	VIEN	11	

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		NEW TREE: TEXAS ASH OR E	BUR OAK. REF. 17/	/A13	design@patarch	.com
		SHRUB: MAIDEN GRASS (M) REF. 18/A13), UPRIGHT ROSM	1ARY (R) -		
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	GRASSES ZERO SCAPE	= 32,259 S.F. = 1,889 S.F.			CAD File: A1.3 Landscaping Project No.: Sheet Title:	12049.v
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		PATTERSON ARCHITECTS making a difference by Design www.patarch.com 701 South Texas Avenue Bryan, Texas 77803 979.775.6036 design@patarch.com
		Healthpoint: Navasota 8310 State Hwy 6 Navasota, TX LOT 1R 1.5 AC Acklam Acres D. Arnold League A-2 OWNER BVCAA 3991 E. 29th Bryan, TX 979.213.4051
		FRED A. PATTERSON REGISTRATION NUMBER: 10389 THESE DOCUMENTS ARE FOR INTERIM REVIEW AND ARE NOT INTENDED FOR REGULATORY APPROVAL, BIDDING, PERMIT, OR CONSTRUCTION PURPOSES.
2) PRE-FIN. METAL COPING	T.O. PARAPET 120'-6" T.O. PARAPET 118-'6"	OR VT: IAVASOTA, TEXAS
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		CAD File: A4.1 Ext Elev 2049.vwx Project No.: Sheet Title: EXTERIOR ELEVATIONS Sheet A 4 1
		11 of 26



HYDRAULIC	CALCULATIONS

HYDROLOGIC PARAMETER SUMMARY						
SCENARIO	AREA ID	AREA (AC)	CN**	TIME OF CONCENTRATION (MIN)		
EXISTING	P-1B	3.98	92	5.2		
	DA-1	0.79	92	5.2		
	DA-2	0.51	94	5.2		
PROPOSED	DA-3	0.17	91	5.2		
	DA-4	0.43	87	5.2		
	DA-5	2.02	93	5.2		

	25-YEAR	EXISTING	CONDITIONS	
AREA ID	AREA	Q (CFS)	TIME	VOLUME
*P-1B	0.006213	27.80	01JAN1999, 12:06	8.01

	100-YEAR	R EXISTING	CONDITIONS	
AREA ID	AREA	Q (CFS)	TIME	VOLUME
*P-1B	0.006213	36.70	01JAN1999, 12:06	10.59

*HMS SUMMARY TABLES FOR DRAINAGE AREA P-1B TAKEN FROM BAYLOR SCOTT & WHITE SITE PLAN DONE BY JACOBS ON NOVEMBER 8, 2017. **CURVE NUMBER BASED ON TR-55 FOR "OPEN SPACES (LAWN, PARKS, GOLF COURSES ...), FAIR CONDITIONS WITH 80% IMPERVIOUS.

CONTRACTOR SHALL USE CAUTION DURING
CONSTRUCTION IN THE VICINITY OF ALL
OVERHEAD ELECTRIC. CONTRACTOR SHALL
COMPLY WITH ALL LOCAL, STATE, AND FEDERAL
REQUIREMENTS IN REGARDS TO CLEARANCES AND
CONSTRUCTION ACTIVITIES.

25-YEAR PROPOSED CONDITIONS				
AREA ID	AREA (AC)	Q (CFS)	TIME	
DA-1	0.79	5.53	12.11	
DA-2	0.51	3.64	12.11	
DA-3	0.17	1.21	12.11	
DA-4	0.43	2.89	12.11	
DA-5	0.62	4.39	12.11	
TOTAL	2.52	17.66		

100-YEAR PROPOSED CONDITIONS				
AREA ID	AREA (AC)	Q (CFS)	TIME	
DA-1	0.79	7.25	12.10	
DA-2	0.51	4.75	12.10	
DA-3	0.17	1.58	12.10	
DA-4	0.43	3.84	12.10	
DA-5	0.62	5.74	12.10	
TOTAL	2.52	23.16		

BENCHMARK: TXDOT MONUMENT

FLOOD PLAIN: PLAIN ELEVATION IS 239 FEET.





- Bleyl Engineering -



CERTIFICATE OF OWNERSHIP AND DEDICATION

STATE OF TEXAS ~ COUNTY OF GRIMES ~

We, (name of President) and (name of Secretary), President and Secretary, respectively of (name of company), owner of the property subdivided in the above and foregoing map of (name of subdivision), do hereby make subdivision of said property for and on behalf of said (name of company) according to the lines, streets, lots, alleys, parks, building lines and easements thereon shown and designate said subdivision as (name of subdivision), located in the (name of survey), Grimes County, Texas, and on behalf of said (name of company) and dedicate to public use, as such, the streets, alleys, parks and easements shown thereon forever, and do hereby waive any claims for damages occasioned by the establishing of grades as approved for the streets and alleys dedicated, or occasioned by the alteration of the surface of any portion of streets or alleys to conform to such grades; and do hereby bind ourselves, our successors and assigns to warrant and forever defend the title to the land so dedicated.

FURTHER we, (name of company), do hereby dedicate forever to the public a strip, a minimum of land fifteen (15) feet wide on each side of the centerline of any and all gullies, ravines, draws, sloughs or other natural drainage courses located in the said subdivision, as easements for drainage purposes, giving Grimes County and/or any other public agency the right to enter upon said easements at any and all times for the purpose of constructing and/or maintaining drainage work and/or structures."

'FURTHER, all of the property subdivided in the above and foregoing map shall be restricted in its uses, which restrictions shall run with the title to the property, and shall be enforceable, at the option of Grimes County, by Grimes County or any citizen thereof, by injunction as follows: 1.) That drainage of septic tanks into road, street, alley or other public ditches, either directly or indirectly, is strictly prohibited. 2.) Drainage structures under Private driveways shall have a net drainage opening area of sufficient size to permit the free flow of water without backwater.

IN TESTIMONY WHEREOF, the (name of company) has caused these presents to be signed by (name of President) its President, thereunto authorized, attested by its Secretary, (name of Secretary), and its common seal hereunto affixed this _____day of ____20___.

(Name of Company)

By: (Signature of Company President)

(Printed name of Company President)

ATTEST: _ (Signature of Company Secretary)

(Printed name of Company Secretary)

STATE OF TEXAS ~ COUNTY OF GRIMES ~

This instrument was acknowledged before me on the _____ day of _____, 20___ by

NOTARY PUBLIC, STATE OF TEXAS

Notary Signature

Notary Printed name

Notary Commission Expiration

SURVEYOR'S CERTIFICATE

STATE OF TEXAS ~ COUNTY OF GRIMES ~

I, James H. Thomas, am registered under the laws of the State of Texas to practice the profession of surveying and hereby certify that the above subdivision is true and accurate; was prepared from an actual survey of the property made under my supervision on the ground; that, except as shown all boundary corners, angle points, points of curvature and other points of reference have been marked with iron (or other objects of a permanent nature) pipes or rods having an outside diameter of not less than five eighths (5/8) inch and a length of not less than three (3) feet; and that the plat boundary corners have been tied to the Texas Coordinate System of 1983, Central zone.

> James H. Thomas R.P.L.S. Texas Registration No. 5736





AGENDA ITEM NO.: 10. AGENDA DATE: August 9, 2021

PREPARED BY: Lupe Diosdado, Development Services Director

APPROVED BY: BS

ITEM: Consideration and possible action on the first reading of Ordinance No. 970-21, approval of a conditional use permit for Brazos Valley Community Action Agency, Inc., dba HealthPoint (BVCAA) for the property located at 8310 State Highway 6, Navasota, Grimes County, Texas, 77868, for the development of a medical clinic, a conditional use listed under Article XI B-1: General Business District. The property affected is legally described as S1100 - Acklam Acres, Lot 1-5, Acres 1.5.

ITEM BACKGROUND:

BVCAA intends to develop a Health Point medical clinic at 8310 State Hwy 6, Navasota, Texas, 77868. (next to the existing Baylor Scott and White Clinic) Medical Clinics are listed as a conditional use under the B-1: General Business District, so therefore require the approval of a conditional use permit for construction. The preliminary site plan is attached for your review and consideration. City staff has reviewed the submittals in accordance with applicable codes and standards.

BUDGETARY AND FINANCIAL SUMMARY:

None

STAFF RECOMMENDATION:

Staff recommends approval of the first reading of Ordinance No. 970-21, a conditional use permit for the development of a medical clinic by Brazos Valley Community Action Agency, Inc., dba HealthPoint (BVCAA) for the property located at 8310 State Highway 6, Navasota, Grimes County, Texas, 77868. The property affected is legally described as S1100 - Acklam Acres, Lot 1-5, Acres 1.5.

ATTACHMENTS:

1. Ordinance No. 970-21

ORDINANCE NO. <u>970-21</u>

AN ORDINANCE OF THE CITY OF NAVASOTA, TEXAS, AMENDING THE OFFICIAL ZONING MAP GRANTING A CONDITIONAL USE PERMIT FOR THE 1.5 ACRE LOT LOCATED AT 8310 STATE HWY 6, NAVASOTA, TX 77868 LEGALLY DESCRIBED AS S1100 - ACKLAM ACRES, Lot 1-5, ACRES 1.5; PROVIDING FOR CONDITIONS RELATED TO THE CONDITIONAL USE PERMIT

BE IT ORDAINED BY THE CITY OF NAVASOTA, THE OFFICIAL ZONING MAP BE AMENDED IN THE FOLLOWING MANNER:

- **SECTION 1.** That the Official Zoning Map of the City of Navasota, Texas, is hereby amended to grant a CONDITIONAL USE PERMIT to BRAZOS VALLEY COMMUNITY ACTION AGENCY, INC. for the development of a medical clinic use on the 1.5 Acre lot located at 8310 State Highway 6, Navasota, TX 77868 legally described as S1100 - ACKLAM ACRES, Lot 1-5, ACRES 1.5, (hereinafter "Property") in accordance with the City of Navasota adopted Building Codes, Zoning Ordinance, and other applicable ordinances and regulations. This Property is located within the B-1: General Business District and requires the approval of a Conditional Use Permit for development of a medical clinic use.
- **SECTION 2.** The development of the Property shall be in accordance with the following special conditions, restrictions and regulations:
 - a) The property and its use shall comply with all ordinances and codes of the City of Navasota;

SECTION 3. Upon holding a properly notified public hearing, the City Council may amend, change, or rescind the Conditional Use Permit granted by this Ordinance if:

- a) There is a violation and conviction of any of the provisions of this Ordinance, or any ordinance of the City of Navasota, that occurs on the Property;
- b) There is a violation of any provision of the terms and conditions of the Conditional Use Permit granted by this Ordinance; or
- c) As otherwise permitted by law and/or Navasota's Zoning Ordinance, as it exists or may be amended.
- **SECTION 4.** This Ordinance shall take effect as provided by the Charter of the City of Navasota, Texas and applicable law.

PASSED AND APPROVED ON FIRST READING THIS THE 9th DAY OF AUGUST, 2021.

BERT MILLER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

PASSED AND APPROVED ON SECOND READING THIS THE 10^{TH} DAY OF AUGUST, 2021.

BERT MILLER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

AGENDA ITEM NO.: 11. AGENDA DATE: August 9, 2021

PREPARED BY: Lupe Diosdado, Development Services Director

APPROVED BY: BS

ITEM: Conduct a public hearing to receive public comment and testimony regarding an application submitted by Sebastian Murillo Rubio to abandon a forty-one foot (41') section of Allen Street right-of-way and a twenty foot (20') alleyway located in Block 15 of the Lasker Subdivision, in the City of Navasota, Grimes County, Texas.

ITEM BACKGROUND:

Sebastian Murillo Rubio submitted an application to the City of Navasota requesting abandonment of a forty-one foot (41') section of Allen Street right-of-way and a twenty foot (20') alleyway located in Block 15 of the Lasker Subdivision, in the City of Navasota, Grimes County, Texas. Suddenlink, CenturyLink (Lumen), Entergy and the City of Navasota do not have underground facilities that would be negatively impacted by the closure of this section of right-of-way and alleyway.

Public hearing opened at _____p.m.

Public hearing closed at _____p.m.

BUDGETARY AND FINANCIAL SUMMARY: none

STAFF RECOMMENDATION:

Staff recommends conducting a public hearing to receive public comment and testimony regarding an application submitted by Sebastian Murillo Rubio to abandon a forty-one foot (41') section of Allen Street right-of-way and a twenty foot (20') alleyway located in Block 15 of the Lasker Subdivision, in the City of Navasota, Grimes County, Texas.

ATTACHMENTS:

AGENDA ITEM NO.: 12. AGENDA DATE: August 9, 2021

PREPARED BY: Lupe Diosdado, Development Services Director

APPROVED BY: BS

ITEM: Consideration and possible action on the first reading of Ordinance No. 971-21, vacating a forty-one foot (41') section of Allen Street right-of-way and a twenty foot (20') alleyway located in Block 15 of the Lasker Subdivision, in the City of Navasota, Grimes County, Texas.

ITEM BACKGROUND:

Sebastian Murillo Rubio submitted an application to the City of Navasota requesting abandonment of a forty-one foot (41') section of Allen Street right-of-way and a twenty foot (20') alleyway located in Block 15 of the Lasker Subdivision, in the City of Navasota, Grimes County, Texas. Suddenlink, CenturyLink (Lumen), Entergy and the City of Navasota do not have underground facilities that would be negatively impacted by the closure of this section of right-of-way and alleyway.

BUDGETARY AND FINANCIAL SUMMARY:

none

STAFF RECOMMENDATION:

Staff recommends approval of the first reading of Ordinance No. 971-21, vacating a forty-one foot (41') section of Allen Street right-of-way and a twenty foot (20') alleyway located in Block 15 of the Lasker Subdivision, in the City of Navasota, Grimes County, Texas.

ATTACHMENTS:

1. Ordinance No. 971-21

ORDINANCE NO. <u>971-21</u>

AN ORDINANCE PROVIDING FOR THE ABANDONMENT OF A FORTY-ONE (41') FOOT PORTION OF PUBLIC RIGHT-OF-WAY AND A TWENTY FOOT (20') PUBLIC ALLEYWAY; PROVIDING FOR THE TERMS AND CONDITIONS OF SUCH ABANDONMENT

WHEREAS, the City of Navasota, Texas ("City") owns forty-one feet (41') of public right-of-way known as Allen Street and a twenty-foot (20') wide alleyway as shown on Exhibit "A"; and

WHEREAS, the City desires to abandon, close, and vacate the section of public right-of-way and alleyway shown on Exhibit "A"; and

WHEREAS, the abandonment and closing of the section of public right-of-way and alleyway shown on Exhibit "A" will not create an undue burden on traffic; and

WHEREAS, the City has no need or use for the public right-of-way or alleyway as a public thoroughfare; and

WHEREAS, the City Council of the City of Navasota desires to abandon, close, and vacate the public right-of-way and alleyway as shown on Exhibit "A", said closure and abandonment being in the best interest of the citizens of Navasota;

NOW, THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF NAVASOTA, TEXAS:

PART 1: That the following described portion of public rights-of-way, to wit: the forty-one (41') foot portion of public right-of-way known as Allen Street and twenty foot (20') wide alleyway, as shown and described in more detail on Exhibit "A", attached hereto and made a part of this ordinance for all purposes, be, and the same is hereby **ABANDONED**, **VACATED**, and **CLOSED** insofar as the right, title or easement of the public is concerned.

PART 2: That said portion of public right-of-way and alleyway is not needed for public purposes and it is in the public interest of the City of Navasota, Texas, to abandon said described portion of public right-of-way and alleyway.

PART 3: That the City hereby reserves all public utility easements located within that portion of the public right-of-way and alleyway so abandoned.

PART 4: That all right, title, and interest in the oil, gas, and other minerals in, on, under, and that may be produced from the public right-of-way or alleyway be reserved by and to the benefit of the City.

PART 5: That the abandonment provided for herein shall extend only to the public right, title and easement in and to the tracts of land described in Part 1 of this Ordinance, and shall be construed only to that interest the governing body of the City of Navasota may legally and lawfully abandon, and excepting therefrom the reservations in favor of the City noted herein.

PART 6: That the Mayor of the City of Navasota is hereby authorized to execute any documents necessary for the conveyance of the portion of public right-of-way and alleyway as shown on Exhibit "A" to the adjoining property owners.

PASSED ON FIRST READING THIS THE 9th DAY OF AUGUST, 2021.

BERT MILLER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

PASSED ON SECOND READING THIS THE 10TH DAY OF AUGUST, 2021.

BERT MILLER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY



0' (Fd) %" IR	Lot 6 Block 6 Lasker Addit	eferences are of the Deed Records of Grimes County, Texas. y is only valid if originally signed and embossed by the surveyor. is made to the original purchaser of this survey, Sebastian Rubio not transferable to additional institutions or subsequent owners. y Wisnoski Land Surveying LLC. All Rights Reserved.	Grimes County, Texas, out of the D. Arnold Survey, Abstract No. 2, ion (0.048 acre) of the unnamed street West of Block 15 and all of the 20 ft. Alley located in Block 15 of the Lasker Addition to the sota, according to the map or plat thereof recorded in Volume 42, the Real Property Records of Grimes County, Texas.	Scale: 1" = 50' Basis of Bearings Grid North, NAD 1983, State Plane Coordinate System, Central Zone DANIEL ARNOLD SURVEY A-2	"EXHIBIT A"
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AGENDA ITEM NO.: 13. AGENDA DATE: August 9, 2021

PREPARED BY: Lupe Diosdado, Development Services Director

APPROVED BY: BS

ITEM: Consideration and possible action on Resolution No. 698-21, regarding the requested annexation of a 42.381 acre tract of land in the Daniel Tyler Survey, A-55, Navasota, Grimes County, Texas, setting a date, time and place for a public hearing on a proposed annexation of said property by the City of Navasota.

ITEM BACKGROUND:

The City of Navasota received a petition of annexation from Paul Hammock on July 15, 2021 requesting voluntary annexation of a 42.381 acre tract of land. The area proposed for annexation is located along State Highway 105 West and directly adjacent to the Pecan Lakes Estates subdivision. A meets and bound description as well as the signed service plan and survey of the land is attached for your review.

BUDGETARY AND FINANCIAL SUMMARY:

none

STAFF RECOMMENDATION:

Staff recommends approval of Resolution No. 698-21, annexation of a 42.381 acre tract of land in the Daniel Tyler Survey, A-55, Navasota, Grimes County, Texas, setting a date, time and place for a public hearing on a proposed annexation of said property by the City of Navasota.

ATTACHMENTS:

1. Resolution No. 698-21
RESOLUTION NO. <u>698-21</u>

A RESOLUTION REGARDING THE REQUESTED ANNEXATION OF CERTAIN PROPERTY; SETTING A DATE, TIME AND PLACE FOR A PUBLIC HEARING ON A PROPOSED ANNEXATION OF CERTAIN PROPERTY BY THE CITY OF NAVASOTA, TEXAS AT THE REQUEST OF THE OWNER OF THE PROPERTY; AUTHORIZING THE CITY SECRETARY TO NOTIFY THE PUBLIC OF SAID PUBLIC HEARING AND TO TAKE ADDITIONAL ACTIONS IN FURTHERANCE OF THE ANNEXATION; ACCEPTING SERVICE PLAN AGREEMENT NEGOTIATED WITH PROPERTY OWNER; AND AUTHORIZING THE MAYOR TO MAKE ANY NECESSARY OR APPROPRIATE CHANGES AND EXECUTE ANY NECESSARY DOCUMENTATION.

WHEREAS, Chapter 43 of the Texas Local Government Code, V.T.C.A., and the City Charter of the City of Navasota, Texas ("City") authorizes the City to annex territory in accordance with the procedures provided for therein; and

WHEREAS, the City received a written request of the property owner

requesting the annexation of the area described in Exhibit "A" attached hereto

and incorporated herein for all purposes; and

WHEREAS, the City desires to annex the area described in Exhibit "A";

Now Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NAVASOTA, TEXAS,

Section 1. That on the 23rd day of August, 2021, at 6:00 o'clock p.m. in the City Council Chambers, City Hall, 200 E. McAlpine, Navasota, Texas, the City Council will hold a public hearing giving all interested persons the right to appear

and be heard on the proposed annexation by the City of Navasota, Texas of the property described in **Exhibit "A"**, which is attached and incorporated herein for all purposes.

Section 2. The City Secretary of the City of Navasota is hereby authorized and directed to cause notice of said hearing to be published once in a newspaper having general circulation in the City and in the above-described territory not more than twenty (20) days nor less than ten (10) days prior to the date of said public hearing, in accordance with Chapter 43 of the Texas Local Government Code. The City Secretary of the City of Navasota is hereby further authorized and directed to cause notice of said hearing to be posted on the City of Navasota's Internet website on or after the 20th day but before the 10th day before the date of the hearing and must remain posted until the date of the hearing, in accordance with Chapter 43 of the Texas Local Government Code. The City Secretary, or other appropriate staff, of the City of Navasota is hereby further authorized and directed to take any and all actions and to cause any additional notices as may be required by state law or the City Charter in furtherance of the annexation of the property described herein.

Section 3. The City Council accepts the service plan agreement negotiated with the property owner, which is attached as **Exhibit "B**" and incorporated herein for all purposes, and authorizes the Mayor to execute said agreement.

2

Section 4. In the event it is necessary or appropriate to revise any hearing date or hearing notices provided for herein, the Mayor is hereby authorized to make said changes and execute any necessary documentation regarding same.

PASSED AND APPROVED THIS THE 9^{TH} DAY OF AUGUST, 2021.

BERT MILLER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

July 15, 2021

City of Navasota

200 East McAlpine St.

Navasota, TX 77868

To whom it may concern:

This is to serve as a formal request to the City of Navasota for the annexation of the property described as:

Daniel Tyler Survey, A-55, Grimes County, Texas 42.381 Acre Tract

Formal field notes are attached.

At this time PWP Land LLC is not requesting a development agreement and we would like to move forward in the annexation process.

Thank you for your time and consideration,

Paul Hammock

Petition for Annexation

TO THE MAYOR AND CITY COUNCIL OF THE CITY OF NAVASOTA, TEXAS, A HOME RULE MUNICIPALITY:

The undersigned owner(s) of the hereinafter described tract of land hereby petition(s) the governing body to extend the present city limits so as to include and annex as part of the City of Navasota, Texas (pursuant to Texas Local Government Code, Chapter 43 and the Navasota Home Rule Charter, Article II) the following described territory, to wit:

[describe the area by metes and bounds, and attach as exhibit if necessary]

The undersigned owner(s) certify that the above described land adjoins the existing corporate limits of the City of Navasota, there are no qualified voters residing in the territory to be annexed, and the persons signing this petition own a majority of the land in the territory to be annexed.

Printed Name: Title: Printed Name Title: THE STATE OF TEXAS § § COUNTY OF GRIMES §

Before me, the undersigned authority, on this day personally appeared Paul W Hammock, known to me to be the person(s) whose name(s) is/are subscribed to the foregoing instrument and acknowledged to me that he/she/they executed the same for the purposes and consideration therein expressed.

Given under my hand and	seal of office, this 15 day of July	,
Noemi Vazqu	er i	
Notary Public in and for the State	of Texas	
Printed Name: Norman Margo		
Commission Expires: 64イレ みしみ	NOEMI VAZQUEZ Notary Public, State of Texas Comm. Expires 04-16-2022 Notary ID 131503853	

EXHIBIT "A"

METES AND BOUNDS DESCRIPTION of a 42.381 Acre Tract Daniel Tyler Survey, A-55, Grimes County, Texas March 23, 2021

All that certain tract or parcel of land lying and being situated in Grimes County, Texas, out of the Daniel Tyler Survey, Abstract No. 55, being a part of a Tract One, called 5.4475 acres, a part of Tract Two, called 3.6989 acres, and all of Tract Three, called 39.3497 acres, as described in a Special Warranty Deed from R.L. Waltrip to J & H Navasota Development, LLC, dated January 10, 2020, of record in Document No. 2020-305736 of the Real Property Records of Grimes County, Texas and more fully described by metes and bounds as follows:

COMMENCING at a found ½ inch iron rod, at the Northwest side of a 10 inch treated fence corner post, for the Northwest corner of the called 3.6989 acre tract mentioned above, the occupied Northeast corner of a called 9.9 acre tract as described in a Deed to Charles Greenwood (1061/421), the Northwest corner of a 1.567 acre tract surveyed this date and same being in the Southeast ROW of State Highway 105 (120 ft. ROW – Per TxDOT ROW Map control #: 315-4-17 & dated June 6, 1956);

THENCE N 66°07'26" E, 384.81 ft., along the generally fenced and Southeast ROW of SH 105, a portion of a Northwest line of the called 3.6989 acre tract mentioned above, the Northwest line of said 1.567 acre tract and the Northwest line of a 3.000 acre tract surveyed this date to a Point for the Northeast corner thereof, the Northwest corner and **TRUE PLACE OF BEGINNING** of the tract of land herein described, from which a found 1 inch iron rod with a square top brs. S 04°14'38" E, 0.33 ft.;

THENCE N 66°07'26" E, 1,271.97 ft., along the generally fenced and Southeast ROW of SH 105 and the Northwest line of the called 39.3497 acre tract mentioned above to a Point for the Northeast corner thereof and the Northwest corner of a called 2.01 acre tract as described in a Deed to Ralph Torres, Jr. (1327/814), from which a found 3/8 inch iron rod, at the Northerly base of a 10 inch treated fence corner post, brs. S 02°52'43" E, 0.14 ft. and a found broken concrete ROW monument brs. N 66°07'26" E, 689.24 ft.;

THENCE S 02°52'43" E, 1,004.88 ft., along the generally fenced and West line of said 2.01 acre Torres tract (1327/814), the West line of a called 0.60 acre tract as described in a Deed to Ralph Torres, Jr. (1363/535), the West line of a called 2.87 acre tract as described in a Deed to Gene Baldobino, Jr. (1503/115) and an East line of the called 39.3497 acre tract mentioned above to a found 3/8 inch iron rod, at the Northwest base of an 8 inch treated fence corner post, for an Interior corner thereof and the Southwest corner of said 2.87 acre Baldobino tract;

THENCE N 86°57'58" E, 208.56 ft., along the generally fenced and South line of said 2.87 acre Baldobino tract (1503/115) and a North line of the called 39.3497 acre tract mentioned above to a Point for a Northeast corner thereof, the Southeast corner of said 2.87 acre tract and same being in the West line of Lot 2, Block 1, Fly Away Field (Plat – 2020-308796), from which a found disturbed 3/8 inch Iron rod, In concrete at the Easterly base of an 8 inch treated fence corner post, brs. S 67°22'21" E, 0.23 ft.;

THENCE S 02°50′55″ E, 217.35 ft., along a portion of the West line of Lot 2, Block 1, Fly Away Field, the generally fenced and West line of Lot 3 as described in a Deed to Leonard Firth, et al (2020-309530) and an East line of the called 39.3497 acre tract mentioned above to a Point for a Southeast corner thereof, the Southwest corner of Lot 3 and same being in the North line of a called 8.00 acre tract as described in a Deed to Christy Curry Garcia (1230/160), from which a found disturbed 3/8 inch iron rod, in concrete and at the Westerly base of an 8 inch treated fence corner post, brs. N 55°00′32″ E, 1.32 ft.;

THENCE S 86°59'53" W, 309.23 ft., along a portion of the generally fenced and North line of said 8.00 acre Garcia tract (1230/160) and a South line of the called 39.3497 acre tract mentioned above to a found ½ inch iron rod, in concrete and at the Northwest base of an 8 inch treated fence corner post, for an interior corner thereof and the Northwest corner of said 8.00 acre Garcia tract;

THENCE 5 03°03'00" E, 406.48 ft., along a portion of the generally fenced and West line of said 8.00 acre Garcia tract (1230/160) and a South line of the called 39.3497 acre tract mentioned above to a found ½ inch iron rod, at the Northeast base of a 10 inch treated fence corner post, for the Southerly Southeast corner thereof and a Northeast corner of Pecan Lake Estates, Phase 2 (Plat – 295779);

THENCE S 87°14'15" W, along a generally fenced and South line of the called 39.3497 acre tract mentioned above, a North line of Pecan Lakes Estates, Phase 2 and PASSING at 1,060.67 ft. a found 5/8 inch iron rod in

concrete and projecting 6 Inch, for the Northwest corner thereof, the Northerly Northeast corner of Pecan Lakes Estates, Phase 3, Section 1 (Plat - 309888) and continuing along a generally fenced and North line thereof for a TOTAL DISTANCE of 1,352.58 ft. to a set 5/8 inch iron rod for the Southwest corner of the tract of land herein described, the Southeast corner of said 1.567 acre tract surveyed this date and same being a

THENCE N 04°14'38" W, 664.40 ft., along a portion of the East line of said 1.567 acre tract surveyed this date to a set 5/8 inch iron rod for the Southwest corner of said 3.000 acre tract surveyed this date;

THENCE N 85°45'22" E, 292.17 ft., along the South line of said 3.000 acre tract to a set 5/8 inch iron rod for the Southeast corner thereof in the East line of the called 5.4475 acre tract and the West line of the called 39.3497

THENCE N 04°12'47" W, 499.24 ft., along a partly fenced and East line of said 3.000 acre tract, a portion of the East line of the called 5.4475 acre tract and called 39.3497 acre tracts mentioned above to the TRUE PLACE OF BEGINNING and containing 42.381 acres of land.

BASIS OF BEARINGS & DISTANCES: Grid North, State Plane Coordinate System of 1983, Central Zone, Leica RTK Network. All distances and areas are grid and can be converted to surface by dividing by a combined scale

Steven M. Wisnoski March 23, 2021 Registered Professional Land Surveyor State of Texas No. 6006 Job #: 2021-03-17-04

EXHIBIT _____ Page 2 of 2

"EXHIBIT B"

CITY OF NAVASOTA, TEXAS

ANNEXATION SERVICE PLAN AGREEMENT

Introduction:

Pursuant to the Local Government Code, Chapter 43, Section 43.0672, the City of Navasota has prepared this service plan agreement for the delivery of municipal services to the territory being proposed for annexation to the City. The area proposed for annexation consists of one tract of land containing a total of 42.381 acres. The area proposed for annexation is located on and along the western city limits line. The annexation of these properties is requested by Paul Hammock, by a petition dated July 15, 2021. The property boundaries are contiguous with the existing city limits and are entirely within the City's extraterritorial jurisdiction (ETJ). There are no industrial businesses in this area. The land is Agricultural Open (AO) in all areas and is adjacent to the municipal airport.

FOR SERVICES ON THE EFFECTIVE DATE OF ANNEXATION:

1. <u>POLICE PROTECTION</u>

The City of Navasota, Texas, and its Police Department will provide police protection to the newly annexed area at the same or similar level of service now being provided to other areas of the City of Navasota, Texas, with similar topography, land use and population density within the newly annexed area.

2. FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

The City of Navasota, Texas, is presently serviced by the Navasota Fire Department, which will provide fire protection and emergency medical services to the newly annexed tract at the same or similar level of service now being provided to other areas of the City of Navasota, Texas, with similar topography, land use and population density within the City.

3. <u>SOLID WASTE COLLECTION</u>

At the present time the City of Navasota, Texas, is using a franchised contractor for collection of solid waste and refuse within the city limits of the City of Navasota, Texas. Upon payment of any required deposits and the agreement to pay lawful service fees and charges, solid waste collection will be provided to citizens in the newly annexed area to the extent that the City's contractor has access to the area to be serviced.

4. MAINTENANCE OF WATER AND WASTE WATER FACILITIES

Any and all water and wastewater facilities owned or maintained by the City of Navasota, Texas, and situated in the area at the time of the proposed annexation shall continue to be maintained by the City of Navasota, Texas. Any and all water facilities which may be acquired subsequent to the annexation of the proposed area shall be maintained by the City of Navasota, Texas, to the extent of its ownership. The now existing water and wastewater mains at their existing locations shall be available for point of use extension based upon the current City's standard water and wastewater extension policies now existing or as may be amended.

5. <u>MAINTENANCE OF ROADS AND STREETS</u>

The City Council of the City of Navasota, Texas, is not aware of the existence of any roads or streets now located in the area proposed for annexation. In the event any such roads or streets do exist and are public facilities owned by or dedicated to the City of Navasota, Texas, the City will maintain such areas to the same extent and degree that it maintains roads and streets and other similar facilities of the City of Navasota, Texas. Any and all roads or streets which have been dedicated to and accepted by the City of Navasota, Texas, or which are owned by the City of Navasota, Texas, shall be maintained to the same degree and extent that other roads and streets are maintained in areas with similar topography, land use and population density. Any and all lighting of road and streets which may be positioned in a right-of-way, roadway or utility company easement shall be maintained by the applicable utility company servicing the City of Navasota, Texas, pursuant to the rules, regulations and fees of such utility.

6. <u>MAINTENANCE OF PARKS, PLAYGROUNDS AND SWIMMING POOLS</u>

The City Council of the City of Navasota, Texas, is not aware of the existence of any parks, playgrounds or public swimming pools now located in the area proposed for annexation. In the event any such parks, playgrounds or swimming pools do exist and are public facilities, the City of Navasota, Texas, will maintain such areas to the same extent and degree that it maintains parks, playgrounds and swimming pools and other similar areas of the City now incorporated in the City of Navasota, Texas.

7. <u>MAINTENANCE OF ANY PUBLICLY OWNED FACILITY, BUILDING OR</u> <u>MUNICIPAL SERVICE</u>

The City Council of the City of Navasota, Texas, is not aware of the existence of any publicly owned facility, building or other municipal service now located in the area proposed for annexation. In the event any such publicly owned facility, building or municipal service does exist and are public facilities, the City of Navasota, Texas, will maintain such areas to the same extent and degree that it maintains publicly owned facilities, buildings or municipal services of the City now incorporated in the City of Navasota, Texas.

CONSTRUCTION OF ANY CAPITAL IMPROVEMENTS TO BEGIN WITHIN 2-1/2 YEARS:

1. <u>POLICE PROTECTION, FIRE PROTECTION & SOLID WASTE</u> <u>COLLECTION</u>

The City Council of the City of Navasota, Texas, finds and determines it to be unnecessary to acquire or construct any capital improvement within 2-1/2 years of the effective date of the annexation of the particular annexed area for the purposes of providing police protection, fire protection or solid waste collection. The City Council finds and determines that it has at the present time adequate facilities to provide the same type, kind and level of protection and service which is presently being administered to other areas already incorporated in the City of Navasota, Texas, with the same or similar topography, land use and population density.

2. <u>WATER FACILITIES</u>

For the next 2-1/2 years the City Council of the City of Navasota, Texas, believes that City water and wastewater mains exist for points of connection for serviceable extensions to provide water and wastewater service within the area to be annexed pursuant to the City's standard water extension policies now in existence or as may be amended by the City Council.

3. <u>ROADS AND STREETS</u>

Maintenance of properly dedicated roads and streets will be consistent with the maintenance provided by the City to other roads and streets in areas of similar topography, land use and population density.

4. <u>MAINTENANCE OF PARKS, PLAYGROUNDS, AND SWIMMING POOLS,</u> <u>AND THE MAINTENANCE OF ANY OTHER PUBLICLY OWNED FACILITY,</u> <u>BUILDING OR SERVICE</u>

To the extent that it becomes necessary because of development demands, population growth, and a bona fide need, the City Council of the City of Navasota, Texas, will undertake to provide any such facility which it deems necessary to adequately provide for the health and safety of the citizens of the newly incorporated area based upon the standard considerations of topography, land use and population density.

SPECIFIC FINDINGS

The City Council of the City of Navasota, Texas, finds and determines that this proposed Service Plan will not provide any fewer services, and it will not provide a lower level of service in the area proposed to be annexed than were in existence in the proposed area at the time immediately preceding the annexation process.

Furthermore, the City Council of the City of Navasota, Texas, finds and determines the nature of the area is characteristically different from other developed areas within the corporate limits of the City of Navasota, Texas. Consequently, because of the differing characteristics of topography, land use and population density, the service levels which may ultimately be provided in the newly annexed area may differ somewhat from services provided to other areas of the City of Navasota, Texas. These differences are specifically dictated because of differing characteristics of the property and the City of Navasota, Texas, will undertake to perform

consistent with this service plan so as to provide this newly annexed area with the same type, kind and quality of service presently enjoyed by the citizens of the City of Navasota, Texas, who reside in areas of similar topography, land use and population density.

APPROVED on this the 9th day of August 2021.

CITY OF NAVASOTA, TEXAS

BERT MILLER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

LAND OWNER

Paul Hammock

CITY OF NAVASOTA CITY COUNCIL AGENDA

AGENDA ITEM NO.: 14. AGENDA DATE: August 9, 2021

PREPARED BY: Shawn Myatt, Chief of Police/ Assistant City Manager

APPROVED BY: BS

ITEM: Consideration and possible action on a grazing and baling lease agreement for the closed landfill site.

ITEM BACKGROUND:

The closed landfill site is currently used for a firing range and a site for storing brush collected from the City and holding until it is chipped into mulch. The remaining acreage is grass, and the neighbors to the east of the property leased the property for grazing and baling.

BUDGETARY AND FINANCIAL SUMMARY:

STAFF RECOMMENDATION:

Staff recommends approval of a lease agreement with Larry and Mildred Wood for grazing and baling purposes at the closed landfill site for \$30 per acre annually.

ATTACHMENTS:

1. Grazing Contract 2021-2022

Grazing Lease

Basic Terms

Date: _____, 20___

Landlord: City of Navasota, a Texas municipal corporation

Landlord's Address:

200 E. McAlpine P.O. Box 910 Navasota, TX 77868

Tenant: Larry & Mildred Ann Wood

Tenant's Address:

9968 County Road 416A Navasota, TX 77868

Premises: SURFACE ONLY of approximately 25 acres of land, situated in Grimes County, Texas ("Land").

Property description: A0057 T Walker, Tract 1-6

The Premises do not include crops or Excluded Improvements located on the Land.

Tenant will not be permitted to use the Excluded Improvements.

Excluded Improvements: Any structure, improvement, or equipment situated on the Land and constructed or installed by any person other than Tenant.

Term (months): 12 months

Commencement Date: June 1, 2021

Termination Date: June 1, 2022

Permitted Use: Solely for grazing and baling hay for personal use (not to sale).

Base Rent (Annually): \$30.00 per acre

Security Deposit: \$-0-

Tenant's Insurance: As required by Insurance Addendum

Tenant's Rebuilding Obligations: If the Premises are damaged by fire or other elements, Tenant will be responsible for repairing or rebuilding the following leasehold improvements: N/A.

Definitions

"Agent" means agents, contractors, employees, licensees, and, to the extent under the control of the principal, invitees.

"Injury" means (1) harm to or impairment or loss of property or its uses or (2) harm to or death of a person.

"Rent" means Base Rent plus any other amounts of money payable by Tenant to Landlord.

Clauses and Covenants

A. Tenant agrees to -

1. Lease the Premises for the entire Term beginning on the Commencement Date and ending on the Termination Date.

2. Accept the Premises in their present condition "AS IS," the Premises being currently suitable for the Permitted Use.

3. Obey all laws relating to Tenant's use, maintenance of condition, and occupancy of the Premises.

4. Pay annually, in advance, on the first day of the month, the Base Rent to Landlord at Landlord's Address.

5. Pay a late charge of 5 percent of any Rent not received by Landlord by the tenth day after it is due.

6. Pay for all labor, fuel, and utility services used by Tenant.

7. Pay all taxes on Tenant's property located on the Premises.

8. Allow Landlord to inspect the Premises and show the Premises to prospective purchasers or tenants.

9. Repair, replace, and maintain any part of the Premises used by Tenant.

10. Repair any damage to the Premises, Land, or Excluded Improvements caused by Tenant.

11. Maintain the insurance coverage described in the attached Insurance Addendum.

12. INDEMNIFY, DEFEND, AND HOLD LANDLORD AND LANDLORD'S AGENTS HARMLESS FROM ANY INJURY (AND ANY RESULTING OR RELATED CLAIM, ACTION, LOSS, LIABILITY, OR REASONABLE EXPENSE, INCLUDING ATTORNEY'S FEES AND OTHER FEES AND COURT AND OTHER COSTS) ARISING OUT OF TENANT'S OR TENANT'S AGENTS' USE OF THE PREMISES. THE INDEMNITY CONTAINED IN THIS PARAGRAPH (a) IS INDEPENDENT OF TENANT'S INSURANCE, (b) WILL NOT BE LIMITED BY COMPARATIVE NEGLIGENCE STATUTES OR DAMAGES PAID UNDER THE WORKERS' COMPENSATION ACT OR SIMILAR EMPLOYEE BENEFIT ACTS, (c) WILL SURVIVE THE END OF THE TERM, AND (d) WILL APPLY EVEN IF AN INJURY IS CAUSED IN WHOLE OR IN PART BY THE ORDINARY NEGLIGENCE OR STRICT LIABILITY OF LANDLORD OR LANDLORD'S AGENTS BUT WILL NOT APPLY TO THE EXTENT AN INJURY IS CAUSED BY THE GROSS NEGLIGENCE OR WILLFUL MISCONDUCT OF LANDLORD OR LANDLORD'S AGENTS.

- 13. Deliver to Landlord a financing statement perfecting the security interest.
- 14. Vacate the Premises on the last day of the Term.
- 15. Use the highest standards of animal husbandry in grazing the Premises.
- 16. Keep all gates on the Premises closed and locked. A key will be provided to the City.
- 17. Enter and exit the Premises at those places designated by Landlord.
- 18. Tenant may install 1 gate between their property, and the City property.

B. Tenant agrees not to -

- 1. Use the Premises for any purpose other than the Permitted Use. Grazing and baling for personal use (not for sale).
- 2. Create or allow a nuisance or permit any waste of the Premises.
- 3. Change Landlord's lock system.

4. Alter the Premises, including clearing new roads, moving or erecting any fences, or locating on the Premises any type of manufactured housing or mobile home.

5. Allow a lien to be placed on the Premises.

6. Assign this lease or sublease any portion of the Premises without Landlord's written consent.

7. Graze more than 15 head of cattle [*or other livestock*?] on the Premises.

- 8. Hunt or fish on the Land or allow anyone else to do so.
- 9. Litter or leave trash or debris on the Premises.

C. Landlord agrees to -

1. Lease to Tenant the Premises for the entire Term beginning on the Commencement Date and ending on the Termination Date.

2. Return the Security Deposit to Tenant, less itemized deductions, if any, on or before the sixtieth day after the date Tenant surrenders the Premises.

3. Obey all laws relating to Landlord's operation of the Premises.

D. Landlord agrees not to -

1. Allow any use of the Premises inconsistent with the Permitted Use as long as Tenant is not in default.

2. Unreasonably withhold consent to a proposed assignment or sublease.

E. Landlord and Tenant agree to the following:

1. *Alterations.* Any physical additions or improvements to the Premises made by Tenant will become the property of Landlord. Landlord may require that Tenant, at termination of the lease and at Tenant's expense, remove any physical additions and improvements, repair any alterations, and restore the Premises to the condition existing at the Commencement Date, normal wear excepted.

2. *Abatement*. Tenant's covenant to pay Rent and Landlord's covenants are independent. Except as otherwise provided, Tenant will not be entitled to abate Rent for any reason.

3. Release of Claims. TENANT RELEASES LANDLORD AND LANDLORD'S AGENTS FROM ALL CLAIMS OR LIABILITIES FOR ANY INJURY TO TENANT OR TO TENANT'S OR TENANT'S AGENTS' PROPERTY LOCATED ON THE PREMISES. THE RELEASE IN THIS PARAGRAPH WILL APPLY EVEN IF THE DAMAGE OR LOSS IS CAUSED IN WHOLE OR IN PART BY THE ORDINARY NEGLIGENCE OR STRICT LIABILITY OF LANDLORD OR LANDLORD'S AGENTS BUT WILL NOT APPLY TO THE EXTENT THE DAMAGE OR LOSS IS CAUSED BY THE GROSS NEGLIGENCE OR WILLFUL MISCONDUCT OF LANDLORD OR LANDLORD'S AGENTS.

4. Condemnation/Substantial or Partial Taking

a. If the Premises cannot be used for the Permitted Use because of condemnation or purchase in lieu of condemnation, this lease will terminate.

b. If there is a condemnation or purchase in lieu of condemnation and this lease is not terminated, the Rent payable during the unexpired portion of the Term will be adjusted as may be fair and reasonable.

c. Tenant will have no claim to the condemnation award or proceeds in lieu of condemnation.

5. *Landlord's Lien.* Tenant grants to Landlord a security interest in the collateral to secure payment and performance by Tenant of all obligations and payments due from Tenant under this lease. The collateral will include all of Tenant's crops, livestock, and personal property located or to be located on the Premises, and all products, proceeds, offspring, increase, governmental payments, insurance proceeds, documents of title, and warehouse receipts relating to such property.

This lease is a security agreement under both article 9 of the Texas Business and Commerce Code and the federal Food Security Act of 1985. Tenant agrees to furnish to Landlord a list of the names and addresses of any buyer, commission merchant, or selling agent to or through whom Tenant may sell the collateral. Tenant agrees to notify Landlord of the identity of any buyer, commission merchant, selling agent, or warehouse to or with whom Tenant intends to sell or store the collateral within seven days before any sale or storage of the collateral.

6. *Default by Landlord/Events*. A default by Landlord is the failure to comply with any provision of this lease that is not cured within thirty days after written notice.

7. *Default by Landlord/Tenant's Remedies*. Tenant's remedies for Landlord's default are to sue for damages and terminate this lease.

8. *Default by Tenant/Events*. Defaults by Tenant are (a) failing to pay timely Rent; (b) abandoning or vacating a substantial portion of the Premises; and (c) failing to comply within ten days after written notice with any provision of this lease other than the defaults set forth in (a) and (b).

9. Default by Tenant/Landlord's Remedies. Landlord's remedies for Tenant's default are to (a) enter and take possession of the Premises, after which Landlord may relet the Premises on behalf of Tenant and receive the Rent directly by reason of the reletting, and Tenant agrees to reimburse Landlord for any expenditures made in order to relet; (b) enter the Premises and perform Tenant's obligations; and (c) terminate this lease by written notice and sue for damages. Landlord may enter and take possession of the Premises by self-help, by picking or changing locks if necessary, and may lock out Tenant or any other person who may be using the Premises for grazing, until the default is cured, without being liable for damages.

10. *Default/Waiver/Mitigation*. It is not a waiver of default if the nondefaulting party fails to declare immediately a default or delays in taking any action. Pursuit of any remedies set forth in this lease does not preclude pursuit of other remedies in this lease or provided by law. Landlord and Tenant have a duty to mitigate damages.

11. *Security Deposit.* If Tenant defaults, Landlord may use the Security Deposit to pay arrears of Rent, to repair any damage or injury, or to pay any expense or liability incurred by Landlord as a result of the default.

12. *Holdover*. If Tenant does not vacate the Premises following termination of this lease, Tenant will become a tenant at will and must vacate the Premises on receipt of notice from Landlord. No holding over by Tenant, whether with or without the consent of Landlord, will extend the Term.

13. *Alternative Dispute Resolution*. Landlord and Tenant agree to mediate in good faith before filing a suit for damages.

14. *Attorney's Fees.* If either party retains an attorney to enforce this lease, the party prevailing in litigation is entitled to recover reasonable attorney's fees and other fees and court and other costs.

15. *Venue*. Exclusive venue is in the county in which the Premises are located.

16. *Entire Agreement*. This lease, its exhibits, addenda, and riders constitute the entire agreement of the parties concerning the lease of the Premises by Landlord to Tenant. There are no representations, warranties, agreements, or promises pertaining to the lease of the Premises by Landlord to Tenant that are not in this lease and any exhibits, addenda, and riders.

17. *Amendment of Lease*. This lease may be amended only by an instrument in writing signed by Landlord and Tenant.

18. *Limitation of Warranties*. THERE ARE NO IMPLIED WARRANTIES OF MERCHANTABILITY, OF FITNESS FOR A PARTICULAR PURPOSE, OR OF ANY OTHER KIND ARISING OUT OF THIS LEASE, AND THERE ARE NO WARRANTIES THAT EXTEND BEYOND THOSE EXPRESSLY STATED IN THIS LEASE.

19. *Notices*. Any notice required or permitted under this lease must be in writing. Any notice required by this lease will be deemed to be delivered (whether actually received or not) when deposited with the United States Postal Service, postage prepaid, certified mail, return receipt requested, and addressed to the intended recipient at the address shown in this lease. Notice may also be given by regular mail, personal delivery, courier delivery, facsimile transmission, or other commercially reasonable means and will be effective when actually received. Any address for notice may be changed by written notice delivered as provided herein.

20. *Mineral Interests*. This lease is subordinate to any present or future oil, gas, or other mineral exploration agreements and leases relating to the Land. Landlord will not be liable to Tenant for any damages for actions attributable to those agreements and will receive all consideration paid therefor.

21. *Landlord's Use*. Landlord retains the right to permit third parties to use the Premises for hunting, fishing, and other uses that do not materially interfere with Tenant's grazing rights.

22. Landlord will initially mow entire area front and back, prior to beginning date of lease. After initial mowing, lease will maintain.

23. Landlord will maintain road when necessary.

City of Navasota, a Texas municipal corporation

Bert Miller, Mayor

Tenant:

Larry and Mildred Ann Wood

Insurance Addendum to Lease

Lease

Date: _____, 20___

Landlord: City of Navasota, a Texas municipal corporation

Tenant: Larry and Mildred Ann Wood

This insurance addendum is part of the lease.

Tenant agrees to -

1. Maintain the liability insurance policies required below during the Term and any period before or after the Term when Tenant is present on the Premises:

Type of Insurance	Minimum Policy L	limit
Commercial general liability	Per occurrence:	\$
(occurrence basis) endorsed to	Aggregate:	\$
cover farm and ranch operations		

2. Comply with the following additional insurance requirements:

a. All liability policies must be endorsed to name Landlord as an "additional insured" on a form that does not exclude coverage for the sole or contributory ordinary negligence of Landlord and must not be endorsed to exclude the sole negligence of Landlord from the definition of "insured contract."

b. Certificates of insurance and copies of any additional insured and waiver of subrogation endorsements must be delivered by Tenant to Landlord before entering the Premises and thereafter at least ten days before the expiration of the policies.

CITY OF NAVASOTA CITY COUNCIL AGENDA

AGENDA ITEM NO.: 15. AGENDA DATE: August 9, 2021

PREPARED BY: Susie M. Homeyer, City Secretary

APPROVED BY: BS

ITEM: Consent Agenda: The following items may be acted upon with one motion and vote. No separate discussion or action is necessary unless requested by the Mayor or City Councilmember, in which event the item will be removed from the Consent Agenda for separate discussion and/or action by the City Council as part of the regular agenda.

Consent Items are:

A. Consideration and possible action on the minutes for the month of July 2021; and

B. Consideration and possible action on the expenditures for the month of July 2021;

ITEM BACKGROUND:

BUDGETARY AND FINANCIAL SUMMARY:

STAFF RECOMMENDATION:

Staff recommends approval of the consent agenda items which includes the minutes and expenditures for the month of July 2021.

ATTACHMENTS:

- Minutes- 07/12/2021
 Minutes 7/26/2021
 Expenditures for July 2021

MINUTES REGULAR MEETING JULY 12, 2021

The City Council of the City of Navasota, Grimes County, Texas met at the City Council Chambers, Room No. 161, located at 200 E. McAlpine Street at 6:00 p.m., Navasota, Texas on the above date with the following being present:

Bernie Gessner, Councilmember, Place # 1 Pattie Pederson, Councilmember, Place # 2 Josh M. Fultz, Councilmember, Place # 3 Bert Miller, Mayor, Place # 4 Grant E. Holt, Mayor Pro-Tem, Place # 5

Thus constituting a quorum.

STAFF PRESENT: Brad Stafford, City Manager; Susie M. Homeyer, City Secretary; Rayna Willenbrink, Economic Development Specialist; Cary Bovey, Legal Counsel; Jennifer Reyna, Administrative Assistant; Lance Hall, Finance Director; Jose Coronilla, Director of Streets and Sanitation; Jason Katkoski, Fire Chief/EMC; Pat Gruner, Municipal Judge; Lupe Diosdado, Development Services Director; S'dney Goodman, Pool Manager; Kay Peavy, Budget Analyst; Daphne Kopycinski, Administrative Assistant; Peggy Johnson, Human Resource Director; Dom Lowery, Facilities Manager; Michael Mize, Lieutenant; and Troy Green, Investigator.

VISITORS: Connie Clements, Sylvia Davila, Phillip Cox, Mac Vaughn, John Henry, Deborah Richardson, Lara Meece, Phyllis Allen, Stephen Scheve, Janis Frenzel, Georgia Molitor, David LaCour, Nancy Franek and Jon C. Fultz

THE ITEMS ON THE AGENDA WERE TAKEN UP IN DUE ORDER AS FOLLOWS:

1. Mayor Bert Miller called the meeting to order at 6:00 p.m.

2. Invocation was given by Mac Vaughn. The City Council, staff members and visitors then recited the Pledge of Allegiance to the American Flag and the Texas Flag.

3. Remarks of visitors: None.

4. Staff report:

a) City Manager Brad Stafford and the City Council recognized Barbara Yaeger, S'Dney Goodman and Daphne Kopycinski for their years of service;

b) Facilities Manager Dominque Lowery gave an update on the Pretty City Committee;

c) John Henry gave an update on the Capital Improvements Project;

d) Development Services Director Lupe Diosdado gave an update on development services;

e) Economic Development Specialist Rayna Willenbrink gave an update on the Freedom Festival;

f) There was not an update on Boards and Commissions; and

g) Councilmembers and staff informed the audience about upcoming events.

5. Councilmember Josh Fultz moved to approve \$6,000.00 to support the Grimes Health Resource Center for Fiscal Year 2021-2022, seconded by Councilmember Pattie Pederson and with each Councilmember voting AYE, the motion caried.

6. Mayor Pro-Tem Grant Holt moved to approve Resolution No. 697-21, on the selection of GrantWorks to serve as the administrator for the American Rescue Plan, seconded by Councilmember Pattie Pederson and with each Councilmember voting AYE, the motion carried.

7. Councilmember Bernie Gessner moved to approve leasing 19 vehicles from Enterprise, seconded by Councilmember Josh Fultz and with each Councilmember voting AYE, the motion carried.

8. Councilmember Bernie Gessner moved to approve the purchase of two backhoes through the Sourcewell Purchasing Cooperative in the amount of \$177,725.00, seconded by Councilmember Josh Fultz and with each Councilmember voting AYE, the motion carried.

9. Mayor Bert Miller moved to approve the request to renew the annual funding contract with the Arts Council of the Brazos Valley in the amount of \$31,300.00

to administer HOT fund grants, seconded by Councilmember Josh Fultz and with each Councilmember voting AYE, the motion carried.

10. Councilmember Bernie Gessner moved to approve the first reading of Ordinance No. 968-21, budget amendment for the Fire Department by adding \$43,912.00 to Capital Outlay for equipment purchase, seconded by Councilmember Josh Fultz and with each Councilmember voting AYE, the motion carried.

11. The City Council reviewed the Quarterly Investment Report for the quarter ending June 30, 2021.

12. Mayor Pro-Tem Grant Holt moved to approve the first reading of Ordinance No. 967-21, amending Appendix A, Article A15.000, cemetery rates and Article A16.000 Vital Statistics of the Code of Ordinances, of the City of Navasota, seconded by Councilmember Bernie Gessner and with each Councilmember voting AYE, the motion carried.

13. Councilmember Bernie Gessner moved to approve the consent agenda items which include the minutes and expenditures for the month of June 2021 and the second reading of Ordinance No. 966-21, vacating a twenty-three foot (23') section of right-of-way beginning at and abutting the western property lines of lots 1-5 within the H & TC, Block J, platted subdivision and extending toward the center of South 10th Street in the City of Navasota, Grimes County, Texas and seconded by Councilmember Josh Fultz and with each Councilmember voting AYE, the motion carried.

14. The City Council held a workshop on the proposed budget for Fiscal Year 2021-2022.

15. The City Council held an Executive Session as permitted by Section 551.071, Texas Government Code – Consultation with Attorney – Dispute regarding invoice received from Symmetry Energy Solutions, LLC for natural gas supplied to the City of Navasota for the month of February 2021, and associated matters. The time was 7:18 p.m.

16. The City Council reconvened in open session at 8:45 p.m.

17. Councilmember Pattie Pederson moved that the City of Navasota approve an engagement agreement with attorney Jonathan Baughman and the McGinnis Lochridge Law Firm to represent the City in its dispute with Symmetry Energy

Solutions, LLC concerning the February 2021 gas invoice received by the City of from Symmetry Energy Solutions, LLC said legal representation shall include but not be limited to the City initiating, engaging in and/or defending litigation concerning the February 2021 gas invoice received by the City from Symmetry Energy Solutions, LLC and authorize the Mayor to execute any necessary documentations, seconded by Councilmember Bernie Gessner and with each Councilmember voting AYE, the motion carried.

19. Mayor Bert Miller adjourned the meeting at 8:48 p.m.

BERT MILER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

MINUTES REGULAR MEETING JULY 26, 2021

The City Council of the City of Navasota, Grimes County, Texas met at the Navasota I.S.D. Administration Building, Board Room Education Center, located at 705 E. Washington at 6:00 p.m., Navasota, Texas on the above date with the following being present:

Bernie Gessner, Councilmember, Place # 1 Pattie Pederson, Councilmember, Place # 2 Josh M. Fultz, Councilmember, Place # 3 Bert Miller, Mayor, Place # 4 Grant E. Holt, Mayor Pro-Tem, Place # 5

Thus constituting a quorum.

STAFF PRESENT: Brad Stafford, City Manager; Susie M. Homeyer, City Secretary; Rayna Willenbrink, Economic Development Specialist; Jennifer Reyna, Administrative Assistant; Lance Hall, Finance Director; Jose Coronilla, Director of Streets and Sanitation; Jason Katkoski, Fire Chief/EMC; Pat Gruner, Municipal Judge; Lupe Diosdado, Development Services Director; Jeff Greer, Director of Utilities, Erik Covarrubias, Code Enforcement Specialist; Colton Haffey, Parks and Recreation Specialist and Tiffany Sammon, Librarian.

VISITORS: Connie Clements, Mac Vaughn, Doris Sauls, R. J. Sauls and Deborah Richardson.

NISD PERSONNEL: Trish Harris, Tim Harris, Paul Malek, Ronnie Gonzles, Stu Musick, Cindy Martin, Jennifer Ramirez, Greg Malek, Valarie Harris, Tracey Brewer, Monica Gueneh, Derek Bowman, Kristi Ramsey, Emily Nichols, and Vanikan Leggett.

THE ITEMS ON THE AGENDA WERE TAKEN UP IN DUE ORDER AS FOLLOWS:

1. Mayor Bert Miller called the meeting to order at 6:00 p.m.

2. Invocation was given by Stu Musick. The City Council, staff members and visitors then recited the Pledge of Allegiance to the American Flag and the Texas Flag.

- 3. Remarks of visitors: None.
- 4. Staff report:
 - Code Enforcement Specialist Erik Covarrubias gave an update on the Pretty City Committee;
 - Development Services Director Lupe Diosdado gave an update on development services;

- Code Enforcement Specialist Erik Covarrubias gave an update on Code Enforcement;
- Library Director Tiffany Sammon gave an update on the Library activities;
- Parks and Recreation Specialist Colton Haffey gave an update on the Parks and Recreation Department;
- Utility Director Jeff Greer and Director of Streets and Sanitation Jose Coronilla gave an update on the Capital Improvements project.
- 5. Navasota I.S.D. gave reports on the following topics:
 - Updates and Events
 - Sports Marketing Partnerships
 - Bond Construction Projects
 - Athletic Project update
 - Refinancing of Bond Investments
 - TASB 2021 Business Recognition Program
 - New Teacher and Guest Lunch
 - Staff Convocation Lunch
 - Instruction and Learning Highlights

6. Councilmember Bernie Gessner moved to approve the consent agenda items which include the (a) second reading of Ordinance No. 967-21, amending Appendix A, Article A15.000, Cemetery rates and Article A16.000 Vital Statistics of the Code of Ordinances, of the City of Navasota; and (b) the second reading of Ordinance No. 968-21, budget amendment for Fire Department Capital Outlay and with each Councilmember voting AYE, the motion carried.

7. Mayor Bert Miller adjourned the meeting at 7:47 p.m.

BERT MILER, MAYOR

ATTEST:

SUSIE M. HOMEYER, CITY SECRETARY

MONTHLY BUDGET SUMMARY AS OF JULY 21

FUND	R	EV BUDGET		YTD REV	% BUD	E	XP BUDGET			YTD EXP	ġ	% BUD	BALANCE
General	\$	11,555,653.00	\$	9,343,880.63	81%	\$	11,555,653.00		\$	7,666,087.78		66%	\$1,677,792.85
Water	\$	1,862,000.00	\$	1,733,382.36	93%	\$	1,862,000.00	#	\$	1,336,955.80		72%	\$396,426.56
Utility Cap IMP	\$	290,000.00	\$	249,808.97	86%	\$	290,000.00		\$	241,666.70		83%	\$8,142.27
Gas	\$	2,972,000.00	\$	2,167,222.58	73%	\$	2,972,000.00		\$	2,252,519.82		76%	(\$85,297,24)
Sewer	\$	2,077,500.00	\$	1,270,428.04	61%	\$	2,077,500.00		\$	1,015,007.89		49%	\$255,420.15
cemetery perm	\$	3,000.00	\$	1,268.30	0%	\$	3,000.00		\$	-		0%	\$1,268.30
cemetery oper	\$	65,000,00	\$	88,031.04	135%	\$	65,000.00		\$	5,537.53		9%	\$82,493.51
Grant Fund	\$	3,558,500.00	\$	2,255,127.26	63%	\$	3,558,500.00		\$	1,810,383.74		51%	\$444,743.52
Hotel Occupancy	\$	141,000.00	\$	96,757.91	69%	\$	141,000.00		\$	-		0%	\$96,757.91
Bond Fund	\$	1,250,143.00	\$	1,073,003.44	86%	\$	1,250,143.00		\$	1,330,499.40	0	106%	(<u>\$257,495.96</u>)
GRAND TOTAL													
	<u>\$</u>	19,926,296.00	<u>\$</u>	<u>15,773,974.30</u>	<u>79%</u>	<u>\$</u>	<u>19,926,296.00</u>		<u>\$</u>	<u>13,606,608.22</u>		<u>68%</u>	<u>\$2,326,835.83</u>
Capital Projects	\$	10,000,000.00	\$	10,019,039.80	100%	\$	10,000,000.00		\$	425,964.09		4%	\$9,593,075.71
EDC	\$	686,000.00	\$	241,047.54	35%	\$	686,000.00		\$	206,307.39		30%	\$34,740.15
Foundation	\$	5,500.00	\$	12,241.46	223%	\$	5,500.00		\$	-		0%	\$12,241.46

		CITY SALES TAX	(COLLECTED		
		2002		2003	% CHANGE
	October	\$60,231.50		\$82,508.01	36.98%
	November	\$97,195,18		\$83,976.74	-13.60%
	December	\$59,257,49		\$72,545.84	22.42%
2003	January	\$58,119.26	2004	\$60,641.33	4.34%
	February	\$99,868.40		\$140,830.97	41.02%
	March	\$56,920,19		\$59,110.36	3.85%
	April	\$52,715,38		\$59,601.16	13.06%
	May	\$97,134.29		\$93,187.99	-4.06%
	June	\$67,470.38		\$72,126.33	0.90%
00404.00	July	\$87,004,41 ¢00,000,50		\$/3,//U.UD	-10.21%
30101.00	August	\$09,090.00 \$09,090.00		\$100,175.34 \$70,592.01	1 90%
One Payment	Total	09,332.00	Total	\$70,000.01	8.26%
	TULAI	2033, 147.32 2007	TOtal	2005	0.2070
	October	\$62 219 34		\$74,388,30	19 56%
	November	\$107 090 07		\$118,096,69	10.28%
	December	\$62,346,50		\$70,455,29	13.01%
2005	January	\$61.823.41	2006	\$73,136.08	18.30%
	February	\$110.849.83		\$125,360,31	13.09%
	March	\$63,315.64		\$82,316.78	30.01%
	April	\$66,239.58		\$71,268.19	7.59%
	May	\$77,950.86		\$122,426.67	57.06%
	June	\$69,309.09		\$88,372.86	27.51%
	July	\$78,455.80	one payment	\$91,623.29	16.78%
	August	\$142,517.72	from audit	\$134,247.76	-5.80%
	September	\$75,008.38		\$120,642.76	60.84%
	Iotal	\$977,126.22	I otal	\$1,172,334.98	19.98%
	200 Octobor	C-2007 CO2 207 D2	Octobor 200	¢105 504 65	14 52%
	November	992,207.92 \$128,463,35	November	\$100,094.00 \$138,001 //6	7 60%
68846.03	December	\$1/8 107 22	December	\$95,352,67	-35.62%
One Payment	January	\$98,001,54	January	\$103 674 95	5 79%
2007	February	\$129 940 36	February	\$153 108 96	17.83%
2007	March	\$67 673 23	March	\$90,958,40	34.41%
	April	\$85,046,47	April	\$88,298,98	3.82%
	May	\$127,322.62	May	\$122,617.04	-3.70%
	June	\$80,430.75	June	\$108,382.73	34.75%
	July	\$95,997.18	July	\$94,376.76	-1.69%
	August	\$129,739.03	August	\$132,500.76	2.13%
	September	\$104,131.58	September	\$112,421.04	7,96%
	Total	\$1,287,061.25	Total	\$1,345,508.40	4.54%
	200	0 0000	budget	1,300,000	
	Octobor	0-2009 ©101 055 01	Octobor	\$91 910 62	-10 0/%
	November	\$101,000.01 \$145.460.03	November	\$01,019.03 \$128 / 27 28	-11 70%
	December	\$127 177 65	December	\$103 713 32	-18 45%
2009	January	\$116 221 98	January	\$81 299 87	-30 05%
2000	February	\$143 942 75	February	\$136 370 69	-5 26%
	March	\$81.334.57	March	\$88,208,48	8.45%
	April	\$85,150.06	April	\$313,498.55	268.17%
	May	\$138,856.23	May	\$157,571.50	13.48%
	June	\$91,690.63	June	\$104,952.13	14.46%
	July	\$94,574.59	July	\$105,197.55	11.23%
	August	\$123,167.44	August	\$145,374.50	18.03%
	September	\$88,483.18	September	\$102,198.27	15.50%
	Total	\$1,337,114.92	Total	\$1,548,641.87	
	budget	1,300,000	budget	1,300,000	
	201	0-2011	201	1-2012	A 800/
18.76%	October	\$97,167.16	October	\$105,514.91	8.59%
13.28%	November	\$145,493.01	November	\$146,477.37	0.68%
-0.11%	December	\$97,371.99	December	\$100,235.24 \$104.445.55	2.94% 10 60%
12.10%	January	391.020.93	January	JU1.410.00	10.0070

3.86%	February	\$141,628.41	February	\$152,313.48	7.54%
15.23%	March	\$101,638.25	March	\$95,131.04	-6.40%
-69.16%	April	\$96,694.83	April	\$106,108.07	9.73%
-10.24%	May	\$141,433.87	May	\$241,177.31	70.52%
2.39%	June	\$107,461.48	June	\$133,094.13	23.85%
-8.60%	July	\$96,147.48	July	\$111,212.87	15.67%
-4.64%	August	\$138,636.18	August	\$162,712.81	17.37%
10.54%	September	\$112,973,62	September	\$164,459.01	45.57%
	Total	\$1,368,273.21	Total	\$1,619,851.79	
	budget	1,300,000	budget	1,300,000	
	201	2-2013	Ū.	2013-2014	4
23.92%	October	\$130,751.29	October	\$127,920.59	-2.16%
22.88%	November	\$179,985.94	November	\$167,496.65	-6.94%
39.77%	December	\$140,097.88	December	\$129,835.47	-7.33%
27.66%	January	\$129,465.53	January	\$117,689.31	-9.10%
16.61%	February	\$177,618.45	February	\$171,138.60	-3.65%
33.66%	March	\$127,152.24	March	\$126,258.28	-0.70%
31.37%	April	\$139,389.00	April	\$104,970.63	-24.69%
-32.02%	May	\$163,961.37	May	\$178,453.62	8.84%
1.96%	June	\$135,701.15	June	\$152,395.93	12.30%
26.60%	July	\$140,797.57	July	\$159,074.01	12.98%
-0.11%	August	\$162,531.65	August	\$160,598.36	-1.19%
-11.46%	September	\$145,605.80	September	\$155,320.68	6.67%
	Total	\$1,773,057.87	Total	\$1,751,152.13	
	budget	1,350,000	budget	1,500,000	
	201	4-2015		2015-201	5
3.15%	October	\$131,953.61	October	\$156,106.14	18.30%
12.63%	November	\$188,656.68	November	\$203,455.39	7.84%
10.89%	December	\$143,977.92	December	\$153,783.75	6.81%
2.24%	January	\$120,321.92	January	\$130,009.23	8.05%
7.26%	February	\$183,568.36	February	\$196,285.32	6.93%
8.21%	March	\$136,620.95	March	\$154,934.85	13.40%
18.83%	April	\$124,731.89	April	\$170,423.77	36.63%
3.11%	May	\$184,007.42	May	\$237,620.06	29.14%
-4.74%	June	\$145,179.41	June	\$158,927.20	9.47%
-16.07%	July	\$133,505.66	July	\$149,324.96	11.85%
15.62%	August	\$185,682.43	August	\$218,551.90	17.70%
-2.01%	September	\$152,192.98	September	\$164,250.46	7.92%
	Total	\$1,830,399.23	Total	\$2,093,673.03	
	budget	1,600,000	budget	1,600,000	_
	201	6-2017		2017-201	8
11.09%	October	\$173,421.01	October	\$129,374.18	-25.40%
-4.26%	November	\$194,791.82	November	\$191,101.63	-1.89%
33,19%	December	\$204,822.55	December	\$139,341.25	-31.97%
35.56%	January	\$176,245.32	January	\$144,286.24	-18.13%
4.84%	February	\$205,787.56	February	\$187,205.31	-9.03%
4.90%	March	\$162,528.61	March	\$179,621.37	10.52%
-19.05%	April	\$137,955.37	April	\$123,904.17	-10.19%
-16.99%	May	\$197,240.92	May	\$181,202.21	-8.13%
-0.49%	June	\$158,154.36	June	\$144,274.81	-8.78%
11.08%	July	\$165,869.57	July	\$149,328.40	-9.97%
-19.39%	August	\$176,183.78	August	\$1/2,531.85	-2.07%
-1.53%	September	\$161,733.55	September	\$141,758.88	-12.35%
	Total	\$2,114,734.42	Total	\$1,883,930.30	
	budget	1,900,000	budget	2,000,000	

	201	8-2019		2019-202	0
7.23%	October	\$138,722.41	October	\$142,932.21	3.03%
0.50%	November	\$192,052.55	November	\$179,825.74	-6.37%
12.57%	December	\$156,856.11	December	\$147,204.90	-6.15%
-0.81%	January	\$143,121.61	January	\$140,456.62	-1.86%
3.80%	February	\$194,322.95	February	\$183,606.42	-5.51%
-21.81%	March	\$140,452.34	March	\$133,943.33	-4.63%
2.76%	April	\$127,322.36	April	\$153,344.34	20.44%
8.92%	May	\$197,359.24	May	\$198,864.78	0.76%
0.21%	June	\$144,577.89	June	\$150,151.95	3.86%
-5.58%	July	\$140,994.11	July	\$160,877.64	14.10%
12.28%	August	\$193,717.25	August	\$207,971.04	7.36%
6.67%	September	\$151,217.75	September	\$155,141.73	2.59%
	Total	\$1,920,716.57	Total	\$1,954,320.70	
	budget	1,900,000	budget	2,000,000	
	202	0-2021		2021-202	2
12.90%	October	\$161,367.18	October		-100.00%
9.90%	November	\$197,633.83	November		-100.00%
13.17%	December	\$166,585.45	December		-100.00%
14.82%	January	\$161,278.06	January		-100.00%
26.01%	February	\$231,369.13	February		-100.00%
2.89%	March	\$137,816.28	March		-100.00%
-22.80%	April	\$118,387.57	April		-100.00%
21.88%	May	\$242,383.94	May		-100.00%
6.97%	June	\$160,615.28	June		-100.00%
3.22%	July	\$166,065.78	July		-100.00%
100.00%	August		August		#DIV/0!
100.00%	September		September		#DIV/0!
	Total	\$1,743,502.50	Total	\$0.00	
	budget	1,900,000	budget	2,000,000	

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Municipal Gas Acquisition and Supply Corporation

Three Riverway | Suite 1900 | Houston, TX 77056 | 713-888-0133



July 15, 2021 City of Navasota, TX Ms. Rita Pullin, Utility Billing Manager 200 East McAlpine Navasota, TX 77868

ACTUAL Invoice ACT0012501 Reference : Joint Gas Purchase Contract

RE: Gas Deliveries for June 2021

<u>Current</u> <u>Month</u>	<u>Vol / MMBTU</u>	<u>\$/MMBTU</u>	Gross Amount	Discount	Net Amount Due
Requirement Sales	22,793	\$3.067	\$69,916.63	\$6,837.90	\$63,078.73

Informational Note: Your total discounts to-date are: \$2,076,928.42

Wiring Instructions		For Payments	by ACH
Bank:	THE BANK OF NEW YORK MELLON	THE BANK OF	NEW YORK MELLON
ABA Number:	021 000 018	ACH Account	
Account Name	MuniGas Rev Account	ABA# 021 000	018
Account Number:	2243858400	890 0487 445	
Due Date	7/20/2021	Reference:	MuniGas - City of Navasota, TX
Amount:	\$63,078.73		Attn: Arla Scott (713) 483-6529
Reference:	MuniGas - City of Navasota, TX		
	Attn: Aria Scott (713) 483-6529		

Municipal Gas Acquisition and Supply Corporation Gas Allocation for June 2021 City of Navasota

Actual 07/15/2021			
June 2021 Allocations	MMBtu	<u>\$/MMBtu</u>	Value
June Nominations - SESL May Adjustment (See below)	28,600 <u>-5,807</u>	\$2.98400 \$2.65641	\$85,342.40 (\$15,425.77)
June Nominations Adjusted	22,793	\$3.06746	<u>\$69.916.63</u>
June Volume Allocation	<u>22.793</u>	<u>\$3.06746</u>	<u>\$69.916.63</u>
% of Nominations	<u>79.7%</u>		
May 2021 Adjustments	MMBtu	\$/MMBtu	Value
May Estimate Per Invoice 202106018 May Actual Volume/Value per SESL *	38.675 <u>32.868</u>	\$2.92500 \$2.92500	\$113,124.38 <u>\$97,698.61</u>
Excess Allocation for May	5,807		<u>\$15,425,77</u>

* Total actual volumes delivered by supplier = 32,868 MMBtus for a value of \$97,698.61 Actuals per Symmetry Energy Solutions, LLC statement.

Note: MuniGas and Symmetry Energy Solutions, LLC. will review cumulative imbalance with June 2021 allocations.

Note: An adjustment of (\$15,425.77) is being applied against Navasota's nomination due to cumulative imbalance/overpayments not being worked off with prior deliveries in June 2021. The value of May 2021 deliveries was less than the value of original nominations by \$15,425.77 (Nominations = \$113,124.38 vs. Actuals = \$97,698.61.)

SELLER: Symmetry Energy Solutions, LLC 1111 Louisiana St. B-241 Houston, TX 77002-5228 Customer Service: Contact: Sales Support Email: Sales.Support@SymmetryEnergy.com Phone: (800) 495-9880 Accountant: Contact: Hillary Mack III Email: hillary.mack@symmetryenergy.com Phone: (281) 915-6091 Fax: (713) 983-2643	BUYER: City of Navasota, PO Box 910 Navasota, TX 77868 Invoice Attention Contact: Finance Email: Ihall@n Contact: Jeff Gre Email: jgreer@	Texas List: Director avasotabx.gov er mavasotabx.gov		Remit To: Symmetry Energy Solutions, LLC Payment by Wire Transfer to: JP Morgan Chase Bank Houston, Texas ABA #: 021000021 Acct #: 100080578 Payment by ACH to: JP Morgan Chase Bank Houston, Texas ABA #: 111000614 Acct #: 100080578 Mail all other remittances to: Chase Lockbox P.O. Box 301149 Dallas, TX 75303-1149			Si In In A A C I B	ales Invoice woice #: woice Date: ue Date: mount Due: xcount #: vc. Addr: ust. Ref.: D #: uyer:	1085987 07/19/21 07/29/21 \$25,781.65
Deal Num Description	Buy , Sell	Pipeline	Location	Delivery Period	Sta	rt/End ates	Price (\$/MMBtu)	Volume (MMBtu)	Amount (\$)
CURRENT DELIVERY PERIOD - JUN-21 Gas Sales									
10630722 Natural Gas Sales	Sell	APT	Navasota	Jun-21	1	30	2.9840	13,479	\$40,221.34
10630722 Undertake	Sell	APT	Navasota	Jun-21	1	30	2.9489	(5,563)	\$(16,404.57)
Tax						Total f	for Gas Sales:	7,916	\$23,816.77
Tax-Sales		APT	Navasota	Jun-21					\$1,964.88
							Total for Tay:		A1 064 89
									\$1,904.88
				Total fo	r Curn	ent Deli	very Period:		\$1,904.88 \$25,781.65


ATMOS PIPELINE - TEXAS INVOICE

			Page:	Page 1 of 1	
BILL TO: CITY OF NAVASOTA	CHECK REMITTANCE TO:	ELECTRONIC R	Invoice No:	APT-0018929	
	ATMOS PIPELINE-TEXAS ATMOS PIPEL		VE-TEXAS	Invoice Date:	19-Jul-21
NAVASOTA CITY HALL	P. O. BOX 841425	Bank of America		Customer No:	70670
ATTN: MR LANCE HALL, FINANCE DIRECTOR	DALLAS, 1X 75284-1425	ABA# for ACH:	111000012	Contract No:	06624-00
P O BOX 910 NAVASOTA, TX 77868		ABA# for Wire: Account #:	026009593 3756617812	Payment Terms:	Net 10
		Ref:	APT-0018929	Due Date:	29-Jui-21

For Billing questions, please call: Rick Herbelin @ (254) 662-7470

#	PROD	RECEIPT	RECEIPT POINT NAME	DELIVERY	DELIVERY POINT NAME	DESCRIPTION	MCF / COUNT	MMBTU / COUNT	RATE	NET AMOUNT
1	Jun-21					Monthly Customer Charge		2,823	12.86645	\$36,321.99
2	Jun-21					Texas Utility Tax				\$181.62
3	Jun-21					MAOP Review Surcharge	2,823	2,823	0.03958	\$111.73
4	Jun-21					Texas Utility Tax				\$0.56
				SUBTO	TAL					\$36,615.90
5	Jun-21	00451200	SYMMETRY ENERGY	8000003044	NAVASOTA CITY GATE LINE 1	Usage Charge	35,724	36,151	0.02785	\$1,006.81
6	Jun-21	00451200	SYMMETRY ENERGY SOLUTIONS, LLC POOL	8000003044	NAVASOTA CITY GATE LINE 1	Texas Utility Tax				\$5.03
				SUBTO	TAL FOR STATION 800	0003044	35,724	36,151		\$1,011.84
SUBTOTAL FOR PROD DATE Jun-21 \$37.6										\$37,627.74

Total Amount Due:

REVIEWED BY LANCE H DATE 7-22 ACCT CODE: NOTES:



\$37,627.74

	FUND	PREVIOUS TOTAL	PRINCIPAL	INTEREST	CHG MV	07/31/2021 TOTAL
		UNI	RESTRICTED	FUNDS		
#	GENERAL FUND	\$2,318,208.95		\$704.12	(769,97)	\$2,318,143.09
	100-0-200.06		-			
#	WATER O&M	\$519,376.61		\$157.75	(172.51)	\$519,361.85
	200-0-200.06					
#	GAS-O&M	\$532,936.21		\$161.87	(177.01)	\$532,921.07
	300-0-200.06					
#	SEWER O&M	\$257,741.53	1	\$78.29	(85.61)	\$257,734.21
	400-0-200.06					
#	0	\$0.00	<u>i</u> i		0.00	\$0.00
	0		1			
#	0	\$0.00	Î Î		0.00	\$0.00
	0	,				
#	0	\$0.00	1		0.00	\$0.00
	0					•
	ΤΟΤΑ	L UNRESTRICTED	· · · · · · · · · · · · · · · · · · ·		\$3,628,160	.23
					, . ,	
		R	ESTRICTED FL	JNDS		
#	ECKER/BESTMUSEUN	\$15.614.21		\$4.74	(5.19)	\$15.613.77
	100-0-200.07					
#	OLUNTARY FIRE FUND	\$47,869,99		\$14.54	(15.90)	\$47,868.63
	100-0-200.09	\$47,000.00				
#	LIBRARY MADELEY	\$4 937 33		\$1.50	(1.64)	\$4,937,19
	100-0-200,10	φ-,007.00			(110-1)	4 1,001110
#	OLUNTARY PARK FUN	\$65462.96		\$19.88	(21.74)	\$65,461,10
	100-0-200.12	\$00,402.00		φ1 <i>3</i> .00		400,401.10
#	NIMAL SHELLER DON	\$17,220,93	+	\$5.23	(5.72)	\$17 230 44
	100-0-200.18	\$17,200.50	·	40.20	(0,74)	
#	WATER-DEPOSIT	\$37,070,17		\$11.26	(12:31)	\$37,069,12
	200-0-200.00	457,070.17			(12017	407,000.1E
#	GASIDEPOSITS	\$53 399 08		\$16.22	(17.74)	\$53 397 56
	300-0-200.00	\$33,333.00	-		(1717)	400,007.00
#	FHA	\$0.00		\$0.00	0.00	\$0.00
	300-0-200.04	\$0.00		40.00	0.00	40.00
#	SEWERIMP	\$250,275,80		\$79.75	(86.12)	\$259 268 11
	400-0-200.02	φ203,270.00		\$75.75	100.12	φ200,200. 1.1
##		\$421.005.40		¢12017	(140.16)	\$121 083 12
.,	100-0-200.11	9421,990.40		\$120.17	(140,10)	φ+21,300.42
#	EMETERY PERPETUAL	\$361 726 <i>44</i>		\$109.87	(120.14)	\$36171617
	520-0-201.00	\$301,720,44		\$103.07	(120,14)	4501,710.17
#	CEMETERY STFUND	\$124 794 29	<u>}</u>	\$37.00	(41.45)	\$124 790 75
	525-0-20105	ψι 24,7 04.20	1			
#	CEM JESSIE MAE BONI	\$1944533		\$5.91	(6.46)	\$19 444 78
	525-0-201.06	\$10,440.00		40.01	(0,40)	4:0,444.0
#	GRACE PARK	\$25 513 01	1	\$7 75	(8.47)	\$25 512 29
	100-0-200.19	Ψ <u>2</u> 0,010.01	1	φ7.70		
tt		\$416 593 95		\$126.53	(138.37)	\$416 582 11
	210-0-200.06	φ410,030.30			(130,577	4410,002.11
#	0	\$0.00		\$0.00	0.00	\$0.00
τř			 	- 40.00	0.00	40.00
#	0	\$0.00			0.00	¢0.00
τř		φυ.υυ	1		0.00	φ0.00
		AL RESTRICTED	-		\$1 870 875	5.77
Ħ	<u> </u>					
π	TOTAL	\$5,499,192.21	\$0.00	\$1,670.30	-\$1,826.51	\$5,499,036.00
	MMINTEDECT	¢550.40	POOLS	INTEREST	00 DP	L
		\$1.110.02	= 10013		40.00	
		\$2,110.02 \$2,701.47	=		\$1.110.92	¢3 002 20
		φζ,/91.4/	-		φι, ΠΟ.02	40,502.25

CURR TOTAL MONEY TOTAL PC	ENT MONTH MARK MARKET POLS	(ET VALUE <i>\$3,2</i> <i>\$6</i>	297,140.86 89,315.95		BOOK VALUE
TOTAL C TOTAL MBS	DS FIXED	\$1,4 \$3 \$1,5	470,000.00 32,426.64 502,426.64		\$1,470,000.00 \$31,331.45 \$1,501,331.45
TOTAL INVESTMENT PORTI TOTAL INVESTMENT PO	FOLIO MARKET VA DRTFOLIO INCODE		\$5,4 \$5,4	88,883.45 \$0.00 88,883.45	
TOTAL INVESTMENT PORT	rFOLIO BOOK VAL	UE	\$5,4	87,788.26	
YTD INTEI CHANGE IN MAR	REST KET VALUE		\$1((\$1 (\$1	0,132.16 1,826.51) 1,826.51)	
WEIGHTED AVERA	SE MATURITY				
WEIGHTED AVER	AGE YIELD				
LAS TOTAL MONEY TOTAL PC	GT MONTH MARKET / MARKET POLS	F VALUE <i>\$3,:</i> <i>\$6</i>	292,679.09 89,315.95	CHANGE	IN MARKET VALUE 4,461.77 0.00
TOTAL MUNI TAX E TOTAL MBS	XEMPT-FIXED -FIXED	\$1,4 \$3	470,000.00 38,714.92		0.00 (6,288.28)
		MONEY M	ARKET		
BBVA PUBLIC FUNDS IN 2535818	<i>CITY I</i> TEREST CHECKING 811	MONEY MARK 3	ET ACCOUNT BEGINNING BAL TRADES/DEDUCTION	łS	\$3,292,679.09
WAM WAY	3,297,141		INTEREST PRINCIPAL/ADDITION ENDING BAL	15	\$1,670.30 \$2,791.47 \$3,297,140.86
		INVESTMENT	F POOLS		
		TEXPOOL AC	CCOUNT		* 400 04400
449/79076	600001	39	TRADES INTEREST		\$132,044,66
WAM	132,045		PRINCIPAL ENDING BAL		\$132,044.66
TEXSTAR AC CITY OF NAVASO 930102	COUNT TA AP FUND 200	20	BEGINNING BAL TRADES		\$131,811,56
WAM	131.812	- 55	PRINCIPAL ENDING BAL		\$131,811.56
TEXAS CLASS	ACCOUNT				
		60	BEGINNING BAL TRADES INTEREST PRINCIPAL		\$425,459.73
			ENDING BAL		\$425,459.73

CUSIP 90352RAN5	PURCHASE DATE	09/12/19	URCHASE PRICE	\$245,000.00
US ALLIANCE CR	MATURITY	09/30/22	BOOK VALUE	\$245,000.00
1.95%	DAYS TO MATURITY	305	MARKET VALUE	\$245,000,00
MAY	W/AM		DIFFERENCE	\$0.00
	PRINCIPAL		INTERECT	\$0.00
	FRINCIPAL		INTEREST	
CUSIP61760AVP8	PURCHASE DATE	04/11/19	URCHASE PRICE	\$245,000,00
	I UNCHASE DATE	04/11/19		\$240,000.00
MORGAN STANLET PVT	MATURIT	04/11/22	BOOK VALUE	
2.60%	DAYS TO MATURITY	181		
WAY	WAM		DIFFERENCE	\$0.00
	PRINCIPAL		INTEREST	
CUSIP 46147UUH1	PURCHASE DATE	01/26/21	URCHASE PRICE	\$245,000.00
INVESTORS COMMUNITY	MATURITY	02/12/24	BOOK VALUE	\$245,000.00
0.25%	DAYS TO MATURITY	661	MARKET VALUE	\$245,000.00
WAY	WAM		DIFFERENCE	\$0.00
	PRINCIPAL		INTEREST	50.34
CUSIP 48128UZC6	PURCHASE DATE	02/09/21	URCHASE PRICE	\$245,000.00
JP MORGAN CHASE	MATURITY	02/17/26	BOOK VALUE	\$245,000.00
0.50%	DAYS TO MATURITY	1187	MARKET VALUE	\$245,000.00
WAY	WAM		DIFFERENCE	\$0.00
	PRINCIPAL		INTEREST	+ - · · · ·
	1 Harton AL		INTEREOT	
066519079	PURCHASE DATE	04/01/21	URCHASE PRICE	\$245,000,00
BANKUNITED NA	MATURITY	03/31/26	BOOKVALUE	\$245,000,00
		1017	MADVETVALUE	\$245,000.00
0.95%	DATS TO MATURITY	1217	MARKETVALUE	\$245,000.00
WAY	WAM		DIFFERENCE	\$0.00
l	PRINCIPAL		INTEREST	
CUCID 00252DAM5		00/12/10		\$245,000,00
CUSIP 90352RAN5	PURCHASE DATE	09/12/19	URCHASE PRICE	\$245,000.00
CUSIP 90352RAN5 US ALLIANCE CR	PURCHASE DATE MATURITY	09/12/19 09/30/22	URCHASE PRICE BOOK VALUE	\$245,000.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95%	PURCHASE DATE MATURITY DAYS TO MATURITY	09/12/19 09/30/22 305	URCHASE PRICE BOOK VALUE MARKET VALUE	\$245,000.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY	PURCHASE DATE MATURITY DAYS TO MATURITY WAM	09/12/19 09/30/22 305	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE	\$245,000.00 \$0.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL	09/12/19 09/30/22 305	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST	\$245,000.00 \$0.00 392.67
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL	09/12/19 09/30/22 305	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST	\$245,000.00 \$0.00 392.67
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE	09/12/19 09/30/22 305 04/11/19	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE	\$245,000.00 \$0.00 392.67 \$245,000.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY	09/12/19 09/30/22 305 04/11/19 04/11/22	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60%	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY	09/12/19 09/30/22 305 04/11/19 04/11/22 181	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM	09/12/19 09/30/22 305 04/11/19 04/11/22 181	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL	09/12/19 09/30/22 305 04/11/19 04/11/22 181	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL	09/12/19 09/30/22 305 04/11/19 04/11/22 181	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY 05600XCP3	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE	09/12/19 09/30/22 305 04/11/19 04/11/22 181 03/31/21	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 \$245,000.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY 05600XCP3 BMO HARRIS BANK	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY	09/12/19 09/30/22 305 04/11/19 04/11/22 181 03/31/21 04/13/26	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 \$245,000.00 \$245,000.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY O5600XCP3 BMO HARRIS BANK 1.00%	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY	09/12/19 09/30/22 305 04/11/19 04/11/22 181 03/31/21 04/13/26 1226	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY O5600XCP3 BMO HARRIS BANK 1.00%	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM	09/12/19 09/30/22 305 04/11/19 04/11/22 181 03/31/21 04/13/26 1226	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY O5600XCP3 BMO HARRIS BANK 1.00%	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAI	09/12/19 09/30/22 305 04/11/19 04/11/22 181 03/31/21 04/13/26 1226	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 610.82
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY 05600XCP3 BMO HARRIS BANK 1.00%	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL	09/12/19 09/30/22 305 04/11/19 04/11/22 181 03/31/21 04/13/26 1226	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 610.82
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY 05600XCP3 BMO HARRIS BANK 1.00% WAY	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY WAM PRINCIPAL PURCHASE DATE	09/12/19 09/30/22 305 04/11/19 04/11/22 181 03/31/21 04/13/26 1226	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE INTEREST	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 610.82
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY 05600XCP3 BMO HARRIS BANK 1.00% WAY	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY	09/12/19 09/30/22 305 04/11/19 04/11/22 181 03/31/21 04/13/26 1226	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE INTEREST URCHASE PRICE INTEREST	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY O5600XCP3 BMO HARRIS BANK 1.00% WAY	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY	09/12/19 09/30/22 305 04/11/19 04/11/22 181 03/31/21 04/13/26 1226	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE UIFFERENCE INTEREST	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 610.82
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY O5600XCP3 BMO HARRIS BANK 1.00% WAY	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY DAYS TO MATURITY	09/12/19 09/30/22 305 04/11/19 04/11/22 181 03/31/21 04/13/26 1226 P 0	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 610.82
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY O5600XCP3 BMO HARRIS BANK 1.00% WAY	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL	09/12/19 09/30/22 305 04/11/19 04/11/22 181 03/31/21 04/13/26 1226 P 0	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 610.82 \$0.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY 05600XCP3 BMO HARRIS BANK 1.00% WAY	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL	09/12/19 09/30/22 305 04/11/19 04/11/22 181 03/31/21 04/13/26 1226 P 0	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 610.82 \$0.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY 05600XCP3 BMO HARRIS BANK 1.00% WAY	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL	09/12/19 09/30/22 305 04/11/19 04/11/22 181 03/31/21 04/13/26 1226 P 0	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST PURCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 610.82 \$0.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY 05600XCP3 BMO HARRIS BANK 1.00% WAY	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL	09/12/19 09/30/22 305 04/11/19 04/11/22 181 03/31/21 04/13/26 1226 P 0	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST PURCHASE PRICE INTEREST	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 610.82 \$0.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY 05600XCP3 BMO HARRIS BANK 1.00% WAY	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY WAM PRINCIPAL	09/12/19 09/30/22 305 04/11/19 04/11/22 181 03/31/21 04/13/26 1226 P 0	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST PURCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 610.82 \$0.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY O5600XCP3 BMO HARRIS BANK 1.00% WAY	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL	09/12/19 09/30/22 305 04/11/19 04/11/22 181 03/31/21 04/13/26 1226 P 0	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 610.82 \$0.00
CUSIP 90352RAN5 US ALLIANCE CR 1.95% WAY CUSIP61760AYP8 MORGAN STANLEY PVT 2.60% WAY O5600XCP3 BMO HARRIS BANK 1.00% WAY	PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL PURCHASE DATE MATURITY DAYS TO MATURITY WAM PRINCIPAL	09/12/19 09/30/22 305 04/11/19 04/11/22 181 03/31/21 04/13/26 1226 P 0	URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST URCHASE PRICE BOOK VALUE MARKET VALUE DIFFERENCE INTEREST	\$245,000.00 \$0.00 392.67 \$245,000.00 \$245,000.00 \$0.00 \$245,000.00 \$245,000.00 \$245,000.00 \$245,000.00 \$0.00 610.82 \$0.00 \$0.00

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FHLM	USIP31282CMD6 IC GOLD POOL 30356	PURCHASE DATE MATURITY	01/25/18	URCHASE PRICE BOOK VALUE	\$0.00
AY	4.50%	DAYS TO MATURITY WAM PRINCIPAL	-22	DIFFERENCE INTEREST	\$0.00
С	USIP31282CMD6 FHM30356	PURCHASE DATE MATURITY	07/14/16	URCHASE PRICE BOOK VALUE	\$0.00
AY	4.50%	DAYS TO MATURITY WAM PRINCIPAL	-22	MARKET VALUE DIFFERENCE INTEREST	\$0.00
	CUSIP3148ANE4	PURCHASE DATE	12/06/17	URCHASE PRICE	\$310,569.80
	FNMA1288	MATURITY	12/01/22	BOOK VALUE	\$31,331.45
	2.81%	DAYS TO MATURITY	349	MARKEIVALUE	\$32,426.64
AT		PRINCIPAL	2791.47	INTEREST	<u>56.9</u> 9
			12/10/16		\$0.00
FN	MA POOL MA0741	MATURITY	05/01/21	BOOK VALUE	40.00
	4.00%	DAYS TO MATURITY	-65	MARKET VALUE	
AY		WAM		DIFFERENCE	\$0.00
_		PRINCIPAL		INTEREST	
-	0	PURCHASE DATE	01/00/00	URCHASE PRICE	\$0.00
	0	MATURITY	01/00/00	BOOK VALUE	
	0.00%	DAYS TO MATURITY	0	MARKET VALUE	
AY		PRINCIPAL		INTEREST	\$0.00
	0	PURCHASE DATE	01/00/00	URCHASE PRICE	\$0.00
	0		01/00/00	BOOK VALUE	
AY	0.00%	WAM	0	DIFFERENCE	\$0.00
		PRINCIPAL		INTEREST	
	Ő		01/00/00		\$0.00
	0	MATURITY	01/00/00	BOOK VALUE	\$0.00
	0.00%	DAYS TO MATURITY	0	MARKET VALUE	
AY		WAM		DIFFERENCE	\$0.00
_		PRINCIPAL		INTEREST	
-	0	PURCHASE DATE	01/00/00	URCHASE PRICE	\$0.00
	0	MATURITY	01/00/00	BOOK VALUE	
	0.00%	DAYS TO MATURITY	0	MARKET VALUE	
AY		WAM		DIFFERENCE	\$0.00
		PRINCIPAL	_	INTEREST	
	0	PURCHASE DATE	01/00/00	URCHASE PRICE	\$0.00
	0	MATURITY	01/00/00	BOOKVALUE	
	0.00%	DAYS TO MATURITY	0	MARKET VALUE	\$0.00
AT		PRINCIPAL		INTEREST	φ0.00
	0	PURCHASE DATE	01/00/00	URCHASE PRICE	\$0.00
	0.00%		01700700	MARKET VALUE	
	0.0070	WAM	Ŭ	DIFFERENCE	\$0.00
		PRINCIPAL		INTEREST	

7/31/2021 12	2:44 PM			CHECK RECONCILIATION REGISTER			7 /01 /0	PAGE: 1
COMPANY: 999) - POOLED CASH		-		CHECK DA	TE:	7/01/2	021 THRU //31/2021
ACCOUNT: 0-1	LOO+01 CASH	IN BANK-CS	5B		CLEAR DA		0/00/0	000 IHR0 99/99/9999
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ACCOUNT	DATE	TYPÉ	NUMBER	DESCRIPTION	AMOUNT	STATUS	FOLIO	CLEAR DATE
DHECK:								
0-100.01	1 7/01/2021	CHECK	016697	ASHFORD & OLIVER	250.00CR	POSTED	A	7/12/2021
0-100.01	1 7/01/2021	CHECK	016698	ASHLEY WENZEL	150.00CR	POSTED	A D	7/07/2021
0-100.01		CHECK	016699	BANQUETEL BLACKSHEAK	200.00CR	POSTED	A N	7/09/2021
0-100-01		CHECK	016700	BEARD-NAVASOIA VEIERINARI NOSF	11 03CP	POSTED	n a	7/13/2021
0-100.01	L //UI/2021	CHECK	016702	BRAZOS DIESEL SERVICE, INC. BRINGON BENEFITS INC	415 00CR	POSTED	Δ	7/12/2021
0-100.01	1 7/01/2021	CHECK	016702	CENTURYI TNK	5 211 77CR	POSTED	2	7/12/2021
0-100.01	7/01/2021	CHECK	016704	CHARLEF HALL	5,211.7.7CR	POSTED	A	7/14/2021
0-100.01	1 7/01/2021	CHECK	016705	COPE & MAIN LP	378 80CR	POSTED	A	7/13/2021
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0-100.01	7/01/2021	CHECK	016707	NC-TX HOLDINGS, LLC	130.00CB	POSTED	A	7/15/2021
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0-100.01	7/01/2021	CHECK	016709	BRYAN DUCKWORTH	554.00CR	POSTED	A	7/08/2021
0-100.01	7/01/2021	CHECK	016710	ELLIOTT TEAM FORD	88.00CR	POSTED	A	7/09/2021
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0-100-03	7/01/2021	CHECK	016715	FRANK VACANTE, JR.	50.00CR	POSTED	A	7/12/2021
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0-100.01	1 7/01/2021	CHECK	016725	LIPPMAN MUSIC COMPANY	900.00CR	POSTED	A	7/08/2021
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0-100.01	1 7/01/2021	CHECK	016729	MES-TEXAS	362.72CR	POSTED	A	7/13/2021
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0-100.01	1 7/01/2021	CHECK	016732	MCCREARY, VESELKA, BRAGG&ALLEN, P	128.46CR	POSTED	A	7/13/2021
0-100.01	1 7/01/2021	CHECK	016733	NAVASOTA EXAMINER	385,50CR	POSTED	A	7/07/2021
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0-100.01	1 7/01/2021	CHECK	016739	REBECCA COLE	50.00CR	POSTED	A	7/13/2021
0-100.01	1 7/01/2021	CHECK	016740	SCHOLASTIC BOOK FAIRS	1,128 ₊ 65CR	POSTED	A	1/09/2021

7/31/2021 12:44 PM				CHECK RECONCILIATION REGISTER				PA	GE: 2
COMPANY: 999 - POOL	ED CASH				CHECK DA	r£:	7/01/2	021 THRU 7/	31/2021
ACCOUNT: 0-100.01	CASH	IN BANK-CS	В		CLEAR DA	re:	0/00/0	000 THRU 99/	99/9999
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0-100.01	7/08/2021	CHECK	016750	ASSOCIATION OF RURAL COMM IN T	395,00CR	OUTSTND	A (0/00/0000	
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0-100.01	7/08/2021	CHECK	016752	BAYLOR LUMBER & BLDG.CO., INC	228,52CR	POSTED	A	7/15/2021	
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0-100.01	7/08/2021	CHECK	016754	BRAZOS VALLEY COMMUINICATIONS,	600.00CR	POSTED	A	7/15/2021	
0-100.01	7/08/2021	CHECK	016755	BRAZOS VALLEY POOLS & HOTTUBS	1,432.00CR	POSTED	А	7/15/2021	
0-100.01	7/08/2021	CHECK	016756	BRAZOS VALLEY TELEPHONE SYSTEM	218.00CR	POSTED	A	7/15/2021	
0-100.01	7/08/2021	CHECK	016757	BRENDA PHILLIPS	150,00CR	POSTED	A	7/14/2021	
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0-100.01	7/08/2021	CHECK	016778	MES-TEXAS	1,510.97CR	POSTED	A	7/16/2021	
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0-100.01	7/08/2021	CHECK	016782	PROSERV CRANE GROUP	600,90CR	POSTED	A	7/15/2021	
0-100.01	7/08/2021	CHECK	016783	QUILL CORPORATION	428.29CR	POSTED	A	7/23/2021	
0-100.01	7/08/2021	CHECK	016784	REPUBLIC SERVICES #473	468,40CR	POSTED	A	7/19/2021	

7/31/2021 COMPANY:	12:44 PM 999 - POOLED C	ASH	N DANK CO	D	CHECK RECONCILIATION REGISTER	CHECK DA	re:	7/01/2	PAGE: 3 021 THRU 7/31/2021 000 THRU 99/99/9999
YPE:	A11	ÇASH I	IN BANK-CSI	D		STATEMEN	F:	0/00/0	000 THRU 99/99/9999
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ACCOU	NT	DATE	TYPE	NUMBER	DESCRIPTION	AMOUNT	STATUS	FOLIO	CLEAR DATE
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0-100	.01 7/	14/2021	CHECK	016799	CHRISTOPHER CREEKS	200.00CR	POSTED	A	7/16/2021
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0-100	.01 7/	14/2021	CHECK	016822	THE EAGLE	96.00CR	POSTED	A	7/21/2021
0-100	.01 7/	14/2021	CHECK	016823	THERESA SANDERS	150.00CR	POSTED	A	7/20/2021
0-100).01 7/	14/2021	CHECK	016824	BVSWMA INC.	761.97CR	POSTED	A	7/21/2021
0-100	.01 7/	14/2021	CHECK	016825	YOLANDA HARRIS	10.00CR	OUTSTND	A	0/00/0000
0-100	0.01 7/	16/2021	CHECK	016826	BLEYL & ASSOCIATES	8,505.00CR	POSTED	A	7/23/2021
0-100).01 7/	16/2021	CHECK	016827	C.C.CREATIONS LTD	370.00CB	POSTED	A	7/23/2021
0-100	0.01 7/	16/2021	CHECK	016828	CHAPARRAL LABORATORIES, INC.	4,070.00CR	POSTED	A	7/23/2021

COMPANY: ACCOUNT: FYPE: STATUS: FOLIO:	21 12:44 PM 999 - POOLEI 0-100.01 All All All	CASH CASH	IN BÀNK-CS	В	CHECK RECONCILIATION REGISTER	CHECK DA CLEAR DA STATEMEN VOIDED D AMOUNT: CHECK NU	TE: TE: T: ATE: MBER:	7/01/2 0/00/0 0/00/0 0/00/0 0.00 0.00	021 THRU 7/31/2021 000 THRU 99/99/9999 000 THRU 999999
ACC	TNUC	DATE	TYPE	NUMBER	DESCRIPTION	AMOUNT	STATUS	FOLIÓ	CLEAR DATE
CHECK:									
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0-1	00.01	7/16/2021	CHECK	016830	ENTERGY TEXAS, INC	2,046.95CR	POSTED	A	7/23/2021
0-1	00.01	7/16/2021	CHĖCK	016831	GERALD D. SECHELSKI	120.00CR	POSTED	A	7/23/2021
0-1	00.01	7/16/2021	CHECK	016832	GOODYEAR COMMERCIAL TIRE	515.48CR	POSTED	A	7/26/2021
0-1	00.01	7/16/2021	CHECK	016833	JASMINE WILSON	200.00CR	POSTED	A	7/26/2021
0-1	00.01	7/16/2021	CHECK	016834	DALE ALEXANDER	1,500.00CR	POSTED	A	7/31/2021
0-1	00.01	7/16/2021	CHECK	016835	METRO FIRE, INC.	163.00CR	POSTED	A	7/23/2021
0-1	00.01	7/16/2021	CHECK	016836	MONICA CABRERA	150.00CR	POSTED	A	7/28/2021
0-1	00.01	7/16/2021	CHECK	016837	MCCREARY, VESELKA, BRAGG&ALLEN, P	29.25CR	OUTSTND	A (0/00/0000
0-1	00.01	7/16/2021	CHECK	016838	NAVASOTA EXAMINER	2,608.00CR	POSTED	A	7/22/2021
0-1	00.01	7/16/2021	CHECK	016839	ONLY 1 RENTALS, LLC	76.35CR	OUTSTNE	A (0/00/0000
0-1	00.01	7/16/2021	CHECK	016840	LOUIS J. ORLANDO	1,400.00CR	OUTSTNE	A (0/00/0000
0-1	00.01	7/16/2021	CHECK	016841	RAUL MENDOZA	1,250.00CR	POSTED	А	7/20/2021
0-1	00 01	7/16/2021	CHECK	016842	TEMPRITE A/C & HEAT	225.00CR	OUTSTNE	A (0/00/0000
0-1	00.01	7/16/2021	CHECK	016843	TX MUNICIPAL COURTS ASSOCIATIO	150.00CB	POSTED	A	7/28/2021
0-1	00.01	7/16/2021	CHECK	016844	TVLER TECHNOLOGIES INC	1.025.00CR	POSTED	Δ	7/26/2021
0-1	00.01	7/21/2021	CHECK	016945	REVAN BROADCASTING CORPORATION	375 00CR	POSTED	2	7/27/2021
0-1	00.01	7/21/2021	CHECK	016045	CENTRAL EACT TEVAS ALLIANCE	660 00CR	OUTSTNE	2	0/00/0000
0-1	00.01	7/21/2021	CHECK	016040	CENTRAL EAST TEARS ADDIANCE	000.000	DOGTED	/ <u>^</u>	7/28/2021
0-1	00.01	7/21/2021	CHECK	016847	CITIBANK, N.A	9,012,74CK	POSIED	7	7/20/2021
0-1	00.01	7/21/2021	CHECK	016848	ONLINE SOLUTIONS, LLC	14,400.00CR	PUSIED	. A	7/20/2021
0-1	00.01	7/21/2021	CHECK	016849	CONV 8022864	295.05CR	OUTSTNL	A	0/00/0000
0-1	00.01	7/21/2021	CHECK	016850	ENTERGY TEXAS, INC	34.58CR	POSTED	A	7/27/2021
0-1	00.01	7/21/2021	CHECK	016851	EXPRESS SERVICES, INC	1,492.83CR	POSTED	A	7/28/2021
0-1	00.01	7/21/2021	CHECK	016852	GERALD D. SECHELSKI	299.00CR	OUTSTNE) A	0/00/0000
0-1	00.01	7/21/2021	CHECK	016853	GLENN FUQUA, INC.	316.37CR	POSTED	A	7/28/2021
0-1	00.01	7/21/2021	CHECK	016854	GOODWIN-LASITER, INC	12,735.99CR	OUTSTNE	A (0/00/0000
0-1	00.01	7/21/2021	CHECK	016855	HAR-CON MECHANICAL CONTRACTORS	3,020.94CR	POSTED	A	7/27/2021
0-1	00.01	7/21/2021	CHECK	016856	JOYCE STEVENSON	150.00CR	OUTSTNE) A	0/00/0000
0-1	00.01	7/21/2021	CHECK	016857	KELLEY FRIDEL	100.00CR	POSTED	A	7/27/2021
0-1	00.01	7/21/2021	CHECK	016858	LANCE HALL	150,00CR	POSTED	A	7/23/2021
0-1	00.01	7/21/2021	CHECK	016859	METRO FIRE, INC.	359.00CR	POSTED	A	7/28/2021
0-1	00.01	7/21/2021	CHECK	016860	MID-SOUTH ELECTRIC CO-OP	492,46CR	POSTED	A	7/28/2021
0-1	00.01	7/21/2021	CHECK	016861	MIDAMERICA BOOKS	83.80CR	POSTED	A	7/29/2021
0_1	00.01	7/21/2021	CHECK	016862	NAFECO INC.	12,930,75CR	POSTED	A	7/28/2021
0-1	00.01	7/21/2021	CHECK	016963	NAVASOTA EXAMINER	122.0008	POSTED	A	7/26/2021
0-1	00.01	7/21/2021	CHECK	016064	DOUTCHDE	1 // 8 7000	POSTED	2	7/26/2021
0-1	00.01	7/21/2021	CHECK	010004		1/440,70CK	CUTCED		0/00/0000
U-1	00.01	7/21/2021	CHECK	016066	COTER CONFORMED CONCERNING	104 A200	OUTSINE		0/00/0000
0-1	00.01	772172021	CHECK	010800	SUDDENLINK COMMUNICATIONS	124.03CR	DOCTOR	A	7/20/2021
0-1	00.01	7/21/2021	CHECK	016867	TEXAS ASSOCIATION OF MUNI INFO	85.00CR	POSTED	A	7/23/2021
0-1	00.01	7/21/2021	CHECK	016868	TIMECLOCK PLUS	3,950.10CR	POSTED	A	1/28/2021
0-1	00.01	7/21/2021	CHECK	016869	TX COMPTROLLER OF PUBLIC ACCOU	100.00CR	OUTSTNI	A (0/00/0000
0-1	00.01	7/21/2021	CHECK	016870	TYLER TECHNOLOGIES, INC.	2,561.07CR	POSTED	A	7/27/2021
	0.0 0.1	7/21/2021	CHECK	016871	VERIZON BUSINESS	62 40CB	POSTED	A	7/28/2021
0-1	00.01	//21/2021	OUTDON	0100/1	Dittoon Dootnooo	02.4000	EOSIDD		//20/2021

7/31/2021 12:44 PM COMPANY: 999 - POOLED CASH ACCOUNT: 0-100.01 CASH IN BANK-CSB FYPE: ALL STATUS: ALL FOLIO: ALL		CHECK RECONCILIATION REGISTER	CHECK DA CLEAR DA STATEMEN VOIDED D AMOUNT: CHECK NU	TE: TE: T: ATE: MBER:	PAGE: 5 7/01/2021 THRU 7/31/2021 0/00/0000 THRU 99/99/9999 0/00/0000 THRU 99/99/9999 0/00/0000 THRU 99/99/9999 0.00 THRU 999,999,999 000000 THRU 999999			
ACCOUNT	DATE	TYPE	NUMBER	DESCRIPTION	AMOUNT	STATUS	FOLIO	CLEAR DATE
CHECK:								
0-100.01	7/28/2021	CHECK	016873	ASCAP VOIDED	367.00CR	VOIDED	A	7/28/2021
0-100.01	7/28/2021	CHECK	016874	BLUEBONNET GROUND WATER	1,527.71CR	OUTSTND	A	0/00/0000
0-100.01	7/28/2021	CHECK	016875	C.C.CREATIONS LTD	540.00CR	OUTSTND	A	0/00/0000
0-100.01	7/28/2021	CHECK	016876	CENTURYLINK	5,185.41CR	OUTSTND	A (0/00/0000
0-100.01	7/28/2021	CHECK	016877	CORE & MAIN, LP	153.63CR	OUTSTND	A	0/00/0000
0-100.01	7/28/2021	CHECK	016878	CHRISTOPHER CREEKS	1,050.00CR	OUTSTND	A (0/00/0000
0-100.01	7/28/2021	CHECK	016879	DAISY MATA	100.00CR	OUTSTND	A (0/00/0000
0-100,01	7/28/2021	CHECK	016880	DXI INDUSTRIES, INC.	3,250.00CR	OUTSTND	A (0/00/0000
0-100.01	7/28/2021	CHECK	016881	ENTERGY TEXAS, INC	6,603.83CR	OUTSTND	A (0/00/0000
0-100.01	7/28/2021	CHECK	016882	FERGUSON WATERWORKS #1105	7,292.31CR	OUTSTND) A	0/00/0000
0-100.01	7/28/2021	CHECK	016883	GALLS, LLC	1,343.27CR	OUTSTND) A	0/00/0000
0-100.01	7/28/2021	CHECK	016884	GERALD D. SECHELSKI	430.00CR	OUTSTND) A	0/00/0000
0-100.01	7/28/2021	CHECK	016885	GRANTWORKS, INC.	3,025.00CR	OUTSTND) A	0/00/0000
0-100.01	7/28/2021	CHECK	016886	GRIMES COUNTY	5,093.30CR	OUTSTNE) A	0/00/0000
0-100,01	7/28/2021	CHECK	016887	GT DISTRIBUTORS, INC	115.93CR	OUTSTNE) A	0/00/0000
0-100.01	7/28/2021	CHECK	016888	HASSELL DEVELOPMENT, INC.	5,539.05CR	OUTSTNE) A	0/00/0000
0-100.01	7/28/2021	CHECK	016889	INGRAM LIBRARY SERVICES	291.21CR	OUTSTND) A	0/00/0000
0-100.01	7/28/2021	CHECK	016890	JOHNNY D. WESLEY	250.00CR	OUTSTND) A.	0/00/0000
0-100.01	7/28/2021	CHECK	016891	KIMLEY-HORN AND ASSOCIATES, IN	1,200.00CR	OUTSTND	A	0/00/0000
0-100.01	7/28/2021	CHECK	016892	LARRY YOUNG PAVING	116,397.57CR	OUTSTND	A	0/00/0000
0-100.01	7/28/2021	CHECK	016893	LIFE LINE SCREENING	170.00CR	OUTSTND	A	0/00/0000
0-100.01	7/28/2021	CHECK	016894	MCCREARY, VESELKA, BRAGG&ALLEN, P	812.10CR	QUISINL	A	0/00/0000
0-100.01	7/28/2021	CHECK	016895	ONLY I RENTALS, LLC	341.35CR	OUTSTNL		0/00/0000
0-100.01	7/28/2021	CHECK	016896	PARKER WELDING & FAB	125.00CR	OUTSTNL		0/00/0000
0-100.01	7/28/2021	CHECK	016897	QUIEL CORPORATION	297.47CR	OUTSTNL		0/00/0000
0-100.01	7/28/2021	CHECK	016898	GASPAR RAYMUNDO MARCOS	555.UUCR	OUTSTNL		0/00/0000
0-100.01	7/28/2021	CHECK	016899	SHAWNTA RICHARDSON	225.00CK	OUTSINL		0/00/0000
0-100.01	7/28/2021	CHECK	016900	SIERKA RUSH	230.00CR	OUTSINL		0/00/0000
0-100.01	7/28/2021	CHECK	016901	STILL CREEK MECHANICAL	37100CR	OUISINL		0/00/0000
0-100.01	7/28/2021	CHECK	016902	HD SUPPLY FACILITIES MAINTENAN	2 905 60CD	OUTSIND	/ A	0/00/0000
0-100.01	7/20/2021	CHECK	016903	VERIGON WIRELESS	2,095,09CK	OUTSTNL		0/00/0000
0-100-01	7/20/2021	CHECK	016904	REA DANA REFUND, MORIES IDVINC	20,010.01CK	OUTSINE		0/00/0000
0-100.01	7/20/2021	CHECK	016905	REFUND: CARZA TECHC/CACCONDRA	62 91CP	OUTSTNE		0/00/0000
0 100 01	7/20/2021	CHECK	016900	PERIND, GRAZA, GESGS/CRSSONDRA	61 53CR	OUTSTNE		0/00/0000
0-100.01	7/20/2021	CHECK	016909	PEFUND. HOCHSCHILD MICHAEL A	13 67CR	OUTSTNE	, U	0/00/0000
0-100-01	7/28/2021	CHECK	016909	REFUND: CASTANEDA, BRIGIDO COR	86.04CR	OUTSTND) U	0/00/0000
0-100-01	7/28/2021	CHECK	016910	REFUND: LOPEZ, DAVID	37 37CR	OUTSTNE) 11	0/00/0000
0-100.01	7/28/2021	CHECK	016911	REFUND: AGUIRRE, JUDY PERRY	23 - 62CR	OUTSTNE) U	0/00/0000
0-100 01	7/28/2021	CHECK	016912	REFUND: FIELDER, CATORRIE MART	85.52CB	OUTSTND) Ŭ	0/00/0000
0-100 01	7/28/2021	CHECK	016913	REFUND: ABC AFFORDABLE HOUSING	242.65CR	OUTSTND) Ū	0/00/0000
0-100-01	7/28/2021	CHECK	016914	REFUND: FLORES HOME BUILDER	97 6202	OUTSTNE) 17	0/00/0000
0-100-01	7/28/2021	CHECK	016915	REFUND: BROUGHTON, JANE	166.8308	OUTSTNE	0 11	0/00/0000
0-100.01	7/28/2021	CHECK	016916	REFUND: JAYAA REALTY CAPITAL	97.09CR	OUTSTNE) Ŭ	0/00/0000

7/31/2021 12:44 PM COMPANY: 999 - POOLI ACCOUNT: 0-100.01 CYPE: All STATUS: All FOLIO: All	ED CASH CASH	IN BANK-CS	βB	CHECK RECONCILIATION REGISTER	CHECK DA CLEAR DA STATEMEN VOIDED D AMOUNT: CHECK NU	TE: TE: T: ATE: MBER:	7/01/2 0/00/0 0/00/0 0/00/0 0.00 0.00	PAGE: 6 021 THRU 7/31/2021 0000 THRU 99/99/9999 0000 THRU 99/99/9999 THRU 999,999,999,999 0000 THRU 999999
ACCOUNT	DATE	TYPE	NUMBER	DESCRIPTION	AMOUNT	STATUS	FOLIO	CLEAR DATE
HECK:				······································				
0-100.01	7/28/2021	CHECK	016917	REFUND: CRUSE, PEGGY KAY	97.89CR	OUTSTNL		0/00/0000
0-100.01	//28/2021	CHECK	010910	REFUND: CORIIS, REDEI AUSIIN	30.0/CK	QUISING	, 0	070070000
DEPOSIT:								
0-100.01	7/01/2021	DEPOSIT		ONLINE PAYMENT 7/01/2021	2,344.28	POSTED	С	7/01/2021
0-100.01	7/01/2021	DEPOSIT	000001	refund swim lessons	35.00CR	POSTED	G	7/01/2021
0-100.01	7/01/2021	DEPOSIT	000002	dep 0701 open swim 0630	141,00	POSTED	G	7/06/2021
0-100.01	7/01/2021	DEPÓSIT	000003	DAILY PAYMENT POSTING	37,047,17	POSTED	U	7/02/2021
0-100.01	7/02/2021	DEPOSIT		ONLINE PAYMENT 7/02/2021	6,236,45	POSTED	С	7/06/2021
0-100.01	7/02/2021	DEPOSIT	000001	adcom cust fee 0701	12,50	POSTED	G	7/06/2021
0-100.01	7/02/2021	DEPOSIT	000002	farmers market	10.00	POSTED	G	7/02/2021
0-100.01	7/02/2021	DEPOSIT	000003	UTILITY DEPOSITS RECEIVED	200,00	POSTED	U	7/06/2021
0-100.01	7/02/2021	DEPOSIT	000004	dep 0702	362,45	POSTED	G	7/06/2021
0-100.01	7/02/2021	DEPOSIT	000005	dep 0702 open swim 0701	126.00	POSTED	G	7/07/2021
0-100.01	7/02/2021	DEPOSIT	000006	DAILY CASH POSTING 7/02/2021	104,268.56	POSTED	С	7/07/2021
0-100,01	7/06/2021	DEPOSIT		ONLINE PAYMENT 7/06/2021	15,755.03	POSTED	С	7/07/2021
0-100.01	7/06/2021	DEPOSIT	000001	adcomc cust fee	22.50	POSTED	G	7/06/2021
0-100.01	7/06/2021	DEPOSIT	000002	swim lessons	35,00	POSTED	G	7/06/2021
0-100.01	7/06/2021	DEPOSIT	000003	swim lessons	245.00	POSTED	G	7/06/2021
0-100.01	7/06/2021	DEPOSIT	000004	swim lessons	35,00	POSTED	G	7/06/2021
0-100.01	7/06/2021	DEPOSIT	000005	DEP 07/02	123.00	POSTED	G	7/07/2021
0-100.01	7/06/2021	DEPOSIT	000006	DAILY PAYMENT POSTING - ADJ	157.98CR	POSTED	Ū	7/07/2021
0-100.01	7/06/2021	DEPOSIT	000007	DAILY CASH POSTING 7/06/2021	27,631.74	POSTED	Ċ	7/07/2021
0-100.01	7/07/2021	DEPOSIT		ONLINE PAYMENT 7/07/2021	4,734.73	POSTED	C	7/07/2021
0-100.01	7/07/2021	DEPOSIT	000001	ADCOM CUST FEE 0706	5.00	POSTED	G	7/07/2021
0-100.01	7/07/2021	DEPOSIT	000002	SWIM LESSONS	70.00	POSTED	G	7/07/2021
0-100.01	7/07/2021	DEPÔSIT	000003	taxes collected 06-2021	26,294.50	POSTED	G	7/08/2021
0-100.01	7/07/2021	DEPOSIT	000004	DAILY CASH POSTING 7/07/2021	8,209.09	POSTED	С	7/09/2021
0-100.01	7/08/2021	DEPOSIT		ONLINE PAYMENT 7/08/2021	12,977.32	POSTED	С	7/09/2021
0-100.01	7/08/2021	DEPOSIT	000001	adcom cust fee 0707	37.50	POSTED	G	7/09/2021
0-100.01	7/08/2021	DEPÔSIT	000002	building permit cc	412,00CR	POSTED	G	7/08/2021
0-100.01	7/08/2021	DEPÓSIT	000003	farmers market	40.00	POSTED	G	7/08/2021
0-100.01	7/08/2021	DEPOSIT	000004	DEPOSIT CORRECTTION	412.00	PÓSTED	G	7/08/2021
0-100.01	7/08/2021	DEPÓSIT	000005	BUILDING PERMIT CC	412.00	POSTED	G	7/08/2021
0-100.01	7/08/2021	DEPOSIT	000006	dep open swim 0707	171.00	POSTED	G	7/12/2021
0-100.01	7/08/2021	DEPOSIT	000007	DEP GOVDEALS	356.01	POSTED	G	7/09/2021
0-100.01	7/08/2021	DEPOSIT	000008	DAILY CASH POSTING 7/08/2021	24,106.82	POSTED	С	7/12/2021
0-100.01	7/09/2021	DEPOSIT		ONLINE PAYMENT 7/09/2021	14,300.73	POSTED	С	7/12/2021
0-100.01	7/09/2021	DEPOSIT	000001	adcom cust fee 0708	10,00	POSTED	G	7/12/2021
0-100.01	7/09/2021	DEPOSIT	000002	famersm mkt	10.00	POSTED	G	7/09/2021
0-100.01	7/09/2021	DEPOSIT	000003	building permit cc	5,293.37	POSTED	G	7/09/2021
0-100.01	7/09/2021	DEPOSIT	000004	sales collected june 21	166,065.78	POSTED	G	7/12/2021
0-100.01	7/09/2021	DEPOSIT	000005	dep 0708	51.65	POSTED	G	7/12/2021
0-100.01	7/09/2021	DEPOSIT	000006	DAILY PAYMENT POSTING - ADJ	112.38CR	POSTED	U	7/12/2021

7/31/2021 12:44 PM COMPANY: 999 - POOL	ED CASH			CHECK RECONCILIATION REGISTER	CHECK DA	TE:	7/01/2	021 THRU 7,	AGE: 7 /31/2021
ACCOUNT: 0-100.01 TYPE: All	CASH	IN BANK-CS	В		CLEAR DA STATEMEN VOLDED D	TE: T: ATE:	0/00/0	000 THRU 99, 000 THRU 99, 000 THRU 99,	/00/0000 /00/0000
FOLIO: All					AMOUNT :	UTD.	0.00	THRU 999.999	9,999,99
, ollo, mit					CHECK NU	MBER:	000	000 THRU	999999
ACCOUNT	DATE	TYPE	NUMBER	DESCRIPTION	AMOUNT	STATUS	FOLIO	CLEAR DATE	
)EPOSIT:									
0-100.01	7/09/2021	DEPOSIT	000007	DAILY PAYMENT POSTING	112.13	POSTED	U	7/12/2021	
0-100.01	7/09/2021	DEPOSIT	800000	DAILY PAYMENT POSTING	/61.58	POSTED	0	7/12/2021	
0-100,01	7/09/2021	DEPOSIT	000009	DAILY CASH POSTING 7/09/2021	22,628.01	POSTED	C	7/12/2021	
0-100.01	7/12/2021	DEPOSIT	000001	ONLINE PAYMENT //12/2021	30,093.88	POSTED	C C	7/12/2021	
0-100.01	7/12/2021	DEPOSIT	000001	adcom csut fee 0709-0711	25,00	POSTED	G	7/12/2021	
0-100,01	7/12/2021	DEPOSIT	000002	building pemrit cc	139.05	POSTED	G	7/12/2021	
0-100.01	7/12/2021	DEPOSIT	000003	Tarmers market 0/10	30.00	POSTED	G	7/12/2021	
0-100.01	7/12/2021	DEPOSIT	000004	OPEN SWIM 0708	72.00	POSTED	6	7/12/2021	
0-100.01	7/12/2021	DEPOSIT	000005	UTILITY DEPOSITS RECEIVED	200.00	POSTED	0	7/12/2021	
0-100.01	7/12/2021	DEPOSIT	000006		201.00	POSIED	6	7/19/2021	
0-100.01	7/12/2021	DEPOSIT	000007	DAILY PAYMENT POSTING - ADJ	97.00CR	POSTED	11	7/12/2021	
0-100.01	7/12/2021	DEPOSIT	000008	DAILY PAYMENT POSTING	311 110 25	POSIED	U 11	7/12/2021	
0-100.01	7/12/2021	DEPOSIT	000009	DRAFT PUSTING	111,119.33	POSIED	17	7/12/2021	
0-100.01	7/12/2021	DEPOSIT	000010	BAD DEBI ADJ FUSILING	00.21CK	POSTED	11	7/12/2021	
0-100.01	7/12/2021	DEPOSIT	000011	DALLY CACH DOCTING 7/12/2021	90 439 59	POSTED	Ċ	7/14/2021	
0 100 01	7/12/2021	DEPOSIT	000012	DAILI CASH POSIING //12/2021	50,439,39	POSTED	G	7/14/2021	
0-100.01	7/12/2021	DEPOSIT	000013	ONLINE DAYMENT 7/12/2021	9 557 20	POSTED	c	7/14/2021	
0-100.01	7/13/2021	DEPOSIT	000001	adcom cust fee 0712	3, 337, 20	POSTED	G	7/14/2021	
0-100.01	7/13/2021	DEPOSIT	000001		12 849 88	POSTED	c	7/14/2021	
0-100.01	7/13/2021	DEPOSIT	000002	ONLINE DAYMENT 7/14/2021	8 414 95	POSTED	ć	7/14/2021	
0-100.01	7/14/2021	DEPOSIT	000001	adcom cust fee 0713	21.25	POSTED	Ģ	7/14/2021	
0-100.01	7/14/2021	DEPOSIT	0000001	UTILITY DEPOSITS RECEIVED	200.00	POSTED	U U	7/14/2021	
0-100.01	7/14/2021	DEPOSIT	000002	DATLY PAYMENT POSTING	288 60	POSTED	0	7/14/2021	
0-100-01	7/14/2021	DEPOSIT	0000003	DATLY CASH POSTING 7/14/2021	20 852 67	POSTED	č	7/16/2021	
0-100.01	7/14/2021	DEPOSIT	000004	ONLINE DAYMENT 7/15/2021	35,026,48	POSTED	č	7/16/2021	
0-100.01	7/15/2021	DEPOSIT	000001	UTILITY DEPOSITS RECEIVED	200 00	POSTED	Ü.	7/15/2021	
0-100-01	7/15/2021	DEPOSIT	000001	adcom csut fee 0714	55.00	POSTED	Ğ	7/16/2021	
0-100.01	7/15/2021	DEPOSIT	000002	building permit cc	169.95	POSTED	G	7/15/2021	
0-100 01	7/15/2021	DEPOSIT	0000000	swim	35.00	POSTED	Ğ	7/15/2021	
0-100.01	7/15/2021	DEPOSIT	000005	utility app dep fee	4.00CB	POSTED	G	7/15/2021	
0-100.01	7/15/2021	DEPOSIT	000006	UTILITY DEPOSITS RECEIVED	200.00	POSTED	ŭ	7/15/2021	
0-100.01	7/15/2021	DEPÓSIT	0000007	DAILY PAYMENT POSTING	1,623,04	POSTED	Ū	7/15/2021	
0-100.01	7/15/2021	DEPOSIT	000008	DAILY CASH POSTING 7/15/2021	49,117,43	POSTED	Č	7/19/2021	
0-100-01	7/16/2021	DEPOSIT	000000	ONLINE PAYMENT 7/16/2021	36,610,98	POSTED	č	7/19/2021	
0-100.01	7/16/2021	DEPOSIT	000001	adcom cust fee 0715	102.50	POSTED	Ğ	7/19/2021	
0-100-01	7/16/2021	DEPOSIT	000002	building permit cc	25.75	POSTED	G	7/16/2021	
0-100-01	7/16/2021	DEPOSIT	000003	DEP 0716 OPEN SWIM 0715	93.00	POSTED	G	7/19/2021	
0-100-01	7/16/2021	DEPOSIT	000004	DEP 0716	74.99	POSTED	G	7/20/2021	
0-100.01	7/19/2021	DEPOSIT		ONLINE PAYMENT 7/19/2021	13,755.22	POSTED	C	7/20/2021	
0-100-01	7/19/2021	DEPOSIT	000001	DAILY CASH POSTING 7/19/2021	7,716.24	POSTED	С	7/20/2021	
0-100-01	7/19/2021	DEPOSIT	000002	adcom cust fee 0716-0718	53.75	POSTED	G	7/20/2021	
0-100.01	7/19/2021	DEPOSIT	000003	building perm it cc	243.08	POSTED	G	7/19/2021	
0-100-01	7/19/2021	DEPOSIT	000004	building perm it cc	36.05	POSTED	G	7/19/2021	

7/31/2021 12:44 PM COMPANY: 999 - POOI ACCOUNT: 0-100.01 TYPE: All STATUS: All FOLIO: All	ED CASH CASH	IN BANK-CS	В	CHECK RECONCILIATION REGISTER	CHECK DA CLEAR DA STATEMEN VOIDED D AMOUNT: CHECK NU	TE: TE: T: ATE: MBER:	PAGE: 8 7/01/2021 THRU 7/31/2021 0/00/0000 THRU 99/99/9999 0/00/0000 THRU 99/99/9999 0/00/0000 THRU 99/99/9999 0.00 THRU 999,999,999.99 000000 THRU 999999		
ACCOUNT	DATE	TYPE	NUMBER	DESCRIPTION	AMOUNT	STATUS	FOLIO	CLEAR DATE	
DEPOSIT:									
0-100.01	7/19/2021	DEPOSIT	000005	DAILY CASH POSTING 7/19/2021	19,073,41	POSTED	С	7/21/2021	
0-100.01	7/20/2021	DEPOSIT		ONLINE PAYMENT 7/20/2021	3,502.18	POSTED	Ċ	7/21/2021	
0-100.01	7/20/2021	DEPOSIT	000001	adcom cust fee 0719	20.00	POSTED	G	7/21/2021	
0-100.01	7/21/2021	DEPOSIT		ONLINE PAYMENT 7/21/2021	3,136,31	POSTED	С	7/21/2021	
0-100.01	7/21/2021	DEPOSIT	000001	adcom cust fee 0720	7.50	POSTED	G	7/21/2021	
0-100.01	7/21/2021	DEPOSIT	000002	adcom cust fee	13.75	POSTED	G	7/21/2021	
0-100.01	7/21/2021	DEPOSIT	000003	UTILITY DEPOSITS RECEIVED	200.00	POSTED	U	7/21/2021	
0-100.01	7/21/2021	DEPOSIT	000004	UTILITY DEPOSITS RECEIVED	100.00	POSTED	U	7/21/2021	
0-100.01	7/21/2021	DEPOSIT	000005	DAILY CASH POSTING 7/21/2021	1,681.29	POSTED	С	7/21/2021	
0-100.01	7/21/2021	DEPOSIT	000006	BAD DEBT ADJ POSTING	150.00CR	POSTED	U	7/21/2021	
0-100.01	7/21/2021	DEPOSIT	000007	DAILY PAYMENT POSTING	150.00	POSTED	U	7/21/2021	
0-100.01	7/21/2021	DEPOSIT	000008	dep 072121	191.15	POSTED	G	7/22/2021	
0-100.01	7/21/2021	DEPOSIT	000009	DAILY CASH POSTING 7/21/2021	3,095,81	POSTED	¢	7/22/2021	
0-100.01	7/22/2021	DEPOSIT		ONLINE PAYMENT 7/22/2021	2,146.76	POSTED	С	7/22/2021	
0-100.01	7/22/2021	DEPOSIT	000001	adcom cust fee 0721	7,50	POSTED	G	7/22/2021	
0-100.01	7/22/2021	DEPOSIT	000002	building permit cc	51,50	POSTED	G	7/22/2021	
0-100.01	7/22/2021	DEPOSIT	000003	dep 0722	501.30	POSTED	G	7/22/2021	
0-100.01	7/22/2021	DEPOSIT	000004	UTILITY DEPOSITS RECEIVED	400,00	POSTED	U	7/22/2021	
0-100.01	7/22/2021	DEPOSIT	000005	dep 0723 govdeals	6.00	POSTED	G	7/23/2021	
0-100.01	7/22/2021	DEPOSIT	000006	DAILY CASH POSTING 7/22/2021	1,169.20	POSTED	С	7/26/2021	
0-100.01	7/23/2021	DEPOSIT		ONLINE PAYMENT 7/23/2021	4,543.29	POSTED	С	7/23/2021	
0-100.01	7/23/2021	DEPOSIT	000001	adcom cust fee 0722	13.75	POSTED	G	7/23/2021	
0-100.01	7/23/2021	DEPOSIT	000002	UTILITY DEPOSITS RECEIVED	200.00	POSTED	υ	7/26/2021	
0-100.01	7/23/2021	DEPOSIT	000003	CASH RECEIPTS	375.00	POSTED	G	7/26/2021	
0-100.01	7/23/2021	DEPOSIT	000004	DAILY CASH POSTING 7/23/2021	9,885.58	POSTED	С	7/27/2021	
0-100.01	7/26/2021	DEPOSIT		ONLINE PAYMENT 7/26/2021	13,226.78	POSTED	С	7/27/2021	
0-100.01	7/26/2021	DEPOSIT	000001	adcom cust fee 0723-0725	45.00	POSTED	G	7/27/2021	
0-100.01	7/26/2021	DEPOSIT	000002	building permit cc	1,214.39	POSTED	G	7/26/2021	
0-100.01	7/26/2021	DEPOSIT	000003	building permit cc	63.86	POSTED	G	7/26/2021	
0-100.01	7/26/2021	DEPOSIT	000004	building permit cc	51,50	POSTED	Ġ	7/26/2021	
0-100.01	7/26/2021	DEPOSIT	000005	dep 0723	92.30	POSTED	G	7/27/2021	
0-100.01	7/26/2021	DEPOSIT	000006	UTILITY DEPOSITS RECEIVED	200.00	POSTED	U	7/26/2021	
0-100.01	7/26/2021	DEPÓSIT	000007	pay 10 2016 flood rr st	250,296.21	POSTED	Ģ	7/26/2021	
0-100.01	7/26/2021	DEPOSIT	000008	DEP 07-26 0723-725	210.00	POSTED	G	7/28/2021	
0-100.01	7/26/2021	DEPOSIT	000009	CASH RECEIPTS	547.30	POSTED	G	7/27/2021	
0-100.01	7/27/2021	DEPOSIT		ONLINE PAYMENT 7/27/2021	5,153.12	POSTED	С	7/28/2021	
0-100.01	7/27/2021	DEPOSIT	000001	adcom cust fee 0726	25,00	POSTED	G	7/28/2021	
0-100.01	7/27/2021	DEPOSIT	000002	DEP CABLEVISION FRANCHISE 0630	7,521.04	POSTED	G	7/28/2021	
0-100.01	7/27/2021	DEPOSIT	000003	DEP CABLEVISION PEG 063021	1,504.24	POSTED	G	7/28/2021	
0-100.01	7/27/2021	DEPOSIT	000004	dep 0727	68.00	POSTED	G	7/29/2021	
0-100.01	7/27/2021	DEPOSIT	000005	DAILY CASH POSTING 7/27/2021	16,449.79	POSTED	C	//29/2021	
0-100.01	7/28/2021	DEPOSIT		ONLINE PAYMENT 7/28/2021	803.53	POSTED	C	7/29/2021	
0-100.01	7/28/2021	DEPOSIT	000001	building permit cc 00727	972.32	POSTED	G	7/28/2021	
0-100.01	7/28/2021	DEPOSIT	000002	farmer market	10.00	POSTED	G	7/28/2021	

7/31/202 COMPANY: ACCOUNT: TYPE: STATUS: FOLIO:	21 12:44 PM 999 - POOLE 0-100.01 All All All	Ð CASH CASH (IN BANK-CS	В	CHECK RECONCILIATION REGISTER	CHECK DA CLEAR DA STATEMEN VOIDED DA AMOUNT: CHECK NUM	TE: TE: T: ATE: MBER:	7/01/2 0/00/0 0/00/0 0/00/0 0.00 0.00	PAGE: 9 021 THRU 7/31/2021 000 THRU 99/99/9999 000 THRU 99/99/9999 000 THRU 99/99/9999 THRU 999,999,999.99 000 THRU 999999
ACCO	DUNT	DATE	TYPE	NUMBER	DESCRIPTION	AMOUNT	STATUS	FOLIO	CLEAR DATE
DEPOSIT	_								
0-10	0.01	7/28/2021	DEPOSIT	000003	UTILITY DEPOSITS RECEIVED	200.00	POSTED	U	7/28/2021
0-10	0.01	7/28/2021	DEPOSIT	000004	dep 0728	198.80	POSTED	G	7/30/2021
0-10	0.01	7/28/2021	DEPOSIT	000005	DAILY PAYMENT POSTING	157.98	OUTSTND	U U	0/00/0000
0-10	0.01	7/29/2021	DEPOSIT		ONLINE PAYMENT 7/29/2021	4,988,13	POSTED	C	7/30/2021
0-10	0.01	7/29/2021	DEPOSIT	000001	adcom cust fee 0728	15.00	POSTED	G	7/30/2021
0-10	0.01	7/29/2021	DEPOSIT	000002	building permit cc	8,974,37	POSTED	G	7/29/2021
0-10	0.01	7/29/2021	DEPOSIT	000003	DATLY CASH POSTING 7/29/2021	14,023,20	POSTED	Ċ	7/31/2021
0-16	10 01	7/30/2021	DEPOSIT	000000	ONLINE PAYMENT 7/30/2021	2,286,93	POSTED	Č	7/31/2021
0-10	0.01	7/30/2021	DEPÓSIT	000001	adcom cust fee 0729	11.25	POSTED	G	7/31/2021
0-10	0.01	7/30/2021	DEPOSIT	000002	builing permit cc 0729	529.51	POSTED	Ğ	7/30/2021
0-10	10.01	7/30/2021	DEPOSIT	000003	DAILY PAYMENT POSTING	44.886.98	POSTED	υ	7/31/2021
0-10	0.01	7/30/2021	DEPOSIT	000004	DAILY CASH POSTING 7/30/2021	8,272.02	OUTSTND) Č	0/00/0000
0-10	0.01	7/30/2021	DEPOSIT	000005	CASH RECEIPTS	1,105.00	OUTSTND	G	0/00/0000
E E.W.	_								
DE 1	0.01	7/01/2021	E ET		TRANCEER ATA REFIND ROND	55 462 52CB	POSTED	G	7/02/2021
0-10	0.01	7/01/2021	EFI	000001	TRANSFER OID REFORD BOND	17 420 32CR	POSTED	G	7/02/2021
0-10	0.01	7/01/2021	EF I	000001	TRANSPER TO BOND 2010	1 091 7000	POSTED	G	7/02/2021
0-10	0.01	7/02/2021	EFI FFT		TUNE 2021 CAS SALES TAY	7 619 3200	POSTED	G	7/06/2021
0-10	0.01	7/06/2021	EFI EFT	000001	JUNE ZUZI GAJ JALEJ IAA 70%	626 64CP	POSTED	G	7/06/2021
0-10	0.01	7/06/2021	EFT	000001	COURT FINES AND FEE 2nd anothe	7 670 9700	POSTED	G	7/06/2021
0-10	0.01	7/06/2021	EFT	000002	COURT FINES AND FEE 2nd quarte	(1 255 060D	POSIED	6	7/00/2021
0-10	0.01	7/07/2021	EFT EDT	000001	4DA	1 040 00CR	POSTED	C C	7/00/2021
0-10	0.01	7/07/2021	EFT	000001	tranier tax to bond	1, 949.09CK	POSIED	6	7/09/2021
0-10	0.01	7/08/2021	EFT		ZDa	1 625 06CB	POSIED	c	7/00/2021
0-10	10.01	7/09/2021	EFT	000001	zpaa	1,035.00CR	POSTED	G	7/09/2021
0-10	0.01	7/09/2021	EFT	000001	edc portion pr sales tax	13,030,02CK	POSIED	G	7/10/2021
0-10	0.01	7/12/2021	EFT			117,703.33CR	POSIED	G	7/12/2021
0-10	10.01	7/13/2021	EFT			38,121.04CR	POSTED	G	7/13/2021
0-10	10:01	7/14/2021	EFT		ZDa	3,043.37CK	POSTED	G	7/14/2021
0-10	0.01	7/15/2021	EFT		dep 0//is mixed beverage	162 2200	POSTED	G	7/10/2021
0-10	10.01	7/16/2021	EFT			102.33CR	POSIED	G	7/10/2021
0-10	00.01	7/16/2021	EFT	000001	ENTERPRISE MONTHLY 042018	19,679.90CR	POSTED	G	7/20/2021
0-10	00.01	7/20/2021	EFT		symetry june usage july bill	25,781165CR	POSTED	G	7/29/2021
0-10	10+01	7/21/2021	EFT -		zba	34,317,36CR	POSTED	G	7/21/2021
0-10	0.01	7/21/2021	EFT	000001	airport ramp grant	50,000.00	POSTED	G	7/21/2021
0-10	10.01	7/26/2021	EFT	000005	ZDA	113,923.23CR	POSTED	G	7/20/2021
0-10	10.01	//26/2021	EFT	000001	ATMOS GAS tramport 0/21 06 usa	37,627.74CR	POSTED	G	7/30/2021
0-1(0.01	7/27/2021	EFT		zba	33,972,62CR	POSTED	G	7/27/2021
0-10	00.01	7/27/2021	EFT	000001	TRANFER PEG FEE TO PEG ACCT	1,504.24CR	POSTED	G	7/30/2021
INTEREST	-								
0-10	00.01	7/31/2021	INTEREST		INTEREST INCOME	1,431,78	POSTED	G	7/31/2021
MISCELLAN	NEOUS: -								

7/31/2021 12:44 PM COMPANY: 999 - POOLE ACCOUNT: 0-100.01 TYPE: All STATUS: All FOLIO: All	D CASH CASH	IN BANK-CS	В	CHECK RECONCIL	IATION REGISTER	CHECK DA CLEAR DA STATEMEN VOIDED D AMOUNT: CHECK NU	TE: TE: T: ATE: MBER:	7/01/2 0/00/00 0/00/00 0/00/00 0.00	PAC 021 THRU 7/3 000 THRU 99/9 000 THRU 99/9 000 THRU 999,999, 000 THRU	5E: 10 31/2021 99/9999 99/9999 99/9999 999.99 999999
ACCOUNT	DATE	TYPE	NUMBER	DESCRI	PTION	AMOUNT	STATUS	FOLIO	CLEAR DATE	
MISCELLANEOUS: -										
0-100.01	7/01/2021	MISC.		CC NOT POSTED A	T MONTHEND	2,630.90	POSTED	G	7/01/2021	
0-100.01	7/06/2021	MISC.	000001	CASH RECEIPTS		91.00	POSTED	G	7/07/2021	
0-100.01	7/09/2021	MISC.	000001	CASH RECEIPTS		680.00	POSTED	G	7/12/2021	
0-100.01	7/14/2021	MISC.	000001	CASH RECEIPTS		594.00	POSTED	G	7/16/2021	
0-100.01	7/16/2021	MISC.	000001	CASH RECEIPTS		173.00	POSTED	G	7/19/2021	
0-100.01	7/19/2021	MISC.	000001	CASH RECEIPTS		1,293.00	POSTED	G	7/21/2021	
0-100.01	7/28/2021	MISC.	016873	ASCAP	VOIDED	367.00	VOIDED	A	7/28/2021	
0-100.01	7/31/2021	MISC.		cc fee not pols	ted as of 0730	4,620.47CR	POSTED	G	7/31/2021	
SERVICE CHARGE: -										
0-100.01	7/02/2021	SERV-CHG		utility app cc	fee	2.00CR	POSTED	G	7/02/2021	
0-100.01	7/02/2021	SERV-CHG	000001	june cc fee		3,959.03CR	POSTED	G	7/02/2021	
0-100.01	7/12/2021	SERV-CHG		utility app cc	fee	2.00CR	POSTED	G	7/12/2021	
0-100.01	7/14/2021	SERV-CHG		utility app cc	fee	2.00CR	POSTED	G	7/14/2021	
0-100.01	7/15/2021	SERV-CHG		cc fee 0715		58.43CR	POSTED	G	7/15/2021	
0-100.01	7/18/2021	SERV-CHG		MUNIGAS JUNE US	AGE 0718	63,078.73CR	POSTED	G	7/20/2021	
0-100.01	7/21/2021	SERV-CHG		utility app dep	osit fee	3.00CR	POSTED	G	7/21/2021	
0-100.01	7/22/2021	SERV-CHG		utility app cc	fee	4.00CR	POSTED	G	7/22/2021	
0-100.01	7/23/2021	SERV-CHG		utility app dep	cc fee	2.00CR	POSTED	G	7/23/2021	
0-100.01	7/26/2021	SERV-CHG		utility app cc	dep fee	2.00CR	POSTED	G	7/26/2021	
0-100.01	7/28/2021	SERV-CHG		utility app cc	fee	2,00CR	POSTED	G	7/28/2021	
TOTALS FOR ACCOUNT	0-100.01			CHECK	TOTAL:	815,532.97CR				
				DEPOSIT	TOTAL:	1,335,091.25				
				INTEREST	TOTAL:	1,431.78				
				MISCELLANEOUS	TOTAL:	1,208.43				
				SERVICE CHARGE	TOTAL:	67,115.19CR				
				EFT	TOTAL:	544,836.58CR				
				BANK-DRAFT	TOTAL:	0.00				
TOTALS FOR POOLED C	ASH			CHECK	TOTAL:	815,532.97CR				
				DEPOSIT	TOTAL:	1,335,091.25				
				INTEREST	TOTAL:	1,431.78				
				MISCELLANEOUS	TOTAL:	1,208.43				
				SERVICE CHARGE	TOTAL:	67,115.19CR				
				EFT	TOTAL:	544,836.58CR				
				BANK-DRAFT	TOTAL:	0.00				

ACTIVE ACCOUNTS: DISCONNECTED ACCTS: FINALED ACCOUNTS: INACTIVE ACCOUNTS:	NUMBER# 3,168 67 176 8,177	TOTAL ARREARS 7,727,096.84 12,626.62 11,873.46 0.00	TOTAL CURRENT 666,415.05 2,509.77	TOTAL BALANCE 8,393,511,89 15,136.39 11,873.46 0,00	ACTIVE ACCOUNT RECONCILIA NEW ACCOUNTS: DISCONNECTNO TRF: DISCONNECT-TRANSFER:	ATION 45 64 3
GRAND TOTALS	11,588	7,751,596.92	668,924.82	8,420,521,74		
**CALCULATION SUMMARY*	* TOTA DEPOSI TOTA	L CHARGES: T RETURNS: L CURRENT:	675,424.82 6,500.00CR 668,924.82			

====== SERVICE CATEGORY TOTALS ======

							BILLED	UNBILLED	TOTAL
CAT	EGORY	NUMBER	TOTAL NET	FUEL-ADJ	TOTAL TAX	TAXABLE	CONSUMPTION	CONSUMPTION	CONSUMPTION
GR	GARBAGE	3481	113,625.49	0.00	8,075.54	97,967.59			
GS	GAS	1831	112,301.69	61,531.20	1,563.02	41,572.04	77,757.0000	2	77,759.0000
MS	MISCELLANEOU	117	2,500.01	0.00	0.00	0.00			
PF	VOLUNTARY PA	44	88.00	0.00	0.00	0.00			
SDF	ST & DRAINAG	3082	51,489.88	0.00	0.00	0.00			
SW	SEWER	5834	142,625.77	0.00	0.00	0.00	183,999.2000		183,999.2000
WA	WATER	6191	181,067.11	0.00	0.00	0.00	260,683.0000	170	260,853.0000
AMP	AVG MTH PMT	25	557.11		AMP	RESERVE:	797.09		

TOTALS 604,255.06 61,531.20 9,638.56 139,539.63

REVENUE CODE TOTALS =======

	R/C DESCRIPTION	G/L ACCOUNT#	AMOUNT
SERVICES	3:		
	100-GARBAGE	100-0-310.00	113,625.49
	200-WATER SERVICE	200-0-310.00	167,624.17
	210-UTILITY CAPITAL IMPROV.FE	210-0-310,00	13,442.94
	300-GAS SERVICE	300-0-310.00	85,783.67
	350-FUEL FACTOR	300-0-310,00	88,049.22
	400-SEWER	400-0-310.00	129,544.43
	401-UTILITY CAPITAL IMPROV.FE	210-0-310.00	13,081.34
	550-ST & DRAINAGE FEE	100-0-310.00	51,489.88
	562-VOLUNTARY PARK FUND	100-0-310.00	43,00
	563-VOLUNTARY FIRE FUND	100-0-310.00	45.00
	601-OTC - WATER	200-0-310.00	205,00
	602-OTC - GAS	300-0-310.00	0.00
	606-OTC-GARBAGE	100-0-310.00	100.00
TAX:			
	500-GAS 1.5% SALES TAX	300-0-310.00	417.71
	501-GAS TAX 8.25%	300-0-310.00	1,139.35
	503-6.75% GAS TAX IND OUSTIDE	300-0-310.00	5.96
	504-8.25% GARBAGE SALES TAX	100-0-310.00	8,075.54
CONTRACT	rs:		

** (CONTINUED) **

	R/C DESCRIPTION 703-WATER CONTRACTS	G/L ACCOUNT# 200-0-310.00	AMOUNT 1,380.15
	707-SEWER CONTRACTS	400-0-310.00	43.21
	714-PUBLIC NUIS, CONTRACT	100-0-310.00	50.00
	715-STREET MAINT CONTRACT	100-0-310.00	721.65
AMP:			
	995-AMP	200-1-108.03	557.11
	R/C TOTALS		675,424.82

====== RATE TABLE TOTALS ======

CAT	CODE	TBL	DESCRIPTION	SCHED	NO#	TOTAL NET	FUEL-ADJ	TOTAL TAX	TAXABLE	CONSUMPTION	MLT.
BG	201	27	BGCD FEE	27	0	0,00	0.00	0.00	0,00		
GR	100	A	COMMERCIAL HAND PU	А	121	4,849.48	0.00	282.01	3,423.11		49
GR	100	в2	COMM 2 YD CONTAINER	в2	24	1,687,15	0.00	111.27	1,349.40		
GR	100	В3	COMM 3 YD CONTAINER	в3	29	3,738.49	0.00	208.50	2,527.77		2
GR	100	В4	COMM 4 YD CONTAINER	B4	13	2,201,12	0.00	170.79	2,070.21		
GR	100	B6	COMM 6 YD CONTAINER	в6	49	14,479.85	0.00	968.52	11,738.76		3
GR	100	в8	COMM 8 YD CONTAINER	B8	47	25,302,90	0.00	1,374.98	16,667.21		8
GR	100	С	RESIDENTIAL	С	2612	55,648.63	0.00	4,499.71	54,619.63		49
GR	100	E	GARBAGE -EXPLICIT	E	17	389,70	0.00	30.35	367.92		
GR	100	LOC	LOCKING DEVICE	LOCK	33	257.04	0.00	14.75	178.50		3
GR	100	PC2	EXTRA POLY CART	PC2	536	5,071.13	0.00	414.66	5,025.08		20
GS	300	2	GAS-IND.OUT 400-1000	2	1	1,530,87	979.20	0.00	0.00	340,0000	
GS	300	A	GAS -A RES INSIDE	A	1638	23,808,23	4,331.52	416.96	27,624.37	1,504.0000	2
GS	300	B	GAS -B RES OUTSIDE	В	2	44,62	5.76	0.75	50.38	2,0000	
GS	300	С	GAS -C COM INSIDE	С	127	6,892.60	4,345.92	851.93	10,325.14	1,509.0000	
GS	300	CA	GAS -CENTURY ASPHALT	GAS	1	486.11	861.12	0.00	0.00	299,0000	
ĢS	300	CCH	GAS -COMODITY CHARGE	CCH	6	2,818.80	0.00	0.00	0.00	28,188.0000	
ĢS	300	CIT	GAS -CITY USEAGE	CITY	9	0.00	0.00	0.00	0,00	12,0000	
GS	300	CTR	GAS -CITY TRANSPORT	CTR	2	2,507.58	0.00	0.00	0.00	13,931.0000	
GS	300	D	GAS -IND.IN 400-1000	D	1	1,911.06	1,509.12	282.16	3,420.18	524.0000	
GS	300	Е	GAS -E SCHOOLS	E	6	900,44	668,16	0.00	0.00	232.0000	
GS	300	F	GAS -IND OUTSIDE	F	2	43,879.77	48,329,28	0.00	0.00	16,781.0000	
GS	300	FCO	GAS -FUEL COST-GRANT	FCO	4	26,518.02	0.00	0.00	0.00	14,257,0000	
Ġ\$	300	G	GAS -COM OUTSIDE	G	2	33.72	0.00	2.28	33,72		
GS	300	Н	GAS-S.IND.OUT 0-399	H	5	920.51	486.72	3.68	54.49	169,0000	
GS	300	IND	GAS-S.IND.IN 0-399	IND	3	49.36	14.40	5.26	63.76	5.0000	
GS	300	Z	GAS ZERO CHARGE	Z	22	0.00	0.00	0.00	0.00	4,0000	
MS	600	G	OTC - GAS	G	53	0.00	0.00	0.00	0.00		
MS	600	GAR	ONE TIME CHARGES -	GAR	3	100.00	0.00	0.00	0.00		
MS	600	W	OTC - WATER	W	7	205.00	0.00	0.00	0.00		
MŞ	700	PNF	PUBLIC NUISANCE FEE	PNF	1	50.00	0.00	0.00	0.00		
MS	700	SEW	SEWER CONTRACTS	SEW	1	43.21	0.00	0.00	0.00		
MS	700	STD	STREET & DR CONTRACT	STÐ	6	384.00	0.00	0.00	0.+00		

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BOOK:

** (CONTINUED) **

CAT COD	E TBL	DESCRIPTION	SCHED	NO#	TOTAL NET	FUEL-ADJ	TOTAL TAX	TAXABLE	CONSUMPTION	MLT.
MS 700	STM	STREET MNT CONTRACT	STD	6	337.65	0.00	0.00	0.00		
MS 700	WTR	WATER CONTRACTS	WTR	40	1,380.15	0.00	0.00	0.00		
PF 562	\$25	\$23.00 VOL PARK FUND	\$25	1	23.00	0.00	0.00	0.00		
PF 562	100	\$1.00 VOL PARK FUND	1.0	20	20.00	0.00	0.00	0.00		
PF 563	\$23	VOLUNTARY FIRE FUND	\$23	1	23.00	0.00	0.00	0.00		
PF 563	1.0	\$1.00 VOL FIRE FUND	1.0	22	22.00	0.00	0.00	0.00		
SDF 500	СТ	ST & DR FEE-C I	СІ	290	5,408,56	0.00	0.00	0.00		2
SDF 500	00	ST & DR FEE-C O	co	6	111.00	0.00	0.00	0.00		
SDF 500) TN	ST & DR FEE-I N	IN	9	211.50	0.00	0.00	0.00		
SDF 500		ST & DR FEE- I N O	TNO	20	468.48	0.00	0.00	0.00		
SDF 500	RES	ST & DR FEE - INSIDE	RES	2757	45,290.34	0.00	0.00	0.00		274
SW 400	A (RESIDENTIAL INSIDE	А	2582	77,211,52	0.00	0.00	0.00	114,617.2000	
SW 400) AH	SEWER -AIRPORT HANGA	AH	2	50.04	0.00	0.00	0.00	1.0000	
SW 400	AHC	SEWER - AIRPORT	AHC	1	41.26	0.00	0.00	0.00		
SW 400	с —	COMMERCIAL INSIDE	C	258	20.338.86	0.00	0.00	0.00	28,626,0000	
SW 400	ם נ	COMMERCIAL OUTSIDE	Ð	5	348.60	0.00	0.00	0.00	130.0000	
SW 400) E	INDUSTRIAL INSIDE	E.	20	9.270.42	0.00	0.00	0.00	14.328.0000	
SW 400	т	IND OUT SEWER ONLY	π T	2	2,199,11	0.00	0.00	0.00	2.537.0000	
SW 400	́.т	RES OUT-SEWER ONLY	.T	1	954.88	0.00	0.00	0.00	2.312.0000	
SW 400	, с	SEWER -MULTI UNIT	T.	24	12 872 26	0.00	0.00	0.00	21 448 0000	387
SW 400	, 50H	SEWER SURCHARGE	SCH	1	4 002 27	0.00	0.00	0.00		
SW 400	1000 1	SEWER SUBCHARGE	222	۵. ۵	2 255 21	0.00	0.00	0.00		
SW 401	CTN	JICTE-SEWER-COM IN	CIN	259	1 815 48	0.00	0.00	0,00		
SW 401	COU	UCIE-SEWER-COM OUT	COUT	277	52 50	0.00	0 00	0.00		
SM 401	. COU	UCIE_SEWER_IND IN	TIN	17	339 71	0.00	0.00	0.00		
SM 401	. 110 TOU	UCIE-SEWER-IND OUT	TOUT	2	60.00	0.00	0.00	0 00		
SW 401	. 100 MII	UCTE-SEWER-MULTI UNI	MÜ	21	336.00	0.00	0.00	0.00		
SW 401	DTM	UCIE-SEWER-MOLII UNI	DIM	2629	10 473 65	0.00	0.00	0.00		
SW 401	. ROU	UCIF-SEWER -RES OUT	ROUT	1	7.00	0.00	0.00	0.00		
WA 200		WATER -PES INSIDE	۵	2686	121 020 91	0.00	0.00	0.00	158 922 0000	
WA 200	, 11 1 2 H	WTP -AIRPORT HANGAR	21	2000	62 19	0.00	0 00	0.00	5 0000	
WA 200) <u>אור</u>	WTR -AIRPORT HANGAR	AHC	1	52 43	0.00	0.00	0.00	47 0000	
WA 200		WATER - PES OUTSIDE	B	2	37 57	0.00	0.00	0.00	23 0000	
WA 200		WATER -COM INCIDE	C	286	24 644 50	0.00	0.00	0.00	32 140 0000	2
WA 200		WATER -COM INSIDE	CITY	230	24,044.00	0.00	0,00	0.00	34 629 0000	4
WA 200		WATER -COM OUTSIDE	D		464 70	0.00	0.00	0.00	264 0000	
MA 200) E	WATER -COM OUISIDE	D F	0	1 652 11	0.00	0.00	0.00	2 597 0000	
WA 200		WATER -IND INSIDE	E	20	12 149 60	0,00	0,00	0.00	14 001 0000	
WA 200) E-7	WATER -IND OUISIDE	E E_2	20	1 222 57	0.00	0.00	0.00	2 472 0000	
MA 200) <u>E-</u> J	WATER-IKRIGATION-CI	E-3	1	120.22	0.00	0,00	0.00	2,475.0000	
WA 200		WATER - INTER SCHOOL	INI	⊥ >	137.23	0.00	0.00	0.00	273.0000	
MA 200		MAIDA -NURSING HUME	C C	г	102.00	0.00	0.00	0.00	3,300.0000	
WA 200	N UT2	MAIN METER-INT SCHOO	с С	1	TA2*AA	0,00	0.00	0.00	324.0000	
WA 200) 5) V	WAIER -SEWER METERS	3	47	4,007.48	0.00	0.00	0.00	0,409.0000	
WA 200	N A	WATER -ZERO CHG	X	±3	0,00	0100	0.00	0.00	4,948.0000	
WA 202	4	EXPLICIT WATER	4	T	0.00	0.00	0.00	0.00		

** (CONTINUED) **

CAT	CODE	TBL	DESCRIPTION	SCHED	NO#	TOTAL NET	FUEL-ADJ	TOTAL TAX	TAXABLE	CONSUMPTION	MLT.
WA	203	1"	UCIF-WATER -1"	1 **	79	498.00	0.00	0.00	0.00		4
WA	203	2"	UCIF-WATER -2"	2"	103	1,343.61	0.00	0.00	0.00		10
WA	203	3"	UCIF-WATER -3"	3"	1	16.00	0.00	0.00	0.00		
WA	203	3/4	UCIF-WATER -3/4"	3/4	2873	11,461.33	0.00	0.00	0.00		6
WA	203	4 *	UCIF-WATER -4"	4 "	5	100.00	0.00	0.00	0.00		
WA	203	6*	UCIF-WATER -6"	6"	1	24.00	0.00	0.00	0.00		
			TOTALS			603,697.95	61,531,20	9,638.56	139,539.63		
				=== F U E L	ADJU	STMENT	CODE TO	T A L S ===			
CODE DESCRIPTION					CONSUMPT	TION FUEL FA	CTOR	AMOUNT			

GASFF	GAS FUEL FACTOR	21,365.0000	2.88000000	61,531,20
	FUEL FACTOR TOTALS	21,365.0000		61,531.20

====== METER GROUP TOTALS =====

		BILLED	UNBILLED	TOTAL	DEMAND
CODE	DESCRIPTION	CONSUMPTION	CONSUMPTION	CONSUMPTION	CONSUMPTION
W	WATER METERS	260,683.0000	170.000	260,853.0000	
G	GAS METERS	77,757.0000	2.000	77,759.0000	

===== REFUNDED DEPOSIT TOTALS ====

CODE	DESCRIPTION	NUMBER	AMOUNT
200	WATER DEPOSIT	39	4,300.00CR
300	GAS DEPOSIT	22	2,200.00CR
	DEPOSIT TOTALS	61	6,500.00CR

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CUSTOMER CLASS TOTALS ========

CL	ASS	SERV	RATE							
	CAT	CODE	TABLE	DESCRIPTION	NUMBER	TOTAL NET	FUEL-ADJ	TAXABLE	TOTAL TAX	CONSUMPTION
A	BG	201	27	BGCD FEE		0.00	0.00	0.00	0.00	
A	GR	100	A	COMMERCIAL HAND PU	7	1,335.21	0.00	91.16	7.51	
A	GR	100	В2	COMM 2 YD CONTAINER	3	202.65	0,00	0.00	0.00	
А	GR	100	В3	COMM 3 YD CONTAINER	5	1,039.15	0.00	360.08	29.71	
A	GR	100	В4	COMM 4 YD CONTAINER	1	130.91	0.00	130.91	10.80	
A	GR	100	в6	COMM 6 YD CONTAINER	4	1,649.18	0.00	1,649.18	136.06	
A	GR	100	B8	COMM 8 YD CONTAINER	3	1,312.36	0.00	1,084.48	89.47	
A	GR	100	С	RESIDENTIAL	2606	55,542.95	0.00	54,513.95	4,491.00	
А	GR	100	Е	GARBAGE -EXPLICIT	1	22,59	0.00	22.59	1.86	
A	GR	100	LOC	LOCKING DEVICE	4	28.56	0.00	0.00	0.00	
A	GR	100	PC2	EXTRA POLY CART	536	5,071.13	0.00	5,025.08	414,66	
				** CATEGORY TOTAL **	GR	66,334.69	0.00	62,877.43	5,181.07	
A	GS	300	A	GAS -A RES INSIDE	1632	23,223.05	3,911.04	26,618.71	401.87	1,358.0000
A	GS	300	С	GAS -C COM INSIDE	1	11.26	0.00	11.26	0.93	
A	GS	300	Z	GAS ZERO CHARGE	17	0.00	0.00	0.00	0.00	4.0000
				** CATEGORY TOTAL **	GS	23,234.31	3,911.04	26,629.97	402,80	1,362.0000
A	MS	600	G	OTC - GAS	49	0.00	0.00	0.00	0.00	
A	MS	600	W	OTC - WATER	7	205.00	0.00	0,00	0.00	
A	MS	700	PNF	PUBLIC NUISANCE FEE	1	50.00	0.00	0.00	0.00	
A	MS	700	STD	STREET & DR CONTRACT	6	384.00	0.00	0.00	0.00	
A	MS	700	STM	STREET MNT CONTRACT	6	337.65	0.00	0.00	0.00	
А	MS	700	WTR	WATER CONTRACTS	37	1,224.04	0.00	0.00	0.00	
				** CATEGORY TOTAL **	MS	2,200.69	0.00	0.00	0.00	
A	PF	562	\$25	\$23.00 VOL PARK FUND	1	23,00	0.00	0.00	0.00	
А	PF	562	1.0	\$1.00 VOL PARK FUND	15	15,00	0.00	0.00	0.00	
A	PF	563	1.0	\$1.00 VOL FIRE FUND	17	17.00	0.00	0.00	0.00	
				** CATEGORY TOTAL **	PF	55.00	0,00	0,00	0.00	
A	SĐ	F 500	CI	ST & DR FEE-C I	6	148,00	0.00	0.00	0.00	
Α	SD	F 500	RES	ST & DR FEE - INSIDE	2752	45,225.99	0.00	0.00	0.00	
				** CATEGORY TOTAL **	SDF	45,373,99	0.00	0.00	0.00	
А	SW	400	A	RESIDENTIAL INSIDE	2581	77,204.26	0.00	0.00	0.00	114,617.2000
Α	SW	400	С	COMMERCIAL INSIDE	1	41.69	0.00	0.00	0.00	
Α	SW	400	L	SEWER -MULTI UNIT	21	11,871.09	0.00	0.00	0.00	17,880.0000
A	SW	400	SCH	SEWER SURCHARGE	1	4,002.27	0.00	0.00	0.00	
А	SW	401	CIN	UCIF-SEWER-COM IN	1	7.00	0.00	0.00	0.00	
А	SW	401	MU	UCIF-SEWER-MULTI UNI	18	288.00	0.00	0.00	0.00	
А	SW	401	RIN	UCIF-SEWER -RES IN	2623	10,450.49	0.00	0.00	0.00	
				** CATEGORY TOTAL **	SW	103,864.80	0.00	0.00	0.00	132,497.2000
А	WA	200	A	WATER -RES INSIDE	2683	120,912.57	0.00	0:00	0.00	158,729,0000
A	WA	200	С	WATER -COM INSIDE	2	57.50	0.00	0.00	0.00	
A	WA	200	S	WATER -SEWER METERS	21	828.51	0.00	0.00	0.00	1,004.0000
А	WA	200	х	WATER -ZERO CHG	5	0.00	0.00	0.00	0.00	
A	WA	202	4	EXPLICIT WATER	1	0.00	0.00	0.00	0.00	

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----- CUSTOMER CLASS TOTALS ------

CLA A A	SS CAT WA WA	SERV RATE CODE TABLE 203 1" 203 2"	DESCRIPTION UCIF-WATER -1" UCIF-WATER -2"	NUMBER 19 27	TOTAL NET 120.00 336.00	FUEL-ADJ 0.00 0.00	TAXABLE 0.00 0.00	TOTAL TAX 0.00 0.00	CONSUMPTION
A	WA	203 3/4	UCIF-WATER -3/4" ** CATEGORY TOTAL **	2673 WA	10,651.78 132,906.36	0.00	0.00	0.00	159,733.0000
			** CLASS TOTAL **	A	373,969.84	3,911.04	89,507.40	5,583.87	
АН	GR	100 A	COMMERCIAL HAND PU	1	22.59	0.00	22,59	1.86	
AH	GR	100 B2	COMM 2 YD CONTAINER ** CATEGORY TOTAL **	l GR	67.55 90.14	0.00	67.55 90.14	5.57 7.43	
AH	SDE	F 500 CI	ST & DR FEE-C I	4	74.00	0.00	0.00	0+00	
AH	SDE	F 500 RES	ST & DR FEE - INSIDE ** CATEGORY TOTAL **	1 SDF	15.00 89.00	0.00	0.00	0.00 0.00	
AH	ŚW	400 AH	SEWER -AIRPORT HANGA	2	50.04	0.00	0.00	0+00	1.0000
AH AH	SW SW	400 AHC 401 CIN	SEWER - AIRPORT UCIF-SEWER-COM IN	1 1	41,26 7.00	0.00	0.00 0.00	0.00	
AH	SW	401 RIN	UCIF-SEWER -RES IN ** CATEGORY TOTAL **	1 SW	4.00 102.30	0.00	0.00 0.00	0.00	1,0000
AH	WA	200 AH	WTR -AIRPORT HANGAR	4	62.19	0.00	0.00	0.00	5.0000
AH AH	WA WA	200 AHC 203 1"	WTR -AIRPORT HANGAR UCIF-WATER -1"	1	52.43 6.00	0.00	0.00	0.00	47.0000
AH	WA	203 374	** CATEGORY TOTAL **	WA	136.62	0.00	0.00	0.00	52.0000
			** CLASS TOTAL **	AH	418.06	0.00	90.14	7,43	
в	GR	100 C	RESIDENTIAL	5	84,68	0100	84.68	6,98	
в	GS	300 A	GAS -A RES INSIDE	2	11.62	0.00	11.62	0,18	2 0000
в	GS	300 B	** CATEGORY TOTAL **	GS	56.24	5.76	62.00	0.93	2.0000
В	SDI	F 500 RES	ST & DR FEE - INSIDE	1	4.35	0.00	0.00	0.00	
B B	SW SW	400 A 400 J	RESIDENTIAL INSIDE RES OUT-SEWER ONLY	1 1	7.26 954.88	0.00	0.00	0.00	2,312.0000
B B	SW SW	401 RIN 401 ROU	UCIF-SEWER -RES IN UCIF-SEWER -RES OUT	1 1	1.16 7.00	0.00	0.00	0.00	
			** CATEGORY TOTAL **	SW	970.30	0.00	0.00	0.00	2,312.0000
B B	WA WA	200 A 200 B	WATER -RES INSIDE WATER - RES OUTSIDE	2 2	60.89 37.57	0.00	0.00	0.00	140,0000 23,0000
B	WA WA	200 X 203 2"	WATER -ZERO CHG UCIF-WATER -2"	1	0.00	0.00	0.00	0.00	2,312.0000
В	WA	203 3/4	UCIF-WATER -3/4" ** CATEGORY TOTAL **	2 WA	4,13 114.97	0.00	0.00	0.00	2,475.0000
			** CLASS TOTAL **	в	1,230,54	5.76	146,68	7,91	

CUSTOMER CLASS TOTALS ========

CL	ASS	SERV RATE							201011/08701
	CAT	CODE TABLE	DESCRIPTION	NUMBER	TOTAL NET	FUEL-ADJ	TAXABLE	TOTAL TAX	CONSUMPTION
С	GR	100 A	COMMERCIAL HAND PU	111	3,446.50	0.00	3,264.18	268.92	
С	GR	100 B2	COMM 2 YD CONTAINER	17	1,214.30	0.00	1,146.75	94.56	
С	GR	100 B3	COMM 3 YD CONTAINER	24	2,699.34	0.00	2,167.69	178.79	
С	GR	100 B4	COMM 4 YD CONTAINER	11	1,939.30	0.00	1,808.39	149.19	
Ċ	GR	100 B6	COMM 6 YD CONTAINER	38	10,396.02	0.00	9,426.62	777.76	
¢	GR	100 B8	COMM 8 YD CONTAINER	31	13,274.77	0.00	13,274,77	1,095.11	
С	GR	100 E	GARBAGE -EXPLICIT	16	367.11	0.00	345.33	28,49	
Ċ	GR	100 LOC	LOCKING DEVICE	25	178.50	0.00	171.36	14.16	
_			** CATEGORY TOTAL **	GR	33,515.84	0.00	31,605.09	2,606.98	
С	GS	300 A	GAS -A RES INSIDE	1	51,08	31,68	82,76	1.24	11.0000
С	GS	300 C	GAS -C COM INSIDE	123	6,500.04	4,069.44	10,313.88	851.00	1,413.0000
С	GS	300 Z	GAS ZERO CHARGE	5	0.00	0.00	0.00	0.00	
Ť			** CATEGORY TOTAL **	GS	6,551.12	4,101.12	10,396.64	852.24	1,424.0000
с	MS	600 G	OTC - GAS	3	0.00	0.00	0.00	0.00	
Ċ	MS	600 GAR	ONE TIME CHARGES -	3	100.00	0.00	0.00	0.00	
Ċ	MS	700 SEW	SEWER CONTRACTS	1	43.21	0.00	0.00	0.00	
č	MS	700 WTR	WATER CONTRACTS	3	156.11	0.00	0.00	0.00	
Ģ			** CATEGORY TOTAL **	MS	299.32	0.00	0.00	0.00	
				1.450	200100			10	
Ç	PF	562 1.0	\$1.00 VOL PARK FUND	2	2,00	0.00	0.00	0.00	
С	PF	563 \$23	VOLUNTARY FIRE FUND	1	23.00	0.00	0.00	0.00	
С	PF	563 1.0	\$1.00 VOL FIRE FUND	2	2.00	0.00	0.00	0.00	
			** CATEGORY TOTAL **	PF	27.00	0.00	0.00	0.00	
с	SD	F 500 CT	ST & DR FEE-C I	269	4.983.06	0.00	0.00	0.00	
Č.	SD	F 500 TN	ST & DB FEE-I N	1	23-50	0.00	0.00	0.00	
0	50	1 300 IN	** CATEGORY TOTAL **	SDF	5.006.56	0.00	0.00	0.00	
				521	0,000.00	0.00		141	
C	SW	400 C	COMMERCIAL INSIDE	246	18,783.72	0.00	0.00	0.00	25,672.0000
C	SW	400 SSC	SEWER SURCHARGE	1	1,441.09	0.00	0.00	0.00	
С	SW	401 CIN	UCIF-SEWER-COM IN	243	1,703.48	0.00	0.00	0.00	
C	SW	401 RIN	UCIF-SEWER -RES IN	4	16.00	0.00	0.00	0.00	
			** CATEGORY TOTAL **	SW	21,944.29	0.00	0.00	0.00	25,672.0000
С	WA	200 A	WATER -RES INSIDE	1	47.45	0.00	0.00	0.00	53.0000
č	ωд	200 C	WATER -COM INSIDE	271	22,699.57	0.00	0.00	0.00	29.172.0000
č	M Z	200 5	WATER -SEWER METERS	20	874 13	0 00	0.00	0.00	1.123.0000
č	IN D	200 V	WATER -ZERO CHG	4	0.00	0.00	0.00	0.00	99.0000
č	1175	203 1"	HOLE-WATER -1"	50	318 00	0.00	0.00	0.00	2220000
č	67.75	202 2*	UCIE-WATER -1	19	612 00	0.00	0.00	0.00	
Č	MM MA	203 2"	UCIF-WAIDE 2/48	40	740.42	0.00	0.00	0.00	
C	AW	203 374	UCIF-WATER -3/4-	104	749.42	0.00	0.00	0.00	
C	WA	203 4"	UCIF-WATER -4"	1	20.00	0.00	0.00	0.00	20 447 0000
			** CATEGORY TOTAL **	WA	25,320.57	0.00	0.00	0.00	30,447.0000
			** CLASS TOTAL **	С	92,664.70	4,101.12	42,001.73	3,459.22	
D	GS	300 G	GAS -COM OUTSIDE	2	33.72	0.00	33.72	2+28	

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======== CUSTOMER CLASS TOTALS ========

ĊĹ	ASS SE CAT CO	ERV RAT	E DESCRIPTION	NUM	BER	TOTAL NET	FUEL-ADJ	TAXABLE	TOTAL TAX	CONSUMPTION
D	SDF 3	500 CO	ST & DR FEE-C O		0	111.00	0+00	0.00	0.00	
D	SW 4	400 D	COMMERCIAL OUTS	IDE	5	348.60	0,00	0.00	0.00	130.0000
Ð	SW 4	401 COU	UCIF-SEWER-COM	OUT	5	52.50	0.00	0.00	0.00	
			** CATEGORY TOT	AL ** SW		401.10	0.00	0.00	0.00	130.0000
D	WA 2	200 D	WATER -COM OUTS	IDE	6	464.70	0.00	0.00	0.00	264.0000
D	WA 2	200 S	WATER -SEWER ME	TERS	1	15.07	0.00	0.00	0.00	
Ð	WA 2	203 1"	UCIF-WATER -1"		1	6.00	0.00	0.00	0.00	
D	WA 2	203 2"	UCIF-WATER -2"		3	48.00	0.00	0.00	0.00	
D	WA 2	203 3/4	UCIF-WATER -3/4		2	8.00	0.00	0.00	0.00	
_			** CATEGORY TOT	AL ** WA		541.77	0.00	0.00	0.00	264.0000
			** CLASS TOTAL	** D		1,087.59	0.00	33.72	2.28	
							0.00	~~ ~~		
E	GR 1	100 A	COMMERCIAL HAND	PU	1	22.59	0.00	22.59	1.80	
E	GR 1	100 B2	COMM 2 YD CONTA	INER	2	135.10	0100	67.55	54.57	
E	GR 1	IOO B6	COMM 6 YD CONTA	INER	4	830.07	0.00	062.96	04.7U	
			** CATEGORY TOT	AL ** GR		987.76	0.00	/53.10	02.13	
Е	GS 3	300 CA	GAS -CENTURY AS	PHALT	1	486.11	861.12	0.00	0.00	299.0000
Е	GS 3	300 D	GAS -IND IN 400	-1000	1	1,911.06	1,509.12	3,420.18	282,16	524,0000
Е	GS 3	300 IND	GAS-S.IND.IN 0-	399	3	49.36	14.40	63.76	5.26	5.0000
			** CATEGORY TOT	AL ** GS		2,446.53	2,384.64	3,483.94	287.42	828,0000
E	PF 5	562 1.0	\$1.00 VOL PARK	FUND	3	3.00	0,00	0.00	0.00	
E	PF 5	563 1.0	\$1.00 VOL FIRE	FUND	3	3.00	0.00	0.00	0.00	
			** CATEGORY TOT	AL ** PF		6.00	0.00	0.00	0,00	
Е	SDF 5	500 IN	ST & DR FEE-I N		7	164,50	0,00	0.00	0.00	
Ε	SDF 5	500 INO	ST & DR FEE- I	N O	1	23.50	0.00	0.00	0.00	
			** CATEGORY TOT	AL ** SDF		188,00	0.00	0,00	0.00	
Ē	SW 4	400 E	INDUSTRIAL INSI	DE	5	1,134,49	0.00	0.00	0.00	1,343.0000
Ε	SW 4	400 SSC	SEWER SURCHARGE		1	750.00	0.00	0.00	0.00	
Ε	SW 4	401 CIN	UCIF-SEWER-COM	IN	1	7.00	0.00	0.00	0.00	
Е	SW 4	401 IIN	UCIF-SEWER-IND	IN	4	80.00	0.00	0.00	0.00	
			** CATEGORY TOT	AL ** SW		1,971,49	0.00	0.00	0.00	1,343.0000
E	WA 2	200 E	WATER -IND INSI	DE	8	1,653.11	0.00	0.00	0.00	2,597,0000
E	WA 2	200 S	WATER -SEWER ME	TERS	2	622.76	0.00	0.00	0.00	1,162.0000
Ē	WA 2	200 X	WATER -ZERO CHG		1	0,00	0,00	0.00	0.00	257 - 1201 a
Е	WA 2	203 1"	UCIF-WATER -1"		2	12.00	0.00	0.00	0.00	
Е	WA 2	203 2"	UCIF-WATER -2"		4	72,00	0.00	0.00	0.00	
Е	WA 2	203 3/4	UCIF-WATER -3/4		1	4.00	0.00	0.00	0.00	
Е	WA 2	203 4"	UCIF-WATER -4"		1	20.00	0.00	0.00	0.00	
			** CATEGORY TOT	AL ** WA		2,383.87	0.00	0.00	0.00	3,759.0000
			** CLASS TOTAL	** E		7,983.65	2.384.64	4,237,04	349.55	

DATES: 7/01/2021 THRU 7/31/2021 BOOK:

CL	ASS CAT	SERV CODE	RATE TABLE	DESCRIPTION	NUM	BER	TOTAL NET	FUEL-ADJ	TAXABLE	TOTAL TAX	CONSUMPTION
F	GR	100	A	COMMERCIAL HAND PU		1	22.59	0.00	22,59	1.86	
F	GR	100	в2	COMM 2 YD CONTAINER		1	67,55	0.00	67.55	5.57	
F	GR	100	B4	COMM 4 YD CONTAINER		1	130.91	0.00	130.91	10,80	
				** CATEGORY TOTAL **	GR		221,05	0.00	221.05	18,23	
F	GS	300	2	GAS-IND.OUT 400-1000		1	1,530.87	979,20	0.00	0.00	340,0000
F	GS	300	CCH	GAS -COMODITY CHARGE		6	2,818.80	0.00	0.00	0.00	28,188.0000
F	GS	300	CTR	GAS -CITY TRANSPORT		2	2,507.58	0,00	0.00	0.00	13,931.0000
F	GS	300	F	GAS -IND OUTSIDE		2	43,879.77	48,329.28	0,00	0.00	16,781.0000
F	GS	300	FCO	GAS -FUEL COST-GRANT		4	26,518.02	0.00	0.00	0.00	14,257.0000
F	GS	300	H	GAS-S.IND.OUT 0-399		5	920.51	486,72	54.49	3,68	169,0000
				** CATEGORY TOTAL **	GS		78,175.55	49,795.20	54.49	3,68	73,666.0000
F	SDI	500	IN	ST & DR FEE-I N		1	23.50	0.00	0.00	0.00	
F	SDI	500	INO	ST & DR FEE- I N O		19	444,98	0,00	0.00	0.00	
				** CATEGORY TOTAL **	SDF		468.48	0.00	0.00	0.00	
F	SW	400	E	INDUSTRIAL INSIDE		15	8,135.93	0.00	0.00	0.00	12,985.0000
F	SW	400	I	IND OUT SEWER ONLY		2	2,199.11	0.00	0.00	0.00	2,537.0000
F	SW	400	SSC	SEWER SURCHARGE		2	64.12	0.00	0.00	0.00	
F	SW	401	CIN	UCIF-SEWER-COM IN		2	14.00	0.00	0.00	0.00	
F	SW	401	IIN	UCIF-SEWER-IND IN		13	258.71	0.00	0.00	0.00	
F	SW	401	IOU	UCIF-SEWER-IND OUT		2	60.00	0.00	0.00	0.00	
				** CATEGORY TOTAL **	SW		10,731.87	0.00	0,00	0.00	15,522.0000
F	WA	200	F	WATER -IND OUTSIDE		20	12,149.60	0.00	0.00	0.00	14,001,0000
F	WA	200	F-3	WATER-IRRIGATION-CI		1	1,289,98	0,00	0.00	0.00	2,473.0000
F	WA	200	X	WATER -ZERO CHG		2	0.00	0.00	0.00	0.00	2,537.0000
F	WA	203	1**	UCIF-WATER -1"		3	18.00	0.00	0.00	0.00	
F	WA	203	2"	UCIF-WATER -2"		10	131.23	0.00	0.00	0.00	
F	WA	203	3/4	UCIF-WATER -3/4"		6	24.00	0.00	0.00	0.00	
F	WA	203	4**	UCIF-WATER -4"		1	20.00	0.00	0.00	0.00	
				** CATEGORY TOTAL **	WA		13,632.81	0.00	0.00	0.00	19,011.0000
				** CLASS TOTAL **	F		103,229.76	49,795.20	275.54	21.91	
G	GR	100	BG	COMM 6 YD CONTAINER		1	328.74	0.00	0.00	0.00	
Ğ	GR	100	BŘ	COMM 8 YD CONTAINER		10	8,407,81	0.00	0.00	0.00	
Ğ	GR	100	LOC	LOCKING DEVICE		2	35.70	0.00	0.00	0.00	
0	Ú.	100	100	** CATEGORY TOTAL **	GR	6	8,772.25	0.00	0.00	0.00	
G	GS	300	с	GAS -C COM INSIDE		1	257.42	195.84	0.00	0.00	68,0000
G	GS	300	Е	GAS -E SCHOOLS		6	900.44	668.16	0.00	0.00	232.0000
_				** CATEGORY TOTAL **	GS	-	1,157.86	864.00	0.00	0.00	300,0000
G	MS	600	G	OTC - GAS		1	0.00	0.00	0.00	0.00	
G	SDI	F 500	CI	ST & DR FEE-C I		7	129.50	0.00	0.00	0.00	

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BOOK:

----- CUSTOMER CLASS TOTALS

CL	ASS	SERV	RATE							CONCUMPTION
	CAT	CODE	TABLE	DESCRIPTION	NUMBER	TOTAL NET	FUEL-ADJ	TAXABLE	TOTAL TAX	CONSUMPTION
G	SW	400	C	COMMERCIAL INSIDE	7	948.70	0.00	0.00	0.00	1,844,0000
G	SW	401	CIN	UCIF-SEWER-COM IN	7	49.00	0.00	0.00	0.00	
				** CATEGORY TOTAL **	ŚW	997.70	0,00	0.00	0.00	1,844,0000
Ġ	WA	200	С	WATER -COM INSIDE	9	1,206.33	0.00	0.00	0.00	1,858.0000
Ğ	WA	200	CIT	WATER -CITY USEAGE	1	0.00	0.00	0.00	0.00	
č	5aT Z3.	200	TNT	WATER - INTER SCHOOL	1	139.23	0.00	0.00	0.00	273.0000
ĉ	1473	200	NTS	MAIN METER-INT SCHOO	1	193.99	0.00	0.00	0.00	324,0000
Ğ	57.3	200	NI3	WATED CEWED METERS	1	15 07	0.00	0.00	0.00	
G	9125 123 1	200	1	HOTE-MARER -1"	1	6.00	0,00	0.00	0.00	
G	WA	203	1	UCIF-WAILK -1	1	60.00	0.00	0.00	0.00	
G	WA	203	2	UCIF-WATER -2	4	16.00	0.00	0.00	0.00	
G	WA	203	3	UCIF-WATER -3	1	16.00	0.00	0.00	0.00	
G	WA	203	4 "	UCIF-WATER -4"	2	40.00	0.00	0.00	0.00	
Ġ	WA	203	6"	UCIF-WATER -6"	Ŧ	24.00	0.00	0.00	0.00	
				** CATEGORY TOTAL **	WA	1,700.62	0.00	0+00	0.00	2,455.0000
				** CLASS TOTAL **	G	12,757.93	864,00	0.00	0.00	
									0.00	
Н	GR	100	B6	COMM 6 YD CONTAINER	2	1,275,84	0,00	0.00	0.00	
Н	GR	. 100	LOC	LOCKING DEVICE	1	7.14	0.00	0,00	0.00	
				** CATEGORY TOTAL **	GR	1,282.98	0.00	0.00	0.00	
H	GS	300	С	GAS -C COM INSIDE	2	123.88	80,64	0.00	0.00	28.0000
Н	SD	F 500	CI	ST & DR FEE-C I	4	74.00	0.00	0.00	0.00	
н	SW	400	с	COMMERCIAL INSIDE	4	564.75	0.00	0.00	0.00	1,110.0000
Н	SW	401	CIN	UCIF-SEWER-COM IN	4	28.00	0.00	0.00	0.00	
				** CATEGORY TOTAL **	SW	592,75	0.00	0.00	0.00	1,110.0000
u	147.75	200	C	WATER -COM INSIDE	Δ	681 10	0.00	0.00	0 - 0.0	1-110-0000
11	1123	200	e	WATED _ SEWED METERS	1	50 77	0.00	0.00	0 00	70 0000
11	1173	200	1	HATEN SENER HETENS	2	12 00	0.00	0.00	0.00	
п.	WA	203	2	UCIE-WATER -1	2	24.00	0.00	0,00	0.00	
н	WA	203	2	UCIE-WAIER -2	2	24.00	0.00	0.00	0.00	
н	WA	203	3/4	UCIF-WATER -3/4	1.12	4.00	0.00	0.00	0.00	1 190 0000
				** CATEGORY TOTAL **	WA	//1.8/	0.00	0,00	0.00	1,100.0000
				** CLASS TOTAL **	Н	2,845.48	80.64	0.00	0.00	
I	GR	100	с	RESIDENTIAL	1	21.00	0.00	21,00	1.73	
				** CLASS TOTAL **	т	21-00	0.00	21.00	1.73	
				CLASS IVIAL	1	21,00	0.00	21,00	1.75	
J	GS	300	CIT	GAS -CITY USEAGE	9	0.00	0.00	0.00	0.00	12.0000
J	WA	200	CIT	WATER -CITY USEAGE	46	0.00	0.00	0.00	0.00	34,629.0000
Ĵ	WA	200	F-3	WATER-IRRIGATION-CI	2	43.59	0.00	0.00	0.00	
				** CATEGORY TOTAL **	WA	43,59	0.00	0.00	0.00	34,629.0000
				** CLASS TOTAL **	J	43.59	0.00	0.00	0.00	

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------ CUSTOMER CLASS TOTALS ------

CI	JASS	ŞERV	RATE							
	CAT	CODE	TABLE	DESCRIPTION	NUMBER	TOTAL NET	FUEL-ADJ	TAXABLE	TOTAL TAX	CONSUMPTION
к	ĠR	100	B8	COMM 8 YD CONTAINER	3	2,307.96	0.00	2,307.96	190.40	
ĸ	GR	100	LOC	LOCKING DEVICE	1	7.14	0.00	7.14	0.59	
	011	100	200	** CATEGORY TOTAL **	GR	2,315.10	0.00	2,315.10	190.99	
к	GS	300	A	GAS -A RES INSIDE	3	522.48	388.80	911.28	13.67	135.0000
к	SD	F 500	RES	ST & DR FEE - INSIDE	3	45.00	0.00	0.00	0.00	
ĸ	្តស	400	Τ.	SEWER -MULTI UNIT	3	1,001117	0.00	0.00	0.00	3,568,0000
v	CM	100	MIT	HOTE-SEWED-MILTI UNI	3	48.00	0.00	0 - 0.0	0.00	
L	JH	401	110	** CATEGORY TOTAL **	SW	1,049.17	0.00	0.00	0.00	3,568.0000
v	147.75	200	r	WATER -NURSING HOME	з	1-864-89	0.00	0.00	0.00	3.568.0000
r.	14175	200	C .	WATER _CEWED METERS	1	1,601,17	0.00	0.00	0.00	3,110,0000
IX IV	617) 617)	200	2"	UCIE-WATER -2"	, Z	48.00	0.00	0.00	0.00	
K	1123	200	2	** CATEGORY TOTAL **	WA	3,514.06	0.00	0.00	0.00	6,678.0000
				** CLASS TOTAL **	К	7,445.81	388,80	3,226.38	204.66	
				1997		600 607 05	<i></i>	100 500 60	0 620 66	
				** GRAND TOTALS **		603,697,95	61,531.20	133,233,63	A'028'20	

100-GENERAL FINANCIAL SUMMARY

		CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	<pre>% YTD BUDGET</pre>
REVENUE SUM	MARY						
TAXES AND	OTHER GOVERNMT	7,215,417	357,084.38	6,886,319.88	0.00	329,096.62	95.44
COURT FIN	E AND FEE	93,000	2,812.80	44,274.50	0.00	48,725.50	47.61
DEVELOPME	NT SERVICES	136,750	20,477.70	177,814.88	0.00 (41,064.88)	130.03
CITY UTIL	TTTES	1,989,957	168,398.67	1,639,573.97	0.00	350,383.19	82.39
LIBRARY		16,500	1,059.34	35,099.53	0.00 (18,599.53)	212.72
PUBLIC SA	FETY	217,523	94,316.00	189,105,93	0.00	28,416.89	86.94
TOURISM		376,100	0.00	107,717.16	0.00	268,382.84	28.64
PARKS AND	BEC	82,050	7.072.90	56.781.38	0.00	25,268,62	69.20
MISCELLAN	EOUS _	1,428,357	51,637.85	207,193.40	0.00	1,221,163.60	14.51
TOTAL REVEN	UES	11,555,653	702,859.64	9,343,880.63	0.00	2,211,772.85	80.86
TAXES AND O	THER GOVERNMT						
4-100.00	CURRENT TAXES	2,253,569	12,258,96	2,266,063.55	0.00 (12,494.55)	100.55
4-101.00	DELINOUENT TAXES	25,000	6,475.42	55,062.94	0.00 (30,062.94)	220.25
4-102.00	PENALTY & INTEREST	29,000	5,611,03	45,076,65	0.00 (16,076.65)	155.44
4-103:00	T/S PORTION OF TAX	362,190	1,949.09	360,347,87	0.00	1.842.13	99.49
4-105.00	CITY SALES TAX	1,900,000	168,264,78	1,750,504,60	0.00	149,495.40	92.13
4-107.00	BEVERAGE TAX	16.000	2,445.01	17,906.00	0.00 (1,906.00)	111.91
4-120.00	INTEREST	40,000	1.373.56	8,907.36	0.00	31,092.64	22.27
4-120.01	INVESTMENT ADJUST TO MARK	30,000	968.79	15.874.79	0.00	14,125.21	52.92
4-150.00	FRANCHISE FEES	315,000	14.390.00	122,058.81	0.00	192.941.19	38.75
4-150.01	RIGHT OF WAY	4,000	28.50	11,818.81	0.00	7,818,81)	295.47
4-150.02	CABLE PEG FEES	4,000	1,504.24	6,039.42	0.00	2,039,42)	150.99
4-151.00	INDUSTRIAL DIST. PAYMENTS	414,000	0.00	775,540.22	0.00	361,540,22)	187.33
4-152.00	UTILITY PMT IN LIEU OF TA	796,511	66.376.00	663,760.00	0.00	132,751.00	83.33
4-153.00	UTILITY EXP REIMBURSEMENT	1,026,147	72,690.50	726,905.09	0.00	299,241.41	70.84
4-155.00	INSURANCE RECOVERAGE	0	748.50	13,726,63	0.00 (13,726.63)	0.00
4-156.00	DISASTER RELIEF REIMBURSE	. 0	0.00	11,327.50	0.00	11,327,50)	0.00
4-157.00	GRANT REVENUE	0	2,000.00	11,004.14	0.00	11.004.14)	0.00
4-158.00	HOUSING AUTH PAYMENT IN L	0	0.00	24,395,50	0.00	24,395,50)	0.00
TOTAL TAX	ES AND OTHER GOVERNMT	7,215,417	357,084.38	6,886,319.88	0.00	329,096.62	95.44
COURT FINE	AND FEE						
4-200.00	MUNICIPAL COURT	93,000	2,812.80	44,274.50	0.00	48,725,50	47.61
4-208.08	MUNICIPAL COURT BLDG SEC	0	0.00	0.00	0.00	0.00	0.00
4-208.09	MC TECHNOLOGY	0	0.00	0.00	0.00	0.00	0.00
4-208.10	CHILD SAFETY SEAT	0	0.00	0.00	0.00	0.00	0.00
TOTAL COU	RT FINE AND FEE	93,000	2,812.80	44,274.50	0.00	48,725.50	47.61

100-GENERAL FINANCIAL SUMMARY

		CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
DEVELOPMENT	SERVICES						
4-300.00	BUILDING PERMITS	125,000	19,342.70	166,439.88	0.00 (41,439.88)	133.15
4-300.01	PLAN REVIEW	0	0.00	0.00	0.00	0.00	0.00
4-300.02	ZONING CHANGE	2,000	0.00	1,000.00	0.00	1,000.00	50.00
4-300.03	ZONING BOARD OF ADJ VARIA	1,000	0.00	450.00	0.00	550.00	45.00
4-300.04	PRELIMINARY PLAT FILING F	2,000	0.00	0.00	0.00	2,000.00	0.00
4-300.05	VARIANCES TO SUBDIVISION	1,000	0.00	150.00	0.00	850.00	15.00
4-300.06	FINAL PLAT FILING FEE	1,000	0.00	2,000.00	0.00 (1,000.00)	200.00
4-300.07	PLAT VACATION FILING FEE	0	0.00	1,000.00	0.00 (1,000.00)	0.00
4-300.13	SITE PLAN	250	500.00	2,000.00	0.00 (1,750.00)	800.00
4-300.14	PUBLIC NUISANCE FEE	1,000	50.00	550.00	0.00	450.00	55.00
4-300.15	CODE ADMIN FEE	0	0.00	0.00	0.00	0.00	0.00
4-300.16	FIRE INSPECTIONS	1,000	0.00	1,250.00	0.00 (250.00)	125.00
4-300.17	SIDEWALK FEE IN LIEU OF	0	0.00	0.00	0.00	0.00	0.00
4-304.00	DEVELOPMENT USE PERMITS	1,000	500.00	2,000.00	0.00 (1,000.00)	200.00
4-307.00	GARAGE SALE PERMITS	1,000	85.00	725.00	0.00	275.00	72.50
4-307.01	FOOD TRUCK PERMIT	500	0.00	250.00	0.00	250.00	50.00
TOTAL DEV	ELOPMENT SERVICES	136,750	20,477.70	177,814.88	0.00 (41,064.88)	130.03
CITY UTILIT	IES						
4-400.00	GARBAGE REVENUE	1,450,000	113,352.14	1,111,093.58	0.00	338,906.42	76.63
4-400.02	SOLID WASTE COLLECTION FE	0	0.00 (60.11)	0.00	60.11	0.00
4-401.00	PENALTIES	23,957	1,946.68	12,536.07	0.00	11,421.09	52.33
4-402.00	YARD WASTE TIPPING FEES	500	25.00	470.00	0.00	30.00	94.00
4-403.00	SALE COMPOST	500	100.00	380.00	0.00	120.00	76.00
4-404.00	STREET AND DRAINAGE FEE	510,000	51,352.72	507,922.98	0.00	2,077.02	99.59
4-404.01	STREET CUTS	1,000	593.00	1,584.00	0.00 (584.00)	158.40
4-404.02	STREET PENALTIES	4,000	1,029.13	5,647.45	0.00 (1,647.45)	141.19
TOTAL CIT	Y UTILITIES	1,989,957	168,398.67	1,639,573.97	0.00	350,383.19	82.39
LIBRARY							
4-500.00	LIBRARY INCOME	15,000	814.09	32,020.58	0.00 (17,020.58)	213.47
4-500.01	LIBRARY DONATIONS	500	0.00	0.00	0.00	500.00	0.00
4-500.02	SUMMER READING PROGRAM	500	24.75	493.25	0.00	6.75	98.65
4-500.03	LIBRARY MEMORIALS	500	0.00	338.00	0.00	162.00	67.60
4-500.04	BOOK SALE	0	110.50	762.70	0.00 (762.70)	0.00
4-500.05	FARMERS MARKET REV	0	110.00	1,220.00	0.00 (1,220.00)	0.00
4-500.06	SUMMER CAMPS	0	0.00	220.00	0.00 (220.00)	0.00
4-500.07	TOTE BAGS	0	0.00	45.00	0.00 (45.00)	0.00
TOTAL LIB	RARY	16,500	1,059.34	35,099.53	0.00 (18,599.53)	212.72

100-GENERAL FINANCIAL SUMMARY

		CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	<pre>% YTD BUDGET</pre>
DIBLIC SAFETY							
4-600.00	PD EVENT REVENUE	0	0.00	0.00	0.00	0.00	0.00
4-601.00	PD SPECIAL FUND-FED	Ő	0.00	0.00	0.00	0.00	0.00
4-602.00	PD SPECIAL SEIZURE	0	0.00	0.00	0.00	0.00	0.00
4-603.00	PD DONATION	0	0.00	0.00	0.00	0.00	0.00
4-603 01	BLUE SANTA TRANSFER FROM	4.335	0.00	13.979.77	0.00 (9,644.77)	322.49
4-604 00	PD SRO PROGRAM	102,000	0.00	66,695,92	0.00	35,304.08	65.39
4-605 00	PD LEOSE ALLOCATION	1,000	0.00	1,874,87	0.00 (874.87)	187.49
4-606.00	ANIMAL SHELTER FEES	6,000	0.00	3,452,50	0.00	2,547,50	57.54
4-606.01	ANIMAL SHELTER DONATIONS	1,500	88.00	1,240,68	0.00	259.32	82.71
4-607.00	BULLET PROOF VEST REIMB	2,000	0.00	1,095,19	0.00 (1,095,19)	0.00
4-608 00	SEXUAL ASSAULT EXAM REIME	Õ	0.00	0.00	0.00	0.00	0.00
4-609-00	PD RECORDS	1.000	468.00	2,483.00	0.00 (1.483.00)	248.30
4-650 00	FIRE BURN PERMITS	1,000	0.00	10.00	0.00	990.00	1.00
4-651 00	FIRE INTERLOCAL W/COUNTY	93,000	93.241.00	93.241.00	0.00 (241.00)	100.26
4-653 00	FIRE VOLUNTARY DONATION	7,688	519.00	5.033.00	0.00	2,654,82	65.47
TOTAL PUBLIC	SAFETY	217,523	94,316.00	189,105.93	0.00	28,416.89	86.94
TOURISM							
4-700.00	TOURISM SPECIAL EVENTS RE	500	0.00	0.00	0.00	500.00	0.00
4-700.01	TEXAS BIRTHDAY BASH DONAT	0	0.00	0.00	0.00	0.00	0.00
4-700.02	TEXAS BIRTHDAY BASH SPONO	30,000	0.00	17,000.00	0.00	13,000.00	56.67
4-700.03	TEXAS BIRTHDAY BASH VENDO	5,000	0.00	7,016.00	0.00 (2,016.00)	140.32
4-700.04	TEXAS BIRTHDAY BASH REVEN	30,000	0.00	80,501.16	0.00 (50,501.16)	268.34
4-701.00	SUMMER CONCERT SERIES REV	0	0.00	100.00	0.00 (100.00)	0.00
4-701.01	SUMMER CONCERT SERIES DON	0	0.00	0.00	0.00	0.00	0.00
4-701.02	SUMMER CONCERT SERIES SPO	300	0.00	0.00	0.00	300.00	0.00
4-702.00	HOME FOR HOLIDAYS REVENUE	0	0.00	0.00	0.00	0.00	0.00
4-702.01	HOME FOR HOLIDAYS DONATIO	0	0.00	0.00	0.00	0.00	0.00
4-702.02	HOME FOR HOLIDAYS SPONSOR	300	0.00	0.00	0.00	300.00	0.00
4-703.00	FREEDOM FEST REVENUE	0	0.00	100.00	0.00 (100.00)	0.00
4-703.01	FREEDOM FEST DONATIONS	0	0.00	0.00	0.00	0.00	0.00
4-703.02	FREEDOM FEST SPONSORS	10,000	0.00	3,000.00	0.00	7,000.00	30.00
4-704.00	HORLOCK HOUSE DONATIONS	0	0.00	0.00	0.00	0.00	0.00
4-704.01	HORLOCK HOUSE REVENUE	0	0.00	0.00	0.00	0.00	0.00
4-705.00	TOURISM REIME FROM HOTEL	300,000	0.00	0.00	0.00	300,000.00	0.00
TOTAL TOURIS	M	376,100	0.00	107,717.16	0.00	268,382.84	28.64
PARKS AND REC							
4-800.01	KID FISH	1,000	0.00	0.00	0.00	1,000.00	0.00
4-800.02	MUNICIPAL POOL	6,000	2,191.00	3,333.00	0.00	2,667.00	55.55
4-800.04	SOFTBALL RENTAL FEES	500	0.00	0.00	0.00	500.00	0.00
4-800.05	KNB DONATIONS	2,000	0.00	4,150.00	0.00 (2,150.00)	207.50
4-800.06	LITTLE LEAGUE FEES	6,000	0.00	0.00	0.00	6,000.00	0.00
4-800.07	YOUTH FOOTBALL FEES	1,000	0.00	0.00	0.00	1,000.00	0.00
4-800.08	YOUTH SOCCER LEAGUE FEES	500	0.00	0.00	0.00	500.00	0.00
4-800.09	SWIM TEAM LEAGUE FEES	1,500	0.00	0.00	0.00	1,500.00	0.00
4-800.10	PAVILLION RENTAL FEES	2,500	150.00	1,485.00	0.00	1,015,00	59.40
4-800.11	POOL RENTAL FEES	1,500	185.00	185.00	0.00	1,315.00	12.33

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100-GENERAL FINANCIAL SUMMARY

		CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	<pre>% YTD BUDGET</pre>
4 000 10	OWTH TROPONO	4 000 /	70.00	2 170 00		1 830 00	54 25
4-800+12	SWIM LESSONS	4,000 (FO1 20	2,170.00	0.00	2 /08 70	16 73
4-800.13	VENDING MACHINE REVENUE	3,000	2 000 00	22 605 00	0.00	7 305 00	75.65
4-800114	REC CENTER RENTALS	30,000	5,000+00	22,093.00	0.00	2,000,00	0.00
4-800.15	PARK RENIAL FEE	2,000	510.00	5 0 4 9 0 0	0.00	1 952 00	72.11
4-800.13	VOLUNTARY PARK DUNATIONS	2 000	510.00	0,040.00	0.00	2 000 00	0 00
4-800.17	GRACE PARK FUND	2,000	0.00	0.00	0.00	2,000.00	0.00
4-800.18	BLINN WORKFORCE CLASS	200	122.00	102.00	0.00	250.00	41 00
4-800,20	SWIM PASSES	300	123+00	123.00	0.00	177.00 C 470.70)	172.00
4-850100	AIRPORT LEASE AGREEMENTS	9,000	0100	15,479.78	0.00 (0,4/5./0)	172.00
4-850,02	AIRPORT FUEL	2,000	394.60	1,611,30	0.00	388.70	60.37
TOTAL PARKS	AND REC	82,050	7,072.90	56,/81.38	0.00	20,208.02	69.20
MISCELLANEOUS							
4-903.00	SALE OF SALVAGE	0	362.01	23,447.41	0.00 (23,447.41)	0.00
4-903.01	SALE OF PROPERTY	10,000	0.00	1,773.00	0.00	8,227.00	17.73
4-913.00	MISC. INCOME	15,000	607.09	125,856.48	0.00 (110,856.48)	839.04
4-913.05	ADCOM CC CUST FEES	3,000	543.75	5,466.51	0.00 (2,466.51)	182.22
4-913.07	SAFRON FINGER PRINT RENT	0	125.00	650.00	0.00 (650.00)	0.00
4-950.03	AIRPORT RAMP GRANT	0	50,000.00	50,000.00	0.00 (50,000.00)	0.00
4-999.00	TFR. FROM OTHER FUNDS	174,201	0.00	0.00	0.00	174,201.00	0,00
4-999.01	TRANSFER FROM RESERVES	1,111,000	0.00	0.00	0.00	1,111,000.00	0.00
4-999.02	TRANSFER FROM AIRPORT ACC	115,156	0.00	0.00	0.00	115,156.00	0.00
TOTAL MISCE	LLANEOUS	1,428,357	51,637.85	207,193.40	0.00	1,221,163.60	14.51
TOTAL REVENUE		11,555,653	702,859.64	9,343,880.63	0.00	2,211,772.85	80,86

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200-WATER FUND FINANCIAL SUMMARY

		CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMA	ARY						
TAXES AND (THER GOVERNMT	11,000	711.78	9,136.77	0.00	1,863.23	83.06
CITY UTLIT	TES	1,849,000	178,703.78	1.720.719.74	0.00	128,280.26	93.06
MISCELLANEO	jus	2,000	365.72	3,525.85	0.00 (1,525.85)	176.29
TOTAL REVENUE	2S	1,862,000	179,781.28	1,733,382.36	0.00	128,617.64	93.09
TAXES AND OTH	IER GOVERNMT						
4-120.00	INTEREST	9,000	526.96	6,279,17	0.00	2,720.83	69.77
4-120.01	INVESTMENT ADJUST TO MARK	2,000	184.82	2,857,60	0.00 (857.60)	142.88
4-155.00	INSURANCE RECOVERAGE	0	0.00	0.00	0.00	0.00	0.00
TOTAL TAXES	AND OTHER GOVERNMT	11,000	711.78	9,136.77	0.00	1,863.23	83.06
רוייע וויידו.דיידו	CS .						
4-400.00	METERED SALES	1,739,000	167,205,71	1,624,870.05	0.00	114,129.95	93.44
4-401.00	PENALTIES	28,000	3,255,57	20,288,19	0.00	7,711.81	72.46
4-402.00	SERVICE CHARGES	55,000	5,672,50	52,497.50	0.00	2,502.50	95.45
4-403.00	NEW SERVICES TAP FEES	7,000	2,570.00	6,315.00	0.00	685.00	90.21
4-409-00	WATER METERS	20,000	0.00	16,749.00	0.00	3,251.00	83.75
TOTAL CITY	UTILITIES	1,849,000	178,703.78	1,720,719.74	0.00	128,280.26	93.06
MISCELLANEOUS							
4-913.00	MISCELLANEOUS INCOME	2,000	365.72	3,559.85	0.00 (1,559.85)	177.99
4-914.00	OVERAGE/SHORTAGE	0	0.00	34.00)	0.00	34.00	0.00
4-918.00	CAPITAL CONTRIBUTION	0	0.00	0.00	0.00	0.00	0.00
TOTAL MISCH	LLANEOUS	2,000	365,72	3,525.85	0.00 (1,525.85)	176.29
TOTAL REVENUE	2	1,862,000	179,781.28	1,733,382.36	0.00	128,617.64	93.09

210-UTILITY CAPITAL IMP FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
TAXES AND OTHER GOVERNMT DEVELOPMENT SERVICES	0 (11.84) 26,524.28	1,492.54 248,316.43	0.00	1,492.54) 41,683.57	0.00 85.63
TOTAL REVENUES	290,000	26,512.44	249,808.97	0.00	40,191.03	86.14
TAXES AND OTHER GOVERNMT 4-120.00 INTEREST INCOME 4-120.01 INVESTMENT ADJUST TO MARK TOTAL TAXES AND OTHER GOVERNMT	0 0 (0	126.53 138.37) 11.84)	1,167.43 325.11 1,492.54	0.00 (0.00 (0.00 (1,167.43) 325.11) 1,492.54)	0.00
DEVELOPMENT SERVICES 4-305.00 UTILITY CAPITAL IMPR FEE_ TOTAL DEVELOPMENT SERVICES	<u>290,000</u> 290,000	26,524.28 26,524.28	248,316.43 248,316.43	0.00	41, <u>683.57</u> 41,683.57	<u>85.63</u> 85.63
TOTAL REVENUE	290,000	26,512.44	249,808.97	0.00	40,191.03	86.14

300-GAS FUND FINANCIAL SUMMARY

		CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMM	ARY						
TAXES AND	OTHER GOVERNMT	14,000	553.79	8,536.44	0.00	5,463.56	60.97
CITY UTILI	TIES	2,958,000	180,161.04	2,152,110.40	0.00	805,889.60	72.76
MISCELLANE	ous	0	177.01	6,575.74	0.00 (6,575.74)	0.00
TOTAL REVENU	ES	2,972,000	180,891.84	2,167,222.58	0.00	804,777.42	72.92
TAXES AND OT	HER GOVERNMT						
4-120.00	INTEREST	12,000	536.05	6,479.88	0.00	5,520.12	54.00
4-120.01	INVESTMENT ADJUST TO MARK	2,000	17.74	2,056.56	0.00 (56.56)	102.83
TOTAL TAXE	S AND OTHER GOVERNMT	14,000	553.79	8,536.44	0.00	5,463.56	60.97
CITY UTILITI	ES						
4-400.00	METERED SALES	2,900,000	173,832.89	2,118,721.50	0.00	781,278.50	73.06
4-401.00	PENALTIES	20,000	660.89	7,698.33	0.00	12,301.67	38.49
4-402.00	SERVICE CHARGES	3,000	36.50	2,552.50	0.00	447.50	85.08
4-403.00	NEW SERVICES - TAPS	20,000	0.00	1,950.00	0.00	18,050.00	9.75
4-410.00	GAS METERS & REGULATORS	15,000	5,630.76	21,188.07	0.00 ((6,188.07)	141.25
4-412.00	EXTENSION OF LINES	0	0.00	0.00	0.00	0.00	0.00
TOTAL CITY	UTILITIES	2,958,000	180,161.04	2,152,110.40	0.00	805,889.60	72.76
MISCELLANEOU	S						
4-901.01	INT. INC. JR. LIEN REVENU	0	177.01	987.33	0.00 ((987.33)	0.00
4-913.00	MISCELLANEOUS INCOME	0	0.00	5,588.41	0.00 ((5,588.41)	0.00
TOTAL MISC	ELLANEOUS	0	177.01	6,575.74	0.00 ((6,575.74)	0.00
TOTAL REVENU	E	2,972,000	180,891.84	2,167,222.58	0.00	804,777.42	72.92

400-SEWER FUND FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	<pre>% YTD BUDGET</pre>
REVENUE SUMMARY						
TAXES AND OTHER GOVERNMT	10,500	686.70	8,523.34	0.00	1,976.66	81.17
CITY UTILITIES MISCELLANEOUS	1,552,000 515,000	133,368.21	1,261,904.70	0.00	515,000.00	0.00
TOTAL REVENUES	2,077,500	134,054.91	1,270,428.04	0.00	807,071.96	61.15
TAXES AND OTHER GOVERNMT						
4-120.00 INTEREST	8,500	514.97	5,922.36	0.00	2,577.64	69.67
4-120.01 INVESTMENT ADJUST TO MARK	2,000	171.73	2,600.98	0.00 (600,98)	130.05
TOTAL TAXES AND OTHER GOVERNMT	10,500	686.70	8,523,34	0.00	1,976.66	81.17
CITY UTILITIES						
4-401,00 PENALTIES	20,000	2,762.41	14,596.27	0.00	5,403.73	72.98
4-403.00 NEW SERVICES TAP FEES	2,000	1,300.00	4,750.00	0.00 (2,750.00)	237.50
4-404.00 SEWER REVENUE	1,530,000	129,305.80	1,242,558.43	0,00	287,441.57	81.21
TOTAL CITY UTILITIES	1,552,000	133,368.21	1,261,904.70	0.00	290,095.30	81.31
MISCELLANEOUS						
4-999.01 TRANSFER FROM RESERVES	515,000	0.00	0.00	0.00	515,000.00	0.00
TOTAL MISCELLANEOUS	515,000	0.00	0.00	0.00	515,000.00	0.00
TOTAL REVENUE	2,077,500	134,054.91	1,270,428.04	0.00	807,071.96	61.15

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520-CEMETERY PERMANENT FUND FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	<pre>% YTD BUDGET</pre>
REVENUE SUMMARY						
TAXES AND OTHER GOVERNMT MISCELLANEOUS	3,000	230.01	1,268.30	0.00	1,731.70 0.00	42.28
TOTAL REVENUES	3,000	230.01	1,268.30	0.00	1,731.70	42.28
TAXES AND OTHER GOVERNMT						
4-120.00 INTEREST	3,000	109.87 (1,168.30)	0.00	4,168.30	38.94-
4-120.01 INVESTMENT ADJUST TO MARK	0	120.14	2,436.60	0.00 (2,436.60)	0.00
TOTAL TAXES AND OTHER GOVERNMT	3,000	230.01	1,268.30	0.00	1,731.70	42.28
MISCELLANEOUS						
4-999.00 TFR. FROM OTHER FUNDS	0	0.00	0.00	0.00	0.00	0.00
4-999.01 TRANSFER FROM RESERVES	0	0.00	0.00	0,00	0.00	0.00
TOTAL MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUE	3,000	230,01	1,268,30	0.00	1,731.70	42.28

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525-CEMETERY OPERATING FUND FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	<pre>% YTD BUDGET</pre>
REVENUE SUMMARY						
TAXES AND OTHER GOVERNMT	2,000	91.72	1,966.04	0.00	33.96	98.30
CITY UTILITIES	31,000	6,565.00	85,840.00	0.00 (54,840.00)	276.90
MISCELLANEOUS	32,000	0.00	225.00	0.00	31,775.00	0.70
FOTAL REVENUES	65,000	6,656.72	88,031.04	0.00 (23,031.04)	135.43
TAXES AND OTHER GOVERNMT						
4-120.00 INTEREST	2,000	43.81	1,020.23	0.00	979.77	51.01
4-120.01 INVESTMENT ADJUST TO MARK	0	47.91	945.81	0.00 (945.81)	0.00
TOTAL TAXES AND OTHER GOVERNMT	2,000	91.72	1,966.04	0.00	33,96	98.30
CITY UTILITIES						
4-400.00 SALE OF LOT	3,000	150.00	2,540.00	0.00	460.00	84.67
4-400.01 STREET & MONUMENT RESTORE	18,000	4,990.00	56,325.00	0.00 (38,325.00)	312,92
4-400.02 PERPETUAL CARE	10,000	1,025.00	19,700.00	0.00 (9,700.00)	197.00
4-400,03 GRAVE MARKING	0	300.00	6,375.00	0.00 (6,375.00)	0,00
4-400.04 MONUMENT MARKING	0	100.00	850.00	0.00 (850.00)	0.00
4-400.05 DEED TRANSFER FEE	0	0.00	50.00	0.00 (50.00}	0,00
TOTAL CITY UTILITIES	31,000	6,565.00	85,840.00	0.00 (54,840.00)	276.90
MISCELLANEOUS						
4-907.03 CEMETERY DEED TRANSFER FE	0	0.00	0.00	0.00	0.00	0.00
4-907.06 GRAVE DIGGING	0	0.00	225.00	0,00 (225.00)	0.00
4-999.00 TFR. FROM OTHER FUNDS	0	0.00	0.00	0.00	0.00	0.00
4-999.01 TRANSFER FROM RESERVES	32,000	0.00	0.00	0.00	32,000.00	0.00
TOTAL MISCELLANEOUS	32,000	0.00	225.00	0.00	31,775.00	0.70
TOTAL REVENUE	65,000	6,656.72	88,031.04	0.00 (23,031.04)	135.43
530-BOARD OF FIREMAN SERVICE FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	¥ YTD BUDGET
REVENUE SUMMARY						
TAXES AND OTHER GOVERNMT MISCELLANEOUS	0 700	4.58	45.01 0.00	0.00 (45.01) 70 <u>0.00</u>	0.00
TOTAL RÉVENUES	700	4.58	45.01	0.00	654.99	6.43
TAXES AND OTHER GOVERNMT 4-120.00 INTEREST TOTAL TAXES AND OTHER GOVERNMT	<u>0</u>	4.58 4.58	45.01	0.00 (45.01)	0.00
MISCELLANEOUS 4-913.00 MISC INCOME 4-999.01 TRANSFER FROM RESERVES TOTAL MISCELLANEOUS	0 700 700	0+00 0+00 0+00	0.00	0.00 0.00 0.00	0.00 700.00 700.00	0.00
TOTAL REVENUE	700	4.58	45.01	0.00	654,99	6.43

540-GRANT FUND FINANCIAL SUMMARY

		CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMM	ARY		-				
LIBRARY MISCELLANE	ous	3,558,500	253,321.21	2,255,127.26	0.00	1,303,372.74 0.00	63.37 0.00
TOTAL REVENU	ES	3,558,500	253,321.21	2,255,127.26	0.00	1,303,372.74	63.37
LIBRARY 4-510.00	WATER PRODUCTION GRANTS	0	0.00	0.00	0.00	0.00	0.00
4-511.00	WATER DISTRIBUTION GRANTS	100,000	0.00	0.00	0.00	100,000.00	0.00
4-513.00	GAS DISTRIBUTION GRANTS	0	0.00	0.00	0.00	0.00	0.00
4-515.00	WASTEWATER TREATMENT GRAN	100 000	253 321 21	981 388 51	0.00 (881.388.51)	981 39
4-516.00	SEWER COLLECTIONS GRANI	100,000	200,021.21	0 00	0.00 (0.00	0.00
4-550.00	CODEFT CDANTS	3 280 000	0.00	888.056.23	0.00	2.391.943.77	27.07
4-563 00	DARKS CRANTS	50.000	0.00	5,000.00	0.00	45,000.00	10.00
4-566.00	AIRPORT GRANTS	0	0.00	0.00	0.00	0.00	0.00
4-567.00	PD GRANT REIMBURSEMENT	5.000	0.00	380,682.52	0.00 (375,682.52)	7,613.65
4-567.01	COPS GRANT-TXR-2008062500	0	0.00	0.00	0.00	0.00	0.00
4-567.02	DOJ BULLETPROOF VEST PART	1,500	0.00	0.00	0.00	1,500.00	0.00
4-567.03	RECOVERY GRANT 2009SBB908	0	0.00	0.00	0.00	0.00	0.00
4-568.00	FIRE GRANT REIMBURSEMENT	5,000	0.00	0.00	0.00	5,000.00	0.00
4-568.01	SHSP GRANT	5,000	0.00	0.00	0.00	5,000.00	0.00
4-581.00	LIBRARY GRANTS	2,000	0.00	0.00	0.00	2,000.00	0.00
4-586.00	PW GRANTS	0	0.00	0.00	0.00	0.00	0.00
4-587.00	KNB GRANTS	5,000	0.00	0.00	0.00	5,000.00	0.00
4-591.00	REC CENTER GRANTS	5,000	0.00	0.00	0.00	5,000.00	0.00
4-592.00	TOURISM GRANTS	0	0.00	0.00	0.00	0.00	0.00
TOTAL LIBR	ARY	3,558,500	253,321.21	2,255,127.26	0.00	1,303,372.74	63.37
MISCELLANEOU	S TRACHER IN	0	0.00	0.00	0.00	0.00	0.00
TOTAL MISC	ELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENU	E	3,558,500	253,321.21	2,255,127.26	0.00	1,303,372.74	63,37

CITY OF NAVASOTA REVENUE REPORT

AS OF: JULY 31ST, 2021

550-ECONOMIC DEVELOPMENT

FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	<pre>% YTD BUDGET</pre>
REVENUE SUMMARY						
TAXES AND OTHER GOVERNMT MISCELLANEOUS	150,000 536,000	13,885.39	145,704.35 95,343.19	0.00	4,295.65 440,656.81	97.14 <u>17.79</u>
TOTAL REVENUES	686,000	13,885.39	241,047.54	0.00	444,952.46	35.14
TAXES AND OTHER GOVERNMT 4-105.01 EDC PORTION OF SALES TAX 4-105.02 EDC LOAN REPAYMENT 4-120.00 INTEREST TOTAL TAXES AND OTHER GOVERNMT	150,000 0 150,000	13,838.82 0.00 <u>46.57</u> 13,885.39	145,321.89 0.00 <u>382.46</u> 145,704.35	0.00 0.00 0.00 (4,678.11 0.00 <u>382.46</u>) 4,295.65	96.88 0.00 <u>0.00</u> 97.14
MISCELLANEOUS 4-913.00 MISC. INCOME 4-999.01 TRANSFER FRO RESERVES 4-999.02 TRANSFER FROM BOND TOTAL MISCELLANEOUS	10,000 126,000 400,000 536,000	0.00 0.00 0.00	52,750.00 0.00 42,593.19 95,343.19	0.00 0.00 0.00	42,750.00) 126,000.00 357,406.81 440,656.81	527.50 0.00 <u>10.65</u> 17.79
TOTAL REVENUE	686,000	13,885.39	241,047.54	0.00	444,952,46	35.14

*** END OF REPORT ***

777-PAYROLL IMPREST FUND FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	<pre>% YTD BUDGET</pre>
REVENUE SUMMARY		······································				
TAXES AND OTHER GOVERNMT MISCELLANEOUS	0	0.00 100.00	1.06 110.00	0.00 (0.00 (1.06) _110.00)	0.00
TOTAL REVENUES	0	100,00	111.06	0.00 (111.06)	0.00
TAXES AND OTHER GOVERNMT 4-150.00 INTEREST TOTAL TAXES AND OTHER GOVERNMT	<u>0</u> 0	0.00	1.06	0,00 (<u>1.06</u>)	0.00
MISCELLANEOUS 4-913.00 MISC INCOME TOTAL MISCELLANEOUS	<u>0</u>	100.00	110.00	0.00 (110.00)	0.00
TOTAL REVENUE	0	100.00	111.06	0.00 (111+06)	0+00

905-CAPITAL PROJECTS FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
TAXES AND OTHER GOVERNMT MISCELLANEOUS	0	1,699.72 0,00	13,258.53 10,005,781.27	0.00 (13,258.53) 5,781.27)	0.00 100.06
TOTAL REVENUES	10,000,000	1,699,72	10,019,039.80	0.00 (19,039.80)	100.19
TAXES AND OTHER GOVERNMT 4-120.00 INTEREST TOTAL TAXES AND OTHER GOVERNMT	<u>0</u>	1,699.72 1,699.72	<u>13,258.53</u> 13,258.53	0.00 (13,258.53) 13,258.53)	0.00
MISCELLANEOUS 4-900.00 BOND PROCEEDS 4-900.01 BOND PREMIUM 4-999.01 TRANSFER FROM RESERVES TOTAL MISCELLANEOUS	10,000,000 0 	0.00	10,005,781.27 0.00 0.00 10,005,781.27	0.00 (0.00 0.00 (0.00 (5,781.27) 0,00 0.00 5,781.27)	100.06 0.00 0.00 100.06
TOTAL REVENUE	10,000,000	1,699.72	10,019,039.80	0.00 (19,039.80)	100.19

930-HOTEL FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
TAXES AND OTHER GOVERNMT	141,000	6,969.32	96,757.91	0.00	44,242.09	68.62
TOTAL REVENUES	141,000	6,969.32	96,757.91	0.00	44,242.09	68.62
TAXES AND OTHER GOVERNMT						
4-106.00 HOTEL-MOTEL TAX	140,000	6,850.38	95,663.57	0.00	44,336.43	68.33
4-120.00 INTEREST	1,000	118.94	1,094.34	0.00 (94.34)	109,43
TOTAL TAXES AND OTHER GOVERNMT	141,000	6,969.32	96,757.91	0+00	44,242.09	68.62
TOTAL REVENUE	141,000	6,969.32	96,757.91	0.00	44,242.09	68,62

PAGE: 1

945-BOND FUND GEN OBLIGATION FINANCIAL SUMMARY

		CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMA	RY						
TAXES AND C	THER GOVERNMT	0	138.23	1,247.39	0.00 (1,247.39)	0.00
CITY UTILIT	IES	0	0.00	0.00	0.00	0.00	0.00
LIBRARY		375,550	1,949.09	360,347.87	0.00	15,202.13	95.95
MISCELLANEC		874,593	72,882.85	711,408.18	0.00	163,184.82	81.34
TOTAL REVENUE	S	1,250,143	74,970.17	1,073,003.44	0.00	177,139.56	85,83
TAXES AND OTH	ER GOVERNMT						
4-120.00	INTERÉST	0	138.23	1,247.39	0.00 (1,247.39)	0.00
TOTAL TAXES	AND OTHER GOVERNMT	0	138.23	1,247.39	0,00 (1,247.39)	0.00
CITY UTILITIE	s						
4-410.00	CURRENT TAXES	0	0.00	0.00	0.00	0.00	0.00
TOTAL CITY	UTILITIES	0	0.00	0.00	0.00	0.00	0.00
LIBRARY							
4-500.00	TFR FROM GENERAL FUND	375,550	1,949.09	360,347.87	0.00	15,202.13	95.95
TOTAL LIBRA	.RY	375,550	1,949.09	360,347.87	0.00	15,202.13	95.95
MISCELLANEOUS							
4-900.00	BOND PROCEEDS	0	0.00	0.00	0.00	0,00	0.00
4-900.01	BOND PREMIUM	0	0.00	0.00	0,00	0.00	0.00
4-913,00	MISCELLANEOUS INCOME	0	0.00	0.00	0.00	0.00	0.00
4-999.02	CONTRIBUTION FROM WATER	292,297	24,358.09	243,580.90	0.00	48,715.60	83.33
4-999.04	CONTRIBUTION FROM SEWER	292,297	24,358.09	226,160.58	0.00	66,135,92	77,37
4-999.05	CONTRIBUTION FROM UTILITY	290,000	24,166.67	241,666.70	0.00	48,333.30	83.33
TOTAL MISCE	LLANEOUS	874,593	72,882.85	711,408.18	0+00	163,184.82	81,34
TOTAL REVENUE	;	1,250,143	74,970.17	1,073,003.44	0.00	177,139,56	85,83

PAGE: 1

)70-FOUNDATION FOR COMM PROJ FINANCIAL SUMMARY

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	YTD BUDGET
REVENUE SUMMARY						
TAXES AND OTHER GOVERNMT LIBRARY	2,500	8+65 0.00	5,073.46 7,168.00	0.00 (0.00 (2,573.46) 4,168.00}	202.94 238.93
TOTAL REVENUES	5,500	8.65	12,241.46	0.00 (6,741.46)	222.57
TAXES AND OTHER GOVERNMT1-120,00INTEREST1-190.00GRACE PARK1-190.01DOWNTOWN REVTAL1-191.00LIBRARY1-192.00DONATIONSTOTAL TAXES AND OTHER GOVERNMT	500 0 0 2,000 2,500	8.65 0.00 0.00 0.00 0.00 8.65	73.46 0.00 5,000.00 0.00 0.00 5,073.46	0.00 0.00 0.00 (0.00 0.00 (426.54 0.00 5,000.00) 0.00 2,000.00 2,573.46)	14.69 0.00 0.00 0.00 0.00 202.94
LIBRARY 4-567.00 PD BLUE SANTA 4-581.00 LIBRARY 4-594.00 UTILITY BILLING RELIEF TOTAL LIBRARY	3,000 0 	0.00 0.00 <u>0.00</u> 0.00	7,068.00 0.00 100.00 7,168.00	0.00 (0.00 0.00 (0.00 (4,068.00) 0,00 100.00) 4,168.00)	235.60 0.00 0.00 238.93
FOTAL REVENUE	5,500	8.65	12,241.46	0.00 (6,741.46)	222.57

*** END OF REPORT ***

AGENDA ITEM NO.: 16. AGENDA DATE: August 9, 2021

PREPARED BY: Susie M. Homeyer, City Secretary

APPROVED BY: BS

ITEM: Executive Session: The City Council shall meet in Executive Session as permitted by Section 551.087, Texas Government Code, for (a) the purpose of deliberation regarding economic development negotiations with J & H Navasota Development, LLC regarding a potential Development Agreement.

ITEM BACKGROUND: The time is _____p.m.

BUDGETARY AND FINANCIAL SUMMARY:

STAFF RECOMMENDATION:

Staff recommends the City Council convene into Executive Session.

ATTACHMENTS:

1. Proposed Development Agreement

DEVELOPMENT AGREEMENT BETWEEN THE CITY OF NAVASOTA, TEXAS AND J & H NAVASOTA DEVELOPMENT, LLC.

DEVELOPMENT AGREEMENT

STATE OF TEXAS § S COUNTY OF GRIMES §

This Development Agreement ("Agreement") is between the City of Navasota, Texas, a Texas Home Rule City (the "City") and J & H Navasota Development, LLC, a Texas limited liability company ("J & H"). In this Agreement, the City and J & H are sometimes individually referred to as a "Party" and collectively referred to as the "Parties."

RECITALS

J & H owns approximately 102.4197 acres of land (the "Land"), currently located, in Grimes County, Texas (the "County") comprising Phase III of the Pecan Lakes Subdivision. The Land is that tract or parcel of land described by metes and bounds in Exhibit "A" attached hereto and incorporated herein for all purposes. J & H desires that the Land be governed by this Agreement.

J & H intends to develop the Land for single-family residential purposes in accordance with the applicable ordinances and regulations of the CITY, and in this Agreement, the Land as it will be developed by J & H, and the other improvements to be constructed and obligations to be performed by J & H, are sometimes referred to herein as the "Project." J & H intends to make a significant investment in developing the Land over the period of this Agreement.

J & H and the City wish to enter into this Agreement to encourage appropriate planning of the Project, provide for specific requirements of J & H and the City throughout the term of this Agreement, to provide for J & H's commitment concerning the installation of natural gas infrastructure lines during the development of the Land that will benefit the present and future residents of the City and the County.

The City is authorized by §380.001, et seq., Texas Local Government Code, to promote state and local economic development and to stimulate business and commercial activity within the City and surrounding area. The City has determined that a substantial economic benefit and the creation of new opportunities of employment will accrue to the City and the surrounding area if the Project is successfully developed.

Therefore, for and in consideration of good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, including the agreements set forth below, the City and J & H agree as follows:

ARTICLE 1 DEFINITIONS

1.1 <u>Definitions</u>. Unless the context or the usage of the particular word or phrase

requires a different interpretation, in addition to terms defined elsewhere herein, the following terms and phrases shall have the meanings indicated below:

Agreement: This Development Agreement between the City of Navasota, Texas and J & H.

<u>Applicable Fees</u>: The fees and charges to be paid by J & H to the City with respect to the permits, utility extensions, services, development of the Land, and other fees as provided for in this Agreement.

<u>Applicable Rules</u>: The City ordinances, codes, rules, regulations and official policies in effect as of the Vesting Date, which will be applicable to the development of the Land.

<u>City</u>: The City of Navasota, Texas, a Texas home rule city.

<u>City Manager</u>: The City Manager of the City of Navasota, Texas, or the City Manager's designee.

<u>City Council</u>: The City Council of the City of Navasota, Texas.

<u>City Engineer</u>: The Engineer for the City of Navasota, Texas.

County: Grimes County, Texas.

<u>Term</u>: The term of this Agreement, commencing on the Effective Date and continuing for five (5) years thereafter.

Land: Approximately 102.4197 acres of land, currently situated in the city limits of the City of Navasota, Grimes County, Texas. The Land is that tract or parcel of land described by metes and bounds in Exhibit "A" attached hereto and incorporated herein for all purposes.

 $\underline{J \& H}$: J & H Navasota Development, LLC, a Texas limited liability company, and its successors and assigns under this Agreement.

<u>Project</u>: The Land, and existing and future improvements thereto, as it will be developed under this Agreement, and the other improvements to be constructed and obligations to be performed by J & H pursuant to this Agreement.

<u>Street System</u>: shall mean the street system, including paved streets and roads, entrance streets, arterial streets, main feeder streets and internal streets that will serve the Land.

<u>Vesting Date</u>: shall be the same date as the Effective Date of this Agreement.

ARTICLE 2 <u>PUBLIC BENEFITS, INFRASTRUCTURE AND AMENITIES</u>

2.1 <u>Orderly Growth</u>. The City desires that development within its corporate boundaries and extraterritorial jurisdiction occur in an orderly manner in order to protect the health, safety and welfare of its present and future citizens, protect property values and provide for the growth of the City's tax base. This Agreement will benefit the City by facilitating the planned development of an appropriate area of the City's corporate boundaries, which will allow for thoughtful and high-quality planning, the development of necessary utility facilities and other infrastructure, the provision of other municipal services, and the development of a balanced community that includes residential uses.

2.2 <u>Environmental Protection</u>. J & H will implement compliance with all federal, state and local natural resource laws and regulations, to the extent applicable, in the development and improvement of the Land.

ARTICLE 3 WATER, WASTEWATER AND GAS

3.1 <u>Extension of Public Utilities to the Land</u>. J & H desires to have the City's water, wastewater and gas utility systems serve the Land. The City has sufficient water, wastewater and gas utility capacity, and the City hereby agrees to provide water, wastewater and gas utility service to the Land, upon J & H'S extension of the water, wastewater and gas utility systems to the Land in accordance with the Applicable Rules.

3.2 Utility Improvements by J & H. J & H shall be responsible for the design, engineering, construction and all other costs related to the provision of water, wastewater and gas utility services to or within the boundaries of the Land, except for the materials and fusion/welding services to be provided by the City pursuant to Section 3.3 of this Agreement. J & H shall provide all necessary gas utility infrastructure and lines, including but not limited to gas utility taps, so that each lot on the Land may be provided gas utility service by the City. The gas utility infrastructure and lines shall include "looping the mains to Fairway Drive along a dedicated utility easement and HWY 105 E" in accordance with any and all specifications required by the City. All design, engineering and construction shall be performed by J & H and be in accordance with the Applicable Rules and according to plans approved by the City. J & H warrants that all work under this Agreement will be free from faulty materials and improper workmanship, except from proper and usual wear, and agrees to replace, repair or re-execute, without cost to the City, all work found to be defective, improper or imperfect, and make good all damage caused to other work or materials due to such required replacement, repair or re-execution. This warranty shall cover a period of one (1) year from the date of the City issues a "Certificate of Acceptance" for all infrastructure, except that this warranty shall cover a period of three (3) years for any and all gas utility infrastructure accepted by the City related to Phase III of the Pecan Lakes Subdivision, including but not limited to the gas utility infrastructure "looping the mains to Fairway Drive a dedicated utility easement and HWY 105 E".

City's Obligation for Infrastructure. The City shall provide the materials required 3.3 for looping the gas main, as well as providing the fusion/welding of the gas main, and a grant pursuant to Chapter 380, Texas Local Government Code, to J & H in a lump sum payment of Twenty-One Thousand and No/100 Dollars (\$21,000.00) to reimburse J & H for the engineering and construction cost associated with looping the gas main. J & H intends to sell lots to be used by purchasers for the construction of residential dwellings. The formula used to calculate J & H's additional grants under this Agreement shall be based on the number of homes connected to the City's gas utility and shall be calculated as follows: Upon the request of a homeowner that gas service be provided for any such residential dwelling upon a lot within the boundaries of the Land, the City shall pay to J & H Four Hundred Dollars and No/100 (\$400.00), per residential dwelling, in the form of a grant pursuant to Chapter 380, Texas Local Government Code, within thirty (30) days after gas service is provided to the residential dwelling. The total amount of grants paid to J & H for all residential dwellings served pursuant to this Section 3.3 shall not exceed Seventy-Three Thousand Two Hundred Dollars and No/100 (\$73,200.00). Payments under this provision shall be made only to J & H, or any other party that, by written instrument, expressly assumes the obligations imposed on J & H by this Agreement, and in no event shall any payment be made to any party who purchases a lot or lots within the boundaries of the Land without also expressly assuming the obligations imposed herein...

ARTICLE 4 <u>STREETS AND ROADS; LIGHTING; DRAINAGE</u> <u>AND STORM WATER CONTROL IMPROVEMENTS</u>

4.1 <u>Street System</u>. The street system serving and situated within the Land shall be constructed as shown on the final plat of the Land. The street system shall be designed and constructed in accordance with the standards contained in the Applicable Rules. Upon J & H's dedication of the street improvements to the City, and express written acceptance of the street improvements by the City shall be responsible for the maintenance of the street improvements, except to the extent any maintenance or repairs are covered by fiscal security required by Applicable Rules.

4.2 <u>Street Lighting</u>. J & H shall install street lighting in the Project in accordance with Applicable Rules.

4.3 <u>Drainage and Storm Water Control Improvements</u>. J & H, its successors and/or assigns will construct the Drainage and Storm Water Control Improvements on the Land in accordance with Applicable Rules. J & H will maintain and operate all storm water and other drainage facilities that are not dedicated to and accepted by the City, including all drainage easements within the Land.

ARTICLE 5 PLATS, BUILDING CODES, BUILDING PERMITS, INSPECTION

5.1 <u>Plats</u>. All development shall be governed by preliminary and final plats for portions of the Land that are approved, from time to time, by the City in accordance with this Agreement and the Applicable Rules.

5.2 <u>Jurisdiction</u>. City shall have exclusive jurisdiction over the review and approval of preliminary plats and final plats, which review and approvals shall be performed in accordance with the Applicable Rules and this Agreement. Nothing in this Agreement is intended to delegate or impair the performance by the City of its governmental functions.

5.3 <u>Procedures</u>. Preliminary plats and final plats shall be reviewed in accordance with the procedures set forth in the Applicable Rules.

5.4 <u>Construction Inspection</u>. The City shall have the right, from time to time, to inspect the construction of any public improvements for the purpose of identifying any improvements that are being constructed in violation of the Applicable Rules, Building Code and/or this Agreement. All inspections shall be performed by an inspector selected by the City and all inspection results shall be in writing. J & H shall be responsible for payment of the inspection fees as provided for in the Applicable Rules.

ARTICLE 6 TAX LEVY; OBLIGATIONS NOT DEBT

In order to provide for the payment of its obligations under this Agreement, the City will, if necessary, levy, within the limits prescribed by law, for the current year and each succeeding year thereafter, while its obligations under this Agreement remain in effect, an ad valorem tax upon all taxable property within the City sufficient to pay the City's obligations under this Agreement, including the payment of interest and to create and provide for a sinking fund of not less than two percent (2%) of the principal amount of the City's obligations under this Agreement, with full allowance being made for tax delinquencies and the costs of tax collection, and such taxes, when collected shall be applied to the payment of the City's obligations under this Agreement and to no other purpose. The City hereby finds and declares that the existing and available taxing authority of the City for such purposes is adequate to permit a legally sufficient tax. The City acknowledges and agree that the obligations created by this Agreement shall not constitute "debt" and shall be paid out of current revenues of the City; or in the alternative, shall be paid out of a specified fund, said fund being in the immediate control of the City and being in an amount sufficient to satisfy the City's obligations created herein; or further in the alternative, that sufficient provision and tax levy has been made by the party to create an interest and sinking fund adequate to pay at least 2% of the principal and any interest due each year.

ARTICLE 7 LAND DEVELOPMENT

7.1 <u>Governing Regulations</u>. Except as otherwise provided in this Agreement, the City ordinances, codes, rules, regulations and official policies applicable to the development of the Land during the term of this Agreement will be those City ordinances, building and construction codes, other codes, rules, regulations and official policies (collectively, "Applicable Rules") in force and as interpreted by the City by policy or practice on the Vesting Date, as defined in Section 1.1 above. No Applicable Rules adopted after the Vesting Date, whether by means of an ordinance, initiative, referendum, resolution, policy, order, or otherwise, are or will be applicable to the Project, unless otherwise provided in this Agreement or applicable state law, or the application is agreed to, in writing, by J & H and the City. For the term of this Agreement, the development and use of the Land will be controlled by the terms of this Agreement and the Applicable Rules. If there is any conflict between the Applicable Rules and the terms of this Agreement, the terms of this Agreement will control.

ARTICLE 8 FEES; FISCAL SECURITY

8.1 <u>Fees.</u> J & H agrees to timely pay any and all fees, costs, payments, taxes, expenses, deposits and plan review/inspection fees as set forth in the Applicable Rules, this Agreement, or otherwise required by law.

ARTICLE 9 <u>TERM, AUTHORITY AND VESTING OF RIGHTS</u>

- 9.1 <u>Term</u>.
- 9.1.1 <u>Term</u>. The term of this Agreement will commence on the Effective Date and continue for five (5) years thereafter ("Term"), unless sooner terminated under this Agreement. After the Term, the Agreement may be extended by mutual agreement of the Parties.
- 9.1.2 <u>Extensions.</u> The Parties agree that neither the City nor J & H is under any obligation to renew this Agreement after the Term.
- 9.1.3 <u>Expiration</u>. After the Term and any extension, this Agreement will be of no further force and effect, except that termination will not affect any right or obligation arising from any provision surviving this Agreement as provided herein.
- 9.1.4 <u>Termination or Amendment</u>. This Agreement may be terminated or amended as to the Land at any time by mutual written consent of the City

and J & H or may be terminated or amended only as to a portion of the Land by the mutual written consent of the City and owners of only the portion of the Land affected by the amendment or termination.

9.2 <u>Authority</u>. This Agreement is entered under the statutory authority of Chapter 51, Chapter 212, Subchapter G, Section 212.171 et seq., and Chapter 380, Texas Local Government Code. The Parties intend that this Agreement authorize certain land uses and development on the Land; provide for the development plans and regulations for the Land; and provide exceptions to certain ordinances and regulations; and provide other terms and consideration.

9.3 <u>Vesting of Rights</u>. As of the Vesting Date, J & H has initiated the subdivision and development permit process for the Project. The City agrees that, in accordance with Chapter 245, Texas Local Government Code, the City will consider the approval of any further approvals necessary for the Project based solely on the Applicable Rules, as may be modified by this Agreement. Further, the City agrees that, upon approval of this Agreement, J & H has vested authority to develop the Land in accordance with the Applicable Rules, as modified by any exceptions contained in this Agreement.

9.4 <u>Equivalent Substitute Obligation</u>. If either Party is unable to meet an obligation under this Agreement due to a court order invalidating all or a portion of this Agreement, preemptive state or federal law, an imminent and bona fide threat to public safety that prevents performance or requires different performance, changed circumstances or subsequent conditions that would legally excuse performance under this Agreement, or any other reason beyond the Party's reasonable and practical control, the Parties will cooperate to revise this Agreement to provide for an equivalent substitute right or obligation as similar in terms to the illegal, invalid, or unenforceable provision as is possible and is legal, valid and enforceable, or other additional or modified rights or obligations that will most nearly preserve each Party's overall contractual benefit under this Agreement.

9.5 <u>Cooperation</u>. The City and J & H each agree to execute such further documents or instruments as may be necessary to evidence their agreements hereunder.

9.6 Indemnification; <u>Litigation</u>. J & H AGREES TO INDEMNIFY AND HOLD CITY, ITS ELECTED OFFICIALS, OFFICERS, EMPLOYEES, AGENTS AND VOLUNTEERS HARMILESS AGAINST ANY AND ALL CLAIMS, LAWSUITS, JUDGMENTS, COSTS, LIENS, LOSSES, EXPENSES, FEES (INCLUDING ATTORNEY'S FEES AND COSTS OF DEFENSE), PROCEEDINGS, ACTIONS, DEMANDS, CAUSES OF ACTION, LIABILITY AND SUITS OF ANY KIND AND NATURE, INCLUDING BUT NOT LIMITED TO, PERSONAL INJURY (INCLUDING DEATH), PROPERTY DAMAGE, OR OTHER HARM FOR WHICH RECOVERY OF DAMAGES IS SOUGHT THAT MAY ARISE OUT OF OR BE OCCASIONED OR CAUSED BY ANY WILLFUL MISCONDUCT OR NEGLIGENT ACT, ERROR, OR OMISSION OF J & H, ANY AGENT, OFFICER, DIRECTOR, REPRESENTATIVE, AGENT OR EMPLOYEE OF J & H, AND THEIR RESPECTIVE OFFICERS, AGENTS, EMPLOYEES, DIRECTORS AND

REPRESENTATIVES WHILE IN THE EXERCISE OF PERFORMANCE OF THE RIGHTS OR DUTIES UNDER THIS AGREEMENT. THE INDEMNITY PROVIDED FOR IN THIS PARAGRAPH SHALL NOT APPLY TO ANY LIABILITY RESULTING FROM THE WILLFUL MISCONDUCT OR GROSS **NEGLIGENCE OF CITY, ITS ELECTED OFFICIALS, OFFICERS, EMPLOYEES,** AGENTS OR VOLUNTEERS, IN INSTANCES WHERE SUCH GROSS NEGLIGENCE CAUSES PERSONAL INJURY, DEATH, OR PROPERTY DAMAGE. IN THE EVENT J & H AND CITY ARE FOUND JOINTLY LIABLE BY A COURT OF COMPETENT JURISDICTION, LIABILITY SHALL BE APPORTIONED COMPARATIVELY IN ACCORDANCE WITH THE LAWS OF WITHOUT, HOWEVER, THE **STATE** OF TEXAS, WAIVING ANY GOVERNMENTAL IMMUNITY AVAILABLE TO CITY UNDER TEXAS LAW AND WITHOUT WAIVING ANY DEFENSES OF THE PARTIES UNDER TEXAS LAW.

J & H shall advise CITY in writing within 24 hours of any claim or demand against CITY or J & H known to J & H related to or arising out of J & H's activities under this Agreement.

The provisions of this Agreement are solely for the benefit of the parties hereto and not intended to create or grant any rights, contractual or otherwise, to any other person or entity. In the event of any third party lawsuit or other claim relating to the validity of this Agreement or any actions taken by the Parties hereunder or in connection herewith, J & H and the City agree to cooperate in the defense of such suit or claim, and to use their respective best efforts to resolve the suit or claim without diminution of their respective rights and obligations under this Agreement. The filing of any third party lawsuit relating to this Agreement or the development of the Project will not delay, stop or otherwise affect the development of the Project or the City's processing or issuance of any approvals for the Project, unless otherwise required by a court of competent jurisdiction.

ARTICLE 10 GENERAL PROVISIONS

- 10.1 Assignment; Binding Effect.
- 10.1.1 This Agreement, and the rights and obligations of J & H hereunder, may be assigned by J & H to a subsequent purchaser of all or a portion of the Land within the Project provided that the assignee assumes all of the obligations of the Agreement. Any assignment must be in writing, specifically describe the property in question, set forth the assigned rights and obligations and be executed by the proposed assignee. A copy of the assignment document must be delivered to the City. Upon any such assignment, J & H will be released of any further obligations under this Agreement as to the property sold and obligations assigned. Any attempted assignment of this Agreement, or any rights and obligations hereunder, that fails to comply with all

applicable requirements of this Article 10 and this Agreement shall be void and of no effect.

- 10.1.2 If J & H assigns its rights and obligations hereunder as to a portion of the Project, then the rights and obligations of any assignee and J & H will be severable, and J & H will not be liable for the nonperformance of the assignee and vice-versa. In the case of nonperformance by one assignee, the City may pursue all remedies against that nonperforming assignee, but will not unreasonably impede development activities of any performing assignee as a result of that nonperformance.
- 10.1.3 The provisions of this Agreement will be binding upon, and inure to the benefit of the Parties, and their respective successors and assigns. This Agreement will not, however, be binding upon, or create any encumbrance to title as to, any ultimate consumer who purchases a lot or lots within the boundaries of the Land without also expressly assuming the obligations imposed herein.

10.2 <u>Severability</u>. If any provision of this Agreement is illegal, invalid, or unenforceable, under present or future laws, it is the intention of the Parties that the remainder of this Agreement not be affected, and, in lieu of each illegal, invalid, or unenforceable provision, that a provision be added to this Agreement which is legal, valid, and enforceable and is as similar in terms to the illegal, invalid or enforceable provision as is possible.

10.3 <u>Applicable Law and Venue</u>. The interpretation, performance, enforcement and validity of this Agreement is governed by the laws of the State of Texas. Exclusive venue will be in a court of appropriate jurisdiction in Grimes County, Texas.

10.4 <u>No Third Party Beneficiary</u>. This Agreement is not intended, nor will it be construed, to create any third-party beneficiary rights in any person or entity who is not a Party, unless expressly otherwise provided.

10.5 <u>Mortgagee Protection</u>. This Agreement will not affect the right of J & H to encumber all or any portion of the Land by mortgage, deed of trust or other instrument to secure financing for the Project. The City agrees as follows:

- 10.5.1 Neither entering into this Agreement, nor any breach of this Agreement, will affect any lien upon all or any portion of the Land.
- 10.5.2 The City will, upon written request of a Lender given in compliance with Section 10.16, provide the Lender with a copy of any written notice of default given to J & H under this Agreement within ten (10) days of the date such notice is given to J & H.

- 10.5.3 In the event of default by J & H under this Agreement, a Lender may, but will not be obligated to, cure any default during any cure period extended to J & H, either under this Agreement or under the notice of default.
- 10.5.4 Any Lender who comes into possession of any portion of the Land by foreclosure or deed in lieu of foreclosure will take such property subject to the terms of this Agreement. No Lender will be liable for any defaults or monetary obligations of J & H arising prior to the Lender's acquisition of title, but a Lender will not be entitled to obtain any permits or approvals with respect to that property until all delinquent fees and other obligations of J & H under this Agreement that relate to the property in question have been paid or performed.

10.6 <u>Certificate of Compliance</u>. Within thirty (30) days of written request by either Party given accordance with Section 10.16, the other Party will execute and deliver to the requesting Party a statement certifying that: (a) this Agreement is unmodified and in full force and effect or, if there have been modifications, that this Agreement is in full force and effect as modified and stating the date and nature of each modification; (b) there are no current uncured defaults under this Agreement, or specifying the date and nature of each default; and (c) any other information that may be reasonably requested. A Party's failure to deliver a requested certification within this 30-day period will conclusively be deemed to constitute a confirmation that this Agreement is in full force without modification, and that there are no uncured defaults on the part of the requesting Party. The City Manager will be authorized to execute any requested certificate on behalf of the City.

10.7 <u>Default</u>. If either Party defaults in its obligations under this Agreement, the other Party must, prior to exercising a remedy available to that Party due to the default, give written notice to the defaulting Party, specifying the nature of the alleged default and the manner in which it can be satisfactorily cured, and extend to the defaulting Party at least thirty (30) days from receipt of the notice to cure the default. If the nature of the default is such that it cannot reasonably be cured within the 30-day period, the commencement of the cure within the 30-day period and the diligent prosecution of the cure to completion will be deemed a cure within the cure period.

10.8 <u>Remedies for Default</u>. If either Party defaults under this Agreement and fails to cure the default within the applicable cure period, the non-defaulting Party will have all rights and remedies available under this Agreement or applicable law, including the right to institute legal action to cure any default, to enjoin any threatened or attempted violation of this Agreement or to enforce the defaulting Party's obligations under this Agreement by specific performance or writ of mandamus, or to terminate this Agreement. All remedies available to a Party will be cumulative and the pursuit of one remedy will not constitute an election of remedies or a waiver of the right to pursue any other available remedy.

10.9 <u>Reservation of Rights</u>. To the extent not inconsistent with this Agreement, each Party reserves all rights, privileges, and immunities under applicable laws. However, notwithstanding any other provision herein, J & H hereby voluntarily elects to waive any

and all rights granted to J & H under the Private Real Property Right Preservation Act, Texas Government Code, Chapter 2007, as amended.

10.10 <u>Attorneys Fees</u>. The prevailing Party in any dispute under this Agreement will be entitled to recover from the non-prevailing Party its reasonable attorney's fees, expenses and court costs in connection with any original action, any appeals, and any post-judgment proceedings to collect or enforce a judgment.

10.11 <u>Waiver</u>. Any failure by a Party to insist upon strict performance by the other Party of any provision of this Agreement will not, regardless of the length of time during which that failure continues, be deemed a waiver of that Party's right insist upon strict compliance with all terms of this Agreement. In order to be effective as to a Party, any waiver of default under this Agreement must be in writing, and a written waiver will only be effective as to the specific default and as to the specific period of time set forth in the written waiver. A written waiver will not constitute a waiver of any subsequent default, or of the right to require performance of the same or any other provision of this Agreement in the future.

10.12 <u>Entire Agreement</u>. This Agreement contains the entire agreement of the Parties, and there are no other agreements or promises, oral or written, between the Parties regarding the subject matter of this Agreement. This Agreement may be amended only by written agreement signed by the Parties.

10.13 <u>Exhibits, Headings, Construction and Counterparts</u>. All exhibits attached to this Agreement are incorporated into and made a part of this Agreement for all purposes. The paragraph headings contained in this Agreement are for convenience only and do not enlarge or limit the scope or meaning of the paragraphs. Wherever appropriate, words of the masculine gender may include the feminine or neuter, and the singular may include the plural, and vice-versa. Each of the Parties has been actively and equally involved in the negotiation of this Agreement. Accordingly, the rule of construction that any ambiguities are to be resolved against the drafting Party will not be employed in interpreting this Agreement or its exhibits. This Agreement may be executed in any number of counterparts, each of which will be deemed to be an original, and all of which will together constitute the same instrument. This Agreement will become effective only when one or more counterparts, individually or taken together, bear the signatures of all of the Parties.

10.14 <u>Time</u>. Time is of the essence of this Agreement. In computing the number of days for purposes of this Agreement, all days will be counted, including Saturdays, Sundays and legal holidays; however, if the final day of any time period falls on a Saturday, Sunday or legal holiday, then the final day will be deemed to be the next day that is not a Saturday, Sunday or legal holiday.

10.15 <u>Authority for Execution</u>. The City certifies, represents, and warrants that the execution of this Agreement has been duly authorized and that this Agreement has been approved in conformity with City ordinances and other applicable legal requirements. J & H certifies, represents, and warrants that the execution of this Agreement is duly authorized in conformity with its bylaws and other legal requirements.

10.16 <u>Notices</u>. Any notices under this Agreement may be sent by hand delivery, facsimile (with confirmation of delivery) or certified mail, return receipt requested, to the Parties at the following addresses or as such addresses may be changed from time to time by written notice to the other Parties:

City:	Brad Stafford, City Manager City of Navasota
	200 E. McAlpine
	Navasota, Texas 77868-3028
	Telephone: (936) 825-6408
	Facsimile: (936) 825-2403
	bstafford@navasotatx.gov
Copy to:	Cary L. Bovey, Attorney at Law
	Bovey & Cochran, PLLC
	2251 Double Creek Dr., Suite 204
	Round Rock, TX 78664
	(512) 904-9441
	(512) 904-9445 Fax
	cary@boveycochran.com
J & H:	J & H Navasota Development, LLC
	c/o James Hassell
	7199 Hassell Lane, Navasota 77868
	(713) 254-2571
	Jameshassell2013@gmail.com
Copy to:	

Either City or J & H may change its mailing address at any time by giving written notice of such change to the other in the manner provided herein at least ten (10) days prior to the date such change is effected. All notices under this Agreement will be deemed given on the earlier of the date personal delivery is affected or on the delivery date or attempted delivery date shown on the return receipt or facsimile confirmation.

10.17. <u>Exhibits</u>. The following exhibits are attached to this Agreement, and made a part hereof for all purposes:

Exhibit A - Metes and Bounds Description of the Land

IN WITNESS WHEREOF, the undersigned Parties have executed this Agreement on the dates indicated below, to be effective on the date the last party signs.

CITY OF NAVASOTA

By: _____ Hon. Bert Miller, Mayor

Date:

STATE OF TEXAS § § COUNTY OF GRIMES §

This instrument was acknowledged before me on the _____ day of _____, 2021, by Bert Miller, the Mayor of the City Navasota, a Texas home-rule city, on behalf of the City.

Notary Public in and for the State of Texas

(NOTARY SEAL)

J & H Navasota Development, LLC

By:	
Name:	
Title:	
Date:	

STATE OF TEXAS § § COUNTY OF GRIMES §

This instrument was acknowledged before me on the ____ day of _____, 2021, by James Hassell, President of J & H Navasota Development, LLC a Texas limited liability company, on behalf of said limited liability company.

Notary Public in and for the State of Texas

(NOTARY SEAL)

Exhibit "A"

METES AND BOUNDS DESCRIPTION OF A 102.4197 ACRE TRACT OF LAND IN THE JAMES WHITESIDES SURVEY, A-62 AND THE DANIEL TYLER SURVEY, A-55 GRIMES COUNTY, TEXAS FOR PURPOSE OF ANNEXATION AND ZONING

All that certain tract or parcel of land, containing 102.4197 acres, in the James Whitesides Survey, Abstract 62, (A-62), and the Daniel Tyler Survey, A-55, Grimes County, Texas, being comprised of all of a 57.6204 acre tract of land as described in a deed filed for record in Volume 1711, Page 676, Real Property Records Grimes County, (R.P.R.G.C.), all of a 43.9641 acre tract of land as described in a deed filed for record in Volume 1676, Page 320, (R.P.R.G.C.), and in Volume 1677, Page 31, (R.P.R.G.C.), a 0.3736 acre portion of a call 1.2275 acre tract of land, said call 1.2275 acre tract of land being described in a deed filed for record in Volume 1676, Page 324, (R.P.R.G.C.), and a 0.4616 acre portion of the remainder of a call 27.49 acre tract of land being Tract Two, said Tract Two being described in a deed filed for record in Volume 1684, Page 451, (R.P.R.G.C.), said 102.4197 acre tract of land being more particularly described by metes and bounds as follows:

COMMENCING at an axle found in the south right-of-way line of State Highway 105, said point marking the northwest corner of the remainder of a call 291.136 acre tract of land as described in a deed filed for record in Volume 827, Page 500, (R.P.R.G.C.), and the northeast corner of the remainder of a call 26.469 acre tract of land as described in a deed filed for record in Volume 1247, Page 579, (R.P.R.G.C.);

THENCE S 01°18'45" E along the common line of the remainder of said call 291.136 acre tract of land and the remainder of said call 26.469 acre tract of land as described in Volume 1247, Page 579, (R.P.R.G.C.), a distance of 1,170.49 feet to a ¾" iron rod with "EIC" cap found marking the southwest corner of the remainder of said call 291.136 acre tract of land, the northwest corner of Reserve "A", Block 6, of Pecan Lakes Estates Phase 2, a subdivision recorded in Volume 1703, Page 286, (R.P.R.G.C.), Slide Number 200, the northwest corner of said Pecan Lakes Estates Phase 2, the southeast corner of the remainder of said call 26.469 acre tract of land as described in Volume 1247, Page 579, (R.P.R.G.C.), the northeast corner of said call 26.469 acre tract of land, and the northeast corner and POINT OF BEGINNING of the herein described 102.4197 acre tract of land;

THENCE S 01°18'45" E, along the common line of said Reserve "A", Block 6, said 43.9641 acre tract of land, and the herein described 102.4197 acre tract of land, a distance of 71.46 feet to a 5/8" iron rod found in the apparent south line of said Daniel Tyler Survey and the apparent north line of said James Whitesides Survey, marking an interior corner of said 43.9641 acre tract of land, the southwest corner of said Reserve "A", Block 6, and an interior corner of the herein described 102.4197 acre tract of land;

THENCE N 89°00'45" E, along the common line of said James Whitesides Survey, said Daniel Tyler Survey, said Reserve "A", Block 6, said 43.9641 acre tract of land, and the herein described 102.4197 acre tract of land, a distance of 30.06 feet to a 5/8" iron rod found in the west line of Lot 6, Block 6, of said Pecan Lakes Estates Phase 2, said point marking the southeast corner of said Reserve "A", Block 6, an interior corner of said 43.9641 acre tract of land, and an interior corner of the herein described 102.4197 acre tract of land;

THENCE S 00°07'52" W, along the common line of Block 6 and Block 5 of said Pecan Lakes Estates Phase 2, said 43.9641 acre tract of land, and the herein described 102.4197 acre tract of land, passing at a distance of 393.08 feet the center line of Bunker Drive, a 60 feet right-of-way, of said Pecan Lakes Estates Phase 2, also passing at a distance of 594.15 feet a ¾" iron rod with EIC cap found marking the southwest corner of Lot 9, Block 5, of said Pecan Lakes Estates Phase 2, the southwest corner of said Pecan Lakes Estates Phase 2, the northwest corner of Lot 8, Block 5, of Pecan Lakes Estates a subdivision recorded in Volume 1615, Page 372, (R.P.R.G.C.), Slide Number 162, and the most westerly northwest corner of said Pecan Lakes Estates, also passing at a distance of 1,020.88 feet the center line of Eagle View Drive, a 60 feet right-of-way, of said Pecan Lakes Estates, also passing at a distance of 1,083.24 feet a 5/8" iron rod found marking the southwest corner of Reserve "D", Block 2, of said Pecan Lakes Estates, also the most westerly southwest corner of said Pecan Lakes Estates, and the northwest corner of a call 0.2802 acre tract of land designated as a well site as described in a deed filed for recorded in Volume 1275, Page 241, (R.P.R.G.C.), also passing at a distance of 1,194.15 feet a 5/8" iron rod found marking the southwest corner of said call 0.2802 acre tract of land and the northwest corner of a call 0.5863 acre tract of land as described in a deed filed for record in Volume 1275, Page 247, (R.P.R.G.C.), a total distance of 1,214.24 feet to an angle point in the east line of said 43.9641 acre tract of land and an angle point in the east line of the herein described 102.4197 acre tract of land, a 5/8" iron rod found marking the southwest corner of said call 0.5863 acre tract of land and the most westerly northwest corner of Pecan Lakes Golf Course, LLC being the remainder of a call 188.469 acre tract of land as described in a deed filed for record in Volume 1021, Page 307, (R.P.R.G.C.);

THENCE S 00°06'49" W, along the common line of said 43.9641 acre tract of land, the remainder of said call 188.469 acre tract of land, and the herein described 102.4197 acre tract of land, a distance of 2,948.27 feet to a %" iron rod with cap found marking the southwest corner of the remainder of said call 188.469 acre tract of land, an interior corner of said 43.9641 acre tract of land, and an interior corner of the herein described 102.4197 acre tract of land, and an interior corner of the herein described 102.4197 acre tract of land;

THENCE N 88°28'34" E, along the common line of the remainder of said call 188.469 acre tract of land, said 43.9641 acre tract of land, and the herein described 102.4197 acre tract of land, a distance of 781.14 feet to a 5/8" iron rod found in the south line of the remainder of said call 188.469 acre tract of land, said point marking an interior corner of the remainder of a call 537.287 acre tract of land as described as Parcel "D" in a deed filed for record in Volume 1632, Page 324, (R.P.R.G.C.), an interior corner of said 43.9641 acre tract of land, and an interior corner of the herein described 102.4197 acre tract of land;

THENCE S 00°58'46" E, along the common line of the remainder of said call 537.287 acre tract of land, said 43.9641 acre tract of land, and the herein described 102.4197 acre tract of land, a distance of 50.00 feet to a 5/8" iron rod found marking an interior corner of the remainder of said call 537.287 acre tract of land, the southeast corner of said 43.9641 acre tract of land, and the southeast corner of the herein described 102.4197 acre tract of land; the southeast corner of said 43.9641 acre tract of land, and the southeast corner of the herein described 102.4197 acre tract of land;

THENCE S 88°28'34" W, along the common line of the remainder of said call 537.287 acre tract of land, said 43.9641 acre tract of land, and the herein described 102.4197 acre tract of land, a distance of 1,224.75 feet to a 5/8" iron rod found marking an interior corner of the remainder of said call 537.287 acre tract of land, the southwest corner of said 43.9641 acre tract of land, and an interior corner of the herein described 102.4197 acre tract of the herein described 102.4197 acre tract of land, and an interior corner of the herein described 102.4197 acre tract of land;

THENCE N 00°09'09" E, along the common line of the remainder of said call 537.287 acre tract of land, said 43.9641 acre tract of land, and the herein described 102.4197 acre tract of land, a distance of 52.76 feet to a ½" iron rod found in the west line of said 43.9641 acre tract of land, said point marking an interior corner of the remainder of said call 537.287 acre tract of land, the southeast corner of said 57.6204 acre tract of land, and an interior corner of the herein described 102.4197 acre tract of land;

THENCE S 88°28'50" W, along the common line of the remainder of said call 537.287 acre tract of land, said 57.6204 acre tract of land, and the herein described 102.4197 acre tract of land, a distance of 663.13 feet to a X'' iron rod found marking an angle point in the north line of the remainder of said call 537.287 acre tract of land, an angle point in the south line of said 57.6204 acre tract of land, and an angle point in the south line of said 57.6204 acre tract of land, and an angle point in the south line of the herein described 102.4197 acre tract of land;

THENCE S 89°43'17" W, along the common line of the remainder of said call 537.287 acre tract of land, said 57.6204 acre tract of land, and the herein described 102.4197 acre tract of land, a distance of 221.62 feet to a ½" iron rod found in the north line of the remainder of said call 537.287 acre tract of land, said point marking the southeast corner of a call 31.79 acre tract of land as described in a deed filed for record in Volume 1631, Page 840, (R.P.R.G.C.), the southwest corner of said 57.6204 acre tract of land, and the southwest corner of the herein described 102.4197 acre tract of land;

THENCE N 00°12'29" E, along the common line of said call 31.79 acre tract of land, said 57.6204 acre tract of land, and the herein described 102.4197 acre tract of land, a distance of 2,851.22 feet to a ½" iron rod with "Wisnoski" cap in the east line of said call 31.79 acre tract of land, said point marking the southwest corner of a call 10.01 acre tract of land as described in a deed filed for record in Volume 1702, Page 510, (R.P.R.G.C.), the northwest corner of said 57.6204 acre tract of land, and the most westerly northwest corner of the herein described 102.4197 acre tract of land;

THENCE S 89°48'53" E, along the common line of said call 10.01 acre tract of land, said 57.6204 acre tract of land, and the herein described 102.4197 acre tract of land, passing at a distance of 425.67 feet a ½" iron rod with "Wisnoski" cap marking the southeast corner of said call 10.01 acre tract of land and the southwest corner of the remainder of said call Tract Two, in all a total distance of 881.71 feet to a 5/8" iron rod found in the west line of said 43.9641 acre tract of land, said point marking the southeast corner of the remainder of said call Tract Two, the northeast corner of said 57.6204 acre tract of land, and an interior corner of the herein described 102.4197 acre tract of land;

THENCE N 00°09'09" E, along the common line of the remainder of said call Tract Two, said 43.9641 acre tract of land, and the herein described 102.4197 acre tract of land, passing at a distance of 918.03 feet a ½" iron rod found marking an angle point in the west line of said 43.9641 acre tract of land, the most easterly northeast corner of the remainder of said call Tract Two, the southeast corner of the remainder of said call 1.2275 acre tract of land, and the south corner of said 0.3736 acre tract of land, a total distance of 1,270.43 feet to a 5/8" iron rod set marking the northeast corner of the remainder of said call 1.2275 acre tract of land, an interior corner of said 0.3736 acre tract of land, an interior corner of said 0.3736 acre tract of land, and an interior corner of the herein described 102.4197 acre tract of land;

THENCE N 89°48'38" W, along the common line of the remainder of said call 1.2275 acre tract of land, said 0.3736 acre tract of land, and the herein described 102.4197 acre tract of land, a distance of 104.95 feet to a 5/8" iron rod set marking an angle point in the north line of the remainder of said call 1.2275 acre tract of land, an angle point in the south line of said 0.3736 acre tract of land, and an angle point in a line of the herein described 102.4197 acre tract of land, and an angle point in a line of the herein described 102.4197 acre tract of land;

THENCE S 89°15'21" W, along the common line of the remainder of said call 1.2275 acre tract of land, said 0.3736 acre tract of land, and the herein described 102.4197 acre tract of land, passing at a distance of 0.49 feet a 5/8" iron rod set marking the northwest corner of the remainder of said call 1.2275 acre tract of land, the most northerly northeast corner of the remainder of said call Tract Two, the southwest corner of said 0.3736 acre tract of land, and the southeast corner of said 0.4616 acre tract of land, a total distance of 335.62 feet to a 5/8" iron rod set in the east line of a call 2.948 acre tract of land as described in a deed filed for record in Volume 1494, Page 165, (R.P.R.G.C.), said point marking the most northerly northwest corner of the remainder of said 0.4616 acre tract of land, and an interior corner of the herein described 102.4197 acre tract of land, from which point a point in concrete marking the southeast corner of said call 2.948 acre tract of land, and an interior corner of the remainder of said call 2.948 acre tract of land, and an interior corner of the herein described 102.4197 acre tract of land, from which point a point in concrete marking the southeast corner of said call 2.948 acre tract of land an interior corner of the remainder of said call 2.948 acre tract of land, from which point a point in concrete marking the southeast corner of said call 2.948 acre tract of land an interior corner of the remainder of said call 2.948 acre tract of land and an interior corner of the remainder of said call 2.948 acre tract of land and an interior corner of the remainder of said call 2.948 acre tract of land and an interior corner of the remainder of said call 2.948 acre tract of land and an interior corner of the remainder of said call 2.948 acre tract of land and an interior corner of the remainder of said call 2.948 acre tract of land and an interior corner of the remainder of said call 2.948 acre tract of land and an interior corner of the remainder of said call 2.948 acre tract

THENCE N 00°12'39" E, along the common line of said call 2.948 acre tract of land, said 0.4616 acre tract of land, and the herein described 102.4197 acre tract of land, passing at a distance of 28.25 feet the fence line delineating the apparent southerly line and southeast corner of Grimes County Road 424 as listed in Volume 1226, Page 208, (R.P.R.G.C.), a total distance of 60.01 feet to a 5/8" iron rod set in the south line of a call 5.90 acre tract owned by Navasota LP Gas Co. Inc., the apparent south line of said Daniel Tyler Survey, and the apparent north line of said James Whitesides Survey, said point marking the northeast corner of said call 2.948 acre tract of land, the northeast corner of said Grimes County Road 424, the northwest corner of said 0.4616 acre tract of land, and an interior corner of the herein described 102.4197 acre tract of land;

THENCE N 89°15'21" E, along the common line of said James Whitesides Survey, said Daniel Tyler Survey, said call 5.90 acre tract of land, said 0.4616 acre tract of land, and the herein described 102.4197 acre tract of land, passing at a distance of 73.58 feet a point for corner marking the southeast corner of said call 5.90 acre tract of land, the southwest corner of a call 9.9 acre tract of land as described in a deed filed for record in Volume 1061, Page 421, (R.P.R.G.C.), a total distance of 335.11 feet to a ½" iron rod found marking an angle point in the south line of said call 9.9 acre tract of land, the northeast corner of said 0.4616 acre tract of land, the northeast corner of said 0.4616 acre tract of land, the northwest corner of said 0.3736 acre tract of land, and an angle point in a line of the herein described 102.4197 acre tract of land;

THENCE S 89°48'38" E, along the common line of said James Whitesides Survey, said Daniel Tyler Survey, said call 9.9 acre tract of land, said 0.3736 acre tract of land, and the herein described 102.4197 acre tract of land, a distance of 153.64 feet to a ½" iron rod found marking the southeast corner of said call 9.9 acre tract of land, the northeast corner of said call 0.3736 acre tract of land, an angle point in the west line of said 43.9641 acre tract of land, and an interior corner of the herein described 102.4197 acre tract of land;

THENCE N 01°20'33" W, along the common line of said call 9.9 acre tract of land, said 43.9641 acre tract of land, and the herein described 102.4197 acre tract of land, a distance of 83.36 feet to a 5/8" iron rod found in the east line of said call 9.9 acre tract of land, said point marking the southwest corner of the remainder of a call 26.469 acre tract of land as described in a deed filed for record in Volume 1303, Page 413, (R.P.R.G.C.), the northwest corner of said 43.9641 acre tract of land, and the most northerly northwest corner of the herein described 102.4197 acre tract of land, from which a ½" iron rod found in the southerly right-of-way line of State Highway 105 marking the northeast corner of said call 9.9 acre tract of land and the northwest corner of the remainder of said call 26.469 acre tract of land as described in Volume 1303, Page 413, (R.P.R.G.C.), bears N 01°20'33" W, a distance of 1,032.53 feet;

THENCE S 89°52'08" E, along the common line of the remainder of said call 26.469 acre tract of land as described in Volume 1303, Page 413, (R.P.R.G.C.), said 43.9641 acre tract of land, and the herein described 102.4197 acre tract of land, passing at a distance of 170.14 feet, a 5/8" iron rod found marking the southeast corner of the remainder of said call 26.469 acre tract of land as described in Volume 1303, Page 413, (R.P.R.G.C.), and the southwest corner of the remainder of said call 26.469 acre tract of land as described in Volume 1303, Page 413, (R.P.R.G.C.), and the southwest corner of the remainder of said call 26.469 acre tract of land as described in Volume 1247, Page 579, (R.P.R.G.C.), a total distance of 362.02 feet to the northeast corner and POINT OF BEGINNING of the herein described tract of land and containing 102.4197 acres of land.

The basis of bearing is S 00°07'52" W along the westerly line of said Pecan Lakes Estates subdivision per recorded plat.



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AGENDA ITEM NO.: 17. AGENDA DATE: August 9, 2021

PREPARED BY: Susie M. Homeyer, City Secretary

APPROVED BY: BS

ITEM: Executive Session: The City Council shall meet in Executive Session as permitted by Section 551.071, Texas Government Code - Consultation with Attorney - Dispute regarding invoice received from Symmetry Energy Solutions, LLC for natural gas supplied to the City of Navasota for the month of February 2021, and associated matters.

ITEM BACKGROUND:

The time is _____p.m.

BUDGETARY AND FINANCIAL SUMMARY:

STAFF RECOMMENDATION:

AGENDA ITEM NO.: <u>18.</u> AGENDA DATE: August 9, 2021

PREPARED BY: Susie M. Homeyer, City Secretary

APPROVED BY: BS

ITEM: Reconvene in open session.

ITEM BACKGROUND: The time is ______.

BUDGETARY AND FINANCIAL SUMMARY:

STAFF RECOMMENDATION:

AGENDA ITEM NO.: 19. AGENDA DATE: August 9, 2021

PREPARED BY: Lupe Diosdado, Development Services Director

APPROVED BY: BS

ITEM: Consideration and possible action on Development Agreement with J & H Navasota Development LLC.

ITEM BACKGROUND:

J&H Navasota Development, LLC. requests an economic development incentive for the construction of a subdivision as well as looping a gas main along a dedicated easement to State Highway 105 W and Fairway Drive. The mains will improve the opportunity for business development along Highway 105 W frontage.

BUDGETARY AND FINANCIAL SUMMARY:

The Development agreement would pay the developer \$12,000 to loop the natural gas main from Pecan Lakes Estates Phase 3 along a dedicated easement and HWY 105 E to Fairway Drive. As well as \$400 per customer gas tie in requests for the 183 lots within Pecan Lakes Estates Phase 3 totaling \$73,200. The developer has also agreed to extend the gas infrastructure warranty to three years from the required one year term following City Council acceptance.

STAFF RECOMMENDATION:

Staff recommends approval on the Development Agreement with J&H Navasota Development, LLC.

AGENDA ITEM NO.: 20. AGENDA DATE: August 9, 2021

PREPARED BY: Susie M. Homeyer, City Secretary

APPROVED BY: BS

ITEM: Consideration and possible action on dispute regarding invoice received from Symmetry Energy Solutions, LLC for natural gas supplied to the City of Navasota for the month of February 2021, and associated matters.

ITEM BACKGROUND:

BUDGETARY AND FINANCIAL SUMMARY:

STAFF RECOMMENDATION:

CITY OF NAVASOTA MISCELLANEOUS ITEMS

1. PLANNING CALENDAR

AGENDA PLANNING CALENDAR

AUGUST 9, 2021 - DEADLINE FOR SUBMITTING ITEMS AND COVER SHEETS FOR THIS MEETING IS 07/26/2021

- 1. Called to order
- 2. Invocation/Pledge of Allegiance
- 3. Remarks of visitors
- 4. Staff Report: (a) EDC update; (b) Update on Capital Improvements Project;
 (c) Library update; (d) Board and Commission update; and (e) Reports from staff and City Council
- 5. Bid award Downtown Revitalization Program
- 6. Discussion and update from Strand and Associates on the Thoroughfare Plan & Pedestrian/Bicycle Plan
- 7. Public hearing on zoning change for Hidden Hills PUD
- 8. 1st reading of Ordinance No. 969-21, zoning change for Hidden Hills PUD
- 9. Public hearing on conditional use permit for Health Point located at 8310 SH 6
- 10.1st reading of Ordinance No. 970-21, conditional use permit for Health Point located at 8310 SH 6
- 11. Public hearing to abandon a portion of Allen Street, Block 15 of Lasker Subdivision
- 12.1st reading of Ordinance No. 971-21, abandoning a portion of Allen Street, Block 15, Lasker Subdivision
- 13.Resolution No. 698-21, annexation request from Paul Hammock on a 42.381 acre tract
- 14.Grazing lease
- 15.Consent agenda: (a) Minutes for the month of July 2021; and (b) Expenditures for the month of July 2021
- 16.Executive Session: Potential Development Agreement with J & H Navasota Development LLC
- 17.Executive Session: Dispute regarding Symmetry Energy Solutions LLC for natural gas supplied in February 2021
- 18.Reconvene
- 19. Action on Development Agreement with J & H Navasota Development LLC
- 20.Action on dispute regarding invoice received from Symmetry Energy Solutions LLC for natural gas supplied in February 2021
- 21.Adjourn

AUGUST 10, 2021 - SPECIAL MEETING AT 5:30 P.M.

DEADLINE FOR SUBMITTING ITEMS AND COVER SHEETS FOR THIS MEETING IS 07/27/2021

- 1. Called to order
- 2. Invocation/Pledge of Allegiance
- 3. Remarks of visitors
- 4. Public hearing on final review of the Thoroughfare Plan and the Pedestrian and Bicycle Plan with Strand and Associates
- 5. Consent agenda: (a) 2nd reading of Ordinance No. 969-21, zoning change for Hidden Hills PUD; (b) 1st reading of Ordinance No. 970-21, conditional use permit for Health Point located at 8310 SH 6 and; (c) 2nd reading of Ordinance No. 971-21, abandoning a portion of Allen Street, Block 15, Lasker Subdivision
- 6. Adjourn
AUGUST 23, 2021 - DEADLINE FOR SUBMITTING ITEMS AND COVER SHEETS FOR THIS MEETING IS 08/10/2021

- 1. Called to order
- 2. Invocation/Pledge of Allegiance
- 3. Remarks of visitors
- 4. Staff Comments: (a) Years of Service Award Jessie West; (b) Board and Commission update; and (c) Reports from staff and City Council
- 5. Public hearing on annexation request Hammock
- 6. Resolution No. 699-21, nominations to the Board of Directors of the Grimes County Appraisal District
- 7. Proposal to adopt tax rate for 2021 and set meeting times
- 8. Ratify tax rate
- 9. Budget workshop for FY 2021-2022
- 10.Adjourn

SEPTEMBER 13, 2021 - DEADLINE FOR SUBMITTING ITEMS AND COVER SHEETS FOR THIS MEETING IS 08/30/2021

- 1. Called to order
- 2. Invocation/Pledge of Allegiance
- 3. Remarks of visitors
- Staff Report: (a) Pretty City Committee update; (b) Update on Capital Improvements Project; (c) Board and Commission update; and (d) Reports from staff and City Council
- 5. Ratify tax rate for FY 2021-2022
- 6. 1st reading of Ordinance No. _____, approving budget for FY 2021/2022
- 7. 1st reading of Ordinance No. _____, approving tax rate for FY 2021/2022
- 8. Consent agenda: (a) Minutes for the month of August 2021; and (b) Expenditures for the month of August 2021
- 9. Adjourn

SEPTEMBER 27, 2021 - DEADLINE FOR SUBMITTING ITEMS AND COVER SHEETS FOR THIS MEETING IS 09/13/2021

- 1. Called to order
- 2. Invocation/Pledge of Allegiance
- 3. Remarks of visitors
- 4. Staff Report: (a) Pretty City Committee update; (b) Update on Capital Improvements Project; (c) Board and Commission update; and (d) Reports from staff and City Council
- 5. 2nd reading of Ordinance No. _____, approving budget for FY 2021/2022
- 6. 2nd reading of Ordinance No. _____, approving tax rate for FY 2021/2022
- 7. Adjourn