





FINAL

HISTORIC DOWNTOWN BRANSON STREETSCAPE MASTER PLAN

MARCH 2015



CMT

Acknowledgements

The authors gratefully acknowledge the friendship, support, and commitment of the Downtown Community. We dedicate this plan to them. We would like to express special gratitude to everyone at the City for their dedicated leadership and commitment to the success of this project.

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Table of Contents

ACKNOWLEDGEMENTS 1

TABLE OF CONTENTS 2

SECTION 1 | INTRODUCTION 3

1.1 – Plan Context 4

SECTION 2 | AREA ANALYSIS AND EXISTING CONDITION AUDIT 5

2.1 – Area Context & Historical Summary 5
2.2 – Strengths 7
2.3 – Critical Issues & Challenges 12
2.4 – Open Space & Gathering Areas 22
2.5 – Development Opportunities 24
2.6 – Connections & Activity Generators 26

SECTION 3 | PLANNING PROCESS & PUBLIC INVOLVEMENT 29

3.1 – Planning Process 29
3.2 – Local Community Outreach & Documentation 30
3.3 – Goals and Guiding Principles 40

SECTION 4 | TRANSPORTATION NETWORK ANALYSIS 42

4.1 – Introduction 42
4.2 – Study Area Conditions 43
4.3 – Parking Demand Analysis 51
4.4 – Traffic Capacity Analysis 57
4.5 – Conclusions 61
4.6 – Recommendations 61

SECTION 5 | UTILITY INFRASTRUCTURE SYSTEM 63

5.1 – Storm Water Drainage 63
5.2 – Sanitary Sewer 65
5.3 – Water Distribution 66
5.4 – Overhead Electric and Roadway Lighting 67
5.5 – Traffic Signal Facilities 70
5.6 – Gas Distribution 70
5.7 – Communication 70
5.8 – Irrigation 71

SECTION 6 | DOWNTOWN MASTER PLAN VISION 72

6.1 - Introduction 72
6.2 - Historic Downtown Identity 73
6.3 - Streetscape Features 76
6.4 - Signage & Way-Finding 87
6.5 - Streetscape Furnishings 93
6.6 - Street Trees, Landscaping, and Irrigation Plan 97
6.7 - Festival & Special Event Accommodations 100
6.8 - Connectivity to the Branson Landing Development 109
6.9 - Public Restrooms & Trolley Stops 114
6.10 - Goals & Objective Implementation Summary 116
6.10 - Sustainability Design Elements 116

SECTION 7 | IMPLEMENTATION STRATEGY 119

7.1 – Introduction 119
7.2 – Alternate Implementation Strategies 122
7.3 – Opinion of Probable Cost 127



SECTION 1

Introduction

SECTION 1

Introduction

The City of Branson was formally incorporated in 1912 and is currently home to approximately 10,000 people in southwest Missouri. The City is known as a favorite tourist destination for family friendly recreation and entertainment, with over 7 million annual visitors. Situated along the banks of Lake Taneycomo, the downtown has always embraced the natural beauties and recreational offerings that the Ozark landscape provides.

The historic downtown has defined its city through the years, and provides a backdrop for memories and experiences that are still very much alive. Many of these experiences and memories are re-visited annually by the many families that make Branson their destination for reunions, summer vacations, and holiday shopping. As Branson lives up to its name as the "Live Entertainment Capital of the World" a focus on the thriving downtown district continues to be vital for the preservation and celebration of the unique history, culture, and offerings that can only be found on America's Main Street.

America's Main Street
Branson has a Long History of Celebrating Ozark Heritage throughout the Streets of the Historic Downtown Area.



The effort summarized in this document marks the beginning of a new effort to enhance the visitor experience, spark building investment, accommodate community events, and embrace the authentic heritage and history of the downtown.

This plan, developed with the help and participation of the entire community and the many people who love the historic downtown for its past and future prospects, is designed to serve as a guide towards defining and fulfilling this new vision for the community.

1.1 – Plan Context

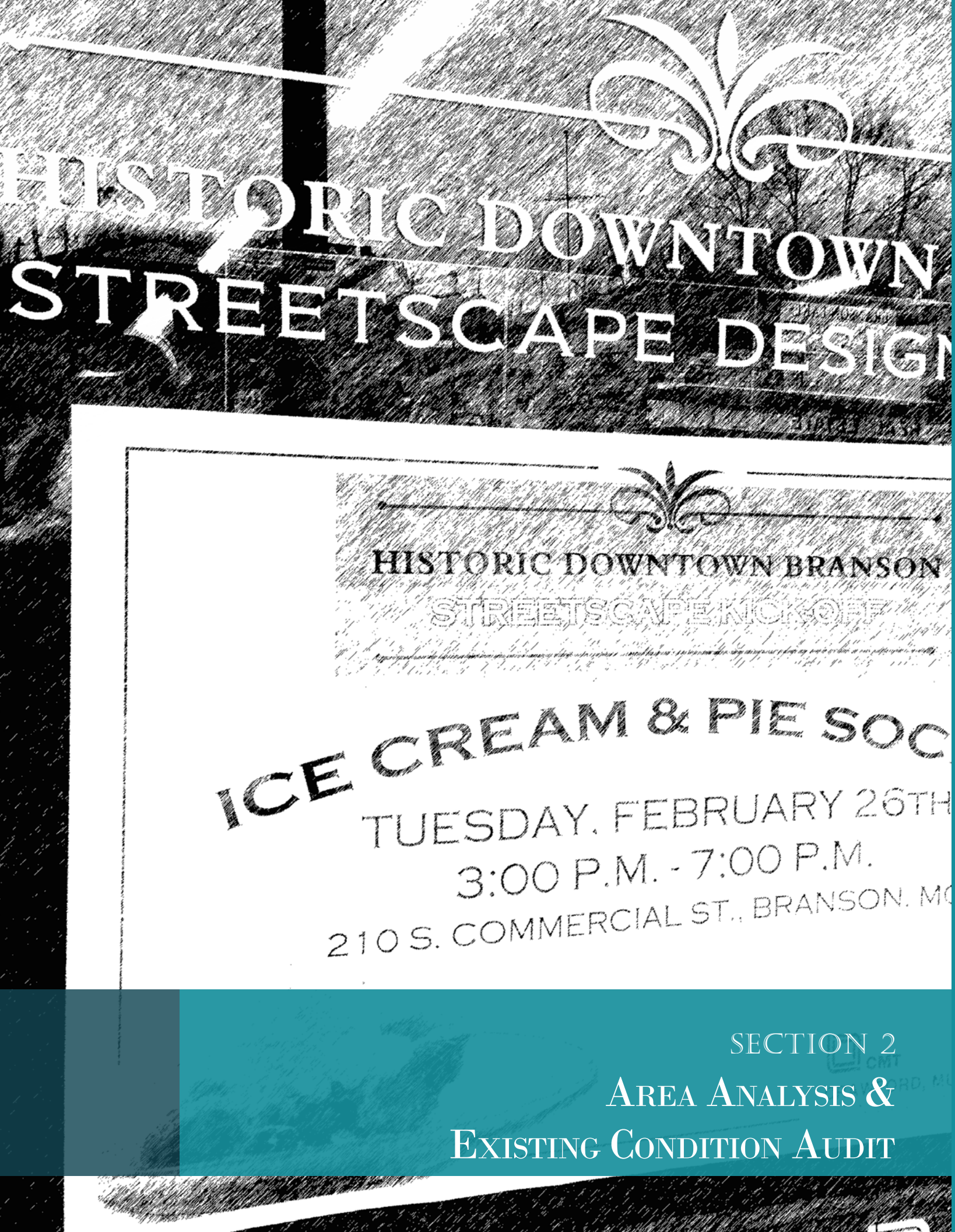
The community has identified the need to make a substantial investment in the historic downtown to enhance the visitor experience and continue to provide unique offerings for over 7 million annual visitors. The study area is bounded by Veterans Blvd. (Business 65) on the west; Branson Landing Blvd. on the east; E. Maddux St. on the south; and W. Oklahoma St. on the north. The original study area is illustrated in Exhibit 1 as the yellow area with the blue dashed outline.

Towards the end of the planning process for the original study area, the additional study area shown in dashed red outline was determined to be essential to the limits of the revitalization effort. This additional area was added to the overall study limits and has not been completed or summarized as part of this report. The area is vital to the connectivity and other revitalization efforts on Hwy 76 (The Branson Strip). The possibilities for the area is dependent on jurisdictional transfer discussions with MoDOT, who currently has jurisdictional rights to the Hwy 76 (Main Street) corridor from I-65 to Veterans Blvd. Based on progress related to the jurisdictional transfer negotiations with MoDOT and the Community Improvement District expansion, it has been recommended that finalizing the study related in this area be tabled until resolution has been reached. An official addendum to this master plan will be issued to address this limit extension at a later date.

The plan also explores the overall impact that vehicle traffic has on the downtown area. Traffic data was obtained within the original study area at blue dot locations illustrated in Exhibit 1. A complete traffic analysis is included in the plan and is summarized in Section 4 of the master plan report.

Exhibit 1
Master Plan Study Area.





SECTION 2

Area Analysis & Existing Condition Audit

SECTION 2

Area Analysis and Existing Condition Audit

2.1 – Area Context & Historical Summary

The Downtown continues to offer visitors a unique and authentic experience that can only be found in Branson. The draw and attraction to the area stems from many contributing factors, but with over 7 million annual out-of-town visitors, it's clear that Branson continues to thrive on the tourism economy. A closer look into what differentiates Branson from many other destinations was examined at the onset of the planning process. A SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis was performed to help define and shape the perspective and approach towards the development of the vision in Section 6 of the report. Like many historic districts throughout the country, Branson has its own unique story and a history that provides vital perspective on the local area.

Branson, MO was incorporated, on April 1, 1912, with 1,200 residents. Shortly thereafter, the notion of Branson as a resort town began to take root. The right kind of industry and infrastructure emerged for a resort community to evolve such as; a commercial ice plant, a soft drink bottling plant, a candy factory, an ice cream factory next to the waterfront and soon dams began creating lakes. The first visitors to Branson, Missouri were lured by the water.

The first dam across the White River created Lake Taneycomo, which became a destination for those who loved the challenge of bass fishing, and for those who loved the serenity of the placid lake. The dam and lake also created a resort town that was known nationwide-Rockaway Beach. The water drew enthusiasts, adventurers who relished the challenge of the unknown. By the 1930's Lake Taneycomo area offered an affordable vacation get away. The area enjoyed increasing tourism due to its ease of accessibility by car or train from distant or nearby cities. The tourism helped the town's businesses survive through the Depression and banking industry failures.

Downtown Railroad Depot
The railroad crossing at Main Street was the arrival center for out-of-town visitors to Branson.



After World War II many craftsmen, artists, and retirees came to the area. In the late 1940's the Hugo Herschend family visiting from Chicago were struck with the potential of the area, as well as that of Marvel Cave, which is located 20 miles west of the City of Branson and drew a few thousand people a year. The family leased the cave and moved here. Hugo, Mary and their sons, Jack and Peter, worked to establish cave tours. When Hugo died, the three continued, improving the cave and exploring new areas for development.

Preparations for the construction of Table Rock Dam began in 1954, and was completed in 1959. The water rose to its expected average level, and Branson's citizens were relieved that floods no longer threatened their waterfront.

White River Flooding
The White River Flooding in the downtown was mitigated in 1954 with the construction of the Table Rock



Tourists came in growing numbers to enjoy the big new lake, the Herschends' 1890's Silver Dollar City theme park, and the Trimbles' new outdoor theater at the Shepherd of the Hills Farm. Resorts near Branson and downstream encouraged their guests to fish and visit the area's new attractions. Meanwhile, an enterprising family, the Mabes, from Springfield, Missouri began the Ozarks Jubilee, a music show. In 1959, the Mabes moved their show to the basement of Branson City Hall, where they set up 50 folding chairs. Since their "theatre" was also the police station, they had to put away the stage after every performance. The group called themselves the Baldknobbers: there were brothers Bob, Jim, Bill, and Lyle Mabe, and friend Chick-Allen.

Live Music & Entertainment
The Baldknobbers



In 1960, when tourism increased rapidly in the area, the Missouri Pacific cancelled all passenger service on its White River Line. With so many visitors forced to arrive by automobile, traffic on winding U.S. 65 to Springfield often slowed to a crawl. To shorten and straighten the 75 mile route to 40 miles, blasting crews and earth moving equipment constructed a road through the limestone hills between Springfield and Branson. A two-lane highway with an alternating third passing lane was completed in the mid 1970's. The bypass rerouted U.S. 65 away from Branson's congested downtown business district with new improvements to the interchanges at Highway 76 and at Highway 248. In the 1990's the CBS show 60-minutes featured Branson as a family-friendly affordable destination as development and popularity in the area continued to grow.

Main Street
Looking west towards downtown from Lake Taneycomo



Although the music scene is broadening, the area maintains its culture of the American "country," with family values and family activities. Residents work to preserve the natural Ozarks' beauty while accommodating development. They strive, in the midst of economic boom, to maintain the small town family atmosphere, the friendliness and trust of the Ozarks.

Branson continues to educate visitors with tours of many historical significant sites located within the historic downtown area. The downtown walking tour pamphlet is included in **Appendix 2A** and can be found at the Branson Centennial Museum.

2.2 - Strengths

From history we can understand many of the strengths that the historic downtown has to offer. There are many factors that make downtown Branson very unique in the appeal and offerings to visitors. Some of the key strengths in the downtown area are summarized below.

Human Scale

There is a human scale to the existing buildings and infrastructure in the historic downtown area that is very relatable and does not feel overwhelming or sizable in nature. Unlike larger metropolitan areas, the surrounding buildings are inviting and welcoming, a true reflection of the Ozark heritage and sense of community that exists in the area. The slogan for the Downtown Business Betterment Association (DBBA) is "Always feels like coming home".

Eclectic & Authentic

The downtown offers a variety of unique and authentic experiences that contribute to the appeal and economic viability of the district. Restaurants, theaters, and retail all offer a unique and memorable experience for those visiting the downtown area. The culture and heritage is embedded into the architecture and thriving small business environment found in this small town setting. The existing land use and second floor building exhibits are included in **Appendix 2B** and are summarized in **Table 2.1**.

Land Use Type	Total Square Feet
Office	26,105 (2.8%)
Service	34,472 (3.7%)
Auto	7,372 (0.8%)
Retail	134,339 (14.5%)
Civic	12,479 (1.4%)
Industrial	18,571 (2.0%)
Public Facility	9,552 (1.0%)
Vacant	20,482 (2.2%)
Restaurant	30,538 (3.3%)
Entertainment	16,390 (1.8%)
Commercial Recreation	9,875 (1.1%)
Lodging & Hospitality	157,882 (17.1%)
Parking - Public	100,109 (10.8%)
Parking - Private	251,602 (27.2%)
Cemetery	94,451 (10.2%)

Table 2.1
Existing Land Use - Historic Downtown Branson

Defined Boundaries

The downtown core is a well-defined area that is bounded by Veterans Blvd. (Business 65) on the west; Branson Landing Blvd. on the east; E. Maddux St. on the south; and W. Oklahoma St. on the north. The downtown encompasses a compressed area of approximately 6 blocks (north-south) and 3 blocks (east-west) as shown on **Exhibit 2.1**. The strength of the well-defined historic downtown area contributes to the ability of visitors to experience the downtown

Exhibit 2.1
Historic Downtown Study Boundary



area without having to traverse long distances over a large expanded space. The experience is confined to the smaller area and generates positive energy with available destinations within the boundaries.

Large Quantity of On-Street and Garage Parking

Parking within the historic downtown is plentiful, with diagonal parking on both sides of the streets within the downtown area. There are also numerous parking garages and parking lots located throughout the downtown to provide parking for visitors, local businesses, and employees. Although parking is considered a precious commodity during peak tourism season and special events, it appears that the downtown area has adequate parking when compared to other similar case studies. In fact, the downtown has a total of 13 handicap parking spaces. The ADA code recommends the implementation of 7 handicap spaces for every 201-300 spaces. It appears that the City is providing adequate handicap parking based on this criteria. Due to the level and relatively flat grades on Commercial Street, a majority of the handicap spaces are located along Commercial Street, with a limited number along Main Street. Due to the high demand for these accommodations based on Branson's visitor demographic, it will be a priority to continue to accommodate this need in the final plan. A complete parking analysis is included in **Section 4** of this report.

Table 2.2
Existing Free Public Parking (Within the Study Area)

Street Name	Existing Free Parking Spaces	Existing ADA Spaces
On-Street Parking		
Commercial Street	142	7
Main Street	90	0
College Street	9	0
Pacific Street	20	0
Atlantic Street	16	0
Sycamore Street	21	0
TOTAL	**298**	**7**
Public Parking Lots		
Old City Hall	26	2
Awbery Lot	65	4
Reish Lot	66	0
TOTAL	**157**	**6**

Exhibit 2.2
Existing Parking



Economic Generator

According to the Branson Convention & Visitors Bureau over 12% of all visitors to Branson are visiting the area for the specific purpose of spending time in the historic downtown and Branson Landing area. This puts the downtown into a good position as a primary activity destination for visitors to the area.

The City of Branson has a general sales tax on retail sales plus a tourism tax on tourism-related sales such as lodging, attractions and restaurants. The community improvement district (CID) also collects a sales tax within the district limits that is used to help market and improve the downtown. The sales tax in the downtown generates a significant amount of revenue for the city. A summary of the sales tax receipts for the downtown area is reported by the city's finance department and is included in **Appendix 2C**. A contributing factor to the success of the downtown is also its location and close proximity to the Branson Landing development, which has a special improvement TIF district sales tax and also contributes to the economic activity of the downtown area.

The current vacancy rate in the historic downtown limits at the time of the study was approximately 6.3% according to a 4th quarter report by CBRE Group, Inc and is well below the national average of 11.9%. This is a good indication of a steady economic environment for the downtown area and highlights the potential for additional revenue that can be generated by further reducing the existing vacancy rate and attracting new prospects as a result of the downtown improvements.

National Appeal to Veterans

As one of the country's top destinations for veterans, Branson hosts approximately 50,000 visitors per week from the veteran community. Some of the key activity generators include the annual Veterans Week, which includes a series of special events that pay tribute to the veteran community from November 5th through November 11th. The Veterans Day Parade is one of the major events of the biggest Veterans Homecoming celebrations in the nation and is currently in its 81st year of honoring the sacrifice of our service men and women in all branches of the military.

Special Events & Festivals

The downtown is host to many special events and festivals throughout the year. These annual festivities are an attraction to many local, regional, and out-of-town visitors and are a major activity generator for the downtown businesses. The Downtown Business Betterment Association (DBBA) coordinates and organizes 5 major annual events that attract visitors to the downtown area.

<u>Plumb Nellie & Armed Forces Day – May</u>

Plumb Nellie Day 2013



In April, 1960, Branson celebrated Plumb Nellie Days (Its theme is: Plumb Nearly Anything Goes Days). Plumb-nearly anything was permitted during this event where people loved to act and dress strangely. The 3,000 people who participated enjoyed Plumb Nellie Days' cakewalks, horseshoe pitching, hog calling, marble games, fishing contests, foot races, celebrity speakers, and band concerts have made this an annual event. In addition to the many craft vendors on hand, there are food vendors, demonstrations, live entertainment and a street dance that make this a truly unique event for Branson.



Fiddle Festival Stage - *2013 Event*

Fiddlers Festival – August

The annual Branson Fiddle Festival is a major draw to some of the most talented musicians in the country. In addition to the live competition, the 2-day event features food, demonstrations, strolling entertainers, workshops, and sidewalk sales. The festival is a showcase of national musical talent and highlights Branson's strong historical ties to musical entertainment.

Autumn Daze – September

Autumn Daze is a 3-day festival that features homemade crafts, food, live entertainment and more. Throughout each day the entertainment stage features live music from many of Branson's local entertainers. Crafters and artists from many states around the country highlight their unique product and skills. Shoppers will find a wide variety of items including wood crafts, quilts, clothing, knitted items, jewelry, hats, purses, ladies' accessories, toys, floral arrangements, ironworks and collectibles.

Veterans Day Parade – November

Branson's annual Veterans Day Parade is one of the nation's longest running parades, in its 81st consecutive year in 2014. The parade is one of the major events of the biggest Veterans Homecoming celebrations in the nation which runs from November 5 through November 11 every year. The Veterans Day Parade is a long standing tradition that is an inherent part of the way Branson honors Veterans, active duty Military personnel and their families.



Adoration Parade *2013 Event*

Adoration Day Parade – December

The adoration parade is in its 66th running in 2014 and showcases with the lighting of the largest area nativity scenes along the East bluff of Lake Taneycomo. The event begins at dusk and is centered on a parade that celebrates the true meaning of the Christmas season. It is the official kick-off to the holiday season. A copy of the parade route map is included as part of **Appendix 2D**.

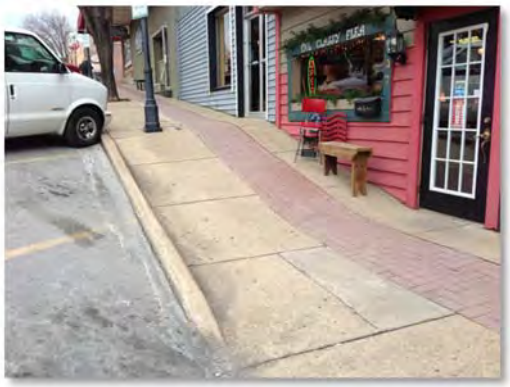
Parades, festivals, and special events in the downtown area are vital to creating a unique identity by showcasing the heritage and spirit of the local community. With a strong tradition and commitment to these special activity generators, the downtown area will continue to thrive and provide visitors with a unique experience. Consideration and careful design must be provided to accommodate these special events.

2.3 - Critical Issues & Challenges

The team performed a comprehensive and critical review of the existing downtown study area as part of the master planning process. Although there are many strengths and attributes associated with the downtown, it is clear that there are many critical issues and challenges that must be addressed to improve the visitor experience and achieve the project's goals and objectives. Some of the critical issues and challenges in the downtown area are summarized below.

Challenging Terrain

The Ozark region is known for its rolling and uneven terrain, with mountainous geographic characteristics that make walking portions of the area very challenging. Most notably, is "The Hill" on Main Street, from Commercial Street to Sycamore Street. Grades in this area exceed 10% and make pedestrian and vehicle travel very difficult. An exhibit illustrating the existing sidewalk slopes is provided in **Appendix 2E**. Providing improvements to access and American's with Disabilities Act (ADA) standards is a challenging and a vital component of the improvements to accommodate the disabled veterans, and the elderly visitor demographic to the downtown area. "The Hill" has created a physical divide and can be viewed as an obstacle in experiencing what the downtown has to offer. Improvements should be considered to address accessibility, and create areas of respite for visitors willing to make the walk.



Main Street Hill
Steep Grades Provide Challenges and Physical Divide in the Downtown

Quantity & Quality of Public Restrooms

The downtown currently has 2 public restroom locations to serve the high volume of tourists visiting the area. These are located in the Awbery and old city hall parking lots, where many visitors arriving by bus, trolley, or vehicle can utilize the public restroom facilities. The size of these facilities should be increased to accommodate the heavy peak hour use by tourists arriving by bus. The two locations are also prime to provide restrooms for many of the downtown special events that have high pedestrian activity.



Public Restroom Facility
Old City Hall Parking Lot Location

Although the park and recreation department should be commended on their maintenance and cleaning schedule, the facilities are outdated and in desperate need of replacement. For many visitors who arrive by bus, these restrooms form their initial impression of the Branson Community. The project will need to address the quality and quantity of public restrooms.

Vehicular Congestion

The majority of visitors to the downtown area use their own mode of transportation for travel. Personal vehicles provide more flexibility and allow visitors to explore many different attractions outside of the downtown area. However, there are many visitors who arrive by bus or are exposed to the downtown from the Branson Landing and Convention Center, located along Lake Taneycomo. Many of these patrons walk or utilize the existing trolley system within the CID District.



Main Street Traffic

With the combination of personal vehicles, recreational vehicles, trolley, and delivery trucks for local businesses and the convention center activities, the downtown area can seem very congested and crowded. Although this may be perceived as a negative, a tolerable level of congestion can lead to energy and attract people. A certain level of congestion is desirable if well managed to maximize safety for pedestrian and vehicular traffic.

Many of the intersections within the downtown area are stop sign controlled that lead to many indecisive movements and conflicts between pedestrian and vehicle traffic. Many of these stop control intersections have obscure sign placement that is accompanied by multiple distractions of the surrounding storefronts and pedestrian activity. Many of these factors contribute to traffic accidents within the study area. Traffic accident information was collected from the Branson Police Department and is presented in **Table 2.3**.

Traffic Accident – 06/14/2012 to 06/13/2013	
Street Name	**Reported Traffic Accidents**
Atlantic Street	0
Main Street	25
Commercial Street	0
College Street	1
Branson Landing Blvd.	57
Oklahoma Street	0
Sycamore Street	2
TOTAL (1 Year Period)	**85**

Table 2.3 – Traffic Accident Data

The large number of pedestrians and on-street parking also contributes to the congestion and mid-block crossing movements. Although there is not much that can be done to significantly improve congestion, the team will consider multiple improvements to help eliminate conflicts and increase safety for all downtown visitors.



Pedestrian Seating Main Street At Dick's 5&10

Lack of Outdoor Seating

Throughout the downtown there are an assortment of different benches placed directly in front of the storefronts within the sidewalk area. Although this seating is convenient for visitors who need to rest or escape the summer heat, the seating contributes to the sidewalk clutter and sometimes diverts a shopper's attention from looking into the store front display as they hurry past the seated pedestrians.

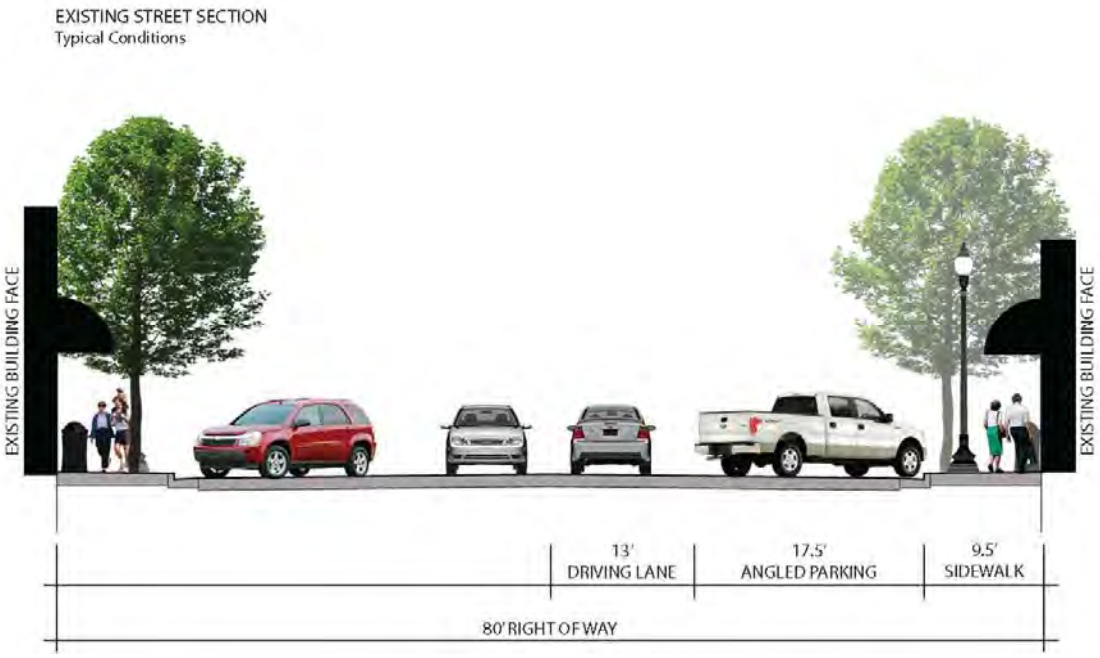
During peak tourist season there is a greater demand for outdoor seating. The typical Branson visitor tends to be older and enjoys being in the open air. This places a premium on outdoor seating. Some look for respite from the challenging terrain, while others enjoy the experience of outdoor people watching. Nevertheless, there needs to be a more consistent appearance and arrangement to the outdoor seating. With well-conceived design and implementation, additional outdoor seating should be implemented to enhance the visitor experience allowing people to spend more time in the downtown.

There is limited seating near high traffic pedestrian locations such as restrooms, trolley stops, and bus staging areas. With limited seating at these locations, visitors are less likely to ride the trolley or utilize the public restroom facilities. Additional seating at these key locations will be considered as part of the recommended improvements.

Pedestrian Barriers & Accessibility Requirements

Like many downtown areas, the use of available space within the existing right-of-way is a valuable space that can make or break the pedestrian experience. A strategic approach to organizing this space is necessary to increase safety. The existing typical section is shown below in **Figure 2.3**.

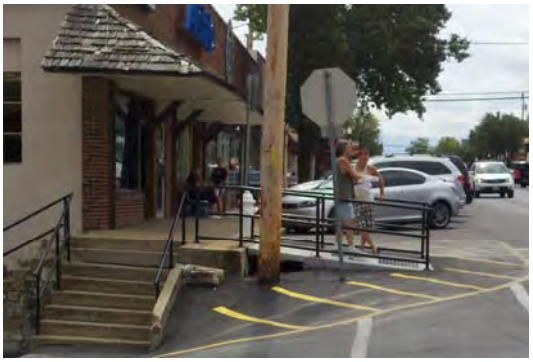
Figure 2.3
Existing Typical Section



There are many barriers contained within the pedestrian walkway throughout the downtown area. Benches, light poles, signs, trash cans, recycling bins, fire hydrants, trees, newspaper stands, cigarette urns, mailboxes, planters, and many other barriers impede pedestrian traffic. The result is limited capacity to accommodate pedestrians.

In addition to the cluttered sidewalks, the downtown has serious challenges in accommodating access and complying with the American with Disabilities Act (ADA) requirements. Due to challenging terrain and the elevation of storefront entrances, many buildings and cross walks are not accessible by people with disabilities. Although some of the existing conditions can't be changed, it is the responsibility of the city to make every effort to comply with the ADA requirements. Branson's visitor demographic and large appeal to disabled

veterans makes this issue even more important to accommodating these visitors. A few examples are illustrated below.



Commercial & Atlantic
Extreme Grades Make Crosswalk Ramps Difficult to Accommodate Pedestrian Connections & Accessibility



Main Street
Steep & Uneven Grades Provide Challenges to Pedestrian Access on "The Hill" between Commercial & Sycamore



Veterans Blvd.
Multiple Stair Landings Result in Dead-End for Disabled Pedestrian Visitors



Main Street Pedestrian Barriers
Planters, Light Poles, Utilities and Street Furniture make it Difficult to Maneuver a Wheel Chair



Main Street Pedestrian Barriers
Newspaper boxes are very prevalent in the downtown area and add to the congested sidewalks



Main Street & Veterans Blvd.
Pedestrian Crosswalk Push-Buttons are Not Accessible from the sidewalk

Streetscape Furniture

It is evident that the downtown can improve the pedestrian sidewalk area. Organization and design elements can increase walkability, safety, reduce congestion, and enhance the visitor experience. A complete analysis and inventory was taken for all street furniture within the downtown study area and is presented in **Appendix 2F**. A tabulation of observed street furniture is summarized below in **Table 2.4**.

The existing streetscape furniture in the downtown area is comprised of dark green, plastic coated metal grate benches (without backs) that were installed in the early 1990's. In a couple of locations, adjacent shop owners have constructed or purchased their own furniture and placed the benches outside of their stores. The current quantity of furniture available to the public is limited and insufficient to handle the crowds on a typical Saturday in the summer. The limited seating is a result of a narrow sidewalk adjacent to the storefronts (less than 10 feet). The lack of width in the sidewalk area causes conflicts with trees, trash containers and benches that result in pedestrian access issues. The key to

providing adequate space along the sidewalk for seating when the sidewalks are so narrow is to locate the seats either in bump-outs at the corners (intersections) or in bump-outs at midblock locations.

Table 2.4
Street Furniture Summary

Street Furniture	#
Trash Can	25
Ash Urn	9
News Stand	28
Recycle Can	6
Bench	40
Decorative Furniture	11
Planters	24
Vending Machine	2

Items that are located in the streetscape should be maintained to the highest level of cleanliness, appearance and usage. Low maintenance characteristics are important for successful streetscape furniture. A quality streetscape must continue to look good over time. Long-term maintenance is a critical design determinant and is a serious matter for both the City and the community. Community stewardship can help stretch City resources, and the downtown should stay involved in both the design and maintenance processes.

The city should consider an upgrade to the existing furniture as part of the improvements. A consistent appearance, along with a total re-organization of the furniture placement will be proposed. Special consideration will be given to Branson's heavy smoking population and the city should consider if replacement of the ash urns should be included in the project. It has been discussed that a large amount of debris is generated from local and visitor cigarette butts and special ordinances should be considered to promote a more healthy and enjoyable experience for families with non-smoking visitors.



Benches
Existing Bench



Trash & Recycle
Existing Trash & Recycle Can



Ash Urn
Existing Ash Urn



Community Outdoor Seating
Seating to Accommodate Multiple People



Accommodating Uneven Terrain
Many Unique & Different Applications

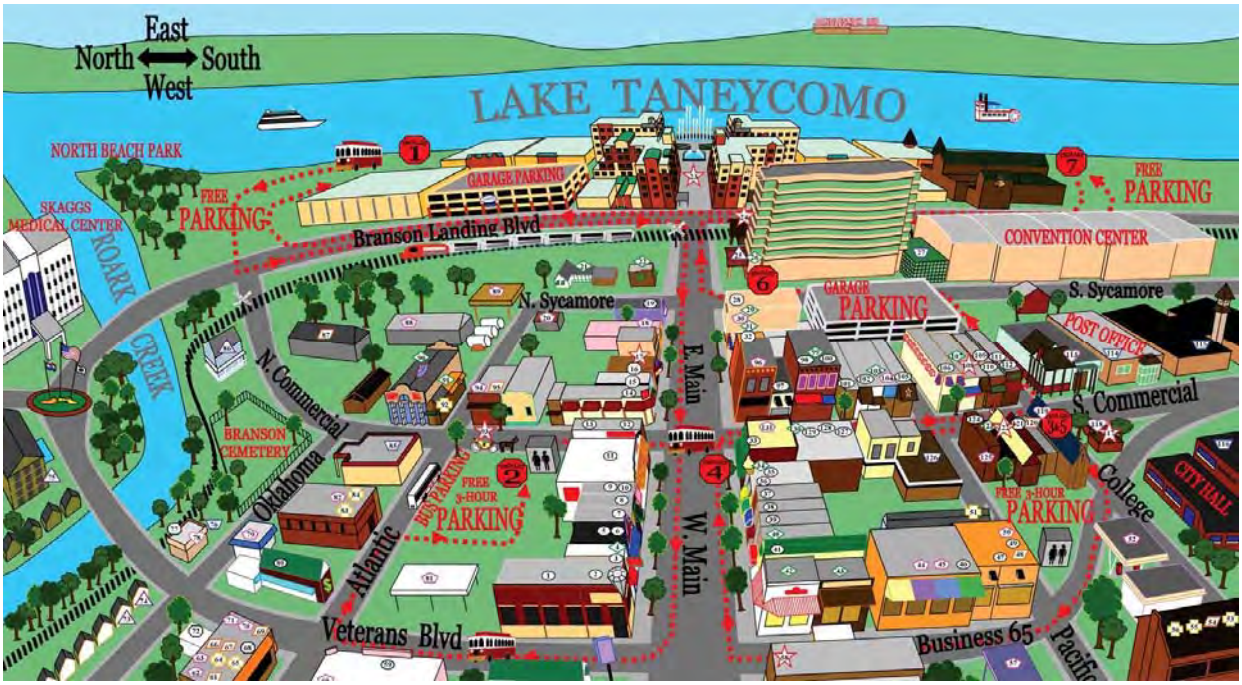


Bike Racks
Lack of Bike Racks

Trolley Utilization & Accessibility

The Community Improvement District (CID) currently funds and manages the downtown public trolley service. The trolley has been branded and marketed as "Sparky" and currently provides the general public free transportation within the CID District Boundaries. A map of the existing trolley route is shown below in **Figure 2.4**.

Figure 2.4
Trolley Route Map

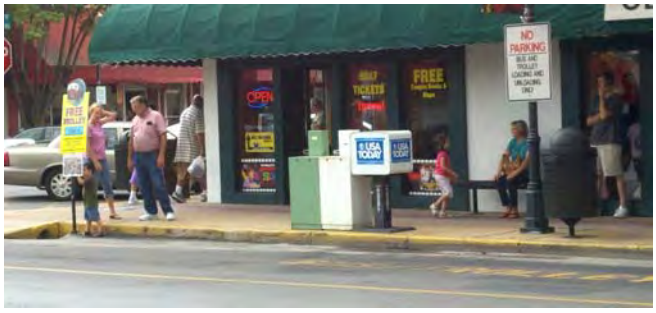


The trolley currently operates daily from March to December between the hours of 10 AM and 6 PM except for Thanksgiving and Christmas. There are two separate trolleys that run in a constant loop and pick-up every 15 minutes during normal operating times. The trolley ridership is very successful and averages approximately 5,000 users per month. A tabulation of the ridership history is provided in **Appendix 2G**.

There are currently 7 stops along the existing trolley route, with stops designated with signage and route information shown below. The team strongly believes that the trolley is underutilized and recommends implementing landmark trolley stop structures that can provide enhanced seating, restrooms and real-time pick-up and wait times.



Existing Trolley Stop Signage



Existing Trolley Stop Location
The Existing Stop Located at Main & Commercial Illustrates the need for better signage and seating.

Signage Pollution & Lack of Consistent Way-Finding

Signage and wayfinding is critically important to areas that attract a higher volume of out-of-town visitors. It's important to consider signage outside of the destination location area that can help direct visitors to key points of interest from major arterials and points of entry into the downtown. Advanced wayfinding that has a consistent look and is easily identifiable can help direct traffic and inform the public to make clear and safe decisions.

One of the largest contributing factors causing congestion and visitor confusion is attributed to inadequate signage and wayfinding implemented within the project study area. As the team studied the downtown area, it became evident that there was excessive, conflicting, and confusing signage. The amount of information being conveyed to the motorist and pedestrian was overwhelming and sometime contradicting. The primary focus should be to provide consistent wayfinding and signage for pedestrians and vehicular users.



Commercial Street & College Ave.
A great example of the existing signage pollution is illustrated with the 8 existing signs all located within 20 feet. Many of these signs are conveying different messages and are of little use to the public. In fact, multiple signs within such close proximity are distracting & ugly.

As part of the existing condition analysis, the team took an inventory of all the existing signage in the downtown area. The complete inventory is shown in **Figure 2.5** below and is included in **Appendix 2H**.

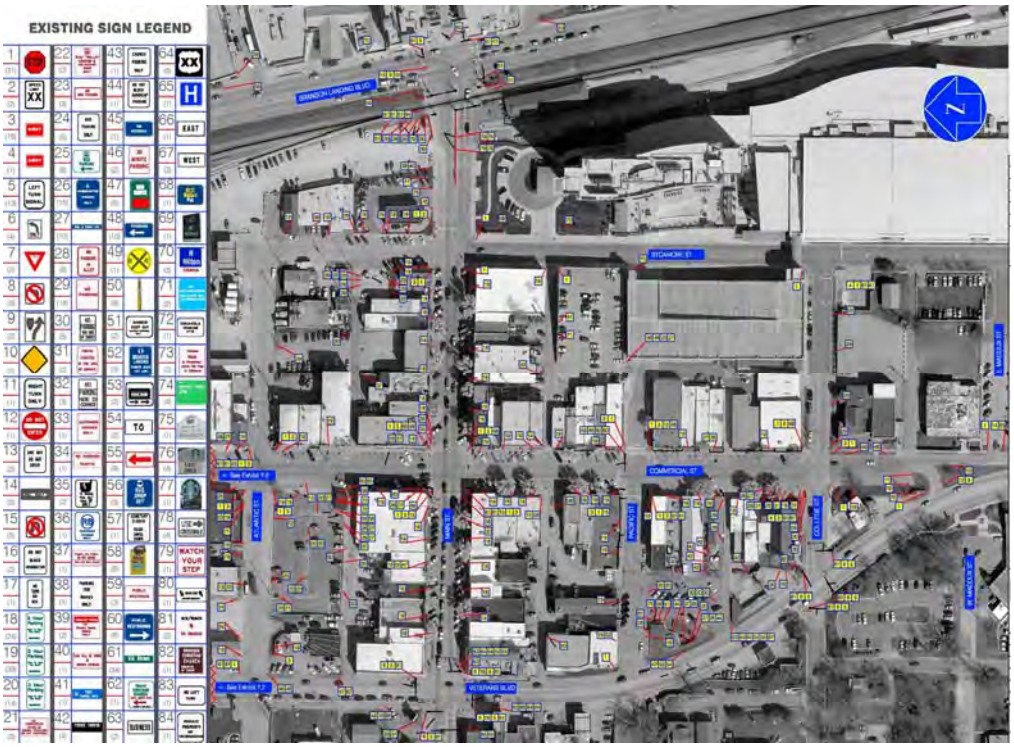


Figure 2.5 - Existing Signage Inventory
There are over 500 informational signs located within the downtown area. Some are necessary and should remain, but others can be eliminated or consolidated to help eliminate confusion.

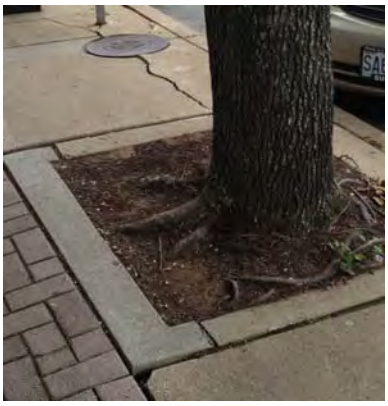
There are over 175 parking signs located within the downtown area. This is excessive, and should be addressed in the plan.

Landscaping

The existing street trees in downtown Branson are Pyrus callerana "Bradford", Bradford Pears, which were planted in 1992 by the Downtown Betterment Association. There are currently 32 trees remaining. Multiple problems can be directly attributed to these trees including: Heaving and cracking of the sidewalk pavement due to invasive root growth; damage to buildings due to tree branches rubbing on the structures; multiple split canopies and broken branches due to high winds and winter ice storms. The accumulation of leaf litter, dead branches and bird droppings due to the dense canopy are also attributed to the trees.

Planter areas and low-level landscaping elements are also part of the downtown landscaping. There are only a limited number of planter bed areas in the downtown area that are maintained by a combined effort of the local business owners and volunteers from the tree board. These areas must be improved and equipped with adequate irrigation to maintain the landscaping through Branson's heated summer season.

New street trees will be an important component for the Downtown Branson Master Plan. Through the initial visioning process with the citizens of Branson it was highlighted that the planting of trees and the shade they provide in the streetscape is a priority for the community. "Create more shade" was a key issue during the public input period and it ranked high in the list of overall needs/wants of the community.



Existing Bradford Pear Trees
Open Tree Wells and Exposed Roots Create Safety Issues and Long Term Maintenance Concerns for Sidewalk and Underground Utilities.



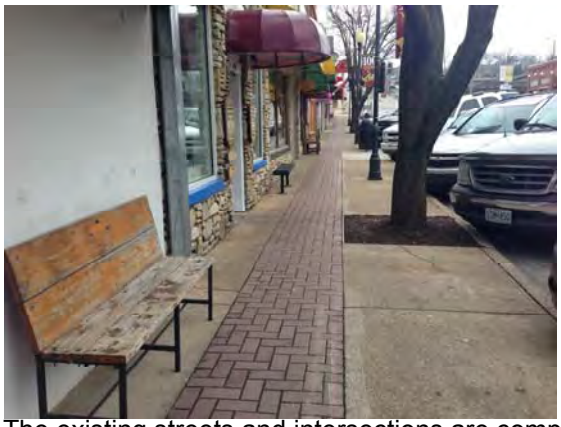
Existing Planter Curbs
Existing Planter Curb Areas are in Need of Permanent Irrigation & Commitment from Local Stakeholders on Long Term Maintenance.

Conflicts with Existing Buildings & Awnings
Pictured Above is an Example of Trees in the Downtown Competing with Overhead Building Awnings for the Necessary Sunlight and Growth. The Existing Tree Species Could Result in Damage to Surrounding Buildings.



Hardscape & Pavement Conditions

The existing hardscape elements associated with the historic downtown are unique in nature and were studied by the team as part of the existing condition analysis. In general, the existing sidewalk and pedestrian route is characterized by concrete with an existing red brick ribbon down the center of the walkway. The brick ribbon has been grinded in many areas to eliminate uneven settling that has occurred where the brick and concrete sidewalk join. Consideration to this settlement and potential trip hazard should be addressed as part of the project.



Existing Pedestrian Walkway
The existing pedestrian walkway consists of concrete and a brick paver ribbon. Pictured below is evidence of grinding to eliminate raised edges between the sidewalk and pavers.

The existing streets and intersections are composed of asphalt pavement and are in generally good condition, but do exhibit signs of cracking and rutting in some areas. Excessive grades and high volume of stop and go traffic is a factor that must be considered during the proposed pavement recommendations. The existing pavement is scheduled to be replaced as part of the underground utility and geometric improvements to the downtown.

At the intersection of Main & Commercial Street, there are commemorative granite pavers that pay tribute to each branch of the military. Branson's tribute to the military must continue and be a consideration during the vision of the project. The plaques and pavers are intended to honor the large population of veterans who visit the community and downtown area. The hardscape is also accessorized with many commemorative plaques at light pole and tree locations provided by agencies and individuals who funded some of the downtown amenities.



Existing Commemorative Plaques
The existing plaques pay tribute to past donors and advocates of the downtown amenities.



Existing Military Pavers
The existing granite pavers are located at the intersection of Main & Commercial.

The existing intersections in the downtown accommodate pedestrians with painted cross-walks and concrete ramps from the sidewalk to the street. Due to the challenging grades, these ramps are typically substandard and have drop-off edges that could be potential fall and tripping hazards. Many of these ramps do not have the necessary ADA detectable warning strips that are now required. Many visitors to the downtown have been observed congregating and

assembling in groups at these intersection ramp locations, causing delays on the high volume of traffic on Main and Commercial Street. Strong consideration will be given to accommodating pedestrians at these intersection corners and increasing safety in the transition from the sidewalk to the street level.

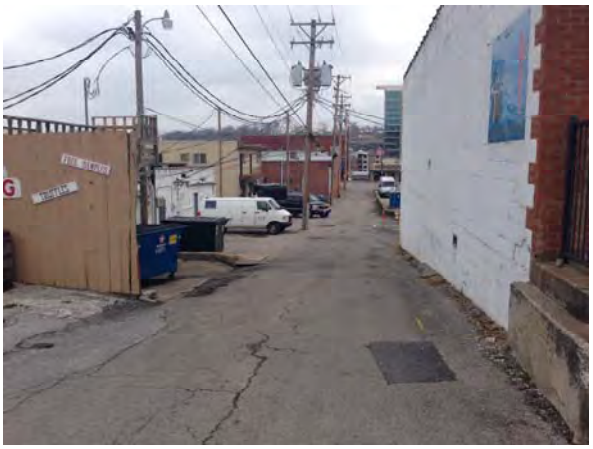


Existing Intersection Ramps
The existing pedestrian ramps at intersections is shown to illustrate the drop-off and dead space between diagonal parking spaces.

Alleyways

The downtown has a large network of alleyways that have a vital purpose for all businesses. The alleyways in the downtown generally run east-west and provide essential access to the backs of buildings and businesses. The alleyways also serve as the major utility corridors and provide electric, sanitary, gas, and communication service to much of the infrastructure in the downtown area.

The existing alleyways in the downtown area play a major role in the function of business and serve as the backbone for most utility services. It's evident that the condition of the alleyways have been deteriorating over the years with recent utility upgrades and pavement patching. There's also a disorganization associated with much of the alleyway system that has resulted in clutter and highlights a lack of upkeep on many of the buildings. Some areas have narrow and confined spaces used for drainage or elevation changes between buildings. These locations have many safety concerns and are a contributing factor towards visitor comfort during nighttime conditions.



Existing Alleyway – Between Main & Pacific
Pavement Patching, Dumpsters, Utilities, and Parking all contribute to the functionality of the alleyway system.



Narrow Walkways
Dark and Narrow Walkways between buildings



Existing Alleyway
Between Main & Atlantic
Deteriorating Pavement

There's limited lighting in the existing alleyways with limited fixtures attached to existing utility poles. Strong consideration must be given to enhancing the lighting in the alleyways to help reduce crime and increase safety.

Parking is another contributing element to the disorganization and narrow, sometimes impassable alleyways. Many business owners utilize available space behind buildings for employee parking. While this is not uncommon in urban areas, a more organized approach may help with the appearance and functionality of the alleyway system. While improvements may help, enforcement and implementation of municipal building codes will help turn the alleyways into an attractive corridor for pedestrians and vehicles.



Existing Alleyway – Between College & Pacific
Underground Utilities, Significant Drop-Offs for Storm water Drainage, and Lack of Lighting are Factors to Consider when proposing improvements.



Existing Alleyway – Between Main & Pacific
Existing Murals and Wall Art are evident in a number of alleyways in the downtown, providing a great display of culture and local talent.

2.4 – Open Space & Gathering Areas

Amongst all of the shopping, restaurants, and attractions to the historic downtown area, visitors seek out open space or areas to gather. Visitors need a location to familiarize themselves within a new environment and discuss logistics

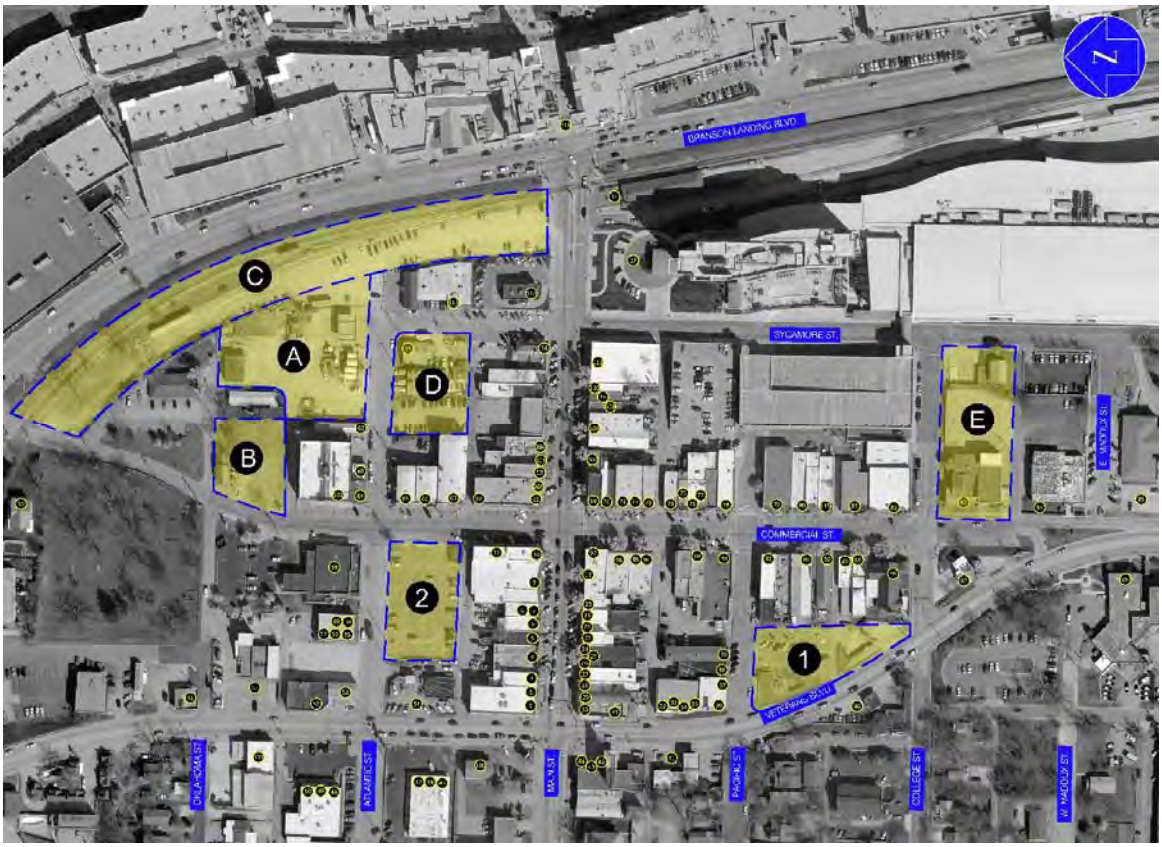


Figure 2.6
Existing Properties Identified as High Potential for Redevelopment & Consideration during the Master Plan Implementation

associated with the downtown experience. They also need space to decompress from the travel to get them to the particular destination. This is especially evident at the designated tour bus parking location along Atlantic Street.

The team looked to vacant or blighted areas within the study limits to provide potential open space. Two particular areas were identified as having a high potential and are listed as areas 1 & 2 in **Figure 2.6**. Areas "A" through "E" were identified as other high potential properties for redevelopment.

The Awbery Parking Lot

Currently, the Awbery parking lot, located at the corner of Atlantic and Commercial Street is one of two locations that has public restrooms. The area is less than one block from the core downtown area and also serves as the drop-off location for many of the tour buses that visit the downtown. The open space parking lot also serves as one of the only gathering areas outside of specific stores or the pedestrian sidewalk area. It's recommended that this area be considered with improvements made to accommodate a high volume and visibility of out-of-town visitors.



Figure 2.6 - #2 (Awbery Parking Lot)
The existing Awbery Lot is the site for many of the City's street festivals and serves as the city's tour bus loading zone along Atlantic Street.

The Old City Hall Parking Lot & Branson Christian Church Property

The existing property along Veterans Blvd., between College and Pacific Street is significantly lower in grade than Veterans Blvd. and serves as a public parking lot with remnants of the old water fountain and building foundations. The area is sub-divided and is owned by the city and the Branson Christian Church.

The parking lot owned by the city contains the second of two public restroom facilities located within the downtown. The parking lot provides much of the overflow from on-street parking and can accommodate approximately 26 parking spaces.



Figure 2.6 - #1 (Old City Hall Parking Lot & Church Property)
The existing Church property shown is blighted and suitable for improvement. Possible partnerships with the Church may result in improvements and connectivity to the existing parking lot and City Hall.

The area between the parking lot and College Street is owned by the Church and accommodates parking for a few cars to the lower parking lot level and upper rear church entrance access. The area is unkept, with deteriorating foundation walls of old buildings. The area does not have the necessary handrail and other items required by local building codes. The area provides a great opportunity for a public-private partnership to help create an attractive outdoor space. Restoration of this area has the potential to address many of the goals and objectives for the project (Listed in Section 3). Numerous options were discussed for the area and will be presented in Section 6 of the report.

2.5 – Development Opportunities

Morris Oil Company Property

The abandoned gas station and fueling center is currently for sale. The facility is very industrial in appearance and no longer fits within the urban shopping and convention center district. The property is surrounded by a railroad and construction company and is prime for potential development. The industrial function of the property seems outdated and adds to the tired look for this portion of the downtown district.

In an attempt to increase multi-modal transportation and more efficiently serve the heavy tourism bus traffic, the team thought this area would be well served as a multi-modal transportation facility. Although this conversion is not included in the original scope of work, the potential for this area should be considered during the implementation of the plan.

Figure 2.6 - "A"
Morris Oil Property
The abandoned gas station is a prime location for a multi-modal facility.



Branson Scenic Railroad Property

The Branson Scenic Railroad currently owns the existing gravel parking lot along Branson Landing Blvd. with entrances on both Atlantic and Main Street. The existing lot is used exclusively for patrons of the Branson Scenic Railroad and is not open to the public. In addition to the parking lot, this area is also used as a railroad maintenance yard and holds railroad car parts for servicing and maintaining the passenger rail cars.

The property is vital to the railroad's business and is not aesthetically pleasing. Although a partnership with the railroad may be worth pursuing, the railroad has

Figure 2.6 - "C"
Branson Scenic Railroad Parking & Maintenance Yard
The existing gravel lot is private parking for paid Branson Scenic Railroad Customers.

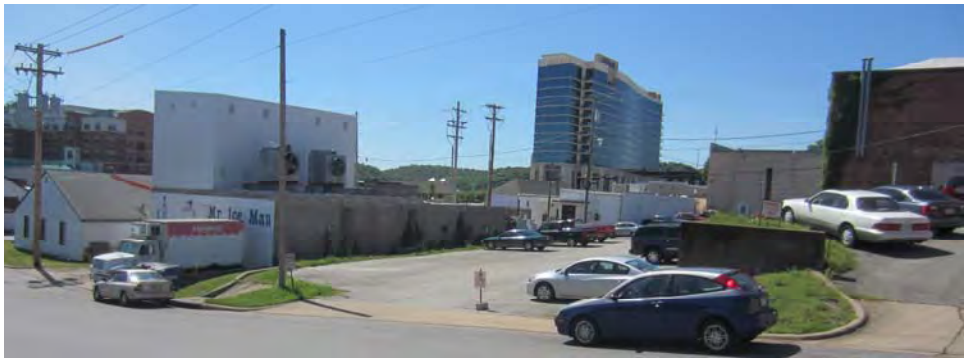


not been willing to share parking with visitors to the Landing or the downtown area. However, there may be other partnerships available on this property as the downtown continues to develop and grow. Paving this gravel area into a more defined parking lot, may help traffic flow and accommodate more organized parking within the property boundaries. The property is a key divide between the Landing and the historic downtown district. Any improvements within this property would help bridge this divide and help match adjacent aesthetics of the area.

Mr. Ice Man Property

This property is located at the corner of Sycamore and Atlantic Street. The property is home to an ice making company that fabricates and services ice machines and refrigerants. It has numerous delivery trucks and service vehicles that park along the Atlantic and Sycamore building entrances. The existing structure is an aged industrial building and is located across the street from "Rocky's", a favorite local bar and Italian restaurant. It is also within close

Figure 2.6 - "D"
Mr. Ice Man Property
The existing Mr. Ice Man Building and parking lot are located near many restaurants and shops in the downtown.



proximety of the Starbucks coffee shop. Its location and relevance to the surrounding area is becoming obsolete and is prime for re-development with the other industrial type facilities in the northern part of the study area. The city should be conscious of redevelopment opportunities in this area of town. Additional restaurants, shops, or other activity generators may be suitable for this area of town.

Table Rock Asphalt Construction - Vacant Gravel Parking Lot

This property is located at the corner of Commercial and Atlantic Street. The property has an aging vacant building with a large parking lot that is half paved with huge concrete blocks used to block vehicles from using the parking lot. The property seems to have little impact on the existing construction business that is still in operation to the north. This property is located across the street from a vacant indoor shopping center and is also prime for re-development.

Figure 2.6 - "B"
Table Rock Asphalt Company
The vacant building and parking lot have high potential for re-development along Commercial Street.



Old Funeral Chapel Building & Parking Lot

This property is currently for sale and consists of a vacant building with a large parking lot located along College Street. There are a few theaters located along Commercial Street, near the south side of the downtown district and they are in need of nearby bus parking for large groups who attend shows in the downtown district. Currently, there are no places for bus parking or unloading near the downtown theaters. This location has the potential to serve this demand, while increasing activity towards the south side of Commercial Street.

2.6 – Connections & Activity Generators

Connection to the Landing

Like many historic downtown areas, the city has many challenges that have resulted from decades of development and aging infrastructure. Perhaps the largest impact on the downtown has been the city's $435 million public/private project spanning 1.5 miles of waterfront on Lake Taneycomo, adjacent to historic downtown. The 95 acre development has generated additional interest and activity in the downtown area and offers modern residential living, shops, fine dining, cafes and nightspots for visitors. The Landing also includes an animated waterfront boardwalk with live entertainment and a $7.5 million water spectacular that synchronizes light, sound, music and fire. The Hilton Convention Center has also been constructed within close proximity to the Landing development and is a contributing factor, resulting in additional traffic, economic activity and exposure to the area.



Main Street – Between Landing & Sycamore St
The picture illustrates many of the physical divides and open space feel between the historic downtown and the Landing Development.

Many positives have been translated to the downtown as a result of the Landing development, but many challenges have also been identified as part of the area analysis:

1. All of these large developments have contributed to a contrasting culture and feel to the downtown area. The new modern outdoor shopping and activity center has completely different architecture and has been viewed as a threat to the historic downtown values and hometown theme. The team views this divide as a unique chance to transition the old to new and create a link between Branson Landing and the Historic Downtown area.

2. The Landing development generates a large amount of traffic to its destination and creates a parking demand for employees and visitors. Main Street absorbs this parking demand, resulting in fewer spaces to serve its customers. Representatives from the Landing were consulted during the planning process in an attempt to enforce a more rigid policy for employee parking in the downtown area.

3. Lake Taneycomo has always been the natural recreational attraction to the area. Although the Branson Landing has continued to embrace the lake with boardwalk views and multi-use recreational trails, the downtown has been shielded from a view of the lake. Although not much can be done to provide a lake view, the team will incorporate an outdoor and recreational theme into the plan for the downtown. The history of the lake's attraction of visitors to the area will be on display as part of the downtown revitalization.

4. There continues to be a generational and cultural divide between the downtown and the Landing. The downtown generally attracts an older demographic of visitor, while the Landing generally attracts a much younger crowd. The team believes that much can be done to help blend the two separate demographics and attract both groups of visitors by creating more of a link between the Landing and the downtown. The team also believes that more open space activity generating areas in the downtown will help attract visitors to the Landing.

   This "Link" will help draw visitors past the physical divide between the two areas. There are many specific elements that are perceived to be contributing to the physical divide between the downtown and the landing:



Branson Scenic RR
The existing railroad is an attraction and a major divide between the downtown and Branson Landing.

- "The Hill" and steep grades between Sycamore Street and Commercial Street. Many visitors view this as a unique element to the downtown, but it also proves to be a physical barrier for pedestrians wanting to walk to the downtown area. The team will work on ways to increase trolley ridership and give visitors an alternate means up the hill.
- The Branson Scenic Railroad crossing and Branson Landing Blvd. is also viewed as a major physical divide between Branson Landing and the downtown area. With five lanes of traffic that is posted at 35 MPH and over five trains per day, traveling at 25 MPH both contribute to the divide.
- In addition to the Landing attracting a younger demographic to the area, the area also hosts many of the convention center guests for a wide variety of night-time activities. With the exception of a few theaters and shops, most businesses close around 5:00 PM. Activity in the downtown area is significantly reduced during the evening hours.
- The architecture and building scale changes rapidly at Sycamore Street. The downtown area transitions from a standard two-story historic structure to a wide open



Hilton Convention Center & Hotel
The existing convention center at the corner of Sycamore and Main Street is a major activity generator to the landing and downtown areas.

space with a 12-story hotel and convention center. Visitors experience a rapid change in environment that contributes to the division.

The historic downtown has a look and feel that continues to be very authentic and unique to Branson. As development continues to transform and impact the historic downtown, the city has emphasized the importance of completing a master plan to address aging infrastructure, traffic, and a visitor experience that sets Branson apart from anywhere in the country. The plan will put emphasis on an aesthetic look and feel to the improvements that stays true to the character and heritage of the historic downtown area.

APPENDIX 2A

BRANSON CENTENNIAL MUSEUM

Keeping Branson History Alive

Visit the Jim D. Morris Gallery

Downtown Branson at the 65 & 76 stop light.

(417) 239-1912

Seasonal Hours

Funded by Donations













HISTORIC DOWNTOWN BRANSON

Walking Tour

BRANSON TIME LINE

1837 Taney County established; named for Attorney General Roger Brooke Taney.

1858 Reuben Spalding Branson was born August 23rd, in Gasconade County, MO.

1882 Reuben Branson arrived in the White River / Roark Creek area; was commissioned Postmaster and lends his name to community.

1886 Reuben moves to Forsyth; becomes Taney County office holder.

1900 Branson population - 60 children included.

1901 Postmaster William Hawkins renames office 'Lucia'.

1903 Oct. 2nd Lucia plat filed; Plats filed for Lucia on Oct. 2nd and Branson Town Co. on Oct. 26th. Rose O'Neill picks home site near town. Henry Sullenger builds boarding house/saloon on Third Street, Lucia. 'Downtown' is on hill.

1904 Branson Town Co. buys Lucia. Post Office renamed Branson.

1905 June 10th railroad arrives in Branson.

1906 Present day downtown began when Branson Hotel opened on West Main; Sullenger moved saloon to the corner of Main and Sycamore streets; Bank of Branson built on corner of Main and Commercial streets. All three buildings are still in use.

1907 Harold Bell Wright publishes his novel "The Shepherd of the Hills". Commercial Club holds first festival on July 4th.



1911 Rose O'Neill produces first Kewpie Doll. August 24th Sammy Lane passenger / mail boat begins service.

1913 August 29th - 1:15 pm fire destroys all but five downtown buildings. October 13th Ozark Beach Dam [popularly called Powersite] is closed, creating Lake Taneycomo.

1915 Rev. James F. Forsythe moves School of the Ozarks to Point Lookout near Hollister after fire destroys Forsyth, MO, building. [both names correctly spelled]

1919 First "Shepherd of the Hills " movie is made.

1924 A short lived movie studio is set up in town. Hotel Malone [later White River Hotel] is built on Main Street east of railroad.

1927 Rampaging White River floods valley. Children's Camp Kuggaho, later Kanakuk Kamps, opens on bluff above Lake Taneycomo.

1929 Branson fire department upgrades from buckets to Model-T Ford fire truck. Open for business despite 'crash' are American Pencil Co., two tomato canning plants, stove and box factories, honey canning, pearls for buttons.

1930's WPA projects improve roads and public facilities on lake front. Branson population - 598



1931 Jim Owen and druggist parents arrive - era of White River float trips begins.

1933 Taneyhills Library begins in hallway of Branson Hotel.

1934 Jim Owen opens first Mid-Ozark movie theater on Commercial street. 1935 Branson Airport with grass runway opened on West Hwy 76. June 11th, Reuben Spalding Branson is laid to rest.

1940 Branson Chamber of Commerce organizes. Branson population - 1,011.

1941 Float trip business is Life Magazine cover story.

1948 Milk and cheese plant opens.

1949 Steve Miller creates lighted Adoration scene which is placed on Mt. Branson. Herschend family leases Marvel Cave which later develops into Silver Dollar City.

1950 Don Gardner opens Golf Ranch and adds golfing as major local activity. White oak staves for whiskey barrels are last major wood product produced in area. Skaggs Hospital is built across Roark Creek from downtown.

1953 First Adoration Parade held in December.

1957 May 17th Corp of Engineers stocks Table Rock Lake with 4 million walleye fish.



1958 February 6th one student dies in Branson High School fire. Peoples' Bank begins electronic banking.

1959 June 14th Table Rock Dam dedicated. As of May 15th, Branson's drive-in movie is still open.

1960 Branson population - 1,887. March 21st Last passenger train leaves depot used since 1906. May 1st Silver Dollar City opens. In June the first Plum Nelly Daze [Plum-nearly anything goes] fills town with visitors. Presleys, Baldknobbers and Shepherd of the Hills theatres begin theatre boom.

1964 Friday, November 13th, fuel storage tanks near downtown explode.

1965 School of the Ozarks becomes accredited four-year school.

1969 Five episodes of "The Beverly Hillbillies" are filmed at Silver Dollar City. Car finds home at Ralph Foster Museum when series ends.

1973 Wal-Mart and McDonald's arrived. Eight theaters were open. New high school opens.

1977 "Ride the Ducks" began.

1980 Branson population - 2,550

1981 Airport west of town closes.

1984 Shepherd of the Hills [Hwy 248] Expressway ready to use.

1987 "Good Morning America" aired area show. In the following decade theaters, shopping centers, restaurants, hotels/motels and condominiums appeared continuously. Traffic jams become familiar.

1990 Branson population- 3,706

1991 New construction totals $71 million. "60 Minutes" features Branson.

1993 Welcome for veterans became a community effort. Tourist visitors estimated at seven million.

1996 Skaggs Hospital adds medical tower.

2000 Branson population - 6,050.

2003 City limits moved north to Buchanan Road, five miles from City Hall.

2004 Ground breaking ceremony for Branson Landing.

2005 1930's WPA waterfront park and 200 year old' Liberty Tree' removed for Branson Landing construction. Second bridge over Roark Creek and traffic circle provide easier access to downtown. City's Public Works offices move into million gallon, concrete water tower. Starbucks opens first coffee house in town with less than 10,000 population. 44,000 square foot city RecPlex opens on Branson Hills Parkway.



2010 Branson population -10,520

2012 'Leap Day' tornado hit city neighborhoods and businesses but kills no one and seriously injures less than fifty folks. April 1 City celebrates 100th anniversary of incorporation; began 100 days of celebration and opened the Branson Centennial Museum in Jim D. Morris's remodeled service station.

With this self-guided walking tour, visitors experience authentic "hometown" shopping. Most sites are within several blocks of the Branson Centennial Museum.

* More easily reached by car are sites separately listed.

Walking Tour

1 Branson Centennial Museum - 101 Veterans Boulevard (Bus. Hwy. 65). Very early this site was home for the Jess Chandler family, local merchants. This building, built in 1955 and expanded in 1983, housed a Standard Oil filling station from 1961 to 1966 operated by Jim D. Morris. Through the generosity of Mr. Morris, the Museum occupies the building at no cost. Walk east across Veterans Blvd on Main Street.

2 Dick's 5 and 10 - 103 W. Main Street. In this world famous and classic "dime store", Visitors enjoy old-time shopping. Go east, next door, on Main.

3 Patricia's Victorian House - 101 W. Main Street. Branson's first bank building, built here in 1906, is one of five buildings surviving the August, 1912 fire. When fire broke out at the Commercial Hotel, the men in town raced to the bank and began pouring water on the building to keep their money and the building safe. Turn left on Commercial Street to Parking & Public Restrooms.

4 Look directly across the street to 114 N. Commercial. Formerly its home, the Branson Tri-Lakes News, is celebrating its 100th birthday this year. Return to Main Street and cross Commercial Street, stopping at the corner.

5 Old Branson Cemetery *

6 Landmark Inn *

7 Walgreens - 101 E. Main Street. The second location of the Whelchel's Hardware Store had a mortuary operated by Mrs. Whelchel in the lower level. Their first store on Commercial Street was destroyed in the 1912 fire. Walk east down Main Street.

8 Plum Bazaar - 123 E. Main. This oldest commercial building in Branson was built in 1903 and moved from its original site on the Third Street hill. The building was Henry Sullenger's place of business for many years. This structure survived the 1912 fire and the 1927 flood. Continue east across the railroad tracks, the street and through Branson Landing.

9 Lake Taneycomo - a portion of the White River. Spaniard Hernando DeSoto named the river "Rio Blanco" because of the churning white water over gravel. Rainfall gives the White River awesome destructive power. Major floods occurred at least four times in the late 1800's, six times by the 1950's. To control flooding and provide electricity, the Ozark Beach (popular name Powersite) dam was completed in 1913. Rampaging floods continued to occur on the White River until the Bull Shoals, Table Rock, Beaver and Norfolk dams were built in the 1940's and 1950's. Less severe floods still occur, most recently in 2011. Re-cross the railroad tracks.

10 Branson Railroad Depot - 206 E. Main Street. Occupied by Branson Scenic Railroad, the depot was built by the White River Iron Mountain Railway. The Union Pacific now owns the tracks and depot. June 10th, 1905, the first freight train arrived in Branson. Then tomatoes, strawberries, cotton, tobacco, cattle, hardwood logs, zinc and lead had transport to market. Continue uphill on Main Street to Commercial Street. Turn left (south).

11 Reish Shoe Store - The oldest continually owned business in Branson, Charlie and Sylvia Reish opened their shoe store in 1934, just up the block north of here. Son Joe now operates the business. Learn from Joe what happened years ago when a pet raccoon escaped his leash and ransacked the store. Walk south on Commercial Street.



12 Lightning Pawn & Music - 202 S. Commercial at the corner of Pacific. Here the August 1912 fire began. Sparks from a wood stove in the Commercial Hotel laundry-shed out back ignited linens and furniture, with flames quickly spreading to the hotel. After the fire, most buildings were rebuilt with brick and stone. In 1913 another fire destroyed several buildings rebuilt the year before. Go south across College Street to the US Post Office. Look across the street.

13 "Circle of the Waters" - This metal sculpture, 13 feet in diameter, was created in 1995 by Lee Robertson. Originally placed on the lake shore at the foot of Main Street, the sculpture was placed here in 2010. In 1996 the Smithsonian Institution's National Survey of Public Sculptures included the work. Return to College and cross left to corner.

14 "Legends of the Ozarks" - This fiberglass reinforced concrete statue, originally placed on the Lake Taneycomo shore, was re-located here in 2010. Sculptor Tim Smith attended Hollister High School and studied at the School of the Ozarks. He used cast members from Shepherd of the Hills pageant as inspiration for his figures. Cross Commercial Street going north.

15 Branson Christian (Disciples) Church - 213 S. Commercial Street. Originally organized around 1900 by Joe Gayler, a member of a long time area family, the church reorganized in 1924 and occupied this building in 1926. Walk north on Commercial.

16 Owen Theater - 205 S. Commercial Street. Branson's first movie theater building was built in 1936 by Jim Owen. Envisioning the city as a thriving tourism location, he provided float fishing excursions on the White River attracting thousands of tourists. Mayor Owen hosted many celebrities - Gene Autry, Forrest Tucker, Bing Crosby, Charlton Heston, artist Thomas Hart Benton - to name a few. Extraordinary publicity stunts promoted his film showings, such as sending the volunteer firemen to the train depot to receive a Mae West film that was billed as "too hot to handle." Walk two doors north to the corner.

17 Burlington Annex - 201 S. Commercial Street (formerly The McGill Building). Built shortly after the 1912 fire, it housed a radical newspaper, The Menace, for three years. Later it was the Masonic Lodge. The second floor was added in the 1920's. The lower floor was used as a Community Center. The Civic League owned the building after 1929. The Taneyhills Library, Jim Owen's first movie house and civic groups used the building. Turn 1 block left (west) on Pacific Street.

18 Parking Lot and Public Restrooms at the corner of Pacific Street and Bus. Hwy 65. The site was for years City Hall, Community Center and Taneyhills Library. The Mabe Brothers, later known as The Baldknobbers, started their music show in a 50 seat basement auditorium performing two nights a week. In 1960, the group won an award at that first Plum Nelly Daze. Return to Commercial Street and cross Pacific Street going north (left).

19 First Community Bank - 121 S. Commercial. Mrs. Whelchel's Dress & Hat Shop was here when the August, 1912, fire jumped across Commercial Street from the Commercial Hotel. Mrs. Whelchel and her clerks gathered armfuls of dresses and hats running from the shop toward the north. They dropped some of the clothing during their escape and flames jumped from hat-to-dress-to-hat along the sidewalk, spreading fire to the next block. Proceed north on Commercial Street.

20 Parnell Building - 101 S. Commercial. On the southwest corner Main and Commercial Streets since 1907, first wood and then brick, the building has been used constantly and is now a Summerwinds Resorts office. Albert and Sam Parnell, sons of early Taney County resident James Madison Parnell, opened a dry goods business in Branson to be close to the railroad. Walk west on the south side of Main Street.

21 Branson Café - 120 W. Main Street. Serving food since 1910, this is Historic Downtown Branson's oldest restaurant. Walk west across Business 65.

22 The Branson Hotel - 314 W. Main Street. The Branson Town Company built this hotel in 1904. Growth and progress in town and the coming of the railroad brought some important visitors to the hotel: Harold Bell Wright, governors and other statesmen. Return to the Main and Hwy Bus 65 stoplight, and return to the Branson Centennial Museum.

23 Taneyhills Community Library *

24 Old Stone (Presbyterian) Church *

25 Branson Bed and Breakfast *

Driving Tour

5 Old Branson Cemetery - at corner of Commercial and Oklahoma streets. Established in 1863, here is the final resting place of Reuben Spaulding Branson, first postmaster and for whom the town is named. Drive north beyond the cemetery.

6 Landmark Inn - 315 N. Commercial Street. Constructed in 1905, the basic building was originally the home of the railroad stationmaster. Return south to Main Street, drive ahead two blocks to College Street, turn right, go west to Fourth Street.

23 Taneyhills Community Library - 200 Fourth Street. A private library, on the southeast corner of Pacific Street, has parking and an entrance on College at the south side of the building. Walk across the intersection of Fourth and Pacific Streets.

24 The Old Stone Church - 401 W. Pacific Street. Built in 1909-1910, the church has also been used for many community activities such as a charity food bank, senior center, youth center, counseling offices and music recitals. Continue north on Fourth, cross Hwy 76 and drive under the motel meeting room to Atlantic at Fourth Street.

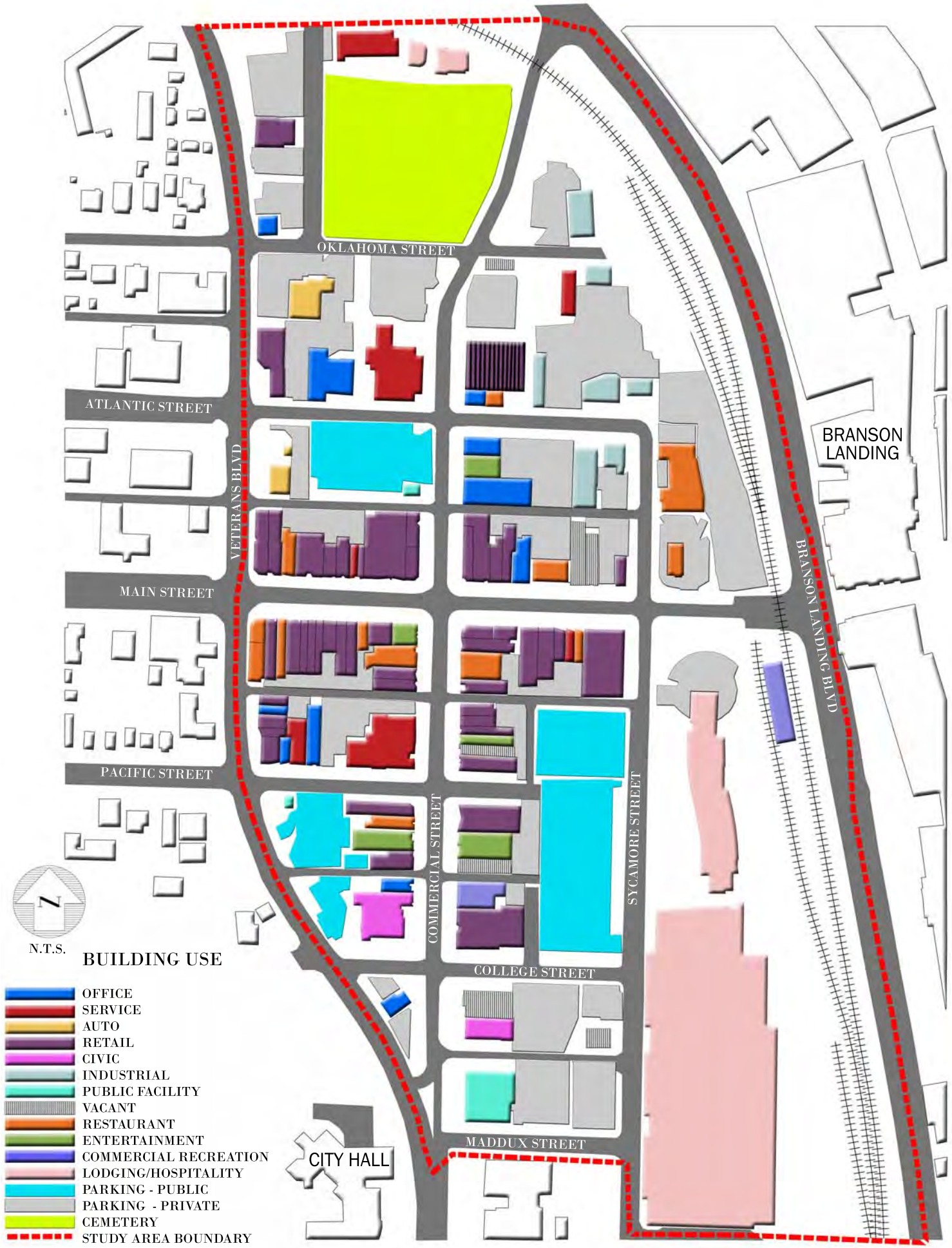
25 Branson House Bed and Breakfast - 120 N Fourth Street. A long time home of Mayor Jim Owen, the house has been fully redone into comfortable accommodations.

APPENDIX 2B

UPPER FLOOR BUILDING USE



FIRST FLOOR BUILDING USE



APPENDIX 2C

CITY OF BRANSON

1% CITY SALES TAX RECEIPTS REPORTED BY FILING PERIOD from MO. DEPT. of REVENUE

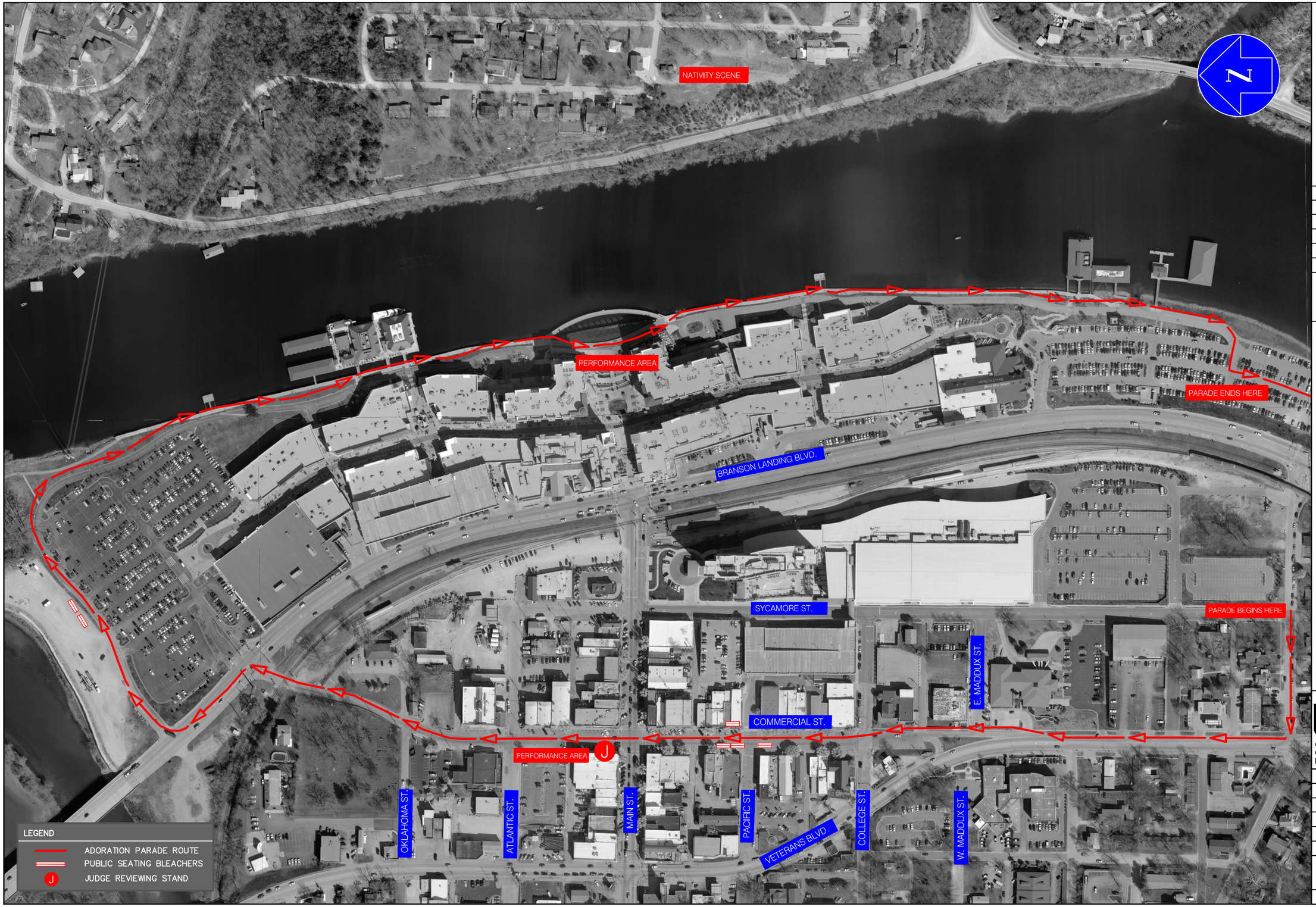
ROLLING 12 MONTHS - MAJOR DEVELOPMENT AREAS

(Data updated as of 11/10/2014)

	MONTHLY TAX RECEIPTS BY AREA OF CITY									LAST 12 MONTH RETAIL SALES BY AREA OF CITY							GROWTH	
FILING MONTH	BRANSON HILLS	BRANSON LANDING	HISTORIC DOWN TOWN	BRANSON MEADOWS	HWY 76	REST OF BRANSON	TOTAL RECEIPTS @ 1%	TOTAL BRANSON MONTHLY RETAIL SALES VALUE	% Chg. From Same Month Last Yr.	BRANSON HILLS	BRANSON LANDING	HISTORIC DOWN TOWN	BRANSON MEADOWS	HWY 76	REST OF BRANSON	TOTAL RETAIL SALES VALUE	BRANSON'S ANNUAL GROWTH IN RETAIL SALES	ANNUAL GROWTH RATE IN ECONOMY
Jan-12	98,994.51	34,273.57	9,648.96	5,584.06	55,002.83	155,943.45	359,447.38	35,944,738	4.1%	156,684,522	114,900,754	30,148,484	18,769,437	269,027,554	440,922,292	1,030,453,043	-10,444,059	-1.0%
Feb-12	117,309.07	47,406.97	12,013.37	7,154.72	79,877.09	184,813.55	448,574.77	44,857,477	15.4%	158,114,401	115,538,387	30,343,585	18,893,040	270,522,714	443,016,221	1,036,428,348	-4,036,330	-0.4%
Mar-12	140,438.19	80,206.20	24,129.51	14,390.65	154,308.52	330,146.51	743,619.58	74,361,958	-3.3%	159,500,228	114,034,629	30,535,481	18,794,650	267,217,868	443,813,625	1,033,896,481	-9,546,788	-0.9%
Apr-12	126,951.07	67,238.13	22,001.12	12,266.40	135,873.86	281,690.39	646,020.97	64,602,097	-1.6%	160,405,113	113,984,990	30,656,641	18,754,330	265,193,391	443,835,482	1,032,829,947	-9,854,102	-0.9%
May-12	132,211.83	80,522.16	26,421.20	16,033.99	190,501.31	346,764.17	792,454.66	79,245,466	2.8%	161,422,243	114,098,947	30,930,229	18,830,797	263,650,042	446,051,063	1,034,983,321	-5,286,289	-0.5%
Jun-12	147,591.25	126,120.69	35,880.52	20,897.93	300,873.29	483,504.53	1,114,868.21	111,486,821	2.1%	162,171,931	113,995,947	31,342,608	19,062,119	262,603,863	448,098,106	1,037,274,574	-105,526	0.0%
Jul-12	146,621.61	122,535.22	32,678.57	21,790.45	345,327.76	503,926.28	1,172,879.89	117,287,989	-8.1%	162,898,953	112,368,447	31,455,699	19,221,634	257,444,070	443,597,197	1,026,986,000	-6,982,719	-0.7%
Aug-12	**137,840.42**	**105,309.54**	**27,114.28**	**19,175.47**	**244,721.06**	**422,732.82**	**956,893.59**	**95,689,359**	**-0.6%**	**163,611,976**	**111,298,249**	**31,491,999**	**19,527,238**	**255,143,220**	**445,316,627**	**1,026,389,309**	-2,710,360	-0.3%
Sep-12	127,883.84	103,863.27	35,680.83	19,675.53	227,106.27	402,127.18	916,336.92	91,633,692	-5.8%	164,019,347	111,289,528	31,874,563	19,614,880	251,741,116	442,246,159	1,020,785,593	-9,285,658	-0.9%
Oct-12	129,069.06	103,579.66	32,669.85	21,783.56	227,712.56	398,902.79	913,717.48	91,371,748	-6.4%	164,585,582	110,894,194	31,814,249	19,850,725	248,030,798	439,404,040	1,014,579,588	-16,347,883	-1.6%
Nov-12	156,187.32	117,553.10	33,699.47	25,672.20	275,037.88	483,566.04	1,091,716.01	109,171,601	0.2%	165,127,087	111,806,350	32,184,868	20,280,676	245,601,295	439,749,666	1,014,749,942	-12,606,166	-1.2%
Dec-12	194,036.95	135,164.82	36,227.30	22,093.83	205,474.42	390,620.46	983,617.78	98,361,778	-0.7%	165,513,512	112,377,333	32,816,498	20,651,879	244,181,685	438,473,817	1,014,014,724	-15,020,407	-1.5%
Jan-13	113,567.52	40,134.97	10,594.77	7,384.96	52,589.93	161,064.35	385,336.50	38,533,650	7.2%	166,970,813	112,963,473	32,911,079	20,831,969	243,940,395	438,985,907	1,016,603,636	-13,849,407	-1.3%
Feb-13	115,886.75	49,476.08	12,226.17	8,980.08	67,855.84	173,182.26	427,607.18	42,760,718	-4.7%	166,828,581	113,170,384	32,932,359	21,014,505	242,738,270	437,822,778	1,014,506,877	-21,921,471	-2.1%
Mar-13	141,107.51	97,784.87	24,689.70	17,967.80	187,632.74	334,356.13	803,538.75	80,353,875	8.1%	166,895,513	114,928,251	32,988,378	21,372,220	246,070,692	438,243,740	1,020,498,794	-13,397,687	-1.3%
Apr-13	126,553.20	82,714.48	22,713.78	14,402.10	155,020.59	288,921.62	690,325.77	69,032,577	6.9%	166,855,726	116,475,886	33,059,644	21,585,790	247,985,365	438,966,863	1,024,929,274	-7,900,673	-0.8%
May-13	138,584.52	91,865.66	26,367.57	18,782.06	211,016.45	339,906.16	826,522.42	82,652,242	4.3%	167,492,995	117,610,236	33,054,281	21,860,597	250,036,879	438,281,062	1,028,336,050	-6,647,271	-0.6%
Jun-13	152,964.73	143,969.16	37,415.89	23,779.82	316,542.62	475,311.15	1,149,983.37	114,998,337	3.1%	168,030,343	119,395,083	33,207,818	22,148,786	251,603,812	437,461,724	1,031,847,566	-5,427,008	-0.5%
Jul-13	152,569.94	144,825.11	34,730.15	24,747.77	374,866.75	504,848.14	1,236,587.86	123,658,786	5.4%	168,625,176	121,624,072	33,412,976	22,444,518	254,557,711	437,553,910	1,038,218,363	11,232,363	1.1%
Aug-13	**146,773.84**	**122,954.31**	**30,516.71**	**21,924.36**	**281,840.22**	**433,872.79**	**1,037,882.23**	**103,788,223**	**8.5%**	**169,518,518**	**123,388,549**	**33,753,219**	**22,719,407**	**258,269,627**	**438,667,907**	**1,046,317,227**	19,927,918	1.9%
Sep-13	133,775.83	108,894.49	36,490.64	22,332.96	237,006.11	406,532.35	945,032.38	94,503,238	3.1%	170,107,717	123,891,671	33,834,200	22,985,150	259,259,611	439,108,424	1,049,186,773	28,401,180	2.8%
Oct-13	134,716.78	105,802.80	32,950.25	22,856.77	246,985.93	398,180.54	941,493.07	94,149,307	3.0%	170,672,489	124,113,985	33,862,240	23,092,471	261,186,948	439,036,199	1,051,964,332	37,384,744	3.7%
Nov-13	163,957.73	115,561.80	34,784.23	26,653.83	305,865.95	468,327.84	1,115,151.38	111,515,138	2.1%	171,449,530	123,914,855	33,970,716	23,190,634	264,269,755	437,512,379	1,054,307,869	39,557,927	3.9%
Dec-13	186,494.62	116,702.62	33,653.92	20,870.99	197,630.02	359,428.63	914,780.80	91,478,080	-7.0%	170,695,297	122,068,635	33,713,378	23,068,350	263,485,315	434,393,196	1,047,424,171	33,409,447	3.3%
Jan-14	104,038.32	36,608.45	10,172.70	7,822.49	65,185.08	175,488.07	399,315.11	39,931,511	3.6%	169,742,377	121,715,983	33,671,171	23,112,103	264,744,830	435,835,568	1,048,822,032	32,218,396	3.2%
Feb-14	115,879.78	46,207.03	12,605.41	8,127.88	78,157.08	179,989.61	440,966.79	44,096,679	3.1%	169,741,680	121,389,078	33,709,095	23,026,883	265,774,954	436,516,303	1,050,157,993	35,651,116	3.5%
Mar-14	134,005.06	99,399.97	25,992.10	17,540.55	210,390.70	345,846.65	833,175.03	83,317,503	3.7%	169,031,435	121,550,588	33,839,335	22,984,158	268,050,750	437,665,355	1,053,121,621	32,622,827	3.2%
Apr-14	132,068.95	78,550.01	24,280.89	16,761.57	162,612.58	296,871.45	711,145.45	71,114,545	3.0%	169,583,010	121,134,141	33,996,046	23,220,105	268,809,949	438,460,338	1,055,203,589	30,274,315	3.0%
May-14	141,215.48	100,595.10	29,923.91	20,027.71	232,174.86	354,257.22	878,194.28	87,819,428	6.3%	169,846,106	122,007,085	34,351,680	23,344,670	270,925,790	439,895,444	1,060,370,775	32,034,725	3.1%
Jun-14	153,915.74	143,885.21	38,621.65	24,356.20	341,653.23	472,793.87	1,175,225.90	117,522,590	2.2%	169,941,207	121,998,690	34,472,256	23,402,308	273,436,851	439,643,716	1,062,895,028	31,047,462	3.0%
Jul-14	155,632.68	147,672.17	37,001.84	24,310.44	411,025.06	532,367.80	1,308,009.99	130,800,999	5.8%	170,247,481	122,283,396	34,699,425	23,358,575	277,052,682	442,395,682	1,070,037,241	31,818,878	3.1%
Aug-14	**150,979.05**	**124,758.28**	**31,317.61**	**23,435.01**	**316,032.75**	**444,078.92**	**1,090,601.62**	**109,060,162**	**5.1%**	**170,668,002**	**122,463,793**	**34,779,515**	**23,509,640**	**280,471,935**	**443,416,295**	**1,075,309,180**	**28,991,953**	**2.8%**
Sep-14																		
Oct-14																		
Nov-14																		
Dec-14																		
% Change from 2013	**2.9%**	**1.5%**	**2.6%**	**6.9%**	**12.1%**	**2.4%**	**5.1%**			**0.7%**	**-0.7%**	**3.0%**	**3.5%**	**8.6%**	**1.1%**	**2.8%**		

* City receives 99% of sales tax shown above as Mo. Dept. of Revenue keeps 1% as a collection fee.

APPENDIX 2D



FROM THE TOP DOWNTOWN BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON
HISTORIC DOWNTOWN
STREETSCAPE IMPROVEMENTS

PARADE ROUTE EXHIBIT

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DESIGN BY:	TJK
DRAWN BY:	TJK
CHECKED BY:	SJP
APPROVED BY:	SJP
DATE:	7/17/13
JOB No:	12485–01–00

FIGURE ?

SHEET 1 OF 1

APPENDIX 2E

FROM THE TOP
DOWNTOWN
BRANSON

REVISIONS		
NUMBER	BY	DATE

CITY OF BRANSON
HISTORIC DOWNTOWN
STREETSCAPE IMPROVEMENTS

PEDESTRIAN SIDEWALK
ACCESSIBILITY EXHIBIT

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DESIGN BY: RTS
DRAWN BY: RTS
CHECKED BY: SJP
APPROVED BY: SJP
DATE: 7/17/13
JOB No: 12465-01-00

FIGURE ?

SHEET 1 OF 1

APPENDIX 2F



LEGEND | TRASH CAN (25) | CIGARETTE TRAY (9) | NEWS STAND (28) | RECYCLE CAN (6) | BENCH (40) | MAILBOX (2) | DECORATIVE FURNITURE (11) | PLANTER (24) | VENDING MACHINE (2)

FROM THE TOP DOWNTOWN BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON
HISTORIC DOWNTOWN
STREETSCAPE IMPROVEMENTS

EXISTING FURNITURE EXHIBIT

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DRAWN BY: TJK
CHECKED BY: SJP
APPROVED BY: SJP
DATE: 7/19/13
JOB No: 12485–01–00

FIGURE ?.2

SHEET 2 OF 2

LEGEND | TRASH CAN (25) | CIGARETTE TRAY (9) | NEWS STAND (28) | RECYCLE CAN (6) | BENCH (40) | MAILBOX (2) | DECORATIVE FURNITURE (11) | PLANTER (24) | VENDING MACHINE (2)

FROM THE TOP DOWNTOWN BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON
HISTORIC DOWNTOWN
STREETSCAPE IMPROVEMENTS

EXISTING FURNITURE EXHIBIT

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APPROVED BY: SJP
DATE: 7/19/13
JOB No: 12485–01–00

FIGURE ?.1

APPENDIX 2G

TROLLY STATS	January 2009			January 2010			January 2011			January 2012			January 2013			January 2014		
January	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	35	23	58	51	0	51	0	0	0	0	0	0	0	0	0	0	0	0
3	32	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	4	0	4	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
10	8	0	8	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0
11	6	0	6	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
12	5	0	5	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
13	16	0	16	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
15	4	0	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
16	22	0	22	0	29	29	0	0	0	0	0	0	0	0	0	0	0	0
17	47	0	47	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0
18	51	0	51	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0
19	12	0	12	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	5	5	0	0	0	0	0	0	1	0	1	0	0	0
21	5	0	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
22	4	0	4	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0
23	7	0	7	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0
24	14	0	14	0	14	14	0	0	0	0	0	0	0	0	0	9	0	9
25	2	0	2	0	16	16	0	0	0	0	0	0	0	0	0	49	0	49
26	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	56	0	56
27	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
28	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14
TOTALS	337	23	360	71	165	236	0	0	0	0	0	0	1	0	1	128	0	128

TROLLY STATS	February 2009			February 2010			February 2011			February 2012			February 2013			February 2014		
February	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	14	0	14	0	3	3	0	0	0	0	0	0	0	5	5	34	0	34
2	0	0	0	0	23	23	0	0	0	0	0	0	0	31	31	0	0	0
3	13	0	13	0	23	23	0	0	0	0	9	9	0	9	9	0	0	0
4	2	0	2	0	0	0	0	0	0	0	25	25	0	0	0	0	0	0
5	14	0	14	0	4	4	0	0	0	0	8	8	0	8	8	0	0	0
6	17	0	17	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0
7	30	0	30	0	6	6	0	0	0	0	0	0	0	0	0	6	0	6
8	13	0	13	0	0	0	0	0	0	0	0	0	0	6	6	2	0	2
9	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	7	0	7
10	9	0	9	0	2	2	0	0	0	0	11	11	0	28	28	0	0	0
11	10	0	10	0	2	2	66	0	66	0	34	34	0	0	0	0	0	0
12	10	0	10	0	67	67	51	0	51	0	23	23	0	0	0	0	0	0
13	68	0	68	0	24	24	49	0	49	0	0	0	0	0	0	0	0	0
14	13	0	13	0	26	26	0	0	0	0	0	0	0	0	0	16	0	16
15	0	0	0	0	2	2	0	0	0	0	0	0	0	18	18	70	0	70
16	0	0	0	0	4	4	0	0	0	0	0	0	79	0	79	58	0	58
17	2	0	2	0	4	4	0	0	0	0	23	23	100	0	100	0	0	0
18	10	0	10	0	25	25	26	0	26	0	70	70	0	0	0	0	0	0
19	2	0	2	0	4	4	67	0	67	0	77	77	0	0	0	0	0	0
20	22	0	22	0	19	19	44	0	44	0	0	0	0	0	0	0	0	0
21	37	0	37	0	0	0	0	0	0	0	0	0	0	0	0	29	0	29
22	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	33	0	33
23	17	0	17	0	23	23	0	0	0	0	0	0	41	0	41	40	0	40
24	3	0	3	0	19	19	0	0	0	0	64	64	44	0	44	0	0	0
25	9		9	0	2	2	8	0	8	0	116	116	0	0	0	0	0	0
26	13	0	13	0	8	8	30	0	30	0	172	172	0	0	0	0	0	0
27	15	0	15	0	68	68	33	0	33	0	0	0	0	0	0	0	0	0
28	0	0	0	0	24	24	0	0	0	0	0	0	0	0	0	4	0	4
29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	343	0	343	0	390	390	374	0	374	0	632	632	266	116	382	299	0	299

TROLLY STATS	March 2009			March 2010			March 2011			olly Stats by Month			March 2013			March 2014		
March	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	0	0	0	0	0	0	2	2	4	0	0	0	0	14	14	39	17	56
2	0	0	0	11	0	11	11	5	16	0	0	0	33	20	53	0	0	0
3	10	0	10	19	0	19	8	10	18	0	0	0	6	6	12	0	0	0
4	37	0	37	37	0	37	0	31	31	0	0	0	9	27	36	15	11	26
5	31	0	31	19	0	19	0	19	19	0	0	0	18	7	25	21	8	29
6	29	0	29	66	0	66	0	47	47	0	28	28	20	18	38	21	20	41
7	30	0	30	56	0	56	7	33	40	0	46	46	25	18	43	66	30	96
8	0	0	0	33	0	33	2	13	15	0	36	36	10	30	40	34	25	59
9	0	0	0	33	0	33	4	11	15	0	23	23	119	79	198	40	138	178
10	25	0	25	52	0	52	25	17	42	0	147	147	67	68	135	84	119	203
11	12	0	12	11	0	11	33	39	72	0	55	55	89	48	137	60	115	175
12	6	0	6	20	0	20	41	58	99	0	205	205	85	123	208	63	26	89
13	53	0	53	47	0	47	40	84	124	0	228	228	62	110	172	156	0	156
14	32	32	64	71	0	71	21	17	38	0	155	155	106	166	272	84	57	141
15	56	55	111	102	0	102	63	88	151	144	81	225	75	119	194	109	64	173
16	63	0	63	103	0	103	87	54	141	76	117	193	73	125	198	0	0	0
17	122	115	237	150	0	150	52	80	132	76	102	178	48	35	83	182	175	357
18	63	127	190	110	0	110	34	40	74	90	93	183	80	155	235	0	0	0
19	49	70	119	99	0	99	43	111	154	70	64	134	181	194	375	106	0	106
20	19	81	100	80	0	80	36	98	134	39	72	111	55	82	137	128	0	128
21	42	42	84	0	0	0	63	109	172	43	32	75	80	50	130	86	0	86
22	68	61	129	67	0	67	54	43	97	72	80	152	55	88	143	207	0	207
23	72	50	122	0	95	95	48	55	103	0	111	111	48	55	103	170	0	170
24	27	41	68	0	83	83	0	76	76	94	141	235	33	29	62	46	80	126
25	76	166	242	0	0	0	31	45	76	0	59	59	32	78	110	127	0	127
26	34	65	99	0	72	72	26	66	92	71	44	115	85	113	198	156	0	156
27	60	54	114	0	123	123	69	30	99	104	64	168	126	120	246	143	0	143
28	9	29	38	0	89	89	70	85	155	42	96	138	45	115	160	146	0	146
29	7	56	63	0	148	148	28	35	63	65	136	201	82	89	171	269	0	269
30	38	44	82	0	95	95	19	13	32	43	27	70	70	97	167	81	0	81
31	49	111	160	0	108	108	21	37	58	75	96	171	109	157	266	116	0	116
TOTALS	1119	1199	2318	1186	813	1999	938	1451	2389	1104	2338	3442	1926	2435	4361	2755	885	3640

TROLLY STATS	April 2009			April 2010			April 2011			April 2012			April 2013			April 2014		
April	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	56	42	98	0	99	99	24	26	50	132	113	245	97	111	208	94	0	94
2	30	7	37	78	74	152	62	36	98	133	150	283	25	65	90	81	0	81
3	52	46	98	134	136	270	65	50	115	124	98	222	74	87	161	25	49	74
4	53	61	114	107	87	194	8	35	43	87	123	210	102	83	185	69	56	125
5	34	37	71	93	155	248	35	101	136	61	60	121	89	114	203	67	109	176
6	15	63	78	87	112	199	38	27	65	88	60	148	147	0	147	29	33	62
7	78	56	134	108	105	213	39	23	62	92	68	160	58	78	136	56	85	141
8	59	88	147	80	33	113	49	75	124	133	154	287	41	59	100	103	42	145
9	47	7	54	108	86	194	46	89	135	80	111	191	72	82	154	73	50	123
10	10	17	27	89	136	225	37	0	37	48	74	122	89	78	167	18	104	122
11	58	0	58	57	221	278	37	54	91	48	102	150	40	53	93	102	123	225
12	0	0	0	114	113	227	71	0	71	49	45	94	58	81	139	71	140	211
13	0	21	21	106	102	208	81	44	125	63	74	137	119	144	263	8	34	42
14	68	0	68	99	80	179	71	29	100	79	121	200	72	111	183	31	27	58
15	90	0	90	61	71	132	42	15	57	76	68	144	70	75	145	125	87	212
16	103	0	103	105	145	250	0	100	100	79	105	184	115	165	280	37	40	77
17	99	0	99	106	74	180	55	70	125	53	86	139	76	63	139	53	67	120
18	61	0	61	0	151	151	77	0	77	77	41	118	35	48	83	105	73	178
19	39	0	39	115	118	233	63	63	126	87	74	161	62	67	129	59	76	135
20	84	0	84	112	140	252	50	37	87	59	96	155	154	112	266	107	0	107
21	87	0	87	103	71	174	29	15	44	153	161	314	95	66	161	50	0	50
22	67	0	67	68	58	126	78	51	129	58	66	124	108	87	195	56	59	115
23	75	0	75	86	119	205	30	43	73	111	74	185	129	60	189	99	52	151
24	124	0	124	42	126	168	3	0	3	171	68	239	66	66	132	60	112	172
25	28	2	30	54	147	201	19	8	27	71	100	171	53	85	138	103	59	162
26	107	80	187	57	100	157	66	45	111	172	79	251	0	57	57	152	92	244
27	28	40	68	95	103	198	19	70	89	65	64	129	83	112	195	43	26	69
28	0	108	108	98	81	179	45	50	95	127	85	212	147	56	203	80	79	159
29	51	38	89	47	86	133	104	48	152	140	180	320	144	88	232	99	77	176
30	46	18	64	73	86	159	75	55	130	74	50	124	121	142	263	66	62	128
TOTALS	1649	731	2380	2482	3215	5697	1418	1259	2677	2790	2750	5540	2541	2495	5036	2121	1813	3934

TROLLY STATS	May 2009			May 2010			May 2011			May 2012			May 2013			May 2014		
May	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	38	0	38	86	62	148	39	17	56	86	86	172	62	31	93	76	117	193
2	46	0	46	40	74	114	24	0	24	33	25	58	18	27	45	128	132	260
3	20	35	55	48	122	170	0	143	143	58	38	96	6	7	13	131	114	245
4	47	77	124	44	85	129	0	50	50	79	67	146	66	102	168	69	100	169
5	95	85	180	105	86	191	0	105	105	102	80	182	45	52	97	74	66	140
6	64	90	154	63	86	149	0	0	0	85	72	157	55	74	129	64	65	129
7	123	56	179	37	61	98	40	34	74	97	104	201	142	102	244	107	83	190
8	19	31	50	120	127	247	2	58	60	83	74	157	68	73	141	80	57	137
9	93	80	173	128	50	178	10	64	74	120	99	219	69	59	128	103	57	160
10	62	51	113	8	36	44	75	96	171	80	95	175	58	95	153	106	86	192
11	69	81	150	82	72	154	95	32	127	42	52	94	110	122	232	55	94	149
12	76	107	183	105	82	187	46	25	71	71	140	211	150	141	291	78	36	114
13	58	110	168	69	60	129	79	0	79	90	74	164	56	56	112	58	90	148
14	109	79	188	19	65	84	36	102	138	97	82	179	145	110	255	40	19	59
15	97	114	211	123	58	181	112	69	181	121	60	181	67	59	126	149	30	179
16	34	82	116	45	76	121	91	114	205	103	58	161	203	35	238	46	52	98
17	131	62	193	93	144	237	0	139	139	181	122	303	166	62	228	88	102	190
18	55	128	183	145	204	349	0	153	153	173	88	261	223	109	332	134	93	227
19	63	134	197	79	86	165	37	276	313	217	204	421	86	75	161	120	98	218
20	53	84	137	78	88	166	152	11	163	63	131	194	150	29	179	159	128	287
21	91	82	173	167	131	298	0	222	222	126	98	224	202	52	254	89	69	158
22	53	0	53	99	223	322	0	156	156	177	56	233	225	0	225	82	92	174
23	115	98	213	179	143	322	36	72	108	122	61	183	141	62	203	97	60	157
24	80	72	152	105	120	225	0	108	108	161	79	240	185	17	202	145	192	337
25	81	50	131	95	83	178	0	149	149	158	83	241	146	85	231	208	237	445
26	78	75	153	176	219	395	11	62	73	175	80	255	186	119	305	160	145	305
27	66	62	128	59	150	209	57	72	129	83	144	227	130	74	204	163	150	313
28	78	42	120	87	107	194	122	83	205	144	144	288	83	101	184	144	100	244
29	55	66	121	152	196	348	175	127	302	97	83	180	67	76	143	123	172	295
30	78	119	197	123	251	374	132	106	238	128	76	204	127	50	177	68	129	197
31	75	60	135	137	169	306	110	132	242	81	104	185	97	81	178	86	130	216
TOTALS	2202	2212	4414	2896	3516	6412	1481	2777	4258	3433	2759	6192	3534	2137	5671	3230	3095	6325

TROLLY STATS	June 2009			June 2010			June 2011			June 2012			June 2013			June 2014		
June	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	88	63	151	26	159	185	153	57	210	99	155	254	127	72	199	109	176	285
2	107	107	214	80	107	187	115	36	151	115	160	275	131	108	239	103	214	317
3	125	54	179	88	100	188	53	0	53	111	162	273	196	25	221	114	157	271
4	110	11	121	107	45	152	103	23	126	108	130	238	104	149	253	99	195	294
5	0	14	14	85	178	263	35	114	149	111	160	271	102	178	280	141	147	288
6	0	42	42	119	179	298	107	0	107	126	194	320	125	98	223	110	83	193
7	0	111	111	152	128	280	190	0	190	168	124	292	197	26	223	156	172	328
8	119	71	190	129	205	334	37	0	37	82	122	204	131	216	347	123	66	189
9	88	133	221	143	185	328	31	0	31	138	108	246	98	140	238	79	150	229
10	104	196	300	124	228	352	89	0	89	133	85	218	94	180	274	121	164	285
11	139	0	139	55	106	161	339	0	339	88	117	205	237	0	237	154	163	317
12	160	0	160	130	114	244	132	0	132	110	116	226	96	138	234	140	200	340
13	198	0	198	96	135	231	106	0	106	182	140	322	140	98	238	114	96	210
14	157	0	157	131	227	358	131	119	250	76	82	158	104	109	213	183	189	372
15	137	0	137	155	149	304	192	0	192	102	89	191	120	117	237	83	131	214
16	68	158	226	200	133	333	206	0	206	109	111	220	122	162	284	110	193	303
17	142	154	296	120	132	252	217	0	217	95	160	255	142	164	306	201	0	201
18	88	62	150	131	80	211	188	0	188	67	149	216	153	154	307	178	164	342
19	75	95	170	111	126	237	130	129	259	149	114	263	114	168	282	138	202	340
20	189	175	364	142	100	242	124	88	212	81	97	178	215	0	215	163	154	317
21	127	124	251	146	90	236	319	0	319	156	131	287	172	117	289	193	156	349
22	111	141	252	146	37	183	164	124	288	94	90	184	136	0	136	114	189	303
23	163	128	291	81	117	198	78	114	192	132	141	273	146	127	273	140	132	272
24	168	0	168	79	153	232	181	102	283	140	128	268	154	156	310	130	169	299
25	197	125	322	34	85	119	127	153	280	70	137	207	155	168	323	155	182	337
26	103	163	266	133	189	322	154	0	154	67	127	194	145	102	247	167	175	342
27	204	144	348	156	85	241	156	199	355	90	102	192	131	121	252	121	123	244
28	163	112	275	241	97	338	201	87	288	116	101	217	161	149	310	146	159	305
29	188	82	270	224	97	321	110	76	186	63	46	109	172	87	259	136	214	350
30	161	175	336	57	15	72	140	91	231	100	23	123	129	205	334	139	142	281
TOTALS	3679	2640	6319	3621	3781	7402	4308	1512	5820	3278	3601	6879	4249	3534	7783	4060	4657	8717

TROLLY STATS	July 2009			July 2010			July 2011			July 2012			July 2013			July 2014		
July	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	159	132	291	0	0	0	131	72	203	41	50	91	179	171	350	13	155	168
2	111	95	206	0	0	0	133	118	251	40	64	104	173	179	352	167	168	335
3	135	147	282	0	0	0	30	168	198	42	78	120	184	281	465	263	257	520
4	290	95	385	0	0	0	153	227	380	52	69	121	133	211	344	188	261	449
5	112	0	112	0	0	0	114	129	243	30	39	69	199	156	355	195	238	433
6	264	0	264	0	0	0	58	133	191	46	21	67	151	171	322	138	144	282
7	182	0	182	0	0	0	127	120	247	14	11	25	99	169	268	211	126	337
8	245	0	245	0	0	0	8	93	101	52	35	87	148	161	309	238	76	314
9	111	0	111	0	0	0	38	50	88	23	65	88	144	148	292	122	241	363
10	202	167	369	0	0	0	72	35	107	58	84	142	175	174	349	118	164	282
11	106	137	243	0	0	0	151	61	212	31	137	168	158	138	296	107	131	238
12	161	134	295	0	0	0	57	119	176	50	0	50	124	128	252	139	180	319
13	266	218	484	0	0	0	45	74	119	57	75	132	141	149	290	85	142	227
14	161	128	289	0	0	0	130	31	161	19	125	144	151	133	284	144	172	316
15	153	109	262	0	0	0	196	57	253	123	39	162	155	151	306	213	203	416
16	181	115	296	0	0	0	71	41	112	117	84	201	226	156	382	201	243	444
17	145	187	332	0	0	0	143	63	206	66	65	131	218	158	376	170	204	374
18	261	87	348	0	0	0	157	34	191	21	108	129	166	146	312	148	180	328
19	119	0	119	0	0	0	119	62	181	20	97	117	139	86	225	174	142	316
20	145	276	421	0	0	0	173	30	203	32	104	136	194	113	307	121	169	290
21	123	163	286	0	0	0	102	88	190	135	68	203	129	212	341	198	197	395
22	208	149	357	0	0	0	36	50	86	86	79	165	26	225	251	132	115	247
23	193	0	193	0	0	0	130	67	197	70	60	130	24	207	231	136	212	348
24	212	0	212	0	0	0	92	63	155	90	82	172	200	181	381	126	217	343
25	256	247	503	0	0	0	255	0	255	21	81	102	201	119	320	169	181	350
26	160	207	367	0	0	0	39	166	205	129	35	164	120	128	248	182	154	336
27	193	191	384	0	0	0	256	0	256	16	129	145	146	196	342	162	111	273
28	204	154	358	0	0	0	280	0	280	183	82	265	117	158	275	234	228	462
29	129	161	290	0	0	0	127	0	127	33	103	136	185	136	321	215	148	363
30	126	144	270	0	0	0	180	0	180	76	52	128	168	247	415	75	174	249
31	140	188	328	0	0	0	94	67	161	98	145	243	125	157	282	195	202	397
TOTALS	5453	3631	9084	0	0	0	3697	2218	5915	1871	2266	4137	4698	5145	9843	4979	5535	10514

TROLLY STATS	August 2009			August 2010			August 2011			August 2012			August 2013			August 2014		
August	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	194	218	412	0	0	0	79	134	213	242	70	312	126	126	252	131	168	299
2	208	149	357	0	0	0	48	72	120	142	103	245	104	172	276	247	176	423
3	108	116	224	77	123	200	28	93	121	102	118	220	184	241	425	300	0	300
4	201	89	290	60	0	60	0	152	152	166	0	166	60	81	141	242	0	242
5	173	166	339	82	17	99	0	72	72	0	149	149	128	169	297	178	0	178
6	146	137	283	99	85	184	0	212	212	83	126	209	164	151	315	201	0	201
7	149	0	149	121	120	241	89	25	114	71	102	173	143	233	376	184	0	184
8	176	0	176	61	139	200	6	161	167	120	118	238	110	150	260	85	125	210
9	158	0	158	61	167	228	39	134	173	112	96	208	159	123	282	196	220	416
10	142	0	142	109	127	236	116	129	245	132	118	250	145	173	318	89	110	199
11	203	0	203	102	111	213	95	85	180	160	149	309	129	157	286	25	171	196
12	162	0	162	85	157	242	78	147	225	112	165	277	127	60	187	158	155	313
13	105	78	183	119	121	240	112	47	159	136	154	290	77	193	270	72	93	165
14	145	163	308	150	111	261	109	67	176	135	175	310	139	156	295	136	165	301
15	0	164	164	110	125	235	94	111	205	119	124	243	106	176	282	67	89	156
16	0	201	201	83	133	216	109	129	238	89	100	189	147	151	298	137	135	272
17	155	162	317	132	110	242	110	170	280	119	126	245	174	149	323	91	64	155
18	119	71	190	55	137	192	96	78	174	148	137	285	111	142	253	111	125	236
19	91	81	172	54	88	142	68	70	138	86	102	188	115	144	259	116	129	245
20	120	51	171	85	94	179	143	108	251	109	142	251	66	149	215	75	130	205
21	109	146	255	127	128	255	152	84	236	167	132	299	88	105	193	108	64	172
22	59	177	236	126	135	261	83	141	224	96	64	160	107	103	210	149	50	199
23	89	205	294	82	160	242	82	102	184	88	89	177	107	79	186	127	67	194
24	89	0	89	141	147	288	67	99	166	47	61	108	74	135	209	114	73	187
25	145	0	145	60	83	143	41	117	158	115	98	213	88	74	162	142	33	175
26	83	0	83	53	93	146	76	68	144	88	89	177	80	64	144	111	122	233
27	71	0	71	48	32	80	181	98	279	74	100	174	111	119	230	67	48	115
28	70	0	70	91	149	240	87	27	114	60	64	124	88	95	183	86	85	171
29	206	211	417	80	74	154	35	84	119	63	70	133	71	74	145	70	49	119
30	143	172	315	62	125	187	113	0	113	107	27	134	75	60	135	198	92	290
31	98	174	272	0	0	0	45	101	146	0	38	38	153	123	276	186	171	357
TOTALS	3917	2931	6848	2515	3091	5606	2381	3117	5498	3288	3206	6494	3556	4127	7683	4199	2909	7108

TROLLY STATS	September 2009			September 2010			September 2011			olly Stats by Month			September 20132012			September 2014		
September	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	92	150	242	33	15	48	36	56	92	145	159	304	192	285	477	94	78	172
2	58	47	105	75	118	193	49	69	118	168	213	381	149	81	230	114	43	157
3	145	60	205	79	117	196	37	183	220	102	101	203	104	93	197	97	150	247
4	92	179	271	139	185	324	0	0	0	64	80	144	85	62	147	150	0	150
5	86	203	289	153	223	376	189	138	327	208	114	322	112	121	233	98	0	98
6	226	199	425	94	85	179	55	115	170	82	41	123	104	62	166	67	95	162
7	134	204	338	124	147	271	87	142	229	84	147	231	121	138	259	174	59	233
8	107	138	245	60	74	134	24	112	136	137	90	227	123	95	218	147	54	201
9	34	43	77	126	135	261	50	154	204	132	113	245	72	70	142	133	97	230
10	126	64	190	46	86	132	103	95	198	137	156	293	114	117	231	71	159	230
11	111	162	273	106	145	251	125	78	203	136	123	259	106	79	185	110	104	214
12	128	203	331	69	89	158	124	122	246	169	157	326	165	63	228	66	70	136
13	96	163	259	77	77	154	125	190	315	235	137	372	170	68	238	140	113	253
14	193	171	364	51	114	165	109	97	206	145	135	280	110	110	220	205	117	322
15	193	173	366	86	80	166	108	113	221	130	173	303	105	117	222	131	142	273
16	153	131	284	86	113	199	145	195	340	129	114	243	143	96	239	107	101	208
17	237	260	497	75	89	164	6	83	89	105	110	215	191	147	338	79	62	141
18	199	311	510	119	150	269	0	80	80	70	106	176	127	103	230	289	187	476
19	64	75	139	98	76	174	51	191	242	48	120	168	242	237	479	85	273	358
20	113	201	314	152	222	374	173	90	263	0	252	252	232	220	452	196	178	374
21	120	208	328	126	154	280	27	132	159	0	163	163	286	305	591	212	75	287
22	158	126	284	77	102	179	29	126	155	0	139	139	73	178	251	137	121	258
23	187	138	325	82	282	364	120	138	258	0	168	168	160	121	281	175	103	278
24	224	155	379	61	193	254	138	104	242	143	134	277	192	200	392	111	72	183
25	264	0	264	246	147	393	146	85	231	149	148	297	79	55	134	216	202	418
26	263	0	263	127	201	328	149	203	352	117	105	222	150	124	274	130	207	337
27	95	0	95	113	158	271	101	177	278	163	113	276	106	112	218	117	125	242
28	167	0	167	128	114	242	136	200	336	192	181	373	160	95	255	41	11	52
29	132	79	211	141	177	318	96	129	225	97	188	285	84	117	201	134	181	315
30	0	0	0	123	98	221	75	159	234	96	112	208	150	150	300	135	186	321
TOTALS	4197	3843	8040	3072	3966	7038	2613	3756	6369	3383	4092	7475	4207	3821	8028	3961	3365	7326

TROLLY STATS	October 2009			October 2010			October 2011			October 2012			October 2013			October 2014		
October	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	77	96	173	100	177	277	186	300	486	119	152	271	160	136	296	89	134	223
2	113	107	220	116	97	213	297	0	297	193	196	389	138	84	222	115	5	120
3	100	174	274	84	137	221	64	243	307	164	72	236	138	147	285	123	52	175
4	63	134	197	113	114	227	220	230	450	125	105	230	90	127	217	95	104	199
5	122	182	304	132	114	246	200	214	414	62	31	93	67	17	84	92	105	197
6	88	188	276	186	159	345	176	147	323	98	40	138	122	126	248	132	121	253
7	136	104	240	147	102	249	76	222	298	49	125	174	149	110	259	232	75	307
8	72	74	146	229	162	391	19	174	193	89	89	178	0	268	268	213	112	325
9	80	52	132	181	78	259	27	207	234	133	134	267	54	262	316	125	137	262
10	143	167	310	97	55	152	25	204	229	139	115	254	139	130	269	52	89	141
11	54	202	256	90	212	302	145	166	311	84	87	171	141	141	282	102	30	132
12	125	300	425	171	109	280	103	143	246	35	79	114	26	246	272	149	113	262
13	108	133	241	108	120	228	157	249	406	42	116	158	98	153	251	74	68	142
14	156	143	299	158	70	228	248	84	332	136	108	244	92	150	242	107	102	209
15	131	81	212	261	156	417	145	200	345	196	114	310	133	121	254	152	86	238
16	139	143	282	158	142	300	117	204	321	184	135	319	133	156	289	127	132	259
17	114	176	290	138	65	203	139	123	262	107	120	227	167	144	311	39	282	321
18	111	175	286	108	185	293	131	116	247	149	97	246	170	186	356	169	167	336
19	118	178	296	116	170	286	148	0	148	255	0	255	168	196	364	92	92	184
20	159	210	369	150	169	319	0	237	237	0	199	199	163	141	304	74	50	124
21	183	75	258	184	118	302	0	264	264	0	152	152	117	39	156	91	88	179
22	24	71	95	171	162	333	162	76	238	91	110	201	148	155	303	192	108	300
23	117	199	316	104	116	220	158	91	249	171	107	278	136	94	230	110	28	138
24	168	149	317	115	117	232	92	175	267	173	0	173	167	38	205	102	70	172
25	77	39	116	146	115	261	0	165	165	71	57	128	130	97	227	104	190	294
26	39	47	86	113	90	203	0	70	70	73	116	189	137	163	300	55	125	180
27	116	67	183	52	121	173	53	13	66	0	156	156	88	151	239	31	140	171
28	76	73	149	81	81	162	89	0	89	0	148	148	99	96	195	72	106	178

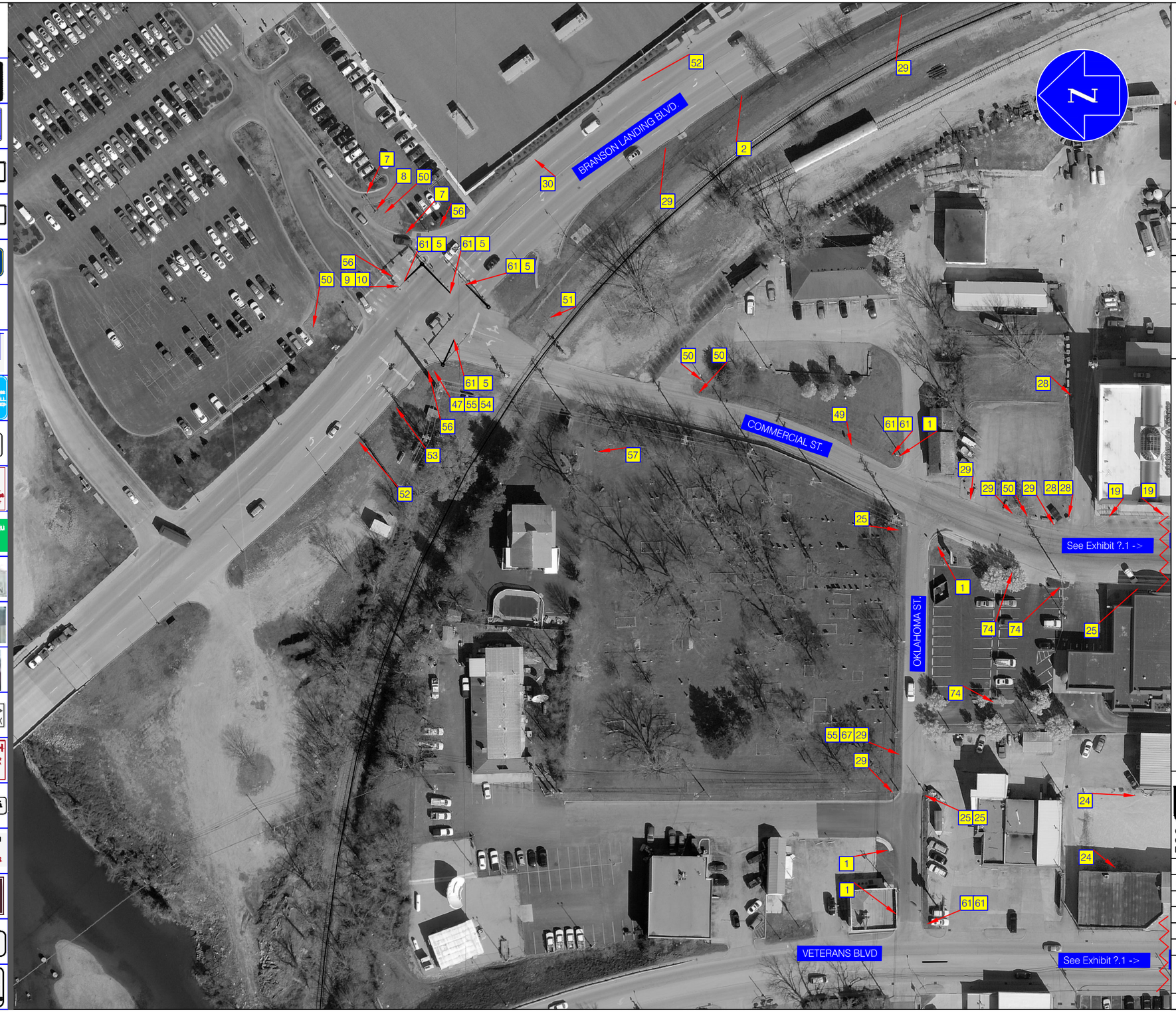
TROLLY STATS	November 2009			November 2010			November 2011			November 2012			November 2013			November 2014		
November	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	72	109	181	119	147	266	106	153	259	131	64	195	64	75	139	10	154	164
2	119	142	261	125	150	275	130	133	263	64	84	148	83	137	220	22	70	92
3	102	195	297	136	119	255	41	85	126	220	0	220	93	99	192	83	170	253
4	234	149	383	119	104	223	139	116	255	136	0	136	166	66	232	6	62	68
5	232	134	366	66	119	185	146	154	300	45	88	133	113	114	227	125	193	318
6	266	208	474	226	134	360	122	125	247	95	141	236	123	75	198	102	137	239
7	216	257	473	122	159	281	124	179	303	49	243	292	146	98	244	92	147	239
8	122	195	317	119	114	233	17	61	78	197	140	337	118	99	217	77	222	299
9	138	166	304	244	187	431	10	237	247	80	134	214	160	171	331	84	138	222
10	207	158	365	214	121	335	77	140	217	0	270	270	111	111	222	173	236	409
11	166	76	242	146	131	277	52	101	153	17	33	50	62	115	177	14	15	29
12	178	92	270	104	97	201	194	176	370	48	44	92	169	115	284	80	81	161
13	379	210	589	79	93	172	119	118	237	128	45	173	196	110	306	39	63	102
14	100	201	301	115	144	259	102	148	250	232	116	348	147	84	231	107	135	242
15	174	198	372	52	85	137	105	180	285	112	65	177	128	121	249	65	54	119
16	91	125	216	66	66	132	51	151	202	137	144	281	232	123	355	75	16	91
17	201	90	291	94	138	232	89	152	241	181	27	208	140	85	225	17	15	32
18	177	104	281	91	71	162	89	141	230	60	99	159	89	48	137	56	41	97
19	277	117	394	96	99	195	113	110	223	82	95	177	74	129	203	189	98	287
20	310	149	459	102	133	235	95	109	204	144	179	323	159	67	226	90	89	179
21	125	232	357	37	108	145	64	108	172	111	73	184	50	31	81	57	104	161
22	0	141	141	298	88	386	111	78	189	0	0	0	65	51	116	116	94	210
23	130	90	220	90	56	146	78	100	178	68	63	131	37	65	102	72	108	180
24	80	74	154	38	93	131	0	0	0	141	133	274	37	54	91	91	210	301
25	61	35	96	0	0	0	115	185	300	77	85	162	49	53	102	25	128	153
26	120	0	120	129	97	226	129	129	258	62	41	103	101	81	182	116	89	205
27	159	173	332	101	101	202	53	66	119	52	47	99	88	63	151	0	0	0
28	0	156	156	53	65	118	25	63	88	111	80	191	0	0	0	94	213	307
29	15	53	68	24	73	97	72	85	157	106	84	190	75	96	171	144	131	275
30	61	97	158	93	73	166	67	115	182	104	18	122	100	188	288	69	44	113
TOTALS	4512	4126	8638	3298	3165	6463	2635	3698	6333	2990	2635	5625	3175	2724	5899	2290	3257	5547

TROLLY STATS	December 2009			December 2010			December 2011			December 2012			December 2013			December 2014		
December	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	229		229	63	39	102	111	117	228	174	159	333	48	79	127	0	0	0
2	115	57	172	92	79	171	62	103	165	104	137	241	70	58	128	0	0	0
3	140	48	188	80	132	212	68	59	127	61	63	124	102	107	209	0	0	0
4	185	101	286	60	49	109	72	64	136	123	72	195	124	83	207	0	0	0
5	130	105	235	88	29	117	61	39	100	129	63	192	44	0	44	0	0	0
6	58	64	122	79	43	122	42	50	92	50	63	113	0	0	0	0	0	0
7	29	72	101	54	37	91	65	94	159	62	60	122	0	0	0	0	0	0
8	11	0	11	73	43	116	47	62	109	107	54	161	0	0	0	0	0	0
9	59	45	104	50	57	107	69	69	138	23	88	111	0	0	0	0	0	0
10	45	37	82	48	55	103	70	63	133	20	14	34	0	0	0	0	0	0
11	33	56	89	68	72	140	17	60	77	32	41	73	8	32	40	0	0	0
12	13	88	101	31	15	46	54	65	119	26	45	71	46	29	75	0	0	0
13	41	93	134	18	14	32	12	15	27	45	51	96	0	0	0	0	0	0
14	57	0	57	20	23	43	6	25	31	42	47	89	0	0	0	0	0	0
15	0	20	20	18	33	51	12	33	45	79	112	191	40	86	126	0	0	0
16	17	20	37	2	14	16	32	63	95	75	87	162	58	65	123	0	0	0
17	30	16	46	11	5	16	112	116	228	16	36	52	42	59	101	0	0	0
18	34	12	46	50	74	124	81	79	160	9	30	39	62	61	123	0	0	0
19	0	41	41	49	56	105	97	102	199	30	18	48	27	47	74	0	0	0
20	0	78	78	52	92	144	64	213	277	5	23	28	40	64	104	0	0	0
21	46	72	118	73	70	143	49	89	138	99	24	123	27	29	56	0	0	0
22	52	94	146	10	36	46	16	126	142	60	82	142	64	34	98	0	0	0
23	34	22	56	22	21	43	47	131	178	78	98	176	65	0	65	0	0	0
24	28	0	28	51	57	108	65	78	143	66	78	144	91	185	276	0	0	0
25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	47	33	80	54	40	94	20	32	52	79	32	111	69	68	137	0	0	0
27	73	99	172	15	56	71	93	253	346	96	42	138	128	100	228	0	0	0
28	92	99	191	80	103	183	102	218	320	78	52	130	160	103	263	0	0	0
29	53	84	137	60	91	151	142	203	345	0	91	91	67	38	105	0	0	0
30	71	55	126	87	90	177	93	84	177	91	91	182	49	51	100	0	0	0
31	70	34	104	39	52	91	115	186	301	17	0	17	137	69	206	0	0	0
TOTALS	1792	1545	3337	1497	1577	3074	1896	2891	4787	1876	1853	3729	1568	1447	3015	0	0	0
TROLLY STATS	2009			2010			2011			2012			2013			2014		
	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
TOTAL YEAR	32428	26887	59315	24744	27438	52182	25171	27311	52482	27232	29374	56606	33256	31996	65252	31432	28762	60194

APPENDIX 2H

EXISTING SIGN LEGEND

1 (31)	STOP	22 (2)	BUS / TROLLEY LOADING & UNLOADING ZONE ONLY	43 (1)	CHURCH PARKING ONLY	64 (6)	XX
2 (2)	SPEED LIMIT XX	23 (3)	NO BUS PARKING	44 (1)	DO NOT BLOCK HANDICAP PARKING	65 (1)	H
3 (15)	4-WAY	24 (5)	BUS PARKING ONLY	45 (1)	VAN ACCESSIBLE	66 (1)	EAST
4 (1)	3-WAY	25 (6)	BUS PARKING	46 (2)	30 MINUTE PARKING	67 (3)	WEST
5 (13)	LEFT TURN SIGNAL	26 (15)	HANDICAPPED PARKING ONLY	47 (5)	RED ROUTE	68 (1)	BEST WESTERN Plus
6 (4)	ONLY	27 (10)		48 (10)	PARKING	69 (1)	Hilton
7 (2)	YIELD	28 (6)	NO PARKING IN ALLEY	49 (1)	R R	70 (3)	H Hilton Entrance
8 (3)		29 (18)	NO PARKING	50 (9)		71 (2)	NO SKATEBOARDING VIOLATORS WILL BE PROSECUTED
9 (2)		30 (5)	NO PARKING THIS SIDE OF STREET	51 (2)	DANGER KEEP OUT	72 (1)	COCA-COLA VENDING
10 (2)		31 (2)	PARKING PERMITTED IN THIS AREA NO SUNDAYS	52 (3)	BRANSON LANDING PARKING ACCESS LEFT LANE	73 (2)	Tobacco Usage Is Prohibited within 30 Feet of Entrance
11 (1)	RIGHT TURN ONLY	32 (3)	NO PARKING HERE TO CORNER	53 (2)		74 (4)	DRIVE THRU ATM
12 (1)	DO NOT ENTER	33 (1)	CUSTOMER PARKING ONLY	54 (2)	TO	75 (1)	WELCOME TO BRANSON
13 (2)	ONE WAY DO NOT ENTER	34 (1)	NO THROUGH TRAFFIC	55 (9)		76 (4)	EXIT ONLY
14 (3)	ONE WAY	35 (2)		56 (3)	BUS DROP OFF	77 (1)	
15 (5)		36 (1)	RB CUSTOMER PARKING ONLY	57 (1)	CEMETERY CLOSED DUSK UNTIL DAWN	78 (4)	USE CROSSWALK
16 (2)	DO NOT BLOCK INTERSECTION	37 (1)	Tractor And Trailer DO NOT FIT INTO TURNS WILL TIP	58 (8)	FREE TROLLEY RIDES	79 (1)	WATCH YOUR STEP
17 (1)	NO TURN ON RED	38 (1)	PARKING FOR Rocky's ONLY	59 (3)	PUBLIC RESTROOM	80 (1)	
18 (24)	2 Hour Parking	39 (2)	Reserved Parking For Branson Bands Trolley ONLY	60 (6)	PUBLIC RESTROOMS	81 (2)	MEN/WOMEN IS NO SMOKING
19 (39)	2 Hour Parking	40 (1)	SIGN WILL BE TURNED AT NOON-SUNRISE	61 (34)	XX Street	82 (1)	BRANSON CROSSLINK CHURCH
20 (14)	3 Hour Parking	41 (1)	VALET PARKING ONLY	62 (1)		83 (1)	NO LEFT TURN
21 (3)	NO COMMERCIAL VEHICLES BUSES, TRAILERS OR TOUR VEHICLES	42 (4)	PRIVATE PARKING	63 (2)	BUSINESS	84 (1)	PRIVATE PROPERTY NO TRESPASSING



FROM THE TOP DOWNTOWN BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON
HISTORIC DOWNTOWN
STREETSCAPE IMPROVEMENTS

EXISTING SIGN INVENTORY

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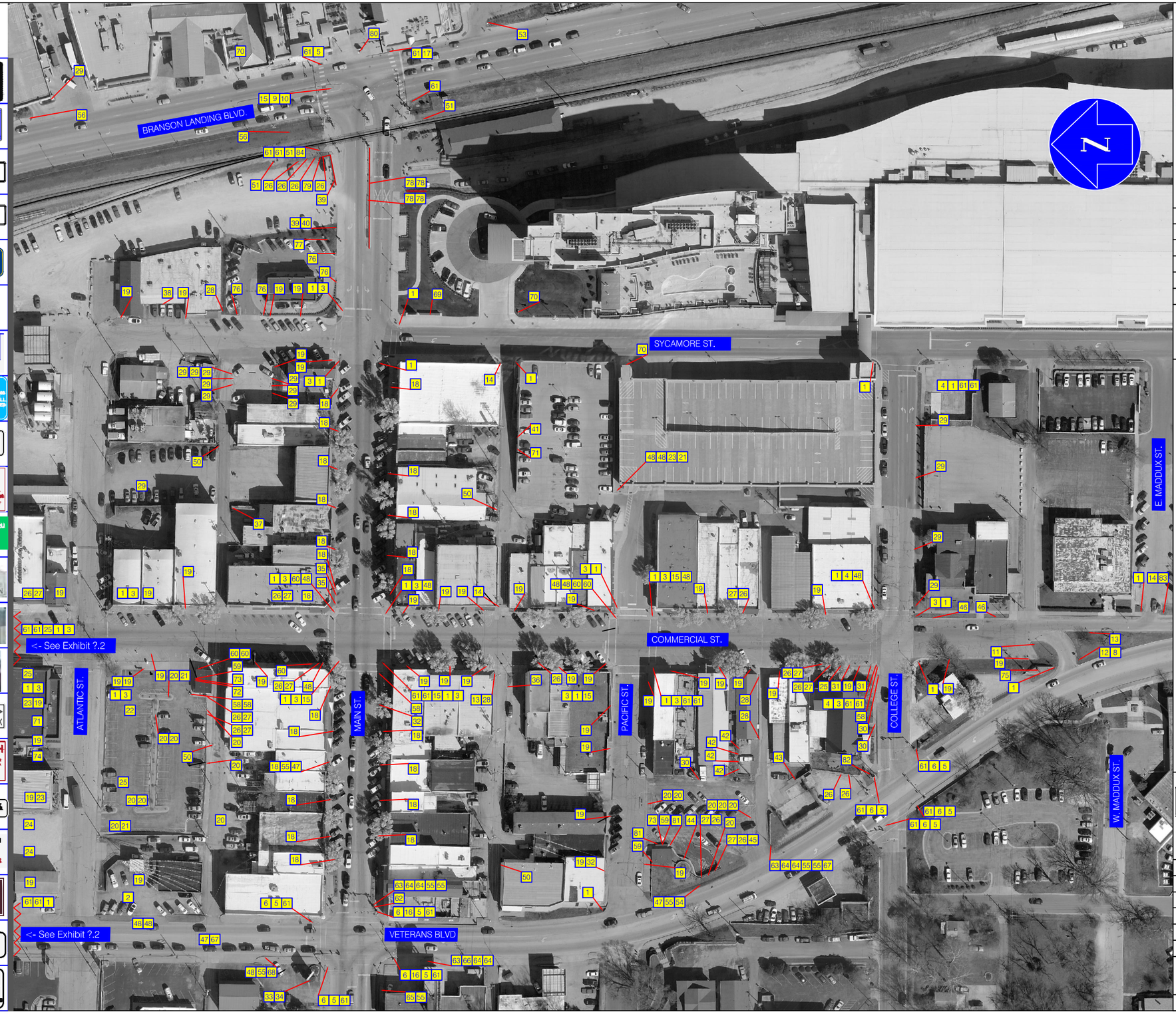
DESIGN BY: TJK
DRAWN BY: TJK
CHECKED BY: SJP
APPROVED BY: SJP
DATE: 7/17/13
JOB No: 12485-01-00

FIGURE ?

SHEET 2 OF 2

EXISTING SIGN LEGEND

1 (31)	STOP	22 (2)	BUS/ TROLLEY LOADING & UNLOADING ZONE ONLY	43 (1)	CHURCH PARKING ONLY	64 (6)	XX
2 (2)	SPEED LIMIT XX	23 (3)	NO BUS PARKING	44 (1)	DO NOT BLOCK HANDICAP PARKING	65 (1)	H
3 (15)	4-WAY	24 (5)	BUS PARKING ONLY	45 (1)	VAN ACCESSIBLE	66 (1)	EAST
4 (1)	3-WAY	25 (6)	BUS PARKING	46 (2)	30 MINUTE PARKING	67 (3)	WEST
5 (13)	LEFT TURN SIGNAL	26 (15)	& HANDICAPPED PARKING ONLY	47 (5)	RED ROUTE	68 (1)	BEST WESTERN Plus
6 (4)	ONLY	27 (10)		48 (10)	PARKING	69 (1)	Hilton
7 (2)		28 (6)	NO PARKING IN ALLEY	49 (1)	R R	70 (3)	H Hilton Entrance
8 (3)		29 (18)	NO PARKING	50		71 (2)	NO SKATEBOARDING VIOLATORS WILL BE PROSECUTED
9 (2)		30 (5)	NO PARKING THIS SIDE OF STREET	51 (2)	DANGER KEEP OUT	72 (1)	COCA-COLA VENDING
10 (2)		31 (2)	PARKING PROHIBITED IN THIS AREA BY ORDER OF	52 (3)	UNIVERSAL LANDING PARKING AHEAD LEFT LANE	73 (2)	Tobacco Usage Is Prohibited within 25 Feet of Entrance
11 (1)	RIGHT TURN ONLY	32 (3)	NO PARKING HERE TO CORNER	53 (2)		74 (4)	DRIVE THRU ATM
12 (1)	DO NOT ENTER	33 (1)	CUSTOMER PARKING ONLY	54 (2)	TO	75 (1)	WELCOME TO Historic Downtown BRANSON
13 (2)	ONE WAY DO NOT ENTER	34 (1)	NO THROUGH TRAFFIC	55 (9)		76 (4)	EXIT ONLY
14 (3)	ONE WAY	35 (2)	TOW-AWAY ZONE	56 (3)	BUS DROP OFF	77 (1)	
15 (5)		36 (1)	RB CUSTOMER PARKING ONLY	57 (1)	CEMETERY CLOSED DUSK UNTIL DAWN	78 (4)	USE CROSSWALK
16 (2)	DO NOT BLOCK INTERSECTION	37 (1)	Tractor And Trailer DO NOT ENTER TRAILER WILL SWAY	58 (8)	FREE TROLLEY RIDE	79 (1)	WATCH YOUR STEP
17 (1)	NO TURN ON RED	38 (1)	PARKING FOR Realty's ONLY	59 (3)	PUBLIC RESTROOM	80 (1)	
18 (24)	2 Hour Parking 9a.m. to 6p.m.	39 (2)	Reserved Parking for Branson Realty Valley ONLY	60 (6)	PUBLIC RESTROOMS	81 (2)	MEN/WOMEN IN NO SMOKING
19 (39)	2 Hour Parking 9a.m. to 6p.m.	40 (1)	CARS WILL BE TOWED AT OWNERS EXPENSE	61 (34)	XX Street	82 (1)	BRANSON CHRISTIAN CHURCH
20 (14)	2 Hour Parking 9a.m. to 6p.m.	41 (1)	H VALET PARKING ONLY	62 (1)	Historic Downtown Main Street Area ONE WAY	83 (1)	NO LEFT TURN
21 (3)	NO COMMERCIAL VEHICLES OVER 10,000 LBS. GVW	42 (4)	PRIVATE PARKING	63 (2)	BUSINESS	84 (1)	PRIVATE PROPERTY NO TRESPASSING



FROM THE TOP DOWNTOWN BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON
HISTORIC DOWNTOWN
STREETSCAPE IMPROVEMENTS

EXISTING SIGN INVENTORY

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DESIGN BY:	TJK
DRAWN BY:	TJK
CHECKED BY:	SJP
APPROVED BY:	SJP
DATE:	7/17/13
JOB No:	12485-01-00

FIGURE ?

SHEET 1 OF 2



SECTION 3

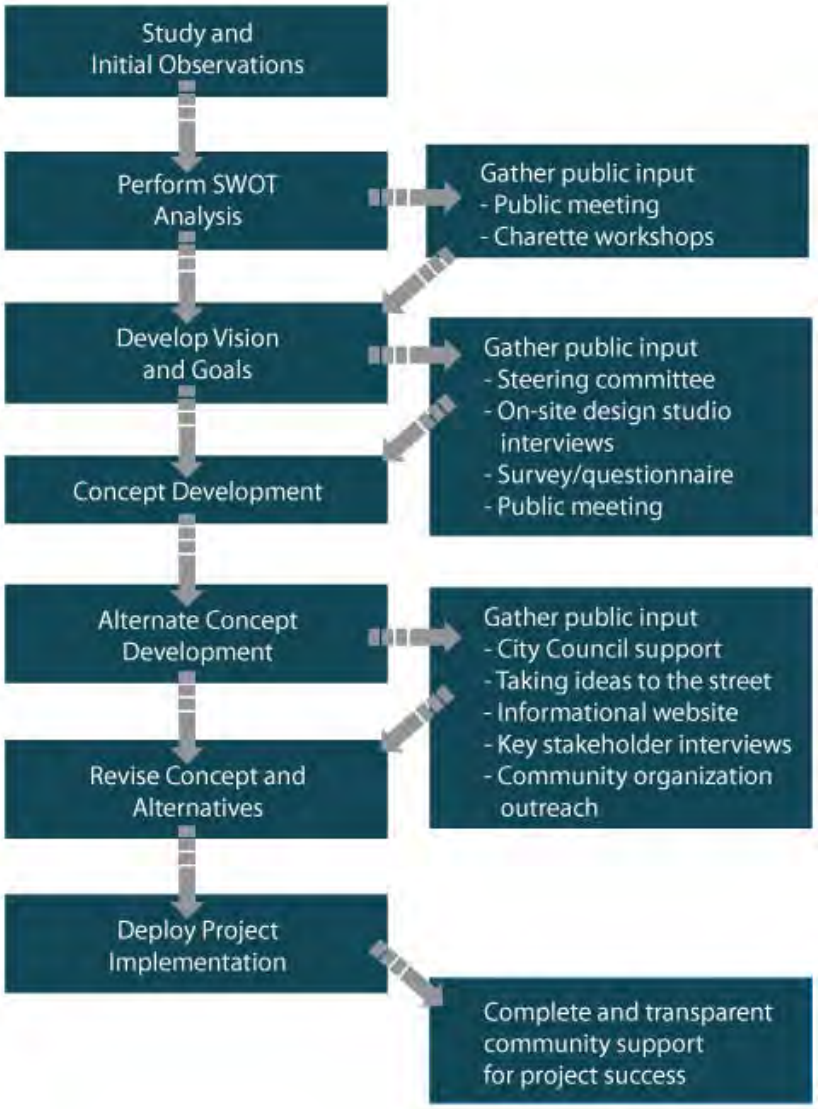
Planning Process & Public Involvement

SECTION 3

Planning Process & Public Involvement

3.1 - The Planning Process

While focus groups in a downtown planning process typically include business and property owners, every resident of Branson has an interest in the heart of the city. The development of the master plan included a thorough public participation process, giving stakeholders the opportunity to frame the goals and direction of the master plan. This plan provides recommendations largely based on opinions and perceptions of those who know the community best – its residents, businesses and property owners. Community leaders made an essential commitment to engage the public, using multiple methods to ensure transparency and innovation in an effort to generate support and commitment towards the success of the project.



3.2 - Local Community Outreach & Documentation

Charrette Kick-Off Week (02/25/2013 - 03/01/2013)

Initial feedback and interaction with members of the community was organized through a series of events that occurred during the charrette kick-off week. The project team scheduled a robust series of workshops, open house, interviews, site visits and presentations during the 5 day kick-off event. An official agenda and list of participants is included in **Appendix 3A**.

The project team performed a complete and comprehensive site visit throughout the entire downtown study area and also took a ride on "Sparky", the city's multi-modal trolley system. The team identified a complete list of Strengths, Weaknesses, Opportunities and Threats (SWOT) as observed during this walk-thru. The complete SWOT analysis is provided in Section 2 "Area Analysis & Existing Condition Audit".

Representatives from the City's Engineering and Planning Departments were engaged to discuss existing traffic and parking conditions within the study limits. Pedestrian accessibility was also discussed with respect to safety, connectivity, and pattern analysis. The complete transportation network analysis is provided in Section 4.



Veterans Task Force Meeting
Hosted in the Downtown Design Studio with Ernie Bradley (Task Force Chairman) on 02/27/2013.

Multiple interviews were conducted throughout the week, with key leadership from the Branson Veterans Task Force to better understand the needs and perspectives of the Veteran community. The Branson area hosts over 500,000 visitors from the veteran community every year. Some of the key take-away from these discussions are listed below:

"Getting around downtown is not easy…the sidewalks, curbs, and steep grades are not ideal for veterans. Take a hike in my walker"

"*There is something needed for the next generation veteran. There needs to be some consideration on how Branson can pay tribute to the modern conflicts and service member. The modern day veteran has a whole new set of needs and has a completely different set of challenges"*

"Currently, there is not a place or space to gather in the downtown area. You need to consider incorporating places to sit and talk, like a day room. A day room is a place where service members can escape the everyday duties….sit, talk, listen to music, entertainment

"Need to consider the Veterans Day Parade route….it's a big deal and is one of the largest in the country.

Business owners, residents, and community leaders participated in design studio interviews and concept artist sessions, where participants were afforded the opportunity to share concerns, brainstorm concepts, and just tell their stories. Every visitor had unique and inspiring stories that created inspiration in the concept renderings for the project.

To close-out the week of kick-off events, the team held a public meeting presentation to summarize the week's events. A copy of the presentation is included in **Appendix 3A**.

Ice Cream & Pie Social Event (02/26/2013)

All members of the public were invited to a special event, where participants were able to vote and voice their opinions on various issues related to the downtown. At the same time, partakers were able to enjoy some of the best local homemade pie and ice cream that was provided by the downtown restaurants and ice cream parlors. Throughout the public involvement process, the initiative took every opportunity to market and showcase local businesses during public meetings and design studio advertisement.

Ice Cream & Pie Social
Hosted in the Downtown Design Studio on 02/26/2013.



Voting on critical issues in the downtown was well received and resulted in a better understanding of the community priorities, which served as the basis for establishing the core goals and objectives for the project. (Listed later in this Section) All attendees were provided with 5 blue dots, representing votes that could be used on any of the key issues or improvements for the downtown. The application of a blue dot represented a high priority item for the community. In addition to the 5 regular dots, each participant was given a "super dot" that represented the highest priority item for the voter. A weighted score of 2 was given to the "super dot". There were 54 total participants. A complete summary and analysis of the public voting is summarized below in **Tables 3.1, 3.2, and 3.3**.

TABLE 3.1
Ice Cream & Pie Social Vote Tabulation

Regular Votes	Super Votes	Super Weight	Total Score	Issue
33	8	16	49	Create more opportunities for outdoor dining
20	8	16	36	Enhance festival/large gathering spaces
22	5	10	32	Improve public restrooms
16	8	16	32	Find ways to make Main Street more pedestrian friendly
24	1	2	26	Enhance gateways into downtown
20	2	4	24	Add more public restrooms
19	0	0	19	Create more parking
14	2	4	18	Consider future downtown development standards
10	4	8	18	Honor veterans
13	1	2	15	Replace sidewalks with brick pavers
14	0	0	14	Create more places to sit
6	4	8	14	Remove trees
11	1	2	13	Create safer more appealing connection to/from landing
11	0	0	11	Enhance way finding
8	1	2	10	Improve vehicular circulation
8	1	2	10	Find a better place to park tour buses
8	1	2	10	Enhance alleys
6	2	4	10	Brick / Decorative Streets
7	1	2	9	Leave the sidewalks alone
8	0	0	8	Create places for street performers
8	0	0	8	Improve trolley system
6	1	2	8	Create more shade
6	1	2	8	Bury all overhead utilities underground
7	0	0	7	Clean up/organize signage
6	0	0	6	Improve signage

6	0	0	6	Change street to brick/decorative material
5	0	0	5	Replace trees with different species
5	0	0	5	Relocate and replace trees with different species
3	1	2	5	Use more cedar for planting & trim (Bass Pro Shop look)
2	1	2	4	Reduce parking in favor of outdoor dining/green spaces/sitting areas
3	0	0	3	Create accessible entries in shops
3	0	0	3	Replace sidewalks with concrete
2	0	0	2	Put in new lighting
2	0	0	2	Add permanent bandstand for festival & street performances
2	0	0	2	Change sidewalks to stamped, colored concrete
1	0	0	1	Add to depot to create space for permanent museum
1	0	0	1	Manage storm water
1	0	0	1	Create opportunities for not only outdoor dining but other businesses

The Community Top Priorities:

1. Create More Opportunities for Outdoor Dining
2. Enhance Festival & Gathering Spaces
3. Improve & Add Public Restrooms
4. Find Ways to Make Main Street More Pedestrian Friendly
5. Enhance Gateways into Downtown

TABLE 3.2
Ice Cream & Pie Social Top 10 Super Vote (Highest Priority) Tabulation

Super Score Votes	Issue	Super Vote %
8	Create more opportunities for outdoor dining	15%
8	Enhance festival/large gathering spaces	15%
8	Find ways to make Main Street more pedestrian friendly	15%
5	Improve public restrooms	9%
4	Honor veterans	7%
4	Remove trees	7%
2	Add more public restrooms	4%
2	Consider future downtown development standards	4%
2	Brick / Decorative Streets	4%
1	Enhance gateways into downtown	2%

TABLE 3.3
Ice Cream & Pie Social Top 10 Regular Vote (Popular) Tabulation

Regular Votes	Issue	Regular Vote %
33	Create more opportunities for outdoor dining	10%
24	Enhance gateways into downtown	7%
22	Improve public restrooms	6%
20	Add more public restrooms	6%
20	Enhance festival/large gathering spaces	6%
19	Create more parking	5%
16	Find ways to make Main Street more pedestrian friendly	5%
14	Consider future downtown development standards	4%
14	Create more places to sit	4%
13	Replace sidewalks with brick pavers	4%

Downtown Steering Committee Meetings

A steering committee was formed and appointed by the Mayor on 02/26/2013 to help provide feedback and guidance on the vision for the downtown master plan. The group represented many different leaders in the community who committed their time and local knowledge towards the development of the master plan. Below is a list of the members of the steering committee:

Cris Bohinc – Alderman & DBBA Executive Director / Committee Chair
Dr. Patrick Parnell – Alderman & Veterinarian Doctor / Committee Vice-Chair
Richard K'nipple – Lightning Pawn
Tom Motley – Motley Law Firm
Steve Hartley – Dick's 5 & 10
Pam Druffel – Ozark Mountain Bank
Bozana Varisco – Branson Investment Holdings
Illa Kamp – Branson Scenic Railway

Steering Committee
Members of the Downtown Steering Committee



The committee had a total of 10 meetings throughout the planning phase from March 2013 to August 2013. A complete record of the meeting minutes are provided in **Appendix 3B**.

Downtown Design Studio

The team established a weekly presence in an on-site design studio at 210 S. Commercial Street in downtown Branson, where team members were available for interviews, questions, and a hot cup of coffee. The office served as the central hub for all project activity, with weekly meetings and public outreach occurring on a weekly basis. During off-peak hours, the storefront served as a promotion center for the latest project concepts and downtown vision. A comment box was located outside for out-of-town tourists and local visitors to voice their opinions on the project.

Business Owner & Stakeholder Interviews

The team obtained valuable feedback from local business owners and key stakeholders throughout the project. This feedback and interaction with the public was not obtained in a conventional method, but instead was very personal and involved face-to-face interaction. All business owners were approached and individual interviews were scheduled to discuss specific business needs, construction concerns, and other information that helped shape the overall vision for the project. A complete list and documentation of all interviews are included in **Appendix 3C**. In addition to the individual business owners interviewed, a summary of key stakeholder interviews are listed below:

Minnesota Northern Arkansas Railroad – February 12, 2013
Branson Christian Church Meeting – April 4, 2013
Branson Scenic Railway Meeting – April 18, 2013
MoDOT Coordination Meeting – May 9, 2013
Branson Christian Church Presentation – May 16, 2013
Main Street Business Owners & Branson Landing – June 12, 2013
MoDOT Coordination Meeting – July 10, 2013
Branson Christian Church Presentation – August 9, 2013
Branson Christian Church Presentation – September 4, 2013
Downtown Artist Meeting – September 18, 2013

Empire Electric Meeting – September 24, 2013
Owens Theater Meeting – January 6, 2014

Taking Ideas to the Street Campaign

Many times visual graphics and renderings cannot provide the public with the necessary assurance related to certain concepts. The team employed a "Taking Ideas to the Street" campaign to help citizens visualize the proposed improvement by implementing a temporary situation or simulation to mimic the actual improvement. With parking viewed as a very controversial topic, the team initiated the temporary implementation of two specific initiatives in the downtown.

The bump-out configuration is widely used in streetscape renovations and has many useful purposes that are designed to enhance the pedestrian experience, while increasing safety between pedestrian and vehicular traffic. However, many business owners were very concerned about the potential impact on parking in the downtown. The construction of this temporary bump-out provides a real-life visual that closely represents the space and orientation of the final design. The mock-up construction was implemented on the corner of Main & Commercial to obtain public feedback and provide a physical illustration that is similar to the proposed design concept. The bump-out configuration was constructed and implemented from June 2013 to July 2013. The temporary bump-out was an educational tool and also generated participation and support for the project.



Temporary Bump-Out
Mock-Up Constructed at the Corner of Main & Commercial

In another attempt to address the public's concern about parking, the city authorized the implementation of a temporary free parking initiative for downtown business owners and employees. The free parking initiative was designed to help the city better understand the impacts that paid versus unpaid parking had on the use of the garage and on-street parking in the downtown by business owners and employees. The temporary free parking initiative began on May 9, 2013 and was scheduled to end on August 9, 2013. At the conclusion of the temporary parking initiative, all participants were instructed that the garage parking would return to the original pre-test paid arrangements. 201 individuals participated in the temporary free parking sign-up event and were issued free parking badges to model the impact of the free garage parking condition. The test parking initiative not only provided valuable downtown parking data, but also provided the team with a great opportunity to interact and discuss the project with many of the local business owners and employees. The initiative was another example of taking ideas to the street, and providing the public with a mock/test situation related to potential policy changes. A complete list of the participants is provided with a detailed analysis of the free parking initiative in Section 4.

Public Information Meetings

Keeping the public informed was a major focus of the public outreach initiative with two key public information meetings that occurred during the planning phase of the project. Key feedback and comments from the public were documented at these meetings and are summarized below.

Public Information Meeting No. 1 – April 25, 2013 (Over 60 in attendance)

"Vendors needs to be able to deliver goods in the front doors of many businesses downtown, since there are limited back entrances that have access to alleyways"

"Employees and owners of the Landing are the biggest problem with limited parking spaces in the downtown….workers park on the hill and walk to work, taking most of the parking spaces on the hill for the entire evening"

"Many downtown businesses have issues with skateboarders and trash from the night-time crowd from the Landing"

"Parking is an issue in the downtown…many of our customers want to drive and park in front of the store. They don't want to have a long walk to where they want to shop"

"The link market concept should be revised to accommodate the necessary set-back and sight-distance issues for rail traffic operations"

Public Information Meeting No. 1
Over 60 Attended the Information Meeting on 04/25/2013



"Did not like the concept of mid-block bump-outs on the hill, due to the amount of parking spaces that would be needed.

"The concepts for the trolley stop, restrooms, and link market need to be less contemporary."

Public Information Meeting No. 2 – June 27, 2014 (Over 50 in attendance)

"Need to consider parking sign placement for enforcement for on-street parking"

"Consideration needs to be given to trucks loading and unloading in the Awbery Parking Lot….lots of trucks need access to this lot and Commercial Street access should be considered"

"Restroom and trolley stop locations need to be reconsidered with additional parking spaces provided along Main Street"

"Need to consider moving all furniture, light poles, and signage out of the sidewalk area….there is too much clutter"

"I can tell that you listened to our suggestions during the 1st meeting…..I feel like my comments are valued and I'm getting a say in what happens on this project"

The public information meetings were held at the downtown design studio, located at 210 S. Commercial Street in Branson, MO., with information pamphlets and specific project concept layouts being provided to all attendees. Copies of the information pamphlets can be found in **Appendix 3D**. Presentations were made to over 100 people and were advertised in newspapers, online, radio, and e-mail blasts. A copy of all sign-in sheets and presentations can also be found in **Appendix 3D**.

Board of Alderman Study Sessions

Members of the board of alderman were updated and consulted throughout various stages of the project's planning phase, where multiple presentations were made to the members of the board of alderman. Copies of each agenda and presentation material has been included in **Appendix 3E**. The sessions served as a great venue for collaboration and key decisions that kept the project moving forward with the support of the local elected officials. Below is a list of study session dates:

Study Session No. 1 – February 7, 2013
Study Session No. 2 – April 18, 2013
Study Session No. 3 – June 20, 2013
Board of Alderman Meeting (Final Presentation of Master Plan) – September 24, 2013

Community Improvement District Meetings

The Community Improvement District (CID) is composed of community leaders that are organized for the purpose of financing a wide range of public-use facilities and establishing and managing policies and public services relative to the needs of the downtown district. A map of the CID district boundaries was recently revised in the Fall of 2013 and has been included in **Appendix 3F**.

Unlike a Neighborhood Improvement District, a CID is a separate legal entity, and is a district apart from the municipality that creates the district. A CID is, however, created by ordinance of the governing body of the municipality in which the CID is located, and may have other direct organizational or operational ties to the local government, depending upon the charter of the CID. A CID may finance new facilities or improvements to existing facilities that are for the use of the public. Such public-use facilities include:

- Convention centers, arenas, meeting facilities, pedestrian or shopping malls and plazas
- Paintings, murals, fountains or kiosks
- Parks, lawns, gardens, trees or other landscapes
- Streetscapes, lighting, benches, marquees, awnings, canopies, trash receptacles, walls
- Lakes, dams and waterways
- Sidewalks, streets, alleyways, bridges, ramps, tunnels, traffic signs and signals, utilities, drainage works, water, storm and sewer systems and other site improvements
- Parking lots, garages

A CID may also provide a variety of public services, some of which may be:



Branson Trolley System "Sparky"
The CID finances and manages the public trolley service for the downtown

- Operating or contracting for the operation of parking facilities, shuttle bus services
- Leasing space for sidewalk café tables and chairs
- Providing trash collection and disposal services
- With consent of the municipality, prohibiting, or restricting vehicular and pedestrian traffic and vendors on streets
- Within a designated "blighted area", contract with any private property owner to demolish, or rehabilitate any building or structure owned by such property owner
- Providing or contracting for security personnel, equipment or facilities

Participation and discussion with members of the CID was essential to development of the master plan. A major portion of the CID's district includes the historic downtown improvement study area and also includes the service area provided by the CID's public trolley service. It was vital that the master plan be developed with the considerations and input from members of the CID. A series of presentations and project updates were provided at regular meetings by the CID board, and are listed below. Copies of the meeting material can be found in **Appendix 3F**.

CID Board Meeting No. 1 – January 3, 2013
CID Board Meeting No. 2 – February 7, 2013
CID Board Meeting No. 3 – March 7, 2013
CID Special Meeting – April 4, 2013
CID Special Meeting – October 3, 2013

Downtown Business Betterment Association Meetings

The Downtown Business Betterment Association (DBBA) is another key stakeholder in the development of the master plan, with a vital role in organizing and hosting numerous special events, festivals, and parades held in the downtown every year. The organization works for the promotion and betterment of the members in the downtown area and serves over 70 downtown businesses.



DBBA Annual Meeting
Over 30 people attended the update on the downtown streetscape project at the downtown design studio on 03/05/13

In an effort to inform and obtain valuable input from vested members of this organization, multiple meetings, presentations, and information sessions were held with members of the DBBA. Sign-in sheets and copies of the presentation material are included in **Appendix 3G**.

DBBA Annual Meeting – March 5, 2013
DBBA Festival Layout & Coordination Meeting – October 10, 2013
DBBA Annual Meeting – March 4, 2014

City Staff & Departmental Meetings

Like any successful project, constant communication and coordination with the city staff was essential to understanding the needs of the community. With many contributing organizations, the city staff was the hub for all project communication with all internal departments contributing towards the needs and vision for the downtown area. A summary of all documented meetings with city departments is recorded below.

City Kick-Off Meeting – January 15, 2013
City Staff Meeting – January 25, 2013
Utility Kick-Off Meeting – January 31, 2013
City ADA Safety Compliance Specialist – March 21, 2013
City Sustainability Specialist – March 21, 2013
Parks & Recreation Department – April 18, 2013
Police Department – April 18, 2013
Fire Department – May 2, 2013
Street Department – May 2, 2013
Adoration Parade Coordination Meeting – May 9, 2013
Capital Improvement Committee – May 13, 2013
Tree Board Meeting – July 10, 2013
City Staff Coordination Meeting – September 11, 2013
City Staff Coordination Meeting – October 3, 2013
Water Department Meeting – October 3, 2013
City Staff Coordination Meeting – October 31, 2013
70% Plan Review Meeting – November 8, 2013
Final Plan Review Meeting – January 15, 2014

Community Organization Presentations

In an effort to reach community leaders outside of the downtown area, the team employed an aggressive community outreach program designed to increase project awareness and support. Numerous presentations were given to local community organizations and are listed below.

Branson Rotary Presentation – May 8, 2013
City of Hollister Partners in Progress Presentation – May 16, 2013
Executive Business Connection – June 6, 2013
Ozark Chapter of Institute for Transportation Engineers – June 6, 2013

Branson Kiwanis Presentation – June 18, 2013
Branson Republican Club Presentation – June 21, 2013
Missouri American Planning Association Conference – October 16, 2013

Informational Website

A project website www.bransonstreetscape.com was established early during the planning process to serve as a transparent information center for all events, exhibits, and key stakeholders on the project. The planning process occurred during the months highlighted in yellow below.

Table 3.4
Website Activity Summary
Monthly Summary of website activity for www.bransonstreetscape.com

	Month	Hits	Visits	Sites
2013	January	61	36	33
	February	7731	381	179
	March	24599	993	595
	April	31558	998	874
	May	24101	1181	900
	June	20602	1345	1153
	July	27465	1574	1375
	August	19865	1267	1079
	September	19135	1018	1065
	October	17444	1000	1029
	November	11986	805	895
	December	9332	619	857
2014	January	7488	608	865
	February	1383	90	229
	March		No Data	
	April		No Data	
	May	3638	366	665
	June	4587	486	708
	July	5191	590	789
	August	5149	629	717
	September	5223	584	691
	October	9120	684	762
	November	6452	425	506
	TOTALS	**262,110**	**15,679**	**15,966**

Hits: The total number of requests that were made to www.bransonstreetscape.com

Sites: The record of all unique IP addresses that made requests to www.bransonstreetscape.com

Visits: An attempt to measure the number of times visitors go to www.bransonstreetscape.com

The decision was made early in the project that key stakeholders and the community needed to be engaged on a personal level “face to face with a handshake”. The website served the project as a great tool for communication and project updates. As depicted above, the website served this purpose during the peak of the planning engagement. The team hopes to continue interest from

local and out-of-town users during the construction and implementation phases of the project.

Monthly Newsletters & Media Coverage

Partners of the local media were informed and utilized as a means to advertise and inform the public on project meetings and milestone progress on the project. Over the life of the project, there has been substantial media coverage and publications that are summarized below, and included as part of **Appendix 3H**.

Branson Tri-Lakes News
Numerous Newspaper Articles Help Promote Project & Keep Community Informed



Partners hear downtown update

Downtown Branson Revitalization project coming together

DOWNTOWN BRANSON is set to be revitalized during the next five years.

February 10, 2013 – Branson Daily Independent "Historic Downtown Streetscape Kick-Off Week Begins Feb. 25"

March 23, 2013 – Branson Tri-Lakes News "Businesses stand by downtown revival"

April 20, 2013 – Branson Tri-Lakes News "Downtown parking experiment OK'd"

April 27, 2013 - Branson Tri-Lakes News "Business Leaders Weigh In on $5M Downtown Revitalization"

May 22, 2013 – Branson Tri-Lakes News "Partners Hear Downtown Update"

June 8, 2013 – Branson Tri-Lakes News "Downtown Streetscape on Schedule"

June 25, 2013 – Branson Tri-Lakes News "Public Input Shaping Downtown Revitalization"

June 28, 2013 – Branson Daily Independent "$5 million Downtown Streetscape Project Discussed

July 3, 2013 – Branson Tri-Lakes News "Streetscape Team Hosts Second Public Meeting"

January 22, 2014 – Branson Tri-Lakes News "Bidding to Open Soon for Downtown Revival Project"

February 12, 2014 – Branson Tri-Lakes News "Project Timeline Rethought"

October 4, 2014 – Branson Tri-Lakes News "Downtown construction set to begin"

October 22, 2014 – Branson Tri-Lakes News "Fundraising production to aid downtown streetscape project"

November 5, 2014 – Branson Tri-Lakes News "Downtown Streetscape Construction in progress"

Monthly newsletters are also being distributed to local residents, business owners, and key stakeholders during the construction and implementation phases of the project. The goal and purpose of the project newsletter is to keep

businesses, property owners, and concerned citizens in the downtown area informed on progress, parking, and traffic stage changes during construction. A list of the published newsletters is included below with copies of the publication provided in **Appendix 3H**.

Volume 1 – May 1, 2014
Volume 2 – June 1, 2014
Volume 3 – July 10, 2014
Volume 4 – August 12, 2014
Volume 5 – September 10, 2014
Volume 6 – October 10, 2014
Volume 7 – November 10, 2014
Volume 8 – December 10, 2014
Volume 9 – January 10, 2015
Volume 10 – February 10, 2015

3.3 – Goals & Guiding Principals

The project goals and objectives are a product of the feedback that has been received as part of the team's discussions with members of the steering committee and general public. The project goals and objectives will serve as the guiding principles for the project moving forward.

Table 3.5
Goal & Objective Example
Table helps define the difference between the two terms

	GOAL	OBJECTIVE
MEANING	The purpose towards which an endeavor is directed.	Something that one's efforts or actions are intended to attain or accomplish; purpose; target.
EXAMPLE	I want to achieve success in the field of genetic research and do what no one has ever done.	I want to complete this thesis on genetic research by the end of the month.
ACTION	Generic action, or better still, an outcome toward which we strive.	Specific action – the objective supports attainment of the associated goal.
MEASURE	Goals may not be strictly measureable or tangible.	Must be measureable and tangible.
TIME FRAME	Longer term.	Mid to short term.

The words Goal and Objective are often confused with each other. They both describe things that an organization may want to achieve or attain but in relative terms may have different meanings. Both are desired outcomes of work performed by an organization. What sets them apart is the time frame, attributes of focus and the outcome they achieve.

Both terms imply a target one desires to accomplish. Goals are generally established for an achievement or accomplishment for which certain efforts are placed. Objectives are specific targets within the general goal. Objectives are time-related to achieve a certain task.

Project Goals

1.1. Increase economic viability
1.2. Embrace local history and culture
1.3. Improve vehicular transportation
1.4. Improve multi-modal transportation

1.5. Create inviting places for pedestrians
1.6. Improve pedestrian accessibility
1.7. Provide additional outdoor seating
1.8. Improve utility infrastructure
1.9. Reduce flooding in downtown during major storm events
1.10. Continue to illustrate Branson's commitment to sustainability
1.11. Limit impacts to local businesses during construction
1.12. Increase safety in downtown area
1.13. Reduce trash in streets and alleyways
1.14. Create historic district identity/branding
1.15. Improve out-of-town visitor experience
1.16. Increase utilization of downtown parking
1.17. Reduce long term maintenance and associated costs to the taxpayers
1.18. Continue to provide special events downtown (Ex: Parade and Festivals)
1.19. Attempt to expand the downtown district along Commercial Street
1.20. Attract younger generation to downtown
1.21. Increase evening activity in the downtown area

Project Objectives

2.1. Replace existing sidewalks while providing decorative elements made more pedestrian friendly with improvements to accessibility ramps
2.2. Reduce sidewalk clutter (Ex: Newspaper Stands, Trees, Lights, Signage, Trash Cans)
2.3. Make link or connection to the existing Landing development and historic downtown
2.4. Upgrade existing utility facilities (Water main replacement and sewer lining)
2.5. Efficiently manage storm water runoff with improvements to storm sewer system
2.6. Create consistent way-finding
2.7. Replace and evaluate signage
2.8. Provide gateways to define historic district
2.9. Enhance landscaping
2.10. Provide street and alleyway lighting
2.11. Provide consistent theme and style for site furnishings
2.12. Improve quantity and quality of public restrooms
2.13. Increase use of existing trolley system with improvements to trolley stop facilities
2.14. Provide infrastructure to help market and identify downtown businesses
2.15. Obtain national sustainability certification
2.16. Provide irrigation plan for downtown
2.17. Incorporate intersection traffic control to reduce conflicts between pedestrians and vehicles, while making necessary improvements to interconnect signals for better traffic management
2.18. Provide infrastructure to accommodate a flexible space for special events and festivals
2.19. Replace existing trees with a species that is more appropriate for a downtown environment
2.20. Incorporate history into park areas or structures (restrooms, trolley stops, directories)
2.21. Incorporate bump-outs throughout the downtown to create outdoor seating & rest locations
2.22. Create park or recreation areas in downtown
2.23. Reconstruct portion of roadway to accommodate proposed sidewalk and curb improvements
2.24. Establish an achievable construction schedule over the next 5 years to complete downtown improvements

APPENDIX 3A

PRELIMINARY AGENDA
CHARRETTE WEEK – 02/25 to 03/01
Historic Downtown Streetscape Improvements
Branson, MO (Taney County)

MONDAY – FEBRUARY 25, 2013

9:30 AM	RATIO Team Arrival at SGF Airport
9:30 AM – 10:30 AM	Travel to Branson
10:30 AM – 12:00 PM	Downtown Walk-Thru / Site Visit
12:00 PM – 1:00 PM	Lunch (TBD)
1:00 PM – 2:00 PM	Trolley Ride (Sparky)
2:00 PM – 3:00 PM	**History / Museum Tour**
3:00 PM – 5:00 PM	Team Work Session No. 1 / Open Interview Sessions

TUESDAY – FEBRUARY 26, 2013

8:00 AM – 10:30 AM	Team Work Session No. 2 (Business Owner / Stakeholder Interviews)
10:30 AM – 11:30 AM	City Staff Meeting w/ Entire Team (Discuss Traffic Study)
11:30 AM – 12:30 PM	Lunch (TBD)
12:30 PM - 3:00 PM	Team Work Session No. 3
3:00 PM – 7:00 PM	**Ice Cream & Pie Social Event**

WEDNESDAY – FEBRUARY 27, 2013

8:00 AM – 9:30 AM	Veteran Representative Meeting (Ernie Bradley)
9:30 AM - 12:00 PM	Team Work Session No. 4 / Open Interview Sessions
12:00 PM – 1:30 PM	Lunch (TBD)
1:30 PM – 3:30 PM	**Steering Committee Work Session (Subject to Change w/ Work Session No.5)**
3:30 PM – 5:00 PM	Team Work Session No. 5 (Re-Cap Steering Committee Feedback)

THURSDAY – FEBRUARY 28, 2013

8:00 AM – 12:00 PM	Team Work Session No. 6 / Open Interview Sessions
12:00 PM – 1:30 PM	Lunch (TBD)
1:30 PM – 5:00 PM	Team Work Session No. 7 / Open Interview Sessions

FRIDAY – MARCH 1, 2013

8:00 AM – 12:00 PM	Team Work Session No. 8
12:00 PM – 1:00 PM	Lunch (TBD)
1:00 PM – 3:00 PM	**Public Meeting Presentation**
3:00 PM – 4:00 PM	Travel to Springfield
6:00 PM	RATIO Flight to Indy

Downtown Branson Historic Streetscape

A WEEK OF PERSPECTIVE
AND CREATIVE DISCOVERY
February 25th – March 1st

DESIGN TEAM





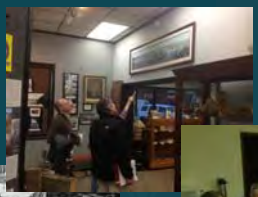


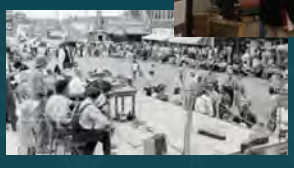
CHARRETTE WEEK EVENT SUMMARY

The History of Branson – Monday 25th

Meeting with Jim & Jean Babcock at the Centennial Museum.

- Hunting Camps
- Fire / Flood
- Post Master – Branson
- Music In Caves
- Parnell Building
- Jim Owen – Entertainment
- Family Reunion Destination
- Railroad
- White River



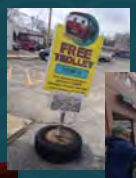


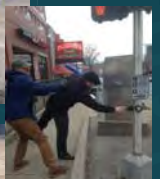


CHARRETTE WEEK EVENT SUMMARY

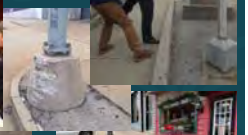
Site Observations – Monday 25th

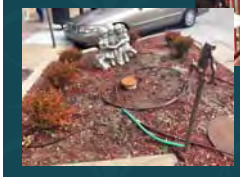
- Downtown Deserves Better!
- Very Unique!
- Opportunities Everywhere You Look!



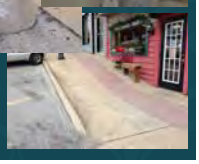












CHARRETTE WEEK EVENT SUMMARY

City Staff Coordination Meeting – Tuesday 26th

Feedback from City Staff:
- Public Works Dept.
- Planning Dept.



Key Points of Discussion:
- Signage
- Parking Utilization
- Design Guidelines / Ordinances
- Traffic Patterns
- Future Land Use Opportunities

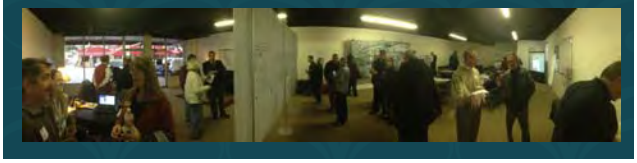
CHARRETTE WEEK EVENT SUMMARY

Ice Cream & Pie Social Event – Tuesday 26th





THANK YOU!



CHARRETTE WEEK EVENT SUMMARY

Pie & Ice Cream Social – What You Said!

TOTAL REGULAR VOTES (TOP 10)

PIE & ICE CREAM SOCIAL EVENT - 02/26/2013

Regular Score	Issue	Regular Score
33	Create more opportunities for outdoor dining	10%
24	Enhance gateways into downtown	7%
22	Improve public restrooms	6%
20	Add more public restrooms	6%
20	Enhance festival/large gathering spaces	6%
19	Create more parking	5%
16	Find ways to make Main Street more pedestrian friendly	5%
14	Create more places to sit	4%
14	Consider future downtown development standards	4%
13	Replace sidewalks with brick pavers	4%

HIGHEST PRIORITY VOTES (TOP 10)

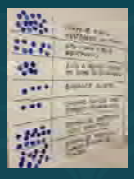
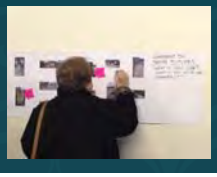
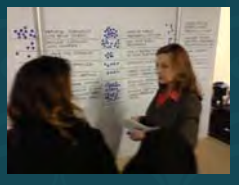
PIE & ICE CREAM SOCIAL EVENT - 02/26/2013

Super Score	Issue	Super Score
8	Create more opportunities for outdoor dining	15%
8	Enhance festival/large gathering spaces	15%
8	Find ways to make Main Street more pedestrian friendly	15%
5	Improve public restrooms	9%
4	Honor veterans	7%
4	Remove trees	7%
2	Add more public restrooms	4%
2	Consider future downtown development standards	4%
2	Brick / Decorative Streets	4%
1	Enhance gateways into downtown	2%

CHARRETTE WEEK EVENT SUMMARY

Pie & Ice Cream Social – Top Priorities

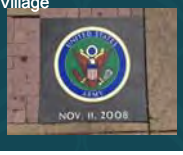
#1 - Create More Opportunities for Outdoor Dining
#2 - Enhance Festival and Gathering Spaces
#3 – Improve / Add Public Restrooms
#4 - Find Ways to Make Main Street More Pedestrian Friendly
#5 – Enhance Gateways into Downtown

CHARRETTE WEEK EVENT SUMMARY

Branson Veterans Task Force Meeting – Wednesday 27th

- Physical conditions of downtown are not friendly to visitors with physical limitations – "Take a hike in my walker"
- Something needed for next generation of Veteran
- No specific place to gather "The Day Room"
  - -Place to Sit and Talk
  - -Music & Entertainment
- Veterans week events
  - -Traveling Wall
  - -Veteran Village
  - -Parade





STRENGTHS

- History
- Human scale
- Walkable
- Defined Boundaries
- National Appeal to Veterans
- Large Parking Quantity
- Eclectic and Authentic
- Unique "Ozark" Feel

CHALLENGES

- The Hill (steep grade)
- Quantity/Quality of public restrooms
- Vehicular congestion
- Lack of outside seating
- Pedestrian barriers (narrow, cluttered sidewalks)
- Confusing signage
- Lack of consistent way finding
- Trolley accessibility
- Cluttered
- Lack of outdoor dining

ATTENTION TO DETAIL



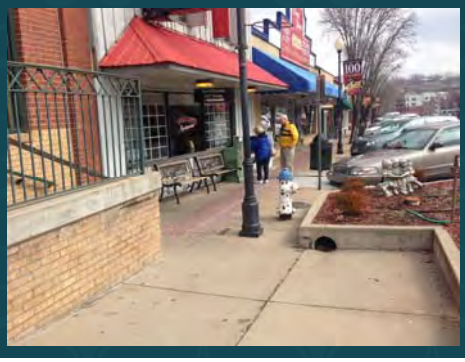
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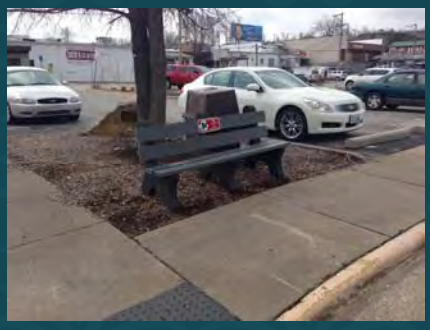
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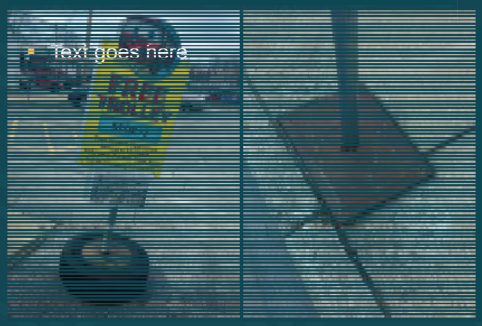
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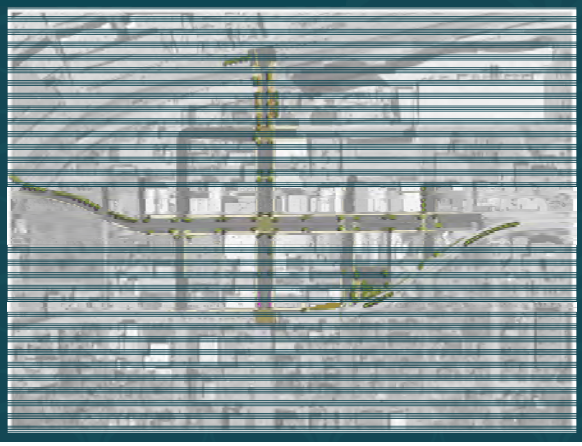
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OPPORTUNITIES

- Create area of respite
- Corners, mid block - add seating
- Enhance existing restrooms
- Add additional restrooms
- Control bus circulation and parking
- Facilitate outdoor dining
- Reduce sidewalk barriers
- Move trees out of sidewalks
- Organize news stands
- Explore opportunities for wider sidewalks
- Improve way finding / signage

THE VISION CONCEPT



THE VISION CONCEPT

MAIN STREET



THE VISION CONCEPT

COMMERCIAL STREET



THE VISION CONCEPT

THE "LINK MARKET"



THE VISION CONCEPT

THE "SOUTH VETERANS BLVD"



THE VISION CONCEPT

THE "VETERANS BLVD"



THE VISION CONCEPT

THE "AWBERY FESTIVAL PLAZA "



THE VISION CONCEPT

THE "AWBERY FESTIVAL PLAZA "



THE VISION CONCEPT

Story Kiosks



Veterans Kiosk | Push a button and hear a story

THE VISION CONCEPT

Story Kiosks



Branson Kiosk | Push a button and hear a story

THE VISION CONCEPT

STORY KIOSK



THE VISION CONCEPT

STORY KIOSK



THE VISION CONCEPT

STORY KIOSK



THE VISION CONCEPT

STORY KIOSK



THE VISION CONCEPT

FESTIVAL PLAZA



THE VISION CONCEPT

FESTIVAL PLAZA



THE VISION CONCEPT
THE LINK MARKET



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THE VISION CONCEPT

THE LINK MARKET



THE VISION CONCEPT

THE HILL



THE VISION CONCEPT

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THE VISION CONCEPT

THE HILL



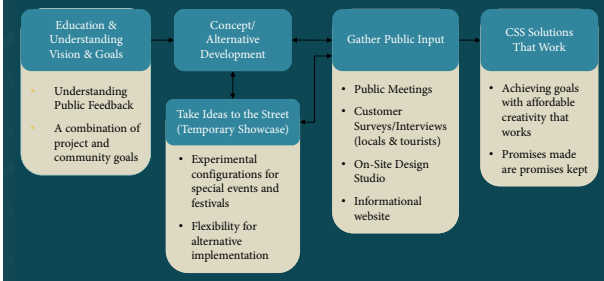
THE PROCESS – MOVING FORWARD

Steering Committee – The Voice of the People



THE PROCESS – MOVING FORWARD

Public Information & Feedback Process



THE PROCESS – MOVING FORWARD

Project Coordination Event Schedule



THE PROCESS – MOVING FORWARD



Project Website

www.bransonstreetscape.com

On-Site Design Studio



Open for Interviews Every Thursday from 8:00 – 5:00

CLOSING

THANK YOU
FOR YOUR PARTICIPATION!

QUESTIONS?

APPENDIX 3B

NOTICE OF MEETING

CITY OF BRANSON

DOWNTOWN STREETSCAPE STEERING COMMITTEE

Committee Meeting – Friday, March 8, 2013 – 8:30 a.m.
210 S. Commercial Street, Branso

AGENDA

1) Call to Order.

2) Welcome & Committee Member Introductions

3) Discussion of Planning Process

4) Evaluate Project Goals & Objectives

5) Presentation & Discussion of Ideas Formulated from Charette

6) Adjourn.

For more information please visit www.bransonmo.gov or contact:
Lisa Westfall, City Clerk, 417-337-8522
Garrett Anderson, Economic Development Director, 417-337-8589

Posted: , 2013
By: _____ **At:** _____

MEETING MINUTES

DATE: March 8, 2013

TIME: 8:30 AM – 10:30 AM

LOCATION: CMT Design Studio
210 S. Commercial Street
Branson, MO 65616

PROJECT: Historic Downtown Streetscape Improvements
CMT Job No. 12485-01-00

SUBJECT: City of Branson
Historic Downtown Streetscape Improvements
Steering Committee Meeting No. 1

ATTENDANCE:

Cris Bohinc	CB	Committee Chair – DBBA & Alderman Ward 2
Patrick Parnell	PP	Committee Vice Chair – Alderman Ward 2
David Miller	DM	City of Branson – City Engineer
Wayne Glenn	WG	City of Branson – Project Manager
Cheryl Ford	CF	City of Branson - Engineering Office Specialist
Richard K'nipple	RK	Committee Member – Lightning Pawn
Tom Motley	TM	Committee Member – CID & Motley Law
Steve Hartley	SH	Committee Member - Dick's 5& 10
Pam Druffel	PD	Committee Member – Ozark Mt. Bank
Bozana Varisco	BV	Committee Member – Bitt
Steve Prange	SP	Crawford, Murphy, & Tilly, Inc.
Frank Zanaboni	FZ	Frank Z Design, LLC

1. Call to Order

1.1. The Meeting was called to order by Cris Bohinc at 8:34 AM.

2. Welcome & Committee Member Introductions

2.1. Steve Prange thanked all members for commitment and volunteerism and stated that proactive involvement is needed for this project to succeed. Frank Zanaboni of Frank Z Design introduced himself and stated that his responsibilities for this project are mainly dealing with the landscaping features for the project. Steve Prange asked all members of the committee to introduce themselves and share with the group why this project is important to them.

2.1.1. Bozana Varisco owner of Branson Hotel stated that a need for pedestrian walkways to cross over Veterans Blvd at Pacific Street and adding outdoor cafes will increase the activity in downtown Branson.

2.1.2. Alderwoman Cris Bohinc stated that this project is a dream come true. She believes that the excitement that has already ensued due to hiring the right firm to lead this project is inspiring. She emphasized adding to the economic well-being of downtown along with turning the downtown into a more recognized destination.

2.1.3. Pam Druffel of Ozark Mountain Bank believes that Branson needs to pull in the younger crowd. We are proud of what we have here. She stated that she would like to see an upgrade to the pedestrian walkways and add more outdoor cafes.

2.1.4. Alderman Patrick Parnell and owner of veterinary clinic stated that this community has created its own identity with thought given to little things. Alderman Parnell stated that he visualizes a restaurant district to help attract the Branson Landing visitors into downtown. He stated that we need to give downtown Branson a sense of identity by utilizing the history that was created 101 years ago.

2.1.5. Steve Harley owner of Dick's 5 & 10 stated that we need to understand who we are and what we are about. Accentuate the history of the downtown and help promote to visitors that they have "come home". Also wanted to try to bring in a younger demographic.

2.1.6. Richard K'Nipple owner of Lightning Enterprises for 25 years stated that he is glad to be a part of this project and on the road to making Branson something new.

2.1.7. David Miller, City Engineer stated that his goal is low maintenance.

2.1.8. Wayne Glenn project manager from City of Branson Engineering Department stated that he will be involved in the design and construction phases and will also be responsible for quality control. He further stated that he will be the open communication line between the consultant and the City.

2.1.9. Tom Motley, local attorney born and raised in Branson, Chair of CID committee. He stated that a concern of the CID is the potential and failure to maximize resources of what we have. We need cohesiveness.

2.2. Steve Prange stated that he had received some of the same comments throughout the week and a pretty consistent message which is tribute to the CID board and DBBA.

3 Charrette Presentation Overview & The Planning Process

3.1 Overview of PowerPoint presentation that was presented at the end of the design charrette kick-off week.

3.1.1 Steve Prange explained the PowerPoint presentation. He gave explanation of the Logo – "From the Top". It is a showbiz term and provides a new perspective to go along with the theme of moving forward.

3.1.2 He updated the committee on business owner interviews that have been conducted with over 60 people in attendance for the Ice cream and pie social.

3.1.3 Steve Hartley inquired about what percentage of design studio visitors were business owners? Steve Prange responded; approximately 75% have been business owners. Steve Hartley stated that an effort to keep business owners up to date will help create support and involvement.

3.1.4 Chris Bohinc stated that her office has recently updated the database of CID district in an attempt to keep them informed throughout the project.

3.1.5 Steve Prange highlighted information from the slide summarizing the feedback from the public on the top 5 priorities voted on during the ice cream & pie social.

No. 1 – Create more opportunities for outdoor dining

- Steve explained that outdoor dining concept has the potential to increase street activity and create additional locations for people to sit and observe other downtown visitors while enjoying food. The outdoor dining concept tends to increase the amount of time people spend in the downtown area. This may be related to creating more outdoor gathering space in the downtown area. (part of number 2)

No. 2 - Enhance festival and gathering spaces

- Frank Zanaboni explained that one of the options to investigate would be making Awbery Park into a flex space depending on season with new opportunities.

No. 3 – Improve / add public restrooms

No. 4 – Make Main Street more pedestrian friendly

No. 5 – Enhance gateways into downtown

- In discussion about potential gateways, Steve Prange explained that the Main St. intersection with Veterans may be an excellent to illustrate that people are somewhere special by upgrading the traffic signal pole to a more historic mast arm and radius improvements to increase truck turning movements at the intersection.

- Also discussed the concept idea of a landscaped median along Branson Landing Blvd. to assist with gateway place making at the entrance of Main St. (Gateways can happen without overhead structures….we can do it with trees)

3.1.6 Steve Prange stated that CMT met with the Veteran's task force and was told that they bring in 50-60k visitors every year. According to the task force, veterans avoid some of the downtown areas because it was not pedestrian friendly, especially for people with physical disabilities. One of our goals may be looking at attracting the new generation of veterans and identify their needs. These needs are much different than the WWII and Vietnam Veteran.

3.1.7 Some references were made to the comfortable walking in downtown Branson and the downtown buildings creating a very comfortable human scale like wrapped in a blanket. Branson also has the unique ability to walk quickly from one side of downtown to another in a short period of time. The team is also analyzing the existing parking conditions in downtown and believes that the team will need to share our findings and educate the public on parking situation.

3.1.8 Cris Bohinc invited this committee to the DBBA meeting which will be held the 1st Thursday of April at 3:30 to which they are inviting CID district to meet. Looking to attract new members of CID into district and update existing members on the downtown project.

3.1.9 Would like to keep trees in the downtown with improvements to the type of species and location. Would like to replace Bradford Pear trees with more suitable species and also locate trees at bump out locations to eliminate conflicts and cover of storefronts.

3.1.10 The team looked to find creative ways to connect Branson Landing and downtown. (Described as the "Link Market") Highlights of the area include the possibility to provide a trolley stop and reduce Main Street to a two lane section with kiosks and possibly a public restroom. People like to see destinations in front of them. (Describing this as the leap frog idea…giving people pads to land) The group also had some discussion on making the link market an activity area for local artists that would create interest to move people towards the historic downtown.

Steve Hartley inquired if there had been any dialogue with the Landing.

Steve Prange stated that they had met with representatives from the Landing and that they agree that there needs to be more of a connection. The Landing is also providing employee incentives on parking decks to encourage parking in the landing parking deck.

Cris Bohinc stated that the CID has capability of managing the designated kiosk/market area. The CID could also allow businesses to have some type of naming rights. The CID needs to be able to monitor the control this area.

Tom Motley stated that the CID identified this location 2 years ago and that it could be a big area for upgrading restroom, fountain, seating area. A comparison was made to what used to be called Mang Field.

Pat Parnell suggested more of a split rail fence look for this area. It would be more consistent with the old "Mang Field" look and feel for the kiosks and maybe stone outdoor seating.

3.1.11 Steve discussed aesthetic improvements may include brick pavers at intersections and raised pavement (traffic table) to also assist in calming traffic. The traffic table will also provide a smoother transition for wheelchair accessibility from sidewalks with less vertical drop at the curbs.

3.1.12 The team looked at an additional outdoor gathering space on the west side of the downtown where the old City Hall was located. The concept would be to upgrade these public restrooms and elevate the plaza space to fill it up to street level. The potential at this area would bring people into downtown and possibly use as a meeting place. It would also promote use of Pacific St. and commercial to attract people to the outlined areas of downtown.

3.1.13 The team also looked at upgrades to the existing trolley stop locations - Interactive information on trolley through GPS. (People can understand where the trolley is "real time" and how long they have to wait. Covered and protected from elements. Also provides more separation between pedestrians and trolley with elevated platform to make it easier for handicap people to step onto trolley.

3.2 The planning process was explained by Steve Prange:

3.2.1 He explained what is involved in streetscape study and what deliverable will be provided to the city. He explained that the master plan document scope and potential areas outside of the scope. He stated that there may be opportunities in other locations but that there are also numerical and dollar amount values for each opportunity.

In its simplest form this project will include above ground improvements, below ground improvements, and detailed construction staging plan to limit impacts on business owners. As the consultant, it is our responsibility to keep budget in forefront of mind while showing public opportunities that we can embrace as part of this project. Our goal is to keep it realistic but give all thoughts in master plan to pursue now or in the future.

3.2.2 He stated that Phase 1 is the first part of this project and that is where this committee will be important.

3.2.3 The scope for this committee is to have master plan design details for Ph. 1 to the City by September of this year with construction in the winter months.

3.2.4 Steve Hartley stated that this first year we are going to have to be sensitive to the businesses in the downtown while understanding that construction may be disrupt full. The key is limiting these impacts during the design process.

3.2.5 Pat Parnell stated that we will have to have a good level of buy in from the business owners.

3.2.6 Steve Prange indicated that updates on the project could be found on the project website: www.bransonstreetscape.com

4 Strengths, Weaknesses, Opportunities & Challenges

4.1 This will be tabled for next meeting due to time. Some of the weaknesses, opportunities, and challenges were discussed as part of the presentation narrative.

5 Evaluate Project Goals and Objectives

5.1 This will be tabled for next meeting due to time. Some goals and objectives were discussed as part of the presentation narrative.

6 Discussion

6.1 Steve Prange stated that we need to revise calendars from Thursday to Friday for our monthly committee meetings due to member conflicts on the original schedule for Thursdays. The next regularly scheduled meeting will be held on Friday, April 5th 8:30-10:30 AM.

6.2 Steve Prange asked steering committee to provide a short bio to him including picture for posting on website. CMT will also coordinate with the City staff to add link to city website.

6.3 He also stated that the next meeting the committee will focus on the challenges and provide input on concept graphics and specific study locations.

During the process the team will get input from the steering committee and take these comments back to the design team to revise comments and get public feedback during public meetings.

6.4 Steve Prange reminded the committee that Cris Bohinc has been appointed the chair of this Steering Committee and Pat Parnell will serve as vice chair.

6.5 Hartley stated that some of downtown has antiquated sewage system. David Miller replied that the size of pipe is fine but aged. The City is looking into in-situ-form lining and some water line upgrades. The City is looking to do these improvements as a separate project.

7 Adjourn

7.1 There was a motion to adjourn by Tom Motley and a seconded by Steve Hartley. Meeting adjourned 10:36 AM.

These minutes constitute our understanding of the issues discussed at this meeting. Should there be any additions or corrections or comments, please contact the undersigned for modifications, otherwise these minutes will stand as presented.

NOTICE OF MEETING

CITY OF BRANSON

DOWNTOWN STREETSCAPE STEERING COMMITTEE

Committee Meeting – Friday, April 5, 2013 – 8:30 a.m.
210 S. Commercial Street, Branso

AGENDA

1) Call to Order.

2) Project Status Update

3) Break-Out Study Sessions on Evaluating Project Challenges, Opportunities & Strengths.

4) Group Discussion on Establishing Final Goals & Objectives for Project.

5) Break-Out Study Sessions on Location Study Area Concepts.

6) Adjourn.

For more information please visit www.bransonmo.gov or contact:
Lisa Westfall, City Clerk, 417-337-8522
Garrett Anderson, Economic Development Director, 417-337-8589

Posted: , 2013
By: _____ **At:** _____

MEETING MINUTES

DATE: April 5, 2013

TIME: 8:30 AM – 10:30 AM

LOCATION: CMT Design Studio
210 S. Commercial Street
Branson, MO 65616

PROJECT: Historic Downtown Streetscape Improvements
CMT Job No. 12485-01-00

SUBJECT: City of Branson
Historic Downtown Streetscape Improvements
Steering Committee Meeting No. 2

ATTENDANCE:

Cris Bohinc	CB	Committee Chair – DBBA & Alderman Ward 2
Patrick Parnell	PP	Committee Vice Chair – Alderman Ward 2
David Miller	DM	City of Branson – City Engineer
Wayne Glenn	WG	City of Branson – Project Manager
Cheryl Ford	CF	City of Branson - Engineering Office Specialist
Richard K 'nipple	RK	Committee Member – Lightning Pawn
Tom Motley	TM	Committee Member – CID & Motley Law
Steve Hartley	SH	Committee Member - Dick's 5& 10
Pam Druffel	PD	Committee Member – Ozark Mt. Bank
Bozana Varisco	BV	Committee Member – Bitt
Steve Prange	SP	Crawford, Murphy, & Tilly, Inc.
Fred Mathews	FM	Crawford, Murphy, & Tilly, Inc.
Frank Zanaboni	FZ	Frank Z Design, LLC

1. Call to Order

1.1. The Meeting was called to order by Cris Bohinc at 8:35 AM.

2. Project Status Update

2.1. Steve Prange provided an update of activities since the last meeting:

2.1.1. Meeting w/ city utility representatives to locate all water meters within the downtown area.

2.1.2. Survey crews are making great progress and are completing most roadway and alleyways in project scope.

2.1.3. Coordination meetings with city staff to discuss Sanitary TV Work Proposal, Cost Estimate Development, Employee Parking Incentive, and other misc. items.

2.1.4. Meeting with city's environmental department on sustainability design and possible project certification. (City has provided authorization to proceed with sustainability certification)

2.1.5. Meeting with City's safety specialist on downtown ADA challenges and design concepts to address ADA accessibility.

2.1.6. Meeting with Tanya Armstrong w/ Branson Christian Church on possible public/private partnership. (Presentation and coordination with the church board with be scheduled)

2.1.7. Special downtown CID meeting to explain expansion initiative of the district with presentation by CMT on the historic downtown streetscape project.

2.1.8. The business owner interviews continue on Thursdays at the design studio and the next public information meeting will be held on April 25th from Noon – 2:00. The public will be able to provide additional feedback on the concept images that have been developed.

2.2. Cris Bohinc stated that Sabin Yanez of CFS gave presentation to city council at study session and Administrator Kruithof mentioned to her that CMT should provide a presentation on the downtown streetscape at study session. Next study session April 18th and staff will check to see availability for this date.

2.3. Steve Prange stated that some committee member would like to meeting every two weeks. He wanted to see how others on the committee thought about this proposed increase in meetings. Committee members agreed and meetings will be every other Friday from 8:30 – 10:30 beginning April 19th.

2.4. Cris Bohinc stated that the area maps that CFS used at study session yesterday stopped at Hwy. 65 and not Veterans Blvd. She stated that the mindset of the CID and the DBBA is that downtown seems to extend to Hwy 65, and is consistent with the recent CID expansion meeting.

Steve H. questioned if this will that dilute what we are trying to accomplish with the historic downtown improvements and designation of this project?

Steve stated that this committee may need to think about opening up the conversation about moving the limits of the historic downtown scope up the hill as a result of the gateway idea starting at Hwy 76. This topic may be good to discuss at the City council study session.

2.5. Steve Prange that preliminary numbers of what costs for project are being developed based on the concept layout and will be broken down into 32 subareas which include festival areas, streets, and intersections. The cost breakdown for the project will be broken down for each one of these cost areas as it will also provide a great planning and decision making tool for city staff.

2.6. Steve explained a few interesting stats that the team has developed since the concept design process that he would like to share with the group.

2.6.1. At this time, the preliminary plan shows that 14 spaces will be lost but we also gain 8 spaces in other areas with a net loss of only 6 parking spaces. One way to possibly gain more spaces is to deal with the issue of business owners and employees parking in front of their own businesses. How can we provide an incentive for these people to use the parking garage which is currently underutilized?

2.6.2. To get an understanding of how many business owners and employees use on-street parking the city could consider providing them with a free badge for parking in the underutilized parking deck.

Pat Parnell stated that he understands that with a better utilization of what we currently have, we may be able to gain the 6 parking spaces we are losing as part of the preliminary plan.

Steve Hartley stated that we need to help businesses understand the positives for not parking in front of their business. Mr. K'nipple stated that it boils down to laziness and people not wanting to walk.
Pat Parnell stated that we need to provide information showing them that using this parking in front of their businesses is taking money out of their pockets.

Steve Prange stated that the parking challenge is similar to the city's smoking issue. He stated that statistics show it is hard to change habits. In order to change habit we need to think of a positive reinforcement so people can embrace the concept.

Tom Motley inquired if there might be a possibility for the CID to provide pick up and drop off for employees?

Patrick Parnell suggested some sort of the contest or cash reward for parking in the deck, instead of on-street parking.

This opportunity and incentivized parking in the deck could provide a positive for entire community to gain parking for tourists. The steering committee thought this would be a good idea to present to the city council at the study session scheduled for April 18th.

2.6.3. Cris Bohinc inquired about CMT's meeting with David Ayres at Landing and their thoughts about the parking spaces that are being used by their employees on the hill (Between Commercial & Sycamore) going from downtown to the Landing.

Steve Prange indicated that in his conversations with David at Branson Landing, he was told that the parking deck at Branson Landing generates $4,000 per day. Mr. Ayres stated that Branson Landing is currently offering an incentive for Branson Landing employees to park in the parking deck.

Steve Hartley stated that he believes that it will be a challenge convincing the Branson Landing representatives that these parking spaces are important to downtown and that it will involve cooperation between Branson Landing and the downtown businesses to come to a compromise.

Fred Mathews stated that the team has seen a good opportunity to organize the parking behind buildings and could lead to gaining parking spaces for employees resulting in more parking spaces in the front of their businesses for citizens and tourists.

2.6.4. Steve Prange stated that there are currently 30 existing Bradford pear trees in downtown Branson. The preliminary concept layout for the project will have 130 trees within the project limits. These may not be large canopy trees but smaller trees planted along the walkways and entrances into downtown that will act as gateways and provide unique appearance for the downtown district.

2 **Break-Out Study Session (Evaluating Existing Project Challenges, Opportunities, & Strengths)**
(At 9:15 AM the committee separated into 3 separate study groups that commented on the projects challenges, Opportunities, and Strengths)

3.1 A summary of the groups discussion is presented below:

3.2 Challenges

3.2.1 The project challenges were discussed with the committee members to confirm the existing list that was developed from public interviews and input during the ice cream & pie social. Below is a summary of the committee member comments with any additional project challenges listed at the end.

1. **"The Hill"** seems to be one of the largest challenges of the project. How to draw people up the hill and how to make it more pedestrian friendly and accessible.

2. **Quantity and Quality of the Public Restrooms**. There was some discussion that the downtown might have enough from some members of the committee, but the majority believes an additional restroom in the "link market" is needed.

3. **Vehicle Congestion** seems to be one of the biggest challenges. How do we address without losing the appeal of the "Main Street Cruz". The team's suggestion of interconnecting the intersections with new traffic control signals at Mani & Commercial, and Main & Sycamore would create a "smart" street that could have tailored phasing to accommodate different times of the day and year, based on traffic demand models.

4. **Lack of Outdoor Seating & Lack of Outdoor Dining** seems to be linked together based on the feedback from the committee. The members commented that this seems to be more of a want to have somewhere to sit outside in the downtown area. They want more places to sit outside, but need to have these locations placed in strategic areas, as not to attract certain business clientele. For example: Richard didn't want outdoor seating in front of his business due to the type of clientele that his type of business attracts. The incorporation of outdoor food carts were also discussed as an option to bring food to the downtown area and may want to designate specific areas to regulate.

5. **Pedestrian Barriers (Narrow Sidewalks & Street Furniture Clutter)** everyone agrees that relocating trees, trash cans, lights, and other street furniture would help with to reduce the sidewalk clutter and provide a more accessible route for pedestrians.

6. **Confusing Signage & Lack of Consistent Way-Finding** seems to be a very large problem. Members of the committee agree that signage could be reduced and organized to provide direction to pedestrians and vehicles. There may be an advantage in color coordinating the signage for pedestrian versus vehicular traffic. Maybe incorporate an image for directional signage instead of words. Example would be instead of spelling "Restroom" we may use the universal restroom symbol with an arrow. (Reduces the size of the sign and can be

organized). Way-Finding for smoking areas, dog parks, restrooms, businesses, and parking. The committee thought we could cut out ½ the signing and replace with more informative signing in strategic locations without losing the feel of the downtown.

7. **Trolley Usage** was identified as a challenge as it related to increasing riders. The committee members believe that upgrades to the existing stop locations will provide an increase in ridership. Also, the thought of incorporating a real-time GPS tracking map at each station may encourage people to wait for the trolley, instead of guess when the next trolley will arrive. The committee had ideas to help market the trolley ride with a free give-away….similar to the "ride the ducks" handout to kids.

8. **Smoking & Trash** has been discussed at numerous interviews and is also viewed as a challenge on how to deal with the cigarette butts and street trash. The committee members all agree that this is a problem that is generated by the business owners and employees. David Miller summarized the best: "We have met the enemy….and he is us". The committee members would like to explore designated areas, but not at restrooms and trolley stops. Would like to encourage and positively reinforce non-smoking in the downtown area, but need to stay away from fines and negative enforcement.

9. **Utility Upgrades** have always been a major goal of the project and replacing these aging utilities as part of this project will be absolutely necessary. Also, performing these upgrades will need to be performed with limited impact to the business owners.

10. **Construction Staging (Limit Impacts to Business Owners)** has always been one of the largest challenges of the project. Steve Hartley continues to see an increase in business earlier and earlier in the year. "Spring Break is occurring in the middle of March and we need to do everything that we can to limit the impacts on the business owners during construction.

    Steve Hartley suggested that we look into starting construction towards the beginning or middle of December instead of through most of March. Steve mentioned that the CID has statistics that indicate that business drops off in early December and moves towards the strip.

11. **Establish a "Link" between the historic downtown and the Landing** seems to be a large challenge with most visitors observing "The Hill", Branson Landing Blvd., and the Railroad tracks as a large obstacle between the landing and downtown. The committee members believe that the "link market" may be a great way to bridge this gap and attract people towards the downtown. The area would also provide an additional restroom and trolley stop to pick people up at the main entrance to the landing.

3.3 Opportunities

3.3.1 The project opportunities were discussed with the committee members to confirm the existing list that was developed from public interviews and input during the ice cream & pie social. Below is a summary of the committee member comments with any additional project opportunities listed at the end.

1. **Create Areas of Respite & Facilitate Outdoor Dining –** The committee also thought that this was connected to one of the biggest challenges of the project to create more outdoor seating. More seating in the downtown may allow visitors to spend more time in the downtown. (See relationship to outdoor dining discussed in challenges)

2. **Corner Bump-Outs & Midblock Seating –** Were well received by the committee, but concern was given to the mid-block street crossing. This could be very harmful to the trolley motors if they had to stop for mid-block pedestrians.

3. **Enhance & Provide Additional Restrooms –** The committee agrees that enhancing the existing conditions of the public restrooms is an important opportunity; it's also one of the project challenges.

4. **Control Bus Circulation / Parking** – The committee discussed the opportunity to place trolley stops closer to public parking lots/decks. They also discussed re-routing the trolley to work better. Also apply some sort of designated route and parking for tour buses in the downtown area. (Not just on the street)

5. **Reduce Sidewalk Barriers** – Members of the committee agree that the newspaper stands need to go! Other items like trash cans, signs, lights, trees, and other obstacles need to be reorganized as part of the improvements. The members of the committee would also like to explore wider sidewalks in the downtown.

6. **Improve Way-Finding & Signage** – Was also identified as one of the main challenges for the project. (See Item 6 Under Challenges)

3.4 Strengths

3.4.1 The project strengths were discussed with the committee members to confirm the existing list that was developed from public interviews and input during the ice cream & pie social. Below is a summary of the committee member comments with any additional project strengths listed at the end.

1. **History** is a rich and significant part of the City of Branson. It's a reflection of the people and culture of the downtown. This history is unique to the downtown area and needs to be taken to the streets. The committee recommended incorporating a walking / driving tour of the downtown. They also discussed displaying historical items or historical tributes as part of the streetscape. Some members suggested a historical scavenger hunt.

2. **Human Scale** is very unique and a strength of the downtown. The committee believes that trees add to the human scale element of the downtown. The human scale is referenced as something makes you feel comfortable; buildings are only a couple stories tall, resulting in a comfortable scale to the downtown experience. Sidewalks are small and specific to pedestrian use, resulting in a separation from mixed street use by pedestrians and vehicles. The architectural elements of the downtown buildings have smaller windows and doors that appeal to the smaller, more comfortable experience.

3. **Walkable** has been defined as a strength, relating to the ability of most people to walk and experience most of the downtown in a relatively short distance and time. The committee views getting pedestrians to Commercial Street as a challenge, and they attribute this to the lack of effective way-finding. Consistent and organized way-finding will help give direction to visitors and create a more inviting walk if they have a predetermined destination.

4. **Defined Boundaries** are connected to **Eclectic and Authentic** connection to the style of the buildings that is also seen in the downtown area. There are currently no architectural codes that protect this strength.

5. **National Appeal to Veterans** is evident based on the number of veterans that visit the downtown area. Although the downtown may not be the most accessible, it is still an attraction to the older demographic and older generation of Veteran. The committee attributes this more to the old "mom and pop" shops that are locally owned.

6. The **Large Parking Quantity** is a strength of the downtown area. There is a large amount of public parking that is available within the downtown area that is currently underutilized. There was much discussion within the committee about how to promote the use of this available parking (See Item 2.6.2)

7. **Unique "Ozark" Feel** is a large attraction to the area. There are many contributing factors that create this unique feel and experience. A few were mentioned by the members of the committee. Outdoor entertainers, family friendly environment, and the stories of the citizens and local characters.

4 Group Discussion on Establishing Final Goals & Objectives

4.1 The group will table this discussion for the next meeting.

5 Break-Out Study Sessions on Location Area Concepts

5.1 The group will table this discussion for the next meeting.

6 Adjourn

6.1 There was a motion to adjourn by Bozana and a second by Richard. Meeting adjourned 10:30 AM.

These minutes constitute our understanding of the issues discussed at this meeting. Should there be any additions or corrections or comments, please contact the undersigned for modifications, otherwise these minutes will stand as presented.

Prepared by:



Steve Prange, P.E.
Project Manager
Crawford, Murphy & Tilly, Inc.

NOTICE OF MEETING

CITY OF BRANSON

DOWNTOWN STREETSCAPE STEERING COMMITTEE

Committee Meeting – Friday, April 19, 2013 – 8:30 a.m.
210 S. Commercial Street, Branso

AGENDA

1) Call to Order.

2) Project Status Update

3) Group Discussion on Establishing Final Goals & Objectives for Project.

4) Break-Out Study Sessions on Location Study Area Concepts.

5) Adjourn.

For more information please visit www.bransonmo.gov or contact:
Lisa Westfall, City Clerk, 417-337-8522
Garrett Anderson, Economic Development Director, 417-337-8589

Posted: , 2013
By: _____ **At:** _____

MEETING MINUTES

DATE: April 19, 2013

TIME: 8:30 AM – 10:30 AM

LOCATION: CMT Design Studio
210 S. Commercial Street
Branson, MO 65616

PROJECT: Historic Downtown Streetscape Improvements
CMT Job No. 12485-01-00

SUBJECT: City of Branson
Historic Downtown Streetscape Improvements
Steering Committee Meeting No. 3

ATTENDANCE:

Cris Bohinc	CB	Committee Chair – DBBA & Alderman Ward 2
Patrick Parnell	PP	Committee Vice Chair – Alderman Ward 2
David Miller	DM	City of Branson – City Engineer
Wayne Glenn	WG	City of Branson – Project Manager
Matt Filice	MF	City of Branson – Assistant Engineer
Cheryl Ford	CF	City of Branson - Engineering Office Specialist
Richard K 'nipple	RK	Committee Member – Lightning Pawn
Tom Motley	TM	Committee Member – CID & Motley Law
Steve Hartley	SH	Committee Member - Dick's 5& 10
Pam Druffel	PD	Committee Member – Ozark Mt. Bank
Illa Kamp	IK	Committee Member – Branson Scenic RR
Steve Prange	SP	Crawford, Murphy, & Tilly, Inc.
Fred Mathews	FM	Crawford, Murphy, & Tilly, Inc.
Frank Zanaboni	FZ	Frank Z Design, LLC

1. Call to Order

1.1. The Meeting was called to order by Cris Bohinc at 8:30 AM.

2. Project Status Update

2.1. Steve Prange provided an update of activities since the last meeting:

2.1.1. The CMT team provided City Council a project status update at a study session yesterday.

The session resulted in a few highlights for the project:

- The Aldermen approved a 3-month free parking trial period for Downtown business merchants and their employees; subject to review of the lease agreement between the City the Hilton. The purpose is to establish estimates of the number of parking spaces used by non-customers.
- City staff will assist in determining the logistics with Hilton management associated with distributing the badges.
- The temporary parking incentive will be provided from May 1st – August 1st.

- Cris offered to get the word out on the free parking promotion with the help of the DBBA. May also utilize John (Traffic Ticket Police) to help get utilize free parking for business owners and employees.
- Steve Prange shared Alderman Todd's comments related to the look and feel of the preliminary concept plan with the steering committee and urged members of the committee to provide honest and candid feedback during the breakout sessions today.

2.1.2. Meeting with downtown parking ticket enforcement.

2.1.3. Meeting with Police Department about accidents, crime areas, database of information.

2.1.4. Meeting with Illa Kamp and Branson Scenic Railroad on "Link Market Area" and potential impacts to railroad operations and business at this location.

2.1.5. The business owner interviews continue on Thursdays at the design studio and the next public information meeting will be held on April 25th from Noon – 2:00. The public will be able to provide additional feedback on the concept images that have been developed.

2.2. Cris shared information with the Committee concerning issues related to the City's Festivals. With her limited DBBA budget, available staff, resistance and complaints within the business community, organizing and implementing these events is becoming increasingly difficult. Other groups are increasingly staging similar events (eg: Landing is doing a craft fair conflicting with Plum Nelly). Cris questioned whether the festival events are really necessary and – due to the above issues - she may be unable to sustain their continuance. If the events discontinued, major improvements to the festival are not necessary.

2.2.1. Complaints from a minority of business owners included:
- "festival attendees don't shop at their business"
- "disruption to parking negatively impacts their business"
- "excess noise disrupts their business and customers"
- "taking parking away during events"
- "challenges in dealing with trash during events"

2.2.2. A few comments from members of the committee:
-Is this the attitude from everyone, or just a few people? Believes that many people are short sighted on who attend these events and the amount of business that they generate.
-Arts & crafts seem to be a dying hobby and having this during the summer may not be a good time to have this type of event. (Vendors seems to prefer autumn events)
-Is the attendance growing? (Yes)
-Are these events attracting more local or tourist people? (Both)

2.2.3. The apparent prevailing sentiment within the group was that the events should continue; assistance from the Chamber and downtown business owners should be sought and sustained organization of volunteers established.

2.2.4. Many members of the Committee, now made aware of these issues, pledged individual support and agreed to continue discussing the issues, perhaps make their employees available for assistance, and aid in any reasonable manner.

2.2.5. Mr. Motley observed that the "Plum Nelly Festival" is associated with the arrival of spring. Perhaps a series of events could occur, and not a one day celebration. For example, merchants could promote and advertise the history and heritage of Branson in their stores; possibly having merchants and employees dress in historic period costumes while working at their businesses.

2.2.6. Many on the committee believe the events are important to the community; and the Festival Area improvements should, for now, continue to be included in the concept plan for preliminary designs and cost estimates.

3 Group Discussion on Establishing Final Goals & Objectives for Project

3.1 Steve Prange tabled discussion on this agenda item for the next meeting. He committed to providing the group a draft of the project goals and objectives based on group feedback from the last meeting for review and discussion during the next steering committee meeting on May 2nd.

4 Break-Out Study Sessions on Location Study Areas

(At 9:30 AM the committee separated into 3 rotating study groups that commented on the concept design for specific locations within the project limits) A summary of the groups discussion is presented below:

4.1 Auberry Festival Plaza Location

Group No. 1 (K'nipple, Hartley, Parnell, and Ford)

4.1.1 Motor coach business is diminishing, however, still a vital source for arriving visitors. Approximately 1,000 vehicles 7-years ago and 300-vehicles today.

4.1.2 While discussing access to the parking lot, Mr. Hartley stated the alley is very narrow for service vehicles with utility poles further restricting maneuverability. Relocating a driveway from Commercial Street to provide access to the reconstructed alley would further exacerbate those issues.

4.1.3 Group impression is that the restroom location at southeast corner of the lot appears to be more visible and easily accessible for visitors that primarily arrive from the southern portions of Downtown.

4.1.4 Opinion on the restroom rendering appearance and materials: concept plan is too modern and contemporary, too linear, the appearance should conform to existing buildings surrounding the area, and the final design should not necessarily copy the style of future restroom at the link market area.

4.1.5 Materials they prefer include – brick, gray color aged cedar; building should have a clean, comfortable appearance.

Group No. 2 (Motley, Bohinc, and Miller)

4.1.6 Cris stated that bus traffic discharging passengers near the northeast corner of the lot can include as many as 30 busses during a 2-hour period. The DBBA has a person that welcomes each bus.

4.1.7 Accessing the trolley stop – currently in the parking lot, near the restroom – is cumbersome and should be relocated near the corner of Commercial and Atlantic Streets. Incoming trolley's that are southbound on Commercial Street, could more easily pickup and unload near the east side of the lot. Constructing a new restroom at the NE corner and combining the structure with a new restroom would be preferable.

4.1.8 Opinion on the restroom rendering appearance and materials: concept plan appears too contemporary, not in keeping with Branson historic architecture.

4.1.9 Materials they prefer include – no input

Group No. 3 (Kamp, Druffel, Filice, and Glenn)

4.1.10 The restrooms are only cleaned once every two weeks. They would rather eliminate the restroom(s) rather than perceived as unsanitary. A more reasonable cleaning period should be established. They suggested recommending the Board of Aldermen increase funding with a specific budgeted line-item for maintenance and cleaning of the public restrooms.

4.1.11 No recommendations or issues related to the parking lot function, access or trolley locations arose during the group discussion.

4.1.12 Opinion on the restroom rendering appearance and materials: concept plan appears too modern, contemporary, linear, and angular. Needs more charm, curves, less sophisticated?

4.1.13 Materials they prefer include – they like the stone and cedar wood as shown. Don't like red brick.

4.1.14 This group's opinion is that the style and architectural appearance of the restroom and trolley stop should match that of the "Market Link" so visitors will have a sense of place and connection to the other public areas.

4.2 Old City Hall Park Site Location

4.2.1 All groups were combined into one complete summary due to the groups having very similar comments:

Priorities

- Cleanup parking layout, add more spaces if possible, add shade trees, add lighting
- Close off Alley access to Veterans
- Fix/replace Restrooms, add information/wayfinding element
- Fix liabilities issues of dangerous foundations/steps and grade changes
- Improve pedestrian circulation along Veterans
- Create pedestrian barrier between traffic and park area.

Opportunities

- Create bonus park site features
    - Benches
    - Shade trees
    - Flower gardens

- Accessible ramps
- Zero pool Fountain with lights
- Display space - permanent, seasonal and temporary

- Enhance the streetscape experience along Veterans
  - Add street trees and shrub/flower planters
- Fix the Veterans pedestrian street crossing at Pacific
- Create area for younger kids to play
- Create a dog clean-up station

Discussion points/comments

- Opportunity to use park/plaza as a donor opportunity.
- Theme could be Branson History or Branson Music History or Branson Natural History.
- Parking lot is large enough to handle the 60'-150' tent for festivals/special events and this location is just down Pacific Street from public parking.
- Possible addition of a trolley stop at this site.
- Opportunity to partner up with the adjacent church to use the park as a Wedding photo location.
- Strengthen the pedestrian connection between City Hall and Downtown.
- Re-purposing this site will help to bring more visitors down Commercial Street.

4.3 The "Link Market" Location

Group No. 1 (K'nipple, Hartley, Parnell, and Ford)

4.3.1 The idea for naming the "link market area" was discussed within the group. Some ideas that were discussed included the following:
-"Sammy Lane"
-"Mang Lane"
-"Mang Market"
- Naming rights could be sold to local businesses.
- Return visitors would like to use old resort names for each kiosk.
- Discussed the idea of using old Pioneer or Historical names.

4.3.2 The group thought incorporating mobile food carts / stands that sold hot dogs or popcorn would help attract people up the hill. The idea of a farmer market was discussed.

4.3.3 Many in the group thought that taking these improvements up to Sycamore would be necessary to connect the downtown to the market area. Many suggested incorporating a mural on the side of the building faces along Sycamore to help attract people.

4.3.4 Building concepts (restrooms, trolley stops, and kiosks) look & feel comments:
-Tie Branson history to the stone element and keep the stone look consistent throughout downtown.
-Would like to keep the buildings (Restrooms, Trolley Stops, and Kiosks) consistent at the "link market area", but would like to see different looks at other locations throughout town. (Keep consistent with unique characteristic of downtown buildings)
-Display the history of Branson through the building architecture and use this to educate the visitors.

Group No. 2 (Motley, Bohinc, and Miller)

4.3.5 Trolley stop and restroom combination needs to be explored in this area.

4.3.6 Cris voiced a concern with staffing and effort needed to manage the proposed kiosks at the "link market" area. She wants to avoid empty kiosks at all costs and not having the necessary staff and availability to manage the potential kiosk buildings seems to be a major reason to abandon the kiosk idea at this location. The elimination of the kiosks would also lower costs and eliminate the need to provide heating & cooling.

4.3.7 The group still views the need for a trolley stop and restroom on the north side of Main Street at this location an absolute necessity to help bring people up the hill.

4.3.8 As an alternative to the kiosk concepts, everyone embraced the potential option of having an open space on the Hilton side of this area for a linear park area that could be flexible and host temporary vendors or serve as a linear park development designed to help move people towards the downtown.

The idea of incorporating directories for the downtown businesses within the linear park to help market the downtown district was discussed as an important element in the linear park. Slide posters and event posters for advertising could also be incorporated into the directories.

The group was very interested in seeing a historical walk or linear park that told the history of Branson. Steve Prange said the team will look into this option as an alternative to the kiosk concept.

4.3.9 The groups discussed ways to police and regulate this area if it became a linear park / corridor between the downtown and landing. Concerns related to loitering and solicitation activity was discussed in this area. Cris indicated that the CID would have administrative power over this area, but not policing authority. David Miller suggested that dedicating property to the city instead of the CID and could provide an option to police this location, similar to a city park area.

4.3.10 Cris mentioned that the CID would still need to control the trolley stop location on the other side of the street.

Group No. 3 (Kamp, Druffel, Filice, and Glenn)

4.3.11 Everyone in the group was very happy with no objections to the layout and idea of using the kiosks to move people towards the downtown area. Steve Prange mentioned that we may have to move the kiosk location nearest the railroad tracks due to potential railroad operational concerns.

4.3.12 The group mentioned the possibility of having a slight transition through this area with minor differences in color and material to transition to a more historical look as you get closer to the downtown area.

4.3.13 Building concepts (restrooms, trolley stops, and kiosks) look & feel comments:
-Much too contemporary
-Box / square look seems to contribute to the contemporary look and feel.

-There did not seem to be an overwhelming feeling towards the use of glass on the building (not too much or little)
-Stone is key! The suggestion was made to only use stone half way up the side of the building with wood on the upper half.
-The group would like to see a consistent stone look throughout the downtown. The group preferred using a tan/earth color stone. (This seems to reflect the brown / giraffe stone in the downtown)
-The group suggested that cedar wood be used.
-Suggested using wood poles instead of metal poles for trolley stop.

4.3.14 There was great discussion related to embracing the historical look of the Ozarks and downtown Branson. The group saw more of a value in embracing the historical look as a way of telling/teaching the history of Branson rather than doing something more iconic and reflective of modern day or vision of future.

"Keep the look consistent with the past….like the railroad depot" Steve Prange explained the potential clash of this look with the surrounding hotel and development located in the area. We may have to look at blending these two styles to avoid a dramatic contrast.

5 Adjourn

5.1 There was a motion to adjourn by Cris and seconded by Motley. Meeting adjourned 11:00 AM.

These minutes constitute our understanding of the issues discussed at this meeting. Should there be any additions or corrections or comments, please contact the undersigned for modifications, otherwise these minutes will stand as presented.

Prepared by:

Steve Prange, P.E.
Project Manager
Crawford, Murphy & Tilly, Inc.

NOTICE OF MEETING

CITY OF BRANSON

DOWNTOWN STREETSCAPE STEERING COMMITTEE

Committee Meeting – Friday, May 2, 2013 – 8:30 a.m.
210 S. Commercial Street, Branso

AGENDA

1) Call to Order.

2) Project Status Update

3) Feedback from Public Information Meeting

4) Project Success Factors

5) Revised Concept Overview

6) Adjourn.

For more information please visit www.bransonmo.gov or contact:
Lisa Westfall, City Clerk, 417-337-8522
Garrett Anderson, Economic Development Director, 417-337-8589

Posted: , 2013
By: _____ **At:** _____

MEETING MINUTES

DATE: May 3, 2013

TIME: 8:30 AM – 10:30 AM

LOCATION: CMT Design Studio
210 S. Commercial Street
Branson, MO 65616

PROJECT: Historic Downtown Streetscape Improvements
CMT Job No. 12485-01-00

SUBJECT: City of Branson
Historic Downtown Streetscape Improvements
Steering Committee Meeting No. 4

ATTENDANCE:

Cris Bohinc	CB	Committee Chair – DBBA & Alderman Ward 2
Patrick Parnell	PP	Committee Vice Chair – Alderman Ward 2
David Miller	DM	City of Branson – City Engineer
Wayne Glenn	WG	City of Branson – Project Manager
Cheryl Ford	CF	City of Branson - Engineering Office Specialist
Steve Hartley	SH	Committee Member - Dick's 5& 10
Pam Druffel	PD	Committee Member – Ozark Mt. Bank
Illa Kamp	IK	Committee Member – Branson Scenic RR
Bozana Varisco	BV	Committee Member - Investment Holders
Steve Prange	SP	Crawford, Murphy, & Tilly, Inc.
Fred Mathews	FM	Crawford, Murphy, & Tilly, Inc.
Frank Zanaboni	FZ	Frank Z Design, LLC

1. Call to Order

1.1. The Meeting was called to order by Cris Bohinc at 8:30 AM.

2. Project Status Update

2.1. Steve Prange provided an update of activities since the last meeting:

2.1.1. Held public information meeting on Thursday, April 25, 2013. Steve Prange indicated that there were approximately 61 people in attendance. Of the 61 people in attendance 32 people represented local businesses. (Good turn-out for noon on Thursday). The steering committee members weighed in on the event in agenda Item No. 3 below.

2.1.2. Meeting with Branson Scenic Railroad on 04/26/13. The meeting went very well and resulted in a new concept for Main Street at the railroad crossing.

Due to set-back requirements with the railroad, it was determined that a structure could not be located within 100 foot of the tracks. Therefore, it seemed advantageous to look into leaving the existing lane configuration from the track to the parking lot entrance. This new configuration would reduce costly impacts to the RR signals and seemed to be a win for the project.

2.1.3. Business owner visits to help promote temporary free downtown parking sign-up. Steve explained that over 60 business owners and employees signed up for the event. Steve & Frank had many door to door visits with local business owners that provided an excellent opportunity to answer questions and explain the project to those who had not visited the studio.

2.1.4. Meeting with the Fire Department on 05/02/2013 to discuss water capacity needs and fire hydrant locations. Also discussed the possible theming of fire hydrants with different paint or design to make unique.

2.1.5. Meeting with the City's Street Department on 05/03/2013 to discuss storm water improvements.

2.2. Steve Prange provided the group a look-ahead of activities planned for the next two weeks.

2.2.1. MoDOT coordination meeting scheduled for 05/10/13 to discuss the intersection of Veterans & Main along with possible funding sources and potential cost share opportunities.

2.2.2. Presentation to Branson Rotary Club on 05/08/2013.

2.2.3. Meeting with City staff to discuss the Adoration Parade event logistics on 05/09/13.

2.2.4. Meeting with City staff to discuss preliminary results of the traffic study on 05/09/13.

2.2.5. Free parking badge distribution event to downtown business owners and employees on 05/09/13 (From 11:00 – 2:00).

2.2.6. Showcase for the Capital Improvement Board on 05/13/13.

2.2.7. Partners in Progress Presentation on 05/16/2013.

2.2.8. Presentation to the Branson Christian Church on 05/16/2013.

3 Feedback on Public Information Meeting

3.1 Steve Prange asked the group for feedback and overall thoughts on the public information meeting.

3.1.1 Steve Hartley encouraged the group to get more businesses to attend the next public information meeting. He counted 13 total businesses that were represented, with only two from Main Street. Need to have more business participation.

Steve Prange mentioned that it is not uncommon that business owners or stakeholders do not come back for future presentations if they like what they see. We may want to reach out to people who have provided positive feedback for future participation in these meetings.

3.1.2 Cris Bohinc mentioned that the most negative people attend public meetings and can disrupt the proceedings and mask the true opinions of other positive people that are committed to the downtown improvements.

3.1.3 Most vocal comments were related to "The Hill" location of the project improvements on Main St. (Between Commercial & Sycamore). There were many comments that were discussed with local business owners:

3.1.3.1 Did not want handicap ramps into businesses. These would block deliveries into the front door of the businesses. Many owners are also against railing on ramps for the same reason.

Bozana mentioned that there are options for a removable railing that could allow for access at these ramps.

Steve H. believes that these improvements will increase their property values.

Steve P. indicated that the rights and laws for handicap people cannot be ignored. We must address any improvements with the intent of making this location more accessible. We can't make improvements on public right-of-way without finding a way to accommodate the ADA requirements. (City could be held liable)

3.1.3.2 There were concerns about loitering and night life trash from landing patrons on these seating ledges created by the handicap ramps.

3.1.3.3 Did not like the mid-block bump-out locations, due to the amount of parking that would be taken in front of businesses.

3.1.3.4 These vocal business owners would rather not have any improvements made is this area and "would be happy if we would just leave this section of downtown the way it is and do nothing."

3.1.4 After presenting the concerns for this area Steve Prange asked the committee if they wanted the design team to continue with the preliminary concepts at this location. The Committee approved proceeding with the "Hill" concept of having the mid-block resting areas with handicap accessible ramps into each business and instructed the design team to proceed with further refinement of the area. Cris explained that the improvements to this area are most key to the goal of moving people up the hill.

3.1.5 Other comments from the public informational meeting included the following:

3.1.5.1 Did not like the contemporary look and feel to the link market area.

3.1.5.2 People were very positive towards relocating trees, lights, and street furniture to the proposed bump-out locations, but a few vocal people in attendance voiced a concern over loosing parking.

3.1.5.3 The team received feedback during the meeting that building murals were discussed a few years ago and it was not well received due to a proposed 17 page agreement presented by the City. (Seems like there could be a compromise on the agreement language to get this to happen)

3.1.5.4 Steve Prange has heard in interviews and discussions with business owners that there was limited to no public outreach on the Branson Landing development that still resonates with the business owners of the downtown.

People are extremely guarded against going through another experience like the landing development. Although this is a new administration, there is still a high level of skepticism related to what will really happen.

Illa Kamp mentioned that she was around during the landing development and worked well with many city departments, but wanted to say that David Miller and his department was always helpful and courteous to the railroad.

3.1.6 Steve Prange observed that the design studio set-up for the public information meeting seemed a little cramped and was not large enough for the attendance and media. Therefore, there have been preliminary discussions with the Branson Scenic Railroad to host the next public meeting on the train. This may provide more space and also maybe attract more participants to the meeting.

Illa mentioned that the public could move from car to car to experience different locations of the project.

4 Project Goals & Objectives w/ Success Factors

4.1 Steve Prange presented the project goals and objectives and asked for discussion or comments from the group related to the draft that was distributed earlier this week.

4.1.1 Cris Bohinc suggested revisions to goal number 1.17. Would like to add the language of "reducing costs to the tax payers" as a reason for reducing long term maintenance goal.

4.1.2 The entire group felt it was important to keep goal number 1.18 (Festivals & Parades) on the list. In spite of the discussion about reducing or eliminating some of these events.

4.1.3 Cris Bohinc suggested that we revise goal number 1.19 to be more specific in listing Commercial Street as the corridor of expansion.

4.1.4 The group agreed that alleyways should be added to goal number 1.13. The team is currently looking to resurface the alleyways to help with patched pavement and clutter in alleyways. Many in the group questioned if there was an ordinance to keep alleyways and back of businesses clean and nice? No one on the committee was aware of such an ordinance, but thought it may be good to look into enforcing one in the future.

4.1.5 There was further discussion related to goal number 1.21 "Increase evening activity in the downtown". Steve H. mentioned that this goal is extremely important to the vitalization of downtown and needs to be a part of the catalyst for economic growth.

4.1.6 A formal motion to adopt the goals and objectives with the amendments discussed above was made by Illa Kamp, second by Bozana.

4.1.7 Steve Prange would make the necessary revisions and get a final copy to the group prior to the next steering committee meeting. Steve also suggested posting these on the project website for transparency and reference throughout the project.

4.2 Steve Prange also discussed "Project Success Factors" and encouraged the Committee to provide their list of items that, if achieved would make the project successful.

4.2.1 Cris Bohinc said a project success factor for here was to have people carrying a shopping bag around downtown and utilizing the new streetscape improvements.

5 Revised Concept Overview

5.1 After receiving our first round of feedback from the community, steering committee, and members of city council, the team has developed revised concepts for consideration and discussion.

5.1.1 Gateways Into Downtown

Some of the initial thoughts on incorporating gateways into the downtown were discussed within the design team and are summarized below:

- Main Street at Veterans serves as its own gateway and utilization of any overhead gateway on Main Street may take away from the natural gateway that is already utilized. Additionally, Cris has mentioned that the Hwy 76 team is looking at incorporating a gateway towards the top of the hill, near the interstate.
- Keeping consistent with one of the project goals to expand downtown along Commercial Street, the team embraced utilizing gateways to help attract and identify the downtown area at the north and south ends of Commercial Street.
- North gateway seemed to be better suited away from overhead traffic signals, railroad crossing equipment, overhead utilities and other obstructions near Branson Landing Blvd. A location further near Oklahoma Street would avoid these obstructions and provide an enhanced corridor leading up to the proposed gateway.
- Commercial Street also serves as the City's parade route. Enhancements to the pedestrian seating will help with vehicle / pedestrian separation and double as seating area for spectators along the parade route.
- Pedestrian connectivity to the Branson Landing parking lot was also discussed with enhancements leading up to the north gateway.
- Also discussed utilizing a symbol of the Liberty Oak into the gateway design. The overhead sign and lettering needs to be further developed

Steve Prange showed the Committee renderings of gateways on Commercial Street at the north and south end of the project limits. Comments included:

North Gateway:

- Most elements were well received; lettering on the sign needs to be further developed.

South Gateway:

- Perhaps some type of traffic calming element could be incorporated to slow traffic in this area.

  Cris Bohinc was concerned with potential for a false sense of security. Need traffic calming here. The speeds through this area are very high coming off of Veterans Blvd.

- The group thought the design of the columns was absolutely perfect and what they had envisioned for this improvement.
- Liberty Tree symbol medallion in the gateway column was widely accepted.
- Consistent look of the north and south structures was positively received
- The structure curvature, similar to the Hilton architecture was positive

5.1.2 The Link Market Area

Public input comments related to 1st concept visions for this area included the following:

- Too modern and contemporary look to the proposed buildings.
- Concerns with maintaining and managing kiosk buildings.
- Need for downtown business directory and information center.
- Tell the story of Branson's history through the architectural elements of the Trolley stop and restroom facilities.
- Wanted to keep true to the pedestrian draw concept of having this area as a place to draw people from the landing towards the downtown.
- Concerns about cost impacts to the existing railroad crossing signals and building set-back from the tracks.
- Having a trolley stop and restroom located in this link market area was a necessity.

Steve Prange showed the Committee new concept schematics of the "Link" (between Branson Landing Blvd and Sycamore). Positive responses were received from the Committee.

- The architecture seems more consistent with local Ozark look and feel. Giraffe stone and wood seem to be more reflective of Ozark history. The multi-level structure could also serve as a landmark and meeting point. Very identifiable and could be lit at night to attract night-time activity.

  Pat thought the wood and tick beam style at the Trolley stop was very nice.

- Many in the group liked the open space "flexible space area" that could be used as a history walk, outdoor dining, art walk or exhibits, outdoor performers….the options are unlimited. The use of this space could also change with the seasons. This seemed to satisfy the higher maintenance cost associated with the individual kiosk concepts.

  The Committee did not want food vendors using the area to compete with established businesses up the Hill.

- There was discussion about the pavilion / building closest to the railroad tracks. (South side of Main Street)

  Steve H. thought this was necessary to help frame the overall area and assist with the draw of interest from across Branson Landing Blvd. Steve H. suggested that the building be turned 90 degrees to have opening and glass entrance facing towards the landing and not Main Street.

  Bozana thought this pavilion / building could serve as a location for rentable lockers for shoppers. The building could serve as business or history informational center with area for rentable lockers. Shoppers would not have to carry bag up the hill and into downtown.

The committee suggested the incorporation of bike lock-up racks at the trolley stop and restroom locations. Bike riders could park and lock bikes at this location without having to take them up the hill.

- Wayne Glenn suggested the idea of incorporating salvaged sections of the old Hollister Bridge railing into the handicap accessible ramp area on the south side of the link market area. (Could be a nice tribute to local history)

  Steve Prange suggested that the old City hall could also be a suitable place for considering the re-use of these sections of railing.

- In general, the Committee was pleased with the new concepts and approved printing, mounting and display of the concepts for additional public feedback.

6 Adjourn

6.1 There was a motion to adjourn by Pat and seconded by Pam. Meeting adjourned 10:37 AM.

These minutes constitute our understanding of the issues discussed at this meeting. Should there be any additions or corrections or comments, please contact the undersigned for modifications, otherwise these minutes will stand as presented.

Prepared by:

Steve Prange, P.E.
Project Manager
Crawford, Murphy & Tilly, Inc.

NOTICE OF MEETING

CITY OF BRANSON

DOWNTOWN STREETSCAPE STEERING COMMITTEE

Committee Meeting – Friday, May 17, 2013 – 8:30 a.m.
210 S. Commercial Street, Branso

AGENDA

1) Call to Order.

2) Project Status Update

3) Project Goals & Objectives

4) Streetscape & Intersection Improvements

5) Miscellaneous

6) Adjourn.

For more information please visit www.bransonmo.gov or contact:
Lisa Westfall, City Clerk, 417-337-8522
Garrett Anderson, Economic Development Director, 417-337-8589

Posted: , 2013
By: _____ **At:** _____

MEETING MINUTES

DATE: May 31, 2013

TIME: 8:30 AM – 10:30 AM

LOCATION: CMT Design Studio
210 S. Commercial Street
Branson, MO 65616

PROJECT: Historic Downtown Streetscape Improvements
CMT Job No. 12485-01-00

SUBJECT: City of Branson
Historic Downtown Streetscape Improvements
Steering Committee Meeting No. 5

ATTENDANCE:

Cris Bohinc	CB	Committee Chair – DBBA & Alderman Ward 2
Patrick Parnell	PP	Committee Vice Chair – Alderman Ward 2
David Miller	DM	City of Branson – City Engineer
Wayne Glenn	WG	City of Branson – Project Manager
Keith Francis	KF	City of Branson – AD of Public Works
Cheryl Ford	CF	City of Branson - Engineering Office Specialist
Steve Hartley	SH	Committee Member - Dick's 5& 10
Pam Druffel	PD	Committee Member – Ozark Mt. Bank
Bozana Varisco	BV	Committee Member - Investment Holders
Richard K'nipple	RK	Committee Member – Lightning Enterprises
Steve Prange	SP	Crawford, Murphy, & Tilly, Inc.
Fred Mathews	FM	Crawford, Murphy, & Tilly, Inc.

1. Call to Order

1.1. The Meeting was called to order by Cris Bohinc at 8:30 AM.

2. Project Status Update

2.1. Steve Prange provided an update of activities since the last meeting:

2.1.1. Went door to door and visited with business owners during the Plumb Nellie Days. The feedback was consistent with what we anticipated: Festivals have negative impact to business, noise is an issue, and many complained about Commercial Street being closed to normal on-street parking during the festival.

2.1.2. Steve interview with Jamie Farris to discuss the potential of constructing a temporary bump-out in front of her store to give better perspective on the general layout of the proposed design. She did not have any issues with the temporary construction and was looking forward to seeing the impact to the corner.

2.1.3. Steve presented the preliminary concepts to the Branson Rotary Club with the City Administrator. Very good feedback and exposure to many community leaders.

2.1.4. The design team met with City Officials on the logistics for the Adoration Parade event. Stage set-up and permanent infrastructure for lighting, PA system, and other important considerations at the intersection were discussed & documented in a separate meeting summary.

2.1.5. The temporary free parking badges were issued on 05/09/2013. Over 200 badges were issued to downtown business owners and employees. The team will work with members of the Hilton management to obtain usage and gauge the participation in the program to determine recommendations on the existing usage and fee/rate structure for downtown businesses.

2.1.6. The team met with MoDOT and City staff members to discuss existing and proposed traffic patterns and results of the preliminary analysis of the traffic situation within the study area limits. Many of the issues discussed with MoDOT are summarized below:

- MoDOT indicated that funding is tight, but will consider putting any improvements to the intersection of Main & Veterans on a list of cost share projects. (They would not participate in any aesthetic improvements to the signals, decorative pavers, or any other pay items above any beyond the standard intersection improvement costs.

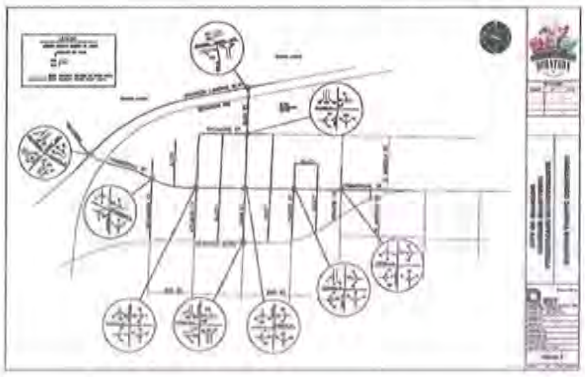
- Discussed improvements to the EB right turn radius onto Veterans. MoDOT acknowledges that the radius is sub-standard and is in need of improvements. Many scratch marks were observed on the existing signal base on the corner from trucks making this turn. The team proposed looking into a permanent easement or the necessary right-of-way to increase the geometrics at this intersection.

  Members of the committee said that the current tenant parks there and lives in the upper level of the building. (Only 2 Parking Spaces) One space is reserved for the ghost tour and one for the tenant who lives above. There was discussion that the building was originally design to accommodate parking on top of the building, but this was not confirmed. Members thought that Tony Williams owns the property. The Billboard is owned by a separate owner.

- MoDOT representatives indicated that any cost participation from MoDOT for the at-grade railroad crossing improvements at Commercial Street will need to be discussed with the multi-modal division from Jefferson City. Thought that there were dollars available for these safety types of improvements and might be worth contacting multi-modal group in Jefferson City.

- Steve indicated that the time to coordinate any cost share participation will take time with MoDOT and may have an impact on how we stage the construction of the downtown.

- Cris was interested in how the traffic counts at the intersection of Veterans & Main compared to other locations downtown. This is the most visible intersection in our community. The



team presented the existing traffic count information based on the City traffic counts that were provided from October 2012.

Steve H. asked when more discussions would be held concerning the traffic signals. Steve P. indicated that another meeting is scheduled to discuss the proposed phasing and interconnect with the intersection at Veterans on 07/10/2013.

- The design team indicated that it would be wise to perform more detailed traffic counts simultaneously throughout the downtown to get more accurate data for the simulation model. Based on the existing data, the model indicates that there is an obvious concentration of traffic on Main Street. With advanced signing and signal phasing the team proposed a more even distribution of traffic between Commercial and Main Street. The proposed signals could be phased to give priority to Main Street and increase the queue on Commercial Street for a more even distribution. Pedestrian safety and conflicting movements with the vehicular traffic is another main reason for implementing the signals on Main Street.

2.1.7. The capital improvement committee was presented the preliminary project vision concepts on 05/13/2013.

2.1.8. Steve met with the Branson Christian Church on 05/16/2013 to discuss potential private/public partnership details. Pat had indicated that initial feedback from members of the church included the following:

- Pat had indicated that initial feedback from members of the church included the following: Rear Parking Access, Wedding Picture Destination, Younger Demographic Attraction, Safety Liability of the pit, and design around potential future expansion.

2.1.9. Steve presented at the "Partners in Progress" meeting in Hollister, MO on 05/16/2013. Had a great discussion with Jonas Arjes on the potential land use opportunities in the downtown district.

3 Goals & Objectives

3.1 Patrick Parnell made a motion was made to adopt the project goals and objectives as presented to the group in the amended version. A second was made by Pam Druffel. The motion carried.

4 Streetscape & Intersection Improvements

4.1 Steve Prange presented different concepts and opportunities for the flex space use area in the proposed link market. The options included different set-ups for each season of the year. A summary of the discussion is presented below:

4.1.1 Winter Season – Fireplace, Ice Skating, Santa Clause Visit Station, and Artificial Ice. (Just one example of what the flex space use area could become)



Steve H. thought that this kind of attraction would provide more tourism to the downtown area, especially during the slow winter months. He thought people would see this destination as an attraction to the downtown.

Cris B. identified many concerns with maintenance and additional parking that would be necessary for this kind of an attraction. Also, had concerns with who would manage the seasonal set-up and up-keep. Was a 3rd party vendor available or possible? Did not want the CID or DBBA to manage this and was concerned with the economic regulation downtown.

Steve P. indicated that this was just one idea that could be implemented in this area. The City could always do something with less maintenance, but had the same attraction to visitors. The purpose of the flex space is to construct the stage for the City and provide marketing and directories for the historic downtown. (We are trying to get people from the convention center to make the trip up the hill instead of turning right to the landing). Steve P. used the example of the airstream flex space use area in Santa Rosa, FL.

Pam thought that that the flex space area could be utilized to attract people into the downtown to shop.

Bozana thought that parking was always going to be an issue, but we still have to provide an attraction to bring customers downtown. Every major city has a parking issue and we need to get creative and really try to attract people downtown.

4.1.2 Spring Season – Flower / Garden Outdoor Showcase





4.1.3 Summer Season – Water Fountain Feature

4.1.4 Fall Season – Farmers Market



4.2 Cris thought it was good to have Bozana lead a separate sub-committee for the flex space use area. She also thought it was important to gather thoughts and support from business owners at the bottom of the hill. The group took volunteers to help with the vision and additional concepts for this area. The 4 season's committee was formed and consisted of Bozana, Richard, Steve H., and Steve P. to help facilitate discussions and provide creative support. The first meeting was scheduled for next Thursday at 8:30 AM.

4.3 Steve P. presented the first concept images of the intersection of Main & Commercial.






Visuals of the intersection highlighted the bump-outs, traffic table, paver patterns, railings, way-finding, traffic signal placement, bench arrangement, stone bollards and many other features of the intersection design. The committee was impressed with the look and initial design as presented. The committee recommended using brick/pavers for the proposed crosswalks to help delineate for pedestrian use. The members on the committee thought that a concrete base under the pavers was important to minimize displacement and interlock the pavers.

Bozana wanted to see more artistry and landmarks incorporated at the intersections. Bozana thought the intersection bump-outs needed to have more trademarks of the downtown and opportunity for visitors to take photos of statues/sculptures.

Steve P. responded by saying that we will start with building the stage first and follow-up with statues or art in bump-out areas after we construct the main infrastructure.

4.4 Steve P. asked the committee if they would like the design team to move forward with coordination the construction of the temporary bump-outs with public works personnel. The committee agreed that the construction of the temporary bump-out would be a good visual for local business owners and others to help clarify the bump-out concept and its impact on parking.

The construction of the temporary bump-outs would be performed by city crews and CMT would provide temporary timber layout plans to help with the construction. Keith F. would meet with Steve P. following the meeting to discuss the layout and plans for the temporary construction.

4.5 The committee decided it was important to continue to meet weekly and make progress towards the final vision for the project. The schedule for the upcoming steering committee meetings were discussed and accepted by the group. (June 7th, June 14th, and June 27th Public Info Meeting)

5 Adjourn

5.1 There was a motion to adjourn by Pat and seconded by Pam. Meeting adjourned 10:45 AM.

These minutes constitute our understanding of the issues discussed at this meeting. Should there be any additions or corrections or comments, please contact the undersigned for modifications, otherwise these minutes will stand as presented.

Prepared by:

Steve Prange, P.E.
Project Manager
Crawford, Murphy & Tilly, Inc.

NOTICE OF MEETING

CITY OF BRANSON

DOWNTOWN STREETSCAPE STEERING COMMITTEE

Committee Meeting – Friday, June 7, 2013 – 8:30 a.m.
210 S. Commercial Street, Branso

AGENDA

1) Call to Order.

2) Tree Presentation

3) Break-Out Group Discussion on Streetscape Design Features
   3A) Intersections & Sidewalk
   3B) Street Furniture & Lighting
   3C) Landscaping / Trees

4) Adjourn.

MEETING MINUTES

DATE: June 7, 2013

TIME: 8:30 AM – 10:30 AM

LOCATION: CMT Design Studio
210 S. Commercial Street
Branson, MO 65616

PROJECT: Historic Downtown Streetscape Improvements
CMT Job No. 12485-01-00

SUBJECT: City of Branson
Historic Downtown Streetscape Improvements
Steering Committee Meeting No. 6

ATTENDANCE:

Cris Bohinc	CB	Committee Chair – DBBA & Alderman Ward 2
Patrick Parnell	PP	Committee Vice Chair – Alderman Ward 2
David Miller	DM	City of Branson – City Engineer
Wayne Glenn	WG	City of Branson – Project Manager
Keith Francis	KF	City of Branson – AD of Public Works
Cheryl Ford	CF	City of Branson - Engineering Office Specialist
Tom Motley	TM	Committee Member – CID & Motley Law
Steve Hartley	SH	Committee Member - Dick's 5& 10
Pam Druffel	PD	Committee Member – Ozark Mt. Bank
Richard K'nipple	RK	Committee Member – Lightning Enterprises
Steve Prange	SP	Crawford, Murphy, & Tilly, Inc.
Fred Mathews	FM	Crawford, Murphy, & Tilly, Inc.
Frank Zanaboni	FZ	Frank Z Design, LLC

1. Call to Order

1.1. The Meeting was called to order by Cris Bohinc at 8:30 AM.

2. Project Status Update

2.1. Steve Prange provided an update of activities since the last meeting & upcoming meetings scheduled for the next few weeks:

2.1.1. A listening session has been scheduled for 6/12/13 to discuss parking, and numerous other topics with business owners on "The Hill" (Section on Main St. between Commercial and Sycamore)

Steve P. had advanced discussion with David Ayer with the landing management about the agenda and coordination between the landing employees and parking on the hill. The session will provide a re-cap of the issues that were heard and bring all parties to the table and brainstorm possible solutions to the issues. Steve wanted to make this a positive session with participants leaving with a better understanding of the opportunities available.

Cris requested that someone from the Hilton also participate in the discussion. She understands that the hotel also has an impact on parking in the location of town. Visitors

and employees of the hotel impact parking in this area, especially on the weekends. The Hilton employees also park in the Reish Lot (Free Parking Deck) and cause issues with local business owners finding the parking that they need. The Hilton charges their employees to park in the city owned garage so, they tend to find parking in the streets or Reish Lot.

Steve P. also wanted participation from some of the members of the steering committee. All members needed to check their schedules, but didn't think they could make the discussion.

2.1.2. The next public information meeting is scheduled for Thursday 06/27/2013 from noon to 2:00 p.m. at the design studio. It appears that the train is not a suitable location for the meeting, due to participant's ability to enter and exit the meeting at any time during the presentation. (This is from city clerk's feedback)

This will be the last chance for public input and is the 2nd to last public informational meetings scheduled for the project.

Cris mentioned that food and drink will be key and also wanted to highlight that this was the 2nd to last public meeting on the press release and handouts.

3 Tree Presentation & Group Discussion

3.1 Frank Z. made a presentation to the group on street trees with discussion and feedback from members of the committee that are summarized below: (Entire presentation is posted on-line)

3.1.1 Franks comments during the tree presentation:

Every tree needs air, water, sunlight and soil in order to survive. Trees and roots growing up into sidewalk is huge liability issue. A solution may be a root barrier that allows confined space for roots to grow down with limited impacts to utilities.

Frank highlighted the Silva cell system that supports load of roadway/parking while providing nutrient soil for growth. This system will increase the cost of each tree substantially, but save on maintenance concerns in the future.

Some level of maintenance needs to be built into the city's budget for maintaining trees and landscaping as part of the implementation of the trees, and other landscaping items. Watering bags is another way to protect this investment, but will require maintenance. An irrigation system is planned for the downtown to help offset these maintenance costs, but pruning and upkeep will still be required.

Tree grates in the pavement or sidewalk allow for foot traffic around trees without damaging the root structure or trunk of the tree. These elements can also be used for aesthetic lighting, electric plugs, and detachable rings to accommodate for growth in the future. Most trees are established after 3 to 5 years.

There are many choices for trees in the downtown. It is the opinion that many different types of trees will be suitable for the downtown area. Some types of trees were presented and discussed as potential options for the downtown area.

Canopy Trees – red oak, red maple, black gum, bald cypress, locust, London plane tree (stately and symmetrical), and elm tree. These trees will provide shade and also help shape open areas and parking lots in the downtown.

Columnar Trees – Red maple, swamp maple, birch, ginkgo prehistoric tree, dramatic in fall, English oak stays tight and narrow. Columnar trees can accentuate the architecture of the building.

Accent Trees - Redbud burgundy leaves during summer, dogwood, star magnolia (showy and fragrant, paperbark maple.

The proposed tree layout plan was provided to understand potential locations for each type of tree presented above.



Selection of the species has to consider salt tolerance, bird & insect attraction, and debris from leaves. The members were concerned with debris staining bricks / pavers with tree debris. We can minimize attracting birds by planting trees with less density.

Tom Motley wanted to know how we can make the tree-scape look specific to Branson, and have a unique look that you don't see anywhere else. Frank indicated that the final selection of the species will be reliant on the local environment and the ability to survive the local soil and climate. (Steve told story of palm tree request in central Illinois for Ball Park) Exotic and different trees don't always fit the surrounding environment. Our opportunity to make Branson unique comes in the details related to the furniture, accents, lighting, and native shrubs that require low maintenance.

Some members on the committee would like to see a species that would produce a color for a longer period of time. Currently, the Bradford Pear trees have a limited flower life during the year and it would be nice to have something that produced a flower for a longer duration.

Richard K. seems to think that businesses would like the English Oak tree, due to limited impacts to storefront, and signage.

Members can remember the severe impact to the trees due to past ice storms. They would like to see a species that was tolerant to ice and didn't cause hard to adjacent buildings or vehicles.

3.1.2 Other comments from the committee on slides in the presentation are summarized below (Not related to street trees):

Wood bench handles heat better. Orientation of bench is key and the members prefer conversational set-up instead of just facing building or street. Also think that backs are appropriate to the demographic of visitors to the downtown. The committee members also like the idea of prohibiting homeless from lying on benches after businesses close.

Members don't like the variation in the aggregate sidewalk pavement. Think that this may be hard to keep consistent. They also want to keep a consistent flow to the hardscape theme in the downtown and are interested in having a balance between all brick / pavers and not having enough with no character.

Members like the idea of sculptures in the downtown. This would be a nice dedication to the history of Branson and sponsorship opportunities for families and local entertainers.

4 Parking Update & Other General Discussion

4.1.1 Steve P. gave an update on the parking based on recent concept layout that has been developed based on public comments. A table below shows the existing and proposed parking space comparison:

Street Name	Exist. Spaces	Prop. Spaces	Space Change
Commercial Street	142	143	+1
Main Street	90	83	-7
College Street	9	33	+24
Pacific Street	20	20	EVEN
Atlantic Street	16	24	+8
Sycamore Street	21	21	EVEN
Parking Lots (Old City Hall & Awbrey)	91	100	+9
TOTALS	**389**	**424**	**+35**

4.1.2 Cris mentioned the current utilization of 3 trolley stops that are close to Main Street (Awbery Lot, Main Street, and Commercial Street). Cris asked how important the committee thought the stop at Main & Commercial was related to the potential addition of more parking spaces at this location.

Steve H. did not know what would be better for this area and would like to discuss with others before making a comment. Both options seem to have merit.

4.1.3 Given the recent issues and outcry from many local businesses, Cris wanted to look at moving the festival location from the Awbery Lot to the Old City Hall parking lot location. Developing the old city hall parking lot area into the new festival area might have a lot of benefits and solve the issues that many have with the festivals closing Commercial St. and interrupting business during these special events.

Steve P. said that the team would abandon looking at options for the Awbery lot and focus more on the different options for the this area and get something back to the committee to consider.

4.1.4 Following the city's recent study session with the 76 project, Cris indicated that there was a lot of discussion related to the potential gateway towards the 76/65 interchange and focus related to the improvements on Main St. from the interchange towards Veterans Blvd. with the 76 design team.

5 Break-Out Discussion on Streetscape Design Features

5.1.1 Although there was great discussion on some of these items throughout the tree presentation, this item will be tabled for further discussion at the next steering committee meeting on 06/14/2013.

6 Adjourn

6.1 There was a motion to adjourn by Pat and seconded by Richard. Meeting adjourned 10:40 AM.

These minutes constitute our understanding of the issues discussed at this meeting. Should there be any additions or corrections or comments, please contact the undersigned for modifications, otherwise these minutes will stand as presented.

Prepared by:



Steve Prange, P.E.
Project Manager
Crawford, Murphy & Tilly, Inc.

NOTICE OF MEETING

CITY OF BRANSON

DOWNTOWN STREETSCAPE STEERING COMMITTEE

Committee Meeting – Friday, June 14, 2013 – 8:30 a.m.
210 S. Commercial Street, Branso

AGENDA

1) Call to Order.

2) Project Status Update & General Business

3) Break-Out Group Discussion on Streetscape Design Features
   3A) Intersections & Sidewalk
   3B) Street Furniture & Lighting
   3C) Landscaping / Trees

4) Adjourn.

For more information please visit www.bransonmo.gov or contact:
Lisa Westfall, City Clerk, 417-337-8522
Garrett Anderson, Economic Development Director, 417-337-8589

Posted: , 2013
By: _____ **At:** _____

MEETING MINUTES

DATE: June 14, 2013

TIME: 8:30 AM – 10:30 AM

LOCATION: CMT Design Studio
210 S. Commercial Street
Branson, MO 65616

PROJECT: Historic Downtown Streetscape Improvements
CMT Job No. 12485-01-00

SUBJECT: City of Branson
Historic Downtown Streetscape Improvements
Steering Committee Meeting No. 7

ATTENDANCE:

Cris Bohinc	CB	Committee Chair – DBBA & Alderman Ward 2
Patrick Parnell	PP	Committee Vice Chair – Alderman Ward 2
Wayne Glenn	WG	City of Branson – Project Manager
Keith Francis	KF	City of Branson – AD of Public Works
Cheryl Ford	CF	City of Branson - Engineering Office Specialist
Steve Hartley	SH	Committee Member - Dick's 5& 10
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Steve Prange	SP	Crawford, Murphy, & Tilly, Inc.
Fred Mathews	FM	Crawford, Murphy, & Tilly, Inc.
Frank Zanaboni	FZ	Frank Z Design, LLC

1. **Call to Order**
   1.1. The Meeting was called to order by Cris Bohinc at 8:30 AM.

2. **Project Status Update**
   2.1. Steve Prange provided an update from meeting with "The Hill" business owners.

      2.1.1. See separate meeting minutes from the meeting on 06/12/13. Highlights of the meeting are listed below with discussion and input from members of the steering committee:

         2.1.1.1. Positive discussion and compromise with the group was made during the listening session. The owners concerns with parking were addressed with new configuration along Sycamore and overall parking numbers throughout the entire downtown. They were happy that the design team has listened to their concerns and very surprised to see the changes to the plan. Previous plans on past projects for the area were pre-determined and owners didn't get a chance to weigh in the decisions that impacted their businesses. They were very happy to be provided this opportunity.

         2.1.1.2. It was very beneficial to have representatives from the landing and the Hilton present at the meeting to voice proactive efforts to help the parking situation and also explain some of the restrictions that the respective organizations have on enforcement.

Overall, very positive interaction between the parties that resulted in items for the city to consider.

2.1.1.3. One idea that surprised the team was that many of the owners asked about the possibility to install parking meters along Main Street (Only from Commercial to Sycamore) in an attempt to police employee parking in this area.

Steve P. explained that this may be an option, but would suggest an all or nothing approach to paid on-street parking. Mixing areas of the downtown with meters vs non-meters would create even confusion and competition for the free parking locations, but this might be a good idea for the City explore in the future. At this time, the public and visitor demographic to the downtown does not appear to embrace the paid parking option. (This is shown by the under- utilization of the paid parking deck)

Steve H. explained that this could have a negative connotation and don't this the idea was looking at the issue with the big picture in mind.

Richard K. also thinks that people will never park in the metered location, especially if they have free parking available in other locations.

Frank indicated that this may backfire on the businesses and allow for 24 hour parking. People could pay and potentially parking in this location all day long. This may be a revenue generator for the city and might help with traffic flow, reducing the amount of backing in and out of on-street parking.

Cris thought that maybe extending the parking enforcement staff by 1-2 hours may also help this issue without having to utilize metered parking.

Patrick P. agreed that more consistent ticketing on the hill would help.

Steve P. suggested that the city consider increasing the parking ticket price from $5.00 per violation every 2 two hours. Steve suggested that this violation fine should be increased to $15-$20 per violation. This may offset the difference between the discounted parking rate in the nearby garages and potential utilization of the city owned parking deck.

Bozana V. suggested that guidance and signage could help visitors find parking garage. Businesses could also participate in parking compensation program to help customers offset costs for parking in the paid parking garages.

Steve H. thought it was a shame to limit our visitors to 2 hour parking because of employees taking these spaces.

Richard K. asked what the motivation was to implement the 2 hour parking limit for on-street parking.

Cris explained that this change was made after months of meetings and conversations with board members. Any change to the 2 hour on-street parking and 3 hour parking

lot time limits would need to obtain the input from a majority of the downtown business owners. Education of the pros and cons will be important.

Steve P. indicated that this decision would require extensive public outreach and education outside of the scope for this project, but should be considered by the city.

2.1.1.4. Steve P. also discussed multiple parking lot alternatives with Sandy Lewis (Plumb Bazaar) in an attempt to frame out Sycamore and organize parking along the parking lot of Plumb Bazaar. Many people use this lot as a turn-around and providing more parking along Sycamore would help eliminate this maneuver. Reconfigurations to Sycamore have impacts on the parking lot configuration, but will help with turn-around issues. Sandy later agreed to this configuration and would reconfigure the parking stall arrangement to accommodate this change on Sycamore.

3 Group Discussion – Intersection & Sidewalk Improvements

3.1 Due to the upcoming public information meeting scheduled for 06/27 the group moved into discussions on the many the different options related to the look, color, configuration, and material decisions related to the proposed intersections and sidewalk improvements. The schedule is tight and decisions need to be made related to the details of the streetscape elements.

Steve P. initiated the discussion by displaying precedent boards and documenting the following feedback and input from the committee.

3.1.1 Sidewalk & Intersection Bick/Concrete Patterns

3.1.1.1 The group agreed that bricks or interlocking pavers would be the preferred material alternative to stamped concrete. A more consistent look will result by implementing the use of pavers. Utilizing stamped or colored concrete may result in variation of color and style due to the multiple years of construction and construction crews.

3.1.1.2 The group all liked a combination of pavers and concrete for the sidewalk hardscape pattern. An all paver/brick pattern would increase cost and be too expensive, but an exclusive concrete pattern would be too plain and would not provide that unique historic character to the historic downtown. The fiscally responsible alternative seemed to be a combination of concrete and decorative pavers. The group agreed that a 50/50 split between pavers and concrete would be acceptable.



All Brick/Paver
Too Costly, But Like it the Most



Combination of Pavers & Concrete
Similar to what they have now, like paver edge, but want Decorative paver squares in concrete area.



Combination of Pavers & Conc.
See these squares good with edge line of pavers in picture to left.

Bozana thought that pavers should be used with as little concrete as possible to help reduce the cold and harsh aesthetics of concrete. Concrete will look like we cut corners and will not give the charm to the downtown experience.

Steve P. mentioned that he agreed with the importance of aesthetics, but wanted the group to understand that incorporating decorative pavers would increase the cost of the project.

3.1.1.3 Cris wanted to ensure that clay pavers would be strong enough to withstand the horse carriages if they decided to return this to the downtown. This has been an issue in the past. The design team explained that the clay pavers interlock and are very durable and would be much more resistant to this punishment than the asphalt. The higher density clay will resist decomposition much better than concrete and brick.

3.1.1.4 The design of the pavers would include the construction of interlocking pavers on a concrete working platform to reduce settlement on the edges between the concrete and paver edges. This will be particularly useful on "The Hill" with the steep grades and profile. This would be able to take power washers without washing out grout or sand base.

3.1.1.5 Steve P. explained the use of color contrast in the paver selection. A few examples of contrast were provided during the discussion.



Delineated Traffic Lanes



Delineate Pedestrian Crosswalk



Delineate Parking Space

Fred explained that darker colors do not show oil and grease as much as lighter colors. Steve P. also mentioned that contrast will help delineate crosswalks and vehicle/pedestrian space without using paint. This will also reduce maintenance of striping these areas each year.

The group wanted to utilize different brick colors to delineate the crosswalks and edges of the bump-out locations.

3.1.1.6 Memorial paver naming areas were discussed and the group agreed that this could potentially raise dollars to help offset costs and also provide locals, visitors, veterans, businesses, founders, entertainers, and families to permanently etch their names into the history of downtown Branson. The group agreed that square areas should be provided



within the sidewalk pattern to accommodate these commemorative pavers.

Patrick P. liked idea of military commemorative areas, founder's area, and potentially designated squares that hold many commemorative pavers that are themed. Maybe have a directory that shows different themed square location in the downtown area. Patrick also thought that the parks dept. might have a commemorative tree program that we may want to use for the downtown.

Frank Z. indicated that a walk of fame may also be an option in these square decorative paver areas.

Steve P. indicated that every day and ordinary families should have their opportunities to participate in this program. It exemplifies the family experience of Branson and will be an attraction to loyal visitors to Branson, having the potential to bring them back to visit the family paver location in years to come.

3.1.1.7 The design team recommended that the city purchase extra pallets of pavers to keep in reserve in case replacement is needed of the years. If these are purchased simultaneously the color will match better in need of replacement.

3.1.1.8 The group did not have any specific recommendations on a color for the brick pavers, but wanted the design team to produce renderings of a possible earth-tone brown to consider. A lot of communities have red brick and the group thought it was important to have Branson provide a unique feature that would embrace the historical architecture. A dark brown seemed to match the majority of the surrounding stone faced buildings that would set it apart from the traditional red brick color.

3.1.2 Intersections & Bump-Out Locations

3.1.2.1 The bump-out locations are designed to be key gathering locations for pedestrians that experience the downtown. It is important to discuss these locations and determine what materials are to be used for these high volume pedestrian areas.

3.1.2.2 Trees will be located in the bump-out locations and will not affect pavers with the application of root confinement with special design features that were discussed last week. The group also discussed the utilization of planters and landscaping items in the bump-out locations in an attempt to reduce costs of the decorative pavers.

The design team mentioned that it was important to consider the life-cycle maintenance costs associated with landscaping items. Although you may see an initial savings, the staff and maintenance over the year could be substantial for these landscaped areas. It is recommended that the city plan for extra dollars in the budget to address these future maintenance costs to keep the downtown attractive to visitors.

Cris mentioned that the CID has dollars to contribute towards the maintenance of these landscaping elements like planters, flowers, and shrubs.

3.1.2.3 Although concrete will provide the smoothest surface for pedestrian travel, the interlocking pavers will also provide an equal smoothness due to the interlocking design with no grout between the pavers. Again, the team discussed the labor

intensive installation of pavers that result in higher initial construction cost, but the group wanted to stay true to the aesthetic balance in choice between concrete and pavers.



Installation of pavers on concrete working platform.



Installation of pavers at intersection bump-out
The group liked puzzle pattern to pavers.

It was decided that the bump-outs should be designed with a mix of pavers and landscaping elements. Contrast should be used to delineate vehicle and pedestrian spaces. Concrete will be used for the curb and approaches to the traffic table.

3.1.2.4 The group discussed the option of a no-curb typical section along Commercial St., but decided that it was too much of a risk with most visitors no being able to control pulling into a curb less parking space. (Even with the incorporation of bollards at each stall). The no-curb option did not seem feasible along Main St. due to the excessive profile.

3.1.2.5 Intersections were discussed, and options were shown for decorative pavers or logos in the intersections.







An elevated traffic table was proposed to assist with ramp geometrics and reduce amount of fall from the sidewalk to the street crossing level. The traffic table also provides a visual to vehicular traffic, indicating the decision making intersection and help slow traffic through the intersection. The group decided to move forward with the traffic table concept, but didn't see the cost benefit of incorporating a logo in the intersection pavement. (This doesn't get the wow factor that could be achieved by putting these dollars towards other aesthetic features.

Cris liked putting these dollars towards statues and other wow factors for the downtown. She liked the idea of providing tourists with picture opportunities.

3.1.2.6 Although the group did not want to spend the additional dollars on an intersection logo, they wanted to move forward with decorative pavers in the intersection pavement on Main Street. On Commercial St. decorative pavers would be used for crosswalk locations only.

The impact of snow plows on the decorative pavers was discussed. Similar to the sidewalk, the pavers will be installed with no lip or edge between the pavers as part of the interlocking design. The impacts to the pavers will be no more than the impacts on concrete.

The design team warned that water mains run down the middle of Main Street and will be under the decorative pavers on the Main Street intersections. Any future repair to these facilities will require removal and replacement of these pavers and will be more costly than your typical pavement replacement.

The group discussed and determined that this was acceptable due to the total replacement that was planned for the water mains in this area. There should be minimal need for repair of these new utilities.

Patrick P. asked for Keith's input on maintenance practicality. Keith wanted to know if salt or chemicals would damage the pavers. Frank indicated that pavers are highly resistant to salt and chemicals.

3.1.3 Alleyway Improvements

3.1.3.1 The team promotes a resurface of the alleyways in downtown to clean up past utility pavement patches and make the alleyways more appealing and promote activity. Also need to address safety with upgrades to lighting in alleyways.

Steve H. agreed with the additional lighting in alleyways and also suggested additional lighting in parking lot areas.

Bozana suggested that lighting should be improved with the planned improvements at the old city hall park. The alleyway between Commercial St. and the park location should be reconstructed with decorative pavers enhancements due to its potential of being the pedestrian entrance to the area from Commercial St.

3.1.3.2 The group discussed potential naming or themes for the old city hall park location. We talk about what was taken as part of the landing development and the Liberty Oak tree is always discussed. The park and recreational areas that used to be located along Lake Taneycomo could be recreated in the form of a park in this location. It may also serve as an area that could pay tribute to the veterans and armed forces.

It was decided that Liberty Park would be an appropriate reference to this location moving forward.

4 Group Discussion – Benches & Street Furniture

4.1 The group moved into discussions on the many the different options related to the look, color, configuration, and material decisions related to the proposed street furniture improvements.

4.1.1 To remain consistent with the split rail grey wood look that has been accepted on the proposed restrooms and trolley stop structures the team proposed a similar look to the proposed benches and street furniture.

Composite wood will be easier to maintain over the life of the benches and maintenance will be considered during the selection.

Cris indicated that the CID could spend dollars to purchase and maintain these items.

4.1.2 The group indicated that the benches should have tall backs to accommodate the older demographic of visitors to the area. Although the metal benches are eye appealing, it is important to provide a bench that can be used during extreme heat conditions. Metal benches tend to heat up during the summer sun, so wooden or composite wood would lend itself better to summer use.



Move favorable bench
Metal Frame w/ Wooden Seat
Liberty Oak Symbol on Side



Liked Statue Idea



Unique Bench Ideas for Liberty Park Area (Themed Benches)

4.1.3 Orientation of bench is key and the members prefer conversational set-up instead of just facing building or street. The committee also believes that backs are appropriate to the demographic of visitors to the downtown. The committee members also like the idea of prohibiting homeless from lying on benches after businesses close.

4.1.4 The committee decided on a black chair frame with grey composite wood and the liberty oak tree symbol on the side of the black bench frame.

5 General Discussion

5.1 The group continued to discuss the potential opportunities at the new park location and flex space use area at the link market.

The group explored options at both link market and liberty park locations. Some of the ideas discussed yesterday are listed below: (Richard K, Bozana V, Steve H, and Steve P.)

5.1.1 Make a link between the link market and the liberty park location, using media, directory TV screens, broadcast TV at trolley station that are all designed to take people to the park from the link market and pull younger demographic up the hill to park activities.

5.1.2 Events at the area could fill in the gap of activity between 4:00 – 8:00 PM between the historic downtown and the landing. This could help promote night time activity with pre-landing event activities)

5.1.3 Instead of looking for individual events that require different set-ups for each particular festival, the group suggested at looking for seasonal set-up configurations:
- 5.1.3.1 Santa Workshop & Ice Skating Rink
- 5.1.3.2 Rain Deer Pictures
- 5.1.3.3 Zero Gravity Pool
- 5.1.3.4 Farmers Market
- 5.1.3.5 Antique Car Showcase
- 5.1.3.6 Art Festival
- 5.1.3.7 Local Music Showcase
- 5.1.3.8 Flower Showcase
- 5.1.3.9 Tractor Show

5.1.4 Other key issues discussed with events at these areas:
- 5.1.4.1 Parking
- 5.1.4.2 3rd Party Management & City's Liability

5.1.5 The four season committee had first discussion yesterday and hit a roadblock related to the potential management of these areas by third party companies. It seems that every creative idea will depend on if the CID or DBBA would be willing to have a third party company manage the events / set-ups at these locations.

Bozana asked if the CID or DBBA could handle the management of third party companies at these locations.

Steve H. asked about approaching city hall and the chamber to find someone who can manage this project.

Cris likes the idea of using the new liberty park location for hosting the festivals instead of the existing awbery parking lot. The committee authorized CMT to proceed with development of concept design to host events at the liberty park location.

Steve P. cautioned the group that the adjacent church property is still being explored and it would be a shame to put such a nice park next to abandoned building foundations.

6 Adjourn

6.1 There was a motion to adjourn by Steve H. and seconded by Pam. Meeting adjourned 11:00.

These minutes constitute our understanding of the issues discussed at this meeting. Should there be any additions or corrections or comments, please contact the undersigned for modifications, otherwise these minutes will stand as presented.

Prepared by:

Steve Prange, P.E.
Project Manager

NOTICE OF MEETING

CITY OF BRANSON

DOWNTOWN STREETSCAPE STEERING COMMITTEE

Committee Meeting – Friday, July 12, 2013 – 8:30 a.m.
210 S. Commercial Street, Branso

AGENDA

1) Call to Order.

2) Project Status Update & General Business

3) Group Discussions on Updated Concept Visions

4) Discussion on Preliminary Opinion of Cost & Project Priorities

5) Adjourn.

For more information please visit www.bransonmo.gov or contact:
Lisa Westfall, City Clerk, 417-337-8522
Garrett Anderson, Economic Development Director, 417-337-8589

Posted: , 2013
By: _____ **At:** _____

MEETING MINUTES

DATE: July 12, 2013

TIME: 8:30 AM – 10:30 AM

LOCATION: CMT Design Studio
210 S. Commercial Street
Branson, MO 65616

PROJECT: Historic Downtown Streetscape Improvements
CMT Job No. 12485-01-00

SUBJECT: City of Branson
Historic Downtown Streetscape Improvements
Steering Committee Meeting No. 8

ATTENDANCE:

Patrick Parnell	PP	Committee Vice Chair – Alderman Ward 2
David Miller	DM	City of Branson – City Engineer
Wayne Glenn	WG	City of Branson – Project Manager
Keith Francis	KF	City of Branson – AD of Public Works
Cheryl Ford	CF	City of Branson - Engineering Office Specialist
Pam Druffel	PD	Committee Member – Ozark Mt. Bank
Bozana Varisco	BV	Committee Member - Investment Holders
Richard K'nipple	RK	Committee Member – Lightning Enterprises
Illa Kamp	IK	Committee Member – Branson Scenic RR
Steve Prange	SP	Crawford, Murphy, & Tilly, Inc.
Fred Mathews	FM	Crawford, Murphy, & Tilly, Inc.
Frank Zanaboni	FZ	Frank Z Design, LLC

1. Call to Order

1.1. The Meeting was called to order by Patrick Parnell at 8:40 AM.

2. Project Status Update & General Business

2.1. Steve Prange took the opportunity to thank the members of the steering committee for their service and described thanked the group for the opportunity to facilitate them through this process.

2.1.1. This has been scheduled to be the final steering committee meeting, but Steve H. (Who was not present) indicated that he would recommend continuing steering committee meetings.

Pat thought that a decision on having additional meetings would depend on what the group accomplished during the meeting today.

If there was an additional meeting, Steve P. recommended that we schedule the meeting for July 26th (Prior to the final public information meeting that is scheduled for August 1st)

Richard K. made a motion to have an additional steering committee meeting and there was a 2nd by Pam D. (All-Yea, None-Opposed)

2.1.2. Prange suggested that the temporary bump-out be removed by the city due to wear and tear. The temporary bump-out has served its purpose to educate the public, provide feedback, and provide a visual for local business owners. The group agreed to remove the temporary bump-outs.

2.1.3. Pat P. updated the group on his recent meeting with the adhoc committee of the Branson Christian Church. There is a strong contingency that wants to relocate the church to an alternate location.

The group agreed that the church is an important part of the downtown community and would hate to see them leave.

Pat asked about the schedule for design and taking bids for the project. He wondered if the group would consider putting the potential improvements for Liberty Park in the first year of construction. (Steve indicated that we would discuss this later in the meeting)

3 Group Discussions on Updated Concept Visions

3.1 Steve P. provided a recap on feedback that was received during the public information meeting held on 06/27/2013. Overall, he thought that they had gained some trust with many of the business owners and illustrated the team's ability to listen to feedback and make changes to the proposed plan.

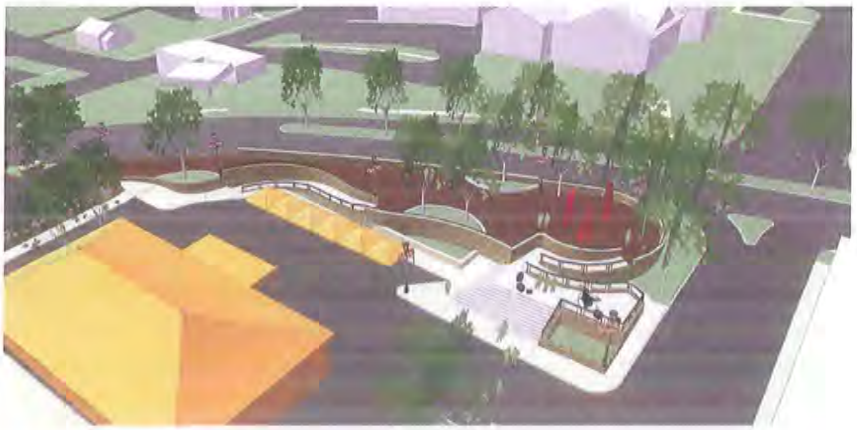
3.1.1 Liberty Park Concept Visions

The team provided an overview of the new liberty park location and described the improvements with the understanding that the adjacent property owned by the church. Additional progress will need to be made with the church to obtain a "home run" with the park extending from Pacific St. to College St.

Steve indicated that doing just a portion of the park like the parking lot or doing the park improvements piece-meal would be dangerous public perception and may be more costly to mobilize a contractor to construct this area in multiple phases.

The feedback from the group was positive on the latest concept visions for the park area. A few of the images that were shown to the committee are provided below:





Bozana asked if there was thought to shifting the festivals to this location.

Steve P. indicated that Cris has been getting a lot of pressure to move the festivals away from the Awbery parking lot location. There are many reasons, but most of the business owners along Commercial Street have complained of the road closure, noise, and reduced revenue during these weekends. Liberty Park may be an acceptable location alternative to hold future festivals. The preliminary design for Liberty Park has been completed to accommodate festivals at this location.

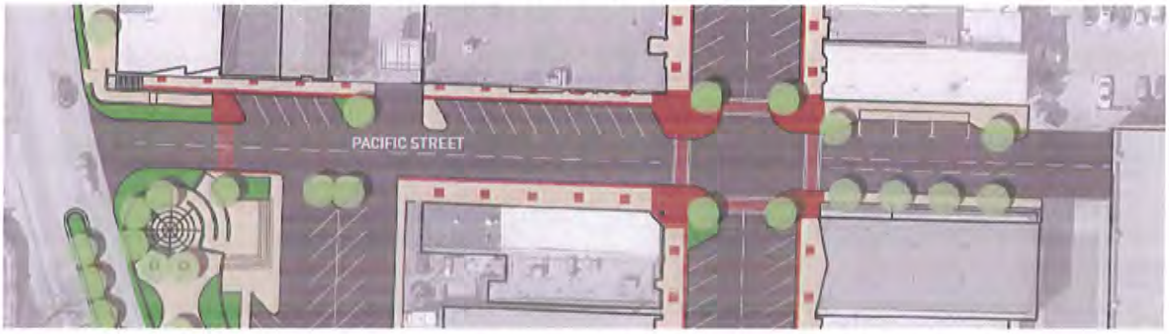
Although the new parking lot will accommodate the proposed tent set-up, the permanent stage set-up can provide an elevated stage for outdoor music or announcement stage. A picture of the stage and ramp configuration was show with the image below:



3.1.2 Pacific Street Revisions

There have been revisions to Pacific Street, eliminating the right-in, right-out splitter island at Veterans Blvd. This was originally designed to increase safety at this intersection.

The team pulled the landscaped median back to the south in order to accommodate the through movement and left turn from SB Veterans traffic. This revised configuration was made to help increase the use of Pacific and promote the use of the city owned parking deck at the end of Pacific St. The island median holds the potential for a future overhead structure to promote Liberty Park and help direct users to the parking deck.



3.1.3 Commercial Street Revisions (South of College)

Feedback during the public information meeting led to the team studying alternatives for Commercial Street, south of College St. The sub-standard "on-ramp" that is used to take SB traffic onto NB Veterans led the team to consider removing this ramp and making this short section of Commercial St. a one-way street. This would result in a one-way entrance under the proposed gateway on Commercial Street.

The transition to a one-way will not impact the post office or other businesses off of Commercial, due to the existing one-way condition at the post office entrance that will not change.



The team obtained feedback that this area may have safety concerns with high speed vehicle exit off of Veterans Blvd. A traffic calming geometry has been incorporated into the roadway reconstruction under the gateway to enhance aesthetics and calm traffic speeds onto Commercial Street.

Pat asked David if they could change the speed limit on Commercial to reduce the speed through this area. David said it was possible, but they would have to perform a study and obtain MoDOT concurrence.

Bozana agreed with this safety concern and said that this seemed configuration seemed to be an acceptable fix for this concern.

Another advantage of the configuration will be the additional parking along Commercial Street with the one-way lane configuration. This will help with additional parking needs for surrounding churches during Sunday services and may also be overflow parking stalls during festival activities.

The additional greed areas will also provide a nearby location to relocate the existing art sculpture that may be in conflict with the proposed gateway improvements.

3.1.4 College Street Revisions

There have been revisions to College Street, taking the existing 3 lane configuration to the proposed 2 lane configuration with additional parking along the north side of College Street. The change results in many additional parking spaces along College Street. The proposed configuration was discussed with the committee and is shown below:



The proposed layout will also provide additional parking for the proposed nearby Liberty Park location.

Pat mentioned that one of the main concerns of the church is the available parking in this area and they also have concerns with reducing College Street to two lanes at the Veteran's Street intersection, eliminating the dedicated left turn lane.

Steve P. explained that the dedicated left would be eliminated, but traffic would still be able to make a left turn at the intersection. Steve P. also acknowledged that the additional parking spaces along the church on College Street are located on a steep slope and would not be considered handicap accessible. There is not much the team can do to correct the existing slope and grade approaching this intersection.

3.1.5 Intersection Concept Images

Steve P. explained the latest images to the intersection improvements including pavers, signals, bollards, signs, light poles, benches, and bump-outs. The committee liked the vision and concept drawings shown below:









4 Discussion on Preliminary Opinion of Cost & Project Priorities

4.1.1 Steve P. explained that the costs presented today reflect the public opinion and input from the steering committee. The overall costs represent the "Cadillac" plan that obtains the goals and objectives that were set and voted on by the steering committee. This is the entire "buffet" and it's the job of the committee to prioritize each section, including out-of-scope items of the planned improvements (Liberty Park, Link Market, and Awbery Lot) to determine affordable options with recommendations on the construction sequence. The "Cadillac" is our starting point.

Steve P. said that it's important to understand what the costs on each area represent. The anticipated costs are broken into 34 different cost areas throughout the downtown. The different colors represent a suggested construction sequence with cash flow dollars that are projected for each year during the construction.

The total maximum baseline cost estimate is estimated to be approximately $12.3 million dollars. The dollar amounts in each of these areas represent projected construction costs, design costs, and a 10% contingency, with no dollars to account for inflation. (These dollars reflect 2013 dollars.) It's also important to know that these costs are preliminary and are subject to any final changes and adjustments made to the plan.



4.1.2 Patrick asked for all of the committee members to offer their opinions / comfort level / anxiety towards the overall Cadillac baseline cost for the project.

Illa – Was expecting $10-$15 million price tag with discussion between herself and husband. Think we need to focus on donations and grant opportunities.

Pat – Not surprised with cost and wants to hit a home run with the first project.

Bozana – The realism is setting in with the budget. Must decide what critical goals we need to compromise to make affordable. (Need to keep tourism in mind and get biggest bang for our buck)

Richard – Likes the project and was expecting $20 million price tag.

David – His priorities are with making improvements to the festival areas, but may have to omit this due to costs.

4.1.3 The group discussed options for cutting the overall costs and direction for moving forward.

Steve P. explained that there are many options to consider and the team will start by breaking out the costs for signals, dividing the link market into two halves (North & South), and dividing the park into parking lot and park improvements.

Pavers, trees, and bench naming will only raise a small amount of dollars needed to really make a difference in the overall affordability of doing the entire Cadillac vision.

The group discussed the opportunity for wealthy donors to take interest once a portion of the project has been completed, but Steve P. warned that doing portions of this project without a firm commitment of funding for the remaining sections is dangerous and would not be a wise decision.

Many members of the group agreed that a "homerun" needs to happen during the first phase to gain momentum and positive perception towards the improvements. The Liberty Park improvements seem to be the area that would deliver that "homerun", but funding for this may be an issue. Improvements in this area do not accomplish the original intent of the project to address aging infrastructure and sidewalks.

The group gravitated towards looking into doing a combination of the park area and streetscape to showcase both improvements during the first year. (Areas 20, 14, 18 to get a "U" shape with the park might be something to explore for the next meeting)

5 Adjourn

5.1 The meeting was adjourned due to no quorum at 9:40 AM. (Following Departure of Pam D.)

These minutes constitute our understanding of the issues discussed at this meeting. Should there be any additions or corrections or comments, please contact the undersigned for modifications, otherwise these minutes will stand as presented.

Prepared by:

Steve Prange, P.E.
Project Manager
Crawford, Murphy & Tilly, Inc.

NOTICE OF MEETING

CITY OF BRANSON

DOWNTOWN STREETSCAPE STEERING COMMITTEE

Committee Meeting – Friday, July 26, 2013 – 8:30 a.m.
210 S. Commercial Street, Branso

AGENDA

1) Call to Order.

2) Project Status Update & General Business

3) Discussion on Preliminary Opinion of Cost & Project Priorities

4) Discussion on Construction Staging Alternatives

5) Adjourn.

For more information please visit www.bransonmo.gov or contact:
Lisa Westfall, City Clerk, 417-337-8522
Garrett Anderson, Economic Development Director, 417-337-8589

Posted: , 2013
By: _____ **At:** _____

MEETING MINUTES

DATE: July 26, 2013

TIME: 8:30 AM – 10:30 AM

LOCATION: CMT Design Studio
210 S. Commercial Street
Branson, MO 65616

PROJECT: Historic Downtown Streetscape Improvements
CMT Job No. 12485-01-00

SUBJECT: City of Branson
Historic Downtown Streetscape Improvements
Steering Committee Meeting No. 9

ATTENDANCE:

Cris Bohinc	CB	Committee Chair – DBBA & Alderman Ward 2
Patrick Parnell	PP	Committee Vice Chair – Alderman Ward 2
Steve Hartley	SH	Committee Member - Dick's 5& 10
Tom Motley	TM	Committee Member – CID & Motley Law
David Miller	DM	City of Branson – City Engineer
Wayne Glenn	WG	City of Branson – Project Manager
Keith Francis	KF	City of Branson – AD of Public Works
Cheryl Ford	CF	City of Branson - Engineering Office Specialist
Pam Druffel	PD	Committee Member – Ozark Mt. Bank
Richard K'nipple	RK	Committee Member – Lightning Enterprises
Steve Prange	SP	Crawford, Murphy, & Tilly, Inc.
Fred Mathews	FM	Crawford, Murphy, & Tilly, Inc.
Frank Zanaboni	FZ	Frank Z Design, LLC

1. Call to Order

1.1. The Meeting was called to order by Cris Bohinc at 8:35 AM.

2. Project Status Update & General Business

2.1. Steve & Pat provided the group and update on the progress with the members of the Branson Christian Church.

2.1.1. Steve & Pat walked the site and summarized some of the key issues and opportunities related to the partnership with the church. A list of the key issues are listed below:

- Potential building expansion of the educational wing and kitchen to the west.
- Handicap parking on backside of church with easy access to sanctuary level.
- Parking competition on Sundays with surrounding churches.
- Maintain delivery access door & alleyway to thrift store.
- Lane reduction configuration on College Street.
- Ability to use city parking lot after festival weekends on Sunday.
- Total relocation of church is being considered as an option.
- Concern with noise from park & festival activities.

- Need for additional parking for out-of-town visitors.
- Foundation and roof building improvements needed.
- Potential safety & liability issues with old foundation, stairs, and railings.
- Safety issues with parking along Veterans Pkwy (Poor sight distance & grades)
- Aesthetic appeal of the property from Veterans Blvd.
- Open channel drop-off in alleyway for drainage along thrift store.

It became clear from the site visit that additional renderings were needed to help visualize the area for members of the church. The group authorized CMT to proceed with development of additional renderings for this area to help solidify the partnership with the church.

2.2. Steve indicated that the next public information meeting is currently scheduled for 08/01/2013. If the committee can't decide on the project priorities and construction staging, we'll have to postpone the public information meeting. We will need consensus prior to presenting to the information to the public. (It was decided to reschedule the meeting for a date to be named later)

3 Discussion on Preliminary Opinion of Cost & Project Priorities

3.1.1 Steve P. explained that the costs presented today reflect the public opinion and input from the steering committee. The overall costs represent the "Cadillac" plan that obtains the goals and objectives that were set and voted on by the steering committee. This is the entire "buffet" and it's the job of the committee to prioritize each section, including out-of-scope items of the planned improvements (Liberty Park, Link Market, and Awbery Lot) to determine affordable options with recommendations on the construction sequence. The "Cadillac" is our starting point.

Steve P. said that it's important to understand what the costs on each area represent. The anticipated costs are broken into 35 different cost areas throughout the downtown. The different colors represent a suggested construction sequence with cash flow dollars that are projected for each year during the construction.

The total maximum baseline cost estimate is estimated to be approximately $12.8 million dollars. The dollar amounts in each of these areas represent projected construction costs, design costs, and a 10% contingency, with no dollars to account for inflation. The numbers do not include any costs for sanitary sewer improvements. (These dollars reflect 2013 dollars.) It's also important to know that these costs are preliminary and are subject to any final changes and adjustments made to the plan.



The group started prioritizing certain areas on the map and looking for ways to identify absolute priorities from the overall plan. (This was performed with the help of the puzzle board)

3.1.2 Cris indicated that the discussions at city hall have led to the following factors in determining priorities for the project.

- Areas having the most economic impact – highest return on investment.
- Best visitor experience – "Wow" factor and high visual impact.

Depending on the economic impact, and ability to increase the visitor experience in the downtown, may result in the potential to keep money coming into the project to achieve the overall Cadillac".

3.1.3 Steve H. asked if this number had to be reduced to the $5.0 million dollar amount. The group discussed clarification on the overall project budget dollars with city staff:

ORIGINAL PROJECT BUDGET

Original Project Budget	$5,000,000.00
Consultant Fees (PH 1 Planning)	-$885,000.00
Total Remaining Dollars for Const.	$4,115,000.00
Construction Cost / Year Budget	$823,000 / Year

Cris asked David if there was any additional dollars available from his budget that could be allocated to this project. Cris wanted to make sure that this request was not going to result in his department shifting dollars from high priority projects. David thought there were some dollars that could be shifted, but did not know how much.

Cris thought it may be a good plan to schedule meetings with each of the alderman to discuss the process and bring them up-to-speed on the budget options for the project.

3.1.4 The group was presented a couple of options on how the construction staging could be performed with two separate options for cash flow and project duration for discussion:

ALTERNATE NO. 1 – "CADILLAC" 6 YEAR PLAN

This alternate was discussed showing the "Cadillac" plan improvements, while phasing the construction into a six year construction schedule.



CONSTRUCTION YEAR	DOLLARS
2014	$3.3 M
2015	$1.7 M
2016	$1.8 M
2017	$3.1 M
2018	$2.4 M
2019	$0.5 M
TOTAL	**$12.8 M**

This alternate would provide the "homerun" of completing the Liberty Park improvements during the first year of construction and also show a taste of what the proposed streetscape improvements would look like along Pacific St. It was also noted that these costs do not represent the improvements to the church property and the extension of Liberty Park to College St. (Due to final negotiations on concept behind the church)

The benefit of this alternative would be the limited impacts to surrounding business owners and allow for a potentially longer construction season in the park location.

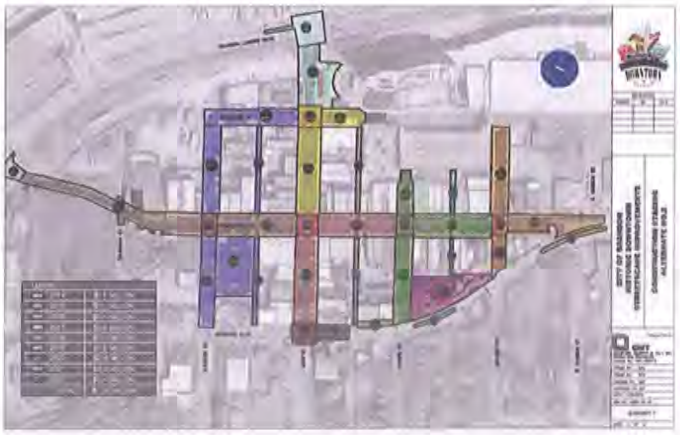
Pat P. thought that whatever we did in the first phase of construction needed to be complete and an accurate reflection of 'the improvements to come for the rest of the downtown area. He also thought that starting at the Liberty Park location would provide a larger window for construction, since there is less activity in this location.

The group asked if these improvements would also include the trolley stop and restroom location. Steve P. indicated that the cost reflects these improvements, but the location of the trolley stop and restroom are currently planned on the churches property. (This will need to be part of the negotiation with the church and may impact timing if we decided to pursue this option as the 1st phase of construction)

Tom M. asked is the Liberty Park location could be broken into two separate projects. Maybe we could pursue doing this section in half with the first project including the parking lot with restrooms and trolley stop and the 2nd half to deal with the church property and the elevated park improvements. Steve P. indicated that it would be unwise to build have of these improvements at Liberty Park prior to finalizing a memo of understanding and some sort of an agreement with the Church. (Don't want to start a park that is adjacent to the eye sore that is currently there now)

ALTERNATE NO. 2 – "CADILLAC" 9 YEAR PLAN

This alternate was discussed as providing the same overall improvements as Alternate No. 1, but the work was phased over a 9 year construction schedule. The cash flow required for this alternative is closer to the original budget and funding that is available for the project.



CONSTRUCTION YEAR	DOLLARS
2014	$1.1 M
2015	$1.1 M
2016	$1.4 M
2017	$1.0 M
2018	$1.4 M
2019	$1.6 M
2020	$2.8 M
2021	$2.0 M
2022	$0.4 M
TOTAL	$12.8 M

This alternate would provide more of the streetscape improvements during the early years of construction, leaving the high impacts areas of Liberty Park and the Link Market until the later years.

3.1.5 The group thought that the 1st phase needed to be a higher traffic area that generated more use and visibility. Pat P. offered maybe looking at the heart of the downtown area (Main & Commercial) and doing this area as the first phase. Steve P. said that this is the highest profile area on the project and maybe worth considering doing the first phase on the exterior of the downtown for a couple reasons:

- Working on the heart of the downtown may provide biggest bang for the buck, but many owners along Commercial have felt neglected over the years and doing this section first may draw some criticism. Cris agreed with this and also mentioned Atlantic as another area that has not received any improvements for some time.
- This is the busiest location in the downtown area and it might be good to get a contractor used to the quality expectations, after-hour work restrictions, and get an understanding for construction production levels on outlined area of the downtown.

Steve H. agreed that he would rather wait to tackle the heart of the downtown until outlined sections have been completed.

Steve P. reminded the group that although high impact locations may make the largest economic impact to the downtown, the original scope of the project was to address aging infrastructure and streetscape improvements. Cris mentioned that the "aging utility infrastructure" was the original reason that city used tourism dollars to fund this project.

Cris said as much as she would like to move the festival location to the Liberty Park location, she believes that the Link Market is the vital economic impact area. However, the stakeholders and the community will need to weigh in on the phasing.

Tom indicated that Liberty Park and the Link Market area seem to be the largest costs, but also provide the biggest opportunity to generate more revenue for the downtown area.

3.1.6 Steve P. led the group in an activity designed to evaluate each section of the downtown improvements and determine what areas the community does not necessarily need to complete to succeed in obtaining the goals and objectives that were established in earlier Steering Committee meetings.

The group proceeded to remove sections of the downtown improvements from the puzzle board in an attempt to cut costs by eliminating the areas that provided the least contribution to the overall goals and objectives of the project.



3.1.7 The results and discussion during this exercise are summarized below. Steve P. explained that the group should think about what we are giving up by elimination of each section from the board. Removing sections from the board comes at a cost in the way of obtaining goals and objectives for the project.

COST AREA ELIMINATED	REASON FOR ELIMINATION	COST SAVINGS
17	There is additional parking in this location due to the lane reduction from 3 to 2 lanes. This future parking may be useful if festivals are moved to the new Liberty Park location. The group decided to eliminate this piece due to lack of storefronts along this roadway.	$229 K
1	The improvements to the median are not necessary and determine to be a lower priority at this time.	$48 K
26	The alleyway is not considered to be a high priority, even though this may be necessary due to new storm water improvements.	$47 K
19	Enhancing the entrance to the parking deck is a major goal of this location, but the group decided to eliminate due to cost and lack of store front access. Steve P. mentioned that enhanced lighting and additional parking for Mr. Reish was discussed at this location and revisions may have public comment.	$144 K
21	Additional parking and organizing parking and access along this section was eliminated due to lack of pedestrian and vehicle activity compared to other parts of town. Steve P. mentioned the "if you build it, they will come" idea for this part of town.	$264 K
22	Additional parking and organizing parking and access along this section was eliminated due to lack of pedestrian and vehicle activity compared to other parts of town. Steve P. mentioned the "if you build it, they will come" idea for this part of town.	$214 K
29	The alleyway is not considered to be a high priority, even though this may be necessary due to new storm water improvements.	$32 K
8	Pedestrian connectivity to the landing parking lot was eliminated as part of this section. Improvements to this leg of the intersection and geometrics leading to the intersection were eliminated to save costs.	$61 K
9	This section was designed to increase connectivity to the landing parking lot and serve as an alternate entrance into the downtown to help relieve traffic congestion on Main St. The group wanted to keep the overhead gateway, but Steve P. warned that the gateway may not be as effective without the advanced improvements before and after the	$701 - $150 = $559

	gateway location.	
23	This section was eliminated due to the elimination of the Awbery parking lot area. There was no reason to improve this location without improvements to the parking lot location.	$170 K
31	The Awbery lot was removed from the board due to the fact that this area is currently functioning and is not in need of immediate attention. This area is a vital parking location for the downtown and is currently serving as the festival location for the downtown area. Although this area has high impact from many out-of-town visitors, it was removed to save costs. Removal of this location eliminates the new trolley stop and restroom location.	$800 K
30	The alleyway is not considered to be a high priority with no improvements to the Awbery parking lot.	$58 K
16	This section has limited store frontage and is being removed due to the lack of potential impact. This area also provided additional parking for the proposed Liberty Park location. However, the group wanted to keep the overhead gateways at this location. Again, Steve P. warned that the gateway may not be as effective without the advanced improvements before and after the gateway location.	$359 - $150 = $209
34D	The improvements to the median are not necessary and determine to be a lower priority at this time.	$69 K
2	The group wanted to keep the north half of the Link Market improvements in order to get the much needed trolley stop and restroom location near the landing. However, the south flex-space use area was eliminated to save costs. Steve P. warned that this may result in an odd lane configuration in this area if nothing is done to the south side. (Suggested doing minor curb and gutter improvements at this location to obtain constant 2-lane configuration)	$1.9x(60%) = $1.14M
32	The group wanted to explore doing the parking lot and trolley stop / restrooms only at this location. With the uncertainty at the church, it would make little sense to make improvements for the entire park location, but parking lot area may be enough to move the festival location from the Awbery parking lot.	$1.0 M
TOTAL COST REDUCTION FROM $12.8 M		**$5.0 M**
REVISED TOTAL COST AFTER COST REDUCTIONS		**$7.8 ~ $8.0 M**

Note: These costs are preliminary and are subject to change and final calculations.

3.1.8 Following the discussion, the group discussed what was ahead and the next steps towards determining priorities and obtaining a consensus on the first phase of construction.

- Take the improvement map, making revisions to the eliminated sections of the project that were discussed above. Develop alternate staging alternatives with the new map for discussion at next steering committee meeting.
- Postpone the scheduled public information meeting. The group discussed the potential of holding the final public informational meeting during the final presentation to the City Council.
- The steering committee and city staff authorized another steering committee meeting to further discuss the alternatives for staging and overall project budget. This meeting will be held on 08/02/2013.
- The steering committee thought it would be wise to start scheduling one-on-one meetings with city council alderman to discuss the plan and different alternatives.

4 Miscellaneous Discussion

4.1 The temporary parking initiative was discussed by the group. The temporary promotional period will be ending on August 9th and Cris has been receiving calls inquiring about possibly extending the program. Cris also thought this was a good chance to build off the momentum of the program to get participants to agree to pay a reduced amount to increase revenue for the City. The group discussed offering another free month of parking with a discounted rate of $15/Month.

Tom thought it may be a good idea to obtain feedback from the participants on how many would be willing to pay for this reduced rate parking in the garage. The group thought this would be good to put this offer into a letter or e-mail to the participants of the program. Cris directed CMT to coordinate this with the City Administrator and the Hilton and explore the possibility of the reduced rate offer and firm up plans to extend the free parking another month.

4.2 Cris is very close to getting the required amount of signatures needed to expand the CID and needs everyone's help in obtaining signatures from the list provided. (Deadline on the 30th)

5 Adjourn

5.1 A motion was made to adjourn by Pam and 2nd by Pat at 10:53 AM.

These minutes constitute our understanding of the issues discussed at this meeting. Should there be any additions or corrections or comments, please contact the undersigned for modifications, otherwise these minutes will stand as presented.

Prepared by:

Steve Prange, P.E.
Project Manager
Crawford, Murphy & Tilly, Inc.

NOTICE OF MEETING

CITY OF BRANSON

DOWNTOWN STREETSCAPE STEERING COMMITTEE

Committee Meeting – Friday, August 2, 2013 – 8:30 a.m.
210 S. Commercial Street, Branso

AGENDA

1) Call to Order.

2) Discussion on Preliminary Opinion of Cost & Project Priorities

3) Discussion on Construction Staging Alternatives

4) Adjourn.

For more information please visit www.bransonmo.gov or contact:
Lisa Westfall, City Clerk, 417-337-8522
Garrett Anderson, Economic Development Director, 417-337-8589

Posted: , 2013
By: _____ **At:** _____

MEETING MINUTES

DATE: August 2, 2013

TIME: 8:00 AM – 10:00 AM

LOCATION: CMT Design Studio
210 S. Commercial Street
Branson, MO 65616

PROJECT: Historic Downtown Streetscape Improvements
CMT Job No. 12485-01-00

SUBJECT: City of Branson
Historic Downtown Streetscape Improvements
Steering Committee Meeting No. 10

ATTENDANCE:

Cris Bohinc	CB	Committee Chair – DBBA & Alderman Ward 2
Patrick Parnell	PP	Committee Vice Chair – Alderman Ward 2
Steve Hartley	SH	Committee Member - Dick's 5& 10
David Miller	DM	City of Branson – City Engineer
Wayne Glenn	WG	City of Branson – Project Manager
Keith Francis	KF	City of Branson – AD of Public Works
Cheryl Ford	CF	City of Branson - Engineering Office Specialist
Pam Druffel	PD	Committee Member – Ozark Mt. Bank
Richard K'nipple	RK	Committee Member – Lightning Enterprises
Steve Prange	SP	Crawford, Murphy, & Tilly, Inc.
Fred Mathews	FM	Crawford, Murphy, & Tilly, Inc.
Frank Zanaboni	FZ	Frank Z Design, LLC

1. Call to Order

1.1. The Meeting was called to order by Cris Bohinc at 8:00 AM.

2. Project Status Update & General Business

2.1. Steve provided the group and update on the progress with the members of the Branson Christian Church and used recently developed renderings to illustrate how the team addressed the key issues identified in this location.

- Potential building expansion of the educational wing and kitchen to the west.

  The grade separated ramp will allow for future building expansion.

- Handicap parking on backside of church with easy access to sanctuary level.

  4 additional parking spaces are provided on the upper level with a designed half-



moon drop-off location to allow for handicap access to the rear of the church. This will also increase the safety issue along Veterans Pkwy with existing use of the parking in the rear church entrance.



- Ability to use city parking lot with access to the upper level of the church rear entrance.

  The proposed ramp will provide ADA accessibility to the rear level of the church from the city parking lot on the lower level.

Cris asked what the city would receive as a result of these improvements. Steve P. and Patrick P. explained that the city would receive the property owned by the church (parcel to the rear of the church from the alleyway to College St.) for development of the city park improvements. A rendering of the entire park improvements from Pacific to College was shown to the group. (Shown below)



The group was pleased with the overall improvements and supported the effort to continue negotiations with the church with the hope that the additional renderings will help visualize the area for members of the church. The group authorized CMT to proceed with scheduling a presentation to the church board. Patrick P. will help schedule this presentation with members of the church.

The added cost for this section of improvements behind the church was estimated to be somewhere between $200,000 - $300,000 in addition to the original Park Estimate of $2.4 million, bringing the total of the entire park improvements to approx. $2.7 million.

3 Discussion on Preliminary Opinion of Cost & Project Priorities

3.1. Steve P. presented multiple staging alternatives based on the feedback and direction from the steering committee during the last meeting. A few follow-up items that were requested by the committee were discussed in detail prior to discussion the revised alternatives.

- The committee had requested to break-out the estimated signal costs for the project in the event that the city wanted to abandon the signalization of Main St. that has been proposed by the design team. Steve P. indicated that the signal related work for the entire project came to approximately $700,000. (The alternatives presented today are numbered with A & B, representing options with and without signal improvements)

  After presenting this cost to the group they agreed that safety improvements to add the signalized intersections is worth the estimated $700K and decided to only review the "A" alternatives.

- The committee also requested that the Link Market area be divided into two separate areas (north half & south half) with the intent that the committee may explore the options of doing only half of this area. Steve P. indicated that the north half is estimated to be approx. $550 K with the south half estimated at $1.4 M.

- The committee also requested that the Liberty Park area be divided into two phases (Upper level park area & lower level parking lot). The upper level park improvements were estimated to cost approx. $1.8M with the lower level parking lot improvements costing approx. $570 K. This total cost of $2.4 for the park area does not include the park improvements behind the church, which add another $300,000 to the total. Therefore, total estimated cost for the park from Pacific to College is approx. $2.7 M.

A summary of the discussion on each alternative is listed below.

ALTERNATE NO. 3A & 3B – LIBERTY PARK EMPHASIS (MID COST - 6 YR)

This alternate was discussed showing the revised improvement areas that were identified during the last committee meeting. These revisions from the "Cadillac" plan brought the overall estimated cost of the project to $9.4 M.



CONSTRUCTION YEAR	DOLLARS
2014	$1.9 M
2015	$2.1 M
2016	$1.4 M
2017	$1.0 M
2018	$1.6 M
2019	$1.4 M
TOTAL	$9.4 M

This alternative provided a reduction to the overall cost of the original baseline and also kept the important "wow" factors as part of the project. (Liberty Park & Link Market)

The staging for this option would begin with the 1st phase starting with improvements to the "horse shoe" streetscape areas in orange on the map. This area would be showcasing improvements to the streetscape on the Commercial, College, and Pacific (surrounding the potential park location) The 1st phase improvements included a divide in the overall Liberty Park location to include only the parking lot, restrooms, and trolley stop improvements. This was suggested to buy more time for the church negotiations and possibly persuade private donations for the proposed park improvements in year 2.

Concerns:

- Improvements to only half of the Liberty Park area may be dangerous if the church deal falls through and half of the improvements are made adjacent to the existing church property.
- Providing improvements to this area would divide the park improvements into 2 separate projects. The team was concerned that construction costs may increase if this area was divided instead of one single project. (Also concerned about public perception in only doing half of this area)

Advantages:

- Show both streetscape and partial "homerun" area in a part of town that has felt neglected over time.
- Perform work in the Liberty Park location under extended schedule due to limited business owner interruption during construction.
- Use this first phase to perfect materials and construction efficiencies prior to taking on the heart of the downtown.

ALTERNATE NO. 4A & 4B – LINK MARKET EMPHASIS (MID COST - 6 YR)

This alternate was discussed showing the revised improvement areas that were identified during the last committee meeting. These revisions from the "Cadillac" plan brought the overall estimated cost of the project to $9.4 M. This alternative would begin work on the north half of the link market and include "The Hill" into the 1st phase of construction.



CONSTRUCTION YEAR	DOLLARS
2014	$1.6 M
2015	$1.4 M
2016	$1.0 M
2017	$1.9 M
2018	$2.1 M
2019	$1.4 M
TOTAL	$9.4 M

This alternative would also provide a reduction to the overall cost of the original baseline and also kept the important "wow" factors as part of the project. (Liberty Park & Link Market)

The staging for this option would begin with the 1st phase starting with improvements to Liberty Park and "The Hill" streetscape areas in yellow on the map. This area would be taking on the most challenging section of the downtown project (The Hill) during the 1st phase of construction. The 1st phase would also include a divide in the overall Link Market location to include only the north half with improvements to provide new restrooms, and trolley stop improvements.

Concerns:

- Improvements to only half of the Link Market area may have challenges with the uneven lane configuration if only half of the overall improvement is completed.
- Given the tight schedule and design challenges associated with "the hill" location, it was advised that this location may not be the best place to kick-off and showcase the improvements to the downtown.
- Local business owners may perceive starting improvements to this area as not addressing the downtown needs and just another improvement to the bottom of the hill.

Advantages:

- Improvements in this area may help generate economic activity for the downtown, by attracting visitors to the landing and bringing them up the hill. It may be the biggest bang for the buck.

ALTERNATE NO. 6A & 6B – JUST THE STREETSCAPE (LOW COST - 5 YR)

This alternate was discussed showing the revised improvement areas that were identified during the last committee meeting. These revisions from the "Cadillac" plan brought the overall estimated cost of the project to $9.4 M. This alternative also eliminated the "wow" factors and the out-of-scope site development areas. The elimination of Liberty Park and the Link Market resulted in an overall estimated cost of $4.5 M to complete the streetscape and utility infrastructure that was included in the original scope.



CONSTRUCTION YEAR	DOLLARS
2014	$1.0 M
2015	$0.9 M
2016	$0.9 M
2017	$0.8 M
2018	$0.9 M
TOTAL	**$4.5 M**

This alternative reflects a budget that is within the original $5.0 M and includes the streetscape and utility infrastructure improvements that were addressed in the original scope of improvements. The improvements do not include gateways, new restrooms, new trolley stops, parking lot improvements, or site development opportunities like Liberty Park and the Link Market. Many of the project goals and objectives will not be met with this alternative, but the improvements address the original scope and are estimated to fall within the original budget.

Concerns:

- Although improvements address some of the needs in the downtown, the options fails to provide a "wow factor" or homerun for attracting visitors to the downtown area.
- The alternative doesn't address the community's top 5 priorities of enhancing the festival / gathering areas, providing upgrades to restrooms, and enhancing gateways.

Advantages:

- The improvements fall within the original budget of $5.0 M.
- The improvements address the original sidewalk and utility improvements for the downtown.

3.2. Cris wanted to obtain the thoughts and opinions of each member of the steering committee to provide clear direction on a preferred alternative, specifically direction on the 1st phase so the design team could move forward with design.

3.2.1. Steve H – Asked if there was a way to have improvements to the restroom at the Awbery lot included as part of section No. 11? He thought this was important to the visitors and needs to be included if we don't do the entire parking lot.

Steve H. also thought that including the gateways into the improvements was important and we needed to find a way to include these even if we eliminate the specific area. Steve P. indicated that there were no dollars included in the project for gateways or way finding in the Alternate No. 6. Steve H. thought way-finding outside of the downtown area was also important to help direct people to attractions in the downtown area.

3.2.2. Pam D. – Thinks that coming up the hill would give us the biggest bang for our buck. She also thought that way finding and gateways were important to identify the historic downtown district. She thought that the trolley stop on the north side of the Link market was key and one of her biggest priorities to help pull visitors up the hill.

3.2.3. Richard K. – Believes that doing the underground infrastructure and "The Hill" is important to the success of the project.

3.2.4. Patrick P. – Thinks that the biggest impact to the downtown would be the revitalization of the proposed Liberty Park location. This area would impact downtown businesses the least and be a great start for what is planned to come. We should focus on the Park location if we can find the additional dollars and include the way finding.

Patrick wanted to hear thoughts from Keith and David on what gave them the most heartburn. Both David and Keith responded with concerns on "the hill". This is the most challenging area, and didn't want to start in this location.

3.2.5. Cris B. – As much as she would like to do the entire Liberty Park location during the first year, she believes that we should scale project back at Liberty Park and keep the way-finding elements as part of the first phase.

3.2.6. Illa Kamp – Although Illa was not present at the meeting, Steve P. received her comments prior to the meeting and told her he would share them with the group. Start with intersections and traffic flow improvements which are safety related, then move to the Awbery area, and add beatification elements at the end. In my opinion, beautifying an area before traffic intersections might be construed by some in the community as a waste of money. Start with what takes the least of the budget and finish with event area.

3.2.7. Steve P. – As it relates to the priorities of the project, Steve thinks the $12.8 M Cadillac plan should be considered the standard. Only this plan will achieve all of the goals and objectives that the committee had adopted.

However, if there are budget restraints require cuts to be made, he would suggest making the biggest splash with the Liberty Park Development. We constantly hear that the downtown is doing great, if that's that case, we need to tackle the biggest eye sore and the area that everyone wants to see improved.

With that said, the original scope of the project was to improve the sidewalks and fix aging utility infrastructure. As a result of the CCTV efforts, it appears that the existing sanitary sewer is in great condition with only a few point repairs needed. Estimated costs to repair the main trunk line and all laterals are approx. $210,000. This cost is not included in the streetscape project.

3.2.8. David M. – The hill is the greatest challenge of the project. Focus on the streetscape and stay away from the hill section until a later year.

3.2.9. Fred M & Frank Z – Focus on the original mission of streetscape improvements and add special areas later.

3.3. After hearing everyone's initial thoughts on the different alternatives, Steve P. put together 4 hybrid alternatives for the first phase on the white board for further discussion and consideration. The 4 alternatives are listed below:

HYBRID OPTION NO. 1 – ½ LINK MARKET, THE HILL & GATEWAYS

This would include areas 2A, 3, 33, 4, and two Gateway Locations on Commercial

	Estimated Cost	*Notes*
2A	$554 K	
3	$443 K	
33	$106 K	
4	$478 K	
GW	$150 K	North Gateway
GW	$150 K	South Gateway
	$1.9 M	



HYBRID OPTION NO. 2 – THE HORSESHOE, ½ LIBERTY PARK & GATEWAYS
This would include areas 34B, 20, 13, 14, 15, 18, 27, 32A, and two Gateway Locations on Commercial

	Estimated Cost	*Notes*
34B	$106 K	
20	$287 K	
13	$119 K	
14	$385 K	
15	$121 K	
18	$269 K	
27	$33 K	
32A	$575 K	Alternate Bid Area
GW	$150 K	North Gateway
GW	$150 K	South Gateway
	$2.2 M	**Including Alternate Bid (32A)**



HYBRID OPTION NO. 3 – LIBERTY PARK & GATEWAYS
This would include areas 32A, 32B, Church Property, and two Gateway Locations on Commercial St.

	Estimated Cost	*Notes*
32A	$575 K	
32B	$1.8 M	
32C	$320 K	
GW	$150 K	
GW	$150 K	
	$3.0 M	



HYBRID OPTION NO. 4 – COMMERCIAL, AWBERY LOT & GATEWAYS
This would include areas 11, 5, 12, 31, and two Gateway Locations on Commercial St.

	Estimated Cost	*Notes*
11	$451 K	
5	$391 K	
12	$457 K	
31	$798 K	Awbery Lot Area (31)
GW	$150 K	
GW	$150 K	
	$2.4 M	



The members of the steering committee voted on the hybrid options listed above and unanimously voted to have phase I of the improvements start for Option No. 2 "The Horseshoe". However, the group would like to carve out area 32A as an alternate bid item. (Votes Yes: Cris, Patrick, Pam, Steve H., and Richard K.)

With the unanimous vote, the members and city staff authorized CMT to begin design of Hybrid Option No. 2 immediately to avoid potential delays in approving design contract. City staff authorized the use of additional funds remaining from planning contract to proceed with initial design tasks.

Cheryl will set times to meet with each city council member in groups of two to have CMT present the process and different alternatives.

4 Miscellaneous Discussion

4.1 The last public meeting date will be postponed until the meetings have been completed with members of city council.

5 Adjourn

5.1 A motion was made to adjourn by Pam and 2nd by Pat at 10:15 AM.

These minutes constitute our understanding of the issues discussed at this meeting. Should there be any additions or corrections or comments, please contact the undersigned for modifications, otherwise these minutes will stand as presented.

Prepared by:

Steve Prange, P.E.
Project Manager
Crawford, Murphy & Tilly, Inc.

APPENDIX 3C

Interviews (Business Owners)					
Date	Name	Business	Address	Phone Number	E-Mail
2/6/2013	Doug Ramey	LIGHTHOUSE Gallery	218 S. Commercial Street	417-334-2175	dramey@thelighthousegallery.com
2/7/2013	Frank & Susan Abar	The Copper Coin	109 N. Commercial Street	214-632-3393	abarberger@gmail.com
2/12/2013	Ken Bush				
2/14/2013	Bob Dickinson	Simply Barbara	110 S. Commercial Street	515-490-5809	
2/26/2013	Doug Mason	If the Shoe Fits	104 S. Commercial Street	417-334-6740	masonsavefits@gmail.com
2/26/2013	Randy Dees	Mr. B's Ice Cream	102 S. Business Hwy 65	417-336-5735	rldjad@hotmail.com
2/26/2013	Jeff Keen	Best Western Plus	403 W. Main Street	417-334-6464	jeff@elliottlodging.com
2/26/2013	David Kean	Regions Bank	203 N. Commercial Street	417-334-2191 ext. 2315	david.kean@regions.com
2/26/2013	Jan & Dan Batts	Arkansas Diamond Mine	110 W. Main Street	417-335-3935	janb@suddenlink.net
2/26/2013	Bozana Varisco	Branson Investment Holdings LLC	209-214 W. Main Street	417-527-2581	bozanaverscobh@gmail.com
2/28/2013	Brooks Logsdon	Checkered Flag Detail and Tint	125 S. Business 65	417-334-8100	
3/7/2013	David Ayer	Landing Manager			
3/21/2013	Pete Neill	Plum Bazaar	123 E. Main Street	417-337-7586	plumbazaar@sbcglobal.net
3/21/2013	Kenny Burgess	Cadwell's Flea Market	116 E. Main Street	417-334-5051	kburgess@centurytel.net
NA	Carry Kitzmillen	Main Street Deli	111 E. Main Street		info@eastmainstreetdeli.com
NA	Sally Kelley	Plum Bazaar	123 E. Main Street	417-337-7586	plumbazaar@sbcglobal.net
NA	Chris Lamding	Goin Western	122 S. Business 65	417-546-1481	chris@rocknwoodcreations.com
NA	Chuck Barnes	Rocky's Italian Rest	120 N. Sycamore	417-335-4765	
NA	Rich Makuch	Table 22	114 E. Main St.	417-339-1940	rsmakuch@aol.com

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☒ BUSINESS OPERATOR ☐ VISITOR ☐ LOCAL RESIDENT

DATE RECEIVED _____

RECEIVED BY _____

CONTACT INFORMATION

Name: CHUCK BARNES

Business Name: Rocky's Italian Rest

Address: 120 N. SYCAMORE

BEST WAY TO KEEP YOU INFORMED:

☒ Phone: 335-4765

☐ eMail: NA

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business?

Condition and location of your service lines?

Recent upgrades or needs?

ADMINISTRATION

Nature of your business, hours, and # employees?

Do you rent or own your building / for how long?

PARKING

How many parking spaces for employees / where?

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

When you visit Downtown, where do you usually park?

ADDITIONAL COMMENTS

PLEASE RETURN TO HISTORIC DOWNTOWN DESIGN STUDIO
210 SOUTH COMMERCIAL STREET, BRANSON, MISSOURI
(LEAVE IN COMMENT BOX)

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☐ BUSINESS OPERATOR ☐ VISITOR ☐ LOCAL RESIDENT

DATE RECEIVED 03/21/13

RECEIVED BY SSP

CONTACT INFORMATION

Name: PETE NEILL

Business Name: PLUMB BAZZAR

Address: _____

BEST WAY TO KEEP YOU INFORMED:

☐ Phone: _____

☐ eMail: _____

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business?

Condition and location of your service lines?

Recent upgrades or needs?

ADMINISTRATION

Nature of your business, hours, and # employees?

Do you rent or own your building / for how long?

PARKING

How many parking spaces for employees / where?

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

When you visit Downtown, where do you usually park?

ADDITIONAL COMMENTS

PLEASE RETURN TO HISTORIC DOWNTOWN DESIGN STUDIO
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DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

DATE RECEIVED 3/7/03

RECEIVED BY FE

☒ BUSINESS OPERATOR ☐ VISITOR ☐ LOCAL RESIDENT

CONTACT INFORMATION

Name: DAVID AMBR

Business Name: MANAGER LANDING.

Address: _____

BEST WAY TO KEEP YOU INFORMED:

☐ Phone: _____

☐ eMail: _____

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business?

Condition and location of your service lines?

Recent upgrades or needs?

ADMINISTRATION

Nature of your business, hours, and # employees?

Do you rent or own your building / for how long?

PARKING

How many parking spaces for employees / where?

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

When you visit Downtown, where do you usually park?

ADDITIONAL COMMENTS

$20/MONTH EMPLOYEE PARKING.

SIGNAGE ON 65 - HISTORIC DISTRICT.

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(LEAVE IN COMMENT BOX)

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☐ BUSINESS OPERATOR ☐ VISITOR ☐ LOCAL RESIDENT

DATE RECEIVED _____

RECEIVED BY _____

CONTACT INFORMATION

Name: SARA SALLY KELLEY (SUSAN, SANDA LEWIS)

Business Name: PLUM BAZAAR

Address: _____

BEST WAY TO KEEP YOU INFORMED:

☐ Phone: _____

☐ eMail: PLUMBAZAAR@SBCGLOBAL.NET.

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

HOME OWNED SHOPS UNIQUE

LITTLE AREA.

NEED MORE SHOPS

30 YRS OWNERS 6 YRS RUNNING BUSINESS.

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business? YES

Condition and location of your service lines?

Recent upgrades or needs?

DRAINAGE IMPORTANT.

ADMINISTRATION

Nature of your business, hours, and # employees?

Do you rent or own your building / for how long?

UNCUTTON SIDEWALK.

PARKING

* LAUNDRY WORKERS PARK ON MAIN.

How many parking spaces for employees / where?

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

ALLEYS GRAVEL PROBLEM.

RIGHT IN MIDDLE OF PROBLEM.

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson? TRIBS AREN'T NEEDED BUT FLOWERS/SIGNS

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson? BUSES

Have you ever attended a Downtown event? "ADOPT A PLANTER"

Nighttime activities you would like to see in the Historic District?

IMPROVE RESTROOMS. 3RD LOCATION

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

STREET SWEEPERS IMPORTANT.

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

When you visit Downtown, where do you usually park?

ADDITIONAL COMMENTS

WAYFINDING SIGNAGE IMPORTANT. RROOMS / POSTOFFICE / PARKING.

"THEY WILL LEAVE MAIL HERE"

USING SIDE STREETS INSTEAD OF MAIN STOP SIGNS ARE NOT SEEN.

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(LEAVE IN COMMENT BOX)

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☐ BUSINESS OPERATOR ☐ VISITOR ☐ LOCAL RESIDENT

DATE RECEIVED _____

RECEIVED BY _____

CONTACT INFORMATION

PIMIENTO'S BLOG. EDDIE CHAT

Name: CATHY @ KITZMILLER

Business Name: MAIN ST DELI (CRAND CUVEE)

Address: 111 E. MAIN. IMMIGHT NOW

BEST WAY TO KEEP YOU INFORMED:

☐ Phone: _____

☐ eMail: INFO@EASTMAIN STREETDELI.COM

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

CHARACTER OF BUILDING FACADES. GOOD

BUSINESS OPERATORS

LIVES UPSTAIRS

UTILITIES

Utilities vital to your business?

Condition and location of your service lines?

Recent upgrades or needs?

ADMINISTRATION

Nature of your business, hours, and # employees?

Do you rent or own your building / for how long?

PARKING

How many parking spaces for employees / where?

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

PARKING / TRANSPORTATION

LOTS OUT BACK

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

BRING IN CLASSIC CARS

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

When you visit Downtown, where do you usually park?

ADDITIONAL COMMENTS

ICE SKATING RINK.

GAVIN. NEPHEW OF EDDIE

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(LEAVE IN COMMENT BOX)

MAIN STREET DELI

111 E Main Street
Branson, MO. 655616
417-334-4347

Soup Of The Day	2.99
Salads	
Garden Salad	2.99
Greek Salad	5.99
Ceaser Salad	5.99
Chicken Salad	5.99
Tuna Salad	5.99
Sandwiches with potato salad or cole slaw	
Beef Brisket	6.99
Corned Beef	6.99
Hot Pastrami Sandwich	6.99
Roast Beef	6.99
Turkey Sandwich	6.99
Ruben	7.99
Turkey Ruben	7.99
Hotdogs	3.99
Sides	
Tabouli	3.99
Hummus	3.99
Spinach Pita Pie	3.99
Dolmas (stuffed grape leaves)	3.99
Children's Menu	
Hot Dogs	1.69
Pizza	1.99
Drinks	
Fountain Drinks	1.69
Bottled Drinks	1.69
Various Teas	

Property of
eastmainstreetdeli.com
417-334-4347

Take out ~~Back~~ parking in the rear of building

2-26-13 Mtg

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☒ BUSINESS OPERATOR ☐ VISITOR ☐ LOCAL RESIDENT

DATE RECEIVED 02/28/13

RECEIVED BY [illegible]

CONTACT INFORMATION

Name: Doug Mason

Business Name: If the Shoe Fits

Address: _____

BEST WAY TO KEEP YOU INFORMED:

☒ Phone: _____

☒ eMail: _____

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business? need separate sewer service line

Condition and location of your service lines?

Recent upgrades or needs?

ADMINISTRATION

Nature of your business, hours, and # employees? 6 d/wk

Do you rent or own your building / for how long? 28 yr

PARKING

How many parking spaces for employees / where?

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

When you visit Downtown, where do you usually park?

ADDITIONAL COMMENTS

sewer from "The Shack" backs up into his bldg; they share the same service line.

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(LEAVE IN COMMENT BOX)

02.07-2013 - INTERVIEW w/ SUSAN ABAR (THE COPPER COIN)

ATTENDANCE: STP & FRANK & SUSAN ABAR (THE COPPER COIN #11)
(214-632-3393) ABARBERGER@GMAIL.COM

DESCRIPTION: SUSAN STOPED BY THE DESIGN STUDIO & HAD THE CHANCE TO INTERVIEW

1. WHAT DO YOU LIKE MOST ABOUT DOWNTOWN BRANSON?
   - COMMUNITY OF FAITH, COUNTRY, CENTER FOR CHRISTIANS, PLACE FOR RENEWAL, FAMILY CENTER.
2. WHAT DO YOU DISLIKE ABOUT DOWNTOWN?
   - STREETS ARE FULL OF TRASH & SEEM TO GET PUSHED INTO DRAINAGE SYSTEM. (HAS BEEN CLEANING ENTIRE CITY BLOCK EVERY MORNING)
   - NEED BETTER/MORE LOCATIONS TO PUT TRASH, ESPECIALLY FROM BUSES OF PEOPLE DURING SPECIAL EVENTS.
   - NEED PLACES FOR PEOPLE GETTING OFF BUSES TO SIT & GATHER.
   - DOESN'T THINK LOCAL EVENTS OFFER/DRAW TOURISTS... JUST LOCAL PEOPLE.
   - PARKING IN FRONT OF BUILDING IS 2HRS & PARKING LOT ACROSS ST. IS 3HRS. WOULD BE WILLING TO PAY FOR PERMIT INSTEAD OF HAVING TO MOVE CARS EVERY 3HRS. PARKING AT LANDING IS TOO FAR.
   - NEED BETTER ACCESS FOR HANDICAPPED PEOPLE DOWNTOWN... ALSO NEED BETTER ACCESSABILITY FOR OLDER PEOPLE. HANDICAP PARKING IS A HUGE DEAL! (OLDER PEOPLE HAVE ISSUES TRIPPING ON BRICK)
   - NEED TO HAVE DOWNTOWN DIRECTORY & MAP FOR PEOPLE TO KNOW WHAT IS IN DOWNTOWN. (NEED TO HAVE ABILITY TO CHANGE)
   - DRUG ISSUE IS BECOMING A BIGGER DEAL.
3. PERSONAL INFO & BUSINESS INFO:
   - BUSINESS WAS STARTED AS RESULT OF LIFE EXPERIANCE W/ BREAST CANCER
   - ON PENNEY COIN: "IN GOD WE TRUST" TOLD STORY OF FINDING COINS
   - 3 CHILDREN (2-BOYS & 1-GIRL)
     + BOY IN SERVICE (CHICAGO)
     + BOY AS WEB DESIGNER
     + GIRL IN NYC IN RETAIL
   - STORE HOURS ARE FROM 10:00-5:00 & WOULD LIKE DOWNTOWN TO BE OPEN AT LEAST 1 NIGHT/WEEK (FRIDAY OR SATURDAY)

02-07-2013 - INTERVIEW W/ SUSAN ABAR

CONTINUED:

- HAS 5 EMPLOYEES W/ A MAX NEED FOR 2-CARS ON PARKING
- HAS HAD AS MANY AS 20 PEOPLE IN STORE AT 1-TIME. (LOTS COME OFF THE BUS & CAN'T TO ALL GO INTO STORE AT 1-TIME)
- HAS BEEN IN DOWNTOWN FOR 1-YEAR (PREVIOUSLY IN TANGER MALL)
- 1ST YEAR, SHE WAS OPEN (YEAR LONG), BUT NEEDS TO TAKE OFF JAN & FEB
- HER HUSBAND RUNS THE COWBOY CREED. (DOWNTOWN)
- SHE CURRENTLY RENTS HER SPACE FROM JAMMIE FERRIS

4. UTILITIES

- ALL UTILITIES COME FROM ALLEYWAY (NOT COMMERCIAL)
- NO SIGNS OF LEAKS IN BASEMENT (FULL BASEMENT ON SOUTH SIDE OF BLDG.)

5. MISC

- NO SPECIAL NEEDS FOR CONSTRUCTION DURING
- DOESN'T THINK FESTIVALS ARE WELL ATTENDED & THINKS IT IS TOO MUCH TO RENT BOOTH FOR FESTIVAL.
- SHUT DOWN COMMERCIAL ST. DURING EVENTS & HAS BIG NEGATIVE IMPACT ON HER BUSINESS.
- LIKES THE IDEA OF USING MID-BLOCK CROSSINGS & NEED A BETTER PLACE TO HONOR VETS.
- WILLING TO OFFER 10% DISCOUNT & 20% ON EARRINGS

SSP4 F2 | (NO SIGNS OF CRACKS IN BASEMENT) SOUTH FRONT OF BUILDING | 02/07/13

NICE FOR PEOPLE TO GATHER OFF BUSES

PARKING IN NYC DETAIL

SON IN SERVICE

SON IN WEB DESIGN

PEDESTRIAN MID BLOCK CROSSINGS (LIKE THIS)

NEEDS TO BE PLACE FOR VETS.

CONCERN FOR BIKE SIDEWALK ONLINE DISCUSSION.

MAP... ALWAYS SEEM ANTIQUE LOOKING DIRECTORY.

PENNY JEWELRY. IN GOD WE TRUST BREAST CANCER BACK

DAY AFTER 2-PENNY'S

10% DISCOUNT

ECO. BACK AREAS.

ABILITY TO CHANGE

GRADUATE FROM STUDENT GIRL

FAITH, COUNTRY, CENTER FOR CRISTINS, RENEW, FAMILY

KIDS IN CHICAGO BANKS NEW YORK

-DRUG ISSUE

DEMOGRAPHICS
- CLOSER ACCESS IS HUGE
- HANDICAP PARKING (BIG DEAL)

OPEN 4 YEARS NOT RIGHT NOW 1 TAKE OF JAN & FEB.

HOW LONG HAVE YOU BEEN DOWNTOWN?

#5 EMPLOYEES

2 CARS FOR PARKING NEEDS

PARKING IN FESTIVAL AREA. (3 HRS) (2 HRS) IN SAUGET

WOULD BE WILLING TO PAY FOR PERMIT

1-YEAR & BEFORE WAS IN TAUGH MALL.

TRASH BLOWS UP IN STREET & GETS INTO DRAINAGE

PLACES FOR PEOPLE TO SIT

HAVE TO MOVE ALL THE TIME

WOULD LOVE TREES BUT PARKING CRITICAL

PARKING AT LINDENWOOD IS LONG.

HUSBAND ALSO HAS BOY SCOUTS

SPECIAL NEEDS FOR CONSTRUCTION NOISE.

RENT BUILDING FROM (JANNIE FERRIS)

UTILITIES ALL OFF OF MAIN WAY NOT COMMERCIAL

FESTIVALS ARE NOT WELL ATTENDED
- TOO MUCH REST FOR FESTIVALS
- 4 TAKE UP ST & COMMERCIAL ST IS BLOCKED

10:00 - 5:00 HOURS.

EVENTS ACTIVITY AT NIGHT. (FRI OR SAT NIGHT

MOSTLY LOCAL BE ATTRACTED EVENTS

HOW MANY SHOPPERS 1-TIME IS MAYBE 20 PEOPLE IN STORE AT

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☑ BUSINESS OPERATOR ☐ VISITOR ☐ LOCAL RESIDENT

DATE RECEIVED 02/26/13

RECEIVED BY SSP

CONTACT INFORMATION

Name: RANDY DEES

Business Name: #30

Address: 102 S. BUS. HWY 65

BEST WAY TO KEEP YOU INFORMED:

☐ Phone: _____

☑ eMail: rdjad@hotmail.com

GENERAL INFORMATION

What do you like and/or dislike about Downtown? RESTROOM SIGN THAT POINTS TO HIS BUSINESS

Mom & Pop Shops / COMPLAINT → TREES & MESS THEY MAKE /

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business?

Condition and location of your service lines? WATER

Recent upgrades or needs? OK

ADMINISTRATION

Nature of your business, hours, and # employees?

Do you rent or own your building / for how long? 5-6

OWN BUILDING

PARKING

How many parking spaces for employees / where? 5-6 • FREE PARKING NEXT TO HILTON

Where do pickups/deliveries happen for your business? Vehicle size? • CHURCH

What is your average daily pedestrian/vehicular traffic? 2 FWP. ~~2 FWP~~ LINED UP TO DOOR

CONSTRUCTION

What concerns do you have about the construction process? 150-200/DAY.

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

When you visit Downtown, where do you usually park?

ADDITIONAL COMMENTS

8 YEARS (YEAR ROUND)

#30

PLEASE RETURN TO HISTORIC DOWNTOWN DESIGN STUDIO
200 SOUTH COMMERCIAL STREET, BRANSON, MISSOURI
(LEAVE IN COMMENT BOX)

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

DATE RECEIVED 02/26/13

RECEIVED BY SSP

☒ BUSINESS OPERATOR ☐ VISITOR ☐ LOCAL RESIDENT

CONTACT INFORMATION

Name: JEFF KEEN

Business Name: BEST WESTERN

Address:

BEST WAY TO KEEP YOU INFORMED:

☐ Phone:

☒ eMail: JeffCelliott@lodging.com

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

(3) DOWNTOWN

(1) CONVENTION CLIENTS

(2) BRANSON LANDING

(2) STRIP SHOW DOLLAR CUT.

(3) DUCKS 5 & 10

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business?

Condition and location of your service lines?

Recent upgrades or needs?

ADMINISTRATION

Nature of your business, hours, and # employees?

Do you rent or own your building / for how long?

PARKING

How many parking spaces for employees / where?

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

When you visit Downtown, where do you usually park?

ADDITIONAL COMMENTS

- LOVE TROLLEY TO MAKE UP HILL
- CAME IN 2005

PLANE FLIGHT TO BRANSON

PLEASE RETURN TO HISTORIC DOWNTOWN DESIGN STUDIO
210 SOUTH COMMERCIAL STREET, BRANSON, MISSOURI
(LEAVE IN COMMENT BOX)

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☑ BUSINESS OPERATOR ☐ VISITOR ☐ LOCAL RESIDENT

DATE RECEIVED 02/26/13

RECEIVED BY SIP

CONTACT INFORMATION

Name: DAVID KEAN

Business Name: REGIONS BANK

Address: 203 N. COMMERCIAL ST.

BEST WAY TO KEEP YOU INFORMED:

☐ Phone: _____

☒ eMail: SEE CARD.

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

TOO MUCH OLD TIME FEEL

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business? NONE

Condition and location of your service lines?

Recent upgrades or needs? N/A

ADMINISTRATION

Nature of your business, hours, and # employees? 11

Do you rent or own your building / for how long?

OWN BLDG / LEASE LOT

PARKING

How many parking spaces for employees / where?

8 IN LOT / DAY

Where do pickups/deliveries happen for your business? Vehicle size?

BANKS (ARMORED)

What is your average daily pedestrian/vehicular traffic?

CUSTOMERS MAIN IN BANK

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

REGIONS

If you

David Kean
Branch Manager
Downtown Banking Center

203 N. Commercial
Branson, Missouri 65616
(417) 334.2191 ext. 2315
Fax (417) 332.0651
Cell (417) 598.9108
david.kean@regions.com

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

When you visit Downtown, where do you usually park?

ADDITIONAL COMMENTS

$50 DONATE PARKING FOR EVENTS

MAIN CONCERN IS LIGHTING FOR SECURITY BOX RUN OFF OWN POWER.

PLEASE RETURN TO HISTORIC DOWNTOWN DESIGN STUDIO
208 SOUTH COMMERCIAL STREET, BRANSON, MISSOURI
(LEAVE IN COMMENT BOX)

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

DATE RECEIVED 12/26/13

RECEIVED BY SJP

☒ BUSINESS OPERATOR ☐ VISITOR ☐ LOCAL RESIDENT

CONTACT INFORMATION

Name: JAN & DAN BATTS

Business Name: #23

Address: 110 W. MAIN ST.

BEST WAY TO KEEP YOU INFORMED:

☒ Phone: 417-335-3935

☒ eMail: JANBC@suddenlink.net

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

- UNIQUE
- CAN'T GET TO BACK IN GARAGE
- WISH ITEMS FREE PARKING & CHARGE FOR EVENTS
- [redacted] OWNERS PARK IN FRT. OF BUSINESS
- LOT OF BUSINESS OWNERS ARE IN ST.
- CLOSED JAN, FEB, (THURS) MARCH, OPEN BY MARCH 1ST

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business?

ALL IN FROM BACK

Condition and location of your service lines?

GOOD.

Recent upgrades or needs?

ADMINISTRATION

Nature of your business, hours, and # employees?

2 PARK IN BACK

Do you rent or own your building / for how long?

RENT

PARKING

How many parking spaces for employees / where?

IN BACK

Where do pickups/deliveries happen for your business? Vehicle size?

JUST UPS IN ALLEY

What is your average daily pedestrian/vehicular traffic?

HIGH 12 LOW 0

CONSTRUCTION

What concerns do you have about the construction process?

IMPACTS ON BUSINESS

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

AVERAGE BUSY

CHURCH PARKING ON NORTH SIDE OF MAIN.

MORE TROLLEYS RESTAURANTS

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

- BETTER COMMUNICATION ON INCENTIVES ON PARKING.

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

When you visit Downtown, where do you usually park?

ADDITIONAL COMMENTS

#23 FASHION JEWELRY

SINCE 1998 WORST YEAR

LANDING DOESN'T TAKE AWAY FROM BUT.

SOME STORES AT MAIN

PLEASE RETURN TO HISTORIC DOWNTOWN DESIGN STUDIO
210 SOUTH COMMERCIAL STREET, BRANSON, MISSOURI
(LEAVE IN COMMENT BOX)

ORIGINALLY FROM STL & WENT TO CAFE & FISH.

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☒ BUSINESS OPERATOR ☐ VISITOR ☐ LOCAL RESIDENT

DATE RECEIVED 03/20/13

RECEIVED BY SR

CONTACT INFORMATION

Name: BOZANA VARISCO

Business Name:

Address:

BEST WAY TO KEEP YOU INFORMED:

☐ Phone:

☒ eMail: BOZANA@VARISCOGROUP.COM

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

- ALLEYS ACROSS 2ND
- OLDEST COMMUNITY
- THEME ON ALLEYS.
- TEA HOUSE
- SMALL BUSINESS CAN'T AFFORD RENT INCREASE
- SIGNAGE IS HUGE DEAL
- ADVERTISE ON SIDE BUILDINGS

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business? GOOD

Condition and location of your service lines? ARE ON NATURAL GAS FROM PROPANE.

Recent upgrades or needs? GOOD.

ADMINISTRATION

Nature of your business, hours, and # employees? HOTEL 9 PARKING SPOTS

Do you rent or own your building / for how long? FREE PARKING BEHIND HOMES

PARKING

How many parking spaces for employees / where?

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center? PUBLIC ALLEYWAY

OUT-OF-TOWN VISITORS

RE-ZONE AREA → SIGNAGE REQ.

YOUR VISIT

Why did you choose Branson? EUROPE & TIGHT KNIT COMMUNITIES

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

When you visit Downtown, where do you usually park?

ADDITIONAL COMMENTS

FAVORITE: COMMERCIAL & MAIN

LEAST FAVORITE: MAIN & VET & MAIN ST

- HOLLYWOOD WALK OF FAME.

PLEASE RETURN TO HISTORIC DOWNTOWN DESIGN STUDIO
210 SOUTH COMMERCIAL STREET, BRANSON, MISSOURI
(LEAVE IN COMMENT BOX)

41

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☒ BUSINESS OPERATOR ☐ VISITOR ☐ LOCAL RESIDENT

DATE RECEIVED 2-20-13

RECEIVED BY [illegible]

CONTACT INFORMATION

Name: Brooks Logsdon

Business Name: Checkered Flag Detail & Tint

Address: 125 S Bus 65

BEST WAY TO KEEP YOU INFORMED:

☒ Phone: 417 334 8104

☐ eMail: _____

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business? No issues

Condition and location of your service lines? O.K.

Recent upgrades or needs? No

ADMINISTRATION

Nature of your business, hours, and # employees?

Do you rent or own your building / for how long?

PARKING

How many parking spaces for employees / where? On site

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

When you visit Downtown, where do you usually park?

ADDITIONAL COMMENTS

PLEASE RETURN TO HISTORIC DOWNTOWN DESIGN STUDIO
210 SOUTH COMMERCIAL STREET, BRANSON, MISSOURI
(LEAVE IN COMMENT BOX)

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☐ BUSINESS OPERATOR ☐ VISITOR ☐ LOCAL RESIDENT

DATE RECEIVED _____

RECEIVED BY _____

CONTACT INFORMATION

Name: Kenny Burgess

Business Name: Cadwells Flea Market

Address: 116 E Main St

BEST WAY TO KEEP YOU INFORMED:

☒ Phone: 417-334-5051

☒ eMail: Kburgess@centurytel.net

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

NEW MOMS PARKING. MAINTAIN WHAT WE HAVE

CLEAN UP SIDEWALKS. CLEAN STREETS PUBLIC RESTROOMS.

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business?

Condition and location of your service lines?

Recent upgrades or needs?

ADMINISTRATION

Nature of your business, hours, and # employees?

Do you rent or own your building / for how long?

PARKING

How many parking spaces for employees / where?

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

When you visit Downtown, where do you usually park?

ADDITIONAL COMMENTS

PLEASE RETURN TO HISTORIC DOWNTOWN DESIGN STUDIO
210 SOUTH COMMERCIAL STREET, BRANSON, MISSOURI
(LEAVE IN COMMENT BOX)

DOWNTOWN BRANSON STREETSCAPE
QUESTIONNAIRE

☑ BUSINESS OPERATOR ☐ VISITOR ☐ LOCAL RESIDENT

DATE RECEIVED 12-01-08

RECEIVED BY KP

CONTACT INFORMATION

Name: DOUG RAMEY

Business Name: LIGHTHOUSE GALLERY

Address:

BEST WAY TO KEEP YOU INFORMED:

☐ Phone: 1-417-334-2175

☑ eMail: dramey@thelighthousegallery.com

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

WOULD LIKE TO SEE TREES GO!

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business?

ELECTRICAL

Condition and location of your service lines?

OK

Recent upgrades or needs?

NONE

ADMINISTRATION

Nature of your business, hours, and # employees?

RETAIL LIGHTING - 4-5 CARS FOR EMPLOYEES

Do you rent or own your building / for how long?

OWN

PARKING

How many parking spaces for employees / where?

4-5 SPOTS (BACK & ALONG SIDE)

Where do pickups/deliveries happen for your business? Vehicle size?

BACK & SIDE

What is your average daily pedestrian/vehicular traffic?

10-15 PEOPLE MAX AT ONE TIME

CONSTRUCTION

What concerns do you have about the construction process?

MAINTAIN ACCESS TO SIDE & REAR

Would you be interested in advertising through the Design Center?

N/A

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

When you visit Downtown, where do you usually park?

ADDITIONAL COMMENTS

COULD LIKE TO SEE MORE FOOT TRAFFIC ALONG COMMERCIAL ST.

PLEASE RETURN TO HISTORIC DOWNTOWN DESIGN STUDIO
210 SOUTH COMMERCIAL STREET, BRANSON, MISSOURI
(LEAVE IN COMMENT BOX)

TO: 1.
2. Ken
3. Bush
4.
5.
6.

CMT CRAWFORD, MURPHY & TILLY, Inc. Consulting Engineers

Sheet 1 of 2
Job No.
By Date
Memo 2-12-13
Comps
Checked

– MTG @ DESIGN STUDIO –

Ken Bush

Steve, Fred

- X-ings @ Grade 3 in town
  3 in City Limits Branson
- X-ing @ Main St is new - upgraded last year
- all owned by UP, leased to MNA & leased to Lyla ?
  60 x 255' leased area 8630 #'
  for petroleum
- Branson Scenic R.R. maintenance spur is N. of Main St.
  BSR does maintenance in Branson locally on locomotives
- MNA doesn't want ped. traffic near tracks - safety
- don't have much ped. problems in Branson Landing area w/ peds.
  25 mph Speed limit
- Parking Lot is for BScenic Rail only
- N.B. trains 3 (grain, empty coal, manifest cargo)
  S.B. trains 2 per day
- MNA & Scenic use spur line & don't want to move it.....
- To fence off spur line stay 25 off ℄ of track

TO: 1. _____
2. _____
3. _____
4. _____
5. _____
6. _____

CMT CRAWFORD, MURPHY & TILLY, Inc. Consulting Engineers

Sheet 2 of 2
Job No.
By Date
Memo
Comps
Checked

- Ken's O.K. with paving the parking lot; but they don't control the lot - ~~Kyta~~ does
  Eyeta
  (pronounced)

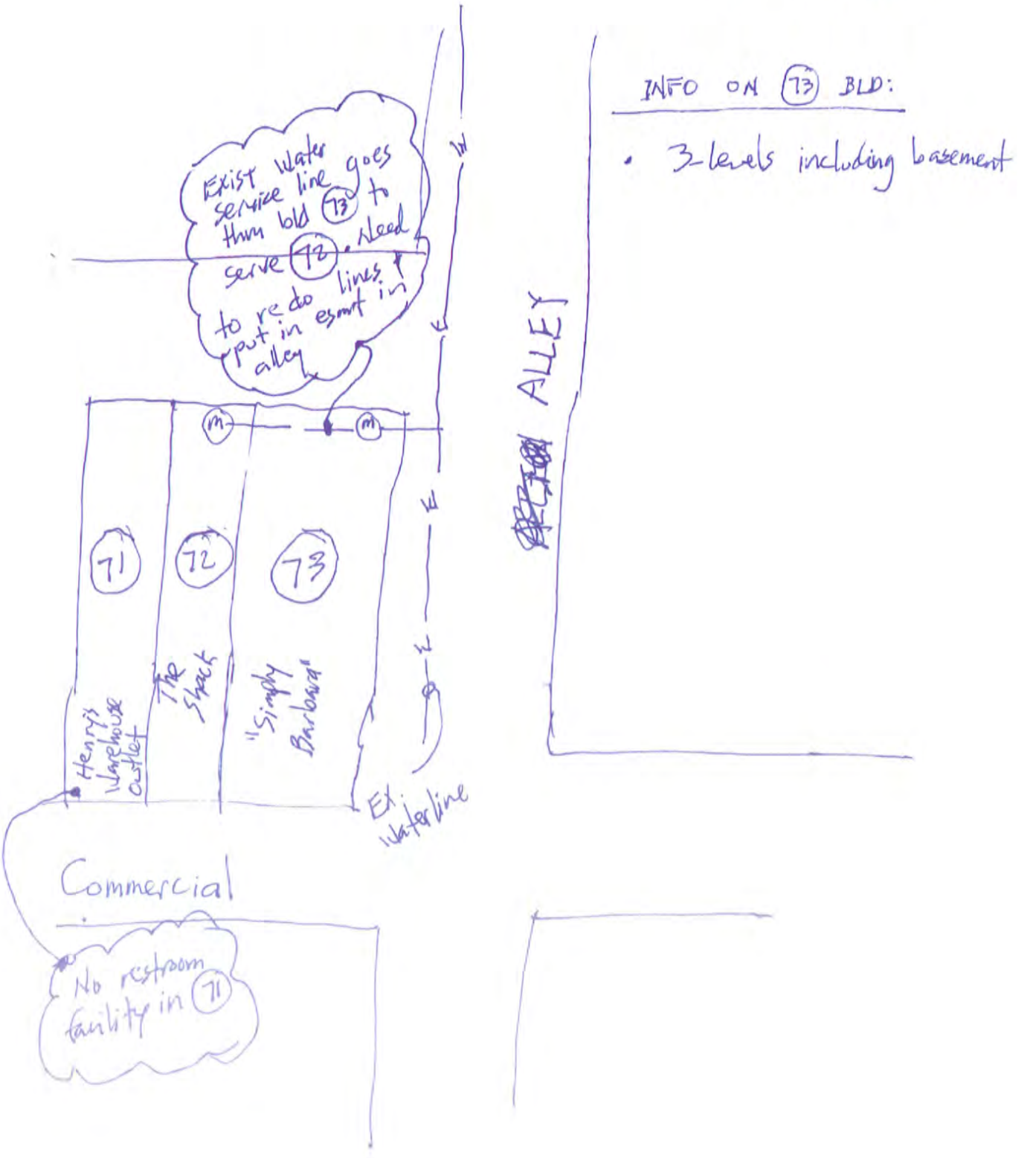
Scenic Railroad runs:
2-4 / day, depending on season

- he'll get us copies of R.R. maps next week.

(73) BOB DICKINSON:
515-490-5809

2-14-13

Owner of "Simply Barbara"
mtg. @ Design Studio
Bob Dickinson



INFO ON (73) BLD:

- 3 levels including basement

Interviews (Local Residents)				
Date	**Name**	**Address**	**Phone Number**	**E-Mail**
2/26/2013	Ron & Susan Newman	148 Troon Circle	417-544-1617	rsnewman7727@yahoo.com
2/25/2013	Dale & Betts Baker	P.O. Box 7167		
2/26/2013	John & Brenda White	632 Abraham Road	417-334-0837	brenda.white195@gmail.com
2/26/2013	Jim Raschel	2026 Bird Road	417-336-2027	jimmyraschel@gmail.com
2/26/2013	Roy & Bev Nadeau	154 W. Long Street	417-239-0004	
3/14/2013	David & Shirley Rowe	107 Residence Lane		dgarthr@suddenlink.net
3/21/2013	Linda Baron	320 W. Main Street	417-337-5972	
3/21/2013	Clyd Martinez	811 S. US Business Hwy 65 apt. C-14		
NA	Joe McDowell	601 Sunset Lane	417-334-5790	joe275@centurytel.net

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☐ BUSINESS OPERATOR ☐ VISITOR ☐ LOCAL RESIDENT

DATE RECEIVED _____

RECEIVED BY _____

CONTACT INFORMATION

Name: CHRIS HAMBIN

Business Name: GOIN WESTERN

Address: 122 S. BUS 65

BEST WAY TO KEEP YOU INFORMED:

☒ Phone: 546 1481

☐ eMail: chris@rockwoodcreations.com

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business?

Condition and location of your service lines?

Recent upgrades or needs?

ADMINISTRATION

Nature of your business, hours, and # employees?

Do you rent or own your building / for how long?

PARKING

How many parking spaces for employees / where?

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson

What time of year do you like to

Have you ever attended a Downt

Nighttime activities you would li

PARKING / TRANSPORTATION

How far from your destination did you park?

LOCAL RESIDENTS

Do you regularly shop or eat at ar

ADDITIONAL COMMENT

BUSINESS OWNER CONTACTS
MASTER SUMMARY

DATA SOURCES
1. KEY JOURNAL
2. INTERVIEW FORMS
3. CONTACT LISTS FROM PLATS (SIGN-IN SHEETS)

EXCEL SPREADSHEET
DATE / NAME / BUSINESS / ADDRESS / PHONE / E-MAIL

INTERVIEWS

VISITOR ATTITUDES

PLEASE RETURN TO HISTORIC DOWNTOWN DESIGN STUDIO
210 SOUTH COMMERCIAL STREET, BRANSON, MISSOURI
(LEAVE IN COMMENT BOX)

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☐ BUSINESS OPERATOR ☐ VISITOR ☐ LOCAL RESIDENT

DATE RECEIVED _____

RECEIVED BY _____

CONTACT INFORMATION

Name: JOE MCDOWELL

Business Name: _____

Address: 601 SUNSET LN

BEST WAY TO KEEP YOU INFORMED:

☐ Phone: _____

☒ eMail: JOE295@CENTURYTEL.NET

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business?

Condition and location of your service lines?

Recent upgrades or needs?

ADMINISTRATION

Nature of your business, hours, and # employees?

Do you rent or own your building / for how long?

PARKING

How many parking spaces for employees / where?

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

NO

When you visit Downtown, where do you usually park?

ON THE STREET

ADDITIONAL COMMENTS

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(LEAVE IN COMMENT BOX)

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☐ BUSINESS OPERATOR ☐ VISITOR ☒ LOCAL RESIDENT

DATE RECEIVED 3/2/05

RECEIVED BY [illegible]

CONTACT INFORMATION

Name: LINDA BARON

Business Name: ———

Address: 320 W. MAIN ST.

BEST WAY TO KEEP YOU INFORMED:

☑ Phone: 337-5972

☒ eMail: ———

GENERAL INFORMATION

What do you like and/~~or dislike about Downtown~~?

LOCK PUBLIC TRANSPORTATION AWAY FROM US

WISH THEY HAD STOP AT TOP OF HILL.

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business?

Condition and location of your service lines?

Recent upgrades or needs?

ADMINISTRATION

Nature of your business, hours, and # employees?

Do you rent or own your building / for how long?

PARKING

How many parking spaces for employees / where?

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

VEGETARIAN REST. (KEFS)

When you visit Downtown, where do you usually park?

TAKE CARS TO CANDING /

ADDITIONAL COMMENTS

3RD & MAIN & ◦ APT. COMPLEX NOISE ISSUE.

MOTORCYCLES & BOOM BOXES MAKE LARGE NOISE

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(LEAVE IN COMMENT BOX)

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☐ BUSINESS OPERATOR ☐ VISITOR ☒ LOCAL RESIDENT

DATE RECEIVED 03/

RECEIVED BY SSP

CONTACT INFORMATION

Name: Clyde Martinez

811 S. US Business Hwy 65 Apt C14 Branson, MO.

Business Name: N/A

Address: Been here for 4 years (Country Mart in Hollister)

BEST WAY TO KEEP YOU INFORMED:

☐ Phone: _____

☐ eMail: N/A

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

- Like a lot of things to do!
- Would like to see more transportation (public)
- Buses bring people into churches & homeless & don't have Red Cross & place to go.

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business?

Condition and location of your service lines?

Recent upgrades or needs?

ADMINISTRATION

Nature of your business, hours, and # employees?

Do you rent or own your building / for how long?

PARKING

How many parking spaces for employees / where?

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

Landing / Waxy's or Old Chicago

When you visit Downtown, where do you usually park?

Walk everywhere. / Don't use Trolley.

ADDITIONAL COMMENTS

- Would like to provide upgrades for kids
- Need Laundry. Mart
- Look for things coming into community.
- Does landscaping on side.
- Do something special for vets.

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(LEAVE IN COMMENT BOX)

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☐ BUSINESS OPERATOR ☐ VISITOR ☒ LOCAL RESIDENT

DATE RECEIVED 02/25/2013

RECEIVED BY SSP

CONTACT INFORMATION

Name: DALE & BETTS BAKER

Business Name: N/A (LOCAL)

Address: P.O. BOX 7167 BRANSON 65615

BEST WAY TO KEEP YOU INFORMED:

☐ Phone: _____

☐ eMail: NO

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

- BACK TO VISIT FAMILY
- HISTORY
- USED TO WORK AT MR. B'S
- WENT TO SCHOOL w/ A LOT OF OWNERS
- SAD TO SEE PAWN SHOP (NEED TO SPRUCE UP)
- SMALL TOWN ATTRACT.
- LANDING TOOK AWAY MEMORIES

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business?

Condition and location of your service lines?

Recent upgrades or needs?

ADMINISTRATION

Nature of your business, hours, and # employees?

Do you rent or own your building / for how long?

PARKING

How many parking spaces for employees / where?

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

- PARK ON MAIN & WALK DOWN. (DISCOUNT)

Nighttime activities you would like to see in the Historic District?

- DON'T LIKE LANDING ATTRACTION.

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

- RUN ALONG LAKE.

Have you used the Trolley system? Comments?

- TROLLY GET UP HILL TO PROMOTE BIKE
- VIEW TROLLY AS EXPERIENCE NOT TRANS.

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

- FURNITURE & MR. B'S (BLOCKED VIEW)
- OZARK & NIXA

When you visit Downtown, where do you usually park?

- NORMALLY (DON'T KNOW WHERE ELSE)
- NORMALLY IN STREETS TO GET TO LANDING ON MAIN

ADDITIONAL COMMENTS

- GET PEOPLE TO WALK UP
- UNIQUE SHOP EXPERIENCE
- IN INDEPENDANT (NEWS)
- PEDESTRIAN MALL (NEWSPATH) & CONCERN.
- 65 YEARS IN DOWNTOWN.
- NO BIKE

PLEASE RETURN TO HISTORIC DOWNTOWN DESIGN STUDIO
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(LEAVE IN COMMENT BOX)

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☐ BUSINESS OPERATOR ☐ VISITOR ☒ LOCAL RESIDENT

DATE RECEIVED 02/20/13

RECEIVED BY SCP

CONTACT INFORMATION

Name: JOHN & BRENDA WHITE

Business Name: N/A

Address:

BEST WAY TO KEEP YOU INFORMED:

☐ Phone:

☒ eMail: brenda.white195@gmail.com

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

- GET PEOPLE TO USE SIDE STREETS
- BAD SIGNAGE (NEED MORE/BETTER)

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business?

Condition and location of your service lines?

Recent upgrades or needs?

ADMINISTRATION

Nature of your business, hours, and # employees?

Do you rent or own your building / for how long?

PARKING

How many parking spaces for employees / where?

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

NO, GO TO LANDING

When you visit Downtown, where do you usually park?

ADDITIONAL COMMENTS

MAKE OUTDOOR TREAD-MILL TO GET PEOPLE UP THE HILL (BELT-WAY W/ RAIL)
↳ MAKE IT AN ATTRACTION
↳ CONST. IN SEGMENTS

(USED TO BE IN CONST. INDUSTRY & MOVED TO BRANSON FROM JOPLIN IN 1979)

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DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☐ BUSINESS OPERATOR ☐ VISITOR ☒ LOCAL RESIDENT

DATE RECEIVED 02.26.13

RECEIVED BY SDP

CONTACT INFORMATION

Name: JIM RASCHEL

Business Name: N/A (SINGER/SONG WRITER)

Address: _____

BEST WAY TO KEEP YOU INFORMED:

☐ Phone: _____

☒ eMail: JIMMYRASCHEL@GMAIL.COM

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

- LOVES THE AUTHENTISITY (OLD TOWN FROM WEST LOOK)
- STREET PERFORMERS

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business?

Condition and location of your service lines?

Recent upgrades or needs?

ADMINISTRATION

Nature of your business, hours, and # employees?

Do you rent or own your building / for how long?

PARKING

How many parking spaces for employees / where?

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

YES

When you visit Downtown, where do you usually park?

ON-STREET OR FREE LOT

ADDITIONAL COMMENTS

1. DOWNTOWN NEEDS SOMETHING THAT WILL NEVER GET OLD!
2. MOVED FROM L.A. IN 2006.
3. BRANSON NEEDS A YOUNG STAR (NEW BLOOD)

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(LEAVE IN COMMENT BOX)

DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☒ BUSINESS OPERATOR ☐ VISITOR ☒ LOCAL RESIDENT

DATE RECEIVED 02/26/13

RECEIVED BY SEP

CONTACT INFORMATION

Name: ROY & BECKY MADEAU

Business Name: —

Address: 154 W. COMO.

BEST WAY TO KEEP YOU INFORMED:

☐ Phone: _____

☐ eMail: _____

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

LIVE ON LONG ST. (WEST OF VENTURE)

AIRBORN RANGER 12 JUMPS

RE

WARM TIME IN BRANSON

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business?

Condition and location of your service lines?

Recent upgrades or needs?

ADMINISTRATION

Nature of your business, hours, and # employees?

Do you rent or own your building / for how long?

PARKING

How many parking spaces for employees / where?

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

When you visit Downtown, where do you usually park?

ADDITIONAL COMMENTS

PLEASE RETURN TO HISTORIC DOWNTOWN DESIGN STUDIO
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DOWNTOWN BRANSON STREETSCAPE QUESTIONNAIRE

☐ BUSINESS OPERATOR ☐ VISITOR ☒ LOCAL RESIDENT

DATE RECEIVED 5/16/17

RECEIVED BY

CONTACT INFORMATION

Name: DAVID & SHIRLEY ROWE

Business Name: 107 RESIDENCE LANE

Address: BRANSON, 65616

BEST WAY TO KEEP YOU INFORMED:

☐ Phone:

☐ eMail: dgarthr@suddenlink.net

GENERAL INFORMATION

What do you like and/or dislike about Downtown?

BUSINESS OPERATORS

UTILITIES

Utilities vital to your business? ?

Condition and location of your service lines? ?

Recent upgrades or needs? ?

ADMINISTRATION

Nature of your business, hours, and # employees?

Do you rent or own your building / for how long?

PARKING

How many parking spaces for employees / where? yes

Where do pickups/deliveries happen for your business? Vehicle size?

What is your average daily pedestrian/vehicular traffic?

CONSTRUCTION

What concerns do you have about the construction process?

Would you be interested in advertising through the Design Center?

OUT-OF-TOWN VISITORS

YOUR VISIT

Why did you choose Branson?

Is this your first visit to Branson or are you a return visitor?

What time of year do you like to visit Branson?

Have you ever attended a Downtown event?

Nighttime activities you would like to see in the Historic District?

PARKING / TRANSPORTATION

How far from your destination did you park?

What type of transportation did you use?

If you are a part of a group, how many are in your group?

Have you used the Trolley system? Comments?

LOCAL RESIDENTS

Do you regularly shop or eat at any of the Downtown businesses?

When you visit Downtown, where do you usually park?

ADDITIONAL COMMENTS

PLEASE RETURN TO HISTORIC DOWNTOWN DESIGN STUDIO
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(LEAVE IN COMMENT BOX)

2/26/2013

Branson Downtown Historic District Renovations – Spring 2013

In order to set Branson apart from all other historic destination retail shopping areas in the U.S. and to further establish Branson, MO as the "premiere" downtown historic tourist destination, we believe that a major historical upgrade is required at this time in Branson's history---think "bold" for Branson!

As already highlighted by the city planners, we strongly support the key renovation items currently being considered (placed in our preference order), i.e. underground placement of all utility lines, brick pavers for pedestrian walkways and decorative street elements, historic decorative street lamps and grille-work throughout, historic standards for building and street signs, street islands and sidewalks for trees and shrubs, insure for adequate parking, perhaps a permanent historic bandstand area for special gatherings, festivals and regular street entertainment and enhancements for storm-water and sewer upgrades as needed.

To showcase the Branson Historic District we believe that the facing of all main street entrances to downtown should be made uniform with historic wrought iron grillwork and street lighting (see example below).



These suggestions and recommendations are for your consideration.

Sincerely,

Ron and Susan Newman
148 Troon Circle
Branson, MO 65616
(417) 544-1617

APPENDIX 3D

HISTORIC DOWNTOWN STREETSCAPE

PUBLIC INFORMATION MEETING

April 25, 2013

CMT RATIO

PROJECT UPDATE & CONCEPT VISUALS

CHARRETTE WEEK EVENT SUMMARY

TOTAL REGULAR VOTES (TOP 10)

PIE & ICE CREAM SOCIAL EVENT - 02/26/2013

Regular Score	Issue	Regular Score
33	Create more opportunities for outdoor dining	10%
24	Enhance gateways into downtown	7%
22	Improve public restrooms	6%
20	Add more public restrooms	6%
20	Enhance festival/large gathering spaces	6%
19	Create more parking	5%
16	Find ways to make Main Street more pedestrian friendly	5%
14	Create more places to sit	4%
14	Consider future downtown development standards	4%
13	Replace sidewalks with brick pavers	4%

HIGHEST PRIORITY VOTES (TOP 10)

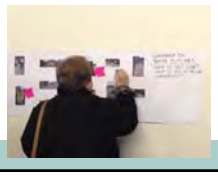
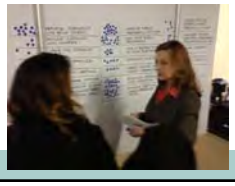
PIE & ICE CREAM SOCIAL EVENT - 02/26/2013

Super Score	Issue	Super Score
8	Create more opportunities for outdoor dining	15%
8	Enhance festival/large gathering spaces	15%
8	Find ways to make Main Street more pedestrian friendly	15%
5	Improve public restrooms	9%
4	Honor veterans	7%
4	Remove trees	7%
2	Add more public restrooms	4%
2	Consider future downtown development standards	4%
2	Brick / Decorative Streets	4%
1	Enhance gateways into downtown	2%

PROJECT UPDATE & CONCEPT VISUALS

WHAT YOU SAID

#1 - Create More Opportunities for Outdoor Dining
#2 - Enhance Festival and Gathering Spaces
#3 – Improve / Add Public Restrooms
#4 - Find Ways to Make Main Street More Pedestrian Friendly
#5 – Enhance Gateways into Downtown

PROJECT UPDATE & CONCEPT VISUALS

WHAT TODAY IS ABOUT?

FEEDBACK FROM THE PUBLIC:
-Overall Plan Layout?
-Look & Feel of Locations?
-Functionality?
-Business Impacts?

CONCEPT PLAN :
-Result of Interviews and Public Feedback

PROJECT UPDATE & CONCEPT VISUALS



PROJECT UPDATE & CONCEPT VISUALS

"The Streetscape" – Typical Sections (Existing)



PROJECT UPDATE & CONCEPT VISUALS

"The Streetscape" – Typical Sections (Prop. w/ Curb)



PROJECT UPDATE & CONCEPT VISUALS

"The Streetscape" – Typical Sections (Prop. No Curb)



PROJECT UPDATE & CONCEPT VISUALS

The “Link Market”



PROJECT UPDATE & CONCEPT VISUALS

The “Link Market” - Trolley Stop Location



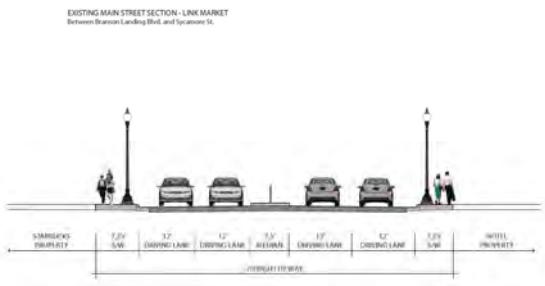
PROJECT UPDATE & CONCEPT VISUALS

The “Link Market” – Restrooms & Kiosks



PROJECT UPDATE & CONCEPT VISUALS

“The Streetscape” – Typical Sections (Existing at Link Market)



PROJECT UPDATE & CONCEPT VISUALS

"The Streetscape" – Typical Sections (Prop. at Link Market)



PROJECT UPDATE & CONCEPT VISUALS



PROJECT UPDATE & CONCEPT VISUALS

"The Hill" – Main St. Between Commercial & Sycamore



PROJECT UPDATE & CONCEPT VISUALS

"The Hill" – Main St. Between Commercial & Sycamore



PROJECT UPDATE & CONCEPT VISUALS

"The Hill" – Main St. Between Commercial & Sycamore



PROJECT UPDATE & CONCEPT VISUALS

"The Streetscape" – Typical Sections (Prop. No Curb at Hill)



PROJECT UPDATE & CONCEPT VISUALS

Special Event / Festival Areas



PROJECT UPDATE & CONCEPT VISUALS

Special Event / Festival Areas



PROJECT UPDATE & CONCEPT VISUALS

"The Streetscape" – Typical Sections (No Curb on Commercial St)



PROJECT UPDATE & CONCEPT VISUALS



PROJECT UPDATE & CONCEPT VISUALS

- Improve Restrooms
- Pedestrian Connectivity
- Safety Issues
- Parking Layout
- Create Park Site
- Destination for Younger Visitors
- Showcase History
- Food Vending
- Connection to City Hall

Old City Hall Park



PROJECT UPDATE & CONCEPT VISUALS

"Tell Your Story"



CONCEPT PLAN DETAILS

PARKING SPACES
- 294 On-Street Parking Spaces
- Concept Plan = Loss of 14 Spaces
- Concept Plan = Gain of 8 Spaces
- Net Loss = 6 Spaces (Preliminary, NOT FINAL)

HANDICAP PARKING
- 13 Handicap Spaces Downtown
- (ADA Code Requires 7 Spaces for 201-300 Spaces)

TREES
- 30 Existing Trees
- Concept Plan = 130 Trees
- Net Gain = 100 Trees

DOWNTOWN PARKING LOCATIONS



THE PROCESS – MOVING FORWARD



Project Website

www.bransonstreetscape.com

On-Site Design Studio



Open for Interviews Every Thursday from 9:00 – 5:00

HISTORIC DOWNTOWN STREETSCAPE

Public Information Meeting No. 2

June 27, 2013

FEEDBACK FROM THE PUBLIC

COMMENTS FROM PUBLIC INFORMATION MEETING No. 1 – 04/25/2013

1. Parking Quantity Concerns
2. Concerns with Existing Festival Location at Awbery Parking Lot
3. Concerns with Maintenance and Management of Original Kiosk Layout for Link Market Improvement Area.
4. Concerns with 2-Lane Roadway Section on Main Street and Costly Impacts to RR Track Signals and Intersection Traffic Signals at Branson Landing Blvd
5. Impacts on Parking from Landing & Hilton Employees on Main Street.
6. Incorporate Infrastructure for Adoration Parade Event.

WE WANT TO HEAR MORE !

PROGRESS SINCE LAST MEETING

1. Link Market – New Look & Layout
2. Gateway Improvements – Increase of Project Limits to I-65 Interchange
3. Shift in Proposed Festival Areas – New Liberty Park Area
4. Intersection of Main & Commercial (Accommodations for Adoration Parade)
5. Signalized Intersections on Main Street (Increase Safety)
6. Way-Finding Improvements
7. Ideas on Display (Temporary Bump-Outs)
8. Parking Considerations (Layout & Temp. Parking Incentive Program)
9. Investigate Conditions of Existing Sanitary Sewer System

WE'RE STILL WORKING !

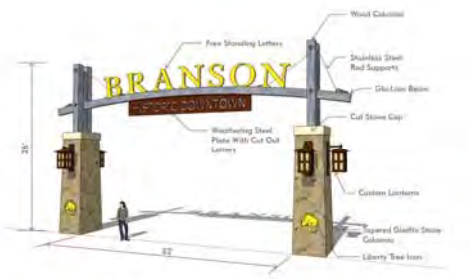
Gateways Into Historic Downtown



ENHANCE GATEWAYS INTO DOWNTOWN



ENHANCE GATEWAYS INTO DOWNTOWN



ENHANCE GATEWAYS INTO DOWNTOWN



ENHANCE GATEWAYS INTO DOWNTOWN



ENHANCE GATEWAYS INTO DOWNTOWN



ENHANCE GATEWAYS INTO DOWNTOWN



ENHANCE GATEWAYS INTO DOWNTOWN



ENHANCE GATEWAYS INTO DOWNTOWN



ENHANCE GATEWAYS INTO DOWNTOWN



ENHANCE GATEWAYS INTO DOWNTOWN





THE LINK MARKET

Embrace the History with a "Link"



THE LINK MARKET



CMT RATIO

THE LINK MARKET



CMT RATIO

THE LINK MARKET



CMT RATIO

THE LINK MARKET



CMT RATIO

THE LINK MARKET

The “Link Market” - Trolley Stop & Restroom



CMT RATIO

THE LINK MARKET

The “Link Market” – Trolley Stop & Restroom



CMT RATIO

THE LINK MARKET

The “Link Market” – Flex Space Use Potential

4 Seasons Committee Appointed



THE LINK MARKET

The “Link Market” – Flex Space Use Potential



THE LINK MARKET

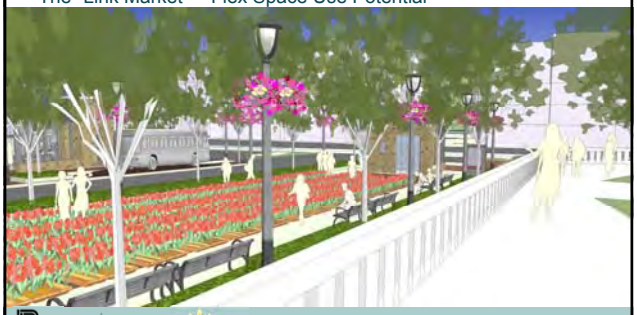
The “Link Market” – Flex Space Use Potential



CMT RATIO

THE LINK MARKET

The “Link Market” – Flex Space Use Potential



CMT RATIO

THE LINK MARKET

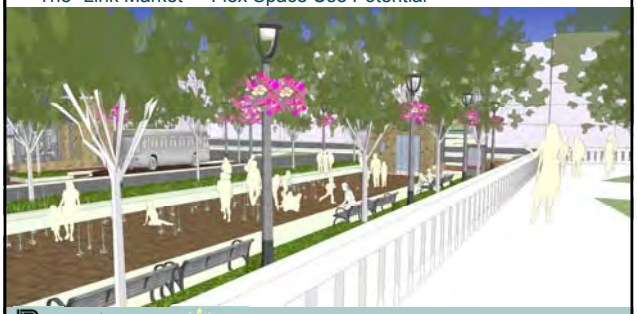
The “Link Market” – Flex Space Use Potential



CMT RATIO

THE LINK MARKET

The “Link Market” – Flex Space Use Potential



CMT RATIO

FESTIVAL AREA LOCATIONS DOWNTOWN



FESTIVAL AREA LOCATIONS

Special Event / Festival Areas – Existing Location



CMT RATIO

FESTIVAL AREA LOCATIONS

- Improve Restrooms
- Pedestrian Connectivity
- Safety Issues
- Parking Layout
- Create Park Site
- Destination for Younger Visitors
- Showcase History
- Food Vending
- Connection to City Hall

Old City Hall Park – New "Liberty Park"



CMT RATIO

FESTIVAL AREA LOCATIONS

Special Event / Festival Areas – New "Liberty Park"



CMT RATIO

FESTIVAL AREA LOCATIONS

Special Event / Festival Areas – New “Liberty Park”



FESTIVAL AREA LOCATIONS

Special Event / Festival Areas – New “Liberty Park”



FESTIVAL AREA LOCATIONS

Special Event / Festival Areas – New “Liberty Park”



FESTIVAL AREA LOCATIONS

Special Event / Festival Areas – New “Liberty Park”




The Streetscape – Intersection of Main & Commercial


STREETSCAPE IMPROVEMENTS
The Streetscape – Intersection of Main & Commercial
CMT
RATIO


STREETSCAPE IMPROVEMENTS
The Streetscape – Intersection of Main & Commercial
CMT
RATIO


STREETSCAPE IMPROVEMENTS
The Streetscape – Intersection of Main & Commercial
CMT
RATIO

STREETSCAPE IMPROVEMENTS

The Streetscape – Intersection of Main & Commercial



CMT RATIO

STREETSCAPE IMPROVEMENTS

The Streetscape – Intersection of Main & Commercial



CMT RATIO

STREETSCAPE IMPROVEMENTS

Streetscape Furniture

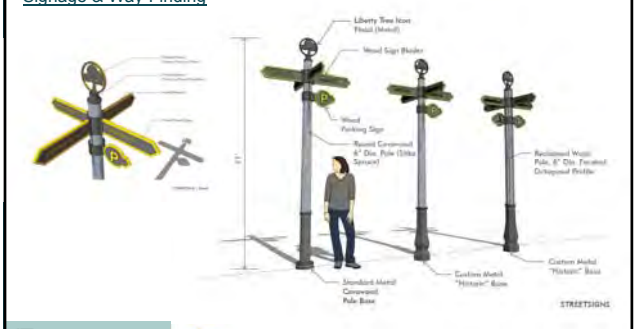
- Consistent Look & Materials
- Match to Surrounding Building & Infrastructure Upgrades
- Flexibility for Accessories (Flower Baskets, Banners, Others)
- Theme of Liberty Oak Symbol for Downtown Branding.



CMT RATIO

STREETSCAPE IMPROVEMENTS

Signage & Way-Finding

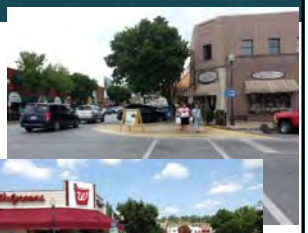


CMT RATIO

TAKING IDEAS TO THE STREET

The Temporary Bump-Out Concept

- Places for pedestrians to gather outside crowded sidewalk areas.
- Additional area for benches, trees, and street furniture.
- Better sight distance for traffic signals / stop signs
- Shorter distance for pedestrians to cross street.
- Utilize vacant street space to enhance pedestrian experience.





PROJECT SPONSORSHIP PROMOTION

TREE PLAQUE PROGRAM





FAMILY BRICK PROGRAM



FAMILY BENCH NAMING





PROJECT WAY-FINDING & SIGNAGE

Existing Signs
(Within Project Limits)

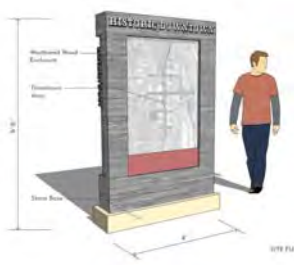
Over 500 Existing Informational Signs

Over 175 Parking Signs (40% of Total)

Totals do not count business signs on private property.



PROJECT WAY-FINDING & SIGNAGE





PROJECT WAY-FINDING & SIGNAGE





WAYFINDING LOCATIONS | City Scale

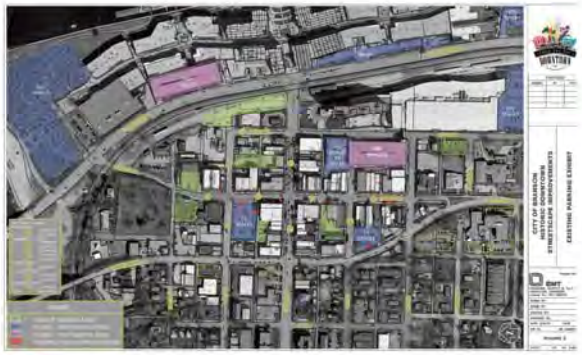
PROJECT WAY-FINDING & SIGNAGE





WAYFINDING LOCATIONS | Street Signs

DOWNTOWN PARKING UPDATE



DOWNTOWN PARKING UPDATE

TEMPORARY FREE PARKING INITIATIVE

- 201 Temporary Parking Badges Issued
- Program will Run Through July 9th

REVISED CONCEPT LAYOUT (**NOT FINAL**) – **INCREASE OF ALMOST 10%**

Street Name	Exist. Spaces	Prop. Spaces	Space Change
Commercial Street	142	143	+1
Main Street	90	83	-7
College Street	9	33	+24
Pacific Street	20	20	EVEN
Atlantic Street	16	24	+8
Sycamore Street	21	21	EVEN
Parking Lots (Old City Hall & Awbery)	91	100	+9
TOTALS	**389**	**424**	**+35**

CMT RATIO

TREE LAYOUT PLAN

Tree Count

30 Existing Trees
150 Proposed Trees

"The Good, the Bad and the Leafy"

Tree Board Presentation on 07/10/13 @ 12:30



CMT RATIO

DOWNTOWN – ALIVE AT NIGHT



CMT RATIO

MOVING FORWARD

Project Schedule

- Master Plan Report (Final Submittal) – 08/23/2013
- Planning Phase (Additional Scope Limit) – Begins September 2013
- Design (1st Phase) – Mid September to December 2013
- Construction (1st Phase) – January to April 2014

Items For Next Public Meeting (08/01/2013 @ 12:00)

- Construction Schedule & 1st Phase Priorities
- Overall Project Cost & Alternatives
- Final Plan with Updated Concept Visions

THANK YOU FOR YOUR CONTINUED PARTICIPATION !

CMT RATIO

ATTENDANCE RECORD

HISTORIC DOWNTOWN BRANSON STREETSCAPE IMPROVEMENTS
PUBLIC INFORMATION MEETING NO.2

CITY OF BRANSON, MISSOURI
HISTORIC DOWNTOWN STREETSCAPE IMPROVEMENTS

MEETING DATE: Thursday June 27, 2013 – Noon to 2:30 PM
Design Studio – 210 S. Commercial Street, Branson, MO

NAME	REPRESENTING	STREET ADDRESS	E-MAIL ADDRESS	PHONE NO.
Connie Meyer	Douglas	109 west main		417-334-3121
Kim Varner	City of Branson	110 W Maddux	kvarner@bransonmo.gov	417-334-8545
Tammy Thurman	LOCK Smith Salon + properties	121 W Pacific	thurman.tammy@gmail.com	337-0670
Bill & Anna Atkinson	Morrissey Law Office	114 Adams	Anna@mLawOffice.com	417-334-7581
Ron BERGER	THE COPPER COIN	109 COMMERCIAL	bransonbergs@gmail.com	417-818-9909
Joyce Caldwell	Caldwell's Fl. Mkt	116 E Main		417 334-6371
Joe Morrissey	Morrissey Law Office	114 W. Adams	Joe@MLawOffice.com	334-7581
Kent + Durga	Caldwell Flea Market	116 E Main		334-3051
Debra Shepard	Boys & Girls Thrift Store	215 Veterans Blvd	dshepard@bgcozarks.org	334-3770
Bethany Thomas	Branson Tourism Center	Branson Hills	bthomas@thomasethansontourismcenter.com	
[illegible]	CFS - Hwy 76 Proj			
[illegible]	Sprinkle Cons Team 76 Proj			

PLEASE USE NEXT PAGE IF THIS SHEET IS FULL

ATTENDANCE RECORD

HISTORIC DOWNTOWN BRANSON STREETSCAPE IMPROVEMENTS
PUBLIC INFORMATION MEETING NO.2

CITY OF BRANSON, MISSOURI
HISTORIC DOWNTOWN STREETSCAPE IMPROVEMENTS

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NAME	REPRESENTING	STREET ADDRESS	E-MAIL ADDRESS	PHONE NO.
STEVE VARNEY	LANDSCAPES AWARDED		SERVICE@ LANDSCAPESAWARDED.COM	417-294-3434
Sandy Lewis	Plum Bazaar	123 E. Main	plumbazaar@sbcglobal.net	337-7586
ROGER EDNEY	prop. Owner	1125./103-111S.COM	REDNEY792@GMAIL.com	337-1557
Sue Jackson	Resident	130 Columbia St Paul	jcksn@yahoo.com	314. 703.0835
Keith Francis	City of Branson	110 W. Maddux	Kfrancis@bransonmo.gov	559-5608
JIM BABCOCK	DBBA	225 TYLER	JMBABCOCK@LIVE.COM	417-348-1914
J.R. Johnson	AJ Enterprise		Jramethyst5@mo.com	417-335-1517
Nancy Joyce	DBBA Branson Host + Legends	101 S. Bus. 65	NJTOWN@AOL.com	417-598-0165
[illegible]	DBBA	—		
Miriam Merrifield		115 W Mine St	MS4u1@aol.com	3375753
Joe Reish	Reish Shoe Store	120. S. Commercial/65616		334-6165 334-3635
Eric Walters	City of Branson		E.Walters@bransonMO.gov	

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ATTENDANCE RECORD

HISTORIC DOWNTOWN BRANSON STREETSCAPE IMPROVEMENTS
PUBLIC INFORMATION MEETING NO.2

CITY OF BRANSON, MISSOURI
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NAME	REPRESENTING	STREET ADDRESS	E-MAIL ADDRESS	PHONE NO.
JAMES Mock	CARAVELLE THEATRE	3446 W. 76 COUNTRY	JMOCK@CARAVELLC.COM	417 339-1207
Richard Knipple	Lightning Power	—	—	598-0959
Mitch Holmes	Edward Jones	210 N. Commercial		
Jennifer Holmes	" "	" "		
[illegible]	[illegible]	400 Main St	BRANSONEDGE@COMCAST.COM	(417)522-9222

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ATTENDANCE RECORD

HISTORIC DOWNTOWN BRANSON STREETSCAPE IMPROVEMENTS
PUBLIC INFORMATION MEETING NO.2

CITY OF BRANSON, MISSOURI
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NAME	REPRESENTING	STREET ADDRESS	E-MAIL ADDRESS	PHONE NO.
Joe Hunsicker	City of Branson			
Dave Woolery	BSW P&Z			
Clark Harris	P&Z			
JAN BATTS	ARKANSAS DIAMOND MINE	110 W MAIN ST	JANB@SUDDENLINK.NET	
Mary Lightfoot	Main St. Flea Mkt	106 E Main	mmlfoot@aol.com	417-889-0738
Robert Welch	Welch Shoes	120 S Comm.		417-334-3635
Bradley Wade	P&Z			417-230-9509
Lucy Johnson	Branson Christian Church			337-9461
Fred Mathews	CMT	210 W Commercial	fmathews@cmtengr.com	869-6009
Ron Newman	Taney County Transportation Advisory Board Resident (TCTAB) I&B Team Circle	rsnewman7727@yahoo.com	(417-544-1617 home (573) 329-0644 cell	
David Miller	City of Branson			337-8559
Cheryl Ford	City of Branson			339-8559

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ATTENDANCE RECORD

HISTORIC DOWNTOWN BRANSON STREETSCAPE IMPROVEMENTS
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CITY OF BRANSON, MISSOURI
HISTORIC DOWNTOWN STREETSCAPE IMPROVEMENTS

MEETING DATE: Thursday June 27, 2013 – Noon to 2:30 PM
Design Studio – 210 S. Commercial Street, Branson, MO

NAME	REPRESENTING	STREET ADDRESS	E-MAIL ADDRESS	PHONE NO.
Greg M. Baker	Branson Bank		gbaker@bransonbank.com	263-0932
Steve Prange	CMT, Inc		sprange@cmtengr.com	869-6009
Tom Gallagher	Ratio			
John	Ratio			
Eudell Aldridge	City of Branson			417-243-2737

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ATTENDANCE RECORD

HISTORIC DOWNTOWN BRANSON STREETSCAPE IMPROVEMENTS
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Design Studio – 210 S. Commercial Street, Branson, MO

NAME	REPRESENTING	STREET ADDRESS	E-MAIL ADDRESS	PHONE NO.
[illegible]		218 S Commercial		334-2171
SCOTT STROUPHAUR	COB			336-8151

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CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

RATIO

frankZ design, LLC

DESIGN CHARRETTE WEEK
ICE CREAM & PIE SOCIAL

FOR

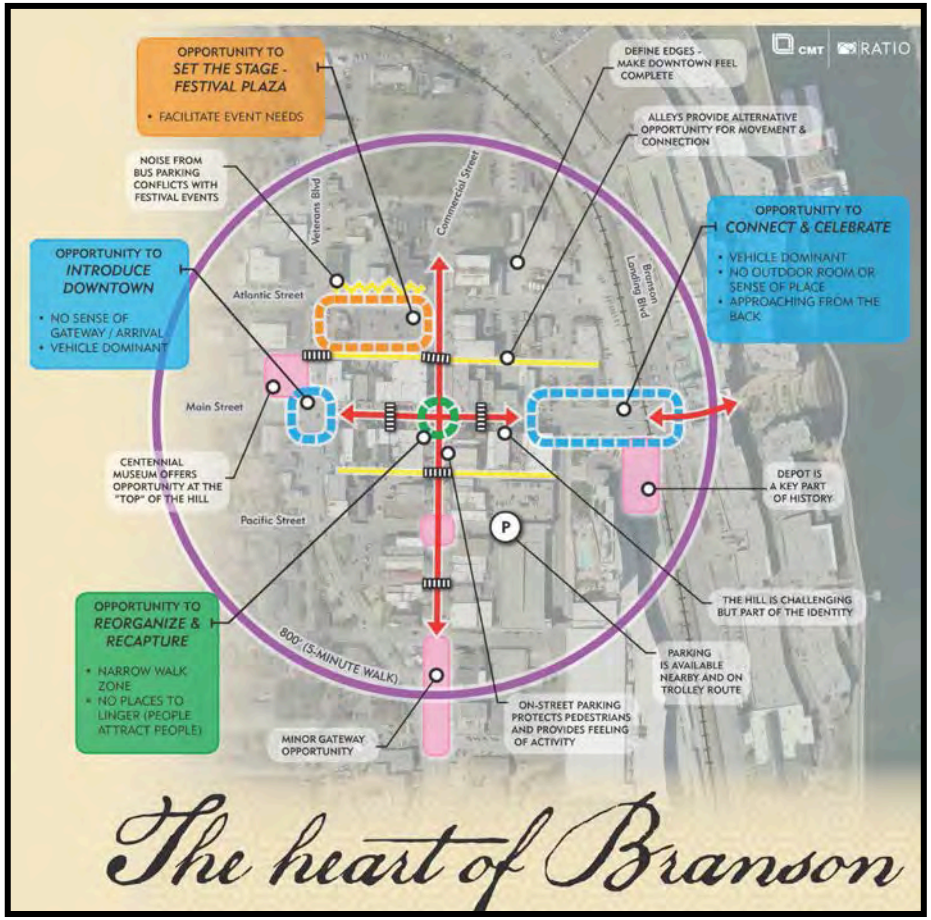
HISTORIC DOWNTOWN BRANSON STREETSCAPE IMPROVEMENTS

CITY OF BRANSON, MISSOURI

February 26th 2013

www.bransonstreetscape.com

Historic Downtown Streetscape Improvements
Ice Cream & Pie Social
February 26, 2013



COMMUNITY GOALS

- Enhance Quality of Life
- Community Betterment
- Improve Vehicle, Pedestrian, Bicycle, and Multi-Modal Transportation
- Create an Inviting Place for Pedestrians
- Increase Economic Viability
- Replace Deficient Utility Infrastructure
- Effectively Manage Storm Water & Runoff
- Improve Signage & Way-Finding

Historic Downtown Streetscape Improvements
Ice Cream & Pie Social
February 26, 2013

COMMUNITY INVOLVEMENT

- City Council & Elected Officials
- Area Residents
- Downtown Businesses
- Dept. of Public Works
- Museum / Historical Board
- Veterans Community
- Planning & Development



DOWNTOWN DESIGN STUDIO

210 S. Commercial Street
Branson, MO 65616

Office Phone: 1-417-973-0029
Hours: Thursdays 8:00 AM – 5:00 PM






PROJECT LEADERSHIP

- Lead Agency: City of Branson, MO
- Prime Consultant: Crawford, Murphy & Tilly, Inc.
- Sub-Consultants: RATIO Architects, Frank Z Design, LLC

PROJECT INFORMATION

- Master Planning Phase = Jan 2013 – Sept 2013
- Design Phase = Sept 2013 – Dec 2013
- Construction Schedule (Phase 1) = January 2014
- Project Budget = $5,000,000

PUBLIC EVENT SCHEDULE

Find Event Schedule On-Line: www.bransonstreetscape.com

02/25/13 to 03/01/2013 – Design Charrette Week
-Ice Cream & Pie Social (02/26/2013) – 3:00 PM to 7:00 PM
-Steering Committee Meeting No. 1 (02/27/2013) – 1:30 PM to 3:30 PM
-Presentation to Public (03/01/2013) – 1:00 PM to 3:00 PM

04/25/2013 – Public Information Meeting
05/30/2013 – Public Information Meeting
06/27/2013 – Public Information Meeting
08/01/2013 – Public Information Meeting

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

RATIO

frankZdesign, LLC

PUBLIC INFORMATION MEETING (2 OF 3)

FOR

HISTORIC DOWNTOWN BRANSON STREETSCAPE IMPROVEMENTS

CITY OF BRANSON, MISSOURI

June 27th 2013

www.bransonstreetscape.com

Historic Downtown Streetscape Improvements
Public Information Meeting (2 of 3)
June 27, 2013



COMMUNITY GOALS

- Enhance Quality of Life
- Community Betterment
- Improve Vehicle, Pedestrian, Bicycle, and Multi-Modal Transportation
- Create an Inviting Place for Pedestrians
- Increase Economic Viability
- Replace Deficient Utility Infrastructure
- Effectively Manage Storm Water & Runoff
- Improve Signage & Way-Finding

Historic Downtown Streetscape Improvements
Public Information Meeting (2 of 3)
June 27, 2013

COMMUNITY INVOLVEMENT

- City Council & Elected Officials
- Area Residents
- Downtown Businesses
- Dept. of Public Works
- Museum / Historical Board
- Veterans Community
- Planning & Development



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04/25/2013 – Public Information Meeting
05/30/2013 – Public Information Meeting
06/27/2013 – Public Information Meeting
08/01/2013 – Public Information Meeting

APPENDIX 3E

NOTICE OF MEETING

CITY OF BRANSON

BOARD OF ALDERMEN

Luncheon – Thursday, February 7, 2013 – 12:00 p.m.
Administrative Conference Room – Branson City Hall – 110 W. Maddux
(MEAL ONLY)

Study Session – Thursday, February 7, 2013 – 12:30 p.m.
Municipal Courtroom – Branson City Hall – 110 W. Maddux

AGENDA

1) Call to Order.

2) Roll Call.

3) Administrator's Report.

4) Discussion of previous Study Session items.

5) Review of February 12, 2013 Agenda.

6) Update on Highway 76 Complete Street Project.

7) Kick-Off of Downtown Project. [Planning Schedule] [Kick Off Meeting Agenda] [Sign in Sheet] [Project Scope Limits] [Schedule Dates] [Selection Workshop]

8) Mayor's Report.

9) Board of Aldermen requests for agenda items to be placed on future agendas.

10) Adjourn.

For more information please visit www.bransonmo.gov or contact:
Lisa Westfall, City Clerk, 417-337-8522
Garrett Anderson, Economic Development Director, 417-337-8589

Posted: February 5, 2013
At: _____ By: _____

MINUTES

STUDY SESSION OF THE BOARD OF ALDERMEN
CITY OF BRANSON, MISSOURI
February 7, 2013

LUNCH

The Board of Aldermen of the City of Branson, Missouri met for lunch in the Administrative Conference Room of the Branson City Hall on February 7, 2013, at 12:00 p.m.

INTRODUCTORY

The Board of Aldermen of the City of Branson, Missouri met for a study session in the Municipal Courtroom of the Branson City Hall on February 7, 2013, at 12:30 p.m.

Mayor Presley presiding, Rick Todd, Patrick Parnell, Cris Bohinc, Bob Simmons and Mike Booth. Absent: Rick Davis.

Also present from the City were: City Administrator Dean Kruithof, City Clerk Lisa Westfall, City Attorney William Duston, Public Works Director and City Engineer David Miller, Police Chief Kent Crutcher, Planning and Development Director Jim Lawson, Fire Chief Ted Martin, Economic Development Director Garret Anderson and Utilities Director Mike Ray.

AGENDA

Administrator's Report.

Discussion of previous Study Session items.

Review of February 12, 2013 Agenda.

Update on Highway 76 Complete Street Project.

Kick-Off of Downtown Project.

Mayor's Report.

Board of Aldermen requests for agenda items to be placed on future agendas.

ADJOURN

Mayor Presley asked for a motion to adjourn. Alderman Todd moved to adjourn, seconded by Alderman Parnell. Voting aye: Todd, Parnell, Bohinc, Simmons and Booth. Nays: none. Absent: Davis. Motion carried. Meeting adjourned at 2:32 p.m.

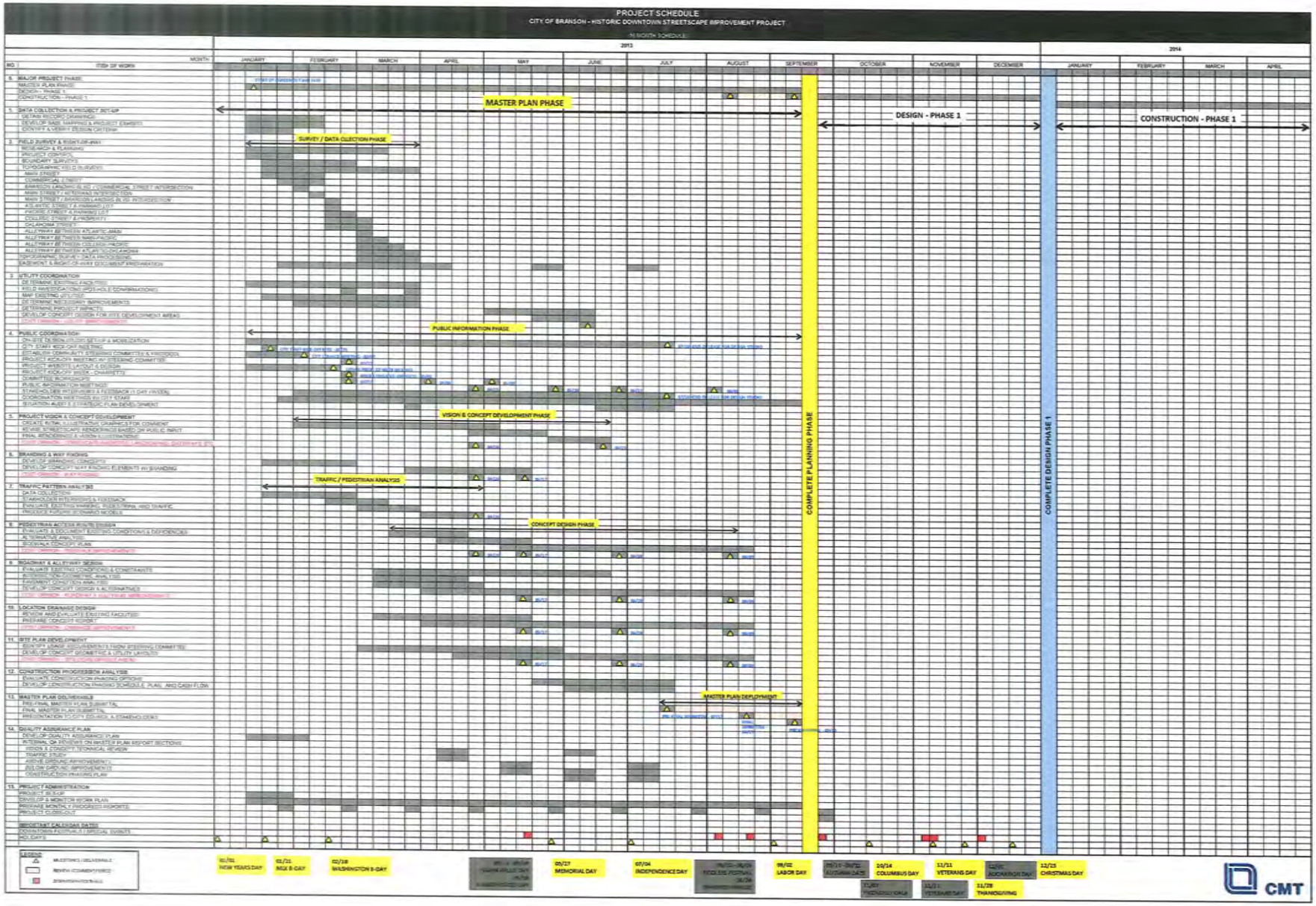
Raeanne Presley
Mayor

Lisa Westfall
City Clerk

CITY OF BRANSON INCORPORATED SEAL 1912 MISSOURI

AGENDA – CITY COUNCIL KICK-OFF MEETING - FEBRUARY 7, 2013
Historic Downtown Streetscape Improvements
Branson, MO (Taney County)

1. Project Update
2. Project Limits (See Project Limit Exhibit)
3. Schedule (See Project Meeting Dates & Detailed Schedule)
4. Steering Committee Selection Input (See Steering Committee Selection Worksheet)
5. Open Discussion & Questions
6. Adjourn


PROJECT SCHEDULE
CITY OF BRANSON - HISTORIC DOWNTOWN STREETSCAPE IMPROVEMENT PROJECT
18 MONTH SCHEDULE
2013
2014
JANUARY
FEBRUARY
MARCH
APRIL
MAY
JUNE
JULY
AUGUST
SEPTEMBER
OCTOBER
NOVEMBER
DECEMBER
JANUARY
FEBRUARY
MARCH
APRIL
MASTER PLAN PHASE
DESIGN - PHASE 1
CONSTRUCTION - PHASE 1
SURVEY / DATA CULECTION PHASE
PUBLIC INFORMATION PHASE
VISION & CONCEPT DEVELOPMENT PHASE
TRAFFIC / PEDESTRIAN ANALYSIS
CONCEPT DESIGN PHASE
MASTER PLAN DEPLOYMENT
COMPLETE PLANNING PHASE
COMPLETE DESIGN PHASE 1
01/01 NEW YEARS DAY
01/21 MLK B-DAY
02/18 WASHINGTON B-DAY
05/27 MEMORIAL DAY
07/04 INDEPENDENCE DAY
09/02 LABOR DAY
10/14 COLUMBUS DAY
11/11 VETERANS DAY
12/25 CHRISTMAS DAY
11/28 THANKSGIVING
CMT


PROJECT LOCATION MAP
HISTORIC DOWNTOWN BRANSON STREETSCAPE IMPROVEMENTS
EXISTING BUSINESS BASEMAP - JANUARY 2013
BRANSON LANDING BLVD.
SYCAMORE ST.
COMMERCIAL ST.
E. MADDUX ST.
VETERANS BLVD (65)
2ND ST.
OKLAHOMA ST.
ATLANTIC ST.
MAIN ST. (HWY 76)
PACIFIC ST.
COLLEGE ST.
W. MADDUX ST.
LEGEND
STREETS IN PROJECT SCOPE
ALLEYS IN PROJECT SCOPE
SITE DEVELOPMENT IN PROJECT SCOPE
SIGNAGE & WAYFINDING IN PROJECT SCOPE (EXTEND BEYOND INTERSECTION)
SCALE: 1" = 50'
CMT
CHRISTOS, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

HISTORIC DOWNTOWN BRANSON

STREETSCAPE

DATE	TIME	EVENT DESCRIPTION	LOCATION
Friday – January 25, 2013	9:30 AM	City Staff Kick-Off Meeting	Municipal Court Room City Hall
Thursday – January 31, 2013	1:30 PM	Utility Kick-Off Meeting	Design Studio – 210 S. Commercial St
Thursday – February 7, 2013	12:30 PM	City Council Kick-Off / CFS Meeting	City Hall
Monday – February 25, 2013 -To- Friday – March 1, 2013	All Day	Project Kick-Off Week	Design Studio – 210 S. Commercial St
Wednesday – February 27, 2013	TBD	Committee Workshop No. 1	Design Studio – 210 S. Commercial St
Thursday – April 4, 2013	TBD	Committee Workshop No. 2	Design Studio – 210 S. Commercial St
Thursday – April 25, 2013	TBD	Public Information Meeting No. 1	Design Studio – 210 S. Commercial St
Thursday– May 9, 2013	TBD	Committee Workshop No. 3	Design Studio – 210 S. Commercial St
Thursday – May 30, 2013	TBD	Public Information Meeting No. 2	Design Studio – 210 S. Commercial St
Thursday – June 27, 2013	TBD	Public Information Meeting No. 3	Design Studio – 210 S. Commercial St
Thursday – August 1, 2013	TBD	Public Information Meeting No. 4	City Hall
Tuesday – September 10, 2013	TBD	Final Presentation to City Council	City Hall

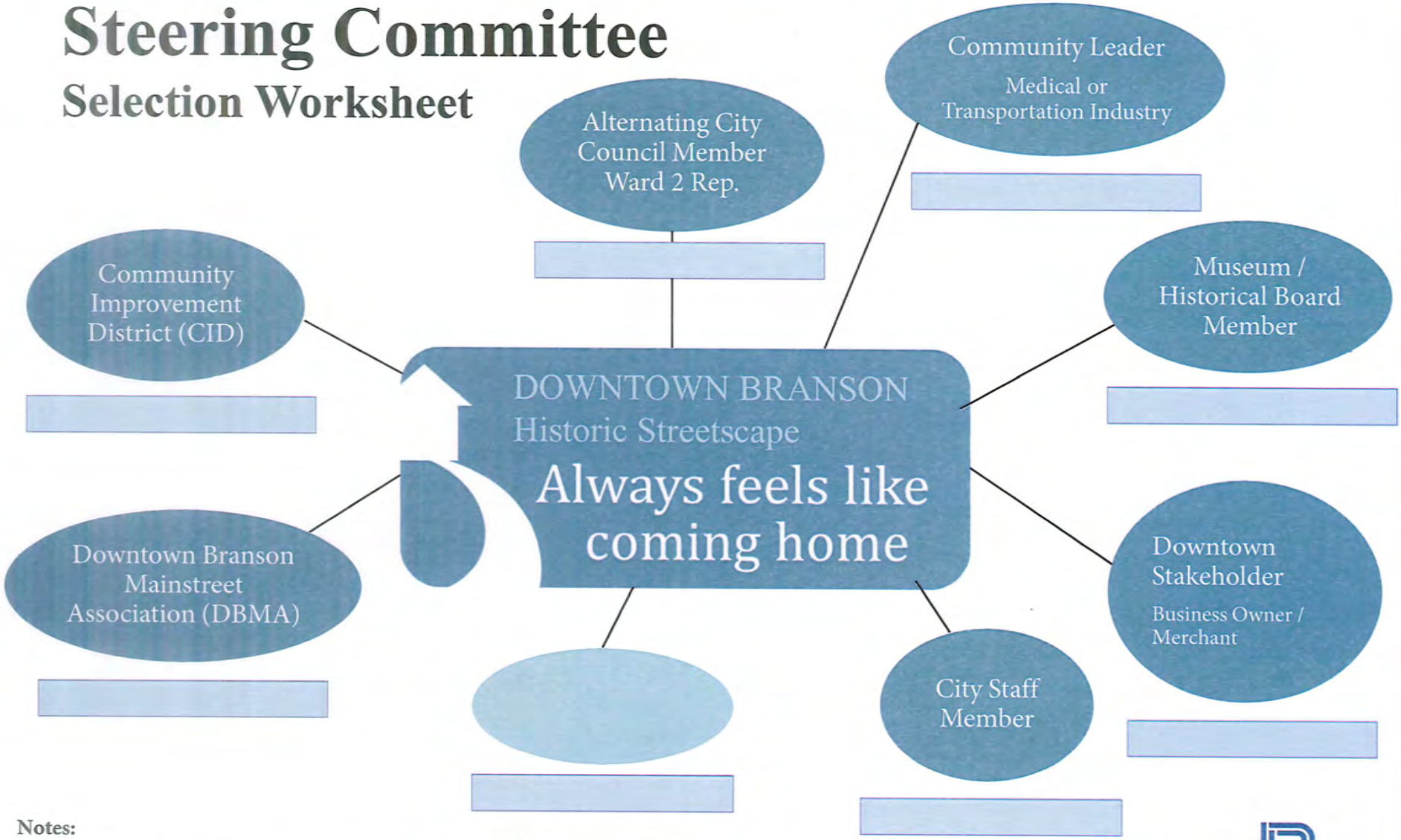
PROJECT COORDINATION EVENT SCHEDULE
2013 – MASTER PLAN PHASE
PRE-FINAL

CMT

A PEOPLE-DRIVEN APPROACH

HISTORIC DOWNTOWN BRANSON
STREETSCAPE

Steering Committee
Selection Worksheet



Notes:

1. Blank boxes have been provided for nominations under each category.

CMT

NOTICE OF MEETING

CITY OF BRANSON

BOARD OF ALDERMEN

Luncheon – Thursday, April 18, 2013 – 12:00 p.m.
Administrative Conference Room – Branson City Hall – 110 W. Maddux
(MEAL ONLY)

Study Session – Thursday, April 18, 2013 – 12:30 p.m.
Municipal Courtroom – Branson City Hall – 110 W. Maddux

AGENDA

1) Call to Order.

2) Roll Call.

3) Administrator's Report.

4) Discussion of previous Study Session items.

5) Review of April 23, 2013 Agenda.

6) Update on Downtown Steering Streetscape. [Powerpoint]

7) Mayor's Report.

8) Board of Aldermen requests for agenda items to be placed on future agendas.

9) Adjourn.

For more information please visit www.bransonmo.gov or contact:
Lisa Westfall, City Clerk, 417-337-8522
Garrett Anderson, Economic Development Director, 417-337-8589

Posted: April 16, 2013
By: _____ At: _____

AGENDA – CITY COUNCIL STUDY SESSION NO. 2 - APRIL 18, 2013
Historic Downtown Streetscape Improvements
Branson, MO (Taney County)

1. Project Update & Concept Visuals
   -Public Feedback
   -The "Link Market"
   -The "Hill"
   -Festival Areas
   -Trolley Stop Upgrades
   -Restroom Upgrades
   -Bump-Outs & Gathering Spaces

2. Downtown Observations
   -Parking Spaces
   -Handicap Parking
   -Trees

3. Downtown Business Employee Parking Initiative
   -Determine Number of Parking Spaces Occupied by Employees
   -Issue Badges for Free Parking to Business Owners and Employees (Award People.....Positive instead of Negative)
   -Gauge Utilization of Badges
   -Analyze Additional Parking that May be Available

4. Public / Private Partnerships
   -Branson Christian Church
   -Edward Jones (New Atlantic Street Location)

5. Sustainability Initiative
   -Certification
   -Rainwater Harvest, Public Involvement, Outdoor Activity Centers, Improve Public Transportation, Public Coordination Process, Recycle On-Site Native Material

6. Downtown Study Area & CID District Expansion
   -Gateway Location
   -Advanced Way-Finding Signage Limits
   -Future Service to CID Expansion Area

7. Open Discussion & Questions
   -Public Meeting w/ Feedback (Similar to Ice Cream Social) – 04/25 Noon to 2:00 PM
   -Steering Committee Meetings (2 Per Month) – Friday 8:30-10:30
   -Project Website (www.bransonstreetscape.com)

8. Adjourn

HISTORIC DOWNTOWN STREETSCAPE

BRANSON CITY COUNCIL MEETING
STUDY SESSION NO. 2

April 18, 2013

PROJECT UPDATE & CONCEPT VISUALS

CHARRETTE WEEK EVENT SUMMARY

TOTAL REGULAR VOTES (TOP 10)

PIE & ICE CREAM SOCIAL EVENT - 02/26/2013

Regular Score	Issue	Regular Score
33	Create more opportunities for outdoor dining	10%
24	Enhance gateways into downtown	7%
22	Improve public restrooms	6%
20	Add more public restrooms	6%
20	Enhance festival/large gathering spaces	6%
19	Create more parking	5%
16	Find ways to make Main Street more pedestrian friendly	5%
14	Create more places to sit	4%
14	Consider future downtown development standards	4%
13	Replace sidewalks with brick pavers	4%

HIGHEST PRIORITY VOTES (TOP 10)

PIE & ICE CREAM SOCIAL EVENT - 02/26/2013

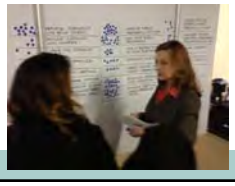
Super Score	Issue	Super Score
8	Create more opportunities for outdoor dining	15%
8	Enhance festival/large gathering spaces	15%
8	Find ways to make Main Street more pedestrian friendly	15%
5	Improve public restrooms	9%
4	Honor veterans	7%
4	Remove trees	7%
2	Add more public restrooms	4%
2	Consider future downtown development standards	4%
2	Brick / Decorative Streets	4%
1	Enhance gateways into downtown	2%

PROJECT UPDATE & CONCEPT VISUALS

WHAT THE PUBLIC SAID

#1 - Create More Opportunities for Outdoor Dining
#2 - Enhance Festival and Gathering Spaces
#3 – Improve / Add Public Restrooms
#4 - Find Ways to Make Main Street More Pedestrian Friendly
#5 – Enhance Gateways into Downtown





PROJECT UPDATE & CONCEPT VISUALS



PROJECT UPDATE & CONCEPT VISUALS

The “Link Market”



PROJECT UPDATE & CONCEPT VISUALS

The “Link Market”



PROJECT UPDATE & CONCEPT VISUALS

The “Link Market”



PROJECT UPDATE & CONCEPT VISUALS



PROJECT UPDATE & CONCEPT VISUALS

"The Hill" – Main St. Between Commercial & Sycamore



PROJECT UPDATE & CONCEPT VISUALS

"The Hill" – Main St. Between Commercial & Sycamore



PROJECT UPDATE & CONCEPT VISUALS

"The Hill" – Main St. Between Commercial & Sycamore



PROJECT UPDATE & CONCEPT VISUALS



PROJECT UPDATE & CONCEPT VISUALS

Special Event / Festival Areas



PROJECT UPDATE & CONCEPT VISUALS

Special Event / Festival Areas



PROJECT UPDATE & CONCEPT VISUALS



DOWNTOWN OBSERVATIONS

PARKING SPACES

- 294 On-Street Parking Spaces
- Concept Plan = Loss of 14 Spaces
- Concept Plan = Gain of 8 Spaces
- Net Loss = 6 Spaces (Preliminary, NOT FINAL)

HANDICAP PARKING

- 13 Handicap Spaces Downtown
- (ADA Code Requires 7 Spaces for 201-300 Spaces)

TREES

- 30 Existing Trees
- Concept Plan = 130 Trees
- Net Gain = 100 Trees

DOWNTOWN OBSERVATIONS

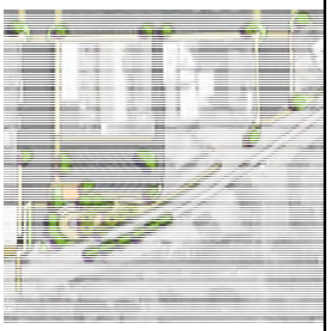


PUBLIC / PRIVATE PARTNERSHIPS

Branson Christian Church
(Between Pacific & College)

Common Goals:

1. Increase Parking
2. Storm Shelter Areas
3. Wedding Picture Areas
4. Draw for Younger Members



SUSTAINABILITY INITIATIVE

ISI (Institute for Sustainability Infrastructure)
"Envision Rating System"

Road to Certification

1. Register Project
2. Team Assessment
3. Verification
4. Authentication
5. Recognition

Point System

- 50% of Total Points (Platinum)
- 40% of Total Points (Gold)
- 30% of Total Points (Silver)
- 20% of Total Points (Bronze)

DOWTOWN STDUY AREA & CID DISTRICT EXPANSION LIMITS



NOTICE OF MEETING

CITY OF BRANSON

BOARD OF ALDERMEN

Luncheon – Thursday, June 20, 2013 – 12:00 p.m.
Administrative Conference Room – Branson City Hall – 110 W. Maddux
(MEAL ONLY)

Study Session – Thursday, June 20, 2013 – 12:30 p.m.
Municipal Courtroom – Branson City Hall – 110 W. Maddux

AGENDA

1) Call to Order.

2) Roll Call.

3) Administrator's Report.

4) Discussion of previous Study Session items.

5) Review of June 25, 2013 Agenda.

6) Update on Historic Downtown Streetscape. [Powerpoint]

7) Update by Kent Crutcher regarding the Police Department and School Resource Officer. [Powerpoint] [Racial Profiling Data]

8) Overview of Water Quality Report. [Water Quality Report]

9) Mayor's Report.

10) Board of Aldermen requests for agenda items to be placed on future agendas.

11) Adjourn.

For more information please visit www.bransonmo.gov or contact:
Lisa Westfall, City Clerk, 417-337-8522
Garrett Anderson, Economic Development Director, 417-337-8589

Posted: June 17, 2013
By: _____ At: _____

HISTORIC DOWNTOWN STREETSCAPE

City Council Study Session No. 3

June 20, 2013

CMT RATIO

KEY LOCATION UPDATES

PROGRESS SINCE LAST MEETING

1. Link Market – New Look & Layout
2. Gateway Improvements – Potential Increase of Project Limits?
3. Shift in Proposed Festival Areas – New Liberty Park Area
4. Intersection of Main & Commercial (Accommodations for Adoration Parade)
5. Signalized Intersections on Main Street



PROJECT UPDATE & CONCEPT VISUALS

Embrace the History with a “Link”



PROJECT UPDATE & CONCEPT VISUALS

The “Link Market”



PROJECT UPDATE & CONCEPT VISUALS

The “Link Market”



PROJECT UPDATE & CONCEPT VISUALS

The “Link Market”



PROJECT UPDATE & CONCEPT VISUALS

The “Link Market”



PROJECT UPDATE & CONCEPT VISUALS

The “Link Market” - Trolley Stop & Restroom



PROJECT UPDATE & CONCEPT VISUALS

The “Link Market” – Trolley Stop & Restroom



PROJECT UPDATE & CONCEPT VISUALS

The “Link Market” – Flex Space Use Potential

4 Seasons Committee Appointed



PROJECT UPDATE & CONCEPT VISUALS

The “Link Market” – Flex Space Use Potential





ENHANCE GATEWAYS INTO DOWNTOWN

Gateways Into Historic Downtown



GOAL #5
ENHANCE GATEWAYS INTO DOWNTOWN

Gateways Into Historic Downtown



GOAL #5
ENHANCE GATEWAYS INTO DOWNTOWN

Gateways Into Historic Downtown



GOAL #5
ENHANCE GATEWAYS INTO DOWNTOWN

Gateways Into Historic Downtown



GOAL #5
ENHANCE GATEWAYS INTO DOWNTOWN

Gateways Into Historic Downtown



GOAL #5
ENHANCE GATEWAYS INTO DOWNTOWN

Gateways Into Historic Downtown





PUBLIC /PRIVATE PARTNERSHIPS & NEW PROJECT PRIORITIES

- Improve Restrooms
- Pedestrian Connectivity
- Safety Issues
- Parking Layout
- **New Festival Location**
- Destination for Younger Visitors
- Showcase History
- Food Vending
- Connection to City Hall

LIBERTY PARK





PROJECT UPDATE & CONCEPT VISUALS

Taking Concepts to the Street - Temporary Bump-Outs



PROJECT FUNDING / PROMOTION

TREE PLAQUE PROGRAM





FAMILY BRICK PROGRAM



FAMILY BENCH NAMING





DOWNTOWN PARKING UPDATE

TEMPORARY FREE PARKING INITIATIVE

- 201 Temporary Parking Badges Issued
- Program will Run Through July 9th

REVISED CONCEPT LAYOUT (NOT FINAL) – **INCREASE OF ALMOST 10%**

Street Name	Exist. Spaces	Prop. Spaces	Space Change
Commercial Street	142	143	+1
Main Street	90	83	-7
College Street	9	33	+22
Pacific Street	20	20	EVEN
Atlantic Street	16	24	+8
Sycamore Street	21	21	EVEN
Parking Lots (Old City Hall & Aubrey)	91	100	+9
TOTALS	**389**	**424**	**+33**

DOWNTOWN PARKING UPDATE



TREE LAYOUT PLAN

Tree Count

30 Existing Trees

150 Proposed Trees

"The Good, the Bad and the Leafy"

Tree Board Presentation on 07/10/13 @ 12:30



EXISTING SIGN INVENTORY

Existing Signs

(Within Project Limits)

Over 500 Existing Informational Signs

Over 175 Parking Signs (40% of Total)

Totals do not count business signs on private property.



ENVISION SUSTAINABILITY

THE ENVISION™ RATING SYSTEM



ENVISION SUSTAINABILITY

Types of Infrastructure projects Envision can be applied to?



ENERGY	WATER	WASTE	TRANSPORT	LANDSCAPE	INFORMATION
Geothermal	Potable water distribution	Solid waste	Airports	Parks/Nature	Telecommunications
Hydroelectric	Capture/storage	Recycling	Roads	Parks	Internet
Nuclear	Water Reuse	Hazardous	Highways	Ecosystem Services	Phones
Coal	Storm Water Management	Waste	Bikes		Satellites
Natural Gas	Flood Control	Collection & Transfer	Pedestrians		Data Centers
Oil/Refinery			Railways		Sensors
Wind			Public Transit		
Solar			Ports		
Biomass			Waterways		

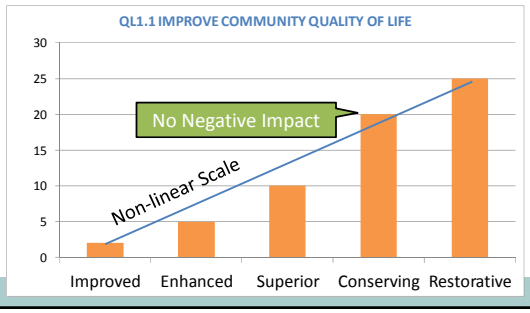
ENVISION SUSTAINABILITY

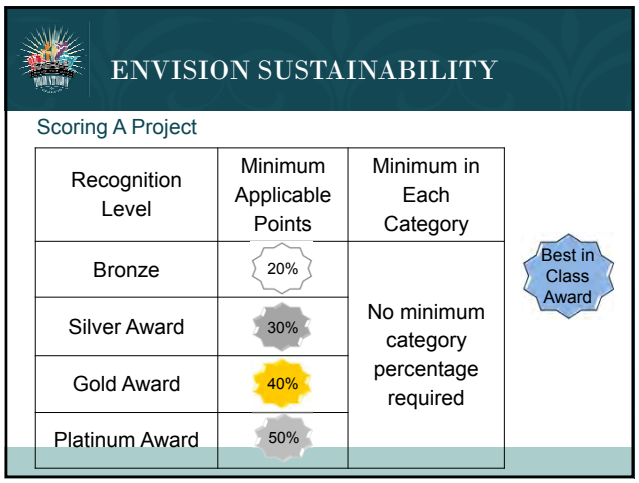
60 Credits in 5 Categories

QUALITY OF LIFE	Purpose, Community, Wellbeing
LEADERSHIP	Collaboration, Management, Planning
RESOURCE ALLOCATION	Materials, Energy, Water
NATURAL WORLD	Siting, Land & Water, Biodiversity
CLIMATE AND RISK	Emission, Resilience

ENVISION SUSTAINABILITY

Levels of Achievement




ENVISION SUSTAINABILITY
Scoring A Project
Recognition Level
Minimum Applicable Points
Minimum in Each Category
Bronze
20%
Silver Award
30%
Gold Award
40%
Platinum Award
50%
No minimum category percentage required
Best in Class Award

NOTICE OF MEETING

CITY OF BRANSON

BOARD OF ALDERMEN

Regular Meeting – Tuesday, September 24, 2013 – 7:00 p.m.
Council Chambers – Branson City Hall – 110 W. Maddux

BRANSON BOARD OF ALDERMEN
AGENDA

September 24, 2013 **7:00 p.m.**

Meeting Called to Order
Pledge of Allegiance
Invocation – Ted Martin
Roll Call

PUBLIC COMMENT:

To speak during public comment, please sign the speaker sign-up sheet located at the front door of the council chambers prior to the start of the meeting.

CONSENT AGENDA:

1) **Approval of Board of Aldermen Minutes:**
   a) **September 5, 2013 Special Meeting**
   b) **September 10, 2013 Regular Meeting**
   c) **September 13, 2013 Special Meeting**
   d) **September 16, 2013 Special Meeting**
   e) **September 18, 2013 Special Meeting**

2) **Acknowledge Receipt of Minutes:**
   a) **Downtown Streetscape Steering Committee meeting of July 12, 2013**
   b) **Downtown Streetscape Steering Committee meeting of August 2, 2013**

3) **Acknowledge Receipt of Annexation Petition filed for:**
   a) **Property located at 260 Meadow Ridge, Unit 4**

4) **Final Reading of Bill No. 4418 approving the annexation of 200 Meadow Ridge, Unit 1.**

5) **Final Reading of Bill No. 4419 approving a Lease Agreement between Pointe Royale Property Owners Association, Inc. and the City of Branson relating to a land lease for various maintenance purposes and authorizing the Mayor to execute the same.**

   [Amended Exhibit 1]

6) **Final Reading of Bill No. 4420 approving a Pre-Annexation Agreement for the property owned by Resort Installation Systems, Inc. located in Table Rock Acres and authorizing the Mayor to execute the same. [Map]**

7) **Final Reading of Bill No. 4421 approving a Pre-Annexation Agreement for the property owned by Gail and Kathy Layton located in the Snadon Subdivision in the Bee Creek Area and authorizing the Mayor to execute the same. [Map]**

8) **Final Reading of Bill No. 4422 approving a Pre-Annexation Agreement for the property owned by Wesley Beatty located in Table Rock Acres and authorizing the Mayor to execute the same. [Map]**

9) **Final Reading of Bill No. 4423 approving an amendment to the contract with Chemrite, Inc. for the purchase of operational chemicals used in the City's wastewater treatment process and authorizing the Mayor to execute the same.**

10) **Final Reading of Bill No. 4424 accepting the proposal of Leo M. Ellebracht Co. pertaining to the purchase of firefighter protective clothing and authorizing the Mayor to execute the contract.**

11) **Final Reading of Bill No. 4425 accepting the proposal of Alex Air Apparatus pertaining to the purchase of extrication/rescue equipment and authorizing the Mayor to execute the contract.**

REGULAR:

12) **Public Hearing and First Reading of Bill No. 4426 amending Chapter 90 of the Branson Municipal Code Utilities, Article II Combined Waterworks and Sewage System by amending Section 90-41 Monthly Water Rates.**

13) **First Reading of Bill No. 4427 approving a Pre-Annexation Agreement for the property owned by Orlando Espinor located in Table Rock Acres and authorizing the Mayor to execute the same. [Map]**

14) **First Reading of Bill No. 4428 authorizing an expenditure from the City's Tourism Tax Contingency Fund to Branson Veterans Task Force for advertising, marketing & production expenses relating to Veterans Week and authorizing the Mayor to execute the contract.**

15) **A Resolution accepting the preliminary recommendations of the Historic Downtown Streetscape Improvements Steering Committee for the overall vision and goals of the project.**

16) **First Reading of Bill No. 4429 approving contract amendment No. 2 to the agreement for Professional Consultant Services between the City of Branson and Crawford, Murphy & Tilly, Inc. for the Historic Downtown Streetscape Project and authorizing the Mayor to execute the same.**

17) **First Reading of Bill No. 4430 approving the renewal of the contract with PSC Environmental Services, LLC for the transport and disposal of household chemical collections and authorizing the Mayor to execute the same.**

18) **First Reading of Bill No. 4431 approving an addendum to the contract with Tri-Lakes Petroleum pertaining to fuel and authorizing the Mayor to execute the same.**

BID AWARDS:

19) **First Reading of Bill No. 4432 approving an agreement for Professional Engineering Services between the City of Branson and Rozell Engineering Company for the Lift Station 19 Gravity Sewer Project and authorizing the Mayor to execute the same.**

20) **First Reading of Bill No. 4433 accepting the proposal of Layne Christensen Company for the purchase of two replacement pumps for the Meadows Water Treatment Plant Intake Station and authorizing the Mayor to execute the contract.**

21) **First Reading of Bill No. 4434 accepting the proposal of American Concrete Products LLC pertaining to concrete for pads at the campground and authorizing the Mayor to execute the contract.**

MAYOR/CITY ALDERMEN/CITY ADMINISTRATOR'S REPORTS

ADJOURN INTO EXECUTIVE SESSION

Closed Executive Session pursuant to 610.021.1 RSMo for litigation and 610.021.3 RSMo for personnel.

ADJOURN

HISTORIC DOWNTOWN STREETSCAPE

Final Presentation to City Council
Historic Downtown Streetscape Improvements
September 24, 2013

CMT RATIO

DOWNTOWN MASTER PLAN



CMT RATIO

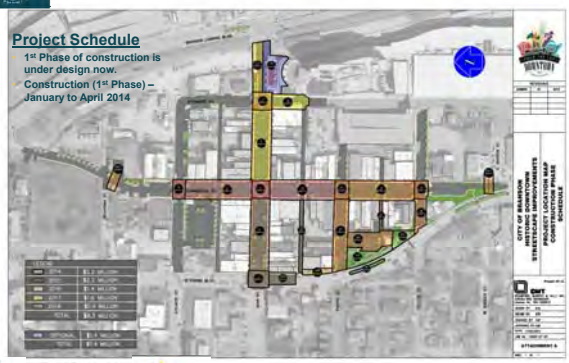
FEEDBACK FROM CHURCH MEMBERS

KEY FACTORS CONSIDERED DURING MASTER PLAN DEVELOPMENT

1. Invest in areas that have high economic impact & will yield largest return on investment.
2. Desire for Significant Improvement & Revitalization. Need to provide the visitor with a "WOW" factor that has high visible impact.
3. Remain Consistent with Project Goals & Objectives.
4. Impacts to business owners during construction & constructability and competitive bids during tight 4 month window.
5. Overall budget and cash flow during implementation.
6. Unknowns…..Church Agreement, MoDOT, and Others.

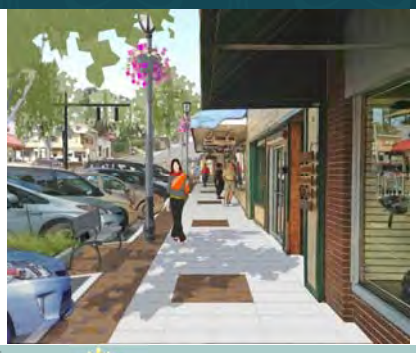
CMT RATIO

PROJECT CONSTRUCTION PHASING



CMT RATIO

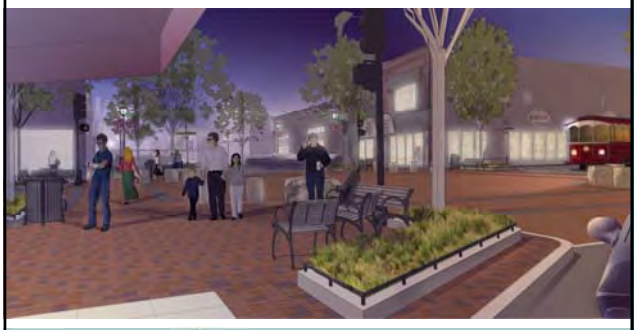
MAIN STREET



COMMERCIAL & MAIN INTERSECTION



COMMERCIAL & MAIN INTERSECTION



LIBERTY PARKING LOT



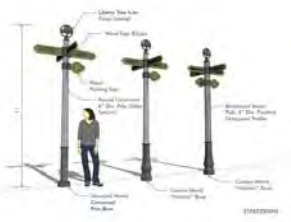
GATEWAYS





WAYFINDING & FURNITURE





BRANSON CHRISTIAN CHURCH PARTNERSHIP

UNDERSTANDING FUTURE GOALS & CHALLENGES

1. Provide additional parking for local and out-of-town visitors.
2. Foundation & roof building improvements.
3. Attract new local younger members to congregation.
4. Upgrades to kitchen.
5. Handicap access from lower level parking and rear entrance w/ elevator.



EXISTING CHURCH PROPERTY

EXISTING CHURCH PROPERTY

1. Existing Church Property in Blue
2. Property Behind Church = 0.16 Acres
3. Bounded By: Alleyway on North & College on the South

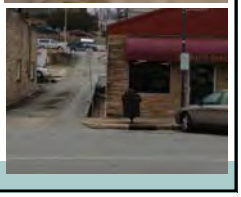


EXISTING CHURCH PROPERTY

DESIGN TEAM OBSERVATIONS – SITE VISITS

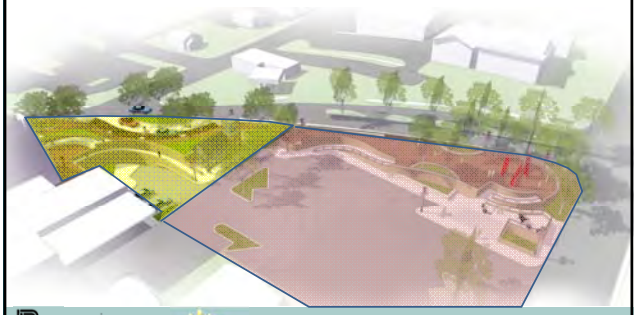
1. Potential safety & liability issues with building foundation, stairs, and railings.
2. Safety issues with parking driveway along Veterans Blvd. (Poor Sight Dist. & Grades)
3. Aesthetic appeal of property behind church.
4. Open channel drop-off in alleyway for drainage along thrift store.
5. Existing parking spaces behind thrift store is gravel lot.





LIBERTY PARKING LOT IMPROVEMENTS

PROPOSED CONCEPT LAYOUT - OVERALL



CMT RATIO

LIBERTY PARKING LOT IMPROVEMENTS

PROPOSED CONCEPT LAYOUT – BEHIND CHURCH



CMT RATIO

MOVING FORWARD TOGETHER

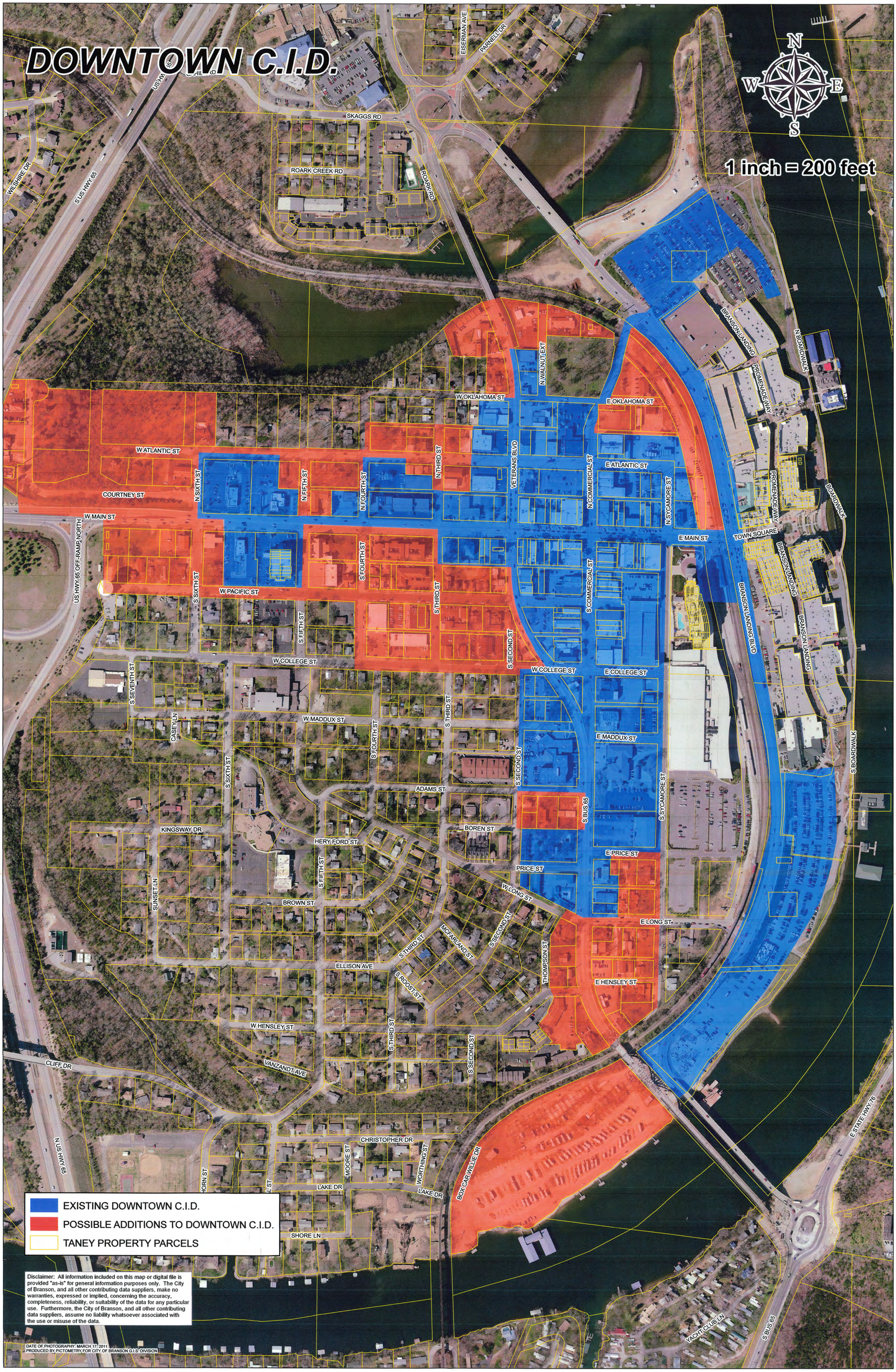
Next Steps

- Memorandum of Understanding
- Draft Agreement
- Deed Sub-Divide & Re-Plat Property



CMT RATIO

APPENDIX 3F



Disclaimer: All information included on this map or digital file is provided "as-is" for general information purposes only. The City of Branson, and all other contributing data suppliers, make no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of the data for any particular use. Furthermore, the City of Branson, and all other contributing data suppliers, assume no liability whatsoever associated with the use or misuse of the data.

DATE OF PHOTOGRAPHY: MARCH 17, 2011
PRODUCED BY PICTOMETRY FOR CITY OF BRANSON G.I.S. DIVISION

Historic Downtown Branson
Community Improvement District
Board of Directors Meeting

NOTICE – POSTED – AGENDA

Date: Thursday, January 3, 2013
Time: 4:00 PM (central daylight time), or as soon as possible thereafter
Place: Offices of the DBMA 112 W. College, Branson, Missouri 65616

I. CALL TO ORDER

II. PUBLIC COMMENT

III. **CMT Downtown Revitalization** Fred Matthews/Steve Prange Engineers from The Downtown Consulting Firm Crawford, Murphy & Tilly

IV. **Hwy 76 Complete Streets** Sabin Yanez *(not confirmed)*

V. **BRANSON GRAYLINE** Scott Thompson & Tom Silva
- a. **2013 Service Agreement & Trolley Hours**
- b. **RESOLUTION 2013-01: A Resolution Approving a Services Agreement with Branson Shuttle & Tour, Inc. for 2013**
- c. **Planning for Capital Expenses for Trolleys**
- d. **Trolley Video Equipment / Consider REI Bid**

VI. FINANCIALS/BILLS/BUDGET REVIEW
- a. **Bank Statement**
- b. **Sales Tax Report** October Sales $41,010.27 which is up $3,080.02 over 2011 and up $13,767.11 year to date
- c. **Bills**
  1) Branson GrayLine $ December Services, GPS Insight $24 January Monitoring, DOR $35. DBMA $4583.33 January Administrative, Brent Aitchison January Billboard $200, Signs Now $321.60

VII. MINUTES
- a. November 8, 2012

VIII. OTHER
- a. **Adding Property to the District**
- b. **Benches**
- c. **Digital Lunchbox**
- d. **Trolley Stats**

IX. ADJORN

Historic Downtown Branson
Community Improvement District
Board of Directors Meeting

NOTICE – POSTED – AGENDA

Date: **Thursday, February 7, 2013**
Time: **4:00 PM (central daylight time), or as soon as possible thereafter**
Place: **Offices of the DBMA 112 W. College, Branson, Missouri 65616**

I. **CALL TO ORDER**

II. **PUBLIC COMMENT**

III. **CMT Downtown Revitalization** Fred Matthews/Steve Prange

IV. **Hwy 76 Complete Streets** Sabin Yanez

V. **ADDING PROPERTY TO THE DISTRICT** Attorney Joe Lauber phone conf.

VI. **FINANCIALS/BILLS/BUDGET REVIEW**

- **a. Bank Statement**
- **b. Sales Tax Report**
- **c. Bills**
  1) Branson GrayLine $ January Insurance, GPS Insight $24 February Monitoring, DOR $35. DBMA $4583.33 February Administrative, Brent Aitchison February Billboard $200, REI Video Equipment $

VII. **MINUTES**

- **a. January 3, 2013**

VIII. **OTHER**

- **a. Marketing Budget 2013**
- **b. Audit 2012**

IX. **ADJORN**

Historic Downtown Branson
Community Improvement District
Board of Directors Meeting

NOTICE – POSTED – AGENDA

Date: **Thursday, March 7, 2013**
Time: **4:00 PM (central daylight time), or as soon as possible thereafter**
Place: **Offices of the DBBA 112 W. College, Branson, Missouri 65616**

I. **CALL TO ORDER**

II. **PUBLIC COMMENT**

III. **CMT Downtown Revitalization**

IV. **FINANCIALS/BILLS/BUDGET REVIEW**

- **a. Bank Statement**
- **b. Sales Tax Report**
- **c. Bills**

V. Branson GrayLine $1594 January Insurance, GPS Insight $24 February Monitoring, DOR $70. DBMA $4583.33 February Administrative, Brent Aitchison $200 February Billboard.

VI. **MINUTES**

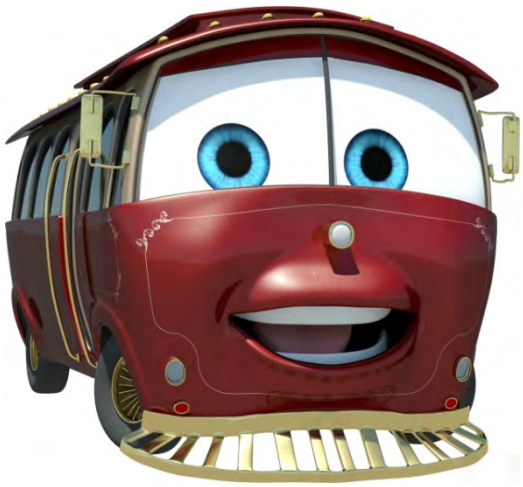
- **a. February7, 2013**

VII. **ADDING PROPERTY TO THE DISTRICT**

VIII. **OTHER**

- **a. Trolley Route**
- **b. Trolley Install approve up to $2,000**

IX. **ADJORN**



ALL WELCOME

TO A SPECIAL MEETING OF THE CID

"Historic Downtown Branson Community Improvement District"

Thursday, April 4th, 2013
3:30 p.m. – 5:30 p.m.

210 S. Commercial Street - Historic Downtown

New office of Crawford, Murphy & Tilly, Inc. (CMT)

3:30 pm Coffee, Water, Light Snacks, Meet & Greet.

3:45 pm Our Mayor, Ward II Aldermen and CID Board welcome you.

4:00 pm Our CID Board shares accomplishments and plans to expand The CID District. (Guest speakers currently in The District)

4:30 pm Attorney Joe Lauber will answer your CID questions.

4:45 pm CMT has a special presentation about the Historic Downtown Streetscape Project.

5:00 pm CMT will answer your revitalization questions.

5:30 pm Meeting ends – thank-you for caring about enhancing property values and the future of Downtown Branson.

***CID Board will briefly stay to conduct regular meeting items: approve minutes, bills and any other business.

Historic Downtown Branson
Community Improvement District
Board of Directors Meeting

NOTICE – POSTED – AGENDA

Date: **Thursday, October 3, 2013**
Time: **4:00 PM (central daylight time), or as soon as possible thereafter**
Place: **Offices of DBBA, 112 W College, Branson, Missouri 65616**

I. CALL TO ORDER

II. PUBLIC COMMENT

III. STREETSCAPE CONSTRUCTION Steve Prange

IV. FINANCIALS

a. SALES TAX REPORT The deposit for August collection was $49,621.75 which is for July sales. Month to date is up $6,328.53 over 2012 and $13,138.49 up YTD!!

b. BANK STATEMENT

c. BILLS Branson GrayLine $_____ September services, GPS Insight $24 October monitoring, Missouri DOR $35.00, DBMA $4583.33 October administrative and Brent Aitchison $200 October billboard.

V. MINUTES September 5, 2013

VI. SERVICE AGREEMENT 2014

VII. ROUTE AND 3RD TROLLEY IF ANNEXATION GOES THROUGH

VIII. RURITAN CONVENTION January 23 – 26 (Run 1 Trolley 24-26?)

IX. BENCHES & OTHER ITEMS TO CO-OP WITH STREETSCAPE

X. OTHER

XI. ADJORN

APPENDIX 3G

DOWNTOWN BRANSON BETTERMENT ASSOCIATION
MINUTES OF THE BOARD OF DIRECTORS

March 5, 2013

ANNUAL MEETING

A meeting of the Board of Directors (the "**Board**") of the Downtown Branson Betterment Association was held on March 5, 2013, commencing at approximately 8:30 a.m. at the offices of the Historic Downtown Streetscape Team CMT at 210 S. Commercial Street, Branson, Missouri 65616, pursuant to notice duly given.

Members of the Board who were physically present at the meeting were as follows:

Jim Babcock, Michael Frederick, Nancy Town, Steve Hartley, Craig Combs, Julie Mires and Rich K'nipple.

Members of the Board who were absent were as follows: None.

Members of the Board who participated by telephone conference were as follows: None.

Other individuals present at the meeting were as follows: Executive Director Cris Bohinc, Branson Economic Development Director Garrett Anderson, Mayor Raeanne Presley, Alderman Dr. Patrick Parnell, Steve Prange, GarriAnn, Judy Patrick, Bonnie Snyder, Bob Huels, Sally Kelley, Duane Gerken, Jan Batts, Chuck Mires, Mark Weisz, Doug Mason, Herb Smith, Randy Dees, Deborah Cohen, Chris Vinton, Lawanna Stuck, Bethany Thomas, Kenna Bennett, Cheryl Ford, Betty Nall, Anette Tuxen, Doug Burnett, Debra Shepard, Shane Grady, Dayle Goldsworthy and Judy Dittmar.

President Frederick called the meeting to order at 8:30 a.m. A simple majority of the Board was present, and a quorum was recognized. Meeting was commenced.

Public Comment President Frederick welcomed those in attendance then Director Bohinc asked each to share their name, business represented and a reason they believe downtown Branson rocks! Wonderful comments arose about how unique, eclectic, family owned, historic and more downtown is.

Welcome Honorable Mayor Raeanne Presley gave a warm welcome speech. Ward II Aldermen Dr. Patrick Parnell and Cris Bohinc were recognized.

Election Results The 2013 Board of Directors were announced and as follows: Jim Babcock, Michael Frederick, Nancy Town, Steve Hartley, Craig Combs, Julie Mires and Rich K'nipple. The outgoing 2012 directors were thanked for their service.

2012 Accomplishments President Frederick shared a list of accomplishments that the DBBA has achieved in 2012. He also spoke about the new name change to the Downtown Branson Betterment Association.

2013 Budget Director Bohinc presented both a spreadsheet and some graphs on the power point which gave in detail the revenues and expenditures as well as some explanation. There was pride in where we've come financially.

2013 Marketing Director Bohinc was thrilled to give the giant number of $195,000 for the 2013 marketing budget. There were specifics on the power point as well as a comment from the audience. Historic downtown business owner Doug Mason wanted the group to know that years ago when he was on the board that if they were able to raise $1,000 that they were excited. This put in perspective how grand the marketing budget has become due to very hard work in the DBBA office.

Shriners Presentation Deborah Cohen Director of Convention Sales from the CVB let the audience know about the Shriners convention and parade in our downtown. The expected attendance is 5,000 which includes Shriners

and their families. Now add hundreds if not thousands more that will be spectators for the parade to realize the impact this will make for our downtown and community. All are encouraged to open early Saturday, August 24th as patrons will line our streets early hoping to find a place to eat and shop!! The parade is scheduled to begin at 8:00 a.m.

Member Benefits DBBA Director Steve Hartley offered an appealing list of reasons to join the DBBA. On the power point were listed many reasons, however there are many more. Keeping 150,000 downtown brochures annually distributed and the $195,000 in marketing by the DBBA should be reason enough to join for only $300 per year. There is so much more.

Historic Downtown Branson Streetscape Steve Prange, project manager from CMT topped off the meeting with amazing slides presenting the beginning ideas for enhancing our downtown. There aren't enough words to type the excitement in the room. Please visit the new website for this: www.bransonstreetscape.com and stop in the studio on Thursdays.

Q & A Those attending were given ample time to ask questions and share comments about the streetscape. Everyone was thanked for taking their time to attend the annual meeting. Newly elected board members walked over to the DBBA office for the election of officers (all were of course welcome).

Election of Officers With all 2013 Board of Directors present the floor was opened for nominations. Director Mires nominated Michael Frederick for President. Director Town seconded. All in favor. Motion carried. Director Hartley nominated Nancy Town for Vice-President. Director Babcock seconded. All in favor. Motion carried. Director Frederick nominated Craig Combs for Secretary/Treasurer. Director Town seconded. All in favor. Motion carried. Director Frederick nominated Jim Babcock for Vice Secretary/Treasurer. Director K'nipple seconded. All in favor. Motion carried.

Minutes Director Town made a motion to approve the minutes of February 2nd, 2013. Director Combs seconded. All in favor. Motion carried.

Adjourn At 11:02 a.m. President Frederick entertained a motion to adjourn. Director Combs made that motion. Meeting adjourned.



"Downtown Branson…Where it Always Feels Like Coming Home"

Annual DBBA Meeting

March 5, 2013

Welcome and Introductions

Cris Bohinc, Executive Director DBBA

Introducing

The Honorable Mayor – Raeanne Presley

City Aldermen – Patrick Parnell
Cris Bohinc

2013 Board of Directors

DBBA Board of Directors:

Craig Combs
Jim Babcock
Julie Mires
Michael Frederick
Nancy Town
Rich K'nipple
Steve Hartley

Dayle Goldsworthy – Executive Assistant
Judy Dittmar – DBBA Representative

Welcome Address

Mayor, Raeanne Presley

2012 ACCOMPLISHMENTS
INVITATION TO GET INVOLVED

Michael Frederick
2012 Board President

These are some of what we continue to do for you:

- Revised the Website to offer more member content.
- Revised the brochure several times throughout the year to accommodate the many changes that naturally occur in Historic Downtown throughout the year.
- Both Shepherd of the Hills & Silver Dollar City's distribution services report that our brochure is the most requested.
- Increased the total number of brochures printed to over 150,000.
- Worked closely with the city in support of the upcoming streetscape project.
- Keep a strong voice before the city, county, chamber, MO Dot, etc. on behalf of the downtown.
- Hired an outside contractor salesperson to increase our event sponsorships.
- Created and published a monthly newsletter, which is distributed to all members, downtown businesses and friends of downtown.
- Changed the name of our organization to DOWNTOWN BRANSON BETTERMENT ASSOCIATION (DBBA)
- Changed the organization's by-laws, which in part, reduced the number of Directors on the Board to a total of seven (7).
- Developed and implemented a WELCOME COMMITTEE to meet and greet all new businesses to the Historic Downtown.
- Developed and implemented a NEW MEMBER ORIENTATION.
- Started to host quarterly "Meet and Greet" chit chat meetings.

BUDGET

Cris Bohinc

2013 DBMA BUDGET

2013 INCOME	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL INCOME
MEMBERSHIP	$625.00	$625.00	$625.00	$625.00	$625.00	$625.00	$625.00	$625.00	$625.00	$625.00	$625.00	$625.00	$7,500.00
ADMIN FEE CID	$4,583.33	$4,583.33	$4,583.33	$4,583.33	$4,583.33	$4,583.33	$4,583.33	$4,583.33	$4,583.33	$4,583.33	$4,583.33	$4,583.33	$54,999.96
TOURISM TAX	$6,250.00	$6,250.00	$6,250.00	$6,250.00	$6,250.00	$6,250.00	$6,250.00	$6,250.00	$6,250.00	$6,250.00	$6,250.00	$6,250.00	$75,000.00
CONTINGENCY FUND	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$15,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$15,000.00
MISSOURI ARTS	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$3,000.00	$0.00	$0.00	$0.00	$3,000.00
EVENTS INCOME	$0.00	$0.00	$0.00	$0.00	$25,000.00	$0.00	$0.00	$15,000.00	$30,000.00	$0.00	$60,000.00	$0.00	$130,000.00
											TOTAL ANNUAL INCOME		$285,499.96

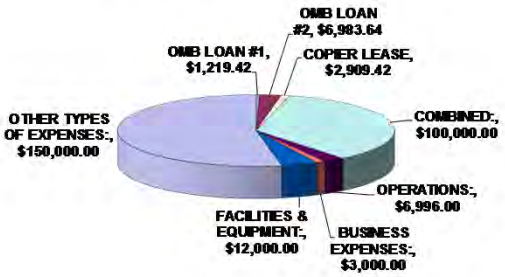
2013 EXPENSES	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL EXPENSE
OMB LOAN #1	$308.14	$308.14	$308.14	$296.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,219.42 LOAN NOW PAID IN FULL
OMB LOAN #2	$581.97	$581.97	$581.97	$581.97	$581.97	$581.97	$581.97	$581.97	$581.97	$581.97	$581.97	$581.97	$6,983.64 LOAN REMAINDER ABOUT 10/15
COPIER LEASE	$242.42	$209.08	$209.08	$209.08	$250.00	$250.00	$250.00	$250.00	$250.00	$250.00	$250.00	$250.00	$2,909.42 LEASE ENDS 4/15/13
COMBINED:	$8,333.33	$8,333.33	$8,333.33	$8,333.33	$8,333.33	$8,333.33	$8,333.33	$8,333.33	$8,333.33	$8,333.33	$8,333.33	$8,333.33	$100,000.00 PROJECTING LARGER SPONSOR SALES
OPERATIONS:	$583.00	$583.00	$583.00	$583.00	$583.00	$583.00	$583.00	$583.00	$583.00	$583.00	$583.00	$583.00	$6,996.00
BUSINESS EXPENSES:	$250.00	$250.00	$250.00	$250.00	$250.00	$250.00	$250.00	$250.00	$250.00	$250.00	$250.00	$250.00	$3,000.00
FACILITIES & EQUIPMENT:	$1,000.00	$1,000.00	$1,000.00	$1,000.00	$1,000.00	$1,000.00	$1,000.00	$1,000.00	$1,000.00	$1,000.00	$1,000.00	$1,000.00	$12,000.00
OTHER TYPES OF EXPENSES:	$12,500.00	$12,500.00	$12,500.00	$12,500.00	$12,500.00	$12,500.00	$12,500.00	$12,500.00	$12,500.00	$12,500.00	$12,500.00	$12,500.00	$150,000.00
											TOTAL ANNUAL EXPENSE		$283,108.48

DBMA SURPLUS 1/1/2013	$18,293.79
PROJECTED SUMMARY OF RECEIPTS	$285,499.96
TOTAL (Projected Income, Surplus)	$303,793.75
PROJECTED DISBURSEMENTS	$283,108.48
RESERVE (Only 5% - goal to raise each year)	$15,189.69
ENDING BALANCE (Income Disbursements Reserve)	$5,495.59

2013 TOTAL INCOME



2013 TOTAL EXPENSE



MARKETING

Cris Bohinc

HISTORIC DOWNTOWN PROGRAMS 2013	
MARKETING 2013	$75,000
VACATION GUIDE	$4,881.00
BROCHURES HISTORIC DOWNTOWN	$8,710.16
BROCHURES WALKING MAP	$4,561.32
DISTRIBUTION HFEC OUTER	$1,826.56
DISTRIBUTION HFEC INTERCEPT/TO BE PAID BY CID	$0.00
DISTRIBUTION NW ARKANSAS HFEC	$2,090.00
BRANSON APP (SDC)	$2,400.00
DISTRIBUTION SHEPHERD OUTER	$680.96
DISTRIBUTION SHEPHERD INTERCEPT/TO BE PAID BY CID	$0.00
DISTRIBUTION VISITOR CENTERS/MAIL	$700.00
WEBSITE ADDITIONS & UPDATES	$5,000.00
DESIGN & PRODUCTION	$4,000.00
PLUMB NELLIE	$5,000.00
AUTUMN DAZE	$5,000.00
FIDDLE FESTIVAL	$5,000.00
BRANSON UPDATE	$2,850.00
RADIO - KHOZ	$4,000.00
RADIO - BOTT	$5,000.00
RADIO - KTLO/KCTT	$3,000.00
RADIO - GREAT STUFF RADIO	$3,000.00
RADIO - MEYER (KTXR, JOCK, NEWS TALK +)	$7,000.00
ABA SPONSORSHIP	$300.00

- FIDDLE FESTIVAL CONTINGENCY FUNDS $15,000
- MISSOURI ARTS FESTIVAL GRANT $5,000
- ADVERTISING TRADES $20,000
- PRESS RELEASES & PR $10,000 VALUE

THE HISTORIC DOWNTOWN BRANSON	CID
MARKETING 2013	$70,000.00
BROCHURE DISTRIBUTION %	$5,038.48
ON MEDIA	$20,000.00
VACATION CHANNEL	$4,200.00
BRANSON VISITOR TV	$4,200.00
DIGITAL LUNCHBOX COMMERCIALS	$5,000.00
DIGITAL LUNCHBOX REVAMP 8 MIN.	$14,000.00
HALO NAPKINS	$3,600.00
OTHER TO BE DETERMINED	$13,961.52

MARKETING TOTALS

$75,000 TOURISM
$15,000 CONTINGENCY
$70,000 CID
$5,000 MISSOURI ARTS COUNCIL
$20,000 TRADES
$10,000 PRESS & PR

TOTAL $195,000

PRESENTATION REGARDING THE SHRINERS IN BRANSON

Deborah Cohen
CVB Director of Meeting & Convention Sales

DBBA MEMBERSHIP
Benefits
Invitation to Join

Steve Hartley

2013 Membership Benefits

The DBBA creates ways to highlight its members and their businesses through various events, media and exposure, including more online visibility.

BENEFITS INCLUDE:

- **Full page listing on the Website, downtownbranson.org The page includes two photos, a brief description of the business, store hours & contact information. The page includes a link to your Website or Facebook page. this is helpful for your Website's Google rankings & brings you customer traffic.**
- **Listing on the DBBA Website with full contact and location information**
- **Link to your business Website from the DBBA Website**
- **Bold listing on the DBBA map and brochure (150,000 distributed by Shepherd of the Hills & Silver Dollar City, tour groups, hotels and Missouri welcome centers.**

- **If your business is not located in the Historic District, your business will be listed on the DBBA 3-D map as a Friend of Downtown.**
- **Place your business brochure or coupons at festivals and events. Members may have their brochures or coupons available for distribution at DBBA booths during special events. Coupons or information may be placed in specially prepared packets for conventions or groups that inquire about visiting Branson.**
- **Will e-blast and Facebook blast from DBBA for your events (submitted information should be camera-ready).**
- **DBBA Newsletter - Monthly publication New members receive a special welcome on our Newsletter. Members may also be featured in an actual News story in our publication.**
- **We also advertise in print, radio, television and on the Web…we're here exclusively for you.**

CRAWFORD, MURPHY & TILLY, INC
Consulting Engineers

Historic Downtown Branson
Streetscape Improvements

QUESTIONS & COMMENTS

CLOSING

CRIS BOHINC

THANK-YOU

- Our Honorable Mayor and Ward II Aldermen for their attendance and continued support of Historic Downtown Branson.
- CMT for the use of their studio and help with the refreshments.
- Deborah from the CVB for her time.
- Your 2012 Board of Directors for their service.
- Simply Barbara for help with refreshments.
- YOU for caring and taking YOUR time!

DOWNTOWN BRANSON BETTERMENT ASSOCIATION

GUEST BOOK

PLEASE PRINT

NAME	BUSINESS	EMAIL
Michael Frederick	HSSAM	michaelfrederick@live.com
Cindy Patrick	BPTCA	
Bonnie Smyda	CenturyLink	bonnie.smyda@centurylink.com
Nancy Town	OBBA + Branson Ghost & Legends	NJTOWN@AOL.COM
Bob Huels	Commercial One Brokers	rrhuels@ccim.net
Sally Kelley	Plum Bazaar 123 E. Main	plumbazaar@sbcglobal.net
DUANE GERKEN	GERKEN & ASSOC.	DUANE@GERKENASSOCIATES.com
Richard Knipple	Lightning Pawn	RKNIPPLE@SUDDENLINK.com
JAN BATTS	ARKANSAS DIAMOND MINE	~~JBA~~ JANB@SUDDENLINK.NET
Julie Miles	Enchanted Memories	julie@enchantedmemoriesbranson.com
Chuck Miles	4	
Mark Weisz	Weisz Commercial Realty	mweisz@ccim.net

NAME	BUSINESS	EMAIL
DOUG MASON	IF THE SHOE FITS	MASONSHOEFITS@GMAIL.COM
Herb Smith	KLFC Radio	88fm@KLFCradio.com
RANDY DEES	Mr. B's Ice Cream & Deli	@rldjad@HOTMAIL.COM
JIM BABCOCK	BC MUSEUM	
Deborah Cohen	BLACC/CVB	dcohen@bransoncvb.com
Chris Vinton	Vinton Commercial Realty	Chris@ IVNLVE.NET
Lawanna Stuck.	White River Kayaking	info@whiteriverkayaking.com
Bethany Thomas	Branson Chamber/CVB	bthomas@bransoncvb.com
Konnie Bennett	Bott Radio Network	kbennett@bottradionetwork.com
Melanie Presley	City of BRANSON	info@BRANSONMAYOR.COM
Cheryl Ford	City of Branson	cford@bransonmo.gov
Betty Hall	PTGA	
Steve Newton	DICK'S T-10	
Anette Tuxen	Fashion House	anettetuxen@yahoo.com
Craig Combs	First Community Bank	Ccombs@fcboz.com
Doug Burnett	" " "	dburnett@fcboz.com

Dr PATRICK PAPNELL

DEBRA SHEPARD

SHANE CORADY

ANNUAL CARE CLINIC

THE BOYS & GIRLS THRIFT BRANSON (Affiliate) STORE

WPBJDM1@ATT.COM

dshepard@bgcozarks.org

SCORADY1954@GMAIL.COM

2014 DBBA Annual Meeting

Historic Downtown Branson

Downtown Business Betterment Association
March 3, 2014

CMT CRAWFORD, MURPHY & TILLY, INC. • CONSULTING ENGINEERS

Master Plan Implementation



Determining Priorities

Decision Factors

- Invest in areas that have high economic impact & will yield largest return on investment.
- Desire for Significant Improvement & Revitalization. Need to provide the visitor with a "WOW" factor that has high visible impact.
- Remain Consistent with Project Goals & Objectives.
- Impacts to business owners during construction
- Overall budget and cash flow during implementation.



APA MO CMT

Phase 1 Construction



APA MO CMT

Phase 1 Construction



Streetscape – Phase 1 Bid Tabulation

Streetscape – Phase 1

CONTRACTOR	BID FORM "A" – BASE BID AREA	BID FORM "A" – ALT. BID AREA	BID FORM "B" – BASE BID AREA	BID FORM "B" – ALT. BID AREA
Carson-Mitchell, Inc.	$3,259,826.91	$135,725.28	No Bid	No Bid
Engineer Estimate	$1,934,618.45	$78,606.00	N/A	N/A
Difference (Dollars)	$1,325,208.46	$57,119.28		
Difference (%)	168.50%	172.67%		

Contract Requirements:
-Complete within 98 Days
-Interim Date within 59 Days

Inflated Costs
-1 Bidder
-$50,000,000 Work On the Street
-Accelerated Completion Date
-Construction Sequence
-Concrete Pavement Alternative
-Proposed Utility Depth Requirements

Streetscape PH 1 Project Schedule

March 28, 2014: All easements completed - signed and recorded for every needed tract

June 7, 2014: Advertise for bids

July 10, 2014: Open Bids

August 12, 2014: Board of Aldermen consideration of bid award on first reading

August 26, 2014: Second reading of bid award

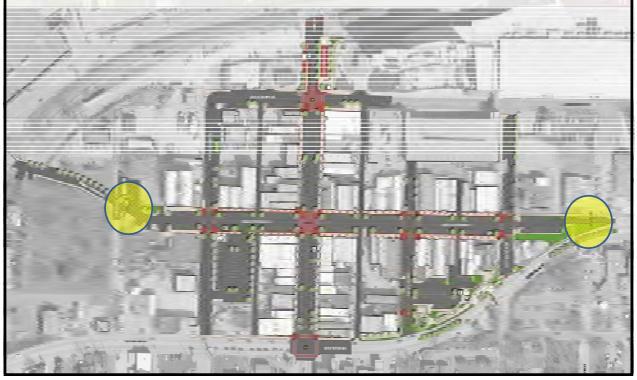
September 15, 2104: Notice to proceed issued effective Wednesday October 1st

November 11, 2014: Work suspended for one day for Veterans Day activities

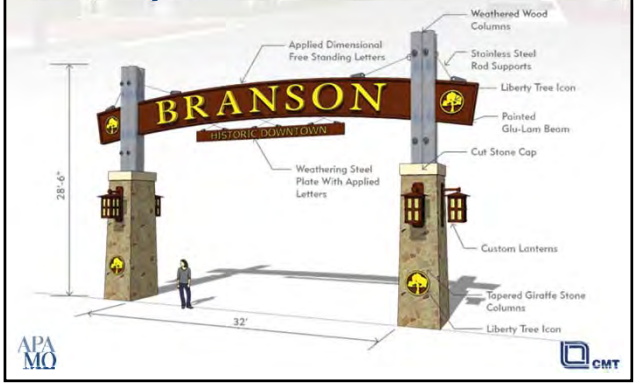
December 7, 214: Work suspended for one day Adoration Parade activities

June 16, 2015: Deadline for final completion

Project Overview



Gateways



Gateways



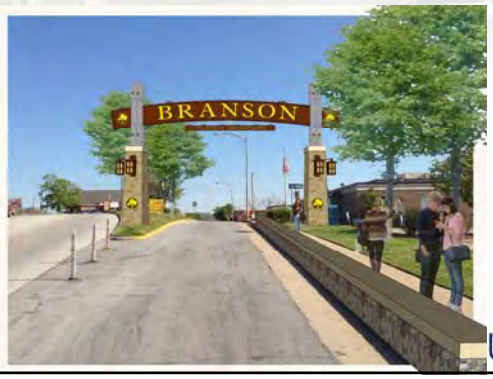
Gateways



Gateways



Gateways



Gateway Bid Tabulation

Gateway Improvements

CONTRACTOR	BID AMOUNT
Carson-Mitchell, Inc.	$523,177.49
Engineer Estimate	$368,255.25
Difference (Dollars)	$154,893.81
Difference (%)	142%

Reasons for Inflated Costs

-1 Bidder
-Holiday & Bad Weather on Bid Day
-Inflated Costs on Mobilization
-Sub-Contractor Inflation

Gateway Project Schedule

July 26, 2014: Advertise for bids

August 28, 2014: Open Bids

September 23, 2014: Board of Aldermen consideration of bid award on first reading

October 14, 2014: Second reading of bid award

October 16, 2104: Notice to proceed issued effective Monday October 27th

November 11, 2014: Work suspended for one day for Veterans Day activities

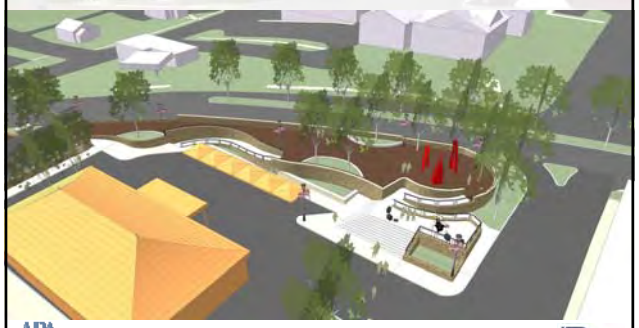
December 7, 214: Work suspended for one day Adoration Parade activities

June 16, 2015: Deadline for final completion

Festival Area – New Location



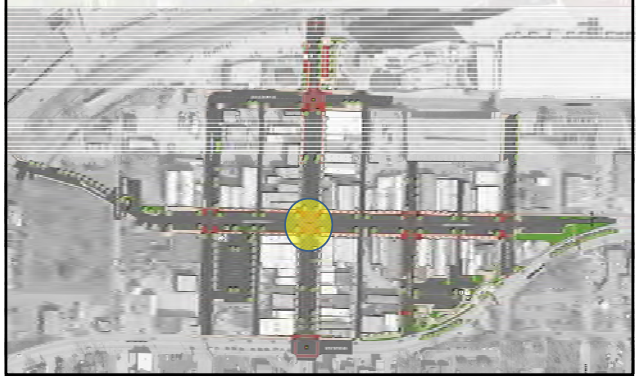
Festival Area Locations



Festival Area Locations



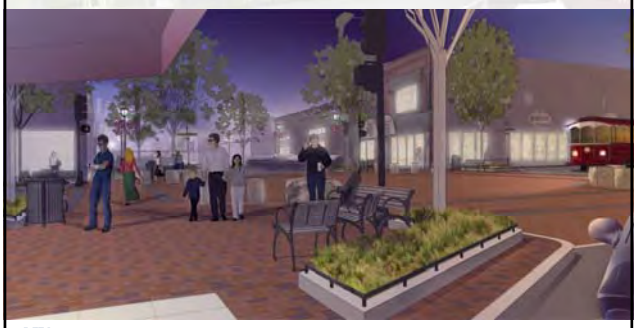
The Streetscape - Intersections



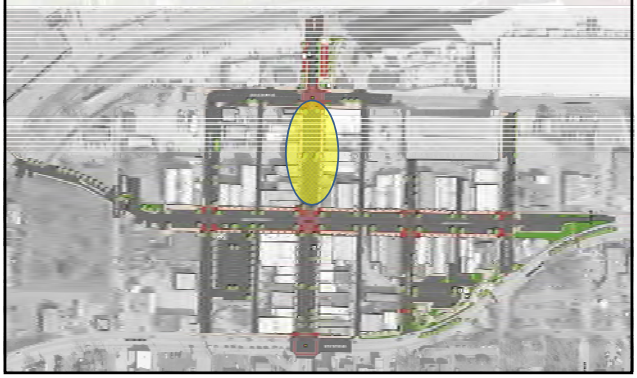
The Streetscape - Intersections



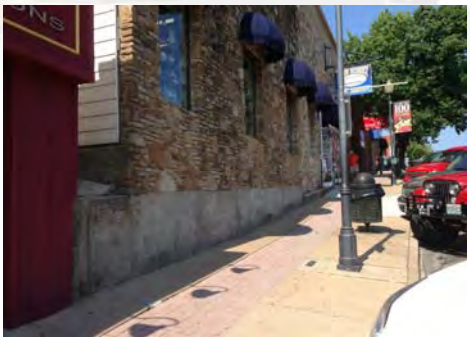
The Streetscape - Intersections



The Streetscape



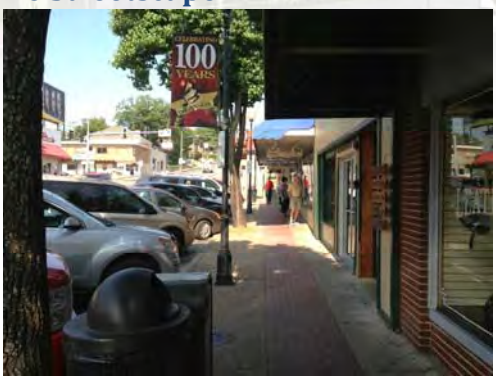
The Streetscape



The Streetscape



The Streetscape



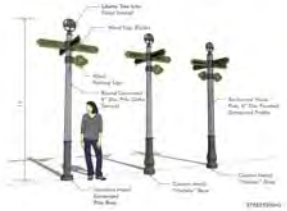
The Streetscape



Way-Finding & Street Furniture

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- Theme of Liberty Oak Symbol for Downtown Branding.





Sponsorship Promotion

TREE PLAQUE PROGRAM





FAMILY BRICK PROGRAM



FAMILY BENCH NAMING





APPENDIX 3H

Branson Daily Independent

Free

Your source for local news

Sunday

February 10, 2013

Volume 12 Issue 57

You've got to win in sports–that's talent–but you've also got to learn how to remind everybody how you did win, and how often. That comes with experience. –Billie Jean King

Lake Levels

Table Rock 906.9 ft.

Taneycomo 700.5 ft.

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Sister publication to the Taney County Times

Historic Downtown Streetscape Kick off Week begins Feb. 25

By JANN CLARK
Staff Writer

An ice cream and pie social is slated for March 1 as part of Branson's Historic Downtown Streetscape Kick off Week designed so the public can get a sneak-peek into the ideas and inter-workings of the team hired to formulate the $5 million revitalization plan.

The project's kick off week begins Monday, Feb. 25 and continues all day, each day through Friday, March 1 at the Design Studio on 210 S. Commercial Street. The ice cream and pie social will be held Friday, March 1 from 3-7 p.m. at the Design Studio.

Crawford, Murphy & Tilley, Inc., (CMT), won the $884,980 city contract to handle the engineering/design services on the downtown revitalization project and will be hosting the week-long kick off and ice cream social for the public.

Steve Prange, project manager for CMT, said Thursday during the board of aldermen study session that the kick-off week and the social are a way for the public to see what's being done and where the revitalization project is headed..

Two large detailed project boards were presented during the study session identifying each downtown business and its location, alleyways, bathrooms and where each downtown festival event occurs.

There are 115 physical business locations in the historic downtown area and more than 300 businesses are operating in the downtown area, which are being promoted daily via the Downtown Branson Main Street Association (DBMA).

The 'tentative timeframe' for the master plan phase of the project shows a series of steering committee meetings through April with a series of public informational meetings set for April 25, May 30, June 27 and Aug. 1.

Prange said CMT will have its comprehensive plan ready by September, which will show the above and below ground improvements, the costs for the project and the phasing. Prange said the engineering process will take several months with construction expected to begin January 2014.

Members of the CMT team have been meeting with officials from the railroads operating in the downtown area and the Missouri Department of Transportation in connection with the state's rail plan.

Prange said the outcome of the meetings with representative from those entities has been favorable. Prange said development in some of the parking lot areas and other areas have been an important part of those discussions.

"We're starting those talks now," Prange said. "We're hoping to make big things happen with those partnerships."

Alderman Rick Todd said the project needs to have three or four 'wows' so that people who visit the downtown area come away with something special from the experience and walk away talking about what they've experienced during their time there.

Also, the aldermen want to see some spectacular ideas on how to honor the country's veterans as part of the overall project, something special so veterans feel honored during their visit to the downtown area.

Taking the city's downtown Christmas decorations to a higher level was also a part of Thursday's discussions. Prange said he's been visiting with the business owners and said he hopes to meet with each of the 115 during the process – but that might be a 'lofty goal.'

"Downtown has a lot of positive energy on this

See STREETSCAPE, Pg. 2



Coach Wilson wins 1000th game

College of the Ozarks Lady Bobcats Head Coach **George Wilson** receives a crystal trophy from Assistant Coach **Becky Vest** in honor of his 1000th career victory Saturday following the game against York University 94-44. Wilson reached the 1,000 game milestone winning 441 games at C of O and 559 games coaching high school boys basketball in southwest Missouri for 31 years prior to his arrival at C of O in 1992. The Lady Bobcats (24-3) are ranked No. 2 in the nation. Wilson has led the Lady Bobcats to the NAIA Division II Championship eight times, earning National Runner-up four times. He was inducted into the Missouri Sports Basketball Hall of Fame and will be inducted into the NAIA Hall of Fame next month. Photo by Larry Plumlee

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Things i've been thinking about

First of all, I want to start with a correction. I don't know who sent it to me cause they didn't sign their name or include a return address. Oh, and the correction was typed. Someone didn't want the world to know that they are as old as I am, however, their recall obviously is better than mine from 59 years ago.

The correction stems from a recent column wherein I recounted my high school winning the Illinois state basketball tournament in 1954. I guess my "recollect" was a bit off cause my reader had it right. Our team beat a high school from the Chicago Public League named DuSable for the championship. The team I mistakenly wrote about was Hebron, who won the title in 1952. Hebron had a student enrollment of only 98, according to my phantom friend. I would have liked to included your name to give you credit, however, I respect your desire for privacy. Thanks for helping an old guy remember back six decades ago.

Thank You John Bartley

A public thank you to John Bartley, who on a trip to Chicago came across a rare double LP album of the Statler Brothers and brought it to me. John, a music man himself, served with yours truly as a judge for one of our CAM's Gospel Sing Offs. A shamefully and blatant plug here: Our Statler Brothers Tribute Show begins Wednesday, April 3 and plays each Wednesday and Saturday night at the God and Country Theatres. Just thought you'd like to know.



...And That's The Gospel...
By Ronnie Page

For The Readers In Our World

Our thanks to Marcus Leland for dropping by the *Branson Daily Independent* and leaving a book he wrote titled "The Saga Of Cassie Lawanna Malone." The book is also available on Amazon.com. According to the flier, it's a story featuring a "vibrant cast of gunfighters, Tishomingo Indians, gamblers and members of Spanish royalty."

New Faces In Pierce Arrow

Pierce Arrow begins their 2013 season next Thursday, Feb. 14, Valentine's Day, at 7:30 p.m. This is their "Sweetheart Special" weekend and will continue these shows through Saturday the 16th. Buy one ticket and get a second one free. Then the show will continue playing weekends until March 11 when their full schedule kicks in. I'm anxious to see the new show with the two new cast members. Oh, don't worry, Jarrett Dougherty will still be there with his "one and only" brand of humor. Looks like the quartet has a new face among the four. Call 417-336-8742 for ticket information.

CAM Winners Start New Show

Congrats to the Fair Family who begins their new show at the Hamner Barber Theatre beginning March 19. The brothers and sister act from Rogers, Ark., were the winners of the Branson CAM Sing Off competition last year. As a judge at that competition, I remember scoring these kids 'bout as high as I could. You'll love 'em. Call the box office at 417-334-4363 for schedules or visit www.hamner-barber.com.

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Moon River Grill to become Shorty Smalls

The Andy Williams Moon River Grill will become a new restaurant beginning in March.

Shorty Smalls Great American Restaurant will assume the location at 2600 West Highway 76 in Branson and plans to open on March 13, to coincide with the opening night of The Cat's Pajamas Vocal Band at the Andy Williams Moon River Theatre.

Shorty Smalls is no stranger to Branson, having restaurants here since 1995. Shorty Smalls will also partner with the Moon River Theatre so their patrons and groups can be accommodated at the restaurant.

•Streetscape

Continued from Page 1

project," Prange said. "We're off to a fantastic start."

Phase I of the downtown project will encompass parts of the planning and concept stage of the project that has been guided by input from the public throughout the year via public meetings as the ideas began to develop.

The city plans to appropriate at least $880,000 per year for the next five years to give the downtown area a boost, which will include some much-needed improvements to its infrastructure.

Connecting the entire downtown area into one walking region where residents and visitors alike can feel free to roam – day or night – is another goal of the overall Historic Downtown Streetscape plan.

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DEATHS, 2-3, 7A
Paul Atkinson, 82
Lyle Boughton, 71
Tom Bunch, 70
Sally Call, 55
Elizabeth Campbell, 73
Junior Isaacs, 84
Mervin Jameson, 80
Frank Newton, 89
Michael Shane, 54
Jim Shannahan, 75
John Thomas, 71
Jim Young, 78

BIRTHS, 2B
Loften Cossiboom
Trace Farquhar
Addison Henley

LOCAL



■ Snowfall kicks off spring

LOCAL



Businesses stand by downtown revival



Kris Collins | Branson Tri-Lakes News

ELLEN CHILSON, left, and **BARBARA ADAMS**, right, of the Kansas City area, explore the aisles of **DICK'S 5 & 10** downtown Friday morning.

By Kris Collins
KCOLLINS@BRANSONTRILAKESNEWS.COM

The downtown steering committee is in the process of collaborating with Crawford, Murphy & Tilly, Inc., consulting engineers, to cement ideas for a downtown revitalization scheduled to start in early January 2014.

David Montgomery, co-owner of Dick's 5 & 10, said the project is welcomed by his business.

"It's vitally important," Montgomery said. "Our infrastructure, as far as the water pipes and sewer, is very old and needs desperate attention and the things above ground are critical to the ongoing success of the downtown area. If it helps a certain part of the community, it's going to help all of the community. It's another viable options for the Branson visitor to enjoy while they're here."

Alderwoman Cris Bohinc, who is also chairwoman of the downtown steering committee, said downtown revitalization has been a topic of interest since early 2012.

After the Leap Day tornado hit last year, focus was turned to recovery of 76 Country Boulevard, Bohinc said. The project didn't come back into focus until the 76 project and downtown project were both part of five-year capital improvement plans.

"Me, being a ward 2 girl, I believe they deserve it," Bohinc said. "They were here first. When somebody has been paying taxes for 100 years, like our downtown has, and has the older infrastructure, they deserve to have some changes there, too."

Crawford, Murphy & Tilly, Inc., are contracted to execute the projected five-year revitalization.

The design team, headed by Steve Prange, will also be working with landscape architect Frank Zanaboni Jr., of Frank Z Design LLC, and two urban designers from Ratio Architects.

Prange said no plans are set in stone, at this point, for the $5 million dollar project.

The team invited the business owners and residents to the design studio, at 210 S. Commercial St., for an ice cream and pie social. During the get-together, Prange and team members surveyed for public opinion.

DOWNTOWN — cont. on 6A

$10M building set for summer school classes

By Mindy Honey
MHONEY@BRANSONTRILAKESNEWS.COM

The first of three multi-million dollar projects at Branson School District is now just weeks away from completion.

Assistant Superintendent of Business Services Don Forrest said district official will be going over a punch list next week, making sure everything in a new ninth-grade center is perfect before the school district takes control of the $10 million



City budget looking up

By Kris Collins
KCOLLINS@BRANSONTRILAKESNEWS.COM

After a tough 2012, when an EF2 twister closed Branson Convention Center for several weeks, and the adjacent Hilton Branson Convention Center Hotel for months, 2013 is starting out strong for the two facilities that host hundreds of events every year.

The Branson budget and finance committee met this week for a financial report. Branson

Local wins nationwide Elvis contest



DEAN Z performs the Elvis Presley tune "One Night With You" during the Ultimate Elvis Tribute contest final round Sunday, March 17, at Pala Casino Spa & Resort.

submitted photo

BY JOSHUA CLARK
JCLARK@BRANSONTRILAKESNEWS.COM

PALA, Calif. — Longtime Branson performer Dean Z, who performs as "The King of Rock 'n' Roll" Elvis Presley at the "Legends in Concert" show, brought home first place in the Ultimate Elvis Tribute Contest at Pala Casino Spa & Resort last week. He beat out a field of 22 performers from the U.S. and Canada in front of sell-out crowds, according to contest organizers.

"The entire experience of performing out there was just overwhelming," Z said. "It was humbling and exciting at the same time and, without a doubt, definitely one of the greatest moments of my professional career. It was my rock star moment."

Z, 29, said he is a lifelong Presley fan who grew up in Lancaster, Calif., and caught the entertainer fever early.

"Contrary to popular belief, my mom was not a big Elvis fan," he said. "They were supportive once I decided what I wanted to do, but I never had an Elvis influence growing up."

When Z was 3, the documentary "This Is Elvis" was on TV. He immediately cleared off the coffee table, jumped up and started trying to imitate Presley's every move.

"Not long afterward, my mom made my first Elvis jump suit," he said. "The first song I sang in front of anyone was "Jailhouse Rock," and I still sing it every day, twice a day, to this day."

Z moved to Branson in 2007, when he earned a spot in the "Legends in Concert" show. While the Dick Clark American Bandstand Theater is scheduled to host an Ultimate Elvis Tribute Contest next month, Z was forced to look elsewhere if he wanted to compete.

"The event in Branson has been held here for many years and I've always been involved as a performer or judge and never a contestant," he said. "Since the contest is sponsored by my employer, I've never been able to compete."

The win last week marked the first time Z has competed in a sanctioned competition in nearly a decade, and the first time he ever competed in the Ultimate Elvis Tribute Artist contest. He pocketed $2,000 in cash and an automatic entry into the International Elvis Tribute Contest, held in August during Elvis Week in Memphis, Tenn.

"I think, just by being there, I have a shot to win, but the real thrill for me is being there during Elvis week and performing for those true fans," he said. "Those people not only love the Memphis scene, but they love and understand the man and his music. I'm really looking forward to it; that week has always been one of the highlights of my year."

The Pala tribute contest was one of 30 similar events that will be held worldwide in partnership with Elvis Presley Enterprises, Inc., to select the No. 1 Elvis Tribute Artist for 2013. The Branson competition is scheduled for April 12-14.

DOWNTOWN

cont. from 1A

The issues that weighed heaviest with the crowd of more than 60 were more opportunities for outdoor dining, improvements to public restrooms and enhanced festivals and large gathering spaces.

The project is in the planning and feedback stage, and construction is scheduled to begin in January 2014 and last until March. The following stages of construction will occur during the same time frame to minimize influence on businesses.

Parking

One issue in the front of business owners minds is parking downtown.

Clockers Cafe owner Allen Thrame said parking is his customer's most pressing issue.

"That's the main complaint, really the only complaint, I hear," Thrame said. "I know they don't like the hill here, but there's nothing you can do about that."

Construction

Thrame, who has owned the cafe for the past two years, said his main concern is construction effecting his business.

Montgomery said he is willing to accept possible interruptions with his business if it means downtown improvements. The winter construction schedule aims to do just that.

"Honestly, in the winter it's slower, but we really don't have an off-season," Thrame said. "We probably have 100 locals that come here every day. Half of them come back for lunch and half of them come back a third time everyday year-round."

Bohinc said she believes there is no one way to make 100 percent of the people happy, but they hired professionals to get a close as possible.

"When the consulting team did their study, they were positive we have ample parking," Bohinc said, adding the issue is lack of signage to direct parking and getting staff not to park in front of businesses.

Historic preservation

The steering committee and the design team have both expressed their interests in preserving the historic downtown essence and coupling it with a contemporary look.

"People get scared and fearful we're going to take away the unique historic flavor," Bohinc said.

Preliminary plans show such historic flavor will be maintained in details throughout downtown.

President of the Downtown Branson Betterment Association and Hollywood Studio Store & More co-owner Michael Frederick said beautification was important, but not in place of downtown history.

"We are a historical downtown and I don't think any of us that are here want to lose that, but I think we need to make it more contemporary for what we hope will be a new segment of guests that come downtown," Frederick said.

Crawford, Murphy & Tilly Inc., and the downtown steering committee will host a public information meeting on April 25 at the design studio on Commercial Street.

"This belongs to all of our citizens, not just downtown," Bohinc said. "The whole community has a right to it and I hope they get involved. If they don't have time to stop in there, they can give their input on the website. This project belongs to our community."

SCHOOL: Branson to get three new buildings

cont. from 1A

A new $6.9 million high school activity center, which was once anticipated to be completed in December, was put on hold a few times. First, the district purchased additional acreage adjacent to the high school campus, just as the project was about to get started.

The additional land has allowed the district to add about 100 additional parking spaces, more than making up for what was lost with the addition of the ninth-grade center. Building the parking and additional road on the property has slowed work at the activity center. Work also has slowed at the activity center, Forrest said, due to the fact masons had to be pulled from the high school project to work on the district's new elementary school on Buchanan Road, working to ensure that project is done on time, and so school can begin on time this fall. He said getting the activity center done early wasn't vital when compared to the elementary school.

"The new elementary school has to be ready for the start of school," he said.

Still, Forrest said, with all the setbacks, the activity center is expected to be completed by the end of April. He said they plan to have the area cleaned up before graduation.

"Graduation is the single largest event we hold," he said. "We don't want safety issues."

The largest of the project, the $24.5 million 102,000-square-foot elementary school, being built just north of Branson Intermediate School on Buchanan Road, is set to be completed by July 19. Forrest said the district won't wait until the building is 100 percent completed before waxing floors and doing what they can to start moving in.

Still, the timeline is tight, with everything from furniture to move in, marker boards to be installed and teachers turning the new empty spaces into classrooms.

To ensure that everyone has enough time to get settled, on Tuesday night, the school board approved the 2013-14 school calendar with a start date of Aug. 26, about a week later in the year than the district usually begins class.

While Forrest is keeping a close eye on all of the projects and schedules, he said it is exciting to be at this point.

"It is great for us to see these projects coming together," he said.

The projects are also coming together when it comes to budget. Forrest said, as with most construction projects, the district planned an 8 percent contingency fund, for change orders, or adjustments to the project.

He said running at 4 percent is considered very good.

The ninth-grade center and elementary are both within 1 percent of budget. The activity center, Forrest said, is about 10 percent off from budget, but that is due to the additional parking which was after the budget was created.

"We have a very good architectural firm and a lot of planning went into those buildings," he said.

Suspect in Stone County bomb threat in custody

By Kris Collins
kcollins@bransontrilakesnews.com

An Iowa law enforcement agency has a suspect in custody believed to be involved in the bomb threat to the Stone County Sheriff's Office last week.

Marion County Sheriff's Office confirmed Teresa Jane Pickering was in custody and being held for Missouri law enforcement on a $50,000 cash-only bond. She was arrested Tuesday and is awaiting extradition.

Stone County Sheriff Doug Rader said previous attempts to locate Pickering were based on tracking the phone that made the call. Rader said those attempts were unsuccessful because the phone that the call was made from was a TracFone or prepaid phone.

Rader didn't disclose any information regarding how Pickering was linked to the incident and declined to comment further on the matter because it is an open investigation. Rader said he expects to release more information some time next week.

Downtown parking experiment OK'd

By Kris Collins
kcollins@bransontrilakesnews.com

The Branson Board of Aldermen and representatives from the Crawford, Murphy & Tilly, Inc., decided to conduct a parking experiment with downtown business owners in an attempt to maximize parking downtown.

During a city of Branson study session, Steve Prange, the downtown streetscape project manager from Crawford, Murphy & Tilly, Inc., said by giving business owners free temporary passes for themselves and their employees, it could be accurately measured how many downtown parking spots are used by employees.

The experiment is a step toward an effort to increase the use of a paid parking garage downtown off of Commercial Street and free parking spaces for customers and downtown visitors.

"I think the people who are coming to the downtown expect to have that spot in front of that shop they're going to shop in and, by golly, it should be free," Prange said.

The council members and design team landed on an agreement for a three-month temporary experiment in which downtown employers and employees will be given free parking passes for the parking garage.

Apart from the parking issue, the design team gave a condensed version of the downtown streetscape presentation to aldermen who had previously not seen the presentation and aren't part of the downtown steering committee.

The downtown revitalization is a projected six-year plan with a $5 million budget, Prange said.

The project is focusing on making downtown a more visitor-friendly place with resting and visiting areas, linking the Branson Landing and downtown areas, and maximizing the potential of the downtown area to meet the wants and needs of the community, business owners and residents.

The project is currently in the planning and feedback stage with construction phases planned for January-March 2014, a schedule to be repeated until construction is completed.

One important aspect of the project is feedback, Prange said, from business owners, citizens and the steering committee members. Prange said the team has held 70 meetings concerning the project since work planning began in mid-January.

"We have a well-defined process in the way we approached this process and have since day one," Prange said. "One of them is constantly revisiting everything after we've gotten feedback from everybody. That's why we're here today — to get feedback."

The project team will continue its efforts to include the public input and hear comments from residents at a public information meeting from noon to 2 p.m. April 25 at the design firm's downtown studio at 210 S. Commercial St.

More information may be found at bransonstreetscape.com.

Riverview Christian School
wants to congratulate alumnus
Teddy Simnick & Drury Panthers

PORTS



D-12A

Panthers go to 14-2

PERSPECTIVES



A

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INDEX

Local	2-3, 7A, 6B
Perspectives	4A
Entertainment	5-6A
Neighbors	8A
Business	9A
Sports	10-12A
Medical Guide	1-4B
Faith	5B
Court Reports	7B
Legal Notices	7-8B
Classifieds	9-10B

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Kruithof resigns

By Mindy Honey
MHONEY@BRANSONTRILAKESNEWS.COM

The Branson Board of Aldermen voted Friday to accept City Administrator Dean Kruithof's resignation.

In his letter of resignation, Kruithof explained his wife has accepted a new position that will require her relocation to northwest Arkansas.



Dean Kruithof

"In 34 years of marriage, Cynthia has provided unwavering support, and, at times, sacrifices for my career goals," Kruithof's letter reads. "At this stage of our life it is time for me to provide that same commitment to her. For this reason only, I am submitting my letter of resignation."

Mayor Raeanne Presley said Kruithof's resignation came as a surprise.

"It was not expected," she said, explaining Kruithof shared with the board his intention to step down Tuesday.

She hopes Kruithof's replacement brings many of the same qualities to the city as Kruithof did.

KRUITHOF — cont. on 2A



KURT MCDONALD, College of the Ozarks purchasing director and resident bee expert, front left, shows the bees "bearding" during Wednesday's unveiling of more than 30,000 bees on the campus of C of O.

School of the Ozarks buzzing with new guests

By Joshua Clark
JCLARK@BRANSONTRILAKESNEWS.COM

The School of the Ozarks welcomed more than 30,000 new residents Wednesday morning as it kicked off a bee-keeping project.

"The students have been anticipating this all year, as this will be their student-made product," said S of O Headmaster Brad Dolliff. "They'll be marketing and selling honey."

For the past few weeks, 20 students have undergone bee-keeper training, and 10 students will tend to the bees. The 10 students not caring for the bees will take care of designing labels and coming up with a marketing plan. The honey will be harvested, bottled and made available for purchase at the campus gift shop.

While students and faculty have been waiting for the arrival for many months, the timing needed to be perfect to transfer the bees to their new homes.

"The spring is the best time to introduce bees to the hive," Dolliff said. "They built the hives during the school year in anticipation of this event," Dolliff said. "From now through the summer and into the fall we're actually growing bees here."

The hives are located in the campus garden, which gives the the ideal environment in which to thrive. Dolliff said even though harvesting the honey is the end game, the safety and care of the bees is what is most important.

"We have a little over 30,000 bees here, and right now we're in the business of raising bees," he said. "The environment of the college is perfect for the bees. There's water, a garden, a greenhouse and all the other foliage on campus give them everything they'll need to survive."

While Wednesday's unveiling of the bees was something that had been looked forward to, the weather was a bit too crisp to expose the younger bees to the elements.

"The bees can survive, but their babies, larva in the honey comb, wouldn't make it in this cold temperature," Dolliff said. "Once it gets warmer, we'll move the frame bodies into the new hives so they can get used to their new home."

BEES — cont. on 2A

Business leaders weigh in on $5M downtown revitalization

By Kris Collins
KCOLLINS@BRANSONTRILAKESNEWS.COM

The downtown Branson revitalization team held a public information meeting Thursday to share, discuss and get feedback on the project with business owners and residents.

Steve Prange, project manager from Crawford, Murphy & Tilly, Inc., estimated 70 people showed up for the meeting.

"If I had to put a percentage on it, I'd say it was about 75 percent business owners," Prange said.

The team has made efforts to get as much input as possible for the project since it began. The first event, an ice cream social, drew in approximately 50 guests who gave their opinions and input on ideas for improvements downtown. Prange said part of the design process is to get input, create designs, get more input and refine those designs and ideas.

> The people of Branson are so active in their community. To have them come support this and continue to give their feedback is just outstanding.
> Steve Prange, project manager

One resident, Bill White, of HCW Realty in downtown Branson, saw the presentation for first time Thursday.

"I just found out there are going to be some green areas downtown, which is really positive for the area here downtown," White said. "They have so much going on that's positive, I don't know that my input is what they need because everything I've seen, I'm very pleased with."

Thursday's public presentation was the first of three scheduled through August as the design team works toward updating the downtown area.

"I think it went fantastic," Prange said. "I do these things all over the place and I sound like a broken record, but the people of Branson are so active in their community. To have them come support this and continue to give their feedback is just outstanding."

Most recently in the project planning, Prange presented an update during a Branson study session and it was decided a parking experiment would be conducted. The experiment aims to determine if more parking could be created by giving business owners and employees temporary free parking passes for a parking garage.

DOWNTOWN — cont. on 2A

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ZACH TERRELL, from left, **LILY EDWARDS, CODY WATSON, CHRISTINA MCCARTHY, VICTORIA HIGGINS, HAELEIGH BLACKSTOCK** and **DONOVAN DERBY** show off their trophies after winning second place at the Great Plains Math League Division B Championships April 20.

KRUITHOF: City administrator resigns

cont. from 1A

"I think Dean brought a good sense of community with him," she said. "He was easy to talk to. Dean built relationships and was focused on the bigger picture."

The Board of Aldermen will begin the process of hiring a city administrator soon.

"As the Kruithofs make plans for their move to a new home, Dean's actual last day of service will be flexible," Presley said. "The board has already asked Dean to stay during a 10-week notification period as required in his employment contract and will make plans for him to stay beyond this period to allow for a smooth transition as the city approaches the busy summer season," Presley reported.



Raeanne Presley

Presley is optimistic the position will draw a lot of interest during the nationwide search. She said during the city's last search for a city administrator, the position drew dozens of qualified candidates.

JONES

cont. from 1A

"Today is a sad day for music," Webster said in a press release. "George said to me once, 'One day I'll join the angel band.' Well, today he did."

Jones has been performing in Branson since the 1990s, and was booked to perform two shows, Oct. 11 and Nov. 10, at the Oak Ridge Boys Theatre.

"We are devastated this morning," said Oak Ridge Boys member Joe Bonsall. "We have lost 'The Possum;' a legend and friend. Rest in peace George Jones."

Jones was known for his achievements both on and off stage. Garnering the nicknames "No Show Jones" and "The Possum," he was known for his hard-partying lifestyle, as well as the hit songs "He Stopped Loving Her Today," "Who's Gonna Fill Their Shoes" and "She Thinks I Still Care."

Jones, who was in the middle of what he said would be his final tour, was hospitalized in Nashville April 18 for a fever and irregular blood pressure. The cause of death was not immediately released.

As of press time, no information was available as to which artist will "fill his shoes" later this year at the Oak Ridge Boys Theatre.

BEES

cont. from 1A

According to Dolliff, once the bees get acclimated to their new homes, they will begin to fill the hive body with honey in order to sustain their existence through the winter. Once the first body is full, the students will add another layer on top.

"Once those are both full, we'll start inserting 'supers,' or extra hive for them to continue to fill with honey," Dolliff said. "That will be the honey we'll take off the top and market."

"The kids have been working hard, and we're all very excited about this project," Dolliff said

Before the bees delve deeper into their hives, they are kept in "nuke" boxes, which is short for nucleus. This is the location where thousands of bees are raised.

"Bees are raised in the 'nuke' because it keeps them healthy and small," said beekeeper and professor Kurt McDonald.

The bees will not only be a big part of student life at S of O, but organizers hope the project will teach students many things they can carry with them for years to come.

"We feel like this project is perfect for our students, to teach them all the things we'd like to instill in them about the education of the head, heart and hands."

Ollie Wayne Kuykendall





Ollie Wayne Kuykendall born May 21, 1933 in Blair Oklahoma was called home to be with his Lord and Savior Jesus Christ on April 23, 2013. He is survived by the love of his life Shirley whom he was married 57 years, his three sons George (Cheryl), Mike, and Steve (Careen); 7 grandchildren and four great grand children. Ollie was a faithful servant of Christ, a man of prayer who consistently sought the will of God for his life. Many lives were touched by him and he will be missed, until that day we are reunited with him in heaven. A celebration of his life will be held at New Beginnings Fellowship in Hollister on Saturday April 27th at 3:00. In lieu of flowers please make a donation to Hospice Compassus of Missouri.

For online condolences please visit our website www.cremationsoftheozarks.com

26429

DOWNTOWN

cont. from 1A

The downtown streetscape project includes a $5 million budget and is estimated to take six years to complete.

The project focuses on making downtown a more visitor-friendly place with resting and visiting areas, linking the Branson Landing and downtown areas, and maximizing the potential of the downtown area to meet the wants and needs of the community, business owners and residents.

Prange said his team would continue to meet with the downtown steering committee, residents and business owners to help guide the project. He speculated a price tag would be put on the project in several months and the next step would be comparing what can be afforded and what is wanted.

More information on the project, team members and project timeline can be found at branson-streetscape.com.

■ BRANSON

CHARITY SALE: Belk in Branson is hosting a charity sale April 27 when local charities will sell $5 tickets and 100 percent of the ticket sales goes to local charities. The sale runs from 6-10 a.m., and provides and opportunity for customers to support local charities while receiving between 20-70 percent discounts offered throughout the store. The first 100 customers to arrive at each store will receive a free Belk gift card ranging in value of $5 to $100 and a chance to win one of three $1,000 Belk gift cards awarded company-wide. All customers will receive a $5 discount off the first purchase.

■ BRANSON

LAKES AREA CHILD ADVOCACY CENTER BENEFIT: From 1-4 p.m. April 27 Track 4 Family Fun Park in Branson is hosting a Ride for $5 event, when all attractions cost $5 each. Proceeds from the event will benefit the Lakes Area Child Advocacy Center, a nonprofit agency in Branson West that provides assessments and services to child victims of sexual and physical abuse in Stone and Taney counties.

For more information about Ride for $5, or to find out more about the child advocacy center, contact the Lakes Area Child Advocacy Center at 417-272-8410.

Greene officiating. Cremati
the direction of Stumpff F
South, in Kimberling City.

She died April 23, 2013, a

Peggy was born March
Argonia, Kan., daughter of
Janie Bringer Scott. She ha
area since 1979, coming
Center, Kan. She worked at
City. She was a member o
Church, in Kimberling City.

She was preceded in dea
ents; her husband, Gene Le
Piatt; and brother Howard S

Survivors include sons
Wichita, Kan., Rick Piatt, of
daughters Linda Sabala, of
Risa Stegman, of Conway
sister Kay Pemberton, of Br
grandchildren; and 21 great-

Memorials may be made
Church, P.O. Box 459, Ki
MO 65686; Shoe Box Mini
Wood Drive, Scottsdale,
Samaritans' Purse, P.O. Box
NC 28607.

HARLEY GUY BI

Funeral services for Harle
65, of Protem, will be held
29, 2013, at Salem General
near Theodosia, with Pasto
officiating. Burial will foll
Cemetery under the
Greenlawn Funeral Home
Visitation will be held fron
service time at the church.

He died April 25, 20
Medical Center, in West Pla

Harley was born May
Protem, son of Clifford and
Brown. He was a lifelong
Protem area and worked fo
facturing company.

He was preceded in death
brothers Junior and Bill
Arkie Blanton, Eugie Willi
Brown and Elsie Fay Brow

Survivors include his
Ingram Brown; sons Don
Forsyth, Richie Brown, of
Manford Brown, of Green
ters Opal Ware, of Pr
Haynes, of Mountain Hor
grandchildren; and one grea

DEBRA SUE US

Funeral services for Del
58, of Ridgedale, were held
at Snapp-Bearden Fune
Branson, with Chaplain
officiating. Burial follov
Memorial Park Cemetery, i

She died April 21, 2013,

Debra was born May 3
Scott, Kan., daughter of Alb
Henderson Jennings. She
Roy Ussery Sr. in 1976 i
Kan. She was a homemake

She was preceded in de
ents; and infant son Jason

Survivors include her h
son David Ussery Jr., of Ri
ter Denise Ussery and hu
Jurado, of Branson; steps
Tim Ussery, both of Pi
brothers Ronnie Jennings,
and Gary Randolph, all of
area, James Jennings, of
Kenny Hively, of Montana
children.

Partners hear downtown update

Downtown Branson Revitalization project coming together

BY JOSHUA CLARK
JCLARK@BRANSONTRILAKESNEWS.COM

An update on the $5 million project to revitalize downtown Branson was recently presented to Partners in Progress by Steve Prange, project manager from Crawford, Murphy & Tilly, Inc.

"We always start these projects by looking at the strengths of the areas," Prange said. "We also look at the weaknesses and opportunities to build on our goals and objectives."

Prange began by speaking about the current look and feel of the downtown area.

"It feels like I'm in downtown U.S.A., like Main Street America," he said. "There is something there that appeals to everything you find about a main street."

It is that feeling of being transported back to a simpler time that Prange sees as a major selling point of the downtown area.

"It isn't like the Branson Landing," he said. "It's a neat, very unique place to go and, in this day and age, people are looking for something like this."

Prange discussed the need for repairs to be done to the aging utility structures, steep grades of the hills, traffic, public restrooms, parking, the lack of outdoor seating, lack of signage and several other issues that need to be addressed. He then shared information gathered during an ice cream social last month.



file photo | Branson Tri-Lakes News

DOWNTOWN BRANSON is set to be revitalized during the next five years.

"The No. 1 vote-getter was people asking for the creation of more outdoor dining opportunities in downtown," he said. "Also near the top of the list was the enhancement of festivals and large gathering spaces. We have several ideas of how to do that."

Although the majority of the items on the list were issues Prange expected to show up, he was genuinely shocked at outdoor dining opportunities being at the top of the list.

"We did not think downtown wanted more outdoor dining because so many people could just go down to the Landing," he said. "The more we dug into it, we found that outdoor dining and gathering spaces were tied together. People wanted a place where they could gather outside, whether that is enjoying a meal at a cafe, or more benches on the sidewalk where they could sit and enjoy the atmosphere."

Prange and his team then got to work and came up with a plan to implicate many of the issues residents asked to be taken care of.

At the end of the presentation, Prange then addressed the fear that local residents may have about what their plans for downtown will be.

"We aren't going to come into downtown and make it a war zone for a year, then pull out," he said. "We're going to try and chew off sections of downtown and prioritize with the help of the steering committee and the elected officials. We plan on biting off only what we can chew over the winter months."

The project is scheduled to span the next five years. For more information, including meeting minutes, project goals, upcoming events and photos, visit bransonstreetscape.com.

BRANSON

CLICK IT OR TICKET: The Branson Police Department will be joining with statewide law enforcement May 20-June 2 for an aggressive Click It or Ticket mobilization to crack down on Missouri's seat belt violations ... and save more

C of O students grow hydroponic lettuce

BY HALEY JONES
COLLEGE OF THE OZARKS

The College of the Ozarks horticulture department is now growing lettuce in an unconventional way. Without soil, the College raises hydroponic lettuce in nutri-



OBITUARI

THELMA D. S

Funeral service D. Scowden, 84, were held May Snapp-Bearden Home, in Brans Rev. Don Keithly Burial followed Memorial Park (Branson.

She died May Forsyth.

Thelma was b 1928, in Mildred, Ira and Ethel F Moore. She work Drug Store, in I married Paul J Scowden in 1950 Ark. She was a Branson United Church. She own ated antique shop licensed real estat

She was preced by her husband; brother Ira Edwa Moore; and sis "Dot" Moore Win

Survivors inclu Dolores Ann Scov and husband Hollister; Pati Scowden Timble Kelly, of Branson Michael Scowde Kathy, David Jam all of Springfield grandchildren.

BOBBY LEE A

No services are Bobby Lee Adc Branson. Cremati the direction of C the Ozarks

Downtown streetscape on schedule

BY KRIS COLLINS
KCOLLINS@BRANSONTRILAKESNEWS.COM

Crawford, Murphy & Tilly, Inc., the consulting engineer firm working on the downtown streetscape project, are on schedule in the projected $5 million, six-year revitalization of historic downtown Branson.

Steve Prange, project manager, said the most recent development in the project was a parking experiment aimed at freeing parking spaces downtown.

"We had over 200 people show up from local businesses, just the downtown businesses," he said. "The owners and their employees were the only ones who were allowed to sign up.

"That gives us some indication that if there was free parking in that garage (off of Commercial Street) it may be utilized a little bit more by the local business and has a potential to create a possible 200 parking spaces in the streets or alleys that are currently being taken up by employees or business owners."

The temporary experiment began in early June and will last until August.

Prange said most of the attention on the project thus far has been on park areas, designs for the "link market," and event spaces. Prange said that focus is shifting toward the streetscape.



courtesy of Crawford, Murphy & Tilly, Inc.

COMMERCIAL STREET is a topic of discussion for the downtown streetscape design team.

"We're going to start digging into the details of the color of brick and pattern of brick that we're looking at doing," he said. "We're going to look at the street furniture, what type of furniture we want with the trash cans and the benches and all of that. Then we're going to take a look at the lighting downtown whether it's the antique, historic-looking lamp posts that we'll be placing or if it's low-level lighting."

One change Prange said residents will notice in the next two weeks are two "bump outs" that will sit on the northwest and southwest corner of Commercial and Main streets.

Prange said this will give residents a chance to see the amount of space the bump outs will take and how much parking space will be taken up. Prange said he expects a warm reception.

The next public information meeting is scheduled for noon June 27 at the design studio at 210 Commercial St.

The project team had a meeting with the downtown streetscape steering committee Friday morning to discuss trees.



courtesy of Crawford, Murphy & Tilly, Inc.

AN ARTIST'S RENDERING OF COMMERCIAL STREET shows what the downtown gateway could look like as visitors enter the area.

"We're going to focus on trees downtown since that's such a hot topic," he said. "We're going to try to educate our steering committee on all the things we look at when it comes to the tree design for a downtown area like this."

Prange said the education included which trees are available to choose from and which trees work best in specific locations with regard to roots or visibility.

More information on the project, team members, steering committee and schedule can be found at bransonstreetscape.com.

OBITUARIES

JAMES "JIM" STEVENS

Memorial services for James "Jim" Stevens, 63 of Kissee Mills, were held June 7, 2013, at Kissee Schofield-Eakins Funeral Home Chapel, in Forsyth. Burial will be private. Arrangements are under the direction of Kissee-Schofield-Eakins Funeral Home.

He died May 31, 2003, at his home.

Jim was born May 27, 1950, in Dayton, Ohio, son of James S. and Meropy Savopoules Stevens. He graduated from Centerville High School in 1968. He was a manager of a Bob Evans Restaurants in Ohio. He worked at Pitney Bowes in California. He married Velma "Ve" Miller in 1984 in Honolulu, Hawaii. He managed the Olive Garden restaurants in Springfield and Branson. He worked at Bass Pro for the past two years. He moved to the area in 2005, coming from Pleasant Hope. He was of the Greek Orthodox faith.

He was preceded in death by his parents.

Survivors include his wife; daughters Melissa and Christina, of Florida; brothers Steve Stevens and wife Anna, of St. Augustine, Fla., Tom Stevens, of Columbus, Ohio; sister Andy Stoffel and husband Mike, of Dayton, Ohio; and one grandchild.

Public input shaping downtown revitalization

Posted: Tuesday, June 25, 2013 2:23 pm

By Kris Collins |

Members of the downtown streetscape project team from Crawford, Murphy, & Tilly, Inc., gave Branson aldermen a project update and sustainability presentation during Thursday's study session.

Project Manager Steve Prange gave a progress report on the link market, which will connect Branson Landing to historic downtown, gateway improvements, which welcomes visitors downtown, festival areas and intersections.

"We took a hard look after a lot of comments," Prange said of the link market. "We wanted to stay true to what was there to begin with — the old hunting shacks and the old cabins along the lakes — and we wanted to try to put something back that was a new version of that, but still staying true to a few of the architectural elements like the wood and the stone, the roof line and the window line."

The new design features a trolley stop and restrooms on one side of Main Street and a flexible use space. Prange said the area is a little bit more flexible than the previously suggested kiosks.

The new design also includes a downtown business and/or historical information center, which sits opposite of the trolley stop and restroom.

"The steering committee has looked at this flex use space area and assigned a separate group within the committee called the four seasons committee, and they are currently brainstorming with our creative team to come up with new ideas of what this could look like for all four seasons of the year," Prange said.

He said once the team had four ideas, one for each season, the team would bring them to the board for consideration. Two of examples of a winter use mentioned during the presentation were an ice-skating rink or an area for children to visit with Santa Claus.

The remainder of the updates focused on the gateways to downtown and a new event space, Liberty Park, which could potentially be on property owned by Branson Christian Church. Prange said the team spoke with representatives from the church and a discussion is underway.

An update on a parking experiment the design team conducted showed a potential for increased parking spaces. The experiment included 200 downtown business owners and employees who were granted limited-time, free parking in the parking garage downtown to see if spaces would open up in front of businesses. Preliminary data shows a potential for increase of approximately 30 spaces.

The presentation was wrapped up with a sustainability portion discussed by Matt Zick, a new member to the design team. He informed the board of a new sustainability ratings system, the envision rating system, and what types of projects the rating system can be applied to. The approximate cost is $8,000 per $2 million for a project to follow the rating system practices.

Those wondering what some of the new additions may look like may visit the temporary "bump outs" at Main and Commercial streets.

The design team has second public meeting scheduled for 12 p.m. June 27 at the design studio at 210 Commercial St.

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Branson Daily Independent

Free

Friday & Saturday
June 28-29, 2013
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Your source for local news

We make a living by what we get.
We make a life by what we give.
— Winston Churchill

Lake Levels
Table Rock 916.8 ft.
Taneycomo 701.7 ft.
Bull Shoals 662.3 ft.

Sister publication to the Taney County Times

$5 million Downtown Streetscape project discussed

By JANN CLARK
Staff Writer

More than 50 people attended the second public information meeting held in connection with the $5 million Historic Downtown Branson Streetscape Improvements project to see what's in store as the project takes shape.

Citizens came to the downtown project headquarters, located at 210 South Commercial Street, Thursday to view a preliminary concept design that was unveiled by the design team of Crawford, Murphy & Tilly (CMT), Inc.

Steve Prange, project manager for CMT, outlined the possibilities via a series of slides that showcased the team's conceptual drawings of what a new and improved historic downtown could look like.

The projects goals are to increase economic viability, improve vehicular and multimodal transportation, create inviting places and improving accessibility for pedestrians, and to increase outdoor seating and places for people to congregate and have conversations.

Also a priority is to improve utility infrastructure, reduce flooding, increase safety, increase utilization of downtown parking, expand the downtown district, improve the out-of-town visitor experience, reduce long term maintenance costs, increase evening activities and attract younger generations to the downtown area.

Prange highlighted some of the preliminary concepts for the changes that would shift the festival area to an area called Liberty Park, which would be located in the parking lot between Veteran's Blvd. and Branson Christian Church.

In previous meetings, it was discussed that many downtown merchants were in favor of moving the festival area so more parking would be available in the downtown area and so Commercial Street would remain open to through traffic during festival events.

Currently, conversations are on-going between city and church officials about the possibility of developing the area into a park since the church sustained damage from the EF2 twister that hit Branson in 2012.

Throughout the downtown area new sidewalks will be a major part of the revitalization project. They will be a mix of pavers and concrete, which will provide flush, even walkways in addition to an opportunity for visitors and residents alike to purchase a paver to become a part of Branson's history.

"Everyone that comes here has a history here,' Prange said. "We want them to feel like they are coming home generation after generation."

Tree plaques are also being discussed as part of the plan and the downtown area is going to be ripe with trees. Right now there are 30 trees in the downtown area but when the project is complete, the plan is that there will be 150 trees.

And for those who are interested in how the team plans to integrate 150 trees into the design scheme of the downtown landscape then those plans will be unveiled during the Wednesday, July 10 Tree Board meeting at city hall at 12:30 p.m.

See DOWNTOWN, Page 12



Surprised area teen receives check, has wish granted

Kelsey Frieze, 14, of Galena, center, receives a $1,000 check courtesy of Grand Country Thursday as part of her Make-A-Wish Foundation surprise party with friends and family at Grand Country's Fun Spot. Kelsey is suffering from carcinoma. Wish Coordinator **Ashley Kennedy**, left, was on hand to grant Kelsey's wish. The Make-A-Wish Foundation is sending Kelsey, her twin, two brothers and her parents on a week long trip to Disney World. Grand Country Marketing Director **Jennifer Robinson**, assisted by **Jim Slagter**, present Kelsey with the oversized $1,000 check under the giant banjo. Grand Country teamed up with the Foundation to help Kelsey with her medical bills. Kennedy and Slagter are with the Southwest Missouri region of the Make-A-Wish Foundation based in Springfield. Make-A-Wish Missouri is celebrating its 30th anniversary in 2013 and will be granting its 5,000th Wish later this year. The Southwest Region grants 65 to 70 wishes a year, with a statewide total of approximately 350. Photo by Craig Donze

•Downtown

Continued from Page 1

Along with those enhancements is something the team calls a 'bump out,' which can be experienced at the corner of Commercial Street and Main Street. A 'bump out' allows for an additional area for people to gather, chat and hang out.

Prange said within an hour of the team constructing the 'bump out' some aldermen from Florida came by the Streetscape Office and asked if the team could come to Florida and design a 'bump out' for their downtown area.

He said it makes a great gathering space where people can meet, have conversations, sit and wait for others while they shop or just rest. He said it also makes it easier for people who have walkers to cross the street.

The team's design also calls for the creation of the 'Link Market' with a four season flex-space area to connect the downtown area to Branson Landing and it will include trolley stops and bathrooms on both sides of the street.

The 'Link Market' will be covered spaces where people can go to catch the trolley, view information about the area, use the restroom facilities and on one side of the street possibly ice skate in the winter months.

Another facet of the design is the entrances or gateways, which are seen as a 'way-finding' enhancement and a way to create an identity and brand for the Historic Downtown District and a way to promote season events and festivals.

The use of the 'Liberty Tree' icon as a design detail is something that's being incorporated as a major design element throughout the downtown area – in all of the preliminary designs.

One of the major outcomes of the design process has been the ability of the team to recapture 35 parking spaces in an area where parking is ranked No. 1 on the priority list.

Prange said while the design concept the team is showing isn't final, he said the 'overall good news' is that expanding the downtown area and gaining more parking spaces is something that is attainable.

People who attended the informational meeting were also introduced to some of the sustainable materials that are being recommended for use in the construction of the benches, ligh poles, trash cans, signage an other items that will be used ou doors.

Prange said it's important t use items that will be comfor able and the team is looking a using reclaimed wood as a cos saving measure because of it durability and for sustainabilit purposes.

Jim Babcock, a local residen said he liked what he sav Thursday during the desig team's presentation. Babcoc said it's important that the brought the business communit into the equation and asked fron their input into the plans.

"I think they're going in th right direction," Babcock said "It's vital to the revitalization o the historic downtown area."

The master planning phase o the project is expected to be complete by September. The design phase is expected to be completed by December. Construction on Phase I is set to begin in January and continue through April.

Prange said the next public information meeting will be held August 1 at the downtown office from noon until 2 p.m. Prange said the cost, construction and the Phase I priorities will be announced during the August 1 meeting.

The final presentation on the project will be held at Branson City Hall Sept. 10.



More than 50 people attended the Downtown Streetscape Improvements informational meeting Thursday. The presentation gave a birds-eye view into what the revitalization of the downtown area could look like if the project moves forward in its proposed state. The project that's expected to take up to five years to complete. The city plans to spend at least $5 million on the downtown revitalization project.



or Branson was named the
city in AAA Midwest
Best of the Midwest readers

ders love Branson; it's pret-
said Deborah Reinhardt,
editor for AAA Midwest

le featuring Branson and
ers of Best in the Midwest
be in the July/August edi-
A Midwest Traveler.

director of communication, said she was delighted to accept the award on behalf of the community.

"This is an accolade that came to us from the readers of the AAA magazine, Midwest Traveler, that is something that staff at AAA out of the Midwest put together — a particular look at what



Lynn Berry

tion of a getaway," she said.

Berry said the city has received similar designations in the past. Branson has received such recognition from Trip Advisor, AAA, Midwest Living magazine and has gotten mentions from fishing publication Bass Master.

"Over the last 10 years, this is probably the third time that we have been in the top of the AAA realm," Berry said.

Reinhardt said the publication has been doing the reader poll for the past

ed to readers in the March/April issue, the final ballot is released in the May/June issue and results are ran in the July/August issue.

She said Branson has been named the readers' favorite city in 2010 and 2011, in addition to awards for area businesses for best large hotel and best lake.

"Table Rock Lake usually gets second best lake in the Midwest," Reinhardt said.

getaway, best large hotel, best city for live music and best romantic city, to cite a few categories.

"Once again, (the award) will put Branson into competition with other destinations when people go to make their choice for summer and fall getaways," Berry said. "It's always good to have top-of-mind awareness that comes with being listed as best small city in a nice publication like (AAA) Midwest Traveler."

vestigation of Coffelt Country fires continues

By Kris Collins
S@BRANSONTRILAKESNEWS.COM

estionable origins of the
unty fires, which occurred
, are still under investiga-

ogle, division chief of technical services for Branson Fire and Rescue, said, to his knowledge, nobody in the general public has come forward with information, as the fire department would have hoped.

"At this time, there's been no new developments with those fires," he said, "and it's still under investigation."

The fires are believed to be arson. The businesses were closed at the time of the fire and no injuries were reported. The damage from the fire is estimated at $75,000 between the buildings and damage sustained by a 2013 Chevrolet pickup.

The fire department is asking for information from any witnesses who may have seen suspicious activity at the Coffelt property between 8:45 p.m. and 9 p.m. June 17. The Branson Police Department is taking information and may be reached at 417-334-3300.

According to the press release, tips leading to solving the incident may result in a cash reward through the Missouri Advisory Committee on Arson Prevention at 1-800-39-ARSON.

TUARIES

nt. from 3A

E NOE LAREW

l services for Marie
, 88, of Kimberling
be held at 10 a.m.
013, at St. Andrew
an Church, in
g City, with the Rev.
Cunningham offici-
mation was under
tion of Stumpff
Home-South, in
g City. Graveside
ill be held at 10 a.m.
013, at Memorial
Cemetery, in Iowa

June 29, 2013.
vas born Aug. 21,
ghter of William and
Amana, Iowa. She
achelor of science in
from the University
She married Eugene
946. She owned and
Shadrack Resort in

Streetscape team hosts second public meeting

By Kris Collins
KCOLLINS@BRANSONTRILAKESNEWS.COM

The downtown streetscape design team hosted its second public information meeting last week at the design studio in downtown Branson.

Members from Crawford, Murphy & Tilly, Inc., and RATIO Architects, Inc., presented the latest developments on the projected $5 million revitalization project to business owners, residents and city officials.

"I think everybody was really happy with the way the parking had turned out and very excited to see the visions of what was to come, as far as the streetscape and gateways and the details," said Steve Prange, project manager.

Parking has been a topic of interest throughout the project, both for the design team and the business owners. During the presentation, Prange showed that approximately 35 parking spaces would be created if the existing plans were finalized as they stand today.

The main goal of the project has been to improve the downtown area without losing historic and quaint characteristics. The design team is relying heavily on public input and comments to accomplish its goal.



Steve Prange

"We've made great progress," said Steve Hartley, owner of Dick's 5 & 10 and downtown steering committee member. "I know (Crawford, Murphy & Tilly) has listened to the downtown businesses and have really taken what they wanted done and moved the project in that direction. There is always tweaking that needs to be done, but they are absolutely open-minded, and it's very transparent with what they're doing."

The presentation debuted new designs for gateways, flexible use areas, festival areas, and the link market, which is designed to increase the connectivity between Branson Landing and downtown.

"The public input on this job is, by far, the most I've ever received on a project," Prange said. "The level of input we've received from the business owners and visitors is huge. It's not just from the city officials; it's coming from the people that are going to be impacted."

The design team has one more public information meeting before the final presentation to the Board of Aldermen scheduled for Sept. 10.



courtesy Crawford, Murphy & Tilly, Inc.

AN ARTIST RENDERING shows what a gateway into downtown could look like entering from Commercial Street.

Prange said the project team will be focusing on cost estimates and forming improvement priorities for the project, which is broken into construction phases.

For more information on the project, the design team and a project schedule, visit bransonstreetscape.com

Offices may be demolished

Reeds Spring working with MoDOT on $54k bill

By Joshua Clark
JCLARK@BRANSONTRILAKESNEWS.COM

City leaders in Reeds Spring are currently working with the Missouri Department of Transportation searching for the best way to settle a $54,000 debt city officials didn't know was owed.

"We are going to work with the city of Reeds Spring on this debt," said Angela Eden, spokeswoman for MoDOT. "They have asked us for more time, and we plan on giving them that."

According to Reeds Spring City Administrator Bill Bell, he and City Treasurer Leonard Cardwell are currently working on a proposal which will be presented to the board at their next regular meeting, scheduled for Feb. 11.

"Unless there is something pressing from MoDOT or we get some positive word from somewhere else, we're going to discuss it at the next board meeting," Bell said. "We're crunching numbers right now to see what we could offer as a payment."

The $54,000 debt stems from the city's 2003 bankruptcy agreement. According to the bankruptcy agreement, MoDOT had a general unsecured claim for transportation fees for the relocation of city public utilities owned by the debtor and relocated by MoDOT in conjunction with the relocation of Missouri 13.

The city was to accumulate a surplus of general revenue funds over a 10-year period, then make a lump sum payment to MoDOT. The full amount was due Dec. 30, 2013, unbeknownst to the current board, according to Bell.

"Apparently there were more details to that bankruptcy settlement than our current board, mayor and city treasurer were made aware of by the former board members," Bell said. "Our mayor, all four aldermen, our city attorney and city treasurer were not in office at the time this agreement was made."

Bell said they are working on the payment plan without including any additional funding that could come about from the proposed sales tax. Bell also said he didn't see any need to discuss anything in a closed session either.

"This is essentially hashing out a legal settlement from the past," he said. "If it was pending settlement we were negotiating, I'm sure we'd go into closed session, but I don't see anything here that would warrant that.

"Everything is on the table at this point."

Eden said that while MoDOT typically works closely with municipalities on cost share projects, the bankruptcy agreement was rare.

"I'm sure that it has happened, and still does occasionally, but as far as cost share projects with most cities, we pretty much work in good faith with them," she said. "At that time, we were just lumped in with the rest of the creditors Reeds Spring had at the time of the bankruptcy.

"So it does happen, but it is very rare."

Eden also discussed the possibility of the debt being forgiven, much like another debt to the Department of Natural Resources that was part of the bankruptcy agreement.

"I suppose that could be a possibility," Eden said. "But at this point, it is hard to say what we'll do, but right now we're waiting on their proposal."

Bidding to open soon for downtown revival project



file photo | Branson Tri-Lakes News

THIS ARTIST'S RENDERING shows what a portion of downtown Branson could look like after the streetscape project is complete.

By Kris Collins
KCOLLINS@BRANSONTRILAKESNEWS.COM

Bidding for construction on the beginning stages of the downtown streetscape project is scheduled to open at the end of the month, and the first phase of the comprehensive $9.4 million project will follow.

"We're going to be opening the bids for the downtown phase 1 of construction on Jan. 30," said Project Manager Steve Prange. "We'll be opening the bids, see how they come in, then we'll make an award and get started on the first phase."

Prange said the city would also be opening the bidding for the downtown gateway. The city previously opened the bidding separately, Prange said, because the type of work differed so much from the infrastructure improvements in phase one of the project. During the first round of bids, the city received only one response, and as a result, will be going out to bid again for the gateway work. Prange anticipates the bidding for the gateway to open in February.

"The underground stuff will be happening first — redo the water main throughout the section, put in the electrical for all the new light poles — half a street at a time; then we'll switch over to the other side and do the same thing," Prange said.

Typically, one lane will be open to traffic, except for College Street, Prange said, because there are no businesses that could be affected by construction in that portion of downtown.

The first stages of construction will begin in the shape of a horseshoe — on Pacific Street from Veterans Boulevard to College Street, on Commercial Street from Pacific Street to College Street, and College Street from Commercial Street to Veterans Boulevard, according to the city staff report for a bill the Board of Aldermen approved in September to allow work to begin in early 2014.

"This area was picked for a specific reason, for a lot of reasons, one of them was that there's a lot less business owners that are going to be impacted by this phase," Prange said.

He said because this is the first phase of construction, the project has gotten off to a slightly later start than was planned.

"For the future phases, we expect to start in the winter months to keep disruption to business owners to a minimum," he said. "We're just gearing up to see where the bids come in, and then the city obviously has to accept the bids and make sure they fall within a reasonable tolerance, and then we'll go ahead and break ground."

Prange said those wishing to purchase a tree, bench or personalized brick for dedication may do so by getting in touch with the city of Branson.

76

cont. from 1A

Baltz also said, the cost-sharing discussion could continue when funding is restored.

"The door is open, but I think that right now," Baltz said.

Yanez shared Baltz's point of view and said alternative plans could be explored in more depth.

"We have already looked at the five miles and broke it into phases," he said. "With the move forward with a phase of the project.

"I'm optimistic that eventually the cost-sharing program would make its way back into the process and that we would continue the dialogue with them based on the city not only hav-

project team's job, they have to come up with an overall finance plan. That plan includes funding sources other than the MoDOT cost-sharing program. He said the other funding avenues might be

of Aldermen.

Mayor Raeanne Presley said she was unclear on the fine details of MoDOT's moratorium on the cost-share program and how it will affect the Sprit of 76 project, but said city staff

for a presentation in late February or early March.

"We would like to wrap that up in February or March so we can move into some phases of project design to keep the project moving forward," he said.

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Looking back
See page 2B for a new look at the historical pages of the Branson Tri-Lakes News

DEATHS, 3, 6A

Ruth Coleman, 70
Mildred Crusing, 84
Carolyn Cunningham, 54
Willena Deforrest, 87
Verlie Knox, 82
Mel Lamp, 85
Bessie Miller, 65
Veronica Perales, 76
John Roberts, 74
Dale Wyatt, 90
Lawrence Zamudio, 61

SPORTS



■ Tigers promote Hamon

ENTERTAINMENT



■ 'Elvis Lives' in full swing

BUSINESS

1B

■ Local favorites return

NEIGHBORS



■ Singer working way up

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INDEX

Local	2-3, 6A, 2, 5B
Perspectives	4A
Entertainment	5A
Forsyth Homecoming	7A
Sports	8-10A
Business Spotlight	1B
Looking Back	2B
Education	3-4B
Neighbors	6B
Legal Notices	7-10B, 1-6C
Classifieds	7-8C
Court Reports	8C

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Branson coach resigns

By Pat Dailey
PDAILEY@BRANSONTRILAKESNEWS.COM

Steve Hancock has recently been reminded of his thoughts from more than 20 years ago, when former Branson great Dan Kneeshaw was receiving recruiting interest from Notre Dame coach Lou Holtz.

"I got an invite for their spring ball and remember looking at coach Holtz and thinking, 'It would be nice to be a Fightin' Irish some day,'" Hancock said. "It may not be Notre Dame. But I'm a Fightin' Irish now."

Hancock will always carry the Branson Pirates in his heart and will still call Branson home, but is headed to Springfield Catholic to be the Irish's new head football coach. His legendary 27-year career as Branson's head football coach came to an end last Thursday, as he resigned from his post with the Pirates.

Hancock met with Branson players Tuesday morning to inform them of his impending departure and introduced himself to his new players at Catholic in the afternoon.


Steve Hancock

"It's bittersweet," Hancock said. "I love the Branson community, Branson High School and the Branson Pirates. I love the kids I've worked with and the parents that have been part of our football family. That's the bitter part, having to leave them.

"The sweet part is that I can go to Catholic, and with it being a private school, there are no restrictions (on retired teachers) in regard to time or money. That part works out really well for me and makes it an opportunity I can't pass up. This is going to extend my coaching career."

Hancock closes out the Branson portion of his 42-year coaching career with a 193-102 mark that was highlighted by Class 3 state runner-up finishes in 1987 and 1989. The reality of his move is slowly settling in.

"I'm still in shock," Hancock said. "I didn't know this was coming. I thought I would probably retire as a Branson Pirate.

"My family and I have invested so much into the Branson Pirates. But things happen and things change."

The subject of what kind of commitment Hancock could give Catholic came up shortly into his interview session with the Irish.

"They wanted to know how much longer I want to coach and I don't blame them for not wanting something short-term," Hancock said. "I'm looking at five to six years, at least, as long as the good Lord gives my body the opportunity to do that. I was very fortunate two years ago when Dr. (John W.) Huffman gave me new knees (during knee-replacement surgery).

"I'm not ready to retire," he added. "I don't want to quit coaching. I want to continue doing what I love to do as long as I can."

HANCOCK — cont. on 3A

Project timeline rethought

By Kris Collins
KCOLLINS@BRANSONTRILAKESNEWS.COM

An over-budget bid for phase 1 of the downtown streetscape project has the city re-examining the project timeline and details.

The city received only one bid in late January for phase 1 of the project from Carnson-Mitchell, Inc., which gave the city an estimate of $3,259,826 to complete phase 1 of the project, which includes new infrastructure, sidewalks and other improvements. Crawford, Murphy & Tilley, Inc., the city's consulting engineering firm, estimated the project would cost $1,934,618.

DOWNTOWN — cont. on 2A

Preparing for LOVE

Florists gear up for Valentine's Day

By Mindy Honey
MHONEY@BRANSONTRILAKESNEWS.COM

While Valentine's Day is still a few days away, Feb. 14 has been on Glenda Smiley's mind since before Christmas.

Smiley, who is the floral manager at Rhodes Family Price Chopper, said Valentine's Day and Mother's Day are the two busiest holidays for florists and while this is her and her staff's first Valentine's Day at the newly opened Price Chopper store, they'll be well prepared for every last-minute shopper who comes in or calls on Feb. 14.


Glenda Smiley

"We have to do a lot of planning," Smiley said while taking a break from taking calls and placing orders Monday. "If we waited until the last minute, it would be total chaos."

She said while Valentine's Day and Mother's Day practically tie for the busiest time of year in the floral department, Valentine's Day seems to present the biggest challenge.

"Valentine's Day is one day and you have all of it to do and deliver in one day," Smiley said. "Mother's Day kind of goes all week."


photos by Mindy Honey | Branson Tri-Lakes News

FLORAL DESIGNER REBECCA STONEBURNER puts the final touches on a candy basket while **SHAWN ALEXANDER**, who had been putting rose petals in bags, pauses to observe at Rhodes Family Price Chopper.


GLENDA SMILEY places a floral arrangement on a display at Rhodes Family Price Chopper.

Designer Rebecca Stoneburner said the holiday also presents another challenge for florists trying to prepare.

"For the most part, it is last minute," she said about their customers.

Smiley said while they had a basketful of orders already Monday, she expects the bulk of the orders will come Thursday and Friday.

Valentine's Day column, 4A

"There will be some in here the day of and some will be stopping by on their way home from work," she said.

While Smiley and her two designers combined have more than 70 years of experience, they won't turn down any help from the rest of the store's employees who will help with everything from taking orders to filling bags with rose petals.

"Everybody pitches in," Smiley said.

"It is very much a team effort," Stoneburner added.

While Smiley and Stoneburner were busy in the front of the store Monday, in the back stock room, designer Sherri Lippoldt was "pre-greening" vases, placing greenery in about 200 glass vases.

"Tomorrow, flowers will start going in," Lippoldt said.

For those who will be purchasing or receiving the flowers, Smiley said they shouldn't worry, while they are working ahead, the bouquets will remain beautiful long after they are given.

"These flowers have continuous cold," Smiley said. "They come directly from the farm and then to (Associated Wholesale Grocers) and they are continually cold. As long as you don't break that chain, your flowers are fresh."

VALENTINE — cont. on 3A

Newspaper discontinues online polls

Staff Reports

The Branson Tri-Lakes News is discontinuing its popular online polls due to revelations last week that the security of the poll was not as reliable as it was originally believed, according to Publisher Michael Schuver.

The one-sided results of a recent online reader poll from the newspaper's website and an inquiry from a reader led to an analysis of the online poll's security, Schuver said.

* Publisher Michael Schuver's column regarding polls, 4A

In its Jan. 29 edition, the newspaper reported that the online poll showed that 1,919 voters overwhelmingly wanted the Tourism Community Enhancement District tax to be phased out April 8 in a public vote.

Since that publication, the newspaper has learned that anyone with some knowledge of computer technology could in fact vote over and over on such an online poll. Since learning that, Schuver said the decision was made that the best way to prevent someone from manipulating such an online poll was to no longer conduct such polls "until technology improves to where we can be more confident that there is no option for stuffing the ballot box of our online poll," Schuver said.

See Schuver's column on this subject on page 4A of today's newspaper for more information.

Salt reserves shrink with every snowfall

By Kris Collins
KCOLLINS@BRANSONTRILAKESNEWS.COM

The snow seems to keep coming down in the Tri-Lakes Area and the salt supplies keep shrinking, but area municipalities are carrying on to keep roads cleared.

Keith Francis, assistant director of the Branson Public Works Department, said the city is getting by without more salt as they work to keep the 240 miles of Branson streets cleared of ice and snow.

"We just got a big shipment of beet juice, 3,750 gallons, Thursday, so we're good with that for pretreating," he said.

At $2.65 a gallon, the beet juice shipment comes in at slightly less than $9,940.

Francis said he doesn't expect to get more salt before summer considering the high demand. Branson has about 40 tons of salt after using 10 tons to take care of the snow that came in early Monday morning, Francis said.

"Our supplier is Cargill and they get the salt out of Louisiana from the salt mines," he said. "Their supply on hand is so short they're having trouble filling their existing orders and they're not extending new orders."

The beet juice, he explained, allows crews to use less salt. By mixing the two, the concoction lowers the thawing temperature between zero and five degrees, Francis said.

"We mix it about 80:20 — 80 percent juice, 20 percent salt brine," he said. 'When you see the dark brown junk on the bridges and hills, that's the beet juice being put down.


Joshua Clark | Branson Tri-Lakes News

VEHICLES travel along a snowy Main Street in Branson Monday morning.

"The only bad part is we only have one applicator truck."


Terry Brashear

Hollister and Taney County are having better luck getting salt supplies replenished.

Hollister Public Works Supervisor Terry Brashear said he expects a shipment of salt to arrive in two weeks.

"We've been in a 10-week holding pattern since January," Brashear said. "Here in probably in two weeks we'll have some more salt."

Hollister was able to keep from dipping into its remaining 30 tons of salt on Monday though.

"We didn't use any (Monday)," he said. "It melted just about as fast as it came down."

Brashear said Hollister crews are supplementing salt with chip rock when salting the roads, a tactic they typically don't use.

"Salt primarily goes down on the roads during weather conditions," he said. "(Chip rock) more or less is just to expand the material a little more.

"Hopefully it won't come down to where we would use just mainly chips, but if that's what we have to do to get folks around, we'll do it."

Taney County Road and Bridge Interim Administrator Randy Haes said the county is above what he'd consider a critically low salt supply.

SALT — cont. on 2A

Rockaway rejects treatment of lake weed

By Cliff Sain
CSAIN@BRANSONTRILAKESNEWS.COM

ROCKAWAY BEACH — A long-anticipated project to clear invasive weeds from Lake Taneycomo at Rockaway Beach hit a snag this week.

Alderman Terry Segrist has been heading up a drive to raise funds to treat weeds that grow in the shallow waters of Lake Taneycomo. The plant, curly-leaf pondweed, is an invasive species that grows so densely in the water it gets tangled in boat propellers as fishermen leave or enter the city's docks. The plant's coverage expands each year and now covers about 25 acres. In addition, when the weeds die in the fall, they create a strong odor throughout the city.

But not everyone considers the plants a problem and not everyone likes the proposed solution.

"If you put these chemicals in the water, if anything downstream goes wrong, Rockaway will be the scapegoat," said Mayor Michael McCabe during a Board of Aldermen meeting Monday.


Mike McCabe

At the meeting, Segrist asked the other aldermen to approve a request for a matching grant from the Community Foundation of the Ozarks to help raise the $16,500 needed to treat the weeds June 1 when it would be most effective. So far, Segrist, who began fundraising in September 2013, has managed to raise just a little more than $5,000.

Segrist tried to make his case.

"The chemical is non-toxic; we've been through this before," he said.

Segrist said the treatment has been approved by Ozarks Water Watch, the Corps of Engineers and Empire District Electric Co. He said Empire Electric treated the plants near the dam and that it has worked very well and created better fishing in that area. He also said Empire would do the treatment, Rockaway would simply pay for it.

He also said the city has about $16,000 in its account with the foundation and that this project would likely meet approval for the grant.

McCabe said during the meeting that he does not have problems getting his boat in and out of the docks, despite the weeds.

The vote to seek a grant failed in an unusual manner. Segrist and Edie Rownd voted in favor of seeking the grant. But when McCabe called for the "nay" votes, Jerry Simms and Judy Daniel remained quiet, never voting either way. After a brief discussion, City Attorney Barney Naoti said the issue died for lack of a vote.

Had Simms and Daniel voted against the grant, McCabe would have cast the deciding vote.

Segrist then asked for a vote to return the money raised so far to those who donated it, but Rownd suggested they still work on other options.

On Tuesday, Segrist was again determined to make the project work.

"It's got to happen," he said. "We've got to clean it up. The lake is the life blood of Rockaway Beach."

He said the plants restrict water flow which causes silt to build up faster. He said the weeds need to be eliminated before a needed dredging project can take place.

Reeds Spring to host candidate Q & A

By Joshua Clark
JCLARK@BRANSONTRILAKESNEWS.COM

REEDS SPRING — The city of Reeds Spring is set to host a candidate Q & A forum later next month in advance of April's election.

"This will be a stand-alone event where all candidates for mayor and aldermen will be invited to answer questions," said Reeds Spring City Administrator Bill Bell. "We're even inviting those running unopposed, because they need to answer some of these questions as well."

The city is also encouraging local residents to submit questions they'd like to have answered.

"We want the people to become more involved in this process," Bell said. "By having them submit questions, we get a better grasp of the issues they care most about."

Any relevant questions will be considered and will make up the bulk of the session. The final list of candidate questions will be decided on by a committee. The format of the event, an email address for questions to be submitted to and a date will be announced later this week.

Marketing presentation set for Feb. 20

Staff Reports

Branson/Lakes Area Chamber of Commerce and Convention and Visitors Bureau will host its 2014 Community Marketing Presentation in the Keeter Center on the College of the Ozarks campus starting at 9 a.m. Feb. 20.

Members of the community are invited to hear Branson's tourism industry and area leaders discuss the Convention and Visitors Bureau's 2014 marketing efforts. CVB staff will be joined by marketing partners Bailey Lauerman, H2R Market Research and Zeitgeist Consulting to share information, including results from 2013 and what to expect in the year ahead, a release from the CVB stated.

For more information, contact Lynn Berry, director of communications, at 417-243-2137 or LBerry@BransonCVB.com.

Salt

cont. from 1A

"We're probably right at 50 percent or just below that right now," he said. "We do have more salt ordered, but everybody is needing salt at the same time so it just takes time to restock."

Haes said the county got 60 to 70 tons of salt a few weeks ago, but the last two or three storms already used that stock up. He said the county will carry between 1,500 tons and 1,600 tons at full capacity.

The county too is mixing salt with chip rock to extend the life of its salt supply.

"We've always done that," he said. "Then you do have a little grit down on the road that will give them traction, especially during really cold weather. The salt will work down to a certain temperature and just lie there until you get a little sunshine."

Haes said the county also uses liquid calcium chloride as an aggregate in the salt mixture.

"We've got enough to go through the winter with that," he said. "The frequent storms we've had, there hasn't been a great deal of accumulation so they're easy enough to take care of. The cold temperatures are what really has been hard to take care of."

Downtown

cont. from 1A

"We only have so many dollars to spend, so realistically we have to look at all the options," Mayor Raeanne Presley said. "I think downtown has been excellent at being involved, but we all want to get a lot done with the dollars we have."


Raeanne Presley

Downtown Streetscape Project Manager Steve Prange said, in a report to the city, he believes many contractors didn't respond to the bid because of the accelerated timeline for completion on phase 1 of the project. The bid proposed phase 1 be completed by July 1, 98 days from the proposed March 25 starting date. There was an alternate proposed completion date, May 23, to which Carnson-Mitchell didn't respond to with an estimated cost. Both accelerated timelines, Prange said, resulted in higher cost estimates from the contractor.


Steve Prange

The two downtown gateways, also bid on by Carson-Mitchell, were approved by the Board of Aldermen on first reading at the end of January and the item was on the agenda for second-reading approval Tuesday night.

Branson Engineering and Public Works Director David Miller said Tuesday morning he wouldn't be surprised to see that item pulled off the agenda and considered in the big-picture discussion of the downtown project. The $523,000 gateway project also received only one bid.


David Miller

"There was a lot of consternation — should we reject it, should we keep it," Miller said. "The aldermen thought to keep the momentum going and show the project was moving and they approved it on first reading."

Prange also cited $50 million worth of street work bid out last week in Springfield as a possible factor in receiving only one bid for phase 1 of the project.

"Was it a disappointment? Absolutely, but you have to dust off your knees and keep moving forward," said Alderwoman Cris Bohinc, a downtown streetscape steering committee member. "There are areas we definitely know we can get better bids on. The most important thing is, lesson learned. Moving forward, we won't have this issue again."

In a report to City Administrator Bill Malinen, Miller said many contractors who didn't submit bids said they were interested in the job, but the timeline was too short. The contractors also expressed a longer timeline would result in cost savings, Miller said in the report.

The downtown streetscape steering committee met Friday with Prange to discuss the bid.

"The crux of the discussion with the steering committee was what time we could get it submitted again and how to get the cost down," Miller said.

Considering the input from contractors, Miller proposed the following timeline for phase 1:

- July 12, 2014: Advertise for bids
- Aug. 14, 2014: Open bids
- Sept. 9, 2014: Board of Aldermen consider bid award on first reading
- Sept. 23, 2014: Second reading of bid award
- Oct. 14, 2014: Notice to proceed issued effective Nov. 3, 2014
- Nov. 11, 2014: Work suspended one day for Veterans Day activities
- Dec. 7, 2014: Work suspended one day for Adoration Parade activities
- May 16, 2015: Deadline for final completion

Miller said the downtown streetscape steering committee discussed the possibility of giving the contractor even more time.

"The committee seemed to really like the idea of saving the money knowing this is a multi-year project and we need to save every dollar," Miller said.


Cris Bohinc

Prange was scheduled to discuss the cost-saving measures with the Board of Aldermen Tuesday evening. For the latest information on the project and board discussion, visit BransonTriLakesNews.com.

A few cost-saving tactics Prange outlined in his report were to close entire streets, while allowing pedestrian traffic to businesses, as opposed to closing half of a street to do construction. This would allow the contractor to perform more efficiently.

Prange also recommended changing the quality of materials used for various details of the projects such as pavers, utility box covers and lamp posts.

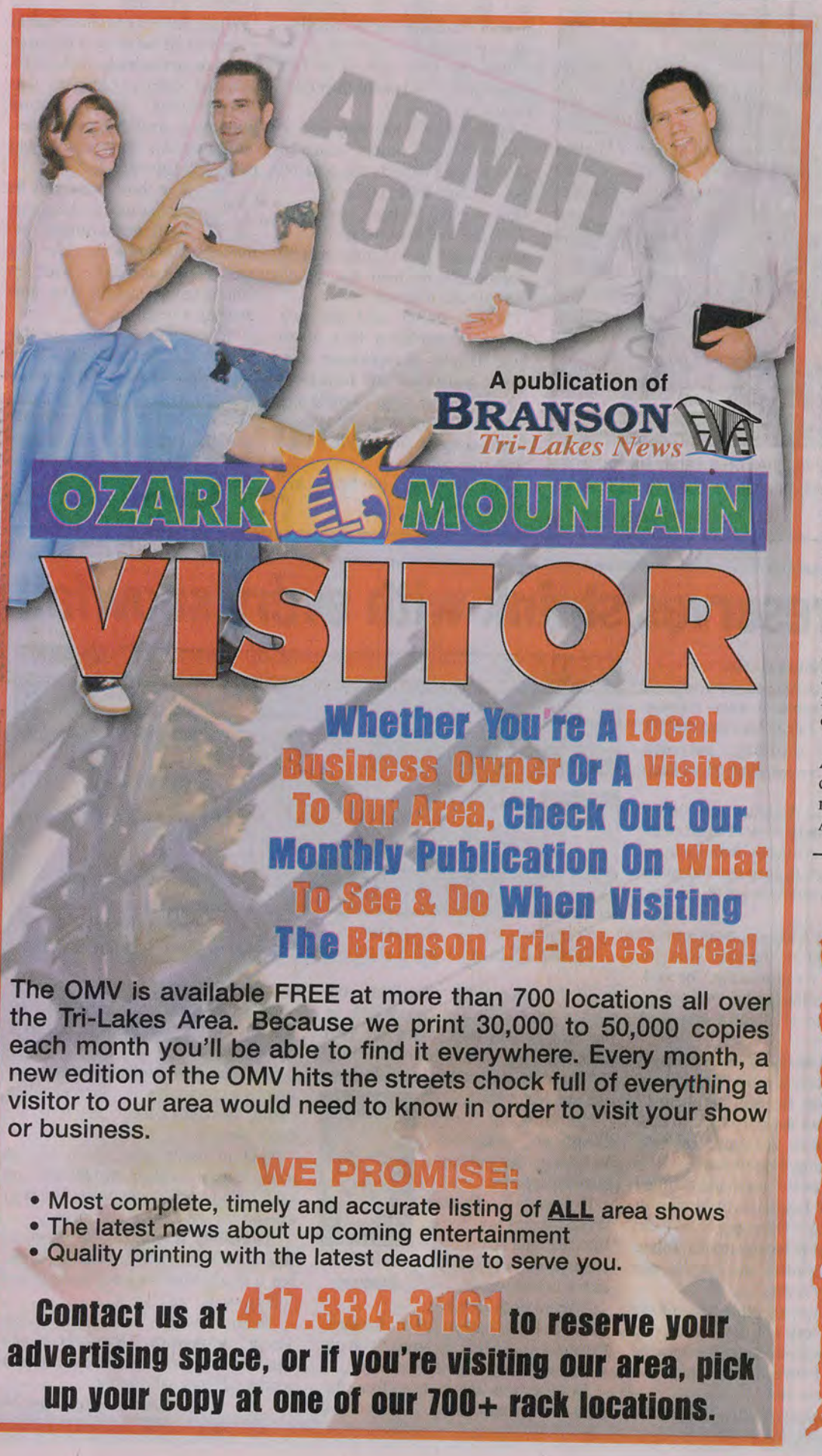
In closing remarks of Prange's report, he recommended the city to move forward with any means to facilitate competitive bids for the project to lower cost, and to explore alternatives to the proposed construction staging.

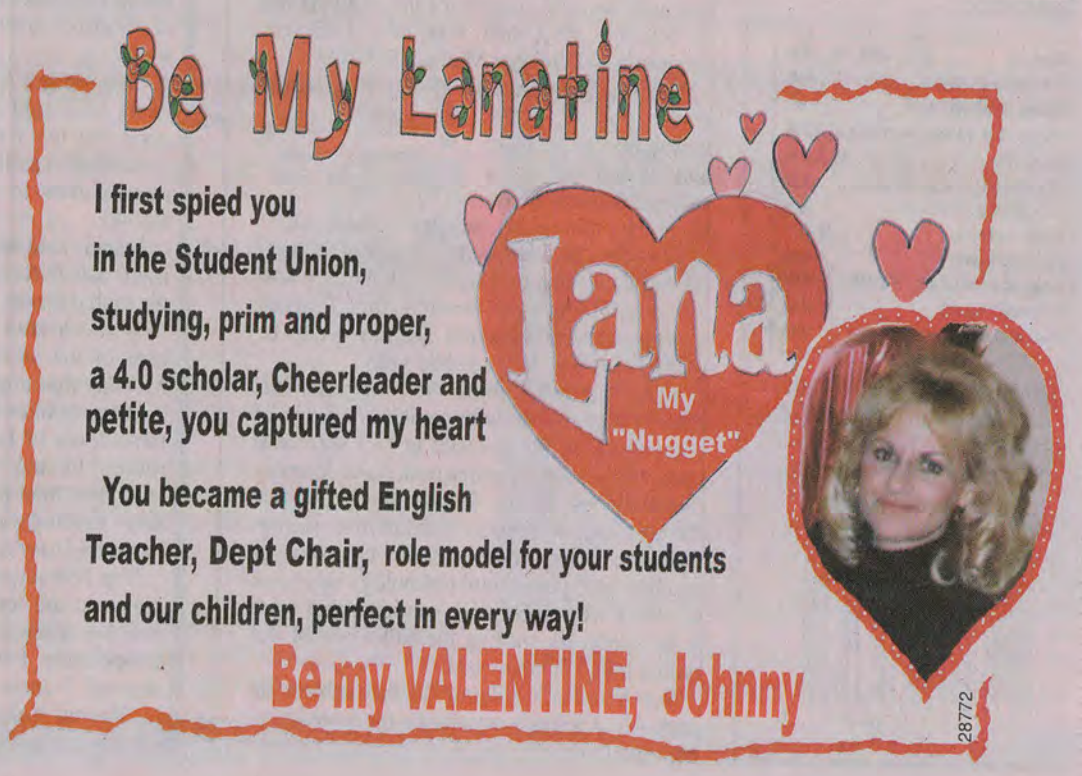
Miller said, the outcome of Tuesday evening's discussion notwithstanding, the steering committee will hold monthly meetings and post updates on the Downtown Branson Betterment Association website to keep interested parties informed.



courtesy Crawford, Murphy & Tilley, Inc.

A DOWNTOWN STREETSCAPE PROJECT, shown in this artist's rendering, appears to have hit a speed bump after the city only received one bid for phase 1 of the project. In a separate part of the project, downtown gateways came in at $523,000.







■ 57th Ham & Beans Dinner

FAITH

5B



■ 50th anniversary celebrated

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INDEX

Local	2-3, 7-9A
Perspectives	4A
Entertainment	5-6A
Sports	10-12A
Breast Cancer	1B
Neighbors	2-3B
Business	4B
Faith	5B
Court Reports	6B
Legal Notices	6-7B
Classifieds	8-9B

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photos by Sara Karnes | Branson Tri-Lakes News

Bailey Michel, 11, and her mother, **Julie Michel,** enjoy dinner at Fat Daddy's.

Downtown construction set to begin

By Kris Collins

KCOLLINS@BRANSONTRILAKESNEWS.COM

Construction on the Downtown Streetscape project, a redesign and revitalization project, is set to being this month.

The construction for Phase I of the project will be done, in a horseshoe shape, to College Street between Veterans Boulevard and Commercial Street, and Commercial Street between College Street and Pacific Street, and Pacific Street between Commercial Street and Veterans Boulevard.

Phase I includes new underground utilities, sidewalks, crosswalks, signage, pavement and other amenities

The city received five bids for the project and accepted the one from the lowest bidder, D&E Plumbing, at $2.5 million. The next lowest bid came in at $2.8 million and the highest bid was $3.5 million.

The bid award was passed on final reading by the Branson Board of Aldermen Sept. 23.

DOWNTOWN — cont. on 2A

North Landing set for M

By Kris Collins

KCOLLINS@BRANSONTRILAKESNEWS.COM

Construction is underway at the north end of Branson Landing where HCW Development, LLC, is adding new retail space.

HCW CEO Rick Huffman said it's still uncertain what retailers may fill the space.

"The tenants that we have, I'm still under nondisclosure," he said. "They're still working out various kinks."

The new 29,000 square feet of retail space will allow for an undetermined number of tenants, Huffman said. The amount of space each store requires will determine how many stores fill the three buildings.

Huffman said roughly 130 parking spots will also be added.

Huffman said there is good diversity of retail stores among interested parties, noting some restaurants could move in.

The estimated cost of construction is $1.5 million.





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all ages may enjoy it.

The McKenna Family Farm also has a bale hay ride, slides, tricycle race track and more.

"We're trying to provide a great place for families to come, we're local (and) we're an actual working farm," McKenna said.

The price of admission to the activities area is $7 for ages 3 to 64. Children 2 or younger are free, and for those 65 and older, the price is $3.50.

There is no price of admission which offers free admission.

Hollister's grape carnival began in 1921; however, this is the 16th year for the Grape & Fall Festival.

The all-day festival provides different activities, entertainment and more for the whole family, Aeschliman said.

The entertainment includes Showboat Branson Belle's Janice Martin, Six, Voices of Glory and others.

One of the biggest highlights

"This year is equally important because of the family it's going to impact," Aeschliman said.

There will also be a beer and wine garden hosted by St. James Winery, Aeschliman said.

"We just really want to extend an open invitation to everyone to be a part of this," Aeschliman said.

For more information, visit Hollisterchamber.net or call 417-334-3050.

Halloween Boonanza
Oct. 25

The Halloween Boonanza is returning to the Branson RecPlex for the fifth year for children 12 and under.

Facility Manager Alicia Keeter said the annual event begins at 5 p.m. and goes until 8 p.m.

Just like last year, Keeter said the Halloween Boonanza will host a trick-or-treat maze, hay ride, costume contest, face painting, crafts, games, inflatables and more.

"It's a safe environment, it's all in one location (and) everything's pretty centralized," Keeter said.

To participate, $2 punch cards will be available for purchase before and during the event, Keeter said.

"It's one punch per activity,"

With covered sidewalks, McCormick said Tanger Outlets Branson is a great place to trick or treat, especially if there's inclement weather.

"It's just a safe and friendly place for parents to bring their kids," McCormick said.

McCormick also encourages folks to check out Tanger's Facebook page at facebook.com/TangerOutletsBranson for photos of the upcoming evening.

"It's a good time," McCormick said.

shoot at the zombie actors.

"There's going to be a bus, paintball guns mounted and shooting at the zombies as they come out of the woods," Hyams said.

Riding in the "zombie assault vehicle," Hyams said folks may enjoy a 20-minute tour.

"It's all-out war for this season," Hyams said. "People like shooting other people with paintballs."

From Oct. 24-31, the tours will be nightly.

There are two tours avail-

holding its eighth annual
Trick or Treat from 5-7 p.m
children 12 and your
Following the trick or treat
Monster Mash Street D
will begin at 7 p.m.

Suplex Halloween
Oct. 31

There will be a Hallo
party from 9 p.m. to 1 a.
Lodge of the Ozarks' C
Ballroom.

There will be four DJs
tume contests and drink
people 21 and older. The
$7 cover charge.



Sara Karnes | Branson Tri-L

The McKenna Family Farm will be open for tours until Nov. 2.



DOWNTOWN

cont. from 1A

During the same meeting the board also approved bills on first reading for the purchase of street amenities.

The city approved the purchase of street amenities from Landscape Forms, Inc.

The $62,876 purchase includes 12, 72-inch benches; 14, 24-inch benches; 10 trash cans and seven cigarette ash urns.

"This company uses black oak, which is sustainable and, from all research I did on it, it's going to last many, many years," said David Miller, director of engineering and public works.

The city approved, on first reading, the purchase of lighting from Techlite Corporation for the project.

The city will purchase 27 light pole assemblies and seven street name assemblies for $178,616.

"The poles themselves are made out of

logs harvested out of the bottom
Ouachita) River in Louisiana," Mill
"It's old trees that were sunk
in 1805, so it's a really pretty
grain."

D&B Plumbing will complete the installation of the street amenities. Construction is set to begin sometime in the first half of October, Miller said, with a June 1, 2015 completion date.





bies invade Branson

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A Presbyterian Church, which has a damaged roof as a result of storms last summer, was the site of a meeting last week to discuss the future of the 107-year-old building.

EBOLA — cont. on 7A

Fundraising production to aid downtown streetscape project

By Joshua Clark
JCLARK@BRANSONTRILAKESNEWS.COM

Last week, several local business owners and city officials were surprised with invitations to participate in a new fundraising production where they'll be the "entertainers" as the Historic Owen Theatre & Branson's House of Comedy is set to host the first "Downtown Follies," at 3 p.m. and 7 p.m. Sunday, Nov. 2.

"This event is to raise funds to benefit the Downtown Branson Betterment Association's Streetscape Marketing Committee, so they can keep the public informed and aware that downtown Branson is open and progressing through the construction of the downtown streetscape project," said Debi Diamond, who was in charge of surprising officials with their invites. "Not only will this event raise funds to help keep everyone aware of the construction phases, but keep tourists, as well as locals, informed on the best way to come visit historic downtown Branson."

Phase I, which includes the west side of College Street, the south end of Commercial Street and the west side of Pacific Street, has already begun. As the other phases commence, so will each performance of the "Downtown Follies," which is set to feature "entertainers" who aren't used to being in the spotlight. Initial cast members had no idea they were selected until being surprised with their formal invitations Friday afternoon.



Joshua Clark | Branson Tri-Lakes News

Steve Hartley, Dick's 5 & 10 CEO, accepts an invitation from **Debi Diamond** to join the first "Downtown Follies" show to benefit the Downtown Branson Betterment Association's streetscape marketing committee.

"I'd like to encourage everyone to come out and be a part of this fantastic fundraiser," said Branson Mayor Reaenne Presley, who will be a member of the first cast. "We all love downtown, and this is a fun way to endorse our preservation and progress.

"And you'll get to see lots of people you know humiliate themselves in various ways, and who would want to miss that?"

The initial cast consists of Presley, Alderman Patrick Parnell, Alderman Chris Bohinc, Fire Chief Ted Martin, family practice physician Maria Spurling, Branson Bank's Greg Baker and Steve Hartley, the CEO of Dick's 5 & 10.

Although the first-time entertainers will bring their own talents to the the stage, they will not be alone. Seasoned performers like Blake Walker, Debi Diamond, Keith Allynn and Bogie Bohinc will join them, as well as special guest appearances by "Motown Downtown starring Rico J" at 3 p.m. and the Duttons at 7 p.m. and world-renowned ventriloquist Sammy King, who will perform at both shows.

DOWNTOWN — cont. on 6A



County discusses 2015 budget, ass

By Kris Collins
KCOLLINS@BRANSONTRILAKESNEWS.COM

The Taney County Commission discussed the 2015 budget Monday and approved an equipment purchase.

County Auditor Rick Findley had a budget prepared, but said he didn't feel comfortable with the numbers at the time to share them with the commission. Findley said several departments requested increases in the salary and benefits line items and he wanted to present the most accurate numbers possible.

Findley said the requested general county revenue expenses were $15,765,106 and estimated revenue is $11,306,100. Findley said he already identified approximately $2 million to cut, but would need the help of the commission to identify further reductions.

Assessor Chuck Pennel requested a $75,000 loan from the commission Monday morning to cover costs for his office. Pennel said he requested the funds because his office has yet to receive reimbursement from the state for costs incurred for assessing properties. The state reimburses the assessor's office $3 per assessed property, Pennel said. It was estimated the state would reimburse Pennel's of $160,000.

Pennel was inform call from the state Tu to the payment. The ed to move the dis agenda pending the call.

Taney County Director Randy Hae



Joshua Clark | Branson Tri-Lakes News

Branson Mayor **Reaenne Presley,** left, is all smiles accepting an invitation from **Debi Diamond** to join the cast of the first "Downtown Follies" show to benefit the Downtown Branson Betterment Association's streetscape marketing committee.

Downtown

cont. from 1A

"I always wanted to be a star," Baker said with a laugh. "But seriously, we're big supporters of downtown Branson here at Branson Bank and anything we can do to help, we'll do."

The fundraising show was created by the Downtown Branson Betterment Association as a fun and unusual way to raise money for renovation, marketing and awareness of the downtown Streetscape project.

Hartley said it was important for locals and tourists to realize the businesses in downtown are still open throughout the construction phases.

"We want them to come down here and and see our progress while they enjoy everything we already have in downtown," Hartley said. "And we want them to know we're all open and ready for business.

"Come and experience our excitement."

Tickets are on sale now, and regular tickets are $15 in advance and $20 at the door if any are still available the day of the show.

There are also 20 VIP seats available for each show at a cost of $50. Those tickets include a private meet and greet with the stars and a "taste of historic downtown."

All seating in the recently remodeled Historic Owen Theatre & Branson's House of Comedy are assigned and limited for both shows, so call 417-464-8497 for reservations to guarantee tickets.

For more information, call 417-464-8493 or visit HistoricOwenTheatre.com.

Calendar

cont. from 5A

SAT., OCT. 25

Stone County Art Studio Tour: The 12th annual Stone County Art Studio Tour is from 10 a.m. to 5 p.m. This free event features local artisans — including jewelry makers, painters, potters, wood workers and metalsmiths — who will open their galleries for the public during this self-guided tour and sale. For more information, visit facebook.com/StoneCountyArtTour/info.

THURS., OCT. 30

Medicare counseling: Every year, Medicare beneficiaries have a chance to change coverage during Medicare open enrollment from Oct. 15-Dec. 7. Counselors will be on hand from 9 a.m. to 2 p.m. at Forsyth Senior Friendship Site, 13879 Hwy 160 North. There are a limited number of spots at the enrollment session; reservations are encouraged. Spaces can be reserved by calling Martha White at 417-546-5037.

Blood drive: Community Blood

Obituaries

cont. from 2A

DOROTHY "DOTTIE" LEE STRICK

Funeral services for Dorothy "Dottie" Lee Strick, 67, of Branson, will be held at 11 a.m. Oct. 22, 2014, at Gorman-Scharpf Brentwood Chapel in Springfield with the Rev. Stacey Williams officiating. Arrangements are under the direction of Gorman-Scharpf Brentwood Funeral Home.

She died Oct. 18, 2014, at Mercy Hospital in Springfield.

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BRANSON
Tri-Lakes News

For Over 100 Years, A Combination Of The Branson Daily News, The Branson Beacon, White River Leader, The Southwest M

Wednesday, Thursday, Friday, November 5-6-7, 2014 Volume 103, No. 89 (417) 334-31

DEATHS: 2-3A

Elizabeth Battistoni, 90
Bobby Bilyeu, 88
Bob Clemenson Jr., 75
Kay Ford, 85
Hazel Gray, 99
Pete Peters, 70
Bill Rinke, 82

SPORTS



■ Wolves in title game

LOCAL



■ Final 'visioning meeting'

LOCAL



Downtown Streetscape

Construction in progress

By Kris Collins
KCOLLINS@BRANSONTRILAKESNEWS.COM

Construction of the first phase of Branson's Downtown Streetscape project began Monday. The estimated cost of the project is $1.93 million, according to Branson Engineering and Public Works Director David Miller.

The first phase focuses only on a horseshoe-shaped area made up by College Street between Veterans Boulevard and Commercial Street, and Commercial Street between College Street and Pacific Street, and Pacific Street between Commercial Street and Veterans Boulevard.

Downtown construction map, page 2A

Diana Allynn, chairman of the board for the Historic Owen Theatre, said the Downtown Branson Betterment Association is working to ensure business disruption is minimal.

"One goal is to make sure all tourists and locals know our businesses are still open," she said. "I think that's the most important thing — the marketing.

The Historic Owens Theatre sits in the middle of the first phase construction.

"I think we may have a little bit of fall off from that, but anything can be overcompensated for," Allynn said. "We can go in the other direction."

The Downtown Branson Betterment Association began a campaign to raise funds to market the downtown area during the construction to raise awareness about the project and to inform the public that businesses are still operating through construction.

DOWNTOWN — cont. on 2A

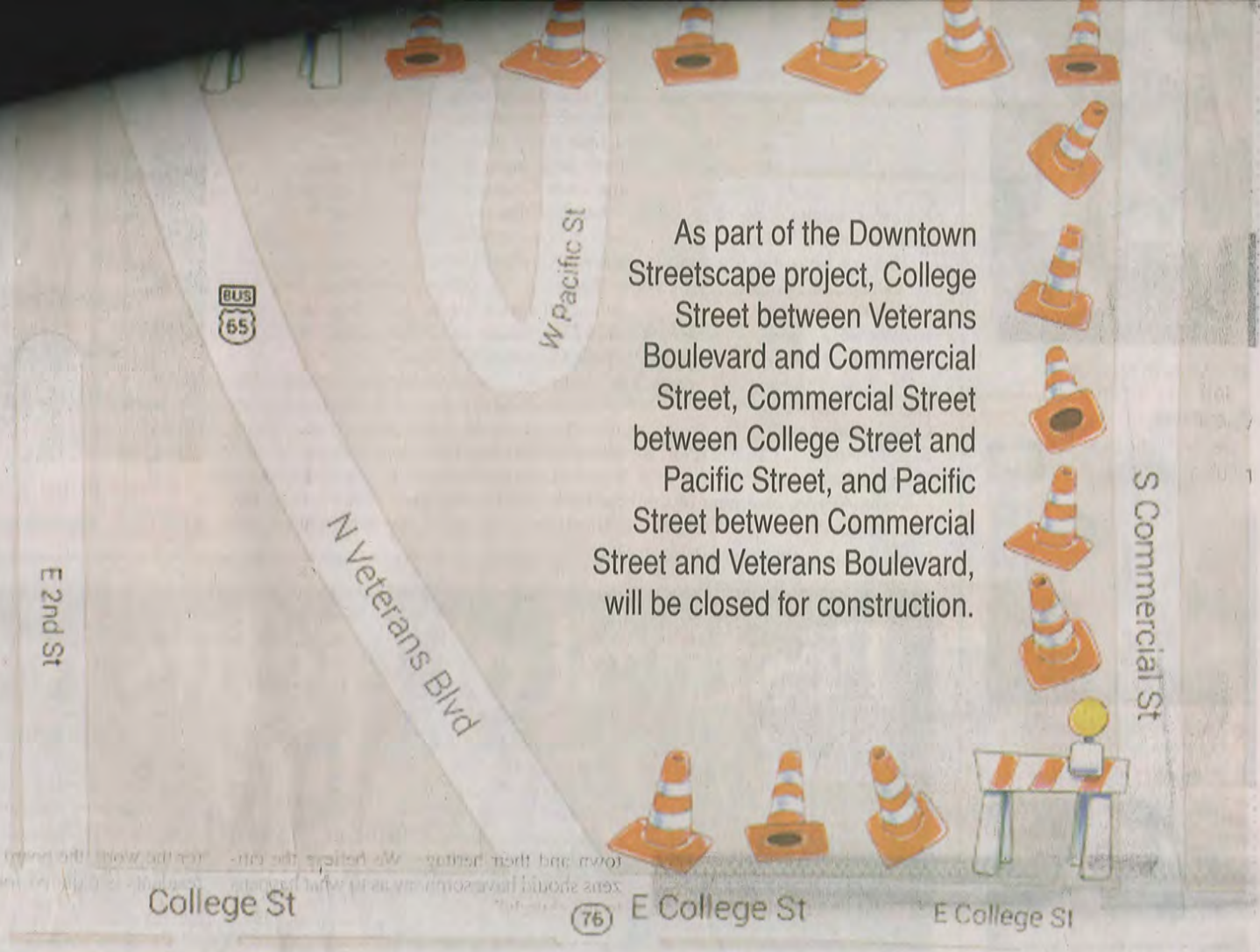
Veterans H



Veterans Homecom
Branson Tri-Lakes New

Festival of Lights retur





courtesy of Google Maps

DOWNTOWN

cont. from 1A

"We have our sandwich boards that will be set up and placed in various areas, depending on what's under construction, that will guide you," Allynn said.

Allynn said she plans to have theater employees also stand out to direct traffic and customers on nights when the theater draws upwards of 200 people.

Branson Economic Development Director Garrett Anderson said in an effort to mitigate the effects of lost parking with the construction, the city is offering discounted parking passes for downtown business owners so their employees can park on the top level of the Riesh parking garage.



Garrett Anderson

"Overall, the parking that is proposed downtown and the changes to the parking stalls through the full length of the project, we do expect to see a net increase in the parking," Anderson said.

Miller said in October the completion date is set for June 1, 2015. Miller was unavailable for comment before Branson Tri-Lakes News press time.

Phase I includes new underground utilities, sidewalks, crosswalks, signage, pavement and other amenities.

The city received five bids for the project and accepted the lowest bidder, D&E Plumbing, at $2.5 million. The next lowest bid came in at $2.8 million and the highest bid was $3.5 million.

The city recently purchased 12 72-inch benches; 14 24-inch benches; 10 trash cans and seven cigarette ash urns for the project at $62,876. The city also purchased 27 light pole assemblies and seven street name assemblies for $178,616. Miller said the light poles are made of of logs harvested from the bottom of the Ouachita River in Louisiana that were sunk in 1805.

LIGHTS

cont. from 1A

"He dances along with the music on the radio every single night," Sutliff said. "I believe there are 12 different songs this year, so he's quite busy."

Speaking of busy, organizers have been just that as they prepared to open for Ozark Mountain Christmas.

"We've been planning all year — North Pole has been working all year putting the exhibits together and they've



Downtown Branson Historic Streetscape

PROJECT NEWSLETTER

May 1, 2014 Volume 1

Welcome to our first newsletter regarding the Historic Downtown Branson Streetscape project. As your Aldermen in Ward 2, we decided it would be helpful to establish this informal "newsletter" to keep all of the businesses, property owners and concerned citizens in the downtown area better informed on the upcoming construction project.

This multiyear project will result in wonderful enhancements to our downtown that will help to keep it vibrant and exciting. We hope you share our enthusiasm on this project and the positive impact it will have on our business community.

As with all construction projects there will be inconveniences, noise, dust and other interruptions in our daily routine. We look forward to your cooperation while constructing this complete streets project.

Cris Bohinc *Patrick Parnell*

PHASE 1 LOCATION

Phase 1 of the construction project will be in the southwestern portion of downtown. Future phases will be throughout downtown until the entire project is complete. Pedestrian access will be provided to businesses in Phase 1 throughout the construction process. Phase 1 will involve three streets:

- College Street from Veterans Boulevard to Commercial Street
- Commercial Street from Pacific Street to College Street
- Pacific Street from Veterans Boulevard to Commercial Street
- Plus a waterline extension in Commercial Street from Pacific Street northward to the alley

WHAT ARE THE AMENITIES

The downtown improvement project is being referred to as a "streetscape" project. As such, the project will include many new items including; sidewalks, plantings, benches, street lighting, street signs, street pavement, bike racks, wayfinding signage, crosswalks, waterlines, storm sewers and provisions for street fairs and festivals.

SCHEDULE

The details of the future phases continue to be developed as the city updates revenue projections and funding scenarios. Currently, only Phase 1 has a firm schedule:

June 2014:	*Bid the project*
October 6, 2014:	*Begin construction*
May 15, 2015:	*Project completion*

CONTACT INFORMATION

The downtown streetscape project is considered a "Capital Investment" by the City of Branson. As such, the capital project construction is managed by the Branson Engineering Department. If you have any questions, concerns, problems, issues or compliments, please feel free to contact David Miller the Branson City Engineer. David is the point of contact for this project and he can be reached at 417-337-8559 or feel free to visit his office on the third floor of City Hall any weekday from 8:00am to 4:30pm. The entire Engineering Department is involved in this very critical construction project and will be willing to assist you in getting the answers you need.

NEWSLETTER
Historic Downtown Branson
Streetscape Project

June 1, 2014 Volume 2

The Historic Downtown Streetscape project has been a joint effort by many folks. All of our wonderful businesses downtown have been incredible to work with and the staff and elected officials at the city have worked hard to make the project a reality. There is one group of people who have gone beyond the "call of duty" to make this project a reality. They are the Project Steering Committee appointed by the Mayor. If you see these people, be sure to thank them and let them know how much you appreciate their efforts.

STEERING COMMITTEE MEMBERS

Cris Bohinc	Patrick Parnell
Pam Druffle	Tom Motley
Richard K'nipple	Bozana Varisco
Steve Hartley	Illa Kamp

Phase 1

Phase 1 of the Historic Downtown Streetscape project consists of work on three roads in the downtown district. The project area highlighted in red includes Commercial Street between Pacific St. & College, College Street between Commercial St. and Veterans Blvd. and Pacific Street between Commercial St. and Veterans Blvd. The work will include new pavement, sidewalks, streets, lighting, benches and landscaping improvements.

The Phase 1 project schedule remains as follows:

June 2014	Bid the project
October 6, 2014	Begin construction
May 15, 2015	Project completion

WATER – OUT OF SIGHT, OUT OF MIND

A large portion of the streetscape improvements downtown involves an item that nobody will ever see. While the roadways are being excavated and replaced, this is the perfect opportunity to install brand new larger water lines. The existing water lines are functional, however, they have been in place for many years and the older they get, the more likely they are to develop problems. These older water lines, some as small as two inches in diameter, will be replaced with new PVC lines up to 12 inches in diameter. These new lines, along with the new fire hydrants, will improve the firefighting capabilities of the system. The construction contractor will be required to have the new water lines operational before switching any customer's service so the impact on a business will be minimized. All customers will be notified in advance if their service will be interrupted.



CONTACT INFORMATION

If you have any questions, concerns, problems, issues or compliments, please feel free to contact Branson City Engineer David Miller as he is the main point of contact. He can be reached at 417-337-8559.

HISTORIC DOWNTOWN
BRANSON

NEWSLETTER
Historic Downtown Branson
Streetscape Project

July 10, 2014 Volume 3

We are very pleased to report this month that the Phase 1 construction project is "out to bid". The plans are being distributed and made available to interested contractors and the city provided copies of the plans to "Plan Rooms" which are entities that have memberships available to contractors who can come review the plans easily. These steps will help to assure that the maximum number of contractors are informed about the work and then will hopefully submit bids. Eleven contractors or suppliers have picked up a set of plans so far (great news!) and this will hopefully result in some very competitive bids. It has been quite an effort to get our project to this point and we are excited that the phase 1 project should soon become a reality.

Cris Bohinc Patrick Parnell

IT IS CALLED **HEAVY**

CONSTRUCTION FOR A REASON



If streetscape construction could be completed in the manner desired, the contractor would slip in and quietly go about the construction. It would be clean, silent and unobtrusive. There would be no negative impacts on businesses and interruptions would not occur. Unfortunately… there isn't a "Magic Fairy" helping with this project.

Heavy Construction means there will be large earth moving machines at work. The machines will shake the ground and for safety reasons they will "beep" every time they back up. Trucks will come and go. Materials will be stockpiled. There will be dust and noise. It will truly be a major construction site and there is no way to accomplish the great improvements to our Downtown that are planned without going through this process.

All Downtown stakeholders will no doubt experience some degree of inconvenience as this project moves forward, but our shared sacrifice now will yield great divides for the future of Branson's Historic Downtown District.

YOUR EMPLOYEES ARE CRITICAL

We want to encourage all Downtown business owners to take the time to meet with your employees in the near future to explain the vision and scope of the project, share your enthusiasm about what's happening and answer questions some may have about the project in general. Let them know that you see these changes to the Downtown Streetscape as beneficial to all concerned. With your input and guidance, your employees can emphasize the positives of the project to your customers and help diffuse any irritation from inconveniences that visitors may experience. By explaining how beautiful and inviting the completed project will be, your employees can become ambassadors for future visits to the Downtown and make them excited to return and see the results of the construction. If you need any information to help explain the project to your employees, please contact the city and they will provide any details needed.

ACCESS DURING CONSTRUCTION

With very few exceptions, the construction plans and phasing sequence has been designed so that all businesses will always have pedestrian access to their front door. The intention is to never restrict visitors to any establishment. In addition, the traffic management plan for Commercial Street and Pacific Street is such that one way traffic and "some" parking will be maintained at all times within a reasonable distance from most businesses. Any disruptions in this access will be minimized and of short duration. College Street between Veterans and Commercial, however, will be closed during portions of the work.

HISTORIC DOWNTOWN BRANSON

NEWSLETTER
Historic Downtown Branson
Streetscape Project

August 12, 2014 Volume 4

BID OPENING

Bids have now been opened for the Phase 1 Downtown Streetscape improvement project. Bids were received from six construction firms. The bids were as follows:

D&E Plumbing:	$2,563,445
Tom Boyce Excavating:	$2,755,578
Hunter Chase:	$2,799,999
Branson Construction:	$2,830,768
National Streetscape:	$2,893,753
Emery Sapp & Sons:	$3,474,382

Although the bids exceeded the originally anticipated cost estimates, the quality of the bids was excellent. If construction bids are all relatively close in size, then it shows that the contractors have worked hard to reduce their costs and be most competitive. In this case, other than the one highest bid, all of the other bids are within 13% of each other.

Currently the City's consulting engineer, along with the city staff, is analyzing the apparent low bid and determining if any cost reductions can be made to the project to help lower the overall cost. The items being considered for cost reductions are all features that will not impact the theme and desired aesthetics or image desired for the improvement project. When the analysis is complete, the bids will be presented to the Board of Aldermen for consideration of a bid award.

CONTACT INFORMATION

If you have any questions or concerns, or would simply like additional information on the project, please contact David Miller the Branson City Engineer at 417-337-8559

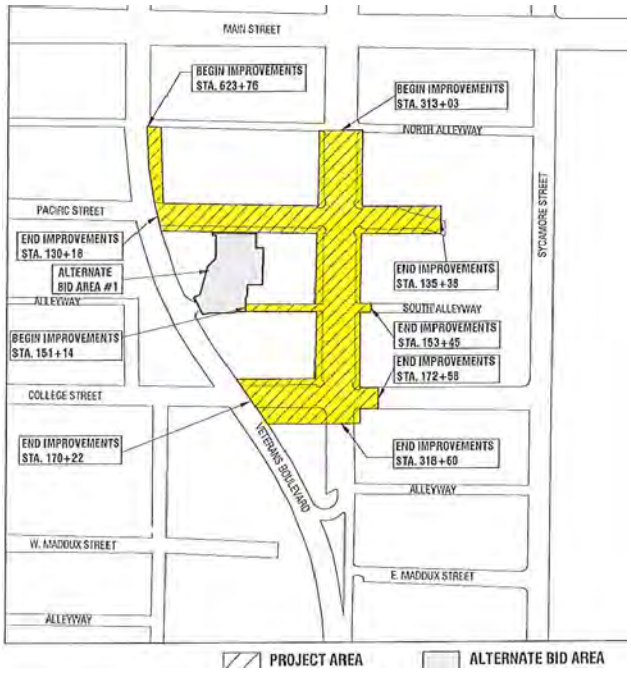
ITEMS IN THE PHASE 1 CONSTRUCTION

Some questions have been raised regarding exactly what type of improvements will result from the planned Phase 1 construction of the streetscape improvements. Frequently it is assumed that the streetscape improvements are only "new sidewalks" or perhaps better lighting, but in reality, the improvements encompass many different items. The various expenditures in these categories are approximated below:

Excavation & Fill:	9%	($231,000)
Street Pavement:	13%	($336,000)
Water System:	10%	($258,000)
Storm Drainage:	9%	($224,000)
Sidewalks:	14%	($353,000)
Traffic Control:	6%	($142,000)
Structural Walls:	5%	($128,000)
Landscaping:	7%	($169,000)
Electrical:	6%	($156,000)
Furnishings:	10%	($266,000)
Irrigation:	3%	($70,000)
Lighting:	9%	($230,000)

WOODEN STREET LIGHTS

A unique concept for the project is the inclusion of "wood" into the improvement amenities. The new benches and waste containers will be constructed of a metal frame with black locust planks. This is an extremely strong maintenance-free wood. An even more notable use of wood will be the new street lights. The poles for these lights will be made of old-growth trees that were thriving in North America before the Europeans arrived. In 1805, as timber in Louisiana was harvested, some of these old trees sunk to the bottom of the Ouachita River. These sinker logs have been retrieved and crafted into street light poles and will be used in Branson.



www.bransonstreetscape.com

HISTORIC DOWNTOWN BRANSON

NEWSLETTER
Historic Downtown Branson
Streetscape Project

September 10, 2014 Volume 5

BID AWARDED

The Branson Board of Aldermen officially approved a contract last night for the construction of the Phase 1 of the downtown streetscape project. The approval was on "first reading". This means that the Aldermen should approve the contract on "second reading" at their September 23rd meeting. After the second reading, the contractor can begin processing his insurance and other mandatory documentation for the work. This effort usually takes at least two weeks. It is anticipated that the contractor will be given a "Notice to Proceed" in early October.

The contract is with D&E Plumbing & Heating from Nixa in the amount of $2,563,445. A frequent question is in regards to how a plumbing and heating contractor can do heavy construction building a roadway. The answer is that the firm, which started business in the late 1970's was originally a plumbing and heating contractor. But, as the years past, they began to do more work in excavation and heavy construction but they decided to retain their original company name. In fact, this firm has done several major projects for the City of Branson - always with outstanding results. Among the projects that D&E has done for the city are a segment of the 5-lane Shepherd of the Hills Expressway and also the Skaggs Roundabout and a portion of Branson Landing Boulevard.

PAVEMENT MAINTENANCE

Over the next few weeks, pavement maintenance will be underway on Main Street. This is part of the city's annual street overlay maintenance. This work is unrelated to the streetscape project. This work is necessary to keep the driving surface in an acceptable condition prior to a future phase of the streetscape project occurring in this area of Main Street. Watch for notices in the news media regarding the scheduling for this work.

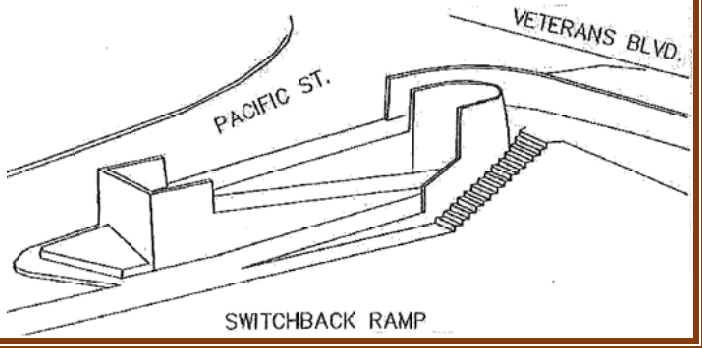
CONTACT INFORMATION

If you have any questions or concerns, please contact David Miller the Branson City Engineer at 337-8559

A SOLUTION TO PEDESTRIAN WOES

As everyone familiar with the streets in Downtown Branson knows, there are certain areas that can be challenging for pedestrians - especially for citizens with mobility issues. One particular problem location is along the east side of Business 65 at Pacific Street. On the south side of Pacific Street there are no sidewalk ramps and the "sidewalk" along business 65 is nonexistent. On the north side of Pacific Street the asphalt shoulder has a ramp but it doesn't lead to anywhere. The sidewalk along the store fronts forces pedestrians to use stairs. Fortunately, there is a solution to these issues contained with the Phase 1 streetscape project.

The project includes a new "switchback ramp" along the north side of Pacific Street. The ramp will be fully compliant with the Americans with Disability Act. In addition to the ramp, stairs will be built for those pedestrians who desire a quicker route. Both means of access will lead to a mid-block crosswalk which eliminates forcing pedestrians to walk on the steeply cross-sloped section of Pacific Street. The sidewalk in front of the businesses fronting Business 65 will also be widened and made more pedestrian-friendly.



NEWSLETTER
Historic Downtown Branson
Streetscape Project

October 10, 2014 Volume 6

HALLELUJAH

The Downtown Streetscape project is underway! It is really going to happen!

All of the required paperwork and documentation such as insurance and bonds are now being finalized between the contractor and the city. The contractor now believes that equipment and materials will begin arriving on site around Monday October 20th. But… that doesn't mean that work is not already underway. The contractor has already initiated the production of the concrete storm sewer inlets and basins and these items are now being fabricated in Springfield and being prepared for initial shipment to Branson in approximately 10 days. In addition, the new waterline materials, pipeline, valves and fittings have all been ordered and they are now being prepared for shipment to Branson so the waterline installation can begin. The subcontractor who will be installing the new decorative fence rails along the Pacific Street handicapped walkway is working to finish the details of his material orders. The subcontractor who will be installing the trees, shrubs and plantings is working to make sure that the healthiest plants will be available for optimum planting times in the early spring of 2015. Although there may not yet be the rumble of construction underway, be assured that behind the scenes everything is coming together to make this project a reality.

PERMIT PARKING

The Branson Board of Aldermen has revised the city parking regulations to make the top deck of the Reish parking garage restricted to "Permit Parking Only". The Downtown Branson Betterment Association will be providing vouchers which will then be turned in to the City of Branson Finance Department for purchase of the permit. Permits will hang from rearview mirrors and a 1-year permit can be purchased for only $60, which is less than 17¢ per day. The initial permits will be offered to the businesses located within the boundaries of the Phase 1 streetscape project. After those businesses have had the opportunity to obtain a permit, permits will be available for all other businesses downtown. Contact the DBBA at 334-1548 for further details or to obtain a voucher.

EXPANDED PARKING RESTRICTIONS

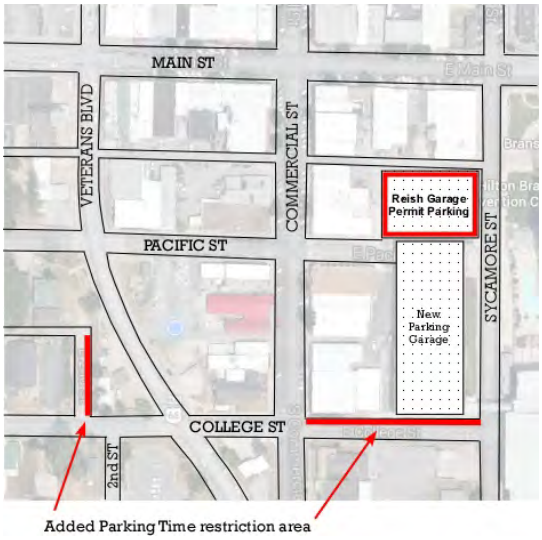
In an effort to further assist the businesses downtown during the upcoming construction project, the Branson Board of Aldermen will be adding two additional areas of restricted parking times. The areas are (1) the north side of College Street between Sycamore and Commercial and (2) the east side of Second Street from College north to the alley. These areas will have parking time limits identical to the other streets in downtown which limit parking to 2-hours only between the times of 8:00 a.m. to 4:00 p.m.

CONTACT INFORMATION

If you have any questions or concerns, please contact City Engineer, David Miller at 417-337-8559.

PRELIMINARY SCHEDULE

The contractor is now in the process of establishing a detailed work schedule for the entire Phase 1 project. There are some basic scheduling details that are already known. One of the first things that will be undertaken is the construction of the handicapped accessible "switchback" sidewalk on the northeast corner of Pacific at Veterans Blvd. The first major work effort will be the placement of the waterline in the middle of the roadways because it is deeper than other utility lines so it must be placed first. As the waterline is installed, the contractor will move his operations down the roadways refilling the trench as he goes. Any holes will be backfilled at night and then the excavation and waterline installation will continue the next morning. There will be some short-term blockages of traffic lanes and parking spaces as the work moves down the road. Immediately after the waterline is complete, the installation of the storm sewers will begin. With good weather, the entire waterline and storm sewer should be complete before Christmas. The contractor can then begin the actual staging of the various sidewalk and pavement replacement.



The drawing to the left shows the changes (highlighted in red) to the restricted parking for both College St. and 2nd St.

NEWSLETTER
Historic Downtown Branson
Streetscape Project

November 10, 2014 Volume 7

- 30 DAY OUTLOOK

It is definitely apparent that the contractor on the Phase 1 project is gearing up and heavy construction work will be commencing over the next few days.

This section of the newsletter has been added to provide the most up-to-date information on what work can be anticipated to occur on the construction project. It must be emphasized that this information is based on the best information available but with construction in older portions of town it is never easy to anticipate all of the unknowns that may be encountered underground. In previous construction projects downtown, when excavating in areas with no known obstructions, construction crews have encountered old buried tanks, large subsurface voids and even 100 year old wooden storm sewers. These type items can cause delays and even a redesign of the plans. This is best described by the famous military quote of: "There are known unknowns but there are also unknown unknowns" which must be kept in mind. The 30 Day Outlook for construction activities is therefore:

- Finalize the detour and construction signage
- Install new storm sewers from College northward to Pacific Street along the easterly half of Commercial Street
- Install new waterline from College Street northward to north of Pacific in the east half of Commercial
- Connect the old water service lines from businesses to the new water line

ALLEYS

Although it is unrelated to the streetscape improvement project, two recent changes were made to the alleys downtown. The City designated the alley on the east side of Commercial, between Main and Pacific, as one-way eastbound. The alley behind Dicks 5&10 was designated as now being two-way.

CONTACT INFORMATION

If you have any questions or concerns, please contact City Engineer, David Miller at 417-337-8559.

WOODEN POLES WITH FUTURE BENEFITS

The wooden street lights are more than just an aesthetic enhancement to the downtown streetscape project. These street light posts are considered environmentally friendly due to the process in which they were sustainably harvested and produced. This is more than just a "feel good" thing for the community to do. By having a documented sustainability effort, the groundwork is being laid for future funding possibilities. There are grant programs that rank applications based on the "green aspects" of the city and the wooden street lights will help with that effort. Hopefully, in future years, as grant opportunities arise, additional improvement projects can be funded in the downtown area, thanks to the beautiful new wooden street lights.

REMINDER OF THE TRUE PROJECT BENEFITS

Much of the recent discussions on the downtown street scape project have focused on the beauty of the planned improvements and the "wow" that visitors will have when they come to shop and visit the downtown area.

It needs to be remembered that a bigger "piece of the puzzle" that the streetscape project addresses is the replacement of the crumbling infrastructure. The old, inadequate storm sewer system is being completely replaced with new inlets and piping that can adequately handle the increasingly heavy storm events. The new, large waterline will have better flows and pressure which not only improve all of the plumbing fixtures in the downtown buildings but also increase the efficiency for the Fire Department to battle any structure fires that may occur in the future. The uneven and cracked sidewalks are being upgraded and replaced which will be much safer and reduce the likelihood of a trip hazard. The sidewalks are also being extended further into the intersections to make street crossings safer for pedestrians – and vehicles. New signage will help reduce visitor's confusion. Traffic signal additions and restroom improvements in the future phases will enhance experiences in the downtown area.

The city will not only be more attractive, it will also be safer and more convenient for many decades to come.


"Acorn" Style
Light Fixture
Liberty Tree Icon
Finial (Metal)
Wood Sign Blades
11'
Wood Parking Sign
Round Cavawood
6" dia. Pole (Sitka Spruce)
Reclaimed Wood
Pole, 6" dia. faceted
Octagonal Profile
Metal "Historic"
Base
Streetscape Furniture
* Consistent Look & Materials
* Match to Surrounding
Building & Infrastructure Upgrades
* Flexibility for Accessories (Banners, etc)
* Theme of Liberty Oak Symbol
for Downtown Branding

NEWSLETTER
Historic Downtown Branson
Streetscape Project

December 10, 2014 Volume 8

- 30 DAY OUTLOOK

Work is progressing and things are looking up.

After a bit of a slow start, the contractor is making good progress with the installation of the new, larger waterlines. The waterlines are the 12 inch diameter white plastic pipes that are being placed in trenches in the middle of the roadways. These new waterlines are nine times larger than the existing waterlines. Water pressures are based upon the water tower heights so most businesses will not see any increase in *pressure* but the volume will be greatly enhanced for firefighting capabilities. If the Baldknobbers ever come back, the City will be better prepared.

The 30 Day Outlook for construction activities is therefore:

- Complete the waterline installation on Commercial and Pacific Streets
- Connect water meter service lines to the new water main
- Begin installing new storm sewers
- Complete sidewalk and retaining wall along Veterans Boulevard north of Pacific Street

DETOURS

For the past few weeks, motorists driving downtown have had to make some adjustments due to the closure of College Street and the partial closure of Commercial Street. The contractor installed barricades and many guidance signs in an effort to create a safe work zone for his employees and also to help direct motorists. The city asks for your patience and also compliance with the signage. When a driver ignores the signs and travels backwards on a one-way segment of street it causes a dangerous situation. The workers cannot always hear oncoming vehicles over the sound of the equipment and a car coming the wrong way is not expected and can cause an accident.

CONTACT INFORMATION

If you have any questions or concerns, please contact City Engineer, David Miller at 417-337-8559.

TYPES OF TREES

There are five types of trees included in the current construction project. All five varieties were carefully chosen by the landscape architect for their compatibility with the conditions downtown along with their color and visual appeal. The five varieties along with the quantity of each are:

Three Thornless Honey Locust with 3” trunks

Two Columnar English Oak with 3” trunks

Sixteen American Elms with 3” trunks

Three Eastern redbuds 8 feet tall

Four Crape Myrtle 6 feet tall

SURPRISE SURPRISE

In last month’s newsletter, it was explained that when excavating in areas with no known obstructions, construction crews have encountered old buried tanks, large subsurface voids and even 100 year old wooden storm sewers. It was said that this is best described by the famous military quote of: “There are known unknowns but there are also unknown unknowns” which must be kept in mind. Apparently that article was a good prediction of what was to come.

When excavating across College Street for the installation of a water service line east of Veterans Boulevard, the contractor came upon a very unusual storm sewer the likes of which experts in the construction industry had never seen before. Most storm sewers are completely round and come in segments that are connected together to carry the rainwater away underground. Larger storm sewers can be square if they are constructed onsite using concrete forms. The storm sewer discovered under College Street was square on the bottom but round on the top similar to the shape of a slice through an Eskimo igloo. The pipe had been made of segments that were connected together. This unique shape is not typical. Questions arose as to why did the city use this unusual pipe when the storm sewer was built decades ago? Who manufactured such a pipe and why? If you can provide any historic information on this storm sewer, please let us know.

PLEASE NOTE THAT THE PROJECT WEBSITE IS CURRENTLY BEING UPDATED. ALL NEWSLETTERS, ROAD CLOSINGS, NEWS RELEASES, ETC. WILL BE POSTED TO WWW.BRANSONSTREETSCAPE.COM



Columnar English Oak

American Elm



NEWSLETTER
Historic Downtown Branson
Streetscape Project

January 10, 2015 Volume 9

- 30 DAY OUTLOOK

Work is progressing and the weather is great!

The installation of the waterlines planned for the Phase 1 project are basically complete. The waterlines are the 12 inch diameter white plastic pipes that were placed in trenches in the middle of the roadways. "Testing" is the final steps necessary for waterline installation. There will be two types of testing done. The first will be the pressure test. Although the typical pressure in the pipelines is about 40 pounds per square inch (psi), during the testing, high pressure pumps are used to increase the internal pressure to 150 psi. After being pressurized to this high level, the line is monitored for 2 hours and any loss of pressure will be detected. A loss will indicate a leak and then the contractor will have the task of locating the leak. If the pressure holds steady during the 2 hour period, the line is deemed to be leak-free and accepted. The second testing done is the disinfection tests. The contractor will use high levels of disinfection chemicals to cleanse the inside of the lines. The water is then sampled at the laboratory to confirm that no microscopic contamination exists. Even with a positive test, the test is repeated a second time. After that process is completed, the individual service lines will be connected to each business.

The 30 Day Outlook for construction activities is:

- Complete the waterline testing on Commercial and Pacific Streets
- Connect water meter service lines to the new water main
- Begin installing new storm sewers
- Complete sidewalk and retaining wall along Veterans Boulevard north of Pacific Street

WATER SERVICE INTERRUPTIONS

Branson's Utility Department is working diligently to ensure that all the new water service lines are done in such a way that minimizes any impact on the businesses. All customers will be notified when an interruption is anticipated. If your business has ANY special needs or requirements PLEASE let us know so we can ensure that you are not adversely impacted.

CONTACT INFORMATION

If you have any questions or concerns, please contact City Engineer, David Miller at 417-337-8559.

SPECIAL REQUESTS

If your business has any special needs or issues, please feel free to contact the city and let us know. The city's goal is to minimize disruptions as much as possible. The contractor also has this same goal. When we are aware of a situation, we can usually take steps to better deal with that particular issue. A recent example is that the Branson Christian Church was involved with a funeral. They took the added step of notifying the City of the planned funeral date and time and the contractor readily agreed to cease all construction in the area so that there would be absolutely no impact on the services.

ANOTHER SURPRISE

In previous newsletters, it was explained that when excavating in areas with no known obstructions, construction crews have encountered many unexplainable items. It was said that this is best described by the famous military quote of: "There are known unknowns but there are also unknown unknowns" which must be kept in mind. Apparently that article was a good prediction of what was to come.

The contractor recently encountered another baffling situation. On the south side of Pacific Street, midway between Commercial and Veterans Boulevard is a storm sewer inlet with a grate on top of it. The grate appeared to be of adequate size to intercept storm water running along the curb. During a rainfall event, it didn't seem to function extremely well but because if its age, it was always believed that the discharge pipe was perhaps undersized. When the contractor actually began excavation near the inlet to dig near the discharge pipe, it was discovered that there was no discharge pipe whatsoever. When that inlet was installed years ago, "somebody" didn't properly connect it to the stormwater system so it never has worked properly. Fortunately, the new Phase 1 improvements will replace this inlet with a functioning storm sewer line.

NEWSLETTER
Historic Downtown Branson
Streetscape Project

February 10, 2015 Volume 10

- 30 DAY OUTLOOK

The waterline work is complete. The contractor is completing the last few water service line connections to individual businesses.

The 30 Day Outlook for construction activities is:

- Begin installing new storm sewers
- Complete sidewalk along Veterans Boulevard north of Pacific Street
- Construct the "switch-back" handicapped accessible sidewalk ramp along Pacific Street

STRUCTURAL SOIL PLACEMENT

For people closely watching the sidewalk construction progress along Veterans Boulevard, it is obvious that the work is moving relatively slow. Besides the weather, the other reason for the slow progress is time needed for the contractor to become more familiar with working with structural soil. This special soil mixture is placed under the sidewalk for support. The structural soil includes patented ratios of crushed gravel and soil and special "hydrogel" to aid in the mixing. This material was developed by Cornell University many years ago and will allow trees to thrive plus permit the tree roots to grow downward and not damage sidewalk in the future as the tree ages. The transportation and placement of the structural soil requires special attention and the contractor has needed additional time to develop satisfactory methods. Now that the procedures are more refined, the speed of soil placement should significantly increase. In future segments of the sidewalk work, there should only be a relatively short period of time from the time when the contractor removes a segment of sidewalk to the time the sidewalk is replaced.

CONTACT INFORMATION

If you have any questions or concerns, please contact City Engineer, David Miller at 417-337-8559.

CHANGE ORDER TO THE PROJECT

The Century 21 Real Estate office is located on the lower level of the building on the northeast corner of Pacific Street at Veterans Boulevard. There are existing concrete steps leading from their doorway upward to Veterans Boulevard that do not meet current building standards. A portion of the improvement project is to correct deficiencies and therefore these steps are being removed and replaced. Unfortunately, during the design, the conflict between the Century 21 office air conditioner and glass-block wall was unnoticed. The solution of relocating the air conditioner and modifying the wall has now been added to the construction contract.

FURNISHINGS UPGRADE

The furnishings to be placed with the improvements include short & long benches, waste receptacles and ash urns. Originally the architects specified that these furnishings would be made of Black Locust wood which was sustainably harvested in the USA. The wood was not to be varnished or treated and within a short period of time would fade to light gray in color. The metal portions of the furnishings would be gray/black metal. Unfortunately, there is currently very high demand for Black Locust and the supplier was unable to obtain any high quality wood. The architect then evaluated alternatives but any wood that was sufficiently hard and low-maintenance came from the rainforest or tropical Australia. These alternatives are not sustainably harvested and are causing environmental issues in those areas of the world. The city then worked with the furnishings supplier and identified a non-wood product that uses recycled materials. The product is 100% high density polyethylene derived from recycled post-consumer packaging such as milk containers. It is resistant to moisture and insects and will not rot, splinter or crack. It is weather resistant and the "driftwood gray" color is very stable. Even graffiti will not adhere to it. The city is now moving forward with this project upgrade. The use of recycled materials will give the downtown area something to boast about to visitors while still maintaining the classic weathered gray color envisioned for the furnishings.



SECTION 4

Transportation Network Analysis

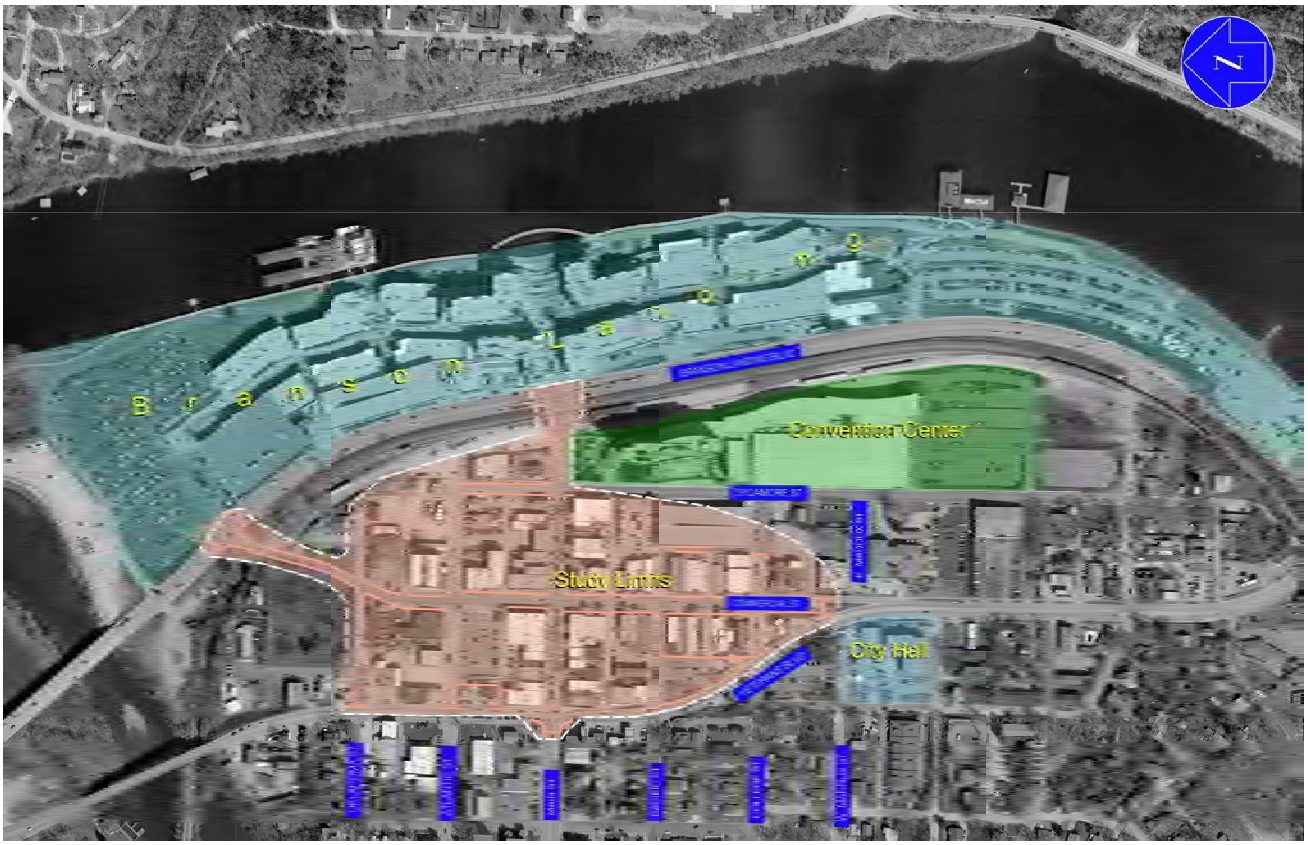
SECTION 4

Transportation Network Analysis

4.1 – Introduction

A comprehensive review of the transportation network was performed to identify existing conditions and improvement opportunities for pedestrians, vehicles, and parking in Downtown Branson. The area studied is generally bounded by Oklahoma Avenue on the north, Veterans Boulevard on the west, College Street on the south, and Branson Landing Boulevard on the east. **Figure 4.1** shows the study boundaries.

Figure 4.1
Transportation Study Limits



The City of Branson would like the downtown area to be a safe and welcoming environment for all people. Passenger cars, pedestrians, delivery trucks, buses, recreational vehicles and bicyclists shall all be accommodated and provided safe and efficient means to travel within the public right of way. The city has expressed a desire to create a better connection between the Branson Landing development and the Downtown stores in order to increase business revenues for both venues.

Branson Landing is a half mile long pedestrian mall along the Lake Taneycomo waterfront. Visitors to Branson Landing park in one of two large parking lots located on the north and south ends of the pedestrian mall. Visitors to the Landing also utilize a parking deck located near the Hilton Promenade, a parking lot along Branson Landing Boulevard, and the Convention Center parking lot on the corner of College & Sycamore due to its close proximity to the Landing's

gateway entrance. A trolley service is also offered at no charge to transport customers between the north and south parking lots and the downtown district. The intersection of Main and Commercial Streets is closer to the center of Branson Landing than the parking lots which are located at the north and south ends of the development.

The Branson Landing property has become a destination with little connection to the historic downtown area. The city would like to improve the link between these two diverse areas for the purpose of improving business opportunities and revenues for the merchants. Increased revenues result in increased sales taxes collected by the Community Improvement District (CID) that can be reinvested into the community infrastructure. The following actions are necessary to improve business opportunities in the downtown area:

- Create a safe and welcoming streetscape for pedestrians.
- Connect the Landing and Downtown areas with a “complete street”. A re-designed complete street will improve multi-modal transportation and create an attractive corridor into the downtown area.
- Identify parking needs and opportunities for parking improvements.
- Improve traffic circulation within the downtown area.

Customers of the downtown stores typically use street parking as their first choice and use public and private parking lots in the area as a second option. The downtown streets currently serve the needs of vehicle traffic and improvements can be made to offer an inviting and safer atmosphere for pedestrians. The existing walkways between storefronts and parked cars are narrow and saturated with street furniture, lighting, trees, signs, utility poles and fire hydrants. The downtown area offers a very unique atmosphere for visitors embracing the historic district in comparison to the modern outdoor shopping and entertainment experience of the nearby Landing development. The improvements to be recommended as part of this master plan study will be made with the goal of optimizing the experience of visiting the Downtown District for motorists and pedestrians alike. This section will identify existing conditions and improvement opportunities for pedestrians, vehicles, and parking in Downtown Branson.

4.2 – Study Area Conditions

Area Roadway System

Comparisons of existing conditions (2012) and proposed improvements are analyzed in this report. The major intersections within the study area that were analyzed include the following:

- Commercial Street and College Street
- Commercial Street and Pacific Street
- Commercial Street and Main Street
- Commercial Street and Atlantic Street
- Commercial Street and Oklahoma Street
- Commercial Street and Branson Landing Boulevard
- Main Street and Branson Landing Boulevard

- Main Street and Sycamore Street
- Veterans Boulevard and Atlantic Street
- Veterans Boulevard and Main Street
- Veterans Boulevard and Pacific Street
- Veterans Boulevard and College Street
- Veterans Boulevard and Commercial Street

A map of the study area in the City of Branson is provided in **Figure 4.1** of **Appendix 4A**. The following is a brief description of the four major street corridors within the study area:

Veterans Boulevard provides one lane in each direction of travel separated by a bi-directional left turn lane. The street is classified as a Minor Arterial south of Main Street where it is a MoDOT state route, and a major collector north of Main Street. There is no parking allowed on Veterans Boulevard.

Commercial Street is classified as a Local Street that intersects Branson Landing Boulevard on the north and Veterans Boulevard on the south. The street provides a single lane in each direction with parking on both sides between Oklahoma Street and Veterans.

Branson Landing Boulevard is classified as a Local Street and separates Downtown Branson from the Branson Landing development. This road provides two lanes of traffic in each direction separated by a bi-directional left turn lane. On-street parking is not allowed on this road.

Main Street is classified as a Local Street east of Veterans Boulevard. The portion east of Veterans and west of Sycamore Street provides a single lane in each direction with parking on both sides. The short segment between Sycamore Street and Branson Landing Boulevard provides two lanes in each direction and a center median that serves as a westbound left turn lane at Sycamore Street. The portion of Main Street west of Veterans is a Minor Arterial that provides two travel lanes in each direction divided by a bi-directional left turn lane where it is a MoDOT owned state route.

Sycamore Street, Atlantic Street, Pacific Street, and Oklahoma Street are all classified as Local Streets providing one lane of travel in each direction and on-street parking. The majority of the provided on-street parking is angled with a few locations providing parallel parking.

The following are brief descriptions of each of the major intersections within the study area:

Commercial Street and College Street: This intersection is a four-legged non-signalized intersection, each leg is stop-controlled. Each approach provides one shared lane. The west leg of the intersection provides only about 100 feet of length because College intersects Veterans Boulevard.

Commercial Street and Pacific Street: This intersection is a four-legged non-signalized intersection, each leg is stop-controlled. The south, north, and west approaches each provide one shared lane while the east approach provides one left turn lane and one shared through/right turn lane. The east leg provides access to the Convention Center parking deck and the Reish parking deck.

Commercial Street and Main Street: This intersection is at the heart of the Downtown District. It is a four-legged non-signalized intersection with each leg being stop-controlled. Each approach provides one shared lane. The west approach also provides a trolley stop at the southwest corner of the intersection.

Commercial Street and Atlantic Street: This intersection is a four-legged non-signalized intersection with each approach being stop-controlled. Each approach provides one shared lane. The west leg of the intersection is used as a loading/unloading location for tour buses.

Commercial Street and Oklahoma Street: This intersection is a four-legged non-signalized intersection with each approach providing one shared lane. The Oklahoma Street approaches are stop-controlled while the Commercial Street approaches are free-flow movements.

Commercial Street and Branson Landing Boulevard: This intersection is a four-legged signalized intersection. The south approach provides one left turn lane, one through lane, and one shared through/right turn lane. The north approach provides one left turn lane, one through lane, and one shared through/right turn lane. The west approach provides a very short (30 feet) left turn lane and a shared right/through lane. The east approach provides one left turn lane, one through lane, and one right turn lane. The north leg serves as the southernmost access point for the Branson Landing Development north parking lot.

Main Street and Branson Landing Boulevard: This three-legged signalized intersection serves as the eastern entrance to the Downtown District. The Branson Landing Development is on the east side of the intersection. The Branson Scenic Railway and Hilton Convention Center are located in the southwest quadrant of the intersection. The private parking lot for the exclusive use of the railway is in the northwest quadrant of the intersection. These land uses result in large pedestrian volumes through the intersection. The south approach provides one left turn lane and two through lanes. The north approach provides one through lane and one shared through/right turn lane. The west approach provides one left turn lane and one right turn lane. There are railroad tracks running parallel to Branson Landing Boulevard approximately 65’ west of the Branson Landing Boulevard centerline. The traffic signals and railroad signals and gates are interconnected. The signalized intersection includes an all-red pedestrian phase when pedestrians use the push-button to activate the pedestrian phase. The “right turn on red” vehicle movement is prohibited at this intersection in order to protect pedestrians during the all-red pedestrian phase.

Main Street and Sycamore Street: This intersection is a four-legged non-signalized intersection with each approach being stop-controlled. The north and west approaches provide one shared lane each. The east approach provides one left turn lane, one through lane, and one right turn lane. The south approach provides a left turn lane and one shared through/right turn lane.

Main Street and Veterans Boulevard: This four-legged signalized intersection serves as the western entrance to the Downtown District. The west and south legs of the intersection are marked as State Route 76 and Business Route US 65. The marked routes west and south of the intersection are under the jurisdiction of the Missouri Department of Transportation (MODOT). The north and east approaches are Branson owned city streets. MODOT also has control and responsibility for the traffic signal equipment and operation. The south and

north approaches provide one left turn lane and one shared through/right turn lane. The west approach provides one left turn lane, one through lane, and one right turn lane. The east approach provides one very short (40 feet) left turn lane and one shared through/right turn lane. The short left turn lane is due to the on-street parking on both sides of the east approach.

Parking

A summary of the existing parking is illustrated on **Figure 4.2** of **Appendix 4B**. **Table 4.1** provides the specific breakdown for locations and number of existing parking spaces within the downtown study area.

Figure 4.2
Existing Parking



As is noted on **Table 4.1**, on-street parking is available throughout Downtown Branson with approximately 298 on-street spaces for passenger cars and 4 spaces for buses. The downtown has a total of 13 handicap parking spaces. The ADA code recommends the implementation of 7 handicap spaces for every 201-300 spaces and it appears that the City is providing adequate handicap parking based on this criteria. Due to the relatively flat grades, a majority of the handicap spaces are located along Commercial Street, with a limited number along Main Street.

In addition to the on-street parking, visitors to Downtown Branson have various off-street parking options. There are two parking decks located on Sycamore Street that are owned by the city and operated by the Hilton Hotel. The top level of the northernmost deck (Reish Deck) is free to the public while the lower level is reserved for vehicles parked by valets employed by the Convention Center. The upper level of the Reish deck that is free to the public has 66 parking spaces and the lower level provides 67 valet parking spaces. The southernmost parking

deck (Convention Center Deck) is open to the public and has a capacity of 450 vehicles. This deck charges a sliding rate that maxes out at $10/day.

In addition to the parking decks, there are two surface parking lots in the Downtown area that provide free parking for 3 hours. The Awbery lot at Atlantic and Commercial provides 65 spaces and the old city hall parking lot at Pacific and Veterans provides 26 parking spaces.

Table 4.1
Existing Parking Space Summary

Street Name	Existing Free Parking Spaces	Existing ADA Spaces
Free On-Street Parking		
Commercial Street	142	7
Main Street	90	0
College Street	9	0
Pacific Street	20	0
Atlantic Street	16	0
Sycamore Street	21	0
SUB-TOTAL	**298**	**7**
Free Public Parking Lots		
Old City Hall	26	2
Awbery Lot	65	4
Reish Lot	66	0
SUB-TOTAL	**157**	**6**
Other Parking		
Branson Landing (North & South Parking Lots)	2085	33
Branson Landing Lot off Branson Landing Blvd.	70	2
Branson Landing Parking Deck	750	10
Convention Center Parking Lot	500	9
City Owned Convention Center Deck	450	14
Reish Lot (Valet)	67	0
Alleyway & Private	40	4
SUB-TOTAL	**3962**	**72**

Other parking options available to visitors of Downtown Branson include a large surface lot south of the Convention Center and east of Sycamore Street. The Branson Landing development is served by large surface lots located at the north and south ends of the development. These parking lots provide a total of 2085 parking spaces. While these lots are intended to serve Branson Landing, it is understood that Downtown traffic utilizes these parking lots. A 70 space surface lot is also accessible from Branson Landing Boulevard as is a 750 space parking deck that is managed by the Hilton Promenade Hotel. The surface lots are free while the parking garage at Branson Landing charges an hourly fee.

Additional parking spaces are located on private property behind retail businesses throughout the Downtown District. These spaces are used by business owners and employees. Counting the exact number of these spaces is not practical because the spaces are not marked and in most cases do not

comply with standard design parameters. For purposes of this study, approximately 40 spaces have been counted using aerial photography.

There is a perceived shortage of existing on-street parking spaces throughout the downtown. Many of the local business owners and employees utilize on-street parking as a result of location proximity, availability, advertising, and affordability. Although some business have parking in the alleyway on the back side of their businesses, many do not have rear parking available for all employees and are left to utilize on-street parking or nearby parking garages. The demographics and customer base that visits downtown Branson seems to expect free parking within close proximity of their final destination. Competition for these free parking spaces is prevalent between tourists, business owners, vendors, and employees. There is an opinion by many downtown business owners and employees that the use of on-street parking within close proximity of their business will cast a perception of healthy business activity, and in some cases businesses will use on-street vehicles to advertise their business.

The on-street parking is currently regulated by City traffic enforcement personnel. The enforcement has been established by the City to help promote parking space turn-over for local businesses. The current parking enforcement is summarized in **Table 4.2**.

Table 4.2
Parking Enforcement Summary

LOCATION	*ENFORCEMENT SCHEDULE ***	*PARKING TIME LIMITS*	*PARKING TIME LIMIT VIOLATION FINES **
Commercial, Atlantic, Pacific, Sycamore & College Streets	Monday-Friday: 8:00 AM – 4:00 PM	2 HR	$5.00
Main Street	Monday-Friday: 8:00 AM – 6:00 PM	2 HR	$5.00
Surface Parking Lot Areas (Awbery & Old City Hall)	Monday-Friday: 8:00 AM – 4:00 PM	3 HR	$5.00

** Violation fines are recurring and multiple citations are issued in accordance with the respective parking limits.*
*** Occasional Enforcement on Saturdays (Approx. 1 Saturday per month) with no enforcement on Sundays or Holidays.*

The primary purpose of the parking enforcement program is to encourage turn-over in the downtown district. The enforcement staff has indicated that Main Street seems to have the highest amount of violations of all on-street parking locations in the downtown area with fall season resulting in the highest number of citations for the year. A summary of the enforcement statistics related to the number of violations are presented in **Table 4.3** and have been included in **Appendix 4B**.

Table 4.3
5 Year Parking Citation Enforcement Summary

PARKING CITATION SUMMARY						
YEAR	**2008**	**2009**	**2010**	**2011**	**2012**	**5 YEAR AVERAGE**
NUMBER OF CITATIONS	2075	2080	2199	1752	1928	2007

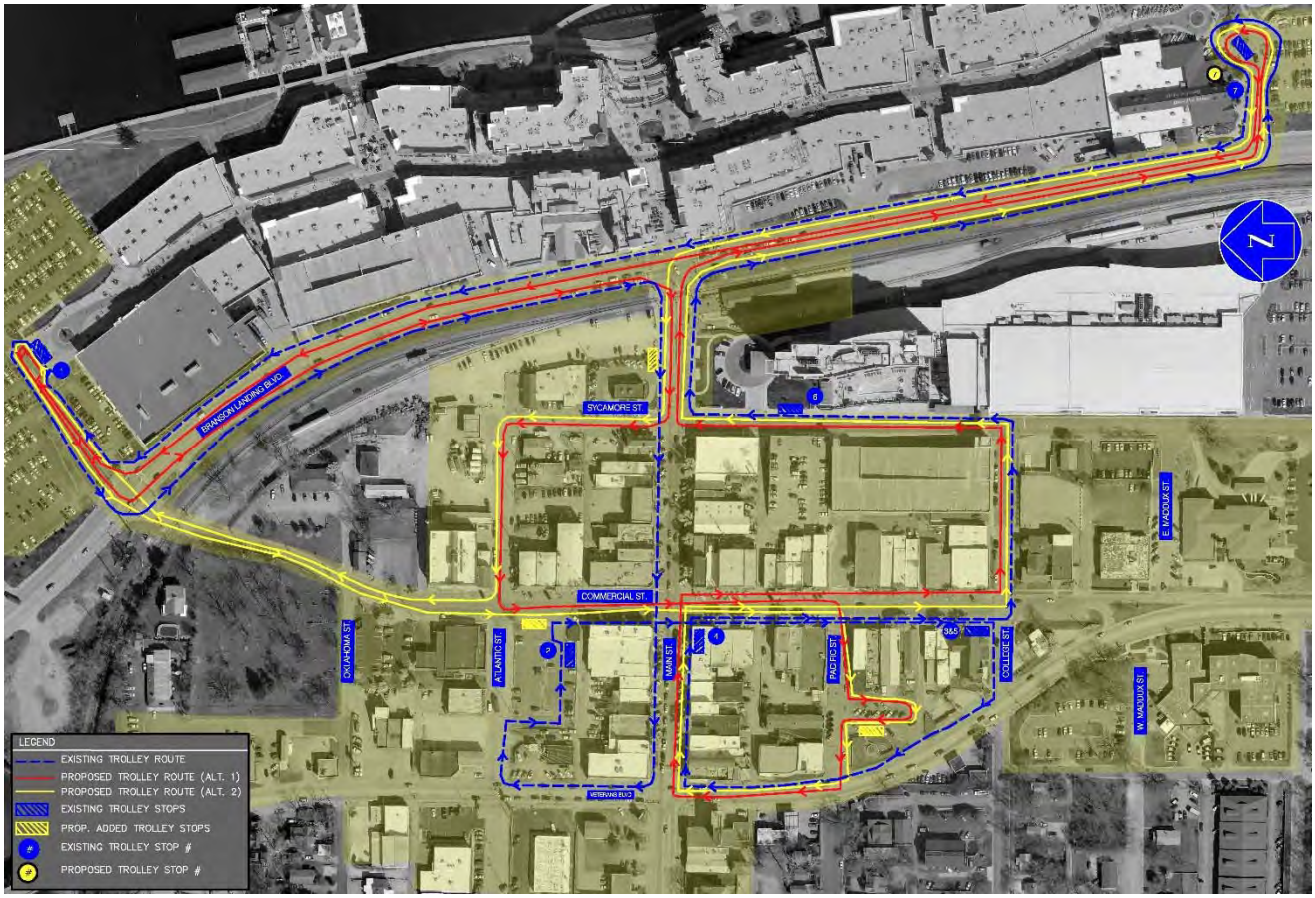
One of the chief concerns of the City and the DBBA is parking space turnover. Currently there is a two-hour maximum for on-street parking. The fine for violating the time limit is $5. Until recently, a vehicle would not be ticketed more than once, with the result being that oftentimes it was less expensive to pay the

fine than it would be to pay $10 per day to park in a parking garage. However, now vehicles can be ticketed multiple times with the hope that this will encourage people planning to stay longer than two hours to park in a garage or lot.

Downtown Trolley Network

The CID provides a free bus trolley that transports people between Branson Landing and the Downtown shopping area. The existing trolley route and stops are shown on **Figure 4.3** and has been included in **Appendix 4C**. The existing trolley route includes stops in both the north and south parking lots of Branson Landing and five other stops within the downtown area. The trolley service operates from 10 A.M. to 6 P.M. during the months of March through December, except for Thanksgiving and Christmas. There are two separate trolleys that run in a constant loop and pick-up every 15 minutes during normal operating times. The trolley ridership is very successful and averages approximately 5,000 users per month. A tabulation of the ridership history is provided in **Appendix 4C**.

Figure 4.3
Existing & Proposed Trolley Route



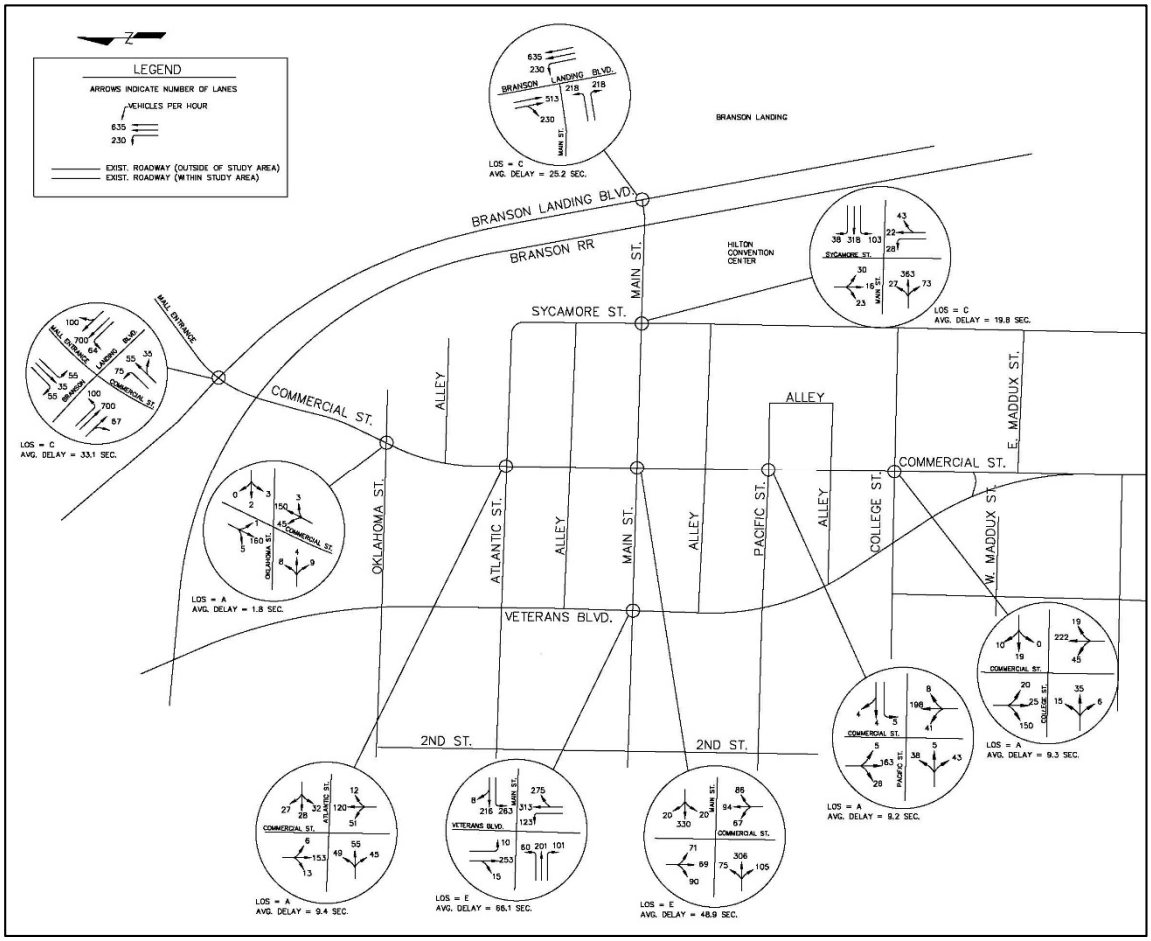
There are currently 7 stops along the existing trolley route, with stops designated with signage and route information shown below. The team strongly believes that the trolley is underutilized and recommends implementing landmark trolley stop structures that can provide enhanced seating, restrooms, and real-time pick-up wait times. The existing trolley stops have been evaluated as part of the master planning, with recommendations to relocate the existing trolley stop locations in the Awbery Lot, Commercial Street, and Sycamore Street to provide a proposed route that accommodates new stops in the Old City Hall Parking Lot, Awbery Parking Lot along Commercial Street, and a stop in the proposed "Link Market" on Main Street, between Sycamore and Branson Landing Blvd.

Alternates for the proposed routes are illustrated on **Figure 4.3**. These route alternatives are designed for the end condition scenario. Additional variations of this route must be discussed with the CID during construction and the multi-year implementation of the overall plan. Additional details on the trolley recommendations will be addressed in **Section 6** of the Master Plan Report.

Existing Traffic & Pedestrian Volumes

Hourly traffic and pedestrian counts were performed by the City in November, 2012 at eight intersections in the study area. These included five intersections along Commercial Street, Veterans Boulevard & Atlantic Street, Veterans Boulevard & Main Street, and Sycamore Street & Main Street. The data from these counts, found in **Appendix 4D**, was used to create an existing traffic model. The counts were conducted on different days and different times of day, so the data was manipulated to create existing hourly volumes for the street network. An exhibit showing the street network with the existing hourly volumes can be found in **Figure 4.4**. These volumes will be used to create traffic models that will be used to determine the effects proposed improvements would have upon existing intersection capacities and vehicular queues.

Figure 4.4
Existing Traffic Hourly Volumes



Signalized intersections along Main Street at Veterans Boulevard and Branson Landing Boulevard only allow left turns on a protected left turn phase. While this is a positive for pedestrian safety in that it reduces vehicle/pedestrian conflicts, it does have a negative impact on traffic capacity. There are no mid-block crosswalks to provide additional crossing points for pedestrians away from the intersections.

Given the nature of the traffic count data in hand, the models cannot be used to design specific traffic signal systems. But, the model can be used as a planning tool to compare how existing traffic conditions might function under various changes to traffic control systems and travel lane configurations. In the event the City of Branson decides to make any changes to the traffic signal systems and lane configurations, new and comprehensive traffic counts will need to be conducted throughout the Downtown District. As a minimum, vehicle and pedestrian traffic should be collected over a two or three day period during a typical summer week in order to develop a more accurate model of existing conditions. New traffic control systems will only succeed if sufficient data is available for design of the control systems. Additional traffic information should be obtained as part of future design phases.

Existing Land Uses

Downtown Branson is a mixture of retail stores, banks, theatres, restaurants, offices, and churches. Many of the offices, banks, and churches have private parking lots while patrons of the retail stores, theatres, and restaurants must utilize on street parking or public parking lots.

Other adjacent land uses that have an impact on the Downtown District are the Branson Convention Center and Hotel, the Branson Scenic Railway, and the Branson Landing Development. The Convention Center and Hotel are located along Main Street, between Sycamore Street and Branson Landing Boulevard. A parking lot located south of the Convention Center and parking decks on the west side of Sycamore Street are utilized by patrons of this property.

The Branson Scenic Railway is located on the southwest corner of the intersection at Main Street and Branson Landing Boulevard. The Railway operates a parking lot on the northwest corner of this same intersection. This business operates three or four train rides per day, each lasting approximately 115 minutes. The train operates March through December. This land use is noteworthy for the influx of vehicles that exit the parking lot after every ride. Each train ride results in approximately 100 vehicles leaving the parking lot in a short amount of time. The only access to and from the existing parking lot is a right in/right out driveway on Main Street.

The Branson Landing Development covers 95 acres along 1.5 miles of Lake Taneycomo waterfront and offers retail, entertainment, and dining. The development includes parking lots offering spaces for 2,905 vehicles. However, the intersection of Main Street and Commercial Street, at the heart of Downtown Branson, is closer to the center of Branson Landing than the surface lots located at either end of the development. This condition leads to some Branson Landing patrons and store employees parking in the Downtown District. Police enforcement of the 2 hour parking limit has been the primary method to discourage employees from using the street parking. Police are issuing multiple tickets to a single vehicle for each 2 hour parking violation. However, parking enforcement staff is only working during typical working hours. Therefore, late afternoon and evening violations are not enforced.

4.3 – Parking Demand Analysis

Parking Requirements

As described above, Downtown Branson is a mixture of several different land uses, each having their own different parking requirements. However, most of the

offices, churches, and banks within the District have private parking lots and do not factor into the parking demands of the District. The standard number of parking spaces required for retail businesses is 4 spaces per 1000 square feet of net retail area. That area is solely retail floor space and does not include store rooms. These parking space requirements include patrons and employees.

Where retail parking demand is a function of building area, restaurant and theater parking demand is a function of seating capacity with one space per restaurant or theater employee added. One space is required for every three patrons. So, for example a restaurant or theater has a seating capacity of 120 and has 10 employees at any given time, that business would require 50 parking spaces.

An analysis of the District businesses has determined there is approximately 135,000 square feet of net retail area. This results into a parking requirement of 540 parking spaces for retail. In addition to this, it has been determined that the District's restaurants and theaters require 387 parking spaces.

While most land uses within the District that are not retail or restaurants provide private parking, there are some that do not. Analysis has determined that these land uses require 70 parking spaces. **Table 4.4** shows the total parking requirements for Branson's Downtown District.

Table 4.4
Required Parking Spaces.

Land Use Type	Parking Spaces Required
Retail	540
Restaurant /Theater	387
Office / Church	70
TOTAL	**997**

There are a total of 972 existing parking spaces available in the Downtown District. Of those spaces, 522 are free, 450 charge an hourly fee, and some employees and owners park on private lots that are not included in the above 972 counted spaces. With 997 parking spaces required, 972 spaces available and at least 40 spaces provided on private property for employees; that results in a surplus of 15 parking spaces. It appears that the downtown has adequate parking to serve the demand of the downtown district area. In addition to parking located within the district there is additional parking found in parking lots outside of the District, namely those located at the Convention Center and Branson Landing. Those lots provide a total of 3405 parking spaces. These lots are reasonable options for District visitors with the Convention Center surface lot being less than a ten minute walk from the center of the District and the Branson Landing parking lots offering free trolley service to the District.

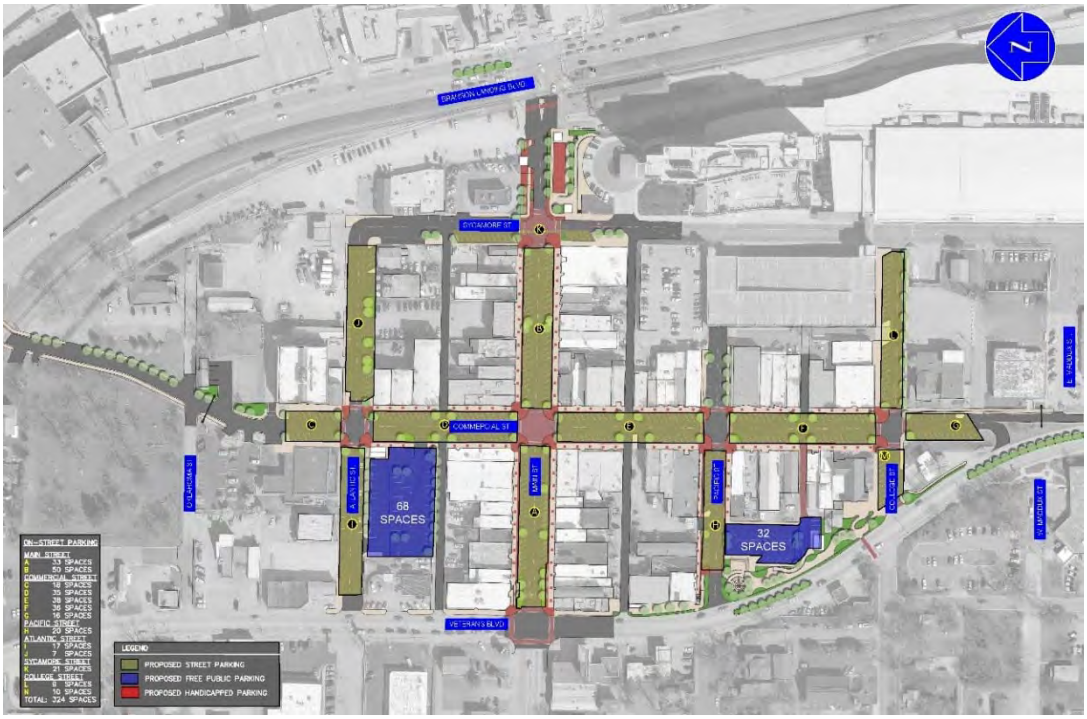
Although the demand analysis indicates that there is sufficient parking for the downtown district, the team strived to provide an increase in existing on-street parking spaces as part of the geometric street configuration recommendations. Additional parking was provided based on public feedback and the need to accommodate future growth and activity in the downtown district. The proposed improvements are discussed in detail as part of **Section 6** of the Master Plan Report, with the proposed improvements providing an additional 40 parking spaces within the Downtown area. See **Figure 4.5** of **Appendix 4E** for the proposed parking layout. Improvements will add 23 street parking locations and

17 more spaces in the two City parking lots for a total of 1012 parking spaces within the Downtown District. With 997 parking spaces required, 1012 spaces available and at least 40 spaces provided on private property for employees; that results in a surplus of 55 parking spaces. These improvements result in an overall increase in downtown parking based on the tabulations provided in **Table 4.5.** The proposed parking listed below is subject to change during the final design phases.

Table 4.5
Parking Summary

Street Name	Existing Parking Spaces	Proposed Parking Spaces	Net Space Increase (Decrease)	Existing ADA Parking	Proposed ADA Parking
Free On-Street Parking					
Commercial Street	142	142	Even	7	Subject to Final Design
Main Street	90	83	(7)	0	
College Street	9	33	24	0	
Pacific Street	20	18	(2)	0	
Atlantic Street	16	24	8	0	
Sycamore Street	21	21	Even	0	
SUB-TOTAL	**298**	**321**	**23**	**7**	
Free Public Parking Lots					
Old City Hall	26	24	(2)	2	Subject to Final Design
Awbery Lot	65	68	3	4	
Reish Lot	66	No Improvement	Even	0	
SUB-TOTAL	**157**	**158**	**17**	**6**	
Other Parking					
Branson Landing (North & South Parking Lots)	2085	No Improvement	Even	33	No Changes
Branson Landing Lot off Branson Landing Blvd.	70	No Improvement	Even	2	
Branson Landing Parking Deck	750	No Improvement	Even	10	
Convention Center Parking Deck	500	No Improvement	Even	9	
City Owned Convention Center Deck	450	No Improvement	Even	14	
Reish Lot (Valet)	67	No Improvement	Even	0	
Alleyway & Private	40	Assume Same	Even	4	
SUB-TOTAL	**3962**	**3962**	**0**	**72**	
GRAND TOTAL	**4417**	**4441**	**24**	**85**	

Figure 4.5
Proposed Parking Spaces.



Observed Parking Issues

The most apparent observation has been the underutilization of the City owned convention center parking garage that is located at the eastern termini of Pacific Street and is situated at the northwest quadrant of College Street and Sycamore Street. This parking garage currently has capacity for 450 spaces and appears to be drastically underutilized. The limited use of this parking garage can be attributed to the following items:

- The parking garage generates revenue from users paying $10.00/Day/Vehicle for parking. Many of the downtown businesses are able to utilize the garage for a rate of $25.00/Month/Vehicle (Approx. $1.00/Day/Vehicle). The existing pay to park condition seems to be a major factor leading towards the underutilization of the garage.
- The parking garage location is situated in an area that is not clearly visible to out-of-town visitors. Although there is an attempt to provide way-finding to this available parking, it appears that additional signage improvements can be made to help potential users locate the garage.

After obtaining initial feedback and analyzing the existing conditions, alternatives and solutions were explored to help promote the use of the City owned convention center parking garage. Based on the initial feedback and understanding of the downtown parking conditions the team recommended that the City entertain a temporary free parking initiative for downtown business owners from May-July of 2013. The purpose of the initiative was to measure the potential use of the existing paid garage if parking was available at no cost to downtown business owners and their employees. Participation in this program was designed in hopes that employees and business owners, who normally use on-street parking, would consider using the City owned convention center

garage, therefore resulting in additional on-street parking available for out-of-town visitors to the downtown.

At the study session meeting on April 18, 2013 members of the board of alderman authorized the implementation of a temporary free parking initiative for downtown business owners and employees from May-July of 2013. The temporary free parking initiative began on May 9, 2013 and was scheduled to end on August 9, 2013. At the conclusion of the temporary parking initiative all participants were instructed that the garage parking would return to the original pre-test paid arrangements. 201 individuals participated in the temporary free parking sign-up event and were issued free parking badges. A complete list of participants is provided in **Appendix 4E**. Based on positive feedback from the downtown participants the event was extended an additional month, with a new termination date of September 10, 2013. From the original 201 participants, there were 187 individuals that participated in the free parking incentive extension. All participants were required to obtain new access cards and the complete list of repeat participants in provided as **Appendix 4E**.

The Hilton manages the existing convention center parking garage for the City of Branson and has reported the historical revenue data for purposes of evaluating the temporary parking initiative results. The pre-test revenue data is presented in **Table 4.6** and represents gross revenue figures for "non-guests" either visiting the downtown or attending a conference at the convention center. The revenue figures also include local businesses or employees that have purchased monthly parking passes. The annual management fee for the parking garage that the Hilton charges the City of Branson is fixed at a $33,230 annual fee. (Approximately 70% of gross revenue) Based on the revenue figures from 2012 it can be ascertained that the City's calculated Net Revenue (Gross Revenue – Operational Costs) for 2012 was approximately $13,689. This figure does not include any maintenance costs or debt service that may have been born by the City during the reporting year, but is a baseline of the existing performance based on the information provided.

The existing 2012 average gross revenue received per month is $3910, which equates to $130/Day. Conservatively assuming that there is an 80/20 split between downtown visitors who pay the posted $10/Day and downtown business owners and employees who pay the $1/Day, we can estimate that the garage services an average of approximately 36 Vehicles/Day. This leads us to the conclusion that the existing garage is drastically underutilized and is nowhere near the garage capacity of 450 spaces.

Table 4.6
Parking Garage Revenue

MONTH	REVENUE (GROSS)
January 2012	$2,213
February 2012	$3,535
March 2012	$303 *
April 2012	$2,162
May 2012	$6,820
June 2012	$4,707
July 2012	$10,994
August 2012	$1,864
September 2012	$2,029
October 2012	$4,898
November 2012	$4,389
December 2012	$3,005

MONTH	REVENUE (GROSS)
January 2013	$2,404
February 2013	$3,418
March 2013	$4,289
April 2013	$6,421
May 2013	$2,552
June 2013	$6,882
July 2013	$6,061
August 2013	$5,321
September 2013	N/A
October 2013	N/A
November 2013	N/A
December 2013	N/A

2012 TOTAL	***$46,919***
MANAGEMENT FEE	***($33,230)***
2012 NET REVENUE	***+13,689***

* Free parking was provided during the month of March 2012 in response to the tornado on February 29, 2012.

Temporary Free Parking Test (May 9th, 2013 – September 10th, 2013)

The usage of the parking garage was monitored during the promotional period by the Hilton management and the results are summarized in **Table 4.7**. The vehicle parking pass count excluded Hilton staff members who purchased monthly passes and were non-participants of the free parking program.

Table 4.7
Test Period Results

MONTH	VEHICLE PARKING PASSES PER MONTH	VEHICLE PARKING PASSES PER DAY	REVENUE (GROSS)
June 2013	5,225 – (23 Hilton Employee Passes) = 5,202	174	$6,882
July 2013	5,937 – (25 Hilton Employee Passes) = 5,912	197	$6,061
August 2013	5,905 – (26 Hilton Employee Passes) = 5,879	196	$5,321

The average daily vehicle pass count for the period was 189 Vehicles/Day. This is significantly higher than the 36 Vehicles/Day that was established as the existing baseline use of the parking garage prior to the free parking initiative. This equates to 153 Vehicles/Day increase in the use of the parking garage as a result of the temporary free parking initiative. When we compare this average increase of 153 Vehicles/Day to the number of free parking participants, it appears that the 153 Vehicles/Day is within expected participation of the 201 business owners that took advantage of the free parking program. We anticipated that not all 201 business owners and employees that signed up would participate on a daily basis, but the 153 Vehicles/Day is a realistic increase and will be used to evaluate alternatives for the garage.

Based on the result of the temporary free parking initiative the City should give serious consideration to continue providing a discounted or free rate for the downtown business owners and employees. Based on the additional 153 Vehicles/Day that temporary test produced, we believe the City has the potential to obtain additional revenue, while providing more on-street parking for visitors and business customers. There are multiple reduced cost scenarios that have been provided in **Table 4.8**.

Table 4.8
Daily Reduced Cost Scenarios

BUSINESS OWNER MONTHLY RATE	BUSINESS OWNER DAILY RATE	EXISTING 36 VEH/DAY REVENUE (GROSS 80/20 SPLIT = 7 BUSS VEH)	PROPOSED 189 VEH/DAY REVENUE (GROSS 100% BUSINESS VEH)	INCREASED DAILY REVENUE
$25.00/Month	~ $1.00/Day	$7.00/Day	$189/Day	$182/Day
$15.00/Month	~ $0.50/Day	$3.50/Day	$94.5/Day	$91/Day
$5.00/Month	~ $0.20/Day	$1.40/Day	$37.8/Day	$36.4/Day
$1.00/Month	~$0.05/Day	$0.35/Day	$9.45/Day	$9.1/Day

Existing business owner parking rate.

Based on interviews and historical trends, we do not believe that the business owners or employees will be willing to pay any additional dollars to utilize the garage above the existing on-street citation value of $5.00 and will continue to move their vehicles every 2 or 3 hours to avoid the potential citation. If the business owners were offered a reduced rate of $1.00/Month, and had the same participation of local business owners and employees, the City would still see an increase in the gross revenue. Projected annual gross revenue based on the same monthly rate reduction scenarios are summarized in **Table 4.9**.

Table 4.9
Annual Reduced Cost Scenarios

BUSINESS OWNER MONTHLY RATE	EXISTING ANNUAL REVENUE (GROSS)	PROPOSED ANNUAL REVENUE (GROSS)	INCREASED ANNUAL REVENUE
$25.00/Month	$2,520/Year	$68,040/Year	$65,520/Year
$15.00/Month	$1,260/Year	$34,020/Year	$32,760/Year
$5.00/Month	$504/Year	$13,608/Year	$13,104/Year
$1.00/Month	$126/Year	$3,402/Year	$3,276/Year

Existing business owner parking rate.

Again, forecasts indicate that the City would see an increase to annual revenues if the monthly rate was reduced to $1.00 when compared to the existing annual revenue from business owners and employees. Based on the results of the temporary free parking initiative, we would recommend reducing the monthly parking rate of business owners and employees. The results of the test seem to justify a rate reduction to $1.00/Month. This option could result in additional revenue and 153 additional parking spaces that would be available for visitors to the downtown area. Also, traffic congestion would be reduced without the need for business owners and employees to constantly move vehicles to avoid parking citations. The City should give serious consideration to a parking program for employees of the downtown business merchants.

4.4 – Traffic Capacity Analysis

The quality of service at an intersection is based on its ability to accommodate traffic that passes through in a timely and efficient manner. Efficiency is described in terms of Level of Service (LOS). The LOS rating system describes the operational characteristics of a particular intersection or roadway and ranges from A (free flow, minimal delay) to F (extreme congestion, unacceptable delay).

LOS is determined by the average control delay (in seconds per vehicle) of all vehicles entering the intersection. Average control delay is based on the peak 15-minute interval of the peak hour analyzed. Control delay is considered to be the stopped times a vehicle experiences plus the time lost due to acceleration and deceleration. Since control delay is an average value, some approaches could experience much greater delay than other approaches. Intersections that have low control delays have a high level of service; in contrast, intersections that have high control delays have a low level of service. According to the Highway Capacity Manual, LOS E is considered to be the limit of acceptable delay while LOS F often indicates the need for intersection improvements.

LOS characteristics and criteria are slightly different for unsignalized and signalized intersections. Drivers anticipate longer delays at signalized intersections, which can carry a higher volume of traffic. In addition, there are a number of driver considerations that can affect how much delay one experiences. For example, a driver is able to relax at a red light and proceed when the light changes. A driver at an unsignalized intersection does not have the ability to passively wait, as he/she must constantly be attentive for an acceptable gap for entry onto the main street. In addition, the amount of delay a driver experiences at an unsignalized intersection can vary widely from situation to situation, often much more than at signalized intersections. LOS is only calculated for legs of an intersection that must yield to other movements at unsignalized intersections. **Table 4.10** describes Level of Service and criteria for signalized and unsignalized intersections.

Table 4.10
Level of Service Characteristics from 2000 HCM

Level of Service Characteristics		
LOS	**Signalized Intersections**	**Unsignalized Intersections**
A	Describes operations with very low delay, less than or equal to 10.0 sec/veh. This occurs when progression is extremely favorable and most vehicles arrive during the green phase.	Describes operations with very low levels of delay that average less than 10 sec/veh.
B	Describes operations with delay in the range of 10.1 to 20.0 sec/veh. This condition generally occurs with good progression, short cycle length or both.	Describes operations with low levels of delay in the range of 10.1 to 15.0 sec/veh.
C	Describes operations with delay in the range of 20.1 to 35.0 sec/veh. Individual cycle failures may occur, though many vehicles still pass through unimpeded.	Describes operations with average delays in the range of 15.1 to 25.0 sec/veh.
D	Describes operations with delay in the range of 35.1 to 55.0 sec/veh. The influence of congestion becomes more noticeable. Longer delays may result from unfavorable progression, longer cycle lengths, or both.	Describes operations with average delays in the range of 25.1 to 35.0 sec/veh. The influence of congestion becomes more noticeable.
E	Describes operations with delay in the range of 55.1 to 80 sec/veh. Individual cycle failures are common occurrences. This LOS is considered to be the limit of acceptable delay by most agencies.	Describes operations with average delays in the range of 35.1 to 50.0 sec/veh.
F	Describes operations with delay greater than 80.0 sec/veh. This level is considered to be unacceptable to most drivers and often occurs when vehicles entering the intersection exceed the capacity.	Describes operations with average delay greater than 50.0 sec/veh. LOS F exists where insufficient gaps exist so vehicles can enter the dominant traffic stream. Large queuing on side streets is common.

The street network information discussed in **Section 4.2** and the existing hourly volumes were used to create a traffic model. The traffic modeling software Synchro was used to create a model that utilizes data such as intersection traffic controls, traffic and pedestrian volumes, vehicular speeds, lane widths, distances between intersections, and whether street parking is allowed to estimate vehicular delays and queue lengths throughout the network. Whereas some analysis software analyzes individual intersection capacity, Synchro considers the network as a whole and how each intersection affects the ones adjacent to it, giving a more realistic analysis. **Table 4.11** shows the estimated Levels of

Service and average vehicular queue lengths of the study intersections under the given traffic conditions described in **Section 4.2**. **Appendix 4F** contains the Synchro capacity reports for the existing conditions.

The proposed Levels of Service and queue length data comes from a Synchro model in which multiple improvement scenarios were evaluated. The various scenarios were developed upon reviewing the deficiencies of the existing system and in conjunction with the proposed streetscape modifications. The variations considered lane change configurations and changes to the control type.

The proposed changes represented in **Table 4.11** include signalizing the intersections along Main Street at Commercial Street and Sycamore Street and reducing the number of lanes on Main Street between Sycamore Street on the west and the entrance to the Branson Scenic Railway parking lot on the east. The traffic signalization will include interconnection and coordination, vehicular and pedestrian actuation, exclusive pedestrian phases and allowing permitted left turns. The actuation and interconnection will allow for the signals to adapt to the traffic demands and ensure that vehicular and pedestrian phases are shortened or eliminated as required to minimize the vehicular delay.

One unique aspect of the assumed improvements is the implementation of an exclusive pedestrian phase. This is a portion of the traffic signal cycle in which all vehicular traffic is stopped while pedestrians may cross the streets, either directly from one side of a street to the other as is customary, or diagonally across the intersection, i.e. from the northwest corner to the southeast. Pedestrians are restricted from crossing the street outside of the pedestrian phase. In addition to improving pedestrian safety, it can also improve vehicular flow by removing pedestrians from the roadway and thereby eliminating obstacles to vehicular turning movements. Currently, left turning vehicles at Veterans Boulevard and Main Street are only allowed to turn left on exclusive left turn phases and not permitted along with their corresponding through movements. Removing pedestrians from the vehicle phase allows left turning vehicles to make the turns in protected and permitted conditions.

Another aspect of the proposed traffic model is a change in the function of the Branson Scenic Railway parking lot. The entrance on Main Street is currently a right-in/right-out access driveway. This parking lot will be reconfigured so that the Main Street access point becomes entrance only while exiting traffic will be directed to the alley that runs east-west between Atlantic Street and Oklahoma Street and connects to Commercial Street.

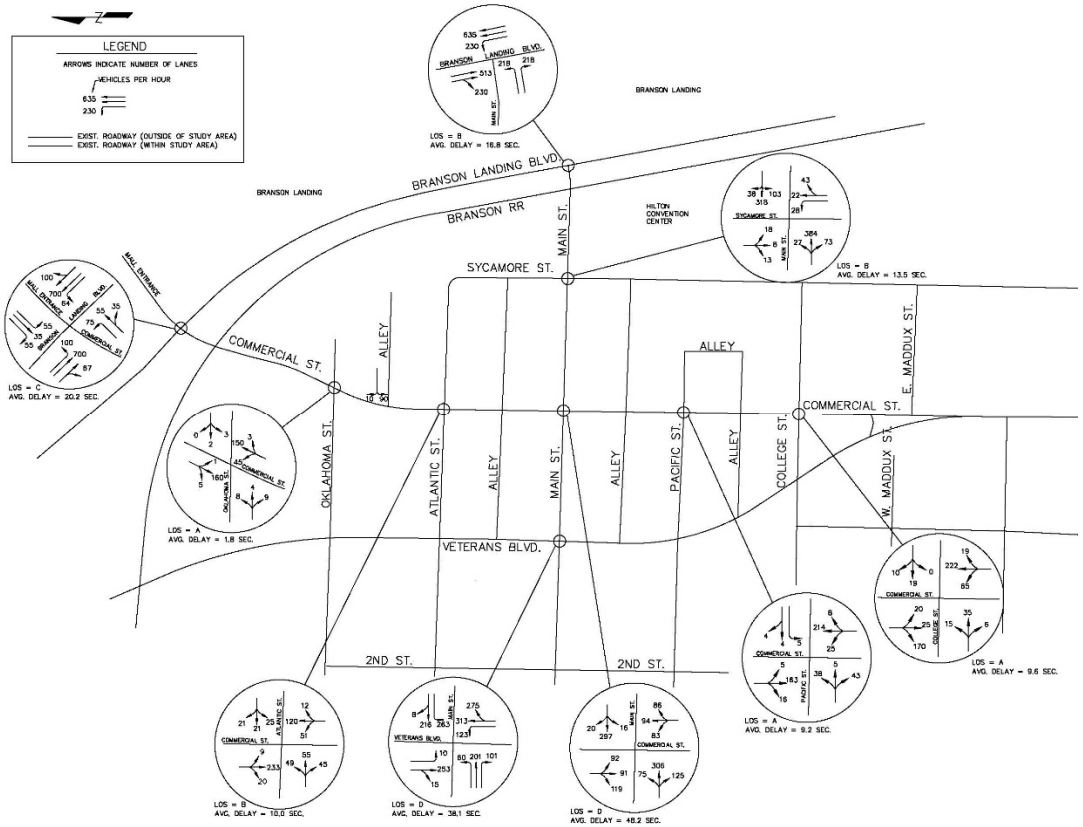
Observations of existing traffic at the intersection of Veterans Boulevard and Main Street reveal that northbound traffic routinely queues beyond the intersection to the south at Pacific Street. There are no feasible remedies to this situation. Another aspect of this intersection is the function of the existing westbound left turn lane. Although the lane is relatively short at 40 feet, its presence appears to have a significant impact on the intersection capacity. The proposed phasing of the intersection includes a lead left turn phase for the westbound and eastbound movements. Although the westbound lane is short, the 26 second green time along with the additional 15 seconds for westbound through movements allows sufficient time for the westbound vehicles to pass through the intersection thus resulting in reduced vehicle delay and improved level of service.

The conditions shown in **Figure 4.11** of **Appendix 4F** reflect the proposed changes described above. As described previously in **Section 4.4**, the existing and proposed traffic models provide a comparison to evaluate the effects improvements would have on traffic function in the Downtown District. The results provided in **Table 4.11** shows that intersections along Main Street see a reduction in delay and queue lengths with the improvements discussed above. **Appendix 4F** contains the Synchro capacity reports for the proposed conditions.

Table 4.11 *Existing and Proposed Levels of Service and Queue Lengths*

Intersection	Existing				Proposed			
	Control Type	Avg. Delay (sec.)	LOS	Avg. Queue (ft.)	Control Type	Avg. Delay (sec.)	LOS	Avg. Queue (ft.)
Main/Veterans	Signals	64.3	E	288	Signals	38.1	D	221
Main/Commercial	4-Stop	48.9	E	418	Signals	48.2	D	342
Main/Sycamore	4-Stop	19.8	C	126	Signals	13.5	B	91
Main/Branson Land	Signals	25.2	C	142	Signals	16.8	B	129
Commercial/Branson Landing	Signals	33.1	C	123	Signals	20.2	C	100
Commercial/Oklahoma	2-Stop	1.8	A	4	2-Stop	1.8	A	4
Commercial/Atlantic	4-Stop	9.4	A	47	4-Stop	10.0	B	57
Commercial/Pacific	4-Stop	9.2	A	32	4-Stop	9.2	A	31
Commercial/College	4-Stop	9.3	A	43	4-Stop	9.6	A	48
Veterans/College	Signals	27.2	C	177	Signals	19.6	B	171

Figure 4.6 *Proposed Traffic Hourly Volumes*



4.5 – Conclusions

From this analysis, various conclusions can be drawn concerning the existing parking, vehicular capacity, and pedestrian flow in the Branson Downtown District. These conclusions can be summarized as follows:

- In general, the downtown streets operate in a saturated flow condition that is not isolated to typical morning and afternoon peak hour conditions. The tourism industry of Branson generates high volumes of traffic that begins in April and continues through December and produces high volumes throughout the day. In addition to the daily traffic demands, special events and festivals throughout the year bring an even higher number of people to the Downtown District.

- Additional parking spaces can be provided within the existing street right of way with the construction of the planned streetscape improvements. Business owners must provide parking spaces for employees on private property or in designated public parking lots in order to preserve convenient parking options for customers.

- Improved access to and awareness of the Historic Downtown Trolley is necessary to connect the Downtown business district with the Branson Landing and Convention Center parking lots.

- Traffic flow through the Main Street and Commercial Street intersection looks to be the most congested within the study area. The combination of pedestrians and vehicles at the four-way stop controlled intersection causes excessive delays on Main Street that further complicates the intersection of Main and Veterans.

- The existing pedestrian phase at the intersection of Main and Branson Landing appears to be an effective means to control vehicle and pedestrian traffic. A dedicated pedestrian only crossing phase at other signalized Main Street intersections will significantly reduce the pedestrian and vehicle conflicts. Besides creating a safer condition, it also appears the vehicular capacity can be increased along the corridor.

- The tour bus loading and unloading location on Atlantic Street west of Commercial Street provides minimal space for loading activates.

- Signage within the public street right of way is excessive and inconsistent. For example, signs pertaining to parking locations and restrictions dominate the streetscape; yet, visitors to the downtown area struggle to find public parking locations when the on-street parking is occupied.

4.6 – Recommendations

This analysis shows that some roadway improvements are recommended to improve conditions for vehicular and pedestrian traffic throughout the Downtown District. Some key improvements have been suggested and are summarized as follows:

- At the intersection of Veterans Boulevard and Main Street, improve the existing traffic signal phasing, timing, and equipment. This involves

changing the phasing to include an exclusive pedestrian phase, allowing permitted left turns, provide vehicular and pedestrian actuation, and interconnecting the signals to those proposed to the east along Main Street.

- Pursue the possibility of buying additional right of way in the southwest corner of the Veterans and Main intersection. Additional right of way would allow construction of a larger turning radius to accommodate multi-unit tractor trailer trucks making the eastbound to southbound right turn.

- At the intersections along Main Street at Commercial Street and Sycamore Street, new traffic signals should be considered to replace the existing four-way stop controlled intersection. Like the other intersections along Main Street, these signals will be actuated, interconnected and phased so that there is an exclusive pedestrian phase.

- Reduce the cross section of Main Street between Sycamore Street and the entrance to the Branson Scenic Railway parking lot entrance from the existing four lanes to two. This will allow for development of the “Link Market” improvements being developed by the streetscape design team. The Link Market will improve the aesthetics of the area while improving pedestrian flow between Branson Landing and the Downtown District. A new trolley stop is also proposed along the westbound side of the Link Market area.

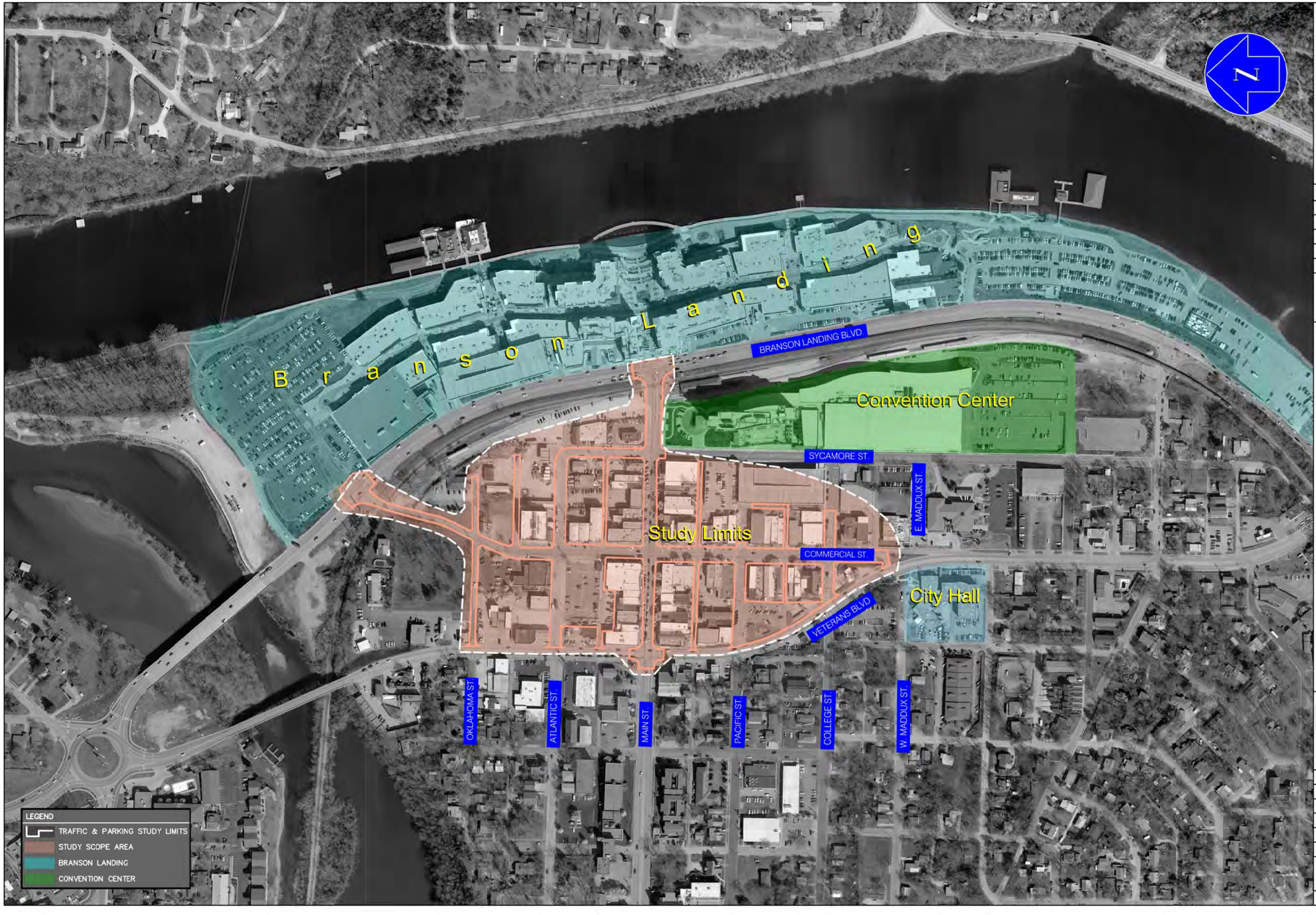
- Construct intersections to minimize the pedestrian crossing distance. The revised intersection radii will limit the proximity of parking adjacent to the intersection and move the curb out to the travel lane edge (curb bump-outs) throughout the Downtown District. The revised intersections will improve visibility of traffic control signs and signals, create space for pedestrians, decrease the street width to be crossed by pedestrians, and improve the aesthetics of the District.

- Provide improved Trolley stop locations that will allow persons to easily find the locations, safely load and unload from the trolley, and provide sufficient space for the trolley vehicle to negotiate the turns and enter and leave the travel lanes.

- Provide a designated location for tour buses to load, unload, and park while the bus patrons visit the Downtown District. The Trolley system could also include such a location on their route. The new facility could be identified as a multi-model station with public restroom facilities and temporary shelter. A location in the northeast quadrant of the downtown area would be an ideal location because the ground is relatively level. The existing parking lot along Atlantic Street provides these facilities but an additional and larger location would be preferable.

- Streetscape improvements shall minimize the number of steps and other obstructions within the street sidewalk. Provide ADA accessible ramps at all street intersections. Use railings and sloped ramps in order to provide an accessible route within the public sidewalk. Some steps may be unavoidable due to existing building elevations.

APPENDIX 4A



FROM THE TOP
DOWNTOWN
BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON HISTORIC DOWNTOWN STREETSCAPE IMPROVEMENTS

TRAFFIC STUDY LIMITS AND PARKING

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DESIGN BY:	TJK
DRAWN BY:	TJK
CHECKED BY:	SJP
APPROVED BY:	SJP
DATE:	7/17/13
JOB No:	12485-01-00

FIGURE 1

SHEET 1 OF 1

APPENDIX 4B

990 SPACES

750 SPACES

1095 Spaces

70 Spaces

500 SPACES

BRANSON LANDING BLVD.

SYCAMORE ST.

66 PUBLIC 67 VALET

450 SPACES

E. MADDUX ST.

COMMERCIAL ST.

65 SPACES

26 SPACES

VETERANS BLVD

OKLAHOMA ST.

ATLANTIC ST.

MAIN ST.

PACIFIC ST.

COLLEGE ST.

W. MADDUX ST.

ON-STREET PARKING	
MAIN STREET	
A	36 SPACES
B	54 SPACES
COMMERCIAL STREET	
C	16 SPACES
D	36 SPACES
E	38 SPACES
F	36 SPACES
G	16 SPACES
PACIFIC STREET	
H	20 SPACES
ATLANTIC STREET	
I	8 SPACES
J	8 SPACES
SYCAMORE STREET	
K	21 SPACES
COLLEGE STREET	
L	9 SPACES
TOTAL:	298 SPACES

LEGEND

- PRIVATE PARKING AREA
- PUBLIC - FREE PARKING AREA
- PUBLIC - PAID PARKING AREA
- EXISTING HANDICAPPED PARKING

FROM THE TOP DOWNTOWN BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON HISTORIC DOWNTOWN STREETSCAPE IMPROVEMENTS

EXISTING PARKING

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License No. 184–000613

DESIGN BY: TJK

DRAWN BY: TJK

CHECKED BY: SJP

APPROVED BY: SJP

DATE: 7/17/13

JOB No: 12485–01–00

EXHIBIT 1

SHEET 1 OF 1

2008 parking stats

Month	Citations	Rounds	Days	Min's	C/R	C/D	R/D	M/R	M/D
1-1 / 1-30-08	76	39	13	1617	1.94	5.85	3	41.5	124.4
2-1 / 2-29-08	72	30	11	1160	2.53	6.91	2.7	29.75	105.45
3-1 / 3-31-08	84	42	13	1755	2	6.46	3.23	41.79	135
1st quarter	232	111	37	4532	2.1	6.27	3	40.83	122.49
4-1 / 4-30-08	185	57	16	2502	3.25	11.6	3.6	43.9	156.4
5-1 / 5-30-08	191	52	14	2332	3.67	13.64	3.7	44.84	166.57
6-1 / 6-30-08	291	53	14	2426	5.5	20.8	3.8	45.8	173.3
2nd quarter	667	162	44	7260	4.1	15.2	3.6	44.8	165
1st half	899	273	81	11,792	3.3	11.1	3.3	43.2	145.6
7-1 / 7-31-08	324	65	18	2920	4.98	18	3.6	44.92	162.22
8-1 / 8-31-08	208	50	16	2228	4.16	13	3.1	44.56	139.25
9-1 / 9-30-08	263	52	14	2294	5.06	18.79	3.71	44.12	163.86
3rd quarter	795	167	48	7442	4.76	16.56	3.47	44.56	155.04
10-1 / 10-23-08	327	61	17	2733	5.3	19.23	3.5	44.8	160.76
11-1 / 11-30-08	0	0	0	0	ankle	ankle	ankle	ankle	ankle
12-11 / 12-31-08	54	11	5	613	4.99	10.8	2.2	55.72	122.6
4th quarter	381	72	22	3346	5.29	17.31	3.27	46.47	152.1
2nd half	1176	239	70	10788	4.92	16.8	3.41	45.13	154.11
Year	2075	512	151	22580	4.05	13.74	3.39	44.1	149.53

2009 parking stats

Month	Citations	Rounds	Days	Min's	C/R	C/D	R/D	M/R	M/D
1-1 / 1-23-09	30	19	8	807	1.58	3.75	2.38	42.47	100.88
2-1 / 2-29-09	81	37	13	1735	2.1	6.23	2.85	46.89	133.46
3-1 / 3-31-09	216	63	19	2625	3.4	11.4	3.3	41.7	138.2
1st quarter	327	119	40	5167	2.7	8.1	2.9	43.4	129.2
4-1 / 4-30-09	145	38	13	1587	3.8	11.15	2.9	41.76	122.07
5-1 / 5-30-09	172	55	16	2241	3.1	10.75	3.4	40.7	140
6-1 / 6-30-09	197	57	19	2351	3.45	10.36	3	41.24	123.73
2nd quarter	514	150	48	6179	3.42	10.7	3.12	41.19	128.73
1st half	841	269	88	11,346	3.12	9.55	3.05	42.17	128.93
7-1 / 7-31-09	256	50	14	2071	5.12	18.29	3.57	41.42	147.93
8-1 / 8-31-09	205	55	17	2553	3.72	12.05	3.24	46.41	150.18
9-1 / 9-30-09	235	54	16	2270	4.35	14.68	3.37	42.03	141.87
3rd quarter	696	159	47	6894	4.37	14.8	3.38	43.35	146.68
10-1 / 10-23-09	183	37	12	1642	4.95	15.25	3.8	44.38	136.83
11-1 / 11-30-09	268	49	15	2377	5.47	17.87	3.27	48.51	158.47
12-11 / 12-31-09	92	33	12	1544	2.78	7.6	2.75	46.78	128.66
4th quarter	543	119	39	5563	4.56	13.92	3.05	46.74	142.64
2nd half	1239	278	86	12457	4.45	14.4	3.23	44.81	144.84
Year	2080	547	174	23803	3.8	11.95	3.14	43.51	136.8

2010 parking stats

Month	Citations	Rounds	Days	Min's	C/R	C/D	R/D	M/R	M/D
1-1 / 1-30-10	0	0	0	0	0	0	0	0	0
2-1 / 2-29-10	19	8	5	385	2.37	3.8	1.6	48.13	77
3-1 / 3-31-10	168	40	11	1807	4.2	15.27	3.63	45.17	164.27
1st quarter	187	48	16	2192	3.89	11.68	3	45.66	137
4-1 / 4-30-10	189	52	16	2222	3.63	11.81	3.25	42.73	138.88
5-1 / 5-30-10	207	58	17	2360	3.56	12.17	3.4	40.68	138.82
6-1 / 6-30-10	298	75	22	3072	3.9	13.5	3.4	40.9	139.6
2nd quarter	694	185	55	7654	3.75	12.6	3.3	41.37	139.1
1st half	881	233	71	9,846	3.78	12.4	3.2	42.25	138.67
7-1 / 7-31-10	189	52	16	2146	3.63	11.8	3.25	41.27	134.1
8-1 / 8-31-10	146	56	21	2282	2.6	6.95	2.6	40.75	108.6
9-1 / 9-30-10	188	45	15	1975	4.17	12.5	3	43.88	131.66
3rd quarter	523	153	52	6403	3.41	10.05	2.94	41.84	123.13
10-1 / 10-23-10	353	64	17	2802	5.5	20.7	3.76	43.78	164.82
11-1 / 11-30-10	284	55	15	2711	5.1	18.93	3.66	49.3	180.73
12-11 / 12-31-10	158	53	16	2560	2.98	9.88	3.31	48.3	160
4th quarter	795	172	48	8073	4.62	16.56	3.58	46.93	168.18
2nd half	1318	325	100	14476	4.05	13.18	3.25	44.54	144.76
Year	2199	558	171	24322	3.94	12.86	3.26	43.59	142.23

2011 parking stats

Month	Citations	Rounds	Days	Min's	C/R	C/D	R/D	M/R	M/D
1-1 / 1-30-11	39	22	8	1081	1.8	4.9	2.8	49.1	133.1
2-1 / 2-29-11	31	18	7	789	1.7	4.4	2.6	43.8	112.7
3-1 / 3-31-11	147	59	19	2520	2.5	7.7	3.1	42.7	132.6
1st quarter	217	99	34	4390	2.2	6.4	2.9	44.3	129.3
4-1 / 4-30-11	134	50	15	1981	2.7	8.9	3.3	39.6	132.1
5-1 / 5-30-11	155	50	16	2320	3.1	9.7	3.1	46.4	145
6-1 / 6-30-11	260	70	21	2936	3.7	12.4	3.3	41.9	139.8
2nd quarter	549	170	52	7237	3.2	10.6	3.3	42.6	139.2
1st half	766	269	86	11,627	2.9	8.9	3.1	43.2	135.2
7-1 / 7-31-11	95	37	17	1491	2.6	5.6	2.2	40.3	87.7
8-1 / 8-31-11	192	59	21	2606	3.3	9.1	2.8	44.2	129.1
9-1 / 9-30-11	197	53	16	2171	3.7	12.3	3.3	40.8	135.7
3rd quarter	484	149	54	6268	3.3	8.7	2.8	42.1	116.1
10-1 / 10-23-11	269	55	16	2556	4.9	16.8	3.4	46.5	159.8
11-1 / 11-30-11	154	40	12	1875	3.3	12.8	3.3	46.9	156.3
12-11 / 12-31-11	79	28	11	1278	2.8	7.2	2.5	45.6	116.2
4th quarter	502	123	39	5709	4.1	12.9	3.2	46.4	146.4
2nd half	986	272	93	11977	3.6	10.6	2.9	44.1	128.8
Year	1752	541	179	23604	3.2	9.8	3.1	43.6	131.9

2012 parking stats

Month	Citations	Rounds	Days	Min's	C/R	C/D	R/D	M/R	M/D
1-1 / 1-30-12	33	31	14	1260	1.1	2.4	2.2	40.6	90
2-1 / 2-29-12	62	38	14	1452	1.6	4.4	2.7	38.2	103.7
3-1 / 3-31-12	93	27	10	1227	3.4	9.3	2.7	45.4	122.7
1st quarter	188	96	38	3939	1.95	4.94	2.5	41	103.6
4-1 / 4-30-12	83	32	11	1325	2.6	7.5	2.9	41.4	120.5
5-1 / 5-30-12	180	53	16	2391	3.4	11.3	3.3	45.1	149.4
6-1 / 6-30-12	253	65	20	2842	3.9	12.7	3.3	43.7	142.1
2nd quarter	516	150	47	6558	3.4	10.9	3.2	43.7	139.5
1st half	704	246	85	10,497	2.9	8.3	2.9	42.7	123.5
7-1 / 7-31-12	159	46	17	1995	3.5	9.3	2.7	43.4	117.4
8-1 / 8-31-12	279	75	22	3253	3.7	12.7	3.4	43.4	147.9
9-1 / 9-30-12	212	57	19	2696	3.7	11.2	3	47.3	141.9
3rd quarter	650	178	58	7944	3.7	11.2	3.1	44.6	137
10-1 / 10-31-12	301	64	19	3047	4.7	15.8	3.4	47.6	160.4
11-1 / 11-30-12	183	39	13	2013	4.7	14.1	3	51.6	154.8
12-1/ 12-31-12	90	40	13	1591	2.3	6.9	3.1	39.8	122.86
4th quarter	574	143	45	6651	4	12.8	3.2	46.5	147.8
2nd half	1224	321	103	14595	3.8	11.9	3.1	45.5	141.7
Year	1928	567	188	25092	3.4	10.3	3	44.3	133.5

APPENDIX 4C

TROLLY STATS	January 2009			January 2010			January 2011			January 2012			January 2013			January 2014		
January	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	35	23	58	51	0	51	0	0	0	0	0	0	0	0	0	0	0	0
3	32	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	4	0	4	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
10	8	0	8	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0
11	6	0	6	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
12	5	0	5	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
13	16	0	16	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
15	4	0	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
16	22	0	22	0	29	29	0	0	0	0	0	0	0	0	0	0	0	0
17	47	0	47	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0
18	51	0	51	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0
19	12	0	12	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	5	5	0	0	0	0	0	0	1	0	1	0	0	0
21	5	0	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
22	4	0	4	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0
23	7	0	7	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0
24	14	0	14	0	14	14	0	0	0	0	0	0	0	0	0	9	0	9
25	2	0	2	0	16	16	0	0	0	0	0	0	0	0	0	49	0	49
26	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	56	0	56
27	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
28	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14
TOTALS	337	23	360	71	165	236	0	0	0	0	0	0	1	0	1	128	0	128

TROLLY STATS	February 2009			February 2010			February 2011			February 2012			February 2013			February 2014		
February	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	14	0	14	0	3	3	0	0	0	0	0	0	0	5	5	34	0	34
2	0	0	0	0	23	23	0	0	0	0	0	0	0	31	31	0	0	0
3	13	0	13	0	23	23	0	0	0	0	9	9	0	9	9	0	0	0
4	2	0	2	0	0	0	0	0	0	0	25	25	0	0	0	0	0	0
5	14	0	14	0	4	4	0	0	0	0	8	8	0	8	8	0	0	0
6	17	0	17	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0
7	30	0	30	0	6	6	0	0	0	0	0	0	0	0	0	6	0	6
8	13	0	13	0	0	0	0	0	0	0	0	0	0	6	6	2	0	2
9	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	7	0	7
10	9	0	9	0	2	2	0	0	0	0	11	11	0	28	28	0	0	0
11	10	0	10	0	2	2	66	0	66	0	34	34	0	0	0	0	0	0
12	10	0	10	0	67	67	51	0	51	0	23	23	0	0	0	0	0	0
13	68	0	68	0	24	24	49	0	49	0	0	0	0	0	0	0	0	0
14	13	0	13	0	26	26	0	0	0	0	0	0	0	0	0	16	0	16
15	0	0	0	0	2	2	0	0	0	0	0	0	0	18	18	70	0	70
16	0	0	0	0	4	4	0	0	0	0	0	0	79	0	79	58	0	58
17	2	0	2	0	4	4	0	0	0	0	23	23	100	0	100	0	0	0
18	10	0	10	0	25	25	26	0	26	0	70	70	0	0	0	0	0	0
19	2	0	2	0	4	4	67	0	67	0	77	77	0	0	0	0	0	0
20	22	0	22	0	19	19	44	0	44	0	0	0	0	0	0	0	0	0
21	37	0	37	0	0	0	0	0	0	0	0	0	0	0	0	29	0	29
22	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	33	0	33
23	17	0	17	0	23	23	0	0	0	0	0	0	41	0	41	40	0	40
24	3	0	3	0	19	19	0	0	0	0	64	64	44	0	44	0	0	0
25	9		9	0	2	2	8	0	8	0	116	116	0	0	0	0	0	0
26	13	0	13	0	8	8	30	0	30	0	172	172	0	0	0	0	0	0
27	15	0	15	0	68	68	33	0	33	0	0	0	0	0	0	0	0	0
28	0	0	0	0	24	24	0	0	0	0	0	0	0	0	0	4	0	4
29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTALS	343	0	343	0	390	390	374	0	374	0	632	632	266	116	382	299	0	299

TROLLY STATS	March 2009			March 2010			March 2011			olly Stats by Month			March 2013			March 2014		
March	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	0	0	0	0	0	0	2	2	4	0	0	0	0	14	14	39	17	56
2	0	0	0	11	0	11	11	5	16	0	0	0	33	20	53	0	0	0
3	10	0	10	19	0	19	8	10	18	0	0	0	6	6	12	0	0	0
4	37	0	37	37	0	37	0	31	31	0	0	0	9	27	36	15	11	26
5	31	0	31	19	0	19	0	19	19	0	0	0	18	7	25	21	8	29
6	29	0	29	66	0	66	0	47	47	0	28	28	20	18	38	21	20	41
7	30	0	30	56	0	56	7	33	40	0	46	46	25	18	43	66	30	96
8	0	0	0	33	0	33	2	13	15	0	36	36	10	30	40	34	25	59
9	0	0	0	33	0	33	4	11	15	0	23	23	119	79	198	40	138	178
10	25	0	25	52	0	52	25	17	42	0	147	147	67	68	135	84	119	203
11	12	0	12	11	0	11	33	39	72	0	55	55	89	48	137	60	115	175
12	6	0	6	20	0	20	41	58	99	0	205	205	85	123	208	63	26	89
13	53	0	53	47	0	47	40	84	124	0	228	228	62	110	172	156	0	156
14	32	32	64	71	0	71	21	17	38	0	155	155	106	166	272	84	57	141
15	56	55	111	102	0	102	63	88	151	144	81	225	75	119	194	109	64	173
16	63	0	63	103	0	103	87	54	141	76	117	193	73	125	198	0	0	0
17	122	115	237	150	0	150	52	80	132	76	102	178	48	35	83	182	175	357
18	63	127	190	110	0	110	34	40	74	90	93	183	80	155	235	0	0	0
19	49	70	119	99	0	99	43	111	154	70	64	134	181	194	375	106	0	106
20	19	81	100	80	0	80	36	98	134	39	72	111	55	82	137	128	0	128
21	42	42	84	0	0	0	63	109	172	43	32	75	80	50	130	86	0	86
22	68	61	129	67	0	67	54	43	97	72	80	152	55	88	143	207	0	207
23	72	50	122	0	95	95	48	55	103	0	111	111	48	55	103	170	0	170
24	27	41	68	0	83	83	0	76	76	94	141	235	33	29	62	46	80	126
25	76	166	242	0	0	0	31	45	76	0	59	59	32	78	110	127	0	127
26	34	65	99	0	72	72	26	66	92	71	44	115	85	113	198	156	0	156
27	60	54	114	0	123	123	69	30	99	104	64	168	126	120	246	143	0	143
28	9	29	38	0	89	89	70	85	155	42	96	138	45	115	160	146	0	146
29	7	56	63	0	148	148	28	35	63	65	136	201	82	89	171	269	0	269
30	38	44	82	0	95	95	19	13	32	43	27	70	70	97	167	81	0	81
31	49	111	160	0	108	108	21	37	58	75	96	171	109	157	266	116	0	116
TOTALS	1119	1199	2318	1186	813	1999	938	1451	2389	1104	2338	3442	1926	2435	4361	2755	885	3640

TROLLY STATS	April 2009			April 2010			April 2011			lly Stats by Month April 2012			April 2013			April 2014		
April	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	56	42	98	0	99	99	24	26	50	132	113	245	97	111	208	94	0	94
2	30	7	37	78	74	152	62	36	98	133	150	283	25	65	90	81	0	81
3	52	46	98	134	136	270	65	50	115	124	98	222	74	87	161	25	49	74
4	53	61	114	107	87	194	8	35	43	87	123	210	102	83	185	69	56	125
5	34	37	71	93	155	248	35	101	136	61	60	121	89	114	203	67	109	176
6	15	63	78	87	112	199	38	27	65	88	60	148	147	0	147	29	33	62
7	78	56	134	108	105	213	39	23	62	92	68	160	58	78	136	56	85	141
8	59	88	147	80	33	113	49	75	124	133	154	287	41	59	100	103	42	145
9	47	7	54	108	86	194	46	89	135	80	111	191	72	82	154	73	50	123
10	10	17	27	89	136	225	37	0	37	48	74	122	89	78	167	18	104	122
11	58	0	58	57	221	278	37	54	91	48	102	150	40	53	93	102	123	225
12	0	0	0	114	113	227	71	0	71	49	45	94	58	81	139	71	140	211
13	0	21	21	106	102	208	81	44	125	63	74	137	119	144	263	8	34	42
14	68	0	68	99	80	179	71	29	100	79	121	200	72	111	183	31	27	58
15	90	0	90	61	71	132	42	15	57	76	68	144	70	75	145	125	87	212
16	103	0	103	105	145	250	0	100	100	79	105	184	115	165	280	37	40	77
17	99	0	99	106	74	180	55	70	125	53	86	139	76	63	139	53	67	120
18	61	0	61	0	151	151	77	0	77	77	41	118	35	48	83	105	73	178
19	39	0	39	115	118	233	63	63	126	87	74	161	62	67	129	59	76	135
20	84	0	84	112	140	252	50	37	87	59	96	155	154	112	266	107	0	107
21	87	0	87	103	71	174	29	15	44	153	161	314	95	66	161	50	0	50
22	67	0	67	68	58	126	78	51	129	58	66	124	108	87	195	56	59	115
23	75	0	75	86	119	205	30	43	73	111	74	185	129	60	189	99	52	151
24	124	0	124	42	126	168	3	0	3	171	68	239	66	66	132	60	112	172
25	28	2	30	54	147	201	19	8	27	71	100	171	53	85	138	103	59	162
26	107	80	187	57	100	157	66	45	111	172	79	251	0	57	57	152	92	244
27	28	40	68	95	103	198	19	70	89	65	64	129	83	112	195	43	26	69
28	0	108	108	98	81	179	45	50	95	127	85	212	147	56	203	80	79	159
29	51	38	89	47	86	133	104	48	152	140	180	320	144	88	232	99	77	176
30	46	18	64	73	86	159	75	55	130	74	50	124	121	142	263	66	62	128
TOTALS	1649	731	2380	2482	3215	5697	1418	1259	2677	2790	2750	5540	2541	2495	5036	2121	1813	3934

TROLLY STATS	May 2009			May 2010			May 2011			May 2012			May 2013			May 2014		
May	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	38	0	38	86	62	148	39	17	56	86	86	172	62	31	93	76	117	193
2	46	0	46	40	74	114	24	0	24	33	25	58	18	27	45	128	132	260
3	20	35	55	48	122	170	0	143	143	58	38	96	6	7	13	131	114	245
4	47	77	124	44	85	129	0	50	50	79	67	146	66	102	168	69	100	169
5	95	85	180	105	86	191	0	105	105	102	80	182	45	52	97	74	66	140
6	64	90	154	63	86	149	0	0	0	85	72	157	55	74	129	64	65	129
7	123	56	179	37	61	98	40	34	74	97	104	201	142	102	244	107	83	190
8	19	31	50	120	127	247	2	58	60	83	74	157	68	73	141	80	57	137
9	93	80	173	128	50	178	10	64	74	120	99	219	69	59	128	103	57	160
10	62	51	113	8	36	44	75	96	171	80	95	175	58	95	153	106	86	192
11	69	81	150	82	72	154	95	32	127	42	52	94	110	122	232	55	94	149
12	76	107	183	105	82	187	46	25	71	71	140	211	150	141	291	78	36	114
13	58	110	168	69	60	129	79	0	79	90	74	164	56	56	112	58	90	148
14	109	79	188	19	65	84	36	102	138	97	82	179	145	110	255	40	19	59
15	97	114	211	123	58	181	112	69	181	121	60	181	67	59	126	149	30	179
16	34	82	116	45	76	121	91	114	205	103	58	161	203	35	238	46	52	98
17	131	62	193	93	144	237	0	139	139	181	122	303	166	62	228	88	102	190
18	55	128	183	145	204	349	0	153	153	173	88	261	223	109	332	134	93	227
19	63	134	197	79	86	165	37	276	313	217	204	421	86	75	161	120	98	218
20	53	84	137	78	88	166	152	11	163	63	131	194	150	29	179	159	128	287
21	91	82	173	167	131	298	0	222	222	126	98	224	202	52	254	89	69	158
22	53	0	53	99	223	322	0	156	156	177	56	233	225	0	225	82	92	174
23	115	98	213	179	143	322	36	72	108	122	61	183	141	62	203	97	60	157
24	80	72	152	105	120	225	0	108	108	161	79	240	185	17	202	145	192	337
25	81	50	131	95	83	178	0	149	149	158	83	241	146	85	231	208	237	445
26	78	75	153	176	219	395	11	62	73	175	80	255	186	119	305	160	145	305
27	66	62	128	59	150	209	57	72	129	83	144	227	130	74	204	163	150	313
28	78	42	120	87	107	194	122	83	205	144	144	288	83	101	184	144	100	244
29	55	66	121	152	196	348	175	127	302	97	83	180	67	76	143	123	172	295
30	78	119	197	123	251	374	132	106	238	128	76	204	127	50	177	68	129	197
31	75	60	135	137	169	306	110	132	242	81	104	185	97	81	178	86	130	216
TOTALS	2202	2212	4414	2896	3516	6412	1481	2777	4258	3433	2759	6192	3534	2137	5671	3230	3095	6325

TROLLY STATS	June 2009			June 2010			June 2011			June 2012			June 2013			June 2014		
June	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	88	63	151	26	159	185	153	57	210	99	155	254	127	72	199	109	176	285
2	107	107	214	80	107	187	115	36	151	115	160	275	131	108	239	103	214	317
3	125	54	179	88	100	188	53	0	53	111	162	273	196	25	221	114	157	271
4	110	11	121	107	45	152	103	23	126	108	130	238	104	149	253	99	195	294
5	0	14	14	85	178	263	35	114	149	111	160	271	102	178	280	141	147	288
6	0	42	42	119	179	298	107	0	107	126	194	320	125	98	223	110	83	193
7	0	111	111	152	128	280	190	0	190	168	124	292	197	26	223	156	172	328
8	119	71	190	129	205	334	37	0	37	82	122	204	131	216	347	123	66	189
9	88	133	221	143	185	328	31	0	31	138	108	246	98	140	238	79	150	229
10	104	196	300	124	228	352	89	0	89	133	85	218	94	180	274	121	164	285
11	139	0	139	55	106	161	339	0	339	88	117	205	237	0	237	154	163	317
12	160	0	160	130	114	244	132	0	132	110	116	226	96	138	234	140	200	340
13	198	0	198	96	135	231	106	0	106	182	140	322	140	98	238	114	96	210
14	157	0	157	131	227	358	131	119	250	76	82	158	104	109	213	183	189	372
15	137	0	137	155	149	304	192	0	192	102	89	191	120	117	237	83	131	214
16	68	158	226	200	133	333	206	0	206	109	111	220	122	162	284	110	193	303
17	142	154	296	120	132	252	217	0	217	95	160	255	142	164	306	201	0	201
18	88	62	150	131	80	211	188	0	188	67	149	216	153	154	307	178	164	342
19	75	95	170	111	126	237	130	129	259	149	114	263	114	168	282	138	202	340
20	189	175	364	142	100	242	124	88	212	81	97	178	215	0	215	163	154	317
21	127	124	251	146	90	236	319	0	319	156	131	287	172	117	289	193	156	349
22	111	141	252	146	37	183	164	124	288	94	90	184	136	0	136	114	189	303
23	163	128	291	81	117	198	78	114	192	132	141	273	146	127	273	140	132	272
24	168	0	168	79	153	232	181	102	283	140	128	268	154	156	310	130	169	299
25	197	125	322	34	85	119	127	153	280	70	137	207	155	168	323	155	182	337
26	103	163	266	133	189	322	154	0	154	67	127	194	145	102	247	167	175	342
27	204	144	348	156	85	241	156	199	355	90	102	192	131	121	252	121	123	244
28	163	112	275	241	97	338	201	87	288	116	101	217	161	149	310	146	159	305
29	188	82	270	224	97	321	110	76	186	63	46	109	172	87	259	136	214	350
30	161	175	336	57	15	72	140	91	231	100	23	123	129	205	334	139	142	281
TOTALS	3679	2640	6319	3621	3781	7402	4308	1512	5820	3278	3601	6879	4249	3534	7783	4060	4657	8717

TROLLY STATS	July 2009			July 2010			July 2011			July 2012			July 2013			July 2014		
July	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	159	132	291	0	0	0	131	72	203	41	50	91	179	171	350	13	155	168
2	111	95	206	0	0	0	133	118	251	40	64	104	173	179	352	167	168	335
3	135	147	282	0	0	0	30	168	198	42	78	120	184	281	465	263	257	520
4	290	95	385	0	0	0	153	227	380	52	69	121	133	211	344	188	261	449
5	112	0	112	0	0	0	114	129	243	30	39	69	199	156	355	195	238	433
6	264	0	264	0	0	0	58	133	191	46	21	67	151	171	322	138	144	282
7	182	0	182	0	0	0	127	120	247	14	11	25	99	169	268	211	126	337
8	245	0	245	0	0	0	8	93	101	52	35	87	148	161	309	238	76	314
9	111	0	111	0	0	0	38	50	88	23	65	88	144	148	292	122	241	363
10	202	167	369	0	0	0	72	35	107	58	84	142	175	174	349	118	164	282
11	106	137	243	0	0	0	151	61	212	31	137	168	158	138	296	107	131	238
12	161	134	295	0	0	0	57	119	176	50	0	50	124	128	252	139	180	319
13	266	218	484	0	0	0	45	74	119	57	75	132	141	149	290	85	142	227
14	161	128	289	0	0	0	130	31	161	19	125	144	151	133	284	144	172	316
15	153	109	262	0	0	0	196	57	253	123	39	162	155	151	306	213	203	416
16	181	115	296	0	0	0	71	41	112	117	84	201	226	156	382	201	243	444
17	145	187	332	0	0	0	143	63	206	66	65	131	218	158	376	170	204	374
18	261	87	348	0	0	0	157	34	191	21	108	129	166	146	312	148	180	328
19	119	0	119	0	0	0	119	62	181	20	97	117	139	86	225	174	142	316
20	145	276	421	0	0	0	173	30	203	32	104	136	194	113	307	121	169	290
21	123	163	286	0	0	0	102	88	190	135	68	203	129	212	341	198	197	395
22	208	149	357	0	0	0	36	50	86	86	79	165	26	225	251	132	115	247
23	193	0	193	0	0	0	130	67	197	70	60	130	24	207	231	136	212	348
24	212	0	212	0	0	0	92	63	155	90	82	172	200	181	381	126	217	343
25	256	247	503	0	0	0	255	0	255	21	81	102	201	119	320	169	181	350
26	160	207	367	0	0	0	39	166	205	129	35	164	120	128	248	182	154	336
27	193	191	384	0	0	0	256	0	256	16	129	145	146	196	342	162	111	273
28	204	154	358	0	0	0	280	0	280	183	82	265	117	158	275	234	228	462
29	129	161	290	0	0	0	127	0	127	33	103	136	185	136	321	215	148	363
30	126	144	270	0	0	0	180	0	180	76	52	128	168	247	415	75	174	249
31	140	188	328	0	0	0	94	67	161	98	145	243	125	157	282	195	202	397
TOTALS	5453	3631	9084	0	0	0	3697	2218	5915	1871	2266	4137	4698	5145	9843	4979	5535	10514

TROLLY STATS	August 2009			August 2010			August 2011			August 2012			August 2013			August 2014		
August	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	194	218	412	0	0	0	79	134	213	242	70	312	126	126	252	131	168	299
2	208	149	357	0	0	0	48	72	120	142	103	245	104	172	276	247	176	423
3	108	116	224	77	123	200	28	93	121	102	118	220	184	241	425	300	0	300
4	201	89	290	60	0	60	0	152	152	166	0	166	60	81	141	242	0	242
5	173	166	339	82	17	99	0	72	72	0	149	149	128	169	297	178	0	178
6	146	137	283	99	85	184	0	212	212	83	126	209	164	151	315	201	0	201
7	149	0	149	121	120	241	89	25	114	71	102	173	143	233	376	184	0	184
8	176	0	176	61	139	200	6	161	167	120	118	238	110	150	260	85	125	210
9	158	0	158	61	167	228	39	134	173	112	96	208	159	123	282	196	220	416
10	142	0	142	109	127	236	116	129	245	132	118	250	145	173	318	89	110	199
11	203	0	203	102	111	213	95	85	180	160	149	309	129	157	286	25	171	196
12	162	0	162	85	157	242	78	147	225	112	165	277	127	60	187	158	155	313
13	105	78	183	119	121	240	112	47	159	136	154	290	77	193	270	72	93	165
14	145	163	308	150	111	261	109	67	176	135	175	310	139	156	295	136	165	301
15	0	164	164	110	125	235	94	111	205	119	124	243	106	176	282	67	89	156
16	0	201	201	83	133	216	109	129	238	89	100	189	147	151	298	137	135	272
17	155	162	317	132	110	242	110	170	280	119	126	245	174	149	323	91	64	155
18	119	71	190	55	137	192	96	78	174	148	137	285	111	142	253	111	125	236
19	91	81	172	54	88	142	68	70	138	86	102	188	115	144	259	116	129	245
20	120	51	171	85	94	179	143	108	251	109	142	251	66	149	215	75	130	205
21	109	146	255	127	128	255	152	84	236	167	132	299	88	105	193	108	64	172
22	59	177	236	126	135	261	83	141	224	96	64	160	107	103	210	149	50	199
23	89	205	294	82	160	242	82	102	184	88	89	177	107	79	186	127	67	194
24	89	0	89	141	147	288	67	99	166	47	61	108	74	135	209	114	73	187
25	145	0	145	60	83	143	41	117	158	115	98	213	88	74	162	142	33	175
26	83	0	83	53	93	146	76	68	144	88	89	177	80	64	144	111	122	233
27	71	0	71	48	32	80	181	98	279	74	100	174	111	119	230	67	48	115
28	70	0	70	91	149	240	87	27	114	60	64	124	88	95	183	86	85	171
29	206	211	417	80	74	154	35	84	119	63	70	133	71	74	145	70	49	119
30	143	172	315	62	125	187	113	0	113	107	27	134	75	60	135	198	92	290
31	98	174	272	0	0	0	45	101	146	0	38	38	153	123	276	186	171	357
TOTALS	3917	2931	6848	2515	3091	5606	2381	3117	5498	3288	3206	6494	3556	4127	7683	4199	2909	7108

TROLLY STATS	September 2009			September 2010			September 2011			olly Stats by Month			September 20132012			September 2014		
September	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	92	150	242	33	15	48	36	56	92	145	159	304	192	285	477	94	78	172
2	58	47	105	75	118	193	49	69	118	168	213	381	149	81	230	114	43	157
3	145	60	205	79	117	196	37	183	220	102	101	203	104	93	197	97	150	247
4	92	179	271	139	185	324	0	0	0	64	80	144	85	62	147	150	0	150
5	86	203	289	153	223	376	189	138	327	208	114	322	112	121	233	98	0	98
6	226	199	425	94	85	179	55	115	170	82	41	123	104	62	166	67	95	162
7	134	204	338	124	147	271	87	142	229	84	147	231	121	138	259	174	59	233
8	107	138	245	60	74	134	24	112	136	137	90	227	123	95	218	147	54	201
9	34	43	77	126	135	261	50	154	204	132	113	245	72	70	142	133	97	230
10	126	64	190	46	86	132	103	95	198	137	156	293	114	117	231	71	159	230
11	111	162	273	106	145	251	125	78	203	136	123	259	106	79	185	110	104	214
12	128	203	331	69	89	158	124	122	246	169	157	326	165	63	228	66	70	136
13	96	163	259	77	77	154	125	190	315	235	137	372	170	68	238	140	113	253
14	193	171	364	51	114	165	109	97	206	145	135	280	110	110	220	205	117	322
15	193	173	366	86	80	166	108	113	221	130	173	303	105	117	222	131	142	273
16	153	131	284	86	113	199	145	195	340	129	114	243	143	96	239	107	101	208
17	237	260	497	75	89	164	6	83	89	105	110	215	191	147	338	79	62	141
18	199	311	510	119	150	269	0	80	80	70	106	176	127	103	230	289	187	476
19	64	75	139	98	76	174	51	191	242	48	120	168	242	237	479	85	273	358
20	113	201	314	152	222	374	173	90	263	0	252	252	232	220	452	196	178	374
21	120	208	328	126	154	280	27	132	159	0	163	163	286	305	591	212	75	287
22	158	126	284	77	102	179	29	126	155	0	139	139	73	178	251	137	121	258
23	187	138	325	82	282	364	120	138	258	0	168	168	160	121	281	175	103	278
24	224	155	379	61	193	254	138	104	242	143	134	277	192	200	392	111	72	183
25	264	0	264	246	147	393	146	85	231	149	148	297	79	55	134	216	202	418
26	263	0	263	127	201	328	149	203	352	117	105	222	150	124	274	130	207	337
27	95	0	95	113	158	271	101	177	278	163	113	276	106	112	218	117	125	242
28	167	0	167	128	114	242	136	200	336	192	181	373	160	95	255	41	11	52
29	132	79	211	141	177	318	96	129	225	97	188	285	84	117	201	134	181	315
30	0	0	0	123	98	221	75	159	234	96	112	208	150	150	300	135	186	321
TOTALS	4197	3843	8040	3072	3966	7038	2613	3756	6369	3383	4092	7475	4207	3821	8028	3961	3365	7326

TROLLY STATS	October 2009			October 2010			October 2011			October 2012			October 2013			October 2014		
October	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	77	96	173	100	177	277	186	300	486	119	152	271	160	136	296	89	134	223
2	113	107	220	116	97	213	297	0	297	193	196	389	138	84	222	115	5	120
3	100	174	274	84	137	221	64	243	307	164	72	236	138	147	285	123	52	175
4	63	134	197	113	114	227	220	230	450	125	105	230	90	127	217	95	104	199
5	122	182	304	132	114	246	200	214	414	62	31	93	67	17	84	92	105	197
6	88	188	276	186	159	345	176	147	323	98	40	138	122	126	248	132	121	253
7	136	104	240	147	102	249	76	222	298	49	125	174	149	110	259	232	75	307
8	72	74	146	229	162	391	19	174	193	89	89	178	0	268	268	213	112	325
9	80	52	132	181	78	259	27	207	234	133	134	267	54	262	316	125	137	262
10	143	167	310	97	55	152	25	204	229	139	115	254	139	130	269	52	89	141
11	54	202	256	90	212	302	145	166	311	84	87	171	141	141	282	102	30	132
12	125	300	425	171	109	280	103	143	246	35	79	114	26	246	272	149	113	262
13	108	133	241	108	120	228	157	249	406	42	116	158	98	153	251	74	68	142
14	156	143	299	158	70	228	248	84	332	136	108	244	92	150	242	107	102	209
15	131	81	212	261	156	417	145	200	345	196	114	310	133	121	254	152	86	238
16	139	143	282	158	142	300	117	204	321	184	135	319	133	156	289	127	132	259
17	114	176	290	138	65	203	139	123	262	107	120	227	167	144	311	39	282	321
18	111	175	286	108	185	293	131	116	247	149	97	246	170	186	356	169	167	336
19	118	178	296	116	170	286	148	0	148	255	0	255	168	196	364	92	92	184
20	159	210	369	150	169	319	0	237	237	0	199	199	163	141	304	74	50	124
21	183	75	258	184	118	302	0	264	264	0	152	152	117	39	156	91	88	179
22	24	71	95	171	162	333	162	76	238	91	110	201	148	155	303	192	108	300
23	117	199	316	104	116	220	158	91	249	171	107	278	136	94	230	110	28	138
24	168	149	317	115	117	232	92	175	267	173	0	173	167	38	205	102	70	172
25	77	39	116	146	115	261	0	165	165	71	57	128	130	97	227	104	190	294
26	39	47	86	113	90	203	0	70	70	73	116	189	137	163	300	55	125	180
27	116	67	183	52	121	173	53	13	66	0	156	156	88	151	239	31	140	171
28	76	73	149	81	81	162	89	0	89	0	148	148	99	96	195	72	106	178

TROLLY STATS	November 2009			November 2010			November 2011			November 2012			November 2013			November 2014		
November	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	72	109	181	119	147	266	106	153	259	131	64	195	64	75	139	10	154	164
2	119	142	261	125	150	275	130	133	263	64	84	148	83	137	220	22	70	92
3	102	195	297	136	119	255	41	85	126	220	0	220	93	99	192	83	170	253
4	234	149	383	119	104	223	139	116	255	136	0	136	166	66	232	6	62	68
5	232	134	366	66	119	185	146	154	300	45	88	133	113	114	227	125	193	318
6	266	208	474	226	134	360	122	125	247	95	141	236	123	75	198	102	137	239
7	216	257	473	122	159	281	124	179	303	49	243	292	146	98	244	92	147	239
8	122	195	317	119	114	233	17	61	78	197	140	337	118	99	217	77	222	299
9	138	166	304	244	187	431	10	237	247	80	134	214	160	171	331	84	138	222
10	207	158	365	214	121	335	77	140	217	0	270	270	111	111	222	173	236	409
11	166	76	242	146	131	277	52	101	153	17	33	50	62	115	177	14	15	29
12	178	92	270	104	97	201	194	176	370	48	44	92	169	115	284	80	81	161
13	379	210	589	79	93	172	119	118	237	128	45	173	196	110	306	39	63	102
14	100	201	301	115	144	259	102	148	250	232	116	348	147	84	231	107	135	242
15	174	198	372	52	85	137	105	180	285	112	65	177	128	121	249	65	54	119
16	91	125	216	66	66	132	51	151	202	137	144	281	232	123	355	75	16	91
17	201	90	291	94	138	232	89	152	241	181	27	208	140	85	225	17	15	32
18	177	104	281	91	71	162	89	141	230	60	99	159	89	48	137	56	41	97
19	277	117	394	96	99	195	113	110	223	82	95	177	74	129	203	189	98	287
20	310	149	459	102	133	235	95	109	204	144	179	323	159	67	226	90	89	179
21	125	232	357	37	108	145	64	108	172	111	73	184	50	31	81	57	104	161
22	0	141	141	298	88	386	111	78	189	0	0	0	65	51	116	116	94	210
23	130	90	220	90	56	146	78	100	178	68	63	131	37	65	102	72	108	180
24	80	74	154	38	93	131	0	0	0	141	133	274	37	54	91	91	210	301
25	61	35	96	0	0	0	115	185	300	77	85	162	49	53	102	25	128	153
26	120	0	120	129	97	226	129	129	258	62	41	103	101	81	182	116	89	205
27	159	173	332	101	101	202	53	66	119	52	47	99	88	63	151	0	0	0
28	0	156	156	53	65	118	25	63	88	111	80	191	0	0	0	94	213	307
29	15	53	68	24	73	97	72	85	157	106	84	190	75	96	171	144	131	275
30	61	97	158	93	73	166	67	115	182	104	18	122	100	188	288	69	44	113
TOTALS	4512	4126	8638	3298	3165	6463	2635	3698	6333	2990	2635	5625	3175	2724	5899	2290	3257	5547

TROLLY STATS	December 2009			December 2010			December 2011			December 2012			December 2013			December 2014		
December	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
1	229		229	63	39	102	111	117	228	174	159	333	48	79	127	0	0	0
2	115	57	172	92	79	171	62	103	165	104	137	241	70	58	128	0	0	0
3	140	48	188	80	132	212	68	59	127	61	63	124	102	107	209	0	0	0
4	185	101	286	60	49	109	72	64	136	123	72	195	124	83	207	0	0	0
5	130	105	235	88	29	117	61	39	100	129	63	192	44	0	44	0	0	0
6	58	64	122	79	43	122	42	50	92	50	63	113	0	0	0	0	0	0
7	29	72	101	54	37	91	65	94	159	62	60	122	0	0	0	0	0	0
8	11	0	11	73	43	116	47	62	109	107	54	161	0	0	0	0	0	0
9	59	45	104	50	57	107	69	69	138	23	88	111	0	0	0	0	0	0
10	45	37	82	48	55	103	70	63	133	20	14	34	0	0	0	0	0	0
11	33	56	89	68	72	140	17	60	77	32	41	73	8	32	40	0	0	0
12	13	88	101	31	15	46	54	65	119	26	45	71	46	29	75	0	0	0
13	41	93	134	18	14	32	12	15	27	45	51	96	0	0	0	0	0	0
14	57	0	57	20	23	43	6	25	31	42	47	89	0	0	0	0	0	0
15	0	20	20	18	33	51	12	33	45	79	112	191	40	86	126	0	0	0
16	17	20	37	2	14	16	32	63	95	75	87	162	58	65	123	0	0	0
17	30	16	46	11	5	16	112	116	228	16	36	52	42	59	101	0	0	0
18	34	12	46	50	74	124	81	79	160	9	30	39	62	61	123	0	0	0
19	0	41	41	49	56	105	97	102	199	30	18	48	27	47	74	0	0	0
20	0	78	78	52	92	144	64	213	277	5	23	28	40	64	104	0	0	0
21	46	72	118	73	70	143	49	89	138	99	24	123	27	29	56	0	0	0
22	52	94	146	10	36	46	16	126	142	60	82	142	64	34	98	0	0	0
23	34	22	56	22	21	43	47	131	178	78	98	176	65	0	65	0	0	0
24	28	0	28	51	57	108	65	78	143	66	78	144	91	185	276	0	0	0
25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	47	33	80	54	40	94	20	32	52	79	32	111	69	68	137	0	0	0
27	73	99	172	15	56	71	93	253	346	96	42	138	128	100	228	0	0	0
28	92	99	191	80	103	183	102	218	320	78	52	130	160	103	263	0	0	0
29	53	84	137	60	91	151	142	203	345	0	91	91	67	38	105	0	0	0
30	71	55	126	87	90	177	93	84	177	91	91	182	49	51	100	0	0	0
31	70	34	104	39	52	91	115	186	301	17	0	17	137	69	206	0	0	0
TOTALS	1792	1545	3337	1497	1577	3074	1896	2891	4787	1876	1853	3729	1568	1447	3015	0	0	0
TROLLY STATS	2009			2010			2011			2012			2013			2014		
	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total	Trolly 1	Trolly 2	Total
TOTAL YEAR	32428	26887	59315	24744	27438	52182	25171	27311	52482	27232	29374	56606	33256	31996	65252	31432	28762	60194



FROM THE TOP DOWNTOWN BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON HISTORIC DOWNTOWN STREETSCAPE IMPROVEMENTS

EXISTING TROLLEY ROUTE EXHIBIT

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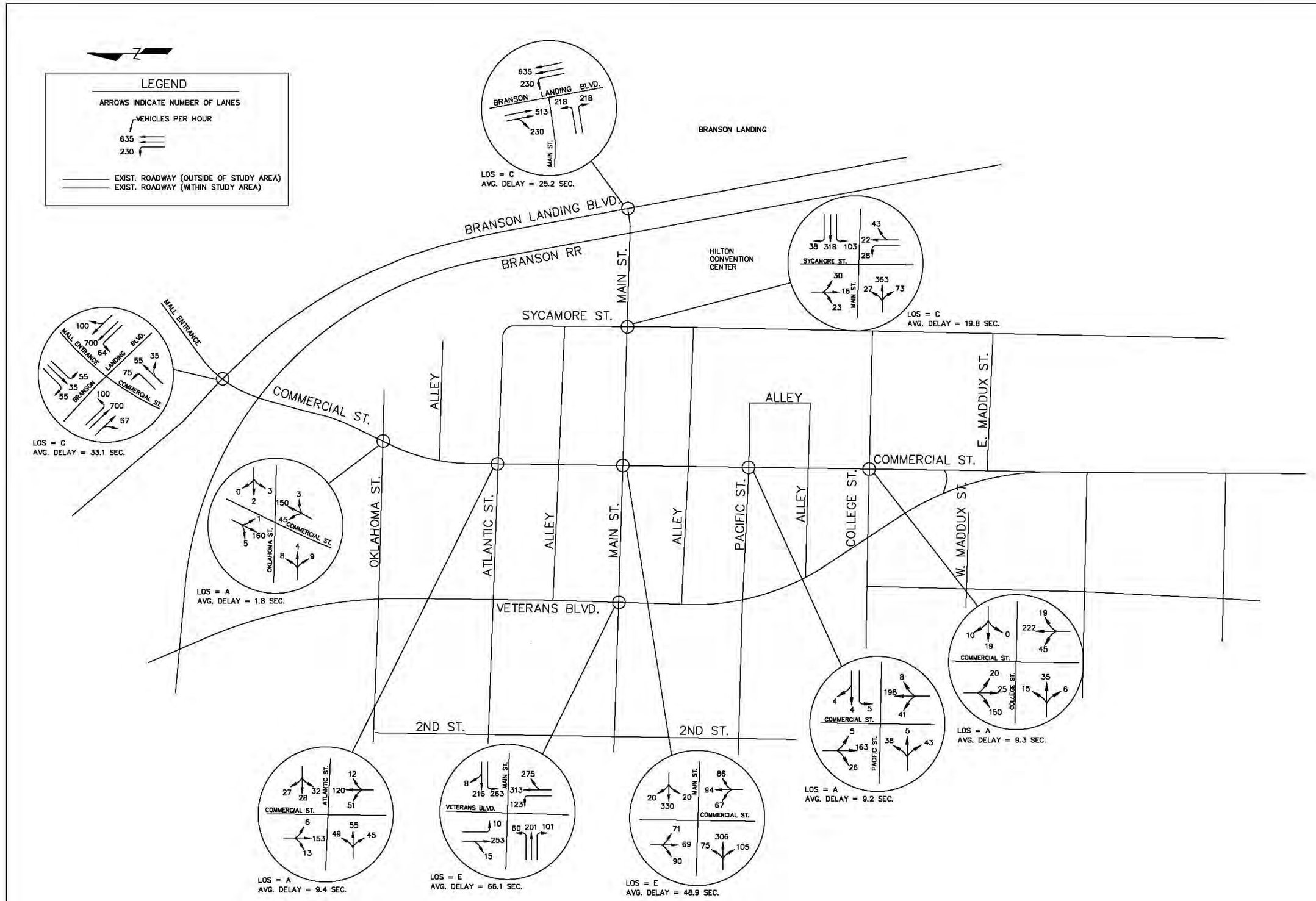
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JOB No: 12485–01–00

FIGURE 3

SHEET 1 OF 1

APPENDIX 4D



REVISIONS		
NUMBER	BY	DATE

SCALE: 1" = 250'

CITY OF BRANSON
HISTORIC DOWNTOWN
STREETSCAPE IMPROVEMENTS

EXISTING TRAFFIC CONDITIONS

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APPROVED BY:	
DATE:	5/1/2013
JOB No:	JOB NUMBER

FIGURE 4

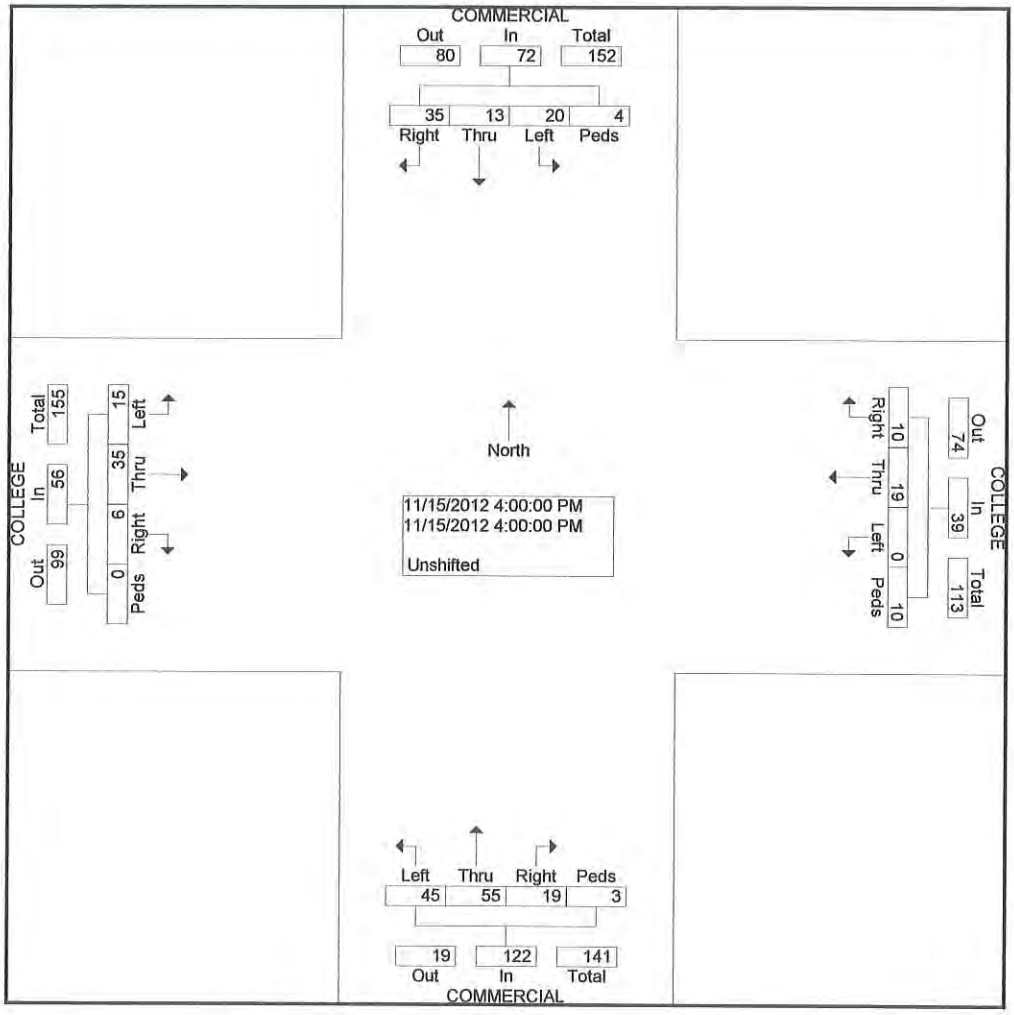
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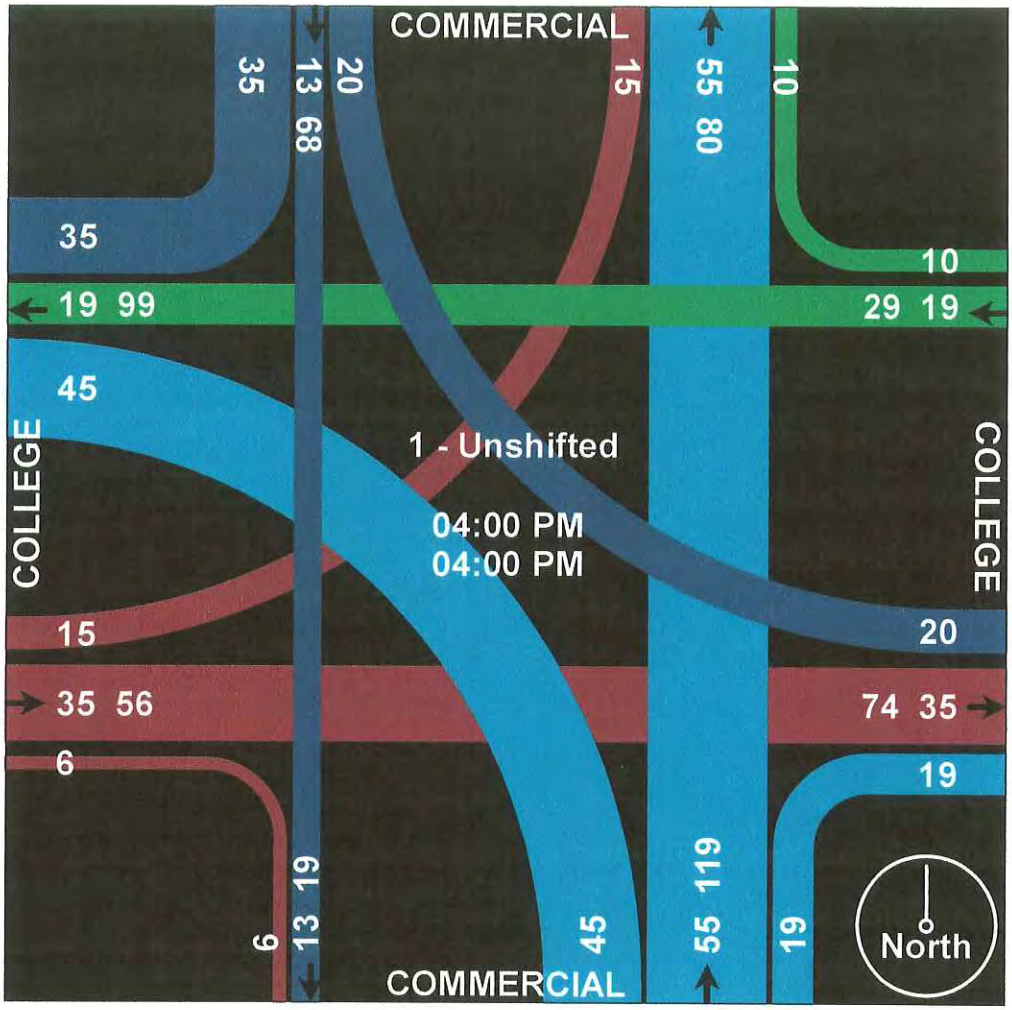
Groups Printed- Unshifted

	COMMERCIAL From North					COLLEGE From East					COMMERCIAL From South					COLLEGE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	35	13	20	4	72	10	19	0	10	39	19	55	45	3	122	6	35	15	0	56	289
Grand Total	35	13	20	4	72	10	19	0	10	39	19	55	45	3	122	6	35	15	0	56	289
Apprch %	48.6	18.1	27.8	5.6		25.6	48.7	0.0	25.6		15.6	45.1	36.9	2.5		10.7	62.5	26.8	0.0		
Total %	12.1	4.5	6.9	1.4	24.9	3.5	6.6	0.0	3.5	13.5	6.6	19.0	15.6	1.0	42.2	2.1	12.1	5.2	0.0	19.4	



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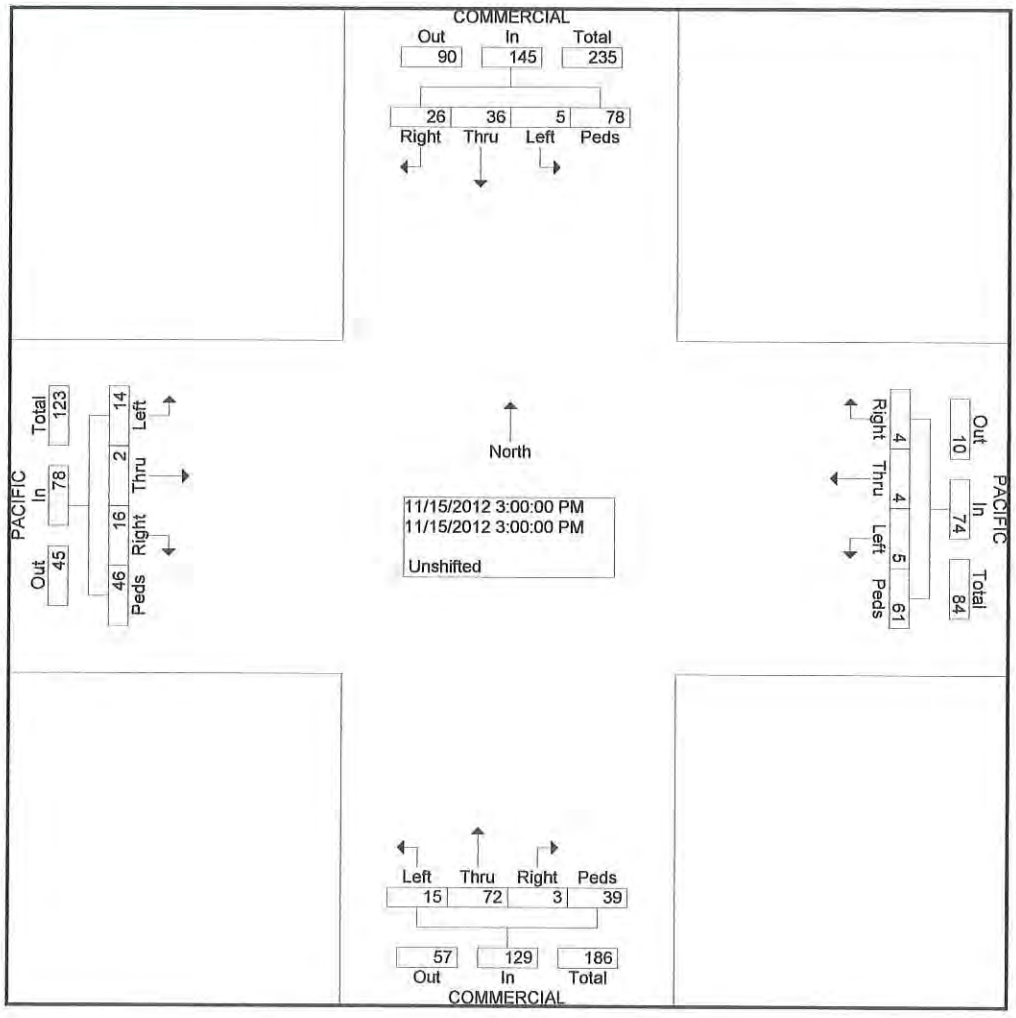


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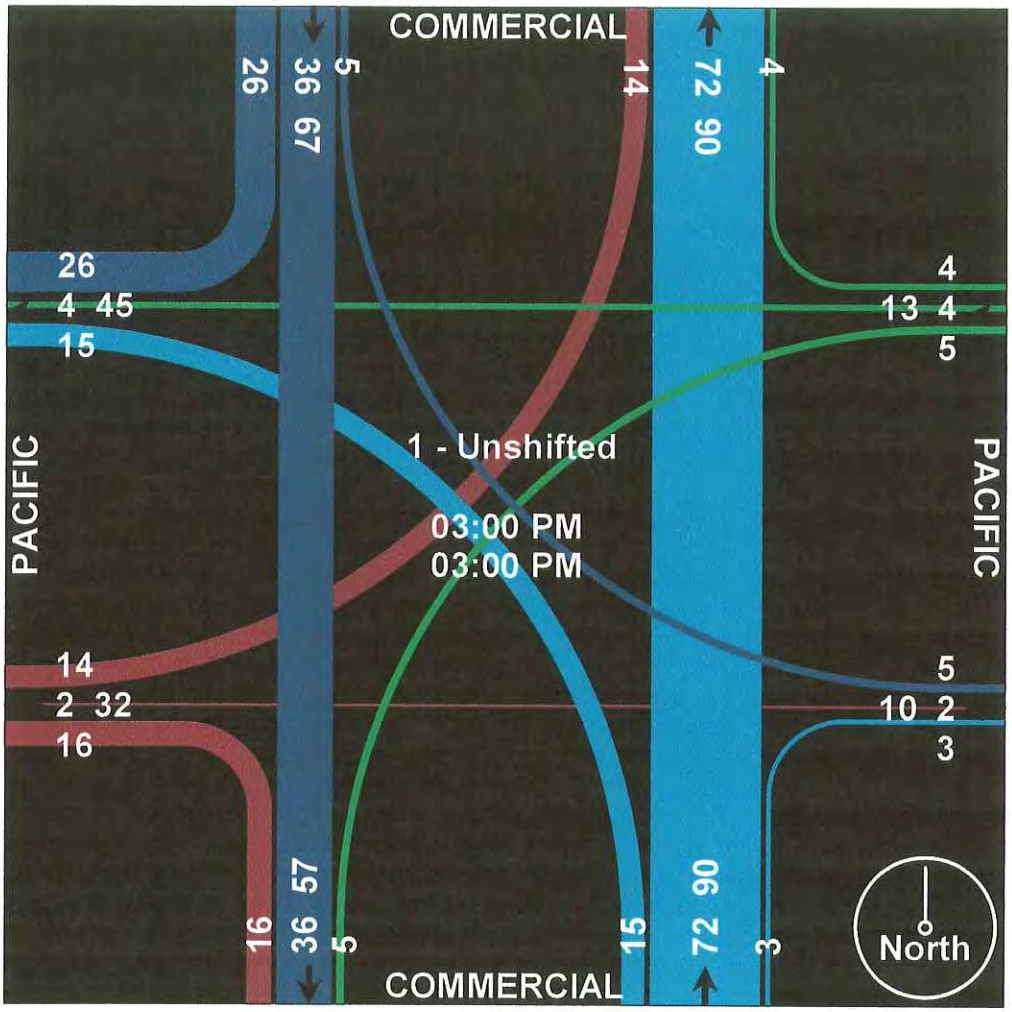
Groups Printed- Unshifted

	COMMERCIAL From North					PACIFIC From East					COMMERCIAL From South					PACIFIC From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	26	36	5	78	145	4	4	5	61	74	3	72	15	39	129	16	2	14	46	78	426
Grand Total	26	36	5	78	145	4	4	5	61	74	3	72	15	39	129	16	2	14	46	78	426
Apprch %	17.9	24.8	3.4	53.8		5.4	5.4	6.8	82.4		2.3	55.8	11.6	30.2		20.5	2.6	17.9	59.0		
Total %	6.1	8.5	1.2	18.3	34.0	0.9	0.9	1.2	14.3	17.4	0.7	16.9	3.5	9.2	30.3	3.8	0.5	3.3	10.8	18.3	



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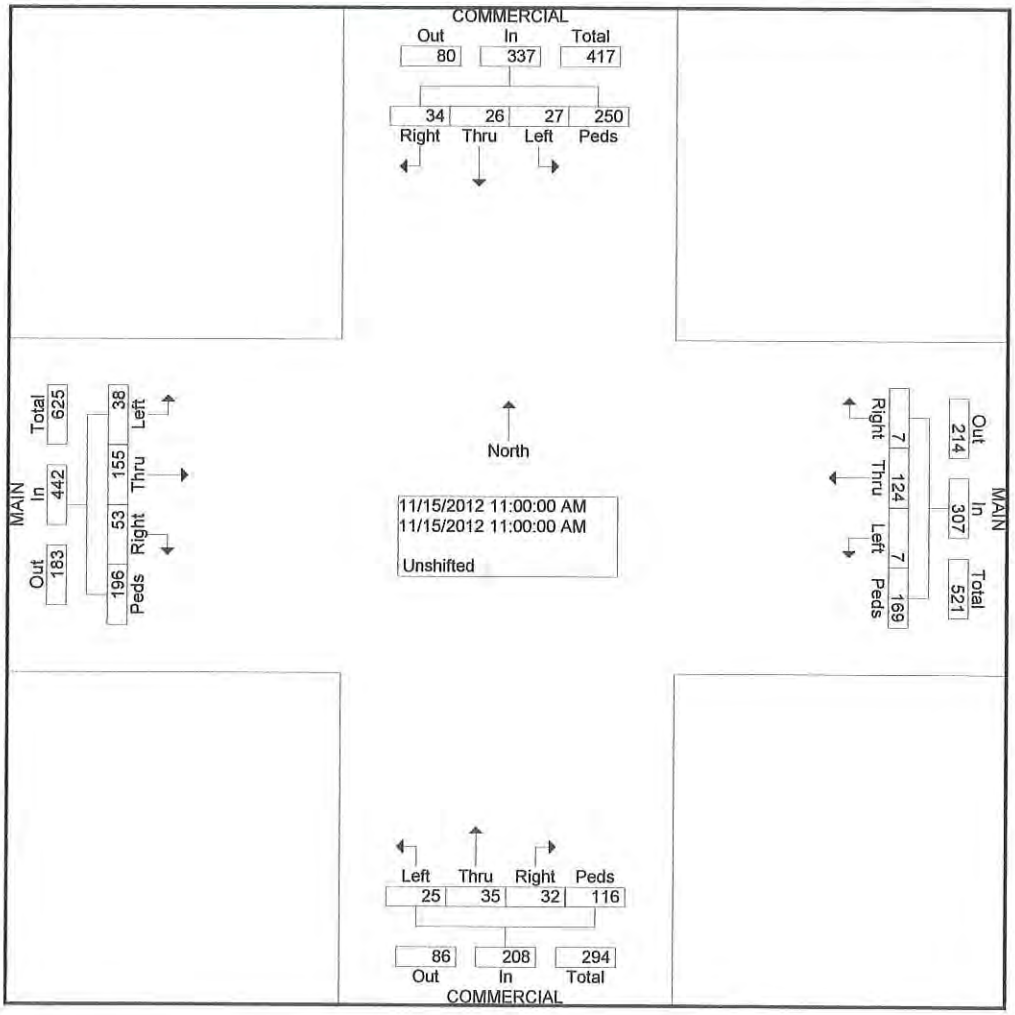


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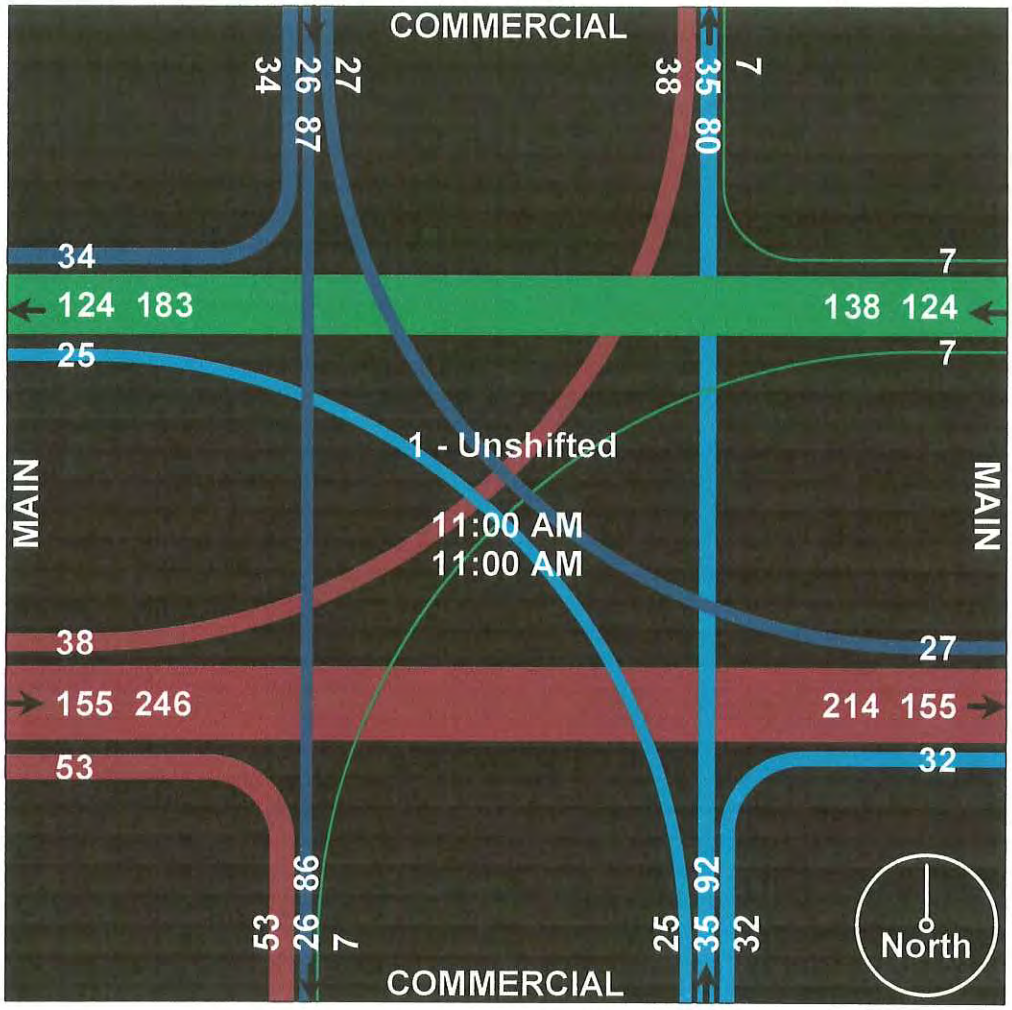
Groups Printed- Unshifted

	COMMERCIAL From North					MAIN From East					COMMERCIAL From South					MAIN From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
11:00 AM	34	26	27	250	337	7	124	7	169	307	32	35	25	116	208	53	155	38	196	442	1294
Grand Total	34	26	27	250	337	7	124	7	169	307	32	35	25	116	208	53	155	38	196	442	1294
Apprch %	10.1	7.7	8.0	74.2		2.3	40.4	2.3	55.0		15.4	16.8	12.0	55.8		12.0	35.1	8.6	44.3		
Total %	2.6	2.0	2.1	19.3	26.0	0.5	9.6	0.5	13.1	23.7	2.5	2.7	1.9	9.0	16.1	4.1	12.0	2.9	15.1	34.2	



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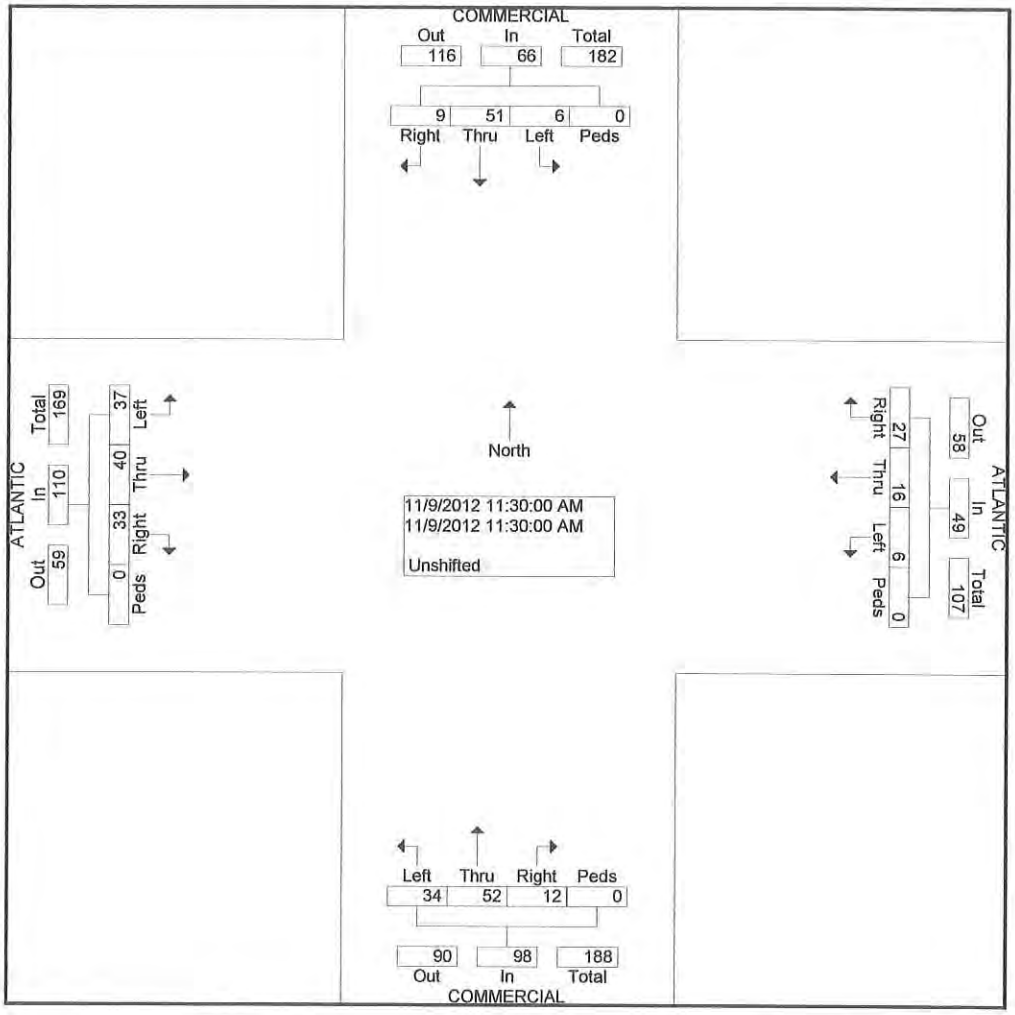
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Horsham, PA 19044 File Name : Comm and Atlantic
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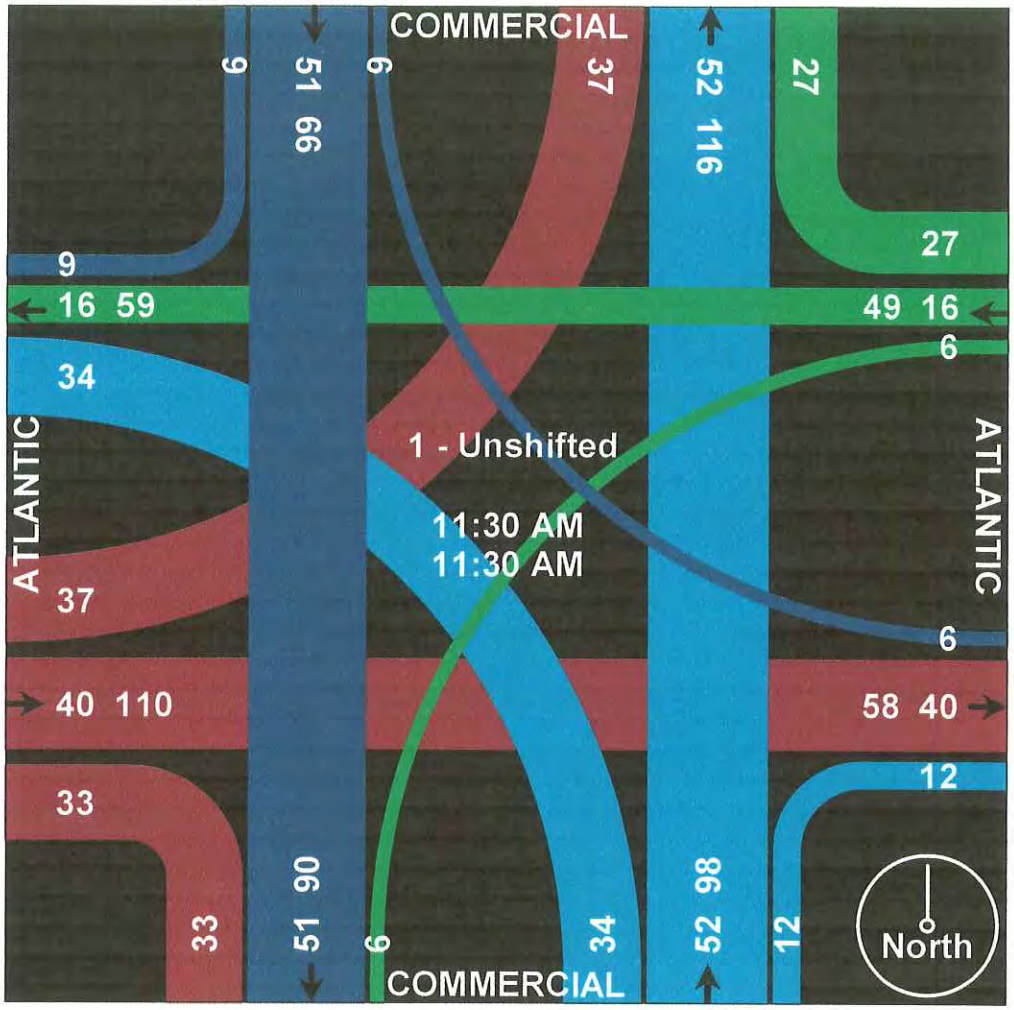
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Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
11:30:00 AM	9	51	6	0	66	27	16	6	0	49	12	52	34	0	98	33	40	37	0	110	323
Grand Total	9	51	6	0	66	27	16	6	0	49	12	52	34	0	98	33	40	37	0	110	323
Apprch %	13.6	77.3	9.1	0.0		55.1	32.7	12.2	0.0		12.2	53.1	34.7	0.0		30.0	36.4	33.6	0.0		
Total %	2.8	15.8	1.9	0.0	20.4	8.4	5.0	1.9	0.0	15.2	3.7	16.1	10.5	0.0	30.3	10.2	12.4	11.5	0.0	34.1	



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Site Code : 00000000
Start Date : 11/9/2012
Page No : 2

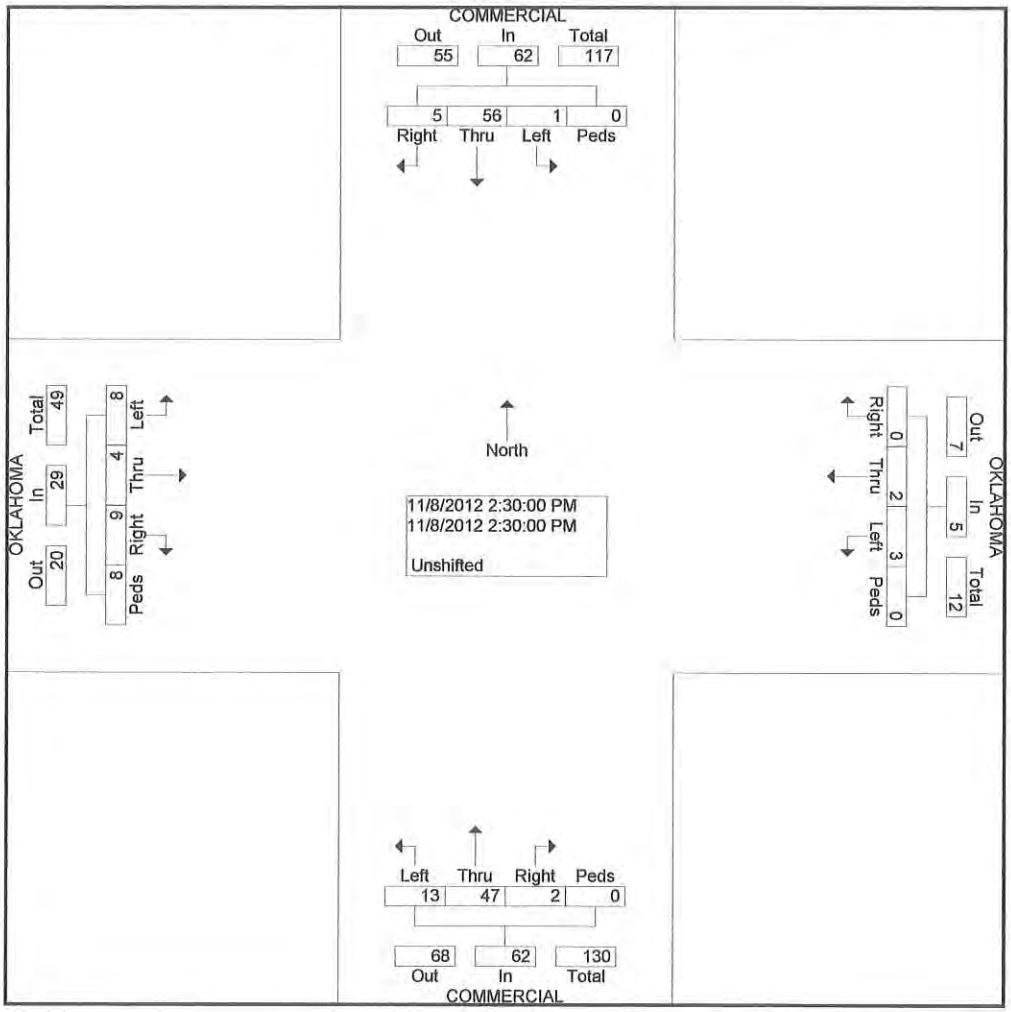


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Site Code : 00000000
Start Date : 11/8/2012
Page No : 1

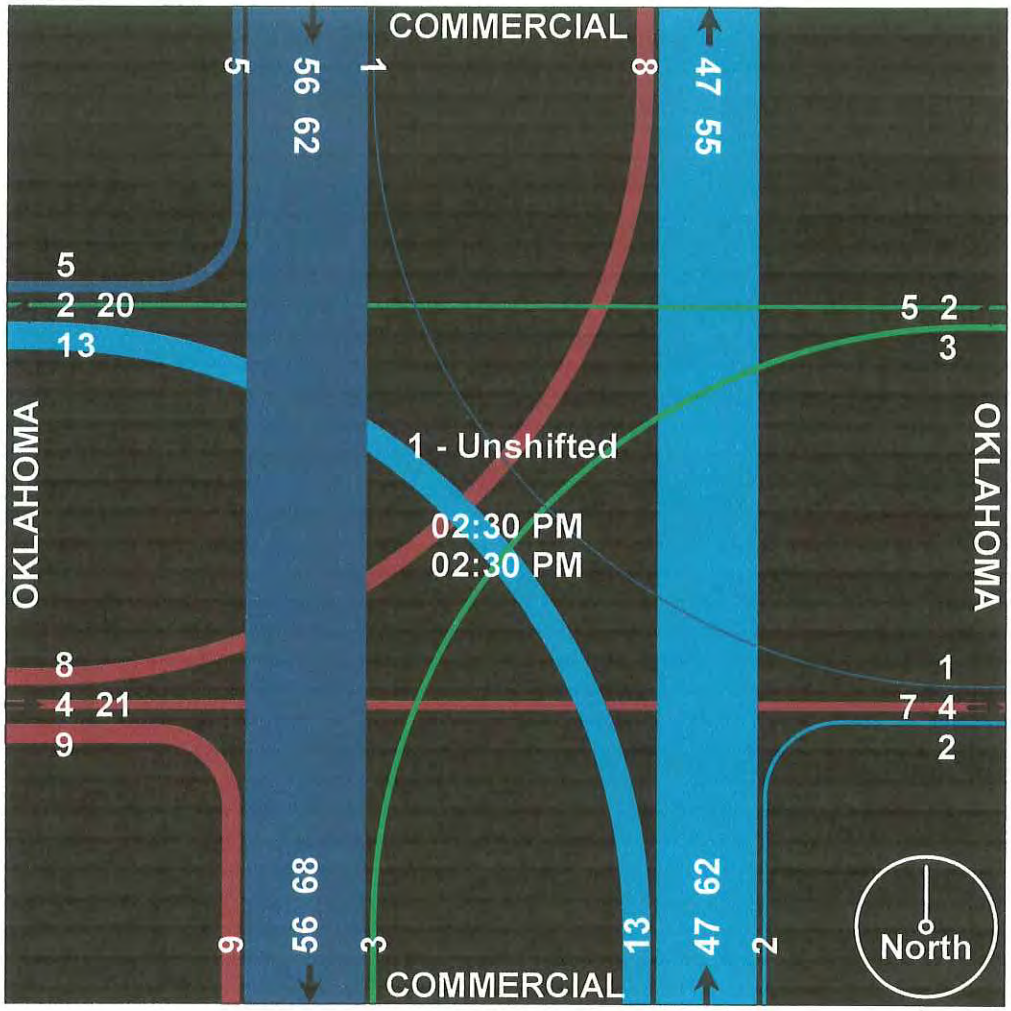
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Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
2:30:00 PM	5	56	1	0	62	0	2	3	0	5	2	47	13	0	62	9	4	8	8	29	158
Grand Total	5	56	1	0	62	0	2	3	0	5	2	47	13	0	62	9	4	8	8	29	158
Apprch %	8.1	90.3	1.6	0.0		0.0	40.0	60.0	0.0		3.2	75.8	21.0	0.0		31.0	13.8	27.6	27.6		
Total %	3.2	35.4	0.6	0.0	39.2	0.0	1.3	1.9	0.0	3.2	1.3	29.7	8.2	0.0	39.2	5.7	2.5	5.1	5.1	18.4	



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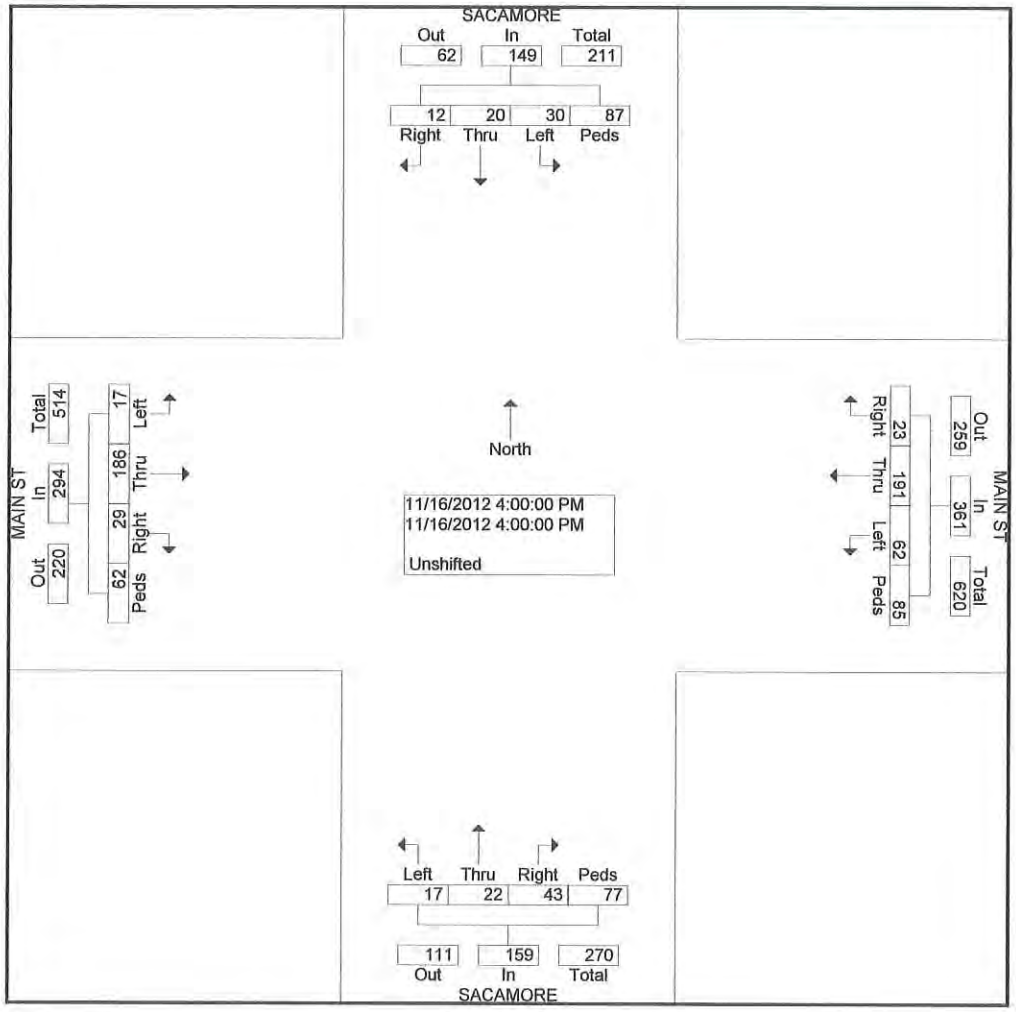
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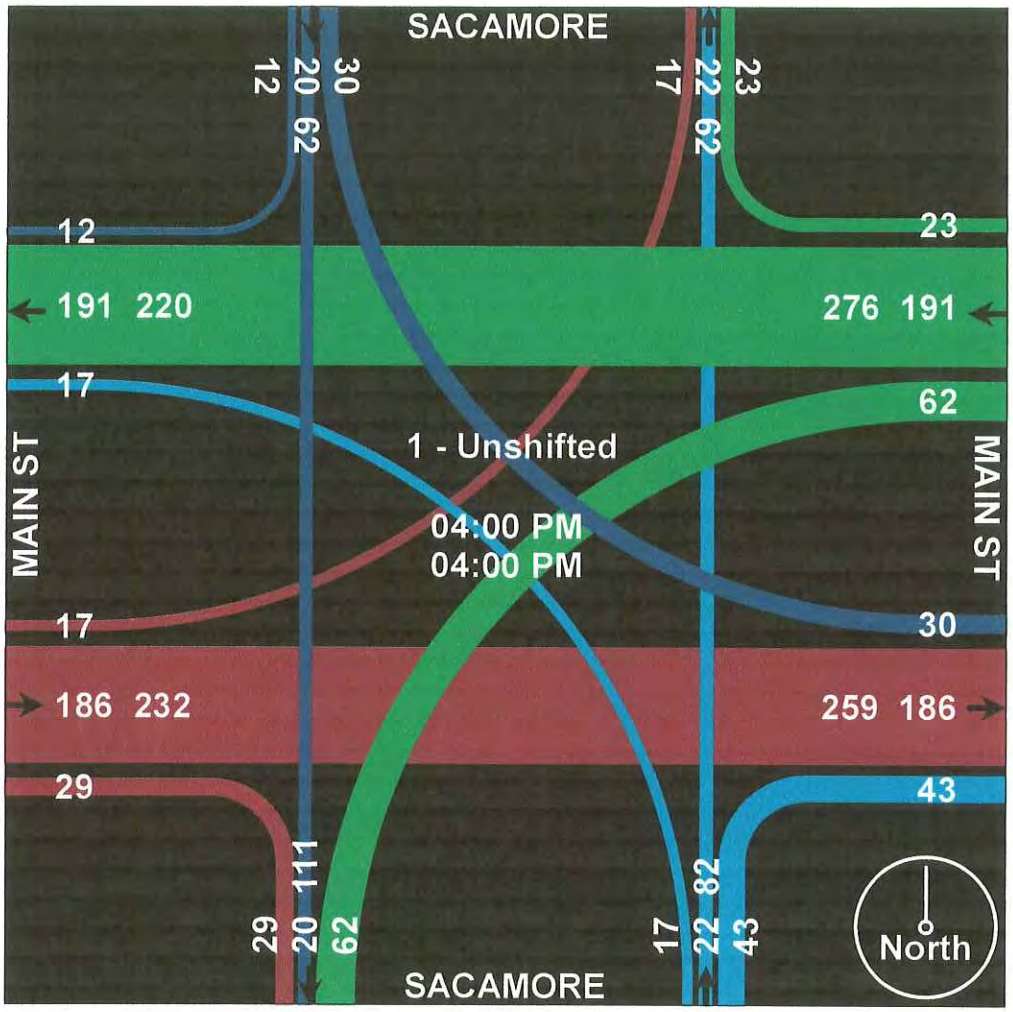
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Page No : 1

Groups Printed- Unshifted

	SACAMORE From North					MAIN ST From East					SACAMORE From South					MAIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	12	20	30	87	149	23	191	62	85	361	43	22	17	77	159	29	186	17	62	294	963
Grand Total	12	20	30	87	149	23	191	62	85	361	43	22	17	77	159	29	186	17	62	294	963
Apprch %	8.1	13.4	20.1	58.4		6.4	52.9	17.2	23.5		27.0	13.8	10.7	48.4		9.9	63.3	5.8	21.1		
Total %	1.2	2.1	3.1	9.0	15.5	2.4	19.8	6.4	8.8	37.5	4.5	2.3	1.8	8.0	16.5	3.0	19.3	1.8	6.4	30.5	



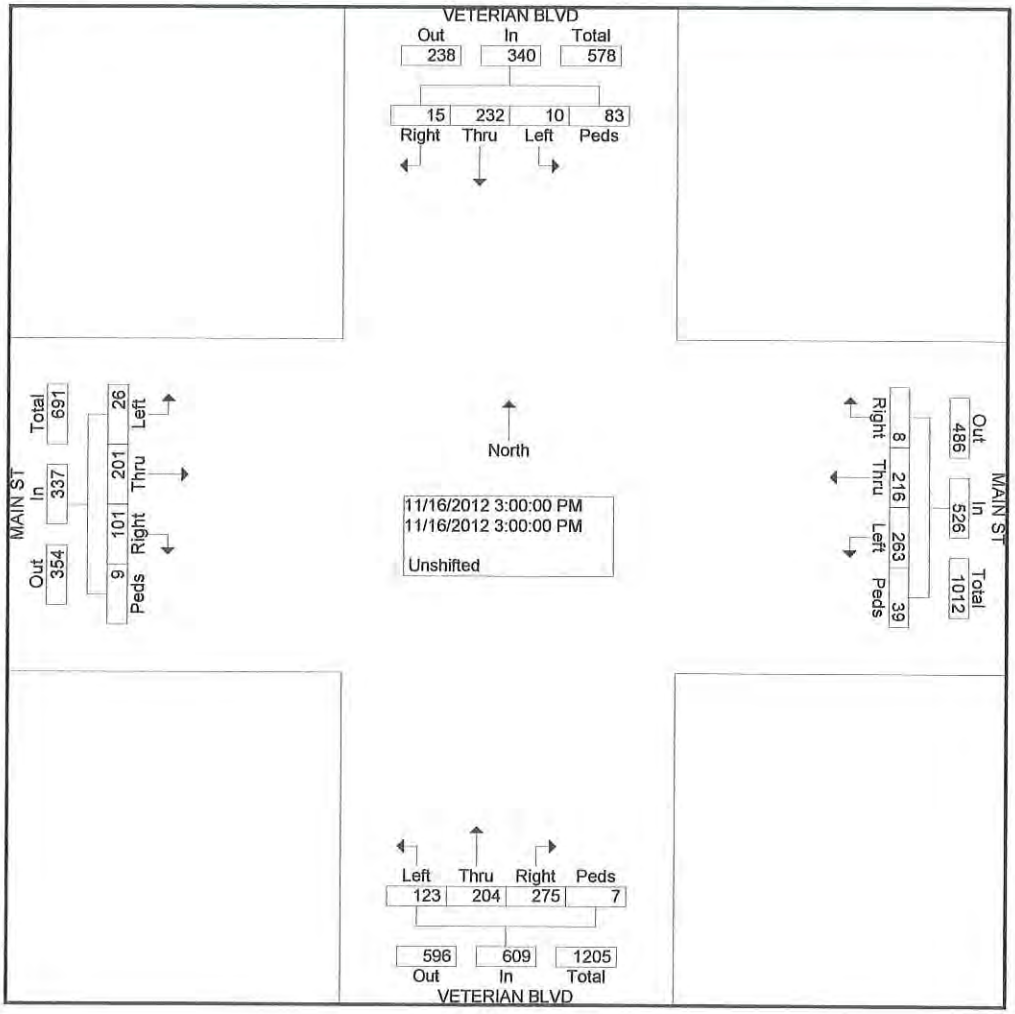
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Horsham, PA 19044 File Name : Sacamore and Main
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Page No : 2



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Start Date : 11/16/2012
Page No : 1

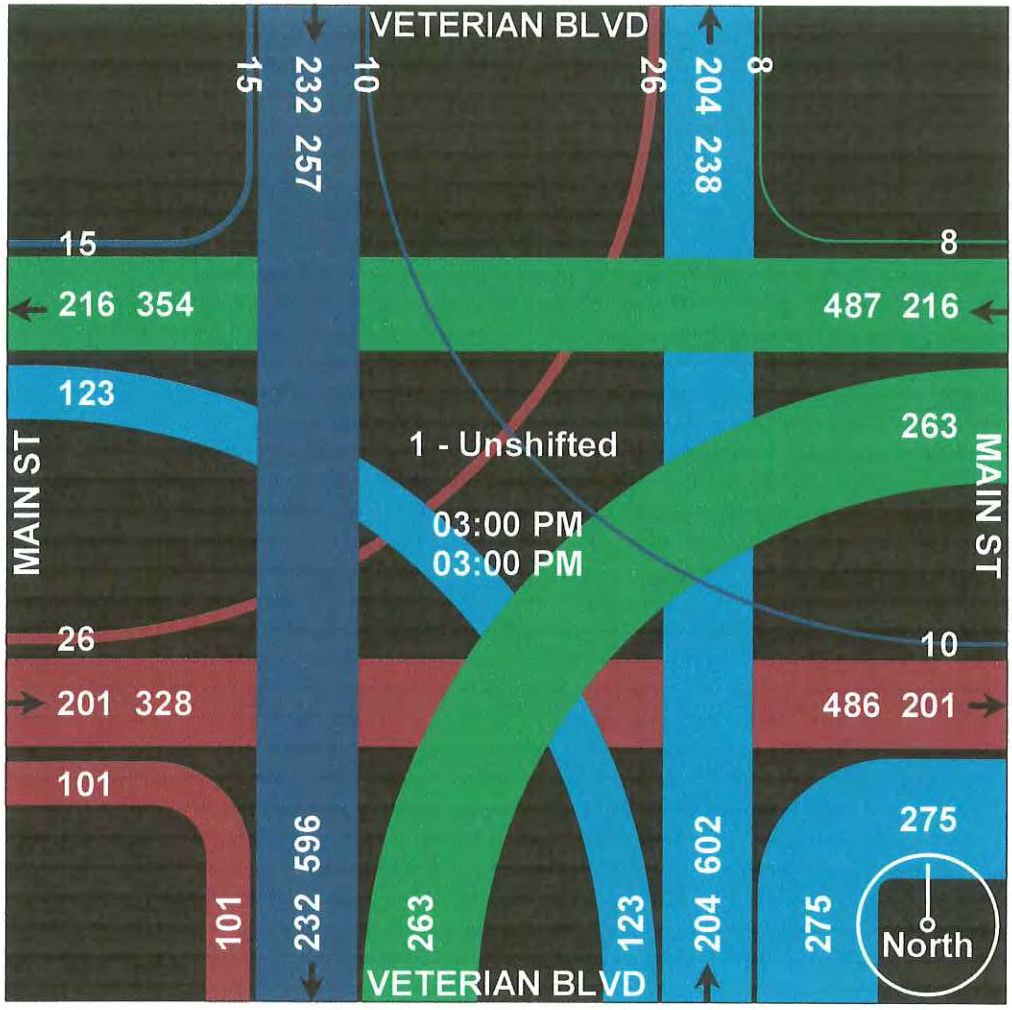
Groups Printed- Unshifted

	VETERIAN BLVD From North					MAIN ST From East					VETERIAN BLVD From South					MAIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
03:00 PM	15	232	10	83	340	8	216	263	39	526	275	204	123	7	609	101	201	26	9	337	1812
Grand Total	15	232	10	83	340	8	216	263	39	526	275	204	123	7	609	101	201	26	9	337	1812
Apprch %	4.4	68.2	2.9	24.4		1.5	41.1	50.0	7.4		45.2	33.5	20.2	1.1		30.0	59.6	7.7	2.7		
Total %	0.8	12.8	0.6	4.6	18.8	0.4	11.9	14.5	2.2	29.0	15.2	11.3	6.8	0.4	33.6	5.6	11.1	1.4	0.5	18.6	

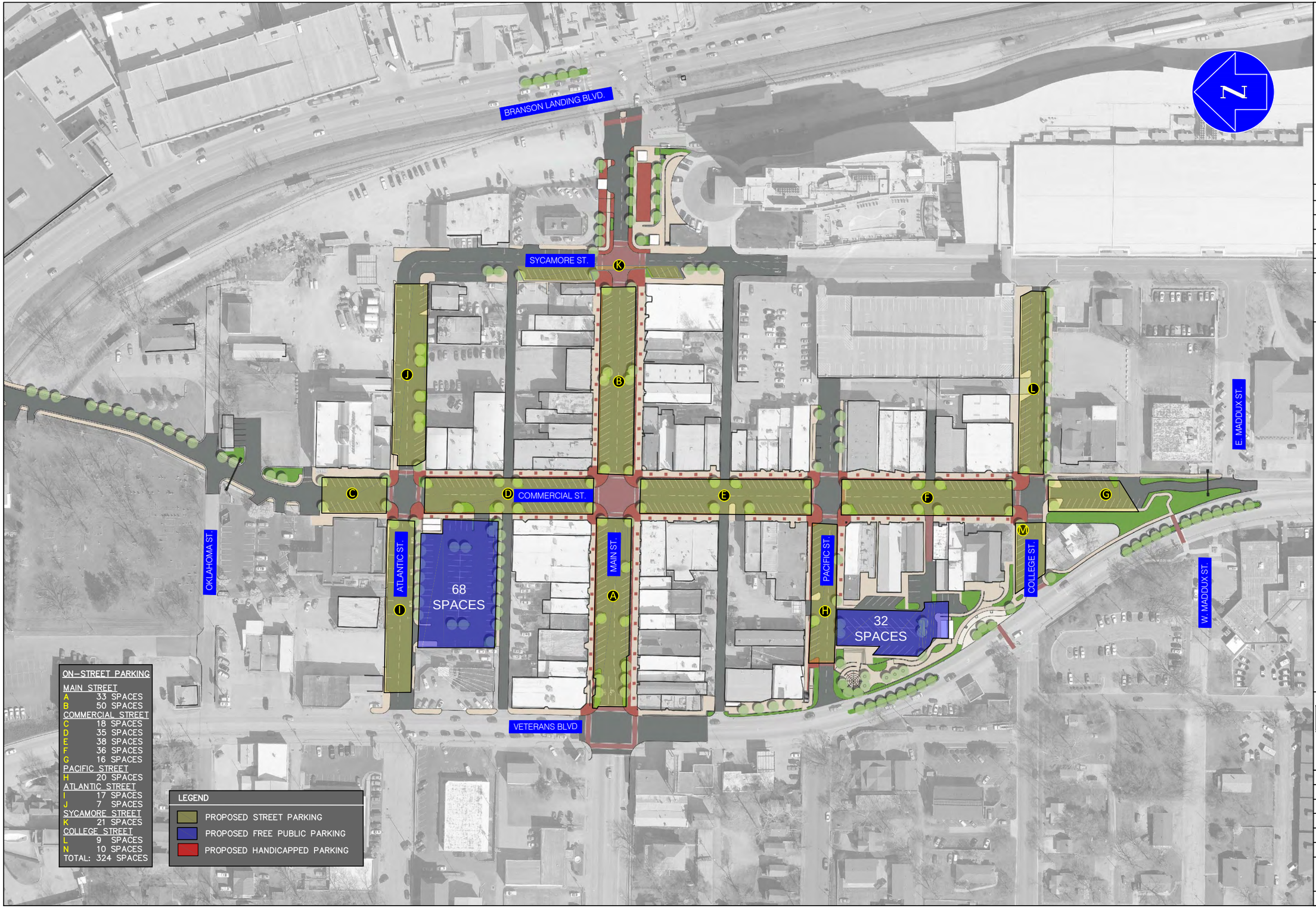


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Start Date : 11/16/2012
Page No : 2



APPENDIX 4E



FROM THE TOP DOWNTOWN BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON HISTORIC DOWNTOWN STREETSCAPE IMPROVEMENTS

PROPOSED PARKING

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CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DESIGN BY: TJK

DRAWN BY: TJK

CHECKED BY: SJP

APPROVED BY: SJP

DATE: 7/17/13

JOB No: 12485-01-00

FIGURE 5

SHEET 1 OF 1

Key Number	Business Name	Employee Name	E-mail	Phone Number
1	Walgreens	Melissa Tharp		417-334-3187
2	Walgreens	Arlene Ogden		417-334-3187
3	Walgreens	Chris Mason		417-334-3187
4	Walgreens	Curtis McElhinney		417-334-3187
5	Walgreens	Cherri Doerr		417-334-3187
6	Walgreens	Becky Enno		417-334-3187
7	Walgreens	Patty Robbins		417-334-3187
8	Walgreens	Hoyt Holland		417-334-3187
9	Walgreens	Mike Morton		417-334-3187
10	Walgreens	Tracy Bristow		417-334-3187
11	Walgreens	Danielle Wilson		417-334-3187
12	Walgreens	Danielle Sailors		417-334-3187
13	Walgreens	Karissa Paige		417-334-3187
14	Rosa's Lost Treasure Chest	Ken Houchin	losttreasure@suddenlink.net	417-335-7376
15	Rosa's Lost Treasure Chest	Rosa Houchin	losttreasure@suddenlink.net	417-335-7376
16	Rosa's Lost Treasure Chest	Kevin Edmonds	losttreasure@suddenlink.net	417-335-7376
17	Rosa's Lost Treasure Chest	Becky Edmonds	losttreasure@suddenlink.net	417-335-7376
18	Rosa's Lost Treasure Chest	Victoria Beck	losttreasure@suddenlink.net	417-335-7376
19	Jigglin George's Too	Tom Bortrit	bortrit@centurytel.net	417-334-6118
20	Jigglin George's Too	Becky Bortrit	bortrit@centurytel.net	417-334-6118
21	Jigglin George's Too	Wanda Estrada	bortrit@centurytel.net	417-334-6118
22	Jigglin George's Too	Janet Davis	bortrit@centurytel.net	417-334-6118
23	Jigglin George's Too	Clara Isaacs	bortrit@centurytel.net	417-334-6118
24	First Community Bank	Barkley, Cindy	mlewis@fcboz.com	417-336-6310
25	First Community Bank	Blacksher, Casey	mlewis@fcboz.com	417-336-6310
26	First Community Bank	Brent, Jana	mlewis@fcboz.com	417-336-6310
27	First Community Bank	Brown, Maggie	mlewis@fcboz.com	417-336-6310
28	First Community Bank	Burnett, Doug	mlewis@fcboz.com	417-336-6310
29	First Community Bank	Combs, Craig	mlewis@fcboz.com	417-336-6310
30	First Community Bank	Combs, Mandi	mlewis@fcboz.com	417-336-6310
31	First Community Bank	Ellison, Robin	mlewis@fcboz.com	417-336-6310
32	First Community Bank	Griffith, Scott	mlewis@fcboz.com	417-336-6310
33	First Community Bank	Grubaugh, Dani	mlewis@fcboz.com	417-336-6310
34	First Community Bank	Jackson, Anita	mlewis@fcboz.com	417-336-6310
35	First Community Bank	Lewis, Mary	mlewis@fcboz.com	417-336-6310
36	First Community Bank	Nelson, Roberta	mlewis@fcboz.com	417-336-6310
37	First Community Bank	Perryman, Sara	mlewis@fcboz.com	417-336-6310
38	First Community Bank	Pollard, Ashley	mlewis@fcboz.com	417-336-6310
39	First Community Bank	Rankin, Yaneris	mlewis@fcboz.com	417-336-6310
40	First Community Bank	Robinson, Virginia	mlewis@fcboz.com	417-336-6310
41	First Community Bank	Steinert, Shannon	mlewis@fcboz.com	417-336-6310
42	First Community Bank	Todd, Robyn	mlewis@fcboz.com	417-336-6310
43	First Community Bank	Whitney, Suzy	mlewis@fcboz.com	417-336-6310
44	Hollywood Studio Store and More	Mel Petersen	melpetersen@live.com	417-294-3941
45	If The Shoe Fits	Doug Mason	masonshoefits@gmail.com	417-334-6740
46	If The Shoe Fits	Jo Mason	masonshoefits@gmail.com	417-334-6740
47	If The Shoe Fits	Thelma Braun	masonshoefits@gmail.com	417-334-6740
48	If The Shoe Fits	Joann Voigt	masonshoefits@gmail.com	417-334-6740
49	If The Shoe Fits	Sandra Johnson	masonshoefits@gmail.com	417-334-6740
50	If The Shoe Fits	Carol Rocike	masonshoefits@gmail.com	417-334-6740
51	If The Shoe Fits	Ken Dryer	masonshoefits@gmail.com	417-334-6740
52	If The Shoe Fits	Jo Snodgrass	masonshoefits@gmail.com	417-334-6740
53	If The Shoe Fits	Lynn Hey	masonshoefits@gmail.com	417-334-6740
54	Dick's 5 & 10	Steven Hartley		
55	Dick's 5 & 10	Elaine Carr		
56	Dick's 5 & 10	Sherri Martin		
57	Dick's 5 & 10	Dee Ackerson		

EXHIBIT 3

58	Dick's 5 & 10	Ronnie Jones		
59	Dick's 5 & 10	John Brichler		
60	Dick's 5 & 10	Kelly Meredith		
61	Dick's 5 & 10	Andrea Belden		
62	Dick's 5 & 10	Deborah Metcalf		
63	Dick's 5 & 10	Brandon Shepard		
64	Dick's 5 & 10	Glenda Callers		
65	Dick's 5 & 10	Wes Duehr		
66	Dick's 5 & 10	Bryan Etherdige		
67	Dick's 5 & 10	David Montgomery		
68	Dick's 5 & 10	Jill McGuire (Peters)		
69	Dick's 5 & 10	Duane Falls		
70	Dick's 5 & 10	Janice Kreider		
71	Dick's 5 & 10	Paul Melder		
72	Dick's 5 & 10	Linda White		
73	Dick's 5 & 10	Susie Brown		
74	Dick's 5 & 10	Donna Knulty		
75	Dick's 5 & 10	Tamara Matney		
76	Burlington Annex	Dian Howie		417-335-4789
77	Burlington Annex	Pat Crockett		417-335-4789
78	Burlington Annex	Deborah Seals		417-335-4789
79	Burlington Annex	Suzy Aikman		417-335-4789
80	Burlington Annex	Barbara Ellis		417-335-4789
81	Burlington Annex	Nan Clarh		417-335-4789
82	Lightning Pawn	Chris Knipple	lghtnng@suddenlinkmail.com	417-335-5017
83	Lightning Pawn	Jason Knipp	lghtnng@suddenlinkmail.com	417-335-5017
84	Lightning Pawn	Jeremy Gallinger	lghtnng@suddenlinkmail.com	417-335-5017
85	Lightning Pawn	Rick Inman	lghtnng@suddenlinkmail.com	417-335-5017
86	Smackers Ice Cream	Aaron Kerr	kerr.brenda@sbcglobal.net	417-336-2731
87	Smackers Ice Cream	Brenda Kerr	kerr.brenda@sbcglobal.net	417-336-2731
88	Clockers	Allen Thrane		
89	Clockers	Karen Thrane		
90	Clockers	Bruce Wydler		
91	Clockers	Cindy Brooks		
92	Clockers	Danielle Gerth		
93	Clockers	Deborah Wiedmaier		
94	Clockers	Destiny Melton		
95	Clockers	Dwain Muncy		
96	Clockers	Jane Price		
97	Clockers	Gina Wynn		
98	Clockers	James Boyles		
99	Clockers	Jeanette Choate		
100	Clockers	John Richardson		
101	Clockers	Luis Arce		
102	Clockers	Monica Bryant		
103	Clockers	Norberto Hernandez		
104	Clockers	Peggy Baiter		
105	Clockers	Stephanie Green		
106	Clockers	Tammy Stephenson		
107	Lucy Lues	Tracy Peterson		
108	Lucy Lues	D.J. Smith		
109	Lucy Lues	Katie Gillespie		
110	Lucy Lues	Amanda Snider		
111	Lucy Lues	Rocky McMahon		
112	Lucy Lues	Jerry Corewell		
113	Branson Scenic RR	Illa D. Kamp		
114	Branson Scenic RR	Stanley Manley		
115	Branson Scenic RR	Rod Redard		

116	Branson Scenic RR	Roger Rylott		
117	Branson Scenic RR	Donna Burk		
118	Branson Scenic RR	Charles Dowell		
119	Branson Scenic RR	Clifford Robbins		
120	Branson Scenic RR	Daniel Dove		
121	Branson Scenic RR	David Aeschliman		
122	Branson Scenic RR	David Church		
123	Branson Scenic RR	David Degregorio		
124	Branson Scenic RR	Bob Few		
125	Branson Scenic RR	William Mils		
126	Branson Scenic RR	Anita Willhite		
127	Branson Scenic RR	Betty Jeter		
128	Branson Scenic RR	Brenda Cranmer		
129	Branson Scenic RR	Deborah Dowell		
130	Branson Scenic RR	Heather Anderson		
131	Branson Scenic RR	Julie Noga		
132	Branson Scenic RR	Juli Hall		
133	Branson Hot Hits Theatre	Mary Lue Ball & Rico J	bransonhothits@aol.com	417-337-7426
134	Branson Hot Hits Theatre	Debi Ball	bransonhothits@aol.com	417-337-7426
135	Branson Hot Hits Theatre	Sharon R Fletcher	bransonhothits@aol.com	417-337-7426
136	Branson Hot Hits Theatre	Jan Huntsman	bransonhothits@aol.com	417-337-7426
137	Branson Hot Hits Theatre	Kevin Dogan	bransonhothits@aol.com	417-337-7426
138	Branson Hot Hits Theatre	Kirk Hunter	bransonhothits@aol.com	417-337-7426
139	Branson Hot Hits Theatre	Andre Shephard	bransonhothits@aol.com	417-337-7426
140	Branson Hot Hits Theatre	Chico & DeeDee Vega	bransonhothits@aol.com	417-337-7426
141	Branson Hot Hits Theatre	Sade Shine	bransonhothits@aol.com	417-337-7426
142	Branson Hot Hits Theatre	Michael J Arnott	bransonhothits@aol.com	417-337-7426
143	Branson Hot Hits Theatre	Randy Plummer	bransonhothits@aol.com	417-337-7426
144	Branson Hot Hits Theatre	Tracy Lynn DeMille	bransonhothits@aol.com	417-337-7426
145	Branson Hot Hits Theatre	Anthony Walter	bransonhothits@aol.com	417-337-7426
146	Branson Hot Hits Theatre	Brandon Whittington	bransonhothits@aol.com	417-337-7426
147	Branson Hot Hits Theatre	Keegan Manchester	bransonhothits@aol.com	417-337-7426
148	Branson Hot Hits Theatre	Darnell Manchester	bransonhothits@aol.com	417-337-7426
149	Branson Pawn	Brian Roman	roman615@att.net	417-230-7282
150	Branson Pawn	Justin Tranchilta	justinastagia@gmail.com	417-230-9759
151	Branson Pawn	Scott Velvet	notdads@aol.com	417-593-9261
152	Branson Pawn	Amber Miller	amiller6211@gmail.com	417-942-8276
153	Branson Pawn	Jessica Miller		
154	Branson Pawn	Jason Knox		
155	Branson Pawn	Clem		
156	ABC Dolls	Barbara Burk	abcdolls@msn.com	417-334-1858
157	Copper Coin	Susan Abar		
158	Copper Coin	Ron Berger		
159	Copper Coin	Brenda Benton		
160	Copper Coin	Alice & David Burris		
161	Copper Coin	Naoma Brown		
162	Copper Coin	Harriett Ford		
163	Copper Coin	David Burris		
164	Chick Barber Shop	Jack		417-334-2678
165	Shepard of the Hills	C. Tobias Clary	c.tobias333@gamil.com	
166	Tarina Marketing	Anthony Arbalter		417-598-9537
167	Old Town Flea Market	Michelle Leonardo		417-339-4442
168	The Spice Agent	Chris Poulos		417-544-1905
169	Crain Creations	Susan Grain		
170	Crain Creations	Tom Grain		
171	Henry's Warehouse Outlet	Anite Brandt		417-339-1177
172	Henry's Warehouse Outlet	Kim Onnin		417-339-1177
173	Henry's Warehouse Outlet	Shirley Armstrong		417-339-1177

174	Henry's Warehouse Outlet	Rickie Wagner		417-339-1177
175	Henry's Warehouse Outlet	Jan Franklin		417-339-1177
176	Main Street Deli	Amy Knight	info@eastmainstreet.com	417-334-4347
177	Main Street Deli	Jennifer Platt	info@eastmainstreet.com	417-334-4347
178	Main Street Deli	Larry Kitemiller	info@eastmainstreet.com	417-334-4347
179	Light House Gallery	Doug Ramey	info@thelighthousegallery.com	417-334-2175
180	Light House Gallery	Darrell Stevenson	info@thelighthousegallery.com	417-334-2175
181	Light House Gallery	Pat Major	info@thelighthousegallery.com	417-334-2175
182	Light House Gallery	Seth Fisher	info@thelighthousegallery.com	417-334-2175
183	Branson Lakes Country Realty	Shane Grady	shane@bransonland.com	417-334-6961
184	Owens Theater	Katie Koeng	lakoening@centurytel.net	636-248-3311
185	Owens Theater	Randy Koenig	lakoening@centurytel.net	636-248-3311
186	Owens Theater	Linda Koenig	lakoening@centurytel.net	636-248-3311
187	Mr. B's	Randy Dees		417-336-5735
188	Mr. B's	Judy Dees		417-336-5735
189	Mr. B's	Ramona Dockery		417-336-5735
190	Mr. B's	Andrea		417-336-5735
191	Mr. B's	Jamie		417-336-5735
192	Mr. B's	Kari Anna		417-336-5735
193	Simply Barbra	Bob Dickinson		
194	Simply Barbra	Barbara Cassody		
195	Simply Barbra	Judy Delazzer		
196	Simply Barbra	Bev Burkholder		
197	Simply Barbra	Mary Booth		
198	Simply Barbra	Vicky Cordell		
199	Simply Barbra	Jan Schmidt		
200	Simply Barbra	Juanita Witcher'		
201	Frontier Flags	Pat Doyle		

Date	Name	Intial Key Number	Lost Key	Key Not Working	Old Key Number if Known	New Key Number
8/12/13	Pat Doyle					1
	Ken Houchin	Rose's Lost Treasure Chest				2
	Rosa Houchin					3
	Kevin Edmonds					4
	Becky Edmonds					5
	Victoria Beck					6
	Janet Davis					7
	Mel Paterson	Hollywood Studio Store			44	8
	Doug Mason	If the Shoe Fits				9
	Jo Mason					10
	B. Joe Snodgrass					11
	Carol Raczka					12
	JoAnne Voigt					13
	Lynn Hey					14
	Sue Johnson					15
	Thelma Brannon					16
	Aaron Kerr	Smackers				17
	Brenda Kerr	"				18
	Anita Willhite	Branson Scenic Railway				19
	Austin Roberts					20
	Betty Jeter					21
	Beverly Church					22
	Brenda Cranmer					23
	Clifford Robbins					24
	Cynthia Ellis					25
	Daniel Dove					26
	David Wallace					27
	David Church					28
	Diana Cain					29
	Donna Burk					30

EXHIBIT 4

Date	Name	Intial Key Number	Lost Key	Key Not Working	Old Key Number if Known	New Key Number
	Donna Cahill					31
	Dru Anderson					32
	Heather Anderson					33
	Ilia Kamp					34
	James Armentrout					35
	Julianna Hall					36
	Julie Noga					37
	Leroy Aeschliman					38
	Raymond Cook, Sr.					39
	Rodman Redard					40
	Scott Strawn					41
	William Mills					42
	Elaine Carr	Dicks 5+10				43
	Sherri Martin					44
	Ronnie Jones					45
	Zach Pledger					46
	Andrea Belden					47
	Deborah Metcalf					48
	Melissa Wallace					49
	Debra Weldy					50
	Elizabeth McConnell					51
	Danette Stec					52
	Steven Hartley					53
	Wes Duehr					54
	Bryan Etheridge					55
	David Montgomery					56
	Jill McGuire					57
	Duane Falls					58
	Janice Kreider					59
	Paul Melder					60

Date	Name	Intial Key Number	Lost Key	Key Not Working	Old Key Number if Known	New Key Number
	Linda White	Dick's 5+10				61
	Susie Brown					62
	Donna Knutty					63
	Tamara Matney					64
	Helen Cullers					65
	Jacob King					66
	Amy Beaver					67
	Charlotte Mickelson	Burlington Annex				68
	Nan Clark					69
	Barbara Ellis					70
	Dian Howe					71
	Deborah Seals					72
	Suzy Aikman					73
	Debbie Wilkerson					74
	Tom Bortuit	Jigglin' George				75
	Becky Bortuit					76
	Wanda Estrada					77
	Clara Isaacs					78
	Doris Sutton					79
	Joni Milstead					80
	Jason	Lightning Pawn				81
	Chris					82
	Jeremy					83
	Rick					84
	Cherie Doerr	Walgreens				85
	Chris Mason					86
	Arlene Caden					87
	Patty Robbins					88
	Curtis McElhinney					89
	Mike Pease					90

Date	Name	Intial Key Number	Lost Key	Key Not Working	Old Key Number if Known	New Key Number
	Melissa Tharp	Walgreen's				91
	Mike Morton					92
	Mark Dupire					93
	Danielle Wilson					94
	Danielle Keech					95
	Carrie Poer					96
	Brittany Penland					97
	Cindy Barkley	First Community Bank				98
	Casey Blacksher					99
	Jena Brent					100
	Margaret Brown					101
	Doug Burnett					102
	Craig Combs					103
	Mandi Combs					104
	Robin Ellison					105
	Jamie Grab					106
	Scott Griffith					107
	Dani Grubaugh					108
	Anita Jackson					109
	Mary Lewis					110
	Sara Perryman					111
	Yaneris Rankin					112
	Virginia Robinson					113
	Melissa Shepard					114
	Lisa Smith					115
	Shannon Steinert					116
	Robyn Todd					117
	Mary Lue Ball & Rica					118
	Debi Ball	Branson Hot Hits	Theatre			119
	Sharon Fletcher					120

Date	Name	Intial Key Number	Lost Key	Key Not Working	Old Key Number if Known	New Key Number
	Jan Huntsman					121
	Kevin Dogan					122
	Kirk Hunter					123
	Andre Shephard					124
	Sade, Shine					125
	Michael Arnott	Branson Hot Hits Theatre				126
	Randy Plummer					127
	Tracy Lynn DeMille					128
	Anthony Walter					129
	Brandon Whittington					130
	Keegan Manchester					131
	Durrell Manchester					132
	Chico & DeeDee Vega					133
	Bob Dickinson					134
	Barbara Cassody					135
	Judy Delazzer					136
	Bev Burkholder					137
	Mary Booth	Simply Barbra				138
	Vicky Cordell					139
	Jan Schmidt					140
	Juanita Witcher					141
	Pat Doyle	Frontier Flags				142
	Anita Brandt					143
	Kim Orrin					144
	Shirley Armstrong	Henry's Warehouse Outlet				145
	Ricki Wagner					146
	Jan Franklin					147
	Danielle Gerth					148
	Destiny Melton	Clockers				149
	Jane Price					150

Date	Name	Intial Key Number	Lost Key	Key Not Working	Old Key Number if Known	New Key Number
	Gina Wynn					151
	Stephanie Green					152
	Jeanette Choate					153
	John Richardson					154
	Luis Arca	Clockers				155
	Norberto Hernandez					156
	Peggy Baxter					157
	Vicky Sharp					158
	Britany Crotty					159
	Joe Flink					160
	Brian Roman					161
	Kostin Tranchilla					162
	Scott Velvet					163
	Amber Miller	Branson Pawn				164
	Jessica Miller					165
	Jason Knox					166
	Clem					167
	Jack	Chick Barber Shop				168
	Amy Knight					169
	Jennifer Platt	Main Street Deli				170
	Larry Kitemiller					171
	Shane Grady	Branson Lakes Country Realty				172
	Doug Ramey					173
	Darrell Stevenson					174
	Pat major	Light House Gallery				175
	Seth Fisher					176
	Tracy Peterson					177
	D.J Smith					178
	Katie Gillespie	Lucy Lues				179
	Amanda Snider					180

Date	Name	Intial Key Number	Lost Key	Key Not Working	Old Key Number if Known	New Key Number
	Rocky McMahon	2 Lucy Lues				181
	Jerry Corewell	3				182
	Bandy Dees	7				183
	Judy Dees	3 Mr. B's Ice Cream				184
	Kari Anna	3				185
	Susan Crain	3				186
	Tom Crain	3 Crain Creations				187
						188
						189
						190
						191
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						199
						200

APPENDIX 4F

N

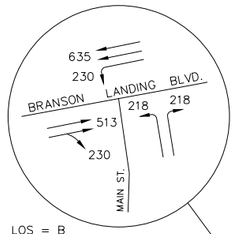
LEGEND

ARROWS INDICATE NUMBER OF LANES

VEHICLES PER HOUR

635
230

EXIST. ROADWAY (OUTSIDE OF STUDY AREA)
EXIST. ROADWAY (WITHIN STUDY AREA)



LOS = B
AVG. DELAY = 16.8 SEC.

BRANSON LANDING

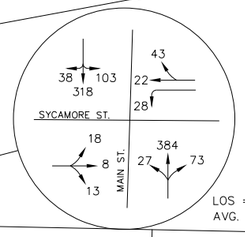
BRANSON LANDING

BRANSON LANDING BLVD.

BRANSON RR

MAIN ST.

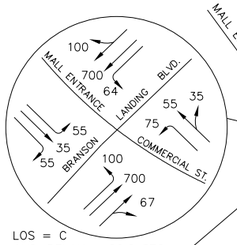
HILTON CONVENTION CENTER



LOS = B
AVG. DELAY = 13.5 SEC.

SYCAMORE ST.

MALL ENTRANCE



LOS = C
AVG. DELAY = 20.2 SEC.

COMMERCIAL ST.

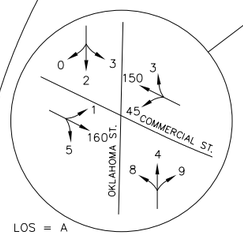
ALLEY



ALLEY

E. MADDUX ST.

COMMERCIAL ST.



LOS = A
AVG. DELAY = 1.8 SEC.

OKLAHOMA ST.

ATLANTIC ST.

ALLEY

MAIN ST.

ALLEY

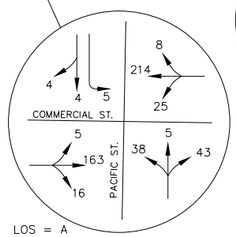
PACIFIC ST.

ALLEY

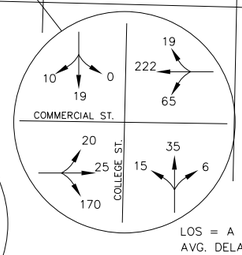
COLLEGE ST.

W. MADDUX ST.

VETERANS BLVD.



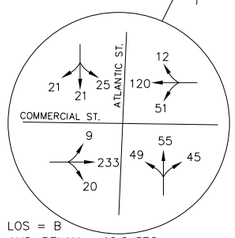
LOS = A
AVG. DELAY = 9.2 SEC.



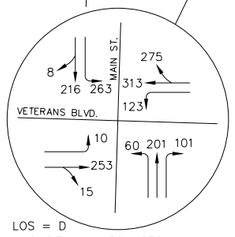
LOS = A
AVG. DELAY = 9.6 SEC.

2ND ST.

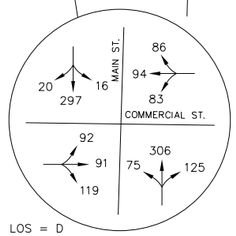
2ND ST.



LOS = B
AVG. DELAY = 10.0 SEC.



LOS = D
AVG. DELAY = 38.1 SEC.



LOS = D
AVG. DELAY = 48.2 SEC.

REVISIONS		
NUMBER	BY	DATE

SCALE: 1" = 250'

CITY OF BRANSON
HISTORIC DOWNTOWN
STREETSCAPE IMPROVEMENTS

PROPOSED TRAFFIC CONDITIONS

©Copyright CMT, Inc.

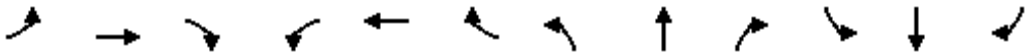
CMT

CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DESIGN BY:	
DRAWN BY:	
CHECKED BY:	
APPROVED BY:	
DATE:	5/1/2013
JOB No:	JOB NUMBER

FIGURE 6

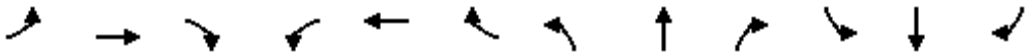
SHEET 1 OF 1 NO SHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	15	35	6	0	19	10	45	222	19	20	35	150
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	38	7	0	21	11	49	241	21	22	38	163

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	61	32	311	223
Volume Left (vph)	16	0	49	22
Volume Right (vph)	7	11	21	163
Hadj (s)	0.02	-0.17	0.03	-0.39
Departure Headway (s)	5.1	5.0	4.4	4.1
Degree Utilization, x	0.09	0.04	0.38	0.25
Capacity (veh/h)	628	637	795	841
Control Delay (s)	8.6	8.2	10.1	8.5
Approach Delay (s)	8.6	8.2	10.1	8.5
Approach LOS	A	A	B	A

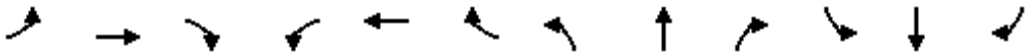
Intersection Summary				
Delay		9.3		
HCM Level of Service		A		
Intersection Capacity Utilization		41.6%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	38	5	43	5	4	4	41	198	8	5	163	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	5	47	5	4	4	45	215	9	5	177	28

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	93	5	9	268	211
Volume Left (vph)	41	5	0	45	5
Volume Right (vph)	47	0	4	9	28
Hadj (s)	-0.18	0.53	-0.32	0.05	-0.04
Departure Headway (s)	4.9	6.3	5.4	4.5	4.4
Degree Utilization, x	0.13	0.01	0.01	0.33	0.26
Capacity (veh/h)	661	520	598	782	778
Control Delay (s)	8.7	8.1	7.3	9.7	9.0
Approach Delay (s)	8.7	7.6		9.7	9.0
Approach LOS	A	A		A	A

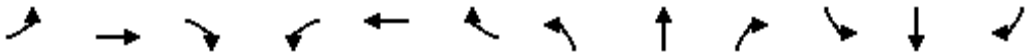
Intersection Summary				
Delay	9.2			
HCM Level of Service	A			
Intersection Capacity Utilization	49.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	75	306	105	20	330	20	67	94	86	71	69	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	82	333	114	22	359	22	73	102	93	77	75	98

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	528	402	268	250
Volume Left (vph)	82	22	73	77
Volume Right (vph)	114	22	93	98
Hadj (s)	-0.06	0.01	-0.12	-0.14
Departure Headway (s)	7.2	7.5	8.0	8.0
Degree Utilization, x	1.06	0.83	0.59	0.56
Capacity (veh/h)	490	472	423	412
Control Delay (s)	84.3	37.8	22.0	20.8
Approach Delay (s)	84.3	37.8	22.0	20.8
Approach LOS	F	E	C	C

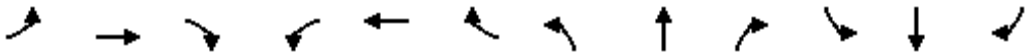
Intersection Summary				
Delay	48.9			
HCM Level of Service	E			
Intersection Capacity Utilization	86.7%	ICU Level of Service	E	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	49	55	45	32	28	27	51	120	12	6	153	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	53	60	49	35	30	29	55	130	13	7	166	14

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	162	95	199	187
Volume Left (vph)	53	35	55	7
Volume Right (vph)	49	29	13	14
Hadj (s)	-0.08	-0.08	0.05	0.00
Departure Headway (s)	4.9	5.0	4.9	4.8
Degree Utilization, x	0.22	0.13	0.27	0.25
Capacity (veh/h)	672	648	699	699
Control Delay (s)	9.3	8.8	9.6	9.4
Approach Delay (s)	9.3	8.8	9.6	9.4
Approach LOS	A	A	A	A

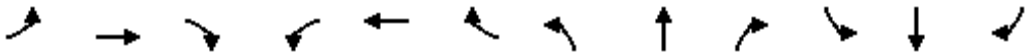
Intersection Summary				
Delay		9.4		
HCM Level of Service		A		
Intersection Capacity Utilization		42.8%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	4	9	3	2	0	45	150	3	1	160	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	4	10	3	2	0	49	163	3	1	174	5
Pedestrians								4			4	
Lane Width (ft)								11.0			11.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											463	
pX, platoon unblocked												
vC, conflicting volume	446	443	181	457	444	169	179			166		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	446	443	181	457	444	169	179			166		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	99	99	100	100	96			100		
cM capacity (veh/h)	505	491	859	489	490	873	1396			1412		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	23	5	215	180
Volume Left	9	3	49	1
Volume Right	10	0	3	5
cSH	609	490	1396	1412
Volume to Capacity	0.04	0.01	0.04	0.00
Queue Length 95th (ft)	3	1	3	0
Control Delay (s)	11.1	12.4	2.0	0.1
Lane LOS	B	B	A	A
Approach Delay (s)	11.1	12.4	2.0	0.1
Approach LOS	B	B		

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	33.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	27	363	73	103	318	38	28	22	43	30	16	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	395	79	112	346	41	30	24	47	33	17	25

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total (vph)	503	112	387	30	71	75
Volume Left (vph)	29	112	0	30	0	33
Volume Right (vph)	79	0	41	0	47	25
Hadj (s)	-0.05	0.53	-0.04	0.53	-0.43	-0.08
Departure Headway (s)	5.7	6.3	5.7	7.8	6.8	7.3
Degree Utilization, x	0.80	0.20	0.61	0.07	0.13	0.15
Capacity (veh/h)	614	554	606	426	481	449
Control Delay (s)	28.0	9.6	16.2	10.2	9.7	11.5
Approach Delay (s)	28.0	14.7		9.8		11.5
Approach LOS	D	B		A		B

Intersection Summary				
Delay	19.8			
HCM Level of Service	C			
Intersection Capacity Utilization	66.9%	ICU Level of Service	C	
Analysis Period (min)	15			

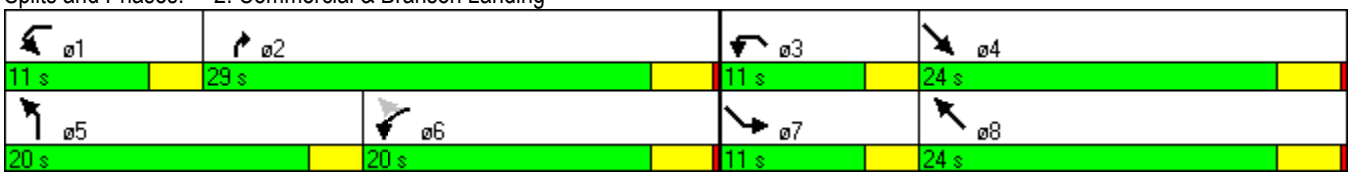
Lane Group	WBL2	WBL	WBR	NBL	NBR	NBR2	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	55	35	55	75	55	35	100	700	67	64	700	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0	0	30		80		0	150		0
Storage Lanes		2	1	1	1		1		0	1		0
Taper Length (ft)		50	50	50	50		50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.850			0.987			0.981	
Flt Protected	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (prot)	1711	1711	1531	1711	1531	0	1711	3377	0	1711	3356	0
Flt Permitted	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (perm)	1711	1711	1531	1711	1531	0	1711	3377	0	1711	3356	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25		25				35			35	
Link Distance (ft)		258		463				287			1197	
Travel Time (s)		7.0		12.6				5.6			23.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	38	60	82	60	38	109	761	73	70	761	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	38	60	82	98	0	109	834	0	70	870	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22		11				11			11	
Link Offset(ft)		0		0				0			0	
Crosswalk Width(ft)		8		8				8			8	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	15	9	15	9	9	15		9	15		9
Turn Type	Prot		Perm		custom		Prot			Prot		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6									
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0	20.0	8.0	8.0		8.0	20.0		8.0	20.0	
Total Split (s)	11.0	20.0	20.0	20.0	29.0	0.0	11.0	24.0	0.0	11.0	24.0	0.0
Total Split (%)	14.7%	26.7%	26.7%	26.7%	38.7%	0.0%	14.7%	32.0%	0.0%	14.7%	32.0%	0.0%
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5		3.0	3.5	
All-Red Time (s)	0.0	0.5	0.5	0.0	0.5		0.0	0.5		0.0	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Act Effct Green (s)	7.2	22.3	22.3	8.7	25.8		7.7	22.4		7.3	20.1	
Actuated g/C Ratio	0.11	0.33	0.33	0.13	0.38		0.11	0.33		0.11	0.29	
v/c Ratio	0.33	0.07	0.12	0.38	0.17		0.57	0.75		0.38	0.88	
Control Delay	36.2	19.7	20.4	34.1	18.3		44.5	29.2		37.5	38.0	

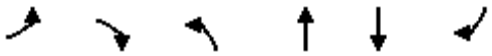
Lane Group	WBL2	WBL	WBR	NBL	NBR	NBR2	SEL	SET	SER	NWL	NWT	NWR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.2	19.7	20.4	34.1	18.3		44.5	29.2		37.5	38.0	
LOS	D	B	C	C	B		D	C		D	D	
Approach Delay		26.2		25.5				31.0			37.9	
Approach LOS		C		C				C			D	
Queue Length 50th (ft)	26	12	20	36	32		49	198		31	210	
Queue Length 95th (ft)	61	34	49	73	66		#112	#310		69	#331	
Internal Link Dist (ft)		178		383				207			1117	
Turn Bay Length (ft)					30		80			150		
Base Capacity (vph)	205	557	499	435	577		205	1123		205	1002	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.29	0.07	0.12	0.19	0.17		0.53	0.74		0.34	0.87	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 68.4
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 33.1 Intersection LOS: C
Intersection Capacity Utilization 48.9% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Commercial & Branson Landing





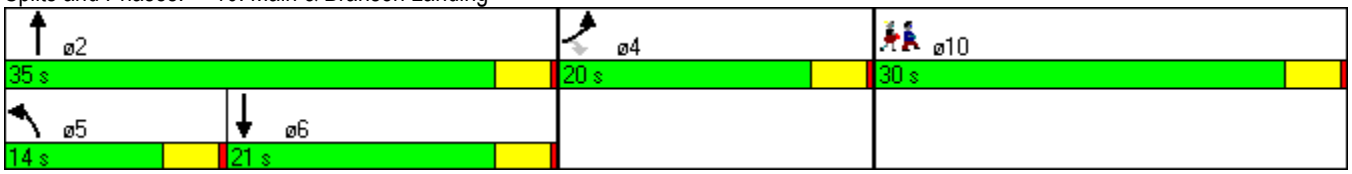
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø10
Lane Configurations							
Volume (vph)	218	218	230	635	513	230	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0	150			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	50	50	50			50	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	
Frt		0.850			0.954		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1711	1531	1711	3421	3264	0	
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1711	1531	1711	3421	3264	0	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	25			35	35		
Link Distance (ft)	105			1223	1197		
Travel Time (s)	2.9			23.8	23.3		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	237	237	250	690	558	250	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	237	237	250	690	808	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	11			11	11		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	8			8	8		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	
Turning Speed (mph)	15	9	15			9	
Turn Type		Perm	Prot				
Protected Phases	4		5	2	6		10
Permitted Phases		4					
Detector Phase	4	4	5	2	6		
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0		28.0
Total Split (s)	20.0	20.0	14.0	35.0	21.0	0.0	30.0
Total Split (%)	23.5%	23.5%	16.5%	41.2%	24.7%	0.0%	35%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag			Lead		Lag		
Lead-Lag Optimize?			Yes		Yes		
Recall Mode	None	None	None	C-Max	C-Max		None
Act Effct Green (s)	15.4	15.4	23.3	61.6	34.4		
Actuated g/C Ratio	0.18	0.18	0.27	0.72	0.40		
v/c Ratio	0.77	0.86	0.53	0.28	0.61		
Control Delay	50.7	62.7	31.8	4.4	22.4		

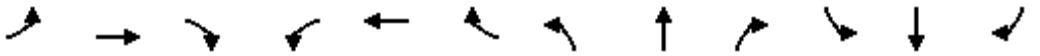
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø10
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	50.7	62.7	31.8	4.4	22.4		
LOS	D	E	C	A	C		
Approach Delay	56.7			11.7	22.4		
Approach LOS	E			B	C		
Queue Length 50th (ft)	120	123	116	56	171		
Queue Length 95th (ft)	#226	#245	189	77	235		
Internal Link Dist (ft)	25			1143	1117		
Turn Bay Length (ft)			150				
Base Capacity (vph)	322	288	468	2481	1320		
Starvation Cap Reductn	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.74	0.82	0.53	0.28	0.61		

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 25.2		Intersection LOS: C	
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Main & Branson Landing





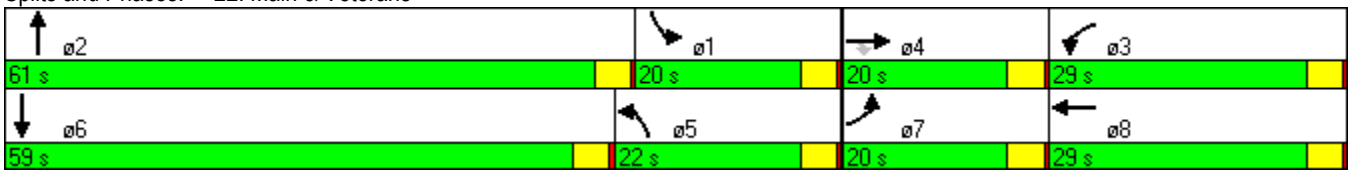
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	201	101	263	216	8	123	313	275	10	253	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	40		0	300		0	115		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.93		0.88	0.93	1.00		0.93	0.91		0.92	0.99	
Frt			0.850		0.994			0.930			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1540	1604	0	1711	1519	0	1711	1775	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1592	1801	1354	1429	1604	0	1585	1519	0	1582	1775	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		444			391			345			345	
Travel Time (s)		8.6			10.7			6.7			6.7	
Confl. Peds. (#/hr)	24		24	24		24	45		45	45		45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)				0	0	0						
Adj. Flow (vph)	65	218	110	286	235	9	134	340	299	11	275	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	218	110	286	244	0	134	639	0	11	291	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane		Yes						Yes			Yes	
Headway Factor	1.04	1.04	1.04	1.19	1.19	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0	20.0	29.0	29.0	0.0	22.0	61.0	0.0	20.0	59.0	0.0
Total Split (%)	15.4%	15.4%	15.4%	22.3%	22.3%	0.0%	16.9%	46.9%	0.0%	15.4%	45.4%	0.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)	16.0	16.0	16.0	25.0	25.0		18.0	57.0		16.0	55.0	
Actuated g/C Ratio	0.12	0.12	0.12	0.19	0.19		0.14	0.44		0.12	0.42	
v/c Ratio	0.31	0.98	0.66	0.97	0.79		0.57	0.96		0.05	0.39	
Control Delay	56.4	112.6	73.8	96.5	69.3		52.6	49.9		51.2	27.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	56.4	112.6	73.8	96.5	69.3		52.6	49.9		51.2	27.9	
LOS	E	F	E	F	E		D	D		D	C	
Approach Delay		92.5			84.0			50.3			28.7	
Approach LOS		F			F			D			C	
Queue Length 50th (ft)	51	186	90	241	198		109	524		8	167	
Queue Length 95th (ft)	99	#350	#171	#422	#327		m179	#774		28	243	
Internal Link Dist (ft)		364			311			265			265	
Turn Bay Length (ft)	200			40			300			115		
Base Capacity (vph)	211	222	167	296	308		237	666		211	751	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	25	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.31	0.98	0.66	0.97	0.79		0.57	0.96		0.05	0.40	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 120 (92%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 110
Control Type: Pretimed
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 64.3 Intersection LOS: E
Intersection Capacity Utilization 79.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Main & Veterans



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	18	15	8	118	35	62	15	576	10	14	654	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	40		0	40		0	50		0	50		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.904			0.997			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1703	0	1711	1628	0	1711	1795	0	1711	1797	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	1703	0	1711	1628	0	1711	1795	0	1711	1797	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		407			200			371			402	
Travel Time (s)		11.1			5.5			7.2			7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	16	9	128	38	67	16	626	11	15	711	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	25	0	128	105	0	16	637	0	15	721	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases												
Minimum Split (s)	8.0	20.0		8.0	20.0		8.0	20.0		8.0	20.0	
Total Split (s)	10.0	20.0	0.0	15.0	25.0	0.0	9.0	86.0	0.0	9.0	86.0	0.0
Total Split (%)	7.7%	15.4%	0.0%	11.5%	19.2%	0.0%	6.9%	66.2%	0.0%	6.9%	66.2%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)	6.0	16.0		11.0	21.0		5.0	82.0		5.0	82.0	
Actuated g/C Ratio	0.05	0.12		0.08	0.16		0.04	0.63		0.04	0.63	
v/c Ratio	0.25	0.12		0.88	0.40		0.24	0.56		0.23	0.64	
Control Delay	67.9	52.4		107.5	54.0		68.5	11.9		69.0	18.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.5		0.0	0.3	
Total Delay	67.9	52.4		107.5	54.0		68.5	12.5		69.0	18.3	
LOS	E	D		F	D		E	B		E	B	
Approach Delay		59.3			83.4			13.9			19.4	

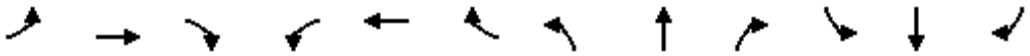
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Approach LOS		E			F			B			B	
Queue Length 50th (ft)	17	19		109	80		14	336		13	351	
Queue Length 95th (ft)	45	48		#229	140		m26	m415		37	479	
Internal Link Dist (ft)		327			120			291			322	
Turn Bay Length (ft)	40			40			50			50		
Base Capacity (vph)	79	210		145	263		66	1132		66	1133	
Starvation Cap Reductn	0	0		0	0		0	184		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	90	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.12		0.88	0.40		0.24	0.67		0.23	0.69	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 110 (85%), Referenced to phase 2:NWT and 6:SET, Start of Green
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 27.2 Intersection LOS: C
Intersection Capacity Utilization 54.8% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: College & Veterans

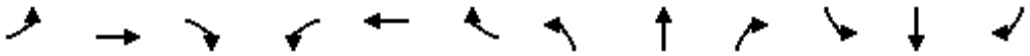




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	15	35	6	0	19	10	65	222	19	20	35	170
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	38	7	0	21	11	71	241	21	22	38	185

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	61	32	333	245
Volume Left (vph)	16	0	71	22
Volume Right (vph)	7	11	21	185
Hadj (s)	0.02	-0.17	0.04	-0.40
Departure Headway (s)	5.2	5.1	4.4	4.1
Degree Utilization, x	0.09	0.04	0.41	0.28
Capacity (veh/h)	613	620	789	838
Control Delay (s)	8.7	8.3	10.5	8.7
Approach Delay (s)	8.7	8.3	10.5	8.7
Approach LOS	A	A	B	A

Intersection Summary				
Delay	9.6			
HCM Level of Service	A			
Intersection Capacity Utilization	48.4%	ICU Level of Service	A	
Analysis Period (min)	15			



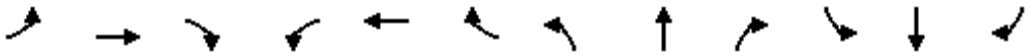
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	38	5	43	5	4	4	25	214	8	5	163	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	5	47	5	4	4	27	233	9	5	177	17

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	93	5	9	268	200
Volume Left (vph)	41	5	0	27	5
Volume Right (vph)	47	0	4	9	17
Hadj (s)	-0.18	0.53	-0.32	0.03	-0.01
Departure Headway (s)	4.9	6.2	5.4	4.4	4.5
Degree Utilization, x	0.13	0.01	0.01	0.33	0.25
Capacity (veh/h)	665	523	602	786	773
Control Delay (s)	8.6	8.1	7.2	9.6	8.9
Approach Delay (s)	8.6	7.6		9.6	8.9
Approach LOS	A	A		A	A

Intersection Summary				
Delay	9.2			
HCM Level of Service	A			
Intersection Capacity Utilization	44.3%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	75	306	125	16	297	20	83	94	86	92	91	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.93			0.98			0.85			0.83	
Frt		0.967			0.992			0.956			0.947	
Flt Protected		0.993			0.998			0.984			0.985	
Satd. Flow (prot)	0	1321	0	0	1424	0	0	1229	0	0	1171	0
Flt Permitted		0.892			0.970			0.782			0.801	
Satd. Flow (perm)	0	1167	0	0	1379	0	0	931	0	0	905	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		391			383			349			341	
Travel Time (s)		10.7			10.4			9.5			9.3	
Confl. Peds. (#/hr)	183		183	183		183	183		183	183		183
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	4	4	4
Parking (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	82	333	136	17	323	22	90	102	93	100	99	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	551	0	0	362	0	0	285	0	0	328	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.19	1.36	1.19	1.19	1.36	1.19	1.19	1.36	1.19	1.19	1.39	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	55.0	55.0	0.0	55.0	55.0	0.0	40.0	40.0	0.0	40.0	40.0	0.0
Total Split (%)	45.8%	45.8%	0.0%	45.8%	45.8%	0.0%	33.3%	33.3%	0.0%	33.3%	33.3%	0.0%
Maximum Green (s)	51.0	51.0		51.0	51.0		36.0	36.0		36.0	36.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)												

Lane Group	ø10
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Bus Blockages (#/hr)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	25.0
Total Split (s)	25.0
Total Split (%)	21%
Maximum Green (s)	21.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	5.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		51.0			51.0			36.0			36.0	
Actuated g/C Ratio		0.54			0.54			0.38			0.38	
v/c Ratio		0.88			0.49			0.81			0.96	
Control Delay		37.4			16.6			46.2			69.9	
Queue Delay		18.6			1.3			0.0			0.0	
Total Delay		56.1			18.0			46.2			69.9	
LOS		E			B			D			E	
Approach Delay		56.1			18.0			46.2			69.9	
Approach LOS		E			B			D			E	
90th %ile Green (s)	51.0	51.0		51.0	51.0		36.0	36.0		36.0	36.0	
90th %ile Term Code	Max	Max		Hold	Hold		MaxR	MaxR		MaxR	MaxR	
70th %ile Green (s)	51.0	51.0		51.0	51.0		36.0	36.0		36.0	36.0	
70th %ile Term Code	Max	Max		Hold	Hold		MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)	51.0	51.0		51.0	51.0		36.0	36.0		36.0	36.0	
50th %ile Term Code	Max	Max		Hold	Hold		MaxR	MaxR		MaxR	MaxR	
30th %ile Green (s)	51.0	51.0		51.0	51.0		36.0	36.0		36.0	36.0	
30th %ile Term Code	Max	Max		Hold	Hold		MaxR	MaxR		MaxR	MaxR	
10th %ile Green (s)	51.0	51.0		51.0	51.0		36.0	36.0		36.0	36.0	
10th %ile Term Code	Max	Max		Hold	Hold		MaxR	MaxR		MaxR	MaxR	
Queue Length 50th (ft)		276			130			151			189	
Queue Length 95th (ft)		#502			207			#295			#365	
Internal Link Dist (ft)		311			303			269			261	
Turn Bay Length (ft)												
Base Capacity (vph)		626			740			353			343	
Starvation Cap Reductn		82			200			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		1.01			0.67			0.81			0.96	

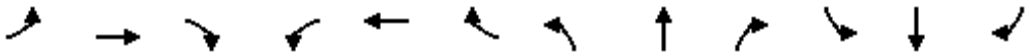
Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 95			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 48.2		Intersection LOS: D	
Intersection Capacity Utilization 90.8%		ICU Level of Service E	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 95			
70th %ile Actuated Cycle: 95			
50th %ile Actuated Cycle: 95			
30th %ile Actuated Cycle: 95			
10th %ile Actuated Cycle: 95			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 9: Main & Commercial



Lane Group	ø10
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	0.0
90th %ile Term Code	Skip
70th %ile Green (s)	0.0
70th %ile Term Code	Skip
50th %ile Green (s)	0.0
50th %ile Term Code	Skip
30th %ile Green (s)	0.0
30th %ile Term Code	Skip
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

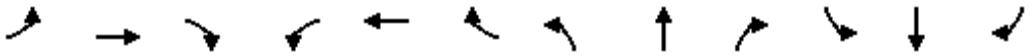
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	49	55	45	25	21	21	51	120	12	9	233	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	53	60	49	27	23	23	55	130	13	10	253	22

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	162	73	199	285
Volume Left (vph)	53	27	55	10
Volume Right (vph)	49	23	13	22
Hadj (s)	-0.08	-0.08	0.05	0.00
Departure Headway (s)	5.1	5.3	5.0	4.8
Degree Utilization, x	0.23	0.11	0.27	0.38
Capacity (veh/h)	638	603	683	712
Control Delay (s)	9.7	8.9	9.8	10.7
Approach Delay (s)	9.7	8.9	9.8	10.7
Approach LOS	A	A	A	B

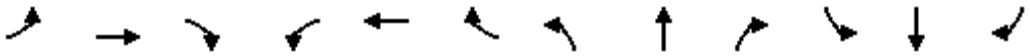
Intersection Summary				
Delay	10.0			
HCM Level of Service	B			
Intersection Capacity Utilization	48.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	4	9	3	2	0	45	150	3	1	160	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	4	10	3	2	0	49	163	3	1	174	5
Pedestrians								4			4	
Lane Width (ft)								11.0			11.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											467	
pX, platoon unblocked												
vC, conflicting volume	446	443	181	457	444	169	179			166		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	446	443	181	457	444	169	179			166		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	99	99	100	100	96			100		
cM capacity (veh/h)	505	491	859	489	490	873	1396			1412		

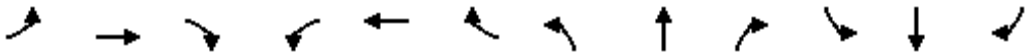
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	23	5	215	180
Volume Left	9	3	49	1
Volume Right	10	0	3	5
cSH	609	490	1396	1412
Volume to Capacity	0.04	0.01	0.04	0.00
Queue Length 95th (ft)	3	1	3	0
Control Delay (s)	11.1	12.4	2.0	0.1
Lane LOS	B	B	A	A
Approach Delay (s)	11.1	12.4	2.0	0.1
Approach LOS	B	B		

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	33.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	27	384	73	95	280	38	28	22	43	18	8	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	50		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.97			0.97		0.81	0.85			0.85	
Frt		0.980			0.988			0.901			0.956	
Flt Protected		0.997			0.989		0.950				0.977	
Satd. Flow (prot)	0	1535	0	0	1554	0	1711	1385	0	0	1405	0
Flt Permitted		0.967			0.810		0.729				0.893	
Satd. Flow (perm)	0	1484	0	0	1259	0	1059	1385	0	0	1173	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		383			201			349			341	
Travel Time (s)		10.4			5.5			9.5			9.3	
Confl. Peds. (#/hr)	74		74	74		74	82		82	82		82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)	0	0	0	0	0	0				0	0	0
Adj. Flow (vph)	29	417	79	103	304	41	30	24	47	20	9	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	525	0	0	448	0	30	71	0	0	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane								Yes				
Headway Factor	1.04	1.19	1.04	1.04	1.19	1.04	1.04	1.04	1.04	1.04	1.19	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%
Maximum Green (s)	31.0	31.0		31.0	31.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	ø10
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	25.0
Total Split (s)	25.0
Total Split (%)	31%
Maximum Green (s)	21.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		31.0			31.0		16.0	16.0			16.0	
Actuated g/C Ratio		0.56			0.56		0.29	0.29			0.29	
v/c Ratio		0.63			0.63		0.10	0.18			0.13	
Control Delay		12.3			13.2		15.3	16.0			15.6	
Queue Delay		0.2			0.7		0.0	0.0			0.0	
Total Delay		12.5			13.9		15.3	16.0			15.6	
LOS		B			B		B	B			B	
Approach Delay		12.5			13.9			15.8			15.6	
Approach LOS		B			B			B			B	
90th %ile Green (s)	31.0	31.0		31.0	31.0		16.0	16.0		16.0	16.0	
90th %ile Term Code	Max	Max		Max	Max		MaxR	MaxR		MaxR	MaxR	
70th %ile Green (s)	31.0	31.0		31.0	31.0		16.0	16.0		16.0	16.0	
70th %ile Term Code	Hold	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)	31.0	31.0		31.0	31.0		16.0	16.0		16.0	16.0	
50th %ile Term Code	Hold	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
30th %ile Green (s)	31.0	31.0		31.0	31.0		16.0	16.0		16.0	16.0	
30th %ile Term Code	Hold	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
10th %ile Green (s)	31.0	31.0		31.0	31.0		16.0	16.0		16.0	16.0	
10th %ile Term Code	Hold	Hold		Max	Max		MaxR	MaxR		MaxR	MaxR	
Queue Length 50th (ft)		102			87		7	17			10	
Queue Length 95th (ft)		188			172		23	43			30	
Internal Link Dist (ft)		303			121			269			261	
Turn Bay Length (ft)							50					
Base Capacity (vph)		836			710		308	403			341	
Starvation Cap Reductn		30			71		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.65			0.70		0.10	0.18			0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 55			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 73.0%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 55			
70th %ile Actuated Cycle: 55			
50th %ile Actuated Cycle: 55			
30th %ile Actuated Cycle: 55			
10th %ile Actuated Cycle: 55			

Splits and Phases: 28: Main & Sycamore



Lane Group	ø10
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	0.0
90th %ile Term Code	Skip
70th %ile Green (s)	0.0
70th %ile Term Code	Skip
50th %ile Green (s)	0.0
50th %ile Term Code	Skip
30th %ile Green (s)	0.0
30th %ile Term Code	Skip
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

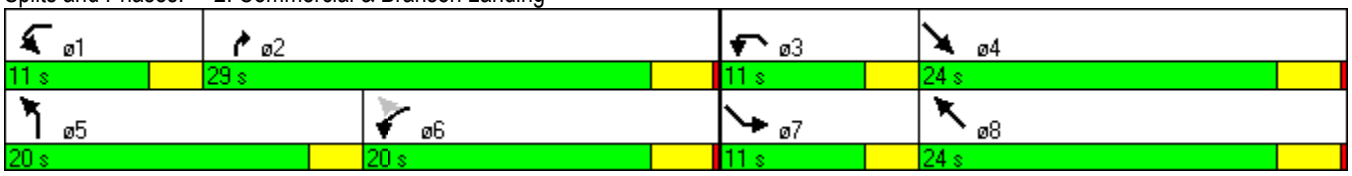
Intersection Summary

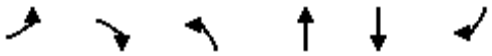
Lane Group	WBL2	WBL	WBR	NBL	NBR	NBR2	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	55	35	55	75	55	35	100	700	67	64	700	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0	0	30		80		0	150		0
Storage Lanes		2	1	1	1		1		0	1		0
Taper Length (ft)		50	50	50	50		50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.850			0.987			0.981	
Flt Protected	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (prot)	1711	1711	1531	1711	1531	0	1711	3377	0	1711	3356	0
Flt Permitted	0.950	0.950		0.950			0.950			0.950		
Satd. Flow (perm)	1711	1711	1531	1711	1531	0	1711	3377	0	1711	3356	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25		25				25			25	
Link Distance (ft)		258		467				287			1167	
Travel Time (s)		7.0		12.7				7.8			31.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	38	60	82	60	38	109	761	73	70	761	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	38	60	82	98	0	109	834	0	70	870	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22		11				11			11	
Link Offset(ft)		0		0				0			0	
Crosswalk Width(ft)		8		8				8			8	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	15	9	15	9	9	15		9	15		9
Turn Type	Prot		Perm		custom		Prot			Prot		
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6									
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	20.0	20.0	20.0	20.0		11.0	20.0		11.0	20.0	
Total Split (s)	11.0	20.0	20.0	20.0	29.0	0.0	11.0	24.0	0.0	11.0	24.0	0.0
Total Split (%)	14.7%	26.7%	26.7%	26.7%	38.7%	0.0%	14.7%	32.0%	0.0%	14.7%	32.0%	0.0%
Maximum Green (s)	8.0	16.0	16.0	17.0	25.0		8.0	20.0		8.0	20.0	
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5		3.0	3.5		3.0	3.5	
All-Red Time (s)	0.0	0.5	0.5	0.0	0.5		0.0	0.5		0.0	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	Min		None	None		None	None	
Walk Time (s)		5.0	5.0	5.0	5.0			5.0			5.0	
Flash Dont Walk (s)		11.0	11.0	11.0	11.0			11.0			11.0	

Lane Group	WBL2	WBL	WBR	NBL	NBR	NBR2	SEL	SET	SER	NWL	NWT	NWR
Pedestrian Calls (#/hr)		0	0	0	0			0			0	
Act Effct Green (s)	7.3	8.4	8.4	8.4	9.3		7.9	22.6		7.5	20.1	
Actuated g/C Ratio	0.14	0.16	0.16	0.16	0.18		0.15	0.44		0.15	0.39	
v/c Ratio	0.25	0.14	0.24	0.30	0.36		0.41	0.56		0.28	0.66	
Control Delay	26.8	23.7	25.3	25.6	25.5		29.5	16.8		27.3	19.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.8	23.7	25.3	25.6	25.5		29.5	16.8		27.3	19.6	
LOS	C	C	C	C	C		C	B		C	B	
Approach Delay		25.5		25.5				18.3			20.1	
Approach LOS		C		C				B			C	
90th %ile Green (s)	8.0	10.6	10.6	11.3	13.9		8.0	20.0		8.0	20.0	
90th %ile Term Code	Max	Gap	Gap	Gap	Hold		Max	Max		Max	Max	
70th %ile Green (s)	8.0	9.2	9.2	9.3	10.5		8.0	20.0		8.0	20.0	
70th %ile Term Code	Max	Hold	Hold	Gap	Gap		Max	Max		Max	Max	
50th %ile Green (s)	7.4	8.3	8.3	8.1	9.0		8.0	20.3		7.7	20.0	
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Max	Hold		Gap	Max	
30th %ile Green (s)	0.0	7.2	7.2	0.0	7.2		7.9	30.9		0.0	20.0	
30th %ile Term Code	Skip	Hold	Hold	Skip	Gap		Gap	Hold		Skip	Max	
10th %ile Green (s)	0.0	5.7	5.7	0.0	5.7		0.0	15.5		0.0	15.5	
10th %ile Term Code	Skip	Hold	Hold	Skip	Gap		Skip	Hold		Skip	Gap	
Queue Length 50th (ft)	20	12	19	27	32		36	130		23	138	
Queue Length 95th (ft)	53	36	51	63	70		85	#222		60	#256	
Internal Link Dist (ft)		178		387				207			1087	
Turn Bay Length (ft)					30		80			150		
Base Capacity (vph)	288	576	515	612	806		288	1585		288	1413	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.21	0.07	0.12	0.13	0.12		0.38	0.53		0.24	0.62	

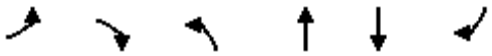
Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 51.6			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 20.2		Intersection LOS: C	
Intersection Capacity Utilization 48.9%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 63.9			
70th %ile Actuated Cycle: 60.5			
50th %ile Actuated Cycle: 58.4			
30th %ile Actuated Cycle: 46.1			
10th %ile Actuated Cycle: 29.2			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 2: Commercial & Branson Landing





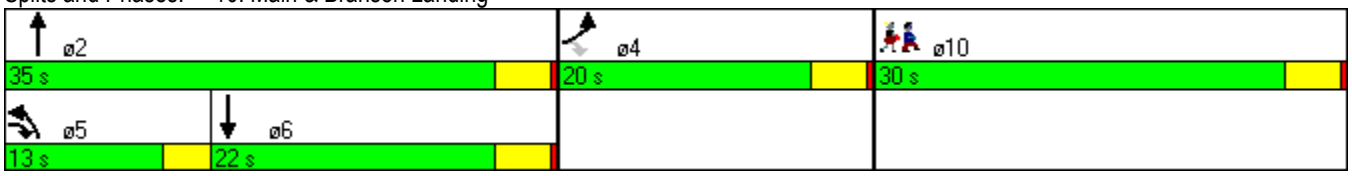
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø10
Lane Configurations							
Volume (vph)	218	218	233	635	513	233	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	100	150			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	50	50	50			50	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	
Frt		0.850			0.953		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1711	1531	1711	3421	3260	0	
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1711	1531	1711	3421	3260	0	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	25			25	25		
Link Distance (ft)	115			1223	1167		
Travel Time (s)	3.1			33.4	31.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	237	237	253	690	558	253	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	237	237	253	690	811	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	11			11	11		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	8			8	8		
Two way Left Turn Lane							
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	
Turning Speed (mph)	15	9	15			9	
Turn Type		pm+ov	Prot				
Protected Phases	4	5	5	2	6		10
Permitted Phases		4					
Detector Phase	4	5	5	2	6		
Switch Phase							
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0
Minimum Split (s)	20.0	11.0	11.0	20.0	20.0		30.0
Total Split (s)	20.0	13.0	13.0	35.0	22.0	0.0	30.0
Total Split (%)	23.5%	15.3%	15.3%	41.2%	25.9%	0.0%	35%
Maximum Green (s)	16.0	10.0	10.0	31.0	18.0		26.0
Yellow Time (s)	3.5	3.0	3.0	3.5	3.5		3.5
All-Red Time (s)	0.5	0.0	0.0	0.5	0.5		0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.0	3.0	3.0	4.0	4.0	4.0	
Lead/Lag		Lead	Lead		Lag		
Lead-Lag Optimize?		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	None	None	None		None
Walk Time (s)							5.0
Flash Dont Walk (s)							11.0

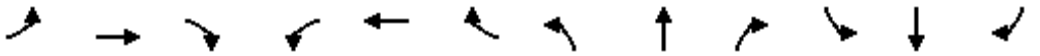


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø10
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	12.5	26.5	10.0	31.1	18.0		
Actuated g/C Ratio	0.24	0.51	0.19	0.60	0.35		
v/c Ratio	0.57	0.30	0.76	0.33	0.71		
Control Delay	23.0	8.3	39.1	6.1	19.6		
Queue Delay	0.0	0.2	0.0	0.0	0.0		
Total Delay	23.0	8.5	39.1	6.1	19.6		
LOS	C	A	D	A	B		
Approach Delay	15.7			14.9	19.6		
Approach LOS	B			B	B		
90th %ile Green (s)	16.0	10.0	10.0	31.0	18.0		0.0
90th %ile Term Code	Max	Max	Max	Hold	Max		Skip
70th %ile Green (s)	14.6	10.0	10.0	31.0	18.0		0.0
70th %ile Term Code	Gap	Max	Max	Hold	Max		Skip
50th %ile Green (s)	12.7	10.0	10.0	31.0	18.0		0.0
50th %ile Term Code	Gap	Max	Max	Hold	Max		Skip
30th %ile Green (s)	11.0	10.0	10.0	31.0	18.0		0.0
30th %ile Term Code	Gap	Max	Max	Hold	Max		Skip
10th %ile Green (s)	8.8	10.0	10.0	31.0	18.0		0.0
10th %ile Term Code	Gap	Max	Max	Hold	Max		Skip
Queue Length 50th (ft)	63	37	74	46	109		
Queue Length 95th (ft)	119	71	#187	85	#182		
Internal Link Dist (ft)	35			1143	1087		
Turn Bay Length (ft)		100	150				
Base Capacity (vph)	532	788	332	2060	1140		
Starvation Cap Reductn	0	152	0	0	0		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.45	0.37	0.76	0.33	0.71		

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 51.6			
Natural Cycle: 85			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 55			
70th %ile Actuated Cycle: 53.6			
50th %ile Actuated Cycle: 51.7			
30th %ile Actuated Cycle: 50			
10th %ile Actuated Cycle: 47.8			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

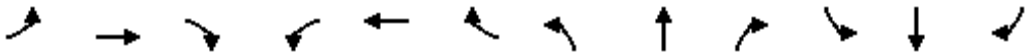
Splits and Phases: 10: Main & Branson Landing





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	221	80	279	216	8	123	313	275	30	233	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	40		0	300		0	115		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.95		0.92	0.98	1.00		0.98	0.96		0.99	1.00	
Frt			0.850		0.994			0.930			0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1801	1531	1540	1607	0	1711	1616	0	1711	1780	0
Flt Permitted	0.607			0.235			0.488			0.226		
Satd. Flow (perm)	1043	1801	1404	372	1607	0	862	1616	0	401	1780	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		542			391			345			345	
Travel Time (s)		14.8			10.7			9.4			9.4	
Confl. Peds. (#/hr)	24		24	24		24	45		45	45		45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)				0	0	0						
Adj. Flow (vph)	65	240	87	303	235	9	134	340	299	33	253	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	240	87	303	244	0	134	639	0	33	269	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane		Yes						Yes			Yes	
Headway Factor	1.04	1.04	1.04	1.19	1.19	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt		pm+ov	pm+pt			pm+pt			pm+pt		
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	5	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	20.0	11.0	11.0	20.0		11.0	20.0		11.0	20.0	
Total Split (s)	11.0	24.0	11.0	26.0	39.0	0.0	11.0	64.0	0.0	11.0	64.0	0.0
Total Split (%)	7.3%	16.0%	7.3%	17.3%	26.0%	0.0%	7.3%	42.7%	0.0%	7.3%	42.7%	0.0%
Maximum Green (s)	8.0	20.0	8.0	23.0	35.0		8.0	60.0		8.0	60.0	
Yellow Time (s)	3.0	3.5	3.0	3.0	3.5		3.0	3.5		3.0	3.5	
All-Red Time (s)	0.0	0.5	0.0	0.0	0.5		0.0	0.5		0.0	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	4.0	3.0	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	ø10
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	25.0
Total Split (s)	25.0
Total Split (%)	17%
Maximum Green (s)	21.0
Yellow Time (s)	3.5
All-Red Time (s)	0.5
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None	None	None	None		None	Max		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	28.5	20.0	28.9	47.1	37.5		65.7	60.1		62.6	55.0	
Actuated g/C Ratio	0.24	0.17	0.24	0.39	0.31		0.55	0.50		0.52	0.46	
v/c Ratio	0.22	0.80	0.25	0.82	0.49		0.25	0.79		0.12	0.33	
Control Delay	27.9	69.0	38.0	47.8	39.5		13.9	34.3		12.7	21.9	
Queue Delay	0.0	0.0	0.0	0.7	0.8		0.0	0.7		0.0	0.0	
Total Delay	27.9	69.0	38.0	48.6	40.3		13.9	35.0		12.7	21.9	
LOS	C	E	D	D	D		B	C		B	C	
Approach Delay		55.3			44.9			31.3			20.9	
Approach LOS		E			D			C			C	
90th %ile Green (s)	8.0	20.0	8.0	23.0	35.0		8.0	60.0		7.7	59.7	
90th %ile Term Code	Max	Max	Max	Max	Hold		Max	MaxR		Gap	Hold	
70th %ile Green (s)	8.0	20.0	8.0	23.0	35.0		8.0	60.0		7.0	59.0	
70th %ile Term Code	Max	Max	Max	Max	Hold		Max	MaxR		Gap	Hold	
50th %ile Green (s)	8.0	20.0	8.0	23.0	35.0		8.0	60.0		6.5	58.5	
50th %ile Term Code	Max	Max	Max	Max	Hold		Max	MaxR		Gap	Hold	
30th %ile Green (s)	7.5	20.0	8.0	23.0	35.5		8.0	60.0		0.0	49.0	
30th %ile Term Code	Gap	Max	Max	Max	Hold		Max	MaxR		Skip	Hold	
10th %ile Green (s)	0.0	20.0	7.4	23.0	46.0		7.4	60.0		0.0	49.6	
10th %ile Term Code	Skip	Max	Gap	Max	Hold		Gap	MaxR		Skip	Hold	
Queue Length 50th (ft)	33	188	55	185	165		48	422		11	130	
Queue Length 95th (ft)	65	#326	102	#331	255		79	609		26	193	
Internal Link Dist (ft)		462			311			265			265	
Turn Bay Length (ft)	200			40			300			115		
Base Capacity (vph)	297	301	348	370	502		529	809		301	891	
Starvation Cap Reductn	0	0	0	7	86		0	32		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.80	0.25	0.83	0.59		0.25	0.82		0.11	0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 120			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 38.1		Intersection LOS: D	
Intersection Capacity Utilization 79.7%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 124.7			
70th %ile Actuated Cycle: 124			
50th %ile Actuated Cycle: 123.5			
30th %ile Actuated Cycle: 114			
10th %ile Actuated Cycle: 114			

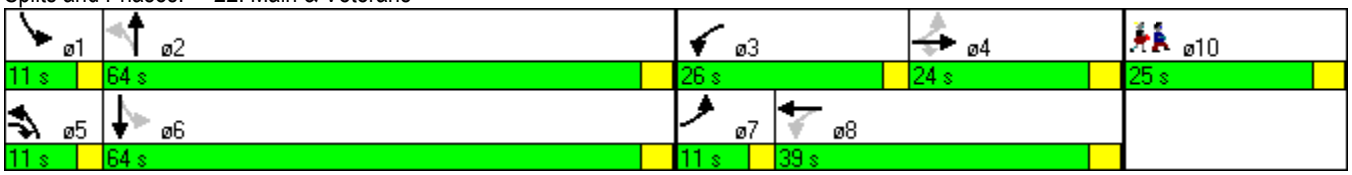
95th percentile volume exceeds capacity, queue may be longer.

Lane Group	ø10
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	0.0
90th %ile Term Code	Skip
70th %ile Green (s)	0.0
70th %ile Term Code	Skip
50th %ile Green (s)	0.0
50th %ile Term Code	Skip
30th %ile Green (s)	0.0
30th %ile Term Code	Skip
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Queue shown is maximum after two cycles.

Splits and Phases: 22: Main & Veterans

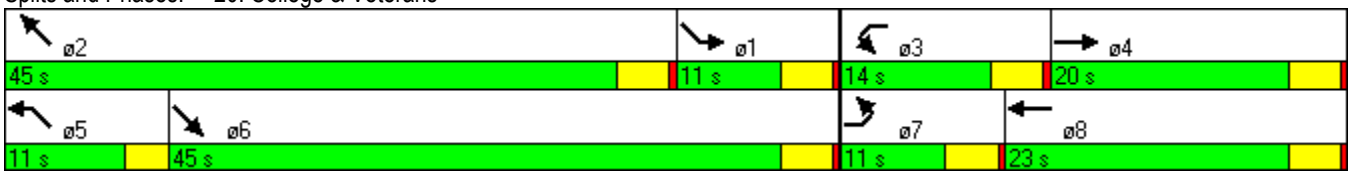


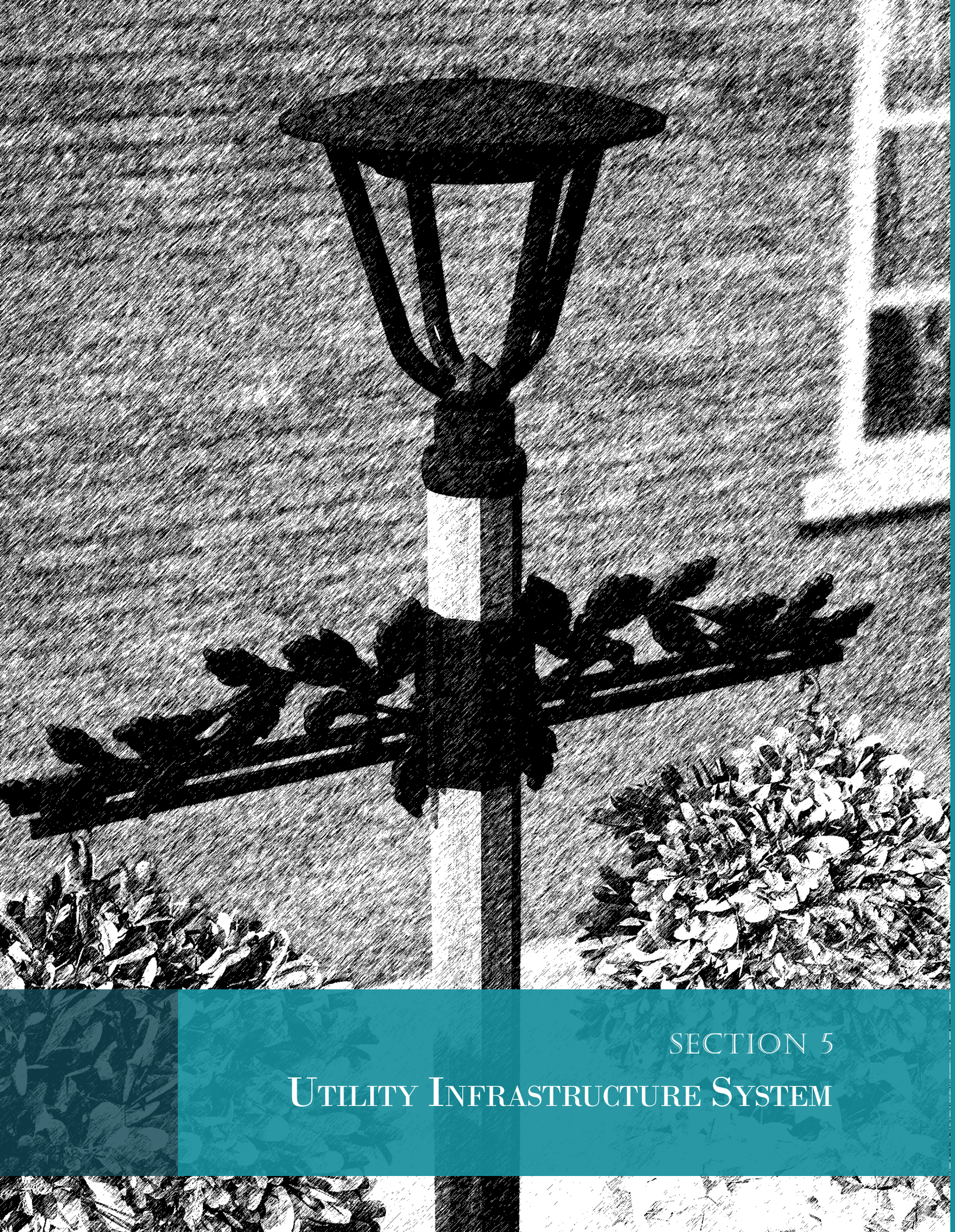
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	18	15	8	147	35	62	26	576	10	14	654	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	40		0	40		0	50		0	50		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.904			0.997			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1703	0	1711	1628	0	1711	1795	0	1711	1797	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1711	1703	0	1711	1628	0	1711	1795	0	1711	1797	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		407			200			371			402	
Travel Time (s)		11.1			5.5			10.1			11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	16	9	160	38	67	28	626	11	15	711	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	25	0	160	105	0	28	637	0	15	721	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases												
Detector Phase	7	4		3	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0	20.0		11.0	20.0		11.0	20.0		11.0	20.0	
Total Split (s)	11.0	20.0	0.0	14.0	23.0	0.0	11.0	45.0	0.0	11.0	45.0	0.0
Total Split (%)	12.2%	22.2%	0.0%	15.6%	25.6%	0.0%	12.2%	50.0%	0.0%	12.2%	50.0%	0.0%
Maximum Green (s)	7.0	16.0		10.0	19.0		7.0	41.0		8.0	41.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.0	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.0	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	6.3	7.6		10.1	11.4		6.5	47.2		6.3	45.2	
Actuated g/C Ratio	0.09	0.11		0.14	0.16		0.09	0.65		0.09	0.63	
v/c Ratio	0.13	0.14		0.67	0.41		0.18	0.54		0.10	0.64	
Control Delay	36.2	32.9		47.4	34.0		36.8	11.8		35.6	16.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.2	32.9		47.4	34.0		36.8	11.8		35.6	16.2	
LOS	D	C		D	C		D	B		D	B	
Approach Delay		34.3			42.1			12.9			16.6	
Approach LOS		C			D			B			B	
90th %ile Green (s)	7.0	12.0		10.0	15.0		7.0	41.3		7.7	41.0	
90th %ile Term Code	Max	Hold		Max	Gap		Max	Hold		Gap	MaxR	
70th %ile Green (s)	7.0	9.3		10.0	12.3		7.0	52.0		0.0	41.0	
70th %ile Term Code	Max	Hold		Max	Gap		Max	Hold		Skip	MaxR	
50th %ile Green (s)	0.0	0.0		10.0	10.0		0.0	41.0		0.0	41.0	
50th %ile Term Code	Skip	Skip		Max	Hold		Skip	MaxR		Skip	MaxR	
30th %ile Green (s)	0.0	0.0		10.0	10.0		0.0	41.7		0.0	41.7	
30th %ile Term Code	Skip	Skip		Max	Hold		Skip	Dwell		Skip	Dwell	
10th %ile Green (s)	0.0	0.0		9.3	9.3		0.0	56.0		0.0	56.0	
10th %ile Term Code	Skip	Skip		Gap	Hold		Skip	Dwell		Skip	Dwell	
Queue Length 50th (ft)	7	8		53	34		9	83		5	100	
Queue Length 95th (ft)	32	34		#190	99		40	402		26	#544	
Internal Link Dist (ft)		327			120			291			322	
Turn Bay Length (ft)	40			40			50			50		
Base Capacity (vph)	170	387		243	439		170	1171		194	1124	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.12	0.06		0.66	0.24		0.16	0.54		0.08	0.64	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 72.3			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 19.6		Intersection LOS: B	
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 86			
70th %ile Actuated Cycle: 83.3			
50th %ile Actuated Cycle: 59			
30th %ile Actuated Cycle: 59.7			
10th %ile Actuated Cycle: 73.3			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 20: College & Veterans





SECTION 5

Utility Infrastructure System

SECTION 5

Utility Infrastructure System

Like many historic downtown areas, the city has many challenges resulting from decades of development and aging infrastructure. Many utilities have not been updated in decades and are in desperate need of replacement. As part of the project improvements, the city has expressed the desire to replace and upgrade all utilities within the project limits. This includes water, sewer and storm water. All remaining utilities would be evaluated and replaced on an as needed basis. The locations and conditions of many of the existing utilities were unknown prior to substantial field investigation and data collection. The team assembled all atlas maps, GIS information, utility company feedback and site visit information to help understand the location and conditions of the existing utilities within the study area.

A kick-off meeting was held on January 31, 2013 at the downtown design studio. The meeting was intended to generate awareness for the upcoming improvements and better understand the location and conditions of the existing utilities within the project limits. **Table 5.1** summarizes all known utilties with the main points of contact for future design coordination.

Table 5.1 *Existing Utility Summary*

Utility	Utility Company	Utility Contact	E-Mail Address	Phone
Storm Water	City of Branson	Wayne Glenn	wglenn@bransonmo.gov	417-337-8559
Sanitary Sewer	City of Branson	Wayne Glenn	wglenn@bransonmo.gov	417-337-8559
Water	City of Branson	Kendall Powell	kdpowell@bransonmo.gov	417-243-2733
Electric	Empire Electric	Junior Shook	fshook@empireelectric.com	417-559-2228
Traffic Signals	MoDOT	Mike Bock	Michael.bock@modot.mo.gov	417-895-7646
Gas	Summit Natural Gas	David Wilson	dwilson@summitnaturalgas.com	417-217-1360
Communications	Century Link	Steve Rasnick	steve.rasnick@centurylink.com	417-294-1667
	Sudden Link	Kirt Green	N/A	417-231-2760

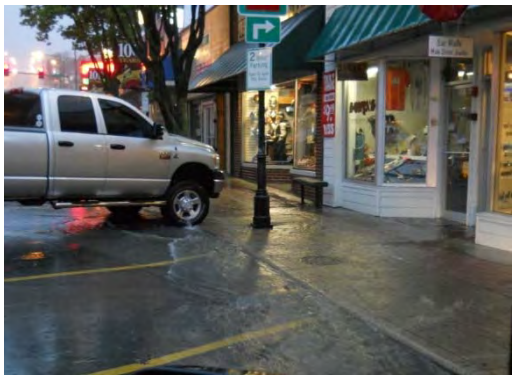
5.1 – Storm Water Drainage

The City of Branson owns and maintains the existing storm water conveyance system in the downtown. The existing storm water system is very inadequate compared to current standards and has been patched and expanded over the past 50 plus years. Due to the existing conditions and opportunity to improve storm water conveyance, the entire system is recommended for replacement.

The majority of the existing system drains downhill towards one of three existing outlets along the west bank of Lake Taneycomo. The existing contributing drainage areas are mapped and illustrated on **Figure 5.1** and are also included in **Appendix 5A**. There were many unique and complicated contributing factors considered when analyzing the existing drainage network.

1. Buried pipe bends and connections.
2. Private property connections to the mainline or inlets.
3. Shallow pipe runs to accommodate gravity flow, bedrock, and existing utilities.

The downtown has experienced flooding during recent storm events, resulting in minor damage to downtown buildings and storefronts. Much of this flooding can be attributed to storm events that produce large amounts of precipitation within a very short period of time. This can also be attributed to years of resurfacing that has reduced the existing curb height in many locations on the streets downtown. This results in water jumping the curb before making its way to the existing drainage inlet.



Flooding on Main Street
Many factors contribute to the flooding of existing stores along Main Street during heavy rain events.

Flooding can also be due to the extreme grades that convey water to low spot elevations faster than other flatter grades in town. These grades can convey water to inlets with much of the flow by-passing the inlet before entering the underground piping network. There are also limited detention areas in the downtown for stormwater collection. Detention can allow for a slower release of water collected during these heavy rain events, especially in urban areas, where there is a high percentage of impervious areas.

Trash and debris can also contribute to the poor performance of the existing storm water system. The City currently cleans the downtown streets on a regular basis, but debris like cigarette butts and other garbage may find its way into the underground system and inlets, resulting in blocked pipes and potential flooding.

Finally, capacity and sizing of the existing storm sewer system may have been sized for areas prior to modern day development. Additional capacity and

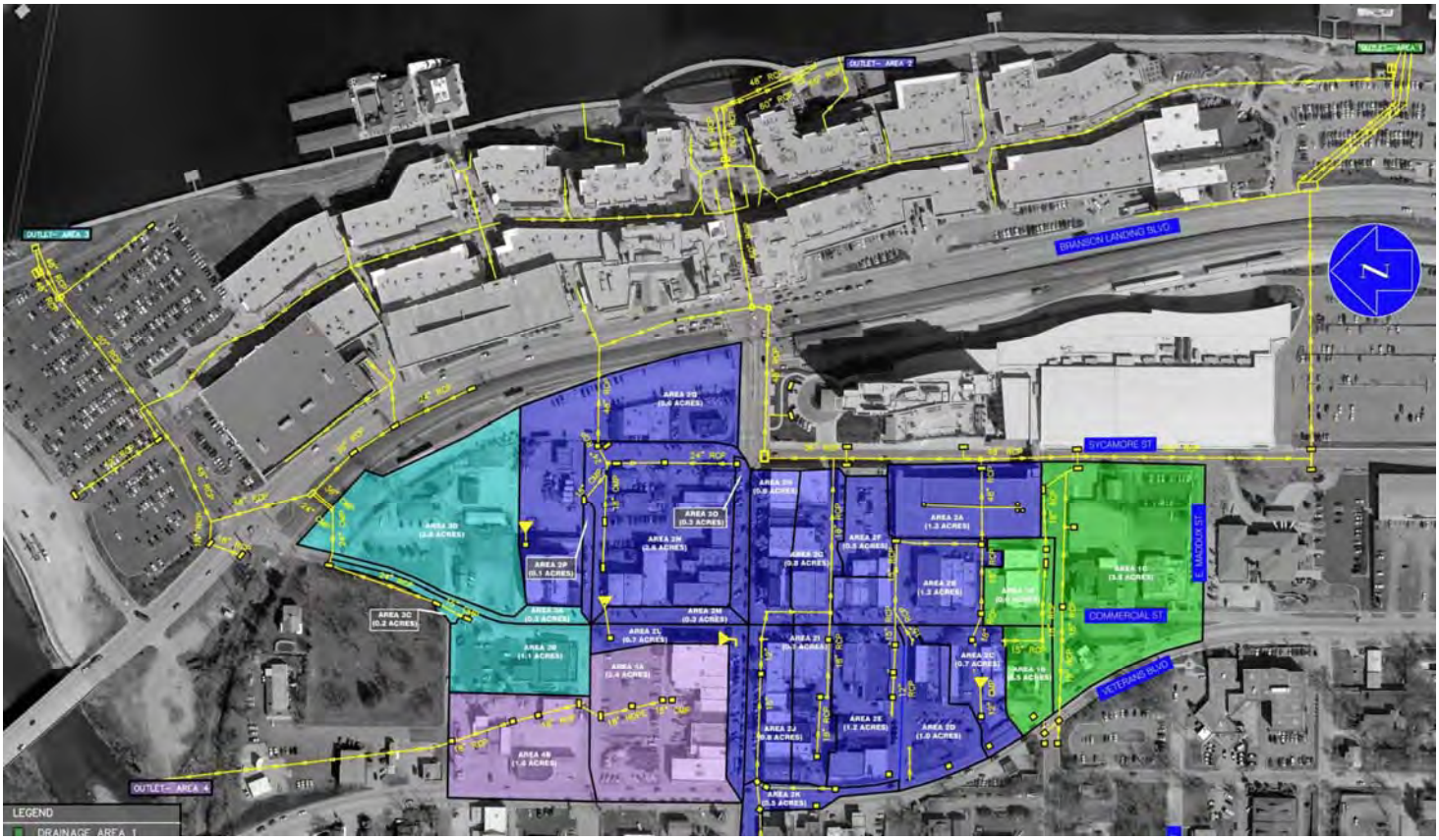


Figure 5.1
Existing Storm Water Drainage Areas

downstream restrictions to the system should be considered during the design phase of the project.

5.2 - Sanitary Sewer Facilities

The City of Branson owns, operates and maintains the existing sanitary sewer system in the downtown. The existing sanitary system was anticipated to be very outdated and in desperate need of replacement at the beginning of the planning phase for the project. Due to age, there was major concern related to the condition of the mainline and service lines to buildings in the downtown area. Prior to the planning phase, the City had full intentions of a total replacement as part of the streetscape improvements.

To better understand the condition and locations of the existing system, the team used closed circuit televising (CCTV) technology to evaluate and determine the exact location of the underground sanitary sewer system. In July of 2013, the entire sanitary sewer system (6,663 Linear Feet of Mainline & 108 Service Laterals) was televised and evaluated using Pipeline Assessment & Certification Program (PACP) and Lateral Assessment & Certification Program (LACP) inspection guidelines. **Figure 5.2** illustrates the locations of all mainline and service lines in the downtown area. CCTV inspection results were used to identify sections of pipe that are structurally defective or require some form of maintenance.

CCTV Images of Sanitary Sewer
Broken pipe recommended for repair.



The inspection paid dividends and resulted in better than expected results. The existing sanitary sewer system was in much better condition than originally anticipated and will require limited improvements. As a result, a majority of the existing system can be left in place and results in substantial value to the City. The entire inspection report is included in **Appendix 5B**.

Figure 5.2
Existing Sanitary Sewer Map

Yellow is mainline pipe runs (6,663 LF)

Red lines are service lines to individual buildings.



5.3 - Water Facilities

The City of Branson owns, operates and maintains the existing water system in the downtown. Due to the existing conditions and opportunity to improve fire flow capacity, city staff recommended a replacement of the entire system. The existing water lines in the downtown area have limited shut-off valves and are in need of replacing obsolete meters that serve the downtown businesses. Many of the downtown buildings have meters that are located within the buildings and require meter readers to enter the buildings to get monthly readings. The city would like to have many of these meters relocated to outside in front of the building, where meter readers can get easy access. The city would also like to see additional shut-off valves installed to help control flow to certain sections of the downtown during future maintenance and construction.

There was limited and conflicting information related to the size and locations of the existing water facilities. The team consulted city maintenance crews to better understand issues pertaining to the existing system. **Figure 5.3** best illustrates mainline, valves and hydrants based on feedback from city staff that can be used during future phases of design.

Figure 5.3
Existing Water Map





One of the major topics discussed with city staff and the DBBA was the use of water during many of the downtown street festivals. Many of the vendors that attend the downtown street festivals require water for food preparation and cleanup. Currently, water is supplied by temporary hoses that are run from fire hydrants throughout the downtown. The team will consider a more permanent and accessible alternative to providing water service to food vendors during street festivals and special downtown events.

5.4 - Electrical Facilities

Most of the electrical service to the downtown area is provided by 12,000 volt overhead facilities located at the rear of most buildings in the alleyways. Electrical service is owned and maintained by the Empire District Electric Company throughout most of the downtown area. The City of Branson owns and maintains a majority of the existing street lighting in the downtown area, with the City having ownership of the electrical facilities past the service meters from the overhead lines. However, Empire does own approximately 6 copper head poles on the perimeter of the study area and has no plans to make upgrades to these facilities. Empire Electric does not have any easements within the public right-of-way. An illustration of the existing electrical facilities is included in **Figure 5.4**.

Figure 5.4
Existing Electric Facilities



The existing street lights owned by the city are powered by an underground conduit that is located under the existing brick pavers within the existing sidewalk. These lights are on photocell timers that automatically control the existing street lights based on detected light levels. There are 4 photocell panels that are located in the existing alleyways north and south of the Main Street and Commercial Street intersection.

Existing Light Poles
City Owned Street Light on Left

Empire Electric Owned Street Light Pole on Right





Existing Photocell Junction Box
1 of 4 photocell junction boxes used to control the city owned street lights



In addition to the water service required by many street festival vendors, temporary electrical service is also a necessity for many festival vendors. Currently, temporary electric service is supplied by temporary cords that are run from control panels and meters throughout the downtown. The team will consider a more permanent and accessible alternative to provide electrical service to food vendors during street festivals and special downtown events



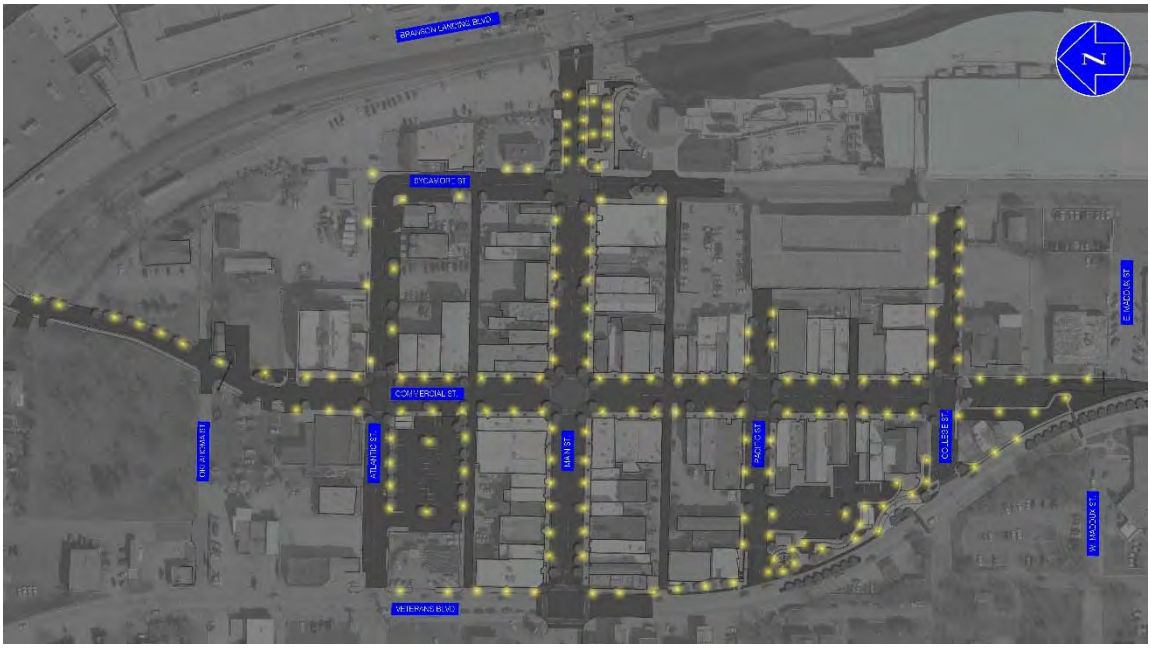
Temporary Festival Electric Supply
1 of 4 photocell junction boxes used to control the city owned street lights



Temporary Electrical Vendor Supply
Temporary Electrical Boxes Distribute Electric Service to Vendors

There are no plans to impact the existing overhead electric facilities as part of the project improvements. Alternatives should be considered during design to avoid any conflicts with known existing facilities. The existing street lights will be replaced with new poles and underground conduit. A photometric analysis will be performed as part of each design phase to determine necessary lighting levels for the proposed fixture and pole selection. **Figure 5.5** illustrates a conceptual proposed lighting layout to improve safety and provide acceptable lighting levels within the study area and is also included in **Appendix 5C**.

Figure 5.5
Proposed Lighting Concept



The team worked closely with city staff on proposed lighting alternatives for consideration. Below is a summary of the key considerations given to the proposed street light fixtures and poles:

1. The city is committed to compliance with the national dark sky association that reduces light pollution and results in a historic and sustainable approach to the downtown lighting.
2. Indirect lighting has been selected to reduce glare and provide a more uniform and soft light distribution. A comparison between direct and indirect lighting photometrics is provided as part of **Appendix 5C**.
3. The city has requested that the proposed lighting system be operated by a wireless control system to help reduce energy costs and better control light levels, especially during special events.
4. The use of LED light fixtures has been incorporated due to lower maintenance and reduced energy cost savings.
5. Many different alternatives to light fixtures and poles were discussed during the planning phase of the project. The city and steering committee ultimately recommended that a luminaire mimic the shape of an acorn with custom wooden pole designed to be consistent with the overall Liberty Oak theme discussed in **Section 6** of the Master Plan.
6. Staying consistent with the natural theme described above, the city has selected a custom wooden pole to accommodate street lights and signs. The wooden poles are harvested from the bottom of the Ouachita River in Louisiana and should provide a unique, durable, sustainable element to the proposed amenities. Additional information related to the wooden poles is included as part of **Appendix 5C**.
7. The city would like electric outlets incorporated into the top of each light pole to accommodate festival and holiday lights.
8. Brackets for hanging baskets and banners should be considered during the design of the proposed light pole assemblies.
9. In an effort to reduce maintenance concerns, the team explored a split conduit chase to accommodate irrigation within the wooden pole to water potential flower baskets from the light pole assembly. This was included in the original design, and has been eliminated due to additional cost concerns.
10. Electrical outlets for festival plug-in and temporary vendor service should be coordinated with the DBBA and provided in strategic locations throughout the downtown. A low level electrical outlet will not be provided as part of the pole, but will be included as part of the proposed festival utility boxes discussed in **Section 6** of the Master Plan.

Proposed Light Pole Assembly



A mock-up of the proposed wooden pole was provided during the planning process to ensure quality and stakeholder endorsement. To the left is a rendering of the proposed alternative. It is recommended that the city purchase the custom lighting and signage for the project directly from the manufacturer to avoid additional mark-up from contractors. Working directly with the manufacturer also provides the city with the original castings, molds, and plans for future replacement. This eliminates dependency on companies to keep specific models in stock and ensures availability. The investment in custom light fixtures is substantial and is an example of Branson's commitment to a unique and authentic visitor experience.

5.5 - Traffic Signal Facilities

The Missouri Department of Transportation has jurisdiction of Veterans Blvd. and is responsible for improvements and maintenance of the existing traffic signals at the intersections of College and Main Street. Intersection improvements are anticipated at these locations as part of the project. Existing signal equipment, underground conduit and detector loops will also be impacted. Coordination with MoDOT during the design phase will be necessary for permits and design review administrated by the local SW district. Specific intersection improvements are discussed in **Section 6** of the Master Plan.

5.6 - Gas Facilities

Summit Natural Gas Company owns and maintains the existing gas system in the downtown. Most of the existing facilities are located underground in the alleyways and have recently been installed during the past few years. Most of the mains are contained inside the city right-of-way and are not part of any private utility easements. All meters are located on the rear side of the buildings with the largest diameter line being 4 inches along Atlantic and Commercial Street. The team should avoid any impacts to these recent improvements during the design phase.

Figure 5.5
Existing Gas Facilities



5.7 - Communication Facilities

Century Link and Sudden Link both own and maintain existing communication facilities in the downtown. Most of these facilities are located on overhead electrical poles owned by Empire Electric. Sudden Link has provided detailed location maps included in **Appendix 5D**.

A major arterial line currently runs along Commercial Street and provides service to the Landing. Century Link indicated there is only one underground crossing at Commercial Street from the alleyway south of Main Street. The existing

underground conduit is made of a very brittle material and Century Link has no intentions of upgrading these facilities.

No major conflicts with existing communication lines are anticipated, with the exception of the proposed overhead gateway improvements at the north end of Commercial Street. Additional coordination with any impacted communication lines will continue during the design phase. The city should consider future demands for communication lines in the downtown area as part of the project improvements.

5.8 – Irrigation System

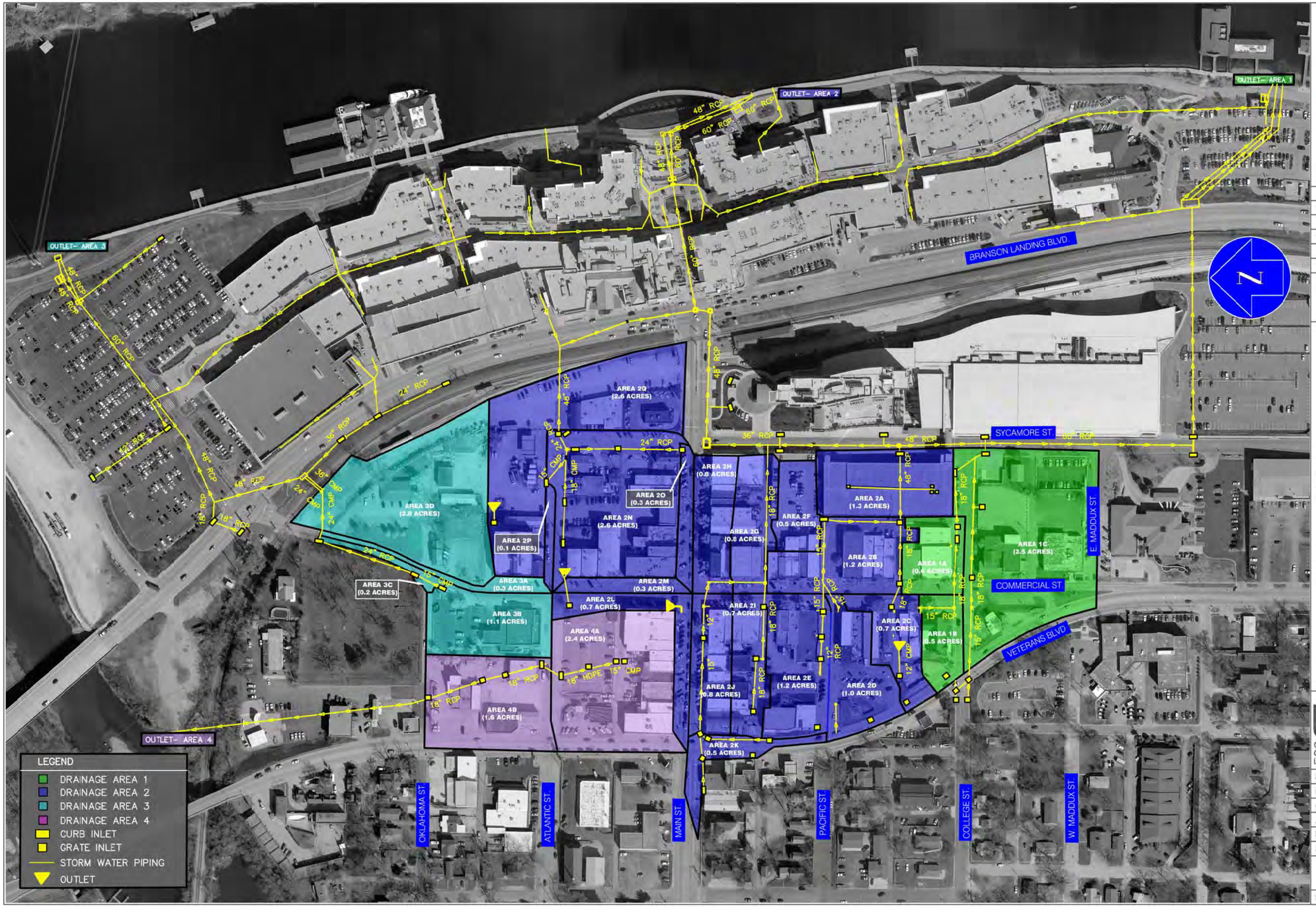
One of the best ways to insure that the street trees survive and thrive is to provide appropriate irrigation. This will help relieve stress to the trees during the heat of the summer months. The Irrigation Master Plan is designed to provide drip irrigation to each of the street trees shown in **Figure 5.6** and **Appendix 5E**.

The system can also provide water for shrub/flower beds. All irrigation system components will be separated from the potable water system by the use of proper backflow prevention devices. All piping and wiring under pavement will be encased in a schedule 40 PVC sleeve for protection and ease of future modifications and maintenance. The system will be automatically controlled, with the capability to be remotely activated and adjusted. Street trees and other plant material with similar sun exposures will be grouped together in a common zone.

Figure 5.6
Proposed
Irrigation Plan



APPENDIX 5A



FROM THE TOP
DOWNTOWN
BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON
HISTORIC DOWNTOWN
STREETSCAPE IMPROVEMENTS

EXISTING DRAINAGE EXHIBIT

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CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DESIGN BY: TJK
DRAWN BY: TJK
CHECKED BY: SJP
APPROVED BY: SJP
DATE: 7/17/13
JOB No: 12485-01-00

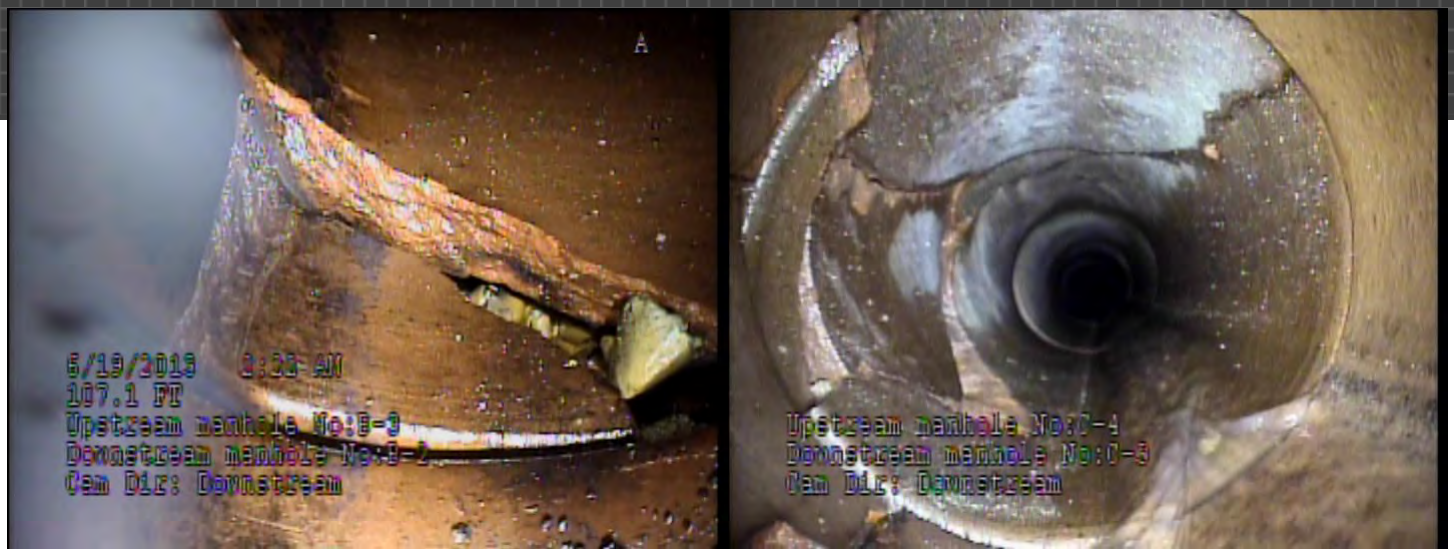
FIGURE ?

SHEET 1 OF 1

APPENDIX 5B

TREKK DESIGN GROUP, LLC

SANITARY SEWER MAIN AND LATERAL CCTV FOR HISTORIC DOWNTOWN BRANSON STREETSCAPE MASTER PLAN



PREPARED FOR

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

July 26, 2013

Attn: Mr. Steve J. Prange, P.E.
Project Manager
Crawford, Murphy & Tilly, Inc.
1631 West Effindale
Springfield, Missouri 65807

RE: Sanitary Sewer Main and Lateral CCTV – DRAFT
Historic Downtown Branson Revitalization Project

Dear Mr. Prange:

Please find attached a summary of the sanitary sewer main and lateral CCTV work that was completed for the referenced project with rehabilitation recommendations.

We appreciate the opportunity to work with CMT and look forward to future opportunities.

Sincerely,



Brandon Freeman, P.E.
Project Manager
TREKK Design Group, LLC

Table of Contents

1 EXECUTIVE SUMMARY 1-1
1.1 General Overview 1-1
1.2 Findings 1-3
1.3 Recommendations 1-3
1.4 Recommended Improvement Cost Summary 1-3
2 PROJECT BACKGROUND AND DESCRIPTION 2-4
2.1 Project Background 2-4
3 CCTV INSPECTIONS 3-1
3.1 CCTV Inspections 3-1
4 RECOMMENDED IMPROVEMENT PLAN 4-1
4.1 Introduction 4-1
4.2 Study Area Improvements 4-1
4.2.1 Mainline Rehabilitation Program 4-1
4.2.2 Service Lateral Rehabilitation Program 4-6
4.3 Summary 4-9

List of Tables

Table 1 1: Recommended Improvement Cost Summary 1-3
Table 3 1: Pipe Inventory - Study Area 3-2
Table 3-2: NASSCO Defect Grading 3-3
Table 3-3 CUES Pipe Scoring 3-3
Table 4 1: Mainline Summary 4-2
Table 4 2 Recommended Mainline Rehabilitation Cost 4-5
Table 4 3 Recommended Mainline Rehabilitation Schedule 4-5
Table 4 4: Recommended Lateral Rehabilitation Schedule 4-7
Table 4 5: Recommended Lateral Rehabilitation Cost 4-8
Table 4 6: Recommended Improvement Cost Summary – High Priority 4-9
Table 4 7: Recommended Improvement Cost Summary – All VCP/CAS 4-10

List of Figures

Figure 1-1: Project Study Area 1-2
Figure 5-10: Typical CCTV Inspection Form 3-4
Figure 4-1: Major 4 or 5 Defects 4-3
Figure 4-2: Pipe Score 4-4

Appendices (See Attached USB Drive)

Appendix A – Granite XP Media

Appendix B – Granite XP Reports

Appendix C – CAD Files

Appendix D NASSCO Reference

Appendix E – CCTV Main and Lateral Summary Spreadsheets

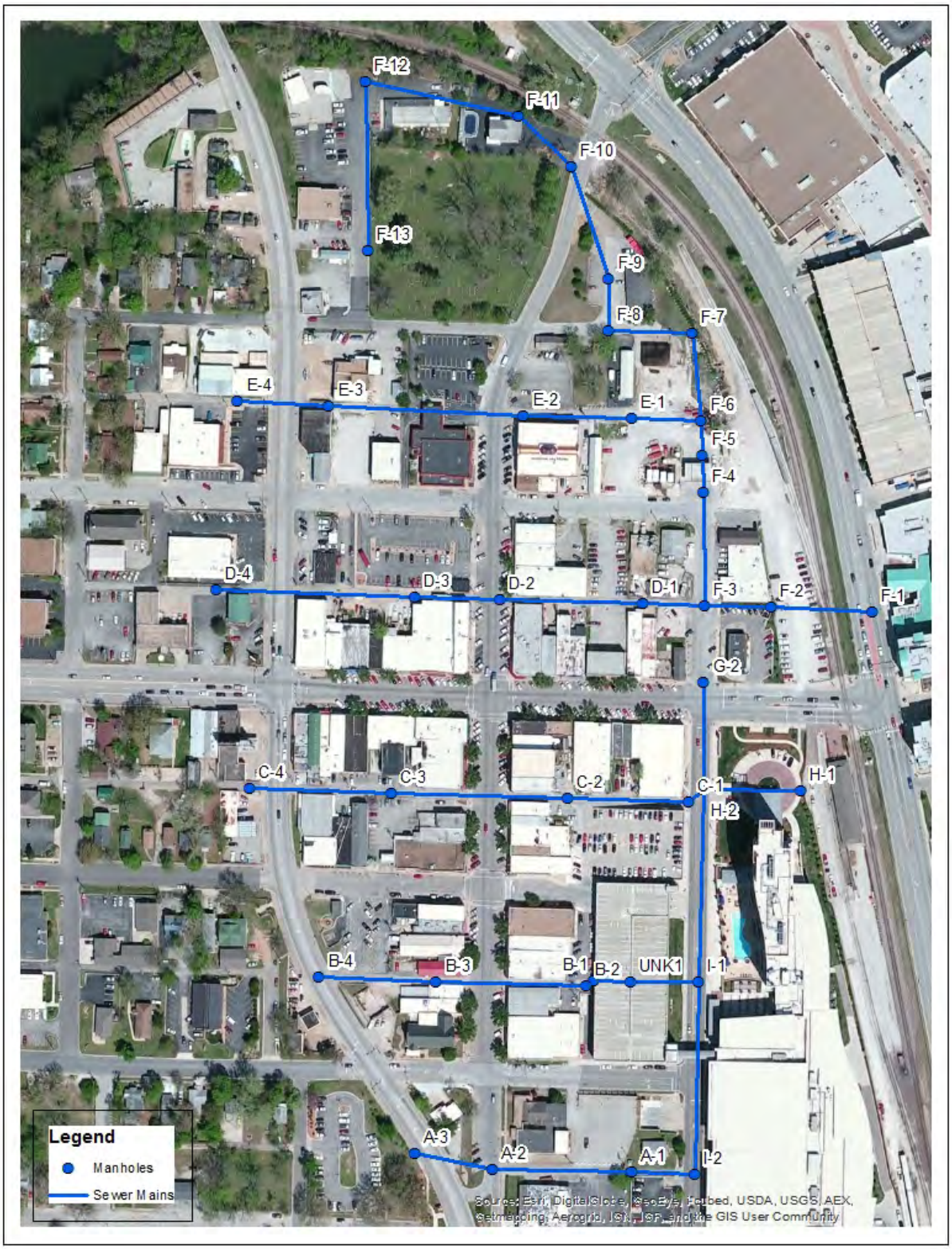
1 EXECUTIVE SUMMARY

1.1 General Overview

This executive summary is a general overview of TREKK Design Group's (TREKK) findings, conclusions, and recommendations of closed circuit television (CCTV) inspection of the sanitary sewer collection system (mainline and service laterals) in Downtown Branson Missouri (Study Area). Results from the field inspection activities were utilized to generate recommendations for collection system improvements within the Study Area.

The Study Area contains 6,663 LF of pipe or 36 pipe segments, Figure 1-1 shows an overall layout of the sanitary sewer collection system evaluated as part of this study.

Figure 1-1: Project Study Area



1.2 Findings

CCTV inspection was conducted to determine the condition of the sanitary sewer collection system in the Study Area.

- The Study Area includes approximately 6,663 linear feet of mainline and 108 service laterals.
- Of the 36 total mainline segments, 5 segments were considered to be in "fair" condition and 5 segments were considered to be in "good" condition, but had significant defects at points in the pipe.
- Of the 108 laterals inspected, 15 were capped, 33 had obstructions and 60 were active with no obstructions. 25 of the laterals had significant defects.

1.3 Recommendations

The total estimated cost to rehabilitate the collection system in the Study Area is approximately $210,354. This cost includes improvements to mainline and laterals that show significant defects.

1.4 Recommended Improvement Cost Summary

The recommended improvement cost summary for the Study Area and additional investigation work is provided in Table 1-1.

Table 1-1: Recommended Improvement Cost Summary

TYPE OF REHABILITATION	QUANTITY	UNIT	UNIT COST ($)	TOTAL COST ($)
8" Cured In Place Pipe (CIPP)	1364	LF	$ 30	$ 40,920
Lateral Connection Rehabilitation	25	EA	$ 2,000	$ 50,000
Lateral Lining	25	EA	$ 2,975	$ 74,375
8" CIPP Point Repair	5	EA	$ 2,000	$ 10,000
			Subtotal	$ 175,295
	20% Legal, Administrative, Design and Contigency			$ 35,059
			Total	$ 210,354

2 PROJECT BACKGROUND AND DESCRIPTION

2.1 Project Background

Downtown Branson hosts over 7 Million visitors every year and is a substantial source of revenue of the City. The City of Branson has committed to a five-year plan to revitalizing a 6 block area in the historic downtown area. The City is currently contracted with Crawford, Murphy and Tilly (CMT) to create a master plan for the improvements. As part of the master plan, the City needed to assess the condition of the existing sanitary sewer collection system in the Study Area TREKK was contracted by CMT to clean and televise sanitary sewer mainline and service laterals per PACP and LACP inspection guidelines.

3 CCTV INSPECTIONS

3.1 CCTV Inspections

The best method of accurately identifying the condition of the public collection system is through the use of closed circuit televising (CCTV). Table 3-1 summarizes the 36 lines segments televised, representing approximately 6,663 feet of pipe. Figure 3-1 shows an example form that was used during the CCTV inspection. All CCTV inspection videos and database are included on a separate storage device provided as part of this report, as Appendix A.

CCTV inspection results were used to identify sections of pipe that are structurally defective or require some form of maintenance. All inspection video was recorded and reviewed through Granite XP. Granite XP allows the reviewer to grade and code pipe segments, according to the National Association of Sewer Service Companies (NASSCO) Pipeline Assessment and Certification Program (PACP) for mainlines and Lateral Assessment and Certification Program (LACP) for laterals, based on their structural condition and operational and maintenance (O&M) needs. Each PACP defect code is assigned a condition grade from 1 to 5. Grades are assigned based on their potential for further deterioration or pipe failure. The structural and O&M PACP scores for each pipe segment can be found on the Granite XP observation report, and pipe run report included as Appendix B. Also included in Appendix D is a spreadsheet summarizing the results of the CCTV inspection. The NASSCO PACP grades and corresponding description are shown as Table 3-2. A NASSCO Condition Grading System Reference is provided in Appendix D.

Table 3-3 lists the general guidelines that were established specifically for this project and are based on guidelines Granite XP (CUES, Inc.) provides to estimate the amount of time before the defect causes complete line failure. These general guidelines, the defect scoring described previously, and the reviewer's professional opinion were used in to identify line segments requiring rehabilitation. Due to the anticipated streetscape improvements the rehabilitation schedule is accelerated.

Table 3-1: Pipe Inventory - Study Area

SEGMENT ID	PIPE TYPE	DIAMETER	ASSET LENGTH
A-3_A-2	VCP	8	140
A-2_A-1	VCP	8	247
A-1_I-2	VCP	8	114
B-4_B-3	VCP	8	210
B-3_B-2	VCP	8	265
B-2_B-1	PVC	12	12
B-1_UNK1	PVC	12	61
UNK1_I-1	PVC	12	124
1-2_I-1	PVC	12	343
I-1_H-2	PVC	8	342
G-2_H-2	PVC	12	193
C-4_C-3	VCP	8	253
C-3_C-2	VCP	8	313
C-2_C-1	VCP	8	217
D-4_D-3	VCP	8	353
D-3_D-2	VCP	8	151
D-2_D-1	VCP	8	255
D-1_F-3	VCP	8	112
E-3_E-2	VCP	8	347
E-4_E-3	VCP	8	162
E-2_E-1	VCP	8	195
E-1_F-6	VCP	8	123
F-13_F-12	PVC	8	300
F-10_F-9	PVC	8	210
F-9_F-8	PVC	8	90
F-8_F-7	PVC	8	147
F-7_F-6	PVC	8	156
F-12_F-11	PVC	8	277
F-11_F-10	PVC	8	130
H-2_H-1	PVC	12	175
C-1_H-2	PVC	12	32
F-6_F-5	VCP	8	59
F-5_F-4	PVC	8	68
F-4_F-3	VCP	8	197
F-3_F-2	VCP	8	117
F-2_F-1	VCP	8	175

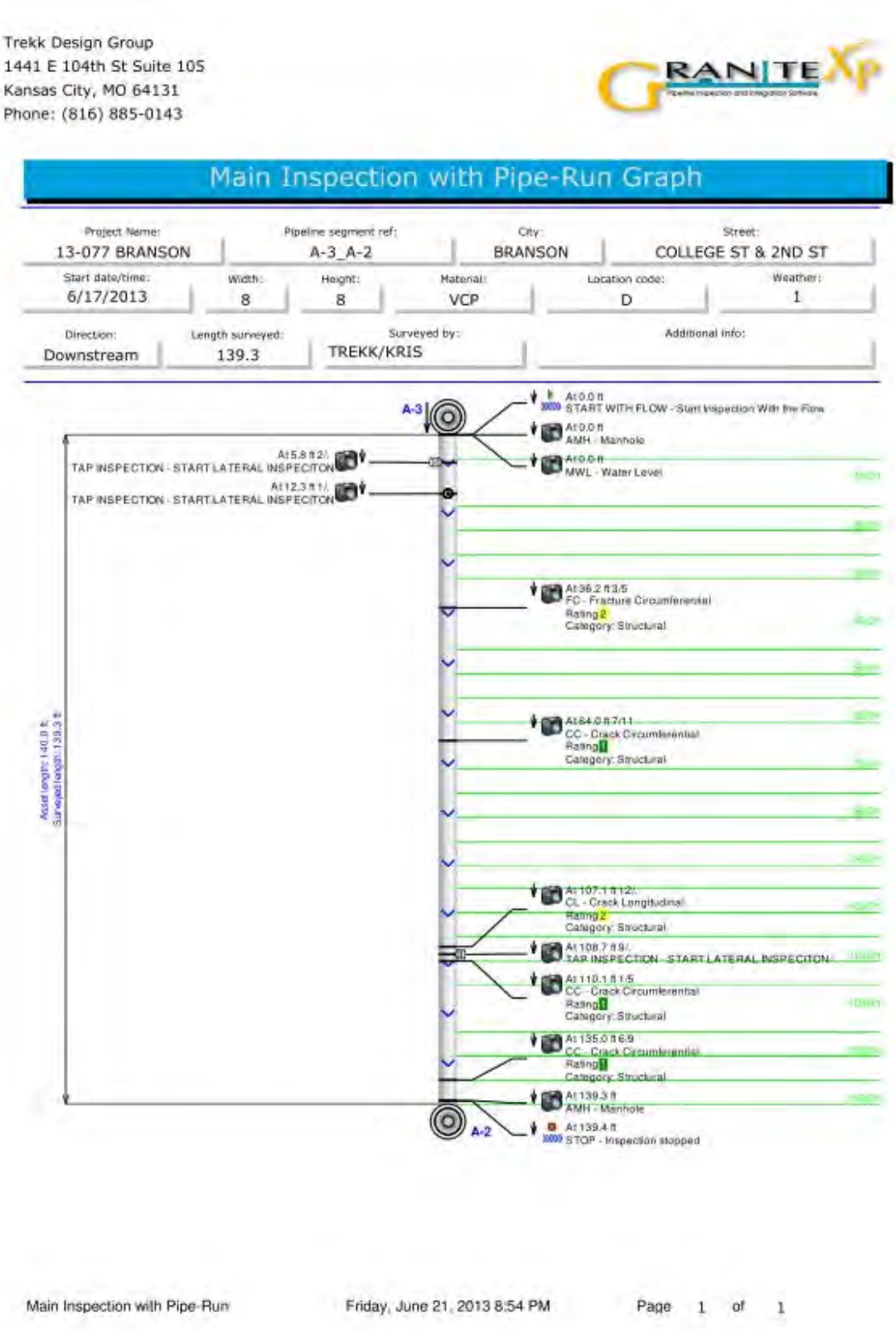
Table 3-2: NASSCO Defect Grading

Grade	Description	Urgency
1 Excellent	Minor Defects	Failure unlikely in the forseeable future
2 Good	Defects that have not begun to deteriorate	Pipe unlikely to fail for at least 20 years
3 Fair	Moderate defects that will continue to deteriorate	Pipe may fail in 10 to 20 years
4 Poor	Sever Defects that will become Grade 5 defects within the forseeable future	Pipe will probably fail in 5 to 10 years
5 Immediate Attention	Defects requiring immediate attention	Pipe has failed or will likely fail within the next five years

Table 3-3: Pipe Scoring

Value	Description
0	Excellent: No Actions Needed
1-34	Good: Defects Exist and Shall be Monitored
34-66	Fair: Repairs are Needed
66-100	Bad: Immediate Repair or Replacement is Required

Figure 3-1: Typical CCTV Inspection Form



Trekk Design Group
1441 E 104th St Suite 105
Kansas City, MO 64131
Phone: (816) 885-0143

GRANITE XP

Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	A-3_A-2	BRANSON	COLLEGE ST & 2ND ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/17/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	139.3	TREKK/KRIS	

Main Inspection with Pipe-Run Friday, June 21, 2013 8:54 PM Page 1 of 1

4 RECOMMENDED IMPROVEMENT PLAN

4.1 Introduction

This section discusses TREKK's recommended improvement plan for the collection system in the study area based on CCTV inspections. The improvement plan includes repairs to both mainline and laterals.

4.2 Study Area Improvements

4.2.1 Mainline Rehabilitation Program

CCTV identified locations in the Study Area where defects exist in the collection system mainlines. These defects include open/exposed pipe joints with active I&I and other major deficiencies such as voids, broken pipe, or partially collapsed pipe. A total of 36 individual line segments, representing approximately 6,663 linear feet of sanitary sewer, were lightly cleaned and televised as part of this study. Review of the CCTV data identified line segments in need of rehabilitation. Line segments were given a pipe score of excellent, good, fair or poor, as shown in Table 3-2. Pipes in fair or poor condition require immediate rehabilitation (no pipes in the Study Area were found to be in poor condition). Pipes in good condition may require periodic repair and monitoring to gauge deterioration. Figure 4-2 shows the pipe score of each pipe in the study area. Also any 4 or 5 defects that included broken or fractured pipe, pipes with holes, or significant infiltration (major defects) are included on Figure 4-1. A tabulated summary is provided in Table 4-1.

It is recommended that all line segments with a pipe score of "fair" be repaired by full length by Cured-In-Place Pipe (CIPP). Also, any Grade 4 or 5 defects ("major defects") that are not contained within pipe segments that are in fair condition shall be repaired by a CIPP Point Repair. This excludes two segments, which are not considered major structural defects. The first, D2_D1 (VCP), had a significant groundwater infiltration at the joints for approximately 40 linear feet. The City should monitor this site to decide if it is cost effective to eliminate the source of infiltration. The second, F-5_F-4 (PVC), appears to be a newly constructed line, but has a significant sag in the pipe, the City should continue to monitor this pipe to make sure a collapse will not occur. The picture on the left shows a broken pipe that is recommended to be repaired full length by CIPP (C-4_C-3) and the picture on the right shows a broken pipe joint that is recommended for a CIPP Point Repair (B-3_B-2 At 107.1 Ft.)





Table 4-1: Mainline Summary

SEGMENTID	SIZE	MATERIAL	LENGTH	STRUCTURAL QUICK RATING	O&M QUICK RATING	OVERALL PIPE RATING	OVERALL PIPE RATING INDEX	PIPE SCORE	MAJOR DEFECTS
A-3_A-2	8	VCP	140	2-2-1-3	---	7	1.40	Good	
A-2_A-1	8	VCP	247	1-7-0-0	1-1-0-0	8	1.00	Good	
A-1_I-2	8	VCP	114	2-1-1-5	3-2-0-0	13	1.63	Good	
B-4_B-3	8	VCP	210	3-1-2-3	2-1-0-0	23	1.35	Good	
B-3_B-2	8	VCP	265	5-1-2-5	2-1-1-1	23	1.77	Good	Yes
B-2_B-1	12	PVC	12	---	---	0	0.00	Excellent	
B-1_UNK1	12	PVC	61	---	---	0	0.00	Excellent	
UNK1_I-1	12	PVC	124	---	---	0	0.00	Excellent	
1-2_I-1	12	PVC	343	2-2-0-0	---	4	2.00	Good	
I-1_H-2	8	PVC	342	---	---	0	0.00	Excellent	
G-2_H-2	12	PVC	193	---	---	0	0.00	Excellent	
C-4_C-3	8	VCP	253	5-2-2-7	4-2-0-0	40	2.11	Fair	Yes
C-3_C-2	8	VCP	313	2-5-1-1	1-2-0-0	13	1.63	Good	
C-2_C-1	8	VCP	217	3-1-2-3	5-3-4-2	36	3.27	Fair	Yes
D-4_D-3	8	VCP	353	4-1-2-5	4-2-3-3	40	2.00	Fair	Yes
D-3_D-2	8	VCP	151	2-1-1-2	1-1-0-0	5	1.25	Good	
D-2_D-1	8	VCP	255	3-2-1-5	4-5-1-1	32	2.46	Good	Yes
D-1_F-3	8	VCP	112	5-1-1-1	4-1-2-1	13	2.60	Good	Yes
E-3_E-2	8	VCP	347	5-1-2-A	3-1-0-0	44	1.69	Fair	Yes
E-4_E-3	8	VCP	162	2-9-1-2	2-2-0-0	24	1.85	Good	
E-2_E-1	8	VCP	195	5-2-2-8	3-5-1-3	48	2.18	Fair	Yes
E-1_F-6	8	VCP	123	5-1-2-4	---	15	2.14	Good	Yes
F-13_F-12	8	PVC	300	5-1-3-1	---	12	3.00	Good	Yes
F-10_F-9	8	PVC	210	---	---	0	0.00	Excellent	
F-9_F-8	8	PVC	90	---	---	0	0.00	Excellent	
F-8_F-7	8	PVC	147	---	---	0	0.00	Excellent	
F-7_F-6	8	PVC	156	---	---	0	0.00	Excellent	
F-12_F-11	8	PVC	277	---	1-1-0-0	1	1.00	Good	
F-11_F-10	8	PVC	130	---	---	0	0.00	Excellent	
H-2_H-1	12	PVC	175	---	---	0	0.00	Excellent	
C-1_H-2	12	PVC	32	2-2-0-0	---	4	2.00	Good	
F-6_F-5	8	VCP	59	2-2-1-1	---	5	1.67	Good	
F-5_F-4	8	PVC	68	4-2-2-2	---	12	3.00	Good	Yes
F-4_F-3	8	VCP	197	2-1-1-1	---	3	1.50	Good	
F-3_F-2	8	VCP	117	1-4-0-0	---	4	1.00	Good	
F-2_F-1	8	VCP	175	2-1-1-2	2-1-0-0	6	1.50	Good	

A NASSCO Condition Grading System Reference is provided in Appendix D

Figure 4-1: Major 4 or 5 Defects



Figure 4-2: Pipe Score



The total estimated cost to complete the mainline rehabilitation program is $61,104. This cost includes a 20% contingency fee of $10,184 for legal, administrative, design and contingency costs. A general breakdown of the quantity and cost to implement the recommended pipeline rehabilitation program is shown in Table 4-2. A rehabilitation schedule is provided in Table 4-3.

Table 4-2: Recommended Mainline Rehabilitation Cost

TYPE OF REHABILITATION	QUANTITY	UNIT	UNIT COST ($)	TOTAL COST ($)
8" Cured In Place Pipe (CIPP)	1364	LF	$ 30	$ 40,920
8" CIPP Point Repair	5	EA	$ 2,000	$ 10,000
			Subtotal	$ 50,920
	20% Legal, Administrative, Design and Contigency			$ 10,184
			Total	$ 61,104

Table 4-3: Recommended Mainline Rehabilitation Schedule

SEGMENTID	SIZE	MATERIAL	LENGTH	REHAB TYPE	REHAB COMMENTS
B-3_B-2	8	VCP	265	CIPP Point Repair	1 Point Repair @ 107.1
C-4_C-3	8	VCP	253	Full Length CIPP	
C-2_C-1	8	VCP	217	Full Length CIPP	
D-4_D-3	8	VCP	353	Full Length CIPP	
D-1_F-3	8	VCP	112	CIPP Point Repair	2 Point Repairs @ 6.0 & 68.6
E-3_E-2	8	VCP	347	Full Length CIPP	
E-2_E-1	8	VCP	195	Full Length CIPP	
E-1_F-6	8	VCP	123	CIPP Point Repair	1 Point Repair @ 82.4
F-13_F-12	8	PVC	300	CIPP Point Repair	1 Point Repair @ 72.1

4.2.2 Service Lateral Rehabilitation Program

All laterals within the Study Area were launched from the main utilizing a push cable camera and evaluated following LACP guidelines. CCTV identified locations in the Study Area where defects exist in the service laterals. These defects include open/exposed pipe joints and other major deficiencies such as voids, broken pipe, or partially collapsed pipe, as well as obstructed pipe. A total of 108 laterals were inspected. Review of the CCTV data identified line segments in need of rehabilitation and cleaning.

It is recommended that all line segments with major defects (holes, cracks, fractures and breaks) be repaired by both a CIPP Lateral Connection Repair (LCR) and CIPP lateral lining from the main to outside the Streetscape limits (or full replacement if it is cost effective). This is to reduce the risk of lateral failure after streetscape improvements have been made to the Study Area. For estimating purposes it has been assumed 30 LF is adequate to cover the Streetscape project limits. Also, all lines that were noted as "obstructed" but did not show major defects shall be cleaned and inspected again before final determination is made for its condition (see picture on left). A summary of these lines is provided in Table 4-4. A summary of all lines inspected can be found in the Appendices.



Table 4-4: Recommended Lateral Rehabilitation Schedule

LATERAL ID	CONNECTION POINT	PIPE TYPE	PIPE SIZE	STATUS	MAJOR DEFECTS
A-2_A-1 - 3	201.8	VCP	6	OBSTRUCTION	YES
A-1_I-2 - 2	81.4	VCP	4	OBSTRUCTION	YES
B-4_B-3 - 4	135.8	VCP	4	OBSTRUCTION	YES
B-4_B-3 - 6	195.2	VCP	4	ACTIVE	YES
B-3_B-2 - 1	25.5	VCP	4	ACTIVE	YES
B-3_B-2 - 2	50.1	VCP	4	ACTIVE	YES
B-3_B-2 - 4	166.8	VCP	4	OBSTRUCTION	YES
B-3_B-2 - 5	226.8	CAS	4	ACTIVE	YES
B-3_B-2 - 6	231.9	VCP	6	ACTIVE	YES
C-4_C-3 - 4	85.5	VCP	4	OBSTRUCTION	YES
C-4_C-3 - 5	94.4	PVC	4	ACTIVE	YES
C-4_C-3 - 7	134.8	VCP	4	OBSTRUCTION	YES
C-4_C-3 - 8	162.4	VCP	4	ACTIVE	YES
C-4_C-3 - 10	211.6	VCP	6	ACTIVE	YES
C-3_C-2 - 1	34.3	VCP	6	ACTIVE	YES
C-3_C-2 - 4	277.3	VCP	6	ACTIVE	YES
D-4_D-3 - 5	86.5	VCP	4	ACTIVE	YES
D-4_D-3 - 10	277	VCP	6	OBSTRUCTION	YES
D-4_D-3 - 13	301.4	VCP	6	OBSTRUCTION	YES
D-2_D-1 - 1	106.6	VCP	4	ACTIVE	YES
D-1_F-3 - 3	80	VCP	6	ACTIVE	YES
E-4_E-3 - 2	154.3	VCP	6	ACTIVE	YES
E-2_E-1 - 4	144.6	VCP	6	OBSTRUCTION	YES
E-2_E-1 - 7	155	VCP	4	ACTIVE	YES
E-1_F-6 - 2	118	VCP	4	OBSTRUCTION	YES

The total estimated cost to complete the lateral rehabilitation program is $149,250. This cost includes a 20% contingency fee of $24,875 for legal, administrative, design and contingency costs. A general breakdown of the quantity and cost to implement the recommended pipeline rehabilitation program is shown in Table 4-5.

Table 4-5: Recommended Lateral Rehabilitation Cost

TYPE OF REHABILITATION	QUANTITY	UNIT	UNIT COST ($)	TOTAL COST ($)
CIPP Lateral Connection Rehabilitation (LCR)	25	EA	$ 2,000	$ 50,000
CIPP Lateral Lining	25	EA	$ 2,975	$ 74,375
			Subtotal	$ 124,375
	20% Legal, Administrative, Design and Contigency			$ 24,875
			Total	$ 149,250

4.3 Summary

The estimated cost to perform the recommended improvements is approximately $210,354. This cost includes mainline and lateral improvements. Table 4-6 summarizes the recommended improvement plan and provides a cost estimate for each task.

Table 4-6: Recommended Improvement Cost Summary – High Priority

TYPE OF REHABILITATION	QUANTITY	UNIT	UNIT COST ($)	TOTAL COST ($)
8" Cured In Place Pipe (CIPP)	1364	LF	$ 30	$ 40,920
CIPP Lateral Connection Rehabilitation (LCR)	25	EA	$ 2,000	$ 50,000
CIPP Lateral Lining	25	EA	$ 2,975	$ 74,375
8" CIPP Point Repair	5	EA	$ 2,000	$ 10,000
			Subtotal	$ 175,295
	20% Legal, Administrative, Design and Contigency			$ 35,059
			Total	$ 210,354

If the City decides to minimize all risk associated with underground sanitary sewer infrastructure, they might decide to rehabilitate every main and lateral that is VCP/CAS within the Study Area. The associated cost is approximately $522,654. Table 4-6 summarizes the recommended improvement plan under this scenario, and provides a cost estimate for each task.

Table 4-7: Recommended Improvement Cost Summary – All VCP/CAS

TYPE OF REHABILITATION	QUANTITY	UNIT	UNIT COST ($)	TOTAL COST ($)
8" Cured In Place Pipe (CIPP)	4004	LF	$ 30	$ 120,120
CIPP Lateral Connection Rehabilitation (LCR)	63	EA	$ 2,000	$ 126,000
CIPP Lateral Lining	63	EA	$ 2,975	$ 187,425
8" CIPP Point Repair	1	EA	$ 2,000	$ 2,000
			Subtotal	$ 435,545
	20% Legal, Administrative, Design and Contigency			$ 87,109
			Total	$ 522,654

Appendix A
Granite XP Media
See attached USB Drive

Appendix B
Granite XP Reports
See attached USB Drive

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Lateral Inspection Summary

Main Asset: A-3_A-2

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
A-3_A-2 - 1	6/17/2013	Upstream node	5.8	2 O'Clock	PVC	60.0	60.0
A-3_A-2 - 2	6/17/2013	Upstream node	12.3	1 O'Clock	VCP	5.3	5.3
A-3_A-2 - 3	6/17/2013	Upstream node	108.7	9 O'Clock	VCP	30.8	30.5

Number of inspections: 3

Subtotal **96.1 ft** **95.8 ft**

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Lateral Inspection Summary

Main Asset: A-2_A-1

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
A-2_A-1 - 1	6/17/2013	Upstream node	103.5	3 O'Clock	VCP	25.1	25.1
A-2_A-1 - 2	6/17/2013	Upstream node	118.0	2 O'Clock	VCP	26.0	26.0
A-2_A-1 - 3	6/17/2013	Upstream node	201.8	2 O'Clock	VCP	16.1	16.1
Number of inspections: 3					**Subtotal**	**67.2 ft**	**67.2 ft**

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Lateral Inspection Summary

Main Asset: A-1_I-2

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
A-1_I-2 - 1	6/18/2013	Upstream node	31.5	1 O'Clock	VCP	8.9	8.9
A-1_I-2 - 2	6/18/2013	Upstream node	81.4	9 O'Clock	VCP	70.7	70.7
Number of inspections: 2					**Subtotal**	**79.6 ft**	**79.6 ft**

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Lateral Inspection Summary

Main Asset: B-4_B-3

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
B-4_B-3 - 1	6/19/2013	Upstream node	59.6	1 O'Clock	CAS	8.6	8.6
B-4_B-3 - 2	6/19/2013	Upstream node	110.8	3 O'Clock	VCP	20.9	20.9
B-4_B-3 - 3	6/19/2013	Upstream node	129.7	10 O'Clock	PVC	131.6	131.6
B-4_B-3 - 4	6/19/2013	Upstream node	135.8	9 O'Clock	VCP	3.9	3.9
B-4_B-3 - 5	6/19/2013	Upstream node	167.4	9 O'Clock	PVC	2.0	2.0
B-4_B-3 - 6	6/19/2013	Upstream node	195.2	9 O'Clock	VCP	6.2	6.2
Number of inspections: 6					**Subtotal**	**173.2 ft**	**173.2 ft**

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Lateral Inspection Summary

Main Asset: B-3_B-2

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
B-3_B-2 - 1	6/19/2013	Upstream node	25.5	3 O'Clock	VCP	8.3	8.3
B-3_B-2 - 2	6/19/2013	Upstream node	50.1	9 O'Clock	VCP	90.9	90.9
B-3_B-2 - 3	6/19/2013	Upstream node	68.2	1 O'Clock	PVC	65.4	65.4
B-3_B-2 - 4	6/19/2013	Downstream node	166.8	10 O'Clock	VCP	8.1	8.1
B-3_B-2 - 5	6/19/2013	Upstream node	226.8	1 O'Clock	CAS	26.4	26.4
B-3_B-2 - 6	6/19/2013	Downstream node	231.9	9 O'Clock	VCP	26.3	26.3
B-3_B-2 - 7	6/19/2013	Downstream node	262.9	10 O'Clock	PVC	44.3	44.3

Number of inspections: 7 **Subtotal** **269.7 ft** **269.7 ft**

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Lateral Inspection Summary

Main Asset: B-1_UNK1

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
B-1_I-1 - 1	6/19/2013	Upstream node	56.0	1 O'Clock	PVC	107.7	107.7
Number of inspections: 1					**Subtotal**	**107.7 ft**	**107.7 ft**

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Lateral Inspection Summary

Main Asset: 1-2_I-1

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
1-2_I-1 - 1	6/19/2013	Downstream node	266.1	1 O'Clock	PVC	26.3	26.3

Number of inspections: 1

Subtotal **26.3 ft** **26.3 ft**

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Lateral Inspection Summary

Main Asset: C-4_C-3

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
C-4_C-3 - 1	6/20/2013	Upstream node	6.5	10 O'Clock	PVC	13.1	13.1
C-4_C-3 - 2	6/20/2013	Upstream node	21.3	2 O'Clock	VCP	7.1	7.1
C-4_C-3 - 3	6/20/2013	Upstream node	70.7	10 O'Clock	PVC	102.0	101.9
C-4_C-3 - 4	6/20/2013	Upstream node	85.5	10 O'Clock	VCP	5.1	5.1
C-4_C-3 - 5	6/20/2013	Upstream node	94.4	1 O'Clock	PVC	22.2	22.2
C-4_C-3 - 6	6/20/2013	Upstream node	110.3	10 O'Clock	VCP	25.9	25.9
C-4_C-3 - 7	6/20/2013	Upstream node	134.8	3 O'Clock	VCP	4.0	4.0
C-4_C-3 - 8	6/20/2013	Upstream node	162.4	9 O'Clock	VCP	22.2	22.2
C-4_C-3 - 9	6/20/2013	Upstream node	175.8	2 O'Clock	VCP	35.2	35.2

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Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset length	Surveyed Length
C-4_C-3 - 10	6/20/2013	Upstream node	211.6	9 O'Clock	VCP	32.0	31.9
C-4_C-3 - 11	6/20/2013	Upstream node	236.7	2 O'Clock	VCP	18.0	18.0
Number of inspections: 11					**Subtotal**	**286.8 ft**	**286.6 ft**

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Lateral Inspection Summary

Main Asset: C-3_C-2

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
C-3_C-2 - 1	6/20/2013	Upstream node	34.3	3 O'Clock	VCP	90.3	90.3
C-3_C-2 - 2	6/20/2013	Upstream node	89.4	12 O'Clock	PVC	1.0	1.0
C-3_C-2 - 3	6/20/2013	Upstream node	123.5	2 O'Clock	VCP	2.7	2.7
C-3_C-2 - 4	6/20/2013	Upstream node	277.3	9 O'Clock	VCP	5.3	5.3

Number of inspections: 4 **Subtotal** **99.3 ft** **99.3 ft**

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Lateral Inspection Summary

Main Asset: C-2_C-1

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
C-2_C-1 - 1	6/20/2013	Upstream node	9.8	12 O'Clock	PVC	31.0	31.0
C-2_C-1 - 2	6/20/2013	Upstream node	55.2	11 O'Clock	PVC	43.9	43.9
C-2_C-1 - 3	6/20/2013	Upstream node	88.8	12 O'Clock	VCP	48.1	48.1
C-2_C-1 - 4	6/20/2013	Upstream node	107.3	3 O'Clock	VCP	4.3	4.3
C-2_C-1 - 5	6/20/2013	Upstream node	130.5	2 O'Clock	VCP	16.4	16.4
C-2_C-1 - 6	6/20/2013	Upstream node	141.9	9 O'Clock	VCP	20.1	20.1
C-2_C-1 - 7	6/20/2013	Upstream node	186.8	9 O'Clock	VCP	3.5	3.5

Number of inspections: 7 **Subtotal** **167.3 ft** **167.3 ft**

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Lateral Inspection Summary

Main Asset: D-4_D-3

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
D-4_D-3 - 1	6/20/2013	Upstream node	7.0	2 O'Clock	VCP	41.0	41.0
D-4_D-3 - 2	6/20/2013	Upstream node	51.6	2 O'Clock	VCP	9.5	9.5
D-4_D-3 - 3	6/20/2013	Upstream node	54.4	2 O'Clock	VCP	15.1	15.1
D-4_D-3 - 4	6/21/2013	Upstream node	62.1	3 O'Clock	VCP	7.3	7.3
D-4_D-3 - 5	6/21/2013	Upstream node	86.5	9 O'Clock	VCP	74.8	74.8
D-4_D-3 - 6	6/21/2013	Upstream node	95.6	9 O'Clock	VCP	5.1	5.1
D-4_D-3 - 7	6/21/2013	Upstream node	200.2	2 O'Clock	VCP	8.4	8.4
D-4_D-3 - 8	6/21/2013	Upstream node	235.4	2 O'Clock	VCP	39.4	39.4
D-4_D-3 - 9	6/21/2013	Upstream node	276.5	2 O'Clock	PVC	41.2	41.2

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Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset length	Surveyed Length
D-4_D-3 - 10	6/21/2013	Upstream node	277.0	9 O'Clock	VCP	31.6	31.6
D-4_D-3 - 11	6/21/2013	Upstream node	278.3		PVC	49.5	49.5
D-4_D-3 - 12	6/21/2013	Upstream node	299.1	12 O'Clock	PVC	48.0	48.0
D-4_D-3 - 13	6/21/2013	Upstream node	301.4	3 O'Clock	VCP	40.2	40.2
D-4_D-3 - 14	6/21/2013	Upstream node	329.2	2 O'Clock	VCP	51.6	51.6

Number of inspections: 14 **Subtotal** **462.7 ft** **462.7 ft**

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Lateral Inspection Summary

Main Asset: D-3_D-2

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
D-3_D-2 - 1	6/21/2013	Upstream node	6.5	3 O'Clock	VCP	12.3	12.3
D-3_D-2 - 2	6/21/2013	Upstream node	22.7	2 O'Clock	VCP	8.1	8.1
D-3_D-2 - 3	6/21/2013	Upstream node	24.8	10 O'Clock	VCP	7.3	7.3
D-3_D-2 - 4	6/21/2013	Upstream node	49.8	2 O'Clock	VCP	9.3	9.3
D-3_D-2 - 5	6/21/2013	Upstream node	74.1	10 O'Clock	VCP	7.1	7.1
D-3_D-2 - 6	6/21/2013	Upstream node	81.0	12 O'Clock	PVC	8.5	8.5
D-3_D-2 - 7	6/21/2013	Upstream node	98.9	2 O'Clock	VCP	15.0	15.0

Number of inspections: 7 **Subtotal** **67.6 ft** **67.6 ft**

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Lateral Inspection Summary

Main Asset: D-2_D-1

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
D-2_D-1 - 1	6/21/2013	Upstream node	106.6	10 O'Clock	VCP	5.2	5.2
D-2_D-1 - 2	6/21/2013	Upstream node	131.3	2 O'Clock	VCP	30.1	30.1
D-2_D-1 - 3	6/21/2013	Upstream node	155.8	10 O'Clock	VCP	5.4	5.4
D-2_D-1 - 4	6/21/2013	Upstream node	159.0	12 O'Clock	PVC	12.2	12.2
D-2_D-1 - 5	6/21/2013	Upstream node	180.3	2 O'Clock	PVC	98.4	98.4
Number of inspections: 5					**Subtotal**	**151.3 ft**	**151.3 ft**

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Lateral Inspection Summary

Main Asset: D-1_F-3

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
D-1_F-3 - 1	6/21/2013	Upstream node	6.0	9 O'Clock	VCP	4.5	4.5
D-1_F-3 - 2	6/21/2013	Upstream node	55.1	9 O'Clock	CAS	2.1	2.1
D-1_F-3 - 3	6/21/2013	Upstream node	80.0	2 O'Clock	VCP	63.9	63.9
Number of inspections: 3					**Subtotal**	**70.5 ft**	**70.5 ft**

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Lateral Inspection Summary

Main Asset: E-3_E-2

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
E-3_E-2 - 1	6/21/2013	Upstream node	22.3	1 O'Clock	CAS	3.9	3.9
E-3_E-2 - 2	6/21/2013	Upstream node	37.7	2 O'Clock	VCP	20.4	20.4
E-3_E-2 - 3	6/21/2013	Upstream node	38.7	10 O'Clock	VCP	11.6	11.6
E-3_E-2 - 4	6/21/2013	Upstream node	77.5	2 O'Clock	VCP	8.1	8.1
E-3_E-2 - 5	6/22/2013	Upstream node	92.9	2 O'Clock	VCP	2.8	2.8
E-3_E-2 - 6	6/22/2013	Upstream node	99.7	12 O'Clock	PVC	71.1	71.1
E-3_E-2 - 7	6/22/2013	Upstream node	152.0	2 O'Clock	PVC	66.8	66.8
E-3_E-2 - 8	6/22/2013	Upstream node	173.4		VCP	28.5	28.5
E-3_E-2 - 9	6/22/2013	Upstream node	176.5	12 O'Clock	VCP	48.2	48.2

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Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset length	Surveyed Length
E-3_E-2 - 10	6/22/2013	Upstream node	236.1	10 O'Clock	VCP	5.0	5.0

Number of inspections: 10

Subtotal **266.4 ft** **266.4 ft**

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Lateral Inspection Summary

Main Asset: E-4_E-3

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
E-4_E-3 - 1	6/22/2013	Upstream node	28.7	1 O'Clock	VCP	6.3	6.3
E-4_E-3 - 2	6/22/2013	Upstream node	154.3	2 O'Clock	VCP	10.0	10.0
Number of inspections: 2					**Subtotal**	**16.3 ft**	**16.3 ft**

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Lateral Inspection Summary

Main Asset: E-2_E-1

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
E-2_E-1 - 1	6/22/2013	Upstream node	55.6	3 O'Clock	VCP	6.0	6.0
E-2_E-1 - 2	6/22/2013	Upstream node	83.2	2 O'Clock	VCP	15.9	15.9
E-2_E-1 - 3	6/22/2013	Upstream node	112.2	2 O'Clock	PVC	50.5	50.5
E-2_E-1 - 4	6/22/2013	Upstream node	144.6	2 O'Clock	VCP	43.1	43.1
E-2_E-1 - 5	6/22/2013	Upstream node	147.9	12 O'Clock	VCP	50.0	50.0
E-2_E-1 - 6	6/22/2013	Upstream node	149.3	11 O'Clock	VCP	9.0	9.0
E-2_E-1 - 7	6/22/2013	Upstream node	155.0	1 O'Clock	VCP	45.0	45.0

Number of inspections: 7 **Subtotal** **219.5 ft** **219.5 ft**

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Lateral Inspection Summary

Main Asset: E-1_F-6

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
E-1_F-6 - 1	6/22/2013	Upstream node	81.9	10 O'Clock	CAS	68.0	68.0
E-1_F-6 - 2	6/22/2013	Upstream node	118.0	9 O'Clock	VCP	1.1	1.1
Number of inspections: 2					**Subtotal**	**69.1 ft**	**69.1 ft**

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Lateral Inspection Summary

Main Asset: F-13_F-12

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
F-13_F-12 - 1	6/25/2013	Upstream node	69.7	12 O'Clock	PVC	57.2	57.2
Number of inspections: 1					**Subtotal**	**57.2 ft**	**57.2 ft**

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Lateral Inspection Summary

Main Asset: F-10_F-9

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
F-10_F-9 - 1	6/25/2013	Upstream node	99.0	12 O'Clock	PVC	32.0	32.0
Number of inspections: 1					**Subtotal**	**32.0 ft**	**32.0 ft**

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Lateral Inspection Summary

Main Asset: F-8_F-7

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
F-8_F-7 - 1	6/25/2013	Upstream node	30.6	2 O'Clock	PVC	46.1	46.1
F-8_F-7 - 2	6/25/2013	Upstream node	96.6	11 O'Clock	PVC	47.0	47.0
F-8_F-7 - 3	6/25/2013	Upstream node	140.4	9 O'Clock	PVC	22.7	22.7
Number of inspections: 3					**Subtotal**	**115.8 ft**	**115.8 ft**

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Lateral Inspection Summary

Main Asset: F-12_F-11

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
F-12_F-11 - 1	6/26/2013	Upstream node	61.0	12 O'Clock	PVC	26.7	26.7
F-12_F-11 - 2	6/26/2013	Upstream node	211.0	12 O'Clock	PVC	58.2	58.2
Number of inspections: 2					**Subtotal**	**84.9 ft**	**84.9 ft**

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Lateral Inspection Summary

Main Asset: F-6_F-5

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
F-6_F-5 - 1	6/26/2013	Upstream node	43.0	10 O'Clock	PVC	42.0	42.0

Number of inspections: 1

Subtotal **42.0 ft** **42.0 ft**

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Lateral Inspection Summary

Main Asset: F-5_F-4

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
F-5_F-4 - 1	6/26/2013	Upstream node	4.0	3 O'Clock	PVC	26.9	26.9

Number of inspections: 1

Subtotal **26.9 ft** **26.9 ft**

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Lateral Inspection Summary

Main Asset: F-4_F-3

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
F-4_F-3 - 1	6/26/2013	Upstream node	33.9	10 O'Clock	VCP	1.1	1.1
F-4_F-3 - 2	6/26/2013	Upstream node	75.2	12 O'Clock	PVC	40.0	40.0
Number of inspections: 2					**Subtotal**	**41.1 ft**	**41.1 ft**

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Lateral Inspection Summary

Main Asset: F-3_F-2

Lateral ID	Start Date	Origin	Connection Distance	Clock Position	Pipe Type	Asset Length	Surveyed Length
F-3_F-2 - 1	6/26/2013	Upstream node	15.9	12 O'Clock	PVC	55.2	55.2
F-3_F-2 - 2	6/26/2013	Upstream node	113.7	10 O'Clock	VCP	8.2	8.2

Number of inspections: 2

Subtotal	**63.4 ft**	**63.4 ft**
Total	**3,159.9 ft**	**3,159.4 ft**

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Lateral Inspection with Pipe-Run Graph

LATERAL AT 5.8 (U)

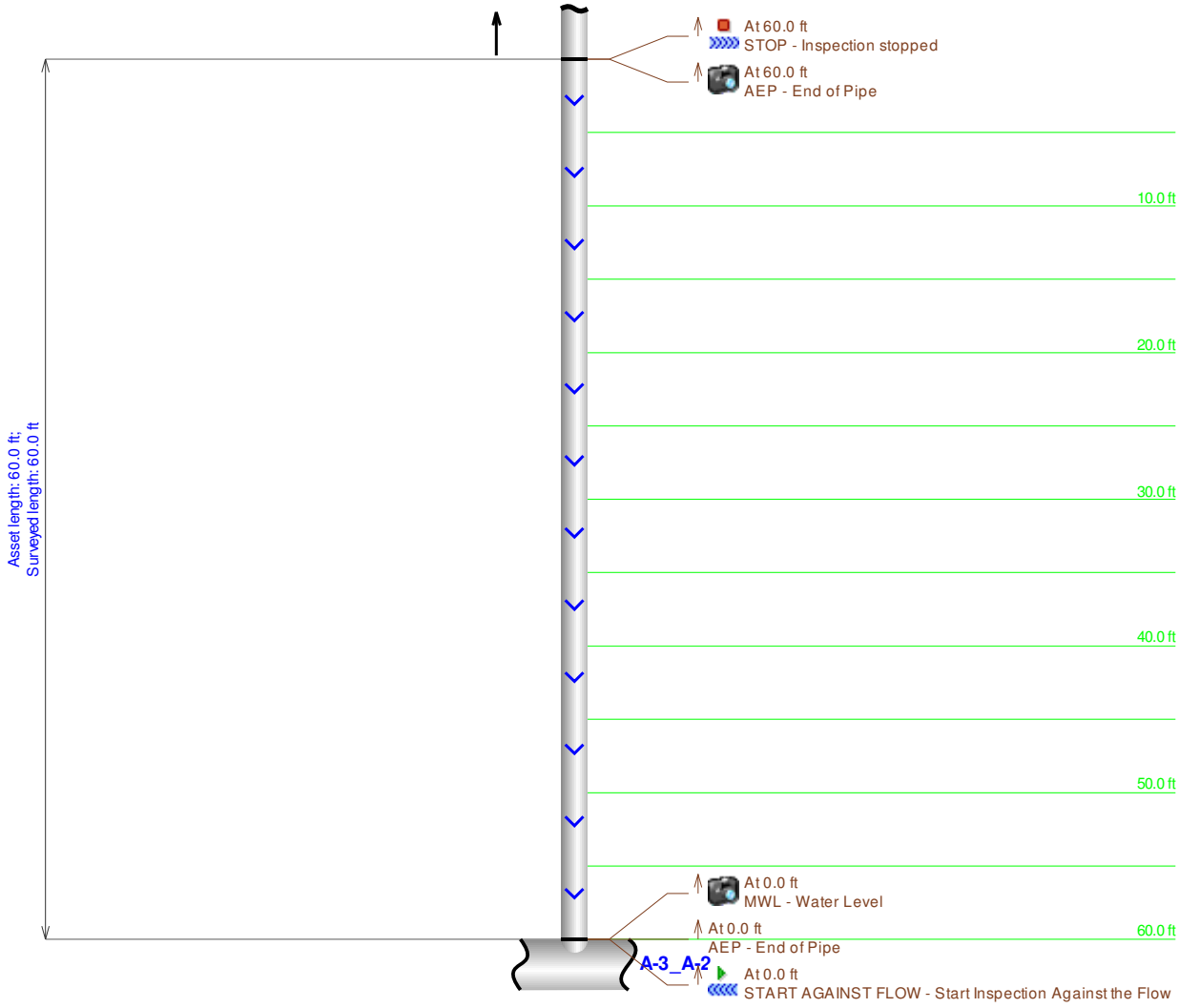
LSR:	City:	Street:	End point ID:	End point:
A-3_A-2 - 1	BRANSON	COLLEGE ST & 2ND ST	A-3_A-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
60	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/17/2013 9:13:54 PM	6/17/2013 9:29:19 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 12.3 (U)

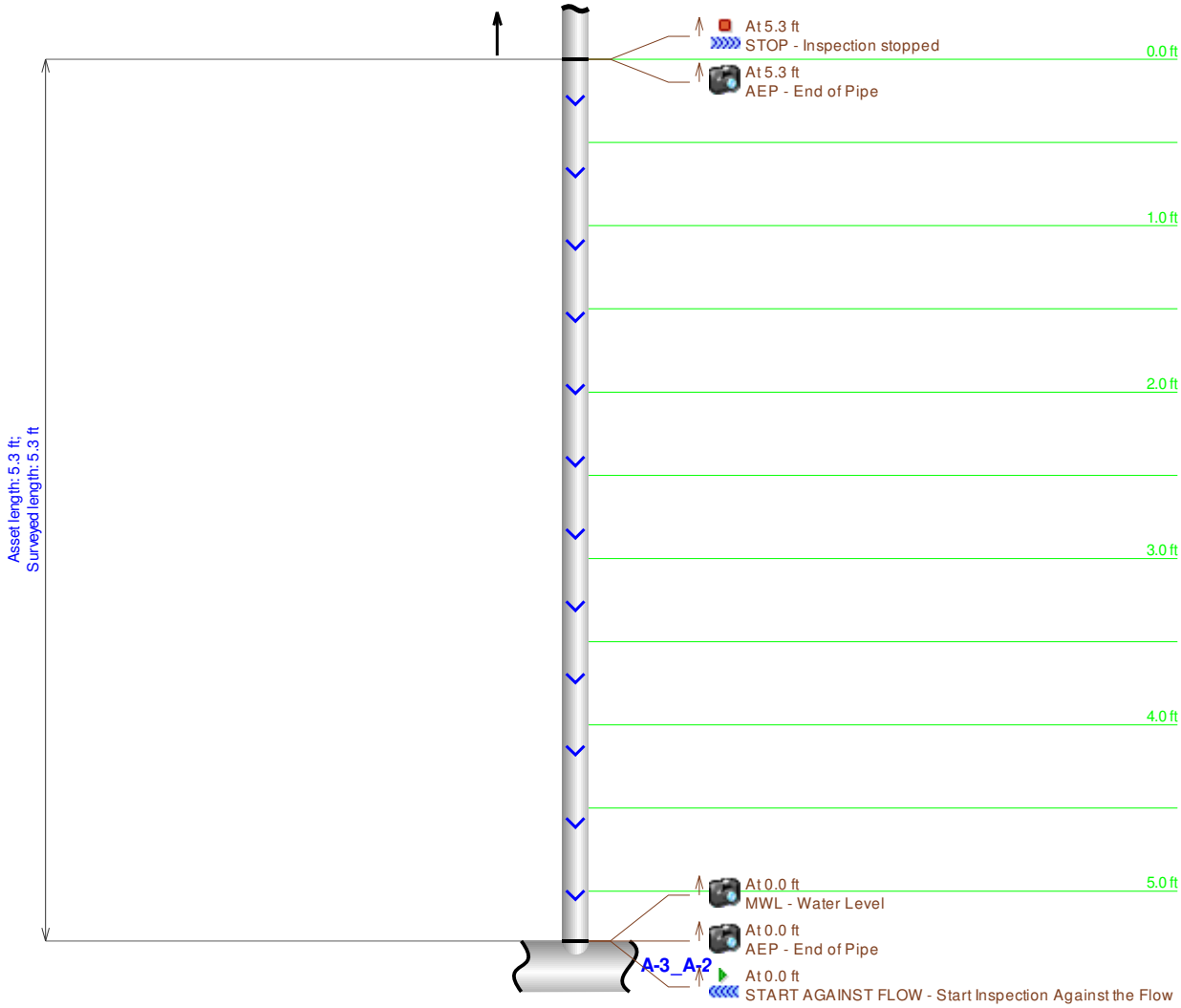
LSR:	City:	Street:	End point ID:	End point:
A-3_A-2 - 2	BRANSON	COLLEGE ST & 2ND ST	A-3_A-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		1 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
5.3	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/17/2013 9:35:17 PM	6/17/2013 9:38:06 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 108.7 (U)

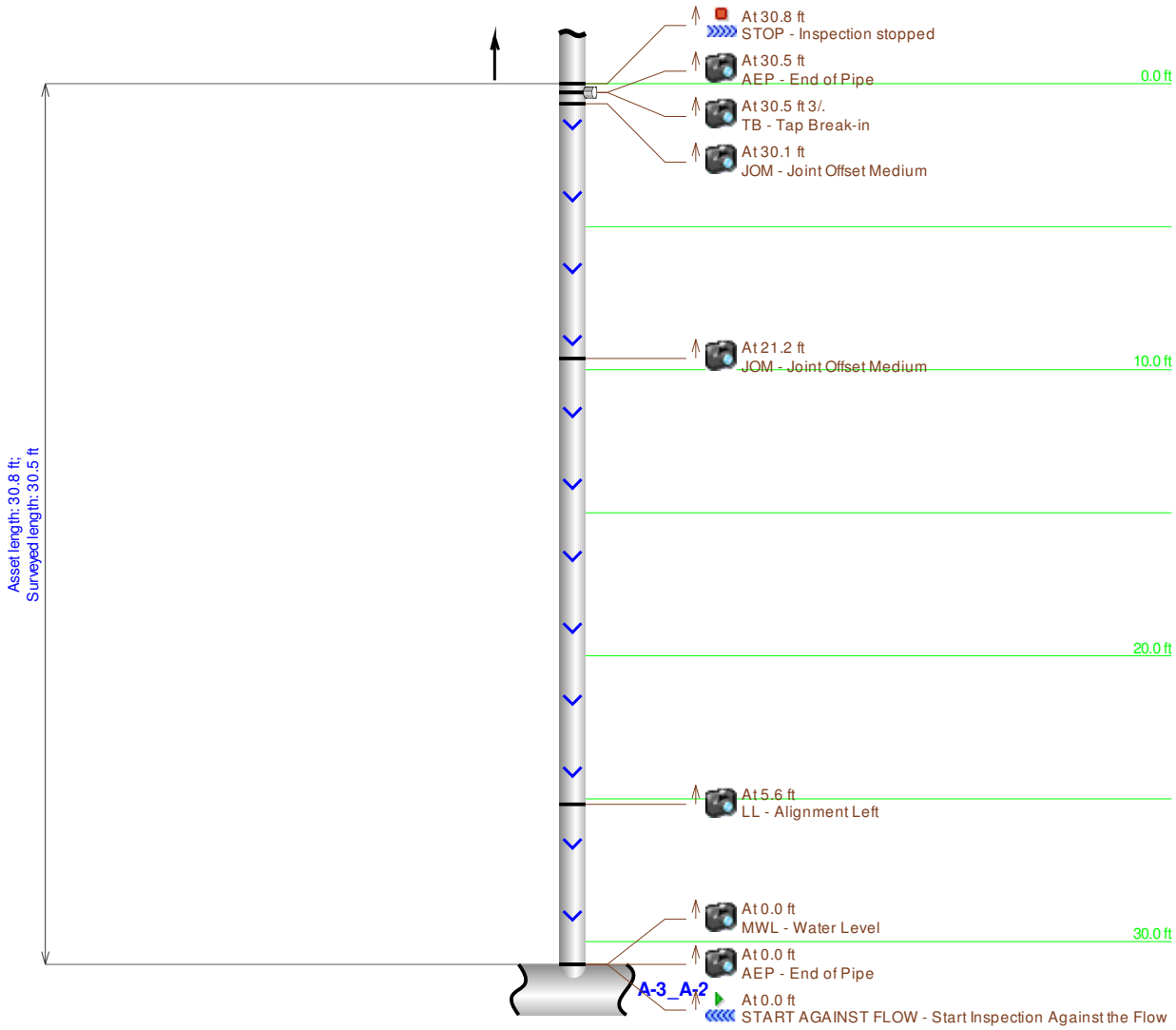
LSR:	City:	Street:	End point ID:	End point:
A-3_A-2 - 3	BRANSON	COLLEGE ST & 2ND ST	A-3_A-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
30.5	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/17/2013 9:46:53 PM	6/17/2013 9:54:01 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 103.5 (U)

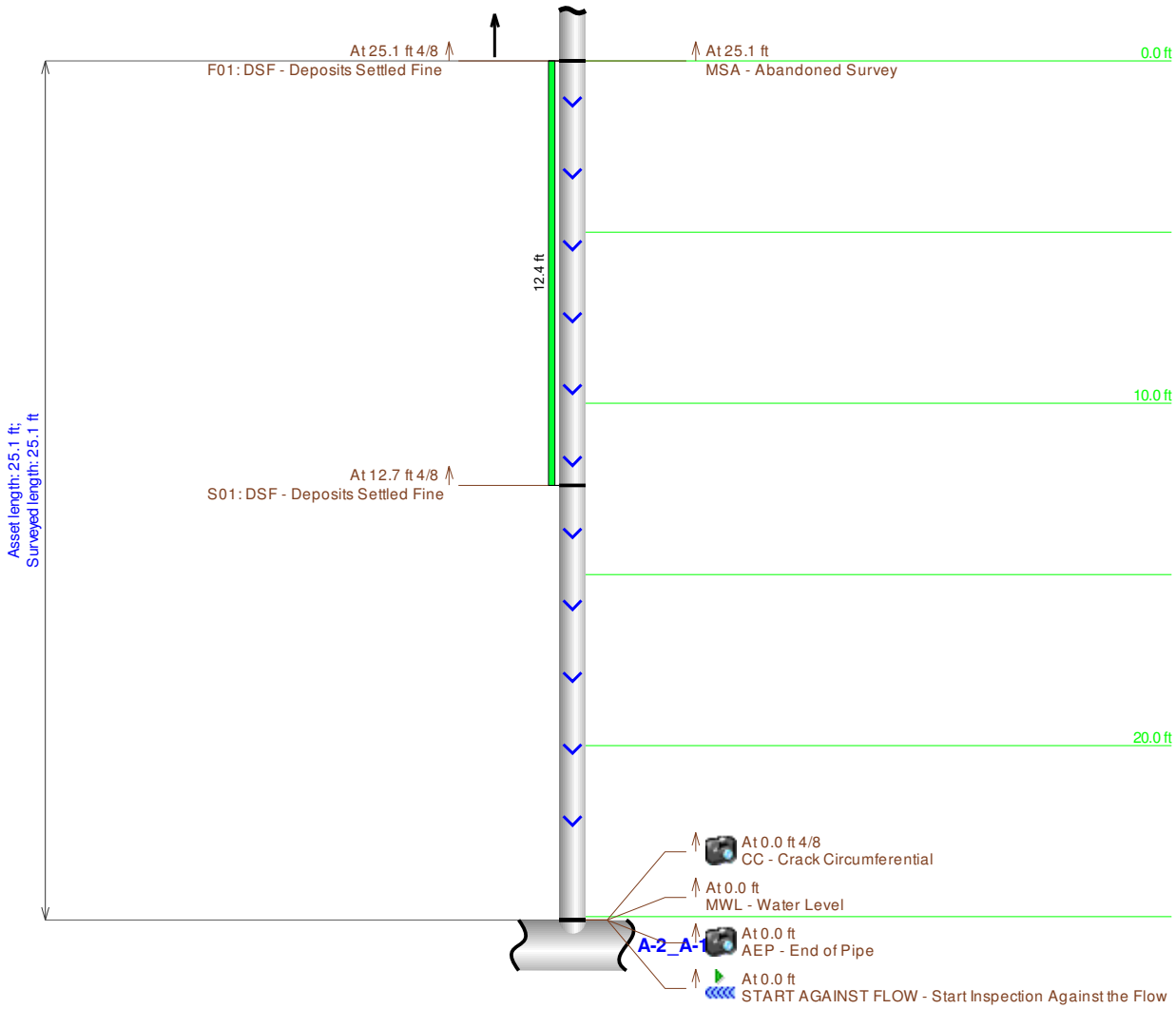
LSR:	City:	Street:	End point ID:	End point:
A-2_A-1 - 1	BRANSON	310 COMMERCIAL ST	A-2_A-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		3 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
25.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/17/2013 10:55:11 PM	6/17/2013 11:01:05 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 118 (U)

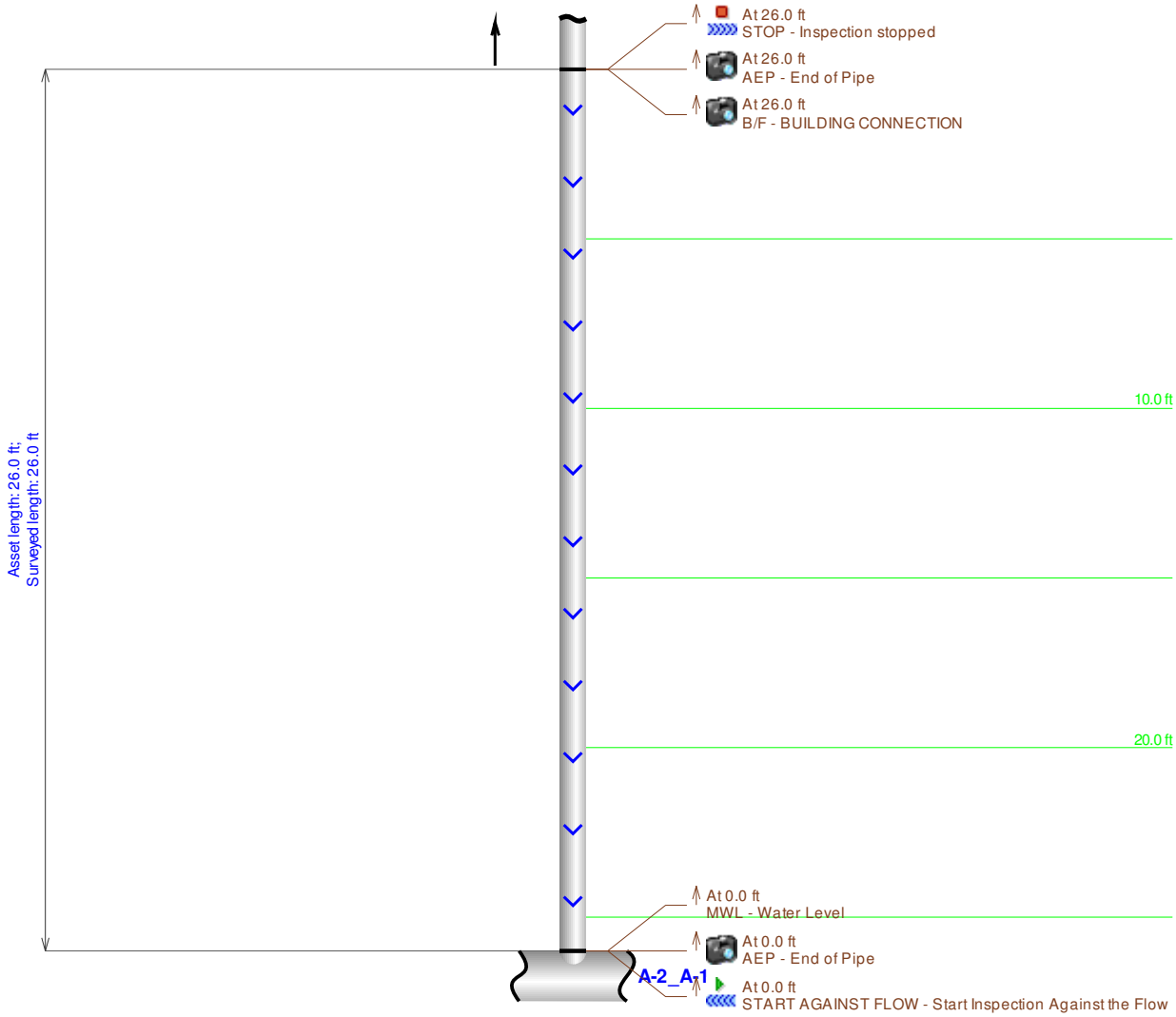
LSR:	City:	Street:	End point ID:	End point:
A-2_A-1 - 2	BRANSON	310 COMMERCIAL ST	A-2_A-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
26	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/17/2013 11:05:14 PM	6/17/2013 11:11:09 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 201.8 (U)

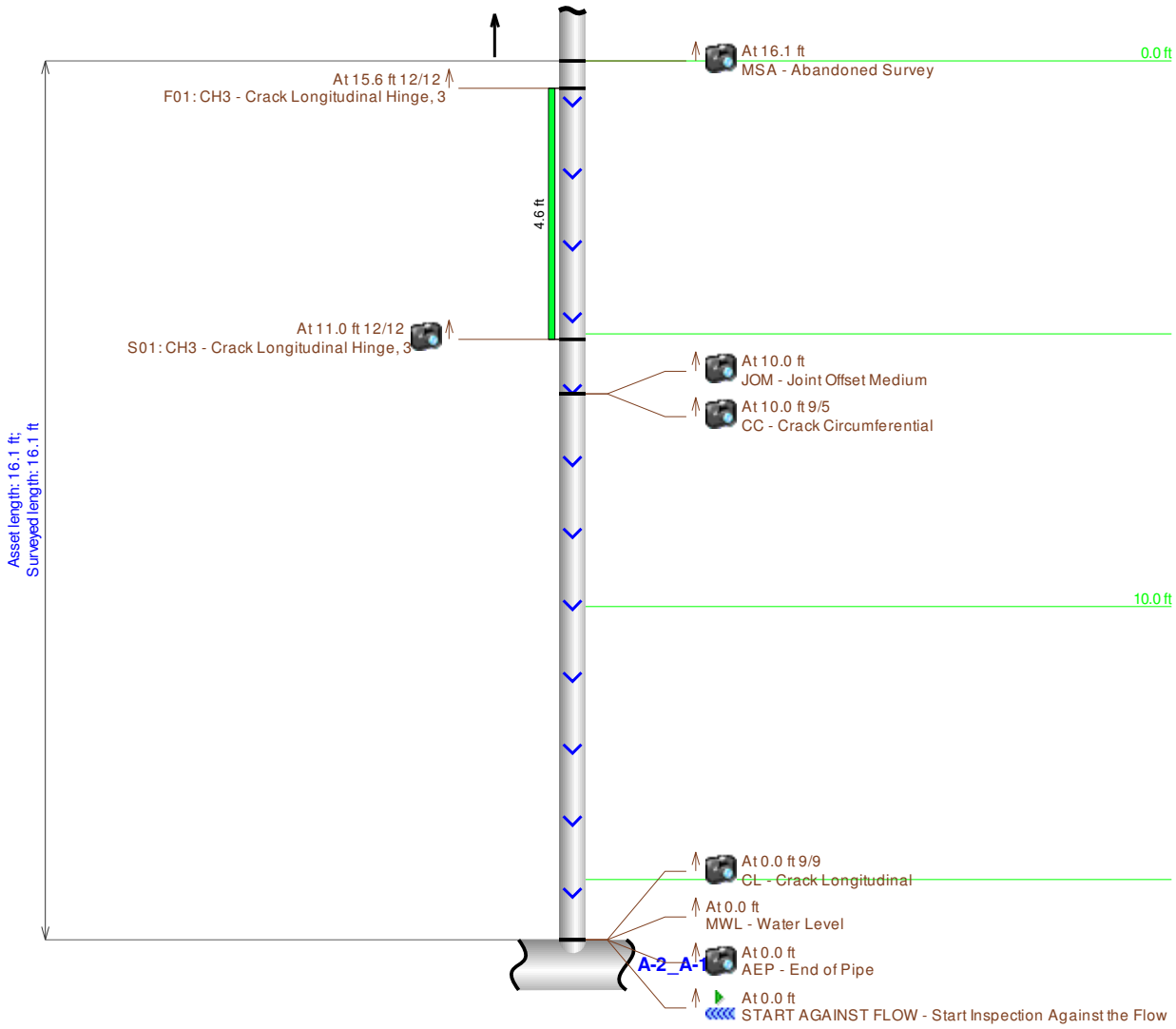
LSR:	City:	Street:	End point ID:	End point:
A-2_A-1 - 3	BRANSON	310 COMMERCIAL ST	A-2_A-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
16.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/17/2013 11:28:51 PM	6/17/2013 11:34:27 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 31.5 (U)

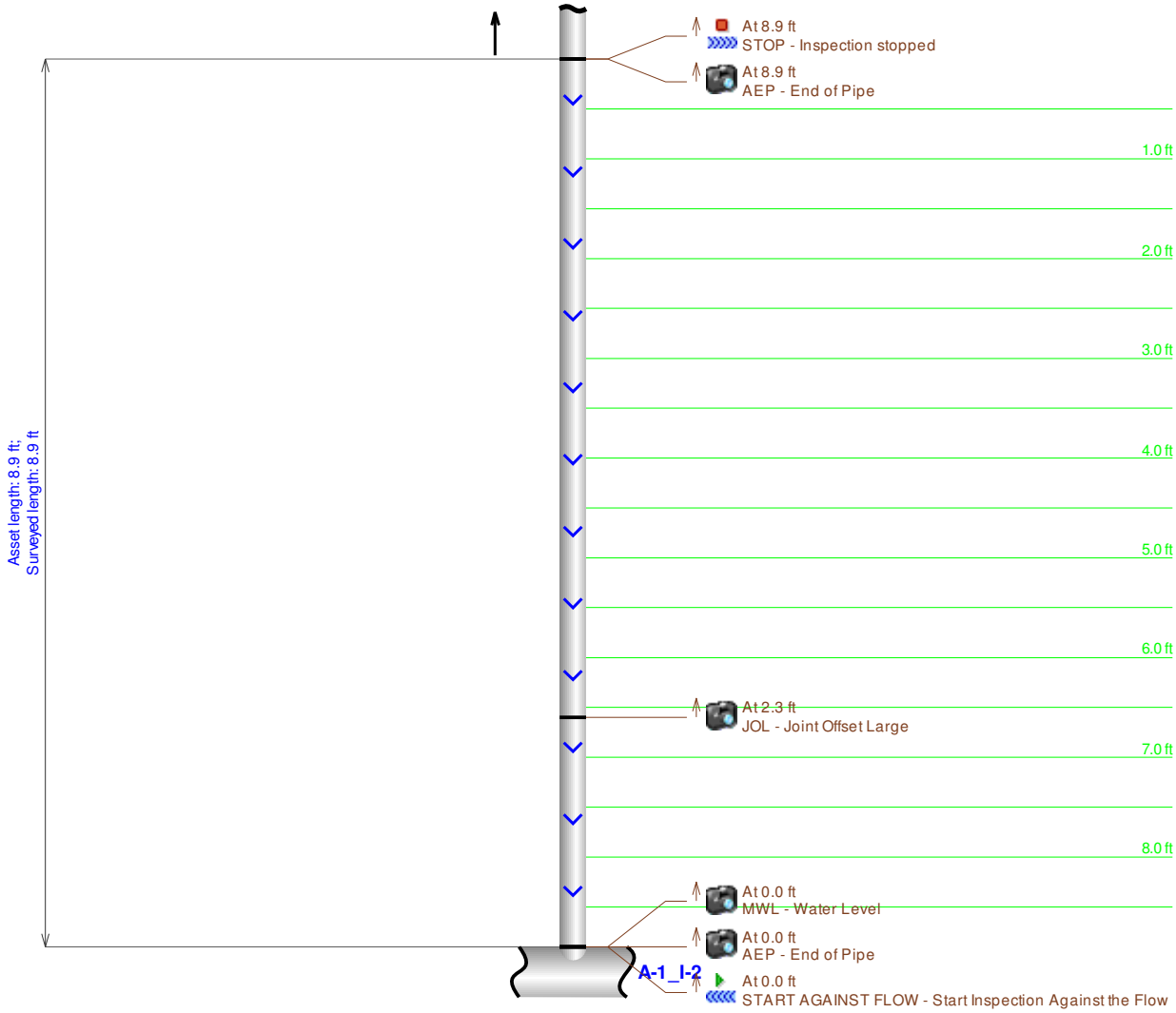
LSR:	City:	Street:	End point ID:	End point:
A-1_I-2 - 1	BRANSON	SYCAMORE ST	A-1_I-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		1 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
8.9	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/18/2013 11:10:15 PM	6/18/2013 11:13:41 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 81.4 (U)

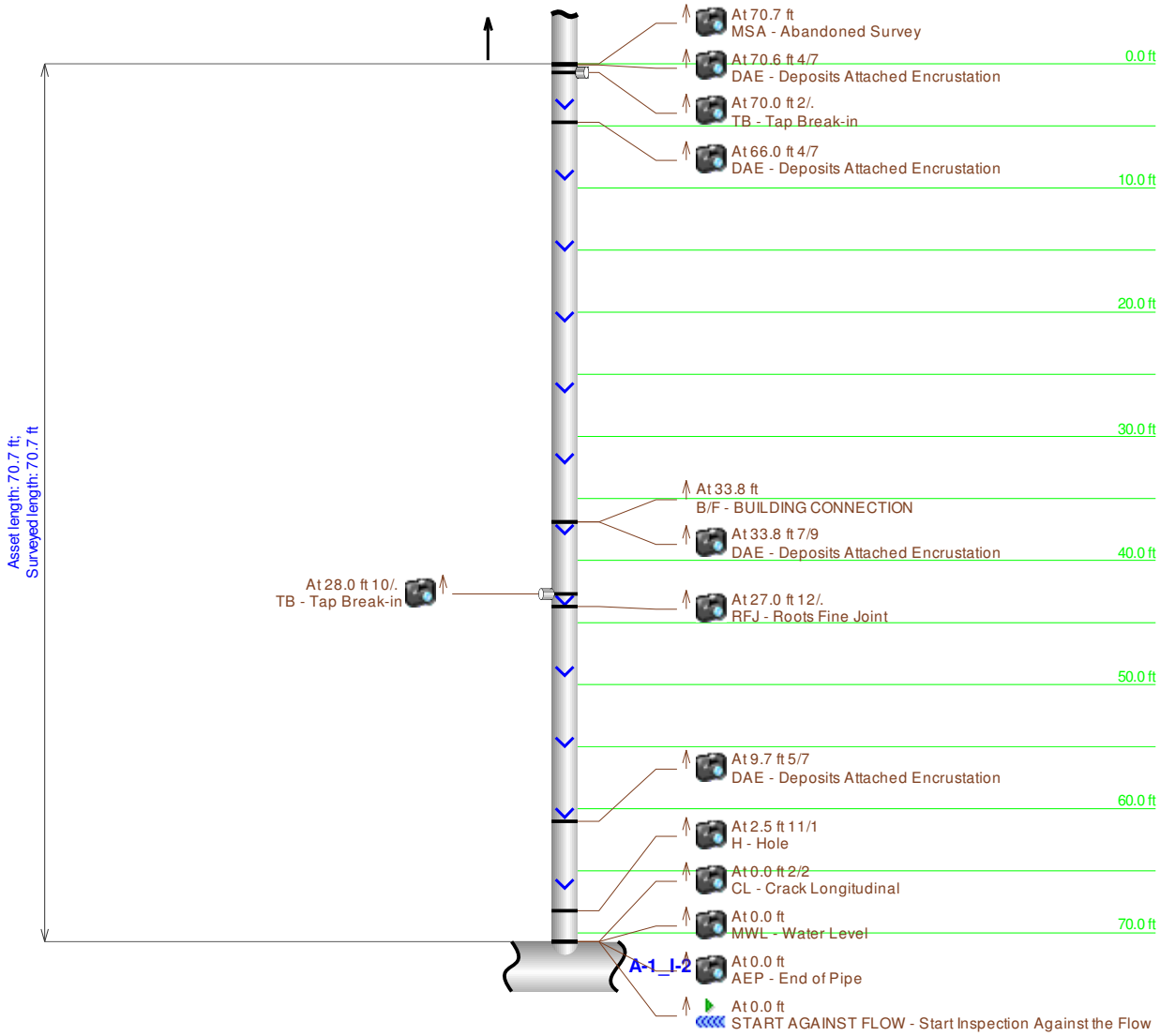
LSR:	City:	Street:	End point ID:	End point:
A-1_I-2 - 2	BRANSON	SYCAMORE ST	A-1_I-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
70.7	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/18/2013 11:21:18 PM	6/18/2013 11:31:17 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 59.6 (U)

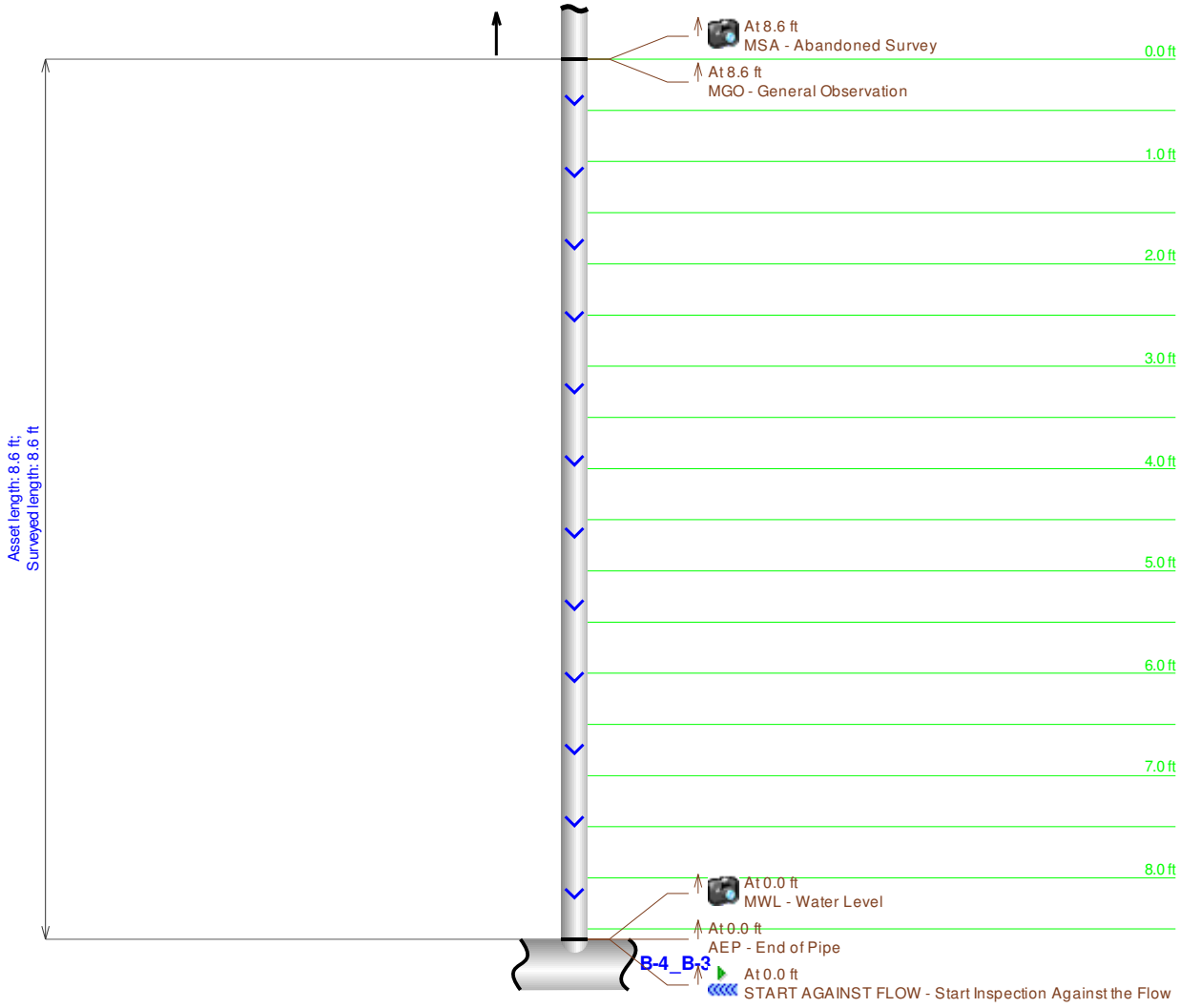
LSR:	City:	Street:	End point ID:	End point:
B-4_B-3 - 1	BRANSON	2ND ST & PACIFIC ST	B-4_B-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
CAS		3		1 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
8.6	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/19/2013 12:22:55 AM	6/19/2013 12:26:24 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 110.8 (U)

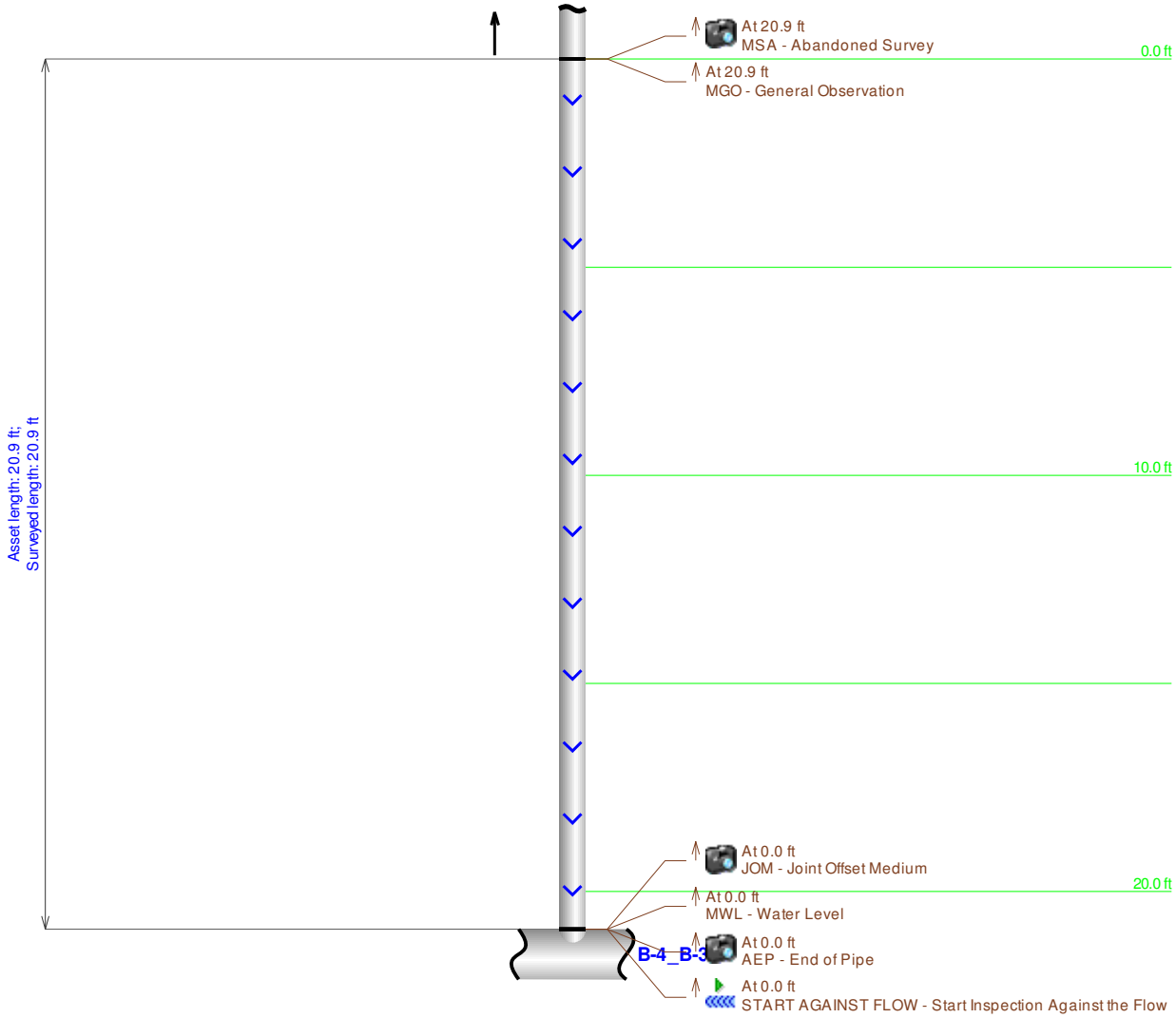
LSR:	City:	Street:	End point ID:	End point:
B-4_B-3 - 2	BRANSON	2ND ST & PACIFIC ST	B-4_B-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		3 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
20.9	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/19/2013 12:33:48 AM	6/19/2013 12:37:53 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 129.7 (U)

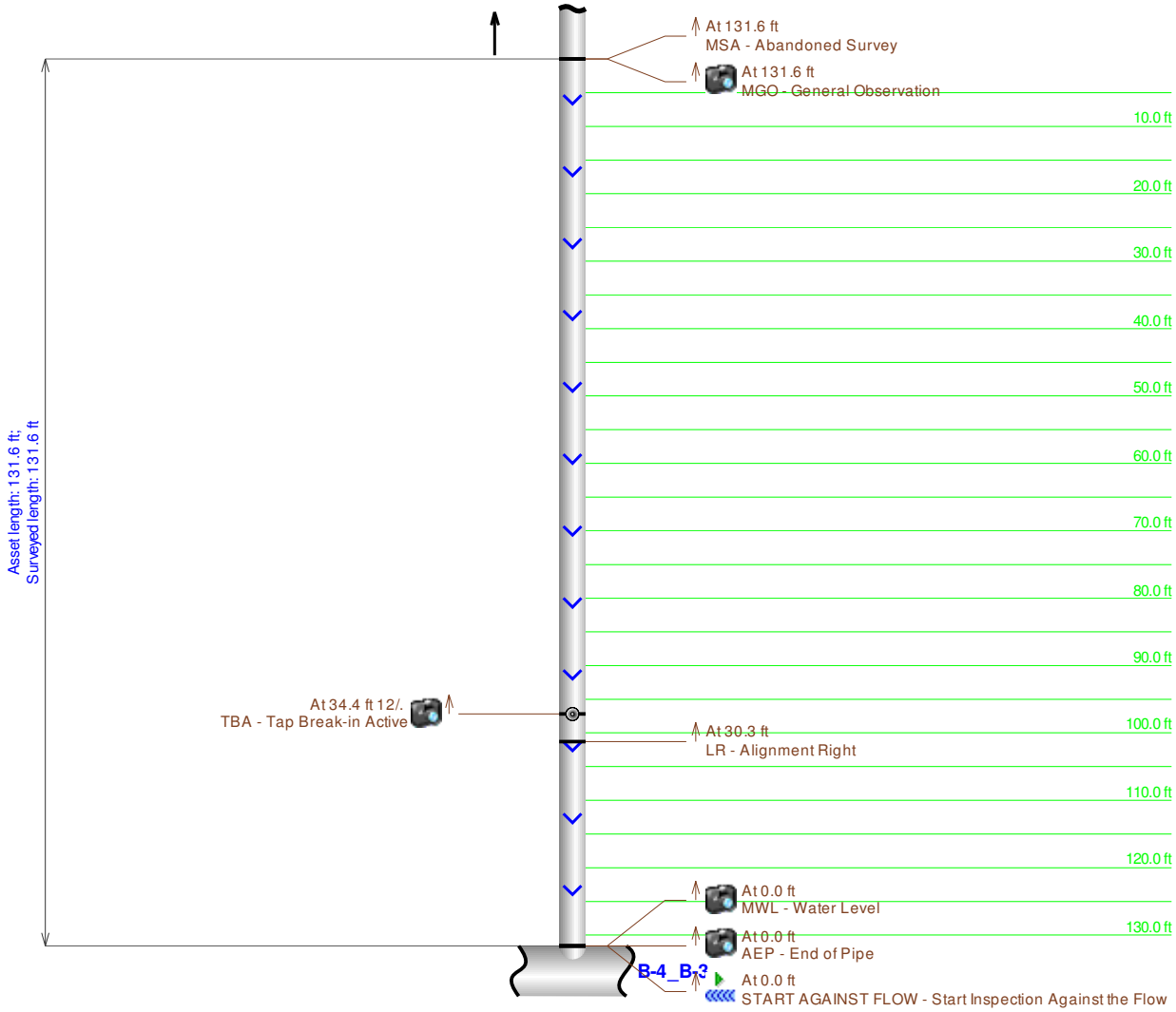
LSR:	City:	Street:	End point ID:	End point:
B-4_B-3 - 3	BRANSON	2ND ST & PACIFIC ST	B-4_B-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		10 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
131.6	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/19/2013 12:42:27 AM	6/19/2013 1:03:04 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 135.8 (U)

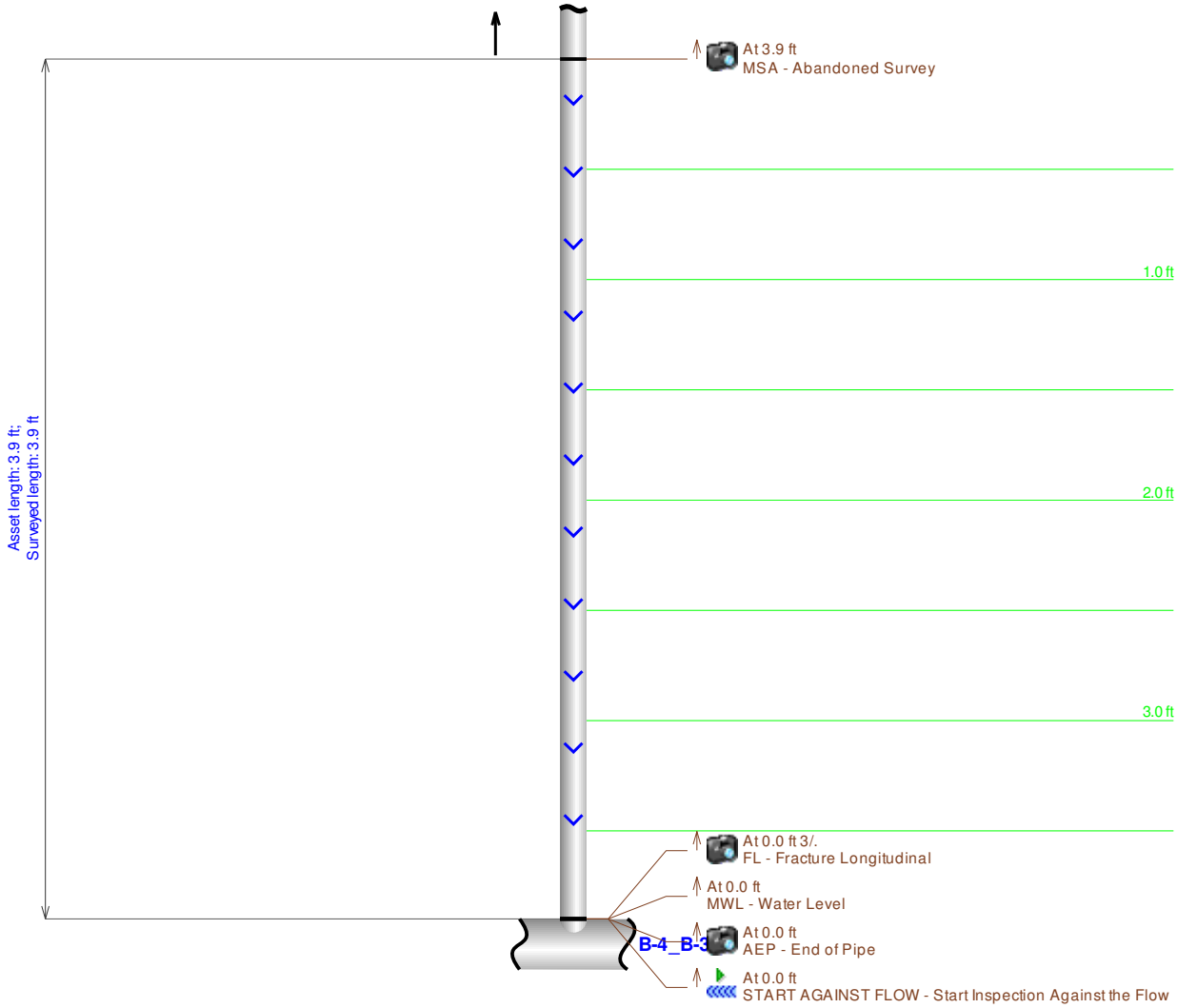
LSR:	City:	Street:	End point ID:	End point:
B-4_B-3 - 4	BRANSON	2ND ST & PACIFIC ST	B-4_B-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
3.9	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/19/2013 1:10:00 AM	6/19/2013 1:12:57 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 167.4 (U)

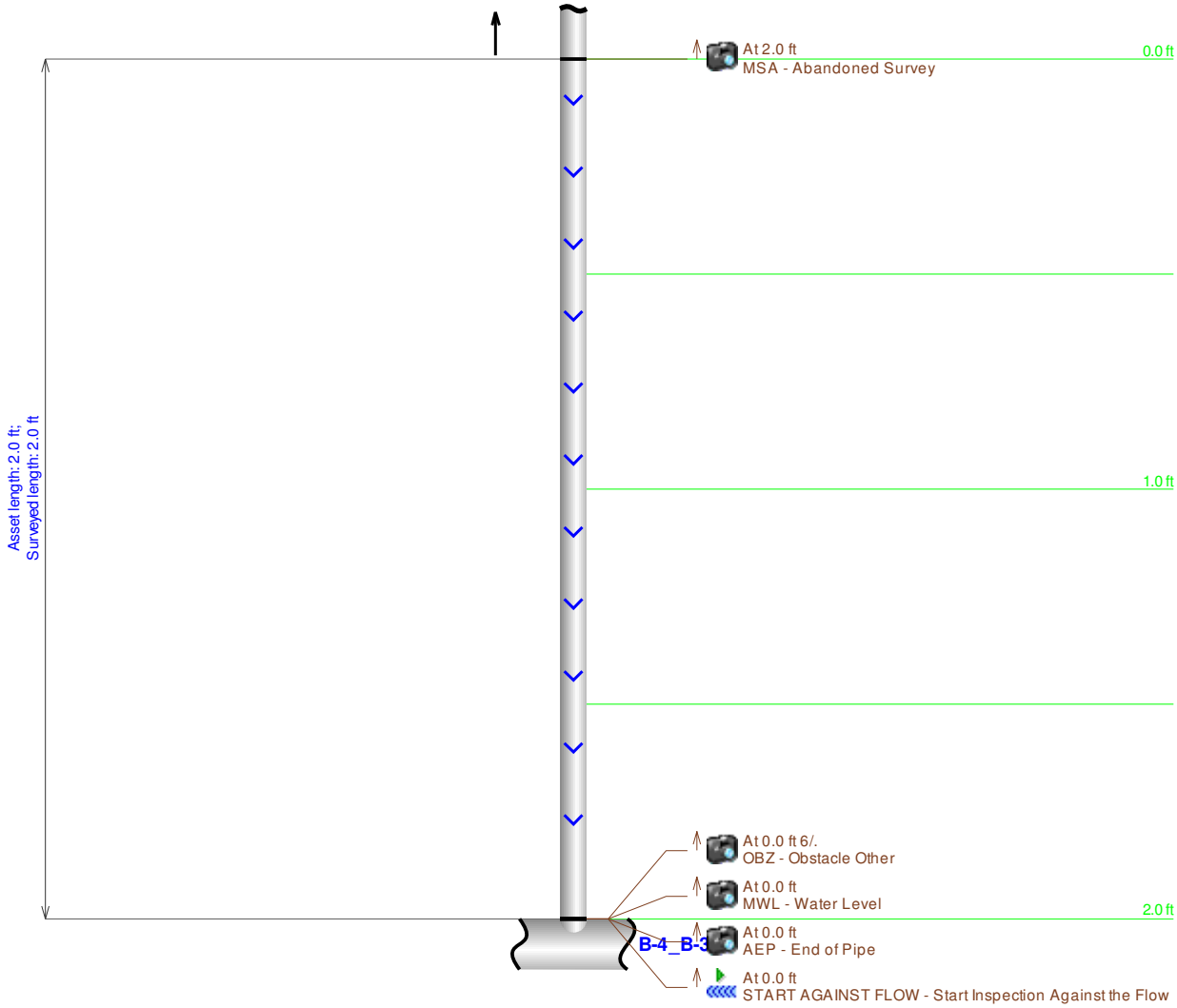
LSR:	City:	Street:	End point ID:	End point:
B-4_B-3 - 5	BRANSON	2ND ST & PACIFIC ST	B-4_B-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
2	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/19/2013 1:18:18 AM	6/19/2013 1:21:25 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 195.2 (U)

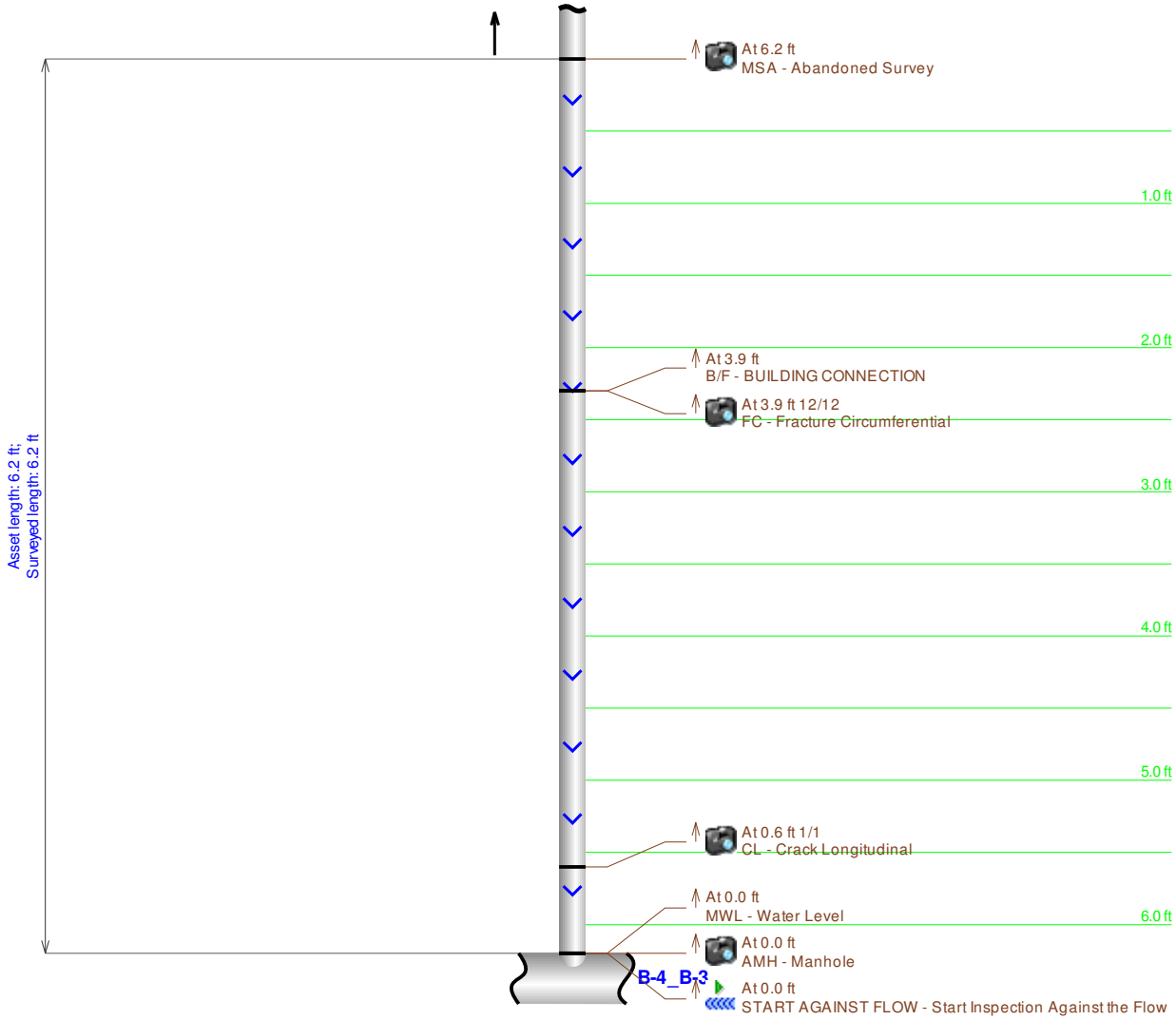
LSR:	City:	Street:	End point ID:	End point:
B-4_B-3 - 6	BRANSON	2ND ST & PACIFIC ST	B-4_B-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
6.2	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/19/2013 1:26:02 AM	6/19/2013 1:28:30 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 25.5 (U)

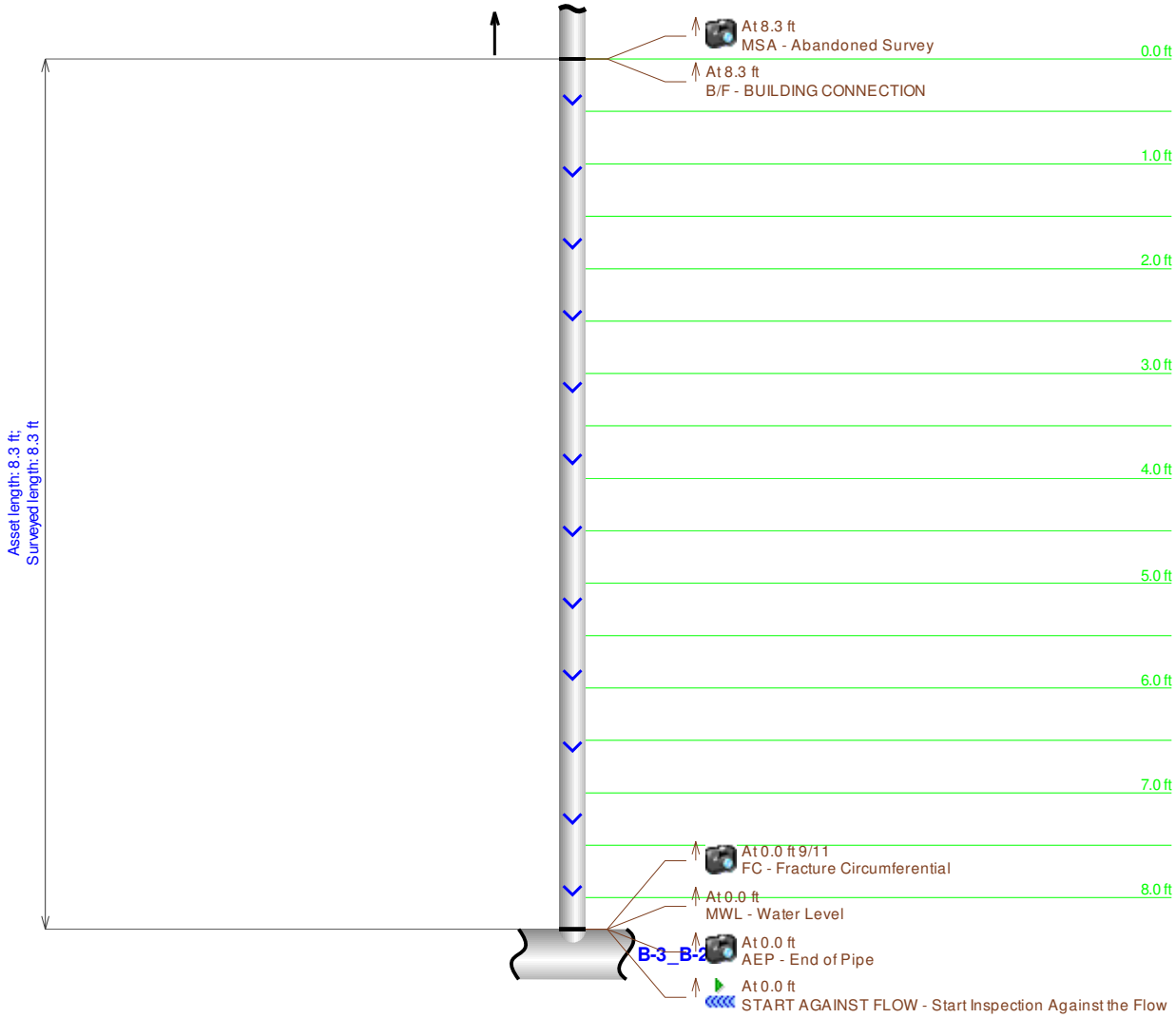
LSR:	City:	Street:	End point ID:	End point:
B-3_B-2 - 1	BRANSON	COMMERCIAL ST & COLLAGE ST	B-3_B-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		3 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
8.3	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/19/2013 1:39:04 AM	6/19/2013 1:41:45 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 50.1 (U)

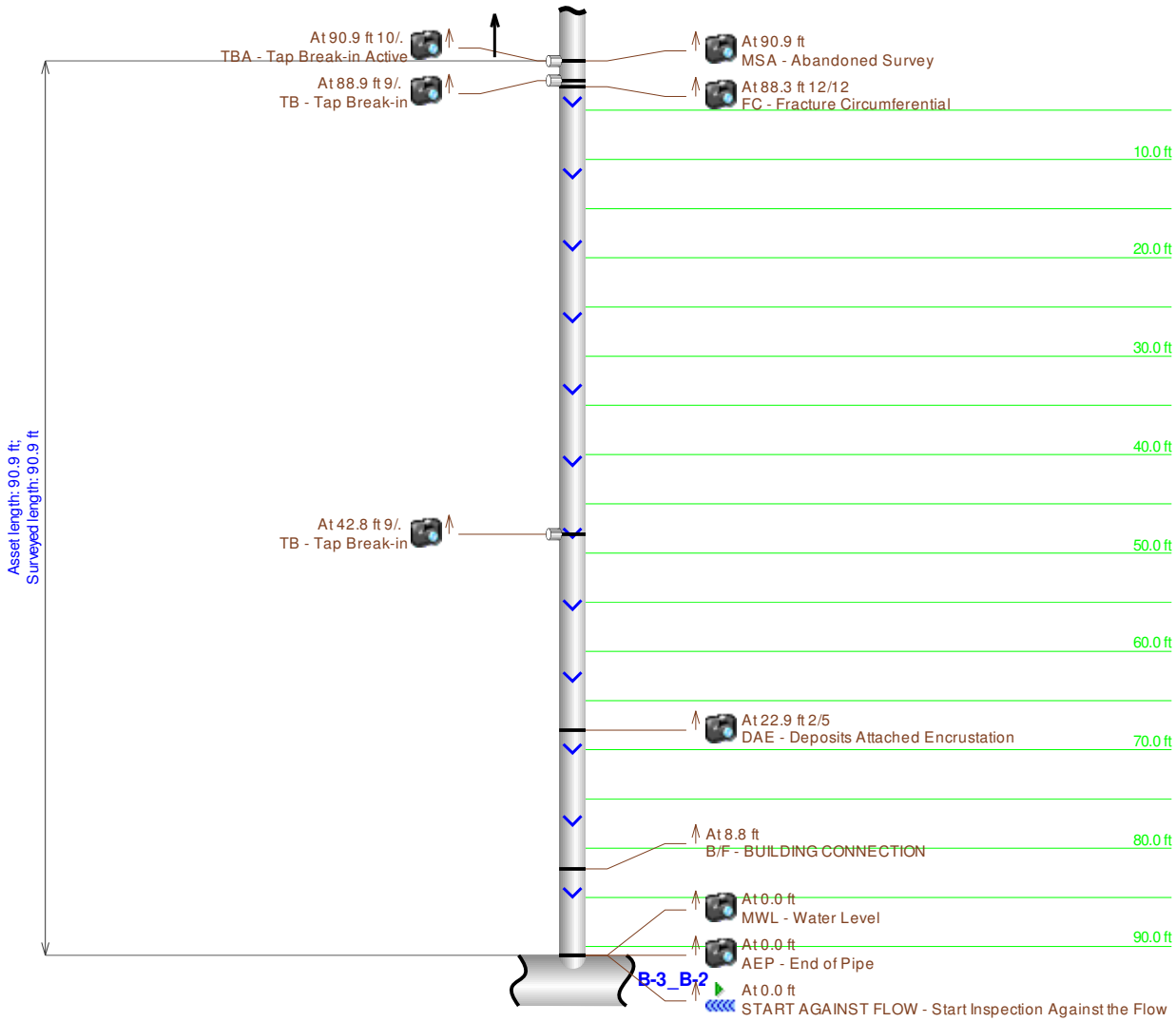
LSR:	City:	Street:	End point ID:	End point:
B-3_B-2 - 2	BRANSON	COMMERCIAL ST & COLLAGE ST	B-3_B-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
90.9	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/19/2013 1:46:57 AM	6/19/2013 1:54:54 AM

Additional info:



Trekk Design Group
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Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 68.2 (U)

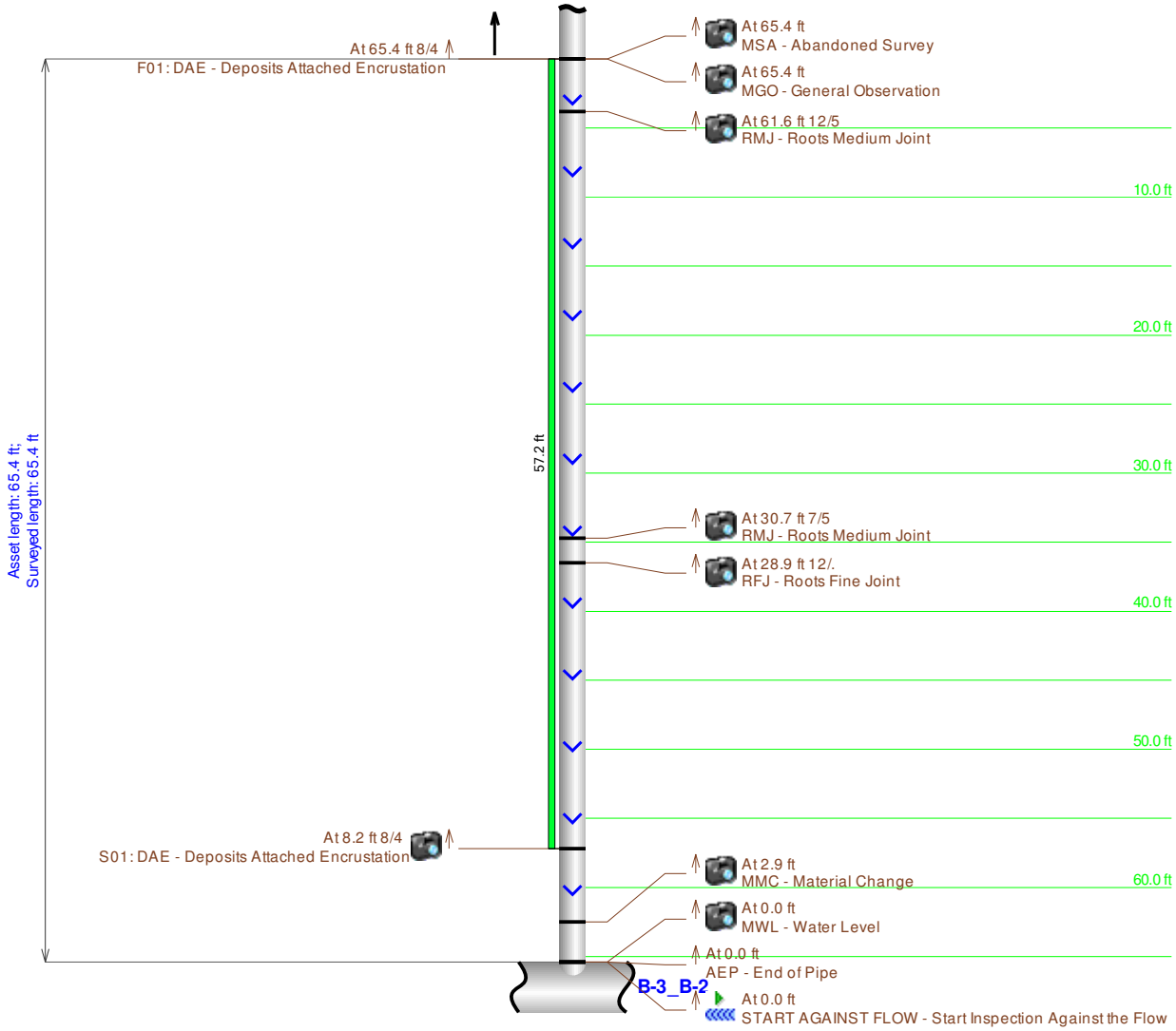
LSR:	City:	Street:	End point ID:	End point:
B-3_B-2 - 3	BRANSON	COMMERCIAL ST & COLLAGE ST	B-3_B-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		1 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
65.4	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/19/2013 2:02:28 AM	6/19/2013 2:14:33 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 166.8 (D)

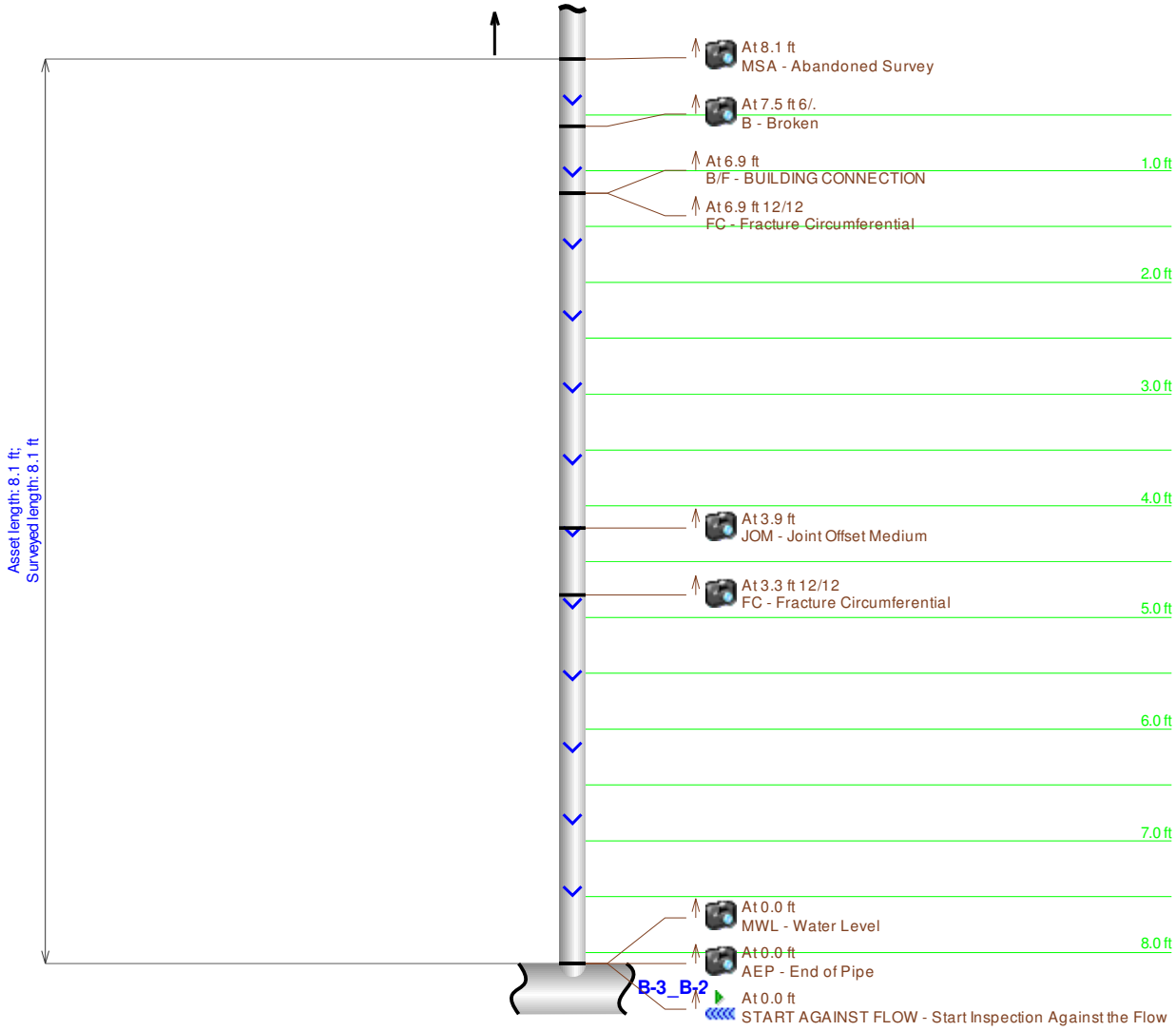
LSR:	City:	Street:	End point ID:	End point:
B-3_B-2 - 4	BRANSON	COMMERCIAL ST & COLLAGE ST	B-3_B-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		10 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
8.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/19/2013 2:32:01 AM	6/19/2013 2:36:19 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 226.8 (U)

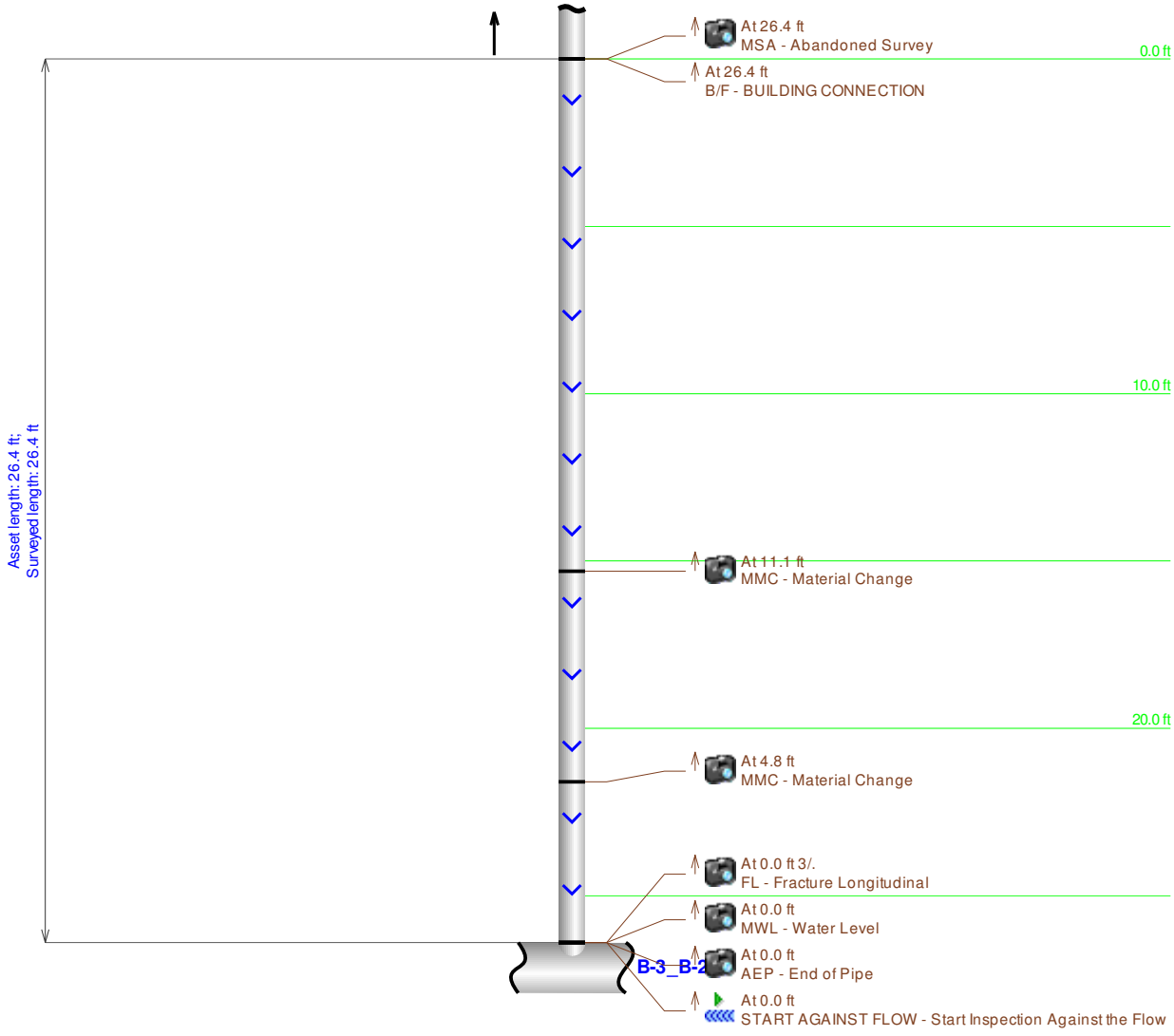
LSR:	City:	Street:	End point ID:	End point:
B-3_B-2 - 5	BRANSON	COMMERCIAL ST & COLLAGE ST	B-3_B-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
CAS		4		1 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
26.4	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/19/2013 2:49:42 AM	6/19/2013 2:53:14 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 231.9 (D)

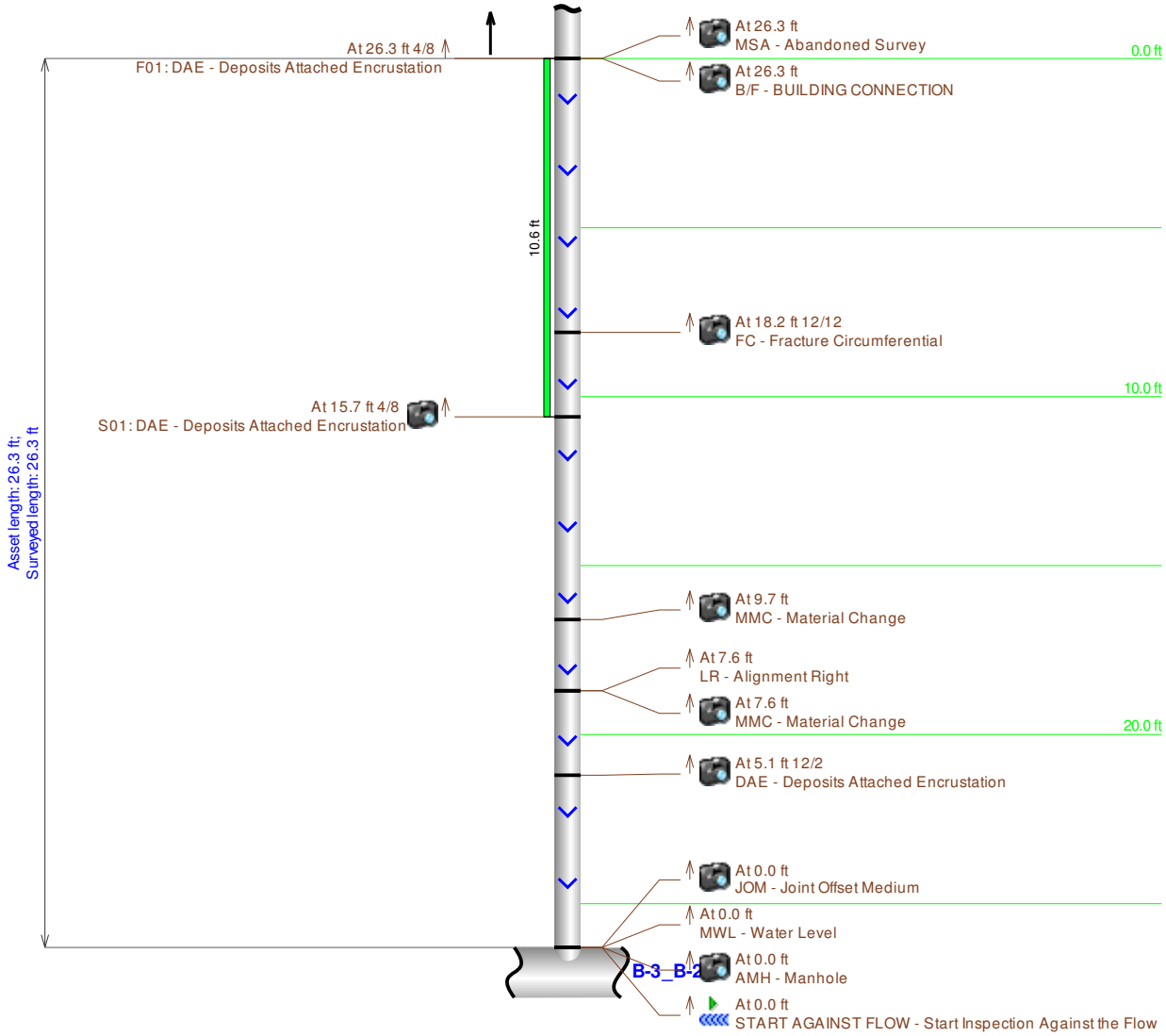
LSR:	City:	Street:	End point ID:	End point:
B-3_B-2 - 6	BRANSON	COMMERCIAL ST & COLLAGE ST	B-3_B-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
26.3	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/19/2013 2:56:53 AM	6/19/2013 3:03:36 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 262.9 (D)

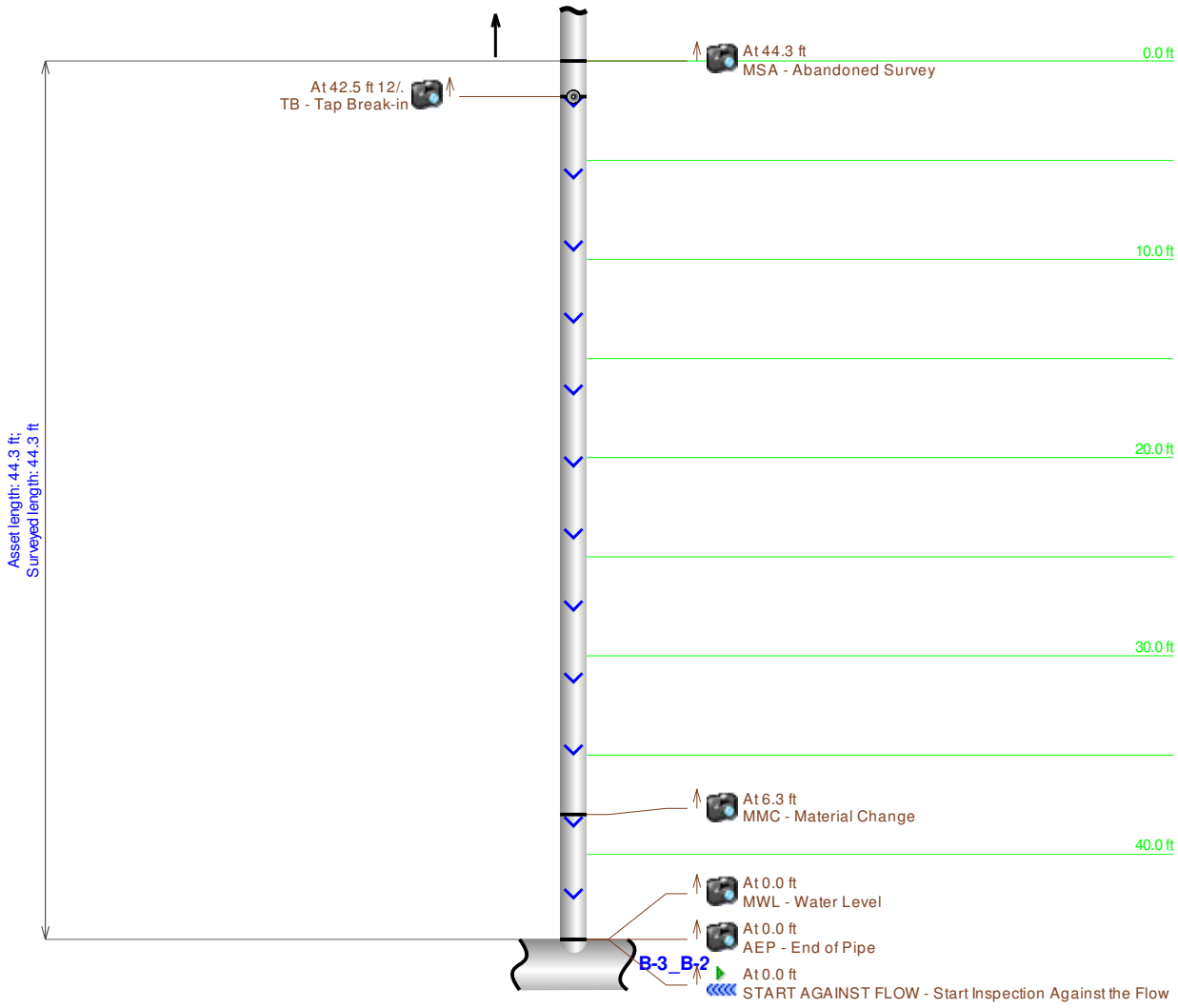
LSR:	City:	Street:	End point ID:	End point:
B-3_B-2 - 7	BRANSON	COMMERCIAL ST & COLLAGE ST	B-3_B-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		10 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
44.3	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/19/2013 3:10:44 AM	6/19/2013 3:17:23 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 56 (U)

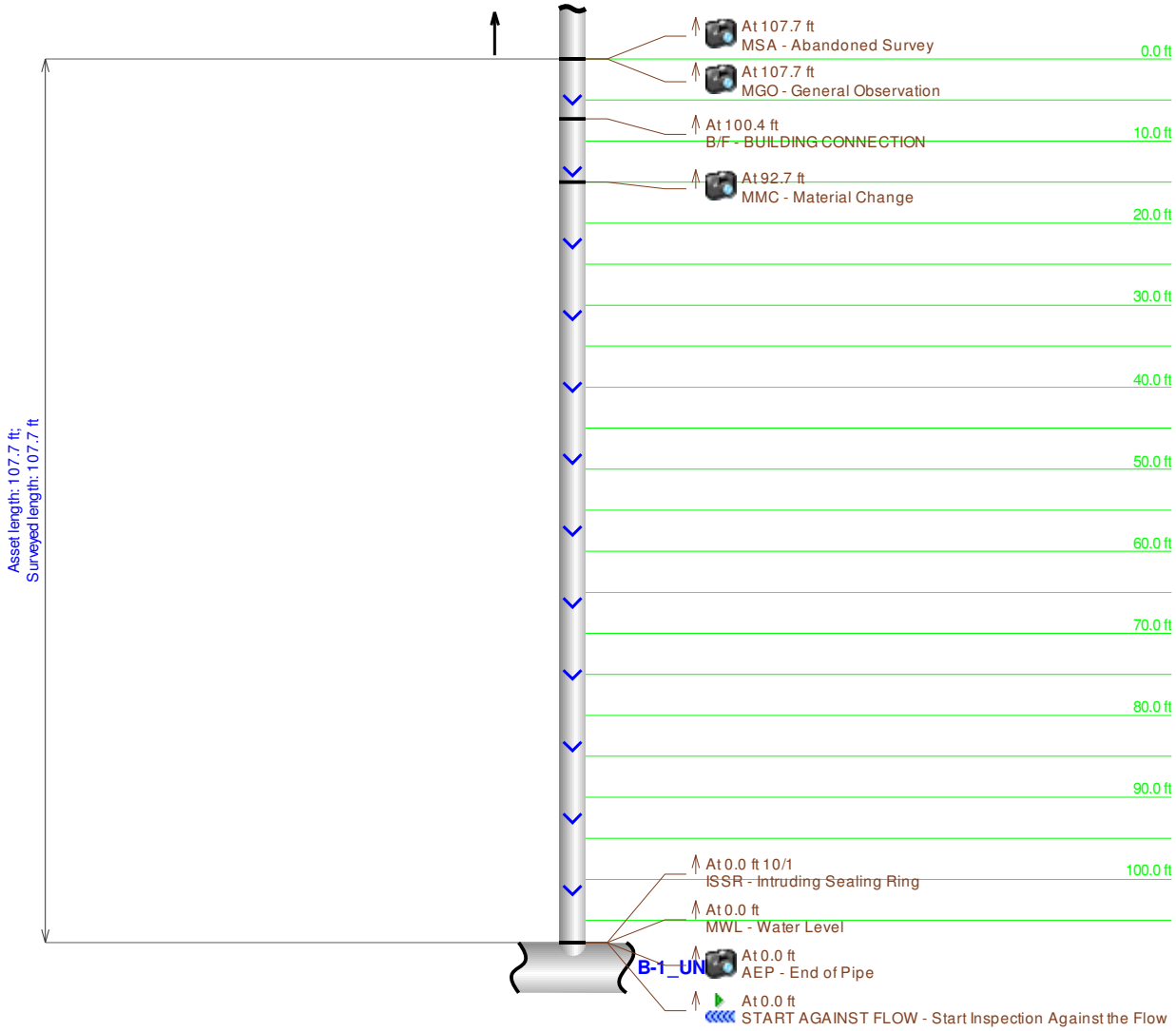
LSR:	City:	Street:	End point ID:	End point:
B-1_I-1 - 1	BRANSON	COLLAGE ST & COMMERCIAL ST	B-1_UNK1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		1 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
107.7	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/19/2013 9:07:50 PM	6/19/2013 9:43:58 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 266.1 (D)

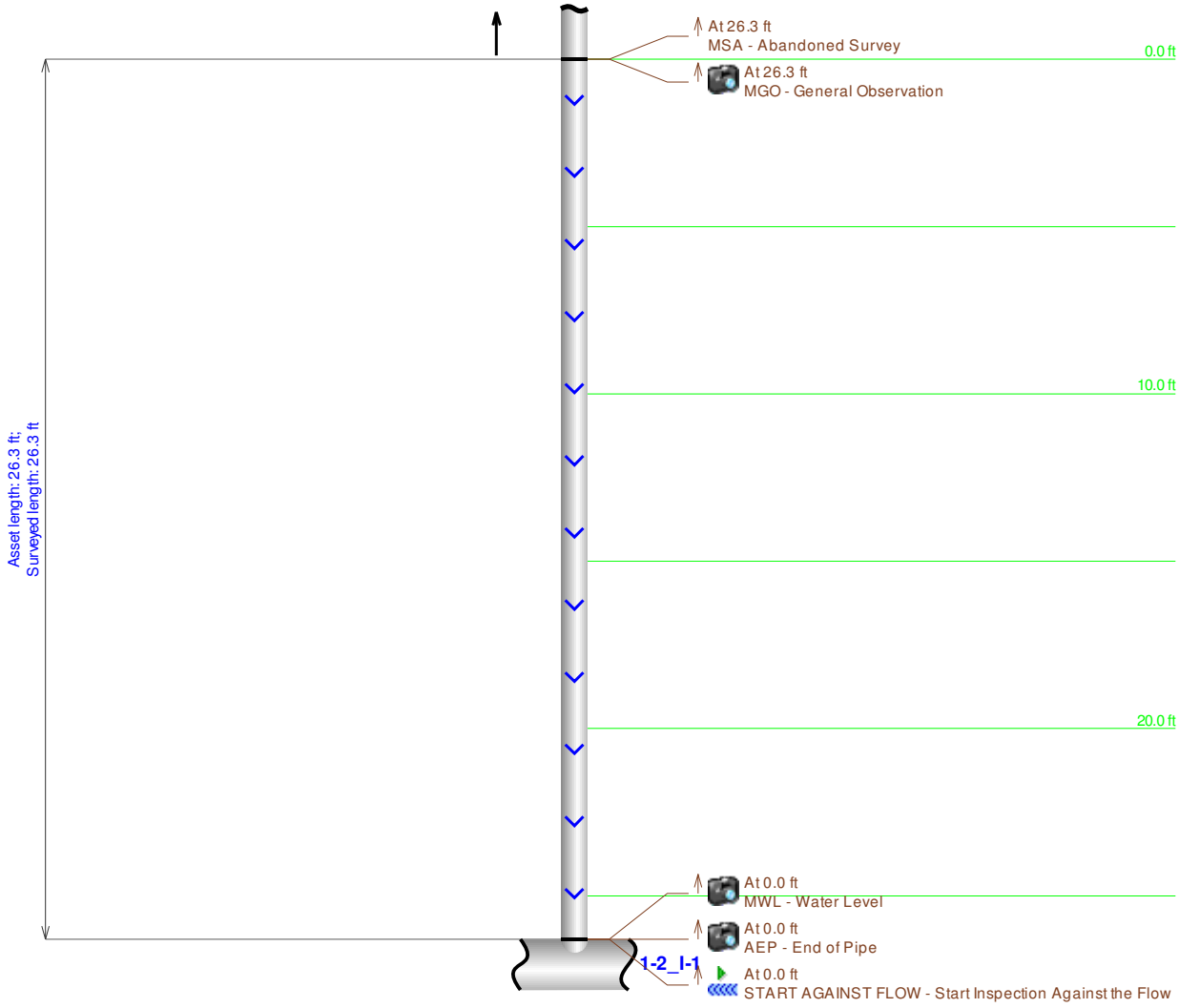
LSR:	City:	Street:	End point ID:	End point:
1-2_I-1 - 1	BRANSON	SYCAMORE ST & COLLAGE ST	1-2_I-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		1 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
26.3	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/19/2013 11:08:04 PM	6/20/2013 12:44:48 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 6.5 (U)

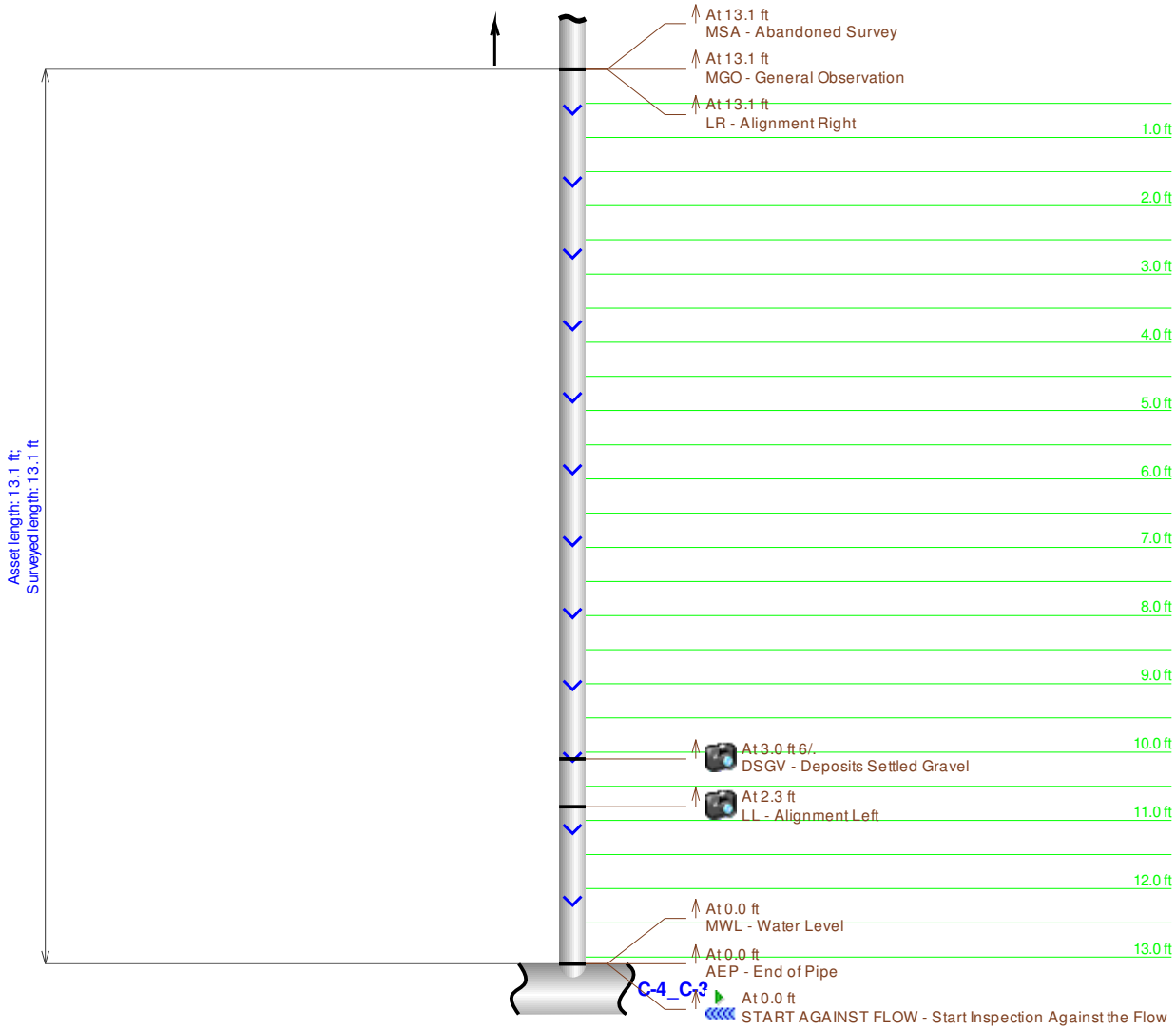
LSR:	City:	Street:	End point ID:	End point:
C-4_C-3 - 1	BRANSON	2ND AND MAIN ST	C-4_C-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		10 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
13.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/20/2013 2:01:19 AM	6/20/2013 2:05:27 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 21.3 (U)

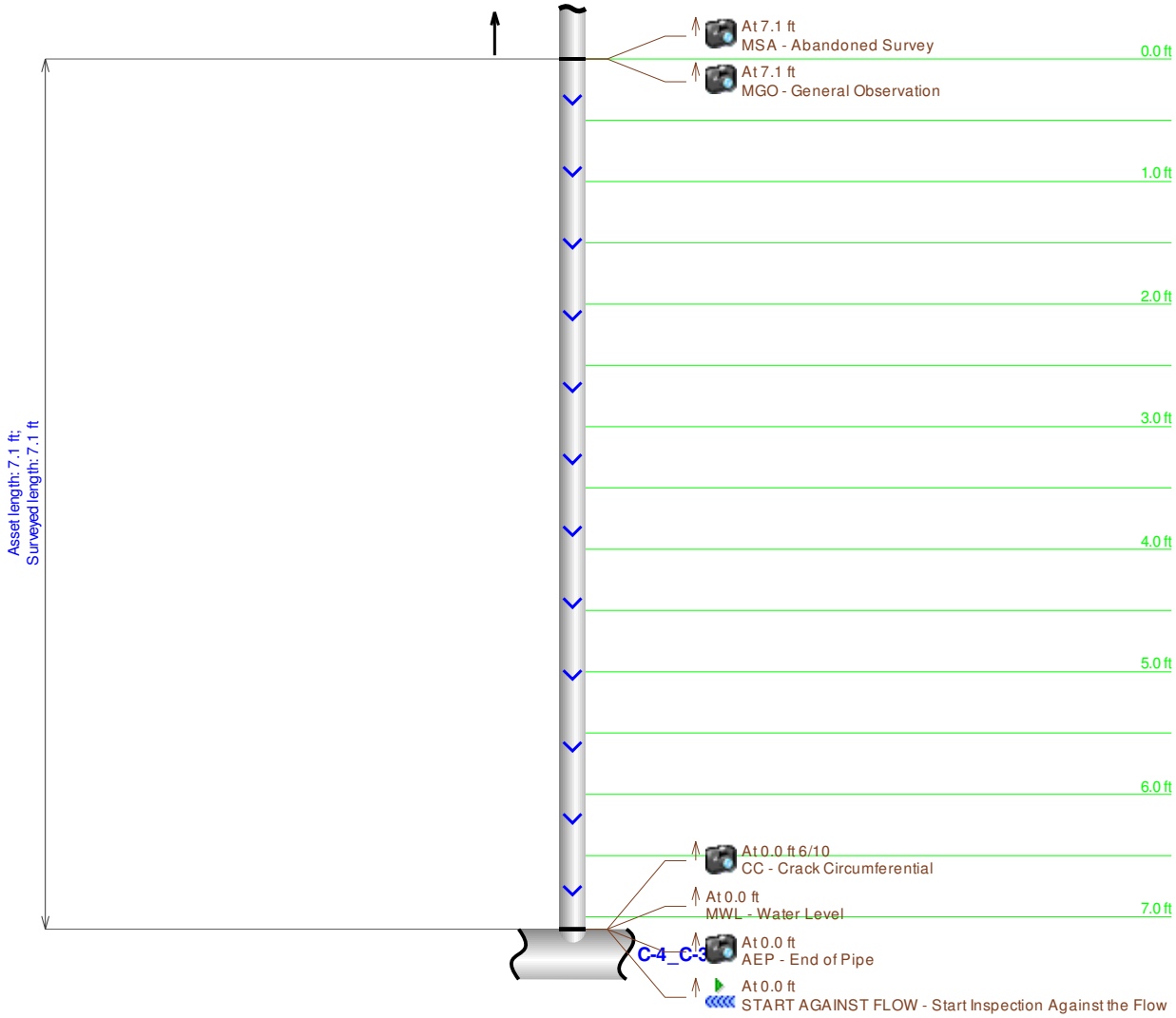
LSR:	City:	Street:	End point ID:	End point:
C-4_C-3 - 2	BRANSON	2ND AND MAIN ST	C-4_C-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
7.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/20/2013 2:09:07 AM	6/20/2013 2:11:49 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 70.7 (U)

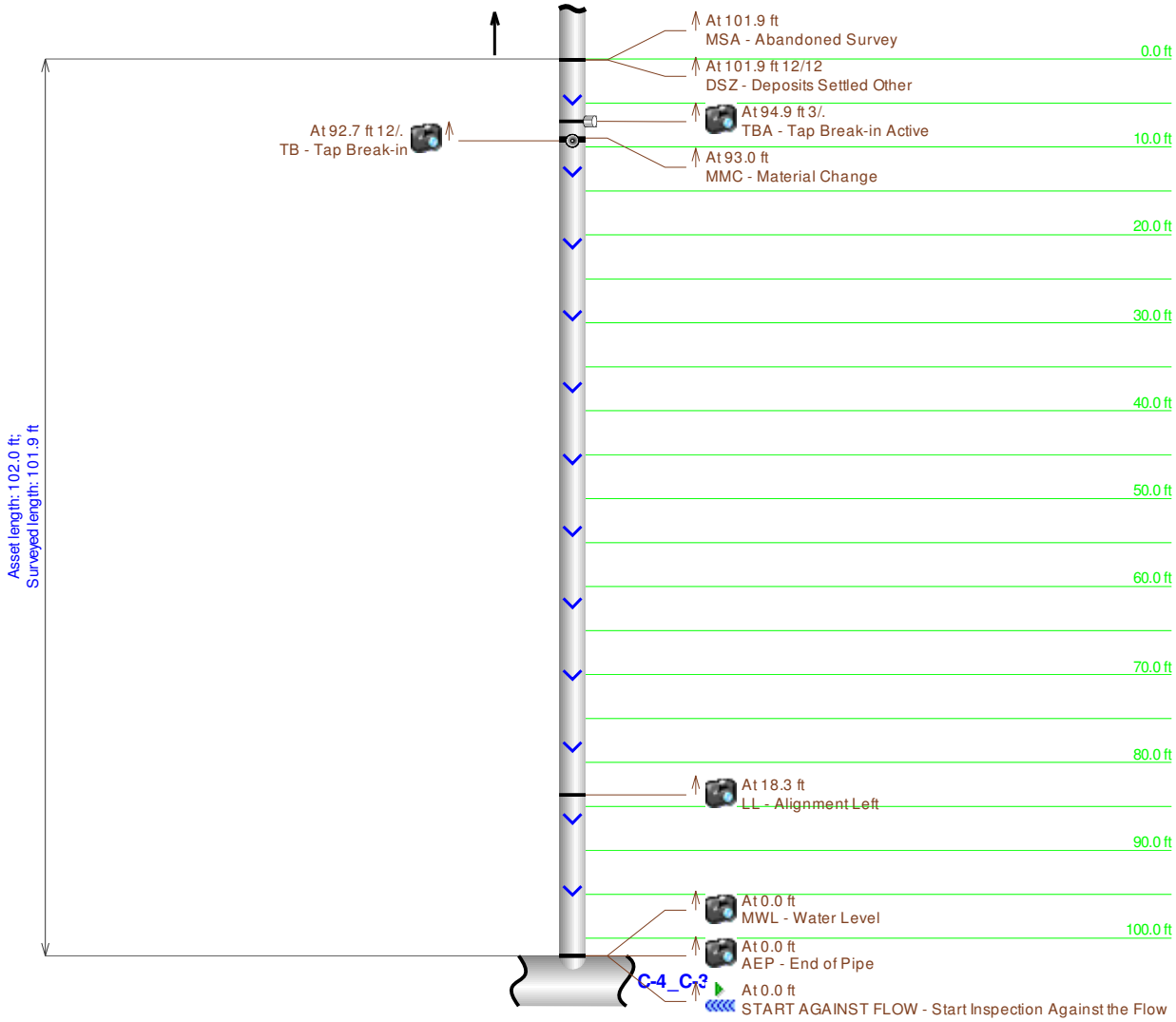
LSR:	City:	Street:	End point ID:	End point:
C-4_C-3 - 3	BRANSON	2ND AND MAIN ST	C-4_C-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		10 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
101.9	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/20/2013 2:19:43 AM	6/20/2013 2:33:10 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 85.5 (U)

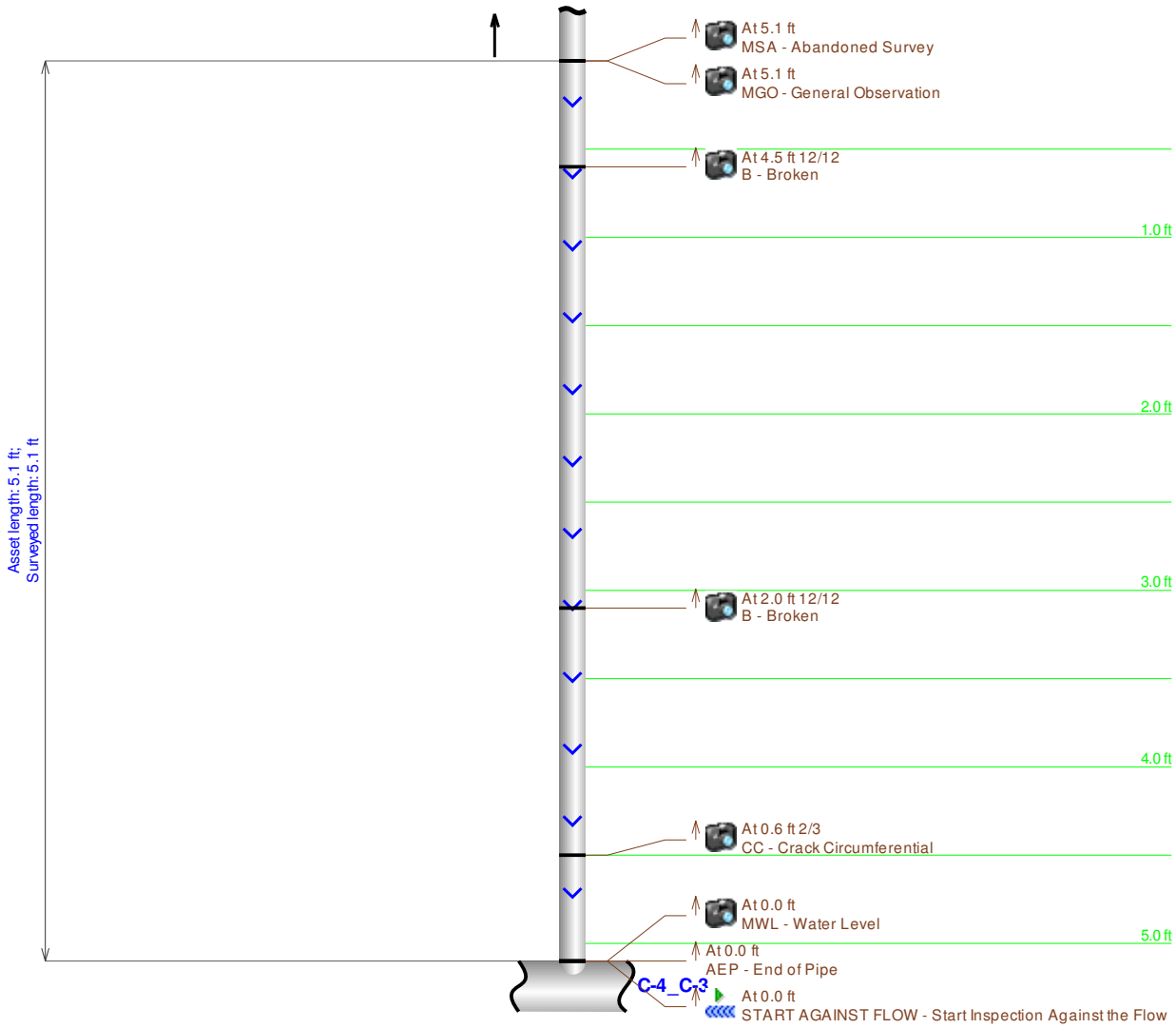
LSR:	City:	Street:	End point ID:	End point:
C-4_C-3 - 4	BRANSON	2ND AND MAIN ST	C-4_C-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		10 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
5.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/20/2013 2:39:25 AM	6/20/2013 2:42:04 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 94.4 (U)

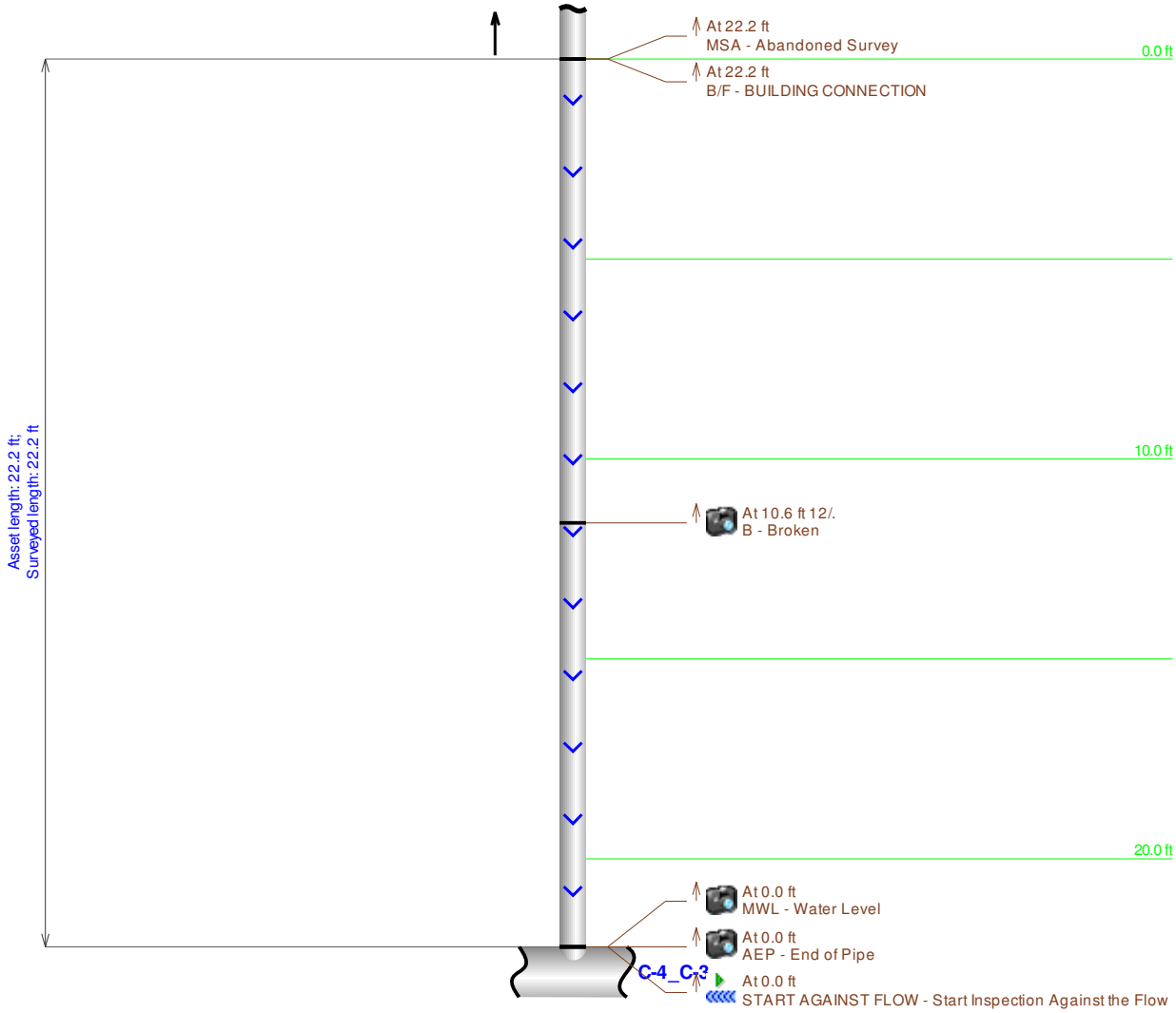
LSR:	City:	Street:	End point ID:	End point:
C-4_C-3 - 5	BRANSON	2ND AND MAIN ST	C-4_C-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		1 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
22.2	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/20/2013 2:44:37 AM	6/20/2013 2:49:23 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 110.3 (U)

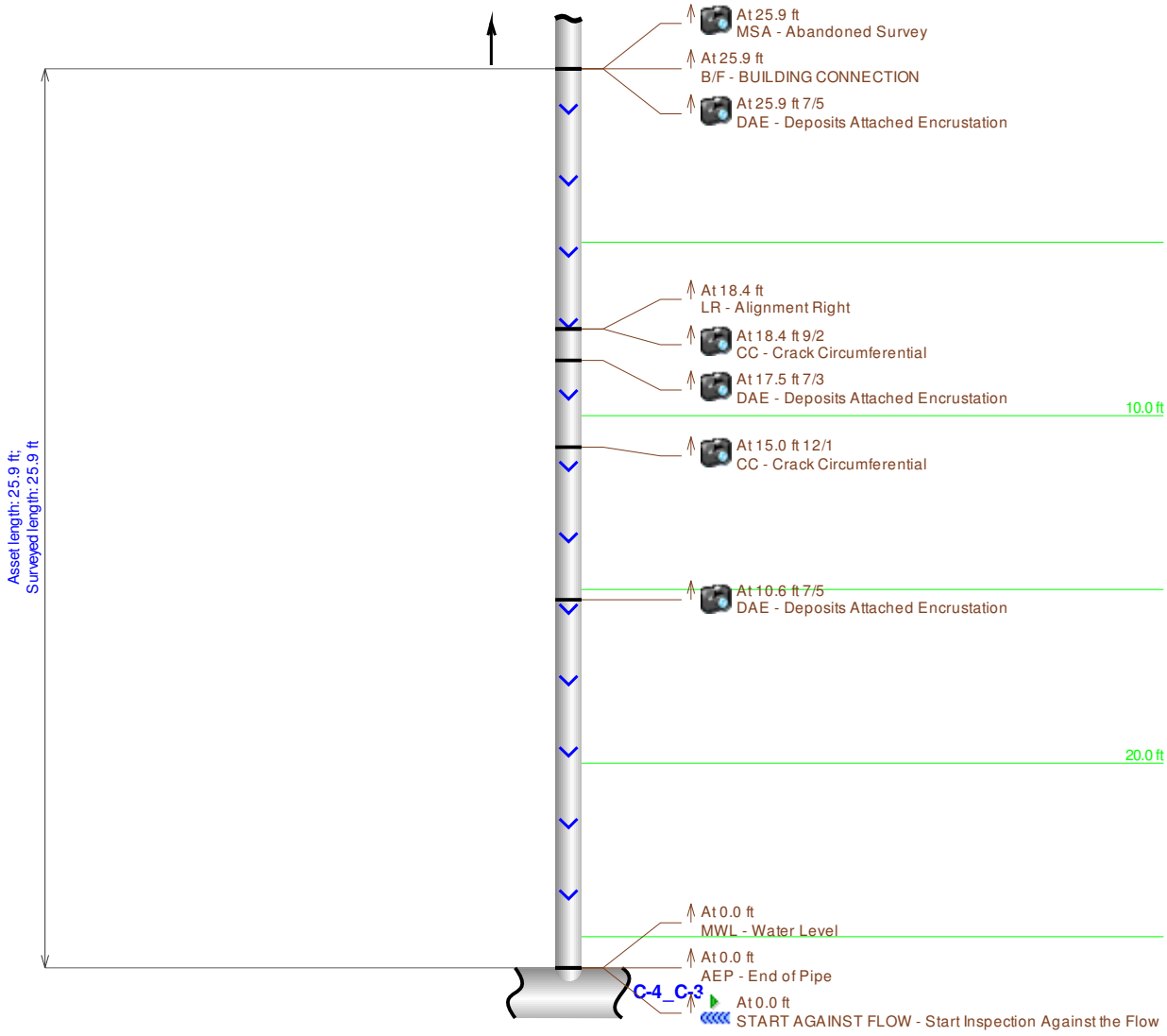
LSR:	City:	Street:	End point ID:	End point:
C-4_C-3 - 6	BRANSON	2ND AND MAIN ST	C-4_C-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		10 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
25.9	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/20/2013 2:51:58 AM	6/20/2013 2:56:48 AM

Additional info:



Trekk Design Group
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Lateral Inspection with Pipe-Run Graph

LATERAL AT 134.8 (U)

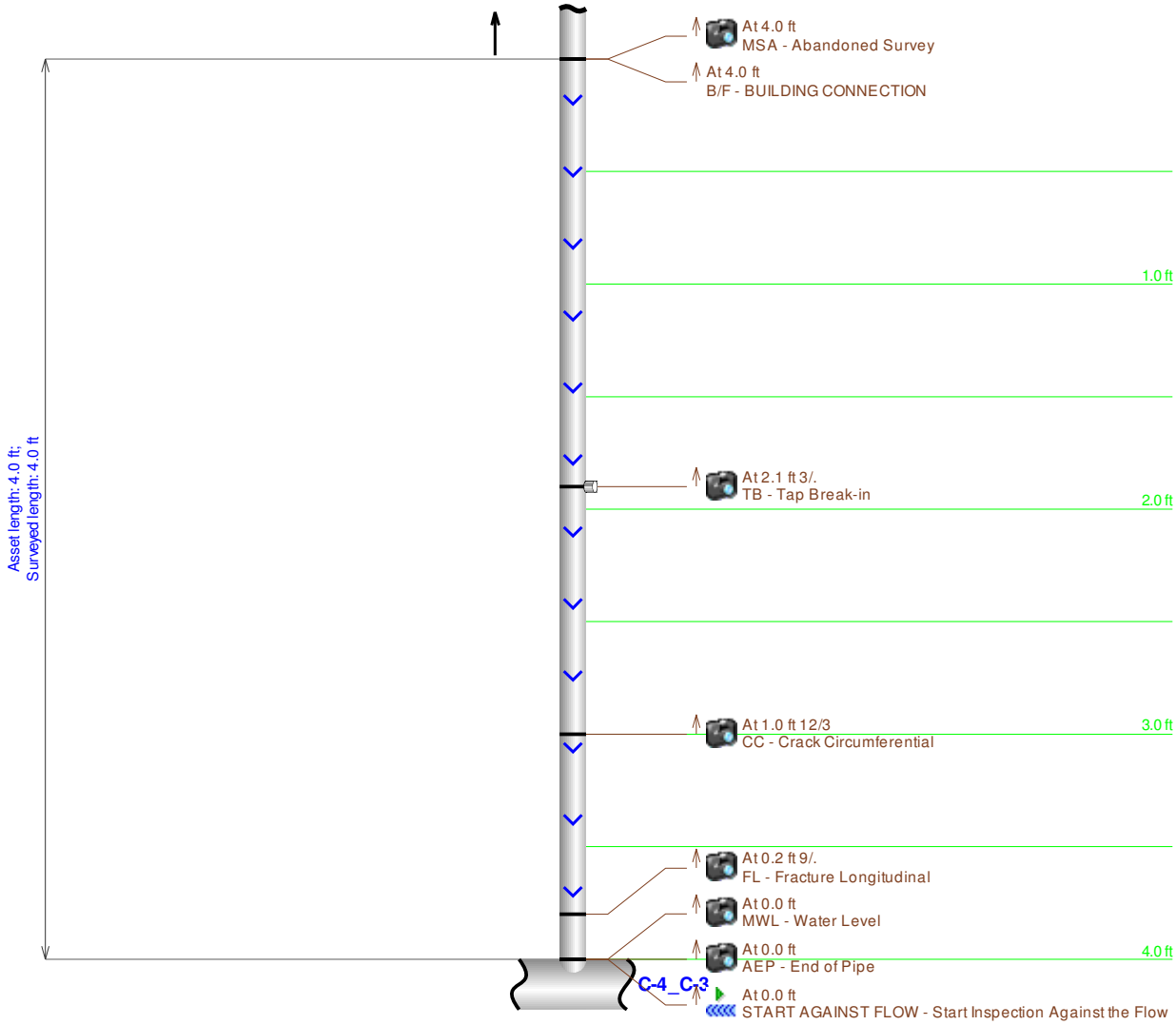
LSR:	City:	Street:	End point ID:	End point:
C-4_C-3 - 7	BRANSON	2ND AND MAIN ST	C-4_C-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		3 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
4	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/20/2013 3:13:09 AM	6/20/2013 3:15:43 AM

Additional info:



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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 162.4 (U)

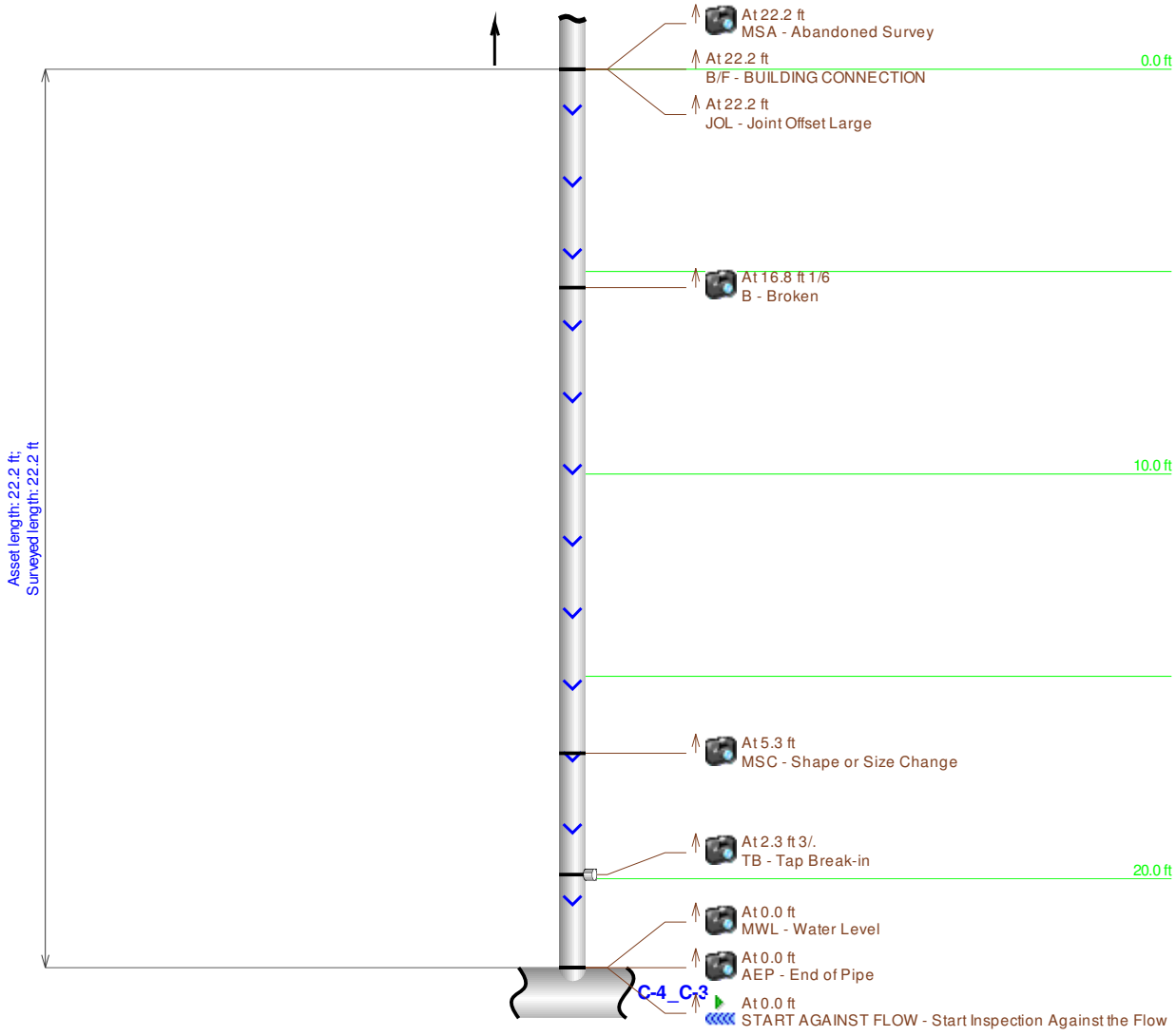
LSR:	City:	Street:	End point ID:	End point:
C-4_C-3 - 8	BRANSON	2ND AND MAIN ST	C-4_C-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
22.2	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/20/2013 3:19:07 AM	6/20/2013 3:24:00 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 175.8 (U)

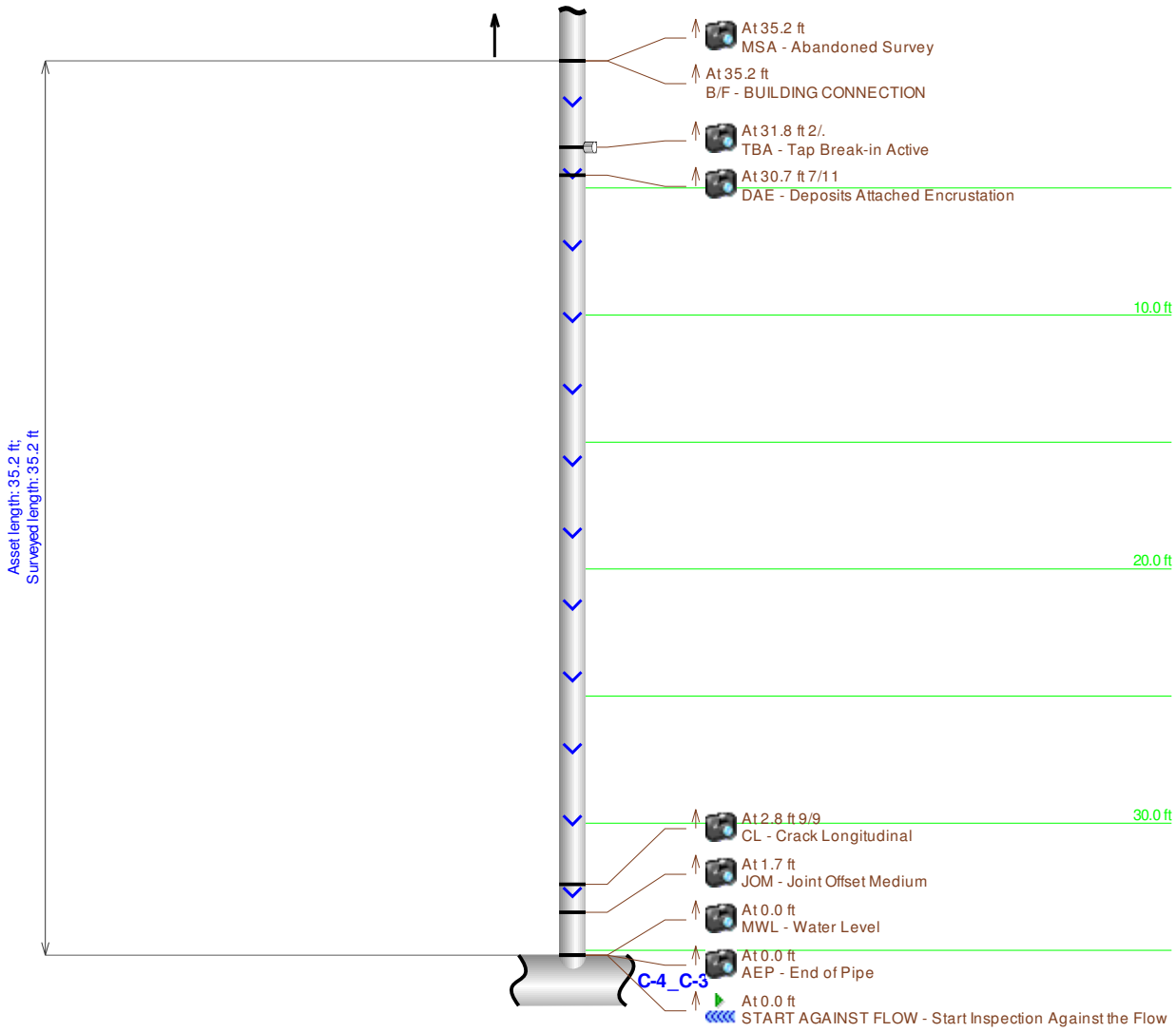
LSR:	City:	Street:	End point ID:	End point:
C-4_C-3 - 9	BRANSON	2ND AND MAIN ST	C-4_C-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
35.2	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/20/2013 3:27:36 AM	6/20/2013 3:32:58 AM

Additional info:



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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 211.6 (U)

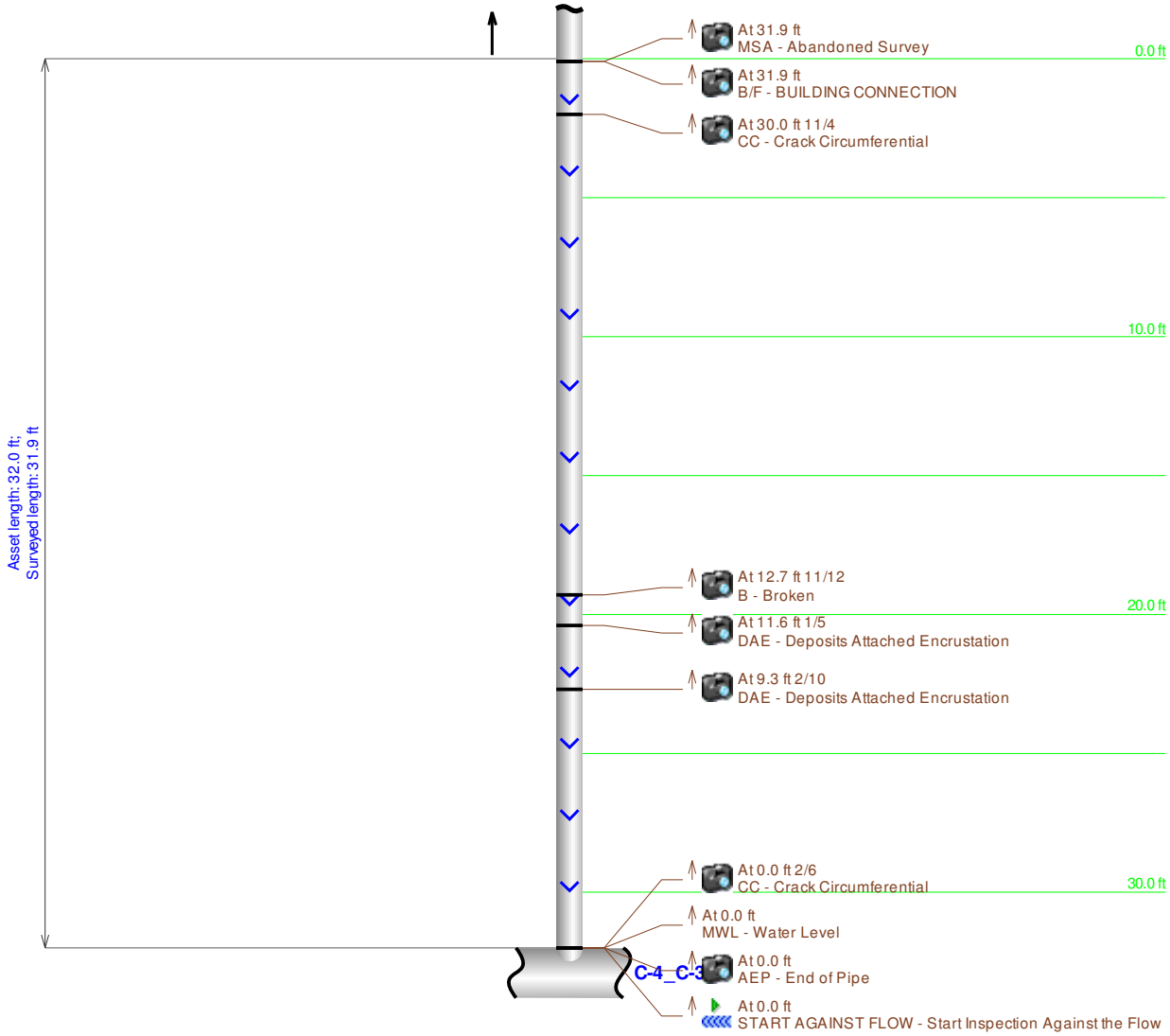
LSR:	City:	Street:	End point ID:	End point:
C-4_C-3 - 10	BRANSON	2ND AND MAIN ST	C-4_C-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
31.9	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/20/2013 3:38:44 AM	6/20/2013 3:44:04 AM

Additional info:



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Kansas City, MO 64131
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Lateral Inspection with Pipe-Run Graph

LATERAL AT 236.7 (U)

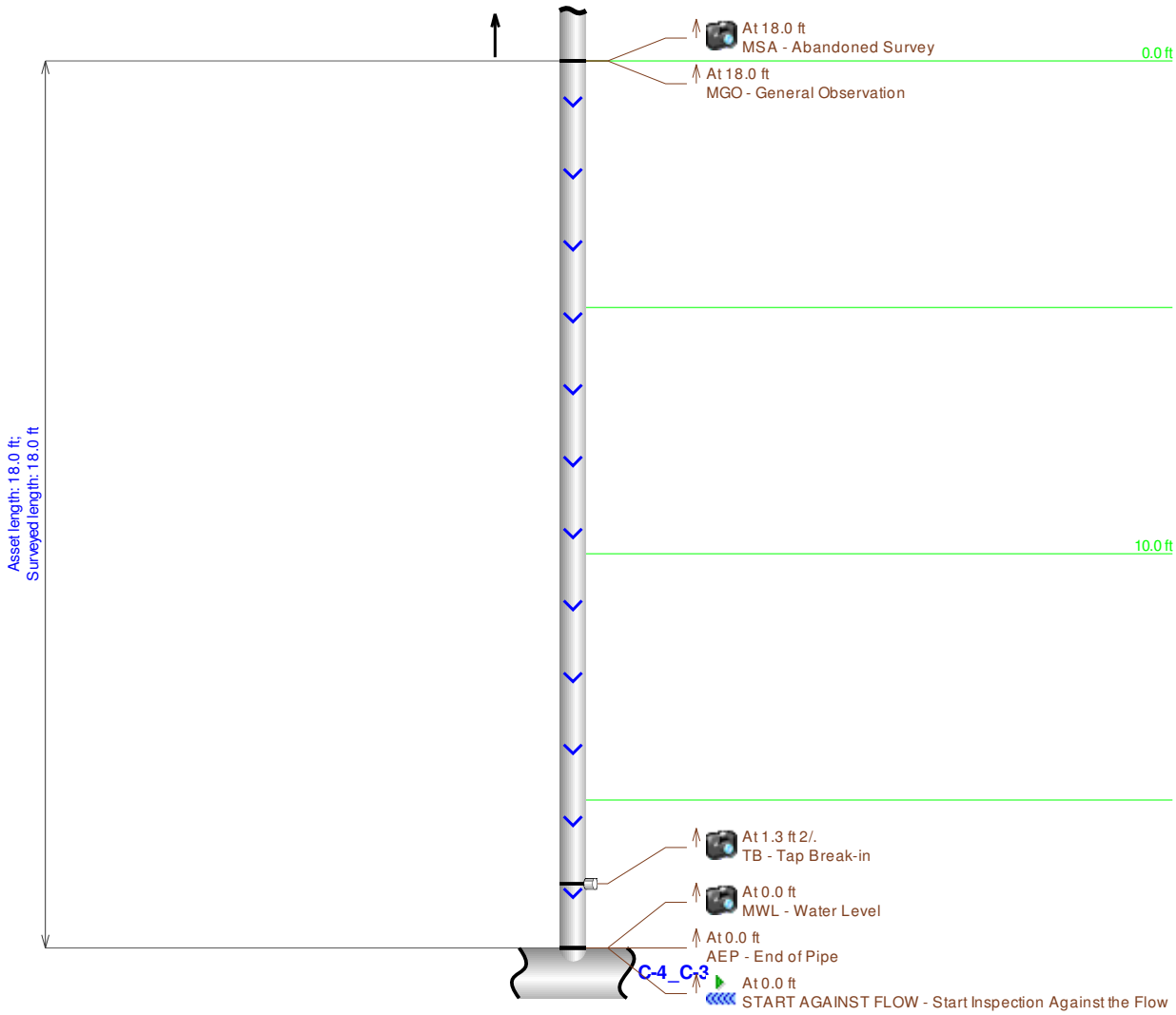
LSR:	City:	Street:	End point ID:	End point:
C-4_C-3 - 11	BRANSON	2ND AND MAIN ST	C-4_C-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
18	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/20/2013 3:54:12 AM	6/20/2013 3:57:17 AM

Additional info:



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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 34.3 (U)

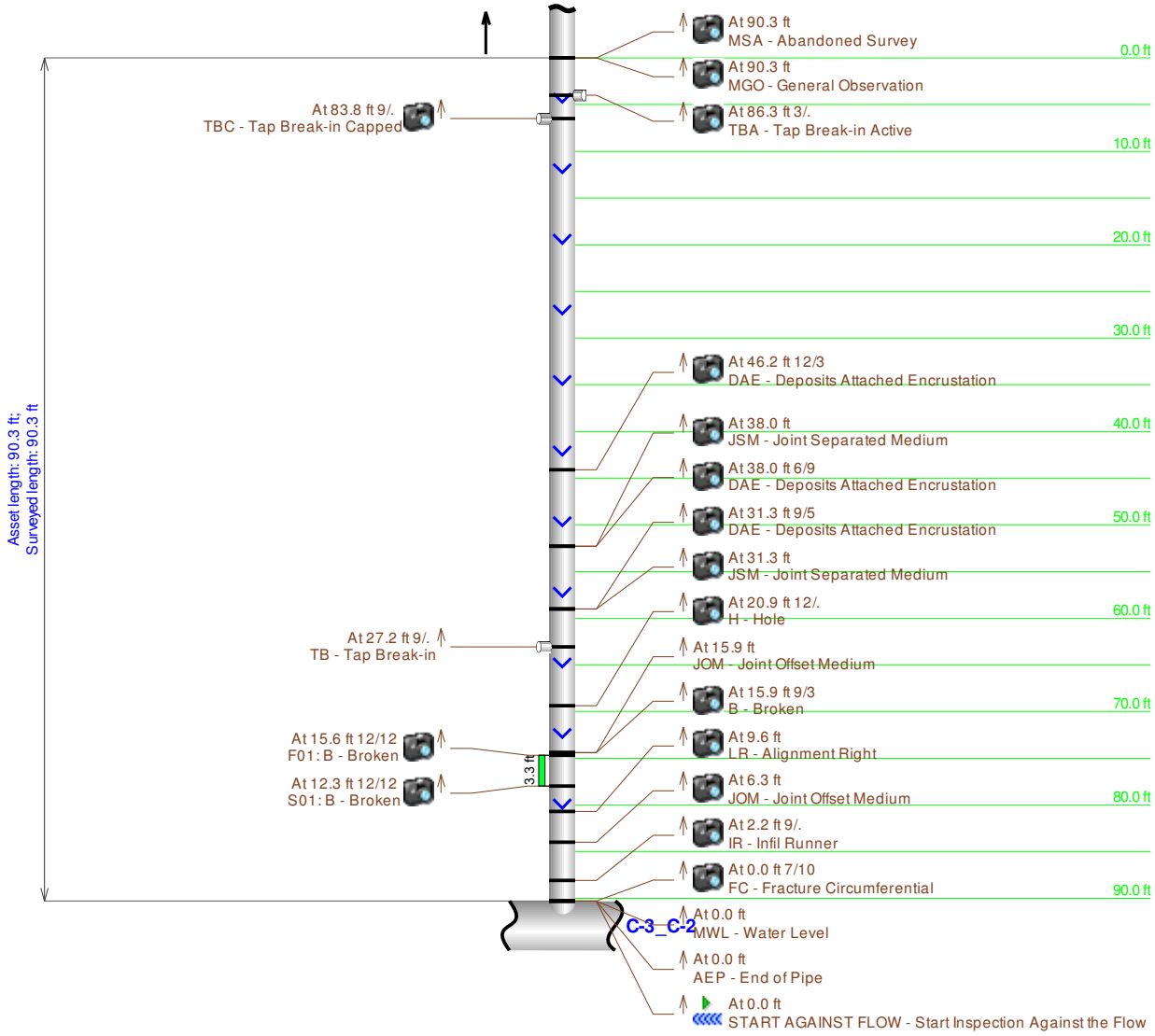
LSR:	City:	Street:	End point ID:	End point:
C-3_C-2 - 1	BRANSON	2ND ST & PACIFIC ST	C-3_C-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		3 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
90.3	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/20/2013 7:54:04 PM	6/20/2013 8:20:56 PM

Additional info:



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Kansas City, MO 64131
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Lateral Inspection with Pipe-Run Graph

LATERAL AT 89.4 (U)

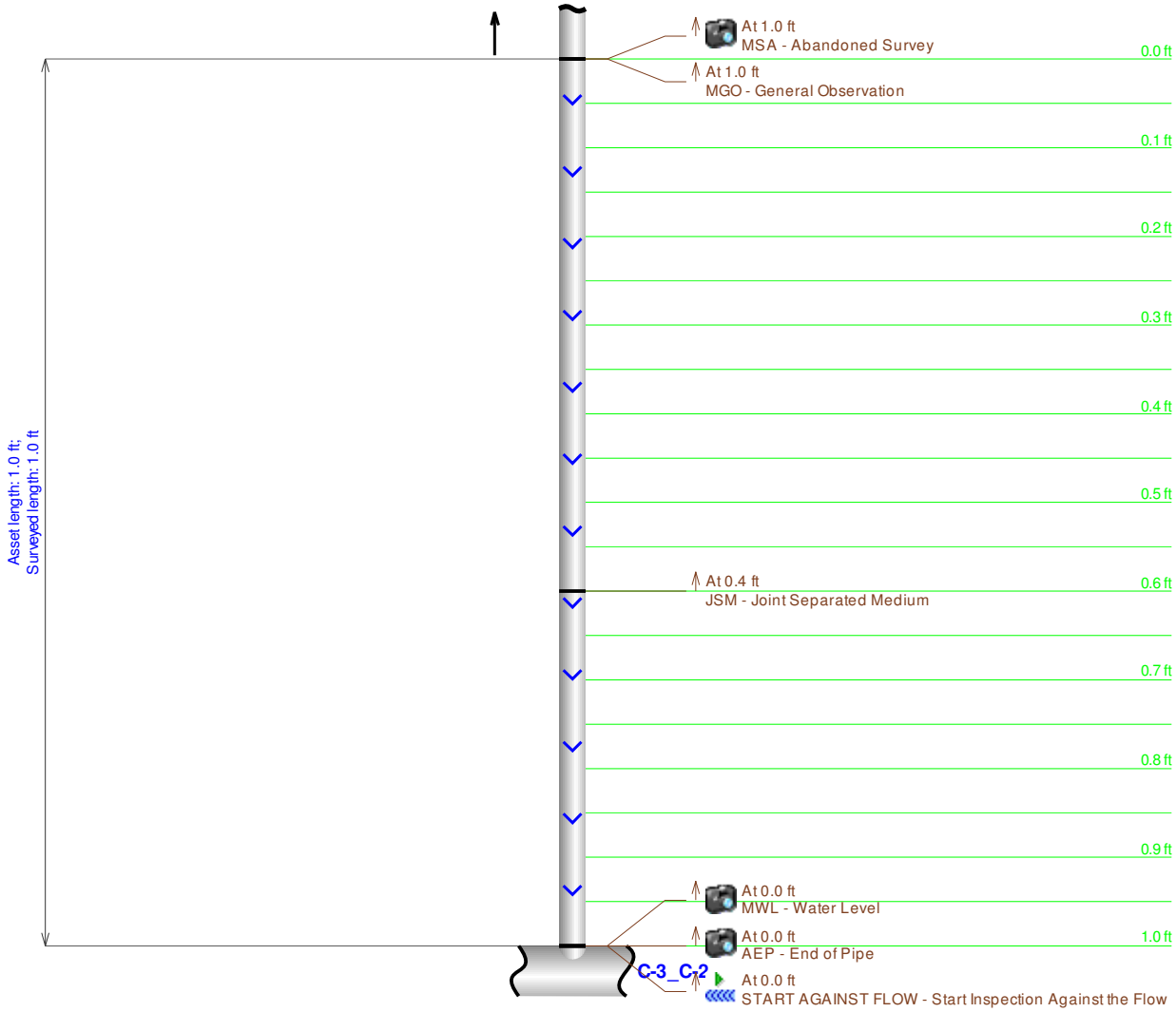
LSR:	City:	Street:	End point ID:	End point:
C-3_C-2 - 2	BRANSON	2ND ST & PACIFIC ST	C-3_C-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		3		12 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/20/2013 8:32:30 PM	6/20/2013 8:34:39 PM

Additional info:



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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 123.5 (U)

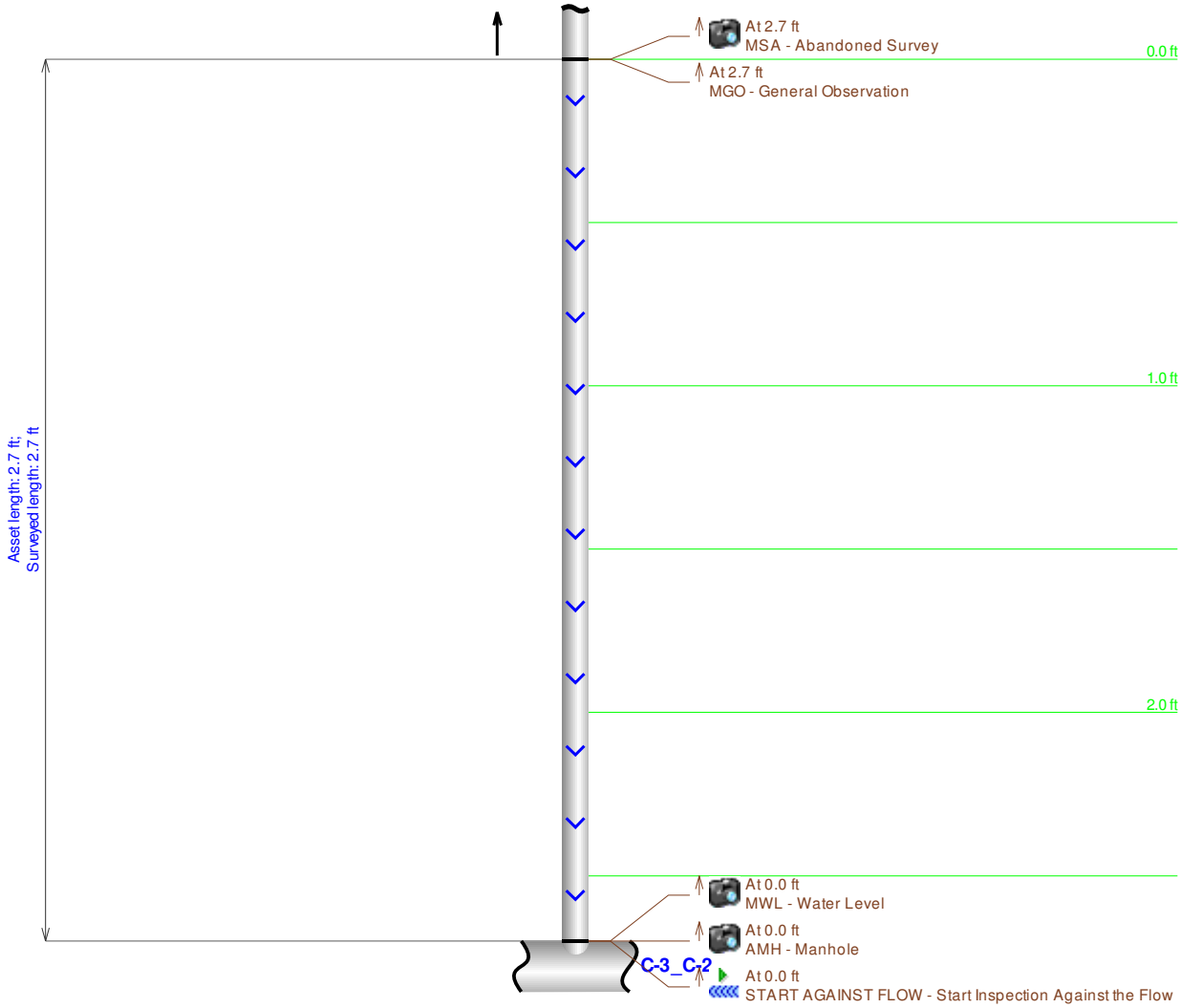
LSR:	City:	Street:	End point ID:	End point:
C-3_C-2 - 3	BRANSON	2ND ST & PACIFIC ST	C-3_C-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
2.7	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/20/2013 8:37:48 PM	6/20/2013 8:40:36 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 277.3 (U)

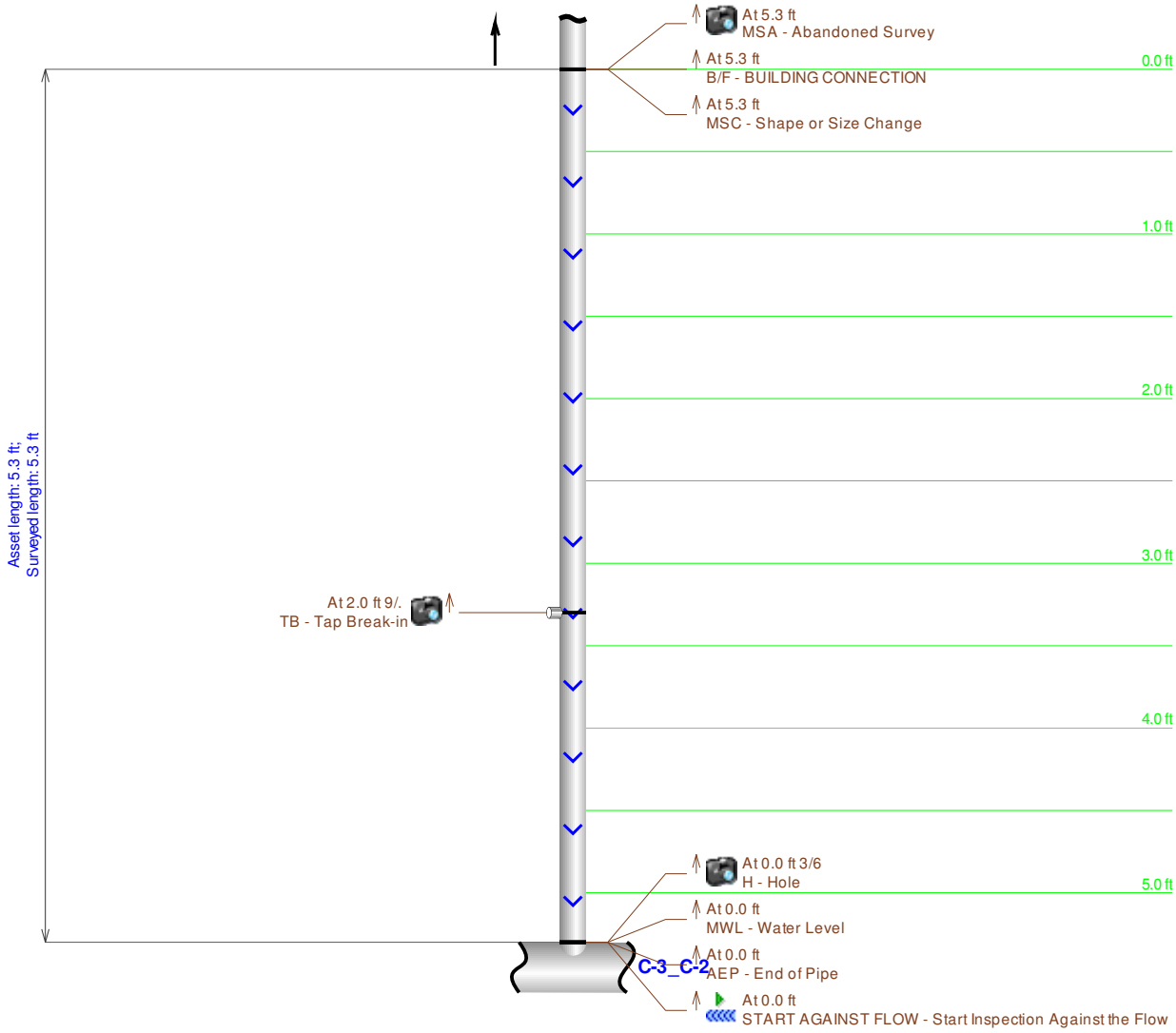
LSR:	City:	Street:	End point ID:	End point:
C-3_C-2 - 4	BRANSON	2ND ST & PACIFIC ST	C-3_C-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
5.3	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/20/2013 8:52:12 PM	6/20/2013 8:56:03 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 9.8 (U)

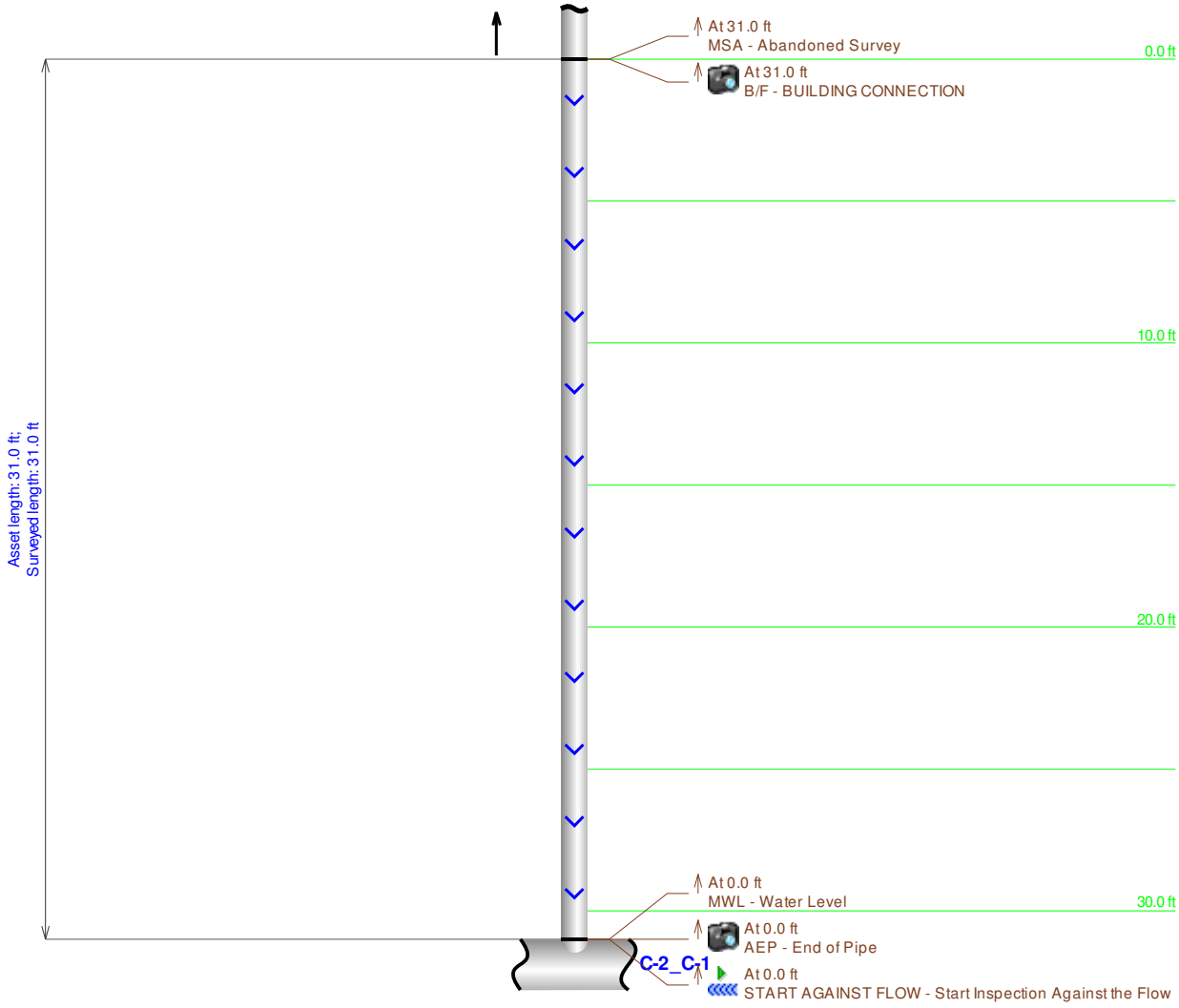
LSR:	City:	Street:	End point ID:	End point:
C-2_C-1 - 1	BRANSON	COMMERCIAL ST & MAIN ST	C-2_C-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		6		12 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
31	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
			6/20/2013 9:23:49 PM	6/20/2013 9:28:26 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 55.2 (U)

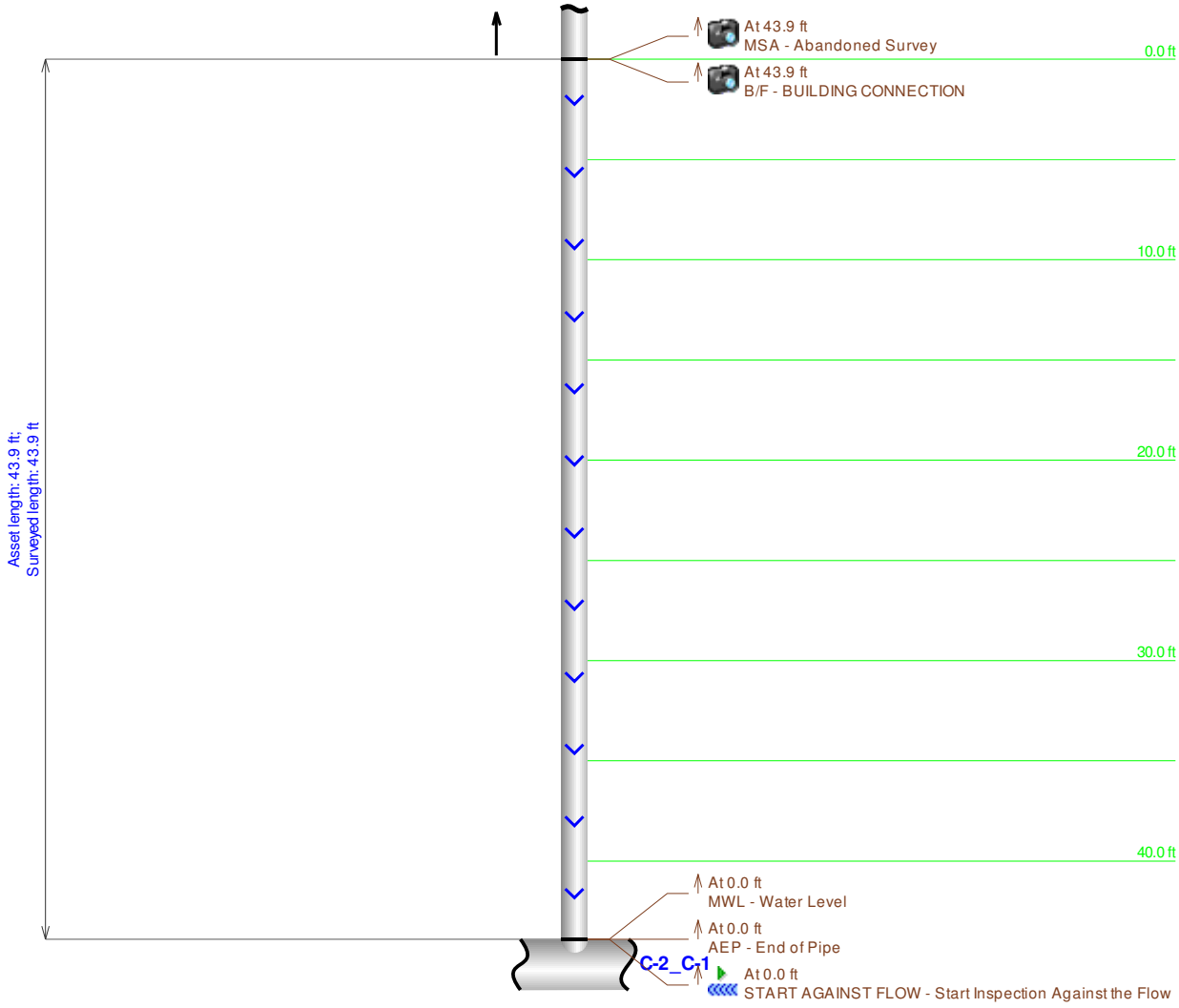
LSR:	City:	Street:	End point ID:	End point:
C-2_C-1 - 2	BRANSON	COMMERCIAL ST & MAIN ST	C-2_C-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		6		11 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
43.9	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
			6/20/2013 9:33:47 PM	6/20/2013 9:37:43 PM

Additional info:



Trekk Design Group
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Lateral Inspection with Pipe-Run Graph

LATERAL AT 88.8 (U)

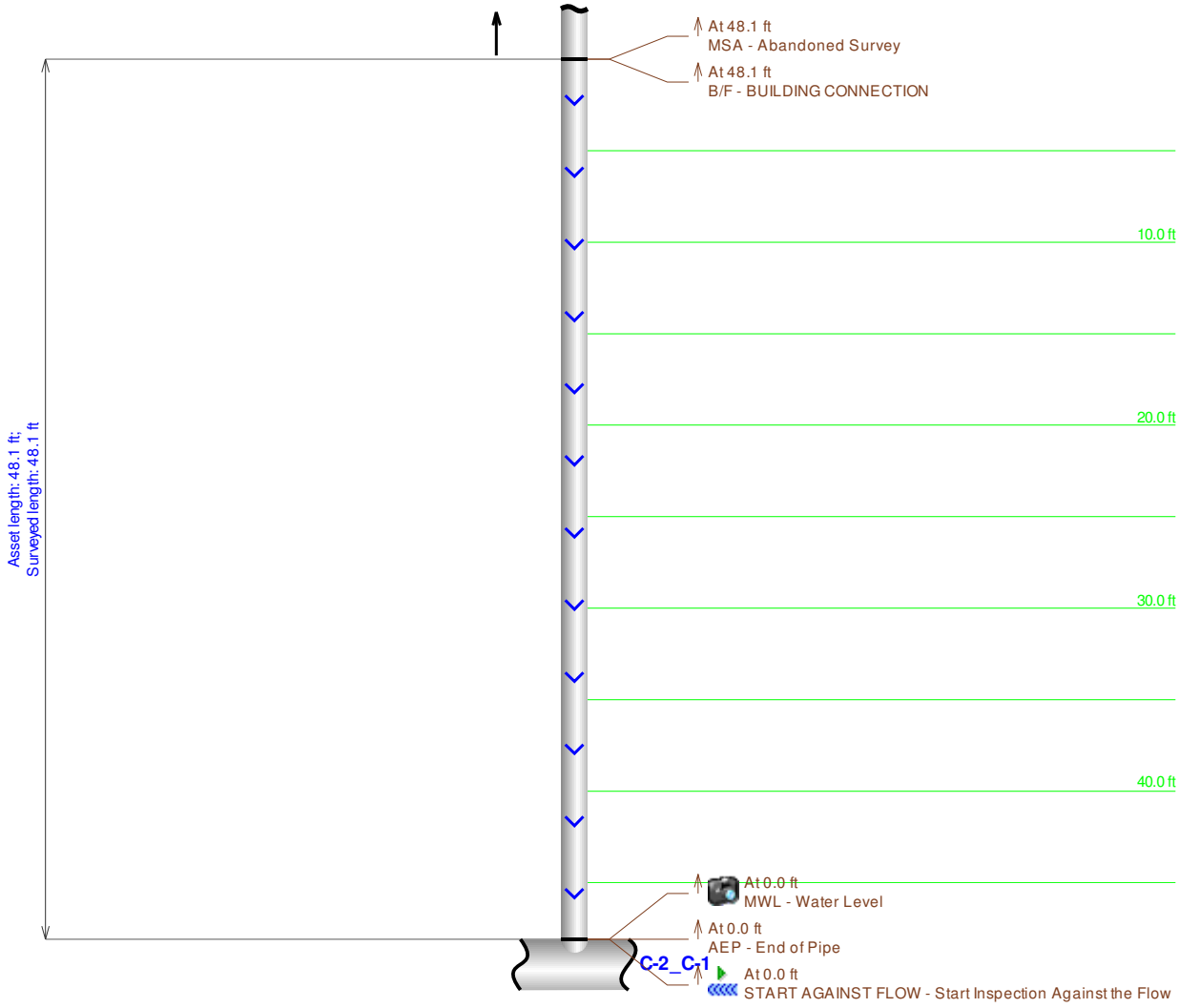
LSR:	City:	Street:	End point ID:	End point:
C-2_C-1 - 3	BRANSON	COMMERCIAL ST & MAIN ST	C-2_C-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		12 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
48.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
		SAT3	6/20/2013 9:43:09 PM	6/20/2013 9:48:18 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 107.3 (U)

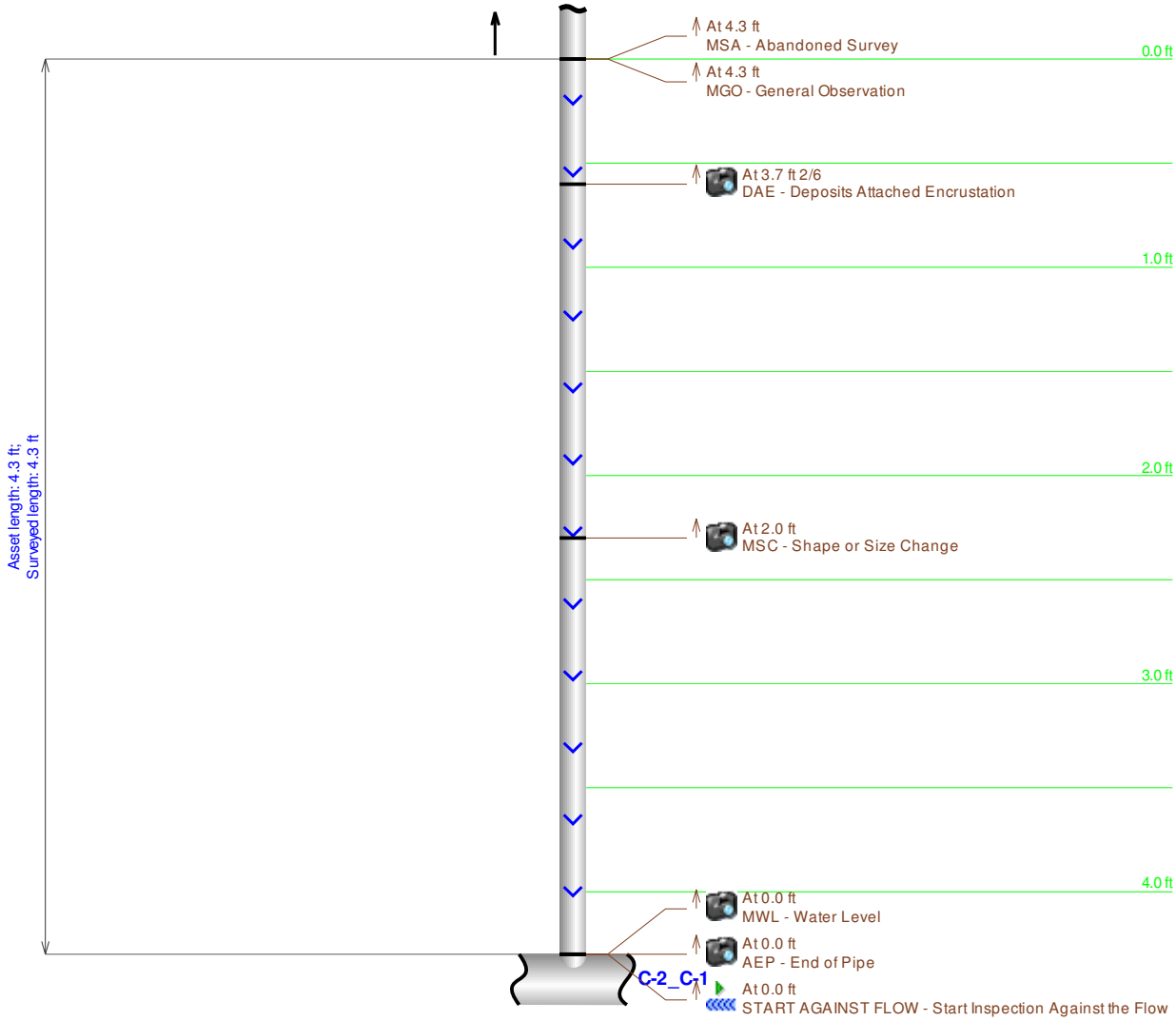
LSR:	City:	Street:	End point ID:	End point:
C-2_C-1 - 4	BRANSON	COMMERCIAL ST & MAIN ST	C-2_C-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		3 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
4.3	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
			6/20/2013 9:53:03 PM	6/20/2013 9:55:55 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 130.5 (U)

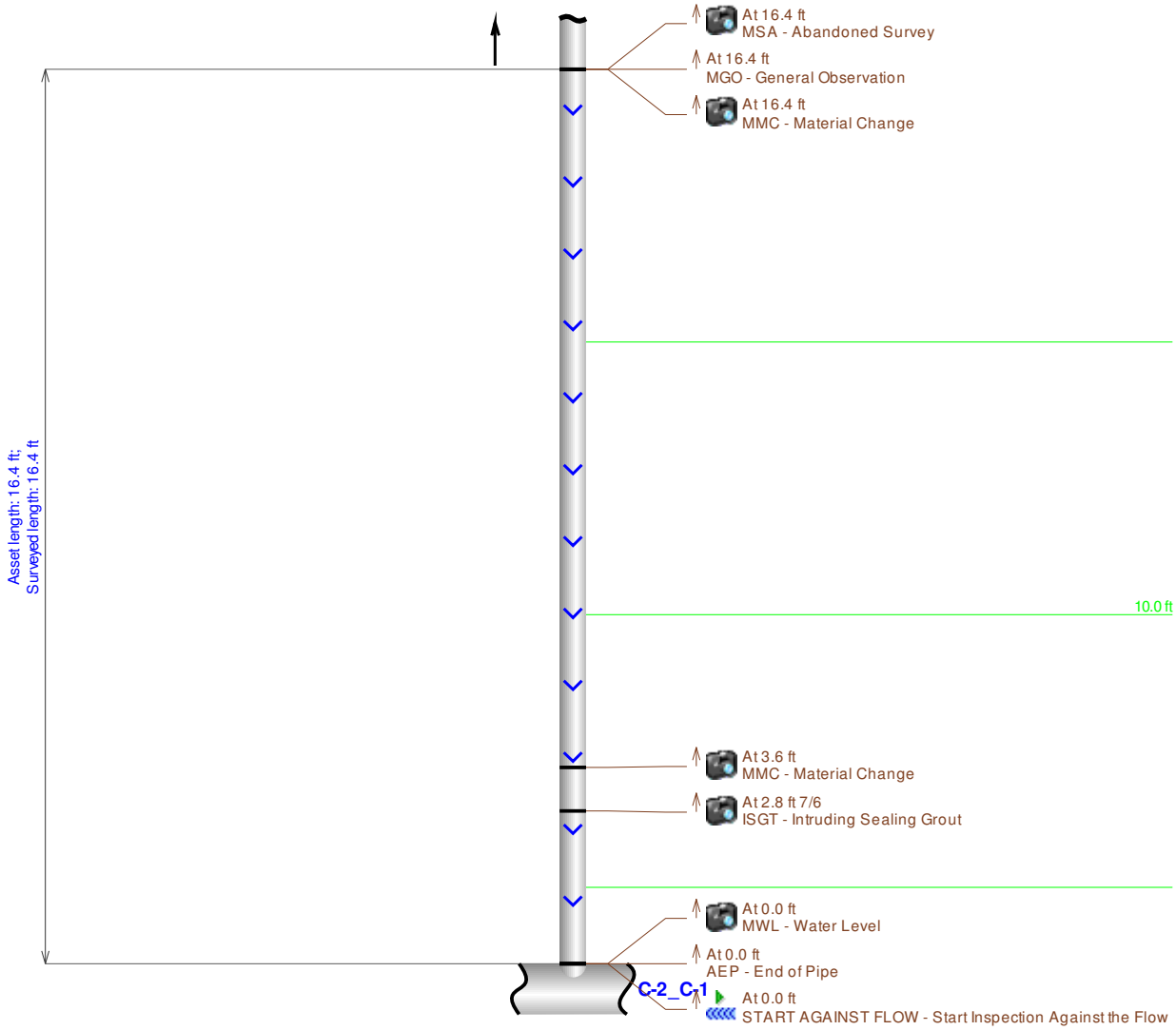
LSR:	City:	Street:	End point ID:	End point:
C-2_C-1 - 5	BRANSON	COMMERCIAL ST & MAIN ST	C-2_C-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
16.4	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
			6/20/2013 9:59:10 PM	6/20/2013 10:02:24 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 141.9 (U)

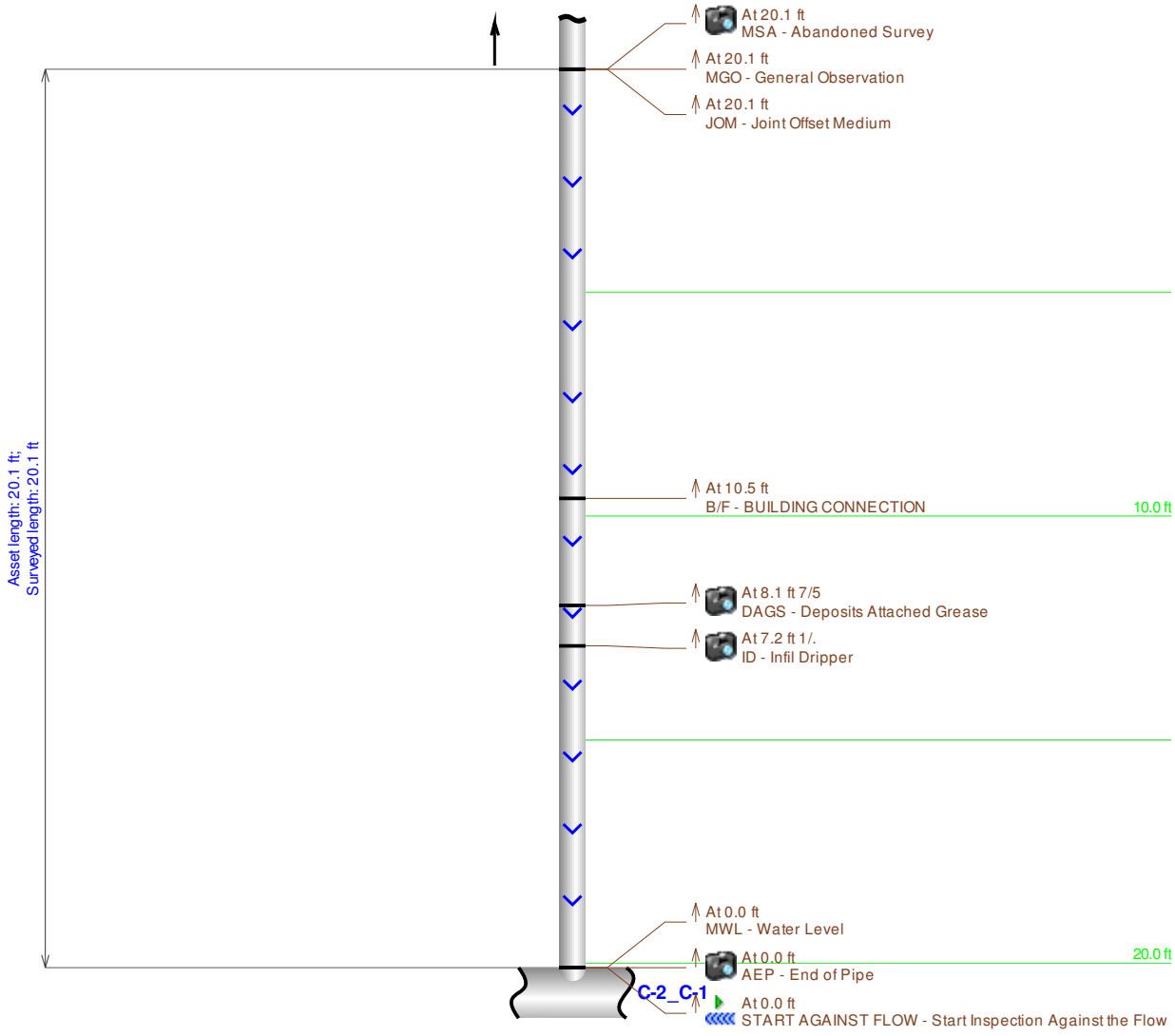
LSR:	City:	Street:	End point ID:	End point:
C-2_C-1 - 6	BRANSON	COMMERCIAL ST & MAIN ST	C-2_C-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
20.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
			6/20/2013 10:43:01 PM	6/20/2013 10:50:12 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 186.8 (U)

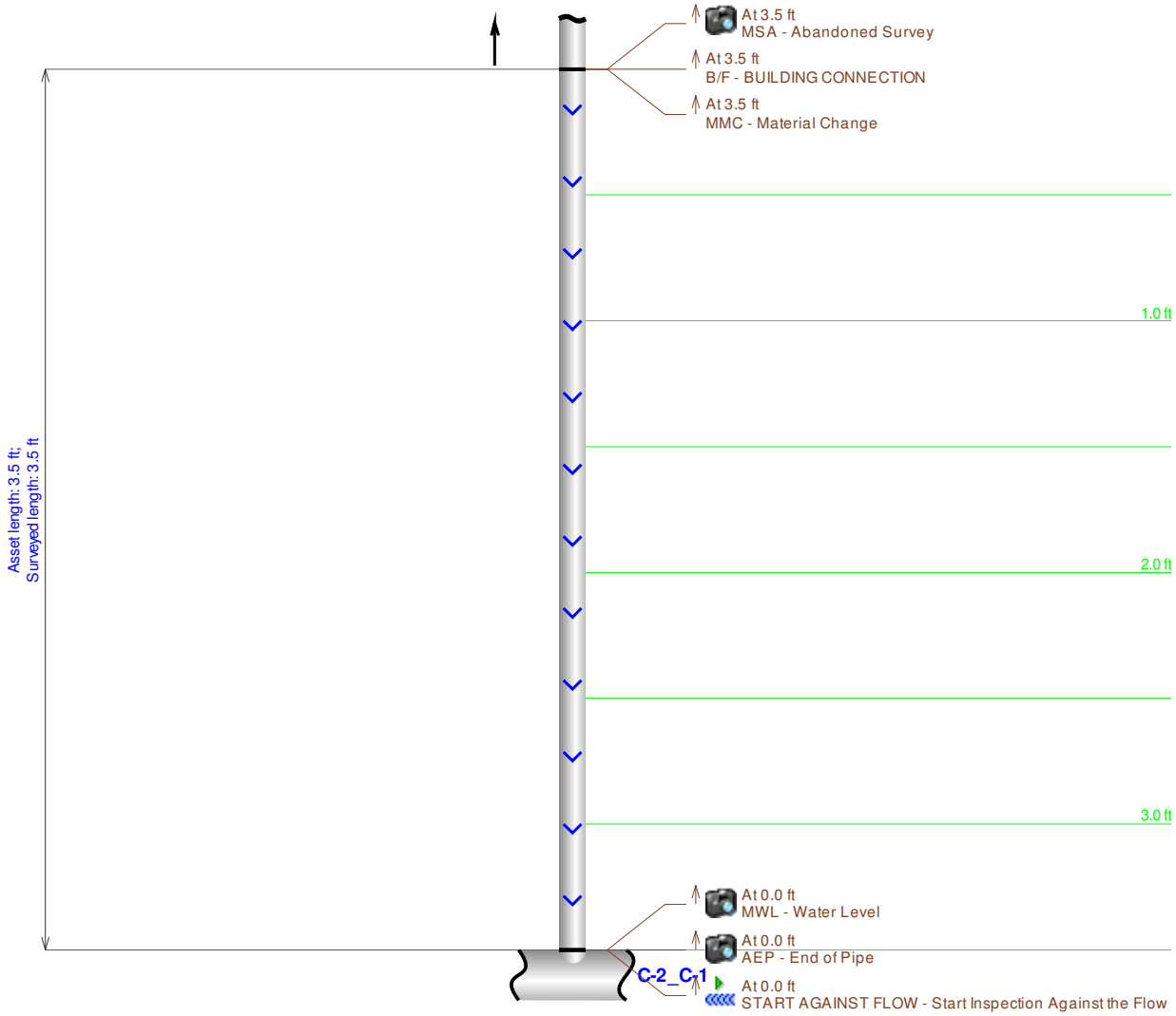
LSR:	City:	Street:	End point ID:	End point:
C-2_C-1 - 7	BRANSON	COMMERCIAL ST & MAIN ST	C-2_C-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
3.5	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
			6/20/2013 10:57:36 PM	6/20/2013 11:01:56 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 7 (U)

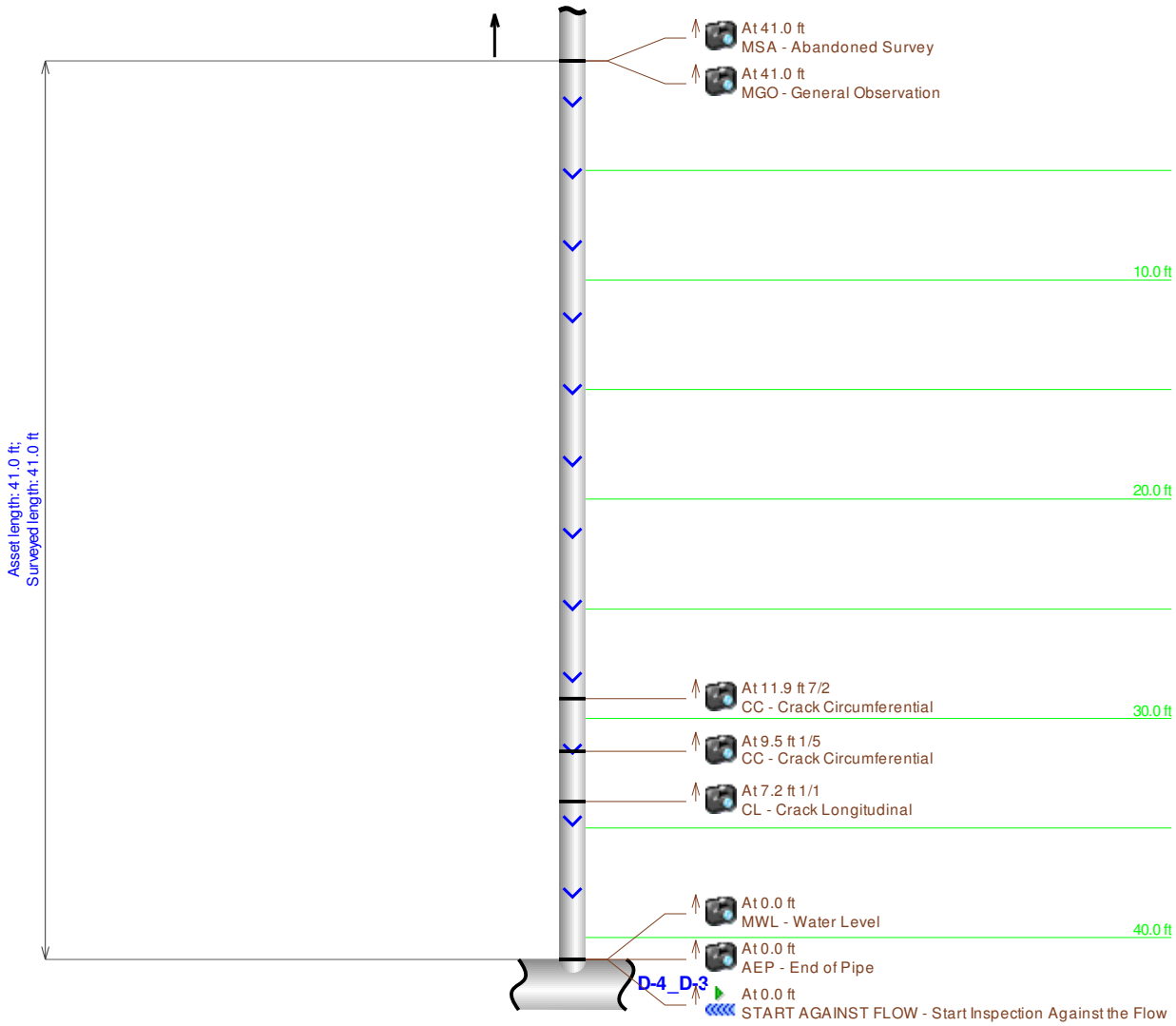
LSR:	City:	Street:	End point ID:	End point:
D-4_D-3 - 1	BRANSON	2ND ST & MAIN ST	D-4_D-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
41	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/20/2013 11:40:06 PM	6/20/2013 11:44:28 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 51.6 (U)

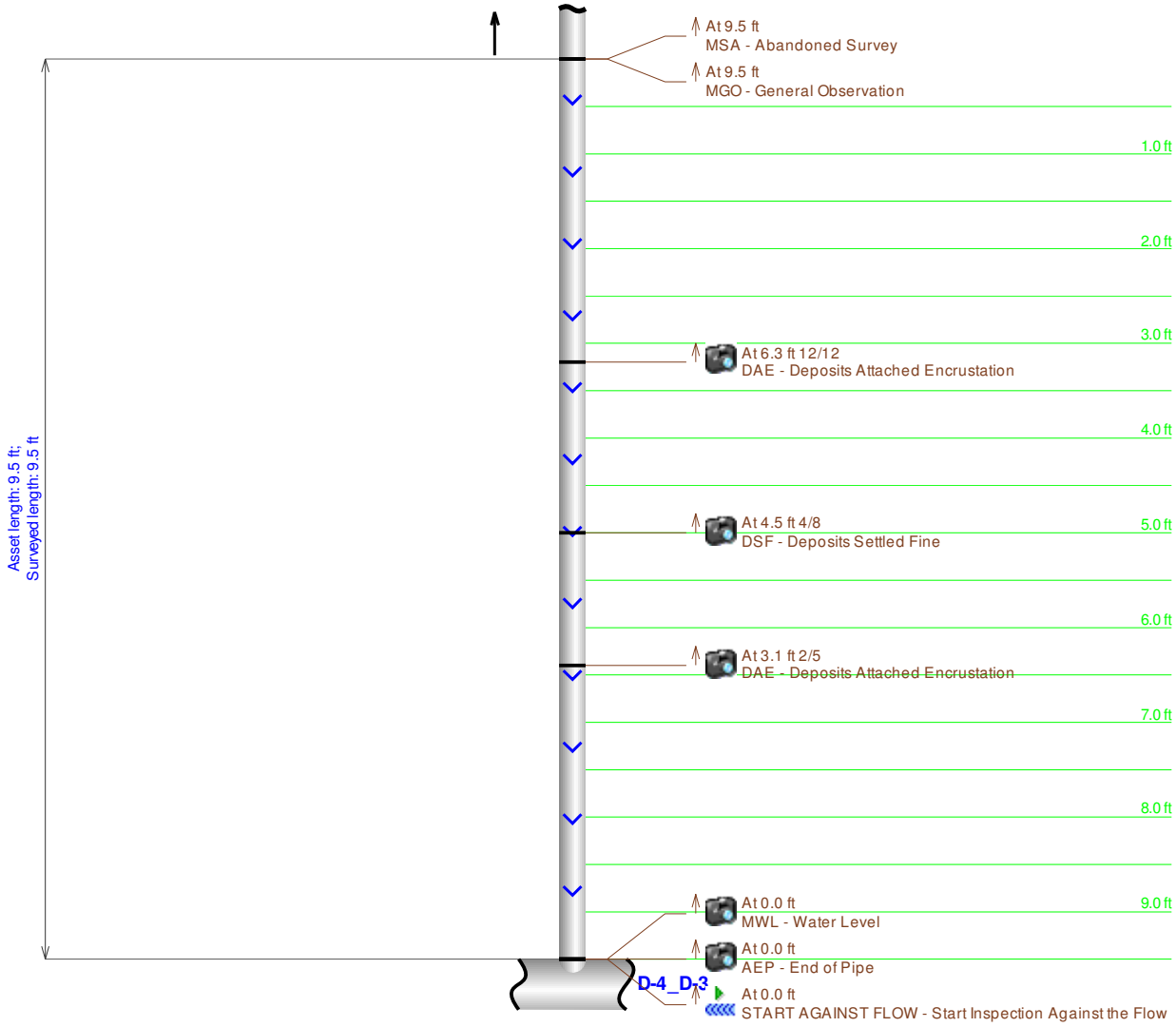
LSR:	City:	Street:	End point ID:	End point:
D-4_D-3 - 2	BRANSON	2ND ST & MAIN ST	D-4_D-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
9.5	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/20/2013 11:53:22 PM	6/20/2013 11:56:49 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 54.4 (U)

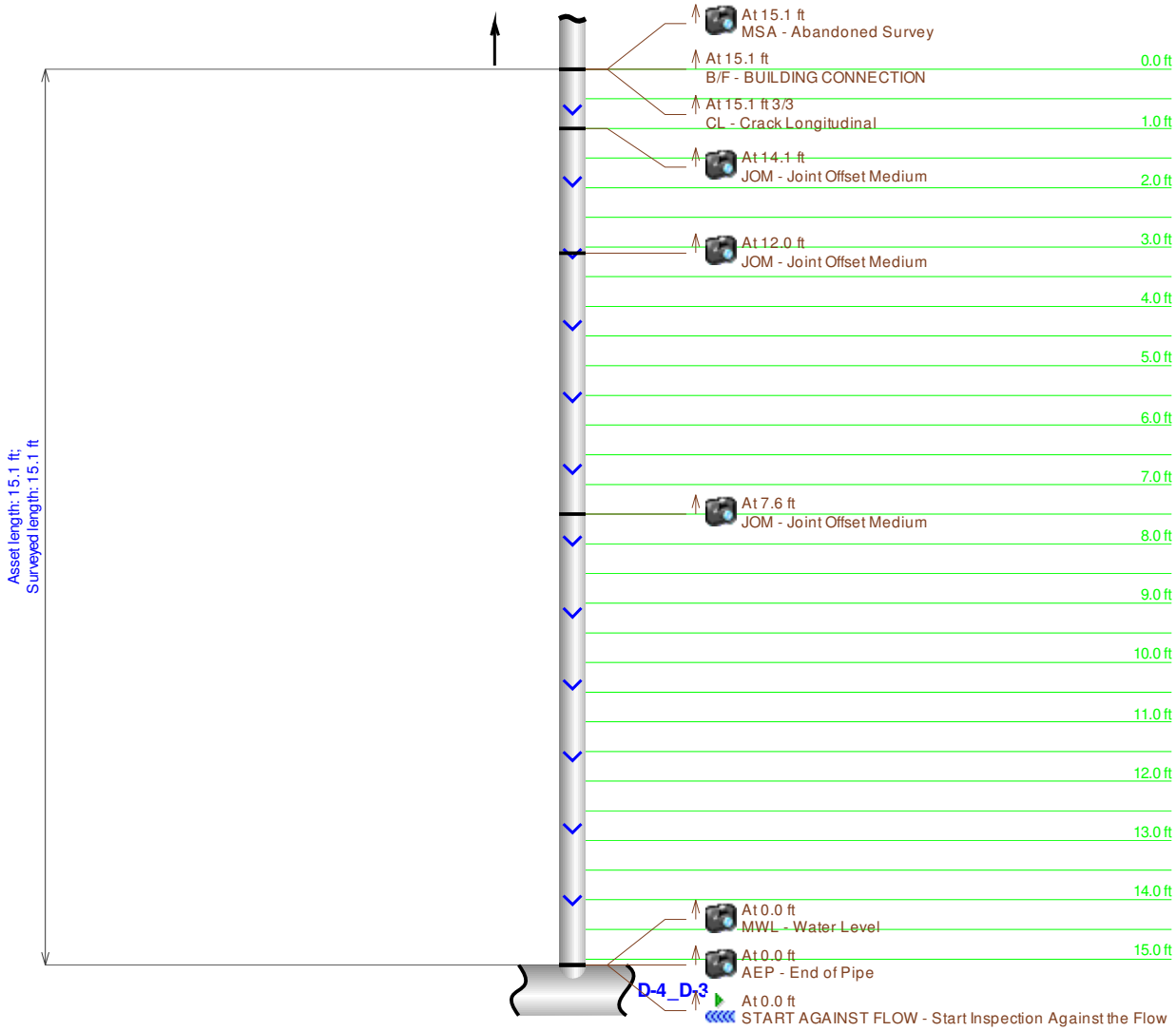
LSR:	City:	Street:	End point ID:	End point:
D-4_D-3 - 3	BRANSON	2ND ST & MAIN ST	D-4_D-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
15.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/20/2013 11:58:45 PM	6/21/2013 12:02:06 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 62.1 (U)

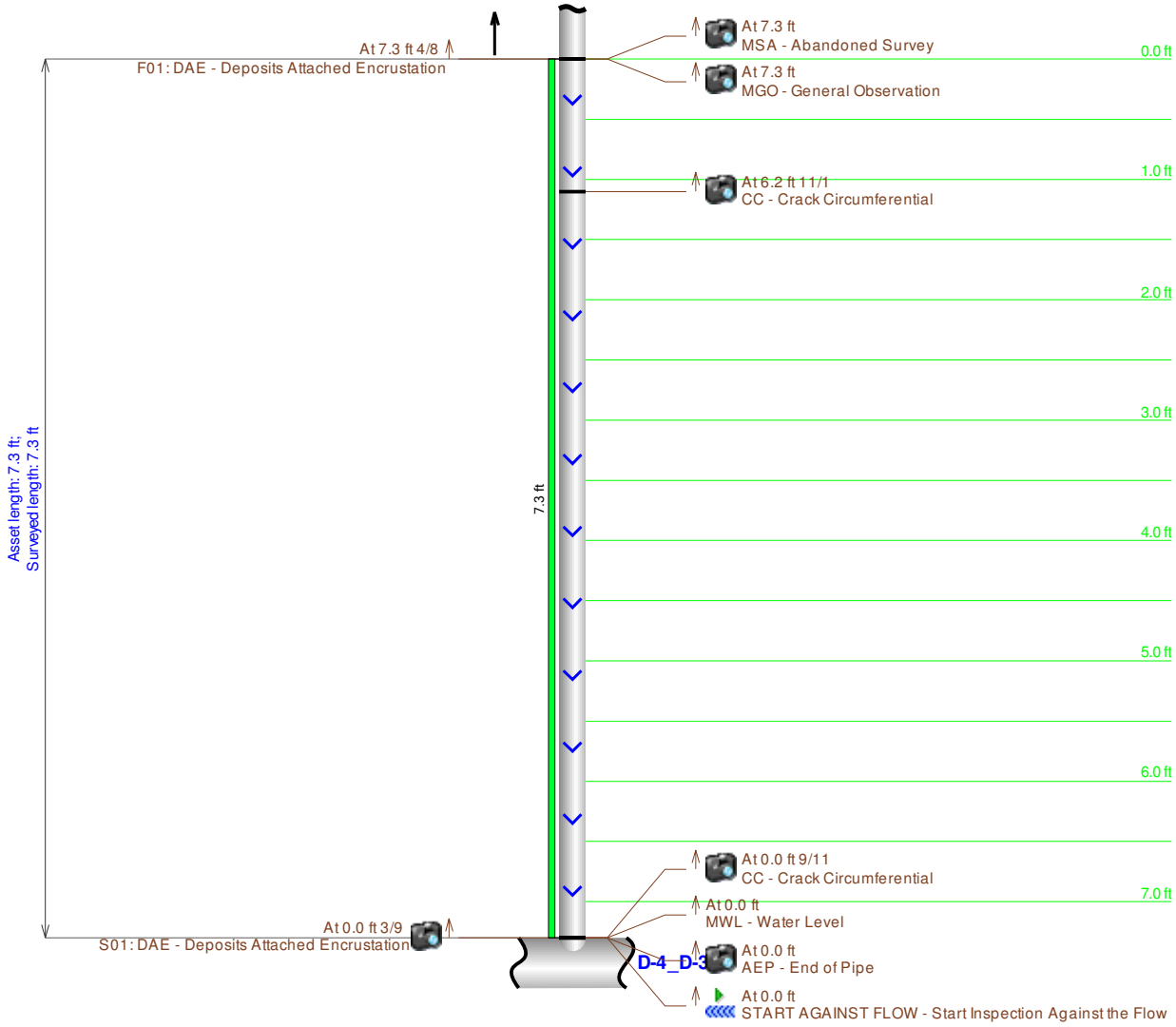
LSR:	City:	Street:	End point ID:	End point:
D-4_D-3 - 4	BRANSON	2ND ST & MAIN ST	D-4_D-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		3 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
7.3	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 12:05:10 AM	6/21/2013 12:09:07 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 86.5 (U)

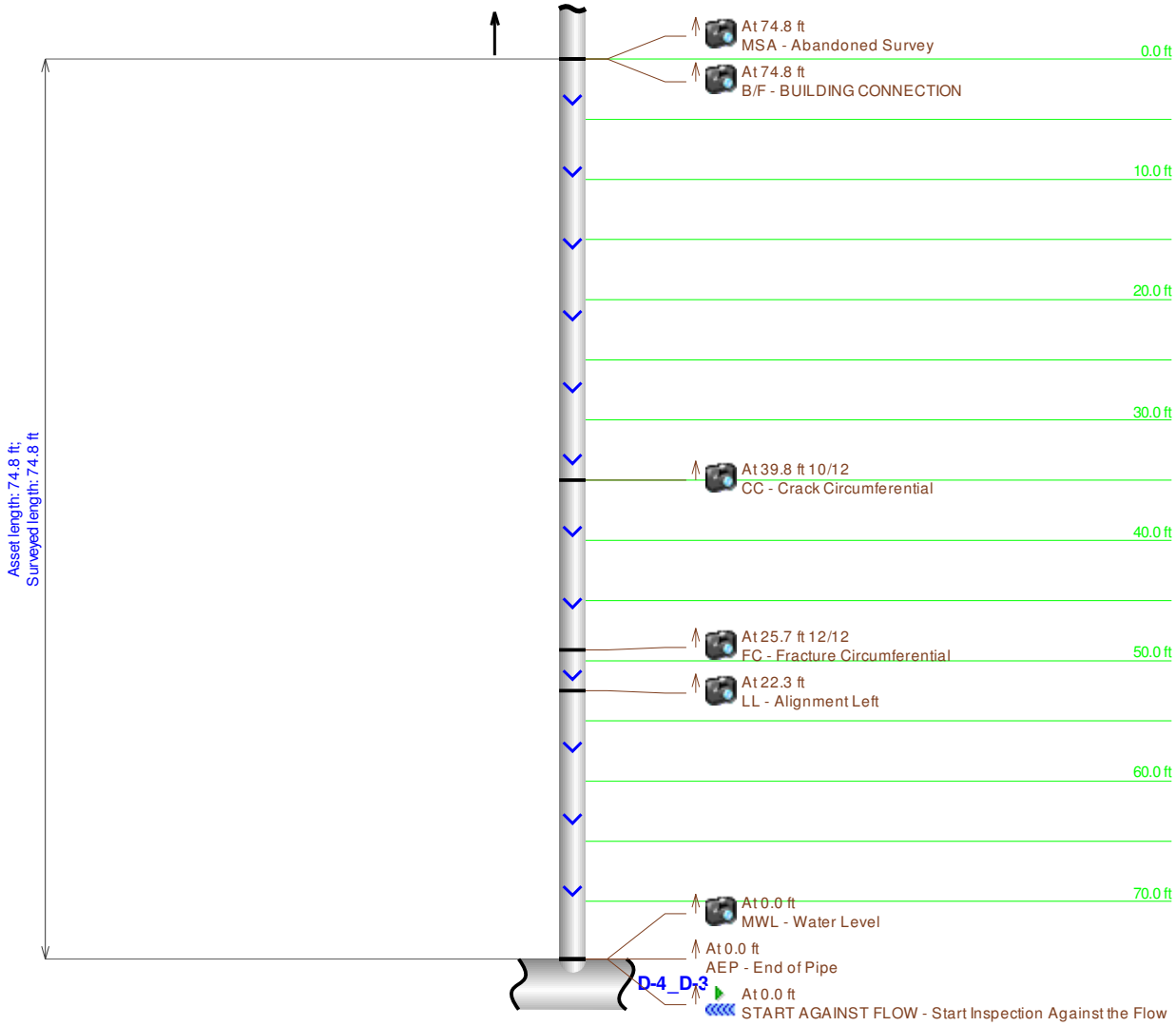
LSR:	City:	Street:	End point ID:	End point:
D-4_D-3 - 5	BRANSON	2ND ST & MAIN ST	D-4_D-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
74.8	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 12:12:31 AM	6/21/2013 12:19:04 AM

Additional info:



Trekk Design Group
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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 95.6 (U)

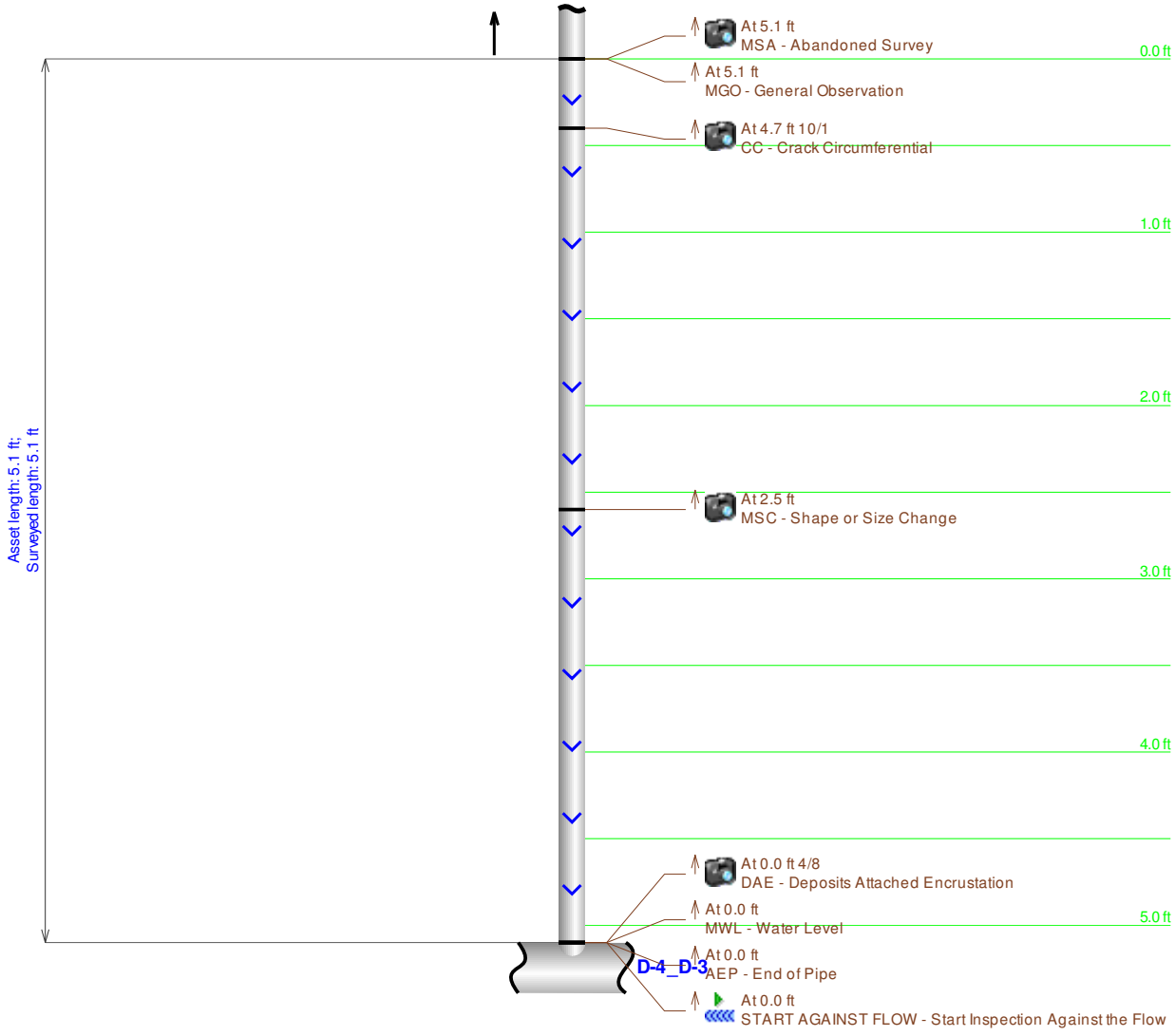
LSR:	City:	Street:	End point ID:	End point:
D-4_D-3 - 6	BRANSON	2ND ST & MAIN ST	D-4_D-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
5.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 12:54:14 AM	6/21/2013 12:58:56 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 200.2 (U)

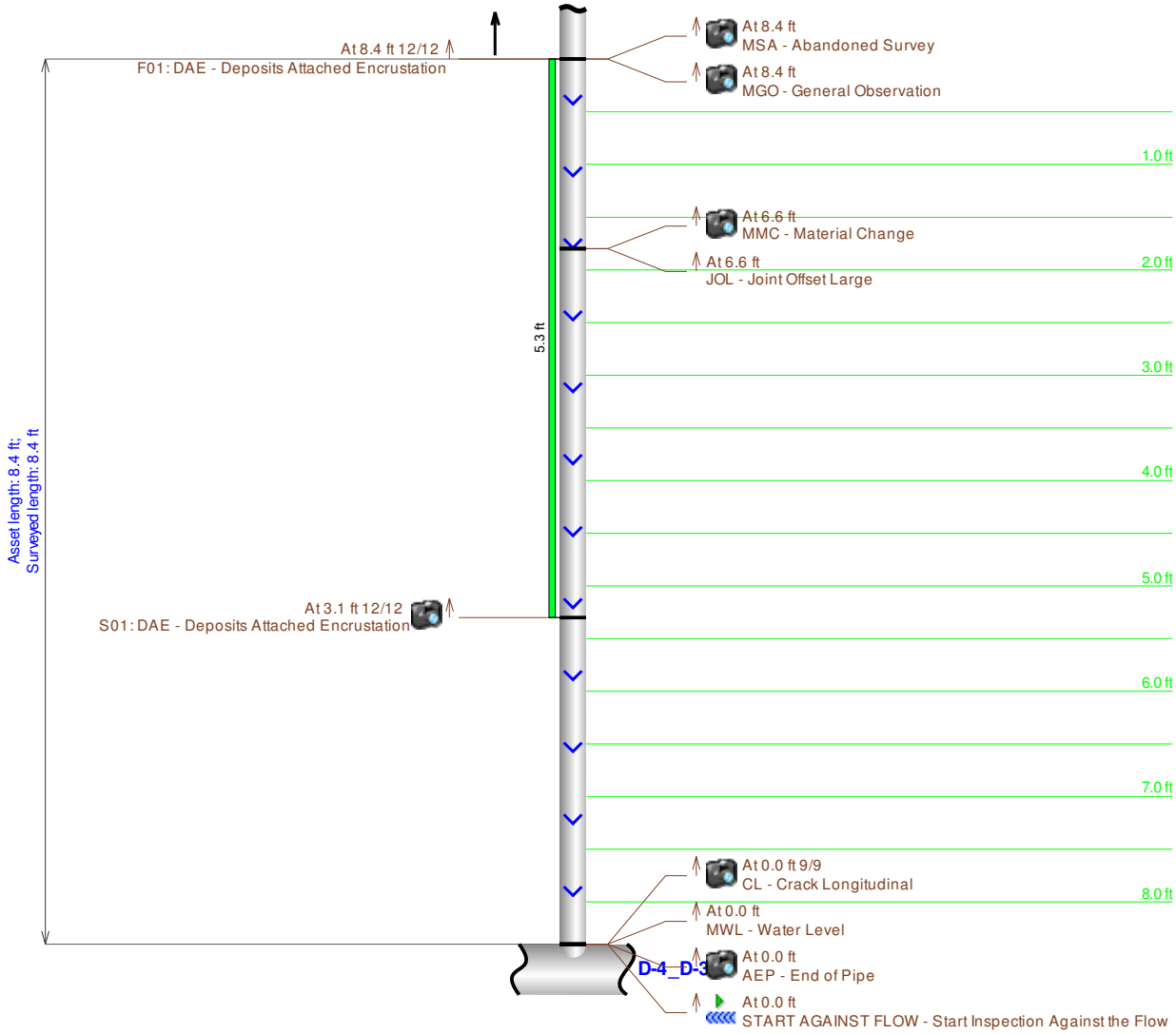
LSR:	City:	Street:	End point ID:	End point:
D-4_D-3 - 7	BRANSON	2ND ST & MAIN ST	D-4_D-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
8.4	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 1:07:57 AM	6/21/2013 1:13:28 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 235.4 (U)

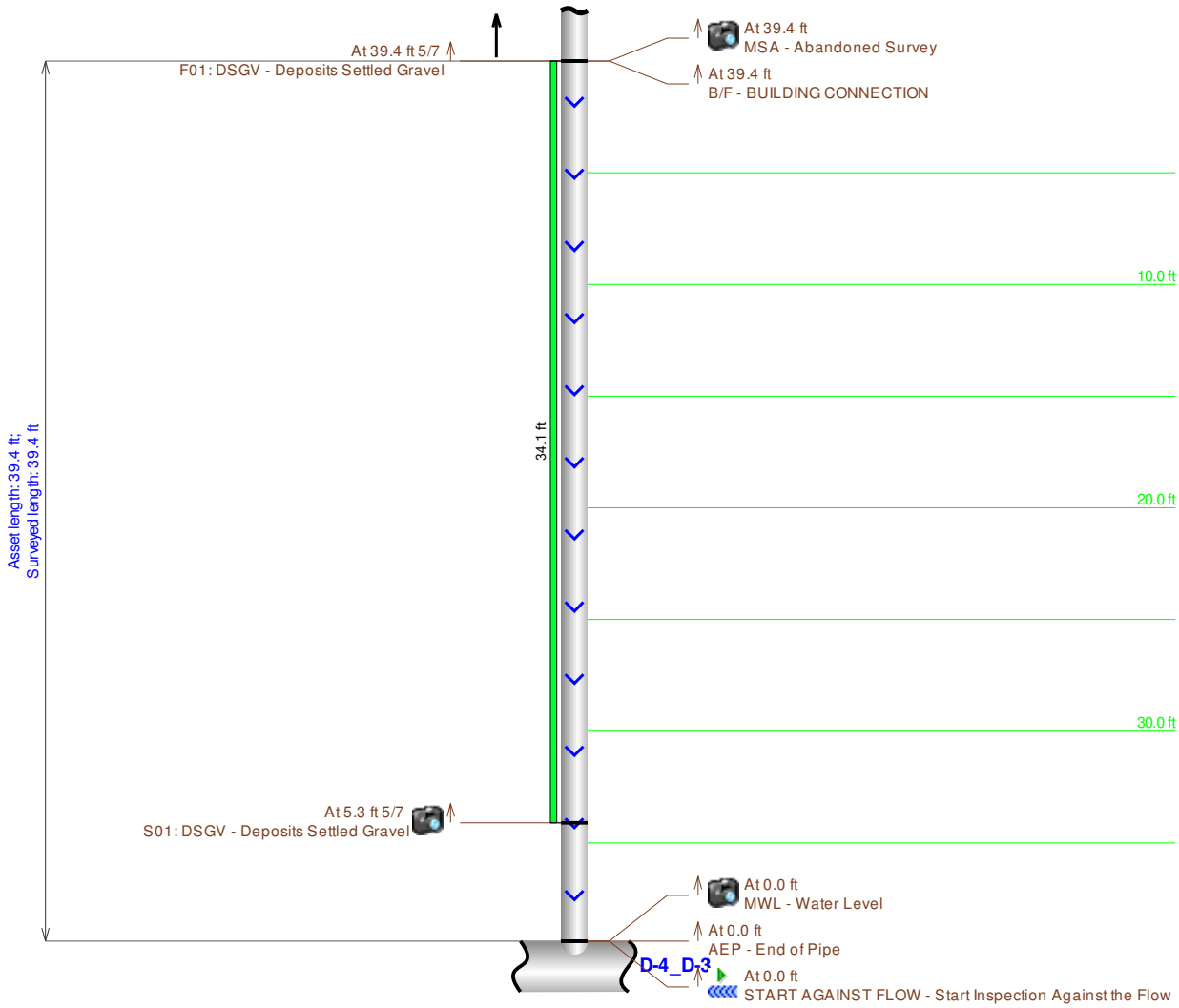
LSR:	City:	Street:	End point ID:	End point:
D-4_D-3 - 8	BRANSON	2ND ST & MAIN ST	D-4_D-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
39.4	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 1:17:15 AM	6/21/2013 1:22:02 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 276.5 (U)

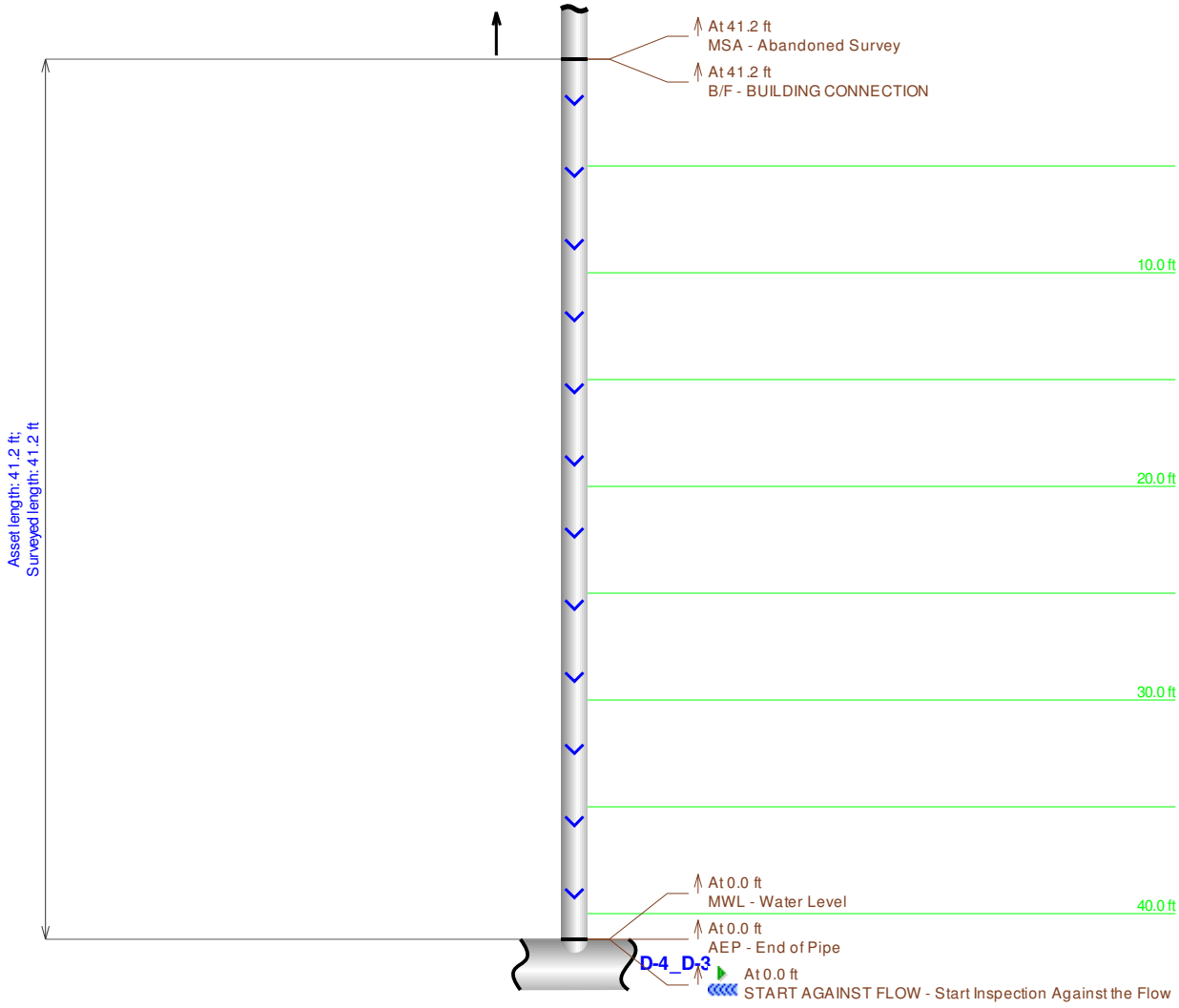
LSR:	City:	Street:	End point ID:	End point:
D-4_D-3 - 9	BRANSON	2ND ST & MAIN ST	D-4_D-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
41.2	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 1:27:03 AM	6/21/2013 1:31:26 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 277 (U)

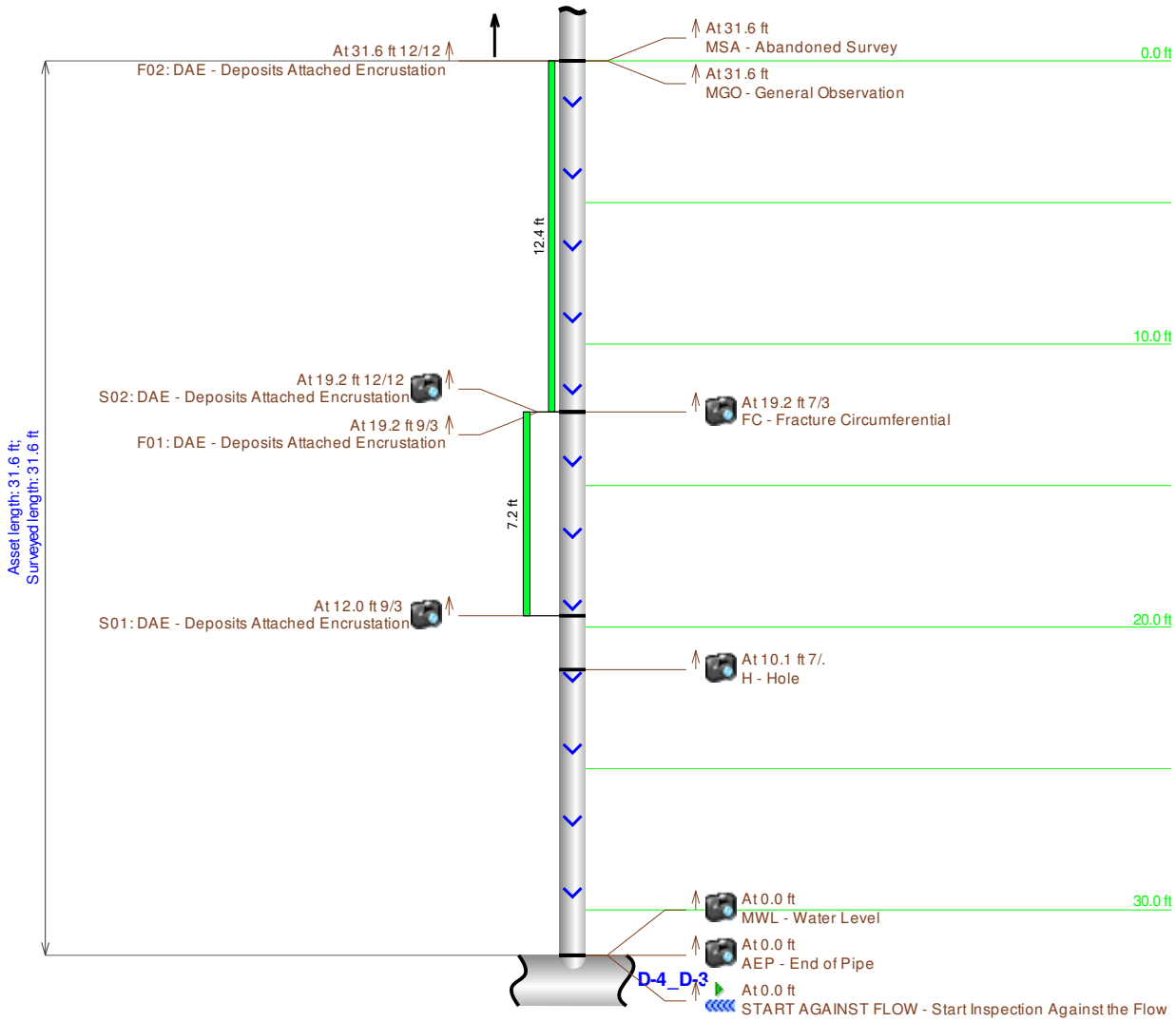
LSR:	City:	Street:	End point ID:	End point:
D-4_D-3 - 10	BRANSON	2ND ST & MAIN ST	D-4_D-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
31.6	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 1:34:32 AM	6/21/2013 1:40:32 AM

Additional info:



Trekk Design Group
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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 278.3 (U)

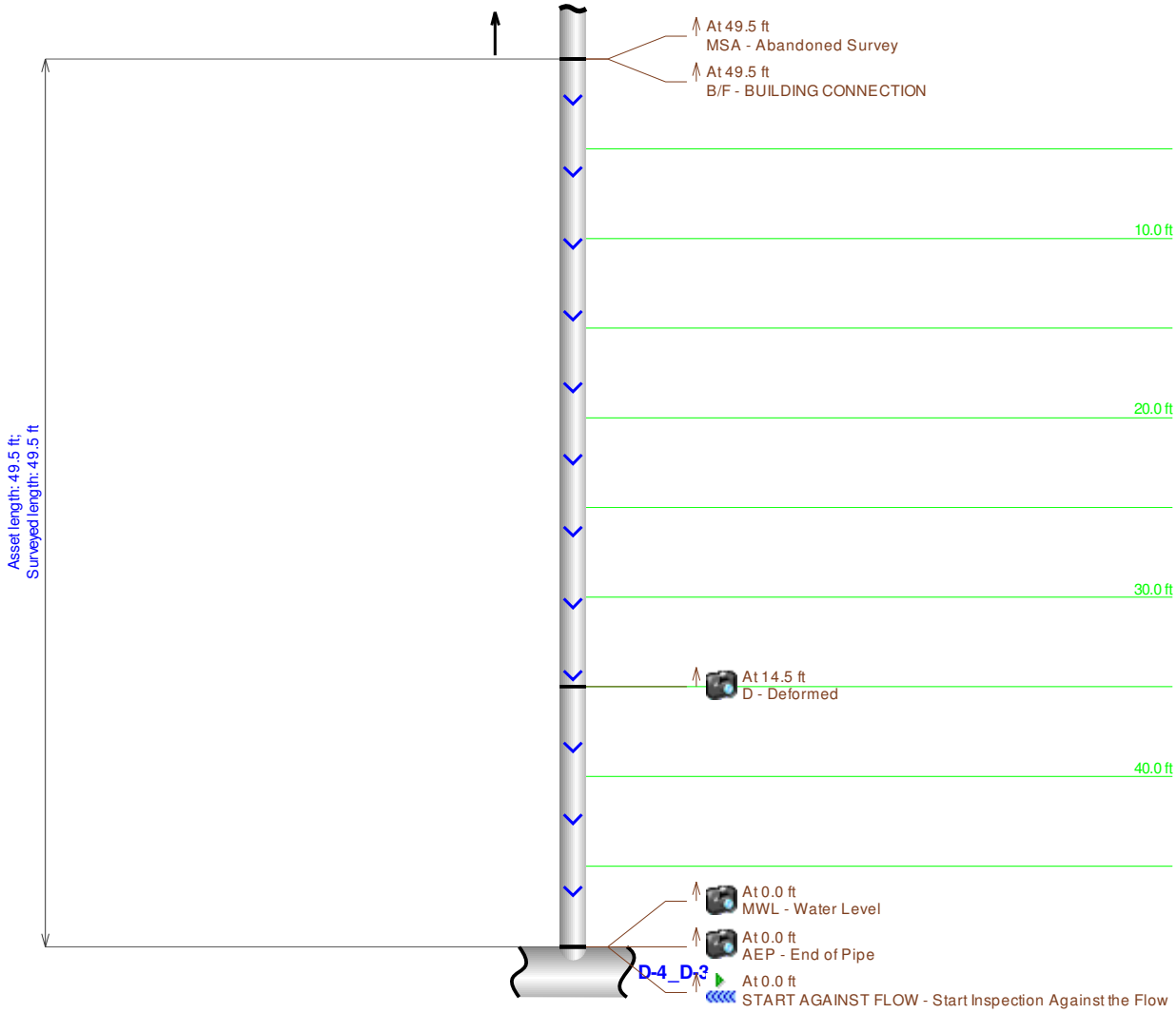
LSR:	City:	Street:	End point ID:	End point:
D-4_D-3 - 11	BRANSON	2ND ST & MAIN ST	D-4_D-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		

Length surveyed:	Status:	Surveyed by:	Work order:
49.5	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 1:42:47 AM	6/21/2013 1:48:20 AM

Additional info:



Trekk Design Group
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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 299.1 (U)

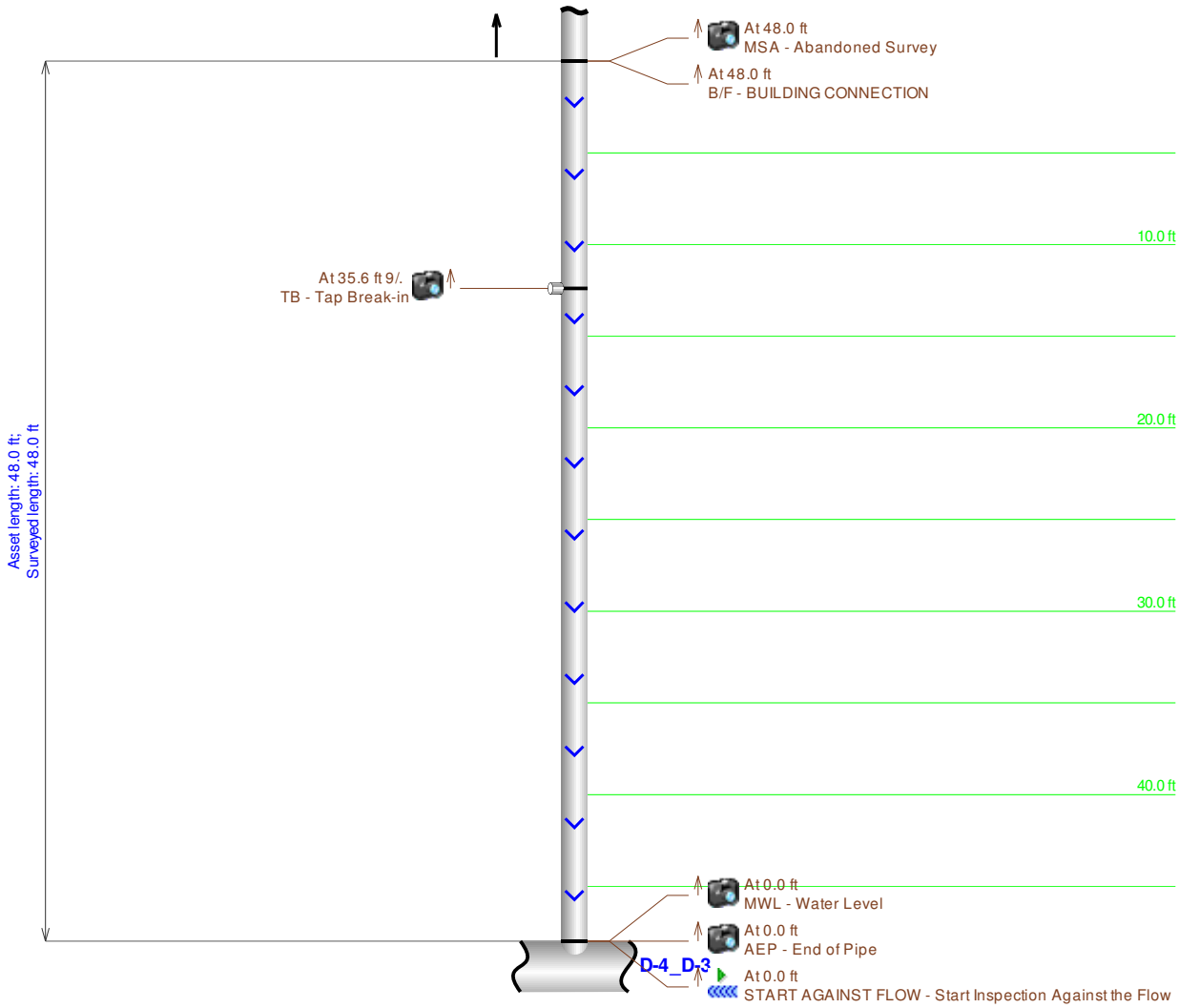
LSR:	City:	Street:	End point ID:	End point:
D-4_D-3 - 12	BRANSON	2ND ST & MAIN ST	D-4_D-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		12 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
48	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 1:52:03 AM	6/21/2013 1:57:05 AM

Additional info:



Trekk Design Group
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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 301.4 (U)

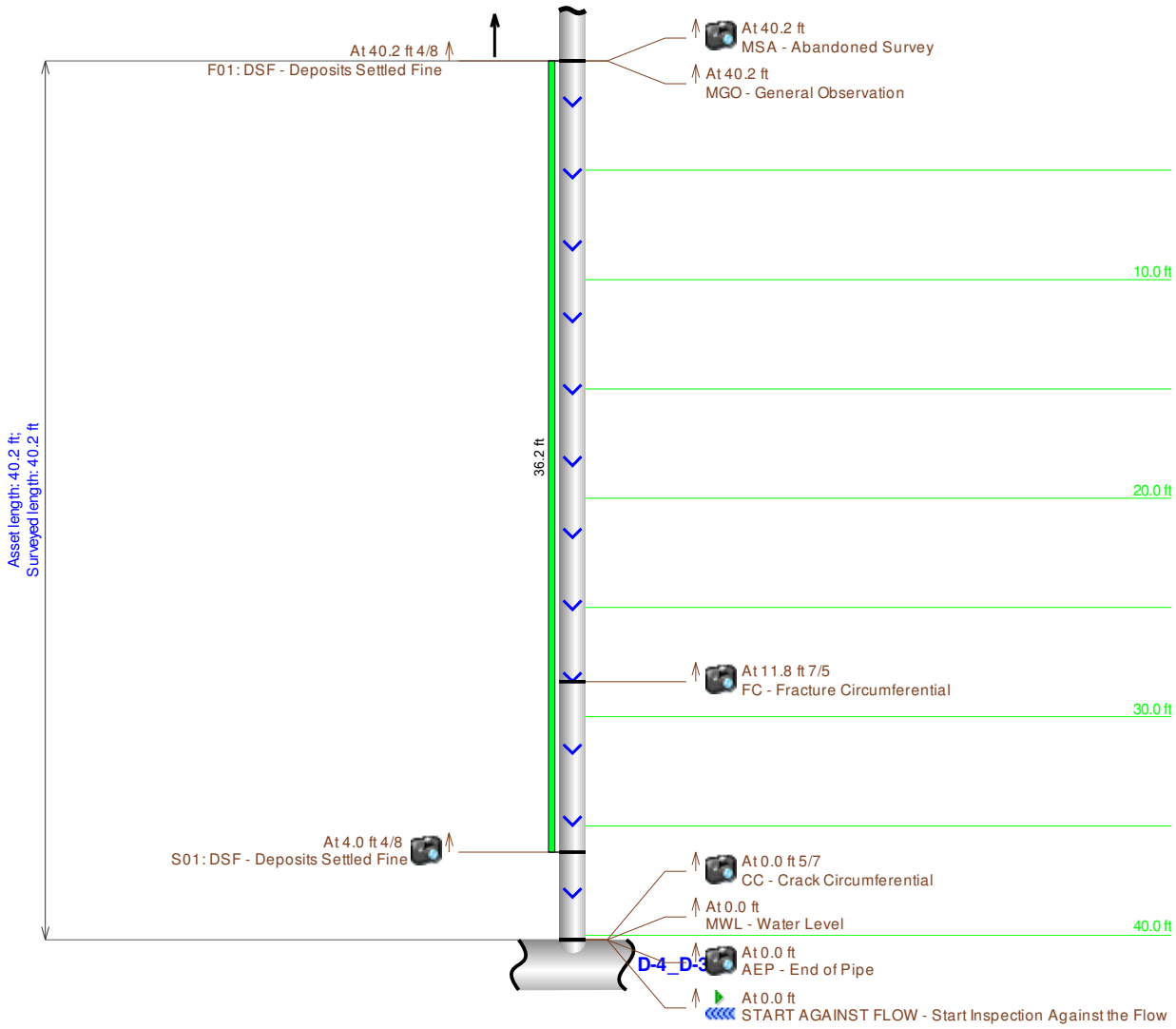
LSR:	City:	Street:	End point ID:	End point:
D-4_D-3 - 13	BRANSON	2ND ST & MAIN ST	D-4_D-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		3 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
40.2	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 2:01:17 AM	6/21/2013 2:09:16 AM

Additional info:



Trekk Design Group
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Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 329.2 (U)

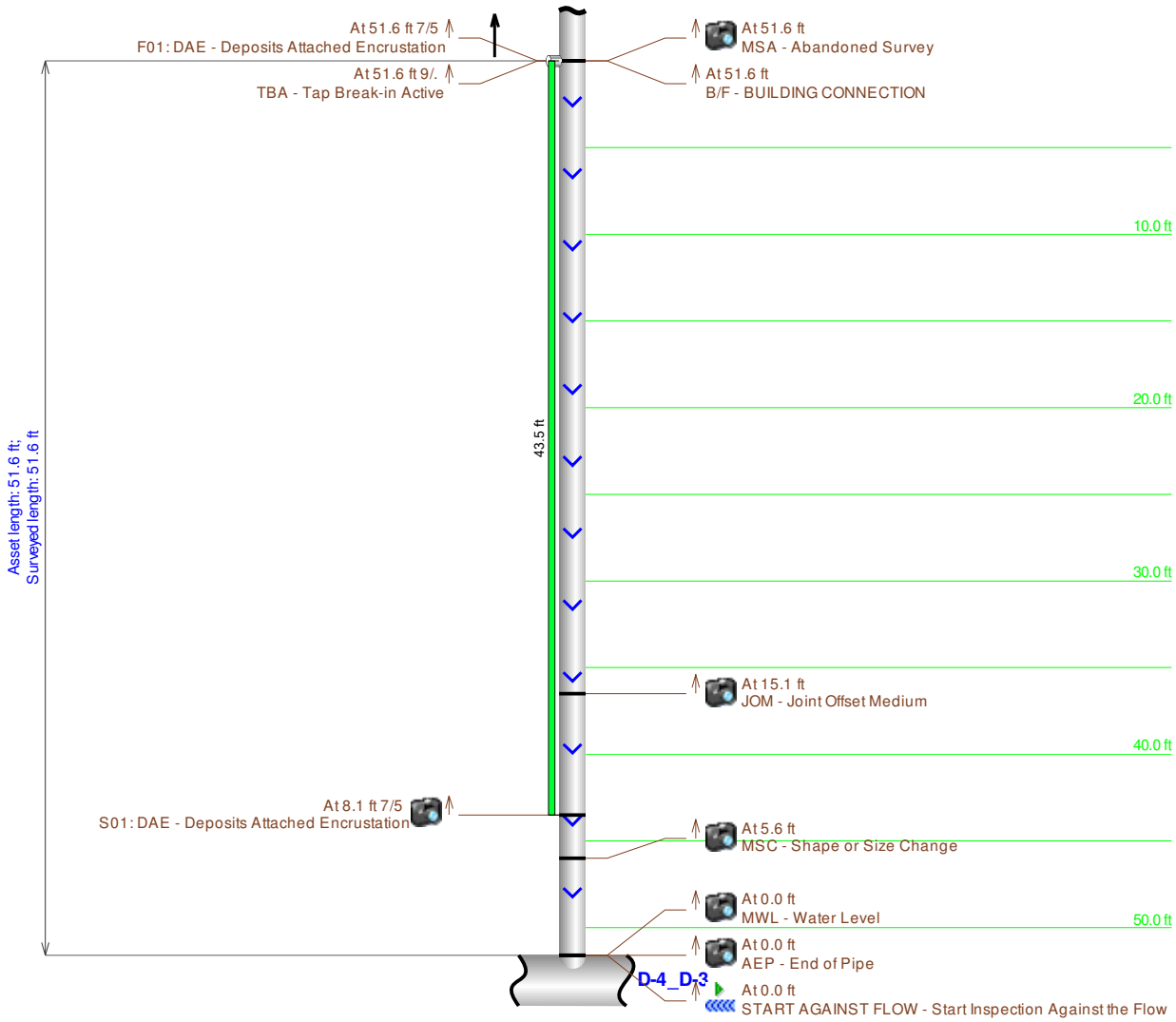
LSR:	City:	Street:	End point ID:	End point:
D-4_D-3 - 14	BRANSON	2ND ST & MAIN ST	D-4_D-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
51.6	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 2:24:09 AM	6/21/2013 2:29:21 AM

Additional info:



Trekk Design Group
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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 6.5 (U)

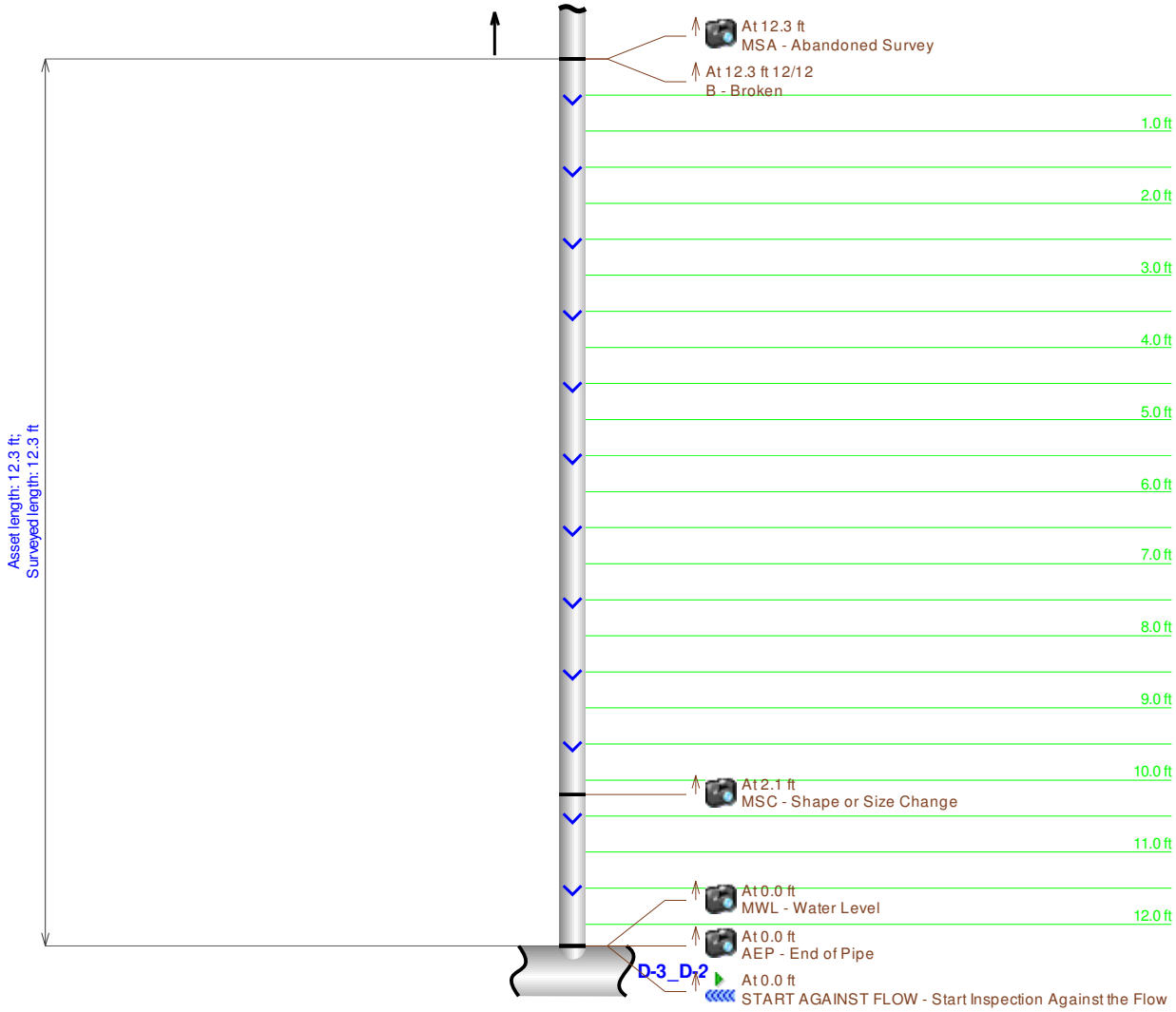
LSR:	City:	Street:	End point ID:	End point:
D-3_D-2 - 1	BRANSON	MAIN ST & COMMERCIAL ST	D-3_D-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		3 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
12.3	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 2:53:23 AM	6/21/2013 2:55:54 AM

Additional info:



Trekk Design Group
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Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 22.7 (U)

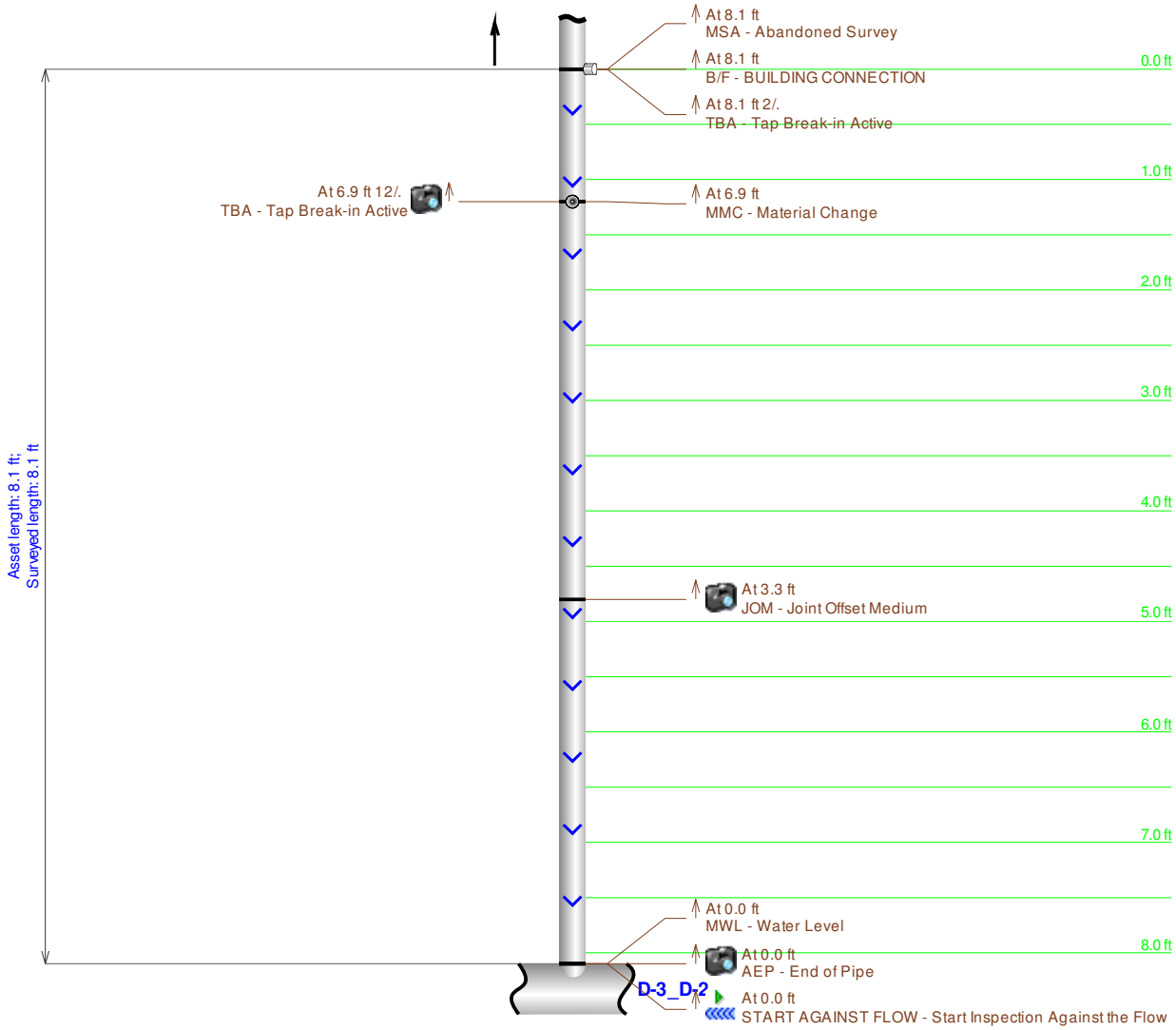
LSR:	City:	Street:	End point ID:	End point:
D-3_D-2 - 2	BRANSON	MAIN ST & COMMERCIAL ST	D-3_D-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
8.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 2:59:17 AM	6/21/2013 3:02:27 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 24.8 (U)

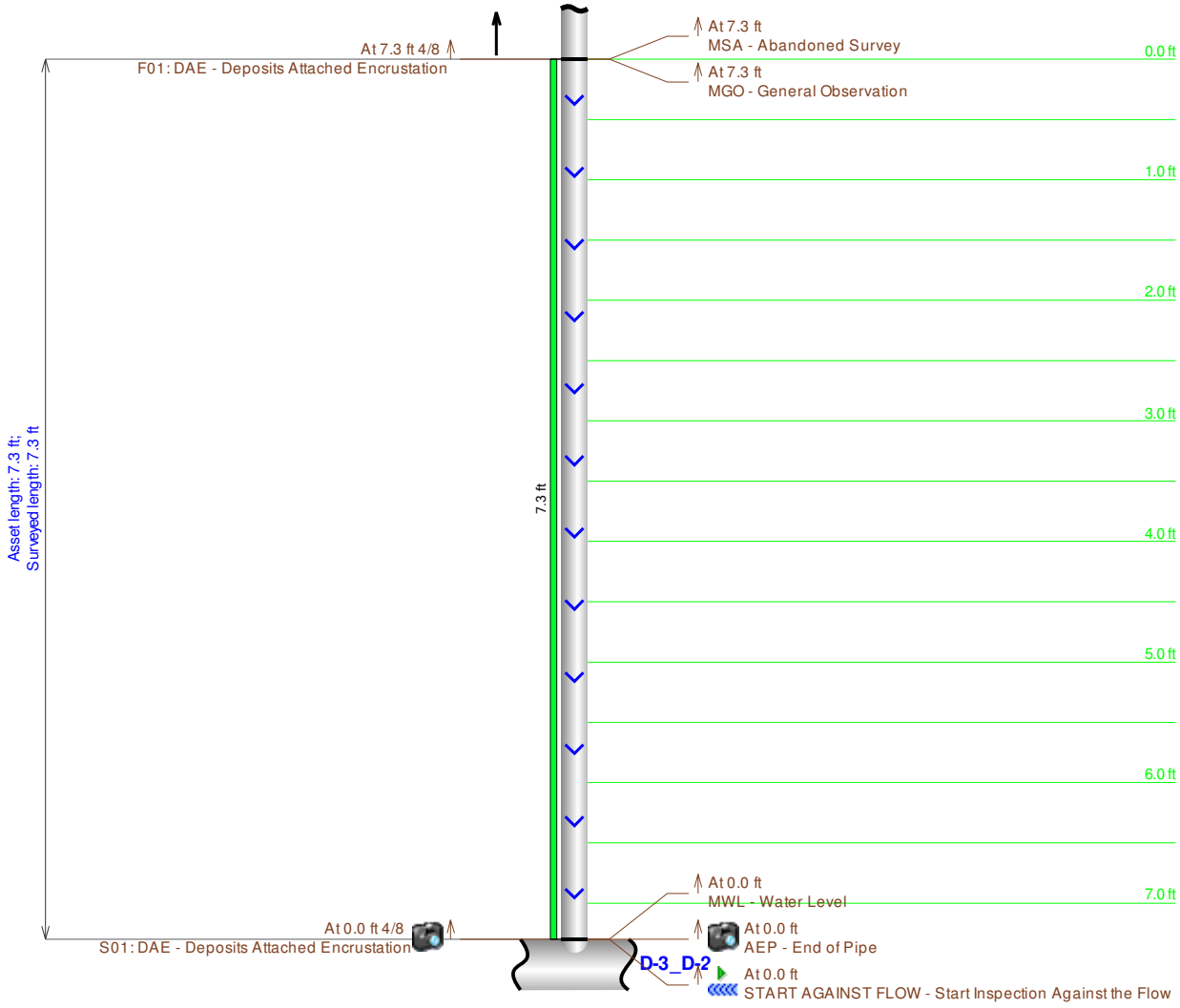
LSR:	City:	Street:	End point ID:	End point:
D-3_D-2 - 3	BRANSON	MAIN ST & COMMERCIAL ST	D-3_D-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		10 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
7.3	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 3:03:57 AM	6/21/2013 3:06:33 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 49.8 (U)

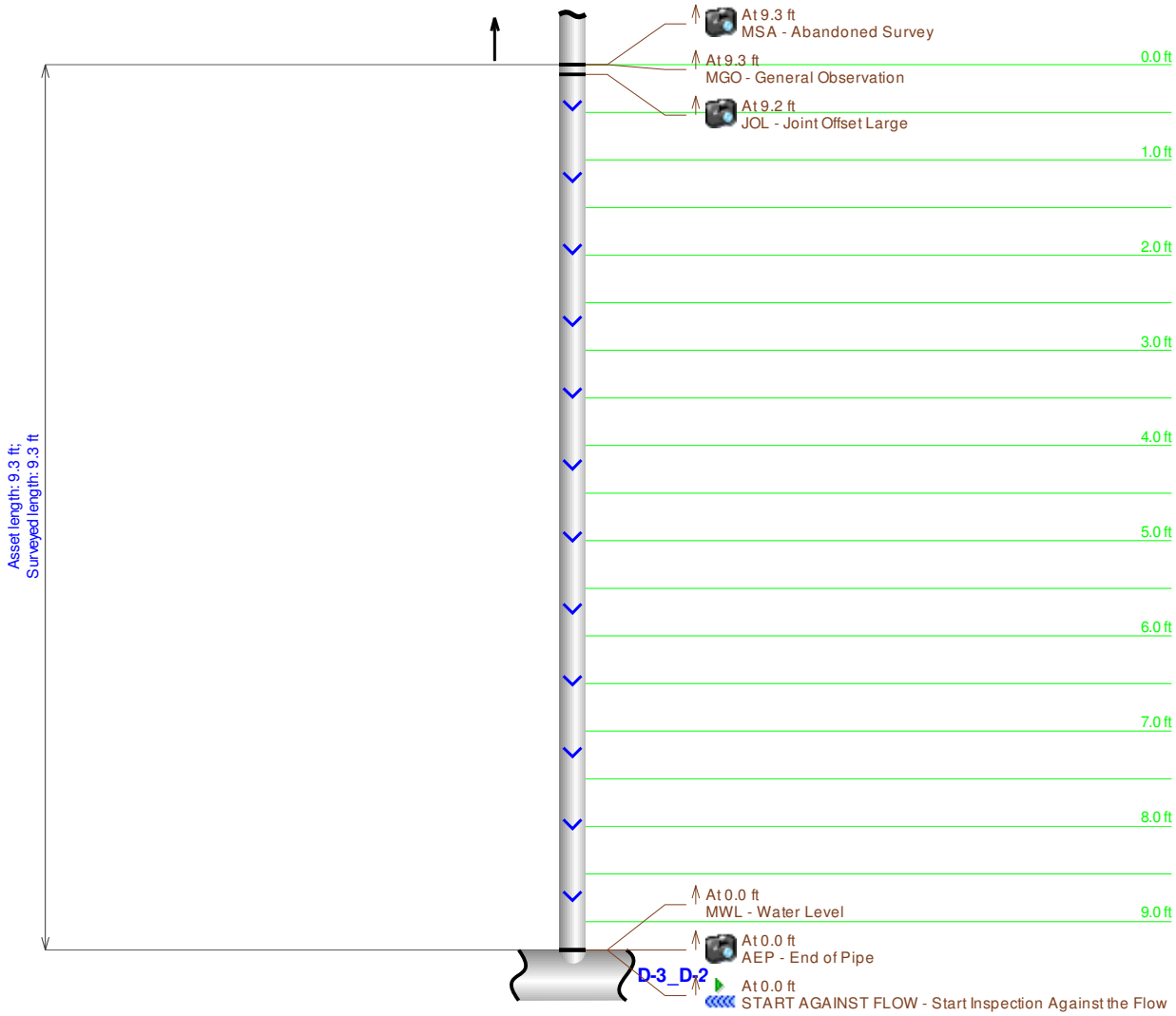
LSR:	City:	Street:	End point ID:	End point:
D-3_D-2 - 4	BRANSON	MAIN ST & COMMERCIAL ST	D-3_D-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
9.3	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 3:09:22 AM	6/21/2013 3:11:22 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 74.1 (U)

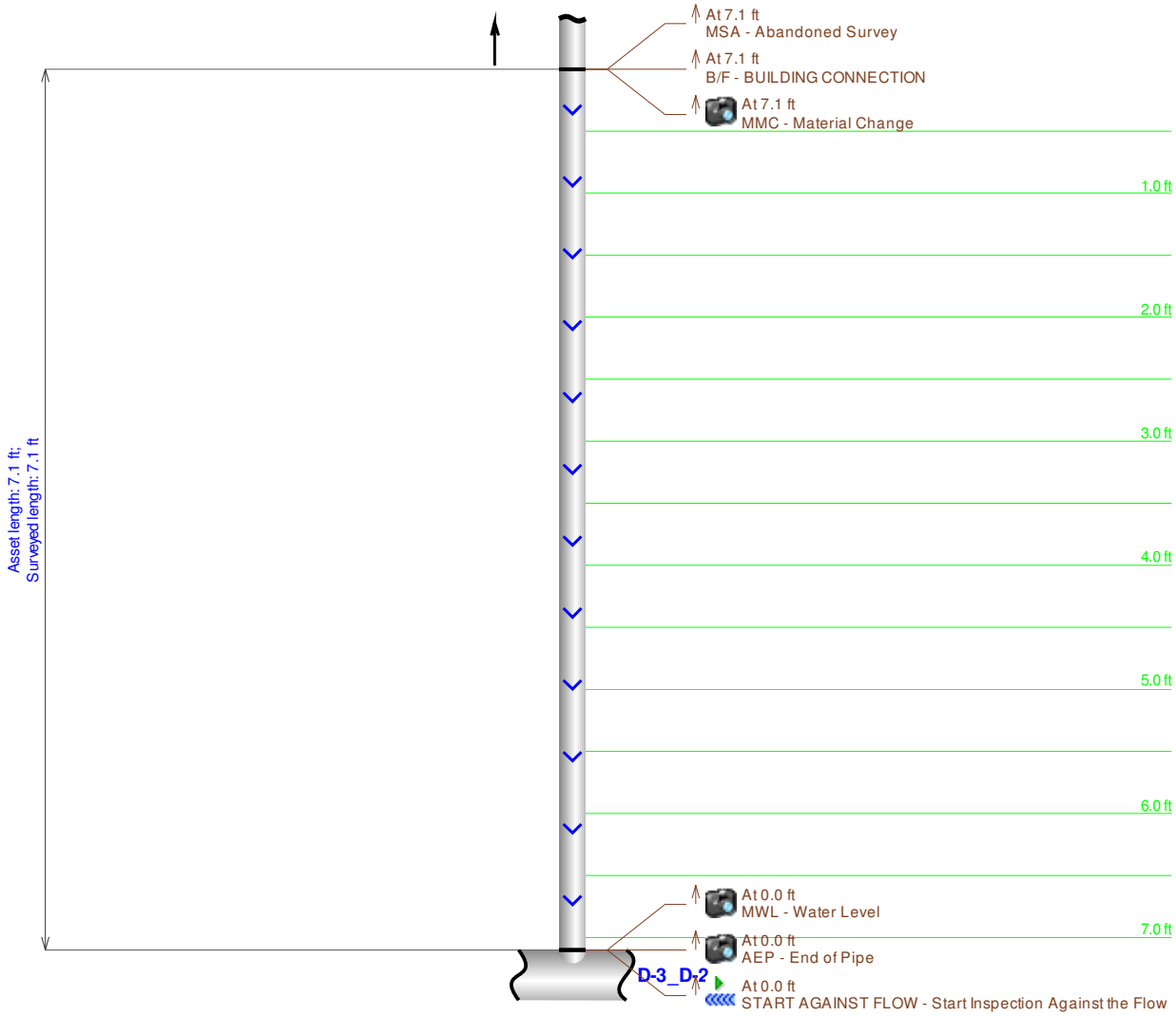
LSR:	City:	Street:	End point ID:	End point:
D-3_D-2 - 5	BRANSON	MAIN ST & COMMERCIAL ST	D-3_D-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		10 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
7.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 3:14:26 AM	6/21/2013 3:16:28 AM

Additional info:



Trekk Design Group
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Lateral Inspection with Pipe-Run Graph

LATERAL AT 81 (U)

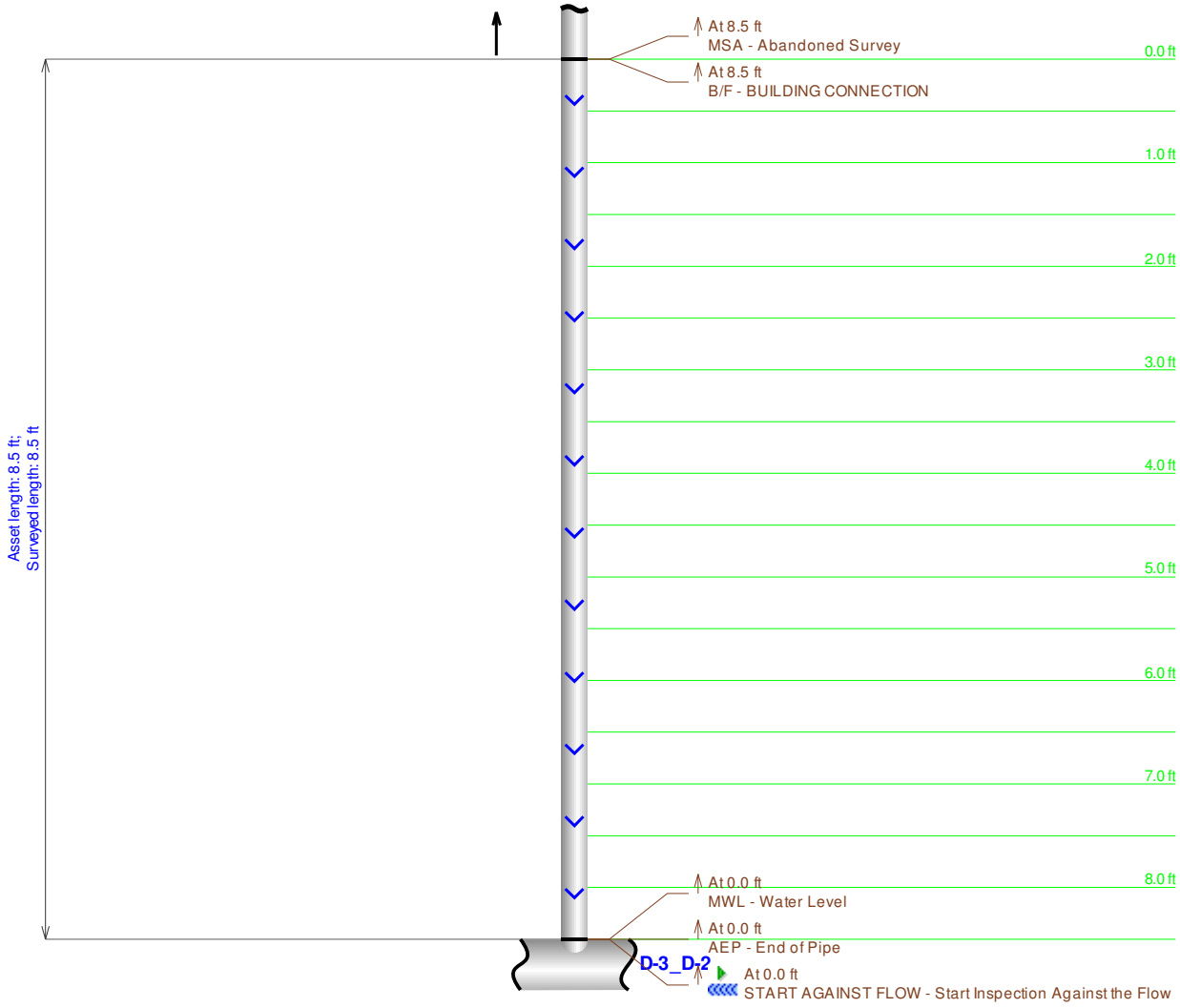
LSR:	City:	Street:	End point ID:	End point:
D-3_D-2 - 6	BRANSON	MAIN ST & COMMERCIAL ST	D-3_D-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		12 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
8.5	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 3:18:05 AM	6/21/2013 3:21:12 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 98.9 (U)

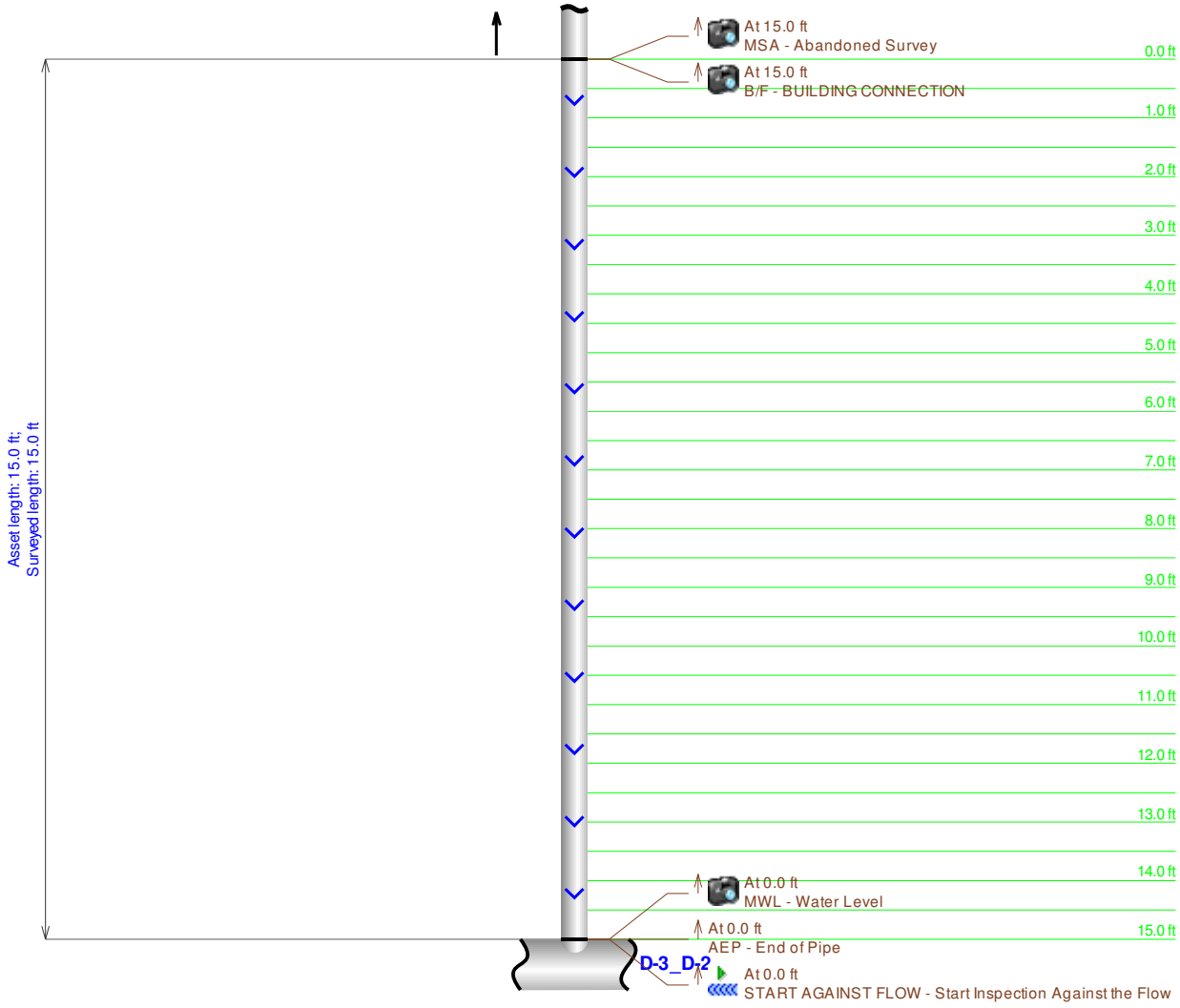
LSR:	City:	Street:	End point ID:	End point:
D-3_D-2 - 7	BRANSON	MAIN ST & COMMERCIAL ST	D-3_D-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
15	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 3:23:28 AM	6/21/2013 3:25:58 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 106.6 (U)

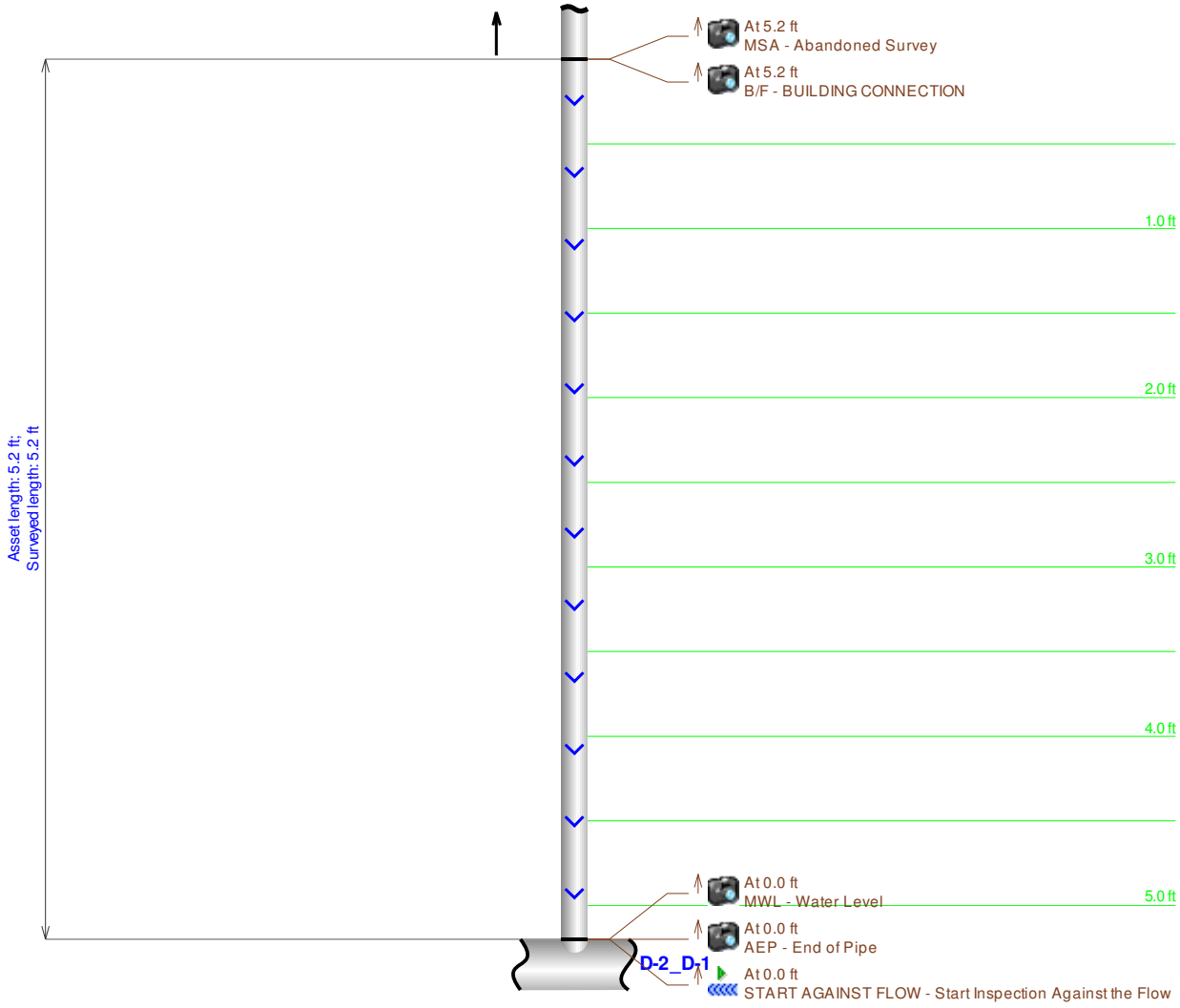
LSR:	City:	Street:	End point ID:	End point:
D-2_D-1 - 1	BRANSON	COMMERCIAL ST & MAIN ST	D-2_D-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		10 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
5.2	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 7:58:50 PM	6/21/2013 8:00:40 PM

Additional info:



Trekk Design Group
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Lateral Inspection with Pipe-Run Graph

LATERAL AT 131.3 (U)

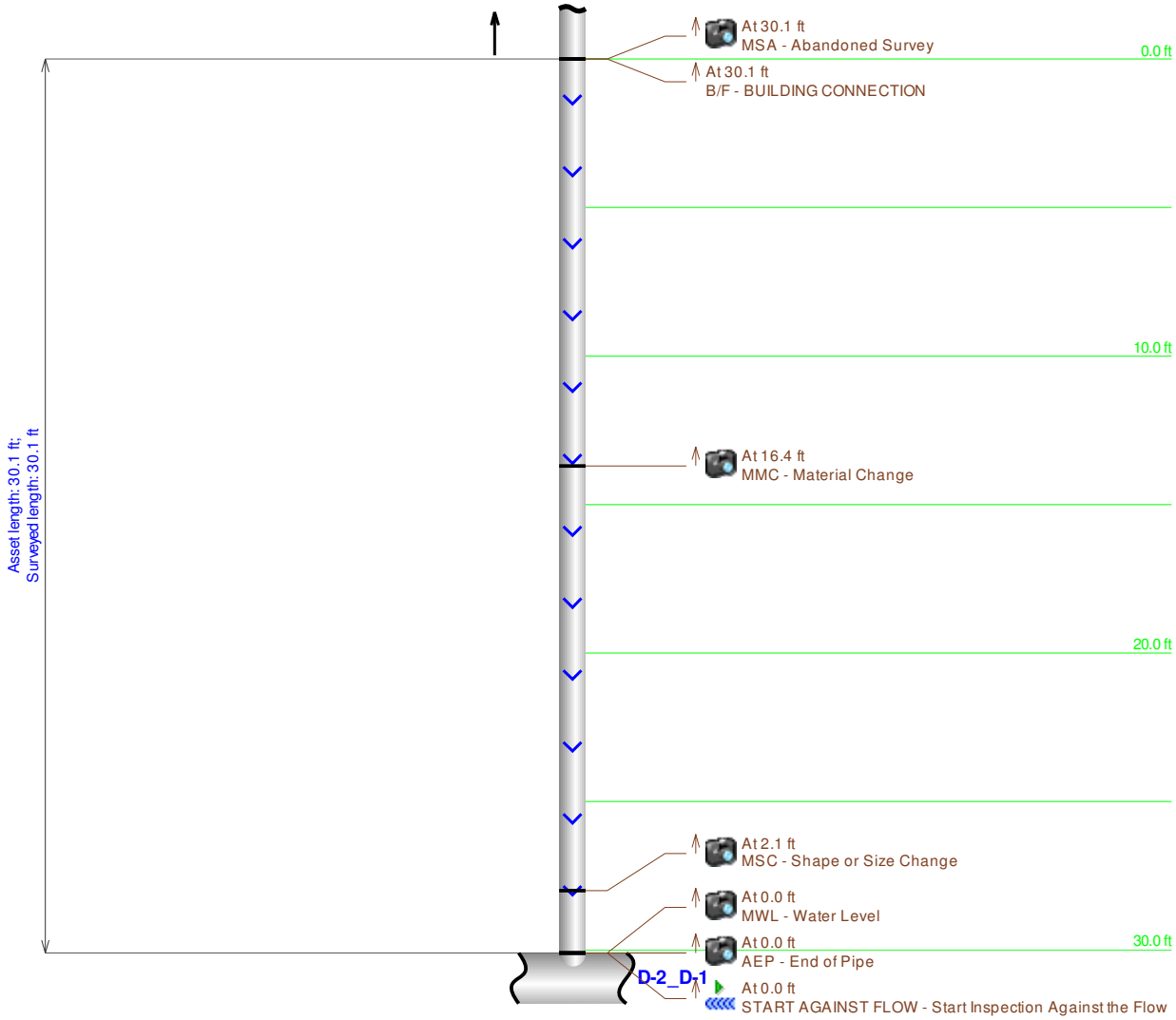
LSR:	City:	Street:	End point ID:	End point:
D-2_D-1 - 2	BRANSON	COMMERCIAL ST & MAIN ST	D-2_D-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
30.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 8:04:24 PM	6/21/2013 8:08:18 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 155.8 (U)

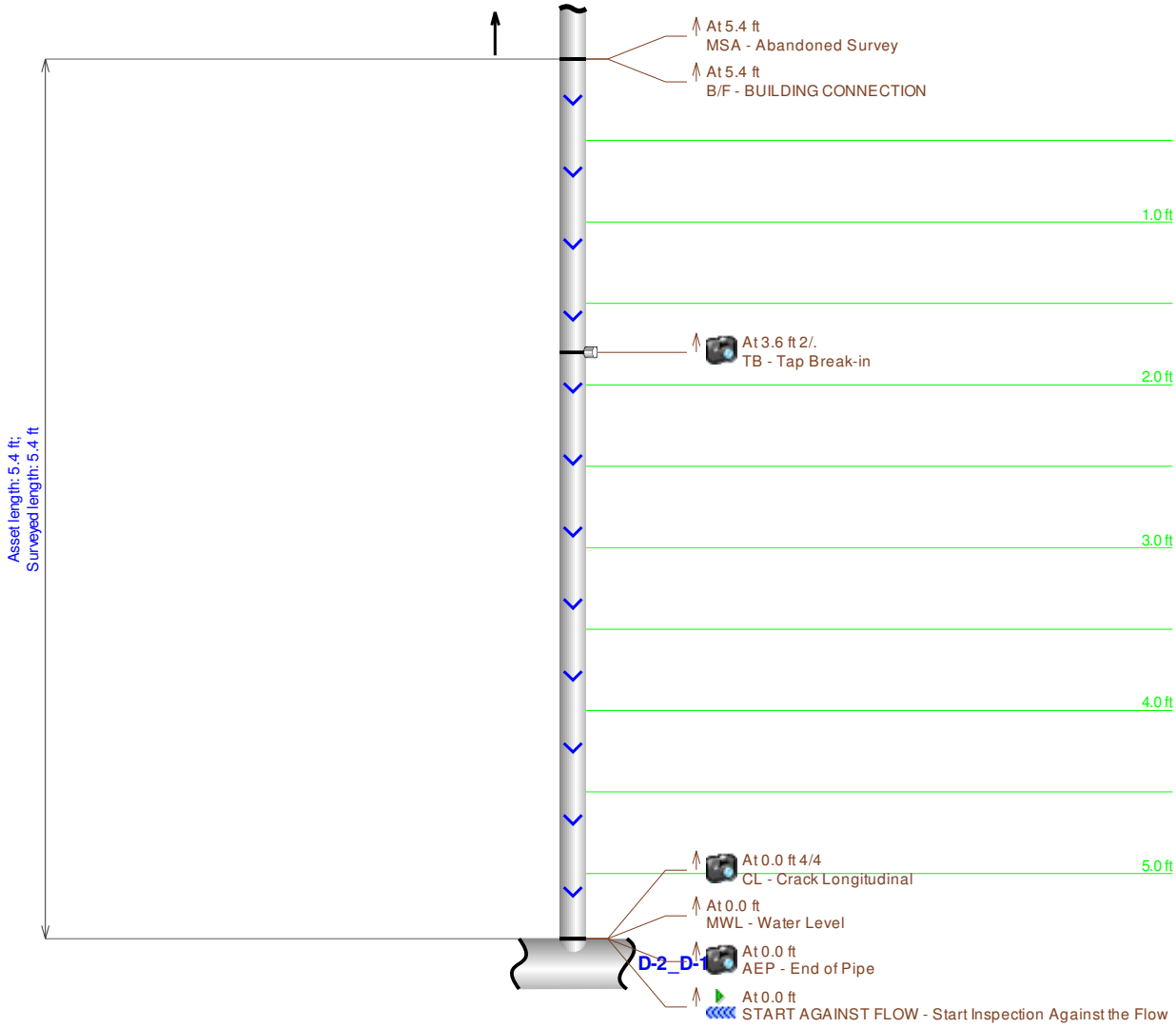
LSR:	City:	Street:	End point ID:	End point:
D-2_D-1 - 3	BRANSON	COMMERCIAL ST & MAIN ST	D-2_D-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		10 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
5.4	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 8:12:19 PM	6/21/2013 8:14:47 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 159 (U)

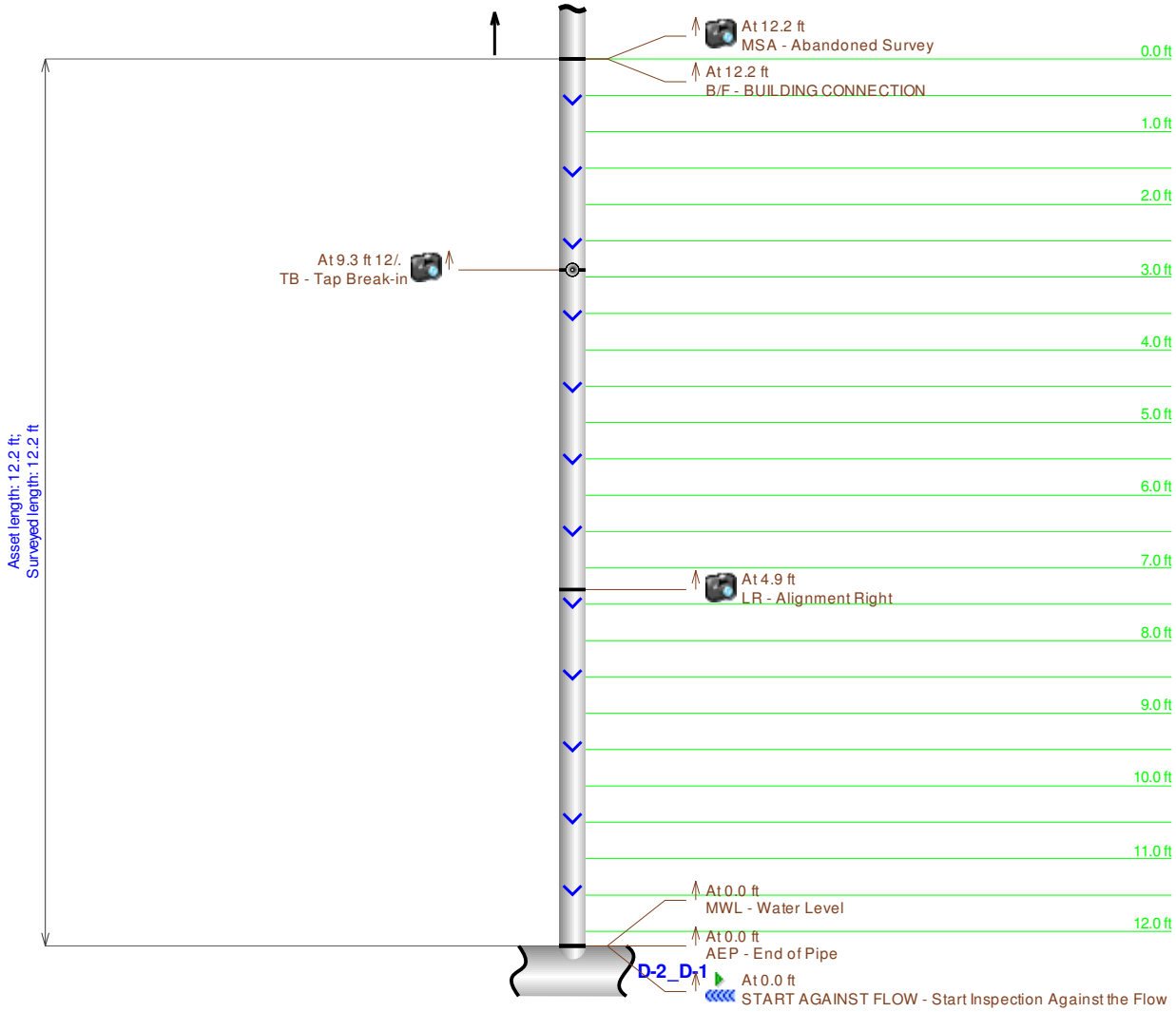
LSR:	City:	Street:	End point ID:	End point:
D-2_D-1 - 4	BRANSON	COMMERCIAL ST & MAIN ST	D-2_D-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		12 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
12.2	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 8:18:49 PM	6/21/2013 8:23:19 PM

Additional info:



Trekk Design Group
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Lateral Inspection with Pipe-Run Graph

LATERAL AT 180.3 (U)

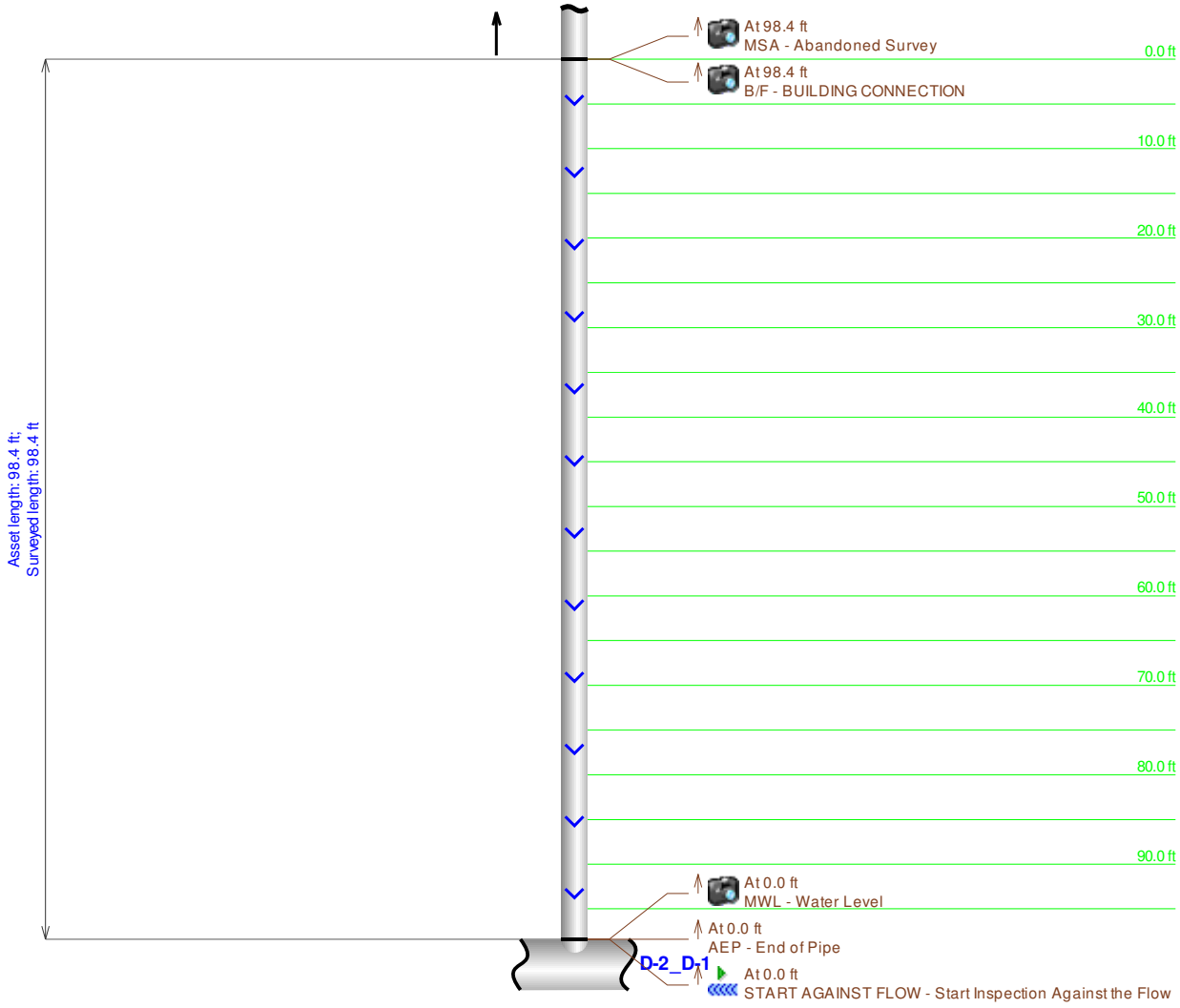
LSR:	City:	Street:	End point ID:	End point:
D-2_D-1 - 5	BRANSON	COMMERCIAL ST & MAIN ST	D-2_D-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
98.4	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 8:26:40 PM	6/21/2013 8:34:19 PM

Additional info:



Trekk Design Group
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Kansas City, MO 64131
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Lateral Inspection with Pipe-Run Graph

LATERAL AT 6 (U)

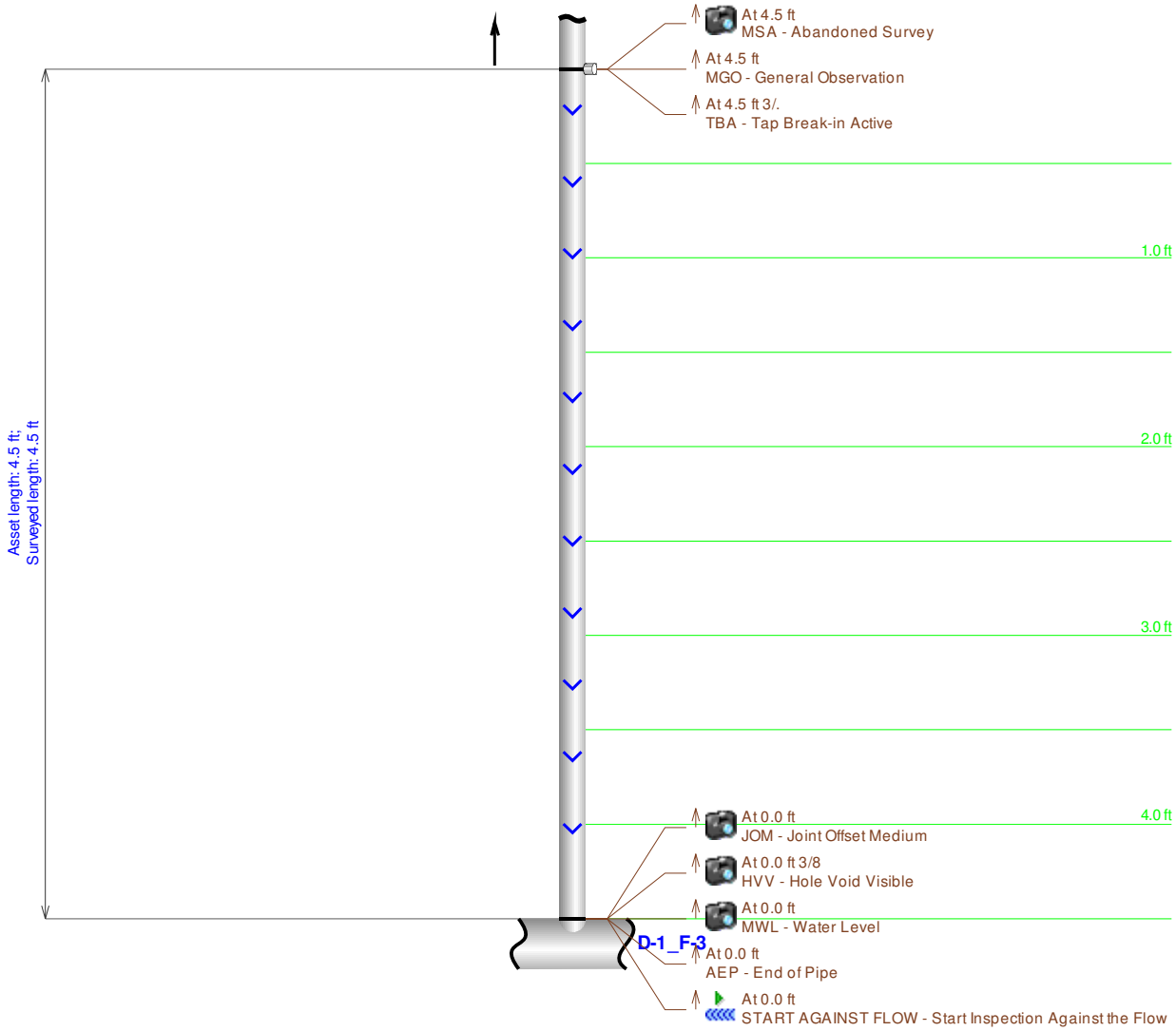
LSR:	City:	Street:	End point ID:	End point:
D-1_F-3 - 1	BRANSON	MAIN ST & SYCAMORE ST	D-1_F-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
4.5	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 9:40:45 PM	6/21/2013 9:45:05 PM

Additional info:



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Kansas City, MO 64131
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Lateral Inspection with Pipe-Run Graph

LATERAL AT 55.1 (U)

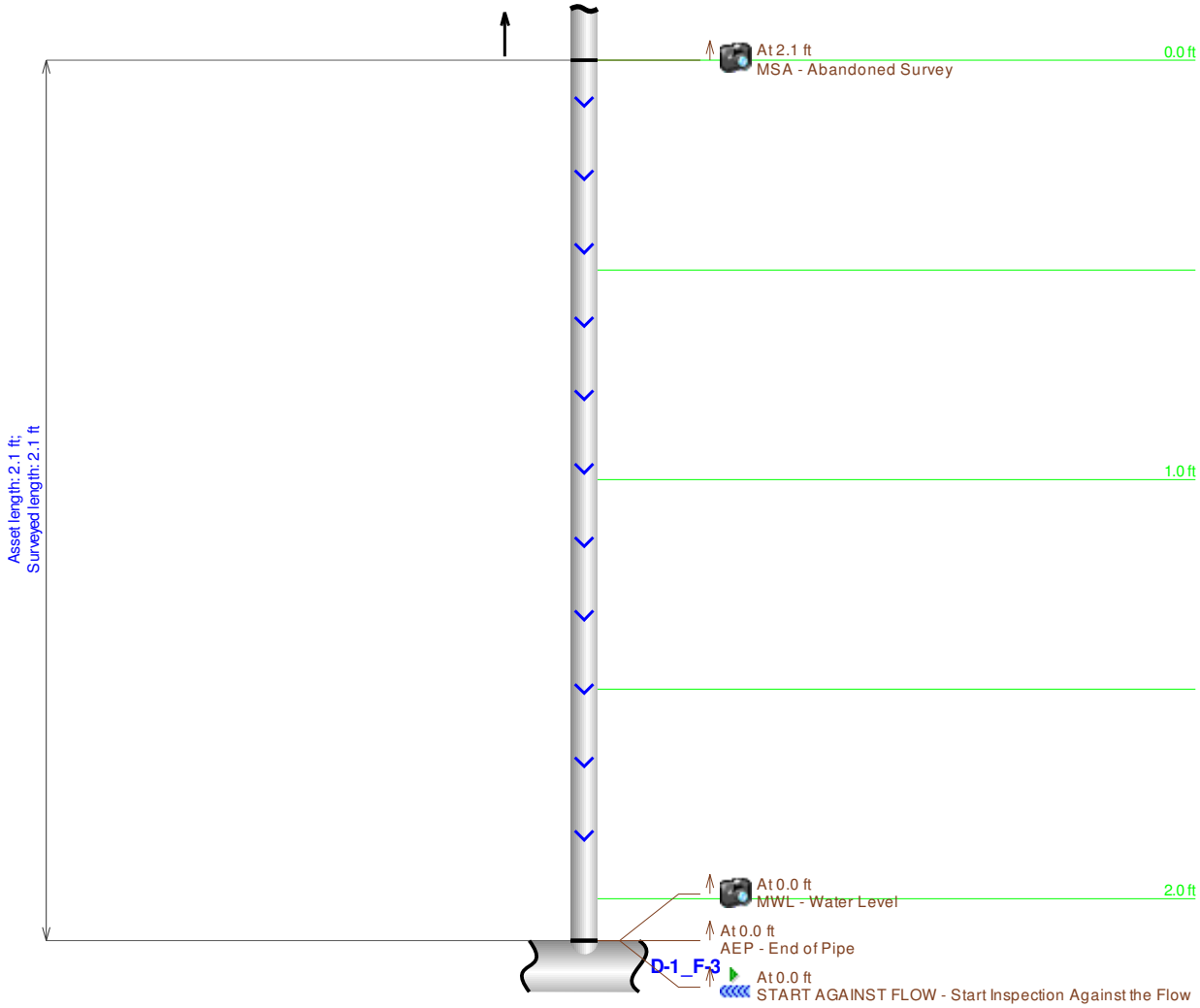
LSR:	City:	Street:	End point ID:	End point:
D-1_F-3 - 2	BRANSON	MAIN ST & SYCAMORE ST	D-1_F-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
CAS		3		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
2.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 9:48:59 PM	6/21/2013 9:51:50 PM

Additional info:



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Kansas City, MO 64131
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Lateral Inspection with Pipe-Run Graph

LATERAL AT 80 (U)

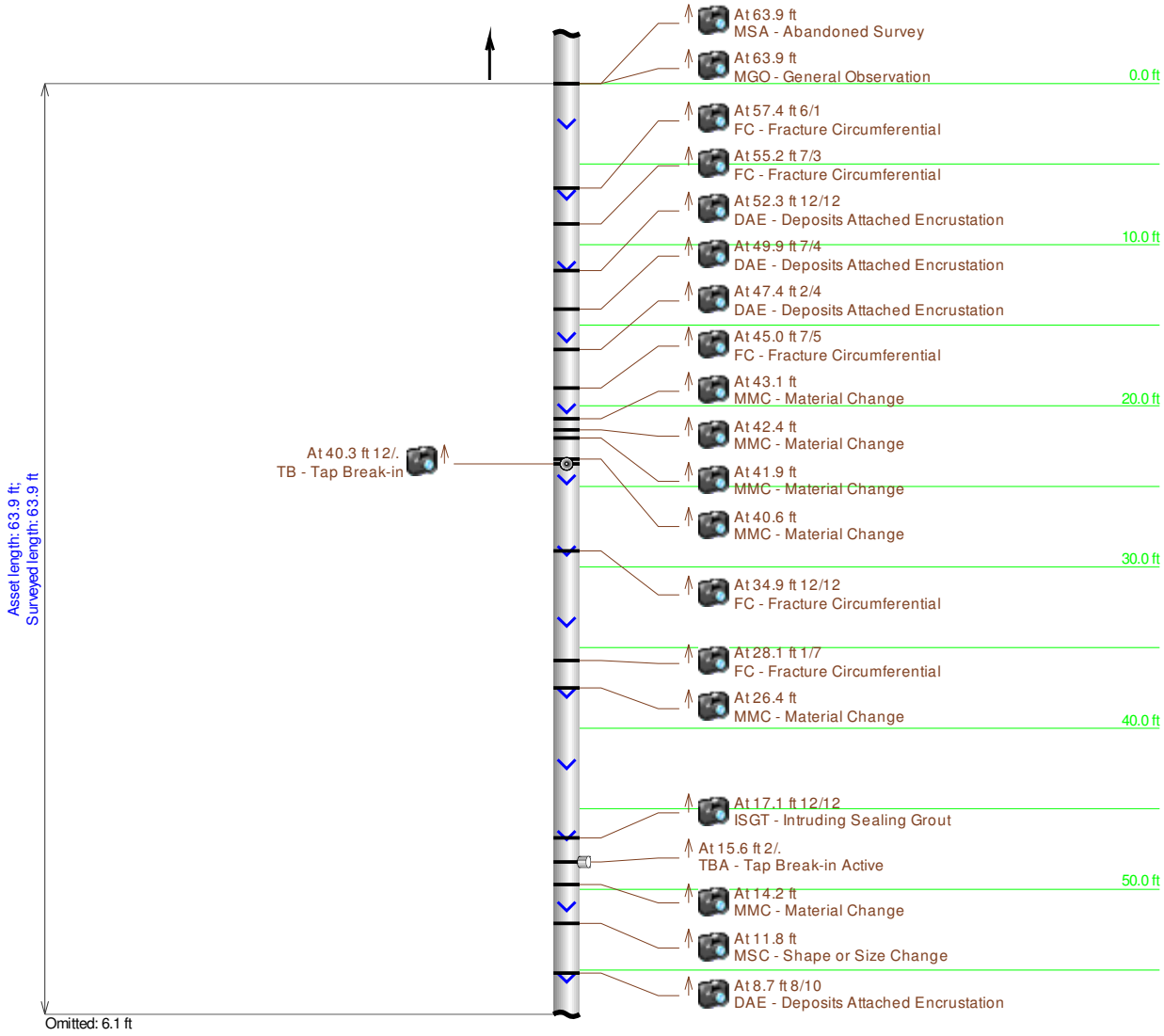
LSR:	City:	Street:	End point ID:	End point:
D-1_F-3 - 3	BRANSON	MAIN ST & SYCAMORE ST	D-1_F-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
63.9	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 9:54:30 PM	6/21/2013 10:05:52 PM

Additional info:



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Kansas City, MO 64131
Phone: (816) 885-0143

LATERAL AT 80 (U)

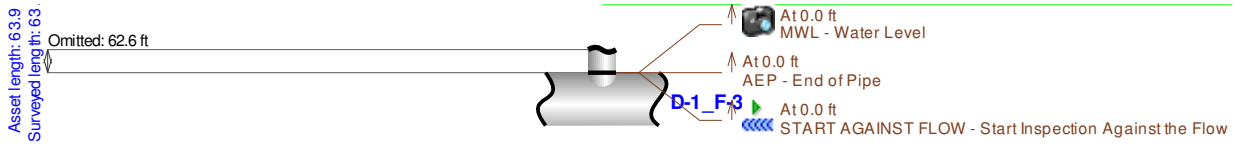
LSR:	City:	Street:	End point ID:	End point:
D-1_F-3 - 3	BRANSON	MAIN ST & SYCAMORE ST	D-1_F-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
63.9	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 9:54:30 PM	6/21/2013 10:05:52 PM

Additional info:



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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 22.3 (U)

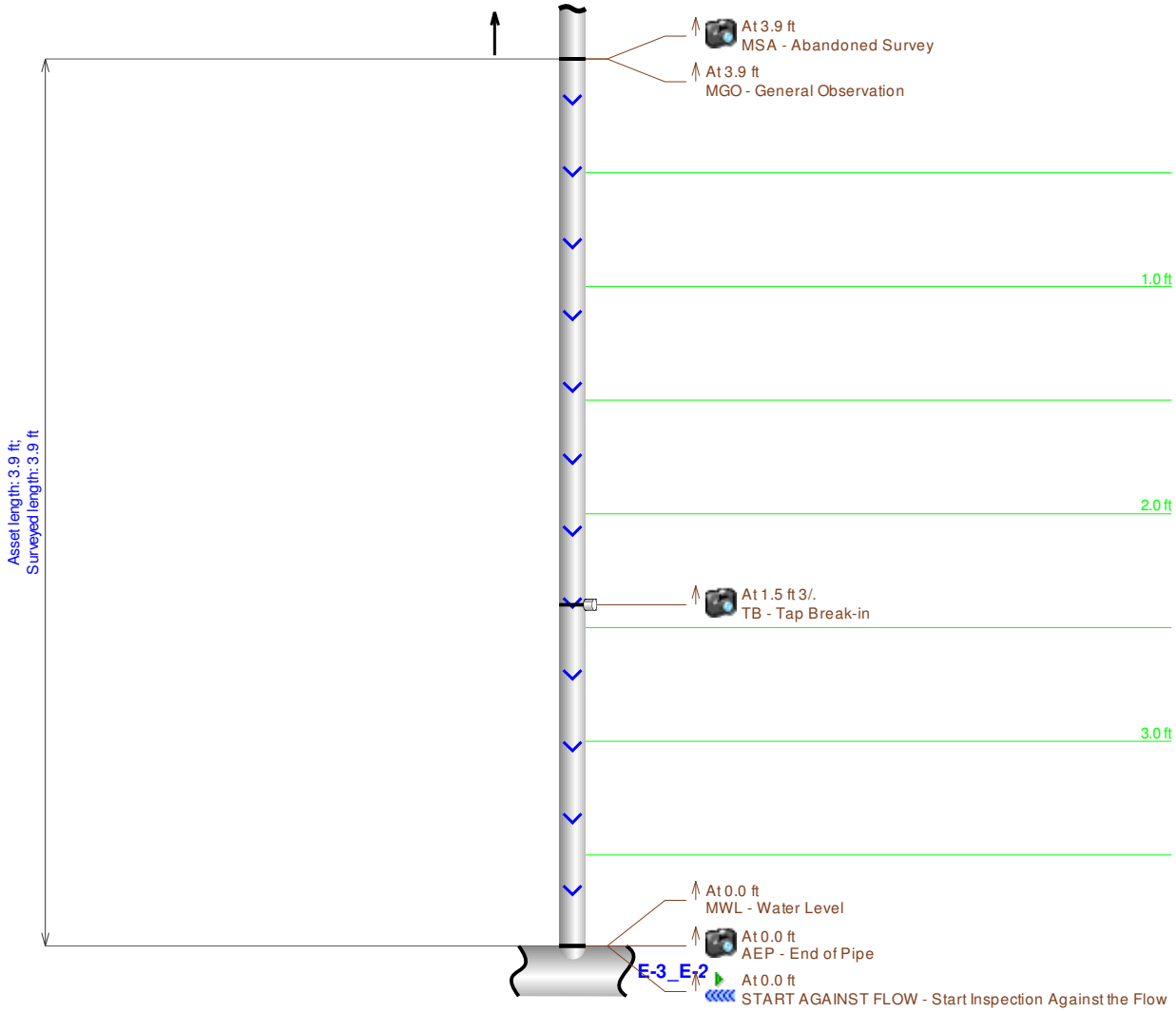
LSR:	City:	Street:	End point ID:	End point:
E-3_E-2 - 1	BRANSON	VETERANS BLVD & ATLANTIC ST	E-3_E-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
CAS		4		1 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
3.9	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 11:31:58 PM	6/21/2013 11:33:47 PM

Additional info:



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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 37.7 (U)

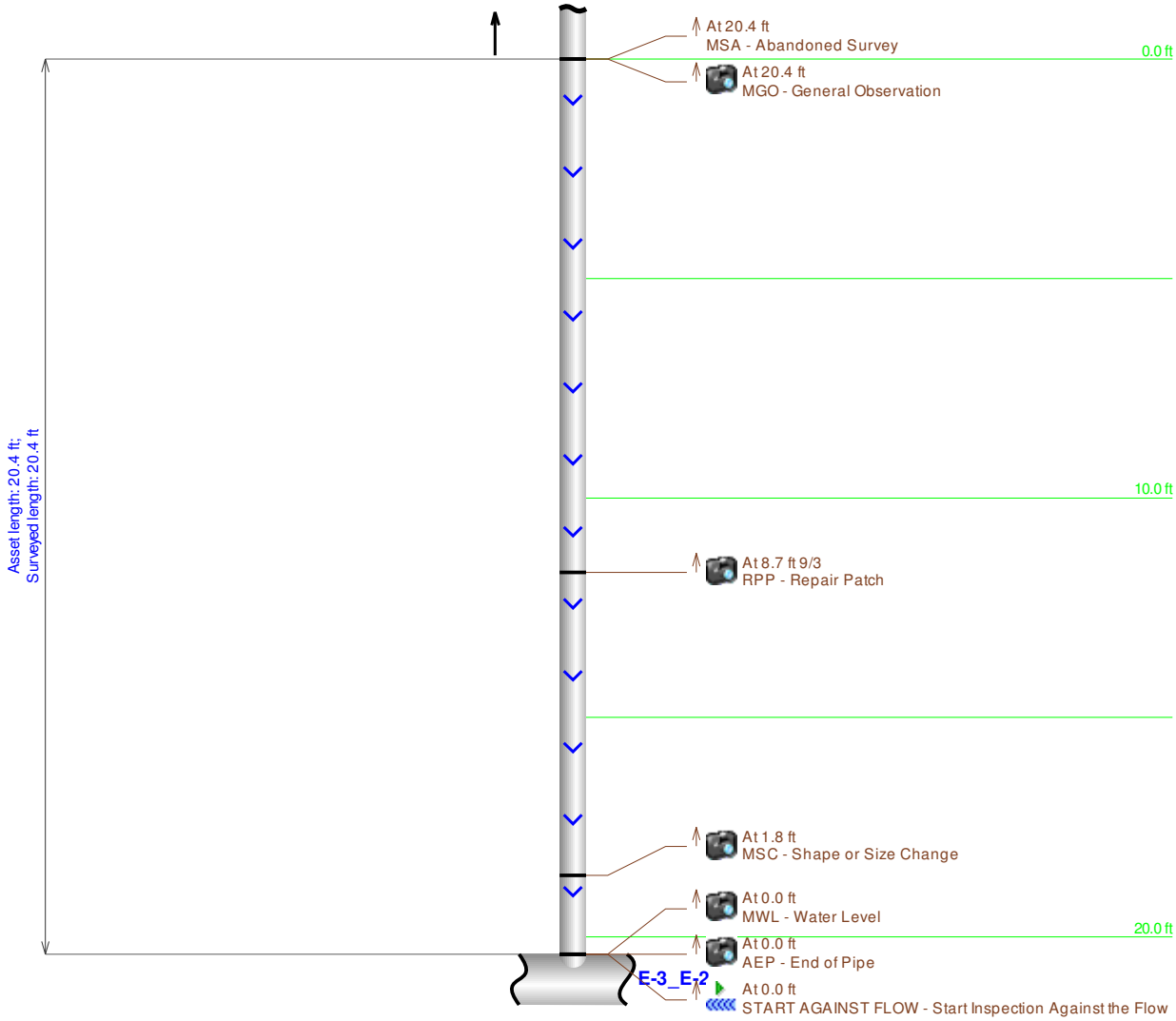
LSR:	City:	Street:	End point ID:	End point:
E-3_E-2 - 2	BRANSON	VETERANS BLVD & ATLANTIC ST	E-3_E-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
20.4	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 11:37:06 PM	6/21/2013 11:40:45 PM

Additional info:



Trekk Design Group
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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 38.7 (U)

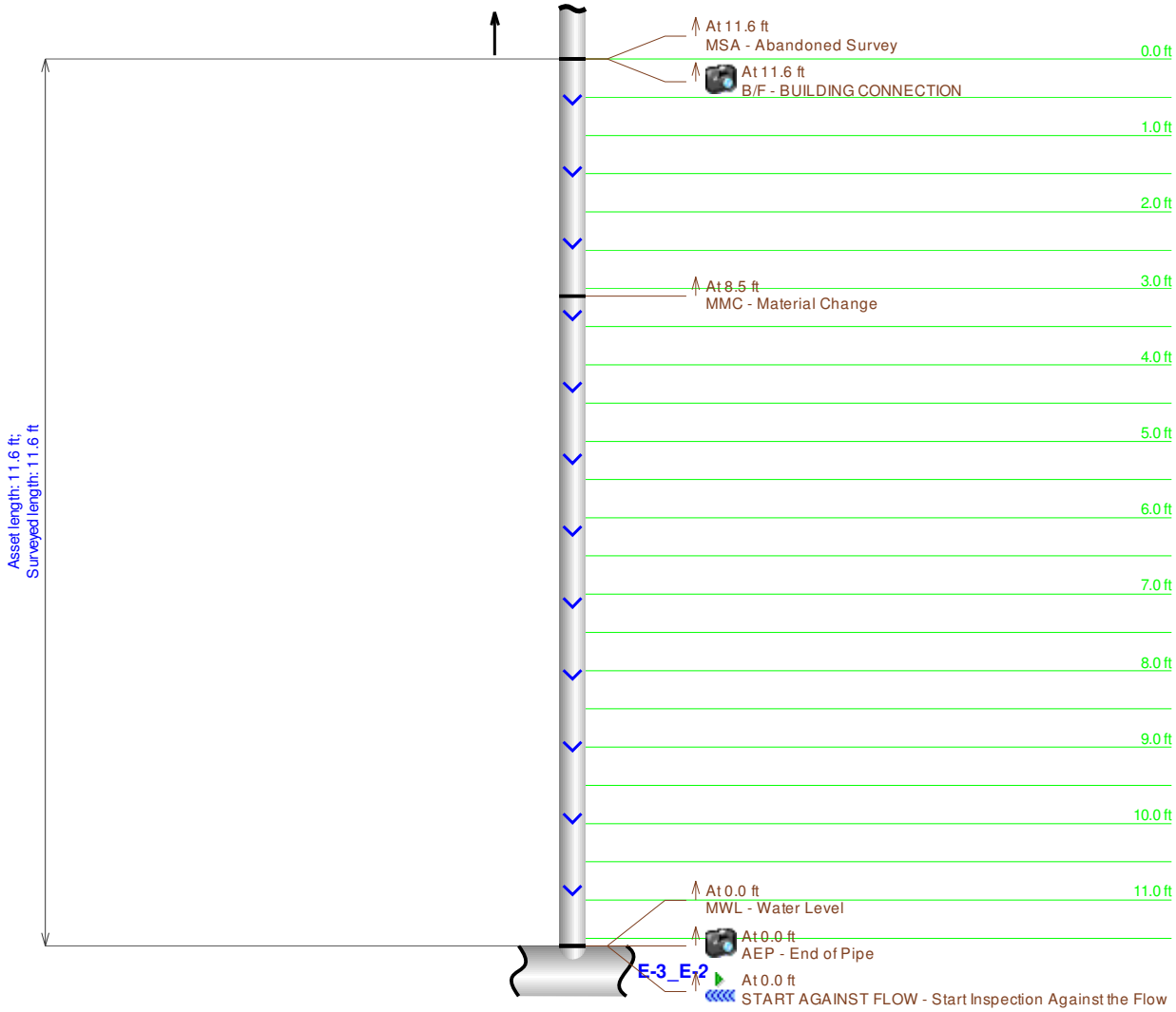
LSR:	City:	Street:	End point ID:	End point:
E-3_E-2 - 3	BRANSON	VETERANS BLVD & ATLANTIC ST	E-3_E-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		10 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
11.6	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 11:42:39 PM	6/21/2013 11:45:03 PM

Additional info:



Trekk Design Group
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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 77.5 (U)

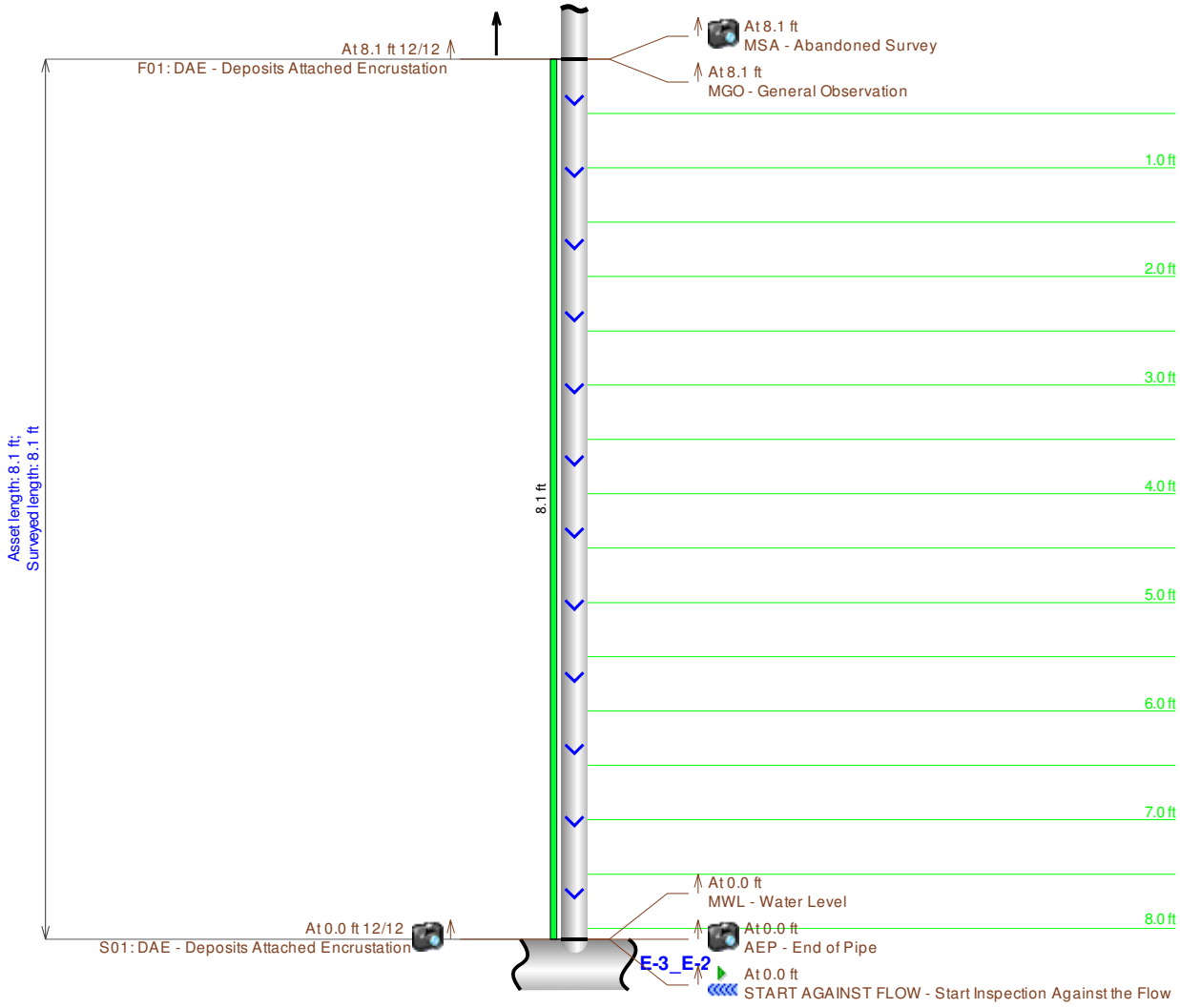
LSR:	City:	Street:	End point ID:	End point:
E-3_E-2 - 4	BRANSON	VETERANS BLVD & ATLANTIC ST	E-3_E-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
8.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/21/2013 11:57:08 PM	6/22/2013 12:00:45 AM

Additional info:



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Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 92.9 (U)

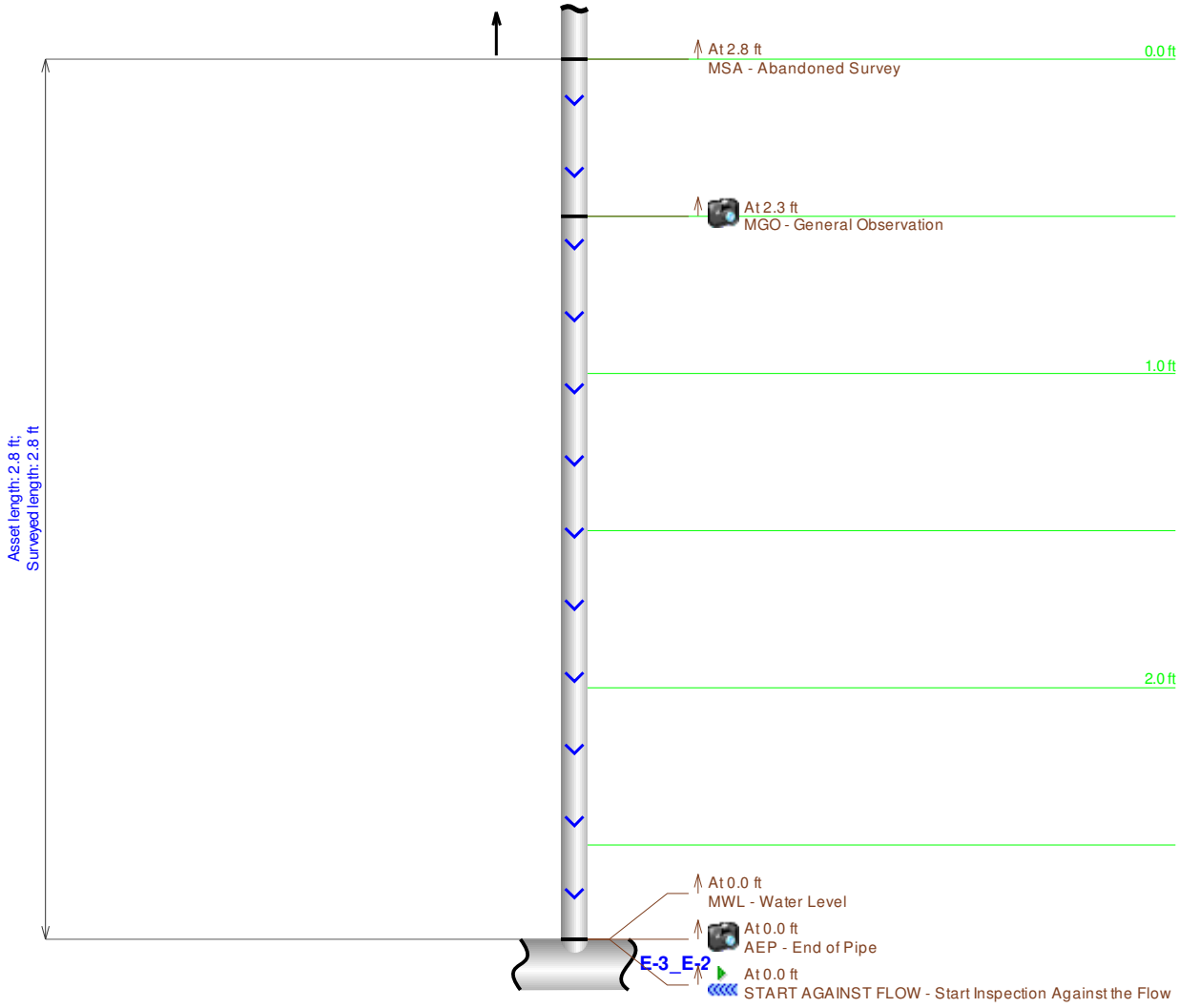
LSR:	City:	Street:	End point ID:	End point:
E-3_E-2 - 5	BRANSON	VETERANS BLVD & ATLANTIC ST	E-3_E-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
2.8	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/22/2013 12:06:53 AM	6/22/2013 12:10:10 AM

Additional info:



Trekk Design Group
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Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 99.7 (U)

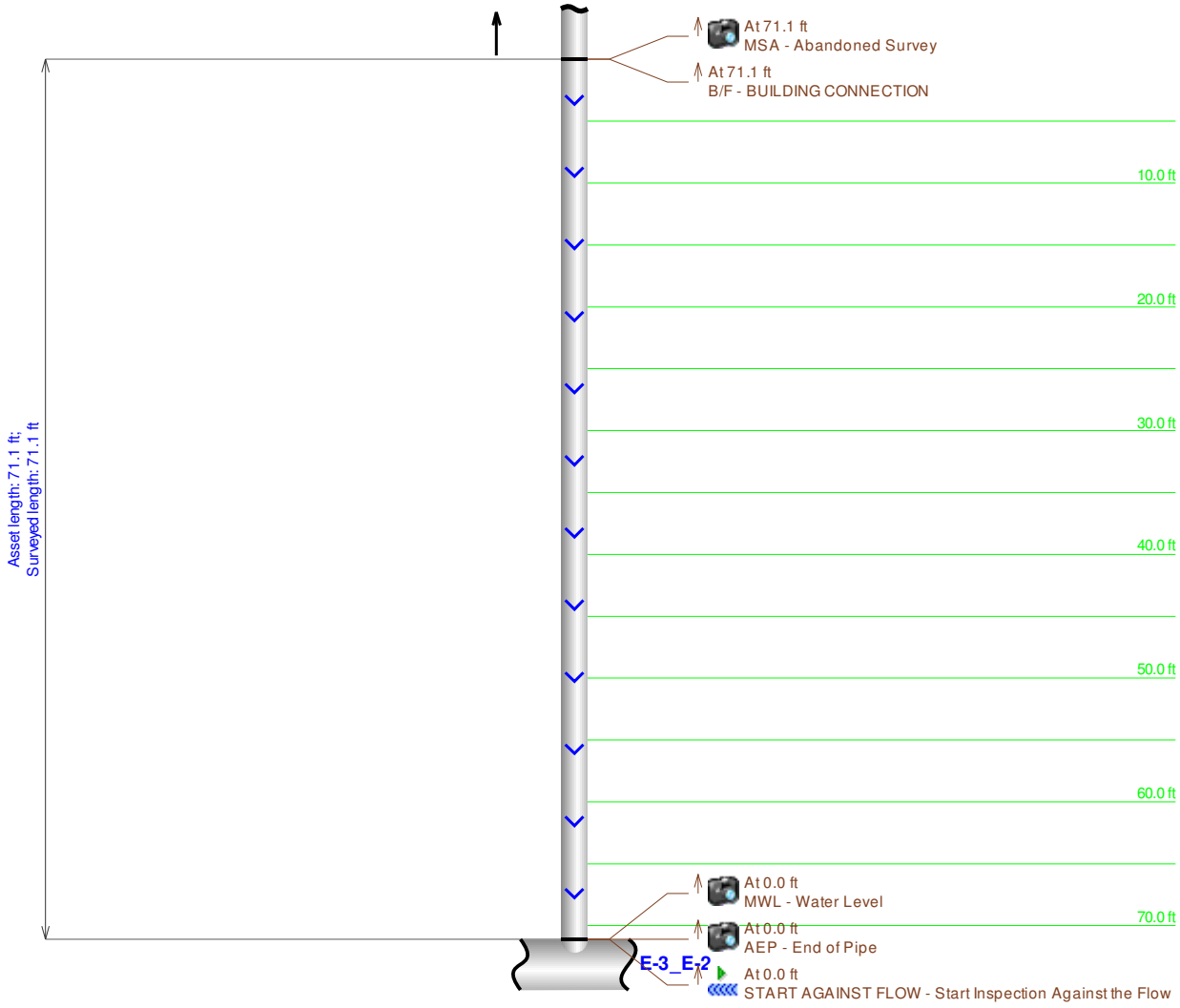
LSR:	City:	Street:	End point ID:	End point:
E-3_E-2 - 6	BRANSON	VETERANS BLVD & ATLANTIC ST	E-3_E-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		12 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
71.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/22/2013 12:12:35 AM	6/22/2013 12:17:27 AM

Additional info:



Trekk Design Group
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Lateral Inspection with Pipe-Run Graph

LATERAL AT 152 (U)

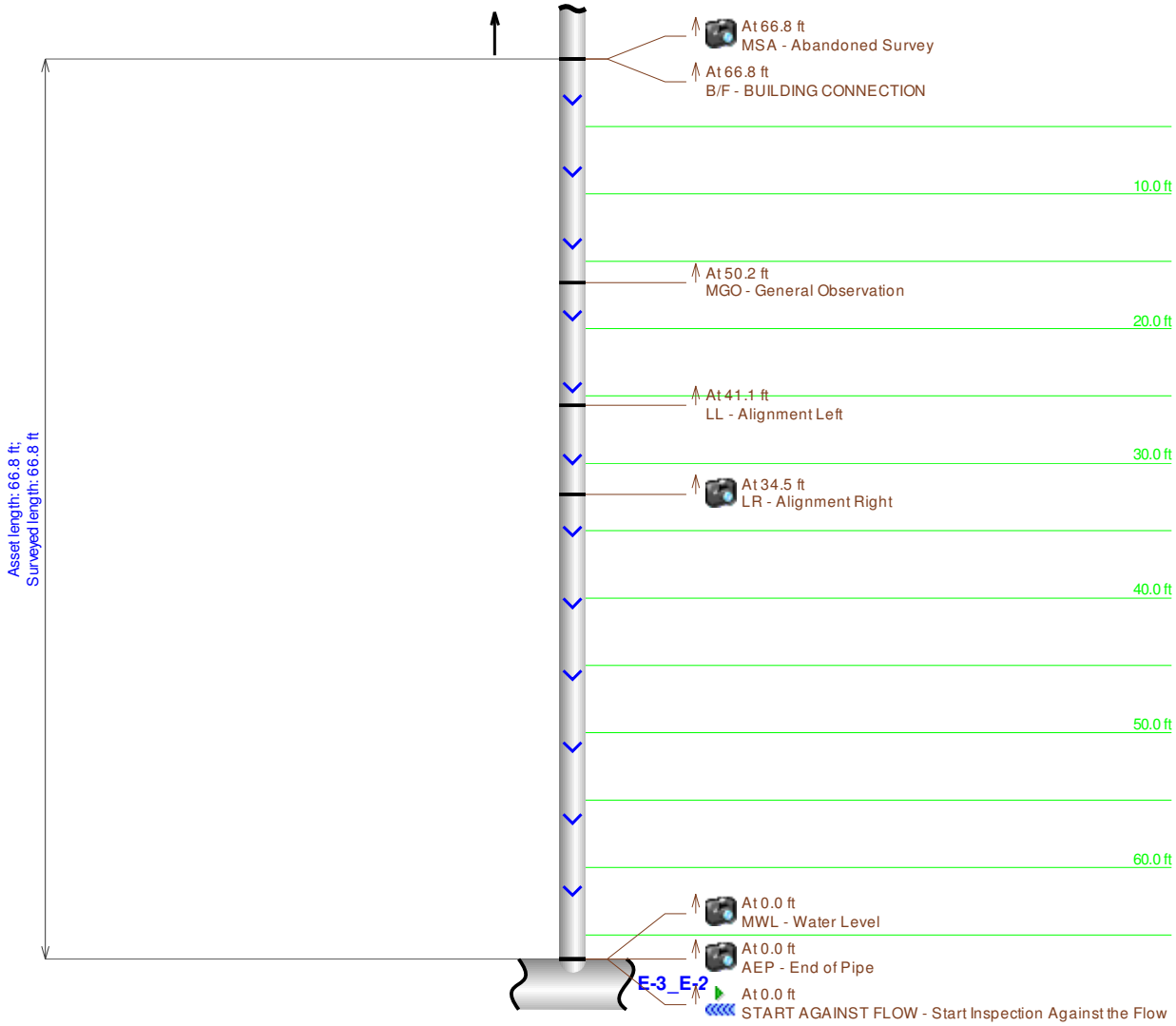
LSR:	City:	Street:	End point ID:	End point:
E-3_E-2 - 7	BRANSON	VETERANS BLVD & ATLANTIC ST	E-3_E-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
66.8	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/22/2013 12:27:30 AM	6/22/2013 12:35:22 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 173.4 (U)

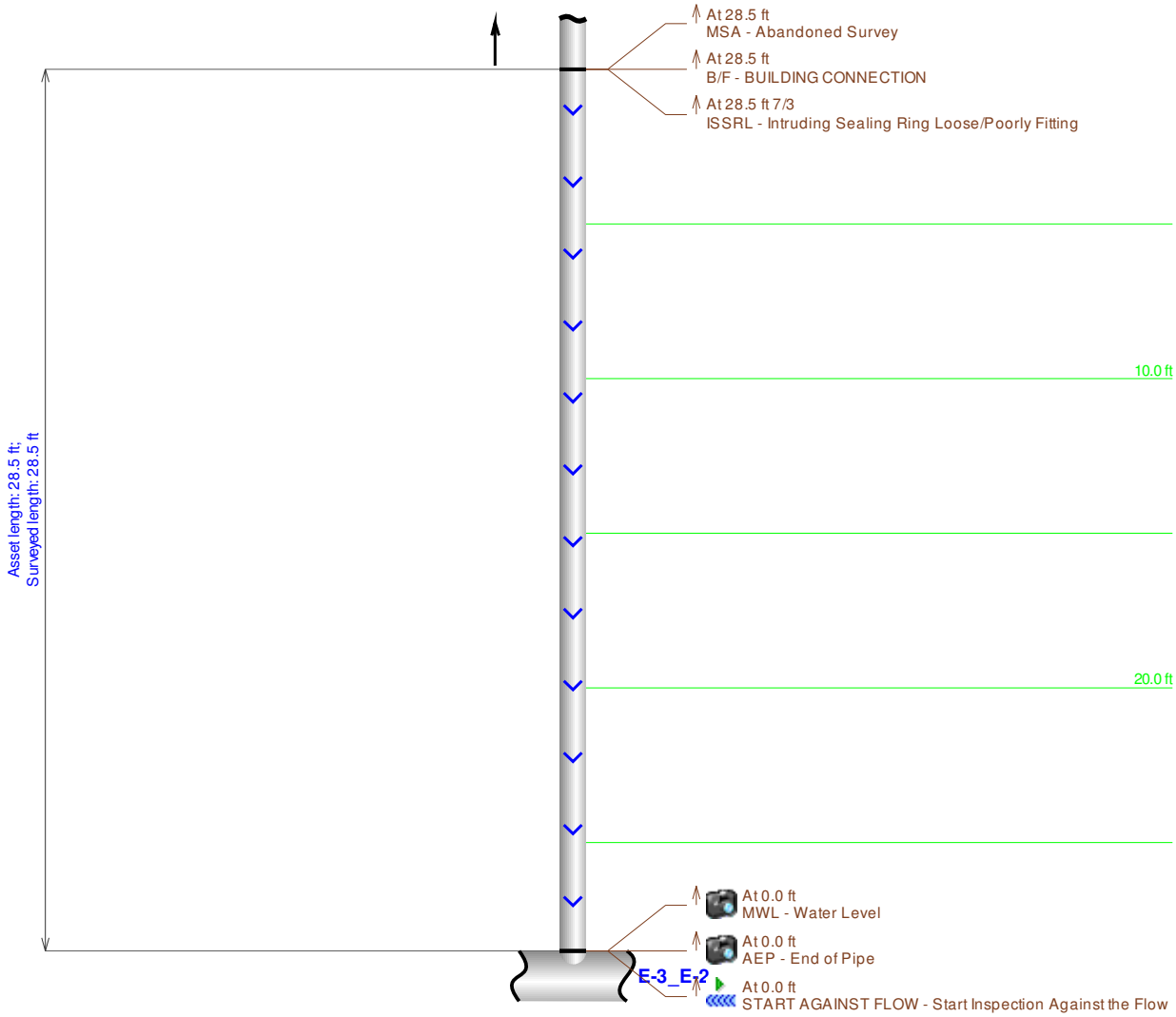
LSR:	City:	Street:	End point ID:	End point:
E-3_E-2 - 8	BRANSON	VETERANS BLVD & ATLANTIC ST	E-3_E-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		

Length surveyed:	Status:	Surveyed by:	Work order:
28.5	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/22/2013 12:41:28 AM	6/22/2013 12:44:35 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 176.5 (U)

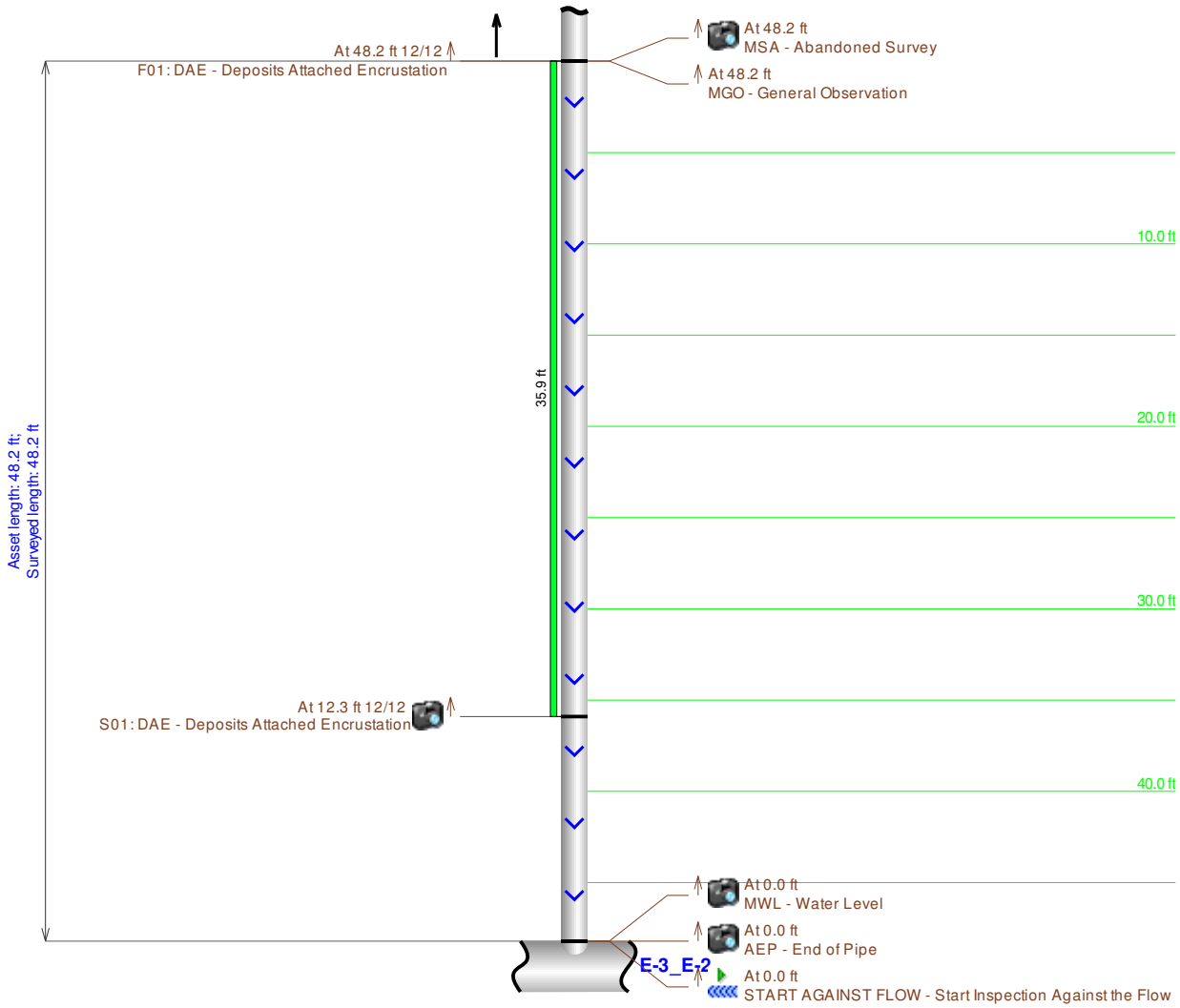
LSR:	City:	Street:	End point ID:	End point:
E-3_E-2 - 9	BRANSON	VETERANS BLVD & ATLANTIC ST	E-3_E-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		12 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
48.2	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/22/2013 12:47:28 AM	6/22/2013 12:53:37 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 236.1 (U)

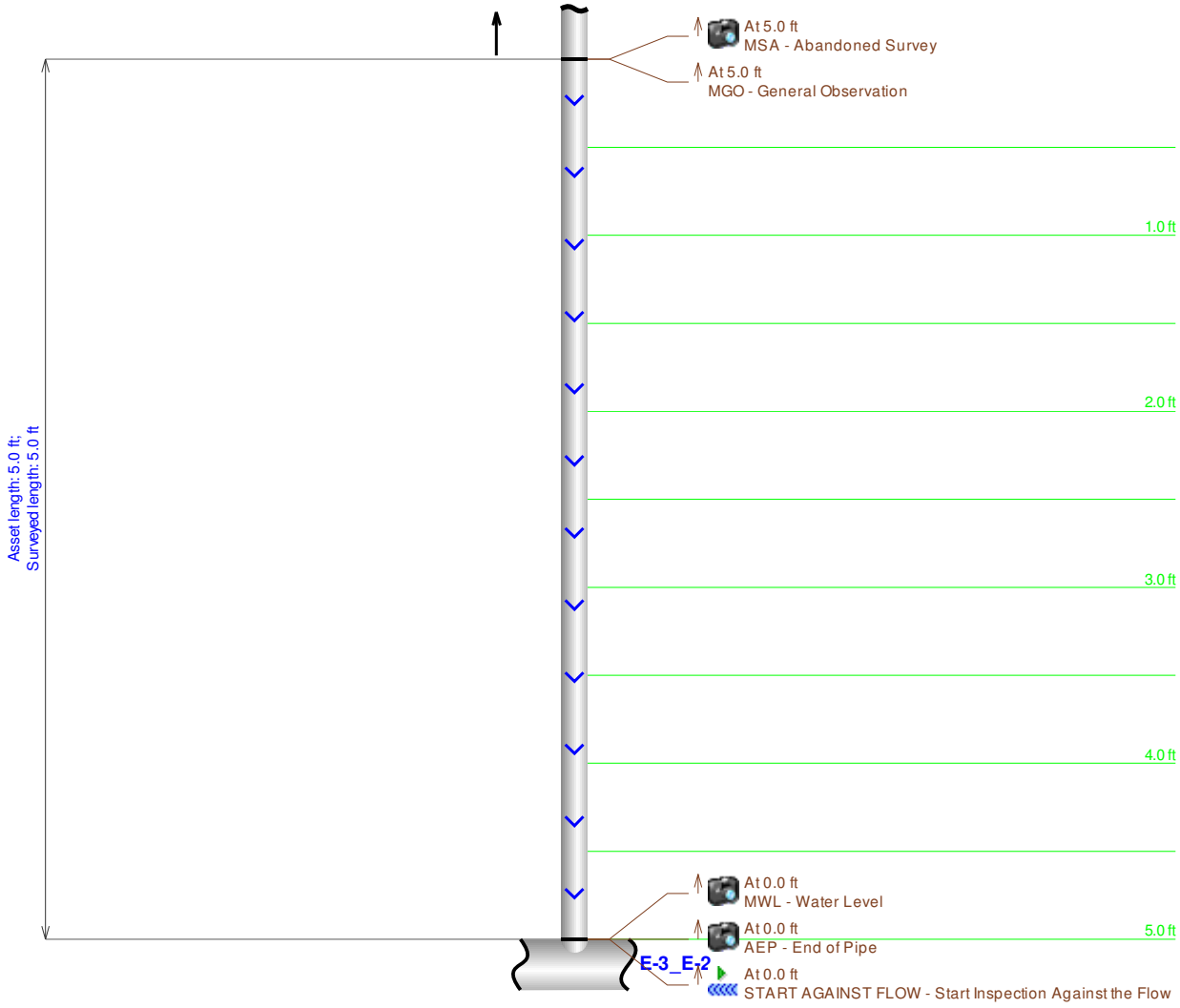
LSR:	City:	Street:	End point ID:	End point:
E-3_E-2 - 10	BRANSON	VETERANS BLVD & ATLANTIC ST	E-3_E-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		10 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
5	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/22/2013 1:01:51 AM	6/22/2013 1:03:18 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 28.7 (U)

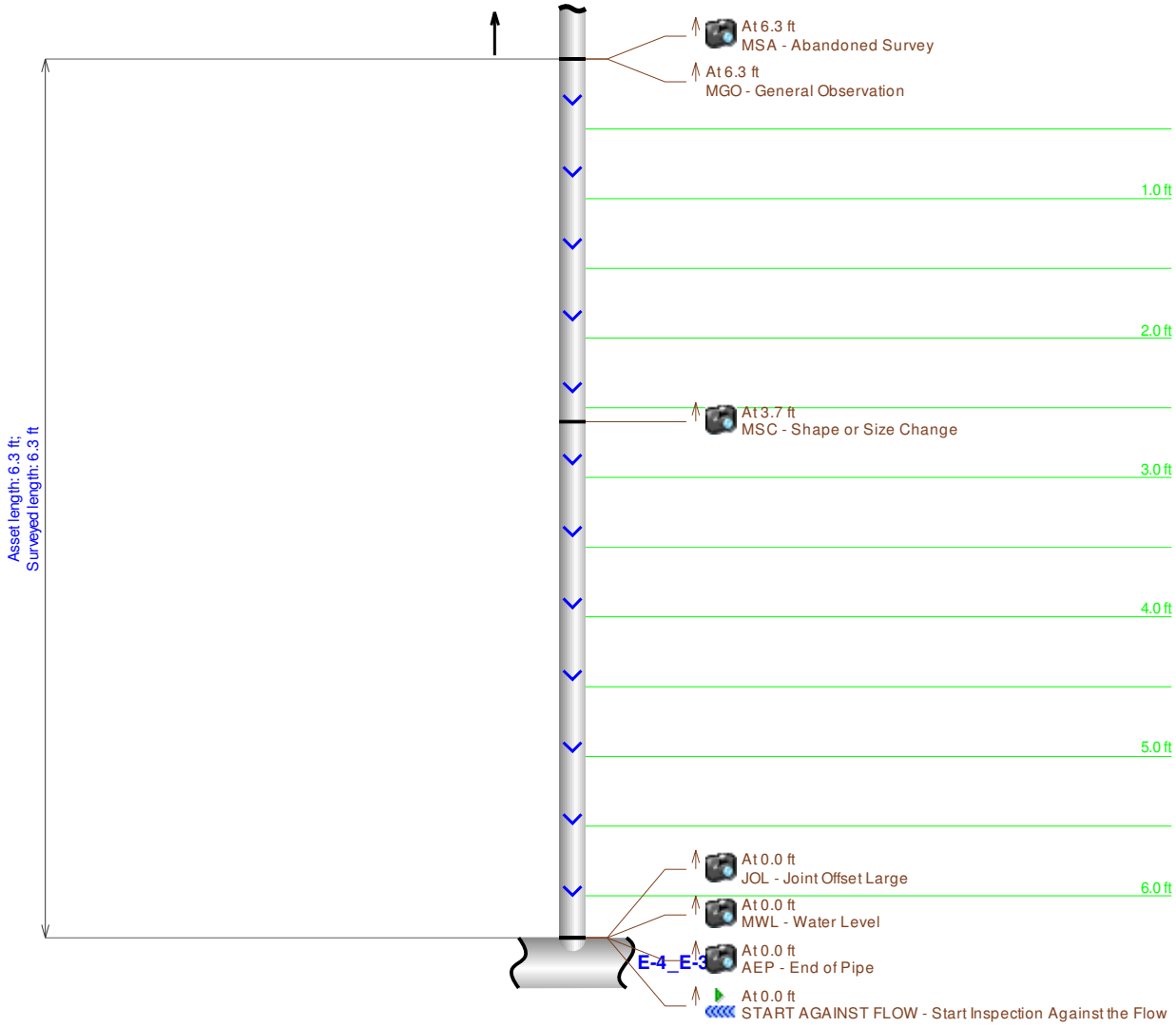
LSR:	City:	Street:	End point ID:	End point:
E-4_E-3 - 1	BRANSON	2ND ST & ATLANTIC ST	E-4_E-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		1 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
6.3	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
		SAT1	6/22/2013 1:55:40 AM	6/22/2013 1:58:39 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 154.3 (U)

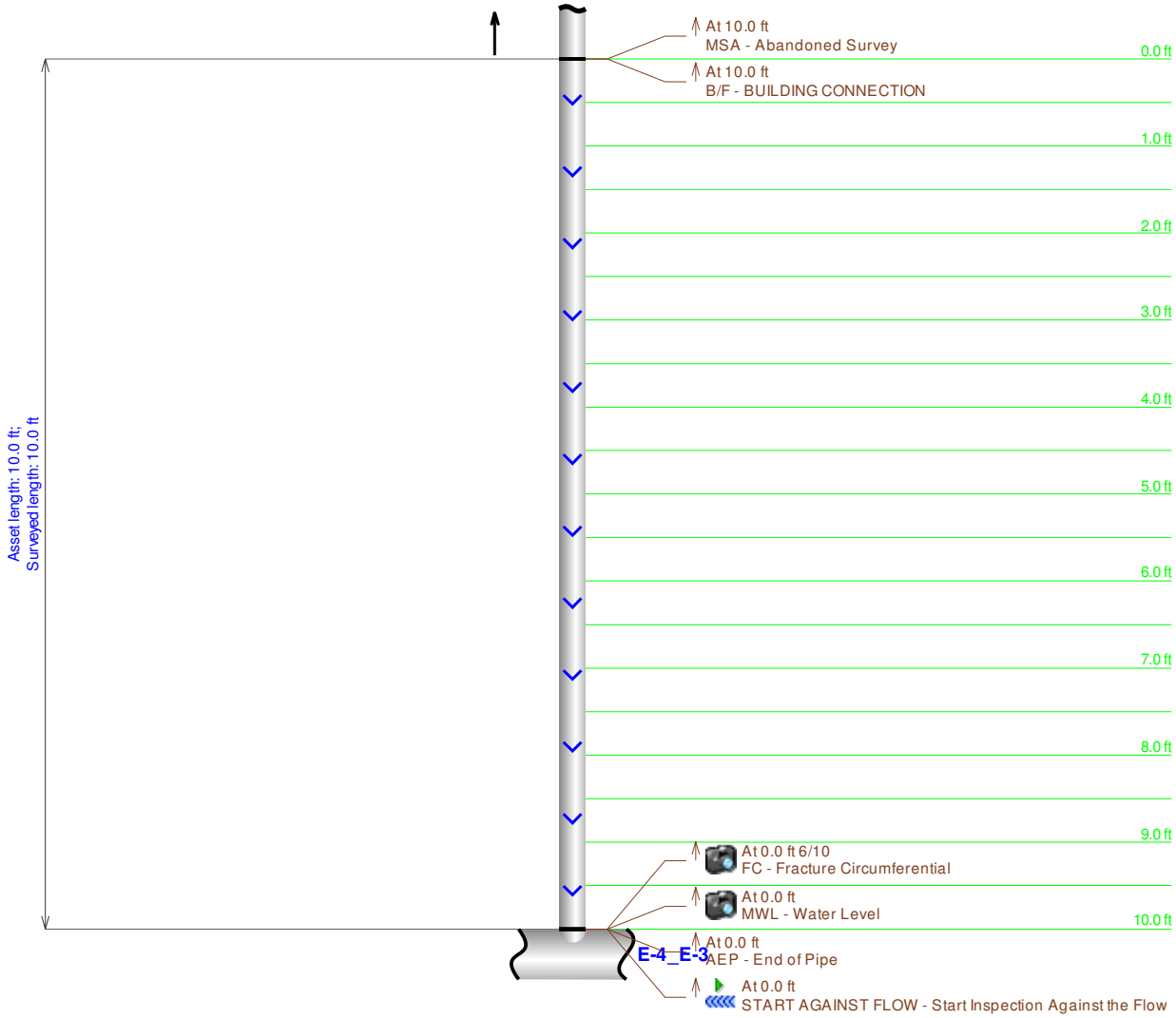
LSR:	City:	Street:	End point ID:	End point:
E-4_E-3 - 2	BRANSON	2ND ST & ATLANTIC ST	E-4_E-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
10	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
			6/22/2013 2:12:36 AM	6/22/2013 2:16:06 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 55.6 (U)

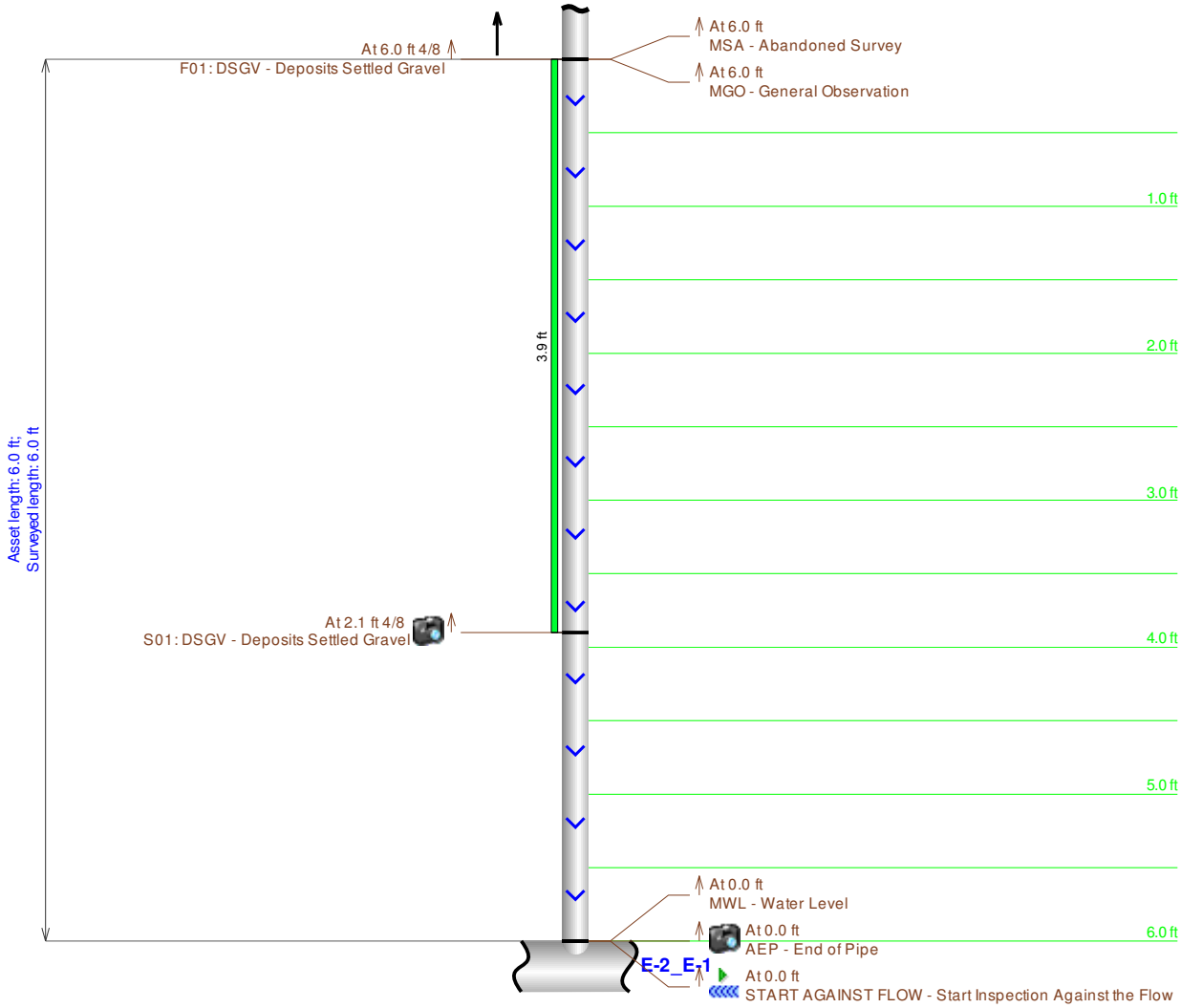
LSR:	City:	Street:	End point ID:	End point:
E-2_E-1 - 1	BRANSON	COMMERCIAL ST & ATLANTIC ST	E-2_E-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		3 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
6	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/22/2013 2:59:52 AM	6/22/2013 3:03:15 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 83.2 (U)

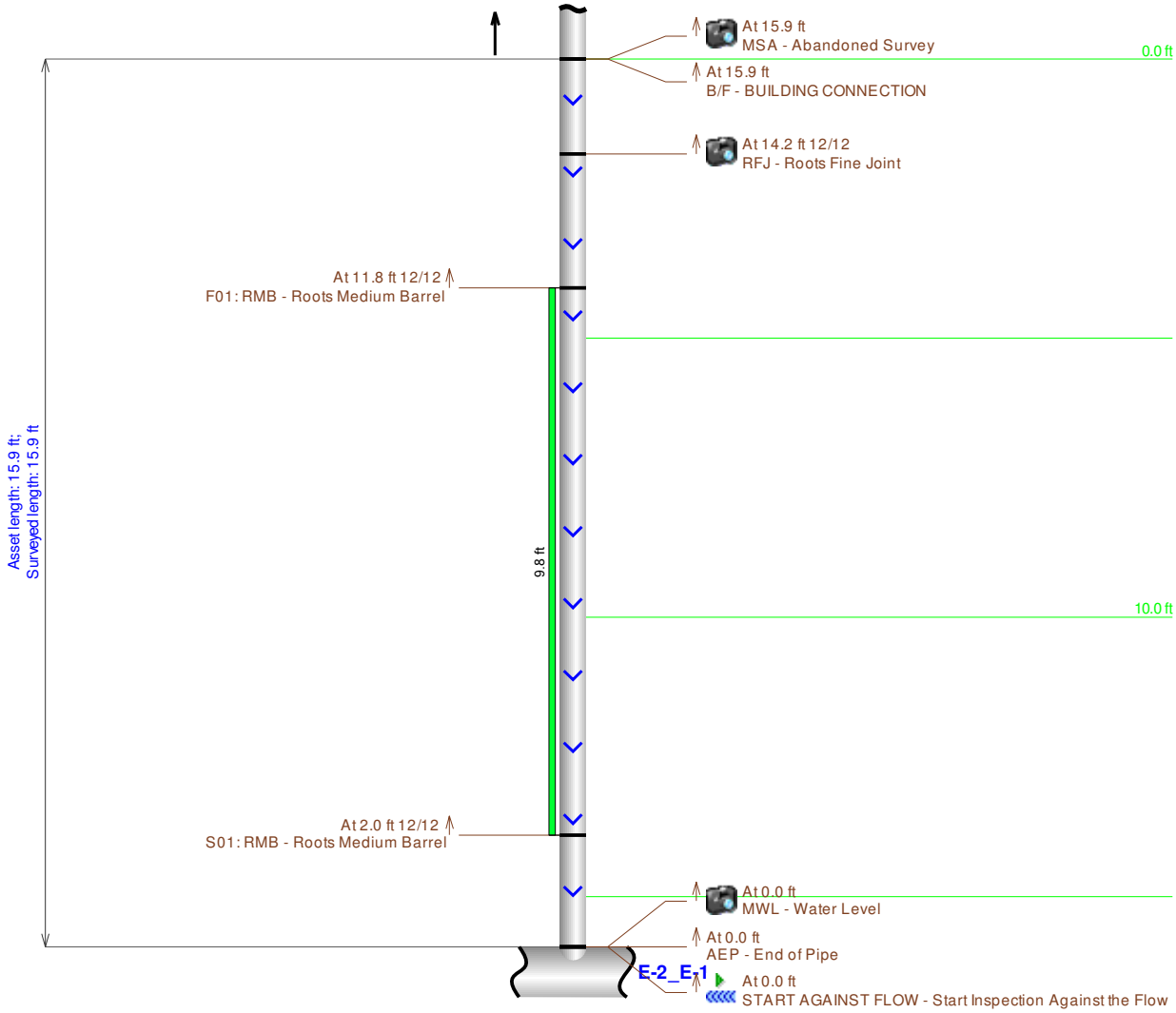
LSR:	City:	Street:	End point ID:	End point:
E-2_E-1 - 2	BRANSON	COMMERCIAL ST & ATLANTIC ST	E-2_E-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
15.9	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/22/2013 3:08:44 AM	6/22/2013 3:12:07 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 112.2 (U)

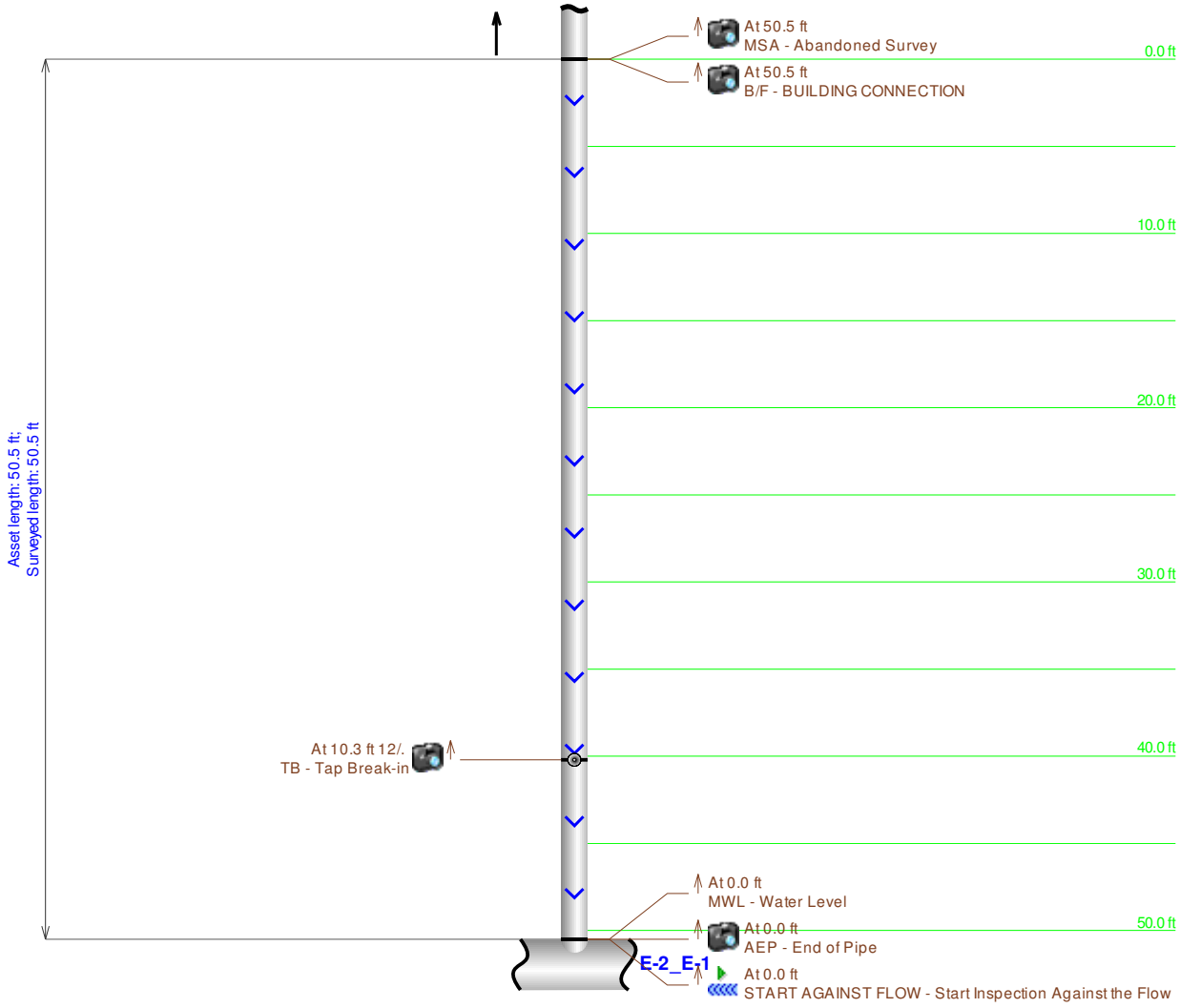
LSR:	City:	Street:	End point ID:	End point:
E-2_E-1 - 3	BRANSON	COMMERCIAL ST & ATLANTIC ST	E-2_E-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
50.5	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/22/2013 3:19:04 AM	6/22/2013 3:23:30 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 144.6 (U)

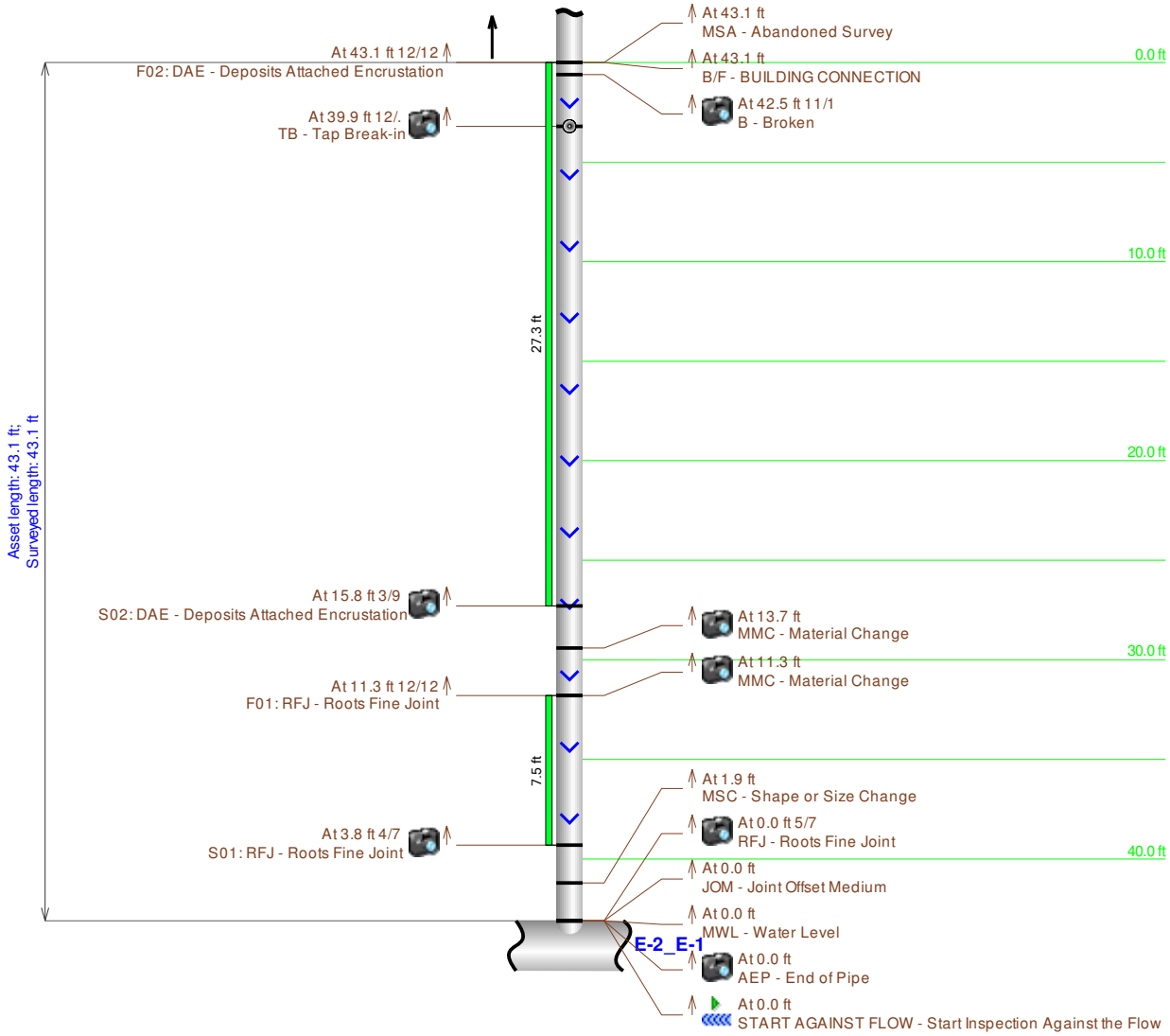
LSR:	City:	Street:	End point ID:	End point:
E-2_E-1 - 4	BRANSON	COMMERCIAL ST & ATLANTIC ST	E-2_E-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
43.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/22/2013 3:29:17 AM	6/22/2013 3:36:53 AM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 147.9 (U)

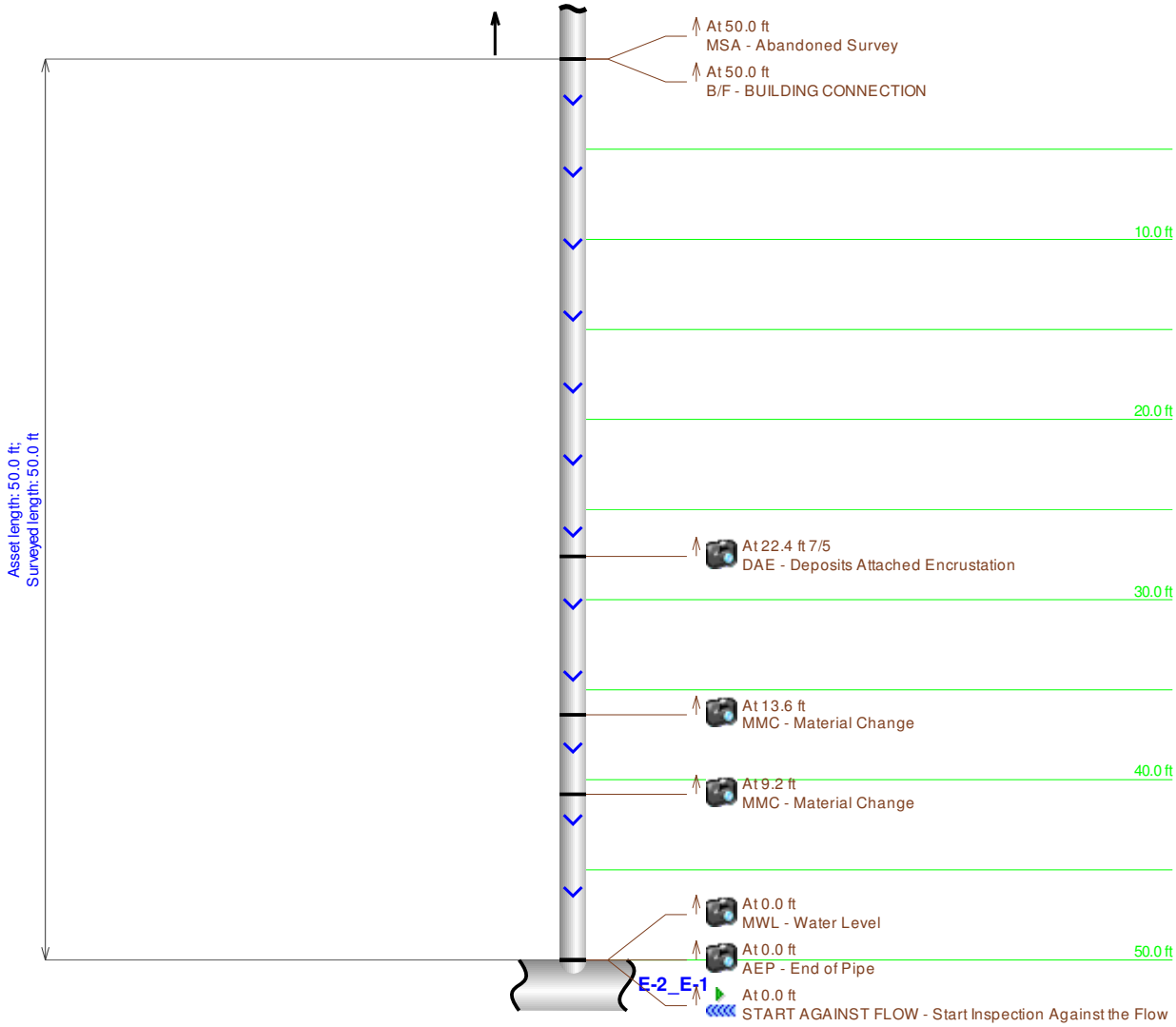
LSR:	City:	Street:	End point ID:	End point:
E-2_E-1 - 5	BRANSON	COMMERCIAL ST & ATLANTIC ST	E-2_E-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		12 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
50	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/22/2013 3:39:41 AM	6/22/2013 3:44:21 AM

Additional info:



Trekk Design Group
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Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 149.3 (U)

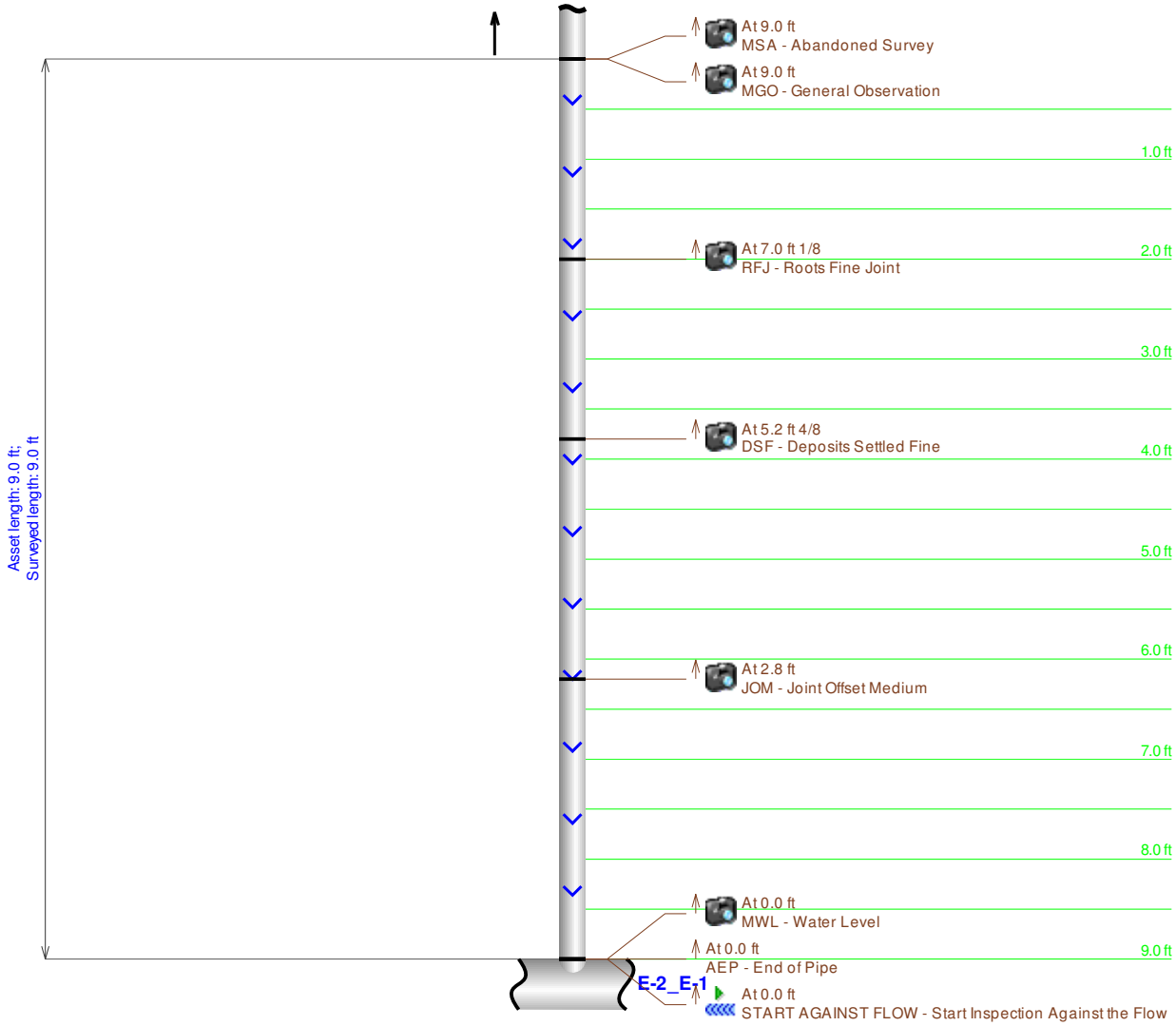
LSR:	City:	Street:	End point ID:	End point:
E-2_E-1 - 6	BRANSON	COMMERCIAL ST & ATLANTIC ST	E-2_E-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		11 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
9	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/22/2013 3:47:30 AM	6/22/2013 3:50:12 AM

Additional info:



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Kansas City, MO 64131
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Lateral Inspection with Pipe-Run Graph

LATERAL AT 155 (U)

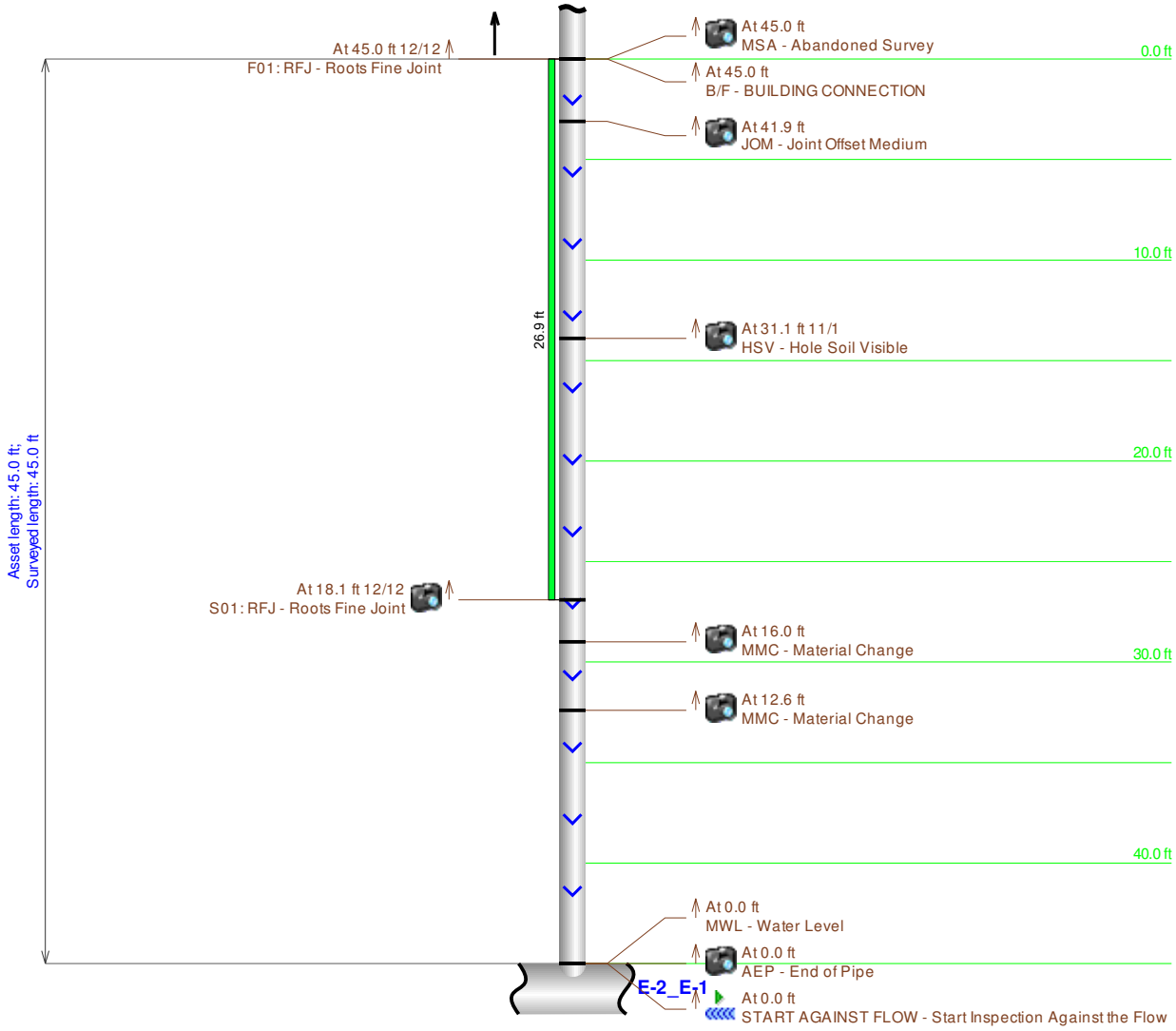
LSR:	City:	Street:	End point ID:	End point:
E-2_E-1 - 7	BRANSON	COMMERCIAL ST & ATLANTIC ST	E-2_E-1	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		1 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
45	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/22/2013 3:52:05 AM	6/22/2013 3:57:08 AM

Additional info:



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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 81.9 (U)

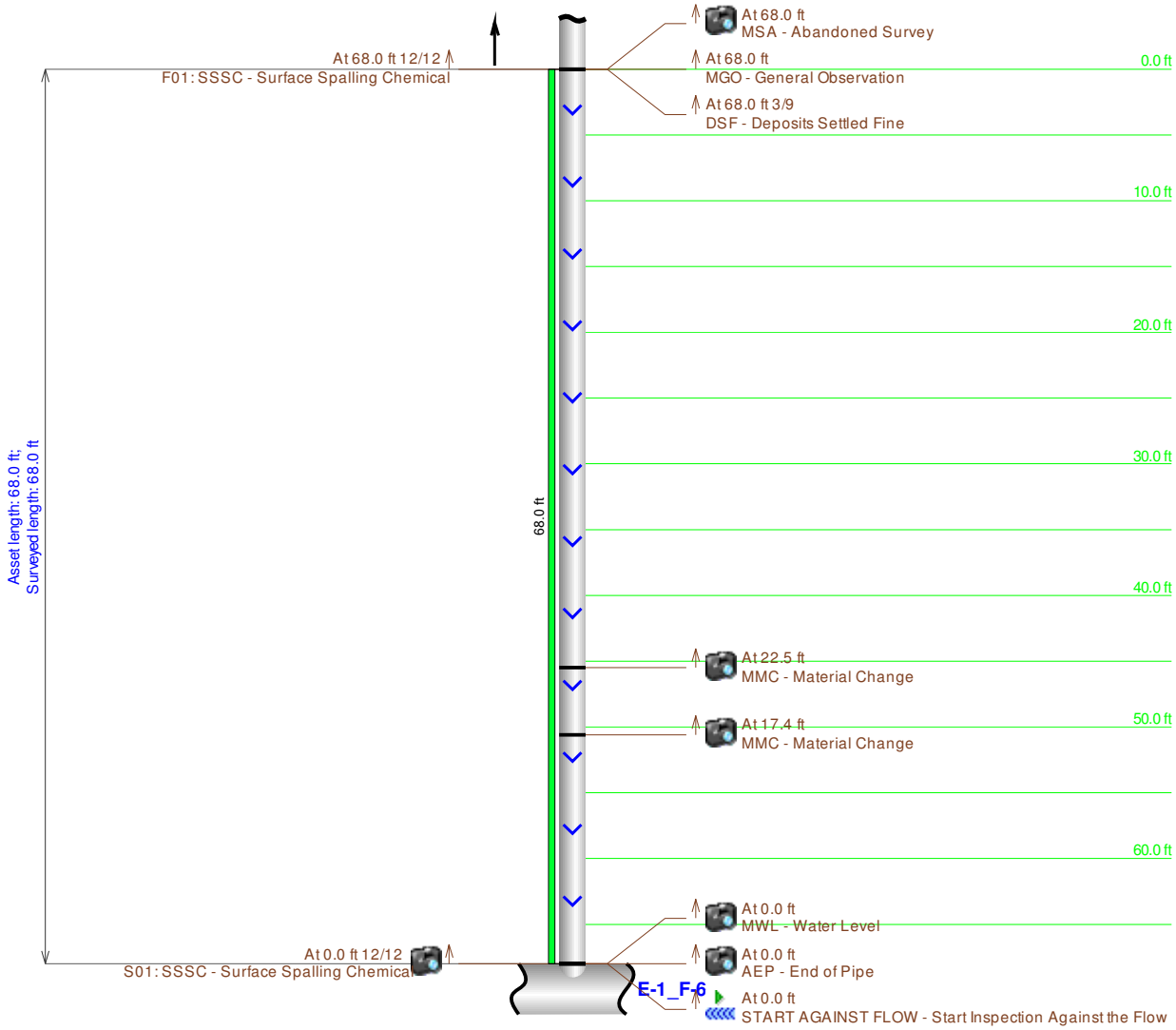
LSR:	City:	Street:	End point ID:	End point:
E-1_F-6 - 1	BRANSON	COMMERCIAL ST & ATLANTIC ST	E-1_F-6	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
CAS		4		10 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
68	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/22/2013 4:17:35 AM	6/22/2013 4:24:42 AM

Additional info:



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Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 118 (U)

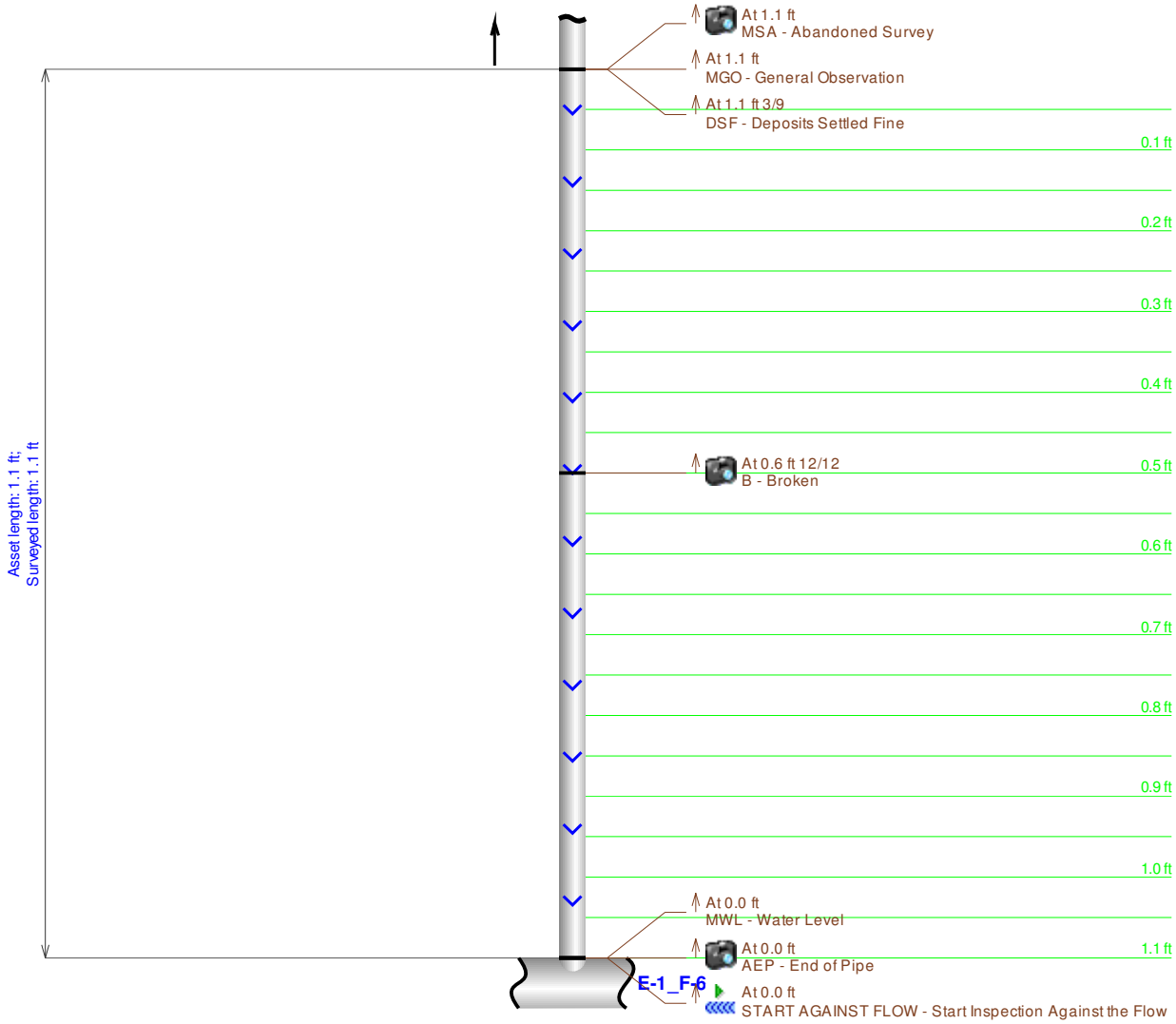
LSR:	City:	Street:	End point ID:	End point:
E-1_F-6 - 2	BRANSON	COMMERCIAL ST & ATLANTIC ST	E-1_F-6	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
1.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/22/2013 4:31:55 AM	6/22/2013 4:33:58 AM

Additional info:



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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 69.7 (U)

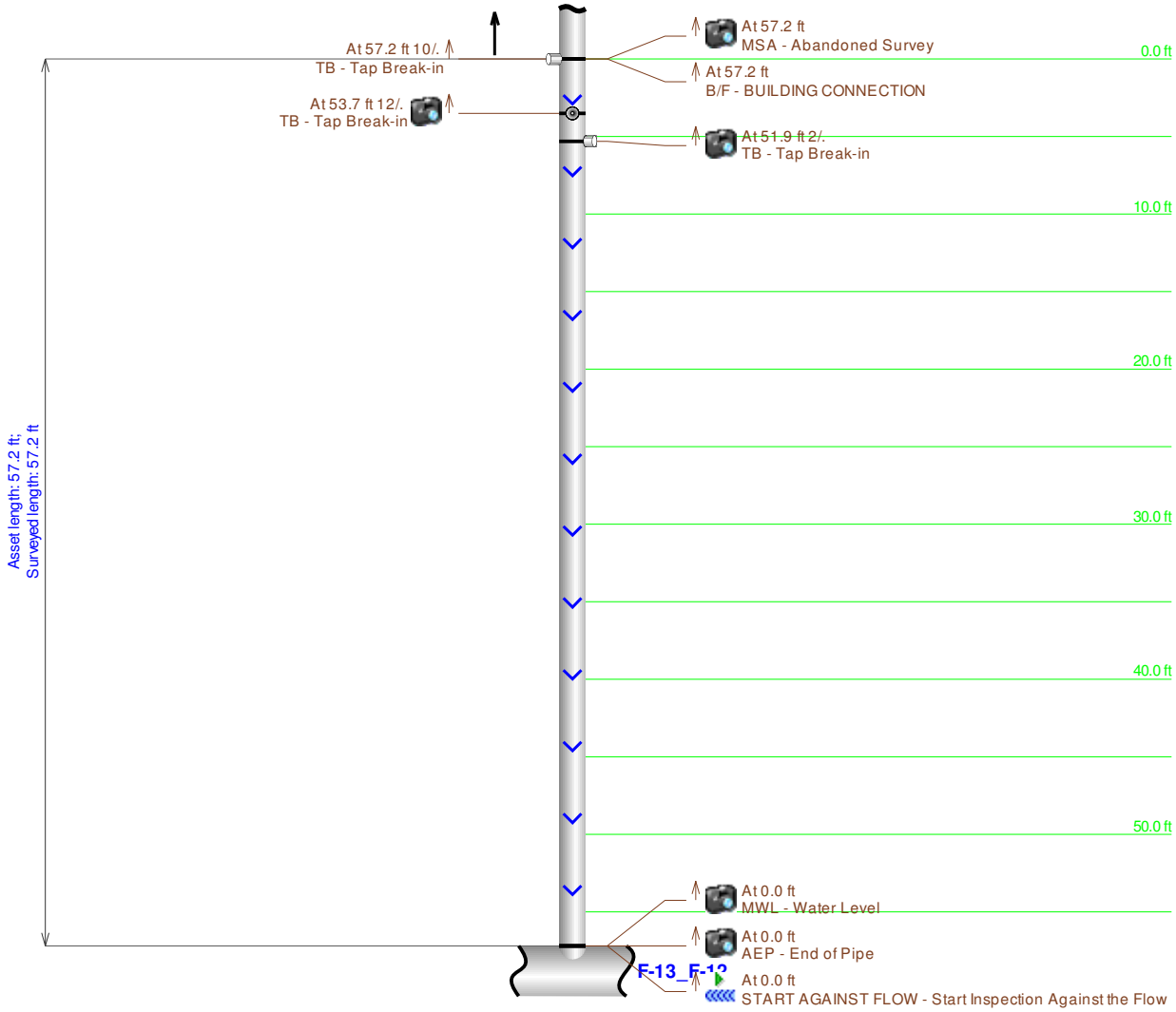
LSR:	City:	Street:	End point ID:	End point:
F-13_F-12 - 1	BRANSON	HWY 65 & OKLAHOMA ST	F-13_F-12	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		12 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
57.2	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/25/2013 8:13:30 PM	6/25/2013 8:18:51 PM

Additional info:



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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 99 (U)

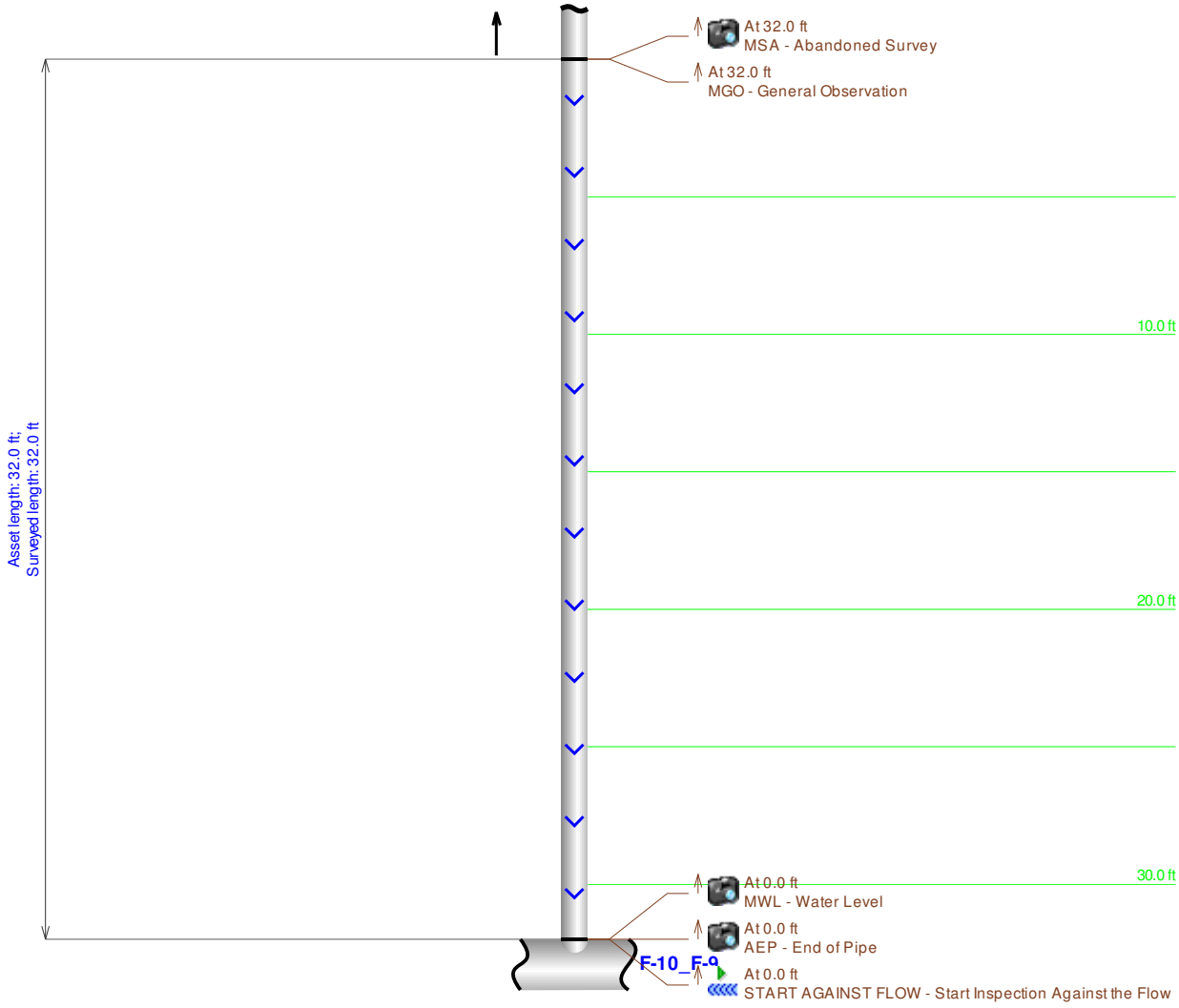
LSR:	City:	Street:	End point ID:	End point:
F-10_F-9 - 1	BRANSON	COMMERCIAL ST	F-10_F-9	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		12 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
32	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/25/2013 9:37:42 PM	6/25/2013 9:42:17 PM

Additional info:



Trekk Design Group
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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 30.6 (U)

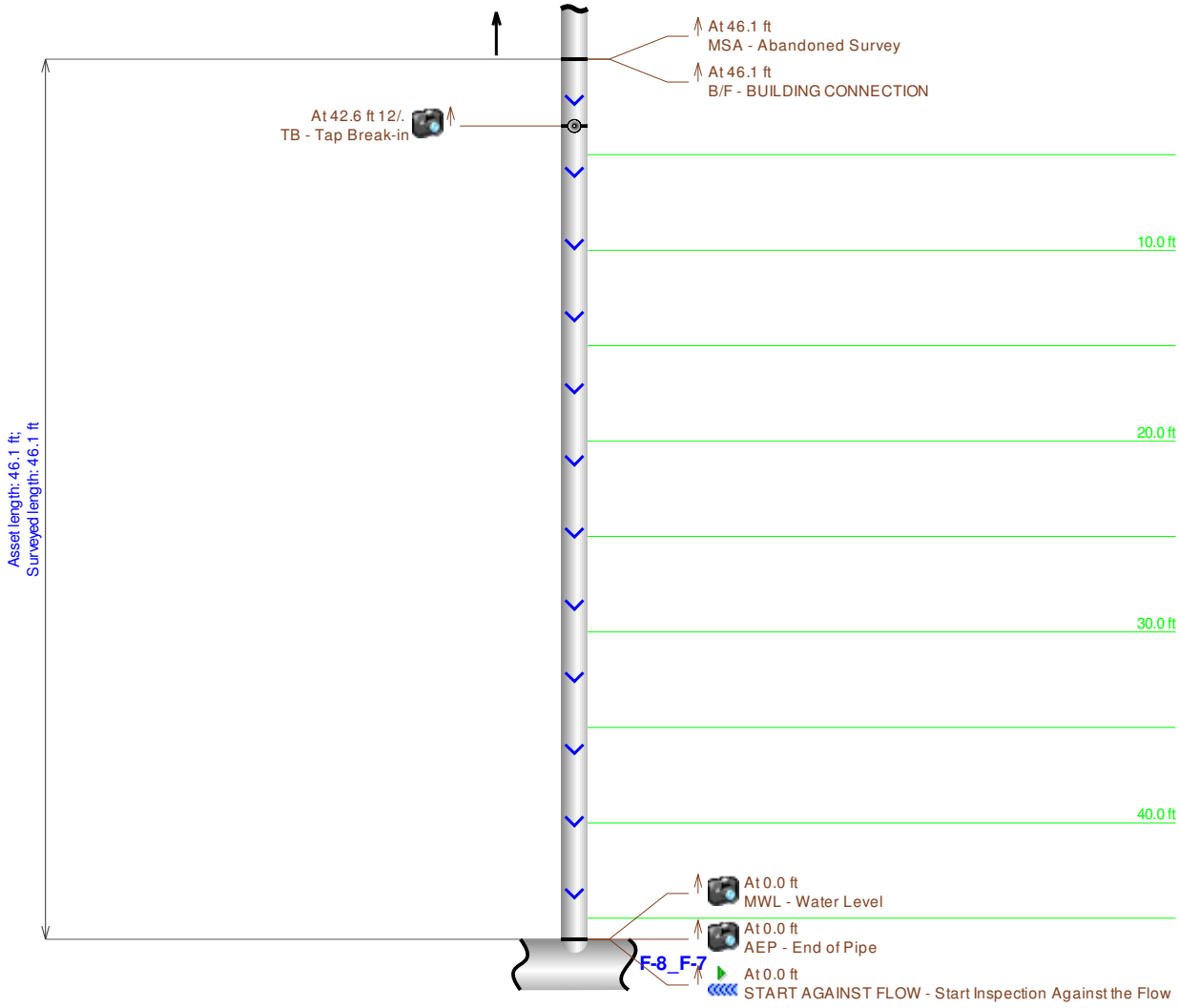
LSR:	City:	Street:	End point ID:	End point:
F-8_F-7 - 1	BRANSON	OKLAHOMA ST	F-8_F-7	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		2 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
46.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/25/2013 10:53:31 PM	6/25/2013 10:59:13 PM

Additional info:



Trekk Design Group
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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 96.6 (U)

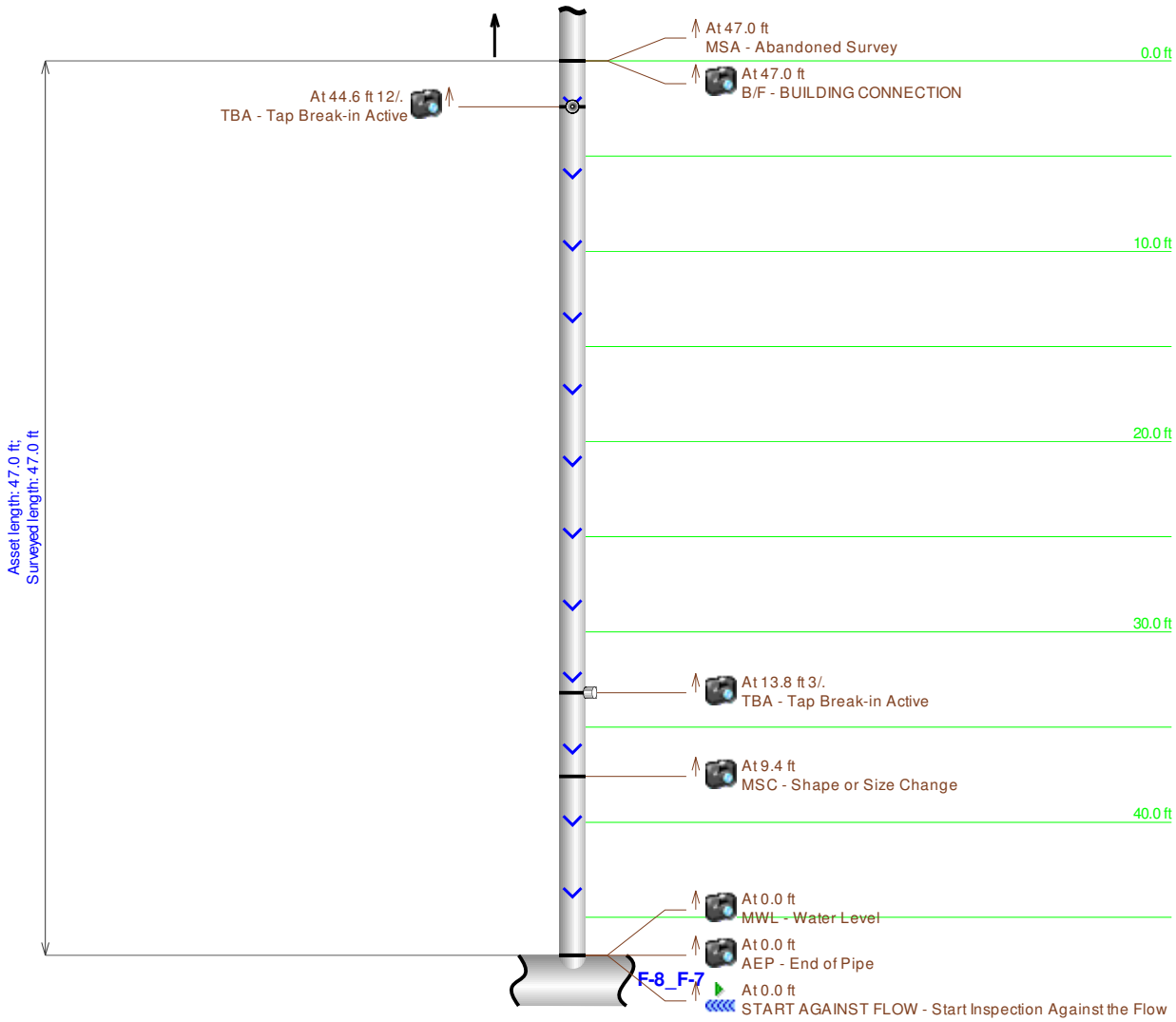
LSR:	City:	Street:	End point ID:	End point:
F-8_F-7 - 2	BRANSON	OKLAHOMA ST	F-8_F-7	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		11 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
47	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/25/2013 11:04:14 PM	6/25/2013 11:11:54 PM

Additional info:



Trekk Design Group
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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 140.4 (U)

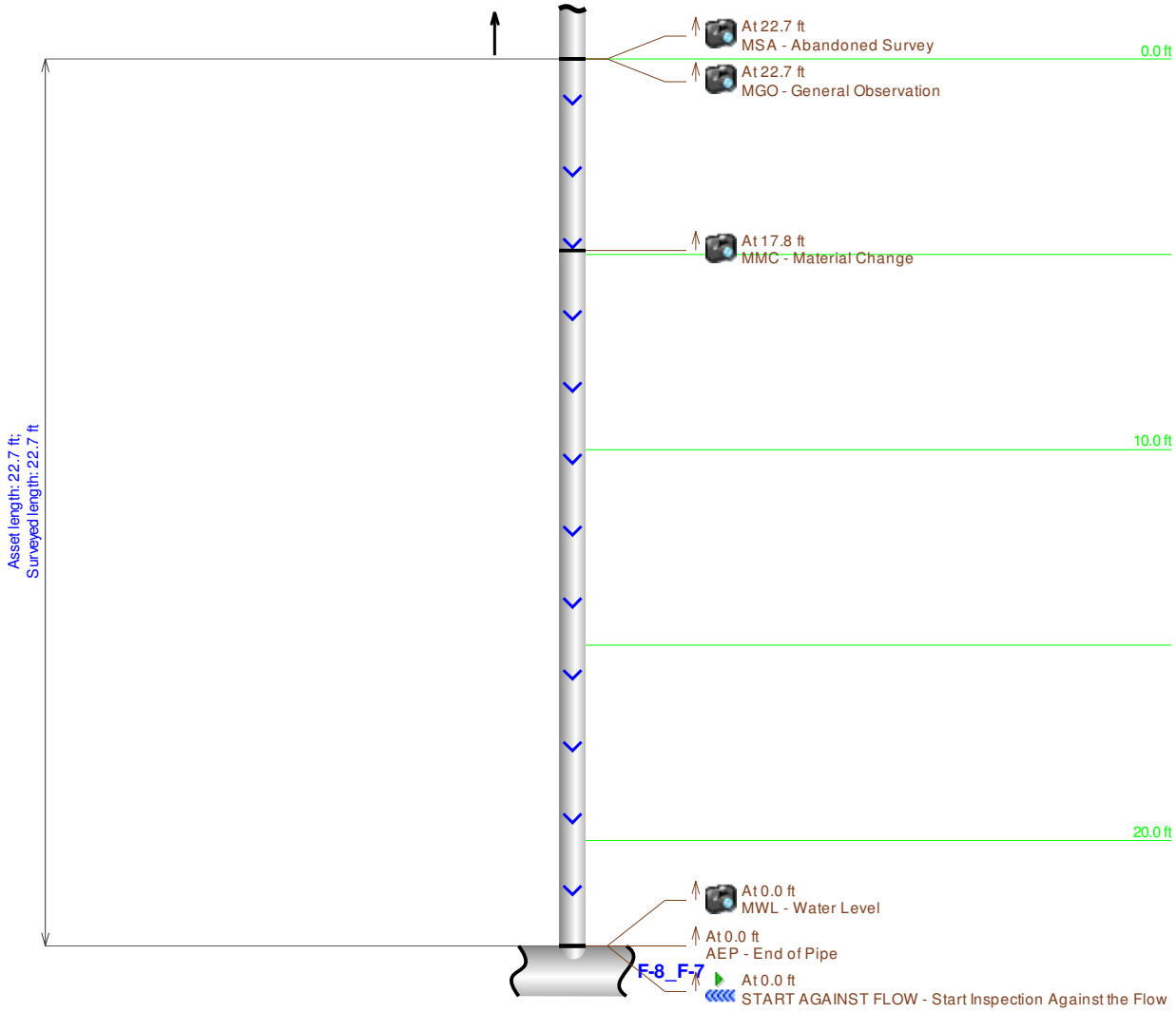
LSR:	City:	Street:	End point ID:	End point:
F-8_F-7 - 3	BRANSON	OKLAHOMA ST	F-8_F-7	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		9 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
22.7	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/25/2013 11:17:06 PM	6/25/2013 11:24:02 PM

Additional info:



Trekk Design Group
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Kansas City, MO 64131
Phone: (816) 885-0143

Lateral Inspection with Pipe-Run Graph

LATERAL AT 61 (U)

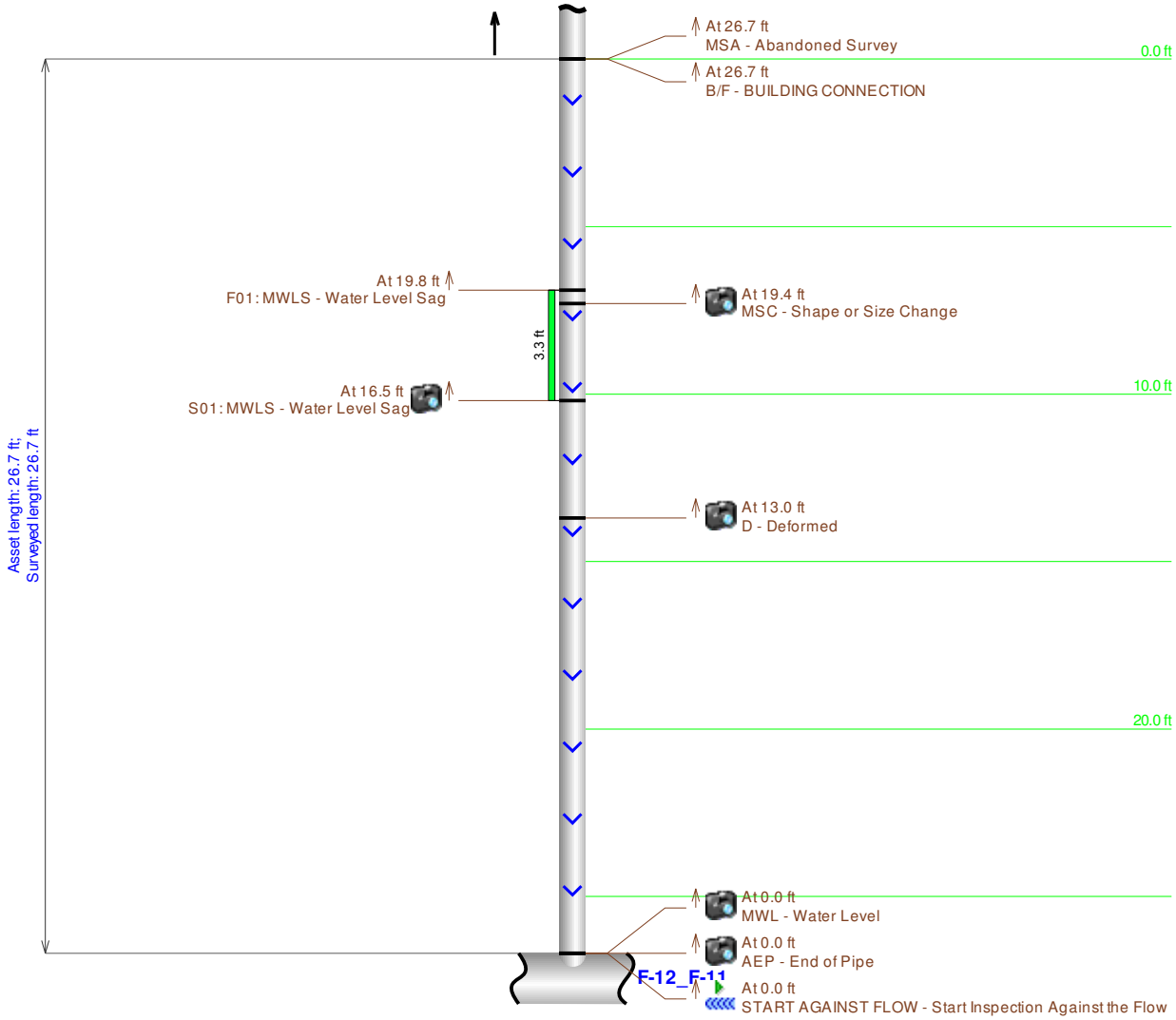
LSR:	City:	Street:	End point ID:	End point:
F-12_F-11 - 1	BRANSON	OKLAHOMA ST	F-12_F-11	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		12 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
26.7	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/26/2013 3:57:10 PM	6/26/2013 4:04:20 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 211 (U)

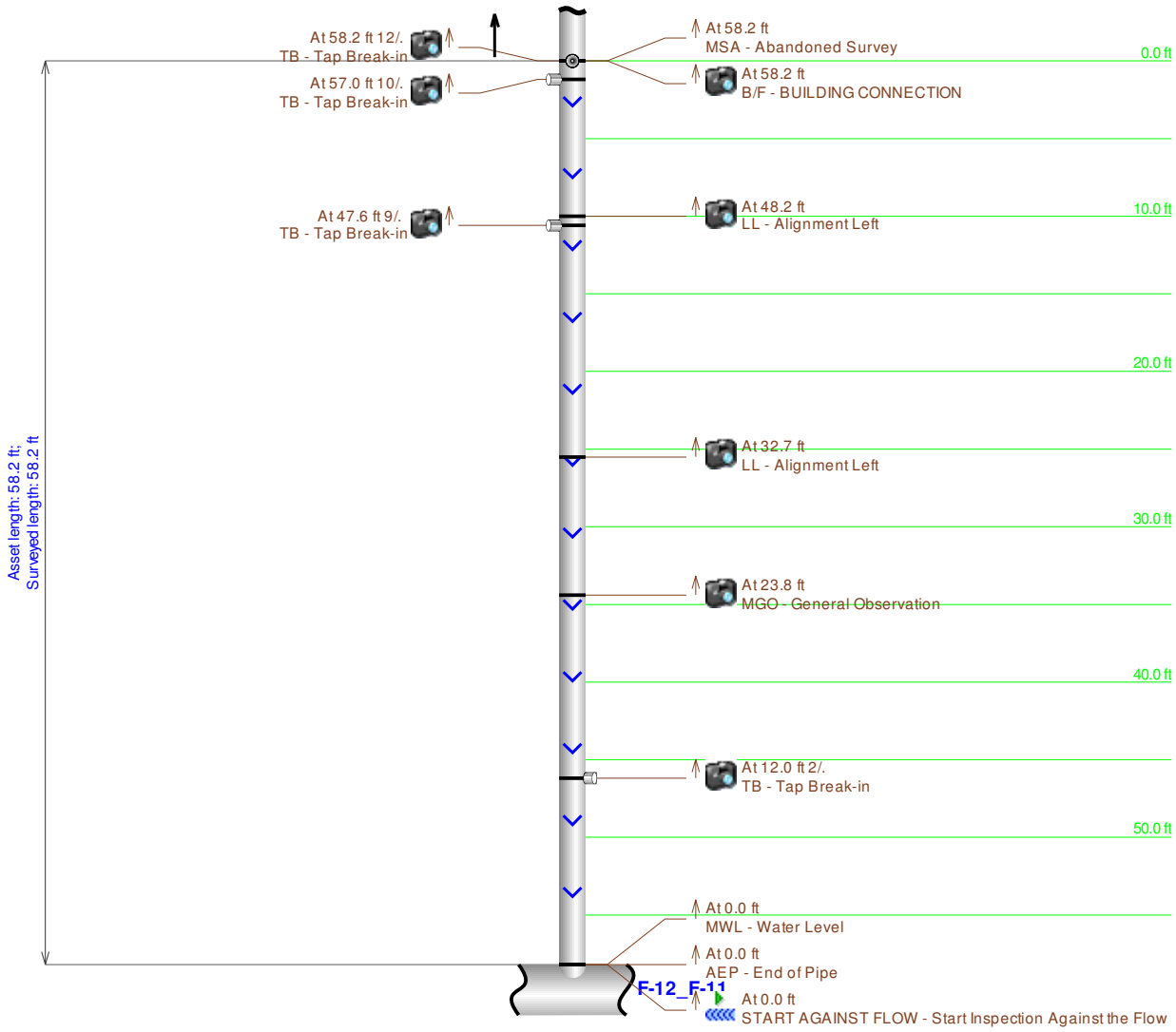
LSR:	City:	Street:	End point ID:	End point:
F-12_F-11 - 2	BRANSON	OKLAHOMA ST	F-12_F-11	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		12 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
58.2	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/26/2013 4:13:35 PM	6/26/2013 4:30:42 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 43 (U)

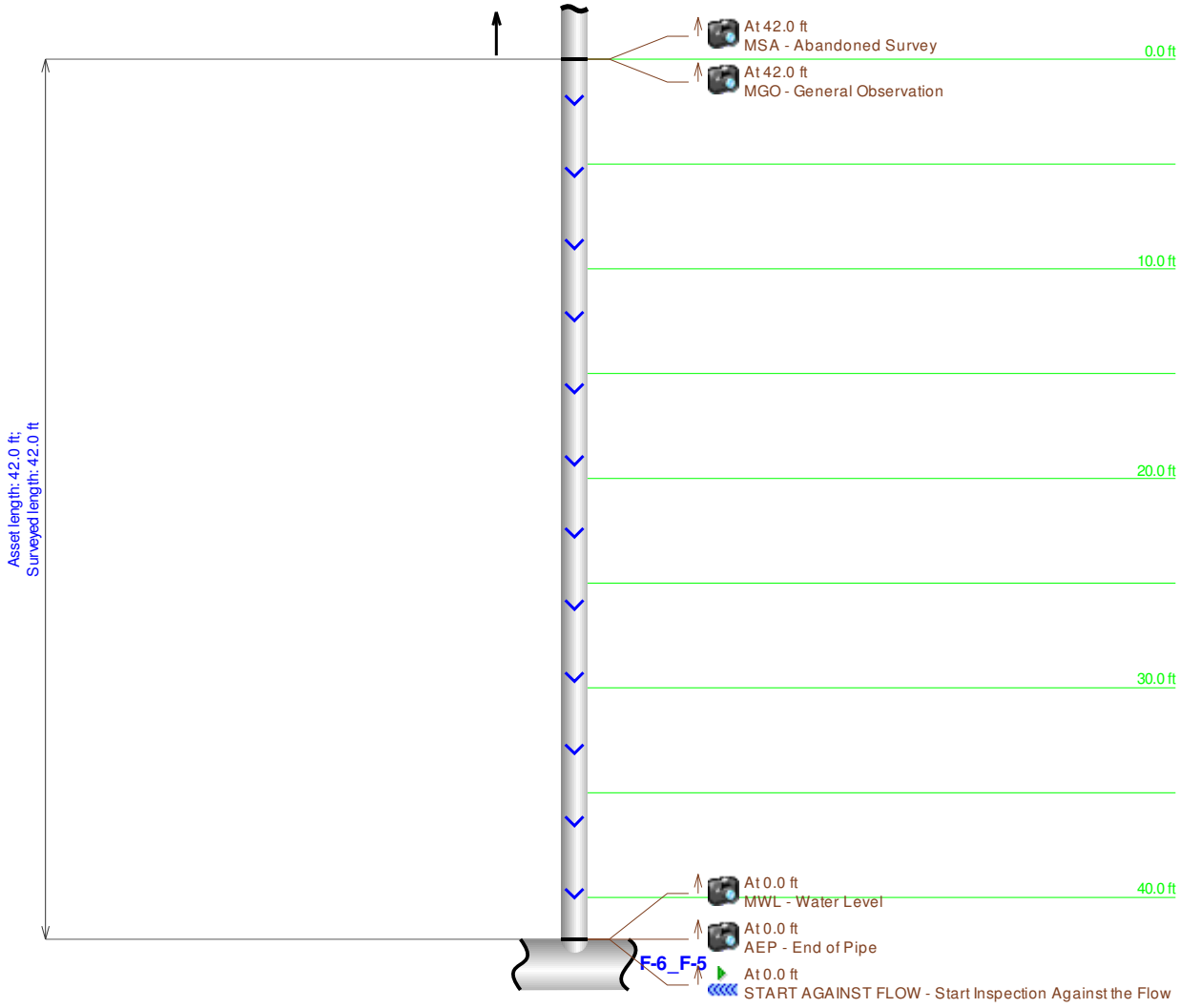
LSR:	City:	Street:	End point ID:	End point:
F-6_F-5 - 1	BRANSON	SYCAMORE ST	F-6_F-5	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		10 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
42	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/26/2013 8:00:41 PM	6/26/2013 8:13:28 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 4 (U)

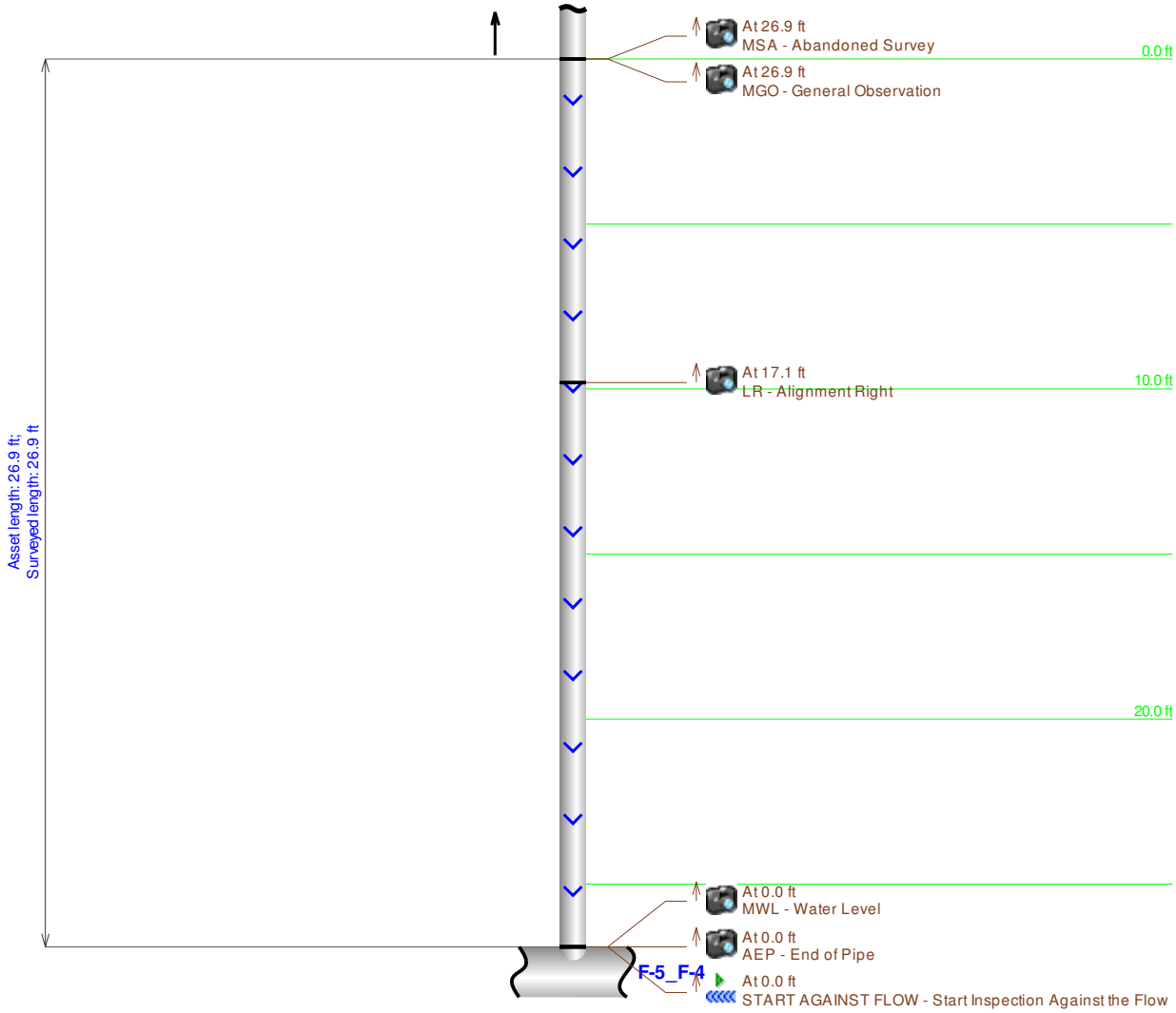
LSR:	City:	Street:	End point ID:	End point:
F-5_F-4 - 1	BRANSON	SYACAMOR ST	F-5_F-4	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		3 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
26.9	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/26/2013 8:18:19 PM	6/26/2013 8:22:33 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 33.9 (U)

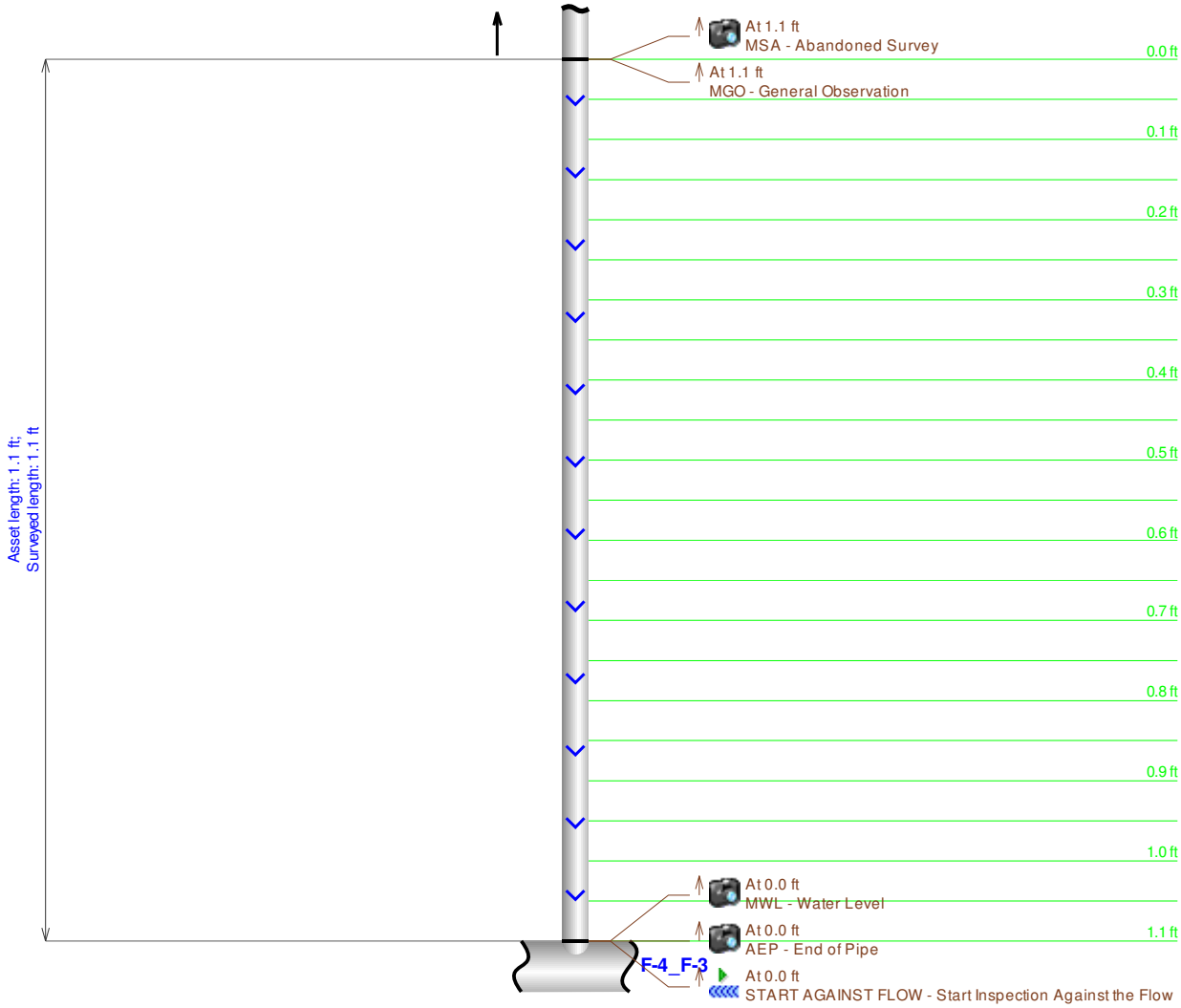
LSR:	City:	Street:	End point ID:	End point:
F-4_F-3 - 1	BRANSON	SYCAMORE ST	F-4_F-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		4		10 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
1.1	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
		SAT1	6/26/2013 8:32:45 PM	6/26/2013 8:34:48 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 75.2 (U)

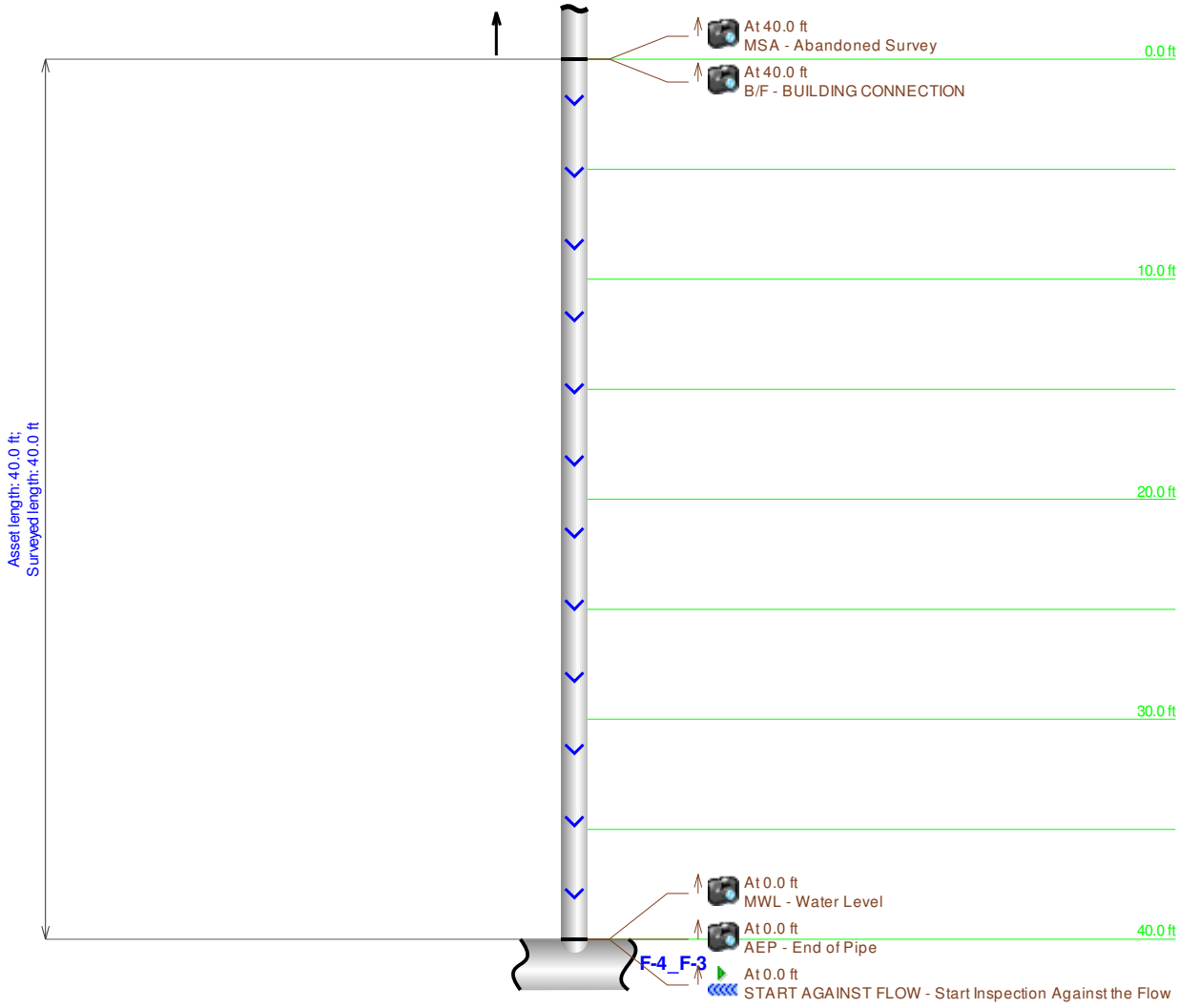
LSR:	City:	Street:	End point ID:	End point:
F-4_F-3 - 2	BRANSON	SYCAMORE ST	F-4_F-3	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		12 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
40	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
			6/26/2013 8:37:24 PM	6/26/2013 8:44:38 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 15.9 (U)

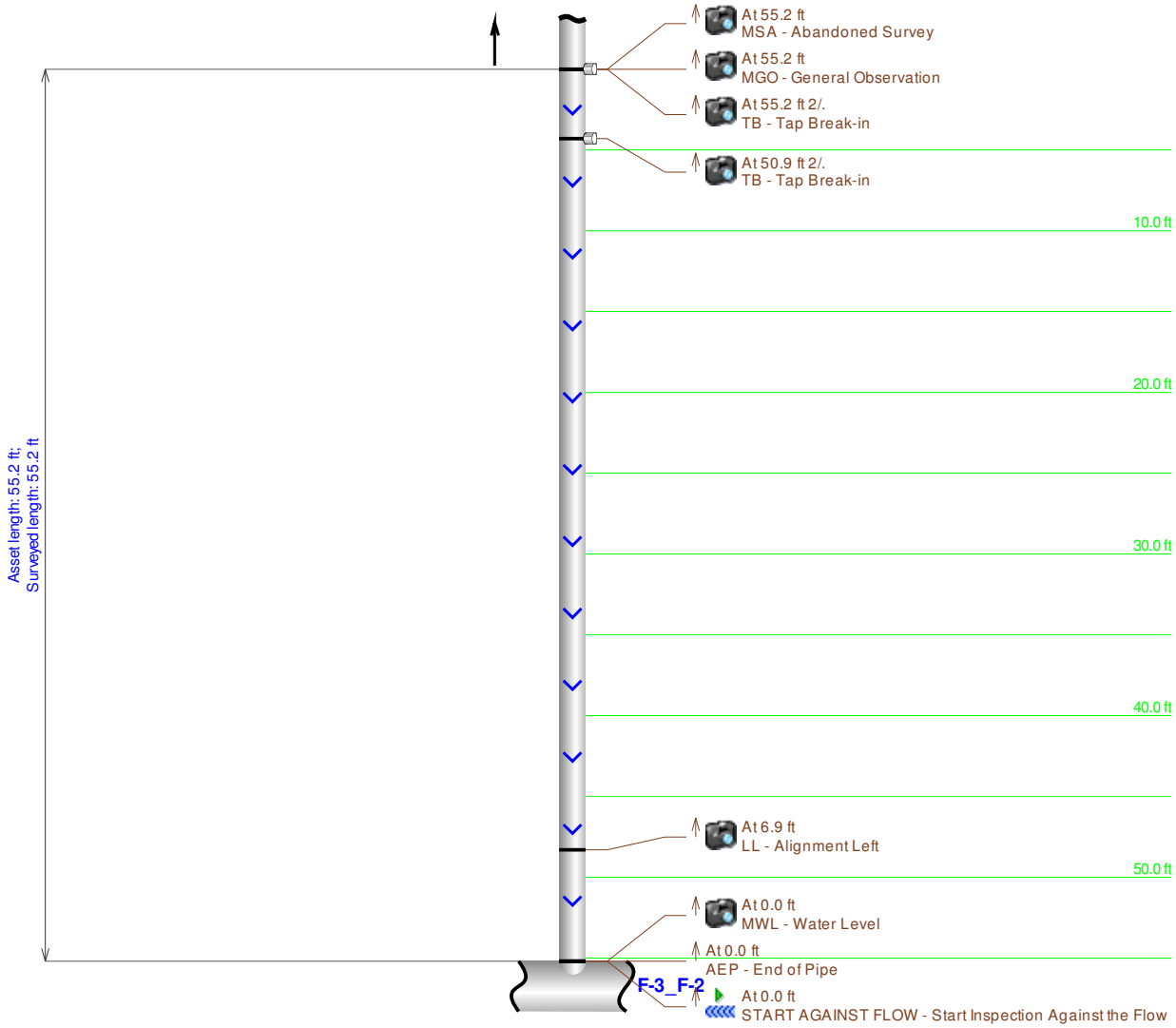
LSR:	City:	Street:	End point ID:	End point:
F-3_F-2 - 1	BRANSON	SYCAMORE ST	F-3_F-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
PVC		4		12 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
55.2	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/26/2013 9:18:50 PM	6/26/2013 9:29:01 PM

Additional info:



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Lateral Inspection with Pipe-Run Graph

LATERAL AT 113.7 (U)

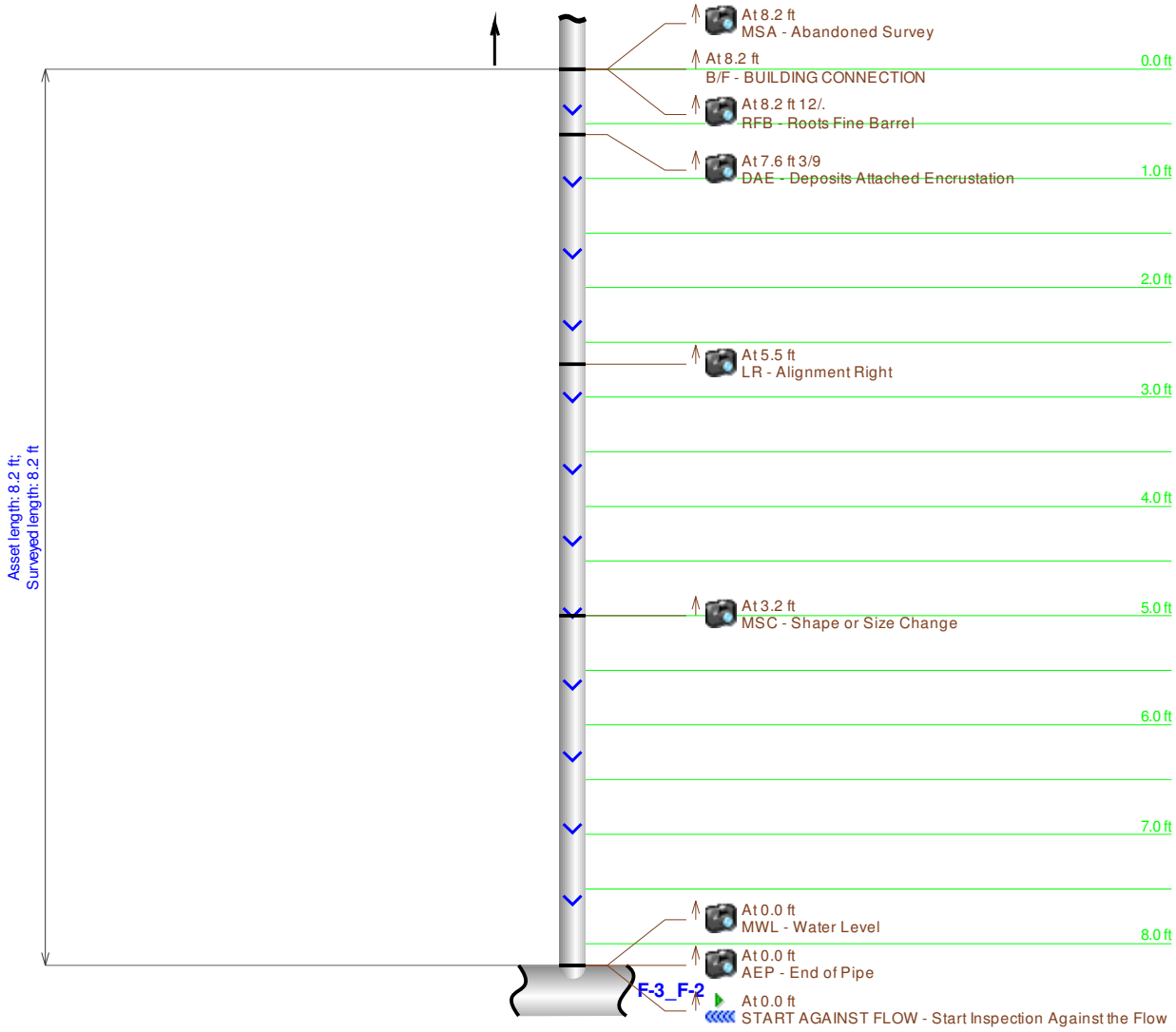
LSR:	City:	Street:	End point ID:	End point:
F-3_F-2 - 2	BRANSON	SYCAMORE ST	F-3_F-2	Mainline

Material:	Shape:	Size:	Width:	Clock-position:
VCP		6		10 O'Clock

Length surveyed:	Status:	Surveyed by:	Work order:
8.2	Stopped	TREKK/KRIS	13-077

Purpose:	Weather:	Condition:	Start date/time:	End date/time:
F	1	SAT1	6/26/2013 9:37:41 PM	6/26/2013 9:42:18 PM

Additional info:



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Project Summary

13-077 BRANSON

Main ID	Date	Address	Start MH	Finish MH	Pipe	Asset length	Surveyed Length
A-3_A-2	6/17/2013	COLLEGE ST & 2ND ST	A-3	A-2	VCP	140.0	139.3
A-2_A-1	6/17/2013	310 COMMERCIAL ST	A-2	A-1	VCP	247.1	247.1
A-1_I-2	6/17/2013	SYCAMORE ST	A-1	I-2	VCP	114.0	113.4
B-4_B-3	6/19/2013	2ND ST & PACIFIC ST	B-4	B-3	VCP	210.3	210.3
B-3_B-2	6/19/2013	COMMERCIAL ST & COLLAGE ST	B-3	B-2	VCP	265.1	265.1
B-2_B-1	6/19/2013	COLLAGE ST & COMMERCIAL ST	B-2	B-1	PVC	12.0	8.4
B-1_UNK1	6/19/2013	COLLAGE ST & COMMERCIAL ST	B-1	UNK1	PVC	60.5	60.5
UNK1_I-1	6/19/2013	SYCAMORE ST	I-1	UNK1	PVC	124.2	124.2
1-2_I-1	6/19/2013	SYCAMORE ST & COLLAGE ST	I-1	I-2	PVC	343.0	343.0

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Main ID	Date	Address	Start MH	Finish MH	Pipe	Asset length	Surveyed Length
I-1_H-2	6/20/2013	SYCAMORE ST	I-1	H-2	PVC	342.0	342.0
G-2_H-2	6/20/2013	SYCAMORE ST & MAIN ST	H-2	G-2	PVC	193.0	192.7
C-4_C-3	6/20/2013	2ND AND MAIN ST	C-4	C-3	VCP	253.0	252.4
C-3_C-2	6/20/2013	2ND ST & PACIFIC ST	C-3	C-2	VCP	313.0	312.7
C-2_C-1	6/20/2013	COMMERCIAL ST & MAIN ST	C-2	C-1	VCP	217.0	217.0
D-4_D-3	6/20/2013	2ND ST & MAIN ST	D-4	D-3	VCP	352.7	352.7
D-3_D-2	6/21/2013	MAIN ST & COMMERCIAL ST	D-3	D-2	VCP	151.4	151.4
D-2_D-1	6/21/2013	COMMERCIAL ST & MAIN ST	D-2	D-1	VCP	254.8	254.8
D-1_F-3	6/21/2013	MAIN ST & SYCAMORE ST	D-1	F-3	VCP	111.5	111.3
E-3_E-2	6/21/2013	VETERANS BLVD & ATLANTIC ST	E-3	E-2	VCP	347.0	347.0
E-4_E-3	6/22/2013	2ND ST & ATLANTIC ST	E-4	E-3	VCP	162.0	161.1

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Main ID	Date	Address	Start MH	Finish MH	Pipe	Asset length	Surveyed Length
E-2_E-1	6/22/2013	COMMERCIAL ST & ATLANTIC ST	E-2	E-1	VCP	194.6	194.6
E-1_F-6	6/22/2013	COMMERCIAL ST & ATLANTIC ST	E-1	F-6	VCP	123.3	123.3
F-13_F-12	6/25/2013	HWY 65 & OKLAHOMA ST	F-13	F-12	PVC	300.0	299.8
F-10_F-9	6/25/2013	COMMERCIAL ST	F-10	F-9	PVC	210.0	209.7
F-9_F-8	6/25/2013	COMMERCIAL ST	F-9	F-8	PVC	90.0	89.5
F-8_F-7	6/25/2013	OKLAHOMA ST	F-8	F-7	PVC	146.5	146.5
F-7_F-6	6/26/2013	SYCAMORE ST	F-7	F-6	PVC	156.0	156.0
F-12_F-11	6/26/2013	OKLAHOMA ST	F-12	F-11	PVC	276.5	276.5
F-11_F-10	6/26/2013	OKLAHOMA ST	F-11	F-10	PVC	130.2	130.2
H-2_H-1	6/26/2013	SYCAMORE ST	H-2	H-1	PVC	175.0	175.0
C-1_H-2	6/26/2013	SYACAMORE ST	C-1	H-2	PVC	32.0	31.1

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Main ID	Date	Address	Start MH	Finish MH	Pipe	Asset length	Surveyed Length
F-6_F-5	6/26/2013	SYCAMORE ST	F-6	F-5	VCP	58.5	58.5
F-5_F-4	6/26/2013	SYACAMOR ST	F-5	F-4	PVC	68.0	67.8
F-4_F-3	6/26/2013	SYCAMORE ST	F-4	F-3	VCP	196.6	196.6
F-3_F-2	6/26/2013	SYCAMORE ST	F-3	F-2	VCP	117.0	117.0
F-2_F-1	6/26/2013	MAIN ST	F-2	F-1	VCP	175.2	175.2

Number of inspections: 36

Subtotal	**6,663.0 ft**	**6,653.7 ft**
Total	**6,663.0 ft**	**6,653.7 ft**

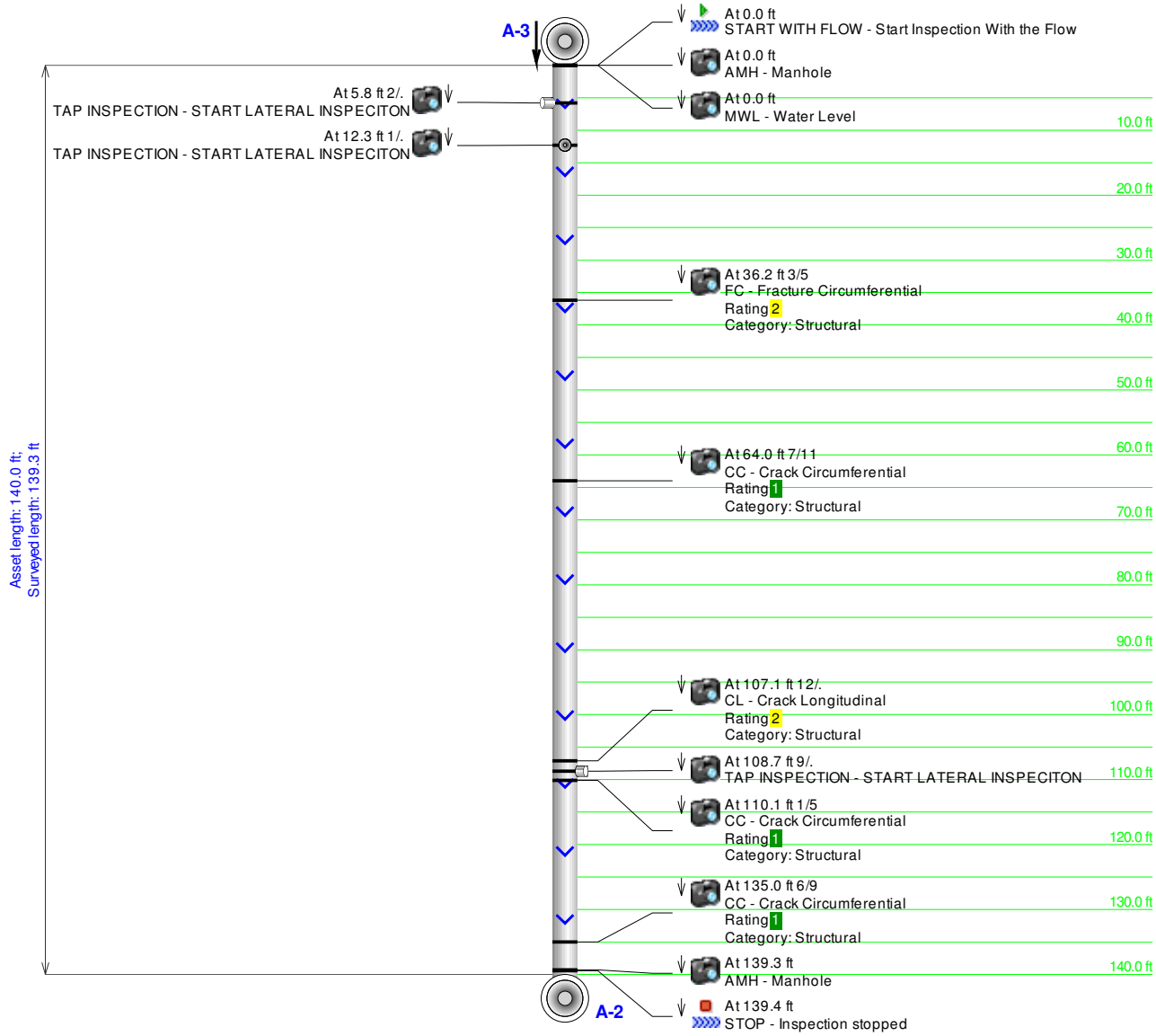
Trekk Design Group
1441 E 104th St Suite 105
Kansas City, MO 64131
Phone: (816) 885-0143

Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	A-3_A-2	BRANSON	COLLEGE ST & 2ND ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/17/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	139.3	TREKK/KRIS	



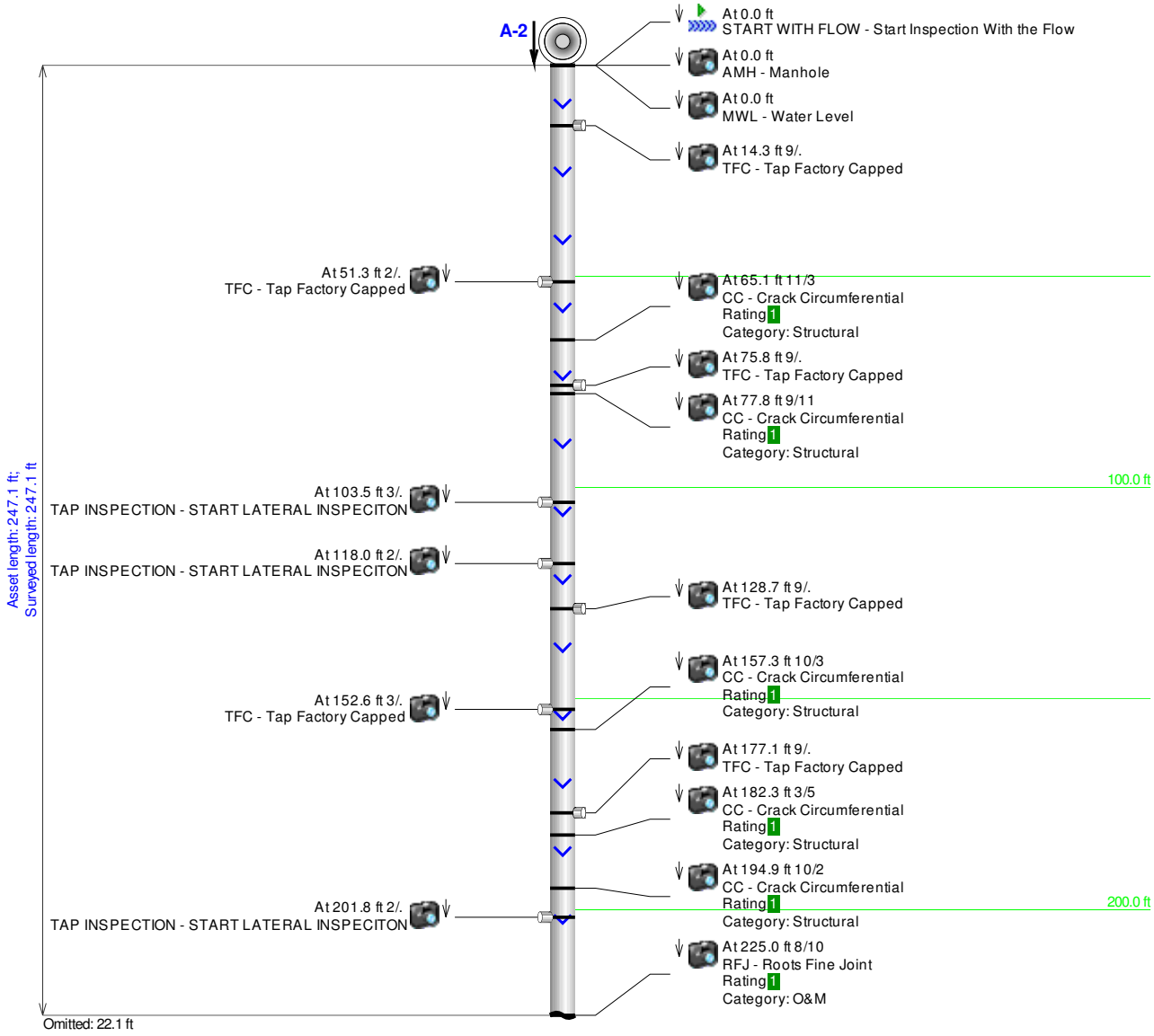
Trekk Design Group
1441 E 104th St Suite 105
Kansas City, MO 64131
Phone: (816) 885-0143

Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	A-2_A-1	BRANSON	310 COMMERCIAL ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/17/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	247.1	TREKK/KRIS	

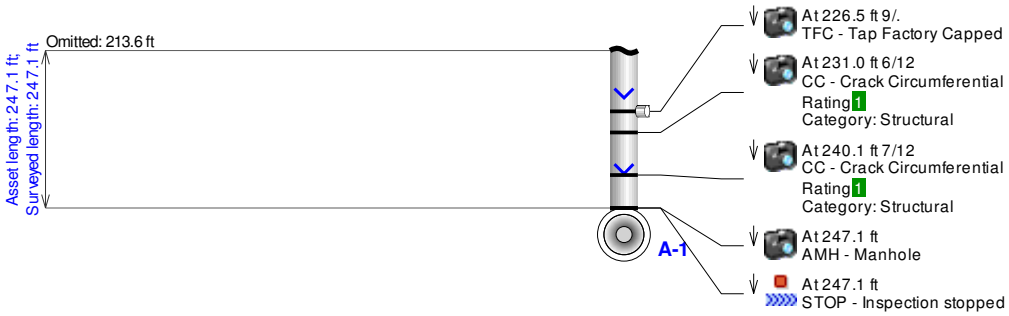


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Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	A-2_A-1	BRANSON	310 COMMERCIAL ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/17/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	247.1	TREKK/KRIS	



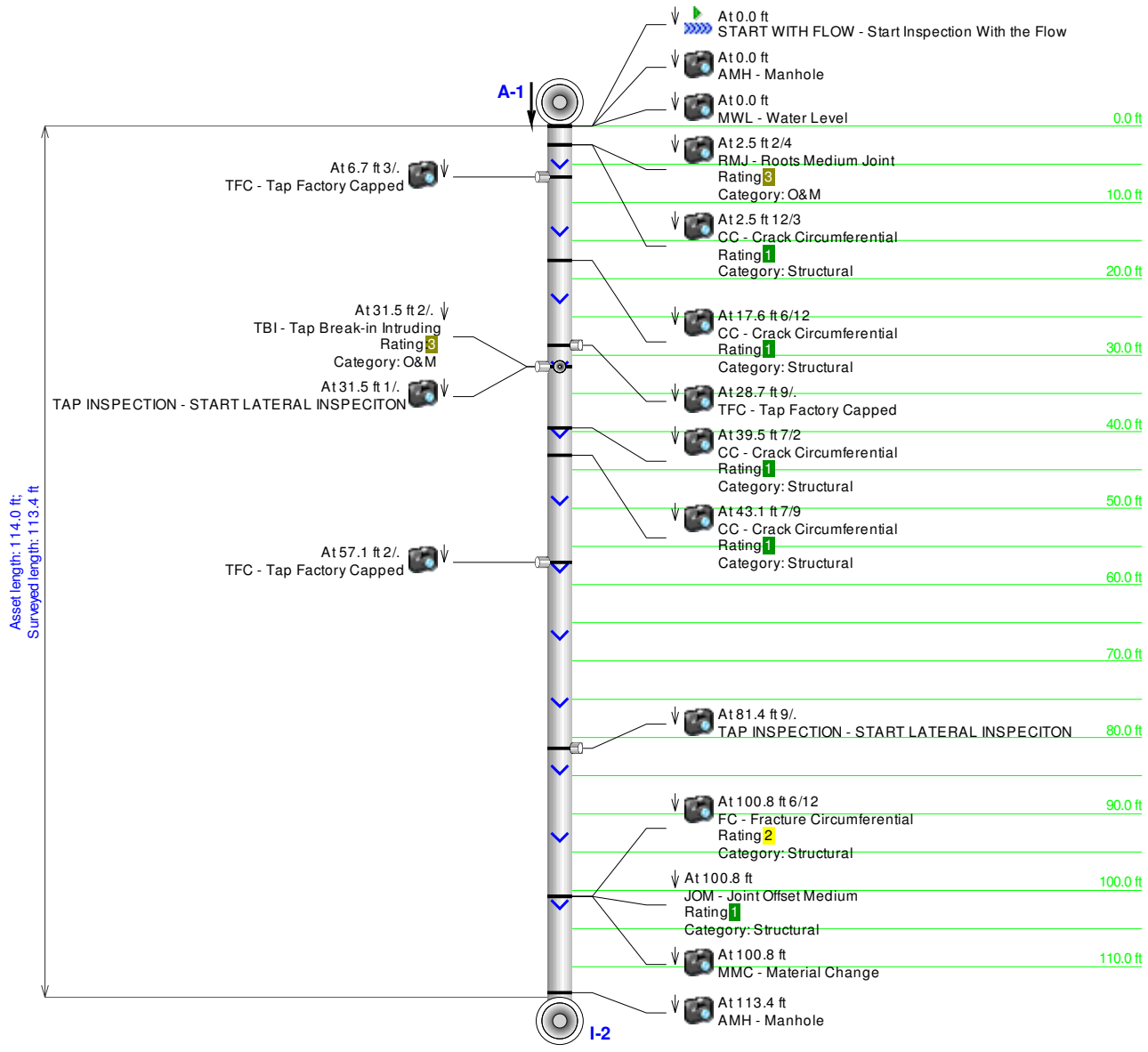
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Phone: (816) 885-0143

Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	A-1_I-2	BRANSON	SYCAMORE ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/17/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	113.4	TREKK/KRIS	

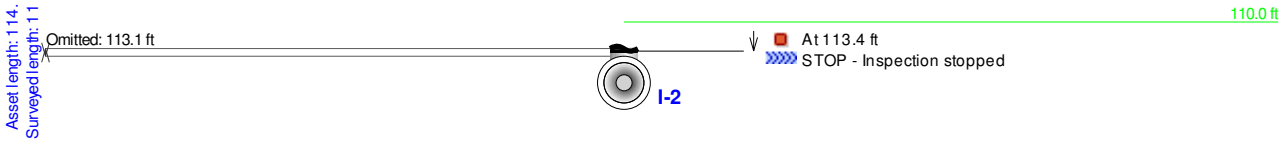


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Phone: (816) 885-0143

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	A-1_I-2	BRANSON	SYCAMORE ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/17/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	113.4	TREKK/KRIS	



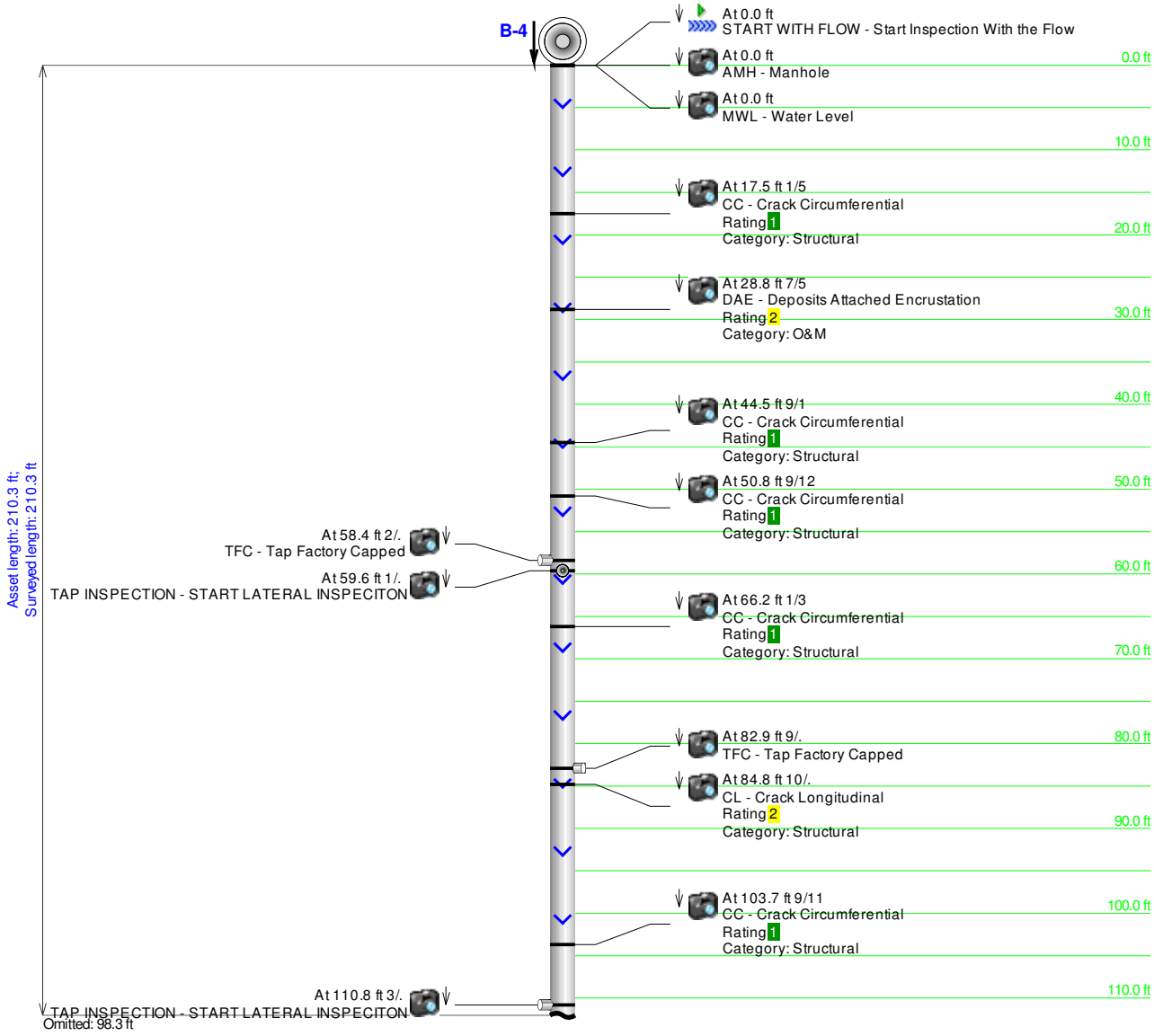
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Phone: (816) 885-0143

Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	B-4_B-3	BRANSON	2ND ST & PACIFIC ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/19/2013	8	8	VCP	B	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	210.3	TREKK/KRIS	

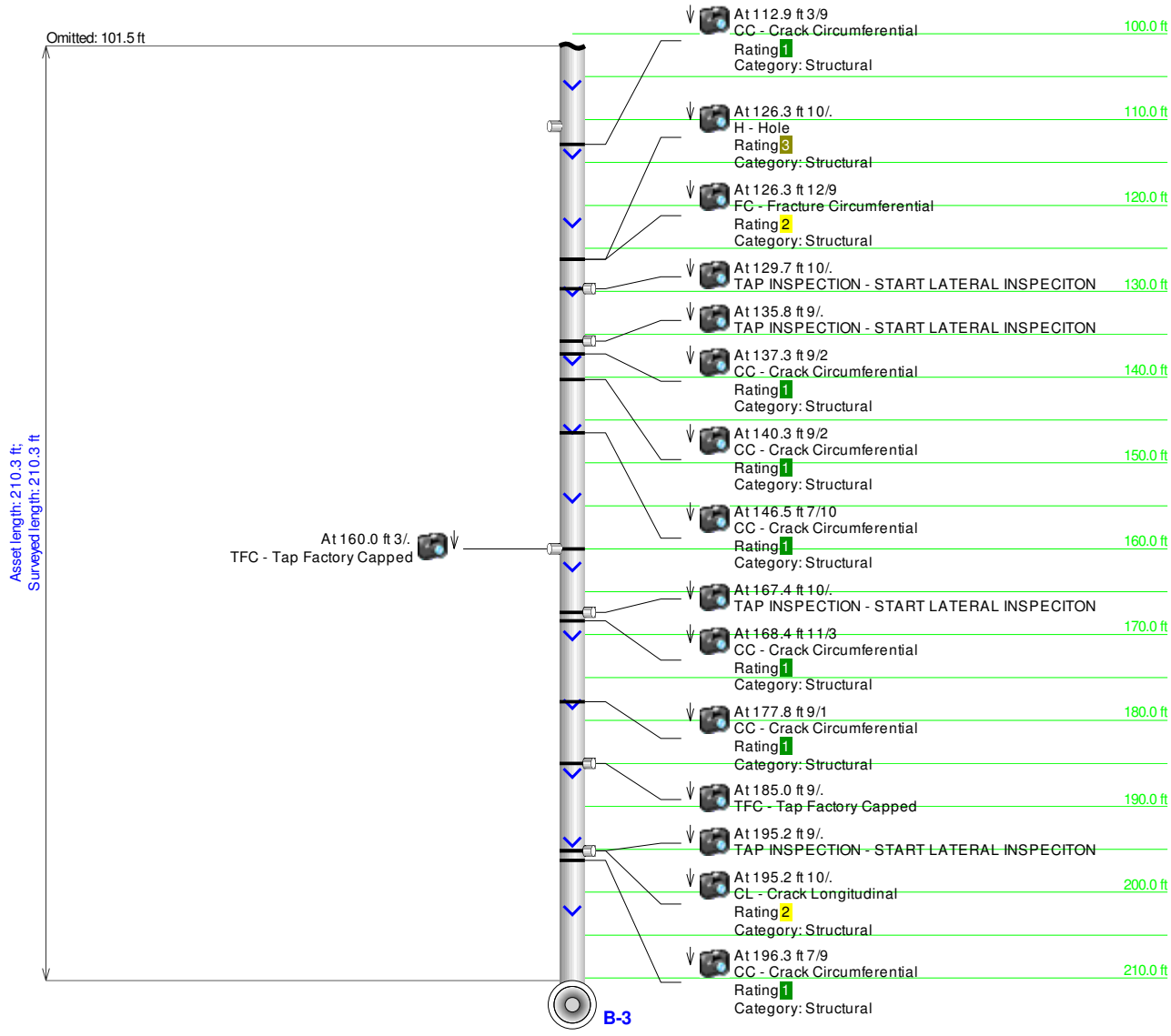


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Phone: (816) 885-0143

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	B-4_B-3	BRANSON	2ND ST & PACIFIC ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/19/2013	8	8	VCP	B	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	210.3	TREKK/KRIS	

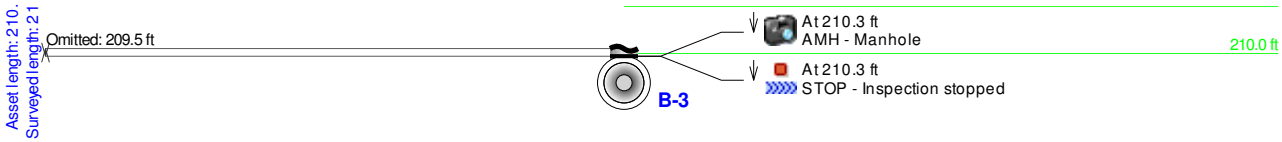


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Phone: (816) 885-0143

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	B-4_B-3	BRANSON	2ND ST & PACIFIC ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/19/2013	8	8	VCP	B	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	210.3	TREKK/KRIS	



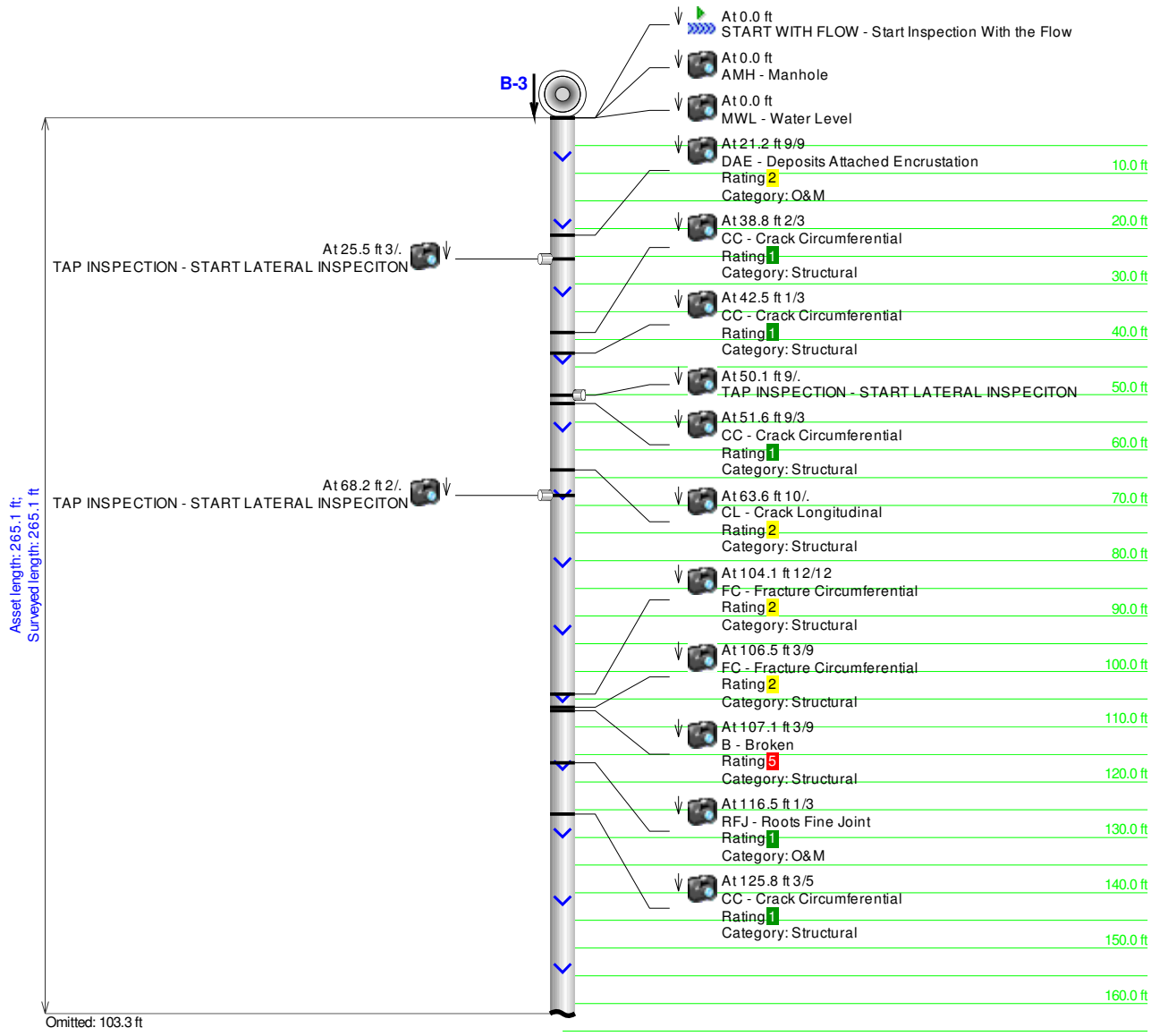
Trekk Design Group
1441 E 104th St Suite 105
Kansas City, MO 64131
Phone: (816) 885-0143

Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	B-3_B-2	BRANSON	COMMERCIAL ST & COLLAGE ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/19/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	265.1	TREKK/KRIS	

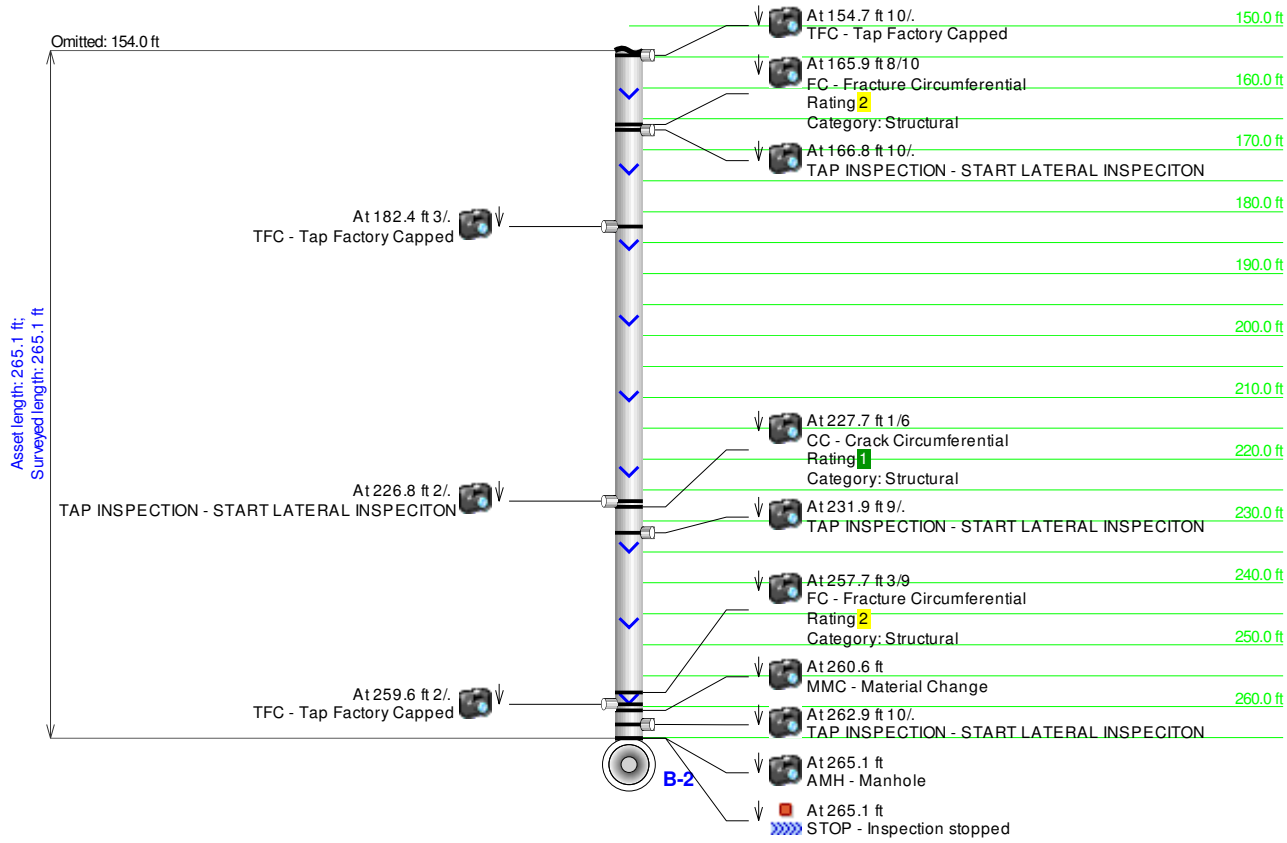


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Kansas City, MO 64131
Phone: (816) 885-0143

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	B-3_B-2	BRANSON	COMMERCIAL ST & COLLAGE ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/19/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	265.1	TREKK/KRIS	



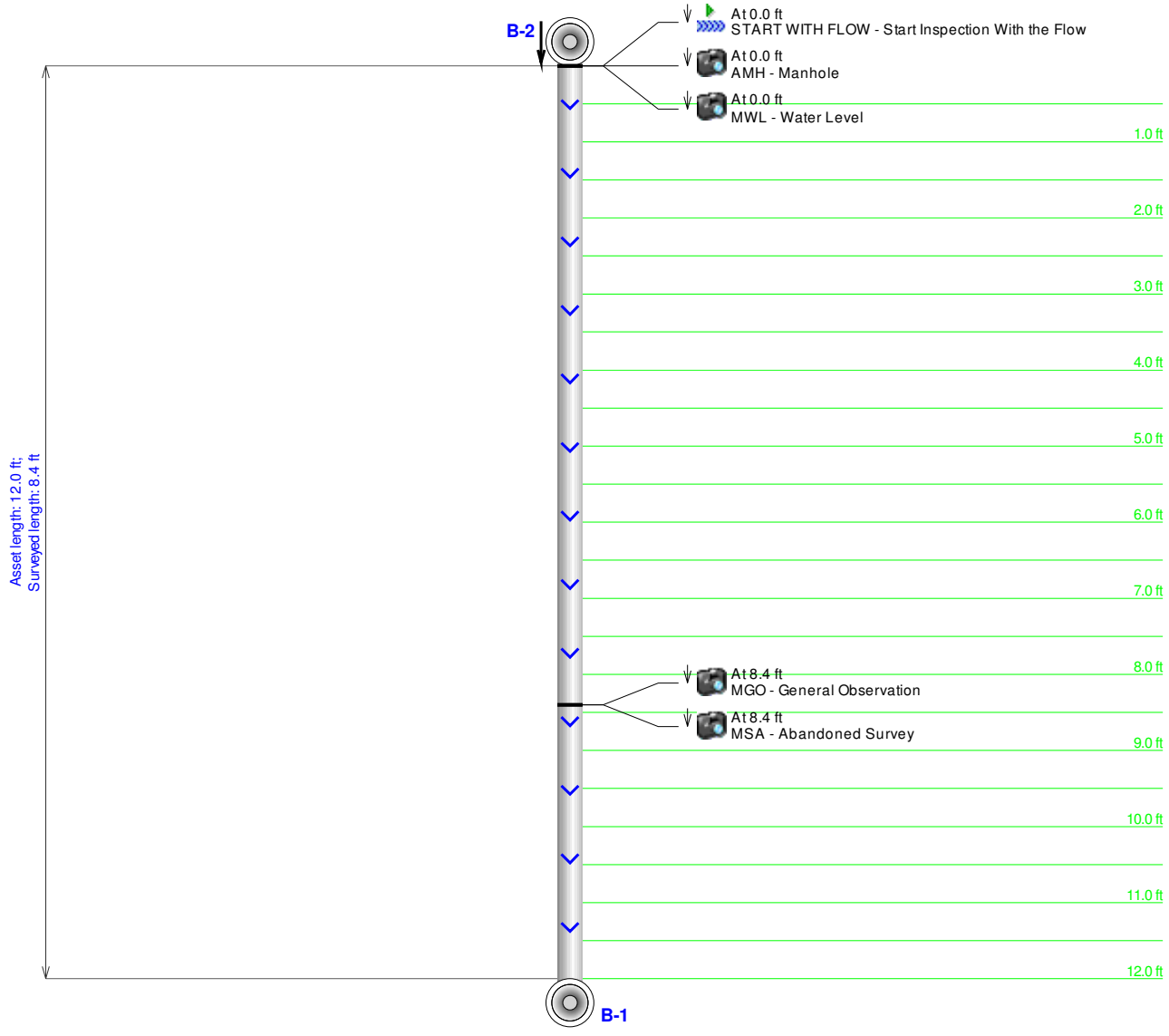
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	B-2_B-1	BRANSON	COLLAGE ST & COMMERCIAL ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/19/2013	12	12	PVC	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	8.4	TREKK/KRIS	



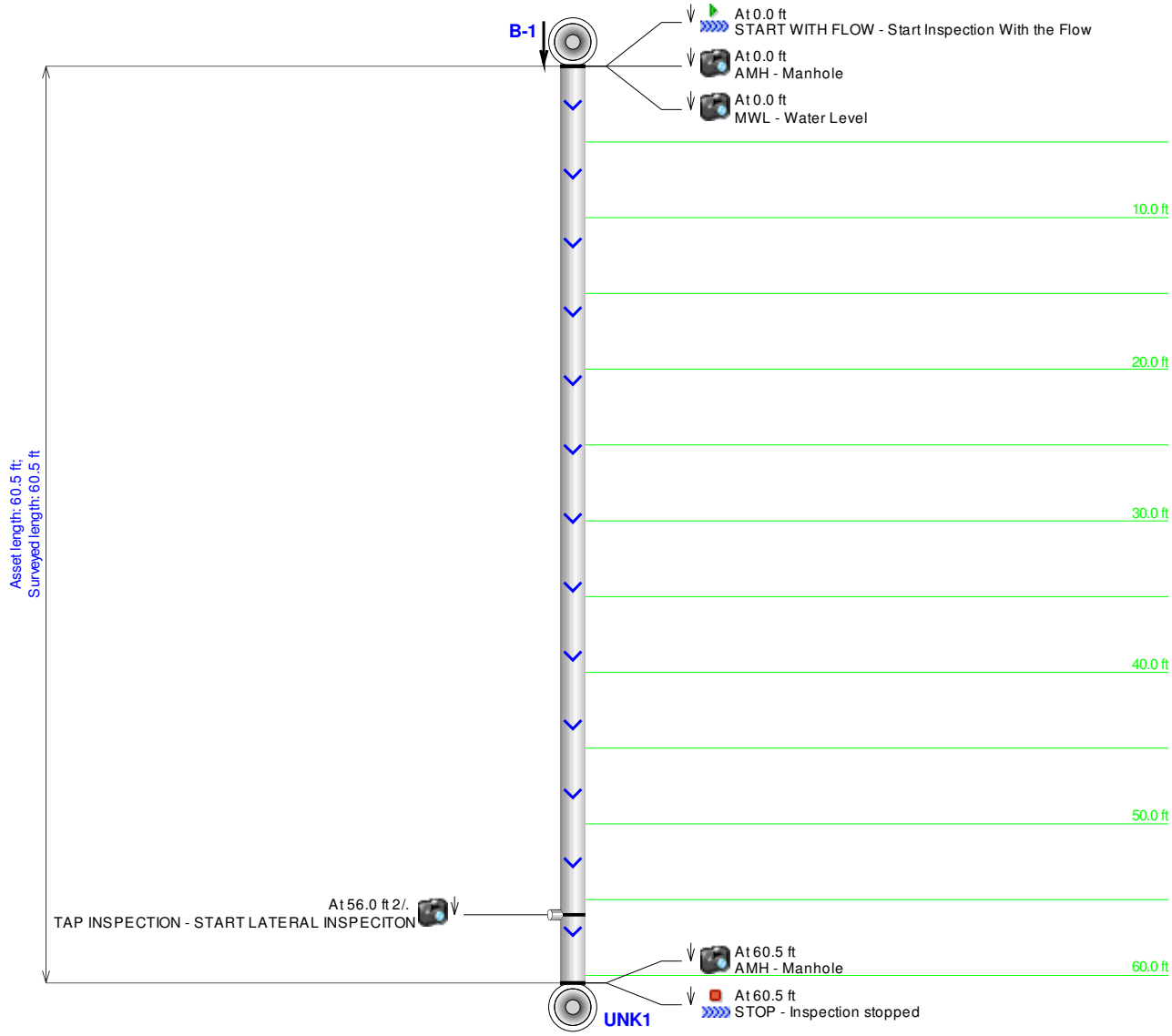
Trekk Design Group
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	B-1_UNK1	BRANSON	COLLAGE ST & COMMERCIAL ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/19/2013	12	12	PVC	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	60.5	TREKK/KRIS	



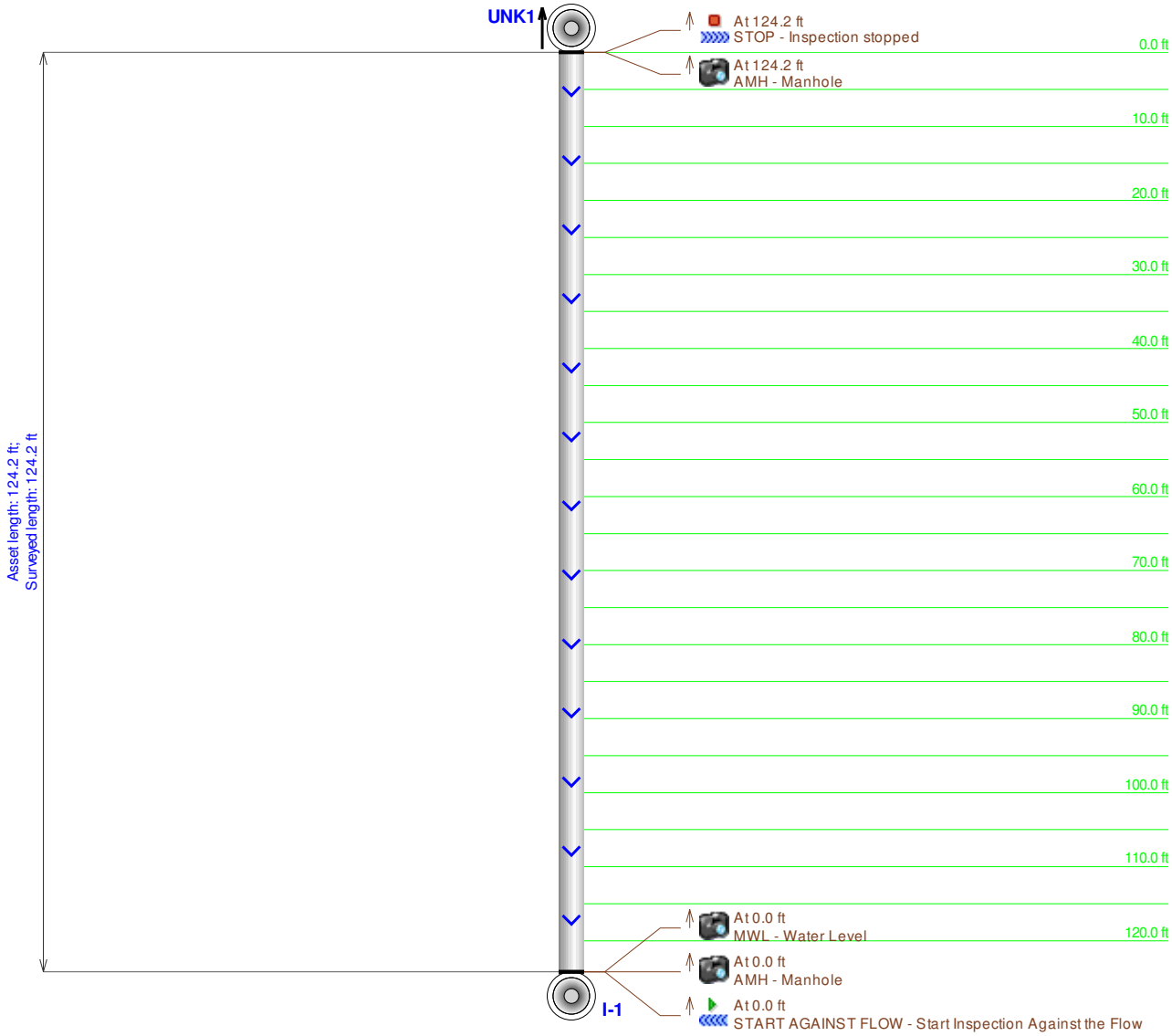
Trekk Design Group
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	UNK1_I-1	BRANSON	SYCAMORE ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/19/2013	12	12	PVC	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
UPSTREAM	124.2	TREKK/KRIS	



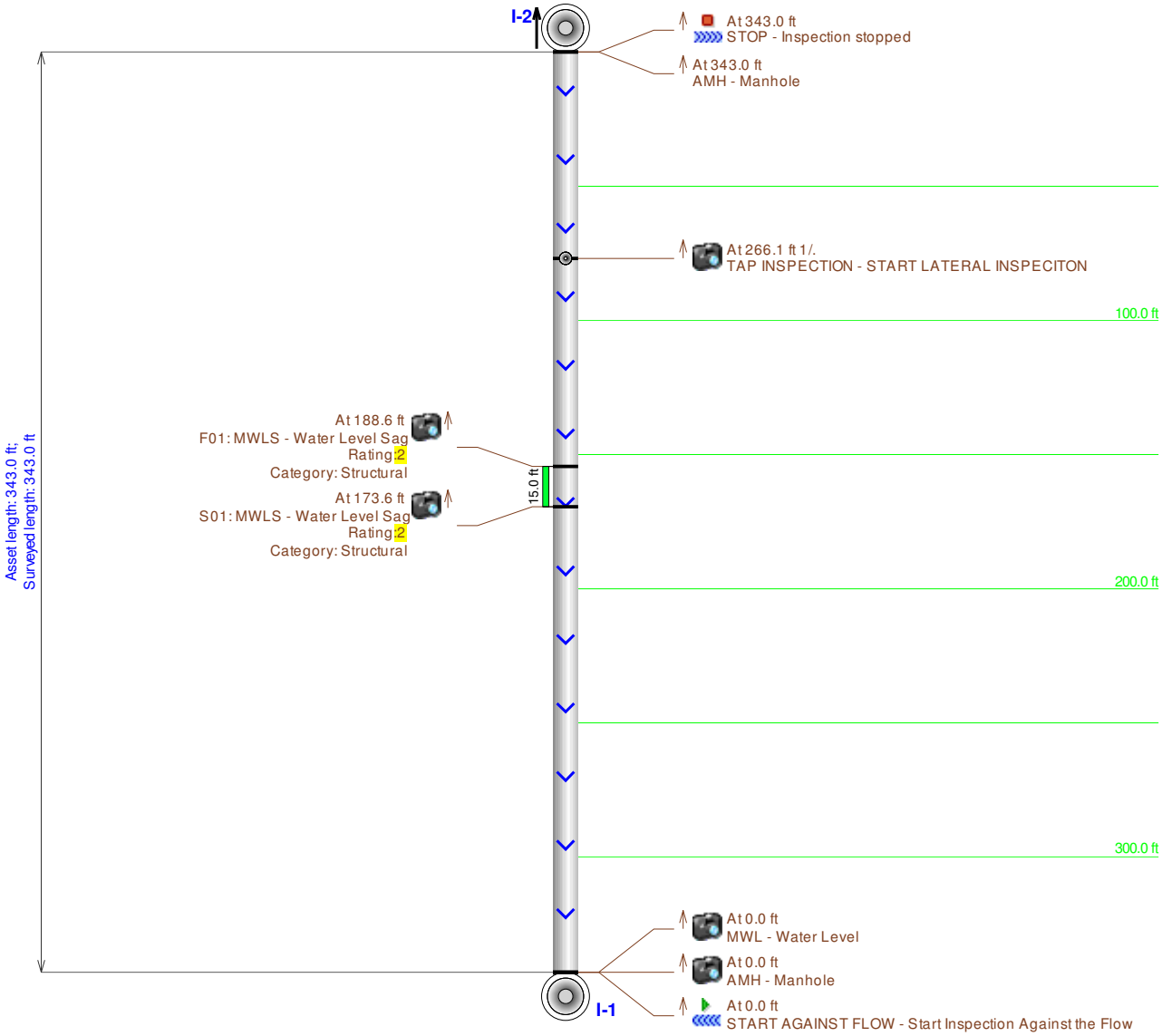
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	1-2_I-1	BRANSON	SYCAMORE ST & COLLAGE ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/19/2013	12	12	PVC	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
UPSTREAM	343.0	TREKK/KRIS	



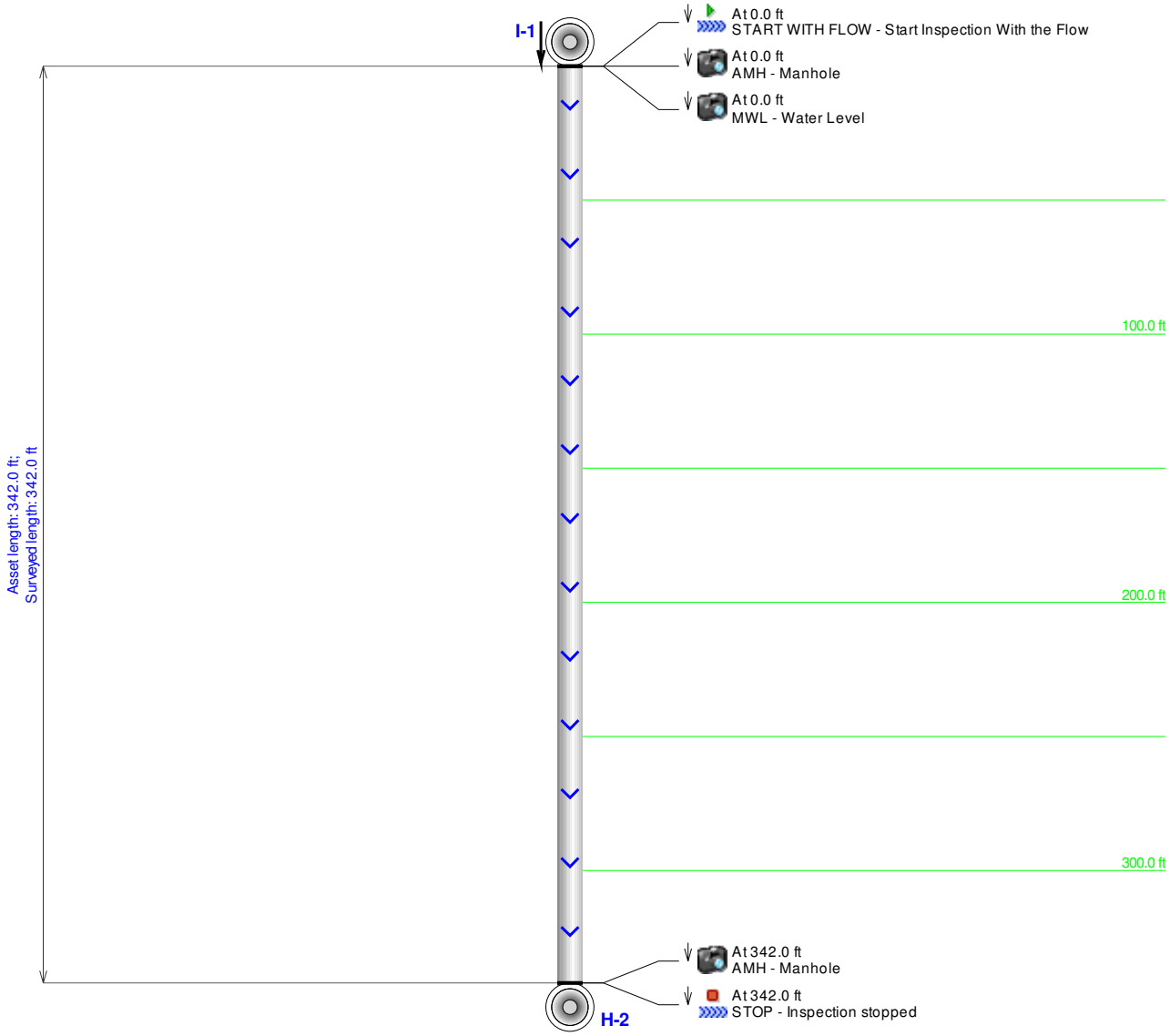
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	I-1_H-2	BRANSON	SYCAMORE ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/20/2013	8	8	PVC	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	342.0	TREKK/KRIS	



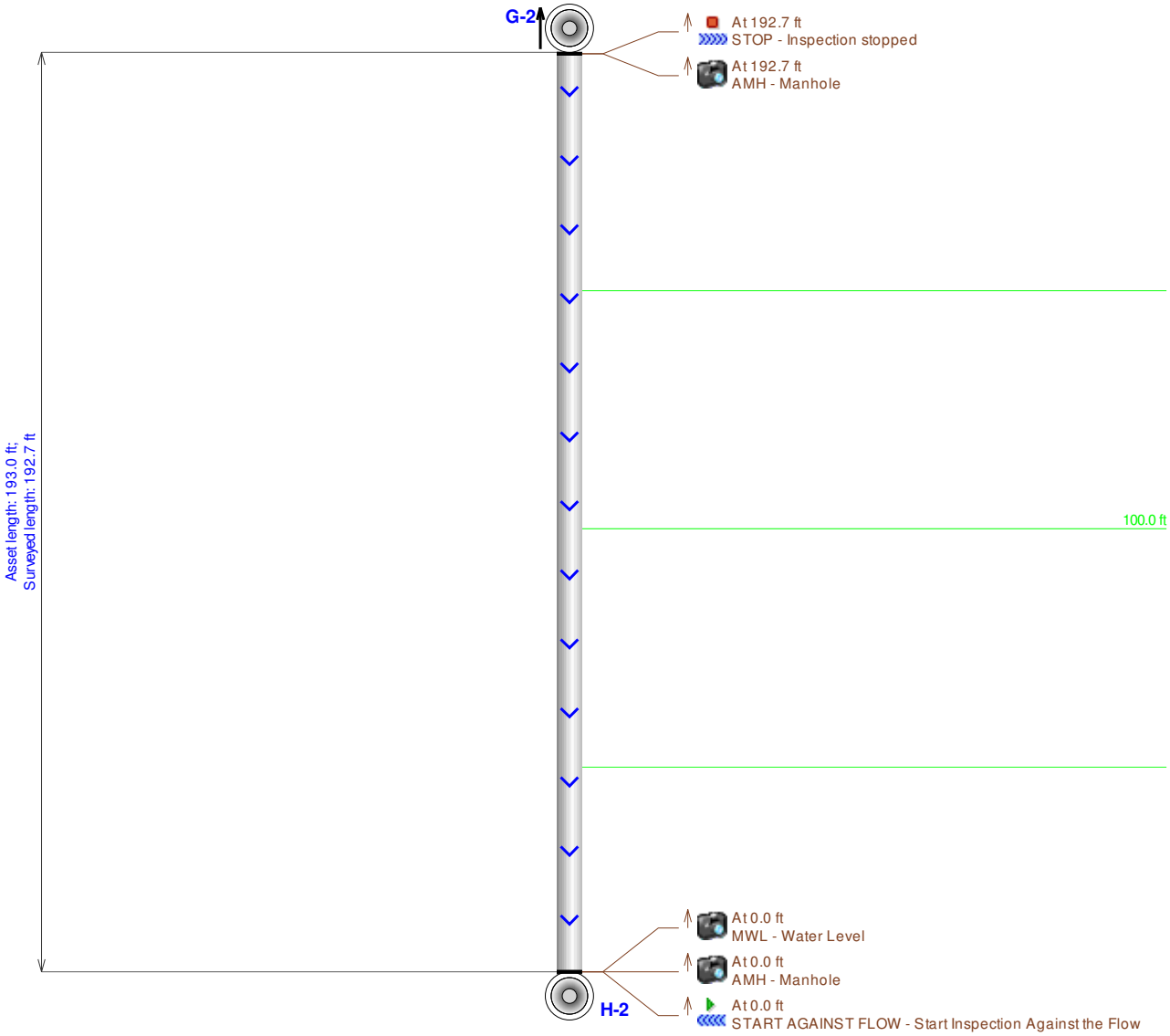
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	G-2_H-2	BRANSON	SYCAMORE ST & MAIN ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/20/2013	12	12	PVC	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
UPSTREAM	192.7	TREKK/KRIS	



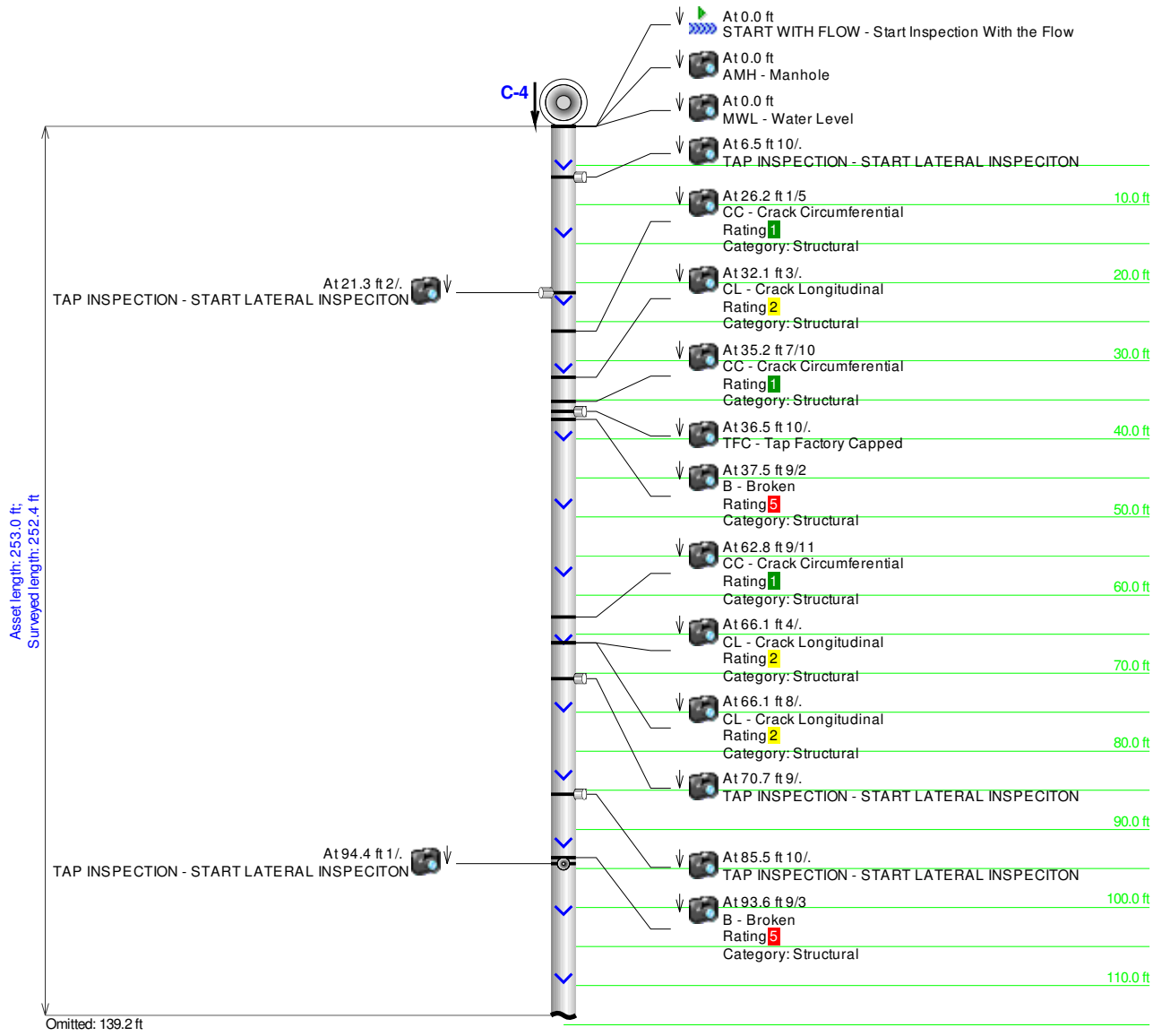
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	C-4_C-3	BRANSON	2ND AND MAIN ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/20/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	252.4	TREKK/KRIS	

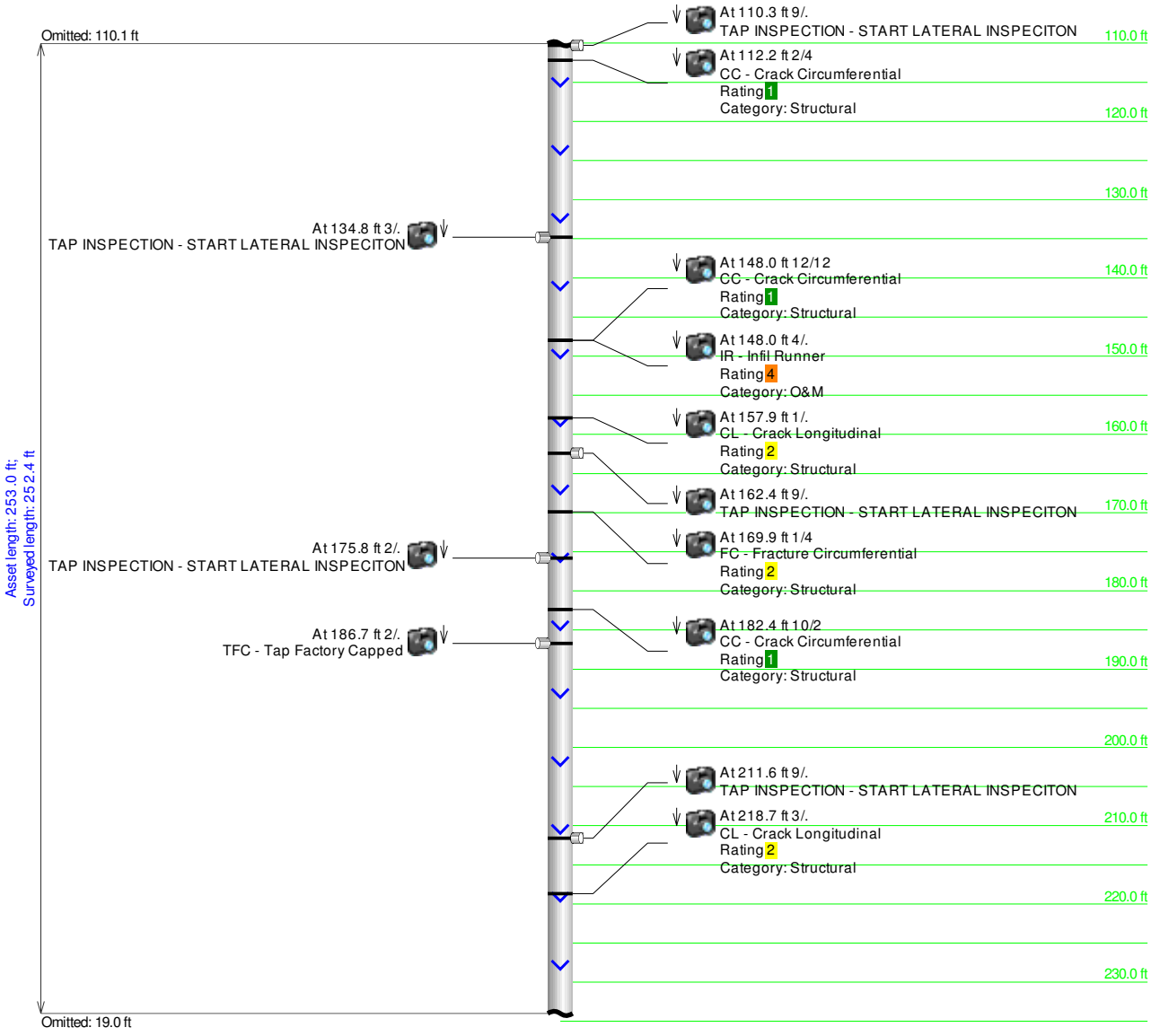


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Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	C-4_C-3	BRANSON	2ND AND MAIN ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/20/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	252.4	TREKK/KRIS	

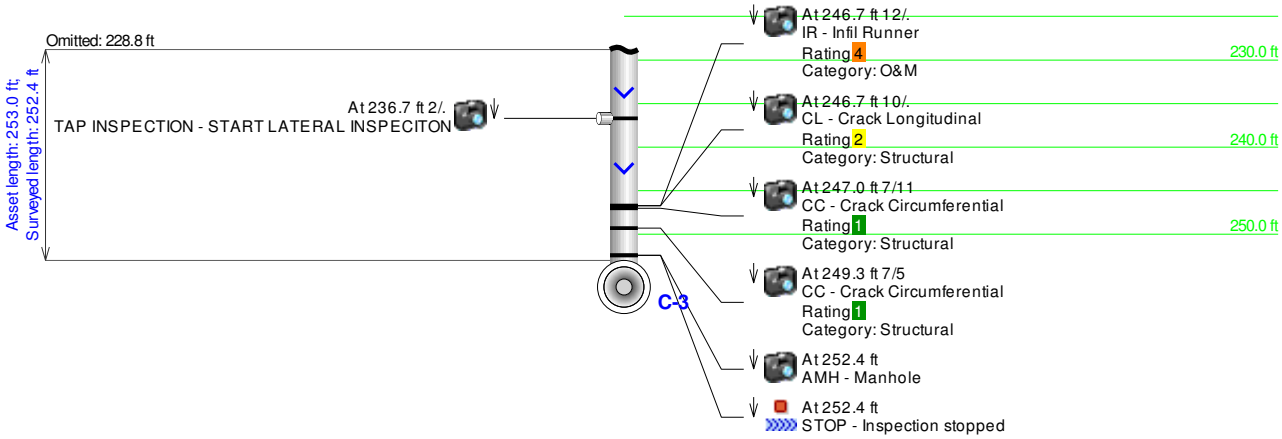


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Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	C-4_C-3	BRANSON	2ND AND MAIN ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/20/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	252.4	TREKK/KRIS	



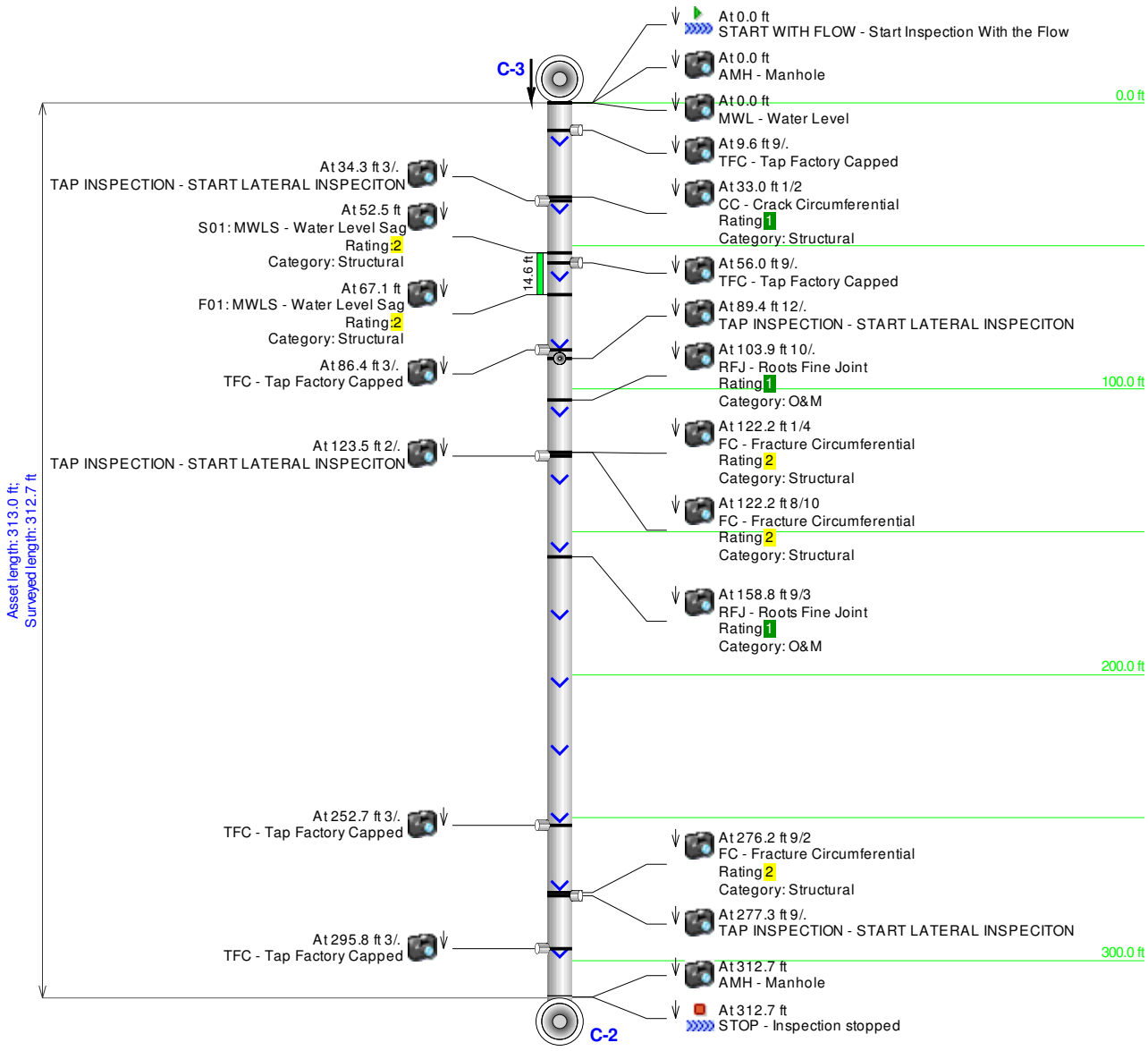
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	C-3_C-2	BRANSON	2ND ST & PACIFIC ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/20/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	312.7	TREKK/KRIS	



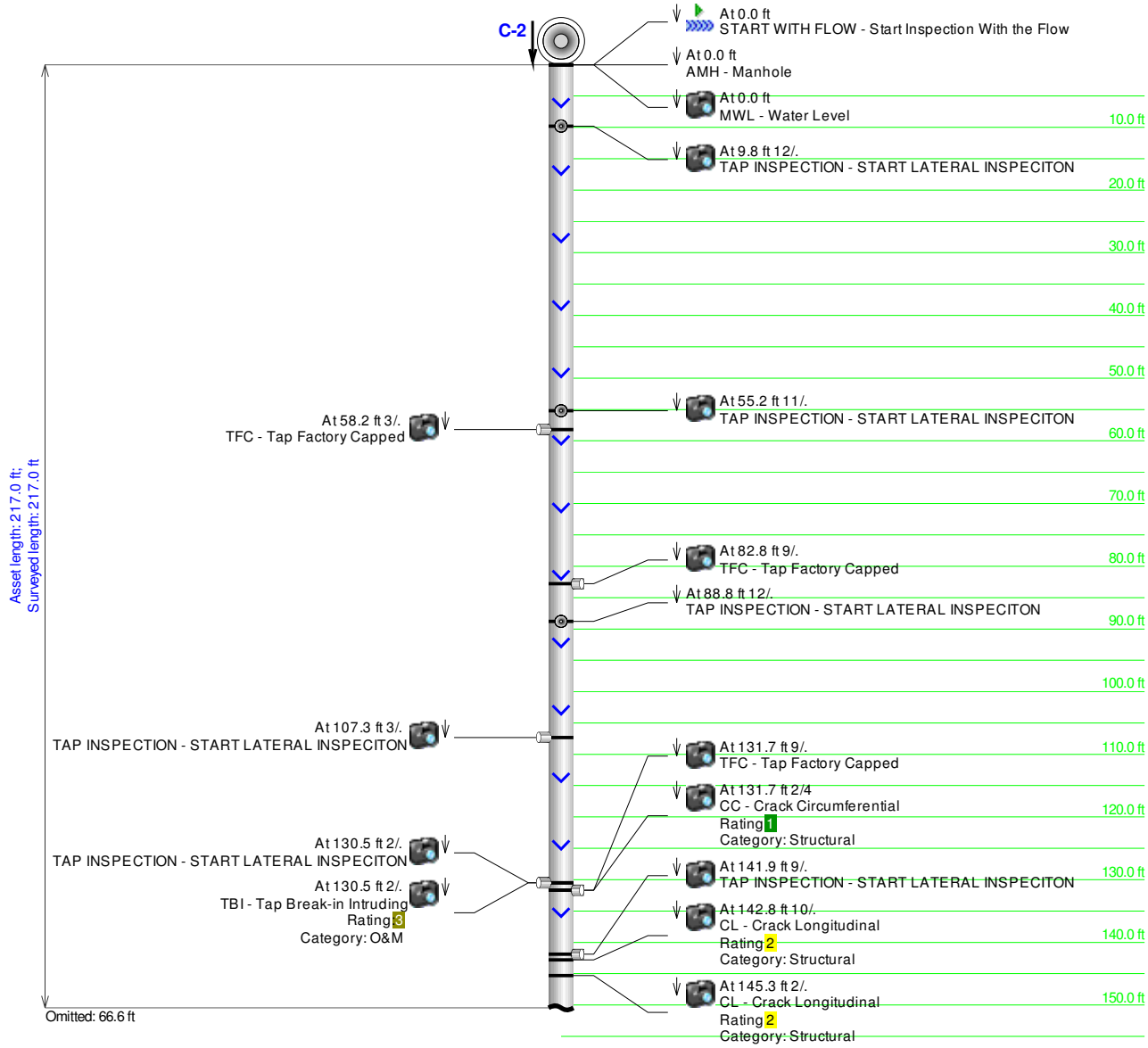
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	C-2_C-1	BRANSON	COMMERCIAL ST & MAIN ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/20/2013	8	8	VCP	D	

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	217.0	TREKK/KRIS	

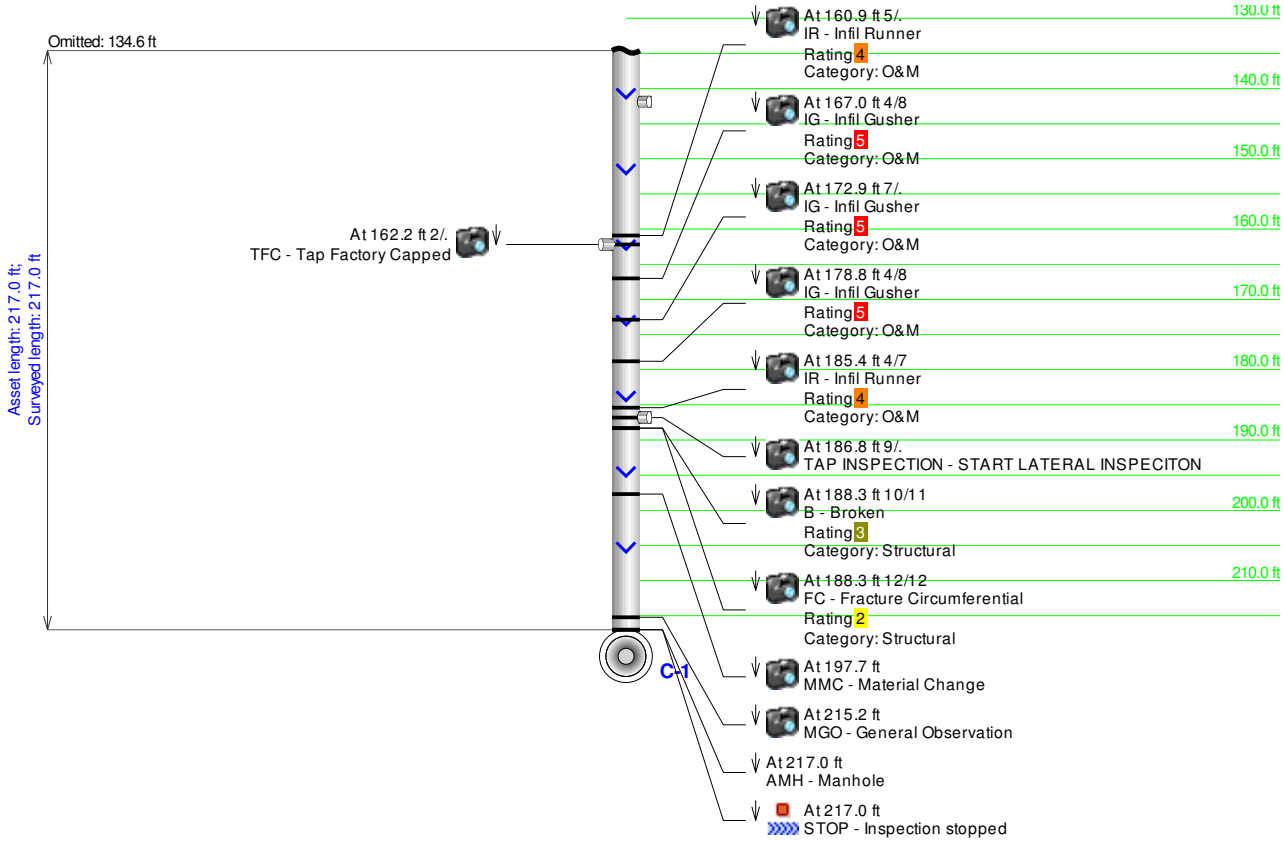


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Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	C-2_C-1	BRANSON	COMMERCIAL ST & MAIN ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/20/2013	8	8	VCP	D	

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	217.0	TREKK/KRIS	



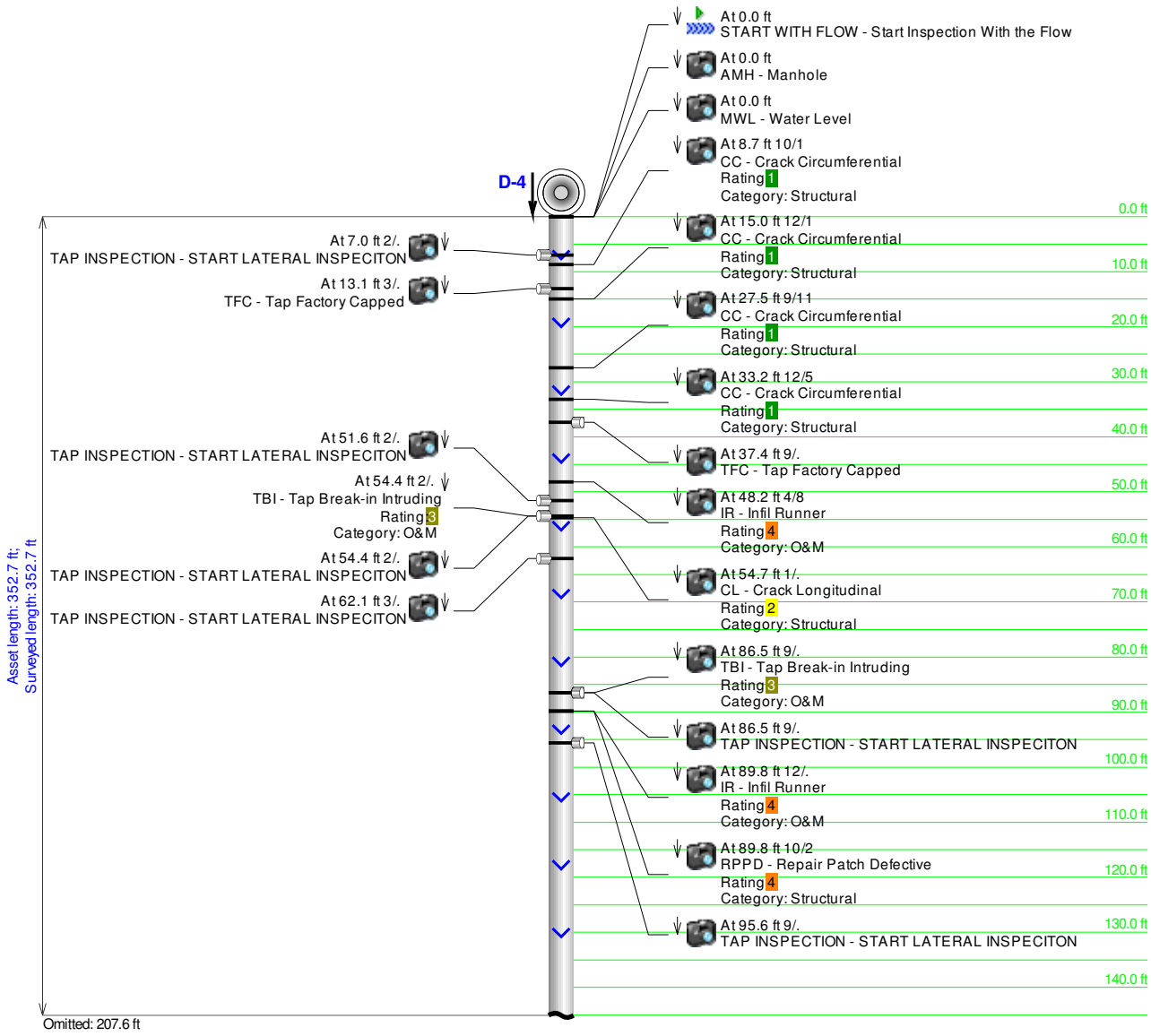
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	D-4_D-3	BRANSON	2ND ST & MAIN ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/20/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	352.7	TREKK/KRIS	

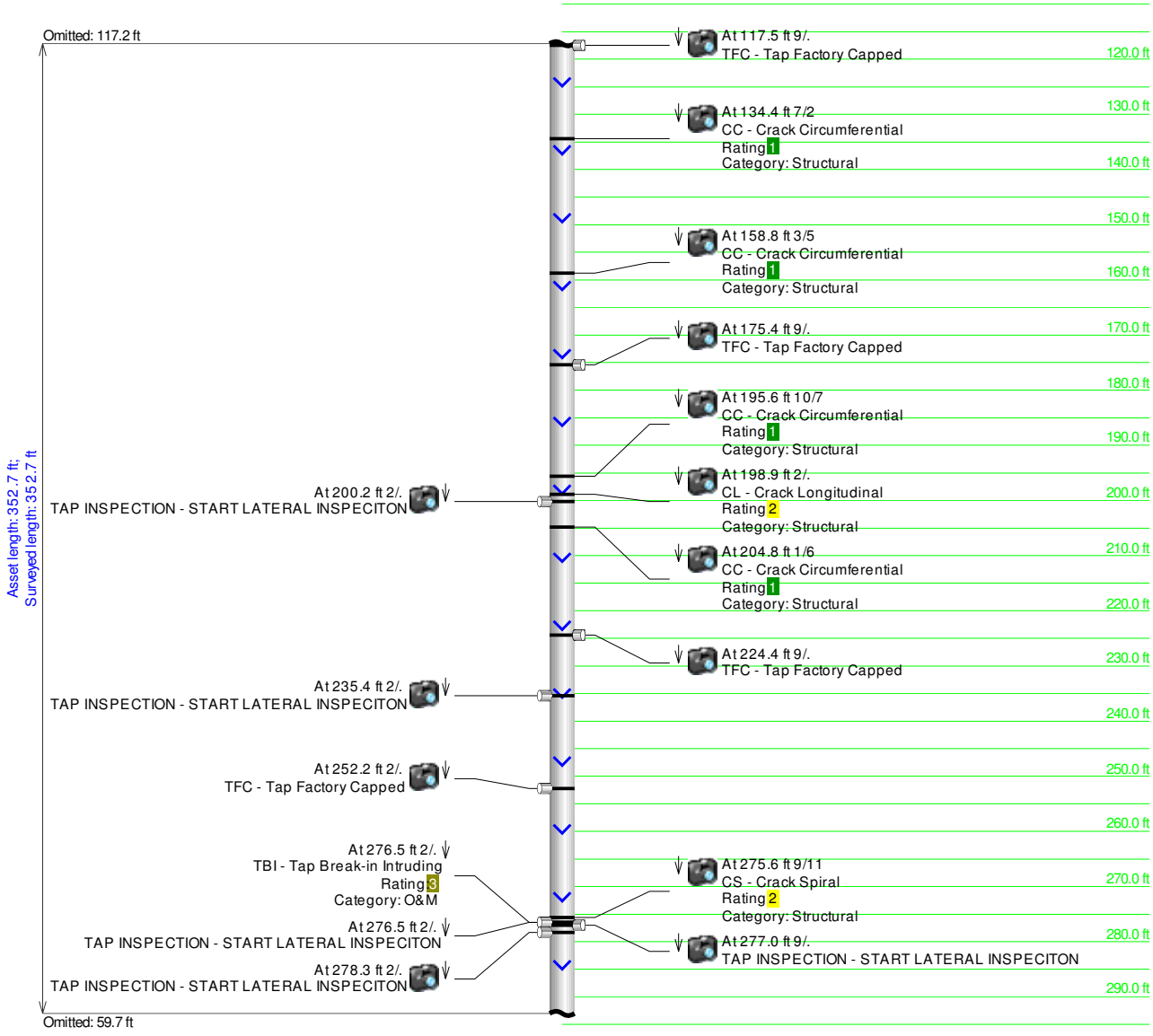


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Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	D-4_D-3	BRANSON	2ND ST & MAIN ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/20/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	352.7	TREKK/KRIS	

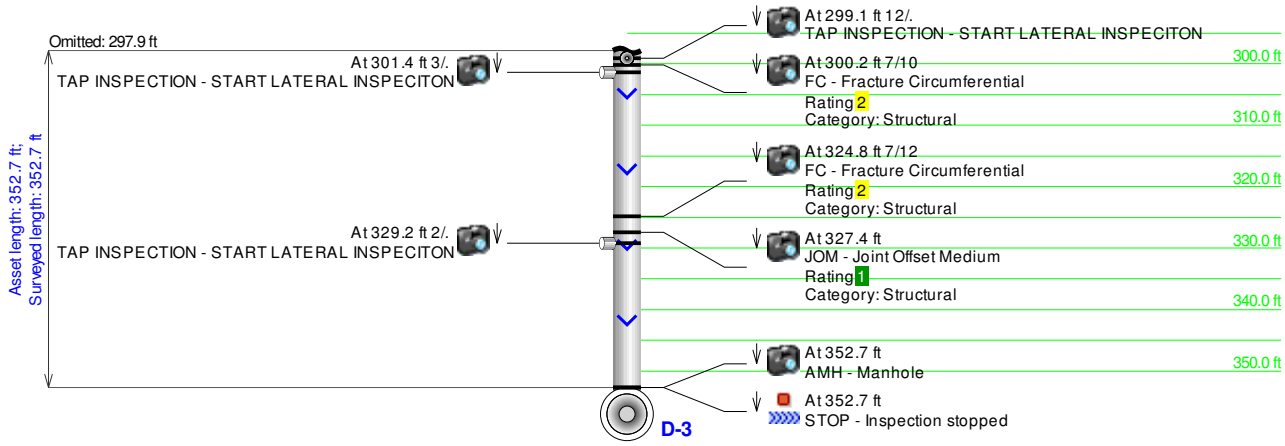


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Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	D-4_D-3	BRANSON	2ND ST & MAIN ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/20/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	352.7	TREKK/KRIS	



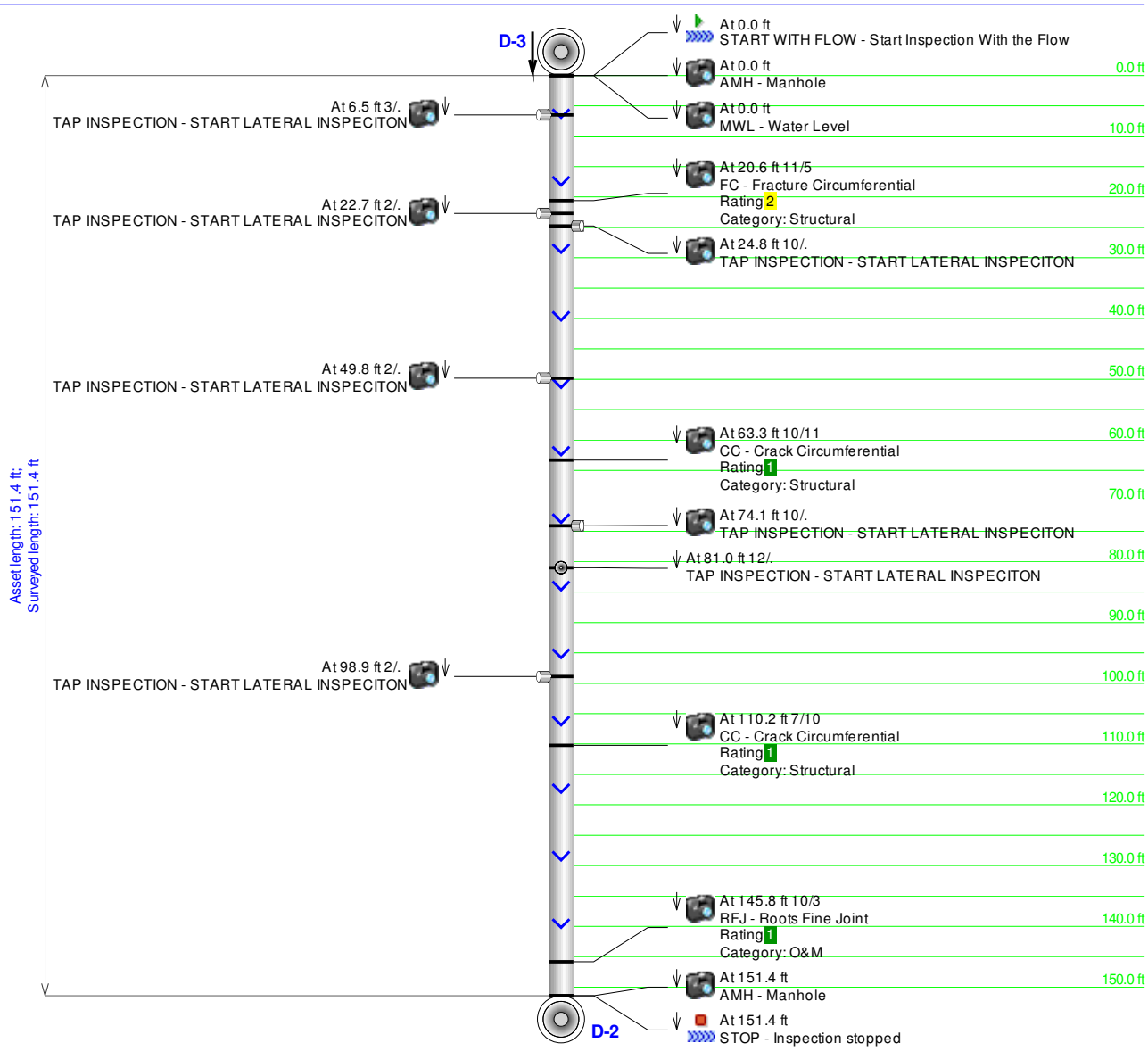
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	D-3_D-2	BRANSON	MAIN ST & COMMERCIAL ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/21/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	151.4	TREKK/KRIS	



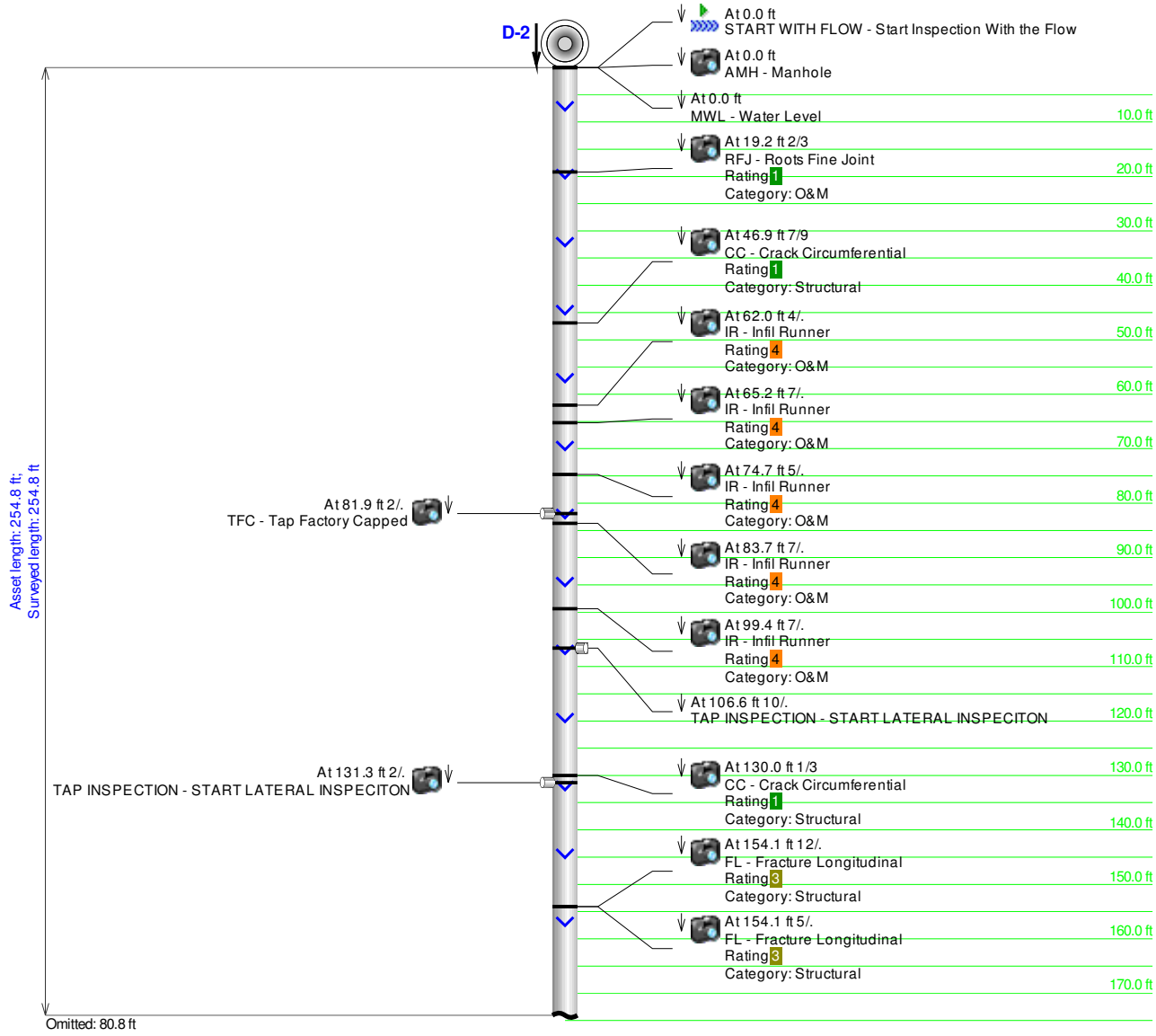
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	D-2_D-1	BRANSON	COMMERCIAL ST & MAIN ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/21/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	254.8	TREKK/KRIS	

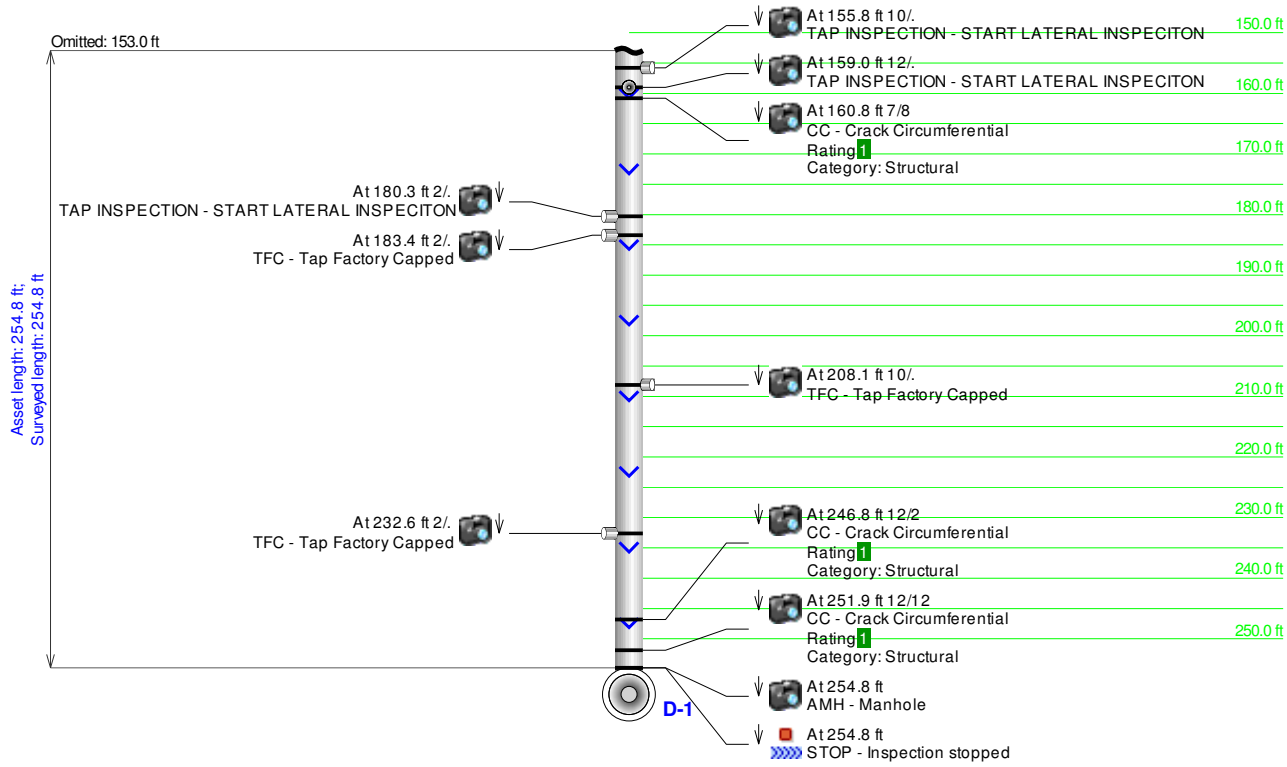


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Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	D-2_D-1	BRANSON	COMMERCIAL ST & MAIN ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/21/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	254.8	TREKK/KRIS	



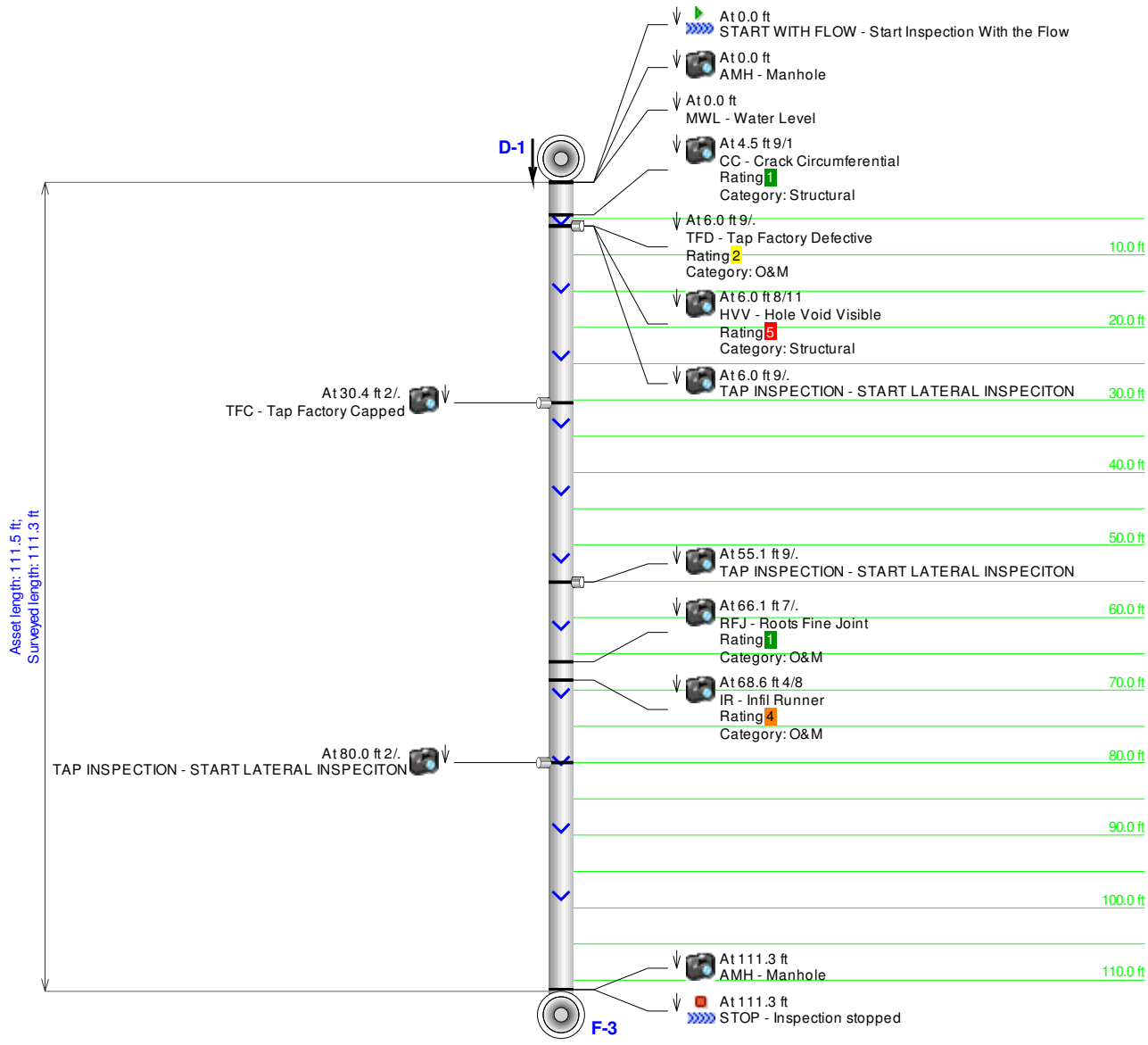
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	D-1_F-3	BRANSON	MAIN ST & SYCAMORE ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/21/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	111.3	TREKK/KRIS	



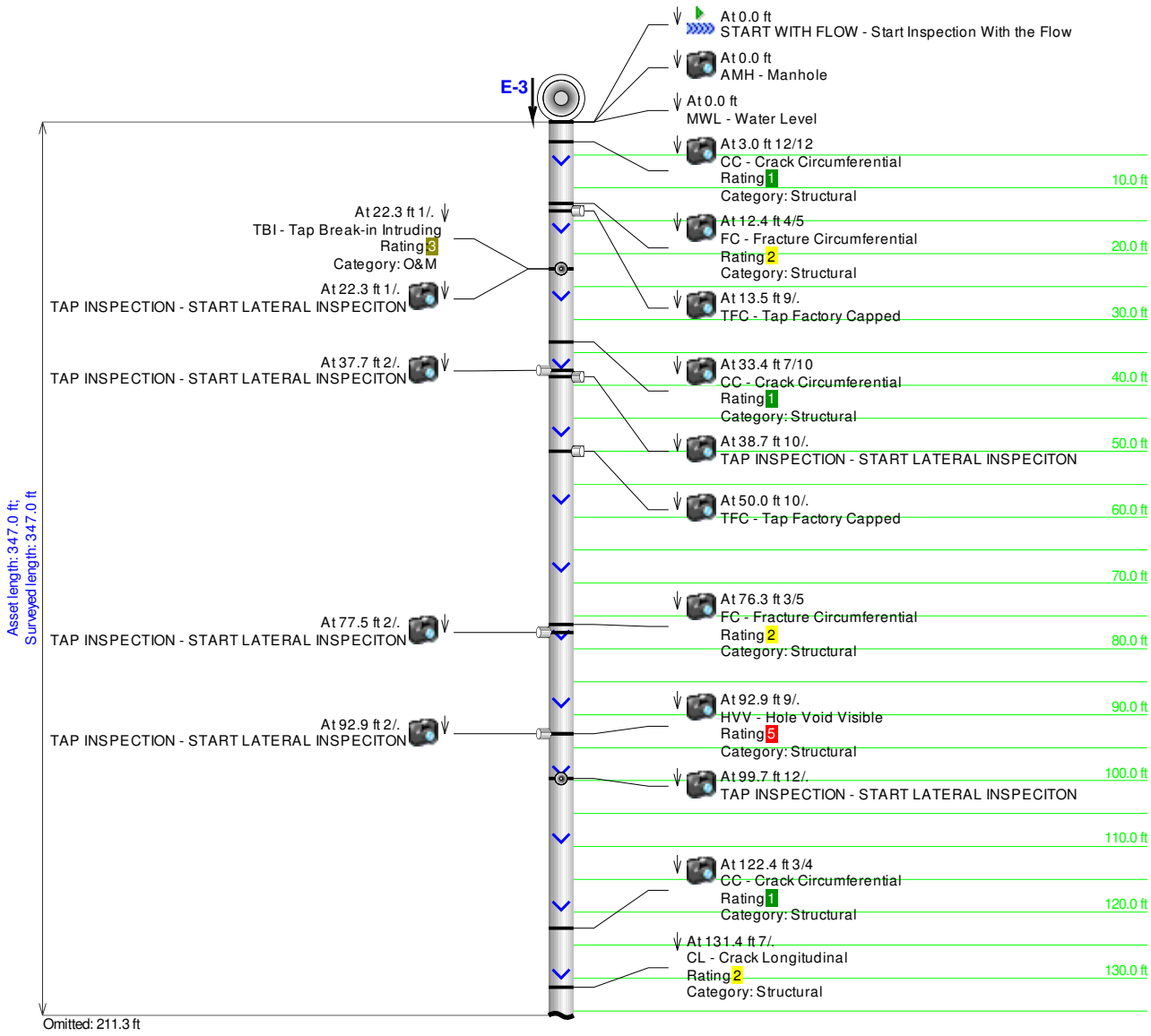
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	E-3_E-2	BRANSON	VETERANS BLVD & ATLANTIC ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/21/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	347.0	TREKK/KRIS	

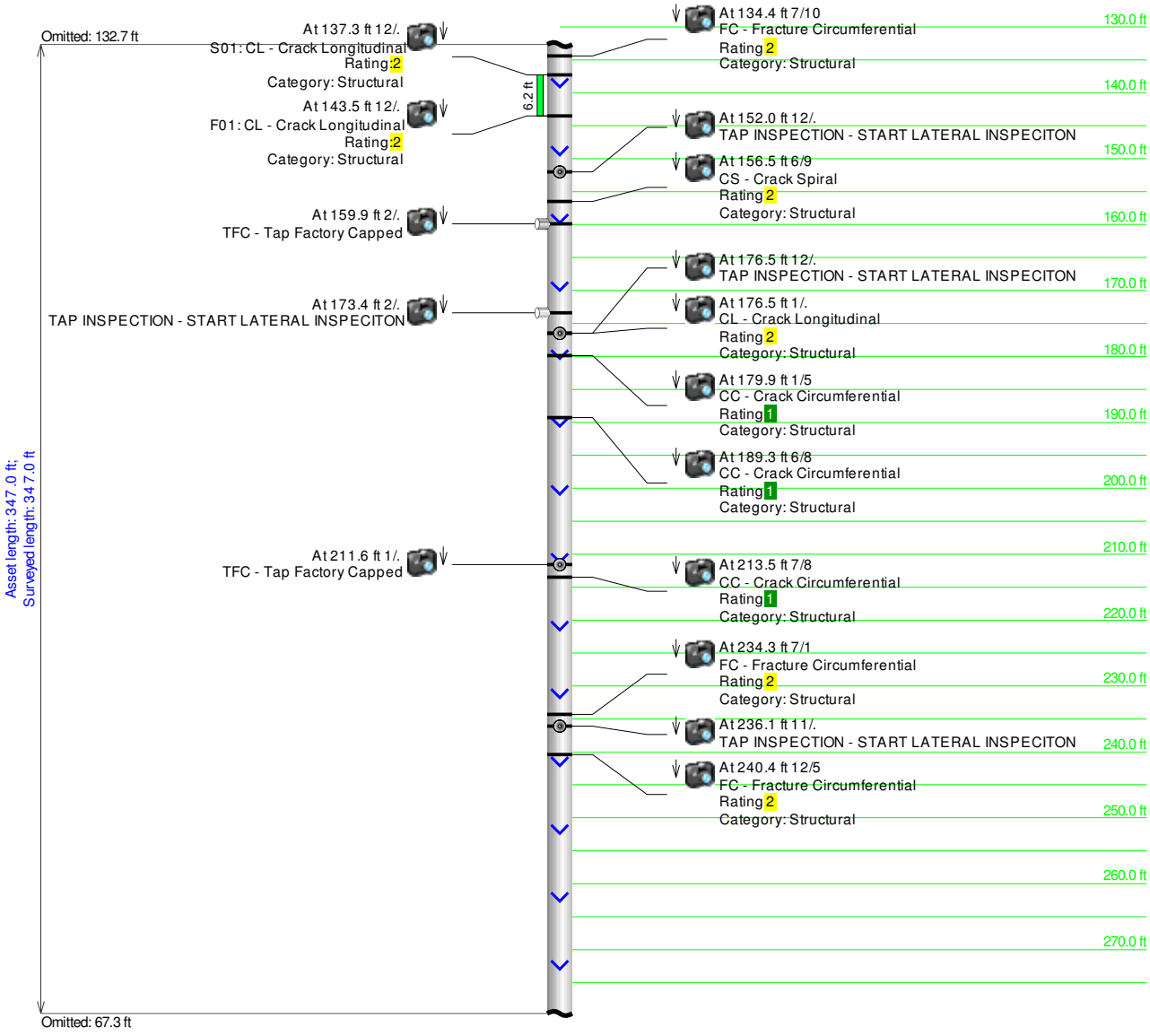


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Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	E-3_E-2	BRANSON	VETERANS BLVD & ATLANTIC ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/21/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	347.0	TREKK/KRIS	

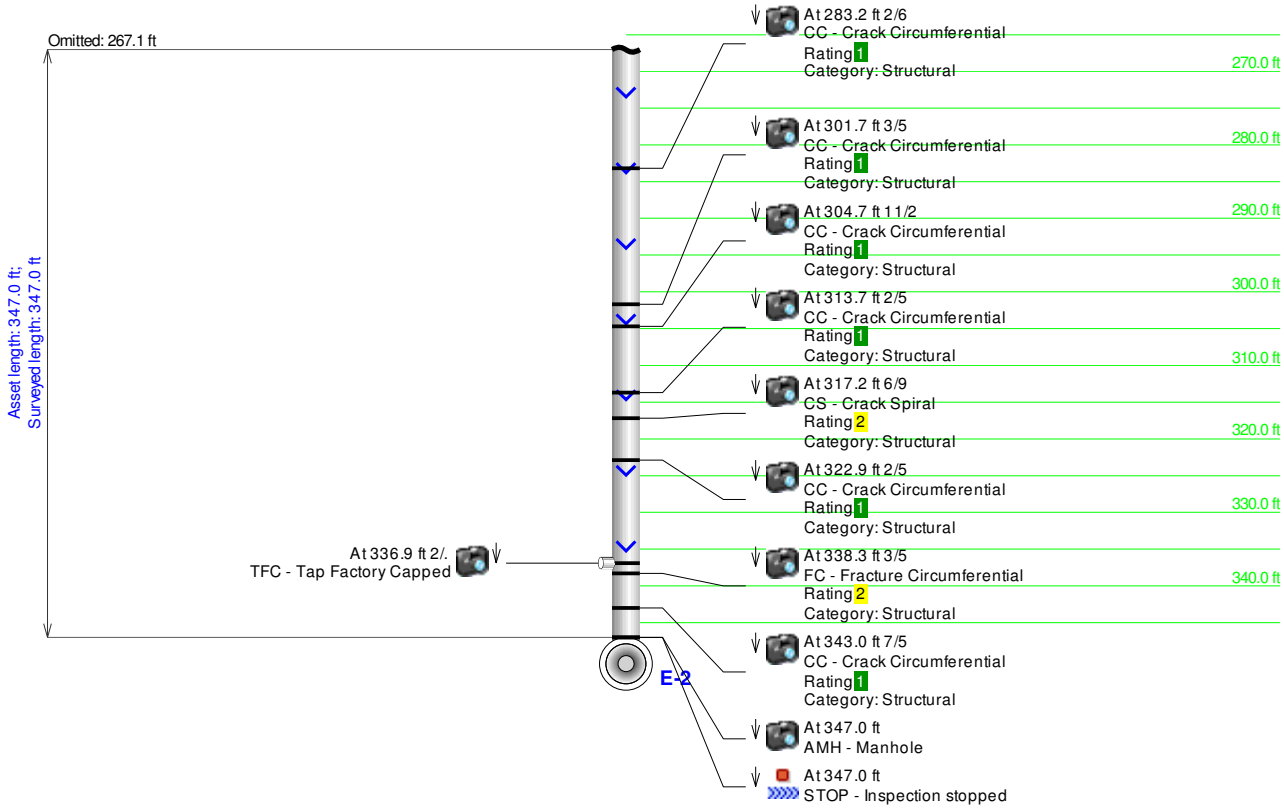


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Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	E-3_E-2	BRANSON	VETERANS BLVD & ATLANTIC ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/21/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	347.0	TREKK/KRIS	



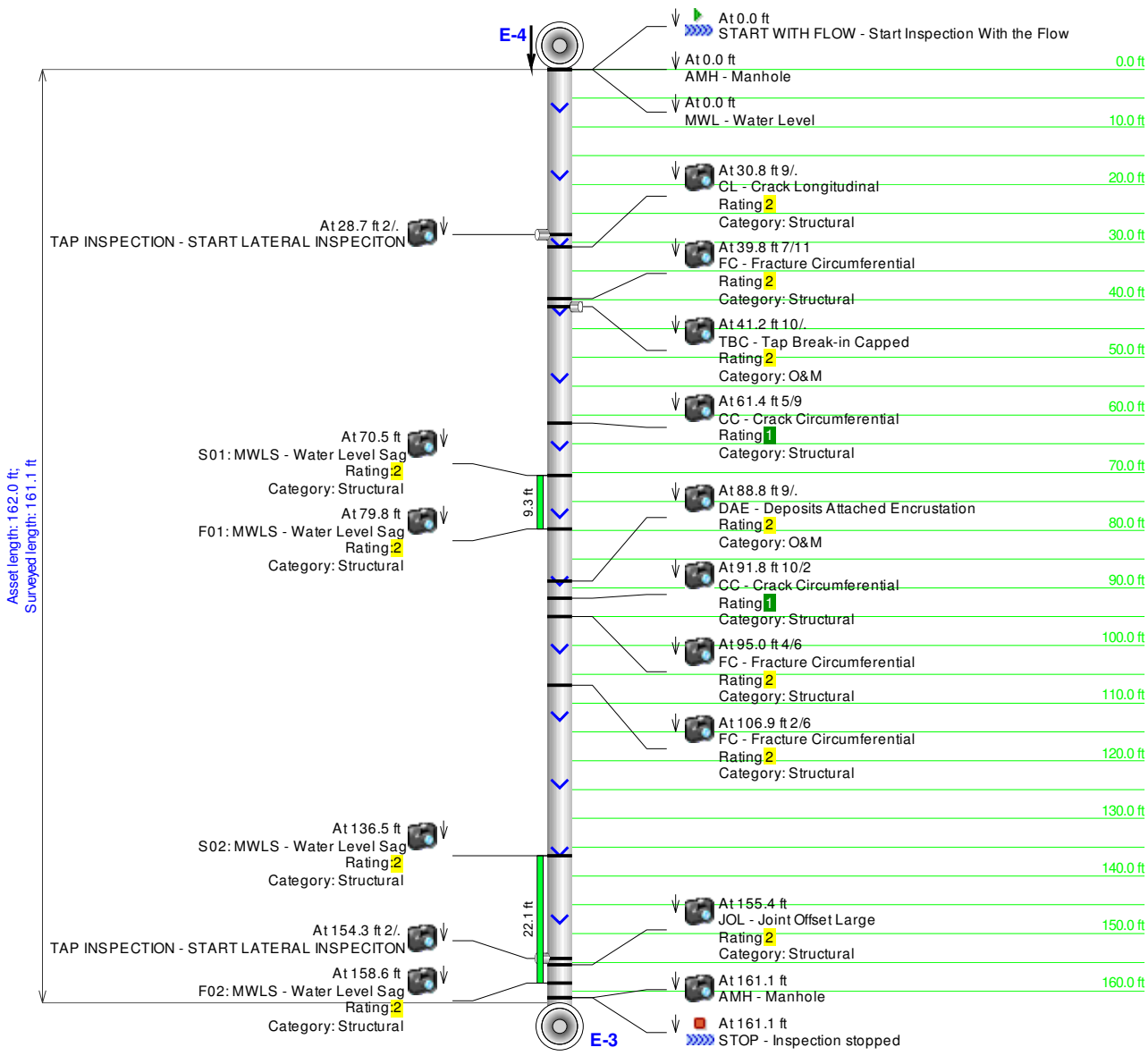
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	E-4_E-3	BRANSON	2ND ST & ATLANTIC ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/22/2013	8	8	VCP	D	

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	161.1	TREKK/KRIS	



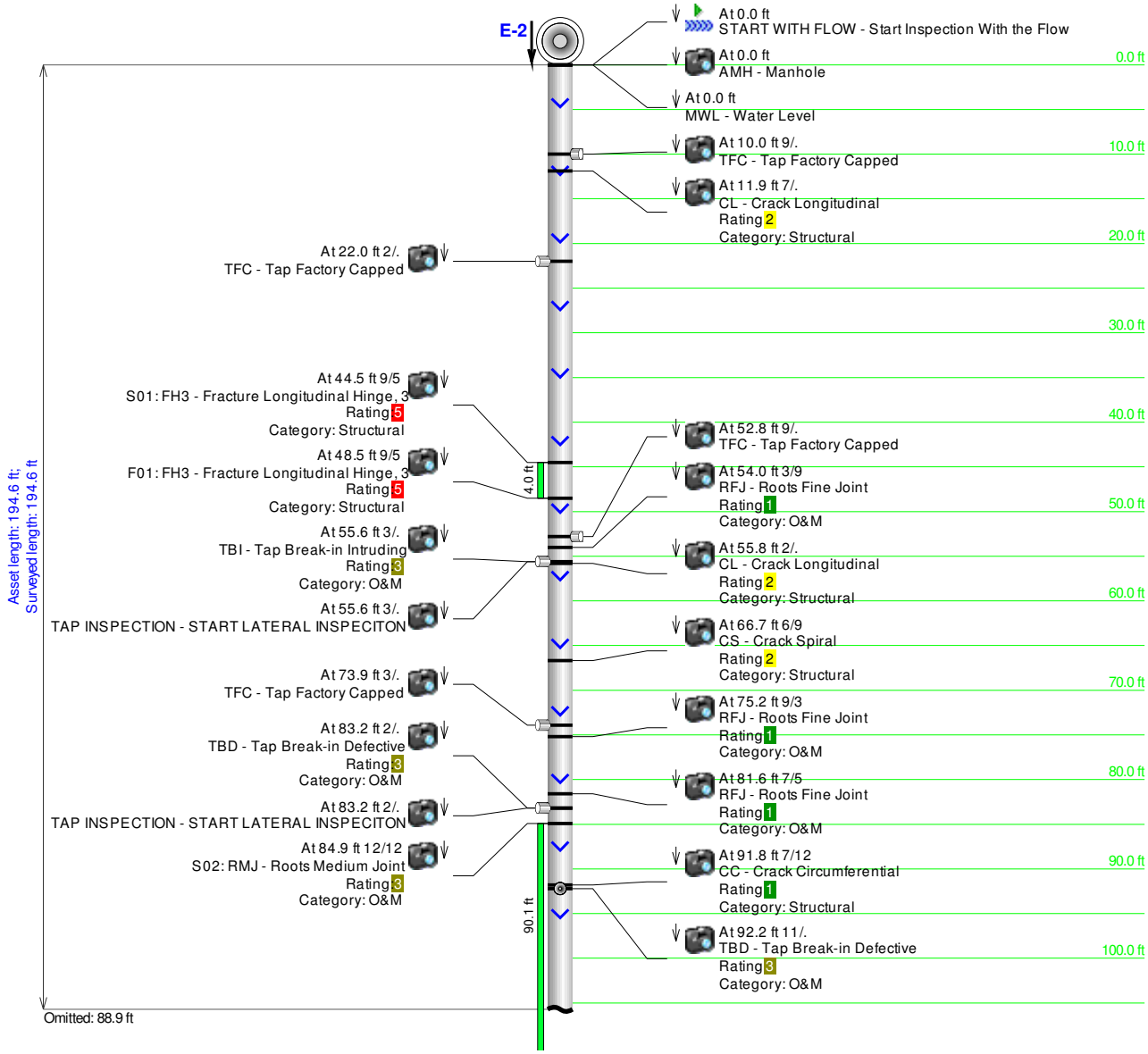
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	E-2_E-1	BRANSON	COMMERCIAL ST & ATLANTIC ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/22/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	194.6	TREKK/KRIS	

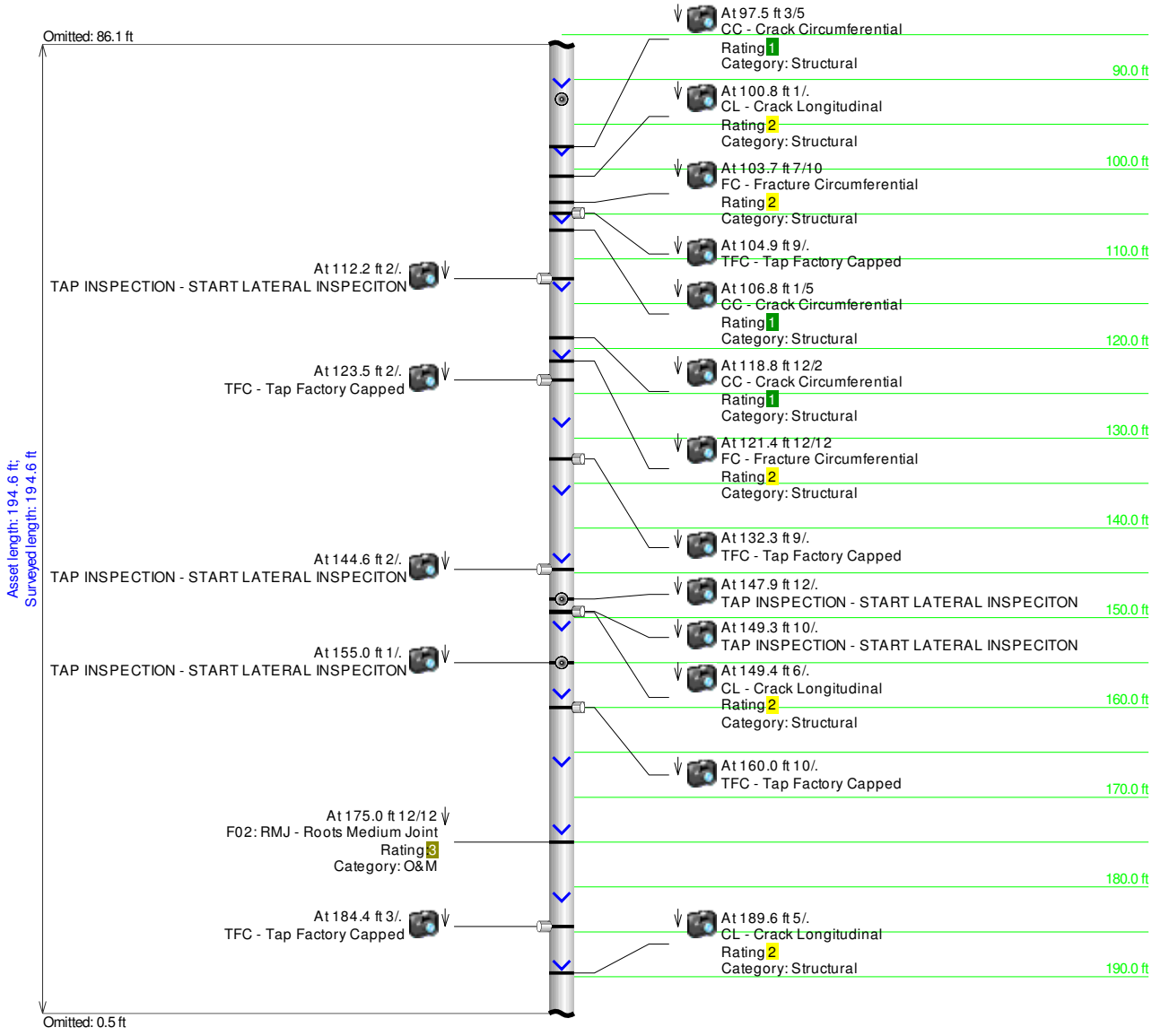


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Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	E-2_E-1	BRANSON	COMMERCIAL ST & ATLANTIC ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/22/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	194.6	TREKK/KRIS	

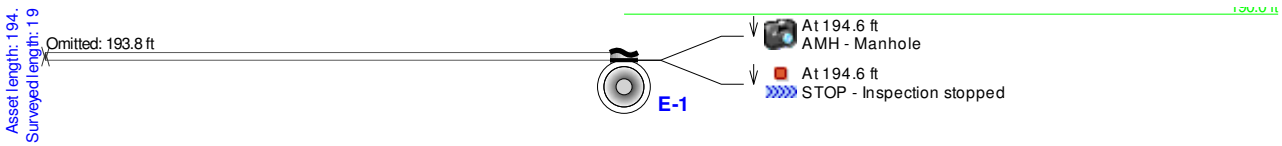


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Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	E-2_E-1	BRANSON	COMMERCIAL ST & ATLANTIC ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/22/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	194.6	TREKK/KRIS	



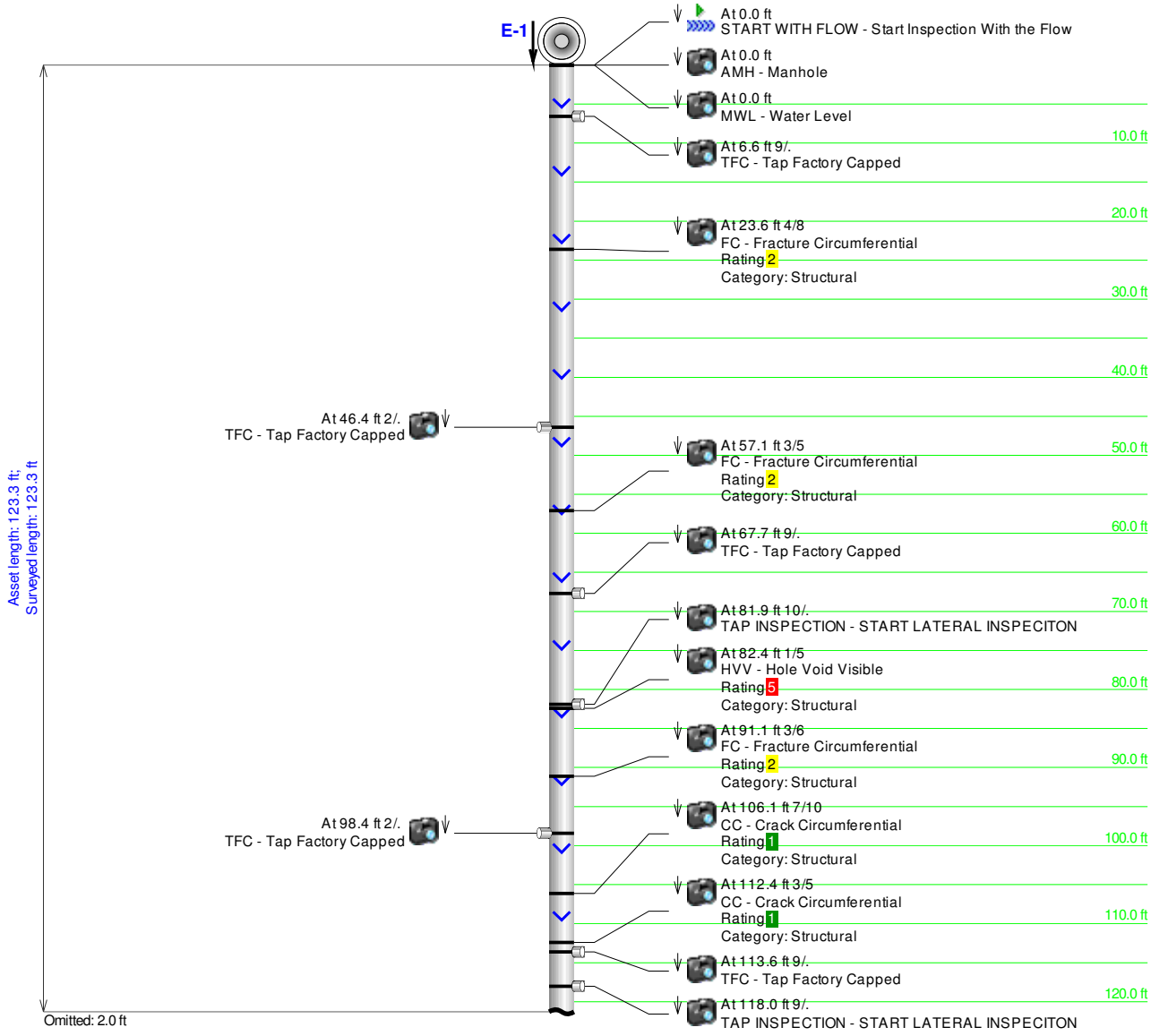
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	E-1_F-6	BRANSON	COMMERCIAL ST & ATLANTIC ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/22/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	123.3	TREKK/KRIS	

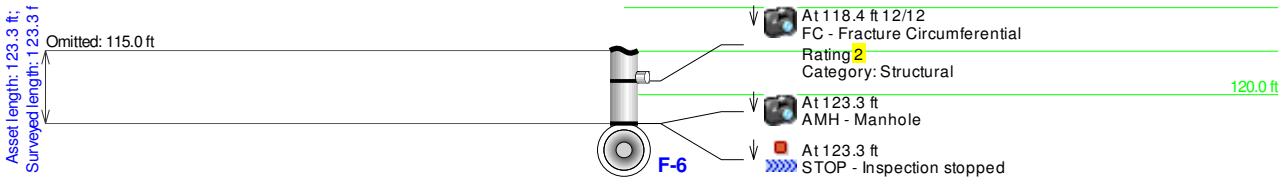


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Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	E-1_F-6	BRANSON	COMMERCIAL ST & ATLANTIC ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/22/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	123.3	TREKK/KRIS	



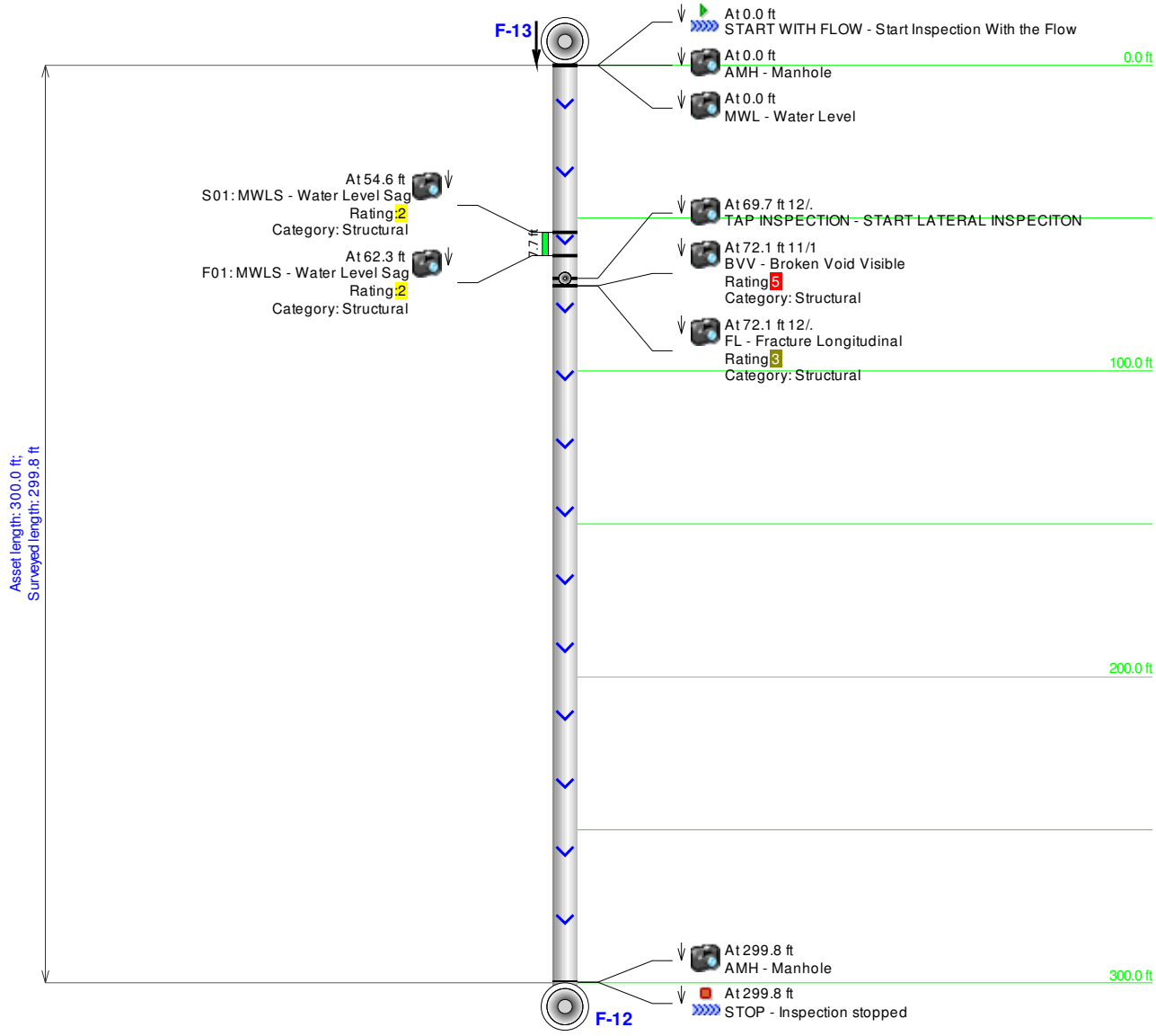
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	F-13_F-12	BRANSON	HWY 65 & OKLAHOMA ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/25/2013	8	8	PVC	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	299.8	TREKK/KRIS	



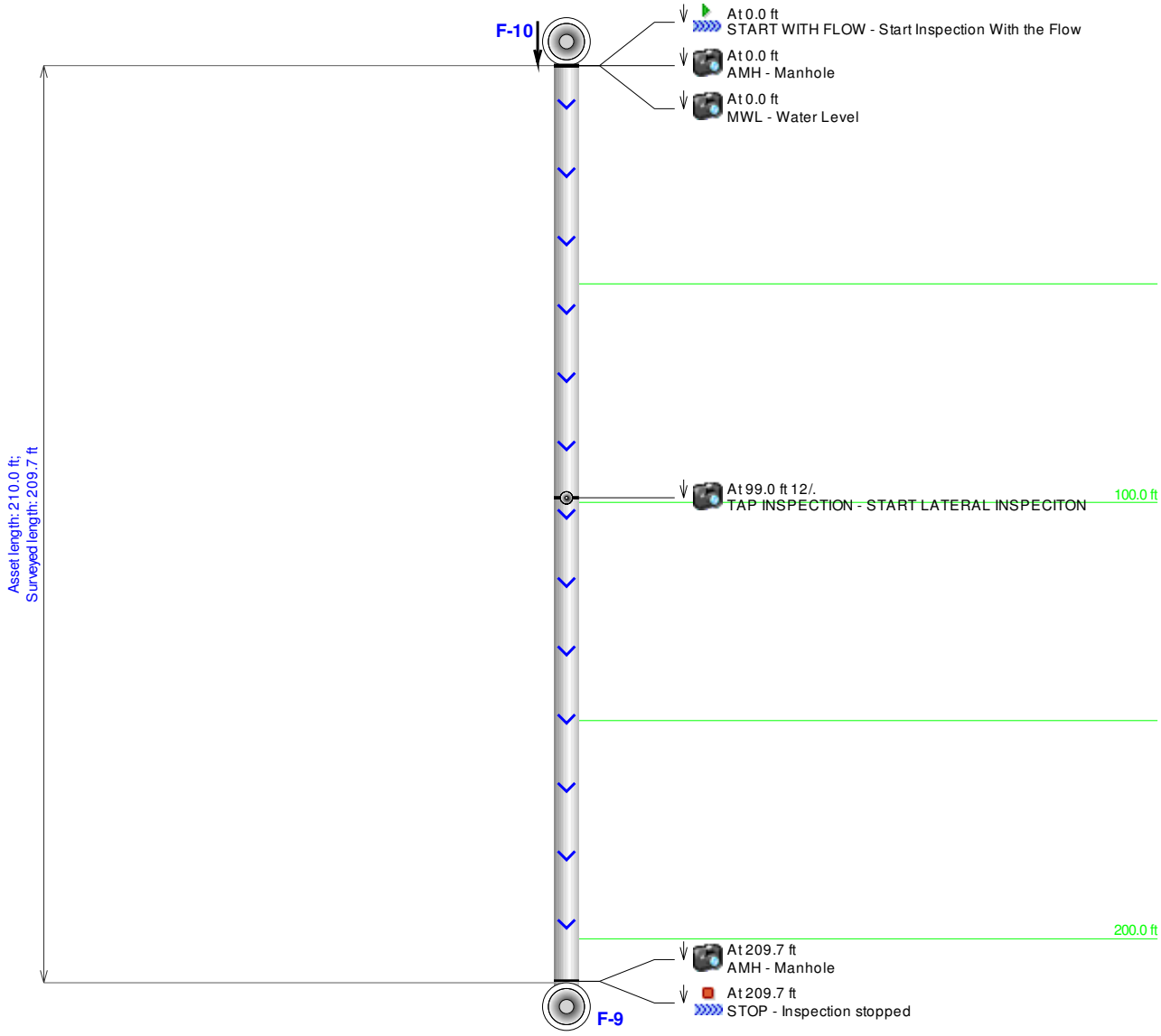
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	F-10_F-9	BRANSON	COMMERCIAL ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/25/2013	8	8	PVC	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	209.7	TREKK/KRIS	



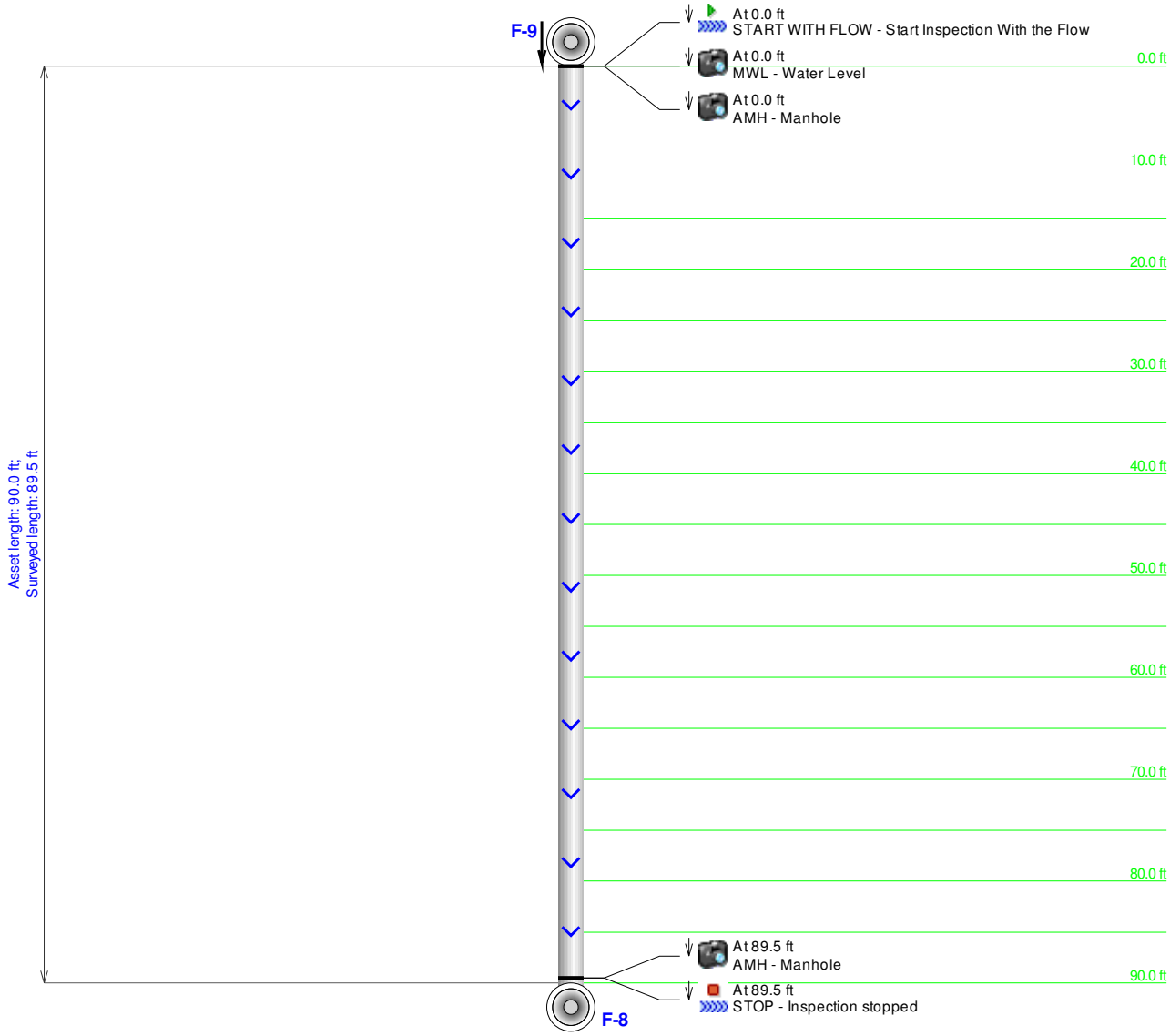
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	F-9_F-8	BRANSON	COMMERCIAL ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/25/2013	8	8	PVC	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	89.5	TREKK/KRIS	



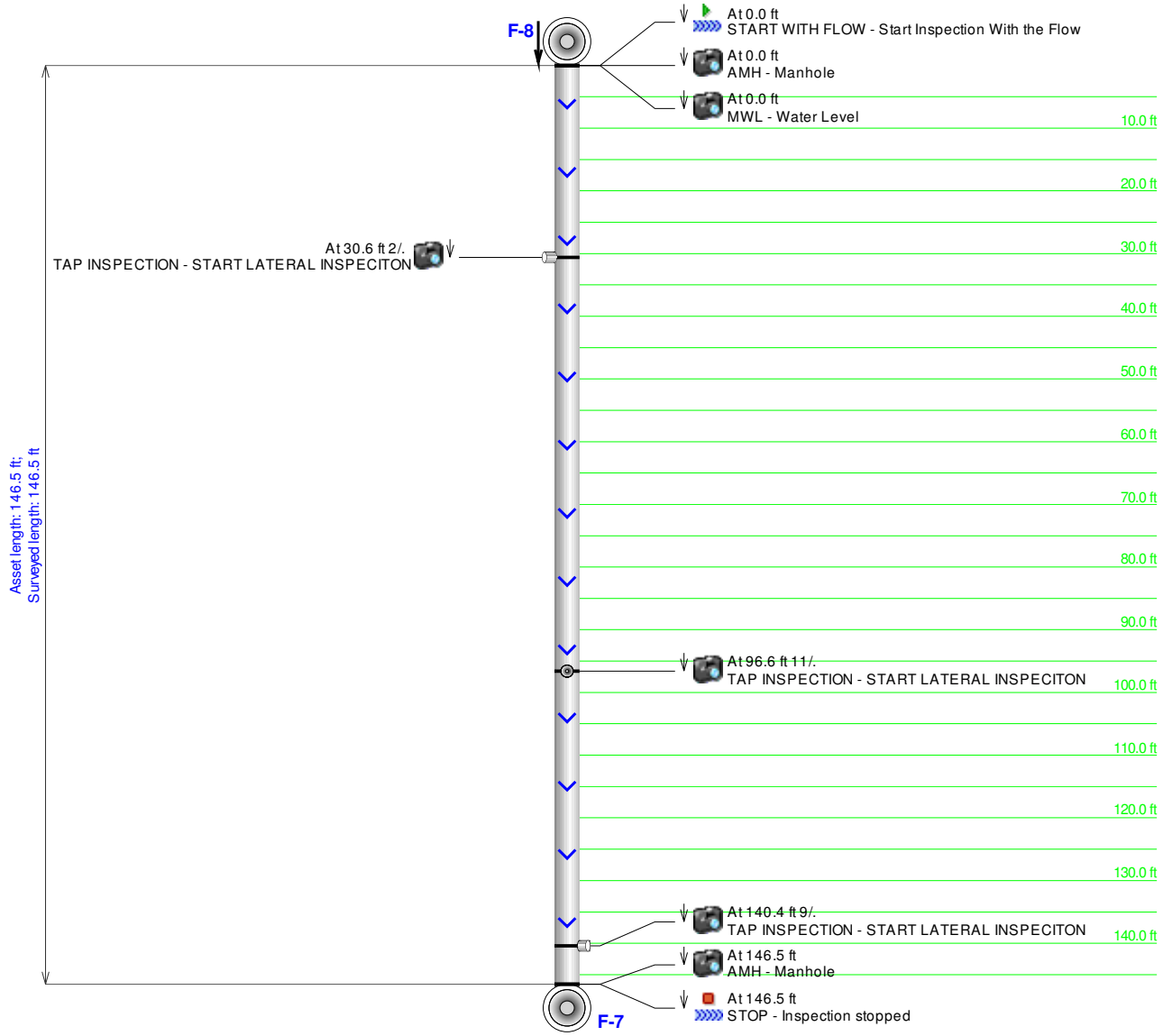
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Kansas City, MO 64131
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	F-8_F-7	BRANSON	OKLAHOMA ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/25/2013	8	8	PVC	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	146.5	TREKK/KRIS	



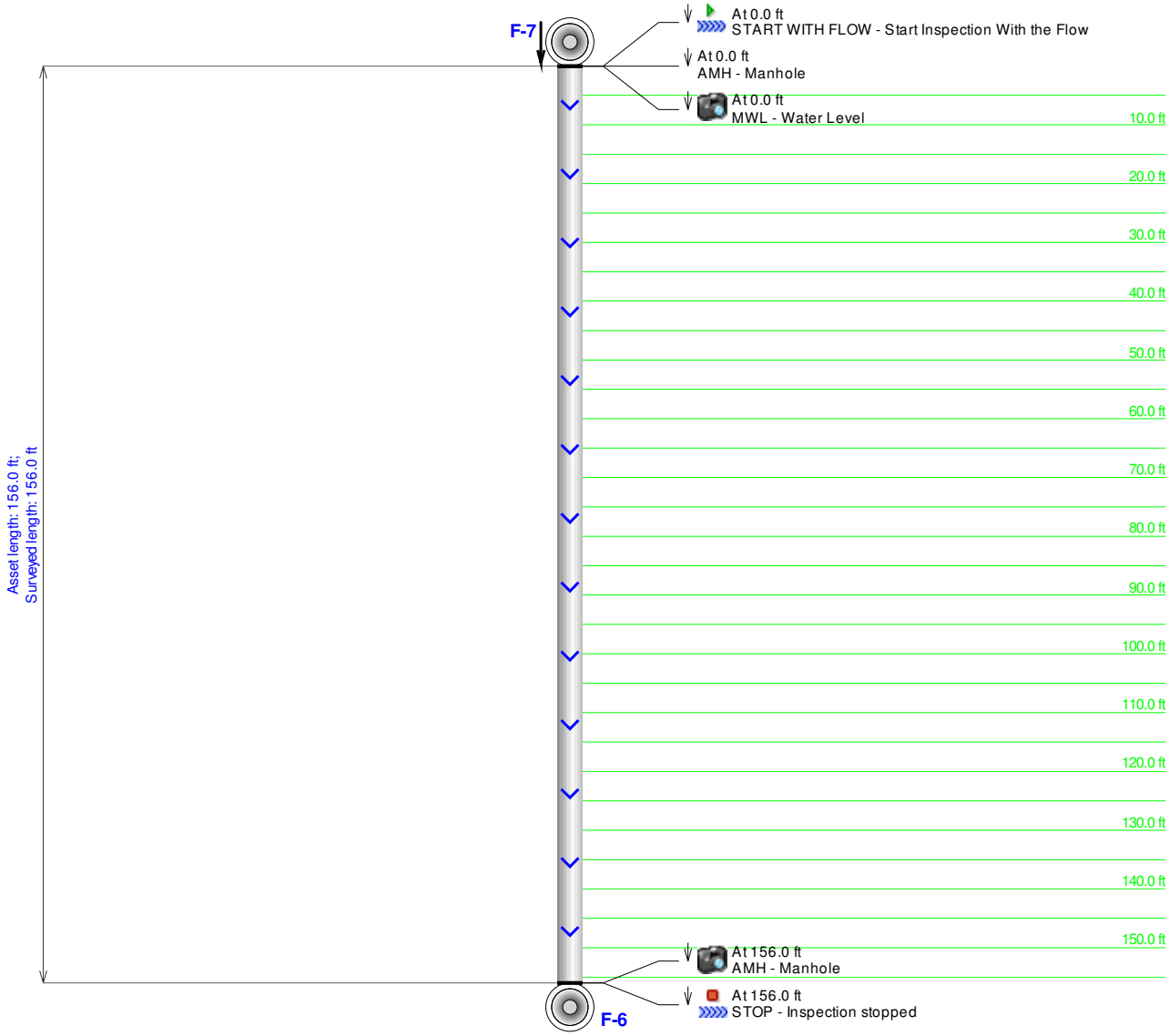
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	F-7_F-6	BRANSON	SYCAMORE ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/26/2013	8	8	PVC	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	156.0	TREKK/KRIS	



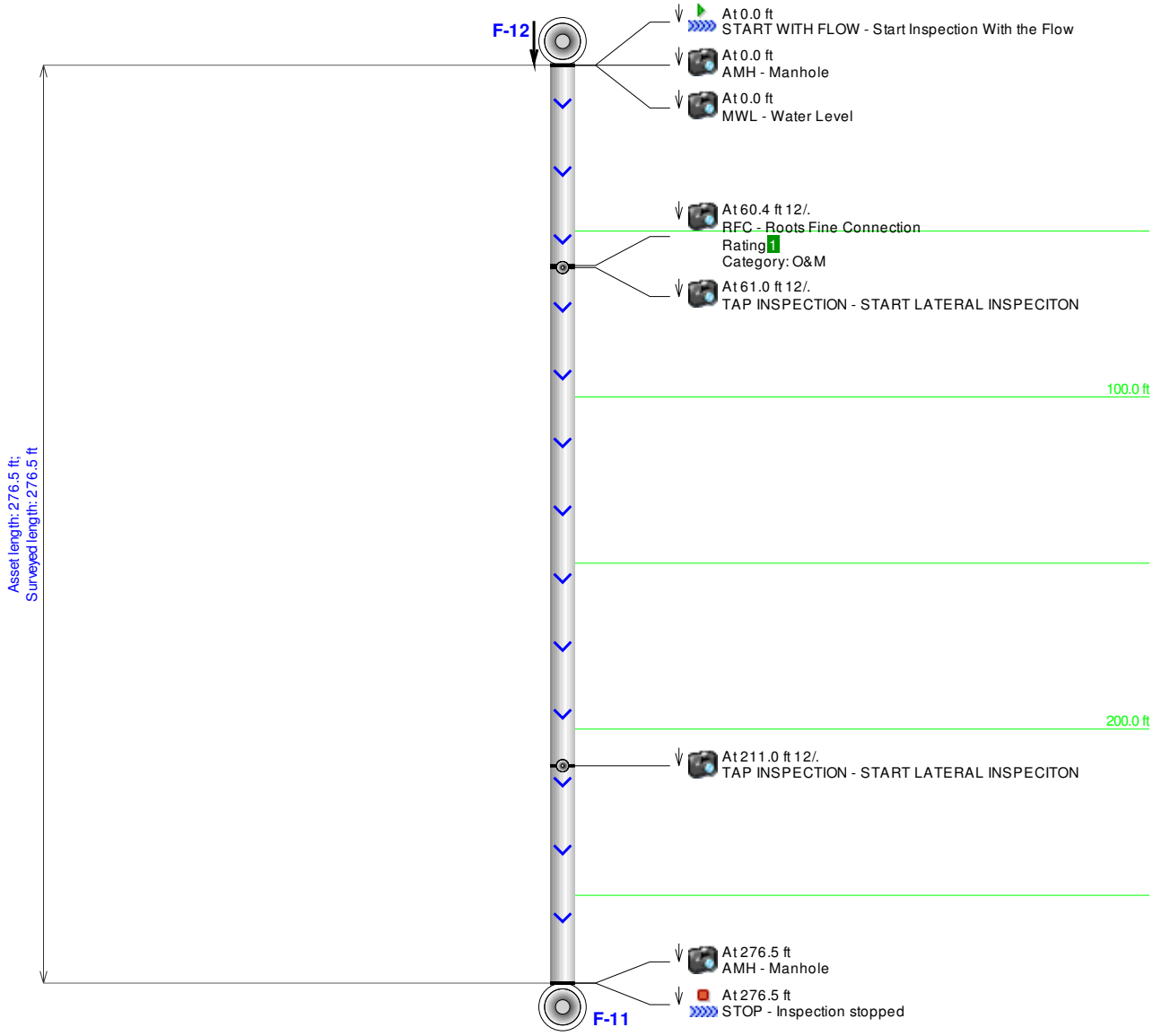
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	F-12_F-11	BRANSON	OKLAHOMA ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/26/2013	8	8	PVC	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	276.5	TREKK/KRIS	



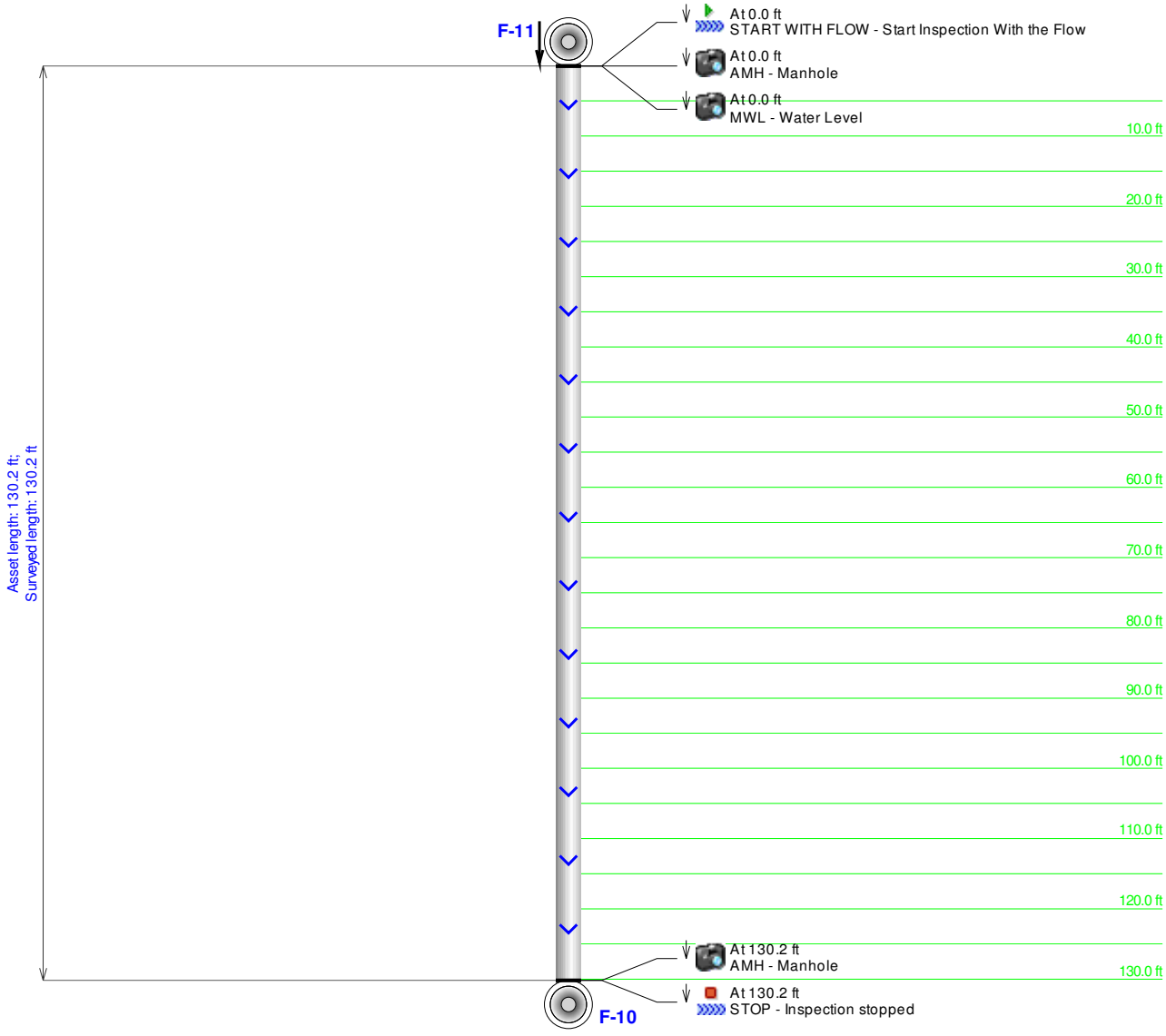
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	F-11_F-10	BRANSON	OKLAHOMA ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/26/2013	8	8	PVC	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	130.2	TREKK/KRIS	



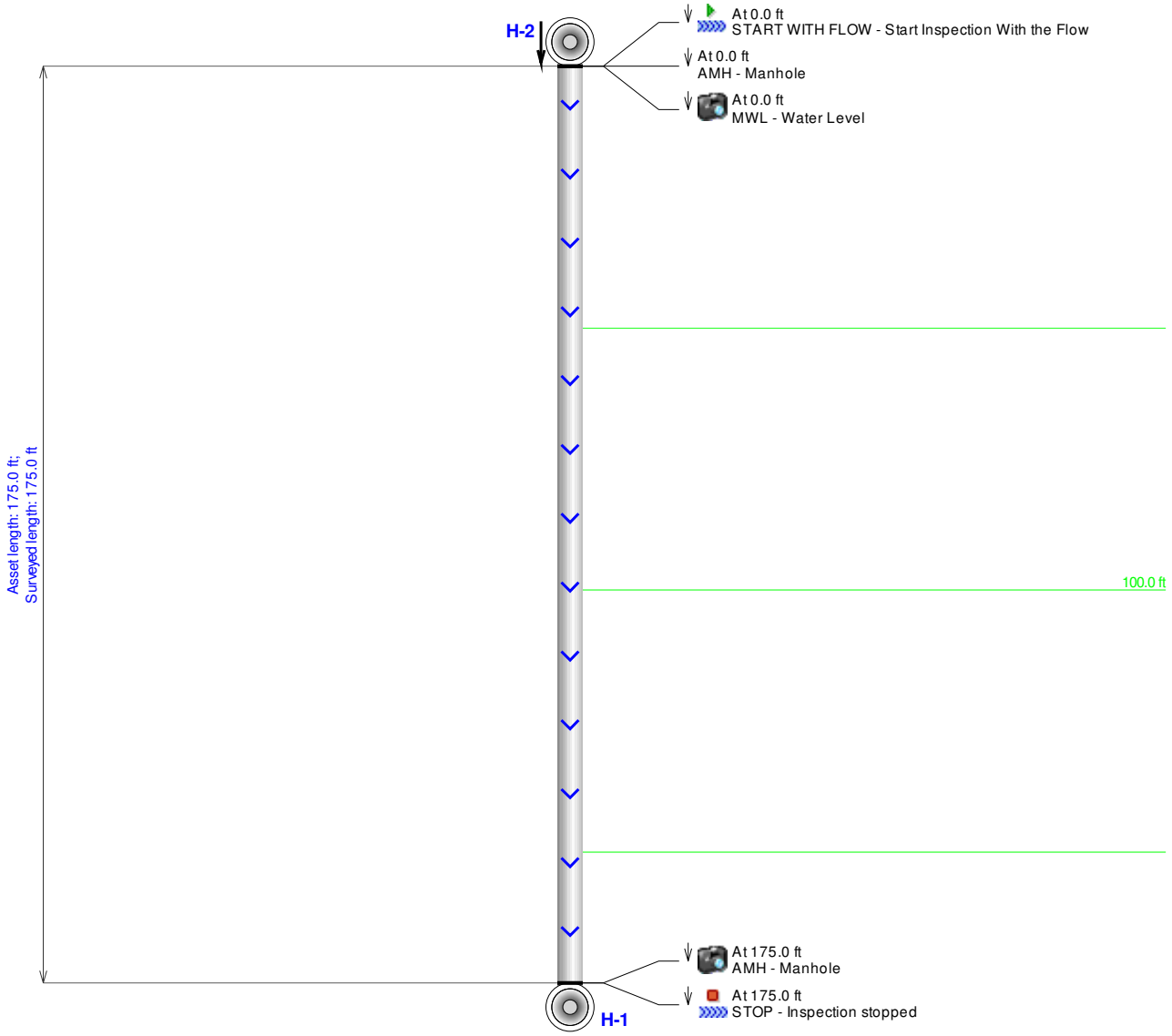
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	H-2_H-1	BRANSON	SYCAMORE ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/26/2013	12	12	PVC	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	175.0	TREKK/KRIS	



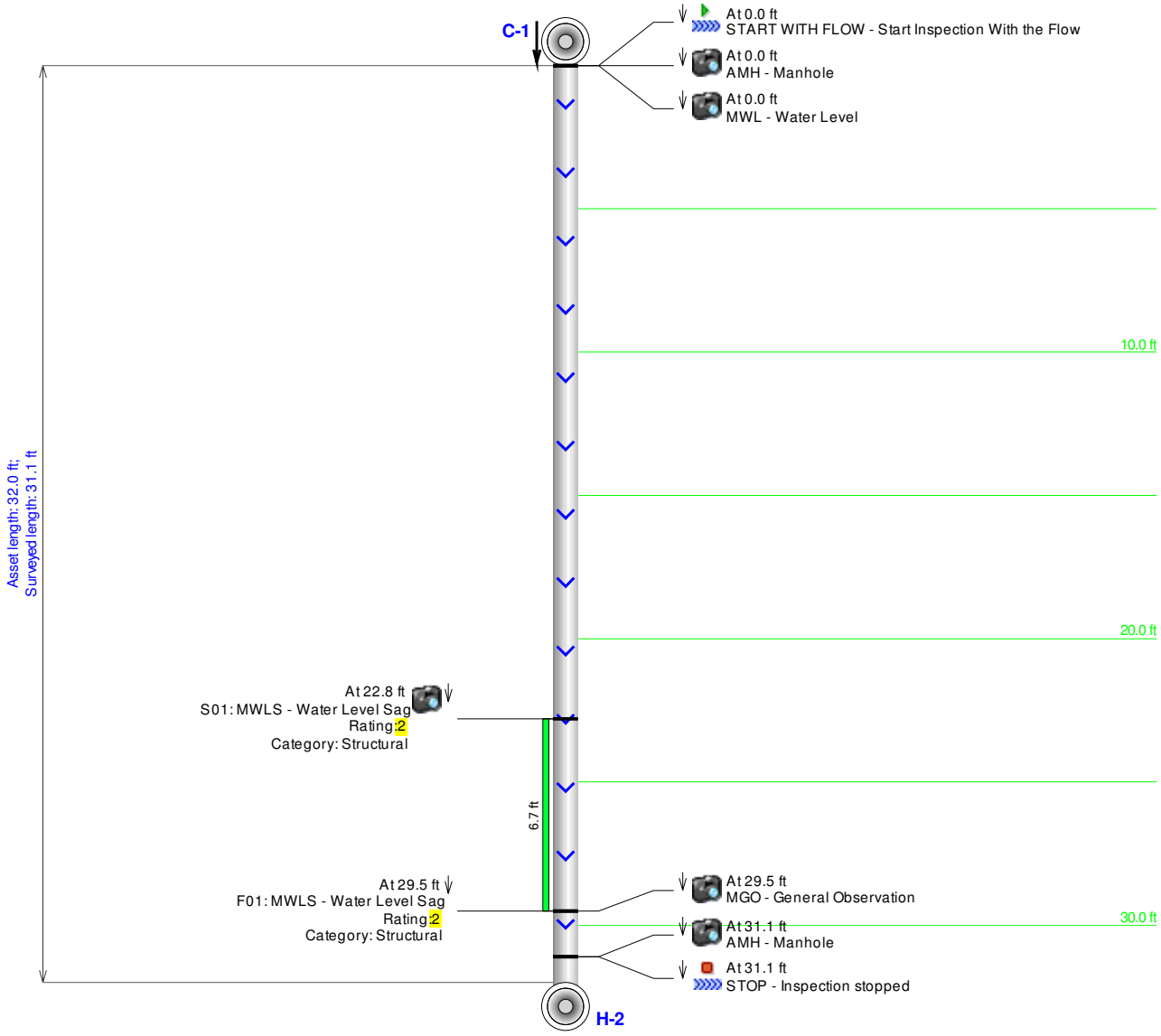
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	C-1_H-2	BRANSON	SYACAMORE ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/26/2013	12	12	PVC	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	31.1	TREKK/KRIS	



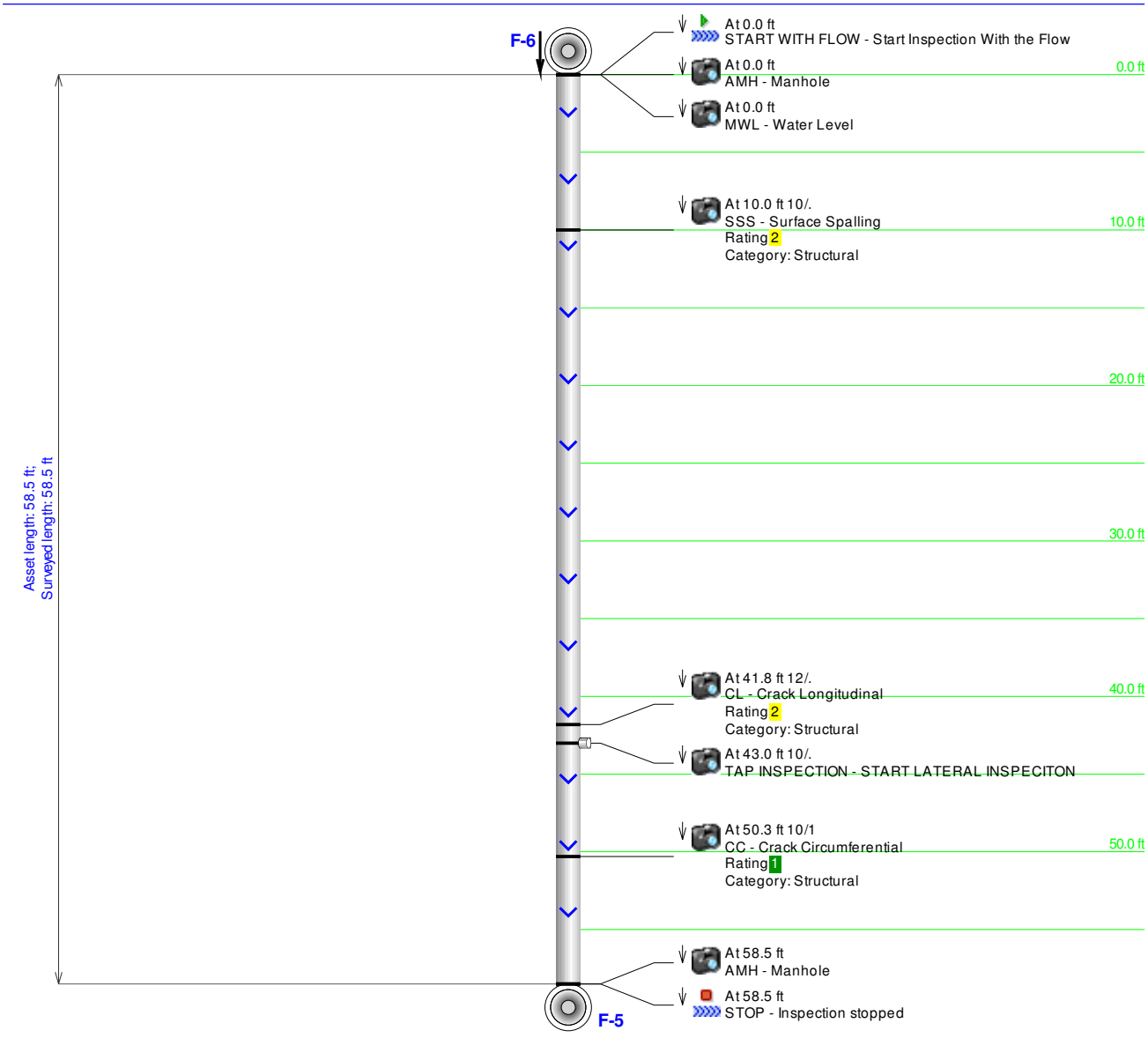
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	F-6_F-5	BRANSON	SYCAMORE ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/26/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	58.5	TREKK/KRIS	



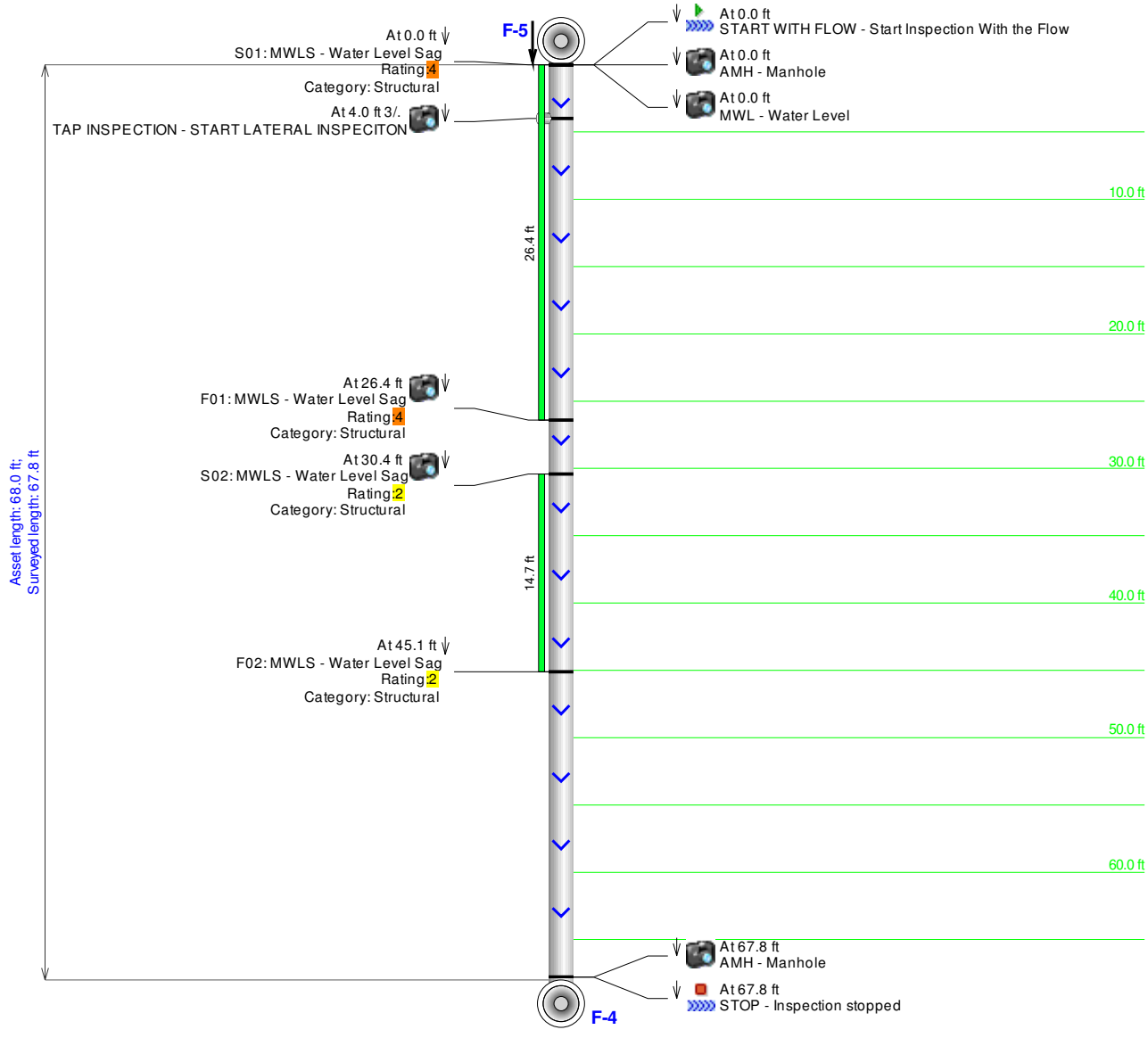
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Phone: (816) 885-0143

Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	F-5_F-4	BRANSON	SYACAMOR ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/26/2013	8	8	PVC	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	67.8	TREKK/KRIS	



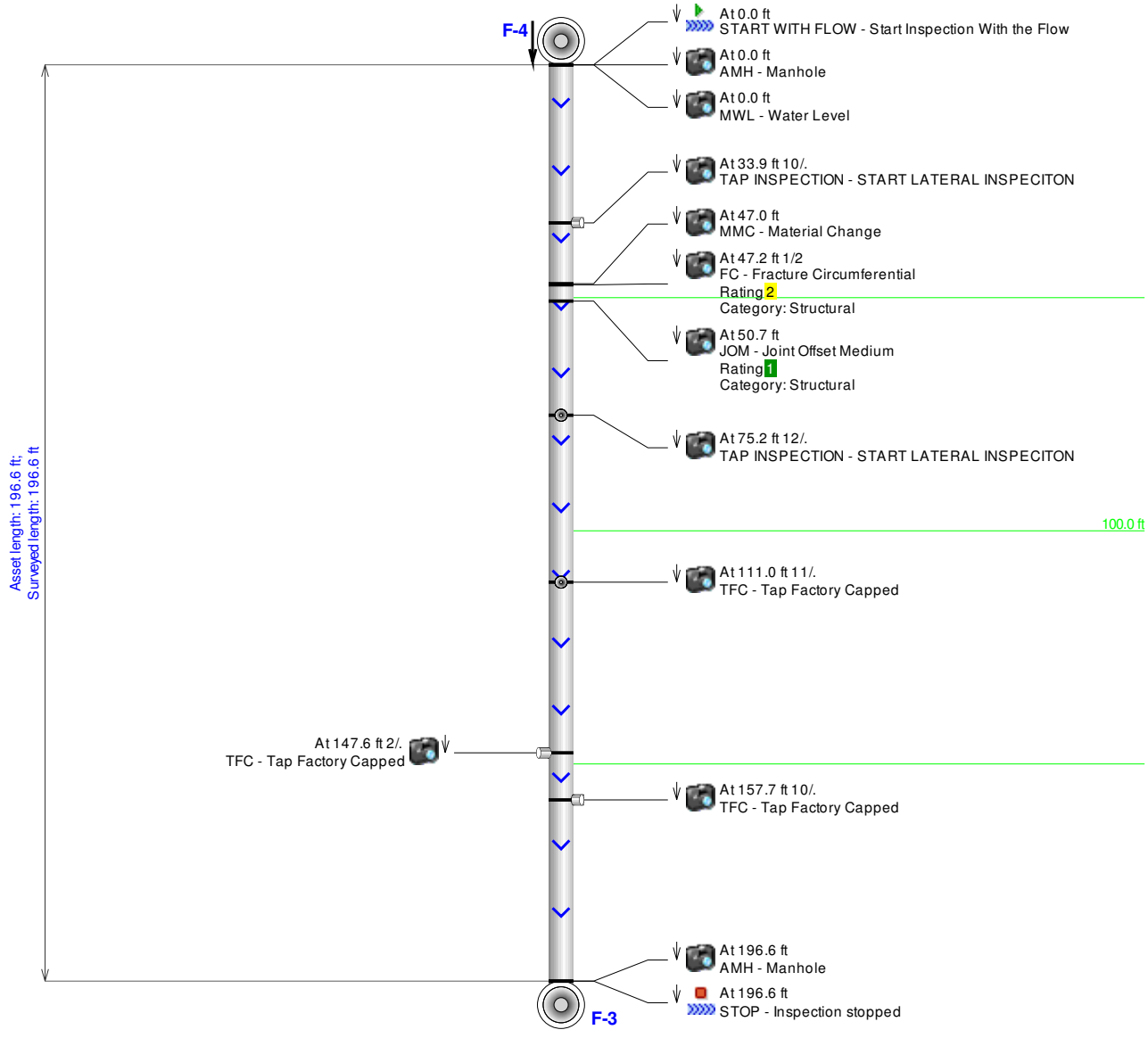
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Kansas City, MO 64131
Phone: (816) 885-0143

Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	F-4_F-3	BRANSON	SYCAMORE ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/26/2013	8	8	VCP	D	

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	196.6	TREKK/KRIS	



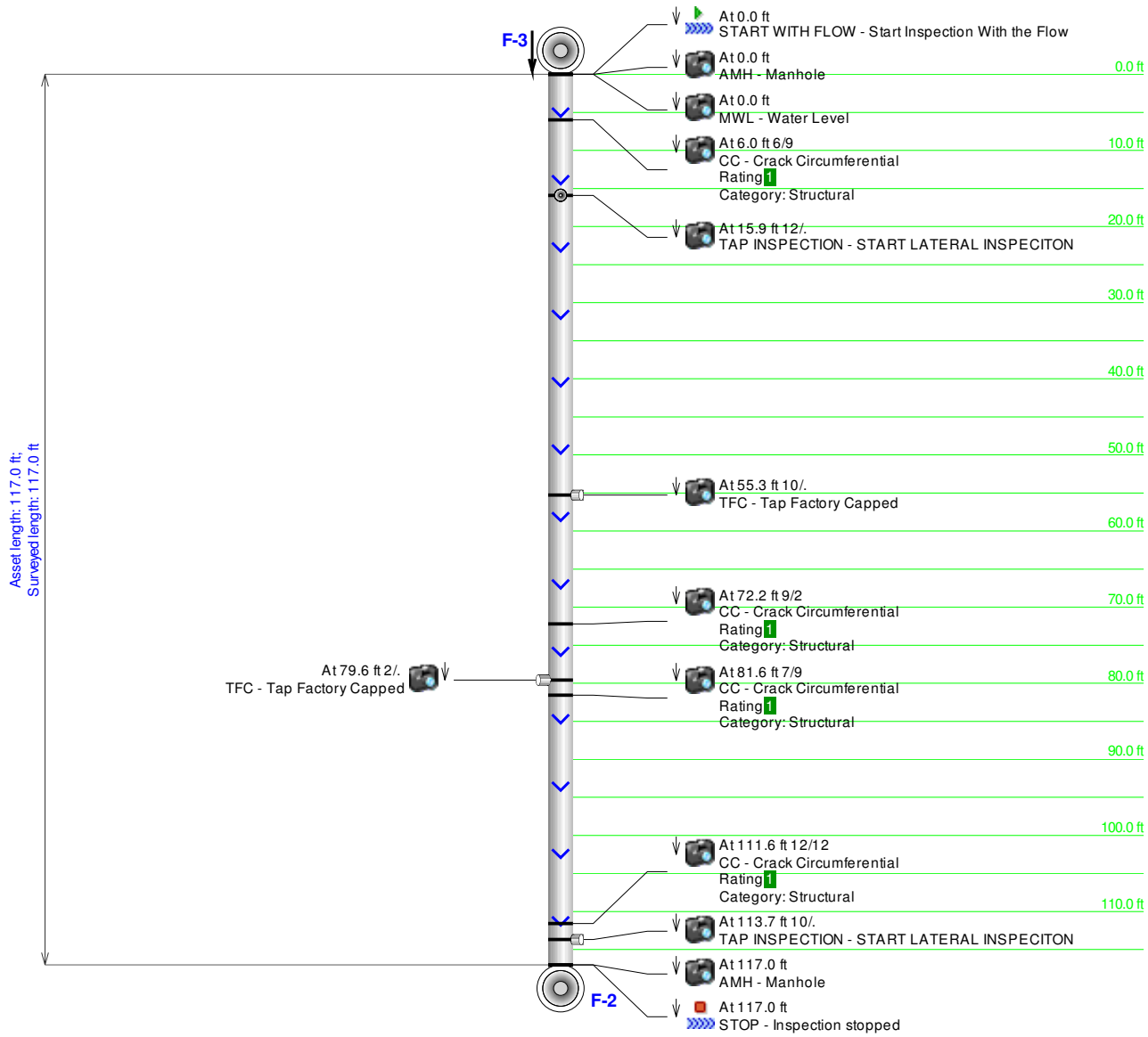
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	F-3_F-2	BRANSON	SYCAMORE ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/26/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	117.0	TREKK/KRIS	



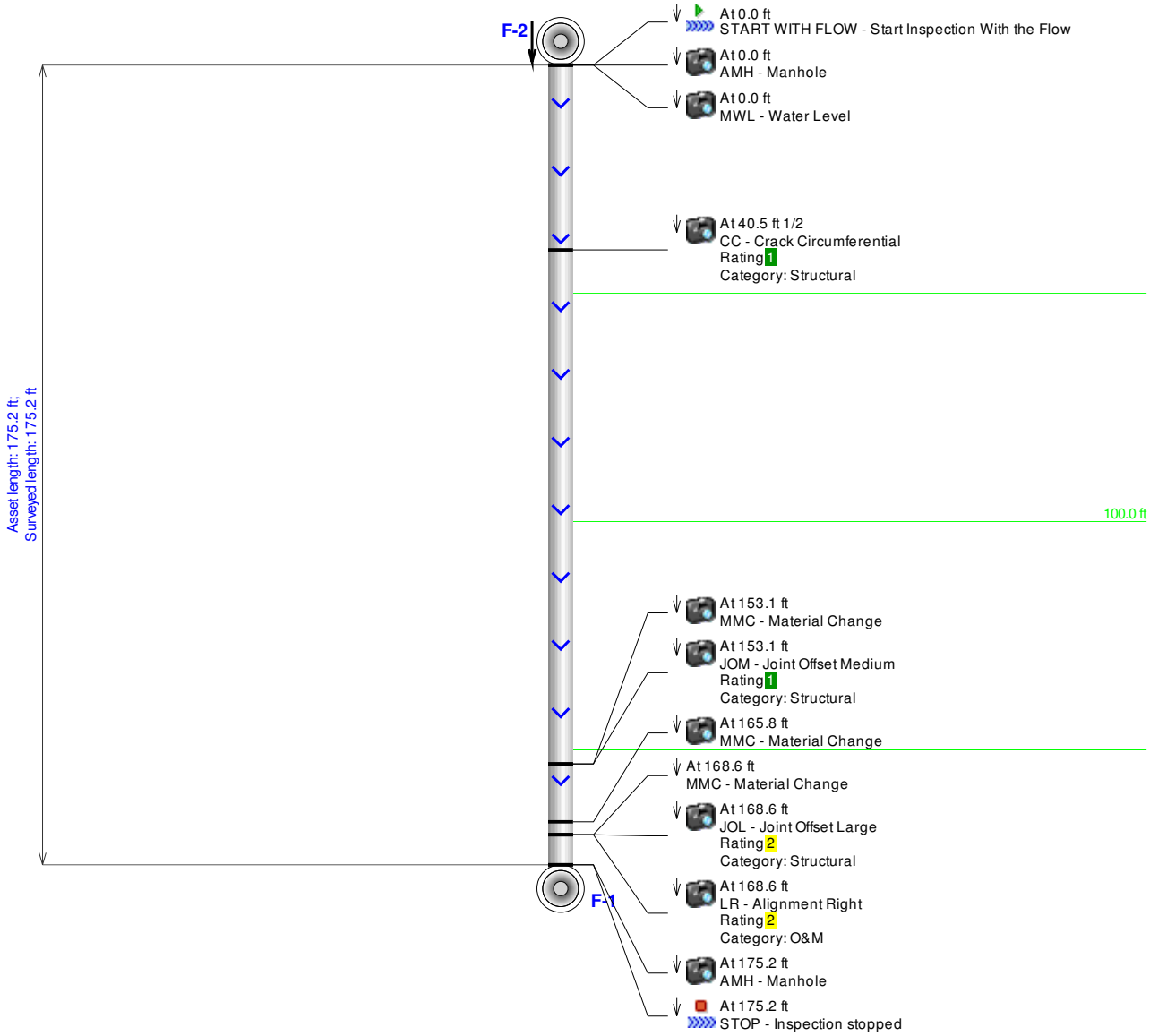
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Main Inspection with Pipe-Run Graph

Project Name:	Pipeline segment ref:	City:	Street:
13-077 BRANSON	F-2_F-1	BRANSON	MAIN ST

Start date/time:	Width:	Height:	Material:	Location code:	Weather:
6/26/2013	8	8	VCP	D	1

Direction:	Length surveyed:	Surveyed by:	Additional info:
Downstream	175.2	TREKK/KRIS	



Appendix C
CAD Files
See attached USB Drive

Appendix D
NASSCO REFERENCE
See attached USB Drive

PACP© Condition Grading System

The Pipeline Assessment and Certification Program (PACP) developed by NASSCO provides a mechanism for creating reliable descriptions of pipe conditions. NASSCO has also developed a system based on the PACP codes to assign a condition rating to pipelines. Requirements of the grading system were as follows:

1. Like the PACP, the grading system should be direct and objective.
2. Provide the ability to qualitatively identify differences in pipe condition between one inspection and subsequent inspections, and to prioritize based on the significance of the defects different pipe segments.

Many other approaches to sewer pipe grading have been used in the United States as well as in other parts of the World. These approaches generally use some type of defect grading that is then used to calculate an overall pipe rating.

It is problematic to develop a single pipe segment rating that fully describes all of the important aspects of a pipe. Therefore the PACP Condition Grading System uses more than one method of rating pipe segment condition including a rating that considers the number of total defects within the pipe segment and a rating that considers the most severe defects within the pipe segment.

The PACP Condition Grading System only considers internal pipe conditions obtained from TV inspection. While other factors such as pipe material, depth, soils, and surface conditions also affect pipe survivability, those factors have not been included in the PACP Condition Grading System. The PACP Condition Grading System should be used only as a tool for screening pipe segment inspections, allowing the User to quickly determine which pipe segments have significant defects. It is expected that as the PACP further develops the PACP Condition Grading System will expand to include other factors.

The PACP Condition Grading System provides condition ratings for Structural Defects and Operation and Maintenance Defects.

Approach

Using the PACP Code Matrix, Each PACP defect code is assigned a condition grade of from 1 to 5. Grades are assigned based on the significance of the defect, extent of

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damage, percentage of flow capacity restriction, or the amount of wall loss due to deterioration.

The PACP Condition Grading System alone is inadequate for determining if a pipe segment should be rehabilitated or replaced. Many other factors in addition to the internal condition of the segment should be considered. The fact that a segment has significant Grade 4 or Grade 5 defects does not necessarily mean the pipe segment should be immediately rehabilitated. Recent experience by PACP Users has shown that pipe segments with serious defects such as hinge failures may remain largely unchanged for many decades if no deterioration factors such as surcharging, roots, or groundwater are present.

What is needed is improved estimates of remaining life or mean time before failure that are based on close monitoring of pipe segments over time. Once we know how much change occurs in pipe segments we can better understand the relationship between defects, deterioration factors, and pipe segment life expectancy. PACP continues to be an excellent tool for benchmarking pipe condition between one inspection and subsequent inspections of the same pipe.

Grades are assigned for two categories, Structural, and O&M defects.
Grades are as follows;
5 - Most significant defect grade
4 – Significant
3 – Moderate defect grade
2 – Minor to Moderate
1 –Minor defect grade

The PACP Condition Grading System results are entirely dependent on the quality of the PACP defect coding. Errors in the coding will directly result in errors in the Grading. All utilities, engineers, and contractors should make sure the data they are using was coded by experienced technicians who have successfully demonstrated their competence through a formal or informal apprenticeship program. PACP data from inexperienced technicians should be checked and corrected as needed. Errors found in coding should be corrected and the errors brought to the attention of the technician.

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Grading of Continuous Defects

The PACP continuous defect feature is used to denote where long portions of a sewer pipe are affected by the same defect, without the User having to repetitively enter point defects. However to develop a grade for the pipe segment, a mechanism is needed to translate a continuous defect into an equivalent number of point defects.

The equivalent number (quantity) of "uninterrupted" and "joint repeating" continuous defects is calculated by dividing the length of the continuous defect by 5. Example, a 6-meter long continuous defect, grade 3, should equate to four Grade 3 defects. Fractions are rounded to the nearest whole number.

Pipe Ratings

The pipe rating is based on the number of occurrences for each condition grade. Ratings are calculated separately for **Structural Defects** and **O&M Defects**. Several ways of expressing pipe segment condition are used by the PACP Condition Grading System as follows.

Segment Grade Scores - Each pipe segment will have a Segment Grade Score for each of the five grades. The number of occurrences of each pipe grade is multiplied by the pipe grade to calculate the segment grade score. Example, six Grade 5 defects would be 6 times 5 and equates to a Segment Grade 5 Score of 30. If a pipe segment had no defects of a particular grade, then the Segment Grade Score for that grade would be 0.

Overall Pipe Rating –The five Segment Grade Scores are added together to calculate the **Overall Pipe Rating. Structural Pipe Ratings** are calculated using only Structural Defect grades, while **O&M Pipe Ratings** are calculated using only O&M Defect grades.

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PACP Quick Rating – The PACP Quick Rating is a shorthand way of expressing the number of occurrences for the two highest severity grades. The PACP Quick Rating is a four character score as follows:

1. The first character is the highest severity grade occurring along the pipe length.
2. The second character is the total number of occurrences of the highest severity grade. If the total number exceeds 9, then alphabetic characters are used as follows- 10 to 14 – A; 15 to 19 – B; 20 to 24 – C; etc.
3. The third character is the next highest severity grade occurring along the pipe length.
4. The fourth character is the total number of the second highest severity grade occurrences, derived as in item 2 above.

For Example

4B27

This immediately shows that no grade 5 defects or grade 3 defects, however 15 to 19 grade 4 defects and seven grade 2 defects were found.

Another Example

3224

Two grade 3 defects and four grade 2 defects, however no grade 5 or grade 4 defects were found.

If a pipe segment only has defects of one grade, the first two characters are the grade and the quantity of defects, and the last two characters are 00 (denoting no other defect grades). A pipe segment with no defects would have a Quick Score of 0000 (all zeros).

The PACP Quick Rating provides the ability to summarize the number and severity of defects found within a pipe segment. As with the Pipe Rating, Quick Structural Ratings

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are calculated using only Structural Defect Grades, and Quick O&M Ratings are calculated using only O&M Defect Grades.

The Quick Rating is an excellent screening tool to determine which pipe segments require closer scrutiny. If a pipe has not defects greater than Grade 1 or 2, then the pipe segment probably does not need any further investigation.

Pipe Ratings Index – This is an indicator of the distribution of defect severity. The Pipe Ratings Index is calculated by dividing the Pipe Rating by the number of defects. For example, the Structural Pipe Ratings Index would be the Structural Pipe Rating divided by the number of structural defects. Pipe Ratings Indexes are calculated for Structural, O&M, and Overall. A pipe segment with a Pipe Rating of zero (0) would have a Pipe Rating Index of zero (0).

Summary

The following procedures are used to calculate pipe segment ratings using the PACP Condition Grading System:

1. Determine the number of occurrences for each condition grade within the pipe segment. Calculate separately for Structural Defect Grades and O&M Defect Grades.
2. Calculate the Segment Grade Score by multiplying the number of occurrences by the respective grade 1 through 5. Calculate the Structural Segment Grade Score and the O&M Segment Grade Score separately, and then add together for the Overall Segment Grade Score.
3. Calculate the Pipe Rating for the pipe segment by adding the Segment Grade Scores. Add all five Structural Segment Grade Scores for the Structural Pipe Rating, and add all five O&M Segment Grade Scores for the O&M Pipe Rating. Add all five Overall Segment Grade Scores for the Overall Pipe Rating.
4. Determine the PACP Quick Rating by calculating the number of occurrences of the two highest severity grades.

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5. Calculate the Pipe Ratings Index by dividing the Pipe Rating by the number of defects. If the pipe has no defects, the Pipe Ratings Index is zero.
6. Verify the PACP defect data used in accurate. The grading is a direct calculation from the defect data, and coding errors will be reflected in grading errors.

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NASSCO PACP Co[illegible]ion Grading System
Code Matrix

Family	Group	Descriptor	Modifier	Code	Structural Grade	O&M Grade
Structural	Crack (C)	Circumferential (C)		CC	1	
		Longitudinal (L)		CL	2	
		Multiple (M)		CM	3	
		Hinge (CH2)		CH2	4	
		Hinge (CH3)		CH3	5	
		Hinge (CH4)		CH4	5	
		Spiral (S)		CS	2	
Structural	Fracture (F)	Circumferential (C)		FC	2	
		Longitudinal (L)		FL	3	
		Multiple (M)		FM	4	
		Hinge (H2)		FH2	4	
		Hinge (H3)		FH3	5	
		Hinge (H4)		FH4	5	
		Spiral (S)		FS	3	
Structural	Pipe Failures (Silent)	Broken (B)		B	1 clock pos - 3, 2 clock pos - 4, >=3 clock pos - 5	
		Broken (B)	Soil Visible (SV)	BSV	5	
		Broken (B)	Void Visible (V V)	BVV	5	
		Hole (H)		H	1 clock pos - 3, 2 clock pos - 4, >= 3 clock pos - 5	
		Hole (H)	Soil Visible (SV)	HSV	5	
		Hole (H)	Void Visible (V V)	HVV	5	
Structural	Collapse (X)	Pipe (P)		XP	5	
		Brick (B)		XB	5	
Structural	Deformed (D)	(Pipe)		D	<=10% - 4,>10% - 5	
		(Brick)	Horizontally (H)	DH	5	
		(Brick)	Vertically (V)	DV	5	
Structural	Joint (J)	Offset (displaced) (O)	Med (M)	JOM	1	
			Large (L)	JOL	2	
		Separated (open) (S)	Med (M)	JSM	1	
			Large (L)	JSL	2	
		Angular (A)	Med (M)	JAM	1	
			Large (L)	JAL	2	
Structural	Surface Damage Chemical (S)	Roughness Increased (RI)	C	SRIC	1	
		Surface Spalling (SS)	C	SSSC	2	
		Aggregate Visible (AV)	C	SAVC	3	
		Aggregate Projecting (AP)	C	SAPC	3	
		Aggregate Missing (AM)	C	SAMC	4	

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NASSCO PACP Condition Grading System
Code Matrix

Family	Group	Descriptor	Modifier	Code	Structural Grade	O&M Grade
		Reinforcement Visible (RV)	C	SRVC	5	
		Reinforcement Projecting (RP)	C	SRPC	3	
		Reinforcement Corroded (RC)	C	SRCC	5	
		Missing Wall (MW)	C	SMWC	5	
		Other (Z)	C	SZC		
Structural	Surface Damage Mechanical (M)	Roughness Increased (RI)	M	SRIM	1	
		Surface Spalling (SS)	M	SSSM	2	
		Aggregate Visible (AV)	M	SAVM	3	
		Aggregate Projecting (AP)	M	SAPM	3	
		Aggregate Missing (AM)	M	SAMM	4	
		Reinforcement Visible (RV)	M	SRVM	5	
		Reinforcement Projecting (RP)	M	SRPM	3	
		Reinforcement Corroded (RC)	M	SRCM	5	
		Missing Wall (MW)	M	SMWM	5	
		Other (Z)	M	SZM	N/A	
Structural	Surface Damage Not Evident (Z)	Roughness Increased (RI)	Z	SRIZ	1	
		Surface Spalling (SS)	Z	SSSZ	2	
		Aggregate Visible (AV)	Z	SAVZ	3	
		Aggregate Projecting (AP)	Z	SAPZ	3	
		Aggregate Missing (AM)	Z	SAMZ	4	
		Reinforcement Visible (RV)	Z	SRVZ	5	
		Reinforcement Projecting (RP)	Z	SRPZ	3	
		Reinforcement Corroded (RC)	Z	SRCZ	5	
		Missing Wall (MW)	Z	SMWZ	5	
		Other (Z)	Z	SZZ	N/A	
Structural	Surface Damage (Metal Pipes)	Corrosion (CP)		SCP	3	
Structural	Lining Features (LF)	Detached (D)		LFD	3	
		Defective End (DE)		LFDE	3	
		Blistered (B)		LFB	3	
		Service Cut Shifted (CS)		LFCS	3	
		Abandoned Connection (AC)		LFAC		
		Overcut Service (OC)		LFOC	3	
		Undercut Service (UC)		LFUC	3	
		Buckled (BK)		LFBK	3	
		Annular Space (AS)		LFAS	3	
		Bulges (BU)		LFBU	3	
		Discoloration (DC)		LFDC	3	
		Delamination (DL)		LFDL	3	
		Pinholes (PH)		LFPH	3	
		Resin Slug (RS)		LFRS	3	
		Wrinkled (W)		LFW	3	
		Other (Z)		LFZ	N/A	
Structural	Weld Failure (WF)	Circumfrential (C)		WFC	2	
		Longitudinal (L)		WFL	2	

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NASSCO PACP Co[illegible]ion Grading System
Code Matrix

Family	Group	Descriptor	Modifier	Code	Structural Grade	O&M Grade
		Multiple (M)		WFM	3	
		Spiral (S)		WFS	2	
Structural	Point Repair (RP)	Localized Pipeliner (L)		RPL		
		Localized Pipeliner (L)	Defective (D)	RPLD	4	
		Patch Repair (P)		RPP		
		Patch Repair (P)	Defective (D)	RPPD	4	
		Pipe Replaced (R)		RPR		
		Pipe Replaced (R)	Defective (D)	RPRD	4	
		Other (Z)		RPZ		
		Other (Z)	Defective (D)	RPZD		
Structural	Brickwork (Silent)	Displaced (DB)		DB	3	
		Missing (MB)		MB	4	
		Dropped Invert (DI)		DI	5	
		Missing Mortar	Small	MMS	2	
			Medium	MMM	3	
			Large	MML	3	
O&M	Deposits (D)	Deposits Attached (DA)	Encrustation (E)	DAE		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
			Grease (G)	DAGS		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
			Ragging (R)	DAR		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
			Other (Z)	DAZ		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
		Deposits Settled (DS)	Hard/Compacted (C)	DSC		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
			Fine silt/sand (F)	DSF		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
			Gravel (G)	DSGV		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
			Other (Z)	DSZ		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
		Deposits Ingress (DN)	Fine silt/sand (F)	DNF		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
			Gravel (GV)	DNGV		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5

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NASSCO PACP Condition Grading System
Code Matrix

Family	Group	Descriptor	Modifier	Code	Structural Grade	O&M Grade
			Other (Z)	DNZ		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
O&M	Roots (R)	Fine (F)	Barrel (B)	RFB		2
			Lateral (L)	RFL		1
	Roots (R) at a Joint		Connecfion (C)	RFC		1
			N/A	RFJ	in software with a J	1
		Tap (T)	Barrel (B)	RTB		3
			Lateral (L)	RTL		2
	Roots (R) at a Joint		Connecfion (C)	RTC		2
			N/A	RTJ		2
		Medium (M)	Barrel (B)	RMB		4
			Lateral (L)	RML		3
	Roots (R) at a Joint		Connecfion (C)	RMC		3
			N/A	RMJ		3
		Ball (B)	Barrel (B)	RBB		5
			Lateral (L)	RBL		4
	Roots (R) at a Joint		Connecfion (C)	RBC		4
			N/A	RBJ		4
O&M	Infiltration (I)	Weeper (W)		IW		2
		Dripper (D)		ID		3
		Runner (R)		IR		4
		Gusher (G)		IG		5
		Stain (S)		IS		
O&M	Obstacles/Obstructions (OB)	Brick or Masonry (B)		OBB		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
		Pipe Material in Invert (M)		OBM		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
		Object Intruding Thru Wall (I)		OBI		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
		Object Wedged in Joint (J)		OBJ		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
		Object Thru Connection (C)		OBC		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
		External Pipe or Cable In Sewer (P)		OBP		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
		Built Into Structure (S)		OBS		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5

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NASSCO PACP Cor[illegible]ion Grading System
Code Matrix

Family	Group	Descriptor	Modifier	Code	Structural Grade	O&M Grade
		Construction Debris (N)		OBN		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
		Rocks (R)		OBR		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
		Other Objects (Z)		OBZ		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
O&M	Vermin (V)	Rat (R)		VR		2
		Cockroach (C)		VC		1
		Other (Z)		VZ		1
O&M	Grout Test and Seal (G)	Grout Test Pass (GTP)				
			Joint (J)	GTPJ		
			Lateral (L)	GTPL		
		Grout Test Fail (GTF)				
			Joint (J)	GTFJ		
			Lateral (L)	GTFL		
		Grout Test Unable to Test (GTU)				
			Joint (J)	GTUJ		
			Lateral (L)	GTUL		
		Grout at a Location (not a joint) (GRT)		GRT		
Construction Features	Tap (T)	Factory Made (F)		TF		
			Capped (C)	TFC		
			Abandoned (B)	TFB		
			Defective (D)	TFD		2
			Intruding (I)	TFI		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
			Activity (A)	TFA		
		Break-In/Hammer (B)		TB		
			Capped (C)	TBC		2
			Abandoned (B)	TBB		
			Defective (D)	TBD		3
			Intruding (I)	TBI		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
			Activity (A)	TBA		
		Saddle (S)		TS		
			Capped (C)	TSC		
			Abandoned (B)	TSB		

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NASSCO PACP Condition Grading System
Code Matrix

Family	Group	Descriptor	Modifier	Code	Structural Grade	O&M Grade
			Defective (D)	TSD		2
			Intruding (I)	TSI		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
			Activity (A)	TSA		
		Rehabilitated (R)		TR		
			Defective (D)	TRD		2
			Intruding (I)	TRI		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
Construction Features	Intruding Seal Material (IS)			IS		
		Sealing Ring (SR)		ISSR		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
			Hanging (H)	ISSRH		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
			Broken (B)	ISSRB		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
		Loose, Poorly Fitting (SRL)		ISSRL		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
		Grout (GT)		ISGT		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
		Other (Z)		ISZ		<=10% - 2, <=20% - 3, <=30% - 4, >30% - 5
Construction Features	Line (L)	Left (L)		LL		<=10 Deg - 1, <=20 Deg 2, >20 Deg - 4
		Left/Up (LU)		LLU		<=10 Deg - 1, <=20 Deg 2, >20 Deg - 4
		Left/Down (LD)		LLD		<=10 Deg - 1, <=20 Deg 2, >20 Deg - 4
		Right (R)		LR		<=10 Deg - 1, <=20 Deg 2, >20 Deg - 4

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NASSCO PACP Co[illegible]ion Grading System
Code Matrix

Family	Group	Descriptor	Modifier	Code	Structural Grade	O&M Grade
		Right/Up (RU)		LRU		<=10 Deg - 1, <=20 Deg 2, >20 Deg - 4
		Right/Down (RD)		LRD		<=10 Deg - 1, <=20 Deg 2, >20 Deg - 4
		Up (U)		LU		<=10 Deg - 1, <=20 Deg 2, >20 Deg - 4
		Down (D)		LD		<=10 Deg - 1, <=20 Deg 2, >20 Deg - 4
Construction	Access Points (A)					
		Cleanout (CO)		ACO		
			Mainline (M)	ACOM		
			Property (P)	ACOP		
			House (H)	ACOH		
		Discharge Point (DP)		ADP		
		Junction Box (JB)		AJB		
		Meter (M)		AM		
		Manhole (MH)		AMH		
		Other Special Chamber (OC)		AOC		
		Tee Connection (TC)		ATC		
		WW Access Device (WA)		AWA		
		Wet Well (WW)		AWW		
		Catch Basin (CB)		ACB		
		End of Pipe (EP)		AEP		
Other	Miscellaneous (M)	Camera Underwater (CU)		MCU		4
		Dimension/Diam/Shape Change (SC)		MSC		
		General Observation (GO)		MGO		
		General Photograph (GP)		MGP		
		Material Change (MC)		MMC		
		Lining Change (LC)		MLC		
		Pipe Joint Length Change (JL)		MJL		
		Survey Abandoned (SA)		MSA		
		Water Level (WL)		MWL		
			Sag (S)	MWLS	<=30% - 2, <=50% - 3, >50% - 4	
		Water Mark (WM)		MWM		>=50% 4, >=75% 5
		Dye Test (Y)		MY		
			Visible (V)	MYV		5
			Not Visible (N)	MYN		3

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Manual Technical Bulletin

Version: PACP Manual v6.0.1

Issue: #4
Date: 07/08/2013

Issue:

The Pipe Ratings in Appendix D do not include sample calculations.

Discussion:

Mathematical equations and examples make the Pipe Ratings easier to understand and ensure that end results are calculated following a standard approach.

The calculations created for the PACP recertification course supplement Appendix D "PACP Condition Grading System".

Solution:

Sample calculations are provided for a pipe with the following numbers of defects and associated condition grades:

Total of 12 structural defects and associated condition grades:

- 6 defects, grade 5
- 2 defects, grade 3
- 4 defects, grade 2

Total of 6 O&M defects and associated condition grades:

- 2 defects, grade 3
- 4 defects, grade 2

1. Segment Grade Scores (SG):

$$SG_N = condition\ grade\ N \times number\ of\ grade\ N\ defects$$

2. Overall Pipe Rating (OR):

$$OR = SG_1 + SG_2 + SG_3 + SG_4 + SG_5$$

3. Pipe Ratings Index (RI):

$$RI = \left(\frac{Overall\ Rating}{Total\ number\ of\ defects}\right)$$

CONDITION RATING CALCULATIONS

Cond. grade	Defects		Segment Grades	
	Structural	O&M	**Structural**	**O&M**
5	6	0	**30**	**0**
4	0	0	**0**	**0**
3	2	2	**6**	**6**
2	4	4	**8**	**8**
1	0	0	**0**	**0**
Overall Pipe Ratings			**44**	**14**
Pipe Rating Index			**3.67**	**2.33**

Appendix E
CCTV Main and Lateral Summary Spreadsheets
See attached USB Drive

TREKK DESIGN GROUP LLC

Main Inspection Summary
Historic Downtown Branson CCTV

SEGMENTID	ID	DATE	PIPE TYPE	PIPE SHAPE	DIAMETER	ADDRESS	ASSET LENGTH	BROKEN	COLLAPSED	CRACK	DEFECTIVE TAP	DEFORMED	DEPOSITION	FRACTURE	HOLE	REPAIR DEFECTIVE	JOINT OFFSET	INFILTRATION	ROOTS	SAG
A-3_A-2	1	6/17/2013 21:11	VCP	C	8	COLLEGE ST & 2ND ST	140	0	0	4	0	0	0	1	0	0	0	0	0	0
A-2_A-1	2	6/17/2013 22:30	VCP	C	8	310 COMMERCIAL ST	247	0	0	7	0	0	0	0	0	0	0	0	1	0
A-1_I-2	3	6/17/2013 23:53	VCP	C	8	SYCAMORE ST	114	0	0	4	1	0	0	1	0	0	1	0	1	0
B-4_B-3	4	6/19/2013 0:10	VCP	C	8	2ND ST & PACIFIC ST	210	0	0	14	0	0	1	1	1	0	0	0	0	0
B-3_B-2	5	6/19/2013 1:34	VCP	C	8	COMMERCIAL ST & COLLAGE ST	265	1	0	6	0	0	1	4	0	0	0	0	1	0
B-2_B-1	6	6/19/2013 20:39	PVC	C	12	COLLAGE ST & COMMERCIAL ST	12	0	0	0	0	0	0	0	0	0	0	0	0	0
B-1_UNK1	7	6/19/2013 20:49	PVC	C	12	COLLAGE ST & COMMERCIAL ST	61	0	0	0	0	0	0	0	0	0	0	0	0	0
UNK1_I-1	8	6/19/2013 22:10	PVC	C	12	SYCAMORE ST	124	0	0	0	0	0	0	0	0	0	0	0	0	0
1-2_I-1	9	6/19/2013 22:29	PVC	C	12	SYCAMORE ST & COLLAGE ST	343	0	0	0	0	0	0	0	0	0	0	0	0	2
I-1_H-2	10	6/20/2013 0:56	PVC	C	8	SYCAMORE ST	342	0	0	0	0	0	0	0	0	0	0	0	0	0
G-2_H-2	11	6/20/2013 1:09	PVC	C	12	SYCAMORE ST & MAIN ST	193	0	0	0	0	0	0	0	0	0	0	0	0	0
C-4_C-3	12	6/20/2013 1:41	VCP	C	8	2ND AND MAIN ST	253	2	0	14	0	0	0	1	0	0	0	2	0	0
C-3_C-2	13	6/20/2013 19:40	VCP	C	8	2ND ST & PACIFIC ST	313	0	0	1	0	0	0	3	0	0	0	0	1	2
C-2_C-1	14	6/20/2013 21:19	VCP	C	8	COMMERCIAL ST & MAIN ST	217	1	0	3	1	0	0	1	0	0	0	5	0	0
D-4_D-3	15	6/20/2013 23:34	VCP	C	8	2ND ST & MAIN ST	353	0	0	11	3	0	0	2	0	1	1	2	0	0
D-3_D-2	16	6/21/2013 2:50	VCP	C	8	MAIN ST & COMMERCIAL ST	151	0	0	2	0	0	0	1	0	0	0	0	1	0
D-2_D-1	17	6/21/2013 19:44	VCP	C	8	COMMERCIAL ST & MAIN ST	255	0	0	5	0	0	0	2	0	0	0	5	1	0
D-1_F-3	18	6/21/2013 21:33	VCP	C	8	MAIN ST & SYCAMORE ST	112	0	0	1	1	0	0	0	1	0	0	1	1	0
E-3_E-2	19	6/21/2013 22:32	VCP	C	8	VETERANS BLVD & ATLANTIC ST	347	0	0	18	1	0	0	6	1	0	0	0	0	0
E-4_E-3	20	6/22/2013 1:50	VCP	C	8	2ND ST & ATLANTIC ST	162	0	0	3	0	0	1	3	0	0	1	0	0	4
E-2_E-1	21	6/22/2013 2:51	VCP	C	8	COMMERCIAL ST & ATLANTIC ST	195	0	0	10	3	0	0	4	0	0	0	0	5	0
E-1_F-6	22	6/22/2013 4:11	VCP	C	8	COMMERCIAL ST & ATLANTIC ST	123	0	0	2	0	0	0	4	1	0	0	0	0	0
F-13_F-12	23	6/25/2013 19:59	PVC	C	8	HWY 65 & OKLAHOMA ST	300	1	0	0	0	0	0	1	0	0	0	0	0	2
F-10_F-9	24	6/25/2013 21:22	PVC	C	8	COMMERCIAL ST	210	0	0	0	0	0	0	0	0	0	0	0	0	0
F-9_F-8	25	6/25/2013 22:20	PVC	C	8	COMMERCIAL ST	90	0	0	0	0	0	0	0	0	0	0	0	0	0
F-8_F-7	26	6/25/2013 22:42	PVC	C	8	OKLAHOMA ST	147	0	0	0	0	0	0	0	0	0	0	0	0	0
F-7_F-6	27	6/25/2013 23:54	PVC	C	8	SYCAMORE ST	156	0	0	0	0	0	0	0	0	0	0	0	0	0
F-12_F-11	28	6/26/2013 15:51	PVC	C	8	OKLAHOMA ST	277	0	0	0	0	0	0	0	0	0	0	0	1	0
F-11_F-10	29	6/26/2013 16:46	PVC	C	8	OKLAHOMA ST	130	0	0	0	0	0	0	0	0	0	0	0	0	0
H-2_H-1	30	6/26/2013 17:43	PVC	C	12	SYCAMORE ST	175	0	0	0	0	0	0	0	0	0	0	0	0	0
C-1_H-2	31	6/26/2013 17:56	PVC	C	12	SYACAMORE ST	32	0	0	0	0	0	0	0	0	0	0	0	0	2
F-6_F-5	32	6/26/2013 19:54	VCP	C	8	SYCAMORE ST	59	0	0	2	0	0	0	0	0	0	0	0	0	0
F-5_F-4	33	6/26/2013 20:16	PVC	C	8	SYACAMOR ST	68	0	0	0	0	0	0	0	0	0	0	0	0	4
F-4_F-3	34	6/26/2013 20:29	VCP	C	8	SYCAMORE ST	197	0	0	0	0	0	0	1	0	0	1	0	0	0
F-3_F-2	35	6/26/2013 21:13	VCP	C	8	SYCAMORE ST	117	0	0	4	0	0	0	0	0	0	0	0	0	0
F-2_F-1	36	6/26/2013 21:45	VCP	C	8	MAIN ST	175	0	0	1	0	0	0	0	0	0	1	0	0	0

TREKK DESIGN GROUP, LLC

Pipe Score and Rehab Summary
Historic Downtown Branson CCTV

SEGMENTID	ID	SIZE	MATERIAL	LENGTH	STRUCTURAL QUICK RATING	O&M QUICK RATING	OVERALL PIPE RATING	OVERALL PIPE RATING INDEX	PIPE SCORE	MAJOR DEFECTS	COMMENTS
A-3_A-2	1	8	VCP	140	2-2-1-3	---	7	1.40	Good		No Rehab
A-2_A-1	2	8	VCP	247	1-7-0-0	1-1-0-0	8	1.00	Good		No Rehab
A-1_I-2	3	8	VCP	114	2-1-1-5	3-2-0-0	13	1.63	Good		No Rehab
B-4_B-3	4	8	VCP	210	3-1-2-3	2-1-0-0	23	1.35	Good		No Rehab
B-3_B-2	5	8	VCP	265	5-1-2-5	2-1-1-1	23	1.77	Good	Yes	1 Point Repair @ 107.1
B-2_B-1	6	12	PVC	12	---	---	0	0.00	Excellent		2 Point Repairs @ 6.0 & 68.6
B-1_UNK1	7	12	PVC	61	---	---	0	0.00	Excellent		No Rehab
UNK1_I-1	8	12	PVC	124	---	---	0	0.00	Excellent		1 Point Repair @ 82.4
1-2_I-1	9	12	PVC	343	2-2-0-0	---	4	2.00	Good		1 Point Repair @ 72.1
I-1_H-2	10	8	PVC	342	---	---	0	0.00	Excellent		No Rehab
G-2_H-2	11	12	PVC	193	---	---	0	0.00	Excellent		No Rehab
C-4_C-3	12	8	VCP	253	5-2-2-7	4-2-0-0	40	2.11	Fair	Yes	CIPP
C-3_C-2	13	8	VCP	313	2-5-1-1	1-2-0-0	13	1.63	Good		No Rehab
C-2_C-1	14	8	VCP	217	3-1-2-3	5-3-4-2	36	3.27	Fair	Yes	CIPP
D-4_D-3	15	8	VCP	353	4-1-2-5	4-2-3-3	40	2.00	Fair	Yes	CIPP
D-3_D-2	16	8	VCP	151	2-1-1-2	1-1-0-0	5	1.25	Good		No Rehab
D-1_F-3	18	8	VCP	112	5-1-1-1	4-1-2-1	13	2.60	Good	Yes	2 Point Repairs @ 6.0 & 68.6
D-2_D-1	17	8	VCP	255	3-2-1-5	4-5-1-1	32	2.46	Good	Yes	I/I
E-3_E-2	19	8	VCP	347	5-1-2-A	3-1-0-0	44	1.69	Fair	Yes	CIPP
E-4_E-3	20	8	VCP	162	2-9-1-2	2-2-0-0	24	1.85	Good		No Rehab
E-2_E-1	21	8	VCP	195	5-2-2-8	3-5-1-3	48	2.18	Fair	Yes	CIPP
E-1_F-6	22	8	VCP	123	5-1-2-4	---	15	2.14	Good	Yes	1 Point Repair @ 82.4
F-13_F-12	23	8	PVC	300	5-1-3-1	---	12	3.00	Good	Yes	1 Point Repair @ 72.1
F-10_F-9	24	8	PVC	210	---	---	0	0.00	Excellent		No Rehab
F-9_F-8	25	8	PVC	90	---	---	0	0.00	Excellent		No Rehab
F-8_F-7	26	8	PVC	147	---	---	0	0.00	Excellent		No Rehab
F-7_F-6	27	8	PVC	156	---	---	0	0.00	Excellent		No Rehab
F-12_F-11	28	8	PVC	277	---	1-1-0-0	1	1.00	Good		No Rehab

F-11_F-10	29	8	PVC	130	---	---	0	0.00	Excellent		No Rehab
H-2_H-1	30	12	PVC	175	---	---	0	0.00	Excellent		No Rehab
C-1_H-2	31	12	PVC	32	2-2-0-0	---	4	2.00	Good		No Rehab
F-6_F-5	32	8	VCP	59	2-2-1-1	---	5	1.67	Good		No Rehab
F-5_F-4	33	8	PVC	68	4-2-2-2	---	12	3.00	Good	Yes	No Rehab
F-4_F-3	34	8	VCP	197	2-1-1-1	---	3	1.50	Good		No Rehab
F-3_F-2	35	8	VCP	117	1-4-0-0	---	4	1.00	Good		No Rehab
F-2_F-1	36	8	VCP	175	2-1-1-2	2-1-0-0	6	1.50	Good		No Rehab

TREKK DESIGN GROUP, LLC

Main Observation Summary
Historic Downtown Branson CCTV

ID	DISTANCE	CODE	CODE_LONG	INSPECTION	SEGMENTID	COMMENT
1	0	START WITH FLOW	Start With Flow	1	A-3_A-2	
2	0	AMH	Access Point-Manhole	1	A-3_A-2	A-3
3	0	MWL	Misc-Water Level	1	A-3_A-2	
4	5.8	TAP INSPECTION	Tap Inspection	1	A-3_A-2	
5	12.3	TAP INSPECTION	Tap Inspection	1	A-3_A-2	
6	36.2	FC	Fracture-Circumferential	1	A-3_A-2	
7	64	CC	Crack-Circumferential	1	A-3_A-2	
8	107.1	CL	Crack-Longitudinal	1	A-3_A-2	
9	108.7	TAP INSPECTION	Tap Inspection	1	A-3_A-2	
10	110.1	CC	Crack-Circumferential	1	A-3_A-2	
11	135	CC	Crack-Circumferential	1	A-3_A-2	
12	139.3	AMH	Access Point-Manhole	1	A-3_A-2	A-2
13	139.4	STOP	Stop	1	A-3_A-2	
14	0	START WITH FLOW	Start With Flow	2	A-2_A-1	
15	0	AMH	Access Point-Manhole	2	A-2_A-1	A-2
16	0	MWL	Misc-Water Level	2	A-2_A-1	
17	14.3	TFC	Tap-Factory Made-Capped	2	A-2_A-1	
18	51.3	TFC	Tap-Factory Made-Capped	2	A-2_A-1	
19	65.1	CC	Crack-Circumferential	2	A-2_A-1	
20	75.8	TFC	Tap-Factory Made-Capped	2	A-2_A-1	
21	77.8	CC	Crack-Circumferential	2	A-2_A-1	
22	103.5	TAP INSPECTION	Tap Inspection	2	A-2_A-1	
23	118	TAP INSPECTION	Tap Inspection	2	A-2_A-1	
24	128.7	TFC	Tap-Factory Made-Capped	2	A-2_A-1	
25	152.6	TFC	Tap-Factory Made-Capped	2	A-2_A-1	
26	157.3	CC	Crack-Circumferential	2	A-2_A-1	
27	177.1	TFC	Tap-Factory Made-Capped	2	A-2_A-1	
28	182.3	CC	Crack-Circumferential	2	A-2_A-1	
29	194.9	CC	Crack-Circumferential	2	A-2_A-1	
30	201.8	TAP INSPECTION	Tap Inspection	2	A-2_A-1	
31	225	RFJ	Roots-Fine-Joint	2	A-2_A-1	
32	226.5	TFC	Tap-Factory Made-Capped	2	A-2_A-1	
33	231	CC	Crack-Circumferential	2	A-2_A-1	
34	240.1	CC	Crack-Circumferential	2	A-2_A-1	
35	247.1	AMH	Access Point-Manhole	2	A-2_A-1	A-1
36	247.1	STOP	Stop	2	A-2_A-1	
37	0	START WITH FLOW	Start With Flow	3	A-1_I-2	
38	0	AMH	Access Point-Manhole	3	A-1_I-2	A-1
39	0	MWL	Misc-Water Level	3	A-1_I-2	
40	2.5	RMJ	Roots-Medium-Joint	3	A-1_I-2	
41	2.5	CC	Crack-Circumferential	3	A-1_I-2	
42	6.7	TFC	Tap-Factory Made-Capped	3	A-1_I-2	

43	17.6	CC	Crack-Circumferential	3	A-1_I-2	
44	28.7	TFC	Tap-Factory Made-Capped	3	A-1_I-2	
45	31.5	TBI	Tap-Break In-Intruding	3	A-1_I-2	
47	31.5	TAP INSPECTION	Tap Inspection	3	A-1_I-2	
48	39.5	CC	Crack-Circumferential	3	A-1_I-2	
49	43.1	CC	Crack-Circumferential	3	A-1_I-2	
50	57.1	TFC	Tap-Factory Made-Capped	3	A-1_I-2	
51	81.4	TAP INSPECTION	Tap Inspection	3	A-1_I-2	
52	100.8	FC	Fracture-Circumferential	3	A-1_I-2	
53	100.8	JOM	Joint Offset-Medium	3	A-1_I-2	
54	100.8	MMC	Misc-Material Change	3	A-1_I-2	VCP TO PVC
55	113.4	AMH	Access Point-Manhole	3	A-1_I-2	I-2
56	113.4	STOP	Stop	3	A-1_I-2	
57	0	START WITH FLOW	Start With Flow	4	B-4_B-3	
58	0	AMH	Access Point-Manhole	4	B-4_B-3	B-4
59	0	MWL	Misc-Water Level	4	B-4_B-3	
60	17.5	CC	Crack-Circumferential	4	B-4_B-3	
61	28.8	DAE	Deposits-Attached-Encrustation	4	B-4_B-3	
62	44.5	CC	Crack-Circumferential	4	B-4_B-3	
63	50.8	CC	Crack-Circumferential	4	B-4_B-3	
64	58.4	TFC	Tap-Factory Made-Capped	4	B-4_B-3	
65	59.6	TAP INSPECTION	Tap Inspection	4	B-4_B-3	
66	66.2	CC	Crack-Circumferential	4	B-4_B-3	
67	82.9	TFC	Tap-Factory Made-Capped	4	B-4_B-3	
68	84.8	CL	Crack-Longitudinal	4	B-4_B-3	WONDERS
69	103.7	CC	Crack-Circumferential	4	B-4_B-3	
70	110.8	TAP INSPECTION	Tap Inspection	4	B-4_B-3	
71	112.9	CC	Crack-Circumferential	4	B-4_B-3	
72	126.3	H	Hole	4	B-4_B-3	
73	126.3	FC	Fracture-Circumferential	4	B-4_B-3	
74	129.7	TAP INSPECTION	Tap Inspection	4	B-4_B-3	
75	135.8	TAP INSPECTION	Tap Inspection	4	B-4_B-3	
76	137.3	CC	Crack-Circumferential	4	B-4_B-3	
77	140.3	CC	Crack-Circumferential	4	B-4_B-3	
78	146.5	CC	Crack-Circumferential	4	B-4_B-3	
79	160	TFC	Tap-Factory Made-Capped	4	B-4_B-3	
81	167.4	TAP INSPECTION	Tap Inspection	4	B-4_B-3	
82	168.4	CC	Crack-Circumferential	4	B-4_B-3	
83	177.8	CC	Crack-Circumferential	4	B-4_B-3	
84	185	TFC	Tap-Factory Made-Capped	4	B-4_B-3	
85	195.2	TAP INSPECTION	Tap Inspection	4	B-4_B-3	
86	195.2	CL	Crack-Longitudinal	4	B-4_B-3	
87	196.3	CC	Crack-Circumferential	4	B-4_B-3	
88	210.3	AMH	Access Point-Manhole	4	B-4_B-3	B-3
89	210.3	STOP	Stop	4	B-4_B-3	
90	0	START WITH FLOW	Start With Flow	5	B-3_B-2	
91	0	AMH	Access Point-Manhole	5	B-3_B-2	B-3
92	0	MWL	Misc-Water Level	5	B-3_B-2	
93	21.2	DAE	Deposits-Attached-Encrustation	5	B-3_B-2	
94	25.5	TAP INSPECTION	Tap Inspection	5	B-3_B-2	

95	38.8	CC	Crack-Circumferential	5	B-3_B-2	
96	42.5	CC	Crack-Circumferential	5	B-3_B-2	
97	50.1	TAP INSPECTION	Tap Inspection	5	B-3_B-2	
98	51.6	CC	Crack-Circumferential	5	B-3_B-2	
99	63.6	CL	Crack-Longitudinal	5	B-3_B-2	
100	68.2	TAP INSPECTION	Tap Inspection	5	B-3_B-2	
101	104.1	FC	Fracture-Circumferential	5	B-3_B-2	
102	106.5	FC	Fracture-Circumferential	5	B-3_B-2	
103	107.1	B	Broken	5	B-3_B-2	
104	116.5	RFJ	Roots-Fine-Joint	5	B-3_B-2	
105	125.8	CC	Crack-Circumferential	5	B-3_B-2	
106	154.7	TFC	Tap-Factory Made-Capped	5	B-3_B-2	
107	165.9	FC	Fracture-Circumferential	5	B-3_B-2	
108	166.8	TAP INSPECTION	Tap Inspection	5	B-3_B-2	
109	182.4	TFC	Tap-Factory Made-Capped	5	B-3_B-2	
110	226.8	TAP INSPECTION	Tap Inspection	5	B-3_B-2	
111	227.7	CC	Crack-Circumferential	5	B-3_B-2	
112	231.9	TAP INSPECTION	Tap Inspection	5	B-3_B-2	
113	257.7	FC	Fracture-Circumferential	5	B-3_B-2	
114	259.6	TFC	Tap-Factory Made-Capped	5	B-3_B-2	
115	260.6	MMC	Misc-Material Change	5	B-3_B-2	VCP TO PVC
116	262.9	TAP INSPECTION	Tap Inspection	5	B-3_B-2	
117	265.1	AMH	Access Point-Manhole	5	B-3_B-2	B-2
118	265.1	STOP	Stop	5	B-3_B-2	
119	0	START WITH FLOW	Start With Flow	6	B-2_B-1	
120	0	AMH	Access Point-Manhole	6	B-2_B-1	B-2
121	0	MWL	Misc-Water Level	6	B-2_B-1	
122	8.4	MGO	Misc-General Observation	6	B-2_B-1	EXTERNAL DROP
123	8.4	MSA	Misc-Survey Abandoned	6	B-2_B-1	CANNOT PASS DROP, CAN SEE MANHOLE
124	0	START WITH FLOW	Start With Flow	7	B-1_UNK1	
125	0	AMH	Access Point-Manhole	7	B-1_UNK1	B-1
126	0	MWL	Misc-Water Level	7	B-1_UNK1	
127	56	TAP INSPECTION	Tap Inspection	7	B-1_UNK1	
128	60.5	AMH	Access Point-Manhole	7	B-1_UNK1	B-1
129	60.5	STOP	Stop	7	B-1_UNK1	
130	0	START AGAINST FLOW	Start Against Flow	8	UNK1_I-1	
131	0	AMH	Access Point-Manhole	8	UNK1_I-1	I-1
132	0	MWL	Misc-Water Level	8	UNK1_I-1	
133	124.2	AMH	Access Point-Manhole	8	UNK1_I-1	UNK1
134	124.2	STOP	Stop	8	UNK1_I-1	
135	0	START AGAINST FLOW	Start Against Flow	9	1-2_I-1	
136	0	AMH	Access Point-Manhole	9	1-2_I-1	I-1 STARTING IN LINE, ITS A LIFTED PIPE IN THE SEWER
137	0	MWL	Misc-Water Level	9	1-2_I-1	
138	173.6	MWLS	Misc-Water Level-Sag	9	1-2_I-1	
139	188.6	MWLS	Misc-Water Level-Sag	9	1-2_I-1	
140	266.1	TAP INSPECTION	Tap Inspection	9	1-2_I-1	
141	343	AMH	Access Point-Manhole	9	1-2_I-1	I-2
142	343	STOP	Stop	9	1-2_I-1	
143	0	START WITH FLOW	Start With Flow	10	I-1_H-2	
144	0	AMH	Access Point-Manhole	10	I-1_H-2	I-1

145	0	MWL	Misc-Water Level	10	I-1_H-2	
146	342	AMH	Access Point-Manhole	10	I-1_H-2	H-2
147	342	STOP	Stop	10	I-1_H-2	
148	0	START AGAINST FLOW	Start Against Flow	11	G-2_H-2	
149	0	AMH	Access Point-Manhole	11	G-2_H-2	H-2
150	0	MWL	Misc-Water Level	11	G-2_H-2	
151	192.7	AMH	Access Point-Manhole	11	G-2_H-2	G-2
152	192.7	STOP	Stop	11	G-2_H-2	
153	0	START WITH FLOW	Start With Flow	12	C-4_C-3	
154	0	AMH	Access Point-Manhole	12	C-4_C-3	C-4
155	0	MWL	Misc-Water Level	12	C-4_C-3	
156	6.5	TAP INSPECTION	Tap Inspection	12	C-4_C-3	
157	21.3	TAP INSPECTION	Tap Inspection	12	C-4_C-3	
158	26.2	CC	Crack-Circumferential	12	C-4_C-3	
159	32.1	CL	Crack-Longitudinal	12	C-4_C-3	
160	35.2	CC	Crack-Circumferential	12	C-4_C-3	
161	36.5	TFC	Tap-Factory Made-Capped	12	C-4_C-3	
162	37.5	B	Broken	12	C-4_C-3	
163	62.8	CC	Crack-Circumferential	12	C-4_C-3	
164	66.1	CL	Crack-Longitudinal	12	C-4_C-3	
165	66.1	CL	Crack-Longitudinal	12	C-4_C-3	
166	70.7	TAP INSPECTION	Tap Inspection	12	C-4_C-3	
167	85.5	TAP INSPECTION	Tap Inspection	12	C-4_C-3	
168	93.6	B	Broken	12	C-4_C-3	POORLY ATTACHED SERVICE.
169	94.4	TAP INSPECTION	Tap Inspection	12	C-4_C-3	
170	110.3	TAP INSPECTION	Tap Inspection	12	C-4_C-3	
171	112.2	CC	Crack-Circumferential	12	C-4_C-3	
172	134.8	TAP INSPECTION	Tap Inspection	12	C-4_C-3	
173	148	CC	Crack-Circumferential	12	C-4_C-3	
174	148	IR	Infiltration Runner	12	C-4_C-3	
175	157.9	CL	Crack-Longitudinal	12	C-4_C-3	
176	162.4	TAP INSPECTION	Tap Inspection	12	C-4_C-3	
177	169.9	FC	Fracture-Circumferential	12	C-4_C-3	
178	175.8	TAP INSPECTION	Tap Inspection	12	C-4_C-3	
179	182.4	CC	Crack-Circumferential	12	C-4_C-3	
180	186.7	TFC	Tap-Factory Made-Capped	12	C-4_C-3	
181	211.6	TAP INSPECTION	Tap Inspection	12	C-4_C-3	
182	218.7	CL	Crack-Longitudinal	12	C-4_C-3	
183	236.7	TAP INSPECTION	Tap Inspection	12	C-4_C-3	
184	246.7	IR	Infiltration Runner	12	C-4_C-3	
185	246.7	CL	Crack-Longitudinal	12	C-4_C-3	
186	247	CC	Crack-Circumferential	12	C-4_C-3	
187	249.3	CC	Crack-Circumferential	12	C-4_C-3	
188	252.4	AMH	Access Point-Manhole	12	C-4_C-3	C-3
189	252.4	STOP	Stop	12	C-4_C-3	
190	0	START WITH FLOW	Start With Flow	13	C-3_C-2	
191	0	AMH	Access Point-Manhole	13	C-3_C-2	C-3
192	0	MWL	Misc-Water Level	13	C-3_C-2	
193	9.6	TFC	Tap-Factory Made-Capped	13	C-3_C-2	
194	33	CC	Crack-Circumferential	13	C-3_C-2	

195	34.3	TAP INSPECTION	Tap Inspection	13	C-3_C-2	
197	52.5	MWLS	Misc-Water Level-Sag	13	C-3_C-2	
198	56	TFC	Tap-Factory Made-Capped	13	C-3_C-2	
199	67.1	MWLS	Misc-Water Level-Sag	13	C-3_C-2	
200	86.4	TFC	Tap-Factory Made-Capped	13	C-3_C-2	
201	89.4	TAP INSPECTION	Tap Inspection	13	C-3_C-2	
202	103.9	RFJ	Roots-Fine-Joint	13	C-3_C-2	
203	122.2	FC	Fracture-Circumferential	13	C-3_C-2	
204	122.2	FC	Fracture-Circumferential	13	C-3_C-2	
205	123.5	TAP INSPECTION	Tap Inspection	13	C-3_C-2	
206	158.8	RFJ	Roots-Fine-Joint	13	C-3_C-2	
207	252.7	TFC	Tap-Factory Made-Capped	13	C-3_C-2	
208	276.2	FC	Fracture-Circumferential	13	C-3_C-2	
209	277.3	TAP INSPECTION	Tap Inspection	13	C-3_C-2	
210	295.8	TFC	Tap-Factory Made-Capped	13	C-3_C-2	
211	312.7	AMH	Access Point-Manhole	13	C-3_C-2	C-2
212	312.7	STOP	Stop	13	C-3_C-2	
213	0	START WITH FLOW	Start With Flow	14	C-2_C-1	
214	0	AMH	Access Point-Manhole	14	C-2_C-1	C-2
215	0	MWL	Misc-Water Level	14	C-2_C-1	
216	9.8	TAP INSPECTION	Tap Inspection	14	C-2_C-1	
217	55.2	TAP INSPECTION	Tap Inspection	14	C-2_C-1	
218	58.2	TFC	Tap-Factory Made-Capped	14	C-2_C-1	
219	82.8	TFC	Tap-Factory Made-Capped	14	C-2_C-1	
220	88.8	TAP INSPECTION	Tap Inspection	14	C-2_C-1	
221	107.3	TAP INSPECTION	Tap Inspection	14	C-2_C-1	
222	130.5	TAP INSPECTION	Tap Inspection	14	C-2_C-1	
223	130.5	TBI	Tap-Break In-Intruding	14	C-2_C-1	
224	131.7	TFC	Tap-Factory Made-Capped	14	C-2_C-1	
225	131.7	CC	Crack-Circumferential	14	C-2_C-1	
226	141.9	TAP INSPECTION	Tap Inspection	14	C-2_C-1	
227	142.8	CL	Crack-Longitudinal	14	C-2_C-1	
228	145.3	CL	Crack-Longitudinal	14	C-2_C-1	
229	160.9	IR	Infiltration Runner	14	C-2_C-1	
230	162.2	TFC	Tap-Factory Made-Capped	14	C-2_C-1	
231	167	IG	Infiltration Gusher	14	C-2_C-1	
232	172.9	IG	Infiltration Gusher	14	C-2_C-1	
233	178.8	IG	Infiltration Gusher	14	C-2_C-1	
234	185.4	IR	Infiltration Runner	14	C-2_C-1	
235	186.8	TAP INSPECTION	Tap Inspection	14	C-2_C-1	
236	188.3	B	Broken	14	C-2_C-1	
237	188.3	FC	Fracture-Circumferential	14	C-2_C-1	
238	197.7	MMC	Misc-Material Change	14	C-2_C-1	VCP TO PVC
239	215.2	MGO	Misc-General Observation	14	C-2_C-1	EXTERNAL DROP
240	217	AMH	Access Point-Manhole	14	C-2_C-1	C-1
241	217	STOP	Stop	14	C-2_C-1	
242	0	START WITH FLOW	Start With Flow	15	D-4_D-3	
243	0	AMH	Access Point-Manhole	15	D-4_D-3	D-4
244	0	MWL	Misc-Water Level	15	D-4_D-3	
245	7	TAP INSPECTION	Tap Inspection	15	D-4_D-3	

246	8.7	CC	Crack-Circumferential	15	D-4_D-3	
247	13.1	TFC	Tap-Factory Made-Capped	15	D-4_D-3	
248	15	CC	Crack-Circumferential	15	D-4_D-3	
249	27.5	CC	Crack-Circumferential	15	D-4_D-3	
250	33.2	CC	Crack-Circumferential	15	D-4_D-3	
251	37.4	TFC	Tap-Factory Made-Capped	15	D-4_D-3	
252	48.2	IR	Infiltration Runner	15	D-4_D-3	
253	51.6	TAP INSPECTION	Tap Inspection	15	D-4_D-3	
254	54.4	TBI	Tap-Break In-Intruding	15	D-4_D-3	
255	54.4	TAP INSPECTION	Tap Inspection	15	D-4_D-3	
256	54.7	CL	Crack-Longitudinal	15	D-4_D-3	
257	62.1	TAP INSPECTION	Tap Inspection	15	D-4_D-3	
258	86.5	TBI	Tap-Break In-Intruding	15	D-4_D-3	
259	86.5	TAP INSPECTION	Tap Inspection	15	D-4_D-3	
261	89.8	IR	Infiltration Runner	15	D-4_D-3	
262	89.8	RPPD	Point Repair-Defective	15	D-4_D-3	FAILING POINT REPAIR
264	95.6	TAP INSPECTION	Tap Inspection	15	D-4_D-3	
265	117.5	TFC	Tap-Factory Made-Capped	15	D-4_D-3	
266	134.4	CC	Crack-Circumferential	15	D-4_D-3	
267	158.8	CC	Crack-Circumferential	15	D-4_D-3	
268	175.4	TFC	Tap-Factory Made-Capped	15	D-4_D-3	
269	195.6	CC	Crack-Circumferential	15	D-4_D-3	
270	198.9	CL	Crack-Longitudinal	15	D-4_D-3	
271	200.2	TAP INSPECTION	Tap Inspection	15	D-4_D-3	
272	204.8	CC	Crack-Circumferential	15	D-4_D-3	
273	224.4	TFC	Tap-Factory Made-Capped	15	D-4_D-3	
274	235.4	TAP INSPECTION	Tap Inspection	15	D-4_D-3	
275	252.2	TFC	Tap-Factory Made-Capped	15	D-4_D-3	
276	275.6	CS	Crack-Spiral	15	D-4_D-3	
277	276.5	TBI	Tap-Break In-Intruding	15	D-4_D-3	
278	276.5	TAP INSPECTION	Tap Inspection	15	D-4_D-3	
279	277	TAP INSPECTION	Tap Inspection	15	D-4_D-3	
280	278.3	TAP INSPECTION	Tap Inspection	15	D-4_D-3	
281	299.1	TAP INSPECTION	Tap Inspection	15	D-4_D-3	
282	300.2	FC	Fracture-Circumferential	15	D-4_D-3	
283	301.4	TAP INSPECTION	Tap Inspection	15	D-4_D-3	
284	324.8	FC	Fracture-Circumferential	15	D-4_D-3	
285	327.4	JOM	Joint Offset-Medium	15	D-4_D-3	
286	329.2	TAP INSPECTION	Tap Inspection	15	D-4_D-3	
287	352.7	AMH	Access Point-Manhole	15	D-4_D-3	D-3
288	352.7	STOP	Stop	15	D-4_D-3	
289	0	START WITH FLOW	Start With Flow	16	D-3_D-2	
290	0	AMH	Access Point-Manhole	16	D-3_D-2	D-3
291	0	MWL	Misc-Water Level	16	D-3_D-2	
293	6.5	TAP INSPECTION	Tap Inspection	16	D-3_D-2	
294	20.6	FC	Fracture-Circumferential	16	D-3_D-2	
295	22.7	TAP INSPECTION	Tap Inspection	16	D-3_D-2	
296	24.8	TAP INSPECTION	Tap Inspection	16	D-3_D-2	
297	49.8	TAP INSPECTION	Tap Inspection	16	D-3_D-2	
298	63.3	CC	Crack-Circumferential	16	D-3_D-2	

299	74.1	TAP INSPECTION	Tap Inspection	16	D-3_D-2	
300	81	TAP INSPECTION	Tap Inspection	16	D-3_D-2	
301	98.9	TAP INSPECTION	Tap Inspection	16	D-3_D-2	
302	110.2	CC	Crack-Circumferential	16	D-3_D-2	
303	145.8	RFJ	Roots-Fine-Joint	16	D-3_D-2	
304	151.4	AMH	Access Point-Manhole	16	D-3_D-2	D-2
305	151.4	STOP	Stop	16	D-3_D-2	
306	0	START WITH FLOW	Start With Flow	17	D-2_D-1	
307	0	AMH	Access Point-Manhole	17	D-2_D-1	D-2
308	0	MWL	Misc-Water Level	17	D-2_D-1	
309	19.2	RFJ	Roots-Fine-Joint	17	D-2_D-1	
310	46.9	CC	Crack-Circumferential	17	D-2_D-1	
311	62	IR	Infiltration Runner	17	D-2_D-1	
312	65.2	IR	Infiltration Runner	17	D-2_D-1	
313	74.7	IR	Infiltration Runner	17	D-2_D-1	
314	81.9	TFC	Tap-Factory Made-Capped	17	D-2_D-1	
315	83.7	IR	Infiltration Runner	17	D-2_D-1	
316	99.4	IR	Infiltration Runner	17	D-2_D-1	
317	106.6	TAP INSPECTION	Tap Inspection	17	D-2_D-1	
318	130	CC	Crack-Circumferential	17	D-2_D-1	
321	131.3	TAP INSPECTION	Tap Inspection	17	D-2_D-1	
322	154.1	FL	Fracture-Longitudinal	17	D-2_D-1	
323	154.1	FL	Fracture-Longitudinal	17	D-2_D-1	
324	155.8	TAP INSPECTION	Tap Inspection	17	D-2_D-1	
325	159	TAP INSPECTION	Tap Inspection	17	D-2_D-1	
326	160.8	CC	Crack-Circumferential	17	D-2_D-1	
327	180.3	TAP INSPECTION	Tap Inspection	17	D-2_D-1	
328	183.4	TFC	Tap-Factory Made-Capped	17	D-2_D-1	
329	208.1	TFC	Tap-Factory Made-Capped	17	D-2_D-1	
330	232.6	TFC	Tap-Factory Made-Capped	17	D-2_D-1	
331	246.8	CC	Crack-Circumferential	17	D-2_D-1	
332	251.9	CC	Crack-Circumferential	17	D-2_D-1	
333	254.8	AMH	Access Point-Manhole	17	D-2_D-1	D-1
334	254.8	STOP	Stop	17	D-2_D-1	
335	0	START WITH FLOW	Start With Flow	18	D-1_F-3	
336	0	AMH	Access Point-Manhole	18	D-1_F-3	D-1
337	0	MWL	Misc-Water Level	18	D-1_F-3	
338	4.5	CC	Crack-Circumferential	18	D-1_F-3	
339	6	TFD	Tap-Factory Made-Defective	18	D-1_F-3	PIPE MISSING
340	6	HVV	Hole-Void Visible	18	D-1_F-3	
341	6	TAP INSPECTION	Tap Inspection	18	D-1_F-3	
342	30.4	TFC	Tap-Factory Made-Capped	18	D-1_F-3	
343	55.1	TAP INSPECTION	Tap Inspection	18	D-1_F-3	
344	66.1	RFJ	Roots-Fine-Joint	18	D-1_F-3	
345	68.6	IR	Infiltration Runner	18	D-1_F-3	
346	80	TAP INSPECTION	Tap Inspection	18	D-1_F-3	
347	111.3	AMH	Access Point-Manhole	18	D-1_F-3	F-3
348	111.3	STOP	Stop	18	D-1_F-3	
349	0	START WITH FLOW	Start With Flow	19	E-3_E-2	
350	0	AMH	Access Point-Manhole	19	E-3_E-2	E-3

351	0	MWL	Misc-Water Level	19	E-3_E-2	
352	3	CC	Crack-Circumferential	19	E-3_E-2	
353	12.4	FC	Fracture-Circumferential	19	E-3_E-2	
354	13.5	TFC	Tap-Factory Made-Capped	19	E-3_E-2	
355	22.3	TBI	Tap-Break In-Intruding	19	E-3_E-2	
356	22.3	TAP INSPECTION	Tap Inspection	19	E-3_E-2	
357	33.4	CC	Crack-Circumferential	19	E-3_E-2	
358	37.7	TAP INSPECTION	Tap Inspection	19	E-3_E-2	
359	38.7	TAP INSPECTION	Tap Inspection	19	E-3_E-2	
360	50	TFC	Tap-Factory Made-Capped	19	E-3_E-2	
361	76.3	FC	Fracture-Circumferential	19	E-3_E-2	
362	77.5	TAP INSPECTION	Tap Inspection	19	E-3_E-2	
363	92.9	HVV	Hole-Void Visible	19	E-3_E-2	IN SERVICE
364	92.9	TAP INSPECTION	Tap Inspection	19	E-3_E-2	
365	99.7	TAP INSPECTION	Tap Inspection	19	E-3_E-2	
366	122.4	CC	Crack-Circumferential	19	E-3_E-2	
367	131.4	CL	Crack-Longitudinal	19	E-3_E-2	
368	134.4	FC	Fracture-Circumferential	19	E-3_E-2	
369	137.3	CL	Crack-Longitudinal	19	E-3_E-2	
370	143.5	CL	Crack-Longitudinal	19	E-3_E-2	
371	152	TAP INSPECTION	Tap Inspection	19	E-3_E-2	
372	156.5	CS	Crack-Spiral	19	E-3_E-2	
373	159.9	TFC	Tap-Factory Made-Capped	19	E-3_E-2	
374	173.4	TAP INSPECTION	Tap Inspection	19	E-3_E-2	
375	176.5	TAP INSPECTION	Tap Inspection	19	E-3_E-2	
376	176.5	CL	Crack-Longitudinal	19	E-3_E-2	
377	179.9	CC	Crack-Circumferential	19	E-3_E-2	
378	189.3	CC	Crack-Circumferential	19	E-3_E-2	
379	211.6	TFC	Tap-Factory Made-Capped	19	E-3_E-2	
380	213.5	CC	Crack-Circumferential	19	E-3_E-2	
381	234.3	FC	Fracture-Circumferential	19	E-3_E-2	
382	236.1	TAP INSPECTION	Tap Inspection	19	E-3_E-2	
383	240.4	FC	Fracture-Circumferential	19	E-3_E-2	
384	283.2	CC	Crack-Circumferential	19	E-3_E-2	
385	301.7	CC	Crack-Circumferential	19	E-3_E-2	
386	304.7	CC	Crack-Circumferential	19	E-3_E-2	
387	313.7	CC	Crack-Circumferential	19	E-3_E-2	
388	317.2	CS	Crack-Spiral	19	E-3_E-2	
389	322.9	CC	Crack-Circumferential	19	E-3_E-2	
390	336.9	TFC	Tap-Factory Made-Capped	19	E-3_E-2	
391	338.3	FC	Fracture-Circumferential	19	E-3_E-2	
392	343	CC	Crack-Circumferential	19	E-3_E-2	
393	347	AMH	Access Point-Manhole	19	E-3_E-2	E-2
394	347	STOP	Stop	19	E-3_E-2	
395	0	START WITH FLOW	Start With Flow	20	E-4_E-3	
396	0	AMH	Access Point-Manhole	20	E-4_E-3	E-4
397	0	MWL	Misc-Water Level	20	E-4_E-3	
398	28.7	TAP INSPECTION	Tap Inspection	20	E-4_E-3	
399	30.8	CL	Crack-Longitudinal	20	E-4_E-3	
400	39.8	FC	Fracture-Circumferential	20	E-4_E-3	

401	41.2	TBC	Tap-Break In-Capped	20	E-4_E-3	
402	61.4	CC	Crack-Circumferential	20	E-4_E-3	
403	70.5	MWLS	Misc-Water Level-Sag	20	E-4_E-3	
404	79.8	MWLS	Misc-Water Level-Sag	20	E-4_E-3	
405	88.8	DAE	Deposits-Attached-Encrustation	20	E-4_E-3	
406	91.8	CC	Crack-Circumferential	20	E-4_E-3	
407	95	FC	Fracture-Circumferential	20	E-4_E-3	
408	106.9	FC	Fracture-Circumferential	20	E-4_E-3	
409	136.5	MWLS	Misc-Water Level-Sag	20	E-4_E-3	
410	154.3	TAP INSPECTION	Tap Inspection	20	E-4_E-3	
411	155.4	JOL	Joint Offset-Large	20	E-4_E-3	
412	158.6	MWLS	Misc-Water Level-Sag	20	E-4_E-3	
413	161.1	AMH	Access Point-Manhole	20	E-4_E-3	E-3
414	161.1	STOP	Stop	20	E-4_E-3	
415	0	START WITH FLOW	Start With Flow	21	E-2_E-1	
416	0	AMH	Access Point-Manhole	21	E-2_E-1	E-2
417	0	MWL	Misc-Water Level	21	E-2_E-1	
418	10	TFC	Tap-Factory Made-Capped	21	E-2_E-1	
419	11.9	CL	Crack-Longitudinal	21	E-2_E-1	
420	22	TFC	Tap-Factory Made-Capped	21	E-2_E-1	
421	44.5	FH3	Fracture Hinge 3 Point	21	E-2_E-1	
422	48.5	FH3	Fracture Hinge 3 Point	21	E-2_E-1	
423	52.8	TFC	Tap-Factory Made-Capped	21	E-2_E-1	
424	54	RFJ	Roots-Fine-Joint	21	E-2_E-1	
425	55.6	TBI	Tap-Break In-Intruding	21	E-2_E-1	
426	55.6	TAP INSPECTION	Tap Inspection	21	E-2_E-1	
427	55.8	CL	Crack-Longitudinal	21	E-2_E-1	
428	66.7	CS	Crack-Spiral	21	E-2_E-1	
429	73.9	TFC	Tap-Factory Made-Capped	21	E-2_E-1	
430	75.2	RFJ	Roots-Fine-Joint	21	E-2_E-1	
431	81.6	RFJ	Roots-Fine-Joint	21	E-2_E-1	
432	83.2	TBD	Tap-Break In-Defective	21	E-2_E-1	
433	83.2	TAP INSPECTION	Tap Inspection	21	E-2_E-1	
434	84.9	RMJ	Roots-Medium-Joint	21	E-2_E-1	
435	91.8	CC	Crack-Circumferential	21	E-2_E-1	
436	92.2	TBD	Tap-Break In-Defective	21	E-2_E-1	FULL OF ROOTS
437	97.5	CC	Crack-Circumferential	21	E-2_E-1	
438	100.8	CL	Crack-Longitudinal	21	E-2_E-1	
439	103.7	FC	Fracture-Circumferential	21	E-2_E-1	
440	104.9	TFC	Tap-Factory Made-Capped	21	E-2_E-1	ROOTS IN CAP
441	106.8	CC	Crack-Circumferential	21	E-2_E-1	
442	112.2	TAP INSPECTION	Tap Inspection	21	E-2_E-1	
443	118.8	CC	Crack-Circumferential	21	E-2_E-1	
444	121.4	FC	Fracture-Circumferential	21	E-2_E-1	
445	123.5	TFC	Tap-Factory Made-Capped	21	E-2_E-1	
446	132.3	TFC	Tap-Factory Made-Capped	21	E-2_E-1	
447	144.6	TAP INSPECTION	Tap Inspection	21	E-2_E-1	
448	147.9	TAP INSPECTION	Tap Inspection	21	E-2_E-1	
449	149.3	TAP INSPECTION	Tap Inspection	21	E-2_E-1	
450	149.4	CL	Crack-Longitudinal	21	E-2_E-1	WONDERS

451	155	TAP INSPECTION	Tap Inspection	21	E-2_E-1	
452	160	TFC	Tap-Factory Made-Capped	21	E-2_E-1	
453	184.4	TFC	Tap-Factory Made-Capped	21	E-2_E-1	
454	189.6	CL	Crack-Longitudinal	21	E-2_E-1	
455	194.6	AMH	Access Point-Manhole	21	E-2_E-1	E-1
456	175	RMJ	Roots-Medium-Joint	21	E-2_E-1	
458	194.6	STOP	Stop	21	E-2_E-1	
460	0	START WITH FLOW	Start With Flow	22	E-1_F-6	
461	0	AMH	Access Point-Manhole	22	E-1_F-6	E-1
462	0	MWL	Misc-Water Level	22	E-1_F-6	
463	6.6	TFC	Tap-Factory Made-Capped	22	E-1_F-6	
464	23.6	FC	Fracture-Circumferential	22	E-1_F-6	
465	46.4	TFC	Tap-Factory Made-Capped	22	E-1_F-6	
466	57.1	FC	Fracture-Circumferential	22	E-1_F-6	
468	67.7	TFC	Tap-Factory Made-Capped	22	E-1_F-6	
469	81.9	TAP INSPECTION	Tap Inspection	22	E-1_F-6	
470	82.4	HVV	Hole-Void Visible	22	E-1_F-6	
471	91.1	FC	Fracture-Circumferential	22	E-1_F-6	
472	98.4	TFC	Tap-Factory Made-Capped	22	E-1_F-6	
473	106.1	CC	Crack-Circumferential	22	E-1_F-6	
474	112.4	CC	Crack-Circumferential	22	E-1_F-6	
475	113.6	TFC	Tap-Factory Made-Capped	22	E-1_F-6	
476	118	TAP INSPECTION	Tap Inspection	22	E-1_F-6	
477	118.4	FC	Fracture-Circumferential	22	E-1_F-6	
478	123.3	AMH	Access Point-Manhole	22	E-1_F-6	F-6
479	123.3	STOP	Stop	22	E-1_F-6	
480	0	START WITH FLOW	Start With Flow	23	F-13_F-12	
481	0	AMH	Access Point-Manhole	23	F-13_F-12	F-13
482	0	MWL	Misc-Water Level	23	F-13_F-12	
483	54.6	MWLS	Misc-Water Level-Sag	23	F-13_F-12	
484	62.3	MWLS	Misc-Water Level-Sag	23	F-13_F-12	
485	69.7	TAP INSPECTION	Tap Inspection	23	F-13_F-12	
486	72.1	BVV	Broken-Void Visible	23	F-13_F-12	
487	72.1	FL	Fracture-Longitudinal	23	F-13_F-12	
488	299.8	AMH	Access Point-Manhole	23	F-13_F-12	F-12
489	299.8	STOP	Stop	23	F-13_F-12	
490	0	START WITH FLOW	Start With Flow	24	F-10_F-9	
491	0	AMH	Access Point-Manhole	24	F-10_F-9	F-10
492	0	MWL	Misc-Water Level	24	F-10_F-9	
493	99	TAP INSPECTION	Tap Inspection	24	F-10_F-9	
494	209.7	AMH	Access Point-Manhole	24	F-10_F-9	F-9
495	209.7	STOP	Stop	24	F-10_F-9	
496	0	START WITH FLOW	Start With Flow	25	F-9_F-8	
497	0	MWL	Misc-Water Level	25	F-9_F-8	
498	0	AMH	Access Point-Manhole	25	F-9_F-8	F-9
499	89.5	AMH	Access Point-Manhole	25	F-9_F-8	F-8
500	89.5	STOP	Stop	25	F-9_F-8	
501	0	START WITH FLOW	Start With Flow	26	F-8_F-7	
502	0	AMH	Access Point-Manhole	26	F-8_F-7	F-8 DUE TO THE BENCH, WE HAD TO START SLIGHTLY IN THE PIPE
503	0	MWL	Misc-Water Level	26	F-8_F-7	

504	30.6	TAP INSPECTION	Tap Inspection	26	F-8_F-7	
505	96.6	TAP INSPECTION	Tap Inspection	26	F-8_F-7	
506	140.4	TAP INSPECTION	Tap Inspection	26	F-8_F-7	
507	146.5	AMH	Access Point-Manhole	26	F-8_F-7	F-7
508	146.5	STOP	Stop	26	F-8_F-7	
509	0	START WITH FLOW	Start With Flow	27	F-7_F-6	
510	0	AMH	Access Point-Manhole	27	F-7_F-6	F-7
511	0	MWL	Misc-Water Level	27	F-7_F-6	
512	156	AMH	Access Point-Manhole	27	F-7_F-6	F-6
513	156	STOP	Stop	27	F-7_F-6	
514	0	START WITH FLOW	Start With Flow	28	F-7_F-6	
515	0	AMH	Access Point-Manhole	28	F-7_F-6	F-12
516	0	MWL	Misc-Water Level	28	F-7_F-6	
517	60.4	RFC	Roots-Fine-Connection	28	F-7_F-6	
518	61	TAP INSPECTION	Tap Inspection	28	F-7_F-6	
519	211	TAP INSPECTION	Tap Inspection	28	F-7_F-6	
520	276.5	AMH	Access Point-Manhole	28	F-7_F-6	F-11
521	276.5	STOP	Stop	28	F-7_F-6	
522	0	START WITH FLOW	Start With Flow	29	F-11_F-10	
523	0	AMH	Access Point-Manhole	29	F-11_F-10	F-11
524	0	MWL	Misc-Water Level	29	F-11_F-10	
525	130.2	AMH	Access Point-Manhole	29	F-11_F-10	F-10
526	130.2	STOP	Stop	29	F-11_F-10	
527	0	START WITH FLOW	Start With Flow	30	H-2_H-1	
528	0	AMH	Access Point-Manhole	30	H-2_H-1	H-2
529	0	MWL	Misc-Water Level	30	H-2_H-1	
530	175	AMH	Access Point-Manhole	30	H-2_H-1	H-1
531	175	STOP	Stop	30	H-2_H-1	
532	0	START WITH FLOW	Start With Flow	31	C-1_H-2	
533	0	AMH	Access Point-Manhole	31	C-1_H-2	C-1
534	0	MWL	Misc-Water Level	31	C-1_H-2	
535	22.8	MWLS	Misc-Water Level-Sag	31	C-1_H-2	
536	29.5	MGO	Misc-General Observation	31	C-1_H-2	EXTERNAL DROP
537	29.5	MWLS	Misc-Water Level-Sag	31	C-1_H-2	
538	31.1	AMH	Access Point-Manhole	31	C-1_H-2	H-2
539	31.1	STOP	Stop	31	C-1_H-2	
540	0	START WITH FLOW	Start With Flow	32	F-6_F-5	
541	0	AMH	Access Point-Manhole	32	F-6_F-5	F-6
542	0	MWL	Misc-Water Level	32	F-6_F-5	
544	10	SSS	Surface Spalling	32	F-6_F-5	
545	41.8	CL	Crack-Longitudinal	32	F-6_F-5	
546	43	TAP INSPECTION	Tap Inspection	32	F-6_F-5	
547	50.3	CC	Crack-Circumferential	32	F-6_F-5	
548	58.5	AMH	Access Point-Manhole	32	F-6_F-5	F-5
549	58.5	STOP	Stop	32	F-6_F-5	
550	0	START WITH FLOW	Start With Flow	33	F-5_F-4	
551	0	AMH	Access Point-Manhole	33	F-5_F-4	F-5
552	0	MWL	Misc-Water Level	33	F-5_F-4	
553	4	TAP INSPECTION	Tap Inspection	33	F-5_F-4	
554	0	MWLS	Misc-Water Level-Sag	33	F-5_F-4	

555	26.4	MWLS	Misc-Water Level-Sag	33	F-5_F-4	
556	30.4	MWLS	Misc-Water Level-Sag	33	F-5_F-4	
557	45.1	MWLS	Misc-Water Level-Sag	33	F-5_F-4	
559	67.8	AMH	Access Point-Manhole	33	F-5_F-4	F-4
560	67.8	STOP	Stop	33	F-5_F-4	
561	0	START WITH FLOW	Start With Flow	34	F-4_F-3	
562	0	AMH	Access Point-Manhole	34	F-4_F-3	F-4
563	0	MWL	Misc-Water Level	34	F-4_F-3	
564	33.9	TAP INSPECTION	Tap Inspection	34	F-4_F-3	
565	47	MMC	Misc-Material Change	34	F-4_F-3	VCP TO PVC
566	47.2	FC	Fracture-Circumferential	34	F-4_F-3	
567	50.7	JOM	Joint Offset-Medium	34	F-4_F-3	
568	75.2	TAP INSPECTION	Tap Inspection	34	F-4_F-3	
569	111	TFC	Tap-Factory Made-Capped	34	F-4_F-3	
570	147.6	TFC	Tap-Factory Made-Capped	34	F-4_F-3	
571	157.7	TFC	Tap-Factory Made-Capped	34	F-4_F-3	
572	196.6	AMH	Access Point-Manhole	34	F-4_F-3	F-3
573	196.6	STOP	Stop	34	F-4_F-3	
574	0	START WITH FLOW	Start With Flow	35	F-3_F-2	
575	0	AMH	Access Point-Manhole	35	F-3_F-2	F-3
576	0	MWL	Misc-Water Level	35	F-3_F-2	
578	6	CC	Crack-Circumferential	35	F-3_F-2	
579	15.9	TAP INSPECTION	Tap Inspection	35	F-3_F-2	
580	55.3	TFC	Tap-Factory Made-Capped	35	F-3_F-2	
581	72.2	CC	Crack-Circumferential	35	F-3_F-2	
582	79.6	TFC	Tap-Factory Made-Capped	35	F-3_F-2	
583	81.6	CC	Crack-Circumferential	35	F-3_F-2	
584	111.6	CC	Crack-Circumferential	35	F-3_F-2	
585	113.7	TAP INSPECTION	Tap Inspection	35	F-3_F-2	
586	117	AMH	Access Point-Manhole	35	F-3_F-2	F-2
588	117	STOP	Stop	35	F-3_F-2	
589	0	START WITH FLOW	Start With Flow	36	F-2_F-1	
590	0	AMH	Access Point-Manhole	36	F-2_F-1	F-2
591	0	MWL	Misc-Water Level	36	F-2_F-1	
592	40.5	CC	Crack-Circumferential	36	F-2_F-1	
593	153.1	MMC	Misc-Material Change	36	F-2_F-1	VCP TO PVC
594	153.1	JOM	Joint Offset-Medium	36	F-2_F-1	
595	165.8	MMC	Misc-Material Change	36	F-2_F-1	PVC TO VCP
596	168.6	MMC	Misc-Material Change	36	F-2_F-1	VCP TO PVC
597	168.6	JOL	Joint Offset-Large	36	F-2_F-1	
598	168.6	LR	Line-Right	36	F-2_F-1	
599	175.2	AMH	Access Point-Manhole	36	F-2_F-1	F-1
600	175.2	STOP	Stop	36	F-2_F-1	

TREKK DESIGN GROUP, LLC

Main 4 or 5 Defects
Historic Downtown Branson CCTV

ID	DISTANCE	CODE	CODE LONG	INSPECTION	SEGMENTID	COMMENT
103	107.1	B	Broken	5	B-3_B-2	
162	37.5	B	Broken	12	C-4_C-3	
168	93.6	B	Broken	12	C-4_C-3	POORLY ATTACHED SERVICE.
174	148	IR	Infiltration Runner	12	C-4_C-3	
184	246.7	IR	Infiltration Runner	12	C-4_C-3	
229	160.9	IR	Infiltration Runner	14	C-2_C-1	
231	167	IG	Infiltration Gusher	14	C-2_C-1	
232	172.9	IG	Infiltration Gusher	14	C-2_C-1	
233	178.8	IG	Infiltration Gusher	14	C-2_C-1	
234	185.4	IR	Infiltration Runner	14	C-2_C-1	
252	48.2	IR	Infiltration Runner	15	D-4_D-3	
261	89.8	IR	Infiltration Runner	15	D-4_D-3	
262	89.8	RPPD	Point Repair-Defective	15	D-4_D-3	FAILING POINT REPAIR
311	62	IR	Infiltration Runner	17	D-2_D-1	
312	65.2	IR	Infiltration Runner	17	D-2_D-1	
313	74.7	IR	Infiltration Runner	17	D-2_D-1	
315	83.7	IR	Infiltration Runner	17	D-2_D-1	
316	99.4	IR	Infiltration Runner	17	D-2_D-1	
340	6	HVV	Hole-Void Visible	18	D-1_F-3	
345	68.6	IR	Infiltration Runner	18	D-1_F-3	
363	92.9	HVV	Hole-Void Visible	19	E-3_E-2	IN SERVICE
421	44.5	FH3	Fracture Hinge 3 Point	21	E-2_E-1	
422	48.5	FH3	Fracture Hinge 3 Point	21	E-2_E-1	
470	82.4	HVV	Hole-Void Visible	22	E-1_F-6	

486	72.1	BVV	Broken-Void Visible	23	F-13_F-12
554	0	MWLS	Misc-Water Level-Sag	33	F-5_F-4
555	26.4	MWLS	Misc-Water Level-Sag	33	F-5_F-4

TREKK DESIGN GROUP, LLC

Lateral Inspection Summary
Historic Downtown Branson CCTV

ID	CONNECTION POSITION	LENGTH	ADDRESS	LATERAL ID	PIPE TYPE	PIPE SIZE	STATUS	MAJOR DEFECTS
1	5.8	60	COLLEGE ST & 2ND ST	A-3_A-2 - 1	PVC	4	CAPPED	
2	12.3	5.3	COLLEGE ST & 2ND ST	A-3_A-2 - 2	VCP	6	CAPPED	
3	108.7	30.8	COLLEGE ST & 2ND ST	A-3_A-2 - 3	VCP	4	ACTIVE	
4	103.5	25.1	310 COMMERCIAL ST	A-2_A-1 - 1	VCP	6	OBSTRUCTION	
5	118	26	310 COMMERCIAL ST	A-2_A-1 - 2	VCP	4	ACTIVE	
6	201.8	16.1	310 COMMERCIAL ST	A-2_A-1 - 3	VCP	6	OBSTRUCTION	YES
7	31.5	8.9	SYCAMORE ST	A-1_I-2 - 1	VCP	4	CAPPED	
8	81.4	70.7	SYCAMORE ST	A-1_I-2 - 2	VCP	4	OBSTRUCTION	YES
9	59.6	8.6	2ND ST & PACIFIC ST	B-4_B-3 - 1	CAS	3	CAPPED	
10	110.8	20.9	2ND ST & PACIFIC ST	B-4_B-3 - 2	VCP	6	CAPPED	
11	129.7	131.6	2ND ST & PACIFIC ST	B-4_B-3 - 3	PVC	4	ACTIVE	
12	135.8	3.9	2ND ST & PACIFIC ST	B-4_B-3 - 4	VCP	4	OBSTRUCTION	YES
13	167.4	2	2ND ST & PACIFIC ST	B-4_B-3 - 5	PVC	4	OBSTRUCTION	
14	195.2	6.2	2ND ST & PACIFIC ST	B-4_B-3 - 6	VCP	4	ACTIVE	YES
15	25.5	8.3	COMMERCIAL ST & COLLAGE ST	B-3_B-2 - 1	VCP	4	ACTIVE	YES
16	50.1	90.9	COMMERCIAL ST & COLLAGE ST	B-3_B-2 - 2	VCP	4	ACTIVE	YES
17	68.2	65.4	COMMERCIAL ST & COLLAGE ST	B-3_B-2 - 3	PVC	4	OBSTRUCTION	
18	166.8	8.1	COMMERCIAL ST & COLLAGE ST	B-3_B-2 - 4	VCP	4	OBSTRUCTION	YES
19	226.8	26.4	COMMERCIAL ST & COLLAGE ST	B-3_B-2 - 5	CAS	4	ACTIVE	YES
20	231.9	26.3	COMMERCIAL ST & COLLAGE ST	B-3_B-2 - 6	VCP	6	ACTIVE	YES
21	262.9	44.3	COMMERCIAL ST & COLLAGE ST	B-3_B-2 - 7	PVC	4	ACTIVE	
22	56	107.7	COLLAGE ST & COMMERCIAL ST	B-1_I-1 - 1	PVC	4	ACTIVE	
23	266.1	26.3	SYCAMORE ST & COLLAGE ST	1-2_I-1 - 1	PVC	4	ACTIVE	
24	6.5	13.1	2ND AND MAIN ST	C-4_C-3 - 1	PVC	4	OBSTRUCTION	

25	21.3	7.1	2ND AND MAIN ST	C-4_C-3 - 2	VCP	6	OBSTRUCTION	
26	70.7	102	2ND AND MAIN ST	C-4_C-3 - 3	PVC	4	OBSTRUCTION	
27	85.5	5.1	2ND AND MAIN ST	C-4_C-3 - 4	VCP	4	OBSTRUCTION	YES
28	94.4	22.2	2ND AND MAIN ST	C-4_C-3 - 5	PVC	4	ACTIVE	YES
29	110.3	25.9	2ND AND MAIN ST	C-4_C-3 - 6	VCP	6	ACTIVE	
30	134.8	4	2ND AND MAIN ST	C-4_C-3 - 7	VCP	4	OBSTRUCTION	YES
31	162.4	22.2	2ND AND MAIN ST	C-4_C-3 - 8	VCP	4	ACTIVE	YES
32	175.8	35.2	2ND AND MAIN ST	C-4_C-3 - 9	VCP	6	ACTIVE	
33	211.6	32	2ND AND MAIN ST	C-4_C-3 - 10	VCP	6	ACTIVE	YES
34	236.7	18	2ND AND MAIN ST	C-4_C-3 - 11	VCP	6	ACTIVE	
35	34.3	90.3	2ND ST & PACIFIC ST	C-3_C-2 - 1	VCP	6	ACTIVE	YES
36	89.4	1	2ND ST & PACIFIC ST	C-3_C-2 - 2	PVC	3	OBSTRUCTION	
37	123.5	2.7	2ND ST & PACIFIC ST	C-3_C-2 - 3	VCP	4	CAPPED	
38	277.3	5.3	2ND ST & PACIFIC ST	C-3_C-2 - 4	VCP	6	ACTIVE	YES
39	9.8	31	COMMERCIAL ST & MAIN ST	C-2_C-1 - 1	PVC	6	ACTIVE	
40	55.2	43.9	COMMERCIAL ST & MAIN ST	C-2_C-1 - 2	PVC	6	ACTIVE	
41	88.8	48.1	COMMERCIAL ST & MAIN ST	C-2_C-1 - 3	VCP	4	ACTIVE	
42	107.3	4.3	COMMERCIAL ST & MAIN ST	C-2_C-1 - 4	VCP	6	OBSTRUCTION	
43	130.5	16.4	COMMERCIAL ST & MAIN ST	C-2_C-1 - 5	VCP	4	CAPPED	
44	141.9	20.1	COMMERCIAL ST & MAIN ST	C-2_C-1 - 6	VCP	6	ACTIVE	
45	186.8	3.5	COMMERCIAL ST & MAIN ST	C-2_C-1 - 7	VCP	4	ACTIVE	
46	7	41	2ND ST & MAIN ST	D-4_D-3 - 1	VCP	4	CAPPED	
47	51.6	9.5	2ND ST & MAIN ST	D-4_D-3 - 2	VCP	4	CAPPED	
48	54.4	15.1	2ND ST & MAIN ST	D-4_D-3 - 3	VCP	4	ACTIVE	
49	62.1	7.3	2ND ST & MAIN ST	D-4_D-3 - 4	VCP	6	CAPPED	
50	86.5	74.8	2ND ST & MAIN ST	D-4_D-3 - 5	VCP	4	ACTIVE	YES
51	95.6	5.1	2ND ST & MAIN ST	D-4_D-3 - 6	VCP	6	OBSTRUCTION	
52	200.2	8.4	2ND ST & MAIN ST	D-4_D-3 - 7	VCP	6	OBSTRUCTION	
53	235.4	39.4	2ND ST & MAIN ST	D-4_D-3 - 8	VCP	4	OBSTRUCTION	
54	276.5	41.2	2ND ST & MAIN ST	D-4_D-3 - 9	PVC	4	ACTIVE	
55	277	31.6	2ND ST & MAIN ST	D-4_D-3 - 10	VCP	6	OBSTRUCTION	YES
56	278.3	49.5	2ND ST & MAIN ST	D-4_D-3 - 11	PVC	4	ACTIVE	
57	299.1	48	2ND ST & MAIN ST	D-4_D-3 - 12	PVC	4	ACTIVE	
58	301.4	40.2	2ND ST & MAIN ST	D-4_D-3 - 13	VCP	6	OBSTRUCTION	YES
59	329.2	51.6	2ND ST & MAIN ST	D-4_D-3 - 14	VCP	6	ACTIVE	

60	6.5	12.3	MAIN ST & COMMERCIAL ST	D-3_D-2 - 1	VCP	6	OBSTRUCTION	
61	22.7	8.1	MAIN ST & COMMERCIAL ST	D-3_D-2 - 2	VCP	4	ACTIVE	
62	24.8	7.3	MAIN ST & COMMERCIAL ST	D-3_D-2 - 3	VCP	6	OBSTRUCTION	
63	49.8	9.3	MAIN ST & COMMERCIAL ST	D-3_D-2 - 4	VCP	4	CAPPED	
64	74.1	7.1	MAIN ST & COMMERCIAL ST	D-3_D-2 - 5	VCP	4	ACTIVE	
65	81	8.5	MAIN ST & COMMERCIAL ST	D-3_D-2 - 6	PVC	4	ACTIVE	
66	98.9	15	MAIN ST & COMMERCIAL ST	D-3_D-2 - 7	VCP	4	ACTIVE	
67	106.6	5.2	COMMERCIAL ST & MAIN ST	D-2_D-1 - 1	VCP	4	ACTIVE	YES
68	131.3	30.1	COMMERCIAL ST & MAIN ST	D-2_D-1 - 2	VCP	6	ACTIVE	
69	155.8	5.4	COMMERCIAL ST & MAIN ST	D-2_D-1 - 3	VCP	6	ACTIVE	
70	159	12.2	COMMERCIAL ST & MAIN ST	D-2_D-1 - 4	PVC	4	ACTIVE	
71	180.3	98.4	COMMERCIAL ST & MAIN ST	D-2_D-1 - 5	PVC	4	ACTIVE	
72	6	4.5	MAIN ST & SYCAMORE ST	D-1_F-3 - 1	VCP	6	CAPPED	
73	55.1	2.1	MAIN ST & SYCAMORE ST	D-1_F-3 - 2	CAS	3	OBSTRUCTION	
74	80	63.9	MAIN ST & SYCAMORE ST	D-1_F-3 - 3	VCP	6	ACTIVE	YES
75	22.3	3.9	VETERANS BLVD & ATLANTIC ST	E-3_E-2 - 1	CAS	4	OBSTRUCTION	
76	37.7	20.4	VETERANS BLVD & ATLANTIC ST	E-3_E-2 - 2	VCP	6	OBSTRUCTION	
77	38.7	11.6	VETERANS BLVD & ATLANTIC ST	E-3_E-2 - 3	VCP	4	ACTIVE	
78	77.5	8.1	VETERANS BLVD & ATLANTIC ST	E-3_E-2 - 4	VCP	4	OBSTRUCTION	
79	92.9	2.8	VETERANS BLVD & ATLANTIC ST	E-3_E-2 - 5	VCP	6	ACTIVE	
80	99.7	71.1	VETERANS BLVD & ATLANTIC ST	E-3_E-2 - 6	PVC	4	ACTIVE	
81	152	66.8	VETERANS BLVD & ATLANTIC ST	E-3_E-2 - 7	PVC	4	ACTIVE	
82	173.4	28.5	VETERANS BLVD & ATLANTIC ST	E-3_E-2 - 8	VCP	4	ACTIVE	
83	176.5	48.2	VETERANS BLVD & ATLANTIC ST	E-3_E-2 - 9	VCP	4	OBSTRUCTION	
84	236.1	5	VETERANS BLVD & ATLANTIC ST	E-3_E-2 - 10	VCP	4	CAPPED	
85	28.7	6.3	2ND ST & ATLANTIC ST	E-4_E-3 - 1	VCP	6	OBSTRUCTION	
86	154.3	10	2ND ST & ATLANTIC ST	E-4_E-3 - 2	VCP	6	ACTIVE	YES
87	55.6	6	COMMERCIAL ST & ATLANTIC ST	E-2_E-1 - 1	VCP	4	OBSTRUCTION	
88	83.2	15.9	COMMERCIAL ST & ATLANTIC ST	E-2_E-1 - 2	VCP	4	OBSTRUCTION	
89	112.2	50.5	COMMERCIAL ST & ATLANTIC ST	E-2_E-1 - 3	PVC	4	ACTIVE	
90	144.6	43.1	COMMERCIAL ST & ATLANTIC ST	E-2_E-1 - 4	VCP	6	OBSTRUCTION	YES
91	147.9	50	COMMERCIAL ST & ATLANTIC ST	E-2_E-1 - 5	VCP	4	ACTIVE	
92	149.3	9	COMMERCIAL ST & ATLANTIC ST	E-2_E-1 - 6	VCP	4	OBSTRUCTION	
93	155	45	COMMERCIAL ST & ATLANTIC ST	E-2_E-1 - 7	VCP	4	ACTIVE	YES
94	81.9	68	COMMERCIAL ST & ATLANTIC ST	E-1_F-6 - 1	CAS	4	OBSTRUCTION	

95	118	1.1	COMMERCIAL ST & ATLANTIC ST	E-1_F-6 - 2	VCP	4	OBSTRUCTION	YES
96	69.7	57.2	HWY 65 & OKLAHOMA ST	F-13_F-12 - 1	PVC	4	ACTIVE	
97	99	32	COMMERCIAL ST	F-10_F-9 - 1	PVC	4	CAPPED	
98	30.6	46.1	OKLAHOMA ST	F-8_F-7 - 1	PVC	4	ACTIVE	
99	96.6	47	OKLAHOMA ST	F-8_F-7 - 2	PVC	4	ACTIVE	
100	140.4	22.7	OKLAHOMA ST	F-8_F-7 - 3	PVC	4	OBSTRUCTION	
101	61	26.7	OKLAHOMA ST	F-12_F-11 - 1	PVC	4	ACTIVE	
102	211	58.2	OKLAHOMA ST	F-12_F-11 - 2	PVC	4	ACTIVE	
103	43	42	SYCAMORE ST	F-6_F-5 - 1	PVC	4	CAPPED	
104	4	26.9	SYACAMOR ST	F-5_F-4 - 1	PVC	4	ACTIVE	
105	33.9	1.1	SYCAMORE ST	F-4_F-3 - 1	VCP	4	OBSTRUCTION	
106	75.2	40	SYCAMORE ST	F-4_F-3 - 2	PVC	4	ACTIVE	
107	15.9	55.2	SYCAMORE ST	F-3_F-2 - 1	PVC	4	ACTIVE	
108	113.7	8.2	SYCAMORE ST	F-3_F-2 - 2	VCP	6	ACTIVE	

TREKK DESIGN GROUP, LLC

Lateral Observation Summary
Historic Downtown Branson CCTV

ID	DISTANCE	CODE	CLOCK FROM	CLOCK TO	COMMENT	LATERAL ID	LATERAL INSPECTION
1	0	START AGAINST FLOW				A-3_A-2 - 1	1
2	0	End of Pipe			MAIN LINE CONNECT	A-3_A-2 - 1	1
3	0	Water Level				A-3_A-2 - 1	1
4	60	End of Pipe			CAPPED	A-3_A-2 - 1	1
5	60	STOP				A-3_A-2 - 1	1
6	0	START AGAINST FLOW				A-3_A-2 - 2	2
7	0	End of Pipe			MAIN LINE CONNECT	A-3_A-2 - 2	2
8	5.3	End of Pipe			CAPPED	A-3_A-2 - 2	2
9	0	Water Level				A-3_A-2 - 2	2
10	5.3	STOP				A-3_A-2 - 2	2
11	0	START AGAINST FLOW				A-3_A-2 - 3	3
12	0	End of Pipe			MAIN LINE CONNECT	A-3_A-2 - 3	3
13	0	Water Level				A-3_A-2 - 3	3
14	5.6	Alignment Left			DEPTH 2.8	A-3_A-2 - 3	3
15	21.2	Joint Offset Medium				A-3_A-2 - 3	3
16	30.1	Joint Offset Medium				A-3_A-2 - 3	3
17	30.5	Tap Break-In	3			A-3_A-2 - 3	3
18	30.5	End of Pipe			CANNOT PASS BEND INTO SERVICE DEPTH 3.4	A-3_A-2 - 3	3
19	30.8	STOP				A-3_A-2 - 3	3
20	0	START AGAINST FLOW				A-2_A-1 - 1	4
21	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.2	A-2_A-1 - 1	4
22	0	Water Level				A-2_A-1 - 1	4
23	0	Crack Circumferential	4	8		A-2_A-1 - 1	4
24	12.7	Deposits Settled Fine	4	8		A-2_A-1 - 1	4
25	25.1	Deposits Settled Fine	4	8		A-2_A-1 - 1	4
26	25.1	Survey Abandoned			CANNOT PASS DEBRIS DEPTH 5.0	A-2_A-1 - 1	4
27	0	START AGAINST FLOW				A-2_A-1 - 2	5
28	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	A-2_A-1 - 2	5
29	26	Building Connection				A-2_A-1 - 2	5
30	0	Water Level				A-2_A-1 - 2	5
31	26	End of Pipe			BUILDING	A-2_A-1 - 2	5
32	26	STOP				A-2_A-1 - 2	5
33	0	START AGAINST FLOW				A-2_A-1 - 3	6
34	0	End of Pipe			MAIN LINE CONNECT DEPTH 5.3	A-2_A-1 - 3	6
35	0	Water Level				A-2_A-1 - 3	6
36	0	Crack Longitudinal	9	9		A-2_A-1 - 3	6
37	10	Crack Circumferential	9	5		A-2_A-1 - 3	6
38	10	Joint Offset Medium				A-2_A-1 - 3	6
39	11	Crack Longitudinal-3-Hinge	12	12		A-2_A-1 - 3	6
41	15.6	Crack Longitudinal-3-Hinge	12	12		A-2_A-1 - 3	6
42	16.1	Survey Abandoned			CANNOT PASS DEBRIS IN LINE	A-2_A-1 - 3	6
43	0	START AGAINST FLOW				A-1_I-2 - 1	7
44	0	End of Pipe			MAIN LINE CONNECT DEPTH 7.0	A-1_I-2 - 1	7
45	0	Water Level				A-1_I-2 - 1	7
46	2.3	Joint Offset Large				A-1_I-2 - 1	7
47	8.9	End of Pipe			CAPPED, ABANDONED	A-1_I-2 - 1	7
48	8.9	STOP				A-1_I-2 - 1	7
49	0	START AGAINST FLOW				A-1_I-2 - 2	8
50	0	End of Pipe			MAIN LINE CONNECT	A-1_I-2 - 2	8
51	0	Water Level				A-1_I-2 - 2	8

52	0	Crack Longitudinal	2	2		A-1_I-2 - 2	8
53	2.5	Hole	11	1		A-1_I-2 - 2	8
54	9.7	Deposits Attached Encrustation	5	7		A-1_I-2 - 2	8
55	27	Roots Fine Joint	12			A-1_I-2 - 2	8
56	28	Tap Break-In	10			A-1_I-2 - 2	8
57	33.8	Deposits Attached Encrustation	7	9		A-1_I-2 - 2	8
58	33.8	Building Connection			DEPTH 5.0	A-1_I-2 - 2	8
59	66	Deposits Attached Encrustation	4	7		A-1_I-2 - 2	8
60	70	Tap Break-In	2			A-1_I-2 - 2	8
61	70.6	Deposits Attached Encrustation	4	7		A-1_I-2 - 2	8
62	70.7	Survey Abandoned			CANNOT PASS DEPOSITS, UNDER BUILDING	A-1_I-2 - 2	8
63	0	START AGAINST FLOW				B-4_B-3 - 1	9
64	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	B-4_B-3 - 1	9
65	0	Water Level				B-4_B-3 - 1	9
66	8.6	General Observation			CAPPED	B-4_B-3 - 1	9
67	8.6	Survey Abandoned			CAPPED PIPE	B-4_B-3 - 1	9
68	0	START AGAINST FLOW				B-4_B-3 - 2	10
69	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	B-4_B-3 - 2	10
70	0	Water Level				B-4_B-3 - 2	10
71	0	Joint Offset Medium				B-4_B-3 - 2	10
72	20.9	General Observation			CAPPED DEPTH 7.0	B-4_B-3 - 2	10
73	20.9	Survey Abandoned			CAPPED SERVICE	B-4_B-3 - 2	10
74	0	START AGAINST FLOW				B-4_B-3 - 3	11
75	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	B-4_B-3 - 3	11
76	0	Water Level				B-4_B-3 - 3	11
77	30.3	Alignment Right				B-4_B-3 - 3	11
78	34.4	Tap Break-In Active	12		CLEAN OUT	B-4_B-3 - 3	11
79	131.6	General Observation			REACHED THE THE END OF THE PUSH CABLE. DEPTH 4.0	B-4_B-3 - 3	11
80	131.6	Survey Abandoned			END OF CABLE	B-4_B-3 - 3	11
81	0	START AGAINST FLOW				B-4_B-3 - 4	12
82	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	B-4_B-3 - 4	12
83	0	Water Level				B-4_B-3 - 4	12
84	0	Fracture Longitudinal	3			B-4_B-3 - 4	12
85	3.9	Survey Abandoned			ABANDONED SERVICE DEPTH 3.9	B-4_B-3 - 4	12
86	0	START AGAINST FLOW				B-4_B-3 - 5	13
87	0	End of Pipe			MAIN LINE CONNECT	B-4_B-3 - 5	13
88	0	Water Level				B-4_B-3 - 5	13
89	0	Obstacle	6		ELASTIC IN PIPE	B-4_B-3 - 5	13
90	2	Survey Abandoned			BLOCKED BY OBSTICLE IN PIPE	B-4_B-3 - 5	13
91	0	START AGAINST FLOW				B-4_B-3 - 6	14
92	0	Manhole			MAIN LINE CONNECT DEPTH 4.0	B-4_B-3 - 6	14
93	0	Water Level				B-4_B-3 - 6	14
94	0.6	Crack Longitudinal	1	1		B-4_B-3 - 6	14
95	3.9	Fracture Circumferential	12	12		B-4_B-3 - 6	14
96	3.9	Building Connection				B-4_B-3 - 6	14
97	6.2	Survey Abandoned			UNDERNEATH BUILDING	B-4_B-3 - 6	14
98	0	START AGAINST FLOW				B-3_B-2 - 1	15
99	0	End of Pipe			MAIN LINE CONNECT DEPTH 5.0	B-3_B-2 - 1	15
100	0	Water Level				B-3_B-2 - 1	15
101	0	Fracture Circumferential	9	11		B-3_B-2 - 1	15
102	8.3	Building Connection			DEPTH 3.2	B-3_B-2 - 1	15
103	8.3	Survey Abandoned			REACHED BUILDING	B-3_B-2 - 1	15
104	0	START AGAINST FLOW				B-3_B-2 - 2	16
105	0	End of Pipe			MAIN LINE CONNECT DEPTH 5.0	B-3_B-2 - 2	16
106	0	Water Level				B-3_B-2 - 2	16
107	8.8	Building Connection			DEPTH 3.0	B-3_B-2 - 2	16
108	22.9	Deposits Attached Encrustation	2	5		B-3_B-2 - 2	16
109	42.8	Tap Break-In	9			B-3_B-2 - 2	16
110	88.3	Fracture Circumferential	12	12		B-3_B-2 - 2	16
111	88.9	Tap Break-In	9			B-3_B-2 - 2	16

112	90.9	Tap Break-In Active	10			B-3_B-2 - 2	16
113	90.9	Survey Abandoned			REACHED THE END OF THE PIPE	B-3_B-2 - 2	16
114	0	START AGAINST FLOW				B-3_B-2 - 3	17
115	0	End of Pipe			MAIN LINE CONNECT DEPTH 5.0	B-3_B-2 - 3	17
116	0	Water Level				B-3_B-2 - 3	17
117	2.9	Material Change			PVC TO VCP	B-3_B-2 - 3	17
118	8.2	Deposits Attached Encrustation	8	4		B-3_B-2 - 3	17
119	28.9	Roots Fine Joint	12			B-3_B-2 - 3	17
120	30.7	Roots Medium Joint	7	5		B-3_B-2 - 3	17
121	61.6	Roots Medium Joint	12	5		B-3_B-2 - 3	17
122	65.4	General Observation			DEPTH 4.0 LOCATED IN SIDEWALK	B-3_B-2 - 3	17
123	65.4	Deposits Attached Encrustation	8	4		B-3_B-2 - 3	17
124	65.4	Survey Abandoned			COULD NOT PUSH CABLE AN FURTHER	B-3_B-2 - 3	17
125	0	START AGAINST FLOW				B-3_B-2 - 5	18
126	0	End of Pipe			MAIN LINE CONNECT DEPTH 7.0	B-3_B-2 - 4	18
127	0	Water Level				B-3_B-2 - 4	18
128	3.3	Fracture Circumferential	12	12		B-3_B-2 - 4	18
129	3.9	Joint Offset Medium				B-3_B-2 - 4	18
130	6.9	Fracture Circumferential	12	12		B-3_B-2 - 4	18
131	6.9	Building Connection			DEPTH 5.0	B-3_B-2 - 4	18
132	7.5	Broken	6			B-3_B-2 - 4	18
133	8.1	Survey Abandoned			AT BUILDING	B-3_B-2 - 4	18
134	0	START AGAINST FLOW				B-3_B-2 - 5	19
135	0	End of Pipe			MAIN LINE CONNECT DEPTH 8.0	B-3_B-2 - 5	19
136	0	Water Level				B-3_B-2 - 5	19
137	0	Fracture Longitudinal	3			B-3_B-2 - 5	19
138	4.8	Material Change			CAST TO PVC	B-3_B-2 - 5	19
139	11.1	Material Change			PVC TO CAST	B-3_B-2 - 5	19
140	26.4	Building Connection			DEPTH 6.0	B-3_B-2 - 5	19
141	26.4	Survey Abandoned			UNDER BUILDING	B-3_B-2 - 5	19
142	0	START AGAINST FLOW				B-3_B-2 - 6	20
143	0	Manhole			MAIN LINE CONNECT DEPTH 8.5	B-3_B-2 - 6	20
144	0	Water Level				B-3_B-2 - 6	20
145	0	Joint Offset Medium				B-3_B-2 - 6	20
146	5.1	Deposits Attached Encrustation	12	2		B-3_B-2 - 6	20
147	7.6	Material Change			VCP TO PVC	B-3_B-2 - 6	20
148	7.6	Alignment Right				B-3_B-2 - 6	20
149	9.7	Material Change			PVC TO VCP	B-3_B-2 - 6	20
150	15.7	Deposits Attached Encrustation	4	8		B-3_B-2 - 6	20
151	18.2	Fracture Circumferential	12	12		B-3_B-2 - 6	20
152	26.3	Building Connection			DEPTH 8.0	B-3_B-2 - 6	20
153	26.3	Deposits Attached Encrustation	4	8		B-3_B-2 - 6	20
154	26.3	Survey Abandoned			REACHED BUILDING, END OF INSPECTION	B-3_B-2 - 6	20
155	0	START AGAINST FLOW				B-3_B-2 - 7	21
156	0	End of Pipe			MAIN LINE CONNECT DEPTH 9.0	B-3_B-2 - 7	21
157	0	Water Level				B-3_B-2 - 7	21
158	6.3	Material Change			PVC TO CAST	B-3_B-2 - 7	21
159	42.5	Tap Break-In	12			B-3_B-2 - 7	21
160	44.3	Survey Abandoned			COULD NOT PUSH CABLE AROUND BEND DEPTH 5.0	B-3_B-2 - 7	21
161	0	START AGAINST FLOW				B-1_I-1 - 1	22
162	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	B-1_I-1 - 1	22
163	0	Water Level				B-1_I-1 - 1	22
164	0	Intruding Sealing Ring	10	1		B-1_I-1 - 1	22
165	100.4	Building Connection			DEPTH 2.4	B-1_I-1 - 1	22
166	92.7	Material Change			PVC TO VCP	B-1_I-1 - 1	22
167	107.7	General Observation			UNDER BUILDING, END OF INSPECTION	B-1_I-1 - 1	22
168	107.7	Survey Abandoned			END OF INSPECTION	B-1_I-1 - 1	22
169	0	START AGAINST FLOW				1-2_I-1 - 1	23
170	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	1-2_I-1 - 1	23
171	0	Water Level				1-2_I-1 - 1	23

172	26.3	General Observation			GOES TO ABANDONED LOT DEPTH 5.0	1-2_I-1 - 1	23
173	26.3	Survey Abandoned			END OF INSPECTION	1-2_I-1 - 1	23
174	0	START AGAINST FLOW				C-4_C-3 - 1	24
175	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	C-4_C-3 - 1	24
176	0	Water Level				C-4_C-3 - 1	24
177	2.3	Alignment Left				C-4_C-3 - 1	24
178	3	Deposits Settled Gravel	6			C-4_C-3 - 1	24
179	13.1	Alignment Right				C-4_C-3 - 1	24
180	13.1	General Observation			ABANDONED SERVICE DEPTH 7	C-4_C-3 - 1	24
181	13.1	Survey Abandoned			END OF INSPECTION	C-4_C-3 - 1	24
182	0	START AGAINST FLOW				C-4_C-3 - 2	25
183	0	End of Pipe			MAIN LINE CONNECT DEPTH 7.0	C-4_C-3 - 2	25
184	0	Water Level				C-4_C-3 - 2	25
185	0	Crack Circumferential	6	10		C-4_C-3 - 2	25
186	7.1	General Observation			ABANDONED DEPTH 6.5	C-4_C-3 - 2	25
187	7.1	Survey Abandoned			END OF INSPECTION	C-4_C-3 - 2	25
188	0	START AGAINST FLOW				C-4_C-3 - 3	26
189	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	C-4_C-3 - 3	26
190	0	Water Level				C-4_C-3 - 3	26
191	18.3	Alignment Left				C-4_C-3 - 3	26
192	92.7	Tap Break-In	12		CLEANOUT	C-4_C-3 - 3	26
193	94.9	Tap Break-In Active	3			C-4_C-3 - 3	26
194	93	Material Change			PVC TO VCP	C-4_C-3 - 3	26
195	101.9	Deposits Settled	12	12	LARGE DEBRIS	C-4_C-3 - 3	26
196	101.9	Survey Abandoned			CANNOT GO ANY FURTHER.	C-4_C-3 - 3	26
197	0	START AGAINST FLOW				C-4_C-3 - 4	27
198	0	End of Pipe			MAIN LINE CONNECT DEPTH 5.0	C-4_C-3 - 4	27
199	0	Water Level				C-4_C-3 - 4	27
200	0.6	Crack Circumferential	2	3		C-4_C-3 - 4	27
201	2	Broken	12	12		C-4_C-3 - 4	27
202	4.5	Broken	12	12		C-4_C-3 - 4	27
203	5.1	General Observation			CANNOT PASS BROKEN PIPE DEPTH 5.0	C-4_C-3 - 4	27
204	5.1	Survey Abandoned			END OF INSPECTION	C-4_C-3 - 4	27
205	0	START AGAINST FLOW				C-4_C-3 - 5	28
206	0	End of Pipe			MAIN LINE CONNECT DEPTH 5.0	C-4_C-3 - 5	28
207	0	Water Level				C-4_C-3 - 5	28
208	10.6	Broken	12		PVC IS CRACKED	C-4_C-3 - 5	28
209	22.2	Building Connection			REACHED BUILDING	C-4_C-3 - 5	28
210	22.2	Survey Abandoned			END OF INSPECTION	C-4_C-3 - 5	28
211	0	START AGAINST FLOW				C-4_C-3 - 6	29
212	0	End of Pipe			MAIN LINE CONNECT DEPTH 5.0	C-4_C-3 - 6	29
213	0	Water Level				C-4_C-3 - 6	29
214	10.6	Deposits Attached Encrustation	7	5		C-4_C-3 - 6	29
215	15	Crack Circumferential	12	1		C-4_C-3 - 6	29
216	17.5	Deposits Attached Encrustation	7	3		C-4_C-3 - 6	29
217	18.4	Crack Circumferential	9	2		C-4_C-3 - 6	29
218	18.4	Alignment Right				C-4_C-3 - 6	29
219	25.9	Deposits Attached Encrustation	7	5		C-4_C-3 - 6	29
220	25.9	Building Connection			UNDER BUILDING	C-4_C-3 - 6	29
221	25.9	Survey Abandoned			END OF INSPECTION	C-4_C-3 - 6	29
222	0	START AGAINST FLOW				C-4_C-3 - 7	30
223	0	End of Pipe			MAIN LINE CONNECT DEPTH 5.0	C-4_C-3 - 7	30
224	0	Water Level				C-4_C-3 - 7	30
225	0.2	Fracture Longitudinal	9			C-4_C-3 - 7	30
226	1	Crack Circumferential	12	3		C-4_C-3 - 7	30
227	2.1	Tap Break-In	3			C-4_C-3 - 7	30
228	4	Building Connection			AT BUILDING, DEPTH 4.8	C-4_C-3 - 7	30
229	4	Survey Abandoned			END OF INSPECTION	C-4_C-3 - 7	30
230	0	START AGAINST FLOW				C-4_C-3 - 8	31
231	0	End of Pipe			MAIN LINE CONNECT DEPTH 5.0	C-4_C-3 - 8	31

232	0	Water Level				C-4_C-3 - 8	31
233	2.3	Tap Break-In	3			C-4_C-3 - 8	31
234	5.3	Shape or Size Change				C-4_C-3 - 8	31
235	16.8	Broken	1	6		C-4_C-3 - 8	31
236	22.2	Joint Offset Large				C-4_C-3 - 8	31
237	22.2	Building Connection			REACHED BUILDING	C-4_C-3 - 8	31
238	22.2	Survey Abandoned			END OF INSPECTION	C-4_C-3 - 8	31
239	0	START AGAINST FLOW				C-4_C-3 - 9	32
240	0	End of Pipe			MAIN LINE CONNECT DEPTH 5.0	C-4_C-3 - 9	32
241	0	Water Level				C-4_C-3 - 9	32
242	1.7	Joint Offset Medium				C-4_C-3 - 9	32
243	2.8	Crack Longitudinal	9	9		C-4_C-3 - 9	32
244	30.7	Deposits Attached Encrustation	7	11		C-4_C-3 - 9	32
245	31.8	Tap Break-In Active	2			C-4_C-3 - 9	32
246	35.2	Building Connection			BUILDING	C-4_C-3 - 9	32
247	35.2	Survey Abandoned			END OF INSPECTION	C-4_C-3 - 9	32
248	0	START AGAINST FLOW				C-4_C-3 - 10	33
249	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	C-4_C-3 - 10	33
250	0	Water Level				C-4_C-3 - 10	33
251	0	Crack Circumferential	2	6		C-4_C-3 - 10	33
252	9.3	Deposits Attached Encrustation	2	10		C-4_C-3 - 10	33
253	11.6	Deposits Attached Encrustation	1	5		C-4_C-3 - 10	33
254	12.7	Broken	11	12		C-4_C-3 - 10	33
255	30	Crack Circumferential	11	4		C-4_C-3 - 10	33
256	31.9	Building Connection			UNDER BUILDING DEPTH 5.0	C-4_C-3 - 10	33
257	31.9	Survey Abandoned			END OF INSPECTION	C-4_C-3 - 10	33
258	0	START AGAINST FLOW				C-4_C-3 - 11	34
259	0	End of Pipe			MAIN LINE CONNECT DEPTH 8.0	C-4_C-3 - 11	34
260	0	Water Level				C-4_C-3 - 11	34
261	1.3	Tap Break-In	2			C-4_C-3 - 11	34
262	18	General Observation			APPEARS TO BE CAPPED, THERE IS AN ACTIVE SERVICE, AT 1.0 INSIDE DEPTH 6.0	C-4_C-3 - 11	34
263	18	Survey Abandoned			END OF INSPECTION	C-4_C-3 - 11	34
264	0	START AGAINST FLOW				C-3_C-2 - 1	35
265	0	End of Pipe			MAIN LINE CONNECT DEPTH 8.0	C-3_C-2 - 1	35
266	0	Water Level				C-3_C-2 - 1	35
267	0	Fracture Circumferential	7	10		C-3_C-2 - 1	35
268	2.2	Infiltration Runner	9			C-3_C-2 - 1	35
269	6.3	Joint Offset Medium				C-3_C-2 - 1	35
270	9.6	Alignment Right				C-3_C-2 - 1	35
271	12.3	Broken	12	12		C-3_C-2 - 1	35
272	15.6	Broken	12	12		C-3_C-2 - 1	35
273	15.9	Broken	9	3		C-3_C-2 - 1	35
274	15.9	Joint Offset Medium				C-3_C-2 - 1	35
275	20.9	Hole	12			C-3_C-2 - 1	35
276	27.2	Tap Break-In	9			C-3_C-2 - 1	35
277	31.3	Joint Seperated Medium				C-3_C-2 - 1	35
278	31.3	Deposits Attached Encrustation	9	5		C-3_C-2 - 1	35
279	38	Deposits Attached Encrustation	6	9		C-3_C-2 - 1	35
280	38	Joint Seperated Medium				C-3_C-2 - 1	35
281	46.2	Deposits Attached Encrustation	12	3		C-3_C-2 - 1	35
282	83.8	Tap Break-In Capped	9			C-3_C-2 - 1	35
283	86.3	Tap Break-In Active	3			C-3_C-2 - 1	35
284	90.3	General Observation			CANNOT PUSH CABLE ANY FURTHER, DUE TO INTERFERENCE WE COULD NOT LOCATE ABOVE GROUND. END OF INSPECTION	C-3_C-2 - 1	35
286	90.3	Survey Abandoned			END OF INSPECTION	C-3_C-2 - 1	35
287	0	START AGAINST FLOW				C-3_C-2 - 2	36
288	0	End of Pipe			MAIN LINE CONNECT DEPTH 9.0	C-3_C-2 - 2	36
289	0	Water Level				C-3_C-2 - 2	36
290	0.4	Joint Seperated Medium				C-3_C-2 - 2	36
291	1	General Observation			FILLED IN CAPPED	C-3_C-2 - 2	36
292	1	Survey Abandoned			END OF INSPECTION	C-3_C-2 - 2	36

293	0	START AGAINST FLOW				C-3_C-2 - 3	37
294	0	Manhole			MAIN LINE CONNECT DEPTH 9.0	C-3_C-2 - 3	37
295	0	Water Level				C-3_C-2 - 3	37
296	2.7	General Observation			CAPPED	C-3_C-2 - 3	37
297	2.7	Survey Abandoned			END OF INSPECTION	C-3_C-2 - 3	37
298	0	START AGAINST FLOW				C-3_C-2 - 4	38
299	0	End of Pipe			MAIN LINE CONNECT DEPTH 9.0	C-3_C-2 - 4	38
300	0	Water Level				C-3_C-2 - 4	38
301	0	Hole	3	6		C-3_C-2 - 4	38
302	2	Tap Break-In	9			C-3_C-2 - 4	38
303	5.3	Shape or Size Change				C-3_C-2 - 4	38
304	5.3	Building Connection				C-3_C-2 - 4	38
305	5.3	Survey Abandoned			END OF INSPECTION	C-3_C-2 - 4	38
306	0	START AGAINST FLOW				C-2_C-1 - 1	39
307	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	C-2_C-1 - 1	39
308	31	Building Connection			DEPTH 5.0	C-2_C-1 - 1	39
309	0	Water Level				C-2_C-1 - 1	39
310	31	Survey Abandoned			END OF INSPECTION	C-2_C-1 - 1	39
311	0	START AGAINST FLOW				C-2_C-1 - 2	40
312	0	End of Pipe			MAIN LINE CONNECT DEPTH 9.0	C-2_C-1 - 2	40
313	0	Water Level				C-2_C-1 - 2	40
314	43.9	Building Connection			DEPTH 7.0	C-2_C-1 - 2	40
315	43.9	Survey Abandoned			END OF INSPECTION.	C-2_C-1 - 2	40
316	0	START AGAINST FLOW				C-2_C-1 - 3	41
318	0	End of Pipe			MAIN LINE CONNECT DEPTH 7.0	C-2_C-1 - 3	41
319	0	Water Level				C-2_C-1 - 3	41
320	48.1	Building Connection			DEPTH 5.0	C-2_C-1 - 3	41
321	48.1	Survey Abandoned			END OF INSPECTION	C-2_C-1 - 3	41
322	0	START AGAINST FLOW				C-2_C-1 - 4	42
323	0	End of Pipe			MAIN LINE CONNECT DEPTH 5.0	C-2_C-1 - 4	42
324	0	Water Level				C-2_C-1 - 4	42
325	2	Shape or Size Change				C-2_C-1 - 4	42
326	3.7	Deposits Attached Encrustation	2	6		C-2_C-1 - 4	42
327	4.3	General Observation			CANNOT PASS THE DEPOSITS	C-2_C-1 - 4	42
328	4.3	Survey Abandoned			END OF INSPECTION DEPTH 5.0	C-2_C-1 - 4	42
329	0	START AGAINST FLOW				C-2_C-1 - 5	43
330	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	C-2_C-1 - 5	43
331	0	Water Level				C-2_C-1 - 5	43
332	2.8	Intruding Sealing Grout	7	6		C-2_C-1 - 5	43
333	3.6	Material Change			VCP TO PVC	C-2_C-1 - 5	43
334	16.4	Material Change			PVC TO VCP	C-2_C-1 - 5	43
335	16.4	General Observation			CAPPED, DEPTH 3.0	C-2_C-1 - 5	43
336	16.4	Survey Abandoned			END OF INSPECITON	C-2_C-1 - 5	43
337	0	START AGAINST FLOW				C-2_C-1 - 6	44
338	0	End of Pipe			MAIN LINE CONNECT DEPTH 7.0	C-2_C-1 - 6	44
339	7.2	Infiltration Dripper	1			C-2_C-1 - 6	44
340	8.1	Deposits Attached Grease	7	5		C-2_C-1 - 6	44
341	10.5	Building Connection			DEPTH 7.0	C-2_C-1 - 6	44
342	20.1	Joint Offset Medium				C-2_C-1 - 6	44
343	20.1	General Observation			UNDER BUILDING	C-2_C-1 - 6	44
344	0	Water Level				C-2_C-1 - 6	44
345	20.1	Survey Abandoned			END OF INSPECTION	C-2_C-1 - 6	44
346	0	START AGAINST FLOW				C-2_C-1 - 7	45
347	0	End of Pipe			MAIN LINE CONNECT DEPTH 3.0	C-2_C-1 - 7	45
348	0	Water Level				C-2_C-1 - 7	45
350	3.5	Material Change			VCP TO CAST	C-2_C-1 - 7	45
351	3.5	Building Connection			DEPTH 3.0	C-2_C-1 - 7	45
352	3.5	Survey Abandoned			END OF INSPECTION	C-2_C-1 - 7	45
353	0	START AGAINST FLOW				D-4_D-3 - 1	46
354	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	D-4_D-3 - 1	46

355	0	Water Level				D-4_D-3 - 1	46
356	7.2	Crack Longitudinal	1	1		D-4_D-3 - 1	46
357	9.5	Crack Circumferential	1	5		D-4_D-3 - 1	46
358	11.9	Crack Circumferential	7	2		D-4_D-3 - 1	46
359	41	General Observation			CAPPED	D-4_D-3 - 1	46
360	41	Survey Abandoned			END OF INSPECTION	D-4_D-3 - 1	46
361	0	START AGAINST FLOW				D-4_D-3 - 2	47
362	0	End of Pipe			MAIN LINE CONNECT DEPTH 3.0	D-4_D-3 - 2	47
363	0	Water Level				D-4_D-3 - 2	47
364	3.1	Deposits Attached Encrustation	2	5		D-4_D-3 - 2	47
365	4.5	Deposits Settled Fine	4	8		D-4_D-3 - 2	47
366	6.3	Deposits Attached Encrustation	12	12		D-4_D-3 - 2	47
367	9.5	General Observation			CAPPED DEPTH 2.0	D-4_D-3 - 2	47
368	9.5	Survey Abandoned			END OF INSPECTION	D-4_D-3 - 2	47
369	0	START AGAINST FLOW				D-4_D-3 - 3	48
370	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	D-4_D-3 - 3	48
371	0	Water Level				D-4_D-3 - 3	48
372	7.6	Joint Offset Medium				D-4_D-3 - 3	48
373	12	Joint Offset Medium				D-4_D-3 - 3	48
374	14.1	Joint Offset Medium				D-4_D-3 - 3	48
375	15.1	Crack Longitudinal	3	3		D-4_D-3 - 3	48
376	15.1	Building Connection			DEPTH 3.0	D-4_D-3 - 3	48
377	15.1	Survey Abandoned			END OF INSPECTION	D-4_D-3 - 3	48
378	0	START AGAINST FLOW				D-4_D-3 - 4	49
379	0	End of Pipe			MAIN LINE CONNECT DEPTH 5.0	D-4_D-3 - 4	49
380	0	Water Level				D-4_D-3 - 4	49
381	0	Crack Circumferential	9	11		D-4_D-3 - 4	49
382	0	Deposits Attached Encrustation	3	9		D-4_D-3 - 4	49
383	6.2	Crack Circumferential	11	1		D-4_D-3 - 4	49
384	7.3	General Observation			CAPPED DEPTH 4.0	D-4_D-3 - 4	49
385	7.3	Deposits Attached Encrustation	4	8		D-4_D-3 - 4	49
386	7.3	Survey Abandoned			END OF INSPECTION	D-4_D-3 - 4	49
387	0	START AGAINST FLOW				D-4_D-3 - 5	50
388	0	End of Pipe			MAIN LINE CONNECT DEPTH 5.0	D-4_D-3 - 5	50
389	0	Water Level				D-4_D-3 - 5	50
390	22.3	Alignment Left				D-4_D-3 - 5	50
391	25.7	Fracture Circumferential	12	12		D-4_D-3 - 5	50
392	39.8	Crack Circumferential	10	12		D-4_D-3 - 5	50
393	74.8	Building Connection			DEPTH 2.0	D-4_D-3 - 5	50
394	74.8	Survey Abandoned			END OF INSPECTION	D-4_D-3 - 5	50
395	0	START AGAINST FLOW				D-4_D-3 - 6	51
396	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	D-4_D-3 - 6	51
397	0	Water Level				D-4_D-3 - 6	51
398	0	Deposits Attached Encrustation	4	8		D-4_D-3 - 6	51
399	2.5	Shape or Size Change				D-4_D-3 - 6	51
400	4.7	Crack Circumferential	10	1		D-4_D-3 - 6	51
401	5.1	General Observation			POORLY CAPPED, WATER IS BYPASSING THE CAP.	D-4_D-3 - 6	51
402	5.1	Survey Abandoned			END OF INSPECTION DEPTH 4.0	D-4_D-3 - 6	51
403	0	START AGAINST FLOW				D-4_D-3 - 7	52
404	0	End of Pipe			MAIN LINE CONNECT DEPTH 3.0	D-4_D-3 - 7	52
405	0	Water Level				D-4_D-3 - 7	52
406	0	Crack Longitudinal	9	9		D-4_D-3 - 7	52
407	3.1	Deposits Attached Encrustation	12	12		D-4_D-3 - 7	52
408	6.6	Joint Offset Large				D-4_D-3 - 7	52
409	6.6	Material Change			VCP TO PVC	D-4_D-3 - 7	52
410	8.4	General Observation			COULD NOT PUSH CABLE ANY FURTHER. DEPTH 3.0	D-4_D-3 - 7	52
411	8.4	Deposits Attached Encrustation	12	12		D-4_D-3 - 7	52
412	8.4	Survey Abandoned			END OF INSPECTION	D-4_D-3 - 7	52
413	0	START AGAINST FLOW				D-4_D-3 - 8	53
414	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	D-4_D-3 - 8	53

415	0	Water Level				D-4_D-3 - 8	53
416	5.3	Deposits Settled Gravel	5	7		D-4_D-3 - 8	53
417	39.4	Building Connection			DEPTH 3.0	D-4_D-3 - 8	53
418	39.4	Deposits Settled Gravel	5	7		D-4_D-3 - 8	53
420	39.4	Survey Abandoned			END OF INSPECTION	D-4_D-3 - 8	53
421	0	START AGAINST FLOW				D-4_D-3 - 9	54
422	0	End of Pipe			MAIN LINE CONNECT DEPTH 3.0	D-4_D-3 - 9	54
423	0	Water Level				D-4_D-3 - 9	54
424	41.2	Building Connection			DEPTH 3.0	D-4_D-3 - 9	54
425	41.2	Survey Abandoned			END OF INSPECTION	D-4_D-3 - 9	54
426	0	START AGAINST FLOW				D-4_D-3 - 10	55
427	0	End of Pipe			MAIN LINE CONNECT DEPTH 3.0	D-4_D-3 - 10	55
428	0	Water Level				D-4_D-3 - 10	55
429	10.1	Hole	7			D-4_D-3 - 10	55
430	12	Deposits Attached Encrustation	9	3		D-4_D-3 - 10	55
431	19.2	Fracture Circumferential	7	3		D-4_D-3 - 10	55
432	19.2	Deposits Attached Encrustation	9	3		D-4_D-3 - 10	55
433	19.2	Deposits Attached Encrustation	12	12		D-4_D-3 - 10	55
434	31.6	Deposits Attached Encrustation	12	12		D-4_D-3 - 10	55
435	31.6	General Observation			CANNOT PUSH PAST DEPOSITS, DEPTH 3.0	D-4_D-3 - 10	55
436	31.6	Survey Abandoned			END OF INSPECTION	D-4_D-3 - 10	55
437	0	START AGAINST FLOW				D-4_D-3 - 11	56
438	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	D-4_D-3 - 11	56
439	0	Water Level				D-4_D-3 - 11	56
440	14.5	Deformed				D-4_D-3 - 11	56
441	49.5	Building Connection			DEPTH 2.0	D-4_D-3 - 11	56
442	49.5	Survey Abandoned			END OF INSPECTION	D-4_D-3 - 11	56
443	0	START AGAINST FLOW				D-4_D-3 - 12	57
444	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	D-4_D-3 - 12	57
445	0	Water Level				D-4_D-3 - 12	57
446	35.6	Tap Break-In	9			D-4_D-3 - 12	57
447	48	Building Connection			DEPTH 2.0	D-4_D-3 - 12	57
448	48	Survey Abandoned			END OF INSPECTION	D-4_D-3 - 12	57
449	0	START AGAINST FLOW				D-4_D-3 - 13	58
450	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	D-4_D-3 - 13	58
451	0	Water Level				D-4_D-3 - 13	58
452	0	Crack Circumferential	5	7		D-4_D-3 - 13	58
453	4	Deposits Settled Fine	4	8		D-4_D-3 - 13	58
454	11.8	Fracture Circumferential	7	5		D-4_D-3 - 13	58
455	40.2	General Observation			CANNOT PUSH PAST DEBRIS. DEPTH 2.0	D-4_D-3 - 13	58
456	40.2	Deposits Settled Fine	4	8		D-4_D-3 - 13	58
457	40.2	Survey Abandoned			END OF INSPECTION	D-4_D-3 - 13	58
458	0	START AGAINST FLOW				D-4_D-3 - 14	59
459	0	End of Pipe			MAIN LINE CONNECT DEPTH 5.0	D-4_D-3 - 14	59
460	0	Water Level				D-4_D-3 - 14	59
461	5.6	Shape or Size Change				D-4_D-3 - 14	59
462	8.1	Deposits Attached Encrustation	7	5		D-4_D-3 - 14	59
463	15.1	Joint Offset Medium				D-4_D-3 - 14	59
464	51.6	Tap Break-In Active	9			D-4_D-3 - 14	59
465	51.6	Building Connection			DEPTH 3.0	D-4_D-3 - 14	59
467	51.6	Deposits Attached Encrustation	7	5		D-4_D-3 - 14	59
468	51.6	Survey Abandoned			END OF INSPECTION	D-4_D-3 - 14	59
469	0	START AGAINST FLOW				D-3_D-2 - 1	60
470	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	D-3_D-2 - 1	60
471	0	Water Level				D-3_D-2 - 1	60
472	2.1	Shape or Size Change				D-3_D-2 - 1	60
473	12.3	Broken	12	12	SEPERATED DEPTH 6.0	D-3_D-2 - 1	60
475	12.3	Survey Abandoned			CANNOT PASS BROKEN PIPE	D-3_D-2 - 1	60
476	0	START AGAINST FLOW				D-3_D-2 - 2	61
477	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	D-3_D-2 - 2	61

478	3.3	Joint Offset Medium				D-3_D-2 - 2	61
479	6.9	Material Change			VCP TO PVC	D-3_D-2 - 2	61
480	6.9	Tap Break-In Active	12			D-3_D-2 - 2	61
481	8.1	Tap Break-In Active	2			D-3_D-2 - 2	61
482	8.1	Building Connection			UNDER BUILDING DEPTH 6.0	D-3_D-2 - 2	61
483	0	Water Level				D-3_D-2 - 2	61
484	8.1	Survey Abandoned			END OF INSPECTION	D-3_D-2 - 2	61
485	0	START AGAINST FLOW				D-3_D-2 - 3	62
486	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	D-3_D-2 - 3	62
487	0	Water Level				D-3_D-2 - 3	62
488	0	Deposits Attached Encrustation	4	8		D-3_D-2 - 3	62
489	7.3	Deposits Attached Encrustation	4	8		D-3_D-2 - 3	62
490	7.3	General Observation			CANNOT PASS DEPOSITS DEPTH 6.0	D-3_D-2 - 3	62
491	7.3	Survey Abandoned			END OF INSPECTION	D-3_D-2 - 3	62
492	0	START AGAINST FLOW				D-3_D-2 - 4	63
493	0	End of Pipe			MAIN LINE CONNECT DEPTH 7.0	D-3_D-2 - 4	63
494	0	Water Level				D-3_D-2 - 4	63
495	9.2	Joint Offset Large				D-3_D-2 - 4	63
496	9.3	General Observation			CAPPED, DEPTH 5.0	D-3_D-2 - 4	63
497	9.3	Survey Abandoned			END OF INSPECTION	D-3_D-2 - 4	63
498	0	START AGAINST FLOW				D-3_D-2 - 5	64
499	0	End of Pipe			MAIN LINE CONNECT DEPTH 7.0	D-3_D-2 - 5	64
500	0	Water Level				D-3_D-2 - 5	64
501	7.1	Material Change			VCP TO CAST	D-3_D-2 - 5	64
502	7.1	Building Connection			DEPTH 4.0	D-3_D-2 - 5	64
503	7.1	Survey Abandoned			END OF INSPECTION	D-3_D-2 - 5	64
504	0	START AGAINST FLOW				D-3_D-2 - 6	65
505	0	End of Pipe			MAIN LINE CONNECT DEPTH 7.0	D-3_D-2 - 6	65
506	0	Water Level				D-3_D-2 - 6	65
507	8.5	Building Connection			DEPTH 5.0	D-3_D-2 - 6	65
508	8.5	Survey Abandoned			AT BUILDING END OF INSPECTION	D-3_D-2 - 6	65
509	0	START AGAINST FLOW				D-3_D-2 - 7	66
510	0	End of Pipe			MAIN LINE CONNECT DEPTH 7.0	D-3_D-2 - 7	66
511	0	Water Level				D-3_D-2 - 7	66
512	15	Building Connection			DEPTH 6.0	D-3_D-2 - 7	66
513	15	Survey Abandoned			UNDER BUILDING, END OF INSPECITON	D-3_D-2 - 7	66
514	0	START AGAINST FLOW				D-2_D-1 - 1	67
516	0	End of Pipe			MAIN LINE CONNECT DEPTH 7.0	D-2_D-1 - 1	67
517	0	Water Level				D-2_D-1 - 1	67
518	5.2	Building Connection			DEPTH 6.0	D-2_D-1 - 1	67
519	5.2	Survey Abandoned			END OF INSPECTION	D-2_D-1 - 1	67
520	0	START AGAINST FLOW				D-2_D-1 - 2	68
521	0	End of Pipe			MAIN LINE CONNECT DEPTH 7.0	D-2_D-1 - 2	68
522	0	Water Level				D-2_D-1 - 2	68
523	2.1	Shape or Size Change				D-2_D-1 - 2	68
524	16.4	Material Change			VCP TO PVC	D-2_D-1 - 2	68
525	30.1	Building Connection			DEPTH 4.0	D-2_D-1 - 2	68
526	30.1	Survey Abandoned			END OF INSPECTION	D-2_D-1 - 2	68
527	0	START AGAINST FLOW				D-2_D-1 - 3	69
528	0	End of Pipe			MAIN LINE CONNECT, DEPTH 6.0	D-2_D-1 - 3	69
529	0	Water Level				D-2_D-1 - 3	69
530	0	Crack Longitudinal	4	4		D-2_D-1 - 3	69
531	3.6	Tap Break-In	2			D-2_D-1 - 3	69
532	5.4	Building Connection			DEPTH 6.0	D-2_D-1 - 3	69
533	5.4	Survey Abandoned			END OF INSPECTION	D-2_D-1 - 3	69
534	0	START AGAINST FLOW				D-2_D-1 - 4	70
535	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	D-2_D-1 - 4	70
536	0	Water Level				D-2_D-1 - 4	70
537	4.9	Alignment Right				D-2_D-1 - 4	70
538	9.3	Tap Break-In	12			D-2_D-1 - 4	70

539	12.2	Building Connection			DEPTH 3.0	D-2_D-1 - 4	70
542	12.2	Survey Abandoned			END OF INSPECTION	D-2_D-1 - 4	70
543	0	START AGAINST FLOW				D-2_D-1 - 5	71
544	0	End of Pipe			MAIN LINE CONNECT DEPTH 5.0	D-2_D-1 - 5	71
545	0	Water Level				D-2_D-1 - 5	71
546	98.4	Building Connection			DEPTH 2.0 CAMERA UNDERWATER MOST OF THE LATERAL, WE CONTINUED TO PUSH SO WE COULD LOCATE ABOVE GROUND.	D-2_D-1 - 5	71
547	98.4	Survey Abandoned			END OF INSPECTION	D-2_D-1 - 5	71
548	0	START AGAINST FLOW				D-1_F-3 - 1	72
549	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	D-1_F-3 - 1	72
550	0	Water Level				D-1_F-3 - 1	72
551	0	Hole Void Visible	3	8		D-1_F-3 - 1	72
552	0	Joint Offset Medium				D-1_F-3 - 1	72
553	4.5	Tap Break-In Active	3			D-1_F-3 - 1	72
554	4.5	General Observation			CAPPED	D-1_F-3 - 1	72
555	4.5	Survey Abandoned			DEPTH 5.0	D-1_F-3 - 1	72
556	0	START AGAINST FLOW				D-1_F-3 - 2	73
557	0	End of Pipe			MAIN LINE CONNECT DEPTH 6	D-1_F-3 - 2	73
558	0	Water Level				D-1_F-3 - 2	73
559	2.1	Survey Abandoned			CANNOT ENTER SERVICE.	D-1_F-3 - 2	73
560	0	START AGAINST FLOW				D-1_F-3 - 3	74
561	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	D-1_F-3 - 3	74
562	0	Water Level				D-1_F-3 - 3	74
563	8.7	Deposits Attached Encrustation	8	10		D-1_F-3 - 3	74
564	11.8	Shape or Size Change				D-1_F-3 - 3	74
565	14.2	Material Change			VCP TO PVC	D-1_F-3 - 3	74
566	15.6	Tap Break-In Active	2			D-1_F-3 - 3	74
567	17.1	Intruding Sealing Grout	12	12		D-1_F-3 - 3	74
568	26.4	Material Change			PVC TO VCP	D-1_F-3 - 3	74
569	28.1	Fracture Circumferential	1	7		D-1_F-3 - 3	74
570	34.9	Fracture Circumferential	12	12		D-1_F-3 - 3	74
571	40.3	Tap Break-In	12			D-1_F-3 - 3	74
572	40.6	Material Change			VCP TO PVC	D-1_F-3 - 3	74
573	41.9	Material Change			PVC TO VCP	D-1_F-3 - 3	74
574	42.4	Material Change			VCP TO PVC	D-1_F-3 - 3	74
575	43.1	Material Change			PVC TO VCP	D-1_F-3 - 3	74
576	45	Fracture Circumferential	7	5		D-1_F-3 - 3	74
577	47.4	Deposits Attached Encrustation	2	4		D-1_F-3 - 3	74
578	49.9	Deposits Attached Encrustation	7	4		D-1_F-3 - 3	74
579	52.3	Deposits Attached Encrustation	12	12		D-1_F-3 - 3	74
580	55.2	Fracture Circumferential	7	3		D-1_F-3 - 3	74
581	57.4	Fracture Circumferential	6	1		D-1_F-3 - 3	74
582	63.9	General Observation			CANNOT PUSH CABLE ANY FURTHER. DEPTH 2.0	D-1_F-3 - 3	74
583	63.9	Survey Abandoned			END OF INSPECTION	D-1_F-3 - 3	74
584	0	START AGAINST FLOW				E-3_E-2 - 1	75
585	0	End of Pipe			MAIN LINE CONNECT DEPTH 5.0	E-3_E-2 - 1	75
586	0	Water Level				E-3_E-2 - 1	75
587	1.5	Tap Break-In	3			E-3_E-2 - 1	75
588	3.9	General Observation			COULD NOT PUSH CABLE, DEPTH 5.0	E-3_E-2 - 1	75
589	3.9	Survey Abandoned			END OF INSPECTION	E-3_E-2 - 1	75
590	0	START AGAINST FLOW				E-3_E-2 - 2	76
591	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	E-3_E-2 - 2	76
592	0	Water Level				E-3_E-2 - 2	76
593	1.8	Shape or Size Change				E-3_E-2 - 2	76
594	8.7	Repair Patch	9	3	POINT REPAIR	E-3_E-2 - 2	76
595	20.4	General Observation			ABANDONED SERVICE DEPTH 2.0	E-3_E-2 - 2	76
596	20.4	Survey Abandoned			END OF INSPECTION	E-3_E-2 - 2	76
597	0	START AGAINST FLOW				E-3_E-2 - 3	77
598	0	End of Pipe			MAIN LINE CONNECT DEPTH 5.0	E-3_E-2 - 3	77
599	0	Water Level				E-3_E-2 - 3	77
600	8.5	Material Change			VCP TO PVC	E-3_E-2 - 3	77

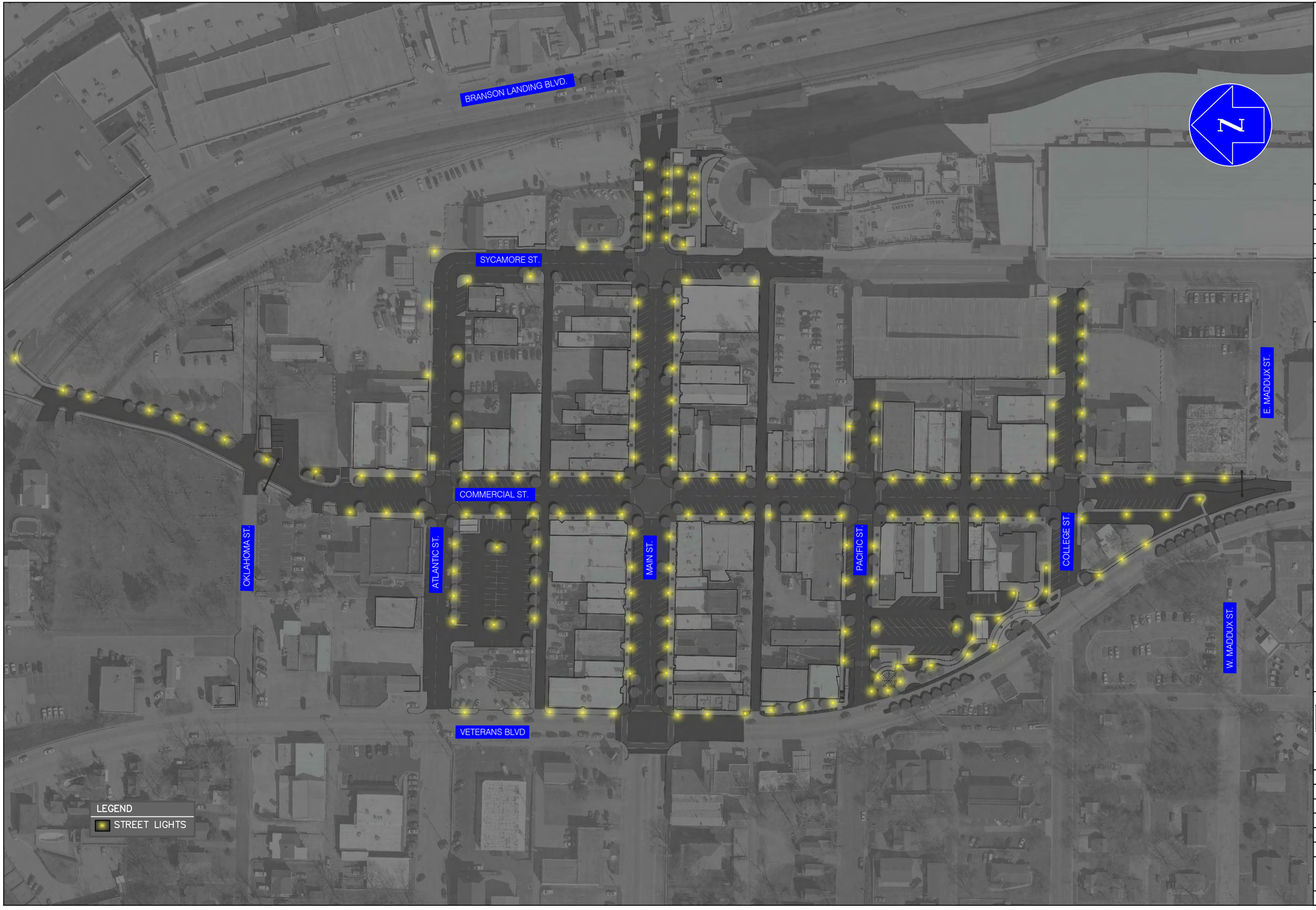
601	11.6	Building Connection			DEPTH 3.0	E-3_E-2 - 3	77
603	11.6	Survey Abandoned			END OF INSPECTION	E-3_E-2 - 3	77
604	0	START AGAINST FLOW				E-3_E-2 - 4	78
605	0	End of Pipe			MAIN LINE CONNECT DEPTH 5.0	E-3_E-2 - 4	78
606	0	Water Level				E-3_E-2 - 4	78
607	0	Deposits Attached Encrustation	12	12		E-3_E-2 - 4	78
608	8.1	General Observation			CAMERA BLOCKED BY DEBRIS DEPTH 4.0	E-3_E-2 - 4	78
609	8.1	Deposits Attached Encrustation	12	12		E-3_E-2 - 4	78
610	8.1	Survey Abandoned			END OF INSPECTION	E-3_E-2 - 4	78
611	0	START AGAINST FLOW				E-3_E-2 - 5	79
612	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	E-3_E-2 - 5	79
613	0	Water Level				E-3_E-2 - 5	79
614	2.3	General Observation			CANNOT PUSH CABLE ANY FURTHER DEPTH 4.0	E-3_E-2 - 5	79
615	2.8	Survey Abandoned			END OF INSPECTION	E-3_E-2 - 5	79
616	0	START AGAINST FLOW				E-3_E-2 - 6	80
617	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	E-3_E-2 - 6	80
618	0	Water Level				E-3_E-2 - 6	80
619	71.1	Building Connection			DEPTH 1.0	E-3_E-2 - 6	80
620	71.1	Survey Abandoned			END OF INSPECTION	E-3_E-2 - 6	80
621	0	START AGAINST FLOW				E-3_E-2 - 7	81
622	0	End of Pipe			MAIN LINE CONNECT DEPTH 12	E-3_E-2 - 7	81
623	0	Water Level				E-3_E-2 - 7	81
624	34.5	Alignment Right				E-3_E-2 - 7	81
625	41.1	Alignment Left				E-3_E-2 - 7	81
626	50.2	General Observation			CLEAN OUT	E-3_E-2 - 7	81
627	66.8	Building Connection			UNDER BUILDING,	E-3_E-2 - 7	81
628	66.8	Survey Abandoned			END OF INSPECITON	E-3_E-2 - 7	81
629	0	START AGAINST FLOW				E-3_E-2 - 8	82
630	0	End of Pipe			MAIN LINE CONNECT DEPTH 14	E-3_E-2 - 8	82
631	0	Water Level				E-3_E-2 - 8	82
632	28.5	Intruding Sealing Ring	7	3		E-3_E-2 - 8	82
633	28.5	Building Connection			DEPTH 11	E-3_E-2 - 8	82
634	28.5	Survey Abandoned			AT BUILDING END OF INSPECTION	E-3_E-2 - 8	82
635	0	START AGAINST FLOW				E-3_E-2 - 9	83
636	0	End of Pipe			MAIN LINE CONNECT DEPTH 14	E-3_E-2 - 9	83
637	0	Water Level				E-3_E-2 - 9	83
638	12.3	Deposits Attached Encrustation	12	12		E-3_E-2 - 9	83
639	48.2	Deposits Attached Encrustation	12	12		E-3_E-2 - 9	83
640	48.2	General Observation			BLOCKED BY DEPOSITS DEPTH 8.0	E-3_E-2 - 9	83
641	48.2	Survey Abandoned			END OF INSPECTION	E-3_E-2 - 9	83
642	0	START AGAINST FLOW				E-3_E-2 - 10	84
643	0	End of Pipe			MAIN LINE CONNECT DEPTH 7.0	E-3_E-2 - 10	84
644	0	Water Level				E-3_E-2 - 10	84
645	5	General Observation			CAPPED DEPTH 5.0	E-3_E-2 - 10	84
646	5	Survey Abandoned			END OF INSPECTION	E-3_E-2 - 10	84
647	0	START AGAINST FLOW				E-4_E-3 - 1	85
648	0	End of Pipe			MAIN LINE CONNECT DEPTH 7.0	E-4_E-3 - 1	85
649	0	Water Level				E-4_E-3 - 1	85
650	0	Joint Offset Large				E-4_E-3 - 1	85
651	3.7	Shape or Size Change				E-4_E-3 - 1	85
652	6.3	General Observation			ABANDOEND DEPTH 3.0	E-4_E-3 - 1	85
653	6.3	Survey Abandoned			END OF INSPECTION	E-4_E-3 - 1	85
654	0	START AGAINST FLOW				E-4_E-3 - 2	86
655	0	End of Pipe			MAIN LINE CONNECT DEPTH 7.0	E-4_E-3 - 2	86
656	0	Water Level				E-4_E-3 - 2	86
657	0	Fracture Circumferential	6	10		E-4_E-3 - 2	86
658	10	Building Connection			DEPTH 4.0	E-4_E-3 - 2	86
659	10	Survey Abandoned			UNDER BUILDING, END OF INSPECTION	E-4_E-3 - 2	86
660	0	START AGAINST FLOW				E-2_E-1 - 1	87
661	2.1	Deposits Settled Gravel	4	8		E-2_E-1 - 1	87

662	6	General Observation			CANNOT PUSH PAST ROCKS, DEPTH 4.0	E-2_E-1 - 1	87
663	6	Deposits Settled Gravel	4	8		E-2_E-1 - 1	87
665	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	E-2_E-1 - 1	87
666	0	Water Level				E-2_E-1 - 1	87
667	6	Survey Abandoned			END OF INSPECTION	E-2_E-1 - 1	87
668	0	START AGAINST FLOW				E-2_E-1 - 2	88
669	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	E-2_E-1 - 2	88
670	0	Water Level				E-2_E-1 - 2	88
671	2	Roots Medium Barrel	12	12		E-2_E-1 - 2	88
672	11.8	Roots Medium Barrel	12	12		E-2_E-1 - 2	88
673	14.2	Roots Fine Joint	12	12		E-2_E-1 - 2	88
674	15.9	Building Connection			DEPTH 3.0	E-2_E-1 - 2	88
675	15.9	Survey Abandoned			END OF INSPECTION	E-2_E-1 - 2	88
676	0	START AGAINST FLOW				E-2_E-1 - 3	89
677	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	E-2_E-1 - 3	89
678	10.3	Tap Break-In	12		CLEAN OUT	E-2_E-1 - 3	89
679	50.5	Building Connection			DEPTH 4.0	E-2_E-1 - 3	89
680	0	Water Level				E-2_E-1 - 3	89
681	50.5	Survey Abandoned			END OF INSPECTION	E-2_E-1 - 3	89
682	0	START AGAINST FLOW				E-2_E-1 - 4	90
683	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	E-2_E-1 - 4	90
684	0	Water Level				E-2_E-1 - 4	90
685	0	Joint Offset Medium				E-2_E-1 - 4	90
686	0	Roots Fine Joint	5	7		E-2_E-1 - 4	90
687	1.9	Shape or Size Change				E-2_E-1 - 4	90
688	3.8	Roots Fine Joint	4	7		E-2_E-1 - 4	90
689	11.3	Roots Fine Joint	12	12		E-2_E-1 - 4	90
690	11.3	Material Change			VCP TO PVC	E-2_E-1 - 4	90
691	13.7	Material Change			PVC TO VCP	E-2_E-1 - 4	90
692	15.8	Deposits Attached Encrustation	3	9		E-2_E-1 - 4	90
693	39.9	Tap Break-In	12			E-2_E-1 - 4	90
694	42.5	Broken	11	1		E-2_E-1 - 4	90
695	43.1	Building Connection			DEPTH 5.0 SERVICE FULL OF DEBRIS BEYOND THIS POINT.	E-2_E-1 - 4	90
697	43.1	Deposits Attached Encrustation	12	12		E-2_E-1 - 4	90
698	43.1	Survey Abandoned			END OF INSPECTION	E-2_E-1 - 4	90
699	0	START AGAINST FLOW				E-2_E-1 - 5	91
700	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	E-2_E-1 - 5	91
701	0	Water Level				E-2_E-1 - 5	91
702	9.2	Material Change			VCP TO PVC	E-2_E-1 - 5	91
703	13.6	Material Change			PVC TO VCP	E-2_E-1 - 5	91
704	22.4	Deposits Attached Encrustation	7	5		E-2_E-1 - 5	91
705	50	Building Connection			DEPTH 4.0	E-2_E-1 - 5	91
706	50	Survey Abandoned			END OF INSPECTION	E-2_E-1 - 5	91
707	0	START AGAINST FLOW				E-2_E-1 - 6	92
708	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	E-2_E-1 - 6	92
709	0	Water Level				E-2_E-1 - 6	92
710	2.8	Joint Offset Medium				E-2_E-1 - 6	92
711	5.2	Deposits Settled Fine	4	8		E-2_E-1 - 6	92
712	7	Roots Fine Joint	1	8		E-2_E-1 - 6	92
713	9	General Observation			CANNOT PUSH PAST ROOTS AND DEBRIS DEPTH 3.0	E-2_E-1 - 6	92
714	9	Survey Abandoned			END OF INSPECTION	E-2_E-1 - 6	92
715	0	START AGAINST FLOW				E-2_E-1 - 7	93
716	0	End of Pipe			MAIN LINE CONNECT DEPTH 7.0	E-2_E-1 - 7	93
717	0	Water Level				E-2_E-1 - 7	93
718	12.6	Material Change			VCP TO PVC	E-2_E-1 - 7	93
719	16	Material Change			PVC TO VCP	E-2_E-1 - 7	93
720	18.1	Roots Fine Joint	12	12		E-2_E-1 - 7	93
721	31.1	Hole Soil Visible	11	1		E-2_E-1 - 7	93
722	41.9	Joint Offset Medium				E-2_E-1 - 7	93
723	45	Building Connection			DEPTH 4.0	E-2_E-1 - 7	93

724	45	Roots Fine Joint	12	12		E-2_E-1 - 7	93
725	45	Survey Abandoned			END OF INSPECTION	E-2_E-1 - 7	93
726	0	START AGAINST FLOW				E-1_F-6 - 1	94
727	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	E-1_F-6 - 1	94
728	0	Water Level				E-1_F-6 - 1	94
729	0	Surface Spalling Chemical	12	12		E-1_F-6 - 1	94
730	17.4	Material Change			CAST TO PVC	E-1_F-6 - 1	94
731	22.5	Material Change			PVC TO CAST	E-1_F-6 - 1	94
732	68	Deposits Settled Fine	3	9		E-1_F-6 - 1	94
733	68	General Observation			DEPTH 4.0 CANNOT PUSH CABLE ANYFURTHER	E-1_F-6 - 1	94
734	68	Surface Spalling Chemical	12	12		E-1_F-6 - 1	94
735	68	Survey Abandoned			END OF INSPECTION	E-1_F-6 - 1	94
736	0	START AGAINST FLOW				E-1_F-6 - 2	95
737	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	E-1_F-6 - 2	95
738	0	Water Level				E-1_F-6 - 2	95
739	0.6	Broken	12	12		E-1_F-6 - 2	95
740	1.1	Deposits Settled Fine	3	9		E-1_F-6 - 2	95
741	1.1	General Observation			CANNOT PASS DEPOSITS DEPTH 6.0	E-1_F-6 - 2	95
742	1.1	Survey Abandoned			END OF INSPECTION	E-1_F-6 - 2	95
743	0	START AGAINST FLOW				F-13_F-12 - 1	96
744	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	F-13_F-12 - 1	96
745	0	Water Level				F-13_F-12 - 1	96
746	51.9	Tap Break-In	2			F-13_F-12 - 1	96
747	53.7	Tap Break-In	12		CLEAN OUT	F-13_F-12 - 1	96
748	57.2	Tap Break-In	10			F-13_F-12 - 1	96
749	57.2	Building Connection			DEPTH 2.0	F-13_F-12 - 1	96
750	57.2	Survey Abandoned			END OF INSPECTION	F-13_F-12 - 1	96
751	0	START AGAINST FLOW				F-10_F-9 - 1	97
752	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	F-10_F-9 - 1	97
753	0	Water Level				F-10_F-9 - 1	97
754	32	General Observation			SERVICE CAPPED. DEPTH 3.0	F-10_F-9 - 1	97
755	32	Survey Abandoned			END OF INSPECTION	F-10_F-9 - 1	97
756	0	START AGAINST FLOW				F-8_F-7 - 1	98
757	0	End of Pipe			MAIN LINE CONNECT DEPTH 3.5	F-8_F-7 - 1	98
758	0	Water Level				F-8_F-7 - 1	98
759	42.6	Tap Break-In	12			F-8_F-7 - 1	98
760	46.1	Building Connection			DEPTH 2.0	F-8_F-7 - 1	98
761	46.1	Survey Abandoned			END OF INSPECTION	F-8_F-7 - 1	98
762	0	START AGAINST FLOW				F-8_F-7 - 2	99
763	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	F-8_F-7 - 2	99
764	0	Water Level				F-8_F-7 - 2	99
765	9.4	Shape or Size Change			4 TO 3"	F-8_F-7 - 2	99
766	13.8	Tap Break-In Active	3			F-8_F-7 - 2	99
767	44.6	Tap Break-In Active	12			F-8_F-7 - 2	99
768	47	Building Connection			DEPTH 3.0	F-8_F-7 - 2	99
769	47	Survey Abandoned			END OF INSPECTION	F-8_F-7 - 2	99
770	0	START AGAINST FLOW				F-8_F-7 - 3	100
771	0	End of Pipe			MAIN LINE CONNECT DEPTH 4.0	F-8_F-7 - 3	100
772	0	Water Level				F-8_F-7 - 3	100
773	17.8	Material Change			PVC TO VCP	F-8_F-7 - 3	100
774	22.7	General Observation			CANNOT PASS JOINT, DEPTH 3.0	F-8_F-7 - 3	100
775	22.7	Survey Abandoned			END OF INSPECTION	F-8_F-7 - 3	100
776	0	START AGAINST FLOW				F-12_F-11 - 1	101
777	0	End of Pipe			MAIN LINE CONNECT DEPTH 8.0	F-12_F-11 - 1	101
778	0	Water Level				F-12_F-11 - 1	101
779	13	Deformed				F-12_F-11 - 1	101
780	16.5	Water Level Sag				F-12_F-11 - 1	101
781	19.8	Water Level Sag				F-12_F-11 - 1	101
782	19.4	Shape or Size Change			4 TO 3"	F-12_F-11 - 1	101
783	26.7	Building Connection			ON TOP OF BUILDING, DEPTH 2.0	F-12_F-11 - 1	101

785	26.7	Survey Abandoned			END OF INSPECTION	F-12_F-11 - 1	101
786	0	START AGAINST FLOW				F-12_F-11 - 2	102
787	0	End of Pipe			MIAN LINE CONNECT DEPTH 8.5	F-12_F-11 - 2	102
788	0	Water Level				F-12_F-11 - 2	102
789	12	Tap Break-In	2			F-12_F-11 - 2	102
790	23.8	General Observation			GOING UNDERNEATH THE POOL	F-12_F-11 - 2	102
791	32.7	Alignment Left				F-12_F-11 - 2	102
792	47.6	Tap Break-In	9			F-12_F-11 - 2	102
793	48.2	Alignment Left				F-12_F-11 - 2	102
794	57	Tap Break-In	10			F-12_F-11 - 2	102
795	58.2	Tap Break-In	12			F-12_F-11 - 2	102
796	58.2	Building Connection			DEPTH 1.5	F-12_F-11 - 2	102
797	58.2	Survey Abandoned			END OF INSPECTION	F-12_F-11 - 2	102
798	0	START AGAINST FLOW				F-6_F-5 - 1	103
799	0	End of Pipe			MAIN LINE CONNECT DEPTH 6.0	F-6_F-5 - 1	103
800	0	Water Level				F-6_F-5 - 1	103
801	42	General Observation			CAPPED DEPTH 5.0	F-6_F-5 - 1	103
802	42	Survey Abandoned			END OF INSPECTION	F-6_F-5 - 1	103
803	0	START AGAINST FLOW				F-5_F-4 - 1	104
804	0	End of Pipe			MAIN LINE CONNECT DEPTH 7.0	F-5_F-4 - 1	104
805	0	Water Level				F-5_F-4 - 1	104
806	17.1	Alignment Right				F-5_F-4 - 1	104
807	26.9	General Observation			WENT OT UNMARKED LID ON GROUND. DEPTH 3.0	F-5_F-4 - 1	104
808	26.9	Survey Abandoned			END OF INSPECTION	F-5_F-4 - 1	104
809	0	START AGAINST FLOW				F-4_F-3 - 1	105
810	0	End of Pipe			MAIN LINE CONNECT DEPTH 7.5	F-4_F-3 - 1	105
811	0	Water Level				F-4_F-3 - 1	105
812	1.1	General Observation			BLOCKED BY ENCLOSED PIPE. DEPTH 8.0	F-4_F-3 - 1	105
813	1.1	Survey Abandoned			END OF INSPECTION	F-4_F-3 - 1	105
814	0	START AGAINST FLOW				F-4_F-3 - 2	106
815	0	End of Pipe			MAIN LINE CONNECT DEPTH 8.0	F-4_F-3 - 2	106
816	0	Water Level				F-4_F-3 - 2	106
817	40	Building Connection			DEPTH 1.0	F-4_F-3 - 2	106
818	40	Survey Abandoned			END OF INSPECTION	F-4_F-3 - 2	106
819	0	START AGAINST FLOW				F-3_F-2 - 1	107
820	0	End of Pipe			MAIN LINE CONNECT DEPTH 9.0	F-3_F-2 - 1	107
821	0	Water Level				F-3_F-2 - 1	107
822	6.9	Alignment Left				F-3_F-2 - 1	107
823	50.9	Tap Break-In	2			F-3_F-2 - 1	107
824	55.2	Tap Break-In	2			F-3_F-2 - 1	107
825	55.2	General Observation			DEPTH 8.0 CANNOT ENTER SERVICE	F-3_F-2 - 1	107
826	55.2	Survey Abandoned			END OF INSPECTION	F-3_F-2 - 1	107
827	0	START AGAINST FLOW				F-3_F-2 - 2	108
828	0	End of Pipe			MAIN LINE CONNECT DEPTH 12	F-3_F-2 - 2	108
829	0	Water Level				F-3_F-2 - 2	108
830	3.2	Shape or Size Change			6 TO 4"	F-3_F-2 - 2	108
831	5.5	Alignment Right				F-3_F-2 - 2	108
832	7.6	Deposits Attached Encrustation	3	9		F-3_F-2 - 2	108
833	8.2	Roots Fine Barrel	12			F-3_F-2 - 2	108
834	8.2	Building Connection			DEPTH 6.0	F-3_F-2 - 2	108
835	8.2	Survey Abandoned			END OF INSPECTION	F-3_F-2 - 2	108

APPENDIX 5C



FROM THE TOP
DOWNTOWN
BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON
HISTORIC DOWNTOWN
STREETSCAPE IMPROVEMENTS

PROPOSED LIGHTING LAYOUT

©Copyright CMT, Inc.

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DESIGN BY: TJK
DRAWN BY: TJK
CHECKED BY: SJP
APPROVED BY: SJP
DATE: 7/17/13
JOB No: 12485-01-00

FIGURE ?

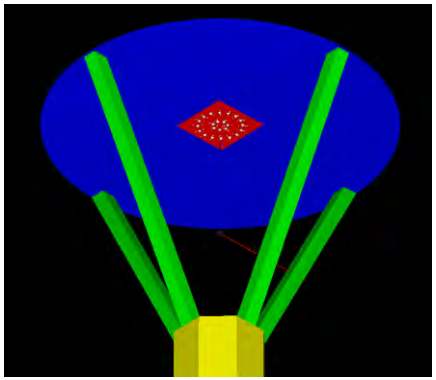
SHEET 1 OF 1

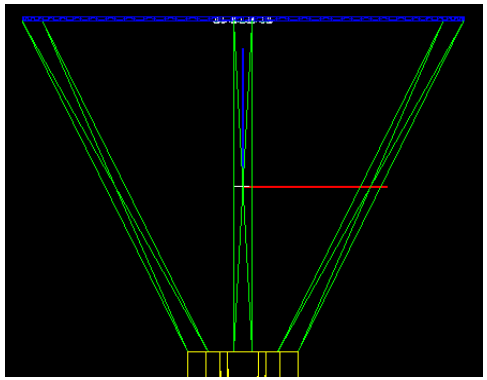
Michaels Lighting
Branson Street Light
Direct
11/22/2013
LTI Optics, LLC

Model: Branson Street Light-Type V-XML-Direct
Description: The XML array is mounted on the top reflector and are facing downwards
Lamp: Cree XM-L-CW (511 lumens/ LED, 2W/LED)
Number of Lamps: 23
Optical Efficiency: 88.8%
Lumens Out 0-90° 10373
Lumens Out 90-180° 57

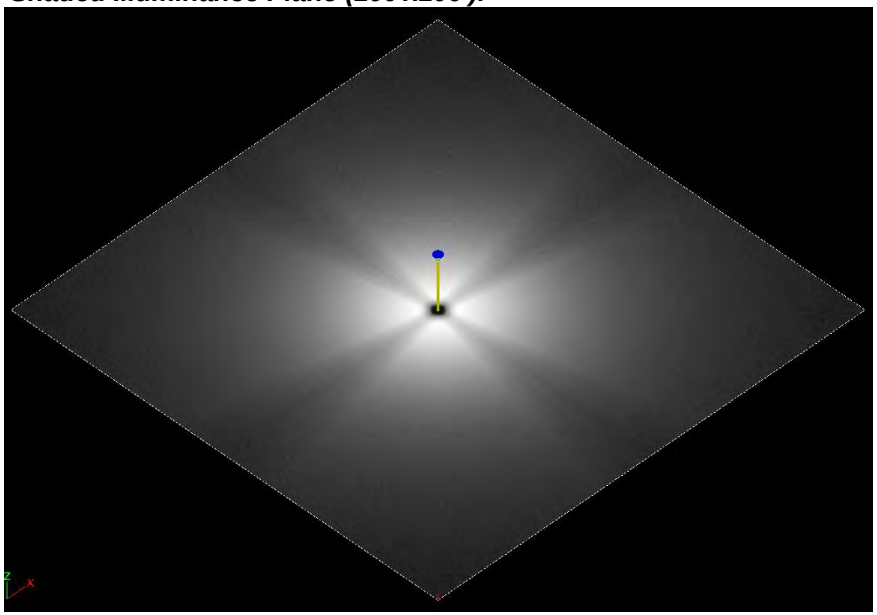
Materials: Pole/Supports Cool Gray Paint (10%)
Top Reflector Cool Gray Paint (10%)

Image of LED Array:

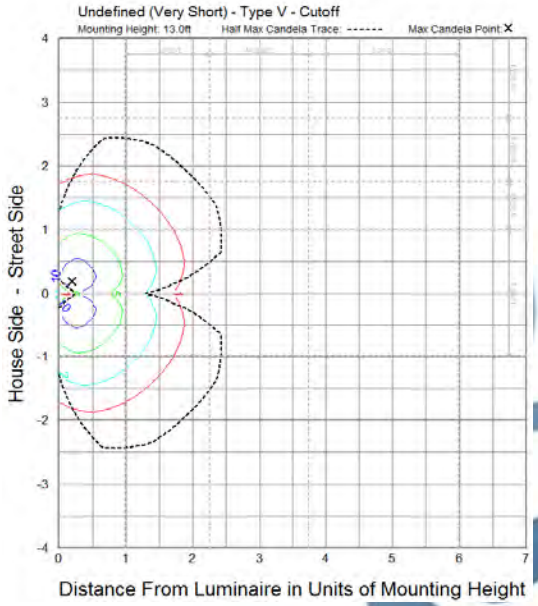




Shaded Illuminance Plane (100'x100'):



ISO-Illuminance Curves:



Notes: The efficiency and number of LEDs is better than the indirect design since the LEDs mostly have a clean view of the ground. More light could be gained by adding a cone shape reflector on top of the pole.

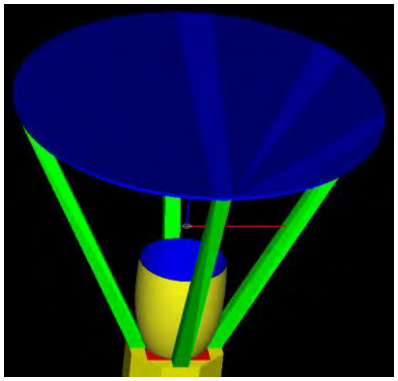
Michaels Lighting
Branson Street Light
Indirect
11/22/2013
LTI Optics, LLC

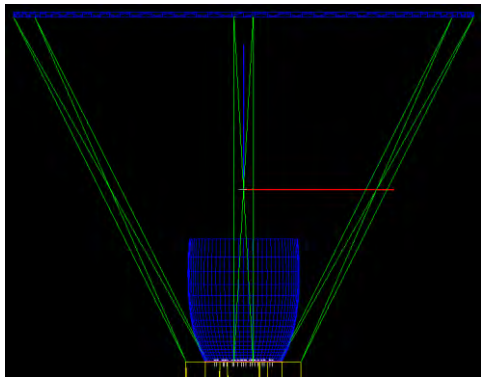
Model: Branson Street Light-Type V-XML-Indirect
Description: The XML array is mounted on top of the pole and is facing upwards towards the top reflector
Lamp: Cree XM-L-CW (511 lumens/ LED, 2W/LED)
Number of Lamps: 36
Optical Efficiency: 60.7%
Lumens Out 0-90° 10134
Lumens Out 90-180° 1035

Materials:

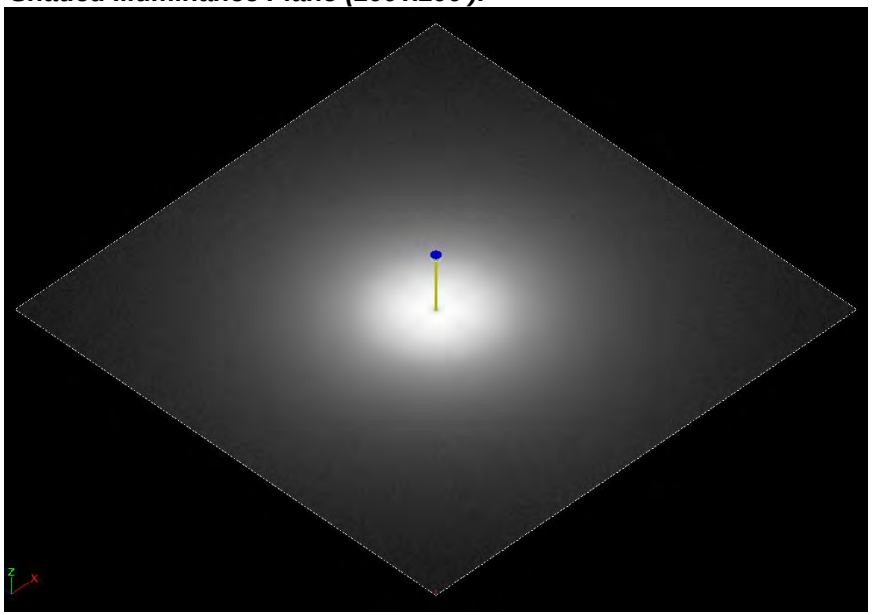
Pole/Supports	Cool Gray Paint (10%)
Top Reflector	Generic White Paint (90%)
LED Reflector	Foremost 3002 Alzak (85%)

Image of LED Array:

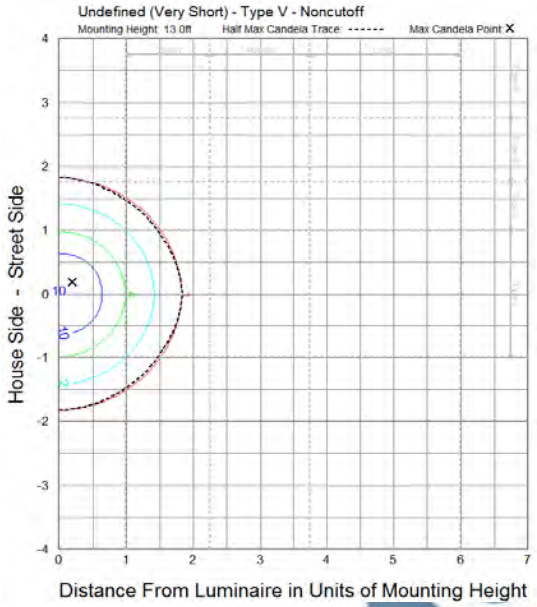




Shaded Illuminance Plane (100'x100'):



ISO-Illuminance Curves:



Notes: With the LEDs pointing upwards by themselves there was a huge amount of light that missed the top reflector, so a second reflector was developed to help direct this light towards the top reflector then down to the ground. More LEDs are required to get the same lumens downwards.

Timeless Timber®

CERTIFIED
100% SALVAGED WOOD
Recovered Submerged Timber
SCIENTIFIC CERTIFICATION SYSTEMS 1-800-ECO•FACTS

The SCS certification assures that Timeless Timber is environmentally friendly and that all products are produced exclusively from recovered old-growth logs. The SCS is accredited by the Forest Stewardship Council — an international organization that evaluates and accredits certifiers of forest products

Timeless Timber®

The Timeless Timber® name guarantees the wood used in this product is from very rare old-growth lumber that was 250-500 years old when cut and was underwater from 75-150 years before being recovered.

We are proud of our environmentally sensitive efforts in the wood business. We do not cut a single living tree. Every log we process is recovered from the bottom of a fresh water lake where it lay for up to 150 years. Each old log yields enough wood to save up to two trees in today's seriously threatened forests.

And you can feel proud about doing your part to "save a tree" and utilize this incredible lost resource, while enjoying the exceptional quality of Timeless Timber®. The beautiful color, fine grain and the outstanding figure is unmatched in wood cut from today's modern forests.

Want to learn more? Call us today or check out our web site.

Toll Free: 888-OLD-LOGS (653-5647)
Email: sales@timelesstimber.com
Web: www.timelesstimber.com

Certificate of Authenticity

This is to certify that this

_____

Is ***Timeless Timber***, produced from logs recovered and processed by Superior Water-Logged Lumber Co. of Ashland, Wisconsin from waters of the Great Lakes region.

*The **Timeless Timber** trademark assures you that this wood is old growth lumber that was 250-500 years old when cut and was underwater from 75-150 years before being recovered.*

Timeless Timber

_____

David Neitzke, President, Superior Water-Logged Lumber Co.

ROCKLER

WOODWORKING AND HARDWARE

APPENDIX 5D

11-13-2013

ADDITIONAL MDU INFO REQUIRED

KEN & IVA AWBERRY TOWER SKAGGS OUTPATIENT

SKAGGS MEDICAL PLAZA ONE

4TH FLOOR 3RD FLOOR 2ND FLOOR 1ST FLOOR

IN ELECTRICAL ROOM

SKAGGS RD

ROARK CREEK RD

CLUBHOUSE

TENTH CLUB

EISERMAN ST

PARNELL ST

VETERANS BLVD

COMMERCIAL ST

N SYCAMORE ST

LIMAS RD

LAKE TANEYCOMO

NODE BN113 PS BN113C

NODE BN113 PS BN113D

PS BN113B

PS BN113A

NODE BN117 PS BN117A

OFFICE

TANEY MOTEL

COX OFFICE

LANDMARK INN

NODE IS BETWEEN JOINT USE POT. POLE AND PUSH POLE

PUSH POLE

BRANSON CEMETERY

BELK

BLDG 5

BLDG 6

POWER POLE — STRAND
POWER POLE (WITH TRANSFORMER) — SLACK SPAN
TELCO POLE — DROP ONLY
C.A.T.V. POLE — STRAND ONLY
JOINT POLE — EXTENSION ARM
JOINT POLE (WITH TRANSFORMER) — ANCHOR TV/T/P/TP
TV PLACE ANCHOR
OVERHEAD GUY
RISER
TRENCH
A/F TRENCH
PEDESTAL TVQ406/TVI226
PEDESTAL TVI06/TVI04
PEDESTAL TVI60/TVI60/TVI40/TFL8
HANDHOLE FL8
ABOVE GROUND VAULT
LOCK BOX
GROUND LOCATION

2-PORT TAP
4-PORT TAP
8-PORT TAP
2-WAY SPLIT(INTERNAL)
2-WAY SPLIT (EXTERNAL)
3-WAY SPLIT
DIRECTIONAL COUPLER(INTERNAL)
DIRECTIONAL COUPLER (External)
SPLICE BLOCK
IN-LINE SPLICE
IN-LINE EQUALIZER
P ADDRESSABLE TAP
TERMINATOR
END OF LINE DATA
AGC LINE EXTENDER (ALE)
NON-AGC LINE EXTENDER (LE)
DISTRIBUTION AMP (DA)
TRUNK AMP WITH BRIDGER
TERM BRIDGER (AMP)
POWER INSERTER
OPTICAL NODE
HUB LOCATION
DISTRIBUTED POWER SUPPLY
FIBER GROUND
CENTRALIZED POWER SUPPLY
FIBER VAULT
OPTICAL RECEIVER (NODE)
HEAD - END LOCATION
OPTICAL SPLICE
SLACK LOOP

CABLE LINETYPES

PLANT STATISTICS	PASS.	COND. UTS.	VAC. LOTS	FTG.
AERIAL	55	27	0	6,895
UNDERGROUND	0	88	0	7,622
TOTALS	55	115	0	14,517
	COMPLEX	BLDS.	UNITS	FTG.
AERIAL MDUs	0	0	30	0
UNDERGROUND MDUs	0	0	0	0
TOTALS	0	0	30	0

PROJECT NO: BN8029

DATE REVISED	INIT BY	INIT BY
7/27/09	KLP	KLP
3/4/10	KLP	KLP
7/15/09	SVD	SVD

REGION: MID SOUTH

SYSTEM NO.:

0 50 100 150 200

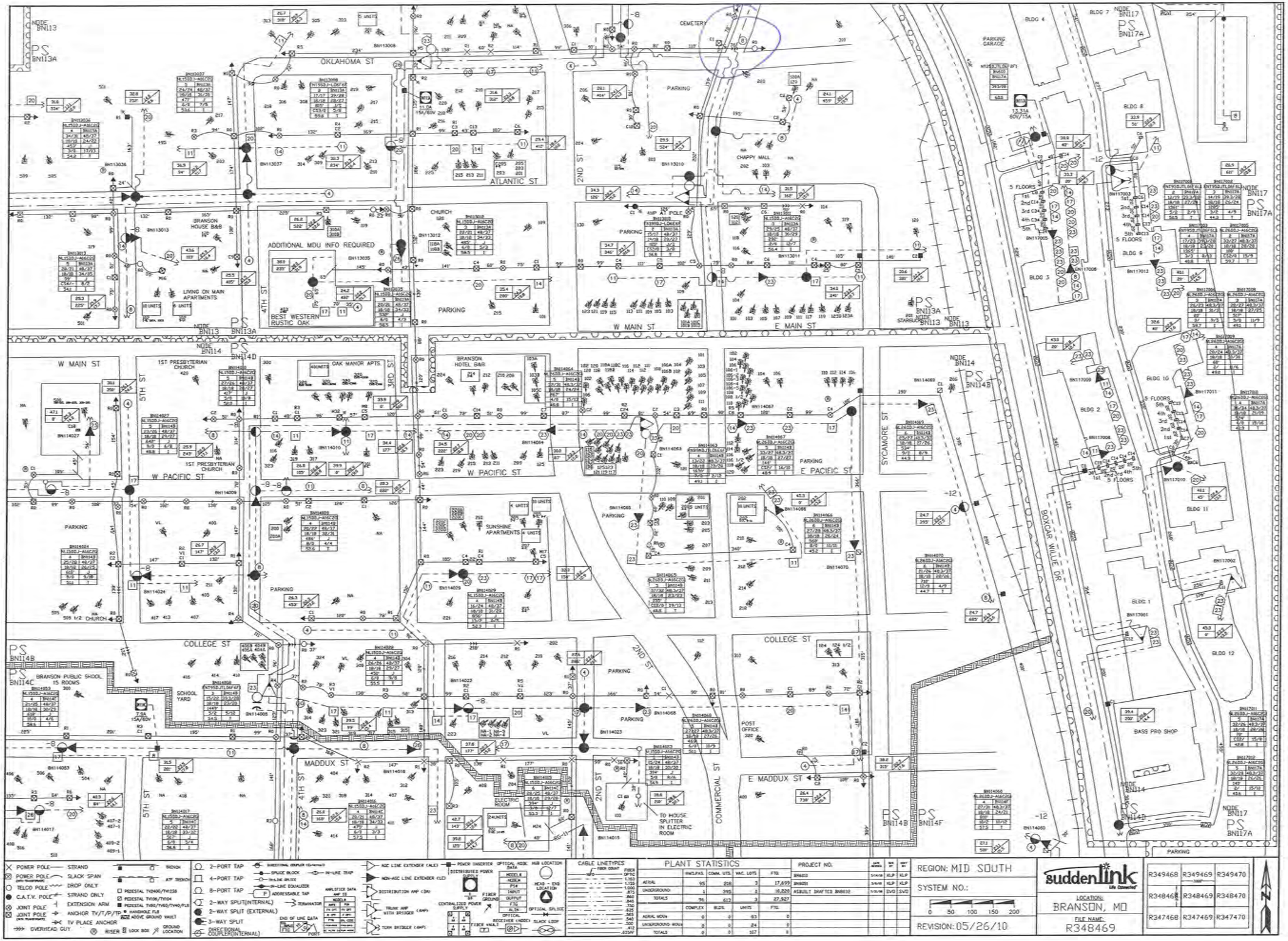
REVISION: 07/27/10

suddenlink

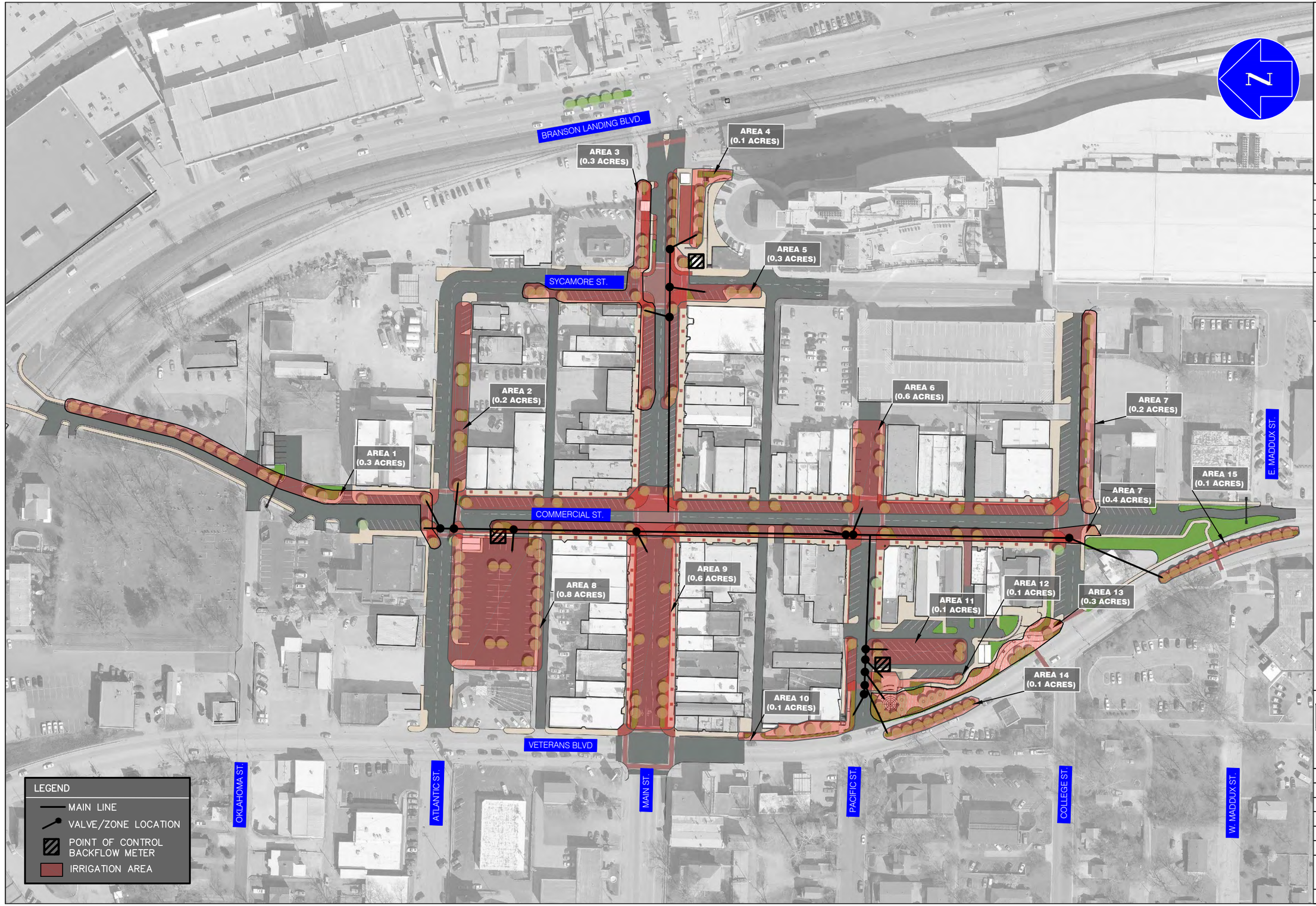
LOCATION: BRANSON, MO

FILE NAME: R349469

R350468	R350469	R350470
R349468	R349469	R349470
R348468	R348469	R348470


OKLAHOMA ST
ATLANTIC ST
W MAIN ST
E MAIN ST
W PACIFIC ST
E PACIFIC ST
COLLEGE ST
MADDUX ST
E MADDUX ST
4TH ST
5TH ST
2ND ST
3RD ST
SYCAMORE ST
COMMERCIAL ST
BOXCAR WILLIE DR
CEMETERY
PARKING
CHAPPY MALL
BRANSON HOUSE B&B
ADDITIONAL MDU INFO REQUIRED
LIVING ON MAIN APARTMENTS
BEST WESTERN RUSTIC OAK
CHURCH
BRANSON HOTEL B&B
OAK MANOR APTS.
1ST PRESBYTERIAN CHURCH
SUNSHINE APARTMENTS
BRANSON PUBLIC SHOOL 15 ROOMS
SCHOOL YARD
ELECTRIC ROOM
TO HOUSE SPLITTER IN ELECTRIC ROOM
POST OFFICE
STARBUCKS
PARKING GARAGE
5 FLOORS
BASS PRO SHOP
BLDG 1
BLDG 2
BLDG 3
BLDG 4
BLDG 6
BLDG 7
BLDG 8
BLDG 9
BLDG 10
BLDG 11
BLDG 12
NODE BN113
NODE BN114
NODE BN117
PS BN113A
PS BN114B
PS BN114C
PS BN114D
PS BN114F
PS BN117A
POWER POLE — STRAND
POWER POLE — SLACK SPAN
TELCO POLE — DROP ONLY
C.A.T.V. POLE — STRAND ONLY
JOINT POLE — EXTENSION ARM
JOINT POLE — ANCHOR TV/T/P/TD
OVERHEAD GUY
TRENCH
ATF TRENCH
PEDESTAL TYP206/TYP228
PEDESTAL TYP06/TYP04
PEDESTAL TYP80/TYP60/TYP40/RLS
HANDHOLE FLR
ABOVE GROUND VAULT
RISER
LOCK BOX
GROUND LOCATION
2-PORT TAP
4-PORT TAP
8-PORT TAP
2-WAY SPLIT(INTERNAL)
2-WAY SPLIT (EXTERNAL)
3-WAY SPLIT
DIRECTIONAL COUPLER(INTERNAL)
SPLICE BLOCK
IN-LINE EQUALIZER
ADDRESSABLE TAP
TERMINATOR
END OF LINE DATA
AGC LINE EXTENDER (ALE)
NON-AGC LINE EXTENDER (LE)
DISTRIBUTION AMP (DA)
TRUNK AMP WITH BRIDGER
TERM BRIDGER (-BMP)
POWER INSERTER
OPTICAL NODE DATA
HUB LOCATION
HEAD - END LOCATION
FIBER GROUND
CENTRALIZED POWER SUPPLY
OPTICAL RECEIVER (-NODE)
OPTICAL SPLICE
SLACK LOOP
CABLE LINETYPES
PLANT STATISTICS
PROJECT NO.
AERIAL
UNDERGROUND
TOTALS
AERIAL MDUs
UNDERGROUND MDUs
REGION: MID SOUTH
SYSTEM NO.:
REVISION: 05/26/10
suddenlink
LOCATION: BRANSON, MO
FILE NAME: R348469
R349468 R349469 R349470
R348468 R348469 R348470
R347468 R347469 R347470
N

APPENDIX 5E



FROM THE TOP DOWNTOWN BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON HISTORIC DOWNTOWN STREETSCAPE IMPROVEMENTS

PROPOSED IRRIGATION LAYOUT

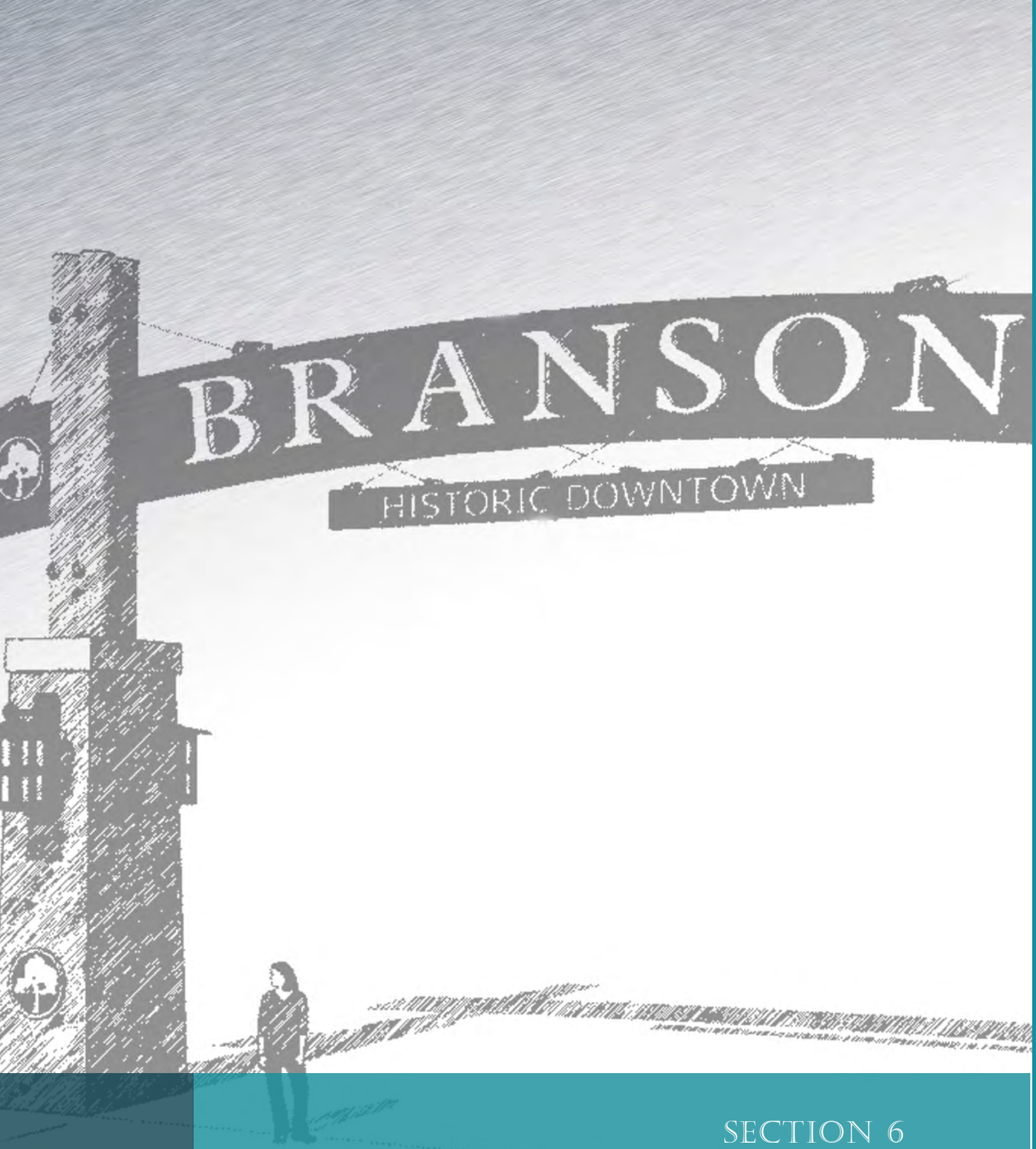
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DESIGN BY: TJK
DRAWN BY: TJK
CHECKED BY: SJP
APPROVED BY: SJP
DATE: 7/17/13
JOB No: 12485-01-00

FIGURE ?

SHEET 1 OF 1



SECTION 6

Downtown Master Plan Vision

SECTION 6

Downtown Master Plan Vision

6.1 – Introduction

The overall master plan was developed based on feedback from the public input process and a true result of a collaborative and interactive effort by everyone involved. The individual components of the proposed vision for the downtown are referenced to the goals and objectives established during the public involvement process. Each element will be further developed during the design phase with additional input from the city during each phase of implementation.

The overall master plan was developed with the intent that the overall vision for the entire study area is documented for future implementation. More detail on the implementation decision process will be discussed in Section 7 of this report, and it is the intent that the overall plan be presented with flexible implementation strategies to accommodate available funding. The master plan is intended to be a guide for the community that remains flexible to the ever-changing environment and opportunities. It is anticipated that this plan will change and be adjusted as the team enters into the design and implementation phases.

Figure 6.1
Master Plan Schematic

The overall master plan schematic shown below in **Figure 6.1** was adopted by the board of alderman on September 24, 2013 and is included in **Appendix 6A**.



6.2 – Historic Downtown Identity

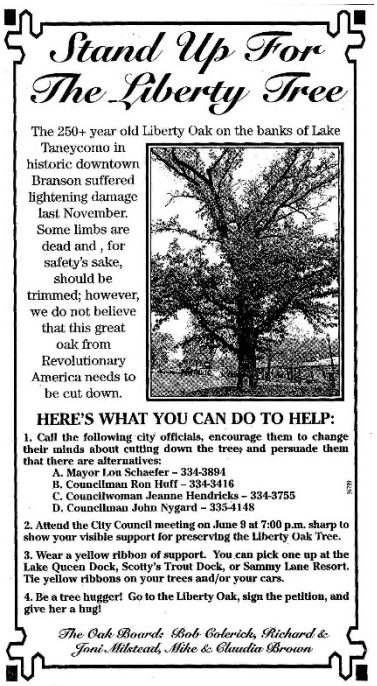
Precedence Themes

The need for a consistent theme and identity for the historic downtown was a major consideration in the branding and identity of the proposed streetscape improvements. With an eclectic and authentic feel to the downtown, the need for a constant branding and theme will help further the identity and experience of the downtown area. Feedback from the public involvement process was critical in the development of a proposed theme for the downtown area. The team surveyed many of the characteristics that make the downtown a unique and memorable place to visit; these characteristics were matched with common elements listed within the goals and objectives developed during the public involvement process. A combination of the unique history, public input, and future direction for the downtown resulted in the suggested themes presented in the overall master plan vision.

The Liberty Tree

From interviews with many local residents and business owners, it became clear that the Liberty Oak Tree continues to be a strong and constant symbol of the community. The Liberty Tree was an ancient oak believed to be young when "The Liberty Bell" was first rung in Philadelphia in 1776. The 250 year old Liberty Tree was removed as part of the $300 million dollar Branson Landing improvement project. The removal of the tree was very controversial at the time, with many in the community continuing to reference the tree as a historical symbol and landmark for the lake front and downtown area. The tree is evident in much of the original downtown development, with naming and signage themed around the famous oak. In fact, remains of the tree trunk are still on display in city hall and remain woven into the fabric of the community.

In an attempt to commemorate the Liberty Oak and everything it represents, the team has developed the proposed theme for the historic downtown around the natural beauty and outdoor recreation that continues to attract people to the area. The tree also represents the community's strong patriotic support for veterans and the American Revolution value of liberty. The improvements are themed to commemorate this long-standing symbol, and provide the downtown with a tribute to that landmark.



Stand Up For The Liberty Tree

The 250+ year old Liberty Oak on the banks of Lake Taneycomo in historic downtown Branson suffered lightening damage last November. Some limbs are dead and , for safety's sake, should be trimmed; however, we do not believe that this great oak from Revolutionary America needs to be cut down.

HERE'S WHAT YOU CAN DO TO HELP:

1. Call the following city officials, encourage them to change their minds about cutting down the trees and persuade them that there are alternatives:
   A. Mayor Lou Schaefer – 334-3894
   B. Councilman Ron Huff – 334-3416
   C. Councilwoman Jeanne Hendricks – 334-3755
   D. Councilman John Nygard – 335-4148
2. Attend the City Council meeting on June 9 at 7:00 p.m. sharp to show your visible support for preserving the Liberty Oak Tree.
3. Wear a yellow ribbon of support. You can pick one up at the Lake Queen Dock, Scotty's Trout Dock, or Sammy Lane Resort. Tie yellow ribbons on your trees and/or your cars.
4. Be a tree hugger! Go to the Liberty Oak, sign the petition, and give her a hug!

The Oak Board: Bob Calerick, Richard & Joni Milstead, Mike & Claudia Brown

The Fight for Preservation
"Stand Up for the Liberty Tree" flyer was issued to residents as a way to promote preserving the landmark tree.

Liberty Oak Tree
Picture of the Liberty Oak Tree Prior to removal for the development of the Branson Landing



Liberty Oak Signage Theme
Examples of the original development signage and branding with the use of the Liberty Oak





The tree medallion was developed and selected as the overall theme for the historic downtown improvements. Recommendations on incorporating the theme onto street furnishings, light poles, signing, and utility boxes was presented during the planning phase and is shown in **Figure 6.2**. Concept images with the symbol were adopted by members of the community and steering committee as the recommended brand for the historic downtown improvements.



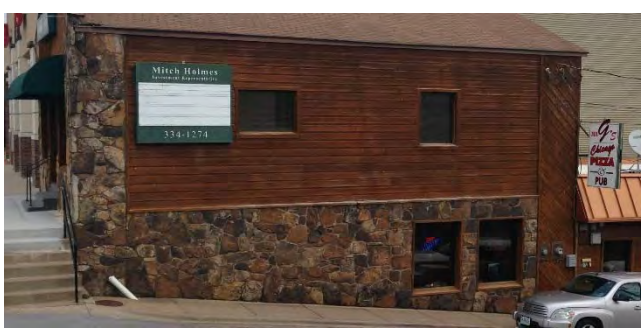
Figure 6.2 - Liberty Oak Tree Medallion
Images of the proposed Liberty Oak Tree Medallions to be incorporated on gateway signage, street furnishings, and light pole accessories.

Ozark Giraffe Rock

In addition to the tree medallion, considerations to local materials like stone and wood were discussed in detail during the planning phase of the project. Consistent material selection was also developed with likeness to historical and local precedence. A popular choice for the proposed stone faced façade on the project was the Ozark Giraffe Rock Pattern.

Ozark giraffe rock gets its name from the appearance of the stone pattern of the exterior walls. Local stone, usually limestone or sandstone, would be split into thin slabs. The resulting pieces would be of inconsistent size and shape, and were pieced together (like a crazy quilt) with thick mortar joints. The mortar could be concave or convex, and was often painted. The contrast between the painted mortar and the gray/brown stone slabs would look like the pattern on a giraffe's coat.
This exterior pattern meant that all of the procured slab rock could be used in the construction process, and little would go to waste. It was a practical and thrifty choice for a region mostly populated by farmers, ranchers, miners, loggers, and others in the working class.

Ozark giraffe is a common exterior on older homes built in the first half of the twentieth century. The exteriors were found on community and commercial buildings in addition to residential homes. On some homes, a combination of giraffe rock and stucco (or other building materials) was used. Generally, it was a practical, low-cost exterior made with locally-available materials. Ozark giraffe houses are usually small modest,, bungalows.





Ozark Giraffe Stone
A few precedence examples of Giraffe Stone Applications on Building Facades.



The origin of Ozark giraffe has its roots in the Arts and Crafts movement, which encouraged the visibility of handicraft and local, natural materials. The style is prevalent on many of the downtown buildings, contributing to the unique look and feel of the historic downtown. The team worked diligently during the planning phase to identify local material suppliers that could meet the demand and quality of Giraffe Stone needed for the project improvements. **Figure 6.3** illustrates the precedence for stone application on raised barriers and retaining walls throughout the project limits.

Weathered Timber

The application of wood and stone in the downtown architecture and surrounding building materials is very prevalent. The steering committee put an emphasis on incorporating a weathered grey style of timber for the improvements. The proposed vision is generated in likeness to many of the weathered timber common to the Ozark region.

Figure 6.3
Recommended Giraffe Stone Pattern for Application on various Retaining Wall and Raised Barrier Locations.





Weathered Timber Aesthetics
Precedence examples of weathered timber applications on building facades.



Figure 6.4
Recommended Weathered Timber for Application on various sign posts, light poles, and street furniture

Through a series of concept development and alternative development, the team worked collaboratively with input from members of the steering committee, staff, and the public to define the proposed timber elements for the proposed vision. **Figures 6.4 and 6.5** are some examples of how the weathered timber look will be incorporated into the proposed improvements. This timber element is a truly unique sustainable element that showcases the rich culture and heritage of the Ozarks into the downtown vision.

In addition to the Liberty Oak medallion, the proposed light fixtures were designed to incorporate an acorn style fixture, commemorating the well-known offspring from the oak tree and keeping consistent with the Liberty Oak theming for the downtown improvements.

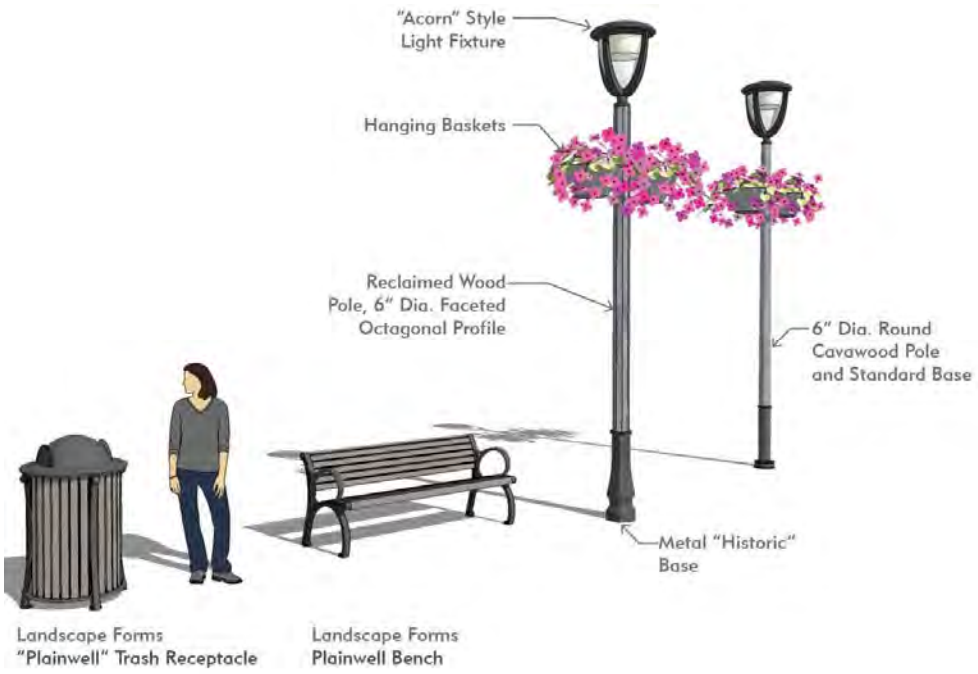




Figure 6.5
Recommended timber and stone combination for proposed trolley stop and restroom building applications.

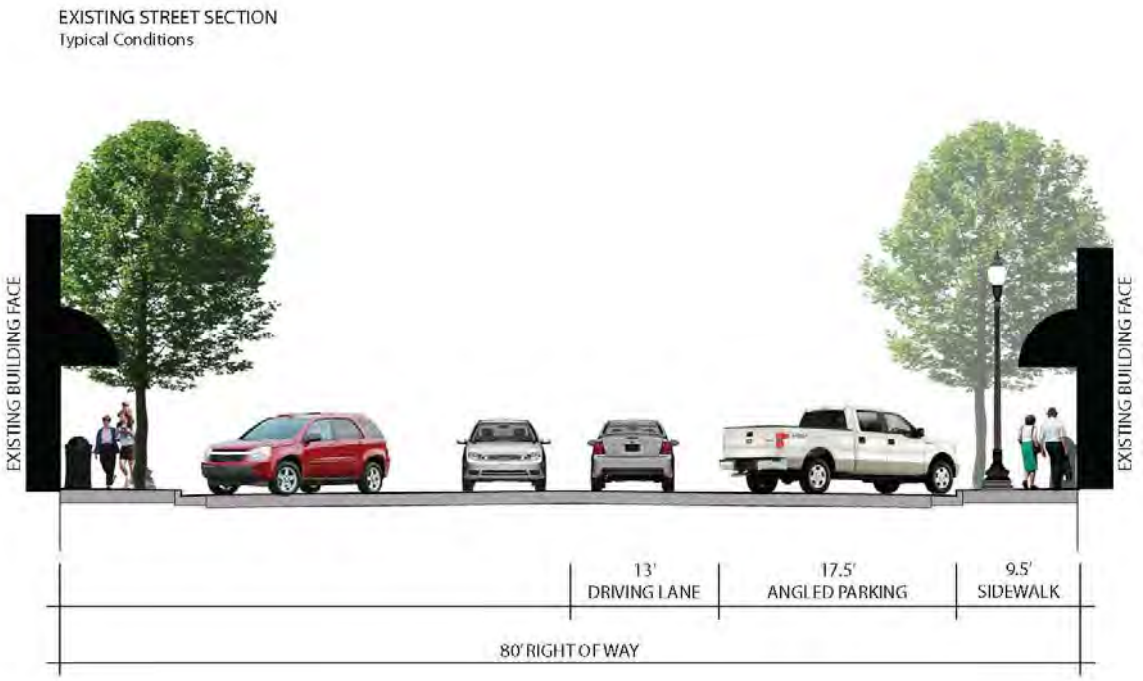
6.3 – Streetscape Features

The individual components of the proposed vision for the downtown are always referenced to the goals and objectives established during the public involvement process. Many of the streetscape features are recommended in an effort to address each of the critical challenges to the downtown area that are discussed in the area analysis and existing condition audit section of the report.

Typical Sections

The existing typical section, shown in **Figure 6.6** below has many barriers contained within the pedestrian walkway, resulting in limited pedestrian capacity benches, light poles, signs, trash cans, recycling bins, fire hydrants, trees, newspaper stands, cigarette urns, mailboxes, planters, and many other barriers that impede pedestrian traffic.

Figure 6.6
Existing Typical Section on Main Street



The proposed sections shown in **Figure 6.7 and 6.8** provided additional space for pedestrian use and advantage of proposed intersection bump-out locations to better organize street furniture and accommodate additional outdoor gathering space. An additional 1.5 feet of sidewalk width has been added to the proposed typical section, while maintaining the existing 17.5 foot of diagonal parking space. The additional space dedicated to the pedestrian walkway and bump-out configurations will result in obtaining the following project objectives:
Less sidewalk clutter, increase pedestrian safety, reduce tree impacts on existing buildings, additional outdoor gathering & seating areas, more visible traffic control and way-finding signage at intersections, reduced cross-walk distance at intersections, and enhanced lighting levels with more organized tree placement.

Figure 6.7
Proposed Typical Section on Main Street (Between Veterans & Commercial)

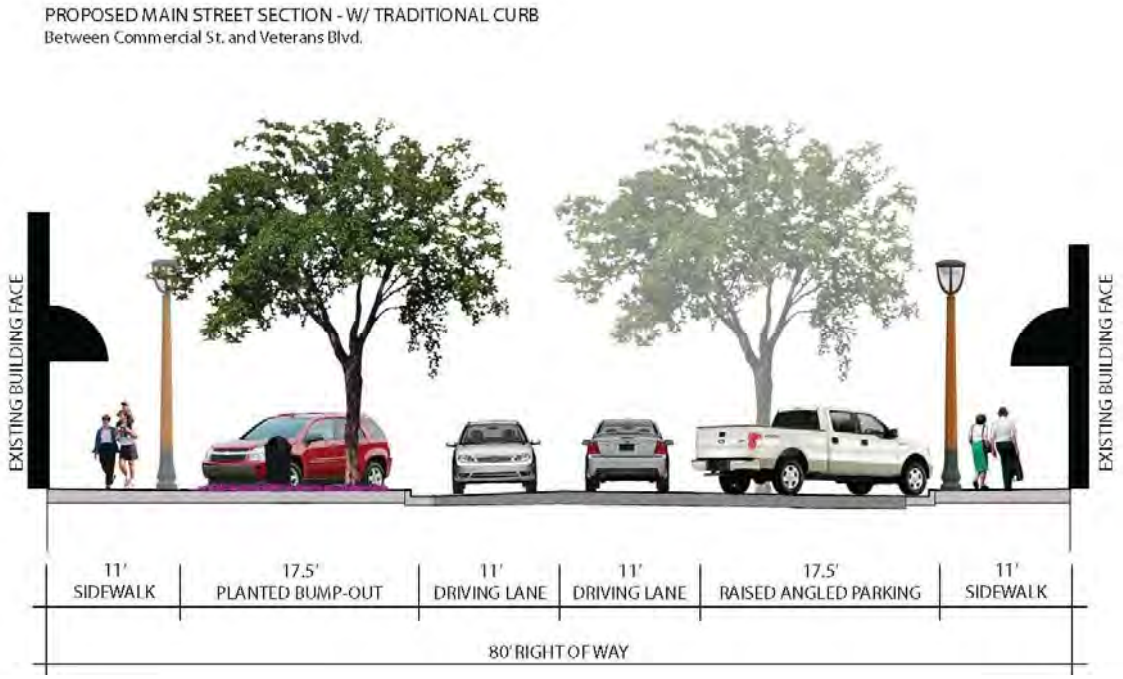


Figure 6.8
Before & After Typical Sections on Main Street (Between Veterans & Commercial)





Perhaps the most significant impact of the additional dedicated pedestrian sidewalk width is evident in the accessibility improvements proposed along the steepest section of Main Street between Commercial and Sycamore shown in **Figures 6.9 & 6.10**. This additional space results in the opportunity to accommodate handicap accessible ramps and platforms into businesses and buildings, while maintaining enough clear distance for continuous sidewalk connectivity for other pedestrians. The additional raised ramp platforms can also accommodate areas for rest and outdoor seating as visitors migrate up the Main Street hill to the central Commercial Street corridor.

Figure 6.9
Proposed Typical Section on Main Street (Between Commercial & Sycamore

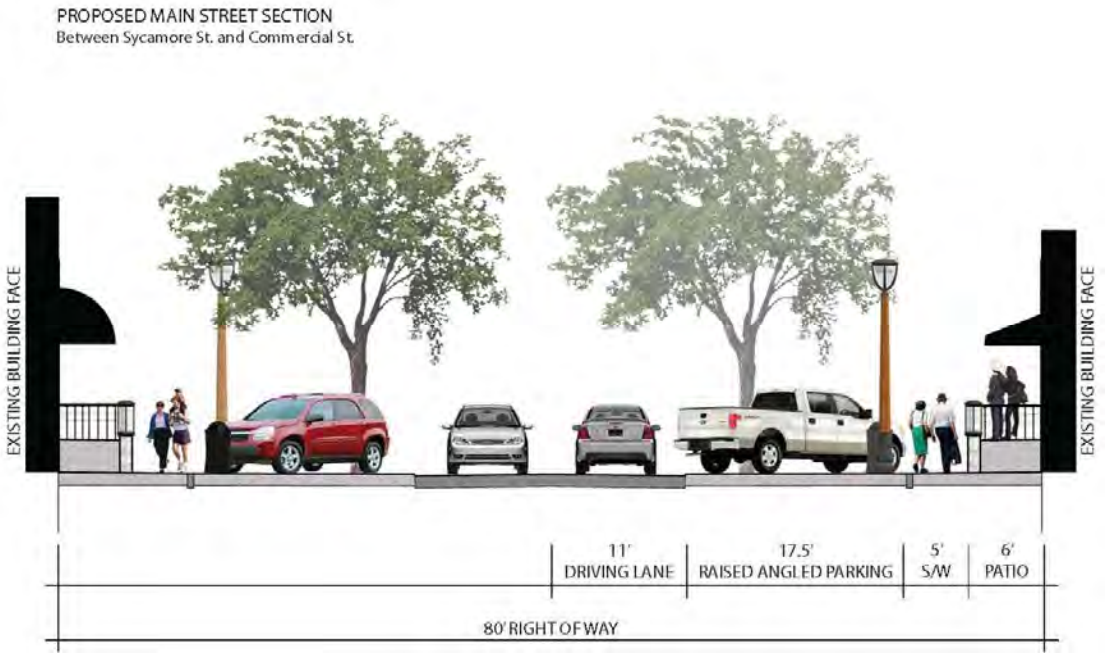




Figure 6.10 (before)
Existing Sidewalk Area on Main Street between Commercial & Sycamore



Figure 6.10 (after)
Proposed Access Ramp on Main Street between Commercial & Sycamore

Hardscape & Pavement

The existing hardscape elements associated with the historic downtown are unique in nature and were studied by the team as part of the existing condition analysis. Many different alternatives were discussed with the steering committee and presented during the public involvement process. The proposed improvements include total replacement of the major roadways throughout the downtown limits. There are many contributing reasons for the total replacement recommendation:

- Most underground utilities in the area are scheduled for replacement and will require demolition and replacement in many of the city streets located within the improvement limits.
- Proposed geometric revisions to incorporate bump-outs and additional dedicated pedestrian width on sidewalks results in the need to replace all existing curb and gutter within the downtown.
- On-street parking consideration results in proposed curb and gutter replacement to accommodate and maximize underutilized space for parking.
- Storm water drainage is a concern in some areas of the downtown, with periodic flooding in some locations. A total roadway replacement will provide upgrades to the existing storm sewer system with new inlets and curb and gutter capacity to better convey storm water.
- Vertical profile adjustment will be made to accommodate the proposed traffic tables on Commercial Street intersections and can only be accommodated with a total reconstruct of the existing roadway.
- The construction contracts will allow for pavement alternatives that will increase the expected life of the downtown pavement and roadway system. A total reconstruction will address many of the existing cracking, patching, and rutting in areas of the downtown. Future maintenance costs are expected to be reduced with the implementation of a new pavement structure.
- Areas that exhibit steep vertical grades will be addressed to accommodate design vehicles and provide composite strength to address the stop and go traffic.
- New pavement and clay pavers will provide an aesthetic appeal to the historic downtown and attract new economic development to the area.

The team evaluated the use of clay pavers throughout the downtown with many different alternatives considered during the public involvement process. It was determined that clay pavers would be incorporated in a two foot ribbon along the back of the proposed curb throughout the downtown streets. This is very similar to the existing brick paver pattern that exists in the downtown today. **Figure 6.11** illustrates the proposed clay paver details that will be incorporated as part of the project. The proposed pavers are recommended to be placed along the back of curb for constructability reasons and will

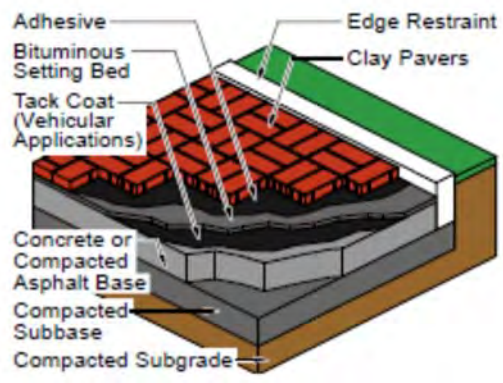


Figure 6.11
Typical Paver Detail

delineate utility boxes, light poles, and other amenities that will be located within the sidewalk area. All utility boxes and amenities will be designed to fit within the two foot ribbon area. The utilization of a concrete layer beneath the clay pavers will result in a low maintenance paver application that should avoid displacement and settlement that has been observed on the existing application.

Stamped concrete was discussed as a lower cost alternative, but interlocking clay pavers was the ultimate recommendation, providing a more consistent look over the many phases of implementation. Utilizing stamped or colored concrete may result in variation of color and style due to the multiple years of construction and construction crews anticipated.

Clay pavers were selected based on the durability and higher density than the concrete or brick alternatives. The team deliberated over many different paver layout patterns and colors and came to consensus on the implementation of a darker color paver to absorb any oil or stains that may develop over the life of the pavers. Mock-up pallets of the proposed pavers are presented in **Figure 6.12** below. There are experimental products on the market that can protect concrete and pavement against staining and discoloration, while maintaining the necessary requirements for traction and ADA compliance.



Figure 6.12
Typical Sidewalk Ribbon, Bump-Out, Alleyway, Crosswalk, and Intersection Paver Detail

Proper snow and ice removal procedures are important in regards to the long-term durability of the project. Snow blowers or snow blowers with brushes are the preferred methods of snow removal. If snow plows will be used the snow plow blade should be Teflon or rubber tipped and the blade should rest upon wheels that ride upon the surface of the pavers. The blade should be placed a minimum of 1/4" above the paver surface which will prevent the blade from scraping the surface of the pavers or catching a paver that might be slightly tipped. Snow shovels should be rubber tipped or plastic.

Clay pavers will also be implemented within the bump-out gathering areas located throughout the downtown area. These areas will provide an attractive outdoor gathering accommodation for visitors to the downtown.

The improvements will also include larger clay pavers to accommodate the additional vehicle loading at crosswalk and intersection locations. All crosswalks shown on **Figure 6.1** will include a paver application to delineate dedicated pedestrian walkways and promote intersection crossings. To accommodate

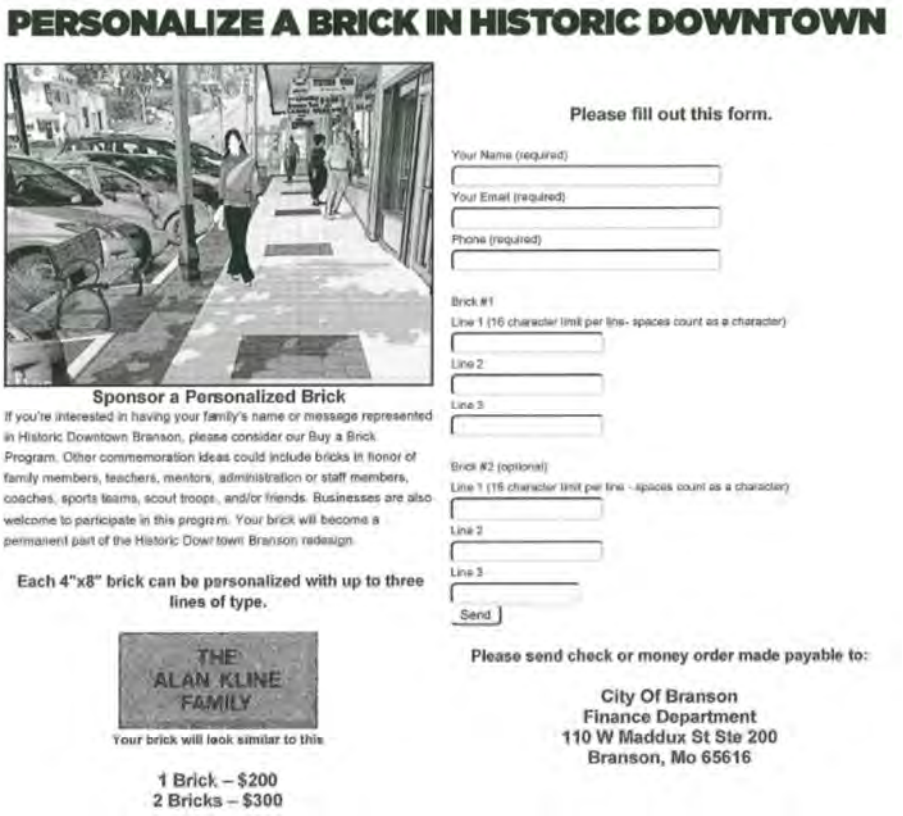
aesthetic appeal and contribute to the branding at major intersections, the application of pavers has been recommended for the intersections on Main Street with Commercial and Sycamore. All remaining intersections will have the typical pavement replacement treatment with paver crosswalks.

To promote the use of alleyways within the downtown, the team has recommended implementing clay pavers in the alleyway between Pacific and College to promote pedestrian use of the alleyway during special events in the proposed Liberty Plaza location. All other alleyways are scheduled to be re-surfaced as part of the improvements.

Recommendations have been made to incorporate commemorative plaques throughout the sidewalk improvements. This commemorative plaque program would be open to all families, donors, businesses, and supporters of the downtown. Clay paver plots would be available for individual purchase, with personalized messages engraved in the pavers. **Figure 6.12** is a draft order form that was established during the planning process. Throughout the public involvement process it was evident that everyone who lives and visits this area has a story to tell. The commemorative paver program is one way to generate funding for the downtown, promote businesses, and etch family memories forever in the streets of Branson.



Figure 6.12
Draft Commemorative Paver Order Form



Intersections

Many of the intersections within the downtown area are stop sign controlled that lead to many indecisive movements and conflicts between pedestrian and vehicle traffic. Many of these stop control intersections have obscure sign placement that is accompanied by multiple distractions of the surrounding storefronts and pedestrian activity.

The proposed bump-out configuration at major intersections within the downtown area will provide many benefits, including increased sign visibility. The proposed vision for intersections includes a raised traffic table concept that provides an increased awareness and separation between pedestrian crossings and vehicular movement. As seen in **Figure 6.11**, the proposed traffic table provides an elevated roadway surface that transitions pavement elevations from traditional curb sections to curbless elevated tables within the intersection. The traffic table concept provides many benefits:

- Elimination of traditional sidewalk ramps at each intersection for acceptable ADA transitions to lower roadway pavement levels. Smooth and relatively flat transitions for pedestrians at cross walk locations results in better accessibility for pedestrian traffic.
- The bump-out configuration better utilizes striped areas and wasted space near intersections. This area is better utilized for streetscape furniture, landscaping, way-finding, and outdoor gathering areas.
- The bump-out configuration also reduces the crosswalk distance from the original sidewalk ramp locations. This will result in shorter exposure distances for pedestrians should help disabled pedestrian visitors. The decreased distance should help reduce congestion and increase pedestrian movement through the intersection.
- Proposed traffic signals at major intersections along Main Street with interconnected signal timing should help with decision making at current stop control intersections. The signals should increase safety and help with traffic and pedestrian traffic congestion.
- The roadway pavement transition to an elevated intersection provides vehicular traffic additional awareness of the intersection and gives pedestrians a priority at intersection crosswalks.
- Proposed mid-block crossings were discussed with members of the committee, but an emphasis was put on maintaining existing on-street parking. The proposed bump-out configuration is also anticipated to help deter visitors from mid-block crossings, resulting in increased safety and reduced congestion in the downtown area.



Figure 6.11 *Proposed Intersection at Main & Commercial St.*

Figure 6.12 shows all intersections within the downtown improvement limits. Many of the intersections will remain stop controlled (shown in blue), and proposed signals are recommended for intersections along Main Street (shown in yellow). Intersections shown in red will remain signalized with improvements anticipated at the intersection of Veterans Blvd. with Main St. and College St. In addition to the analysis discussed in Section 4 of the report, there are many advantages for both pedestrian and traffic management that make signals along the Main Street corridor a good safety investment.

Figure 6.12
Proposed Signals on Main Street Intersections (Shown in Yellow).

Existing Signalized Intersections (Shown in Red)

Existing Stop Controlled Intersections (Shown in Blue)



The proposed intersection of Veterans Blvd. with Main Street continues to be one of the major gateways into the heart of the historic downtown area. With a pronounced topographic drop from the entrance off US Hwy 65, the Main Street intersection with Veterans Blvd. serves as one of the main arteries into the downtown area. The rolling terrain from US Hwy 65 presents the downtown and Lake Taneycomo with a panoramic view as motorists enter the historic downtown area. The natural features of this entrance have been identified as its own signature gateway into the area. Recommendations on providing gateway improvements toward US Hwy 65 on Main Street will be discussed in the way-finding recommendations of the report, but no overhead gateways are recommended at this key intersection. Instead, the vision recommends improvements to the intersection that will address safety and improve the aesthetic entrance into the historic downtown area. **Figure 6.13** illustrates the proposed vision and highlights some of the enhancements to the highly visible intersection.

Figure 6.13 (After)
Proposed Intersection of Main & Veterans Blvd.



Figure 6.13 (Before)
Existing Intersection of Main & Veterans Blvd.



Enhancements to the intersection have numerous benefits and address many issues currently identified with the existing configuration.

- The existing traffic signals reflect a MoDOT standard look with signage and mast arms that are more consistent with state highway standards. The infrastructure does not appear to be consistent with the surrounding downtown environment. MoDOT currently has jurisdiction of this intersection. The team recommends that the city explore a potential jurisdictional transfer of this intersection in conjunction with current discussions with MoDOT on the entire Main Street Corridor. This may result in potential design variances and allow design alternatives that deviate from highway standards.
- Current geometrics at the intersection have short radius corners that have resulted in trucks and large vehicles mounting curbs and rubbing against light pole and signal foundations. A coordinated effort with adjacent property owners and MoDOT is recommended to improve the functional geometrics of the intersection.
- The existing signal timing and phasing are accommodating the large amount of vehicular traffic, with limited time for pedestrian traffic to utilize crosswalks into the area. The improvements recommend similar bump-out geometrics to allow shorter crosswalk distance and increase pedestrian safety. Inter-connected signals with a dedicated pedestrian phase for crossing should also be considered to help create connectivity and efficiency at the intersection.
- The incorporation of new pavers for delineating crosswalk locations is recommended to encourage pedestrian connectivity to neighborhoods and amenities west of Veterans Blvd. The paved crosswalks increase the vehicle awareness of the dedicated pedestrian crossing area and improves safety.
- This intersection is the front door to the historic downtown area for many out-of-town visitors and should be more consistent with the signing and theming proposed as part of the downtown improvements.

- Since there is a need for overhead signals at this intersection, implementing an overhead gateway structure is not recommended, but a low level gateway or signing should be considered during the design phase.
- Improvements to the intersection should be coordinated with adjacent improvements along West Main and the Highway 76 project.

Alleyways

A majority of the alleyways in the downtown run east-west and provide vital elements to the downtown businesses. They are essential conduits for utilities, parking, delivery, and trash pick-up for all businesses in the downtown area. They are rarely used by pedestrians and visitors to the downtown area, due to lack of lighting, clutter, and accessibility challenges.

Figure 6.14
Alleyway between Pacific & College Street



The team recommends upgrades to alleyways to help promote pedestrian activity and increase safety and aesthetics in the downtown area. The master plan proposes the use of pavers in the alleyway located between Pacific and College Street to help promote pedestrian connectivity to the proposed Liberty Plaza event location. (**See Figure 6.14**) Although this is an additional cost, the pavers will attract pedestrians and visitors to use this alleyway as access to the outdoor event location at Liberty Plaza. Lighting is also recommended within the alleyways to promote safe pedestrian use during nighttime activities.





Rear Building Access to Main Street
Many businesses promote pedestrian access to Main Street through rear entrances facing the Awbery Parking Lot

Other alleyway locations throughout the downtown area are recommended to be resurfaced with asphalt. The resurfacing will address distressed pavement that has been patched over the years with numerous utility relocations. This resurfacing may also spur adjacent businesses to make improvements and reorganize rear parking and improve truck delivery.

Another key alleyway location that was discussed during the master plan development is adjacent to the Awbery Parking lot, between Atlantic & Main Street. This alleyway experiences a heavy amount of pedestrian traffic due to its close proximity to the Awbery Parking lot. Although this is planned to be resurfaced, it is vital to address organization of rear parking to buildings located along Main Street. **Figure 6.15** illustrates one concept for organizing parking and space utilization on the rear side of Main Street buildings. Many of these opportunities to enhance the function and aesthetics of the downtown infrastructure should be discussed in future design phases with opportunities for private-public partnerships.

Figure 6.15
Parking & Hardscape Improvements Adjacent to Alleyway Improvements with Private-Public Partnerships to address parking organization pedestrian use of rear entrances.



Throughout the downtown area, local artists have exhibited their talent with statues, sculptures, and building murals. This public display of local artistic talent has enhanced the authentic and historical appeal to the area. It is recommended that the city assess the existing policies to encourage acceptable displays of public art. Alleyways offer many opportunities for building murals that can enhance the aesthetics in these areas. These are improvements that can be coordinated through local community organizations, but are not necessarily part of the project improvements. Wall murals are not acceptable for all applications, but can provide opportunities for aesthetic enhancements of alleyway locations. The downtown streetscape project is designed to encourage this discussion and implementation outside the scope of improvements. Many locations for wall murals were discussed with local property owners during the public involvement process. **Figure 6.16** below illustrates many of the potential locations discussed.

Location No. 1
East face of the building located at the southwest corner of Sycamore and Main Street. This location would be an ideal location for a wall mural to help attract visitors from the Hilton Convention Center to the downtown area. This location is prime to display an artistic message to visitors that encourages them to discover Main Street.

Location No. 2
South face of the building located at the northeast corner of Commercial and Pacific Street. This location would be ideal for visitors utilizing the public parking garage and would help draw attention to amenities in the area and potentially increase users.



Location No. 3
South face of the building located at the northwest corner of Commercial and the alleyway. This location would be ideal for visitors utilizing the alleyway during special outdoor festivals and help promote the connection between the Liberty Plaza area and Commercial Street.

Figure 6.16
Potential Wall Mural Locations Discussed During Planning Phase

Examples of Downtown Art Displays
Building Wall Murals and Historical Sculptures help promote the history and heritage of the community.

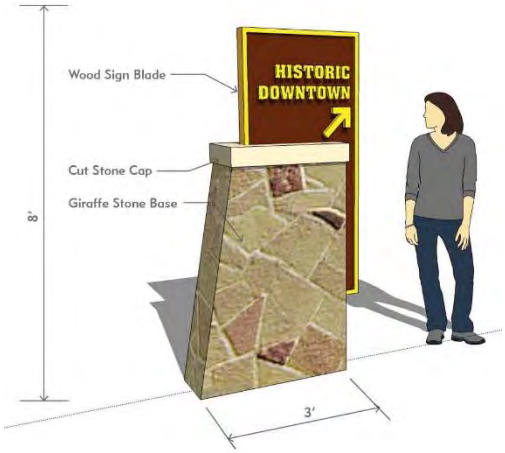




6.4 – Signage & Way-Finding

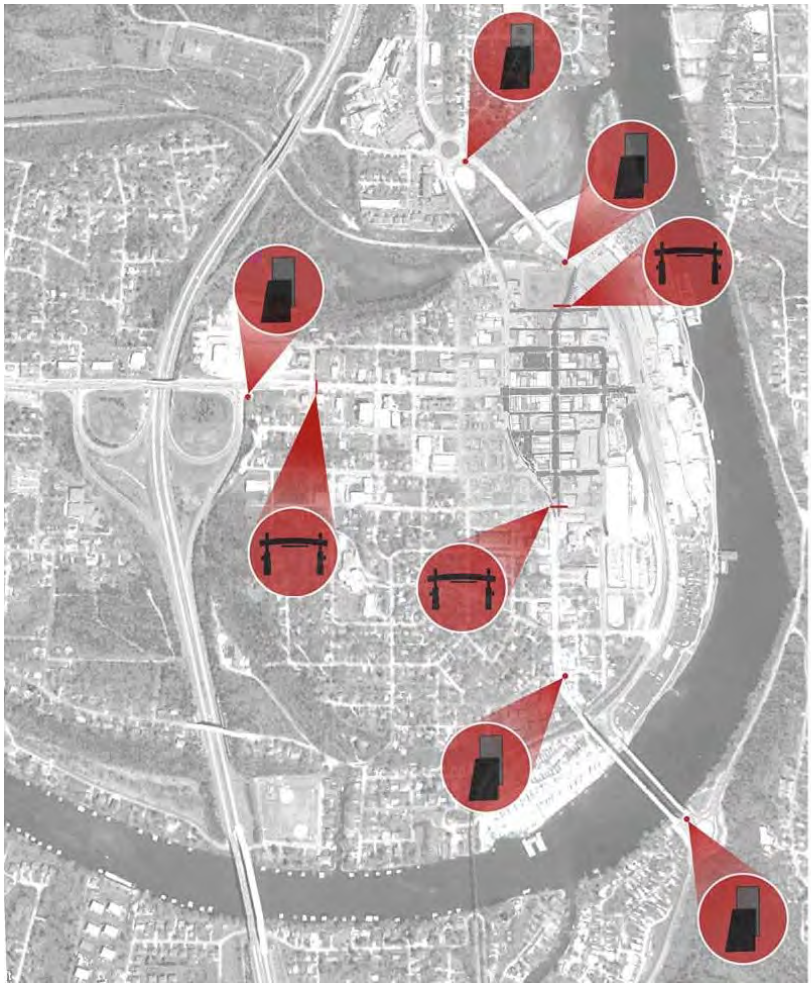
Signage and way-finding is critically important to areas that attract a higher volume of out-of-town visitors. It's important to consider signage outside of the destination location area that can help direct visitors to key points of interest from major arterials and points of entry into the downtown. Advanced way-finding that has a consistent look and is easily identifiable can help direct traffic and inform the public to make clear and safe decisions.

Historic Downtown Way-Finding Monuments



Recommendations for way-finding improvements start with a look at how visitors arrive to the downtown area. As discussed in previous sections of the report, a large number of visitors to the area drive and are directed to the downtown area from major transportation arteries like US Hwy 65, Business 65 and State Rte. 76 (Main Street). **Figure 6.17 (Appendix 6B)** below illustrates recommended way-finding improvements outside the historic downtown area that will increase visibility and help direct out-of-town visitors to the historic downtown area. Smaller "Historic Downtown" monuments are proposed at key decision point locations to assist and help promote the historic downtown area. Larger Overhead Gateway structures are proposed to provide a unique identity and welcome people to the downtown area. These structures are also designed to help promote the use of Main Street and Commercial Street. As discussed in Section 4, way-finding is used to help reduce congestion on Business 65, directing more traffic onto Branson Landing Blvd. and encouraging traffic to utilize Commercial Street as the main point of entry from the roundabout intersection. This was also recommended to help reduce the amount of westbound traffic from Branson Landing Blvd. on Main Street. One of the

Figure 6.17
Proposed Way-Finding Map



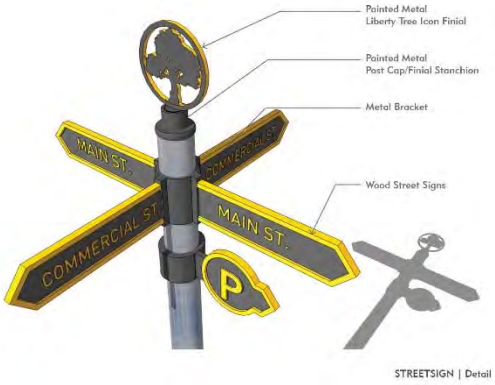






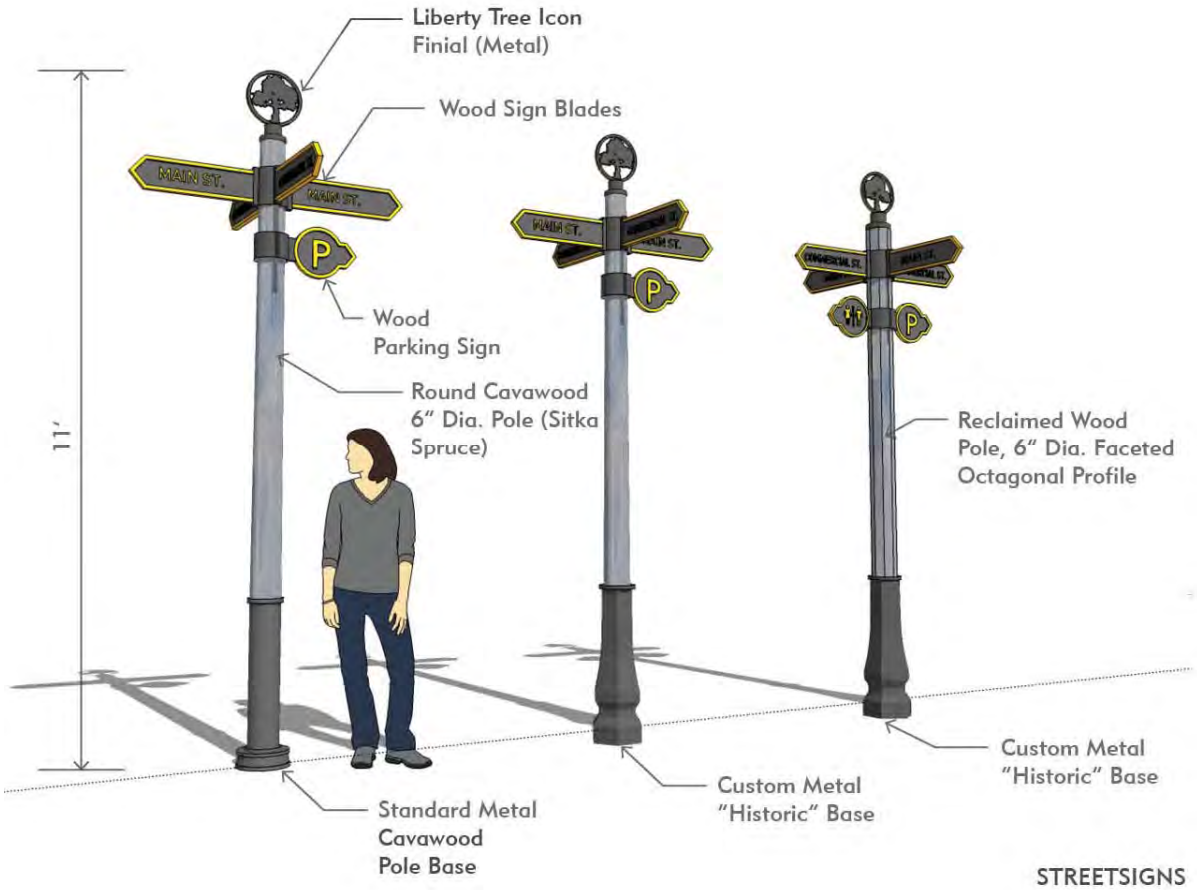
adopted goals of the project was to increase the visibility and utilization of Commercial Street. Recommendations to providing way-finding that encourages the use of Commercial Street and provides a better balance of the traffic volume between Commercial and Main Street can increase the overall activity along Commercial Street.

Informational & Way-Finding Signs



The plan recommends a consistent look and feel to the proposed street signs that will help encourage vehicle and pedestrian visitors to the downtown area. The proposed street signs are crafted from the same wooden poles used for the proposed light poles to maintain a consistent look and feel to the downtown improvements and are depicted below in **Figures 6.18 & 6.19**. The proposed Liberty Oak medallion will also be incorporated into the fixtures along with signs for accommodations for restroom and parking informational signs attached giving directions to the nearest public parking, trolley stop, or restroom facility. By incorporating both street, parking, and restroom information on the same pole, we eliminate three separate poles to convey the same message to the visitor and provide a consistent look to the visitor experience. This solution helps with the existing sign pollution issue that exists in the downtown today. Implementation of the proposed signage along with strict policy related to future sign placement within the downtown should be considered.

Figure 6.18 & 6.19
Proposed Street Sign Schematics



Careful consideration of the sign placement with the proposed bump-out and intersection locations is consistent with project goals to eliminate clutter and provide a well-organized and dedicated pedestrian space. **Figure 6.20** in **Appendix 6B** illustrates the proposed street sign locations within the downtown area.

Figure 6.20
Proposed Street Sign Locations





WAYFINDING LOCATIONS | Street

In addition to the street, trolley stop, restroom, and parking signs, the plan includes way-finding elements that promote businesses and other attractions within the historic downtown area on an outdoor business directory map. (**See Figure 6.21**) The directory will be consistent with the wood and stone material and will help visitors experience the downtown with knowledge and information related to retail, restaurants, and special event calendars that promote the unique offerings the downtown has to offer. These directories will be placed at strategic locations in the downtown area and will be determined in future design phases.

The directory way-finding element could also be used during festivals and help visitors navigate the many vendor tents and entertainment locations. The structure is a versatile information center that can be effective and useful in conveying information to out-of-town visitors in many different ways.

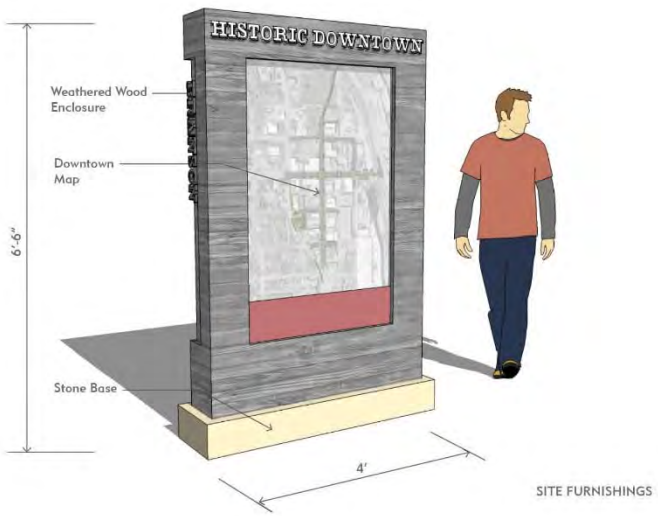


Figure 6.21
Proposed Downtown Business Directory

Figure 6.22
Proposed Regulatory Sign Application



Regulatory Signs

There are many regulatory signs that are still necessary in the downtown area like stop signs, RR crossing, yield, and parking enforcement signs. In an attempt to maintain the intimate and authentic look and feel to the new proposed signage, the team has recommended a black painted aluminum edging and decorative black aluminum pole that will match the light pole and street sign bases. **Figure 6.22** illustrates the typical regulatory sign application. Exact placement and application of all regulatory signs will be determined during each phase of design.

In an attempt to consolidate and still provide the necessary amount of parking enforcement signage for on-street parking, the improvement will space parking enforcement signs near bump-out locations for the entire block. This is an acceptable application and will help reduce signage pollution in the downtown.

Gateways & Visibility

The proposed gateways provide value to both motorists and pedestrian visitors. Not only do they help attract motor vehicle traffic, but they also draw visiting pedestrians toward the overhead landmarks, promoting the pedestrian friendly grades along Commercial Street. **Figure 6.17** shows three specific locations for the proposed overhead gateway structures.

Location No. 1

A proposed landmark overhead gateway is proposed at the top of the hill near the off and on ramp locations to US Hwy 65. The existing interchange serves as the main entrance and access to Main Street for many out-of-town visitors. Many visitors are faced with a decision at the interchange; west on Main Street is the famous 76 strip which is home to the city's hotel and entertainment district. East of the interchange is the historic downtown and Branson Landing on the banks of Lake Taneycomo. An overhead gateway at this location will better define the specific destinations with two separate identities and experiences for visitors. This location is key to providing direction, identity, and marketing for the historic downtown experience. This particular location must be coordinated with MoDOT and the anticipated improvements along the 76 corridor.

"The Hill"
Looking East from US Hwy 65 towards the Historic Downtown



Location No. 2 & 3

With the pronounced topography from US Hwy 65, “the hill” serves as its own kind of gateway to the downtown area, with little need for additional overhead structures to conflict with the view and overhead signals at intersections. Instead, recommendations have been made for landmark gateway structures along Commercial Street. Commercial Street serves as the main parade route for the downtown, with pedestrian friendly grades for manageable pedestrian travel. Overhead gateway structures are recommended for both north and south ends of Commercial Street to enhance the parade route and draw pedestrians to the north and south edges of the downtown area. The proposed gateways will also enhance pedestrian sidewalks, connectivity, and provide seating for parade and special event guests. In similar applications, the overhead gateways have served as landmarks and tourist destinations for pictures and meeting places. These improvements will enhance the visitor experience, attract patrons to the edges of the downtown district, provide way-finding and promote the use of Commercial Street. The application of gateways to help provide the downtown with a pronounced symbolic identity was a top priority of the community.



North Gateway Location (Before)
Looking South on Commercial Street



North Gateway Location (After)
Looking South on Commercial Street from Branson Landing Blvd.



North Gateway Location
Additional Sidewalk and Seating for Parade Events

In addition to the overhead structure, the gateway improvements will include many enhancements to the lower level elements associated with the Commercial Street corridor. Additional sidewalks along the east side of Commercial Street will provide pedestrian connectivity to the north parking lot at the Branson Landing and hopefully entices visitors of the Landing to experience the unique offerings of the historic downtown area. Along with additional connectivity, these improvements will incorporate natural stone materials into existing walls and pedestrian seating. Enhanced safety features with additional distance between pedestrians and traffic will provide increased safety for pedestrians along the corridor.



South Gateway Location (Before)
Looking North on Commercial Street

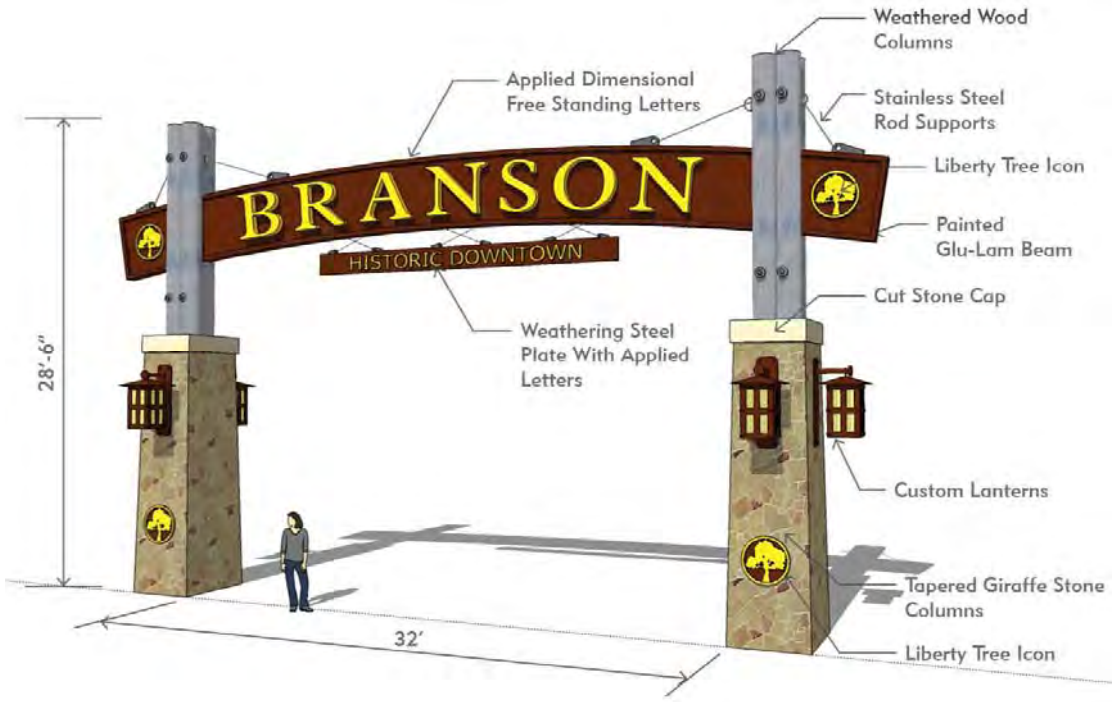


South Gateway Location (After)
Looking North on Commercial Street

The proposed gateway improvements at the south location offer many enhancements beyond the overhead structure. The one-way entrance to Commercial Street is currently a high speed vehicle off-shoot from Veterans Blvd. and can be dangerous for pedestrians. Additional seating and traffic barrier improvements are recommended for pedestrian safety and seating for parade events. The overhead structure is recommended to provide a more aesthetically pleasing feel to the southern entrance of Commercial Street. It is also designed to help draw traffic that would usually utilize the congested Main & Veterans Blvd. Intersection.

Figure 6.23 illustrates details associated with the materials and construction elements of the proposed gateway structures. Again, emphasis was put on many of the same wood and stone materials that are consistent with the historic downtown theme established during the public coordination process.

Figure 6.23
Proposed Gateway Structure



6.5 – Site Furnishings

Through the initial visioning process, it was highlighted that outdoor seating areas are lacking and needed in the downtown area. Due to the limited width of existing sidewalks, there is very little room for seating between the parking stalls and the storefronts. An added challenge is finding room for seating along the section of Main Street between Sycamore and Commercial, where the running slope of the sidewalk exceeds 15% in many areas.

New and improved streetscape furniture will help increase the sense of place downtown. Historic theming and different layers of interpretation are of interest to residents as well as visitors. Outdoor furniture made of the same material creates a rhythm throughout the streetscape and helps to minimize clutter.

The existing streetscape furniture in the downtown area is comprised of dark green, plastic coated metal grate benches (without backs) that were installed in the early 1990's. As shown on Table 2.4 in Section 2 of the report, there are approximately 40 benches and 11 pieces of decorative furniture scattered along the downtown streets. In a couple of locations, adjacent shop owners have constructed or purchased their own seating and placed the benches outside of their stores. The current quantity of seating available to the public is limited and insufficient to handle the crowds on a typical weekend in the summer. The lack of space in the sidewalk area causes trees, trash containers and benches to compete for pedestrian access. Recommendations are made to increase the dedicated sidewalk width, while providing additional outdoor seating at bump-out locations as illustrated on **Figure 6.24** in **Appendix 6C**.

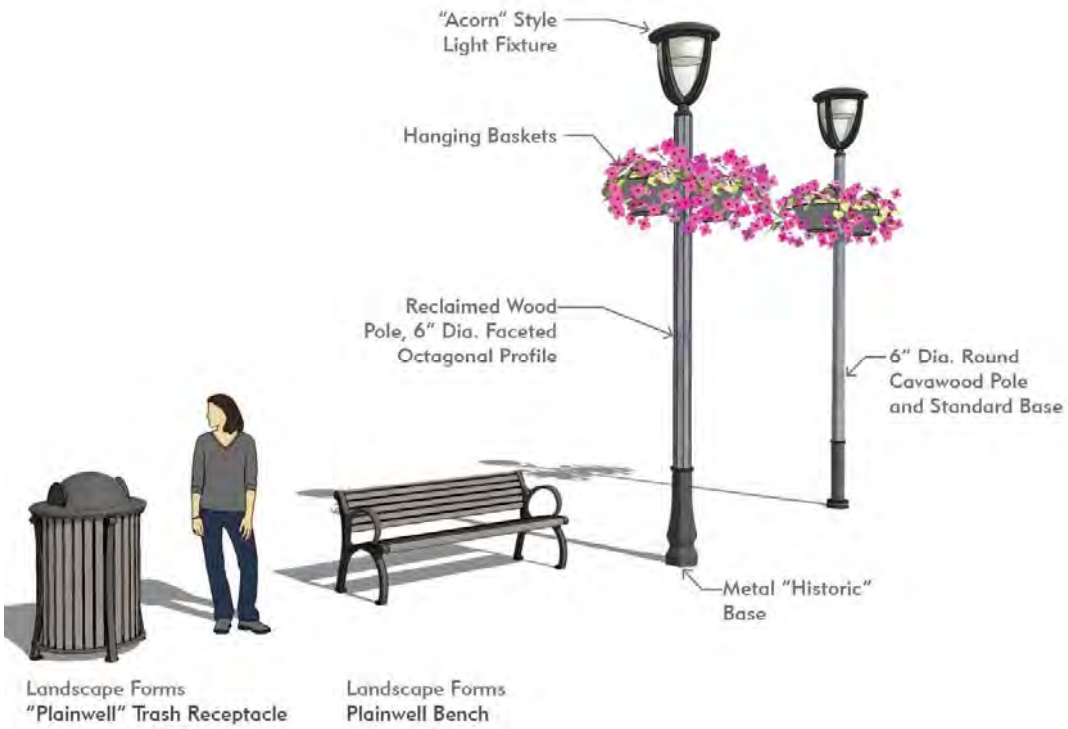
Figure 6.24
Proposed Streetscape Furniture Exhibit



Items that are located in the streetscape should be maintained to the highest level of cleanliness, appearance and usage. Low maintenance characteristics are important for successful streetscape furniture. A quality streetscape must continue to look good over time. Long-term maintenance is a critical design determinant and is a serious matter for both the city and the community. Community stewardship can help stretch city resources, and the downtown should stay involved in both the design and maintenance processes.

In an attempt to maintain a unique and authentic theme to the downtown improvements, it is recommended that an emphasis be put on natural wood materials to achieve that consistent and authentic experience for out-of-town visitors. It is the attention to details in the streetscape elements that make the visitor experience memorable. **Figure 6.25** illustrates some of the proposed streetscape furniture elements included in the downtown improvements.

Figure 6.25
Proposed Streetscape Furnishings





Benches

Benches should provide comfortable, low maintenance seating. They should be built of durable, non-abrasive materials that withstand cracking, rotting, or sagging. Seating walls, ledges, steps, or terraces should be between 12 and 20 inches high and at least 15 inches deep when possible. In addition to the consistent wood theming of natural materials, wood was recommended to provide a cooler surface during the hot summer months.

Benches should be adjacent to and accessible from the pedestrian pathway with anchors to hard surface materials. Armrests or dividers discourage sleeping but can restrict seating and reduce flexibility and comfort. Benches with backs and armrests are generally more comfortable for people with physical disabilities. Based on feedback during the public information process, recommendations for benches and chairs that incorporate heavy gauge metal and black locust wood will be a durable and sustainable option for the downtown. Pictures of the mock-up benches and chairs that were provided during the planning process are

provided below. It was recommended that the proposed benches incorporate the Liberty Oak Tree symbol into the two end arms of the benches and chairs to match the proposed theming. The black locust wood provides durable and aesthetic appeal for visitors that will fade and weather to match the consistent grey weathered look of the light poles, street signs, and trolley stop/ restroom buildings. It is recommended that all benches, chairs, and receptacles be purchased at the same time to achieve consistent weathering of the black locust wood. Furniture for future phases should be exposed to the elements to achieve a consistent weathered look.



Mock-Up Street Furniture
Proposed Benches, Chairs, and Trash

Advertising on benches should be prohibited, but small donor plaques may be used to commemorate individuals, groups or organizations that wish to help fund the proposed improvements.

Trash and Recycle Receptacles

Receptacles reduce litter and provide for convenient disposal of waste products. Trash containers should match the benches in style and materials to provide a cohesive design theme throughout the downtown.



Kick-Butts Campaign
Help Awareness of Cigarette Pollution

Since Branson is a smoke free community and people cannot smoke in the shops, they have to smoke outside. Discarded cigarette butts are everywhere and have become a problem in the downtown area. In cooperation with many local health advocates, the city has deployed a “kick-butts” campaign to address public smoking and the pollution into surrounding lakes and streets.

It is a recommendation that ash urns or butt receptacles be located at key seating areas. Bins should not clutter the sidewalk or block the pedestrian travel way. Bins should have a decorative shell enclosure with high performance finish that resists graffiti and vandalism. External materials should be consistent with the other streetscape furniture. Although local awareness is heightened by community programs and youth involvement, many of the downtown visitors to the area are smokers and contribute to the problem. In an effort to maintain the beauty and investment of the new streetscape improvements, it is highly recommended that ash urns be incorporated with the bump-out locations. These living room seating arrangements may concentrate this activity towards intersections and outdoor seating areas.

Bollards



Stone Bollards
Example of Limestone Bollard Application

Bollards prevent vehicular encroachment into pedestrian areas or buildings. Use bollards as part of a designed environment to avoid cluttering the streetscape. Bollards should not create hazardous and unexpected obstacles to pedestrians, cyclists and other non-motorized users. Instead, these bollards are designed to help delineate vehicle traffic from designated pedestrian zones. Bollards come in all shapes and sizes with emphasis put on the primary function of creating a safety barrier between vehicle and pedestrian movement.

The project has incorporated limestone bollards at bump-out locations to enhance the safety and protection of pedestrian visitors. The proposed traffic table has no curb to delineate vehicular traffic from pedestrian space, so bollards are an essential component to the intersection improvements. The bollards will be composed of a high density limestone rock that will withstand low speed vehicular impact and help channelize traffic at intersection corners. The carved limestone bollards will resemble the authentic Ozark heritage and emphasis on the sustainable use of local materials.

Bike Racks

Bike racks provide a secure parking facility for bicycles. They should be permanently anchored to the pavement. They should be designed to match benches in character and/or color. Convenience and security are the two major concerns for locations - well placed racks will encourage bicycle transportation and should not block pedestrian routes. It is recommended that bike racks be placed at alleyway bump-out locations to avoid competition for space in sidewalks and intersection bump-out locations. Proposed locations for bike racks are shown below in **Figure 6.26**. Although the non-motorized vehicle population does not reflect the typical visitor demographic, it is important to provide locals with alternate modes of transportation to work. Additional bike rack facilities may encourage local employees to utilize non-motorized transportation, reducing the amount of downtown parking required for business employees.



Figure 6.26
Proposed Bike Rack Locations along *flat grades on Commercial Street.*

Dog Cleanup Stations

Pet waste stations function to solve the cleanup challenges of pets in an urban setting. Multiple studies have shown that pet waste contributes to pollution in the watershed and groundwater. Additionally, pet waste can carry diseases that can spread from animals to humans. Proper pet waste disposal can help protect downtown visitors, residences and the environment from these and other diseases while keeping the sidewalks and streets cleaner. The stations should be permanently anchored and designed for low maintenance and ease of use. Proper placement in the downtown area is important to encourage dog owners to pick up after their pets. Specific locations for these stations will be coordinated during future phases of design, but have been recommended for the open space areas discussed later in the report.

Public Art and Special Features

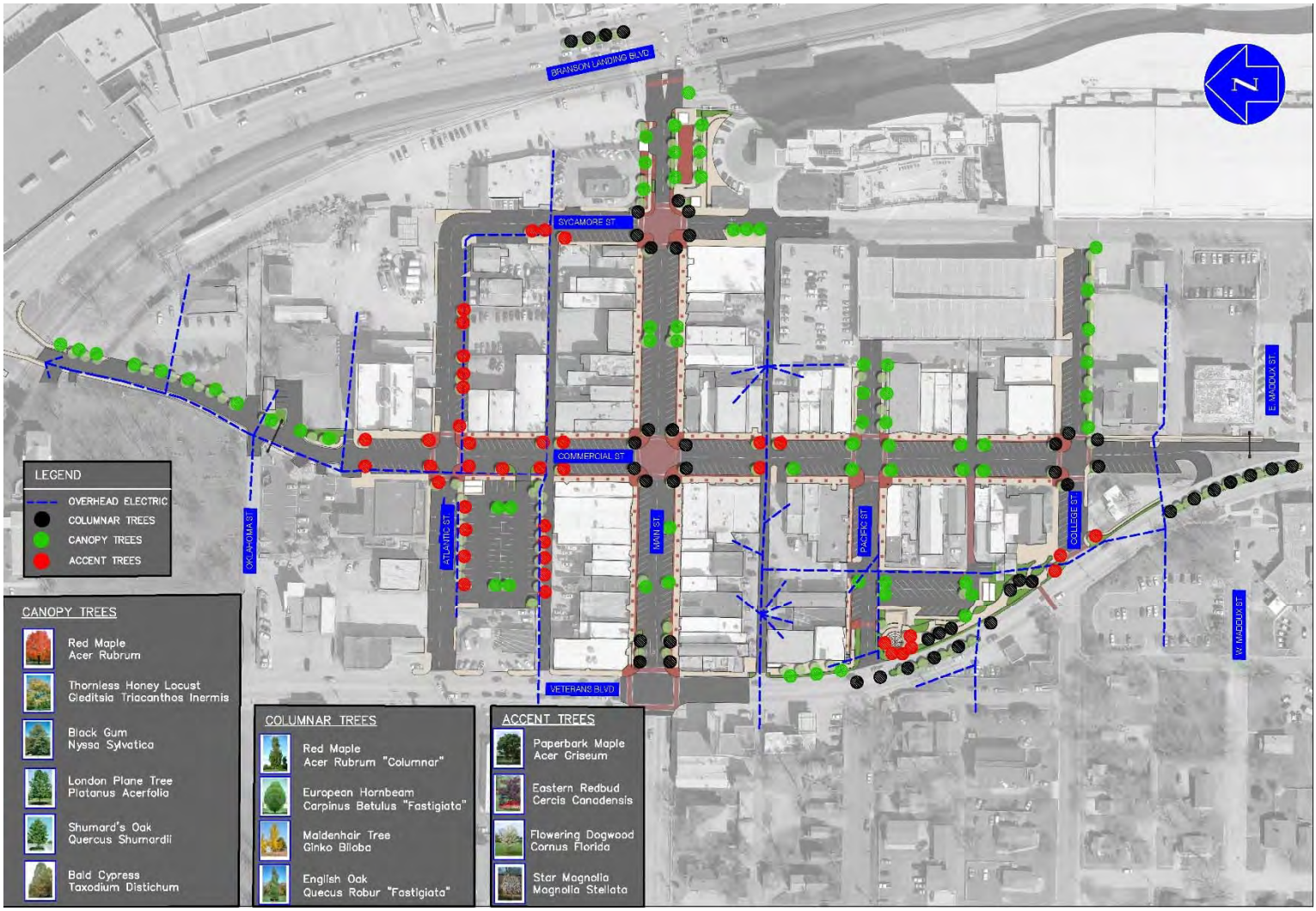
Public art includes sculpture, mosaics, wall art, and other two and three dimensional installations designed for and placed in outdoor public environments. Art may interpret the history, character, or people of the Branson area. Placement should maintain good sight lines for pedestrians and motorists. Permanent public art should use durable materials and maintain their appearance and integrity over time. There will be open space areas available for special art elements and other unique features.

6.6 – Street Trees & Landscaping

The existing street trees in downtown Branson are Pyrus callerana "Bradford", Bradford Pears, which were planted in 1992 by the Downtown Betterment Association. Multiple problems can be directly associated with the current status of the existing trees: heaving and cracking of the sidewalk pavement due to invasive root growth; damage to buildings due to tree branches rubbing on the structures; multiple split canopies and broken branches due to high winds and winter ice storms; and the accumulation of leaf litter, dead branches and bird droppings due to the dense canopy characteristics of the trees.

A key component of the master plan vision will be the addition of new street trees. Through the initial visioning process with the citizens of Branson it was highlighted that the planting of trees and the shade they provide in the streetscape is a priority for the community. "Create more shade" was a specific topic during the kickoff charrette and it ranked high in the list of overall needs/wants of the community. Currently the downtown area has 32 remaining street trees. The new concept shows a total of 34 new trees replacing the existing with an additional 127 trees planted along adjacent downtown streets within the Master Plan area. **Figure 6.27 (Appendix 6D)** illustrates the proposed tree planting recommendations for the downtown.

Figure 6.27
Proposed Tree Lavout Plan



Much has been written about the benefits that come from planting trees in the manmade urban environment. Shade of course counteracts the heat sink effect. Trees cast shade which keeps the ground surface cooler which in turn lowers energy costs for surrounding buildings and extends the life of AC pavement. Trees reduce infrastructure needs as tree canopies capture up to 30% of the rain that falls on them slowing the flow of that water through the storm water system. Psychologically, tree lined streets increase the safety for pedestrians and motorists by acting as a traffic calming device. It has been shown that business sales increase up to 12% on streets with trees. Living trees absorb pollutants and carbon dioxide in the air and give off oxygen. Tree lined streets are more aesthetically pleasing and thus lower blood pressure improving overall emotional and psychological health. Realtor based estimates show that trees add property value to adjacent property which in turn increases the tax base. Planting trees is a win-win all the way around.

Planting trees successfully in a downtown, urban environment can be a challenge. Trees need only four essential ingredients to live and flourish - sunlight, ample water, healthy soil and clean air. Trees are a tough organism but if one of these elements is missing or not sufficient, the tree will decline and not live to its full potential. Downtown streetscapes typically have very limited open space for tree roots to spread as well as limited canopy space due to the close proximity of buildings (typical multi-floor) and overhead power and communication lines. To compound the problem of root space, the pavement covering over the root areas, typically have vehicles parked or driving on them. To add to the tight canopy areas, adjacent buildings typically have important signage that cannot be blocked from the consumers view.

Not all trees are the right choice for an urban environment. Through the years, botanists and nurserymen have been cross-breeding and manipulating the genetics of trees to try and develop street trees with characteristics to survive longer and to "fit in" better with the downtown, urban environment. Some key characteristics of good street trees are:

- Minimally invasive root systems
- Small fruits/seeds/acorns that are not a liability for pedestrians walking on them
- Leaves that are easy to clean up, they have interesting fall color or bark patterns, and they have an open canopy structure that does not attract roosting birds.

One of the benefits to columnar trees is that the canopy and therefore the leaves and seeds are arranged in a vertical column and they tend to drop straight to the ground making cleanup easier. For just about every great feature of a tree there is a corresponding problem or hazard that has to be weighed when choosing the best species. Accent trees that have a beautiful, colorful, sweet smelling flower also have a messy pedal drop as well as they tend to attract bees and other insects. With canopy trees, of course the bigger the canopy the more shade is provided but with a larger canopy there are more leaves to clean up in the fall.

Different Street Tree Types

Proposed street trees are categorized into three different groups based on specific site restrictions:

CANOPY TREES will be used when there are no restrictions to canopy size. One of the key components of the Master Plan is the design use of "bump-outs' at the ends of the parking rows. By planting the trees in the bump outs, the canopy will be far enough away from structures that it is allowed unrestricted growth in all directions. The bump outs are also targeted areas for seats and signage and the trees will be providing needed shade at locations where pedestrians will be congregating. Suggested Canopy species are:

- Quecus shumardii, Shumard's Oak
- Acer rubrum, Red Maple
- Nyssa sylvatica, Black Gum
- Taxodium distichum, Bald Cypress
- Gleditsia triacanthos, Thornless Honey Locust
- Platanus acerfolia, London Plane Tree
- Ulmus americana, American Elm

COLUMNAR TREES will be used when there are restrictions to the canopy width due to close proximity of adjacent structures or when a specific sign or view is to be framed and not blocked. Some suggested columnar species are:

- Acer rubrum "Columnare", Columnar Red Maple
- Carpinus betulus "Fastigiata", Columnar Hornbeam
- Ginko biloba, Maidenhair Tree
- Quercus robur "fastigiata", Columnar English Oak

UNDERSTORY or ACCENT TREES will be used when there are restrictions to the height of tree canopy due to overhead power utilities. Some suggested Understory or Accent species are:

- Cercis canadensis "Forest Pansy", Eastern Redbud
- Cornus florida, Flowering Dogwood
- Magnolia stellata, Star Magnolia
- Acer griseum, Paperbark Maple

Root Zone Space

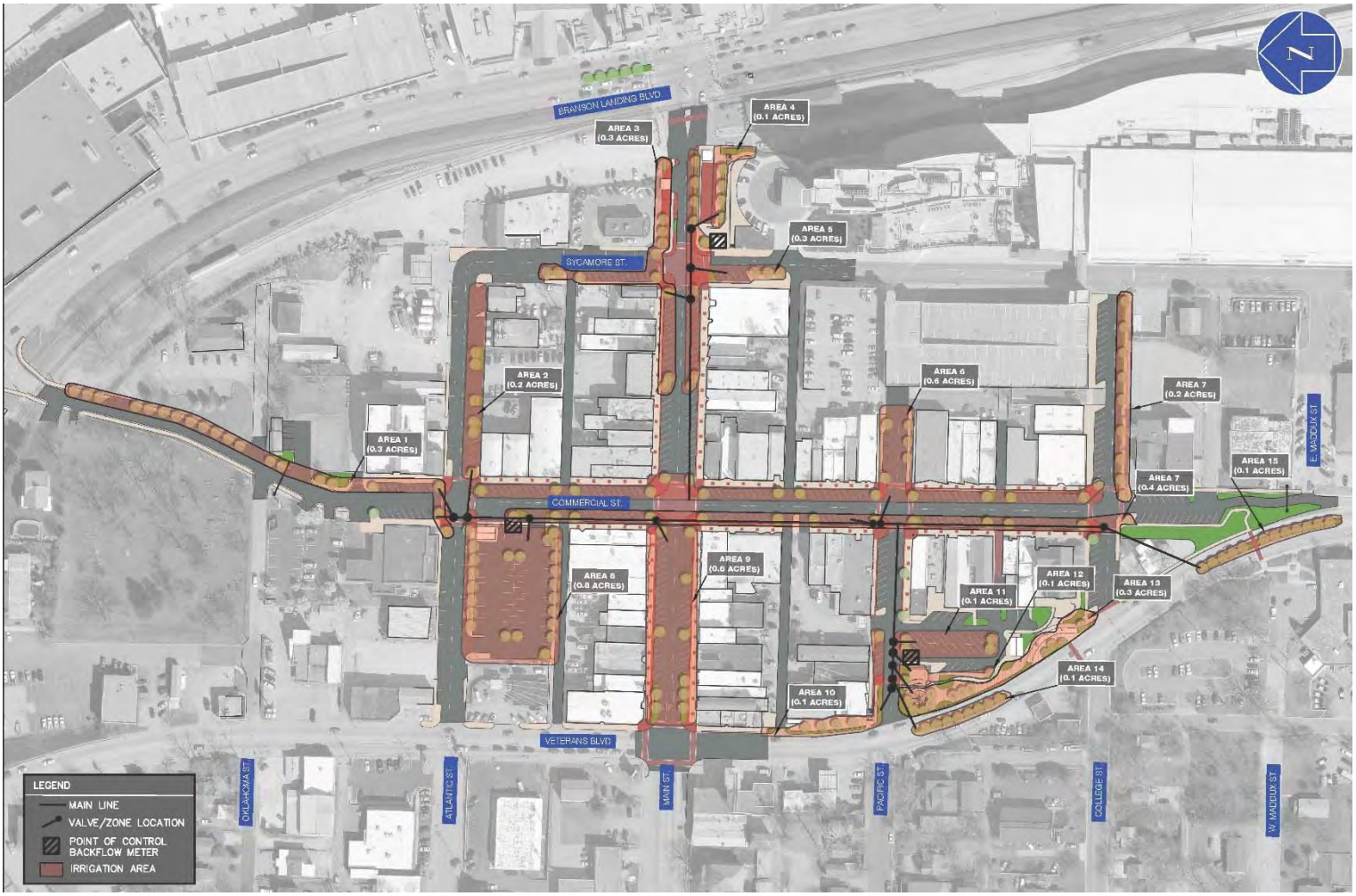
All tree species shall be provided with a minimum of 600 cubic feet of prepared planting medium. There are several different structural soil systems that can be used for root zone space that is under paved parking or pedestrian areas. Within these systems can be contained a subsurface drainage system. This provides an opportunity to direct surface rain water runoff through the root zone. This water provides moisture for the trees and the soil provides a filtering of pollutants in the water before it is allowed to continue traveling through the subsurface drainage system.

One of the most dangerous liabilities from street trees is the tripping hazard that occurs when aggressive tree roots lift up the surrounding pavement and cause raised cracks to appear. Each tree will be provided with a root guard system to help direct tree roots down and limit future surface rooting problems.Trees in a downtown setting face challenges of limited root and canopy volumes, compacted and low nutrient soils, water stress and interactions with utilities and signs. Pedestrians and passing vehicles pose daily risks. Pruning techniques must balance building visibility with plant viability. A downtown wide tree maintenance program is essential for the long term success of the urban canopy/forest. Having an urban forestry improvement program is one of the best ways to attain the perceptual richness and vibrancy and sense of place that street trees can generate. Trying to integrate trees into commercially zoned settings is an ongoing challenge but it is full of positive opportunities for the community.

Irrigation

One of the best ways to insure that the street trees survive and thrive is to provide appropriate irrigation. This will help relieve stress to the trees during the heat of the summer months. The Irrigation Master Plan shown in **Figure 6.28** in **Appendix 6E** is designed to provide drip irrigation to each of the street trees. The system can also provide water for hanging pots as well as shrub/flower beds. All irrigation system components will be separated from the potable water system by the use of proper backflow prevention devices. All piping and wiring under pavement will be encased in a schedule 40 PVC sleeve for protection and ease of future modifications and maintenance. The system will be automatically controlled, with the capability to be remotely activated and adjusted. Street trees and other plant material with similar sun exposures will be grouped together in a common zone.

Figure 6.28
Proposed Irrigation Plan



6.7 – Festival & Special Event Accommodations

As discussed in Section 2 of the report, the downtown has many potential locations to consider for open space and gathering locations. Currently, the downtown hosts many of their special events and festivals in the Awbery parking lot with additional vendors and stage set-up configurations on Commercial Street between Main Street and Atlantic Street. This area has served as the center for activity and special events in the downtown for many years. During the public input process, it is evident that there is a strong desire to explore different location alternatives for hosting many of the annual festivals and special events.

Extensive coordination with members of the community and event planning staff has led to recommendations related to flexible space and infrastructure for events and festivals in the downtown.

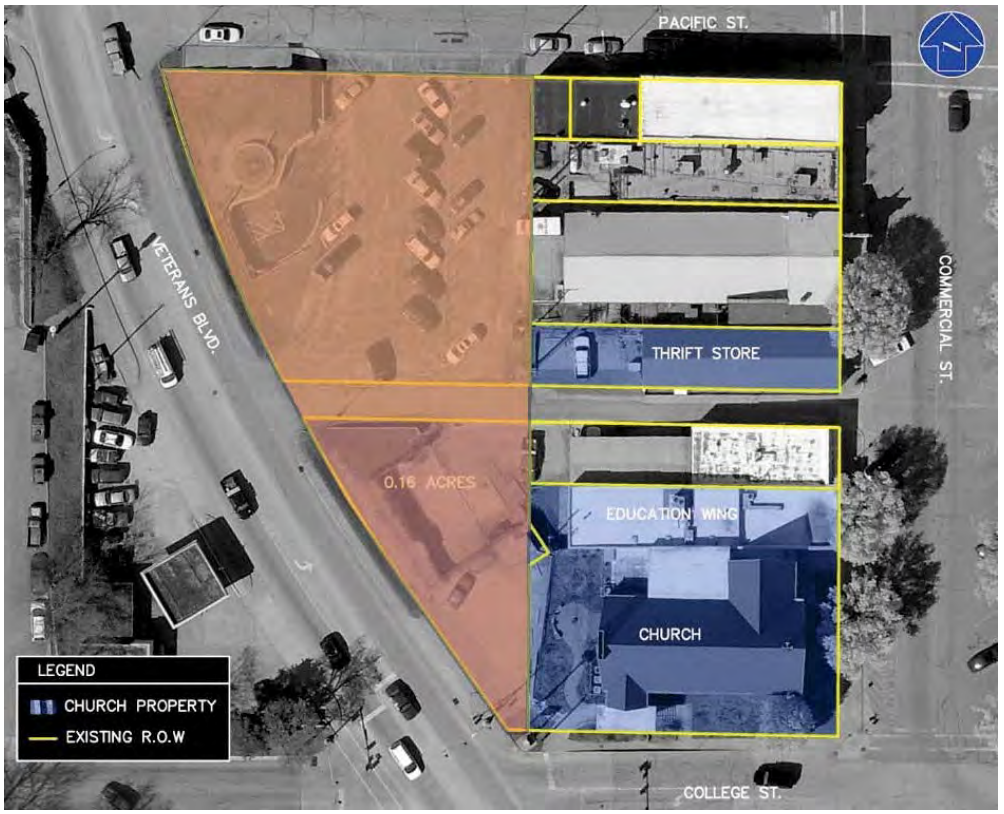
The Liberty Plaza Concept

The need for a more permanent area to host many of the downtown festivals and special events is an essential component to the overall investment into the downtown revitalization effort. As discussed, there has been a strong voice for relocating the existing event location at the Awbery parking lot. The team began exploring different alternatives that would meet the goals and objectives for the project, resulting in high economic impact that will yield a large return on investment. The concept was tailored towards providing the visitor with a "wow" factor, intended to attract visitors with a highly visible impact to the downtown area. The result of this analysis led towards the development of the Liberty Plaza concept.

Branson is well known for its warm embrace and loyalty towards the veteran community. As a result, many veterans visit Branson every year. There were many different names that were considered in the development of the Plaza area, but none encompassed the combined theme of patriotism and historical reference like "Liberty". The Liberty Plaza name was vetted through members of the steering committee who collectively agreed that it best captured Branson's commitment towards honoring veterans, American patriotism, and the overall theme of the Liberty Oak Tree discussed in earlier sections of the report. So, it was determined that this concept space would be referred to as the "Liberty Plaza" for the sake of this report.

The subject area is located along the east side of Veterans Blvd. between Pacific Street and College Street. The proposed location is graphically illustrated in **Figure 6.29**.

Figure 6.29
Proposed Liberty Plaza Location Shown in Orange



The existing location consists of two separate property owners, with the city owning what is called the “old city hall” parking lot, and the Branson Christian Church owning all of the property highlighted in blue. The successful implementation of the proposed vision will require a property acquisition and agreement between the Branson Christian Church and the City of Branson. A public-private partnership will be essential towards the proposed Liberty Plaza development.

The team deployed a proactive and coordinated outreach with members of the Branson Christian Church to obtain a better understanding of the future space related goals and challenges facing the church. The team had multiple meetings with members of the church leadership to determine a detailed understanding of the church’s needs. Below is a detailed list of specific needs voiced by members of the church.

- Provide additional parking for local & out-of-town visitors and competition with surrounding churches.
- Attract new local younger members to congregation
- Future expansion of buildings to the west
- Handicap access from lower level parking in rear of building
- Maintain delivery access & door in alleyway to thrift store

There are many challenges associated with the proposed site that matched many of the overall project goals and objectives. Below are a few specific observations of the proposed site location:



Existing Church Site
Looking North from Intersection of Veterans & College

- Proposed safety and liability concerns with abandoned building foundation, stairs, and railings located on church property.
- Safety Issues with parking lot along Veterans Blvd. (poor sight distance & steep grades)
- The area is blighted and has a very low aesthetic appeal for visitors parking in the adjacent lot and city hall.
- Many of the existing parking spaces located behind the church owned thrift store are gravel and uneven.
- Total relocation of church is being considered by the congregation.

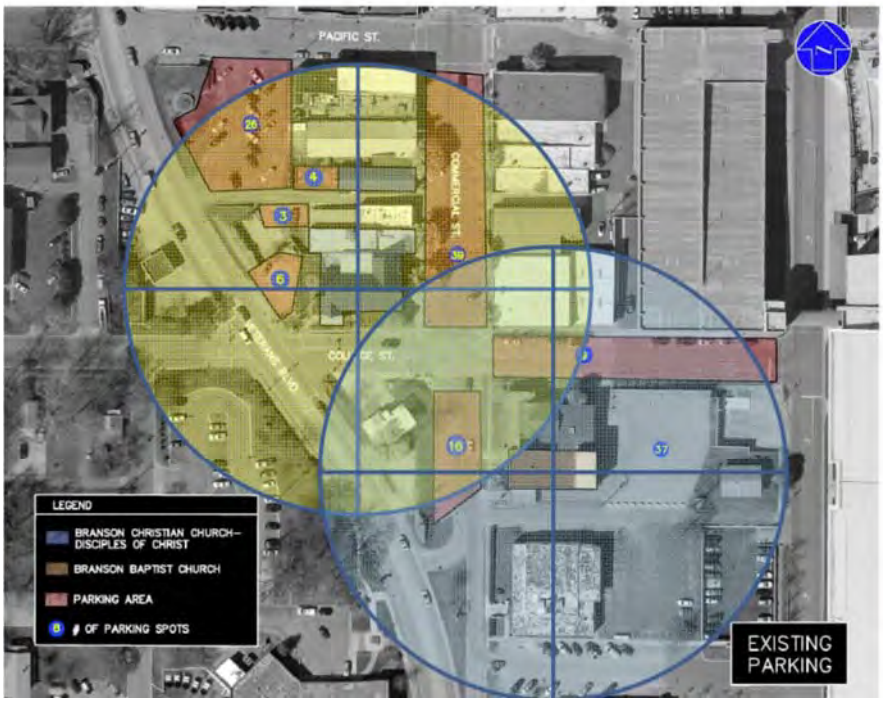
There were also many concerns voiced during the feedback meetings and discussions with members of the Church Leadership. Below is a list of proposed concerns that were discussed with members of the church leadership during the concept development:

- Lane reduction configuration on College Street (Elimination of the dedicated left turn lane with combination into two lane section)
- Concern with noise and activities during festival events.
- Reserved parking for church activities during festivals.

After numerous meetings and conversations with members of the church and surrounding community, the team began the development of proposed concepts for the area that would result in a combination of the city project goals and concerns heard by members of the church leadership. Many of the goals and objectives from the city could be matched with those from the Church listed above. The vision for the area was beginning to develop into a win-win for both the city and members of the church.

A comparison between the existing and proposed conditions led to many different issues being addressed as part of the potential partnership. Parking was one of the biggest concerns for members of the church, with a perceived shortage of parking for members of the congregation. Parking competition by members of other local congregations was also a concern from members of the Branson Christian Church. **Figures 6.30 & 6.31** compares existing and proposed parking for both churches located along Commercial Street.

Figure 6.30
Existing Parking for Church Congregations



94 Total Existing Parking Spaces within 250 Feet of *Branson Christian Church*

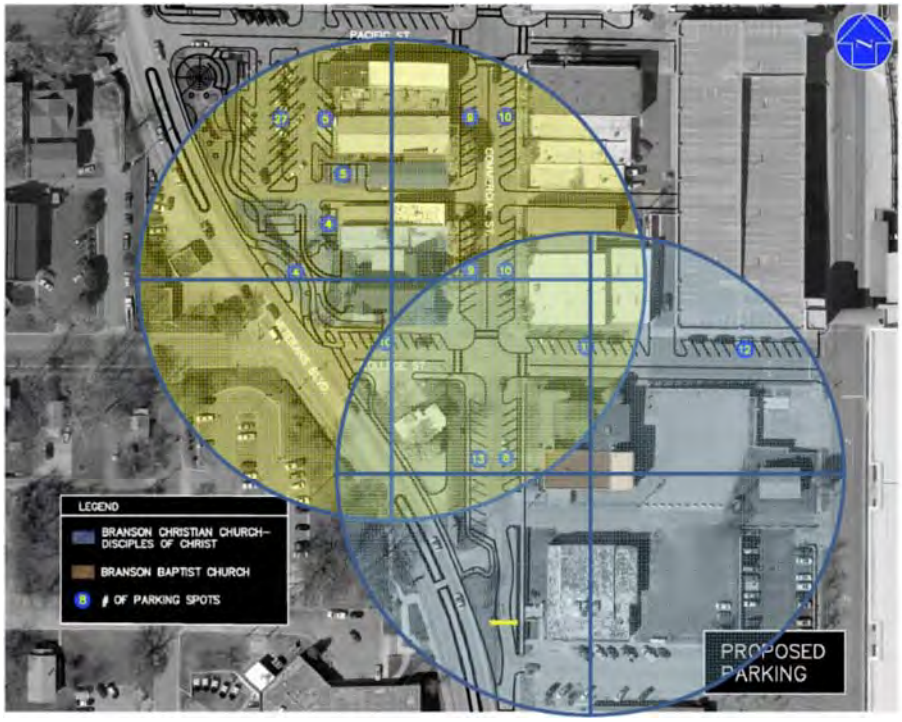
62 Total Existing Parking Spaces within 250 Feet of *Branson Baptist Church* (This includes 37 exclusive in lot behind church & nothing on Commercial)

37 Spaces Exclusive to Baptist Church (Behind)

13 Spaces Exclusive to Christian Church (Behind)

Leaving 64 Spaces Used By Both Churches. (Commercial & College)

Figure 6.31
Proposed Parking for Church Congregations



125 Proposed Parking Spaces within 250 Feet of Christian Church

83 Total Existing Parking Spaces within 250 Feet of *Branson Baptist Church* (This includes 37 exclusive in lot behind church and nothing on Commercial)

45 Spaces Exclusive to Christian Church (Behind) *Does Not Include St. Parking*

The proposed improvements will provide much needed safety improvements to the existing upper level and lower level parking located towards the rear of the church. Instead of dangerous pull-in and back-out parking on steep grades in the existing rear parking lot, members and visitors will be able to utilize a half-moon drop-off and parking configuration to safely drop-off and pick-up without the dangers of pulling out in front of high speed traffic along Veterans Blvd. and the intersection with College Street. The before and after renderings are shown below.



Upper Level Parking (Before)
Existing Parking for Rear of Church along Veterans Blvd.



Upper Level Parking (After)
Proposed Parking for Rear of Church along Veterans Blvd.



Upper Level Parking (Before)
Existing Parking for Rear of Church along Veterans Blvd.



Upper Level Parking (After)
Proposed Parking for Rear of Church along Veterans Blvd



Upper Level Parking (Before)
Existing Parking for Rear of Church Looking South



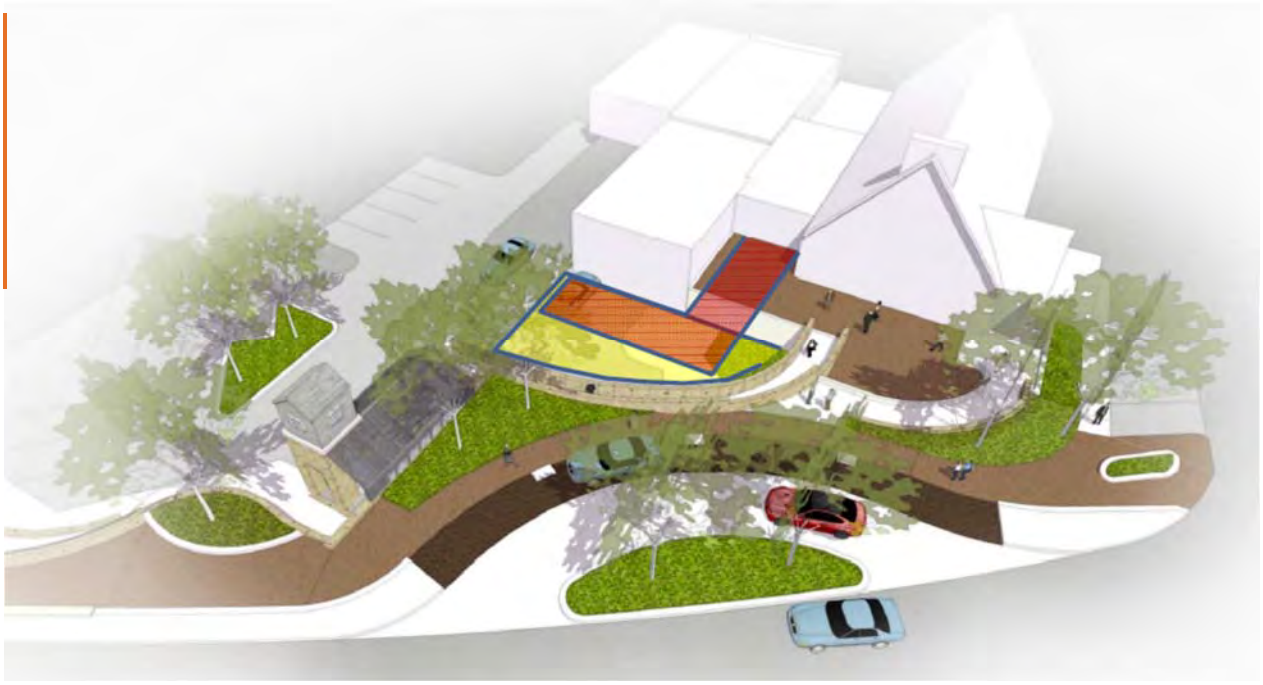
Upper Level Parking (After)
Proposed Parking for Rear of Church Looking South

The improvements would also require a flexible design to accommodate a future building expansion shown in **Figure 6.32** below.

Figure 6.32
Future Building Expansion of Church

Red=Building Expansion

Yellow=Remains Church Property



To accommodate the proposed Liberty Plaza improvements, the partnership with the church would require the church to dedicate a portion of their existing property to the city in exchange for considerations to accommodate the needs of the congregation into the proposed improvements. The details and final list of commitments will be finalized in the draft of a future memo of understanding between the church and the city. This memo will be developed in conjunction with the property transfer documents during future phases of the project. **Figure 6.33** illustrates the necessary property transfer that will be necessary to accomplish the proposed Liberty Plaza improvements.

Figure 6.33
Property Dedication from Church to City



During the planning phase of the project, the proposed concept for the Liberty Plaza was presented to a special meeting of the Branson Christian Church congregation on September 4, 2013, where all in attendance voted unanimously in support of the concept images and moving forward with the memo of understanding that details the necessary property transfer and improvements.

The proposed concept was developed in an effort to relocate many of the annual outdoor festivals and special events to a more permanent location that can provide many of the amenities needed by vendors and entertainers that participate. The overall Liberty Plaza concept is shown below in **Figure 6.34**.

Figure 6.34
Overall Concept for Liberty Plaza



The Liberty Plaza Improvements provide the following enhancements:

- Outdoor entertainment stage for special performances with built-in power for amplifiers, lights, and equipment.
- Special plaza feature (currently depicted as upside-down red canoes to commemorate the Lake and the original draw to the area for outdoor recreational activities). This feature will be further defined during future design phases.
- Handicap accessible ramps and sidewalks to enhance pedestrian connectivity from Pacific to College Street. Part of the overall pedestrian connectivity to city hall and south Commercial Street.
- Reconfigured parking lot to accommodate additional parking, lighting, and new pavement.
- A proposed trolley stop and restroom building with seating, way-finding, and real-time GPS trolley map to increase ridership and visitor experience.
- Handicap ramps from lower level parking lot to the rear of the Branson Christian Church.
- Special festival utility boxes that provide power and water to special event vendors.
- Enhanced landscaping with irrigation.

- New parking and island configuration to accommodate festival tent sizes and special event set-up.
- Total replacement of underground utilities.
- Retaining wall system to provide manageable slopes and increase pedestrian access throughout the area.
- Improved aesthetics and consistent theming with stone wall on retaining walls, streetscape furniture, and clay pavers.
- Enhanced restroom facilities for visitors and festival participants.
- Elimination of blighted area with open space destination for younger and older demographic visitors.
- The space provides activity to a part of town that has historically not generated any activity besides parking. This should provide economic development for many of the surrounding businesses.
- Increase project support with partnership to vital members of the community with the Branson Christian Church.

Liberty Plaza
View of Elevated Stage from Parking Lot



Liberty Plaza
View of Elevated Linear Walkway at Stage Level



Liberty Plaza
Temporary Festival Tent Set-Up



During the planning process there were many interviews and discussions with community leaders and organizations involved with the planning and coordination of the downtown festivals to better understand the needs and amenities required for these events.

As discussed in Section 2 and 5 of the report, temporary utility services to provide electric and water to vendors during street festivals has been a challenge for event coordinators. Built-in festival utility boxes are recommended as part of the improvements to help provide vendors with a system that would eliminate the need for temporary extension cords and water hoses.

The proposed shift of the event and activity center to the proposed Liberty Plaza warranted discussion with stakeholders on a proposed vendor and tent layout plan that could be implemented during future festivals. A proposed concept was developed with input from the CID and DBBA and is shown below in **Figure 6.35 (Appendix 6F)**.

Figure 6.35
Proposed Tent & Vendor Layout for Liberty Plaza Festivals

The proposed configuration accommodates approximately 93 vendor locations along Pacific and Commercial Street with the main tent located within the proposed plaza parking lot area.



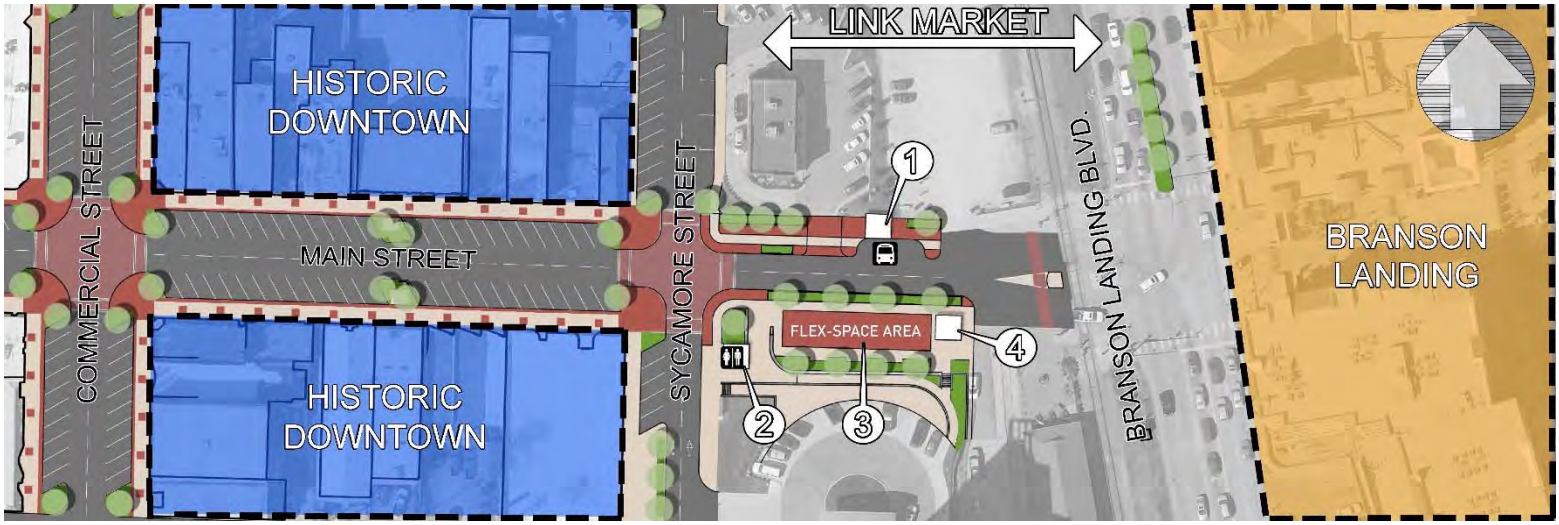
6.8 – Connectivity to the Landing

The Link Market Concept

Many positives have been translated to the downtown as a result of the Landing development, but the development has contributed to a contrasting culture and feel to the downtown area. The new modern outdoor shopping and activity center has completely different architecture and has been viewed as a threat to the historic downtown values and hometown theme. The team views this divide as a unique chance to transition the old to new and create a link between Branson Landing and the Historic Downtown area.

There continues to be a generational and cultural divide between the downtown and the Landing. The downtown generally attracts an older demographic of visitor, while the Landing generally attracts a much younger crowd. The team believes that much can be done to help blend the two separate demographics and attract both groups of visitors by creating more of a link between the Landing and the downtown. **Figure 6.36** illustrates the vital connection area between the Branson Landing and the Historic Downtown area.

Figure 6.36
Proposed Main Street & Link-Market Plan



Recommendations to utilize available right-of-way between Sycamore and Branson Landing Blvd. have provided the city with the opportunity to consider the Link Market improvements without the need to obtain additional property or right-of-way. Matching then adjacent 2-lane configuration on west Main Street has provided the additional space required to transform the area and make the vital connection between the downtown and the Landing. The proposed Link-Market concept has 4 main design elements that will contribute towards the overall goals and objectives of the improvements.

Element No. 1 – Proposed Trolley Stop Building

"The Hill" and steep grades between Sycamore Street and Commercial Street contributes to the physical divide with many visitors viewing this as a unique element to the downtown. It also proves to be a physical barrier for pedestrians wanting to walk to the downtown area. The team recommends incorporating a proposed trolley stop building on the north side of Main Street to increase trolley ridership and give visitors an alternate means up the hill.

The architecture and building scale changes rapidly at Sycamore Street. The downtown area transitions from a standard two-story historic structure to a wide open space with a 12-story hotel and convention center. Visitors experience a

rapid change in environment that contributes to the division. Providing additional vertical building height to the area will also help bridge the gap between the two-story feeling of the downtown and the open air feeling between Sycamore Street and Branson Landing Blvd. The proposed trolley stop building is shown below in **Figure 6.37**.

Figure 6.37
Proposed Trolley stop Building on North Side of Main Street



Element No. 2 – Proposed Public Restroom Building

The need for additional public restrooms in the downtown continues to be a top priority for the community based on the results of the public input. The Link Market will provide an additional public restroom at the corner of Sycamore and Main Street. The facility will accommodate out-of-town visitors from the convention center, downtown, and landing. The facility's location near Sycamore Street will also help attract people closer to the historic downtown district, with hopes that visitors to the area will continue the downtown experience towards Commercial Street. The small building concept is designed to draw people and move people closer towards the downtown area. A rendering of the proposed restroom facility is shown in **Figure 6.38**.

Figure 6.38
Proposed Restroom Facility at Corner of Main & Sycamore (Looking East)



Element No. 3 – Proposed Information Center

Information and marketing of the historic downtown businesses is a major focus of the DBBA. The proposed visitor information center is recommended to inform people of the unique offerings of the historic downtown with maps and marketing material. This building could also include art and historical exhibits that educate and entice visitors to discover the downtown area. Rental lockers could be

incorporated for personal items and shopping bags to lighten the load and allow visitors to safely keep items in rented storage while they continue to explore the downtown area. Many visitors to the landing go for the outdoor mall shopping and may not want to carry their purchases with them as they explore the historic downtown area. This location is a key location and within close proximity, where visitors can make plans and set a course for the historic downtown. The building could have multiple functions to serve the downtown, flexible space area, and overall vision to establish a link. The proposed rendering of the information center is shown in **Figure 6.39**.

Figure 6.39
Proposed Information Facility along the south side of Main Street (Looking West)



The team recommends a consistent look and feel to the Link market that ties into the overall theme for the historic downtown vision. Grey weathered wood, giraffe stone, and decorative pavers remain constant throughout the project, branding the link improvement as related to the historic downtown revitalization. The open air and window design elements are born from images of the past that combine the surrounding area with the transition architecture of this transitional corridor.

Images of the original hunting cabins along the Lake Taneycomo water that once stood where the landing development stands today, provided a precedence and is just another example of incorporating the history of the area into the proposed architecture that provides a balanced perspective to the improvements. **Figure 6.40** provides historical photos of the original hunting cabins located along Lake Taneycomo.

Figure 6.40
Historical Photo of Downtown Branson Lakefront Hunting Cabins



In addition to the Landing attracting a younger demographic to the area, the area also hosts many of the convention center guests for a wide variety of night-time activities. With the exception of a few theaters and shops, most businesses close around 5:00 PM, with activity in the downtown area significantly reduced during the evening hours. The promotion of the historic downtown for extended business hours and night time activity was listed as a goal of the project to help attract a younger demographic and increase economic activity for restaurants, theaters, and local retail stores.

The open glass features on the proposed link market buildings is incorporated into the improvements to help promote night time activity and draw visitors to the downtown offerings. These buildings can be lit from the inside and provide interest to night time visitors, with hopes of marketing the family friendly nighttime entertainment that the downtown has to offer.

Overall Link Market Aerial
The Link Market layout is shown looking west towards the Historic Downtown



Element No. 4 – Proposed Flex-Use Space

A flexible use space designed for numerous activities is recommended for the Link Market. This space would provide visitors with numerous activities and alternatives throughout the calendar year, with the flexibility to attract people and generate interest. The team recommends the implementation of this open space as another way to attract people to the historic downtown area. Although there was no final decision on the best use for this space, the steering committee embraced the concept. A number of different concepts were developed during the planning process for the potential use of this space.

Figure 6.41
Flex-Use Space Winter Set-up Alternative Outdoor Ice Skating Rink



Figure 6.41 depicts the flexible-use area during the winter season with artificial outdoor ice rink set-up with the informational center, serving as a skate rental

facility with storage lockers. The winter village set-up would complement the Branson Scenic Railroad annual Polar Express service. Many thought this may be a good way to extend the tourist season, by providing year-long attractions. Concerns related to management of the flexible use space were discussed during the planning process. Entering an agreement with a third party company to handle the set-up and maintenance of this type of facility may be an option if the city were not able to commit staff or resources towards this type of service.

Figure 6.42
Flex-Use Space Fall Alternative
Outdoor Farmers Market



Figure 6.42 illustrates an alternative for a Farmers Market set-up during the fall months. Local farmers and craftsmen could use the area to showcase locally grown produce with local and out-of-town visitors.

Figure 6.43
Flex-Use Space Spring Alternative
Outdoor Flower Market or Food Vendors



Figures 6.43 and 6.44 are other alternatives for spring and summer uses for the flexible space area. A zero gravity pool could attract a younger demographic to the area with the necessary utility infrastructure built into the area to accommodate seasonal use of the fountain feature.

Figure 6.44
Flex-Use Space Summer Alternative
Outdoor Zero Gravity Fountain



Regardless of the set-up alternatives, the proposed area offers an extensive opportunity for enhanced activity and exposure to the downtown offerings. A simple outdoor eating area could be offered as shown in **Figure 6.45**, with outdoor gathering areas for eating and listening to local artists.

Figure 6.45
Flex-Use Space Year-Round Alternative Outdoor Seating for Dining & Entertainment



6.9 – Public Restrooms & Trolley Stops

The downtown currently has 2 public restroom locations to serve the high volume of tourists visiting the area. These are located in the Awbery and old city hall parking lots, where many visitors arriving by bus, trolley, or vehicle can utilize the public restroom facilities. The size of these facilities should be increased to accommodate the heavy peak hour use by tourists arriving by bus. The two locations are also prime to provide restrooms for many of the downtown special events that have high pedestrian activity. With the additions of the Liberty Plaza and Link Market areas, the proposed master plan recommends that all public restrooms be reconstructed with additional facilities constructed to accommodate the increase in activity. **Figure 6.46** depicts the proposed restroom locations recommended as part of the master plan.

Figure 6.46
Proposed Restroom Locations



Recommendations are made to provide new restroom facilities at three separate locations within the Historic Downtown limits. All three locations are strategically located to provide public restroom facilities near large population and activity areas.





Key Notes

1 - Glass Store Front - Clear
2 - Glass Store Front - Opaque
3 - Limestone Trim
4 - Stone Veneer
5 - Wood Structural Framing
6 - Wood Slat Louvers
7 - Standing Seam Metal Roof
8 - Metal Door
9 - Exterior Wood Flooring
10 - Ceramic Tile
11 - Wood / Graphic Signage Wall & Seat
12 - Retaining Wall

Figure 6.47
Proposed Restroom and Trolley Stop Renderings

Location No. 1 – The Link Market

As discussed in the previous section, a public restroom is proposed as part of the link market improvements. This location will be a stand-alone restroom facility due to the Trolley stop located on the north side of Main Street. There is not currently a public restroom provided at this location. It is recommended to accommodate the pedestrian activity generated by the proposed link market, convention center, and Branson Scenic Railroad.

Location No. 2 – The Awbery Pakring Lot

With the transition of all festivals and special events to the proposed Liberty Plaza location, the Awbery Parking lot will be reconfigured to maximize parking and streamline the proposed trolley route along Commercial Street. The current facility serves as a dual trolley stop and public restroom facility. The recommended trolley stop and restroom combination building has been relocated closer to the designated bus loading and unloading area along Atlantic Street. The new location will increase vehicular circulation in the alleyway between Main and Atlantic Street.

Location No. 3 – Liberty Plaza

As discussed, the redevelopment of the proposed Liberty Plaza will include a new trolley stop and restroom combination to accommodate the anticipated activity at the new outdoor festival area. The existing restrooms will be relocated from the current location to accommodate the Liberty Plaza improvements.

Figure 6.47 is a concept rendering of the proposed trolley stop and restroom combination building. Additional details will be coordinated during future design phases.

The proposed trolley stop facilities are designed to increase ridership and provide enhancements to the public transportation system throughout the downtown area. The proposed facilities will provide seating and shelter from the outdoor elements, while passengers wait for trolley service and will also provide safety enhancements with barriers between the trolley vehicle and pedestrians. The trolley stop buildings are also designed as landmarks specific to the downtown area, with additional height and a distinctive look that can be seen from a distance. This makes the structures identifiable from long distances and associated with the historic downtown. The combination of restrooms within the proposed building accommodates all passengers and is handicap accessible. The mechanical, electrical, and maintenance preferences associated with the proposed facilities will be discussed during future phases of design. There will only be one trolley stop location without a proposed structure in the final plan implementation. The current stop along Main Street will continue to serve the downtown from its current location at the corner of Commercial & Main.

6.10 – Goals & Objective Implementation Summary

The overall master plan was developed based on feedback from the public input process and a true result of a collaborative and interactive effort by everyone involved. The individual components of the proposed vision for the downtown are always tied back to the goals and objectives established during the public involvement process. Each element of the proposed vision is associated with corresponding goals and objectives in **Appendix 6G**.

6.11 – Sustainable Design Elements

INSTITUTE FOR SUSTAINABLE INFRASTRUCTURE
I S I

The ISI Envision system has been applied to the streetscape project to evaluate and measure the community, environmental, and economic benefits of this project.

Sustainability can be defined as a set of environmental, economic and social conditions in which all of society has the capacity and opportunity to maintain and improve its quality of life indefinitely without degrading the quantity, quality or availability of natural, economic, and social resources. Long-lived and healthy wetlands and forests are examples of sustainable biological systems. In the built environment, sustainability is represented by the projects we construct that are planned and designed to withstand the pressures of nature, to have a minimal carbon footprint and produce the minimum amount of pollution and waste as possible. For humans and the communities they live in, sustainability is the potential for long-term preservation of well-being, which has ecological, economic, political and cultural significance. Sustainable design will act to create flourishing public places while improving the functionality of infrastructure to help support a dense urban community. Sustainable design for streetscapes affects the flow of storm water through the area, the materials used, and the consumption or renewal of energy and resources.

Elements of sustainable streetscape design include:

- Stormwater management that encourages infiltration and evapotranspiration
- Encouraging public and alternative modes of transportation
- Use of sustainable and recyclable materials
- Energy efficient lighting that limits light pollution
- Safety and Way-finding through proper lighting and good signage
- Plantings and xeriscape landscaping that enhance aesthetics with a minimal need for irrigation



ISI – Envision Rating Checklist		
Envision Rating Category	**Points**	**Points Possible**
Quality of Life		
Purpose	8	9
Community	9	10
Wellbeing	6	6
SUB-TOTAL	**23**	**25**
Leadership		
Collaboration	10	10
Management	2	3
Planning	2	4
SUB-TOTAL	**14**	**17**
Resource Allocation		
Materials	7	13
Energy	4	8
Water	2	8
SUB-TOTAL	**13**	**29**
Natural World		
Siting	2	2
Land & Water	2	2
Biodiversity	2	6
SUB-TOTAL	**6**	**10**
Climate		
Emission	2	4
Resilience	6	12
SUB-TOTAL	**8**	**16**
GRAND TOTAL	**64**	**97**
PERCENTAGE	**66%**	

Table 6.1
Results of ISI Checklist

Sustainability requires the understanding of environmental, social equity and economic demands - also referred to as the "three pillars" of sustainability or (the 3 E's). Healthy ecosystems, environments and communities are necessary for the survival and flourishing of individuals in an urban setting.

Applying ISI Envision

The Institute for Sustainable Infrastructure uses a special process for evaluating and rating the community, environmental and economic benefits of all types and sizes of infrastructure projects. This Envision process is used specifically for infrastructure projects that use transformational, collaborative approaches to assess sustainability indicators over the course of the project's life cycle. Envision provides a series of effective checklists for quantifying the sustainable impact of civil infrastructure designs.

One of the first indicators is the "Quality of life" and how positively the project improves the quality of life for the community. The Branson Downtown Streetscape improvements will stimulate sustainable growth and development.

To improve well-being, community mobility and access will be improved by encouraging alternate modes of transportation, especially pedestrian, bicycles, and public transportation. Improving accessibility, safety and way-finding will increase the long term use of the improved facilities. Adding shade in the form of street trees as well as minimizing light pollution with the use of appropriate new street lights will improve the overall outside environmental experience.

Another key component for the strengthening of the "Quality of Life" in downtown Branson is the emphasis on preserving the sense of Community. That starts with the preservation of historic and cultural resources, as well as, the preservation of existing views and the local character. As these specific elements are saved and improved, this will also help to enhance the overall Public space. Community involvement is vital to implementing successful streetscapes. This engaged involvement in the design process results in unique community branding, through elements such as community-specific identifiers, landscaped planters, signage and historical kiosks - all of which accentuate a sense of place.

When it comes to the natural world and the preservation of natural systems, a historic downtown streetscape has very little to offer. Through the generations of development, the natural habitat has long been transformed. Every effort shall be made to minimize any new natural habitat removal and new systems will be put in place to better manage the surface storm water runoff quantity and quality. Special engineering techniques will be used to better control and purify storm water prior to its release downstream and into the natural water systems. The

new downtown streetscape will be designed to reduce storm water runoff, improve discharge water quality and significantly improve temporary storm water storage.

During the planning process the team has been ever mindful of these guiding principles and has evaluated the overall project using the ISI Envision Checklist. The detailed results of the initial evaluation are summarized below in **Table 6.1** and can be found in **Appendix 6H**.

APPENDIX 6A

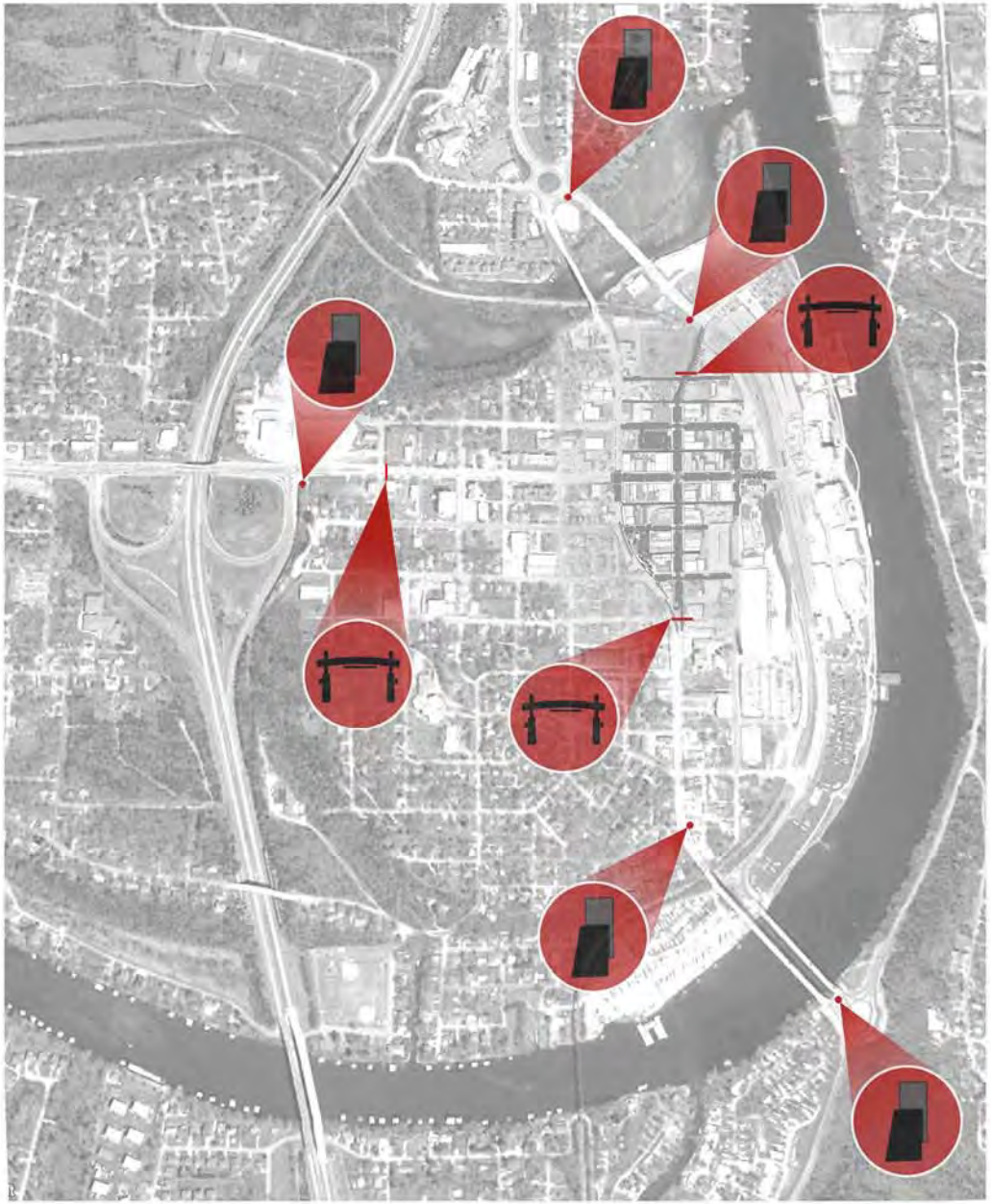


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DOWNTOWN BRANSON | STREETSCAPE IMPROVEMENTS | MASTER PLAN

CMT RATIO

APPENDIX 6B







WAYFINDING LOCATIONS | City Scale



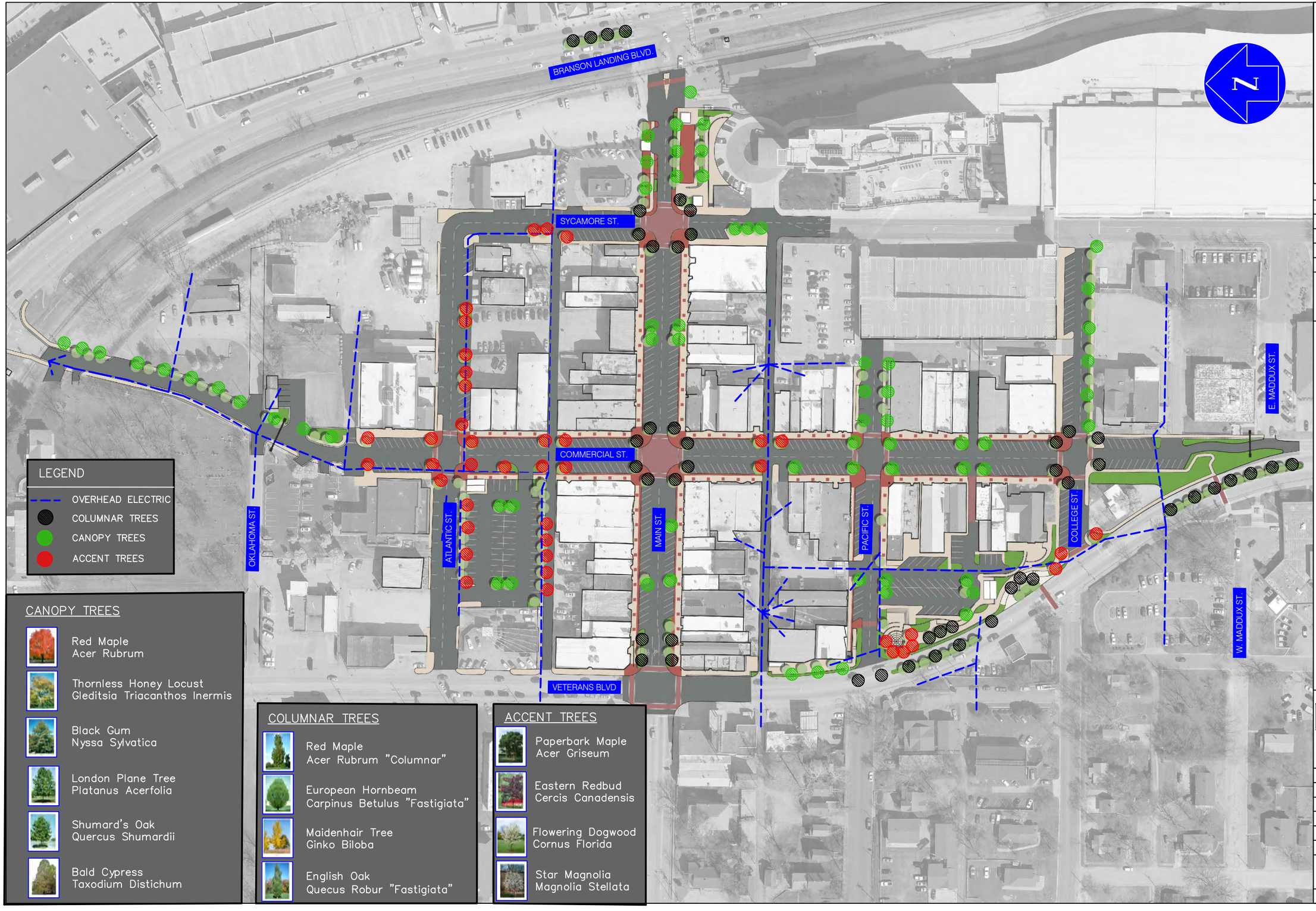


WAYFINDING LOCATIONS | Street Signs

APPENDIX 6C


BUS
BUS
N
feet
200
100
50
0

APPENDIX 6D



FROM THE TOP DOWNTOWN BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON HISTORIC DOWNTOWN STREETSCAPE IMPROVEMENTS

PROPOSED TREE LAYOUT

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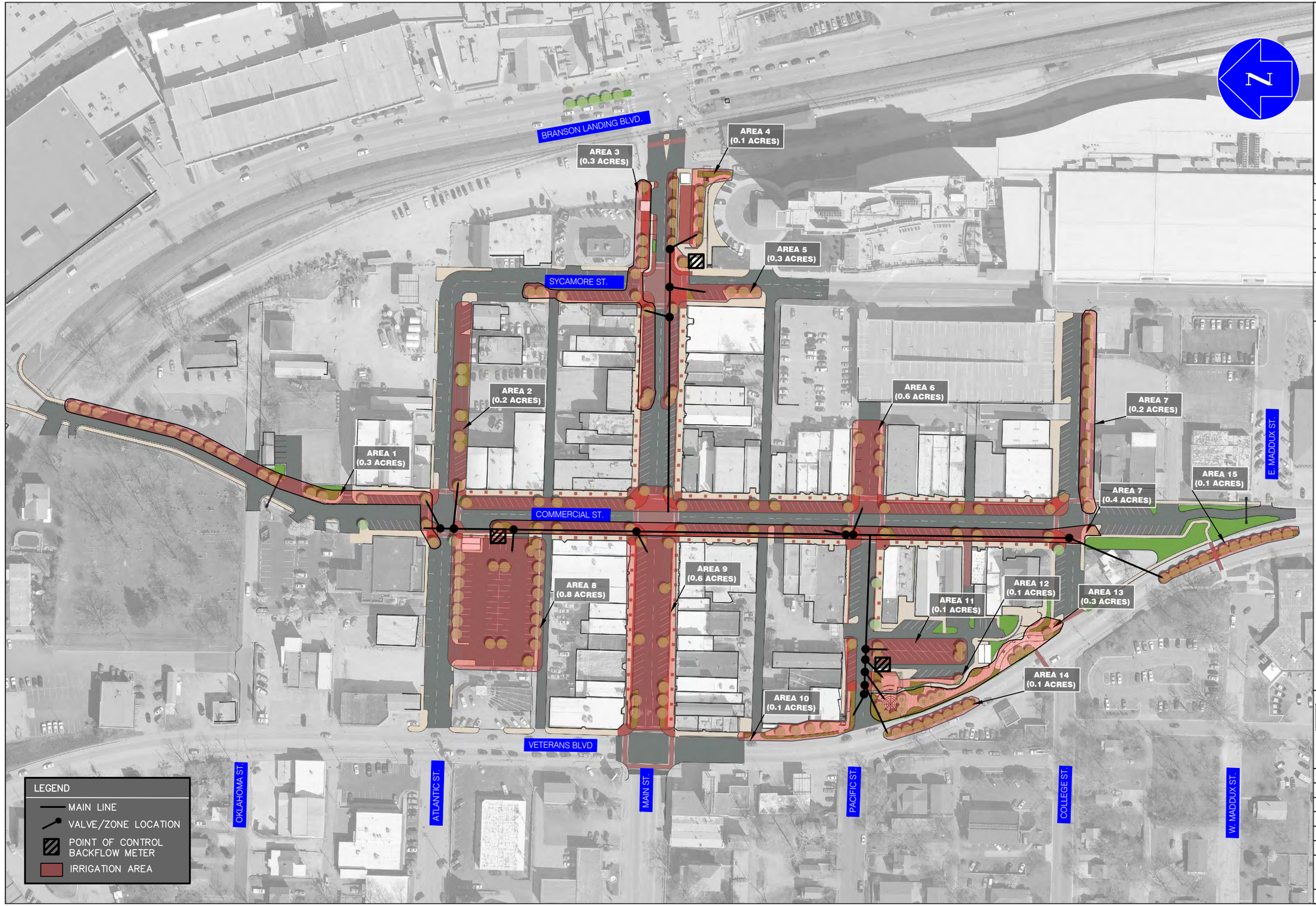
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DESIGN BY: TJK
DRAWN BY: TJK
CHECKED BY: SJP
APPROVED BY: SJP
DATE: 7/17/13
JOB No: 12485-01-00

FIGURE ?

SHEET 1 OF 1

APPENDIX 6E



FROM THE TOP DOWNTOWN BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON HISTORIC DOWNTOWN STREETSCAPE IMPROVEMENTS

PROPOSED IRRIGATION LAYOUT

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FIGURE ?

SHEET 1 OF 1

APPENDIX 6F



FROM THE TOP
DOWNTOWN
BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON
HISTORIC DOWNTOWN STREETSCAPE IMPROVEMENTS

FESTIVAL TENT EXHIBIT

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DRAWN BY:	BLL
CHECKED BY:	SJP
APPROVED BY:	SJP
DATE:	10/8/13
JOB No:	1248501

EXHIBIT

SHEET 1 OF 1 SHEETS

APPENDIX 6G

Goal Number	Goal Description	Objective	Recommended Implementation Strategies
1.1	Increase Economic Viability	Make Link Or Connection To The Existing Landing Development & Historic Downtown	The Link Market
			Trolley Stop Building Enhancements
			Streetscape & Pedestrian Connectivity on "The Hill"
			Commercial Street Streetscape & Pedestrian Connectivity
		Provide Infrastructure To Help Market & Identify Downtown Businesses	Way-Finding & Business Directory
			Streetscape Enhancements
			Liberty Plaza Festival Center
			Unique Theming & Consistent Amenities with Liberty Tree Brand
			Link Market Information Center
1.2	Embrace Local History & Culture	Provide Gateways To Define Historic District	Overhead Gateways Along Commercial Street
			Low level gateways on Main & Pacific Street
		Provide Infrastructure To Accommodate A Flexible Space For Special Events & Festivals	Link Market & Liberty Plaza
			Additional Parking
			Alleyway enhancements to access festival area.
			Festival Utility Boxes
		Incorporate History Into Park Areas Or Structures	Material Selection of Giraffe Stone & Weather Wood
			Liberty Tree Medallion & Theming
			Re-Use of Past Downtown Donor Plaques & Commemorative Paver Program
			Architectural elements in proposed trolley stop and restroom buildings
			Historical Information Building at Link Market
1.3	Improve Vehicular Transportation	Incorporate Intersection Traffic Control To Reduce Conflicts Between Pedestrians & Vehicles, While Making Necessary Improvements To Interconnect Signals For Better Traffic Management	Traffic Signals along Main Street
			Raised Traffic Table At Intersections
			Bump-Out Configuration at Intersections Reduce Cross-Walk Distance.
			Interconnected Signals
			Barrier Between Pedestrians & Traffic with Low Level Barriers Along Commercial Street.
			Increase Visibility of Signs and Traffic Control with new tree Placement
			Way-Finding
		Increase Use Of Existing Trolley System With Improvements To Trolley Stop Facilities	New Trolley Stop Facilities with Restrooms
			GPS "Real-Time" Trolley Location Map
			Way-Finding
			Proposed Trolley Route Revisions
		Create Consistent Way-Finding	Signage & Gateway Consistency
		Replace & Evaluate Signage	Consistent Way-finding
			Condensed Sign Placement for Parking, Restrooms, Streets. Etc.
			Bump-Out Sign Placement & Visibility
1.4	Improve Multi-Modal Transportation	Increase Use Of Existing Trolley System With Improvements To Trolley Stop Facilities	New Trolley Stop Facilities with Restrooms
			GPS "Real-Time" Trolley Location Map
			Way-Finding
			Proposed Trolley Route Revisions
			Promote Bicycle Use with Bike Racks
1.5	Create Inviting Places For Pedestrians	Replace Existing Sidewalks While Providing Decorative Elements Made More Pedestrian Friendly With Improvements To Accessibility Ramps	Decorate Pavers
			Additional Sidewalk Width
			Raised Traffic Table for Elimination of Ramps.
			ADA compliance with ramps and slopes into local businesses "The Hill"
			Bollards
			Bump-Out Configurations
			Pedestrian Way-Finding & Informational Signage
			Pedestrian Connectivity
			Additional Handicap Parking
			Decorative lids to utility boxes
		Reduce Sidewalk Clutter (Ex: Newspaper Stands, Trees, Lights, Signage, & Trash Cans)	Consolidation and Organized Placement within Bump-Outs
		Enhance Landscaping	More Suitable Tree Species
			Irrigation System For Low Maintenance
			Structural Soil to Prevent Sidewalk & Underground Utility Damage
		Provide Consistent Theme & Style For Site Furnishings	Site Furnishings Match Wood on Light Poles and Building Structures for Consistent Material Use
			Liberty Oak Theme is Consistent on Way-Finding, Furnishings, Space Naming, and Gateways.
		Improve Quantity & Quality Of Public Restrooms	New Location at Link Market
			Upgrades to Liberty Plaza and Awbery Lot
		Incorporate Intersection Traffic Control To Reduce Conflicts Between Pedestrians & Vehicles, While Making Necessary Improvements To Interconnect Signals For Better Traffic Management	Traffic Signals along Main Street
			Raised Traffic Table At Intersections
			Bump-Out Configuration at Intersections Reduce Cross-Walk Distance.
			Interconnected Signals
			Barrier Between Pedestrians & Traffic with Low Level Barriers Along Commercial Street.
			Increase Visibility of Signs and Traffic Control with new tree Placement
			Way-Finding
		Provide Infrastructure To Accommodate A Flexible Space For Special Events & Festivals	Link Market & Liberty Plaza
			Additional Parking
			Alleyway enhancements to access festival area.
			Festival Utility Boxes
1.6	Improve Pedestrian Accessibility	Replace Existing Sidewalks While Providing Decorative Elements Made More Pedestrian Friendly With Improvements To Accessibility Ramps	Decorate Pavers
			Additional Sidewalk Width
			Raised Traffic Table for Elimination of Ramps.
			ADA compliance with ramps and slopes into local businesses "The Hill"
		Reduce Sidewalk Clutter (Ex: Newspaper Stands, Trees, Lights, Signage, & Trash Cans)	Bollards
			Bump-Out Configurations
1.7	Provide Additional Outdoor Seating	Incorporate Bump-Outs Throughout The Downtown To Create Outdoor Seating & Rest Locations	Bump-Outs at Intersections & Alleyways.
			Retaining Walls Incorporate Low Level Seating
			Mid-Block Bump-Outs on "The Hill"
			Flex-Space Outdoor Seating
			Trolley Stop & Restroom Seating
		Increase Use Of Existing Trolley System With Improvements To Trolley Stop Facilities	New Trolley Stop Facilities with Restrooms
			GPS "Real-Time" Trolley Location Map
			Way-Finding
			Proposed Trolley Route Revisions
		Provide Infrastructure To Accommodate A Flexible Space For Special Events & Festivals	Link Market & Liberty Plaza
			Additional Parking
			Alleyway enhancements to access festival area.
			Festival Utility Boxes
		Create Park Or Recreation Areas In Downtown	Flex-Space Area At Link Market
			Liberty Plaza

Goal Number	Goal Description	Objective	Recommended Implementation Strategies
1.8	Improve Utility Infrastructure	Upgrade Existing Utility Facilities (Water Main Replacement & Sewer Lining)	Total Replacement of Waterlines with additional capacity.
			Water main meter relocation for existing businesses.
			Water Service for Festival Vendors with new Utility Boxes.
			Identify Conditions to All Existing Service Laterals and Mainline Sewer Facilities.
			Point Repairs & Replacement in Parking Lot Location to Provide New Services.
		Efficiently Manage Storm Water Runoff With Improvements To Storm Sewer System	Total Replacement of Existing Storm Sewer
			Upgrades to Inlets and Pipe for Additional Capacity
			Additional Detention Storage At Awbery Parking Lot to Accommodate Large Storm Event.
			Connection of Roof Drains to Pipes
			Increase Awareness of Storm Sewer Discharge with Decorate Castings on Drainage Inlets
		Provide Street & Alleyway Lighting	Replaced Entire Street Lighting System with New Poles and LED Fixtures.
			Replaced Existing Photocell System with Wireless Control for Efficient Energy Use & Light Levels.
			Increased Safety in Alleyways and Low Lite Areas to Promote Night-Time Use.
			Incorporated low-level Lighting on Ramps and small Retaining walls to Increase Safety.
		Provide Irrigation Plan For Downtown	New Integrated Irrigation System for All Landscape Areas
			Backflow Prevention
			Drip-Line Tubing for Reduced Water Consumption
		Provide Infrastructure To Accommodate A Flexible Space For Special Events & Festivals	Link Market & Liberty Plaza
			Additional Parking
			Alleyway enhancements to access festival area.
			Festival Utility Boxes
		Replace Existing Trees With A Species That is More Appropriate For A Downtown Environment	Many Different Tree Species Are Recommended for Specific Locations in Downtown to Avoid Canopy Conflict, Debris, Root Invasion, and Maintenance.
1.9	Reduce Flooding In Downtown During Major Storm Events	Efficiently Manage Storm Water Runoff With Improvements To Storm Sewer System	Total Replacement of Existing Storm Sewer
			Upgrades to Inlets and Pipe for Additional Capacity
			Additional Detention Storage At Awbery Parking Lot to Accommodate Large Storm Event.
			Connection of Roof Drains to Pipes
			Increase Awareness of Storm Sewer Discharge with Decorate Castings on Drainage Inlets
		Reconstruct Portion Of Roadway To Accommodate Proposed Sidewalk & Curb Improvements	Total Reconstruction of Existing Pavement and Base.
			New Typical Section to Accommodate Increased Sidewalk Width
			Curb Reconstruction to Accommodate Drainage & New Inlets
1.10	Continue To Illustrate Branson's Commitment To Sustainability	Efficiently Manage Storm Water Runoff With Improvements To Storm Sewer System	Total Replacement of Existing Storm Sewer
			Upgrades to Inlets and Pipe for Additional Capacity
			Additional Detention Storage At Awbery Parking Lot to Accommodate Large Storm Event.
			Connection of Roof Drains to Pipes
			Increase Awareness of Storm Sewer Discharge with Decorate Castings on Drainage Inlets
		Obtain national Sustainability Certification	ISI and Envision Rating System Has Indicated that project Improvements qualify for recognition.
		Create Park Or Recreation Areas In Downtown	Flex-Space Area At Link Market
			Liberty Plaza
1.11	Limit Impacts To Local Businesses During Construction	Establish An Achievable Construction Schedule Over The Next 5 Years To Complete Downtown Improvements	Alternate Staging Schedules were Discussed with Members of the Community to Determine Most Applicable Alternative for Implementation.
1.12	Increase Safety In Downtown Area	Replace Existing Sidewalks While Providing Decorative Elements Made More Pedestrian Friendly With Improvements To Accessibility Ramps	Decorate Pavers
			Additional Sidewalk Width
			Raised Traffic Table for Elimination of Ramps.
			ADA compliance with ramps and slopes into local businesses "The Hill"
			Bollards
			Bump-Out Configurations
		Reduce Sidewalk Clutter (Ex: Newspaper Stands, Trees, Lights, Signage, & Trash Cans)	Consolidation and Organized Placement within Bump-Outs
		Replace & Evaluate Signage	Consistent Way-finding
			Condensed Sign Placement for Parking, Restrooms, Streets. Etc.
			Bump-Out Sign Placement & Visibility
		Provide Street & Alleyway Lighting	Replaced Entire Street Lighting System with New Poles and LED Fixtures.
			Replaced Existing Photocell System with Wireless Control for Efficient Energy Use & Light Levels.
			Increased Safety in Alleyways and Low Lite Areas to Promote Night-Time Use.
			Incorporated low-level Lighting on Ramps and small Retaining walls to Increase Safety.
		Increase Use Of Existing Trolley System With Improvements To Trolley Stop Facilities	New Trolley Stop Facilities with Restrooms
			GPS "Real-Time" Trolley Location Map
			Way-Finding
			Proposed Trolley Route Revisions
		Incorporate Intersection Traffic Control To Reduce Conflicts Between Pedestrians & Vehicles, While Making Necessary Improvements To Interconnect Signals For Better Traffic Management	Traffic Signals along Main Street
			Raised Traffic Table At Intersections
			Bump-Out Configuration at Intersections Reduce Cross-Walk Distance.
			Interconnected Signals
			Barrier Between Pedestrians & Traffic with Low Level Barriers Along Commercial Street.
			Increase Visibility of Signs and Traffic Control with new tree Placement
			Way-Finding
1.13	Reduce Trash In Streets And Alleyways	Reduce Sidewalk Clutter (Ex: Newspaper Stands, Trees, Lights, Signage, & Trash Cans)	Consolidation and Organized Placement within Bump-Outs
		Provide Consistent Theme & Style For Site Furnishings	Site Furnishings Match Wood on Light Poles and Building Structures for Consistent Material Use
			Liberty Oak Theme is Consistent on Way-Finding, Furnishings, Space Naming, and Gateways.
		Provide Infrastructure To Accommodate A Flexible Space For Special Events & Festivals	Link Market & Liberty Plaza
			Additional Parking
			Alleyway enhancements to access festival area.
			Festival Utility Boxes
		Replace Existing Trees With A Species That is More Appropriate For A Downtown Environment	Many Different Tree Species Are Recommended for Specific Locations in Downtown to Avoid Canopy Conflict, Debris, Root Invasion, and Maintenance.
1.14	Create Historic District Identity/Branding	Replace Existing Sidewalks While Providing Decorative Elements Made More Pedestrian Friendly With Improvements To Accessibility Ramps	Decorate Pavers
			Additional Sidewalk Width
			Raised Traffic Table for Elimination of Ramps.
			ADA compliance with ramps and slopes into local businesses "The Hill"
			Bollards
			Bump-Out Configurations
		Make Link Or Connection To The Existing Landing Development & Historic Downtown	The Link Market
			Trolley Stop Building Enhancements
			Streetscape & Pedestrian Connectivity on "The Hill"
			Commercial Street Streetscape & Pedestrian Connectivity
		Create Consistent Way-Finding	Signage & Gateway Consistency
		Provide Gateways To Define Historic District	Overhead Gateways Along Commercial Street
			Low level gateways on Main & Pacific Street
		Provide Consistent Theme & Style For Site Furnishings	Site Furnishings Match Wood on Light Poles and Building Structures for Consistent Material Use
			Liberty Oak Theme is Consistent on Way-Finding, Furnishings, Space Naming, and Gateways.
		Provide Infrastructure To Help Market & Identify Downtown Businesses	Way-Finding & Business Directory
			Streetscape Enhancements
			Liberty Plaza Festival Center
			Unique Theming & Consistent Amenities with Liberty Tree Brand
			Link Market Information Center
		Incorporate History Into Park Areas Or Structures	Material Selection of Giraffe Stone & Weather Wood
			Liberty Tree Medallion & Theming
			Re-Use of Past Downtown Donor Plaques & Commemorative Paver Program
			Architectural elements in proposed trolley stop and restroom buildings
			Historical Information Building at Link Market

Goal Number	Goal Description	Objective	Recommended Implementation Strategies
1.15	Improve Out-Of-Town Visitor Experience	Replace Existing Sidewalks While Providing Decorative Elements Made More Pedestrian Friendly With Improvements To Accessibility Ramps	Decorate Pavers
			Additional Sidewalk Width
			Raised Traffic Table for Elimination of Ramps.
			ADA compliance with ramps and slopes into local businesses "The Hill"
			Bollards
			Bump-Out Configurations
		Reduce Sidewalk Clutter (Ex: Newspaper Stands, Trees, Lights, Signage, & Trash Cans)	Consolidation and Organized Placement within Bump-Outs
		Create Consistent Way-Finding	Signage & Gateway Consistency
		Replace & Evaluate Signage	Consistent Way-finding
			Condensed Sign Placement for Parking, Restrooms, Streets. Etc.
			Bump-Out Sign Placement & Visibility
		Provide Gateways To Define Historic District	Overhead Gateways Along Commercial Street
			Low level gateways on Main & Pacific Street
		Enhance Landscaping	More Suitable Tree Species
			Irrigation System For Low Maintenance
			Structural Soil to Prevent Sidewalk & Underground Utility Damage
		Provide Street & Alleyway Lighting	Replaced Entire Street Lighting System with New Poles and LED Fixtures.
			Replaced Existing Photocell System with Wireless Control for Efficient Energy Use & Light Levels.
			Increased Safety in Alleyways and Low Lite Areas to Promote Night-Time Use.
			Incorporated low-level Lighting on Ramps and small Retaining walls to Increase Safety.
		Provide Consistent Theme & Style For Site Furnishings	Site Furnishings Match Wood on Light Poles and Building Structures for Consistent Material Use
			Liberty Oak Theme is Consistent on Way-Finding, Furnishings, Space Naming, and Gateways.
		Improve Quantity & Quality Of Public Restrooms	New Location at Link Market
			Upgrades to Liberty Plaza and Awbery Lot
		Increase Use Of Existing Trolley System With Improvements To Trolley Stop Facilities	New Trolley Stop Facilities with Restrooms
			GPS "Real-Time" Trolley Location Map
			Way-Finding
			Proposed Trolley Route Revisions
		Provide Infrastructure To Help Market & Identify Downtown Businesses	Way-Finding & Business Directory
			Streetscape Enhancements
			Liberty Plaza Festival Center
			Unique Theming & Consistent Amenities with Liberty Tree Brand
			Link Market Information Center
		Incorporate Intersection Traffic Control To Reduce Conflicts Between Pedestrians & Vehicles, While Making Necessary Improvements To Interconnect Signals For Better Traffic Management	Traffic Signals along Main Street
			Raised Traffic Table At Intersections
			Bump-Out Configuration at Intersections Reduce Cross-Walk Distance.
			Interconnected Signals
			Barrier Between Pedestrians & Traffic with Low Level Barriers Along Commercial Street.
			Increase Visibility of Signs and Traffic Control with new tree Placement
			Way-Finding
		Provide Infrastructure To Accommodate A Flexible Space For Special Events & Festivals	Link Market & Liberty Plaza
			Additional Parking
			Alleyway enhancements to access festival area.
			Festival Utility Boxes
		Incorporate History Into Park Areas Or Structures	Material Selection of Giraffe Stone & Weather Wood
			Liberty Tree Medallion & Theming
			Re-Use of Past Downtown Donor Plaques & Commemorative Paver Program
			Architectural elements in proposed trolley stop and restroom buildings
			Historical Information Building at Link Market
		Incorporate Bump-Outs Throughout The Downtown To Create Outdoor Seating & Rest Locations	Bump-Outs at Intersections & Alleyways.
			Retaining Walls Incorporate Low Level Seating
			Mid-Block Bump-Outs on "The Hill"
			Flex-Space Outdoor Seating
			Trolley Stop & Restroom Seating
		Create Park Or Recreation Areas In Downtown	Flex-Space Area At Link Market
			Liberty Plaza
1.16	Increase Utilization Of Downtown Parking	Create Consistent Way-Finding	Signage & Gateway Consistency
		Replace & Evaluate Signage	Consistent Way-finding
			Condensed Sign Placement for Parking, Restrooms, Streets. Etc.
			Bump-Out Sign Placement & Visibility
		Provide Street & Alleyway Lighting	Replaced Entire Street Lighting System with New Poles and LED Fixtures.
			Replaced Existing Photocell System with Wireless Control for Efficient Energy Use & Light Levels.
			Increased Safety in Alleyways and Low Lite Areas to Promote Night-Time Use.
			Incorporated low-level Lighting on Ramps and small Retaining walls to Increase Safety.
1.17	Reduce Long Term Maintenance & Associated Costs To The Taxpayers	Upgrade Existing Utility Facilities (Water Main Replacement & Sewer Lining)	Total Replacement of Waterlines with additional capacity.
			Water main meter relocation for existing businesses.
			Water Service for Festival Vendors with new Utility Boxes.
			Identify Conditions to All Existing Service Laterals and Mainline Sewer Facilities.
			Point Repairs & Replacement in Parking Lot Location to Provide New Services.
		Efficiently Manage Storm Water Runoff With Improvements To Storm Sewer System	Total Replacement of Existing Storm Sewer
			Upgrades to Inlets and Pipe for Additional Capacity
			Additional Detention Storage At Awbery Parking Lot to Accommodate Large Storm Event.
			Connection of Roof Drains to Pipes
			Increase Awareness of Storm Sewer Discharge with Decorate Castings on Drainage Inlets
		Improve Quantity & Quality Of Public Restrooms	New Location at Link Market
			Upgrades to Liberty Plaza and Awbery Lot
		Provide Irrigation Plan For Downtown	New Integrated Irrigation System for All Landscape Areas
			Backflow Prevention
			Drip-Line Tubing for Reduced Water Consumption
		Replace Existing Trees With A Species That is More Appropriate For A Downtown Environment	Many Different Tree Species Are Recommended for Specific Locations in Downtown to Avoid Canopy Conflict, Debris, Root Invasion, and Maintenance.
1.18	Continue To Provide Special Events Downtown	Create Consistent Way-Finding	Signage & Gateway Consistency
		Replace & Evaluate Signage	Consistent Way-finding
			Condensed Sign Placement for Parking, Restrooms, Streets. Etc.
			Bump-Out Sign Placement & Visibility
		Improve Quantity & Quality Of Public Restrooms	New Location at Link Market
			Upgrades to Liberty Plaza and Awbery Lot
		Increase Use Of Existing Trolley System With Improvements To Trolley Stop Facilities	New Trolley Stop Facilities with Restrooms
			GPS "Real-Time" Trolley Location Map
			Way-Finding
			Proposed Trolley Route Revisions
		Provide Infrastructure To Accommodate A Flexible Space For Special Events & Festivals	Link Market & Liberty Plaza
			Additional Parking
			Alleyway enhancements to access festival area.
			Festival Utility Boxes
		Incorporate Bump-Outs Throughout The Downtown To Create Outdoor Seating & Rest Locations	Bump-Outs at Intersections & Alleyways.
			Retaining Walls Incorporate Low Level Seating
			Mid-Block Bump-Outs on "The Hill"
			Flex-Space Outdoor Seating
			Trolley Stop & Restroom Seating
		Create Park Or Recreation Areas In Downtown	Flex-Space Area At Link Market
			Liberty Plaza

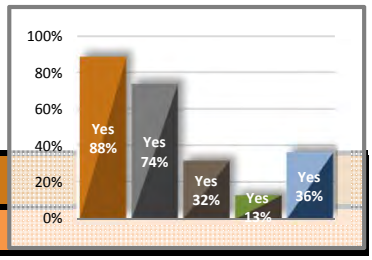
Goal Number	Goal Description	Objective	Recommended Implementation Strategies
1.19	Attempt To Expand The Downtown District Along Commercial Street	Create Consistent Way-Finding	Signage & Gateway Consistency
		Provide Gateways To Define Historic District	Overhead Gateways Along Commercial Street
			Low level gateways on Main & Pacific Street
		Enhance Landscaping	More Suitable Tree Species
			Irrigation System For Low Maintenance
			Structural Soil to Prevent Sidewalk & Underground Utility Damage
		Provide Infrastructure To Help Market & Identify Downtown Businesses	Way-Finding & Business Directory
			Streetscape Enhancements
			Liberty Plaza Festival Center
			Unique Theming & Consistent Amenities with Liberty Tree Brand
			Link Market Information Center
		Create Park Or Recreation Areas In Downtown	Flex-Space Area At Link Market
			Liberty Plaza
1.2	Attract Younger Generation To Downtown	Make Link Or Connection To The Existing Landing Development & Historic Downtown	The Link Market
			Trolley Stop Building Enhancements
			Streetscape & Pedestrian Connectivity on "The Hill"
			Commercial Street Streetscape & Pedestrian Connectivity
		Create Consistent Way-Finding	Signage & Gateway Consistency
		Provide Gateways To Define Historic District	Overhead Gateways Along Commercial Street
			Low level gateways on Main & Pacific Street
		Provide Street & Alleyway Lighting	Replaced Entire Street Lighting System with New Poles and LED Fixtures.
			Replaced Existing Photocell System with Wireless Control for Efficient Energy Use & Light Levels.
			Increased Safety in Alleyways and Low Lite Areas to Promote Night-Time Use.
			Incorporated low-level Lighting on Ramps and small Retaining walls to Increase Safety.
		Improve Quantity & Quality Of Public Restrooms	New Location at Link Market
			Upgrades to Liberty Plaza and Awbery Lot
		Increase Use Of Existing Trolley System With Improvements To Trolley Stop Facilities	New Trolley Stop Facilities with Restrooms
			GPS "Real-Time" Trolley Location Map
			Way-Finding
			Proposed Trolley Route Revisions
		Incorporate Bump-Outs Throughout The Downtown To Create Outdoor Seating & Rest Locations	Bump-Outs at Intersections & Alleyways.
			Retaining Walls Incorporate Low Level Seating
			Mid-Block Bump-Outs on "The Hill"
			Flex-Space Outdoor Seating
			Trolley Stop & Restroom Seating
		Create Park Or Recreation Areas In Downtown	Flex-Space Area At Link Market
			Liberty Plaza
1.21	Increase Evening Activity In The Downtown Area	Make Link Or Connection To The Existing Landing Development & Historic Downtown	The Link Market
			Trolley Stop Building Enhancements
			Streetscape & Pedestrian Connectivity on "The Hill"
			Commercial Street Streetscape & Pedestrian Connectivity
		Create Consistent Way-Finding	Signage & Gateway Consistency
		Provide Street & Alleyway Lighting	Replaced Entire Street Lighting System with New Poles and LED Fixtures.
			Replaced Existing Photocell System with Wireless Control for Efficient Energy Use & Light Levels.
			Increased Safety in Alleyways and Low Lite Areas to Promote Night-Time Use.
			Incorporated low-level Lighting on Ramps and small Retaining walls to Increase Safety.
		Provide Infrastructure To Help Market & Identify Downtown Businesses	Way-Finding & Business Directory
			Streetscape Enhancements
			Liberty Plaza Festival Center
			Unique Theming & Consistent Amenities with Liberty Tree Brand
			Link Market Information Center

APPENDIX 6H

Envision Rating System
Self-Assessment Checklist
For Public Comment Only - Not for Project Use

				Y	N	NA		
1	QUALITY OF LIFE	PURPOSE	QL1.1 Improve community quality of life	3	0	0		3 of 3
2			QL1.2 Stimulate sustainable growth and development	3	0	0		3 of 3
3			QL1.3 Develop local skills and capabilities	2	1	0		2 of 3
4		COMMUNITY	QL2.1 Enhance public health and safety	0	0	1		0 of 0
5			QL2.2 Minimize noise and vibration	0	1	0		0 of 1
6			QL2.3 Minimize light pollution	1	0	0		1 of 1
7			QL2.4 Improve community mobility and access	3	0	0		3 of 3
8			QL2.5 Encourage alternative modes of transportation	2	0	0		2 of 2
9			QL2.6 Improve site accessibility, safety and wayfinding	3	0	0		3 of 3
10		WELLBEING	QL3.1 Preserve historic and cultural resources	2	0	0		2 of 2
11			QL3.2 Preserve views and local character	2	0	0		2 of 2
12			QL3.3 Enhance public space	2	0	0		2 of 2
			TOTAL	**23**	**2**	**1**		23 of 25
13	LEADERSHIP	COLLABORATION	LD1.1 Provide effective leadership and commitment	3	0	0		3 of 3
14			LD1.2 Establish a sustainability management system	1	0	0		1 of 1
15			LD1.3 Foster collaboration and teamwork	3	0	0		3 of 3
16			LD1.4 Provide for stakeholder involvement	3	0	0		3 of 3
17		MANAGEMENT	LD2.1 Pursue by-product synergy opportunities	0	0	1		0 of 0
18			LD2.2 Improve infrastructure integration	2	1	0		2 of 3
19		PLANNING	LD3.1 Plan for long-term monitoring and maintenance	2	0	0		2 of 2
20			LD3.2 Address conflicting regulations and policies	0	2	0		0 of 2
21			LD3.3 Extend useful life	0	0	1		0 of 0
			TOTAL	**14**	**3**	**2**		14 of 17
22	RESOURCE ALLOCATION	MATERIALS	RA1.1 Reduce Net Embodied Energy	0	0	2		0 of 0
23			RA1.2 Support Sustainable Procurement Practices	0	0	3		0 of 0
24			RA1.3 Use Recycled Materials	2	0	0		2 of 2
25			RA1.4 Use Regional Materials	2	0	0		2 of 2
26			RA1.5 Divert Waste from Landfills	3	0	0		3 of 3
27			RA1.6 Reduce Excavated Materials Taken off Site	0	3	0		0 of 3
28			RA1.7 Provide for Deconstruction and Recycling	0	3	0		0 of 3
29		ENERGY	RA2.1 Reduce energy consumption	2	1	0		2 of 3
30			RA2.2 Use renewable energy	2	0	0		2 of 2
31			RA2.3 Commission and monitor energy systems	0	3	0		0 of 3
32		WATER	RA3.1 Protect fresh water availability	0	0	7		0 of 0
33			RA3.2 Reduce potable water consumption	2	2	0		2 of 4
34			RA3.3 Monitor water systems	0	4	0		0 of 4
			TOTAL	**13**	**16**	**12**		13 of 29
35	NATURAL WORLD	SITING	NW1.1 Preserve prime habitat	0	0	5		0 of 0
36			NW1.2 Protect wetlands and surface water	0	0	3		0 of 0
37			NW1.3 Preserve prime farmland	0	0	1		0 of 0
38			NW1.4 Avoid adverse geology	0	0	3		0 of 0
39			NW1.5 Preserve floodplain functions	0	0	6		0 of 0
40			NW1.6 Avoid unsuitable development on steep slopes	0	0	2		0 of 0
41		LAND & WATER	NW1.7 Preserve greenfields	2	0	0		2 of 2
42			NW2.1 Manage stormwater	2	0	0		2 of 2
43			NW2.2 Reduce pesticide and fertilizer impacts	0	0	5		0 of 0
44			NW2.3 Prevent surface and groundwater contamination	0	0	3		0 of 0
45		BIODIVERSITY	NW3.1 Preserve species biodiversity	0	0	4		0 of 0
46			NW3.2 Control invasive species	1	0	2		1 of 1
47			NW3.3 Restore disturbed soils	0	0	2		0 of 0
48			NW3.4 Maintain wetland and surface water functions	1	4	0		1 of 5
			TOTAL	**6**	**4**	**36**		6 of 10
49	CLIMATE	EMISSION	CR1.1 Reduce greenhouse gas emissions	1	1	0		1 of 2
50			CR1.2 Reduce air pollutant emissions	1	1	0		1 of 2
51		RESILIENCE	CR2.1 Assess climate threat	0	0	1		0 of 0
52			CR2.2 Avoid traps and vulnerabilities	0	0	2		0 of 0
53			CR2.3 Prepare for long-term adaptability	0	1	0		0 of 1
54			CR2.4 Prepare for short-term hazards	1	1	0		1 of 2
55			CR2.5 Manage heat islands effects	1	0	0		1 of 1
			TOTAL	**4**	**4**	**3**		4 of 8





Quality of Life

1. Purpose

QL 1.1 Improve Community Quality of Life

Intent: Improve the net quality of life of all communities affected by the project and mitigate negative impacts to communities.

Metric: Measures taken to assess community needs and improve quality of life while minimizing negative impacts.

Assessment Questions:	Yes	No	N/A	
Are the relevant community needs, goals and issues being addressed in the project?	◉	○	○	?
Are the potentially negative impacts of the project on the host and nearby communities been reduced or eliminated?	◉	○	○	?
Has the project design received broad community endorsement, including community leaders and stakeholder groups?	◉	○	○	?
Total	3	of	3	

QL 1.2 Stimulate Sustainable Growth and Development

Intent: Support and stimulate sustainable growth and development, including improvements in job growth, capacity building, productivity, business attractiveness and livability.

Metric: Assessment of the project's impact on the community's sustainable economic growth and development.

Assessment Questions:	Yes	No	N/A	
Will the project contribute significantly to local employment?	◉	○	○	?
Will the project make a significant increase in local productivity?	◉	○	○	?
Will the project make the community more attractive to people and businesses?	◉	○	○	?
Total	3	of	3	

QL 1.3 Develop Local Skills and Capabilities

Intent: Expand the knowledge, skills and capacity of the community workforce to improve their ability to grow and develop.

Metric: The extent to which the project will improve local employment levels, skills mix and capabilities.

Assessment Questions:	Yes	No	N/A	
Does the project team intend to hire and train a substantial number of local workers?	○	◉	○	?
Does the project team intend to use a substantial number of local suppliers and specialty firms?	◉	○	○	?

Will the project, through local employment, subcontracting and education programs, make a substantial improvement in local capacity and competitiveness?	◉	○	○	?
Total 2 of 3				

2. Wellbeing

QL 2.1 Enhance Public Health and Safety

Intent: Take into account the health and safety implications of using new materials, technologies or methodologies above and beyond meeting regulatory requirements.

Metric: Efforts to exceed normal health and safety requirements, taking into account additional risks in the application of new technologies, materials and methodologies.

Assessment Questions:	**Yes**	**No**	**N/A**	
Does the owner and the project team intend to identify, assess and institute new standards to address additional risks and exposures created by the application of new technologies, materials, equipment and/or methodologies?	○	○	◉	?
Total 0 of 0				

QL 2.2 Minimize Noise and Vibration

Intent: Minimize noise and vibration generated during construction and in the operation of the completed project to maintain and improve community livability.

Metric: The extent to which noise and vibration will be reduced during construction and operation.

Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project reduce noise and vibration to levels substantially below local permissable levels during construction and operation?	○	◉	○	?
Total 0 of 1				

QL 2.3 Minimize Light Pollution

Intent: Prevent excessive glare, light at night, and light directed skyward to conserve energy and reduce obtrusive lighting and excessive glare.

Metric: Lighting meets minimum standards for safety but does not spill over into areas beyond site boundaries, nor does it create obtrusive and disruptive glare.

Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project be designed to reduce excessive lighting, prevent light spillage and preserve/restore the night sky?	◉	○	○	?
Total 1 of 1				

QL 2.4 Improve Community Mobility and Access

Intent: Locate, design and construct the project in a way that eases traffic congestion, improves mobility and access, does not promote urban sprawl, and otherwise improves community livability.

Metric: Extent to which the project improves access and walkability, reductions in commute times, traverse times to existing facilities and transportation. Improved user safety considering all modes, e.g., personal vehicle, commercial vehicle, transit and bike/pedestrian.

Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project provide good, safe access to adjacent facilities, amenities and transportation hubs?	◉	○	○	?

Will the project design take into consideration the expected traffic flows and volumes in and around the project site to improve overall mobility and efficiency?	◉	○	○	?
Has the project team coordinated the design with other infrastructure assets to reduce traffic congestion, and improve walkability and livability?	◉	○	○	?
Total	3	of	3	

QL 2.5 Encourage Alternative Modes of Transportation

Intent: Improve accessibility to non-motorized transportation and public transit. Promote alternative transportation and reduce congestion.

Metric: The degree to which the project has increased walkability, use of public transit, non-motorized transit.

Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project be within walking distance of accessible multi-modal transportation?	◉	○	○	?
Through its design, will the project encourage the use of transit and/or non-motorized transportation?	◉	○	○	?
Total	2	of	2	

QL 2.6 Improve Accessibility, Safety and Wayfinding

Intent: Improve user accessibility, safety, and wayfinding of the site and surrounding areas.

Metric: Clarity, simplicity, readability and broad-population reliability in wayfinding, user benefit and safety.

Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project contain the appropriate signage for safety and wayfinding in and around the constructed works?	◉	○	○	?
Will the project address safety and accessibility in and around the constructed works for users and emergency personnel?	◉	○	○	?
Will the project extend accessibility and intuitive signage to protect nearby sensitive sites or neighborhoods?	◉	○	○	?
Total	3	of	3	

3. Community

QL 3.1 Preserve Historic and Cultural Resources

Intent: Preserve or restore significant historical and cultural sites and related resources to preserve and enhance community cultural resources.

Metric: Summary of steps taken to identify, preserve or restore cultural resources.

Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project minimize negative impacts on historic and cultural resources?	◉	○	○	?
Will the project be designed so that it fully preserves and/or restores historic/cultural resources on or near the project site?	◉	○	○	?
Total	2	of	2	

QL 3.2 Preserve Views and Local Character

Intent: Design the project in a way that maintains the local character of the community and does not have negative impacts on community views.

Metric: Thoroughness of efforts to identify important community views and aspects of local landscape, including communities, and incorporate them into the project design.

Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project be designed in a way that preserves views and local character?	◉	○	○	?
Will the project be designed to improve local character, views or the natural landscape through preservation and/or restorative actions?	◉	○	○	?
Total	2	of	2	

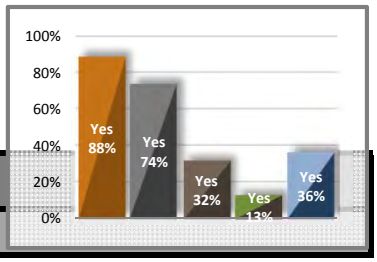
QL 3.3 Enhance Public Space

Intent: Improve existing public space including parks, plazas, recreational facilities, or wildlife refuges to enhance community livability.

Metric: Plans and commitments to preserve, conserve, enhance and/or restore the defining elements of the public space.

Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project make meaningful enhancements to public space?	◉	○	○	?
Will the project result in a substantial restoration to public space?	◉	○	○	?
Total	2	of	2	

CONTINUE ON TO THE LEADERSHIP CATEGORY →



Leadership

1. Collaboration

LD1.1 Provide Effective Leadership and Commitment

Intent: Provide effective leadership and commitment to achieve project sustainability goals.

Metric: Demonstration of meaningful commitment of the project owner and the project team to the principles of sustainability and sustainable performance improvement.

Assessment Questions:	**Yes**	**No**	**N/A**	
Has the project team issued public statements stating their commitment to sustainability?	◉	○	○	?
Is the project team's commitment to sustainability backed up by examples of actions taken or to be taken?	◉	○	○	?
Does these commitments and actions demonstrate sufficiently that sustainability is a core value of the project team?	◉	○	○	?
Total	3	of	3	

LD 1.2 Establish a Sustainability Management System

Intent: Create a project management system that can manage the scope, scale and complexity of a project seeking to improve sustainable performance.

Metric: The organizational policies, authorities, mechanisms and business processes that have been put in place and the judgment that they are sufficient for the scope, scale and complexity of the project.

Assessment Questions:	**Yes**	**No**	**N/A**	
Does the project team intend to establish a sound, workable sustainability management system that meets the requirements of the project?	◉	○	○	?
Total	1	of	1	

LD 1.3 Foster Collaboration and Teamwork

Intent: Eliminate conflicting design elements, and optimize system by using integrated design and delivery methodologies and collaborative processes.

Metric: The extent of collaboration within the project team and the degree to which project delivery processes incorporate whole systems design and delivery approaches.

Assessment Questions:	**Yes**	**No**	**N/A**	
Are the project owner and the project team intending to take a systems view of the project, considering the performance relationship of this project to other community infrastructure elements?	◉	○	○	?
Will the project owner and the project team establish a collaborative relationship on the project to achieve higher levels of sustainable performance?	◉	○	○	?
Will the project owner and the project team institute a whole systems design and delivery process with the objective of maximizing sustainable performance?	◉	○	○	?
Total	3	of	3	

LD 1.4 Provide for Stakeholder Involvement

Intent: Establish sound and meaningful programs for stakeholder identification, engagement and involvement in project decision making.

Metric: The extent to which project stakeholders are identified and engaged in project decision making. Satisfaction of stakeholders and decision makers in the involvement process.

Assessment Questions:	Yes	No	N/A	
Will key stakeholders in the project be identified and lines of communication established?	◉	○	○	?
Does the project team plan to engage with stakeholders and solicit stakeholder feedback?	◉	○	○	?
Will the project team establish a strong stakeholder involvement process designed to involve the public meaningfully in project decision-making?	◉	○	○	?
Total	3	of	3	

2. Management

LD 2.1 Pursue By-Product Synergy Opportunities

Intent: Reduce waste, improve project performance and reduce project costs by identifying and pursuing opportunities to use unwanted by-products or discarded materials and resources from nearby operations.

Metric: The extent to which the project team identified project materials needs, sought out nearby facilities with by-product resources that could meet those needs and capture synergy opportunities.

Assessment Questions:	Yes	No	N/A	
Will the project team establish a program to locate, assess and make use of unwanted by-products and materials on the project?	○	○	◉	?
Total	0	of	0	

LD 2.2 Improve Infrastructure Integration

Intent: Design the project to take into account the operational relationships among other elements of community infrastructure which results in an overall improvement in infrastructure efficiency and effectiveness.

Metric: The extent to which the design of the delivered works integrates with existing and planned community infrastructure, and results in a net improvement in efficiency and effectiveness.

Assessment Questions:	Yes	No	N/A	
Will the project team seek to optimize sustainable performance at the infrastructure component level?	◉	○	○	?
Will the project team seek to optimize sustainable performance by designing the project as an integrated system?	◉	○	○	?
Will the project be planned and designed so that its operation and functions are fully integrated with all infrastructure elements in the community?	○	◉	○	?
Total	2	of	3	

3. Planning

LD 3.1 Plan For Long-term Maintenance and Monitoring

Intent: Put in place plans and sufficient resources to ensure as far as practical that ecological protection, mitigation and enhancement measures are incorporated in the project and can be carried out.

Metric: Comprehensiveness and detail of long-term monitoring and maintenance plans, and commitment of resources to fund the activities.				
Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project have a plan for long term monitoring and maintenance?	◉	○	○	?
Will that plan be sufficiently comprehensive, covering all aspects of long-term monitoring and maintenance?	◉	○	○	?
Total	2	of	2	

LD 3.2 Address Conflicting Regulations and Policies

Intent: Work with officials to Identify and address laws, standards, regulations or policies that may unintentionally create barriers to implementing sustainable infrastructure.

Metric: Efforts to identify and change laws, standards, regulations and/or policies that may unintentionally run counter to sustainability goals, objectives and practices.

Assessment Questions:	**Yes**	**No**	**N/A**	
Will an assessment of applicable regulations, policies and standards be done, identifying those that may run counter to project sustainable performance goals, objectives and targets?	○	◉	○	?
Do the owner and the project team intend to approach decision-makers to resolve conflicts?	○	◉	○	?
Total	0	of	2	

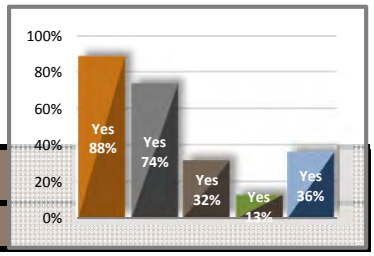
LD 3.3 Extend Useful Life

Intent: Meet energy needs through renewable energy sources.

Metric: Extent to which renewable energy resources are incorporated into the design, construction and operation.

Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project be designed in ways that extend substantially the useful life of the project?	○	○	◉	?
Total	0	of	0	

CONTINUE ON TO THE RESOURCE ALLOCATION CATEGORY →



Resource Allocation

1. Materials

RA1.1 Reduce Net Embodied Energy

Intent: Conserve energy by reducing the net embodied energy of project materials over the project life.

Metric: Percentage reduction in net embodied energy from a life cycle energy assessment.

Assessment Questions:	Yes	No	N/A	
Does the project team plan to conduct an assessment of the embodied energy of key materials over the project life?	○	○	◉	?
Will the project achieve a significant reduction in net embodied energy over the life of the project?	○	○	◉	?
Total	0	of	0	

RA 1.2 Support Sustainable Procurement Practice

Intent: Obtain materials and equipment from manufacturers and suppliers who implement sustainable practices.

Metric: Percentage of materials sourced from manufacturers who meet sustainable practices requirements.

Assessment Questions:	Yes	No	N/A	
Will the project team establish a preference for using manufacturers, suppliers and service companies that have strong sustainable policies and practices?	○	○	◉	?
Will the project team establish a sound and viable sustainable procurement program?	○	○	◉	?
Does the project team intend to source a significant proportion of project materials, equipment, supplies and services from these companies?	○	○	◉	?
Total	0	of	0	

RA 1.3 Use Recycled Materials

Intent: Reduce the use of virgin materials and avoid sending useful materials to landfills by specifying reused materials, including structures, and material with recycled content.

Metric: Percentage of project materials that are reused or recycled.

Assessment Questions:	Yes	No	N/A	
Will the project team consider the appropriate reuse of existing structures and materials and incorporated them into the project?	◉	○	○	?
Will the project team specify that a significant amount of materials with recycled content be used on the project?	◉	○	○	?
Total	2	of	2	

RA 1.4 Use Regional Materials

Intent: Minimize transportation costs and impacts and retain regional benefits through specifying local sources.

Metric: Percentage of project materials by type and weight or volume sourced within the required distance.

Assessment Questions:	Yes	No	N/A	
Will the project team work to identify local/regional sources of materials?	◉	○	○	?
Does the project utilize a significant amount of locally sourced materials?	◉	○	○	?
Total	2	of	2	

RA 1.5 Divert Waste from Landfills

Intent: Reduce waste, and divert waste streams away from disposal to recycling and reuse.

Metric: Percentage of total waste diverted from disposal.

Assessment Questions:	Yes	No	N/A	
Will the project team identify potential recycling and reuse destinations for construction and demolition waste generated on site?	◉	○	○	?
Will the project team develop an operations waste management plan to decrease and divert project waste from landfills and incinerators during construction and operation?	◉	○	○	?
Will the project divert a significant amount of project waste from landfills?	◉	○	○	?
Total	3	of	3	

RA 1.6 Reduce Excavated Materials Taken Off Site

Intent: Minimize the movement of soils and other excavated materials off site to reduce transportation and environmental impacts.

Metric: Percentage of excavated material retained on site.

Assessment Questions:	Yes	No	N/A	
Will the project be designed to balance cut and fill to reduce the amount of excavated material taken off site?	○	◉	○	?
When necessary, will the project team taken steps to identify local sources/receivers of excavated material?	○	◉	○	?
Will the project reuse a significant amount of suitable excavated material onsite?	○	◉	○	?
Total	0	of	3	

RA 1.7 Provide for Deconstruction and Recycling

Intent: Encourage future recycling, up-cycling, and reuse by designing for ease and efficiency in project disassembly or deconstruction at the end of its useful life.

Metric: Percentage of components that can be easily separated for disassembly or deconstruction.

Assessment Questions:	Yes	No	N/A	
Will the project team assess whether materials specified can be easily recycled or reused after the useful life of the project has ended?	○	◉	○	?
Will the project be designed so that a significant amount of project materials be easily separated for recycling or readily reused at the end of the project's useful life?	○	◉	○	?
Will the project team incorporate methods for increasing the likelihood of materials recycling when the project is operating?	○	◉	○	?
Total	0	of	3	

2. Energy

RA 2.1 Reduce Energy Consumption

Intent: Conserve energy by reducing overall operation and maintenance energy consumption throughout the project life cycle.

Metric: Percentage of reductions achieved.

Assessment Questions:	Yes	No	N/A	
Will the project team conduct reviews to identify options for reducing energy consumption during operations and maintenance of the constructed works?	◉	○	○	?
Will the project team conducted feasibility studies and cost analyses to determine the most effective methods for energy reduction and incorporated them into the design?	◉	○	○	?
Is the project expected to achieve significant reductions in energy consumption?	○	◉	○	?
Total	2	of	3	

RA 2.2 Use Renewable Energy

Intent: Meet energy needs through renewable energy sources.

Metric: Extent to which renewable energy resources are incorporated into the design, construction and operation.

Assessment Questions:	Yes	No	N/A	
Will the owner and project team identify and analyze options to meet operational energy needs through renewable energy?	◉	○	○	?
Will the project meet a significant amount of its energy needs through renewable energy?	◉	○	○	?
Total	2	of	2	

RA 2.3 Commission and Monitor Energy Systems

Intent: Ensure efficient functioning and extend useful life by specifying the commissioning and monitoring of the performance of energy systems.

Metric: Third party commissioning of electrical/mechanical systems and documentation of system monitoring equipment in the design.

Assessment Questions:	Yes	No	N/A	
Does the owner and project team intend to conduct an independent commissioning of the project's energy and mechanical systems?	○	◉	○	?
Will the project team assemble the necessary information needed to train operations and maintenance workers in a way that facilitates proper training and operations?	○	◉	○	?
Will the design incorporate advanced monitoring systems, such as energy sub-meters, to enable more efficient operations?	○	◉	○	?
Total	0	of	3	

3. Water

RA 3.1 Protect Fresh Water Availability

Intent: Reduce the negative net impact on fresh water availability, quantity and quality.

Metric: The extent to which the project uses fresh water resources without replenishing those resources at its source.

Assessment Questions:	Yes	No	N/A	
Will the project team assess project water requirements?	○	○	◉	?
Does the project team plan to onduct a comprehensive assessment of the project's long-term impacts on water availability?	○	○	◉	?
Will the project only access water that can be replenished in both quantity and quality?	○	○	◉	?
Will the project consider the impacts of fresh water withdrawal on receiving waters?	○	○	◉	?
Will the project discharge into receiving waters meet quality and quantity requirements for high value aquatic species?	○	○	◉	?
Will the project achieve a net-zero impact on water supply quantity and quality?	○	○	◉	?
Will the project restore the quantity and quality of fresh water surface and groundwater supplies to an undeveloped native ecosystem condition?	○	○	◉	?
Total	0	of	0	

RA 3.2 Reduce Potable Water Consumption

Intent: Reduce overall potable water consumption and encourage the use of greywater, recycled water, and stormwater to meet water needs.

Metric: Percentage of water reduction.

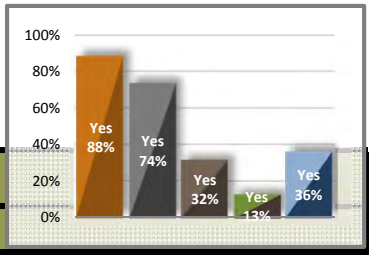
Assessment Questions:	Yes	No	N/A	
Will the project team conduct planning or design reviews to identify potable water reduction strategies?	◉	○	○	?
Will the project team conduct feasibility and cost analysis to determine the most effective methods for potable water reduction and incorporated them into the design?	◉	○	○	?
Will the project achieve a substantial reduction in potable water consumption?	○	◉	○	?
Will the project result in a net positive generation of water, and water up-cycling, as a result of on-site purification or treatment?	○	◉	○	?
Total	2	of	4	

RA 3.3 Monitor Water Systems

Intent: Implement programs to monitor water systems performance during operations and their impacts on receiving waters.

Metric: Documentation of system in the design

Assessment Questions:	Yes	No	N/A	
Will the owner and project team conduct an independent commissioning/monitoring of the project's water systems in order to validate the design objectives?	○	◉	○	?
Will the project design incorporate the means to monitor water performance during operations?	○	◉	○	?
Will the project integrate long-term operations and impact monitoring to mitigate negative impacts and improve efficiency?	○	◉	○	?
Will specific strategies be put in place to utilize monitoring and leak detection in order for the project to be more responsive to changing operating conditions?	○	◉	○	?
Total	0	of	4	



Natural World

1. Siting

NW 1.1 Preserve Prime Habitat

Intent: Avoid placing the project – and the site compound/temporary works – on land that has been identified as of high ecological value or as having species of high value.

Metric: Avoidance of high ecological value sites and establishment of protective buffer zones.

Assessment Questions:	Yes	No	N/A	
Will the project team take steps to identify and document areas of prime habitat near or on the site?	○	○	◉	?
Will the project avoid development on land that is judged to be prime habitat?	○	○	◉	?
Will the project establish a minimum 300 ft. natural buffer zone around all areas deemed prime habitat?	○	○	◉	?
Will the project significantly increase the area of prime habitat through habitat restoration?	○	○	◉	?
Will the project improve habitat connectivity by linking habitats?	○	○	◉	?
Total	0	of	0	

NW 1.2 Protect Wetlands and Surface Water

Intent: Protect, buffer, enhance and restore areas designated as wetlands, shorelines, and waterbodies by providing natural buffer zones, vegetation and soil protection zones.

Metric: Size of natural buffer zone established around all wetlands, shorelines, and waterbodies.

Assessment Questions:	Yes	No	N/A	
Will the project avoid development on wetlands, shorelines, and waterbodies?	○	○	◉	?
Will the project maintain soil protection zones (VSPV) around all wetlands, shorelines, and waterbodies?	○	○	◉	?
Will the project restore degraded existing buffer zones to a natural state?	○	○	◉	?
Total	0	of	0	

NW 1.3 Preserve Prime Farmland

Intent: Identify and protect soils designated as prime farmland, unique farmland, or farmland of statewide importance.

Metric: Percentage of prime farmland avoided during development.

Assessment Questions:	Yes	No	N/A	
Will this project avoid development on land designated as prime farmland.	○	○	◉	?
Total	0	of	0	

NW 1.4 Avoid Adverse Geology

Intent: Avoid development in adverse geologic formations and safeguard aquifers to reduce natural hazards risk and preserve high quality groundwater resources.

Metric: Degree to which natural hazards and sensitive aquifers are avoided and geologic functions maintained.

Assessment Questions:	Yes	No	N/A	
Will the project team identify and address the impacts of sensitive or adverse geology?	○	○	◉	?
Will the project be designed to reduce the risk of damage to sensitive geology?	○	○	◉	?
Will the project be designed to reduce the risk of damage from adverse geology?	○	○	◉	?
Total	0	of	0	

NW 1.5 Preserve Floodplain Functions

Intent: Preserve floodplain functions by limiting development and development impacts to maintain water management capacities and capabilities.

Metric: Efforts to avoid floodplains or maintain predevelopment floodplain functions.

Assessment Questions:	Yes	No	N/A	
Will the project avoid or limit development within the design frequency floodplain?	○	○	◉	?
Will the project maintain pre-development floodplain infiltration and water quality?	○	○	◉	?
Will the project design incorporate a flood emergency operations and/or evacuation plan?	○	○	◉	?
Will the project maintain or enhance riparian and aquatic habitat, including aquatic habitat connectivity?	○	○	◉	?
Will the project maintain sediment transport?	○	○	◉	?
Does the project team intend to modify or remove infrastructure subject to frequent damage by floods?	○	○	◉	?
Total	0	of	0	

NW 1.6 Avoid Unsuitable Development on Steep Slopes

Intent: Protect steep slopes and hillsides from inappropriate and unsuitable development in order to avoid exposures and risks from erosion and landslides, and other natural hazards.

Metric: The degree to which development on steep slopes is avoided, or to which erosion control and other measures are used to protect the constructed works as well as other downslope structures.

Assessment Questions:	Yes	No	N/A	
Will the project team use best management practices to manage erosion and prevent landslides?	○	○	◉	?
Will the project team minimize or avoid all development on or disruption to steep slopes?	○	○	◉	?
Total	0	of	0	

NW 1.7 Preserve Greenfields

Intent: Conserve undeveloped land by locating projects on previously developed greyfield sites and/or sites classified as brownfields.

Metric: Percentage of site that is a greyfield or the use and cleanup of a site classified as a brownfield.

Assessment Questions:	Yes	No	N/A	
Will the project team consider how the project can conserve undeveloped land?	◉	○	○	?
Will a significant amount of the project development be located on previously developed sites, that is, sites classified as greyfields or brownfields?	◉	○	○	?
Total	2	of	2	

2. Land and Water

NW 2.1 Manage Stormwater

Intent: Minimize the impact of infrastructure on stormwater runoff quantity and quality.

Metric: Infiltration and evapotranspiration capacity of the site and return to pre-development capacities.

Assessment Questions:	Yes	No	N/A	
Will the project be designed to reduce storm runoff to pre-development conditions?	◉	○	○	?
Will the project be designed to significantly improve water storage capacity?	◉	○	○	?
Total	2	of	2	

NW 2.2 Reduce Pesticides and Fertilizer Impacts

Intent: Reduce non-point source pollution by reducing the quantity, toxicity, bioavailability and persistence of pesticides and fertilizers, or by eliminating the need for the use of these materials.

Metric: Efforts made to reduce the quantity, toxicity, bioavailability and persistence of pesticides and fertilizers used on site, including the selection of plant species and the use of integrated pest management techniques.

Assessment Questions:	Yes	No	N/A	
Will operational policies be put in place to control and reduce the application of fertilizers and pesticides?	○	○	◉	?
Will the project include runoff controls to minimize contamination of ground and surface water?	○	○	◉	?
Will the project team select landscaping plants to minimize the need for fertilizer or pesticides?	○	○	◉	?
Will the project team select fertilizers and pesticides appropriate for site conditions with low-toxicity, persistence, and bioavailability?	○	○	◉	?
Will the project designed to eliminate the need for pesticides or fertilizers?	○	○	◉	?
Total	0	of	0	

NW 2.3 Prevent Surface + Groundwater Contamination

Intent: Preserve fresh water resources by incorporating measures to prevent pollutants from contaminating surface and groundwater and monitor impacts over operations.

Metric: Designs, plans and programs instituted to prevent and monitor surface and groundwater contamination.

Assessment Questions:	Yes	No	N/A	
Will the project team conduct or aquire hydrologic delineation studies?	○	○	◉	?
Will spill and leak prevention and response plans and design be incorporated into the design?	○	○	◉	?
Will the project design reduce or eliminate potentially polluting substances from the project?	○	○	◉	?
Will the project team seek to reduce future contamination by cleaning up areas of contamination and instituting land use controls to limit the introduction of future contamination sources?	○	○	◉	?
Total	0	of	0	

3. Biodiversity

NW 3.1 Preserve Species Biodiversity

Intent: Protect biodiversity by preserving and restoring species and habitats.

Metric: Degree of habitat protection.

Assessment Questions:	Yes	No	N/A	
Will the project team identify existing habitats on and near the project site?	○	○	◉	?
Will the project protect existing habitats?	○	○	◉	?
Will the project increase the quality or quantity of existing habitat?	○	○	◉	?
Will the project preserve, or improve, wildlife movement corridors?	○	○	◉	?
Total	0	of	0	

NW 3.2 Control Invasive Species

Intent: Use appropriate non-invasive species and control or eliminate existing invasive species.

Metric: Degree to which invasive species have been reduced or eliminated.

Assessment Questions:	Yes	No	N/A	
Will the project team specify locally appropriate and non-invasive plants on the site?	◉	○	○	?
Will the project team implement a comprehensive management plan to identify, control, and/or eliminate, invasive species?	○	○	◉	?
Will the project team implement a comprehensive management plan to prevent or mitigate the future encroachment of invasive species?	○	○	◉	?
Total	1	of	1	

NW 3.3 Restore Disturbed Soils

Intent: Restore soils disturbed during construction and previous development to bring back ecological and hydrological functions.

Metric: Percentage of disturbed soils restored.

Assessment Questions:	Yes	No	N/A	
Will the project restore 100% of soils disturbed during construciton?	○	○	◉	?

Will the project restore 100% of soils disturbed by previous development?	○	○	◉	?
Total 0 of 0				

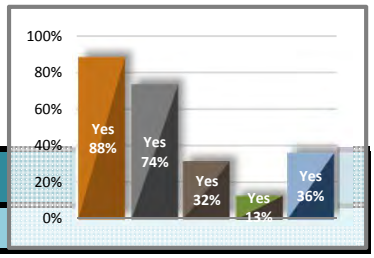
NW 3.4 Maintain Wetland & Surface Water Functions

Intent: Maintain and restore the ecosystem functions of streams, wetlands, waterbodies and their riparian areas.

Metric: Number of functions maintained and restored.

Assessment Questions:	**Yes**	**No**	**N/A**	
Will the project maintain or enhance hydrologic connetion?	○	◉	○	?
Will the project maintain or enhance water quality?	◉	○	○	?
Will the project maintain or enhance habitat?	○	◉	○	?
Will the project maintain or restore sediment transport?	○	◉	○	?
Will wetlands and surface water be maintained or restored so as to have a fully functioning aquatic and riparian ecosystem?	○	◉	○	?
Total 1 of 5				

CONTINUE ON TO THE CLIMATE AND RISK CATEGORY →



Climate and Risk

1. Emissions

CR1.1 Reduce Greenhouse Gas Emissions

Intent: Conduct a comprehensive life-cycle carbon analysis and use this assessment to reduce the anticipated amount of net greenhouse gas emissions during the life cycle of the project, reducing project contribution to climate change.

Metric: Life-cycle net carbon dioxide equivalent (CO_2e) emissions.

Assessment Questions:	Yes	No	N/A	
Will a life-cycle carbon assessment be conducted on the project?	○	◉	○	?
Based on that assessment, will the project be designed in a way that substantially reduces carbon emissions?	◉	○	○	?
Total	1	of	2	

CR 1.2 Reduce Air Pollutant Emissions

Intent: Reduce the emission of six criteria pollutants; particulate matter (including dust), ground level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, lead, and noxious odors.

Metric: Measurements of air pollutants as compared to standards used.

Assessment Questions:	Yes	No	N/A	
Will the project be designed in a way that substantially reduces dust and odors on the site?	◉	○	○	?
Will the project be designed in a way that substantially exceeds the National Ambient Air Quality Standards (NAAQS) for the six criteria pollutants?	○	◉	○	?
Total	1	of	2	

2. Resilience

CR 2.1 Assess Climate Threat

Intent: Develop a comprehensive Climate Impact Assessment and Adaptation Plan.

Metric: Summary of steps taken to prepare for climate variation and natural hazards.

Assessment Questions:	Yes	No	N/A	
Will the project team develop a Climate Impact Assessment and Adaptation Plan?	○	○	◉	?
Total	0	of	0	

CR 2.2 Avoid Traps and Vulnerabilities

Intent: Avoid traps and vulnerabilities that could create high, long-term costs and risks for the affected communities.

Metric: The extent of the assessment of potential long-term traps, vulnerabilities and risks due to long-term changes such as climate change and the degree to which these were addressed in the project design and in community design criteria.

Assessment Questions:	Yes	No	N/A	
Will a comprehensive review be conducted to identify the potential risks and vulnerabilities that would be created or made worse by the project?	○	○	◉	?
Is there an intent by the owner or the project team to alter the design to reduce or eliminate these risks and vulnerabilities?	○	○	◉	?
Total	0	of	0	

CR 2.3 Prepare for Long-Term Climate Adaptability

Intent: Prepare infrastructure systems to be resilient to the consequences of long-term climate change, perform adequately under altered climate conditions, or adapt to other long-term change scenarios.

Metric: The degree to which the project has been designed for long-term resilience and adaptation.

Assessment Questions:	Yes	No	N/A	
Will the project be designed to accommodate a changing operating environment throughout the project life cycle?	○	◉	○	?
Total	0	of	1	

CR 2.4 Prepare for Short-Term Hazards

Intent: Increase resilience and long-term recovery prospects of the project and site from natural and man-made short-term hazards.

Metric: Steps taken to improve protection measures beyond existing regulations.

Assessment Questions:	Yes	No	N/A	
Will a hazard analysis be conducted covering the likely natural and man-made hazards in the project area area?	◉	○	○	?
Will the project be designed so that is it is able to recover quickly and cost-effectively from short-term hazard events?	○	◉	○	?
Total	1	of	2	

CR 2.5 Manage Heat Island Effects

Intent: Minimize surfaces with a high solar reflectance index (SRI) to reduce localized heat accumulation and manage microclimates.

Metric: Percentage of site area that meets SRI Criteria.

Assessment Questions:	Yes	No	N/A	
Will the project be designed to reduce heat island effects by reducing the percentage of low solar reflectance index (SRI) surfaces?	◉	○	○	?
Total	1	of	1	

	Total #?s	Question Answers							Total Response for Credit			
		#1	#2	#3	#4	#5	#6	#7	Yes	No	NA	Total
QL1.1 Improve community quality of life	3	1	1	1					3	0	0	3
QL1.2 Stimulate sustainable growth and development	3	1	1	1					3	0	0	3
QL1.3 Develop local skills and capabilities	3	2	1	1					2	1	0	3
QL2.1 Enhance public health and safety	1	4							0	0	1	0
QL2.2 Minimize noise and vibration	1	2							0	1	0	1
QL2.3 Minimize light pollution	1	1							1	0	0	1
QL2.4 Improve community mobility and access	3	1	1	1					3	0	0	3
QL2.5 Encourage alternative modes of transportation	2	1	1						2	0	0	2
QL2.6 Improve site accessibility, safety and wayfinding	3	1	1	1					3	0	0	3
QL3.1 Preserve historic and cultural resources	2	1	1						2	0	0	2
QL3.2 Preserve views and local character	2	1	1						2	0	0	2
QL3.3 Enhance public space	2	1	1						2	0	0	2
LD1.1 Provide effective leadership and commitment	3	1	1	1					3	0	0	3
LD1.2 Establish a sustainability management system	1	1							1	0	0	1
LD1.3 Foster collaboration and teamwork	3	1	1	1					3	0	0	3
LD1.4 Provide for stakeholder involvement	3	1	1	1					3	0	0	3
LD2.1 Pursue by-product synergy opportunities	1	5							0	0	1	0
LD2.2 Improve infrastructure integration	3	1	1	2					2	1	0	3
LD3.1 Plan for long-term monitoring and maintenance	2	1	1						2	0	0	2
LD3.2 Address conflicting regulations and policies	2	2	2						0	2	0	2
LD3.3 Extend useful life	1	5							0	0	1	0
RA1.1 Reduce net embodied energy	2	3	3						0	0	2	0
RA1.2 Support sustainable procurement practices	3	3	3	3					0	0	3	0
RA1.3 Use recycled materials	2	1	1						2	0	0	2
RA1.4 Use regional materials	2	1	1						2	0	0	2
RA1.5 Divert waste from landfills	3	1	1	1					3	0	0	3
RA1.6 Reduce excavated materials taken off site	3	2	2	2					0	3	0	3
RA1.7 Provide for deconstruction and recycling	3	2	2	2					0	3	0	3
RA2.1 Reduce energy consumption	3	1	1	2					2	1	0	3
RA2.2 Use renewable energy	2	1	1						2	0	0	2
RA2.3 Commission and monitor energy systems	3	2	2	2					0	3	0	3
RA3.1 Protect fresh water availability	7	3	3	3	3	3	3	3	0	0	7	0
RA3.2 Reduce potable water consumption	4	1	1	2	2				2	2	0	4
RA3.3 Monitor water systems	4	2	2	2	2				0	4	0	4
NW1.1 Preserve prime habitat	5	3	3	3	3	3			0	0	5	0
NW1.2 Protect wetlands and surface water	3	3	3	3					0	0	3	0
NW1.3 Preserve prime farmland	1	3							0	0	1	0
NW1.4 Avoid adverse geology	3	3	3	3					0	0	3	0
NW1.5 Preserve floodplain functions	6	3	3	3	3	3	3		0	0	6	0
NW1.6 Avoid unsuitable development on steep slopes	2	3	3						0	0	2	0
NW1.7 Preserve greenfields	2	1	1						2	0	0	2
NW2.1 Manage stormwater	2	1	1						2	0	0	2
NW2.2 Reduce pesticide and fertilizer impacts	5	3	3	3	3	3			0	0	5	0
NW2.3 Prevent surface and groundwater contamination	3	3	3	3	3				0	0	3	0
NW3.1 Preserve species biodiversity	4	3	3	3	3				0	0	4	0
NW3.2 Control invasive species	3	1	3	3					1	0	2	1
NW3.3 Restore disturbed soils	2	3	3						0	0	2	0
NW3.4 Maintain wetland and surface water functions	5	2	1	2	2	2			1	4	0	5
CR1.1 Reduce greenhouse gas emissions	2	2	1						1	1	0	2
CR1.2 Reduce air pollutant emissions	2	1	2						1	1	0	2
CR2.1 Assess climate threat	1	3							0	0	1	0
CR2.2 Avoid traps and vulnerabilities	2	3	3						0	0	2	0
CR2.3 Prepare for long-term adaptability	1	2							0	1	0	1
CR2.4 Prepare for short-term hazards	2	1	2						1	1	0	2
CR2.5 Manage heat islands effects	1	1							1	0	0	1



SECTION 7

Implementation Strategy

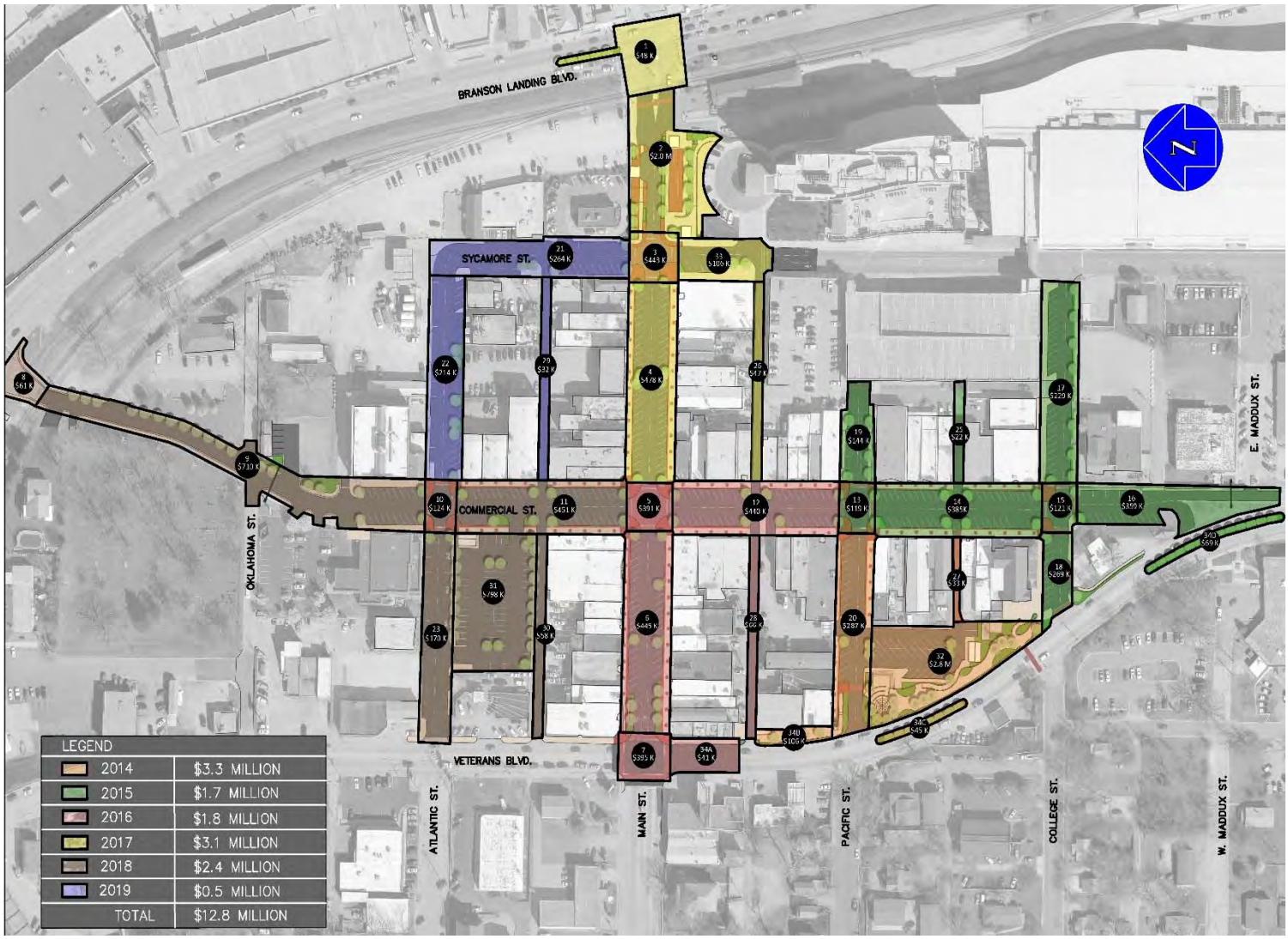
SECTION 7

Implementation Strategy

7.1 – Introduction

Throughout the planning process, the team was tasked with creating a vision that reflected the overall goals and objectives established by the community. Through that collaborative effort, the team was able to complete an overall vision for the historic downtown with consensus amongst leaders and stakeholders in the community. Two separate steering committee meetings discussed the possible options for implementing the overall vision for the downtown. The implementation strategy was established by city staff and members of the steering committee with a final resolution of support by members of the board of alderman on September 24, 2013.

Figure 7.1
The "Cadillac" Plan



The Implementation Process

The process began with development of the overall implementation plan, which for the purposes of discussion was called the "Cadillac" plan. The "Cadillac" plan comprised the entire master plan vision into 35 different cost areas as shown below in **Figure 7.1 (Appendix 7A).** Those cost areas were then given different colors that represented a suggested construction sequence with estimated

construction dollars for each year. The Cadillac plan was a result of the overall master planning effort, which incorporated all areas and addressed the goals and objectives established during the public involvement phase. It was the baseline and starting point for establishing priorities and developing an implementation plan.

Construction Sequencing

The development of different construction sequencing alternatives were presented in an attempt to implement the project improvements over many years in small sections to accommodate the local business community and available funding. A majority of the downtown businesses have limited or reduced business hours from January to April each year. It was recommended that construction phases be developed into smaller sections of the downtown in an effort to minimize disruptions to the downtown businesses and visitors by taking advantage of this annual down-time period. Although there are many efficiencies and advantages to performing all improvements during a single multi-year construction phase, the smaller multi-year approach to construction staging was developed as a response to the voice of local businesses and available funding for the project improvements.

The construction sequencing of the project was discussed in great detail due to the importance of providing a phased schedule that would properly achieve the priorities listed above. Each member of the group provided their input on what they thought were key characteristics in determining the phasing. The input given by the group is summarized below:

- First phase of construction needs to be complete, as well as an accurate reflection summary of the improvements to come for the rest of the downtown area.
- The heart of downtown (Main & Commercial) and most difficult (the “Hill”) locations should be completed in a later phase in order to familiarize contractor’s with quality expectations, work restrictions, and an understanding of construction production levels.
- Delivering the public a “homerun” during the first year of construction would generate enthusiasm and support towards the project improvements.

Establishing Priorities

With the help of city staff and members of the steering committee, the overall “Cadillac” plan was discussed to determine priorities for each segment within the improvement area. With the understanding that each area on the proposed plan was necessary in obtaining the overall vision, the group began the exercise of eliminating areas from the overall plan in an attempt to reduce costs and establish a more realistic plan for implementation.

The group began by discussing and establishing priorities within the overall plan, while considering cost and construction sequencing factors. Two main guiding principals were established by members of the city staff and steering committee during the discussion:

- Focus on areas having the most economic impact with the highest return on investment.
- Focus on areas that enhance the visitor experience and create a “Wow” factor that will result in a high visual impact.

The elimination of a specific area on the overall plan also came with the elimination of specific goals and objectives associated with the project as a whole. The process of deciding if an area was absolutely necessary, and determining how the particular item fit into the construction sequencing, was made easier through the use of a Master Plan puzzle board. With the help of this tool, the group was able to work collaboratively and explore multiple scenarios in an effort to reduce the overall plan down to a core group of segments recommended for implementation. The areas eliminated, along with the

reasoning discussed by members of the city and steering committee, are listed in the **Table 7.1** below.

The Master Plan Puzzle Board
Steering Committee Meeting on 07/26/2013



Table 7.1
Area Elimination Summary

COST AREA ELIMINATED	REASON FOR ELIMINATION	COST SAVINGS
17	There is additional parking in this location due to the lane reduction from 3 to 2 lanes. This future parking may be useful if festivals are moved to the new Liberty Plaza location. The group decided to eliminate this piece due to lack of storefronts along this roadway.	$229 K
1	The improvements to the median are not necessary and determined to be a lower priority at this time.	$48 K
26	The alleyway is not considered to be a high priority, even though this may be necessary to accommodate new storm water improvements.	$47 K
19	Enhancing the entrance to the public parking deck is a major goal for this location, but the group decided to eliminate this due to cost and lack of store front access. Enhanced lighting and additional parking for Mr. Reish was also discussed at this location. The elimination of this area may have public comment.	$144 K
21	Additional parking with curb sections are proposed to provide well defined parking and drainage improvements to the area. This section was eliminated due to lack of pedestrian and vehicle activity compared to other parts of town.	$264 K
22	Additional parking with curb sections are proposed to provide well defined parking and drainage improvements to the area. This section was eliminated due to lack of pedestrian and vehicle activity compared to other parts of town.	$214 K
29	The alleyway is not considered to be a high priority, even though this may be necessary to accommodate new storm water improvements.	$32 K
8	Pedestrian connectivity to the landing parking lot was eliminated as part of this section. Improvements to this leg of the intersection, and geometrics leading to the intersection were eliminated to save costs.	$61 K

COST AREA ELIMINATED	REASON FOR ELIMINATION	COST SAVINGS
9	This section was designed to increase connectivity to the landing parking lot and to serve as an alternate entrance into the downtown to help relieve traffic congestion on Main St. The group wanted to keep the overhead gateway, but the team warned that the gateway may not be as effective without the street improvements before and after the gateway location.	$701 - $150 = $559
23	This section was eliminated due to the removal of the Awbery parking lot area. There was no reason to improve this location without improvements to the parking lot location.	$170 K
31	The Awbery lot was removed due to the fact that this area is currently functioning and is not in need of immediate attention. This area is a vital parking location for the downtown and is currently serving as the festival location for the downtown area. Although this area has high impact from many out-of-town visitors, it was removed to save costs. Removal of this location also eliminates the new trolley stop and restroom location.	$800 K
30	The alleyway is not considered to be a high priority with no improvements to the Awbery parking lot.	$58 K
16	This section is being removed due to limited store frontage. This area also provided additional parking for the proposed Liberty Plaza location. However, the group wanted to keep the overhead gateways at this location. Again, the team warned that the gateway may not be as effective without the advanced improvements before and after the gateway location.	$359 - $150 = $209
34D	The improvements to the median are not necessary and determined to be a lower priority at this time.	$69 K
2	The group wanted to keep the north half of the Link Market improvements in order to get the much needed trolley stop location near the landing. However, the south flex-space use area and restroom building were eliminated to save costs. The team warned that this may result in an odd lane configuration in this area if nothing is done to the south side. (Minor curb and gutter improvements were suggested for this location to obtain constant 2-lane configuration on Main Street)	$1.9x(60%) = $1.14M
32	The group wanted to explore improving the parking lot and trolley stop / restrooms only at this location. With the uncertainty at the church, it would make little sense to make improvements for the entire plaza location, but parking lot area may be enough to move the festival location from the Awbery parking lot. The team warned that making the parking lot and restroom/trolley stop building improvements without addressing the church property would detour visitors and not serve as an effective festival/event area. This area should also be constructed at the same time as the church area to increase construction efficiency.	$1.0 M
TOTAL COST REDUCTION FROM $12.8 M		$5.0 M

Opportunities for naming rights and private donations were discussed as potential options to raise more dollars for the implementation of the entire Cadillac plan, but the limited funds generated from naming rights on benches, trolley stop & restroom buildings, and commemorative pavers are not anticipated to generate the funds needed to implement the entire plan.

However, options of additional sales tax, CID district expansion, and economic development as a result of the proposed improvements may result in additional dollars for implementation of the entire plan. The overall plan is presented as part of this master plan document in an effort to maintain the entire vision for the historic downtown. Although the entire plan cannot be implemented, it should serve as the guiding vision for future improvements

7.2 – Alternate Implementation Strategies

In response to the evaluation of priorities discussed in Section 7.1 above, implementation recommendations were presented for three separate strategies. The different alternatives varied in scope and cost in an attempt to obtain additional feedback and input from members of city staff and the steering committee.

Alternate No. 1A - The "Cadillac" 6 Year Plan

The 6 year "Cadillac" plan, as shown below in **Figure 7.1 (Appendix 7A)**, achieves the goals and objectives that were set by the steering committee with improvements to the entire Master Plan area over a duration of 6 years.

- This alternate begins the first phase of the project (orange area) with a "homerun," by incorporating the streetscape elements on Pacific Street along with improvements to the Liberty Plaza location.
- The second phase (green area) is an entire streetscape, utility, intersection, and the overhead gateway improvement on the south side of the historic downtown improvement limit.
- The third phase (pink area) moves north along Commercial Street to the heart of downtown, while also going west on Main Street. This portion of the project will accomplish streetscape, utility, and intersection improvements at two of the busiest intersections in the downtown area.
- The fourth phase (yellow area) is another "homerun" phase for the downtown. During this phase the link between the downtown area and the Branson Landing will be made through the "Link Market" improvements. In addition, this phase includes intersection and major streetscape improvements to the Main Street "Hill" between Sycamore and Commercial Street.
- The fifth phase (brown area) is another linking and way-finding phase, along with improvements at the Awbery parking lot and the remainder of the Commercial Street corridor.
- The sixth and final phase (blue area) will provide an uplift to a neglected and industrial area of town with streetscape improvements, which will hopefully attract redevelopment in the area.

In addition, phases 1, 4, and 5 include building additions/improvements for the trolley stops and restrooms.

Phase	Cost Region	Estimated Construction Year	Total Cost
1st	Orange	2014	$3.3 Million
2nd	Green	2015	$1.7 Million
3rd	Pink	2016	$1.8 Million
4th	Yellow	2017	$3.1 Million
5th	Brown	2018	$2.4 Million
6th	Blue	2019	$0.5 Million
Total Cost			$12.8 Million

Table 7.2
The "Cadillac" 6 Year Plan Cost Table

"Cadillac" 6 Year Plan	
Advantages	Disadvantages
Accomplishes all of the goals and objectives of the community	Exceeds budget and funding
Provides "homerun" of completing Liberty Plaza improvements during the first phase	Final negotiations with Church would have to occur, making the entire Liberty Plaza a difficult first phase
Big economic impact areas (Link Market & Liberty Plaza) included	

Table 7.3
The "Cadillac" 6 Year Plan Advantages & Disadvantages

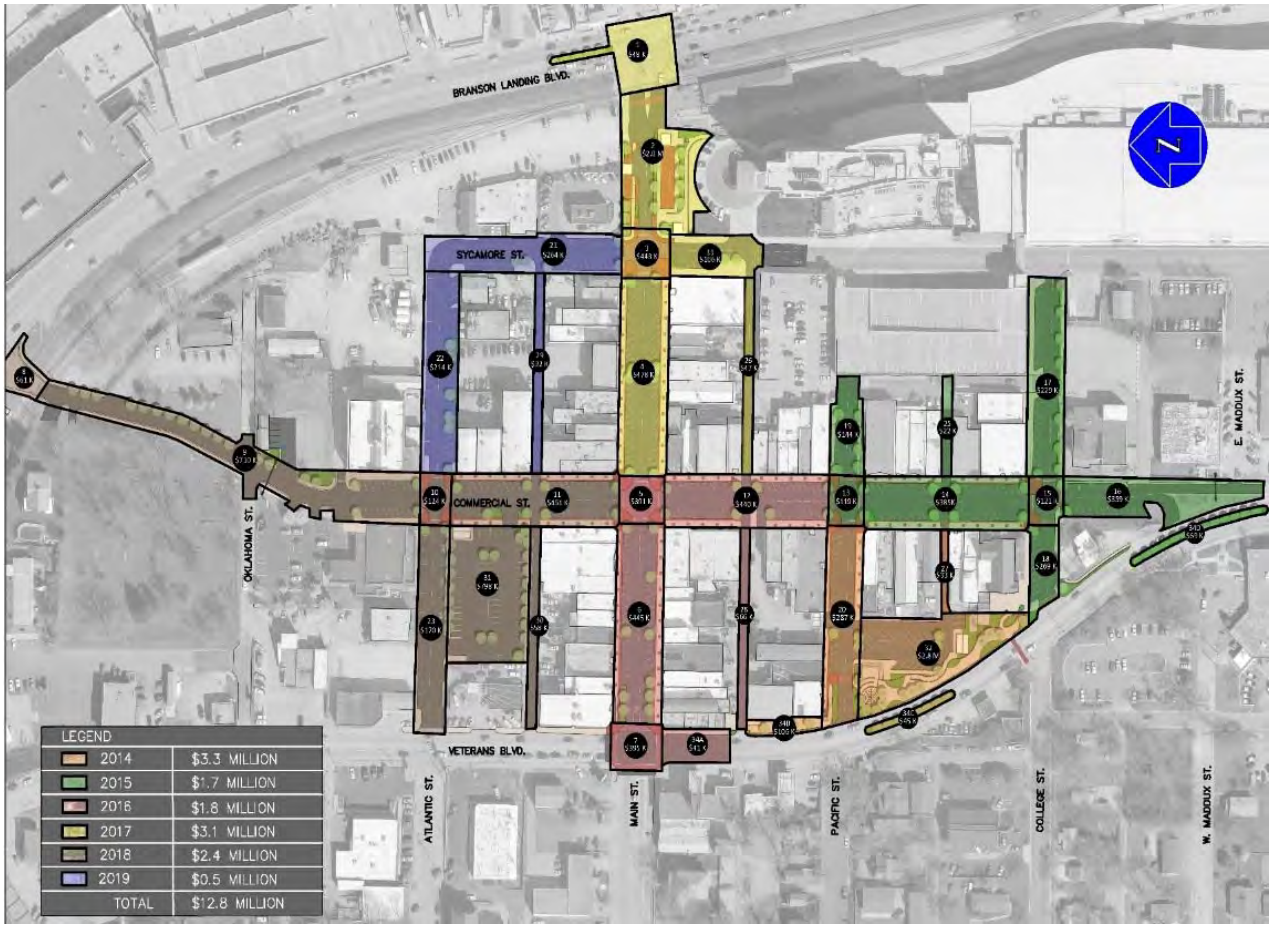


Figure 7.1
The "Cadillac" 6 Year

Alternate No. 1B - The "Cadillac" 9 Year Plan

The biggest concern related to the 6 year "Cadillac" plan was the large amount of annual capital needed for plan implementation. In an attempt to provide the "Cadillac" plan, Alternate 1B scenario was presented at the request of the committee that presented a longer 9 year implementation plan for consideration. Although not recommended, this alternative split the overall improvements into 9 different segments that were implemented over the duration of 9 years as shown in **Figure 7.2 (Appendix 7B)**. Alternative 1B provides a more even distribution in annual capital investment, while implementing the entire plan as shown in **Table 7.5**. The construction phasing for this alternate addressed the aging infrastructure early in the progression, with out-of-scope items, such as the Liberty Plaza and Link Market, toward the latter half of implementation schedule.

Figure 7.2
The "Cadillac" 9 Year Plan Construction Phasing



Table 7.4
The "Cadillac" 9 Year Plan Advantages & Disadvantages

"Cadillac" 9 Year Plan	
Advantages	**Disadvantages**
Accomplishes all of the goals and objectives of the community	Longer time frame
Cash flow is closer to desired values	First phase not in visible/high impact area
Tackles original scope of project first (aging infrastructure and streetscape)	Highest economic impact areas are later in project
Liberty Plaza improvements occur in one construction phase instead of splitting them into separate projects	

Table 7.5
The "Cadillac" 9 Year Plan Cost Table

Phase	Cost Region	Estimated Construction Year	Total Cost
1st	Orange	2014	$1.1 Million
2nd	Green	2015	$1.1 Million
3rd	Pink	2016	$1.4 Million
4th	Yellow	2017	$1.0 Million
5th	Brown	2018	$1.4 Million
6th	Dark Blue	2019	$1.6 Million
7th	Purple	2020	$2.8 Million
8th	Light Blue	2021	$2.0 Million
9th	Black	2022	$0.4 Million
Total Cost			12.8 Million

Alternate No. 2 - The "Middle of the Road" 5 Year Plan

The "Middle of the Road" plan is a direct result of the priority analysis and overall plan consolidation recommendations made by members of the steering committee shown in **Figure 7.3 (Appendix 7C)**. In this alternative the proposed scope was reduced to include a compromise between the "Bare Bones" and "Cadillac" alternatives. The proposed scope of improvements in this alternative will still satisfy a majority of the project goals and objectives, while providing a reduced cost structure.

- The first phase (Orange Area) starts the project off with the way-finding and streetscape elements along with the infrastructure improvements to the old city hall parking lot (Including new restroom and trolley stop building) and the south end of Commercial Street.
- The second phase (Green Area) provides the "wow" element to the project with the Liberty Plaza Improvements (including the church area).
- The third phase (Pink Area) enhances the streetscape, utility, and intersection improvements through the heart of the downtown along Commercial Street.
- The fourth phase (Yellow Area) makes improvements to the north side of the proposed Link Market to improve the trolley stop/restroom area, while also completing the "Hill" on Main Street.
- The fifth phase (Brown Area) will continue the Main Street improvements west of the Main and Commercial intersection towards Veterans Boulevard to complete the streetscape, utility, and intersection improvements.
- There is an optional phase (Blue Area) which would complete the south side of the Link Market if the city wanted to invest in this location.

Figure 7.3
The "Middle of the Road" Alternate Phasing Plan



This alternative accomplishes the main goal of improving the streetscape and utilities, while also giving the City of Branson a "homerun" with the Liberty Plaza in year 2 of the implementation strategy. The complete phasing of the "Middle of the Road" alternative can be seen in **Table 7.7**.

Table 7.6 *The "Middle of the Road" Plan Advantages & Disadvantages*

"Middle of the Road" 5 Year Plan	
Advantages	Disadvantages
Provides both streetscape and partial "homerun" area in neglected part of town	Improvements to half of the Liberty Plaza area may be dangerous if the church deal falls through
Work performed in the Liberty Plaza location would have extended schedule due to limited business owner interruption during construction	Divides Plaza improvements into 2 separate projects possibly causing higher construction costs
First phase would allow team to perfect materials and construction efficiencies prior to going to the heart of downtown	Concerns regarding public perception of only doing half of the Liberty Plaza at a time

Table 7.7 *The "Middle of the Road" Alternate Plan Cost Table*

Phase	Cost Region	Estimated Construction Year	Total Cost
1st	Orange	2014	$2.2 Million
2nd	Green	2015	$2.2 Million
3rd	Pink	2016	$1.4 Million
4th	Yellow	2017	$1.6 Million
5th	Brown	2018	$0.9 Million
Sub-Total Cost			$8.3 Million
Optional			
Optional	Blue	-	$1.4 Million
Sub-Total Cost			$1.4 Million
Total Cost			$9.7 Million

Alternate No. 3 - The "Bare Bones" 5 Year Plan

The "Bare Bones" alternative was developed to provide the steering committee with an option of meeting the original $5 Million program budget for the project, while accomplishing a significantly reduced scope of improving the downtown with limited streetscape and utility infrastructure improvements.

- The first phase (Orange Area) tackles the most challenging area of the project, "The Hill" along Main Street with improvements to Main Street and the intersection of Main & Sycamore.
- The second phase (Green Area) completes the improvements from the heart of the downtown to the intersection of Commercial & Sycamore.
- The third phase (Pink Area) continues the same improvements from the Main & Commercial Intersection down to the Pacific & Commercial Intersection, including the west side of Pacific Street.
- The fourth phase (Yellow Area) completes the Commercial Street improvements, while addressing the alleyway and College Street.
- The fifth and final phase, highlighted in blue, completes the Main Street improvements by going up Main to the intersection with Veterans Boulevard. This section is pushed to the later stages of implementation to allow for additional coordination with MoDOT.

Each of these phases can be seen in **Figure 7.4 (Appendix 7D)**. Unfortunately, this plan does not include the "wow" factor elements anticipated to generate the most significant economic impact to the downtown area.

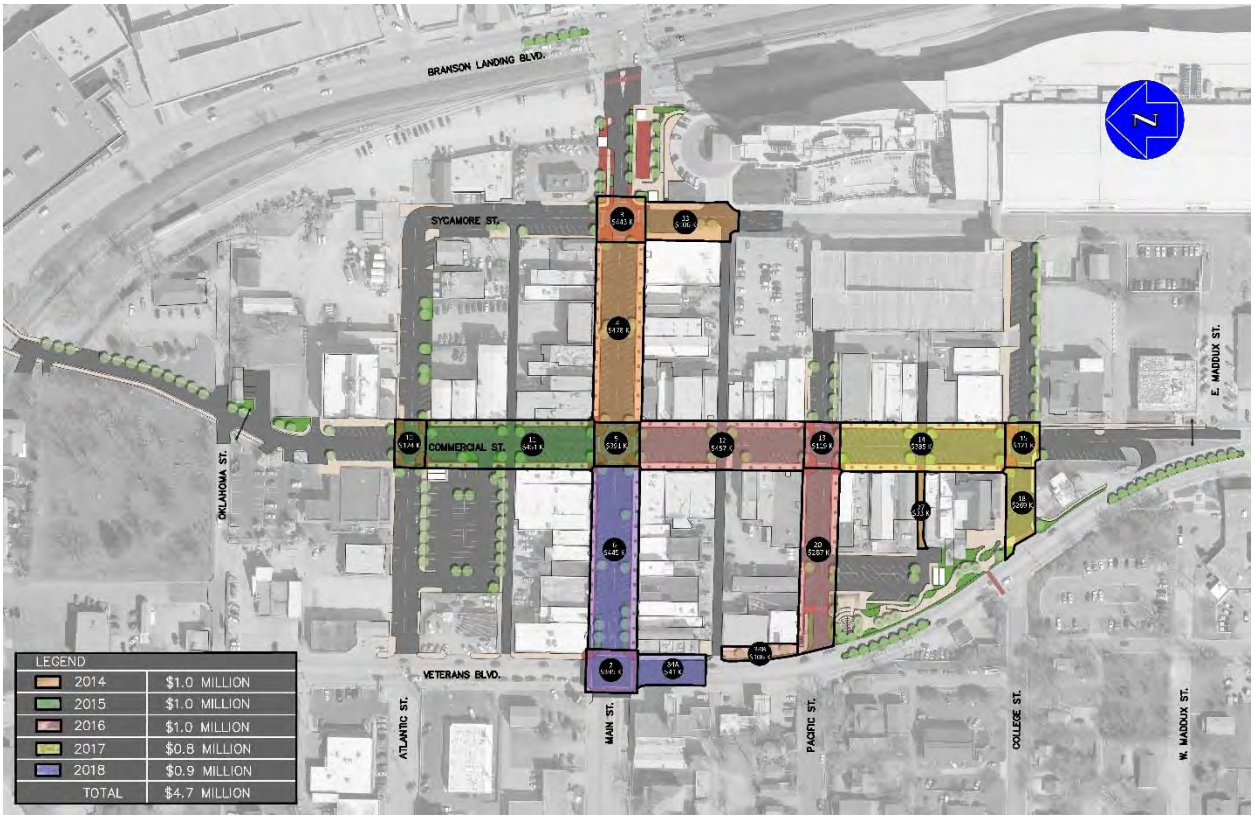
Table 7.8 *The "Bare Bones" Advantages & Disadvantages*

"Bare Bones" 5 Year Plan	
Advantages	Disadvantages
Within the original budget of $5.0 million	Fails to provide the "wow factor" for attracting visitors to the downtown area
Address original streetscape and infrastructure improvements for downtown	Doesn't address the community's top 5 priorities of enhancing the festival/gathering areas, providing upgrades to restrooms, and enhancing gateways.

Phase	Cost Region	Estimated Construction Year	Total Cost
1st	Orange	2014	$1.0 Million
2nd	Green	2015	$1.0 Million
3rd	Pink	2016	$1.0 Million
4th	Yellow	2017	$0.8 Million
5th	Blue	2018	$0.9 Million
Total Cost			$4.7 Million

Table 7.9 *The "Bare Bones" Alternate Cost Table*

Figure 7.4
The "Bare Bones" Alternate Phasing Plan



Implementation Recommendation

Each alternative was presented and discussed with members of the steering committee and city staff. The group ultimately recommended the implementation of the "Middle Road" – Alternative No. 2. The team held individual one-on-one meetings with all members of the board of alderman to present the alternatives with a summary of the process and some of the main contributing factors involved in the decision making process. Although most stakeholders expressed their preference to implement the overall Cadillac Plan, it was agreed that the "middle of the road" alternative would provide the community with a flexible plan that delivered on many of the guiding goals and principals expressed by the community.

7.3- Opinion of Probable Cost

Programing Cost Assumptions

It is important to understand that the opinion of probable cost presented in the individual segments of the proposed master plan had many assumptions and contingencies associated with the program costs presented during the planning process. Below is a summary of assumptions made during the development of the programming budget numbers for the project:

- Opinions of probable cost for construction are based on limited design details, and are estimated based on the current planning components presented in the master plan. Any changes or revisions to the proposed vision can result in additional costs and revisions to the estimated planning construction cost. Additional details will be provided and vetted through future phases of design.
- The opinion of probable cost is based on similar construction pricing information and is subject to market variables outside the control of the design professionals.

- The opinion of probable cost assumes a reasonable schedule for completion with liquidated damages that reflect the market and potential risk for the construction industry.
- The opinion of probable cost assumes availability of material from choice suppliers with reasonable fabrication and delivery schedules.
- The opinion of probable cost assumes a competitive bidding environment with local expertise from sub-contractors to perform specialty work.
- The opinion of probable costs assumes limits for each phase of construction are established with no need to extend the limits to address extensions necessary for utilities, construction staging, or details identified during future design phases.
- The opinion of probable cost are based on year 2013 dollars and also assumes a modest inflation rate of 3% in construction costs for each year following the study year of 2013.

Historical Bid Information & Program Budget

The original cost forecasts presented during the planning phase were based on many of the assumptions listed above. Since the conception of the original opinion of probable cost listed above, the design and development of construction documents for the first phase has been advertised for competitive bids in January 2014 and July of 2014. A complete summary of historical bid tabulations are summarized in **Table 7.10-7.11**.

Table 7.10
Historical Bid Tabulations (Streetscape Phase -1)

PHASE 1 STREETSCAPE BID TABULATIONS			
CONTRACTOR	BASE BID	ALTERNATE BID (PARKING LOT)	TOTAL BID FORM A
D&E PLUMBING	$2,563,445.70	$162,545.75	$2,725,991.45
TOM BOYCE EXCAVATING	$2,755,579.80	$167,345.10	$2,922,924.90
BRANCO	$2,830,768.45	$180,261.00	$3,011,029.45
HUNTER CHASE	$2,799,999.00	$184,999.14	$2,984,998.14
EMERY SAPP & SONS	$3,474,382.91	$327,453.79	$3,801,836.70
NATIONAL STREETSCAPE, INC.	$2,893,429.00	$203,094.04	$3,096,523.04
PHASE 1 STREETSCAPE ORIGINAL BID (01/30/2014)			
CARSON-MITCHELL, INC (BID FROM 1/30/2014)	$3,259,826.91	$135,725.28	$3,395,552.19
COST SAVINGS FROM 01/30/2014 BID			$669,560.74

Table 7.11
Historical Bid Tabulations (North & South Gateways on Commercial Street)

GATEWAY BID TABULATIONS	
CONTRACTOR	TOTAL BID
CARSON-MITCHELL, INC	$523,149.06
NATIVE SIGNS, INC	$338,844.48

Alternate 1A - "Cadillac" Estimate Based on Historic Bid Costs			
Phase	Region	Estimated Construction Year	Construction Total (Based on Average Historical Bid Prices)
1st	Orange	2014	$4.2 Million
2nd	Green	2015	$2.7 Million
3rd	Pink	2016	$2.3 Million
4th	Yellow	2017	$3.9 Million
5th	Brown	2018	$3.4 Million
6th	Blue	2019	$0.9 Million
Total Construction Cost			$17.4 Million

Table 7.12
Alternate 1A "Cadillac" Program Budget with Historical Costs

This historical bid information allows for a more complete evaluation, using pricing and historical data that is specific to the nature of work, geographic area, and current bidding environment. Average unit prices from the historical bid tabulations were used with planning quantity computations to evaluate the current pricing for each phase of Alternates 1A and 2. The final opinion of probable costs presented below in **Tables 7.12 & 7.13** are an average of all line items in the historical bids. A more detailed breakdown of costs in each area, including quantity computations for the entire project, can be found in **Appendix 7E**.

Table 7.13
Alternate 2 "Middle of the Road" Program Budget with Historical Costs

Alternate 2 - "Middle of the Road" Estimate Based on Historic Bid Costs			
Phase	Region	Estimated Construction Year	Construction Total (Based on Average Historical Bid Prices)
1st	Orange	2014	$3.2 Million
2nd	Green	2015	$3.0 Million
3rd	Pink	2016	$2.1 Million
4th	Yellow	2017	$2.1 Million
5th	Brown	2018	$1.1 Million
Sub-Total Cost			$11.4 Million
Optional	Blue	2019	$1.7 Million
Sub-Total Cost			$1.7 Million
Total Cost			$13.2 Million

Cost Breakdown

In addition to the proposed phase cost break-down, the anticipated costs for the historic downtown streetscape improvements can also be separated into many different cost participation categories. The estimated costs for the project have been separated into different city departments and outside agencies, where cost participation may be considered. The breakdown is presented to assist the city with budgeting and partnerships with other agencies. The breakdown utilizing the historical bid prices is included for both Alternate 1A and 2 in **Tables 7.12 and 7.13**. Specific examples of cost participating items are listed below under each specific category:

Public Works
The majority of the work items associated with the proposed streetscape will fall under the umbrella of the public works category. This category includes all pavement, sidewalks, pavers, traffic signals on Main Street, signage, lighting, demolition, storm water, erosion control, and general street construction items.

Utility Department
Improvements to the aging utility infrastructure are included under the utility department category, with a majority of the items related to water and sanitary replacement.

Tree Board
Items associated with the proposed trees, landscaping, and irrigation items are included under this category.

Missouri Department of Transportation (MoDOT)
Participating cost items associated with the improvements to the Veterans Blvd. intersections with Main and College are included under this category. These intersections are currently under MoDOT jurisdictional authority, and are eligible for cost share match dollars from MoDOT. Although the cost share program is currently suspended, these costs are separated for future cost share participation in the event that the program is re-instated.

Citizen Improvement District (CID)
Benches, Chairs, Trash Cans, Bike Racks, Restrooms & Trolley Stops, Special Plaza Features and other items eligible for participation are included in this category. A complete list of eligible items are discussed in Section 3 of the report.

A breakdown of the costs for each individual category for each phase can be seen in **Table 7.14** for the "Cadillac" plan and **Table 7.15** for the "Middle of the Road" plan.

Table 7.14 *Breakdown of Costs per Entity ("Cadillac" Plan)*

"Cadillac" Historic Bid Costs							
Phase	Region	Estimated Construction Year	Public Works	Utility Department	Tree Board	MoDOT	C.I.D.
1st	Orange	2014	$2,622,369	$328,399	$278,639	$0	$947,875
2nd	Green	2015	$2,184,898	$309,349	$108,936	$125,000	$21,825
3rd	Pink	2016	$1,840,269	$147,309	$83,684	$218,750	$13,927
4th	Yellow	2017	$2,255,152	$175,198	$195,599	$0	$1,253,700
5th	Brown	2018	$2,546,196	$328,448	$124,997	$0	$421,194
6th	Blue	2019	$686,229	$192,918	$21,155	$0	$1,296
Total Costs			$12,135,113	$1,481,621	$813,010	$343,750	$2,659,817

Table 7.15 *Breakdown of Costs per Entity ("Middle of the Road" Plan)*

"Middle of the Road" Historic Bid Costs							
Phase	Region	Estimated Construction Year	Public Works	Utility Department	Tree Board	MoDOT	C.I.D.
1st	Orange	2014	$2,487,712	$471,441	$113,788	$125,000	$23,029
2nd	Green	2015	$1,738,975	$37,500	$234,782	$0	$938,125
3rd	Pink	2016	$1,803,930	$197,198	$122,279	$0	$18,137
4th	Yellow	2017	$1,475,129	$134,648	$79,161	$0	$398,762
5th	Brown	2018	$804,778	$47,711	$36,298	$218,750	$7,450
Sub-Total Cost			$8,310,524	$888,498	$586,308	$343,750	$1,385,503
Optional							
-	Blue	-	$676,380	$23,750	$112,125	$0	$854,938
Sub-Total Cost			$676,380	$23,750	$112,125	$0	$854,938
Total Cost			$8,986,904	$912,248	$698,433	$343,750	$2,240,441

Summary

While many alternatives were considered during the planning phase, the plan should remain flexible and adapt to the changing landscape and priorities of the community. Phase limits and implementation strategies should remain flexible as the city enters into design development. However, the recommendations in the master plan should be considered the baseline and guiding document for the project improvements. Subsequent cost evaluations are recommended during each phase of design, with adjustments to the overall budget during each stage of the plan's implementation.

APPENDIX 7A



FROM THE TOP DOWNTOWN BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON HISTORIC DOWNTOWN STREETSCAPE IMPROVEMENTS

CONSTRUCTION STAGING ALTERNATE NO.1A- THE "CADILLAC" 6 YEAR PLAN

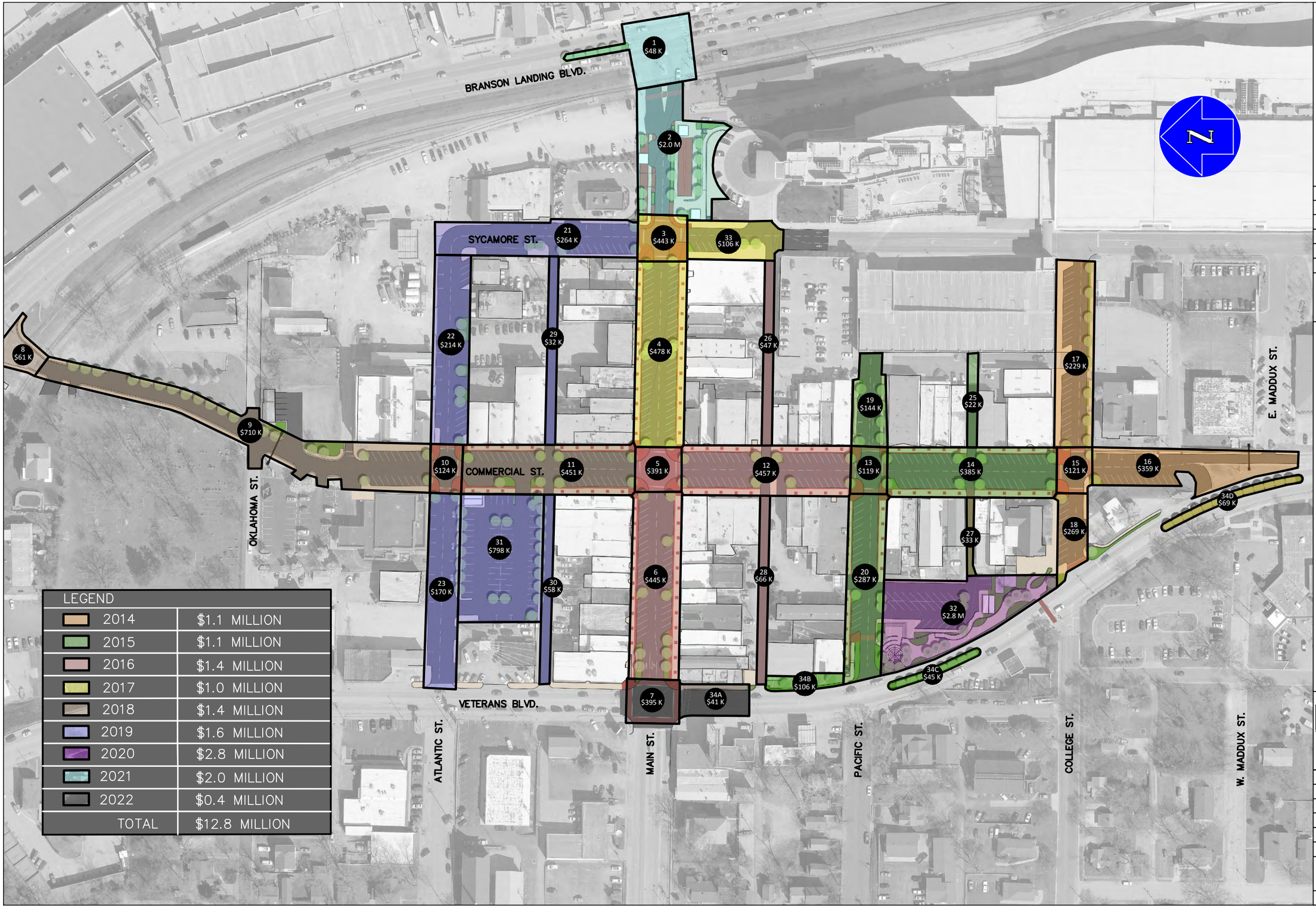
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EXHIBIT

APPENDIX 7B



FROM THE TOP DOWNTOWN BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON HISTORIC DOWNTOWN STREETSCAPE IMPROVEMENTS

CONSTRUCTION STAGING ALTERNATE NO.1B- THE "CADILLAC" 9 YEAR PLAN

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SHEET 2 OF 2

APPENDIX 7C

BRANSON LANDING BLVD.

SYCAMORE ST.

COMMERCIAL ST.

VETERANS BLVD.

OKLAHOMA ST.

ATLANTIC ST.

MAIN ST.

PACIFIC ST.

COLLEGE ST.

E. MADDUX ST.

W. MADDUX ST.

2a $554 K
2b $1.4 M
3 $443 K
33 $106 K
4 $478 K
GW 2 $150 K
10 $124 K
11 $451 K
5 $391 K
12 $457 K
13 $119 K
14 $385 K
15 $121 K
GW 1 $150 K
6 $445 K
7 $395 K
34A $41 K
28 $66 K
20 $287 K
27 $33 K
18 $269 K
32A $575 K
32C $320 K
32B $1.8 M
34B $106 K
34C $45 K

LEGEND	
2014	$2.2 MILLION
2015	$2.2 MILLION
2016	$1.4 MILLION
2017	$1.6 MILLION
2018	$0.9 MILLION
TOTAL	$8.3 MILLION

OPTIONAL	$1.4 MILLION
TOTAL	$1.4 MILLION

FROM THE TOP DOWNTOWN BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON HISTORIC DOWNTOWN STREETSCAPE IMPROVEMENTS

PROJECT LOCATION MAP ALTERNATE NO.2- THE "MIDDLE OF THE ROAD" 5 YEAR PLAN

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ATTACHMENT A

SHEET 1 OF 1

APPENDIX 7D



FROM THE TOP DOWNTOWN BRANSON

REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON
HISTORIC DOWNTOWN STREETSCAPE IMPROVEMENTS

CONSTRUCTION STAGING ALTERNATE NO.3- THE "BARE BONES" 5 YEAR PLAN

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EXHIBIT

SHEET 1 OF 1

APPENDIX 7E

CITY OF BRANSON, MISSOURI

MASTER PLAN DELIVERABLE

HISTORIC DOWNTOWN STREETSCAPE PROJECT

CITY OF BRANSON

110 W. MADDUX

BRANSON, MO 65616

CMT SPRINGFIELD, MISSOURI OFFICE

1631 W. ELFINDALE

SPRINGFIELD, M0 65807

QUANTITY & COST COMPUTATION BINDER



REVISIONS

NUMBER	BY	DATE

CITY OF BRANSON HISTORIC DOWNTOWN STREETSCAPE IMPROVEMENTS

PROPOSED PROJECT COST AREAS

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JOB No: 12485-01-00

FIGURE ?

SHEET 1 OF 1

Estimate of Probable Construction Costs

PROJECT

BRANSON DOWNTOWN STREETSCAPE

1/15/15 (TK, RS, & FM)

COSTS BY AREA

1 Intersection - BL Blvd and Main

Baseline Work	Quantity	Unit		Cost			Approx. Cost
SITE DEMOLITION							
Removals	1	LS	@	$2,500.00	/ Unit	=	$2,500.00
Temp Traffic Controls	0	LS	@	$10,000.00	/ Unit	=	$0.00
Erosion Control	0	LS	@	$5,000.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$2,500.00**
SITE UTILITIES							
Water	100	LF	@	$134.40	/ Unit	=	$13,440.00
Storm Water Inlets	0	EA	@	$2,869.20	/ Unit	=	$0.00
Storm Water Piping	0	LF	@	$91.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$13,440.00**
INTERSECTION SIGNALS							
Interconnect Exising Signals	1	EA	@	$10,000.00	/ Unit	=	$10,000.00
				SUB-TOTAL:		=	**$10,000.00**
SITE HARDSCAPE							
Sidewalk	0	SF	@	$4.70	/ Unit	=	$0.00
Curb & Gutter	227	LF	@	$28.40	/ Unit	=	$6,446.80
Roadway	0	SY	@	$50.00	/ Unit	=	$0.00
Driveway	0	SY	@	$40.00	/ Unit	=	$0.00
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$6,446.80**
SITE AMENITIES							
Street Trees	5	EA	@	$403.40	/ Unit	=	$2,017.00
Flower Planters	5	EA	@	$450.00	/ Unit	=	$2,250.00
Benches	0	EA	@	$2,000.00	/ Unit	=	$0.00
Trash Containers	0	EA	@	$1,200.00	/ Unit	=	$0.00
Signage (2/intersection)	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	0	EA	@	$4,000.00	/ Unit	=	$0.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	75	CY	@	$165.20	/ Unit	=	$12,390.00
Manufactured Planting Mix	10	CY	@	$71.32	/ Unit	=	$713.20
Irrigation	0	LS	@	$5,000.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$17,370.20**

AREA SUB-TOTALS:	**$49,757.00**
CONTINGENCY:	**$12,439.25**
AREA TOTAL:	**$62,196.25**

2a **Site Development - The Link Market (Sycamore to BL Blvd) North Side**

Baseline Work	Quantity	Unit		Cost			Approx. Cost
SITE DEMOLITION							
Demolition	1	LS	@	$17,750.00	/ Unit	=	$17,750.00
				SUB-TOTAL:			**$17,750.00**
SITE UTILITIES							
Drainage Utilities	1	LS	@	$19,000.00	/ Unit	=	$19,000.00
				SUB-TOTAL:			**$19,000.00**
SITE HARDSCAPE							
Imported Fill	125	CY	@	$15.00	/ Unit	=	$1,875.00
Giraffe Stone Wall Veneers (Stone Only, Ins.)	0	SF	@	$68.86	/ Unit	=	$0.00
Cut Stone Caps for Walls	0	CF	@	$237.60	/ Unit	=	$0.00
Retaining Wall Concrete Foundations	0	CY	@	$500.00	/ Unit	=	$0.00
Clay Brick Pavement	1,146	SF	@	$26.01	/ Unit	=	$29,807.46
Concrete Pavement	488	SY	@	$58.01	/ Unit	=	$28,308.88
Sidewalk	459	SF	@	$15.02	/ Unit	=	$6,894.18
Concrete Curbs (Planters Edge)	569	LF	@	$28.40	/ Unit	=	$16,159.60
Cast Stone Steps	0	SF	@	$30.00	/ Unit	=	$0.00
Imported Soil	1	LS	@	$1,250.00	/ Unit	=	$1,250.00
				SUB-TOTAL:			**$84,295.12**
SITE AMENITIES							
Decorative Balustrade	0	LF	@	$250.00	/ Unit	=	$0.00
Metal Handrails	0	LF	@	$90.00	/ Unit	=	$0.00
Wood Pole Lights	2	EA	@	$3,000.00	/ Unit	=	$6,750.00
Feature Lighting	0.25	LS	@	$50,000.00	/ Unit	=	$12,500.00
Irrigation System	1	LS	@	$2,500.00	/ Unit	=	$2,500.00
Furnishings-Benches	5	LF	@	$2,500.00	/ Unit	=	$12,500.00
Furnishing- Café Chairs	13	LF	@	$100.00	/ Unit	=	$1,250.00
Trash Containers	2	EA	@	$900.00	/ Unit	=	$1,800.00
				SUB-TOTAL:			**$37,300.00**
SPECIAL FEATURES							
Plant Material-Shrubs and Perennials	0.25	LS	@	$100,000.00	/ Unit	=	$25,000.00
Plant Material- Trees	3	LS	@	$800.00	/ Unit	=	$2,400.00
Art Allowance	1	LS	@	$37,500.00	/ Unit	=	$37,500.00
				SUB-TOTAL:			**$64,900.00**
SITE STRUCTURES							
Trolley / Restroom Structure	1	EA	@	**$260,000.00**	/ Unit	=	$260,000.00
Link Feature	0	LS	@	**$300,000.00**	/ Unit	=	$0.00
Pavillion Structure	0	EA	@	**$90,000.00**	/ Unit	=	$0.00
Small Restroom	0	EA	@	**$160,000.00**	/ Unit	=	$0.00
				SUB-TOTAL:			**$260,000.00**

SEE RATIO'S COST BREAKDOWN

AREA SUB-TOTALS:	**$483,245.12**
CONTINGENCY:	**$120,811.28**
AREA TOTAL:	**$604,056.40**

2b

Site Development - The Link Market (Sycamore to BL Blvd) South Side							
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Demolition	1	LS	@	$37,000.00	/ Unit	=	$37,000.00
				SUB-TOTAL:			**$37,000.00**
SITE UTILITIES							
Drainage Utilities	1	LS	@	$19,000.00	/ Unit	=	$19,000.00
				SUB-TOTAL:			**$19,000.00**
SITE HARDSCAPE							
Imported Fill	125	CY	@	$15.00	/ Unit	=	$1,875.00
Giraffe Stone Wall Veneers (Stone Only, Ins.)	1,982	SF	@	$68.86	/ Unit	=	$136,480.52
Cut Stone Caps for Walls	290	CF	@	$237.60	/ Unit	=	$68,904.00
Retaining Wall Concrete Foundations	84	CY	@	$815.00	/ Unit	=	$68,460.00
Clay Brick Pavement	2,175	SF	@	$26.19	/ Unit	=	$56,963.25
Concrete Pavement	396	SY	@	$57.55	/ Unit	=	$22,789.80
Sidewalk	5,632	SF	@	$9.46	/ Unit	=	$53,278.72
Concrete Curbs (Planters Edge)	130	LF	@	$28.40	/ Unit	=	$3,692.00
Cast Stone Steps	100	SF	@	$30.00	/ Unit	=	$3,000.00
Imported Soil	1	LS	@	$3,750.00	/ Unit	=	$3,750.00
				SUB-TOTAL:			**$419,193.29**
SITE AMENITIES							
Decorative Balustrade	100	LF	@	$250.00	/ Unit	=	$25,000.00
Metal Handrails	24	LF	@	$90.00	/ Unit	=	$2,160.00
Wood Pole Lights	7	EA	@	$3,000.00	/ Unit	=	$20,250.00
Feature Lighting	0.75	LS	@	$50,000.00	/ Unit	=	$37,500.00
Irrigation System	1	LS	@	$7,500.00	/ Unit	=	$7,500.00
Furnishings-Benches	6	EA	@	$2,500.00	/ Unit	=	$15,000.00
Furnishing- Café Chairs	38	EA	@	$100.00	/ Unit	=	$3,750.00
Trash Containers	3	EA	@	$900.00	/ Unit	=	$2,700.00
				SUB-TOTAL:			**$113,860.00**
SPECIAL FEATURES							
Plant Material-Shrubs and Perennials	0.75	LS	@	$100,000.00	/ Unit	=	$75,000.00
Plant Material- Trees	9	LS	@	$800.00	/ Unit	=	$7,200.00
Art Allowance	1	LS	@	$112,500.00	/ Unit	=	$112,500.00
				SUB-TOTAL:			**$194,700.00**
SITE STRUCTURES							
Trolley / Restroom Structure	0	EA	@	**$260,000.00**	/ Unit	=	$0.00
Link Feature	1	LS	@	**$300,000.00**	/ Unit	=	$300,000.00
Pavillion Structure	1	EA	@	**$90,000.00**	/ Unit	=	$90,000.00
Small Restroom	1	EA	@	**$160,000.00**	/ Unit	=	$160,000.00
				SUB-TOTAL:			**$550,000.00**

SEE RATIO'S COST BREAKDOWN

AREA SUB-TOTALS:	**$1,333,753.29**
CONTINGENCY:	**$333,438.32**
AREA TOTAL:	**$1,667,191.61**

3 **Intersection - Main and Sycamore**

Baseline Work	Quantity	Unit		Cost			Approx. Cost
SITE DEMOLITION							
Removals	1	LS	@	$17,500.00	/ Unit	=	$17,500.00
Temp Traffic Controls	1	LS	@	$10,000.00	/ Unit	=	$10,000.00
Erosion Control	1	LS	@	$2,000.00	/ Unit	=	$2,000.00
				SUB-TOTAL:			**$29,500.00**
SITE UTILITIES							
Water	190	LF	@	$212.22	/ Unit	=	$40,321.80
Storm Water Inlets	1	EA	@	$2,869.20	/ Unit	=	$2,869.20
Storm Water Piping	17	LF	@	$96.34	/ Unit	=	$1,637.78
				SUB-TOTAL:			**$44,828.78**
INTERSECTION SIGNALS							
New Signalized Intersection (pedestrian & vehicle)	1	EA	@	$150,000.00	/ Unit	=	$150,000.00
				SUB-TOTAL:			**$150,000.00**
SITE HARDSCAPE							
Sidewalk	1,256	SF	@	$12.01	/ Unit	=	$15,084.56
Curb & Gutter	0	LF	@	$28.40	/ Unit	=	$0.00
Roadway	65	SY	@	$73.98	/ Unit	=	$4,808.70
Alley	0	SY	@	$40.00	/ Unit	=	$0.00
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Special Pavement- Pavers	5,562	SF	@	$30.19	/ Unit	=	$167,916.78
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$187,810.04**
SITE AMENITIES							
Street Trees	4	EA	@	$403.40	/ Unit	=	$1,613.60
Flower Planters	5	EA	@	$1,403.75	/ Unit	=	$7,018.75
Benches	11	EA	@	$259.10	/ Unit	=	$2,850.10
Trash Containers	4	EA	@	$259.10	/ Unit	=	$1,036.40
Signage	1	LS	@	$6,919.12	/ Unit	=	$6,919.12
Lighting	10	EA	@	$4,000.00	/ Unit	=	$40,000.00
Lighting (ped level or special)	0	EA	@	$4,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Bollards	12	EA	@	$1,608.20	/ Unit	=	$19,298.40
Structural Soil	215	CY	@	$165.20	/ Unit	=	$35,518.00
Manufactured Planting Mix	12	CY	@	$69.00	/ Unit	=	$828.00
Irrigation	1	LS	@	$6,000.00	/ Unit	=	$6,000.00
				SUB-TOTAL:			**$121,082.37**

AREA SUB-TOTALS:	**$533,221.19**
CONTINGENCY:	**$133,305.30**
AREA TOTAL:	**$666,526.49**

4 **Streetscape - Main Street -Sycamore to Commercial**

Baseline Work	Quantity	Unit		Cost			Approx. Cost
SITE DEMOLITION							
Removals	1	LS	@	$57,750.00	/ Unit	=	$57,750.00
Temp Traffic Controls	1	LS	@	$10,000.00	/ Unit	=	$10,000.00
Erosion Control	1	LS	@	$2,000.00	/ Unit	=	$2,000.00
					SUB-TOTAL:		**$69,750.00**
SITE UTILITIES							
Water	300	LF	@	$161.32	/ Unit	=	$48,396.00
Storm Water Inlets	2	EA	@	$2,869.20	/ Unit	=	$5,738.40
Storm Water Piping	51	LF	@	$96.34	/ Unit	=	$4,913.34
					SUB-TOTAL:		**$59,047.74**
SITE HARDSCAPE							
Sidewalk	5,440	SF	@	$9.64	/ Unit	=	$52,441.60
Curb & Gutter	690	LF	@	$28.40	/ Unit	=	$19,596.00
Roadway (600'x5'/9)	1,732	SY	@	$57.98	/ Unit	=	$100,421.36
Alley	0	SY	@	$40.00	/ Unit	=	$0.00
Retaining Wall	160	LF	@	$502.58	/ Unit	=	$80,412.80
Special Pavement- Pavers	1,926	SF	@	$26.38	/ Unit	=	$50,807.88
Mill & Fill (300'x40'/9)	0	SY	@	$17.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$303,679.64**
SITE AMENITIES							
Street Trees	4	EA	@	$403.40	/ Unit	=	$1,613.60
Flower Planters	2	EA	@	$1,403.75	/ Unit	=	$2,807.50
Benches	6	EA	@	$259.10	/ Unit	=	$1,554.60
Trash Containers	2	EA	@	$259.10	/ Unit	=	$518.20
Signage	1	LS	@	$2,250.00	/ Unit	=	$2,250.00
Lighting	10	EA	@	$4,000.00	/ Unit	=	$40,000.00
Lighting (ped level or special)	10	EA	@	$3,000.00	/ Unit	=	$30,000.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	75	CY	@	$165.20	/ Unit	=	$12,390.00
Manufactured Planting Mix	6	CY	@	$80.60	/ Unit	=	$483.60
Irrigation	1	LS	@	$10,000.00	/ Unit	=	$10,000.00
					SUB-TOTAL:		**$101,617.50**

AREA SUB-TOTALS:	**$534,094.88**
CONTINGENCY:	**$133,523.72**
AREA TOTAL:	**$667,618.60**

5 **Intersection - Main and Commercial**

Baseline Work	Quantity	Unit		Cost			Approx. Cost
SITE DEMOLITION							
Removals	1	LS	@	$19,000.00	/ Unit	=	$19,000.00
Temp Traffic Controls	1	LS	@	$10,000.00	/ Unit	=	$10,000.00
Erosion Control	1	LS	@	$2,000.00	/ Unit	=	$2,000.00
					SUB-TOTAL:		**$31,000.00**
SITE UTILITIES							
Water	178	LF	@	$214.43	/ Unit	=	$38,168.54
Storm Water Inlets	0	EA	@	$2,869.20	/ Unit	=	$0.00
Storm Water Piping	18	LF	@	$96.33	/ Unit	=	$1,733.94
					SUB-TOTAL:		**$39,902.48**
INTERSECTION SIGNALS							
New Signalized Intersection (pedestrian & vehicle)	1	EA	@	$150,000.00	/ Unit	=	$150,000.00
					SUB-TOTAL:		**$150,000.00**
SITE HARDSCAPE							
Sidewalk	112	SF	@	$28.60	/ Unit	=	$3,203.20
Curb & Gutter	0	LF	@	$28.40	/ Unit	=	$0.00
Roadway	66	SY	@	$79.07	/ Unit	=	$5,218.62
Alley	0	SY	@	$40.00	/ Unit	=	$0.00
Retaining Wall	0	SF	@	$85.00	/ Unit	=	$0.00
Special Pavement	6,030	SF	@	$29.30	/ Unit	=	$176,679.00
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$185,100.82**
SITE AMENITIES							
Street Trees	8	EA	@	$403.40	/ Unit	=	$3,227.20
Flower Planters	8	EA	@	$4,265.00	/ Unit	=	$34,120.00
Benches	12	EA	@	$259.10	/ Unit	=	$3,109.20
Trash Containers	4	EA	@	$259.10	/ Unit	=	$1,036.40
Signage	1	LS	@	$3,952.94	/ Unit	=	$3,952.94
Lighting	10	EA	@	$4,000.00	/ Unit	=	$40,000.00
Lighting (ped level or special)	0	EA	@	$4,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Bollards	12	EA	@	$1,608.20	/ Unit	=	$19,298.40
Structural Soil	190	CY	@	$165.20	/ Unit	=	$31,388.00
Manufactured Planting Mix	18	CY	@	$72.87	/ Unit	=	$1,311.66
Irrigation	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
					SUB-TOTAL:		**$142,443.80**

AREA SUB-TOTALS:	**$548,447.10**
CONTINGENCY:	**$137,111.78**
AREA TOTAL:	**$685,558.88**

6

Streetscape - Main Street -Commercial to Vets							
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$56,750.00	/ Unit	=	$56,750.00
Temp Traffic Controls	1	LS	@	$10,000.00	/ Unit	=	$10,000.00
Erosion Control	1	LS	@	$3,000.00	/ Unit	=	$3,000.00
				SUB-TOTAL:			**$69,750.00**
SITE UTILITIES							
Water	178	LF	@	$214.43	/ Unit	=	$38,168.54
Storm Water Inlets	2	EA	@	$2,869.20	/ Unit	=	$5,738.40
Storm Water Piping	18	LF	@	$97.87	/ Unit	=	$1,761.66
				SUB-TOTAL:			**$45,668.60**
SITE HARDSCAPE							
Sidewalk	3,770	SF	@	$9.73	/ Unit	=	$36,682.10
Curb & Gutter	717	LF	@	$28.40	/ Unit	=	$20,362.80
Roadway	1,602	SY	@	$58.02	/ Unit	=	$92,948.04
Alley	0	SY	@	$40.00	/ Unit	=	$0.00
Retaining Wall	80	LF	@	$502.58	/ Unit	=	$40,206.40
Special Pavement	2,016	SF	@	$26.38	/ Unit	=	$53,182.08
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$243,381.42**
SITE AMENITIES							
Street Trees	8	2" Cal	@	$403.40	/ Unit	=	$3,227.20
Flower Planters	10	EA	@	$4,265.00	/ Unit	=	$42,650.00
Benches	10	EA	@	$259.10	/ Unit	=	$2,591.00
Trash Containers	5	EA	@	$259.10	/ Unit	=	$1,295.50
Signage	1	LS	@	$2,250.00	/ Unit	=	$2,250.00
Lighting	10	EA	@	$4,000.00	/ Unit	=	$40,000.00
Lighting (ped level or special)	10	EA	@	$3,000.00	/ Unit	=	$30,000.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	175	CY	@	$165.20	/ Unit	=	$28,910.00
Manufactured Planting Mix	25	CY	@	$68.54	/ Unit	=	$1,713.50
Irrigation	1	LS	@	$10,000.00	/ Unit	=	$10,000.00
				SUB-TOTAL:			**$162,637.20**

AREA SUB-TOTALS:	**$521,437.22**
CONTINGENCY:	**$130,359.31**
AREA TOTAL:	**$651,796.53**

7 **Intersection - Main and Veteran**

Baseline Work	Quantity	Unit		Cost			Approx. Cost
SITE DEMOLITION							
Removals	1	LS	@	$17,250.00	/ Unit	=	$17,250.00
Temp Traffic Controls	1	LS	@	$10,000.00	/ Unit	=	$10,000.00
Erosion Control	1	LS	@	$2,000.00	/ Unit	=	$2,000.00
				SUB-TOTAL:			**$29,250.00**
SITE UTILITIES							
Water	0	LF	@	$134.40	/ Unit	=	$0.00
Storm Water Inlets	0	EA	@	$2,869.20	/ Unit	=	$0.00
Storm Water Piping	0	LF	@	$91.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$0.00**
INTERSECTION SIGNALS							
New Signalized Intersection (pedestrian & vehicle)	1	EA	@	$175,000.00	/ Unit	=	$175,000.00
				SUB-TOTAL:			**$175,000.00**
SITE HARDSCAPE							
Sidewalk	56	SF	@	$28.60	/ Unit	=	$1,601.60
Curb & Gutter	0	LF	@	$28.40	/ Unit	=	$0.00
Roadway	0	SY	@	$50.00	/ Unit	=	$0.00
Alley	0	SY	@	$40.00	/ Unit	=	$0.00
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Special Pavement	2,160	SF	@	$30.77	/ Unit	=	$66,463.20
Mill & Fill	124	SY	@	$17.00	/ Unit	=	$2,108.00
				SUB-TOTAL:			**$70,172.80**
SITE AMENITIES							
Street Trees	0	2" Cal	@	$600.00	/ Unit	=	$0.00
Flower Planters	0	EA	@	$300.00	/ Unit	=	$0.00
Benches	0	EA	@	$2,000.00	/ Unit	=	$0.00
Trash Containers	0	EA	@	$900.00	/ Unit	=	$0.00
Signage	2	EA	@	$2,500.00	/ Unit	=	$5,000.00
Lighting	0	EA	@	$4,000.00	/ Unit	=	$0.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	0	CY	@	$100.00	/ Unit	=	$0.00
Manufactured Planting Mix	0	CY	@	$60.00	/ Unit	=	$0.00
Irrigation	0	LS	@	$5,000.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$5,000.00**

AREA SUB-TOTALS:	**$279,422.80**
CONTINGENCY:	**$69,855.70**
AREA TOTAL:	**$349,278.50**

8

Intersection - BL Blvd and Commercial								
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$3,700.00	/ Unit	=	$3,700.00
Temp Traffic Controls	1	LS	@	$10,000.00	/ Unit	=	$10,000.00
Erosion Control	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
				SUB-TOTAL:			**$18,700.00**
SITE UTILITIES							
Water	120	LF	@	$134.40	/ Unit	=	$16,128.00
Storm Water Inlets	0	EA	@	$2,869.20	/ Unit	=	$0.00
Storm Water Piping	0	LF	@	$91.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$16,128.00**
SITE HARDSCAPE							
Sidewalk	1,879	SF	@	$9.80	/ Unit	=	$18,414.20
Curb & Gutter	117	LF	@	$28.40	/ Unit	=	$3,322.80
Roadway	0	SY	@	$50.00	/ Unit	=	$0.00
Drive	0	SY	@	$40.00	/ Unit	=	$0.00
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$21,737.00**
SITE AMENITIES							
Street Trees	0	2" Cal	@	$600.00	/ Unit	=	$0.00
Flower Planters	0	EA	@	$300.00	/ Unit	=	$0.00
Benches	0	EA	@	$2,000.00	/ Unit	=	$0.00
Trash Containers	0	EA	@	$900.00	/ Unit	=	$0.00
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	0	EA	@	$4,000.00	/ Unit	=	$0.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	0	CY	@	$100.00	/ Unit	=	$0.00
Manufactured Planting Mix	0	CY	@	$60.00	/ Unit	=	$0.00
Irrigation	0	LS	@	$5,000.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$0.00**

AREA SUB-TOTALS:	**$56,565.00**
CONTINGENCY:	**$14,141.25**
AREA TOTAL:	**$70,706.25**

9

Streetscape - Commercial -BL Blvd to Atlantic							
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$95,000.00	/ Unit	=	$95,000.00
Temp Traffic Controls	1	LS	@	$10,000.00	/ Unit	=	$10,000.00
Erosion Control	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
				SUB-TOTAL:			**$110,000.00**
SITE UTILITIES							
Water	650	LF	@	$167.09	/ Unit	=	$108,608.50
Storm Water Inlets	6	EA	@	$2,869.20	/ Unit	=	$17,215.20
Storm Water Piping	375	LF	@	$96.38	/ Unit	=	$36,142.50
				SUB-TOTAL:			**$161,966.20**
SITE HARDSCAPE							
Sidewalk	7,870	SF	@	$9.64	/ Unit	=	$75,866.80
Curb & Gutter	1,570	LF	@	$28.40	/ Unit	=	$44,588.00
Roadway	2,046	SY	@	$58.10	/ Unit	=	$118,872.60
Drive	806	SY	@	$57.55	/ Unit	=	$46,385.30
Retaining Wall	350	LF	@	$100.00	/ Unit	=	$35,000.00
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$320,712.70**
SITE AMENITIES							
Street Trees	18	EA	@	$403.40	/ Unit	=	$7,261.20
Flower Planters	6	EA	@	$280.00	/ Unit	=	$1,680.00
Benches	4	EA	@	$259.10	/ Unit	=	$1,036.40
Trash Containers	2	EA	@	$259.10	/ Unit	=	$518.20
Signage	1	EA	@	$2,500.00	/ Unit	=	$2,500.00
Lighting	20	EA	@	$4,000.00	/ Unit	=	$80,000.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	360	CY	@	$165.20	/ Unit	=	$59,472.00
Manufactured Planting Mix	22	CY	@	$85.87	/ Unit	=	$1,889.14
Irrigation	1	LS	@	$10,000.00	/ Unit	=	$10,000.00
				SUB-TOTAL:			**$164,356.94**

AREA SUB-TOTALS:	**$757,035.84**
CONTINGENCY:	**$189,258.96**
AREA TOTAL:	**$946,294.80**

10

Intersection - Commercial and Atlantic							
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$14,000.00	/ Unit	=	$14,000.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Erosion Control	1	LS	@	$2,000.00	/ Unit	=	$2,000.00
				SUB-TOTAL:			**$21,000.00**
SITE UTILITIES							
Water	153	LF	@	$153.73	/ Unit	=	$23,520.69
Storm Water Inlets	1	EA	@	$2,869.20	/ Unit	=	$2,869.20
Storm Water Piping	0	LF	@	$91.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$26,389.89**
SITE HARDSCAPE							
Sidewalk	112	SF	@	$28.60	/ Unit	=	$3,203.20
Curb & Gutter	0	LF	@	$28.40	/ Unit	=	$0.00
Roadway	206	SY	@	$82.94	/ Unit	=	$17,085.64
Alley	0	SY	@	$40.00	/ Unit	=	$0.00
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Special Pavement	2,133	SF	@	$29.45	/ Unit	=	$62,816.85
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$83,105.69**
SITE AMENITIES							
Street Trees	6	EA	@	$403.40	/ Unit	=	$2,420.40
Flower Planters	8	EA	@	$4,265.00	/ Unit	=	$34,120.00
Benches	12	EA	@	$259.10	/ Unit	=	$3,109.20
Trash Containers	4	EA	@	$259.10	/ Unit	=	$1,036.40
Signage	1	LS	@	$3,952.94	/ Unit	=	$3,952.94
Lighting	1	LS	@	$40,000.00	/ Unit	=	$40,000.00
Bollards	12	EA	@	$1,608.20	/ Unit	=	$19,298.40
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	120	CY	@	$165.20	/ Unit	=	$19,824.00
Manufactured Planting Mix	20	CY	@	$67.84	/ Unit	=	$1,356.80
Irrigation	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
				SUB-TOTAL:			**$130,118.14**

AREA SUB-TOTALS:	**$260,613.72**
CONTINGENCY:	**$65,153.43**
AREA TOTAL:	**$325,767.15**

11

Streetscape - Commercial - Atlantic to Main							
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$50,000.00	/ Unit	=	$50,000.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Erosion Control	1	LS	@	$2,000.00	/ Unit	=	$2,000.00
				SUB-TOTAL:			**$57,000.00**
SITE UTILITIES							
Water	270	LF	@	$202.07	/ Unit	=	$54,558.90
Storm Water Inlets	1	EA	@	$2,869.20	/ Unit	=	$2,869.20
Storm Water Piping	50	LF	@	$96.77	/ Unit	=	$4,838.50
				SUB-TOTAL:			**$62,266.60**
SITE HARDSCAPE							
Sidewalk (540'x8')	3,560	SF	@	$9.74	/ Unit	=	$34,674.40
Curb & Gutter	724	LF	@	$28.40	/ Unit	=	$20,561.60
Roadway (540' x 5'/9)	1,420	SY	@	$58.08	/ Unit	=	$82,473.60
Driveway	153	SY	@	$57.55	/ Unit	=	$8,805.15
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Special Pavement	1,773	SF	@	$26.36	/ Unit	=	$46,736.28
Mill & Fill (270' x 50'/9)	0	SY	@	$17.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$193,251.03**
SITE AMENITIES							
Street Trees	5	2" Cal	@	$600.00	/ Unit	=	$3,000.00
Flower Planters	5	EA	@	$4,265.00	/ Unit	=	$21,325.00
Benches	10	EA	@	$259.10	/ Unit	=	$2,591.00
Trash Containers	2	EA	@	$259.10	/ Unit	=	$518.20
Signage	1	LS	@	$2,250.00	/ Unit	=	$2,250.00
Lighting	10	EA	@	$4,000.00	/ Unit	=	$40,000.00
Lighting (ped level or special)	10	EA	@	$3,000.00	/ Unit	=	$30,000.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	175	CY	@	$165.20	/ Unit	=	$28,910.00
Manufactured Planting Mix	15	CY	@	$69.00	/ Unit	=	$1,035.00
Irrigation	1	LS	@	$10,000.00	/ Unit	=	$10,000.00
				SUB-TOTAL:			**$139,629.20**

AREA SUB-TOTALS:	**$452,146.83**
CONTINGENCY:	**$113,036.71**
AREA TOTAL:	**$565,183.54**

12

Streetscape - Commercial - Main to Pacific							
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$50,000.00	/ Unit	=	$50,000.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Erosion Control	1	LS	@	$2,000.00	/ Unit	=	$2,000.00
				SUB-TOTAL:			**$57,000.00**
SITE UTILITIES							
Water	270	LF	@	$153.74	/ Unit	=	$41,509.80
Storm Water Inlets	5	EA	@	$2,869.20	/ Unit	=	$14,346.00
Storm Water Piping	138	LF	@	$95.48	/ Unit	=	$13,176.24
Junction Box	2	EA	@	$2,559.60	/ Unit	=	$5,119.20
				SUB-TOTAL:			**$74,151.24**
SITE HARDSCAPE							
Sidewalk	3,270	SF	@	$9.46	/ Unit	=	$30,934.20
Curb & Gutter	610	LF	@	$28.40	/ Unit	=	$17,324.00
Roadway	1,468	SY	@	$57.55	/ Unit	=	$84,483.40
Driveway	144	SF	@	$57.55	/ Unit	=	$8,287.20
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Special Pavement	1,656	SF	@	$26.38	/ Unit	=	$43,685.28
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$184,714.08**
SITE AMENITIES							
Street Trees	4	EA	@	$403.40	/ Unit	=	$1,613.60
Flower Planters	4	EA	@	$4,265.00	/ Unit	=	$17,060.00
Benches	10	EA	@	$259.10	/ Unit	=	$2,591.00
Trash Containers	2	EA	@	$259.00	/ Unit	=	$518.00
Signage	1	LS	@	$2,250.00	/ Unit	=	$2,250.00
Lighting	10	EA	@	$4,000.00	/ Unit	=	$40,000.00
Lighting (ped level or special)	10	EA	@	$3,000.00	/ Unit	=	$30,000.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	75	CY	@	$165.20	/ Unit	=	$12,390.00
Manufactured Planting Mix	12	CY	@	$69.00	/ Unit	=	$828.00
Irrigation	1	LS	@	$10,000.00	/ Unit	=	$10,000.00
				SUB-TOTAL:			**$117,250.60**

AREA SUB-TOTALS:	**$433,115.92**
CONTINGENCY:	**$108,278.98**
AREA TOTAL:	**$541,394.90**

13 **Intersection - Commercial and Pacific**

Baseline Work	Quantity	Unit		Cost			Approx. Cost
SITE DEMOLITION							
Removals	1	LS	@	$15,000.00	/ Unit	=	$15,000.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Erosion Control	1	LS	@	$2,000.00	/ Unit	=	$2,000.00
					SUB-TOTAL:		**$22,000.00**
SITE UTILITIES							
Water	155	LF	@	$210.71	/ Unit	=	$32,660.05
Storm Water Inlets	0	EA	@	$2,869.20	/ Unit	=	$0.00
Storm Water Piping	103	LF	@	$96.20	/ Unit	=	$9,908.60
Junction Box	0	EA	@	$2,559.60	/ Unit	=	$0.00
					SUB-TOTAL:		**$42,568.65**
SITE HARDSCAPE							
Sidewalk	112	SF	@	$9.46	/ Unit	=	$1,059.52
Curb & Gutter	0	LF	@	$28.40	/ Unit	=	$0.00
Roadway	228	SY	@	$76.94	/ Unit	=	$17,542.32
Alley	0	SY	@	$40.00	/ Unit	=	$0.00
Retaining Wall	0	SF	@	$85.00	/ Unit	=	$0.00
Special Pavement	3,024	SF	@	$27.50	/ Unit	=	$83,160.00
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$101,761.84**
SITE AMENITIES							
Street Trees	7	2" Cal	@	$403.40	/ Unit	=	$2,823.80
Flower Planters	8	EA	@	$3,978.88	/ Unit	=	$31,831.04
Benches	8	EA	@	$259.10	/ Unit	=	$2,072.80
Trash Containers	4	EA	@	$259.10	/ Unit	=	$1,036.40
Signage	1	LS	@	$3,952.94	/ Unit	=	$3,952.94
Lighting (ped level or special)	1	LS	@	$40,000.00	/ Unit	=	$40,000.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Bollards	12	EA	@	$1,608.20	/ Unit	=	$19,298.40
Structural Soil	180	CY	@	$165.20	/ Unit	=	$29,736.00
Manufactured Planting Mix	20	CY	@	$69.58	/ Unit	=	$1,391.60
Irrigation	1	LS	@	$6,000.00	/ Unit	=	$6,000.00
					SUB-TOTAL:		**$138,142.98**

AREA SUB-TOTALS:	**$304,473.47**
CONTINGENCY:	**$76,118.37**
AREA TOTAL:	**$380,591.84**

14

Streetscape - Commercial - Pacific to College							
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$50,000.00	/ Unit	=	$50,000.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Erosion Control	1	LS	@	$2,000.00	/ Unit	=	$2,000.00
				SUB-TOTAL:			**$57,000.00**
SITE UTILITIES							
Water	260	LF	@	$214.12	/ Unit	=	$55,671.20
Storm Water Inlets	3	EA	@	$2,869.20	/ Unit	=	$8,607.60
Storm Water Piping	63	LF	@	$96.23	/ Unit	=	$6,062.49
Junction Box	0	EA	@	$2,559.60	/ Unit	=	$0.00
				SUB-TOTAL:			**$70,341.29**
SITE HARDSCAPE							
Sidewalk	3,270	SF	@	$9.77	/ Unit	=	$31,947.90
Curb & Gutter	676	LF	@	$28.40	/ Unit	=	$19,198.40
Roadway	1,281	SY	@	$63.87	/ Unit	=	$81,817.47
Driveway	85	SY	@	$57.55	/ Unit	=	$4,891.75
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Special Pavement	1,602	SF	@	$26.40	/ Unit	=	$42,292.80
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$180,148.32**
SITE AMENITIES							
Street Trees	4	EA	@	$403.40	/ Unit	=	$1,613.60
Flower Planters	4	EA	@	$4,517.00	/ Unit	=	$18,068.00
Benches	8	EA	@	$259.10	/ Unit	=	$2,072.80
Trash Containers	4	EA	@	$259.10	/ Unit	=	$1,036.40
Signage	1	LS	@	$2,250.00	/ Unit	=	$2,250.00
Lighting	10	EA	@	$4,000.00	/ Unit	=	$40,000.00
Lighting (ped level or special)	10	EA	@	$3,000.00	/ Unit	=	$30,000.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	77	CY	@	$165.20	/ Unit	=	$12,720.40
Manufactured Planting Mix	12	CY	@	$69.00	/ Unit	=	$828.00
Irrigation	1	LS	@	$10,000.00	/ Unit	=	$10,000.00
				SUB-TOTAL:			**$118,589.20**

AREA SUB-TOTALS:	**$426,078.81**
CONTINGENCY:	**$106,519.70**
AREA TOTAL:	**$532,598.51**

15

Intersection - Commercial and College								
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$14,000.00	/ Unit	=	$14,000.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Erosion Control	1	LS	@	$2,000.00	/ Unit	=	$2,000.00
					SUB-TOTAL:		**$19,000.00**
SITE UTILITIES							
Water	122	LF	@	$255.60	/ Unit	=	$31,183.20
Junction Box	0	EA	@	$2,559.60	/ Unit	=	$0.00
Storm Water Inlets	0	EA	@	$2,869.20	/ Unit	=	$0.00
Storm Water Piping	112	LF	@	$96.52	/ Unit	=	$10,810.24
					SUB-TOTAL:		**$41,993.44**
SITE HARDSCAPE							
Sidewalk	112	SF	@	$28.60	/ Unit	=	$3,203.20
Curb & Gutter	0	LF	@	$28.40	/ Unit	=	$0.00
Roadway	225	SY	@	$73.60	/ Unit	=	$16,560.00
Alley	0	SY	@	$40.00	/ Unit	=	$0.00
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Special Pavement	2,196	SF	@	$27.66	/ Unit	=	$60,741.36
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$80,504.56**
SITE AMENITIES							
Street Trees	4	EA	@	$403.40	/ Unit	=	$1,613.60
Flower Planters	4	EA	@	$4,265.00	/ Unit	=	$17,060.00
Benches	9	EA	@	$259.10	/ Unit	=	$2,331.90
Trash Containers	4	EA	@	$259.10	/ Unit	=	$1,036.40
Signage	4	EA	@	$2,500.00	/ Unit	=	$10,000.00
Lighting	1	EA	@	$40,000.00	/ Unit	=	$40,000.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Bollards	6	EA	@	$1,608.20	/ Unit	=	$9,649.20
Structural Soil	65	CY	@	$165.20	/ Unit	=	$10,738.00
Manufactured Planting Mix	10	CY	@	$71.32	/ Unit	=	$713.20
Irrigation	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
					SUB-TOTAL:		**$98,142.30**

AREA SUB-TOTALS:	**$239,640.30**
CONTINGENCY:	**$59,910.08**
AREA TOTAL:	**$299,550.38**

16

Streetscape - Commercial - College to Veterans								
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$52,000.00	/ Unit	=	$52,000.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Erosion Control	1	LS	@	$3,000.00	/ Unit	=	$3,000.00
				SUB-TOTAL:			**$57,000.00**
SITE UTILITIES							
Water	370	LF	@	$165.70	/ Unit	=	$61,309.00
Storm Water Inlets	2	EA	@	$2,869.20	/ Unit	=	$5,738.40
Storm Water Piping	45	LF	@	$96.49	/ Unit	=	$4,342.05
				SUB-TOTAL:			**$71,389.45**
SITE HARDSCAPE							
Sidewalk	2,606	SF	@	$9.46	/ Unit	=	$24,652.76
Curb & Gutter	268	LF	@	$28.40	/ Unit	=	$7,611.20
Roadway	903	SY	@	$63.92	/ Unit	=	$57,719.76
Alley	0	SY	@	$40.00	/ Unit	=	$0.00
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$89,983.72**
SITE AMENITIES							
Street Trees	0	2" Cal	@	$600.00	/ Unit	=	$0.00
Flower Planters	1	LS	@	$2,131.07	/ Unit	=	$2,131.07
Benches	2	EA	@	$2,000.00	/ Unit	=	$4,000.00
Trash Containers	2	EA	@	$900.00	/ Unit	=	$1,800.00
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	8	EA	@	$4,000.00	/ Unit	=	$32,000.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	0	CY	@	$100.00	/ Unit	=	$0.00
Manufactured Planting Mix	0	CY	@	$60.00	/ Unit	=	$0.00
Irrigation	0	LS	@	$5,000.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$39,931.07**

AREA SUB-TOTALS:	**$258,304.24**
10% CONTINGENCY:	**$64,576.06**
AREA TOTAL:	**$322,880.30**

17

Streetscape - College - Commercial toward Sycamore

Baseline Work	Quantity	Unit		Cost			Approx. Cost
SITE DEMOLITION							
Removals	1	LS	@	$47,000.00	/ Unit	=	$47,000.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Erosion Control	1	LS	@	$3,000.00	/ Unit	=	$3,000.00
					SUB-TOTAL:		**$55,000.00**
SITE UTILITIES							
Water	160	LF	@	$134.40	/ Unit	=	$21,504.00
Junction Box	3	EA	@	$2,559.60	/ Unit	=	$7,678.80
Storm Water Piping	60	LF	@	$96.49	/ Unit	=	$5,789.40
					SUB-TOTAL:		**$34,972.20**
SITE HARDSCAPE							
Sidewalk	4,900	SF	@	$9.46	/ Unit	=	$46,354.00
Curb & Gutter	730	LF	@	$28.40	/ Unit	=	$20,732.00
Roadway	1,112	SY	@	$63.81	/ Unit	=	$70,956.72
Alley	0	SY	@	$40.00	/ Unit	=	$0.00
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Driveway	44	SY	@	$57.55	/ Unit	=	$2,532.20
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$140,574.92**
SITE AMENITIES							
Street Trees	8	2" Cal	@	$403.40	/ Unit	=	$3,227.20
Flower Planters	2	EA	@	$4,265.00	/ Unit	=	$8,530.00
Benches	0	EA	@	$259.10	/ Unit	=	$0.00
Trash Containers	0	EA	@	$900.00	/ Unit	=	$0.00
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	4	EA	@	$3,750.00	/ Unit	=	$15,000.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$100.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	175	CY	@	$100.00	/ Unit	=	$17,500.00
Manufactured Planting Mix	8	CY	@	$92.20	/ Unit	=	$737.60
Irrigation	1	LS	@	$2,500.00	/ Unit	=	$2,500.00
					SUB-TOTAL:		**$47,494.80**

AREA SUB-TOTALS:	**$278,041.92**
10% CONTINGENCY:	**$69,510.48**
AREA TOTAL:	**$347,552.40**

18 **Streetscape - College - Commercial to Veterans**

Baseline Work	Quantity	Unit		Cost			Approx. Cost
SITE DEMOLITION							
Removals	1	LS	@	$19,000.00	/ Unit	=	$19,000.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Erosion Control	1	LS	@	$3,000.00	/ Unit	=	$3,000.00
				SUB-TOTAL:			**$24,000.00**
SITE UTILITIES							
Water	155	LF	@	$160.77	/ Unit	=	$24,919.35
Storm Water Inlets	3	EA	@	$2,869.20	/ Unit	=	$8,607.60
Storm Water Inline Drain	3	EA	@	$1,639.00	/ Unit	=	$4,917.00
Junction Box	1	EA	@	$2,559.60	/ Unit	=	$2,559.60
Storm Water Piping	173	LF	@	$96.24	/ Unit	=	$16,649.52
				SUB-TOTAL:			**$57,653.07**
INTERSECTION SIGNALS							
Upgrade signal at College & Veterns	1	EA	@	$100,000.00	/ Unit	=	$100,000.00
				SUB-TOTAL:			**$100,000.00**
SITE HARDSCAPE							
Sidewalk	965	SF	@	$11.59	/ Unit	=	$11,184.35
Curb & Gutter	281	LF	@	$28.40	/ Unit	=	$7,980.40
Roadway	463	SY	@	$63.58	/ Unit	=	$29,437.54
Driveway	99	SY	@	$57.55	/ Unit	=	$5,697.45
Retaining Wall	22	LF	@	$100.00	/ Unit	=	$2,200.00
Special Pavement	0	SF	@	$27.87	/ Unit	=	$0.00
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$56,499.74**
SITE AMENITIES							
Street Trees	0	2" Cal	@	$600.00	/ Unit	=	$0.00
Flower Planters	1	LS	@	$3,000.00	/ Unit	=	$3,000.00
Benches	2	EA	@	$259.10	/ Unit	=	$518.20
Trash Containers	2	EA	@	$259.10	/ Unit	=	$518.20
Signage	2	EA	@	$2,500.00	/ Unit	=	$5,000.00
Lighting	4	EA	@	$3,750.00	/ Unit	=	$15,000.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	0	CY	@	$165.20	/ Unit	=	$0.00
Manufactured Planting Mix	10	CY	@	$57.40	/ Unit	=	$574.00
Irrigation	1	LS	@	$3,000.00	/ Unit	=	$3,000.00
				SUB-TOTAL:			**$27,610.40**

AREA SUB-TOTALS:	**$265,763.21**
CONTINGENCY:	**$66,440.80**
AREA TOTAL:	**$332,204.01**

19 **Streetscape - Pacific - Commercial to Alley**

Baseline Work	Quantity	Unit		Cost			Approx. Cost
SITE DEMOLITION							
Removals	1	LS	@	$20,000.00	/ Unit	=	$20,000.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Erosion Control	1	LS	@	$3,000.00	/ Unit	=	$3,000.00
					SUB-TOTAL:		**$25,000.00**
SITE UTILITIES							
Water	103	LF	@	$196.43	/ Unit	=	$20,232.29
Storm Water Inlets	1	EA	@	$2,869.20	/ Unit	=	$2,869.20
Storm Water Piping	120	LF	@	$96.49	/ Unit	=	$11,578.80
					SUB-TOTAL:		**$14,448.00**
SITE HARDSCAPE							
Sidewalk	1,760	SF	@	$9.46	/ Unit	=	$16,649.60
Curb & Gutter	240	LF	@	$28.40	/ Unit	=	$6,816.00
Roadway	522	SY	@	$58.12	/ Unit	=	$30,338.64
Alley	0	SY	@	$40.00	/ Unit	=	$0.00
Retaining Wall	80	LF	@	$100.00	/ Unit	=	$8,000.00
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$61,804.24**
SITE AMENITIES							
Street Trees	5	EA	@	$403.40	/ Unit	=	$2,017.00
Flower Planters	2	EA	@	$4,265.00	/ Unit	=	$8,530.00
Benches	2	EA	@	$259.10	/ Unit	=	$518.20
Trash Containers	2	EA	@	$259.10	/ Unit	=	$518.20
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	4	EA	@	$3,750.00	/ Unit	=	$15,000.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	35	CY	@	$165.20	/ Unit	=	$5,782.00
Manufactured Planting Mix	8	CY	@	$79.15	/ Unit	=	$633.20
Irrigation	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
					SUB-TOTAL:		**$37,998.60**

AREA SUB-TOTALS:	**$139,250.84**
CONTINGENCY:	**$34,812.71**
AREA TOTAL:	**$174,063.55**

20 **Streetscape - Pacific - Commercial to Veterans**

Baseline Work	Quantity	Unit		Cost			Approx. Cost
SITE DEMOLITION							
Removals	1	LS	@	$40,000.00	/ Unit	=	$43,000.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Erosion Control	1	LS	@	$3,000.00	/ Unit	=	$3,000.00
				SUB-TOTAL:			**$51,000.00**
SITE UTILITIES							
Water	740	LF	@	$179.19	/ Unit	=	$132,600.60
Storm Water Inlets	8	EA	@	$2,869.20	/ Unit	=	$22,953.60
Junction Box	2	EA	@	$2,559.60	/ Unit	=	$5,119.20
Storm Water Piping	463	LF	@	$96.34	/ Unit	=	$44,605.42
				SUB-TOTAL:			**$205,278.82**
SITE HARDSCAPE							
Sidewalk	3,270	SF	@	$11.29	/ Unit	=	$36,918.30
Curb & Gutter	662	LF	@	$28.40	/ Unit	=	$18,800.80
Roadway (600'X5'/9)	980	SY	@	$58.37	/ Unit	=	$57,202.60
Driveway	107	SY	@	$57.55	/ Unit	=	$6,157.85
Retaining Wall	100	LF	@	$100.00	/ Unit	=	$10,000.00
Special Pavement	1,161	SF	@	$26.81	/ Unit	=	$31,126.41
Cast Stone Steps	64	SF	@	$30.00	/ Unit	=	$1,920.00
				SUB-TOTAL:			**$162,125.96**
SITE AMENITIES							
Street Trees	3	EA	@	$403.40	/ Unit	=	$1,210.20
Flower Planters	4	EA	@	$3,410.00	/ Unit	=	$13,640.00
Benches	3	EA	@	$2,000.00	/ Unit	=	$6,000.00
Trash Containers	2	EA	@	$900.00	/ Unit	=	$1,800.00
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	10	EA	@	$4,000.00	/ Unit	=	$40,000.00
Lighting (ped level or special)	5	EA	@	$3,000.00	/ Unit	=	$15,000.00
Handrail	30	LF	@	$50.00	/ Unit	=	$1,500.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	0	CY	@	$165.20	/ Unit	=	$0.00
Manufactured Planting Mix	10	CY	@	$67.84	/ Unit	=	$678.40
Irrigation	1	LS	@	$11,500.00	/ Unit	=	$11,500.00
				SUB-TOTAL:			**$91,328.60**

AREA SUB-TOTALS:	**$509,733.38**
CONTINGENCY:	**$127,433.35**
AREA TOTAL:	**$637,166.73**

21

Streetscape - Sycamore - Main to Atlantic								
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$44,000.00	/ Unit	=	$44,000.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Erosion Control	1	LS	@	$3,000.00	/ Unit	=	$3,000.00
				SUB-TOTAL:			**$52,000.00**
SITE UTILITIES							
Water	370	LF	@	$208.56	/ Unit	=	$77,167.20
Storm Water Inlets	5	EA	@	$2,869.20	/ Unit	=	$14,346.00
Storm Water Piping	106	LF	@	$96.44	/ Unit	=	$10,222.64
				SUB-TOTAL:			**$101,735.84**
SITE HARDSCAPE							
Sidewalk	3,000	SF	@	$9.33	/ Unit	=	$27,990.00
Curb & Gutter	500	LF	@	$28.40	/ Unit	=	$14,200.00
Roadway	1,620	SY	@	$58.04	/ Unit	=	$94,024.80
Drive	170	SY	@	$57.55	/ Unit	=	$9,783.50
Retaining Wall	0	SF	@	$85.00	/ Unit	=	$0.00
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$145,998.30**
SITE AMENITIES							
Street Trees	3	EA	@	$403.40	/ Unit	=	$1,210.20
Flower Planters	2	EA	@	$4,265.00	/ Unit	=	$8,530.00
Benches	2	EA	@	$259.10	/ Unit	=	$518.20
Trash Containers	2	EA	@	$259.10	/ Unit	=	$518.20
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	10	EA	@	$3,000.00	/ Unit	=	$30,000.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	65	CY	@	$165.20	/ Unit	=	$10,738.00
Manufactured Planting Mix	7	CY	@	$72.31	/ Unit	=	$506.17
Irrigation	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
				SUB-TOTAL:			**$57,020.77**

AREA SUB-TOTALS:	**$356,754.91**
CONTINGENCY:	**$89,188.73**
AREA TOTAL:	**$445,943.64**

22

Streetscape - Atlantic - Sycamore to Commercial								
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$41,000.00	/ Unit	=	$41,000.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Erosion Control	1	LS	@	$3,000.00	/ Unit	=	$3,000.00
				SUB-TOTAL:			**$49,000.00**
SITE UTILITIES							
Water	370	LF	@	$208.56	/ Unit	=	$77,167.20
Storm Water Inlets	5	EA	@	$2,869.20	/ Unit	=	$14,346.00
Storm Water Piping	313	LF	@	$96.40	/ Unit	=	$30,173.20
				SUB-TOTAL:			**$121,686.40**
SITE HARDSCAPE							
Sidewalk	1,598	SF	@	$9.46	/ Unit	=	$15,117.08
Curb & Gutter	315	LF	@	$28.40	/ Unit	=	$8,946.00
Roadway	1,302	SY	@	$58.16	/ Unit	=	$75,724.32
Driveway	72	SY	@	$57.55	/ Unit	=	$4,143.60
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$103,931.00**
SITE AMENITIES							
Street Trees	5	EA	@	$403.40	/ Unit	=	$2,017.00
Flower Planters	0	EA	@	$300.00	/ Unit	=	$0.00
Benches	0	EA	@	$2,000.00	/ Unit	=	$0.00
Trash Containers	0	EA	@	$900.00	/ Unit	=	$0.00
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	10	EA	@	$3,000.00	/ Unit	=	$30,000.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	90	CY	@	$165.20	/ Unit	=	$14,868.00
Manufactured Planting Mix	5	CY	@	$92.20	/ Unit	=	$461.00
Irrigation	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
				SUB-TOTAL:			**$52,346.00**

AREA SUB-TOTALS:	**$326,963.40**
CONTINGENCY:	**$81,740.85**
AREA TOTAL:	**$408,704.25**

23

Streetscape - Atlantic - Commercial to Veterans							
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$56,750.00	/ Unit	=	$56,750.00
Temp Traffic Controls	1	LS	@	$2,500.00	/ Unit	=	$2,500.00
Erosion Control	1	LS	@	$2,000.00	/ Unit	=	$2,000.00
					SUB-TOTAL:		**$61,250.00**
SITE UTILITIES							
Water	340	LF	@	$176.30	/ Unit	=	$59,942.00
Storm Water Inlets	2	EA	@	$2,869.20	/ Unit	=	$5,738.40
Storm Water Piping	45	LF	@	$96.49	/ Unit	=	$4,342.05
					SUB-TOTAL:		**$70,022.45**
SITE HARDSCAPE							
Sidewalk	3,888	SF	@	$9.46	/ Unit	=	$36,780.48
Curb & Gutter	615	LF	@	$28.40	/ Unit	=	$17,466.00
Roadway	1,394	SY	@	$57.82	/ Unit	=	$80,601.08
Alley / Driveways	59	SY	@	$57.55	/ Unit	=	$3,395.45
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
Mill & Fill	0	SY	@	$17.00	/ Unit		$0.00
					SUB-TOTAL:		**$138,243.01**
SITE AMENITIES							
Street Trees	5	EA	@	$403.40	/ Unit	=	$2,017.00
Flower Planters	0	EA	@	$300.00	/ Unit	=	$0.00
Benches	0	EA	@	$2,000.00	/ Unit	=	$0.00
Trash Containers	0	EA	@	$900.00	/ Unit	=	$0.00
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	0	EA	@	$4,000.00	/ Unit	=	$0.00
Lighting (ped level or special)	10	EA	@	$3,000.00	/ Unit	=	$30,000.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	130	CY	@	$165.20	/ Unit	=	$21,476.00
Manufactured Planting Mix	5	CY	@	$92.20	/ Unit	=	$461.00
Irrigation	0	LS	@	$5,000.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$53,954.00**

AREA SUB-TOTALS:	**$323,469.46**
CONTINGENCY:	**$80,867.37**
AREA TOTAL:	**$404,336.83**

24	Streetscape - Alley 1SE (@ Parking Garage)		NO IMPROVEMENTS TO BE MADE					
	Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
	SITE DEMOLITION							
	Removals	0	LS	@	$3,000.00	/ Unit	=	$0.00
	Temp Traffic Controls	0	LS	@	$2,500.00	/ Unit	=	$0.00
	Erosion Control	0	LS	@	$2,000.00	/ Unit	=	$0.00
					SUB-TOTAL:			**$0.00**
	SITE UTILITIES							
	Water	0	LF	@	$134.40	/ Unit	=	$0.00
	Storm Water Inlets	0	EA	@	$2,869.20	/ Unit	=	$0.00
	Storm Water Piping	0	LF	@	$91.00	/ Unit	=	$0.00
					SUB-TOTAL:			**$0.00**
	SITE HARDSCAPE							
	Sidewalk	0	SF	@	$4.70	/ Unit	=	$0.00
	Curb & Gutter	0	LF	@	$28.40	/ Unit	=	$0.00
	Roadway	0	SY	@	$50.00	/ Unit	=	$0.00
	Alley	0	SY	@	$40.00	/ Unit	=	$0.00
	Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
	Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
					SUB-TOTAL:			**$0.00**
	SITE AMENITIES							
	Street Trees	0	2" Cal	@	$600.00	/ Unit	=	$0.00
	Flower Planters	0	EA	@	$300.00	/ Unit	=	$0.00
	Benches	0	EA	@	$2,000.00	/ Unit	=	$0.00
	Trash Containers	0	EA	@	$900.00	/ Unit	=	$0.00
	Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
	Lighting	0	EA	@	$4,000.00	/ Unit	=	$0.00
	Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
	Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
	Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
	Structural Soil	0	CY	@	$100.00	/ Unit	=	$0.00
	Manufactured Planting Mix	0	CY	@	$60.00	/ Unit	=	$0.00
	Irrigation	0	LS	@	$15,000.00	/ Unit	=	$0.00
					SUB-TOTAL:			**$0.00**

AREA SUB-TOTALS:	**$0.00**
CONTINGENCY:	**$0.00**
AREA TOTAL:	**$0.00**

25

Streetscape - Alley 2SE (S of CMT Office)							
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	0	LS	@	$5,000.00	/ Unit	=	$0.00
Temp Traffic Controls	1	LS	@	$2,500.00	/ Unit	=	$2,500.00
Erosion Control	1	LS	@	$2,000.00	/ Unit	=	$2,000.00
					SUB-TOTAL:		**$2,500.00**
SITE UTILITIES							
Water	0	LF	@	$134.40	/ Unit	=	$0.00
Storm Water Inlets	0	EA	@	$2,869.20	/ Unit	=	$0.00
Storm Water Piping	134	LF	@	$96.53	/ Unit	=	$12,935.02
					SUB-TOTAL:		**$12,935.02**
SITE HARDSCAPE							
Sidewalk	0	SF	@	$4.70	/ Unit	=	$0.00
Curb & Gutter	0	LF	@	$28.40	/ Unit	=	$0.00
Roadway	0	SY	@	$50.00	/ Unit	=	$0.00
Alley	0	SY	@	$57.55	/ Unit	=	$0.00
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Mill & Fill	170	SY	@	$17.00	/ Unit	=	$2,890.00
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$2,890.00**
SITE AMENITIES							
Street Trees	0	2" Cal	@	$600.00	/ Unit	=	$0.00
Flower Planters	0	EA	@	$300.00	/ Unit	=	$0.00
Benches	0	EA	@	$2,000.00	/ Unit	=	$0.00
Trash Containers	0	EA	@	$900.00	/ Unit	=	$0.00
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	0	EA	@	$4,000.00	/ Unit	=	$0.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	0	CY	@	$100.00	/ Unit	=	$0.00
Manufactured Planting Mix	0	CY	@	$60.00	/ Unit	=	$0.00
Irrigation	0	LS	@	$15,000.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$0.00**

AREA SUB-TOTALS:	**$18,325.02**
CONTINGENCY:	**$4,581.26**
AREA TOTAL:	**$22,906.28**

26 **Streetscape - Alley 3SE (S of Main)**

Baseline Work	Quantity	Unit		Cost			Approx. Cost
SITE DEMOLITION							
Removals	0	LS	@	$10,000.00	/ Unit	=	$0.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Erosion Control	1	LS	@	$2,000.00	/ Unit	=	$2,000.00
				SUB-TOTAL:			**$7,000.00**
SITE UTILITIES							
Water	0	LF	@	$134.40	/ Unit	=	$0.00
Grate Inlet	1	EA	@	$2,283.00	/ Unit	=	$5,000.00
Storm Water Inlets	0	EA	@	$2,869.20	/ Unit	=	$0.00
Storm Water Piping	303	LF	@	$97.80	/ Unit	=	$29,633.40
				SUB-TOTAL:			**$34,633.40**
SITE HARDSCAPE							
Sidewalk	0	SF	@	$4.70	/ Unit	=	$0.00
Curb & Gutter	0	LF	@	$28.40	/ Unit	=	$0.00
Roadway	0	SY	@	$50.00	/ Unit	=	$0.00
Alley	0	SY	@	$57.55	/ Unit	=	$0.00
Mill & Fill	495	SY	@	$17.00	/ Unit	=	$8,415.00
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$8,415.00**
SITE AMENITIES							
Street Trees	0	2" Cal	@	$600.00	/ Unit	=	$0.00
Flower Planters	0	EA	@	$300.00	/ Unit	=	$0.00
Benches	0	EA	@	$2,000.00	/ Unit	=	$0.00
Trash Containers	0	EA	@	$900.00	/ Unit	=	$0.00
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	0	EA	@	$4,000.00	/ Unit	=	$0.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	0	CY	@	$100.00	/ Unit	=	$0.00
Manufactured Planting Mix	0	CY	@	$60.00	/ Unit	=	$0.00
Irrigation	0	LS	@	$15,000.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$0.00**

AREA SUB-TOTALS:	**$50,048.40**
CONTINGENCY:	**$12,512.10**
AREA TOTAL:	**$62,560.50**

27

Streetscape - Alley 1SW (@ Presb Church)							
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$8,500.00	/ Unit	=	$8,500.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Erosion Control	1	LS	@	$2,000.00	/ Unit	=	$2,000.00
				SUB-TOTAL:			**$15,500.00**
SITE UTILITIES							
Water	2	EA	@	$2,559.20	/ Unit	=	$5,118.40
Storm Grate Inlet	2	EA	@	$2,283.00	/ Unit	=	$4,566.00
Storm Inlet	4	EA	@	$2,869.20	/ Unit	=	$11,476.80
Storm Water Piping	137	LF	@	$94.61	/ Unit	=	$12,961.57
				SUB-TOTAL:			**$34,122.77**
SITE HARDSCAPE							
Sidewalk	0	SF	@	$4.70	/ Unit	=	$0.00
Curb & Gutter	300	LF	@	$28.40	/ Unit	=	$8,520.00
Roadway	0	SY	@	$50.00	/ Unit	=	$0.00
Alley	266	SY	@	$57.55	/ Unit	=	$15,308.30
Retaining Wall	213	LF	@	$100.00	/ Unit	=	$21,300.00
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$45,128.30**
SITE AMENITIES							
Street Trees	0	2" Cal	@	$600.00	/ Unit	=	$0.00
Flower Planters	0	EA	@	$300.00	/ Unit	=	$0.00
Benches	0	EA	@	$2,000.00	/ Unit	=	$0.00
Trash Containers	0	EA	@	$900.00	/ Unit	=	$0.00
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	0	EA	@	$4,000.00	/ Unit	=	$0.00
Lighting (ped level or special)	2	EA	@	$3,000.00	/ Unit	=	$6,000.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	0	CY	@	$100.00	/ Unit	=	$0.00
Manufactured Planting Mix	0	CY	@	$60.00	/ Unit	=	$0.00
Irrigation	0	LS	@	$15,000.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$6,000.00**

AREA SUB-TOTALS:	**$100,751.07**
CONTINGENCY:	**$25,187.77**
AREA TOTAL:	**$125,938.84**

28

Streetscape - Alley 2SW (E of Veterns Blvd; N of Pacific)								
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$11,000.00	/ Unit	=	$11,000.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
	1	LS	@	$2,000.00	/ Unit	=	$2,000.00
					SUB-TOTAL:		**$18,000.00**
SITE UTILITIES							
Water	0	LF	@	$134.40	/ Unit	=	$0.00
Storm Water Inlets	0	EA	@	$2,869.20	/ Unit	=	$0.00
Junction Box	1	EA	@	$2,559.60	/ Unit	=	$5,000.00
Grate Inlet	2	EA	@	$1,800.00	/ Unit	=	$5,000.00
Storm Water Piping	250	LF	@	$96.77	/ Unit	=	$24,192.50
					SUB-TOTAL:		**$34,192.50**
SITE HARDSCAPE							
Sidewalk	0	SF	@	$4.70	/ Unit	=	$0.00
Curb & Gutter	0	LF	@	$28.40	/ Unit	=	$0.00
Roadway	0	SY	@	$50.00	/ Unit	=	$0.00
Alley (320'x15'/9)	0	SY	@	$57.55	/ Unit	=	$0.00
Mill & Fill	502	SY	@	$17.00	/ Unit	=	$8,534.00
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$8,534.00**
SITE AMENITIES							
Street Trees	0	2" Cal	@	$600.00	/ Unit	=	$0.00
Flower Planters	0	EA	@	$300.00	/ Unit	=	$0.00
Benches	0	EA	@	$2,000.00	/ Unit	=	$0.00
Trash Containers	0	EA	@	$900.00	/ Unit	=	$0.00
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	0	EA	@	$4,000.00	/ Unit	=	$0.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	0	CY	@	$100.00	/ Unit	=	$0.00
Manufactured Planting Mix	0	CY	@	$60.00	/ Unit	=	$0.00
Irrigation	0	LS	@	$15,000.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$0.00**

AREA SUB-TOTALS:	**$60,726.50**
CONTINGENCY:	**$15,181.63**
AREA TOTAL:	**$75,908.13**

29

Streetscape - Alley 1NE (N of Main; E of Commercial St)							
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	0	LS	@	$10,000.00	/ Unit	=	$0.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Erosion Control	1	LS	@	$2,000.00	/ Unit	=	$2,000.00
					SUB-TOTAL:		**$7,000.00**
SITE UTILITIES							
Water	0	LF	@	$134.40	/ Unit	=	$0.00
Storm Water Inlets	0	EA	@	$2,869.20	/ Unit	=	$0.00
Storm Water Piping	0	LF	@	$91.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$0.00**
SITE HARDSCAPE							
Sidewalk	0	SF	@	$4.70	/ Unit	=	$0.00
Curb & Gutter	0	LF	@	$28.40	/ Unit	=	$0.00
Roadway	0	SY	@	$50.00	/ Unit	=	$0.00
Alley	531	SY	@	$57.55	/ Unit	=	$30,559.05
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$30,559.05**
SITE AMENITIES							
Street Trees	0	2" Cal	@	$600.00	/ Unit	=	$0.00
Flower Planters	0	EA	@	$300.00	/ Unit	=	$0.00
Benches	0	EA	@	$2,000.00	/ Unit	=	$0.00
Trash Containers	0	EA	@	$900.00	/ Unit	=	$0.00
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	0	EA	@	$4,000.00	/ Unit	=	$0.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	0	CY	@	$100.00	/ Unit	=	$0.00
Manufactured Planting Mix	0	CY	@	$60.00	/ Unit	=	$0.00
Irrigation	0	LS	@	$15,000.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$0.00**

AREA SUB-TOTALS:	**$37,559.05**
10% CONTINGENCY:	**$9,389.76**
AREA TOTAL:	**$46,948.81**

30 **Streetscape - Alley 1NW (N of Main St; E of Veterns Blvd)**

Baseline Work	Quantity	Unit		Cost			Approx. Cost
SITE DEMOLITION							
Removals	0	LS	@	$10,000.00	/ Unit	=	$7,500.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Erosion Control	1	LS	@	$2,000.00	/ Unit	=	$2,000.00
				SUB-TOTAL:			**$14,500.00**
SITE UTILITIES							
Water	0	LF	@	$134.40	/ Unit	=	$0.00
Grate Inlet	1	EA	@	$2,283.00	/ Unit	=	$5,000.00
Storm Water Inlets	1	EA	@	$2,869.20	/ Unit	=	$2,869.20
Storm Water Piping	7	LF	@	$96.89	/ Unit	=	$678.23
				SUB-TOTAL:			**$3,547.43**
SITE HARDSCAPE							
Sidewalk	0	SF	@	$4.70	/ Unit	=	$0.00
Curb & Gutter	0	LF	@	$28.40	/ Unit	=	$0.00
Roadway	0	SY	@	$50.00	/ Unit	=	$0.00
Alley	515	SY	@	$57.55	/ Unit	=	$29,638.25
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$29,638.25**
SITE AMENITIES							
Street Trees	0	2" Cal	@	$600.00	/ Unit	=	$0.00
Flower Planters	0	EA	@	$300.00	/ Unit	=	$0.00
Benches	0	EA	@	$2,000.00	/ Unit	=	$0.00
Trash Containers	0	EA	@	$900.00	/ Unit	=	$0.00
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	0	EA	@	$4,000.00	/ Unit	=	$0.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	0	CY	@	$100.00	/ Unit	=	$0.00
Manufactured Planting Mix	0	CY	@	$60.00	/ Unit	=	$0.00
Irrigation	0	LS	@	$15,000.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$0.00**

AREA SUB-TOTALS:	**$47,685.68**
CONTINGENCY:	**$11,921.42**
AREA TOTAL:	**$59,607.10**

31

Site Development - Awbery Parking Lot							
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$64,000.00	/ Unit	=	$64,000.00
Temp Traffic Controls	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Erosion Control	1	LS	@	$2,000.00	/ Unit	=	$2,000.00
				SUB-TOTAL:			**$71,000.00**
SITE UTILITIES							
Storm Water Inlets	1	EA	@	$2,869.20	/ Unit	=	$2,869.20
Storm Water Piping	130	LF	@	$96.34	/ Unit	=	$12,524.20
				SUB-TOTAL:			**$15,393.40**
SITE HARDSCAPE							
Sidewalk	1,710	SF	@	$9.46	/ Unit	=	$16,176.60
Curb & Gutter	490	LF	@	$28.40	/ Unit	=	$13,916.00
Parking Lot repave (AC)	13,305	SF	@	$2.00	/ Unit	=	$26,610.00
Parking Lot special repave (stamped AC)	10,800	SF	@	$4.00	/ Unit	=	$43,200.00
8' Hgt. Screen Wall	160	LF	@	$250.00	/ Unit	=	$40,000.00
				SUB-TOTAL:			**$139,902.60**
SITE AMENITIES							
Street Trees - 2" Cal	7	EA	@	$403.40	/ Unit	=	$2,823.80
Alley Trees - 2" Cal	8	EA	@	$403.40	/ Unit	=	$3,227.20
Flower Planters	6	EA	@	$2,705.00	/ Unit	=	$16,230.00
Benches	10	EA	@	$259.10	/ Unit	=	$2,591.00
Structural Soil	110	CY	@	$165.20	/ Unit	=	$18,172.00
Lighted Bollards	9	EA	@	$1,608.20	/ Unit	=	$14,473.80
Trash Containers	6	EA	@	$259.10	/ Unit	=	$1,554.60
Signage	3	EA	@	$500.00	/ Unit	=	$1,500.00
Lighting	6	EA	@	$3,000.00	/ Unit	=	$18,000.00
Railing	0	LF	@	$50.00	/ Unit	=	$0.00
Manufactured Planting Mix	15	CY	@	$74.80	/ Unit	=	$1,122.00
Irrigation	4	ZONE	@	$1,500.00	/ Unit	=	$6,000.00
				SUB-TOTAL:			**$85,694.40**
SITE STRUCTURES							
Kiosks (Storefronts)	0	EA	@	$0.00	/ Unit	=	$0.00
Trolley Stop (540 SF)	1	EA	@	$324,000.00	/ Unit	=	$324,000.00
Fountain	0	EA	@	$0.00	/ Unit	=	$0.00
Story Kiosks	0	EA	@	$0.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$324,000.00**
				AREA SUB-TOTALS:			**$635,990.40**
				CONTINGENCY:			**$158,997.60**
				AREA TOTAL:			**$794,988.00**

32a **Site Development - LIBERTY PARK (Old City Hall area) East Side**

Baseline Work	Quantity	Unit		Cost			Approx. Cost
SITE DEMOLITION							
Demolition	1	LS	@	$47,000.00	/ Unit	=	$47,000.00
Erosion Control	1	LS	@	$1,500.00	/ Unit	=	$1,500.00
					SUB-TOTAL:		**$48,500.00**
SITE UTILITIES							
Drainage/Utilities	1	LS	@	$95,000.00	/ Unit	=	$95,000.00
					SUB-TOTAL:		**$95,000.00**
SITE HARDSCAPE							
Imported Fill	0	CY	@	$15.00	/ Unit	=	$0.00
Giraffe Stone Wall Veneers	0	SF	@	$45.00	/ Unit	=	$0.00
Cut Stone Caps for Walls	0	CF	@	$50.00	/ Unit	=	$0.00
Retaining Wall Concrete Foundations	0	CY	@	$500.00	/ Unit	=	$0.00
Clay Brick Pavement	0	SF	@	$25.00	/ Unit	=	$0.00
Pavement Alternative	942	SY	@	$57.55	/ Unit	=	$54,212.10
Concrete Curb and Gutter	428	LF	@	$29.20	/ Unit	=	$12,497.60
Concrete Sidewalk	54	SY	@	$56.95	/ Unit	=	$3,075.30
Cast Stone Steps	0	LF	@	$30.00	/ Unit	=	$0.00
Imported Soil	0	LS	@	$40,000.00	/ Unit	=	$5,000.00
					SUB-TOTAL:		**$74,785.00**
SITE AMENITIES *(see Ratio cost est)*							
Decorative Metal Guardrails	0	LF	@	$80.00	/ Unit	=	$0.00
Decorative Metal Guardrails	0	LF	@	$200.00	/ Unit	=	$0.00
Metal Handrails	0	LF	@	$90.00	/ Unit	=	$0.00
Lighting-Wood Pole Lights	0.0	EA	@	$3,000.00	/ Unit	=	$0.00
Lighting- Feature Lighting	0.0	LS	@	$50,000.00	/ Unit	=	$0.00
Irrigation System	0	LS	@	$80,000.00	/ Unit	=	$0.00
Benches	0	EA	@	$2,000.00	/ Unit	=	$0.00
Fencing	37	LF	@	$48.56	/ Unit	=	$1,796.72
Signage	1	LS	@	$3,400.00	/ Unit	=	$3,400.00
Trash Containers	0	EA	@	$900.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$5,196.72**
SPECIAL FEATURES							
Plant Material- Shrubs and Perennials	1	LS	@	$5,000.00	/ Unit	=	**$5,000.00**
Plant Material- Trees	0	EA	@	$800.00	/ Unit	=	**$0.00**
Art Allowance	0	LS	@	$150,000.00	/ Unit	=	**$0.00**
					SUB-TOTAL:		**$5,000.00**
SITE STRUCTURES							
Liberty Plaza Feature	0	EA	@	$300,000.00	/ Unit	=	$0.00
Trolley Stop / Restroom	0	EA	@	$260,000.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$0.00**

See Ratio Cost Estimate

AREA SUB-TOTALS:	**$228,481.72**
CONTINGENCY:	**$57,120.43**
AREA TOTAL:	**$285,602.15**

32b **Site Development - LIBERTY PARK (Old City Hall area) West Side**

Baseline Work	Quantity	Unit		Cost			Approx. Cost
SITE DEMOLITION							
Demolition	1.0	LS	@	$25,000.00	/ Unit	=	$25,000.00
Erosion Control	1.0	LS	@	$1,200.00	/ Unit	=	$1,200.00
					SUB-TOTAL:		**$26,200.00**
SITE UTILITIES							
Drainage/Utilities	0.5	LS	@	$60,000.00	/ Unit	=	$30,000.00
					SUB-TOTAL:		**$30,000.00**
SITE HARDSCAPE							
Imported Fill	1,488	CY	@	$15.00	/ Unit	=	$22,312.50
Giraffe Stone Wall Veneers	3,603	SF	@	$68.86	/ Unit	=	$248,102.58
Cut Stone Caps for Walls	385	CF	@	$237.60	/ Unit	=	$91,476.00
Retaining Wall Concrete Foundations	136	CY	@	$775.00	/ Unit	=	$105,400.00
Clay Brick Pavement- Pavers	4,401	SF	@	$31.08	/ Unit	=	$136,783.08
Concrete Pavement-Sidewalks	2,890	SF	@	$55.54	/ Unit	=	$160,510.60
Concrete Curbs	165	LF	@	$28.40	/ Unit	=	$4,686.00
Cast Stone Steps	315	SF	@	$30.00	/ Unit	=	$9,450.00
Imported Soil	1	LS	@	$40,000.00	/ Unit	=	$35,000.00
					SUB-TOTAL:		**$813,720.76**
SITE AMENITIES *(see Ratio cost est)*							
Decorative Metal Guardrails	296	LF	@	$80.00	/ Unit	=	$23,680.00
Decorative Metal Guardrails	106	LF	@	$200.00	/ Unit	=	$21,200.00
Metal Handrails	240	LF	@	$90.00	/ Unit	=	$21,600.00
Lighting-Wood Pole Lights	3.5	EA	@	$3,000.00	/ Unit	=	$10,500.00
Lighting- Feature Lighting	0.5	LS	@	$50,000.00	/ Unit	=	$25,000.00
Irrigation System	1	LS	@	$80,000.00	/ Unit	=	$40,000.00
Benches	11	EA	@	$2,000.00	/ Unit	=	$22,000.00
Trash Containers	3	EA	@	$900.00	/ Unit	=	$2,700.00
					SUB-TOTAL:		**$166,680.00**
SPECIAL FEATURES							
Plant Material- Shrubs and Perennials	0.875	LS	@	$100,000.00	/ Unit	=	**$87,500.00**
Plant Material- Trees	18	EA	@	$800.00	/ Unit	=	**$14,700.00**
Art Allowance	1	LS	@	$150,000.00	/ Unit	=	**$150,000.00**
					SUB-TOTAL:		**$252,200.00**
SITE STRUCTURES							
Liberty Plaza Feature	1	EA	@	$300,000.00	/ Unit	=	$300,000.00
Trolley Stop / Restroom	0	EA	@	$260,000.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$300,000.00**

See Ratio Cost Estimate

AREA SUB-TOTALS:	**$1,588,800.76**
CONTINGENCY:	**$397,200.19**
AREA TOTAL:	**$1,986,000.95**

32c **Site Development - LIBERTY PARK (Old City Hall area) Church**

Baseline Work	Quantity	Unit		Cost			Approx. Cost
SITE DEMOLITION							
Demolition	1.0	LS	@	$17,500.00	/ Unit	=	$17,500.00
Erosion Control	1.0	LS	@	$1,200.00	/ Unit	=	$1,200.00
					SUB-TOTAL:		**$17,500.00**
SITE UTILITIES							
Drainage/Utilities	0	LS	@	$60,000.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$0.00**
SITE HARDSCAPE							
Imported Fill	0	CY	@	$15.00	/ Unit	=	$0.00
Giraffe Stone Wall Veneers	1,952	SF	@	$68.86	/ Unit	=	$134,414.72
Cut Stone Caps for Walls	170	CF	@	$237.60	/ Unit	=	$40,392.00
Retaining Wall Concrete Foundations	68	CY	@	$775.00	/ Unit	=	$52,700.00
Clay Brick Pavement	2,819	SF	@	$32.47	/ Unit	=	$91,532.93
Concrete Pavement	106	SY	@	$57.55	/ Unit	=	$6,100.30
Concrete Curbs	158	LF	@	$28.40	/ Unit	=	$4,487.20
Sidewalk	1,159	SF	@	$9.51	/ Unit	=	$11,022.09
Imported Soil	0	LS	@	$40,000.00	/ Unit	=	$0.00
					SUB-TOTAL:		**$340,649.24**
SITE AMENITIES *(see Ratio cost est)*							
Decorative Metal Guardrails	0	LF	@	$80.00	/ Unit	=	$0.00
Decorative Metal Guardrails	0	LF	@	$200.00	/ Unit	=	$0.00
Metal Handrails	0	LF	@	$90.00	/ Unit	=	$0.00
Lighting-Wood Pole Lights	0.0	EA	@	$3,000.00	/ Unit	=	$0.00
Lighting- Feature Lighting	1.0	LS	@	$50,000.00	/ Unit	=	$50,000.00
Irrigation System	1	LS	@	$20,000.00	/ Unit	=	$20,000.00
Benches	7	EA	@	$2,000.00	/ Unit	=	$14,000.00
Trash Containers	2	EA	@	$900.00	/ Unit	=	$1,800.00
					SUB-TOTAL:		**$85,800.00**
SPECIAL FEATURES							
Plant Material- Shrubs and Perennials	0.125	LS	@	$100,000.00	/ Unit	=	**$12,500.00**
Plant Material- Trees	5	EA	@	$800.00	/ Unit	=	**$4,000.00**
Art Allowance	0	LS	@	$150,000.00	/ Unit	=	**$0.00**
					SUB-TOTAL:		**$16,500.00**
SITE STRUCTURES							
Liberty Plaza Feature	0	EA	@	$300,000.00	/ Unit	=	$0.00
Trolley Stop / Restroom	1	EA	@	$260,000.00	/ Unit	=	$260,000.00
					SUB-TOTAL:		**$260,000.00**

See Ratio Cost Estimate

AREA SUB-TOTALS:	**$720,449.24**
CONTINGENCY:	**$180,112.31**
AREA TOTAL:	**$900,561.55**

33

Streetscape - Sycamore- Main to Alley							
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$16,000.00	/ Unit	=	$16,000.00
Temp Traffic Controls	0	LS	@	$10,000.00	/ Unit	=	$0.00
Erosion Control	0	LS	@	$2,000.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$16,000.00**
SITE UTILITIES							
Water	0	LF	@	$134.40	/ Unit	=	$0.00
Junction Box	1	EA	@	$2,559.60	/ Unit	=	$5,000.00
Storm Water Inlets	1	EA	@	$2,869.20	/ Unit	=	$2,869.20
Storm Water Piping	12	LF	@	$101.30	/ Unit	=	$1,215.60
				SUB-TOTAL:			**$9,084.80**
SITE HARDSCAPE							
Sidewalk	3,251	SF	@	$9.46	/ Unit	=	$30,754.46
Curb & Gutter	279	LF	@	$28.40	/ Unit	=	$7,923.60
Roadway	506	SY	@	$57.55	/ Unit	=	$29,120.30
Alley	0	SY	@	$40.00	/ Unit	=	$0.00
Drive	63	SY	@	$57.55	/ Unit	=	$3,611.90
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$71,410.26**
SITE AMENITIES							
Street Trees	3	EA	@	$403.40	/ Unit	=	$1,210.20
Flower Planters	2	EA	@	$4,355.00	/ Unit	=	$8,710.00
Benches	0	EA	@	$2,000.00	/ Unit	=	$0.00
Trash Containers	0	EA	@	$900.00	/ Unit	=	$0.00
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	0	EA	@	$4,000.00	/ Unit	=	$0.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	45	CY	@	$165.20	/ Unit	=	$7,434.00
Manufactured Planting Mix	10	CY	@	$74.80	/ Unit	=	$748.00
Irrigation	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
				SUB-TOTAL:			**$23,102.20**

AREA SUB-TOTALS:	**$119,597.26**
CONTINGENCY:	**$29,899.32**
AREA TOTAL:	**$149,496.58**

34a

Streetscape - Veterans- Main South to Project Limit							
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	0	LS	@	$15,750.00	/ Unit	=	$0.00
Temp Traffic Controls	0	LS	@	$10,000.00	/ Unit	=	$0.00
Erosion Control	0	LS	@	$2,000.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$0.00**
SITE UTILITIES							
Water	0	LF	@	$134.40	/ Unit	=	$0.00
Junction Box	0	EA	@	$2,559.60	/ Unit	=	$0.00
Storm Water Inlets	0	EA	@	$2,869.20	/ Unit	=	$0.00
Storm Water Piping	0	LF	@	$91.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$0.00**
SITE HARDSCAPE							
Sidewalk	1,420	SF	@	$9.07	/ Unit	=	$12,879.40
Curb & Gutter	0	LF	@	$28.40	/ Unit	=	$0.00
Roadway	0	SY	@	$50.00	/ Unit	=	$0.00
Alley	0	SY	@	$40.00	/ Unit	=	$0.00
Drive	0	SY	@	$40.00	/ Unit	=	$0.00
Retaining Wall	150	LF	@	$100.00	/ Unit	=	$15,000.00
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$27,879.40**
SITE AMENITIES							
Street Trees	0	2" Cal	@	$600.00	/ Unit	=	$0.00
Flower Planters	1	EA	@	$300.00	/ Unit	=	$300.00
Benches	6	EA	@	$259.10	/ Unit	=	$1,554.60
Trash Containers	2	EA	@	$259.10	/ Unit	=	$518.20
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	0	EA	@	$4,000.00	/ Unit	=	$0.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	0	CY	@	$100.00	/ Unit	=	$0.00
Manufactured Planting Mix	2	CY	@	$74.80	/ Unit	=	$149.60
Irrigation	0	LS	@	$5,000.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$2,522.40**

AREA SUB-TOTALS:	**$30,401.80**
CONTINGENCY:	**$7,600.45**
AREA TOTAL:	**$38,002.25**

34b

Streetscape - Veterans- Main South to Project Limit								
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$7,350.00	/ Unit	=	$7,350.00
Temp Traffic Controls	0	LS	@	$10,000.00	/ Unit	=	$0.00
Erosion Control	0	LS	@	$2,000.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$7,350.00**
SITE UTILITIES							
Water	0	LF	@	$134.40	/ Unit	=	$0.00
Junction Box	0	EA	@	$2,559.60	/ Unit	=	$0.00
Storm Water Inlets	0	EA	@	$2,869.20	/ Unit	=	$0.00
Storm Water Piping	0	LF	@	$91.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$0.00**
SITE HARDSCAPE							
Sidewalk	1,500	SF	@	$10.14	/ Unit	=	$15,210.00
Curb & Gutter	0	LF	@	$28.40	/ Unit	=	$0.00
Roadway	0	SY	@	$50.00	/ Unit	=	$0.00
Alley	0	SY	@	$40.00	/ Unit	=	$0.00
Drive	0	SY	@	$40.00	/ Unit	=	$0.00
Retaining Wall	282	LF	@	$300.00	/ Unit	=	$84,600.00
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$99,810.00**
SITE AMENITIES							
Street Trees	3	EA	@	$403.40	/ Unit	=	$1,210.20
Flower Planters	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
Benches	0	EA	@	$2,000.00	/ Unit	=	$0.00
Trash Containers	0	EA	@	$900.00	/ Unit	=	$0.00
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	1	EA	@	$4,000.00	/ Unit	=	$4,000.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Tree Grates	3	EA	@	$2,215.20	/ Unit	=	$6,645.60
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	80	CY	@	$165.20	/ Unit	=	$13,216.00
Manufactured Planting Mix	15	CY	@	$74.80	/ Unit	=	$1,122.00
Irrigation	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
				SUB-TOTAL:			**$36,193.80**

AREA SUB-TOTALS:	**$143,353.80**
CONTINGENCY:	**$35,838.45**
AREA TOTAL:	**$179,192.25**

34c

Streetscape - Veterans- Main South to Project Limit								
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$4,300.00	/ Unit	=	$4,300.00
Temp Traffic Controls	0	LS	@	$10,000.00	/ Unit	=	$0.00
Erosion Control	0	LS	@	$2,000.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$4,300.00**
SITE UTILITIES							
Water	0	LF	@	$134.40	/ Unit	=	$0.00
Junction Box	0	EA	@	$2,559.60	/ Unit	=	$0.00
Storm Water Inlets	0	EA	@	$2,869.20	/ Unit	=	$0.00
Storm Water Piping	0	LF	@	$91.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$0.00**
SITE HARDSCAPE							
Sidewalk	0	SF	@	$4.70	/ Unit	=	$0.00
Curb & Gutter	330	LF	@	$28.40	/ Unit	=	$9,372.00
Roadway	0	SY	@	$50.00	/ Unit	=	$0.00
Alley	0	SY	@	$40.00	/ Unit	=	$0.00
Drive	0	SY	@	$40.00	/ Unit	=	$0.00
Retaining Wall	0	LF	@	$85.00	/ Unit	=	$0.00
Special Pavement	480	SF	@	$36.37	/ Unit	=	$17,457.60
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$26,829.60**
SITE AMENITIES							
Street Trees	8	EA	@	$403.40	/ Unit	=	$3,227.20
Flower Planters	1	LS	@	$300.00	/ Unit	=	$300.00
Benches	0	EA	@	$2,000.00	/ Unit	=	$0.00
Trash Containers	0	EA	@	$900.00	/ Unit	=	$0.00
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	0	EA	@	$4,000.00	/ Unit	=	$0.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	100	CY	@	$100.00	/ Unit	=	$10,000.00
Manufactured Planting Mix	8	CY	@	$74.80	/ Unit	=	$598.40
Irrigation	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
				SUB-TOTAL:			**$19,125.60**

AREA SUB-TOTALS:	**$50,255.20**
CONTINGENCY:	**$12,563.80**
AREA TOTAL:	**$62,819.00**

34d

Streetscape - Veterans- Main South to Project Limit								
Baseline Work	**Quantity**	**Unit**		**Cost**			**Approx. Cost**
SITE DEMOLITION							
Removals	1	LS	@	$6,720.00	/ Unit	=	$6,720.00
Temp Traffic Controls	0	LS	@	$10,000.00	/ Unit	=	$0.00
Erosion Control	0	LS	@	$2,000.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$6,720.00**
SITE UTILITIES							
Water	0	LF	@	$134.40	/ Unit	=	$0.00
Junction Box	0	EA	@	$2,559.60	/ Unit	=	$0.00
Storm Water Inlets	0	EA	@	$2,869.20	/ Unit	=	$0.00
Storm Water Piping	0	LF	@	$91.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$0.00**
SITE HARDSCAPE							
Sidewalk	640	SF	@	$8.94	/ Unit	=	$5,721.60
Curb & Gutter	476	LF	@	$28.40	/ Unit	=	$13,518.40
Roadway	0	SY	@	$50.00	/ Unit	=	$0.00
Alley	0	SY	@	$40.00	/ Unit	=	$0.00
Drive	0	SY	@	$40.00	/ Unit	=	$0.00
Retaining Wall	150	SF	@	$57.00	/ Unit	=	$8,550.00
Special Pavement	0	SF	@	$18.00	/ Unit	=	$0.00
Mill & Fill	0	SY	@	$17.00	/ Unit	=	$0.00
				SUB-TOTAL:			**$27,790.00**
SITE AMENITIES							
Street Trees	12	EA	@	$403.40	/ Unit	=	$4,840.80
Flower Planters	0	SF	@	$300.00	/ Unit	=	$0.00
Benches	0	EA	@	$2,000.00	/ Unit	=	$0.00
Trash Containers	0	EA	@	$900.00	/ Unit	=	$0.00
Signage	0	EA	@	$2,500.00	/ Unit	=	$0.00
Lighting	0	EA	@	$4,000.00	/ Unit	=	$0.00
Lighting (ped level or special)	0	EA	@	$3,000.00	/ Unit	=	$0.00
Handrail	0	LF	@	$50.00	/ Unit	=	$0.00
Fencing	0	LF	@	$2.50	/ Unit	=	$0.00
Structural Soil	155	CY	@	$162.50	/ Unit	=	$25,187.50
Manufactured Planting Mix	12	CY	@	$92.20	/ Unit	=	$1,106.40
Irrigation	1	LS	@	$5,000.00	/ Unit	=	$5,000.00
				SUB-TOTAL:			**$36,134.70**

AREA SUB-TOTALS:	**$70,644.70**
CONTINGENCY:	**$17,661.18**
AREA TOTAL:	**$88,305.88**

35 **Way Finding Elements**

Baseline Work	Quantity	Unit		Cost			Approx. Cost
Improvement							
Overhead Gateways	2	EA	@	$175,000.00	/ Unit	=	$350,000.00
Small Rock Directionay Sign	1	EA	@	$2,500.00	/ Unit	=	$2,500.00
Directory	3	EA	@	$2,000.00	/ Unit	=	$6,000.00
					SUB-TOTAL:		**$358,500.00**

AREA SUB-TOTALS:	**$358,500.00**
CONTINGENCY:	**$89,625.00**
AREA TOTAL:	**$448,125.00**

36 **Intersection Signals**

Baseline Work	Quantity	Unit		Cost			Approx. Cost
Improvement							
Interconnect Exising Signals	1	EA	@	$10,000.00	/ Unit	=	$10,000.00
Upgrade signal at College & Veterans	1	EA	@	$100,000.00	/ Unit	=	$100,000.00
New Signalized Intersection	2	EA	@	$150,000.00	/ Unit	=	$300,000.00
New Signalized Intersection (pedestrian & vehicle)	1	EA	@	$175,000.00	/ Unit	=	$175,000.00
					SUB-TOTAL:		**$585,000.00**

AREA SUB-TOTALS:	**$585,000.00**
CONTINGENCY:	**$146,250.00**
AREA TOTAL:	**$731,250.00**



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