



Boone County

Vision Statement

All citizens of Boone County benefit from a safe, modern and well maintained transportation system which results in a high level of trust and confidence placed in Boone County Public Works—Maintenance Operations & Boone County Resource Management—Engineering Division.

Letter from the Chief Engineer

January 30, 2014

Presiding Commissioner: Daniel K. Atwill

District I Commissioner: Karen M. Miller

District II Commissioner: Janet M. Thompson

The Boone County Resource Management – Engineering Department is pleased to present our Annual Report which highlights major activities and accomplishments for fiscal year 2013. Our mission is to maintain and improve the County's 900+ mile road network. The creation and administration of several programs, such as concrete rehabilitation and pavement preservation, facilitates that

effort. Even when weather compressed engineering and maintenance work windows, staff had a successful year of getting projects done in a timely manner and on budget. For example, we were able to outsource the preservation chip seal which allowed additional time and effort for asphalt and concrete road repairs. When observant staff became aware of the compression, it was just a matter of tweaking our plan. These programs and their steady identified funding allows staff to create long term plans that promote a proactive approach to maintaining our valuable transportation infrastructure. None of this would work as well as it has without the support and buy in from the Commission. For this we are thankful.

In the coming year, in addition to our normal duties, our staff will be ramping up a new program. This is the Bridge Rehabilitation and Replacement Program. The initial phase of this project will be updating and verifying our database of bridges and drainage structures. This information will allow us to start prioritizing our efforts and developing a plan of action.

Some employees have moved on to new opportunities, and we welcome our new engineer, Micah Taylor. We appreciate the dedication of all our employees, and together we will continue to provide a safe, modern, well maintained transportation system by serving the citizens of Boone

County with excellence and integrity.

Respectfully,

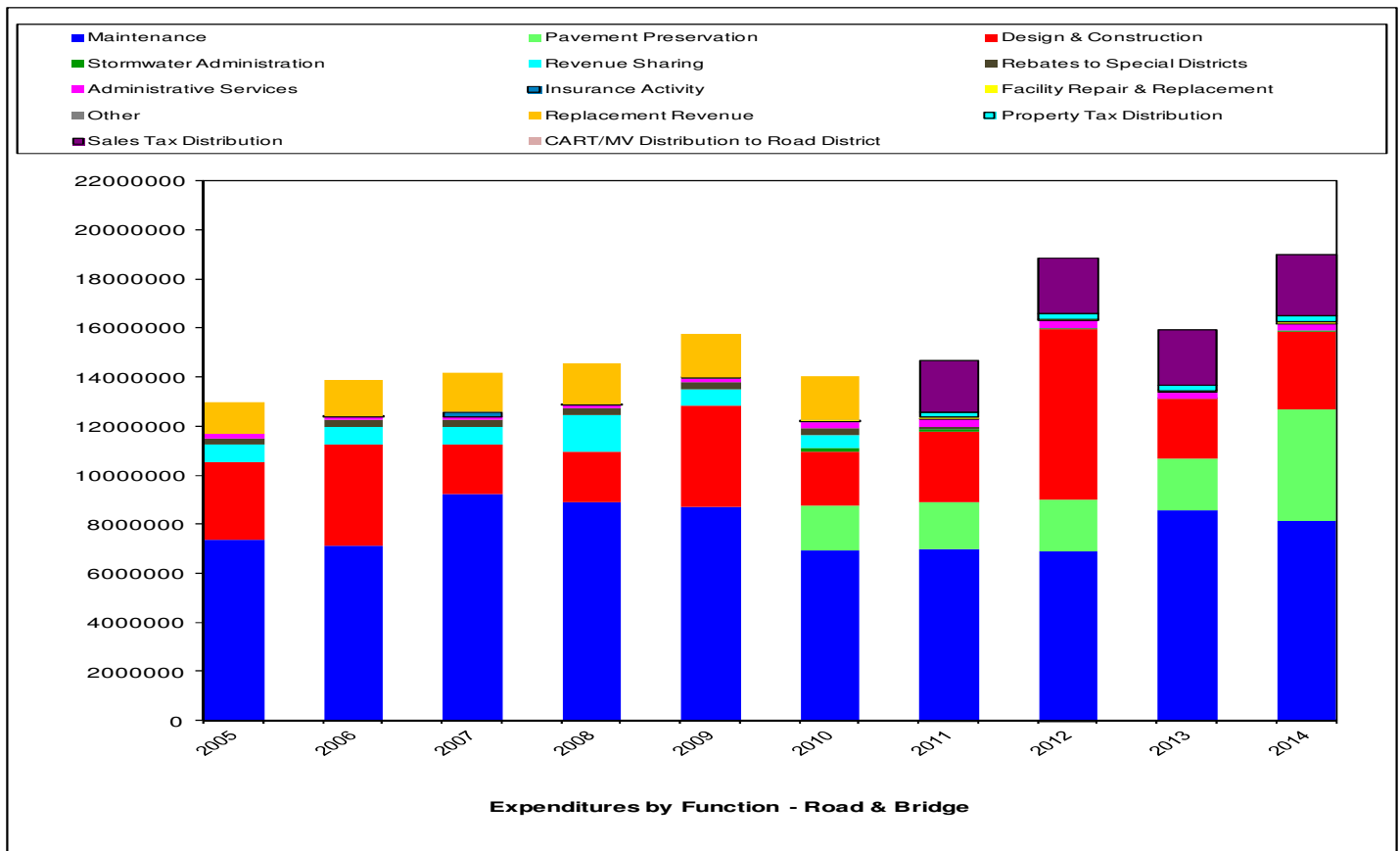
Chief Engineer

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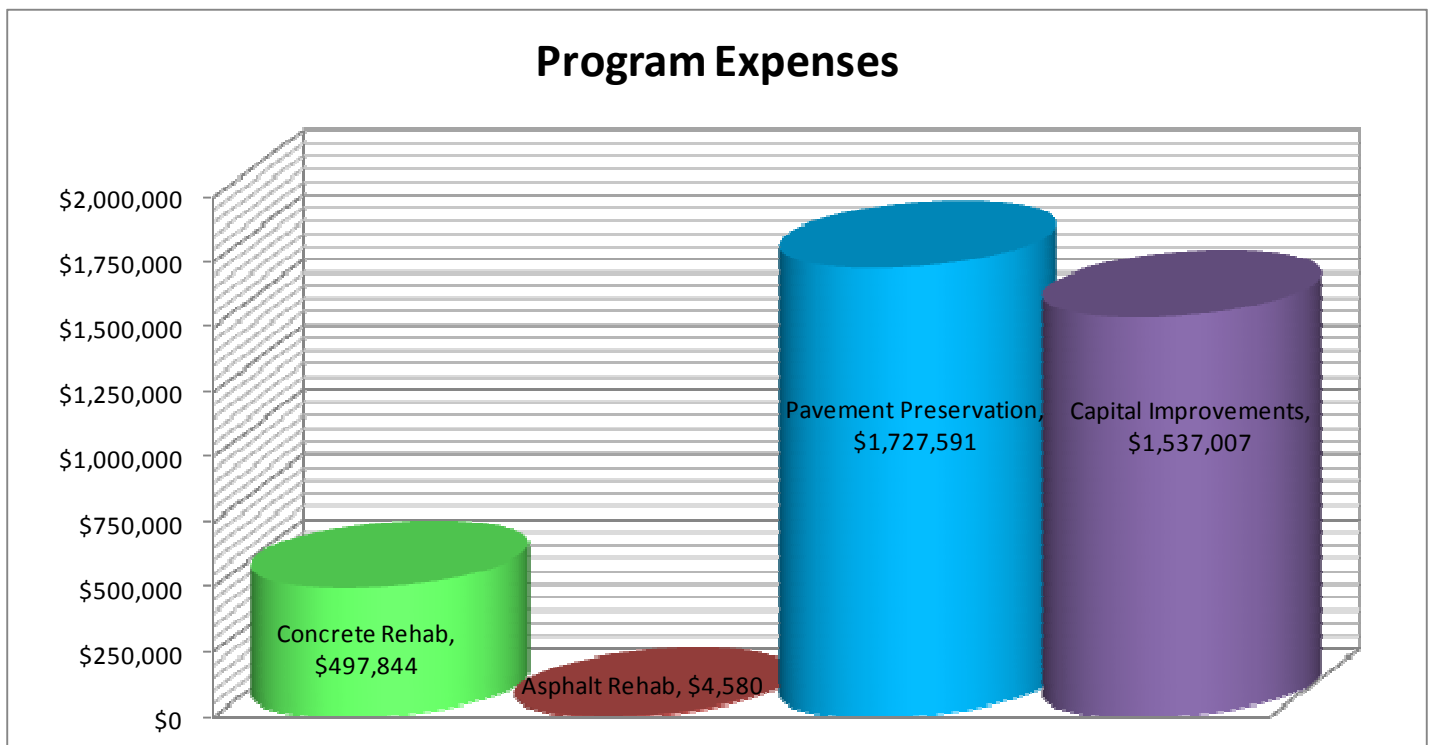
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Road & Bridge Expenses

Expenditures by Road & Bridge Overall 2013

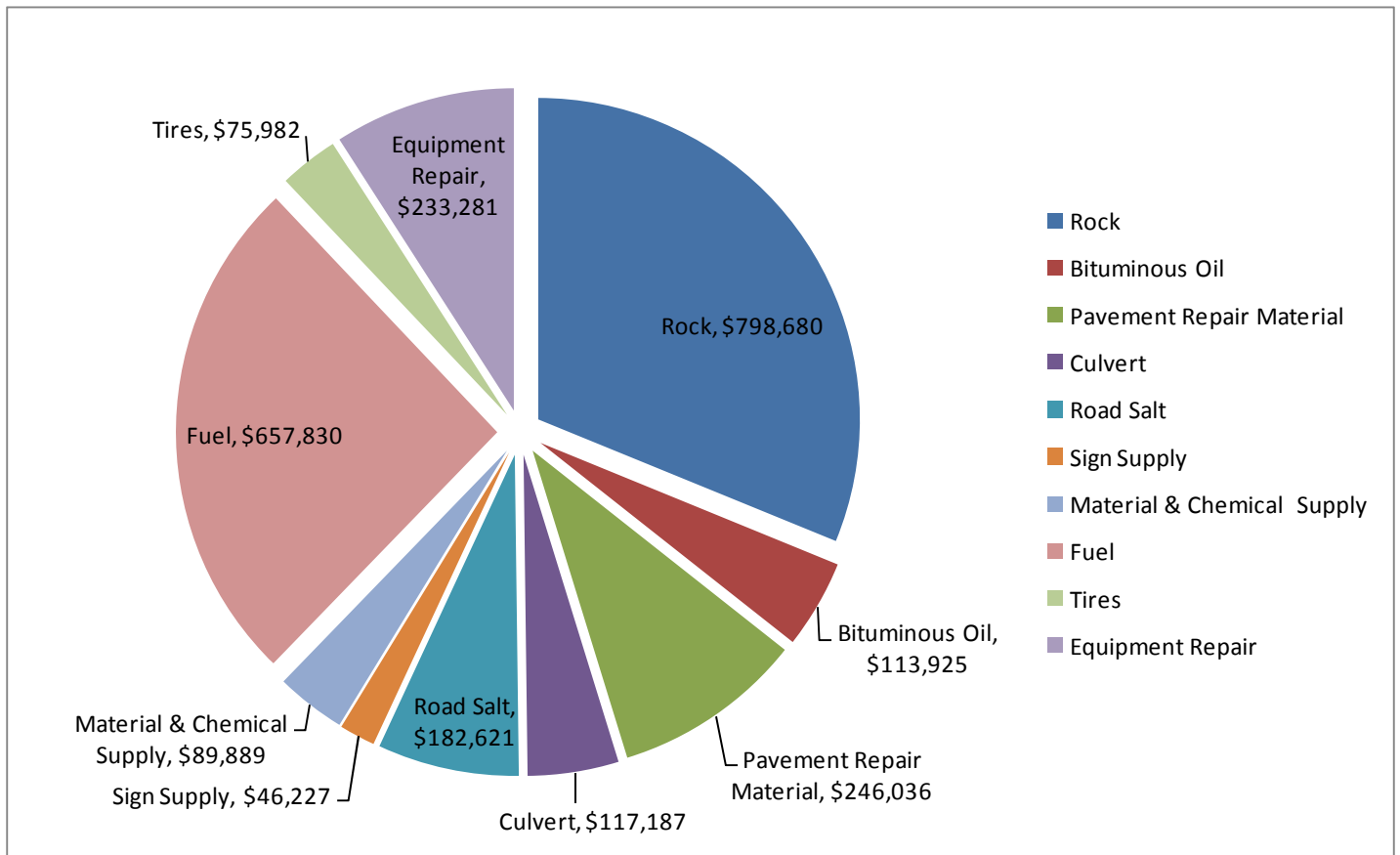


2013 Expenditures by Design & Construction Program



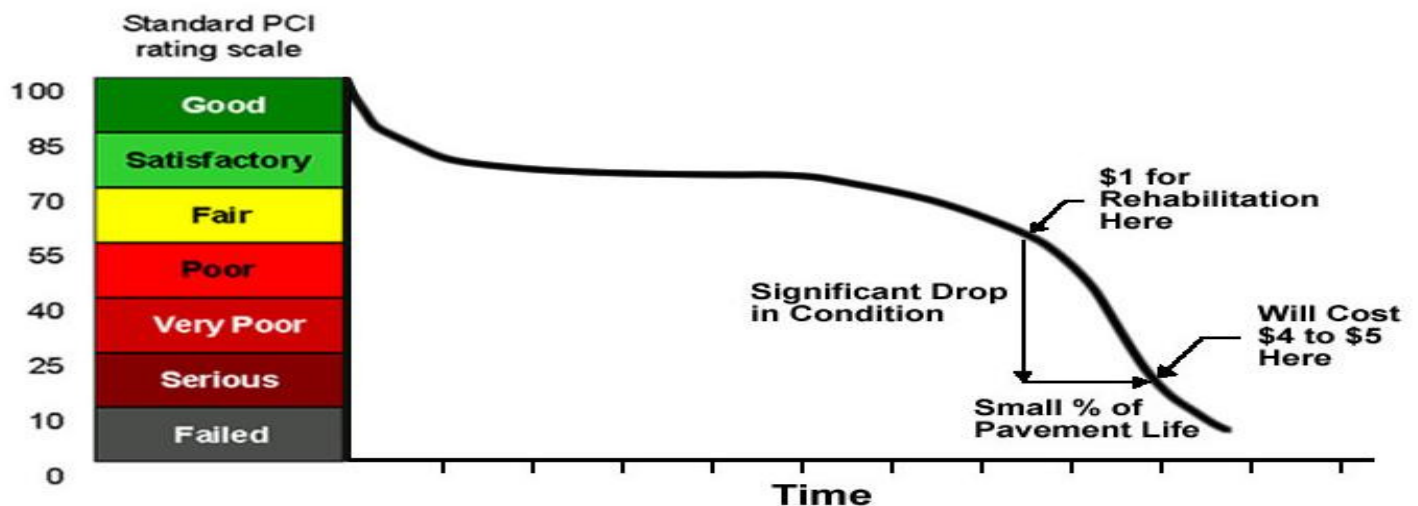
Road & Bridge Expenses

Major Maintenance Operations Supply Expenditures 2013



Bang for the Buck

The ultimate goal of both divisions of the Boone County Road & Bridge Department is to provide the residents and visitors of Boone County with the safest, most modern and well maintained transportation network possible. This is accomplished by using sound analytical decision making practices in developing a work and project plan. As the graph below illustrates assets that are included in a standardized preservation program provide users the greatest benefit over time. Boone County has learned this over time as evidenced by the previous graphs showing that the lions share of the total Road & Bridge budget is spent caring for our current assets. On the following pages we will tell you about the old treatments we continue to use, some of the new techniques we tried this year and our plan for a new program to bring our bridges up to a better standard.



These preventative maintenance treatments assure better, longer lasting roads in the future.

Pavement Preservation for Asphalt Roads

In 2013 the Pavement Preservation Program continued to make progress in its mission of protecting the investment Boone County has made in asphalt roads. The basic tactic in pavement preservation is to perform lower cost treatments to roads while they are in excellent or good condition (to keep them in good condition) rather than performing higher cost treatments to roads in worse condition. By applying these treatments and keeping Boone County roads in good condition we extend the life of those roads, and avoid the more costly reconstruction. Boone County's approach to preservation has typically consisted of three treatments: Asphalt Overlay, Preservation Chip Seal and Fog Seal. With the intent

of discovering if additional tools can be added to our traditional operations, in 2013 pilot projects were conducted using four additional surface treatments: Micro Surfacing, MAQS-ChipLock, Tire Rubber Modified Surface Seal and CRF Restorative Seal. In addition to testing new treatments, improvements were made in our data management systems. Data for the management of current and upcoming projects for the Pavement Preservation Program was moved into our G.I.S. system in 2013. Having all of this information in one location which also provides the ability to view it spatially will improve the efficiency of managing the system and allow that information to be shared more easily with others. In 2013 a more com-

prehensive system for prescribing when crack sealing should be performed on asphalt roads was developed. Crack sealing is performed by Boone County Public Works and is one of the most beneficial treatments that is performed on a road. It serves as the foundation of the Pavement Preservation Program. Crack sealing helps to minimize the amount of water that can enter pavement and subgrade through surface cracks. Water in the pavement and subgrade will prematurely deteriorate the pavement. The newly developed system will help assure crack seal treatments are performed regularly to all roads.

Traditional Pavement Preservation Treatments

Asphalt Overlay

Asphalt overlays are performed on roads that exhibit some moderate distresses and smoothness irregularities, but otherwise are in good condition. Typically 2" of new asphalt mix is placed on the road surface.



In 2013 approximately 8.3 centerline miles of road received an asphalt overlay.

Preservation Chip Seal

Preservation Chip Seals are performed on roads in excellent condition – typically within 2-3 years of being constructed or receiving an asphalt overlay. The heavy application of asphalt emulsion oil that is applied as part of a chip seal creates a very robust barrier between the pavement and the environment limiting the deteriorating effects of sunlight and moisture to the road. The chips applied to the road (Iron Mountain Trap Rock) is a very hard, durable rock which provides a wearing surface and traction to the road.



In 2013 approximately 17.0 centerline miles of roads received a Preservation Chip Seal.

Fog Seal

Fog Seals are performed on roads in excellent condition. This type of treatment was first used on Boone County roads as part of the Asphalt Pavement Preservation Program in 2011. Since that initial test, it has been used to supplement and extend the life cycle of Preservation Chip Seal treatments. Currently, every road that is receives a Preservation Chip Seal will also get Fog Sealed in the same construction season. Additionally in 2013, roads that were Preservation Chip Sealed in the past two years but did not get Fog Sealed, were done this year. The oil selected to be used in these Fog Seals has been GSB-88, a gilsonite asphalt based sealant.

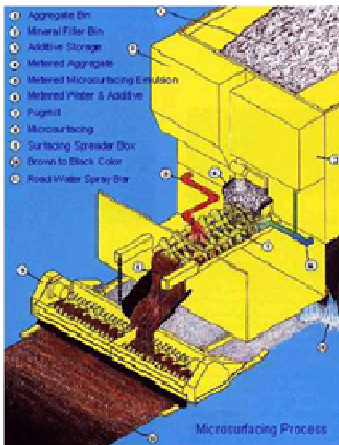


In 2013 approximately 71.8 centerline miles of roads received a Fog Seal.

New Preservation Treatments used in Boone County

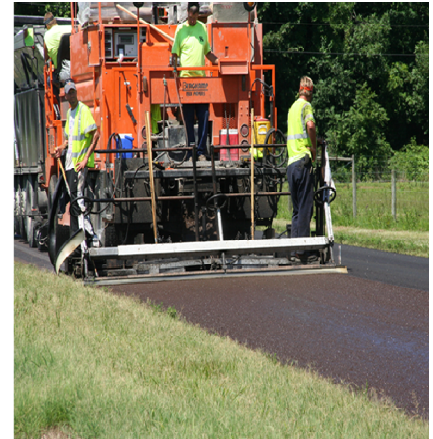
Our constant effort to utilize our resources in an effective & efficient manner led us to test 4 preservation sealing treatments this year. Each of these techniques uses a different type of restorative seal some with and some without an aggregate. Each treatment will be evaluated over the next few years to see which performs the best in providing the desired result in the most cost effective manner. Evaluations will consider not only the cost, but also the amount of time needed for application and the cure time before traffic is allowed to resume.

Pilot Pavement Preservation Treatment



Micro Surfacing

Micro Surfacing can be performed on roads from excellent condition to those with moderate distresses. Micro Surfacing has been used extensively by other agencies to correct minor rutting, provide a new wearing surface, and to provide protection to underlying asphalt pavement. Micro Surfacing is a high performance slurry seal composed of polymer modified asphalt emulsion, dense graded crushed fine aggregate, mineral filler, water, and other additives. When Micro Surfacing is performed over a Preservation Chip Seal the combined treatment is termed a Cape Seal.



Advantages listed by the manufacturer:

- * Surface cures in less than 1 hour
- * Lasts longer than some other surface seal treatments
- * Can be applied during cooler air temperature conditions
- * Estimated life extension 6-8 yrs for roads in good condition.

In 2013, approximately 4,900 centerline feet of road were Micro Surfaced; 2,300 of those feet resulting in a Cape Seal treatment.

Surface Seal Pilot Pavement Preservation Treatments

With a goal to examine additional material that may be suitable for Fog Seal treatments, three different materials were chosen for pilot projects. Three approximately 1 mile long sections of road with similar traffic patterns were selected for these treatments. Each of these roads were treated with a Preservation Chip Seal in 2012. These treatments will be monitored and evaluated by staff over the coming seasons.

MAQS-ChipLock

from manufacturer... MAQS-ChipLock (Modified Aggregate Quick Set) is a spray-applied slurry sealing. It can be specifically designed to suit various needs ranging from high volume roadways to driveways and parking lots.



Tire Rubber Modified Surface Seal

from manufacturer... TRMSS is a tire rubber modified asphalt emulsion surface sealer which applies as easily as any standard fog seal system, yet provides wear and weather resistance superior to that of other sealer. Every 1,000 gallons of TRMSS contains at least 18 recycled tires.



CRF Restorative Seal

CRF Restorative Seal is an emulsion made up of specific petroleum oils and resins with 11% asphalt. An application of limestone screenings is added to the product for additional binder strength.



Boone County Bridges

We have become accustomed to our daily technology devices being updated every so often. We know there will be a newer, faster computer; a cell phone that has more options; televisions with better pictures. Just as technology improves for items used in our daily lives, technology also improves the way we build and maintain our roads and bridges. There have been many news stories this year about “fracture critical” bridges. Remember, this DOES NOT mean that a bridge is unsafe. A bridge described as “fracture critical” is a bridge that could use a new

and improved design. The design of these bridges needs to be changed so that a break or fracture of one piece will not make the bridge fail. Another scary term used when talking about bridges this year is “structurally deficient”. Again, this does not mean these bridges are unsafe for traffic. This designation means the bridge is getting older and therefore requires more frequent maintenance and repairs. Bridges are expensive to replace. With that in mind Boone County has established a dedicated budget program beginning in FY2014 to develop a bridge

preservation, rehab and replacement program; modeled after our successful Pavement Preservation Program. This initiative will identify candidates for treatment and assign the appropriate activity. Techniques such as bridge deck sealing and hydro demolition will be utilized to keep our Boone County bridges safe; and allow us to plan for replacements in a scheduled manner.

Bridge Hydro-Demolition

As the name implies, this treatment uses water to remove the unsound concrete on the bridge deck and then the debris & water are removed using vacuum equipment before the surface is allowed to dry. Some major benefits of doing the “demolition” in this manner are:

1) it takes less time as the deteriorated surface is removed and remaining deck surface, patches and reinforcing steel are

cleaned and prepared for concrete placement concurrently

2) the cleaned reinforcing steel provides a very good bonding surface for patches

3) this type of removal does not leave micro fractures in the surrounding area that could lead to earlier failure in the future

4) Cost effective in comparison to replace-

ment while extending life.

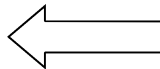
All though this procedure may currently be slightly more expensive than traditional bridge deck repairs, the relatively short time the bridge is closed to traffic more than makes up the difference. Additionally, as the market for this procedure increases, creating more potential vendors, costs are expected to decrease.

Boone County used this technique on 2 bridges in FY2013; Andrew Sapp Road and Old Mill Creek Road.



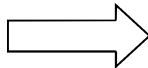
Andrew Sapp Road Bridge

before treatment



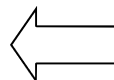
Andrew Sapp Road Bridge

After treatment



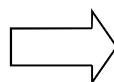
Old Mill Creek Road Bridge

before treatment

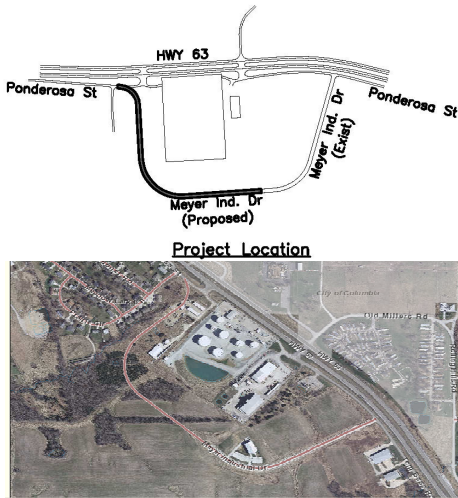


Old Mill Creek Road Bridge

after treatment



Meyer Industrial Drive



As part of MoDOT's new interchange at U.S. 63 and Route H, Boone County coordinated land transfers and facilitated the construction of the Meyer Industrial Drive extension. The project began at the terminus of the existing Meyer Industrial Drive, and continued northward to an intersection at Ponderosa Street. The new section is approximately 0.5 miles of 42' wide concrete roadway. This project included installation of 3 bio-retention cells that will treat the storm water runoff generated by the additional impervious area.



Bio retention cell at Meyer Industrial Dr. Bioretention cells are used to treat polluted stormwater runoff from impervious surfaces. This photo is winter dormant.

St Charles/Lake of the Woods Intersection Improvement

The original intent of this project was to alleviate daily traffic congestion at the existing three way stop where St. Charles Road, Lake of the Woods Road & Player Place converge. The announcement of the location for Battle High School and the resulting traffic study reinforced the belief that improvements were essential at this intersection. With the knowledge that there is proposed future development in the vicinity of Battle High School, the round-a-bout was built with a single lane to accommodate today's needs; but the design and the right of way acquisition allow for expansion to a two lane round-a-bout needing minimal construction when necessary in the future..



Intersection before improvements

Intersection after improvements



Lake of the Woods Collapse Repair

The Lake of the Woods Collapse Repair project was a collaborative effort between Design & Construction and Maintenance Operations. In the summer of 2010 the existing cross road culvert collapsed and was temporarily repaired when Maintenance Operations installed a new culvert. Realizing this repair would not completely correct the issue that brought about the collapse a longer lasting



solution was sought. The corrective design developed by Design & Construction involved installation of a stormwater junction box to replace the existing butt connection between a 30" diameter cross road culvert and a 30" private culvert extension. The upgraded configuration was installed by the Maintenance Operations division.

St Charles/Route Z

After a traffic study commissioned by Boone County pin pointed some traffic and road issues in the area of the proposed new Battle High School, MoDOT and Boone County applied for and received cost share funds to address the identified problems. MoDOT and Boone County entered into a cooperative agreement to fast track the project. The \$2,000,000 (two million dollar) project included a new overpass on Route Z over I-70, a new round-a-bout at St. Charles and Route Z and some additional safety enhancements to Route Z itself.

This intergovernmental project provided much needed safety improvements for the area and was completed on time for the first day of school. (August 2013)



Round-A-Bout installed at St. Charles Road & Route Z. Cooperative project by Boone County and MoDOT.

PW Access Road

This project involved grading a new lot adjacent to the rear of the existing Public Works South Facility and construction of two, 400' long driveways. The completion of this project provides improved access, expands accessibility, and offers increased safety. It decreases congestion allowing multiple large trucks and pieces of heavy equipment to move about simultaneously, while providing a more efficient use of the entire Public Works facility.



Benefits of this project:

*Improved Access
and
Increased Safety*

Projects in the Works

Bonne Femme Church Road Low Water Crossing Upgrade

This project involves replacement of the existing low water crossing east of Hummingbird Lane with a concrete box culvert and raising approximately 450' of the roadway to reduce the frequency of roadway flooding. It is currently in the design phase and roadway construction plans and bid documents will follow easement acquisition.

Hill Creek Bridge

This project is currently in the design phase and construction plans and bid documents will follow utility relocation.

Rangeline Road Rehabilitation

This project involves pavement rehabilitation for approximately 2,800' of Rangeline Road Between Richland Road and the southern right-of-way of Interstate 70. It is currently in the design phase and roadway construction plans and bid documents will follow easement acquisition.

Creasy Springs Road Bridge

This project has completed the design phase and a construction contract is scheduled to be awarded in the first quarter of 2014.

Rustic Road Bridge

This project is a cooperative effort between Boone County, the City of Columbia and MoDOT. It is currently in the final design phase and construction plans and bid documents will be released in 2014.

Angel Lane

This project is a cooperative effort between Boone County and the City of Ashland. It is currently in the design phase and construction plans and bid documents will be released in 2014.

Concrete Pavement Management

The management of concrete roads is much different than asphalt roads. Concrete roads tend to stay in good condition for a long time, then fail very quickly. Due to the nature of the material, the idea of low cost preventative maintenance treatments is not really applicable. Boone County's management of its concrete roads currently focuses on the systematic replacement of failed panels. In 2013 the management of the Concrete Roads in Boone County was moved into the G.I.S. system. Every concrete panel in the County (about 42,000 panels) was inventoried, drawn in the G.I.S. system, and inspected for its condition. Having all of this information in one location, and the ability to view it spatially, will improve the efficiency of managing the system and allow that information to be shared more easily with others.

Concrete Panels

Rating

	Good
	Damaged
	Replace



Concrete Rehab Program

Targeted Panel Replacement

Targeted Panel Replacements involves the removal and replacement of individual concrete panels in a road. These panels have deteriorated to a point they are no longer serviceable. The replacements are performed by either a contractor or by the Public Works Department. In 2013 approximately 567 panels were replaced (541 by Public Works, 26 by Contractor) with Targeted Panel Replacement.



Section of Millbrook Dr
before Concrete Rehab
Project



Concrete Road Rehab Project

Concrete Road Rehab projects are a much larger scale removal of failed panels and replacement with new pavement. These projects typically encompass an entire neighborhood. The new pavement could be conventional concrete, full depth asphalt, or as has been the case recently Roller Compacted Concrete (RCC) topped with a 2" asphalt wearing surface. In 2013 a Concrete Road Rehab project was performed on Millbrook Drive. Approximately 6,100 sy of concrete pavement was removed and replaced with RCC and 2" of asphalt wearing surface.



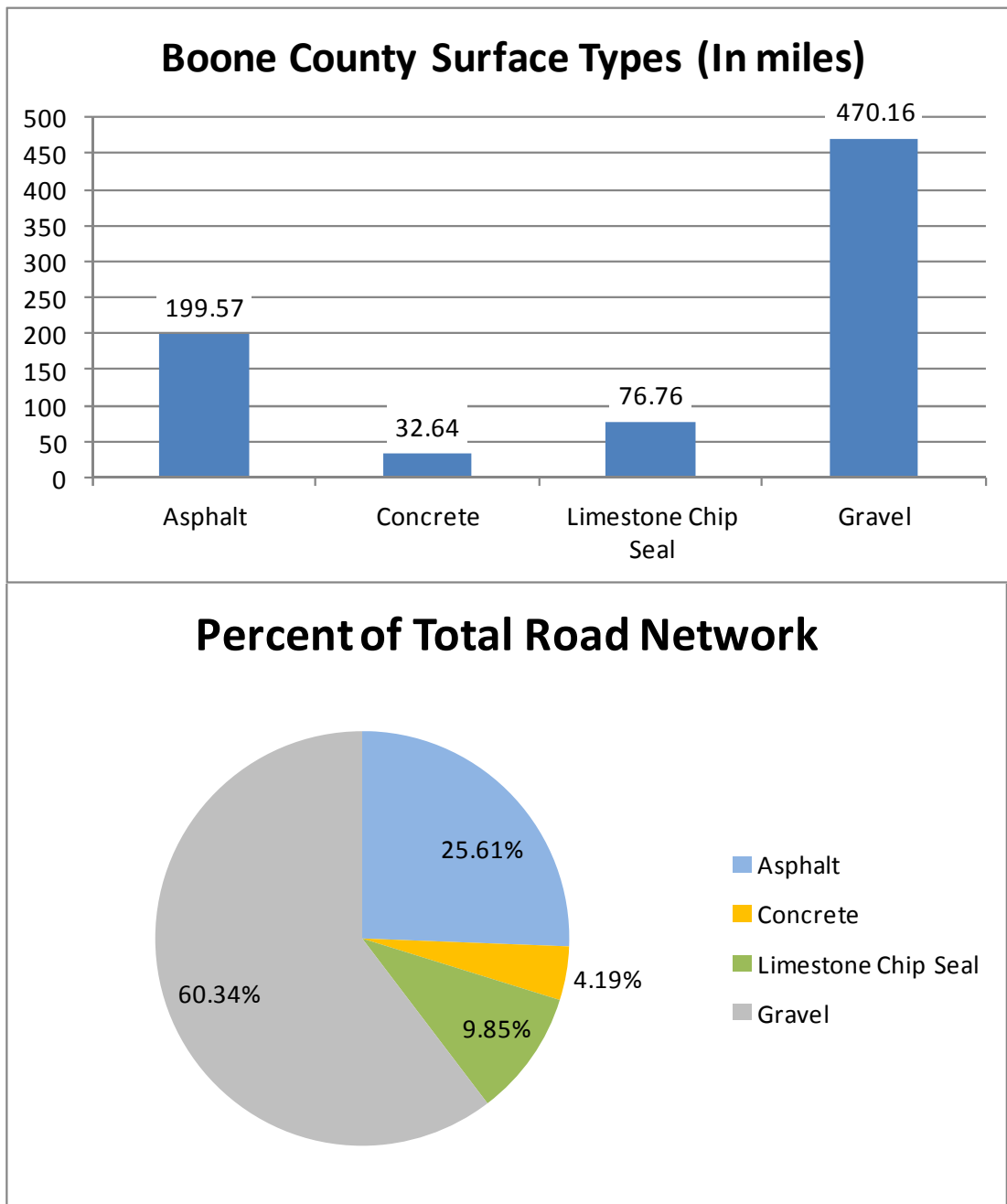
Section of Millbrook Dr after
Concrete Rehab Project



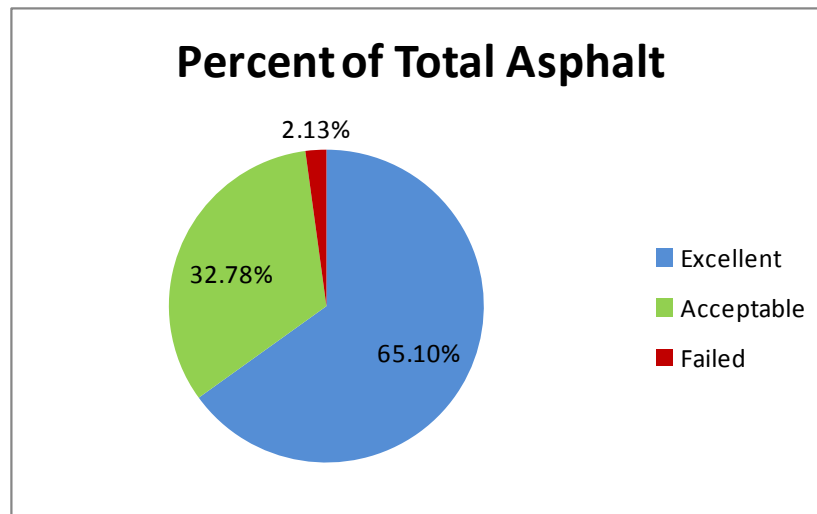
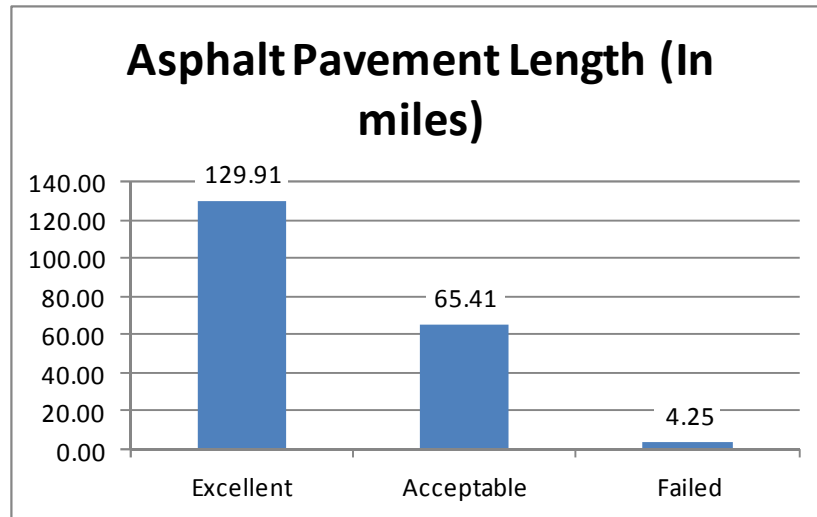
Condition of Boone County Roads, Bridges & Culverts

The following charts are based on information stored in Cartegraph, these values are for only non retired roads that are currently maintained by Boone County. Roads that are partially owned by the County but not maintained by the County are not considered in these values. The categories are also based on surface type values, the only exception is Preservation Chip Seal, which is considered the same as Asphalt surface and therefore combined with the Asphalt category in these stats. The information used to assign ratings is gathered in several different ways. The asphalt roads are inspected by segment and their conditions are based on curves that also account for work done on the segments. This value is generated by Cartegraph and the following values are used for the classes. Excellent is any OCI (Overall Condition Index) value that is 85 and above, Acceptable is an OCI value between 55 and 85, anything less than 55 is considered Failed. Gravel and Limestone Chip Seal roads are not inspected because their condition and rating can change weekly; therefore all of these roads are listed in the Acceptable category for ratings. Concrete roads are not inspected the same as the asphalt roads and therefore cannot be compared the same way. Concrete roads are inspected by each individual panel. Therefore the ratings in the following graphs are based on the panels in each category and not in road miles. If the panel has no damage it is considered Good, if it is damaged then it is considered Acceptable, if it needs replaced then it is considered Failed.

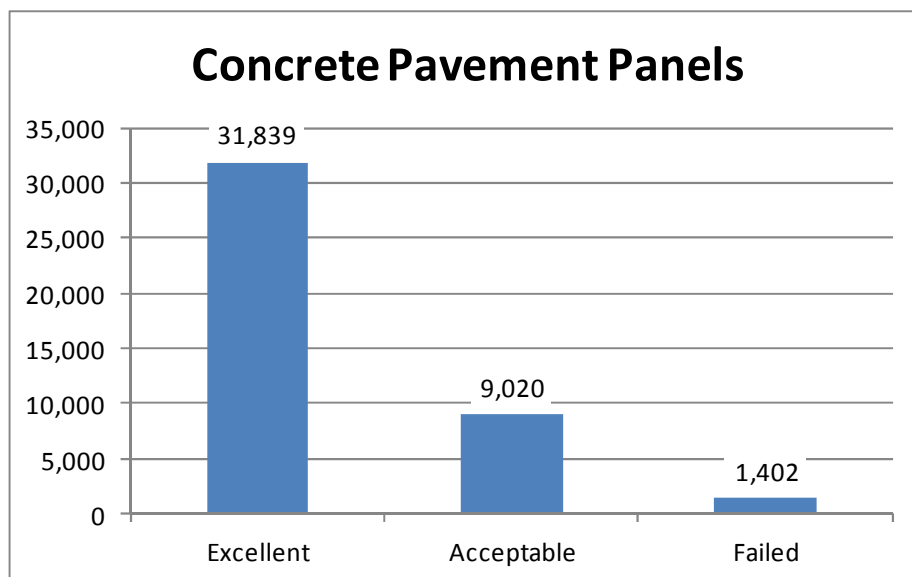
Total Miles of Road Maintained by Boone County



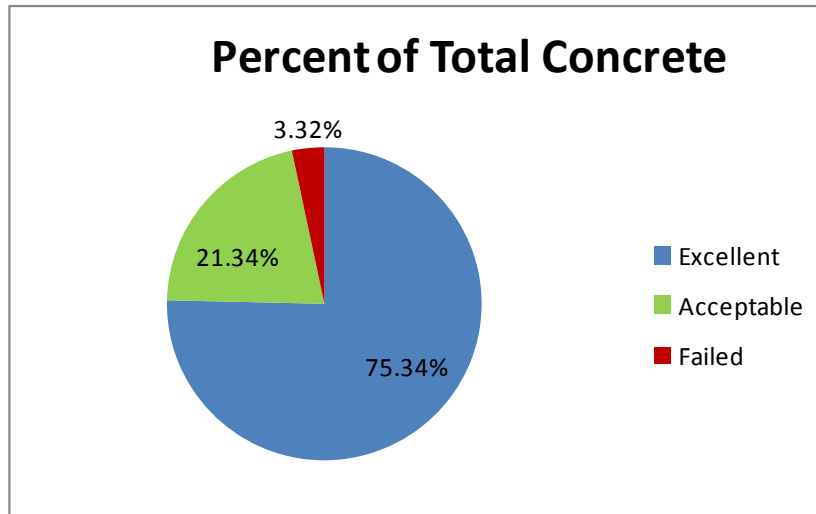
Asphalt Surface Ratings



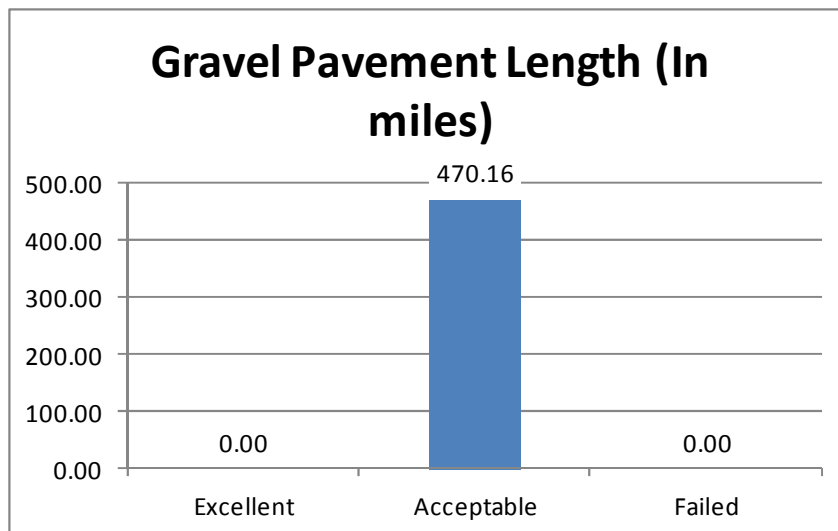
Concrete Surface Ratings



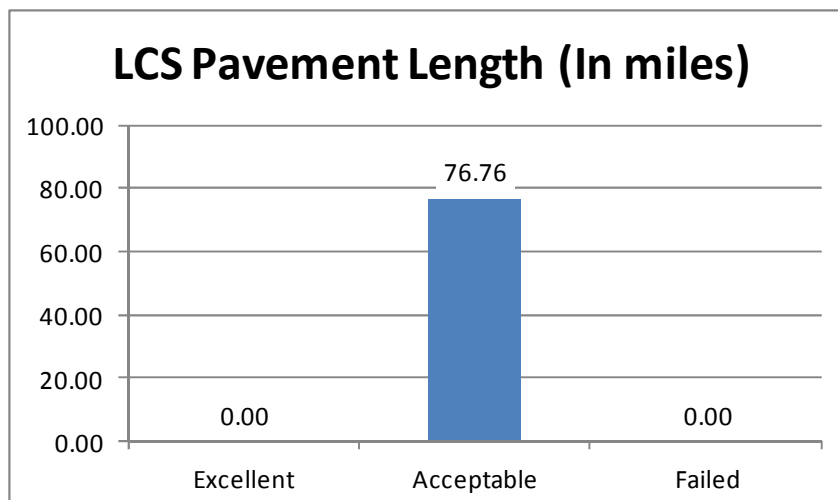
Concrete Surface Ratings



Gravel Roads



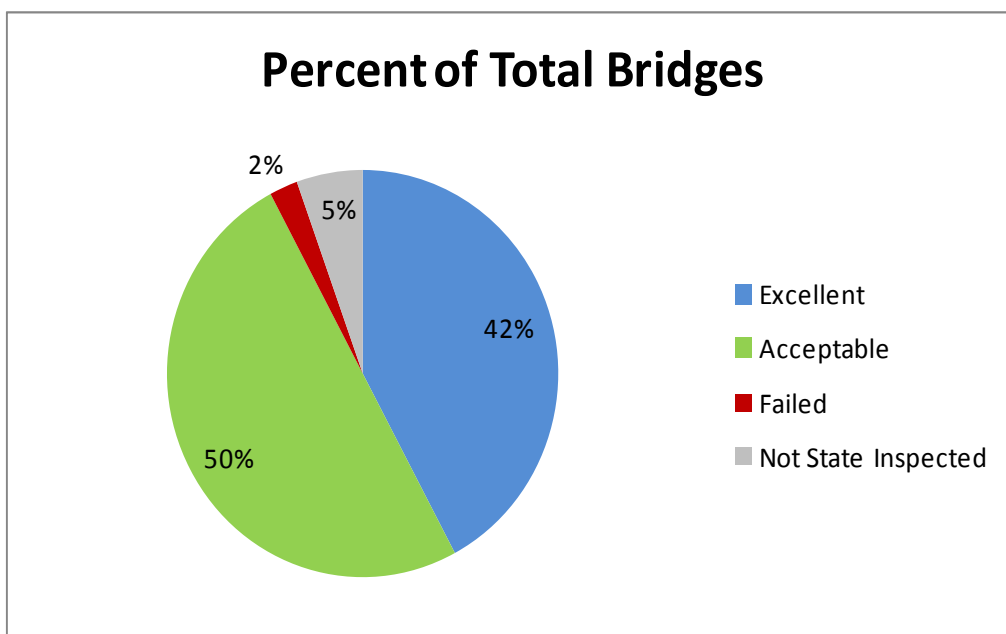
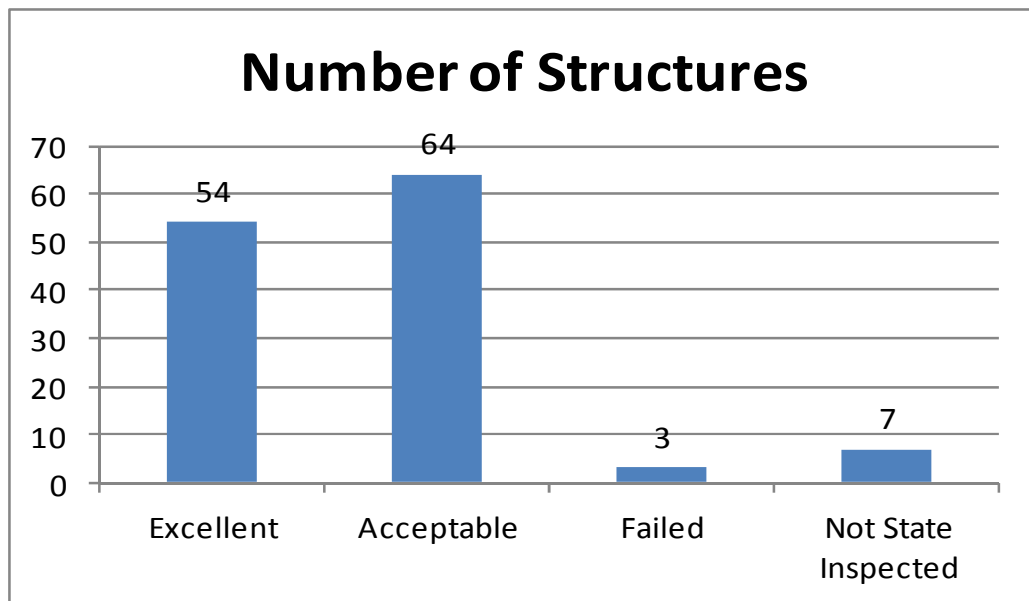
Limestone Chip Seal Roads



Condition of Boone County Roads, Bridges & Culverts

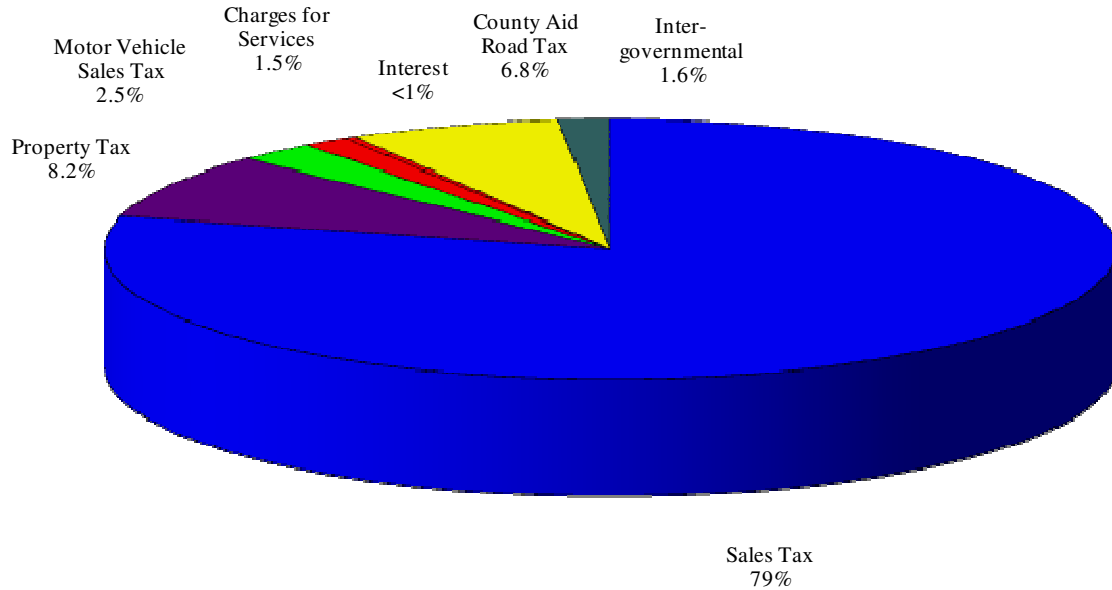
The following charts are based on information stored in Cartegraph; these values are for only non retired bridges that are currently maintained by Boone County. The categories are based on Structure Type values being equal to Bridge. The information for the ratings are done based on MoDOT inspections that are performed every other year. The most recent inspections were done in 2013. From the MoDOT inspections the Deck Condition, Substructure Condition, and Superstructure Condition are rolled into an average value based on a 0 – 100 scale. This value is generated by Cartegraph and the following values are used for the classes. Excellent is any OCI (Overall Condition Index) value that is 75 and above, Acceptable is an OCI value between 50 and 75, anything less than 50 is considered Failed. Not all of the structure types of bridges are inspected by MoDOT due to size requirements, these structures will therefore be separated out in the statistics below.

Bridge Ratings



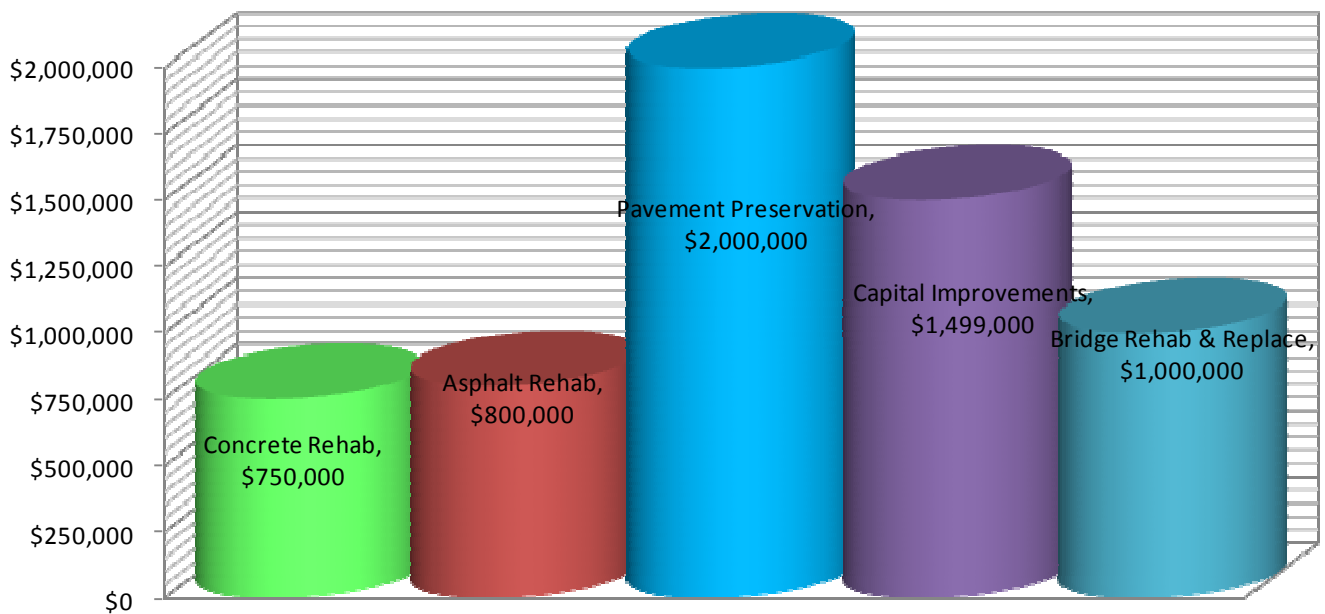
Budget for Road & Bridge Overall 2014

Where The Money Comes From - Total Revenues
Road & Bridge Fund



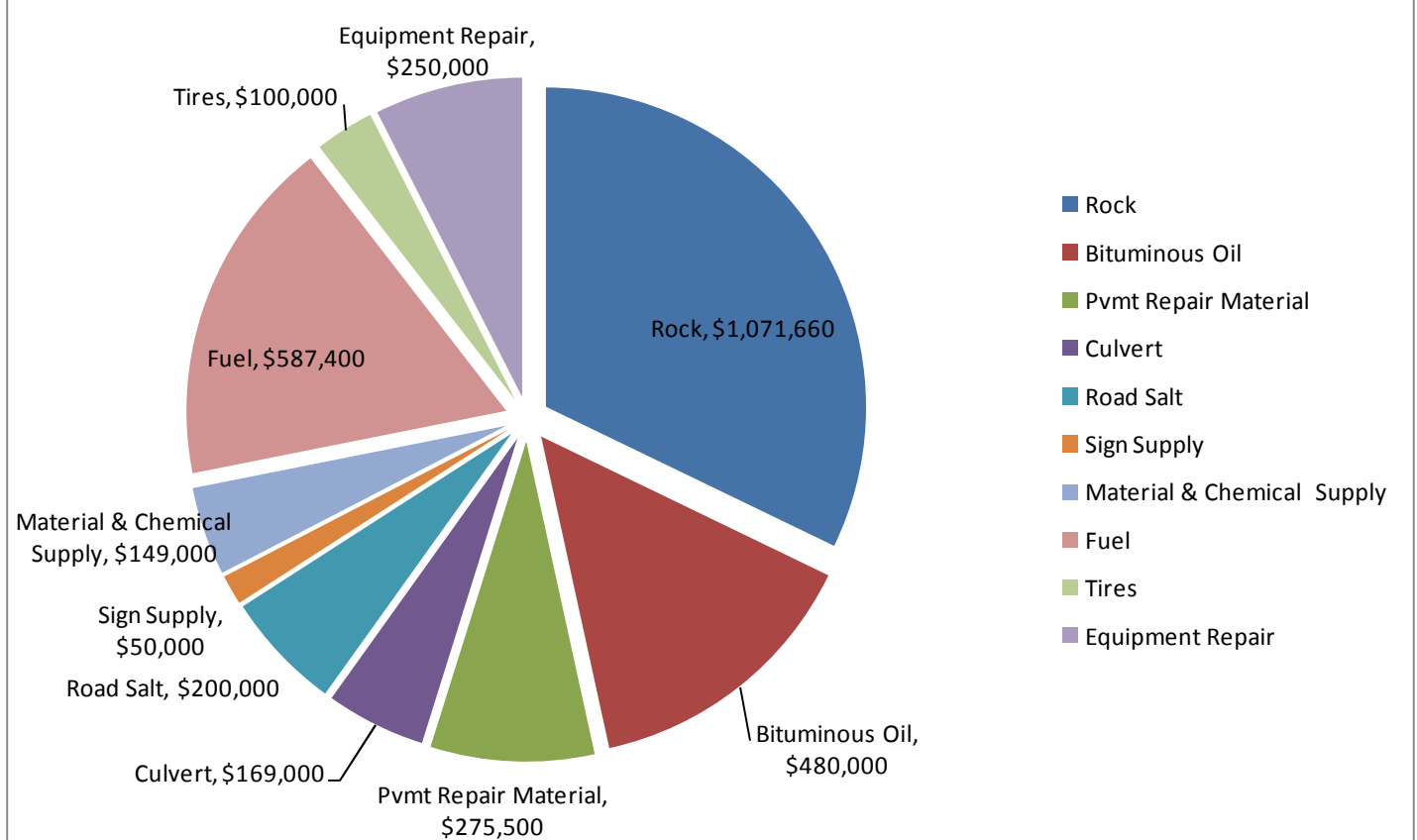
Design & Construction Budget by Program for 2014

Program Budget



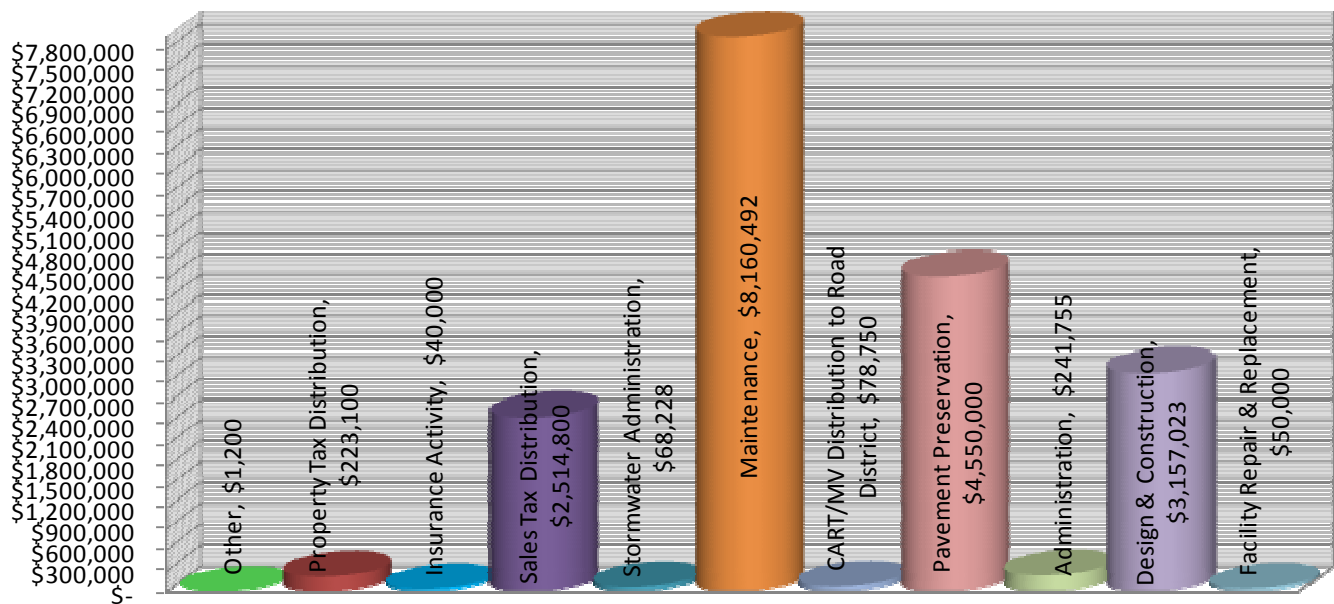
Road & Bridge Expenses

Major Maintenance Operations Supply Budget 2014



Distribution of the Bucks

Total Road & Bridge Budget



Surveying

- The Design & Construction Division has a licensed surveyor on staff to handle a variety of tasks. Some of those assignments completed in 2013 were:
- Assisting Maintenance Operations personnel by providing surveying services, right of way & easement information as needed
- Assembled topographic data for the engineers to use in project plan preparation
- Assisted Right-Of-Way agent by staking temporary and permanent easements, reviewing proposed plans and assisting in meetings with property owners
- Wrote legal descriptions for County projects that were annexed into the City of Columbia and those for easements to be retained by the County on vacated subdivisions or roads
- Assisted Boone County property owners, Title Companies, Realtors, other Governmental Agencies, Surveyors, and Engineers in finding answers to their questions about existing road rights-of-way
- Located & prepared an exhibit of right-of-way encroachment on Creasy Springs Road
- Participated in the State of Missouri effort to re-monument permanent corners on the Public Land Survey System. Able to do required selection, approval of selection, paperwork and monumentation for 2 corners within a 30 day time frame
- Reviewed proposed plats and administrative surveys submitted to the Planning division and provided comments & suggestions regarding descriptions for road and utility easements; and reviewed those comments with planners and surveyors
- Attended concept reviews for proposed developments



Collaborative Adaptive Management

The goal of the collaborative adaptive management process is to improve water quality in Hinkson Creek by using a science-based approach guided by a local stakeholder committee. It will assess the entire stream system, including the creek and other parts of the watershed. Improving the ecosystem should help support the return of the biological community to a fully functioning level as well as addressing other pollutants that may be contributing to water quality issues.

Stakeholders - The Stakeholder group met 10 times.

Action Team - The Action Team met 11 times.

Science Team - The Science Team met 10 times.

Habitat Assessment - Physical Assessment is 25.6% complete; GIS viewer created using MoRAP data.

Stormwater

Goals accomplished in 2013 by the Boone County Stormwater Division include:

Public Education and Participation:

Annual Right-of-Way and Utility Meeting
Congresswoman Hartzler Hinkson Creek Informational Mtg
CAM Spring Field Trip
CAM Macroinvertebrate Sampling Demonstration
MU BMP Field Tour

Training Opportunities for County Staff

WEBINAR - Preparing and Implementing Construction Site Stormwater Pollution Prevention Plans

Editing in ArcMap Training

CAM BMP Tour

WEBINAR - Smart Stormwater Retrofitting in the Urban Environment

WEBINAR - A Cost-Efficient, In-House Asset Management Approach

WEBINAR - Voodoo Hydrology

MO Floodplain & Stormwater Manager's Conference

WEBINAR - Watershed Arithmetic - Crediting & Counting Your Watershed Practices Towards TMDL Goals

Introductory Volunteer Water Quality Workshop

Spring Hinkson Creek Macroinvertebrate Sampling

REGFORM

MWEA Conference (also had a Presenter)

Public Works Safety Day

WEBINAR - Stormwater Trading - Markets or Mayhem?

WEBINAR - Street Dirt: A Better Way of Measuring BMP Effectiveness

Develop fact sheets and brochures 2/yr

Stormy Day Review - December

Sunrise Estates Stormwater Newsletter

Provide opportunities for public involvement

Hinkson Clean Sweep

Stormwater Public Service Announcement Videos

Hinkson Creek Urban Retrofit Grant: Rain Garden Installation and Planting at Sunrise Estates

During Phase I of the grant, rain garden sites were selected and excavated on two neighboring properties. The locations were chosen based on the area experiencing stormwater runoff problems (extreme peak flows, flooding, etc) and the soil's



expected higher infiltration capacity relative to other areas of the subdivision.

After maintenance agreements with the property owners were approved by the Boone County Commission, work on Phase II of the project began. Three different soil amendments were chosen to evaluate the effectiveness for increasing the soil infiltration capacity of the rain gardens over time, and provide a healthy growing medium for native prairie vegetation.



The first soil amendment is used by the City of Columbia Parks and Recreation Department, and consists of a mix of 80% sand, 10% compost, and 10% loam. The second soil amendment was taken from the Mid-America Regional Council's (MARC) Manual of Best Management Practices for Stormwater Quality. This soil

mix consists of a 50-50 mix of sand and compost. The third soil amendment is based on outreach documents for homeowners. This mix consists of a 50-50 mix of compost and native topsoil.



The six rain gardens were filled with 12 inches of amended soil. Two received the 80-10-10 mix, two were backfilled with the 50-50 sand and compost mix, while the remaining two received the 50-50 compost and topsoil mix. After the rain garden cavities were filled with the amendments, a three inch layer of hardwood mulch was applied to each rain garden, bringing the total material in each to 15 inches of amended soil and mulch.



Once the mulch was applied, a berm of native soil was constructed at each rain garden. These berms are used to direct the flow of stormwater runoff into the rain gardens. The rain gardens should help infiltrate stormwater runoff and reduce downstream flooding. Each berm was seeded

and covered with straw to prevent erosion. After two days of concentrated effort all six rain gardens were ready for Phase III - planting. Native plants were delivered on September 10. Some of the plants received include: Copper Iris, Fox Sedge, Sweet Coneflower, Cardinal Flower and Southern Blue Flag.



Native plants were used because our dense clay soils can make it difficult for water to soak into the ground quickly. Native plants have deeper root systems that significantly increase the ability of the soil to absorb and retain water. The grant team, along with property owners Janna Watson and Doug Phillips, planted the rain gardens.



While each rain garden received an identical number and type of plant, the planting schematic was different for each of the six rain gardens. Team members laid out

Hinkson Creek Urban Retrofit Grant: Rain Garden Installation and Planting at Sunrise Estates

each planting based on property owner preference and sun/shade exposure. By using this approach, each rain garden became “customized”, reflecting the characteristics of each rain garden location. Property owners are satisfied with the efforts of the grant team in helping address the stormwater issues facing the subdivision. The next phase includes the continued monitoring of the rain gardens’ effectiveness. This will be done by outfitting the rain gardens with an array of flow measuring devices and water level loggers.

The goal of the monitoring is to find out how much water is removed from surface runoff and retained in the rain gardens to be evaporated/transpired, or contributed to groundwater.

The remaining grant requirements at Sunrise Estates include identifying three problem areas serving two or more properties,



and installing best management practices



to help alleviate stormwater problems; planting trees; and installing rain barrels.



US Environmental Protection Agency Region 7, through the Missouri Department of Natural Resources, has provided partial funding for this project under Section 319 of the Clean Water Act

Data collected at Sunrise Estates includes flow data and climate data . Continuous climate station data can be viewed at:

<https://www.hobolink.com/p/d6e8c67e0df65682779f62c31a15fe3e>

Hinkson Creek Urban Retrofit Grant: Grissum Building

Monitoring: Sigma Automatic Samplers with ultrasonic sensors were installed in the fall to monitor the efficiencies of the BMPs. After a rain event, water samples were collected at the inlet and outlet of the BMP in order to determine the BMP’s efficiency at reducing pollutant load. Water samples were collected three times at the step-pool and once at the bioretention after fall rain events and analyzed for lead, copper, zinc, total suspended solids, total dissolved solids, total volatile solids, COD, total nitrogen, and total phosphorus.

Activities:

- * Power Plant Tour
- * MDC Conference Tour
- * City Council Tour
- * Intern Tour
- * MU BMP Tour
- * City Tours for new staff members
- * 319 Grant Time-laps Video-Downhill View—Step Pools Under Construction PSA
- * 319 Grant Time-laps Video-Uphill View—Step Pools Under Construction PSA
- * Planting the Step Pools—Improving Stormwater on City Property PSA
- * Improving Stormwater: Building the Bioretention and Rain Garden Cells PSA

Stormwater Program Compliance							
	Stormwater Prevention Plans Reviewed	Pre-Application Meetings Held	Land Disturbance Permits Issued	Stormwater Discharge Permits Issued	Pre-con Meetings Held	Site Inspections Conducted	Notice of Violation Issued
2011	19	21	15	4	9	45	3
2012	17	4	17	4	5	47	0
2013	15	13	32	10	7	49	4

ROAD & BRIDGE ANNUAL SUMMARY REPORT

For use by all Entities (Application, Formula and Centralia Special Road District) to provide annual information in accordance with the Cooperative Agreement entered into with Boone County, Missouri (Commission Orders 459-2011 through 471-2011 approved on November 15, 2011, by the Boone County Commission).

Reporting Entity: City of Sturgeon

Reporting on Calendar Year: 2012-2013

Narrative for use of funds received 2013 Chip & Seal Project

Narrative on overall condition of roads and bridges within reporting municipality:
good - with continued county support

Allocation and Expenditure of Funds Received listed by project, with a projection description. Include only direct design and construction costs pertaining to roads, bridges and storm water; indirect and other administrative costs are not allowable. Attach extra pages as necessary.

Projects with descriptions attached sheets

CITY OF STURGEON

CITY OF STURGEON CHIP AND SEAL 2012

NORTH SIDE OF TOWN

SQUARE YARDS

Robinson Drive	East Stone to East Stone	1,878 ✓
North Rochford	East Stone to Deadend	346 ✓
North Rollins	East Stone to East Smith	1,244 ✓
East Harris	North Rollins to deadend	762 ✓

SOUTH SIDE OF TOWN

West Davis	South Wentz to South Ogden	784 ✓
West Patton	South Walker to South Ogden	1,848 ✓
East Patton	South Ogden to South Hicks	3,453 ✓
West McDowell	South Turner to South Ogden	2,316 ✓
East McDowell	South Ogden to South Hicks	3,084 ✓
South Walker	West Patton to West McDowell	782 ✓
South Wentz	Tracks to West Canada (RT CC)	3,080 ✓
South Ruby	East Patton to East McDowell	642 ✓
South Rochford	East Patton to East McDowell	570 ✓
South Rollins	East Patton to East McDowell	570 ✓
South Hicks	East Patton to East Burks	1,180 ✓
S Rochford	E McDowell to E Canada	1,182 ✓

North Side 4,230 x \$3.07 = \$12,986.10

South Side 18,309 x \$3.07 = \$56,208.63 + 3,628 ⁷⁴

~~\$69,194.73~~

72,823 ⁴⁷

Sturgeon putting in \$19,000.00

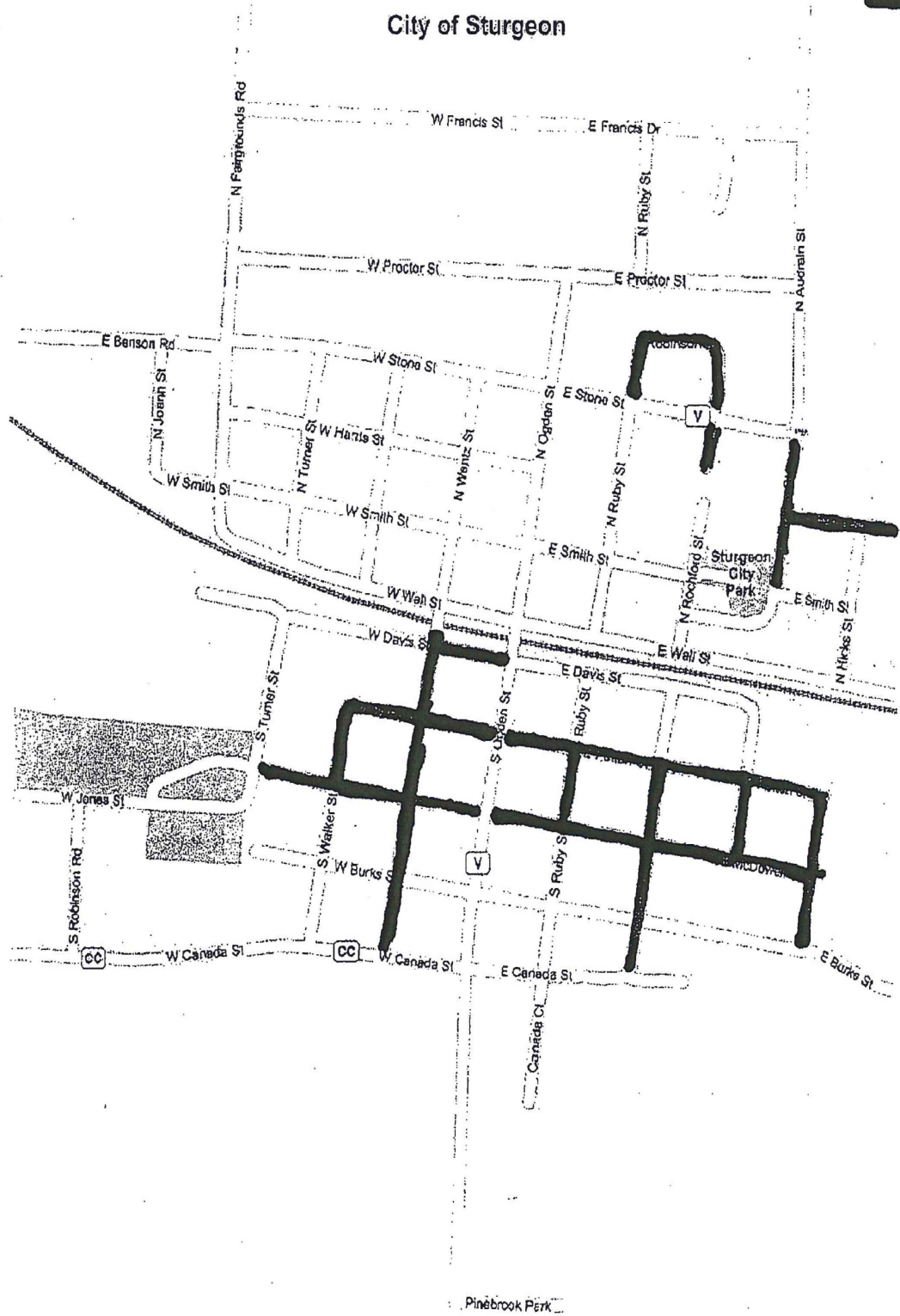
Application Request \$50,194.73

Chip & Seal

2013

City of Sturgeon

CITY OF STURGEON



ROAD & BRIDGE ANNUAL SUMMARY REPORT

For use by all Entities (Application, Formula and Centralia Special Road District) to provide annual information in accordance with the Cooperative Agreement entered into with Boone County, Missouri (Commission Orders 459-2011 through 471-2011 approved on November 15, 2011, by the Boone County Commission).

Reporting Entity: Centralia Special Road District of Boone County Mo.

Reporting on Calendar Year: 2013:

Narrative for use of funds received : Routine maintenance of roadways within the District including hauling gravel on unpaved roads, crack seal black tops, cleaning ditches, cutting brush, mowing right of ways and replacing culverts as needed.

Narrative on overall condition of roads and bridges within reporting municipality:

The overall condition of the gravel roads is considered average to above average condition. The condition of our blacktop roads is average to below average with about 50% of our blacktops needing to be overlayed. The bridges are in average condition considering their age.

Allocation and Expenditure of Funds Received listed by project, with a projection description. Include only direct design and construction costs pertaining to roads, bridges and storm water; indirect and other administrative costs are not allowable. Attach extra pages as necessary.

Projects with descriptions _

1. Align creek channel to bridge and line with shot rock on Roberts Land at a cost of \$10,000.00.
2. Contracted to have Drew & Ball Roads crack sealed for \$13,000.00
3. Replaces 2 culverts on Rohr Road and 1 culvert on Roberts Lane at a cost of \$1,300.00.
4. Hauled approximately \$30,000.00 of rock on non-paved roads.

ROAD & BRIDGE ANNUAL SUMMARY REPORT

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This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.

TOTAL

\$54,300.00

I declare that I have examined this report, including accompanying schedules and statements, and to the best of my knowledge; certify that the information provided above is true, complete and accurate.

Signature

Signature Anthony Renduch

11/23/13
Date

Treasurer

Title

Anthony Kendrick

11/23/2013

Printed Name _____

Day Time Phone number

Complete this report and send to Boone County Resource Management, Attn: Kelle Westcott, 801 East Walnut Room 315, Columbia, MO 65201; by December 15th.

ANNUAL PROGRESS REPORT

CITY OF CENTRALIA, MISSOURI 2013 Boone County Revenue Replacement Funds

As required by the Boone County Road Tax Revenue Sharing and Revenue Replacement Policies Manual, the City of Centralia submits the following report:

The City accounts for receipts of the County's Roll Back and Formula A monies as a line item within the City's General Fund. Formula B funds are treated as additional revenues to the Transportation Sales Tax Fund and applied to debt service and major projects.

FISCAL YEAR 2013-14

For Fiscal Year 2013-14, Centralia budgeted \$303,547 in its General Fund for Highway and Street and Weed Control purposes. (Almost all of weed control expenses are for mowing street rights-of-way.) Those budgeted amounts are allotted as follows:

Planning and Administration	\$ 22,710
Street Maintenance	83,508
Alley Maintenance	2,290
Sidewalk & Parking Lot Maintenance	32,052
Street Department Buildings and Grounds	9,052
Snow & Ice Removal	38,900
Street Signs and Marking	12,788
Storm Drainage	77,339
Brush and Tree Control	4,605
Weed Control/City Property	<u>20,303</u>
Total	\$303,547

Centralia's fiscal year starts April 1 and ends March 31. During the entire Fiscal Year 2012-13, Centralia spent \$361,375 for street purposes from the General Fund. For the first seven months of Fiscal Year 2013-14, the City expended the following amounts:

Planning and Administration	\$ 17,474
Street Maintenance	41,528
Alley Maintenance	708
Sidewalk & Parking Lot Maintenance	15,051
Street Department Buildings and Grounds	6,334
Snow & Ice Removal	1,819
Street Signs and Marking	5,912
Storm Drainage	46,289
Brush and Tree Control	2,308
Weed Control/City Property	<u>12,057</u>
Total	\$149,480

These expenses are made up of employee salaries and benefits for work in the above activities, hourly or milage charges for equipment use in the above activities, materials expenses, utilities for the street department building, and similar charges. An extract from the City's October Operating Statement is appended to show a detail breakdown for these activities.

To fund this work during this budget year, the City has so far received or expects to receive the following General Fund monies restricted to street purposes.

State Gas and Motor Fuel Tax	
and Auto Sales Tax	\$144,000
Boone County Roll Back & Formula A	<u>52,520</u>
Total	\$196,520

For the last five months of the 2013-14 fiscal year, the City anticipates spending another \$154,067 for street purposes in the General Fund budget. The City expects to use any remainder of the restricted moneys, as well as \$107,027 from regular General Fund revenues to finance this work.

Starting in Fiscal year 2001-02, "Revenue Sharing" grant funds (now Formula B funds) from Boone County to the City of Centralia have been accounted in either a separate Capital Projects Fund or the Transportation Sales Tax Fund. Until recently, County funds were used to pay a portion of the debt service for a major street project. The City made its final debt service payment on this project on April 15, 2012. County Formula B monies that year also were used to fund asphalt overlay work throughout the City and engineering for street reconstruction planned for summer 2013.

In the Transportation Sales Tax Fund for Fiscal Year 2013, the City budgeted for a project involving the total reconstruction of West Switzler Street between Jefferson Street and Howard Burton Drive. This street is essential to the operations of Hubbell/Chance. The total cost of this project will be \$286,230 for construction and \$41,830 for engineering of this and one other street project. Through October of 2013, the City has received \$115, 062 from its transportation sales tax, \$748 in interest revenue, and \$65,147 in Boone County Formula B monies. It has spent \$273, 985. Almost all of the expenditures are for progress payments to the contractor for the Switzler project. Before the end of the fiscal year, about \$35,000 more will be used to make final payments on this project and \$15,000 for replacement of sidewalks and ramps in furtherance of the City's ADA obligations. Any further revenues will be carried over and added to sales tax collections and County Formula B funds for projects in summer of 2014. At this time, Centralia will probably have about \$190,000 to devote to another round of asphalt overlays. In future years, this fund should provide yet another set of overlays and a project to replace the portion of Jefferson Street between the main railroad lines. Thereafter, the City may be able to finance a milling and overlay project for the downtown area and, subsequently, start to look at widening and improving major thoroughfares, such as South Jefferson, Booth Street, and the westernmost portion of Lakeview Street.

FISCAL YEAR 2012-13

A letter dated October 1, 2008 from David Mink requested a closeout accounting of revenue replacement monies paid in through each full fiscal year. (The use of these funds through October 31, 2012 was included in last years' report.) As a final followup for the full 2012-13 fiscal year, we submit the following information:

The City received the following monies restricted to street purposes.

State Gas and Motor Fuel Tax	
and Auto Sales Tax	\$143,960
Safe Routes to Schools Grant (sidewalks)	19,106
Boone County Revenue Replacement	<u>50,699</u>
Total	\$213,765

The City made the following expenditures in the General Fund for street purposes:

Planning and Administration	\$ 23,811
Street Maintenance	149,839
Alley Maintenance	543
Sidewalk & Parking Lot Maintenance	17,658
Street Department Buildings and Grounds	14,911
Snow & Ice Removal	38,821
Street Signs and Marking	11,703
Storm Drainage	82,228
Brush and Tree Control	2,655
Weed Control/City Property	<u>19,206</u>
Total	\$361,375

Activities for the full fiscal year in the Transportation Sales Tax Fund are:

Revenue:


Centralia Transportation Sales Tax and Misc.	
Income	\$191,819
County Grants	<u>65,259</u>
Total	\$257,078

Expenditures:

Street Improvements	\$244,859
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Carried over to Fiscal Year 2012-13 \$ 12,219

Submitted November 21, 2013 by


Lynn P. Behrns
City Administrator

CITY OF CENTRALIA

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CITY OF CENTRALIA
BUDGET REPORT

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CALENDAR 10/2013, FISCAL 7/2014

ACCOUNT NUMBER	ACCOUNT TITLE	CURRENT PERIOD	CURRENT Y-T-D	SAME PER LAST YEAR	LAST YEAR Y-T-D	BUDGET	REMAINING	\$
	STREET MAINTENANCE TOTAL	.00	.00	.00	.00	.00	.00	.00
	HIGHWAYS & STREETS TOTAL	.00	.00	.00	.00	.00	.00	.00
HIGHWAYS & STREETS FUNCTION								
01-03-01-01-001	SALARIES AND WAGES	746.96	6,641.52	1,140.79	6,636.71	10,733.00	4,091.48	61.88
01-03-01-01-010	ACCURED EMPLOYEE BENEFITS	678.71	7,684.37	626.17	4,754.23	6,527.00	1,157.37	117.73
01-03-01-01-110	PRINTING, PUBLICATIONS, AD					250.00	250.00	
01-03-01-01-120	DUES/MEMBER/SUBS/TUITION					100.00	50.00	50.00
01-03-01-01-150	CONTRACT LABOR	50.00	50.00	30.00	60.00	900.00	38.14	104.24
01-03-01-01-170	MAINT. AGREEMENTS, LEASES	119.99	938.14	99.99	535.92	1,200.00	658.18	45.15
01-03-01-01-180	MEALS, LODGING, TRAVEL	87.83	541.82	86.75	635.05	100.00	100.00	
01-03-01-01-201	OFFICE SUP. FURNITURE			1.80-	1.80-	400.00	217.45	154.36
01-03-01-01-210	OPERATING SUPPLIES		617.45		161.42	2,500.00	1,499.42	40.02
01-03-01-01-490	EQUIPMENT USE CHARGES	153.28	1,000.58	240.99	1,221.93			
01-03-01-01-506	DATA PROCESSING EQUIP.				778.00			
	PLANNING & ADMIN TOTAL	1,836.77	17,473.88	2,222.89	14,788.42	22,710.00	5,236.12	76.94
01-03-01-02-001	SALARIES AND WAGES	2,588.01	9,346.46	1,914.17	10,547.94	13,726.00	4,379.54	68.09
01-03-01-02-010	ACCURED EMPLOYEE BENEFITS	1,978.79	5,377.14	1,108.63	7,573.59	11,732.00	6,354.86	45.83
01-03-01-02-110	PRINTING, PUBLICATIONS, AD					100.00	100.00	
01-03-01-02-132	UTILITIES-NATURAL GAS, PR					450.00	212.85	52.70
01-03-01-02-150	CONTRACT LABOR	59.82	237.15	152.67	562.50	500.00	1,322.50	364.50
01-03-01-02-160	REPAIR SERVICE		1,822.50			400.00	400.00	
01-03-01-02-170	MAINT. AGREEMENTS, LEASES		1,589.00			400.00	1,189.00	397.25
01-03-01-02-210	OPERATING SUPPLIES	1,313.71	13,170.44	7,651.54	16,362.60	20,000.00	6,829.56	65.85
01-03-01-02-220	TOOLS/SMALL EQUIPMENT				228.54	200.00	200.00	
01-03-01-02-450	EQUIPMENT RENTAL			270.00	270.00	13,000.00	3,014.92	76.81
01-03-01-02-490	EQUIPMENT USE CHARGES	1,386.50	9,985.08	1,695.84	10,037.37	23,000.00	23,000.00	
01-03-01-02-502	VEHICLES				88,680.00			
	STREET MAINTENANCE TOTAL	7,326.83	41,527.77	12,792.85	134,596.36	83,508.00	41,980.23	49.73
01-03-01-03-001	SALARIES AND WAGES	6.06	263.57		49.49	48.00	215.57	549.10

CITY OF CENTRALIA

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CITY OF CENTRALIA
BUDGET REPORT
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ACCOUNT NUMBER	ACCOUNT TITLE	CURRENT PERIOD	CURRENT Y-T-D	SAME PER LAST YEAR	LAST YEAR Y-T-D	BUDGET	REMAINING	%
01-03-01-03-010	ACCURED EMPLOYEE BENEFITS	8.38	81.87		40.87	42.00	39.87-	194.93
01-03-01-03-210	OPERATING SUPPLIES		35.54			1,800.00	1,764.46	1.97
01-03-01-03-490	EQUIPMENT USE CHARGES		327.50		102.89	400.00	72.50	81.88
	ALLEY MAINTENANCE TOTAL	14.44	708.48	.00	193.25	2,290.00	1,581.52	30.94
01-03-01-04-001	SALARIES & WAGES	588.37	3,557.81	285.55	4,099.68	4,077.00	519.19	87.27
01-03-01-04-010	ACCURED EMPLOYEE BENEFITS	440.40	2,006.96	156.34	3,252.50	3,075.00	1,068.04	65.27
01-03-01-04-150	CONTRACT LABOR					200.00	200.00	
01-03-01-04-160	REPAIR SERVICE					100.00	100.00	
01-03-01-04-210	OPERATING SUPPLIES	2,269.12	8,301.99		8,212.61	22,000.00	13,698.01	37.74
01-03-01-04-490	EQUIPMENT USE CHARGES	322.10	1,184.13	24.14	1,086.13	2,600.00	1,415.87	45.54
	SIDEWALK & PARK LOT MAINT TOTAL	3,619.99	15,050.89	466.03	16,650.92	32,052.00	17,001.11	46.96
01-03-01-05-001	SALARIES AND WAGES	78.98	797.72	223.39	599.99	1,657.00	859.28	48.14
01-03-01-05-010	ACCURED EMPLOYEE BENEFITS	83.03	3,112.34	171.69	513.45	1,085.00	2,027.34-	286.85
01-03-01-05-132	UTILITIES-NATURAL GAS, PR	57.86	623.68	80.48	398.91	2,000.00	1,376.32	31.18
01-03-01-05-133	UTILITIES, TELEPHONE, FAX	34.15	255.06	34.63	238.87	600.00	344.94	42.51
01-03-01-05-150	CONTRACT LABOR	6.96	52.20	6.62	49.65	400.00	347.80	13.05
01-03-01-05-160	REPAIR SERVICES					100.00	100.00	
01-03-01-05-170	MAINT AGREEMENTS & LEASES		154.49			125.00	29.49-	123.59
01-03-01-05-190	INSURANCE					1,085.00	1,085.00	
01-03-01-05-201	OFFICE SUPP FURNITURE/EQU		718.00			100.00	618.00-	718.00
01-03-01-05-210	OPERATING SUPPLIES	112.20	596.11		883.07	1,500.00	903.89	39.74
01-03-01-05-220	TOOLS/SMALL EQUIPMENT					300.00	300.00	
01-03-01-05-490	EQUIPMENT USE CHARGES		24.54		1.77	100.00	75.46	24.54
	BIDGS & GROUNDS TOTAL	373.18	6,334.14	516.81	2,685.71	9,052.00	2,717.86	69.98
01-03-01-06-001	SALARIES AND WAGES		1,138.62			7,342.00	6,203.38	15.51
01-03-01-06-010	ACCURED EMPLOYEE BENEFITS		582.97	251.11-		6,358.00	5,775.03	9.17
01-03-01-06-160	REPAIR SERVICE					200.00	200.00	
01-03-01-06-210	OPERATING SUPPLIES					15,000.00	15,000.00	
01-03-01-06-490	EQUIPMENT USE CHARGES	48.84	97.68			10,000.00	9,902.32	.98
	SNOW & ICE REMOVAL TOTAL	48.84	1,819.27	251.11-	.00	38,900.00	37,080.73	4.68

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CITY OF CENTRALIA
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ACCOUNT NUMBER	ACCOUNT TITLE	CURRENT PERIOD	CURRENT Y-T-D	SAME PER LAST YEAR	LAST YEAR Y-T-D	BUDGET	REMAINING	%
01-03-01-07-001	SALARIES AND WAGES	140.23	2,225.83	60.02	2,600.77	2,937.00	711.17	75.79
01-03-01-07-010	ACCRUED EMPLOYEE BENEFITS	111.05	979.86	35.60	2,189.02	2,301.00	1,321.14	42.58
01-03-01-07-150	CONTRACT LABOR				20.00			
01-03-01-07-160	REPAIR SERVICE					150.00	150.00	
01-03-01-07-210	OPERATING SUPPLIES		1,999.52		3,498.90	6,000.00	4,000.48	33.33
01-03-01-07-220	TOOLS/SMALL EQUIPMENT				29.05			
01-03-01-07-490	EQUIPMENT USE CHARGES	59.89	706.96	10.63	533.45	1,400.00	693.04	50.50
	STREET SIGNS & MARKINGS TOTAL	311.17	5,912.17	106.25	8,871.19	12,788.00	6,875.83	46.23
01-03-01-08-001	SALARIES AND WAGES	895.86	10,759.80	317.21	16,097.10	17,058.00	6,298.20	63.08
01-03-01-08-010	ACCRUED EMPLOYEE BENEFITS	915.09	10,548.00	2,457.73	15,971.18	18,281.00	7,733.00	57.70
01-03-01-08-150	CONTRACT LABOR		1,200.00		740.00	23,000.00	21,800.00	5.22
01-03-01-08-170	MAINT AGREEMENTS & LEASES				2,800.00			
01-03-01-08-210	OPERATING SUPPLIES	1,216.23	18,741.24	305.13	30,947.07	13,000.00	5,741.24	144.16
01-03-01-08-490	EQUIPMENT USE CHARGES	237.93	5,040.00	338.37	6,727.17	6,000.00	960.00	84.00
	STORM DAMAGE TOTAL	3,265.11	46,289.04	2,808.18	73,282.52	77,339.00	31,049.96	59.85
01-03-01-09-001	SALARIES AND WAGES	96.59	997.39	123.84	720.11	1,447.00	449.61	68.93
01-03-01-09-010	ACCRUED EMPLOYEE BENEFIT	83.91	570.63	74.59	530.26	908.00	337.37	62.84
01-03-01-09-160	REPAIR SERVICE					50.00	50.00	
01-03-01-09-210	OPERATING SUPPLIES	2.58	2.58				2.58	
01-03-01-09-490	EQUIPMENT USE CHARGE	104.43	737.38	103.52	606.42	2,200.00	1,462.62	33.52
	BRUSH & TREE CONTROL TOTAL	287.51	2,307.98	301.95	1,856.79	4,605.00	2,297.02	50.12
	HIGHWAYS & STREETS TOTAL	17,083.84	137,423.62	18,963.85	252,925.16	283,244.00	145,820.38	48.52

WEED CONTROL FUNCTION

CITY OF CENTRALIA

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BUDGET REPORT

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ACCOUNT NUMBER	ACCOUNT TITLE	CURRENT PERIOD	CURRENT Y-T-D	SAME PER LAST YEAR	LAST YEAR Y-T-D	BUDGET	REMAINING	%
01-03-03-01-001	SALARIES AND WAGES	400.93	3,355.94	232.54	3,708.89	4,089.00	733.06	82.07
01-03-03-01-010	ACCURED EMPLOYEE BENEFITS	358.54	1,930.46	139.36	2,861.85	3,214.00	1,283.54	60.06
01-03-03-01-160	REPAIR SERVICE		89.80		480.00	100.00	100.00	
01-03-03-01-210	OPERATING SUPPLIES		5,680.75	1,480.71	8,410.39	500.00	410.20	17.96
01-03-03-01-490	EQUIPMENT USE CHARGES	323.27				12,000.00	5,319.25	55.67
01-03-03-01-803	TSFR TO PARK					400.00	400.00	
	CITY PROPERTY TOTAL	1,082.74	12,056.95	1,852.61	15,461.13	20,303.00	8,246.05	59.39
	WEED CONTROL TOTAL	1,082.74	12,056.95	1,852.61	15,461.13	20,303.00	8,246.05	59.39
	PUBLIC WORKS TOTAL	18,166.58	149,480.57	20,816.46	268,386.29	303,547.00	154,066.43	49.24
COMMUNITY PLANNING EC DEV PROGRAM								
COMMUNITY PLANNING FUNCTION								
01-04-01-01-110	PRINTING, PUB. AND ADVERTIS		398.17		526.40	1,900.00	1,501.83	20.96
01-04-01-01-120	DUES/MEMBER/SUBS/TUITION					50.00	50.00	
01-04-01-01-150	CONTRACT LABOR					800.00	800.00	
01-04-01-01-210	OPERATING SUPPLIES		109.99				109.99	
	ZONING, PLAN, SUBDIV REV TOTA	.00	508.16	.00	526.40	2,750.00	2,241.84	18.48
	COMMUNITY PLANNING TOTAL	.00	508.16	.00	526.40	2,750.00	2,241.84	18.48
ECON DEVELOPMENT FUNCTION								
01-04-02-01-001	SALARIES AND WAGES	307.26	646.40	165.85	471.40	504.00	142.40	128.25
01-04-02-01-010	ACCURED EMPLOYEE BENEFITS	207.26	391.26	80.11	332.60	336.00	55.26	116.45
01-04-02-01-110	PRINTING, PUBLICATIONS & A		153.91		108.80	500.00	346.09	30.78
01-04-02-01-120	DUES/MEMBER/SUBS/TUITION	1,000.00	2,562.10	1,150.00	2,712.10	5,500.00	2,937.90	46.58
01-04-02-01-150	CONTRACT LABOR		13,775.00		3,775.75	20,000.00	6,225.00	68.88
01-04-02-01-180	MEALS, LODGING, TRAVEL					100.00	100.00	
01-04-02-01-201	OFFICE SUP. FURNITURE, EQUI	86.75	86.75				86.75	

ROAD & BRIDGE ANNUAL SUMMARY REPORT

For use by all Entities (Application, Formula and Centralia Special Road District) to provide annual information in accordance with the Cooperative Agreement entered into with Boone County, Missouri (Commission Orders 459-2011 through 471-2011 approved on November 15, 2011, by the Boone County Commission).

Reporting Entity: City of Rocheport

Reporting on Calendar Year: 2013

Narrative for use of funds received Chip n seal surface applications to asphalt streets - needed to fill and seal surface cracking to extend the life of asphalt - Clean and seal cracks in asphalt with otherwise intact pavement

Narrative on overall condition of roads and bridges within reporting municipality:
The city recently dealt with needs as stated on the 2010 street plan

Allocation and Expenditure of Funds Received listed by project, with a projection description. Include only direct design and construction costs pertaining to roads, bridges and storm water; indirect and other administrative costs are not allowable. Attach extra pages as necessary.

Projects with descriptions Asphalt street maintenance) consisting of patching potholes and crack sealing prior to placement of a double chip seal surface for approximately 3000 linear feet of existing streets of varying widths. Project also includes removal and replacement of approximately 720 square feet of concrete sidewalk

ROAD & BRIDGE ANNUAL SUMMARY REPORT

Page 2

Added 10 LF 15" HDPE Along Lewis street from second street inlet
Added one (1) Coupler fitting for additional 15" HDPE pipe.

TOTAL	55,541.25
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I declare that I have examined this report, including accompanying schedules and statements, and to the best of my knowledge; certify that the information provided above is true, complete and accurate.

Signature	Shirley Jenkins-Old	Date	12-5-13
-----------	---------------------	------	---------

Title	City Clerk
-------	------------

Printed Name	Shirley Jenkins-OLD	Day Time Phone number	513 698 3245
--------------	---------------------	-----------------------	--------------

Complete this report and send to Boone County Resource Management, Attn: Kelle Westcott, 801 East Walnut Room 315, Columbia, MO 65201; by December 15th.

ROAD & BRIDGE ANNUAL SUMMARY REPORT

For use by all Entities (Application, Formula and Centralia Special Road District) to provide annual information in accordance with the Cooperative Agreement entered into with Boone County, Missouri (Commission Orders 459-2011 through 471-2011 approved on November 15, 2011, by the Boone County Commission).

Reporting Entity: City Of Columbia-David A. Nichols Assistant Public Works Director

Reporting on Calendar Year: 2013

Narrative for use of funds received Scott Blvd Phase II and Phase III, funds will be used for construction Costs

Narrative on overall condition of roads and bridges within reporting municipality:

Scott Phase II will raise the roadway above the 100 year flood with new approaches and a new bridge.

Scott Phase III will reconstruct and widen the existing roadway to improve vertical and horizontal alignment.

Allocation and Expenditure of Funds Received listed by project, with a projection description. Include only direct design and construction costs pertaining to roads, bridges and storm water; indirect and other administrative costs are not allowable. Attach extra pages as necessary.

Projects with descriptions _ The proposed improvement for Scott Boulevard Phase 2 include four main elements: 1) Continuing the sidewalk and bicycle facilities on both the east and west sides of the road to connect the MKT trail with the sidewalks and bicycle facilities being constructed on Scott Boulevard Phase 1 from Rollins Road to Brookview Terrace; 2) Raising the roadway profile to reduce the frequency of roadway overtopping; 3) Reconstructing the bridge over Hinkson Creek to connect with the raised roadway profile and to provide sidewalks and bicycle lanes on the bridge, and 4) Reconstructing the intersection at Vawter School Road as a roundabout which includes realigning Brushwood Road to connect at the intersection. Total costs approximately \$4.5 million, County 2013 road tax rebate \$311,686

Scott Boulevard Phase 3 consists of two travel lanes with a center grassed median. The median will be replaced with a left turn lane at all public streets. The typical section provides a 12 foot center median, 12 foot vehicle lanes, two foot marked bicycle lane measured from the two foot gutter sections. This will allow using either portland cement concrete or asphalt cement concrete pavement types and still provide marked lanes for vehicles and bicycles. In the instance of a disabled vehicle, the 19 foot wide pavement provides adequate passing space. The recommended cross section also includes an eight foot sidewalk on the east side, setback 6.5 foot from the back of curb and a five foot sidewalk on the west side, setback 6.5 foot from the back of curb. The total Right of Way width required for the recommended typical section is 76 feet. Total cost \$9.8 million, County 2013 road rebate tax \$1,363,314

ROAD & BRIDGE ANNUAL SUMMARY REPORT

Page 2

TOTAL <u>\$1,675,000</u>

I declare that I have examined this report, including accompanying schedules and statements, and to the best of my knowledge; certify that the information provided above is true, complete and accurate.

David A. Nichols	
Signature	Date

Assistant Public Works Director
Title

Printed Name	Day Time Phone number

Complete this report and send to Boone County Resource Management, Attn: Kelle Westcott, 801 East Walnut Room 315, Columbia, MO 65201; by December 15th.

ROAD & BRIDGE ANNUAL SUMMARY REPORT

For use by all Entities (Application, Formula and Centralia Special Road District) to provide annual information in accordance with the Cooperative Agreement entered into with Boone County, Missouri (Commission Orders 459-2011 through 471-2011 approved on November 15, 2011, by the Boone County Commission).

Reporting Entity: Town of Harrisburg

Reporting on Calendar Year: 2012

Narrative for use of funds received The funds were used for street maintenance including snow, ice, & tree removal as well as the 2010 and 2011 Street Project.

Narrative on overall condition of roads and bridges within reporting municipality:

As of 12/11/13 roads & bridges are in good condition.

Allocation and Expenditure of Funds Received listed by project, with a projection description. Include only direct design and construction costs pertaining to roads, bridges and storm water; indirect and other administrative costs are not allowable. Attach extra pages as necessary.

Projects with descriptions	
<u>- 2010 and 2011 Street Project - Overlay Lohmar Lane and seal Wilhite, Drane, Harris, & Woods: This project is awaiting final billing as of 12/11/13</u>	
<u>Combined expenses paid to date:</u>	<u>\$ 3,488.30</u>
<u>Estimated expenses to pay on overlay:</u>	<u>\$ 16,240.00</u>
<u>Estimated expenses to pay on sealing:</u>	<u>\$ 6,400.00</u>
<u>- Street Maintenance - Including snow, ice, & tree removal:</u>	
	<u>\$ 2,358.90</u>

Page 2

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ROAD & BRIDGE ANNUAL SUMMARY REPORT

For use by all Entities (Application, Formula and Centralia Special Road District) to provide annual information in accordance with the Cooperative Agreement entered into with Boone County, Missouri (Commission Orders 459-2011 through 471-2011 approved on November 15, 2011, by the Boone County Commission).

Reporting Entity: City of Hallsville

Reporting on Calendar Year: Fiscal year July 1, 2011-June 30, 2013

Narrative for use of funds received The City did a massive asphalt overlay of numerous residential streets.

Narrative on overall condition of roads and bridges within reporting municipality:

The streets, both asphalt and concrete curb and gutter are in good condition.

Allocation and Expenditure of Funds Received listed by project, with a project description. Include only direct design and construction costs pertaining to roads, bridges and storm water; indirect and other administrative costs are not allowable. Attach extra pages as necessary.

Projects with descriptions _In 2012 the City spent \$150,998 on four major city streets, Wesley, Meadow Lane, Edgewood Drive and Willowbrook, on 2" overlay and wedging of asphalt plus the widening of Wesley. The engineering costs for the specs, bid documents and letting of bids was \$1,910. Advertising costs were \$380, postage expenses of project were \$31 for a total spent of \$150,998. In addition, the City's Public Works staff rented a crack sealing machine to fill in cracks of asphalt streets with hot oil. The equipment and oil costs were \$8,038.69. The City spent a total of \$59,321 from General Funds for streets separate from the Road Grant monies.

We currently have \$43,826.71 on hand in Road Grant funds.

[illegible]

TOTAL

\$150,998 from Road Grant Funds and \$59,321 from General Funds.

I declare that I have examined this report, including accompanying schedules and statements, and to the best of my knowledge; certify that the information provided above is true, complete and accurate.

Kim Bise

12/11/13

Signature

Date _____

City Clerk

Title

Kim Bise

573-696-3885

Printed Name

Day Time Phone number

4:47 PM
7/03/13
Fiscal Basis

City of Hallsville, Missouri
Profit & Loss by Class
July 2012 through June 2013

	Streets (Gen Fd)	Road Grants (Gen Fd)
Ordinary Income/Expense		
Income		
TAX REVENUE		
Real Property	0.00	0.00
Personal Property	0.00	0.00
Boone County Road Property Tax	0.00	40,072.16
Railroad & Utility Tax	0.00	0.00
Surtax	0.00	0.00
1% Sales Tax	0.00	0.00
Gasoline Tax	0.00	0.00
Motor Vehicle Sales Tax	0.00	0.00
Motor Vehicle Fee Increase	0.00	0.00
Electric Franchise Tax	0.00	0.00
Gas Franchise Taxes	0.00	0.00
Telephone Franchise Taxes	0.00	0.00
Protested Telephone Franch.Tax	0.00	0.00
Cable TV Franchise Taxes	0.00	0.00
Total TAX REVENUE	0.00	40,072.16
LICENSES, FEES, OTHER		
Street Project Reimbursement	0.00	125,000.00
Animal Licenses	0.00	0.00
Business Licenses & Permits	0.00	0.00
Cash Over/(Short)	0.00	0.00
Cell Tower Lease Agreement	0.00	0.00
Conceal & Carry Fees	0.00	0.00
DWI Recoupment	0.00	0.00
FEMA Funds	1,759.96	0.00
Fines - Court	0.00	0.00
Grants	0.00	0.00
Interest/Investment Income	0.00	0.00
Miscellaneous Revenue	0.00	0.00
Officer Training Fee	0.00	0.00
P & Z Fees	0.00	0.00
Post Commission Fund Money	0.00	0.00
Printing & Duplicating Service	0.00	0.00
Rent & Royalties	0.00	0.00
Returned Check Fees	0.00	0.00
School Crossing Guards	0.00	0.00
Total LICENSES, FEES, OTHER	1,759.96	125,000.00
Total Income	1,759.96	165,072.16
Gross Profit	1,759.96	165,072.16
Expense		
PERSONNEL SERVICES		
Salaries		
Aldermen	0.00	0.00
City Administrator	0.00	0.00
City Clerk	0.00	0.00
Deputy Clerks	0.00	0.00
Mayor	0.00	0.00
Municipal Judge	0.00	0.00
Patrolman	0.00	0.00
Police Chief	0.00	0.00

1:47 PM
12/03/13
Cash Basis

City of Hallsville, Missouri
Profit & Loss by Class
July 2012 through June 2013

	Streets (Gen Fd)	Road Grants (Gen Fd)
Public Works Assistant	10,072.19	0.00
Public Works Superintendent	2,724.45	0.00
School Gross Guards	0.00	0.00
Salaries - Other	0.00	0.00
Total Salaries	12,796.64	0.00
Insurance - Health	0.00	0.00
Medical Expense (non-insurance)	0.00	0.00
Mileage	0.00	0.00
Payroll Taxes	998.05	0.00
Retirement Expenses	0.00	0.00
Training and Education	0.00	0.00
Travel & Expenses	38.68	0.00
Total PERSONNEL SERVICES	13,833.37	0.00
MAINTENANCE & SUPPLIES		
Building Repair & Maintenance	0.00	0.00
Clothing & Uniforms	0.00	0.00
Computer Equipment & Software	0.00	0.00
Computer Maint&ServiceContracts	0.00	0.00
Copier Maint & ServiceContracts	0.00	0.00
Equipment - Cell 1	0.00	0.00
Equipment - Cell 2 DNR Fine	0.00	0.00
Equipment Purchases	0.00	0.00
Equipment Repairs & Maintenance	10.79	0.00
Food/Drinks/Ice	39.34	0.00
Fuel	1,487.38	0.00
Office Supplies	0.00	0.00
Parts & Supplies	1,015.39	0.00
Postage	0.00	30.90
Repairs on City Sidewalks	297.10	0.00
Road Project	8,038.69	0.00
Tools	626.72	0.00
Vehicle Purchases & Accessories	0.00	0.00
Vehicle Repairs & Maintenance	702.16	0.00
Programs/Equipment	0.00	0.00
Total MAINTENANCE & SUPPLIES	12,217.57	30.90
SERVICE		
Accounting & Audit Fees	0.00	0.00
Advertising	284.76	379.68
Dues and Memberships	0.00	0.00
Election Fees/Costs	0.00	0.00
Engineering Fees	0.00	1,909.50
Lease Agreement-Frank Martin	0.00	0.00
Legal Fees/City Attorney	0.00	0.00
Missouri One Call Service	0.00	0.00
Operating Permits	0.00	0.00
Primacy Fee	0.00	0.00
Printing & Copying	0.00	0.00
Prosecuting Attny - Contracted	0.00	0.00
Professional Services	0.00	0.00
Service Agreements	0.00	0.00
Trash Service	0.00	0.00
Water-PSWD #4	0.00	0.00
Total SERVICE	284.76	2,289.18

1:47 PM
12/03/13
Cash Basis

City of Hallsville, Missouri
Profit & Loss by Class
July 2012 through June 2013

	Streets (Gen Fd)	Road Grants (Gen Fd)
UTILITIES		
Cell Phones	0.00	0.00
Electricity/Gas	15,761.12	0.00
Telephone and Internet	0.00	0.00
Water	0.00	0.00
Total UTILITIES	15,761.12	0.00
OTHER EXPENSES & FEES		
Bank Charges	0.00	0.00
Crime Victim/P.O.S.T	0.00	0.00
Deposit Refunds	0.00	0.00
Miscellaneous Expenses	10.99	0.00
Planning and Zoning	0.00	0.00
Total OTHER EXPENSES & FEES	10.99	0.00
CAPITAL IMPROVEMENTS		
Easement Purchase-Frank Martin	0.00	0.00
Streets	0.00	150,998.02
Total CAPITAL IMPROVEMENTS	0.00	150,998.02

59,321.42

CITY OF HALLSVILLE

8:15 AM
12/11/13
Cash Basis

City of Hallsville, Missouri Balance Sheet As of June 30, 2013

	Jun 30, 13	Jul 1, 12	\$ Change
ASSETS			
Current Assets			
Checking/Savings			
Checking - BCNB	227,530.59	169,137.87	58,392.72
C.D. - BCNB 575360	5,018.91	5,018.43	0.48
C.D. - BCNB 575363	5,022.70	5,022.21	0.49
Martin Farmer (Sewer Repair)	0.00	10,083.97	(10,083.97)
Petty Cash	200.00	100.00	100.00
Regional Mo Bank (Marceline Bk)	681.22	681.22	0.00
Water Bond	24,396.27	9,858.42	14,537.85
Restricted SRF Accounts			
SRF Account - Principal	45,000.00	45,000.00	0.00
SRF Account - Debt Service	5,407.36	4,588.68	818.68
SRF Account - Interest	8,323.90	9,168.67	(844.77)
SRF Account - Arbitrage Rebate	6,321.61	6,365.61	(44.00)
Total Restricted SRF Accounts	65,052.87	65,122.96	(70.09)
Total Checking/Savings	327,902.56	265,025.08	62,877.48
Total Current Assets	327,902.56	265,025.08	62,877.48
TOTAL ASSETS	327,902.56	265,025.08	62,877.48
LIABILITIES & EQUITY			
Liabilities			
Current Liabilities			
Accounts Payable	0.00	211.59	(211.59)
Total Accounts Payable	0.00	211.59	(211.59)
Credit Cards			
Mickey's Auto Parts, Inc.	145.91	9.98	135.93
Harbor Freight Tools USA, Inc.	0.00	452.36	(452.36)
Lowes	0.00	101.57	(101.57)
BankCard Credit Cards	1,022.63	1,225.56	(202.93)
Dollar General Credit	0.00	8.20	(8.20)
Home Depot	566.82	95.16	471.66
Orscheln's Credit	109.97	197.08	(197.08)
Staples Credit	2,969.53	77.98	31.99
Wright Express (Fuel Cards)	0.00	263.98	2,705.55
Westlake's Credit	4,814.86	(22.30)	22.30
Total Credit Cards		2,409.57	2,405.29

CITY OF HALLSVILLE

8:15 AM
12/11/13
Cash Basis

City of Hallsville, Missouri Balance Sheet As of June 30, 2013

	Jun 30, 13	Jul 1, 12	\$ Change
Other Current Liabilities			
Payroll Liabilities			
Fed/FICA	220.53	0.00	220.53
MO - Withholding	(306.00)	0.00	(306.00)
Payroll Liabilities - Other	0.00	78.27	(78.27)
Total Payroll Liabilities	(85.47)	78.27	(163.74)
Utility Sales Tax Payable	1,395.65	0.00	1,395.65
Total Other Current Liabilities	1,310.18	78.27	1,231.91
Total Current Liabilities	6,125.04	2,699.43	3,425.61
Total Liabilities	6,125.04	2,699.43	3,425.61
Equity			
General Funds			
Road Grant Funds	43,826.71	32,072.65	11,754.06
General Funds - Other	55,630.87	52,998.45	2,632.42
Total General Funds	99,457.58	85,071.10	14,386.48
Enterprise Funds			
Frank Martin Funds	0.00	9,608.07	(9,608.07)
Meter Deposit Funds	21,035.63	13,841.00	7,194.63
Sewer Replacement Funds	17,430.17	5,430.17	12,000.00
Trash Funds	1,993.82	4,088.00	(2,094.18)
Sewer Funds			
Land Application Project	0.00	(108,843.96)	108,843.96
New Sewer Funds	(38,829.11)	0.00	(38,829.11)
Set Aside for DNR Fine Due 7/12	0.00	6,000.00	(6,000.00)
Sewer Funds - Other	60,602.89	118,200.24	(57,597.35)
Total Sewer Funds	21,773.78	15,356.28	6,417.50
Water Funds			
Water Replacement Funds	54,277.39	50,978.29	3,299.10
	32,645.29	20,245.29	12,400.00
Total Enterprise Funds	149,156.08	119,547.10	29,608.98
Debt Service Funds(WaterBonds)	73,163.86	58,696.10	14,467.76
Reclass Net Income	(58,463.22)	0.00	(58,463.22)
Net Income	58,463.22	(988.65)	59,451.87
Total Equity	321,777.52	262,325.65	59,451.87
TOTAL LIABILITIES & EQUITY	327,902.56	265,025.08	62,877.48

ROAD & BRIDGE ANNUAL SUMMARY REPORT

For use by all Entities (Application, Formula and Centralia Special Road District) to provide annual information in accordance with the Cooperative Agreement entered into with Boone County, Missouri (Commission Orders 459-2011 through 471-2011 approved on November 15, 2011, by the Boone County Commission).

Reporting Entity: TOWN of MCBAIN, MO.

Reporting on Calendar Year: 2013

Narrative for use of funds received applied to cost of snow removal from the streets.

Narrative on overall condition of roads and bridges within reporting municipality:
GOOD

Allocation and Expenditure of Funds Received listed by project, with a projection description. Include only direct design and construction costs pertaining to roads, bridges and storm water; indirect and other administrative costs are not allowable. Attach extra pages as necessary.

Projects with descriptions NO PROJECTS PLANNED

CITY OF MCBAIN

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper has a slightly aged appearance with some minor discoloration and faint smudges. The edges of the paper are slightly irregular.

[illegible]

I declare that I have examined this report, including accompanying schedules and statements, and to the best of my knowledge; certify that the information provided above is true, complete and accurate.

Marvin E. Sapp
Signature

12-17-2013
Date

Title CHAIRMAN, BD. of DIRECTORS

MARVIN E. SAPP
Printed Name

573/446-457.3

Day Time Phone number

Complete this report and send to Boone County Resource Management, Attn: Kelle Westcott, 801 East Walnut Room 315, Columbia, MO 65201; by December 15th.

VILLAGE OF PIERPONT

ROAD & BRIDGE ANNUAL SUMMARY REPORT

For use by all Entities (Application, Formula and Centralia Special Road District) to provide annual information in accordance with the Cooperative Agreement entered into with Boone County, Missouri (Commission Orders 459-2011 through 471-2011 approved on November 15, 2011, by the Boone County Commission).

Reporting Entity: Village of Pier Pont

Reporting on Calendar Year: 2013

Narrative for use of funds received ON Deposit AT Boone Co. Nat. Bank

Narrative on overall condition of roads and bridges within reporting municipality:
Very good Condition - was resurfaced in 2012.

Allocation and Expenditure of Funds Received listed by project, with a projection description. Include only direct design and construction costs pertaining to roads, bridges and storm water; indirect and other administrative costs are not allowable. Attach extra pages as necessary.

Projects with descriptions NONE in 2013

ROAD & BRIDGE ANNUAL SUMMARY REPORT

Page 2

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.

TOTAL	100	100	100
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I declare that I have examined this report, including accompanying schedules and statements, and to the best of my knowledge; certify that the information provided above is true, complete and accurate.

Signature _____

Date _____

Title

Printed Name

Day Time Phone number

Complete this report and send to Boone County Resource Management, Attn: Kelle Westcott, 801 East Walnut Room 315, Columbia, MO 65201; by December 15th.

Boone County Resource Management
Boone County Government Center
801 East Walnut Room 315
Columbia, MO 65201-7730

ENTITIES NOT PROVIDING REQUESTED INFORMATION

- City of Ashland
- City of Huntsdale
- Village of Hartsburg

Boone County Design & Construction Team And contributors to the annual report



From left to right: Derin Campbell, Chief Engineer; Dan Haid, Professional Civil Engineer; Kelle Westcott, Administrative Assistant; Micah Taylor, Professional Civil Engineer; Jeff McCann, Professional Civil Engineer



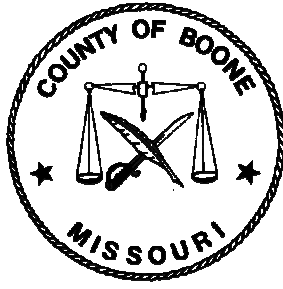
From left to right: Kelle Westcott, Administrative Assistant; Matt Thomas, County Surveyor; Tom Chynoweth, Engineering Technician; Natalie Meighan, Right of Way Agent; Aaron Garringer, Asset Management Technician



From left to right: Darin Sapp, Road Construction Inspector; Justin Skouby, Road Construction Inspector, Keith Austin, Chief Road Construction Inspector.



From left to right: Catherine Beatty, Urban Hydrologist; Nicki Fuemmeler, Stormwater Coordinator



Mission:

**To provide a safe & modern transportation network constructed
& maintained in a fiscally sound & environmentally responsible
manner that is effectively coordinated with city, state & federal
agencies**

Boone County Resource Management
801 East Walnut
Room 315
Columbia, MO 65201
Phone: 573-886-4480
Fax: 573-886-4340
Email: resmgt@boonecountymo.org
Website: www.showmeboone.com/ResourceManagement

Boone County Public Works
5551 Tom Bass Road
Columbia, MO 65201
Phone: 573-449-8515
Fax: 573-875-1602
E-mail: PublicWorks@boonecountymo.org
Website: www.showmeboone.com/PublicWorks

FY2013