CITY OF LAKELAND TENNESSEE

Board of Commissioners
Work Session Agenda
Thursday, May 5, 2022, 5:30 PM
City Hall, Lakeland, Tennessee 38002

I. CALL TO ORDER BY MAYOR:

II. INVOCATION:

III. PLEDGE:

IV. ROLL CALL BY RECORDER:

V. PUBLIC HEARING:

VI. TREASURER'S REPORT:

1. *Treasurer's Report for April will be presented at the Regular BOC Meeting*

VII. REPORTS FROM COMMITTEES, MEMBERS OF THE BOARD OF COMMISSIONERS & OTHER OFFICERS:

- Sheriff's Report
- City Manager's Report
- Commissioners' Report

VIII. PUBLIC COMMENTS:

IX. SEWERAGE COMMISSION BUSINESS:

X. CONSENT AGENDA:

1. Approval of Meeting Minutes from Previous Meetings:

   a. April 14, 2022

XI. REGULAR AGENDA:

1. **Ordinance - First Reading** - adopting the annual budget and tax rate for the fiscal year beginning July 1, 2022 and ending June 30, 2023. *Sponsored by Michael Walker*

2. **Ordinance - First Reading** - to amend the Land Development Regulations of the City of Lakeland, Tennessee, to clarify requirements for fence materials in buffers and yards and to grant the Design Review Commission the authority to permit alternative fence materials, colors, heights, opacity, and opening intervals. *Sponsored by Donald Anthony*

3. **Resolution** - approving an Outline Plan for Ashmont Planned Development. *Sponsored by Donald Anthony*

4. **Resolution** - approving signage in the public right-of-way along Canada Road for The Lake District Planned Development. *Sponsored by Donald Anthony*

5. **Resolution** - appointing Michael Walker as Interim City Manager effective June 11, 2022. *Sponsored by WIll Patterson*

6. Discussion on the Sketch Plan for Taylor Farms Planned Development. *Sponsored by Donald Anthony*

XII. ANNOUNCEMENTS:

XIII. ADJOURNMENT:

BOARD OF COMMISSIONERS
REGULAR MEETING MINUTES
THURSDAY, APRIL 14, 2022, 5:30 P.M.
CITY HALL. LAKELAND. TENNESSEE 38002

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I. **CALL TO ORDER BY MAYOR:** The meeting was called to order by Mayor Mike Cunningham 5:32 p.m. on Thursday, April 14, 2022.

II. **INVOCATION:** Offered by Mayor Cunningham.

III. **PLEDGE:** Mayor Cunningham led the pledge to the flag.

IV. **ROLL CALL BY RECORDER:** Mayor Mike Cunningham, Vice Mayor Michele Dial, Commissioner Jim Atkinson, Commissioner Richard Gonzales, and Commissioner Wesley Wright were present.

Staff personnel in attendance were City Manager Shane Horn, City Engineer Emily Harrell, Parks & Recreation Director Patrick O'Mara, City Recorder Debra Murrell and City Attorney Will Patterson.

V. **PUBLIC HEARING:**

1. **Ordinance - Final Reading** – amending provisions of the Lakeland Municipal Code related to ongoing violations and public nuisance.

2. **Ordinance - Final Reading** – amending provisions of the Lakeland Municipal Code related to inoperative vehicles.

3. **Ordinance – Final Reading** – amending the fiscal year 2021-2022 budget, passed by ordinance O-5-2021, as amended by ordinance O-13-2021.

4. **Ordinance - Final Reading** – rescinding ordinance 2021-287 that committed specific revenue sources and established specific uses of those resources.

5. **Ordinance - Final Reading** – amending Section 2 of Ordinance 17-249 Establishing Sewer User Rates and Sewer Charge Adjustments.

For the record: No comments were heard.

VI. **TREASURER'S REPORT:**

1. Financial Director Michael Walker offered the Treasurer's Report for the month of March at the Work Session.

VII. **REPORTS FROM COMMITTEES, MEMBERS OF THE BOARD OF COMMISSIONERS & OTHER OFFICERS:**

- Sheriff's Report: Summary report for the month of March *(Given by Lt. Jason Valentine)*

- City Manager's Report: City Manager Shane Horn offered a report.

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- Melody Ramsey of Mid-South Transplant Foundation gave a brief presentation.

- Commissioners' Report:
  - Parks & Rec. Director Patrick O'Mara reported on PRB activities.
  - Commissioner Wright offered a report on EDC activities.
  - Commissioner Atkinson offered a report on MPC/DRC activities.

VIII. PUBLIC COMMENTS:

Comments were heard from the following:

Jeremy Burnett – 4000 block of Canada Road

IX. SEWERAGE COMMISSION BUSINESS:

X. CONSENT AGENDA:

1. **Approval of Meeting Minutes from Previous Meetings:**
   a. Regular Meeting Minutes – March 10, 2022.

2. **<u>Resolution</u> – to approve a contract with Whitaker Construction for FY22 Wastewater Sludge Removal and Disposal Project.** *Sponsored by Alejandra Arriaga*

3. **<u>Resolution</u> – to approve a contract with Grinder, Taber & Grinder for the Fy22 Public Works Maintenance Building Fence Project.** *Sponsored by Alejandra Arriaga*

4. **<u>Resolution</u> – to approve the purchase of a 2022 Ram 4500 Chassis Crew Cab 4 x 4 from Peppers Chrysler, Dodge Jeep, Inc.** *Sponsored by Emily Harrell*

5. **<u>Resolution</u> – to approve the purchase and installation of a service body for a 2022 Ram 4500 Crew Cab Truck from Aerial Truck Equipment Company, Inc.** *Sponsored by Emily Harrell*

6. **<u>Resolution</u> – authorizing and providing for the incurrence of indebtedness with a USDA loan for the City match of the New Canada Road Project.**

7. **<u>Resolution</u> – receiving and filing the Report on Debt Obligation for the Lakeland 2022 Capital Outlay Note Series 2022.** *Sponsored by Michael Walker*

Commissioner Gonzales moved to approve the consent agenda as presented, seconded by Vice Mayor Dial.

When the question was called the motion carried, voice vote, 5 in favor 0 against (5-0).

Vice Mayor Dial	Yea
Commissioner Atkinson	Yea
Commissioner Gonzales	Yea
Commissioner Wright	Yea
Mayor Cunningham	Yea

For the record: With no objection, an additional item was added to the Regular Agenda by Mayor Cunningham as item # 10 "Discussion on an Ethic Complaint".

XI. REGULAR AGENDA:

1. **Ordinance - Final Reading – amending provisions of the Lakeland Municipal Code related to ongoing violations and public nuisance.** *Sponsored by Judge Koratsky*

   Commissioner Gonzales moved to bring this item to the floor, seconded by Commissioner Wright.

   When the question was called the Final Reading of the Ordinance passed, as presented, roll call vote, 5 in favor 0 against (5-0).

Vice Mayor Dial	Yea
Commissioner Atkinson	Yea
Commissioner Gonzales	Yea
Commissioner Wright	Yea
Mayor Cunningham	Yea

2. **Ordinance - Final Reading – amending provisions of the Lakeland Municipal Code related to inoperative vehicles.** *Sponsored by Judge Koratsky*

   Commissioner Atkinson moved to bring this item to the floor, seconded by Commissioner Wright.

   When the question was called the Final Reading of the Ordinance passed, as presented, roll call vote, 5 in favor 0 against (5-0).

Vice Mayor Dial	Yea
Commissioner Atkinson	Yea
Commissioner Gonzales	Yea
Commissioner Wright	Yea
Mayor Cunningham	Yea

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3. **<u>Ordinance – Final Reading</u> – amending the fiscal year 2021-2022 budget, passed by ordinance O-5-2021, as amended by ordinance O-13-2021.** *Sponsored by Michael Walker*

   Commissioner Gonzales moved to bring this item to the floor, seconded by Commissioner Wright.

   When the question was called the Final Reading of the Ordinance passed, as presented, roll call vote, 5 in favor 0 against (5-0).

Vice Mayor Dial	Yea
Commissioner Atkinson	Yea
Commissioner Gonzales	Yea
Commissioner Wright	Yea
Mayor Cunningham	Yea

4. **<u>Ordinance - Final Reading</u> – rescinding ordinance 2021-287 that committed specific revenue sources and established specific uses of those resources.** *Sponsored by Emily Harrell*

   Commissioner Gonzales moved to bring this item to the floor, seconded by Commissioner Wright.

   When the question was called the Final Reading of the Ordinance passed, as presented, roll call vote, 5 in favor 0 against (5-0).

Vice Mayor Dial	Yea
Commissioner Atkinson	Yea
Commissioner Gonzales	Yea
Commissioner Wright	Yea
Mayor Cunningham	Yea

5. **<u>Ordinance - Final Reading</u> – amending Section 2 of Ordinance 17-249 Establishing Sewer User Rates and Sewer Charge Adjustments.** *Sponsored by Emily Harrell*

   Commissioner Gonzales moved to bring this item to the floor, seconded by Commissioner Wright.

   When the question was called the Final Reading of the Ordinance passed, as presented, roll call vote, 5 in favor 0 against (5-0).

Vice Mayor Dial	Yea
Commissioner Atkinson	Yea
Commissioner Gonzales	Yea
Commissioner Wright	Yea
Mayor Cunningham	Yea

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6. **Resolution – to approve a professional services contract with Community Development Partners for Grant Administration Services.**
Sponsored by Emily Harrell

Vice Mayor Dial moved to bring this item to the floor, seconded by Commissioner Wright.

When the question was called the resolution passed, as presented, roll call vote, 5 in favor 0 against (5-0).

Vice Mayor Dial	Yea
Commissioner Atkinson	Yea
Commissioner Gonzales	Yea
Commissioner Wright	Yea
Mayor Cunningham	Yea

7. **Resolution – to approve the Strategic Communications Plan.**
Sponsored by Shane Horn

Commissioner Gonzales moved to bring this item to the floor, seconded by Vice Mayor Dial.

Discussion ensued.

For the record: Comments were heard from Amy Howell of Howell Marketing Solutions.

After the discussion Mayor Cunningham moved to amend the plan to remove names and replace them with job titles, seconded by Commissioner Atkinson.

When the question was called the amendment to the plan passed, roll call vote, 5 in favor 0 against (5-0).

Vice Mayor Dial	Yea
Commissioner Atkinson	Yea
Commissioner Gonzales	Yea
Commissioner Wright	Yea
Mayor Cunningham	Yea

When the question was called, the resolution passed to approve the plan as amended, roll call vote, 5 in favor 0 against (5-0).

Vice Mayor Dial	Yea
Commissioner Atkinson	Yea
Commissioner Gonzales	Yea
Commissioner Wright	Yea
Mayor Cunningham	Yea

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8. **Resolution – In recognition of Blue and Green Day Mid-South to promote the importance of organ and tissue donation.** *Sponsored by Shane Horn*

   Commissioner Gonzales moved to bring this item to the floor, seconded by Vice Mayor Dial.

   When the question was called the resolution passed, as presented, roll call vote, 5 in favor 0 against (5-0).

Vice Mayor Dial	Yea
Commissioner Atkinson	Yea
Commissioner Gonzales	Yea
Commissioner Wright	Yea
Mayor Cunningham	Yea

9. **Resolution – appointing a commissioner to serve as a liaison on the Comprehensive Plan Advisory Committee.** *Sponsored by Shane Horn*

   Commissioner Gonzales moved to bring this item to the floor, seconded by Commissioner Wright.

   When the question was called the resolution passed, as presented, roll call vote, 5 in favor 0 against (5-0).

Vice Mayor Dial	Yea
Commissioner Atkinson	Yea
Commissioner Gonzales	Yea
Commissioner Wright	Yea
Mayor Cunningham	Yea

   For the record: Commissioner Atkinson was appointed to serves as the liaison.

10. **Discussion on an Ethic Complaint.**
   Commissioner Atkinson moved to bring this item to the floor, seconded by Commissioner Gonzales.

   Discussion ensued.

   For the record: Comments were heard from City Attorney Will Patterson.

   Discussion only, no action was taken.

XII. ANNOUNCEMENTS:

City Manager Shane Horn announced his notice of resignation and expressed his gratitude for the opportunity he was given to serve. The board expressed their appreciation for his dedication and service to the City of Lakeland.

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XIII. ADJOURNMENT: There being no other business on which to take action, Commissioner Gonzales moved to adjourn the meeting, seconded by Commissioner Atkinson. ***Motion carried, voice vote, all in favor (5-0).***

The meeting was adjourned at 7:25 p.m. on Thursday, April 14, 2022.

These minutes were approved on May 12, 2022.

_____
Mike Cunningham, *Mayor*

ATTEST:

_____
Debra Murrell
City Recorder

CITY OF LAKELAND TENNESSEE

Board of Commissioners

Meeting Cycle: Thursday, May 5, 2022

Subject: **Ordinance - First Reading** - adopting the annual budget and tax rate for the fiscal year beginning July 1, 2022 and ending June 30, 2023. *Sponsored by Michael Walker*

Staff Contact: Michael Walker, Finance & HR Director

STAFF RECOMMENDATION

City Staff recommends approval of the FY2023 Annual Budget, appropriating funds and approving capital outlay plans for the ensuing fiscal year.

BUDGET IMPACT

This Ordinance sets the appropriations budget for FY2023.

DISCUSSION

Since presentation at the Budget Workshop on March 29th, the most significant changes to the Annual Budget for FY2023 are as follows:

1. Personnel pay and pay band annual increase has been set at six (6) percent.
2. The estimated results for FY2022 (current fiscal year) have been updated, resulting in additional fund balance to be utilized in FY2023. Due to this change, the annual paving budget in the State Street Aid Fund has been increased back to the original estimate of $1.5 million (adding $0.4 million from the Budget Workshop copy), while the ending unassigned fund balance projected as of 6/30/2023 is now $1.8 million (compared to $1.6 million estimated as of 3/29/2022, with only a $1.1 million paving budget).
3. LSS funds budgets approved by the Board of Education are now included in the Annual Budget of the City.
4. Long-term financial plans and capital improvement plans for the ensuing five fiscal years have been completed.
5. Projections of local sales tax revenues (General Fund) and motor fuel taxes (State Street Aid Fund) have improved with more recent results/trends, adding to the available sources for FY2023.
6. Use of unassigned fund balance for FY2023 has increased from $3.22 million to $3.35 million, while still leaving $1.8 million in excess of reserve as of 6/30/2023.

ORDINANCE O-10-2022
AN ORDINANCE OF THE CITY OF LAKELAND, TENNESSEE
ADOPTING THE ANNUAL BUDGET AND TAX RATE
FOR THE FISCAL YEAR BEGINNING JULY 1, 2022, AND ENDING JUNE 30, 2023

WHEREAS, *Tennessee Code Annotated* ("T.C.A.") § 9-1-116 requires that all funds of the State of Tennessee and all its political subdivisions shall first be appropriated before being expended and that only funds that are available shall be appropriated; and

WHEREAS, T.C.A. § 6-56-201 et seq (the Municipal Budget Law of 1982) requires the governing body of each municipality to adopt and operate under an annual budget ordinance presenting the minimum information required by said State statute and may not expend any funds regardless of source (except for moneys expended pursuant to a project ordinance or accounted for in a proprietary type fund or a fiduciary type fund that are excluded from the budget ordinance) except in accordance with a budget ordinance in which appropriations may not exceed estimated available funds; and

WHEREAS, the activities in the sewer enterprise proprietary fund type are supported by charges for services and are not in a fund type included in T.C.A. § 6-56-203 (quoted above) yet operate under an annual financial plan; and

WHEREAS, the City Manager, as budget commissioner, has presented the Annual Budget document to the Board of Commissioners prior to May 15th, such document included the appropriated budget schedules, budgetary comparison schedules, long-term financial planning and capital improvements plan documents, and other financial plans, in accordance with City Charter; and

WHEREAS, the Board of Commissioners has published the annual operating budget and budgetary comparisons of the proposed budget with the prior year actual results and current year estimated results in a newspaper of general circulation not less than ten (10) days prior to the meeting wherein the Board will consider final passage of the budget.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE CITY OF LAKELAND, TENNESSEE, AS FOLLOWS:

SECTION 1: That the governing body projects for the fiscal year ending June 30, 2023, anticipated revenues and other financing sources from all sources and appropriates planned expenditures and other financing uses for each appropriated governmental fund type, inclusive of each department, board, office, or other agency of the municipality included therein, presented together with 1) the actual annual revenues, other financing sources, expenditures, and other financing uses of the last preceding fiscal year, 2) the estimated annual results of the same for the current fiscal year, 3) actual or planned addition to or use of fund balance for the three (3) periods presented, and 4) actual and estimated ending fund balances for the three (3) periods presented, as follows:

ORDINANCE O-10-2022
AN ORDINANCE OF THE CITY OF LAKELAND, TENNESSEE
ADOPTING THE ANNUAL BUDGET AND TAX RATE
FOR THE FISCAL YEAR BEGINNING JULY 1, 2022, AND ENDING JUNE 30, 2023

GENERAL FUND	ACTUAL FY 2021	ESTIMATED FY 2022	BUDGET FY 2023
REVENUES			
Property taxes	$ 4,648,727	$ 4,700,922	$ 4,911,449
Local sales taxes	2,200,349	2,511,591	2,914,488
Intergovernmental	1,679,438	2,068,499	2,174,313
Licenses and permits	353,234	261,554	262,966
Charges for services	203,861	314,380	226,282
Federal, state, and local grants	1,632,730	9,280,708	13,473,000
Interest income	9,734	12,324	9,317
Other income	5,814	12,500	15,000
Total revenues	10,733,887	19,162,478	23,986,815
EXPENDITURES			
Current			
General government	1,845,993	2,140,943	2,281,444
Community development	557,049	837,373	1,096,463
Public works	438,558	747,017	641,108
Parks and recreation	418,367	869,590	994,051
Capital outlays	2,036,814	11,935,050	17,343,000
Total expenditures	5,296,781	16,529,973	22,356,066
Excess of revenues over expenditures	5,437,106	2,632,505	1,630,749
OTHER FINANCING SOURCES (USES)			
Issuance of debt	14,794,500	53,205,500	3,500,000
Transfers in from other funds	700,000	707,100	700,000
Transfers out	(21,543,808)	(54,958,169)	(12,907,592)
Total other financing sources (uses)	(6,049,308)	(1,045,569)	(8,707,592)
Addition to (use of) fund balance	(612,202)	1,586,936	(7,076,843)
Fund balance, beginning	11,900,033	11,287,831	12,874,767
Fund balance, ending	$ 11,287,831	$ 12,874,767	$ 5,797,924

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STATE STREET AID FUND	ACTUAL FY 2021	ESTIMATED FY 2022	BUDGET FY 2023
REVENUES			
Intergovernmental	$ 457,642	$ 502,101	$ 526,033
Federal, state, and local grants	-	153,314	-
Total revenues	457,642	655,415	526,033
EXPENDITURES			
Current			
Public works	1,413,002	3,647,766	2,338,628
Capital outlays	358,004	681,997	224,000
Total expenditures	1,771,006	4,329,763	2,562,628
Deficiency of revenues under expenditures	(1,313,364)	(3,674,348)	(2,036,595)
OTHER FINANCING SOURCES			
Transfers in from other funds	1,574,617	3,184,556	1,970,812
Addition to (use of) fund balance	261,253	(489,792)	(65,783)
Fund balance, beginning	294,322	555,575	65,783
Fund balance, ending	$ 555,575	$ 65,783	$ -

STORMWATER FUND	ACTUAL FY 2021	ESTIMATED FY 2022	BUDGET FY 2023
REVENUES			
Charges for services	$ 216,557	$ 228,566	$ 203,445
EXPENDITURES			
Current			
Public works	59,901	82,097	86,121
Capital outlays	303,584	-	310,000
Total expenditures	363,485	82,097	396,121
Excess (deficiency) of revenues over (under) expenditures	(146,928)	146,469	(192,676)
OTHER FINANCING SOURCES			
Transfers in from other funds	245,000	-	-
Addition to (use of) fund balance	98,072	146,469	(192,676)
Fund balance, beginning	168,394	266,466	412,935
Fund balance, ending	$ 266,466	$ 412,935	$ 220,259

SOLID WASTE FUND	ACTUAL FY 2021	ESTIMATED FY 2022	BUDGET FY 2023
REVENUES			
Charges for services	$ 1,292,406	$ 1,321,944	$ 1,342,514
Federal, state, and local grants	138,760	-	-
Other income	9,871	-	-
Total revenues	1,441,037	1,321,944	1,342,514
EXPENDITURES			
Current			
Public works	1,393,512	1,296,916	1,247,319
Capital outlays	312,661	53,833	290,000
Total expenditures	1,706,173	1,350,749	1,537,319
Addition to (use of) fund balance	(265,136)	(28,805)	(194,805)
Fund balance, beginning	547,021	281,885	253,080
Fund balance, ending	$ 281,885	$ 253,080	$ 58,275

DEBT SERVICE FUND	ACTUAL FY 2021	ESTIMATED FY 2022	BUDGET FY 2023
REVENUES			
Interest income	$ -	$ 2	$ -
EXPENDITURES			
Debt Service			
Principal	17,420,660	48,080,621	8,740,963
Interest and fiscal charges	1,453,226	1,283,279	1,482,312
Total expenditures	18,873,886	49,363,900	10,223,275
Deficiency of revenues under expenditures	(18,873,886)	(49,363,898)	(10,223,275)
OTHER FINANCING SOURCES			
Transfers in from other funds	18,873,886	49,363,898	10,223,275
Addition to (use of) fund balance	-	-	-
Fund balance, beginning	42	42	42
Fund balance, ending	$ 42	$ 42	$ 42

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ORDINANCE O-10-2022
AN ORDINANCE OF THE CITY OF LAKELAND, TENNESSEE
ADOPTING THE ANNUAL BUDGET AND TAX RATE
FOR THE FISCAL YEAR BEGINNING JULY 1, 2022, AND ENDING JUNE 30, 2023

GENERAL PURPOSE SCHOOL FUND	ACTUAL FY 2021	ESTIMATED FY 2022	BUDGET FY 2023
REVENUES			
Property taxes	$ 4,913,882	$ 5,167,000	$ 5,636,751
Local sales taxes	2,552,449	2,092,000	3,206,230
Intergovernmental	10,549,886	11,016,333	12,291,512
Charges for services	34,577	35,000	37,000
Interest income	5,168	4,500	4,500
Other income	33,004	50,000	50,000
Total revenues	18,088,966	18,364,833	21,225,993
EXPENDITURES			
Current			
Education	16,257,624	18,921,928	22,256,625
Debt Service			
Principal	104,033	-	-
Interest and fiscal charges	4,591	-	-
Capital outlays	73,557	144,000	164,000
Total expenditures	16,439,805	19,065,928	22,420,625
Excess of revenues over expenditures	1,649,161	(701,095)	(1,194,632)
OTHER FINANCING SOURCES			
Issuance of debt	-	-	-
Transfers in from other funds	857,798	682,215	713,505
Transfers out	(700,000)	(4,307,100)	(700,000)
	157,798	(3,624,885)	13,505
Addition to (use of) fund balance	1,806,959	(4,325,980)	(1,181,127)
Fund balance, beginning	7,057,079	8,864,038	4,538,058
Fund balance, ending	$ 8,864,038	$ 4,538,058	$ 3,356,931

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SCHOOL CAPITAL PROJECTS FUND	ACTUAL FY 2021	ESTIMATED FY 2022	BUDGET FY 2023
REVENUES			
Federal, state, and local grants	$ 487,886	$ 371,457	$ 500,000
Interest income	56,251	50,000	-
Total revenues	544,137	421,457	500,000
EXPENDITURES			
Capital outlays	20,629,398	27,397,679	2,227,500
Deficiency of revenues under expenditures	(20,085,261)	(26,976,222)	(1,727,500)
OTHER FINANCING SOURCES			
Transfers in	67,050	5,327,500	-
Addition to (use of) fund balance	(20,018,211)	(21,648,722)	(1,727,500)
Fund balance, beginning	43,394,433	23,376,222	1,727,500
Fund balance, ending	$ 23,376,222	$ 1,727,500	$ -

SCHOOL FEDERAL PROJECTS FUND	ACTUAL FY 2021	ESTIMATED FY 2022	BUDGET FY 2023
REVENUES			
Federal, state, and local grants	$ 1,576,591	$ 5,428,676	$ 1,071,032
EXPENDITURES			
Current			
Education	1,532,682	2,107,879	1,071,032
Capital outlays	-	3,327,990	-
Total expenditures	1,532,682	5,435,869	1,071,032
Addition to (use of) fund balance	43,909	(7,193)	-
Fund balance, beginning	(19,482)	24,427	17,234
Fund balance, ending	$ 24,427	$ 17,234	$ 17,234

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SCHOOL NUTRITION FUND	ACTUAL FY 2021	ESTIMATED FY 2022	BUDGET FY 2023
REVENUES			
Charges for services	$ 10,330	$ 44,300	$ 304,500
Federal, state, and local grants	407,241	610,000	273,950
Total revenues	417,571	654,300	578,450
EXPENDITURES			
Education	517,383	654,300	578,450
Addition to (use of) fund balance	(99,812)	-	-
Fund balance, beginning	213,225	113,413	113,413
Fund balance, ending	$ 113,413	$ 113,413	$ 113,413

SCHOOL DISCRETIONARY GRANTS FUND	ACTUAL FY 2021	ESTIMATED FY 2022	BUDGET FY 2023
REVENUES			
Federal, state, and local grants	$ 110,750	$ 111,990	$ 83,000
EXPENDITURES			
Education	110,750	111,990	83,000
Addition to (use of) fund balance	-	-	-
Fund balance, beginning	-	-	-
Fund balance, ending	$ -	$ -	$ -

SCHOOL LEAP FUND	ACTUAL FY 2021	ESTIMATED FY 2022	BUDGET FY 2023
REVENUES			
Charges for services	$ 189,553	$ 289,800	$ 326,150
EXPENDITURES			
Education	253,198	289,800	326,150
Addition to (use of) fund balance	(63,645)	-	-
Fund balance, beginning	386,158	322,513	322,513
Fund balance, ending	$ 322,513	$ 322,513	$ 322,513

SECTION 2: As of June 30, 2023, the governing body estimates fund balances or deficits for each governmental fund type as follows:

	NONSPENDABLE	RESTRICTED	COMMITTED	ASSIGNED	UNASSIGNED	TOTAL
General Fund	$ 1,660	$ -	$ 272,048	$ -	$ 5,524,216	$ 5,797,924
State Street Aid Fund	-	-	-	-	-	-
Stormwater Fund	-	220,259	-	-	-	220,259
Solid Waste Fund	-	58,275	-	-	-	58,275
Debt Service Fund	-	-	42	-	-	42
General Purpose School Fund	-	-	-	3,356,931	-	3,356,931
School Capital Projects Fund	-	-	-	-	-	-
School Federal Projects Fund	-	17,234	-	-	-	17,234
School Nutrition Fund	-	113,413	-	-	-	113,413
School Discretionary Grants Fund	-	-	-	-	-	-
School LEAP Fund	-	322,513	-	-	-	322,513
FUND BALANCE AS OF JUNE 30, 2023	$ 1,660	$ 731,694	$ 272,090	$ 3,356,931	$ 5,524,216	$ 9,886,591

SECTION 3: The governing body projects annual operating results and ending net position for the sewer enterprise proprietary fund type for the fiscal year ending June 30, 2023, presented along with the actual operating results and ending net position for the last preceding fiscal year and estimated operating results and ending net position for the current fiscal year, as follows:

SEWER FUND	ACTUAL FY 2021	ESTIMATED FY 2022	PLAN FY 2023
OPERATING REVENUES			
Charges for Services			
Sewer service fees	$ 1,540,097	$ 1,571,814	$ 2,126,953
Service connection fees	366,750	340,680	405,096
Total operating revenues	1,906,847	1,912,494	2,532,049
OPERATING EXPENSES			
Personnel costs	338,477	374,735	649,226
Sewer system administration	501,243	432,100	434,570
Depreciation expense	513,026	510,000	510,000
Total operating expenses	1,352,746	1,316,835	1,593,796
Operating income	554,101	595,659	938,253
NONOPERATING REVENUES (EXPENSES)			
Interest income	3,271	5,110	2,957
Gain (loss) on disposal	(2,748)	-	-
Interest and fiscal charges	(32,504)	(40,000)	(45,766)
Net nonoperating revenues (expenses)	(31,981)	(34,890)	(42,809)
Capital grants and contributions	-	287,284	4,779,184
Change in net position	522,120	848,053	5,674,628
Net position, beginning	12,316,614	12,838,734	13,686,787
Net position, ending	$ 12,838,734	$ 13,686,787	$ 19,361,415

SECTION 4: That the governing body herein certifies that the condition of its sinking funds, if applicable, are compliant pursuant to its bond covenants, and recognizes that the municipality has outstanding bonded and other indebtedness and annual debt service requirements for fiscal year 2023 as follows:

	ESTIMATED AS OF JUNE 30, 2022	BUDGET DEBT ISSUE PRINCIPAL	BUDGET DEBT SERVICE PRINCIPAL	ESTIMATED AS OF JUNE 30, 2023	BUDGET INTEREST FY 2023
GENERAL OBLIGATIONS					
TN Municipal League Note, Series 2001	$ 206,095	$ -	$ (206,095)	$ -	$ 510
TLDA Construction Loan	1,306,516	-	(65,412)	1,241,104	25,668
U.S. G.O. Refunding, Series 2021	14,556,013	-	(243,555)	14,312,458	309,315
Shelby County Settlement Liability	222,825	-	(55,222)	167,603	1,115
U.S. G.O. Bonds, Series 2022	45,205,500	-	(670,679)	44,534,821	1,130,138
Capital Outlay Note, Series 2022	4,000,000	3,500,000	(7,500,000)	-	9,166
Total general obligations	$ 65,496,949	$ 3,500,000	$ (8,740,963)	$ 60,255,986	$ 1,475,912

	ESTIMATED AS OF JUNE 30, 2022	PLAN DEBT ISSUE PRINCIPAL	PLAN DEBT SERVICE PRINCIPAL	PLAN AS OF JUNE 30, 2023	PLAN INTEREST FY 2023
SEWER FUND OBLIGATIONS					
TN Municipal League Note, Series 2005	$ 2,701,000	$ -	$ (636,000)	$ 2,065,000	$ 7,150
SRF Note Payable	-	3,748,948	-	3,748,948	13,616
Total Sewer Fund obligations	$ 2,701,000	$ 3,748,948	$ (636,000)	$ 5,813,948	$ 20,766

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SECTION 5: That during the ensuing fiscal year the governing body has pending and planned capital projects with proposed funding as follows:

	CIP FY 2023
GOVERNMENTAL FUNDS	
City Hall ADA Improvements	$ 225,000
City Hall Office Renovations	50,000
Furniture and Fixtures	5,000
New Canada Road	16,350,000
Transportation Plan (non-capital asset planning document)	210,000
Furniture and Fixtures	11,000
Furniture and Fixtures	2,000
Lakeland Athletic Complex Phase II	150,000
IH Park Supplemental Parking Lot	200,000
ADA Park Improvements	50,000
Playground Surfacing Replacement	37,000
Other improvements	53,000
Backhoe	100,000
Vehicle Purchases	50,000
Street Lighting	20,000
Other Light Equipment	54,000
Canabridge Cove Pipe Lining	310,000
Leaf Vacuum	145,000
Knuckleboom Truck	145,000
High School Project	1,727,500
Furniture, Fixtures, and Equipment	500,000
Other Capital (individually below capitalization policy)	164,000
Total governmental funds CIP	$ 20,558,500
GOVERNMENTAL CIP FUNDING	
Federal, state, and local grants	$ 13,473,000
Debt proceeds	-
General Fund general governmental revenues	516,144
General Fund fund balance	3,353,856
General Fund transfers to SSA Fund	224,000
Stormwater user fees and fund balance	310,000
Solid Waste user fees and fund balance	290,000
LSS GPSF revenues and fund balance	164,000
LSS Capital Projects Fund local grants	500,000
LSS Capital Projects Fund fund balance	1,727,500
Total governmental CIP funding	$ 20,558,500
ENTERPRISE FUND	
Clear Creek Interceptor	$ 7,500,000
Oliver Creek Interceptor	470,000
Vehicles	60,000
WWTP Lagoon Sludge Removal	150,000
Sewer Line Improvements	150,000
Other Light Equipment	36,000
Total enterprise fund CIP	$ 8,366,000
ENTERPRISE CIP FUNDING	
Issuance of Debt	$ 3,748,948
ARPA SLFRF Grant Revenues	$ 3,751,052
User Fees and Net Position	866,000
Total enterprise CIP funding	$ 8,366,000

SECTION 6: No appropriation may be exceeded without an amendment of the budget ordinance as required by T.C.A. § 6-56-208. In addition, no appropriation may be made in excess of available funds except to provide for an actual emergency threatening the health, property, or lives of the inhabitants of the municipality and declared by a two-thirds (2/3) vote of at least a quorum of the governing body in accordance with T.C.A. § 6-56-205.

SECTION 7: Money may be transferred from one appropriation to another in the same fund by the Finance and Human Resources Director, subject to such limitations and procedures as may be set from time to time by the Board of Commissioners, and pursuant to T.C.A. § 6-56-209. Any resulting transfer shall be reported to the governing body at its next regular meeting as a component of the Treasurer's Report and be entered into the minutes.

SECTION 8: This ordinance will be included with and become a component of the Annual Budget document, which is encompassed and made a part of this ordinance in whole. This published Annual Budget document, including the detailed financial plans and budgets by fund, showing all anticipated revenues, other financing sources, expenditures, and other financing uses and ending fund balances, as well as personnel levels by fund and function required by T.C.A. § 6-56-206, shall be made available online and in person for public viewing.

SECTION 9: There is hereby levied a property tax of $1.04 per $100 of assessed value on all real and personal property within the City of Lakeland, Tennessee.

SECTION 10: The Annual Budget shall be submitted to the Comptroller of the Treasury of the State of Tennessee (the "Comptroller" or Comptroller's designee) for approval in accordance with T.C.A. § 9-21 et al ("State Statute"), within fifteen (15) days of adoption. This budget shall not become the official budget for the fiscal year until such budget is approved by the Comptroller in accordance with State Statute. If the Comptroller determines that this budget does not comply with State Statute, the governing body shall adjust its estimates or make additional tax levies sufficient to comply with State Statute or as directed by the Comptroller.

SECTION 11: All unencumbered balances of appropriations remaining at the end of the fiscal year shall lapse and revert to the respective fund balances.

SECTION 12: All ordinances or parts of ordinances in conflict with any provision of this ordinance are hereby repealed.

SECTION 13: This ordinance shall take effect July 1, 2022, the public welfare requiring it.

ORDINANCE O-10-2022
AN ORDINANCE OF THE CITY OF LAKELAND, TENNESSEE
ADOPTING THE ANNUAL BUDGET AND TAX RATE
FOR THE FISCAL YEAR BEGINNING JULY 1, 2022, AND ENDING JUNE 30, 2023

Passed First Reading: May 12, 2022
Publication Date:
Public Hearing:
Passed Final Reading:

Mike Cunningham, *Mayor*

ATTEST:

Debra Murrell,
City Recorder

CITY OF LAKELAND · TENNESSEE · 1977

CITY OF
LAKELAND
TENNESSEE

FISCAL YEAR 2023 ANNUAL BUDGET

GOVERNMENT FINANCE OFFICERS ASSOCIATION

Distinguished Budget Presentation Award

PRESENTED TO

City of Lakeland
Tennessee

For the Fiscal Year Beginning

July 01, 2021

Executive Director

Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to **City of Lakeland, Tennessee,** for its Annual Budget for the fiscal year beginning **July 1, 2021**. In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as a financial plan, as an operations guide, and as a communications device.

This award is valid for a period of one year only. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.

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City Officials

Pictured: Michele Dial, Richard Gonzales, Jr., Mike Cunningham, Wesley Wright, Jim Atkinson

Mayor
Mike Cunningham (2022*)

Commissioners
Michele Dial, Vice-Mayor (2022*)
Jim Atkinson (2024*)
Richard Gonzales, Jr. (2022*)
Wesley Wright (2024*)

City Judge
Kim Koratsky

City Attorney
Will Patterson
Patterson Bray PLLC

City Manager
Shane A. Horn

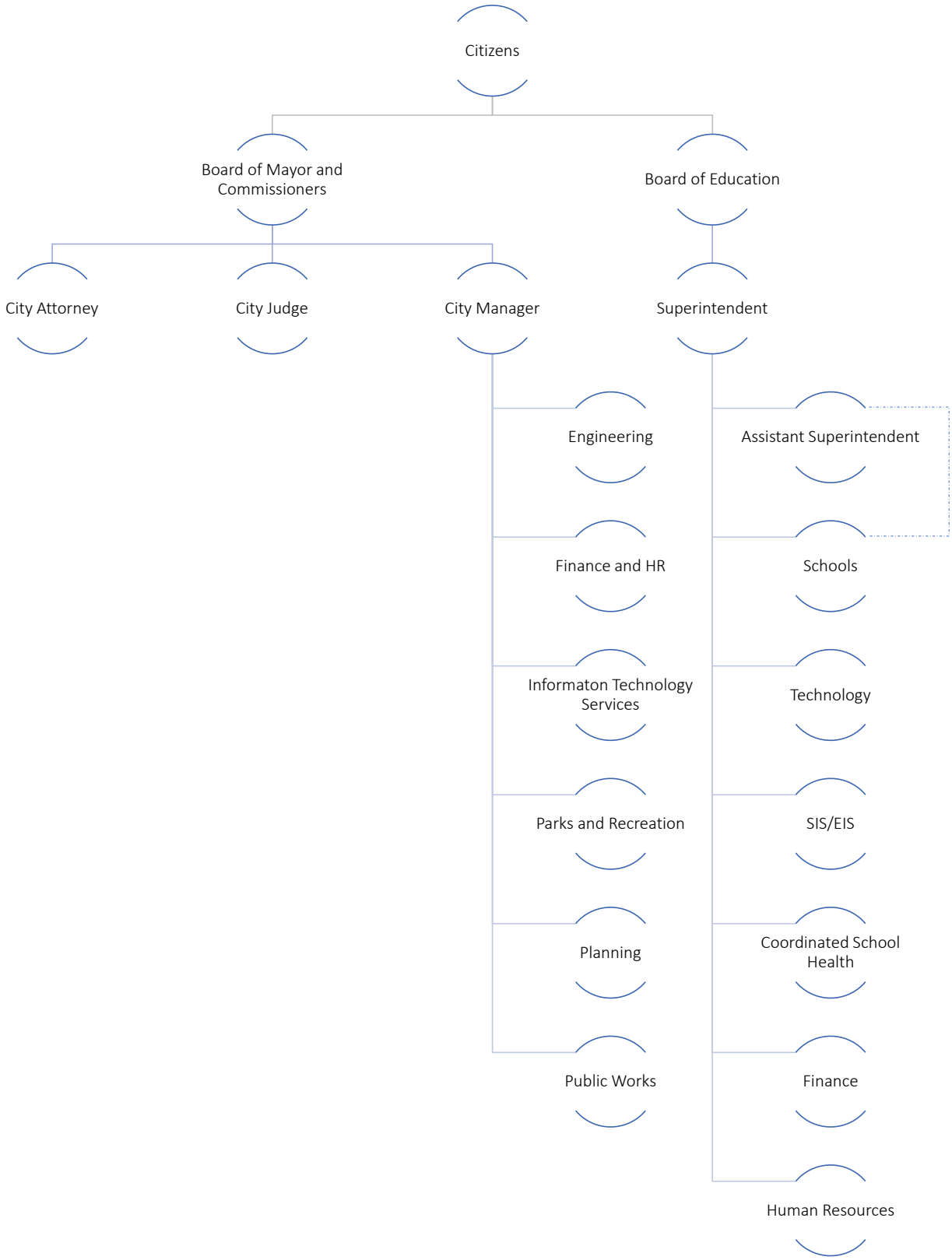
Department Directors

City Engineer ..... Emily Harrell
Finance and Human Resources Director ..... Michael L. Walker, CPA
Information Technology Services Director ..... Josh Thompson
Parks and Recreation Director ..... Patrick O'Mara
Planning Director ..... Donald Anthony

Board of Education Officials

Chairman ..... Kevin Floyd
Vice Chairman ..... Laura Harrison
Board Member ..... Jeremy Burnett
Board Member ..... Michelle Childs
Board Member ..... Deborah Thomas
Superintendent ..... William E. Horrell, III
Finance Director ..... Jessie Rosales

Organization Chart



CITY OF
LAKELAND
TENNESSEE

10001 US Highway 70 • Lakeland, TN 38002
Phone: (901) 867-2717 | Fax: (901) 867-2063

MAYOR LETTER PLACEHOLDER

Executive Summary

This document represents the City of Lakeland's comprehensive and robust Annual Budget and the results of countless hours of data accumulation and review, financial and operating projections, and coordination between City and Lakeland School System ("LSS") staff and boards.

The Annual Budget is driven by the City's *Mission*, *Strategic Plan*, *Long-Term Financial Plan ("LTFP")*, and *Financial Policies*. The short-term factors that affected the development of this Annual Budget included 1) the potential need for short-term interim financing for large capital projects such as the New Canada Road project, 2) the need for capital infrastructure to support the City's parks and recreation functions, and 3) other budgetary considerations as outlined below and in accordance with the Board of Commissioners strategic plan. City services are planned and budgeted to meet or exceed the service levels in the currently ending fiscal year, including the addition of additional staff to support the City's goals.

This Annual Budget continues to place importance on the maintenance and paving of street infrastructure. Additionally, this Annual Budget appropriates funds for furniture and fixtures in the new high school facility and the New Canada Road project.

To meet the City's infrastructure needs and complete the New Canada Road project, this Annual Budget for fiscal year 2023 requires the use of unassigned fund balance in the General Fund to meet the local match portion of the project (the project is 80 percent grant funded); however, the City expects to recuperate this use of unassigned fund balance in fiscal years 2024 and 2025 through the issuance of debt in the form of USDA Rural Development bonds.

Additionally, the Annual Budget reflects the City's usage of its non-entitlement unit allocation of grant monies under the *American Rescue Plan Act of 2021 ("ARPA") State and Local Government Fiscal Recovery Funds ("SLFRF")* in the City's Sewer Fund for the Clear Creek Interceptor project.

Principal Issues

The principal issues and priorities facing the Board of Commissioners in the development of this budget were:

- Accomplishment of the City's long-term strategic plan and the Board's goals outlined in said plan
  - As noted in the linked section, progress has been made toward this plan and this budget supports the continuation of progress into fiscal year 2023
- Funding the required local match on the multi-year New Canada Road major roadway project
  - After determining that USDA Rural Development funding would not be received until substantial completion of the project, the City developed the budget to utilize unassigned fund balance to self-fund the local match until receipt of USDA funds in fiscal year 2024
  - The City secured interim financing in fiscal year 2022 for cash flow management on a significant phase of this project, with funding to be repaid largely in fiscal year 2023 through the Debt Service Fund
- Enhance service levels, response times, and City staff support through additional staff positions as needed
  - Accomplished as noted in the *Personnel* section of this Annual Budget
- Prepare a balanced budget considering these and other factors with no increase in the property tax rate for fiscal year 2023
  - As noted in the revenue projections section, this has been accomplished

Shifting Budget Priorities

In fiscal year 2022, the Board of Commissioners and Board of Education placed significant resources toward the completion of the new LSS high school facility. Now that this is expected to be complete in fiscal year 2022, the priorities of the Board of Commissioners shift in this budget to further accomplishment of the City's long-term strategic goals. Most significantly, this means that certain initially proposed capital outlays have been deferred to future fiscal years so that the City can preserve unassigned fund balance in the General Fund while funding the required local match on the New Canada Road project.

Changes in Service Levels, Fees, or Taxes

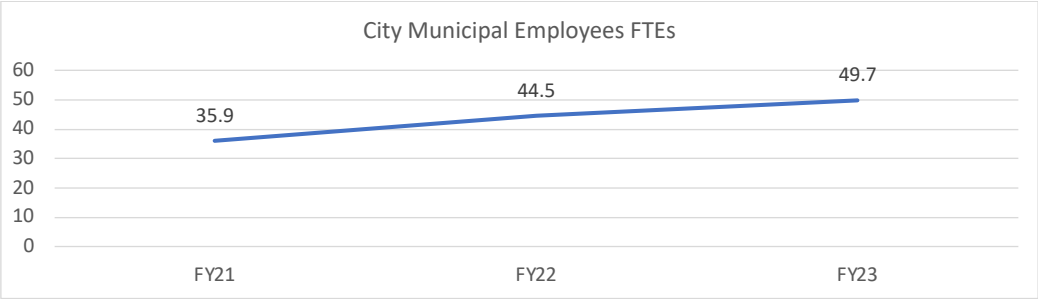
- Service levels are projected to increase in the Community Development function due to the addition of a Senior Staff Engineer
- Service levels are projected to increase in the General Government function due to the addition of a GIS Technician and further full-time status of the Tier I Support Technician adding technology support to all City functions
- The addition of another leaf vacuum truck and knuckleboom truck in the Solid Waste function (as outlined in the CIP) will improve response times to citizen requests
- Additional students will be served by LSS in fiscal year 2023 with the inaugural year of the system's high school facility
- Fees are not projected to change for fiscal year 2023
- Property taxes are not projected to change for fiscal year 2023
- Changes in revenues due to economic factors and trends are outlined in the revenue projections section of this Annual Budget

Summary of Other Budgetary Considerations

City of Lakeland Funds

The City of Lakeland (the "City") developed its fiscal year 2023 budget with the following underlying assumptions and factors:

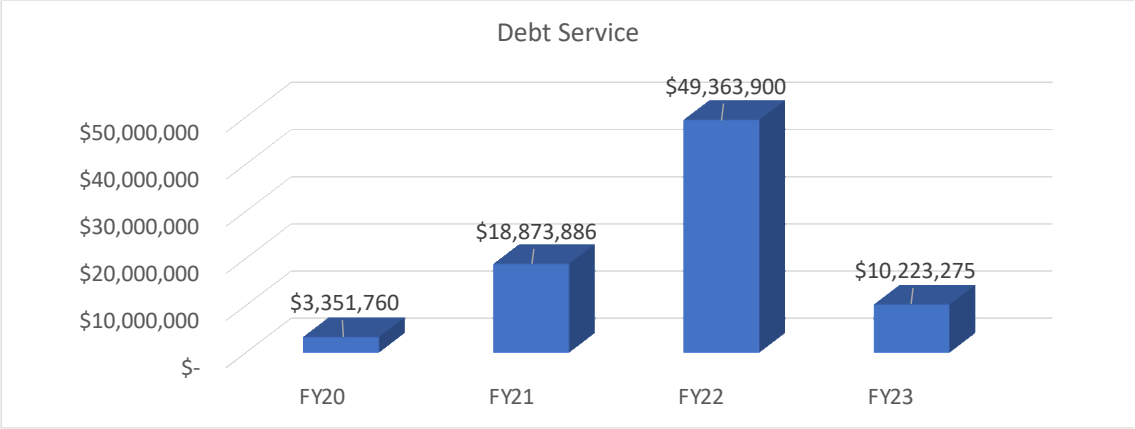
- Personnel costs are budgeted based upon these factors:
  - A City-wide annual pay band increase of six (6) percent for all employees
  - A combined merit and bonus pool of funds comparable in amount to prior periods, to be utilized for bonuses (at the Board of Commissioners discretion) and merit increases (at the City Manager's discretion)
  - Healthcare costs are budgeted to increase approximately two (2) percent for medical benefits, with no increase in rates for dental and vision benefits
  - One part-time position is added in the Information Technology Systems ("ITS") function
  - One full-time position is added in the Engineering function
- More information on factors impacting personnel costs can be found in the *Personnel* section of this document



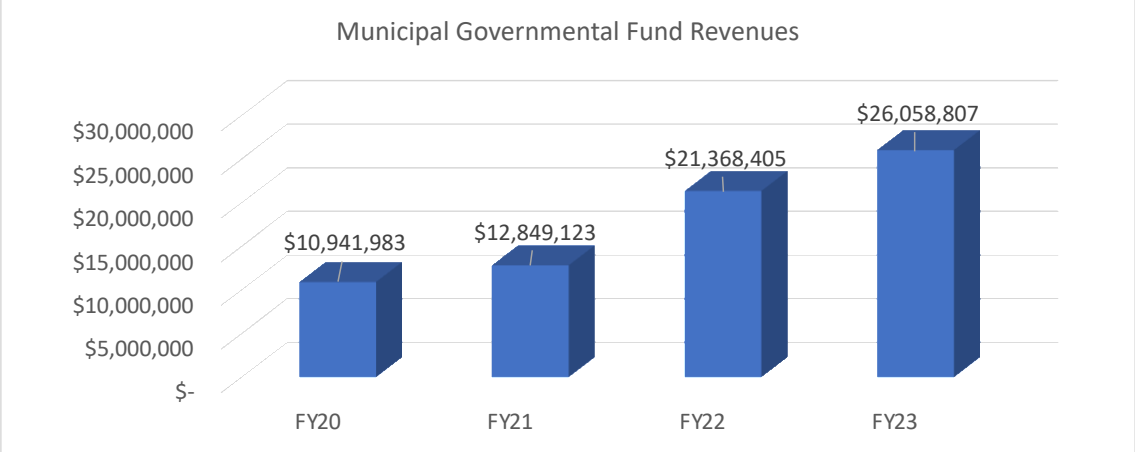
Summary of Other Budgetary Considerations (Continued)

City of Lakeland Funds (Continued)

- Although property tax appraisal appeals following the 2021 reappraisal by the Shelby County Assessor were approximately 400 percent of the appeals allowance, other adjustments have resulted in a net increase of 4.4 percent of total appraised values and resulting property tax revenues
    - The City has not increased the property tax rate above the rate for fiscal year 2022
- In certain cases, use of fund balance is planned to facilitate a balanced budget for fiscal year 2023 – see explanations in the *Fund Balance* section of this Annual Budget
- The following debt activities are anticipated in the fiscal year 2023 Annual Budget –
    - The issuance of interim financing of $3.5M under the 2022 CON to fund project costs and timing of reimbursements from grant revenues on the New Canada Road project
    - The repayment of such interim financing proceeds upon grant reimbursement receipt – total is $7.5M for fiscal year 2023, due to repayment of the above and the balance estimated as of June 30, 2022
    - Debt service expenditures include the annual repayment of USDA Rural Development bonds issued to fund the LSS high school project
- Debt service – including principal, interest, and related charges – is anticipated to decrease by 79 percent compared to fiscal year 2022



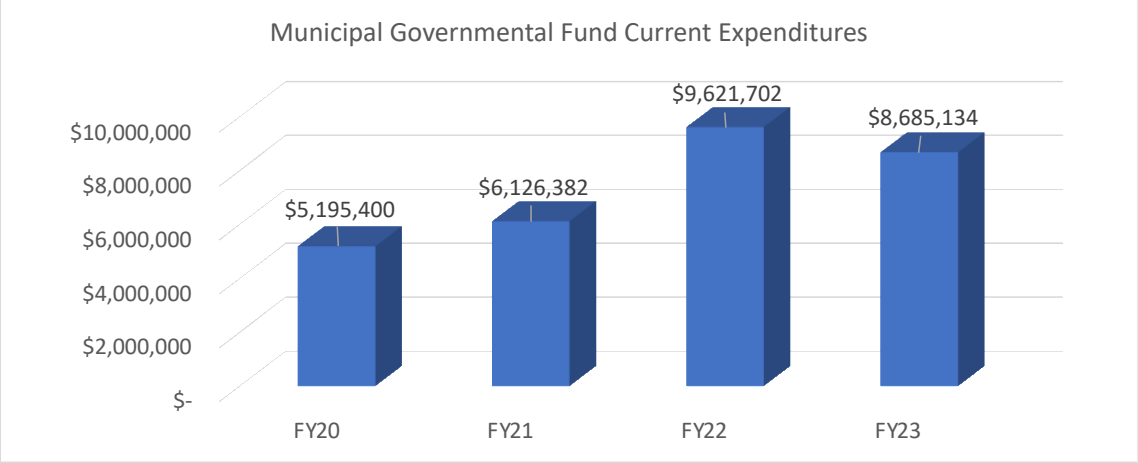
- City municipal governmental fund revenues are projected to grow by 22 percent in fiscal year 2023, primarily due to federal award grant revenues related to the New Canada Road project



Summary of Other Budgetary Considerations (Continued)

City of Lakeland Funds (Continued)

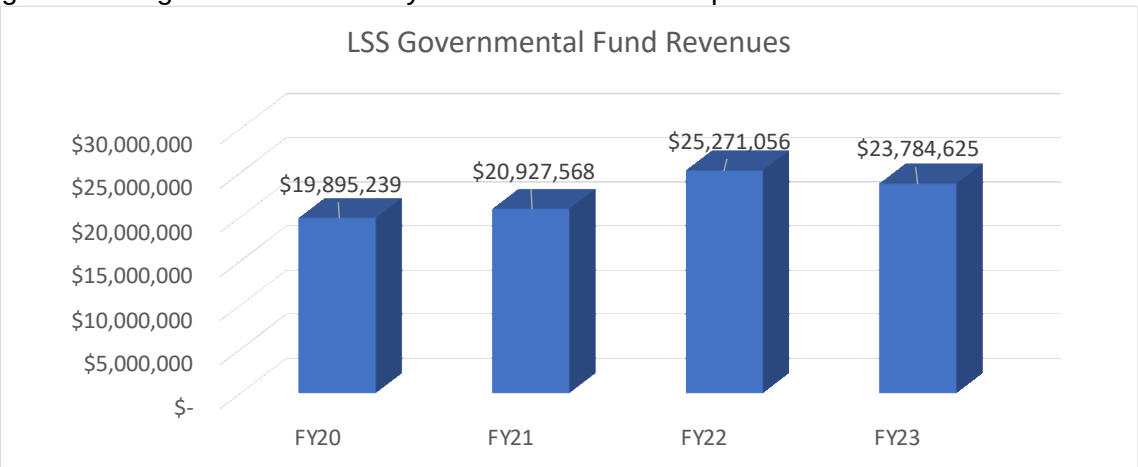
- Appropriated current expenditures (i.e., not including capital projects and debt service) for City municipal governmental funds are projected to decrease by 10 percent in fiscal year 2023



LSS Funds

The Lakeland School System ("LSS") developed its fiscal year 2023 budget with the following assumptions:

- Student enrollment increase of 250 students, to 2,081 total in Lakeland Elementary School ("LES") and Lakeland Preparatory School ("LPS"), which is the combined middle and new high school facility
- Additional teaching staff of 17 positions supporting increased enrollment
- Making budgeted contributions to OPEB fund at $150,000 and supplementing with fund balance as appropriate
- Decrease of LSS governmental fund revenues from $25.3M to $23.8M, largely due to additional grant funding received in fiscal year 2022 that is not expected to recur

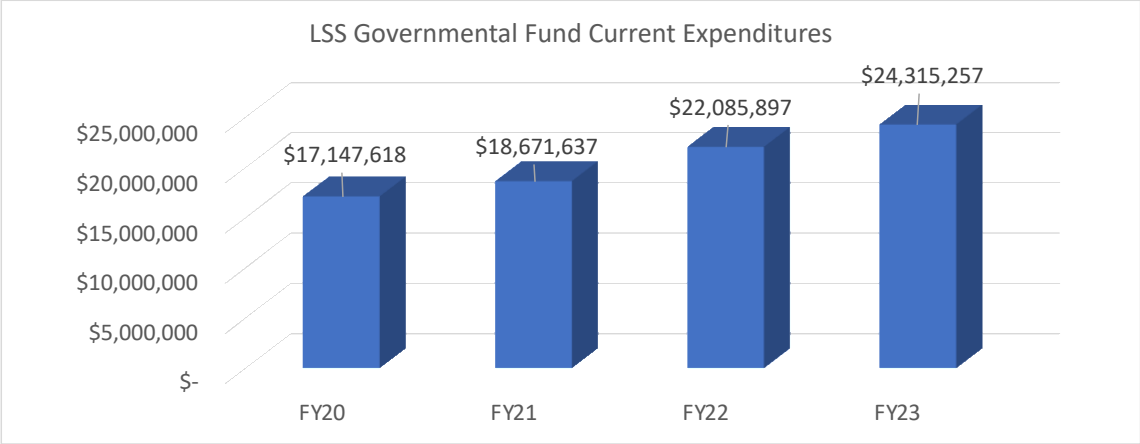


- 2% increases in salary schedules for all employees regardless of any revisions to Governor's education budget ($262,000)
- Step increases provided to all employees on step schedules
- Two (2) percent increase in health insurance premiums for the 2022-2023 school year
- Budget provides "startup" funds for numerous high school specific initiatives covering athletics, academics, and the arts
    - This will require approximately $370K of fund balance for the transition to high school grades

Summary of Other Budgetary Considerations (Continued)

LSS Funds (Continued)

- Current expenditures (excluding capital outlay and debt service) for LSS governmental funds are projected to increase by 10 percent for fiscal year 2023



Changes from Proposed to Adopted Budget

- City Staff originally proposed a four (4) percent annual pay band increase; however, due to national wage growth data, the budget was adopted with a six (6) percent increase
- Original proposed budget showed property tax revenues as flat compared to fiscal year 2022; however, upon receipt of the certified assessments from Shelby County Assessor, property taxes in the adopted budget increased 4.4 percent
- Adopted budget includes $25K allocated for additional safety cameras around the City, which was not included in the originally proposed budget
- Due to budgetary constraints, certain capital outlays and projects were reduced or deferred to a future period, including –
    - City Hall ADA improvements reduced by $50K to match grant funding awarded prior to budget adoption
    - Senior Center van purchase of $50K was deferred to a future year
    - Building improvements to the Public Works maintenance building of $200K were deferred to a future year
- The closing on the remaining USDA Rural Development bonds of $45.206 million was originally anticipated to occur in fiscal year 2023; however, between proposed and adopted budgets the Board of Commissioners authorized closing on the bonds within fiscal year 2022, which required updates to the current fiscal year estimates and the original budget for fiscal year 2023
    - This also added approximately $1.8 million of debt service to fiscal year 2023, whereas the original proposed budget included only $0.4 million of interest costs on interim financing

Reader's Guide to the Fiscal Year 2023 Annual Budget

Introduction

The *Introduction* to the Annual Budget contains useful information about the City's organizational structure, an executive summary of the budget, and useful information regarding the legislative and financial processes for the compilation of the budget. This section also includes other introductory information regarding the City of Lakeland, such as our mission and strategic plans.

Hyperlinks are embedded throughout this Annual Budget document, when viewed electronically, that when clicked assist in navigating between sections or accessing external documents and web locations. Hyperlinks are indicated generally by blue underlined text, such as this link to the City's website.

Budget Summaries

For those looking for a quick overview of the City's plans for fiscal year 2023, the *Budget Summaries* section is a great starting place to understand the projected resources and planned appropriations for the ensuing fiscal year. In this section the reader will also find useful information regarding revenue projection methods and factors, a breakdown of planned expenditures, and the long-term financial plans of the City.

Detailed Line-Item Budgets by Fund

For readers looking to view specific planned appropriations and expenditures by fund, the sections headed *General Fund, LSS General Purpose School Fund, LSS School Capital Projects Fund, Debt Service Fund*, and *Non-Major Appropriated Funds* provide line-by-line detailed revenues, expenditures, and other financing sources and uses for each of the City's municipal and LSS funds.

Other Fund Financial Plans includes the detailed line-item budget for the City's single enterprise fund, the Sewer Fund.

Appendix

In the *Appendix*, the reader will find useful information related to the City of Lakeland's demographic and economic factors, as well as a summary of outstanding debt and a glossary of terms used throughout this Annual Budget document.

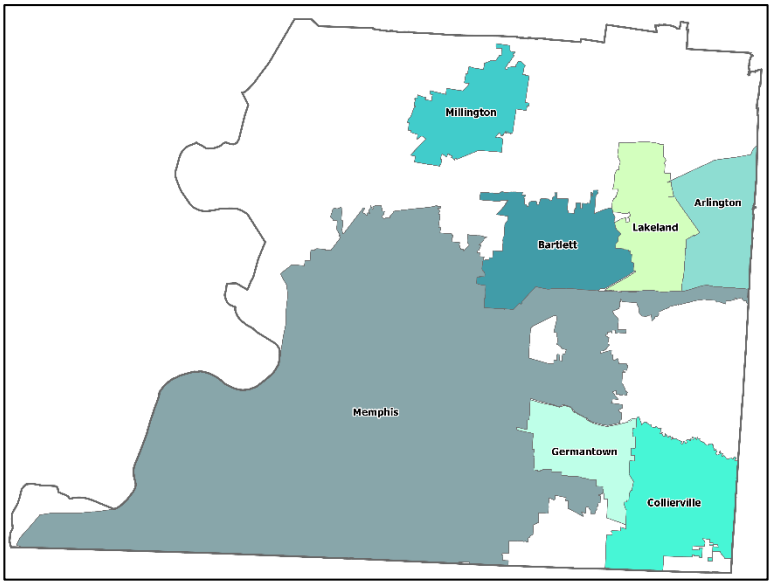
Respectfully Submitted,

Shane A. Horn
City Manager

Michael L. Walker, CPA
Finance and Human Resources Director

General Information and Map

History



The City of Lakeland was incorporated in 1977 and is located in the northeast corner of Shelby County in the southwest corner of the State of Tennessee. The history of Lakeland traces back to the mid-1950s, when Louis Garner began construction of "LakeLand," an amusement park centered around a 235-acre man-made lake. The park closed in 1976, however some remnants of the park – a long-gone drag strip and a motorcycle dirt track – can be found throughout the City. Today, Garner Lake endures as the largest lake in Shelby County and hosts some of the most exclusive homes and scenic vistas in West Tennessee. As the map shows, Lakeland is one of seven municipalities located in Shelby County, Tennessee.

LakeLand Sky Ride
(photograph by Walter Drissel)

Concept

The City of Lakeland retains a focus on quality of life and a commitment toward preserving the environment. The City offers over 124 acres of parks. Our largest park is home to a bustling senior center and a beautiful amphitheater, which hosts an annual outdoor concert series. Lakeland protects its rolling hills and beautiful trees with strict design guidelines, a tree management ordinance, generous conservation easements, and sheltered scenic corridors. Some of the developments devote as much as 40% of their acreage to conservation areas, and integrated pathways allow one to run, walk, and bike throughout the neighborhoods. Lakeland is proud to be certified by **Tree City USA** and is a committed affiliate of **Keep America Beautiful**.

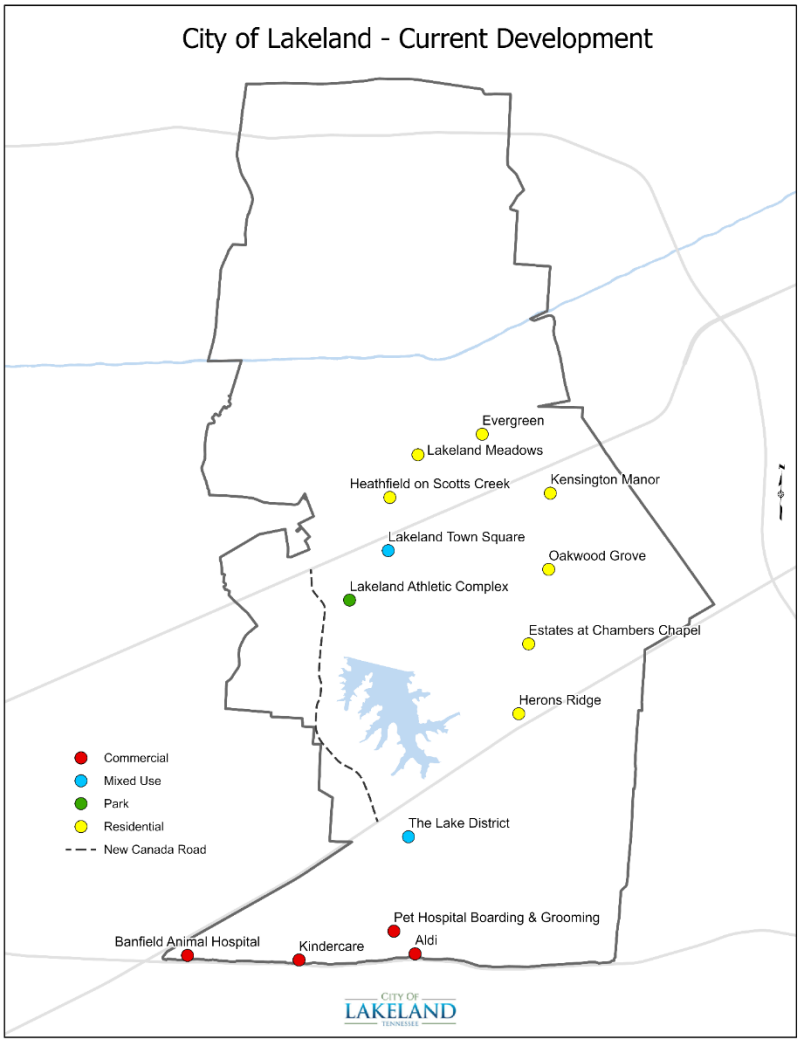
Schools

One of the things Lakeland is most proud of is its school system. LSS has been recognized as an Exemplary School District by the Tennessee Department of Education in three of its last four years of eligibility. In addition, LSS ranked as the #1 district in the state for grades 3-5 achievement, and the #2 district in the state for grades 6-8 achievement based on data from the 2018-19 school year. That same year, the State of Tennessee awarded Lakeland Elementary School as a Reward School, finishing in the top 5 percent in academic achievement. This tradition continues to expand with the addition of Lakeland Preparatory School (pictured left), which will serve grades 5-9 in the 2022 – 2023 school year and will add one high school grade in each of the following three years.

Lakeland Preparatory School

Activities

Lakeland embraces outdoor activities of all kinds and offers a full range of sports leagues for both youth and adults. Residents and visitors can participate in annual events like the **Lakeland Fishing Rodeo** and **Outdoor Concert Series**. Our picturesque city is the proud host of several running events, golf tournaments, and walking events, and has been designed by the Tennessee Department of Tourism Development as an Adventure Tourism District.



Community

In the 1980 census, the population of Lakeland was 612. This number has now grown to 13,904[1] and continues to grow due to the City's natural amenities and focus on quality as a way of life. Median household income in Lakeland is an estimated $106,000. Of those 25 and older, 47.6% are college graduates.

Growth and Development

The City of Lakeland is growing, with numerous housing units added each year. In fiscal years 2022 and 2023, Lakeland expects the completion of seven residential developments, two mixed-use developments (in various phases of completion), and four commercial developments.

[1] 2020 Census, per https://census.gov

Mission Statement

The mission of the City of Lakeland is to proactively create and maintain a high quality of life for all of its citizens and to continually evolve as a city where people and businesses prefer to reside or visit. Quality of life involves one's perceived satisfaction resulting from many diverse factors including health, family, education, employment, wealth, religious provision, social interaction, environmental surroundings, safety, and respect. In Lakeland, quality is a way of life.

Lakeland School System encourages and supports continuous learning; fosters physical, emotional and intellectual growth; and develops the unique leadership qualities of each individual.

Basis of Accounting and Budgetary Basis

Lakeland primarily utilizes the "current financial resources" measurement focus and the "modified accrual" basis of accounting for the Annual Budget; however, the "accrual" basis of accounting is used for the presentation of the financial plans of the Sewer Fund.

The *current financial resources* measurement focus means that for the budgeted operating statements presented herein, only the sources and uses of available resources for the period of July 1, 2022, to June 30, 2023, are presented. Fund balance is the measurement of available resources as of the end of the fiscal year.

The *modified accrual* basis of accounting means that revenues are recognized as soon as they are both *measurable* and *available* to finance expenditures of the current period. Revenues are considered available when they are –

- collectable within the fiscal year, or
- soon enough after fiscal year end to pay for liabilities of the fiscal year.

Revenues are considered available if they are expected to be collected within 60 days of the end of the fiscal year. The primary sources of revenues for Lakeland are property taxes, sales taxes, and intergovernmental, or State of Tennessee, shared revenues. Licenses and permits, charges for services, fines and forfeitures, and miscellaneous revenues are measurable and available only when cash is expected to be received by Lakeland. Expenditure-driven grants are budgeted as revenue when the qualifying expenditures are expected to be incurred and all other eligibility requirements are expected to be met, and the amount is expected to be received during the fiscal year or within 60 days after June 30th.

Modified Accrual of Revenues

The concept of revenues as available and measurable is best explained in the example of sales taxes. Sales taxes are measurable when a sales transaction occurs in Lakeland in June. The business collecting the sales tax remits them to the State of Tennessee in July. The State then pays Lakeland's share of those taxes to Lakeland in August. Because August is within 60 days of the City's fiscal year end, those taxes are available to fund the fiscal year just ended and are shown as revenues in this Annual Budget. However, those same transactions have a portion of their sales tax paid to Shelby County in August, and Shelby County then remits the City's share after the 60-day cutoff has occurred. That sales tax for June transactions is received after the period of availability has ended; and would not be a part of the funding for fiscal year 2023.

Budgetary Basis v. External Reporting Basis

The budgetary basis used in this Annual Budget for fiscal year 2023 is the same basis of accounting used by Lakeland for annual financial reporting of the governmental and proprietary fund activities.

Fund Types

The individual fund is the building block of governmental budgeting, accounting, and reporting. The City of Lakeland has three types of funds – governmental funds, proprietary funds, and fiduciary funds. Funds are considered to be major funds due to quantitative or qualitative factors.

Fund Types (Continued)

The Annual Budget classifies each fund as major or non-major based upon the same factors used for this determination in external financial reporting. Lakeland's Annual Budget reports the financial plans for both appropriated funds (most governmental funds) and non-appropriated funds (the proprietary Sewer enterprise fund). The Annual Budget excludes fiduciary agency funds (the LSS OPEB Trust fund) for which appropriation is not required, as well as LSS's fund for Internal School Funds. Internal School Funds are required by the State of Tennessee Board of Education to be recorded as a special revenue fund, but no appropriation is required.

There are 11 governmental funds that require appropriation via Lakeland Ordinance prior to expenditure. The Sewer Fund is presented in the Annual Budget as a means of exercising the City's fiduciary obligation to control the spending within this fund, and as a matter of State of Tennessee and Lakeland policy.

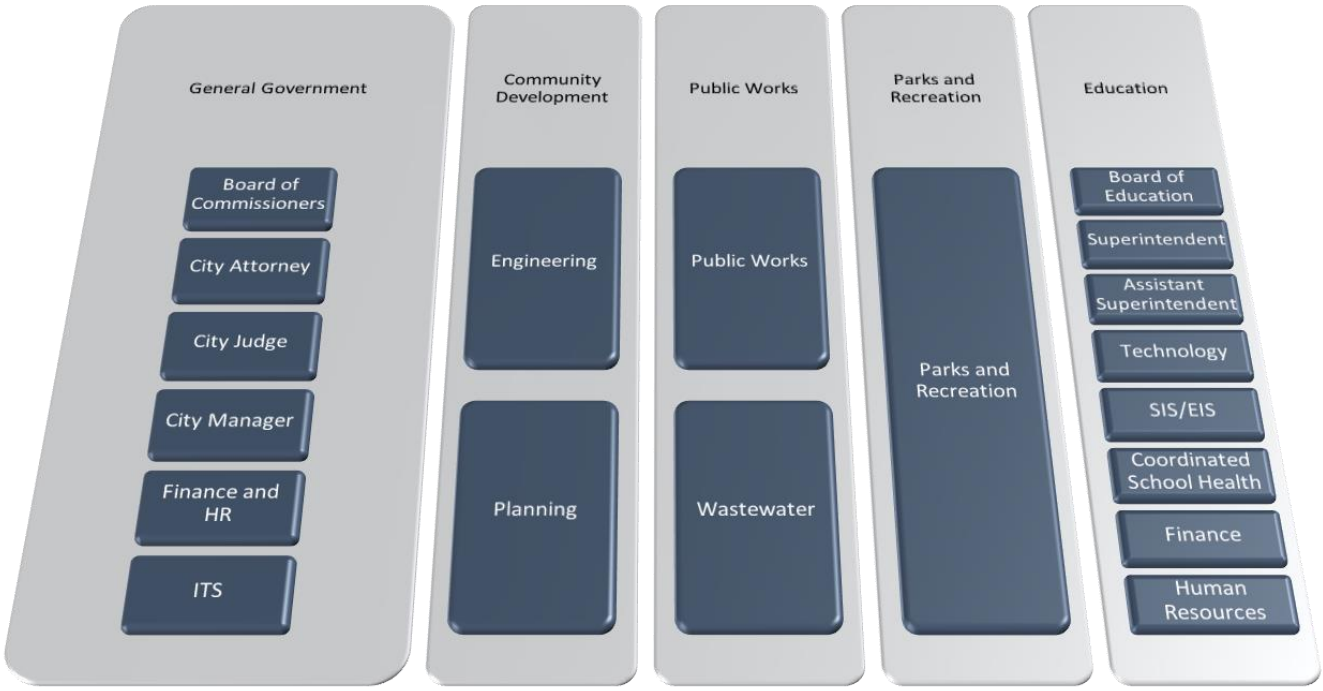
Lakeland's funds are presented by fund type below:

Fund and Organizational Chart Relationship

The City roles listed in the *Organization Chart* are accounted for in the City's funds as follows (note that some roles are accounted for in multiple funds):

Department or Function Relationship

The City departments or functions used in financial reporting of current expenditures are each comprised of the following organizational roles:



Major Funds

Major funds are funds that meet certain quantitative or qualitative factors. The quantitative factors are that the fund's revenues, expenditures or expenses, assets, or liabilities are greater than 10% of the total for their fund type – governmental or enterprise – and are greater than 5% of the total for both governmental and enterprise funds. The qualitative factors are subject to interpretation and judgment by the City – for example, if a fund has been a major fund in the past but does not meet the qualitative factors for the current fiscal year, the City may choose to continue to report the fund as a major fund. Fiduciary funds are never considered major funds.

Based upon budgeted quantitative results and current qualitative assessment, the City's major governmental and enterprise funds for fiscal year 2023 are as follows.

Major Governmental Funds

- **General Fund** – The primary operating fund of the City and accounts for all financial resources of the general government not specifically provided for in other funds. Most of the essential City services are reported in the General Fund.

- **LSS General Purpose School Fund** – The operating fund of the Lakeland School System and accounts for all general revenues and other receipts that are not allocated by law or contractual agreement to another Lakeland School System fund, such as property tax revenue from Shelby County, Tennessee, Basic Education Program funds, sales tax, etc. General operating expenditures and capital improvement costs that are not paid through other LSS funds are paid from the General Purpose School Fund.

- **LSS School Capital Projects Fund** – This fund accounts for LSS's financing of major capital improvement projects and capital asset purchases.

- **Debt Service Fund** – This fund is supported by transfers in (other financing sources) from the General Fund, and is the fund used to account for all debt-related expenditures.

Major Enterprise Fund

- **Sewer Fund** – Accounts for sewer fees and related operating expenses in connection with the operation of the City's sewer system.

Lakeland's remaining funds are non-major funds.

Appropriated Funds

The State of Tennessee Municipal Budget Law of 1982 (*T.C.A.* 6-56-203 et seq.) states, in part, that "except for moneys expended pursuant to a project ordinance or accounted for in a proprietary type fund or a fiduciary type fund that are excluded from the budget ordinance, all moneys received and expended by a municipality shall be included in a budget ordinance." For the City of Lakeland, this means that the governmental fund types listed above are appropriated funds.

Other Funds

While the Sewer fund is not considered an appropriated fund according to State law, it is required to be budgeted annually and therefore the City includes the annual financial plans for this fund in the Annual Budget.

Financial Policies

The City of Lakeland has adopted a comprehensive Financial Policies Manual. This manual, available via the City's website and linked herein, provides further details and guidance on the policies summarized below regarding governance, financial planning, revenues, resource management, and financial reporting. *This summary is an overview only and should not be relied upon for operational compliance.*

Governance

The City of Lakeland was incorporated in 1977 and operates under a City Manager-Commissioners form of government. The Board of Commissioners consists of five elected persons, including an elected Mayor and a commissioners-appointed Vice Mayor. The City Manager is responsible for carrying out the policy directives of the Board of Commissioners and managing the day-to-day operations of the City.

Board-level approvals noted throughout the City's financial policies are typically executed via Resolution, while certain actions of the Board (such as changes to the City Code or budget appropriation amendments) require an Ordinance passed upon two readings and public comment.

Ethics. The City's ethics policies apply to full-time and part-time elected or appointed officials and employees, regardless of compensation. A personal interest that affects an official vote must be disclosed during the meeting at which the vote takes place, prior to the vote, and recorded in the minutes. Personal interests in non-voting matters that may affect the exercise of discretion must disclose such interests in writing to the City Recorder.

City personnel and officials may not accept, directly or indirectly, any money, gift, gratuity, or other consideration of favor of any kind from anyone other than the municipality for the performance of duties in the regular course of her/his role with the City that could be reasonably interpreted as an attempt to influence actions or decisions.

City personnel and officials may not disclose information obtained during the course of their duties with the City that is made confidential under state or federal law, except as authorized by law.

City personnel and officials may not use municipal time, facilities, equipment, or supplies for private gain or advantage, nor authorize the use of such except as authorized by legitimate contract or lease approved by the governing body. Private purchases may not be made in the name of the City of Lakeland.

The City Attorney is designated as the ethics officer of the municipality and investigates complaints of ethics violations in accordance with procedures outlined in the financial policies manual.

Violations of the City's ethics policies may result in punishment as provided by the City charter or other applicable law, as well as censure by the governing body, for elected officials. Appointed officials and employees who violate the ethics policies are subject to disciplinary action.

Internal Controls and Risk Management. The City of Lakeland maintains a system of internal control to safeguard its assets against loss, check the accuracy and reliability of accounting data, promote operational efficiency, and encourage policy compliance.

The Finance and Human Resources Director maintains the City's internal control manual, which is updated annually. The internal control manual addresses the objectives and components of internal control, as well as the written procedures surrounding key control activities.

Financial Planning

Annual Budget. The City Manager is the City's budget commissioner. The City's fiscal year begins on July 1. By May 15th of each year, the City Manager submits to the Board of Commissioners an estimate of the expenditures and revenues for the ensuing fiscal year.

Budget Process. The estimate provided above is compiled from detailed projections and estimates from each City functional department. Revenues are projected based upon historical actual amounts received and planned increases or decreases in the underlying economic factors that affect each revenue stream. Expenditures are projected based upon historical actual amounts as well as consideration of the staffing and service delivery goals and objectives for the coming fiscal year.

Budget Calendar. The City Manager provides an annual budget calendar, approved via Board of Commissioners resolution, outlining the necessary steps to prepare the annual budget.

Financial Planning (Continued)

Balanced Budget. In addition to expenditures and revenues, the annual budget includes an estimate of other financing sources and uses, and any planned use of fund balance. The annual budget presented must be a balance budget, defined as revenues, other financing sources, and planned use of fund balance equal to or exceeding expenditures and other financing uses for the ensuing fiscal year.

Budget Appropriation Ordinance and Amendments. Annual budget appropriations are enacted by ordinance passed upon two readings by the Board of Commissioners. The appropriation ordinance for each fiscal year shall be finally adopted before the first day of the fiscal year (i.e., by June 30th).

Each appropriated fund's revenue budget is prepared by source, and each appropriated fund's expenditure budget is prepared by fund, with constitutes the legal level of budgetary control. Expenditures may not exceed appropriations at the legal level. Amendments to the original appropriations may be made at any time during a current fiscal year based upon ordinance passed upon two readings by the Board of Commissioners. Emergency expenditures may be made in excess of appropriation prior to amendment.

The City Manager may authorize line-item appropriation transfers within each fund, to be subsequently reported to the Board of Commissioners.

Reversion of Appropriations. At fiscal yearend, unencumbered balances or appropriations revert to each fund, subject to further appropriation.

Budget Publication. The City shall publish the annual budget not less than ten (10) days prior to the meeting where the governing body will consider final passage of the budget. The publication shall be in a newspaper of general circulation and include:

1. Annual operating budget proposed, prior year actual results, and current year estimated results;
2. Revenues and expenditures for all governmental funds;
3. Expenditures listed separately by salaries and other costs;
4. Beginning and ending fund balances for each fund; and
5. The number of full-time equivalent positions for each fund.

Long-Term Financial Planning. Long-term financial planning applies to all funds with a minimum fund balance requirement. The long-term financial plan ("LTFP") is designed to ensure the City's ongoing financial sustainability beyond a single fiscal year budget cycle, defined as planned long-term service and infrastructure levels and standards being met without unplanned increases in rates or disruptive cuts to City services.

The LTFP process identifies critical areas expected to impact the financial condition of the City over the ensuing five-year period, presenting on a rolling five-year basis. The LTFP forecasts revenues, other financing sources, expenditures, other financing uses, use of fund balance, and ending projected fund balance for each and as of the end of each fiscal year presented.

The LTFP is incorporated into the City's annual budget presented to the Board of Commissioners. The LTFP assists in ensuring the City attains and maintains financial sustainability, has sufficient information to guide financial decisions, as sufficient resources to provide City services, identifies potential risks to ongoing operations in a timely manner, and identifies changes in expenditure or revenues structures needed to accomplish these objectives.

In addition to the objectives mentioned above, the LTFP provides information to analyze:

1. Affordability of current services, projects, and obligations;
2. Affordability of anticipated service expansions or investments in new assets; and
3. Culmination of the above to present the City's financial condition.

The intent of the LTFP process is to guide current budgetary considerations based upon both short- and long-term factors and analysis.

Cash Management and Investments. The City's primary objectives for cash management and investments are safety, liquidity, and return.
Safety – All investments must preserve the capital of the overall portfolio through mitigation of credit and interest-rate risk. Credit risk is addressed through limiting investments to only authorized types, limiting financial institutions to only those authorized via ordinance of the Board of Commissioners, and diversification of the portfolio. Interest-rate risk is addressed through structuring the investment portfolio such that maturities match cash requirements and investing operating funds in highly-liquid securities or similar investment pools.

Financial Planning (Continued)

Cash Management and Investments (Continued).
Liquidity – All investments must be sufficiently liquid to meet operating cash flow requirements. As such, the portfolio consists largely of funds maintained in active checking accounts or local government investment pools.

Return – All investments should attain a market rate of return; however, return on investment is secondary to safety and liquidity. Investments may be liquidated prior to maturity for operational cash flow needs or to preserve principal.

Standards of Care – Investment officials (per policy, the City Manager and Finance and Human Resources Director) shall operate under the "uniform prudent investor act" standards of care. Investment officials and all employees involved in the investment process are governed by the City's ethics and conflicts of interest policies.

Authorized Financial Institutions and Depositories – All financial institutions and depositories must be authorized via ordinance of the Board of Commissioners and must be Tennessee Bank Collateral Pool participants or be the State of Tennessee Local Government Investment Pool ("LGIP").

Financial policies govern safekeeping and custody of cash and investments, suitable and authorized investments, and diversification and constraints. Investment earnings and performance are reported monthly to the Board of Commissioners in the Treasurer's Report.

Capital Projects. Capital projects and a five-year Capital Improvements Plan ("CIP") are an integral component of the LTFP. Projects to be funded and included in the CIP are based upon Board of Commissioner strategic objectives and goals, available funding sources, and staff priority recommendations. The CIP is updated, reviewed, and approved annually by the Board of Commissioners in the Annual Budget process.

The City's CIP includes all capital projects with an estimated cost exceeding $100,000 for the new construction, reconstruction, replacement, or acquisition of capital assets and infrastructure.

The CIP shall account for maintenance and operating costs, show a preference for preservation of existing infrastructure, show funding sources, and limit the use of debt to fund the capital projects therein.

Debt Management. The City's debt management objectives are to achieve the lowest cost of capital, ensure high credit quality, access capital markets, preserve financial flexibility, and manage risk. Debt balances are reported to the Board of Commissioners on a monthly basis.

Long-Term Debt – The City may issue long-term debt for capital purchases or construction identified via the CIP or a development, transportation, or master plan process. Long-term debt maturity should match the useful life of the underlying asset without exceeding thirty years (other than federally-sponsored loans). Long-term debt may be:

1. General obligation debt secured by the full faith and credit of the City; or
2. Revenue debt secured by the revenues generated from the capital project financed.

Capital leases may be used to finance projects that amortize in three to seven years.

Short-Term Debt – The City may issue short-term debt to fund projects or for temporary funding of operational cash flow deficits or anticipated revenues. Short-term debt may be:

1. Bond anticipation notes ("BANs") not maturing more than six years from date of issuance;
2. Revenue anticipation notes ("RANs")/tax anticipation notes ("TANs") to meet cash flow needs, subject to federal and state requirements; or
3. Interfund loans to fund operational deficiencies or capital projects to be repaid from current fiscal year revenues.

Interest Rates – The City gives preference to fixed-rate debt and shall maintain no more than thirty percent of total outstanding debt in variable-rate debt.

Refinancing Debt – The City's existing debt may be refinanced for the following reasons:

1. To meet unanticipated revenue expectations;
2. To achieve cost savings;
3. To mitigate irregular debt service payments;
4. To release reserve funds; and/or
5. To remove unduly restrictive debt covenants.

Working Capital (Enterprise Funds). The City's enterprise funds must maintain working capital equivalent to at least ninety days' worth of annual operating expenses and debt service requirements.

Financial Planning (Continued)

Fund Balances. The City's General Fund must maintain unassigned fund balance at a level equal to twenty-five percent of General Fund revenues (excluding non-recurring federal, state, and local grant revenues) plus $1,100,000. Fund balance is not to be used as a long-term approach to balancing the budget for ongoing expenditures. Should fund balance fall below the minimum above, the City Manager shall present to the Board of Commissioners a plan for the replenishment of fund balance. Additionally, the LSS General Purpose School Fund is required by the Tennessee Board of Education to maintain a minimum fund balance of three percent of annual expenditures.

Revenues

General Revenue Management. The City funds current expenditures with current revenues from a diversified and stable revenue base. Any transfers between funds for operating purposes are presented in the Annual Budget for Board of Commissioners approval.

User Fee Cost Recovery Goals. In setting user fees and cost recovery levels, the City considers:

1. Whether funded purposes are community-wide or special benefit;
2. Whether the fee is charged to the service recipient or the service driver;
3. The effect of pricing on the demand for City services; and
4. The feasibility of collection and recovery.

Fees are set with the goal of low cost recovery if there is no intended relationship between amount paid and benefit received, collecting fees is not cost-effective, there is no intent to cover the cost of the service, service is non-recurring and not readily available from a private sector source, and collecting fees would discourage regulatory compliance.

Fees are set with the goal of high cost recovery (thus, higher fees) if the service is similar to services provided through the private sector (and such alternatives do or could exist), the service requires additional costs, the service is regulatory in nature and voluntary compliance is not expected (such as building permits and development fees).

Recreation Programs – Cost recovery for adult recreation programs should be relatively high, while those activities for youth and senior participants should be relatively low.

Planning Programs – Cost recovery for planning services should be high, with a cost recovery goal of 100 percent.

Sewer Rates and Fees. Sewer utility fees are set to fully recovery total direct and indirect costs, including operations, capital outlay and improvements, and debt service. Sewer rates and fees are set via Ordinance of the Board of Commissioners.

Stormwater Rates and Fees. Fees for stormwater are intended to fully fund operating costs of the Stormwater special revenue fund.

Solid Waste Rates and Fees. Solid waste fees and rates are intended to fully fund the operating costs of the Solid Waste special revenue fund.

Grant Funding. The City actively seeks grant funding for both operating and capital expenditures, given that the grant purpose is compatible with City objectives, the benefits provided exceed the cost of administration, and the grant does not commit the City to long-term tax funded expenditures after completion of the grant program.

Revenue Distribution. The City discourages the earmarking of General Fund revenues for specific programs; however, certain revenue sources may be committed or assigned by the Board of Commissioners via Ordinance or Resolution, respectively, for specified purposes. The City may also, through approval in the Annual Budget, supplement special revenue fund resources via transfers from the General Fund.

Resource Management

Purchasing. In order to purchase goods and services of high quality consistent with the expected use at the most reasonable cost, policy requires competitive procurement. Specifically:

1. Purchases less than $2,500 must be authorized by a purchase order approved by the City Manager;
2. Purchases of $2,500 and above but less than $10,000 singly or in the aggregate require three (3) competitive bids or quotes, verbal or written, whenever possible; and
3. Purchases of $10,000 and above require City Manager authorization to call for bids or proposals, must be authorized by the Board of Commissioners to the lowest and best responsible bidder, and if evidenced by a written contract.

Resource Management (Continued)

Exceptions – Upon written recommendation of the City Manager, the Board of Commissioners can unanimously authorize via resolution a noncompetitive contract. Other procurement exceptions include:

1. Sole source of supply;
2. Emergency expenditures;
3. Purchases via intergovernmental cooperative agreements;
4. Purchases from non-profits;
5. Purchases, leases, or lease-purchases of real property;
6. Purchases from any governmental unit;
7. Purchases in conjunction with the State Department of General Services (i.e., "State contract"); and
8. Certain service contracts.

A sealed bid process is used for all competitive contracts over $10,000.

Human Resource Management. The Annual Budget fully appropriates resources needed for authorized regular staffing. All ongoing programs and services should be provided by full- and part-time employees rather than independent contractors. The Board of Commissioners authorizes all regular positions through the Annual Budget process. The City Manager approves the hiring of all regular and temporary employees. Temporary employees should not be used as an incremental method of expanding the City's regular work force. Independent contractors should only be used for short-term workload assignments and contracted through an outside temporary employment agency, or for construction of public works or other capital projects and delivery of operating, maintenance, or specialized professional services not routinely performed by City employees.

Productivity. The City monitors and reviews its methods of operation to ensure services continued to be delivered in the most cost-effective manner.

Financial Reporting

Accounting, Auditing, and Financial Reporting. The City maintains a system of financial monitoring, control, and reporting for all operations and funds.

Accounting records are maintained in accordance with state and federal laws and regulations, as well as any specific grant requirements. The Finance and Human Resources Director shall report budget to actual comparisons for each governmental fund and plan to actual comparisons for each enterprise fund on a monthly basis to the Board of Commissioners.

The Board of Commissioners shall approve a contract annually with a Certified Public Accountant ("CPA") firm with experience in municipal auditing. Audit results shall be provided to the Board of Commissioners, the State of Tennessee, the Federal Audit Clearinghouse, and any other bodies required by regulation or agreement.

Budget Calendar

The budget document presented to the Board of Commissioners is the result of extensive planning, research, and analysis. The Annual Budget provides the legislative body and citizens of the City of Lakeland a comprehensive picture of proposed operations for the fiscal year based on these guidelines. The Fiscal Year 2022-2023 budget calendar is presented below:

BUDGET CALENDAR FOR FISCAL YEAR 2022-2023

DATE	MILESTONE
1/17/2022	Budget worksheets distributed to department directors
2/3/2022	Board of Commissioners strategic planning workshop
2/18/2022	Budget worksheets and narratives due from department directors
2/25/2022	Budget document draft incorporating worksheets and narratives submitted to Board of Commissioners to initiate initial review
3/1/2022	Budget workshops with department directors begins
3/7/2022	Budget revisions made in conjunction with Board of Commissioners, department director, and Finance department input
3/18/2022	Revised budget document submitted to Board of Commissioners
3/29/2022	City funds budget workshop – link to meeting notice
4/4/2022	School budget presented to LSS Board of Education – link to LSS BOE work session agenda
4/12/2022	School budget approved by LSS Board of Education – link to LSS BOE special called meeting agenda
4/13/2022	Budget consolidation between City and LSS funds begins
Before 4/30/2022	Consolidated draft Annual Budget document submitted for Board of Commissioners review
5/12/2022	Annual Budget presented for first reading – link to agenda and video
6/9/2022	Annual Budget presented for final reading – link to agenda and video
Before 6/30/2022	Budget Ordinance incorporated into Annual Budget and budget submission to State of Tennessee

Strategic Planning

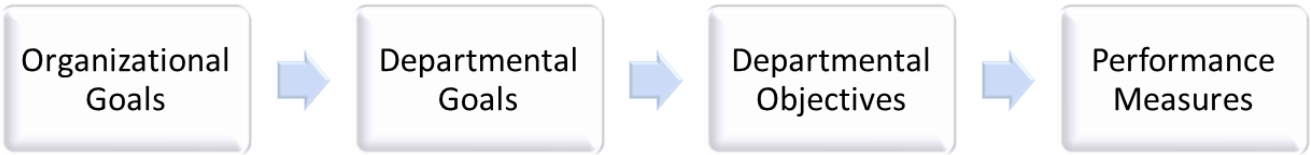
The Board of Commissioners meets annually in a strategic planning session. The organizational goals of the City of Lakeland were initially established in February 2021, and work began toward the fulfillment of those goals in fiscal year 2021. When the strategic plan was first established, City elected officials and staff met to discuss the board members' overall goals for the City not only in the short term, but in order to position the City for growth in the future. The session was led by an independent outside party trained in strategic planning sessions. Board of Commissioners members insights and direction provided were guided by their vision for the future of Lakeland, current and future economic constraints as informed by the five-year LTFP and CIP program, public constituent input, and experience with potential developers looking to invest commercial, residential, and mixed-use projects within the City of Lakeland.

Specifically, the strategic planning process for the City of Lakeland's Board of Commissioners includes:

1. An initiation of the strategic planning process (February 2021)
2. Review of the City's mission statement as a guide for the strategic plan
3. Assessment of environmental factors, including a review of the City's strengths, weaknesses, opportunities, and threats
4. Identification of critical issues affecting resident and business satisfaction and service provision
5. Consensus among the Board members upon a small number of broad organizational goals – five were established
6. Development of strategies to achieve these goals
7. Creation of an action plan including departmental steps and objectives toward the accomplishment of the broad goal
8. Development of measurable objectives
9. Incorporation of performance measures
10. Approval of the plan (although no formal Board action in the form of a resolution or ordinance was taken, Board consensus was obtained)
11. Implementation of the plan by City staff
12. Monitoring of progress toward the completion of the plan through at-least annual strategic planning sessions where updates are provided to the Board by City staff
13. Reassessment of the strategic plan annually in a dedicated planning session to review results and consider needed changes and challenges

The resulting goals of this initial strategic planning session continue to guide the City's Annual Budget and long-term financial plans. In February 2022, the City Manager provided the Board of Commissioners with an update on the accomplishment of these organizational goals, and further direction was provided by the Board of Commissioners to enhance the accomplishment of these objectives through the establishment and operation of the Annual Budget.

In this section of the Annual Budget, the hierarchy of the City's strategic plan is presented. The strategic plan is presented as:



Organizational Goals

The five organizational goals for the City of Lakeland, resulting from the strategic planning process, are:

1 - Enhance City Planning

- Update Lakeland's land development regulations ("LDR") and comprehensive plan

2 - Parks Improvements

- Create and expand parks and recreation facilities and services

3 - Economic Development

- Focus upon economic development to enhance City amenities, home values, and tax base

4 - Communications

- Develop a communications strategy for consistent and timely distribution of information to citizens

5 - Capital Improvements

- Focus upon capital and infrastructure improvements, including completion of LSS high school and City roads and wastewater systems

1 – Enhance City Planning

Organizational Goals

The City of Lakeland Board of Commissioners directs City Staff to commission an update of the City's LDR and comprehensive plan in order to ensure that future residential or commercial development in the City of Lakeland adheres to the Board's standards for city planning. The comprehensive plan should guide potential developers, City staff, and City volunteer board members in design and review of developments to meet the City's goal of smart growth that maintains residential property values, provides citizens with access to needed amenities, and enhances the City's property and sales tax bases.

Departmental Goals

Department/ Function	Goals
General Government	Oversee the selection of a professional services firm to perform an update of the City's LDR and comprehensive plan
	Ensure budget funds are appropriated for the cost of the LDR and comprehensive plan update
Community Development	Select a professional services firm to complete the LDR and comprehensive plan update
	Present results and recommended changes to LDR to the Board of Commissioners upon completion
	Ensure that LDR and comprehensive plan update is completed in a timely manner

Departmental Objectives

Department/ Function	Objectives
General Government	Appoint a committee to compile a request for qualifications ("RFQ") for firms to perform the professional services by June 30, 2021
	Appropriate funds annually (as long as the update is in progress) before the beginning of each fiscal year
Community Development	Begin process and post RFQ within fiscal year 2022 to engage a consultant to update the LDR and comprehensive plan
	Propose consultant/firm selected through RFQ process to the Board of Commissioners for approval
	Complete the update of the LDR and comprehensive plan within 24 months of engagement of the consultant/firm selected

1 – Enhance City Planning (Continued)

Performance Measures

Fiscal Year	Actual or Planned Results
2021	City Manager appointed committee to compile RFQ
	RFQ published
	Appropriated budget of $150,000 for fiscal year 2022 to begin LDR/comprehensive plan update
2022	RFQ sent directly to prospective consultants
	Committee reviewed and scored proposals received
	Board of Commissioners approved selected proposal
	Appropriated budget of $150,000 for fiscal year 2023 for completion of the combined LDR/comprehensive plan update
2023	Public will be engaged in the review of the LDR revisions and comprehensive plan update
	City Staff will recommend changes to LDR and implementation of comprehensive plan to Board of Commissioners
	Board of Commissioners will approve and implement changes

2 – Parks Improvements

Organizational Goals

The City of Lakeland Board of Commissioners desires to improve the City's parks and recreation facilities by creating additional recreational facilities, including athletic fields and amenities, and expanding or creating additional City parks. Park improvements should be aligned with a city-wide parks master plan.

Departmental Goals

Department/ Function	Goals
General Government	Empower Parks and Recreation Board ("PRB") to complete and update parks-specific five-year CIP
	Ensure budget funds are appropriated for the cost of the recommended parks capital outlays annually
Parks and Recreation	Complete phase 1 of the Memphis-Arlington athletic complex ("MAAC")
	Complete parks master plan for the MAAC
	Along with the PRB, ensure execution of parks five-year CIP and related projects
	Complete phase 2 of the MAAC

Departmental Objectives

Department/ Function	Objectives
General Government	Direct staff and lead (as Board of Commissioners liaison to the PRB) to complete and update the parks five-year CIP annually by April 1st
	Appropriate funds annually for parks capital improvements in accordance with the parks CIP before the beginning of each fiscal year
Parks and Recreation	Complete phase 1 of the MAAC by June 30, 2022
	Complete master plan for MAAC within fiscal year 2022
	Annually update the parks five-year CIP by April 1st each year, with PRB and public input
	Coordinate and hold community engagement sessions on parks planning processes
	Publish and advertise RFQ for City-wide parks master plan and select/award vendor

2 – Parks Improvements (Continued)

Performance Measures

Fiscal Year	Actual or Planned Results
2021	Awarded contract for phase 1 of MAAC and MAAC master plan
	Completed five-year parks CIP by April 1st for inclusion in Annual Budget
	Completed MAAC master plan design work
	Appropriated $1.77M in fiscal year 2022 General Fund budget for phase 1 of MAAC
2022	Completed phase 1 of MAAC and opened athletic fields
	RFQ published for City-wide parks master plan and awarded to vendor
	Vendor for City-wide parks master plan held first community engagement session
	RFP published for phase 2 design engineering at MAAC
	Completed update of five-year parks CIP by April 1st for inclusion in Annual Budget
	Appropriated $350,000 for phase 2 design of MAAC and other capital projects in line with parks five-year CIP
2023	Complete engineering of MAAC phase 2
	Complete update of five-year parks CIP by April 1st for inclusion in Annual Budget
	Appropriate funds for fiscal year 2024 for phase 2 of MAAC construction as well as other parks CIP projects

3 – Economic Development

Organizational Goals

The City of Lakeland Board of Commissioners desires to actively seek and recruit economic development within the City of Lakeland, improving marketing and branding of the City as a sought-after municipality for potential retail and commercial growth, thereby enhancing City amenities and expanding residential home values and the City's overall tax base.

Departmental Goals

Department/ Function	Goals
General Government	Lead and direct efforts for the procurement of retail recruitment services
	Ensure budget funds are appropriated for the cost of retail recruitment services
Community Development	Increase retail and commercial development in the City of Lakeland
	Partner with development brokers to effectively market the City to potential investors
	Develop and provide data-driven metrics for use in overall marketing plan

Departmental Objectives

Department/ Function	Objectives
General Government	Publish RFQ for retail recruitment services by June 30, 2021
	Select and approve retail recruitment services provided prior to June 30, 2022
	Appropriate funds annually and as needed for cost of retail recruitment services
Community Development	Ensure timely review of development applications with a maximum 10-day turnaround for feedback/approvals
	Work with selected retail recruitment service provider to develop marketing plan by June 30, 2022
	Continually support the efforts of developers to obtain Board of Commissioners approval of development plans
	Work with retail recruitment services provider to develop marketing plan for implementation prior to June 30, 2022
	Monitor results of economic development efforts based on new retail location openings

3 – Economic Development (Continued)

Performance Measures

Fiscal Year	Actual or Planned Results
2021	Completed and published RFQ for retail recruitment services
	Completed review of development plans within 10-day limitation
2022	Selected Retail Strategies as retail recruitment service provider
	Completed retail marketing guide in conjunction with Retail Strategies
	Retail locations expected opening in initial phases of Lakeland Commons and The Lake District
	Expected review and potential approval of development plans for north side of Interstate-40 and Canada Road redevelopment location
	Appropriated $45,000 for fiscal year 2023 for retail recruitment services contract
	Completed review of development plans within 10-day limitation
2023	Completed review of development plans within 10-day limitation
	Disseminate retail recruitment marketing guide to potential developers/investors
	Appropriate funds for the continued engagement of retail recruitment services

4 – Communications

Organizational Goals

The City of Lakeland Board of Commissioners desires to improve the City's communications with the public and constituents, crafting a strategic communication plan for the City of Lakeland. Similarly, the Board desires to reinvigorate the Community Advisory Board ("CAB") to assist in proactive communication throughout the City's neighborhoods.

Departmental Goals

Department/ Function	Goals
General Government	Develop a City communications and marketing plan
	Launch electronic citizen engagement and communication tools
	Ensure budget funds are appropriated for the development of the communications plan and any needed electronic engagement and communication tools
Public Works	Implement electronic citizen engagement tools for communication of public works work orders and completion

Departmental Objectives

Department/ Function	Objectives
General Government	Appropriate funds for professional services contract to develop strategic communications plan, as well as funds for needed citizen engagement electronic solutions, prior to June 30 each year
	Ensure completion of strategic communications plan RFQ and related selection of vendor
	Ensure implementation of strategic communications plan by June 30, 2022
	Implement citizen engagement online portal by June 30, 2022
	Implement SeeClickFix solution for communication of work orders, status, and completion of public works projects by June 30, 2022
Public Works	Utilize SeeClickFix solution (app, dashboards, work order processing) for acceptance of work orders and communication of status by June 30, 2022

4 - Communications (Continued)

Performance Measures

Fiscal Year	Actual or Planned Results
2021	Appropriated $8,000 for professional services vendor contract for completion of strategic communications plan
	Published RFQ and selected vendor for the completion of the strategic communications plan
	Appropriated funds for FY22 and began implementation work for CityWorks citizen engagement portal and SeeClickFix application
2022	Completed strategic communications plan
	Completed implementation of CityWorks citizen engagement portal
	Completed implementation of SeeClickFix "Lakeland Connect" app, published to Apple Store and Google Play Store, and communicated to citizens for use
	Began use of SeeClickFix for receipt, completion, and status communication of public works work orders
	Appropriated funds for FY23 for continued use of electronic communications tools
2023	Conduct citizen engagement sessions to obtain feedback on strategic communications plan
	Implement remaining aspects of the strategic communications plan
	Appropriate funds, as needed, for FY24 for further implantation and communication needs

5 – Capital Improvements

Organizational Goals

The City of Lakeland Board of Commissioners desires to address the City's capital and infrastructure needs such as roads and wastewater systems, while protecting scenic corridors within the City, and to support the completion of the LSS high school facility. This goal provides needed service-level improvements to sustain and promote economic growth.

Departmental Goals

Department/ Function	Goals
General Government	Ensure budget funds are appropriated for the completion of needed infrastructure improvements
	Issue debt, as needed, or authorize use of fund balance for completion of needed infrastructure improvements
	Ensure completion of the five-year CIP and annual update to provide insights into impacts on annual budgets as well as long-term plans of the City
Public Works / Wastewater	Plan, design, and implement needed infrastructure improvements while protecting scenic corridors within the City of Lakeland
	Obtain grant funding, where possible, for infrastructure improvements and debt funding, where required
	Ensure continued prioritization of paving projects annually to improve and sustain City roadways
	Evaluate, plan, and budget for future needs of sewer expansion and improvements at the wastewater treatment plant

Departmental Objectives

Department/ Function	Objectives
General Government	Complete five-year CIP annually by April 1st
	Close on USDA Rural Development bonds for construction of the new LSS high school by June 30, 2022, to capture lower interest rate
	Authorize issuance of Sewer Fund debt through the State revolving loan fund for Oliver Creek Interceptor and Clear Creek Interceptor projects
	Appropriate funds by June 30th annually for approved items in the CIP

5 – Capital Improvements (Continued)

Departmental Objectives

Department/ Function	Objectives
Public Works / Wastewater	Annually update the Sewer Fund CIP, including funding sources, by April 1st
	Complete the acquisition of sewer infrastructure assets from the City of Memphis by June 30, 2022
	Complete gas line relocation phase of the New Canada Road project by October 31, 2022
	Bid and award contract for New Canada Road construction phase by June 30, 2022
	Bid and award contract for construction of Clear Creek Interceptor project by May 2022
	Complete construction of Clear Creek Interceptor project by June 30, 2024
	Bid, award, and begin construction of Oliver Creek Interceptor in FY24
	In accordance with the City's paving assessment, propose budgeted roadways for paving annually by March 15th
	Complete construction of New Canada Road by June 30, 2025

Performance Measures

Fiscal Year	Actual or Planned Results
2021	Completed right-of-way and easement acquisitions for the New Canada Road project
	Completed update of five-year CIP by April 1st
	Appropriated $54.9 million total infrastructure improvements, including a new high school facility, for the FY22 annual budget
	Appropriated $1.9 million for paving projects for FY22

5 – Capital Improvements (Continued)

Performance Measures

Fiscal Year	Actual or Planned Results
2022	Acquired sewer infrastructure assets from the City of Memphis
	Complete gas line relocation phase of New Canada Road project
	Awarded state revolving loan funds for Clear Creek Interceptor project
	Closed on funding of the remaining $45.205 million of USDA Rural Development bonds for construction of the LSS high school facilities
	Bid and awarded construction contract for New Canada Road project
	Bid and awarded construction contract for Clear Creek Interceptor
	Completed update of five-year CIP by April 1st
	Appropriated $26 million for total infrastructure improvements for the FY23 annual budget
	Appropriated $1.5 million for paving projects for FY23
2023	Complete gas line relocation phase of New Canada Road project
	Obtain additional grant revenues from the Tennessee Department of Transportation for additional costs on New Canada Road project
	Complete update of five-year CIP by April 1st
	Appropriate funds for CIP projects and paving for FY24

Strategic Planning Matrix

Organizational Goal	Department/ Function	Departmental Goals	Departmental Objectives	Performance Measures		
				FY2021	FY2022	FY2023
Enhance City Planning	General Government	Oversee consultant selection	Appoint committee to compile RFQ	Committee appointed RFQ Published	N/A	N/A
		Appropriate project funds in Annual Budget	Appropriate funds for consultant prior to beginning of fiscal year	Appropriated $150K for FY22 prior to 7/1/2021	Appropriated $150K for FY23 prior to 7/1/2022	N/A
	Community Development	Select consultant to complete LDR revision and comprehensive plan update	Post RFQ within FY22	N/A	RFQ sent to consultants	N/A
			Propose selected consultant to Board for approval	N/A	Committee reviewed and scored proposals Board of Commissioners approved consulting contract	N/A
		Present recommended changes to LDR and comprehensive plan to Board	Complete update of LDR and comprehensive plan within 24 months	N/A	N/A	Consultant completes work and submits report Public is engaged to review recommendations Staff recommends revisions to Board Board approves and implements changes
		Ensure update completed in a timely manner				
Parks Improvements	General Government	Oversee PRB completion of 5-year CIP	Approve parks CIP prior to beginning of fiscal year	Completed 5-year CIP by April 1st	Completed 5-year CIP by April 1st	Completed 5-year CIP by April 1st
		Appropriate CIP funds in Annual Budget	Appropriate funds for parks CIP prior to beginning of fiscal year	Appropriated $1.7M for FY22 prior to 7/1/2021	Appropriated $350K for FY23 prior to 7/1/2022	Appropriate $1.55M for FY24 prior to 7/1/2023
	Parks and Recreation	Complete phase 1 of MAAC	Phase 1 of MAAC to be completed by 6/30/2022	Contract for MAAC phase 1 awarded	MAAC phase 1 completed, opened	N/A
		Complete parks master plan for MAAC	Master plan to be completed by FY22	MAAC master plan design work completed	N/A	N/A

Strategic Planning Matrix (Continued)

Organizational Goal	Department/ Function	Departmental Goals	Departmental Objectives	Performance Measures		
				FY2021	FY2022	FY2023
Parks Improvements (Continued)	Parks and Recreation (Continued)	Work with PRB to execute 5-year CIP projects	Update 5-year CIP annually by 4/1	Completed by 4/1	Completed by 4/1 RFP published for phase 2 design of MAAC, awarded to vendor	Complete by 4/1 Complete engineering of MAAC phase 2
			Hold community engagement sessions on parks planning	N/A	First community engagement session held; feedback obtained	Additional community engagement sessions held
			Issue RFQ and select vendor for City-wide parks master plan	N/A	RFQ published, awarded to vendor	Complete city-wide parks master plan
Economic Development	General Government	Oversee retail recruitment vendor selection	Publish RFQ for retail recruitment services	Completed	N/A	N/A
			Approve retail recruitment service contract	N/A	Completed	N/A
		Appropriate funds in Annual Budget	Appropriate funds for retail recruitment prior to beginning of FY	Appropriated $36K for professional services in FY22 prior to 7/1/2021	Appropriated $45K for awarded contract for FY23 prior to 7/1/2022	Appropriate funds for ongoing services prior to 7/1/2023
	Community Development	Increase economic development	Support developers through Board approval process	Supported The Lake District, Lakeland Commons plans and revisions	Supported TLD, Lakeland Commons, Ashmont plans and revisions	Continually monitored and reported
			Monitor and report to Board of new retail locations	Initial business opened in The Lake District ("TLD")	Retail locations opened in TLD and Lakeland Commons	Target retail opening at NW corner of I-40 and Canada Road
		Market the City to investors	Develop marketing plan by 6/30/2022	N/A	Completed	N/A
		Develop data-driven metrics	Review development applications within 10 days	Completed within parameters	Completed within parameters	Complete within parameters

Strategic Planning Matrix (Continued)

Organizational Goal	Department/ Function	Departmental Goals	Departmental Objectives	Performance Measures		
				FY2021	FY2022	FY2023
Communications	General Government	Develop communications plan	Issue RFQ and select vendor for communications plan	Completed	N/A	N/A
			Implement plan by 6/30/2022	N/A	Completed	N/A
		Launch citizen engagement tools	Implement online portal by 6/30/2022	Began implementation	Completed	N/A
			Implement SeeClickFix work order management app by 6/30/2022	Began implementation	Completed	N/A
		Appropriate funds for communications plan and implementation	Appropriate funds prior to beginning of FY	Appropriated $8K for FY22 prior to 7/1/2021	Appropriated funds for FY23 prior to 7/1/2022	Appropriate fund for FY24 prior to 7/1/2023
	Public Works	Utilize electronic tools for work order management	Roll out and utilize SeeClickFix by 6/30/2022	Began implementation	Implemented and published app	Monitor use and statistics
Capital Improvements	General Government	Authorize debt or fund balance use for infrastructure needs	Close on USDA Rural Development bonds for LSS high school prior to 6/30/2022	N/A	Closed by 6/30	N/A
			Authorize SRLF debt for Clear Creek and Oliver Creek Interceptor projects	N/A	Approved SRLF debt for Clear Creek	Approve SRLF debt for Oliver Creek
		Oversee completion of 5-year CIP	Approve 5-year CIP prior to beginning of fiscal year	Approved by 6/30	Approved by 6/30	Approve by 6/30
		Appropriate funds for infrastructure needs	Appropriate funds prior to beginning of FY	Completed by 6/30 appropriating $54.9 million for infrastructure for FY22	Completed by 6/30 appropriating $26 million for infrastructure for FY23	Complete by 6/30
	Public Works / Wastewater	Plan, design, and complete infrastructure projects	Acquire sewer infrastructure assets from City of Memphis by 6/30/2022	N/A	Acquired by 6/30	N/A

Strategic Planning Matrix (Continued)

Organizational Goal	Department/ Function	Departmental Goals	Departmental Objectives	Performance Measures		
				FY2021	FY2022	FY2023
Capital Improvements (Continued)	Public Works / Wastewater (Continued)	Plan, design, and complete infrastructure projects (Continued)	Bid and award New Canada Rd construction by 6/30/2022	N/A	Completed by 6/30	N/A
			Complete gas line relocation for New Canada Rd by 10/31/2022	N/A	Began gas line relocation	Complete gas line relocation
			Bid and award Clear Creek construction by 6/30/2022		Completed	
			Complete Clear Creek construction by 6/30/2024	N/A	N/A	Begin Construction
			Bid and award Oliver Creek construction to begin FY24	N/A	N/A	Complete bid and award
			Construct New Canada Rd by 6/30/2025	Completed ROW and easement acquisitions	Bid and awarded construction contract	Complete gas line relocation and begin construction Obtain grant funds increase from TDOT
		Obtain grant funding for infrastructure	Obtain SRLF funding for Clear Creek Interceptor by 6/30/2022	N/A	Obtained SRLF approval for Clear Creek Interceptor	Obtain SRLF approval for Oliver Creek
		Ensure paving completed annually	Propose and complete paving roadways annually	Appropriated $1.9 million for FY22 paving; completed $.7 million of FY21 paving	Appropriated $1.5 million for FY23 paving; completed $2.8 million of FY22 paving	Appropriate $.8 million for FY24 paving; complete $1.5 million of FY23 paving
		Complete 5-year CIP process for WWTP	Complete 5-year WWTP CIP prior to April 1st annually	Completed by 4/1	Completed by 4/1	Complete by 4/1

Appropriated Budget Summary

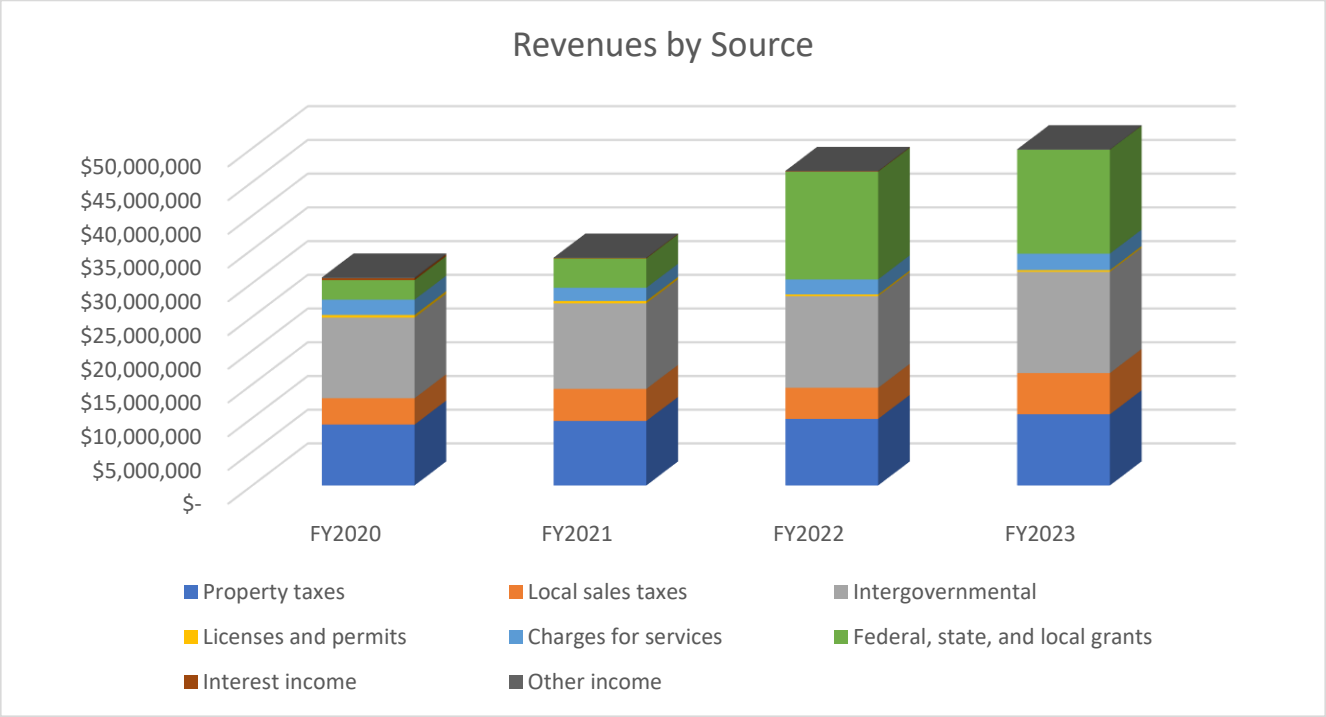
	ACTUAL		ORIG. BUDGET	ESTIMATED	BUDGET
	FY2019-2020	FY2020-2021	FY2021-2022	FY2021-2022	FY2022-2023
Revenues					
Property taxes	$ 9,028,947	$ 9,562,609	$ 9,867,922	$ 9,867,922	$ 10,548,200
Local sales taxes	3,898,415	4,752,798	4,728,377	4,603,591	6,120,718
Intergovernmental	11,947,168	12,686,966	13,144,879	13,586,933	14,991,858
Licenses and permits	394,845	353,234	254,720	261,554	262,966
Charges for services	2,276,816	1,947,284	2,434,310	2,233,990	2,439,891
Federal, state, and local grants	2,897,373	4,353,958	17,227,450	15,956,145	15,400,982
Interest income	285,657	71,153	66,824	66,826	13,817
Other income	108,001	48,689	62,500	62,500	65,000
Total revenues	30,837,222	33,776,691	47,786,982	46,639,461	49,843,432
Expenditures					
Current					
General government	1,482,030	1,845,993	2,057,087	2,140,943	2,281,444
Community development	503,098	557,049	954,388	837,373	1,096,463
Public works	2,768,773	3,304,973	4,566,525	5,773,796	4,313,176
Parks and recreation	441,499	418,367	834,323	869,590	994,051
Education	17,147,618	18,671,637	20,027,963	22,085,897	24,315,260
Debt Service					
Principal	2,093,686	17,524,693	5,980,621	48,080,621	8,740,963
Interest and fiscal charges	1,366,698	1,457,817	1,298,780	1,283,279	1,482,312
Capital outlays	3,963,871	23,714,018	52,855,054	43,540,549	20,558,500
Total expenditures	29,767,273	67,494,547	88,574,741	124,612,048	63,782,169
Excess (deficiency) of revenues over (under) expenditures	1,069,949	(33,717,856)	(40,787,759)	(77,972,587)	(13,938,737)
Other Financing Sources (Uses)					
Issuance of debt	43,500,000	14,794,500	16,420,000	53,205,500	3,500,000
Transfers in from other funds	48,281,392	22,318,351	11,995,464	59,265,269	13,607,592
Transfers out	(48,281,392)	(22,318,351)	(11,995,464)	(59,265,269)	(13,607,592)
Total other financing sources (uses)	43,500,000	14,794,500	16,420,000	53,205,500	3,500,000
Net change in fund balance	$ 44,569,949	$ (18,923,356)	$ (24,367,759)	$ (24,767,087)	$ (10,438,737)

The table above includes all appropriated (governmental) funds combined for the prior three fiscal years and the budget for fiscal year 2023.

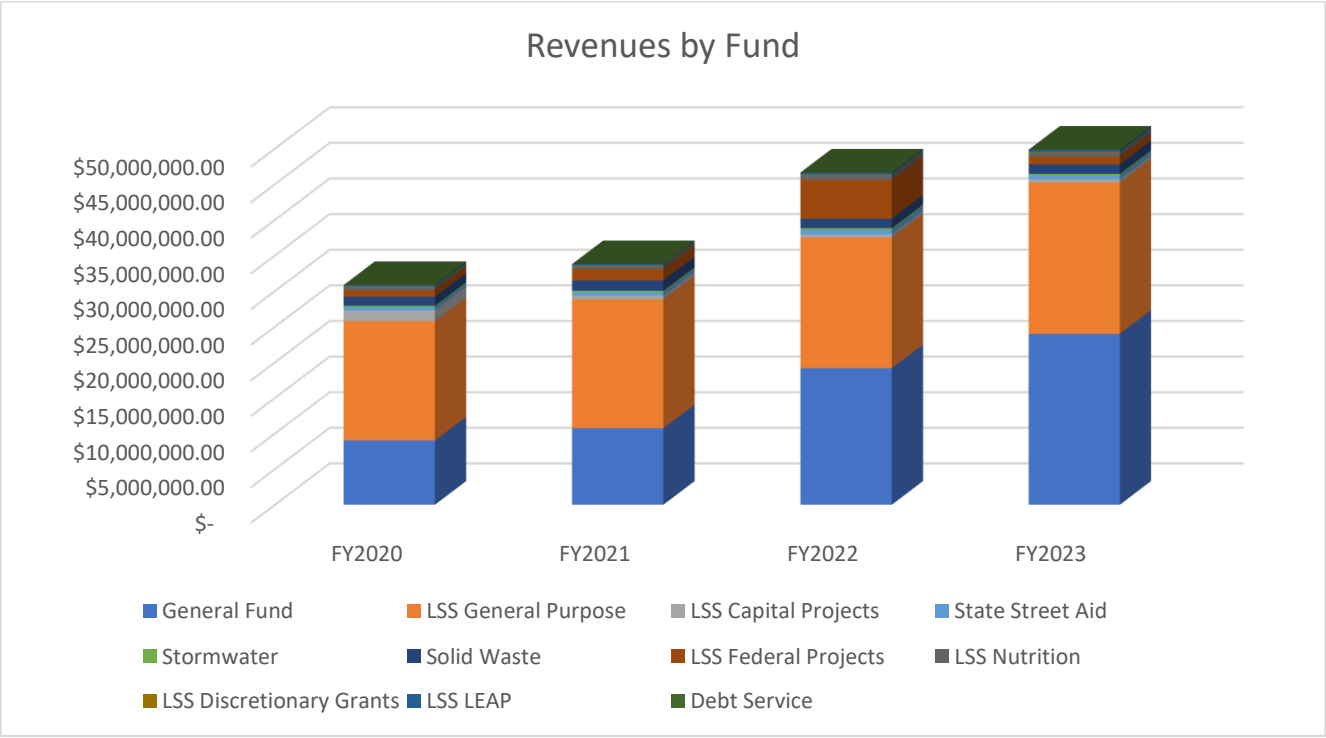
The Sewer Fund is not an appropriated fund and therefore is not included.

The charts on the following pages depict the information above in graphical format.

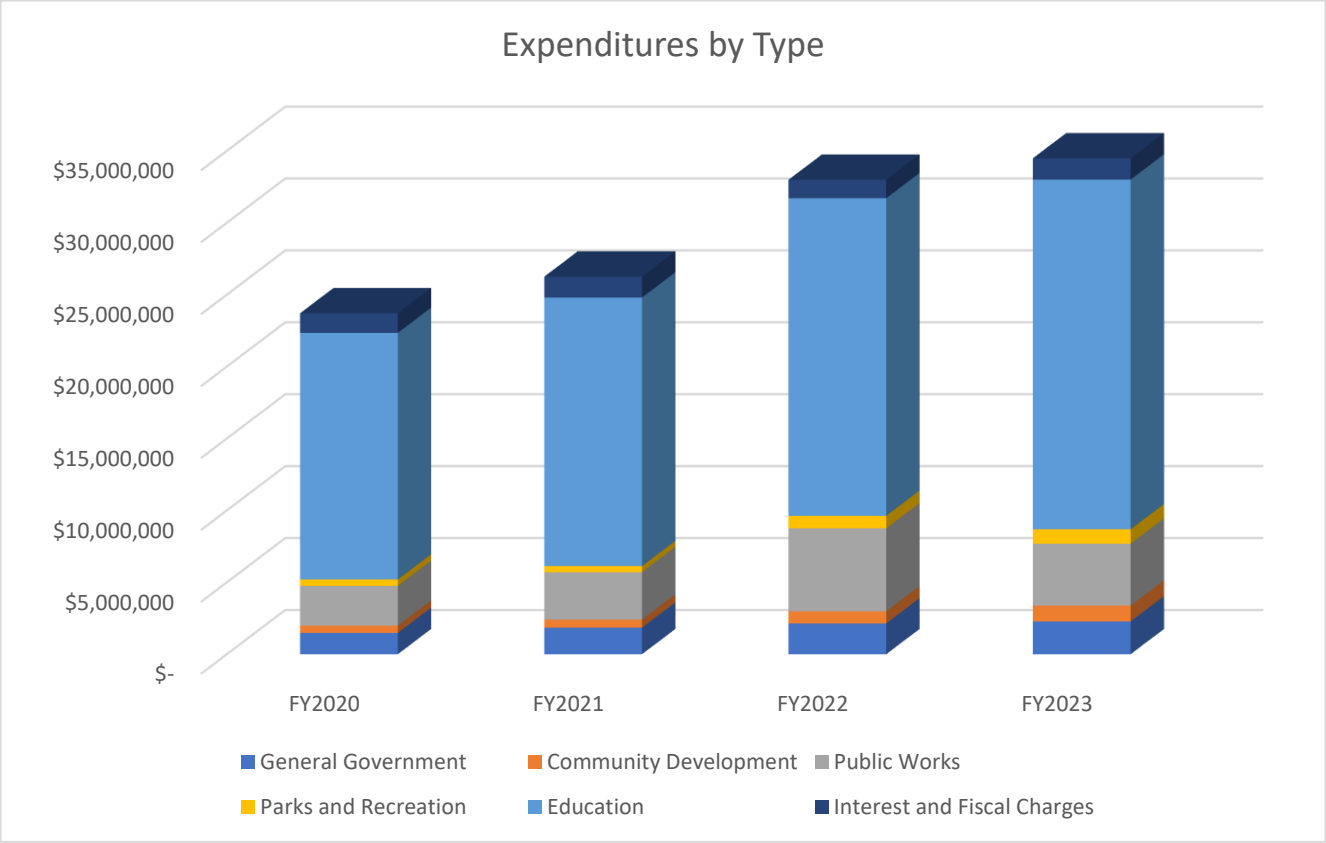
The chart below shows the mix of governmental fund revenues by source for the respective periods above.



The following chart shows revenues by appropriated fund for the respective periods shown:



The chart below further illustrates the City's appropriated expenditures by type.



Revenue Projections

The specific revenue projections described below *represent 94 percent of the total revenues of all appropriated funds*. The remaining revenue categories – Licenses and Permits, Charges for Services, Interest, and Other Income – were budgeted based on a combination of trend analysis (with heavy weight given to the most recent three-year period) and specific identification of planned economic developments that would generate City revenues.

Property Taxes

Property taxes are levied as of January 1st of each year to fund the ensuing fiscal year, as they are due by November 1st. Property taxes are considered delinquent if unpaid as of February 28th of the following calendar year. In the preparation of the Annual Budget, property tax revenues are considered from two sources – City of Lakeland property taxes, and Shelby County, Tennessee, property taxes that fund LSS.

City of Lakeland Property Taxes

The City's property tax rate is set annually by ordinance of the Board of Commissioners. For fiscal year 2023 the property tax rate is set at $1.04 per $100 of assessed value (no change from fiscal year 2022). Property tax revenue projections are based on the property tax rate set as well as the underlying assessed values of taxed property.

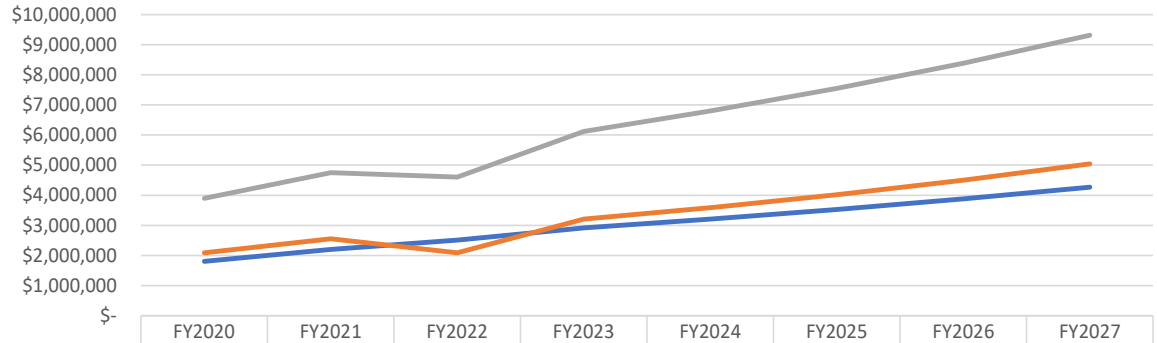
Assessed values were reappraised within Shelby County in 2021 resulting in an approximate 23 percent increase in the underlying assessed values utilized for property tax revenue forecast that was then equalized in the rate set to fund fiscal year 2022. For fiscal year 2023, the City obtained the certified assessed values from the Shelby County Assessor, applied the set tax rate, and calculated taxes as 99 percent collectable based on prior experience.

For long-term planning purposes, property taxes are projected to grow three (3) percent annually through a combination of assessed value growth and rate management.

LSS Property Taxes

Lakeland School System's share of Shelby County property taxes, local option sales taxes, and wheel taxes are based on the average daily attendance ("ADA") distribution for Lakeland School System in fiscal year 2022-2023. For long-term planning, LSS assumes a pro-rata increase in allocation for fiscal years 2023 through 2026 based upon the phased opening of the high school, adding new students annually and therefore receiving higher property tax allocation from Shelby County.

Three year history and future projection of property taxes are shown below:



	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027
General Fund	$1,806,536	$2,200,349	$2,511,591	$2,914,488	$3,205,937	$3,526,531	$3,879,184	$4,267,102
LSS GPSF	$2,091,879	$2,552,449	$2,092,000	$3,206,230	$3,590,978	$4,021,895	$4,504,522	$5,045,065
Total Sales Taxes	$3,898,415	$4,752,798	$4,603,591	$6,120,718	$6,796,915	$7,548,426	$8,383,706	$9,312,167

Local Sales Taxes

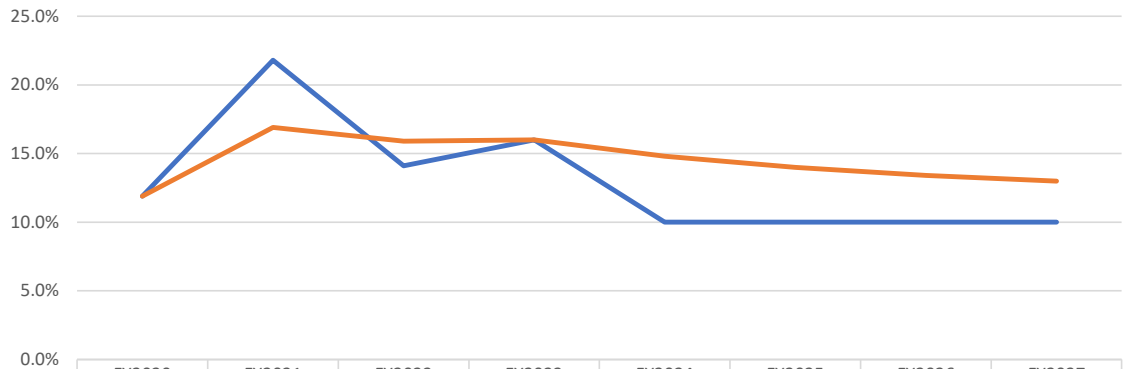
Local sales taxes are received in the General Fund and in the LSS General Purpose School Fund. Local sales taxes have been estimated based on 1) trend analysis from the prior three years and 2) known increases in allocations due to additional student enrollment.

General Fund

The most significant portions of local sales taxes are a proportional share of the 2.25 percent county sales tax committed for educational purposes and the .50 percent City local option sales tax. Sales taxes are collected by the State and remitted to the City directly (for local option sales tax) and through Shelby County, Tennessee (for county sales taxes).

Other local sales taxes include wholesale beer and liquor taxes, telecom and cable franchise taxes, and other business taxes. These are projected based on the City's trend analysis with the assumption that recent increase percentages in revenues will continue into fiscal year 2023 and stabilize in future fiscal years.

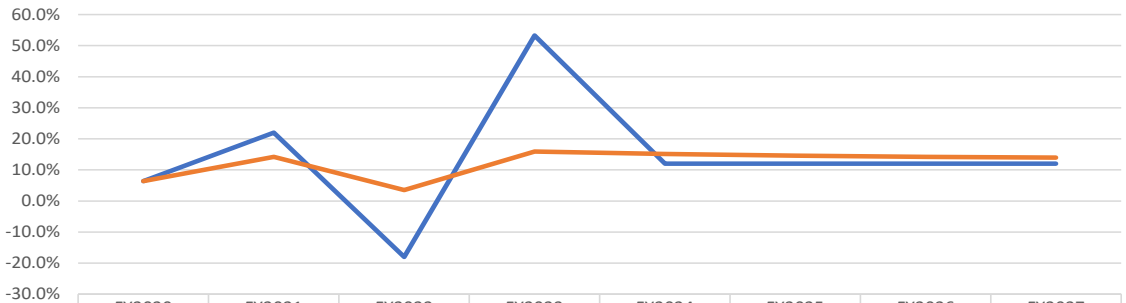
Growth rates of General Fund local sales taxes are as follows, with amounts used in long-term forecasting. Rates used in long-term forecasting are conservative estimates.



	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027
Annual Growth	11.9%	21.8%	14.1%	16.0%	10.0%	10.0%	10.0%	10.0%
Ave. Annual Growth	11.9%	16.9%	15.9%	16.0%	14.8%	14.0%	13.4%	13.0%

LSS General Purpose School Fund

LSS receives a portion of the Shelby County sales tax revenue based upon the ADA distribution methodology mentioned in the property tax section above. Similarly, LSS projects future increases in sales tax revenues based upon growing enrollment with the phased opening of the new high school. Growth rates and amounts used in long-term forecasting are presented below.

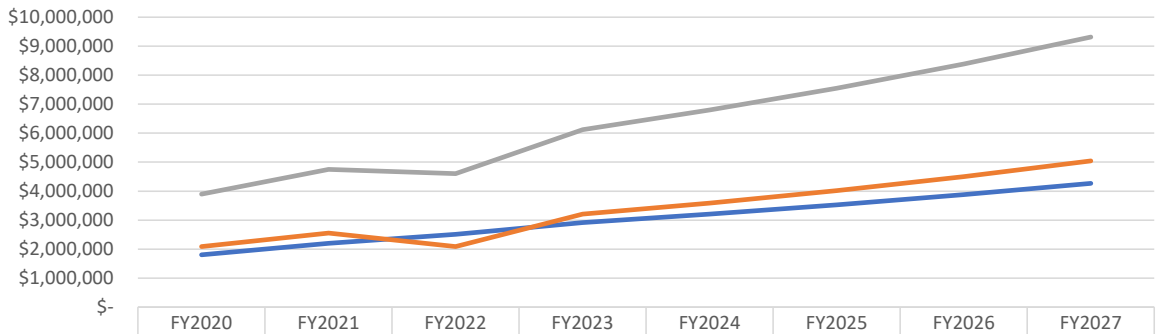


	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027
Annual Growth	6.4%	22.0%	-18.0%	53.3%	12.0%	12.0%	12.0%	12.0%
Ave. Annual Growth	6.4%	14.2%	3.5%	15.9%	15.1%	14.6%	14.2%	14.0%

Annual Growth Ave. Annual Growth

Local Sales Taxes (Continued)

Three year history and future projection of local sales taxes are shown below:



	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027
General Fund	$1,806,536	$2,200,349	$2,511,591	$2,914,488	$3,205,937	$3,526,531	$3,879,184	$4,267,102
LSS GPSF	$2,091,879	$2,552,449	$2,092,000	$3,206,230	$3,590,978	$4,021,895	$4,504,522	$5,045,065
Total Sales Taxes	$3,898,415	$4,752,798	$4,603,591	$6,120,718	$6,796,915	$7,548,426	$8,383,706	$9,312,167

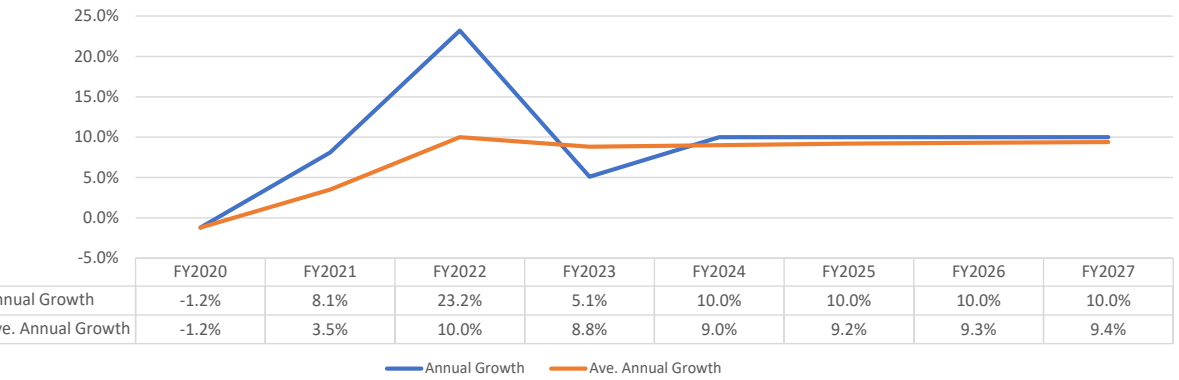
Intergovernmental

The primary components of intergovernmental revenues are:

- State of Tennessee shared revenues;
- State basic education funding; and
- State gas and motor fuel taxes.

State Shared Revenues

State shared revenues include the proportional share, generally per capita, allocated to the City of Lakeland by the State of Tennessee. These amounts are conservatively projected based upon the City's trend analysis of the previous three years, as follows:



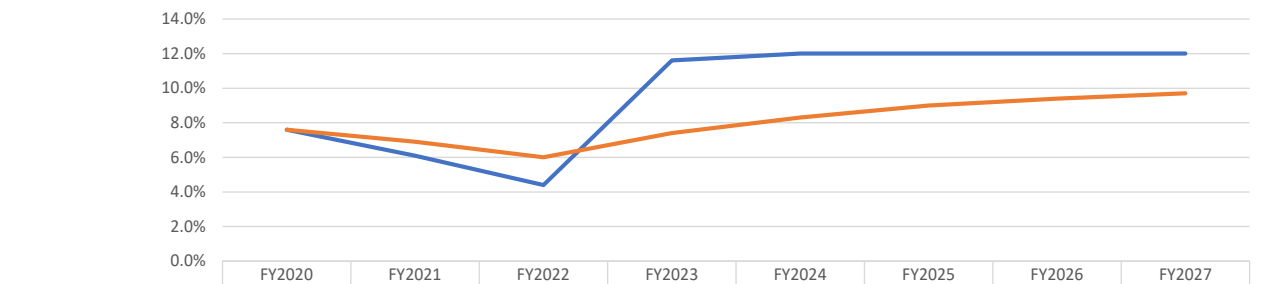
	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027
Annual Growth	-1.2%	8.1%	23.2%	5.1%	10.0%	10.0%	10.0%	10.0%
Ave. Annual Growth	-1.2%	3.5%	10.0%	8.8%	9.0%	9.2%	9.3%	9.4%

Intergovernmental (Continued)

Basic Education Funding

The Basic Education Program ("BEP") is the main source of K-12 education funding and distributes nearly $5 billion to public school districts. It has two parts: a state share, and a required local match contributed by local school districts. State and local shares are set based on each county's fiscal capacity, or ability to raise local revenue; counties with higher fiscal capacities receive less state funding and must contribute more local matching dollars than counties with less ability to raise local revenue. The BEP is split into four main categories, which together contain 46 different components that generate funding – for example, teacher salaries or textbooks – but districts have considerable flexibility on how to spend their BEP money. For this reason, the BEP is often referred to as a funding formula, not a spending plan.

BEP funding for fiscal year 2023 is based upon guidance received from the Tennessee Department of Education. Estimates of BEP funding used in long-term planning and forecasting are based upon the prior three years' trends and anticipated increases due to increased student enrollment with the phased opening of the LSS high school facility in fiscal year 2023. The prior three years' trends and five-year forecast is as follows:

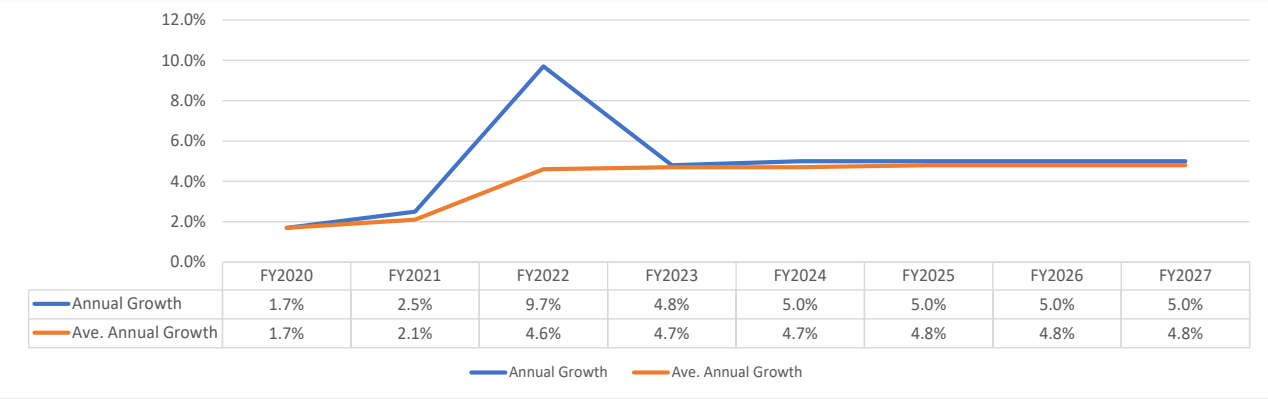


	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027
Annual Growth	7.6%	6.1%	4.4%	11.6%	12.0%	12.0%	12.0%	12.0%
Ave. Annual Growth	7.6%	6.9%	6.0%	7.4%	8.3%	9.0%	9.4%	9.7%

Annual Growth Ave. Annual Growth

Gas and Motor Fuel Taxes

Gas and motor fuel taxes are restricted for spending on street infrastructure expansion and maintenance and are required to be accounted for in a separate special revenue fund, regardless of whether this fund meets the test, per GAAP, for a special revenue fund. Gas and motor fuel taxes are projected based upon the City's trend analysis for the previous three years. Trends and forecasts of gas and motor fuel taxes revenues are as follows:

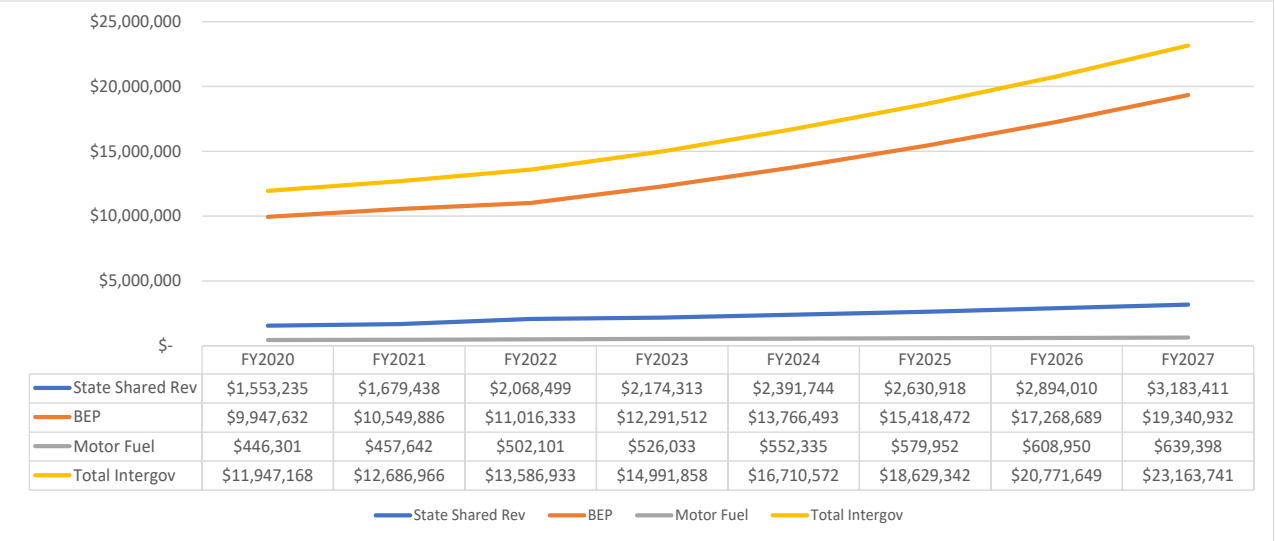


	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027
Annual Growth	1.7%	2.5%	9.7%	4.8%	5.0%	5.0%	5.0%	5.0%
Ave. Annual Growth	1.7%	2.1%	4.6%	4.7%	4.7%	4.8%	4.8%	4.8%

Annual Growth Ave. Annual Growth

Intergovernmental (Continued)

Three year history and future projection of intergovernmental revenues are shown below:



	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027
State Shared Rev	$1,553,235	$1,679,438	$2,068,499	$2,174,313	$2,391,744	$2,630,918	$2,894,010	$3,183,411
BEP	$9,947,632	$10,549,886	$11,016,333	$12,291,512	$13,766,493	$15,418,472	$17,268,689	$19,340,932
Motor Fuel	$446,301	$457,642	$502,101	$526,033	$552,335	$579,952	$608,950	$639,398
Total Intergov	$11,947,168	$12,686,966	$13,586,933	$14,991,858	$16,710,572	$18,629,342	$20,771,649	$23,163,741

Federal, State, and Local Grants

Federal, state, and local grants are received by both the City of Lakeland and LSS. When planning current and future capital outlays, the City forecasts the receipt of grant funding for eligible projects, typically on an eighty-percent reimbursement basis.

City of Lakeland

The grant revenues in the City's General Fund are budgeted based upon the reimbursement rates for grants related to capital projects planned for fiscal year 2023. In the majority of the cases, the grant reimbursement rate through the State of Tennessee (sourced by federal and/or state funds) is 80 percent of the cost of the capital project, based upon the approved grant funding and underlying grant budget. The largest grant in the General Fund for fiscal year 2023 is the 80 percent reimbursement grant for the New Canada Road project. Grant funding forecasts are a critical component of the City's long-term financial planning process for determining the impact on reserves/fund balances due to infrastructure and capital improvement projects.

LSS

LSS receives both federal and state grant funds which are provided on a reimbursable basis through the Tennessee Department of Education ("TDOE"). These grants are apportioned and monitored by a rigorous and ongoing TDOE process by which grant fund proposals are submitted from school systems, reviewed by state monitors, and reimbursed with appropriate documentation. Federal grants support areas such as special education, education for economically disadvantaged students, and educator professional development. State grants support such areas as school safety and coordinated school health. Grant funding is budgeted based upon awarded contracts and specific identification on an annual basis and projected for future planning purposes based upon prior experience.

Fund Balances

Fund balance is the term used to describe the equity in governmental funds. Fund balance is the net amount of assets and deferred outflows of resources less liabilities and deferred inflows of resources. The City's fund balances are classified into the following categories:

- **Nonspendable** – amounts that cannot be spent because they are either 1) in a non-spendable form, including items not expected to be converted to cash (i.e., inventories and prepaid amounts), or 2) legally or contractually required to be maintained intact (i.e., the principal of a permanent fund).
- **Restricted** – amounts constrained to be used for specific purpose as per external parties, constitutional provision, or enabling legislation.
- **Committed** – amounts constrained to be used for specific purposes by formal action by ordinance adopted by the Board of Commissioners. Amounts classified as committed are not subject to legal enforceability as are restricted sources; however, they cannot be used for any other purpose unless the Board of Commissioners removes or changes the commitment by ordinance.
- **Assigned** – amounts intended to be used by the City for a specific purpose but are neither restricted nor committed. The intent shall be expressed by the Board of Commissioners or a designee authorized by the Board of Commissioners with authority to assign amounts (such as the LSS Board of Education). The nature of the actions necessary to remove or modify as assignment is not as rigid as required under a committed fund balance classification. Amounts in excess of nonspendable, restricted, and committed fund balance in funds other than the General Fund are reported as assigned fund balance.
- **Unassigned** – represents the residual balance available for any purpose in the General Fund or deficit balances in other funds.

The following schedules present the changes in fund balance for each of the City's major governmental funds and the aggregate changes in fund balance for non-major governmental funds. Any changes in fund balance exceeding ten (10) percent are explained for each major governmental fund, and for the non-major governmental funds in the aggregate.

General Fund

	ESTIMATED as of 7/1/2022	INCREASES	DECREASES	BUDGET as of 6/30/2023
Nonspendable	$ 1,660	$ -	$ -	$ 1,660
Restricted	2,405,900	61,411,500	(63,817,400)	-
Committed	1,139,545	1,833,791	(2,701,288)	272,048
Assigned	449,590	-	(449,590)	-
Unassigned	8,878,072	26,353,024	(29,706,880)	5,524,216
Total fund balance	$ 12,874,767	$ 89,598,315	$ (96,675,158)	$ 5,797,924
Change in fund balance	$ (7,076,843)			
Percentage change	-54.97%			

The decrease in fund balance in the General Fund is due to 1) the net use of $2.4 million of restricted fund balance related to the interim financing repayment of the 2022 CON to manage cash flow on the New Canada Road project, 2) the net use of $0.9 million of committed fund balance for education debt service on the 2022 USDA Rural Development bonds, and 3) the use of $3.3 million of unassigned fund balance for the local match portion of costs of the New Canada Road project. The future operating impact of these activities will be a recovery of the majority of this use by FY2027, as noted in the LTFP, which includes the planned receipt and replenishment of $5 million of fund balance through USDA eventual funding of the local match portion of the New Canada Road project.

LSS General Purpose School Fund

	ESTIMATED as of 7/1/2022	INCREASES	DECREASES	BUDGET as of 6/30/2023
Assigned	$ 4,538,058	$ 21,939,498	$ (23,120,625)	$ 3,356,931
Total fund balance	$ 4,538,058	$ 21,939,498	$ (23,120,625)	$ 3,356,931
Change in fund balance	$ (1,181,127)			
Percentage change	-26.03%			

The decrease in fund balance in the LSS General Purpose School Fund is not expected to be a recurring event and is not expected to have future operating impact upon the school system's primary operating fund. The planned use of fund balance is due to additional teachers and administrators hired in FY2023 to support the fully operational high school in advance of the full complement of student enrollment and related BEP funding. As demonstrated in the LTFP, the LSS GPSF projects to replenish fund balance fully by FY2027.

LSS School Capital Projects Fund

	ESTIMATED as of 7/1/2022	INCREASES	DECREASES	BUDGET as of 6/30/2023
Restricted	$ 1,727,500	$ 500,000	$ (2,227,500)	$ -
Total fund balance	$ 1,727,500	$ 500,000	$ (2,227,500)	$ -
Change in fund balance	$ (1,727,500)			
Percentage change	-100.00%			

The change in fund balance for the LSS School Capital Projects Fund is due to the utilization of the 2019 Bond Anticipation Note proceeds (the interim financing of a USDA loan for high school construction) received in fiscal year 2020 for the appropriation of construction and related costs for a high school facility. As the project is completed in FY2023, full use of this restricted fund balance is expected.

Debt Service Fund

	ESTIMATED as of 7/1/2022	INCREASES	DECREASES	BUDGET as of 6/30/2023
Committed	$ 42	$ 10,223,275	$ (10,223,275)	$ 42
Total fund balance	$ 42	$ 10,223,275	$ (10,223,275)	$ 42
Change in fund balance	$ -			
Percentage change	0.00%			

Non-Major Appropriated Funds

	ESTIMATED as of 7/1/2022	INCREASES	DECREASES	BUDGET as of 6/30/2023
Restricted	$ 1,119,175	$ 4,183,041	$ (4,570,525)	$ 731,694
Committed	65,783	2,496,845	(2,562,628)	-
Total fund balance	$ 1,184,958	$ 6,679,886	$ (7,133,153)	$ 731,694
Change in fund balance	$ (453,264)			
Percentage change	-38.25%			

The net decrease in fund balance of the non-major appropriated funds is due to the planned use of fund balance for capital outlays in the Stormwater and Solid Waste funds. These uses are allowable uses of fund balance per the City's Fund Balance Policy. These decreases in fund balance are not anticipated to have an ongoing negative impact on the financial condition of these funds, as these funds typically operate annually on the user fees generated, with minimal or no support from the General Fund.

The City of Lakeland's major funds are described in further detail in the *Basis of Accounting and Budgetary Basis* section beginning on page 28. Details of the line-item amounts for each fund are as listed in the *Table of Contents*.

General Fund

The General Fund, fund 110, is the primary operating governmental fund of the City of Lakeland. This fund accounts for revenues and expenditures that are not specifically provided for in other funds. Essential governmental services of the City – general government administration, community development, public works, and parks and recreation – are accounted for in this fund. The use of fund balance in the FY2022-2023 budget is addressed in the *Fund Balances* section of this Annual Budget, and long-term factors affecting the current year operating budget are addressed in the *LTFP and CIP* section.

	ACTUAL		ORIG. BUDGET	ESTIMATED	BUDGET
	FY2019-2020	FY2020-2021	FY2021-2022	FY2021-2022	FY2022-2023
Revenues					
Property taxes	$ 4,418,877	$ 4,648,727	$ 4,700,922	$ 4,700,922	$ 4,911,449
Local sales taxes	1,806,536	2,200,349	2,636,377	2,511,591	2,914,488
Intergovernmental	1,553,235	1,679,438	1,470,458	2,068,499	2,174,313
Licenses and permits	394,845	353,234	254,720	261,554	262,966
Charges for services	318,728	203,861	334,000	314,380	226,282
Federal, state, and local grants	458,775	1,632,730	11,980,000	9,280,708	13,473,000
Interest income	22,337	9,734	12,324	12,324	9,317
Other income	57,029	5,814	12,500	12,500	15,000
Total revenues	9,030,362	10,733,887	21,401,301	19,162,478	23,986,815
Expenditures					
Current					
General government	1,482,030	1,845,993	2,057,087	2,140,943	2,281,444
Community development	503,098	557,049	954,388	837,373	1,096,463
Public works	528,174	438,558	648,527	747,017	641,108
Parks and recreation	441,499	418,367	834,323	869,590	994,051
Capital outlays	1,006,505	2,036,814	16,856,000	11,935,050	17,343,000
Total expenditures	3,961,306	5,296,781	21,350,325	16,529,973	22,356,066
Excess (deficiency) of revenues over (under) expenditures	5,069,056	5,437,106	50,976	2,632,505	1,630,749
Other Financing Sources (Uses)					
Issuance of debt	43,500,000	14,794,500	16,420,000	53,205,500	3,500,000
Transfers in from other funds	730,923	700,000	707,100	707,100	700,000
Transfers out	(47,550,469)	(21,543,808)	(10,288,364)	(54,958,169)	(12,907,592)
Total other financing sources (uses)	(3,319,546)	(6,049,308)	6,838,736	(1,045,569)	(8,707,592)
Net change in fund balance	$ 1,749,510	$ (612,202)	$ 6,889,712	$ 1,586,936	$ (7,076,843)
Addition to (Use of) Fund Balance:					
Nonspendable	$ 250,002	$ (318,340)	$ -	$ -	$ -
Restricted	172,419	127	8,100,100	2,233,354	(2,405,900)
Committed	391,309	133,220	225,411	(472,594)	(867,497)
Assigned	1,125,519	429,646	(1,770,000)	(1,320,410)	(449,590)
Unassigned	(189,739)	(856,855)	334,201	1,146,586	(3,353,856)
Net change in fund balance	$ 1,749,510	$ (612,202)	$ 6,889,712	$ 1,586,936	$ (7,076,843)

LSS General Purpose School Fund

Fund 141, the General Purpose School Fund, is established by the Standardized System of Accounting and Reporting developed by the Tennessee Department of Education. These funds, often referred to as "operating funds," are used to fund the activities of Lakeland School System related to the central goals of providing and supporting instruction, student services, facilities maintenance, transportation, student health, and all school board operations. The use of fund balance in the FY2022-2023 budget is addressed in the *Fund Balances* section of this Annual Budget, and long-term factors affecting the current year operating budget are addressed in the *LTFP and CIP* section.

	ACTUAL		ORIG. BUDGET	ESTIMATED	BUDGET
	FY2019-2020	FY2020-2021	FY2021-2022	FY2021-2022	FY2022-2023
Revenues					
Property taxes	$ 4,610,070	$ 4,913,882	$ 5,167,000	$ 5,167,000	$ 5,636,751
Local sales taxes	2,091,879	2,552,449	2,092,000	2,092,000	3,206,230
Intergovernmental	9,947,632	10,549,886	11,238,101	11,016,333	12,291,512
Charges for services	33,260	34,577	35,000	35,000	37,000
Interest income	4,176	5,168	4,500	4,500	4,500
Other income	50,947	33,004	50,000	50,000	50,000
Total revenues	16,737,964	18,088,966	18,586,601	18,364,833	21,225,993
Expenditures					
Current					
Education	15,587,652	16,257,624	18,404,081	18,921,928	22,256,625
Debt Service					
Principal	106,853	104,033	-	-	-
Interest and fiscal charges	1,771	4,591	-	-	-
Capital outlays	-	73,557	144,000	144,000	164,000
Total expenditures	15,696,276	16,439,805	18,548,081	19,065,928	22,420,625
Excess (deficiency) of revenues over (under) expenditures	1,041,688	1,649,161	38,520	(701,095)	(1,194,632)
Other Financing Sources (Uses)					
Transfers in from other funds	580,063	857,798	682,215	682,215	713,505
Transfers out	(730,923)	(700,000)	(1,707,100)	(4,307,100)	(700,000)
Total other financing sources (uses)	(150,860)	157,798	(1,024,885)	(3,624,885)	13,505
Net change in fund balance	$ 890,828	$ 1,806,959	$ (986,365)	$ (4,325,980)	$ (1,181,127)
Addition to (use of) assigned fund balance	$ 890,828	$ 1,806,959	$ (986,365)	$ (4,325,980)	$ (1,181,127)

LSS School Capital Projects Fund

Fund 177, the Capital Projects Fund, is established by the Standardized System of Accounting and Reporting developed by the Tennessee Department of Education. Capital improvements are any expenditure related to land acquisition, construction or renovation of school facilities, or the purchase of equipment that has a life expectancy of 10 years or longer. The use of fund balance in the FY2022-2023 budget is addressed in the *Fund Balances* section of this Annual Budget, and long-term factors affecting the current year operating budget are addressed in the *LTFP and CIP* section.

	ACTUAL		ORIG. BUDGET	ESTIMATED	BUDGET
	FY2019-2020	FY2020-2021	FY2021-2022	FY2021-2022	FY2022-2023
Revenues					
Federal, state, and local grants	$ 1,261,019	$ 487,886	$ 400,000	$ 371,457	$ 500,000
Interest income	259,123	56,251	50,000	50,000	-
Total revenues	1,520,142	544,137	450,000	421,457	500,000
Expenditures					
Capital outlays	2,321,821	20,629,398	31,450,000	27,397,679	2,227,500
Excess (deficiency) of revenues over (under) expenditures	(801,679)	(20,085,261)	(31,000,000)	(26,976,222)	(1,727,500)
Other Financing Sources (Uses)					
Transfers in from other funds	43,200,000	67,050	1,000,000	5,327,500	-
Net change in fund balance	$ 42,398,321	$ (20,018,211)	$ (30,000,000)	$ (21,648,722)	$ (1,727,500)
Addition to (use of) restricted fund balance	$ 42,398,321	$ (20,018,211)	$ (30,000,000)	$ (21,648,722)	$ (1,727,500)

Debt Service Fund

Fund 210 is the Debt Service Fund. The Debt Service Fund accounts for the expenditure of debt financing activities, including principal payments on long-term debt obligations, interest and financing cost expenditures, and other periodic costs such as loan closing costs.

	ACTUAL		ORIG. BUDGET	ESTIMATED	BUDGET
	FY2019-2020	FY2020-2021	FY2021-2022	FY2021-2022	FY2022-2023
Revenues					
Interest income	$ 21	$ -	$ -	$ 2	$ -
Expenditures					
Debt Service					
Principal	1,986,833	17,420,660	5,980,621	48,080,621	8,740,963
Interest and fiscal charges	1,364,927	1,453,226	1,298,780	1,283,279	1,482,312
Total expenditures	3,351,760	18,873,886	7,279,401	49,363,900	10,223,275
Excess (deficiency) of revenues over (under) expenditures	(3,351,739)	(18,873,886)	(7,279,401)	(49,363,898)	(10,223,275)
Other Financing Sources (Uses)					
Transfers in from other funds	3,271,435	18,873,886	7,279,401	49,363,898	10,223,275
Net change in fund balance	$ (80,304)	$ -	$ -	$ -	$ -
Addition to (use of) committed fund balance	$ (80,304)	$ -	$ -	$ -	$ -

The City of Lakeland's non-major funds are described in greater detail below. Details of the line-item amounts for each fund are as listed in the *Table of Contents*. The use of fund balance in the FY2022-2023 budget for non-major appropriated funds is addressed in the *Fund Balances* section of this Annual Budget.

State Street Aid Fund

Fund 121, the State Street Aid Fund, is a special revenue fund. The fund's status as a special revenue fund is required by the State of Tennessee, due to the inclusion in the fund of intergovernmental revenues from gas and motor fuel state taxes. While the revenues are restricted in terms of purpose, the City of Lakeland expends more funding annually on street repair and maintenance than the per capita allocation from the State of Tennessee, with any remaining fund balance as of the end of each fiscal year being committed by the Board of Commissioners for ongoing street repair and maintenance. Therefore, this fund's budget includes transfers in from Fund 110, the General Fund, for the portion of expenditures that exceed State funding.

	ACTUAL		ORIG. BUDGET	ESTIMATED	BUDGET
	FY2019-2020	FY2020-2021	FY2021-2022	FY2021-2022	FY2022-2023
Revenues					
Intergovernmental	$ 446,301	$ 457,642	$ 436,320	$ 502,101	$ 526,033
Federal, state, and local grants	-	-	153,314	153,314	-
Total revenues	446,301	457,642	589,634	655,415	526,033
Expenditures					
Current					
Public works	860,128	1,413,002	2,556,835	3,647,766	2,338,628
Capital outlays	90,816	358,004	640,000	681,997	224,000
Total expenditures	950,944	1,771,006	3,196,835	4,329,763	2,562,628
Excess (deficiency) of revenues over (under) expenditures	(504,643)	(1,313,364)	(2,607,201)	(3,674,348)	(2,036,595)
Other Financing Sources (Uses)					
Transfers in from other funds	498,971	1,574,617	2,326,748	3,184,556	1,970,812
Net change in fund balance	$ (5,672)	$ 261,253	$ (280,453)	$ (489,792)	$ (65,783)
Addition to (use of) committed fund balance	$ (5,672)	$ 261,253	$ (280,453)	$ (489,792)	$ (65,783)

Stormwater Fund

Fund 416 is the Stormwater Fund, a special revenue fund. Revenues in this fund are generated through the charge to residential customers of a $3.20 monthly stormwater drainage fee.

	ACTUAL		ORIG. BUDGET	ESTIMATED	BUDGET
	FY2019-2020	FY2020-2021	FY2021-2022	FY2021-2022	FY2022-2023
Revenues					
Charges for services	$ 191,099	$ 216,557	$ 198,566	$ 228,566	$ 203,445
Expenditures					
Current					
Public works	57,200	59,901	74,032	82,097	86,121
Capital outlays	109,643	303,584	150,000	-	310,000
Total expenditures	166,843	363,485	224,032	82,097	396,121
Excess (deficiency) of revenues over (under) expenditures	24,256	(146,928)	(25,466)	146,469	(192,676)
Other Financing Sources (Uses)					
Transfers in from other funds	-	245,000	-	-	-
Net change in fund balance	$ 24,256	$ 98,072	$ (25,466)	$ 146,469	$ (192,676)
Addition to (use of) restricted fund balance	$ 24,256	$ 98,072	$ (25,466)	$ 146,469	$ (192,676)

Solid Waste Fund

The Solid Waste Fund, fund 424, is a special revenue fund that accounts for the collection of solid waste disposal fees and related expenditures.

	ACTUAL		ORIG. BUDGET	ESTIMATED	BUDGET
	FY2019-2020	FY2020-2021	FY2021-2022	FY2021-2022	FY2022-2023
Revenues					
Charges for services	$ 1,274,175	$ 1,292,406	$ 1,321,944	$ 1,321,944	$ 1,342,514
Federal, state, and local grants	-	138,760	-	-	-
Other income	25	9,871	-	-	-
Total revenues	1,274,200	1,441,037	1,321,944	1,321,944	1,342,514
Expenditures					
Current					
Public works	1,323,271	1,393,512	1,287,131	1,296,916	1,247,319
Capital outlays	435,086	312,661	-	53,833	290,000
Total expenditures	1,758,357	1,706,173	1,287,131	1,350,749	1,537,319
Net change in fund balance	$ (484,157)	$ (265,136)	$ 34,813	$ (28,805)	$ (194,805)
Addition to (use of) restricted fund balance	$ (484,157)	$ (265,136)	$ 34,813	$ (28,805)	$ (194,805)

LSS Federal Projects Fund

Fund 142, the Federal Projects Fund, is established by the Standardized System of Accounting and Reporting developed by the Tennessee Department of Education. Federal funds and grants must be spent for a specific purpose and are not reflected in the LSS General Purpose School Fund operating budget. These items include such areas as special education, educator professional development, and economically disadvantaged students. The largest item in this category is federal Title I dollars which help support the education of students in poverty.

	ACTUAL		ORIG. BUDGET	ESTIMATED	BUDGET
	FY2019-2020	FY2020-2021	FY2021-2022	FY2021-2022	FY2022-2023
Revenues					
Federal, state, and local grants	$ 939,159	$ 1,576,591	$ 4,438,136	$ 5,428,676	$ 1,071,032
Expenditures					
Current					
Education	922,457	1,532,682	823,082	2,107,879	1,071,032
Capital outlays	-	-	3,615,054	3,327,990	-
Total expenditures	922,457	1,532,682	4,438,136	5,435,869	1,071,032
Excess (deficiency) of revenues over (under) expenditures	16,702	43,909	-	(7,193)	-
Other Financing Sources (Uses)					
Transfers out	-	(74,543)	-	-	-
Net change in fund balance	$ 16,702	$ (30,634)	$ -	$ (7,193)	$ -
Addition to (use of) restricted fund balance	$ 16,702	$ (30,634)	$ -	$ (7,193)	$ -

LSS Nutrition Fund

Fund 143, the LSS Nutrition Fund, is established by the Standardized System of Accounting and Reporting developed by the Tennessee Department of Education. These funds consist of both the federally funded USDA school breakfast and lunch programs which reimburse school systems for meals provided to qualifying students, as well as funds generated by “paid” meals from non-qualifying students. Funds are used to pay for food and non-food supplies as well as school nutrition personnel.

	ACTUAL		ORIG. BUDGET	ESTIMATED	BUDGET
	FY2019-2020	FY2020-2021	FY2021-2022	FY2021-2022	FY2022-2023
Revenues					
Charges for services	$ 225,992	$ 10,330	$ 255,000	$ 44,300	$ 304,500
Federal, state, and local grants	129,690	407,241	173,000	610,000	273,950
Total revenues	355,682	417,571	428,000	654,300	578,450
Expenditures					
Current					
Education	334,271	517,383	428,000	654,300	578,450
Net change in fund balance	$ 21,411	$ (99,812)	$ -	$ -	$ -
Addition to (use of) restricted fund balance	$ 21,411	$ (99,812)	$ -	$ -	$ -

LSS Discretionary Grants Fund

Fund 145, the LSS Discretionary Grants Fund, is established by the Standardized System of Accounting and Reporting developed by the Tennessee Department of Education. State funds and grants must be spent for a specific purpose and are not reflected in the LSS General Purpose School Fund operating budget. These items include such state initiatives including coordinated school health, student safety, and specific grants for which systems may apply such as the State Personnel and Development Grant.

	ACTUAL		ORIG. BUDGET	ESTIMATED	BUDGET
	FY2019-2020	FY2020-2021	FY2021-2022	FY2021-2022	FY2022-2023
Revenues					
Federal, state, and local grants	$ 108,730	$ 110,750	$ 83,000	$ 111,990	$ 83,000
Expenditures					
Current					
Education	108,730	110,750	83,000	111,990	83,000
Net change in fund balance	$ -	$ -	$ -	$ -	$ -
Addition to (use of) restricted fund balance	$ -	$ -	$ -	$ -	$ -

LSS LEAP Fund

Fund 146, the LEAP Fund, is a fund specific to Lakeland School System's in-house before and after care program. LEAP funds are generated by tuition paid by Lakeland parents for before and after care for students at Lakeland Elementary and Lakeland Preparatory schools. These funds are used to provide personnel, resources, and maintenance for the program spaces.

	ACTUAL		ORIG. BUDGET	ESTIMATED	BUDGET
	FY2019-2020	FY2020-2021	FY2021-2022	FY2021-2022	FY2022-2023
Revenues					
Charges for services	$ 233,562	$ 189,553	$ 289,800	$ 289,800	$ 326,150
Expenditures					
Current					
Education	194,508	253,198	289,800	289,800	326,150
Net change in fund balance	$ 39,054	$ (63,645)	$ -	$ -	$ -
Addition to (use of) restricted fund balance	$ 39,054	$ (63,645)	$ -	$ -	$ -

Other Fund Financial Plans– Summary

The City's proprietary (enterprise) fund is not required by the State of Tennessee to be appropriated, as are governmental funds. However, an annual budget and financial plan is required. This annual plan is summarized below.

As this fund remains a major fund of the City of Lakeland, long-term factors affecting the current year operating budget are addressed in the *LTFP and CIP* section.

Sewer Fund

	ACTUAL		PLAN	ESTIMATED	PLAN
	FY2019-2020	FY2020-2021	FY2021-2022	FY2021-2022	FY2022-2023
Operating Revenues					
Charges for Services					
Sewer service fees	$ 1,487,040	$ 1,540,097	$ 1,742,376	$ 1,571,814	$ 2,126,953
Service connection fees	809,387	366,750	464,680	340,680	405,096
Total operating revenues	2,296,427	1,906,847	2,207,056	1,912,494	2,532,049
Operating Expenses					
Personnel costs	302,872	338,477	491,210	374,735	649,226
Sewer system administration	519,597	501,243	422,800	432,100	434,570
Depreciation expense	505,669	513,026	510,000	510,000	510,000
Total operating expenses	1,328,138	1,352,746	1,424,010	1,316,835	1,593,796
Operating income (loss)	968,289	554,101	783,046	595,659	938,253
Nonoperating Revenues (Expenses)					
Interest income	14,189	3,271	5,110	5,110	2,957
Gain (loss) on disposal	-	(2,748)	-	-	-
Interest and fiscal charges	(83,687)	(32,504)	(160,000)	(40,000)	(45,766)
Net nonoperating revenues (expenses)	(69,498)	(31,981)	(154,890)	(34,890)	(42,809)
Capital Grants and Contributions					
Capital grants	-	-	-	-	3,751,052
Capital contributions - development	41,709	-	560,069	287,284	1,028,132
Total capital grants and contributions	41,709	-	560,069	287,284	4,779,184
Change in net position	$ 940,500	$ 522,120	$ 1,188,225	$ 848,053	$ 5,674,628
Other Financial Information:					
Capital additions	$ 378,176	$ 1,089,432	$ 5,670,000	$ 615,537	$ 8,366,000
Long-term debt repayment	$ 544,000	$ 588,000	$ 588,000	$ 612,000	$ 636,000
Debt proceeds	$ -	$ -	$ 5,000,000	$ -	$ 3,748,948
Grant funds deposits received (used)	$ -	$ -	$ -	$ 1,875,526	$ (1,875,526)
Addition to (use of) cash estimate	$ 464,961	$ (424,361)	$ (119,844)	$ 1,718,758	$ (1,972,082)

Long-Term Financial Plan ("LTFP")

City policy requires that a LTFP be developed, in conjunction with anticipated changes in City services, long-range strategic plans of the Board of Commissioners, and needed capital improvements (along with CIP planning), to ensure the City's long-term financial health and stability. The LTFP is required to cover any City fund with a minimum fund balance, or reserve, policy, and all major funds. Currently the General Fund and the LSS GPSF are the only funds with minimum fund balance policy requirements (see *Financial Policies*). Major governmental funds are the General Fund, the LSS GPSF, the LSS Capital Outlay Fund, and the Debt Service Fund. The major proprietary/enterprise fund is the Sewer Fund.

For the LTFP presented herein, the City's revenues and current expenditures are projected based upon a combination of trend analyses and specific identification of changing economic factors (including economic development), which are explained in the "planning notes" following each fund presented on subsequent pages. The projected change in fund balance before capital and debt activities provides a measure of the available funding, on an annual basis, for CIP plan implementation. The LTFP then outlines the total capital outlays and associated projected grant revenues, and other financing sources and uses that will impact ending fund balance on an annual basis. A significant goal of the LTFP is to ensure that at the end of the five-year plan, projected ending fund balance is maintained at a level compliant with the City's financial policies and that maintains overall financial sustainability for future needs.

The LTFP is the financial synthesis of the City's Strategic Planning process – specifically:

Priority	Execution in the LTFP
1 – Enhance City Planning	The LTFP provides sufficient increases and planned appropriations in the General Government and Community Development functions of current expenditures, with a 5 percent growth rate, to cover the costs of this organizational goal.
2 – Parks Improvements	The Capital Improvements Plan, a critical component of the LTFP, anticipates significant capital spending on parks and recreation facilities, including completion of the parks master plan and phase 2 of the MAAC.
3 – Economic Development	Various capital projects and planned current expenditure levels in the LTFP are designed to continue the City's focus on economic development, which provides assurance of future revenue growth projections of property taxes and local sales taxes in the General Fund.
4 – Communications	Planned current expenditure levels in the LTFP, specifically in the General Government and Public Works functions, would cover future expenditures related to the implementation of a robust communications strategy and online work order management.
5 – Capital Improvements	Capital projects presented herein, such as New Canada Road, as well as greatly increased planned annual paving expenditures, reflect the focus in the LTFP upon this priority.

Each major fund's LTFP is presented on the following pages, along with planning notes regarding the projections and expectations.

Long-Term Financial Plan ("LTFP") (Continued)

General Fund

	FY2023	FY2024	FY2025	FY2026	FY2027
GENERAL FUND					
PROJECTED REVENUES					
Property taxes	$ 4,911,449	$ 5,058,792	$ 5,210,556	$ 5,366,873	$ 5,527,879
Local sales taxes	2,914,488	3,205,937	3,526,531	3,879,184	4,267,102
Intergovernmental	2,174,313	2,391,744	2,630,918	2,894,010	3,183,411
Licenses and permits	262,966	265,596	268,252	270,935	273,644
Charges for services	226,282	228,545	230,830	233,138	235,469
Interest income	9,317	9,410	9,504	9,599	9,695
Other income	15,000	15,150	15,302	15,455	15,610
Total projected revenues	10,513,815	11,175,174	11,891,893	12,669,194	13,512,810
PROJECTED CURRENT EXPENDITURES					
General government	(2,281,444)	(2,395,516)	(2,515,292)	(2,641,057)	(2,773,110)
Community development	(1,096,463)	(1,151,286)	(1,208,850)	(1,269,293)	(1,332,758)
Public works	(641,108)	(673,163)	(706,821)	(742,162)	(779,270)
Parks and recreation	(994,051)	(1,043,754)	(1,095,942)	(1,150,739)	(1,208,276)
Projected current expenditures	(5,013,066)	(5,263,719)	(5,526,905)	(5,803,251)	(6,093,414)
OPERATING TRANSFERS IN (OUT) TO LSS	(713,505)	(734,910)	(756,957)	(779,666)	(803,056)
PROJECTED CHANGE IN FUND BALANCE BEFORE CAPITAL AND DEBT ACTIVITIES	4,787,244	5,176,545	5,608,031	6,086,277	6,616,340
CAPITAL AND DEBT ACTIVITIES					
Capital outlays	(17,343,000)	(11,750,000)	(10,255,000)	(270,000)	(390,000)
Federal, state, and local grants - Capital related	13,473,000	8,000,000	8,000,000	-	-
Issuance of debt - USDA G.O. Bonds - New Canada Rd	-	3,500,000	1,500,000	-	-
Issuance of debt - 2022 CON - New Canada Rd	3,500,000	-	-	-	-
Transfers in from LSS	700,000	-	-	-	-
Transfers out to SSA for capital and M&O	(1,970,812)	(1,148,224)	(1,164,635)	(1,181,866)	(1,199,959)
Transfers out to Debt Service for debt activities	(10,223,275)	(2,507,548)	(2,671,489)	(2,742,052)	(2,685,507)
Total capital and debt activities	(11,864,087)	(3,905,772)	(4,591,124)	(4,193,918)	(4,275,466)
PROJECTED NET CHANGE IN FUND BALANCE	(7,076,843)	1,270,773	1,016,907	1,892,359	2,340,874
PROJECTED BEGINNING FUND BALANCE	12,874,767	$ 5,797,924	$ 7,068,697	$ 8,085,604	$ 9,977,963
PROJECTED ENDING FUND BALANCE	$ 5,797,924	$ 7,068,697	$ 8,085,604	$ 9,977,963	$ 12,318,837
5-YEAR INCREASE (DECREASE) IN FUND BALANCE					**$ (555,930)**
GENERAL FUND MINIMUM FUND BALANCE	*$ 3,728,454*	*$ 3,893,794*	*$ 4,072,973*	*$ 4,267,299*	*$ 4,478,203*

Planning Notes

Projected Revenues –

- Projection methodologies and trends of major revenue sources are outlined and illustrated in the *Revenue Projections* section of this Annual Budget
  - Property taxes are projected to grow three (3) percent annually through combination of assessment value increases and rate management
  - Local sales taxes and Intergovernmental revenues are projected to grow ten (10) percent annually based upon three-year trend analysis, mitigated by a more conservative projection – also, while economic trends driving recent increases may slow down, the accomplishment of the Board of Commissioners organizational goals should drive further economic growth
  - Other revenue categories are only projected to grow nominally, for conservative estimates, and are projected at a one (1) percent annual increase

Projected Current Expenditures –

- Current, or operational, expenditures are projected to grow at the rate of five (5) percent annually based upon recent experiences in wage and product price growth

Operating Transfers Out to LSS

- Represents the maintenance of effort payment to LSS, which grows pro-rata with property tax revenues

Long-Term Financial Plan ("LTFP") (Continued)

General Fund (Continued)

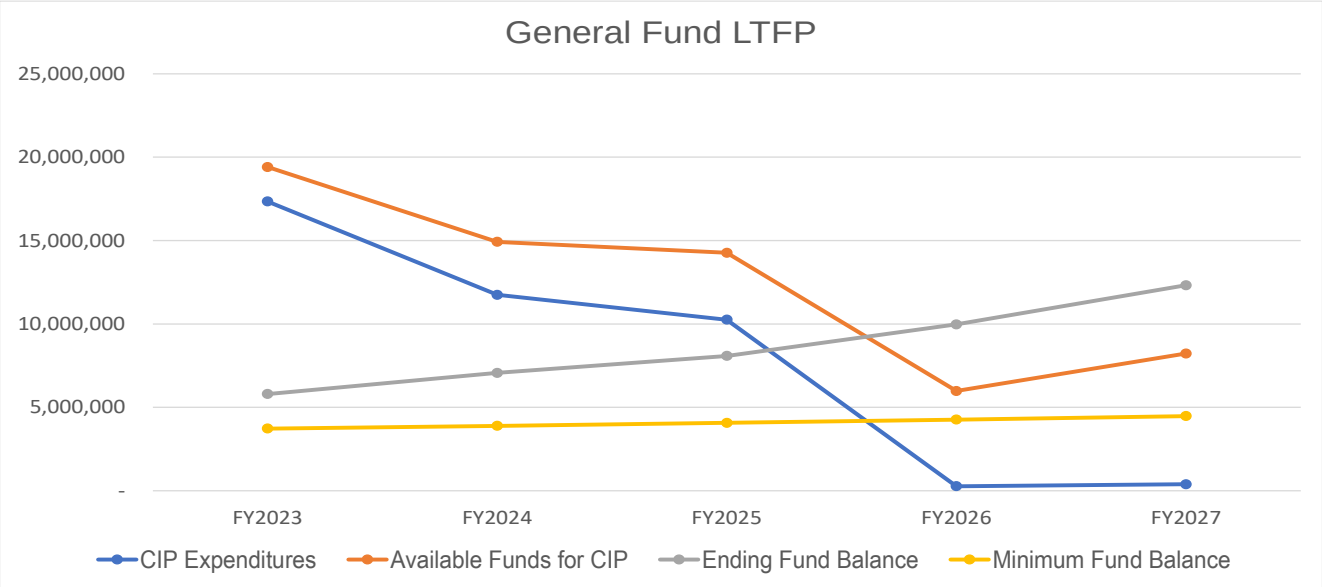
Planning Notes (Continued)

Capital and Debt Activities –

- Capital outlays are scheduled according to the five-year CIP
- Federal, state, and local grants – capital related are scheduled and projected based upon specific identification of capital projects for which grant funding is anticipated, including New Canada Road, City Hall ADA improvements, the transportation plan, and Lakeland athletic complex phase II
- Issuance of debt anticipates the receipt of USDA Rural Development bonds for specific phase completion of New Canada Road, to fund the required local match portion of the grant-funded program
- Issuance of debt for the 2022 CON is the estimate of the remaining funding of interim cash flow needs for the gas line relocation portion of the New Canada Road project
- Transfers are based on specific anticipated needs or receipts from other funds –
    - LSS transfer in is the remaining payment of a memorandum of understanding between the Board of Commissioners and the Board of Education to assist in funding construction of the new LSS high school facility
    - Transfers out to State Street Aid fund and Debt Service fund are to cover the cost of anticipated expenditures in the respective funds

Summary

Although FY2023 will require significant use of fund balance to meet local match requirements of infrastructure needs while continuing to provide needed government services, the majority of the use of fund balance will be recovered within the subsequent four fiscal years while still maintaining required minimum fund balance, as illustrated below. "Available Funds for CIP" is calculated as beginning fund balance less required reserve plus grant and debt activities for capital and projected activities excluding capital.



Long-Term Financial Plan ("LTFP") (Continued)

LSS General Purpose School Fund

	FY2023	FY2024	FY2025	FY2026	FY2027
LSS GENERAL PURPOSE SCHOOL FUND					
PROJECTED REVENUES					
Property taxes	$ 5,636,751	$ 6,313,161	$ 7,070,740	$ 7,919,229	$ 8,869,536
Local sales taxes	3,206,230	3,590,978	4,021,895	4,504,522	5,045,065
Intergovernmental	12,291,512	13,766,493	15,418,472	17,268,689	19,340,932
Charges for services	37,000	37,000	37,000	37,000	37,000
Interest income	4,500	4,545	4,590	4,636	4,682
Other income	50,000	50,000	50,000	50,000	50,000
Total projected revenues	21,225,993	23,762,177	26,602,697	29,784,076	33,347,215
PROJECTED CURRENT EXPENDITURES					
Education	(22,256,625)	(24,259,721)	(26,685,693)	(29,354,262)	(31,409,060)
Projected current expenditures	(22,256,625)	(24,259,721)	(26,685,693)	(29,354,262)	(31,409,060)
OPERATING TRANSFERS IN (OUT)	13,505	(1,765,090)	756,957	779,666	803,056
PROJECTED CHANGE IN FUND BALANCE BEFORE CAPITAL AND DEBT ACTIVITIES	(1,017,127)	(2,262,634)	673,961	1,209,480	2,741,211
CAPITAL AND DEBT ACTIVITIES					
Capital outlays	(164,000)	(168,100)	(172,303)	(176,611)	(181,026)
Total capital and debt activities	(164,000)	(168,100)	(172,303)	(176,611)	(181,026)
PROJECTED NET CHANGE IN FUND BALANCE	(1,181,127)	(2,430,734)	501,658	1,032,869	2,560,185
PROJECTED BEGINNING FUND BALANCE	4,538,058	3,356,931	926,197	1,427,855	2,460,724
PROJECTED ENDING FUND BALANCE	$ 3,356,931	$ 926,197	$ 1,427,855	$ 2,460,724	$ 5,020,909
5-YEAR INCREASE (DECREASE) IN FUND BALANCE					**$ 482,851**
LSS GENERAL PURPOSE SCHOOL FUND MINIMUM FUND BALANCE	*$ 672,619*	*$ 732,835*	*$ 805,740*	*$ 885,926*	*$ 947,703*

Planning Notes

Projected Revenues –

- Projection methodologies and trends of major revenue sources are outlined and illustrated in the *Revenue Projections* section of this Annual Budget
  - Property taxes, local sales taxes, and intergovernmental revenues are funded based on the average daily attendance formula and growth is projected based on the addition of a grade band of high school students each year over the course of the LTFP
  - Other revenue categories are only projected to grow nominally, for conservative estimates, and are projected at either a zero or one (1) percent annual increase

Projected Current Expenditures –

- Current, or operational, expenditures are projected to grow between seven (7) and ten (10) percent annually due to additional personnel and operational costs of adding a grade band of high school students each year

Operating Transfers In (Out) –

- Represents the net effect of transfers to or from the City General Fund and the LSS Capital Outlay Fund

Capital and Debt Activities –

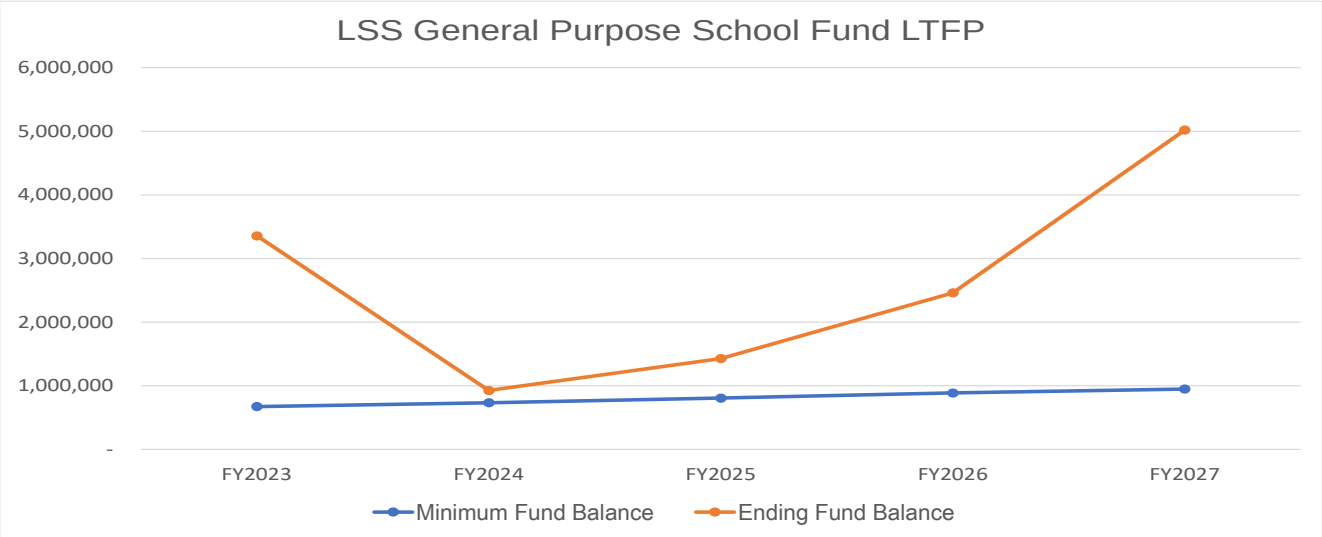
- Capital outlays in the LSS GPSF are accumulated small items of equipment and related capital consulting costs, and are anticipated to grow two and a half (2.5) percent annually

Long-Term Financial Plan ("LTFP") (Continued)

LSS General Purpose School Fund (Continued)

Summary

Although FY2023 and FY2024 will require significant use of fund balance to complete the high school project, State-mandated minimum fund balance will be maintained and recuperated fully by FY2027, as shown on the chart below.



LSS School Capital Projects Fund

	FY2023	FY2024	FY2025	FY2026	FY2027
LSS CAPITAL PROJECTS FUND					
PROJECTED REVENUES					
Federal, state, and local grants	$ 500,000	$ 550,000	$ 600,000	$ 650,000	$ 650,000
Total projected revenues	500,000	550,000	600,000	650,000	650,000
OPERATING TRANSFERS IN (OUT)	-	2,500,000	-	-	-
PROJECTED CHANGE IN FUND BALANCE BEFORE CAPITAL ACTIVITIES	500,000	3,050,000	600,000	650,000	650,000
CAPITAL ACTIVITIES					
Capital outlays	(2,227,500)	(3,050,000)	(600,000)	(650,000)	(650,000)
Total capital activities	(2,227,500)	(3,050,000)	(600,000)	(650,000)	(650,000)
PROJECTED NET CHANGE IN FUND BALANCE	(1,727,500)	-	-	-	-
PROJECTED BEGINNING FUND BALANCE	1,727,500	-	-	-	-
PROJECTED ENDING FUND BALANCE	$ -	$ -	$ -	$ -	$ -
5-YEAR INCREASE (DECREASE) IN FUND BALANCE					**$ (1,727,500)**

Planning Notes

Projected Revenues –

- LSS is allocated capital grant funds from Shelby County on an annual basis based upon student enrollment; therefore, these capital grant funds are expected to increase as enrollment increases over the next four years

Operating Transfers In –

- As part of completing the high school project, LSS will construct an access road to be funded by transfers from the LSS GPSF

Long-Term Financial Plan ("LTFP") (Continued)

LSS School Capital Projects Fund (Continued)

Capital Activities –

- Capital outlays are scheduled according to the five-year CIP

Summary

The LSS Capital Projects Fund is expected to use, either annually or based on the timeline of specific projects, all resources based upon capital grants or prior debt funding received.

Debt Service Fund

	FY2023	FY2024	FY2025	FY2026	FY2027
DEBT SERVICE FUND					
PROJECTED DEBT SERVICE - PRINCIPAL					
TN Municipal League Note, Series 2001	$ (206,095)	$ -	$ -	$ -	$ -
TLDA Construction Loan	(65,412)	(66,660)	(67,932)	(69,228)	(70,548)
2021 USDA Refunding	(243,555)	(248,731)	(254,017)	(259,414)	(264,926)
2022 CON - New Canada	(7,500,000)	-	-	-	-
USDA G.O. Bond - New Canada Road Ph 1	-	-	(41,395)	(42,844)	(44,344)
USDA G.O. Bond - New Canada Road Ph II	-	-	-	(17,741)	(18,362)
USDA G.O. Bond - LSS High School	(670,679)	(687,446)	(704,632)	(722,248)	(740,304)
Shelby County Settlement Liability	(55,222)	(55,498)	(55,777)	(56,328)	-
Total projected debt service - principal	(8,740,963)	(1,058,335)	(1,123,753)	(1,167,803)	(1,138,484)
PROJECTED DEBT SERVICE - INTEREST					
TN Municipal League Note, Series 2001	(510)	-	-	-	-
TLDA Construction Loan	(25,668)	(24,336)	(22,980)	(21,600)	(20,208)
2021 USDA Refunding	(309,315)	(304,139)	(298,853)	(293,456)	(287,944)
2022 CON - New Canada	(9,166)	-	-	-	-
USDA G.O. Bond - New Canada Road Ph 1	-	-	(122,500)	(121,051)	(119,552)
USDA G.O. Bond - New Canada Road Ph II	-	-	-	(52,500)	(51,879)
USDA G.O. Bond - LSS High School	(1,130,138)	(1,113,371)	(1,096,184)	(1,078,569)	(1,060,512)
Shelby County Settlement Liability	(1,115)	(839)	(560)	(281)	-
Total projected debt service - interest	(1,475,912)	(1,442,685)	(1,541,077)	(1,567,457)	(1,540,095)
PROJECTED FEES	(6,400)	(6,528)	(6,659)	(6,792)	(6,928)
TOTAL PROJECTED DEBT SERVICE EXPENDITURES	(10,223,275)	(2,507,548)	(2,671,489)	(2,742,052)	(2,685,507)
TRANSFER IN FROM GENERAL FUND	10,223,275	2,507,548	2,671,489	2,742,052	2,685,507
PROJECTED NET CHANGE IN FUND BALANCE	$ -	$ -	$ -	$ -	$ -
5-YEAR INCREASE (DECREASE) IN FUND BALANCE					**$ -**

Planning Notes

Debt Service –

- Principal and interest costs are projected based on existing amortization schedules for debt incurred
- Principal and interest costs are estimated, based upon currently known interest and term factors, for anticipated future debt issuances noted in the General Fund LTFP –
  - New Canada Road phased debt anticipates USDA Rural Development funding at 40-year terms and interest at 3.5 percent

Summary

Debt service is funded annually by transfers from the General Fund and is a critical component of the LTFP for the General Fund.

Long-Term Financial Plan ("LTFP") (Continued)

Sewer Fund

	FY2023	FY2024	FY2025	FY2026	FY2027
SEWER FUND					
PROJECTED OPERATING REVENUES					
Charges for services	$ 2,532,049	$ 2,737,400	$ 3,034,819	$ 3,065,167	$ 3,095,819
Total projected operating revenues	2,532,049	2,737,400	3,034,819	3,065,167	3,095,819
PROJECTED OPERATING EXPENDITURES					
Personnel costs	(649,226)	(681,687)	(715,771)	(751,560)	(789,138)
Sewer system administration	(434,570)	(456,299)	(479,114)	(503,070)	(528,224)
Depreciation expense	(510,000)	(515,000)	(895,000)	(895,000)	(1,270,000)
Total projected operating expenditures	(1,593,796)	(1,652,986)	(2,089,885)	(2,149,630)	(2,587,362)
OPERATING INCOME (LOSS)	938,253	1,084,414	944,934	915,537	508,457
NONOPERATING INCOME (EXPENSE)					
Interest income	2,957	2,987	3,017	3,047	3,077
Interest and fiscal charges	(45,766)	(131,912)	(186,370)	(291,011)	(328,677)
Total projected nonoperating income (expense)	(42,809)	(128,925)	(183,353)	(287,964)	(325,600)
CAPITAL GRANTS AND CONTRIBUTIONS	4,779,184	300,000	300,000	300,000	300,000
PROJECTED CHANGE IN NET POSITION	5,674,628	1,255,489	1,061,581	927,573	482,857
PROJECTED BEGINNING NET POSITION	13,686,787	19,361,415	20,616,904	21,678,485	22,606,058
PROJECTED ENDING NET POSITION	$ 19,361,415	$ 20,616,904	$ 21,678,485	$ 22,606,058	$ 23,088,915
5-YEAR INCREASE (DECREASE) IN NET POSITION					**$ 9,402,128**

Reminder: *The Sewer Fund is not a formally appropriated fund and is presented on the accrual basis of accounting. However, the long-term financial planning process is followed for this fund as it is the single major enterprise fund of the City.*

Planning Notes

Operating Revenues –

- Charges for services in the Sewer Fund have grown approximately one (1) to two (2) percent annually over the past three years; therefore, for the LTFP the baseline increase in fees is projected at one percent annually
- Additionally, in FY2022 the City acquired sewer assets, and related customers, from the City of Memphis – the Board of Commissioners approved a three-year phase in of fees for these customers, resulting in additional increased revenues in FY2023, FY2024, and FY2025

Operating Expenditures –

- Personnel costs and administrative costs are projected to grow five (5) percent annually based upon recent experiences in wage and product price growth
- Depreciation expense is projected based on anticipated completion of new interceptor projects, which will generate depreciation of their cost over their 30 year anticipated useful lives, beginning in FY2025

Nonoperating Income (Expense) –

- Interest income is projected at a one (1) percent annual growth
- Interest expense is based upon the planned amortization schedules of SRLF debt obtained to finance the Clear Creek and Oliver Creek Interceptor projects, as described in the CIP section

Capital Grants and Contributions –

- FY2023 amount represents expected completion and donation of developer infrastructure and the use of the City's $3.7 million of American Rescue Plan State and Local Fiscal Recovery Funds ("ARPA") grant toward the Clear Creek Interceptor project
- FY2024 through FY2027 amounts are projected based upon the prior three years' average developer contributions

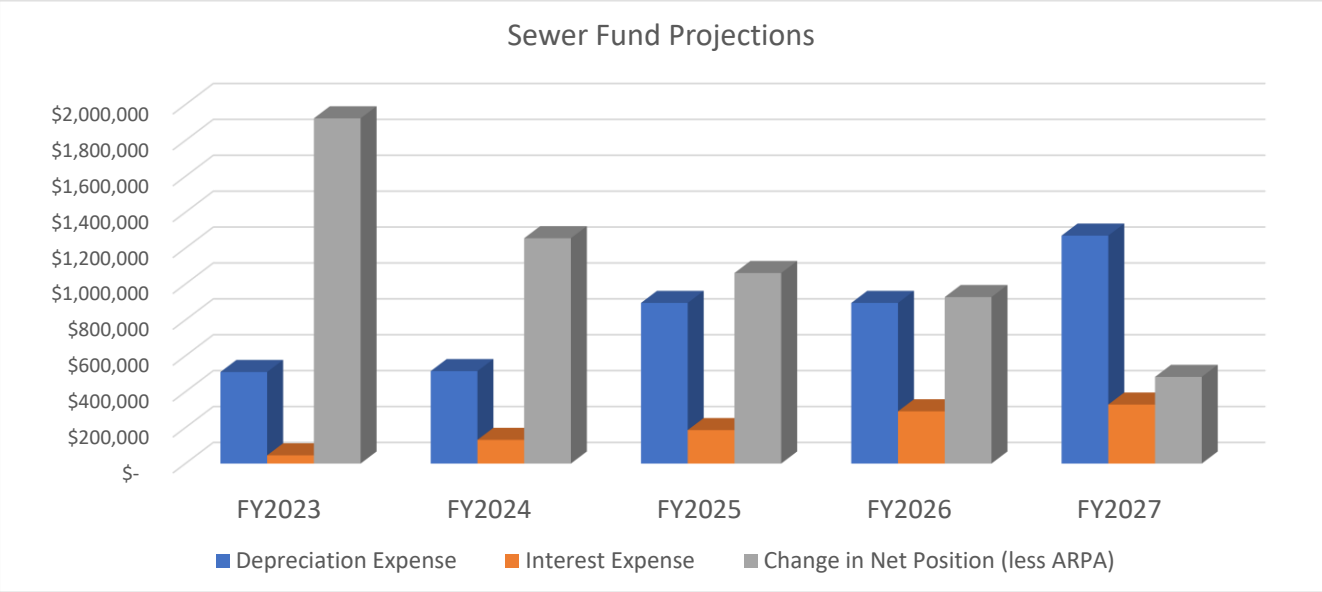
Long-Term Financial Plan ("LTFP") (Continued)

Sewer Fund (Continued)

Summary

While the five-year LTFP for the Sewer Fund demonstrates the solvency and sustainability of the enterprise fund, as the new interceptor projects are completed and depreciation expense and interest costs rise, the need for a revised sewer rate study becomes apparent for fiscal year 2026 at the latest. Although net position at the end of FY2027 is strong, it should be noted that the majority of this net position represents the value of fixed assets rather than cash available to sustain operations.

The chart below demonstrates the growth in depreciation and interest expenses as the change in net position (less one-time ARPA funds) declines.



Capital Improvements Plan ("CIP")

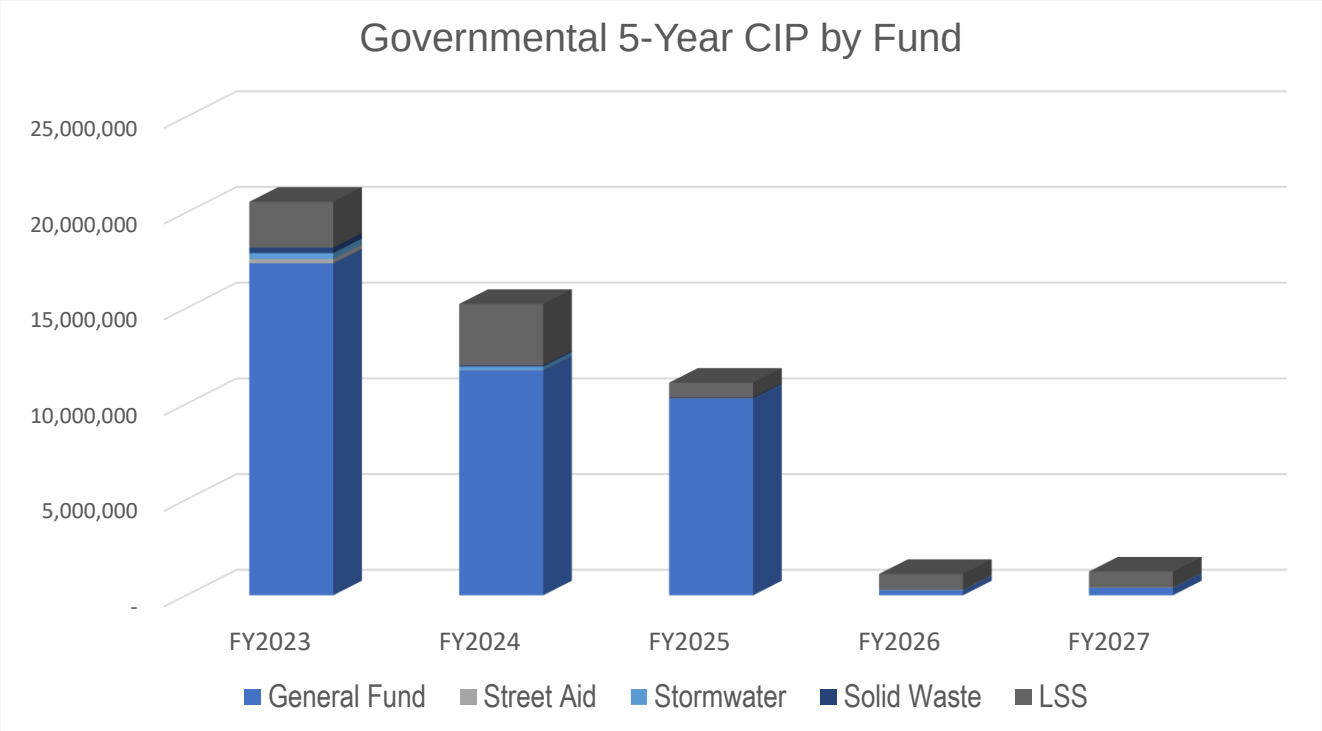
The CIP is a five-year planning document that prioritizes and plans for needed capital expenditures. Each functional department and the Board of Education determines and presents needed capital projects as part of the CIP process. Projects are identified through community engagement and feedback, Board of Commissioners priorities and strategic plans, and Staff-identified needs for service delivery and quality of life of residents and constituents of the City.

A capital expenditure is generally an expenditure of funds for the acquisition or construction of assets with a useful life in excess of one year. Capital expenditures for projects expected to exceed $100,000 in funding must be included in the CIP; however, smaller projects, capital-related master planning documents, and/or items of equipment may also be included as identified. On the following pages, significant *non-recurring* capital projects (significant being those with expected costs greater than $100,000) are individually described and their major funding sources identified.

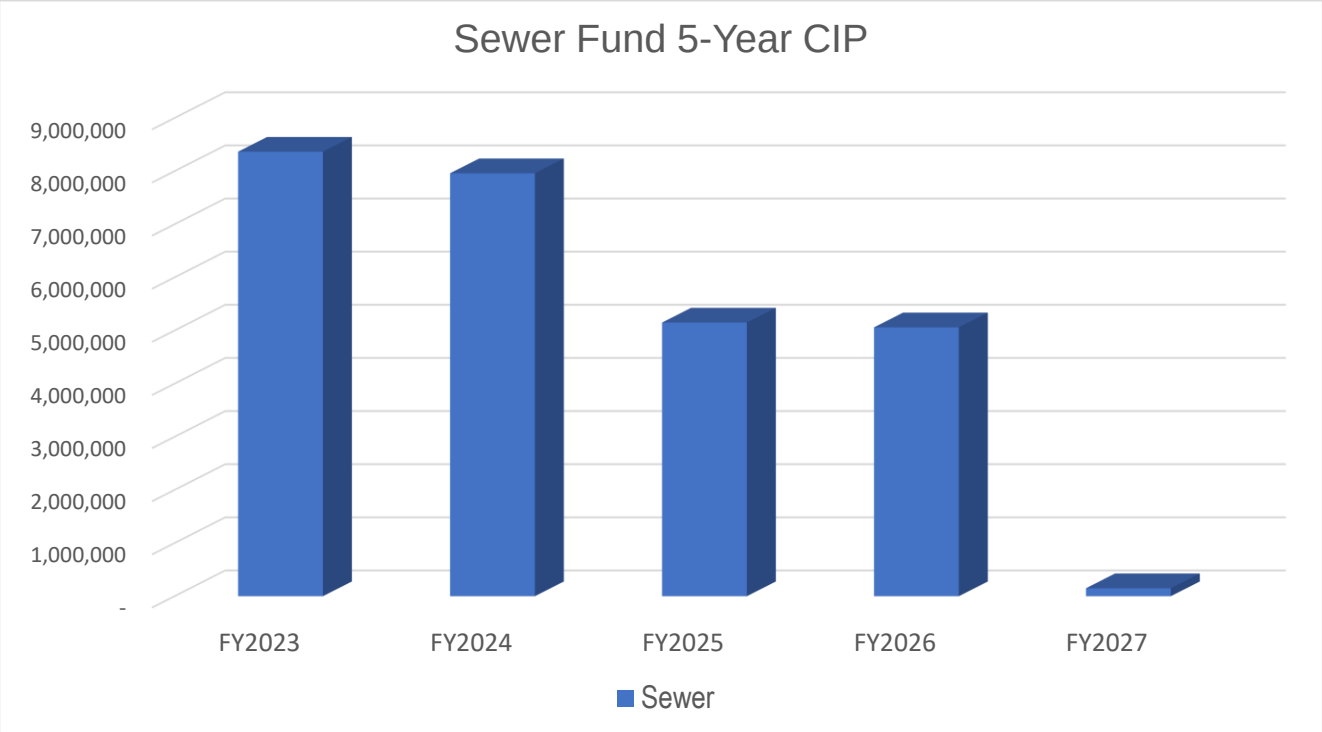
The schedule on the following page is the City's governmental funds CIP followed by the CIP for the Sewer Fund. On the following pages are summaries by fund, providing project descriptions as well as funding sources and ongoing maintenance and operating ("M&O") costs, as applicable.

Capital Improvements Plan ("CIP") (Continued)

Governmental CIP expenditures by fund for each of the projected five years is as follows:



Sewer Fund CIP for each of the projected five years is as follows:



Capital Improvements Plan ("CIP") (Continued)

The five-year CIP schedule for governmental funds is as follows:

	FY2023	FY2024	FY2025	FY2026	FY2027
GENERAL FUND					
General Government					
City Hall ADA Improvements	$ 225,000	$ -	$ -	$ -	$ -
City Hall Office Renovations	50,000	-	-	-	-
Furniture and Fixtures	5,000	-	-	-	-
Community Development					
New Canada Road	16,350,000	10,000,000	10,000,000	-	-
Transportation Plan (non-capital asset planning document)	210,000	-	-	-	-
Furniture and Fixtures	11,000	-	-	-	-
Public Works					
Maintenance Building Office Expansion	-	200,000	-	-	-
Vehicle Purchases	-	-	55,000	-	-
Tractor	-	-	-	70,000	-
Bucket Truck	-	-	-	-	90,000
Furniture and Fixtures	2,000	-	-	-	-
Parks and Recreation					
Lakeland Athletic Complex Phase II	150,000	1,300,000	-	-	-
IH Park Supplemental Parking Lot	200,000	-	-	-	-
IH Pavilion and Access Road	-	-	200,000	-	-
IH Park Restroom Facilities	-	250,000	-	-	-
IH Park Inclusive Play Structure	-	-	-	-	300,000
City Hall Playground Structure	-	-	-	200,000	-
ADA Park Improvements	50,000	-	-	-	-
Playground Surfacing Replacement	37,000	-	-	-	-
Other improvements	53,000	-	-	-	-
GENERAL FUND TOTAL	17,343,000	11,750,000	10,255,000	270,000	390,000
STREET AID					
Backhoe	100,000	-	-	-	-
Vehicle Purchases	50,000	-	-	-	-
Street Lighting	20,000	20,000	20,000	20,000	20,000
Other Light Equipment	54,000	-	-	-	-
STREET AID TOTAL	224,000	20,000	20,000	20,000	20,000
STORMWATER					
Canabridge Cove Pipe Lining	310,000	-	-	-	-
Street Sweeper	-	180,000	-	-	-
STORMWATER TOTAL	310,000	180,000	-	-	-
SOLID WASTE					
Leaf Vacuum	145,000	-	-	-	-
Knuckleboom Truck	145,000	-	-	-	-
Vehicle Purchases	-	55,000	-	-	-
Tookcat Utility Vehicle	-	-	60,000	-	-
SOLID WASTE TOTAL	290,000	55,000	60,000	-	-
LAKELAND SCHOOL SYSTEMS					
High School Project	1,727,500	-	-	-	-
Building Improvements	-	100,000	600,000	650,000	650,000
Extension of Highway 70	-	2,500,000	-	-	-
Furniture, Fixtures, and Equipment	500,000	450,000	-	-	-
Other Capital (individually below capitalization policy)	164,000	168,100	172,303	176,611	181,026
LSS CAPITAL PROJECTS TOTAL	2,391,500	3,218,100	772,303	826,611	831,026
GOVERNMENTAL FUNDS TOTAL CIP	20,558,500	15,223,100	11,107,303	1,116,611	1,241,026
STREET AID ANNUAL PAVING (M&O Expenditure)	1,500,000	800,000	800,000	800,000	800,000
GOVERNMENTAL FUNDS TOTAL	$ 22,058,500	$ 16,023,100	$ 11,907,303	$ 1,916,611	$ 2,041,026

Capital Improvements Plan ("CIP") (Continued)

The schedule below identifies the planned funding sources for the governmental funds' capital projects identified in the CIP:

	FY2023	FY2024	FY2025	FY2026	FY2027
GOVERNMENTAL FUNDS TOTAL CAPITAL AND M&O	$ 22,058,500	$ 16,023,100	$ 11,907,303	$ 1,916,611	$ 2,041,026
CIP FUNDING SOURCES					
Federal, state, and local grants	$ 13,473,000	$ 8,500,000	$ 8,000,000	$ -	$ -
Debt proceeds	-	3,250,000	1,500,000	-	-
General Fund general governmental revenues	516,144	-	755,000	270,000	390,000
General Fund fund balance	3,353,856	-	-	-	-
General Fund transfers to SSA Fund	1,724,000	820,000	820,000	820,000	820,000
Stormwater user fees and fund balance	310,000	180,000	-	-	-
Solid Waste user fees and fund balance	290,000	55,000	60,000	-	-
LSS GPSF revenues and fund balance	164,000	2,668,100	172,303	176,611	181,026
LSS Capital Projects Fund local grants	500,000	550,000	600,000	650,000	650,000
LSS Capital Projects Fund fund balance	1,727,500	-	-	-	-
TOTAL CIP FUNDING SOURCES	$ 22,058,500	$ 16,023,100	$ 11,907,303	$ 1,916,611	$ 2,041,026

The five-year CIP schedule and funding sources for the Sewer Fund is as follows:

	FY2023	FY2024	FY2025	FY2026	FY2027
SEWER CIP					
Clear Creek Interceptor	$ 7,500,000	$ 7,500,000	$ -	$ -	$ -
Oliver Creek Interceptor	470,000	200,000	5,000,000	5,000,000	-
Vehicles	60,000	-	-	-	-
WWTP Lagoon Sludge Removal	150,000	-	-	-	-
Sewer Line Improvements	150,000	-	150,000	-	150,000
Other Light Equipment	36,000	-	-	-	-
Sewer CCTV Inspection	-	60,000	-	60,000	-
WWTP Sludge Dumpster Cover	-	200,000	-	-	-
SEWER CIP TOTAL	$ 8,366,000	$ 7,960,000	$ 5,150,000	$ 5,060,000	$ 150,000
SEWER CIP FUNDING					
Issuance of Debt	$ 3,748,948	$ 7,700,000	$ 5,000,000	$ 5,000,000	$ -
ARPA SLFRF Grant Revenues	3,751,052	-	-	-	-
User Fees and Reserves	866,000	260,000	150,000	60,000	150,000
SEWER CIP FUNDING TOTAL	$ 8,366,000	$ 7,960,000	$ 5,150,000	$ 5,060,000	$ 150,000

Capital Improvements Plan ("CIP") (Continued)

Significant Non-recurring Capital Projects

City Hall ADA Improvements

Description – As a part of the ADA transition plan, this project will install access ramps in the City Hall Boardroom as well as improve access amenities at the City Hall front entrance and in public restrooms.

City Hall ADA Improvements 5-year expenditures	$	225,000
Funding Sources:		
Federal, state, and local grants	$	225,000

Future Operating Budget Impact – Upon completion, annual maintenance and repair costs are anticipated to begin in year five and approximate $7,500 annually.

New Canada Road

Description – The New Canada Road project consists of the realignment of existing Canada Road between Interstate 40 ("I-40") and Highway 70. The new roadway will be approximately 2.3 miles in length. Project costs include the anticipated remaining costs on this project.

New Canada Road 5-year expenditures	$	36,350,000
Funding Sources:		
Federal, state, and local grants	$	29,080,000
Debt proceeds (USDA Rural Development bonds)		5,000,000
General Fund fund balance		2,270,000
	$	36,350,000

Future Operating Budget Impact – Upon completion, the new roadway will require regular maintenance including mowing and vegetation control. After 5 years of installation the City may expect to replace pavement markings and perform some asphalt patching and curb and gutter repair. At some point in the future the road surface will require full asphalt mill and overlay. Annual repair and maintenance costs are anticipated to be approximately $500K annually beginning in year 6 after construction.

Maintenance Building Office Expansion

Description – Upon completion of the Public Works metal maintenance building, additional office space expansion is planned for FY2024 to accommodate conferencing and staff.

Maint. Bldg Office Expansion 5-year expenditures	$	200,000
Funding Sources:		
General Fund general governmental revenues	$	200,000

Future Operating Budget Impact – Five years after construction, it is anticipated that repairs and maintenance expenses will approximate $5K - $8K annually.

Lakeland Athletic Complex Phase II

Description – Following the opening of the athletic complex on Memphis-Arlington Road phase I in FY2022, design of phase II is anticipated in FY2023 with construction completed in FY2024, adding additional recreational and athletic facilities in the City of Lakeland.

Lakeland Athletic Complex Phase II 5-year exp.	$	1,450,000
Funding Sources:		
Federal, state, and local grants	$	500,000
General Fund general governmental revenues and fund balance		950,000
	$	1,450,000

Future Operating Budget Impact – Beginning in FY2025 it is expected that maintenance and repair of the facility will cost approximately $40K annually.

IH Park Supplemental Parking Lot

Description – The supplemental parking lot at IH Park was demolished due to the gas line relocation phase of the New Canada Road project and will require reconstruction.

IH Park Supplemental Parking Lot 5-year exp.	$	200,000
Funding Sources:		
General Fund general governmental revenues and fund balance	$	200,000

Future Operating Budget Impact – Annual operating budget impact is anticipated to be $5K annually.

Capital Improvements Plan ("CIP") (Continued)

Significant Non-recurring Capital Projects (Continued)

IH Pavilion and Access Road

Description – The pavilion at International Harvester Park was destroyed in a storm in 2020, and insurance proceeds were received for the replacement. This project is to complete the replacement, as well as construct an access road to the pavilion.

IH Pavilion and Access Road 5-year expenditures	$	200,000
Funding Sources:		
General Fund general governmental revenues and fund balance	$	200,000

Future Operating Budget Impact – Annual operating budget impact is anticipated to be $5K annually.

IH Park Restroom Facilities

Description – International Harvester Managerial Park is the primary location for City of Lakeland Community Events; however, the only permanent restroom facilities are in the buildings, which are not always open. Installing these bathroom facilities will provide access for all users during special events outside the operating hours of the other facilities.

IH Park Restroom Facilities 5-year expenditures	$	250,000
Funding Sources:		
General Fund general governmental revenues and fund balance	$	250,000

Future Operating Budget Impact – Future Budget impact will include the additional labor to clean and service the facilities, as well as the reduction of the portable units that are leased at this time. Net additional annual cost anticipated to be $5K annually.

IH Park Inclusive Play Structure

Description – This project will add a play structure at the IH Park that is inclusive for members of the community who are differently abled and have mobility challenges. This project includes site work, equipment, installation, and safety features such as fencing between the structure and the lake, and playground surfacing.

IH Park Inclusive Play Structure	$	300,000
Funding Sources:		
General Fund general governmental revenues and fund balance	$	300,000

Future Operating Budget Impact – Future budget impacts would be related to any inspections of the equipment as well as necessary repairs, anticipated to be $5K-$10K annually.

City Hall Playground Structure

Description – The City Hall Playground equipment replacement allows for the City to provide a more accessible play structure than available in this location currently. The project will include access ramps from the parking lot to the structure, allowing for further ease of access.

City Hall Playground Structure	$	200,000
Funding Sources:		
General Fund general governmental revenues and fund balance	$	200,000

Future Operating Budget Impact – This project impacts the future operating budget only with the additional labor and supplies necessary to maintain the equipment and surfacing installed and should not exceed $5K annually.

Backhoe

Description – Purchase of a backhoe in FY2023 to aid in completion of streets repairs.

Backhoe	$	100,000
Funding Sources:		
General Fund transfers to State Street Aid Fund	$	100,000

Future Operating Budget Impact – Minimal future budget impact due to repairs and maintenance, less than $5K annually.

Capital Improvements Plan ("CIP") (Continued)

Significant Non-recurring Capital Projects (Continued)

Canabridge Cove Pipe Lining

Description – Project is to install pipe lining of stormwater drainage pipes in Canabridge Cove, thereby extending the useful life of the system.

Canabridge Cove Pipe Lining	$	310,000
Funding Sources:		
Stormwater user fees and fund balance	$	310,000

Future Operating Budget Impact – Other than the cost of the project, the future budgetary impact will be minimal due to the saved repair and maintenance cost otherwise incurred on unlined pipes.

Street Sweeper

Description – The purchase of a street sweeper is planned for FY2024 for use in the Stormwater fund to aid in the removal of street debris and improve drainage system functions.

Street Sweeper	$	180,000
Funding Sources:		
Stormwater user fees and fund balance	$	180,000

Future Operating Budget Impact – Annual repairs and maintenance expenditures are anticipated to be $10K annually.

Leaf Vacuum

Description – The purchase of a second leaf vacuum truck in FY2023 is planned to increase response times and service levels on the City's leaf removal service.

Leaf Vacuum	$	145,000
Funding Sources:		
Solid Waste Fund user fees and fund balance	$	145,000

Future Operating Budget Impact – Annual repairs and maintenance costs are anticipated to be $5K annually.

Knuckleboom Truck

Description – Planned for FY2023, this purchase will improve response times for bulk waste pickups.

Knuckleboom Truck	$	145,000
Funding Sources:		
Solid Waste Fund user fees and fund balance	$	145,000

Future Operating Budget Impact – Annual repairs and maintenance costs are anticipated to be $5K annually.

High School Project

Description – The remaining cost of completion of the new high school facility at LPS is planned in FY2023.

High School Project	$	1,727,500
Funding Sources:		
LSS Capital Projects Fund fund balance	$	1,727,500

Future Operating Budget Impact – Annual repair and maintenance costs are anticipated to be $20K annually.

Building Improvements

Description – LSS is provided with annual grant funding from Shelby County for use on capital needs. This multi-year project/use reflects the planned use of grant funds for needed building improvements at both LES and LPS.

Building Improvements	$	2,000,000
Funding Sources:		
LSS Capital Projects Fund local grants	$	2,000,000

Future Operating Budget Impact – Future operating budget impact is expected to be minimal, due to ongoing receipt of capital funding, resulting in net zero cost to LSS.

Capital Improvements Plan ("CIP") (Continued)

Significant Non-recurring Capital Projects (Continued)

Extension of Highway 70

Description – Project funds extension of highway 70 to LPS to accommodate increased traffic.

Extension of Highway 70	$	2,500,000
Funding Sources:		
LSS GPSF revenues and fund balance	$	2,500,000

Future Operating Budget Impact – Annual paving, repair, and maintenance costs are anticipated to be $20K annually.

Furniture, Fixtures, and Equipment

Description – The remaining cost to provide furniture and fixtures at LPS as grades are added annually over the next four fiscal years.

Furniture, Fixtures, and Equipment	$	950,000
Funding Sources:		
LSS Capital Projects Fund local grants	$	950,000

Future Operating Budget Impact – Future operating budget impact is expected to be minimal, due to ongoing receipt of capital funding, resulting in net zero cost to LSS.

Clear Creek Interceptor

Description – Project in the Sewer Fund is to design, engineer, and construct a wastewater interceptor at Clear Creek.

Clear Creek Interceptor	$	15,000,000
Funding Sources:		
Issuance of Debt	$	11,248,948
ARPA SLFRF Grant Revenues		3,751,052
	$	15,000,000

Future Operating Budget Impact – Annual Sewer Fund depreciation expense will increase $375K annually upon completion, which is contemplated in the LTFP. Interest expense on related debt will increase approximately $160K annually. Repair and maintenance costs are contemplated in the five percent annual increase in the sewer system administration category in the LTFP.

Oliver Creek Interceptor

Description – Project in the Sewer Fund is to design, engineer, and construct a wastewater interceptor at Oliver Creek.

Oliver Creek Interceptor	$	10,670,000
Funding Sources:		
Issuance of Debt	$	10,670,000

Future Operating Budget Impact – Annual Sewer Fund depreciation expense will increase $375K annually upon completion, which is contemplated in the LTFP. Interest expense on related debt will increase approximately $160K annually. Repair and maintenance costs are contemplated in the five percent annual increase in the sewer system administration category in the LTFP.

WWTP Lagoon Sludge Removal

Description – Project in the Sewer Fund for the removal of sludge buildup in the wastewater lagoon.

WWTP Lagoon Sludge Removal	$	150,000
Funding Sources:		
Sewer user fees and reserves	$	150,000

Future Operating Budget Impact – As project itself represents a period maintenance and extension of life of the system, annual ongoing budget impact is minimal.

WWTP Sludge Dumpster Cover

Description – Project in the Sewer Fund for the installation of a dumpster cover to mitigate sludge buildup.

WWTP Sludge Dumpster Cover	$	200,000
Funding Sources:		
Sewer user fees and reserves	$	200,000

Future Operating Budget Impact – As project itself represents a preventive measure to extend the life of the system, annual ongoing budget impact is minimal.

Personnel Management Plan

City staffing levels for fiscal year 2023 are expected to remain relatively stable as compared to prior periods. Explanation of changes are in each section below. Organizational roles included in each function are described in the *Department or Function Relationship* section of this Annual Budget. Refer to the table for FTEs by Fund and Function for the most recent fiscal year, estimates for the current fiscal year, and budgeted levels for fiscal year 2023.

General Government 9.5 FTE's

Increase of 1.1 FTE compared to FY2022 is due to the addition of a part-time GIS Technician and the change of the Tier 1 Support Technician from part-time to full-time. These changes allow for support service enhancements with the City's ITS functionality supporting all other departments and functions.

Community Development 8.5 FTE's

Increase of 1.1 FTE compared to FY2022 is due to the addition of a Senior Engineer role in the Engineering department, as well as re-allocations of other staff positions between functions. The additional role allows for service enhancement in support of the City's economic development and infrastructure goals outlined in the *Strategic Plan*.

Public Works 23.3 FTE's

The change in total FTEs from 22.5 in FY2022 to 23.3 in FY2023 is related to a realignment of the Public Works function and various internal promotions, as well as the expected use for all 12 months of allocated positions (while vacancies occurred in FY2022).

Parks and Recreation 8.4 FTE's

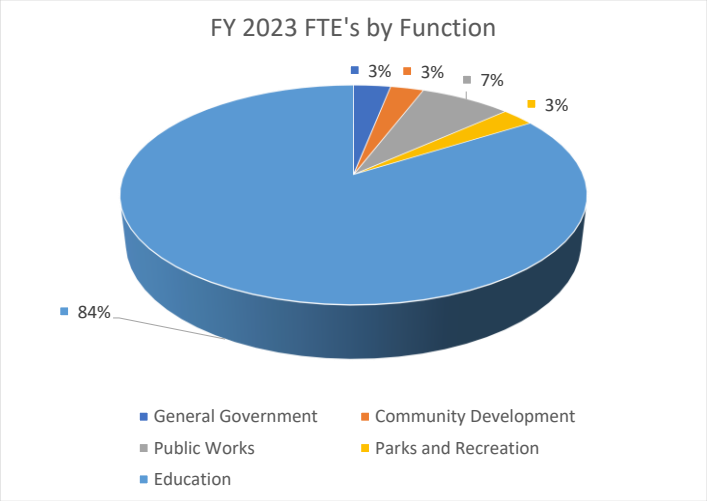
The net gain of 2.2 FTE's is due to the addition of a Senior Center Recreation Specialist and greater usage of existing part-time Recreation Specialists in FY2023. The new position supports a program enhancement allowing for more Senior Center activities.

Education 260.0 FTE's

Changes for fiscal year 2023 primarily relate to the addition of staff to support the opening of the high school in FY2023 (increased service level).

FTE's by Fund and Function

	ACTUAL FY2020-2021	ESTIMATED FY2021-2022	BUDGET FY2022-2023
CITY FUNDS			
General Fund			
General government	7.9	8.4	9.5
Community development	6.1	7.4	8.5
Public works	7.3	8.5	7.8
Parks and recreation	3.1	6.2	8.4
Total General Fund	24.4	30.5	34.2
State Street Aid Fund			
Public works	3.6	4.0	4.7
Stormwater Fund			
Public works	0.7	0.8	0.8
Solid Waste Fund			
Public works	2.2	2.2	1.5
Sewer Fund			
Public works	5.0	7.0	8.5
TOTAL CITY FUNDS	35.9	44.5	49.7
LSS FUNDS			
General Purpose School Fund			
Education	190.0	208.0	234.0
Federal Projects Fund			
Education	5.0	14.0	9.0
Nutrition Fund			
Education	7.0	8.0	10.0
Discretionary Grants Fund			
Education	1.0	1.0	1.0
LEAP Fund			
Education	4.0	6.0	6.0
TOTAL LSS FUNDS	207.0	237.0	260.0
TOTAL FTE'S	242.9	281.5	309.7



Authorized Pay Plan – City Employees

City employees for fiscal year 2023 will be compensated in accordance with the pay schedule below, developed in accordance with the City's compensation policy. Part-time positions are adjusted pro-rate based upon this scale. Exceptions to the ranges listed below must be approved by the City Manager. Amounts presented are annual equivalent full-time salaries.

POSITION	PAY BAND	PAY BAND MINIMUM	PAY BAND MIDPOINT	PAY BAND MAXIMUM
Janitor	2	$ 25,917	$ 30,493	$ 35,069
Community Services Representative	3	$ 28,808	$ 33,883	$ 38,958
Public Relations Specialist	3	$ 28,808	$ 33,883	$ 38,958
Engineering Intern	4	$ 31,990	$ 37,627	$ 43,264
Maintenance Tech I	4	$ 31,990	$ 37,627	$ 43,264
Maintenance Tech I	4	$ 31,990	$ 37,627	$ 43,264
Recreation Specialist	4	$ 31,990	$ 37,627	$ 43,264
Code Enforcement Officer	5	$ 35,547	$ 41,829	$ 48,110
Maintenance Tech II	5	$ 35,547	$ 41,829	$ 48,110
Public Works Operator	5	$ 35,547	$ 41,829	$ 48,110
Receptionist	5	$ 35,547	$ 41,829	$ 48,110
Wastewater Specialist I	5	$ 35,547	$ 41,829	$ 48,110
Finance/Inventory Clerk	6	$ 39,478	$ 46,446	$ 53,414
Parks Maintenance Supervisor	6	$ 39,478	$ 46,446	$ 53,414
Recreation Coordinator	6	$ 39,478	$ 46,446	$ 53,414
Senior Center Manager	6	$ 39,478	$ 46,446	$ 53,414
Tier 1 Support Technician	6	$ 39,478	$ 46,446	$ 53,414
Wastewater Specialist II	6	$ 39,478	$ 46,446	$ 53,414
Construction Inspector	7	$ 43,867	$ 51,605	$ 59,342
GIS Tech	7	$ 43,867	$ 51,605	$ 59,342
Community Development Specialist/City Recorder	8	$ 48,734	$ 57,346	$ 65,957
Human Resources Generalist	8	$ 48,734	$ 57,346	$ 65,957
Chief Inspector	9	$ 54,163	$ 63,710	$ 73,258
Senior Wastewater Operator	9	$ 54,163	$ 63,710	$ 73,258
Stormwater/Drainage Supervisor	9	$ 54,163	$ 63,710	$ 73,258
Streets/ROW Supervisor	9	$ 54,163	$ 63,710	$ 73,258
City Planner	10	$ 60,174	$ 70,803	$ 81,432
Network Administrator	10	$ 60,174	$ 70,803	$ 81,432
Public Works Field Manager	10	$ 60,174	$ 70,803	$ 81,432
Staff Engineer	10	$ 60,174	$ 70,803	$ 81,432
Wastewater Supervisor	11	$ 66,851	$ 78,645	$ 90,438
ITS Director	12	$ 74,277	$ 87,381	$ 100,485
Parks & Recreation Director	12	$ 74,277	$ 87,381	$ 100,485
Planning Director	12	$ 74,277	$ 87,381	$ 100,485
Public Works Director	12	$ 74,277	$ 87,381	$ 100,485
Senior Engineer	12	$ 74,277	$ 87,381	$ 100,485
City Engineer	13	$ 82,514	$ 97,074	$ 111,634
Finance and Human Resources Director	13	$ 82,514	$ 97,074	$ 111,634
City Manager	15	$ 101,858	$ 119,829	$ 137,800

Authorized Pay Plan – LSS Employees

LSS employees for fiscal year 2023 will be compensated in accordance with the pay schedules below and on the following pages, listed by type of employee.

LAKELAND SCHOOL SYSTEM TEACHER**

CERTIFIED // 10 months // 200 days // 7.5 hr // 1500 hrs total

STEP	B.A. ANNUAL	M.A. or Greater ANNUAL
0	$45,834	$48,971
1	$46,768	$49,965
2	$47,906	$50,849
3	$48,971	$52,095
4	$49,965	$52,733
5	$50,849	$53,773
6	$52,095	$54,266
7	$52,733	$55,352
8	$53,773	$56,858
9	$54,266	$58,226
10	$55,352	$59,614
11	$56,858	$60,910
12	$58,226	$62,303

LEGACY TEACHER**

CERTIFIED // 10 months // 200 days // 7.5 hr // 1500 hrs total

STEP	B.A. ANNUAL	**M.A. ANNUAL	**M.A. + 45 ANNUAL	**EDS ANNUAL	**EDD ANNUAL
0	$45,834	$49,552	$53,395	$54,147	$56,137
1	$46,768	$50,707	$54,736	$55,499	$57,419
2	$47,906	$51,819	$56,014	$56,774	$58,693
3	$48,971	$52,888	$57,264	$58,027	$59,943
4	$49,965	$53,973	$58,633	$59,401	$61,376
5	$50,849	$54,898	$59,716	$60,446	$62,452
6	$52,095	$56,222	$61,249	$61,988	$63,990
7	$52,733	$56,899	$62,275	$63,049	$64,971
8	$53,773	$58,032	$63,501	$64,297	$66,194
9	$54,266	$58,571	$64,273	$65,054	$67,428
10	$55,352	$59,753	$65,591	$66,345	$68,304
11	$56,858	$61,352	$67,563	$68,279	$70,288
12	$58,226	$62,715	$69,046	$69,837	$71,745

10.5 MONTH ANNUALIZED TEACHER

CERTIFIED // 10.5 months // 210 days // 7.5 hr // 1575 hrs total

STEP	B.A. ANNUAL	M.A. or Greater ANNUAL
0	$48,126	$51,419
1	$49,106	$52,463
2	$50,301	$53,390
3	$51,419	$54,700
4	$52,463	$55,370
5	$53,390	$56,462
6	$54,700	$56,979
7	$55,370	$58,120
8	$56,462	$59,700
9	$56,979	$61,136
10	$58,120	$62,594
11	$59,700	$63,956
12	$61,136	$65,419
13	$62,594	$66,072
14	$63,956	$66,726
15	$65,419	$67,644
16	$66,072	$68,896
17	$66,726	$70,170
18	$67,644	$71,468

10.5 MONTH ANNUALIZED LEGACY TEACHER

CERTIFIED // 10.5 months // 210 days // 7.5 hr // 1575 hrs total

STEP	B.A. ANNUAL	M.A. ANNUAL	M.A. + 45 ANNUAL	EDS ANNUAL	EDD ANNUAL
0	$48,126	$52,030	$56,065	$56,853	$58,944
1	$49,106	$53,241	$57,473	$58,274	$60,289
2	$50,301	$54,410	$58,814	$59,612	$61,627
3	$51,419	$55,532	$60,127	$60,928	$62,939
4	$52,463	$56,672	$61,565	$62,370	$64,445
5	$53,390	$57,642	$62,702	$63,469	$65,575
6	$54,700	$59,033	$64,311	$65,087	$67,189
7	$55,370	$59,744	$65,388	$66,202	$68,219
8	$56,461	$60,933	$66,676	$67,511	$69,504
9	$56,980	$61,500	$67,486	$68,306	$70,799
10	$58,120	$62,740	$68,870	$69,662	$71,719
11	$59,700	$64,419	$70,940	$71,693	$73,803
12	$61,136	$65,851	$72,497	$73,328	$75,332
13	$62,595	$67,264	$74,220	$75,008	$77,117
14	$63,955	$68,775	$75,758	$76,591	$78,581
15	$65,419	$70,159	$77,434	$78,254	$80,293
16	$66,072	$70,814	$78,087	$78,908	$80,947
17	$66,726	$71,468	$78,741	$79,560	$81,601
18	$67,644	$72,485	$79,905	$80,742	$82,820

Authorized Pay Plan – LSS Employees (Continued)

SPEECH LANGUAGE PATHOLOGIST

CERTIFIED // 10 months // 200 days // 7.5 hr // 1500 hrs total

STEP	B.A. ANNUAL	M.A. ANNUAL
0	$47,848	$52,531
1	$48,758	$53,657
2	$49,869	$54,741
3	$50,905	$55,783
4	$51,876	$56,840
5	$52,733	$57,740
6	$53,950	$59,031
7	$54,574	$59,693
8	$55,583	$60,796
9	$56,065	$61,323
10	$57,156	$62,474
11	$58,590	$64,032
12	$59,923	$65,360
13	$61,277	$66,671
14	$62,541	$68,075
15	$63,897	$69,359
16	$64,504	$69,966
17	$65,110	$70,572
18	$65,963	$71,516

OCCUPATIONAL THERAPIST
PHYSICAL THERAPIST

CERTIFIED // 10 months // 200 days // 7.5 hr // 1500 hrs total

STEP	ANNUAL SALARY
0	$56,280
1	$57,588
2	$58,831
3	$60,048
4	$61,384
5	$62,436
6	$63,932
7	$64,525
8	$66,129
9	$66,879
10	$68,163
11	$70,086
12	$71,533
13	$73,131
14	$74,559
15	$76,110
16	$76,718
17	$77,325
18	$78,405

SCHOOL PSYCHOLOGIST

CLASSIFIED // 10.5 months // 210 days // 8 hr // 1680 hrs total

STEP	ANNUAL SALARY
0	$81,375
1	$82,595
2	$83,834
3	$85,092
4	$86,369

TECHNOLOGY SUPPORT TECHNICIAN

CLASSIFIED // 12 months // 260 days // 8 hr // 2080 hrs total

STEP	ANNUAL SALARY
0	$63,672
1	$64,628
2	$65,598
3	$66,581
4	$67,580

SCHOOL SECURITY OFFICER

CLASSIFIED // 10 months // 188 days // 7.5 hr // 1410 hrs total

STEP	ANNUAL SALARY
0	$40,490
1	$41,098
2	$41,714
3	$42,340
4	$42,975

ASSISTANT SUPERINTENDENT

CERTIFIED // 11 months // 220 days // 8 hr // 1760 hrs total

STEP	ANNUAL SALARY
0	$93,327
1	$94,726
2	$96,148
3	$97,590
4	$99,054

Authorized Pay Plan – LSS Employees (Continued)

PRINCIPAL
ELEMENTARY / MIDDLE / HIGH

CERTIFIED // 12 months // 260 days // 8 hr // 2080 hrs total

STEP	ANNUAL SALARY
0	$104,499
1	$107,173
2	$109,848
3	$112,534
4	$115,209

ASSISTANT PRINCIPAL
ELEMENTARY & MIDDLE

CERTIFIED // 10.5 months // 210 days // 8 hr // 1680 hrs total

STEP	ANNUAL SALARY
0	$79,714
1	$82,054
2	$84,394
3	$86,745
4	$89,086

VICE PRINCIPAL
HIGH SCHOOL

CERTIFIED // 12 months // 260 days // 8 hr // 2080 hrs total

STEP	ANNUAL SALARY
0	$98,694
1	$101,591
2	$104,488
3	$107,399
4	$110,297

ASSISTANT PRINCIPAL (SCHEDULING)
MIDDLE & HIGH

CERTIFIED // 11 months // 220 days // 8 hr // 1760 hrs total

STEP	ANNUAL SALARY
0	$83,510
1	$85,962
2	$88,413
3	$90,876
4	$93,329

DIRECTOR
(FINANCE / HUMAN RESOURCES / TECHNOLOGY / ASSESSMENT, ACCOUNTABILITY, & DATA)

CERTIFIED or CLASSIFIED // 12 months // 260 days // 8 hr // 2080 hrs total

STEP	B.A. ANNUAL	M.A.+ ANNUAL	EDD ANNUAL
0	$98,838	$100,815	$102,792
1	$101,368	$103,396	$105,423
2	$103,902	$105,981	$108,059
3	$106,448	$108,577	$110,706
4	$108,982	$111,161	$113,341

DIRECTOR
(SPECIAL EDUCATION)

CERTIFIED // 11 months // 220 days // 8 hr // 1760 hrs total

STEP	M.A.+ ANNUAL	EDD ANNUAL
0	$85,305	$86,977
1	$87,489	$89,204
2	$89,676	$91,434
3	$91,873	$93,674
4	$94,059	$95,904

ADMINISTRATIVE SUPERVISOR

CERTIFIED // 10.5 months // 210 days // 8 hr // 1680 hrs total

STEP	M.A. ANNUAL	EDD ANNUAL
0	$77,310	$78,990
1	$79,289	$81,013
2	$81,271	$83,038
3	$83,262	$85,072
4	$85,244	$87,097

Authorized Pay Plan – LSS Employees (Continued)

COORDINATED SCHOOL HEALTH SUPERVISOR

CERTIFIED or CLASSIFIED // 10.5 months // 210 days // 8 hr // 1680 hrs total

STEP	B.A. ANNUAL	M.A.+ ANNUAL	EDD ANNUAL
0	$70,027	$71,427	$72,910
1	$71,077	$72,499	$74,004
2	$72,143	$73,586	$75,114
3	$73,226	$74,690	$76,241
4	$74,324	$75,811	$77,384

COORDINATOR

(SIS/EIS)

CLASSIFIED // 11 months // 220 days // 8 hr // 1760 hrs total

STEP	ANNUAL SALARY
0	$48,419
1	$49,145
2	$49,882
3	$50,630
4	$51,390

CLERK

(FINANCE)

CLASSIFIED // 12 months // 260 days // 8 hr // 2080 hrs total

STEP	ANNUAL SALARY
0	$52,020
1	$53,060
2	$54,589
3	$55,680
4	$57,222

BILINGUAL FACILITATOR

CLASSIFIED // 10 months // 7 hr

STEP	HOURLY RATE
0	$26.53
1	$26.93
2	$27.33
3	$27.74

ATTENDANCE OPERATOR & MEDICAL RECORDS CLERK

CLASSIFIED // 10.5 months // 8 hr

STEP	HOURLY RATE
0	$16.84
1	$17.05
2	$17.28
3	$17.49

EDUCATIONAL ASSISTANT & SCHOOL RECEPTIONIST

CLASSIFIED // 10 months // 7 hr

STEP	HOURLY RATE
0	$14.57
1	$14.78
2	$15.01
3	$15.23

FINANCIAL SECRETARY

CLASSIFIED // 12 months // 260 days // 8 hr // 2080 hrs total

STEP	ANNUAL SALARY
0	$40,104
1	$40,549
2	$41,128
3	$41,594

HR & ADMINISTRATIVE ASSISTANT

CLASSIFIED // 12 months // 8 hr

STEP	HOURLY RATE
0	$17.69
1	$17.95
2	$18.22
3	$18.49
4	$18.77

SCHOOL NURSE

CERTIFIED // 10 months // 7 hr

STEP	HOURLY RATE
0	$25.14
1	$25.51
2	$25.90
3	$26.28
4	$26.68

Substitute Nurses will be paid at the Step 0 rate of pay.

SPECIAL EDUCATION CLERICAL

CLASSIFIED // 10.5 months // 8 hr

STEP	HOURLY RATE
0	$19.13
1	$19.35
2	$19.62
3	$19.84

SPECIAL EDUCATIONAL ASSISTANT

CLASSIFIED // 10 months // 7 hr

STEP	HOURLY RATE
0	$16.80
1	$17.05
2	$17.28
3	$17.49

CAFETERIA MANAGER

CLASSIFIED // 10.5 months // 8 hr

STEP	HOURLY RATE
0	$21.15
1	$21.37
2	$21.60
3	$21.81

Authorized Pay Plan – LSS Employees (Continued)

SCHOOL NUTRITION TECHNICIAN

CLASSIFIED // 10 months // 6.5 hr FT or variable hr PT

STEP	HOURLY RATE
0	$13.99
1	$14.20
2	$14.42
3	$14.63
4	$14.85

PLANT MANAGER

CLASSIFIED // 12 months // 8 hr

STEP	HOURLY RATE
0	$26.01
1	$26.23
2	$26.46
3	$26.67
4	$26.89

LEAD CUSTODIAN

CLASSIFIED // 12 months // 8 hr FT

STEP	HOURLY RATE
0	$15.47
1	$15.69
2	$15.91
3	$16.14
4	$16.35

CUSTODIAN

CLASSIFIED // 12 months // 8 hr FT or variable hr PT

STEP	HOURLY RATE
0	$14.84
1	$15.04
2	$15.25
3	$15.47
4	$15.68

Substitute Custodians will be paid at the Step 0 rate of pay.

L.E.A.P. MANAGER

CLASSIFIED // 10.5 months // 8 hr

STEP	HOURLY RATE
0	$21.15
1	$21.37
2	$21.60
3	$21.81

L.E.A.P. SITE DIRECTOR

CLASSIFIED // 10 month // PT

HOURLY RATE
$16.34

L.E.A.P. STAFF

CLASSIFIED // 10 month // PT

POSITION	HOURLY RATE
Certified	$16.40
Classified	$15.30

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
REVENUES						
Property Taxes						
110 R 31111 000 000 00000 000	Real Property Taxes (Current)	$ 1,499,373	$ 3,615,216	$ 2,915,987	$ 3,501,329	$ 3,647,615
110 R 31112 000 000 00000 000	Personal Property Taxes (Current)	13,123	34,113	41,065	41,065	52,943
110 R 31113 000 000 00000 000	Property Tax - Schools	539,397	562,388	675,393	675,393	706,370
110 R 31114 000 000 00000 000	Utility Tax (TPSC)	7,410	17,385	8,292	8,292	8,541
110 R 31115 000 000 00000 000	School Property Tax Reserves	359,310	374,939	450,480	450,480	471,135
110 R 31116 000 000 00000 000	Delinquent Property Tax	10,821	31,228	13,237	13,237	13,499
110 R 31117 000 000 00000 000	Property Tax Penalty & Interest	12,375	13,458	11,126	11,126	11,346
110 R 31118 000 000 00000 000	Special Property Tax - School	1,977,068	-	585,342	-	-
Total property taxes		4,418,877	4,648,727	4,700,922	4,700,922	4,911,449
Local Sales Taxes						
110 R 31600 000 000 00000 000	Local Option Sales Tax	981,036	1,173,137	1,552,093	1,446,478	1,640,161
110 R 31610 000 000 00000 000	Local Sales Tax - Schools	431,188	567,715	682,109	655,938	749,212
110 R 31700 000 000 00000 000	Wholesaler Beer Taxes	93,020	113,475	106,201	106,201	130,941
110 R 31720 000 000 00000 000	Wholesale Liquor Tax	3,005	4,464	4,000	4,000	5,893
110 R 31800 000 000 00000 000	Business Taxes	87,299	113,536	92,000	92,000	153,450
110 R 31801 000 000 00000 000	Telecom Sales City	4,899	5,412	5,300	5,300	4,771
110 R 31802 000 000 00000 000	Sports Betting Taxes	-	7,198	-	7,000	6,000
110 R 31912 000 000 00000 000	Cable Franchise (5%)	145,020	141,043	143,800	143,800	135,179
110 R 31920 000 000 00000 000	Room Occupancy Tax	61,069	74,369	50,874	50,874	88,881
Total local sales taxes		1,806,536	2,200,349	2,636,377	2,511,591	2,914,488
Intergovernmental						
110 R 33320 000 000 00000 000	TVA Pymt in Lieu of Taxes	288,084	267,643	263,158	387,279	325,000
110 R 33510 000 000 00000 000	State Sales Tax	1,132,436	1,318,779	1,176,400	1,650,320	1,819,313
110 R 33520 000 000 00000 000	State Income Tax (Hall)	102,215	62,071	-	-	-
110 R 33530 000 000 00000 000	TN Beer Tax	5,823	5,885	5,900	5,900	5,000
110 R 33540 000 000 00000 000	TN Mixed Drink Tax	-	383	-	-	-
110 R 33552 000 000 00000 000	TN City St & Trans Tax	24,677	24,677	25,000	25,000	25,000
Total intergovernmental		1,553,235	1,679,438	1,470,458	2,068,499	2,174,313
Licenses and Permits						
110 R 32210 000 000 00000 000	Beer Licenses	1,150	1,750	1,500	1,700	1,500
110 R 32600 000 000 00000 000	Warning Siren Fees	3,800	3,222	5,300	3,300	3,900
110 R 32608 000 000 00000 000	Certificate Of Occupancy	3,950	6,000	4,500	4,500	4,500
110 R 32610 000 000 00000 000	Building Permit Fee	112,368	173,090	95,000	95,000	110,000
110 R 32611 000 000 00000 000	Insp/Engineer Review Fees	93,767	61,651	31,800	53,850	47,300
110 R 32612 000 000 00000 000	BOA Appeals	1,500	3,296	2,500	2,500	1,000
110 R 32613 000 000 00000 000	Plat/Site Plan Review Fees	3,301	7,527	8,000	8,000	8,000
110 R 32614 000 000 00000 000	Drainage Control Fee	44,678	32,224	37,000	33,000	23,000
110 R 32615 000 000 00000 000	Park Improvement Fees	70,669	6,637	10,600	6,600	7,800
110 R 32616 000 000 00000 000	Cell Tower Fee	2,000	-	2,000	2,000	2,000
110 R 32617 000 000 00000 000	Admin Fees For Developments	12,680	15,212	10,700	15,160	7,900
110 R 32690 000 000 00000 000	Natural Resource Inventory	1,193	706	5,220	1,073	5,223
110 R 32691 000 000 00000 000	Tree Removal Fee	9,171	2,370	20,000	2,791	20,193
110 R 32692 000 000 00000 000	GIS Mapping Fees	22,828	15,876	5,500	10,450	4,050
110 R 32693 000 000 00000 000	Tree Bank Contributions	-	-	-	-	-
110 R 32700 000 000 00000 000	Fence Permit	1,110	2,240	1,000	1,130	1,000
110 R 32701 000 000 00000 000	Sign Permit	1,700	2,020	1,600	3,080	1,600
110 R 32702 000 000 00000 000	Land Disturbance Permit	600	6,440	3,000	7,535	4,500
110 R 32703 000 000 00000 000	Accessory Permits	3,680	5,644	3,500	3,500	3,500
110 R 32706 000 000 00000 000	Misc Permits	680	1,409	1,600	1,600	1,600
110 R 32707 000 000 00000 000	Street Disturbance Permit	120	520	500	885	500
110 R 32710 000 000 00000 000	TN One Call Fee	3,900	5,400	3,900	3,900	3,900
Total licenses and permits		394,845	353,234	254,720	261,554	262,966
Charges for Services						
110 R 34291 000 000 00000 000	Code Enforcement Charges	-	310	-	-	-
110 R 34312 000 000 00000 000	Payment In Lieu Roads	144,767	54,537	-	-	-
110 R 34725 000 000 00000 000	Concessions	1,360	-	2,000	2,000	2,000
110 R 34739 000 000 00000 000	Club House Rental Fee	15,382	14,175	30,000	30,000	30,000
110 R 34740 000 000 00000 000	Parks & Rec Rental Fee	600	1,403	2,000	2,000	2,000
110 R 34741 000 000 00000 000	Developer Fees For Parkland	36,733	46,528	65,000	45,380	47,282
110 R 34742 000 000 00000 000	Soccer Recreation Fees	62,798	9,861	100,000	100,000	5,000
110 R 34743 000 000 00000 000	Youth Baseball Fees	85	10,295	10,000	10,000	10,000
110 R 34744 000 000 00000 000	Youth Basketball Fees	36,403	19,345	40,000	40,000	40,000

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
REVENUES (Continued)						
Charges for Services (Continued)						
110 R 34746 000 000 00000 000	Adult Flag Football	$ -	$ -	$ 10,000	$ 10,000	$ 10,000
110 R 34747 000 000 00000 000	Senior Center Program Fees	-	-	-	-	5,000
110 R 34748 000 000 00000 000	Tennis Recreation Fees	2,605	6,866	10,000	10,000	10,000
110 R 34749 000 000 00000 000	Adult Basketball	-	-	-	-	-
110 R 34750 000 000 00000 000	Tour de Lakeland Fees	-	-	-	-	-
110 R 34751 000 000 00000 000	Youth Football Fees	4,142	23,090	25,000	25,000	25,000
110 R 34752 000 000 00000 000	Youth Cheerleading	11,160	17,168	30,000	30,000	30,000
110 R 34754 000 000 00000 000	Lego Camp	-	-	-	-	-
110 R 34755 000 000 00000 000	Recreation Camps	2,693	283	10,000	10,000	10,000
Total charges for services		318,728	203,861	334,000	314,380	226,282
Federal, State, and Local Grants						
110 R 33100 000 000 00000 000	LPRF Grant Revenue	319	-	300,000	500,000	-
110 R 33110 000 000 00000 000	Grant Revenue for Zadie Kuehl	-	169,224	-	-	-
110 R 33111 000 000 00000 000	CDBG Grant Revenue	-	-	-	-	225,000
110 R 33460 000 000 00000 000	New Canada Rd (PIN 107036.00)	35,803	20,911	11,680,000	8,205,900	13,080,000
110 R 33556 000 000 00000 000	DOL Reimbursement - Unempmnt	-	2,173	-	-	-
110 R 33811 000 000 00000 000	TN Grant Allocation	-	308,438	-	-	-
110 R 33812 000 000 00000 000	CARES Act Grant	-	496,540	-	-	-
110 R 33813 000 000 00000 000	Mem-TEMA Vaccination POD Grant	-	-	-	36,632	-
110 R 36832 000 000 00000 000	Huff n Puff Rd (PIN 115470.00)	2,024	-	-	-	-
110 R 36833 000 000 00000 000	Bike Ped Path Grant	140,638	635,444	-	371,313	-
110 R 36834 000 000 00000 000	ADA Transition Plan	279,991	-	-	-	-
110 R 36835 000 000 00000 000	Transportation Plan Update	-	-	-	112,000	168,000
110 R 36836 000 000 00000 000	TDOT Reimb - Closed Grants	-	-	-	54,863	-
Total federal, state, and local grants		458,775	1,632,730	11,980,000	9,280,708	13,473,000
Interest Income						
110 R 36100 000 000 00000 000	Interest Earned - Checking	6,098	7,117	7,000	7,000	7,000
110 R 36102 000 000 00000 000	Interest Earned - Rest LSS	419	127	100	100	-
110 R 36101 000 000 00000 000	Interest From CD's	15,820	2,490	5,224	5,224	2,317
Total interest income		22,337	9,734	12,324	12,324	9,317
Other Income						
110 R 35110 000 000 00000 000	City Court Fines & Fees	3,828	2,200	3,000	3,000	3,000
110 R 36330 000 000 00000 000	Sale of Assets	171	-	-	-	-
110 R 36335 000 000 00000 000	Insurance Reimbursements	45,541	-	-	-	-
110 R 36900 000 000 00000 000	Misc Income/Admin Fees	969	619	1,500	1,500	1,500
110 R 36901 000 000 00000 000	Donations/Lakeland Activities	3,320	2,920	3,000	3,000	3,000
110 R 36904 000 000 00000 000	Senior Citizens Donations	3,200	75	5,000	5,000	7,500
Total other income		57,029	5,814	12,500	12,500	15,000
Total revenues		9,030,362	10,733,887	21,401,301	19,162,478	23,986,815
EXPENDITURES						
General Government Expenditures						
110 E 41000 111 000 00000 000	GOV - Salary	115,136	114,990	116,741	122,595	129,958
110 E 41000 121 000 00000 000	GOV - Regular Employee Wages	40,022	37,344	47,400	49,280	52,244
110 E 41000 132 000 00000 000	GOV - Bonus Pay	18,300	63,189	76,119	76,119	93,980
110 E 41000 133 000 00000 000	GOV - Vehicle Allowance	-	-	-	-	6,000
110 E 41000 141 000 00000 000	GOV - FICA (Employer's Share)	13,112	12,884	16,859	17,451	19,678
110 E 41000 142 000 00000 000	GOV - Insurance	29,183	26,363	27,284	27,284	27,874
110 E 41000 143 000 00000 000	GOV - Retirement	5,931	6,335	8,625	8,918	9,923
110 E 41000 144 000 00000 000	GOV - HSA Retirement	-	2,641	-	640	1,040
110 E 41000 146 000 00000 000	GOV - Work Comp	908	2,642	1,773	1,849	1,828
110 E 41000 147 000 00000 119	GOV - Unemployment - COVID	3,326	2,983	-	-	-
110 E 41000 148 000 00000 000	GOV - Education/Training	5,680	2,410	5,000	5,000	5,000
110 E 41000 149 000 00000 000	GOV - Uniforms	-	-	300	-	-
110 E 41000 210 000 00000 000	GOV - Postage	5,107	6,180	7,000	7,000	7,000
110 E 41000 212 000 00000 000	GOV - Employee Engagement	-	-	-	300	500
110 E 41000 220 000 00000 000	GOV - Printing	6,444	6,765	10,000	10,000	10,000
110 E 41000 230 000 00000 000	GOV - Publicity/Dues	9,315	12,161	12,000	12,000	12,000
110 E 41000 241 000 00000 000	GOV - Electric	11,305	11,315	16,000	14,000	14,000
110 E 41000 242 000 00000 000	GOV - Water	447	1,878	1,000	3,000	3,500
110 E 41000 244 000 00000 000	GOV - Gas/Propane	2,006	2,772	3,000	3,000	3,000
110 E 41000 245 000 00000 000	GOV - Telephone	8,365	8,808	10,000	10,000	10,000
110 E 41000 245 000 00000 019	GOV - TELEPHONE COVID-19	102	520	-	-	-

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
General Government Expenditures (Continued)						
110 E 41000 251 000 00000 000	GOV - Trustee Collection Fees	$ 47,805	$ 24,797	$ 22,000	$ 26,000	$ 26,000
110 E 41000 252 000 00000 000	GOV - Legal Services	92,046	118,317	100,000	110,000	110,000
110 E 41000 252 000 00000 600	GOV - Legal Services - Bonds	3,045	-	3,500	3,500	3,500
110 E 41000 252 000 00000 800	GOV Legal Services - COVID-19	61,010	30,980	-	10,000	-
110 E 41000 253 000 00000 000	GOV - Accounting & Auditing Se	39,678	32,000	33,000	33,000	33,990
110 E 41000 255 000 00000 000	GOV - Data Processing Services	25,042	119	-	-	-
110 E 41000 257 000 00000 000	GOV - Property Tax Commission	82,118	152,455	95,000	95,000	95,000
110 E 41000 259 000 00000 000	GOV - Other Professional Servi	12,230	6,000	23,000	33,000	25,000
110 E 41000 261 000 00000 000	GOV - Repair & Maintenance Veh	827	237	1,500	1,500	1,500
110 E 41000 266 000 00000 000	GOV - Repair & Maintenance Bui	28,914	17,765	57,000	57,000	20,000
110 E 41000 267 000 00000 000	GOV - Repair & Maintenance Plu	2,673	2,000	3,000	3,000	3,000
110 E 41000 280 000 00000 000	GOV - Travel	1,052	-	4,000	4,000	4,000
110 E 41000 287 000 00000 000	GOV - Meals & Entertainment	2,155	1,300	5,000	5,000	5,000
110 E 41000 290 000 00000 000	GOV - Contracted Service	52,116	91,868	105,000	95,000	65,000
110 E 41000 291 000 00000 000	GOV - Ambulance Service	250,080	248,893	325,000	325,000	325,000
110 E 41000 296 000 00000 000	GOV - Keep Lakeland Beautiful	14,775	5,026	10,000	10,000	15,000
110 E 41000 299 000 00000 000	GOV - Contingency	507	-	2,000	1,700	1,500
110 E 41000 300 000 00000 000	GOV - Neighborhood Watch	-	-	12,000	12,000	12,000
110 E 41000 310 000 00000 000	GOV - Office Supplies & Materi	10,023	8,377	10,000	12,000	12,000
110 E 41000 318 000 00000 000	GOV - Miscellaneous	-	437	-	-	-
110 E 41000 320 000 00000 000	GOV - Operating Supplies	3,115	2,828	3,000	3,000	3,000
110 E 41000 320 000 00000 019	GOV - Op Supplies - CARES	-	173	-	-	-
110 E 41000 321 000 00000 000	GOV - Bank Charges	416	257	500	500	500
110 E 41000 331 000 00000 000	GOV - Gas, Oil, Diesel	648	996	800	800	1,000
110 E 41000 333 000 00000 000	GOV - Other Eqiup/Parts	-	43	-	-	-
110 E 41000 510 000 00000 000	GOV - Insurance	500	500	500	500	500
110 E 41000 511 000 00000 000	GOV - Insurance On Buildings	7,578	12,212	12,500	16,200	16,500
110 E 41000 513 000 00000 000	GOV - Liability	32,110	32,172	33,000	36,600	36,000
110 E 41000 521 000 00000 000	GOV - Surety Bonds For Officia	975	5,218	2,000	2,000	2,000
110 E 41000 720 000 00000 000	St Jude Dream Home	11,050	11,050	11,050	11,050	-
110 E 41000 948 000 00000 000	GOV - Computer Upgrades	13,280	1,563	-	-	-
110 E 41210 111 000 00000 000	CRT - Salary	2,500	4,255	6,630	6,630	6,500
110 E 41210 121 000 00000 000	CRT - Regular Employee Wages	3,665	3,748	3,865	4,227	4,524
110 E 41210 123 000 00000 000	CRT - Overtime Wages	3	5	27	30	31
110 E 41210 141 000 00000 000	CRT - FICA (Employer's Share)	406	569	808	826	849
110 E 41210 142 000 00000 000	CRT - Insurance	1,649	2,028	2,086	2,086	2,123
110 E 41210 143 000 00000 000	CRT - Retirement	182	187	197	215	230
110 E 41210 144 000 00000 000	CRT - RHS Plan	-	-	-	64	104
110 E 41210 146 000 00000 000	CRT - Work Comp	4	3	8	8	8
110 E 41210 148 000 00000 000	CRT - Education/Training	450	466	500	500	500
110 E 41210 255 000 00000 000	CRT - Data Processing	50	950	1,000	1,000	1,000
110 E 41210 318 000 00000 000	CRT- Court Cost Fees	149	161	200	200	200
110 E 41330 111 000 00000 000	BOC - Salary	25,200	25,200	25,200	25,200	25,200
110 E 41330 141 000 00000 000	BOC - FICA (Employer's Share)	1,928	1,928	1,928	1,928	1,928
110 E 41330 146 000 00000 000	BOC - Work Comp	22	19	40	40	40
110 E 41330 148 000 00000 000	BOC - Education/Training	-	210	1,000	1,000	1,000
110 E 41330 220 000 00000 000	BOC - Printing	-	5,774	-	-	-
110 E 41330 252 000 00000 019	BOC - Legal - Vaccine POD	-	2,963	-	-	-
110 E 41330 230 000 00000 000	BOC - EDC Marketing	-	-	10,000	10,000	10,000
110 E 41330 288 000 00000 000	BOC - Vol Appreciation Dinner	-	-	4,000	4,000	4,000
110 E 41330 670 000 00000 000	BOC - Election Commission Fee	-	11,930	-	-	12,000
110 E 41500 111 000 00000 000	FIN - Salary	71,231	86,544	88,268	92,706	99,258
110 E 41500 121 000 00000 000	FIN - Regular Employee Wages	122,676	124,852	128,129	139,939	149,271
110 E 41500 123 000 00000 000	FIN - Overtime Wages	456	248	897	1,009	1,016
110 E 41500 141 000 00000 000	FIN - FICA (Employer's Share)	13,636	15,400	16,788	18,041	19,280
110 E 41500 142 000 00000 000	FIN - Insurance	47,399	57,923	59,591	59,591	60,737
110 E 41500 143 000 00000 000	FIN - Retirement	9,032	10,364	10,973	11,790	12,602
110 E 41500 144 000 00000 000	FIN- HSA Retirement	852	1,092	-	2,496	4,056
110 E 41500 146 000 00000 000	FIN - Work Comp	254	204	435	467	435
110 E 41500 148 000 00000 000	FIN - Education/Training	1,023	1,217	5,500	5,500	5,500
110 E 41500 220 000 00000 000	FIN - Printing	1,003	1,980	1,500	2,100	3,000
110 E 41500 230 000 00000 000	FIN - Dues	555	1,264	600	600	1,500
110 E 41500 245 000 00000 000	FIN - Telephone	790	822	1,000	1,000	1,000
110 E 41500 245 000 00000 019	FIN - Telephone (CARES)	-	214	-	-	-
110 E 41500 259 000 00000 000	FIN - Other Prof Services	345	805	500	500	800
110 E 41500 280 000 00000 000	FIN - Travel	803	1,086	4,500	4,500	4,500

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
General Government Expenditures (Continued)						
110 E 41500 287 000 00000 000	FIN - Meals & Entertainment	$ 155	$ 40	$ 500	$ 500	$ 500
110 E 41500 299 000 00000 000	FIN - Contingency	275	-	1,000	400	1,000
110 E 41500 318 000 00000 000	FIN - Misc Expense	173	-	-	-	-
110 E 41711 111 000 00000 000	ITS - Salary	66,802	81,527	82,416	88,296	94,515
110 E 41711 121 000 00000 000	ITS - Regular Employee Wages	-	30,143	30,600	32,136	109,835
110 E 41711 122 000 00000 000	ITS - Temporary Employee Wages	-	-	26,780	25,033	-
110 E 41711 123 000 00000 000	ITS - Overtime Wages	-	-	-	-	361
110 E 41711 144 000 00000 000	ITS - RHS PLAN	-	1,865	-	640	2,080
110 E 41711 141 000 00000 000	ITS - FICA (Employer's Share)	4,806	8,418	10,801	11,236	15,817
110 E 41711 142 000 00000 000	ITS - Insurance	13,383	14,987	15,349	15,349	25,775
110 E 41711 143 000 00000 000	ITS - Retirement	2,849	3,529	4,162	4,456	7,471
110 E 41711 146 000 00000 000	ITS - Work Comp	73	107	282	292	358
110 E 41711 148 000 00000 000	ITS - Education/Training	285	400	3,000	3,000	5,000
110 E 41711 235 000 00000 000	ITS - Membership/Tuition	-	40	200	200	500
110 E 41711 245 000 00000 000	ITS - Telephone	-	204	-	1,500	900
110 E 41711 245 000 00000 019	ITS - Telephone - CARES	-	581	-	-	-
110 E 41711 255 000 00000 000	ITS - Data Processing Services	12,664	56,496	135,920	145,920	140,940
110 E 41711 255 000 00000 019	ITS - Data Processing - CARES	-	24,357	-	-	-
110 E 41711 258 000 00000 000	ITS - Flock Camera Access	-	-	-	-	65,000
110 E 41711 259 000 00000 000	ITS - Other Professional Servi	3,150	28,387	115,056	115,056	104,060
110 E 41711 269 000 00000 000	ITS - Repair & Maint - Equipment	-	-	-	-	5,790
110 E 41711 280 000 00000 000	ITS - Travel	-	-	3,000	3,000	5,100
110 E 41711 287 000 00000 000	ITS - Meals & Entertainment	-	-	450	450	500
110 E 41711 320 000 00000 000	ITS - Operating Supplies	695	479	500	500	500
110 E 41711 930 000 00000 019	ITS - Other Imp - AV - CARES	-	70,202	-	-	-
110 E 41711 948 000 00000 000	ITS - Computer Upgrades	-	13,286	17,450	19,000	37,735
110 E 41711 948 000 00000 019	ITS - Comp Upgrades - CARES	-	16,771	-	-	-
Total general government expenditures		1,482,030	1,845,993	2,057,087	2,140,943	2,281,444
Community Development Expenditures						
110 E 41670 111 000 00000 000	ENG - Salary	34,125	30,804	31,406	32,977	127,264
110 E 41670 121 000 00000 000	ENG - Regular Employee Wages	18,624	18,369	18,400	21,492	-
110 E 41670 122 000 00000 000	ENG - Temporary Employee Wages	15,502	13,619	15,297	16,255	17,233
110 E 41670 123 000 00000 000	ENG - Overtime Wages	45	9	129	129	-
110 E 41670 141 000 00000 000	ENG - FICA (Employer's Share)	5,163	4,877	5,041	5,460	11,164
110 E 41670 142 000 00000 000	ENG - Insurance	6,534	6,563	6,820	6,820	15,226
110 E 41670 143 000 00000 000	ENG - Retirement	2,669	2,470	2,522	2,749	6,426
110 E 41670 144 000 00000 000	ENG - HSA RETIREMENT	683	710	-	435	1,560
110 E 41670 146 000 00000 000	ENG - Work Comp	3,675	63	131	142	253
110 E 41670 148 000 00000 000	ENG - Education/Training	1,700	1,809	2,000	3,000	2,500
110 E 41670 230 000 00000 000	ENG - Publicity/Dues	496	599	1,000	1,000	1,000
110 E 41670 245 000 00000 000	ENG - Telephone	780	1,026	1,440	1,440	2,160
110 E 41670 245 000 00000 019	ENG - Telephone - CARES	-	796	-	-	-
110 E 41670 254 000 00000 000	ENG - Arch/Eng/Landscape Serv	2,010	5,621	15,000	18,770	15,000
110 E 41670 259 000 00000 000	ENG - Other Professional Servi	956	-	15,000	11,925	15,000
110 E 41670 280 000 00000 000	ENG - Travel	1,305	-	2,500	3,100	3,500
110 E 41670 287 000 00000 000	ENG - Meals & Entertainment	188	135	500	500	750
110 E 41670 299 000 00000 000	ENG - Contingency	40	-	2,500	755	2,500
110 E 41670 310 000 00000 000	ENG - Office Supplies	-	100	-	-	-
110 E 41670 326 000 00000 000	ENG - Uniforms	-	200	-	-	300
110 E 41670 331 000 00000 000	ENG - Gas, Oil, Diesel	170	282	500	500	500
110 E 41670 341 000 00000 000	ENG - Tools	-	-	-	-	400
110 E 41670 951 000 00000 019	ENG - Furn Fixt - CARES	-	1,277	-	-	-
110 E 41672 121 000 00000 000	INS - Regular Employee Wages	66,036	87,830	94,469	113,272	120,915
110 E 41672 123 000 00000 000	INS - Overtime Wages	1,211	2,530	547	1,226	1,234
110 E 41672 141 000 00000 000	INS - FICA (Employer's Share)	5,078	6,932	7,359	8,849	9,460
110 E 41672 142 000 00000 000	INS - Insurance	8,034	22,422	26,384	26,384	26,846
110 E 41672 143 000 00000 000	INS - Retirement	2,893	4,255	4,810	5,784	6,183
110 E 41672 144 000 00000 000	INS - RHS PLAN	-	582	-	1,440	2,340
110 E 41672 146 000 00000 000	INS - Work Comp	1,699	1,750	4,036	4,839	4,691
110 E 41672 148 000 00000 000	INS - Education/Training	575	748	1,000	2,000	2,750
110 E 41672 245 000 00000 000	INS - Telephone	1,605	822	3,000	3,000	3,000
110 E 41672 245 000 00000 019	INS - TELEPHONE-COVID-19	204	550	-	-	-
110 E 41672 261 000 00000 000	INS - Repair & Maintenance Mot	4,687	3,954	5,000	5,000	5,000
110 E 41672 280 000 00000 000	INS - Travel	-	-	300	300	1,500
110 E 41672 299 000 00000 000	INS - Contingency	-	-	300	300	300

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
Community Development Expenditures (Continued)						
110 E 41672 320 000 00000 000	INS - Operating Supplies	$ -	$ 349	$ -	$ -	$ -
110 E 41672 326 000 00000 000	INS - Uniforms	448	830	900	900	900
110 E 41672 331 000 00000 000	INS - Gas, Oil, Diesel	2,688	3,866	3,500	3,500	4,500
110 E 41672 341 000 00000 000	INS - Tools	927	854	1,000	1,000	1,500
110 E 41700 111 000 00000 000	PLN - Salary	41,538	44,452	61,202	62,400	65,192
110 E 41700 121 000 00000 000	PLN - Regular Employee Wages	38,764	40,045	108,499	117,302	124,286
110 E 41700 123 000 00000 000	PLN - Overtime Wages	1,227	2,305	3,967	1,776	1,794
110 E 41700 141 000 00000 000	PLN - FICA (Employer's Share)	5,970	6,625	13,415	14,012	14,777
110 E 41700 142 000 00000 000	PLN - Insurance	14,546	15,390	39,782	39,782	29,405
110 E 41700 143 000 00000 000	PLN - Retirement	5,074	5,324	8,393	8,753	9,255
110 E 41700 144 000 00000 000	PLN - HSA Retirement	777	808	-	480	2,600
110 E 41700 146 000 00000 000	PLN - Work Comp	109	99	342	361	332
110 E 41700 148 000 00000 000	PLN - Education/Training	230	150	2,500	2,500	6,000
110 E 41700 220 000 00000 000	PLN - Printing Binding	-	-	500	500	500
110 E 41700 230 000 00000 000	PLN - Publicity/Dues	1,479	1,778	2,000	2,000	2,000
110 E 41700 245 000 00000 000	PLN - Telephone	480	642	720	720	720
110 E 41700 245 000 00000 019	PLN - Telephone - CARES	-	214	540	540	-
110 E 41700 254 000 00000 000	PLN - Arch/Eng/Landscape Serv	-	-	150,000	50,000	150,000
110 E 41700 259 000 00000 000	PLN - Other Professional Servi	37,875	53,711	100,000	60,000	50,000
110 E 41700 280 000 00000 000	PLN - Travel	-	600	1,000	1,000	3,500
110 E 41700 287 000 00000 000	PLN - Meals & Entertainment	-	-	500	500	1,025
110 E 41700 310 000 00000 000	PLN - Office Supplies	-	-	500	500	500
110 E 41701 111 000 00000 000	ECD - Salary	13,846	14,817	20,401	20,800	21,731
110 E 41701 121 000 00000 000	ECD - Regular Employee Wages	12,883	13,348	12,024	14,924	15,980
110 E 41701 123 000 00000 000	ECD - Overtime Wages	409	768	463	592	598
110 E 41701 141 000 00000 000	ECD - FICA (Employer's Share)	1,987	2,135	2,540	2,803	2,959
110 E 41701 142 000 00000 000	ECD - Insurance	4,839	5,130	6,318	6,318	6,406
110 E 41701 143 000 00000 000	ECD - Retirement	1,688	1,725	1,660	1,832	1,934
110 E 41701 144 000 00000 000	ECD - HSA Retirement	259	269	-	640	520
110 E 41701 146 000 00000 000	ECD - Work Comp	36	31	65	72	66
110 E 41701 230 000 00000 000	ECD - Publicity/Dues	136	-	200	200	200
110 E 41701 252 000 00000 000	ECD - Legal Services	8,435	-	20,000	-	20,000
110 E 41701 259 000 00000 000	ECD - Other Professional Servi	41,000	36,000	36,000	31,000	55,000
110 E 41701 724 000 00000 000	EDC - Chamber of Commerce	24,000	24,000	24,000	24,000	24,000
110 E 41710 121 000 00000 000	CDE - Regular Employee Wages	39,731	38,341	38,585	40,123	42,952
110 E 41710 123 000 00000 000	CDE - Overtime Wages	124	153	270	289	292
110 E 41710 141 000 00000 000	CDE - FICA (Employer's Share)	2,877	2,716	3,002	3,121	3,341
110 E 41710 142 000 00000 000	CDE - Insurance	6,743	14,876	15,349	15,349	15,624
110 E 41710 143 000 00000 000	CDE - Retirement	1,866	1,938	1,962	2,040	2,184
110 E 41710 144 000 00000 000	CDE - HSA Retirement	-	-	-	-	1,040
110 E 41710 146 000 00000 000	CDE - Work Comp	1,151	36	78	81	75
110 E 41710 148 000 00000 000	CDE - Education/Training	-	45	500	500	500
110 E 41710 235 000 00000 000	CDE - Memberships/Tuition	-	-	200	200	200
110 E 41710 245 000 00000 000	CDE - Telephone	490	342	720	720	720
110 E 41710 245 000 00000 019	CDE - Telephone - CARES	-	291	-	-	-
110 E 41710 261 000 00000 000	CDE - Repair & Maintenance Mot	220	60	1,000	1,000	2,000
110 E 41710 326 000 00000 000	CDE - Uniforms	278	-	300	300	300
110 E 41710 331 000 00000 000	CDE - Gas, Oil, Diesel	1,281	1,559	1,600	1,600	1,600
110 E 41710 341 000 00000 000	CDE - Tools	-	-	500	500	500
Total community development expenditures		503,098	558,326	954,388	837,373	1,096,463
Public Works Expenditures						
110 E 43000 111 000 00000 000	PW - Salary	65,716	63,061	72,108	79,477	59,897
110 E 43000 121 000 00000 000	PW - Regular Employee Wages	210,434	207,834	263,651	284,755	298,396
110 E 43000 122 000 00000 000	PW - Temporary Employee Wages	-	-	40,000	-	-
110 E 43000 123 000 00000 000	PW - Overtime Wages	1,360	1,098	2,663	2,974	2,949
110 E 43000 141 000 00000 000	PW - FICA (Employer's Share)	21,080	21,380	26,148	28,349	27,908
110 E 43000 142 000 00000 000	PW - Insurance	63,910	48,265	86,238	86,238	72,812
110 E 43000 143 000 00000 000	PW - Retirement	13,297	11,503	16,582	18,023	17,736
110 E 43000 144 000 00000 000	PW - HSA Retirement	2,403	-	-	2,880	8,154
110 E 43000 146 000 00000 000	PW - Work Comp	12,376	8,690	26,637	28,969	29,806
110 E 43000 148 000 00000 000	PW - Education/Training	2,776	1,923	3,000	2,000	3,000
110 E 43000 230 000 00000 000	PW - Publicity/Dues	380	390	500	500	500
110 E 43000 241 000 00000 000	PW - Electric	3,313	3,330	3,750	3,750	5,500
110 E 43000 245 000 00000 000	PW - Telephone	1,332	2,565	2,000	2,000	2,000
110 E 43000 245 000 00000 019	PW - Telephone - CARES	451	2,128	-	-	-

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
Public Works Expenditures (Continued)						
110 E 43000 254 000 00000 000	PW - Architectural, Engineerin	$ 10,352	$ 8,886	$ 15,000	$ 8,000	$ 15,000
110 E 43000 259 000 00000 000	PW - Other Prof. Services	18,679	5,875	10,000	10,000	10,000
110 E 43000 261 000 00000 000	PW - Repair & Maintenance Moto	5,144	8,756	11,000	6,000	11,000
110 E 43000 280 000 00000 000	PW - Travel	1,840	-	4,000	2,000	5,000
110 E 43000 287 000 00000 000	PW - Meals & Entertainment	-	185	1,000	1,000	1,000
110 E 43000 289 000 00000 000	PW - Other Contracted Service	-	-	-	80,000	-
110 E 43000 290 000 00000 000	PW - Contracted Service	5,329	1,419	10,000	50,000	15,000
110 E 43000 299 000 00000 000	PW - Contingency	-	-	250	250	250
110 E 43000 326 000 00000 000	PW - Uniforms	2,625	3,191	4,500	4,500	5,700
110 E 43000 331 000 00000 000	PW - Gas, Oil, Diesel	5,499	5,218	10,000	9,000	10,000
110 E 43000 333 000 00000 000	PW - Other Equip Parts & Repai	6,631	9,050	10,000	10,000	10,000
110 E 43000 341 000 00000 000	PW - Tools	8,410	17,470	18,000	18,000	18,000
110 E 43000 344 000 00000 000	PW - Safety Supplies	1,998	3,569	4,000	4,352	4,000
110 E 43000 906 000 00000 000	PW - Street Drainage Improveme	61,648	-	-	-	-
110 E 43000 949 000 00000 000	PW - Sirens & Installation	1,191	2,772	7,500	4,000	7,500
Total public works expenditures		528,174	438,558	648,527	747,017	641,108
Parks and Recreation Expenditures						
110 E 44310 241 000 00000 000	SC - Electric	4,488	5,274	6,000	6,000	6,000
110 E 44310 242 000 00000 000	SC - Water	2,437	2,735	2,750	2,750	2,750
110 E 44310 244 000 00000 000	SC - Gas/Propane	337	369	350	350	350
110 E 44310 245 000 00000 000	SC - Telephone	3,679	3,793	3,700	3,700	3,700
110 E 44310 247 000 00000 000	SC - Programs - Admissions	-	-	-	-	4,000
110 E 44310 266 000 00000 000	SC - Repair & Maintenance Buil	1,091	558	20,000	6,000	20,000
110 E 44310 287 000 00000 000	SC - Meals & Entertainment	4,271	3,565	7,500	7,500	10,500
110 E 44310 290 000 00000 000	SC - Contracted Service	1,379	1,440	3,500	1,500	3,500
110 E 44310 299 000 00000 000	SC - Contingency	-	-	1,000	1,000	1,000
110 E 44310 300 000 00000 000	SC - Office Supplies & Materia	868	360	750	750	750
110 E 44310 320 000 00000 000	SC - Operating Supplies	1,839	283	2,000	500	2,500
110 E 44400 241 462 00000 000	REC - Electric - Y Soccer	-	-	-	-	10,000
110 E 44400 241 475 00000 000	REC - Electric - Y Football	-	-	-	-	5,000
110 E 44400 246 464 00000 000	REC - Rent - Y Bball	-	-	-	-	15,000
110 E 44400 246 465 00000 000	REC - Rent - Y Cheer	-	-	-	-	4,000
110 E 44400 246 466 00000 000	REC - Rent - Y Tball	-	-	-	-	6,000
110 E 44400 246 475 00000 000	REC - Rent - Y Football	-	-	-	-	2,500
110 E 44400 287 476 00000 000	REC - M&E - Camps	-	-	-	-	1,000
110 E 44400 287 477 00000 000	REC - M&E - Concessions	-	-	-	-	2,000
110 E 44400 290 472 00000 000	REC - Contracted Svc - Adult	-	-	-	-	6,000
110 E 44400 290 464 00000 000	REC - Contracted Svc - Y Bball	-	-	-	-	17,500
110 E 44400 290 465 00000 000	REC - Contracted Svc - Y Cheer	-	-	-	-	15,000
110 E 44400 290 466 00000 000	REC - Contracted Svc - Y Tball	-	-	-	-	1,000
110 E 44400 290 467 00000 000	REC - Contracted Svc - Tennis	-	-	-	-	5,000
110 E 44400 290 475 00000 000	REC - Contracted Svc - Y Football	-	-	-	-	7,500
110 E 44400 290 476 00000 000	REC - Contracted Svc - Camps	-	-	-	-	8,000
110 E 44400 290 480 00000 000	REC - Contracted Svc - Health	-	-	-	-	4,500
110 E 44400 320 472 00000 000	REC - Op Supplies - Adult	-	-	-	-	4,000
110 E 44400 320 462 00000 000	REC - Op Supplies - Y Soccer	-	-	-	-	500
110 E 44400 320 464 00000 000	REC - Op Supplies - Y Bball	-	-	-	-	2,500
110 E 44400 320 465 00000 000	REC - Op Supplies - Y Cheer	-	-	-	-	2,000
110 E 44400 320 466 00000 000	REC - Op Supplies - Y Tball	-	-	-	-	1,000
110 E 44400 320 467 00000 000	REC - Op Supplies - Tennis	-	-	-	-	1,000
110 E 44400 320 475 00000 000	REC - Op Supplies - Y Football	-	-	-	-	5,000
110 E 44400 320 476 00000 000	REC - Op Supplies - Camps	-	-	-	-	1,000
110 E 44400 320 480 00000 000	REC - Op Supplies - Health	-	-	-	-	500
110 E 44400 326 464 00000 000	REC - Uniforms - Y Bball	-	-	-	-	5,000
110 E 44400 326 465 00000 000	REC - Uniforms - Y Cheer	-	-	-	-	5,000
110 E 44400 326 466 00000 000	REC - Uniforms - Y Tball	-	-	-	-	2,000
110 E 44400 326 475 00000 000	REC - Uniforms - Y Football	-	-	-	-	5,000
110 E 44400 462 000 00000 000	REC - Youth Soccer	80,934	8,420	53,305	31,805	-
110 E 44400 464 000 00000 000	REC - Youth Basketball Expense	25,242	19,604	40,000	40,000	-
110 E 44400 465 000 00000 000	REC - Youth Cheerleading	17,664	13,019	26,000	15,017	-
110 E 44400 466 000 00000 000	REC - Youth T-Ball	799	8,238	10,000	10,000	-
110 E 44400 467 000 00000 000	REC - Youth Tennis	2,916	3,666	6,000	6,000	-
110 E 44400 472 000 00000 000	REC - Adult Flag Football	-	1,550	10,000	10,000	-
110 E 44400 475 000 00000 000	REC - Youth Football	13,891	21,633	25,000	40,525	-
110 E 44400 476 000 00000 000	REC - Recreation Camps	3,621	770	10,000	5,000	-

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
Parks and Recreation Expenditures (Continued)						
110 E 44400 477 000 00000 000	REC - Concessions	$ 468	$ -	$ 2,000	$ 2,000	$ -
110 E 44400 480 000 00000 000	REC - Health & Fitness	-	-	-	5,000	-
110 E 44421 241 000 00000 000	IHC - Electric	4,488	5,274	6,000	6,000	6,000
110 E 44421 242 000 00000 000	IHC - Water	2,437	2,735	3,500	3,500	3,500
110 E 44421 244 000 00000 000	IHC - Gas/Propane	337	369	350	350	350
110 E 44421 245 000 00000 000	IHC - Telephone	1,158	829	800	800	800
110 E 44421 259 000 00000 000	IHC - Other Professional Servi	-	-	-	-	-
110 E 44421 266 000 00000 000	IHC - Repair & Maintenance Bui	36,646	9,463	20,000	20,000	20,000
110 E 44421 290 000 00000 000	IHC - Contracted Service	1,259	2,768	3,000	3,000	3,000
110 E 44421 299 000 00000 000	IHC - Contingency	403	-	2,000	2,000	2,000
110 E 44421 320 000 00000 000	IHC - Operating Supplies	1,560	1,722	2,000	2,000	2,000
110 E 44421 951 000 00000 000	IHC - Furniture/Fixtures	2,851	720	10,000	10,000	10,000
110 E 44710 111 000 00000 000	PRK - Salary	63,059	79,332	80,912	84,968	90,979
110 E 44710 121 000 00000 000	PRK - Regular Employee Wages	71,420	88,868	190,887	216,028	242,799
110 E 44710 122 000 00000 000	PRK -Temporary Employee Wages	-	-	-	8,000	-
110 E 44710 123 000 00000 000	PRK - Overtime Wages	1,655	1,566	1,232	844	840
110 E 44710 141 000 00000 000	PRK - FICA (Employer's Share)	9,790	12,808	21,095	23,299	25,855
110 E 44710 142 000 00000 000	PRK - Insurance	30,691	44,708	97,679	97,679	93,965
110 E 44710 143 000 00000 000	PRK - Retirement	6,231	8,078	13,030	14,389	15,282
110 E 44710 144 000 00000 000	PRK - HSA RETIREMENT	1,503	935	-	1,920	6,240
110 E 44710 146 000 00000 000	PRK - Work Comp	2,117	2,266	7,778	8,701	13,401
110 E 44710 148 000 00000 000	PRK - Education/Training	1,059	2,224	4,000	4,000	5,000
110 E 44710 230 000 00000 000	PRK - Publicity/Dues	779	600	925	925	1,500
110 E 44710 242 000 00000 000	PRK - Water	-	-	-	10,000	10,000
110 E 44710 245 000 00000 000	PRK - Telephone	720	1,654	2,040	2,040	2,040
110 E 44710 245 000 00000 019	PRK - Telephone - CARES	-	291	-	-	-
110 E 44710 280 000 00000 000	PRK - Travel	977	610	6,500	6,500	8,000
110 E 44710 287 000 00000 000	PRK - Meals & Entertainment	296	-	1,600	1,600	2,500
110 E 44710 290 000 00000 000	PRK - Contracted Service	975	1,325	24,840	41,000	72,000
110 E 44710 299 000 00000 000	PRK - Contingency	1,255	-	3,000	-	3,000
110 E 44710 320 000 00000 000	PRK - Operating Supplies	2,970	1,107	3,500	3,500	3,500
110 E 44710 320 000 00000 019	PRK - Op Supplies - CARES	-	1,703	-	-	-
110 E 44710 321 000 00000 000	PRK - CC Processing Fees	-	1,008	-	3,000	4,800
110 E 44710 325 000 00000 116	PRK - Easter Fest	-	61	-	-	-
110 E 44710 325 110 00000 000	PRK - Halloween Fest	3,008	632	3,500	3,500	3,500
110 E 44710 325 114 00000 000	PRK - Christmas Fest	2,677	1,851	2,500	2,500	2,500
110 E 44710 325 118 00000 000	PRK - Fishing Rodeo	-	633	5,000	5,000	5,000
110 E 44710 325 119 00000 000	PRK - Concerts	6,186	10,645	22,000	15,000	27,000
110 E 44710 326 000 00000 000	PRK - Uniforms	-	135	300	1,150	1,150
110 E 44710 331 000 00000 000	PRK - Gas, Oil, Diesel	-	-	-	8,000	10,000
110 E 44710 333 000 00000 000	PRK - Other Equip Parts & Repa	1,442	4,701	5,500	5,500	5,500
110 E 44710 341 000 00000 000	PRK - Tools	1,025	2,358	2,500	6,000	14,000
110 E 44710 342 000 00000 000	PRK - Sign Parts & Supplies	1,351	1,067	2,000	2,000	2,000
110 E 44710 452 000 00000 000	PRK - Gravel & Sand	-	-	5,000	-	5,000
110 E 44710 455 000 00000 000	PRK - Landscaping	7,434	1,553	9,500	9,500	9,500
110 E 44710 461 000 00000 000	PRK - Park Maintenance	5,816	26,491	40,000	40,000	60,000
Total parks and recreation expenditures		441,499	418,367	834,323	869,590	994,051
Capital Outlays						
110 E 41000 932 000 00000 000	GOV - Building Improvements	-	-	80,000	10,000	275,000
110 E 41000 944 000 00000 000	GEN GOV - HVAC Replacement	-	27,175	-	-	-
110 E 41330 951 000 00000 019	BOC - Furn/Fixt - COVID-19	-	17,408	-	-	-
110 E 41670 773 000 00000 000	ENG - New Canada Rd Improvemen	122,478	401,883	14,600,000	9,800,000	16,350,000
110 E 41670 778 000 00000 000	ENG - Canada Rd Bike Ped Path	281,035	731,871	-	343,000	-
110 E 41670 779 000 00000 000	ENG - I-40 Interchange Fence	19,647	-	-	-	-
110 E 41670 780 000 00000 000	ENG - ADA Transition Plan	349,989	-	-	-	-
110 E 41670 781 000 00000 000	ENG - Transportation Plan Update	-	-	-	140,000	210,000
110 E 41670 944 000 00000 000	ENG - Capital Outlay - Vehicles	-	-	30,000	30,000	-
110 E 41670 951 000 00000 000	ENG - Furniture & Fixtures	-	-	-	-	6,000
110 E 41672 944 000 00000 000	INS - Capital Outlay - Vehicle	20,000	-	35,000	50,000	-
110 E 41672 951 000 00000 000	INS - Furniture & Fixtures	-	-	-	-	5,000
110 E 41701 739 000 00000 000	ECD - Gateway Signs Grant	23,550	-	-	-	-
110 E 41701 740 000 00000 000	ECD - Economic Dev-Edge Grant	30,000	-	-	-	-
110 E 41711 951 000 00000 000	ITS - Furniture & Fixtures	-	-	-	-	5,000
110 E 43000 951 000 00000 000	PW - Furniture & Fixtures	-	-	-	-	2,000
110 E 44710 781 000 00000 000	Zadie Kuehl Park Improvements	-	169,659	-	-	-

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
Capital Outlays (Continued)						
110 E 44710 923 000 00000 000	PRK - Park Development	$ -	$ 250,320	$ 341,000	$ 397,050	$ 140,000
110 E 44710 924 000 00000 000	Dog Park Project	12,160	340,398	-	-	-
110 E 44710 937 000 00000 000	PRK - Athletic Complex	145,059	79,517	1,770,000	1,165,000	150,000
110 E 44710 968 000 00000 000	PRK - I.H. Park Improvements	-	-	-	-	200,000
110 E 44710 969 000 00000 000	PRK - Hwy 70 Fields	2,587	17,306	-	-	-
Total capital outlays		1,006,505	2,035,537	16,856,000	11,935,050	17,343,000
Total expenditures		3,961,306	5,296,781	21,350,325	16,529,973	22,356,066
Excess (deficiency) of revenues over (under) expenditures		5,069,056	5,437,106	50,976	2,632,505	1,630,749
OTHER FINANCING SOURCES (USES)						
Issuance of Debt						
110 R 36934 000 000 00000 000	Interim Financing Proceeds	43,500,000	-	13,500,000	8,000,000	3,500,000
110 R 36935 000 000 00000 000	USDA Refi Proceeds - 2015 CON	-	14,794,500	-	-	-
110 R 36935 000 000 00000 019	USDA RD Bond Proceeds	-	-	-	45,205,500	-
110 R 36936 000 000 00000 000	USDA Proceeds - New Can Rd	-	-	2,920,000	-	-
Transfers In						
110 R 36968 000 000 00000 000	OFS - Transfer In from LSS	730,923	700,000	707,100	707,100	700,000
Transfers Out						
110 E 51621 765 000 00000 000	Operating Trans To State Street	(498,971)	(1,574,617)	(2,326,748)	(3,184,556)	(1,970,812)
110 E 51623 762 000 00000 000	Operating Trans To LSS	(580,063)	(783,255)	(682,215)	(682,215)	(713,505)
110 E 51630 690 000 00000 000	Operating Transfer To Debt Ser	(3,271,435)	(18,873,886)	(7,279,401)	(49,363,898)	(10,223,275)
110 E 51640 700 000 00000 000	Operating Trans to Storm Water	-	(245,000)	-	-	-
110 E 51923 762 000 00000 000	Capital Trans to LSS	(43,200,000)	(67,050)	-	(1,727,500)	-
Total other financing sources (uses)		(3,319,546)	(6,049,308)	6,838,736	(1,045,569)	(8,707,592)
Net change in fund balance		1,749,510	(612,202)	6,889,712	1,586,936	(7,076,843)
Fund balance, beginning		10,150,523	11,900,033	9,635,104	11,287,831	12,874,767
Fund balance, ending		$ 11,900,033	$ 11,287,831	$ 16,524,816	$ 12,874,767	$ 5,797,924
Supplemental Information: Fund Balance						
Nonspendable		$ 320,000	$ 1,660	$ -	$ 1,660	$ 1,660
Restricted		172,419	172,546	8,272,619	2,405,900	-
Committed		1,478,919	1,612,139	1,295,690	1,139,545	272,048
Assigned		1,340,354	1,770,000	-	449,590	-
Unassigned		8,588,341	7,731,486	6,956,507	8,878,072	5,524,216
Ending fund balance		$ 11,900,033	$ 11,287,831	$ 16,524,816	$ 12,874,767	$ 5,797,924

LSS General Purpose School Fund

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
REVENUES						
Property Taxes						
141 R 40110 000 000 00000 000	Current Year Property Tax	$ 4,422,150	$ 4,436,271	$ 4,700,000	$ 4,700,000	$ 5,169,751
141 R 40120 000 000 00000 000	Trustee's Collection - Prior Y	63,497	43,724	67,000	67,000	67,000
141 R 40130 000 000 00000 000	Chancery & Circuit Court - Pri	39,885	42,995	40,000	40,000	40,000
141 R 40162 000 000 00000 000	Pilot - Current TPSC	84,885	391,003	360,000	360,000	360,000
141 R 40163 000 000 00000 000	Delinquent/Other In Lieu of TA	(347)	(111)	-	-	-
Total property taxes		4,610,070	4,913,882	5,167,000	5,167,000	5,636,751
Local Sales Taxes						
141 R 40210 000 000 00000 000	Local Option Sales Taxes	2,091,879	2,552,449	2,092,000	2,092,000	3,206,230
Total local sales taxes		2,091,879	2,552,449	2,092,000	2,092,000	3,206,230
Intergovernmental						
141 R 40240 000 000 00000 000	Privilege & Wheel Tax	395,935	436,911	410,000	410,000	479,577
141 R 40270 000 000 00000 000	Business Tax	5,516	5,795	5,000	5,000	5,000
141 R 46511 000 000 00000 000	Basic Education Program	9,448,000	9,999,000	10,735,086	10,348,707	11,403,152
141 R 46590 000 000 00000 000	Other State Education Funds	6,294	89,341	-	-	-
141 R 46610 000 000 00000 000	Career Ladder Program	18,872	18,456	15,000	15,000	20,000
141 R 46850 000 000 00000 000	Mixed Drink Tax	-	383	-	-	-
141 R 46590 000 901 00000 000	Summer Learning Camps	-	-	-	94,336	181,261
141 R 46590 000 902 00000 000	Bridge Camps	-	-	-	53,175	77,718
141 R 46590 000 903 00000 000	Stream Camps	-	-	-	17,100	51,789
141 R 49950 000 000 00000 000	Shelby County MOE	73,015	-	73,015	73,015	73,015
Total intergovernmental		9,947,632	10,549,886	11,238,101	11,016,333	12,291,512
Charges for Services						
141 R 43517 000 000 00000 000	Tuition - Other	14,900	12,050	15,000	15,000	15,000
141 R 44120 000 000 00000 000	Lease/Rentals	18,360	22,527	20,000	20,000	22,000
Total charges for services		33,260	34,577	35,000	35,000	37,000
Interest Income						
141 R 44111 000 000 00000 000	Interest on Checking	4,176	5,168	4,500	4,500	4,500
141 R 44530 000 000 00000 000	Insurance Recovery	-	-	-	-	-
Total interest income		4,176	5,168	4,500	4,500	4,500
Other Income						
141 R 44170 000 000 00000 000	Miscellaneous Refunds	50,947	33,004	50,000	50,000	50,000
Total other income		50,947	33,004	50,000	50,000	50,000
Total revenues		16,737,964	18,088,966	18,586,601	18,364,833	21,225,993
EXPENDITURES						
Education Expenditures						
141 E 71100 116 310 00116 000	Teachers	3,473,788	3,724,113	4,000,000	3,834,720	4,005,000
141 E 71100 116 310 02000 000	Teachers	2,402,768	2,602,257	2,750,000	2,700,000	2,890,000
141 E 71100 116 310 03000 000	Teachers	-	-	-	-	1,000,000
141 E 71100 116 901 00116 000	Teachers	-	42,814	-	53,181	96,320
141 E 71100 116 902 02000 000	Teachers	-	17,912	-	22,888	40,800
141 E 71100 116 903 00116 000	Teachers	-	7,138	-	8,867	15,680
141 E 71100 117 310 00116 000	Career Ladder	12,000	9,000	9,000	9,000	9,000
141 E 71100 117 310 02000 000	Career Ladder	1,000	1,600	3,000	3,000	5,000
141 E 71100 117 310 03000 000	Career Ladder	-	-	-	-	3,000
141 E 71100 118 310 00116 000	Extended Contracts	-	-	-	-	-
141 E 71100 127 310 00116 000	Instructional Responsibility	-	-	-	-	-
141 E 71100 127 310 02000 000	Instructional Responsibility	-	-	-	-	-
141 E 71100 163 310 00116 000	Educational Assistants	88,343	148,252	130,000	130,000	106,000
141 E 71100 163 310 02000 000	Educational Assistants	53,970	116,277	65,000	65,000	64,000
141 E 71100 163 901 00116 000	Educational Assistants	-	5,489	-	4,465	9,443
141 E 71100 163 902 02000 000	Educational Assistants	-	911	-	992	1,903
141 E 71100 163 903 00116 000	Educational Assistants	-	-	-	744	1,537
141 E 71100 189 310 00116 000	Other Salaries & Wages	61,472	63,391	65,000	65,000	67,000
141 E 71100 189 310 02000 000	Other Salaries & Wages	75,215	77,804	80,100	65,100	67,000
141 E 71100 195 310 00116 000	Sub Teachers-Certified	31,442	41,123	50,000	50,000	50,000
141 E 71100 198 310 00116 000	Sub Teachers-Non-Certified	88,275	125,019	110,000	110,000	125,000
141 E 71100 201 310 00116 000	Social Security	215,561	236,027	270,568	250,568	271,000
141 E 71100 201 310 02000 000	Social Security	144,999	159,520	179,683	174,683	188,000
141 E 71100 201 310 03000 000	Social Security	-	-	-	-	62,000

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
Education Expenditures (Continued)						
141 E 71100 201 901 00116 000	Social Security	$ -	$ 3,266	$ -	$ 4,091	$ 6,557
141 E 71100 201 902 02000 000	Social Security	-	1,571	-	1,323	2,648
141 E 71100 201 903 00116 000	Social Security	-	545	-	542	1,067
141 E 71100 204 310 00116 000	State Retirement	314,513	285,776	390,831	390,831	380,000
141 E 71100 204 310 02000 000	State Retirement	235,357	248,567	248,670	270,257	263,000
141 E 71100 204 310 03000 000	State Retirement	-	-	-	-	86,900
141 E 71100 204 901 00116 000	State Retirement	-	4,816	-	5,792	11,243
141 E 71100 204 902 02000 000	State Retirement	-	1,974	-	2,086	4,298
141 E 71100 204 903 00116 000	State Retirement	-	803	-	921	1,830
141 E 71100 206 310 00116 000	Life Insurance	10,635	11,668	15,000	15,000	16,000
141 E 71100 206 310 02000 000	Life Insurance	7,385	8,195	10,000	10,000	11,000
141 E 71100 206 310 03000 000	Life Insurance	-	-	-	-	5,000
141 E 71100 207 310 00116 000	Medical Insurance	467,567	482,090	600,000	674,113	690,000
141 E 71100 207 310 02000 000	Medical Insurance	326,740	389,961	400,000	458,891	470,000
141 E 71100 207 310 03000 000	Medical Insurance	-	-	-	-	255,000
141 E 71100 208 000 00000 000	Dental Insurance	-	92	-	-	-
141 E 71100 212 310 00116 000	Employer Medicare	50,927	56,002	65,000	65,000	65,000
141 E 71100 212 310 02000 000	Employer Medicare	34,517	37,952	45,000	45,000	50,000
141 E 71100 212 310 03000 000	Employer Medicare	-	-	-	-	14,500
141 E 71100 212 901 00116 000	Medicare	-	764	-	765	1,534
141 E 71100 212 902 02000 000	Medicare	-	309	-	310	619
141 E 71100 212 903 00116 000	Medicare	-	127	-	127	250
141 E 71100 217 310 00116 000	SRT Rate	15,195	22,885	19,000	19,000	25,000
141 E 71100 217 310 02000 000	SRT Rate	14,454	16,801	16,000	16,000	20,000
141 E 71100 217 310 03000 000	SRT Rate	-	-	-	-	8,000
141 E 71100 217 901 00116 000	SRT Rate	-	-	-	635	-
141 E 71100 217 902 02000 000	SRT Rate	-	-	-	237	-
141 E 71100 217 903 00116 000	SRT Rate	-	-	-	106	-
141 E 71100 311 310 00116 000	Contracts w Other School Systems	-	161,575	165,000	165,000	-
141 E 71100 311 310 03000 000	Contracts w Otr School System	-	-	-	-	130,000
141 E 71100 312 310 00116 000	Contracts w Private Agencies	-	2,500	10,000	15,073	17,000
141 E 71100 312 310 02000 000	Contracts w Private Agencies	-	2,500	10,000	6,933	10,000
141 E 71100 312 310 03000 000	Contracts w Private Agencies	-	-	-	-	10,000
141 E 71100 399 310 00116 000	Other Contracted Services	163	10,080	2,500	8,800	15,000
141 E 71100 399 310 02000 000	Other Contracted Services	800	1,900	2,500	2,230	10,000
141 E 71100 399 310 03000 000	Other Contracted Services	-	-	-	-	5,000
141 E 71100 429 310 00116 000	Instructional Supplies & Mater	22,090	1,006	25,000	13,734	25,000
141 E 71100 429 310 02000 000	Instructional Supplies & Mater	5,182	150	5,000	8,230	20,000
141 E 71100 429 310 03000 000	Instructional Supplies & Mater	-	-	-	-	8,000
141 E 71100 429 901 00116 000	Instructional Supplies	-	19,085	-	135	19,220
141 E 71100 429 902 02000 000	Instructional Supplies	-	1,022	-	571	1,593
141 E 71100 429 903 00116 000	Instructional Supplies	-	13,469	-	6,531	20,000
141 E 71100 449 310 00116 000	Textbooks	76,626	48,277	110,000	60,000	70,000
141 E 71100 449 310 02000 000	Textbooks	36,542	42,840	70,000	70,000	75,000
141 E 71100 449 310 03000 000	Textbooks	-	-	-	-	30,000
141 E 71100 471 310 00116 000	Software	-	21,832	30,000	30,000	35,000
141 E 71100 471 310 02000 000	Software	-	10,688	30,000	30,000	35,000
141 E 71100 471 310 03000 000	Software	-	-	-	-	90,000
141 E 71100 499 310 00116 000	Other Supplies & Materials	6,000	8,000	10,000	10,000	15,000
141 E 71100 499 310 02000 000	Other Supplies & Materials	6,000	8,000	10,000	10,000	15,000
141 E 71100 499 310 03000 000	Other Supplies & Materials	-	-	-	-	7,000
141 E 71100 722 310 00116 000	Reg Inst Equipment	6,710	5,972	50,000	24,799	25,000
141 E 71100 722 310 02000 000	Reg Inst Equipment	125,634	6,944	50,000	100,201	100,000
141 E 71100 722 903 00116 000	Reg Inst Equipment	-	-	-	8,337	8,337
141 E 71200 116 320 00116 000	Teachers	314,386	335,416	370,000	417,613	427,000
141 E 71200 116 320 02000 000	Teachers	221,777	221,060	245,000	233,533	238,000
141 E 71200 116 320 03000 000	Teachers	-	-	-	-	70,000
141 E 71200 117 320 00116 000	Career Ladder	500	-	-	-	-
141 E 71200 127 320 00116 000	Career Ladder Extended Contrac	3,400	4,400	-	-	-
141 E 71200 127 320 02000 000	Career Ladder Extended Contrac	5,400	3,900	-	-	-
141 E 71200 163 320 00116 000	Educational Assistants	247,499	242,046	290,000	274,239	293,000
141 E 71200 163 320 02000 000	Educational Assistants	93,632	95,937	100,000	100,000	98,000
141 E 71200 163 320 03000 000	Educational Assistants	-	-	-	-	25,000
141 E 71200 171 320 01000 000	Speech Pathologist	67,832	68,739	142,000	121,615	126,000
141 E 71200 201 320 00116 000	Social Security	31,192	32,729	40,920	40,920	45,000

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
Education Expenditures (Continued)						
141 E 71200 201 320 01000 000	Social Security	$ 4,210	$ 4,269	$ 8,804	$ 8,804	$ 9,000
141 E 71200 201 320 02000 000	Social Security	17,723	17,522	21,390	21,390	22,000
141 E 71200 201 320 03000 000	Social Security	-	-	-	-	5,890
141 E 71200 204 320 00116 000	State Retirement	42,099	42,899	67,782	57,782	68,000
141 E 71200 204 320 01000 000	State Retirement	7,211	7,042	14,583	14,583	15,000
141 E 71200 204 320 02000 000	State Retirement	26,828	25,261	35,432	30,432	35,000
141 E 71200 204 320 03000 000	State Retirement	-	-	-	-	10,000
141 E 71200 206 320 00116 000	Life Insurance	1,679	1,761	2,000	2,000	2,500
141 E 71200 206 320 01000 000	Life Insurance	201	207	500	500	700
141 E 71200 206 320 02000 000	Life Insurance	933	963	1,100	1,100	2,200
141 E 71200 207 320 00116 000	Medical Insurance	129,863	111,260	175,000	153,000	160,000
141 E 71200 207 320 01000 000	Medical Insurance	-	-	-	10,000	12,000
141 E 71200 207 320 02000 000	Medical Insurance	60,589	64,224	84,800	84,800	90,000
141 E 71200 207 320 03000 000	Medical Insurance	-	-	-	-	18,000
141 E 71200 212 320 00116 000	Employer Medicare	7,295	7,654	9,570	9,570	10,500
141 E 71200 212 320 01000 000	Employer Medicare	985	998	2,059	2,059	3,000
141 E 71200 212 320 02000 000	Employer Medicare	4,145	4,098	5,003	5,003	5,000
141 E 71200 212 320 03000 000	Employer Medicare	-	-	-	-	1,400
141 E 71200 217 320 00116 000	SRT Rate	1,893	2,126	2,500	2,500	3,000
141 E 71200 217 320 01000 000	SRT Rate	-	-	-	5,000	2,500
141 E 71200 217 320 02000 000	SRT Rate	1,005	978	1,500	1,500	2,000
141 E 71200 217 320 03000 000	SRT Rate	-	-	-	-	1,000
141 E 71200 311 320 00116 000	Contracts W OTR School Systems	-	-	-	-	-
141 E 71200 312 320 00116 000	Contracts W Private Agencies	14,299	52,500	70,000	70,000	70,000
141 E 71200 320 000 00116 000	Dues & Memberships	-	-	150	150	150
141 E 71200 320 000 02000 000	Dues & Memberships	-	-	150	150	150
141 E 71200 336 320 00116 000	Maint & Repair-Equipment	-	-	-	-	-
141 E 71200 336 320 02000 000	Dues & Memberships	-	-	-	-	-
141 E 71200 399 320 00116 000	Other Contracted Services	-	900	900	900	2,000
141 E 71200 429 320 00116 000	Instructional Supplies & Mater	5,025	7,500	7,500	7,500	8,000
141 E 71200 429 320 02000 000	Instructional Supplies & Mater	6,731	3,349	7,500	7,500	8,000
141 E 71200 499 320 00116 000	Other Supplies & Materials	866	694	2,000	2,000	2,500
141 E 71200 499 320 02000 000	Other Supplies & Materials	345	-	2,000	2,000	3,500
141 E 71200 725 320 00116 000	Special Education Equipment	588	2,500	2,500	2,500	2,500
141 E 71200 725 320 02000 000	Special Education Equipment	-	2,500	2,500	2,500	2,500
141 E 71900 188 000 00000 000	Bonus Pay	129,550	43,711	-	500	-
141 E 71900 188 000 00116 000	Bonus Pay	21,900	23,700	35,000	34,500	35,000
141 E 71900 188 000 02000 000	Bonus Pay	14,100	22,050	25,000	25,000	25,000
141 E 71900 189 000 02000 000	Coaching Stipends	12,789	48,390	75,000	75,000	256,000
141 E 71900 201 000 00000 000	Social Security	7,083	19,966	-	31	-
141 E 71900 201 000 00116 000	Social Security	1,275	1,372	2,170	2,139	2,170
141 E 71900 201 000 02000 000	Social Security	1,506	3,889	6,200	6,200	17,500
141 E 71900 204 000 00000 000	State Retirement	11,211	27,228	-	25	-
141 E 71900 204 000 00116 000	State Retirement	1,981	2,190	3,595	3,570	3,100
141 E 71900 204 000 02000 000	State Retirement	2,468	6,109	10,270	10,270	25,000
141 E 71900 206 000 02000 000	Life Insurance	-	-	-	-	-
141 E 71900 212 000 00000 000	Employer Medicare	1,784	4,854	-	7	-
141 E 71900 212 000 00116 000	Employer Medicare	298	321	508	501	600
141 E 71900 212 000 02000 000	Employer Medicare	354	925	1,450	1,450	4,100
141 E 71900 217 000 00000 000	SRT Rate	364	1,609	-	-	-
141 E 71900 217 000 00116 000	SRT Rate	80	149	500	500	-
141 E 71900 217 000 02000 000	SRT Rate	158	308	600	600	-
141 E 72120 105 620 01000 000	Supervisor/Director	-	-	13,044	13,044	13,000
141 E 72120 131 620 00116 000	Medical Personnel	33,934	34,525	36,000	-	33,000
141 E 72120 131 620 02000 000	Medical Personnel	31,386	29,398	36,000	-	37,000
141 E 72120 131 901 00116 000	Nurses	-	1,667	-	2,525	4,193
141 E 72120 131 902 02000 000	Nurses	-	1,657	-	1,723	3,380
141 E 72120 131 903 00116 000	Nurses	-	278	-	405	683
141 E 72120 189 620 00116 000	Other Salaries & Wages	31,765	36,254	29,000	29,000	29,000
141 E 72120 189 620 02000 000	Other Salaries and Wages	28,289	28,258	29,000	29,000	30,000
141 E 72120 201 620 00116 000	Social Security	3,481	4,345	4,030	4,030	4,030
141 E 72120 201 620 01000 000	Social Security	-	(17)	809	809	1,000
141 E 72120 201 620 02000 000	Social Security	3,703	3,519	4,030	4,030	4,200
141 E 72120 201 901 00116 000	Social Security	-	103	-	157	260
141 E 72120 201 902 02000 000	Social Security	-	103	-	107	210

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
Education Expenditures (Continued)						
141 E 72120 201 903 00116 000	Social Security	$ -	$ 17	$ -	$ 25	$ 42
141 E 72120 204 620 00116 000	State Retirement	2,911	3,121	6,000	6,000	5,000
141 E 72120 204 620 01000 000	State Retirement	-	-	1,340	1,340	1,400
141 E 72120 204 620 02000 000	State Retirement	2,984	3,457	6,000	6,000	5,000
141 E 72120 204 901 00116 000	State Retirement	-	-	-	377	377
141 E 72120 204 902 02000 000	State Retirement	-	-	-	348	348
141 E 72120 204 903 00116 000	State Retirement	-	-	-	61	61
141 E 72120 206 620 00116 000	Life Insurance	198	189	500	500	300
141 E 72120 206 620 01000 000	Life Insurance	-	-	200	200	200
141 E 72120 206 620 02000 000	Life Insurance	197	193	500	500	300
141 E 72120 207 620 00116 000	Medical Insurance	15,762	16,707	22,896	22,896	23,500
141 E 72120 207 620 01000 000	Medical Insurance	-	-	-	-	8,000
141 E 72120 207 620 02000 000	Medical Insurance	-	-	-	-	23,500
141 E 72120 212 620 00116 000	Employer Medicare	814	1,016	1,000	1,000	1,000
141 E 72120 212 620 01000 000	Employer Medicare	-	(4)	190	190	250
141 E 72120 212 620 02000 000	Employer Medicare	866	823	1,000	1,000	1,000
141 E 72120 212 901 00116 000	Medicare	-	24	-	37	61
141 E 72120 212 902 02000 000	Medicare	-	24	-	25	49
141 E 72120 212 903 00116 000	Medicare	-	4	-	6	10
141 E 72120 217 620 00116 000	SRT Rate	-	177	-	-	-
141 E 72120 217 620 02000 000	SRT Rate	-	175	-	-	-
141 E 72120 399 620 01000 000	Other Contracted Services	509	2,833	6,000	6,000	6,000
141 E 72120 499 620 00116 000	Other Supplies & Materials	1,539	975	1,000	1,000	1,000
141 E 72120 499 620 02000 000	Other Supplies & Materials	1,089	927	1,000	1,000	1,000
141 E 72120 499 901 00116 000	Other Supplies	-	-	-	1,500	1,500
141 E 72120 499 902 02000 000	Other Supplies	-	-	-	500	500
141 E 72120 499 903 00116 000	Other Supplies	-	-	-	210	210
141 E 72120 735 620 00116 000	Health Equipment	39	36	750	750	750
141 E 72120 735 620 02000 000	Health Equipment	-	-	750	750	750
141 E 72120 790 620 00116 000	Other Equipment	518	2,145	2,500	2,500	2,500
141 E 72120 790 620 02000 000	Other Equipment	517	-	2,500	2,500	2,500
141 E 72130 105 901 00116 000	Supervisor	-	3,840	-	3,840	7,706
141 E 72130 105 902 02000 000	Supervisor	-	4,480	-	4,480	8,960
141 E 72130 105 903 00116 000	Supervisor	-	640	-	640	1,254
141 E 72130 118 330 01000 000	Instructional Responsibility	129,276	131,776	76,000	151,794	163,000
141 E 72130 123 330 00116 000	Career Ladder	95,943	95,883	100,000	100,000	105,000
141 E 72130 123 330 02000 000	Career Ladder	136,147	138,804	142,000	134,000	137,000
141 E 72130 123 330 03000 000	Guidance Counselors	-	-	67,000	-	84,000
141 E 72130 201 330 00116 000	Social Security	5,404	5,403	6,200	6,200	6,600
141 E 72130 201 330 01000 000	Social Security	7,712	8,016	4,750	9,449	11,000
141 E 72130 201 330 02000 000	Social Security	8,046	8,201	8,804	8,804	9,000
141 E 72130 201 330 03000 000	Social Security	-	-	4,154	-	5,500
141 E 72130 201 901 00116 000	Social Security	-	238	-	238	478
141 E 72130 201 902 02000 000	Social Security	-	28	-	528	556
141 E 72130 201 903 00116 000	Social Security	-	40	-	40	78
141 E 72130 204 330 00116 000	State Retirement	6,745	6,730	10,270	10,270	10,000
141 E 72130 204 330 01000 000	State Retirement	13,742	13,500	7,805	15,657	16,000
141 E 72130 204 330 02000 000	State Retirement	14,469	14,221	14,583	14,583	12,000
141 E 72130 204 330 03000 000	State Retirement	-	-	6,881	-	8,000
141 E 72130 204 901 00116 000	State Retirement	-	395	-	396	794
141 E 72130 204 902 02000 000	State Retirement	-	461	-	461	923
141 E 72130 204 903 00116 000	State Retirement	-	66	-	66	129
141 E 72130 206 330 00116 000	Life Insurance	287	294	500	500	500
141 E 72130 206 330 01000 000	Life Insurance	384	375	600	880	900
141 E 72130 206 330 02000 000	Life Insurance	404	414	600	600	700
141 E 72130 206 330 03000 000	Life Insurance	-	-	500	-	700
141 E 72130 207 330 00116 000	Medical Insurance	17,767	18,833	25,000	18,500	19,000
141 E 72130 207 330 01000 000	Medical Insurance	6,468	6,856	15,000	9,856	10,500
141 E 72130 207 330 02000 000	Medical Insurance	11,299	11,977	10,600	37,600	40,000
141 E 72130 212 330 00116 000	Employer Medicare	1,264	1,264	1,450	1,450	1,600
141 E 72130 212 330 01000 000	Employer Medicare	1,804	1,875	1,102	2,201	2,500
141 E 72130 212 330 02000 000	Employer Medicare	1,882	1,918	2,059	2,059	2,100
141 E 72130 212 330 03000 000	Employer Medicare	-	-	972	-	1,300
141 E 72130 212 901 00116 000	Medicare	-	56	-	56	112
141 E 72130 212 902 02000 000	Medicare	-	65	-	65	130

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
Education Expenditures (Continued)						
141 E 72130 212 903 00116 000	Medicare	$ -	$ 9	$ -	$ 9	$ 18
141 E 72130 217 330 00116 000	SRT Rate	1,890	1,900	2,100	2,100	2,500
141 E 72130 322 330 00116 000	Evaluation & Testing	10,968	5,100	5,000	5,000	6,000
141 E 72130 322 330 02000 000	Evaluation & Testing	4,093	300	5,000	5,000	6,000
141 E 72130 499 330 00116 000	Other Supplies & Materials	332	258	2,500	2,500	2,500
141 E 72130 499 330 02000 000	Other Supplies & Materials	191	9	2,500	2,500	3,500
141 E 72130 524 330 00116 000	In-Service/Staff Development	692	480	1,250	1,250	2,500
141 E 72130 524 330 02000 000	In-Service/Staff Development	692	480	1,250	1,250	2,500
141 E 72130 524 330 03000 000	In-Service/Staff Development	-	-	-	-	1,500
141 E 72130 790 330 00116 000	Other Equipment	280	223	1,500	1,500	1,000
141 E 72130 790 330 02000 000	Other Equipment	-	223	1,500	1,500	1,000
141 E 72130 790 330 03000 000	Other Equipment	-	-	-	-	1,000
141 E 72210 105 335 01000 000	Supervisor/Director	62,846	63,789	70,000	152,950	215,000
141 E 72210 117 335 00116 000	Carrer Ladder	1,000	1,000	1,000	1,000	1,000
141 E 72210 129 335 00116 000	Librarian(s)	66,352	66,352	68,000	68,000	70,000
141 E 72210 129 335 02000 000	Librarian(s)	53,203	54,650	58,000	58,000	59,000
141 E 72210 189 335 00116 000	Other Salaries & Wages	82,607	82,607	85,000	85,000	86,000
141 E 72210 189 335 02000 000	Other Salaries & Wages	66,918	68,294	76,000	76,000	80,000
141 E 72210 196 335 01000 000	In-Service Training	-	-	2,000	2,000	2,000
141 E 72210 201 335 00116 000	Social Security	9,024	9,019	9,548	9,548	10,000
141 E 72210 201 335 01000 000	Social Security	3,904	3,963	4,340	11,343	14,000
141 E 72210 201 335 02000 000	Social Security	6,723	6,911	8,308	8,308	9,000
141 E 72210 204 335 00116 000	State Retirement	15,941	15,363	15,816	15,816	15,000
141 E 72210 204 335 01000 000	State Retirement	6,680	6,543	7,189	18,823	19,000
141 E 72210 204 335 02000 000	State Retirement	10,853	10,833	13,762	13,762	13,000
141 E 72210 206 335 00116 000	Life Insurance	441	438	600	600	800
141 E 72210 206 335 01000 000	Life Insurance	185	197	300	883	800
141 E 72210 206 335 02000 000	Life Insurance	356	360	600	600	800
141 E 72210 207 335 00116 000	Medical Insurance	12,936	13,712	17,068	6,171	18,000
141 E 72210 207 335 01000 000	Medical Insurance	-	-	-	16,000	18,000
141 E 72210 207 335 02000 000	Medical Insurance	22,230	23,564	30,000	30,000	30,000
141 E 72210 212 335 00116 000	Employer Medicare	2,110	2,109	2,233	2,233	2,500
141 E 72210 212 335 01000 000	Employer Medicare	913	927	1,015	2,653	3,000
141 E 72210 212 335 02000 000	Employer Medicare	1,572	1,616	1,943	1,943	2,200
141 E 72210 217 335 02000 000	SRT Rate	1,048	1,083	1,000	1,000	1,200
141 E 72210 355 335 00116 000	Travel	977	743	1,000	1,000	-
141 E 72210 355 335 01000 000	Travel	-	-	1,000	1,000	-
141 E 72210 355 335 02000 000	Travel	193	-	1,000	1,000	-
141 E 72210 432 335 00116 000	Library Books/Media	3,977	3,938	4,000	4,000	4,000
141 E 72210 432 335 02000 000	Library Books/Media	3,863	3,919	4,000	4,000	4,000
141 E 72210 432 335 03000 000	Library Books/Media	-	-	-	-	4,000
141 E 72210 499 335 00116 000	Other Supplies & Materials	1,026	1,100	2,500	665	2,500
141 E 72210 499 335 02000 000	Other Supplies & Materials	427	1,100	2,500	643	2,500
141 E 72210 499 335 03000 000	Other Supplies & Materials	-	-	-	-	1,000
141 E 72210 524 335 00116 000	In-Service/Staff Development	-	350	500	500	1,000
141 E 72210 524 335 01000 000	In-Service/Staff Development	-	-	-	-	1,000
141 E 72210 524 335 02000 000	In-Service/Staff Development	-	-	500	500	2,000
141 E 72210 599 335 00116 000	Other Charges	255	-	500	-	-
141 E 72210 599 335 01000 000	Other Charges	-	-	-	-	10,000
141 E 72210 599 335 02000 000	Other Charges	500	1,144	500	1,022	-
141 E 72220 105 350 01000 000	Supervisor/Director	20,955	101,356	105,000	105,000	110,000
141 E 72220 124 350 01000 000	Psychological Personnel	78,215	79,388	83,000	83,000	86,000
141 E 72220 162 350 00116 000	Clerical Personnel	32,491	32,958	33,000	33,000	34,000
141 E 72220 162 350 02000 000	Clerical Personnel	31,237	31,685	33,000	33,000	34,000
141 E 72220 189 350 01000 000	Other Salaries & Wages	73,693	-	-	-	-
141 E 72220 201 350 00116 000	Social Security	1,696	1,714	2,046	2,046	2,500
141 E 72220 201 350 01000 000	Social Security	10,683	11,208	11,656	11,656	12,500
141 E 72220 201 350 02000 000	Social Security	1,813	1,970	2,046	2,046	2,500
141 E 72220 204 350 00116 000	State Retirement	1,397	1,417	1,650	1,650	3,000
141 E 72220 204 350 01000 000	State Retirement	18,375	15,928	19,308	19,308	19,000
141 E 72220 204 350 02000 000	State Retirement	1,562	1,584	1,650	1,650	3,000
141 E 72220 206 350 00116 000	Life Insurance	95	98	300	300	400
141 E 72220 206 350 01000 000	Life Insurance	515	547	800	800	900
141 E 72220 206 350 02000 000	Life Insurance	92	96	300	300	400
141 E 72220 207 350 00116 000	Medical Insurance	11,299	11,977	15,000	15,000	18,000

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
Education Expenditures (Continued)						
141 E 72220 207 350 02000 000	Medical Insurance	$ 6,468	$ 6,856	$ 9,000	$ 9,000	$ 11,000
141 E 72220 212 350 00116 000	Employer Medicare	397	401	479	479	500
141 E 72220 212 350 01000 000	Employer Medicare	2,498	2,621	2,726	2,726	3,000
141 E 72220 212 350 02000 000	Employer Medicare	424	461	479	479	500
141 E 72220 217 350 01000 000	SRT Rate	-	1,590	1,600	1,600	1,800
141 E 72220 399 350 01000 000	Other Contracted Services	20,996	24,675	30,000	30,000	30,000
141 E 72220 499 350 01000 000	Other Supplies & Materials	683	871	1,000	1,000	1,000
141 E 72220 524 350 01000 000	In-Service/Staff Development	1,607	614	4,000	4,000	4,000
141 E 72250 105 360 01000 000	Supervisor/Director	98,556	98,556	101,000	101,000	106,000
141 E 72250 117 360 01000 000	Carrer Ladder	1,500	1,000	1,000	1,000	1,000
141 E 72250 189 360 01000 000	Other Salaries & Wages	132,140	133,733	127,000	127,000	132,000
141 E 72250 201 360 01000 000	Social Security	13,950	13,773	14,198	14,198	15,000
141 E 72250 204 360 01000 000	State Retirement	17,243	16,911	20,000	20,000	22,000
141 E 72250 206 360 01000 000	Life Insurance	659	702	1,000	1,000	1,500
141 E 72250 207 360 01000 000	Medical Insurance	19,404	27,170	26,000	26,000	30,000
141 E 72250 212 360 01000 000	Employer Medicare	3,262	3,221	3,321	3,321	3,500
141 E 72250 308 360 01000 000	Consultants	-	-	-	-	2,000
141 E 72250 312 360 01000 000	Contracts With Private Agencies	-	36,328	47,000	52,814	70,000
141 E 72250 336 360 01000 000	Maint & Repair-Equipment	-	1,540	5,000	5,000	5,000
141 E 72250 350 360 01000 000	Internet Connectivity	5,504	102,998	90,000	90,000	140,000
141 E 72250 355 360 01000 000	Travel	51	-	500	-	-
141 E 72250 399 360 01000 000	Other Contracted Services	158,609	-	-	-	-
141 E 72250 471 360 01000 000	Software	-	28,114	35,000	35,000	50,000
141 E 72250 524 360 01000 000	In-Service/Staff Development	841	158	4,000	500	4,000
141 E 72250 599 360 01000 000	Other Charges	8,834	8,791	10,000	8,186	10,000
141 E 72250 701 360 01000 000	Equipment	7,780	8,971	10,000	10,000	20,000
141 E 72310 118 110 01000 000	Secretary to Board	1,500	1,500	1,500	1,500	1,500
141 E 72310 189 110 01000 000	Other Salaries & Wages	11,816	12,000	12,000	12,000	12,000
141 E 72310 201 110 01000 000	Social Security	816	828	837	837	837
141 E 72310 204 110 01000 000	State Retirement	64	64	500	500	500
141 E 72310 206 110 01000 000	Life Insurance	491	762	800	800	800
141 E 72310 207 110 01000 000	Medical Insurance	41,864	80,158	90,000	90,000	150,000
141 E 72310 212 110 01000 000	Employer Medicare	191	194	196	196	196
141 E 72310 215 000 00000 000	OPEB-GASB Trust	475,000	150,000	150,000	677,258	-
141 E 72310 320 110 01000 000	Dues & Memberships	4,046	1,258	2,500	2,500	2,500
141 E 72310 331 110 01000 000	Legal Services	63,216	59,202	80,000	141,592	100,000
141 E 72310 499 110 01000 000	Other Supplies & Materials	1,075	892	3,000	3,000	3,000
141 E 72310 506 110 01000 000	Liability Insurance	44,000	51,870	55,000	59,588	75,000
141 E 72310 508 110 01000 000	Premium on Corporate Surety B	623	623	1,000	1,344	2,000
141 E 72310 513 110 01000 000	Workmen's Compensation Insuran	25,940	23,124	25,000	25,000	35,000
141 E 72310 524 110 01000 000	In-Service/Staff Development	8,585	4,313	12,000	13,384	15,000
141 E 72310 599 110 01000 000	Other Charges	164,350	18,657	25,000	22,092	25,000
141 E 72320 101 210 01000 000	County Official/Administrative	157,060	160,181	162,365	162,365	165,613
141 E 72320 188 210 01000 000	Bonus Pay	-	-	-	7,500	-
141 E 72320 201 210 01000 000	Social Security	8,036	8,639	10,067	10,537	12,000
141 E 72320 204 210 01000 000	State Retirement	18,514	18,223	30,000	31,200	32,000
141 E 72320 206 210 01000 000	Life Insurance	450	450	800	800	1,000
141 E 72320 207 210 01000 000	Medical Insurance	23,084	24,455	32,860	32,860	33,500
141 E 72320 208 210 01000 000	Dental Insurance	1,487	1,487	2,200	2,200	2,200
141 E 72320 212 210 01000 000	Employer Medicare	2,531	2,579	2,355	2,465	2,800
141 E 72320 299 210 01000 000	Other Fringe Benefits	21,785	22,034	18,000	18,000	18,000
141 E 72320 320 210 01000 000	Dues & Memberships	2,643	3,263	3,600	6,493	8,000
141 E 72320 348 210 01000 000	Postal Charges	58	137	500	500	500
141 E 72320 355 210 01000 000	Travel	-	-	1,500	1,500	1,500
141 E 72320 399 210 01000 000	Other Contracted Services	381	5,249	1,600	1,575	1,600
141 E 72320 435 210 01000 000	Office Supplies	1,224	130	2,500	2,021	2,500
141 E 72320 524 210 01000 000	In-Service/Staff Development	2,396	1,072	2,000	2,504	2,500
141 E 72320 599 210 01000 000	Other Charges	1,178	7,486	10,000	7,107	10,000
141 E 72320 701 210 01000 000	Administration Equipment	-	-	1,500	1,500	1,500
141 E 72410 104 215 00116 000	Principal(s)	110,735	110,735	113,000	105,000	116,000
141 E 72410 104 215 02000 000	Principal(s)	108,164	110,735	113,000	113,000	105,000
141 E 72410 117 215 00116 000	Career Ladder	1,000	1,000	1,000	1,000	1,000
141 E 72410 139 215 00116 000	Assistant Principal(s)	162,246	164,495	171,000	171,000	265,000
141 E 72410 139 215 02000 000	Assistant Principal(s)	169,004	175,244	179,000	172,000	179,000
141 E 72410 139 215 03000 000	Assistant Principal(s)	-	-	97,000	-	185,500

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
Education Expenditures (Continued)						
141 E 72410 161 215 00116 000	Secretary(s)	$ 39,979	$ 37,980	$ 41,000	$ 41,000	$ 42,000
141 E 72410 161 215 02000 000	Secretary(s)	40,824	41,157	42,000	42,000	43,000
141 E 72410 162 215 00116 000	Clerical Personnel	28,246	28,252	29,000	29,000	29,000
141 E 72410 162 215 01000 000	Clerical Personnel	37,827	38,394	48,000	48,000	50,000
141 E 72410 162 215 02000 000	Clerical Personnel	27,462	27,786	29,000	29,000	29,000
141 E 72410 162 215 03000 000	Clerical Personnel	-	-	-	-	57,000
141 E 72410 201 215 00116 000	Social Security	20,260	20,246	22,010	22,010	29,000
141 E 72410 201 215 01000 000	Social Security	2,359	2,394	2,976	2,976	3,100
141 E 72410 201 215 02000 000	Social Security	20,171	20,880	22,506	22,506	24,000
141 E 72410 201 215 03000 000	Social Security	-	-	6,014	6,014	15,500
141 E 72410 204 215 00116 000	State Retirement	32,058	31,176	36,459	36,459	40,000
141 E 72410 204 215 01000 000	State Retirement	1,891	1,920	2,400	2,400	4,500
141 E 72410 204 215 02000 000	State Retirement	32,877	32,774	37,280	37,280	32,000
141 E 72410 204 215 03000 000	State Retirement	-	-	9,962	9,962	21,100
141 E 72410 206 215 00116 000	Life Insurance	1,015	1,044	1,500	1,500	2,000
141 E 72410 206 215 01000 000	Life Insurance	108	117	500	500	800
141 E 72410 206 215 02000 000	Life Insurance	1,019	1,074	1,600	1,600	2,000
141 E 72410 206 215 03000 000	Life Insurance	-	-	1,000	1,000	2,000
141 E 72410 207 215 00116 000	Medical Insurance	35,534	37,666	47,000	47,000	50,000
141 E 72410 207 215 02000 000	Medical Insurance	36,346	35,540	42,000	42,000	55,000
141 E 72410 207 215 03000 000	Medical Insurance	-	-	16,000	16,000	18,000
141 E 72410 212 215 00116 000	Employer Medicare	4,738	4,735	5,148	5,148	7,000
141 E 72410 212 215 01000 000	Employer Medicare	552	560	696	696	1,000
141 E 72410 212 215 02000 000	Employer Medicare	4,717	4,883	5,264	5,264	7,000
141 E 72410 212 215 03000 000	Employer Medicare	-	-	1,407	1,407	3,550
141 E 72410 320 215 00116 000	Dues & Memberships	450	600	750	750	750
141 E 72410 320 215 02000 000	Dues & Memberships	639	600	750	750	750
141 E 72410 499 000 00116 000	Other Supplies & Materials	6,167	6,730	10,000	10,000	10,000
141 E 72410 499 000 02000 000	Other Supplies & Materials	5,517	6,361	10,000	9,389	10,000
141 E 72410 499 000 03000 000	Other Supplies & Materials	-	-	-	-	2,500
141 E 72410 524 215 00116 000	In-Service/Staff Development	43	-	250	250	500
141 E 72410 524 215 02000 000	In-Service/Staff Development	466	-	250	861	500
141 E 72410 524 215 03000 000	In-Service/Staff Development	-	-	-	-	500
141 E 72410 701 000 02000 000	Administration Equipment	200	-	2,000	2,000	2,000
141 E 72410 701 215 00116 000	Administration Equipment	630	-	2,000	2,000	2,000
141 E 72410 701 215 03000 000	Administration Equipment	-	-	-	-	2,000
141 E 72510 105 410 01000 000	Supervisor/Director	71,492	72,564	92,250	92,250	97,000
141 E 72510 119 410 01000 000	Accountants/Bookkeepers	31,513	51,048	54,000	54,000	56,000
141 E 72510 201 410 01000 000	Social Security	5,550	6,942	9,500	9,500	10,000
141 E 72510 204 410 01000 000	State Retirement	5,150	6,181	7,313	7,313	8,000
141 E 72510 206 410 01000 000	Life Insurance	323	372	600	600	800
141 E 72510 207 410 01000 000	Medical Insurance	26,552	23,883	31,311	31,311	32,000
141 E 72510 212 410 01000 000	Employer Medicare	1,298	1,624	2,500	2,500	2,500
141 E 72510 312 410 01000 000	Contract With Private Agencies	-	43,051	50,000	51,954	60,000
141 E 72510 320 410 01000 000	Dues & Memberships	-	-	-	65	100
141 E 72510 399 410 01000 000	Other Contracted Services	38,492	503	1,500	1,425	2,500
141 E 72510 435 410 01000 000	Office Supplies	1,480	552	4,000	2,286	4,000
141 E 72510 499 410 01000 000	Other Supplies & Materials	104	-	1,000	591	1,000
141 E 72510 524 410 01000 000	In-Service/Staff Development	3,040	270	4,000	4,000	4,000
141 E 72510 599 360 01000 000	Other Charges	-	-	-	180	-
141 E 72510 701 410 01000 000	Administration Equipment	288	389	1,000	1,000	1,000
141 E 72520 105 510 01000 000	Supervisor/Director	82,824	84,066	97,000	97,000	102,000
141 E 72520 189 510 01000 000	Other Salaries & Wages	-	33,254	37,000	37,000	40,000
141 E 72520 201 510 01000 000	Social Security	4,643	6,735	8,500	8,500	10,000
141 E 72520 204 510 01000 000	State Retirement	3,561	5,277	8,000	8,000	9,500
141 E 72520 206 510 01000 000	Life Insurance	243	360	720	720	720
141 E 72520 207 510 01000 000	Medical Insurance	15,762	16,707	21,000	21,000	22,000
141 E 72520 210 510 01000 000	Unemployment Compensation	-	-	5,000	5,000	5,000
141 E 72520 212 510 01000 000	Employer Medicare	1,086	1,575	2,000	2,000	2,500
141 E 72520 312 510 01000 000	Contracts With Private Agencies	-	6,566	11,650	11,650	14,000
141 E 72520 320 510 01000 000	Dues & Memberships	-	-	-	30	100
141 E 72520 399 510 01000 000	Other Contracted Services	6,130	-	-	-	-
141 E 72520 435 510 01000 000	Office Supplies	760	672	2,000	2,000	2,000
141 E 72520 524 510 01000 000	In-Service/Staff Development	2,705	120	2,500	2,470	2,500
141 E 72520 599 510 01000 000	Other Charges	180	180	200	200	200

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
Education Expenditures (Continued)						
141 E 72520 701 510 01000 000	Administration Equipment	$ -	$ 1,950	$ 5,500	$ 5,500	$ 5,500
141 E 72610 105 625 00116 000	Supervisor/Director	53,887	51,800	60,000	60,000	57,000
141 E 72610 105 625 02000 000	Supervisor/Director	63,427	59,584	60,000	60,000	57,000
141 E 72610 160 625 00116 000	Guards	-	39,502	41,000	-	43,000
141 E 72610 166 901 00116 000	Custodians	-	265	-	254	518
141 E 72610 166 902 02000 000	Custodians	-	-	-	603	603
141 E 72610 166 903 00116 000	Custodians	-	44	-	40	84
141 E 72610 189 625 00116 000	Other Salaries & Wages	126,891	141,569	160,000	160,000	180,000
141 E 72610 189 625 02000 000	Other Salaries & Wages	118,115	133,802	160,000	160,000	180,000
141 E 72610 189 625 03000 000	Other Salaries & Wages	-	-	-	-	136,000
141 E 72610 201 625 00116 000	Social Security	10,943	13,993	16,182	16,182	16,500
141 E 72610 201 625 02000 000	Social Security	10,853	11,580	13,640	13,640	15,000
141 E 72610 201 625 03000 000	Social Security	-	-	-	-	9,000
141 E 72610 201 901 00116 000	Social Security	-	16	-	16	32
141 E 72610 201 902 02000 000	Social Security	-	-	-	37	37
141 E 72610 201 903 00116 000	Social Security	-	3	-	2	5
141 E 72610 204 625 00116 000	State Retirement	5,489	7,439	15,000	15,000	15,000
141 E 72610 204 625 02000 000	State Retirement	5,951	6,019	13,000	13,000	15,000
141 E 72610 204 625 03000 000	State Retirement	-	-	-	-	7,000
141 E 72610 204 901 00116 000	State Retirement	-	-	-	53	53
141 E 72610 204 902 02000 000	State Retirement	-	-	-	62	62
141 E 72610 204 903 00116 000	State Retirement	-	-	-	9	9
141 E 72610 206 625 00116 000	Life Insurance	309	467	1,000	1,000	1,000
141 E 72610 206 625 02000 000	Life Insurance	323	347	800	800	800
141 E 72610 206 625 03000 000	Life Insurance	-	-	-	-	800
141 E 72610 207 625 00116 000	Medical Insurance	12,936	20,569	28,000	28,000	20,000
141 E 72610 207 625 02000 000	Medical Insurance	11,299	11,977	16,000	16,000	20,000
141 E 72610 207 625 03000 000	Medical Insurance	-	-	-	-	20,000
141 E 72610 212 625 00116 000	Employer Medicare	2,559	3,272	3,785	3,785	5,000
141 E 72610 212 625 02000 000	Employer Medicare	2,538	2,708	3,190	3,190	5,000
141 E 72610 212 625 03000 000	Employer Medicare	-	-	-	-	2,000
141 E 72610 212 901 00116 000	Medicare	-	4	-	17	21
141 E 72610 212 902 02000 000	Medicare	-	-	-	24	24
141 E 72610 212 903 00116 000	Medicare	-	1	-	3	3
141 E 72610 312 625 00116 000	Contracts With Private Agencies	-	25,485	30,000	30,000	36,000
141 E 72610 312 625 02000 000	Contracts With Private Agencies	-	25,727	30,000	30,000	36,000
141 E 72610 312 625 03000 000	Contracts w Private Agencies	-	-	-	-	36,000
141 E 72610 399 625 00116 000	Other Contracted Services	22,870	8,306	-	-	-
141 E 72610 399 625 02000 000	Other Contracted Services	24,112	8,527	-	-	-
141 E 72610 410 625 00116 000	Custodial Supplies	10,113	11,726	15,000	15,000	15,000
141 E 72610 410 625 02000 000	Custodial Supplies	6,290	11,361	15,000	15,000	30,000
141 E 72610 415 625 00116 000	Electricity	113,029	103,463	120,000	120,000	120,000
141 E 72610 415 625 02000 000	Electricity	119,471	114,166	150,000	150,000	250,000
141 E 72610 499 625 00116 000	Other Supplies & Materials	4,615	5,559	6,000	6,000	6,000
141 E 72610 499 625 02000 000	Other Supplies & Materials	3,418	4,253	6,000	6,000	12,000
141 E 72610 499 901 00116 000	Other Supplies	-	2,000	-	-	2,000
141 E 72610 499 902 02000 000	Other Supplies	-	1,500	-	-	1,500
141 E 72610 502 625 01000 000	Building and Content Insurance	(50)	-	-	-	-
141 E 72610 524 625 01000 000	In-Service/Staff Development	250	-	-	-	-
141 E 72610 720 625 01000 000	Plant Operation Equipment	2,128	1,700	10,000	10,000	10,000
141 E 72620 335 630 00116 000	Maint & Repair-Building	10,928	19,739	25,000	25,000	25,000
141 E 72620 335 630 02000 000	Maint & Repair-Building	6,293	13,592	25,000	25,000	25,000
141 E 72620 336 630 00116 000	Maint & Repair-Building	1,462	1,500	2,000	2,000	2,000
141 E 72620 336 630 02000 000	Maint & Repair-Building	1,500	1,500	2,000	2,000	2,000
141 E 72620 399 630 00116 000	Other Contracted Services	18,124	16,626	25,000	25,000	30,000
141 E 72620 399 630 02000 000	Other Contracted Services	22,504	15,170	175,000	175,000	175,000
141 E 72620 499 630 00116 000	Other Supplies & Materials	6,000	5,553	6,000	6,000	6,000
141 E 72620 499 630 02000 000	Other Supplies & Materials	2,536	450	6,000	6,000	6,000
141 E 72620 499 630 03000 000	Other Supplies & Materials	-	-	-	-	6,000
141 E 72620 717 630 00116 000	Maintenance Equipment	-	-	2,500	2,500	2,500
141 E 72620 717 630 01000 000	Maintenance Equipment	2,004	-	-	-	-
141 E 72620 717 630 02000 000	Maintenance Equipment	-	2,479	2,500	2,500	2,500
141 E 72620 717 630 03000 000	Maintenance Equipment	-	-	-	-	2,500
141 E 72710 312 635 01000 000	Contracts w Private Agencies	-	567,033	750,000	750,000	750,000
141 E 72710 399 635 01000 000	Other Contracted Services	617,201	-	-	-	-

LSS General Purpose School Fund (Continued)

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
Education Expenditures (Continued)						
141 E 72830 189 640 01000 000	Other Salaries & Wages	$ 33,716	$ -	$ -	$ -	$ -
141 E 72830 201 640 01000 000	Social Security	1,965	-	-	-	-
141 E 72830 204 640 01000 000	State Retirement	1,686	-	-	-	-
141 E 72830 206 640 01000 000	Life Insurance	97	-	-	-	-
141 E 72830 207 640 01000 000	Medical Insurance	6,164	-	-	-	-
141 E 72830 212 640 01000 000	Employer Medicare	459	-	-	-	-
141 E 72830 499 640 01000 000	Other Supplies & Materials	75	-	-	-	-
141 E 72830 524 640 01000 000	In-Service/Staff Development	180	-	-	-	-
141 E 73100 105 901 00116 000	Supervisors	-	1,047	-	2,621	2,096
141 E 73100 105 902 02000 000	Supervisors	-	761	-	916	1,677
141 E 73100 165 901 00116 000	Cafeteria Personnel	-	1,428	-	1,428	2,856
141 E 73100 165 902 02000 000	Cafeteria Personnel	-	504	-	638	1,142
141 E 73100 201 901 00116 000	Social Security	-	153	-	154	307
141 E 73100 201 902 02000 000	Social Security	-	78	-	96	175
141 E 73100 204 901 00116 000	State Retirement	-	45	-	465	510
141 E 73100 204 902 02000 000	State Retirement	-	38	-	103	141
141 E 73100 212 901 00116 000	Medicare	-	36	-	36	72
141 E 73100 212 902 02000 000	Medicare	-	18	-	23	41
141 E 73100 422 901 00116 000	Food Supplies	-	1,764	-	8,666	10,000
141 E 73100 422 902 02000 000	Food Supplies	-	1,425	-	500	4,000
141 E 73100 422 903 00116 000	Food Supplies	-	-	-	2,729	500
141 E 73100 499 901 00116 000	Other Supplies	-	183	-	2,817	3,000
141 E 73100 499 902 02000 000	Other Supplies	-	-	-	1,400	1,400
Total education expenditures		15,587,652	16,257,624	18,404,081	18,921,928	22,256,625
Debt Service - Principal						
141 E 81300 610 000 00000 002	Principal on 2018 Apple Lease	33,670	34,577	-	-	-
141 E 81300 610 000 00000 003	Principal on 2017 Lenovo Lease	73,183	69,456	-	-	-
Total debt service - principal		106,853	104,033	-	-	-
Debt Service - Interest and Fiscal Charges						
141 E 81300 611 000 00000 002	Interest on 2018 Apple Lease	1,771	864	-	-	-
141 E 81300 611 000 00000 003	Interest on 2017 Lenovo Lease	-	3,727	-	-	-
Total debt service - interest and fiscal charges		1,771	4,591	-	-	-
Capital Outlays						
141 E 76100 308 810 01000 000	Consultants	-	-	44,000	44,000	64,000
141 E 76100 790 810 01000 000	Other Equipment	-	70,357	100,000	100,000	100,000
141 E 76100 799 810 01000 000	Other Capital Outlay	-	3,200	-	-	-
Total capital outlays		-	73,557	144,000	144,000	164,000
Total expenditures		15,696,276	16,439,805	18,548,081	19,065,928	22,420,625
Excess (deficiency) of revenues over (under) expenditures		1,041,688	1,649,161	38,520	(701,095)	(1,194,632)
OTHER FINANCING SOURCES (USES)						
Transfers In						
141 R 49800 000 000 00000 000	Operating Transfers	580,063	857,798	682,215	682,215	713,505
Transfers Out						
141 E 99100 590 000 00000 000	Transfers to Other Funds	(730,923)	(700,000)	(1,707,100)	(4,307,100)	(700,000)
Total other financing sources (uses)		(150,860)	157,798	(1,024,885)	(3,624,885)	13,505
Net change in fund balance		890,828	1,806,959	(986,365)	(4,325,980)	(1,181,127)
Fund balance, beginning		6,166,251	7,057,079	8,864,038	8,864,038	4,538,058
Fund balance, ending		$ 7,057,079	$ 8,864,038	$ 7,877,673	$ 4,538,058	$ 3,356,931

LSS School Capital Projects Fund

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
REVENUES						
Federal, State, and Local Grants						
177 R 44991 000 000 00000 680	Shelby County Capital Funds	$ 1,261,019	$ 487,886	$ 400,000	$ 371,457	$ 500,000
Total federal, state, and local grants		1,261,019	487,886	400,000	371,457	500,000
Interest Income						
177 R 44110 000 000 00000 650	Investment Income	3,394	-	-	-	-
177 R 44110 000 000 00000 660	Investment Income	3,704	-	-	-	-
177 R 44110 000 000 00000 670	Investment Income	252,025	56,251	50,000	50,000	-
Total interest income		259,123	56,251	50,000	50,000	-
Total revenues		1,520,142	544,137	450,000	421,457	500,000
EXPENDITURES						
Capital Outlays						
177 E 91300 304 000 00000 660	Architects	607,651	-	-	-	-
177 E 91300 304 000 00000 670	Architects	440,574	84,493	465,000	465,000	-
177 E 91300 304 000 00000 680	Architects	237,005	-	-	38,500	-
177 E 91300 308 000 00000 670	Consultants	57,932	-	-	-	-
177 E 91300 308 000 00000 680	Consultants	34,781	44,400	-	-	-
177 E 91300 399 000 00000 000	Other Contracted Services	-	-	-	4,273	-
177 E 91300 399 000 00000 680	Other Contracted Services	-	2,500	5,000	5,000	-
177 E 91300 706 000 00000 000	Building Construction	-	-	2,000,000	2,000,000	-
177 E 91300 706 000 00000 651	Building Construction	-	56,328	-	-	-
177 E 91300 706 000 00000 660	Building Construction	4,500	-	-	-	-
177 E 91300 706 000 00000 670	Building Construction	-	19,533,211	20,488,867	13,865,089	1,727,500
177 E 91300 706 000 00000 680	Building Construction	827,301	203,184	300,000	232,957	-
177 E 91300 711 000 00000 000	Furniture & Fixtures	-	-	-	2,000,000	-
177 E 91300 711 000 00000 651	Furniture Fixtures & Equipment	-	4,915	-	-	-
177 E 91300 711 000 00000 660	Furniture & Fixtures	7,125	-	-	-	-
177 E 91300 711 000 00000 670	Furniture & Fixtures	-	681,233	5,400,000	5,400,000	-
177 E 91300 711 000 00000 680	Furniture & Fixtures	104,952	19,134	95,000	95,000	500,000
177 E 91300 715 000 00000 000	Land	-	-	1,000,000	1,595,727	-
177 E 91300 791 000 00000 670	Construction Cost Contingency	-	-	1,696,133	1,696,133	-
Total capital outlays		2,321,821	20,629,398	31,450,000	27,397,679	2,227,500
Total expenditures		2,321,821	20,629,398	31,450,000	27,397,679	2,227,500
Excess (deficiency) of revenues over (under) expenditures		(801,679)	(20,085,261)	(31,000,000)	(26,976,222)	(1,727,500)
OTHER FINANCING SOURCES (USES)						
Transfers In						
177 R 49800 000 000 00000 000	Operating Transfers	-	-	1,000,000	5,327,500	-
177 R 49800 000 000 00000 670	USDA High School Transfer In From City	43,200,000	67,050	-	-	-
Total other financing sources (uses)		43,200,000	67,050	1,000,000	5,327,500	-
Net change in fund balance		42,398,321	(20,018,211)	(30,000,000)	(21,648,722)	(1,727,500)
Fund balance, beginning		996,112	43,394,433	30,000,000	23,376,222	1,727,500
Fund balance, ending		$ 43,394,433	$ 23,376,222	$ -	$ 1,727,500	$ -

Debt Service Fund

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
REVENUES						
Interest Income						
210 R 36100 000 000 00000 000	Interest Earned - Checking	$ 21	$ -	$ -	$ 2	$ -
Total revenues		21	-	-	2	-
EXPENDITURES						
Debt Service - Principal						
210 E 49200 621 000 00000 000	Principal - TMBF #50236	208,000	215,000	223,000	223,000	206,095
210 E 49200 622 000 00000 000	Principal - TMBF #50538	213,000	2,738,000	-	-	-
210 E 49200 623 000 00000 000	Principal -TLDA Beverle Rivera	56,705	62,988	64,188	64,188	65,412
210 E 49200 624 000 00000 000	Principal - Shelby County	54,128	54,672	54,946	54,946	55,222
210 E 49200 625 000 00000 000	Principal - 20M CONs, 2015	1,455,000	14,350,000	-	-	-
210 E 49200 628 000 00000 000	Principal - 2019 Loan	-	-	-	43,500,000	-
210 E 49200 650 000 00000 000	Principal - 2021 USDA Refunding	-	-	238,487	238,487	243,555
210 E 49200 651 000 00000 000	Principal - 2022 CON - New Canada	-	-	5,400,000	4,000,000	7,500,000
210 E 49200 653 000 00000 000	Principal - 2022 USDA High Sch	-	-	-	-	670,679
Total debt service - principal		1,986,833	17,420,660	5,980,621	48,080,621	8,740,963
Debt Service - Interest and Fiscal Charges						
210 E 49400 641 000 00000 000	Interest - 2004 TMBF #50236	10,789	1,454	1,500	1,500	510
210 E 49400 642 000 00000 000	Interest - 2008 TMBF #50538	37,478	5,942	-	-	-
210 E 49400 643 000 00000 000	Interest - TLDA Beverle Rivera	27,724	26,556	25,356	25,356	25,668
210 E 49400 644 000 00000 000	Interest - Shelby County Schoo	2,209	1,665	1,391	1,391	1,115
210 E 49400 645 000 00000 000	Interest - 20M CONs, Series 20	759,650	686,900	-	-	-
210 E 49400 648 000 00000 000	Interest - 2019 Loan	372,710	674,250	674,250	674,250	-
210 E 49400 650 000 00000 000	Interest - 2021 USDA Refunding	-	-	314,383	314,383	309,315
210 E 49400 651 000 00000 000	Interest - 2022 CON - New Canada	-	-	150,000	9,999	9,166
210 E 49400 652 000 00000 000	Interest - USDA New Can Rd	-	-	25,500	-	-
210 E 49400 653 000 00000 000	INT - 2022 USDA High School	-	-	-	-	1,130,138
210 E 49500 691 000 00000 000	Loan Fees - 2004 TMBF #50236	5,933	4,697	4,800	4,800	4,800
210 E 49500 692 000 00000 000	Loan Fees - 2008 TMBF #50538	18,279	15,682	-	-	-
210 E 49500 693 000 00000 000	Loan Fees - TLDA Beverle River	1,755	1,680	1,600	1,600	1,600
210 E 49500 694 000 00000 000	COI - BAN Series 2019	128,000	-	-	-	-
210 E 49500 694 015 00000 000	COI - CON 2015 Refi - USDA	-	34,000	-	-	-
210 E 49500 651 015 00000 000	COI - CON Series 2022	-	-	60,000	100,000	-
210 E 49500 652 015 00000 000	COI - USDA Proceeds - New Can Rd	-	-	40,000	-	-
210 E 49500 653 000 00000 000	COI - 2022 USDA High School	-	-	-	100,000	-
210 E 49500 695 000 00000 000	Loan Fees - CON Series 2015	400	400	-	-	-
210 E 49500 700 000 00000 000	Early Pmt Fee - 2019 BAN	-	-	-	50,000	-
Total debt service - interest and fiscal charges		1,364,927	1,453,226	1,298,780	1,283,279	1,482,312
Total expenditures		3,351,760	18,873,886	7,279,401	49,363,900	10,223,275
Excess (deficiency) of revenues over (under) expenditures		(3,351,739)	(18,873,886)	(7,279,401)	(49,363,898)	(10,223,275)
OTHER FINANCING SOURCES (USES)						
Transfers In						
210 R 37950 000 000 00000 000	Transfer In from General Fund	3,271,435	18,873,886	7,279,401	49,363,898	10,223,275
Total other financing sources (uses)		3,271,435	18,873,886	7,279,401	49,363,898	10,223,275
Net change in fund balance		(80,304)	-	-	-	-
Fund balance, beginning		80,346	42	42	42	42
Fund balance, ending		$ 42	$ 42	$ 42	$ 42	$ 42

State Street Aid Fund

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
REVENUES						
Intergovernmental						
121 R 33551 000 000 00000 000	TN Gas/Fuel Tax	$ 226,218	$ 230,950	$ 217,221	$ 254,969	$ 259,227
121 R 33553 000 000 00000 000	State Gasoline Inspection Fee	35,767	36,006	33,638	39,751	49,819
121 R 33554 000 000 00000 000	State Emergency Street Fund	66,274	66,716	62,329	73,654	74,457
121 R 33555 000 000 00000 000	TN Gas Improve Tax	113,486	116,163	123,132	128,244	142,530
121 R 33593 000 000 00000 000	Excise Tax	4,556	7,807	-	5,483	-
Total intergovernmental		446,301	457,642	436,320	502,101	526,033
Federal, State, and Local Grants						
121 R 33815 000 000 00000 000	State of TN Appropriation Grant	-	-	153,314	153,314	-
Total federal, state, and local grants		-	-	153,314	153,314	-
Total revenues		446,301	457,642	589,634	655,415	526,033
EXPENDITURES						
Public Works Expenditures						
121 E 43100 111 000 00000 000	STR - Salary	-	-	-	-	29,501
121 E 43100 121 000 00000 000	STR - Regular Employee Wages	135,559	131,309	134,079	155,966	198,573
121 E 43100 123 000 00000 000	STR - Overtime Wages	451	1,373	1,355	1,633	1,975
121 E 43100 141 000 00000 000	STR - FICA (Employer's Share)	10,074	10,562	10,462	12,159	17,773
121 E 43100 142 000 00000 000	STR - Insurance	40,294	34,723	61,496	61,496	55,255
121 E 43100 143 000 00000 000	STR - Retirement	6,210	6,295	6,586	7,694	11,365
121 E 43100 144 000 00000 000	STR - HSA Retirement	608	2,533	-	1,280	4,846
121 E 43100 146 000 00000 000	STR - Work Comp	7,110	5,127	11,317	13,165	20,200
121 E 43100 148 000 00000 000	STR - Education/Training	620	-	3,000	3,000	3,000
121 E 43100 149 000 00000 000	STR - Uniforms	1,541	1,603	2,600	2,600	3,200
121 E 43100 230 000 00000 000	STR - Publicity/Dues/Membershi	380	940	1,200	1,200	1,200
121 E 43100 245 000 00000 000	STR - Telephone	306	663	1,440	1,440	1,440
121 E 43100 245 000 00000 019	STR - TELEPHONE-COVID-19	260	1,387	-	-	-
121 E 43100 259 000 00000 000	STR - Other Professional Servi	5,922	194	6,000	6,000	6,000
121 E 43100 261 000 00000 000	STR - Repair & Maintenance Mot	7,206	10,920	9,000	9,000	9,000
121 E 43100 264 000 00000 000	STR - Traffic Control Lights	2,500	5,000	5,000	5,000	5,000
121 E 43100 268 000 00000 000	STR - Repair & Maintenance Roa	565,528	1,099,062	2,150,000	350,000	305,000
121 E 43100 270 000 00000 000	STR - Paving	-	-	-	2,856,348	1,500,000
121 E 43100 280 000 00000 000	STR - Travel	441	-	500	500	500
121 E 43100 287 000 00000 000	STR - Meals & Entertainment	-	1,429	1,000	1,000	1,000
121 E 43100 299 000 00000 000	STR - Contingency	239	-	500	500	500
121 E 43100 320 000 00000 000	STR - Operating Supplies	940	4,746	1,000	1,000	1,000
121 E 43100 331 000 00000 000	STR - Gas, Oil, Diesel	15,524	12,396	18,000	18,000	18,000
121 E 43100 333 000 00000 000	STR - Other Equip Parts & Repa	2,035	9,331	9,000	9,000	9,000
121 E 43100 341 000 00000 000	STR - Tools	2,438	5,226	10,000	10,200	12,000
121 E 43100 342 000 00000 000	STR - Sign Parts & Supplies	5,601	14,263	15,000	15,000	15,000
121 E 43100 344 000 00000 000	STR - Safety Supplies	270	48	300	300	300
121 E 43100 410 000 00000 000	STR - Concrete / Clay	1,855	-	3,000	5,160	3,000
121 E 43100 452 000 00000 000	STR - Gravel & Sand	13,677	14,955	50,000	50,000	60,000
121 E 43100 471 000 00000 000	STR - Asphalt & Asphalt Filler	30,825	25,519	40,000	44,125	40,000
121 E 43100 533 000 00000 000	STR - Machinery & Equip Rental	1,714	13,398	5,000	5,000	5,000
Total public works expenditues		860,128	1,413,002	2,556,835	3,647,766	2,338,628
Capital Outlays						
121 E 43100 940 000 00000 000	STR - New Capital Light Equipm	6,095	14,069	70,000	70,000	54,000
121 E 43100 941 000 00000 000	STR - HEAVY EQUIPMENT	-	102,733	250,000	291,997	150,000
121 E 43160 241 000 00000 000	STR - Street Lighting-Electri	19,584	25,891	20,000	20,000	20,000
121 E 52115 920 000 00000 000	STR - Building Improvements	65,137	215,311	300,000	300,000	-
Total capital outlays		90,816	358,004	640,000	681,997	224,000
Total expenditures		950,944	1,771,006	3,196,835	4,329,763	2,562,628
Excess (deficiency) of revenues over (under) expenditures		(504,643)	(1,313,364)	(2,607,201)	(3,674,348)	(2,036,595)
OTHER FINANCING SOURCES (USES)						
Transfers In						
121 R 37950 000 000 00000 000	Transfer In from General Fund	498,971	1,574,617	2,326,748	3,184,556	1,970,812
Net change in fund balance		(5,672)	261,253	(280,453)	(489,792)	(65,783)
Fund balance, beginning		299,994	294,322	280,453	555,575	65,783
Fund balance, ending		$ 294,322	$ 555,575	$ -	$ 65,783	$ -

Stormwater Fund

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
REVENUES						
Charges for Services						
416 R 37000 000 000 00000 000	Residential STW Fees	$ 191,099	$ 193,007	$ 198,566	$ 198,566	$ 203,445
416 R 37002 000 000 00000 000	Stormwater Fines	-	23,550	-	30,000	-
Total charges for services		191,099	216,557	198,566	228,566	203,445
Total revenues		191,099	216,557	198,566	228,566	203,445
EXPENDITURES						
Public Works Expenditures						
416 E 46000 121 000 00000 000	STW - Regular Employee Wages	22,012	29,276	31,490	37,758	40,305
416 E 46000 123 000 00000 000	STW - Overtime Wages	404	843	183	409	412
416 E 46000 141 000 00000 000	STW - FICA (Employer's Share)	1,692	2,220	2,453	2,950	3,153
416 E 46000 142 000 00000 000	STW - Insurance	2,677	7,454	8,798	8,798	8,936
416 E 46000 143 000 00000 000	STW - Retirement	964	1,361	1,603	1,929	2,061
416 E 46000 144 000 00000 000	STW - HSA Retirement	-	194	-	480	780
416 E 46000 146 000 00000 000	STW - Work Comp	566	665	1,345	1,613	1,564
416 E 46000 148 000 00000 000	STW - Education/Training	500	500	500	500	500
416 E 46000 149 000 00000 000	STW - Uniforms	92	167	350	350	350
416 E 46000 220 000 00000 000	STW - Printing	-	-	3,000	3,000	3,000
416 E 46000 230 000 00000 000	STW - Publicity/Dues	700	700	700	700	700
416 E 46000 232 000 00000 000	STW - Environmental Protection	3,460	3,460	3,460	3,460	3,460
416 E 46000 251 000 00000 000	STW - MLGW Collection Fee	3,973	3,928	4,000	4,000	4,000
416 E 46000 259 000 00000 000	STW - Other Professional Servi	9,779	-	2,500	2,500	2,500
416 E 46000 280 000 00000 000	STW - Travel	200	-	200	200	200
416 E 46000 287 000 00000 000	STW - Meals & Entertainment	8	71	100	100	100
416 E 46000 290 000 00000 000	STW - Contracted Service	4,973	250	5,000	5,000	5,000
416 E 46000 299 000 00000 000	STW - Contingency	114	-	1,000	1,000	1,000
416 E 46000 300 000 00000 000	STW - Office Supplies	-	-	100	100	100
416 E 46000 331 000 00000 000	STW - Gas, Oil, Diesel	921	1,259	1,500	1,500	1,500
416 E 46000 341 000 00000 000	STW - Tools	252	3,575	250	250	1,000
416 E 46000 454 000 00000 000	STW - Sewer Line Materials	3,913	3,978	5,500	5,500	5,500
Total public works expenditues		57,200	59,901	74,032	82,097	86,121
Capital Outlays						
416 E 46000 900 000 00000 000	STW - Capital Projects	109,643	303,584	150,000	-	310,000
Total capital outlays		109,643	303,584	150,000	-	310,000
Total expenditures		166,843	363,485	224,032	82,097	396,121
Excess (deficiency) of revenues over (under) expenditures		24,256	(146,928)	(25,466)	146,469	(192,676)
OTHER FINANCING SOURCES (USES)						
Transfers In						
416 R 37950 000 000 00000 000	Transfer In from General Fund	-	245,000	-	-	-
Net change in fund balance		24,256	98,072	(25,466)	146,469	(192,676)
Fund balance, beginning		144,138	168,394	116,413	266,466	412,935
Fund balance, ending		$ 168,394	$ 266,466	$ 90,947	$ 412,935	$ 220,259

Solid Waste Fund

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
REVENUES						
Charges for Services						
424 R 34430 000 000 00000 000	Solid Waste Fees	$ 1,272,310	$ 1,290,506	$ 1,320,444	$ 1,320,444	$ 1,341,014
424 R 34432 000 000 00000 000	Bulk Waste Pickup Fees	1,865	1,900	1,500	1,500	1,500
Total charges for services		1,274,175	1,292,406	1,321,944	1,321,944	1,342,514
Federal, State, and Local Grants						
424 R 33812 000 000 00000 000	CARES Act Grant	-	138,760	-	-	-
Total federal, state, and local grants		-	138,760	-	-	-
Other Income						
424 R 36335 000 000 00000 000	Insurance Reimbursements	-	9,871	-	-	-
424 R 36900 000 000 00000 000	SDW - Misc. Income	25	-	-	-	-
Total other income		25	9,871	-	-	-
Total revenues		1,274,200	1,441,037	1,321,944	1,321,944	1,342,514
EXPENDITURES						
Public Works Expenditures						
424 E 43260 111 000 00000 000	SDW -Salaries	26,634	29,712	30,482	32,007	-
424 E 43260 121 000 00000 000	SDW - Regular Employee Wages	67,624	71,551	73,526	78,944	60,913
424 E 43260 122 000 00000 000	SDW - Temporary Employee Wages	-	66,455	-	-	-
424 E 43260 123 000 00000 000	SDW - Overtime Wages	153	98	1,548	1,257	1,257
424 E 43260 141 000 00000 000	SDW - FICA (Employer's Share)	7,108	7,801	8,154	8,663	4,803
424 E 43260 142 000 00000 000	SDW - Insurance	19,605	20,504	21,491	21,491	15,128
424 E 43260 143 000 00000 000	SDW - Retirement	4,491	4,955	5,329	5,663	3,139
424 E 43260 144 000 00000 000	SDW - HSA Retirement	663	690	-	1,382	1,560
424 E 43260 146 000 00000 000	SDW - Work Comp	1,529	931	2,551	2,659	3,469
424 E 43260 148 000 00000 000	SDW - Education/Training	315	-	650	650	650
424 E 43260 149 000 00000 000	SDW - Uniforms	362	163	500	500	500
424 E 43260 210 000 00000 000	SDW - Postage	-	791	2,500	2,500	2,500
424 E 43260 220 000 00000 000	SDW - Printing	2,477	4,743	3,000	3,000	3,000
424 E 43260 245 000 00000 000	SDW - Telephone/Internet	306	663	1,000	1,000	1,000
424 E 43260 245 000 00000 019	SDW - TELEPHONE-COVID-19	260	795	-	-	-
424 E 43260 251 000 00000 000	SDW - MLGW Collection Fee	26,605	26,040	27,000	27,000	27,000
424 E 43260 259 000 00000 000	SDW - Other Professional Servi	22,494	8,732	10,000	10,000	17,000
424 E 43260 261 000 00000 000	SDW - Repair & Maintenance Veh	3,765	2,612	2,500	2,500	8,000
424 E 43260 280 000 00000 000	SDW - Travel	441	-	500	500	1,000
424 E 43260 287 000 00000 000	SDW - Meals & Entertainment	19	-	400	400	400
424 E 43260 289 000 00000 000	SDW - Other Contracted Service	277,786	198,656	220,000	220,000	220,000
424 E 43260 290 000 00000 000	SDW - Contracted Service	834,859	872,225	835,000	835,000	835,000
424 E 43260 290 000 00000 019	SDW - Contracted Service-CARES	-	52,200	-	-	-
424 E 43260 295 000 00000 000	SDW - Litter Control	18,903	10,695	25,000	25,800	25,000
424 E 43260 299 000 00000 000	SDW - Contingency	-	-	1,000	1,000	1,000
424 E 43260 331 000 00000 000	SDW - Gas, Oil, Diesel	6,872	12,500	15,000	15,000	15,000
Total public works expenditues		1,323,271	1,393,512	1,287,131	1,296,916	1,247,319
Capital Outlays						
424 E 43260 941 000 00000 000	SDW - Capital Outlay-Equipment	205,524	4,250	-	53,833	290,000
424 E 43260 944 000 00000 000	SDW - Capital Outlay - Vehicle	164,585	30,050	-	-	-
424 E 52115 920 000 00000 000	SDW - Building Improvements	64,977	278,361	-	-	-
Total capital outlays		435,086	312,661	-	53,833	290,000
Total expenditures		1,758,357	1,706,173	1,287,131	1,350,749	1,537,319
Net change in fund balance		(484,157)	(265,136)	34,813	(28,805)	(194,805)
Fund balance, beginning		1,031,178	547,021	299,093	281,885	253,080
Fund balance, ending		$ 547,021	$ 281,885	$ 333,906	$ 253,080	$ 58,275

LSS Federal Projects Fund

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
REVENUES						
Federal, State, and Local Grants						
142 R 47141 000 000 00000 011	Consolidated Admin - Title I	$ -	$ -	$ 65,000	$ -	$ -
142 R 47141 000 000 00000 100	Title I - A	406,214	413,485	260,000	398,212	326,484
142 R 47143 000 000 00000 900	IDEA	320,093	329,989	317,511	368,561	351,626
142 R 47145 000 000 00000 910	IDEA Preschool	3,776	11,363	8,675	9,672	8,910
142 R 47146 000 000 00000 911	IDEA Technology Partnership	-	5,510	-	-	-
142 R 47147 000 000 00000 011	Consolidated Admin - Title IV	-	-	11,674	-	-
142 R 47147 000 000 00000 410	Safe and Drug-Free Schools - S	11,072	19,883	15,684	33,607	24,923
142 R 47189 000 000 00000 011	Consolidated Admin - Title II	-	-	16,275	-	-
142 R 47189 000 000 00000 200	Title II	41,122	29,330	31,942	67,070	48,216
142 R 47301 000 000 00000 931	CARES ACT - ESSER	84,464	261,436	10,000	28,027	-
142 R 47303 000 000 00000 932	LEA Reopening Grant	-	40,000	-	-	-
142 R 47304 000 000 00000 934	Remote Technology Grant	-	54,628	-	-	-
142 R 47305 000 000 00000 933	Connectivity Grant	-	7,500	-	-	-
142 R 47307 000 000 00000 935	CARES ACT - ESSER 2.0	-	310,189	760,736	960,736	-
142 R 47308 000 000 00000 936	CARES ACT - ESSER 3.0	-	-	2,854,317	2,854,317	-
142 R 47401 000 000 00000 936	ESSER 3.0	-	-	-	-	161,470
142 R 47402 000 000 00000 909	ARP IDEA	-	-	-	96,638	86,638
142 R 47403 000 000 00000 919	ARP IDEA Preschool	-	-	-	6,443	6,443
142 R 47404 000 000 00000 709	ARP Homeless	-	-	-	11,229	10,000
142 R 47590 000 000 00000 940	Epidemiology & Laboratory Capa	-	-	-	504,101	-
142 R 47591 000 000 00000 890	IDEA Discretionary Supplement	3,491	-	-	-	-
142 R 47592 000 000 00000 011	Consolidated Admin - Title III	-	-	3,632	-	-
142 R 47592 000 000 00000 330	Title III	11,664	10,270	10,690	18,030	14,322
142 R 47593 000 000 00000 895	SPDG	-	47,892	40,000	40,033	-
142 R 47594 000 000 00000 899	IDEA Discretionary PreSchool	19,997	-	-	-	-
142 R 47990 000 000 00000 701	Impact Aid	37,266	35,116	32,000	32,000	32,000
Total federal, state, and local grants		939,159	1,576,591	4,438,136	5,428,676	1,071,032
Total revenues		939,159	1,576,591	4,438,136	5,428,676	1,071,032
EXPENDITURES						
Education Expenditures						
142 E 71100 116 000 00116 100	Teachers	46,078	59,856	49,851	49,851	50,848
142 E 71100 116 000 00116 936	Teachers	-	-	-	57,299	-
142 E 71100 116 000 02000 100	Teachers	59,884	60,482	62,303	62,303	63,549
142 E 71100 116 000 02000 936	Teachers	-	-	-	52,719	-
142 E 71100 116 000 03000 936	Teachers	-	-	-	-	75,390
142 E 71100 163 000 00000 931	Educational Assistants	-	88,200	-	-	-
142 E 71100 163 000 00116 936	Educational Assistants	-	-	-	40,278	20,692
142 E 71100 163 000 02000 936	Educational Assistants	-	-	-	40,278	21,006
142 E 71100 189 000 00116 100	Other Salaries & Wages	-	2,200	2,200	-	-
142 E 71100 189 000 02000 100	Other Salaries & Wages	-	1,650	2,200	-	-
142 E 71100 201 000 00000 931	Social Security	-	5,414	-	-	-
142 E 71100 201 000 00116 100	Social Security	2,813	3,112	3,227	3,091	3,153
142 E 71100 201 000 00116 936	Social Security	-	-	-	6,050	1,283
142 E 71100 201 000 02000 100	Social Security	3,206	3,329	1,290	3,863	3,940
142 E 71100 201 000 02000 936	Social Security	-	-	-	5,766	1,302
142 E 71100 201 000 03000 936	Social Security	-	-	-	-	4,674
142 E 71100 204 000 00000 931	State Retirement	-	4,410	-	-	-
142 E 71100 204 000 00116 100	State Retirement	3,239	3,597	5,361	3,495	5,237
142 E 71100 204 000 00116 936	State Retirement	-	-	-	4,879	1,798
142 E 71100 204 000 02000 100	State Retirement	6,366	6,348	6,644	6,418	6,546
142 E 71100 204 000 02000 936	State Retirement	-	-	-	7,444	1,825
142 E 71100 204 000 03000 936	State Retirement	-	-	-	-	6,551
142 E 71100 206 000 00000 931	Life Insurance	-	213	-	-	-
142 E 71100 206 000 00116 100	Life Insurance	96	135	174	187	200
142 E 71100 206 000 00116 936	Life Insurance	-	-	-	750	750
142 E 71100 206 000 02000 100	Life Insurance	177	182	241	250	260
142 E 71100 206 000 02000 936	Life Insurance	-	-	-	750	750
142 E 71100 206 000 03000 936	Life Insurance	-	-	-	-	750
142 E 71100 207 000 00000 931	Medical Insurance	-	7,323	-	-	-
142 E 71100 207 000 00116 100	Medical Insurance	2,156	-	-	-	-
142 E 71100 207 000 00116 936	Medical Insurance	-	-	-	50,122	-

LSS Federal Projects Fund (continued)

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
Education Expenditures (Continued)						
142 E 71100 207 000 02000 100	Medical Insurance	$ 15,762	$ 16,707	$ 16,708	$ 16,708	$ 17,042
142 E 71100 207 000 02000 936	Medical Insurance	-	-	-	50,122	-
142 E 71100 207 000 03000 936	Medical Insurance	-	-	-	-	18,000
142 E 71100 212 000 00000 931	Employer Medicare	-	1,226	-	-	-
142 E 71100 212 000 00116 100	Employer Medicare	658	899	755	723	737
142 E 71100 212 000 00116 936	Employer Medicare	-	-	-	1,415	300
142 E 71100 212 000 02000 100	Employer Medicare	750	779	935	904	921
142 E 71100 212 000 02000 936	Employer Medicare	-	-	-	1,348	1,398
142 E 71100 429 000 00000 931	Instructional Supplies & Mater	-	-	-	22,053	-
142 E 71100 429 000 00116 100	Instructional Supplies & Mater	17,638	28,847	15,344	42,015	20,973
142 E 71100 429 000 00116 330	Instructional Supplies & Mater	3,012	4,627	4,381	10,654	4,736
142 E 71100 429 000 00116 410	Instructional Supplies & Mater	4,998	-	-	3,000	3,000
142 E 71100 429 000 01000 936	Instructional Supplies & Mater	-	-	-	31,809	5,000
142 E 71100 429 000 02000 100	Instructional Supplies & Mater	39,610	46,935	12,554	57,000	28,000
142 E 71100 429 000 02000 330	Instructional Supplies & Mater	3,342	3,766	2,875	11,815	3,161
142 E 71100 429 000 02000 410	Instructional Supplies & Mater	-	630	4,000	3,000	2,400
142 E 71100 429 000 03000 100	Instructional Supplies & Mater	-	-	-	-	7,000
142 E 71100 429 000 03000 410	Instructional Supplies & Mater	-	-	-	-	600
142 E 71100 429 000 99999 100	Instructional Supplies & Mater	-	-	-	5,044	4,828
142 E 71100 429 000 99999 931	Instructional Supplies & Mater	-	-	-	5,790	-
142 E 71100 722 000 00000 100	Reg Inst Equipment	-	-	-	9,472	3,000
142 E 71100 722 000 00000 931	Reg Inst Equipment/CARES Act	84,464	34,529	10,000	-	-
142 E 71100 722 000 00000 935	Regular Instruction Equipment	-	-	-	200,000	-
142 E 71100 722 000 00116 100	Reg Inst Equipment	84,709	87,181	10,000	12,382	10,000
142 E 71100 722 000 00116 410	Reg Inst Equipment	-	-	-	500	1,073
142 E 71100 722 000 01000 410	Reg Inst Equipment	-	7,699	-	-	-
142 E 71100 722 000 02000 100	Reg Inst Equipment	29,394	28,626	8,000	50,000	24,000
142 E 71100 722 000 02000 410	Reg Inst Equipment	-	-	-	13,888	3,000
142 E 71100 722 000 03000 100	Reg Inst Equipment	-	-	-	-	6,000
142 E 71100 722 000 03000 410	Reg Inst Equipment	-	-	-	-	5,000
142 E 71200 116 000 00000 909	Teachers	-	-	-	2,000	2,000
142 E 71200 116 000 00116 900	Teachers	44,952	44,952	46,967	46,967	47,906
142 E 71200 163 000 00000 909	Educational Assistants	-	-	-	500	500
142 E 71200 171 000 00116 900	Speech Pathologist	53,617	54,633	-	-	59,031
142 E 71200 171 000 02000 900	Speech Pathologist	-	-	56,608	56,608	59,031
142 E 71200 189 000 00000 895	Other Salaries & Wages	-	3,200	5,075	5,125	-
142 E 71200 201 000 00000 895	Social Security	-	198	315	318	-
142 E 71200 201 000 00000 909	Social Security	-	-	-	155	155
142 E 71200 201 000 00116 900	Social Security	5,974	5,493	6,422	6,422	6,630
142 E 71200 201 000 02000 900	Social Security	-	-	-	-	3,660
142 E 71200 204 000 00000 895	State Retirement	-	298	523	528	-
142 E 71200 204 000 00000 909	State Retirement	-	-	-	258	258
142 E 71200 204 000 00116 900	State Retirement	6,930	6,989	10,668	7,261	11,015
142 E 71200 204 000 02000 900	State Retirement	-	-	-	-	6,080
142 E 71200 206 000 00116 900	Life Insurance	294	300	418	522	550
142 E 71200 206 000 02000 900	Life Insurance	-	-	-	-	250
142 E 71200 207 000 00116 900	Medical Insurance	6,468	23,564	23,564	23,564	24,035
142 E 71200 212 000 00000 895	Employer Medicare	-	46	74	74	-
142 E 71200 212 000 00000 909	Employer Medicare	-	-	-	36	36
142 E 71200 212 000 00116 900	Employer Medicare	1,397	1,285	1,502	1,502	1,551
142 E 71200 212 000 02000 900	Employer Medicare	-	-	-	-	856
142 E 71200 217 000 00116 900	SRT Rate	-	-	-	-	-
142 E 71200 429 000 00000 895	Instructional Supplies & Mater	-	60,350	28,014	27,988	-
142 E 71200 429 000 00000 909	Instructional Supplies & Mater	-	-	-	32,576	31,025
142 E 71200 429 000 00000 911	Instructional Supplies & Mater	-	3,000	-	-	-
142 E 71200 429 000 00000 931	Instructional Supplies & Mater	-	8,357	-	-	-
142 E 71200 429 000 00000 932	Instructional Supplies & Mater	-	2,895	-	-	-
142 E 71200 429 000 00116 899	Instructional Supplies & Mater	8,000	-	-	-	-
142 E 71200 429 000 00116 900	Instructional Supplies & Mater	1,039	6,643	2,871	5,632	1,000
142 E 71200 429 000 00116 910	Instructional Supplies & Mater	255	4,486	3,338	2,000	2,000
142 E 71200 429 000 00116 919	Instructional Supplies & Mater	-	-	-	2,000	2,000
142 E 71200 429 000 02000 900	Instructional Supplies & Mater	2,574	583	1,914	4,977	800
142 E 71200 499 000 00000 909	Other Supplies & Materials	-	-	-	10,000	10,000

LSS Federal Projects Fund (continued)

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
Education Expenditures (Continued)						
142 E 71200 499 000 00116 900	Other Supplies & Materials	$ 159	$ 689	$ 500	$ 500	$ 500
142 E 71200 499 000 02000 900	Other Supplies & Materials	109	219	500	500	500
142 E 71200 725 000 00000 895	Special Education Equipment	-	5,875	6,000	6,000	-
142 E 71200 725 000 00000 909	Special Education Equipment	-	-	-	28,600	18,600
142 E 71200 725 000 00000 911	Equipment	-	2,510	-	-	-
142 E 71200 725 000 00116 899	Special Education Equipment	11,997	-	-	-	-
142 E 71200 725 000 00116 900	Special Education Equipment	3,618	4,795	3,300	7,785	2,400
142 E 71200 725 000 00116 910	Special Education Equipment	1,456	6,877	3,338	5,872	5,110
142 E 71200 725 000 00116 919	Special Education Equipment	-	-	-	2,207	2,207
142 E 71200 725 000 02000 900	Special Education Equipment	-	49	2,200	5,200	1,600
142 E 72120 105 000 00000 940	Supervisor/Director	-	-	-	9,929	-
142 E 72120 131 000 00000 940	Medical Personnel	-	-	-	85,830	-
142 E 72120 201 000 00000 940	Social Security	-	-	-	5,939	-
142 E 72120 204 000 00000 940	State Retirement	-	-	-	6,547	-
142 E 72120 206 000 00000 940	Life Insurance	-	-	-	297	-
142 E 72120 207 000 00000 940	Medical Insurance	-	-	-	25,663	-
142 E 72120 212 000 00000 940	Employer Medicare	-	-	-	2,376	-
142 E 72120 399 000 01000 410	Other Contracted Services	-	-	1,500	-	-
142 E 72120 413 000 00000 940	Drugs & Medical Supplies	-	-	-	23,000	-
142 E 72120 499 000 00000 931	Other Supplies & Materials	-	8,604	-	-	-
142 E 72120 499 000 01000 410	Other Supplies & Materials	1,360	-	4,434	-	-
142 E 72120 499 000 99999 931	Other Supplies & Materials	-	-	-	185	-
142 E 72120 735 000 00000 940	Health Equipment	-	-	-	7,553	-
142 E 72130 123 000 03000 936	Guidance Counselors	-	-	-	74,608	-
142 E 72130 169 000 01000 100	Bilingual Facilitator	18,262	-	-	-	38,842
142 E 72130 170 000 00000 940	School Resource Officers	-	-	-	40,896	-
142 E 72130 189 000 00116 330	Other Salaries & Wages	250	-	500	-	500
142 E 72130 189 000 01000 100	Other Salaries & Wages	-	36,232	40,014	37,520	-
142 E 72130 189 000 02000 330	Other Salaries & Wages	500	-	500	(500)	500
142 E 72130 201 000 00000 940	Social Security	-	-	-	2,536	-
142 E 72130 201 000 00116 330	Social Security	16	(1)	31	-	31
142 E 72130 201 000 01000 100	Social Security	1,132	2,247	2,481	2,327	2,408
142 E 72130 201 000 02000 330	Social Security	31	-	31	-	31
142 E 72130 201 000 03000 936	Social Security	-	-	-	4,626	-
142 E 72130 204 000 00000 940	State Retirement	-	-	-	2,045	-
142 E 72130 204 000 00116 330	State Retirement	26	-	52	-	52
142 E 72130 204 000 01000 100	State Retirement	-	1,812	2,001	1,876	1,942
142 E 72130 204 000 02000 330	State Retirement	51	-	52	-	52
142 E 72130 204 000 03000 936	State Retirement	-	-	-	7,685	-
142 E 72130 206 000 00000 940	Life Insurance	-	-	-	242	-
142 E 72130 206 000 01000 100	Life Insurance	-	117	137	149	160
142 E 72130 206 000 03000 936	Life Insurance	-	-	-	500	-
142 E 72130 207 000 00000 940	Medical Insurance	-	-	-	6,856	-
142 E 72130 212 000 00000 940	Employer Medicare	-	-	-	593	-
142 E 72130 212 000 00116 330	Employer Medicare	4	-	7	-	7
142 E 72130 212 000 01000 100	Employer Medicare	265	526	580	545	563
142 E 72130 212 000 02000 330	Employer Medicare	7	-	7	-	7
142 E 72130 212 000 03000 936	Employer Medicare	-	-	-	1,082	-
142 E 72130 311 000 00116 100	Contracts w Otr School Systems	5,838	-	-	-	-
142 E 72130 311 000 02000 100	Contracts w Otr School Systems	2,919	3,926	-	-	-
142 E 72130 311 000 99999 100	Contracts w Otr School Systems	-	-	-	1,000	500
142 E 72130 399 000 00116 100	Other Contracted Services	1,093	-	-	-	-
142 E 72130 399 000 00116 410	Other Contracted Services	700	700	900	900	925
142 E 72130 399 000 02000 100	Other Contracted Services	1,093	-	-	-	-
142 E 72130 399 000 02000 410	Other Student Support	700	700	850	850	925
142 E 72130 499 000 00000 709	Other Supplies & Materials	-	-	-	8,229	5,000
142 E 72130 499 000 00116 100	Other Supplies & Materials	992	-	3,250	3,500	2,000
142 E 72130 499 000 00116 330	Other Supplies & Materials	-	-	250	250	250
142 E 72130 499 000 00116 410	Other Supplies & Materials	-	586	-	2,000	1,000
142 E 72130 499 000 02000 100	Other Supplies & Materials	2,477	908	2,750	3,000	3,067
142 E 72130 499 000 02000 410	Other Supplies & Materials	-	390	-	2,971	800
142 E 72130 499 000 03000 100	Other Supplies & Materials	-	-	-	-	767
142 E 72130 499 000 03000 410	Other Supplies & Materials	-	-	-	-	200

LSS Federal Projects Fund (continued)

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
Education Expenditures (Continued)						
142 E 72210 105 000 00000 011	Supervisor/Director	$ -	$ -	$ 75,794	$ -	$ -
142 E 72210 105 000 03000 936	Supervisor/Director	-	-	-	96,759	-
142 E 72210 137 000 00000 931	Education Media Personnel	-	59,583	-	-	-
142 E 72210 189 000 00000 932	Other Salaries & Wages	-	28,250	-	-	-
142 E 72210 189 000 00000 935	Other Salaries & Wages	-	310,189	-	-	-
142 E 72210 189 000 00116 200	Other Salaries & Wages	7,500	7,500	7,500	7,500	7,500
142 E 72210 189 000 02000 200	Other Salaries & Wages	7,500	7,500	7,500	7,500	7,500
142 E 72210 201 000 00000 011	Social Security	-	-	4,699	-	-
142 E 72210 201 000 00000 931	Social Security	-	3,695	-	-	-
142 E 72210 201 000 00000 932	Social Security	-	1,606	-	-	-
142 E 72210 201 000 00116 200	Social Security	436	448	465	465	465
142 E 72210 201 000 02000 200	Social Security	458	448	465	465	465
142 E 72210 201 000 03000 936	Social Security	-	-	-	5,999	-
142 E 72210 204 000 00000 011	State Retirement	-	-	7,852	-	-
142 E 72210 204 000 00000 931	State Retirement	-	2,980	-	-	-
142 E 72210 204 000 00000 932	State Retirement	-	2,543	-	-	-
142 E 72210 204 000 00116 200	State Retirement	743	673	773	773	773
142 E 72210 204 000 02000 200	State Retirement	797	692	773	773	773
142 E 72210 204 000 03000 936	State Retirement	-	-	-	9,966	-
142 E 72210 206 000 00000 011	Life Insurance	-	-	280	-	-
142 E 72210 206 000 00000 931	Life Insurance	-	134	-	-	-
142 E 72210 206 000 03000 936	Life Insurance	-	-	-	500	-
142 E 72210 207 000 00000 011	Medical Insurance	-	-	6,856	-	-
142 E 72210 207 000 00000 931	Medical Insurance	-	11,977	-	-	-
142 E 72210 207 000 03000 936	Medical Insurance	-	-	-	16,707	-
142 E 72210 212 000 00000 011	Employer Medicare	-	-	1,099	-	-
142 E 72210 212 000 00000 931	Employer Medicare	-	864	-	-	-
142 E 72210 212 000 00000 932	Employer Medicare	-	379	-	-	-
142 E 72210 212 000 00116 200	Employer Medicare	102	105	109	109	109
142 E 72210 212 000 02000 200	Employer Medicare	107	105	109	109	109
142 E 72210 212 000 03000 936	Employer Medicare	-	-	-	1,403	-
142 E 72210 429 000 00000 932	Instructional Supplies & Mater	-	1,127	-	-	-
142 E 72210 499 000 00000 931	Other Supplies & Materials	-	3,673	-	-	-
142 E 72210 524 000 00000 100	In-Service/Staff Development	-	167	-	-	-
142 E 72210 524 000 00000 931	In-Service/Staff Development	-	10,290	-	-	-
142 E 72210 524 000 00116 100	In-Service/Staff Development	33,282	16,687	7,000	6,000	9,000
142 E 72210 524 000 00116 200	In-Service/Staff Development	8,245	6,678	7,125	22,989	15,262
142 E 72210 524 000 00116 330	In-Service/Staff Development	2,092	939	1,000	1,500	3,000
142 E 72210 524 000 00116 410	In-Service/Staff Development	-	399	-	-	-
142 E 72210 524 000 02000 100	In-Service/Staff Development	26,201	-	4,000	13,588	8,000
142 E 72210 524 000 02000 200	In-Service/Staff Development	14,984	5,182	7,125	22,989	15,262
142 E 72210 524 000 02000 330	In-Service/Staff Development	2,294	939	1,000	1,500	2,000
142 E 72210 524 000 02000 410	In-Service/Staff Development	3,314	869	-	-	-
142 E 72210 524 000 03000 100	In-Service/Staff Development	-	-	-	-	2,000
142 E 72210 524 000 99999 100	In-Service/Staff Development	-	-	-	5,000	1,000
142 E 72210 790 000 01000 200	Other Equipment	-	-	-	3,400	-
142 E 72220 131 000 01000 900	Medical Personnel	55,352	68,755	71,697	71,697	74,559
142 E 72220 189 000 01000 900	Other Salaries & Wages	10,000	12,997	10,178	10,001	10,000
142 E 72220 196 000 00000 909	In-Service Training	-	-	-	1,750	1,750
142 E 72220 196 000 00116 919	In-Service Training	-	-	-	200	200
142 E 72220 201 000 00000 909	Social Security	-	-	-	109	109
142 E 72220 201 000 00116 919	Social Security	-	-	-	12	12
142 E 72220 201 000 01000 900	Social Security	3,428	4,288	5,076	5,066	5,243
142 E 72220 204 000 00000 909	State Retirement	-	-	-	180	180
142 E 72220 204 000 00116 919	State Retirement	-	-	-	21	21
142 E 72220 204 000 01000 900	State Retirement	4,638	5,561	8,433	5,757	8,710
142 E 72220 206 000 01000 900	Life Insurance	177	206	298	328	450
142 E 72220 207 000 01000 900	Medical Insurance	15,762	16,707	16,708	16,708	17,042
142 E 72220 212 000 00000 909	Employer Medicare	-	-	-	25	25
142 E 72220 212 000 00116 919	Employer Medicare	-	-	-	3	3
142 E 72220 212 000 01000 900	Employer Medicare	802	1,045	1,187	1,185	1,226
142 E 72220 312 000 00000 900	Contracts w Private Agencies	-	-	-	6,722	-
142 E 72220 312 000 00000 931	Contracts w Private Agencies	-	9,221	-	-	-

LSS Federal Projects Fund (continued)

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
Education Expenditures (Continued)						
142 E 72220 312 000 01000 900	Contracts w Private Agencies	$ 78,410	$ 65,992	$ 30,000	$ 59,157	$ 1,000
142 E 72220 322 000 00000 909	Evaluation & Testing	-	-	-	1,000	2,000
142 E 72220 499 000 00000 890	Other Supplies & Materials	691	-	-	-	-
142 E 72220 499 000 00000 909	Other Supplies & Materials	-	-	-	4,000	4,000
142 E 72220 499 000 00116 900	Other Supplies & Materials	2,305	1,612	1,375	2,375	1,000
142 E 72220 499 000 02000 900	Other Supplies & Materials	2,369	658	1,125	1,125	1,000
142 E 72220 524 000 00000 890	In-Service/Staff Development	2,800	-	-	-	-
142 E 72220 524 000 00000 909	In-Service/Staff Development	-	-	-	15,449	16,000
142 E 72220 524 000 00116 900	In-Service/Staff Development	12,372	1,185	7,200	13,200	1,800
142 E 72220 524 000 00116 910	In-Service/Staff Development	2,065	-	2,000	1,800	1,800
142 E 72220 524 000 00116 919	In-Service/Staff Development	-	-	-	2,000	2,000
142 E 72220 524 000 01000 900	In-Service/Staff Development	392	-	-	-	-
142 E 72220 524 000 02000 900	In-Service/Staff Development	6,832	789	4,800	5,800	1,200
142 E 72220 790 000 00116 900	Other Equipment	-	-	1,200	1,200	600
142 E 72220 790 000 02000 900	Other Equipment	-	-	800	800	400
142 E 72250 350 000 00000 932	Internet Connectivity	-	3,200	-	-	-
142 E 72250 524 000 00116 410	In-Service/Staff Development	-	4,245	2,000	3,249	3,000
142 E 72250 524 000 02000 410	In-Service/Staff Development	-	3,665	2,000	3,249	2,996
142 E 72290 399 000 00000 701	Other Contracted Servics	-	23,268	-	-	-
142 E 72290 499 000 00000 701	Other Supplies & Materials	21,100	8,732	32,000	32,000	32,000
142 E 73100 499 000 00000 709	Other Supplies & Materials	-	-	-	3,000	5,000
Total education expenditures		922,457	1,532,682	823,082	2,107,879	1,071,032
Capital Outlays						
142 E 72610 720 000 00000 935	Equipment	-	-	760,736	760,736	-
142 E 91300 706 000 00000 936	Construction	-	-	1,427,159	1,427,159	-
142 E 76100 706 000 00000 936	Building Construction	-	-	-	856,295	-
142 E 72710 729 000 00000 940	Transportation Equipment	-	-	-	8,800	-
142 E 76100 706 000 00000 940	Building Construction	-	-	-	275,000	-
142 E 91300 711 000 00000 936	Furniture Fixtures & Equipment	-	-	1,427,159	-	-
Total capital outlays		-	-	3,615,054	3,327,990	-
Total expenditures		922,457	1,532,682	4,438,136	5,435,869	1,071,032
Excess (deficiency) of revenues over (under) expenditures		16,702	43,909	-	(7,193)	-
OTHER FINANCING SOURCES (USES)						
142 E 99100 590 000 00000 000	Transfers to Other Funds	-	(74,543)	-	-	-
Net change in fund balance		16,702	(30,634)	-	(7,193)	-
Fund balance, beginning		$ 38,359	$ 55,061	$ 24,427	$ 24,427	$ 17,234
Fund balance, ending		$ 55,061	$ 24,427	$ 24,427	$ 17,234	$ 17,234

LSS Nutrition Fund

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
REVENUES						
Charges for Services						
143 R 43521 000 000 00116 000	Lunch Payment Child	$ 72,493	$ 1,402	$ 90,000	$ -	$ 90,000
143 R 43521 000 000 02000 000	Lunch Payment Child	74,621	2,752	80,000	-	80,000
143 R 43521 000 000 03000 000	Lunch Payment Child	-	-	-	-	25,000
143 R 43522 000 000 00116 000	Lunch Payment Adult	5,843	1,405	5,000	5,000	5,000
143 R 43522 000 000 02000 000	Lunch Payment Adult	4,073	1,312	5,000	5,000	5,000
143 R 43522 000 000 03000 000	Lunch Payment Adult	-	-	-	-	2,000
143 R 43523 000 000 00116 000	Breakfast Income	5,272	336	8,000	100	8,000
143 R 43523 000 000 02000 000	Breakfast Income	6,182	189	7,000	200	7,000
143 R 43523 000 000 03000 000	Breakfast Income	-	-	-	-	2,500
143 R 43525 000 000 00116 000	A La Carte Sales	17,281	2,551	20,000	4,000	20,000
143 R 43525 000 000 02000 000	A La Carte Sales	40,077	383	40,000	30,000	40,000
143 R 43525 000 000 03000 000	A La Carte Sales	-	-	-	-	20,000
143 R 43570 000 000 00000 000	Receipts From Individual Schools	150	-	-	-	-
Total charges for services		225,992	10,330	255,000	44,300	304,500
Federal, State, and Local Grants						
143 R 47111 000 000 00000 000	USDA School Lunch Program	100,326	310,160	120,000	450,000	174,950
143 R 47112 000 000 00000 000	USDA Commodities	11,702	-	-	-	-
143 R 47112 000 000 00116 000	USDA Commodities	-	11,627	15,000	15,000	15,000
143 R 47112 000 000 02000 000	USDA Commodities	-	7,975	15,000	15,000	15,000
143 R 47112 000 000 03000 000	USDA Commodities	-	-	-	-	4,000
143 R 47113 000 000 00000 000	USDA School Breakfast Program	12,818	73,234	20,000	100,000	50,000
143 R 47114 000 000 00000 000	USDA - Other	4,844	4,245	3,000	30,000	15,000
Total federal, state, and local grants		129,690	407,241	173,000	610,000	273,950
Total revenues		355,682	417,571	428,000	654,300	578,450
EXPENDITURES						
Education Expenditures						
143 E 73100 165 735 00116 000	Cafeteria Personnel	32,599	31,406	35,700	35,700	35,700
143 E 73100 165 735 02000 000	Cafeteria Personnel	33,874	33,645	35,700	34,100	35,700
143 E 73100 189 735 00116 000	Other Salaries & Wages	45,681	62,716	56,100	57,700	61,000
143 E 73100 189 735 01000 000	Other Salaries & Wages	1,930	1,978	2,550	2,550	2,000
143 E 73100 189 735 02000 000	Other Salaries & Wages	44,061	46,975	56,100	49,300	51,000
143 E 73100 189 735 03000 000	Other Salaries & Wages	-	-	-	-	40,000
143 E 73100 201 735 00116 000	Social Security	4,543	5,439	6,500	6,500	6,000
143 E 73100 201 735 01000 000	Social Security	114	108	200	200	150
143 E 73100 201 735 02000 000	Social Security	4,562	4,591	6,500	6,500	5,500
143 E 73100 201 735 03000 000	Social Security	-	-	-	-	2,500
143 E 73100 204 735 00116 000	State Retirement	1,842	2,298	3,400	3,400	5,000
143 E 73100 204 735 01000 000	State Retirement	83	79	200	200	200
143 E 73100 204 735 02000 000	State Retirement	2,090	2,540	3,400	3,400	5,000
143 E 73100 204 735 03000 000	State Retirement	-	-	-	-	3,000
143 E 73100 206 735 00116 000	Life Insurance	96	155	200	200	200
143 E 73100 206 735 01000 000	Life Insurance	2	-	-	-	-
143 E 73100 206 735 02000 000	Life Insurance	128	153	200	200	200
143 E 73100 206 735 03000 000	Life Insurance	-	-	-	-	100
143 E 73100 207 735 00116 000	Medical Insurance	11,299	11,977	15,000	15,000	16,000
143 E 73100 207 735 01000 000	Medical Insurance	-	-	-	-	-
143 E 73100 207 735 02000 000	Medical Insurance	6,591	11,977	15,000	15,000	16,000
143 E 73100 212 735 00116 000	Employer Medicare	1,062	1,272	1,400	1,400	1,450
143 E 73100 212 735 01000 000	Employer Medicare	27	25	100	100	50
143 E 73100 212 735 02000 000	Employer Medicare	1,067	1,074	1,400	1,400	1,300
143 E 73100 212 735 03000 000	Employer Medicare	-	-	-	-	600
143 E 73100 336 735 00116 000	Maint & Repair-Equipment	-	-	2,000	2,000	2,000
143 E 73100 336 735 02000 000	Maint & Repair-Equipment	-	-	2,000	1,034	2,000
143 E 73100 355 735 02000 000	Travel	-	-	-	-	-
143 E 73100 399 735 00116 000	Other Contracted Services	320	-	1,500	1,500	1,500
143 E 73100 399 735 02000 000	Other Contracted Services	280	-	1,500	-	1,500
143 E 73100 399 735 03000 000	Other Contracted Services	-	-	-	-	1,500
143 E 73100 421 735 00116 000	Food Preparation Supplies	4,081	9,838	9,000	9,000	9,000
143 E 73100 421 735 02000 000	Food Preparation Supplies	3,909	5,840	7,000	7,000	7,500
143 E 73100 421 735 03000 000	Food Preparation Supplies	-	-	-	-	2,500
143 E 73100 422 735 00116 000	Food Supplies	53,506	70,147	64,550	176,438	100,000
143 E 73100 422 735 02000 000	Food Supplies	62,974	62,246	64,550	185,000	100,000

LSS Nutrition Fund (continued)

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
EXPENDITURES (Continued)						
Education Expenditures (Continued)						
143 E 73100 422 735 03000 000	Food Supplies	$ -	$ -	$ -	$ -	$ 25,000
143 E 73100 469 000 00000 000	USDA Commodities	11,702	-	-	-	-
143 E 73100 469 735 00116 000	USDA Commodities	-	11,627	15,000	15,000	15,000
143 E 73100 469 735 02000 000	USDA Commodities	-	7,975	15,000	15,000	15,000
143 E 73100 499 735 00116 000	Other Supplies & Materials	560	717	2,000	2,000	2,000
143 E 73100 499 735 02000 000	Other Supplies & Materials	730	91	2,000	2,000	2,000
143 E 73100 499 735 03000 000	Other Supplies & Materials	-	-	-	-	500
143 E 73100 524 735 00116 000	In-Service/Staff Development	390	-	125	125	125
143 E 73100 524 735 02000 000	In-Service/staff Development	290	-	125	125	125
143 E 73100 599 735 00116 000	Other Charges	566	387	500	500	500
143 E 73100 599 735 02000 000	Other Charges	592	480	500	500	500
143 E 73100 599 735 03000 000	Other Charges	-	-	-	-	500
143 E 73100 710 735 00116 000	Food Service Equipment	2,720	109,637	500	1,762	500
143 E 73100 710 735 02000 000	Food Service Equipment	-	19,990	500	2,466	50
143 E 73100 710 735 03000 000	Food Service Equipment	-	-	-	-	500
Total education expenditures		334,271	517,383	428,000	654,300	578,450
Total expenditures		334,271	517,383	428,000	654,300	578,450
Net change in fund balance		21,411	(99,812)	-	-	-
Fund balance, beginning		191,814	213,225	113,413	113,413	113,413
Fund balance, ending		$ 213,225	$ 113,413	$ 113,413	$ 113,413	$ 113,413

LSS Discretionary Grants Fund

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
REVENUES						
Federal, State, and Local Grants						
145 R 46980 000 000 00000 420	Safe Schools	$ 35,730	$ 37,750	$ 10,000	$ 38,990	$ 10,000
145 R 46980 000 000 00000 421	School Safety	-	-	-	-	-
145 R 46980 000 000 00000 600	Other State Grants	73,000	73,000	73,000	73,000	73,000
Total federal, state, and local grants		108,730	110,750	83,000	111,990	83,000
Total revenues		108,730	110,750	83,000	111,990	83,000
EXPENDITURES						
Education Expenditures						
145 E 72130 309 000 00000 420	Contracts w Govt Agencies	10,000	10,000	10,000	10,000	10,000
145 E 72210 701 000 00000 420	Administration Equipment	-	1,558	-	28,990	-
145 E 72620 701 000 00000 420	Maintenance of Plant Equipment	25,730	26,192	-	-	-
145 E 72120 105 000 01000 600	Supervisor/Director	55,783	55,783	55,783	55,783	55,783
145 E 72120 201 000 01000 600	Social Security	3,382	3,459	3,459	3,459	3,459
145 E 72120 204 000 01000 600	State Retirement	2,789	2,789	2,789	2,789	2,789
145 E 72120 206 000 01000 600	Life Insurance	165	170	170	170	170
145 E 72120 212 000 01000 600	Employer Medicare	791	809	809	809	809
145 E 72120 499 000 01000 600	Other Supplies & Materials	4,092	2,500	2,500	2,500	2,500
145 E 72120 524 000 01000 600	In-Service/Staff Development	2,260	-	3,000	3,000	3,000
145 E 72120 790 000 01000 600	Other Equipment	3,738	7,490	4,490	4,490	4,490
Total education expenditures		108,730	110,750	83,000	111,990	83,000
Total expenditures		108,730	110,750	83,000	111,990	83,000
Net change in fund balance		-	-	-	-	-
Fund balance, beginning		-	-	-	-	-
Fund balance, ending		$ -	$ -	$ -	$ -	$ -

LSS LEAP Fund

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	ORIG. BUDGET FY2021-2022	ESTIMATED FY2021-2022	BUDGET FY2022-2023
REVENUES						
Charges for Services						
146 R 43520 000 000 00116 000	LEAP Registration	$ 7,210	$ 600	$ -	$ -	$ -
146 R 43581 000 000 00116 000	LEAP Fees	221,827	186,063	-	-	-
146 R 43581 000 000 02000 000	LEAP FEES	4,525	2,890	-	-	-
146 R 43581 000 000 01000 000	LEAP Fees	-	-	289,800	289,800	326,150
Total charges for services		233,562	189,553	289,800	289,800	326,150
Total revenues		233,562	189,553	289,800	289,800	326,150
EXPENDITURES						
Education Expenditures						
146 E 72610 189 000 00116 000	Other Salaries & Wages	-	26,001	26,707	26,707	32,000
146 E 72610 189 000 02000 000	Other Salaries & Wages	-	26,239	26,707	26,707	32,000
146 E 72610 201 000 00116 000	Social Security	-	1,591	1,656	1,656	2,000
146 E 72610 201 000 02000 000	Social Security	-	1,592	1,656	1,656	2,000
146 E 72610 204 000 00116 000	State Retirement	-	1,276	2,751	2,751	2,750
146 E 72610 204 000 02000 000	State Retirement	-	1,289	2,751	2,751	2,751
146 E 72610 206 000 00116 000	Life Insurance	-	90	200	200	100
146 E 72610 206 000 02000 000	Life Insurance	-	90	200	200	100
146 E 72610 212 000 00116 000	Employer Medicare	-	372	387	387	500
146 E 72610 212 000 02000 000	Employer Medicare	-	372	387	387	500
146 E 72610 415 000 00116 000	Electricity	9,343	15,521	15,000	15,000	15,000
146 E 72610 415 000 02000 000	Electricity	8,430	8,977	10,000	10,000	10,000
146 E 73300 105 000 00116 000	Supervisor/Director	6,201	7,499	10,000	10,000	18,000
146 E 73300 105 000 01000 000	Supervisor/Director	30,209	31,783	35,700	35,700	35,000
146 E 73300 105 000 02000 000	Supervisor/Director	-	-	-	-	18,000
146 E 73300 116 000 00116 000	Teachers (Certified)	17,703	15,336	20,000	20,000	22,000
146 E 73300 116 000 02000 000	Teachers	-	3,945	4,000	4,000	5,000
146 E 73300 169 000 00116 000	LEAP Staff (Non-certified)	38,778	38,639	50,000	50,000	50,000
146 E 73300 169 000 02000 000	LEAP Staff (Non-certified)	33,678	23,887	37,348	37,348	37,999
146 E 73300 189 000 00116 000	Other Salaries & Wages	24,811	23,514	17,000	14,799	5,000
146 E 73300 189 000 01000 000	Other Salaries & Wages	1,930	1,834	2,000	2,000	2,500
146 E 73300 201 000 00116 000	Social Security	3,912	3,871	5,000	5,000	7,000
146 E 73300 201 000 01000 000	Social Security	1,988	2,080	2,500	2,500	2,500
146 E 73300 201 000 02000 000	Social Security	2,027	1,668	2,500	2,500	3,800
146 E 73300 204 000 00116 000	State Retirement	3,534	3,498	3,500	3,500	3,700
146 E 73300 204 000 01000 000	State Retirement	1,593	1,668	1,500	1,500	1,600
146 E 73300 204 000 02000 000	State Retirement	1,008	1,220	1,500	1,500	1,600
146 E 73300 206 000 00116 000	Life Insurance	59	31	100	100	100
146 E 73300 206 000 01000 000	Life Insurance	106	104	150	150	150
146 E 73300 206 000 02000 000	Life Insurance	4	-	100	100	-
146 E 73300 207 000 00116 000	Medical Insurance	1,031	502	1,000	1,000	1,000
146 E 73300 212 000 00116 000	Employer Medicare	1,177	1,133	1,500	1,500	1,500
146 E 73300 212 000 01000 000	Employer Medicare	465	486	1,000	1,000	1,000
146 E 73300 212 000 02000 000	Employer Medicare	474	390	1,000	1,000	1,000
146 E 73300 399 000 00116 000	Other Contracted Services	1,096	2,664	-	1,000	1,000
146 E 73300 399 000 02000 000	Other Contracted Services	224	500	-	500	1,000
146 E 73300 422 000 00116 000	Food Supplies	2,735	1,968	1,500	1,880	2,000
146 E 73300 422 000 02000 000	Food Supplies	1,169	1,250	1,500	1,185	2,000
146 E 73300 499 000 00116 000	Other Supplies & Materials	96	284	500	366	500
146 E 73300 499 000 02000 000	Other Supplies & Materials	48	34	500	120	500
146 E 73300 524 000 00116 000	In-Service/Staff Development	567	-	-	-	-
146 E 73300 790 000 00116 000	Equipment	112	-	-	408	500
146 E 73300 790 000 02000 000	Equipment	-	-	-	742	500
Total education expenditures		194,508	253,198	289,800	289,800	326,150
Total expenditures		194,508	253,198	289,800	289,800	326,150
Net change in fund balance		39,054	(63,645)	-	-	-
Fund balance, beginning		347,104	386,158	322,513	322,513	322,513
Fund balance, ending		$ 386,158	$ 322,513	$ 322,513	$ 322,513	$ 322,513

Sewer Fund

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	PLAN FY2021-2022	ESTIMATED FY2021-2022	PLAN FY2022-2023
OPERATING REVENUES						
Sewer Service Fees						
412 R 37230 000 000 00000 000	Residential Sewer Fees	$ 1,324,933	$ 1,368,903	$ 1,570,813	$ 1,400,251	$ 1,501,468
412 R 37231 000 000 00000 000	Commercial Sewer Fees	70,419	80,917	70,149	70,149	159,290
412 R 37232 000 000 00000 000	City Of Memphis Sewer Fees	91,688	90,277	101,414	101,414	466,195
Total sewer service fees		1,487,040	1,540,097	1,742,376	1,571,814	2,126,953
Service Connection Fees						
412 R 37233 000 000 00000 000	Sewer Connection Charge	88,100	115,650	136,080	136,080	163,296
412 R 37298 000 000 00000 000	Sewer Development Charges	721,287	251,100	328,600	204,600	241,800
Total service connection fees		809,387	366,750	464,680	340,680	405,096
Total operating revenues		2,296,427	1,906,847	2,207,056	1,912,494	2,532,049
OPERATING EXPENSES						
Personnel Costs						
412 E 43250 111 000 00000 000	SEW - Salaries - Permanent	91,786	99,743	97,119	101,999	202,206
412 E 43250 121 000 00000 000	SEW - Regular Employee	116,940	131,671	221,636	150,000	239,327
412 E 43250 122 000 00000 000	SEW - Temporary Wages	12,676	12,988	-	9,600	-
412 E 43250 123 000 00000 000	SEW - Overtime Wages	586	9	2,015	2,080	2,059
412 E 43250 141 000 00000 000	SEW - FICA (Employer's Share)	17,124	20,181	24,783	20,000	34,273
412 E 43250 142 000 00000 000	SEW - Insurance	42,260	49,634	113,478	60,000	124,059
412 E 43250 143 000 00000 000	SEW - Retirement	12,566	13,823	14,691	10,000	20,499
412 E 43250 144 000 00000 000	SEW - HSA Retirement	2,820	4,619	-	2,342	7,800
412 E 43250 146 000 00000 000	SEW - Workmen's	4,685	3,645	11,988	13,214	12,503
412 E 43250 148 000 00000 000	SEW - Education/Training	150	725	2,500	2,500	3,500
412 E 43250 149 000 00000 000	SEW - Uniforms	1,279	1,439	3,000	3,000	3,000
Total personnel costs		302,872	338,477	491,210	374,735	649,226
Sewer System Administration						
412 E 43250 220 000 00000 000	SEW - Printing	-	-	500	500	500
412 E 43250 230 000 00000 000	SEW - Publicity/Dues	1,548	2,000	2,000	2,000	2,000
412 E 43250 232 000 00000 000	SEW - Environmental Protection	4,940	4,940	5,000	5,000	5,000
412 E 43250 241 000 00000 000	SEW - Electric	127,206	141,225	128,000	128,000	140,000
412 E 43250 244 000 00000 000	SEW - Gas/Propane	1,144	1,579	800	800	800
412 E 43250 245 000 00000 000	SEW - Telephone	11,413	10,897	15,000	15,000	15,000
412 E 43250 245 000 00000 019	SEW - PHONE-COVID-19	204	579	-	-	-
412 E 43250 251 000 00000 000	SEW - MLGW Collection Fee	29,638	30,549	30,000	30,000	30,000
412 E 43250 252 000 00000 000	SEW - Legal Services	2,580	7,436	2,000	2,000	2,000
412 E 43250 253 000 00000 000	SEW - Accounting & Auditing	8,000	8,000	9,000	9,000	9,270
412 E 43250 254 000 00000 000	SEW - Arch/Eng/Landscaping	6,153	-	10,000	10,000	10,000
412 E 43250 259 000 00000 000	SEW - Other Professional	49,312	27,836	30,000	30,000	30,000
412 E 43250 261 000 00000 000	SEW - Repair & Maintenance	123,282	2,633	4,000	4,000	4,000
412 E 43250 266 000 00000 000	SEW - Repair & Maintenance	16,566	1,085	25,000	25,000	15,000
412 E 43250 280 000 00000 000	SEW - Travel	-	-	2,500	2,500	4,000
412 E 43250 287 000 00000 000	SEW - Meals & Entertainment	-	-	1,000	1,000	1,000
412 E 43250 290 000 00000 000	SEW - Contracted Service	43,032	79,292	30,000	30,000	30,000
412 E 43250 310 000 00000 000	SEW - Office Supplies &	1,840	607	3,000	3,000	3,000
412 E 43250 322 000 00000 000	SEW - Chemical, Laboratory,	14,931	7,381	10,000	10,000	10,000
412 E 43250 331 000 00000 000	SEW - Gas, Oil, Diesel	6,237	5,868	10,000	10,000	10,000
412 E 43250 333 000 00000 000	SEW - Other Equipment Parts	35,063	123,420	50,000	50,000	50,000
412 E 43250 341 000 00000 000	SEW - Tools	3,284	2,000	2,000	2,000	2,000
412 E 43250 452 000 00000 000	SEW - Gravel & Sand	2,761	-	5,000	5,000	5,000
412 E 43250 454 000 00000 000	SEW - Sewer Line Materials	270	2,833	3,000	3,000	3,000
412 E 43250 511 000 00000 000	SEW - Insurance On Buildings	25,370	33,484	34,000	43,300	42,000
412 E 43250 513 000 00000 000	SEW - Liability	4,823	5,064	6,000	6,000	6,000
412 E 43250 533 000 00000 000	SEW - Machinery &	-	2,535	5,000	5,000	5,000
Total sewer system administration		519,597	501,243	422,800	432,100	434,570
Depreciation Expense						
412 E 43250 950 000 00000 000	SEW - Depreciation Expense	505,669	513,026	510,000	510,000	510,000
Total depreciation expense		505,669	513,026	510,000	510,000	510,000
Total operating expenses		1,328,138	1,352,746	1,424,010	1,316,835	1,593,796
Operating income		968,289	554,101	783,046	595,659	938,253

Sewer Fund (Continued)

		ACTUAL FY2019-2020	ACTUAL FY2020-2021	PLAN FY2021-2022	ESTIMATED FY2021-2022	PLAN FY2022-2023
NONOPERATING REVENUES (EXPENSES)						
Interest Income						
412 R 36100 000 000 00000 000	Interest Earned - Checking	$ 14,189	$ 3,271	$ 5,110	$ 5,110	$ 2,957
Interest and Fiscal Charges						
412 E 43250 611 000 00000 000	SEW - Interest On Long Term	(57,526)	(8,871)	(130,000)	(10,000)	(20,766)
412 E 43250 614 000 00000 000	SEW - Fees (Tml Bond	(26,161)	(23,633)	(30,000)	(30,000)	(25,000)
Loss on Sale of Capital Assets						
412 R 36330 000 000 00000 000	Gain or Loss on Assets	-	(2,748)	-	-	-
Net nonoperating revenues (expenses)		(69,498)	(31,981)	(154,890)	(34,890)	(42,809)
Capital Grants and Contributions						
412 R 33816 000 000 00000 000	ARPA SLFRF Grant	-	-	-	-	3,751,052
412 R 36907 000 000 00000 000	Developer Contributions	41,709	-	560,069	287,284	1,028,132
Total capital grants and contributions		41,709	-	560,069	287,284	4,779,184
Change in net position		940,500	522,120	1,188,225	848,053	5,674,628
Net position, beginning		11,376,114	12,316,614	12,838,734	12,838,734	13,686,787
Net position, ending		$ 12,316,614	$ 12,838,734	$ 14,026,959	$ 13,686,787	$ 19,361,415
OTHER FINANCIAL INFORMATION:						
Capital additions		$ 378,176	$ 1,089,432	$ 5,670,000	$ 615,537	$ 8,366,000
Long-term debt repayment		$ 544,000	$ 588,000	$ 588,000	$ 612,000	$ 636,000
Debt proceeds		$ -	$ -	$ 5,000,000	$ -	$ 3,748,948
Grant funds deposits received (used)		$ -	$ -	$ -	$ 1,875,526	$ (1,875,526)
Addition to (use of) cash estimate		$ 464,961	$ (424,361)	$ (119,844)	$ 1,718,758	$ (1,972,082)
RECONCILIATION OF CHANGE IN NET POSITION TO ADDITION TO (USE OF) CASH ESTIMATE						
Change in net position		$ 940,500	$ 522,120	$ 1,188,225	$ 848,053	$ 5,674,628
Plus:						
Grant funds deposited		-	-	-	1,875,526	-
Debt proceeds		-	-	5,000,000	-	3,748,948
Pension expense higher than amount paid		3,189	2,348	-	-	-
Changes in assets and liabilities		(20,512)	212,829	-	-	-
Loss (gain) on sale of assets		-	2,748	-	-	-
Non-cash depreciation expense		505,669	513,026	510,000	510,000	510,000
Less:						
Use of grant funds deposited		-	-	-	-	(1,875,526)
Non-cash developer contributions		(41,709)	-	(560,069)	(287,284)	(1,028,132)
Capital additions		(378,176)	(1,089,432)	(5,670,000)	(615,537)	(8,366,000)
Long-term debt repayment		(544,000)	(588,000)	(588,000)	(612,000)	(636,000)
Addition to (use of) cash estimate		464,961	(424,361)	(119,844)	1,718,758	(1,972,082)
Cash and cash equivalents, beginning		1,836,020	2,300,981	1,876,620	1,876,620	3,595,378
Cash and cash equivalents, ending		$ 2,300,981	$ 1,876,620	$ 1,756,776	$ 3,595,378	$ 1,623,296

Demographic and Economic Statistics

The beautiful city of Lakeland, TN is quickly becoming one of the most desirable and most prosperous communities in the Memphis Metro area. Over the past five years, Lakeland has strategically invested in and planned for future growth from both a residential and commercial standpoint.

Commercial development is also thriving. In 2018, The Lake District and Lakeland Town Square broke ground. Both are unique upscale mixed-use developments, sure to be a catalyst for growth and opportunity for our City.

In addition, opening in fiscal year 2023 is a new Lakeland Preparatory High School, which promises to be one of the top performing school systems in Tennessee. The new high school will include a new varsity gym with capacity for 2000, a performing arts auditorium with a capacity for 800, and a full range of academic, athletic, and fine arts facilities.

Lakeland was also awarded a “Most Safe” Crime Rating from Neighborhood Scout and has an overall crime rate that is 49% lower than the national average. These are just a few of a long list of accolades for a flourishing city “Where Quality is a Way of Life”.

Principle Employers

Current and Nine Years Ago

	2021		2012	
Taxpayer	No. of Employees	Rank	No. of Employees	Rank
Lakeland School System	219	1	-	
A2H	90	2	65	2
Cracker Barrell	82	3	130	1
The Pet Hospitals	58	4	-	
City of Lakeland	40	5	30	3
Zaxby's	35	6	20	9
Renaissance Group, Inc.	30	7	30	4
Sonic Drive-In	27	8	20	7
Sprouts	25	9	-	
Gibson Paving	21	10	25	5
Learning Tree Day Care Center	-		22	6
Walgreens	-		20	8
Cannon Chiropractic, PLLC	-		20	10
Total for ten largest employers	627		382	

Source: Lakeland Chamber of Commerce and City staff survey of employers

Demographic and Economic Indicators

Year	Population (a)	Total Personal Income (b)	Per Capita Personal Income (c)	Unemployment Rate (d)
2021	13,904	$ 803,763,546	$ 57,808 (e)	7.6%
2020	12,642	698,003,580	55,213 (e)	11.6%
2019	12,647	665,662,198	52,634	4.6%
2018	12,617	657,774,678	52,134	4.9%
2017	12,606	653,848,008	51,868	4.7%
2016	12,612	682,006,512	54,076	5.9%
2015	12,618	677,397,330	53,685	7.0%
2014	12,618	682,204,788	54,066	8.0%
2013	12,624	640,554,384	50,741	9.6%
2012	12,621	637,032,354	50,474	9.4%

Sources:

(a) Estimates of population obtained from census.gov for the calendar year falling within the fiscal year. Data for fiscal year 2021 is based on the 2020 Census results.

(b) Calculated estimate of total personal income as population times per capita personal income.

(c) Data obtained from data.census.gov (unless otherwise indicated) for the calendar year falling within the fiscal year and for the census tracts related to the City of Lakeland.

(d) Data obtained from U.S. Bureau of Labor Statistics for Shelby County, as the most relevant measure to present given that the majority of Lakeland residents are employed not within the City of Lakeland, but in the greater Shelby County. Data is presented as of June of each fiscal year end.

(e) Estimated based on State of Tennessee personal income growth of 4.7 percent and 4.9 percent for 2021 and 2020, respectively, as reported on bea.gov.

Sewer Rates

Rates:

Gallons Used	Rate/ccf
Residential:	
Base - up to 5 ccf.	$ 7.00
Additional - 6 - 20 ccf.	$ 2.50
Additional - 21+ ccf.	$ 0.50
City of Memphis Sewer System Users	
Monthly charge	$ 17.25
Commercial:	
Base - up to 30 ccf.	$ 60.35
Each additional ccf.	$ 1.39

Principal Property Taxpayers

The principal property taxpayers listed below were for the taxes levied in 2021 to fund fiscal year 2022:

		2021			
Name of Taxpayer	Nature of Property	Tax Levied	Percentage of Total	Assessment	Rank
Lakeland Apartments TN Assoc LLC	Apartments	$ 141,105	2.98%	$ 13,567,800	1
Lake District LLC	Developing commercial property	48,759	1.03%	4,688,400	2
CB Associates LLC	Strip center	37,497	0.79%	3,605,440	3
Lakeland 64 LLC	Fitness center	24,404	0.52%	2,346,560	4
Music City Publishing LLC	Strip center	22,359	0.47%	2,149,920	5
Countrybridge Partners LP	Strip center	16,207	0.34%	1,558,360	6
Highway 64 Center LLC	Strip center	14,979	0.32%	1,440,240	7
TFB LLC	Developing residential property	14,457	0.31%	1,390,050	8
Orange Grove Utilities Inc (Walgreens)	Retail pharmacy	13,702	0.29%	1,317,520	9
Collection at Lakeland LLC	Developing commercial property	11,981	0.25%	1,152,040	10
Total for ten largest taxpayers		345,450	7.30%	33,216,330	
Total for all other taxpayers		4,384,589	92.70%	421,595,066	
Total		$ 4,730,039	100%	$ 454,811,396	

Source: Shelby County Tax Assessor

Debt Information

Debt Limit

The City of Lakeland does not have a legal debt limit.

Bond Rating

The City of Lakeland long-term issuer rating by Moody's Investor Services is Aa3.

Outstanding Debt Summary

The information below is provided as additional information related to the City's current debt obligations. Based on the City's LTFP, annual debt service is expected to grow to approximately $2.7 million by FY2027, while the metric "change in fund balance before capital and debt activities" in the General Fund will be $6.6 million in that same year. This means that debt service encompasses 40 percent of the funds available for both capital and debt activities by the end of the LTFP. While still manageable, the City remains aware of this metric and the need for future economic growth aligned with the Board's strategic plan to mitigate the impact of debt on the City's current operations.

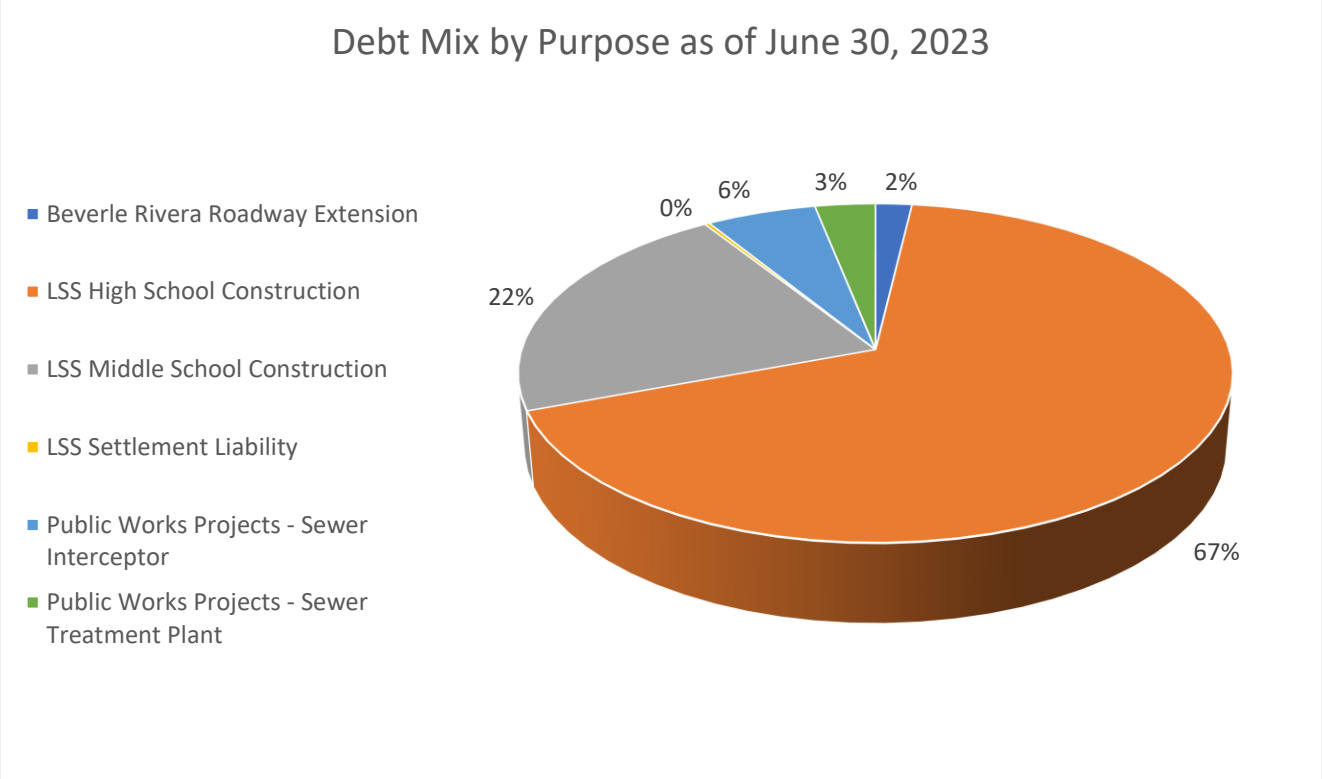
	AS OF JUNE 30, 2020	AS OF JUNE 30, 2021	ESTIMATED AS OF JUNE 30, 2022	BUDGET AS OF JUNE 30, 2023
General Obligation Bonds and Notes Payable:				
TN Municipal League Note, Series 2001				
Variable interest, $3.5 million, maturing 2024	$ 644,095	$ 429,095	$ 206,095	$ -
TN Municipal League Note, Series 2008				
Variable interest, $4.5 million, maturing 2030	2,738,000	-	-	-
Capital Outlay Note, Series 2015				
Interest rate 2 - 5 percent, $20 million, maturing 2028	14,350,000	-	-	-
TLDA Construction Loan				
Interest rate 1.89 percent, $1.725 million, maturing 2040	1,433,692	1,370,704	1,306,516	1,241,104
Bond Anticipation Note, Series 2019				
Interest rate 1.55 percent, $43.5 million, maturing 2022	43,500,000	43,500,000	-	-
U.S. General Obligation Refunding Bonds, Series 2021				
Interest rate 2.13 percent, $5.195 million, maturing 2061	-	5,194,500	5,110,765	5,025,250
U.S. General Obligation Refunding Bonds, Series 2021				
Interest rate 2.13 percent, $9.6 million, maturing 2061	-	9,600,000	9,445,248	9,287,208
U.S. General Obligation Bonds, Series 2022 *				
Interest rate 2.50 percent, $45.205 million, maturing 2062	-	-	45,205,500	44,534,821
Capital Outlay Note, Series 2022 *				
Interest rate 3.50 percent, $13.5 million, maturing 2023	-	-	4,000,000	-
Other Long-Term Debt:				
Shelby County Settlement Liability				
Discount rate .5 percent, 12 annual installments $56,337	332,443	277,771	222,825	167,603
2018 Capital Lease, ARS Education Finance				
Discount rate 5.24 percent, maturing 2021	70,462	-	-	-
2019 Capital Lease, Apple, Inc.				
Discount rate 2.49 percent, maturing 2021	34,701	-	-	-
Total General Obligation Debt	63,103,393	60,372,070	65,496,949	60,255,986
Sewer Utility Fund Note Payable:				
TN Municipal League Note, Series 2005				
Variable interest, $11 million, maturing 2026	3,901,000	3,313,000	2,701,000	2,065,000
State Revolving Fund Note *				
Interest rate 1.50 percent, $15 million, maturing 2055	-	-	-	3,748,948
Total Sewer Utility Debt	3,901,000	3,313,000	2,701,000	5,813,948
Total Debt	$ 67,004,393	$ 63,685,070	$ 68,197,949	$ 66,069,934

* Estimated interest rates, total principal, and maturity dates based upon currently-available information.

Debt Information (Continued)

Debt Mix by Purpose

	AS OF JUNE 30, 2020	AS OF JUNE 30, 2021	ESTIMATED AS OF JUNE 30, 2022	BUDGET AS OF JUNE 30, 2023
Purpose of Debt Principal Outstanding:				
Beverle Rivera Roadway Extension	$ 1,433,692	$ 1,370,704	$ 1,306,516	$ 1,241,104
LSS Equipment	105,163	-	-	-
LSS High School Construction	43,500,000	43,500,000	45,205,500	44,534,821
LSS Middle School Construction	14,350,000	14,794,500	14,556,013	14,312,458
LSS Settlement Liability	332,443	277,771	222,825	167,603
Infrastructure - New Canada Road	-	-	4,000,000	-
Public Works Projects - Fire Station	644,095	429,095	206,095	-
Public Works Projects - 1-40 Interchange	2,738,000	-	-	-
Public Works Projects - Sewer Interceptor	-	-	-	3,748,948
Public Works Projects - Sewer Treatment Plant	3,901,000	3,313,000	2,701,000	2,065,000
Total Debt	$ 67,004,393	$ 63,685,070	$ 68,197,949	$ 66,069,934



Debt Information (Continued)

Debt Maturity Schedules

The schedules below are presented for planned debt outstanding as of June 30, 2023, and debt service for fiscal year 2024 through maturity.

Paid through Debt Service Fund:

	TLDA Construction Loan		U.S. G.O. Refunding Bonds, Series 2021		U.S. G.O. Refunding Bonds, Series 2021		U.S. G.O. Refunding Bonds, Series 2022		Shelby County Settlement Liability		Total	
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
2024	$ 66,660	$ 24,336	$ 87,332	$ 106,787	$ 161,399	$ 197,353	$ 687,446	$ 1,113,371	$ 55,498	$ 839	$ 1,058,335	$ 1,442,686
2025	67,932	22,980	89,188	104,931	164,829	193,923	704,632	1,096,184	55,777	560	1,082,358	1,418,578
2026	69,228	21,600	91,083	103,036	168,331	190,421	722,248	1,078,569	56,328	281	1,107,218	1,393,907
2027	70,548	20,208	93,018	101,100	171,908	186,844	740,304	1,060,512	-	-	1,075,778	1,368,664
2028	71,892	18,768	94,995	99,123	175,561	183,191	758,812	1,042,005	-	-	1,101,260	1,343,087
2029	73,260	17,316	97,014	97,105	179,292	179,460	777,782	1,023,034	-	-	1,127,348	1,316,915
2030	74,664	15,828	99,075	95,043	183,102	175,650	797,227	1,003,590	-	-	1,154,068	1,290,111
2031	76,080	14,316	101,181	92,938	186,993	171,759	817,158	983,659	-	-	1,181,412	1,262,672
2032	77,532	12,780	103,331	90,788	190,966	167,786	837,587	963,230	-	-	1,209,416	1,234,584
2033	79,008	11,208	105,527	88,592	195,024	163,728	858,526	942,291	-	-	1,238,085	1,205,819
2034	80,520	9,600	107,769	86,350	199,169	159,583	879,989	920,827	-	-	1,267,447	1,176,360
2035	82,056	7,968	110,059	84,059	203,401	155,351	901,989	898,828	-	-	1,297,505	1,146,206
2036	83,616	6,300	112,398	81,721	207,723	151,029	924,539	876,278	-	-	1,328,276	1,115,328
2037	85,212	4,608	114,786	79,332	212,137	146,615	947,652	853,164	-	-	1,359,787	1,083,719
2038	86,832	2,880	117,225	76,893	216,645	142,107	971,344	829,473	-	-	1,392,046	1,051,353
2039	88,488	1,128	119,717	74,402	221,249	137,503	995,627	805,190	-	-	1,425,081	1,018,223
2040	7,576	13	122,260	71,858	225,951	132,801	1,020,518	780,299	-	-	1,376,305	984,971
2041	-	-	124,859	69,260	230,752	128,000	1,046,031	754,786	-	-	1,401,642	952,046
2042	-	-	127,512	66,607	235,656	123,096	1,072,182	728,635	-	-	1,435,350	918,338
2043	-	-	130,221	63,897	240,663	118,089	1,098,986	701,831	-	-	1,469,870	883,817
2044	-	-	132,989	61,130	245,777	112,975	1,126,461	674,356	-	-	1,505,227	848,461
2045	-	-	135,815	58,304	251,000	107,752	1,154,622	646,194	-	-	1,541,437	812,250
2046	-	-	138,701	55,418	256,334	102,418	1,183,488	617,329	-	-	1,578,523	775,165
2047	-	-	141,648	52,470	261,781	96,971	1,213,075	587,742	-	-	1,616,504	737,183
2048	-	-	144,658	49,460	267,344	91,408	1,243,402	557,415	-	-	1,655,404	698,283
2049	-	-	147,732	46,386	273,025	85,727	1,274,487	526,330	-	-	1,695,244	658,443
2050	-	-	150,871	43,247	278,827	79,925	1,306,349	494,468	-	-	1,736,047	617,640
2051	-	-	154,077	40,041	284,752	74,000	1,339,008	461,809	-	-	1,777,837	575,850
2052	-	-	157,352	36,767	290,803	67,949	1,372,483	428,334	-	-	1,820,638	533,050
2053	-	-	160,695	33,423	296,982	61,770	1,406,795	394,022	-	-	1,864,472	489,215
2054	-	-	164,110	30,008	303,293	55,459	1,441,965	358,852	-	-	1,909,368	444,319
2055	-	-	167,597	26,521	309,738	49,014	1,478,014	322,803	-	-	1,955,349	398,338
2056	-	-	171,159	22,960	316,320	42,432	1,514,965	285,852	-	-	2,002,444	351,244
2057	-	-	174,796	19,323	323,042	35,710	1,552,839	247,978	-	-	2,050,677	303,011
2058	-	-	178,510	15,608	329,906	28,846	1,591,660	209,157	-	-	2,100,076	253,611
2059	-	-	182,304	11,815	336,917	21,835	1,631,451	169,366	-	-	2,150,672	203,016
2060	-	-	186,178	7,941	344,076	14,676	1,672,237	128,579	-	-	2,202,491	151,196
2061	-	-	187,508	3,985	346,540	7,364	1,714,043	86,773	-	-	2,248,091	98,122
2062	-	-	-	-	-	-	1,756,898	43,922	-	-	1,756,898	43,922
	$ 1,241,104	$ 211,837	$ 5,025,250	$ 2,348,629	$ 9,287,208	$ 4,340,520	$ 44,534,821	$ 25,697,037	$ 167,603	$ 1,680	$ 60,255,986	$ 32,599,703

Debt Information (Continued)

Debt Maturity Schedules (Continued)

Paid through Sewer Fund:

	Tennessee Municipal League Note, Series 2005 (1)		State Revolving Fund Note		Total	
	Principal	Interest	Principal	Interest	Principal	Interest
2024	$ 661,000	$ 5,427	$ -	$ 56,234	$ 661,000	$ 61,661
2025	688,000	3,636	-	56,234	688,000	59,870
2026	716,000	1,772	99,869	56,234	815,869	58,006
2027	-	-	101,367	54,736	101,367	54,736
2028	-	-	102,887	53,216	102,887	53,216
2029	-	-	104,431	51,672	104,431	51,672
2030	-	-	105,997	50,106	105,997	50,106
2031	-	-	107,587	48,516	107,587	48,516
2032	-	-	109,201	46,902	109,201	46,902
2033	-	-	110,839	45,264	110,839	45,264
2034	-	-	112,502	43,602	112,502	43,602
2035	-	-	114,189	41,914	114,189	41,914
2036	-	-	115,902	40,201	115,902	40,201
2037	-	-	117,641	38,463	117,641	38,463
2038	-	-	119,405	36,698	119,405	36,698
2039	-	-	121,196	34,907	121,196	34,907
2040	-	-	123,014	33,089	123,014	33,089
2041	-	-	124,859	31,244	124,859	31,244
2042	-	-	126,732	29,371	126,732	29,371
2043	-	-	128,633	27,470	128,633	27,470
2044	-	-	130,563	25,540	130,563	25,540
2045	-	-	132,521	23,582	132,521	23,582
2046	-	-	134,509	21,594	134,509	21,594
2047	-	-	136,527	19,577	136,527	19,577
2048	-	-	138,575	17,529	138,575	17,529
2049	-	-	140,653	15,450	140,653	15,450
2050	-	-	142,763	13,340	142,763	13,340
2051	-	-	144,904	11,199	144,904	11,199
2052	-	-	147,078	9,025	147,078	9,025
2053	-	-	149,284	6,819	149,284	6,819
2054	-	-	151,523	4,580	151,523	4,580
2055	-	-	153,797	2,307	153,797	2,307
	$ 2,065,000	$ 10,835	$ 3,748,948	$ 1,046,615	$ 5,813,948	$ 1,057,450

(1) Interest rate is variable, budgeted at 0.27%.

Glossary of Terms

Term or Acronym	Definition
Accrual Basis	A method of recording revenues and expenditures/expenses as incurred, without regard to the timing of the collection or payment.
ADA	Americans with Disabilities Act.
Annual Budget	A budget of the revenues and expenditures for the City of Lakeland, Tennessee, for a period from July 1st to June 30th.
Appropriation	Legal authorization granted by the Board of Commissioners to expend funds for specific purposes, typically limited in amount and the timing in which it may be expended.
ARPA	American Rescue Plan Act of 2021.
Assessed Value	The estimate of fair market value assigned to property, generally by the county appraiser.
Balanced Budget	A budget in which the revenues and sources of funds, including fund balance, equal or exceed total expenditures.
BOC	Board of Commissioners of the City of Lakeland, Tennessee.
Budget Calendar	The schedule of key dates in the annual budget preparation process.
CAB	Community Advisory Board of the City of Lakeland.
Capital Expenditure	See "Capital Outlay."
Capital Outlay	Funds expended for the purchase, construction, or extension of the useful life of assets (equipment, land, infrastructure, buildings, vehicles, etc.) that generally have a useful life of more than one year.
Cash Basis	A method of recording revenues when received and expenditures when paid, without regard to the period for the which the payments are due or incurred.
Charges for Services	Fees received from fee-based services.
CIP	Capital Improvement Plan – see further definition in the Financial Policies section.
City	The City of Lakeland, Tennessee.
COVID-19	Refers to the novel Coronavirus public health pandemic experienced in the spring of calendar year 2020.
Debt	An obligation to repay an amount received.
Debt Service	The payments of principal, interest, and fees on loans, notes, or bonds.
Ed	Abbreviation for Education.
EDGE	Short form for the Memphis and Shelby County Economic Development Growth Engine.
EF	Enterprise fund – a proprietary fund type that closely represent a business enterprise in terms of revenue generation and accounting.
EIS	Enrollment Information System.
Encumbrance	A recorded expenditure commitment that represents a contract to purchase goods or services.
Enterprise Fund	A proprietary fund type that closely represent a business enterprise in terms of revenue generation and accounting.
Expenditure	The cost of goods or services received, without regard to the timing of payment.
Federal	Pertaining to the rules, laws, or regulations of the various governmental oversight agencies of the United States of America.
Fiscal Year	The twelve-month period of the budget cycle – for Lakeland, the period from July 1st to June 30th of the following year.

Term or Acronym	Definition
FTE	Full-time equivalent – typically used in reference to personnel position counts. One full-time equivalent employee typically represents a position responsible for working at least 35 hours in a given week for 52 weeks of the year.
Fund Balance	The term used to describe the equity in governmental funds. Specifically, the difference between the assets, liabilities, and deferred inflows of resources as of a given point in time.
FY	Fiscal year.
FYE	Fiscal year end/ending/ended.
G.O. or GO	General Obligation, generally referring to indebtedness that is owed from the general available funds of the government.
GAAP	Accounting principles generally accepted in the United States of America.
GIS	Geographic Information System.
Governmental Fund	A grouping used in accounting for primarily tax-supported activities of a governmental entity. Unlike proprietary funds, any fees charged typically do not fully cover the costs of services provided. Governmental funds are used to account for activities that support the general population and constituents of the local government.
GPSF	LSS's General Purpose School Fund.
Grant	A non-exchange transaction in which one entity provides funds to another entity without expectation of reciprocal services rendered or received.
HR	Human resources.
Intergovernmental Revenue	Funds received from a separate governmental entity. Funds transferred between the City of Lakeland and Lakeland School System are not intergovernmental revenues, but rather fund transfers.
IH	International Harvester, generally used in the naming of the International Harvester Park and related facilities.
K	Following a number, an abbreviation for thousand.
Lakeland	The City of Lakeland, Tennessee.
LDR	Land Development Regulations.
LES	Lakeland Elementary School.
LMPS	Lakeland Middle Preparatory School.
LSS	The Lakeland School System.
LTFP	Long-term financial plan – see further definition in the Financial Policies section.
M	Following a number, an abbreviation for million.
MAAC	Memphis-Arlington Athletic Complex.
Major Fund	A fund meeting the qualitative and/or quantitative requirements, per GAAP, for treatment and separate reporting as a major fund in governmental financial reporting.
Modified Accrual Basis	A method of recording current financial resources (revenues) and expenditures to be paid from current financial resources.
MTAS	The Municipal Technical Advisory Service of the University of Tennessee.
Municipality	The City of Lakeland, Tennessee, unless as otherwise defined in the Annual Budget.
Net Position	The term used to describe the equity in proprietary or enterprise funds. Specifically, the difference between the assets and deferred outflows of resources, and the liabilities and deferred inflows of resources as of a given point in time.

Term or Acronym	Definition
Non-major Fund	A fund that does not meet the qualitative or quantitative requirements, per GAAP, for treatment and separate reporting as a major fund in governmental financial reporting.
OPEB	Post-employment benefits other than pensions. OPEB typically refers to continuing health benefits for retirees of LSS.
Ordinance	A legislative enactment of the Board of Commissioners enforceable within the boundaries of the municipality.
PILOT	Payment in lieu of taxes – a public economic development incentive related to agreed-upon payments to be remitted from an entity in lieu of paying property taxes.
PRB	Parks and Recreation Board of the City of Lakeland.
Proprietary Fund	A grouping used in accounting for primarily fee-supported business-like activities of a governmental entity.
RFP	Request for proposals, generally used in the procurement of goods and/or services.
RFQ	Request for qualifications, generally used in the procurement of professional services contracts.
ROW	Right-of-way.
SIS	Student Information System.
SLFRF	State and Local Fiscal Recovery Fund, a component of the ARPA grant program.
Special Revenue Fund	A governmental fund type that is typically identified with a specific revenue stream with commitments or restrictions on use.
SRF	Special revenue fund – a governmental fund type that is typically identified with a specific revenue stream with commitments or restrictions on use.
SRLF	State of Tennessee Revolving Loan Fund.
State	The State of Tennessee.
T.C.A.	Tennessee Code Annotated.
TCAP	Tennessee Comprehensive Assessment Program, the State of Tennessee's educational testing program since 1988.
TDEC	Tennessee Department of Environment and Conservation.
TDOT	Tennessee Department of Transportation.
Tax Levy	Total amount of tax to be collected based upon tax rates and assessed values of personal and real property.
TIFF or TIF	Tax increment financing – a public financing method used as a subsidy for economic development activities.
Transfer	The payment or receipt by a fund to or from another fund, without the expectation that the amounts will be repaid.
TVA	The Tennessee Valley Authority.
USDA	United States Department of Agriculture.
Working Capital	Current assets less current liabilities.
WWTP	Wastewater Treatment Plant.

CITY OF LAKELAND TENNESSEE

Board of Commissioners

Meeting Date: Thursday, May 19, 2022

Subject: Ordinance O-9-2022 – An Ordinance to Amend the Land Development Regulations of the City of Lakeland, Tennessee, to Clarify Requirements for Fence Materials in Buffers and Yards and to Grant the Design Review Commission the Authority to Permit Alternative Fence Materials, Colors, Height, Opacity, and Opening Intervals

Staff Contact: Donald Anthony, Planning Director

PLANNING COMMISSION RECOMMENDATION

The Lakeland Municipal Planning Commission considered this item at its April 21, 2022, meeting and voted unanimously (6-0) to send the item forward to the Board of Commissioners with a favorable recommendation. The Planning Commission included the following condition in its recommendation:

1. Modify the Ordinance to remove the exclusion of vinyl fencing as a by-right option.

DISCUSSION

At the April 21, 2022, Lakeland Municipal Planning Commission meeting, staff presented the Planning Commission an amendment to the Land Development Regulations to remove PVC fencing as a by-right option in commercial buffers and yards. The proposed amendment was crafted as a means of improving aesthetics and reducing maintenance issues in commercial areas.

If approved, the amendment would have made steel the only by-right option for fence material in front, side, and rear buffers in commercial areas. In side and rear yards, brick, stone, wood, composite wood, and metal would have remained available as by-right options for fence materials. Although PVC was to be removed as a by-right option, the amendment included language that would have granted the Design Review Commission (DRC) the authority to permit alternative materials (including PVC), colors, height, opacity levels, and opening intervals when such alternatives were deemed integral to and consistent with the development of a site.

The Planning Commission unanimously opposed the amendment as written. The Commission was particularly concerned with the removal of PVC fencing as a by-right option. While the Commission supported granting the DRC the authority to permit alternative materials, Commissioners expressed concern that such authority would not preclude a future DRC from refusing to consider PVC fencing in the future.

Based on the Planning Commission's feedback and conditional approval of the proposed Ordinance, staff has updated the Ordinance to remove PVC as an excluded by-right fence material. The revised Ordinance clarifies fencing requirements (replacing *is* with *shall* in certain places) and retains the language granting the DRC the authority to approve alternative materials, colors, height, opacity, and opening intervals when such alternatives are deemed to be integral to and consistent with the development of a site.

Both the original version and the revised version of the proposed Ordinance are attached to this staff report.

ORDINANCE O-9-2022

AN ORDINANCE TO AMEND THE LAND DEVELOPMENT REGULATIONS OF THE CITY OF LAKELAND, TENNESSEE, TO CLARIFY REQUIREMENTS FOR FENCE MATERIALS IN BUFFERS AND YARDS AND TO GRANT THE DESIGN REVIEW COMMISSION THE AUTHORITY TO PERMIT ALTERNATIVE FENCE MATERIALS, COLORS, HEIGHT, OPACITY, AND OPENING INTERVALS

WHEREAS, the City of Lakeland Board of Commissioners adopted zoning regulations as part of the City's Land Development Regulations in 2013; and

WHEREAS, the Land Development Regulations have been subsequently amended as necessary to promote the health, safety, and welfare of the citizens of Lakeland; and

WHEREAS, a stated purposed of the Land Development Regulations is *to guide development to minimize visual clutter and promote economic and social stability within the community*; and

WHEREAS, the enactment of land use regulations to enhance quality of life by preserving the City's character and desirable aesthetic features is a valid use of the City's zoning authority; and

WHEREAS, the City of Lakeland desires to enhance quality of life and preserve the City's character and desirable aesthetic features by requiring certain fence materials in required buffers and side and rear yards; and

WHEREAS, the City of Lakeland desires to allow flexibility in fence materials, colors, height, opacity, and opening intervals when such alternatives are integral to and consistent with the development of a site; and

WHEREAS, the Lakeland Municipal Planning and Design Review Commission voted unanimously in favor of recommending that the Lakeland Board of Commissioners amend the Land Development Regulations by clarifying material requirements and granting the Design Review Commission the authority to permit alternative materials, colors, height, opacity, and opening intervals in buffers and yards when such alternatives are integral to and consistent with the development of a site;

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE CITY OF LAKELAND, TENNESSEE as follows:

<u>SECTION 1.</u> Article III, Section 5 of the City of Lakeland Land Development Regulations is hereby amended by removing the text highlighted and stricken through and adding the text highlighted and bolded as follows:

III. Zoning Regulations

Section 5 – Landscape Standards

…

J. Frontage Buffer

…

3. Requirements. Typical frontage buffer requirements are illustrated in Figure 5.J-1.

…

e. Fence. A minimum of three (3) and a maximum of four (4) feet in height steel or PVC picket fence ~~is~~ **shall be** required~~,~~ **and shall be** located two (2) feet from the back of the curb of the vehicular area.

~~(1) No other fence material is permitted.~~

~~(2)~~ **(1)** Fence colors ~~are~~ **shall be** limited to black, grey, or dark green.

~~(3)~~ **(2)** Fence opacity shall be no greater than sixty (60) percent~~,~~ **and** no less than thirty (30) percent.

~~(4)~~ **(3)** A gate opening of six (6) feet ~~is~~ **shall be** permitted every one hundred (100) feet.

(4) The Design Review Commission shall have the authority to permit alternative fence materials, colors, height, opacity, and opening intervals when such alternative is deemed by the Design Review Commission to be integral to and consistent with the development of the site.

…

K. Side and Rear Buffer

…

4. Heavy Landscape Screen Requirement. The standards specific to the heavy screening requirement are illustrated in Figure 5.L-1.

…

d. Fence. One of the following shall be installed.

c. A fence that is a minimum of four (4) and a maximum of six (6) feet in height steel or PVC picket fence shall be installed.

~~1. No other fence material is permitted.~~

~~2.~~**1.** Fence colors are limited to black, gray, or dark green.

~~3.~~**2.** Fence opacity shall be no greater than sixty (60) percent, no less than thirty (30) percent.

~~4.~~**3.** Requires installation of hedge.

d. An opaque fence of six (6) feet in height shall be installed.

1. Does not require the installation of hedge.

e. The Design Review Commission shall have the authority to permit alternative fence materials, colors, height, and opacity when such alternative is deemed by the Design Review Commission to be integral to and consistent with the development of the site.

…

P. Fences and Walls

…

3. Requirements. Fences and walls shall adhere to the following standards.

…

d. Materials. All fences and walls shall meet the following requirements.

(1) Brick, stone, wood, composite wood, or metal are permitted fence and wall materials.

(a) PVC is permitted for all non-solid fencing.

(b) All materials shall be finished quality and durable, treated to prevent disease or decay.

(c) Through Lot fences and walls on the Rear Property Line shall be solid, consisting of stone or brick, or wood fences with masonry or stone columns a minimum of every fifty (50) feet on center.

(d) The Design Review Commission shall have the authority to permit alternative fence materials when such

alternative is deemed by the Design Review Commission to be integral to and consistent with the development of the site.

…

SECTION 2. That all Ordinances in conflict herewith are repealed to the extent of said conflict, and that this Ordinance shall take effect from and after its passage on final reading, the public welfare requiring it.

First Reading:
Public Hearing:
Second Reading:

_____
Mike Cunningham, Mayor

ATTEST:

_____
Debra Murrell, City Recorder

ORDINANCE O-___-2022

AN ORDINANCE TO AMEND THE LAND DEVELOPMENT REGULATIONS OF THE CITY OF LAKELAND, TENNESSEE, TO REQUIRE DESIGN REVIEW COMMISSION APPROVAL OF PVC FENCING IN ALL FRONTAGE BUFFERS AND ALONG ALL PROPERTY LINES IN COMMERCIAL ZONING DISTRICTS

WHEREAS, the City of Lakeland Board of Commissioners adopted zoning regulations as part of the City's Land Development Regulations in 2013; and

WHEREAS, the Land Development Regulations have been subsequently amended as necessary to promote the health, safety, and welfare of the citizens of Lakeland; and

WHEREAS, a stated purposed of the Land Development Regulations is *to guide development to minimize visual clutter and promote economic and social stability within the community*; and

WHEREAS, the enactment of land use regulations to enhance quality of life by preserving the City's character and desirable aesthetic features is a valid use of the City's zoning authority; and

WHEREAS, the City of Lakeland desires to enhance quality of life and preserve the City's character and desirable aesthetic features by limiting the use of certain fencing materials in frontage buffers in all zoning districts and along all property lines in commercial developments; and

WHEREAS, the Lakeland Municipal Planning and Design Review Commission voted _____ in favor of recommending that the Lakeland Board of Commissioners amend the Land Development Regulations by limiting the use of certain fencing materials in frontage buffers in all zoning districts and along all property lines in commercial developments;

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE CITY OF LAKELAND, TENNESSEE as follows:

SECTION 1. Article III, Section 5 of the City of Lakeland Land Development Regulations is hereby amended by removing the text highlighted and stricken through and adding the text highlighted and bolded as follows:

III. Zoning Regulations
Section 5 – Landscape Standards
J. Frontage Buffer
3. Requirements. Typical frontage buffer requirements are illustrated in Figure 5.J-1.
…
e. Fence. A minimum of three (3) and a maximum of four (4) feet in height steel ~~or PVC~~ picket

fence ~~is~~ **shall be** required~~,~~ **and shall be** located two (2) feet from the back of the curb of the vehicular area.

~~(1) No other fence material is permitted.~~

~~(2)~~ **(1)** Fence colors ~~are~~ **shall be** limited to black, grey, or dark green.

~~(3)~~ **(2)** Fence opacity shall be no greater than sixty (60) percent~~,~~ **and** no less than thirty (30) percent.

~~(4)~~ **(3)** A gate opening of six (6) feet ~~is~~ **shall be** permitted every one hundred (100) feet.

(4) The Design Review Commission shall have the authority to permit alternative fence materials, colors, height, opacity, and opening intervals when such alternative is deemed by the Design Review Commission to be integral to and consistent with the development of the site.

…

P. Fences and Walls

3. Requirements. Fences and walls shall adhere to the following standards.

…

d. Materials. All fences and walls shall meet the following requirements.

(1) Brick, stone, wood, composite wood, or metal are permitted fence and wall materials.

(a) PVC is permitted for all non-solid fencing on lots in residential districts.

(b) All materials shall be finished quality and durable, treated to prevent disease or decay.

(c) Through Lot fences and walls on the Rear Property Line shall be solid, consisting of stone or brick, or wood fences with masonry or stone columns a minimum of every fifty (50) feet on center.

(d) The Design Review Commission shall have the authority to permit alternative fence materials when such

alternative is deemed by the Design Review Commission to be integral to and consistent with the development of the site.

…

SECTION 2. That all Ordinances in conflict herewith are repealed to the extent of said conflict, and that this Ordinance shall take effect from and after its passage on final reading, the public welfare requiring it.

First Reading:
Public Hearing:
Second Reading:

_____
Mike Cunningham, Mayor

ATTEST:

_____
Debra Murrell, City Recorder

CITY OF LAKELAND TENNESSEE

Board of Commissioners

Meeting Date: Thursday, May 19, 2022

Subject: Resolution R-43-2022 – Approving an Outline Plan for the Ashmont Planned Development. Sponsored by Donald Anthony.

Staff Contact: Donald Anthony, Planning Director

PROJECT INFORMATION

Location:	9640 Davies Plantation Road
Parcel ID:	L0159 00395
Zoning District:	C-2 (Regional Commercial)
Site Area:	99.3 acres
Applicant:	Blue Sky Communities
Representative:	Michelle Ye, DT Design Studio

PLANNING COMMISSION RECOMMENDATION

The Lakeland Municipal Planning Commission considered this item at its April 21, 2022, meeting and voted 5-1 to send the item forward to the Board of Commissioners with a favorable recommendation. The Planning Commission included the following conditions in its recommendation:

1. Remove the convenience store and fuel pumps from the plan.
2. Gather feedback from the Lakeland school system superintendent regarding the school impact study.
3. Provide architectural examples and guidelines, ensuring that text regarding architecture matches images provided to the Board.
4. Revise the uses allowed list per Board specifications.

BUDGET IMPACT

In 2021, the subject property had an assessed value of $98,705.00. The City of Lakeland collected $1,026.53 in property taxes ($1.04 per $100 of assessed value).

At full buildout, the proposed development would include 147 single-family dwelling units, a senior living center, and at least 14 commercial outparcels. While it is difficult to estimate the exact impact on property and sales tax collections due to the speculative nature of the commercial portion of the development, the Board should anticipate significant increases in both at full buildout. Additionally, MTAS projects State shared tax revenue and state street aid funds to be $161.30 per capita in 2022. At 2.92 persons per household, the 147 single-family dwelling units should generate $69,236.41 in shared revenue. Possible costs to the City are unknown at this time.

DISCUSSION

The Planning Commission held a public hearing for the Ashmont Planned Development Outline Plan on March 17, 2022. The Planning Commission deferred action on the Outline Plan until its April 21, 2022, meeting, at which time it voted 5-1 to send the plan forward to the Board of Commissioners with a favorable recommendation with conditions.

Request Overview

The applicant, Michelle Ye of DT Design Studio representing Blue Sky Communities, seeks approval of an Outline Plan for the Ashmont Planned Development. The subject property is a 99.3-acre parcel located at the northwest corner of Canada Road and Davies Plantation Road. The subject property is zoned C-2, which permits a wide variety of uses including retail, lodging, service-oriented uses, and civic/institutional. The site is heavily wooded and includes several steep slopes, particularly in the center and northern half.

Description of Plan

The Outline Plan includes: 129 single-family detached residential lots; 18 single-family attached residential lots; a senior care facility; and 15 commercial or office outparcels. The single-family lots are divided into clusters as shown on page 15 of the pattern book submitted by the applicant. The 9 lots in Area 2 are designated as R-2 lots, each having a minimum area of 10,000 square feet. The 39 lots in Area 3 are designated as R-3 lots, each having a minimum area of 5,500 square feet; the lots in Area 3 would be age-restricted. The 81 lots in Area 4 are designated as R-4 lots, each having a minimum area of 5,000 square feet. Area 5 includes 18 single-family attached units (R-6), each having a minimum lot area of 1,500 square feet. The proposed senior living facility would be situated in Area 1 on 9.7 acres. The eastern side of the property would be lined with 26 acres of commercial outparcels labeled as Areas 6 and 7 in the applicant’s pattern book.

The applicant elected to not submit a new pattern book for Board of Commissioners review. Thus, the pattern book attached to this report includes a convenience store with fuel pumps at the corner of Canada Road and Davies Plantation Road. Per Ordinance O-7-2021—approved by the Board of Commissioners in August 2021—uses classified as Vehicular Service (including fuel stations) would not be permitted on this site by right. The Planning Commission's recommendation to the Board of Commissioners includes removal of the convenience store with fuel pumps.

Open Space

The Outline Plan indicates that 27.8 acres would be designated as common open space. Stormwater would be collected in two ponds on the western side of the property in the open space. The applicant also intends to preserve trees as noted in the attached arborist's report. A proposed internal trail network would connect the residential areas through the open space.

Access

The development would be accessed from four major connections to existing right-of-way, two on Canada Road and two on Davies Plantation Road. An additional six curb cuts—mostly shared driveways—are included on the plan as well. The site has five culs-de-sac in the residential areas. The townhouse lots and ten R-4 lots would be alley-loaded, while the remaining single-family detached residential lots would be front-loaded. A guest parking area would be provided at the western end of the row of townhouses (Area 5). Of the commercial lots, two would not have direct access onto either Canada Road or Davies Plantation Road; these lots would be accessed from an internal street only.

Comprehensive Plan

The Lakeland Land Use Map shows the subject property falling into two distinct land use categories. The southern half of the property is designated as Residential Support Center, which is characterized by the Land Use Map as:

> *Primarily planned developments containing neighborhood commercial uses with no one user having greater than 75,000 square feet, limited office, religious facilities, schools, public buildings, and institutional uses. Development requires public water and sanitary sewer service. Streets shall be designed with an urban cross-section.*

The northern half of the property is designated as Mixed Use Center, which is characterized by the Land Use Map as:

> *Primarily planned developments that may contain single family detached, single family attached, multifamily residential, religious facilities, schools, public buildings, institutional uses, office uses, and limited commercial uses to serve the planned development. Development requires public water and sanitary sewer service. Streets are designed with an urban cross section.*

Transportation Plan
The proposed project would be situated at the northwest corner of Canada Road and Davies Plantation Road. Both Canada Road and Davies Plantation Road are included in the Comprehensive Plan as future four-lane, divided roadways. Right-of-way for the newly-aligned Canada Road has already been obtained. However, Davies Plantation Road currently includes 68 feet of right-of-way, which is not adequate for the desired four-lane cross-section. The revised pattern book shows dedication of additional right-of-way to accommodate an 86-foot cross-section. As shown on page 18 of the pattern book, Davies Plantation Road would become a three-lane roadway; the additional right-of-way being dedicated by the applicant would enable the City to widen Davies Plantation Road to a full four-lane, divided roadway in the future.

Deviations from Land Use Regulations
In accordance with Article I, Section 4.T.4.D.(6) of the Land Development Regulations, the applicant has provided a letter specifying aspects of the proposed development that deviate from the City's regulations. Working with the Planning Commission and City staff, the number of significant deviations has been greatly reduced over the past few weeks.

Examples of requested deviations include: building setbacks; building height; building coverage; conservation areas; architectural aspects; frontage buffer fencing; side and rear yard buffers; driveway width; and trail width. During the March 2022 public hearing, the Planning Commission asked the applicant to address several major items such as: limiting the number of attached dwelling units; including a 50-foot rear and side yard buffer where practical; and submitting a school impact study. The applicant's resubmittal in April 2022 addressed each of these concerns.

Standards and Criteria for Planned Developments
Article I, Section 4.T.3.a. of the Lakeland Land Use Regulations give the Board of Commissioners the authority to approve Planned Developments upon written findings from the Planning Commission that the Planned Development satisfies specific standards. The Board should consider each of these standards at both the Outline Plan and Preliminary Development Plan phases of the Planned Development process.

1. Effect on surrounding property. The proposed development will not injure or damage the use, value, and enjoyment of surrounding property nor hinder or prevent the development of surrounding property in accordance with the City of Lakeland Comprehensive Plan and current development regulations.
2. Availability of facilities. Water supply, wastewater treatment and disposal, and stormwater drainage facilities are available and adequate to serve the proposed development.
3. Compatibility with surrounding uses. The location and arrangement of the structures, parking areas, walks, lighting, and other service facilities shall be compatible with the surrounding land uses. Any part of the proposed development not used for structures,

parking, loading areas, or access ways shall be landscaped or otherwise improved except where natural features are such as to justify preservation.

4. Consistency with public interest. Any modification of the zoning or other regulations that would otherwise be applicable to the site are warranted by the design of the PDP and the amenities incorporated therein, and are not inconsistent with the public interest.
5. Owners Association required. Homeowners' or property owners' associations or some other responsible party shall be required to maintain any and all common and open space and/or common elements, unless conveyed to a public body which agrees to maintain such areas.

NEXT STEPS

Approval of the Outline Plan conveys entitlements for the subject property. Entitlements will be consistent with the pattern book, exceptions letter, and accompanying exhibits, excepting any specific changes made by the Board of Commissioners. The Lakeland Land Development Regulations will apply to any items not specifically addressed in the pattern book, exceptions letter, and accompanying documents. If the Board of Commissioners approves the Outline Plan, the applicant will be permitted to submit a Preliminary Development Plan for Planning Commission and subsequent Board of Commissioners review.

RESOLUTION R-43-2022

A RESOLUTION APPROVING AN OUTLINE PLAN FOR
ASHMONT PLANNED DEVELOPMENT

WHEREAS, the Outline Plan for Ashmont Planned Development meets the general intent and spirit of the Zoning Ordinance and Subdivision Regulations and conforms to the Floodplain Management, Stream Management Buffer, and Tree Management Ordinances of the City of Lakeland, Tennessee; and

WHEREAS, on April 21, 2022, the City of Lakeland Municipal Planning Commission recommended approval of the Ashmont Planned Development Outline Plan with the following conditions:

1. Remove the convenience store and fuel pumps from the plan;
2. Gather feedback from the Lakeland school system superintendent regarding the school impact study;
3. Provide architectural examples and guidelines, ensuring that text regarding architecture matches images provided to the Board; and
4. Revise the uses allowed list per Board specifications.

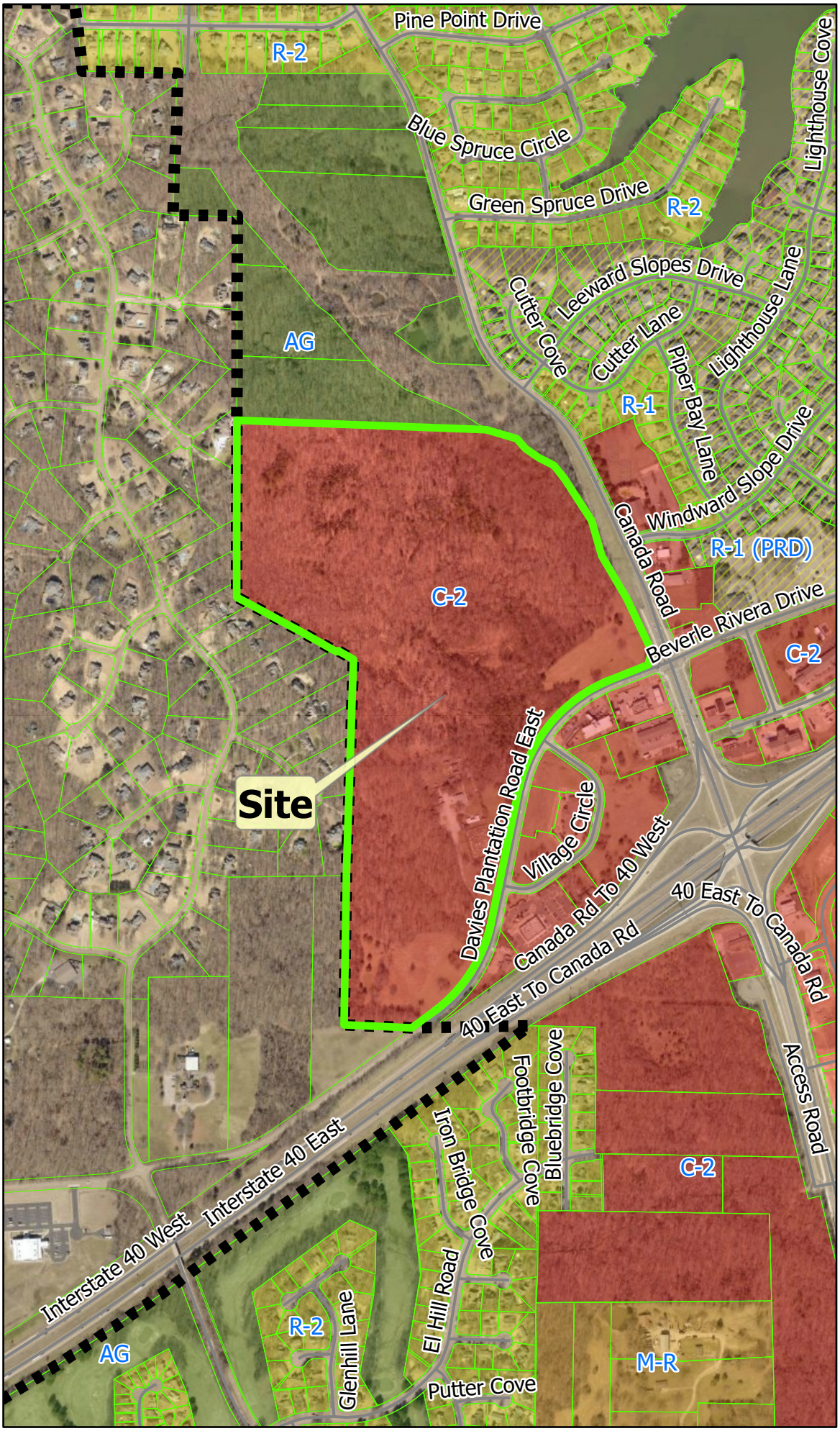
NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE CITY OF LAKELAND, that the Outline Plan for Ashmont Planned Development be approved.

Passed and adopted by the Board of Commissioners of Lakeland, Tennessee, on this 19th day of May 2022, the public welfare requiring it.

_____
Mike Cunningham, Mayor

ATTEST:

_____
Debra Murrell, City Recorder



9640 Davies Plantation Rd. East

Lakeland, Tennessee

99.3 Acres
Zoned C-2

- 9640 Davies Plantation Rd East
- Lakeland City Boundary
- Street Centerline
- Parcel

Zoning Classification

- AG
- C-1
- C-2
- E-R
- I-L
- M-R
- OS-2
- OS-5
- P
- R-1
- R-1 (PRD)
- R-2
- R-2 (PRD)
- R-2A
- R-3
- RE

Lakeland Planning Department
March 7, 2022

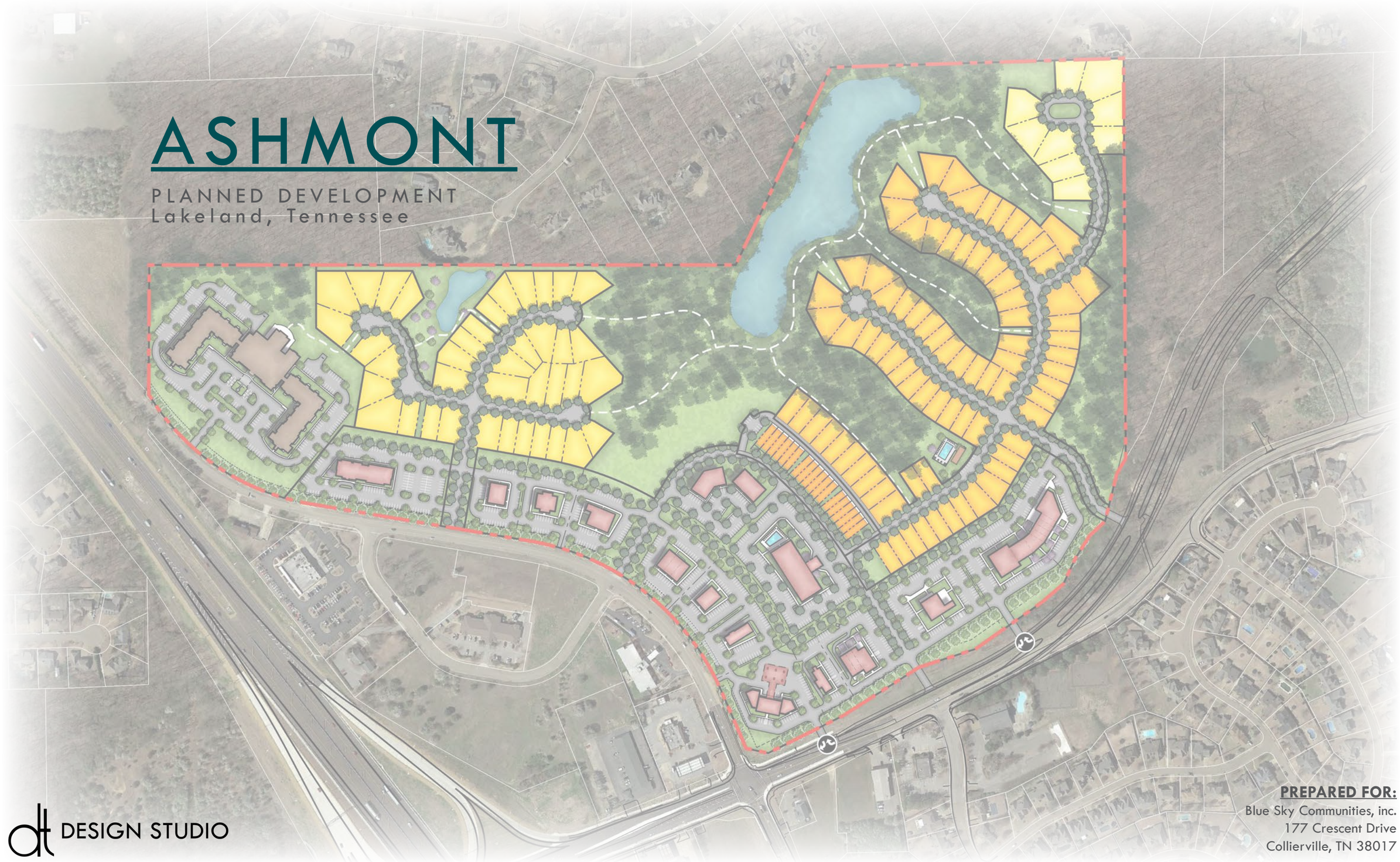
Sources:
Shelby Co. Assessor of Property; ESRI; Lakeland IT Dept.

0 0.1 0.2 Miles

N

ASHMONT

PLANNED DEVELOPMENT
Lakeland, Tennessee



DESIGN STUDIO

PREPARED FOR:
Blue Sky Communities, inc.
177 Crescent Drive
Collierville, TN 38017

DEVELOPER:

BLUE SKY COMMUNITIES, INC.
177 Crescent Drive
Collierville, TN 38017
901.870.1315

Contact: Mr. Keith Grant - kgrant@grantnewhomes.com

PLANNER / LANDSCAPE ARCHITECT:

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901.646.5070
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901.685.9001
www.shapiroandco.com

contact: Brad Shapiro - bshapiro@shapiroandco.com

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DISCLAIMER:
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April 12, 2022

Mayor Cunningham
City of Lakeland
10001 Highway 70
Lakeland, TN 38002

RE: Ashmont Planned Development
Outline Plan Submittal

Dear Mayor Cunningham,

We are pleased, on behalf of the Developer (Blue Sky Communities), to submit this Outline Plan application for the property located on the northwest corner of the I-40 and Canada Road interchange. The vision for this development has been refined through several rounds of Sketch Plan review and prioritizes the concentration of commercial uses around the interchange, the preservation of natural features, and the creation of high-quality living environments with a mix of four residential products.

Ashmont Planned Development encompasses approximately 99.29 acres, currently zoned as C-2 and the site of an existing paintball park. The property is bound on the south side by Davies Plantation Rd, with other commercial uses across the street. Along the east side is Canada Road, which will be rerouted per Lakeland's Transportation Plan. The north side of the property is adjacent to a vacant residential parcel, and the west side is the Plantation Estates – Davieshire residential neighborhood which is in the Bartlett city limits.

The Ashmont conceptual development plan is organized around fitting the most appropriate uses to the site's physical features and surrounding context. The vehicular traffic and surrounding commercial uses along Davies Plantation Road and Canada Road are fitting for the approved commercial uses to remain along these road frontages. Although conceptual uses are illustrated on the conceptual development plan, the exact use will be determined by the market. The southeast corner of the site is on relatively flat high ground, so it is a perfect place to provide a senior living community that may include uses such as Independent and Assisted Living. A mixed-product residential community is interwoven with the site's natural topography at the interior and rear of the site. The majority of existing tree cover is in this area and care has been taken to preserve tree areas between groups of lots wherever possible.

In 2017, a Lakeland Small Area Plan was completed by LRK for the properties around the I-40 and Canada Road interchange. The plan concluded that the area, although designated C-2, should be allowed more residential uses in alignment with the Type V Neighborhood designation. This project expands on the groundwork of the Small Area Plan and includes a proposed plan based on a more in-depth analysis of the site, the feasibility and compatibility of different uses, and the demands of the residential market.

Through the City of Lakeland's review process, we have come to an understanding of the City's and the Neighbors' concerns and have made significant changes to the initial concept presented to align more closely with the Land Development Regulations for Type V. A loop road through the interior of the side added a second layer of commercial uses. The number of different residential products was increased and now includes a Townhome product to transition in density. The access points for the commercial uses have been studied and defined to work with grading and flow of traffic. Also, architectural guidelines have been incorporated to ensure quality and consistency throughout the development. The Outline Plan Exceptions and Justifications letter has been revised to reflect the comments received during the March 17, 2022 Planning Commission meeting, with the requests that we are removing clearly indicated.

We feel that the Ashmont Planned Development will create a long-lasting, high-quality community that addresses the needs of the City, and represents the Developer and design team's understanding of Lakeland's unique assets and vision. If we can be of any help with regards to this application, please do not hesitate to contact us.

Sincerely,

Michelle Ye

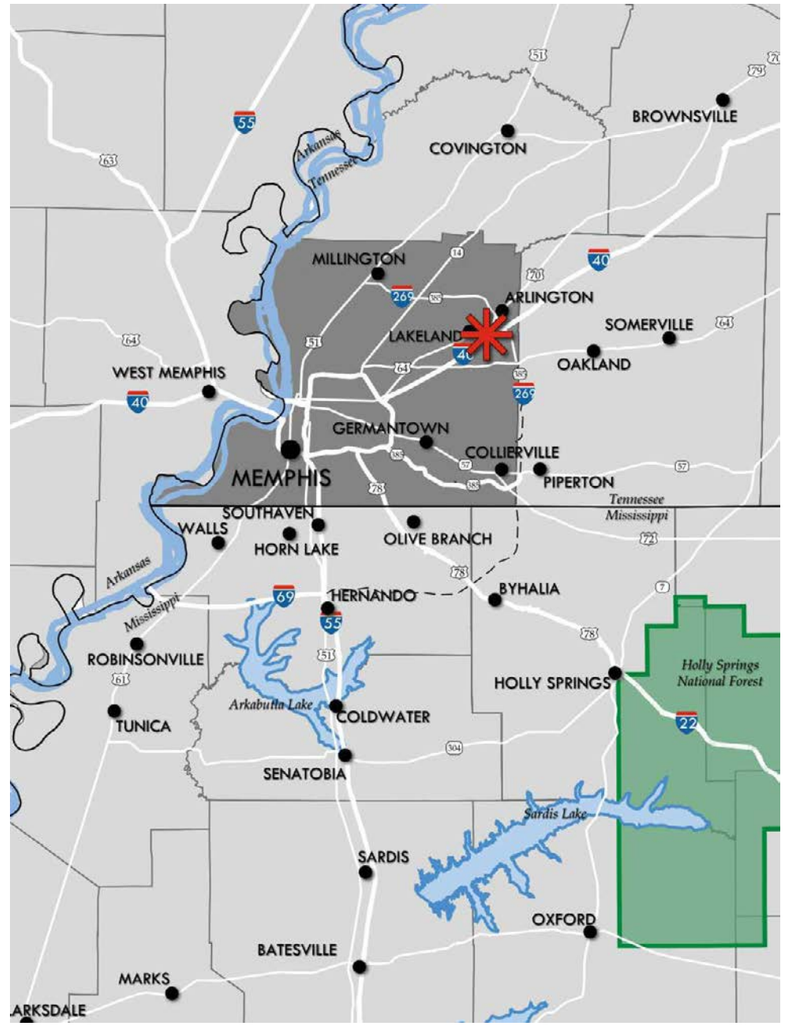
Michelle Ye, PLA
Senior Associate
DT design studio

CERTIFICATE OF OWNERSHIP AND DEDICATION

I, _____ , AS THE DULY AUTHORIZED AND UNDERSIGNED OWNER OF THE PROPERTY SHOWN, HEREBY ADOPT THIS PLAN AS THE OWNER'S PLAN OF DEVELOPMENT, HOWEVER, IT IS EXPRESSLY STATED THAT THE STREET, RIGHTS-OF-WAY, AND ANY EASEMENTS SHOWN HEREIN SHALL NOT BE DEDICATED OR GRANTED TO PUBLIC USE BY THESE PLANS. FINAL DEVELOPMENT PLANS ARE REQUIRED IN SUBSEQUENT APPROVAL PROCESSES, WHEREUPON NECESSARY RIGHTS-OF-WAY AND EASEMENTS WILL BE DEDICATED AND GRANTED. I CERTIFY THAT SAID PROPERTY IS NOT ENCUMBERED BY ANY TAXES WHICH HAVE BECOME DUE AND PAYABLE.

REGIONAL LOCATION

Ashmont Planned Development is in the northeastern portion of Shelby County, Tennessee and is in the limits of the City of Lakeland. The property is inside the bounds of the Memphis Metropolitan Area boasting a population of over 1.34 million. Metropolitan Memphis is also known as the Mid-South. Ashmont PD contains 99.29 ± acres.

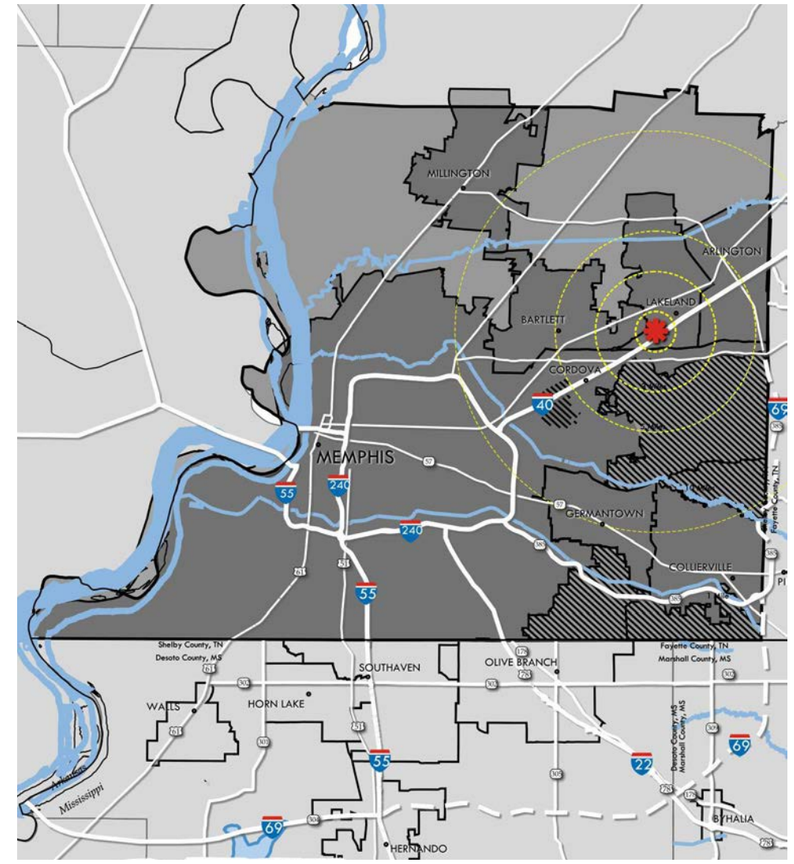


IMMEDIATE LOCATION

More specifically defined, Ashmont Planned Development is in the southwest portion of the City of Lakeland. Davies Plantation Road borders the southeast portion of the site and Canada Road extends along the northeast boundary.

CURRENT MUNICIPALITIES

Ashmont Planned Development falls entirely within the Lakeland municipal boundary. The US Census Bureau estimates the current population within the City of Lakeland to be approximately 13,904. The City is in the northeast portion of Shelby County. The County itself has a population of over 929,744.

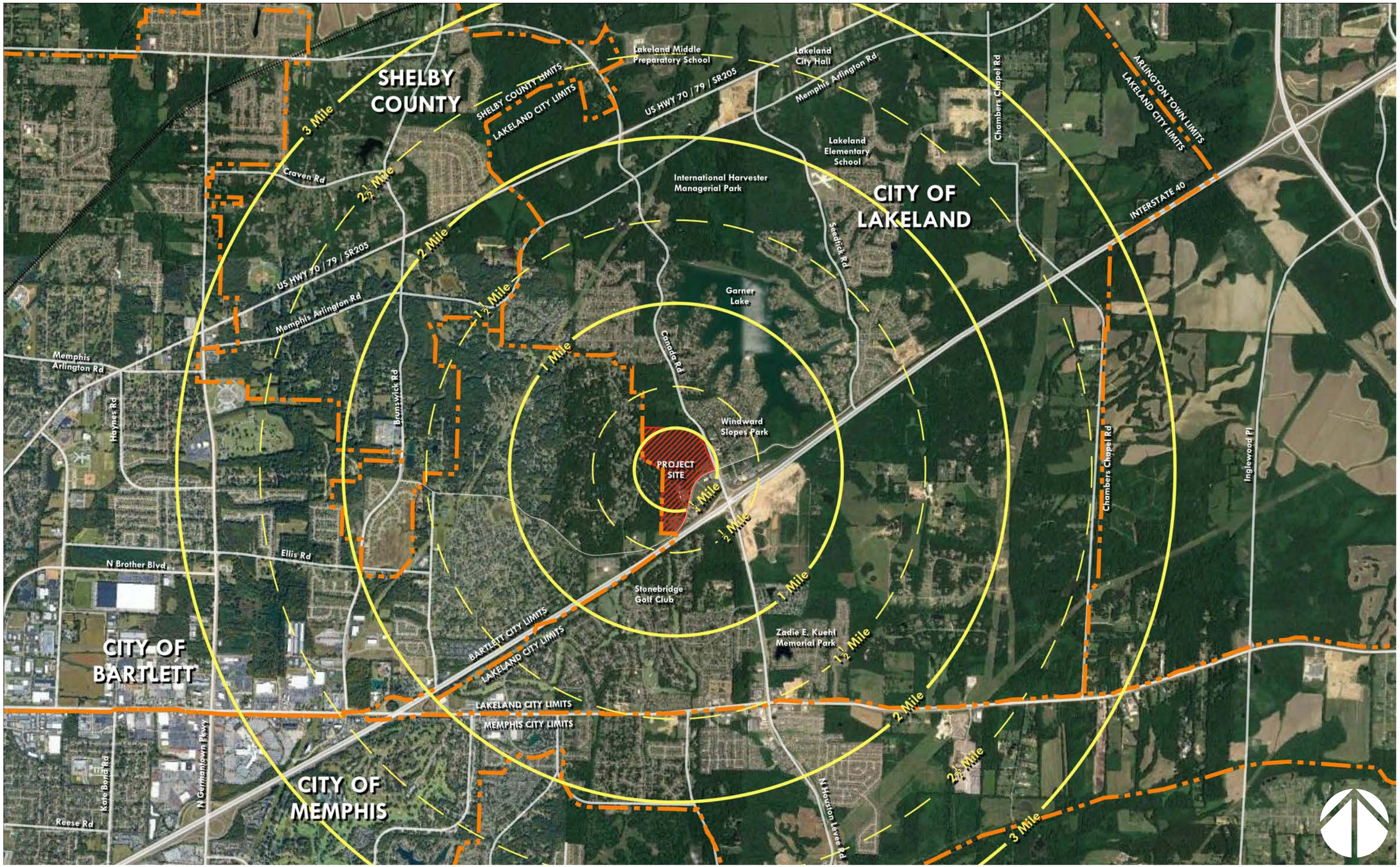


MILEAGE TO SURROUNDING MUNICIPALITIES (±)

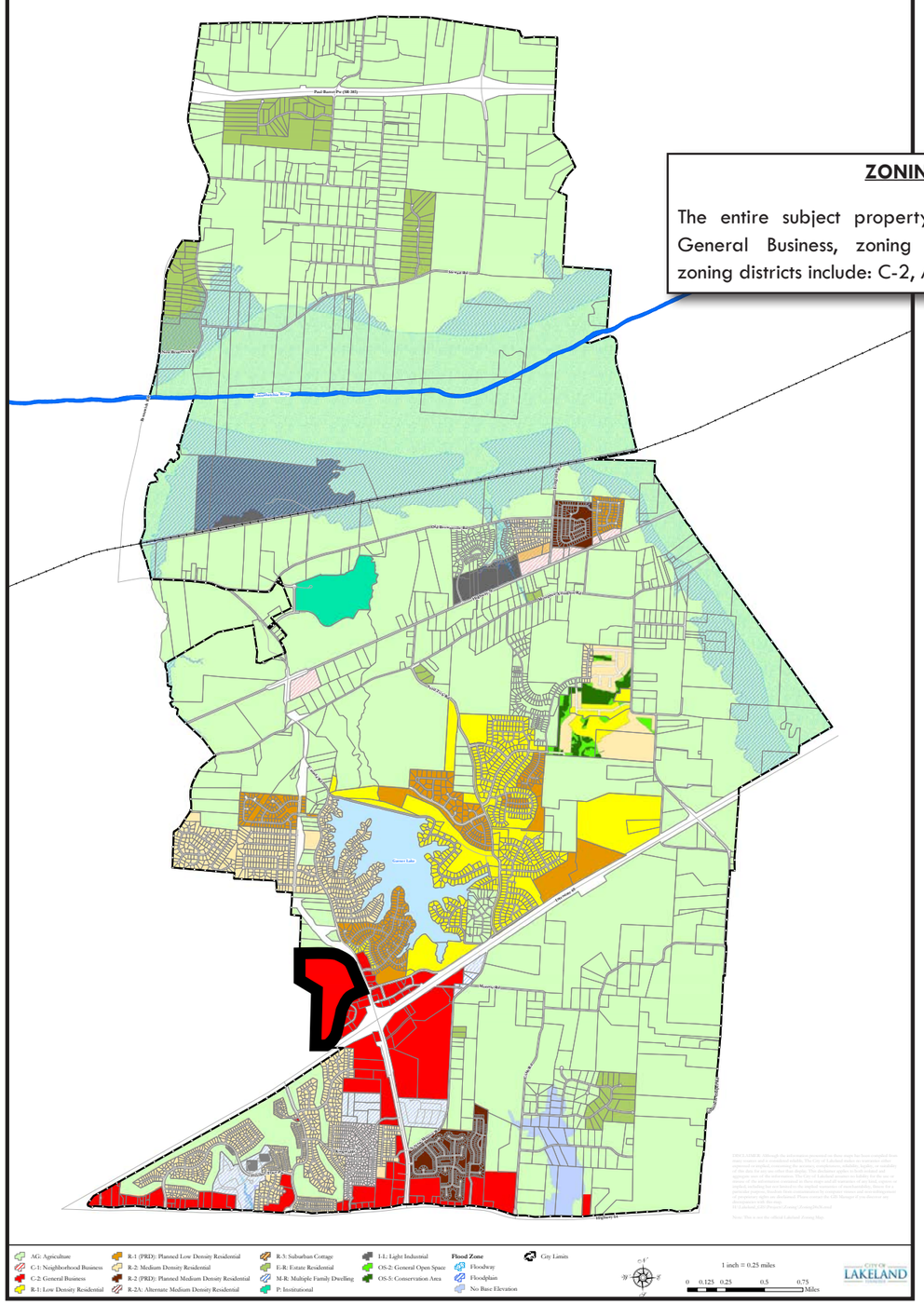
Arlington	7
Bartlett	8
Germantown	12
Collierville	15
Memphis	21
Olive Branch	26
Southaven	30
Jackson, TN	64

Measured to City/Town Hall

REGIONAL AERIAL



City of Lakeland Zoning Map



ZONING

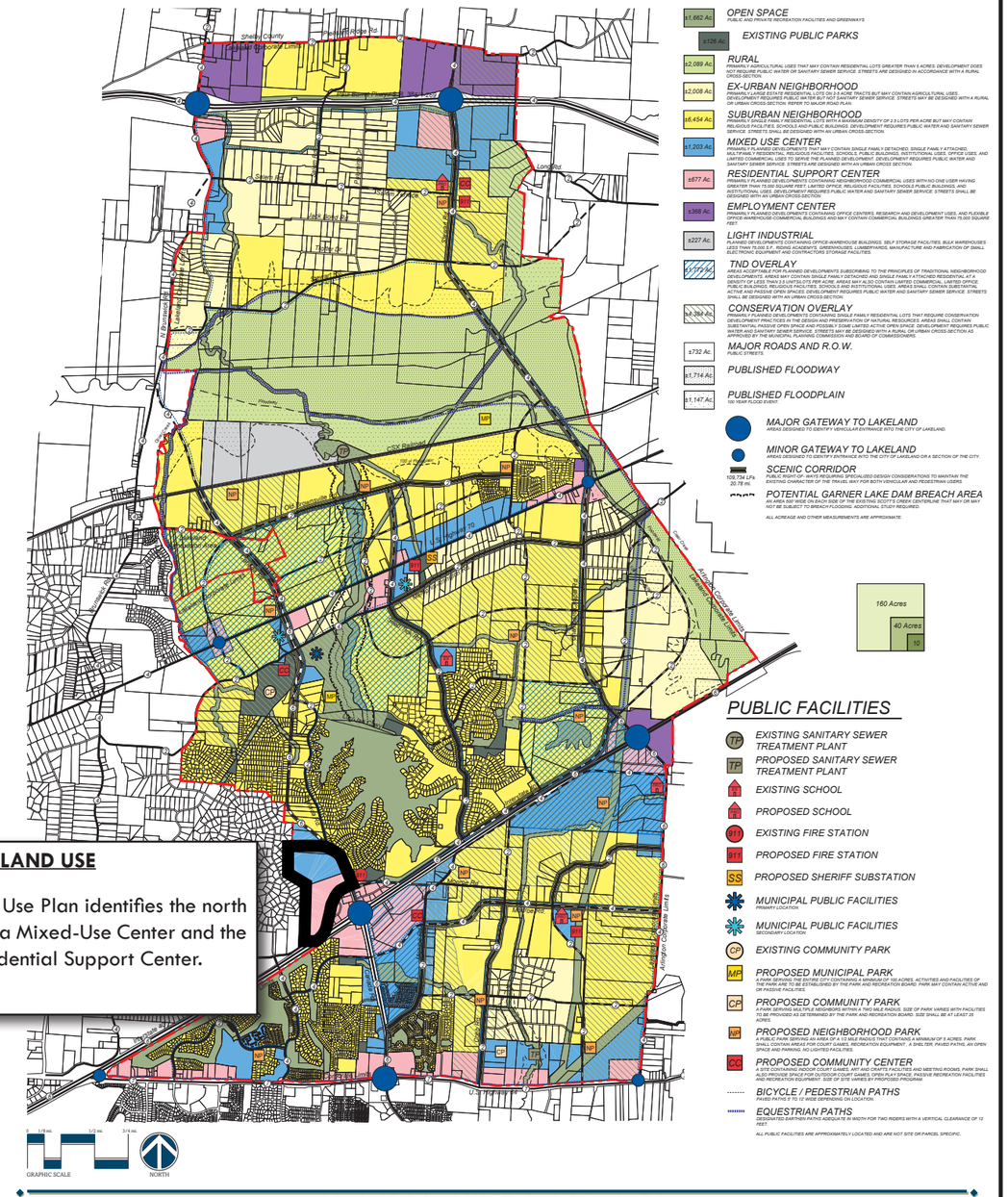
The entire subject property falls within the C-2, General Business, zoning category. Surrounding zoning districts include: C-2, AG, R-1

FUTURE LAND USE

The Lakeland Future Land Use Plan identifies the north section of the property as a Mixed-Use Center and the southern portion as a Residential Support Center.

CITY OF LAKELAND, TENNESSEE

COMPREHENSIVE LAND USE PLAN UPDATE



LAND USE PLAN

Brenda P. Solomito
Land Planner
10145 Mackwood Drive • Lakeland, TN 38002
brendasolomito@bellsouth.net

DUGAN DESIGN GROUP, LLC
planning, landscape architecture, design
5100 WHEELIS DRIVE, SUITE 110 MEMPHIS, TN 38117
TEL 901.680.0080 FAX 901.680.9097
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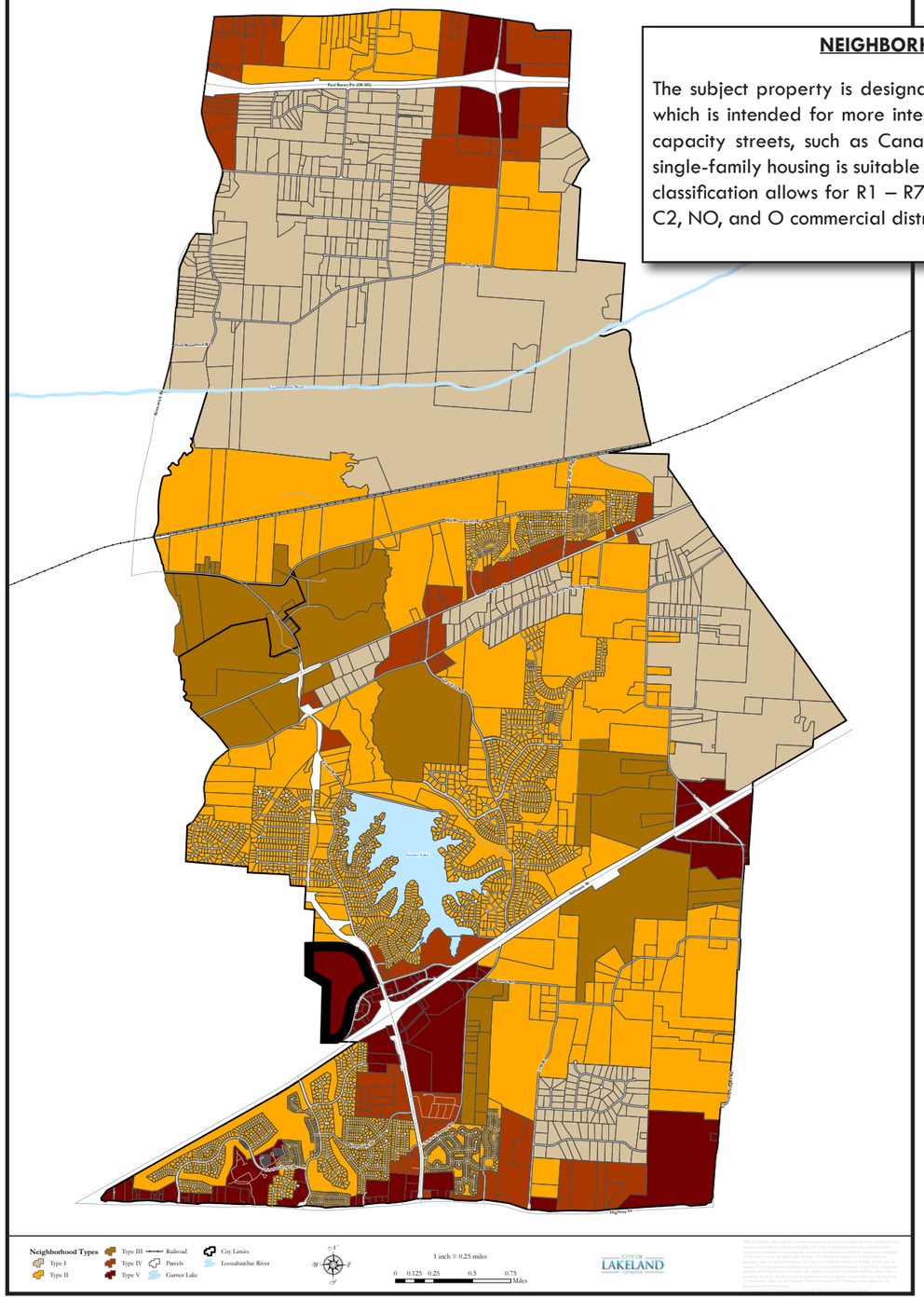
March 20, 2006 E024FinalLandUsePlan.dwg

LAKELAND NEIGHBORHOOD TYPES & TRANSPORTATION PLAN

City of Lakeland Neighborhood Types



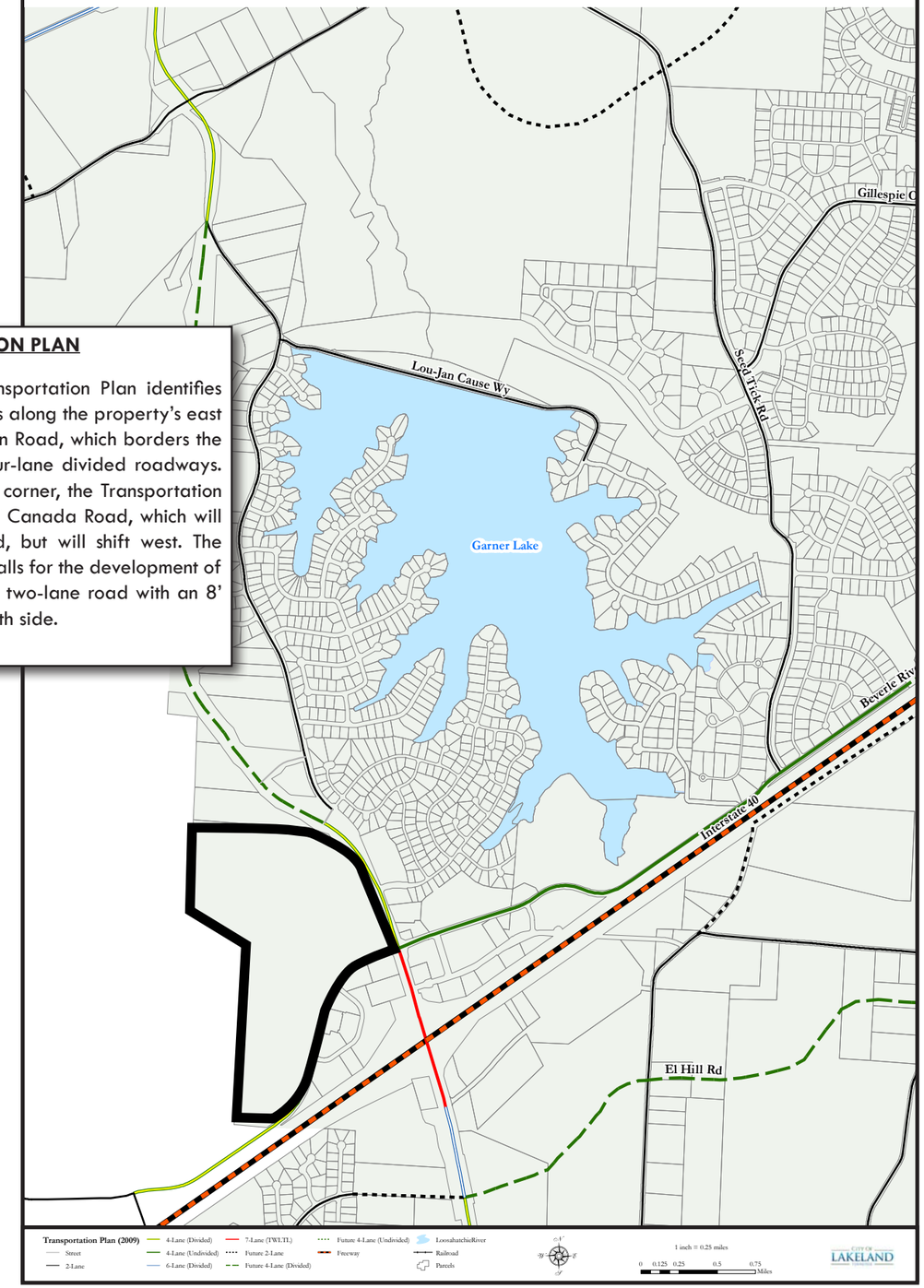
NEIGHBORHOOD TYPES

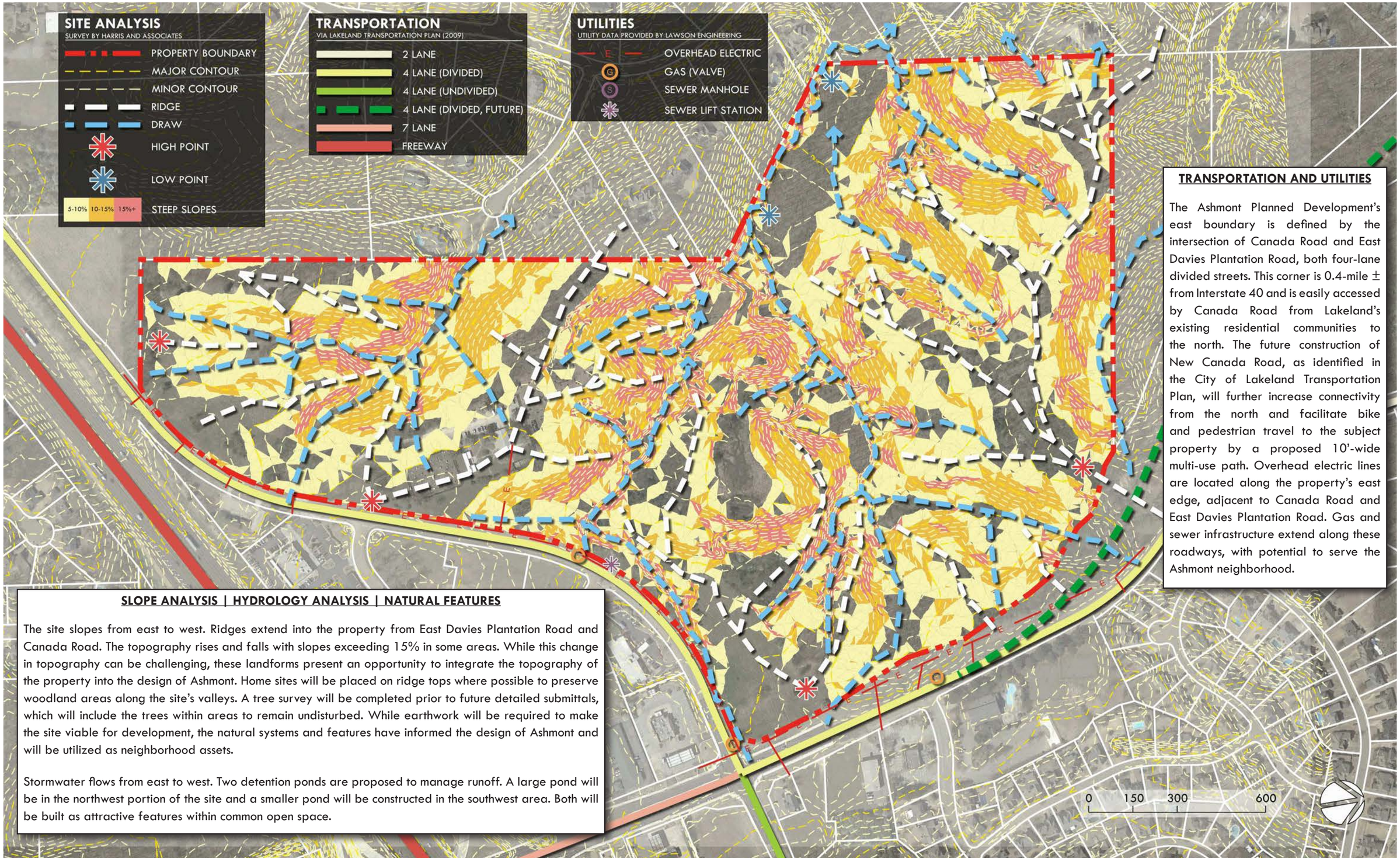
The subject property is designated as a Type V neighborhood, which is intended for more intense commercial use along higher capacity streets, such as Canada Road. In larger subdivisions, single-family housing is suitable beyond commercial uses. Type V classification allows for R1 – R7 residential districts and NC, C1, C2, NO, and O commercial districts.

TRANSPORTATION PLAN

The 2009 City of Lakeland Transportation Plan identifies both Canada Road, which extends along the property's east section, and East Davies Plantation Road, which borders the property's southeast edge, as four-lane divided roadways. Near the property's northeastern corner, the Transportation Plan illustrates the realignment of Canada Road, which will remain a four-lane divided road, but will shift west. The 2017 Lakeland Small Area Plan calls for the development of East Davies Plantation Road as a two-lane road with an 8' parking lane along the road's south side.

City of Lakeland Transportation Plan





TRANSPORTATION AND UTILITIES

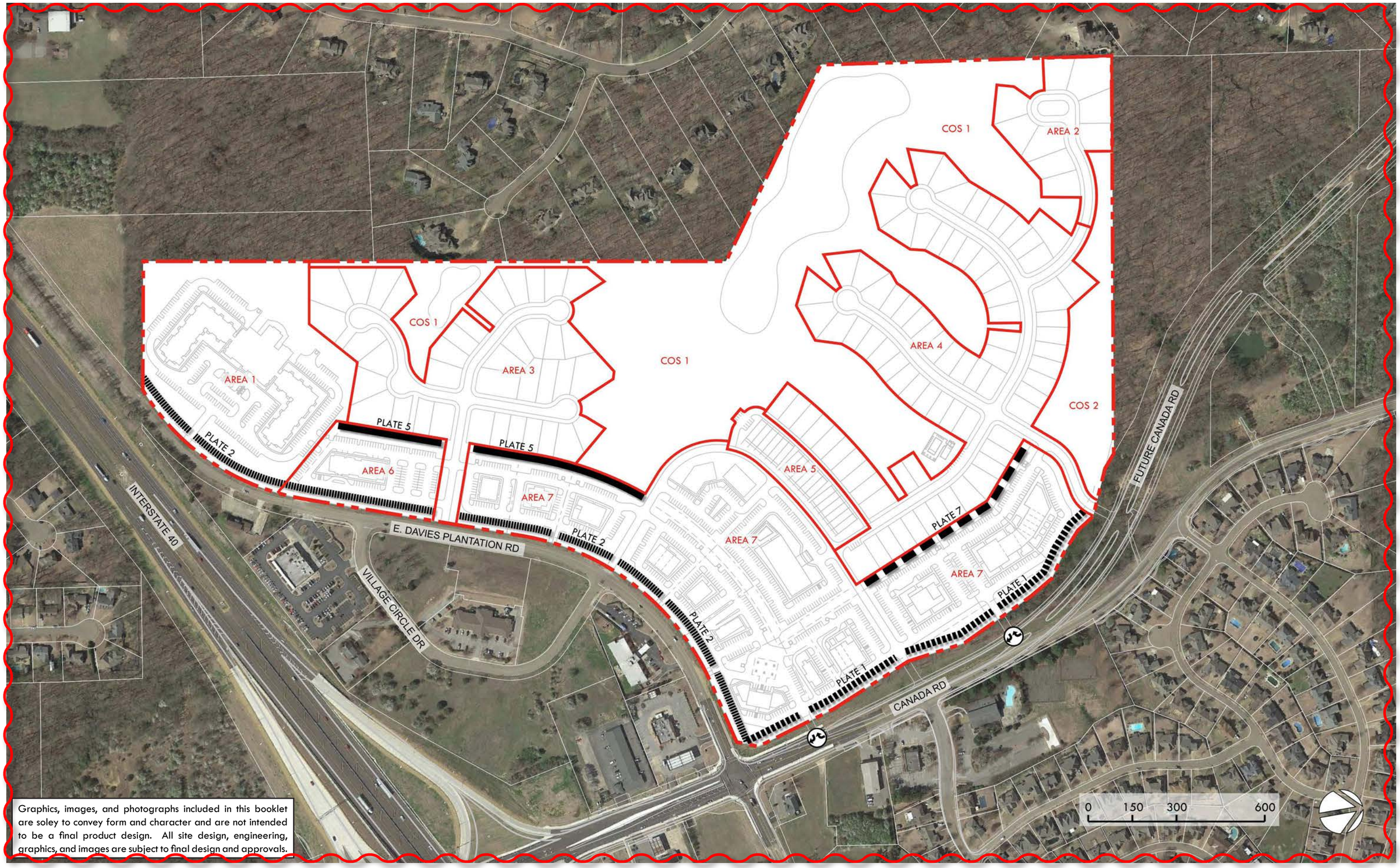
The Ashmont Planned Development's east boundary is defined by the intersection of Canada Road and East Davies Plantation Road, both four-lane divided streets. This corner is 0.4-mile ± from Interstate 40 and is easily accessed by Canada Road from Lakeland's existing residential communities to the north. The future construction of New Canada Road, as identified in the City of Lakeland Transportation Plan, will further increase connectivity from the north and facilitate bike and pedestrian travel to the subject property by a proposed 10'-wide multi-use path. Overhead electric lines are located along the property's east edge, adjacent to Canada Road and East Davies Plantation Road. Gas and sewer infrastructure extend along these roadways, with potential to serve the Ashmont neighborhood.

SLOPE ANALYSIS | HYDROLOGY ANALYSIS | NATURAL FEATURES

The site slopes from east to west. Ridges extend into the property from East Davies Plantation Road and Canada Road. The topography rises and falls with slopes exceeding 15% in some areas. While this change in topography can be challenging, these landforms present an opportunity to integrate the topography of the property into the design of Ashmont. Home sites will be placed on ridge tops where possible to preserve woodland areas along the site's valleys. A tree survey will be completed prior to future detailed submittals, which will include the trees within areas to remain undisturbed. While earthwork will be required to make the site viable for development, the natural systems and features have informed the design of Ashmont and will be utilized as neighborhood assets.

Stormwater flows from east to west. Two detention ponds are proposed to manage runoff. A large pond will be in the northwest portion of the site and a smaller pond will be constructed in the southwest area. Both will be built as attractive features within common open space.

OUTLINE PLAN GRAPHIC



Graphics, images, and photographs included in this booklet are soley to convey form and character and are not intended to be a final product design. All site design, engineering, graphics, and images are subject to final design and approvals.

I. GENERAL STATEMENT

Ashmont Planned Development (PD), a 99.3 acre ± tract of land located in Lakeland, Tennessee, is a Planned Development that provides a compatible and complementary mixture of residential products and commercial uses. It is the intent of the Developer that Ashmont maintains an urban neighborhood setting through the use of unifying architectural guidelines and cohesive landscaping criteria. With a focus on enhancing the site's varied topography through the planning of infrastructure and open space, Ashmont PD will establish itself as a unique and high-quality development with its own "Sense of Place."

The Outline Plan shall serve as the land use and transportation plan for development of the site. It is understood that internal roadways and lot arrangements may be adjusted at the time of final design to take advantage of topography, utilities, storm drainage, detention, and market conditions along with other site considerations. The Conceptual Development Plan shall serve as the preliminary conceptual vision for the project and a statement of intent for the development.

Due to the size of this project and the necessarily general nature of the Conceptual Development Plan, final plans for each phase will be required. Prior to the development of a given phase, the Developer will submit to the City of Lakeland for approval a Final Plan which will illustrate not only the spatial relationship of areas and lots within the phase to be undertaken, but also how those areas and lots relate to adjacent phases. The plan will further provide a visual statement which outlines how the new phase contributes to the completion of the overall vision. It is the intent of this provision to help assure that the neighborhood will develop in such a way that aligns with overall development goals, but also allows some flexibility in final design and engineering.

The following general guidelines shape the overall intent of the development:

A. Declaration of Covenants, Conditions and Restrictions, hereinafter the "Declaration" shall be applicable to all properties within the planned development. A Homeowners Association and Business Association shall be maintained to assure that development within the neighborhood is completed to the high standards anticipated by the residents and to assure that all features and amenities of the neighborhood which are considered to be common assets, are continuously maintained in a quality manner. Declarations may be separated between residential uses and the business uses including the mixed-use areas.

B. The community should be developed so that it not only preserves and protects, but also enhances surrounding property. Ashmont PD will reflect sensitivity to the adjacent land uses.

C. Final Plans for common open spaces may incorporate water, landscaping, walking trails, and other design features which will contribute to the development's appeal and encourage walkable passive recreation within Ashmont PD. The Conceptual Development Plan, common areas, and walkways may be modified as final design and engineering documents are completed.

D. Any internal Area boundary may shift up to 75' in any direction without the need to revise the Outline Plan.

E. The lot numbers shown in the plan data chart represents the conceptual lot layout shown in the Conceptual Development Plan. The number of units in each Area and the total number of units across the development cannot exceed the limits established by the Board of Commissioners' approval of the project and any conditions attached to such approval.

F. Any commercial uses shown on the Conceptual Development Plan is for illustrative purposes only. Final lot configuration, locations, and individual lot site plans may change from what is shown.

II. USES PERMITTED

A. Area 1

Uses allowed within the C2 – Regional Commercial District as modified herein.

Senior Living uses are permitted in Area 1:

1. Independent Living
2. Assisted Living
3. Nursing Home
4. On-site services and amenities incidental to the uses above

B. Area 2

Uses allowed within the R2 – Suburban Manor District as modified herein.

C. Area 3

Uses allowed in the R3 – Suburban Cottage District as modified herein.

Lots within Area 3 will be Age-Restricted.

Area 3 may be developed, in all or in part, with the same uses as Area 1 (Senior Living) if these uses meet all bulk regulations of Area 1.

D. Area 4

Uses allowed within the R4 – Urban Estate District as modified herein. Homes may be accessed from a street or alley.

E. Area 5

Attached Townhomes shall be permitted as allowed in the R6 – Attached District, as modified herein. Townhomes may be fee-simple lots. All Townhomes may be accessed from an alley.

F. Areas 6 and 7

Uses allowed within the C2 – Regional Commercial District as modified herein.

Allowed uses include:

1. Neighborhood Assembly
2. General Assembly
3. Bed and Breakfast
4. Hospice
5. Hotel/Motel
6. Independent/Assisted Living/Nursing Home
7. Hospital
8. Library/Museum
9. Post Office

10. Neighborhood Retail
11. General Retail
12. Large Scale Retail
13. Neighborhood Personal Services
14. General Services
15. Regional Services
16. Child Day Care
17. Outdoor Entertainment
18. Neighborhood Office
19. General Office
20. Convenience Store with Fuel Pumps *
21. Taproom/Brewery
22. Other Office Uses, Retail Shops, Sales, and Services, which are typically permitted within C2 Commercial.

* Note: Only one Convenience Store with Fuel Pumps use is allowed within the development. The location is limited to the corner of the intersection of Canada Road and Davies Plantation Road.

G. Common Open Space Areas:

These areas are to be developed or preserved as open space and to create passive and active recreation opportunities. They may include amenities such as trails, park benches, open green space, or pools/amenities. Additionally, detention/retention basins and earthwork are allowed in these areas.

III. BULK REGULATIONS

Development of the neighborhood will be guided by the Outline Plan, and the area use descriptions provided above. Development of individual parcels must be in compliance with the provisions for dimensional regulations and access and circulation conditions provided below.

Other restrictions not specifically addressed here or elsewhere in the conditions (and its attachments) including, but not limited to, setbacks, side and rear yard requirements, minimum lot areas, accessory uses, and parking and loading areas shall be as defined in the City of Lakeland Land Development Regulations as applicable to the referenced District or Building Type for the particular parcel in question. Where provisions of this Outline Plan are in conflict with the above-referenced Ordinance, these provisions shall apply.

A. Plan Data

SITE DATA

GENERAL SITE INFO

TOTAL SITE ACREAGE	99.3 AC ±

RESIDENTIAL

AREA	LOTS	ACREAGE	DESCRIPTION	% OF LOTS
2	9 ±	3.7 AC ±	R2 - SUBURBAN MANOR	6%
3 *	39 ±	11.1 AC ±	R3 - SUBURBAN COTTAGE *	27%
4	81 ±	19.1 AC ±	R4 - URBAN ESTATE	55%
5	18 ±	1.9 AC ±	R6 - ATTACHED HOUSE	12%
TOTAL LOTS			**147 ± LOTS** **	
NET RES. ACREAGE			**35.8 ± AC**	

COMMON OPEN SPACE

COS 1	24.8 AC ±
COS 2	3.0 AC ±
COS ACREAGE	**27.8 ± AC**
GROSS RES. ACREAGE	**63.6 ± AC**
PERCENT COS	**43.7 ± %**
GROSS RES. DENSITY	**2.3 ± DU/AC**

COMMERCIAL

AREA	DESCRIPTION	ACREAGE
1	C2 SENIOR LIVING	9.7 AC ±
6	C2 COMMERCIAL	2.9 AC ±
7	C2 COMMERCIAL	23.1 AC ±
COMMERCIAL ACREAGE		**35.8 ± AC**

* Note: Area 3 may be developed with the same uses and bulk regulations as Area 1. See Outline Plan text for more detail.

B. Building Setbacks and Standards

Height limitations as outlined below shall not apply to architectural features.

1. Standards applicable to residential lots in Areas 2-5.

   a. All residential lots may be accessed from the street with front-facing garages. However, all front-facing garages must be set back a minimum of 7' from the front façade of the home and a minimum of 20' from the back of sidewalk.

   b. Max. Front Setback Porch Encroachment ..... 5'

   c. Max. Rear Setback Porch Encroachment

      Front-Loaded Homes ..... 10'

      Rear-Loaded Homes ..... None

   d. Max. Appurtenance Encroachment ..... 3'

2. Area 1

   a. Minimum Lot Width ..... N/A

   b. Minimum Lot Size ..... N/A

   c. Minimum Setbacks

      (Davies Plantation Rd.) ..... 20'

      (Adjacent Properties) ..... 20'

      (Areas 3 and 6) ..... 10'

   d. Maximum Height ..... 4 stories

3. Area 2

   a. Minimum Lot Width ..... 70'

   b. Minimum Lot Size ..... 10,000 SF

   c. Minimum Front Setback ..... 15'

   d. Minimum Side Setback (Each Side) ..... 5'

   e. Minimum Rear Setback ..... 15'

   f. Maximum Height ..... 2 stories

4. Area 3

   a. Minimum Lot Width ..... 55'

   b. Minimum Lot Size ..... 5,500 SF

   c. Minimum Front Setback ..... 15'

   d. Minimum Side Setback (Each Side) ..... 5'

   e. Minimum Rear Setback ..... 15'

   f. Maximum Height ..... 2 stories

5. Area 4

   a. Minimum Lot Width ..... 50'

   b. Minimum Lot Size ..... 5,000 SF

   c. Front Setback ..... 10' to 20' BTZ

   d. Minimum Side Setback (Each Side) ..... 5'

   e. Minimum Rear Setback

      (Front-Loaded) ..... 15'

      (Rear-Loaded) ..... 5'

      Maximum Height ..... 2 stories

6. Area 5

   a. Minimum Lot Width ..... 20'

   b. Minimum Lot Size ..... 1,500 SF

   c. Front Setback ..... 10' to 20' BTZ

   d. Minimum Rear Setback ..... 5'

   e. Minimum Separation between Buildings ..... 10'

   f. Maximum Height ..... 2 stories

7. Areas 6 and 7

   a. Minimum Lot Width ..... 50'

   b. Minimum Front Setback

      (Canada Rd. or Davies Plantation) ..... 20'

      (Internal Streets) ..... 20'

   c. Minimum Side Setback ..... 7.5'

   d. Minimum Rear Setback ..... 7.5'

   e. Minimum Separation between Buildings ..... 10'

   f. Maximum Height

      (Hotel) ..... 4 stories

      (All other uses) ..... 2 stories

C. Design Standards for Areas 2, 3, and 4

1. Design for Single-Family homes shall follow the Single-Family Architectural Pattern Book as described in the PD Booklet, in lieu of the residential architectural guidelines in the Land Development Regulations.

D. Design Standards for Areas 6 and 7

1. Design for commercial areas shall follow the Commercial Architectural Pattern Book as described in the PD Booklet, in lieu of the non-residential architectural guidelines in the Land Development Regulations.

2. The following additional requirements apply to Convenience Store with Fuel Pumps:

   a. Fuel pumps must be located behind the building along the primary street frontage.

   b. The building and canopy shall be designed with complementary materials.

   c. The canopy shall not be architecturally more prominent than the building.

   d. Primary building and canopy colors shall be neutral or earth tones.

E. The following requirements in the Land Development Regulations shall not apply to any Area within the PD:

1. Maximum Building Coverage

2. Maximum Impervious + Semi-Pervious Coverage

3. Minimum Coverage of Front Property Line

4. Minimum Principal Building Height

5. Attached Garage Façade Proportion

6. Façade Requirements, including Transparency, Cap & Base Types, Building Materials, and Building Variety

IV. ROADWAYS, ACCESS, AND PARKING

A. Residential lots may be front-loaded from public streets or rear-loaded with access from alleys.

B. There is no requirement to dedicate or improve Canada Road. E. Davies Plantation Road will be improved to provide two drive lanes and a turn lane (no median), curb, and gutter along the property frontage. Additional ROW dedication will be provided along the property frontage to match the 86'-ROW (43' from centerline) as indicated by the Transportation Plan.

C. All dedicated public improvements required herein shall be made to the specifications of the City of Lakeland, unless otherwise approved.

D. All public streets interior to the development shall be dedicated and improved according to the Street Types described within the Ashmont PD Booklet and Outline Plan and approved by the City Engineer.

E. A maximum of 4 curb cuts are allowed on Canada Road. The curb cut locations shown on the Circulation Plan are conceptual and may be adjusted to work with final site plans of individual commercial lots. A maximum of 2 may be full-access and must be aligned with proposed Canada Road median openings. Any additional curb cuts may only be right-in/right-out.

F. A maximum of 6 curb cuts are allowed on Davies Plantation Road. The curb cut locations shown on the Circulation Plan are conceptual and may be adjusted to work with final site plans of individual commercial lots. All curb cuts on Davies Plantation Road may be full access.

G. Parking and loading spaces for all uses shall be in accordance with Lakeland's Land Development Regulations. The specific type of Senior Living uses in Area 1 shall follow the parking regulations that correspond to the use category:

1. Independent Living: 1.25 spaces/studio unit, 1.5 spaces/1 bdrm unit, and 1.75 spaces/2 bdrm unit

2. Hospice/Assisted Living/Nursing Home: 0.25 spaces/bed and 1 space/employee

The Planning Commission may approve a lower parking requirement during Site Plan approval if justification based on industry standards is provided.

H. All corner radii at intersections of public streets within the development may be a minimum of 15' at the face of curb.

I. In Areas 2-5, driveways may be a maximum of 18' wide at the curb.

J. In Areas 2-5, driveways shall not be closer than 10' from the end of radius of a public street intersection.

K. In Areas 1, 6, and 7, driveways shall not be closer than 50' from the end of radius of a public street intersection.

L. Alleys may be a minimum of 26 feet in width of pavement, with no curb and gutter. All alleys shall be owned and maintained by the Homeowners' Association.

M. Head-in parking may be provided within any COS area directly off of the ROW of an interior public street in order to provide convenient resident access to common amenities.

V. LANDSCAPING, SCREENING, AND OPEN SPACE

A. Common Open Space areas within Ashmont PD include a total of ± 28 acres, or ± 43.8% of the gross residential area. These spaces may vary from the areas shown on the Conceptual Development Plan with final design and engineering, but the Common Open Space will not go below 35%.

B. All Common Open Space areas, medians, streetscape areas, and neighborhood greens are to be preserved and maintained by a Homeowners Association and/or Business Owners Association. At the time that the Phase 1 Final Plan is submitted, the articles of incorporation and bylaws of the Business and Homeowners Associations shall be submitted to staff for review.

C. All common open space may have amenities such as hardscape plazas, pool areas, shade structures, walking trails, sidewalks, open lawn areas, shelter structures, bike racks, lighting, fencing, and benches where appropriate. These areas and amenities shall be submitted to the City with Final Plans.

D. A tree survey shall be provided with the Preliminary Development Plan only for the portions of the site that are proposed to remain undisturbed. This shall satisfy the tree survey requirements of the Tree Management Ordinance.

E. The minimum street tree size shall be 2 inches in caliper.

F. Landscape Plates, including streetscapes and buffers, shall be as described within the Landscape Plates section of the Ashmont PD Booklet. All on-center tree spacing required by the Landscape Plates are approximate average spacing and may vary along any particular street frontage to work with building façade rhythm, lot layout, utilities, driveway locations, and pedestrian facilities.

G. All required landscaping shall be located on the property such that it shall not interfere with any utility easements and may be altered according to MLGW requirements, including utilization of trees with a smaller mature size than required underneath power lines.

H. Through the Development Agreement process, the Developer may work with City staff to make Landscape Plate modifications.

I. Ashmont PD may utilize landscape features such as, but not limited to, masonry columns, icon markers, public art, rail fencing, and ornamental metal fencing as additional streetscape features or entrance treatments at any entrance into the development or into an Area. Such features shall be submitted to the City with Final Plans.

J. The parkland dedication requirements for Area 1 shall be determined with the site plan submittal.

K. This development is not subject to the Conservation Area Requirements (Article II., Section 11) of the LDR.

L. All retention ponds are required to have a fountain.

M. The Common Open Space walking trails within Ashmont PD will be a minimum of 5' wide and will be concrete.

VI. SIGNAGE

A. The signage in Ashmont PD shall follow the City of Lakeland Sign Ordinance as modified herein.

B. Ashmont PD may provide 1 overall development identity ground sign at each public street entrance into the development, to meet the requirements of the Subdivision Entry Sign. These overall development signs shall not count toward the signage allowed for any particular Area or parcel. The overall development identity ground signs shall be submitted to the City with Final Plans.

VII. DRAINAGE FACILITIES & SERVICES

A. The stormwater drainage system shall be designed and constructed to the drainage design standards of the City of Lakeland stormwater management program and State of Tennessee Department of Environmental Quality.

B. A Storm Water Pollution Prevention Plan (SWPPP) will be filed with the state authorities prior to commencement of construction.

C. Grading, drainage, and engineering construction plans to be approved by the City Engineer.

D. All public storm drainage shall require a public easement.

E. The following note shall be placed on the final plat of any development requiring on-site drainage facilities: The areas denoted by "Reserved for Stormwater Retention" shall not be used as a building site or filled without first obtaining written permission from the City Engineer. Stormwater detention systems located in these areas, except for those parts located in a public drainage easement, shall be owned and maintained by the respective property owner. Such maintenance shall be performed so as to insure that the system operates in accordance with the approved plan on file in the City Engineer's office. Such maintenance shall include, but is not limited to removal of sedimentation, fallen objects, debris, trash mowing, outlet cleaning and repair of drainage structures.

F. All construction improvements within the development shall be in compliance with erosion and sediment control guidelines and ordinances of the City of Lakeland and the State of Tennessee.

VIII. SANITARY SEWER & SERVICES

A. A Master Sanitary Sewer Concept Plan shall be submitted at the time Phase One Plan is submitted for review and approval. The City of Lakeland will provide sewer service.

B. Sanitary sewer improvements shall be provided by the Developer under contract in accordance with the subdivision regulations and specifications of the City of Lakeland and the State of Tennessee.

C. Sizes of sanitary sewer lines shall be determined at the time the final construction plans are submitted to the City Engineer.

D. Sanitary Sewer Plans shall be submitted to the Tennessee Department of Environmental Quality (TDEQ) for written approval.

E. All sanitary sewer located in a private drive or otherwise outside of a public right-of-way shall be within a public easement.

IX. WATER SERVICE / UTILITIES

A. A Master Water Service Concept Plan shall be submitted at the time the Phase 1 Plan is submitted for review and approval. The City of Lakeland will provide public potable water service.

B. Public water improvements shall be provided by the Developer under contract in accordance with MLGW standards.

C. All water services located in a private drive or otherwise outside of public right-of-way shall be within a public easement.

D. All utilities and services (telephone, cable, etc.) to be installed underground, except for any 3-phase electric service.

E. Street light plans, if applicable, will be submitted for review and approval by City as part of final plans. Street lights are not required on roads internal to the development. Any street lights provided will be MLGW standard street lights.

X. DEVELOPMENT PHASING

A. A Preliminary Phasing Plan for Ashmont PD is provided in the PD booklet. Phase boundaries are not required to follow Area boundaries.

B. The Preliminary Phasing Plan is subject to change as plans are finalized and as market demands fluctuate. Construction of phases may be singular or a mix to meet current and future market demands.

C. The synchronization of Phases may be modified by the Developer at any time to allow for current and future market demands.

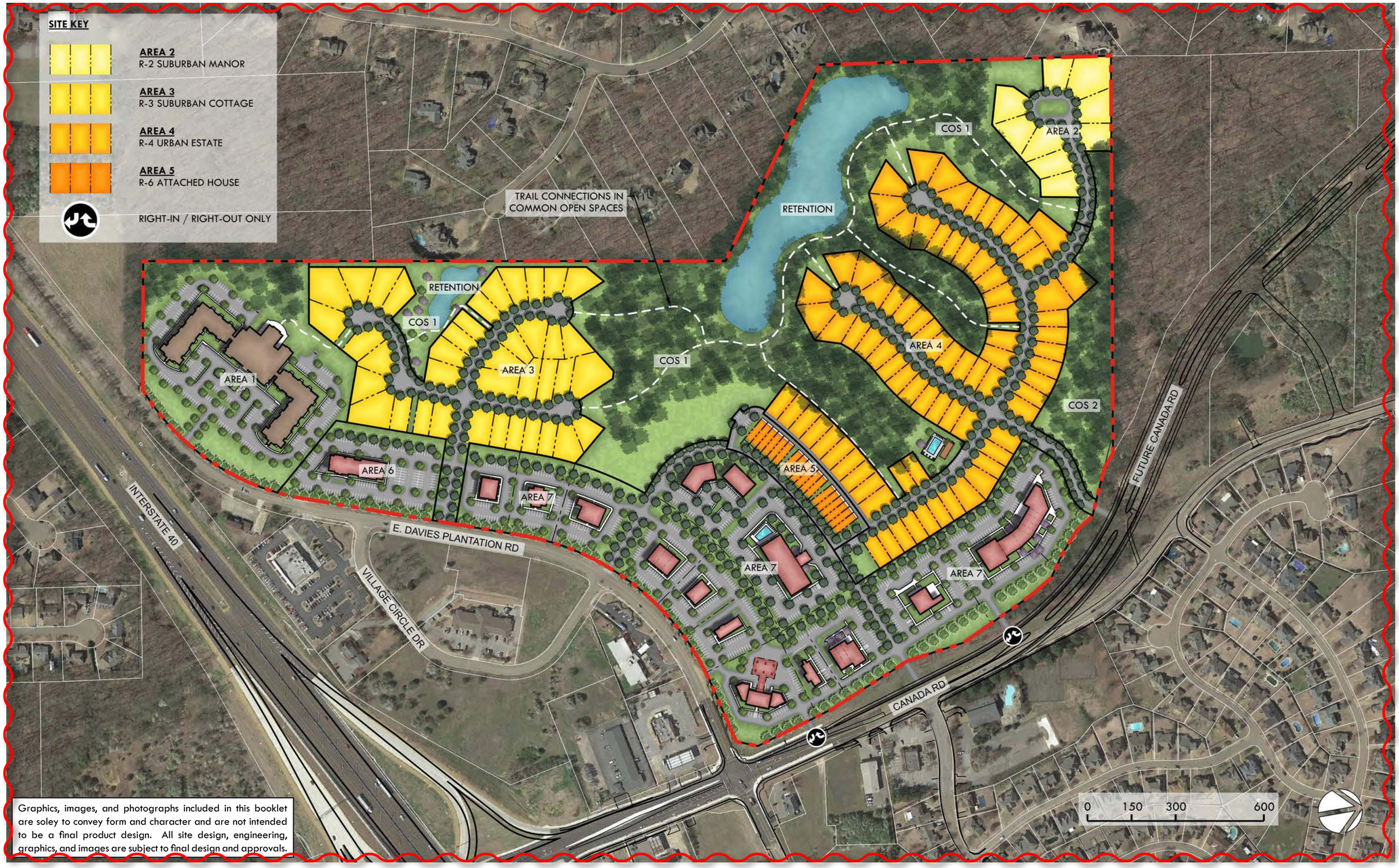
D. A final site plan/plat for each phase shall be made in accordance with the City of Lakeland Land Development Regulations.

E. Minor changes may occur with the final plans that do not require Board of Commissioners' approval. Minor changes are as defined below:

1. Minor changes may include adjustments of lot lines and road or trail alignments within any phase or Area to work with final design and engineering. Lot lines may be added or deleted as a minor change, pursuant to the requirements below.

2. Minor changes may not increase density within any Area, allow additional uses within any Area, or cause any Area line to shift by more than 75'.

CONCEPTUAL DEVELOPMENT PLAN



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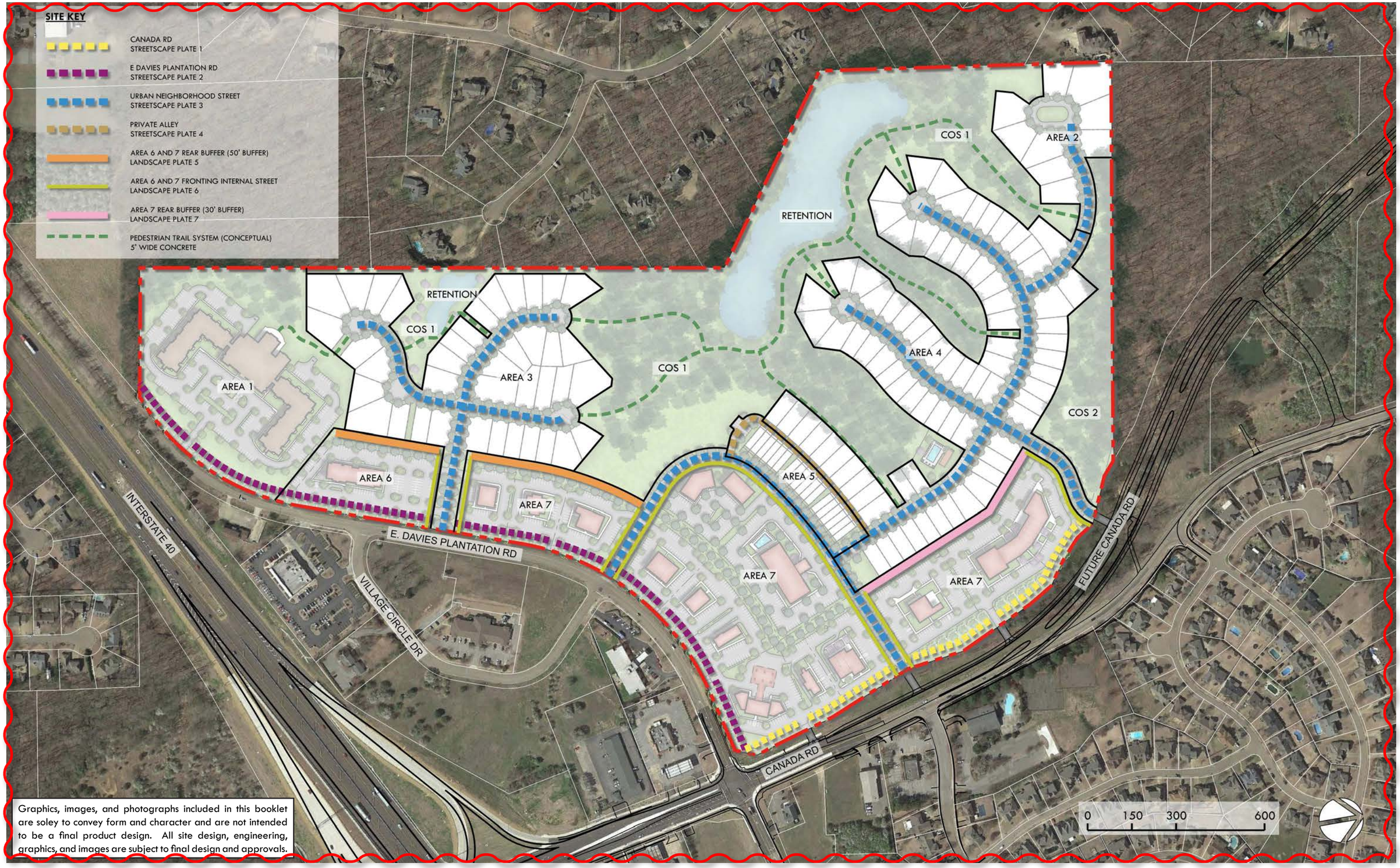
CIRCULATION PLAN & LANDSCAPE PLATE LOCATIONS



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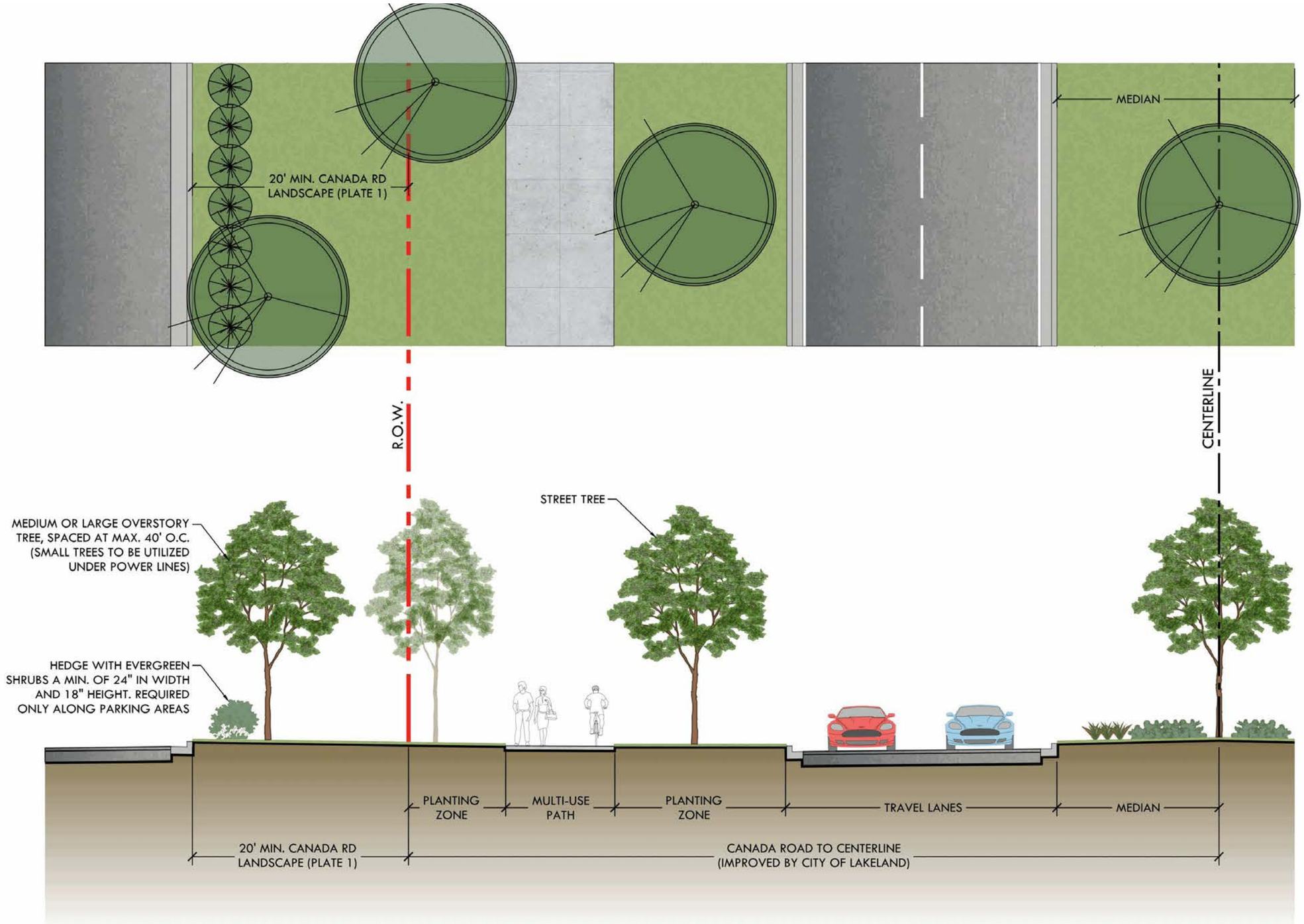
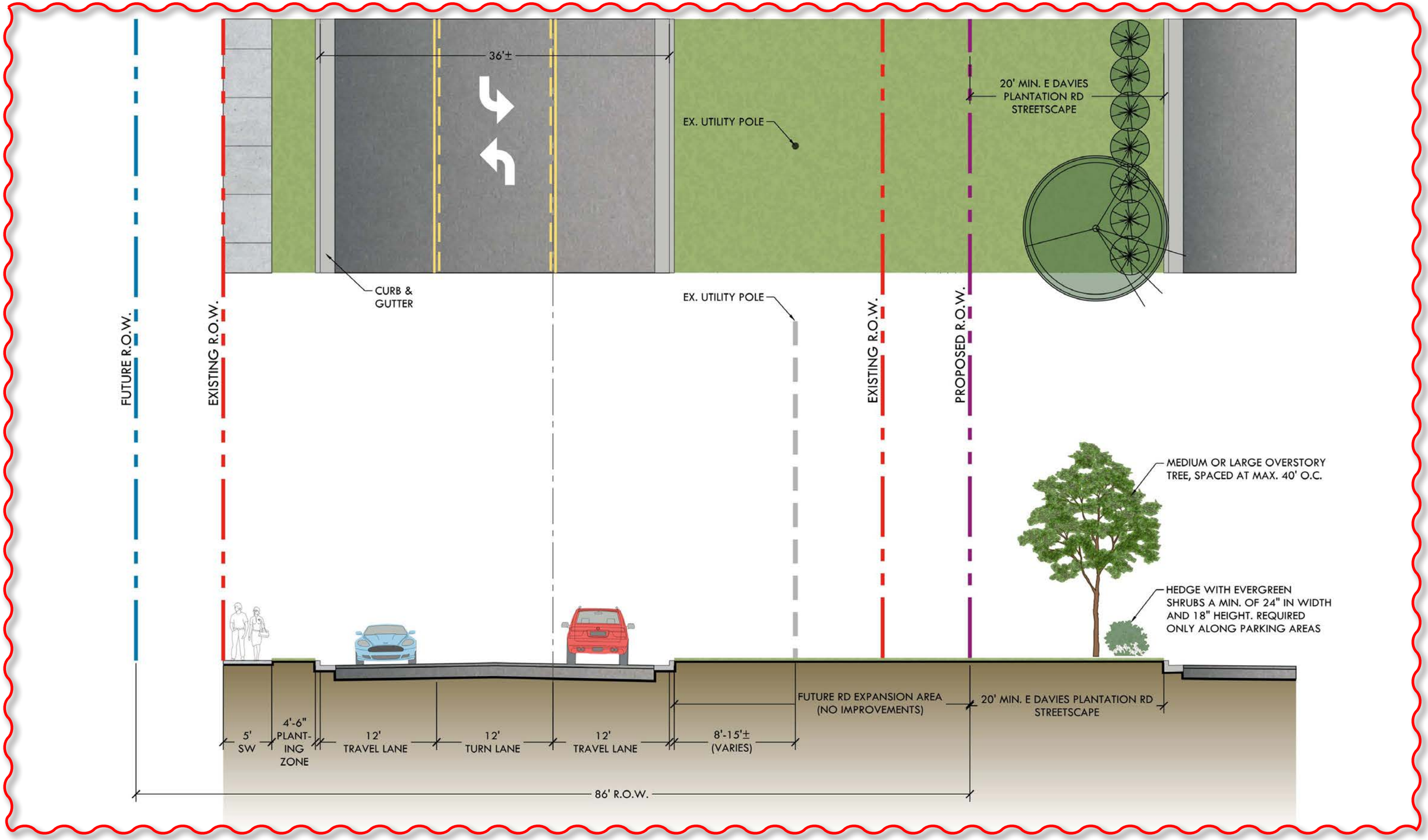
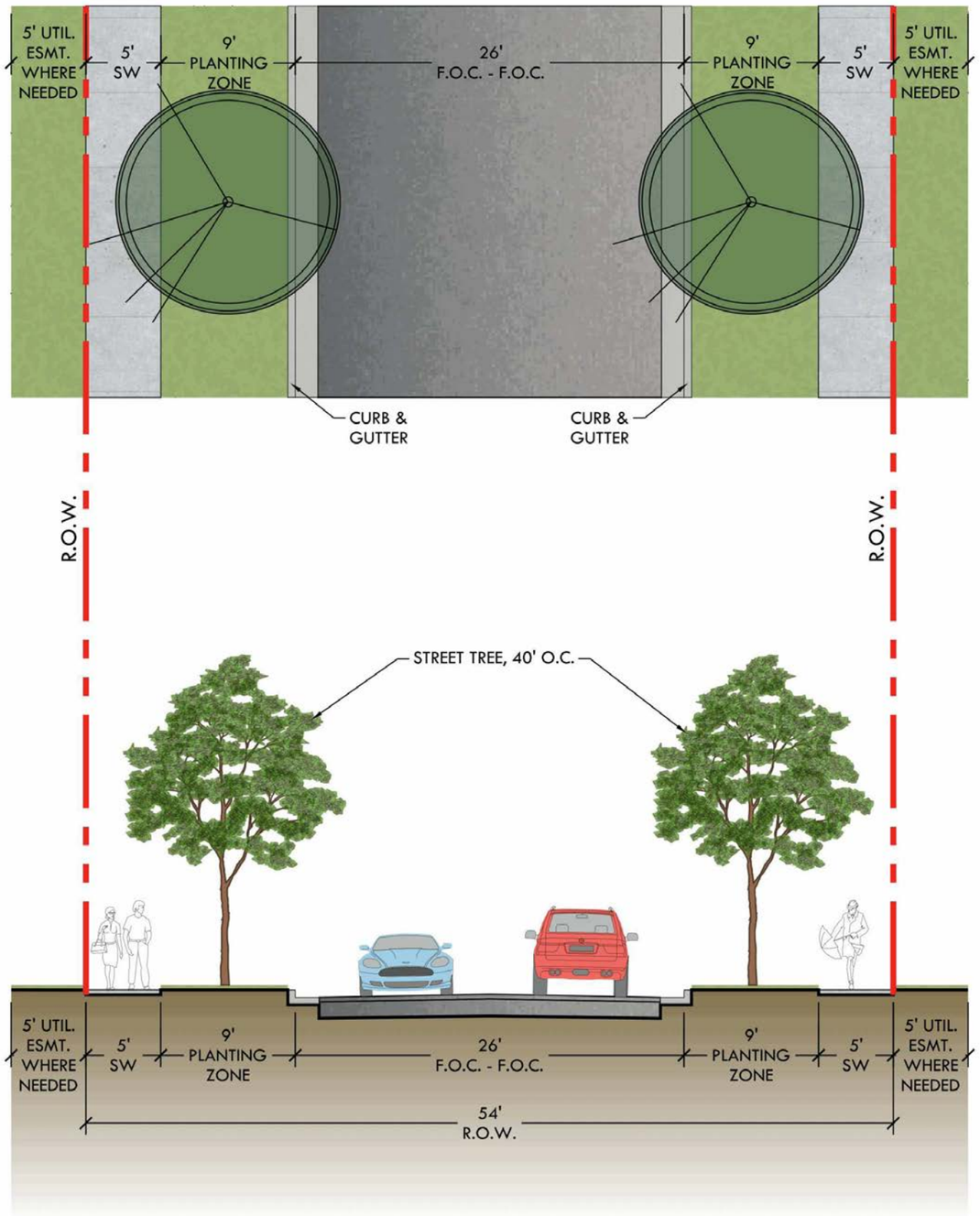


CANADA ROAD - STREETSCAPE PLATE 1

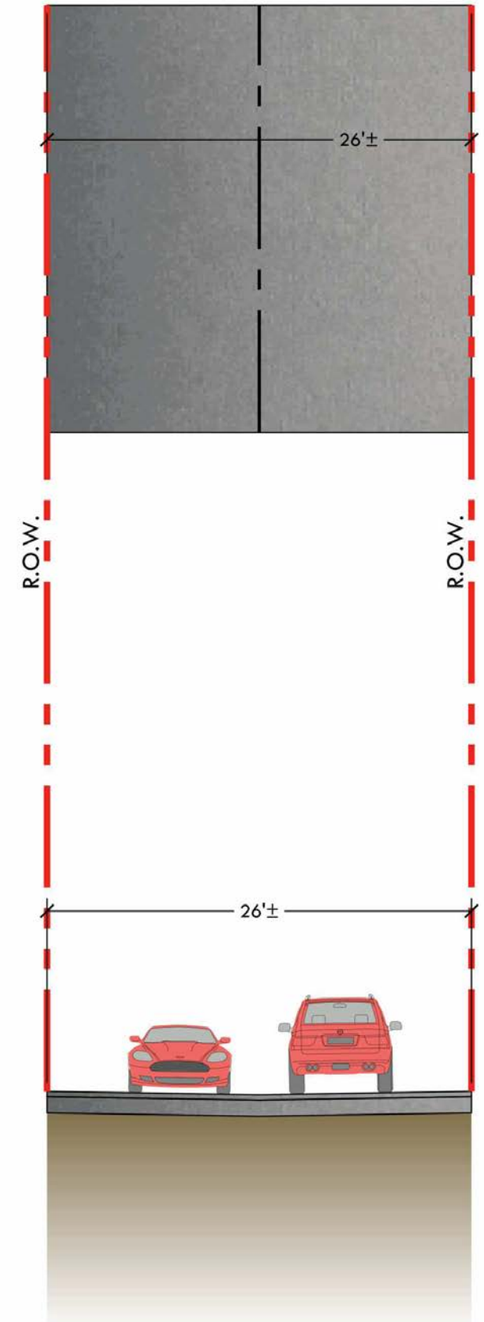
NOTE: R.O.W SECTION BASED ON 2017 LAKELAND SMALL AREA PLAN



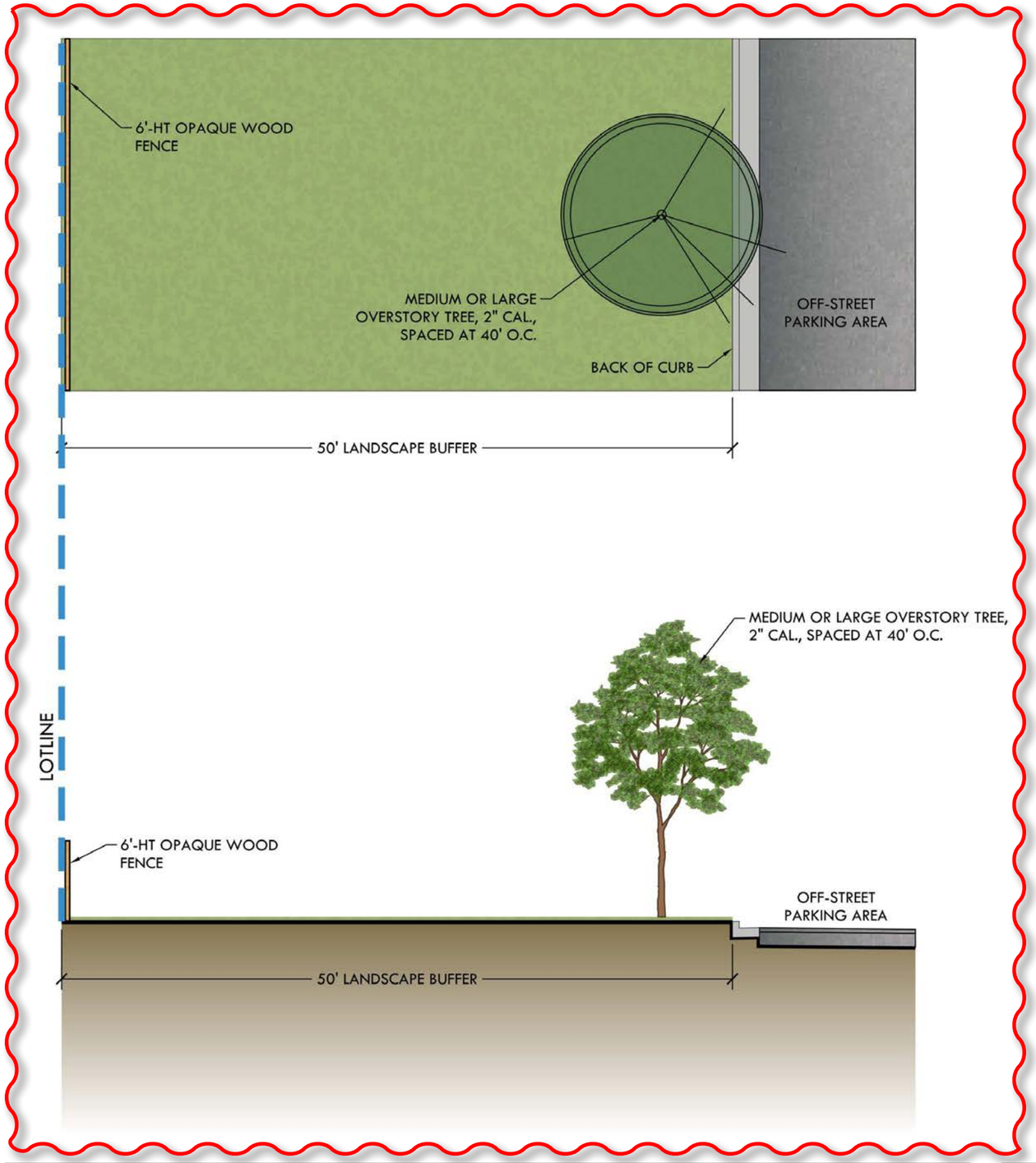
E DAVIES PLANTATION ROAD - STREETSCAPE PLATE 2



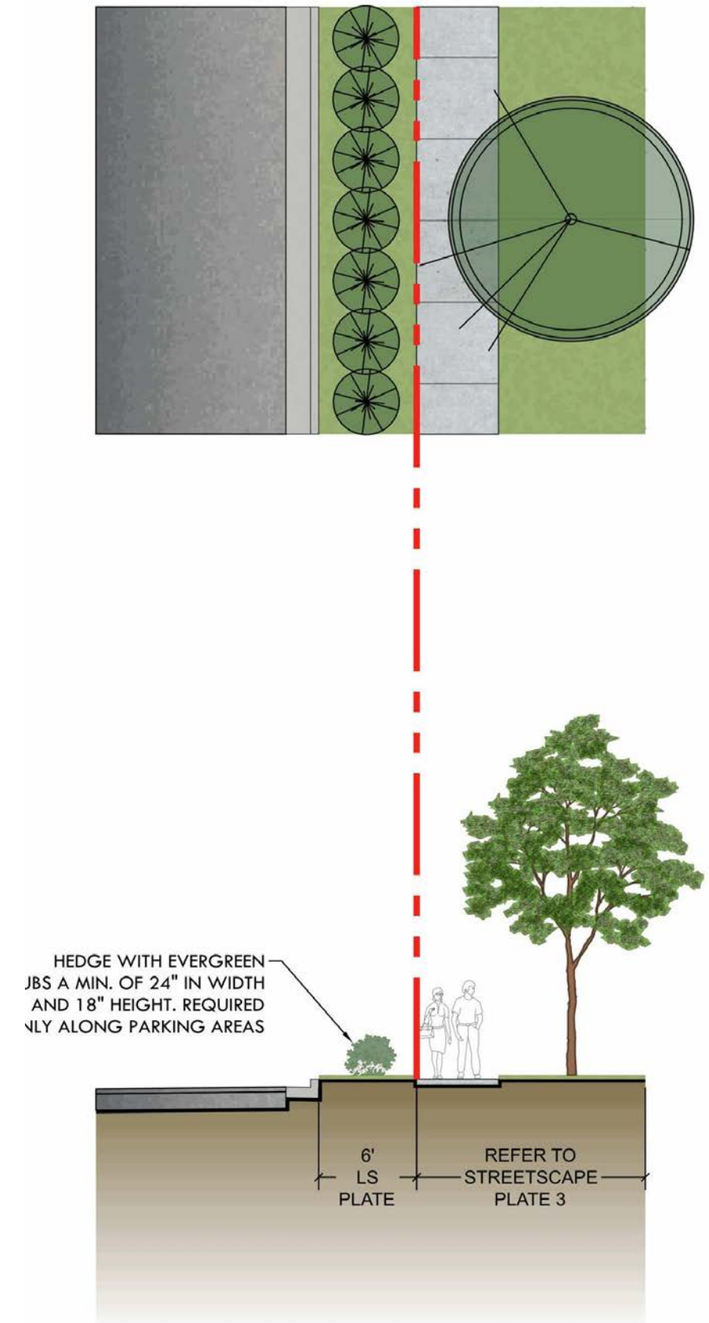
URBAN NEIGHBORHOOD STREET - STREETSCAPE PLATE 3



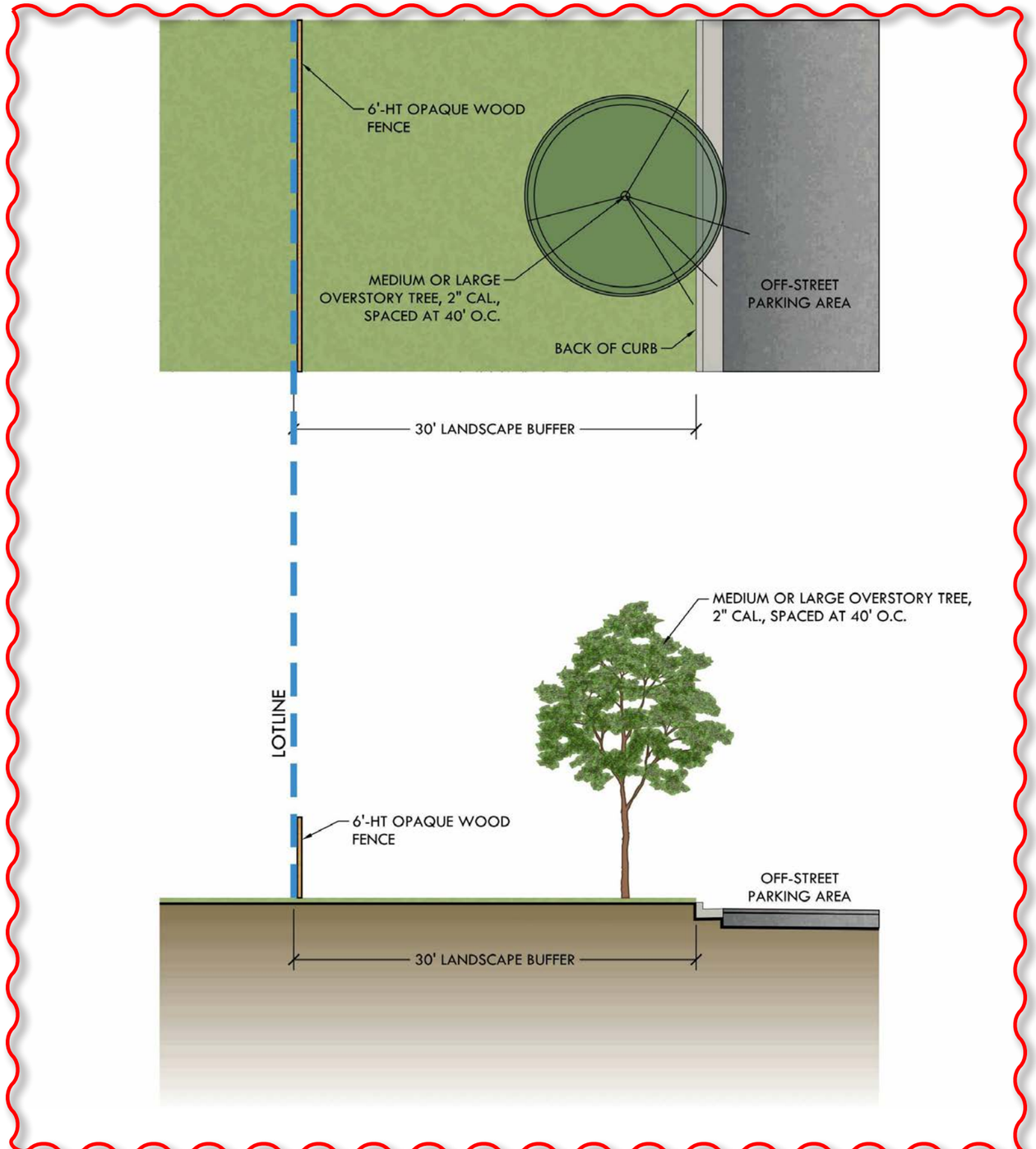
PRIVATE ALLEY - STREETSCAPE PLATE 4



AREA 6 AND 7 REAR BUFFER - LANDSCAPE PLATE 5



AREA 6 AND 7 FRONTING INTERNAL STREET - LANDSCAPE PLATE 6

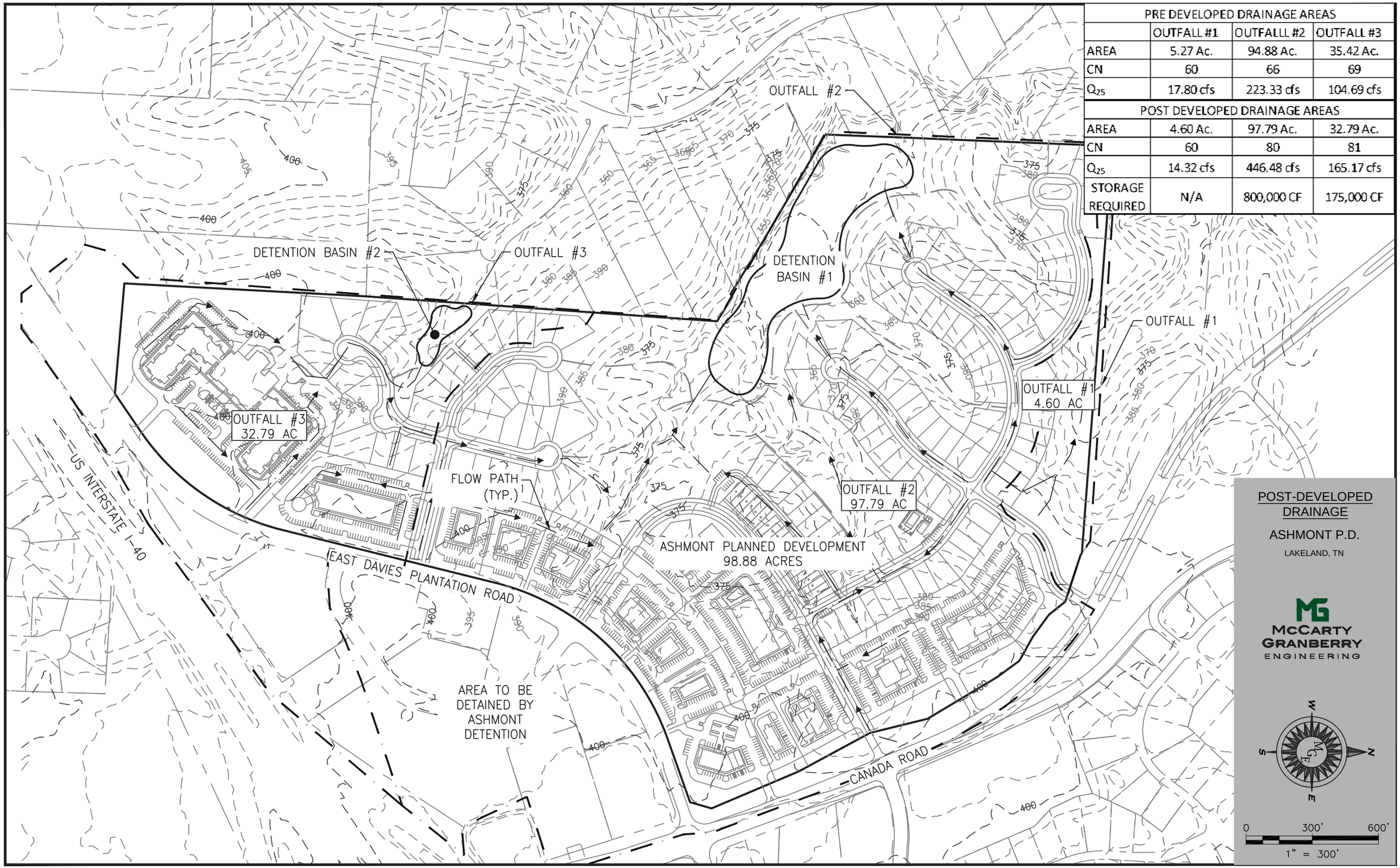


AREA 7 REAR BUFFER (30' BUFFER) - LANDSCAPE PLATE 7

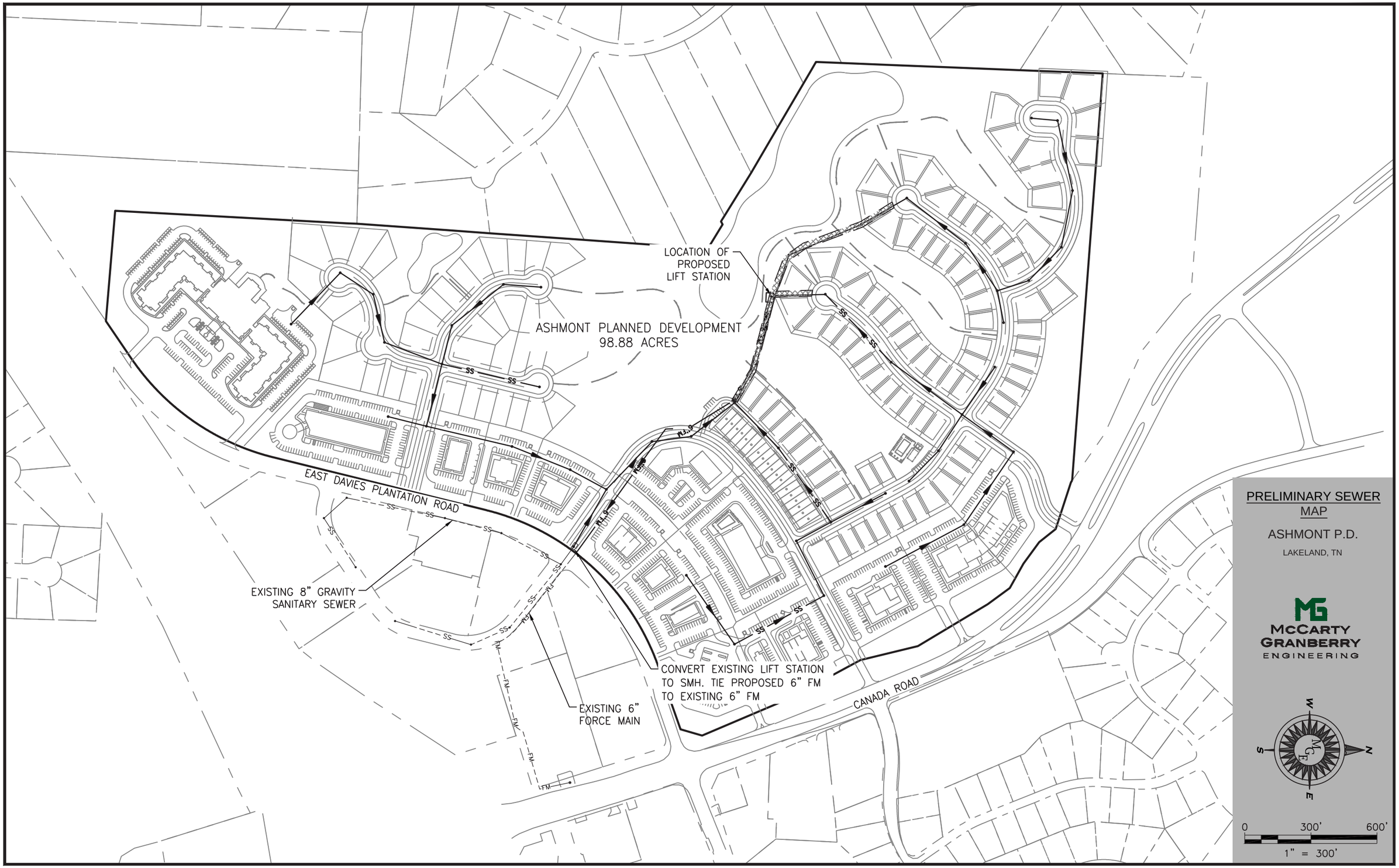
EXISTING DRAINAGE CONDITIONS

POST - DEVELOPED DRAINAGE MAP

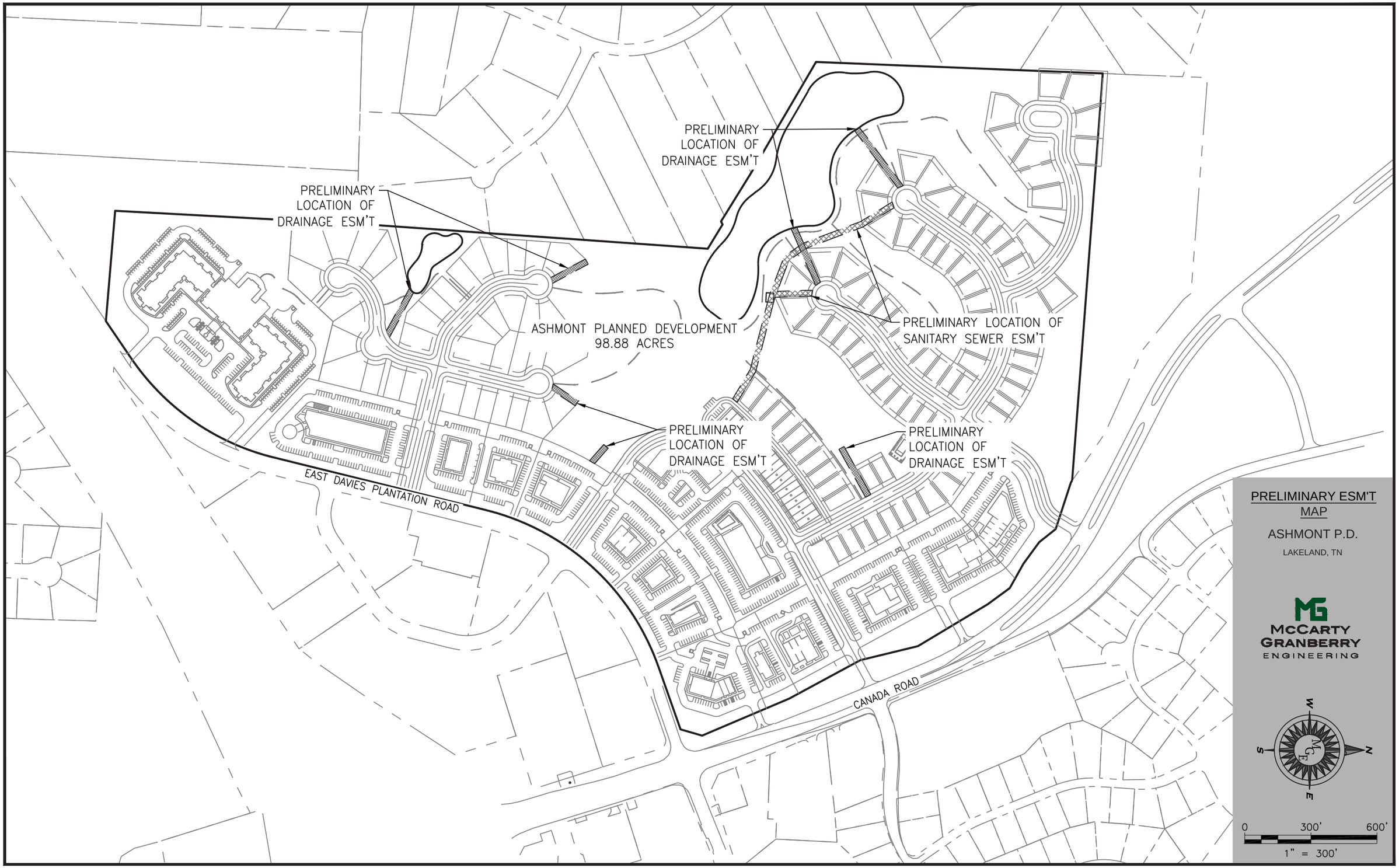
PRE DEVELOPED DRAINAGE AREAS			
	OUTFALL #1	OUTFALLL #2	OUTFALL #3
AREA	5.27 Ac.	94.88 Ac.	35.42 Ac.
CN	60	66	69
Q_{25}	17.80 cfs	223.33 cfs	104.69 cfs
POST DEVELOPED DRAINAGE AREAS			
AREA	4.60 Ac.	97.79 Ac.	32.79 Ac.
CN	60	80	81
Q_{25}	14.32 cfs	446.48 cfs	165.17 cfs
STORAGE REQUIRED	N/A	800,000 CF	175,000 CF



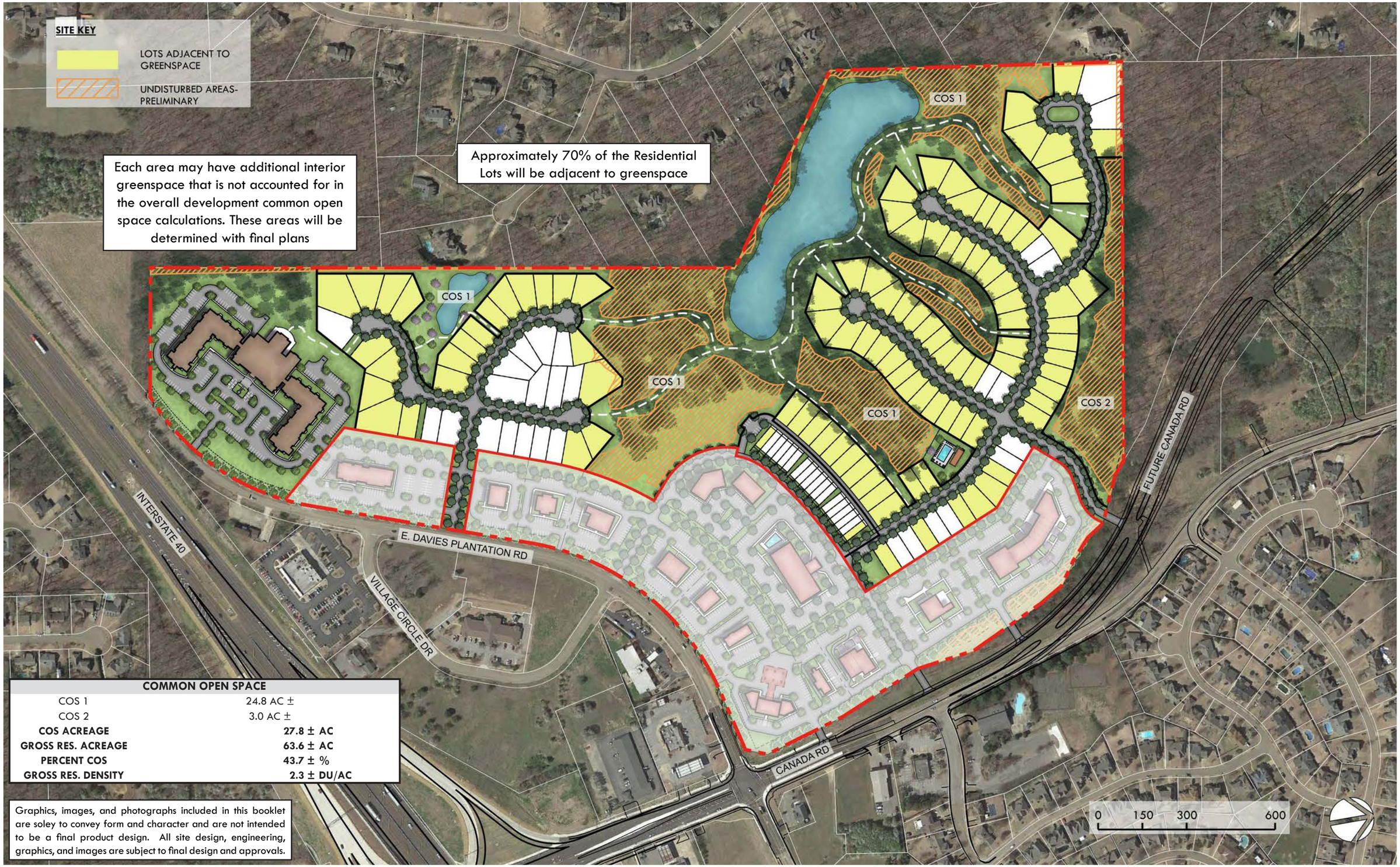
PRELIMINARY SEWER MAP



PRELIMINARY UTILITY EASEMENT MAP



GREENSPACE PLAN



COMMON OPEN SPACE	
COS 1	24.8 AC ±
COS 2	3.0 AC ±
COS ACREAGE	**27.8 ± AC**
GROSS RES. ACREAGE	**63.6 ± AC**
PERCENT COS	**43.7 ± %**
GROSS RES. DENSITY	**2.3 ± DU/AC**

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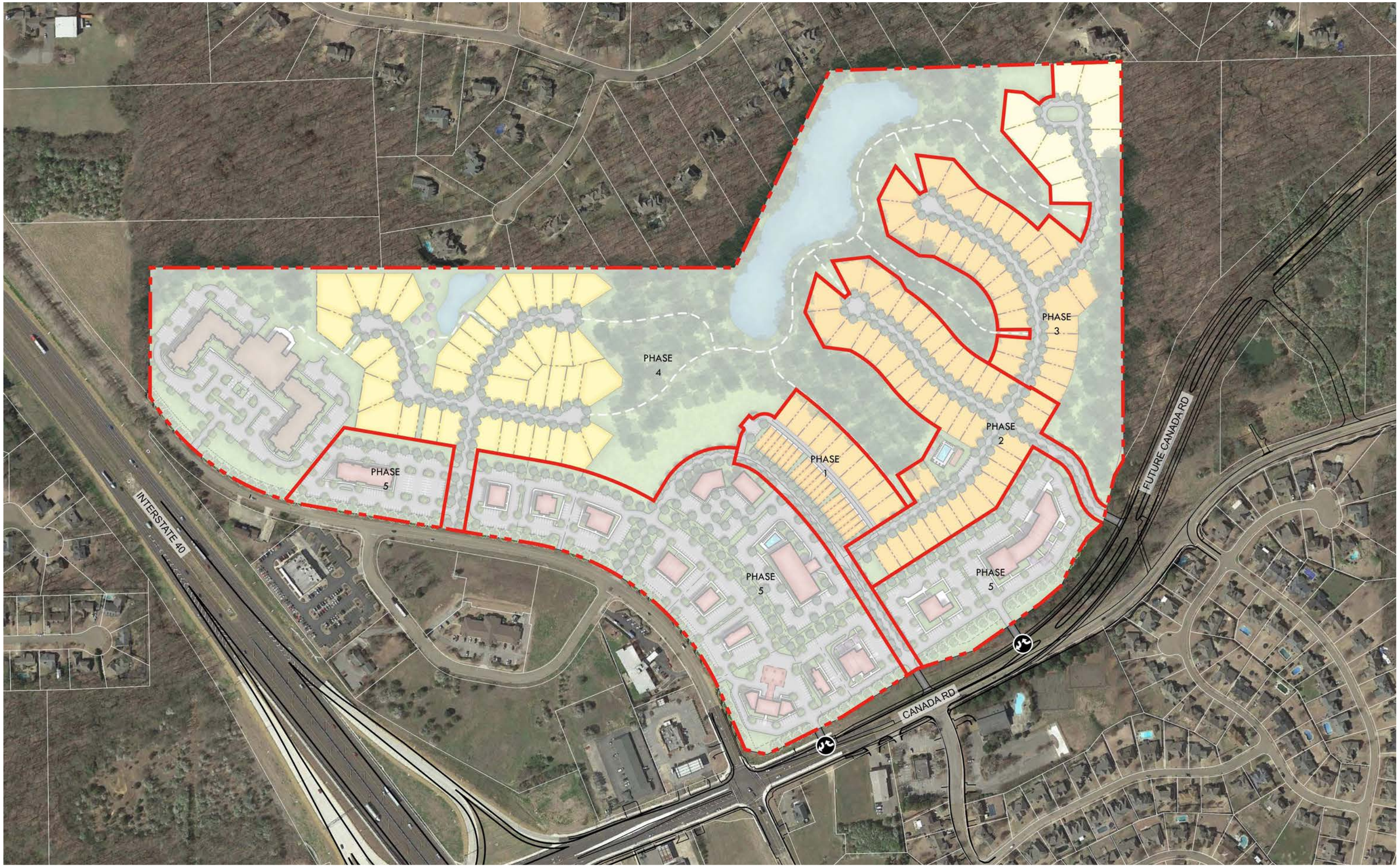
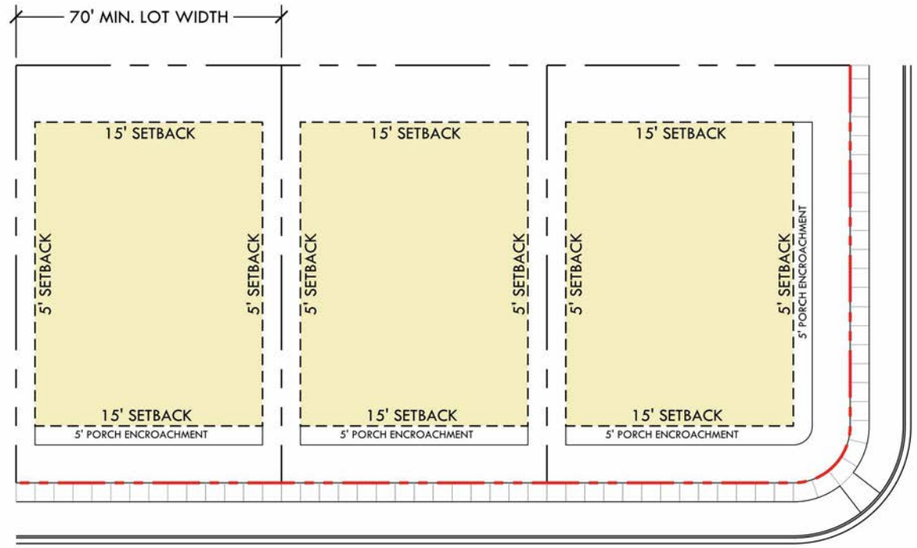
PHASING PLAN

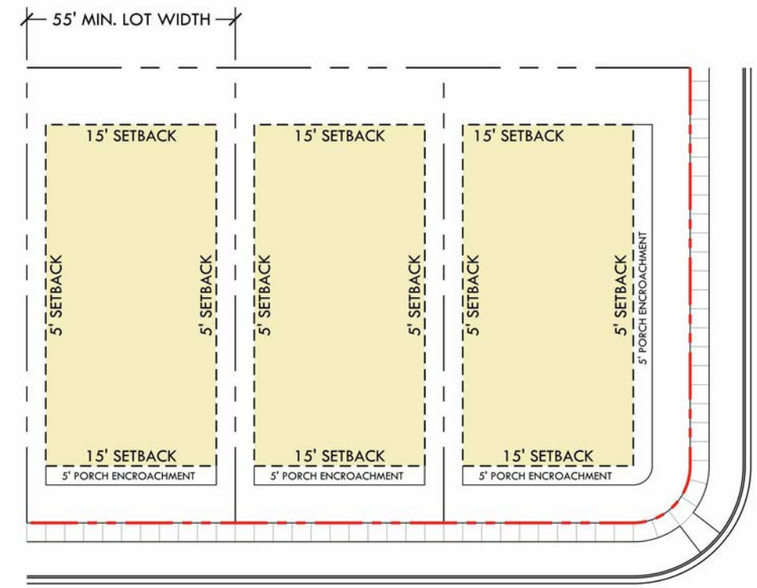


TYPICAL LOT DIAGRAMS

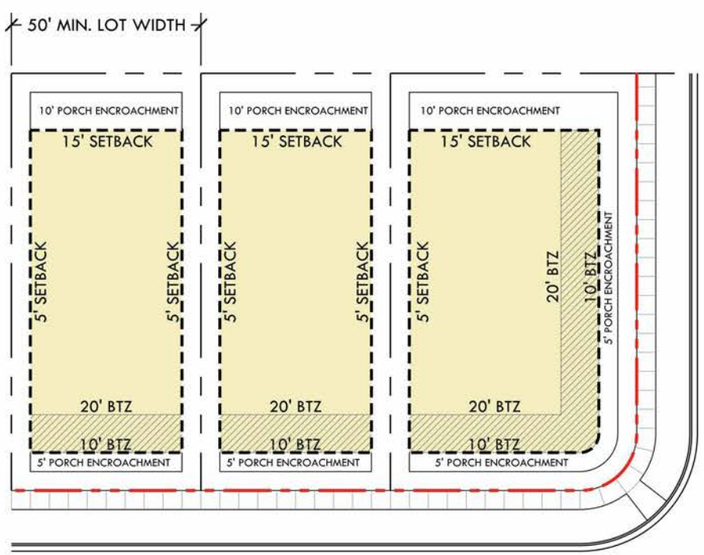
BTZ indicates a build-to-zone, where the front facade of home bay be set anywhere within the minimum and maximum distance from the right-of-way listed.



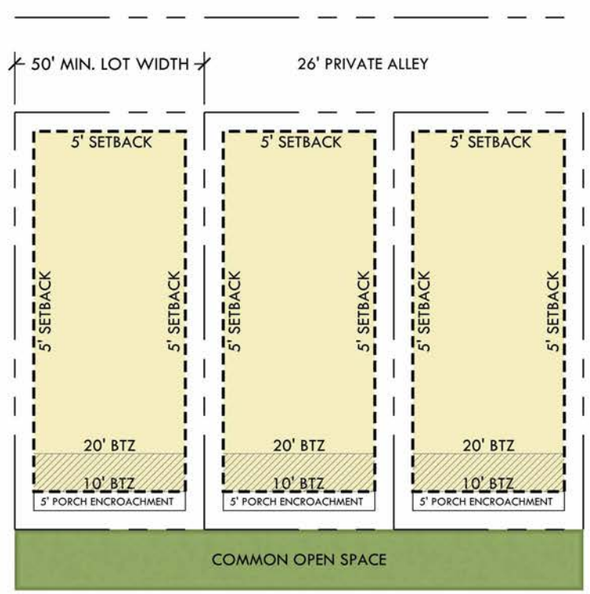
AREA 2 : SUBURBAN MANOR - FRONT LOADED



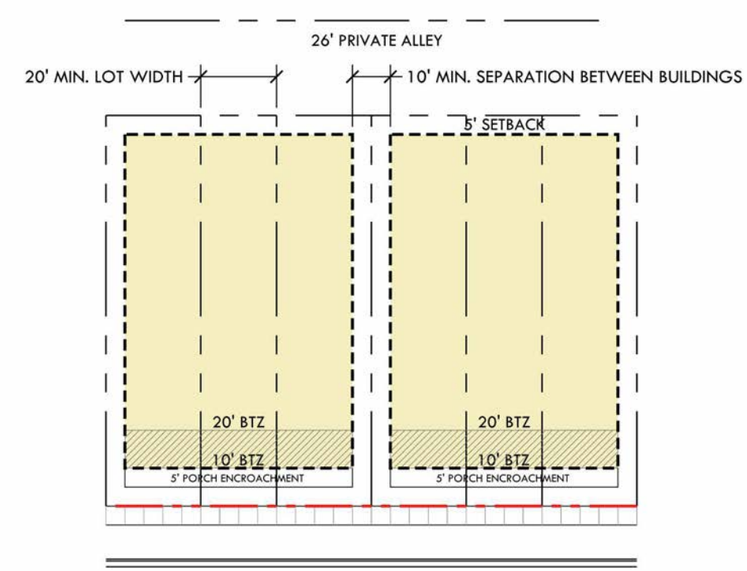
AREA 3 : SUBURBAN COTTAGE - FRONT LOADED



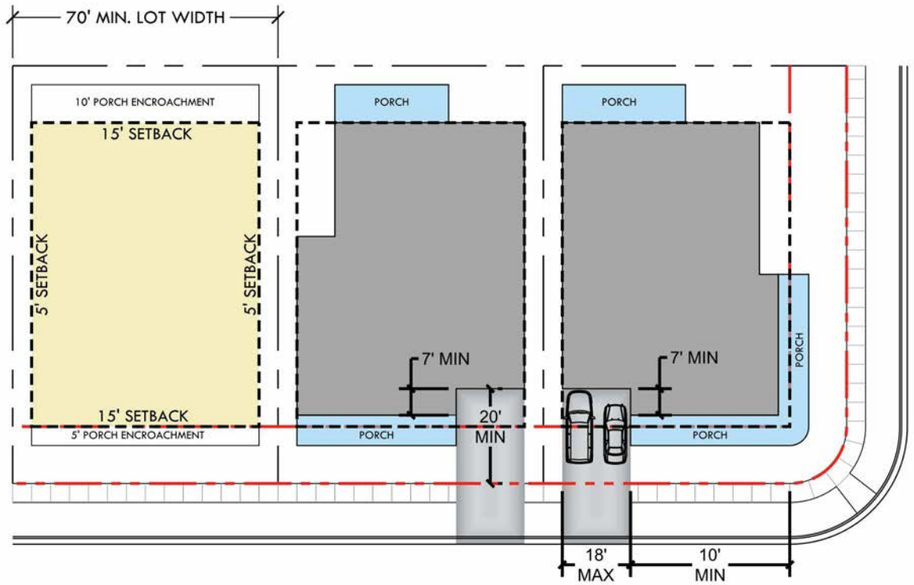
AREA 4 : URBAN ESTATE - FRONT LOADED



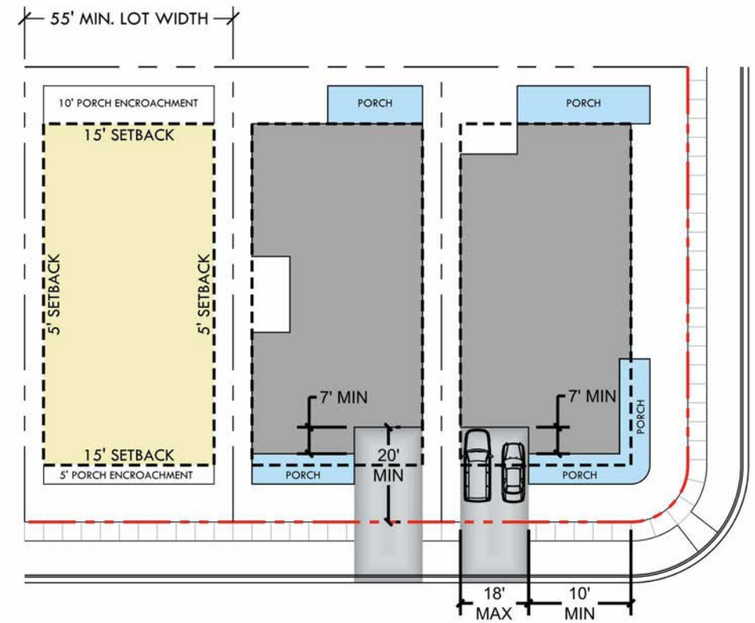
AREA 4 : URBAN ESTATE - REAR LOADED



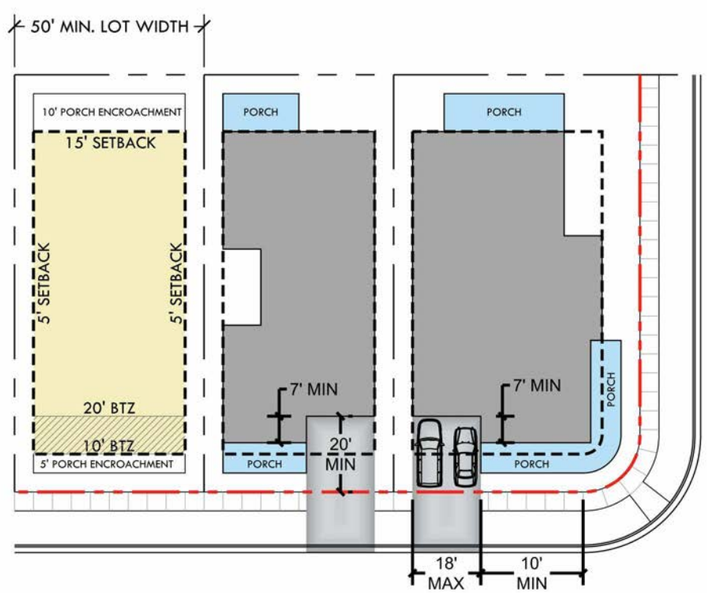
AREA 5 : ATTACHED HOMES - REAR LOADED



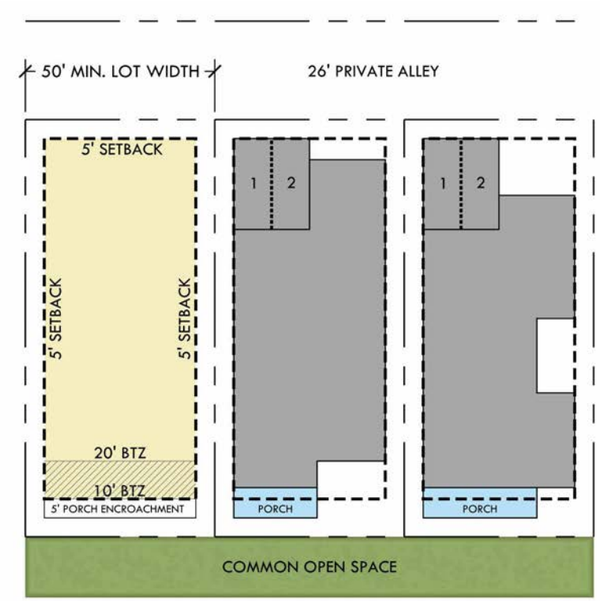
AREA 2 : SUBURBAN MANOR - FRONT LOADED



AREA 3 : SUBURBAN COTTAGE - FRONT LOADED



AREA 4 : URBAN ESTATE - FRONT LOADED



AREA 4 : URBAN ESTATE - REAR LOADED

1. Introduction

The purpose of these design guidelines is to provide a vision of what architectural styles are appropriate.

2. The History and Characteristics of Traditional Homes

The architectural vision is based on traditional homes built in the South. Traditional architecture is based on a set of guiding principles that create timeless and classic architecture that not only looks good today but will continue to look good years from now which, in essence, enhances the long-term value of the neighborhood. The following will discuss the essential elements that are used to design and build classic and timeless homes. It is important to maintain these design standards and avoid inappropriate use of materials and an inappropriate blending of styles on any one home.

The following home styles are traditional, classic, and appropriate. A blending of styles is one element of traditional neighborhoods that provide interest and character.

Craftsman

The Craftsman style is strongly influenced by the English Arts and Crafts movement. The style consists of lower mid-pitched, gable and hipped roofs with wide eave overhangs or exposed rafter tails, while decorative false beams or bracketing are commonly added under the gables. Porches are very common, whether they be full or partial width. Porch roofs are typically supported by columns resting on more massive piers.

The exterior veneers that are characteristic of a Craftsman style home include vertical board and batten siding, horizontal lap siding with possible accents of brick or stone. Historically, brick or siding is used as an accent only and not a prominent veneer material. For example, brick or stone may be used as a wainscot or a base for a column.

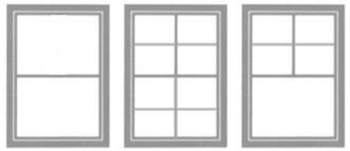
- Roof pitch – typically between 8 & 12 and 10 & 12

- Overhang and brackets – typically a minimum of 1 ft

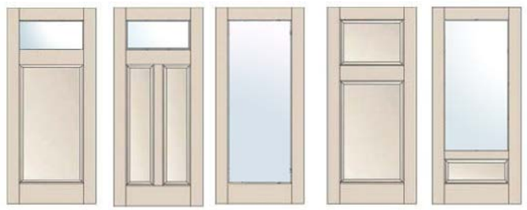
- Veneer – horizontal siding and brick

- Columns – either has brick or stone piers with battered columns or full height columns

- Window styles – typically has wide, double sash windows with a 1 over 1, 4 over 4, or 4 over 1 lite pattern.



- Front door – the following are appropriate front door styles for a Craftsman



*These images illustrate architectural concepts only. Actual designs may vary in detail.

Colonial Revival

The term "Colonial Revival" refers to a wide range of styles with a rebirth of interest in the early English and Dutch houses of the Atlantic seaboard. This style features an accentuated front door, normally with a decorative cornice supported by pilasters. The cornice is occasionally extended forward and supported by columns to create an entry porch. This style may either display symmetrically balanced windows, with doors centered on the façade, or may have an asymmetrical arrangement with entries to one side. Windows with single hung sashes are frequently in adjacent pairs, most commonly with six, eight, nine, or twelve panes in each sash, or six over one.

Classic Colonial Revival veneer materials may include brick or horizontal siding. Typically brick may be painted or left natural. Brick may be used as a wainscot with siding above. Siding may be a prominent front façade material with brick used on the sides and rear of the house. Due to the more informal style of Colonial Revival, there is more flexibility with using a mixture of brick and siding.

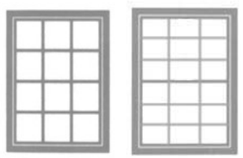
The following reflect possible characteristics of a Colonial Revival style home that may be used:

- Roof pitch – typically 7 & 12 to 12 & 12

- Overhang – typically a minimum of 1 ft

- Columns – typically square or round, non-fluted with a simple capital or base

- Window styles – typically has wide, double sash windows with a 6 over 6 or 9 over 9 lite pattern.



- Front door – the following are appropriate front door styles for a Colonial Revival

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English

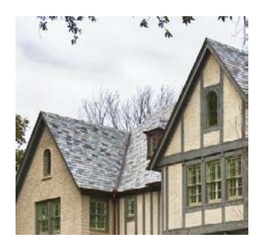
The English style is loosely based on a variety of early English building traditions. Most houses in this style emphasize high-pitched gabled roofs and prominent cross gables. Timbering is often used on the facades of this style with windows usually grouped in multiple arrangements.

Historically, with its variety of forms and detail, English style homes traditionally can incorporate a number of veneers used on a single home. For example, brick may be used in conjunction with siding or stone accents. The vast majority of English homes will mix exterior veneers.

The following reflect possible characteristics of an English style home that may be used:

- Roof pitch – typically between 10 & 12 to 16 & 12

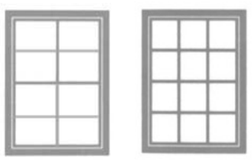
- Overhang – typically less than 1 ft



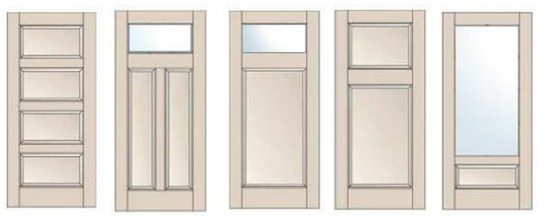
- Veneer – brick, stone, and horizontal siding

- Columns – typically square or round, non-fluted with a simple capital or base

- Window styles – typically has a 4 over 4 or 6 over 6 lite pattern.



- Front door – the following are appropriate front door styles for the English style



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Farmhouse

Traditional Farmhouse design is based on a functional and simple aesthetic and were prominent styles in rural America. The style may be symmetrical or asymmetrical and typically have large covered porches that contribute to a significant part of the overall façade. Windows are typically oversized and may either be grouped together or single.

Based on the Farmhouse style being a more rural prototype, veneer materials were predominately siding. Siding was more readily available and therefore used for the majority of the entire façade. Brick wainscoting along the base of the house is also a traditional architectural feature.

Shapiro & Company
architects, inc

The following reflect possible characteristics of a Farmhouse home that may be used:

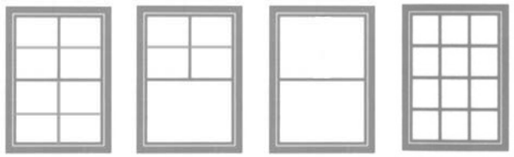
- Roof pitch – typically between 10 & 12 to 14 & 12

- Overhang – typically a minimum of 1 ft

- Veneer – horizontal siding or board and batten

- Columns – plain shaft with no capital and base or a plain square shaft with minimal capital and base.

- Window styles – typically has a 4 over 4, 4 over 1, 1 over 1, or 6 over 6 lite pattern.



- Front door – the following are appropriate front door styles for a Farmhouse

*These images illustrate architectural concepts only. Actual designs may vary in detail.

3. Proportions & Massing

The proportion of the house and the building elements is important to maintain a classic order which is typically characterized by pleasant verticality. There is an emphasis on the vertical wall area while the roof area is deemphasized. The massing of these houses is vital in creating the emphasis on the front entry and less emphasis on subordinate elements like the garage. Simple massing, verses multiple façade changes, is a characteristic of classic traditional architecture.

4. Appropriate Veneer Materials

It is important to use the appropriate veneer for each specific style of house. While one veneer material may be appropriate for one style home, it may not be appropriate for another. By using the correct materials and colors, each house can have its own individual character while also complimenting each other to create a harmonious and pleasing streetscape.

Brick

Painted brick or natural color brick is an appropriate veneer for all of the architectural styles. Generally speaking, burgundy, rusty reds, browns, grays, white wash or painted brick are appropriate color ranges.

Siding

Siding is also an appropriate material for all of the above style homes. Classic traditional homes can include siding over the majority of the façade. While composite siding materials are appropriate, vinyl siding is not. Appropriate colors would be grays, tans, beiges, whites, off-whites, and other cool colors.

Stone

Stone accents are an appropriate material for the craftsman style. Stone could either be natural or a high-quality cultured stone. Acceptable colors range in the buff, white, grey, or earth tones.

Roofing

Architectural shingles are an appropriate material for the majority of the roof areas. No 3-TAB asphalt roofs shall be used. Accent metal roofs may be used to help accentuate a detail or elongate the porch. Roof pitches are typically 7:12 to 16:12 for the main roof that is visible. Secondary roofs or front to back roof pitches may be lower slope. Front to back roof pitches may vary in order to lower the ridgeline, reducing the overall roof mass. Roof masses shall not overwhelm the vertical wall surface of the house. Appropriate shingle colors would include weathered wood, charcoal, or a slate like color.

Cornice, Columns, and Railings

Material shall be a composite type or wood and not vinyl. Profiles and details shall be appropriate for the architectural style of the house. Cornice, columns, and railing colors shall be the same color. All casing, trim, and corner board colors are to match the color of the cornice, columns, and railings.

5. Appropriate Traditional Architectural Details

Porches

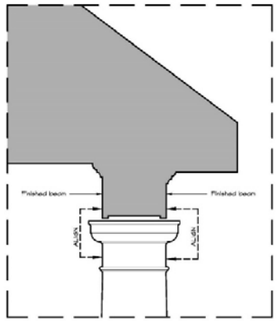
Front porches are required for all home styles. On English style homes, porches are typically smaller and are primarily used an as entry porch. However, wider porches can be appropriate as well. Other than small entry porches, usable porches shall be a minimum of six feet deep by eight feet wide.

Windows

Windows shall be located and sized according to the characteristics of the individual style of house. For example, on Craftsman style homes, windows are traditionally wider. Windows for English style homes are typically more vertical as long as egress requirements are met. Typical muntin patterns shall also follow standards for the specific style. Six over six grid, four over one, or four over four would be appropriate for Colonial style homes. One over one, two over two, four over four, four over one, or six over one would be appropriate mutton patterns for Craftsman style windows. Windows shall be a high-quality vinyl, wood, or metal clad. No aluminum windows are allowed. Appropriate colors include white, tan, or dark bronze. Majority of windows shall be white with the other colors being used less frequently.

Columns

Columns shall be wood or composite. They can be smooth painted or stained wood, timbers, or composite. Columns shall not be aluminum or vinyl. Whether round or square, columns must be appropriately proportioned. Top of the column shaft must align with the finished face of the beam or entablature.



Shutters

Materials shall be a wood or composite type. Louvered panel type shutters are appropriate for the approved style of homes. Plastic or vinyl shutters that are screwed into the veneer are not acceptable. Shutter size must match window size to look as if it could close up the full window opening. Shutter color should be a darker tone than the wall veneer color. Generally, shutter colors shall be black, forest green, deep rusty red, or dark bronze.

Front Door

Style of the front door shall be appropriate to the style of the house. Material can be metal, natural wood, or high-quality composite. Appropriate front door styles include four panel, two panel, full glass, two-thirds glass, or six panel. Appropriate colors include wood stain, matching the shutter color, or matching the cornice color. Front door colors can also be a distinct accent color such as a rusty red as long as the total number of colors on the front façade does not exceed three colors, including front door color.

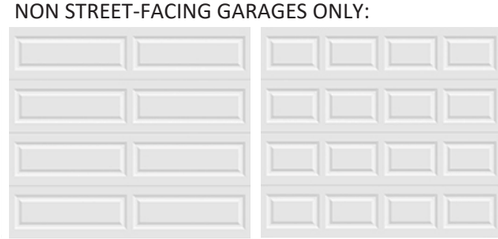
The following door styles are appropriate:

Garage Doors

Style of garage door shall be appropriate to the style of the house. Garage doors can be painted or prefinished and the color should match or closely match the wall veneer color, shutter color, or cornice color.

STREET-FACING GARAGES:

NON STREET-FACING GARAGES ONLY:



Finished Floor Height

Finished floor height of the façade should be a minimum of 18 inches above the finished grade at front façade.

Ceiling Height

Ceiling heights on the first floor shall be a minimum of 9 feet tall.

Dormers

Dormers shall have proportions that are appropriate to the style of house. Single window vertically scaled dormer is appropriate for a colonial style house while wider more horizontal dormers are appropriate for craftsman style homes.

REFERENCES

McAlester, Virginia and Lee. A Field Guide to American Houses, New York: Alfred A. Knopf. Inc., 1984.

Mouzon, Stephen A. Traditional Construction Patterns, McGraw-Hill, 2004.

Susanka, Sarah. The Not So Big House, Connecticut: The Taunton Press, 1998.

COMMERCIAL ARCHITECTURE INSPIRATION

Graphics, images, and photographs included in this booklet are solely to convey form and character and are not intended to be a final product design. All site design, engineering, graphics, and images are subject to final design and approvals.

OVERALL DEVELOPMENT IDENTITY SIGNS

SMALL DIRECTORY SIGNS

GROUND SIGNS

WALL SIGNS

I. GENERAL

Commercial building design that creates or adds to the visual interest of a streetscape and a pedestrian scale is an essential component of Ashmont PD.

The following general design standards shall apply to the commercial buildings within Ashmont PD:

A. An Ashmont commercial design review committee will be established by the Developer or Business Association to approve proposed architectural designs prior to review by the City of Lakeland's Design Review Commission. The Ashmont commercial design review committee will review all proposed commercial buildings based on compatibility with other Areas/sites within Ashmont, quality of architectural materials, and cohesiveness with the overall Ashmont PD vision.

B. The design of the building shall provide a distinctive and consistent architectural character and style that avoids featureless building massing and design.

C. Exceptions to the standards in this section may be approved by the DRC to allow for creativity in building design.

II. ARCHITECTURAL STANDARDS

A. Doors, storefront windows, awnings, and architectural lighting are examples of building features that add to the character of the development and contribute to the pedestrian experience. Attention to these details is encouraged for all commercial buildings.

B. Building Facades

Facades that face public streets exterior to the development shall be subdivided and proportioned using features such as windows, entrances, arcades, arbors, columns, and awnings along no less than 50% of the length of the façade. A minimum of 20% of the total façade area (all sides of a building) shall be composed of transparent materials, such that any one side may have less than 20% transparency as long as the overall meets this minimum.

C. Customer Areas

Customer entrances and amenity spaces may be provided where appropriate for the use. These areas may include features such as:

1. Canopies or porticos
2. Overhangs, building recesses/projections
3. Visually distinctive entrances
4. Visually distinctive roof forms
5. Outdoor patios
6. Outdoor seating and/or planters
7. Pedestrian-scaled lighting
8. Architectural feature lighting

D. Roofs

Roof type shall be consistent with the architectural style of the building and may be pitched or flat. All rooftop mechanical units shall be screened from public streets by parapet walls, mechanical screens, or other architectural features.

E. Awnings

1. The size of the awning shall be proportional to the building massing and style of architecture
2. Awnings may be fabric or metal. Awnings with high gloss finish are discouraged. Plastic awnings are prohibited.
3. Awning colors shall be compatible with the overall color scheme of the façade from which it projects. Solid colors or subtle patterns are preferred.

F. Building Materials and Colors

The exterior materials and colors used in a building's design create impressions of not only the individual building, but of the overall development. High-quality and durable materials shall be used by all commercial buildings.

1. A materials board shall be submitted to the Ashmont commercial design review committee and the City of Lakeland Design Review Commission
2. Appropriate exterior building materials include, but are not limited to:
   a. Brick
   b. Natural or synthetic stone
   c. Stucco
   d. Integrally colored, textured, or glazed concrete masonry units
   e. Glass
   f. Aluminum panels
   g. EIFS
3. Inappropriate exterior building materials are:
   a. Smooth-faced concrete block, painted concrete block
   b. Field-painted or pre-finished standard corrugated metal siding
   c. Standard single or double tee concrete systems
   d. Barrier-type EIFS
4. Natural wood or wood paneling should not be used as the principal exterior wall material. If a wood accent is desired, a durable synthetic material with the appearance of wood is encouraged.

COMMERCIAL ARCHITECTURAL PATTERN BOOK

CONCEPTUAL C-STORE LAYOUT AND ARCHITECTURAL INSPIRATION

DESIGN STUDIO

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Memphis, Tennessee 38120
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April 12, 2022

Donald Anthony, AICP
Planning Director
City of Lakeland
10001 Highway 70
Lakeland, TN 38002

RE: ASHMONT PLANNED DEVELOPMENT
REQUESTED EXCEPTIONS TO LAND DEVELOPMENT REGULATIONS

The following lists the sections of the Lakeland Land Development Regulations (LDR) that Ashmont Planned Development is seeking exceptions from:

Section II. 6. 2. Neighborhood Type V. Requirements
1. Request to exceed the maximum of 10% of R6 Attached homes.

Section II. 11. Conservation Area Requirements
2. Request for relief of the Conservation Area Requirements

Section III. 3. Building Type Standards
3. Request to replace some of the residential and non-residential building type standards with those provided in the Outline Plan booklet. The following chart indicates the bulk standard deviations requested.

Table 1. Bulk Standard Comparison with Building Type Summary Table

Area	Referenced District	Bulk Standard Deviation Requested	Bulk Standard from LDR (Summary Table)
2	R2	• 15' front setback • 15' rear setback • 5' front porch encroachment • 10' rear porch encroachment	• 30' front setback • 30' rear setback • No porch encroachment
3	R3	• 5' front porch encroachment • 10' rear porch encroachment	• No porch encroachment
4	R4	• 5' side setback • Street or alley access • 10' rear porch encroachment (front-loaded only)	• 7.5' side setback • Alley access only • No rear porch encroachment
6-7	C-2	• 20' front setback • 4-story height (Hotel use)	• 10'-20' front BTZ (Commercial Building) • 3-story height (Corridor Building)
All		Residential and Commercial Architecture Pattern Book guidelines to replace the following portions of LDR that will be disregarded: • Maximum Building Coverage • Maximum Impervious + Semi-Pervious Coverage • Minimum Coverage of Front Property Line	

		• Minimum Principal Building Height • Attached Garage Façade Proportion • Façade Requirements, including Transparency, Cap & Base Types, Building Materials, and Building Variety

Section III. 6. G. Site Access

4. Request to increase the maximum residential driveway width to 18'.
5. Request of a 10' driveway clearance from end of radius on a corner lot.

Section III. 5. Landscape Standards

6. Request that the landscape plates presented in the Outline Plan booklet be used in lieu of those in the LDR. The following chart indicates the landscape plate deviations requested within the Commercial areas:

Table 2. Landscape Standard Comparison with LDR		
Requirement	Deviation Requested	Standard from LDR
Frontage Buffer (III.5.J.)	• No fence requirement • 6' min. width fronting internal streets (no exceptions requested fronting existing public ROWs)	• 3'-4' HT fence required • 9' min. width
Side and Rear Yard Buffer (III.5.K.)	• No exceptions requested along E. Davies Plantation Rd. • Along Canada Rd., 30' landscape buffer with 6' fence and trees 40' O.C. between Commercial (Area 7) and Residential (Area 4) • No buffer between Areas 1 and 3	• Heavy Landscape Screen: 50' buffer with 6' fence and trees 40' O.C. between C2 and R1-R5.

~~7. Request that Area 1 not be included in any calculations for parkland dedication.~~

Tree Management Ordinance

8. Request to provide a tree survey of only the areas that are intended to remain undisturbed to satisfy the tree survey requirements of the LDR.

~~Major Road Plan~~

~~9. Request to waive ROW dedication along E. Davies Plantation Road.~~

Other

10. Request to allow a Convenience Store with Fuel Pumps at the corner of Canada Road and E. Davies Plantation Road.

~~11. Request to submit the School Impact Study with the Preliminary Development Plan.~~

12. Request to utilize a 5' minimum width concrete trail in lieu of the 10' wide standard.

Below are justifications for each exception:

1. Request to exceed the maximum of 10% of R6 Attached Townhomes.
    - The conceptual development plan illustrates 13% Townhomes in Area 5, which is only slightly above this maximum allowed. If the plan was to clear and grade more of the open space to maximize the number of single-family lots, the percentage of Townhomes would meet the 10% maximum. However, it was important for us to keep more of the open space and natural topography of the land, which decreases the total number of lots on the site and increases the percentage of Townhomes. The Townhome area is appropriately scaled as a transition between the commercial and single-family uses.
    - No additional townhome options in other areas are proposed.

2. Request for relief of the Conservation Area Requirements
    - In general, the development is planned around the preservation of natural resources as much as is feasible while still allowing the site to develop. The 2017 Small Area Plan illustrated a smaller amount

of preserved areas on the site. The proposed Ashmont concept balances the City's desire for commercial and residential uses in this area (as reflected in the Small Area Plan) and the preservation of natural resources (as reflected in the Conservation Priority Map). Strict adherence to the Conservation Area Requirements will make the site unfeasible to develop.

3. Request to replace some of the residential and non-residential building type standards with those provided in the Outline Plan booklet.
    - All Areas: We are providing detailed guidelines for both the residential and non-residential architecture within the development. To avoid misinterpretation or design conflicts, we are requesting that certain sections of the LDR that relate to building/garage façades, proportions, and architectural details be disregarded, so that proposed architecture can all be reviewed with the Ashmont PD guidelines.

    - Areas 2-5, building materials: The City of Lakeland's design standards for Residential homes are not based on specific, traditional architectural styles and may not be appropriate for all the styles that will be used in Ashmont. In contrast, the Ashmont Residential Architectural Pattern Book organizes requirements by style and includes more details about which materials are appropriate for which styles.

    - Areas 2-4, setbacks: We are asking for the minimum exceptions to some of the residential setbacks and encroachments to create a more cohesive streetscape and to allow a range of floorplan options. This includes:
        - Utilizing either a 15' front setback or a 10'-20' build-to-zone, a 5' side yard setback, and a 5' front porch encroachment across the residential Areas 2-5.
        - The rear setback in Area 2 is requested to be 15' to match the other front loaded homes in Areas 3 and 4.
        - All the front-loaded homes (Areas 2, 3, 4) are requested to have a 10' rear porch encroachment in order to provide more floorplan variety and usable outdoor space for those who do not want to maintain as large of a backyard.

    - Areas 2-4, garage setbacks: We are asking for a minor variation in regulations for garages, to require all front-facing garages be located a minimum of 7' behind the front façade of the house rather than 15'. The developer plans to utilize a front porch on all of the single-family homes, which may be up to 8' deep. This pushes the garage to approximately 13'-15' behind the front of the porch, which is a similar distance to what is required by the LDR. We have specified that front-facing garages must be 20' behind the back of sidewalk to ensure that there is space to park cars in front of the garage without blocking the sidewalk.

    - Area 4, front-loaded garages: To preserve existing topography and natural resources to the greatest reasonable extent, roads for Area 4 are concentrated atop existing ridges. The use of front-loaded lots allows home sites to be accessed from both sides of a single street. Rear-loaded lots placed in this area would require the construction of alleys. This additional grading would mean further encroachment into the existing valleys, triggering more tree removal and disturbance of natural drainage corridors. The proposed relationship of the roadway to the home sites aims to preserve both existing physical resources and views out to the valley. A portion of Area 4 has been designated as rear-load homes where an alley is appropriate.

    - Area 6-7, 20' front setback: Parking is permitted in the front and side yards for the building type Commercial Building A, which generally applies to buildings in this development. Commercial buildings within the development cannot be set within a 10'-20' build-to-zone. Front-door parking is a requirement for the commercial tenants that are looking at this site because of its location and context. The ROW of Future Canada Road is also very irregular and a build-to-zone would create an incoherent streetscape. To maintain frontage consistency and to allow the minimum front-door parking needed, we are asking for a 20' minimum front setback, regardless of the building type.

    - Area 6-7, 4-story height for Hotel use: Many modern hotel brands require 4 stories to make a development site viable for build-out. A height of 4 stories would allow the Developer to cast a broader

net in searching for the most appropriate hotel partner for the site and the best addition to the commercial offerings of the City. By including this height exception in the PD, the process for approval is streamlined and an additional Conditional Use Permit would not be needed.

- Area 6-7, 20% façade transparency: The storefront and shopfront base types are the closest comparable building types to those proposed for Areas 6-7. The shopfront base type calls for 50% transparency between 3' and 9' above the sidewalk. The proposed Architectural Pattern Book calls for a minimum of 20% of the "total façade area," which includes the area outside of the 3' to 9' zone described in the LDR. With this additional overall frontage area in mind, the 20% ratio is comparable to the intent of the shopfront transparency requirement of the ground floor noted in the LDR (as shown in the spirit imagery). Because of the site's relationship to Canada Road and I-40, most customers will be attracted to the site by overall building massing and highly visible wall signage, not by what may be visible through windows. Thus, the 20% minimum façade transparency requirement proposed by the Commercial Architectural Pattern Book is intended to provide attractive and comfortable views in and out of commercial buildings and to provide a balance between transparency and wall space needed for signage.

- Area 6-7, stucco, CMU, aluminum panels, and EIFS as appropriate building materials: The images provided on Page 34 illustrate a contemporary approach to the commercial corridor of the planned development. Many local and nationwide retail chains have established standards for building designs that can fit into the style of architecture illustrated, but may not be able to strictly meet the limited materials allowed by the LDR. The intent of this request is to allow for more contemporary commercial building designs that also reflects the quality standards established by the LDR. The proposed building materials will be thoughtfully considered to ensure that consistency and high quality are both upheld. This is reflected by requiring the submissions of a materials board to both the Ashmont commercial design review committee and the City of Lakeland Design Review Commission.

4. Request to increase the maximum residential driveway width to 18'.
    - A maximum residential driveway width of 11' will create issues for residents with two-car garages. In particular, backing out from a driveway without a straight access can be dangerous. A slight increase to a 18' maximum width allows cars to comfortably and safely park in the driveway and garage.
    - This was approved by the City Engineer 4/11.

5. Request of a 10' driveway clearance from end of radius on a corner lot.
    - A minimum driveway clearance of 25' is incompatible with the proposed lot types. For example, within Area 4, this would leave around 15' of space in which to locate the driveway. A two-car driveway as requested above would not be able to fit into this space at all. A 10' clearance is a more reasonable minimum in order to allow flexibility of placing the driveway in the best possible location based on other site constraints, such as grading.
    - This was approved by the City Engineer 4/11.

6. Request that the landscape plates presented in the Outline Plan booklet be used in lieu of those in the LDR.
    - The plates provided in the booklet are appropriate for this site context, taking into consideration the proposed Canada Road streetscape that will be improved by the City, the relationship of the uses within and around the development, and the proposed grading on the site. To avoid misinterpretation or design conflicts, we are requesting that the City use the plates provided for their review of the final plans.
    - The short fence required in front of parking areas and public streets creates an unnecessary hard boundary that does little to hide the parking areas due to the distance and the drop in grade from the public sidewalk to the parking areas within the site. A landscape hedge and overstory trees, as proposed in the PD, are a softer approach to providing this delineation.
    - Per Ordinance 14-124, B. 2. A., the regulations within a Planned Development should be applicable to the zoning districts as established in the PD. The required 50' Heavy Buffer between the commercial and residential Areas will be provided where shown on the Landscape Plate Locations exhibit, along Davies Plantation Road. Due to the more significant grade change (up to approximately 9 feet) between the Canada Road Commercial lots and the Area 4 Residential lots, we are requesting for the required buffer

to be reduced to 30'. Imposing the 50' buffer in this location would cause a chain reaction, pushing the residential lots further into the valleys that we are prioritizing to preserve and reducing the amount of usable open space. The 50' buffer would also be required by the LDR between Area 1 and Area 2. However, these Areas, which are both marketed toward senior residents, would benefit from the flexibility to connect and share amenities. A 50' buffer would not facilitate this interaction.

~~7. Request to provide a tree survey of only the areas that are intended to remain undisturbed to satisfy the tree survey requirements of the LDR.~~

- Per discussion with the MPC, this will be addressed in the site plan submittal for Area 1, once the user and the number/type of units are determined.

8. Request that Area 1 not be included in any calculations for parkland dedication.
    - The exact number of Senior Living units within Area 1 cannot be accurately estimated until a final user is selected and a site plan completed. This is because each user will have a specific target percentage of the various allowed uses (Independent Living, Assisted Living, and Nursing Home). Thus, the Parkland Dedication requirement may be drastically off if the number of units differs.

~~9. Request to waive ROW dedication along E. Davies Plantation Road.~~

- E. Davies Plantation Road is currently a 68' ROW with approximately 34' of existing pavement. Per discussions with the City Engineer, we are proposing to provide the necessary improvements for a 3-lane road (pavement, curb, and gutter) and the additional ROW dedication needed for an 86' ROW cross-section (43' from centerline). This will address the City's potential future need to improve E. Davies Plantation Road to a Boulevard.

10. Request to allow a Convenience Store with Fuel Pumps at the corner of Canada Road and E. Davies Plantation Road:
    - Fuel pumps in this location would serve both visitors and permanent residents of the City. The proposed location north of the I-40 interchange would be convenient for current and future residents living in the neighborhoods along Canada Road, and is conveniently accessed by east/west traffic along E. Davies Plantation Road and Beverle Rivera Drive. Additional requirements have been clarified that include locating the fuel pumps behind the proposed convenience store so they do not become the focal point of this highly visible corner. It is intended for the C-Store to complement other commercial buildings within Ashmont PD, not detract from them, which is why it is also required to be reviewed by the Ashmont design review committee.
    - An enlargement of the proposed C-Store site plan has been provided in the PD booklet.

~~11. Request to submit the School Impact Study with the Preliminary Development Plan.~~

- The City is directing the preparation of the School Impact Study, per the LDR.

12. Request to utilize a 5' minimum width concrete trail in lieu of the 10'-wide standard.
    - The proposed 5' trails take advantage of the views and varied topography of the valleys in between groups of lots. The grading required to make the trails 10' instead would eliminate much more of the existing trees and natural features within those areas that make the trails enjoyable. A 5' width is sufficient to support the low volume of pedestrian traffic, mainly from Ashmont residents, and allows more flexibility to weave the trail between existing trees and natural features.

Overview

The City of Lakeland has received a residential development application within the city and have asked Cropper GIS Consulting (**Cropper)** to assess the potential student impact as a result. The development is referred to as Ashmont PD and the proposed development is shown in the image to the right.

The development has a variety of planned types, including single-family detached, single-family attached, age restricted, and commercial.

The first three phases of construction are planned to build the units that will yield students, while phases 4 and later are either age restricted housing or not residential.

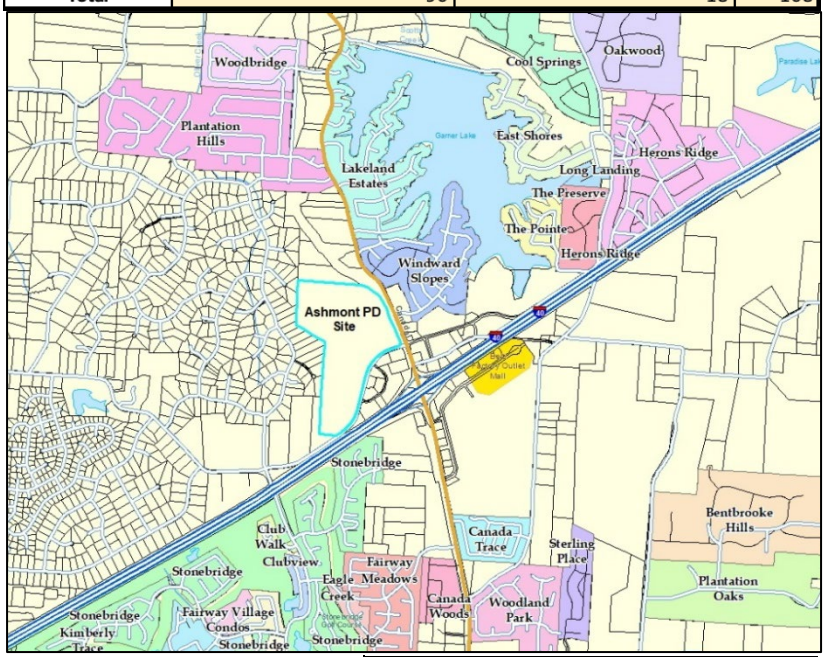
A total of 108 single-family units are planned in the development, of which 90 are standard single-family detached and 18 are single-family attached units.

The developer plans to develop between 28 to 41 units per year in the first three phases and anticipated build-out of each phase is shown in the table to the right.

Ashmont PD				
Phase	Build-Out Year	Housing Type (number of units)		
		Single-Family Detached	Single-Family Attached	Total
1	2025	10	18	28
2	2026	41	0	41
3	2027	39	0	39
Total		90	18	108

Research and Findings

A pupil-yield study was performed in early 2022 to understand how local residential developments are yielding students. The pupil-yield study serves as the primary source for yield rates of comparable homes / subdivisions in the area and is used as a component when determining the impact of a new residential subdivision on the Lakeland School System. The pupil-yield study involved mapping of Lakeland School System students, collection of subdivision, housing unit, and other pertinent GIS information from Shelby County.



The City of Lakeland provided the details of the proposed development, including site subdivision plan sketches, unit types per phases, anticipated build out, target price ranges, and lot sizes.

The Ashmont PD was studied and other subdivisions within the City were analyzed to determine communities of similar size, price, and type. After research was performed, the anticipated yield of students from the Ashmont PD was established. The table to the right shows the anticipated yield of students for every planned phase in the development. The table depicts an expected 56 students from the first 3 phases of development once the residential units are fully developed and built-out by late 2027. The district can expect between 13 to 19 new students per year until the 3 phases of construction are completed. Phase 4 and later are planned for age restricted housing and commercial developments. It should also be noted that as time progresses beyond 2027 and the subdivision ages, elementary school yields will go down and high school yields will increase.

Ashmont PD					
Phase	Build-Out Year	Expected Yield			
		K-4	5-8	9-12	Total
1	2025	7	6	1	15
2	2026	11	9	2	21
3	2027	10	8	2	20
Total		28	23	5	56

Note: Phase 4 is planned for age restricted housing and not anticipated to

ASHMONT PD
LAKELAND, TN

TRAFFIC IMPACT STUDY

Prepared By:
Martin E. Lipinski, P.E., Ph.D.

March, 2022

Introduction

A large new mixed-use planned development, identified as Ashmont PD, is being proposed for a site in Lakeland, Tennessee. The site is bordered by Canada Road on the east, and Davies Plantation on the south. (see Figure 1).

The objective of this report is to determine the impacts of the traffic generated by the projected development on the surrounding roadway network and to recommend any mitigation measures, if needed.

The Site

The proposed site plan for the development is shown in Figure 2. Primary access will be provided to Canada Road with two full-service drives and two right-in and right-out drives. Six access points are proposed to be located along Davies Plantation.

Proposed land uses within the site include: 129 single family homes, 18 townhomes, a senior living facility with 165 units, 2 – 100 room hotels, 3 restaurants,43,000 sq. ft. of general retail, 12,000 sq. ft. of general office, 12,000 sq. ft of medical/professional office, and a gas station with convenience store.

Surrounding Roadway Network and Area Land Use

The frontage to the site is along two roads – Canada Road and Davies Plantation. Canada Road is scheduled for improvement to be upgraded to a five-lane cross-section. This analysis assumed that this improvement will be made prior to full build-out of the site. Currently it has a three-lane cross-section at the site with widening at the intersection of Canada Road and Davies Plantation. Davies Plantation is a three-lane facility which narrows to two lanes at the western edge of the site. The major road plan identifies Davies Plantation as being improved to a five-lane facility. For the purpose of this traffic analysis, it was assumed that this improvement would occur after the build out of the project and the cross-section assumed for this roadway was a three-lane facility with one lane in each direction and a center two-way left turn lane.

Primary abutting land use along Canada Road to the east is residential with some commercial near the intersection of Canada Road and Davies Plantation/Beverle Rivera. Land use along Davies Plantation to the south of the site includes a restaurant and office. To the north and west the site abuts existing residential developments.

Existing Traffic Data

A twelve hour full movement count at the intersection of Canada Road and Davies Plantation on Summer Avenue and Stage Road was taken on Wednesday, February 9, 2022. The results of this count are shown in the Appendix.

In addition, TDOT maintains annual AADT count stations in the vicinity the site. The locations are:

Canada Road north of Davies Plantation
Davies Plantation west of Canada Road

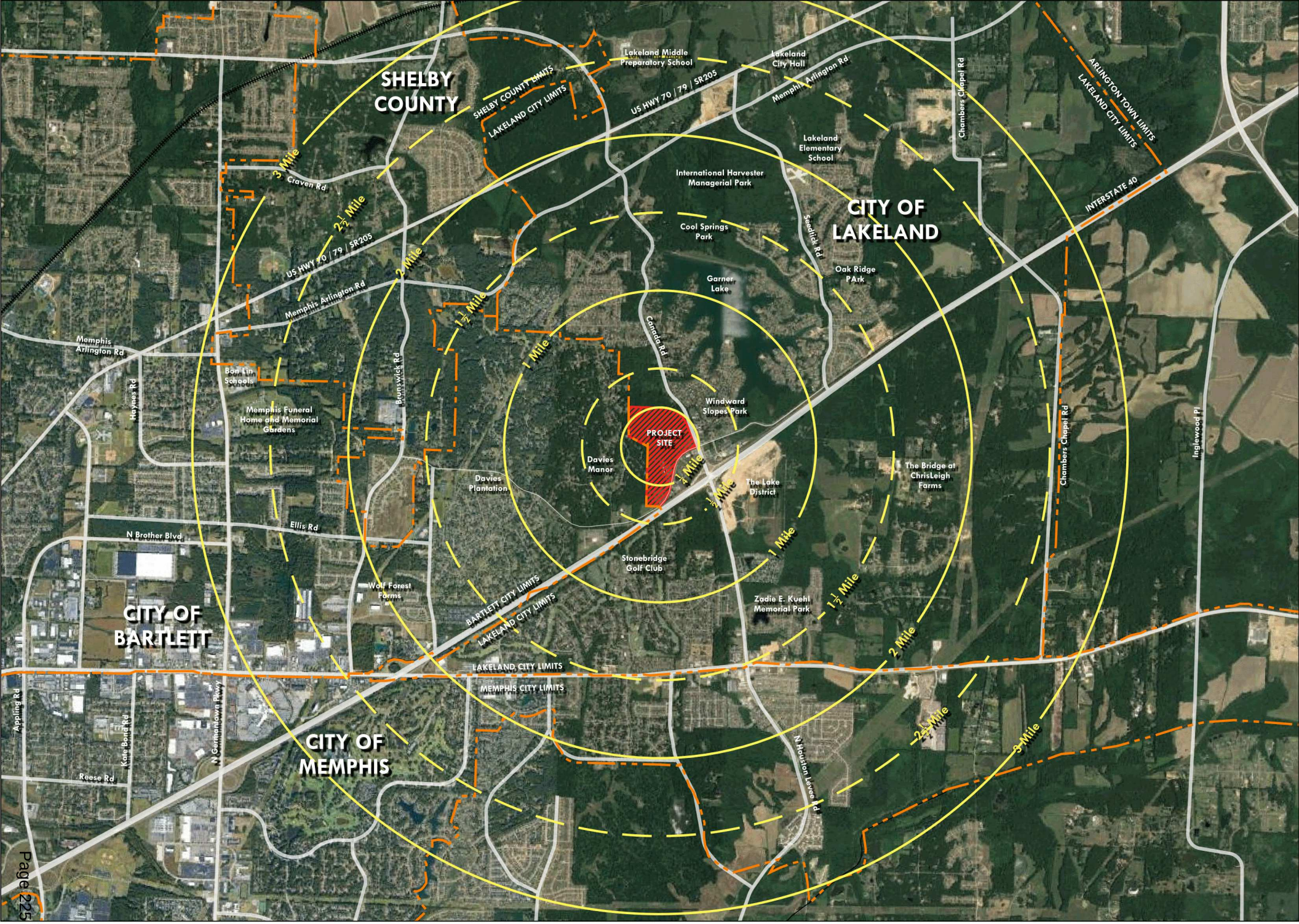


FIGURE 1 - VICINITY MAP

FIGURE 2 - SITE MAP

Summaries of the counts are in the Appendix.

Trip Generation

The initial step in determining the traffic impacts of a new development is to estimate the number of trips to be generated by the proposed land use. This is determined by using the equations and charts in the latest edition of the ***ITE Trip Generation Manual***, the current version being the ***ITE Trip Generation Manual, 10th Edition (2017).*** Table 1 contains the projected unadjusted number of trips to be generated by the development for the assumed land uses for the design year 2029.

Directional Distribution and Assumptions

The assumed cardinal direction directional distribution patterns to and from the site and assignments to the site access points were developed considering existing traffic patterns at the Canada Road/Davies Plantation intersection, land uses in the area surrounding the site, and the typical arrival departure patterns for the land uses within the site. The following assumptions were made in assigning traffic to the various access points by direction.

- Eighty percent of trips to and from all residential areas within the site will be oriented to the south. Ten percent will be oriented to the north and five percent will be oriented to east and five percent to the west.
- The directional distribution of trips to the south will initially be determined to the intersection of Canada Road and Davies Plantation.
- The distribution of hotel trips will be: 85% to and from the south; 15% to and from the north.
- The distribution of restaurant trips will be 50% from the north,10% from the west, 10% from the east, and 30% from the south.
- The distribution of trips to and from the convenience store with gas pumps is 50% from the north,10% from the west, 5% from the east, and 35% from the south.
- The distribution of trips to and from office uses is 30 % from the north, 60% from the south, 5% from the west and 5% from the east.
- The distribution of retail trips will be 50% from the north, 30% from the south, 10% from the west and 10% from the east.

Adjustments for Mixed Use Development

This is a large development with several difference land use types and there will be some internal capture, i.e., trips that do not enter or exit on the surrounding major roadway network. It was assumed that 2 percent of the trips generated by the retail will

TABLE 1

Ashmont
Trip Generation
unadjusted

	Land Use	ITE Code	Basis	Units	Daily		AM		PM	
					IN	OUT	IN	OUT	IN	OUT
AREA 1	Sr. Adult Housing Attached	252	Units	165	319	319	11	21	23	19
AREA 2 &4	Single Family Residential - 1	210	Homes	90	472	472	17	52	58	34
AREA 3	Single Family Residential - 1	210	Homes	39	219	219	8	24	26	15
AREA 5	Townhouse	220	Units	18	48	48	2	7	8	5
AREA 6	Hotel	310	Rooms	100	351	351	26	18	24	23
AREA 7A	Hotel	310	Rooms	100	351	351	26	18	24	23
AREA 7B	Retail	820	Sq. ft.	20,000	1006	1006	6	4	79	86
AREA 7C	Restaurant	930	Sq. Ft.	5000	210	210	2	2	26	13
	Restaurant	930	Sq. Ft.	7500	314	314	3	3	40	20
	Restaurant	930	Sq. Ft.	3000	168	168	16	14	18	12
AREA 7D	Convenieince with gas pumps	853	sq ft	4000	1248	1248	81	81	85	85
	Retail	820	Sq. ft.	3000	277	277	3	2	19	21
AREA 7E	Retail	820	Sq. ft.	20,000	1006	1006	8	5	79	86
AREA 7F	Medical Office	720	Sq. Ft.	12000	187	187	25	8	12	31
AREA 8	General Office	710	Sq. Ft.	12000	68	68	32	5	2	13
			Total		6243	6243	268	266	524	484

be from land uses within the site. The adjusted trip generation table is shown in Table 2.

Pass-By Traffic Considerations
An important consideration when looking at land uses that are food service or retail oriented is that they are located on arterial streets in order to attract motorists who are already on the street going from an origin to a destination. Thus, not all site traffic is new traffic. The existing traffic that enters the site is considered Pass-By traffic. The ***ITE Trip Generation Handbook, 3rd Edition (2017)*** contains summaries of the amount of pass-by traffic observed in past studies for various land uses. Based on the information in this document, it was assumed that 30 percent of the restaurant trips were pass-by. The reduction will not be reflected in the number of trips in and out of access points, but it will reduce the number of 'new' trips added to the network.

Access Location Assignments
The assignment of site traffic to the access locations along Canada Road and Davies Plantation are shown in Figures 3 - 5 for the AM and PM peak periods. Figure 3 identifies the access locations. Figure 4 shows the assigned volumes at the access points for the AM Peak. Figure 5 shows the assigned volumes for the PM Peak.

Design Year
The design year selected for the analysis is 2029. It is anticipated that the site will be fully built out in seven years.

Background Traffic Growth
It was assumed that traffic on the surrounding roadway network would increase by 1 percent a year or seven percent from the present. The existing traffic at the Canada Road/Davies Plantation intersection for peak periods is shown in Figure 6. The design year (2029) background traffic at this location for the peak periods is shown in Figure 7.

Traffic Operations Analysis
The operational analysis included the intersection of Canada Road and Davies Plantation, the two full-service drives on Canada Road, and four major access locations on Davies Plantation. The two drives which were not assigned significant traffic were not included in the operational analysis.

The design year (2029) traffic volumes on the roadway and at the access locations are shown in Figures 8 and 9 for the AM and PM peak periods, and Figure 10 for the Canada Road/Davies Plantation intersection.

All intersections were analyzed using the Synchro 11 traffic software program. The detailed capacity calculations are contained in the Appendix. Included are results from the Synchro procedures and for HCM 2000 and 2010.

TABLE 2

Ashmont
Trip Generation
Adjusted

	Land Use	ITE Code	Basis	Units	Daily		AM		PM	
					IN	OUT	IN	OUT	IN	OUT
AREA 1	Sr. Adult Housing Attached	252	Units	165	309	309	11	21	22	18
AREA 2 &4	Single Family Residential - 1	210	Homes	87	446	446	17	50	54	31
AREA 3	Single Family Residential - 1	210	Homes	39	213	213	8	24	25	14
AREA 5	Townhouse	220	Units	18	46	46	2	7	8	5
AREA 6	Hotel	310	Rooms	100	351	351	26	18	24	23
AREA 7A	Hotel	310	Rooms	100	351	351	26	18	24	23
AREA 7B	Retail	820	Sq. ft.	20,000	985	985	6	4	77	84
AREA 7C	Restaurant	932	Sq. Ft.	5000	280	280	27	23	25	24
	Restaurant	930	Sq. Ft.	7500	314	314	3	3	40	20
	Restaurant	930	Sq. Ft.	3000	168	168	16	14	18	12
AREA 7D	Convenieince with gas pumps	853	Sq. Ft.	4000	1248	1248	81	81	85	85
	Retail	820	Sq. Ft.	3000	274	274	3	2	18	20
AREA 7E	Retail	820	Sq. ft.	20,000	786	786	7	4	78	85
AREA 7F	Medical Office	720	Sq. Ft.	12000	187	187	25	8	12	31
AREA 8	General Office	710	Sq. Ft.	12000	68	68	32	5	2	13
				Total	6026	6026	292	284	511	486

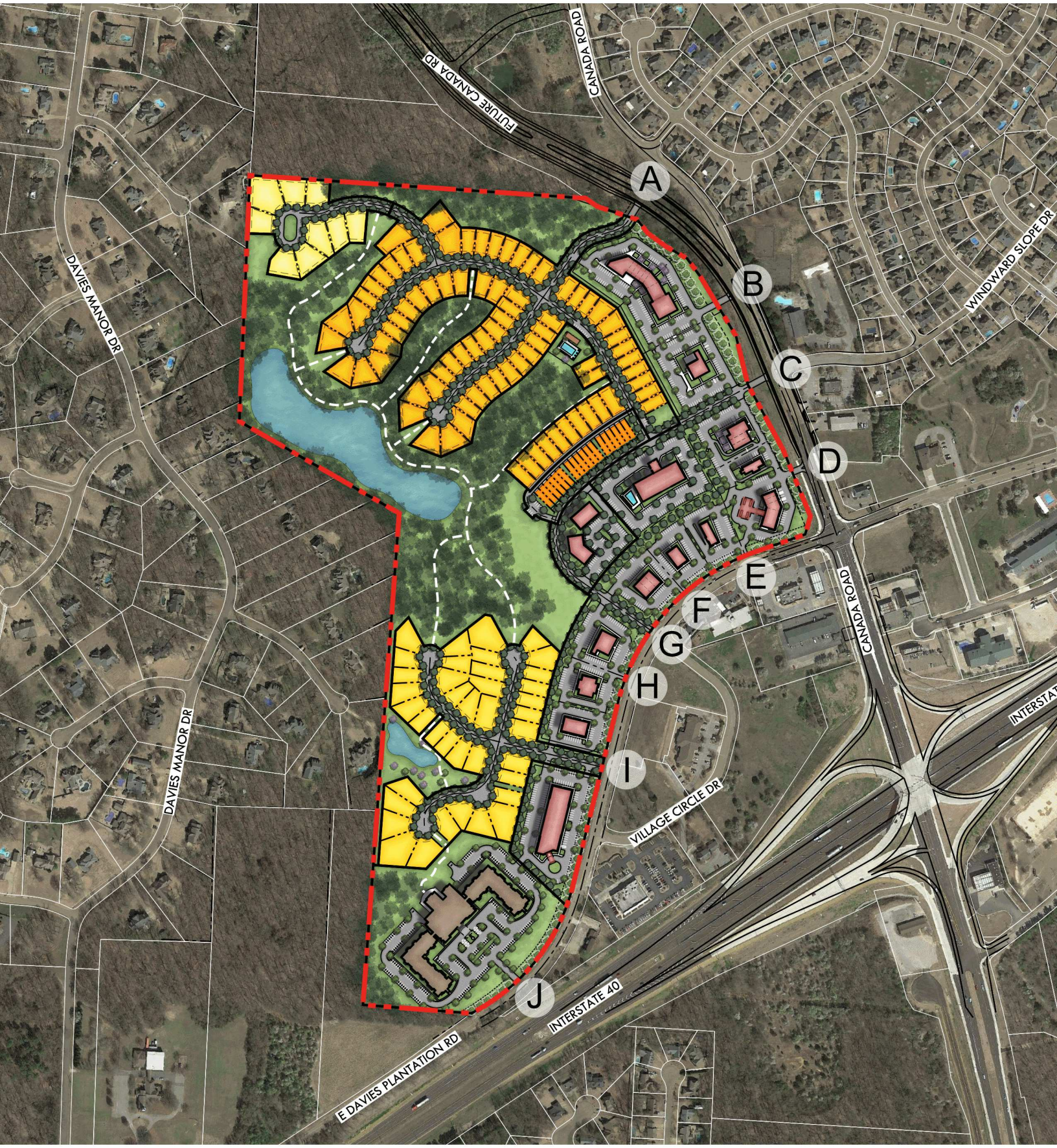
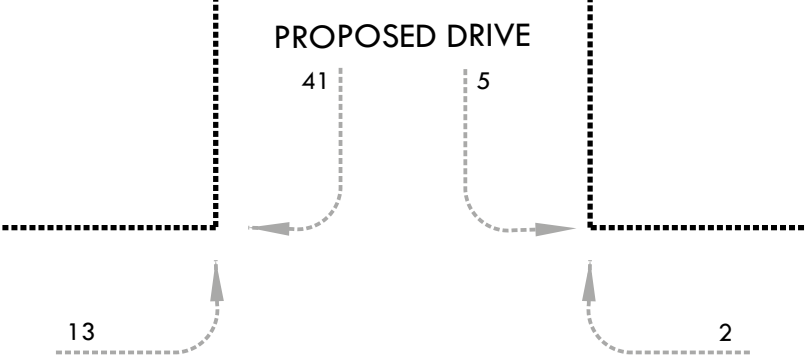


FIGURE 3
KEY MAP FOR
FIGURES 4-5, 8-9



CANADA RD

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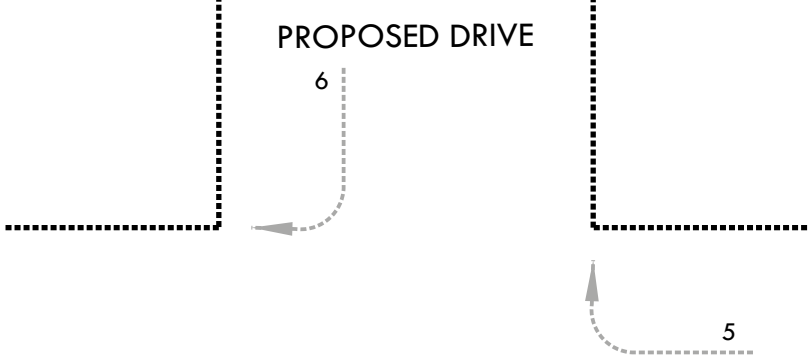

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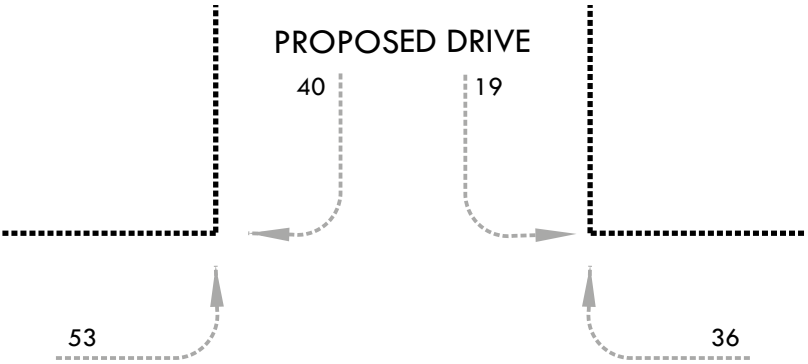

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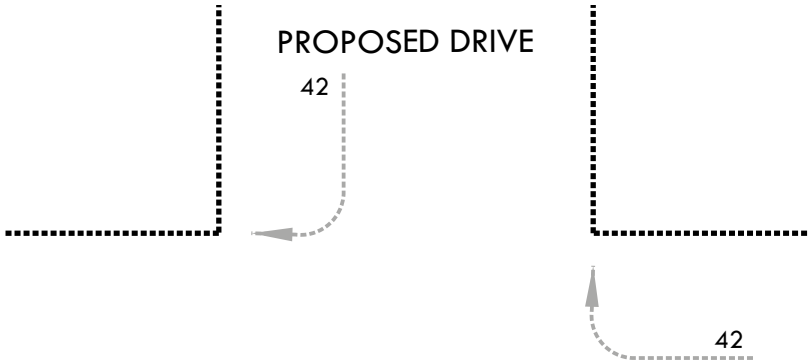
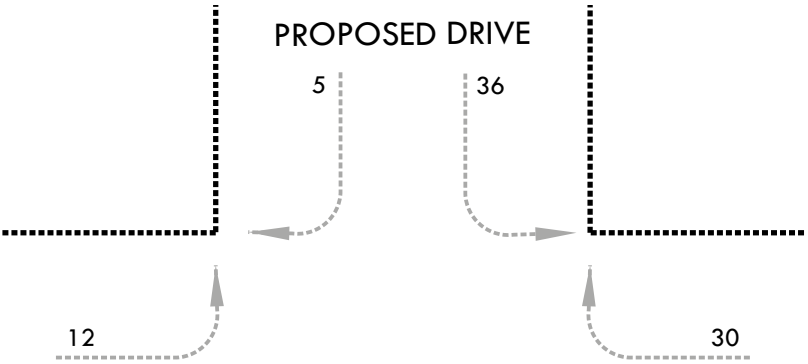


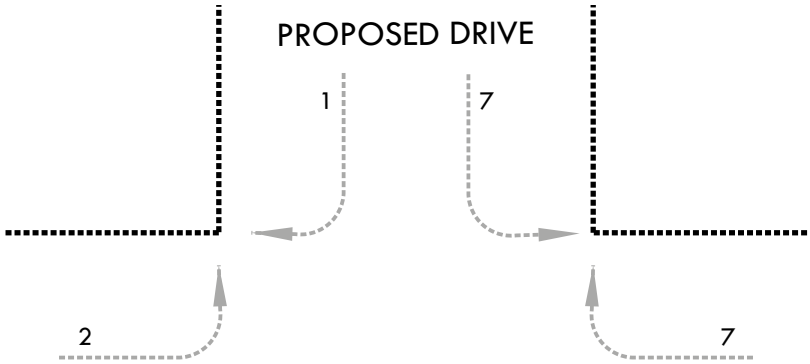
CANADA RD

D - TRAFFIC



E DAVIES PLANTATION RD

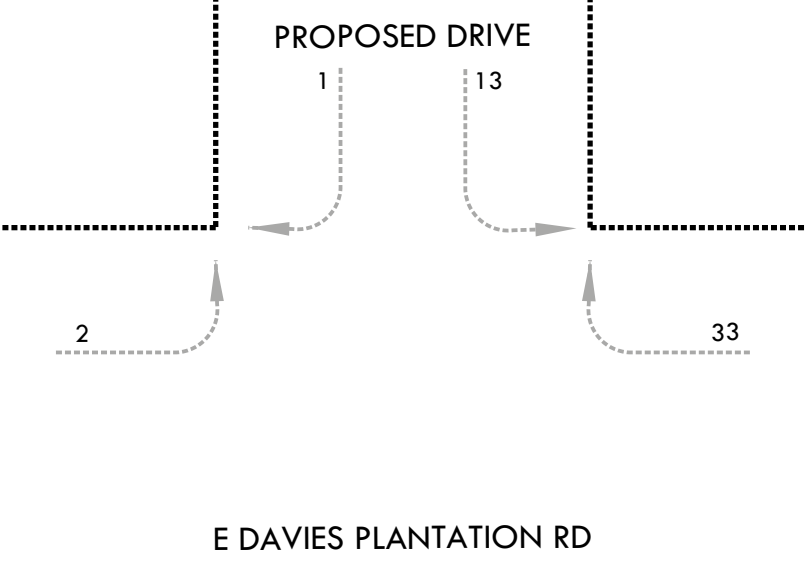
E - TRAFFIC



E DAVIES PLANTATION RD

F - TRAFFIC

FIGURE 4 - AM PEAK SITE VOLUMES



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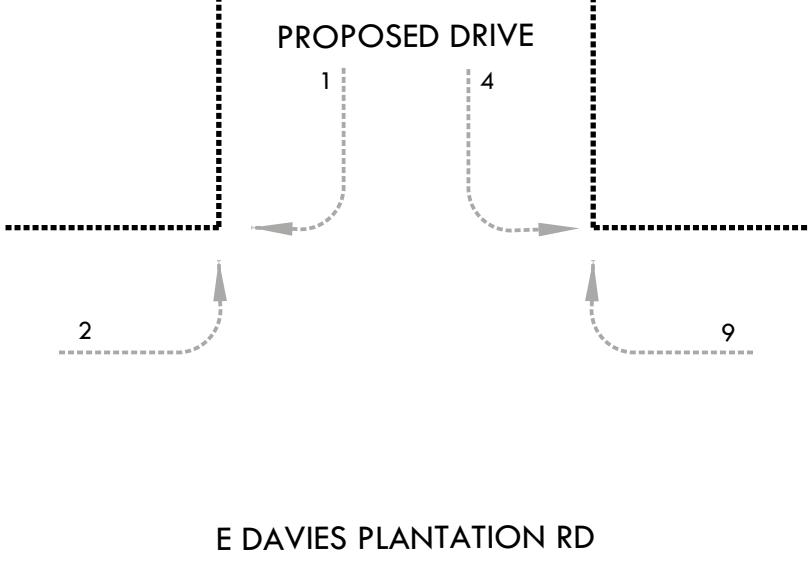

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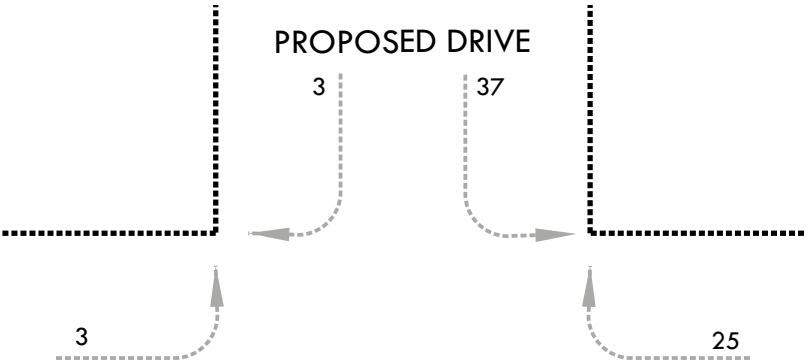

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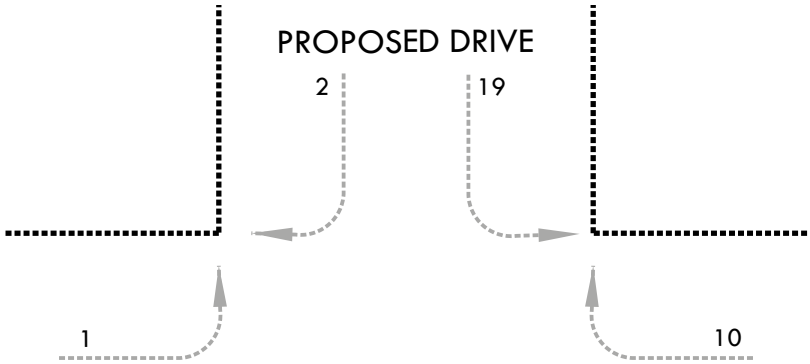
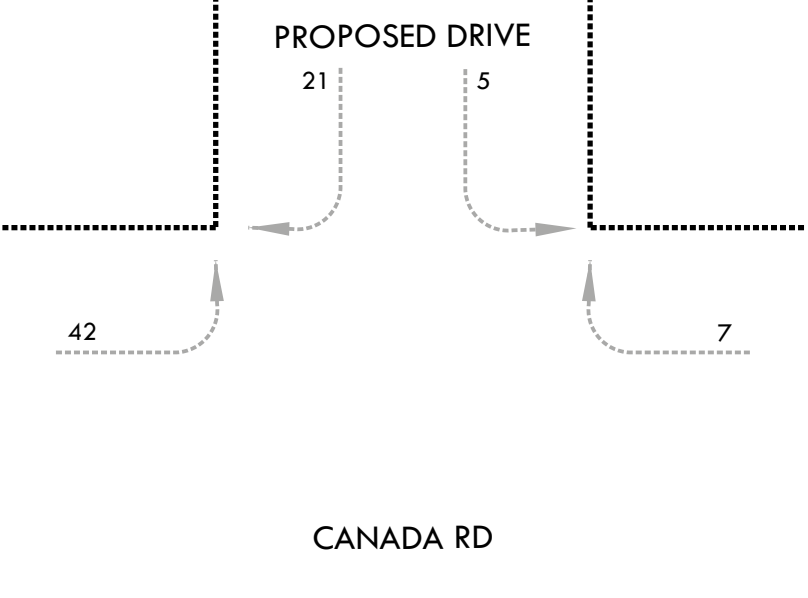


J - TRAFFIC

FIGURE 4 - AM PEAK SITE VOLUMES



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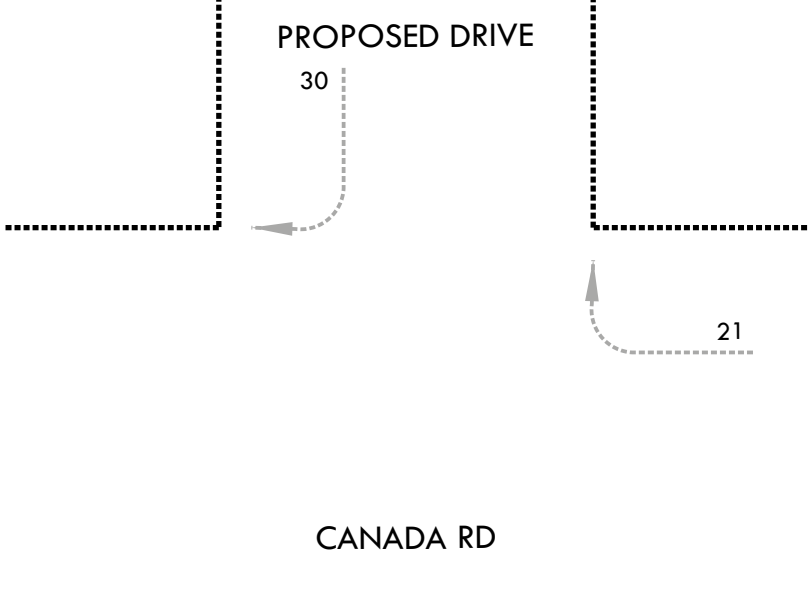

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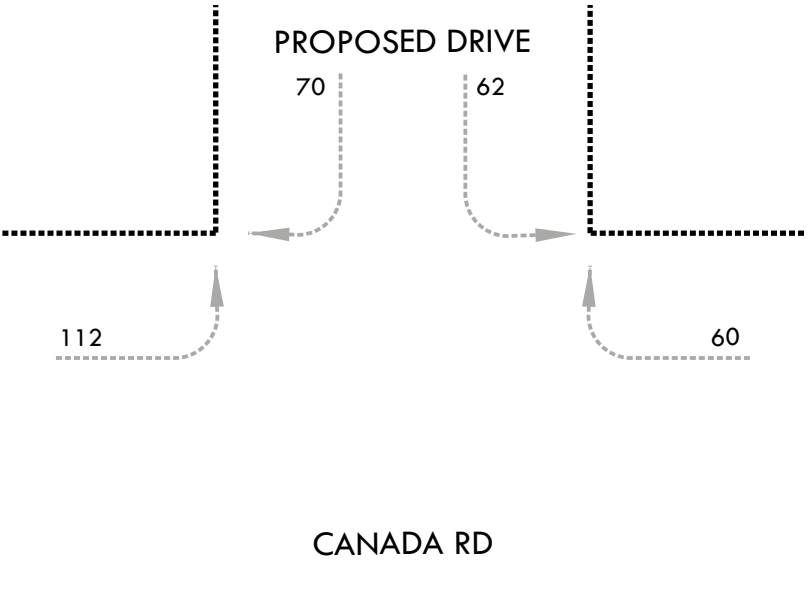

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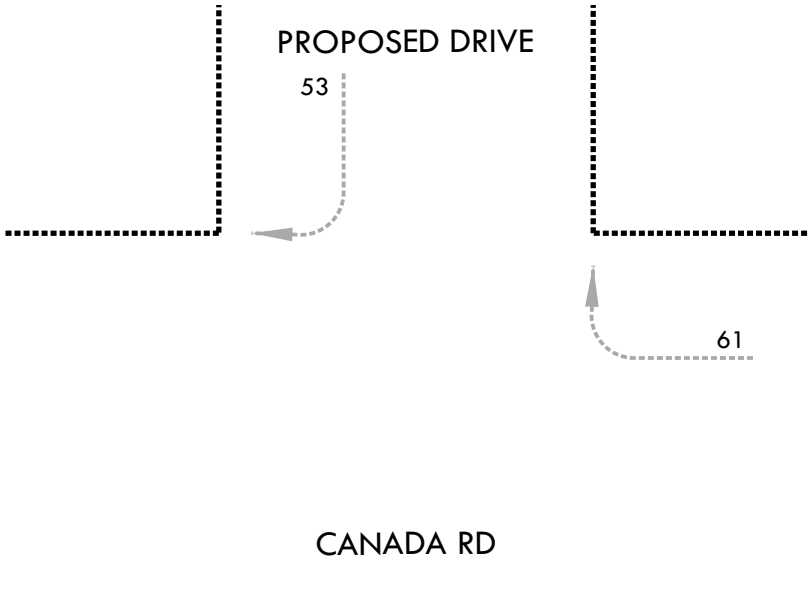

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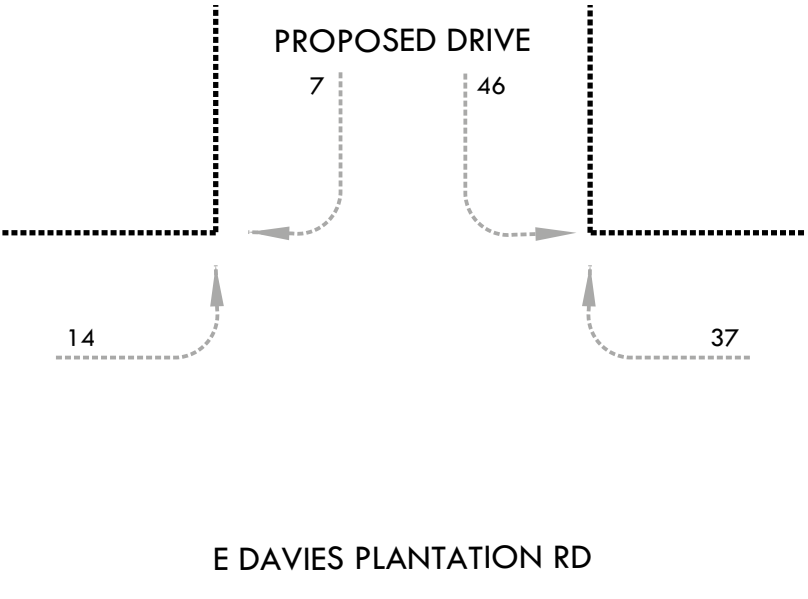

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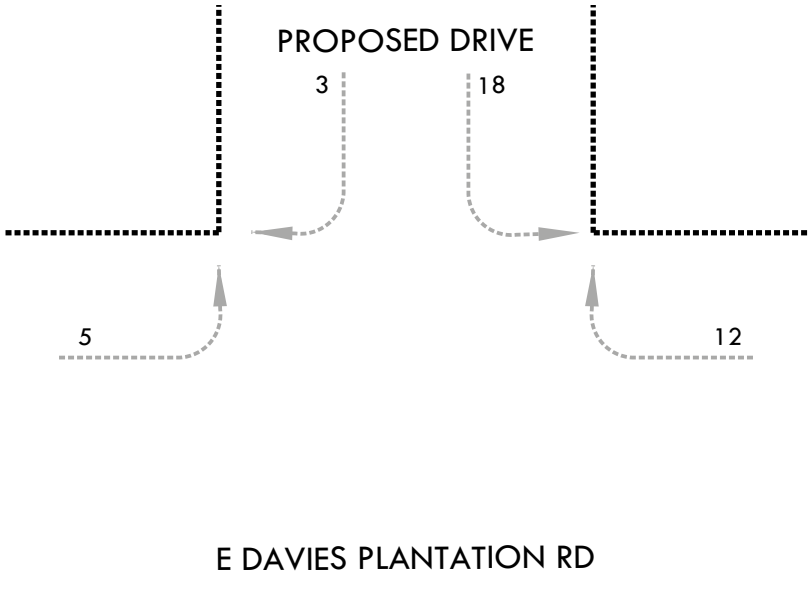
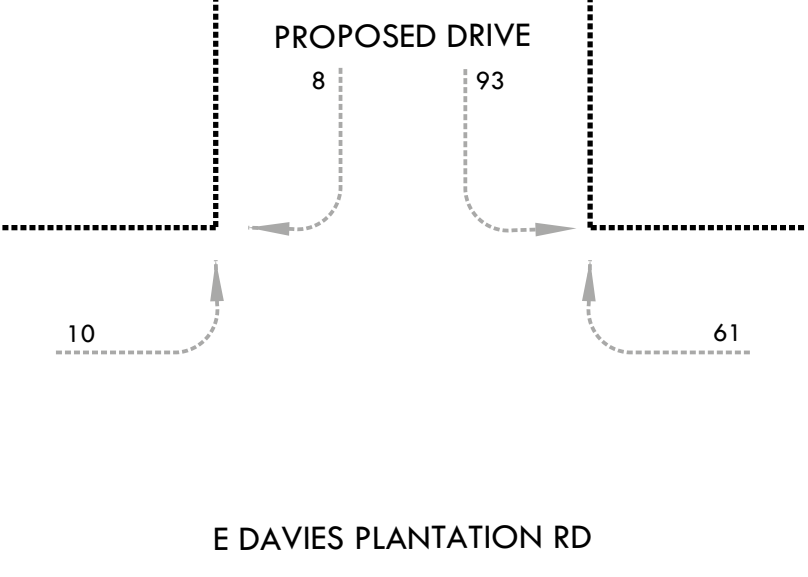
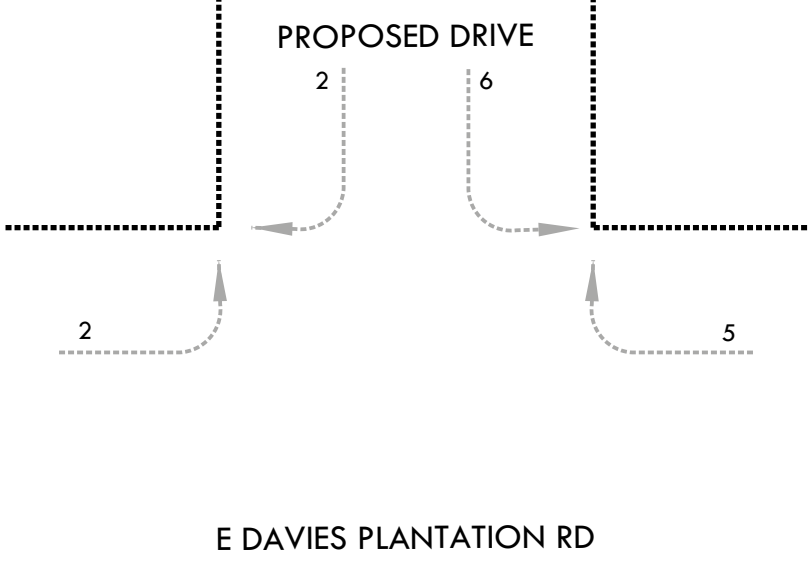


F - TRAFFIC

FIGURE 5 - PM PEAK SITE VOLUMES



G - TRAFFIC



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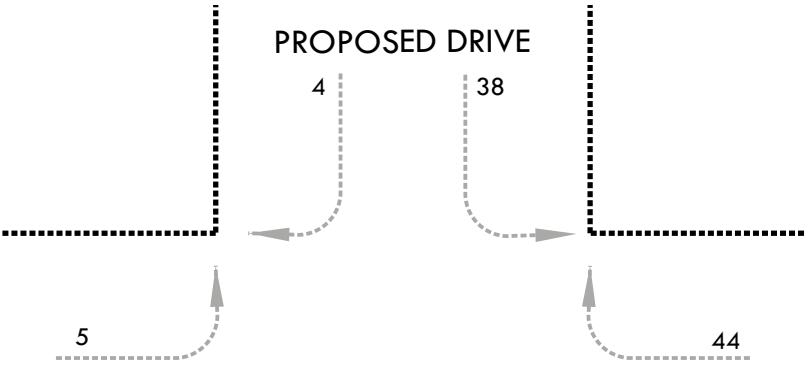
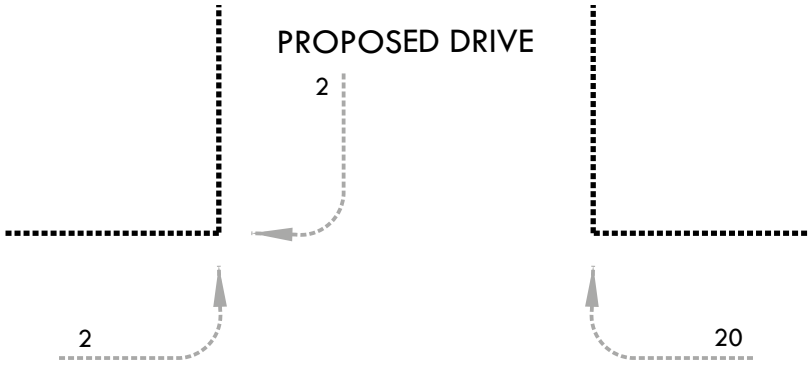


I - TRAFFIC



J - TRAFFIC

FIGURE 5 - PM PEAK SITE VOLUMES

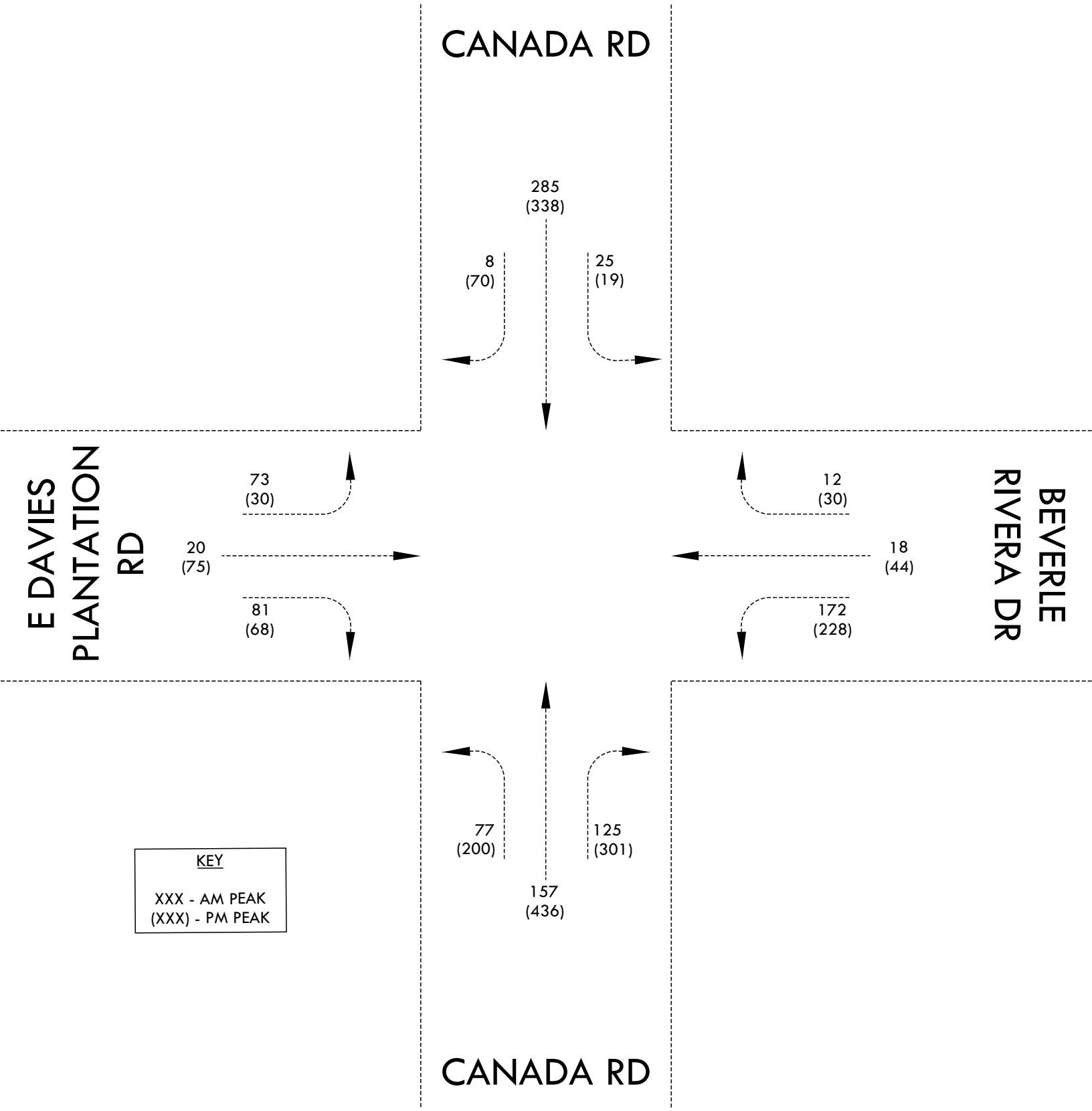


FIGURE 6
2022 TRAFFIC VOLUMES

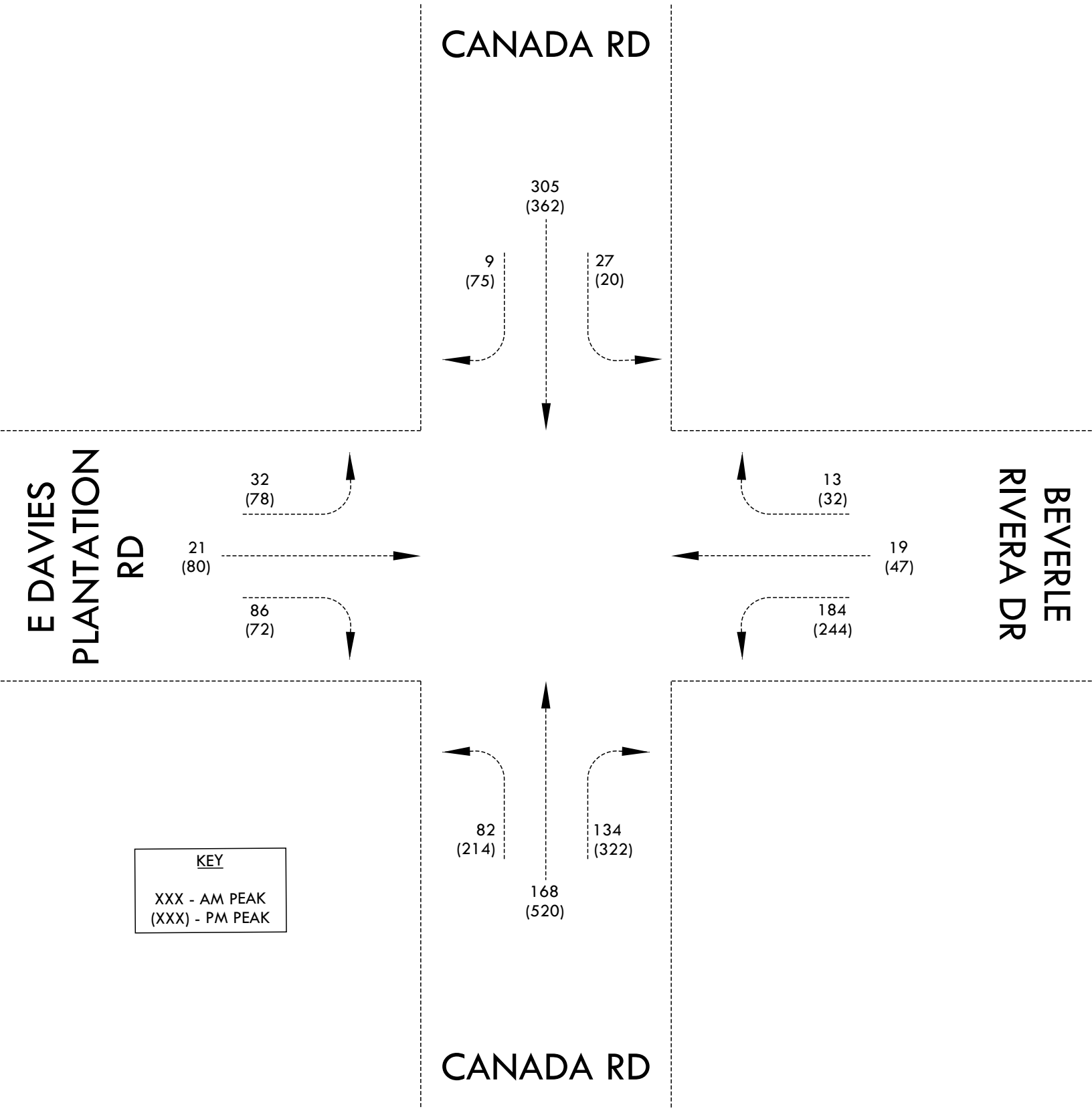
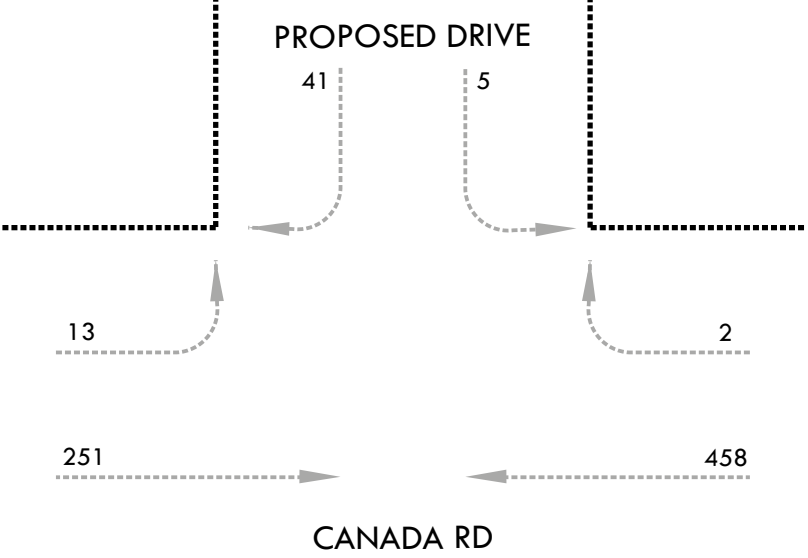


FIGURE 7
DESIGN YEAR (2029) TRAFFIC VOLUMES



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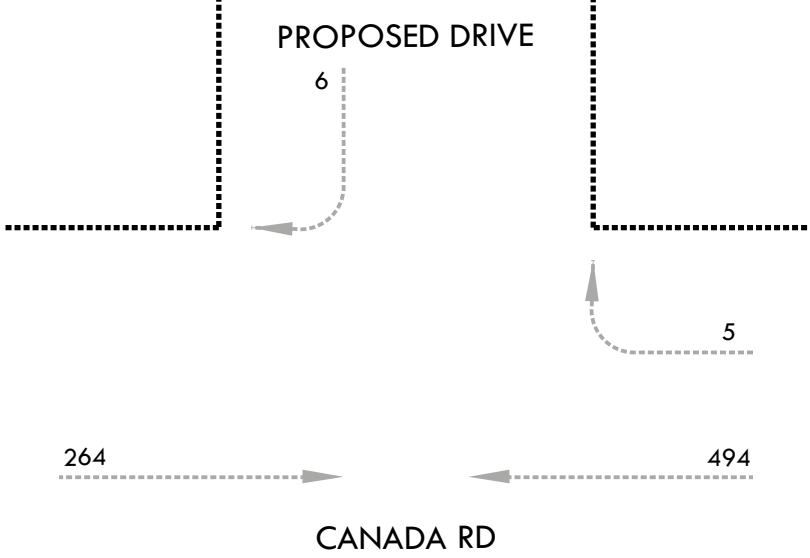

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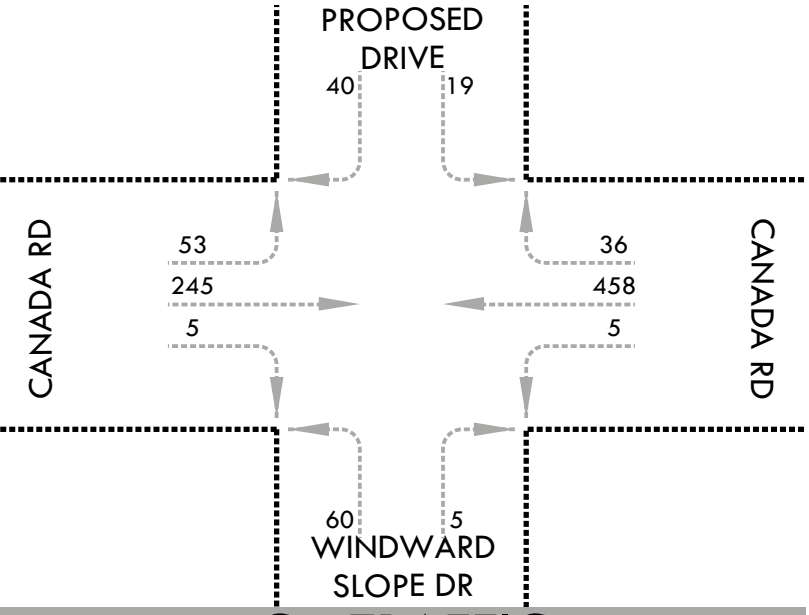

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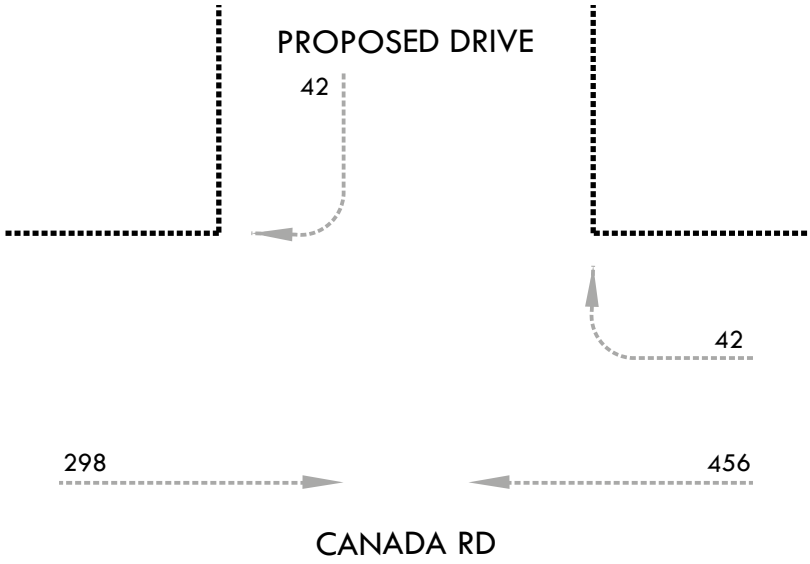
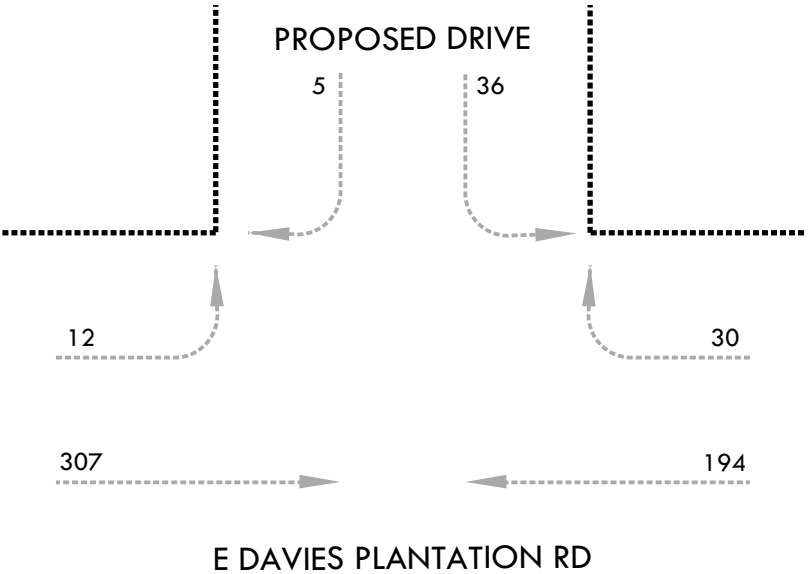


D - TRAFFIC



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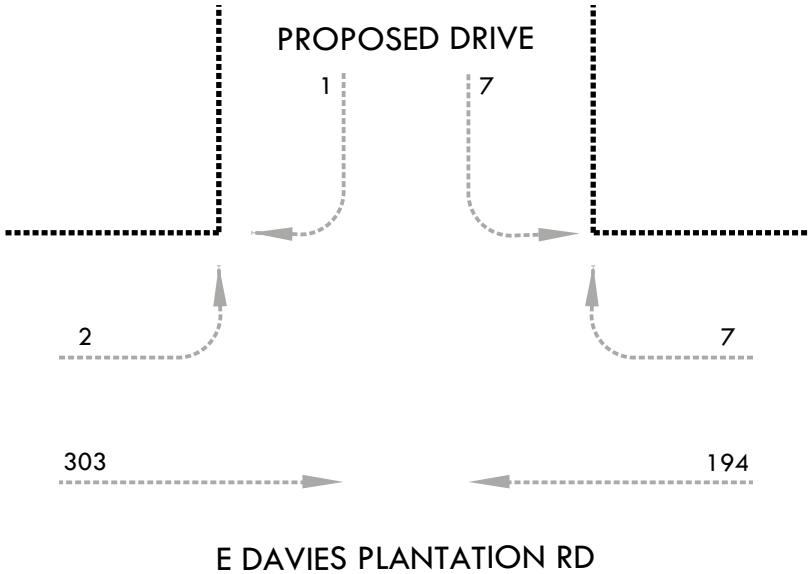
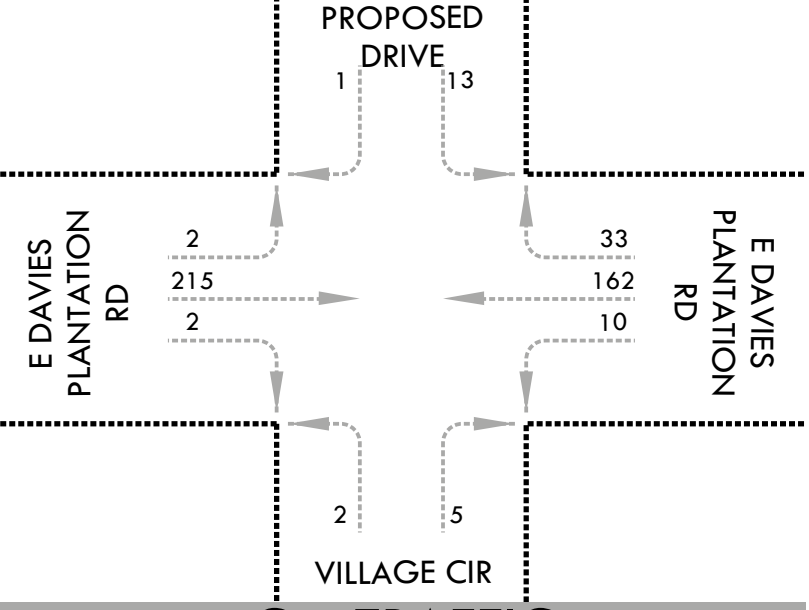


F - TRAFFIC

FIGURE 8 - AM PEAK 2029 ASSIGNMENTS



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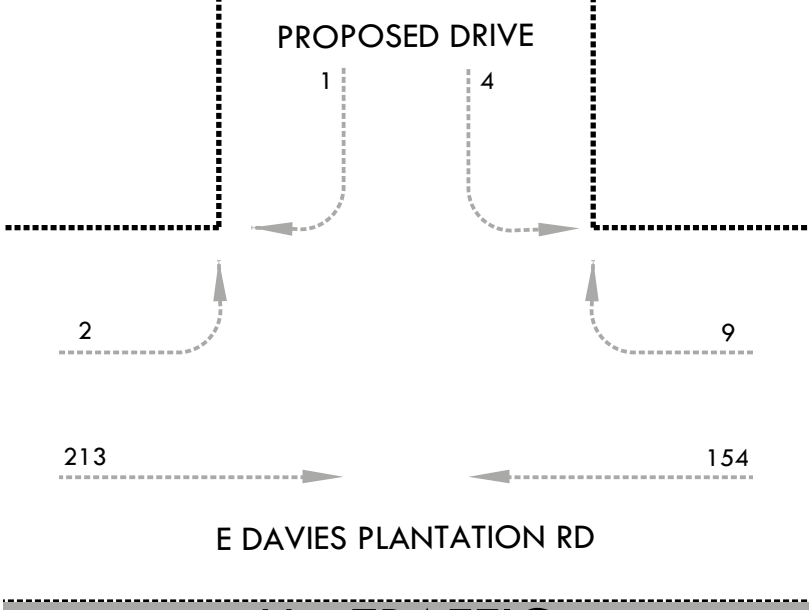

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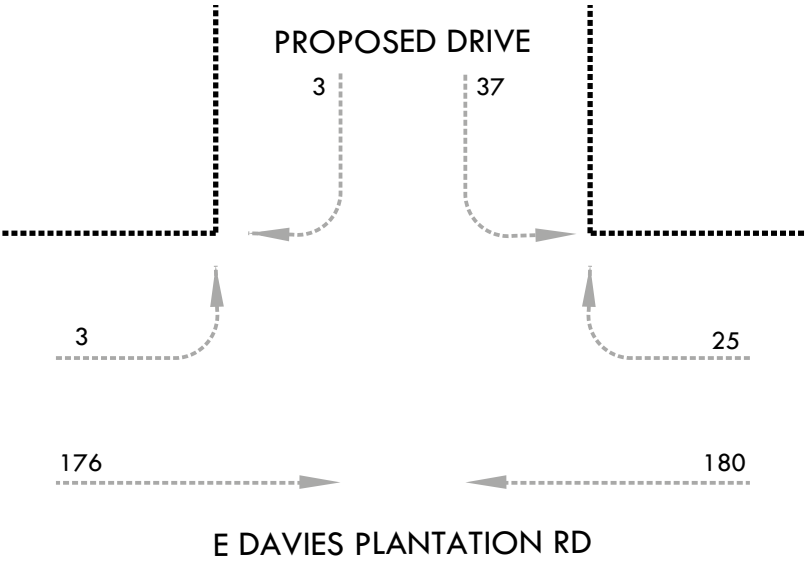

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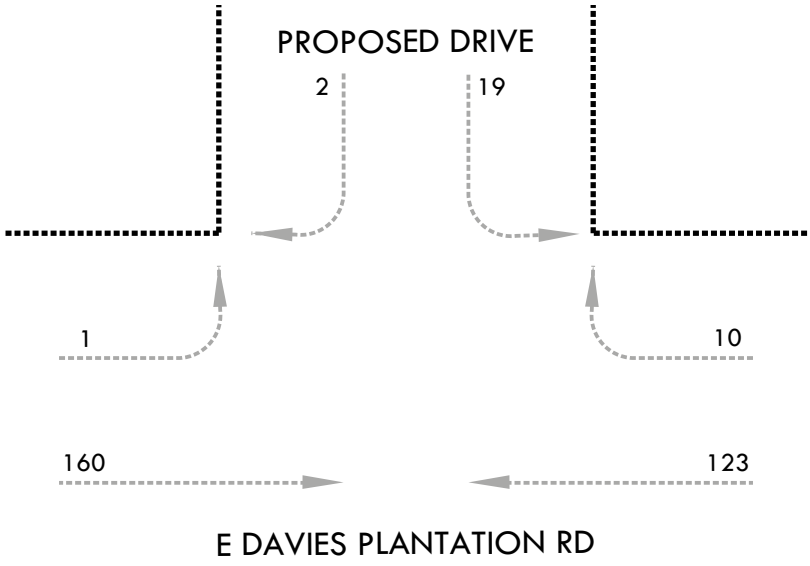

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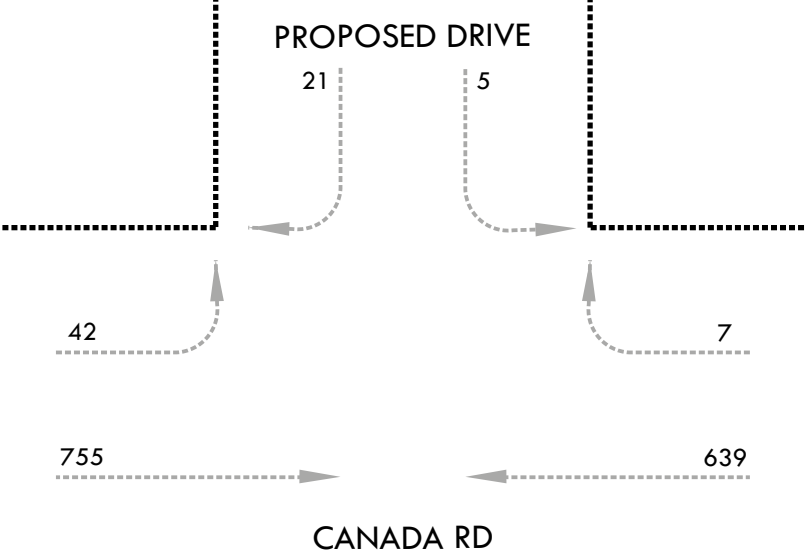
FIGURE 8 - AM PEAK 2029 ASSIGNMENTS



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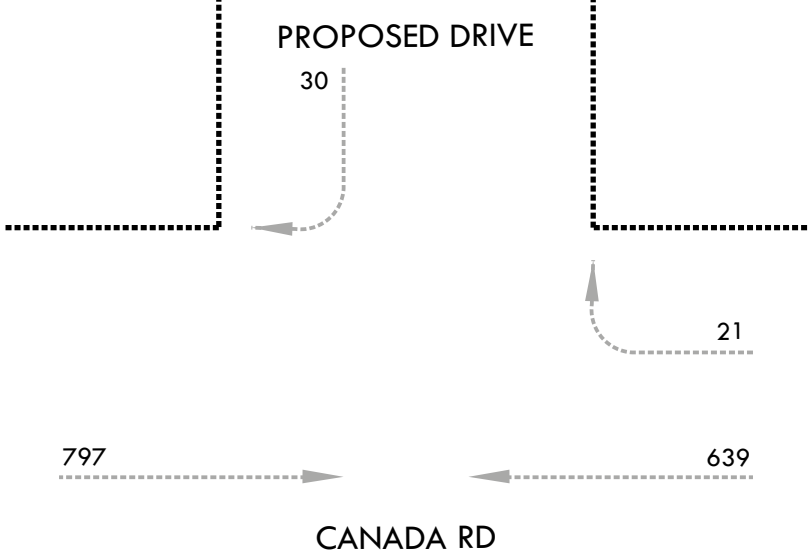

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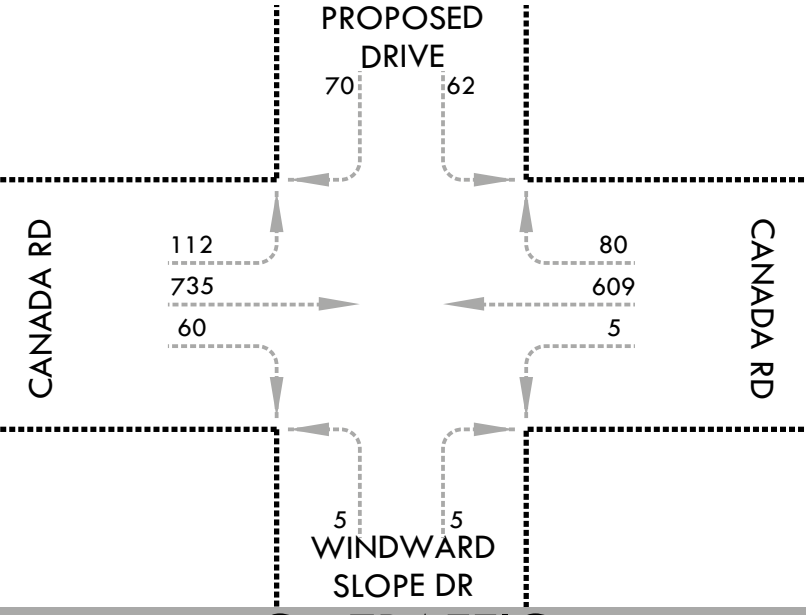

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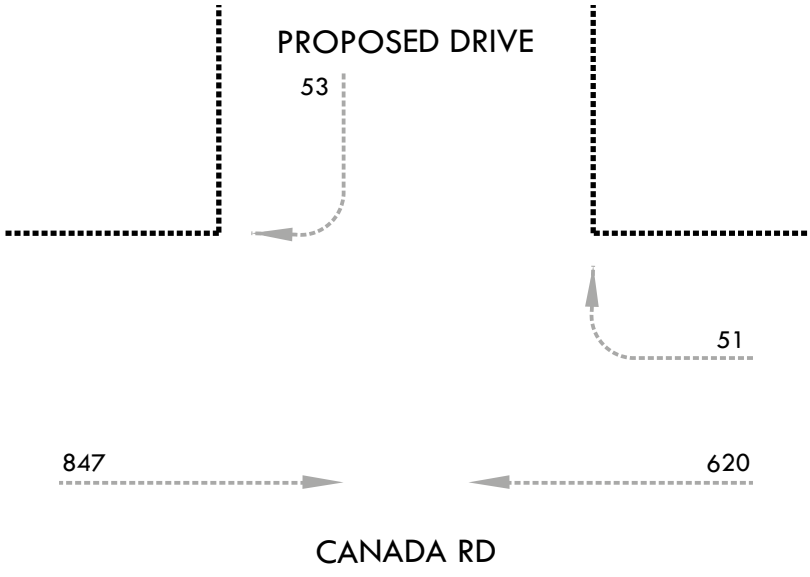
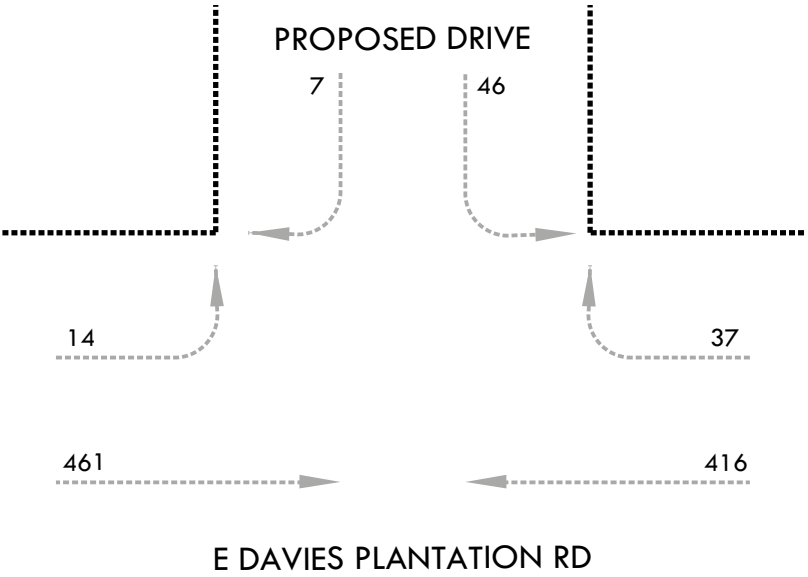


D - TRAFFIC



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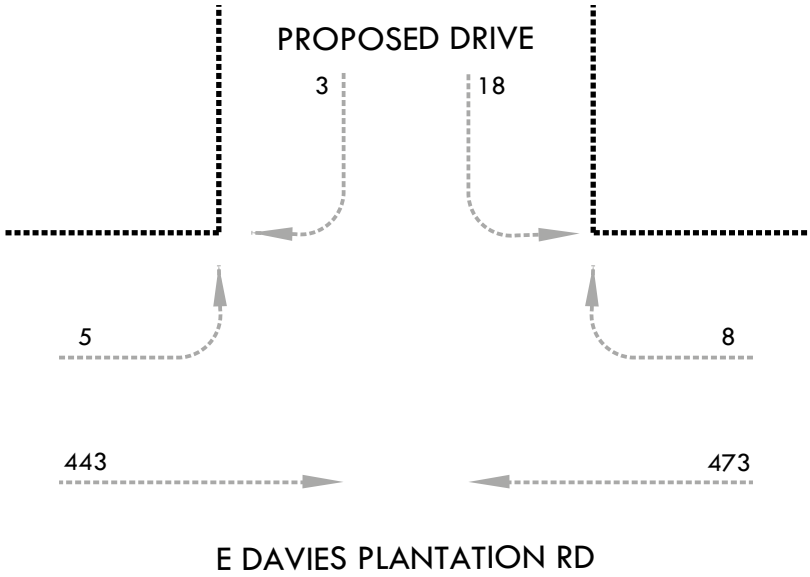
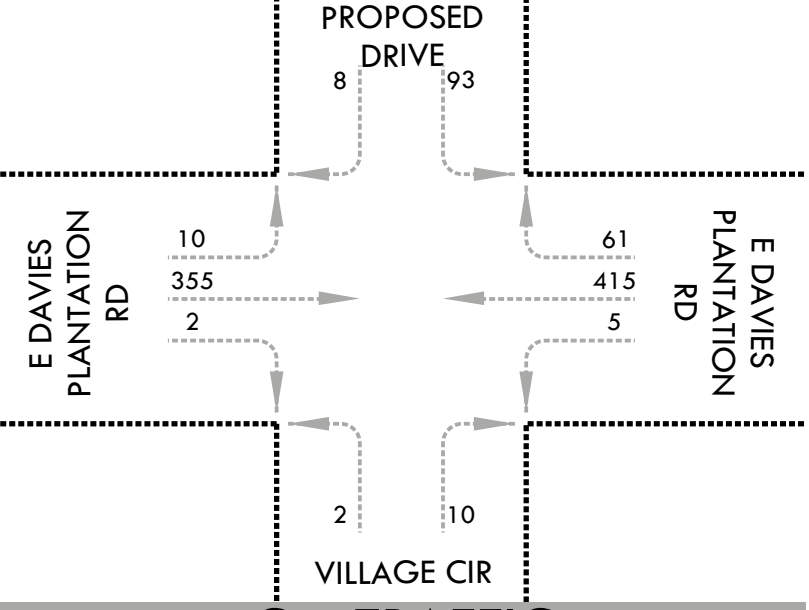


F - TRAFFIC

FIGURE 9 - PM PEAK 2029 ASSIGNMENTS



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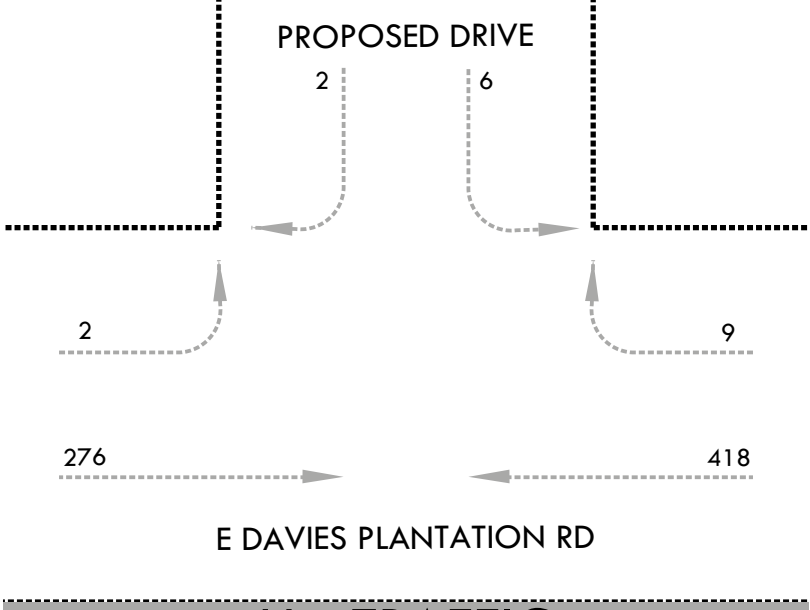

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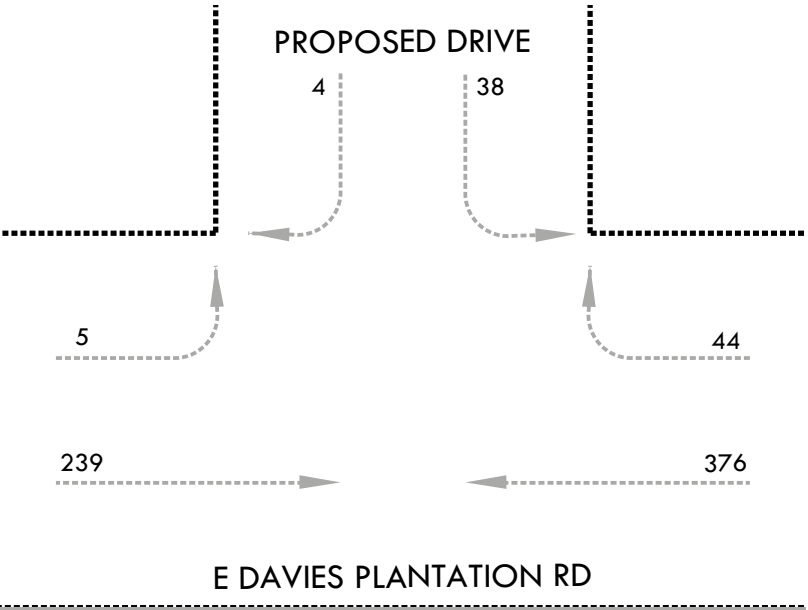
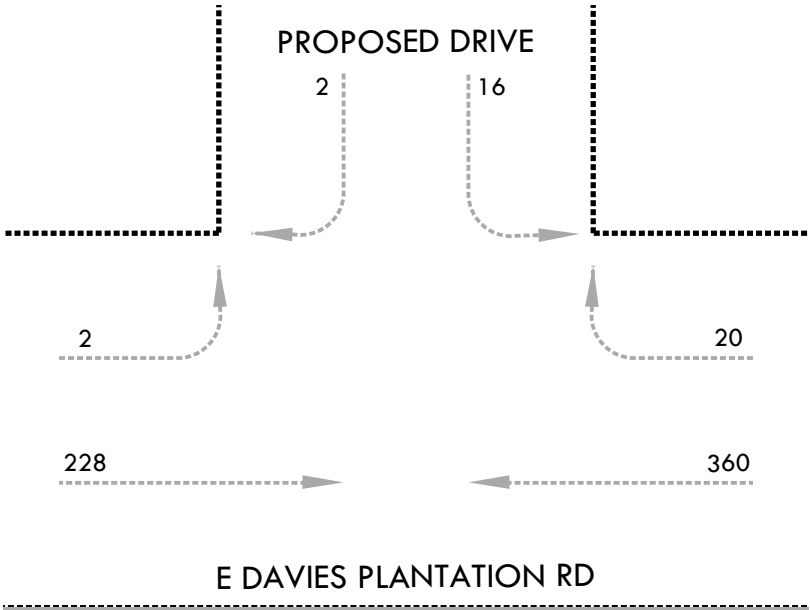


I - TRAFFIC



J - TRAFFIC

FIGURE 9 - PM PEAK 2029 ASSIGNMENTS

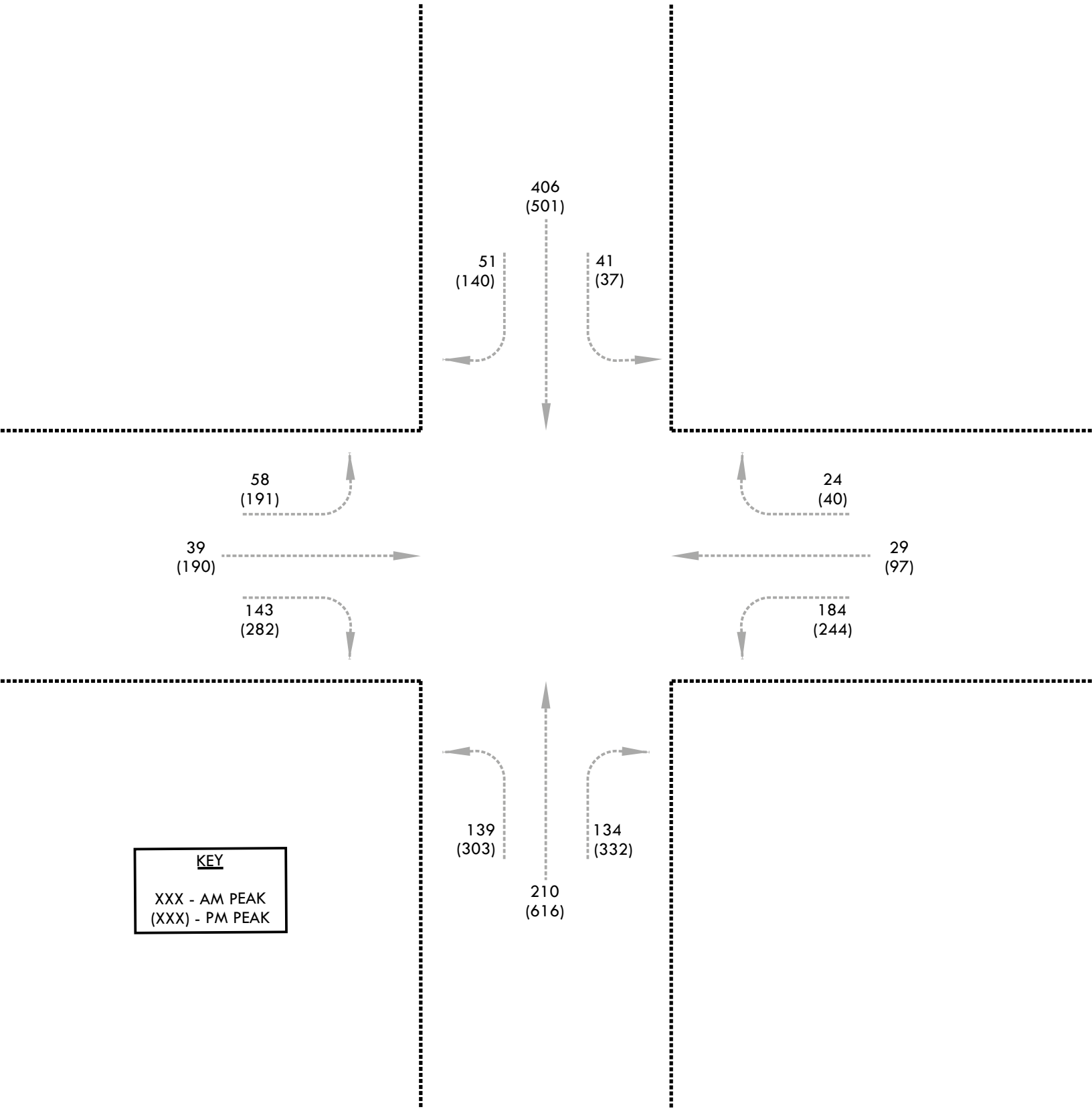


FIGURE 10
DESIGN YEAR (2029) TRAFFIC VOLUMES WITH SITE

Intersection operation is defined by "level of service". Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. For the purpose of this traffic study, LOS A-D was used to define acceptable peak hour operating conditions. Descriptions of the various levels of service are as follows:

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

LOS B represents stable operation. At signalized intersections, average vehicle delays are 10 to 20 seconds. At unsignalized intersections, average delays are 10 to 15 seconds.

LOS C still represents stable operation, but periodic backups of a few vehicles may develop behind turning vehicles. Most drivers begin to feel restricted, but not objectionably so. At signalized intersections, average vehicle delays are 20 to 35 seconds. At unsignalized intersections, average delays are 15 to 25 seconds.

LOS D represents increasing traffic restrictions as the intersection approaches instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but periodic clearance of long lines occurs, thus preventing excessive backups. At signalized intersections, average vehicle delays are 35 to 55 seconds. At unsignalized intersections, average delays are 25 to 35 seconds.

LOS E represents the capacity of the intersection. At signalized intersections, average vehicle delays are 55 to 80 seconds. At unsignalized intersections, average delays are 35 to 50 seconds.

LOS F represents jammed conditions where the intersection is over capacity and acceptable gaps for unsignalized intersections in the mainline traffic flow are minimal. At signalized intersections, average vehicle delays exceed 80 seconds. At unsignalized intersections, average delays exceed 50 seconds.

Operational Analysis – Canada Road/Davies Plantation Intersection
Table 3 contains a summary of the level of service (LOS) analyses for the intersection of Canada Road and Davies Plantation. Shown in this figure are analyses for existing volumes. Design year (2029) volumes without the site, 2029 volumes with the site, and 2029 volumes with the site and intersection improvements. The levels of service for all movements at this location are acceptable for existing traffic and for projected 2029 traffic without the site. With the additional of site traffic in the design year, the overall level of service during the PM peak is D with three individual movements at D and

TABLE 3
LEVEL OF SERVICE ANALYSIS
CANADA ROAD AND DAVIES PLANTATION

Intersection	Control	Peak Hour		Eastbound			Westbound			Northbound			Southbound		Overall
				LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	
YEAR 2022	SIGNAL	AM	LOS	C	C		C	C		B	B	B	B	C	C
			Delay	25.5	30.3		22	24.7		11.6	17.5	16.1	16.2	21.2	20.4
			Queue(ft)	31	54		123	31		46	105	16	20	98	
		PM	LOS	C	C		C	C		B	C	A	C	B	B
			Delay	27	33.7		25.8	25.5		15.1	26.2	17.5	17.1	22.2	19.8
			Queue(ft)	59	112		163	56		105	354	48	17	130	
YEAR 2029 BACKGROUND		AM	LOS	B	B		C	B		B	B	A	B	C	B
			Delay	25.5	30.4		22.6	24.8		11.7	17.7	16.2	16.2	21.4	16.6
			Queue(ft)	32	55		132	32		48	112	21	21	105	
		PM	LOS	C	C		C	C		B	C	B	B	B	C
			Delay	27.3	34.2		27.3	25.6		15.1	27.9	17.6	17.8	21.9	24
			Queue(ft)	62	119		174	58		113	389	50	17	123	
YEAR 2029 WITH SITE		AM	LOS	C	C		C	C		B	B	B	B	C	C
			Delay	26.4	31.7		24.5	25.1		13.7	18,4	16.2	16.5	22.8	22.1
			Queue(ft)	49	79		133	43		75	138	21	28	149	
		PM	LOS	B	E		D	C		D	F	C	C	D	D
			Delay	19	62.3		48.4	24		47.9	101.7	20.9	23.9	39.5	53.3
			Queue(ft)	108	#414		#215	95		#264	#592	57	28	#255	
YEAR 2029 WITH SITE IMPROVED	SIGNAL	AM	LOS	C	C		C	C		B	B	B	B	C	B
			Delay	26.4	31.7		24.4	25.1		13.7	16.6	16.2	16.5	22.8	21.8
			Queue(ft)	49	79		132	43		75	65	21	28	149	
		PM	LOS	B	E		D	C		D	C	C	C	D	D
			Delay	19	62.3		48.4	24		47.9	25	20.9	21.5	39.5	24.6
			Queue(ft)	108	#414		#215	95		3264	200	57	28	#255	

eastbound thru and right at LOS E and northbound thru at LOS F. Level of Service D is considered acceptable for peak hour operation in urban areas. The LOS analysis with improvements is discussed under the section describing mitigation measures,

Operational Analysis – Canada Road Access Points
The site will have two access points on Canada Road. One is opposite Windward Slope to the east and the other is located further north. Both will have two-lane exits. As shown in Table 4, at both locations, for the AM and PM peak periods, the overall intersection level of service will be at LOS A. Left turns into the site will be at LOS A. At both locations, left turns from the site will be at LOS F during the PM peak. The projected queue lengths for left turning vehicles are 5 cars at Windward Slope and 2 cars at the north access point. This is not unusual for driveway access points onto arterial highways.

Operational Analysis – Davies Plantation Access Points
Table 5 contains a summary of the LOS analyses for the access points along Davies Plantation. There will be six access points, two of which are not projected to handle significant traffic volumes. Table 5 contains the LOS summary for 4 intersections – one near the convenience store, one aligning with Village Circle, a main access to the residential area, and an access to the senior living facility. All will have two lanes for exiting traffic. For all intersections the overall LOS for both the AM and PM peak periods will be at LOS A. All left turn movements at the four locations will be at LOS C or higher.

Mitigation Measures
The addition of site traffic did result in a decrease in the level of service to overall LOS D during the PM peak period at the intersection of Canada Road and Davies Plantation. It is recommended that the northbound approach on Canada Road be reconfigured to include two thru lanes. The improvement to the intersection LOS is shown in Table 3. The overall LOS will remain at LOS D for the PM Peak, but the average delay will decrease from 53.3 seconds to 24.6 seconds. Only one approach, the eastbound thru and right, is projected to operate at an LOS below D.

As mentioned previously, the traffic analysis assumed that improving Davies Plantation to a three-lane cross-section – one lane in each direction plus a center two-way left turn lane- would be adequate to support future traffic with the additional site traffic. The developer will provide an additional 9 feet of ROW dedication and will provide additional pavement width and stripping as needed to create the 3 lane roadway.

Summary
The purpose of this report was to determine the impacts of the traffic generated by the proposed Ashmont PD on the safety, capacity, and operations of the surrounding roadway network. The analysis consisted of

TABLE 4
LEVEL OF SERVICE ANALYSIS
CANADA ROAD ACCESS

Intersection	Control	Peak Hour		Eastbound	Northbound	Overall
				LT	LT	
CANADA ROAD & WINDWARD SLOPE	2 WAY STOP	AM	LOS	C	A	A
			Delay	19.9	1.5	2.9
			Queue(ft)	7	9	
		PM	LOS	**F**	A	A
			Delay	**115.6**	9.8	5.7
			Queue(ft)	**96**	12	
				Eastbound	Northbound	Overall
				LT	LT	
CANADA ROAD & NORTH ACCESS	2 WAY STOP	AM	LOS	B	A	A
			Delay	14.4	8.4	0.8
			Queue(FT)	1	1	
		PM	LOS	**D**	A	A
			Delay	**27.1**	9.3	0.5
			Queue(ft)	**2**	4	

TABLE 5
LEVEL OF SERVICE ANALYSIS
DAVIES PLANTATION ACCESS POINTS

Intersection	Control	Peak Hour		Eastbound	Southbound	Overall
				LT	LT	
DAVIES PLANATION & CONVENINICE CENTER DRIVE	2 WAY STOP	AM	LOS	A	B	A
			Delay	7.8	12	1
			Queue(ft)	1	6	
		PM	LOS	A	B	A
			Delay	7.8	13.3	1
			Queue(ft)	1	9	
				Eastbound	Southbound	Overall
				LT	LT	
DAVIES PLANTATION & VILLAGE DRIVE	2 WAY STOP	AM	LOS	A	B	A
			Delay	7.7	11.9	0.8
			Queue(FT)	0	0	
		PM	LOS	A	C	A
			Delay	8.2	19	3.2
			Queue(ft)	1	1	
				Eastbound	Southbound	Overall
				LT	LT	
DAVIES PLANTATION & MAIN DRIVE	2 WAY STOP	AM	LOS	A	B	A
			Delay	7.7	$12	1.2
			Queue(ft)	0	6	
		PM	LOS	A	C	A
			Delay	8.3	16.6	1
			Queue(ft)	0	10	
				Eastbound	Southbound	Overall
				LT	LT	
DAVIES PLANTATION & SENIOR DRIVE	2 WAY STOP	AM	LOS	A	B	A
			Delay	7.5	$10	0.7
			Queue(ft)	0	2	
		PM	LOS	A	B	A
			Delay	8.2	12.8	0.4
			Queue(ft)	0	3	

estimating the number of trips to be generated by the proposed land uses in the site, assigning these trips to the network, determining the total traffic to be expected in the design year of 2029 by adding site traffic to existing traffic with a growth factor, and evaluating the operation at the intersection of Canada Road and Davies Plantation and at site access locations. It was assumed that improvements to Canada Road to create a five-lane cross section would be completed.

Also, it was assumed that Davies Plantation would be improved to a three-lane cross section. The developer will provide an additional 9 feet of ROW dedication and will provide additional pavement width and stripping as needed to create the 3 lane roadway.

The analyses indicated that with the additional site traffic all site access intersections would operate at overall levels of service (LOS) A.

With site traffic the intersection of Canada Road and Davies Plantation would operate at LOS D with the eastbound approach at LOS E , the northbound thru movement at LOS F and four individual movements at LOS D.

To mitigate the impacts of site traffic it is recommended that the northbound approach be improved to include Two thru lanes.

APPENDIX

INTERSECTION TRAFFIC COUNT
CANADA ROAD AND DAVIES PLANTATION/BEVERLE RIVERA
9-Feb-22

	Canada Road From North			Beverle Rivera Drive From East			Canada Road From South			East Davies Plantation From West		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
07:00 AM	2	55	2	4	4	32	27	29	20	20	5	7
07:15 AM	4	57	4	3	6	35	29	37	19	21	4	7
07:30 AM	7	63	3	3	3	41	31	38	21	24	4	6
07:45 AM	5	59	2	1	5	47	26	40	22	22	4	6
08:00 AM	5	68	2	1	5	42	28	38	20	21	5	5
08:15 AM	9	69	3	2	6	43	32	41	21	20	5	8
08:30 AM	3	75	1	4	4	48	34	42	19	19	6	8
08:45 AM	8	73	2	5	3	39	31	36	17	21	4	9
09:00 AM	7	61	2	3	5	41	27	37	22	22	4	7
09:15 AM	2	57	3	2	3	36	28	29	20	21	5	7
09:30 AM	6	67	2	2	2	35	21	37	19	23	4	8
09:45 AM	2	65	2	3	3	37	19	38	22	21	5	6
10:00 AM	10	73	2	5	6	44	45	28	18	14	5	10
10:15 AM	5	56	3	8	1	50	19	31	20	13	1	7
10:30 AM	6	59	4	1	3	42	26	49	22	11	4	4
10:45 AM	3	59	4	6	4	33	27	44	18	11	1	6
11:00 AM	7	61	6	6	3	40	28	48	22	17	3	5
11:15 AM	9	77	6	3	9	49	37	40	23	25	1	3
11:30 AM	7	63	7	8	5	48	32	48	16	20	8	10
11:45 AM	8	55	2	6	4	46	37	65	21	15	9	6
12:00 PM	5	71	3	4	1	52	42	57	22	20	7	8
12:15 PM	5	43	5	6	5	47	36	62	20	18	9	9
12:30 PM	10	44	5	2	6	31	37	52	18	9	12	7
12:45 PM	8	52	4	1	5	29	35	49	20	7	10	5
01:00 PM	9	57	5	2	3	36	40	58	17	13	7	3
01:15 PM	5	61	7	5	1	40	39	69	18	18	3	9
01:30 PM	3	61	9	10	9	21	31	49	22	9	9	6
01:45 PM	2	48	2	1	4	48	26	58	18	9	4	9
02:00 PM	5	48	1	3	3	44	43	73	29	21	5	12
02:15 PM	5	74	4	4	4	39	52	72	29	11	6	12
02:30 PM	8	86	4	5	3	50	56	90	30	18	8	11
02:45 PM	7	66	2	7	5	36	59	83	26	9	11	14
03:00 PM	17	100	8	0	5	41	51	95	34	18	12	13
03:15 PM	14	112	12	7	6	42	85	93	32	11	14	11
03:30 PM	6	89	11	3	9	45	84	103	30	10	21	8
03:45 PM	9	82	9	7	15	51	75	117	30	14	18	9
04:00 PM	15	78	4	20	30	114	56	124	28	16	15	14
04:15 PM	19	115	3	5	16	76	62	130	41	14	13	13
04:30 PM	23	71	6	10	29	77	69	104	30	36	12	13
04:45 PM	10	54	6	8	21	50	70	103	43	16	24	11
05:00 PM	16	72	3	3	8	58	78	130	46	15	27	24
05:15 PM	23	106	3	11	8	68	68	119	47	14	11	22
05:30 PM	21	106	7	8	7	52	85	134	64	23	13	16
05:45 PM	12	65	7	5	11	56	60	107	34	18	17	16
06:00 PM	14	104	2	1	9	55	82	124	36	36	11	12
06:15 PM	13	67	5	0	8	56	53	113	27	27	12	17
06:30 PM	13	65	1	5	3	42	47	69	29	18	11	14
06:45 PM	12	55	1	1	2	41	55	95	22	11	9	15

	Canada Road			Beverle Rivera Drive			Canada Road			East Davies Plantation		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
08:00 AM	5	68	2	1	5	42	28	38	20	21	5	5
08:15 AM	9	69	3	2	6	43	32	41	21	20	5	8
08:30 AM	3	75	1	4	4	48	34	42	19	19	6	8
08:45 AM	8	73	2	5	3	39	31	36	17	21	4	9
	25	285	8	12	18	172	125	157	77	81	20	30

	Canada Road			Beverle Rivera Drive			Canada Road			East Davies Plantation		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
04:45 PM	10	54	6	8	21	50	70	103	43	16	24	11
05:00 PM	16	72	3	3	8	58	78	130	46	15	27	24
05:15 PM	23	106	3	11	8	68	68	119	47	14	11	22
05:30 PM	21	106	7	8	7	52	85	134	64	23	13	16
	70	338	19	30	44	228	301	486	200	68	75	73

On NHS		On HPMS	
LRS ID	7905683001	LRS Loc Pt.	0.724
SF Group	Urban	Route Type	
AF Group	17	Route	
GF Group	Shelby	Active	Yes
Class Dist Grp	17	Category	CC
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	Major Collector	Milepost	
Located On	DAVIES PLANTATION RD. E.		
Loc On Alias			
	Lakeland		
More Detail			

STATION DATA

Directions: 2-WAY

AADT

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2020	3,879	451	12	65	3,735 (96%)	144 (4%)	
2019	3,403		11	65			
2018	3,485[2]						
2017	3,447[2]						
2016	3,426[2]						

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Travel Demand Model

	Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV

VOLUME COUNT

	Date	Int	Total
	Tue 12/1/2020	15	4,211
	Wed 1/14/2015	15	3,587
	Wed 1/22/2014	15	3,611
	Tue 3/19/2013	15	3,537
	Mon 2/6/2012	15	3,802
	Mon 10/31/2011	15	4,013

VOLUME TREND

Year	Annual Growth
2020	14%
2019	-2%
2018	1%
2017	1%
2016	-4%
2015	2%
2014	7%
2013	-11%
2012	-1%

SPEED

CLASSIFICATION

LRS ID	7900811001	LRS Loc Pt.	12.858
SF Group	Urban	Route Type	
AF Group	R4 Int/Art	Route	
GF Group	Shelby	Active	Yes
Class Dist Grp	R4 Int/Art	Category	CC
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	Minor Arterial	Milepost	
Located On	CANADA RD.		
Loc On Alias			
	NEAR LAKELAND LAKE		
More Detail			

STATION DATA

Directions: 2-WAY | NB 1 | SB 1

AADT

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2020	8,342	840	10	54	8,025 (96%)	317 (4%)	
2019	14,326		12	54			
2018	8,886[2]						
2017	8,100				7,823 (97%)	276 (3%)	
2016	9,243[2]						

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Travel Demand Model

	Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV

VOLUME COUNT

	Date	Int	Total
	Wed 12/2/2020	15	9,035
	Wed 12/18/2019	60	14,326
	Wed 1/14/2015	15	9,136
	Wed 1/22/2014	15	9,206
	Wed 2/13/2013	15	9,430
	Wed 1/18/2012	15	8,974
	Mon 1/24/2011	15	7,106
	Tue 1/19/2010	15	6,697
	Mon 1/12/2009	15	7,956
	Mon 1/14/2008	15	6,989

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VOLUME TREND

Year	Annual Growth
2020	-42%
2019	61%
2018	10%
2017	-12%
2016	-1%
2015	2%
2014	2%
2013	27%
2012	0%
2011	10%

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Canada Road and Windward Slope
AM with Site

03/14/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	2	40	60	5	5	53	245	5	5	458	36
Future Volume (Veh/h)	19	2	40	60	5	5	53	245	5	5	458	36
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)	21	2	43	65	5	5	58	266	5	5	498	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	784	914	268	688	932	136	537			271		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	784	914	268	688	932	136	537			271		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	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 %	92	99	94	78	98	99	94			100		
cM capacity (veh/h)	265	255	730	297	249	888	1027			1289		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	23	43	65	10	58	177	94	5	332	205
Volume Left	21	0	65	0	58	0	0	5	0	0
Volume Right	0	43	0	5	0	0	5	0	0	39
cSH	264	730	297	389	1027	1700	1700	1289	1700	1700
Volume to Capacity	0.09	0.06	0.22	0.03	0.06	0.10	0.06	0.00	0.20	0.12
Queue Length 95th (ft)	7	5	20	2	4	0	0	0	0	0
Control Delay (s)	19.9	10.2	20.5	14.5	8.7	0.0	0.0	7.8	0.0	0.0
Lane LOS	C	B	C	B	A			A		
Approach Delay (s)	13.6		19.7		1.5			0.1		
Approach LOS	B		C							

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	37.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	2	40	60	5	5	53	245	5	5	458	36
Future Vol, veh/h	19	2	40	60	5	5	53	245	5	5	458	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	2	43	65	5	5	58	266	5	5	498	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	780	915	269	645	932	136	537	0	0	271	0	0
Stage 1	528	528	-	385	385	-	-	-	-	-	-	-
Stage 2	252	387	-	260	547	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	285	271	729	357	265	888	1027	-	-	1289	-	-
Stage 1	502	526	-	610	609	-	-	-	-	-	-	-
Stage 2	730	608	-	722	516	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	266	255	729	318	249	888	1027	-	-	1289	-	-
Mov Cap-2 Maneuver	266	255	-	318	249	-	-	-	-	-	-	-
Stage 1	474	524	-	576	575	-	-	-	-	-	-	-
Stage 2	678	574	-	673	514	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	18.5	1.5	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1027	-	-	265	729	318	389	1289	-	-
HCM Lane V/C Ratio	0.056	-	-	0.086	0.06	0.205	0.028	0.004	-	-
HCM Control Delay (s)	8.7	-	-	19.9	10.3	19.2	14.5	7.8	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.2	0.8	0.1	0	-	-

Canada Road and Windward Slope
PM with Site

03/14/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	2	70	5	2	5	112	735	60	5	609	60
Future Volume (Veh/h)	62	2	70	5	2	5	112	735	60	5	609	60
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)	67	2	76	5	2	5	122	799	65	5	662	65
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1354	1812	364	1494	1812	432	727			864		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1354	1812	364	1494	1812	432	727			864		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	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 %	28	97	88	92	97	99	86			99		
cM capacity (veh/h)	93	66	633	65	66	572	872			774		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	69	76	5	7	122	533	331	5	441	286
Volume Left	67	0	5	0	122	0	0	5	0	0
Volume Right	0	76	0	5	0	0	65	0	0	65
cSH	92	633	65	180	872	1700	1700	774	1700	1700
Volume to Capacity	0.75	0.12	0.08	0.04	0.14	0.31	0.19	0.01	0.26	0.17
Queue Length 95th (ft)	96	10	6	3	12	0	0	0	0	0
Control Delay (s)	115.6	11.5	64.8	25.8	9.8	0.0	0.0	9.7	0.0	0.0
Lane LOS	F	B	F	D	A			A		
Approach Delay (s)	61.0		42.1		1.2			0.1		
Approach LOS	F		E							

Intersection Summary			
Average Delay	5.7		
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	2	70	5	2	5	112	735	60	5	609	60
Future Vol, veh/h	62	2	70	5	2	5	112	735	60	5	609	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	2	76	5	2	5	122	799	65	5	662	65

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1350	1813	364	1418	1813	432	727	0	0	864	0	0
Stage 1	705	705	-	1076	1076	-	-	-	-	-	-	-
Stage 2	645	1108	-	342	737	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	109	78	633	97	78	572	872	-	-	774	-	-
Stage 1	393	437	-	234	294	-	-	-	-	-	-	-
Stage 2	427	284	-	646	423	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	94	67	633	74	67	572	872	-	-	774	-	-
Mov Cap-2 Maneuver	94	67	-	74	67	-	-	-	-	-	-	-
Stage 1	338	434	-	201	253	-	-	-	-	-	-	-
Stage 2	361	244	-	562	420	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	60.7	39	1.2	0.1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	872	-	-	93	633	74	181	774	-	-
HCM Lane V/C Ratio	0.14	-	-	0.748	0.12	0.073	0.042	0.007	-	-
HCM Control Delay (s)	9.8	-	-	114.5	11.5	57.5	25.8	9.7	-	-
HCM Lane LOS	A	-	-	F	B	F	D	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	3.8	0.4	0.2	0.1	0	-	-

Canada Road and North Access
AM with Site

03/14/2022

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	41	13	251	458	2
Future Volume (Veh/h)	5	41	13	251	458	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	45	14	273	498	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	664	250	500			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	664	250	500			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	94	99			
cM capacity (veh/h)	389	750	1060			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	5	45	14	136	136	332	168
Volume Left	5	0	14	0	0	0	0
Volume Right	0	45	0	0	0	0	2
cSH	389	750	1060	1700	1700	1700	1700
Volume to Capacity	0.01	0.06	0.01	0.08	0.08	0.20	0.10
Queue Length 95th (ft)	1	5	1	0	0	0	0
Control Delay (s)	14.4	10.1	8.4	0.0	0.0	0.0	0.0
Lane LOS	B	B	A				
Approach Delay (s)	10.5		0.4			0.0	
Approach LOS	B						

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	22.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	41	13	251	458	2
Future Vol, veh/h	5	41	13	251	458	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	45	14	273	498	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	664	250	500	0	-	0
Stage 1	499	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	394	750	1060	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	389	750	1060	-	-	-
Mov Cap-2 Maneuver	389	-	-	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	847	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1060	-	389	750	-	-
HCM Lane V/C Ratio	0.013	-	0.014	0.059	-	-
HCM Control Delay (s)	8.4	-	14.4	10.1	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0	0.2	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	21	42	755	639	7
Future Volume (Veh/h)	5	21	42	755	639	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	23	46	821	695	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1202	352	703			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1202	352	703			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	96	95			
cM capacity (veh/h)	168	645	890			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	5	23	46	410	410	463	240
Volume Left	5	0	46	0	0	0	0
Volume Right	0	23	0	0	0	0	8
cSH	168	645	890	1700	1700	1700	1700
Volume to Capacity	0.03	0.04	0.05	0.24	0.24	0.27	0.14
Queue Length 95th (ft)	2	3	4	0	0	0	0
Control Delay (s)	27.1	10.8	9.3	0.0	0.0	0.0	0.0
Lane LOS	D	B	A				
Approach Delay (s)	13.7		0.5			0.0	
Approach LOS	B						

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	21	42	755	639	7
Future Vol, veh/h	5	21	42	755	639	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	23	46	821	695	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1202	352	703	0	-	0
Stage 1	699	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	177	644	890	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	168	644	890	-	-	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	430	-	-	-	-	-
Stage 2	573	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	890	-	168	644	-	-
HCM Lane V/C Ratio	0.051	-	0.032	0.035	-	-
HCM Control Delay (s)	9.3	-	27.1	10.8	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	307	194	30	36	5
Future Vol, veh/h	12	307	194	30	36	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	334	211	33	39	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	244	0	-	0	421	228
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	193	-
Critical Hdwy	4.13	-	-	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1321	-	-	-	575	811
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	821	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1321	-	-	-	569	811
Mov Cap-2 Maneuver	-	-	-	-	569	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	821	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1321	-	-	-	569	811
HCM Lane V/C Ratio	0.01	-	-	-	0.069	0.007
HCM Control Delay (s)	7.8	-	-	-	11.8	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	307	194	30	36	5
Future Volume (Veh/h)	12	307	194	30	36	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	334	211	33	39	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	244				420	228
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	244				420	228
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				93	99
cM capacity (veh/h)	1319				556	775

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	SB 1	SB 2
Volume Total	13	167	167	244	39	5
Volume Left	13	0	0	0	39	0
Volume Right	0	0	0	33	0	5
cSH	1319	1700	1700	1700	556	775
Volume to Capacity	0.01	0.10	0.10	0.14	0.07	0.01
Queue Length 95th (ft)	1	0	0	0	6	0
Control Delay (s)	7.8	0.0	0.0	0.0	12.0	9.7
Lane LOS	A				B	A
Approach Delay (s)	0.3			0.0	11.7	
Approach LOS					B	

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	22.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	14	461	194	37	46	7
Future Volume (Veh/h)	14	461	194	37	46	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	501	211	40	50	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	251				512	231
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	251				512	231
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				90	99
cM capacity (veh/h)	1311				486	771

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	SB 1	SB 2
Volume Total	15	250	250	251	50	8
Volume Left	15	0	0	0	50	0
Volume Right	0	0	0	40	0	8
cSH	1311	1700	1700	1700	486	771
Volume to Capacity	0.01	0.15	0.15	0.15	0.10	0.01
Queue Length 95th (ft)	1	0	0	0	9	1
Control Delay (s)	7.8	0.0	0.0	0.0	13.3	9.7
Lane LOS	A				B	A
Approach Delay (s)	0.2			0.0	12.8	
Approach LOS					B	

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	22.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	461	194	37	46	7
Future Vol, veh/h	14	461	194	37	46	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	501	211	40	50	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	251	0	-	0	512	231
Stage 1	-	-	-	-	231	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	4.13	-	-	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1313	-	-	-	506	807
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	742	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1313	-	-	-	500	807
Mov Cap-2 Maneuver	-	-	-	-	500	-
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	742	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1313	-	-	-	500	807
HCM Lane V/C Ratio	0.012	-	-	-	0.1	0.009
HCM Control Delay (s)	7.8	-	-	-	13	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	2	215	2	10	162	33	2	2	5	13	1	1
Future Vol, veh/h	2	215	2	10	162	33	2	2	5	13	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	234	2	11	176	36	2	2	5	14	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	212	0	0	236	0	0	456	473	235	459	456	194
Stage 1	-	-	-	-	-	-	239	239	-	216	216	-
Stage 2	-	-	-	-	-	-	217	234	-	243	240	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1358	-	-	1331	-	-	515	490	804	512	501	847
Stage 1	-	-	-	-	-	-	764	708	-	786	724	-
Stage 2	-	-	-	-	-	-	785	711	-	761	707	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1358	-	-	1331	-	-	510	486	804	503	496	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	510	486	-	503	496	-
Stage 1	-	-	-	-	-	-	763	707	-	785	718	-
Stage 2	-	-	-	-	-	-	776	705	-	752	706	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.1	0.4	10.8	12.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NELn2	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	510	677	1358	-	-	1331	-	-	503	626
HCM Lane V/C Ratio	0.004	0.011	0.002	-	-	0.008	-	-	0.028	0.003
HCM Control Delay (s)	12.1	10.4	7.7	-	-	7.7	-	-	12.4	10.8
HCM Lane LOS	B	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0.1	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	2	215	2	10	162	33	2	2	5	13	1	1
Future Volume (Veh/h)	2	215	2	10	162	33	2	2	5	13	1	1
Sign Control		Free			Free			Stop			Stop	
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)	2	234	2	11	176	36	2	2	5	14	1	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	212			236			438	473	235	460	456	194
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	212			236			438	473	235	460	456	194
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	100	99	97	100	100
cM capacity (veh/h)	1358			1331			523	485	804	503	496	847

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NE 1	NE 2	SW 1	SW 2
Volume Total	2	236	11	212	2	7	14	2
Volume Left	2	0	11	0	2	0	14	0
Volume Right	0	2	0	36	0	5	0	1
cSH	1358	1700	1331	1700	523	677	503	626
Volume to Capacity	0.00	0.14	0.01	0.12	0.00	0.01	0.03	0.00
Queue Length 95th (ft)	0	0	1	0	0	1	2	0
Control Delay (s)	7.7	0.0	7.7	0.0	11.9	10.4	12.4	10.8
Lane LOS	A		A		B	B	B	B
Approach Delay (s)	0.1		0.4		10.7		12.2	
Approach LOS					B		B	

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	10	355	2	5	415	61	2	2	5	93	1	8
Future Volume (Veh/h)	10	355	2	5	415	61	2	2	5	93	1	8
Sign Control		Free			Free			Stop			Stop	
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)	11	386	2	5	451	66	2	2	5	101	1	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	517			388			880	936	387	908	904	484
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	517			388			880	936	387	908	904	484
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	99	99	60	100	98
cM capacity (veh/h)	1049			1170			260	261	661	250	273	583

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NE 1	NE 2	SW 1	SW 2
Volume Total	11	388	5	517	2	7	101	10
Volume Left	11	0	5	0	2	0	101	0
Volume Right	0	2	0	66	0	5	0	9
cSH	1049	1700	1170	1700	260	460	250	523
Volume to Capacity	0.01	0.23	0.00	0.30	0.01	0.02	0.40	0.02
Queue Length 95th (ft)	1	0	0	0	1	1	46	1
Control Delay (s)	8.5	0.0	8.1	0.0	19.0	12.9	28.8	12.0
Lane LOS	A		A		C	B	D	B
Approach Delay (s)	0.2		0.1		14.3		27.3	
Approach LOS					B		D	

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	10	355	2	5	415	61	2	2	5	93	1	8
Future Vol, veh/h	10	355	2	5	415	61	2	2	5	93	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	386	2	5	451	66	2	2	5	101	1	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	517	0	0	388	0	0	908	936	387	907	904	484
Stage 1	-	-	-	-	-	-	409	409	-	494	494	-
Stage 2	-	-	-	-	-	-	499	527	-	413	410	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1049	-	-	1170	-	-	256	265	661	257	277	583
Stage 1	-	-	-	-	-	-	619	596	-	557	546	-
Stage 2	-	-	-	-	-	-	554	528	-	616	595	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1049	-	-	1170	-	-	249	261	661	250	273	583
Mov Cap-2 Maneuver	-	-	-	-	-	-	249	261	-	250	273	-
Stage 1	-	-	-	-	-	-	613	590	-	551	544	-
Stage 2	-	-	-	-	-	-	542	526	-	602	589	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	0.2	0.1	14.5	27.3
HCM LOS			B	D

Minor Lane/Major Mvmt	NELn1	NELn2	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	249	460	1049	-	-	1170	-	-	250	518
HCM Lane V/C Ratio	0.009	0.017	0.01	-	-	0.005	-	-	0.404	0.019
HCM Control Delay (s)	19.6	13	8.5	-	-	8.1	-	-	28.8	12.1
HCM Lane LOS	C	B	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0	0.1	0	-	-	0	-	-	1.9	0.1

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Intersection												
Int Delay, s/veh	1.1											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	3	176	0	0	180	25	0	0	0	37	0	3
Future Vol, veh/h	3	176	0	0	180	25	0	0	0	37	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	191	0	0	196	27	0	0	0	40	0	3

Major/Minor	Major1		Major2				Minor2		
Conflicting Flow All	223	0	-	-	-	0	407	-	210
Stage 1	-	-	-	-	-	-	210	-	-
Stage 2	-	-	-	-	-	-	197	-	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	-	3.318
Pot Cap-1 Maneuver	1346	-	0	0	-	-	600	0	830
Stage 1	-	-	0	0	-	-	825	0	-
Stage 2	-	-	0	0	-	-	836	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1346	-	-	-	-	-	599	0	830
Mov Cap-2 Maneuver	-	-	-	-	-	-	599	0	-
Stage 1	-	-	-	-	-	-	823	0	-
Stage 2	-	-	-	-	-	-	836	0	-

Approach	EB	WB	SW
HCM Control Delay, s	0.1	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	1346	-	-	-	599	830
HCM Lane V/C Ratio	0.002	-	-	-	0.067	0.004
HCM Control Delay (s)	7.7	-	-	-	11.4	9.4
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	3	176	0	0	180	25	0	0	0	37	0	3
Future Volume (Veh/h)	3	176	0	0	180	25	0	0	0	37	0	3
Sign Control		Free			Free			Stop			Stop	
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)	3	191	0	0	196	27	0	0	0	40	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	223			191			410	420	191	406	406	210
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	223			191			410	420	191	406	406	210
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	93	100	100
cM capacity (veh/h)	1346			1383			549	523	851	554	533	831

Direction, Lane #	EB 1	EB 2	WB 1	SW 1	SW 2
Volume Total	3	191	223	40	3
Volume Left	3	0	0	40	0
Volume Right	0	0	27	0	3
cSH	1346	1700	1700	554	831
Volume to Capacity	0.00	0.11	0.13	0.07	0.00
Queue Length 95th (ft)	0	0	0	6	0
Control Delay (s)	7.7	0.0	0.0	12.0	9.3
Lane LOS	A			B	A
Approach Delay (s)	0.1		0.0	11.8	
Approach LOS				B	

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	21.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	5	239	0	0	376	44	0	0	0	38	0	4
Future Vol, veh/h	5	239	0	0	376	44	0	0	0	38	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	260	0	0	409	48	0	0	0	41	0	4

Major/Minor	Major1		Major2				Minor2		
Conflicting Flow All	457	0	-	-	-	0	703	-	433
Stage 1	-	-	-	-	-	-	433	-	-
Stage 2	-	-	-	-	-	-	270	-	-
Critical Hdwy	4.12	-	-	-	-	-	6.42	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	-	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	-	3.318
Pot Cap-1 Maneuver	1104	-	0	0	-	-	404	0	623
Stage 1	-	-	0	0	-	-	654	0	-
Stage 2	-	-	0	0	-	-	775	0	-
Platoon blocked, %		-			-	-			
Mov Cap-1 Maneuver	1104	-	-	-	-	-	402	0	623
Mov Cap-2 Maneuver	-	-	-	-	-	-	402	0	-
Stage 1	-	-	-	-	-	-	651	0	-
Stage 2	-	-	-	-	-	-	775	0	-

Approach	EB	WB	SW
HCM Control Delay, s	0.2	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1	SWLn2
Capacity (veh/h)	1104	-	-	-	402	623
HCM Lane V/C Ratio	0.005	-	-	-	0.103	0.007
HCM Control Delay (s)	8.3	-	-	-	15	10.8
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	5	239	0	0	376	44	0	0	0	38	0	4
Future Volume (Veh/h)	5	239	0	0	376	44	0	0	0	38	0	4
Sign Control		Free			Free			Stop			Stop	
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)	5	260	0	0	409	48	0	0	0	41	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	457			260			707	727	260	703	703	433
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	457			260			707	727	260	703	703	433
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	88	100	99
cM capacity (veh/h)	1104			1304			347	349	779	351	360	623

Direction, Lane #	EB 1	EB 2	WB 1	SW 1	SW 2
Volume Total	5	260	457	41	4
Volume Left	5	0	0	41	0
Volume Right	0	0	48	0	4
cSH	1104	1700	1700	351	623
Volume to Capacity	0.00	0.15	0.27	0.12	0.01
Queue Length 95th (ft)	0	0	0	10	0
Control Delay (s)	8.3	0.0	0.0	16.6	10.8
Lane LOS	A			C	B
Approach Delay (s)	0.2		0.0	16.1	
Approach LOS				C	

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	32.5%	ICU Level of Service	A
Analysis Period (min)	15		

Davies and Senior Drive
AM Peak with Site

03/14/2022

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	160	123	10	19	2
Future Volume (Veh/h)	2	160	123	10	19	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	174	134	11	21	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	145				230	140
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	145				230	140
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	100
cM capacity (veh/h)	1435				736	883

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	SB 1	SB 2
Volume Total	2	87	87	145	21	2
Volume Left	2	0	0	0	21	0
Volume Right	0	0	0	11	0	2
cSH	1435	1700	1700	1700	736	883
Volume to Capacity	0.00	0.05	0.05	0.09	0.03	0.00
Queue Length 95th (ft)	0	0	0	0	2	0
Control Delay (s)	7.5	0.0	0.0	0.0	10.0	9.1
Lane LOS	A				B	A
Approach Delay (s)	0.1			0.0	10.0	
Approach LOS					A	

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	17.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	160	123	10	19	2
Future Vol, veh/h	2	160	123	10	19	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	174	134	11	21	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	145	0	-	0	231	140
Stage 1	-	-	-	-	140	-
Stage 2	-	-	-	-	91	-
Critical Hdwy	4.13	-	-	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1436	-	-	-	747	907
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	923	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1436	-	-	-	746	907
Mov Cap-2 Maneuver	-	-	-	-	746	-
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	923	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1436	-	-	-	746	907
HCM Lane V/C Ratio	0.002	-	-	-	0.028	0.002
HCM Control Delay (s)	7.5	-	-	-	10	9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	40	0	265	0	329	0	208	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	1774	0	1774	0
Q Serve Time (g_s), s	1.3	0.0	8.6	0.0	10.8	0.0	6.5	0.0
Cycle Q Clear Time (g_c), s	1.3	0.0	8.6	0.0	10.8	0.0	6.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	545	0	883	0	745	0	1235	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	18.6	0.0	21.9	0.0	20.6	0.0	21.9	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	3.3	0.0	16.7	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	3.3	0.0	1.1	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	201	0	298	0	389	0	554	0
V/C Ratio (X)	0.20	0.00	0.89	0.00	0.85	0.00	0.38	0.00
Avail Cap (c_a), veh/h	201	0	298	0	389	0	554	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	22.5	0.0	20.4	0.0	19.7	0.0	17.1	0.0
Incr Delay (d2), s/veh	2.2	0.0	30.0	0.0	19.8	0.0	1.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	24.7	0.0	50.4	0.0	39.5	0.0	19.0	0.0
1st-Term Q (Q1), veh/ln	0.6	0.0	4.1	0.0	5.2	0.0	3.2	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	2.5	0.0	2.1	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.8	0.0	6.6	0.0	7.3	0.0	3.5	0.0
%ile Storage Ratio (RQ%)	0.18	0.00	1.24	0.00	1.51	0.00	0.72	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	670	0	0	0	352	0	0
Grp Sat Flow (s), veh/h/ln	0	1863	0	0	0	1770	0	0
Q Serve Time (g_s), s	0.0	25.7	0.0	0.0	0.0	15.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.7	0.0	0.0	0.0	15.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	598	0	0	0	411	0	0
V/C Ratio (X)	0.00	1.12	0.00	0.00	0.00	0.85	0.00	0.00
Avail Cap (c_a), veh/h	0	598	0	0	0	411	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	27.1	0.0	0.0	0.0	29.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	74.2	0.0	0.0	0.0	19.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	101.4	0.0	0.0	0.0	49.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	13.1	0.0	0.0	0.0	7.4	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	12.3	0.0	0.0	0.0	2.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	25.5	0.0	0.0	0.0	9.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	5.22	0.00	0.00	0.00	2.34	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	17.9	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	361	0	514	0	345	0	148
Grp Sat Flow (s), veh/h/ln	0	1583	0	1685	0	1729	0	1772
Q Serve Time (g_s), s	0.0	16.0	0.0	21.9	0.0	15.3	0.0	5.3
Cycle Q Clear Time (g_c), s	0.0	16.0	0.0	21.9	0.0	15.3	0.0	5.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.60	0.00	0.44	0.00	0.29
Lane Grp Cap (c), veh/h	0	509	0	461	0	402	0	487
V/C Ratio (X)	0.00	0.71	0.00	1.11	0.00	0.86	0.00	0.30
Avail Cap (c_a), veh/h	0	509	0	461	0	402	0	487
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.9	0.0	29.1	0.0	29.4	0.0	22.9
Incr Delay (d2), s/veh	0.0	8.1	0.0	76.9	0.0	20.7	0.0	1.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.0	0.0	105.9	0.0	50.1	0.0	24.5
1st-Term Q (Q1), veh/ln	0.0	6.9	0.0	10.1	0.0	7.3	0.0	2.6
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	9.8	0.0	2.3	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.1	0.0	20.0	0.0	9.6	0.0	2.8
%ile Storage Ratio (RQ%)	0.00	1.66	0.00	4.12	0.00	2.32	0.00	0.53
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	13.2	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 2010 Ctrl Delay		62.9						
HCM 2010 LOS		E						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	190	282	244	97	40	303	616	332	37	501	140
Future Volume (veh/h)	191	190	282	244	97	40	303	616	332	37	501	140
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	208	207	307	265	105	43	329	670	361	40	545	152
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	554	186	276	298	346	142	389	598	509	201	636	177
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.27	0.27	0.12	0.28	0.28	0.15	0.32	0.32	0.06	0.23	0.23
Ln Grp Delay, s/veh	19.0	0.0	105.9	50.4	0.0	24.5	39.5	101.4	32.0	24.7	49.1	50.1
Ln Grp LOS	B		F	D		C	D	F	C	C	D	D
Approach Vol, veh/h		722			413			1360			737	
Approach Delay, s/veh		80.9			41.1			68.0			48.3	
Approach LOS		F			D			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	9.5	30.2	13.9	26.4	16.6	23.1	13.8	26.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	25.7	9.4	21.9	12.1	18.6	9.3	22.0
Max Allow Headway (MAH), s	3.8	4.8	3.8	5.4	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	3.3	27.7	10.6	23.9	12.8	17.3	8.5	7.3
Green Ext Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.6	0.1	0.6
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		1		3		5		7
Mvmt Sat Flow, veh/h		1774		1774		1774		1774

Through Movement Data								
Assigned Mvmt			2		4		6		8
Mvmt Sat Flow, veh/h			1863		679		2737		1257

Right-Turn Movement Data								
Assigned Mvmt			12		14		16		18
Mvmt Sat Flow, veh/h			1583		1006		761		515

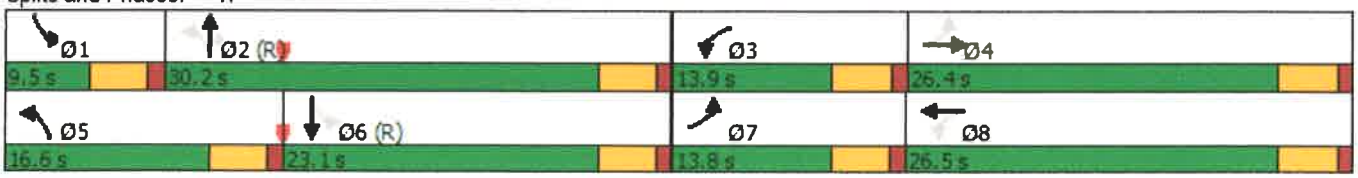
Left Lane Group Data								
Assigned Mvmt		1	0	3	0	5	0	7	0
Lane Assignment		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	E		D	C		D	F	A	B	D	
Approach Delay		46.3			38.5			64.2			37.4	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	62	214		83	48		110	~392	0	11	165	
Queue Length 95th (ft)	108	#414		#215	95		#264	#592	57	28	#255	
Internal Link Dist (ft)		89			101			79			60	
Turn Bay Length (ft)												
Base Capacity (vph)	534	530		301	507		360	598	753	203	827	
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	0.39	0.97		0.88	0.29		0.91	1.12	0.48	0.20	0.84	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 50.8 Intersection LOS: D
Intersection Capacity Utilization 92.4% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1:



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	190	282	244	97	40	303	616	332	37	501	140
Future Volume (vph)	191	190	282	244	97	40	303	616	332	37	501	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	0.95	
Frt	1.00	0.91		1.00	0.96		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1696		1770	1782		1770	1863	1583	1770	3423	
Flt Permitted	0.64	1.00		0.18	1.00		0.17	1.00	1.00	0.22	1.00	
Satd. Flow (perm)	1201	1696		339	1782		323	1863	1583	401	3423	
Peak-hour factor, PHF	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)	208	207	307	265	105	43	329	670	361	40	545	152
RTOR Reduction (vph)	0	67	0	0	18	0	0	0	245	0	31	0
Lane Group Flow (vph)	208	447	0	265	130	0	329	670	116	40	666	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	31.2	21.9		31.4	22.0		35.2	25.7	25.7	23.6	18.6	
Effective Green, g (s)	31.2	21.9		31.4	22.0		35.2	25.7	25.7	23.6	18.6	
Actuated g/C Ratio	0.39	0.27		0.39	0.28		0.44	0.32	0.32	0.30	0.23	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Grp Cap (vph)	534	464		301	490		360	598	508	203	795	
v/s Ratio Prot	0.05	c0.26		c0.10	0.07		c0.14	c0.36		0.01	0.19	
v/s Ratio Perm	0.11			0.24			0.26		0.07	0.05		
v/c Ratio	0.39	0.96		0.88	0.27		0.91	1.12	0.23	0.20	0.84	
Uniform Delay, d1	16.9	28.7		19.7	22.7		18.0	27.1	19.9	21.7	29.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.1	33.7		28.7	1.3		29.9	74.5	1.0	2.2	10.2	
Delay (s)	19.0	62.3		48.4	24.0		47.9	101.7	20.9	23.9	39.5	
Level of Service	B	E		D	C		D	F	C	C	D	
Approach Delay (s)		49.8			39.7			67.3			38.6	
Approach LOS		D			D			E			D	

Intersection Summary			
HCM 2000 Control Delay	53.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	92.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

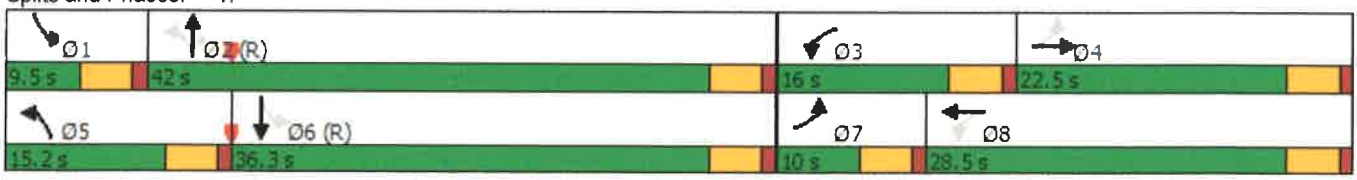
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	39	143	184	29	24	139	210	134	41	406	51
Future Volume (vph)	58	39	143	184	29	24	139	210	134	41	406	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.882			0.933				0.850		0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1643	0	1770	1738	0	1770	3539	1583	1770	3479	0
Flt Permitted	0.719			0.385			0.343			0.610		
Satd. Flow (perm)	1339	1643	0	717	1738	0	639	3539	1583	1136	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		155			26				182		17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			181			159			140	
Travel Time (s)		3.8			4.1			3.6			3.2	
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)	63	42	155	200	32	26	151	228	146	45	441	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	197	0	200	58	0	151	228	146	45	496	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	10.0	22.5		16.0	28.5		15.2	42.0	42.0	9.5	36.3	
Total Split (%)	11.1%	25.0%		17.8%	31.7%		16.9%	46.7%	46.7%	10.6%	40.3%	
Maximum Green (s)	5.5	18.0		11.5	24.0		10.7	37.5	37.5	5.0	31.8	
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)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	23.5	18.0		34.0	24.0		47.0	37.5	37.5	36.8	31.8	
Actuated g/C Ratio	0.26	0.20		0.38	0.27		0.52	0.42	0.42	0.41	0.35	
v/c Ratio	0.17	0.44		0.49	0.12		0.32	0.15	0.19	0.09	0.40	
Control Delay	20.0	12.2		24.3	16.8		13.3	16.7	2.0	11.7	22.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	20.0	12.2		24.3	16.8		13.3	16.7	2.0	11.7	22.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B		C	B		B	B	A	B	C	
Approach Delay		14.1			22.6			11.6			21.4	
Approach LOS		B			C			B			C	
Queue Length 50th (ft)	23	20		78	14		42	41	0	12	106	
Queue Length 95th (ft)	49	79		132	43		75	65	21	28	149	
Internal Link Dist (ft)		89			101			79			60	
Turn Bay Length (ft)												
Base Capacity (vph)	375	452		405	482		468	1474	765	499	1240	
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	0.17	0.44		0.49	0.12		0.32	0.15	0.19	0.09	0.40	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 17.2 Intersection LOS: B
Intersection Capacity Utilization 56.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1:



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	39	143	184	29	24	139	210	134	41	406	51
Future Volume (vph)	58	39	143	184	29	24	139	210	134	41	406	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.88		1.00	0.93		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1643		1770	1737		1770	3539	1583	1770	3480	
Flt Permitted	0.72	1.00		0.38	1.00		0.34	1.00	1.00	0.61	1.00	
Satd. Flow (perm)	1340	1643		716	1737		638	3539	1583	1135	3480	
Peak-hour factor, PHF	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)	63	42	155	200	32	26	151	228	146	45	441	55
RTOR Reduction (vph)	0	124	0	0	19	0	0	0	85	0	11	0
Lane Group Flow (vph)	63	73	0	200	39	0	151	228	61	45	485	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	23.5	18.0		34.0	24.0		47.0	37.5	37.5	36.8	31.8	
Effective Green, g (s)	23.5	18.0		34.0	24.0		47.0	37.5	37.5	36.8	31.8	
Actuated g/C Ratio	0.26	0.20		0.38	0.27		0.52	0.42	0.42	0.41	0.35	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Grp Cap (vph)	376	328		405	463		467	1474	659	499	1229	
v/s Ratio Prot	0.01	0.04		c0.06	0.02		c0.04	0.06		0.01	c0.14	
v/s Ratio Perm	0.03			c0.12			0.13		0.04	0.03		
v/c Ratio	0.17	0.22		0.49	0.08		0.32	0.15	0.09	0.09	0.39	
Uniform Delay, d1	25.5	30.1		20.2	24.8		11.9	16.4	15.9	16.1	21.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.0	1.6		4.3	0.4		1.8	0.2	0.3	0.4	1.0	
Delay (s)	26.4	31.7		24.4	25.1		13.7	16.6	16.2	16.5	22.8	
Level of Service	C	C		C	C		B	B	B	B	C	
Approach Delay (s)		30.4			24.6			15.7			22.3	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	39	143	184	29	24	139	210	134	41	406	51
Future Volume (veh/h)	58	39	143	184	29	24	139	210	134	41	406	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	63	42	155	200	32	26	151	228	146	45	441	55
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	456	70	257	413	254	206	514	1475	660	533	1120	139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.20	0.20	0.13	0.27	0.27	0.12	0.42	0.42	0.06	0.35	0.35
Ln Grp Delay, s/veh	26.1	0.0	40.7	26.4	0.0	25.6	14.9	16.6	17.6	16.4	23.7	23.7
Ln Grp LOS	C		D	C		C	B	B	B	B	C	C
Approach Vol, veh/h		260			258			525			541	
Approach Delay, s/veh		37.2			26.2			16.4			23.1	
Approach LOS		D			C			B			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	9.5	42.0	16.0	22.5	15.2	36.3	10.0	28.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	37.5	11.5	18.0	10.7	31.8	5.5	24.0
Max Allow Headway (MAH), s	3.8	4.8	3.8	5.5	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	3.4	7.3	9.4	11.9	6.2	11.5	4.4	4.3
Green Ext Time (g_e), s	0.0	2.0	0.1	0.5	0.1	2.9	0.0	0.2
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		1		3		5		7
Mvmt Sat Flow, veh/h		1774		1774		1774		1774

Through Movement Data								
Assigned Mvmt			2		4		6		8
Mvmt Sat Flow, veh/h			3539		349		3170		952

Right-Turn Movement Data								
Assigned Mvmt			12		14		16		18
Mvmt Sat Flow, veh/h			1583		1287		393		774

Left Lane Group Data								
Assigned Mvmt		1	0	3	0	5	0	7	0
Lane Assignment		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	45	0	200	0	151	0	63	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	1774	0	1774	0
Q Serve Time (g_s), s	1.4	0.0	7.4	0.0	4.2	0.0	2.4	0.0
Cycle Q Clear Time (g_c), s	1.4	0.0	7.4	0.0	4.2	0.0	2.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1004	0	1181	0	898	0	1340	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	31.8	0.0	20.0	0.0	33.8	0.0	18.0	0.0
Perm LT Serve Time (g_u), s	31.8	0.0	8.1	0.0	22.3	0.0	18.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	2.4	0.0	2.3	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	533	0	413	0	514	0	456	0
V/C Ratio (X)	0.08	0.00	0.48	0.00	0.29	0.00	0.14	0.00
Avail Cap (c_a), veh/h	533	0	413	0	514	0	456	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	16.1	0.0	22.4	0.0	13.4	0.0	25.5	0.0
Incr Delay (d2), s/veh	0.3	0.0	4.0	0.0	1.5	0.0	0.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	16.4	0.0	26.4	0.0	14.9	0.0	26.1	0.0
1st-Term Q (Q1), veh/ln	0.7	0.0	3.6	0.0	2.1	0.0	1.2	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.5	0.0	0.2	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.7	0.0	4.0	0.0	2.3	0.0	1.3	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	0.84	0.00	0.46	0.00	0.26	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	228	0	0	0	245	0	0
Grp Sat Flow (s), veh/h/ln	0	1770	0	0	0	1770	0	0
Q Serve Time (g_s), s	0.0	3.6	0.0	0.0	0.0	9.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.6	0.0	0.0	0.0	9.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1475	0	0	0	625	0	0
V/C Ratio (X)	0.00	0.15	0.00	0.00	0.00	0.39	0.00	0.00
Avail Cap (c_a), veh/h	0	1475	0	0	0	625	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.4	0.0	0.0	0.0	21.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	1.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.6	0.0	0.0	0.0	23.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.8	0.0	0.0	0.0	4.6	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.8	0.0	0.0	0.0	4.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.37	0.00	0.00	0.00	1.18	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	146	0	197	0	251	0	58
Grp Sat Flow (s), veh/h/ln	0	1583	0	1636	0	1793	0	1726
Q Serve Time (g_s), s	0.0	5.3	0.0	9.9	0.0	9.5	0.0	2.3
Cycle Q Clear Time (g_c), s	0.0	5.3	0.0	9.9	0.0	9.5	0.0	2.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.79	0.00	0.22	0.00	0.45
Lane Grp Cap (c), veh/h	0	660	0	327	0	634	0	460
V/C Ratio (X)	0.00	0.22	0.00	0.60	0.00	0.40	0.00	0.13
Avail Cap (c_a), veh/h	0	660	0	327	0	634	0	460
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.9	0.0	32.7	0.0	21.9	0.0	25.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	8.0	0.0	1.8	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.6	0.0	40.7	0.0	23.7	0.0	25.6
1st-Term Q (Q1), veh/ln	0.0	2.3	0.0	4.4	0.0	4.7	0.0	1.1
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.7	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.5	0.0	5.2	0.0	5.0	0.0	1.2
%ile Storage Ratio (RQ%)	0.00	0.51	0.00	1.06	0.00	1.21	0.00	0.24
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 2010 Ctrl Delay		23.7						
HCM 2010 LOS		C						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	190	282	244	97	40	303	616	332	37	501	140
Future Volume (veh/h)	191	190	282	244	97	40	303	616	332	37	501	140
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	208	207	307	265	105	43	329	670	361	40	545	152
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	554	186	276	298	346	142	389	1137	509	290	636	177
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.27	0.27	0.12	0.28	0.28	0.15	0.32	0.32	0.06	0.23	0.23
Ln Grp Delay, s/veh	19.0	0.0	105.9	50.4	0.0	24.5	39.5	25.0	32.0	21.5	49.1	50.1
Ln Grp LOS	B		F	D		C	D	C	C	C	D	D
Approach Vol, veh/h		722			413			1360			737	
Approach Delay, s/veh		80.9			41.1			30.4			48.1	
Approach LOS		F			D			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	9.5	30.2	13.9	26.4	16.6	23.1	13.8	26.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	25.7	9.4	21.9	12.1	18.6	9.3	22.0
Max Allow Headway (MAH), s	3.8	4.8	3.8	5.4	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	3.3	18.0	10.6	23.9	12.8	17.3	8.5	7.3
Green Ext Time (g_e), s	0.0	3.5	0.0	0.0	0.0	0.6	0.1	0.6
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1774		1774		1774		1774	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3539		679		2737		1257

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1583		1006		761		515

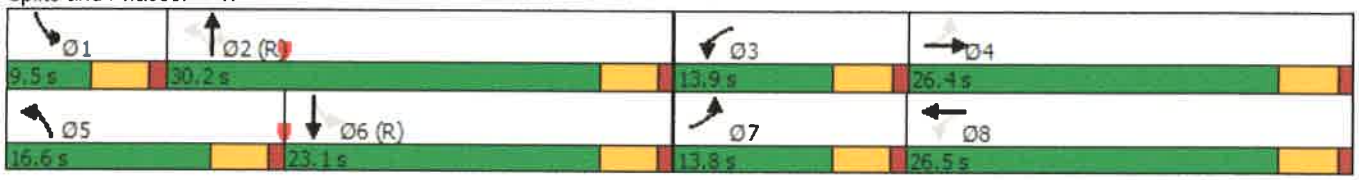
Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	(Pr/Pm)		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	E		D	C		D	C	A	B	D	
Approach Delay		46.3			38.5			26.0			37.4	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	62	214		83	48		110	145	0	11	165	
Queue Length 95th (ft)	108	#414		#215	95		#264	200	57	28	#255	
Internal Link Dist (ft)		89			101			79			60	
Turn Bay Length (ft)												
Base Capacity (vph)	534	530		301	507		360	1136	753	267	827	
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	0.39	0.97		0.88	0.29		0.91	0.59	0.48	0.15	0.84	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 34.7 Intersection LOS: C
Intersection Capacity Utilization 90.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1:



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	190	282	244	97	40	303	616	332	37	501	140
Future Volume (vph)	191	190	282	244	97	40	303	616	332	37	501	140
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	0.95	1.00	1.00	0.95	0.95
Frt		0.910			0.956				0.850		0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1695	0	1770	1781	0	1770	3539	1583	1770	3422	0
Flt Permitted	0.645			0.182			0.173			0.362		
Satd. Flow (perm)	1201	1695	0	339	1781	0	322	3539	1583	674	3422	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		92			25				361		41	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			181			159			140	
Travel Time (s)		3.8			4.1			3.6			3.2	
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)	208	207	307	265	105	43	329	670	361	40	545	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	208	514	0	265	148	0	329	670	361	40	697	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	13.8	26.4		13.9	26.5		16.6	30.2	30.2	9.5	23.1	
Total Split (%)	17.3%	33.0%		17.4%	33.1%		20.8%	37.8%	37.8%	11.9%	28.9%	
Maximum Green (s)	9.3	21.9		9.4	22.0		12.1	25.7	25.7	5.0	18.6	
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)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	31.2	21.9		31.4	22.0		35.2	25.7	25.7	23.6	18.6	
Actuated g/C Ratio	0.39	0.27		0.39	0.28		0.44	0.32	0.32	0.30	0.23	
v/c Ratio	0.39	0.97		0.88	0.29		0.91	0.59	0.48	0.15	0.84	
Control Delay	16.6	58.3		48.4	20.8		50.5	25.3	4.8	15.2	38.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	16.6	58.3		48.4	20.8		50.5	25.3	4.8	15.2	38.7	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	40	0	265	0	329	0	208	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	1774	0	1774	0
Q Serve Time (g_s), s	1.3	0.0	8.6	0.0	10.8	0.0	6.5	0.0
Cycle Q Clear Time (g_c), s	1.3	0.0	8.6	0.0	10.8	0.0	6.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	545	0	883	0	745	0	1235	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	18.6	0.0	21.9	0.0	20.6	0.0	21.9	0.0
Perm LT Serve Time (g_u), s	13.0	0.0	0.0	0.0	3.3	0.0	16.7	0.0
Perm LT Q Serve Time (g_ps), s	0.4	0.0	0.0	0.0	3.3	0.0	1.1	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	290	0	298	0	389	0	554	0
V/C Ratio (X)	0.14	0.00	0.89	0.00	0.85	0.00	0.38	0.00
Avail Cap (c_a), veh/h	290	0	298	0	389	0	554	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	20.5	0.0	20.4	0.0	19.7	0.0	17.1	0.0
Incr Delay (d2), s/veh	1.0	0.0	30.0	0.0	19.8	0.0	1.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	21.5	0.0	50.4	0.0	39.5	0.0	19.0	0.0
1st-Term Q (Q1), veh/ln	0.6	0.0	4.1	0.0	5.2	0.0	3.2	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	2.5	0.0	2.1	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.7	0.0	6.6	0.0	7.3	0.0	3.5	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	1.38	0.00	1.51	0.00	0.72	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	670	0	0	0	352	0	0
Grp Sat Flow (s), veh/h/ln	0	1770	0	0	0	1770	0	0
Q Serve Time (g_s), s	0.0	12.7	0.0	0.0	0.0	15.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	12.7	0.0	0.0	0.0	15.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1137	0	0	0	411	0	0
V/C Ratio (X)	0.00	0.59	0.00	0.00	0.00	0.85	0.00	0.00
Avail Cap (c_a), veh/h	0	1137	0	0	0	411	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.7	0.0	0.0	0.0	29.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.2	0.0	0.0	0.0	19.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.0	0.0	0.0	0.0	49.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.1	0.0	0.0	0.0	7.4	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	2.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.5	0.0	0.0	0.0	9.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.33	0.00	0.00	0.00	2.34	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	361	0	514	0	345	0	148
Grp Sat Flow (s), veh/h/ln	0	1583	0	1685	0	1729	0	1772
Q Serve Time (g_s), s	0.0	16.0	0.0	21.9	0.0	15.3	0.0	5.3
Cycle Q Clear Time (g_c), s	0.0	16.0	0.0	21.9	0.0	15.3	0.0	5.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.60	0.00	0.44	0.00	0.29
Lane Grp Cap (c), veh/h	0	509	0	461	0	402	0	487
V/C Ratio (X)	0.00	0.71	0.00	1.11	0.00	0.86	0.00	0.30
Avail Cap (c_a), veh/h	0	509	0	461	0	402	0	487
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.9	0.0	29.1	0.0	29.4	0.0	22.9
Incr Delay (d2), s/veh	0.0	8.1	0.0	76.9	0.0	20.7	0.0	1.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.0	0.0	105.9	0.0	50.1	0.0	24.5
1st-Term Q (Q1), veh/ln	0.0	6.9	0.0	10.1	0.0	7.3	0.0	2.6
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	9.8	0.0	2.3	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.1	0.0	20.0	0.0	9.6	0.0	2.8
%ile Storage Ratio (RQ%)	0.00	1.66	0.00	4.12	0.00	2.32	0.00	0.58
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	13.2	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 2010 Ctrl Delay		47.1						
HCM 2010 LOS		D						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	190	282	244	97	40	303	616	332	37	501	140
Future Volume (vph)	191	190	282	244	97	40	303	616	332	37	501	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.91		1.00	0.96		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1696		1770	1782		1770	3539	1583	1770	3423	
Flt Permitted	0.64	1.00		0.18	1.00		0.17	1.00	1.00	0.36	1.00	
Satd. Flow (perm)	1201	1696		339	1782		323	3539	1583	675	3423	
Peak-hour factor, PHF	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)	208	207	307	265	105	43	329	670	361	40	545	152
RTOR Reduction (vph)	0	67	0	0	18	0	0	0	245	0	31	0
Lane Group Flow (vph)	208	447	0	265	130	0	329	670	116	40	666	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	31.2	21.9		31.4	22.0		35.2	25.7	25.7	23.6	18.6	
Effective Green, g (s)	31.2	21.9		31.4	22.0		35.2	25.7	25.7	23.6	18.6	
Actuated g/C Ratio	0.39	0.27		0.39	0.28		0.44	0.32	0.32	0.30	0.23	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Grp Cap (vph)	534	464		301	490		360	1136	508	267	795	
v/s Ratio Prot	0.05	c0.26		c0.10	0.07		c0.14	0.19		0.01	0.19	
v/s Ratio Perm	0.11			0.24			c0.26		0.07	0.03		
v/c Ratio	0.39	0.96		0.88	0.27		0.91	0.59	0.23	0.15	0.84	
Uniform Delay, d1	16.9	28.7		19.7	22.7		18.0	22.7	19.9	20.4	29.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.1	33.7		28.7	1.3		29.9	2.3	1.0	1.2	10.2	
Delay (s)	19.0	62.3		48.4	24.0		47.9	25.0	20.9	21.5	39.5	
Level of Service	B	E		D	C		D	C	C	C	D	
Approach Delay (s)		49.8			39.7			29.5			38.5	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	37.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	228	360	20	16	2
Future Vol, veh/h	2	228	360	20	16	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	248	391	22	17	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	413	0	-	0	530	402
Stage 1	-	-	-	-	402	-
Stage 2	-	-	-	-	128	-
Critical Hdwy	4.13	-	-	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1144	-	-	-	494	647
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	885	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1144	-	-	-	493	647
Mov Cap-2 Maneuver	-	-	-	-	493	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	885	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1144	-	-	-	493	647
HCM Lane V/C Ratio	0.002	-	-	-	0.035	0.003
HCM Control Delay (s)	8.2	-	-	-	12.6	10.6
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	228	360	20	16	2
Future Volume (Veh/h)	2	228	360	20	16	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	248	391	22	17	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	413				530	402
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	413				530	402
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	100
cM capacity (veh/h)	1142				478	598

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	SB 1	SB 2
Volume Total	2	124	124	413	17	2
Volume Left	2	0	0	0	17	0
Volume Right	0	0	0	22	0	2
cSH	1142	1700	1700	1700	478	598
Volume to Capacity	0.00	0.07	0.07	0.24	0.04	0.00
Queue Length 95th (ft)	0	0	0	0	3	0
Control Delay (s)	8.2	0.0	0.0	0.0	12.8	11.0
Lane LOS	A				B	B
Approach Delay (s)	0.1			0.0	12.6	
Approach LOS					B	

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	30.2%	ICU Level of Service	A
Analysis Period (min)	15		

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	20	81	172	18	12	77	157	125	25	285	8
Future Volume (vph)	30	20	81	172	18	12	77	157	125	25	285	8
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	0.95	0.95
Frt		0.880			0.941				0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1639	0	1770	1753	0	1770	1863	1583	1770	3525	0
Flt Permitted	0.736			0.543			0.466			0.649		
Satd. Flow (perm)	1371	1639	0	1011	1753	0	868	1863	1583	1209	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		88			13				182		4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			181			159			140	
Travel Time (s)		3.8			4.1			3.6			3.2	
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)	33	22	88	187	20	13	84	171	136	27	310	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	110	0	187	33	0	84	171	136	27	319	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	10.0	22.5		16.0	28.5		15.2	42.0	42.0	9.5	36.3	
Total Split (%)	11.1%	25.0%		17.8%	31.7%		16.9%	46.7%	46.7%	10.6%	40.3%	
Maximum Green (s)	5.5	18.0		11.5	24.0		10.7	37.5	37.5	5.0	31.8	
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)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	23.5	18.0		34.0	24.0		47.0	37.5	37.5	36.8	31.8	
Actuated g/C Ratio	0.26	0.20		0.38	0.27		0.52	0.42	0.42	0.41	0.35	
v/c Ratio	0.09	0.28		0.39	0.07		0.15	0.22	0.18	0.05	0.26	
Control Delay	19.1	12.0		22.3	18.0		11.5	17.8	1.6	11.4	21.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	19.1	12.0		22.3	18.0		11.5	17.8	1.6	11.4	21.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B		C	B		B	B	A	B	C	
Approach Delay		13.6			21.6			10.9			20.3	
Approach LOS		B			C			B			C	
Queue Length 50th (ft)	12	10		73	8		23	61	0	7	65	
Queue Length 95th (ft)	31	54		123	31		46	105	16	20	98	
Internal Link Dist (ft)		89			101			79			60	
Turn Bay Length (ft)												
Base Capacity (vph)	382	398		478	477		560	776	765	525	1248	
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	0.09	0.28		0.39	0.07		0.15	0.22	0.18	0.05	0.26	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed
Maximum v/c Ratio: 0.39
Intersection Signal Delay: 16.4 Intersection LOS: B
Intersection Capacity Utilization 39.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1:

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	20	81	172	18	12	77	157	125	25	285	8
Future Volume (vph)	30	20	81	172	18	12	77	157	125	25	285	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	0.95	
Frt	1.00	0.88		1.00	0.94		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1639		1770	1753		1770	1863	1583	1770	3524	
Flt Permitted	0.74	1.00		0.54	1.00		0.47	1.00	1.00	0.65	1.00	
Satd. Flow (perm)	1370	1639		1012	1753		869	1863	1583	1209	3524	
Peak-hour factor, PHF	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)	33	22	88	187	20	13	84	171	136	27	310	9
RTOR Reduction (vph)	0	70	0	0	10	0	0	0	79	0	3	0
Lane Group Flow (vph)	33	40	0	187	23	0	84	171	57	27	316	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	23.5	18.0		34.0	24.0		47.0	37.5	37.5	36.8	31.8	
Effective Green, g (s)	23.5	18.0		34.0	24.0		47.0	37.5	37.5	36.8	31.8	
Actuated g/C Ratio	0.26	0.20		0.38	0.27		0.52	0.42	0.42	0.41	0.35	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Grp Cap (vph)	382	327		479	467		560	776	659	525	1245	
v/s Ratio Prot	0.01	0.02		c0.05	0.01		c0.02	c0.09		0.00	c0.09	
v/s Ratio Perm	0.02			c0.10			0.06		0.04	0.02		
v/c Ratio	0.09	0.12		0.39	0.05		0.15	0.22	0.09	0.05	0.25	
Uniform Delay, d1	25.0	29.5		19.6	24.5		11.0	16.9	15.9	16.0	20.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4	0.8		2.4	0.2		0.6	0.7	0.3	0.2	0.5	
Delay (s)	25.5	30.3		22.0	24.7		11.6	17.5	16.1	16.2	21.2	
Level of Service	C	C		C	C		B	B	B	B	C	
Approach Delay (s)		29.2			22.4			15.8			20.8	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	39.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	20	81	172	18	12	77	157	125	25	285	8
Future Volume (veh/h)	30	20	81	172	18	12	77	157	125	25	285	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	33	22	88	187	20	13	84	171	136	27	310	9
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	462	65	261	488	281	183	598	776	660	556	1241	36
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.20	0.20	0.13	0.27	0.27	0.12	0.42	0.42	0.06	0.35	0.35
Ln Grp Delay, s/veh	25.3	0.0	33.7	23.9	0.0	25.0	12.9	17.5	17.5	16.1	21.6	21.6
Ln Grp LOS	C		C	C		C	B	B	B	B	C	C
Approach Vol, veh/h		143			220			391			346	
Approach Delay, s/veh		31.7			24.0			16.5			21.2	
Approach LOS		C			C			B			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	9.5	42.0	16.0	22.5	15.2	36.3	10.0	28.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	37.5	11.5	18.0	10.7	31.8	5.5	24.0
Max Allow Headway (MAH), s	3.8	4.7	3.8	5.5	3.8	5.2	3.8	5.4
Max Q Clear (g_c+I1), s	2.8	7.3	8.9	7.2	4.3	7.6	3.3	3.3
Green Ext Time (g_e), s	0.0	1.5	0.1	0.4	0.1	1.8	0.0	0.1
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data				
Assigned Mvmt	1	3	5	7
Mvmt Sat Flow, veh/h	1774	1774	1774	1774

Through Movement Data				
Assigned Mvmt	2	4	6	8
Mvmt Sat Flow, veh/h	1863	326	3513	1056

Right-Turn Movement Data				
Assigned Mvmt	12	14	16	18
Mvmt Sat Flow, veh/h	1583	1306	102	686

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	(Pr/Pm)		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	27	0	187	0	84	0	33	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	1774	0	1774	0
Q Serve Time (g_s), s	0.8	0.0	6.9	0.0	2.3	0.0	1.3	0.0
Cycle Q Clear Time (g_c), s	0.8	0.0	6.9	0.0	2.3	0.0	1.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1068	0	1278	0	1056	0	1370	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	31.8	0.0	20.0	0.0	33.8	0.0	18.0	0.0
Perm LT Serve Time (g_u), s	31.8	0.0	12.8	0.0	26.2	0.0	18.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	1.2	0.0	0.7	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	556	0	488	0	598	0	462	0
V/C Ratio (X)	0.05	0.00	0.38	0.00	0.14	0.00	0.07	0.00
Avail Cap (c_a), veh/h	556	0	488	0	598	0	462	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	16.0	0.0	21.6	0.0	12.4	0.0	25.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	2.3	0.0	0.5	0.0	0.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	16.1	0.0	23.9	0.0	12.9	0.0	25.3	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	3.3	0.0	1.1	0.0	0.6	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.4	0.0	3.6	0.0	1.2	0.0	0.6	0.0
%ile Storage Ratio (RQ%)	0.10	0.00	0.68	0.00	0.24	0.00	0.13	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	171	0	0	0	156	0	0
Grp Sat Flow (s), veh/h/ln	0	1863	0	0	0	1770	0	0
Q Serve Time (g_s), s	0.0	5.3	0.0	0.0	0.0	5.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.3	0.0	0.0	0.0	5.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	776	0	0	0	625	0	0
V/C Ratio (X)	0.00	0.22	0.00	0.00	0.00	0.25	0.00	0.00
Avail Cap (c_a), veh/h	0	776	0	0	0	625	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.9	0.0	0.0	0.0	20.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.5	0.0	0.0	0.0	21.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.7	0.0	0.0	0.0	2.7	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.8	0.0	0.0	0.0	2.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.58	0.00	0.00	0.00	0.70	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	136	0	110	0	163	0	33
Grp Sat Flow (s), veh/h/ln	0	1583	0	1632	0	1845	0	1742
Q Serve Time (g_s), s	0.0	4.9	0.0	5.2	0.0	5.6	0.0	1.3
Cycle Q Clear Time (g_c), s	0.0	4.9	0.0	5.2	0.0	5.6	0.0	1.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.80	0.00	0.06	0.00	0.39
Lane Grp Cap (c), veh/h	0	660	0	326	0	652	0	464
V/C Ratio (X)	0.00	0.21	0.00	0.34	0.00	0.25	0.00	0.07
Avail Cap (c_a), veh/h	0	660	0	326	0	652	0	464
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.8	0.0	30.9	0.0	20.6	0.0	24.7
Incr Delay (d2), s/veh	0.0	0.7	0.0	2.8	0.0	0.9	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.5	0.0	33.7	0.0	21.6	0.0	25.0
1st-Term Q (Q1), veh/ln	0.0	2.2	0.0	2.4	0.0	2.9	0.0	0.6
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.3	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.3	0.0	2.6	0.0	3.0	0.0	0.7
%ile Storage Ratio (RQ%)	0.00	0.47	0.00	0.54	0.00	0.73	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 2010 Ctrl Delay		21.5						
HCM 2010 LOS		C						

Canada Road and Davies Plantation
PM Peak Existing

03/04/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	75	68	228	44	30	200	486	301	19	338	70
Future Volume (vph)	73	75	68	228	44	30	200	486	301	19	338	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	0.95	
Frt	1.00	0.93		1.00	0.94		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1730		1770	1749		1770	1863	1583	1770	3448	
Flt Permitted	0.70	1.00		0.46	1.00		0.38	1.00	1.00	0.30	1.00	
Satd. Flow (perm)	1312	1730		854	1749		703	1863	1583	554	3448	
Peak-hour factor, PHF	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)	79	82	74	248	48	33	217	528	327	21	367	76
RTOR Reduction (vph)	0	36	0	0	24	0	0	0	191	0	19	0
Lane Group Flow (vph)	79	120	0	248	57	0	217	528	136	21	424	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	23.5	18.0		34.0	24.0		47.0	37.5	37.5	36.8	31.8	
Effective Green, g (s)	23.5	18.0		34.0	24.0		47.0	37.5	37.5	36.8	31.8	
Actuated g/C Ratio	0.26	0.20		0.38	0.27		0.52	0.42	0.42	0.41	0.35	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Grp Cap (vph)	370	346		439	466		493	776	659	294	1218	
v/s Ratio Prot	0.01	0.07		c0.07	0.03		c0.05	c0.28		0.00	0.12	
v/s Ratio Perm	0.04			c0.14			0.18		0.09	0.03		
v/c Ratio	0.21	0.35		0.56	0.12		0.44	0.68	0.21	0.07	0.35	
Uniform Delay, d1	25.7	30.9		20.6	25.0		12.3	21.4	16.8	16.7	21.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.3	2.7		5.2	0.5		2.8	4.8	0.7	0.5	0.8	
Delay (s)	27.0	33.7		25.8	25.5		15.1	26.2	17.5	17.1	22.2	
Level of Service	C	C		C	C		B	C	B	B	C	
Approach Delay (s)		31.4			25.7			21.3			22.0	
Approach LOS		C			C			C			C	

Intersection Summary

HCM 2000 Control Delay	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Canada Road and Davies Plantation
PM Peak Existing

03/04/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	75	68	228	44	30	200	486	301	19	338	70
Future Volume (vph)	73	75	68	228	44	30	200	486	301	19	338	70
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	0.95	0.95
Frt		0.929			0.939				0.850		0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1730	0	1770	1749	0	1770	1863	1583	1770	3447	0
Flt Permitted	0.704			0.458			0.377			0.297		
Satd. Flow (perm)	1311	1730	0	853	1749	0	702	1863	1583	553	3447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45			33				327		30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			181			159			140	
Travel Time (s)		3.8			4.1			3.6			3.2	
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)	79	82	74	248	48	33	217	528	327	21	367	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	156	0	248	81	0	217	528	327	21	443	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	10.0	22.5		16.0	28.5		15.2	42.0	42.0	9.5	36.3	
Total Split (%)	11.1%	25.0%		17.8%	31.7%		16.9%	46.7%	46.7%	10.6%	40.3%	
Maximum Green (s)	5.5	18.0		11.5	24.0		10.7	37.5	37.5	5.0	31.8	
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)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	23.5	18.0		34.0	24.0		47.0	37.5	37.5	36.8	31.8	
Actuated g/C Ratio	0.26	0.20		0.38	0.27		0.52	0.42	0.42	0.41	0.35	
v/c Ratio	0.21	0.41		0.56	0.17		0.44	0.68	0.38	0.07	0.36	
Control Delay	20.5	25.8		26.1	17.4		14.8	26.8	3.5	11.6	21.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	20.5	25.8		26.1	17.4		14.8	26.8	3.5	11.6	21.0	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	21	0	248	0	217	0	79	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	1774	0	1774	0
Q Serve Time (g_s), s	0.6	0.0	9.5	0.0	6.3	0.0	3.1	0.0
Cycle Q Clear Time (g_c), s	0.6	0.0	9.5	0.0	6.3	0.0	3.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	643	0	1226	0	943	0	1312	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	31.8	0.0	20.0	0.0	33.8	0.0	18.0	0.0
Perm LT Serve Time (g_u), s	16.7	0.0	10.8	0.0	23.4	0.0	18.0	0.0
Perm LT Q Serve Time (g_ps), s	0.5	0.0	2.3	0.0	3.1	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	298	0	454	0	536	0	451	0
V/C Ratio (X)	0.07	0.00	0.55	0.00	0.41	0.00	0.18	0.00
Avail Cap (c_a), veh/h	298	0	454	0	536	0	451	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	17.2	0.0	22.7	0.0	13.9	0.0	25.7	0.0
Incr Delay (d2), s/veh	0.5	0.0	4.7	0.0	2.3	0.0	0.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	17.7	0.0	27.4	0.0	16.2	0.0	26.6	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	4.5	0.0	3.1	0.0	1.5	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.6	0.0	0.3	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.3	0.0	5.1	0.0	3.4	0.0	1.6	0.0
%ile Storage Ratio (RQ%)	0.08	0.00	0.97	0.00	0.70	0.00	0.33	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	528	0	0	0	220	0	0
Grp Sat Flow (s), veh/h/ln	0	1863	0	0	0	1770	0	0
Q Serve Time (g_s), s	0.0	20.8	0.0	0.0	0.0	8.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.8	0.0	0.0	0.0	8.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	776	0	0	0	625	0	0
V/C Ratio (X)	0.00	0.68	0.00	0.00	0.00	0.35	0.00	0.00
Avail Cap (c_a), veh/h	0	776	0	0	0	625	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	21.4	0.0	0.0	0.0	21.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.8	0.0	0.0	0.0	1.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.1	0.0	0.0	0.0	23.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.6	0.0	0.0	0.0	4.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.6	0.0	0.0	0.0	4.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	2.37	0.00	0.00	0.00	1.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	327	0	156	0	223	0	81
Grp Sat Flow (s), veh/h/ln	0	1583	0	1719	0	1757	0	1738
Q Serve Time (g_s), s	0.0	13.7	0.0	7.2	0.0	8.4	0.0	3.2
Cycle Q Clear Time (g_c), s	0.0	13.7	0.0	7.2	0.0	8.4	0.0	3.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.47	0.00	0.34	0.00	0.41
Lane Grp Cap (c), veh/h	0	660	0	344	0	621	0	463
V/C Ratio (X)	0.00	0.50	0.00	0.45	0.00	0.36	0.00	0.17
Avail Cap (c_a), veh/h	0	660	0	344	0	621	0	463
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	19.3	0.0	31.7	0.0	21.5	0.0	25.4
Incr Delay (d2), s/veh	0.0	2.7	0.0	4.3	0.0	1.6	0.0	0.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.9	0.0	36.0	0.0	23.2	0.0	26.2
1st-Term Q (Q1), veh/ln	0.0	5.9	0.0	3.4	0.0	4.1	0.0	1.6
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.4	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.4	0.0	3.8	0.0	4.4	0.0	1.7
%ile Storage Ratio (RQ%)	0.00	1.32	0.00	0.79	0.00	1.05	0.00	0.31
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 2010 Ctrl Delay		24.6						
HCM 2010 LOS		C						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	75	68	228	44	30	200	486	301	19	338	70
Future Volume (veh/h)	73	75	68	228	44	30	200	486	301	19	338	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	79	82	74	248	48	33	217	528	327	21	367	76
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	451	181	163	454	275	189	536	776	660	298	1034	212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.20	0.20	0.13	0.27	0.27	0.12	0.42	0.42	0.06	0.35	0.35
Ln Grp Delay, s/veh	26.6	0.0	36.0	27.4	0.0	26.2	16.2	26.1	21.9	17.7	23.1	23.2
Ln Grp LOS	C		D	C		C	B	C	C	B	C	C
Approach Vol, veh/h		235			329			1072			464	
Approach Delay, s/veh		32.8			27.1			22.8			22.9	
Approach LOS		C			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	9.5	42.0	16.0	22.5	15.2	36.3	10.0	28.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	37.5	11.5	18.0	10.7	31.8	5.5	24.0
Max Allow Headway (MAH), s	3.8	4.8	3.8	5.4	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	2.6	22.8	11.5	9.2	8.3	10.4	5.1	5.2
Green Ext Time (g_e), s	0.0	4.1	0.0	0.5	0.1	2.6	0.0	0.3
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		1		3		5		7
Mvmt Sat Flow, veh/h		1774		1774		1774		1774

Through Movement Data								
Assigned Mvmt			2		4		6		8
Mvmt Sat Flow, veh/h			1863		904		2927		1030

Right-Turn Movement Data								
Assigned Mvmt			12		14		16		18
Mvmt Sat Flow, veh/h			1583		815		600		708

Left Lane Group Data								
Assigned Mvmt		1	0	3	0	5	0	7	0
Lane Assignment		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C		C	B		B	C	A	B	C	
Approach Delay		24.0			23.9			17.3			20.6	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	29	54		100	21		64	238	0	6	89	
Queue Length 95th (ft)	59	112		163	56		105	354	48	17	130	
Internal Link Dist (ft)		89			101			79			60	
Turn Bay Length (ft)												
Base Capacity (vph)	370	382		439	490		493	776	850	293	1237	
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	0.41		0.56	0.17		0.44	0.68	0.38	0.07	0.36	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Pretimed
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 19.8 Intersection LOS: B
Intersection Capacity Utilization 65.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1:

Canada Road and Davies Plantation
AM Peak 2029 with site

03/14/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	39	143	185	29	24	139	210	134	41	406	51
Future Volume (vph)	58	39	143	185	29	24	139	210	134	41	406	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	0.95	
Frt	1.00	0.88		1.00	0.93		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1643		1770	1737		1770	1863	1583	1770	3480	
Flt Permitted	0.72	1.00		0.38	1.00		0.34	1.00	1.00	0.62	1.00	
Satd. Flow (perm)	1340	1643		716	1737		638	1863	1583	1148	3480	
Peak-hour factor, PHF	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)	63	42	155	201	32	26	151	228	146	45	441	55
RTOR Reduction (vph)	0	124	0	0	19	0	0	0	85	0	11	0
Lane Group Flow (vph)	63	73	0	201	39	0	151	228	61	45	485	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	23.5	18.0		34.0	24.0		47.0	37.5	37.5	36.8	31.8	
Effective Green, g (s)	23.5	18.0		34.0	24.0		47.0	37.5	37.5	36.8	31.8	
Actuated g/C Ratio	0.26	0.20		0.38	0.27		0.52	0.42	0.42	0.41	0.35	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lane Grp Cap (vph)	376	328		405	463		467	776	659	503	1229	
v/s Ratio Prot	0.01	0.04		c0.06	0.02		c0.04	0.12		0.00	c0.14	
v/s Ratio Perm	0.03			c0.12			0.13		0.04	0.03		
v/c Ratio	0.17	0.22		0.50	0.08		0.32	0.29	0.09	0.09	0.39	
Uniform Delay, d1	25.5	30.1		20.2	24.8		11.9	17.4	15.9	16.1	21.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.0	1.6		4.3	0.4		1.8	1.0	0.3	0.4	1.0	
Delay (s)	26.4	31.7		24.5	25.1		13.7	18.4	16.2	16.5	22.8	
Level of Service	C	C		C	C		B	B	B	B	C	
Approach Delay (s)		30.4			24.6			16.4			22.3	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	56.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Canada Road and Davies Plantation
AM Peak 2029 with site

03/14/2022

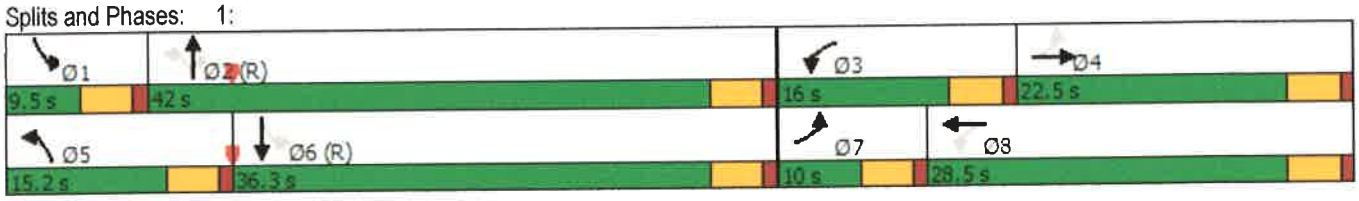
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	39	143	185	29	24	139	210	134	41	406	51
Future Volume (vph)	58	39	143	185	29	24	139	210	134	41	406	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.882			0.933				0.850		0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1643	0	1770	1738	0	1770	1863	1583	1770	3479	0
Flt Permitted	0.719			0.385			0.343			0.616		
Satd. Flow (perm)	1339	1643	0	717	1738	0	639	1863	1583	1147	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		155			26				182		17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			181			159			140	
Travel Time (s)		3.8			4.1			3.6			3.2	
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)	63	42	155	201	32	26	151	228	146	45	441	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	197	0	201	58	0	151	228	146	45	496	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	10.0	22.5		16.0	28.5		15.2	42.0	42.0	9.5	36.3	
Total Split (%)	11.1%	25.0%		17.8%	31.7%		16.9%	46.7%	46.7%	10.6%	40.3%	
Maximum Green (s)	5.5	18.0		11.5	24.0		10.7	37.5	37.5	5.0	31.8	
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)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	23.5	18.0		34.0	24.0		47.0	37.5	37.5	36.8	31.8	
Actuated g/C Ratio	0.26	0.20		0.38	0.27		0.52	0.42	0.42	0.41	0.35	
v/c Ratio	0.17	0.44		0.50	0.12		0.32	0.29	0.19	0.09	0.40	
Control Delay	20.0	12.2		24.4	16.8		13.3	18.8	2.0	11.7	22.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	20.0	12.2		24.4	16.8		13.3	18.8	2.0	11.7	22.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B		C	B		B	B	A	B	C	
Approach Delay		14.1			22.7			12.5			21.4	
Approach LOS		B			C			B			C	
Queue Length 50th (ft)	23	20		79	14		42	84	0	12	106	
Queue Length 95th (ft)	49	79		133	43		75	138	21	28	149	
Internal Link Dist (ft)		89			101			79			60	
Turn Bay Length (ft)												
Base Capacity (vph)	375	452		405	482		468	776	765	503	1240	
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	0.17	0.44		0.50	0.12		0.32	0.29	0.19	0.09	0.40	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Pretimed
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 17.5 Intersection LOS: B
Intersection Capacity Utilization 56.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1:



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	39	143	185	29	24	139	210	134	41	406	51
Future Volume (veh/h)	58	39	143	185	29	24	139	210	134	41	406	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	63	42	155	201	32	26	151	228	146	45	441	55
Adj No. of Lanes	1	1	0	1	1	0	1	1	1	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	456	70	257	413	254	206	514	776	660	515	1120	139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.20	0.20	0.13	0.27	0.27	0.12	0.42	0.42	0.06	0.35	0.35
Ln Grp Delay, s/veh	26.1	0.0	40.7	26.4	0.0	25.6	14.9	18.4	17.6	16.5	23.7	23.7
Ln Grp LOS	C		D	C		C	B	B	B	B	C	C
Approach Vol, veh/h		260			259			525			541	
Approach Delay, s/veh		37.2			26.2			17.2			23.1	
Approach LOS		D			C			B			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	9.5	42.0	16.0	22.5	15.2	36.3	10.0	28.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	5.0	37.5	11.5	18.0	10.7	31.8	5.5	24.0
Max Allow Headway (MAH), s	3.8	4.8	3.8	5.5	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	3.4	9.3	9.5	11.9	6.2	11.5	4.4	4.3
Green Ext Time (g_e), s	0.0	1.9	0.1	0.5	0.1	2.9	0.0	0.2
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		1		3		5		7
Mvmt Sat Flow, veh/h		1774		1774		1774		1774

Through Movement Data								
Assigned Mvmt			2		4		6		8
Mvmt Sat Flow, veh/h			1863		349		3170		952

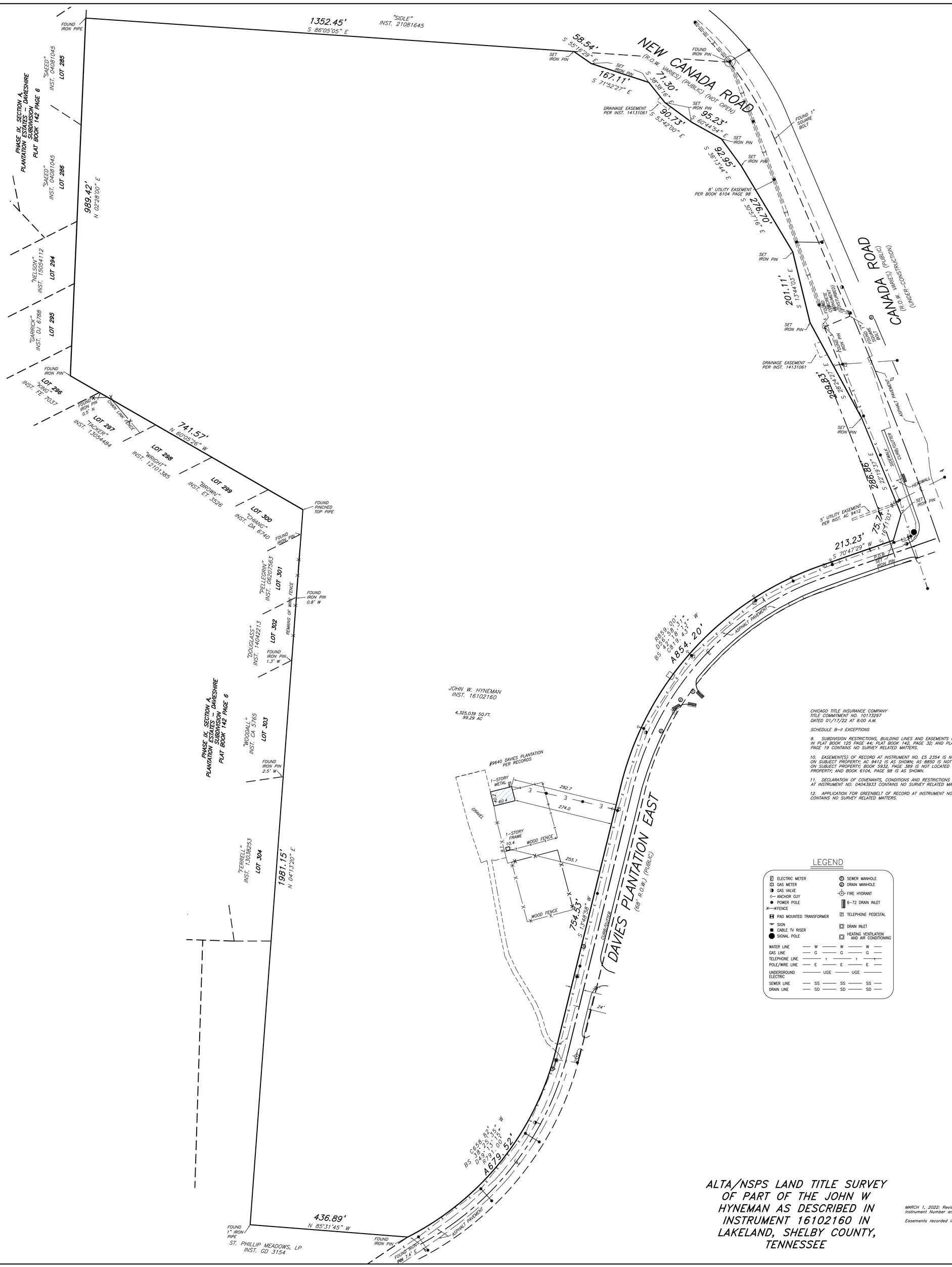
Right-Turn Movement Data								
Assigned Mvmt			12		14		16		18
Mvmt Sat Flow, veh/h			1583		1287		393		774

Left Lane Group Data								
Assigned Mvmt		1	0	3	0	5	0	7	0
Lane Assignment		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	45	0	201	0	151	0	63	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	1774	0	1774	0
Q Serve Time (g_s), s	1.4	0.0	7.5	0.0	4.2	0.0	2.4	0.0
Cycle Q Clear Time (g_c), s	1.4	0.0	7.5	0.0	4.2	0.0	2.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1004	0	1181	0	898	0	1340	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	31.8	0.0	20.0	0.0	33.8	0.0	18.0	0.0
Perm LT Serve Time (g_u), s	30.2	0.0	8.1	0.0	22.3	0.0	18.0	0.0
Perm LT Q Serve Time (g_ps), s	0.1	0.0	2.4	0.0	2.3	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	515	0	413	0	514	0	456	0
V/C Ratio (X)	0.09	0.00	0.49	0.00	0.29	0.00	0.14	0.00
Avail Cap (c_a), veh/h	515	0	413	0	514	0	456	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	16.1	0.0	22.4	0.0	13.4	0.0	25.5	0.0
Incr Delay (d2), s/veh	0.3	0.0	4.0	0.0	1.5	0.0	0.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	16.5	0.0	26.4	0.0	14.9	0.0	26.1	0.0
1st-Term Q (Q1), veh/ln	0.7	0.0	3.6	0.0	2.1	0.0	1.2	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.5	0.0	0.2	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.7	0.0	4.0	0.0	2.3	0.0	1.3	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	0.76	0.00	0.46	0.00	0.26	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	228	0	0	0	245	0	0
Grp Sat Flow (s), veh/h/ln	0	1863	0	0	0	1770	0	0
Q Serve Time (g_s), s	0.0	7.3	0.0	0.0	0.0	9.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.3	0.0	0.0	0.0	9.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	776	0	0	0	625	0	0
V/C Ratio (X)	0.00	0.29	0.00	0.00	0.00	0.39	0.00	0.00
Avail Cap (c_a), veh/h	0	776	0	0	0	625	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	17.4	0.0	0.0	0.0	21.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	1.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.4	0.0	0.0	0.0	23.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.7	0.0	0.0	0.0	4.6	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.9	0.0	0.0	0.0	4.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.81	0.00	0.00	0.00	1.18	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	146	0	197	0	251	0	58
Grp Sat Flow (s), veh/h/ln	0	1583	0	1636	0	1793	0	1726
Q Serve Time (g_s), s	0.0	5.3	0.0	9.9	0.0	9.5	0.0	2.3
Cycle Q Clear Time (g_c), s	0.0	5.3	0.0	9.9	0.0	9.5	0.0	2.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.79	0.00	0.22	0.00	0.45
Lane Grp Cap (c), veh/h	0	660	0	327	0	634	0	460
V/C Ratio (X)	0.00	0.22	0.00	0.60	0.00	0.40	0.00	0.13
Avail Cap (c_a), veh/h	0	660	0	327	0	634	0	460
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.9	0.0	32.7	0.0	21.9	0.0	25.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	8.0	0.0	1.8	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.6	0.0	40.7	0.0	23.7	0.0	25.6
1st-Term Q (Q1), veh/ln	0.0	2.3	0.0	4.4	0.0	4.7	0.0	1.1
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.7	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.5	0.0	5.2	0.0	5.0	0.0	1.2
%ile Storage Ratio (RQ%)	0.00	0.51	0.00	1.06	0.00	1.21	0.00	0.22
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM 2010 Ctrl Delay		24.0						
HCM 2010 LOS		C						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	190	282	244	97	40	303	616	332	37	501	140
Future Volume (vph)	191	190	282	244	97	40	303	616	332	37	501	140
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	0.95	0.95
Frt		0.910			0.956				0.850		0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1695	0	1770	1781	0	1770	1863	1583	1770	3422	0
Flt Permitted	0.645			0.182			0.173			0.215		
Satd. Flow (perm)	1201	1695	0	339	1781	0	322	1863	1583	400	3422	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		92			25				361		41	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			181			159			140	
Travel Time (s)		3.8			4.1			3.6			3.2	
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)	208	207	307	265	105	43	329	670	361	40	545	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	208	514	0	265	148	0	329	670	361	40	697	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5	22.5	9.5	22.5	
Total Split (s)	13.8	26.4		13.9	26.5		16.6	30.2	30.2	9.5	23.1	
Total Split (%)	17.3%	33.0%		17.4%	33.1%		20.8%	37.8%	37.8%	11.9%	28.9%	
Maximum Green (s)	9.3	21.9		9.4	22.0		12.1	25.7	25.7	5.0	18.6	
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)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	31.2	21.9		31.4	22.0		35.2	25.7	25.7	23.6	18.6	
Actuated g/C Ratio	0.39	0.27		0.39	0.28		0.44	0.32	0.32	0.30	0.23	
v/c Ratio	0.39	0.97		0.88	0.29		0.91	1.12	0.48	0.20	0.84	
Control Delay	16.6	58.3		48.4	20.8		50.5	103.0	4.8	16.2	38.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	16.6	58.3		48.4	20.8		50.5	103.0	4.8	16.2	38.7	



VICINITY MAP
(NOT TO SCALE)

NOTES

1. BEARINGS SHOWN ARE RELATIVE TO EACH OTHER ONLY.

2. ONLY VISIBLE AND APPARENT UTILITIES SHOWN.

3. UNDERGROUND UTILITIES NOT SHOWN, BEFORE COMMENCEMENT OF ANY CONSTRUCTION CALL TENNESSEE 1 CALL @ 1-800-351-1111 AND THE UTILITY COMPANIES MAINTAINING UTILITY SERVICES ACROSS SUBJECT PROPERTY.

4. EVERY DOCUMENT OF RECORD REVIEWED AND CONSIDERED AS A PART OF THIS SURVEY IS NOTED HEREON. ONLY THE DOCUMENTS NOTED HEREON WERE SUPPLIED TO THE SURVEYOR. THERE MAY EXIST OTHER DOCUMENTS OF RECORD THAT WOULD AFFECT THIS PARCEL.

5. SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART TO THIS SURVEY. NO STATEMENT IS MADE CONCERNING THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES THAT MAY AFFECT THE USE OR DEVELOPMENT OF THIS TRACT.

6. ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENTS AGENCY'S FLOOD INSURANCE RATE MAP (FIRM), THIS PROPERTY DOES NOT LIE IN A FLOOD HAZARD AREA AS IDENTIFIED IN COMMUNITY PANEL NUMBER 470402 0330 G MAP DATED FEBRUARY 6, 2013.

7. IF YOU HAVE RECEIVED THIS DRAWING IN DIGITAL FORMAT PLEASE BE AWARE THAT A HARD COPY OF THE PLAT BEARING AN ORIGINAL SEAL AND SIGNATURE RENDERED IN RED WILL RULE IN THE EVENT OF A CONFLICT BETWEEN THE PRESENTED DATA.

8. THE UNAUTHORIZED DISTRIBUTION OF THIS PLAT OF SURVEY MAY CONSTITUTE A COPYRIGHT INFRINGEMENT.

9. THERE WERE NO OBSERVED EVIDENCE OF ANY CEMETERIES, GRAVESITES OR BURIAL GROUNDS ON SUBJECT PROPERTY.

10. THERE ARE NO STRIPED PARKING SPACES ON THE SURVEYED PROPERTY.

11. THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS.

12. WE ARE UNAWARE OF ANY PROPOSED CHANGES IN STREET RIGHT OF WAY LINES. CANADA ROAD IS CURRENTLY UNDER-CONSTRUCTION.

13. THERE WERE NO WETLAND AREAS DELINEATED AT TIME OF SURVEY.

14. THIS PROPERTY HAS ACCESS TO DAVIES PLANTATION EAST WHICH IS PUBLIC RIGHT OF WAY.

CHICAGO TITLE INSURANCE COMPANY
TITLE COMMITMENT NO. 10173297
DATED 01/17/22 AT 8:00 A.M.

SCHEDULE B-II EXCEPTIONS

9. SUBDIVISION RESTRICTIONS, BUILDING LINES AND EASEMENTS OF RECORD IN PLAT BOOK 125 PAGE 44; PLAT BOOK 142, PAGE 32; AND PLAT BOOK 180, PAGE 19 CONTAINS NO SURVEY RELATED MATTERS.

10. EASEMENT(S) OF RECORD AT INSTRUMENT NO. E5 2354 IS NOT LOCATED ON SUBJECT PROPERTY; AC 9412 IS AS SHOWN; AS 8850 IS NOT LOCATED ON SUBJECT PROPERTY; BOOK 5932, PAGE 389 IS NOT LOCATED ON SUBJECT PROPERTY; AND BOOK 6104, PAGE 98 IS AS SHOWN.

11. DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS OF RECORD AT INSTRUMENT NO. 04043933 CONTAINS NO SURVEY RELATED MATTERS.

12. APPLICATION FOR GREENBELT OF RECORD AT INSTRUMENT NO. 18031175 CONTAINS NO SURVEY RELATED MATTERS.

PROPERTY DESCRIPTION OF PART OF THE JOHN W. HYNEMAN PROPERTY AS DESCRIBED IN INSTRUMENT 16102160 IN LAKELAND, SHELBY COUNTY, TENNESSEE:

BEGINNING AT AN IRON PIN SET IN THE NORTH LINE OF EAST DAVIES PLANTATION ROAD (68 FOOT RIGHT-OF-WAY) SAID IRON PIN BEING 47.05 FEET WEST OF THE WEST LINE OF CANADA ROAD (RIGHT-OF-WAY VARIES); THENCE WITH THE NORTH AND NORTHWEST LINE OF EAST DAVIES PLANTATION ROAD THE FOLLOWING FOUR CALLS:

SOUTH 70 DEGREES 47 MINUTES 29 SECONDS WEST A DISTANCE OF 213.23 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTWARDLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 859.00 FEET A DISTANCE OF 854.20 FEET (CHORD = SOUTH 42 DEGREES 18 MINUTES 13 SECONDS WEST 819.43 FEET, DELTA = 56 DEGREES 58 MINUTES 31 SECONDS) TO A POINT OF TANGENCY; THENCE SOUTH 13 DEGREES 48 MINUTES 58 SECONDS WEST A DISTANCE OF 754.53 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTWARDLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 791.00 FEET A DISTANCE OF 679.52 FEET (CHORD = SOUTH 38 DEGREES 25 MINUTES 35 SECONDS WEST 658.82 FEET, DELTA = 49 DEGREES 13 MINUTES 15 SECONDS) TO AN IRON PIN FOUND IN THE NORTH LINE OF THE ROBERT CALDWELL PROPERTY AS DESCRIBED IN INSTRUMENT GD 3154; THENCE NORTH 85 DEGREES 31 MINUTES 45 SECONDS WEST WITH SAID NORTH LINE A DISTANCE OF 436.89 FEET TO AN IRON PIPE FOUND IN THE EAST LINE OF SAID CALDWELL PROPERTY; THENCE NORTH 04 DEGREES 13 MINUTES 20 SECONDS EAST WITH SAID EAST LINE AND THE EAST LINE OF PHASE IX, SECTION A, PLANTATION ESTATES – DAVIESHIRE SUBDIVISION AS RECORDED IN PLAT BOOK 142 PAGE 6 A DISTANCE OF 1981.15 FEET TO AN IRON PIPE FOUND IN A NORTHEAST LINE OF SAID SUBDIVISION; THENCE NORTH 60 DEGREES 05 MINUTES 26 SECONDS WEST WITH THE NORTHEAST LINE OF SAID SUBDIVISION A DISTANCE OF 741.57 FEET TO AN IRON PIN FOUND IN THE EAST LINE SAID SUBDIVISION; THENCE NORTH 02 DEGREES 28 MINUTES 00 SECONDS EAST WITH SAID EAST LINE A DISTANCE OF 989.42 FEET TO AN IRON PIPE FOUND IN THE SOUTH LINE OF THE NUNNELEE PROPERTY AS DESCRIBED IN INSTRUMENT 02153933; THENCE SOUTH 86 DEGREES 05 MINUTES 05 SECONDS EAST WITH SAID SOUTH LINE A DISTANCE OF 1352.45 FEET TO AN IRON PIN SET IN THE SOUTHWEST LINE OF NEW CANADA ROAD (RIGHT-OF-WAY VARIES) (NOT OPEN); THENCE WITH THE SOUTHWEST LINE OF NEW CANADA ROAD (NOT OPEN) THE FOLLOWING NINE CALLS:

SOUTH 55 DEGREES 16 MINUTES 29 SECONDS EAST A DISTANCE OF 58.54 FEET TO AN IRON PIN SET; THENCE SOUTH 71 DEGREES 52 MINUTES 27 SECONDS EAST A DISTANCE OF 167.11 FEET TO AN IRON PIN SET; THENCE SOUTH 38 DEGREES 38 MINUTES 16 SECONDS EAST A DISTANCE OF 71.30 FEET TO AN IRON PIN SET; THENCE SOUTH 53 DEGREES 42 MINUTES 00 SECONDS EAST A DISTANCE OF 90.73 FEET TO AN IRON PIN SET; THENCE SOUTH 60 DEGREES 44 MINUTES 54 SECONDS EAST A DISTANCE OF 95.23 FEET TO AN IRON PIN SET; THENCE SOUTH 36 DEGREES 13 MINUTES 44 SECONDS EAST A DISTANCE OF 92.95 FEET TO AN IRON PIN SET; THENCE SOUTH 30 DEGREES 57 MINUTES 16 SECONDS EAST A DISTANCE OF 276.70 FEET TO AN IRON PIN SET; THENCE SOUTH 13 DEGREES 44 MINUTES 03 SECONDS EAST A DISTANCE OF 201.11 FEET TO AN IRON PIN SET; THENCE SOUTH 28 DEGREES 24 MINUTES 27 SECONDS EAST A DISTANCE OF 299.83 FEET TO AN IRON PIN SET IN THE WEST LINE OF CANADA ROAD (RIGHT-OF-WAY VARIES); THENCE SOUTH 22 DEGREES 19 MINUTES 37 SECONDS EAST WITH THE WEST LINE OF CANADA ROAD A DISTANCE OF 286.86 FEET TO AN IRON PIN SET; THENCE SOUTH 16 DEGREES 11 MINUTES 03 SECONDS WEST A DISTANCE OF 75.74 FEET TO THE POINT OF BEGINNING AND CONTAINING 99.29 ACRES.

LEGEND

ELECTRIC METER	SEWER MANHOLE
GAS METER	DRAIN MANHOLE
GAS VALVE	FIRE HYDRANT
ANCHOR GUY	6-72 DRAIN INLET
POWER POLE	TELEPHONE PEDESTAL
FENCE	DRAIN INLET
PAD MOUNTED TRANSFORMER	HEATING VENTILATION AND AIR CONDITIONING
SIGN	
CABLE TV RISER	
SIGNAL POLE	

WATER LINE	W	W	W
GAS LINE	G	G	G
TELEPHONE LINE	T	T	T
POLE/WIRE LINE	E	E	E
UNDERGROUND ELECTRIC	UGE	UGE	
SEWER LINE	SS	SS	SS
DRAIN LINE	SD	SD	SD

TO:
L3 PROPERTIES, LLC AND
CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1-4, 7A, 7B1, 7C, 8, 9, 13, 16-20 OF TABLE A THEREOF. THE FIELDWORK WAS CONSTRUCTED ON MARCH 1, 2022

Harris & Associates Land Surveyors, LLC

By_____
JOE S. WISEMAN
SURVEYOR
TENNESSEE LICENSE #1932

jwiseman@harrisassociateslandsurveyors.com
project # 16240

JOE S. WISEMAN
REGISTERED LAND SURVEYOR
AGRICULTURE
TENNESSEE NO. 1932

ALTA/NSPS LAND TITLE SURVEY OF PART OF THE JOHN W HYNEMAN AS DESCRIBED IN INSTRUMENT 16102160 IN LAKELAND, SHELBY COUNTY, TENNESSEE

MARCH 1, 2022: Revised to change owner's name and Instrument Number and to add Title Commitment Exceptions.

Easements recorded in Instrument 14131061 are as shown.

HARRIS & ASSOCIATES LAND SURVEYORS, LLC
554 Green Tree Cove, Suite 102 · Collierville, Tennessee 38017 · (901)362-2345

DATE : March 1, 2022
SCALE : 1" = 100'
DRAWN BY : jw

F:\21256\sur\16240 rev.dwg

ORDERED BY : Matt Prince
Grant New Homes

REVISION		
ITEM NO.	DESCRIPTION OF CHANGE	APPROVAL DATE

PRELIMINARY PLANS SUBJECT TO CHANGE

ASHMONT P.D.

ENGINEER: McCARTY GRANBERRY ENGINEERING FIRM

DIVISION OF ENGINEERING

PRELIMINARY GRADING & DRAINAGE W/ 5' WALKING TRAIL

LAKELAND, TN

SURVEY: DATE: PROJECT NO.: ----

DESIGN BY: *J. McCARTY, P.E.* DATE: *03/07/2022* BOOK:

DRAWN BY: *C. HARDWICK, E.I.* DATE: *03/07/2022* SCALE: *1" = 150'*

CITY OF LAKELAND TENNESSEE

Board of Commissioners

Meeting Date: Thursday, May 19, 2022

Subject: Resolution R-44-2022 – Approving Signage in the Public Right-of-Way along Canada Road for The Lake District Planned Development. Sponsored by Donald Anthony.

Staff Contact: Donald Anthony, Planning Director

PROJECT INFORMATION

Location:	Right-of-way on the east side of Canada Road, south of Interstate 40
Parcel ID:	Public right-of-way
Zoning District:	C-2 (Regional Commercial District)
Site Area:	N/A
Applicant:	Yehuda Netanel, Gilad Development Inc.
Representative:	Maureen Yarborough, Sign Matters Inc.

PLANNING COMMISSION RECOMMENDATION

The Lakeland Municipal Planning Commission approved an amendment to the approved Sign Plan for The Lake District Planned Development at its April 21, 2022, meeting. The amendment included adjustments to the locations, dimensions, and designs of four ground signs along Canada Road.

BUDGET IMPACT

Staff is not aware of any impacts this project may have on the City's budget.

DISCUSSION

The approved amendment to the Sign Plan for The Lake District Planned Development includes four ground signs in the public right-of-way along Canada Road. The Board of Commissioners is being asked to authorize the placement of these signs on public property. The signs that would be placed in the right-of-way include:

- Two ground signs placed at the corners of Canada Road and Lake District Drive.
    - Each would have an area of approximately 47 square feet, an approximately 16.5 square foot base, and a height of approximately 9 feet.
    - The primary sign material would be aluminum, and the primary base material would be aggregate.

- Two smaller ground signs, one placed at the intersection of Canada Road and Lake Maine Street North, and one placed at the intersection of Canada Road and Lake District Drive North.
    - Each of these signs would have an area of approximately 7.2 square feet with a base of approximately 8.5 square feet and a height of approximately 3 feet.
    - The primary sign material would be aluminum, and the primary base material would be aggregate.

The amended Sign Plan is attached. The plan includes pages showing the proposed locations of the signs in the public right-of-way. The Board of Commissioners is not being asked to approve the dimensions, materials, colors, or general concept of the signage. The Board has vested authority for such reviews and approvals to the Planning and Design Review Commission, which acted within its scope of authority when it approved the amended Sign Plan. As the *owner* of the public right-of-way, the Board is being asked to accept the placement of the signs in the right-of-way in accordance with the approved amended Sign Plan.

The Resolution being presented to the Board would authorize the placement of the four ground signs within public right-of-way consistent with the amended Sign Plan. Additionally, the Resolution would direct the City Attorney to prepare an indemnification or hold harmless agreement that all affected parties—including the City and the developer—would be required to execute prior to the signs being placed in the right-of-way. The agreement would ensure that the City would not be held responsible for damages to the signs or for any damages caused by the signs.

RESOLUTION R-44-2022

A RESOLUTION APPROVING SIGNAGE IN THE PUBLIC RIGHT-OF-WAY ALONG CANADA ROAD FOR THE LAKE DISTRICT PLANNED DEVELOPMENT

WHEREAS, the Lakeland Board of Commissioners approved a Sign Plan for The Lake District Planned Development on August 13, 2020, upon the developer's appeal of disapproval by the Lakeland Municipal Planning and Design Review Commission; and

WHEREAS, the approved Sign Plan for The Lake District Planned Development included four ground signs along Canada Road, each located on private property within The Lake District Planned Development; and

WHEREAS, the developer of The Lake District Planned Development submitted an amendment to the approved Sign Plan for The Lake District Planned Development, revising the developer's desired location for the four ground signs along Canada Road to the public right-of-way; and

WHEREAS, the Lakeland Municipal Planning and Design Review Commission unanimously approved the amended Sign Plan at its regular meeting on April 21, 2022; and

WHEREAS, the Lakeland Board of Commissioners retains the authority to permit privately-owned structures in the City's public right-of-way;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE CITY OF LAKELAND, TENNESSEE as follows:

SECTION 1. Ground signage for The Lake District Planned Development shall be permitted in the public right-of-way along Canada Road consistent with the quantity and locations shown in the amended Sign Plan as approved by the Lakeland Municipal Planning and Design Review Commission on April 21, 2022.

SECTION 2. The City Attorney is hereby directed to prepare an indemnification / hold harmless agreement, which shall be signed by all parties having an interest in the approved signage and the affected right-of-way.

SECTION 3. The Mayor is hereby authorized to execute the aforementioned indemnification / hold harmless agreement on behalf of the City of Lakeland.

SECTION 4. The City Attorney is hereby directed to record the aforementioned indemnification / hold harmless agreement in such manner as the City

Attorney deems most appropriate, ensuring that the recordation makes the agreement legally binding on all signatories.

Passed and adopted by the Board of Commissioners of Lakeland, Tennessee, on this 19th day of May 2022, the public welfare requiring it.

_____
Mike Cunningham, Mayor

ATTEST:

_____
Debra Murrell, City Recorder

The Lake District Right-of-Way

Lakeland, Tennessee

Zoned C-2

Lake District Right-of-Way
Lakeland City Boundary
Street Centerline
Parcel

Zoning Classification

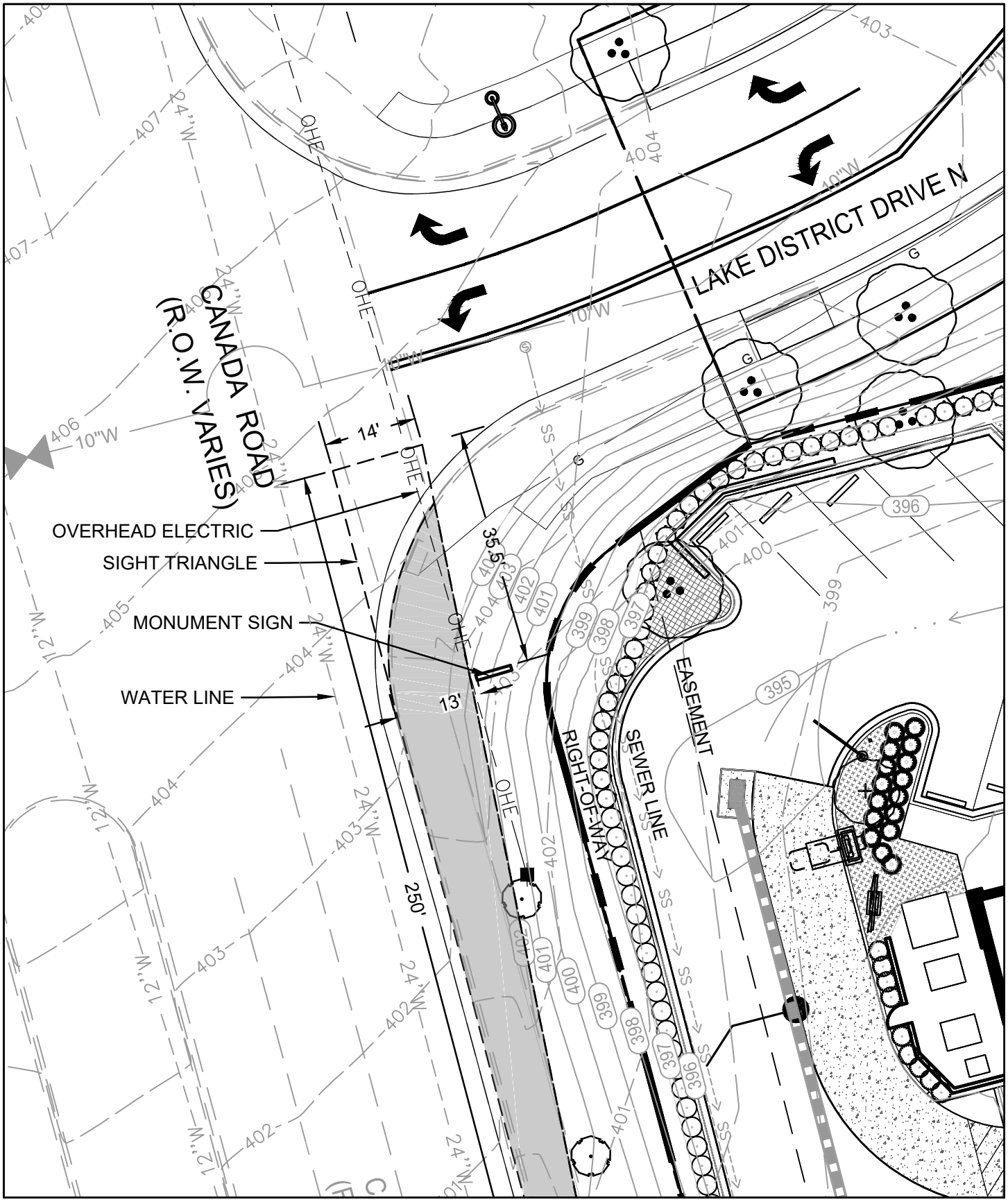
- AG
- C-1
- C-2
- E-R
- I-L
- M-R
- OS-2
- OS-5
- P
- R-1
- R-1 (PRD)
- R-2
- R-2 (PRD)
- R-2A
- R-3
- RE

Lakeland Planning Department
March 28, 2022

Sources:
Shelby Co. Assessor of Property; ESRI; Lakeland IT Dept.

0 0.05 0.1 Miles

N



A2H ENGINEERS ARCHITECTS PLANNERS

A2H, INC.
3009 DAVIES PLANTATION ROAD
LAKELAND, TN 38002
P. 901.372.0404
WWW.A2H.COM

THE LAKE DISTRICT
SIGNAGE EXHIBIT

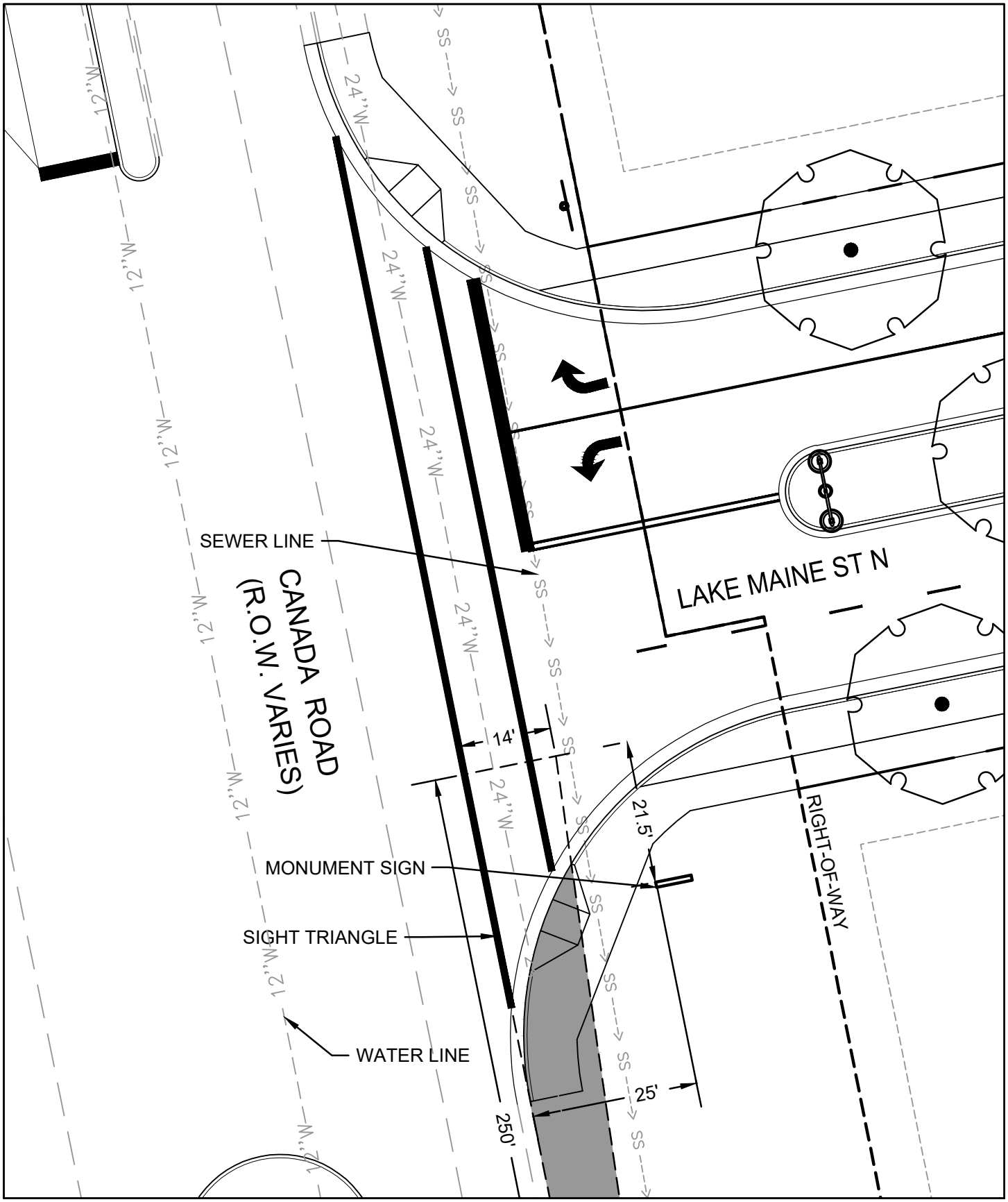
SCALE
1" =20'

PROJECT NO.
15109.01

DATE
APRIL 11, 2022

NORTH
ENTRANCE
SIGN

LS.1



A2H ENGINEERS ARCHITECTS PLANNERS

A2H, INC.
3009 DAVIES PLANTATION ROAD
LAKELAND, TN 38002
P. 901.372.0404
WWW.A2H.COM

THE LAKE DISTRICT
SIGNAGE EXHIBIT

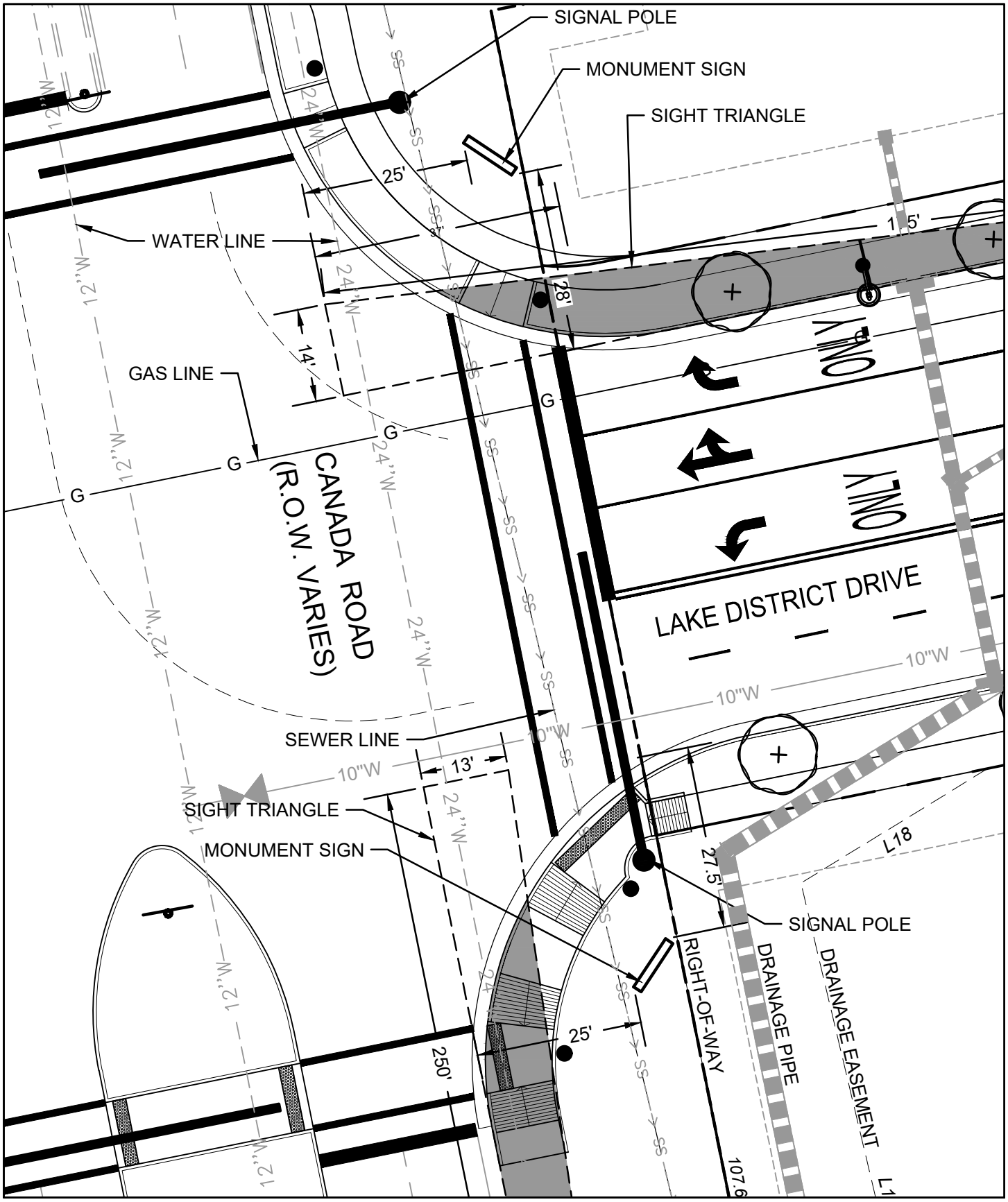
SCALE
1" =20'

PROJECT NO.
15109.01

DATE
APRIL 11, 2022

MIDDLE
ENTRANCE
SIGN

LS.2



A2H ENGINEERS ARCHITECTS PLANNERS

A2H, INC.
3009 DAVIES PLANTATION ROAD
LAKELAND, TN 38002
P. 901.372.0404
WWW.A2H.COM

THE LAKE DISTRICT
SIGNAGE EXHIBIT

SCALE
1" =20'

PROJECT NO.
15109.01

DATE
APRIL 11, 2022

SOUTH
ENTRANCE
SIGN

LS.3

PROPERTY SIGNAGE DESIGN PROPOSAL
PRIMARY ENTRANCE MONUMENT

THE LAKE DISTRICT

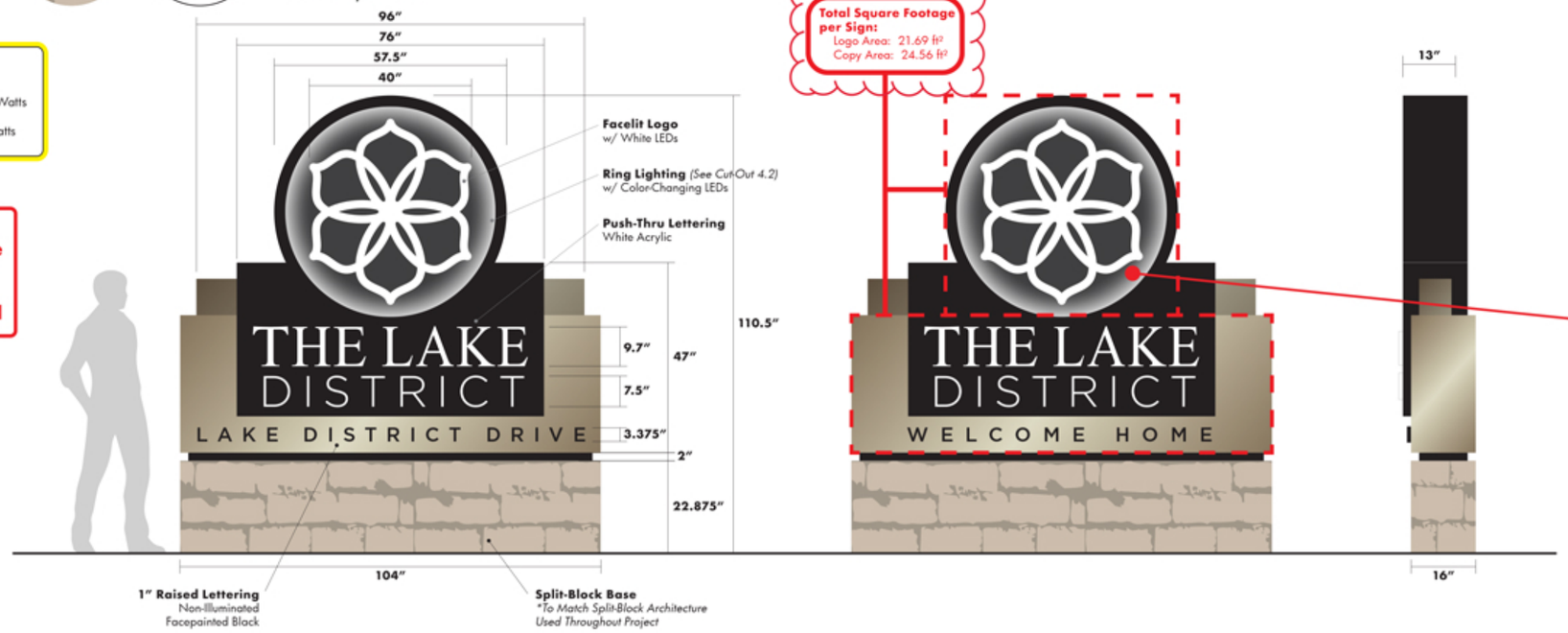
APRIL 12, 2022

Warm Silver | Black Aluminum | Split-Block | White Acrylic

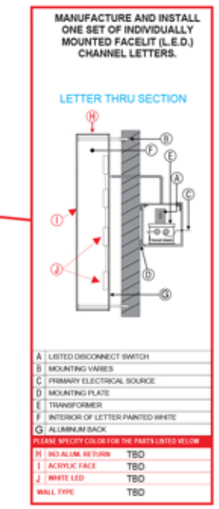
The property will have monuments at both corners of the Canada Rd. perimeter to give elegance and recognition to where the development begins and ends. The monuments at the traffic light, the primary entrance on Canada Rd., frame the entrance while announcing additional businesses within the development.

Electrical Requirements:
(Qty: 2) 120 Volt Circuits
Total Wattage At 120 Volts: 2,431 Watts
(Qty: 1) 277 Volt Circuits
Total Wattage At 277 Volts: 916 Watts

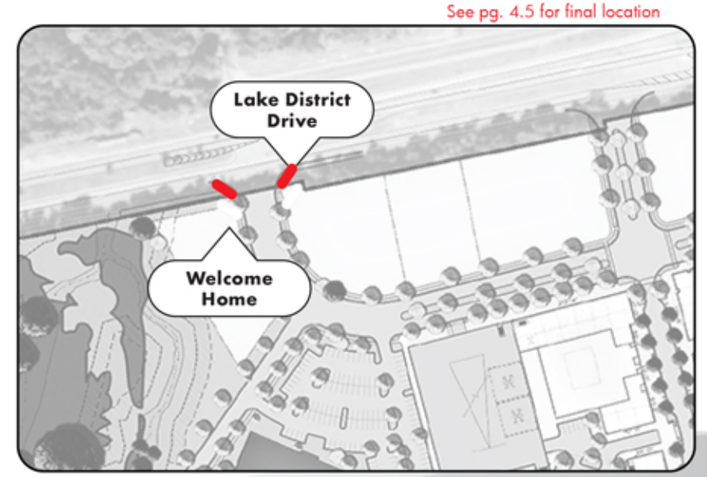
Color-Changeable "Soft Glow" Feature To Be Limited To (1) Change In Color Per (24) Hour Period



FACELIT CHANNEL LETTERS WITH ACRYLIC FACES



See pg. 4.5 for final location



SIGNMATTERSINC
369 Distribution Parkway, Collierville TN • 1-901-861-3001

PROPERTY SIGNAGE DESIGN PROPOSAL
PRIMARY ENTRANCE MONUMENT

THE LAKE DISTRICT

APRIL 12, 2022

Warm Silver | Black Aluminum | Split-Block | White Acrylic

3D Render for Primary Entrance Monuments.

Electrical Requirements:
(Qty: 2) 120 Volt Circuits
Total Wattage At 120 Volts: 2,431 Watts
(Qty: 1) 277 Volt Circuits
Total Wattage At 277 Volts: 916 Watts

Color-Changeable "Soft Glow" Feature To Be Limited To (1) Change In Color Per (24) Hour Period

Facelit Logo
w/ White LEDs

Recessed Ring Lighting
w/ Color-Changing LEDs (Creates Silhouette Glow)

Push-Thru Lettering
White Acrylic

Color-Changing LEDs Example Colors
**Limited To (1) Change In Color Per (24) Hour Period*

SIGNMATTERSINC
369 Distribution Parkway, Collierville TN • 1-901-861-3001

PROPERTY SIGNAGE DESIGN PROPOSAL
SECONDARY ENTRANCE MONUMENTS

THE LAKE DISTRICT

APRIL 12, 2022

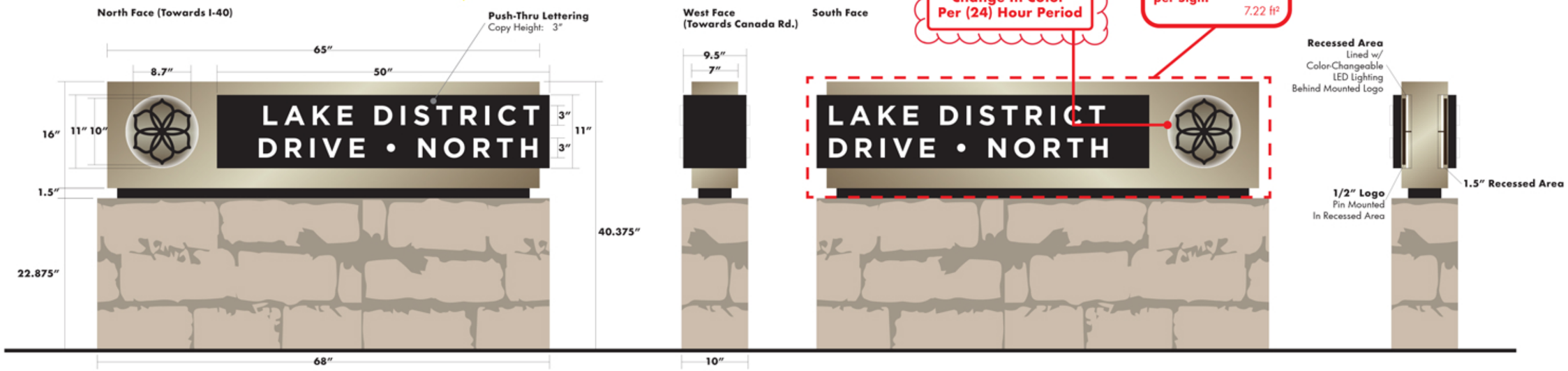
Warm Silver | Black Aluminum | Split-Block | White Acrylic

Beautiful and easy-to-read street signs serve as further branding at the property's secondary entrances while making it easy to identify the streets.

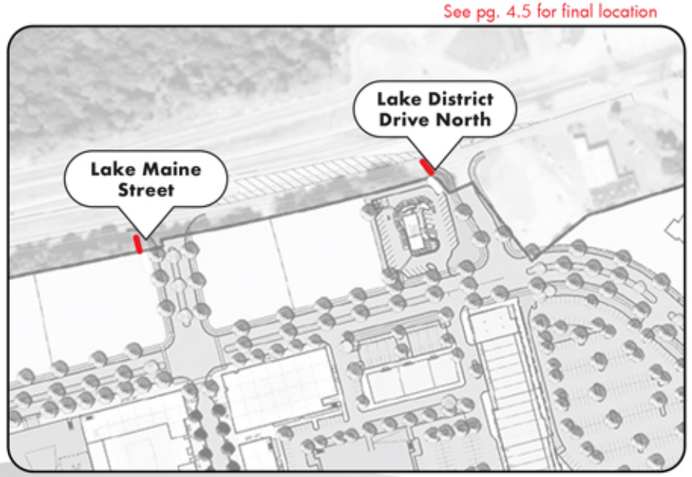
Electrical Requirements:
(Qty: 1) 120 Volt Circuit
Total Wattage At 120 Volts: 600 Watts
(Qty: 1) 277 Volt Circuit
Total Wattage At 277 Volts: 270 Watts

Recessed Area Only
Color-Changeable "Soft Glow" Feature To Be Limited To (1) Change In Color Per (24) Hour Period

Total Square Footage per Sign: 7.22 ft²



See pg. 4.5 for final location



3D Render

Night View

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PROPERTY SIGNAGE DESIGN PROPOSAL
SECONDARY ENTRANCE MONUMENTS

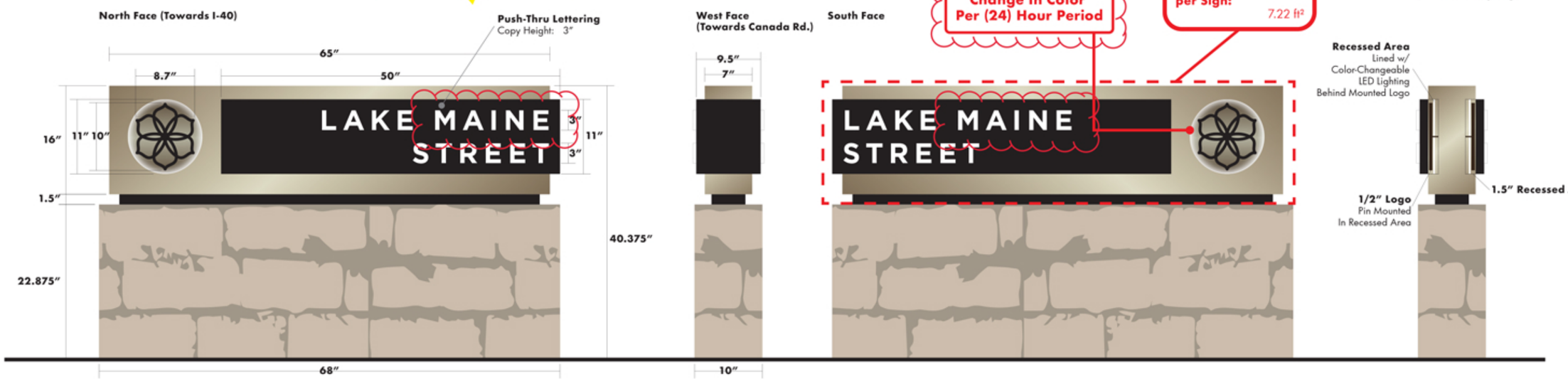
THE LAKE DISTRICT

APRIL 12, 2022

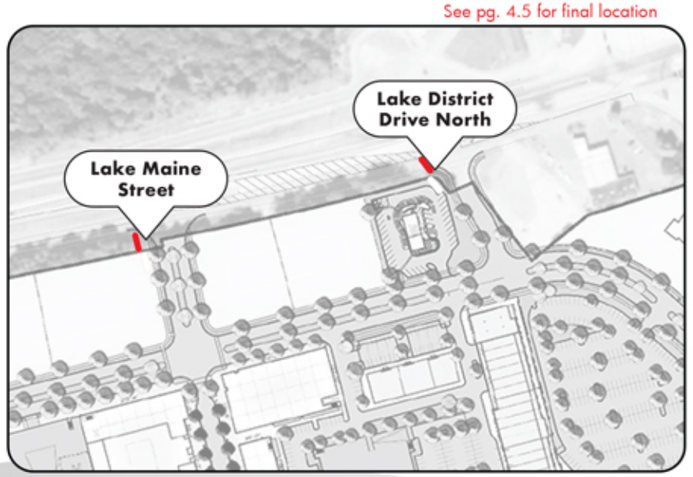
Warm Silver | Black Aluminum | Split-Block | White Acrylic

Beautiful and easy-to-read street signs serve as further branding at the property's secondary entrances while making it easy to identify the streets.

Electrical Requirements:
(Qty: 1) 120 Volt Circuit
Total Wattage At 120 Volts: 600 Watts
(Qty: 1) 277 Volt Circuit
Total Wattage At 277 Volts: 270 Watts



See pg. 4.5 for final location



3D Render

Night View

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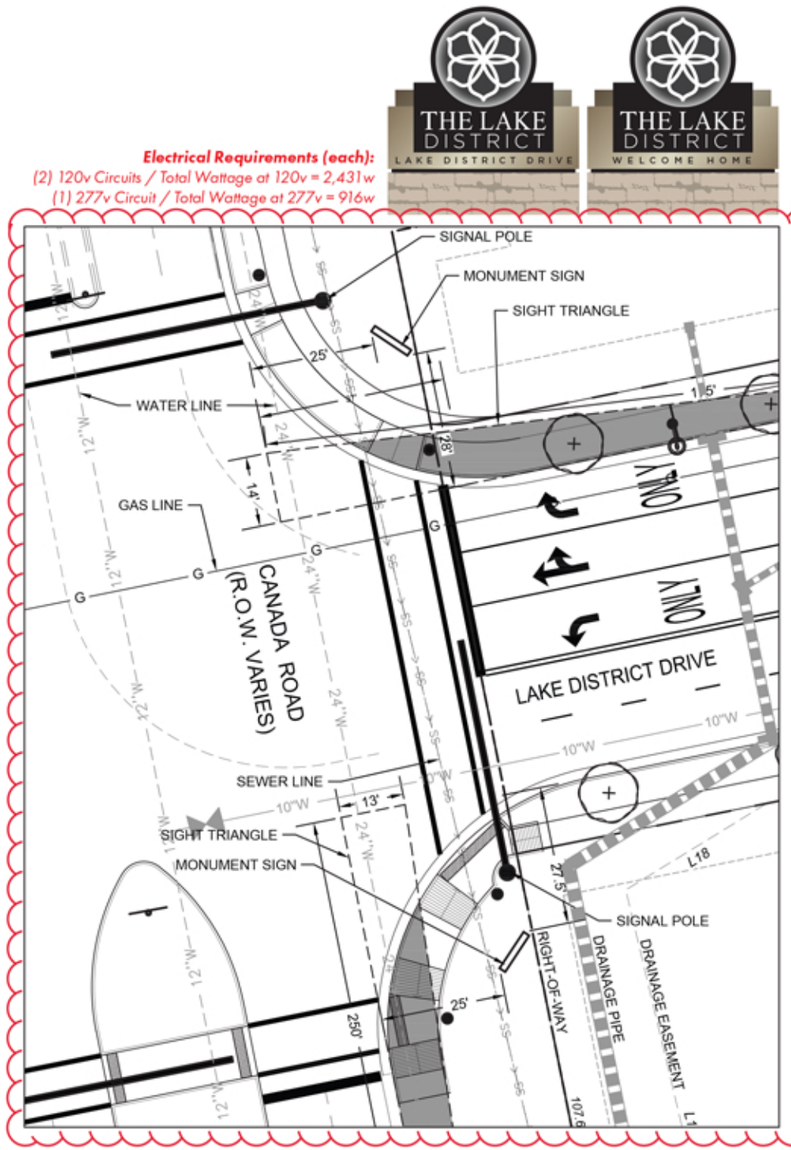
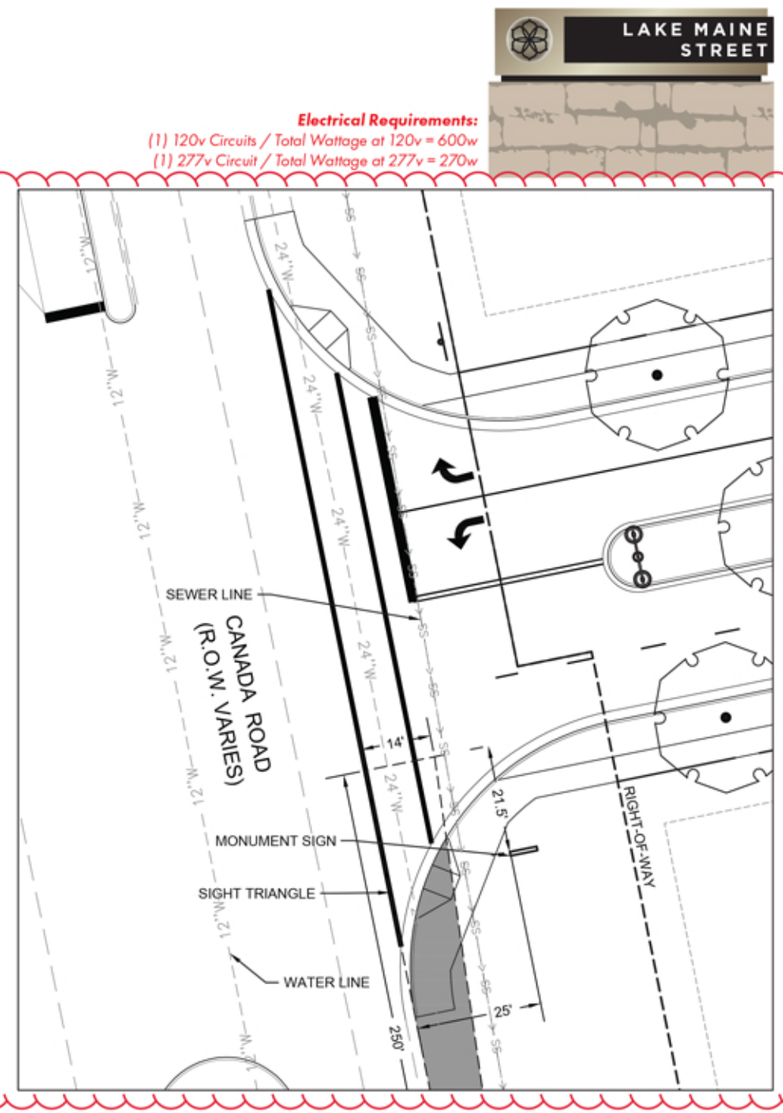
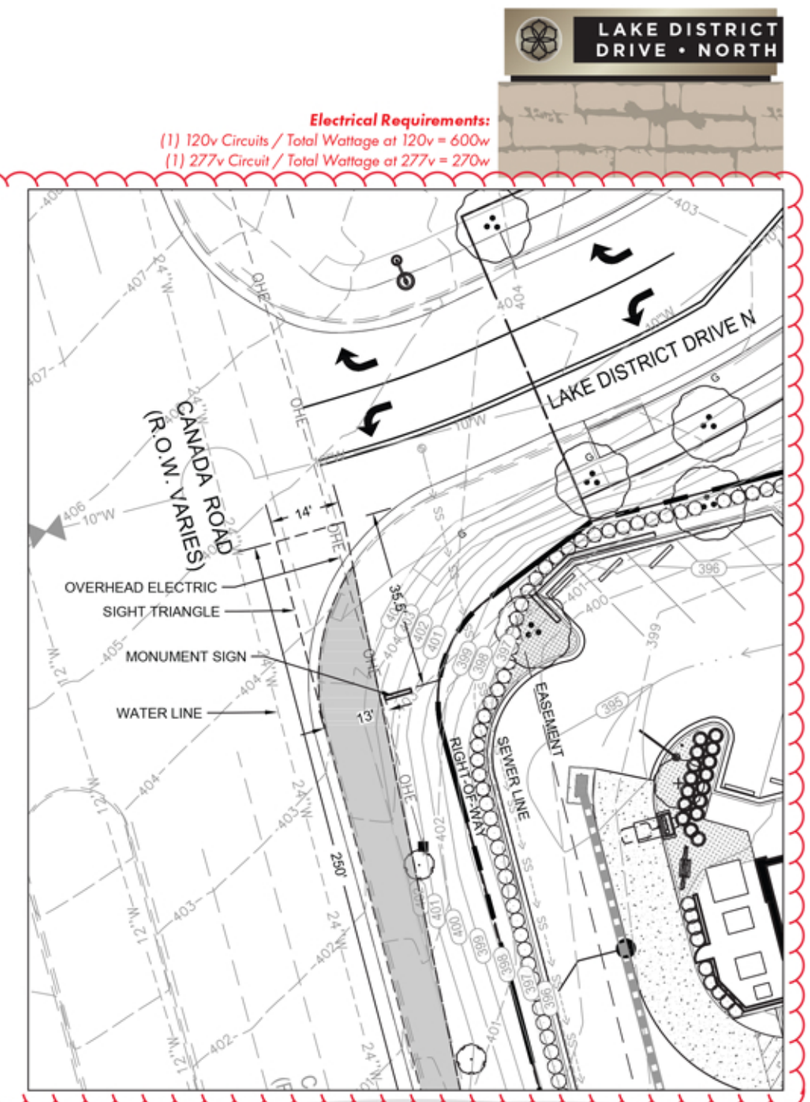
PROPERTY SIGNAGE DESIGN PROPOSAL
SECONDARY ENTRANCE MONUMENTS

THE LAKE DISTRICT

APRIL 12, 2022







SIGNMATTERSINC
369 Distribution Parkway, Collierville TN • 1-901-861-3001

RESOLUTION R-45-2022

RESOLUTION APPOINTING MICHAEL WALKER AS INTERIM CITY MANAGER

WHEREAS, the Mayor and Board of Commissioners for the City of Lakeland, Tennessee entered into an employment contract with Shane Horn on September 6, 2018 for the position of City Manager; and,

WHEREAS, Mr. Horn submitted his resignation on April 12, 2022, but will remain in the position through June 10, 2022; and,

WHEREAS, the Mayor and Board of Commissioners and Mr. Horn each desire to facilitate a smooth transition while the Mayor and Board of Commissioners searches for Lakeland's next City Manager; and,

WHEREAS, the Mayor and Board of Commissioners desires to appoint Lakeland's Finance Director, Michael Walker, as the interim City Manager; and,

WHEREAS, the Mayor and Board of Commissioners desires to provide Mr. Walker with additional compensation, a personal vehicle allowance, and medical benefits for Mr. Walker's family during his tenure as interim City Manager.

NOW, THEREFORE BE IT RESOLVED by the Mayor and Board of Commissioners of the City of Lakeland that Mr. Michael Walker is hereby appointed as the interim City Manager effective June 11, 2022. Mr. Walker shall be provided additional compensation and benefits described below during his tenure as interim City Manager.

1. During his tenure as interim City Manager, Mr. Walker will continue to serve as Lakeland's Finance Director.
2. During his tenure as interim City Manager, Mr. Walker shall be on-call 24/7.
3. During his tenure as interim City Manager, Mr. Walker shall receive the following compensation and benefits in addition to the current salary and benefits he receives as Finance Director:

    a. Mr. Walker shall receive a bi-weekly stipend of $1,000.00;
    b. Mr. Walker shall receive a monthly personal vehicle allowance of $500.00; and,
    c. Mr. Walker shall receive the standard medical, life, and disability and related insurance benefits received by all Lakeland employees. Mr. Walker's wife and children (so long as his children are eligible dependents for medical insurance coverage) shall receive, at Lakeland's expense, the standard medical and related insurance benefits, except life and disability coverage, received by all Lakeland employees.

PASSED AND ADOPTED by the Mayor and Board of Commissioners of Lakeland, Tennessee on this 12th day of May, 2022, the public welfare requiring it.

_____

Mike Cunningham, *Mayor*

ATTEST:

_____

Debra Murrell, *City Recorder*

CITY OF LAKELAND TENNESSEE

Board of Commissioners

Meeting Date: Thursday, May 12, 2022

Project: Sketch Plan for Taylor Farms Planned Development

Staff Contact: Donald Anthony, Planning Director

PROJECT INFORMATION

Location:	10355 Memphis-Arlington Road
Parcel ID:	L0151 00111
Zoning District:	AG (Agriculture District)
Site Area:	76.93 acres
Applicant:	TFB LLC
Representative:	Louis Ricci, Bray Firm

STAFF RECOMMENDATION

The Sketch Plan phase of the Planned Development process gives the Planning Commission and Board of Commissioners an opportunity to provide feedback and recommendations to the applicant without taking any formal votes. Staff will rely on the Planning Commission and Board of Commissioners' directions and the City's guiding and regulatory documents when reviewing the Outline Plan and subsequent plans for this project. Staff recommendations will be provided during future stages of the Planned Development process.

DISCUSSION

The Planning Commission has previously reviewed multiple iterations of the Sketch Plan, most recently on April 21, 2022. At the April 21 meeting, the Planning Commission offered generally favorable feedback; however, some Planning Commissioners expressed concern about the number of residential driveways having direct connections onto a collector street. (See additional information about this aspect of the proposed development below.)

Request Overview
The applicant, Louis Ricci, seeks guidance from the Board of Commissioners on a Sketch Plan for Taylor Farms, a proposed residential Planned Development. The project would include 126 lots for single-family detached dwellings on 76.93 acres located along the north side of Maple Walk Drive, south of Memphis-Arlington Road, east of Maple Forest Drive, and west of Chambers Chapel Road. The proposed Planned Development would include 63 R-1 lots, 38 R-2 lots, and 25 R-3 lots. Approximately 25 acres—or 31 percent of the entire development—would be designated as common open space.

Access and Transportation
The proposed development would include an extension of Lakeland Trace—a collector—northward through the development from Maple Walk Drive on the south to Memphis-Arlington Road on the north. While the proposed development does not have direct frontage on Memphis-Arlington Road, the applicant would obtain a portion of a property to the north of the proposed development to connect the development to Memphis-Arlington Road. As proposed, Lakeland Trace would have a curvilinear alignment through the development and would include several residential driveway connections.

In staff's review of the Sketch Plan, staff raised concerns about residential driveways connecting to Lakeland Trace. To reduce the number of driveways having direct connections to Lakeland Trace, the applicant added an eyebrow street on the west side of Lakeland Trace. The Sketch Plan continues to show 23 direct driveway connections.

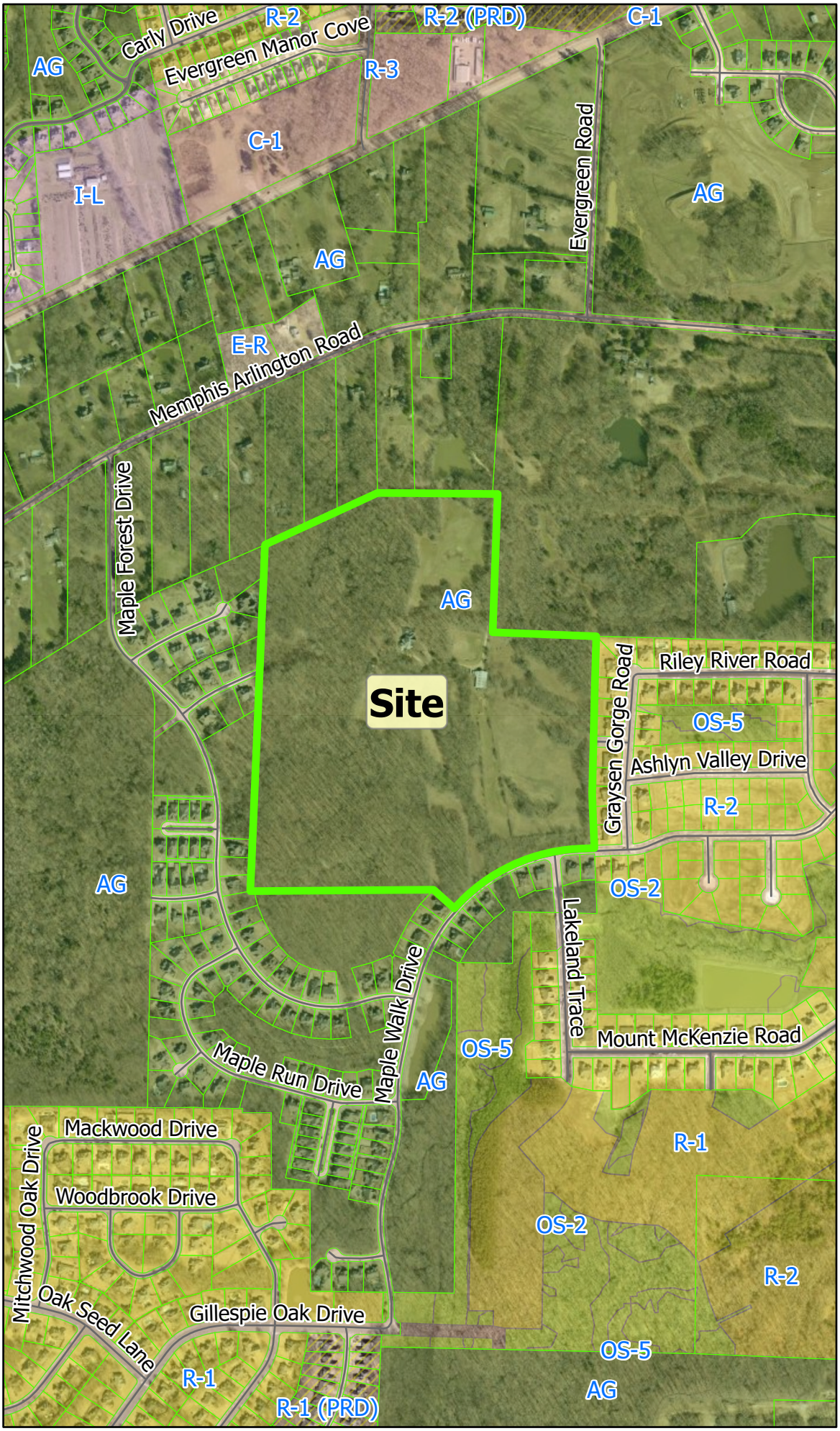
Staff also noted that the Sketch Plan did not show pedestrian facilities along the northern portion of Lakeland Trace. Lakeland Trace would require a minimum 66-foot right-of-way along with trees and pedestrian facilities. If classified as an urban connector, 5-foot sidewalks would be required; if classified as a rural connector, a 10-foot trail would be required. At the Planning Commission meeting on April 21, 2022, the applicant indicated that the entirety of Lakeland Trace from Maple Walk Drive to Memphis-Arlington Road would include pedestrian facilities consistent with a connector type.

Density and Lot Arrangement
Over several iterations of review, the applicant has made significant changes to the placement of various lot types. In the current version of the Sketch Plan, the most dense parts of the development have been shifted internally, away from the exterior of the development. The Sketch Plan shows the largest lots (R-1) being located around the development's perimeter, making the development more harmonious with neighboring large-lot developments.

NEXT STEPS

No formal vote will be taken for the Sketch Plan. The applicant is advised to take all feedback provided by the Planning Commission and Board of Commissioners and incorporate that feedback into future plans. If the applicant wishes to move the project forward, the applicant

may submit an Outline Plan for Planning Commission and subsequent Board of Commissioners review.



Taylor Farms Planned Development

Lakeland, Tennessee

76.93 Acres
Zoned AG

Taylor Farms Planned Development
Lakeland City Boundary
Street Centerline
Parcel

Zoning Classification

- AG
- C-1
- C-2
- E-R
- I-L
- M-R
- OS-2
- OS-5
- P
- R-1
- R-1 (PRD)
- R-2
- R-2 (PRD)
- R-2A
- R-3
- RE

Lakeland Planning Department
March 28, 2022

Sources:
Shelby Co. Assessor of Property; ESRI; Lakeland IT Dept.

0 0.1 0.2 Miles

N

CONCEPTUAL PLAN

TAYLOR FARMS PLANNED DEVELOPMENT

LAKELAND, TENNESSEE

LOTS: 126 | AREA: 76.93 ACRES

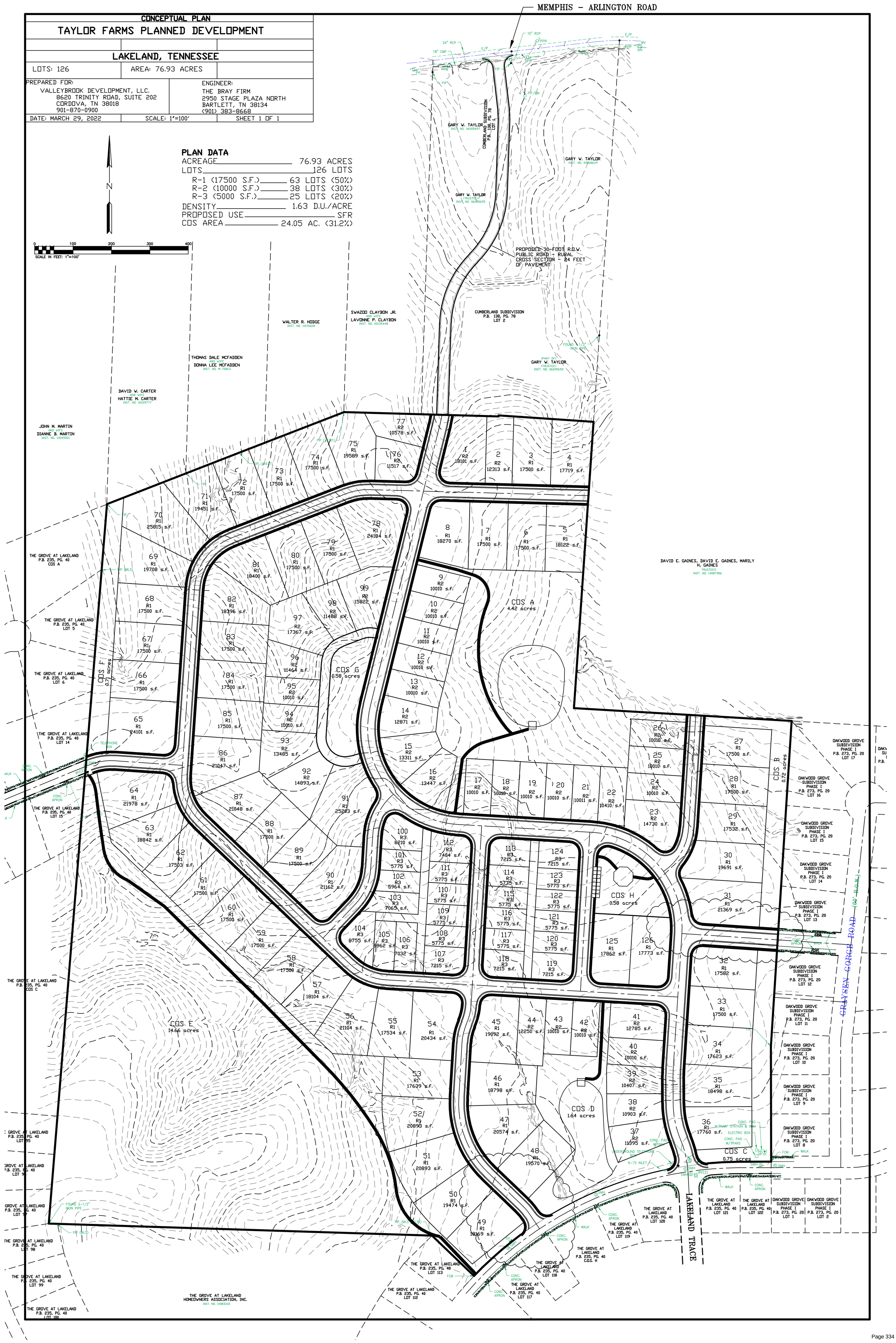
PREPARED FOR:
VALLEYBROOK DEVELOPMENT, LLC.
8620 TRINITY ROAD, SUITE 202
CORDOVA, TN 38018
901-870-0900

ENGINEER:
THE BRAY FIRM
2950 STAGE PLAZA NORTH
BARTLETT, TN 38134
(901) 383-8668

DATE: MARCH 29, 2022 | SCALE: 1"=100' | SHEET 1 OF 1

N

SCALE IN FEET: 1"=100'

PLAN DATA

ACREAGE	76.93 ACRES
LOTS	126 LOTS
R-1 (17500 S.F.)	63 LOTS (50%)
R-2 (10000 S.F.)	38 LOTS (30%)
R-3 (5000 S.F.)	25 LOTS (20%)
DENSITY	1.63 D.U./ACRE
PROPOSED USE	SFR
COS AREA	24.05 AC. (31.2%)