



CITY OF JACKSON
MAYOR & BOARD OF ALDERMEN STUDY SESSION
Monday, January 05, 2026 at 6:30 PM
Board Chambers, City Hall, 101 Court St.

AGENDA

DISCUSSION ITEMS

- [1.](#) Update on the new City Logo
- [2.](#) Presentation of Proposed Eagle Scout Project at City Cemetery
- [3.](#) Harmony Lane Realignment Study – engineering services proposal
- [4.](#) East Main Street Pedestrian Walkway Project – task order supplement for construction phase engineering services
- [5.](#) Proposed In-Car Camera Systems for the JPD – proposal
- [6.](#) Jackson Sanitary Landfill Post-Closure Assessment Memorandum and Early Release Certification Report
- [7.](#) Closed Landfill Permit Boundary Modification – engineering services proposal
8. Discussion of Previously Tabled Items (unspecified)
9. Additional Items (unspecified)

Posted on 12/23/2025 at 4:00 PM.



City of Jackson

TO: Mayor and Board of Aldermen

FROM: Liza Walker, Assistant City Administrator

DATE: December 22, 2025

RE: New City Logo Recommendation

The contract with Red Letter Communications to design a new City logo was approved on October 6, 2025. Since that time, Red Letter Communications staff members have worked diligently to design an updated logo to represent the City of Jackson. Lauren Essner of Red Letter Communications will be present at the meeting to present the recommended logo.

If you have any questions, please do not hesitate to reach out.



City of Jackson

TO: Mayor and Board of Aldermen

FROM: Janet Sanders, Director of Public Works

DATE: December 19, 2025

RE: Proposed Eagle Scout Project – Sign for Veterans in old City Cemetery

Nolan Strickland will be at the meeting to present a proposed Eagle Scout project which would include creation and installation of a sign in the old City Cemetery listing the names of all the known veterans buried in the cemetery.

I have asked him to provide a drawing of the proposed sign and location and those will be presented at the meeting.



City of Jackson

TO: Mayor and Board of Aldermen

FROM: Janet Sanders, Director of Public Works

DATE: December 19, 2025

RE: Harmony Lane Realignment Study – Task Order Proposal

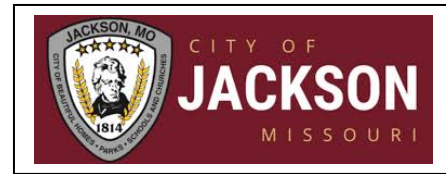
A meeting was held in December with Cape Girardeau County Commissioner Stephen Daume, Chris Koehler of Koehler Engineering, a few members of city staff, and Bart & Keri Vandeven, who own one of the large parcels at one of the right-angle curves of Harmony Lane were in attendance. The purpose of the meeting was to discuss the possibility of realigning the road so that it would no longer have two right angle curves. The affected portion is partly within the city and partly within the county. The discussion was well received by the property owners and all in attendance.

City staff would like to have Koehler Engineering prepare a study of this location with potential solutions for this hazardous section of road. As shown on the Task Order request attached, the cost of the initial study would be \$3,040.00.

If a relocation project arises from the study results, the cooperation of the County, City, and property owners will need to be coordinated and an MOU documenting the allocation of costs, right-of-way dedication or transfer, and ongoing maintenance responsibilities would be prepared at that time.



**KOEHLER
ENGINEERING**
A Division of
Klingner & Associates, P.C.



Item 3.

PROPOSAL FOR: City of Jackson, Missouri
ADDRESS: 101 Court Street, Jackson, Missouri 63755
PROJECT: A Study for the Realignment of Harmony Lane
DATE: 12/10/2025

I. PROJECT DESCRIPTION/UNDERSTANDING

The City of Jackson, Missouri (Client) has requested that Koehler Engineering a Division of Klingner & Associates, P.C. (Koehler) provide a proposal for A Study for the Realignment of Harmony Lane at the northern city limits of Jackson, MO. Koehler proposes to provide professional engineering consulting as described in the following scope of services.

II. SITE ZONING

The site zoning will not need to be modified.

III. SCOPE OF SERVICES

Our Scope of Services for each individual discipline is outlined below.

1. MEETINGS:

One meeting has already been held, and a minimum of one additional meeting to present and discuss the results of the study.

2. SURVEYING:

The study will be developed utilizing existing LIDAR topographic data and GIS parcel data. Field reconnaissance will be completed to review general site, soil, and drainage conditions. Additional detailed field work would be required for full design of the project.

3. STUDY:

- a. The study will prepare preliminary plan/profiles for two options:
 - i. An option to provide a sag curve and roadway alignment to match the existing ground as much as possible while still complying with good design practices and acceptable vertical curve lengths.
 - ii. An option to provide a horizontal grade for the roadway that would accommodate a dam to hold water on the Vandeven property, as generally discussed in the project review meeting.
- b. The study will determine drainage characteristics for the project area and develop a preliminary size for both a crossroad culvert (as required for paragraph 3.a.i) and a discharge structure for a proposed detention basin / lake (as required for paragraph 3.a.ii).
- c. The study will recommend a roadway cross section template for both options, based on City of Jackson street standards.
- d. The study will determine the volume of detention provided by option 3.a.ii. which may be offset against the requirements of future developments within the project area
- e. The study will prepare preliminary cost estimates for both options. Items covered in the cost estimate would include, but are not limited to the following:
 - i. Site preparation

- ii. Earthwork
- iii. Roadway paving
- iv. Drainage structures and conduits
- v. Embankment protection / guardrail as necessary
- vi. Utility extensions for potable water (Sanitary Sewer will not be feasible at present)
- vii. Surface restoration
- viii. Project contingency
- ix. Professional fees

IV. COMPENSATION

Compensation shall be based on a lump sum fee as per the following breakdown unless otherwise noted as hourly (per diem). Payments shall be made in accordance with the Koehler / Klingner and Associates general terms or as mutually modified. These fees are generated in relation to the Scope of Services above.

FEE BY DISCIPLINE AND PHASE	
Discipline / Phase	Lump Sum
Civil Engineering for Roadway Realignment Study	\$3,040.00
Combined Total:	\$3,040.00

*Hourly Estimated Fee

5. SCHEDULE

A mutually agreed upon schedule to be coordinated with the Client. Unless otherwise directed, we would anticipate having the study prepared and submitted within 45 days.

6. REIMBURSABLE EXPENSES

In addition to the compensation for basic services, normal project-related reimbursable expenses will be invoiced at the cost to Koehler x 1.15. The reimbursable expenses shall include:

- Printing, plotting, photocopying and photo reprographics for Client, Architect of Record and / or contractor use.
- Courier and express delivery charges
- Meetings other than those mentioned in the scope of services listed above
- Other project specific expenses pre-authorized by the Client

7. ADDITIONAL SERVICES

No services other than those outlined previously are anticipated.

8. APPROVAL

All services will be completed in accordance with the Klingner General Terms and Conditions or as mutually modified attached. Signing below and the document's return, signifies acceptance of the services based on the above Scope of Services.



Chris Koehler, PE, PLS
Title: Regional Client Manager
Koehler Engineering, a division of Klingner
& Associates, P.C.

December 10, 2025

Date

Matt Winters
Title: City Administrator
City of Jackson, Missouri

Date

This proposal is valid for acceptance for a period of thirty (30) days from the Klingner Signatory Date.





City of Jackson

TO: Mayor and Board of Aldermen

FROM: Janet Sanders, Director of Public Works

DATE: December 19, 2025

RE: East Main Street Pedestrian Walkway – Task Order 24-11 Proposed Supplement 1

Attached please find a proposed supplement to Task Order 24-11 for the construction engineering phase of the East Main Sidewalk project just completed requesting an additional \$10,000.00 to cover the additional cost of construction engineering/inspection. The original Task Order was in the amount of \$44,905.47.

You may remember former City Engineer George Harris mentioning at a past meeting that there was only \$1.47 left in the construction engineering budget, and he knew their work could not be completed within that amount.

Reasons for the increase in engineering costs are explained in the attached proposal letter. The construction of the project is now complete and the final project close-out process and as-built plans are still needed.

If this proposal is acceptable, a motion will be added to the January 19th meeting agenda for approval.



December 12, 2025

Ms. Janet Sanders
Director of Public Works
City of Jackson
101 Court Street
Jackson, MO 63755

RE: East Main St Sidewalk
TAP-3000(009)
Task Order Authorization No. 24-11
Supplement No. 1

Dear Ms. Sanders:

Bacon Farmer Workman Engineering & Consulting (BFW) would like to submit the follow supplement to our Task Order Authorization No. 24-11 approved on December 2, 2024, to conclude our final project inspection and project close out documentation.

As previously discussed with the city engineer, there were underground utilities that were originally thought to be deep enough not to interfere with construction based on information provided by the utility companies.

1. The gas line was considerably higher in locations that caused issues during construction and in locations where the line could not be relocated.
2. In the location for the proposed retaining wall in the fill section, the waterline interfered with construction of the wall. Field adjustments were made to eliminate the wall and provide a reasonable solution for changing the slopes which required additional work.

Based on feedback from adjacent property owners on the east side of the project and guidance from the city engineer, it was necessary to make field changes to paved approaches.

The above issues required the inspector to be available on site considerably more than originally planned to make decisions in the field to help keep the project progression moving forward. Additional time was also needed to keep track of all the changes for documentation of payment.

The final plans documentation for these changes will take some additional time to complete.

Based on these extenuating circumstances, BFW is requesting an additional \$10,000 for completion of our task order.

Sincerely,

Brian Holt, PE
Resident Engineer.



JACKSON POLICE DEPARTMENT



Inter-Department Communications (IDC)

DATE: 12/22/2025

FROM: AC A. Broch

TO: Board of Alderman

SUBJECT: Axon In-Car Cameras

We have put in our budget to purchase from Axon Enterprises, the Fleet 3 in-car camera systems. We will be purchasing eighteen Fleet 3s for our Patrol Division. This will upgrade all vehicles within that division.

Currently, we have Digital Ally in-car cameras, however, they were discontinued in 2025.

By going with Axon, the in-car cameras will integrate with our body worn cameras and sync flawlessly. The in-car cameras use evidence.com for storage, which we already use for our body worn cameras. This will allow us to have all our camera footage on that site, and it will easily be accessible to our officers and courts.

The in-car camera contract will be \$36,033.12 a year for a period of five years. After five years, it will be reduced to a fee for the software and cloud service only which is like our body worn camera contract.

Within the contracted fee, Axon will remove our old camera systems, install theirs and train our officers on the new camera system. The camera systems will also be under warranty during the five-year contract.

Thank you,

Asst. Chief Alex Broch

FLEET STATEMENT OF WORK BETWEEN AXON ENTERPRISE AND AGENCY

Introduction

This Statement of Work ("SOW") has been made and entered into by and between Axon Enterprise, Inc. ("AXON"), and Jackson Police Dept. - MO the ("AGENCY") for the purchase of the Axon Fleet in-car video solution ("FLEET") and its supporting information, services and training. (AXON Technical Project Manager/The AXON installer)

Purpose and Intent

AGENCY states, and AXON understands and agrees, that Agency's purpose and intent for entering into this SOW is for the AGENCY to obtain from AXON deliverables, which used solely in conjunction with AGENCY's existing systems and equipment, which AGENCY specifically agrees to purchase or provide pursuant to the terms of this SOW.

This SOW contains the entire agreement between the parties. There are no promises, agreements, conditions, inducements, warranties or understandings, written or oral, expressed or implied, between the parties, other than as set forth or referenced in the SOW.

Acceptance

Upon completion of the services outlined in this SOW, AGENCY will be provided a professional services acceptance form ("Acceptance Form"). AGENCY will sign the Acceptance Form acknowledging that services have been completed in substantial conformance with this SOW and the Agreement. If AGENCY reasonably believes AXON did not complete the professional services in conformance with this SOW, AGENCY must notify AXON in writing of the specific reasons within seven (7) calendar days from delivery of the Acceptance Form. AXON will remedy the issues to conform with this SOW and re-present the Acceptance Form for signature. If AXON does not receive the signed Acceptance Form or written notification of the reasons for rejection within 7 calendar days of the delivery of the Acceptance Form, AGENCY will be deemed to have accepted the services in accordance to this SOW.

Force Majeure

Neither party hereto shall be liable for delays or failure to perform with respect to this SOW due to causes beyond the party's reasonable control and not avoidable by diligence.

Schedule Change

Each party shall notify the other as soon as possible regarding any changes to agreed upon dates and times of Axon Fleet in-car Solution installation-to be performed pursuant of this Statement of Work.

Axon Fleet Deliverables

Typically, within (30) days of receiving this fully executed SOW, an AXON Technical Project Manager will deliver to AGENCY's primary point of contact via electronic media, controlled documentation, guides, instructions and videos followed by available dates for the initial project review and customer readiness validation. Unless otherwise agreed upon by AXON, AGENCY may print and reproduce said documents for use by its employees only.

Security Clearance and Access

Upon AGENCY's request, AXON will provide the AGENCY a list of AXON employees, agents, installers or representatives which require access to the AGENCY's facilities in order to perform Work pursuant of this Statement of Work. AXON will ensure that each employee, agent or representative has been informed or and consented to a criminal background investigation by AGENCY for the purposes of being allowed access to AGENCY's facilities. AGENCY is responsible for providing AXON with all required instructions and documentation accompanying the security background check's requirements.

Training

AXON will provide training applicable to Axon Evidence, Cradlepoint NetCloud Manager and Axon Fleet application in a train-the-trainer style method unless otherwise agreed upon between the AGENCY and AXON.

Local Computer

AGENCY is responsible for providing a mobile data computer (MDC) with the same software, hardware, and configuration that AGENCY personnel will use with the AXON system being installed. AGENCY is responsible for making certain that any and all security settings (port openings, firewall settings, antivirus software, virtual private network, routing, etc.) are made prior to the installation, configuration and testing of the aforementioned deliverables.

Network

AGENCY is responsible for making certain that any and all network(s) route traffic to appropriate endpoints and AXON is not liable for network breach, data interception, or loss of data due to misconfigured firewall settings or virus infection, except to the extent that such virus or infection is caused, in whole or in part, by defects in the deliverables.

Cradlepoint Router

When applicable, AGENCY must provide AXON Installers with temporary administrative access to Cradlepoint's [NetCloud Manager](#) to the extent necessary to perform Work pursuant of this Statement of Work.

Evidence.com

AGENCY must provide AXON Installers with temporary administrative access to Axon Evidence.com to the extent necessary to perform Work pursuant of this SOW.

Wireless Upload System

If purchased by the AGENCY, on such dates and times mutually agreed upon by the parties, AXON will install and configure into AGENCY's existing network a wireless network infrastructure as identified in the AGENCY's binding quote based on conditions of the sale.

VEHICLE INSTALLATION

Preparedness

On such dates and times mutually agreed upon by the parties, the AGENCY will deliver all vehicles to an AXON Installer less weapons and items of evidence. Vehicle(s) will be deemed 'out of service' to the extent necessary to perform Work pursuant of this SOW.

Existing Mobile Video Camera System Removal

On such dates and times mutually agreed upon by the parties, the AGENCY will deliver all vehicles to an AXON Installer which will remove from said vehicles all components of the existing mobile video camera system unless otherwise agreed upon by the AGENCY.

Major components will be salvaged by the AXON Installer for auction by the AGENCY. Wires and cables are not considered expendable and will not be salvaged. Salvaged components will be placed in a designated area by the AGENCY within close proximity of the vehicle in an accessible work space.

Prior to removing the existing mobile video camera systems, it is both the responsibility of the AGENCY and the AXON Installer to test the vehicle's systems' operation to identify and operate, documenting any existing component or system failures and in detail, identify which components of the existing mobile video camera system will be removed by the AXON Installer.

In-Car Hardware/Software Delivery and Installation

On such dates and times mutually agreed upon by the parties, the AGENCY will deliver all vehicles to an AXON Installer, who will install and configure in each vehicle in accordance with the specifications detailed in the system's installation manual and its relevant addendum(s). Applicable in-car hardware will be installed and configured as defined and validated by the AGENCY during the pre-deployment discovery process.

If a specified vehicle is unavailable on the date and time agreed upon by the parties, AGENCY will provide a similar vehicle for the installation process. Delays due to a vehicle, or substitute vehicle, not being available at agreed upon dates and times may result in additional fees to the AGENCY. If the AXON Installer determines that a vehicle is not properly prepared for installation ("Not Fleet Ready"), such as a battery not being properly charged or properly up-fit for in-service, field operations, the issue shall be reported immediately to the AGENCY for resolution and a date and time for the future installation shall be agreed upon by the parties.

Upon completion of installation and configuration, AXON will systematically test all installed and configured in-car hardware and software to ensure that ALL functions of the hardware and software are fully operational and that any deficiencies are corrected unless otherwise agreed upon by the AGENCY, installation, configuration, test and the correct of any deficiencies will be completed in each vehicle accepted for installation.

Prior to installing the Axon Fleet camera systems, it is both the responsibility of the AGENCY and the AXON Installer to test the vehicle's existing systems' operation to identify, document any existing component or vehicle systems' failures. Prior to any vehicle up-fitting the AXON Installer will introduce the system's components, basic functions, integrations and systems overview along with reference to AXON approved, AGENCY manuals, guides, portals and videos. It is both the responsibility of the AGENCY and the AXON Installer to agree on placement of each components, the antenna(s), integration recording trigger sources and customer preferred power, ground and ignition sources prior to permanent or temporary installation of an Axon Fleet camera solution in each vehicle type. Agreed placement will be documented by the AXON Installer.

AXON welcomes up to 5 persons per system operation training session per day, and unless otherwise agreed upon by the AGENCY, the first vehicle will be used for an installation training demonstration. The second vehicle will be used for an assisted installation training demonstration. The installation training session is customary to any AXON Fleet installation service regardless of who performs the continued Axon Fleet system installations.

The customary training session does not 'certify' a non-AXON Installer, customer-employed Installer or customer 3rd party Installer, since the AXON Fleet products does not offer an Installer certification program. Any work performed by non-AXON Installer, customer-employed Installer or customer 3rd party Installer is not warranted by AXON, and AXON is not liable for any damage to the vehicle and its existing systems and AXON Fleet hardware.



Axon Enterprise, Inc.
17800 N 85th St
Scottsdale, Arizona 85255
United States
VAT: 86-0741227
Domestic:(800) 978-2737
International: +1.800.978.2737

Q-752514-4 **Item 5.**

Issued: 12/22/2025

➔ Quote Expiration: 12/29/2025

Estimated Contract Start Date: 03/15/2026

Account Number: 113452
Payment Terms: N30
Mode of Delivery: UPS-GND
Credit/Debit Amount: \$0.00

SHIP TO	BILL TO
Jackson Police Dept. - MO 202 W Jackson Blvd Jackson, MO 63755-2014 USA	Jackson Police Dept. - MO 202 W Jackson Blvd Jackson MO 63755-2014 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Joe Koestner Phone: (480) 515-6377 Email: jkoestner@axon.com Fax:	Alex Broch Phone: (573) 243-3151 Email: abroch@jacksonpd.org Fax:

Quote Summary

Program Length	60 Months
TOTAL COST	\$180,165.60
ESTIMATED TOTAL W/ TAX	\$180,165.60

Discount Summary

Average Savings Per Year	\$3,379.39
TOTAL SAVINGS	\$16,896.96

Payment Summary

Date	Subtotal	Tax	Total
Feb 2026	\$36,033.12	\$0.00	\$36,033.12
Feb 2027	\$36,033.12	\$0.00	\$36,033.12
Feb 2028	\$36,033.12	\$0.00	\$36,033.12
Feb 2029	\$36,033.12	\$0.00	\$36,033.12
Feb 2030	\$36,033.12	\$0.00	\$36,033.12
Total	\$180,165.60	\$0.00	\$180,165.60

Quote Unbundled Price:

\$197, Item 5.

Quote List Price:

\$180,165.60

Quote Subtotal:

\$180,165.60

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
Program									
Fleet3B	Fleet 3 Basic	18	60	\$182.46	\$166.82	\$166.82	\$180,165.60	\$0.00	\$180,165.60
Total							\$180,165.60	\$0.00	\$180,165.60

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Shipping Location	Estimated Delivery Date
Fleet 3 Basic	101675	AXON FLEET - ERICSSON CRADLEPOINT R980-5GD-A+5YR NETCLOUD	18	1	02/15/2026
Fleet 3 Basic	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	18	1	02/15/2026
Fleet 3 Basic	70112	AXON SIGNAL - VEHICLE	18	1	02/15/2026
Fleet 3 Basic	72036	AXON FLEET 3 - STANDARD 2 CAMERA KIT	18	1	02/15/2026

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Fleet 3 Basic	80400	AXON EVIDENCE - FLEET VEHICLE LICENSE	18	03/15/2026	03/14/2031
Fleet 3 Basic	80410	AXON EVIDENCE - STORAGE - FLEET 1 CAMERA UNLIMITED	36	03/15/2026	03/14/2031

Services

Bundle	Item	Description	QTY
Fleet 3 Basic	100738	AXON FLEET 3 - SIM INSERTION - VZW 4FF	18
Fleet 3 Basic	73391	AXON FLEET 3 - DEPLOYMENT PER VEHICLE - NOT OVERSIZED	18

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Fleet 3 Basic	80379	AXON SIGNAL - EXT WARRANTY - SIGNAL UNIT	18	02/15/2027	03/14/2031
Fleet 3 Basic	80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	18	02/15/2027	03/14/2031

Shipping Locations

Item 5.

Location Number	Street	City	State	Zip	Country
1	202 W Jackson Blvd	Jackson	MO	63755-2014	USA

Payment Details

Feb 2026

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 1	Fleet3B	Fleet 3 Basic	18	\$36,033.12	\$0.00	\$36,033.12
Total				\$36,033.12	\$0.00	\$36,033.12

Mar 2026

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Invoice Upon Fulfillment	Fleet3B	Fleet 3 Basic	18	\$0.00	\$0.00	\$0.00
Total				\$0.00	\$0.00	\$0.00

Feb 2027

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 2	Fleet3B	Fleet 3 Basic	18	\$36,033.12	\$0.00	\$36,033.12
Total				\$36,033.12	\$0.00	\$36,033.12

Feb 2028

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 3	Fleet3B	Fleet 3 Basic	18	\$36,033.12	\$0.00	\$36,033.12
Total				\$36,033.12	\$0.00	\$36,033.12

Feb 2029

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 4	Fleet3B	Fleet 3 Basic	18	\$36,033.12	\$0.00	\$36,033.12
Total				\$36,033.12	\$0.00	\$36,033.12

Feb 2030

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 5	Fleet3B	Fleet 3 Basic	18	\$36,033.12	\$0.00	\$36,033.12
Total				\$36,033.12	\$0.00	\$36,033.12

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

Contract Sourcwell #101223-AXN is incorporated by reference into the terms and conditions of this Agreement. In the event of conflict the terms of Axon's Master Services and Purchasing Agreement shall govern.

Standard Terms and Conditions

Axon Enterprise Inc. Sales Terms and Conditions

Axon Master Services and Purchasing Agreement:

This Quote is limited to and conditional upon your acceptance of the provisions set forth herein and Axon's Master Services and Purchasing Agreement (posted at <https://www.axon.com/sales-terms-and-conditions>), as well as the attached Statement of Work (SOW) for Axon Fleet and/or Axon Interview Room purchase, if applicable. In the event you and Axon have entered into a prior agreement to govern all future purchases, that agreement shall govern to the extent it includes the products and services being purchased and does not conflict with the Axon Customer Experience Improvement Program Appendix as described below.

ACEIP:

The Axon Customer Experience Improvement Program Appendix, which includes the sharing of de-identified segments of Agency Content with Axon to develop new products and improve your product experience (posted at www.axon.com/legal/sales-terms-and-conditions), is incorporated herein by reference. By signing below, you agree to the terms of the Axon Customer Experience Improvement Program.

Acceptance of Terms:

Any purchase order issued in response to this Quote is subject solely to the above referenced terms and conditions. By signing below, you represent that you are lawfully able to enter into contracts. If you are signing on behalf of an entity (including but not limited to the company, municipality, or government agency for whom you work), you represent to Axon that you have legal authority to bind that entity. If you do not have this authority, please do not sign this Quote.

Exceptions to Standard Terms and Conditions

Agency has existing contract(s) originated via Quote(s):

Q-513207

Agency is terminating those contracts effective 12/29/2025 Any changes in this date will result in modification of the program value which may result in additional fees or credits due to or from Axon.

The parties agree that Axon is applying a Net Transfer Debit of \$23,356.31

100% discounted body-worn camera and docking station hardware contained in this quote reflects a TAP replacement for hardware purchased under existing quotes aforementioned above. All TAP obligations from this contract will be considered fulfilled upon execution of this quote.

Signature

Date Signed



MEMO

To: Mayor Dwain Hahs and Members of the Board of Aldermen
From: Rodney Bollinger, Director of Administrative Services 
Date: December 22, 2025
Re: Jackson Sanitary Landfill - Post-Closure Assessment Memorandum and Early Release Certification Report

The thirty (30) year post-closure period for the Jackson Sanitary Landfill expires on November 1, 2026. The City hired the environmental engineering firm of Burns & McDonnell to provide a thorough assessment on the land to determine what options are available for future use.

The enclosed Post-Closure Assessment Memorandum and Early Release Certification Report was prepared in accordance with applicable post-closure care requirements and regulatory guidance.

The purpose of this submittal is to document current site conditions, evaluate the status and performance of required post-closure care components, and establish the basis for early release from post-closure care. The assessment includes a comprehensive review of historical site documentation, inspection observations, environmental monitoring data, and institutional controls associated with the landfill's post-closure obligations.

Based on the findings summarized in the report, the landfill meets the regulatory criteria for early release from post-closure care.

The complete Post-Closure Assessment Memorandum and Early Release Certification Report exceeds 170 pages and is therefore not included with this packet. Instead, the enclosed seven-page Post-Closure Assessment Memorandum provides a concise summary of the full report. A complete copy of the report is available upon request.

The finalized report will be submitted to the MDNR following execution by the consulting engineer, Republic Services, and City staff. A motion to accept the report is scheduled for consideration at the January 20 regular meeting.

At this time, City staff recommends taking steps to mitigate future environmental liability associated with the property by modifying the landfill's permitted boundary to reflect its prematurely closed condition. Specifically, the permitted landfill footprint would be reduced from 100.2 acres to 14.4 acres, allowing the remaining 85.8 acres to be made available for outright sale.

If approved by the Board, staff recommends re-engaging Burns & McDonnell to prepare and submit a Closed Landfill Permit Boundary Modification to the appropriate regulatory agencies. Their proposal letter is attached. If agreeable, a motion approving this task order will appear on the agenda of January 20 regular meeting.

Please review the enclosed materials and advise if additional information or clarification is needed. City staff will be available during the meeting to answer questions and provide further detail as requested.

September 4, 2025

Rodney Bollinger
Director of Administrative Services
City of Jackson, Missouri
101 Court Street
Jackson, Missouri 63755

Re: Post-Closure Assessment Memorandum

Dear Mr. Bollinger:

The Jackson Sanitary Landfill (Site), owned by the City of Jackson, Missouri (City), is located within Cape Girardeau County, outside of city limits. The Site is approaching the conclusion of its 30-year post-closure care period on November 1, 2026. Per Title 10, Code of State Regulations (CSR) 80-2.030(4)(F)2.B and Section 260.227.1 of the Revised Statutes of Missouri (RSMo), the City is submitting a request to the Missouri Department of Natural Resources (MDNR) to formally terminate the post-closure period. This memorandum outlines potential future uses for the Site following termination of the post-closure period, summarizing the advantages and disadvantages of each use with consideration given to potential community, environmental, and financial impact. The options evaluated include outright sale, leasing, ecological restoration and recreational use, hay/open space, composting/yard waste facility, and material/equipment storage. The Site’s location and size were considered, along with property values of adjacent parcels, to help contextualize the potential market value of the Site should an outright sale be pursued.

Site Background

The Site is located approximately 4.5 miles southwest of Jackson, Missouri, south of Missouri Highway 72 covering a total of 100.2 acres, of which 54.5 acres were originally permitted for waste disposal with eight intended phases. However, due to the implementation of Subtitle D of the Resource Conservation and Recovery Act (RCRA) and the considerable additional development costs associated with upgrading to those standards, landfill operations ceased on April 8, 1994 before all phases could be utilized. At the time of formal closure in November 1996, only three phases had been filled with waste, leaving the remainder of the Site free of waste.

The Site is currently divided into four parcels, each classified by the Cape Girardeau County Assessor’s Office under an Exempt property tax status, meaning they are not subject to local property taxes under the Missouri law due to their public ownership and us (as outlined in RSMo Section 137.100). Table 1 presents the current parcel layout.

Table 1: Jackson Sanitary Landfill Parcels

Parcel Reference Area	Property Address	Parcel Number	Approximate Parcel Acreage	Waste In Place? (Y/N)	Classification
Southeast	489 Mica Ln Jackson, MO 63755-0000	14-400-17-00-002.00-0000	44.57	Yes	Exempt
North	County Rd 341 Jackson, MO 63755-0000	14-100-08-00-010.00-0000	41.38	No	Exempt
Southwest	County Rd 341 Jackson, MO 63755-0000	14-400-17-00-003.00-0000	14.16	No	Exempt
Central	County Rd 341 Jackson, MO 63755-0000	14-400-17-00-003.01-0000	3.03	No	Exempt

Source: [Cape Girardeau County](#)

Permit Conditions

The *Closure and Post-Closure Plans and Cost Estimates*¹ for the Site indicated that, following closure, the operator planned to maintain the property as grassland. Opportunities for alternative construction are limited within areas containing waste because of the ongoing settlement, decomposition, and gas emissions. Any activity that could disturb the waste or landfill cap must be approved by the MDNR. If construction is planned, foundations and structures are not recommended as to not interfere with cap, and plans must be submitted to the MDNR for approval. Changes in land use may also require permit modifications. If the Site is sold or repurposed for non-public use, the current property tax classification may be subject to reevaluation in accordance with applicable local and state regulations. According to MDNR guidance (PUB2430), crop cultivation and livestock grazing is not allowed on closed landfills, but growing and cutting hay is².

The permitted waste boundary spans all four parcels of the Site, meaning that development restrictions imposed by MDNR apply to all parcels. However, the City may request a permit modification to revise the boundary so that restrictions only apply to the parcel containing waste. If approved by MDNR, the use limitations could be confined to the Site's 44-acre southeast parcel. The closed landfill does not have leachate management, gas collection, or water monitoring systems which simplifies future maintenance requirements. Ongoing maintenance for the permitted area would primarily involve preserving the integrity of the landfill cap, maintaining vegetative cover, ensuring proper drainage to prevent erosion or water accumulation, and controlling access.

Potential Future Uses

The following section of this memorandum outlines potential alternative future uses for the Site.

Outright Sale

The Site's division into four parcels presents a strategic opportunity for sale, particularly since only one parcel contains waste. This segmentation allows for the potential sale of individual sections, which could attract buyers interested in specific parcels without assuming full responsibility for the entire property. If the Site is sold, the new owner will assume responsibility for necessary maintenance, thereby reducing the City's long-term obligations. Environmental compliance with the MDNR can be costly and time-consuming, which may discourage potential buyers. This includes routine maintenance of the landfill cap and addressing issues like erosion. New owners must be made aware of the landfill's history and any remaining risks.

To help contextualize the potential market value of the Site should an outright sale be pursued, Table 2 and Table 3 provide a comparison of full market land value, acreage, and property tax status classification for parcels adjacent to both the waste-filled and non-waste-filled areas of the Site. Property value data was obtained from the Cape Girardeau County Assessor's Office and reflect assessed market values used for property taxation.

¹ Burns & McDonnell. (1994). *Closure and Post-Closure Plan and Cost Estimates*.

² [Maintaining a Closed Landfill - PUB2431 | Missouri Department of Natural Resources](#)

Table 2: Summary of Waste-Adjacent Properties

Property Address	Parcel Number	Deed Holder	Deed Acreage	Property Land Value	Classification	Direction from Site	Value Per Acre
906 Mica Ln Jackson, MO 63755-0000	14-400-17-00-004.00-0000	Aufdenberg Leon L & Donna Trust	46.95	\$16,988	Agricultural Land	Southwest	\$361.83
County Road 343 Burfordville, MO 63739-0000	14-400-17-00-006.00-0000	Hinkebein Ennis Wm II Trust Etal	109.79	\$44,026	Agricultural Land	South	\$401.00
351 Jasper Ln Jackson, MO 63755-0000	14-400-17-00-007.00-0000	Voshage Spousal Trust	129.00	\$60,799	Residential	Southeast	\$471.31
County Road 341 Jackson, MO 63755-0000	14-400-17-00-001.00-0000	Lorberg Ellen B Trust	60.60	\$21,380	Agricultural Land	East	\$352.81
301 Mica Lane Jackson, MO 63755-0000	14-400-17-00-001.02-0000	Metzger Leah M & Justin T Et Vir	10.20	\$2,900	Agricultural Land	East	\$284.31
1036 County Road 341 Jackson, MO 63755-7588	14-100-08-00-011.00-0000	Birk Glen W Trust & Birk Alice A Trust	87.11	\$47,196	Residential	Northeast	\$541.80

Source: [Cape Girardeau County](#)

Table 3: Summary of Non-Waste-Adjacent Properties

Property Address	Parcel Number	Deed Holder	Deed Acreage	Property Land Value	Classification	Direction from Site	Value Per Acre
1775 County Road 343 Burfordville, MO 63739-9019	14-400-18-00-001.00-0000	Aufdenberg Leon L Trust & Aufdenberg Donna J Trust	214.00	\$124,134	Agricultural Land	Southwest	\$580.07
881 County.Rd.343 Burfordville, MO 63739-0000	14-100-07-00-020.00-0000	Birk Alice A Trust Etal	92.00	\$53,388	Agricultural Land	Northwest	\$580.30
1307 State.Hwy.34 Burfordville, MO 63739-0000	14-100-08-00-006.00-0000	Sievers Lonnie G & Marilyn K Et Ux	191.00	\$91,944	Agricultural Land	North	\$481.38
County.Rd.341 Jackson, MO 63755-0000	14-100-08-00-002.00-0000	Birk Glen W Trust & Birk Alice A Trust	145.20	\$71,000	Agricultural Land	Northeast	\$488.98

Source: [Cape Girardeau County](#)

Leasing

Leasing the Site could be more attractive to others, as this option could avoid the transfer of environmental liability. Once released from the post-closure care period, leasing could provide additional revenue for the City. While the responsibility for maintenance activities would ultimately be on the City, it could be contractually delegated to lessees. MDNR's development restrictions would still apply, but potential tenants could use the Site for staging, storage, or laydown areas for equipment and materials.

Ecological Restoration and Recreational Use

Transforming the Site into an ecological restoration and/or recreational use area could be a thoughtful response to concerns once expressed by nearby residents during the landfill's operational period. A partnership with Cape Girardeau Conservation Nature Center or a similar nature-focused initiative could be explored. Cape Girardeau Conservation Nature Center is located approximately 10 miles east of the Site and six miles east of the City. Their amenities include two miles of nature trails, wildlife viewing areas, a children's play area, freshwater aquariums, exhibit galleries, and more. A collaboration with institutions such as Southeast Missouri State University or the University of Missouri Extension Center of Cape Girardeau County could also expand educational and community engagement. Developing the Site into a recreational area could offer a creative way to generate income and community engagement. One way to do this could be through the creation of a multi-use motorsports track, which could attract visitors through organized events, sponsorships, and possible entrances or usage fees, especially given the Site's proximity to agricultural areas where motorbikes, ATVs, and/or UTVs are commonly used. If the available space is too limited, a biking trail could be a more feasible option, offering a quieter option for the neighbors and a more flexible recreational option for the City. While most city recreational areas do not charge fees, income could be generated through special events, rentals, or partnerships. Parking could be accommodated in some of these parcels with proper ground leveling and preparation.

Use of the Site for ecological restoration and/or recreation would require significant public interest and both capital and operational funding. With the Site being miles away, the ecological restoration area would need to be unique, visually appealing, and well designed. Additionally, the presence of nearby livestock would require secure fencing and strict site management for security purposes. As mentioned, depending on the needed size for a specific recreational area, the Site might be too small or segmented to support a full-scale recreational facility. Noise from motor vehicles or incoming traffic could also be disruptive to nearby residents. Seasonal use, ongoing maintenance, security, and safety would also require consistent oversight. This option would need infrastructure such as restrooms and emergency access to be considered. The current entrance to the southeast parcel is located on its northwest corner, connecting through the central parcel of the Site. As shown in Attachment 1, visitors must pass through a neighboring parcel to access it. A shared entrance could have been an informal arrangement established years ago. It should not be assumed that this arrangement will apply to future use of the Site - access points to each parcel would need to be confirmed prior to moving forward with this option.

Hay/Open Space

Designating the space for hay cutting or open space could offer lower maintenance requirements under the condition that hay harvested from within the permitted waste boundary is only used for non-consumption purposes. According to MDNR guidance (PUB2430), this means the hay must not be used for human consumption or as livestock feed due to the potential for contamination from landfill decomposition. It can be used for erosion control, composting, or other non-food applications. Other crops may be grown if they are reviewed and approved by MDNR.

Despite its potential, this option is constrained by MDNR's restrictions within the permitted waste area, limiting broader agricultural development. Still, this approach offers a straightforward way to keep the Site active and maintained without significant capital investment or operational complexity.

Composting/Yard Waste Facility

Establishing a yard waste facility on the Site could offer a practical way to manage organic materials locally. The property could be used as a drop-off location, a secondary stockpiling location, and/or an active composting / mulching facility. A drop-off or stockpiling option would take advantage of the available space, though its location may be less convenient than the City's current system. A composting or mulching operation could produce useful materials and serve as a regional resource since the area has limited infrastructure.

This option would require more effort and potentially higher costs compared to the City's current practices. Whether it is used for drop-off, stockpiling, or processing, the City would need to further analyze the transportation logistics, infrastructure needs, and staffing required to support the operation. Long-term viability would depend on operational costs, demand, and the ability to maintain the Site's integrity of the landfill cap, vegetative cover, and drainage.

Material/Equipment Storage

Repurposing the Site as a material or equipment storage space could help alleviate space constraints for the City by relocating items from more active or limited-use properties. This option would make use of available land without requiring significant structural development, thereby aligning with MDNR's restrictions on the Site. It offers a straightforward and functional use of property that supports municipal operations while keeping the land maintained and active.

However, using the Site for storage would require investment in basic infrastructure and security measures to protect stored materials and prevent unauthorized access. Depending on the type of equipment or materials stored, fencing, surveillance, and controlled access may be necessary. Though the Site's distance from the City may impact logistical benefits, it remains a practical option for low-impact operational support.

Conclusion

As the Site approaches the end of its 30-year post-closure care period, several future land use options can be considered in anticipation of potential release from regulatory oversight. The City may part with the Site through outright sale or a leasing arrangement. Alternatively, the Site could be developed into a beneficial property for ecological restoration and recreational use, hayfield or open space, yard waste management, or municipal material and equipment storage. These alternatives offer varying levels of feasibility, community benefit, and level of effort for MDNR compliance. While options may present opportunities for revenue generation and/or public engagement, they may require permit modifications, infrastructure investment, and/or ongoing maintenance. Ultimately, selecting a path forward will depend on careful planning, regulatory approval, stakeholder input, and the City's goals for responsible land management and beneficial use of the property.

Sincerely,

Burns & McDonnell Engineering Company, Inc.



Laura Drescher, PE
Project Manager

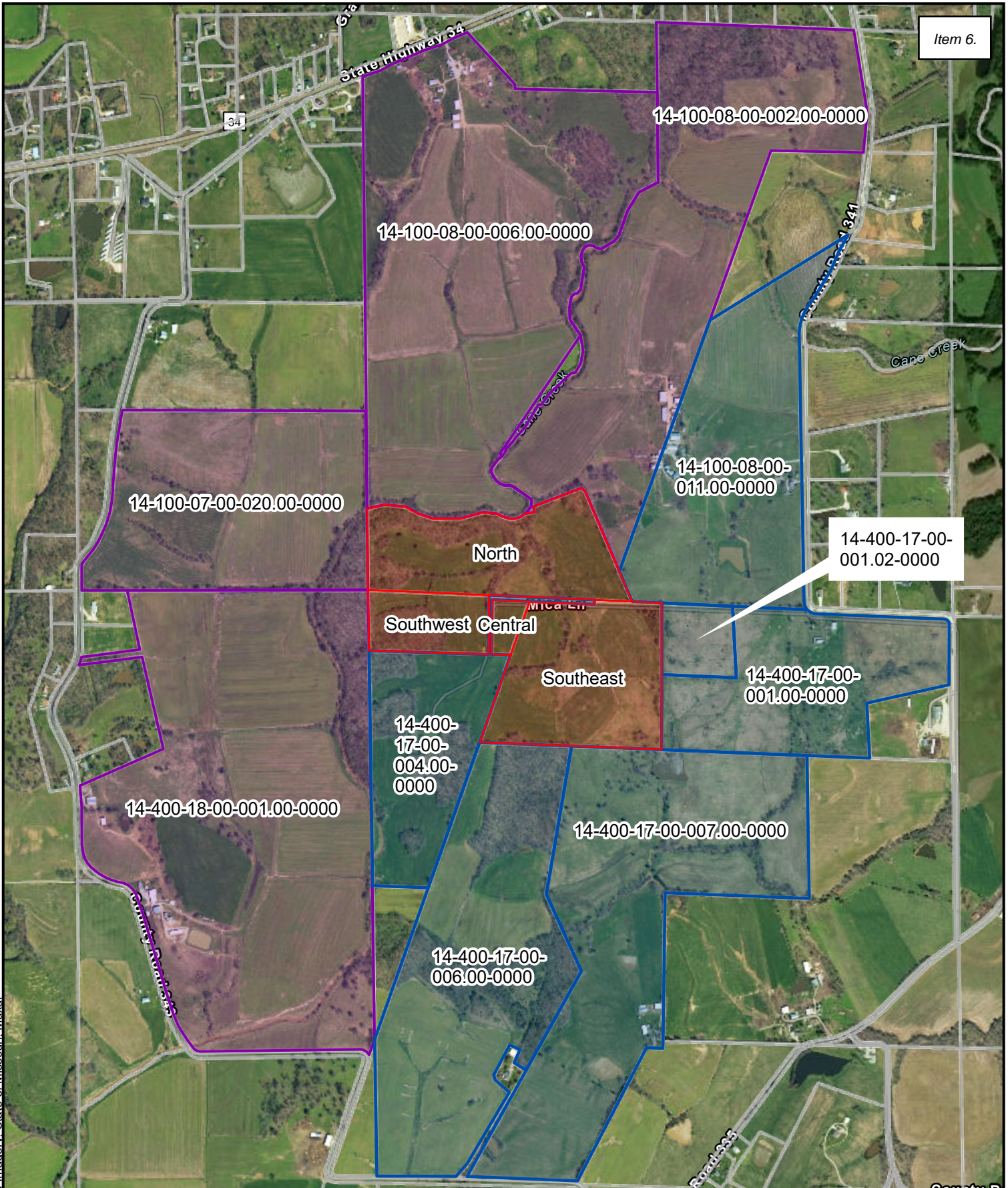


Brit Hoffman, PE
Project Engineer

Attachments

Attachment 1 – Jackson Sanitary Landfill Parcels

cc: Matt Winters, City of Jackson, Missouri



- Current Landfill Parcels
- Non-Waste-Adjacent Parcels
- Waste-Adjacent Parcels

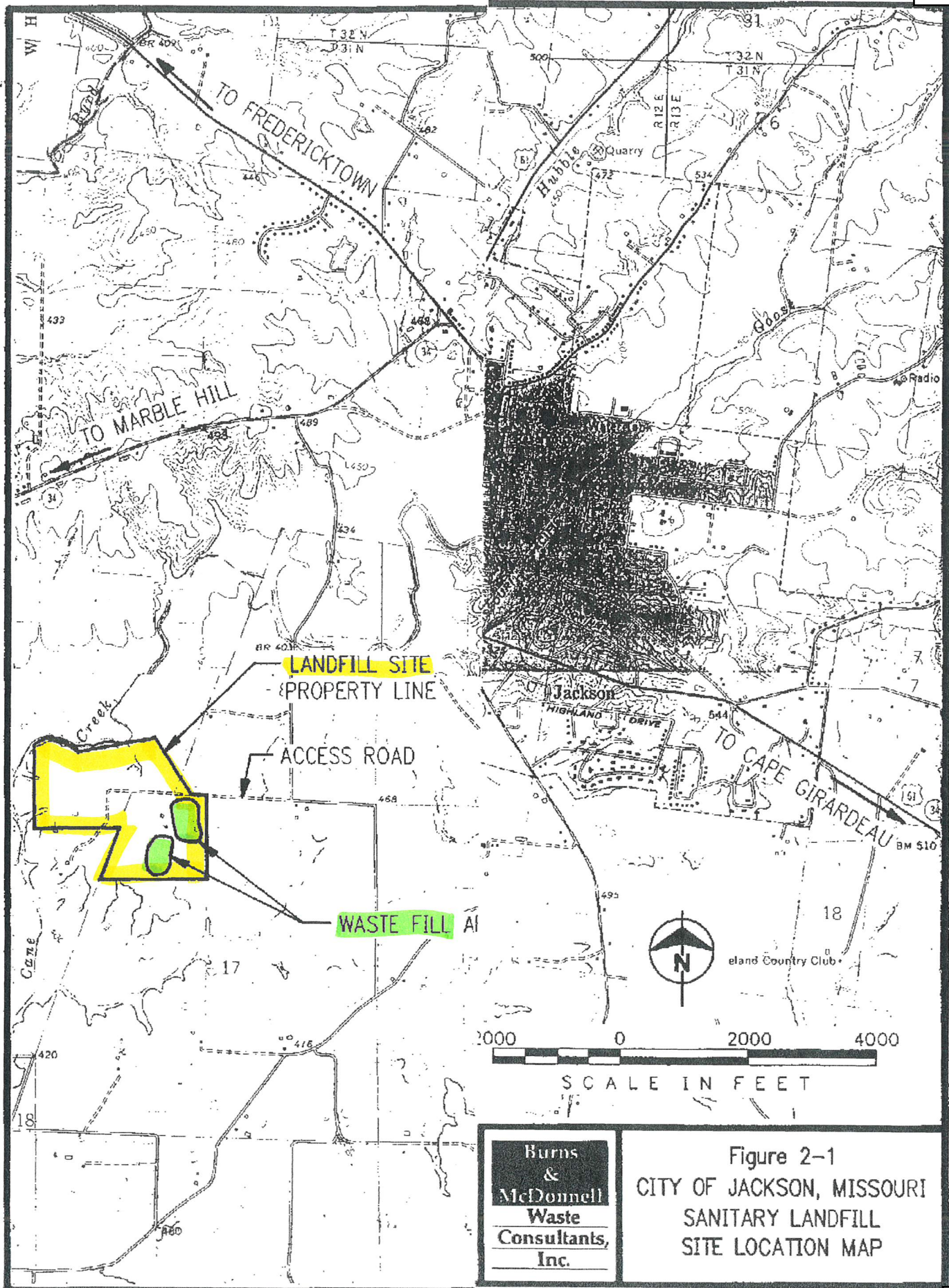


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MCDONNELL

Jackson Sanitary Landfill Parcels



December 1, 2025

Mr. Rodney W. Bollinger
Administrative Services Director
City of Jackson
101 Court St.
Jackson, Missouri 63755

RE: City of Jackson Closed Landfill Permit Boundary Modification

Dear Mr. Bollinger,

We understand that the City of Jackson, Missouri (City) owns the closed Jackson Sanitary Landfill (Landfill), located at the northwest quarter of fractional Section 17 and a part of Lots 7 and 16 of Survey 2196, Township 31 North, Range 12 East in Cape Girardeau County, Missouri (Property). The Landfill was originally permitted to accept waste within 54.5 acres of the Property, but closed prematurely with 14.4 acres of waste due to the implementation of Subtitle D of the Resource Conservation and Recovery Act (RCRA). The Landfill is approaching the conclusion of its 30-year post-closure care period on November 1, 2026, and the City is exploring future uses for the Property after this milestone is reached.

While supporting the City in assessing future uses of the Property, Burns & McDonnell Engineering Company, Inc. (Burns & McDonnell) has identified the opportunity to mitigate future environmental liability of the Property by reducing the Landfill's permitted footprint to reflect its prematurely closed conditions. Outlined herein is our proposed approach to assist the City through the process of modifying their permitted Landfill boundary.

Project Summary

To support the City in modifying their closed Landfill's permitted boundary, Burns & McDonnell will facilitate a survey of the permitted and proposed waste boundaries, lead a virtual meeting with the City and the Waste Management Program (WMP) of the Missouri Department of Natural Resources (MDNR) to introduce the project's intent, and prepare the required supporting documents to submit a Request for Permit Modification through MDNR.

Scope of Services

The proposed scope of work is outlined below.

Task 1: Regulatory Coordination, Project Management, and Meetings

Burns & McDonnell will conduct a review of applicable state regulations for information pertinent to the proposed permit modification. Key members of the Burns & McDonnell project team will then facilitate a virtual project kickoff meeting with the City to review the scope, schedule, and discuss the preliminary findings.

Next, Burns & McDonnell will lead a virtual meeting with the City and MDNR's WMP to introduce the proposed modification to the Landfill boundary and identify associated MDNR permitting requirements. This task includes three additional virtual progress meetings with the City throughout the course of the project and a comment review meeting with the City and MDNR's WMP upon their initial review of the Task 3 deliverable.

Task 2: Proposed Landfill Boundary Survey

Burns & McDonnell will subcontract a surveyor to conduct a boundary survey of the Landfill property including parcels 14-400-17-00-002.00-0000, 14-100-08-00-010.00-0000, 14-400-17-00-003.00-0000, and 14-400-17-00-003.01-0000. The survey will capture both the current permitted Landfill boundary

and the proposed reduced Landfill boundary. The proposed Landfill boundary is anticipated to encompass the two southeasternmost parcels shown to include buried waste in the Landfill’s closure documentation: 14-400-17-00-002.00-0000 and 14-400-17-00-003.01-0000 of the property.

Task 2 deliverables include one existing and one proposed boundary survey PDF sealed by a licensed surveyor in the state of Missouri.

Task 3: Permit Modification Documents

Burns & McDonnell will then prepare and submit an engineering report, figure, and cover letter to the WMP of the MDNR supporting the modification of the Landfill’s current permitted waste boundary.

Information anticipated to be required as part of this engineering report includes:

- Permitted and proposed Landfill boundaries
- Neighboring properties
- Borrow area(s)
- Environmental monitoring
- Waste in place

In addition to the boundary survey, a desktop review of historical aerial imagery will be conducted to compare the extent of past landfilling activity to formal closure documentation.

The permit modification documents will be provided to the City for review and approval prior to its submittal to MDNR’s WMP. If necessary, Burns & McDonnell will incorporate comments from both the City and MDNR’s WMP and resubmit.

Compensation

Burns & McDonnell’s proposed lump sum cost to perform the Scope of Work described above is provided below.

Task	Proposed Cost
1: Regulatory Coordination, Project Management, and Meetings	\$10,000
2: Landfill Boundary Survey	\$8,000
3: Permit Modification Documents	\$22,000
Lump Sum Total	\$40,000

The total lump sum cost will not be exceeded without prior authorization from the City. This scope will be performed in accordance with the *Master Services Agreement* dated September 18, 2015 and associated *Addendum to Master Services Agreement* dated January 21, 2025 between Burns & McDonnell and the City of Jackson, Missouri (City). Monthly statements will be based on project percent complete at the end of the preceding month. For additional, reduced, or changed scope of services, the amount of payment shall be adjusted by an amount mutually agreeable to the City and Burns & McDonnell.

Assumptions & Clarifications

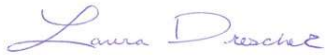
- All meetings, unless otherwise noted, are assumed to be held virtually via Microsoft Teams.
- The City will aid by placing at Burns & McDonnell’s disposal all available information pertinent to the Scope of Work. Burns & McDonnell will rely on the information made available by the City as accurate without independent verification.
- It is assumed that the two parcels proposed as the future Landfill boundary in Task 2 will encompass the Landfill’s waste fill areas, borrow area, stormwater management infrastructure, and a buffer distance from neighboring properties as required by MDNR’s WMP.

- Based on preliminary conversations with MDNR's WMP, a licensed survey demonstrating the Landfill's current and proposed property boundary is sufficient for this request for permit modification. An allowance of \$8,000 has been included for Task 2 for this requirement. Additional survey needs or additional costs (topography, utilities, etc.) will be agreed upon in writing prior to initiating.
- MDNR's WMP has indicated that only the information described in Task 3 is required to support a Request for Permit Modification based on a change of permitted waste boundary. Further submittal requirements may be subject to an increase in contract price.
- One round of minor revisions each for City and MDNR WMP comments is anticipated for the engineering report deliverable.
- MDNR's WMP has published a turnaround time of 6 months for review of Requests for Permit Modification. Burns & McDonnell has no control over the length of regulatory review, which will determine the schedule for Task 3.
- No intrusive waste or soil investigation (test pits or borings) is included in this scope of work. Burns & McDonnell will rely on existing Landfill documents to estimate the extent, depth, and types of waste in place onsite.

We look forward to working with you and the entire team. If you have any questions, please contact us at the information provided below.

Sincerely,

Burns & McDonnell Engineering Company, Inc.

A handwritten signature in blue ink that reads "Laura Drescher".

Laura Drescher, PE
Project Manager
(816) 823-6241
lrdrescher@burnsmcd.com

A handwritten signature in blue ink that reads "Brit Hoffman".

Brit Hoffman, PE
Project Engineer
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behoffman@burnsmcd.com