



Plymouth Downtown Development Authority

Meeting Agenda

August 10, 2020 7:00 p.m.

Plymouth Downtown Development Authority
831 Penniman
Plymouth, Michigan 48170

www.downtownplymouth.org
Phone 734-455-1453
Fax 734-459-5792

Meeting will be held online at zoom.us. Meeting ID: 873 9988 3865

Join Zoom Meeting <https://us02web.zoom.us/j/87399883865>

Password – 553985

Statement on explanation of the reason why the public body is meeting electronically:

On March 10, 2020 the Governor of the State of Michigan declared a State of emergency across the State of Michigan under section 1 of Article 5 of the Michigan Constitution of 1963, the Emergency Management Act, 1976 PA 390, as amended, MCL 30.401 – 421, and the Emergency Powers of the Governor Act of 1945, 1945 PA302, as amended, MCL 10.31 – 33. These sections provide the Governor with broad powers and duties to cope with dangers to this state or to the people of the state.

As a part of the response to the emergency, the Governor has deemed it reasonable and necessary to temporarily suspend rules and procedures relating to physical presence at meetings and hearings of public bodies and other governmental entities in Michigan. These public bodies and entities must continue to conduct public business during this emergency. Due to the emergency situation and the request of the Governor to not gather in groups of 10 or more it is necessary for some public boards to meet electronically.

1) CALL TO ORDER

Kerri Pollard, Chairperson
Oliver Wolcott, Mayor
Ellen Elliott
Daniel Farmer
Scott Foess
Maura Hynes
Dan Johnson
Andre Martinelli
Patrick O'Neill
Brent Rieli

2) CITIZENS COMMENTS

3) APPROVAL OF THE AGENDA

4) APPROVAL OF MINUTES 7-13-2020

5) BOARD COMMENTS

6) OLD BUSINESS

- A. Strategic Plan update
- B. Central Parking Deck repairs resolution

7) NEW BUSINESS

- A. Kellogg Park Master Plan report

8) REPORTS AND CORRESPONDENCE

- A. Saxton's Expenditure Report

9) ADJOURNMENT

Citizen Comments - This section of the agenda allows up to 3 minutes to present information or raise issues regarding items not on the agenda. Upon arising to address the Board, speakers should first identify themselves by clearly stating their name and address. Comments must be limited to the subject of the item.

Persons with disabilities needing assistance with this should contact the City Clerk's office at 734-453-1234 Monday through Friday from 8:00 a.m. -4:30 p.m., at least 24 hours prior to the meeting. An attempt will be made to make reasonable accommodations.

City of Plymouth Strategic Plan 2017-2022

GOAL I - QUALITY OF LIFE

OBJECTIVES

1. Support the neighborhoods with high-quality customer service
2. Engage in collaboration with private entities and surrounding municipalities to implement the [Joint Recreation Master Plan](#)
3. Improve communication with the public across multiple platforms
4. Maintain a high level of cleanliness throughout the City
5. Support and host a diverse variety of events that foster community and placemaking

ONE YEAR TASKS 2019-2020

- Restore operations for recreation programs after Hines Park bridge repairs are completed
- Explore funding and partnership opportunities to increase and enhance pedestrian crossings
- Finalize [City website](#) update
- Develop and adopt a Master Plan for Kellogg Park, including the fountain
- Develop and implement strategy to market sponsorship opportunities to improve publicly owned assets
- Draft and approve amendments to [Tree Ordinance](#) to clarify implementation, enforcement, and scope

GOAL II - FINANCIAL STABILITY

OBJECTIVES

1. Approve balanced budgets that maintain fiscal responsibility
2. Advocate for increased revenue sharing with the State of Michigan
3. Encourage and engage in partnerships, both public and private, to share costs of services and equipment
4. Address the issue of legacy costs
5. Seek out and implement efficient and effective inter-departmental collaboration
6. Market our successes to attract new economic and investment opportunities

ONE YEAR TASKS 2019-2020

- Continue to support [Michigan Municipal League \(MML\)](#) efforts to [coordinate state initiatives](#) related to revenue sharing with municipalities
- Increase awareness of and support the [MML Save MI City campaign](#)
- Target revenue enhancements that support large capital projects, including grants and millages
- Explore internal and external potential for supplemental funding of legacy costs
- Develop a plan for capital improvement funding projects and purchases
- Explore enhanced investment opportunities

GOAL III - ECONOMIC VITALITY

OBJECTIVES

1. Continue to support and improve active, vibrant downtown branding
2. Support community and economic development projects and initiatives
3. Support a mix of industrial, commercial and residential development
4. Reference the [Master Plan](#) in economic decision-making

ONE YEAR TASKS 2019-2020

- Complete and approve the [DDA Master Plan](#)
- Address and implement recommendations in the [Redevelopment Ready Communities baseline report](#)
- Develop and approve city-wide economic development strategies (Saxton's property, parking system, connections between Old Village and the DDA, Bathey property remediation and development, 240 N. Main, Lumber Mart site)
- Identify other properties of significance to the economic development strategy
- Complete a community survey
- Increase collaborations with partners in the community
- Administer the City's [Master Plan](#) using implementation matrix ([Appendix Table 5](#))

GOAL IV - SERVICE AND INFRASTRUCTURE

OBJECTIVES

1. Support administration and staff by providing professional development opportunities, supplying resources, and maintaining a commitment to recruitment, retention and succession planning
2. Support and deliver safe and responsive emergency services
3. Maintain a sophisticated and responsive technology to communicate and manage data
4. Continually record, maintain, update, and improve City infrastructure

ONE YEAR TASKS 2019-2020

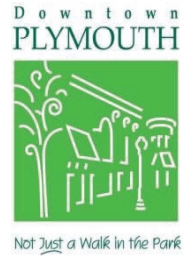
- Begin implementation of parking recommendations for City parking system
- Develop and utilize consistent message and branding across all platforms
- Develop and approve of plan for future delivery of emergency services
- Implement infrastructure asset management plan
- Approve agreement on sanitary sewer with [Western Township Utilities Authority \(WTUA\)](#)

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**CITY OF PLYMOUTH
DOWNTOWN DEVELOPMENT AUTHORITY
REGULAR MEETING MINUTES**

831 Penniman, Plymouth, MI 48170
Ph (734) 455-1453 Fax (734) 459-5792
<http://www.downtownplymouth.org>



CITY OF PLYMOUTH DOWNTOWN DEVELOPMENT AUTHORITY

Monday, July 13, 2020
Online via Zoom.us
Regular Meeting Minutes

Meeting called to order at 7:02 p.m. by Chairperson Kerri Pollard.

1. ROLL CALL

MEMBERS PRESENT:

Oliver Wolcott, Mayor
Kerri Pollard, Chairperson
Ellen Elliott
Daniel Farmer
Scott Foess
Dan Johnson
Andre Martinelli
Patrick O'Neill

MEMBERS ABSENT:

Maura Hynes
Brent Rieli

OTHERS PRESENT:

Paul Sincock, City Manager
Chris Porman, Department of Municipal Services Director
Tony Bruscato, DDA Executive Director
Sam Plymale, DDA Coordinator
Karen Sisolak, Planning Commission Chair
John Tannes, Waste Management

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2. CITIZEN COMMENTS: NONE

3. APPROVAL OF THE AGENDA:

A motion was made by Director Elliott and seconded by Director Johnson to approve 7-13-2020 Regular Meeting Agenda.

MOTION PASSED 8-0.

4. APPROVAL OF MEETING MINUTES:

A motion was made by Mayor Wolcott and seconded by Director Farmer to approve the 6-16-2020 Regular Meeting Minutes.

MOTION PASSED 8-0.

5. BOARD COMMENTS:

Director Elliott said she and Chairperson Pollard attended a small business virtual meeting with Representative Matt Koleszar and urged other Plymouth small business to attend future meetings. Elliott said that she would like administration to stop looking into painting the compass and remove the item from future DDA Board Updates.

Director O'Neill agreed with Director Elliott's comments on the compass item.

Chairperson Pollard thanked all the workers taking care of downtown during the current road construction and thanked DDA staff for their regular updates on downtown happenings.

6. OLD BUSINESS

A. Strategic Plan update

DDA Executive Director Bruscato gave an update on items on the DDA Strategic Plan.

Director O'Neill said he would like to help facilitate getting more holiday lights in trees downtown, especially on Penniman.

Resident Dave Rucinski asked if there has been any reevaluation of the timing for work on the

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new Kellogg Park Fountain.

Mayor Wolcott said that City staff has just recently started preliminary conversations on planning for some potential work on the fountain this fall.

B. Tree Lighting Expenditure resolution

Resident Gregory Hatty said he would like to see Plymouth residents have the ability to sponsor a tree with holiday lights in the downtown area.

RESOLUTION

The following Resolution was offered by Director O’Neill and seconded by Director Johnson.

- WHEREAS The Downtown Development Authority Board has made it a priority to improve the aesthetics of Downtown with holiday lights in the downtown trees to improve the look and feel of Downtown, and
- WHEREAS The Downtown Development Authority Board of Directors allocated \$20,000 in the 2020-21 budget to maintain and replace the holiday tree lights in Downtown Plymouth, and
- WHEREAS DDA Staff and contractor Holiday Lighting Service have identified Forest as a priority maintenance and replacement of holiday tree lights during the 2020-21 fiscal year, and
- WHEREAS The Downtown Development Authority Board is required to authorize all expenditures over \$5,000,

NOW THEREFORE BE IT RESOLVED THAT as of July 1, 2020, the Downtown Development Authority Board hereby authorizes up to \$20,000 as payment to Holiday Lighting Service for the summer 2020 installation of new tree lights and maintenance of current lights along Forest and throughout downtown. Funding for this effort is authorized from account # 248.820.933.000.

MOTION PASSED 8-0

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C. "Music in the Air" concert discussion

Executive Director Bruscato explained the status of the "Music in the Air" concert series and how current Executive Orders from the Governor are impacting the status of downtown events. Bruscato explained that City staff is working on COVID-19 recommendations that may be implemented once Executive Orders allow for the potential return of events. Bruscato said the COVID-19 event recommendations are still under legal and administrative review.

Chairperson Pollard said the Facebook Live concert was wonderful and she is excited that staff is considering doing more.

Director Elliott said she had concerns about social distancing circle graphic of Kellogg Park. Elliott said the circles would need to have six-feet of distance between the edges of each circle.

DDA Coordinator Sam Plymale said the graphic represents an estimated number of the potential maximum capacity using seven-foot diameter circles.

Director Elliott said she is concerned about who will oversee enforcing social distancing in a public park during a DDA event. Elliott said that she would like to see a City employee designated as a point person to deal with special event issues. Elliott said that the City should take a break from large events and focus on alternatives like the Facebook Live concerts.

Executive Director Bruscato said the event recommendation document is not finalized, but that City staff wants to be prepared with a policy if changes with the Executive Orders happen. Bruscato said that the DDA is planning use volunteer ambassadors to help manage the crowds at potential future events.

Mayor Wolcott says the DDA Board's feedback is important on this working document as the City Commission looks to approve a plan moving forward.

Chairperson Pollard asked if people submitting a special event application are currently being asked to provide a COVID-19 plan.

Executive Director Bruscato said that the City Commission is expected to pass those COVID-19 rules at a future meeting.

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Mayor Wolcott said that even if a special event application is approved, the event would have to comply with any applicable Executive Order on the date the event is held.

7. NEW BUSINESS

A. Waste Management contract resolution

Executive Director Bruscato explained the potential change for the Fleet Street alley trash service.

Director Elliott asked if the current rate will change for business owners.

Waste Management representative John Tanas said the cost will be broken down by expected usage of each business.

Executive Director Bruscato said some bills may go up and some may go down. Bruscato said that DDA staff will be working to get Waste Management a complete list of users to figure out the billing.

Director Elliott asked about the placement of the new compactors.

Executive Director Bruscato said staff is looking at putting a compactor on the north side of Fleet Street near the ramp to the upper level of the parking deck. Bruscato said if the location on the north end isn't feasible, the third compactor would likely be placed near the other two location on the south side of the parking deck.

Director Elliott said that the switch appears to address many of the concerns that business owners have had in the past.

Director Johnson said the DDA used to use Waste Management in the past and believes that Waste Management has good reliability. Director Johnson said that it is time to give another company a chance.

Tanas said the compactors will be new custom-built machines and that new technology will allow for the tracking of capacity for more flexibility with scheduling pickups.

RESOLUTION

The following Resolution was offered by Director Elliott and seconded by Director Johnson.

WHEREAS The City of Plymouth Downtown Development Authority negotiates for solid waste services for about three dozen businesses in and around the Fleet St. alley,

AND WHEREAS after six years it was time to re-evaluate the current contract with Republic Waste and seek quotes from other solid waste haulers,

AND WHEREAS Waste Management has offered a contract that will be lower than the current rates paid to Republic, and about \$1,200 lower than the proposed quote by Republic,

NOW THEREFORE BE IT RESOLVED THAT the City of Plymouth Downtown Development Authority Board of Directors does hereby authorize a three-year contract with Waste Management for solid waste services in accordance with their proposal.

MOTION PASSED 8-0.

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8. REPORTS AND CORRESPONDENCE

A. Saxton's Expenditure Report

Executive Director Bruscato presented the June 2020 Saxton's Expenditure Report.

9. ADJOURNMENT

Director Johnson made a motion seconded by Director O'Neill to adjourn the DDA Regular Meeting.

MOTION PASSED 8-0

Meeting adjourned at 8:06 p.m.

DDA 2018 Five Year Strategic Plan

City of Plymouth

Goal	Task	Responsible Party	Timeframe	Funding Source	Status Update as of 8/6/2020
Identify Alternative Funding Sources	Develop a vision/plan to explore and identify alternative funding mechanisms for capital improvement projects. Plan should include "Action Plan" that identifies steps for obtaining funding via each funding source.	DDA Board	Short Term	DDA Funding/Grants/Public-Private Partnerships	Delayed because of COVID-19. The Finance Committee consisting of DDA Board directors Maura Hynes, Scott Foess and Ellen Elliott held its first meeting on January 13, 2020. The assignment for each member is to bring two suggestions for potential funding. The 4/13/2020 meeting was cancelled.
	Establish a DDA Finance Committee.	DDA Board	Short Term	No Cost	The 4/13/2020 meeting cancelled because of COVID-19
Increase Parking Inventory	Create Comprehensive Parking Plan that determines existing and future parking needs, and 1-5 year vision for parking facilities, including reconstruction of parking deck. Plan should also identify, evaluate and prioritize funding and revenue sources (paid parking, assessments, private/public partnerships, advertising, etc.).	DDA Board/Parking Sub-Committee	Short Term	Paid Parking, Assessments, Public-Private Partnerships	Delayed because of COVID-19. City staff will reconvene working on plan when appropriate. DDA Staff is analyzing kiosks and quotes from two vendors to give a recommendation to the project team at the next meeting.
	Assist in moving Saxton's development project forward by hosting/participating in joint planning meeting to discuss site plan features with the City Commission and Planning Commission.	City Administration/ DDA Staff/ Planning Commission	Short Term	No Cost	The closing on the Saxton's property was completed on 8/5/2020. The next step for the DDA will be to improve the public parking lot at the site.
Make Downtown More Pedestrian Friendly	Repair/replace tree grates; maintain existing and install where needed. Investigate tree grates made of more flexible material to avoid heaving.	DDA Staff	Short Term	DDA Funding/Public-Private partnerships	DDA Board approved DDA Infrastructure Master Plan proposal at March 2019 Board Meeting. Wade Trim currently working on plan.
	Create a sense of arrival/entryway into downtown by improving pedestrian crossings identified in 2017 goals (Main/Church, Harvey/Penniman, Harvey/Wing and Main/Wing)	DDA Staff	Medium Term	DDA Budget/City Budget/Grants	The Plymouth City Commission on 8/4/2020 approved push button upgrades to be added to the pedestrian signals at the Main Street and Ann Arbor Trail intersection. These upgrades are intended to improve pedestrian safety along areas of Main Street. It will be completed later this year.
	Create tree lighting plan to provide full LED display on all trees within desired boundary (purchase, installation and maintenance)	DDA Staff	Short Term	DDA Budget/Partnerships with Property and Business Owners	The entire tree lighting program for 2020/21 has been completed, with new lights and repairs throughout the downtown, with this year's focus on Forrester Ave.
	Increase lighting, especially in alleys	DDA Staff	Short Term	DDA Budget	Some of the lights on the the Central Parking Deck were repaired on 8/6/2020
Kellogg Park	Develop and implement Kellogg Park improvements (turf, preserve tree canopy, more permanent solution for bandstand) by creating a fundraising campaign (brick pavers, corporate sponsorship, donations).	City Commission/ DDA Board	Medium Term	Fundraising/Grants	Wade Trim presented a final report to the DDA Board on 8/6/2020
	Fountain Completion	City Commission	Short Term	Wilcox Foundation	City administration is working on an updated contract with the fountain supplier, and developing plans for a construction timeline
Support Businesses	Support business mix by creating a clearinghouse of all requirements (i.e. site development, marketing properties to decrease vacancies, façade improvement program, Redevelopment Ready Communities (RRC) Program)	DDA Staff/ City Administration/ City Commission	Short Term	No Cost	DDA Staff has been updating website and social media with business information during COVID-19. Nearly 90 barricade banners have been put on social district patios...a combination of DDA/City, merchant and non-profit banners. Takeout Tuesday contest for restaurants and Downtown Plymouth Shopping Contest for retailers.
New Items	Develop plan for DDA future street lighting upgrade and phased implementation	DDA Staff	Long Term	No Cost	Wade Trim to give an update on DDA Master Plan at the September 2020 meeting
	Complete a study of infrastructure in the DDA including electricity, plumbing, water, sidewalks, and trees	DDA Staff/City Administration	Short Term	DDA Budget	Completed by Wade Trim as part of the DDA Master Plan.



ADMINISTRATIVE RECOMMENDATION

To: DDA Board
From: DDA Staff
CC: S:\DDA\Shared Files\DDA Board\DDA Agendas\DDA Agendas 2020\August2020
Date: 8/6/2020
Re: Central Parking Deck Renovation resolution

BACKGROUND:

The Downtown Development Authority is responsible for the annual and long-term maintenance of the Central Parking Deck, which includes all scheduled and emergency repairs.

Every five to eight years, a significant restoration project is needed to ensure the deck is in exceptional condition for the longevity of the structure and the safety of our visitors, merchants and their employees.

In December of 2016, the DDA board contracted with Carl Walker of Kalamazoo to develop a list of needed repairs to the Central Parking Deck. In June of 2017, the consultants estimated the Central Parking Deck would require repairs that potentially could reach \$453,780.

In the spring and fall of 2018, under the direction of consultants WGI Michigan of Kalamazoo (formerly Carl Walker) major renovations were completed at a cost of \$372,000 to bring the Central Parking Deck to current standards. WGI is very familiar with this parking structure, as the consulting firm has provided engineering analysis reports, construction documents, and construction administration since 1991.

In its report following the major renovation in 2018, WGI projected potential repairs and costs over the next 20 years. In year two of that projection, WGI projected \$158,000 in potential repairs in 2020. Because there were some areas resulting in concrete falling from the bottom of the upper level to the first level, the DDA Board at its May 2020 meeting voted to spend \$8,900 to inspect the deck for a comprehensive report on needed repairs.

WGI, in its report, listed three categories for repairs: high priority, moderate priority and low priority, which are attached.

RECOMMENDATION:

DDA staff is recommending the DDA Board approve the high and moderate priority projects to begin in August 2020 and be completed in November 2020. While we could complete the high priority projects in fiscal year 2020-21 and the moderate priority repairs in the 2021-22 fiscal year, it appears to be more prudent to complete both projects this fall.

One reason is to save some money, as our contractor mobilization costs will be lower because the project will be done in one season. If we plan to do the work over two seasons, that figure will be higher to bring back the construction equipment and materials.

A more important reason for completing both priorities this year is to avoid limitations in Central Parking Deck use for two consecutive years. For a portion of this project, the upper level will have to be closed for approximately one week when there is work to be completed on the ramp; and there will be other times when both the upper and lower levels will have sections of parking sectioned off during repairs. As we have noticed, because of COVID-19 parking has been more accessible because of fewer people downtown. Completing the projects this year would mean fewer disruptions to merchants, employees and visitors to downtown in subsequent years.

Currently, the DDA has \$123,000 in the contingency fund and a projected \$589,000 in the fund balance which can be used for Central Parking Deck repairs. Staff recommends the DDA Board approve a total cost of \$167,855 for high and moderate priority repairs to the Central Parking Deck as presented by WGI, which includes a contingency of \$12,900; as well as \$25,950 for fees and expenses; to come from Acct. No. 405 290 977 813



To: Tony Bruscato, Plymouth DDA
From: Justin Thomson, WGI
Date: 8/4/2020
Re: Plymouth Central Parking Structure – Recommended Repairs

WGI has prepared an opinion of cost for the recommended repairs for the Plymouth Central Parking Structure and have prioritized these repairs into high, moderate and low priority work items to assist you with developing a budget for implementing the repairs. The recommended repairs are summarized below and the estimated construction cost budget is attached.

1.0 High Priority

We recommend performing the following high priority repairs in 2020 with an estimate construction budget of \$78,180.

1.1 Vehicular Ramp Repairs

This includes concrete repairs at the top and underside of the vehicular ramp (slab, ceiling, stem, beam & column repairs) and waterproofing repairs at the top of the ramp (sealant replacement). Some of the concrete repairs performed in 2018 have deteriorated, while other new areas of deterioration have also occurred. In addition, we recommend installing deck coating at the top of the ramp to help protect the underlying beam.

1.2 East Stair Repairs

This includes replacing the expansion joints located at the top of the east stair/pedestrian ramp, concrete repairs below the expansion joint (column & wall repairs), and touch-up paint at the steel stairs. The existing joint is in poor condition and leaking has caused deterioration to the underlying steel (rust) and concrete (delaminations).

1.3 Supported Slab Joint Repairs

This includes the replacement of failed or damaged joint sealants and deck coating at the tee-to-tee joints throughout the upper level. The deck coating above the tee-to-tee joints has cracked at many locations, while some have been damaged by snow plows. In addition, evidence of leaking at the underside of slab suggests failed/damaged joint sealants. Some of this work may be covered by warranty from the 2018 project.

1.4 Knockdown loose concrete at the ceiling, beams and columns throughout the lower level.

2.0 Moderate Priority

The following moderate priority repairs has an estimate construction budget of \$89,675.

2.1 Remaining Concrete Repairs

This includes performing the recommended concrete repairs throughout the structure and pedestrian bridge not identified in the high priority work.



2.2 Remaining Waterproofing Repairs

This includes performing the recommended waterproofing (sealants & deck coating) repairs throughout the upper level and exterior not identified in the high priority work. Some of this work may be covered by warranty from the 2018 project.

3.0 Low Priority

The following low priority has an estimate construction budget of \$77,250.

3.1 Remove & Replace Broken Wheel-stops

This includes replacing damaged or broken wheel-stops at the lower level.

3.2 Recoat Deck Coating at Turn Lanes

This includes recoating the mildly worn deck coating at the turning areas on the upper level.

3.3 Install Elastomeric Coating at Interior Wall/Column

This includes reapplying the elastomeric coating on the interior walls and columns at the upper level, including the pedestrian bridge.

3.4 Painting at Pedestrian Bridge

This includes cleaning and painting concrete at the underside of the pedestrian bridge and the steel railings.

3.5 Plumbing & Electrical Repairs

This includes replacing deteriorating floor drains and missing light lenses.

3.6 Asphalt Repairs at Lower Level

This includes repairing deteriorated asphalt and sealing cracks at the lower level.

3.7 Paint Pavement Markings

This includes re-painting pavement markings at the upper and lower levels.

All costs are in 2020 dollars (no increase for inflation).

Plymouth Central Parking Structure

Recommended Repairs

Estimated Construction Cost Budget

August 4, 2020

High Priority	Cost
Vehicular Ramp Repairs (concrete & waterproofing)	\$ 21,280
East Stair Repairs (concrete & waterproofing)	\$ 7,950
Supported Slab Joint Repairs (waterproofing)*	\$ 21,850
Contractor Mobilization & General Requirements (15%)	\$ 7,800
Total Estimated Construction Cost	\$ 58,880
Construction Contingency (10%)	\$ 6,100
Engineering & Material Testing (20%)	\$ 13,200
Probable Construction Cost Budget	\$ 78,180

Moderate Priority	Cost
Remaining Concrete Repairs (upper/lower level & ped. bridge)	\$ 55,825
Remaining Waterproofing Repairs (upper level & exterior)*	\$ 3,150
Contractor Mobilization & General Requirements (15%)	\$ 8,900
Total Estimated Construction Cost	\$ 67,875
Construction Contingency (10%)	\$ 6,800
Engineering & Material Testing (20%)	\$ 15,000
Probable Construction Cost Budget	\$ 89,675

Low Priority	Cost
Remove & Replace Broken Wheelstops	\$ 1,500
Recoat Deck Coating at Turn Lanes	\$ 11,200
Install Elastomeric Coating at Interior Wall/Column	\$ 10,600
Painting at Ped. Bridge	\$ 4,000
Plumbing & Electrical Repairs	\$ 6,250
Asphalt Repairs at Lower Level	\$ 15,700
Paint Pavement Markings	\$ 2,000
Contractor Mobilization & General Requirements (15%)	\$ 7,600
Total Estimated Construction Cost	\$ 58,850
Construction Contingency (10%)	\$ 5,700
Engineering & Material Testing (20%)	\$ 12,700
Probable Construction Cost Budget	\$ 77,250

*Approx. \$7,000 of waterproofing repairs may be covered by 2018 warranty.

All costs are in 2020 dollars (no increase for inflation)



August 5, 2020

Tony Bruscato
Director, Plymouth DDA
831 Penniman Ave
Plymouth, MI 48170

Sent via email: abruscato@plymouthmi.gov

RE: Plymouth Central Parking Structure Repairs 2020
Proposal for Design, Bidding, & Construction Administration Services
WGI Proposal No. R1-20-091

Dear Mr. Bruscato:

WGI, Inc. is pleased to submit this proposal to provide design, bidding, and construction administration services for the recommended repairs to the Plymouth Central Parking Structure located in Plymouth, Michigan. It is our understanding that you would like to proceed with the high and moderate priority recommended repairs outlined in our Memorandum dated August 4, 2020 and indicated in our Engineering Condition Assessment Report dated July 9, 2020.

PROJECT UNDERSTANDING

The of Plymouth Central Parking Structure was originally built in 1983. The parking structure consists of a slab on grade plus one supported level of parking. The supported level includes a total of approximately 48,000 square feet and was constructed utilizing a precast concrete structural system designed and manufactured by Shelby Precast. The parking structure utilizes a speed ramp for vehicle access to the single supported level of parking. The upper level is also serviced by an elevated pedestrian bridge located on the east side of the structure, which provides direct pedestrian access to Main Street.

The estimated construction budget for the high and moderate priority recommended repairs from our Memorandum is \$167,855, which includes engineering and material testing. It is our understanding that the Plymouth DDA would like to perform the repairs in 2020.

PROJECT APPROACH

Our consulting services will be provided in four phases. Listed below is a breakdown of the services provided in each task.

Phase 4 – Construction Documents

During this phase, we will prepare the bid package to implement the parking structure repairs. Specifically, we will provide the following services:

- Review scope with the Plymouth DDA.
- Provide plan drawings for each level that identify the scope of work and locate specific repair details. We



will use our 2020 field survey notes to identify the required repairs on the drawings.

- Provide specifications to complete the work. These specifications will include recommended materials, preparation requirements, and installation requirements. In addition, the front end of the specification will include Bid Forms, General Requirements, etc. so that Construction Documents may be submitted for the bid process. We anticipate using Standard AIA General Conditions (A201).
- Review with the Plymouth DDA appropriate construction controls including phasing, noise control, dust and fume control, etc.
- Update the construction cost estimate based on our construction documents. Prioritize the repairs as required to maintain the Plymouth DDA budget.
- Review the bid package with the Plymouth DDA before bid issuance.

Phase 5 – Bidding

During this phase, we will assist the Plymouth DDA in obtaining and reviewing the bids. Specifically, we will perform the following services:

- Contact qualified contractors for bidding and coordinate the electronic distribution of the bid packages.
- Schedule, attend, and chair a pre-bid conference.
- Be available to respond to contractors' questions, and if necessary, issue project addenda.
- Evaluate the contractors' bids.
- Provide our comments and recommendations for the award of the contract.

Phase 6 – Construction Administration – Office

During this phase we will coordinate project related activities. Specifically, we will perform the following services:

- Review contractor submittals.
- Review contractor pay requests, and assist in documentation of construction quantities where unit pricing is used.
- Prepare change orders as necessary to document changes in the work based on field conditions.
- Prepare, distribute, and update punch list for construction contract.
- General construction administrative services.

Phase 7 – Construction Observation – Field

During this phase we will provide periodic field observation of the construction. Specifically, we will perform the following services:

- Schedule, attend, chair, and document a pre-construction meeting.
- Visit the construction site at intervals appropriate to the stage of construction to monitor the progress and verify that, in general, the work complies with the intent of the documents. For each site visit a report will



be prepared and submitted. We anticipate 8 site visits during construction (including the preconstruction meeting and punch list) based upon a 6-week construction schedule. Additional site visits may be performed on a time and expense basis.

- Schedule, attend, chair, and document progress meetings as required during construction.
- Make final inspection with the Plymouth DDA and contractor.

ANTICIPATED PROJECT SCHEDULE

We have based this proposal on performing the repairs for an estimated construction budget of \$167,855 and the following anticipated schedule:

Task	Preliminary Schedule
Design	August 12, 2020 through September 2, 2020
Bidding	September 4, 2020 through September 18, 2020
Contract	September 21, 2020 through September 25, 2020
Construction	September 28, 2020 through November 13, 2020

The construction phasing will dictate the construction schedule. We assumed that 1/2 of the upper level and the area directly below would be closed at one time during construction. The area directly below would be closed to prevent construction materials and debris from leaking/falling onto people/vehicles. In addition, we assume that the upper level will be closed for a minimum of 1-week to perform repairs at the vehicular ramp. This results in an estimated construction period of 6 weeks.

WGI, INC. FEE SUMMARY

Our proposal for Consulting Services is based on a fixed fee plus reimbursable expenses basis for the Construction Document and Bidding Phases. The Construction Administration – Office and Field Phases are based on an hourly fee plus reimbursable expenses basis using the rates shown in the enclosed WGI Hourly Fee Schedule. The following table summarizes our proposed fees and anticipated expenses:

WGI, Inc. Professional Fees			
Phase	Description	Fees	Estimated Expenses
4	Construction Documents	\$9,500	\$150
5	Bidding	\$2,400	\$150
6	Construction Administration - Office	\$5,100 (Hourly)	\$0
7	Construction Observation - Field	\$7,500 (Hourly)	\$1,150
	TOTAL	\$24,500	\$1,450

Reimbursable expenses for all phases include items such as travel.



We have enclosed our Standard Contract Terms and Conditions under which we propose to provide our services. Trusting our proposal as outlined above is acceptable, please sign and return the enclosed copy of this letter to serve as our Agreement and as our Authorization to Proceed. If you have any questions or require any additional information, please contact us.

Thank you for the opportunity and we look forward to being of service to you.

Very truly yours,
WGI Michigan, Inc.

Justin Thomson
Project Manager

Mark Sampson
Restoration Manager

Enc.: WGI Michigan, Inc. Agreement Provisions

ACCEPTED BY: City of Plymouth DDA

<i>Signature</i>

<i>Title</i>

<i>Date</i>



WGI MICHIGAN, INC.
CONTRACT TERMS AND CONDITIONS
JUNE 2020

- 1. Performance:** WGI Michigan, Inc.'s services pursuant to this Agreement ("Services") will be performed in a manner consistent with that degree of skill and care ordinarily exercised by members of the same profession currently practicing under similar circumstances in the same geographic area. No other warranties, expressed or implied, are made with respect to WGI Michigan, Inc.'s performance of Services. WGI Michigan, Inc. is not a guarantor of the Project for which its Services are directed, and its responsibility is limited to work performed for the Client. WGI Michigan, Inc. is not responsible for acts or omissions of the Client, nor third parties not under its direct control. Client's acceptance of WGI Michigan, Inc.'s Services constitutes acceptance of these Terms and Conditions.
- 2. Billing/Payments:** Invoices for WGI Michigan Inc.'s Services and reimbursable expenses shall be submitted on a monthly basis. Payment shall be due on the date each invoice is received and shall be deemed delinquent 30 calendar days after issuance. Delinquent invoices shall accrue interest on the balance due at a rate of 18% per annum, or the highest interest rate allowable by law. Outstanding invoices delinquent beyond 45 calendar days may at WGI Michigan, Inc.'s election be deemed a notice to stop performance under this contract, and WGI Michigan, Inc. may in that event suspend its Services until the invoice is paid, with no liability to WGI Michigan, Inc. Client shall make payment in full at or before delivery to Client of any reports, plans, record drawing, or certifications prepared under this Agreement. All attorneys' fees, court costs and/or expenses associated with collection of past due invoices will be paid by Client, whether or not suit is filed. Client's failure to timely pay any WGI Michigan, Inc. invoice within 45 calendar days of issuance shall constitute a waiver of any and all claims against WGI Michigan, Inc. Retainers shall be credited on WGI Michigan Inc.'s final invoice.
- 3. Fees:** WGI Michigan Inc.'s fees for its Services are set forth in WGI Michigan, Inc.'s Fee Schedule, which is attached as a separate exhibit to this Agreement or has otherwise been provided to Client. WGI Michigan, Inc.'s fees reflected in this Agreement exclude testing, permit fees, reproduction costs, and any service not reflected in this Agreement. All fees for Services are based on a one-time performance only. Additional Services and/or changes in service, whether field or office, shall be performed only after authorization by Client. Fees for changes and/or additional services are not included in this Agreement and shall be invoiced at the hourly rates quoted on WGI Michigan Inc.'s then-current Fee Schedule.
- 4. Reimbursable Expenses:** Direct costs including, without limitation, prints, copies, long distance phone calls, mileage, airfare, per diem, delivery service, etc., are not included in the above fees but shall be billed as Reimbursable Expenses at the rates set forth in WGI Michigan Inc.'s then-current Fee Schedule.
- 5. Storage:** Material samples not consumed in the performance of WGI Michigan Inc.'s Services may be discarded 30 days after submission of the test report unless Client requests other disposition. After notification to Client, WGI Michigan, Inc. may charge Client for extended storage of materials, records, or equipment.
- 6. Consequential Damages:** Notwithstanding any other provision of this Agreement, and to the fullest extent permitted by law, neither Client nor WGI Michigan, Inc., their respective officers, directors, partners, employees, contractors or subconsultants shall be liable to the other or shall make any claim for any incidental, indirect or consequential damages arising out of or connected in any way to the Project, WGI Michigan Inc.'s Services, or this Agreement. This mutual waiver of consequential damages shall include, but is not limited to, loss of use, loss of profit, loss of financing, loss of business, loss of income, loss of reputation, interest expenses, and any other consequential damages that either party may have incurred from any cause of action including negligence, strict liability, breach of contract and breach of strict or implied warranty. Both Client and WGI Michigan, Inc. shall require similar waivers of consequential damages protecting all the entities or persons named herein in all contracts and subcontracts with others involved in this Project.
- 7. Hazardous Materials:** Unless specifically and expressly set forth in WGI Michigan Inc.'s scope of services under this Agreement, and only to the extent set forth therein, WGI Michigan, Inc. shall have no responsibility for the discovery, presence, handling, removal or disposal of or exposure of persons to hazardous materials in any form at the Project site, including but not limited to asbestos, asbestos products, polychlorinated biphenyl (PCB) or other toxic substances. WGI Michigan Inc.'s Services expressly exclude any Services for Client involving or related in any manner to hazardous substances, and Client shall defend, indemnify, and hold harmless WGI Michigan, Inc., its employees, officers, directors, professionals, and subconsultants from and against any and all claims, damages, losses, and expenses (including



reasonable attorney's fees) arising out of or in any way related to the presence, discharge, release, or escape or contaminants or hazardous substance of any kind, or environmental liability of any nature, in any manner related to WGI Michigan, Inc.'s Services under this Agreement.

- 8. LIMITATION OF LIABILITY:** In recognition of the relative risks and benefits of the project to both Client and WGI Michigan, Inc., the risks have been allocated such that Client agrees, to the fullest extent permitted by law, to limit the liability of WGI Michigan, Inc. and its officers, directors, partners, employees, shareholders, owners, and subconsultants for any and all claims, losses, costs, and damages of any nature whatsoever whether arising from breach of contract, negligence, or other common law or statutory theory of recovery, or claims expenses from any cause or causes, including attorney's fees and costs, so that the total aggregate liability of WGI Michigan, Inc. and its officers, directors, partners, employees, shareholders, owners and subconsultants shall not exceed \$50,000.00, or the total amount of the fee actually paid to WGI Michigan, Inc. for its Services performed under this Agreement, whichever is greater. It is intended that this limitation apply to any and all liability or cause of action however alleged or arising, unless otherwise prohibited by law, including but not limited to negligence, breach of contract, or any other claim whether in tort, contract or equity.

In the event Client is unwilling or unable to limit liability in accordance with the provisions set forth in this section, Client may, upon written request of Client and received by WGI Michigan, Inc. within five days of Client's acceptance hereof, increase the limit of liability to a maximum of \$1,000,000.00 by agreeing to pay WGI Michigan, Inc. a sum equivalent to an additional amount of 10% of the total fee, or \$10,000.00, whichever is greater, to be charged for WGI Michigan, Inc.'s Services. In the event professional fees increase during the Project, Client agrees to pay an additional 10% of said increase for the aforementioned higher limits on liability. This charge is not to be construed as being a charge for insurance of any type, but is increased consideration for the greater liability involved. In any event, attorney's fees and costs expended by WGI Michigan, Inc. in connection with any claim shall reduce the amount available, and only one such amount will apply to any Project.

If any of the above provisions of this section is/are deemed invalid or unenforceable for any reason, the limit of liability shall not exceed the available policy limits of any insurance policy providing coverage for WGI Michigan, Inc.'s Services on the Project. The provisions of this section shall inure to the benefit of WGI Michigan, Inc.'s officers, directors, partners, employees, shareholders, owners, and subconsultants, which shall be considered third-party beneficiaries for the purposes of this section. The provisions of this section shall survive the termination of this Agreement.

- 9. Events of Default:** Client shall be in default under this Agreement if it (i) fails to pay in full any invoice from WGI Michigan Inc. on the due date or fails to make any other payment due to WGI Michigan, Inc. under this Agreement, (ii) fails to observe or perform any other term, condition or covenant under this Agreement, (iii) breaches any warranty or representation made under this Agreement, (iv) dissolves, terminates or liquidates its business, or its business fails or its legal existence is terminated or suspected, (v) commences any voluntary or involuntary bankruptcy, reorganization, insolvency receivership, or other similar proceeding is commenced by or against Client, (vi) fails to work with WGI Michigan, Inc. in good faith and fair dealing under this Agreement, or (vii) becomes insolvent, makes an assignment for the benefit of creditors, or conveys substantially all of its assets.
- 10. Ownership of Instruments of Service:** All plans, data, reports, drawings, specifications, maps, surveys, ideas, scripts, sketches, designs, CAD files, field data, notes, Digital Data files, and other documents and instruments prepared by WGI Michigan, Inc. or its subconsultants, whether such work product is tangible or intangible ("Instruments of Service") shall remain the sole and exclusive property of WGI Michigan, Inc. until such time as Client makes full and final payment to WGI Michigan, Inc. pursuant to the terms set forth in this Agreement, and until such time, Client shall not use, deliver, solicit, transmit, or otherwise employ the Instruments of Service, whether directly or indirectly, by any means or manner. Client understands that changes or modifications to the documents made by anyone other than WGI Michigan, Inc. may result in adverse consequences which WGI Michigan, Inc. can neither predict nor control. Therefore, Client agrees, to the fullest extent permitted by law, to defend, indemnify, and hold harmless WGI Michigan, Inc. from and against all claims, liabilities, losses, damages, and costs (including reasonable attorney's fees) arising out of or in any way connected with the modification, misinterpretation, misuse, or reuse by Client or others of the documents provided by WGI Michigan, Inc. under this Agreement.

If documents are provided to Client, Client's contractor, or Client's other consultants by WGI Michigan, Inc. in electronic media, such as CAD files or other native format, Client agrees that this is solely as a convenience, and may not be relied on in the same manner as the signed, sealed documents; nor are such electronic files represented to be accurate and faithful representations of the signed, sealed documents. WGI Michigan, Inc. makes no representations or warranties regarding the accuracy, completeness, or readability of information contained in electronic media files.



- 11. Digital Data Files:** It is expressly understood that CADD and BIM files, and other electronic files (“Digital Data files”) are issued only as supplemental information for convenience to the Client, contractor or other authorized user. Digital Data files, like any electronic data, transferred in any manner or translated from the system and format used by WGI Michigan, Inc. to another system or format are subject to errors and modifications that may affect the accuracy and reliability of the data, and, in addition, such electronic data may be altered or corrupted, whether inadvertently or otherwise. As a result, WGI Michigan, Inc. makes no representations or warranties, whether expressed or implied, as to the accuracy of any Digital Data files. The accuracy of Digital Data files cannot be warranted or guaranteed, and any such files provided by WGI Michigan, Inc. to Client or any other party will be issued solely as a convenience and courtesy. Digital Data files are not contract documents, and shall not be relied upon, or used for construction or staking. Any use of the information obtained or derived from Digital Data files will be at Client’s, or other receiving party’s or user’s sole risk, and Client hereby waives and releases any and all claims against WGI Michigan, Inc. arising from or relating to the use of or reliance upon Digital Data files. To the extent any differences, discrepancies, or conflicts exist between the Digital Data files and the contract documents, the contract documents shall control.
- 12. Successors and Assigns:** Client shall not assign, sublet, or transfer any rights under or interest in this Agreement without the prior written consent of WGI Michigan, Inc. Except where specifically stated otherwise in this Agreement, nothing herein shall be construed to give any rights or benefits hereunder to anyone other than Client or WGI Michigan, Inc.
- 13. Third Parties:** Except as expressly provided herein, nothing in this Agreement shall confer any right, remedy or claim upon any person or entity not a signatory to this Agreement.
- 14. Corporate Protection:** WGI Michigan, Inc.’s performance of Services under this Agreement shall not subject WGI Michigan, Inc.’s individual employees, officers or directors to any personal legal exposure for the risks associated with this Project. Therefore, and notwithstanding anything to the contrary contained herein, Client agrees that as Client’s sole and exclusive remedy, any claim, demand or suit shall be directed and/or asserted only against WGI Michigan, Inc., and not against any of WGI Michigan, Inc.’s employees, shareholders, officers, or directors.
- 15. Severability and Survival:** If any term of this Agreement is to any extent held to be invalid or unenforceable, then such term shall be excluded to the extent of such invalidity or unenforceability, and all other terms hereof shall remain in full force and effect. All obligations arising prior to the termination of this Agreement and all provisions of this Agreement allocating responsibility or liability between Client and WGI Michigan, Inc. shall survive the completion of WGI Michigan, Inc.’s Services hereunder and the termination of this Agreement.
- 16. Merger and Amendment:** This Agreement constitutes the entire agreement between WGI Michigan, Inc. and Client, and all negotiations and oral understandings between the parties are merged herein. This Agreement can be supplemented and/or amended only by a written document executed by both WGI Michigan, Inc. and Client.
- 17. Applicable Law and Venue:** This Agreement shall be governed by the laws of the state in which the WGI Michigan, Inc. office performing the services for the subject project is located. Venue for all disputes between the Parties arising from or relating to this Agreement shall lie exclusively in a court of competent jurisdiction in the county in which the WGI Michigan, Inc. office performing the services for the subject project is located.
- 18. Force Majeure:** WGI Michigan, Inc. shall not be liable for any damages or delays in rendering its Services arising from acts of God, epidemics, pandemics, quarantine restrictions, strikes, labor disputes, civil unrest or disturbances, acts of terrorism or war, abnormal weather conditions, or any other cause beyond WGI Michigan, Inc.’s reasonable control.



**WGI MICHIGAN, INC.
FEE SCHEDULE
EFFECTIVE DATE – JUNE 27, 2020**

	Hourly Rate
ENGINEERING SERVICES	
Executive Engineer	\$275.00
Chief Engineer	\$250.00
Senior Project Manager	\$210.00
Principal Engineer	\$230.00
Project Manager	\$185.00
Senior Engineer	\$170.00
Senior Project Engineer	\$160.00
Project Engineer	\$150.00
Senior Designer	\$145.00
Engineer	\$140.00
Senior Engineer Intern	\$130.00
Engineer Intern	\$100.00
Chief Designer	\$165.00
Designer	\$110.00
Field Engineer	\$165.00
Field Inspector	\$110.00
SURVEYING SERVICES	
Principal Surveyor	\$250.00
Senior Project Manager	\$200.00
Project Manager	\$185.00
Senior Professional Surveyor	\$170.00
Photogrammetrist	\$150.00
Professional Surveyor	\$140.00
Survey Intern	\$100.00
Senior Survey Technician	\$140.00
Survey Technician	\$100.00
SUE Technician	\$100.00
2 Person Field Survey Crew	\$140.00
3 Person Field Survey Crew	\$180.00
4 Person Field Survey Crew	\$210.00
5 Person Field Survey Crew	\$265.00
2 Person SUE Crew	\$150.00
3 Person SUE Crew	\$200.00
4 Person SUE Crew	\$250.00
5 Person SUE Crew	\$300.00
Chief Utility Coordinator	\$210.00
Senior Utility Coordinator	\$150.00
Utility Coordinator	\$130.00
Laser Scan Crew	\$250.00
Hydrographic/Bathymetric Crew	\$325.00

	Hourly Rate
PLANNING SERVICES	
Executive Planner	\$275.00
Principal Planner	\$225.00
Senior Project Manager	\$180.00
Project Manager	\$150.00
Senior Planner	\$130.00
Planner	\$100.00
Entry Level Planner	\$85.00
LANDSCAPE ARCHITECTURE SERVICES	
Principal Landscape Architect	\$200.00
Senior Project Manager	\$180.00
Project Manager	\$150.00
Senior Designer	\$130.00
Designer	\$100.00
Entry Level Designer	\$85.00
ENVIRONMENTAL SERVICES	
Executive Environmental Scientist	\$225.00
Principal Environmental Scientist	\$200.00
Senior Environmental Scientist	\$180.00
Project Manager	\$135.00
Environmental Scientist	\$120.00
Environmental Technician	\$90.00
ARCHITECTURAL SERVICES	
Project Manager	\$185.00
Senior Architect	\$260.00
Project Architect	\$160.00
Architect	\$145.00
Architect Intern	\$100.00
OTHER PROFESSIONAL SERVICES	
Expert Witness	\$350.00
GIS Technician	\$150.00
Administrative Assistant	\$75.00
REIMBURSABLE EXPENSES	
Copies, Black & White (each)	\$ 0.30
Copies, Color (each)	\$ 1.00
Plots, Black & White (each)	\$ 2.00
Plots, Color (each)	\$15.00
Mylars (each)	\$70.00
Foam Core Presentation Boards (each)	\$ 7.50
All Third Party Expenses	Cost Plus 15%

Expenses: In addition to labor, WGI, MICHIGAN, INC. bills for the following project related costs at a contractually agreed markup: printing; conference calling charges; document review, permit or recording fees paid on behalf of CLIENT; shipping; bid advertisement; specialty materials, software or equipment rental; sub-consultant fees; costs of project related employee travel including meals, lodging, airfare and miscellaneous travel costs such as tolls, parking, etc; mileage for all company-owned vehicles (trucks) will be charged at \$0.85/mile; employee owned vehicles used for transportation related to the Project will be charged at the prevailing federal mileage rate allowed by the IRS at the time the travel occurs. WGI also bills for the cost of internal reproduction and the use of specialized equipment related to subsurface utility vacuum excavation, mobile scanning (LIDAR), and hydrographic surveying.

PLYMOUTH CENTRAL PARKING STRUCTURE | FINAL REPORT

24205843.00 | July 9, 2020 | Engineering Condition Assessment



5136 Lovers Lane, Suite 200, Kalamazoo, MI 49002
269.381.2222 | WGInc.com

Justin Thomson, Project Manager
Justin.Thomson@WGInc.com

PLYMOUTH CENTRAL PARKING STRUCTURE

Engineering Condition Assessment

FINAL REPORT | July 9, 2020



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I. INTRODUCTION

The City of Plymouth Central Parking Garage was built in 1983. Repairs were completed in 1991, 1997, 2002, 2009, 2012 and 2018. Repairs consisted of concrete repairs to supported slabs, tee flanges, tee stems, beams and columns, asphalt repairs, sealant and expansion joint repairs, installation of deck coating, installation of sealer on ramp, and miscellaneous painting. It appears that most of the repairs are performing well and the garage is in fair to good condition.

Section II outlines the deterioration noted in the structure at this time. These items are listed as line items in the cost estimate in Section IV. We recommend that these repair and maintenance items be implemented in 2017 or 2018.

Summary of Concrete, Waterproofing and Miscellaneous Repairs

- **Concrete Repair** – Some ongoing corrosion related deterioration was noted at the topping, beams, tee flanges, columns, and walls. Galvanic anodes should be installed to help slow the deterioration in some of the larger concrete repairs.
- **Asphalt Repair** – Asphalt repairs are needed to prevent potential trip hazards.
- **Sealant Repair** – A few of the tee-to-tee joint sealants are leaking at Level 2. Some of the sealants may be covered by warranty from the 2018 project.
- **Deck Coating** – The deck coating installed in 2018 is mildly worn at the turning areas and in a few isolated areas, and evidence of snow plow damage was observed. The deck coating has debonded in some areas and has cracked at a significant number of tee-to-tee joints. Some of these needed deck coating repairs and recoat may be covered by warranty from the 2018 project.
- **Stairs** – The east stair is showing some rust on stringers, railings and precast connections that should be cleaned and touch-up painted.
- **Pedestrian Bridge** – Concrete at the underside of the pedestrian bridge should be painted. The steel railing is showing rust and should be cleaned and painted.
- **Wall Coatings** – The elastomeric coating is worn on the interior walls and columns at Level 2, including the pedestrian bridge, and should be reapplied.
- **Floor Drains** – Two deteriorating floor drains should be replaced at Level 2.
- **Miscellaneous** – paint pavement markings, replace wheel-stops, and install steel pipe guards.

Optional Items

- **Lighting System Replacement** – Upgrading existing lighting system with a more efficient LED system.
- **Remove & Replace Asphalt at Level 1** – The asphalt surface at Level 1 is showing signs of deterioration which will require continued patching to prevent potential trip hazards. Complete replacement of the asphalt surface should be anticipated within the next 10 years.

Total Probable Construction Budget =\$245,105*

* includes Contractor General Requirements, Mobilization, 10% Owner contingency, Engineering and Material Testing, excludes Optional Items.

II. STRUCTURE SUMMARY

STRUCTURE NAME: Central Parking Garage

LOCATION: Plymouth, MI
 CROSS STREETS: S. Harvey St., Fleet St.

YEAR BUILT: 1983
 YEAR(S) REPAIRED: 1991, 1997, 2002, 2009, 2012, 2018

CONSTRUCTION TYPE: Precast, Cast-in-place Topping

REINFORCING STEEL: Epoxy Mesh
 CORROSION INHIBITOR: None

OF LEVELS: 2
 # OF STAIRS: 2
 # OF ELEVATORS: N/A
 AREA (SOG): 48,000 ft²
 AREA (Supported): 48,000 ft²
 AREA (Total): 96,000 ft²

STRUCTURE TYPE: Flat Bays w/ Speed Ramp
 # OF SPACES: 264
 EFFICIENCY (sf/space): 325
 TRAFFIC DIRECTION: 2-Way

SPACE ANGLE: 90 Degrees
 OCCUPIED SPACE: N/A

DECKCOATING: Level 2 (Recoated in 2018)
 SEALERS: 100% Silane at Ramp
 SEALANTS: Silicone & Urethane

LIGHTING: High Pressure Sodium



III. STRUCTURE HISTORY

The following is a list of the reports and construction documents that we have provided to the City of Plymouth for the Central Parking Structure:

Reports

- Structural Evaluation and Options Analysis dated June 18, 1991
- Letter Report dated July 9, 1996
- Light Study report dated September 6, 1996
- Structural Evaluation and Options Analysis dated January 12, 2001
- Vertical Expansion Feasibility Study dated January 9, 2001
- Condition Appraisal dated March 2009
- Condition Appraisal dated June 2012
- Condition Appraisal dated September 2018

Construction Documents

- Restoration Design Documents dated July 26, 1991
 - Construction Cost of \$200,000
 - Repaired concrete delaminations
 - Replaced concrete topping above the inverted tee beams
 - Replaced all sealants and expansion joint glands
 - Installed supplemental floor drains
 - Installed concrete overlay at pedestrian bridge
 - Painted east stairs and bridge handrails
 - Replaced masonry wall beneath pedestrian bridge
 - Replaced concrete curb at pedestrian bridge
 - Installed concrete sealer on Level 2
 - Restriped
- Restoration Design Documents dated March 21, 1997
 - Construction Cost of \$198,000
 - Repaired concrete delaminations
 - Replaced the snowmelt system on the ramp
 - Repaired joint sealants and expansion joint glands
 - Installed deck coating on the concrete topping above the inverted tee beams
 - Installed concrete sealer on Level 2
 - Restriped
- Restoration Design Documents dated June 3, 2002
 - Construction Cost of \$218,000
 - Repaired concrete delaminations
 - Repaired asphalt at Level 1
 - Replaced all joint sealants
 - Repaired expansion joint glands
 - Installed deck coating on all of Level 2 and pedestrian bridge

- Installed coating on top of columns at Level 2
- Repaired shear connectors at tee flanges
- Cleaned storm system
- Restriped
- Restoration Design Documents dated April 27, 2009
 - Construction Cost of \$237,000
 - Repaired concrete delaminations
 - Repaired sealants
 - Replaced expansion joint glands
 - Recoated deck coating on all of Level 2
 - Installed elastomeric coating at perimeter walls and columns at Level 2
 - Installed piping insulation
 - Installed concrete sealer on ramp
 - Painted East stairs
 - Carbon fiber strengthening at beams
- Restoration Design Documents dated July 16, 2012
 - Construction Cost of \$53,000
 - Repaired asphalt at Lower Level
 - Repaired concrete delaminations
 - Repaired sealants
 - Repaired elastomeric coating
 - Carbon fiber strengthening at beams
- Restoration Design Documents dated September 6, 2018
 - Construction Cost of \$372,000
 - Repaired asphalt at Lower Level
 - Repaired concrete delaminations
 - Replaced all Joint Sealants
 - Replaced Expansion Joints
 - Recoated deck coating at Upper Level
 - Painted East stairs
 - Cleaned storm system
 - Restriped

IV. GENERAL CONDITION REVIEW

WGI performed a review of the Plymouth Central Parking Structure on May 27. The review included a visual examination of floor and ceiling surfaces, structural elements and their supports, and stair towers to assess the current condition and locate areas of deterioration and/or deficiencies. A representative chain drag survey was performed, which focused on the most vulnerable areas of the floor surface where reinforcement is located near the top of the slab. The following is a summary of our observations.



CONCRETE

Concrete Topping: The concrete topping at the roof level appears to be in relatively fair condition. The chain drag survey of the floor slabs revealed approximately 50 square feet of slab delaminations. The top-of-slab delaminations varied in size ranging from approximately 1 to 8 square feet. The addition of the deck coating appears to have helped to reduce the amount of concrete deterioration.



Precast Tee Flanges: Corrosion and freeze/thaw related deterioration of the double tee flanges was noted at a few locations. The deterioration is primarily located at the tee-to-tee joints. These conditions are caused when joint sealants fail and allow water and chlorides to penetrate to the surfaces below. These locations will require repair of deteriorated concrete. The tee flanges at the ends of the tees are not visible due to the bird barriers.



Precast Tee Stems: The tee stems of the precast double tees appear to be in generally in good condition. Only a few isolated locations of deterioration were noted. Deterioration was observed at the end of the tee stems in a few locations. These locations will require repair of deteriorated concrete. The tee stems at the ends of the tees are not visible due to the bird barriers.



Walls: The interior walls of Level 2 of the structure was noted to have only a few areas of wall delaminations that need repair. The elastomeric coating which was installed during the 2009 project appears to need reapplication throughout the structure.



Columns: There were several columns and haunches at Level 1 that are exhibiting corrosion related deterioration. Some repairs made to other columns in past repair projects appear to have some deterioration. The haunches typically consist of a 3 structural steel channels encased in concrete. Columns with noted deterioration should be repaired with conventional concrete patching techniques.



Corrosion and freeze/thaw related deterioration was observed at the some of the columns at Level 2. Most of the deterioration occurs at the top of the columns. These columns should be repaired with conventional concrete patching techniques and the elastomeric coating should be reapplied to help prevent future deterioration.



Beams: Corrosion related deterioration was observed on some of the beams at the ceiling of Level 1. Most of the beam delaminations are located under the vehicular ramp. Beams with noted deterioration should be repaired with conventional concrete patching techniques to maintain structural integrity.



Curbs: The curbs throughout the structure appear to be in good condition. There is a small area at the southeast corner of Level 1 and at the top of the vehicular ramp where the concrete is damaged and should be repaired using conventional patching techniques.



Asphalt Surface: Level 1 is at grade and the floor surface consists of asphalt. The asphalt throughout this level is in poor to fair condition. Several areas of deterioration and potential trip hazards were observed which should be repaired.

WATERPROOFING

Seal Asphalt Cracks: Some random cracks have formed in the asphalt throughout Level 1. These cracks should be sealed to help prevent further deterioration.



Rout & Seal Cracks: Some random cracks were observed in the topping at the vehicular ramp. These cracks should be routed and sealed to prevent water infiltration into the concrete topping.

Joint Sealants: All joint sealants at the supported slab were replaced in 2018. Several cracks in deck coating over joint sealants were observed at Level 2 with some evidence of leaking joints at the underside. Failed joints should be repaired to help prevent deterioration of the underlying structural elements. Some of the failed joints may be under warranty from the 2018 project.



Cove Sealants: Failed cove joint sealants were observed in a few areas on Level 2 and in several areas on the vehicular ramp. These failed cove joint sealants should be removed and replaced to help prevent deterioration of the underlying structural elements.



Wall Sealants: Most of the wall sealants appeared to be in good condition. Several locations had no wall sealant installed. The top and bottom of the vehicular ramp and a location on the exterior wall on the NE corner of Level 2 of the structure. Wall sealant should be installed at these locations.



Expansion Joint (Winged): The main expansion joints at Level 2 were replaced in 2018 and appears to be in good condition with only a small amount of nosing deterioration observed. These expansion joints consist of winged (multi-cell gland) seals. Replacement of these joints should be anticipated within the next 5 years.



Expansion Joint (Precompressed Foam): The expansion joints located at the southwest stair tower (Level 2) and the top of the east stair/pedestrian ramp consist of a precompressed foam seal. The joints are in poor condition and should be replaced.



Deck Coating: Deck coating was installed at the entire supported surface at Level 2 (roof level) in 2002, and recoated in 2009 and 2018. The deck coating appears to be in fair condition with signs of mild wear in the turning areas and in a few isolated areas. The deck coating above the tee-to-tee joints has cracked at many locations and should be recoated. Several locations were called out where the deck coating has debonded from the concrete slab and should be repaired. Base coat will be required at concrete repairs and at locations where the deck coating is worn down to the concrete. Some of the deck coating repairs and recoat areas may be covered by warranty from the 2018 project. Damage due to snow plows and vehicle tires were also observed.



The pedestrian ramp was deck coated in 2002 and recoated in 2009 and 2018. This coating appears to be in good condition

In addition, WGI recommends installing deck coating at the top of the vehicular ramp to help protect the underlying beam.



Wall Coatings: The interior face of the perimeter wall panels and the interior columns at Level 2 are protected with an elastomeric coating which was installed during the 2009 project and repaired in the 2012 project. The elastomeric coating appears to be in poor condition and should be reapplied.

STAIRS



East Stairs: The steel stairs at the east end of the structure are in good condition with some rust staining. Touch up paint should be applied to the rails and stringers.

Southwest Stair Tower: It is our understanding that the stair at the southwest corner of the parking structure is managed by the adjacent medical office building and therefore it was not reviewed.



ELECTRICAL

Lighting: The lighting system consists of high pressure sodium light fixtures. Burnt out bulbs and missing lenses were observed at some of the fixtures. These fixtures appear to be original to the parking structure. Light poles should be cleaned and painted. Some light poles are missing the covers over the bolts at the base plate.





MECHANICAL

Floor Drains: Floor drains at Level 2 appear to be in fair condition with two drains called out for replacement. The drains and storm piping should be flushed on a yearly basis during wash downs. This keeps sediment from building up in the drains and piping, which can lead to ponding water, blocked, and broken pipes.

Storm Piping: Storm drainage piping throughout the structure is in generally good condition. Steel pipe guards should be installed at all risers to prevent possible damage from vehicles. Cast iron piping was used in the original construction. PVC piping has been used as a replacement when sections of pipe have been replaced or supplemental drains added.



MISCELLANEOUS ITEMS

Underside of Pedestrian Bridge: A column on the underside of the pedestrian bridge needs to be painted, along with the underside of the bridge. The steel precast connections should be cleaned and painted.



Façade: The precast façade appears to be in good condition. Loose concrete was observed at some of the embedded steel connections at the corners of the structure. Potential loose overhead concrete should be removed as soon as possible. The exposed steel connections should be cleaned of corrosion and painted to prevent further deterioration.



Wheel-stops: There are several wheel-stops at Level 1 that are broken. These should be replaced to prevent potential trip hazards.

Pavement Markings: The pavement markings at Level 2 will need to restripe where deck coating is being repaired or recoated. At Level 1, much of the striping is beginning to fade. We recommend having the entire structure restriped.

V. DISCUSSION

This structure is in fair to good condition, but all structures require maintenance and preventative measures to obtain a long-term service life. The Plymouth Central Parking Structure is subject to extreme weather conditions, temperature fluctuations, and the widespread use of de-icing salts during the winter months which create an ideal environment for deterioration of the embedded reinforcing steel, exposed metal components, and concrete components of the parking structure. Therefore, continued preventative protection measures are strongly recommended for this structure. Budgeting for continued joint sealant replacement, expansion joint replacement and recoating the deck coating is recommended. The deck coating helps to waterproof the slab and protect the underlying structural elements.

The concrete topping not only functions as a wearing surface for the double tees, but it also provides a layer of protection for the embedded reinforcing steel. Moisture and chloride ions have to diffuse through the topping before reaching the underside of the double tees, beams, walls, and columns below. However, if water is able to leak through joints and cracks, the joints and cracks will serve as a direct path to the underlying structural system for moisture and chloride ions. Likewise, if the floor surface is not properly sealed with a deck coating, the concrete may become saturated with moisture and chloride ions resulting in freeze-thaw damage and corrosion related deterioration. Therefore, it is important to maintain the joint sealants, expansion joints, and deck coatings.

Current repair and maintenance needs include; repairing miscellaneous concrete delaminations, repairing joint sealants, repairing damaged and recoat worn deck coating, repairing damaged expansion joint nosing, routing and sealing cracks at the vehicular ramp, install elastomeric coating at interior walls/columns, remove and replace damaged floor drains, repairing asphalt deterioration, and restripe pavement markings. In addition, we recommend the installation of galvanic anodes to help slow the deterioration in some of the larger concrete repairs.

VI. REPAIR AND MAINTENANCE RECOMMENDATIONS

We recommend implementing the following repair and maintenance items to prolong the service life of the structure:

Division 2 - Sitework

- 2.1 **Remove & Re-install Bird Barriers** – This item includes removing and re-installing the existing bird barriers to perform concrete repairs.

Division 3 - Concrete

- 3.1 **Concrete Topping Repair** – This item includes repairing delaminated/spalled concrete in the concrete topping.
- 3.2 **Full Depth Repair** – This item includes concrete repairs that are the full depth of the concrete topping and tee flange.
- 3.3 **Tee Flange (Ceiling) Repair** – This item includes repairing delaminated/spalled concrete in the underside of the flange of the tees.
- 3.4 **Tee Stem Repair** – This item includes repairing delaminated/spalled concrete in the tee stems.
- 3.5 **Beam Repair** – This item includes repairing delaminated/spalled concrete in beams.
- 3.6 **Column Repair** – This item includes repairing delaminated/spalled concrete in the columns.
- 3.7 **Column Haunch Repair** – This item includes repairing delaminated/spalled concrete in column haunches.
- 3.8 **Wall Repair** – This item includes repairing delaminated/spalled concrete in the walls.
- 3.9 **Curb Repair** – This item includes repairing delaminated/spalled concrete in the curb.
- 3.10 **Grout Pocket Repair** – This item includes repairing exposed grout pockets in the precast walls.
- 3.11 **Replace Broken Wheel-stops** – This item includes replacing broken wheel-stops at Level 1.
- 3.12 **Install Galvanic Anode** – This item includes installing galvanic anodes at concrete repairs.

Division 5 – Metals

- 5.1 **Shear Connection Repair** – This item includes repairing damaged shear connectors that may be discovered during the concrete repairs or joint sealant replacement.
- 5.2 **Install Steel Pipe Guard at Risers** – This item includes installing steel pipe guards at all risers at Level 1.

Division 7 - Waterproofing

- 7.1 Rout and Seal Cracks** – This item includes routing and sealing all cracks in the concrete topping.
- 7.2 Remove & Replace Joint Sealant** – This item includes removing and replacing failed/damaged tee-to-tee joint sealants.
- 7.3 Remove & Replace Cove Sealant** – This item includes removing and replacing failed/damaged cove sealant.
- 7.4 Remove & Replace Wall Sealant (Silicone)** – This item includes removing and replacing failed/damaged silicone wall sealant.
- 7.5 Repair Expansion Joint Nosing** – This item includes repairing the damaged section of expansion joint nosing at Level 2.
- 7.6 Remove & Replace Expansion Joint at Stair** – This item includes removing and replacing precompressed foam expansion joint at the stairs on Level 2.
- 7.7 Install Deck Coating (Full System) at Concrete Repairs** – This item includes a full system install of deck coating at the concrete repair locations.
- 7.8 Install Deck Coating (Full System) at Ramp** - This item includes a full system install of deck coating at the top of the vehicular ramp.
- 7.9 Deck Coating Repair (Debonded)** - This item includes removing debonded deck coating and installing new full system deck coating.
- 7.10 Recoat Deck Coating at Turn Lanes** – This item includes recoating the existing deck coating at Level 2 turn lanes where deck coating is worn.
- 7.11 Recoat Deck Coating at Joints (Strip Coating)** – This item includes recoating the existing deck coating at Level 2 joints where deck coating is cracking.

Division 9 – Finishes

- 9.1 Install Elastomeric Coating at Interior Wall/Column** – This item includes installing the elastomeric coating at interior walls and columns at Level 2 and interior walls on pedestrian bridge.
- 9.2 Clean & Paint Underside of Pedestrian Bridge** – This item includes cleaning and painting of concrete at the underside of the pedestrian bridge, including ceiling and column.
- 9.3 Clean & Paint Steel Railing at Pedestrian Bridge** – This item includes cleaning and painting the steel railing at the pedestrian bridge.
- 9.4 Clean & Touch-up Paint Steel at East Stair** – This item includes cleaning and painting corroded steel at the east stair, including stringer, railing and precast connections.

Division 22 - Plumbing

- 22.1 Remove & Replace Floor Drain** – This item includes removing and replacing damaged floor drains.

Division 26 - Electrical

26.1 Replace Light Lens – This item includes replacing missing lens on a number of light fixtures.

Division 32 – Exterior Improvements

32.1 Asphalt Repair – This item includes repairing deteriorated asphalt.

32.2 Seal Asphalt Cracks – This item includes sealing cracks in the asphalt surface.

32.3 Paint Pavement Markings - This item includes painting pavement markings following concrete and waterproofing repairs.

Optional Items

01. Lighting System Upgrade – This item includes updating all the light fixtures to LED lights. This is planned for year 2022 in the 20-Year Repair and Maintenance Plan.

02. Remove & Replace Asphalt at Level 1 – This item includes removal and replacement of the entire asphalt surface at Level 1. This is planned for year 2026 in the 20-Year Repair and Maintenance Plan.

VII. ESTIMATE OF PROBABLE CONSTRUCTION COSTS

We have prepared an opinion of cost for the recommended repairs for the Plymouth Central Parking Structure (Table 1) and have prioritized these repairs into high and low priority work items (Table 2) to assist you with developing a budget for implementing the repairs. In addition, we have identified portions of work items that may be covered by warranty from the 2018 project.

The recommended restoration and maintenance programs can be phased to manage available budgets. We would be happy to meet and discuss our recommendations and assist with developing a repair program.

Table 1 – Estimated Construction Cost for Recommended Repairs

Work Item	Work Item Description	Units	Estimated Quantity	Unit Cost	Cost
Division 0 & 1 - General Conditions					
1.1	Contractor Mobilization (5%)	L.S.	n/a	n/a	\$ 8,100
1.2	Contractor General Requirements (10%)	L.S.	n/a	n/a	\$ 16,200
Division 2 - Sitework					
2.1	Remove & Re-install Bird Barriers	L.S.	1	\$ 5,000.00	\$ 5,000
Division 3 - Concrete					
3.1	Concrete Topping Repair	S.F.	100	\$ 50.00	\$ 5,000
3.2	Full Depth Slab Repair	S.F.	50	\$ 75.00	\$ 3,750
3.3	Tee Flange (Ceiling) Repair	S.F.	40	\$ 100.00	\$ 4,000
3.4	Tee Stem Repair	S.F.	120	\$ 150.00	\$ 18,000
3.5	Beam Repair	S.F.	80	\$ 100.00	\$ 8,000
3.6	Column Repair	S.F.	180	\$ 85.00	\$ 15,300
3.7	Column Haunch Repair	S.F.	40	\$ 100.00	\$ 4,000
3.8	Wall Repair	S.F.	70	\$ 100.00	\$ 7,000
3.9	Curb Repair	S.F.	20	\$ 100.00	\$ 2,000
3.10	Grout Pocket Repair	EA.	10	\$ 80.00	\$ 800
3.11	Remove & Replace Broken Wheelstop	EA.	6	\$ 250.00	\$ 1,500
3.12	Install Galvanic Anode at Concrete Repairs	EA.	100	\$ 50.00	\$ 5,000
Division 5 - Metals					
5.1	Shear Connection Repair - Weld	EA.	5	\$ 500.00	\$ 2,500
5.2	Install Steel Pipe Guards at Risers	EA.	4	\$ 500.00	\$ 2,000
Division 7 - Waterproofing					
7.1	Rout & Seal Cracks	L.F.	200	\$ 6.00	\$ 1,200
7.2	Remove & Replace Joint Sealant	L.F.	1,200	\$ 6.00	\$ 7,200
7.3	Remove & Replace Cove Sealant	L.F.	130	\$ 6.00	\$ 780
7.4	Remove & Replace Wall Sealant (Silicone)	L.F.	90	\$ 10.00	\$ 900
7.5	Expansion Joint Nosing Repair	L.F.	10	\$ 60.00	\$ 600
7.6	Remove & Replace Expansion Joint at Stair	L.F.	5	\$ 200.00	\$ 1,000
7.7	Install Deck Coating (Full System) at Concrete Repairs	S.F.	150	\$ 5.00	\$ 750
7.8	Install Deck Coating (Full System) at Ramp	S.F.	125	\$ 5.00	\$ 625
7.9	Deck Coating Repair (Debonded)	S.F.	200	\$ 5.00	\$ 1,000
7.10	Recoat Deck Coating at Turn Lanes	S.F.	3,200	\$ 3.50	\$ 11,200
7.11	Recoat Deck Coating at Joints (Strip Coating)	S.F.	3,900	\$ 3.50	\$ 13,650
Division 9 - Finishes					
9.1	Install Elastomeric Coating at Interior Wall/Column	S.F.	5,300	\$ 2.00	\$ 10,600
9.2	Clean & Paint Underside of Ped. Bridge	L.S.	1	\$ 3,000.00	\$ 3,000
9.3	Clean & Paint Steel Railing at Ped. Bridge	L.S.	1	\$ 1,000.00	\$ 1,000
9.4	Touch-Up Paint Steel at East Stair	L.S.	1	\$ 1,000.00	\$ 1,000
Division 22 - Plumbing					
22.1	Remove & Replace Floor Drain	EA.	2	\$ 2,000.00	\$ 4,000
Division 26 - Electrical					
26.1	Replace Light Lens	EA.	5	\$ 50.00	\$ 250
Division 32 - Exterior Improvements					
32.1	Asphalt Repair	S.F.	1,300	\$ 10.00	\$ 13,000
32.2	Seal Asphalt Cracks	L.F.	900	\$ 3.00	\$ 2,700
32.3	Paint Pavement Markings	L.S.	1	\$ 3,000.00	\$ 3,000
Total Estimated Construction Cost					\$ 185,605
Construction Contingency (10%)					\$ 18,600
Engineering & Material Testing (20%)					\$ 40,900
Probable Construction Cost Budget					\$ 245,105

*Unit Key Code: L.S. - Lump Sum, S.F. - Square Foot, L.F. - Lineal Foot, EA. - Each

Optional Items					
O1	Lighting System Upgrade	S.F.	96,000	\$ 1.00	\$ 96,000
O2	Remove & Replace Asphalt at Level 1	S.F.	45,000	\$ 3.00	\$ 135,000

**Table 2 – Estimated Construction Cost for Recommended Repairs
Priorities & Potential Warranty Items**

Work Item	Work Item Description	High Priority	Low Priority	Potential Warranty
Division 0 & 1 - General Conditions				
1.1	Contractor Mobilization (5%)	\$ 4,600	\$ 3,300	\$ 200
1.2	Contractor General Requirements (10%)	\$ 9,100	\$ 6,500	\$ 600
Division 2 - Sitework				
2.1	Remove & Re-install Bird Barriers	\$ 5,000	\$ -	\$ -
Division 3 - Concrete				
3.1	Concrete Topping Repair	\$ 5,000	\$ -	\$ -
3.2	Full Depth Slab Repair	\$ 3,750	\$ -	\$ -
3.3	Tee Flange (Ceiling) Repair	\$ 4,000	\$ -	\$ -
3.4	Tee Stem Repair	\$ 18,000	\$ -	\$ -
3.5	Beam Repair	\$ 8,000	\$ -	\$ -
3.6	Column Repair	\$ 15,300	\$ -	\$ -
3.7	Column Haunch Repair	\$ 4,000	\$ -	\$ -
3.8	Wall Repair	\$ 7,000	\$ -	\$ -
3.9	Curb Repair	\$ 2,000	\$ -	\$ -
3.10	Grout Pocket Repair	\$ 800	\$ -	\$ -
3.11	Remove & Replace Broken Wheelstop	\$ -	\$ 1,500	\$ -
3.12	Install Galvanic Anode at Concrete Repairs	\$ 5,000	\$ -	\$ -
Division 5 - Metals				
5.1	Shear Connection Repair - Weld	\$ 2,500	\$ -	\$ -
5.2	Install Steel Pipe Guards at Risers	\$ -	\$ 2,000	\$ -
Division 7 - Waterproofing				
7.1	Rout & Seal Cracks	\$ 1,200	\$ -	\$ -
7.2	Remove & Replace Joint Sealant	\$ 5,400	\$ -	\$ 1,800
7.3	Remove & Replace Cove Sealant	\$ 780	\$ -	\$ -
7.4	Remove & Replace Wall Sealant (Silicone)	\$ -	\$ 900	\$ -
7.5	Expansion Joint Nosing Repair	\$ 600	\$ -	\$ -
7.6	Remove & Replace Expansion Joint at Stair	\$ 1,000	\$ -	\$ -
7.7	Install Deck Coating (Full System) at Concrete Repairs	\$ 750	\$ -	\$ -
7.8	Install Deck Coating (Full System) at Ramp	\$ 625	\$ -	\$ -
7.9	Deck Coating Repair (Debonded)	\$ -	\$ -	\$ 1,000
7.10	Recoat Deck Coating at Turn Lanes	\$ -	\$ 11,200	\$ -
7.11	Recoat Deck Coating at Joints (Strip Coating)	\$ -	\$ 10,238	\$ 3,413
Division 9 - Finishes				
9.1	Install Elastomeric Coating at Interior Wall/Column	\$ -	\$ 10,600	\$ -
9.2	Clean & Paint Underside of Ped. Bridge	\$ -	\$ 3,000	\$ -
9.3	Clean & Paint Steel Railing at Ped. Bridge	\$ -	\$ 1,000	\$ -
9.4	Touch-Up Paint Steel at East Stair	\$ -	\$ 1,000	\$ -
Division 22 - Plumbing				
22.1	Remove & Replace Floor Drain	\$ -	\$ 4,000	\$ -
Division 26 - Electrical				
26.1	Replace Light Lens	\$ -	\$ 250	\$ -
Division 32 - Exterior Improvements				
32.1	Asphalt Repair	\$ -	\$ 13,000	\$ -
32.2	Seal Asphalt Cracks	\$ -	\$ 2,700	\$ -
32.3	Paint Pavement Markings	\$ -	\$ 3,000	\$ -
Total Estimated Construction Cost		\$ 104,405	\$ 74,188	\$ 7,013
Construction Contingency (10%)		\$ 10,500	\$ 7,500	\$ 600
Engineering & Material Testing (20%)		\$ 23,000	\$ 16,400	\$ 1,500
Probable Construction Cost Budget		\$ 137,905	\$ 98,088	\$ 9,113

VIII. ESTIMATED SERVICE LIFE AND 20-YEAR REPAIR AND MAINTENANCE PLAN

Based on our recent evaluation and prior history with this structure, we estimate the remaining life expectancy for the parking structure to be at least 20 years if it is properly maintained.

We have prepared a 20-year Estimate of Probable Construction Costs for Repairs & Maintenance at the Plymouth Central Parking Structure (Table 3). This provides an estimate of the probable repair and maintenance costs over the next 20 years to achieve the estimated service life of at least 20 years.

Table 3 – 20 Year Estimate of Probable Construction Costs for Repairs & Maintenance

Work Item	Work Item Description	TOTAL COST	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
CONCRETE REPAIRS																							
C1	Concrete Topping Repair	\$ 77,000	\$ 5,000			\$ 6,500			\$ 8,000			\$ 10,000			\$ 12,500			\$ 15,500			\$ 19,500		
C2	Full Depth Repair	\$ 58,550	\$ 3,750			\$ 4,500			\$ 6,000			\$ 7,500			\$ 9,800			\$ 12,000			\$ 15,000		
C3	Tree Flange Repair	\$ 62,000	\$ 4,000			\$ 5,000			\$ 6,000			\$ 8,000			\$ 10,000			\$ 13,000			\$ 16,000		
C4	Tree Stem Repair	\$ 328,500	\$ 18,000			\$ 27,000			\$ 34,500			\$ 43,500			\$ 54,000			\$ 67,500			\$ 84,000		
C5	Wall Repair	\$ 138,000	\$ 7,000			\$ 11,000			\$ 14,000			\$ 18,000			\$ 23,000			\$ 29,000			\$ 36,000		
C6	Column Repair	\$ 235,600	\$ 15,300			\$ 19,600			\$ 24,700			\$ 30,600			\$ 38,300			\$ 47,600			\$ 59,500		
C7	Column Haunch Repair	\$ 62,000	\$ 4,000			\$ 5,000			\$ 6,000			\$ 8,000			\$ 10,000			\$ 13,000			\$ 16,000		
C8	Beam Repair	\$ 123,000	\$ 8,000			\$ 10,000			\$ 13,000			\$ 16,000			\$ 20,000			\$ 25,000			\$ 31,000		
C9	Curb Repair	\$ 38,000	\$ 2,000			\$ 3,000			\$ 4,000			\$ 5,000			\$ 6,000			\$ 8,000			\$ 10,000		
C10	Asphalt Repair	\$ 33,000	\$ 13,000			\$ 10,000			\$ 10,000			\$ 10,000			\$ 5,000			\$ 5,000			\$ 5,000		
C11	Top-to-Top Connector Repair	\$ 17,500	\$ 2,500			\$ 2,500			\$ 2,500			\$ 2,500			\$ 2,500			\$ 2,500			\$ 2,500		
C12	Grout Pocket Repair	\$ 3,200	\$ 800			\$ 400			\$ 400			\$ 400			\$ 400			\$ 400			\$ 400		
C13	Install Galvanic Anodes at Concrete Repairs	\$ 35,000	\$ 5,000			\$ 5,000			\$ 5,000			\$ 5,000			\$ 5,000			\$ 5,000			\$ 5,000		
C14	Remove & Re-install Bird Barriers	\$ 35,000	\$ 5,000			\$ 5,000			\$ 5,000			\$ 5,000			\$ 5,000			\$ 5,000			\$ 5,000		
WATERPROOFING REPAIRS*																							
W1	Rout and Seal Cracks	\$ 8,400	\$ 1,200			\$ 1,200			\$ 1,200			\$ 1,200			\$ 1,200			\$ 1,200			\$ 1,200		
W2	Seal Asphalt Cracks	\$ 7,200	\$ 2,700			\$ 900			\$ 900			\$ 900			\$ 900			\$ 900			\$ 900		
W3	Remove & Replace Joint Sealant	\$ 69,000	\$ 7,200			\$ 6,000			\$ 6,000			\$ 37,800			\$ 1,000			\$ 6,000			\$ 6,000		
W4	Remove & Replace Cove Sealant - Silicone	\$ 7,000	\$ 900			\$ 900			\$ 900			\$ 1,700			\$ 1,700			\$ 1,700			\$ 1,700		
W5	Remove & Replace Cove Sealant - Urethane	\$ 13,380	\$ 780			\$ 900			\$ 900			\$ 9,000			\$ 900			\$ 900			\$ 900		
W6	Repair Expansion Joint Nosing	\$ 2,100	\$ 600			\$ 300			\$ 300			\$ 300			\$ 300			\$ 300			\$ 300		
W7	Remove & Replace Precompressed Foam Expansion Joint	\$ 2,600	\$ 1,000									\$ 1,600			\$ 1,600								
W7a	Remove & Replace Winged Expansion Joint	\$ 18,000										\$ 18,000			\$ 18,000								
W8	Deck Coating Base Coat at Concrete Repairs and Worn Areas	\$ 22,500				\$ 7,500						\$ 7,500						\$ 7,500					
W8a	Deck Coating Repair (Full System)	\$ 7,375	\$ 2,375						\$ 2,500						\$ 2,500								
W9	Deck Coating Recoat	\$ 602,350	\$ 24,850			\$ 168,000			\$ 24,500			\$ 168,000			\$ 24,500			\$ 168,000			\$ 24,500		
W9	Install Elastomeric Coating at Interior Wall/Column	\$ 106,600	\$ 10,600															\$ 168,000			\$ 96,000		
STAIRS																							
S1	Clean and Paint Steel Stairs - East Stair	\$ 10,000	\$ 1,000			\$ 1,500			\$ 1,500			\$ 1,500			\$ 1,500			\$ 1,500			\$ 1,500		
S2	Miscellaneous Steel Repairs	\$ 4,500				\$ 1,500			\$ 1,500			\$ 1,500			\$ 1,500			\$ 1,500			\$ 1,500		
ELECTRICAL																							
E1	Replace Light Lens	\$ 250	\$ 250																				
E2	Miscellaneous Electrical Repairs	\$ 12,000				\$ 2,000			\$ 2,000			\$ 2,000			\$ 2,000			\$ 2,000			\$ 2,000		
MECHANICAL																							
M1	Unplug Drain	\$ -																					
M2	Miscellaneous Mechanical Repairs	\$ 18,000	\$ 6,000			\$ 2,000			\$ 2,000			\$ 2,000			\$ 2,000			\$ 2,000			\$ 2,000		
MISCELLANEOUS																							
M1	Clean and Paint Shear Transfer Angles	\$ 22,800				\$ 7,600						\$ 7,600						\$ 7,600					
M2	Clean and Paint Miscellaneous Precast Connections	\$ 7,800				\$ 1,300			\$ 1,300			\$ 1,300			\$ 1,300			\$ 1,300			\$ 1,300		
M3	Replace Broken Wheelstops	\$ 9,300	\$ 1,500			\$ 1,300			\$ 1,300			\$ 1,300			\$ 1,300			\$ 1,300			\$ 1,300		
M4	Pavement Markings	\$ 21,000	\$ 3,000			\$ 3,000			\$ 3,000			\$ 3,000			\$ 3,000			\$ 3,000			\$ 3,000		
M5	Clean & Paint Steel Railing at Ped Bridge	\$ 7,000	\$ 1,000			\$ 1,000			\$ 1,000			\$ 1,000			\$ 1,000			\$ 1,000			\$ 1,000		
M6	Clean & Paint Underside of Ped. Bridge	\$ 12,000	\$ 3,000						\$ 3,000						\$ 3,000						\$ 3,000		
OPTIONAL																							
O1	Lighting System Upgrade	\$ 96,000			\$ 96,000																		
O2	Remove & Replace Asphalt at Level 1	\$ 135,000							\$ 135,000														
CONSTRUCTION COST SUBTOTAL		\$ 2,468,505	\$ 161,305	\$ -	\$ 96,000	\$ 322,200	\$ -	\$ -	\$ 314,600	\$ -	\$ -	\$ 425,700	\$ -	\$ -	\$ 241,000	\$ -	\$ -	\$ 552,200	\$ -	\$ -	\$ 355,500	\$ -	\$ -
CONTRACTOR MOBILIZATION AND GENERAL CONDITIONS (15%)		\$ 371,000	\$ 24,300	\$ -	\$ 14,400	\$ 48,500	\$ -	\$ -	\$ 47,300	\$ -	\$ -	\$ 63,900	\$ -	\$ -	\$ 36,200	\$ -	\$ -	\$ 83,000	\$ -	\$ -	\$ 53,400	\$ -	\$ -
TOTAL ESTIMATED CONSTRUCTION COST		\$ 2,839,505	\$ 185,605	\$ -	\$ 110,400	\$ 370,700	\$ -	\$ -	\$ 361,900	\$ -	\$ -	\$ 489,600	\$ -	\$ -	\$ 277,200	\$ -	\$ -	\$ 635,200	\$ -	\$ -	\$ 408,900	\$ -	\$ -
CONSTRUCTION CONTINGENCY (10%)		\$ 283,951	\$ 18,600	\$ -	\$ 11,100	\$ 37,100	\$ -	\$ -	\$ 36,200	\$ -	\$ -	\$ 49,000	\$ -	\$ -	\$ 27,800	\$ -	\$ -	\$ 63,600	\$ -	\$ -	\$ 40,900	\$ -	\$ -
SOFT COSTS (20%)		\$ 28,395	\$ 40,900	\$ -	\$ 24,300	\$ 81,600	\$ -	\$ -	\$ 79,700	\$ -	\$ -	\$ 107,800	\$ -	\$ -	\$ 61,000	\$ -	\$ -	\$ 139,800	\$ -	\$ -	\$ 90,000	\$ -	\$ -
PROBABLE CONSTRUCTION COST BUDGET		\$ 3,123,456	\$ 245,105	\$ -	\$ 145,800	\$ 489,400	\$ -	\$ -	\$ 477,800	\$ -	\$ -	\$ 646,400	\$ -	\$ -	\$ 366,000	\$ -	\$ -	\$ 838,600	\$ -	\$ -	\$ 539,800	\$ -	\$ -

NOTES:
 1. Totals in 2020 dollars (no increase for inflation)
 2. Costs do not include soft costs for engineering or testing

IX. LIMITATIONS

It has been found that reinforced concrete that becomes contaminated by chlorides experiences progressive corrosion induced deterioration. It must be recognized that it is not possible to remove the salt that has accumulated in the concrete. Restoration and protection of the structure can be performed and the rate of further deterioration reduced. However, we cannot guarantee that further deterioration will not take place with continued service related exposure.

Effective ongoing maintenance can significantly reduce long-term maintenance costs. Monitoring of the facility can assist in scheduling future maintenance.

Specific repair procedures are not part of this evaluation. This report defines items in need of repair and presents conceptual procedures. Construction Documents are required to address all aspects of materials selection and methods for repair of the parking structure. Repair cost projections are based on deterioration quantities identified during our one-day review. Quantities and costs are not intended to define a guaranteed maximum cost, and variations in final quantities should be anticipated.

The evaluation and restoration of existing buildings require that certain assumptions be made regarding existing conditions since some of these assumptions may not be confirmed without expending additional sums of money and/or destroying otherwise adequate or serviceable portions of the building, WGI, Inc. cannot be held responsible for latent deficiencies which may exist in the structure, but which have not been discovered within the scope of this evaluation.

WGI, Inc. did not review the garage for conformance with the Americans with Disabilities Act (ADA).

RESOLUTION

*The following resolution was offered by Director _____ and
seconded by Director _____*

*WHEREAS The upkeep of the Central Parking Deck is the responsibility of the
Downtown Development Authority and*

*WHEREAS In the spring and fall of 2018, under the direction of consultants WGI
Michigan of Kalamazoo (formerly Carl Walker) major renovations were
completed at a cost of \$372,000 to bring the Central Parking Deck to
current standards, and*

*WHEREAS In May 2020, the DDA Board voted to spend \$8,900 with WGI to inspect
the Central Parking Deck and develop a plan for upkeep of the deck,
and*

*WHEREAS WGI is proposing a budget of \$167,855 for what are termed high and
moderate priority repairs to the Central Parking Deck,*

NOW THEREFORE BE IT RESOLVED THAT the City of Plymouth Downtown
Development Authority Board of Directors does hereby authorize DDA Staff to contract
with WGI Michigan of Kalamazoo for rehabilitation work on the Central Parking Deck in
the total amount of \$167,855, which includes \$12,900 for contingency as well as
\$25,950 for WGI fees and expenses, from Acct. No. 494 290 977 813.



Information Only

To: DDA Board
From: DDA Staff
CC: S:\DDA\Shared Files\DDA Board\DDA Agendas\DDA Agendas 2019\February\2020
Date: 2/10/2020
Re: Kellogg Park Master Plan final report

At the December 9, 2019 Downtown Development Authority (DDA) meeting, the DDA Board authorized Wade Trim to complete Steps #2 (Review of Public Input/Kickoff Meeting), #5 (Preliminary Master Plan Alternatives) and #6 (Final Master Plan Development) as outlined in our December 3, 2019 proposal letter. The DDA Board will recall that Wade Trim recently completed Steps #3 (Evaluate the Park's Natural and Built Features) and #4 (Evaluate the Park's Utility Systems) in the Fall of 2019.

On February 3, 2020, a project kickoff meeting (Step #2) was held at City Hall. DDA Chair Adam Covington, DDA Directors Tony Bruscato and Sam Plymale, City Manager Paul Sincok, DMS Director Chris Porman and resident Dave Rucinski attended the meeting. Scot Lautzenheiser and Shawn Keough attended from Wade Trim. As a group, we discussed that the following information would be reviewed and used in completing the Kellogg Park Master Plan:

- Summary of Kellogg Park Usage 1 – A pdf file completed by City Staff and provided to Wade Trim in October 2019.
- Summary of Kellogg Park Usage 2 – A pdf file completed by DDA member Ellen Elliott in July 2019 and provided to Wade Trim in October 2019.
- Report of Uses in Kellogg Park Part II – A pdf file containing “Everyday Uses” compiled by Ed and Martha Walton in July 2019.
- City Events Survey from the first EMU Survey with sections pertaining to Kellogg Park.
- Evaluation of Natural Features – Completed by Wade Trim in September 2019.
- Evaluation of Utility Systems – Completed by Wade Trim in October 2019.
- Report of Public Opinion for Kellogg Park – Compiled by Ellen Elliott in September 2019 and provided to Wade Trim in January 2020.

- EMU Survey related to Kellogg Park that was presented in January 2020.
- Executive Summary Demographic Analysis of the Community (City and Township) Recreation Survey.

At the April 2020 meeting, the DDA Board met with Wade Trim via Zoom to discuss proposals in the Kellogg Park Master Plan. Board members and the public were able to discuss the pros and cons of various aspects of the proposals. Wade Trim took that discussion, along with the previously stated information, to develop a Kellogg Park Master Plan, along with cost estimates.

Wade Trim's Scot Lautzenheiser will be presenting the plan at the August 2020 DDA Board meeting. Scot has indicated:

Option 1 Kellogg Park Concept Plan – this plan includes what we believe to be the most popular opinions for the park improvements based upon past feedback.

Option 2 Kellogg Park Concept Plan – this plan is very similar to Option 1 with the only differences being back-in angled parking instead of standard angled parking, and the inclusion of the added walkway connection and wrap-around bench off the Main Street promenade. We believe the walkway connection would be a great addition to this park and improve park connectivity and flow. The back-in angled parking is an element that can improve safety in the downtown. Perhaps a trial run of this style of parking would be warranted before any final decisions are made on its integration.

Option 2 Kellogg Park Concept Plan with Linework Overlay – this shows the existing park layout on top of the proposed layout so the differences in layout and pavement are easy to understand. This was requested at one of the past meetings.

Kellogg Park Entry Perspective- this is the final entrance perspective showing the improved landscaping at the interior park walkway entrances. This landscaping is also included in both option 1 and 2 layouts.

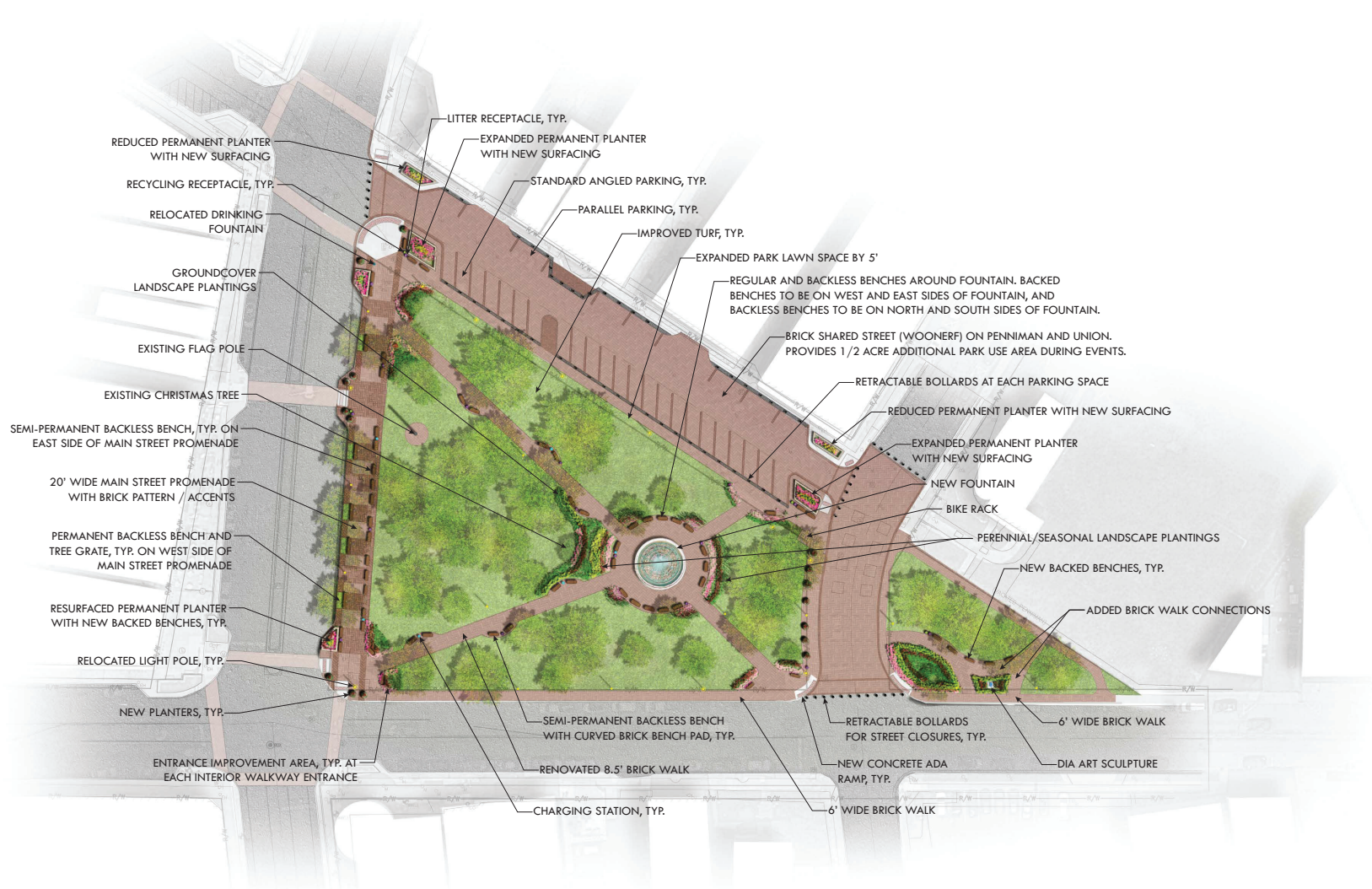
Kellogg Park Estimate- this estimate is separated out between the main park area west of Union and the smaller park area east of Union. These costs are based on Option 2, which is \$44,000 more than Option 1.

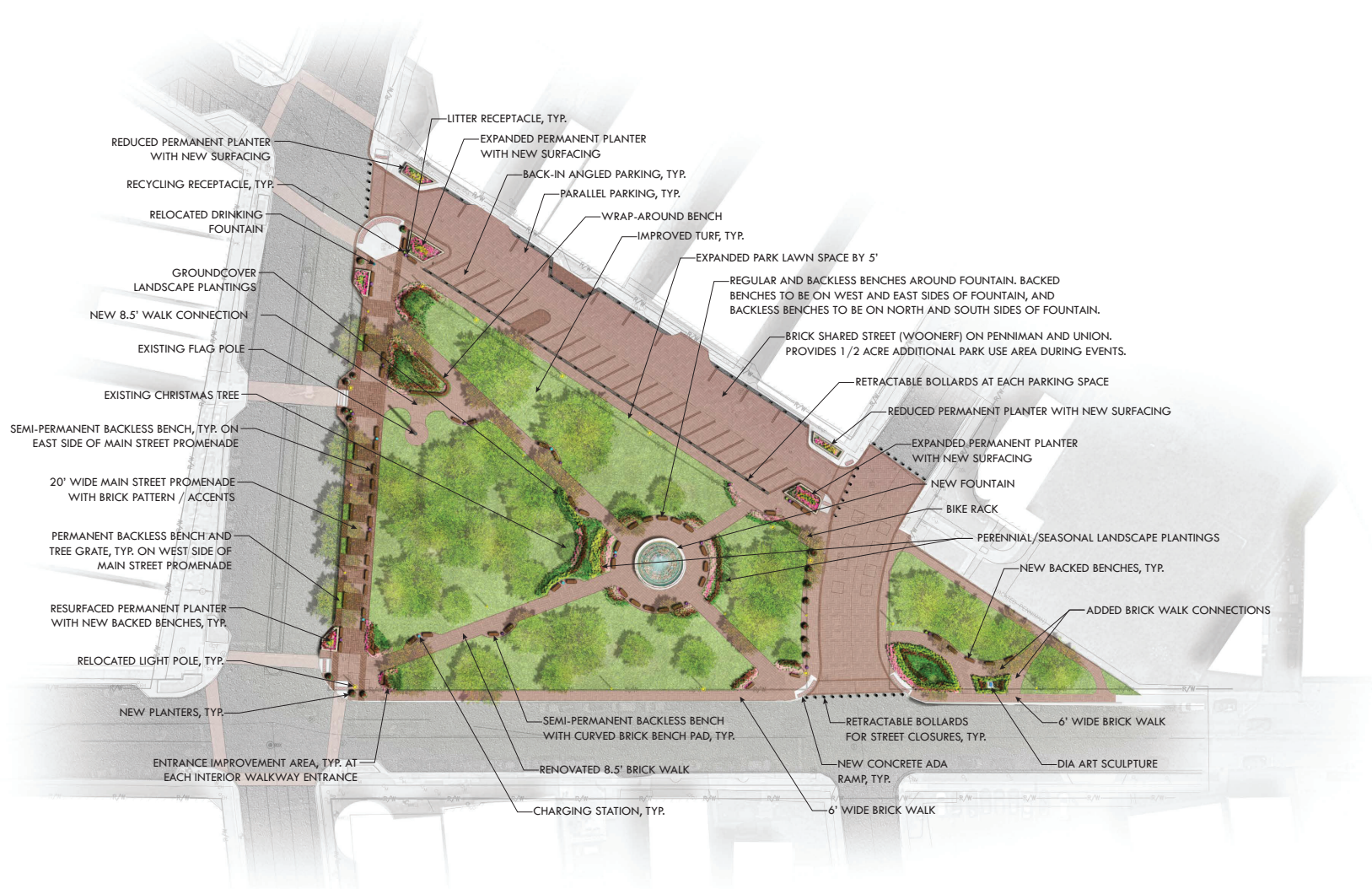
Penniman Shared Street Estimate- we've updated this estimate due to changes to this shared street as part of the revisions to the concept plan. The biggest change was the change to parallel parking on the north side of Penniman.

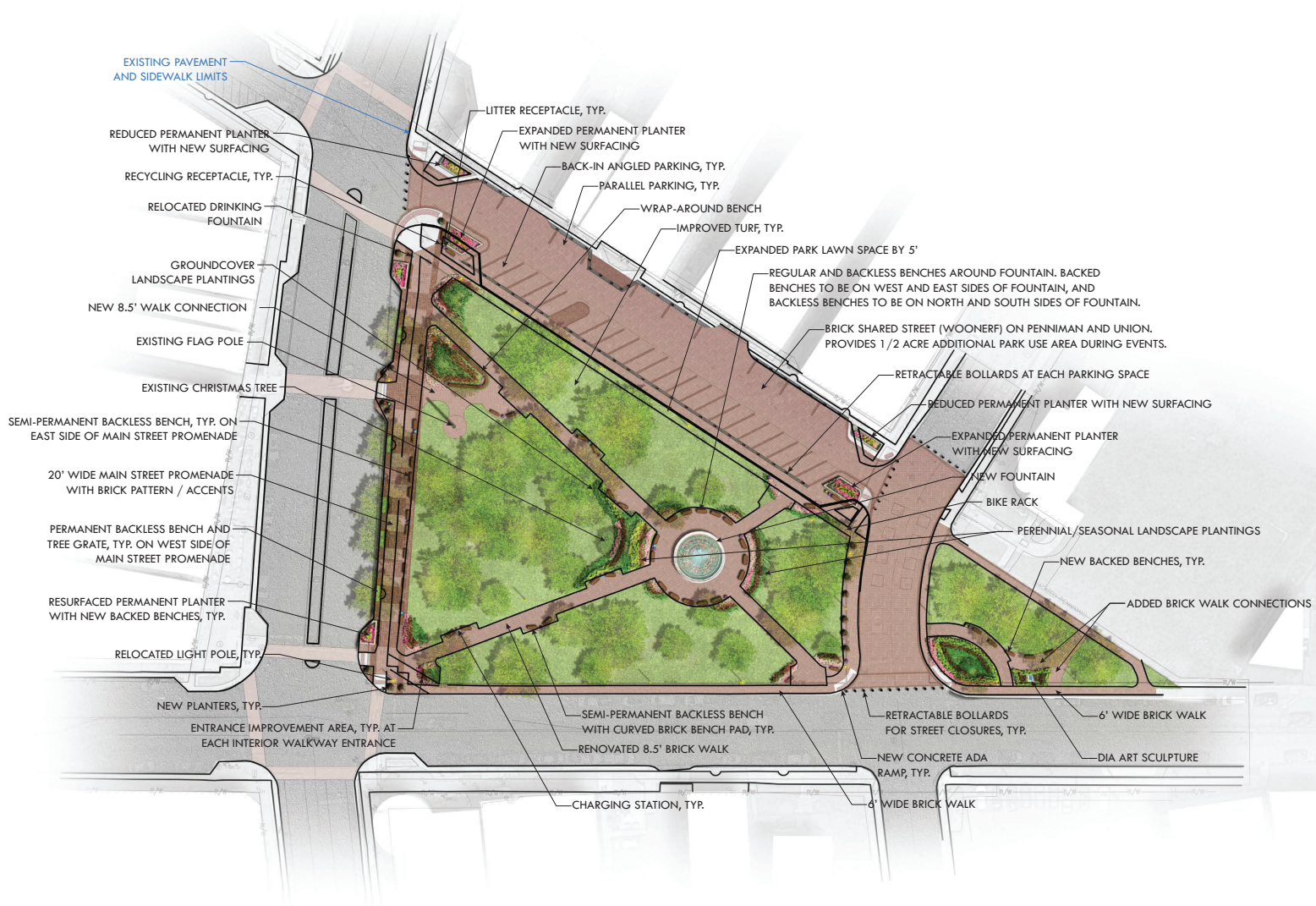
DDA Board members are receiving the information, however no formal action is required. The Kellogg Park Master Plan, as well as the upcoming DDA Master Plan, will be among the discussion when the DDA Board holds its strategic planning session to outline future goals. At that time, the board will have an opportunity to list the strategic objectives from the two plans to be implemented and funded.



PLYMOUTH, MICHIGAN
KELLOGG PARK ENTRY PERSPECTIVE
AUGUST 2020









Kellogg Park Concept Plan Cost Estimate
City of Plymouth, MI

Updated August 2020

The project estimate is Wade Trim's opinion of probable cost based upon the available information and is based upon the improvements in the Concept Plan dated August 2020.

Kellogg Park (West of Union)				
Item	Quantity	Unit	Unit Price	Total Cost
Mobilization (10% max)	1	LS	\$116,793.00	\$116,793.00
Sedimentation and Erosion Control Measures	1	LS	\$7,500.00	\$7,500.00
Maintenance and Traffic Control	1	LS	\$10,000.00	\$10,000.00
Demolition				
Remove Site Furnishings/ Amenities	85	EA	\$150.00	\$12,750.00
Remove Paving (Brick, Asphalt, Concrete)	19215	SFT	\$2.00	\$38,430.00
Remove Curb and Gutter	360	LFT	\$5.00	\$1,800.00
Miscellaneous Utility Work	1	AL	\$10,000.00	\$10,000.00
Remove and Relocate Pedestrian Light Pole	10	EA	\$1,500.00	\$15,000.00
Remove and Relocate Utility Box	3	EA	\$3,500.00	\$10,500.00
Remove and Relocate Drinking Fountain	1	EA	\$5,000.00	\$5,000.00
Remove Planter	2	EA	\$4,000.00	\$8,000.00
New Construction				
Site Grading	1	LS	\$15,000.00	\$15,000.00
Structural Soil (Tree Planting)	50	CYD	\$125.00	\$6,250.00
Tree Grate	5	EA	\$1,500.00	\$7,500.00
Tree (New)	3	EA	\$1,200.00	\$3,600.00
Tree Trimming (Initial)	1	AL	\$5,000.00	\$5,000.00
New Planter	2	EA	\$12,000.00	\$24,000.00
Planter Resurface	4	EA	\$9,000.00	\$36,000.00
Landscape Bed	4,000	SFT	\$10.00	\$40,000.00
Lawn Restoration	1	LS	\$7,500.00	\$7,500.00
Irrigation Repair	1	AL	\$3,000.00	\$3,000.00
Bike Rack	5	EA	\$1,000.00	\$5,000.00
Bench (Backed, Backless)	55	EA	\$2,500.00	\$137,500.00
Bench (Long, Westside Promenade)	5	EA	\$3,500.00	\$17,500.00
Litter Bin	18	EA	\$1,800.00	\$32,400.00
Outdoor Power Station	6	EA	\$5,000.00	\$30,000.00
Standard Curb and Gutter	200	LFT	\$30.00	\$6,000.00
Reinforced Concrete (Band)	250	LFT	\$30.00	\$7,500.00
Curb Ramp with Truncated Domes	9	EA	\$1,500.00	\$13,500.00
Brick Paving (Pedestrian- Including Concrete Base)	18,600	SFT	\$25.00	\$465,000.00
Utility Box Beautification (Art/Wayfinding)	4	EA	\$1,500.00	\$6,000.00
Traffic Signage (New, and Remove and Replace)	1	LS	\$2,500.00	\$2,500.00
Park Signage	1	LS	\$3,000.00	\$3,000.00
Upgrade Street/Ped Light Fixture to LED	18	EA	\$2,000.00	\$36,000.00
Painting Light poles	18	EA	\$150.00	\$2,700.00
Outdoor Park WIFI (Install Only)	1	AL	\$8,000.00	\$8,000.00
Outdoor Park WIFI (Yearly Cost)	1	AL	\$3,000.00	\$3,000.00
Landscape Maintenance Post Event (Per Yer)	1	AL	\$24,000.00	\$24,000.00
Parking Bollards (Retractable)	23	EA	\$2,500.00	\$57,500.00
Option 2 - Added Brick Walkway	600	SFT	\$10.00	\$6,000.00
Option 2 - Added Landscape Bed	800	SFT	\$25.00	\$20,000.00
Option 2 - Added Wrap-around Bench	1	EA	\$18,000.00	\$18,000.00
Construction Sub Total				\$1,167,930.00
Contingencies (20%)				\$233,586.00
Design and Construction Engineering (Estimated 20%)				\$233,586.00
Estimated West Park Total:				\$1,635,102.00

Kellogg Park (East of Union)				
Remove Site Furnishings/ Amenities	4	EA	\$150.00	\$600.00
Remove Paving	2900	SFT	\$5.00	\$14,500.00
Lawn Restoration	1	LS	\$2,000.00	\$2,000.00
Landscape Bed	1,110	SFT	\$10.00	\$11,100.00
Upgrade Street/Ped Light Fixture to LED	4	EA	\$2,000.00	\$8,000.00
Painting Light poles	4	EA	\$150.00	\$600.00
Brick Paving (Pedestrian- Including Concrete Base)	3,000	SFT	\$25.00	\$75,000.00
Bench (Standard)	5	EA	\$2,500.00	\$12,500.00
Litter Bin	2	EA	\$1,800.00	\$3,600.00
			Construction Sub Total	\$127,900.00
			Contingencies (20%)	\$25,580.00
			Design and Construction Engineering (Estimated 20%)	\$25,580.00
			Estimated East Park Total:	\$179,060.00
			Estimated Park Grand Total:	\$1,814,162.00



Plymouth DDA Corridor Improvements
Penniman Shared Street Schematic Design Cost Estimate
 Updated Aug. 5th, 2020

The project estimate is Wade Trim's opinion of probable cost based upon the available information and is based upon the improvements in the Conceptual Site Plan dated August 2020.

Approximate Corridor Length = 445

Short Term Annual Maintenance Tasks					
Item	Quantity	Unit	Unit Price	Total Cost	General Note
Maintenance and Traffic Control	445	LFT	\$15.00	\$6,675.00	\$15/LFT/Corridor
Demolition					
Remove Street Trees	1	EA	\$400.00	\$400.00	Trees Rated Poor to Fair condition
Remove Site Furnishings/ Amenities	1	AL	\$1,500.00	\$1,500.00	\$1500/Corridor/Year
Remove Concrete Sidewalk	249.2	SFT	\$3.00	\$747.60	3.5% of Sidewalk/Corridor/ Year - Maintenance and Repairs
Remove Curb and Gutter	17.8	LFT	\$15.00	\$267.00	2% of Curb and Gutter/Corridor/Year - Maintenance and Repairs
Miscellaneous Utility Work	445	LFT	\$5.00	\$2,225.00	\$5/LFT/corridor - Maintenance and Repairs
New Construction					
Tree Grate (Replacement)	2	EA	\$1,500.00	\$3,000.00	2 Grates/Corridor/Year
Street Tree (Replacement)	1	EA	\$650.00	\$650.00	1 Tree/Corridor/Year
Tree Trimming	5	EA	\$200.00	\$1,000.00	\$200/Tree/Year
Planter box Maintenance	1	AL	\$1,000.00	\$1,000.00	\$1000/Corridor/Year
Landscape Restoration	445	LFT	\$2.00	\$890.00	\$2/LFT/COR - Maintenance and Repairs
Irrigation Repair	445	LFT	\$2.00	\$890.00	\$2/LFT/COR - Maintenance and Repairs
Bike Rack (Replacement)	1	EA	\$1,500.00	\$1,500.00	1 Bike Rack/Corridor/Year
Bench (Replacement)	1	EA	\$2,500.00	\$2,500.00	1 Bench/Corridor/Year
Litter Bin (Replacement)	1	EA	\$1,500.00	\$1,500.00	1 Litter Bin/Corridor/Year
Standard Curb and Gutter	18	LFT	\$30.00	\$534.00	2% of Curb and Gutter/Corridor/Year - Maintenance and Repairs
Concrete Sidewalk 4" (Replacement)	249	SFT	\$10.00	\$2,492.00	3.5% of Sidewalk/Corridor/ Year - Maintenance and Repairs
Sidewalk Paver Repair	53	SFT	\$20.00	\$1,068.00	1.5% of Sidewalk/Corridor/ Year - Maintenance and Repairs
Crosswalk Re-Striping	1	AL	\$1,500.00	\$1,500.00	1 Crosswalk/Corridor/Year
Pavement Markings	445	LFT	\$2.00	\$890.00	\$2/LFT/COR - Maintenance and Repairs
Bumper Block Replacement	1	AL	\$500.00	\$500.00	\$500/Corridor/Year
Sign Maintenance	1	AL	\$2,000.00	\$2,000.00	\$2000/Corridor/Year
Reseal and Restripe Parking lots	1	AL	\$2,000.00	\$2,000.00	\$2000/Corridor/Year
Painting Light poles	1	AL	\$2,750.00	\$2,750.00	\$2750/Corridor/Year
Construction Sub Total				\$38,478.60	
Contingencies (20%)				\$7,695.72	
Design and Construction Engineering (Estimated 20%)				\$7,695.72	
Short Term Estimated Total:				\$53,870.04	

Capital Improvement Projects					
Item	Quantity	Unit	Unit Price	Total Cost	General Note
Mobilization (10% max)	1	LS	\$145,476.40	\$145,476.40	10% of Construction Sub-Total
Sedimentation and Erosion Control Measures	445	LFT	\$10.00	\$4,450.00	\$10/LFT/Corridor
Maintenance and Traffic Control	445	LFT	\$20.00	\$8,900.00	\$20/LFT/Corridor
Demolition					
Remove Street Trees	1	EA	\$400.00	\$400.00	Roughly 1/4 of Short Term
Remove or Remove and Replace Site Furnishings	1	LS	\$6,000.00	\$6,000.00	
Remove Hardscape (Sidewalk, Road, Paving Etc.)		SFT	\$5.00	\$0.00	
Remove Vehicular Concrete	5163	SFT	\$3.00	\$15,489.00	
Remove Asphalt	15245	SFT	\$2.00	\$30,490.00	
Remove Pedestrian Hardscape	6590	SFT	\$3.00	\$19,770.00	
Remove Curb and Gutter	1010	LFT	\$15.00	\$15,150.00	
Remove and Replace Light Pole	6	EA	\$2,500.00	\$15,000.00	
Remove and Relocate Light Pole		EA	\$2,000.00	\$0.00	
Remove Planter	2	EA	\$4,000.00	\$8,000.00	
Miscellaneous Utility Relocation	445	LFT	\$25.00	\$11,125.00	\$25/LFT/Corridor
New Construction					
Site Grading	1	LS	\$8,000.00	\$8,000.00	
Street Trees	1	EA	\$650.00	\$650.00	Based upon 30' spacing between trees
New Planter	2	EA	\$12,000.00	\$24,000.00	All new designed seat wall planter
Planter Resurface	4	EA	\$9,000.00	\$36,000.00	\$50/LFT cap and \$30/sf, plus added \$2,500 for materiality contingency
Structural Soil (Tree Planting)		CYD	\$125.00	\$0.00	18 CYD/Tree
Patio Rail		LFT	\$80.00	\$0.00	by business owner
Underground Electrical Line (Conduit, Wire, Fittings, Connections)		LFT	\$10.00	\$0.00	
Irrigation	445	LFT	\$2.00	\$890.00	
Pedestrian Pole Lighting (Replace Fixtures-Install Salvaged Poles)		EA	\$2,500.00	\$0.00	
Sidewalk Pavers (Including Base)		SFT	\$20.00	\$0.00	

Concrete Sidewalk 4" (Including Base)		SFT	\$10.00	\$0.00	
Concrete Sidewalk 4"	6,590	SFT	\$10.00	\$65,900.00	
Reinforced Concrete (Crosswalk Band)	80	LFT	\$35.00	\$2,800.00	
Curb Ramp with Truncated Domes		EA	\$1,500.00	\$0.00	
Permeable Pavers (Vehicular Parking)		SFT	\$15.00	\$0.00	
Brick (Vehicular Drive Lanes and Bike Lanes)	18,200	SFT	\$20.00	\$364,000.00	
Concrete Base for Pavers (Penniman Shared Street)	6,067	SYD	\$75.00	\$455,000.00	
Bollard (Vehicular, Retractable)(Penniman Shared Street)	34	EA	\$6,000.00	\$204,000.00	
Bollard (Parking, Retractable)(Penniman Shared Street)	46	EA	\$3,000.00	\$138,000.00	
Roadway Reconstruction with 8" Aggregate Base and 7" HMA	1	LS			
Reinforced Concrete (Band)	250	LFT	\$30.00	\$7,500.00	
Intersection Mast Arms		EA	\$300,000.00	\$0.00	
Midblock Crossing		EA	\$6,500.00	\$0.00	New Signage and Pavement Markings
Utility Box Beautification (Art/Wayfinding)		EA	\$3,000.00	\$0.00	
New Hardscape Construction		LS		\$0.00	Specialty hardscape- curb bumpouts, etc.
Site Furnishings	3	LS	2,750	\$8,250.00	Half cost of short term
Drinking Fountain	1	EA	\$5,000.00	\$5,000.00	
Bury Overhead Utility Lines		LFT	\$200.00	\$0.00	
Traffic Signage	8	EA	\$500.00	\$4,000.00	New signage for Back in Parking and Shared Street
Wayfinding Signage	4	EA	\$1,500.00	\$6,000.00	
Painted Murals		SFT	\$35.00	\$0.00	
Gateway Sculpture		EA	\$17,500.00	\$0.00	
Gateway Site Improvements		EA	\$15,000.00	\$0.00	
Upgrade Street Light Fixture to LED	10	EA	\$2,000.00	\$19,777.78	
Construction Sub Total				\$1,630,018.18	
Contingencies (20%)				\$326,003.64	
Design and Construction Engineering (Estimated 20%)				\$326,003.64	
Long Term Estimated Total:				\$2,282,025.45	
Estimated Corridor Grand Total:				\$2,335,895.49	

Saxton's Property Revenue/Expenditure Report

Jul-20	
ITEM	COST
Electricity	\$51.26
Gas	\$17.35
Water	\$73.75
Lawn services	\$260.00
TOTAL EXPENSES:	\$402.36
TOTAL RENT COLLECTED:	\$3,750.00
MONTHLY SURPLUS/DEFICIT:	\$3,347.64

Total Surplus/Deficit Since Property Purchase May 2015	
2015	-\$28,832.58
2016	\$9,261.73
2017	\$36,956.82
2018	\$38,218.60
2019	\$16,089.00
Jan-20	\$1,254.76
Feb-20	\$1,199.17
Mar-20	-\$1,571.10
Apr-20	-\$3,089.07
May-20	-\$11,856.95
Jun-20	-\$684.61
Jul-20	\$3,347.64
TOTAL SURPLUS/DEFICIT:	\$60,293.41