Agenda No.

CITY OF FERNDALE
REQUEST FOR COUNCIL ACTION

FROM: Joseph Gacioch, Acting City Manager

SUBJECT: Consideration of approval of ballot language for a Street and Park Improvement Bond Proposal

SUMMARY and BACKGROUND:

IN 1994, voters approved of the City bonding up to $45 million for vital infrastructure improvements. The City issued bonds in four series for 15-year terms and is expected to complete payment of these bonds in 2016. (The bond issuance schedule is reflected below).

- 1995: $5 million
- 1996: $10 million
- 1998: $15 million
- 2000: $12 million

City residents currently pay **6.5285 mills** toward the remaining balance of the $45 million approved by voters in 1994. The debt service is scheduled to be completed in 2016.

Which Roads are the City's Responsibility?

City Major Street and Local systems are established by the State of Michigan's Act 51. Act 51, the State of Michigan's guiding transportation policy, assigns responsibility for maintenance, construction, and improvement of (1) Major Roads or (2) Local Roads to each respective local jurisdiction.

Consistent Reinvestment in Infrastructure

The previous cycle of local infrastructure improvements paid for by voter-approved bonds in 1994 will come to an end in 2016. These infrastructure improvements have been in service for between five and 20 years, and our road network is beginning to show its age.

Investing in local road maintenance is a crucial step toward achieving accessibility, public safety, strong property values, economic development and growth, and continued support for alternative modes of transit.

In recognition of continuing this reinvestment, the City requested that our engineering firm, Giffels Webster, evaluate the City's local road system and recommend a capital improvement program to rehabilitate the City's roadway system. An example of local roads that will need to be rehabilitated is provided in the attached 10-year Repair Program Report.

Total estimated infrastructure investment: $43,189,800.

Citywide Park Improvements

In June of 2014, the Parks and Recreation Commission (PaRC) was tasked with reviewing the current Parks and Recreation Master Plan and survey results from the Blue Ribbon Parks Panel and compiling a list of recommended park improvements. There were a number of wonderful ideas for improving our park system and paring down the list was difficult, but PaRC was up to the challenge. They based their project recommendations on two factors:

1. Is the project supported by the Recreation Master Plan, Blue Ribbon Panel, and the PaRC Commission members?
2. Does the project have potential to attract private contributions or qualify for grant funding?

The Commissioners approved 15 priority projects for citywide park improvements during the January 2015 PaRC meeting, including:

- New playground equipment
- A splash pad
- Skate park
- Climbing boulders
- Adult/senior exercise equipment
- Walking pathways in parks

The final approved list is included in the attachments below.

Total estimated park improvement investment: $1,910,000.

Continuation of Public Infrastructure Bonds

The City recommends that voters consider renewing investment in the City's local road infrastructure and public park system in an amount not to exceed $45 million during the May 5, 2015, election. The estimated millage levy in 2016 would be 5.3860.

	Amount	**Tax Rate**
Road Improvement Bonds: 1994-2015	$45 million	2015: 6.5285 mills
Street & Park Improvement Bonds: 2016-2036	$45 million	2016: 5.4323 mills
Difference:	**$0.00**	**(1.0962) mill Tax Cut**

The renewal of the $45 million bond cycle represents a 1.0962 mill tax cut compared to what the public pays for our existing road bonds. Additionally, the proposed bonds cover improvements to both roads <u>and</u> parks. Should these bonds be renewed, the public would benefit doubly: by receiving a tax cut as well as experiencing enhanced improvements to city resources.

ATTACHMENTS:

- Resolution submitting Street and Park Improvement Bond Proposal at the election to be held on May 5, 2015
- City of Ferndale Road Repair Program Report prepared by Giffels & Webster
- Park and Recreation Commission Park Improvement Recommendations
- Assistant City Manager Presentation

COUNCIL AGENDA DATE:	February 09, 2015
CITY ATTORNEY REVIEW:	2/04/2015
FINANCE DIRECTOR REVIEW:	2/04/2015
CITY MANAGER REVIEW:	2/04/2015

RECOMMENDED ACTION: Moved by, seconded by, to adopt the attached resolution approving Street and Park Improvement Bond Proposal ballot language and directing the City Clerk to submit it to be placed on the May 5, 2015, election for consideration by the City's voters.

RESOLUTION SUBMITTING
STREET AND PARK IMPROVEMENT BOND PROPOSAL
AT THE ELECTION TO BE HELD ON MAY 5, 2015

CITY OF FERNDALE
County of Oakland, State of Michigan

Minutes of a regular meeting of the City Council of the City of Ferndale, County of Oakland, State of Michigan, held on the 9th day of February, 2015, at 7:00 p.m., Eastern Standard Time.

PRESENT: Members _____

_____

ABSENT: Members _____

The following preamble and resolution were offered by Member _____ and supported by Member _____:

WHEREAS, the City Council of the City of Ferndale, County of Oakland, Michigan (the "City"), has determined that it is necessary for the health, safety and welfare of the City and its residents and property owners that the City improve, replace, resurface, and reconstruct streets in the City, including necessary rights-of-way, appurtenances and attachments thereto, and acquire, construct, furnish and equip public park improvements in the City, including related site improvements, appurtenances and attachments thereto (the "Projects"); and

WHEREAS, the City Council has determined that the City should borrow money in an amount not to exceed Forty-Five Million Dollars ($45,000,000) and issue general obligation unlimited tax bonds of the City in such amount for the purpose of paying all or part of the cost of the Projects; and

WHEREAS, the City Council has determined that a proposal to issue bonds for the Projects shall be submitted to the qualified electors of the City at an election to be held in the City on Tuesday, May 5, 2015 (the "Election Date"); and

WHEREAS, in order for the bond proposal to be submitted to the City's electors on the Election Date, it is necessary for the City Council to certify the ballot wording of the proposal to the City Clerk and the County Clerk of the County of Oakland, Michigan, as required by Act 116, Public Acts of Michigan, 1954, as amended (the "Michigan Election Law").

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The bond proposal attached to this Resolution as Exhibit A (the "Bond Proposal") shall be submitted to a vote of the qualified electors of the City on the Election Date.

2. The ballot wording of the Bond Proposal is hereby certified to the City Clerk and the County Clerk of the County of Oakland for submission to the City's electors on the Election Date. The City Clerk is hereby authorized and directed to file this Resolution and/or complete any such forms, certificates or documents as may be required by the County Clerk to evidence the foregoing certification and/or submission by no later than February 10, 2015.

3. The City Clerk and the County Clerk are hereby directed to (a) post and publish notice of last day of registration and notice of election for the Election Date in the manner required by the Michigan Election Law, and (b) have prepared and printed, as provided by the Michigan Election Law, ballots for submitting the Bond Proposal on the Election Date, which ballots may include other matters presented to the electorate on the same date.

4. The estimated first year millage rate and simple average annual millage rate set forth in the Bond Proposal, which have been prepared by the City's financial advisor, Bendzinski & Co., are reasonable estimates of such millage rates based on current assumptions.

5. The City makes the following declarations for the purpose of complying with the reimbursement rules of Treas. Reg. § 1.150-2 pursuant to the Internal Revenue Code of 1986, as amended:

(a) As of the date hereof, the City reasonably expects to reimburse itself with the proceeds of debt to be incurred by the City for costs of the Projects that were or will be paid subsequent to sixty (60) days prior to the date hereof.

(b) The maximum principal amount of debt expected to be issued for the Projects is $45,000,000.

(c) The expenditures described above are "capital expenditures" as defined in Treasury Regulation § 1.150-1(b), which are any costs of a type which are properly chargeable to a capital account (or would be so chargeable with a proper election or with the application of the definition of placed in service under Treas. Reg. § 1.150-2(c)) under general Federal income tax principles (as determined at the time the expenditure is paid).

6. All resolutions and parts of resolutions, insofar as they conflict with the provisions of this Resolution, are hereby repealed.

AYES: Members _____

_____

NAYS: Members _____

_____

RESOLUTION DECLARED ADOPTED.

_____
City Clerk
City of Ferndale

EXHIBIT A

FERNDALE STREET AND PARK IMPROVEMENT BOND PROPOSAL

Shall the City of Ferndale, County of Oakland, Michigan, borrow the principal sum of not to exceed Forty-Five Million Dollars ($45,000,000) and issue its general obligation unlimited tax bonds, in one or more series, payable in not to exceed fifteen (15) years from the date of issuance of each series, for the purpose of paying the cost to improve, replace, resurface, and reconstruct streets in the City, including necessary rights-of-way, appurtenances and attachments thereto, and acquire, construct, furnish and equip public park improvements in the City, including related site improvements, appurtenances and attachments thereto?

Yes

No

The estimated millage to be levied in 2016 is 5.3860 mills ($5.3860 per $1,000 of taxable value) and the estimated simple average annual millage rate required to retire the bonds is 5.4323 mills ($5.4323 per $1,000 of taxable value).

I hereby certify that the foregoing is a true and complete copy of a resolution adopted by the City Council of the City of Ferndale, County of Oakland, State of Michigan, at a regular meeting held on the 9th day of February, 2015, and that public notice of said meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 267, Public Acts of Michigan, 1976, as amended, and that the minutes of the meeting were kept and will be or have been made available as required by said Act.

_____
City Clerk
City of Ferndale

23710394.2\100315-00018

City of Ferndale
521 East Cambourne
Ferndale, MI 48220

January 9, 2015

Attn: April Lynch, City Manager
Loyd Cureton, DPW Director

Re: Road Repair Program - 10 Year Capital Improvement Program

Dear April and Loyd,

The following capital improvement program (CIP) is hereby submitted in order to budget for and allocate sufficient funds to rehabilitate the City's roadway system. This CIP has been prepared based on a 10 year construction schedule. The costs should be periodically updated to account for on-going additions, changes, inflation, and bid costs. In general, streets will be repaired utilizing two types of repair methods.

1. Resurface: The road will be resurfaced with one lift of asphalt. The projects would include cold milling the existing asphalt, replacing deteriorated curbs, repairing deteriorated sub-base, pavement conditioning, and placing a 1 ½ to 2 inch asphalt overlay.

2. Rehabilitation: The road will be rehabilitated with two lifts of asphalt. The projects would include cold milling the existing asphalt, replacing deteriorated curbs, repairing deteriorated concrete base course, pavement conditioning, and placing a 3 inch asphalt overlay in 2 lifts. Existing gate wells, manholes, and catch basins would be adjusted to match the new asphalt elevation after the initial lift of asphalt is placed.

The scope of this CIP includes the analysis of both the City's local and major road networks. In the fall of 2014, Giffels Webster was authorized to perform a pavement evaluation study utilizing a common rating system known as the Pavement Surface Evaluation and Rating System (PASER). This method of evaluating the road surface consists of a visual survey to evaluate the road surface and compare the surface distresses to standardized conditions within a rating scale of 1 to 10 which includes:

Rating	Condition
1	Failed
2	Very Poor
3	Poor
4-5	Fair
6-7	Good
8	Very Good
9	Excellent
10	New Construction

It should be noted that this standard evaluation procedure consists of rating the "surface" distress only and not any underlying concrete, aggregate, or subgrade distresses.

Background

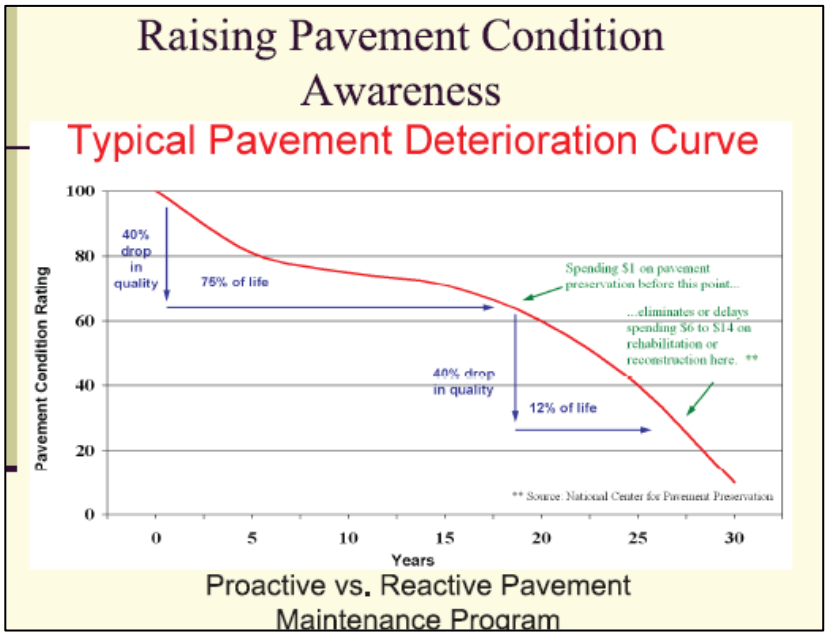
The City of Ferndale owns and maintains approximately 75 miles of roads in its street network, including 8 miles of major roads that are eligible for Federal Funding. In our experience, approximately 6 miles are likely candidates to receive Federal Funding. As such, this analysis only included the matching funds that the City would need to provide in order for the work to be completed as part of a Federally Funded project. Because the remaining 2 miles are not likely candidates to receive Federal Funding, they have been included in this analysis and would be repaired / rehabilitated in the same manner as the non-Federal eligible streets.

In past years, the City has performed several rehabilitation projects to repair the streets and underlying infrastructure. The most recent large scale rehabilitation project was a $21.5M road repair bond issue approved in 1994. Between 1995 and 2002, every street in the City was repaired to some degree utilizing different rehabilitation techniques depending upon the street composition and condition of the road surface. The majority of the work consisted of replacing deteriorated curbs, adjusting drainage and utility structures, repairing failed pavement sections, cold milling, and overlaying the road with 2-1/2 to 3 inches of hot mix asphalt.

After this period of major rehabilitation and resurfacing, the City has focused its resources on routine maintenance and some capital preventative maintenance in order to maximize the remaining useful life of the roads. Routine maintenance can range from crack sealing to cleaning drainage structures so that the roads drain properly and patching small areas of asphalt. Capital preventative maintenance includes microsurfacing, thin asphalt overlays, and concrete slab replacement.

Local Roads

This Roadway CIP has been developed to repair roads in "similar" conditions based on the PASER evaluations. Based on our review of the PASER ratings and typical repair methods, it is our recommendation that the majority of the streets will require a resurfacing with 1 ½" or 2" asphalt overlay or rehabilitation with base repairs and 3" asphalt overlay in order to extend the remaining service life to 15 plus years with regular maintenance.



Major Roads

Generally, major roads are funded utilizing Act 51 funds while local roads are funded with local road funds. Act 51 provides some guidelines to use major road funds for local road projects. However, due to the amount of funding the City receives from its Act 51, a 10 year CIP program will need a large supplement of funds that would likely come from a City bond issue.

The majority of major roads in the City are eligible for Federal Aid. The City has been aggressive in submitting for federal funding and successful for obtaining funds. Currently, the City has been awarded funding for the resurfacing of East Nine Mile from Woodward to West End (2015), Hilton Road from Woodward Heights to 10 Mile (2015), Hilton Road from Eight Mile to Nine Mile (scheduled for 2015), Livernois from Eight Mile to Nine Mile (2017), and Pinecrest from Nine Mile to Oakridge (2017).

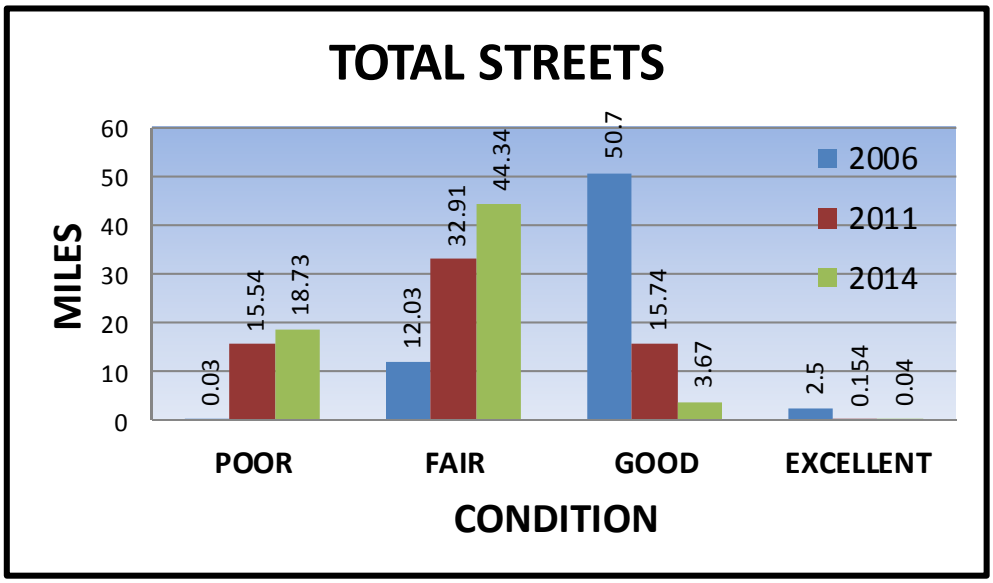
ADA Accessibility Compliance

Federal and State regulations such as the Americans with Disabilities Act (ADA) and Title 24 require all facilities open to the public be accessible to all. Any road repair project which is considered a structural alteration requires that ADA ramps be upgraded to current design standards. To accomplish this, it is recommended that the City follow the Public Rights of Way Access Advisory Committee (PROWAG) guidelines.

Estimated costs for ADA ramp installation are included in this project. It is recognized that the City has been upgrading ADA ramps each year and the cost estimates reflect this work through 2015. The exception to this would include major roads which are eligible for federal aid.

Current Conditions

The following graph depicts the current PASER ratings of the City's local road network compared to the ratings from 2006 and 2011 pavement evaluation programs. In summary:



As can be seen from the total streets graph, the road system has steadily declined in condition from 2006 until 2014. In 2006, over 50 miles of roads were considered in good condition whereas in 2014, only 3.67 miles are considered in good condition.

Roadway CIP Cost

The estimated cost for the 10 year CIP should be monitored and updated annually. Roads will deteriorate at different rates which are dependant on numerous factors including age, traffic type and amount, base materials, water infiltration, and condition of the original pavement section. Scheduled repair areas should be physically inspected each year to assess and verify the work requirements for the upcoming fiscal year program.

In order to develop a long range forecast of costs, a preliminary opinion of construction cost was prepared for each of the anticipated repair methods that would be required based on the current condition of the road. These repair methods would include (but not be limited to):

Rating	Condition	Treatment
1	Failed	Reconstruction
2 - 3	Very Poor / Poor	Patching with major overlay (3” HMA)
4 - 5	Fair	Resurface 2” thick HMA overlay
6 - 7	Good	Resurface 1 1/2” thick HMA overlay
8 - 10	Very Good / Excellent	No work

The repair strategy used would be to concentrate on repairing condition 4 and 5 streets in the early years of the repair program. This strategy would significantly improve the condition 4 and 5 streets before they continue to deteriorate to a condition 2 or 3. Condition 2 and 3 streets are estimated to cost approximately $226,000 more per mile to repair. Because the rate of deterioration varies from street to street, we would recommend that the determination of when each street be repaired be identified annually, one year prior to construction. Based on the above repair treatments and the current conditions of the road network, the estimated cost in 2015 dollars to repair the road system to a “good” condition over the next 10 years is $33,592,500. In summary:

2014 Condition	Repair Type	Total Miles	Cost per Mile	Total
1	-	0.00	$ 0	$0
2	Major Overlay	3.67	$ 667,100	$2,448,257
3	Major Overlay	15.42	$ 667,100	$10,286,682
4	Resurface (2”)	33.64	$ 441,200	$14,841,968
5	Resurface (2”)	10.70	$ 441,200	$4,720,840
6	Resurface (1 ½”)	2.78	$ 352,800	$980,784
7	Resurface (1 ½”)	0.89	$ 352,800	$313,992
8	No Work	0.04	$ 0	$0
9	No Work	0.00	$ 0	$0
10	No Work	0.00	$ 0	$0
		Subtotal Roadway CIP Estimated Cost		$33,592,500

In order to account for the City's cost share for federally funded projects, ADA ramps, and traffic signal replacement, we have included this section to account for the costs. In summary:

Pinecrest (Nine Mile to Oakridge) – 2017 Federal Fund Share	$764,500
Livernois (Eight Mile to Nine Mile) – 2017 Federal Fund Share	$708,300
Traffic Signal Replacement (13 intersections - box span and mast arms)	$2,095,000
ADA ramp compliance (remaining ramps from 2016 to 2018)	$679,100
Subtotal Additional Costs	$4,246,900
Subtotal Cost (2015 dollars)	**$37,839,400**
10 Year Ave Inflation (3%)	**$5,350,400**
(Only included for resurfacing)	
TOTAL ESTIMATED COST	**$43,189,800**

Considerations:

1. Reflective cracking will propagate through the new asphalt surface within 1 to 3 years. It is recommended that the road be crack sealed a maximum of two years after resurfacing. Costs associated with crack sealing have been included in the above totals.
2. The City streets are very flat and it is difficult to control drainage with asphalt overlays. There will be some minor ponding in the gutter pans. We recommend that a 3% cross slope be constructed to assist in draining the road.
3. Driveways will only be replaced if curb and gutter repairs are required within the driveway limits or a drainage structure requires adjustment. Driveways are not replaced due to their current condition. In order to match the road surface, often times an asphalt wedge is required to be placed on the driveway in order to drain the driveway to the overlaid gutter pan.

Please see the attached road condition examples, preliminary construction cost estimates for anticipated items of work such as curb and gutter replacement, pavement repairs, structure adjustments, and asphalt replacement, and the pavement condition maps which depict the change in road condition over the past 3 years.

Please feel free to contact me if you have any questions or need additional information.

Respectfully,

Giffels Webster

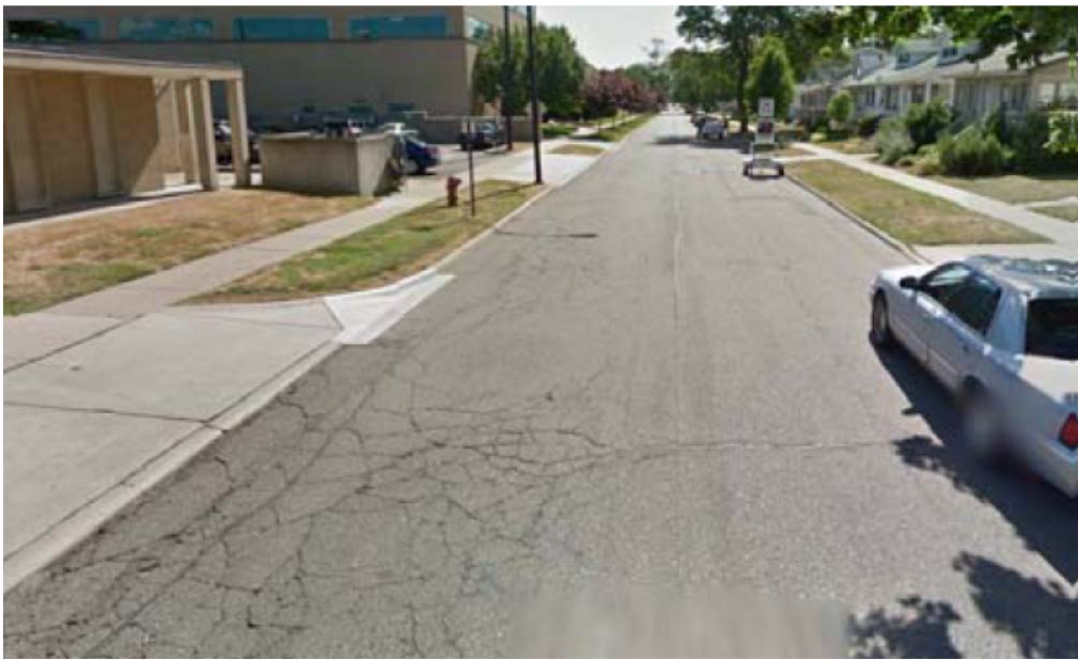
Scott A. Ringler, PE, LEED AP
Partner

Encl: Road Condition Examples
Preliminary Cost Estimates
2011 and 2014 Pavement Condition Maps

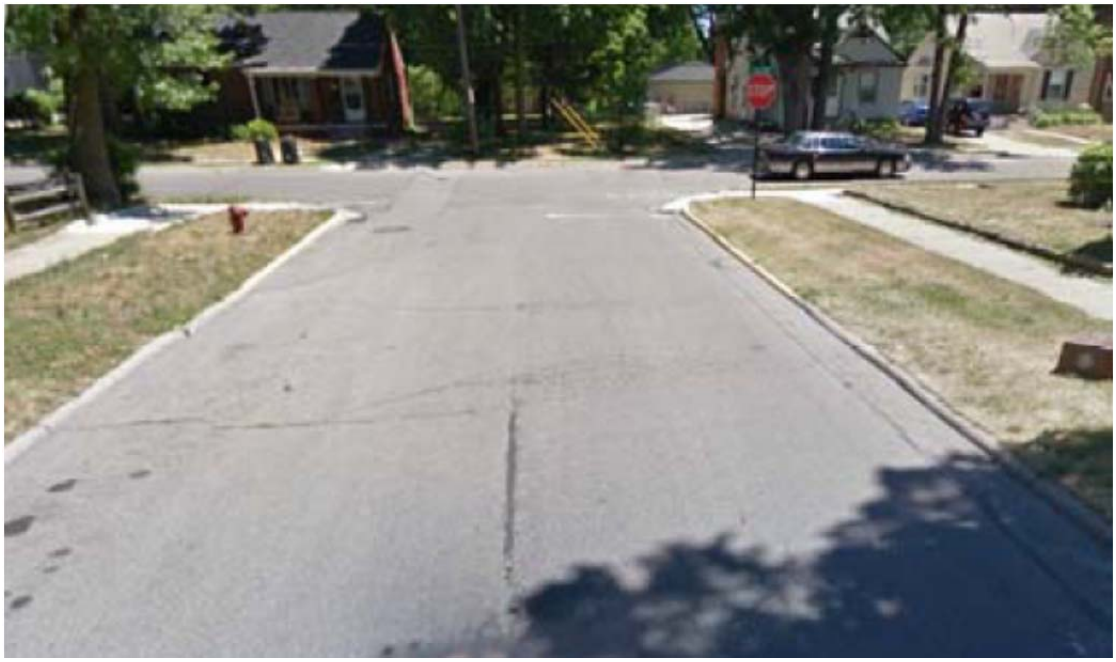
Road Condition Examples

Cambourne, Leland to Paxton
Condition 2 - Very Poor

East Troy, Woodward to Paxton
Condition 2 - Very Poor



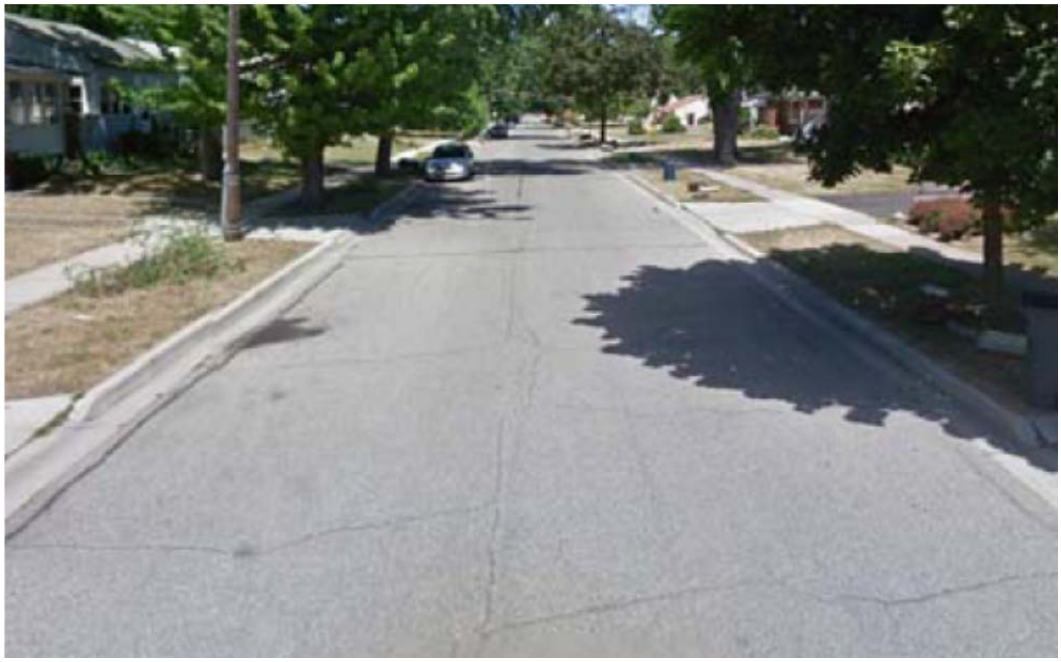
Alberta, Beaufield to Pinecrest
Condition 3 - Poor



Rosewood, Paxton to Burdette
Condition 3 - Poor

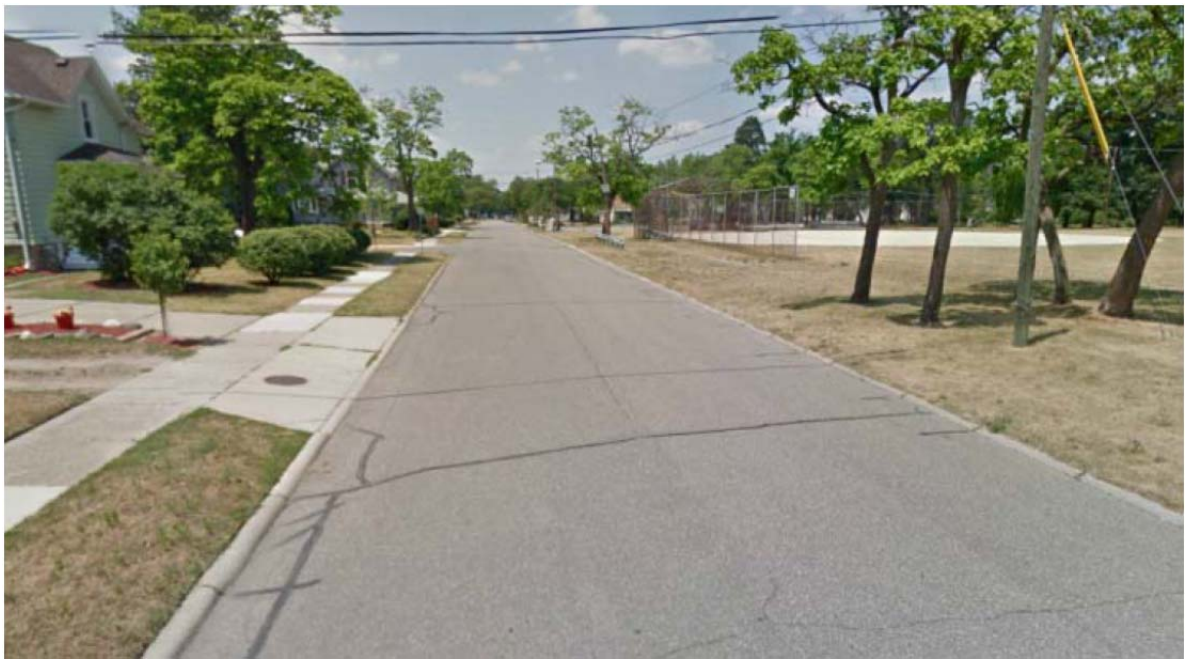
Oakridge , Woodward to Livernois)
Condition 4 - Fair

St. Louis – Eight Mile to Fielding
Condition 4 - Fair



Browning, Hilton to Chester
Condition 5 - Fair

Earle, Pinecrest to Catalpa
Condition 5 - Fair



Withington, Pinecrest to Catalpa)
Condition 6 - Good

LaPrairie, Marshall to Fielding
Condition 6 - Good

Chester, 10 Mile to Mahan
Condition 7 - Good

Pearson, Allen to Woodward
Condition 7 - Good

Local Road - Patch with Major Overlay (3" HMA)

GWE PROJ. NO.: **18774.00**

DATE: **January 7, 2015**

PRELIMINARY CONSTRUCTION COST ESTIMATE

Assume 1 mile of roads at 26' wide (HMA surface)

ITEM	WORK ACTIVITY	QUANTITY	UNIT	UNIT PRICE	TOTAL	COMMENTS
DEMOLITION						
	Rem conc. curb and gutter	1584	LF	$10.00	$15,840.00	Assume 15%
	Rem concrete pavt	330	SY	$10.00	$3,300.00	Assume 15% of drives
	Pavt Repr, Rem	500	SY	$15.00	$7,500.00	Assume 3%
	Cold mill HMA surf. (2"-4")	15250	SY	$2.75	$41,937.50	Incl returns
	SUBTOTAL - DEMOLITION				**$68,578**	
PAVEMENT CONDITIONING						
	Longitudinal joint repair, MDOT Det 7	600	LF	$7.00	$4,200.00	5% of 12,000 lft
	Longitudinal joint repair, MDOT Det 8	300	LF	$8.00	$2,400.00	2.5%
	SUBTOTAL - PAVEMENT CONDITIONING				**$6,600**	
EARTHWORK						
	Subgrade undercutting Type II	150	CY	$25.00	$3,750.00	5% at 1' deep
	SUBTOTAL - EARTHWORK				**$3,750**	
SOIL EROSION SEDIMENT CONTROL						
	Inlet/CB filter	50	EA	$70.00	$3,500.00	
	SUBTOTAL - EROSION CONTROL				**$3,500**	
SANITARY SEWER						
	Adjust san structure cover, case I	25	EA	$375.00	$9,375.00	1 per 200'
	SUBTOTAL - SANITARY SEWER				**$9,375**	
WATER DISTRIBUTION						
	Adjust GV&W structure cover, case I	12	EA	$375.00	$4,500.00	1 per 500'
	SUBTOTAL - WATER DISTRIBUTION				**$4,500**	
STORM SEWER						
	Adjust stm structure cover, case I	50	EA	$350.00	$17,500.00	2 per 200'
	SUBTOTAL - STORM SEWER				**$17,500**	
CURB AND SIDEWALKS						
	Conc. curb and gutter (hand)	1584	LF	$22.00	$34,848.00	
	Conc. curb and gutter, type F (machine)		LF	$20.00	$0.00	
	Conc. curb and gutter, type B (machine)		LF	$21.00	$0.00	
	SUBTOTAL - CURBS AND SIDEWALKS				**$34,848**	
HOT MIX ASPHALT PAVEMENT						
	HMA, 1100T-20AA	1310	TN	$75.00	$98,250.00	1.5" plus 5% fluff
	HMA, 1100L-20AA	1930	TN	$70.00	$135,100.00	1.5" plus 10% fluff plus 1% crown
	HMA, 36A (driveways, approaches)	75	TN	$110.00	$8,250.00	drive wedge 1 per 40' x 3' wide
	Handpatching, 0 - 20 tons		TN	$150.00	$0.00	
	Handpatching, 21 - 50 tons		TN	$125.00	$0.00	
	Handpatching over 50 tons	75	TN	$100.00	$7,500.00	
	SUBTOTAL - HOT MIX ASPHALT				**$249,100**	

ITEM	WORK ACTIVITY	QUANTITY	UNIT	UNIT PRICE	TOTAL	COMMENTS
	CONCRETE PAVEMENTS					
	6" nonreinf Conc. driveway	333	SY	$35.00	$11,655.00	
	Pavt Repr, Conc, 8"	500	SY	$45.00	$22,500.00	Assume 5%
	SUBTOTAL - CONCRETE PAVEMENT				**$34,155**	
	TRAFFIC CONTROL AND STRIPING					
	Pavt Mrkg, regular dry 4 inch		LF	$0.25	$0.00	
	Pavt Mrkg, Cold Plastic, 6" crosswalk	1664	LF	$3.00	$4,992.00	assume 8 intersection per mile
	Pavt Mrkg, Cold Plastic, 12" stop bar	450	LF	$6.00	$2,700.00	assume 8 intersection per mile
	Drum barrel, Lighted	200	EA	$20.00	$4,000.00	1 per 25'
	Barricade, type III, Lighted	8	EA	$100.00	$800.00	
	SUBTOTAL TRAFFIC CONTROL AND STRIPING				**$12,492**	
	TRANSPORTATION ALTERNATIVE PROJECTS					
	Striping / Signage / Misc	5280	LF	$2.20	$11,616.00	
	Traffic Circles	5280	LF	$0.70	$3,696.00	
	Railroad	5280	LF	$0.22	$1,161.60	Ped crossings
	SUBTOTAL TRANSPORTATION ALTERNATIVE PROJECTS				**$16,474**	
	LANDSCAPING					
	Topsoil surf., furnish, 2"	550	SY	$2.00	$1,100.00	3' wide adjacent to C & G
	Class "A" sodding	550	SY	$3.00	$1,650.00	
	SUBTOTAL - LANDSCAPING				**$2,750**	
	PAVEMENT PRESERVATION AND MAINTENANCE					
	Crack sealing (route and seal)		LF	$1.00	$0.00	
	Crack sealing (route and seal)	1	RB	$7,500.00	$7,500.00	
	Overband crack seal		LF	$1.25	$0.00	
	Overband crack seal		RB	$6,000.00	$0.00	
	Microsurfacing, single course		SY	$2.00	$0.00	
	Microsurfacing, double course		SY	$3.00	$0.00	
	Sealcoating		SY	$0.75	$0.00	
	SUBTOTAL - PAVEMENT PRESERVATION				**$7,500**	
	SUBTOTAL CONSTRUCTION COST				**$471,121**	

SUBTOTAL CONSTRUCTION COST		**$471,121**
CONSTRUCTION CONTINGENCY	**20%**	**$94,224**
SUBTOTAL CONSULTANT / SOFT COSTS	**18%**	**$101,762**
TOTAL ESTIMATED COST		**$667,107**

Specific work items that ARE NOT included in this estimate include:

It should be pointed out that since we have no control over the Contractor's method of determining prices, competitive bidding or market conditions, our opinion of the probable construction cost as provided for herein is made on the basis of experience and represents our best judgment as design professionals. We cannot guarantee that the final construction cost will not vary from this estimate.

Respectfully,
GIFFELS-WEBSTER ENGINEERS, INC.

Estimate Prepared By: Scott A. Ringler, PE
Date: January 7, 2015

1025 E Maple, Suite 1200	28 W. Adams, Suite 1200	6303 26 Mile Road, Suite 100
Birmingham, MI 48009-6426	Detroit, MI 48226-1609	Washington Twp, MI 48094-3819
(248) 852-3100 Fax: (248) 852-6372	(313) 962-4442 Fax: (313) 962-5068	(586) 781-8950 Fax: (586) 781-8951

giffels webster

Local Road - Structural Overlay 2" thick

GWE PROJ. NO.: **18774.00**

DATE: **January 7, 2015**

PRELIMINARY CONSTRUCTION COST ESTIMATE

Assume 1 mile of roads at 26' wide (HMA surface)

ITEM	WORK ACTIVITY	QUANTITY	UNIT	UNIT PRICE	TOTAL	COMMENTS
DEMOLITION						
	Rem conc. curb and gutter	1050	LF	$10.00	$10,500.00	Assume 10%
	Rem concrete pavt	230	SY	$10.00	$2,300.00	Assume 10% of drives
	Cold mill HMA surf. (0"-2")	15250	SY	$2.25	$34,312.50	
	Cold mill HMA surf. (2"-4")		SY	$2.75	$0.00	
	SUBTOTAL - DEMOLITION				**$47,113**	
PAVEMENT CONDITIONING						
	Longitudinal joint repair, MDOT Det 7	600	LF	$7.00	$4,200.00	
	Longitudinal joint repair, MDOT Det 8	150	LF	$8.00	$1,200.00	
	SUBTOTAL - PAVEMENT CONDITIONING				**$5,400**	
EARTHWORK						
	Subgrade undercutting Type II	100	CY	$25.00	$2,500.00	2% at 1' deep
	SUBTOTAL - EARTHWORK				**$2,500**	
SOIL EROSION SEDIMENT CONTROL						
	Inlet/CB filter	50	EA	$70.00	$3,500.00	
	SUBTOTAL - EROSION CONTROL				**$3,500**	
SANITARY SEWER						
	Adjust san structure cover, case I	0	EA	$375.00	$0.00	Assume no adjustments
	SUBTOTAL - SANITARY SEWER				**$0**	
WATER DISTRIBUTION						
	Adjust GV&W structure cover, case I	0	EA	$375.00	$0.00	Assume no adjustments
	SUBTOTAL - WATER DISTRIBUTION				**$0**	
STORM SEWER						
	Adjust stm structure cover, case I	50	EA	$375.00	$18,750.00	1 per 200'
	SUBTOTAL - STORM SEWER				**$18,750**	
CURB AND SIDEWALKS						
	Conc. curb and gutter (hand)	1050	LF	$22.00	$23,100.00	
	Conc. curb and gutter, type F (machine)		LF	$20.00	$0.00	
	Conc. curb and gutter, type B (machine)		LF	$21.00	$0.00	
	SUBTOTAL - CURBS AND SIDEWALKS				**$23,100**	
HOT MIX ASPHALT PAVEMENT						
	HMA, 1100T-20AA	2250	TN	$75.00	$168,750.00	2" plus 15% fluff + 1/2% crown
	HMA, 1100L-20AA		TN	$70.00	$0.00	
	HMA, 36A (driveways, approaches)	80	TN	$110.00	$8,800.00	drive wedge 1 per 40' x 3' wide
	Handpatching, 0 - 20 tons		TN	$150.00	$0.00	
	Handpatching, 21 - 50 tons	50	TN	$125.00	$6,250.00	
	Handpatching over 50 tons		TN	$100.00	$0.00	
	SUBTOTAL - HOT MIX ASPHALT				**$183,800**	

ITEM	WORK ACTIVITY	QUANTITY	UNIT	UNIT PRICE	TOTAL	COMMENTS
	CONCRETE PAVEMENTS					
	6" nonreinf Conc. driveway	230	SY	$35.00	$8,050.00	
	8" nonreinf Conc. driveway		SY	$40.00	$0.00	
	SUBTOTAL - CONCRETE PAVEMENT				**$8,050**	
	TRAFFIC CONTROL AND STRIPING					
	Pavt Mrkg, regular dry 4 inch		LF	$0.25	$0.00	
	Pavt Mrkg, Cold Plastic, 6" crosswalk	1664	LF	$3.00	$4,992.00	assume 8 intersection per mile
	Pavt Mrkg, Cold Plastic, 12" stop bar	450	LF	$6.00	$2,700.00	assume 8 intersection per mile
	Drum barrel, Lighted	100	EA	$20.00	$2,000.00	1 per 50'
	Barricade, type III, Lighted	8	EA	$100.00	$800.00	
	SUBTOTAL TRAFFIC CONTROL AND STRIPING				**$10,492**	
	TRANSPORTATION ALTERNATIVE PROJECTS					
	Striping / Signage / Misc	5280	LF	$2.20	$11,616.00	
	Traffic Circles	5280	LF	$0.70	$3,696.00	
	Railroad	5280	LF	$0.22	$1,161.60	Ped crossings
	SUBTOTAL TRANSPORTATION ALTERNATIVE PROJECTS				**$16,474**	
	LANDSCAPING					
	Topsoil surf., furnish, 2"	250	SY	$2.00	$500.00	
	Class "A" sodding	250	SY	$3.00	$750.00	
	SUBTOTAL - LANDSCAPING				**$1,250**	
	PAVEMENT PRESERVATION AND MAINTENANCE					
	Crack sealing (route and seal)		LF	$1.00	$0.00	
	Crack sealing (route and seal)	1	RB	$7,500.00	$7,500.00	
	Overband crack seal		LF	$1.25	$0.00	
	Overband crack seal		RB	$6,000.00	$0.00	
	Microsurfacing, single course		SY	$2.00	$0.00	
	Microsurfacing, double course		SY	$3.00	$0.00	
	Sealcoating		SY	$0.75	$0.00	
					$0.00	
	SUBTOTAL - PAVEMENT PRESERVATION				**$7,500**	
	SUBTOTAL CONSTRUCTION COST				**$327,928**	

SUBTOTAL CONSTRUCTION COST		**$327,928**
CONSTRUCTION CONTINGENCY	**15%**	**$49,189**
SUBTOTAL CONSULTANT / SOFT COSTS	**17%**	**$64,110**
TOTAL ESTIMATED COST		**$441,227**

Specific work items that ARE NOT included in this estimate include:

It should be pointed out that since we have no control over the Contractor's method of determining prices, competitive bidding or market conditions, our opinion of the probable construction cost as provided for herein is made on the basis of experience and represents our best judgment as design professionals. We cannot guarantee that the final construction cost will not vary from this estimate.

Respectfully,
GIFFELS-WEBSTER ENGINEERS, INC.

Estimate Prepared By: Scott A. Ringler, PE
Date: January 7, 2015

1025 E Maple, Suite 1200	28 W. Adams, Suite 1200	6303 26 Mile Road, Suite 100
Birmingham, MI 48009-6426	Detroit, MI 48226-1609	Washington Twp, MI 48094-3819
(248) 852-3100 Fax: (248) 852-6372	(313) 962-4442 Fax: (313) 962-5068	(586) 781-8950 Fax: (586) 781-8951

giffels webster

Local Road - Structural Overlay under 2" thick

GWE PROJ. NO.: **18774.00**

DATE: **January 7, 2015**

PRELIMINARY CONSTRUCTION COST ESTIMATE

Assume 1 mile of roads at 26' wide (HMA surface)

ITEM	WORK ACTIVITY	QUANTITY	UNIT	UNIT PRICE	TOTAL	COMMENTS
DEMOLITION						
	Rem conc. curb and gutter	850	LF	$10.00	$8,500.00	Assume 8%
	Rem concrete pavt	220	SY	$10.00	$2,200.00	Assume 8%
	Cold mill HMA surf. (0"-2")	15250	SY	$2.25	$34,312.50	Incl returns
	Cold mill HMA surf. (2"-4")		SY	$2.75	$0.00	
	SUBTOTAL - DEMOLITION				**$45,013**	
PAVEMENT CONDITIONING						
	Longitudinal joint repair, MDOT Det 7	500	LF	$7.00	$3,500.00	
	Longitudinal joint repair, MDOT Det 8	100	LF	$8.00	$800.00	
	SUBTOTAL - PAVEMENT CONDITIONING				**$4,300**	
EARTHWORK						
	Subgrade undercutting Type II	100	CY	$25.00	$2,500.00	1% at 1' deep
	SUBTOTAL - EARTHWORK				**$2,500**	
SOIL EROSION SEDIMENT CONTROL						
	Inlet/CB filter	50	EA	$70.00	$3,500.00	
	SUBTOTAL - EROSION CONTROL				**$3,500**	
SANITARY SEWER						
	Adjust san structure cover, case I	0	EA	$375.00	$0.00	Assume no adjustments
	SUBTOTAL - SANITARY SEWER				**$0**	
WATER DISTRIBUTION						
	Adjust GV&W structure cover, case I	0	EA	$375.00	$0.00	Assume no Adjustments
	SUBTOTAL - WATER DISTRIBUTION				**$0**	
STORM SEWER						
	Adjust stm structure cover, case I	25	EA	$375.00	$9,375.00	Limited adjustments
	SUBTOTAL - STORM SEWER				**$9,375**	
CURB AND SIDEWALKS						
	Conc. curb and gutter (hand)	850	LF	$22.00	$18,700.00	Assume 8%
	Conc. curb and gutter, type F (machine)		LF	$20.00	$0.00	
	Conc. curb and gutter, type B (machine)		LF	$21.00	$0.00	
	SUBTOTAL - CURBS AND SIDEWALKS				**$18,700**	
HOT MIX ASPHALT PAVEMENT						
	HMA, 1100T-20AA	1725	TN	$75.00	$129,375.00	1.5" plus 15% fluff plus 1/2% crown
	HMA, 1100L-20AA		TN	$70.00	$0.00	
	HMA, 36A (driveways, approaches)	50	TN	$110.00	$5,500.00	drive wedge 1 per 40' x 3' wide
	Handpatching, 0 - 20 tons		TN	$150.00	$0.00	
	Handpatching, 21 - 50 tons	50	TN	$125.00	$6,250.00	
	Handpatching over 50 tons		TN	$100.00	$0.00	
	SUBTOTAL - HOT MIX ASPHALT				**$141,125**	

ITEM	WORK ACTIVITY	QUANTITY	UNIT	UNIT PRICE	TOTAL	COMMENTS
	CONCRETE PAVEMENTS					
	6" nonreinf Conc. driveway	220	SY	$35.00	$7,700.00	
	8" nonreinf Conc. driveway		SY	$40.00	$0.00	
	SUBTOTAL - CONCRETE PAVEMENT				**$7,700**	
	TRAFFIC CONTROL AND STRIPING					
	Pavt Mrkg, regular dry 4 inch		LF	$0.25	$0.00	
	Pavt Mrkg, Cold Plastic, 6" crosswalk	1664	LF	$3.00	$4,992.00	assume 8 intersection per mile
	Pavt Mrkg, Cold Plastic, 12" stop bar	450	LF	$6.00	$2,700.00	assume 8 intersection per mile
	Drum barrel, Lighted	50	EA	$20.00	$1,000.00	1 per 100'
	Barricade, type III, Lighted	4	EA	$100.00	$400.00	
	SUBTOTAL TRAFFIC CONTROL AND STRIPING				**$9,092**	
	TRANSPORTATION ALTERNATIVE PROJECTS					
	Striping / Signage / Misc	5280	LF	$2.20	$11,616.00	
	Traffic Circles	5280	LF	$0.70	$3,696.00	
	Railroad	5280	LF	$0.22	$1,161.60	Ped crossings
	SUBTOTAL TRANSPORTATION ALTERNATIVE PROJECTS				**$16,474**	
	LANDSCAPING					
	Topsoil surf., furnish, 2"	300	SY	$2.00	$600.00	
	Class "A" sodding	300	SY	$3.00	$900.00	
	SUBTOTAL - LANDSCAPING				**$1,500**	
	PAVEMENT PRESERVATION AND MAINTENANCE					
	Crack sealing (route and seal)		LF	$1.00	$0.00	
	Crack sealing (route and seal)	1	RB	$7,500.00	$7,500.00	
	Overband crack seal		LF	$1.25	$0.00	
	Overband crack seal		RB	$6,000.00	$0.00	
	Microsurfacing, single course		SY	$2.00	$0.00	
	Microsurfacing, double course		SY	$3.00	$0.00	
	Sealcoating		SY	$0.75	$0.00	
	SUBTOTAL - PAVEMENT PRESERVATION				**$7,500**	
	SUBTOTAL CONSTRUCTION COST				**$266,778**	

SUBTOTAL CONSTRUCTION COST		**$266,778**
CONSTRUCTION CONTINGENCY	**15%**	**$40,017**
SUBTOTAL CONSULTANT / SOFT COSTS	**15%**	**$46,019**
TOTAL ESTIMATED COST		**$352,814**

Specific work items that ARE NOT included in this estimate include:

It should be pointed out that since we have no control over the Contractor's method of determining prices, competitive bidding or market conditions, our opinion of the probable construction cost as provided for herein is made on the basis of experience and represents our best judgment as design professionals. We cannot guarantee that the final construction cost will not vary from this estimate.

Respectfully,
GIFFELS-WEBSTER ENGINEERS, INC.

Estimate Prepared By: Scott A. Ringler, PE
Date: January 7, 2015

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2011

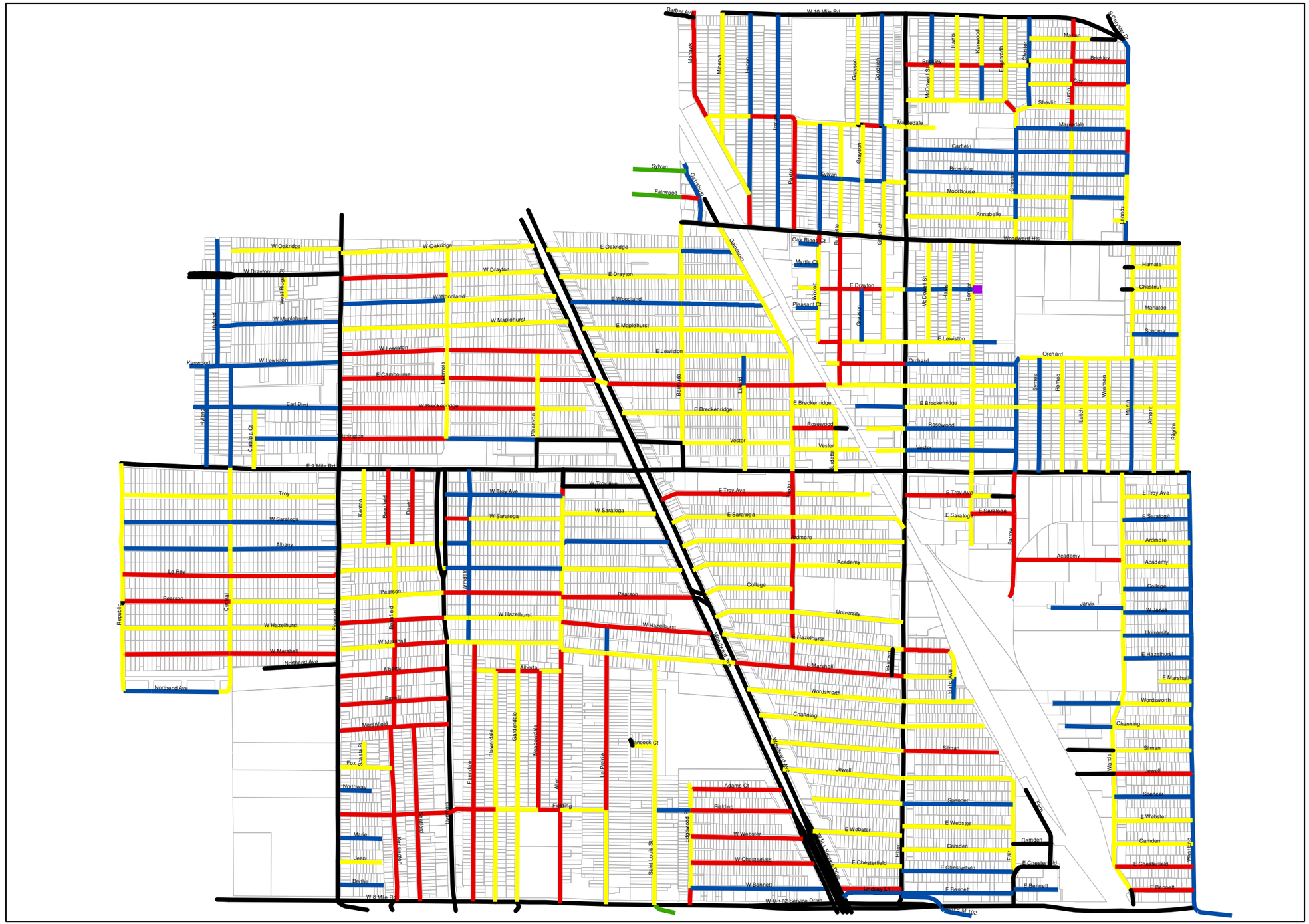
City of Ferndale Roads

Pavement Condition
Local Roads

Legend

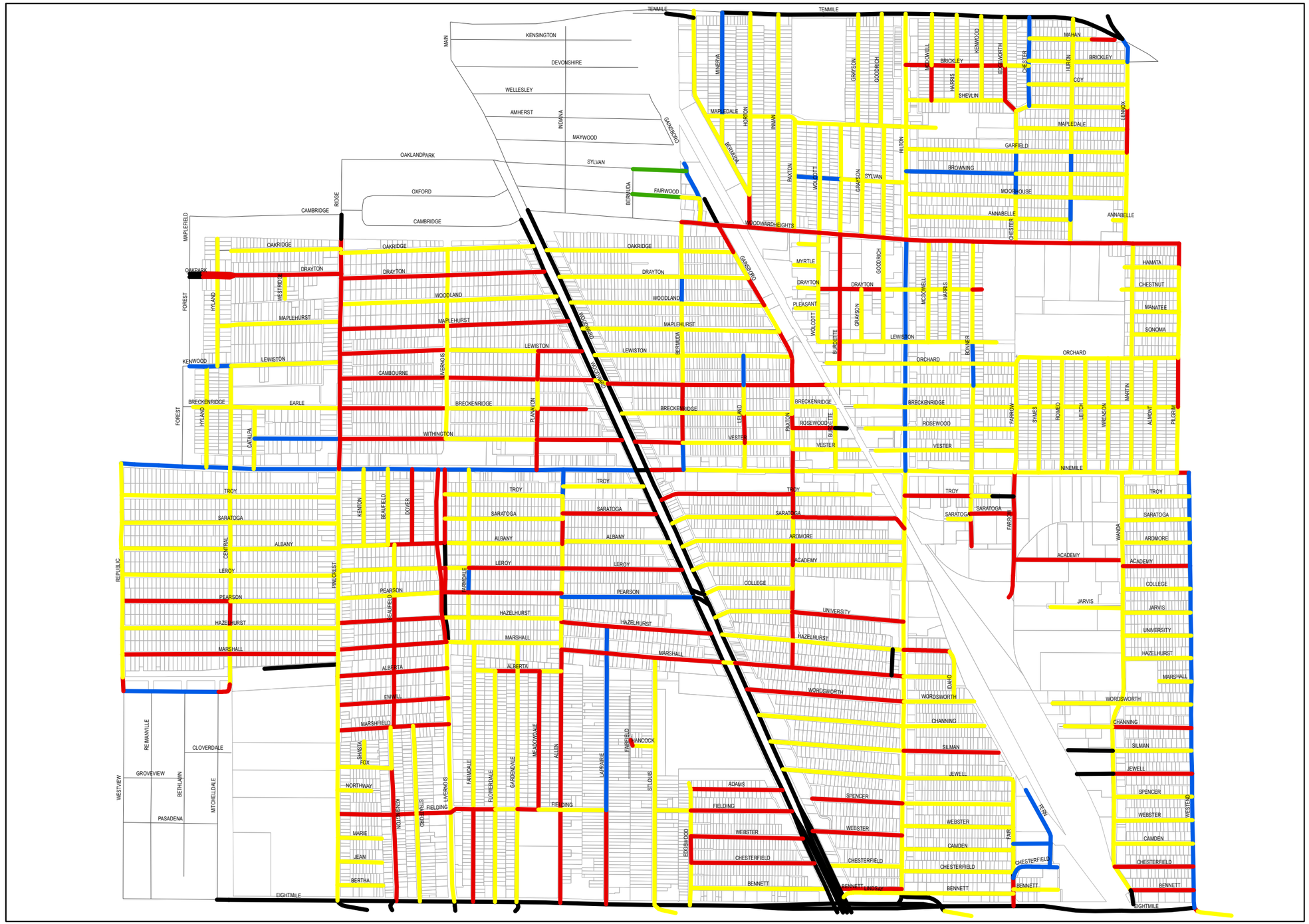
PASER RATING

- Gravel
- 1-3 Poor
- 4-5 Fair
- 6-8 Good
- 9-10 Excellent
- Rated By Other



2014

City of Ferndale Roads



Pavement Condition
Local Roads

Legend

PASER RATING

- Gravel
- 1-3 Poor
- 4-5 Fair
- 6-8 Good
- 9-10 Excellent
- Rated By Other

1 in = 1,192 feet

Updated
September 2014

To: April Lynch

From: Jill Manchik

Re: Park Improvement Recommendations

In June of 2014, the Parks and Recreation Commission was tasked with reviewing the current Parks and Recreation Master Plan and survey results from the Blue Ribbon Parks Panel to compile a list of recommended park improvements.

The commission first voted and approved the completed list in September 2014. In November 2014, the commission then prioritized the list. Attached is the completed list of park recommendations and are ranked in order of priority. Items that made the list but were not voted on in the meeting were still included and ranked according to price range from highest to lowest.

Other items that have been previously discussed within the current budget year were also left towards the bottom of the list including safety town and the dog park. The commission felt that some progress has been made on each of these items and therefore decided to use their "votes" on other key items.

One other key item, the Downtown Park, was also left to the bottom of the list after Councilman Pawlica indicated he has been in communication with the CED Director, Derek Delacourt regarding this project and potential funding.

As we look at the list of potential projects, my personal recommendation is to include as many of these items in the scope as possible. For example, if we are looking to install a spray park in a specific park, I think we incorporate other key items in the park including equipment upgrades (benches, dog waste stations, drinking fountains, etc.), accessible routes, bike amenities, etc. There are many maintenance items that are equally if not more important than the new amenities that I feel need to be addressed when considering major improvements.

Park Improvement Recommendations

	Approximate Costs	Support			Potential Funding Sources		
		MP	BR	PARC	Grants	GF	Private
Splash Pad	$ 150,000.00						
Skate Park	$ 125,000.00						
Climbing Boulders	$ 60,000.00						
Adult/Senior Exercise Equipment	$ 25,000.00						
Walking Paths	$ 300,000.00						
Playground Equipment	$ 250,000.00						
Equipment upgrade (picnic tables, benches, dog waste stations	$ 200,000.00						
Kulick Upgrades (carpet, paint, flooring, equipment)	$ 75,000.00						
Park Signage/Running Signage	$ 100,000.00						
Flower/Sitting Gardens	$ 75,000.00						
Baseball/Basketball Field improvements	$ 75,000.00						
Pavilions	$ 140,000.00						
Portland Loo	$ 130,000.00						
Mobile Stage	$ 130,000.00						
Band Shell	$ 50,000.00						
Bike Improvements	$ 25,000.00						
Total	**$ 1,910,000.00**						