

City Commission Meeting July 9, 2019 Agenda

Honorable Mayor, City Commissioners and Residents: This shall serve as your official notification of the Public Hearing and Regular City Commission Meeting to be held Tuesday, July 9, 2019, at 7:30 p.m., in the City Commission Chambers, 23925 Woodward Avenue, Pleasant Ridge, Michigan 48069. The following items are on the Agenda for your consideration:

PUBLIC HEARING AND REGULAR CITY COMMISSION MEETING - 7:30 P.M.

- 1. Meeting Called to Order.
- 2. Pledge of Allegiance.
- 3. Roll Call.
- 4. **PUBLIC DISCUSSION** items not on the Agenda.
- 5. Governmental Reports.
- 6. City Commission Liaison Reports.
 - Commissioner Perry Planning/DDA
 - Commissioner Scott Historical Commission
 - Commissioner Wahl Recreation Commission
 - Commissioner Krzysiak Ferndale Public Schools

7. Consideration of the following Consent Agenda.

All items listed on the Consent Agenda are considered to be routine by the City Commission, will be enacted by one motion and approved by a roll call vote. There will be no separate discussion of these items unless a City Commissioner or visitor so requests, in which event, the item will be removed from the consent agenda and considered as the last item of business.

- a. Minutes of the Public Hearing and Regular City Commission Meeting held Tuesday, June 11, 2019.
- b. Monthly Disbursement Report.
- c. Adoption of the proposed rate schedule from Anderson, Eckstein & Westrick Inc, for engineering services.
- 8. Condemnation of the property commonly known as 38 Kensington, Pleasant Ridge, Michigan.
 - a. **Public Hearing** Solicitation of public comments on the proposed condemnation of the property commonly known as 38 Kensington, Pleasant Ridge, Michigan.
 - b. Condemnation of the property commonly known as 38 Kensington, Pleasant Ridge, Michigan.

- 9. City Commission Chambers Renovation bid.
- 10. Woodward Avenue Complete Streets Plan.
- 11. City Manager's Report.
- 12. Other Business.
- 13. Adjournment.

In the spirit of compliance with the Americans with Disabilities Act, individuals with a disability should feel free to contact the City at least seventy-two (72) hours in advance of the meeting, if requesting accommodations.



Regular City Commission Meeting and Public Hearing June 11, 2019

Having been duly publicized, Mayor Metzger called the meeting to order at 7:30 p.m.

Present:	Commissioners Krzysiak, Perry, Scott, Wahl, Mayor Metzger
Also Present:	City Manager Breuckman, City Clerk Drealan
Absent:	None

Addition to the Agenda

<u>19-3423</u>

Motion by Commissioner Perry, second by Commissioner Scott, to add a public hearing as item #13 on the agenda.

Adopted: Yeas: Commissioners Perry, Scott, Krzysiak, Wahl, Mayor Metzger Nays: None

Public Discussion

Mayor Metzger noted the success of the Centennial Anniversary party held on June 7, 2019.

Governmental Reports

Chief Jack Pesha, Ferndale Fire Department, noted that approximately 12 homes have signed up for inspection. He recommended that grills be at least 15 feet from anything combustible. New air packs have been ordered that are lighter weight and longer lasting than the ones being replaced. They are also equipped with thermal imaging masks.

Chief Kevin Nowak, Pleasant Ridge Police Department, commented on the send off dinner for former Fire Chief Sullivan. He noted that the warmer weather has brought an increase in larcenies from primarily unlocked automobiles. He recommended closing ground floor windows and placing valuables out of sight. There have been a number of complaints regarding high grass. Two PR officers were involved in a barricaded gunman situation in Ferndale. He commented on the expertise and equipment provided by Oakland County SWAT.

City Commission Liaison Reports

Commissioner Krzysiak reported on Ferndale Public Schools. Zoe Butters discussed the FHS graduation and noted that many members of the track team went to the state finals. Sydney Embry from UHS mentioned the Senior Talent and Awards Show and their successful Prom Night. It was her last meeting due to her graduating and she thanked the board for the opportunity to serve as

liaison. Both liaisons were presented gifts by the President of the School Board, Jackie Heart. The Superintendent's Excellence Awards were presented to Lucy Davisson, FUEL; Wonare Burde, FMS; and Cameron Khan, FHS. The Eagle of the Month was presented to Alex Shamaoun of UHS. The Strategic Planning Working Group will make recommendations at the June 17th School Board meeting. There was discussion regarding the state's NEOLA Policy 2410 which prohibits referral or assistance of abortion services or lose school funding. The policy was approved despite strong opposition out of concern for losing the state funding. He recommended contacting local lawmakers to encourage having the policy reversed. It was an excellent year for sports at FHS. There was a comprehensive report of end of year activities at each school including graduations, awards and scholarships. Detailed information is available on the website.

Commissioner Perry reported on the Planning Commission/DDA. The next meeting will be June 24th.

Commissioner Scott reported on the Historical Commission. He applauded the Historical Commission display at the Centennial Celebration. There will be a presentation regarding how to research historic homes on August 8th. The Home and Garden Tour will be September 21st.

Commissioner Wahl reported on the Recreation Commission. The monthly movie will be June 13th. Water aerobics classes begin June 15th. Camp begins June 17th. The first home swim meet is June 17th. Adult swim also begins on June 17th. The complete pool schedule can be found online. Fall youth soccer registration begins July 1st. The next meeting is July 31st.

Consent Agenda

<u>19-3424</u>

Motion by Commissioner Perry, second by Commissioner Scott, to approve the consent agenda as presented.

Adopted: Yeas: Commissioners Perry, Scott, Krzysiak, Wahl, Mayor Metzger Nays: None

Fiscal Year 2019-20 Combined City Budget and Millage Rates

Budget details were presented at the last meeting.

Mayor Metzger opened the public hearing at 7:58 p.m.

With no comments or discussion, Mayor Metzger closed the public hearing at 7:59 p.m.

Krzysiak noted that the proposed budget meets goals established for maintenance of the fund balance. He also acknowledged that the proposed budget includes support for Ferndale Youth Assistance and FernCare. It also includes funds to build a pavilion in Gainsboro Park. He also discussed the previously approved changes in pension funding.

<u>19-3425</u>

Motion by Commissioner Perry, second by Commissioner Wahl, to approve the 2019-20 Combined City Budget and to adopt the millage resolution as presented.

Adopted: Yeas: Commissioners Perry, Wahl, Krzysiak, Scott, Mayor Metzger Nays: None

2019 Concrete Pavement Repair Program Bid

Breuckman noted that the city undertakes a concrete repair project every few years. The last project was three years ago. One bid was received in the amount of \$110,525 which was slightly higher than the engineer's estimate from the company who performed the work last time. There was discussion regarding the timing of the sidewalk repair project which is separate from the pavement project. Krzysiak inquired whether Amherst could be repaired first due to ongoing sewer repairs on that street. There was discussion regarding Consumers Energy's responsibilities for repairing any damage that results from their project.

<u>19-3426</u>

Motion by Commissioner Perry, second by Commissioner Scott, to award the bid for 2019 concrete pavement repair to Hartwell Cement Company in the amount of \$110,525.

Adopted: Yeas: Commissioners Perry, Scott, Krzysiak, Wahl, Mayor Metzger Nays: None

Ballot Language for the November 5, 2019 General Election Regarding a Library Services Millage

Breuckman noted that the existing library millage is expiring this year. The proposed language would authorize a renewal of up to 0.5 mills for five years. Renewal of the contract with Huntington Woods would also be necessary. Currently approximately 0.38 mills is actually used to support the contract. The balance is included as an emergency buffer against fluctuating property values.

<u>19-3427</u>

Motion by Commissioner Perry, second by Commissioner Scott, to approve the library services ballot language as presented.

Adopted: Yeas: Commissioners Perry, Scott, Krzysiak, Wahl, Mayor Metzger Nays: None

Agreement for Library Services Between the City of Huntington Woods and the City of Pleasant Ridge

Breuckman noted that contract with Huntington Woods for library services is also expiring and needs to be renewed along with the millage supporting it. Changes in costs for library services is tied to inflation. This is the only change from the existing contract. Staff is recommending extending the contract. The cost of library services under the contract is approximately \$20 per person while the average in Oakland County is approximately \$50 per person. The HW library is part of the broader library network that provides reciprocal services throughout the region. Pleasant Ridge has contract with Huntington Woods for library services for the last 15 years. Renewal of the contract is contingent on the successful renewal of the millage. Krzysiak expressed support for the contract and the programming provided by the library. Metzger noted that the millage to join Ferndale library would be seven times greater than the current cost.

<u>19-3428</u>

Motion by Commissioner Perry, second by Commissioner Scott, to approve the five-year library services contract with the City of Huntington Woods as presented.

Adopted:	Yeas:	Commissioners	Perry, Scott,	Krzysiak,	Wahl, Mayor	Metzger
	Navs:	None				

MDEQ Streetscape Grant Update

Breuckman noted that the city received a \$608,000 grant from the state for streetscape improvements along Woodward. The improvements will be made on the east side of Woodward. The DDA pledged a local match of \$400,000. The project will include a system for storm water infiltration. The project will take many months to complete partly due to the application processing time necessary at both the state and federal levels. Groundbreaking may begin in 2020 but 2021 or 2022 are more likely. PR was awarded the second highest grant in the state for these projects and it was the only grant awarded for a cityscape. Other projects throughout the state include wetlands and beach reclamation. PR hopes to the leader to showcase what other urban areas can achieve with these grants. Krzysiak inquired regarding how the existing tree canopy would be affected. Breuckman noted that the plan is to preserve as many existing trees as possible. There was discussion regarding other projects that would address crosswalks, bike paths, etc. The project would not affect existing parking along Woodward.

Establish a Public Hearing on July 9, 2019 at 7:30 p.m. to Consider Condemnation of the Property Commonly Known as 38 Kensington, Pleasant Ridge, Michigan 48069.

Breuckman indicated that a tree fell on the house located at 38 Kensington and the damage has not been repaired. Some permits had been pulled but have expired. If the homeowner does not respond to the proposed condemnation, the city could then demolish the structure. The city would not take ownership of the property. The property owner would be notified and given an opportunity to establish deadlines for completion of the repairs.

<u>19-3429</u>

Motion by Commissioner Scott, second by Commissioner Perry, to schedule a public hearing on July 9, 2019, at 7:30 p.m. to solicit public comments to consider condemnation of the property commonly known as 38 Kensington, Pleasant Ridge, Michigan 48069.

Adopted: Yeas: Commissioners Scott, Perry, Wahl, Krzysiak, Scott, Mayor Metzger Nays: None

Closed session commenced at 8:40 p.m. Commission meeting reconvened at 9:02 p.m.

City Manager's Report

Metzger introduced discussion regarding the planning process for a bike path project. Breuckman indicated that only a protected bike lane on Woodward would be acceptable. He noted that the traffic situation north of 696 is very different than south of that freeway. Other communities have established bike lanes but making them fully useable requires a cohesive network. They are still very early in the study and planning process.

Other Business

Krzysiak indicated that the June Book Club book is *Japanese Lover*. The book for July is *Where the Crawdad Sings*. Scott suggested raising the Rainbow flag for the month of June in future years. There was discussion regarding the best location for the flag. Drealan noted that two city commission seats will be open on the November general election ballot. Nominating petitions are available at the city clerk's office until they are due on July 23rd at 4:00 p.m.

With no further business or discussion, Mayor Metzger adjourned the meeting at 8:45 p.m.

Mayor Kurt Metzger

Amy M. Drealan, City Clerk

/dleg

June 2019

ACCOUNTS PAYABLE

PAYROLL LIABILITIES	\$	7,615.64
ACCOUNTS PAYABLE	\$	259,843.09
TAX LIABILITIES	\$	-
TOTAL	\$	267,458.73
<u>PA</u>	YROLL	
<u>PA</u> June 5, 2019	<u>YROLL</u> \$	42,696.03
<u>PA</u> June 5, 2019 June 19, 2019	<u>¥ROLL</u> \$ \$	42,696.03 45,918.45
<u>PA</u> June 5, 2019 June 19, 2019	<u>¥ROLL</u> \$ \$	42,696.03 45,918.45

CHECK REGISTER FOR CITY OF PLEASANT RIDGE PAYROLL LIABILITIES June 2019

Check Date	Check	Vendor Name	Description	Amount
6/5/2019	2362	ALERUS FINANCIAL	RETIRMENT CONTRIBUTIONS	\$ 102.85
6/5/2019	2363	ALERUS FINANCIAL	RETIRMENT CONTRIBUTIONS	\$ 1,601.73
6/5/2019	2364	ALERUS FINANCIAL	RETIRMENT CONTRIBUTIONS	\$ 1,079.54
6/5/2019	2365	MIFOP	UNION DUES	\$ 188.00
6/5/2019	2366	MISDU	FOC DEDUCTIONS	\$ 224.60
6/5/2019	2367	ALERUS FINANCIAL	RHSP CONTRIBUTIONS	\$ 461.28
6/5/2019	2368	ICMA - VANTANGEPOINT	RETIRMENT CONTRIBUTIONS	\$ 80.00
6/19/2019	2369	ALERUS FINANCIAL	RETIRMENT CONTRIBUTIONS	\$ 460.00
6/19/2019	2370	ALERUS FINANCIAL	RETIRMENT CONTRIBUTIONS	\$ 1,519.09
6/19/2019	2371	ALERUS FINANCIAL	RETIRMENT CONTRIBUTIONS	\$ 1,106.79
6/19/2019	2372	MISDU	FOC DEDUCTIONS	\$ 224.60
6/19/2019	2373	ALERUS FINANCIAL	RHSP CONTRIBUTIONS	\$ 487.16
6/19/2019	2374	ICMA - VANTANGEPOINT	RETIRMENT CONTRIBUTIONS	\$ 80.00

TOTAL PAYROLL LIABILITIES

7,615.64

\$

CITY OF PLEASANT RIDGE CHECK REGISTER ACCOUNTS PAYABLE June 11, 2019

Check Date	Check	Vendor Name	Description	 Amount
06/11/2019	22996	RICHARD AYERS	BALANCE OF MURAL AT DOG PARK	\$ 1,000.00
06/11/2019	22997	21ST CENTURY MEDIA-MICHIGAN	LEGAL NOTICE PUBLICATIONS	\$ 1,544.50
06/11/2019	22998	ADKISON, NEED & ALLEN P.L.L.C.	CITY ATTORNEY SERVICES	\$ 768.50
06/11/2019	22999	ALL GRAPHICS CORP	LIFEGUARD SUPPLIES	\$ 446.95
06/11/2019	23000	ALL PRO EXERCISE, INC.	FITNESS EQUIPMENT MAINTENANCE	\$ 130.00
06/11/2019	23001	ANDERSON, ECKSTEIN & WESTRICK	ENGINEERING SERVICES	\$ 15,246.39
06/11/2019	23002	AQUATIC SOURCE	POOL MAINTENANCE SERVICES	\$ 2,170.15
06/11/2019	23003	BADGER METER, INC.	WATER METER SUPPLIES	\$ 91.55
06/11/2019	23004	BROOKE JONES	SUMMER PROGRAM TRIP REFUND	\$ 25.00
06/11/2019	23005	CITY OF ROYAL OAK	DPW SERVICES-MAY 2019	\$ 6,618.62
06/11/2019	23006	CLARKE MOSQUITO CONTROL	WEST NILE VIRUS PREVENTION SUPPLIES	\$ 910.48
06/11/2019	23007	DAVEY TREE EXPERT COMPANY	TREE MAINTENANCE SERVICES	\$ 1,512.00
06/11/2019	23008	DEBORAH GREEN	MEETING TRANSCRIPTION	\$ 87.50
06/11/2019	23009	DETROIT EDISION COMPANY	STREETLIGHTING	\$ 3,212.60
06/11/2019	23010	EUGENE LUMBERG	COURT PROSECUTIONS	\$ 405.00
06/11/2019	23011	FLAME FURNACE	BUILDING MAINTENANCE SERVICES	\$ 1,310.41
06/11/2019	23012	HUNT SIGN COMPANY, LTD	NAME A STREET SUPPLIES	\$ 158.80
06/11/2019	23013	JANI-KING OF MICHIGAN, INC	JANITORIAL SERVICES	\$ 2,161.00
06/11/2019	23014	JOHN MCMANUS	SUMMER PROGRAM REFUND	\$ 25.00
06/11/2019	23015	KENNETH BORYCZ	INSPECTION SERVICES-MAY 2019	\$ 465.00
06/11/2019	23016	OAKLAND COUNTY TREASURER	DELINQUENT TAX COLLECTIONS	\$ 21.44
06/11/2019	23017	OAKLAND COUNTY TREASURER	SWERAGE TREATMENT-MAY 2019	\$ 48,774.68
06/11/2019	23018	OAKLAND COUNTY TREASURER	ASSESSING SERVICES AGREEMENT	\$ 19,555.29
06/11/2019	23019	PAM KAMPF	RECREATION PROGRAM INSTRUCTOR	\$ 115.20
06/11/2019	23020	PEAK SOFTWARE SYSTEMS, INC	BARCODE SCANNER FOR POOL	\$ 240.00
06/11/2019	23021	QUICK SCORES LLC	RECREATION PROGRAM SUPPLIES	\$ 42.00
06/11/2019	23022	RAY KEE	BUILDING INSPECTION SERVICES-MAY 2019	\$ 1,350.00
06/11/2019	23023	SAFEBUILT	CODE ENFORCEMENT SERVICES	\$ 660.00
06/11/2019	23024	SCHEER'S ACE HARDWARE	BUILDING AND PARK MAINTENANCE SUPPLIES	\$ 127.74
06/11/2019	23025	SOCRRA	REFUSE COLLECTION AGREEMENT	\$ 9,184.00
06/11/2019	23026	SOCWA	WATER PURCHASES	\$ 12,713.91
06/11/2019	23027	TAYLOR PITTMAN	SWIM TEAM REFUND	\$ 330.00
06/11/2019	23028	TOSHIBA FINANCIAL SERVICES	COPIER LEASE SERVICES	\$ 901.33
06/11/2019	23029	UGIFT - COLLEGECHOICE ADVISOR	MEMORIAL CONTRIBUTION	\$ 50.00
06/11/2019	23030	VARSITY SHOP	SWIM TEAM SUPPLIES	\$ 1,498.54
06/11/2019	23031	W-S CITY OF PLEASANT RIDGE	WATER PURCHASES	\$ 3,632.49
06/11/2019	23032	VOID CHECK	VOID CHECK	\$ -
06/11/2019	23033	BLUE CROSS BLUE SHIELD OF MICHIGAN	HEALTH CARE BENEFITS	\$ 5,770.70
06/11/2019	23034	AXLE BREWING CO	VOLUNTEERS DINNER DEPOSIT	\$ 1,000.00

Total for 6-11-2019

\$ 144,256.77

CITY OF PLEASANT RIDGE CHECK REGISTER ACCOUNTS PAYABLE June 25, 2019

Check Date	Check	Vendor Name	Description		Amount
06/25/2019	23035	ALBANA KOKA	HISTORICAL MUSEUM CLEANING	\$	150.00
06/25/2019	23036	ALL GRAPHICS CORP	RECREATION PROGRAM EXPENSE-CAMP	\$	1,084.50
06/25/2019	23037	ALLAN BERNSTIEN	REFUND FOR RECREATION PROGRAM	\$	23.00
06/25/2019	23038	AMY DREALAN	MILEAGE REIMBURSEMENT	\$	278.17
06/25/2019	23039	AQUATIC SOURCE	POOL MAINTENANCE SERVICES	\$	1,903.02
06/25/2019	23040	BARBRA FOREMAN WARD	RECREATION PROGRAM REFUND	\$	95.00
06/25/2019	23041	CANFIELD EQUIPMENT SERVICES	POLICE VEHICLE MAINTENANCE	\$	209.97
06/25/2019	23042	CASEY SIGN COMPANY	SIGN FABRICATION	\$	1,829.00
06/25/2019	23043	CHARLES REAUME	RECREATION PROGRAM REFUND	\$	26.00
06/25/2019	23044	COMMUNITY MEDIA NETWORK	MEETING RECORDING	\$	200.00
06/25/2019	23045	CUSTOM WOVEN TOWELS INC	SWIM TEAM SUPPLIES	\$	77.10
06/25/2019	23046	DANA BUICK	RECREATION PROGRAM SUPPLIES	\$	93.00
06/25/2019	23047	EMILY RIBEIRO	RECREATION PROGRAM REFUND	\$	16.00
06/25/2019	23048	HUNT SIGN COMPANY, LTD	NAME A STREET SUPPLIES	\$	54.00
06/25/2019	23049	HUNTINGTON WOODS RECREATION	CAMP STAFF TRAINING	\$	39.60
06/25/2019	23050	HUSCH ELECTRIC LLC	ELECTRICAL REPAIRS - COMMUNITY POOL	\$	2,137.00
06/25/2019	23051	JAMES BOWERING	RECREATION PROGRAM REFUND	\$	23.00
06/25/2019	23052	JENNIFER HASTINGS	RECREATION PROGRAM REFUND	\$	35.00
06/25/2019	23053	JON LEVIN	RECREATION PROGRAM REFUND	\$	72.00
06/25/2019	23054	KATHY CAVAZOS	CENTENNIAL PARTY REIMBURSEMENT	\$	28.20
06/25/2019	23055	KELLEY SADLER	REIMBURSEMENT FOR SIDEWALK REPAIRS	\$	405.00
06/25/2019	23056	KIRK AND KAREN HALSTEAD	RECREATION PROGRAM REIMBURSEMENT	\$	30.00
06/25/2019	23057	LEGAL SHIELD	LEGAL EXPENSE WITHHOLDING	\$	25.90
06/25/2019	23058	MANUEL AND MARGARET LOPEZ	RECREATION PROGRAM REFUND	\$	35.00
06/25/2019	23059	RAY KEE	INSPECTION SERVICES-JUNE 2019	\$	1,350.00
06/25/2019	23060	SHAWNIE STAMPER	MILEAGE REIMBURSEMENT	\$	179.55
06/25/2019	23061	SOCRRA	REFUSE COLLECTION AGREEMENT	\$	8,246.87
06/25/2019	23062	SUSAN BURT	RECREATION PROGRAM REFUND	\$	25.00
06/25/2019	23063	UNIFIRST CORPORATION	MAT RENTAL AND JANITORIAL SUPPLIES	\$	192.05
06/25/2019	23064	USZTAN CONSTRUCTION	COMMUNITY CENTER RENOVATIONS	\$	8,026.61
06/25/2019	23065	VARSITY SHOP	SWIM TEAM SUPPLIES	\$	1,665.00
06/25/2019	23066	XFER COMMUNICATIONS	SECURITY CAMERA INSTALLATION	\$	9,961.98
06/25/2019	23067	XFER COMMUNICATIONS	SECURITY CAMERA DOWNPAYMENT	\$	19,951.86
06/25/2019	23068	ADVANCED MARKETING PARTNERS, I	2019 SUMMER TAX STATEMENTS	\$	498.00
06/25/2019	23069	CLOVER STONES	HOME AND GARDEN TOUR HOMEOWNER GIFTS	Ş	480.00
06/25/2019	23070	MUNICIPAL CODE CORPORATION	ADMINISTRATIVE SUPPORT FEE	\$	250.00

Total for 6-25-2019

\$ 59,696.38

CHECK REGISTER FOR CITY OF PLEASANT RIDGE ELECTRONIC PAYMENTS June 2019

Check Date	Check	Vendor Name	Description		Amount
6/10/2019	1545	ADOBE SYSTEMS INC	SOFTWARE MAINTENANCE	\$	72.06
6/10/2019	1546	AMAZON.COM	SENIOR ACTIVITY SUPPLIES	\$	69.60
6/10/2019	1547	AMAZON.COM	AMAZON ANNUAL BUSINESS MEMBERSHIP	\$	499.00
6/10/2019	1548	AMAZON.COM	FITNESS CENTER SUPPLIES	\$	103.16
6/10/2019	1549	AMAZON.COM	YOUTH SPORTS SUPPLIES	\$	195.80
6/10/2019	1550	AMAZON.COM	DOG PARK SUPPLIES	\$	225.98
6/10/2019	1551	AMAZON.COM	POOL LOCKER ROOM SUPPLIES	\$	186.00
6/10/2019	1552	AT&T MOBILITY	WIRELESS SERVICES	\$	328.32
6/10/2019	1553	BLUMZ BY JR DESIGNS	MEMORIAL CEREMONY SUPPLIES	\$	98.58
6/10/2019	1554	BOLT DEPOT	BUILDING MAINTENANCE SUPPLIES	\$	271.92
6/10/2019	1555	COMCAST	TELECOMMUNICATION SERVICES	\$	1,058.76
6/10/2019	1556	CONSUMERS ENERGY	UTILITIES SERVICES	\$	694.77
6/10/2019	1557	CPOOUTLET.COM	DPW EQUIPMENT PURCHASES	\$	364.98
6/10/2019	1558	DEPUTY.COM	SOFTWARE MAINTENANCE	\$	163.20
6/10/2019	1559	DRAGER INC	POLICE DEPARTMENT SUPPLIES	\$	292.00
6/10/2019	1560	DTE ENERGY	UTILITIES SERVICES	\$	1,271.03
6/10/2019	1561	ERADICO SERVICES INC	EXTERMINATION SERVICES	\$	111.00
6/10/2019	1562	GODFREY BROTHERS	DPW MANTENANCE SUPPLIES	\$	19.28
6/10/2019	1563	HOME DEPOT CREDIT SERVICES	BUILDING MAINTENANCE SUPPLIES	s	35.82
6/10/2019	1564	INTERMEDIA.NET INC.	TELEPHONE LEASE SERVICES	s	117.62
6/10/2019	1565	LESSLETHAL	POLICE DEPARTMENT SUPPLIES	\$	260.60
6/10/2019	1566	LEXISNEXIS	POLICE DEPARTMENT SUPPLIES	s	50.00
6/10/2019	1567	MAILCHIMP	SOFTWARE MAINTENANCE	\$	30.00
6/10/2019	1568	MAMC	CONFERENCE REGISTRATIONS	ş	700.00
6/10/2019	1569	MSET	SOFTWARE MAINTENANCE	ş	363.44
6/10/2019	1570	NEOGOV.COM	EMPLOYMENT POSTING	÷ S	175.00
6/10/2019	1570	PLASTICPLACE COM	PARK MAINTENANCE SUPPLIES	ş	76.18
6/10/2019	1572	POTBELLVS SANDWICH SHOP	MEETING SUDDLIES	ę ę	135.06
6/10/2019	1572	SAFETYSICNS COM	CROSSWALK MARKING SIGNS AND SUDDIES	ę	1 233 50
6/10/2019	1574	SAMS CLUB	RECREATION POLICE AND OFFICE SUPPLIES	ş	241.90
6/10/2019	1575	STAMDS COM	MONTHLY SERVICE CHARCES	ę	17.00
6/10/2019	1575	STATE OF MICHICAN	EQUNDATION LIQUOP LICENSE ADDITCATION	e e	25.00
6/10/2019	1570	TIM HOPTONS	MEETING SUDDINES	3 C	23.00
6/10/2019	1570	LISDE STAMPS COM	DOCTACE DEDIENISUMENT	3 C	400.00
6/10/2019	1578	USPS-STAMPS.COM	VOLUNTEERS DINNER SUDDUES	\$	400.00
6/10/2019	15/9	WORDDRESS	VOLUNTEERS DINNER SUPPLIES	\$	1,3/8.85
6/10/2019	1580	WORDPRESS	WEDSITE SUPPORT SERVICES	\$	350.00
6/10/2019	1581	WOW! BUSINESS	TELECOMMUNICATION SERVICES	\$	303.90
6/10/2019	1582	XFER COMMUNICATIONS	COMPUTER SUPPORT AND BACKUP SERVICES	\$	1,245.50
6/10/2019	1583	AMAZON.COM	YOUTH SPORTS SUPPLIES	\$	18.99
6/10/2019	1584	AMAZON.COM	YOUTH SPORTS SUPPLIES	\$	263.01
6/10/2019	1585	AMAZON.COM	RECREATION PROGRAM SUPPLIES	\$	51.64
6/10/2019	1586	AMAZON.COM	RECATION PROGRAM SUPPLIES	\$	132.30
6/10/2019	1587	AMAZON.COM	YOUTH SPORTS SUPPLIES	\$	218.36
6/10/2019	1588	CORK AND GABLE	MEAL REIMBURSEMENT	\$	10.00
6/10/2019	1589	CUSTOM WOVEN TOWELS INC	SWIM TEAM SUPPLIES	\$	1,000.00
6/10/2019	1590	DURACARD	POOL ACCESS CARDS	\$	187.97
6/10/2019	1591	FAMILY DOLLAR	RECREATION PROGRAM SUPPLIES	\$	3.25
6/10/2019	1592	FAMILY VIDEO	RECREATION PROGRAM SUPPLIES	\$	3.49
6/10/2019	1593	MOTOWN MUSEUM	RECREATION PROGRAM	\$	130.00
6/10/2019	1594	NEW YORK BAGEL	RECREATION PROGRAM SUPPLIES	\$	48.11
6/10/2019	1595	POOLS & SPAS A GO GO	POOL MAINTENANCE AND SUPPLIES	\$	19.78
6/10/2019	1596	SWIM OUTLET	LIFEGUARD SUPPLIES	\$	619.67
6/10/2019	1597	THE TELECOM SPOT	POOL DECK EQUIPMENT	\$	237.60
6/11/2019	1598	BLUE CROSS BLUE SHIELD OF MICHIGAN	HOSPITALIZATION BENEFITS	\$	13,585.53
6/27/2019	1599	MUNICIPAL EMP.RETIREMENT SYST.	RETIREMENT BENEFITS	\$	26,165.79

TOTAL ELECTRONIC PAYMENTS

55,889.94

\$



City of Pleasant Ridge

James Breuckman, City Manager

From:	Jim Breuckman, City Manager
To:	City Commission
Date:	July 2, 2019
Re:	AEW Professional Services Hourly Rate Schedule

Overview

Attached is an updated hourly rate schedule for Anderson, Eckstein and Westrick (AEW).

Background

AEW's current rates were approved by the City Commission in 2017. The proposed rate schedule increases those rates 4.5% based on the State of Michigan's Inflation Rate Multiplier (IRM). The IRM is calculated by the state using CPI data, and it is the inflationary measure that is used to determine how much the City's property tax revenue can increase each year.

The proposed hourly rate agreement would adjust rates based on the IRM over the past two years and would also establish an annual rate increase based on the IRM. The first annual increase would be 18 months from now, on December 31, 2020. In this way, professional engineering costs will always track revenue increases for the City.

Requested Action

City Commission approval of the attached AEW rate structure.



ANDERSON, ECKSTEIN & WESTRICK, INC. CIVIL ENGINEERS SURVEYORS ARCHITECTS

51301 Schoenherr Road Shelby Township, MI 48315 586.726.1234 www.aewinc.com

June 13, 2019

Mr. James Breuckman, City Manager City of Pleasant Ridge 23925 Woodward Avenue Pleasant Ridge, Michigan 48069-1199

Reference: Proposed Hourly Rate Schedule AEW File No. 0175-0000

Dear Mr. Breuckman:

We appreciate the opportunity the City of Pleasant Ridge has afforded us over the past twentyfive (25) years to provide engineering services. Anderson, Eckstein and Westrick, Inc. (AEW) has enjoyed working with you and the City, as an integral part of your team, and we thank you for this opportunity.

Our fees are subject to be adjusted annually based on the State of Michigan Inflation Rate Multiplier (IRM) reported annually by the State Tax Commission. The following is a summary of the IRM.

Year	IRM	
2017	2.1 %	
2018	2.4%	

We have attached our proposed 2019 Hourly Rate (Exhibit A), which represents an increase of approximately 4.5% over our 2017 rates based on the 2.1 and 2.4% inflation increases.

The new rates will not go into effect until July 22, 2019. The new proposed rates will remain in effect until December 31, 2020. (see attached Hourly Charge Rate Table). After December 31, 2020 the rates will automatically increase by the most recent available IRM on an annual basis each January 1. Rates shall be rounded to the nearest \$0.10 when they are adjusted by the inflation rate multiplier each year.

The following is a brief summary of the fees for our services:

1. Preparation of plans and specifications (contract documents) for projects, the engineering fee to be a percentage of construction cost in accordance with Curve "B of the American Society of Civil Engineers Manual No. 45 dated 1980 (copy attached.) On difficult or complicated projects, Curve "A" shall be used; however, authorization must be obtained



Mr. James Breuckman, City Manager June 13, 2019 Page 2

in advance. (This accounts for approximately 40% of our fees and this portion has not changed.)

- 2. Construction staking services shall be charged on an hourly basis for the various personnel as required in accordance with the 2019 hourly rate schedule attached.
- 3. The fee for construction observation (inspection), contract administration, and miscellaneous non-project services to be charged on an hourly basis for the various personnel as required in accordance with the 2019 hourly rate schedule attached.
- 4. Testing laboratory services for bituminous and concrete projects, soil borings, or other specialized services will be billed at actual cost. Fees for these special services will be estimated and submitted for authorization from the City prior to the work being performed.

We request your approval of the 2019 Hourly Charge Rate Schedule *which will remain in effect until December 31, 2020.*

It has been a pleasure working for you and your staff and we thank you for your confidence in our firm and your continued business. If you require any additional information, please advise.

Sincerely,

Anderson, Eckstein and Westrick, Inc.

Accepted By

Roy C. Rose, PE, EXW Chairman of the Board

Michael D. Smith, PE Project Manager

Enclosure: Hourly Charge Rate Table Curve B and Curve A Signature

Printed Name, Title

Date

M:\0175\0175-0000\Gen\Letters\BreuckmanRCR_190612.docx

EXHIBIT "A"

HOURLY CHARGE RATES

HOURLY CHARGE RATE

EMPLOYEE CLASSIFICATION	Evicting/Current	Proposed
	<u>(17/18 – 18/19)</u>	<u>19/20</u>
PRINCIPAL ENGINEER/SURVEYOR/ARCHITECT	\$115.00	\$120.20
SENIOR PROJECT ENGINEER/SURVEYOR/ARCHITECT	115.00	120.20
LICENSED ENGINEER/SURVEYOR/ARCHITECT	115.00	120.20
GRADUATE ENGINEER/SURVEYOR/ARCHITECT	94.00	98.20
TEAM LEADER	94.00	98.20
ENGINEERING AIDE III	78.00	81.50
ENGINEERING AIDE II	70.50	73.70
ENGINEERING AIDE I	65.50	68.40
ENGINEERING AIDE TRAINEE	45.00	47.00
SECRETARIAL	37.00	38.70
SURVEY FIELD (3 PERSON)	190.00	198.60
SURVEY FIELD (2 PERSON)	158.00	165.10
SURVEY FIELD (1 PERSON)	120.50	125.90
CONFINED SPACE ENTRY CREW	215.00	224.70
DATA COLLECTOR (SURVEY CREW)	22.00	23.00
COMPUTER SYSTEM	- 0 -	- 0 -
GPS SURVEY EQUIPMENT	62.50	65.30

EFFECTIVE JULY 22, 2019

CONSULTING ENGINEERING



FIG. 2.—CURVE B, MEDIAN COMPENSATION FOR BASIC SERVICES EXPRESSED AS A PERCENTAGE OF NET CONSTRUCTION COST FOR PROJECTS OF AVERAGE COMPLEXITY (1980)

EXHIBIT G



CONSULTING ENGINEERING



FIG. 1.—CURVE A, MEDIAN COMPENSATION FOR BASIC SERVICES EXPRESSED AS A PERCENTAGE OF NET CONSTRUCTION COST FOR PROJECTS OF ABOVE-AVERAGE COMPLEXITY (1980)



City of Pleasant Ridge

Amy Drealan, City Clerk

From:	Amy Drealan,	City Clerk

To: James Breuckman, City Manager

Date: July 3, 2019

Re: 38 Kensington Condemnation Public Hearing

Overview

The property located at 38 Kensington Boulevard has been an ongoing building department issue since a tree from a neighboring property dropped a large branch onto the structure causing severe damage 10 months ago. Staff is seeking to obtain a condemnation order to facilitate the repair of the property into acceptable and habitable condition.

Background

On September 17, 2018 a large limb fell from the property at 40 Kensington onto the house at 38 Kensington. The police and fire departments were dispatched and FFD Chief Sullivan declared the structure dangerous, tagged the property, surrounded the property with trespass tape and turned the gas off at the meter. The Police Department also posted a "Do Not Occupy" notice at the property. The property owner was notified and was advised of the dangerous situation that was created. The property owners live out of town and this property is a rental property.

On September 18, 2018 the Building Official inspected the property. There was extensive damage done to the exterior of the property including a partial roof collapse. The Building Official agreed that the property was in a dangerous state and the Do Not Occupy should stand.

On September 26, 2018 an electrical permit was issued for a temporary service. Temporary services are normally installed when most or part of the structure will be demolished, and a new service installed. A rough inspection was held on October 2, 2018 for this permit, however, this permit expired without a final inspection on March 26, 2019.

On January 15, 2019, the homeowner came in and request the water be shut off. She indicated that the property was vacant, and she was going to winterize the property until work could begin in the spring. She also indicated that there was a dispute between the insurance companies as to who would be responsible for the repairs but believed work would begin no later than the spring.

In mid-April 2019, the building department began receiving complaints from the neighbors regarding the property indicating it was becoming an eyesore. The Code enforcement officer visited the property on April 16, 2019 and indicated that he would begin a violation for the condition of the property and the debris in the yard.

On June 10, 2019 the building department received a call regarding the condition of the property. The caller indicated that no progress had been made at the property and that the condition of the property ha been getting worse. The trespass tape had been removed along with the FFD dangerous structure and the City of Pleasant Ridge Do Not Occupy postings. I took some photographs of the property and instructed the police department to repost the property as do not occupy. I also forwarded a notice to the homeowner on that date that the City Commission would be scheduling a public hearing for Tuesday, July 9, 2019 to consider condemnation of the property. It also instructed the homeowner to begin the permitting process by having her contractor submit plans and a permit for the rehabilitation. The deadline for the permit to be issued in Thursday, June 27, 2019.

On June 21, 2019, I was notified by a neighbor that the DO NOT OCCUPY posting had been removed and that the property was listed for sale, with the "highest and best offer" due on June 23, 2019. According to the disclosures for the property the property was listed for sale on June 19, 2019 and became active on the realcom system on June 20, 2019. When I returned to the office on Monday, the property was reposted DO NOT OCCUPY.

The homeowner contacted the City on June 24th requesting the condemnation process be stayed since she sold the house. She indicated the closing could possibly be completed in two-three weeks and wanted the new owner to have a chance to determine what they wanted to do with the property. She stated the insurance company had settled her claim in March and she received the insurance check in April. She further stated that she had been trying to find an acceptable contractor to take on the project because she wanted it to look appropriate for the community. Being unable to find such a contractor, she listed the property for sale as is. I also received a call from her realtor with the same request. I explained the condemnation process and indicated the order would be related to the property and would set deadlines for the reconstruction or rehabilitation, regardless of the owner. I inquired whether notice was given regarding the condemnation status to potential buyers, and both the owner and her realtor indicated they had not included that information, but the buyer would be made aware. The new buyer stopped into City Hall on June 27th. He indicated he was aware of the upcoming condemnation public hearing and understood the process and that he would be given a timeline for completion. He indicated he would be rehabilitating the home and adding a garage. Both the current owner and the new buyer stated they would attend the public hearing. Although not required, notification was mailed to properties within 300' of the subject property to notify those property owners of the proposed public hearing. As of today, July 3rd, the City has received no comments from the public.

Requested Action

Staff is requesting that the City Commission act to condemn the property at 38 Kensington for a period not to exceed 90 days. Plans for the proposed renovation must be submitted within 30 days of the adopted order, by August 9, 2019 and construction will begin no less than 60 days of the adopted order, by September 9, 2019. The proposed reconstruction plans shall include a current (not older than 30 days from today) inspection and report by a structural engineer that the current structure is safe and sound for rehabilitation. The exterior of the property must be brought up to minimum code standards related to tall grass, weeds and yard debris.

If the property is not in compliance within the period set by the City Commission, condemnation will allow the City administration to pursue any action necessary to abate the existing nuisance. Such actions could include the City scheduling demolition of the property. Any cost incurred by the City related to such abatement shall be considered a lien against the property.













City of Pleasant Ridge

James Breuckman, City Manager

From:	Jim Breuckman, City Manager
To:	City Commission
Date:	July 3, 2019

Re: City Commission Chambers Construction Bid Award

Overview

The City received three bids for the City Commission chambers renovation project. The low bid amount was \$97,705.00 by Usztan LLC of Auburn Hills.

Background

Usztan is the contractor who constructed the wellness center and the pool facilities in 2003, the Gainsboro Park shelter building upgrade, historical museum maintenance, and the Community Center Big Room project last winter. As such, the City has great familiarity with Usztan, and while all the responsive firms are qualified, Usztan is well known to us based on our long working relationship.

Project Schedule

The project schedule is to be determined. Once the contract is awarded we will coordinate schedules between Usztan and the A/V contractor who will be installing new permanent cameras, microphones, and display screens. Usztan has proposed 5 weeks for project completion, and our goal will be to have the room disrupted for only one City Commission meeting.

Project Elements

The project includes the renovation of the City Commission chambers, including new flooring, new wall finishes, new window treatments, and new ceiling tiles and lighting. The glass panels will be removed and replaced with a half-wall to better connect the overflow area with the main body of the room when we have large crowds for meetings. There will be two flat-screen display panels for presentations during meetings, one mounted behind the commission that the public can see, and one mounted on the west side wall that the Commission will be able to see. There will also be a new commission table, and all new furniture in the room.

The project bid plan set and bid responses are attached.

Requested Action

City Commission action to award the bid for the construction contract to Usztan LLC for the total amount of \$97,705.00.



Pleasant Ridge City Hall - Council Meeting Room

Construction Bid Comparison

	Usztan LLC	Cre8tive Construction	Sol	omon Consulting	Artistic General Contracting	Myers Innovations	COMMENTS
General Conditions	\$ 5,292.00	\$ 33,202.00	\$	20,433.00	NO BID	NO BID	
Demolition	\$ 4,080.00	\$ 3,478.00	\$	6,775.00	NO BID	NO BID	
Rough Carpentry	\$ 3,978.00	\$ 4,980.00	\$	4,520.00	NO BID	NO BID	
Finish Carpentry Trim Material	\$ 7,920.00 Included Above	Included within Millwork	\$	13,525.00	NO BID	NO BID	
Millwork	\$ 40,500.00	\$ 44,800.00	\$	35,175.00	NO BID	NO BID	
Doors / Farme / Hardware	\$ 2,760.00	\$ 2,506.00	\$	3,130.00	NO BID	NO BID	
Drywall & Acoustical	\$ 3,000.00	\$ 2,260.00	\$	1,420.00	NO BID	NO BID	
Painting	\$ 7,200.00	\$ 4,317.00	\$	4,800.00	NO BID	NO BID	
Flooring	\$ 5,820.00	\$ 4,597.00	\$	4,000.00	NO BID	NO BID	
Grilles & Registers	\$ 3,000.00	Not Included	\$	885.00	NO BID	NO BID	
Electrical	\$ 13,200.00	\$ 10,900.00	\$	15,600.00	NO BID	NO BID	Cre8tive did not include L2 Light Fixtures. Assumed by Owner
Drapery	\$ 955.00	\$ 7,125.00	\$	955.00	NO BID	NO BID	Usztan did not provide drapery value. \$ Value is a plug for comparison
Bid Subtotal	\$ 97,705.00	\$ 118,165.00	\$	111,218.00	NO BID	NO BID	

Met Bond Requirements Yes No No Proposed Schedule Estimated 5 Weeks Estimated 8 Weeks Estimated 6 Weeks

Notes:

AV Equipment By Owner - Bidders Have Included Required Electrical, Conduit and Corridination Fire Suppression Reworks are not included. Owner to corrdinate with exsiting building vendor Cost of Permits and assocaited utility company charges have not been included. By Owner 7.3.2018

*** PROPOSAL ***

USZTAN L.L.C.

COMMERCIAL & RESIDENTIAL CONTRACTOR 261 COLLIER RD. AUBURN HILLS, MICHIGAN 48326 PHONE (248) 332-7448 FAX (248) 332-7452

Date: July 2, 2019

Submitted to: James Breuckman City of Pleasant Ridge 23925 Woodward Ave. Proposal for: Renovations to Council Chambers

We hereby submit a proposal for the work as outlined below and detailed on plans provided by Patrick Thompson Design, dated 6/10/2019

General Conditions

- Cleanup and debris removal during construction
- Dust barriers
- Protection of new and existing finishes
- Construction barricades and signage
- Final cleaning

Demolition

- In accordance with demolition plan
- All material to be placed in dumpster and hauled offsite

Rough Carpentry (labor and material)

- Extension of wood platform so new desk will fit
- Modify ceiling soffit as shown
- Infill door area and prep for new
- Install blocking for TV mounts and City Seal

Trim Carpentry (labor and materials)

- Rod and shelf in closet behind council desk
- Trim work for new paneling
- Doors / hardware
- Hang city plaque

Millwork (quoted by Ganas)

- Includes all labor and material to build the podium, council desk, and standing rail
- Countertops quoted as 3cm Quartzite Tortoa
- Material to be combination of solid rift cut white oak and veneer
- All wood to be finished with ICA urethane
- Includes shop drawing and material samples

Drywall and Acoustical

- Install new 2x2 single reveal Certainteed Perfoma Cashmere tiles in existing grid system
- Modify grid at new soffit only
- Install new drywall as required

• Includes 7 hours of repair work to existing drywall

Painting

- Complete painting of the work area including, walls, trim, soffit drops and doors
- Powder coat the existing mailbox units
- Caulking as required

Flooring

- Supply and install Interface "Stitch in Time" Raffia carpet tiles
- Install stair nosing at platform edge
- Supply and install Interface "Level Set A201" LVT
- Includes 3 hours of floor prep

*** PROPOSAL ***

USZTAN L.L.C.

COMMERCIAL & RESIDENTIAL CONTRACTOR 261 COLLIER RD. AUBURN HILLS, MICHIGAN 48326 PHONE (248) 332-7448 FAX (248) 332-7452

Grilles and Registers

• Replace existing supply and return grilles in acoustical ceiling with similar in new work area

• It is assumed that the existing flex duct is long enough to reach modified location

Electrical

- Demo and cap existing electrical that will be modified
- • Update existing plugs and switches with new
 - Add (2) additional duplex receptacles for TV's
 - Provide drops for low voltage work
 - Install new lighting (17) type 1 and (6) type 2 and connect to existing circuit

The cost for completing the work mentioned above is: \$96,750.00 (Ninety Six Thousand, Seven Hundred, Fifty, xx/100)

Please note that Owner is responsible for removing content from rooms prior to our arrival.

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices.

Alternate #1: In lieu of painting and restoring existing mailbox unit, provide a new unit. There are several models to choose from. I would assume we can get a new unit for ~\$2,000.00

Submitted by:

Vice President

Date: <u>7-2-19</u>

Approved by:

Date:

Pleasant Ridge Council Chambers

Usztan, LLC

Scope	Schedu	Schedule of Values	
General Conditions	\$	4,200.00	
Demolition	\$	4,080.00	
Rough Carpentry	\$	3,978.00	
Finish Carpentry	\$	5,040.00	
Trim Material	\$	2,400.00	
Millwork	\$	40,500.00	
Caulking	\$	480.00	
Doors / Frames / Hrdwr	\$	2,760.00	
Drywall / Acoustical	\$	3,000.00	
Painting	\$	7,200.00	
Flooring	\$	5,820.00	
Grilles and Registers	\$	3,000.00	
Electrical	\$	13,200.00	
	\$	95,658.00	
	\$	1,092.00	
	\$	96,750.00	

Replace mailbox unit with new unit: \$2,000 (allowance)

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Contractor's Qualification Statement

The Undersigned certifies under oath that the information provided herein is true and sufficiently complete so as not to be misleading.

SUBMITTED TO:	The author of this document has added information needed for its
ADDRESS:	completion. The author may also have revised the text of the original AIA standard form. An <i>Additions and</i>
SUBMITTED BY:	Deletions Report that notes added
NAME: USZTAN LLC	information as well as revisions to the standard form text is available from the author and should be
ADDRESS: 261 COLLIER RD.	reviewed. A vertical line in the left
AUBURN HILLS, MI., 48326	margin of this document indicates where the author has added
	necessary information and where
k X Corporation	the author has added to or deleted
[] Portnershin	from the original AIA text.
	This document has important legal
	attorney is encouraged with respect
Joint Venture	to its completion or modification.
[] Other	This form is approved and
NAME OF PROJECT (<i>if applicable</i>): a	recommended by the American Institute of Architects (AIA) and The Associated General Contractors of
TYPE OF WORK (file separate form for each Classification of Work):	America (AGC) for use in evaluating the qualifications of contractors. No
[^{KX}] General Construction	or verification of the information is
[] HVAC	made by AIA or AGC.
[] Other (please specify)	
\$1.1 How many years has your organization been in business as a Contractor?	since 1978
§1.2 How many years has your organization been in business under its present busine name?	ss since 2005
§ 1.2.1 Under what other or former names has your organization operated?	
USZTAN CONSTRUCTION INC	

ADDITIONS AND DELETIONS:

1

§ 1.3 If your organization is a corporation, answer the following: § 1.3.1 Date of incorporation: 2005

§ 1.3.2 State of incorporation: Michigan

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Andy Usztan § 1.3.3 President's name: § 1.3.4 Vice-president's name(s) Boris Usztan

§ 1.3.5 Secretary's name: § 1.3.6 Treasurer's name:

§ 1.4 If your organization is a partnership, answer the following:

§ 1.4.1 Date of organization:

§ 1.4.2 Type of partnership (if applicable):

§ 1.4.3 Name(s) of general partner(s)

§ 1.5 If your organization is individually owned, answer the following:

§ 1.5.1 Date of organization:

§ 1.5.2 Name of owner:

§ 1.6 If the form of your organization is other than those listed above, describe it and name the principals:

§ 2. LICENSING

§ 2.1 List jurisdictions and trade categories in which your organization is legally qualified to do business, and indicate registration or license numbers, if applicable.

Michigan Builder's License # 2102179136

§ 2.2 List jurisdictions in which your organization's partnership or trade name is filed.

§ 3. EXPERIENCE

§ 3.1 List the categories of work that your organization normally performs with its own forces.

demolition, rough and finish carpentry, insulation, tile repair, drywall

§ 3.2 Claims and Suits. (If the answer to any of the questions below is yes, please attach details.) § 3.2.1 Has your organization ever failed to complete any work awarded to it?

no

§ 3.2.2 Are there any judgments, claims, arbitration proceedings or suits pending or outstanding against your organization or its officers?

no

§ 3.2.3 Has your organization filed any law suits or requested arbitration with regard to construction contracts within the last five years?

no

§ 3.3 Within the last five years, has any officer or principal of your organization ever been an officer or principal of another organization when it failed to complete a construction contract? (If the answer is yes, please attach details.) no

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§ 3.4 On a separate sheet, list major construction projects your organization has in progress, giving the name of project, owner, architect, contract amount, percent complete and scheduled completion date.

§ 3.4.1 State total worth of work in progress and under contract:

6 million

§ 3.5 On a separate sheet, list the major projects your organization has completed in the past five years, giving the name of project, owner, architect, contract amount, date of completion and percentage of the cost of the work performed with your own forces.

§ 3.5.1 State average annual amount of construction work performed during the past five years:

3 million

§ 3.6 On a separate sheet, list the construction experience and present commitments of the key individuals of your organization.

§ 4. REFERENCES

§ 4.1 Trade References:

8	4.2	Bank	References:

Chase Bank
3515 S. Baldwin Rd
Orion Twp., MI 48359
(248) 836-0634 Janet

§ 4.3 Surety:

§ 4.3.1 Name of bonding company:

Merchants Bonding Company

§ 4.3.2 Name and address of agent:

McNish Group Royal Oak, MI.. 248-544+4800

§ 5. FINANCING § 5.1 Financial Statement.

§ 5.1.1 Attach a financial statement, preferably audited, including your organization's latest balance sheet and income statement showing the following items:

Current Assets (e.g., cash, joint venture accounts, accounts receivable, notes receivable, accrued income, deposits, materials inventory and prepaid expenses);

Net Fixed Assets:

Other Assets;

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Current Liabilities (e.g., accounts payable, notes payable, accrued expenses, provision for income taxes, advances, accrued salaries and accrued payroll taxes);

Other Liabilities (e.g., capital, capital stock, authorized and outstanding shares par values, earned surplus and retained earnings).

§ 5.1.2 Name and address of firm preparing attached financial statement, and date thereof:

§ 5.1.3 Is the attached financial statement for the identical organization named on page one?

§ 5.1.4 If not, explain the relationship and financial responsibility of the organization whose financial statement is provided (e.g., parent-subsidiary).

§ 5.2 Will the organization whose financial statement is attached act as guarantor of the contract for construction?

§ 6. SIGNATURE

§ 6.1 Dated at this day of

Name of Organization:

By:

Title:

§ 6.2

M being duly sworn deposes and says that the information provided herein is true and sufficiently complete so as not to be misleading.

Subscribed and sworn before me this day of 20

Notary Public:

My Commission Expires:

4

USZTAN L.L.C.

GENERAL CONTRACTOR / CUSTOM HOME BUILDER 261 Collier Road, Auburn Hills, Michigan 48326 Phone (248) 332-7448 Fax (248) 332-7452 www.usztan.com

2016-2018 Completed Projects

Kakar Residence – New Deck Owner: Dr. Davinder and Renu Kakar Architect: Alexander Bogarerts & Associates PC Contracted Value: \$81,613 Completed: January 2016

Qazi Residence – New Carriage House/Addition and Renovation to Existing House Owner: Withheld – privacy agreement Architect: DesRosiers Architects (248) 642-7771 Contracted Value: \$5,262,763.00 Completed: December 2016

Douse Residence – Addition Owner: Eric Douse – (248) 766-2869 Architect: Designed by Usztan LLC Contracted Value: \$132,646 Completed: May 2016

Yellayi Residence – Interior Renovations Owner: Mani and Kala Yellayi Architect: DesRosiers Architects (248) 642-7771 Contracted Value: \$174,560 Competed: February 2016

Bleichert Inc - Warehouse and Office Renovations Owner: Helmut Niederer (586) 726-8717 Architect: Designed by Usztan LLC Contracted Value: \$697,353 Completed: May 2016

Knight Residence – Basement and Deck Renovations Owner: Chuck and Phyllis Knight (248) 930-2436 Architect: Designed by Usztan LLC Contracted Value: \$55,237 Completed: September 2016

Fisher Residence – Master Bath Renovation Owner: Derrick and Kim Fisher Architect: Designed by Usztan LLC Contracted Value: \$49,562 Completed: September 2016 Kaminski Residence – New Garage Owner: Dr. Dave and Kim Kaminski Architect: William J. Thomas Studios (248) 568-7842 Contracted Value: \$189,445 Completed: October 2016

City of Troy – Aquatic Center Renovation Owner: City of Troy – Mary Beth Murz 248-680-7291 Contracted Value: \$74,795 Completed: June 2016

Buchzeiger Residence – Master Bedroom and Bath Renovation Owner: Scott and Mary Buchzeiger - (248) 935-0784 Architect: DesRosiers Architects (248) 642-7771 Contracted Value: \$114,363 Completed: January 2017

Sonenklar Residence – Interior Renovation Owner: Richard Sonenklar (248) 547-7025 Architect: JWDesign Architect Studio (248) 336-2501 Contracted Value: \$546,858 Completed: November 2017

George Residence – Exterior Renovations Owner: Joseph and Ann George (248) 277-0778 Architect: Designed by Usztan LLC Contracted Value: \$16500 Completed: September 2017

Oakland Eye Care – Office Renovations Owner: Dr. Thomas Biggs 248-620-3000 Architect: Designed by Usztan LLC Contracted Value: \$20,548 Completed: April 2017

Sicilia Residence – Addition and Renovation Owner: Craig and Kim Sicilia (248) 935-8670 Architect: DesRosiers Architects (248) 642-7771 Contracted Value: \$1,338,015 Completed: December 2017

Wanczyk Residence – Interior Renovation Owner: Stefan Wanczyk (248) 763-3000 Architect: DesRosiers Architects (248) 642-7771 Contracted Value: \$800,486 Completed: December 2017 Ludwig Residence – New build, Residential Owner: Rob and Leslie Ludlwig Architect: William J Thomas Studios Contracted Value: \$1,281,059 Completed: March 2018

Auburn Hills DPW – New Storage Building Owner: City of Auburn Hills Contracted Value: \$124,900 Completed: March 2018

Swift Residence – Remodel Owner: Matt and Jana Swift Architect: Designed by Usztan LLC Contracted Value: \$116,900 Completed: January 2018

Elsea Residence – Remodel Owner: Judy Elsea Architect: Designed by Usztan LLC Contracted Value: \$49,198 Completed: August 2018

Griggs Residence – Remodel Owner: Joe and Marian Griggs Architect: Designed by Usztan LLC Contracted Value: \$542,914 Completed: October 2018

Standring Residence – Exterior Deck Owner: Jaime Standring Contracted Value: \$146,171 Completed: September 2018

Douse – Kitchen Renovation and addition Owner: Eric Douse Architect: Designed by Usztan LLC Contracted Value: \$154,963 Completed: May 2018

Basha MRI – New MRI Room Owner: Dr. Yahya Basha Architect: Freeman's Architecture Contracted Value: \$469,955

USZTAN L.L.C.

GENERAL CONTRACTOR 261 Collier Road, Auburn Hills, Michigan 48326 Phone (248) 332-7448 Fax (248) 332-7452 <u>www.usztan.com</u>

EXPERIENCE OF KEY INDIVIDUALS

ANDY USZTAN - President

Over 40 years in the Residential and Commercial construction field. Possess a Residential Builders License. Personally oversees all supervision and trades people in the field. Meets with clients and Architects.

<u>BORIS USZTAN – Vice-President - Project Manager / Estimator</u> Graduate of the Construction Management program at Michigan State University in 2000. Possess a Residential Builders License. Specializes in Estimating, Bidding, Contract Negotiations, Supervision, and Public Relations. Oversees all projects.

<u>JESSICA STEIGHNER</u> – Business Manager – Project Manager. Associates of Science degree in Business and Accounting and has been an employee of Usztan since 2013 and has over 20 years of experience in construction related fields and running businesses. Specializes in project management, design and accounting. Continuing education courses relating to interior design to stay on top of latest trends.

<u>JACK BERRIDGE</u> - Superintendent of Residential and Commercial projects. Finish Carpentry Foreman. Jack has done some amazing work with trimming out custom homes and renovation projects and has been an employee of Usztan for 32 years.

<u>RYAN STARK</u> – Superintendent of Residential and Commercial projects. Ryan has excellent leadership skills as well as knowledge of every aspect of the project. He has 18 years of experience as a hands-on superintendent with the last 4 at Usztan.

Boris Usztan (248) 865-4106 Email: BUsztan@usztan.com 614 Kingstone Ct. Oakland, MI 48363

SUMMARY OF QUALIFICATIONS

Over 14 years of success in overseeing multi-million dollar building construction and renovation projects from beginning through occupancy. Proven track record of safely and effectively operating a wide range of construction equipment; excavators, backhoes, loaders, forklifts and mechanized trenchers. Demonstrated ability to effectively manage a team of up to 10 construction workers performing a variety of activities. Conversant with conducting project briefings and assigning daily work tasks to construction workers. Particularly effective in working within allocated budgets.

PROFESSIONAL EXPERIENCE

Usztan L.L.C, Auburn Hills, MI June 2005 – Present Usztan Construction, Auburn Hill, MI 1992-2005 Construction Foreman/Vice President

- · Develop construction crews for daily tasks
- · Ensure all task comply with project protocols
- · Coordinate construction projects in terms of supplies and resources
- Manage construction budgets as appropriated
- · Monitory daily construction operations for quality management and accuracy
- · Perform performance inspections on a regular basis
- · Carry out construction duties when the project calls for it
- · Report progress and incidents to managers and customers
- · Choose and acquire materials needed for construction projects

EDUCATION

Michigan State University, Lansing, MI - Graduate of Construction Management Program Adams High School, Rochester, MI - High School Diploma

OTHER SKILLS

- Possess a Residential Builders License
- Exceptional communication and interpersonal skills
- Ability to work in extreme weather conditions
- Demonstrated leadership skills
- · Proven time and change management skills
- Good decision making and problem solving skills
Ryan M. Stark 4520 Streamside Trail Waterford, MI 48329 (248)672-5600

QUALIFICATIONS:

- Responsible & energetic professional
- Strong ability to identify potential problems before they develop
- Well-developed interpersonal skills to facilitate communication amongst subcontractors, suppliers, and local government officials in a non-adversarial manner.

EXPERIENCE:

Map-Reo 2012-Present

Field Crew Leader

- Install doors, trim, cabinets, fixtures, and windows.
- Repair minor plumbing and electrical issues.
- Organize schedule and gather supplies daily for the jobsite.

2011-2012 **Flexible Products**

Maintenance Supervisor

- Install molds in presses, creating numerous automotive parts
- Perform quality control inspections
- Lead all press operators on shift
- · Provide all repair work on machines and building maintenance
- Communicate with Plant Manager and coordinate production

2010-2011 Lake Village Apartments

Lead Maintenance Technician

- Fulfill work orders throughout the day; repairs, maintaining air conditioners and furnaces
- Install drywall and doors, replace locks, painting, and some carpentry.
- Maintain pool with chemicals, testing, and treatment
- Available for on-call 24 hours a day, every third week
- Supply my own tools and source of transportation

2009-2010 Pella Windows & Doors Auburn Hills, MI

Installer

- Remove and install windows and doors into residential homes.
- Communicate with customer to ensure satisfaction on installation.
- Manage crew members
- Interact with sales representative and project coordinator to organize job.

2004-2008 Bella Custom Homes Superintendent

Bella Custom Homes is a high-end, single-family residential building company in Clarkston's exclusive Oakhurst Golf Community.

ĸ Participated in construction of twelve homes ranging in size from 3500 sq. ft. to 9000 sq. ft. above grade.

- •Managed and verified material delivery to ensure proper job site staging, efficient utilization of workspace for each subcontractor, and acclimating of building materials to the site prior to installation.
- •Interacted with subcontractors in regard to time in, project completions, and communication of site specific challenges to the builder.

Auburn Hills, MI

Royal Oak, MI

Auburn Hills, MI

Clarkston, MI

- •Facilitated customer walk-through from the initial punch list to Certificate of Occupancy; handles postclosing callbacks.
- •Completed customer service call, catered to the demands of high-end clients on behalf of the builder, when builder was unavailable.

2003-2004 Haran Building Company

Lead Carpenter

- Worked as an in-house carpenter, managing a crew of three carpenters and general laborers in the construction of finished basements, decks, small additions, and kitchen/bath remodels.
- Responsible for framing layout, job site staging, and light customer interaction as needed.
- Received exposure and gained technical knowledge in all aspects of residential construction through hands on experience with masonry, carpentry, and roofing; as well as small repair & retrofit jobs related to skilled trades.

EDUCATION:

May 2001 Graduated Waterford Kettering High School

Building Trades classes at the Northwest Oakland Vocational Center under instructor, Dick Moscovic. 3.5 G.P.A. My work experience includes; framing, tile cutting, soldering pipes, and job staging set up. I am technically proficient in all phases of residential construction, and I am not afraid to roll up my sleeves & work hard to the job done well. I have the ability to step in when the subcontractors were unable to keep a job going.

I have always shown great dedication to my employers. I feel honesty and integrity are my most important qualities to offer a potential employer.

References:

Walt Metcalf	248-760-2306
Doug Burlingame	248-505-9933

Clarkston, MI

Waterford, MI

Pleasant Ridge City Hall Renovation of the City Council Meeting Room Pleasant Ridge, MI 48069 Trades List

Project Manager	Boris Usztan	Office:	248-332-7448 x 7
	Email: <u>busztan@usztan.com</u>	Cell:	248-895-4106
	Jessica Steighner	Office	e: 248-332-7448 x105
	Email: pm@usztan.com	Cell:	248-396-8986
Architect	Patrick Thompson Design	Office:	313-800-4005
	2111 Woodward Ave Suite 1002	Fax:	313-580-8178
	Detroit, MI 48201		
	mgrassi@patrickthompsondesign.com		
Drywall	Standard Drywall	Office	586-254-2350
	5582 Auburn Rd		
	Shelby Township, MI 48317		
Doors and Hardware	Doors of Pontiac	Office:	248-666-9777
	7611 Highland Rd		
	Waterford, MI		
Interior Paint	Northern Painting Company LLC	office:	248-417-0733
	1403 Woodlow st		
	Waterford, MI 48328		
Flooring	Imperial Flooring	Office	248-669-3737
	2550 Oakley Park Road		
	Waller Lake, MI 48390		
Finish Carpentry	Karpaty Finish Carpentry Inc.	Office	586-731-9999
	732 Tewksbury Ct.		
	Rochester Hills, MI 48307		
Trim Materials	American Wood Molding	Office	586-726-9050
	52976 Van Dyke Avenue		
	Shelby Township, MI 48316		
Electrical	A.C.E.S	Office	810-630-6334
	P O Box 320123		
	Flint, MI 48532		
Millwork	Richard Ganas	Office	313-646-9966
	7511 Intervale St		
	Detroit, MI 48238		

THE AMERICAN INSTITUTE OF ARCHITECTS



KNOW ALL MEN BY THESE PRESENTS, that we usztan, LLC 261 Collier Road Auburn Hills, MI 48326

(Here insert full name ,and address or legal title of Contractor)

as Principal, hereinafter called the Principal, and <u>Merchants Bonding Company (Mutual)</u> <u>West Des Moines, IA 50266</u> a corporation duly organized under the laws of the State of as Surety, hereinafter called the Surety, are held and firmly bound unto <u>City of Pleasant Ridge 23925 Woodward Avenue</u> <u>Pleasant Ridge, MI 48069</u>

(Here insert full name ,and address or legal title of Owner)

as Obligee, hereinafter called the Obligee, in the sum of 5.00% Att Bid

For the payment of which sum well and truly to be made, the said Principal and the said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for Renovation of City Council Meeting Room

(Here insert full name, address and description of project)

NOW, THEREFORE, if the Obligee shall accept the bid of the Principal and the Principal shall enter into a Contract with the Obligee in accordance with the terms of such bid and give such bond or bonds as may be specified in the bidding or Contract Documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof, or in the event of the failure of the Principal to enter such Contract and give such bond or bonds, if the Principal shall pay to the Obligee the difference not to exceed the penalty hereof between the amount specified in said bid and such larger amount for which the Obligee may in good faith contract with another party to perform the Work covered by said bid then this obligation shall be null and void, otherwise to remain in full force and effect.

Signed and sealed this 28th day of June, 2019

AA	USZTAN, LLC (Principal)
(Witness)	
Ann H	Merchants Bonding Company (Mutual) (Surety) MUULLEE AM (Seal)
(Witness)	Michelle Graham, ATTORNEY-IN-FACT

AIA DOCUMENT A310 BID BOND AIA ® FEBRUARY 1970 ED THE AMERICAN INSTITUTE OF ARCHITECTS, 1735 N.Y. AVE., N.W. WASHINGTON, D.C. 20006





Know All Persons By These Presents, that MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., both being corporations of the State of Iowa (herein collectively called the "Companies") do hereby make, constitute and appoint, individually, Cory French; John W McNish; Michelle Graham; Suzanne M Moceri

their true and lawful Attorney(s)-in-Fact, to sign its name as surety(ies) and to execute, seal and acknowledge any and all bonds, undertakings, contracts and other written instruments in the nature thereof, on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

This Power-of-Attorney is granted and is signed and sealed by facsimile under and by authority of the following By-Laws adopted by the Board of Directors of Merchants Bonding Company (Mutual) on April 23, 2011 and amended August 14, 2015 and adopted by the Board of Directors of Merchants National Bonding, Inc., on October 16, 2015.

"The President, Secretary, Treasurer, or any Assistant Treasurer or any Assistant Secretary or any Vice President shall have power and authority to appoint Attorneys-in-Fact, and to authorize them to execute on behalf of the Company, and attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof."

"The signature of any authorized officer and the seal of the Company may be affixed by facsimile or electronic transmission to any Power of Attorney or Certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligations of the Company, and such signature and seal when so used shall have the same force and effect as though manually fixed."

In connection with obligations in favor of the Florida Department of Transportation only, it is agreed that the power and aut hority hereby given to the Attorney-in-Fact includes any and all consents for the release of retained percentages and/or final estimates on engineering and construction contracts required by the State of Florida Department of Transportation. It is fully understood that consenting to the State of Florida Department of Transportation and/or its assignee, shall not relieve this surety company of any of its obligations under its bond.

In connection with obligations in favor of the Kentucky Department of Highways only, it is agreed that the power and authority hereby given to the Attorney-in-Fact cannot be modified or revoked unless prior written personal notice of such intent has been given to the Commissioner-Department of Highways of the Commonwealth of Kentucky at least thirty (30) days prior to the modification or revocation.

In Witness Whereof, the Companies have caused this instrument to be signed and sealed this 6th day of March , 2018



MERCHANTS BONDING COMPANY (MUTUAL) MERCHANTS NATIONAL BONDING, INC.

President

STATE OF IOWA

COUNTY OF DALLAS ss.

On this this 6th day of March 2018 , before me appeared Larry Taylor, to me personally known, who being by me duly sworn did say that he is President of MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC.; and that the seals affixed to the foregoing instrument are the Corporate Seals of the Companies; and that the said instrument was signed and sealed in behalf of the Companies by authority of their respective Boards of Directors.

VARIAX OF	ALICIA K. GRAM Commission Number 767430
Z	My Commission Expires April 1, 2020

Notary Public

(Expiration of notary's commission does not invalidate this instrument)

I, William Warner, Jr., Secretary of MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., do hereby certify that the above and foregoing is a true and correct copy of the POWER-OF-ATTORNEY executed by said Companies, which is still in full force and effect and has not been amended or revoked.

In Witness Whereof, I have hereunto set my hand and affixed the seal of the Companies on this 28th day of June , 2019 .



William Harner Jr.

Secretary

ACORD CER	ΓIF	IC	ATE OF LIAI	BIL	ITY IN	SURA		A-1	OP ID: CK = (MM/DD/YYYY) 6/25/2019
THIS CERTIFICATE IS ISSUED AS A CERTIFICATE DOES NOT AFFIRMAT BELOW. THIS CERTIFICATE OF INS REPRESENTATIVE OR PRODUCER, A	MATT IVELY SURAI ND TH	ER (OR NCE HE C	OF INFORMATION ONLY R NEGATIVELY AMEND, DOES NOT CONSTITUT ERTIFICATE HOLDER.	AND (EXTEN E A C	CONFERS N ID OR ALTE ONTRACT E	O RIGHTS U ER THE CON BETWEEN T	JPON THE CERTIFI VERAGE AFFORDE HE ISSUING INSU	CATE HO D BY TH RER(S), A	JLDER. THIS IE POLICIES JUTHORIZED
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PRODUCER Szura Insurance Services 109 E. Fourth St. Rochester, MI 48307-2021				CONTAC NAME: PHONE (A/C, No, E-MAIL ADDRES	T Matthew Ext): 248-65 S:	T. Szura 1-4487	FAX (A/C,	_{No):} 248-	651-3751
				INSURE	INS RA: EMC Ins RB: Travele	^{URER(S) AFFOR} Surance Co rs Indemni	mpanies		NAIC # 21415 25682
261 Collier Rd. Auburn Hills, MI 48326			-	INSURE	RC: RD:		.		
COVERAGES CEF	RTIFIC	CATE	ENUMBER:	INSURE	RE: RF:		REVISION NUMBE	R:	
THIS IS TO CERTIFY THAT THE POLICIES INDICATED. NOTWITHSTANDING ANY R CERTIFICATE MAY BE ISSUED OR MAY EXCLUSIONS AND CONDITIONS OF SUCH	of II Equir Pert Polic	NSUF EMEI AIN, CIES.	RANCE LISTED BELOW HAV NT, TERM OR CONDITION (THE INSURANCE AFFORDE LIMITS SHOWN MAY HAVE I	/E BEEN OF ANY ED BY ⁻ BEEN R	N ISSUED TO CONTRACT THE POLICIES EDUCED BY I	The Insure or other i s describei Paid Claims.	ed named above fo Document with Re D herein is subjec	OR THE PO SPECT TO T TO ALL)LICY PERIOD) WHICH THIS . THE TERMS,
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July 3, 2019

Sent Via Email: hmckeon@patrickthompsondesign.com

Heather McKeon Patrick Thompson Design, Inc. 2111 Woodward Avenue Detroit, MI 48201

RE: Pleasant Ridge City Hall 23925 Woodward Avenue Pleasant Ridge, MI 48069

Dear Ms. McKeon:

Cre8tive Construction Concepts Inc. is pleased to present our Revised Base Bid Proposal of \$118,165 - One Hundred Eighteen Thousand One Hundred Sixty Five Dollars.

Our bid proposal is based on the Patrick Thompson Design drawings dated June 10, 2019.

Clarifications:

- 1.) Our base bid number is based on non-union-open shop merit labor contractors.
- 2.) Includes all sales taxes.
- 3.) Proposal is good for 30 days. Work awarded after the 30 days will need to be reevaluated for potential price adjustment requirements.
- 4.) Drawing ID2-1 states the trim is Rift-Sawn White Oak. Details on ID2-1 show this is paint grade wood. Our bid is based on paint grade trim and molding.
- 5.) L2 Pendent Light Fixtures supplied by Owner and install by GC. Drawings state fixtures by Tom Dixon.

Exclusions:

- 1.) Excludes all testing.
- 2.) Excludes note 15 on ID1-1 (Prefinished Custom Metal Panel City Seal OF/CI).
- 3.) Excludes relocating the Video and Camera. By Owner.
- 4.) Excludes Tariff Surcharge Protection.
- 1.) Excludes costs for environmental assessments and/or abatement.
- 2.) Excludes Labor Performance Bond and Builders Risk Insurance.
- 3.) Costs associated with utility company charges for water meters, gas meters, transformers, communication conductors, service extensions, modifications and disconnects including electrical utility fees and gas utility fees are not included.



Voluntary Alternates:

1.) The Crate and Barrel curtain rod is not included. Our bid includes Kirsch Decorative rods and Ripplefold Draperies but the drapery fabric isn't really fire rated. Cost savings to change fabric to fire rated \$50/yard option, please deduct \$2,761.

Very Truly Yours,

CRE8TIVE CONSTRUCTION CONCEPTS, INC.

Duane Berney

Duane Berney VP of Operations and Estimating

Richard Thomas President/CEO Cc: file



6/28/2019 PAGE 1

BLDG SF

EST. SCHEDULE

6 WEEKS

PROJECT: PLEASANT RIDGE CITY HALL RENOVATION LOCATION: 23925 WOODWARD AVENUE, PLEASANT RIDGE, MI 48069

ARCH: PATRICK THOMPSON DESIGN

OWNER: CITY OF PLEASANT RIDGE - JAMES BREUCKMAN/CITY MANAGER JOB #E19-176

SUBCONTRACTS COST SUBCONTRACTS QTY UNITS SQUARE FT CODES BUILDING COST DIV 2 SELECTIVE DEMOLITION REMOVE FLOORING 2,100 А \$ REMOVE FLOORING ADHESIVE 850 REMOVE DOORS & CASINGS W/DEMO В REMOVE CEILING TILES - GRID TO REMAIN W/DEMO С REMOVE CEILING MOUNTED MECHANICAL UNIT D NOT SHOWN REMOVE MECHANICAL GRILLES AND/OR EQUIPMENT NOT SHOWN Е REMOVE INTERIOR STOREFRONT SYSTEM W/DEMO F **REMOVE WAINSCOT & WALL BASE** W/DEMO G н REMOVE LAY IN CEILING LIGHT FIXTURES W/ELECTRICAL .1 REMOVE (2) MAILBOX UNITS & SALVAGE FOR REUSE W/DEMO REMOVE MILLWORK W/DEMO Κ HAUL DEBRIS OFF SITE W/DEMO DIV 3 BUILDING CONCRETE BUILDING SLAB SAW CUT SLAB FOR FLUSH SLAB OUTLETS (22/LF X 1') 22 SF 528 \$ W/CONCRETE PATCH SLAB AND DOWELS DIV 6&9 CARPENTRY WOOD BACKING & BLOCKING \$ 4,980 INFILL EXISTING DOOR OPENING AT JAMB SIDE - IT CLOSET W/CARPENTRY GYPSUM BOARD SOFFIT W/CARPENTRY NEW CEILING TILES IN EXISTING GRID \$ 2.260 DIV 6 MILLWORK WOOD AND STONE CUSTOM COMMISSION DESK 33,400 GANAS MFG - RICHARD GANAS WOOD PODIUM W/STONE TOP W/MILLWORK GANAS MFG - RICHARD GANAS WOOD STANDING RAIL W/MILLWORK GANAS MFG - RICHARD GANAS 5/4 SOLID WOOD TOP AT STANDING RAILING W/MILLWORK GANAS MFG - RICHARD GANAS EXISTING MAILBOX W/WOOD INFILL PANEL 11,000 MASTERS MILLWORK FULL HEIGHT WOOD WALL PANELING - PAINTED W/TRIM WALL MTD SOLID WOOD SHELF W/HANGING BAR W/TRIM WOOD WALL BASE W/TRIM QUARTZITE SSM-1 W/MILLWORK ID1-1 DOOR CASING AND TRIM AT WOOD DOOR W/TRIM 1 x 4 TRIM AND MOULDING W/TRIM ID2-1 WOOD WALL BASE W/TRIM WOOD WALL BASE IN HALLWAY \$ 400 PANELS - CITY SEAL OF/CI BY OWNER THERMAL AND MOISTURE DIV 7 BATT INSULATION W/CARPENTRY DOORS AND HARDWARE DIV 8 SOLID CORE WOOD DOOR 2 ΕA \$ 1.956 2 EA INSTALL DOORS AND HARDWARE \$ 550 DIV 9 FLOORING LVT FLOORING 4,597 W/FLOORING CARPET METAL THRESHOLD W/FLOORING DIV 9 PAINTING PAINT EXISTING MAILBOXES W/POWDER COAT FINISH 4.317 PREP AND PAINT WALLS & TRIM W/PAINT PAINT FULL HEIGHT WOOD PANELING W/PAINT PAINT EXISTING WOOD GLASS DOOR W/PAINT PREP AND PAINT CEILING GRID W/PAINT PAINT WOOD AND TRIM W/PAINT PAINT WOOD BASE W/PAINT **DIV 10** SPECIALTIES ID1-2 DRAPERY FABRIC - MAHARAM ¢ 7,125 ID1-2 WALL MOUNTED CURTAIN ROD BY KIRSCH 2 EA W/DRAPERIES **DIV 15** FIRE SUPPRESSION REWORK FIRE PROTECTION NOT INCLUDED DIV 15 PLUMBING NOT INCLUDED MECHANICAL HVAC DIV 15 REWORK DIFFUSERS AND GRILLES NOT INCLUDED ELECTRICAL **DIV 16** DISCONNECT AND MAKE SAFE FOR DEMO 10,900 REMOVE LAY IN CEILING LIGHT FIXTURES W/ELECTRICAL Н

3 EA

W/ELECTRICAL

ID1-1 FLUSH FLOOR OUTLETS

1	L1 NEW RECESSED CANS		I	W/ELECTRICAL			1
	L2 DECORATIVE PENDANT LIGHTING (FBO-IBC)			W/ELECTRICAL			
	DATA STUBS	3	EA	W/ELECTRICAL			
	RECEPTACLES			W/ELECTRICAL			
	LOW VOLTAGE CABLING			NOT INCLUDED			
	WALL MOUNTED TV			BY OTHERS			
	CAMERA AND INSTALL			BY OTHERS			
	FIRE ALARM SYSTEM			NOT INCLUDED			
	SUBTOTAL****					\$ 84,96	3
	SUBTOTAL			\$	84,963		
01-803	BUILDERS RISK			NIC			
	INSURANCE @.004			\$	340		
01-000	GENERAL CONDITIONS	6	WKS	\$	26,700		
01-818	BUILDING PERMIT AND PLAN REVIEW FEE			BY OWNER			
	OVERHEAD & PROFIT	7.50%		\$	6,162		
	TOTAL			\$	118,165		_

ID	Task Name	Duration	Start	Finish
1	Pre-Construction Schedule	14 days	Mon 7/1/19	Thu 7/18/19
2	Submit Bid to Architect	2 days	Mon 7/1/19	Tue 7/2/19
3	Architect Review and Award	5 days	Wed 7/3/19	Tue 7/9/19
4	Contract w/ Pleasant Ridge	3 days	Wed 7/10/1	9 Fri 7/12/19
5	Subcontracts sent out	2 days	Mon 7/15/1	9 Tue 7/16/19
6	Mobilization to Site	2 days	Wed 7/17/1	9 Thu 7/18/19
7	Construction Schedule	51 days?	Mon 7/1/19	Mon 9/9/19
8	Demolition	1 wk	Fri 7/19/19	Thu 7/25/19
9	Carpentry - Rough Framing and Riser Extension	4 days	Fri 7/26/19	Wed 7/31/19
10	Electrical - New Lighting and Power Prep	2 days	Thu 8/1/19	Fri 8/2/19
11	Carpentry - Install HM Door for Closet	1 day	Thu 8/1/19	Thu 8/1/19
12	Paint - Prime and Paint Walls and Doors.	1 wk	Mon 8/5/19	Fri 8/9/19
13	Electrical - Install New Lighting Fixtures and Power Devices	2 days	Mon 8/12/19	Tue 8/13/19
14	Mechanical - Replace Old G/R/D's	2 days	Mon 8/12/1	9Tue 8/13/19
15	Carpentry - Install New Ceiling Tiles	2 days	Mon 8/12/1	9 Tue 8/13/19
16	Flooring - Install New Tile and Carpet	1 wk	Wed 8/14/19	9Tue 8/20/19
17	Millwork - Install New Council Desk and Podium	2 wks	Wed 8/21/1	9Tue 9/3/19
18	Pleasant Ridge - Mount Monitors and Metal Graphic	1 day?	Mon 7/1/19	Mon 7/1/19
19	Final Cleaning	2 days	Wed 9/4/19	Thu 9/5/19
20	Final Inspections	3 days	Wed 9/4/19	Fri 9/6/19
21	C of O	1 day	Mon 9/9/19	Mon 9/9/19

Project: Project1 Date: Mon 7/1/19

Task Split Milestone Summary Project Summary Inactive Task

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Inactive Milestone Inactive Summary Manual Task

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Duration-only Sta Manual Summary Rollup Manual Summary



	Start-only	E	External Milestone	\$	Manual Progress
	Finish-only	C	Deadline	+	
	External Tasks		Progress		
ige 1					

ESTIMATE SUMMARY

Pleasant Ridge City Hall - Renovation to City Council Room 23925 Woodward Ave. Pleasant Ridge, MI 48069 Wednesday, July 3, 2019

CODE	DESCRIPTION	AMOUNT	COST/ SQ. FT.	% OF JOB	NOTES
01-000	MANAGEMENT	\$11,250		10.12%	
01-100	PM/SITE SUPER/LABOR	\$9,200	12.19	8.27%	
01-210	DISPOSAL	\$700	0.93	0.63%	
01-710	FINAL CLEAN UP	\$500	0.66	0.45%	
01-830	MISCELLANEOUS	\$200	0.26	0.18%	
01-900	SAFETY	\$650	0.86	0.58%	
02-000	DEMOLITION	\$6,775			
02-050	DEMOLITION	\$6,775	8.97	6.09%	
06-000	CARPENTRY	\$ 52,64 5			
06-100	GENERAL CARPENTRY	\$4,520	5.99	4.06%	0
06-200	FINISH CARPENTRY	\$12,950	17.15	11.64%	0
06-400	MILLWORK	\$35,175	46.59	31.63%	0
07-000	MOISTURE PROTECTION	\$575			
07-900	JOINT SEALERS (CAULKING)	\$575	0.76	0.52%	
08-000	DOORS	\$3, 1 30			
08-200	DOORS	\$1,950	2.58	1.75%	0
08-700	HARDWARE	\$1,180	1.56	1.06%	0

ESTIMATE SUMMARY

Pleasant Ridge City Hall - Renovation to City Council Room 23925 Woodward Ave. Pleasant Ridge, MI 48069 Wednesday, July 3, 2019

CODE	DESCRIPTION	AMOUNT	COST/ SQ. FT.	% OF JOB	NOTES
09-000	FINISHES	\$10.220			
09-250	DRYWALL	\$0	0.00	0.00%	0
09-500	ACOUSTICAL TREATMENT	\$1,420	1.88	1.28%	0
09-650	VINYL FLOORING	\$1,350	1.79	1.21%	0
09-680	CARPET	\$2,650	3.51	2.38%	0
09-900	PAINTING	\$4,800	6.36	4.32%	
12-000	FURNISHINGS	\$955			
12-000	WINDOW TREATMENT	\$955	1.26	0.86%	0
15-000	MECHANICAL	\$885			
15-400	HVAC	\$885	1.17	0.80%	0
16-000	ELECTRICAL	\$15,600			
16-000	LIGHTING/POWER	\$15,600	20.66	14.03%	
	CUDTOTAL	¢100.025	405.45	01 740/	
		\$102,035	135.15	91.74%	0.000/
20-500	CONTINGENCY	\$0	0.00	0.00%	0.00%
	SUBTOTAL	\$ 102 ,035	135.15	91.74 %	
20-300	SCG FEE	\$9,183	12.16	8.26%	9.00%
	GRAND TOTAL	\$111,218	147.31	100.00%	

Solomon Consulting Group, LLC 25940 York Rd. Royal Oak, MI 48067 248.828.5045 fax 248.282.5019 7/3/19 PLEASANT RIDGE CITY HALL RENOVATION OF CITY COUNCIL ROOM 23925 WOODWARD AVE. PLEASANT RIDGE, MI 48069

GENERAL SCOPE OF WORK

PER CONSTRUCTION DOCUMENTS DATED 6/10/19

02-050 DEMOLITION

- 1. Remove and dispose of all interior components as indicated. Includes:
 - Interior storefront
 - Flooring/base scarifying excluded
 - Acoustical ceiling tile only
 - Light fixtures/existing receptacles and switches
 - Existing trim where noted
 - Existing desk
- 2. Dumpster to be located on site. Location to be coordinated with the client.

O0-6100 GENERAL CARPENTRY

- 1. Infill door openings as called out.
- 2. Framing for soffit
- 3. Remove and reinstall mailboxes.
- 4. In wall blocking where required.

<u>06-200 FINISH CARPENTRY (allowance only)</u>

- 1. Infill floor at riser per drawings.
- 2. Install new trim and casing around mailboxes.
- 3. Furnish and install all wainscot, molding and base as called out on bid drawings.
- 4. Install only of custom Seal provided by others.
- 5. Closet rod and shelf.
- 6. Furnish and install curtain rods and drapery
- 7. Prep for new doors.

06-400 MILLWORK

- 1. Furnish and install custom desk, podium and standing rails as indicated on bid drawings.
- 2. Millwork to be provided by Ganas Inc.
- 3. Includes 5% markup on Ganas Proposal which is attached

Furnish and install:

- 2. Label existing electrical panel(s) accordingly.
 - New switches, receptacles and plate covers throughout room 101.
 - Circuit and receptacle in ceiling for projector
 - New light fixtures per construction docs.
- 3. Devices and switch plate covers to be paintable primed white
- 4. Data drops as shown low volt wiring and data terminations excluded.
- 5. Utilize all existing circuitry for all replaced receptacles and switches
- 6. Electrical Trade permit included.

<u>CLEANING</u>

- 1. Complete finish cleaning of entire work area.
- 2. Daily cleanup to maintain an organized construction site.

EXCLSUIONS & CLARIFICATIONS

- 1. Building permit fees excluded
- 2. Floor grinding is excluded
- 3. Demolition of any material or equipment located in the plenum that is not specifically called out in this proposal is excluded.
- 4. Purchase and installation of TVs is excluded
- 5. Low volt wiring is exlcuded.
- 6. This proposal is based on regular working hours, Monday thru Friday
- 7. Removal of hazardous materials is excluded
- 8. Fire Alarm is excluded
- 9. Fire suppression work is excluded
- 10. Roof repair is excluded
- 11. Burglar alarm is excluded
- 12. Winter Conditions are excluded

BOND REQUIREMENTS

- SCG will not provide bond(s) for this project. If bond requirements are non-negotiable, the we respectfully decline the opportunity to deliver this project. SCG is fully insured, as are all the trades that are included in this proposal.

<u>SCHEDULE</u>

1. Estimated duration of construction from start to finish is approximately 6 weeks. Includes time for shop drawing review of millwork.

PROJECT STAFFING

1. This proposal includes a full-time superintendent along with project manager, project engineer and project accountant.



SOLOMON CONSULTING GROUP, LLC is owned and operated by David G. Solomon. Born and raised in Boston, MA, David is 45 and has worked in the commercial construction industry for over 25 years. He moved to metro-Detroit in 2004, to marry his wife Rena, who was born and raised in Clinton Twp, MI. Together, they have three children and live in Royal Oak, MI.

SCG was founded in 2009 with a mission to offer quality construction management and general contracting services to a broad range of clientele throughout southeastern Michigan. For nine years, SCG has successfully collaborated with some of the region's leading developers, property owners and general contractors to deliver projects on time and on budget.

This is a unique and exciting time here in Detroit, where signs of redevelopment and prosperity are evident on almost every corner. As you prepare for your next construction or redevelopment project, consider SCG as a reliable, useful resource to help navigate your projects to successful, timely completion.

SCG Recent Project Catalogue

<u>Recent Project:</u> Sanders Candy – Flagship Location – Hall Rd. Clinton Twp, MI <u>SCG Role:</u> General Contractor <u>Description:</u> Performed over \$1.5M of renovations throughout their building, including a complete renovation of their 10,000 sf retail facility. Collective Project Value: \$1.6M

Recent Project: David Whitney Building – Detroit, MI

<u>SCG Role</u>: Manage and maintain several improvement projects within this newly renovated, historic building in the heart of Downtown Detroit.

<u>Description</u>: The developer(Roxbury Group) is embarking on several additional improvement projects within the building, including a 5-star restaurant, back of house office space in the lower level, common area security upgrades and exterior upgrades.

Collective Project Value: \$4M

References: David DiRita – Principal – The Roxbury Group 313-418-1206

James Van Dyke – Partner – The Roxbury Group 313-530-7880

<u>Recent Project:</u> Colburn Risk Holdings – First National Building, Detroit, MI
 <u>SCG Role:</u> Full renovation of existing office space on the 15th floor. SCG was the General
 Contractor on this project.
 <u>Description:</u> 3000 sf office space renovation. All trades including Mechanical, Electrical and
 Fire Suppression required.
 <u>Project Value:</u> \$300,000
 <u>Client:</u> Bedrock Real Estate Services

References: Suzanne Mitchell – Colburn Risk Holdings 313-543-8933

Recent Project: Fox Hills Golf & Banquet Facility – Plymouth, MI

<u>SCG Role</u>: All inclusive project management services provided on a consultant basis to Building Owner.

<u>Description</u>: 15,000 sf existing banquet facility. Complete renovation of interior finishes, rebuild service bars, replace all lighting. 12 week project duration with no exceptions due to commitments made to scheduled banquet facility events.

Project Value: \$550,000

Client: Fox Hills Ownership

References: Sandy Miley - Fox Hills Gold & Banquet Facility – Plymouth, MI (734)927-1029

Solomon Consulting Group, LLC 25940 York Rd. Royal Oak, MI 48067 (p) 248.828.5045 (f) 248.282.5019

Recent Project: Culvers Restaurant - Wixom, MI

<u>SCG Role</u>: All inclusive project management services provided on a consultant basis to General Contractor.

<u>Description</u>: 4000 sf new build on 2-acre property on Wixom Rd. Complete site underground utility package, ground-up wood framed structure, complete interior/exterior. 16-week schedule.

Project Value: \$1.2 M

Client: Tower Construction – Bloomfield Hills, MI

References: Jason Gekiere – Owner of Tower Construction 248-499-0710

Charles Paisey – Property Owner 248-860-836

The Auburn - 4240 Cass Ave Detroit

<u>SCG Role:</u> Chief Estimator and Project Manager hired under contract by the Owner/Developer. <u>Description:</u> 3-story, Mixed use, ground-up building in midtown Detroit. 60000 sf. (58) residential apartments on upper floors with (11) retail spaces on the 1st floor. SCG also acted as the GC for several of the 1st floor build-outs under a separate agreement.

<u>Completed:</u> 12/1/13

Project Value: \$7.5M

<u>Client:</u> The Roxbury Group – Detroit, MI

References: David DiRita – Principal – The Roxbury Group 313-418-1206

> James Van Dyke – Partner – The Roxbury Group 313-530-7880

Solomon Consulting Group, LLC 25940 York Rd. Royal Oak, MI 48067 (p) 248.828.5045 (f) 248.282.5019

Additional References:

Jim Gierlach – Owner – G & B Electric Ferndale, MI jim@g-belectric.com Tom December – President – Skylofts Condo Association Royal Oak tom5240@wowway.com Jim Evans – Bruce Pollack & Associates jevans@pollockassoc.com Aric Wilcox – Senior Project Manager – Tower Construction aric@tower-construct.com

*Additional references are available upon request.

PLEASANT RIDGE CITY HALL 23925 WOODWARD AVE.

PLEASANT RIDGE, MI 48069

LOCATION MAP



PROJECT TEAM

CLIENT:

INTERIOR DESIGNER: PATRICK THOMPSON DESIGN 2111 WOODWARD AVENUE, SUITE 1002 DETROIT, MI 48201 CONTACT: MARY ESKIN T: 313.800.4005 E: MESKIN@PATRICKTHOMPSONDESIGN.COM

GENERAL CONTRACTOR:

SHEET	INDEX			
SHEET NO.	SHEET TITLE	BID DOCUMENTS 02.28.2019		
ID0-0	COVER SHEET	x		
ID0-1	TYPICAL ACCESSIBILITY DETAILS	x		
ID1-1	DEMOLITION PLAN & FLOOR PLAN	x		
ID1-2	REFLECTED CEILING & FURNITURE PLAN	x		
ID2-1	INTERIOR ELEVATIONS	x		
ID2-2	MILLWORK DETAILS	x		
GENEF	RAL NOTES			

1. G.C. SHALL EXAMINE SITE, AND EXISTING CONDITIONS. G.C. WORK, ETC. PRIOR TO SUBMITTING A BID.
2. GENERAL CONTRACTOR TO BE SOLELY RESPONSIBLE FOR REQUIRED TO PROTECT THE HEALTH, SAFETY AND WELFARE
3. G.C. SHALL SUPERVISE AND DIRECT ALL WORK USING THE TECHNIQUES AND SEQUENCES OF PROCEDURES, FOR COOF REQUIREMENTS FOR EACH PORTION OF WORK BE FOLLOWE
4. G.C. SHALL PROVIDE ALL NECESSARY PERMITS AND FEES.
5. G.C. SHALL NOTIFY ARCHITECT OF ANY DISCREPANCIES PLACCORDANCE WITH CONSTRUCTION DOCUMENTS.
6. ALL CONTRACTORS SHALL MEET ALL LOCAL GOVERNING C
7. G.C. TO GUARANTEE LABOR AND MATERIALS FOR 12 MONT
8. CONTRACTORS SHALL SUBMIT SHOP DRAWINGS FOR APPI APPROVAL SHALL BE DONE AT CONTRACTOR'S RISK.
9. IN CASE OF CONFLICT IN DRAWINGS, THE G.C. SHALL NOT
10. G.C. SHALL NOTIFY ARCHITECT OF ANY CONDITIONS WHE
11. G.C. TO COORDINATE AND PROVIDE WOOD BLOCKING AN EQUIPMENT TO WALLS. ALL WOOD BLOCKING, FRAMING AND AS REQUIRED BY
12. THE G.C. IS RESPONSIBLE FOR ANY PATCHING, FILLING, S ENSURE THE HIGHEST QUALITY FINAL APPEARANCE.
13. WORK IN PLACE THAT IS SUBJECT TO DAMAGE FROM PRO ALL FORMS OF PROTECTION SHALL BE CONSTRUCTED IN A M UNBLEMISHED CONDITION. WORK DAMAGED BY FAILURE TO
14. THE APPLICATION OF ANY FINISH MATERIAL SHALL INDICA ANY DEFECTS AFTER MATERIAL APPLICATION.
15. THE G.C. IS RESPONSIBLE FOR ALL CLEANING AND WAST WITH THE LOCAL GOVERNING BODY. GENERAL CONTRACTOR IN PROPER RECEPTACLES REMOVED FROM SITE AND LEGAL
16. G.C.'S BASE BID IS TO INCLUDE ALL ARCHITECTURAL, STR COMPLETE THE WORK DESCRIBED IN THESE DOCUMENTS.
17. G.C. SHALL PROVIDE (1) COMPLETE SET OF RED MARKED THE FIELD.
18. IT SHALL BE THE FULL RESPONSIBILITY OF THE G.C, TO C FIXTURE WORK, REGARDLESS OF WHETHER THE OWNER AW SEPARATE CONTRACTS FOR ANY TRADES, BRANCHES OR IT COOPERATE FULLY WITH THE G.C.
1 9. THE G.C. MUST SECURE A CERTIFICATE OF OCCUPANCY DELIVER A COPY OF THE CERTIFICATE TO THE OWNER AND T ARCHITECT.
20. SPECIFIC CONSTRUCTION ITEMS TO BE INCLUDED: ALL IT REQUIRED TO COMPLETE DESIGN INTENT DESCRIBED IN THE
21. THE OWNER SHALL PAY FOR ALL TEMPORARY POWER AN

ABBREVIATIONS

А		С		D		EMERG.	EMERGENCY	F.S.	FLOOR S
A/C	AIR CONDITIONING	CAB.	CABINET	DBL.	DOUBLE	ENCL.	ENCLOSURE	FURN.	FURNITU
ACOUS	ACOUSTIC(AL)	CSWK.	CASEWORK	DF.	DRINKING FOUNTAIN	ENTR.	ENTRANCE	FWC.	FABRIC
A.C.T.	ACOUSTICAL CEILING TILE	C/C	CENTER TO CENTER	DIA.	DIAMETER	EQ.	EQUAL	FXD.	FIXED
A.F.F.	ABOVE FINISHED FLOOR	CER.	CERAMIC	DIFF.	DIFFUSER	EQUIP.	EQUIPMENT		
ALUM.	ALUMINUM	CL.	CENTER LINE	DIM.	DIMENSION	EXIST.	EXISTING	- <u>G</u>	041105
ALT	ALTERNATE	CLG.	CEILING	DISP.	DISPENSER	EXT.	EXTERIOR	$- \frac{GA}{GA}$	GAUGE
ARCH.	ARCHITECT(URAL)	CLR.	CLEAR(ANCE)	DIV.	DIVISION	EXP.	EXPANSION	- <u>GALV.</u>	GALVAN
AVG	AVERAGE	CMU	CONCRETE MASONRY UNIT	DN.	DOWN			- <u>G.C.</u>	GENERA
_		COATG.	COATING	D.O.	DOOR OPENING	— <u>F</u>		<u>GL</u>	GLASS
В			COLUMN	DW.	DISHWASHER	— F.D.	FLOOR DRAIN	GYP.	GYPSUN
B.F.	BARRIER FREE					— <u>FE.</u>	FIRE EXTINGUISHER	GYP. BD.	GYPSUN
BLDG.	BUILDING			E		FEC.	FIRE EXTINGUISHER AND		
BLKG.	BLOCKING			EA.	EACH		CABINET		
BM.	BEAM		CARDET	E.F.	EXHAUST FAN	FIN.	FINISH	- <u>HD.</u>	HEAD
B.O.	BY OWNER			E.J.	EXPANSION JOINT	FIXT.	FIXTURE	- HDWD.	HARDW
B.O.S.	BOTTOM OF STEEL	- <u>0.1.</u>	CERAMIC TILE	ELEC.	ELECTRICAL		FLOOR(ING)	– <u>HM.</u>	HOLLOV
BRDLM.	BROADLOOM	-		ELEV.	ELEVATOR		FINISHED OPENING	- HORIZ.	HORIZO

NG CONDITIONS. G.C. IS TO BECOME FAMILIAR WITH CONDITIONS AFFECTING CONSTRUCTION, STAGING, LOGISTICS, SEQUENCE OF

(RESPONSIBLE FOR PROJECT SAFETY. THIS PROJECT IS TO INCLUDE APPROPRIATE TEMPORARY BARRIERS AND DEVICES AS MAY BE FETY AND WELFARE OF THE GENERAL PUBLIC AND EMPLOYEES.

L WORK USING THEIR BEST SKILL AND ATTENTION. G.C. SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS EDURES, FOR COORDINATING ALL PORTIONS OF THE WORK UNDER THE CONTRACT, AND INSURING THAT ALL MANUFACTURERS' WORK BE FOLLOWED.

Y DISCREPANCIES PRIOR TO THE CONTINUATION OF THE WORK. G.C. SHALL COORDINATE ALL FINAL DIMENSIONS WITH ALL TRADES IN CUMENTS.

OCAL GOVERNING CODE REQUIREMENTS, AND RULES OF CONDUCT.

ERIALS FOR 12 MONTHS.

RAWINGS FOR APPROVAL PRIOR TO FABRICATION AND/OR INSTALLATION. COMMENCEMENT OF FABRICATION/INSTALLATION PRIOR TO CTOR'S RISK.

HE G.C. SHALL NOT PROCEED WITH THAT PART OF THE WORK UNTIL THE ARCHITECT HAS CLARIFIED THE DISCREPANCY.

NY CONDITIONS WHERE IN HIS JUDGMENT IT WOULD BE DESIRABLE TO MODIFY THE REQUIREMENTS TO PRODUCE THE BEST RESULTS. VOOD BLOCKING AND STEEL FRAMING IN EXISTING FRAMED WALLS AS MAY BE REQUIRED TO SECURE STRUCTURE, FIXTURES AND

KING, FRAMING AND/OR FIRE STOPPING USED WITHIN PARTITIONS, PLATFORMS, ETC., SHALL BE OF FIRE RETARDANT TREATED LUMBER BLOCKING AT ALL ROUGH OPENINGS IN GYPSUM BOARD PARTITIONS AS REQUIRED BY CODE.

ATCHING, FILLING, STAINING AND FINISHING REQUIRED AFTER TRANSPORTATION, ASSEMBLY AND INSTALLATION OF MATERIALS TO PPEARANCE.

DAMAGE FROM PROJECT ACTIVITIES SHALL BE COVERED, BOARDED UP, OR SUBSTANTIALLY ENCLOSED WITH ADEQUATE PROTECTION. ONSTRUCTED IN A MANNER SUCH THAT UPON COMPLETION THE ENTIRE WORK WILL BE DELIVERED TO THE OWNER IN WHOLE AND GED BY FAILURE TO PROVIDE PROTECTION SHALL BE REPLACED WITH NEW WORK, AT THE EXPENSE OF THE G.C.

TERIAL SHALL INDICATE SUBCONTRACTOR'S ACCEPTANCE OF THE SUBSURFACE CONDITIONS AND SUB WILL BE HELD RESPONSIBLE FOR ATION.

LEANING AND WASTE DISPOSAL DURING CONSTRUCTION. GENERAL CONTRACTOR SHALL COORDINATE TRASH REMOVAL REQUIREMENTS NERAL CONTRACTOR IS TO PROVIDE APPROVED TRASH CONTAINERS AS MAY BE REQUIRED. ALL WASTE MATERIALS TO BE DISPOSED OF OM SITE AND LEGALLY DISPOSED OF.

RCHITECTURAL, STRUCTURAL, CIVIL, LANDSCAPING, PLUMBING, MECHANICAL AND ELECTRICAL WORK AS MAY BE REQUIRED TO

ET OF RED MARKED BLUEPRINTS TO THE ARCHITECT DOCUMENTING ALL ARCHITECT-APPROVED CHANGES AND MODIFICATIONS MADE IN

TY OF THE G.C, TO COORDINATE AND EXPEDITE ALL PHASES OF ARCHITECTURAL, MECHANICAL, PLUMBING, ELECTRICAL, AND CUSTOM HER THE OWNER AWARDS S, BRANCHES OR ITEMS OF WORK AND EQUIPMENT. ALL OTHER TRADES, SUBCONTRACTORS AND/OR SEPARATE CONTRACTORS SHALL

TE OF OCCUPANCY FROM THE JURISDICTIONAL AUTHORITY BY THE DATE OF COMPLETION AS SPECIFIED IN THE CONTRACT, AND WILL THE OWNER AND TO THE

BE INCLUDED: ALL ITEMS NOTED ON PLANS, AND ADDITIONAL ITEMS AS MAY BE REASONABLY INFERRED FROM THE DOCUMENTS OR AS

T DESCRIBED IN THE DRAWINGS.

IPORARY POWER AND WATER, AS REQUIRED AND PROVIDED BY GENERAL HVAC CONTRACTOR.

NK	HVAC	HEATING, VENTILATING, AND	LAV.	LAVATORY	Ν		OVHD	OVERHEAD	REQD.	REQUI
RE		AIR CONDITIONING	LF.	LINEAR FOOT	N	NORTH			REINF.	REINFO
ALL COVERING	HYD.	HYDRANT	LV	LOW VOLTAGE	N.A.	NOT APPLICABLE	- <u>P</u>		- RESIL.	RESILI
			LVR.	LOUVER	N.I.C.	NOT IN CONTRACT			- RFG.	ROOFI
	- [NOM.	NOMINAL	- <u>PIN.</u>		- RM.	ROOM
	<u>IN.</u>	INCHES	М			NOT TO SCALE	$- \frac{PBD}{D}$	PARTICLE BOARD	- R.O.	ROUGH
	INCL.	INCLUDED(ING)	MAX.	MAXIMUM			PLBG.	PLUMBING	- R.O.W.	RIGHT
ZED	INSUL.	INSULATION	MECH.	MECHANICAL	0		PLAM.	PLASTIC LAMINATE	-	
CONTRACTOR	INT.	INTERIOR	MEMB.	MEMBRANE	OA.	OVERALL	PLAS.	PLASTER	S	
	- <u> </u>		MEZZ.	MEZZANINE	0.C.	ON CENTER	PLYWD.	PLYWOOD	SCHED.	SCHED
	- <u>J</u>		MFR.	MANUFACTURER	OFCI	OWNER FURNISHED	PNL.	PANEL	S.F.	SQUAF
BOARD	- <u>JSI.</u>		MIN.	MINIMUM		CONTRACTOR INSTALLED			SGL.	SINGLE
	- <u>JI.</u>	JUINT	MISC.	MISCELLANEOUS	OFOI	OWNER FURNISHED	- <u>R</u>		SHTG.	SHEAT
	- K		MLWK.	MILLWORK		OWNER INSTALLED	- <u>R.</u>	RISER	SIM.	SIMILA
	- <u>KIT</u>	KITCHEN	М.О.	MASONRY OPENING	OPNG.	OPENING(S)	- RAD.	RADIUS	SLNT.	SEALA
OD	-	INTONEN	MTL.	METAL	OPP.	OPPOSITE	- <u>RCP</u>	REFLECTED CEILING PLAN	- <u>S.O.G</u> .	SLAB C
METAL	_ L				OPR.	OPERABLE	- <u>RECES.</u>	RECESSED	S.T.	STONE
TAL	LAM.	LAMINATE					- <u>REFR.</u>	REFRIGERATOR	- <u>STC</u>	SOUNE

p.	t	d
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patrick thompson design 2111 woodward ave. suite 1002 detroit, mi 48201 t. 313.800.4005

the enclosed drawings are prepared for design intent purposes only. all existing condition be verified on site by the contractor. any discrepancies between existing field conditions and the drawings that affect ptd design intent should be brought to ptd attention immediately Patrick Thompson Design. shall retain all copyrights, statutory and common law right with regard to these plans and building design. reproduction, changes or assignment to any third party shall not occur without obtaining expressed written permission and consent of Patrick Thompson Design.

PROJECT NAME

RENOVATION TO PLEASANT RIDGE CITY HALL 23925 WOODWARD AVENUE

PLEASANT RIDGE, MI 48069

ISSUED FOR DATE 02.28.2019 BID DOCUMENTS

STD. STL. STOR. STRUC SURF. SUSP. ORCE(D)(ING)(MENT) H OPENING OF WAY T.B.D. тнк ΤΙΤ T&G TYP ON GRADE — UNDRL TII F D TRANSMISSION CLASS

	STANDARD
	STEEL
	STORAGE
CT.	STRUCTURAL
	SURFACE
	SUSPENDED
	TREAD
	TO BE DETERMINED
	THICK
	TOILET
	TONGUE AND GROOVE
	TYPICAL
AY.	UNDERLAYMENT
	UTILITY

UNFINISHED UNLESS NOTED OTHERWISE

UNF.

U.N.O.

VERT.

V.B.

V.R

V.W.C.

V.T.

V.C.T.

V.I.F.

WC

WDW.

W/O

VERTICAL VAPOR BARRIER VAPOR RETARDER VINYL WALL COVERING VINYL TILE VINYL COMPOSITION TILE VERIFY IN FIELD

WITH WATER CLOSET WOOD WINDOW WITHOUT

XXX CHECKED BY XXX PROJECT NO. 1831

DRAWN BY

SCALE: N/A

SHEET NAME COVER SHEET





4) SPACE EXTENDING GREATER THAN 6 INCHES (150 MM) BEYOND THE AVAILABLE KNEE CLEARANCE AT 9 INCHES (230 MM) ABOVE THE FLOOR OR GROUND SHALL NOT BE INCLUDED IN TOE CLEARANCE. 5) TOE CLEARANCE SHALL BE 30 INCHES (760 MM) WIDE MINIMUM.

AND THE LOW SIDE REACH SHALL BE 15" MINIMUM ABOVE THE FLOOR OR GROUND.EXCEPTION: EXISTING ELEMENTS SHALL BE PERMITTED AT 54" MAXIMUM ABOVE THE FLOOR OR GROUND. 2) OBSTRUCTED HIGH REACH. WHERE A CLEAR FLOOR OR GROUND SPACE ALLOWS A PARALLEL APPROACH TO AN OBJECT AND THE HIGH SIDE REACH IS OVER AN OBSTRUCTION, THE HEIGHT OF THE OBSTRUCTION SHALL BE 34" MAXIMUM AND THE DEPTH OF THE OBSTRUCTION SHALL 24" MAXIMUM. THE HIGH SIDE REACH SHALL BE 48" MAXIMUM FOR A REACH DEPTH OF 10" MAXIMUM. WHERE THE REACH

DEPTH EXCEEDS 10", THE HIGH SIDE REACH SHALL BE 46" MAXIMUM FOR A REACH DEPTH OF 24" 2<u>4" max</u>

WO DOORS IN SERIES









> 10"-24" max

1) SPACE UNDER AN ELEMENT BETWEEN 9 INCHES (230 MM) AND 27 INCHES (685 MM) ABOVE THE FLOOR OR GROUND SHALL BE KNEE CLEARANCE AND SHALL COMPLY WITH SECTION 306.3. 2) KNEE CLEARANCE SHALL BE PERMITTED TO EXTEND 25 INCHES (635 MM) MAXIMUM UNDER AN ELEMENT AT 9 INCHES (230 MM) ABOVE THE FLOOR OR GROUND. 3) WHERE KNEE CLEARANCE IS REQUIRED BENEATH AN ELEMENT AS PART OF A CLEAR FLOOR OR GROUND SPACE, THE KNEE CLEARANCE SHALL BE 11 INCHES (280 MM) DEEP MINIMUM AT 9 INCHES (230 MM) ABOVE THE FLOOR OR GROUND, AND 8 INCHES (205 MM) DEEP MINIMUM AT 27 INCHES (685 MM) ABOVE THE FLOOR OR GROUND. 4) BETWEEN 9 INCHES (230 MM) AND 27 INCHES (685 MM) ABOVE THE FLOOR OR GROUND, THE KNEE CLEARANCE SHALL BE PERMITTED TO BE REDUCED AT A RATE OF 1 INCH (26

OBJECTS ON POSTS OR PYLONS SHALL BE PERMITTED TO OVERHANG 4" MAXIMUM WHERE MORE THAN 27" AND NOT MORE THAN 80" ABOVE THE FLOOR. OBJECTS ON MULTIPLE POSTS OR PYLONS WHERE THE CLEAR DISTANCE BETWEEN THE POSTS OR PYLONS IS GREATER THAN 12" SHALL HAVE THE LOWEST





 HANDRAILS SHALL BE PROVIDED ON BOTH SIDES OF STAIRS AND RAMPS. 2) CONTINUITY. HANDRAILS SHALL BE CONTINUOUS WITHIN THE FULL LENGTH OF EACH STAIR FLIGHT OR

RAMP RUN. INSIDE HANDRAILS ON SWITCHBACK OR DOGLEG STAIRS OR RAMPS SHALL BE CONTINUOUS BETWEEN FLIGHTS OR RUNS. OTHER HANDRAILS SHALL COMPLY WITH SECTIONS 505.10 AND 307. 3) TOP OF GRIPPING SURFACES OF HANDRAILS SHALL BE 34" MINIMUM AND 38" MAXIMUM VERTICALLY ABOVE STAIR NOSINGS AND RAMP SURFACES. HANDRAILS SHALL BE AT A CONSISTENT HEIGHT ABOVE STAIR NOSINGS AND RAMP SURFACES. 4) CLEAR SPACE BETWEEN HANDRAIL AND WALL SHALL BE 1- $\frac{1}{2}$ " MINIMUM.

HANDRAIL HEIGHT

5) GRIPPING SURFACES SHALL BE CONTINUOUS, WITHOUT INTERRUPTION BY NEWELL POSTS, OR OTHER CONSTRUCTION ELEMENTS OR OBSTRUCTIONS.

6) HANDRAILS SHALL HAVE A CIRCULAR CROSS-SECTION WITH AN OUTSIDE DIAMETER OF 1-1/4" MINIMUM AND 2" MAXIMUM, OR SHALL PROVIDE EQUIVALENT GRASPABILITY COMPLYING WITH SECTION 505.7.1. HANDRAILS WITH OTHER SHAPES SHALL BE PERMITTED PROVIDED THEY HAVE A PERIMETER DIMENSION OF 4" MINIMUM AND $6-\frac{1}{2}$ " MAXIMUM, AND PROVIDED THEIR LARGEST CROSS-SECTION DIMENSION IS 2-1/4" MAXIMUM.

7) RAMP HANDRAILS SHALL EXTEND HORIZONTALLY 12" MINIMUM BEYOND THE TOP AND BOTTOM OF RAMP RUNS. SUCH EXTENSION SHALL RETURN TO A WALL, RUARD, OR THE WALKING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT RAMP RUN. 8) AT THE TOP OF A STAIR FLIGHT, HANDRAILS SHALL EXTEND HORIZONTALLY ABOVE THE LANDING FOR

12" MINIMUM, BEGINNING DIRECTLY ABOVE THE FIRST RISER NOSING. SUCH EXTENSION SHALL RETURN TO A WALL, GUARD OR THE WALKING SURFACE, OR SHALL BE CONTINUOUS TO THE HANDRAIL OF AN ADJACENT STAIR FLIGHT. 9) AT THE BOTTOM OF A STAIR FLIGHT, HANDRAILS SHALL EXTEND AT THE SLOPE OF THE STAIR FLIGHT

FOR A DISTANCE EQUAL TO ONE TREAD DEPTH BEYOND THE LAST RISER NOSING. SUCH EXTENSION

AT THE BOTTOM OF A STAIR FLIGHT, A HORIZONTAL EXTENSION OF A HANDRAIL SHALL BE 12" LONG, STAIR NOSINGS. SUCH EXTENSION SHALL RETURN TO A WALL, GUARD OR THE WALKING SURFACE, OR



SHALL BE PROVIDED. THE CLEAR FLOOR SPACE SHALL BE CENTERED ON THE DRINKING FOUNTAIN. EXCEPTIONS: DRINKING FOUNTAINS FOR STANDING PERSONS. DRINKING FOUNTAINS PRIMARILY FOR PARALLEL APPROACH COMPLYING WITH SECTION 305 IS PROVIDED AND THE CLEAR FLOOR SPACE IS CENTERED ON THE DRINKING FOUNTAIN.

THE FRONT EDGE OF THE DRINKING FOUNTAIN, INCLUDING BUMPERS. WHERE ONLY A PARALLEL

5) THE SPOUT SHALL PROVIDE A FLOW OF WATER 4" MINIMUM IN HEIGHT. THE ANGLE OF THE WATER DEGREES MAXIMUM, MEASURED HORIZONTALLY RELATIVE TO THE FRONT FACE OF THE DRINKING



1) TURNING SPACE SHALL BE PROVIDED WITHIN ROOM. 2) REQUIRED CLEAR FLOOR SPACE, CLEARANCE AT FIXTURES, AND TURNING SPACE SHALL BE

3) DOORS SHALL NOT SWING INTO THE CLEAR FLOOR SPACE OR CLEARANCE REQUIRED FOR ANY FIXTURE. DOORS SHALL BE PERMITTED TO SWING INTO THE REQUIRED TURNING SPACE. EDGE OF THE REFLECTING SURFACE 35" MAXIMUM ABOVE THE FINISH FLOOR OR GROUND.

604 WATER CLOSETS AND TOILET COMPARTMENTS



PARTITION. WATER CLOSETS SHALL BE ARRANGED FOR A LEFT-HAND OR RIGHT-HAND APPROACH. SIDE WALL AND 56" MINIMUM MEASURED PERPENDICULAR FROM THE REAR WALL

CLOSET, ASSOCIATED GRAB BARS, DISPENSERS, SANITARY NAPKIN DISPOSAL UNITS, COAT HOOKS, AND THE TURNING SPACE. NO OTHER FIXTURES OR OBSTRUCTIONS SHALL BE LOCATED WITHIN THE

4) THE SEAT HEIGHT OF A WATER CLOSET ABOVE THE FINISH FLOOR SHALL BE 17" MINIMUM AND 19" MAXIMUM MEASURED TO THE TOP OF THE SEAT.

FROM THE REAR WALL.

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be verified on site by the contractor. any discrepancies between existing field conditions and the drawings that affect ptd design intent should be brought to ptd attention immediatel Patrick Thompson Design. shall retain all copyrights, statutory and common law right with regard to these plans and building design. reproduction, changes or assignment to any third party shall not

PLEASANT RIDGE CITY HALL



FLOOR PLAN NOTES

- 1. PRIOR TO FABRICATION AND ORDERING FINISH MATERIALS, CONTRACTOR TO SUBMIT FINISH SAMPLES FOR PTD'S APPROVAL (IF APPLICABLE).
- 2. REVIEW DOCUMENTS, VERIFY DIMENSIONS AND FIELD CONDITIONS, AND CONFIRM WORK IS BUILDABLE AS SHOWN. REPORT ANY CONFLICTS OR OMISSIONS FOR REVIEW PRIOR TO PURCHASE, FABRICATION, OR INSTALLATION.
- 3. AT ALL WALL HUNG EQUIPMENT, MILLWORK, AND ACCESSORIES PROVIDE WALL REINFORCING UNLESS NOTED OTHERWISE.
- 4. NOTED DIMENSIONS ARE FROM FACE OF GYP. BOARD UNLESS NOTED OTHERWISE.
- 5. CONFIRM ANY FLOORING FINISH DIRECTION AND TILE PLACEMENT/ALIGNMENT WITH PTD PRIOR TO INSTALLATION.
- 6. FLOORING TO EXTEND BENEATH MILLWORK U.N.O.
- 7. FLOORING TRANSITION TO HAPPEN AT CENTER OF DOOR UNLESS NOTED OTHERWISE.
- 8. VERIFY SPACING OF PLUMBING FIXTURES AND TOILET COMPARTMENTS THAT AFFECT INSTALLATION OF TOILET ACCESSORIES TO ENSURE FULL COMPLIANCE WITH ALL ADA AND MICHIGAN BARRIER FREE CODE.

FLOOR PLAN KEY NOTES

- (1) WOOD & STONE CUSTOM COMMISSION DESK W/ INTEGRAL POWER OUTLETS -SEE MILLWORK DETAIL 1/ID2-2 2 WOOD PODIUM - SEE MILLWORK DETAIL 8/ID2-2 (3) WOOD STANDING RAIL - SEE MILLWORK DETAIL 5/ID2-2 (4)PAINT EXISTING MAILBOXES (QTY-2) WITH POWDER COAT FINISH & INSTALL WITH WOOD INFILL PANEL (PNT-1) - SEE MILLWORK DETAIL 12/ID2-2
- 5 LVT FLOORING SEE FINISH SCHEDULE
- 6 CARPET SEE FINISH SCHEDULE
- 7 EXISTING FLOOR TO REMAIN
- 8 PREP & PAINT WALLS & TRIM (PNT-1)
- (9) FULL HEIGHT WOOD WALL PANELING, PAINTED (PNT-1) SEE DTL 3/ID1-1
- 10 PROVIDE FLUSH FLOOR OUTLET TO ACCOMMODATE POWER TO DESK COORDINATE LOCATION WITH PTD.
- (11) MTL THRESHOLD TBD
- (12) WALL-MTD SOLID WOOD SHELF WITH HANGING BAR (PNT- 1)
- (13) PAINT EXISTING WOOD & GLASS DOOR (PNT-1)
- (14) INFILL EXISTING DOOR OPENING AT JAMB ONE SIDE ONLY

DEMOLITION PLAN NOTES

- REMOVE EXISTING MILLWORK AS INDICATED WITH DASHED LINES UNLESS NOTED OTHERWISE. REFER TO FLOOR PLAN AND ELEVATIONS FOR DETAILS/ REFERENCES.
- В REMOVE EXISTING FLOOR FINISHES DOWN TO SURFACE OF SUBFLOOR U.N.O. PREP TO RECEIVE NEW FLOOR FINISH.
- REMOVE EXISTING WALL OR PORTION OF WALL AS INDICATED. REMOVE ALL ELECTRICAL, LOW VOLTAGE, CABLING, MECHANICAL, AND OR PLUMBING IN THE WALLS, FLOORS, OR CEILING THAT ARE BEING DEMOLISHED. REPAIR AND PATCH REMAINING SURFACES AS NEEDED.
- ALL FLOOR FINISHES AND TRIM TO BE REMOVED U.N.O. ALL SURFACES TO BE PATCHED D. AND PREPPED FOR NEW MATERIAL. SEE FINISH PLANS FOR DETAILS.
- E. ALL EXISTING LIGHTING (NOT SHOWN) TO BE REMOVED AND RETROFITTED/UPDATED WITH NEW FIXTURES. SEE RCP FOR DETAILS.
- F. ALL OUTLETS, COVERPLATES, AND RECEPTACLES TO BE REMOVED AND UPDATED WITH NEW.

DEMOLITION PLAN KEY NOTES

(A)	REMOVE FLOORING. PATCH AND PREPARE FOR NEW, TYP.
В	REMOVE DOOR & CASING; PREPARE OPENING FOR NEW
С	REMOVE CEILING TILES, CEILING GRID TO REMAIN, TYP.
D	REMOVE CEILING MOUNTED MECHANICAL UNIT.
E	REMOVE MECHANICAL GRILLE AND/OR EQUIPMENT.
F	REMOVE STOREFRONT SYSTEM
G	REMOVE WAINSCOT & WALL BASE, TYP.
H	REMOVE LAY-IN CEILING LIGHT FIXTURE. CAP ANY EXPOSED WIRING & TERMINATE AT AN APPROVED ELECTRICAL BOX, TYP.
L	REMOVE (2) MAILBOX UNITS & SALVAGE FOR RE-USE. REMOVE WOOD CASING & TRIM.

(K) REMOVE MILLWORK

KEY





ptd

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PROJECT NAME

RENOVATION TO PLEASANT RIDGE CITY HALL

23925 WOODWARD AVENUE PLEASANT RIDGE, MI 48069

> ISSUED FOR DATE 02.28.2019 BID DOCUMENTS

DRAWN BY XXX

CHECKED BY

XXX PROJECT NO.

1831 SCALE:

1/4" = 1'-0" SHEET NAME

DEMOLITION PLAN & FLOOR PLAN



FINISH SPECIFICATIONS

PNT-1	PAINT [WALL/CEILING] MANUFACTURER: BENJAMIN MOORE COLOR: WITCHING HOUR FINISH: SATIN LOCATION: THROUGHOUT U.N.O.
PNT-2	PAINT [WALL/CEILING] MANUFACTURER: BENJAMIN MOORE COLOR: WITCHING HOUR FINISH: FLAT
WD-1	WOOD [MILLWORK] SPECIES: RIFT-SAWN WHITE OAK FINISH: CLEAR MATTE; PTD TO SUPPLY CONTROL SAMPLE LOCATION: CHAMBER ROOM
CFT-1	LVT [FLOORING] MANUFACTURER: INTERFACE STYLE: LEVEL SET COLOR: A00201 BLACK WALNUT SIZE: 25CM x 1M LOCATION: ENTRY HALL
SSM-1	QUARTZITE MANUFACTURER: DWYER COLOR: TORTORA THICKNESS: 3CM FINISH: POLISHED LOCATION: CHAMBER DESK & PODIUM CONTACT: KATRINA HILL KATRINA.HALL@DWYERMARBLE.COM
WB-1	WALL BASE MANUFACTURER: STYLE: FINISH: LOCATION: THROUGHOUT U.N.O
CPT-1	CARPET TILE MANUFACTURER: INTERFACE STYLE: STITCH IN TIME COLOR: RAFFIA STITCH LOCATION: CHAMBER ROOM
FAB-1	DRAPERY FABRIC MANUFACTURER: MAHARAM STYLE: EXAGGERATED PLAID COLOR: 003 FIRTH LOCATION: CHAMBER ROOM CONTACT: SOMER MATTY SMATTY@MAHARAM.COM
ACT-1	ACOUSTICAL CEILING TILES MANUFACTURER: CERTAINTEED SIZE: 24" X 24" STYLE: PERFORMA CASHMERE EDGE DETAIL: REVEAL BEVELED COLOR: TBD, SUBMIT TO PTD FOR APPROVAL PRIOR TO ORDERING

 FURNITURE PLAN

 SCALE: 1/4" = 1'-0"







FURNITURE PLAN KEY NOTES

1	DESK CHAIR MAKE: HERMAN MILLER MODEL: EAMES ALUMINUM GROUP EXECUTIVE CHAIR WITH PNEUMATIC LIFT - NO. 675680 FINISH: POLISHED ALUMINUM UPHOLSTERY: VINCENZA LEATHER - SLATE COMMENTS: PROVIDE CARPET CASTERS
2	CHAIR MAKE: MUUTO MODEL: FIBER SIDE CHAIR W/ WOOD BASE FINISH SHELL/BASE: GREY/GREY UPHOLSTERY: REMIX 452 COMMENTS: NA
3	CURTAIN & ROD MAKE: CRATE & BARREL MODEL: CURTAIN ROD SET FINISH: BRUSHED BRASS ROD LENGTH: 88"-120" CURTAIN MOUNTING: RIPPLE FOLD CURTAIN FABRIC: FAB-1 - SEE FINISH SPECIFICATIONS
4	CUSTOM DESK W/ INTEGRAL POWER - SEE MILLWORK DETAIL 1/ID2-2
5	CUSTOM PODIUM - SEE MILLWORK DETAIL 8/ID2-2
6	CUSTOM STANDING RAIL - SEE MILLWORK DETAIL 5/ID2-2

RCP NOTES

1.	REVIEW HVAC LAYOUT WITH OWNER/PTD PRIOR TO INSTALLATION.

- 2. INSTALL NEW HVAC RETURNS AND DIFFUSERS THROUGHOUT AS NEEDED.
- 3. CONFIRM MOUNTING HEIGHTS OF CUSTOM LIGHT FIXTURES WITH PTD PRIOR TO ORDERING.
- 4. PROVIDE LIGHT FIXTURE SUBMITTALS FOR PTD APPROVAL PRIOR TO INSTALLATION.
- 5. EACH LIGHT FIXTURE TYPE TO BE SWITCHED INDEPENDENTLY. ALL SWITCHES TO BE DIMMABLE. ADVISE ON SWITCHING LOCATIONS. TO BE REVIEWED WITH OWNER/PTD ON SITE.
- 6. REFER TO ELEVATIONS FOR MOUNTING HEIGHTS OF WALL HUNG FIXTURES.
- 7. APPLY SEALANT WHEREVER WALLCOVERING MEETS A DISSIMILAR MATERIAL. (I.E. WALLCOVERING TO CEILING)
- 8. PROVIDE BACKING AND OR STRUCTURAL SUPPORT AS REQUIRED FOR CEILING/WALL MOUNTED FIXTURES.

RCP PLAN KEY

© _{L1}	RECESSED 4" CAN & WHITE TRIM W/ SATIN CLEAR REFLECTOR CONE BY HALO OR SIM; SUBMIT SPEC TO PTD FOR APPROVAL PRIOR TO ORDERING
$-\varphi_{L2}$	DECORATIVE PENDANT BY TOM DIXON MODEL: BEAT TALL PENDANT FINISH: BLACK
	DECORATIVE PENDANT BY TOM DIXON MODEL: BEAT WIDE PENDANT FINISH: BLACK
$- \bigoplus_{L4}$	DECORATIVE PENDANT BY TOM DIXON MODEL: BEAT FAT PENDANT FINISH: BLACK
1	PROVIDE RECESSED MOTORIZED RETRACTABLE PROJECTION SCREEN (45" X 80" IMAGE) BY DA-LITE 8344L OR SIM PROVIDE POWER AND CONTROLS
2	WALL-MTD CURTAIN ROD BY RESTORATION HARDWARE MODEL ESSEX TRACK WITH BALL FINIAL, SATIN BRASS FINISH
3	GYP BD SOFFIT EXTENSION UNDERSIDE TO ALIGN WITH UNDERSIDE OF EXISTING HEADER
(4)	LINE OF EXISTING HEADER SHOWN DOTTED FOR REFERENCE ONLY
5	PREPARE & PAINT EXISTING SUSPENDED CEILING GRID WITH SPRAY-APPLIED FINISH COLOR TBD
6	PROVIDE CEILING TILES & MECH GRILLS IN EXISTING CEILING GRID (ACT-1); COORDINATE LOCATION & QUANTITIES WITH EXISTING MECHANICAL SYSTEM

ptd

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PROJECT NAME

RENOVATION TO PLEASANT RIDGE CITY HALL

23925 WOODWARD AVENUE PLEASANT RIDGE, MI 48069

DATE ISSUED FOR 02.28.2019 BID DOCUMENTS

DRAWN BY XXX

CHECKED BY

XXX PROJECT NO. 1831

SCALE: 1/4" = 1'-0"

SHEET NAME REFLECTED CEILING, FURNITURE PLAN & FINISH SPECIFICATIONS

ID1-



5 SOUTH INTERIOR ELEVATION AT HALL SCALE: 3/8" = 1'-0"





NORTH INTERIOR ELEVATION

(PNT-1)



ALIGN TOPS OF MAIL BOX UNITS -0 0 0 0 0 0 0 0 0 0 0 0 1X WOOD CASING PAINTED _ _ _ _ _ _ _ _ _ _ _ _ (PNT-1) • • • • • • • SCRAPE/CLEAN/PAINT EXISTING MAILBOX UNITS WITH POWDERCOAT FINISH (COLOR TBD); INSTALL UNITS IN EXISTING OPENING 0 0 0 0 PREP & PAINT EXISTING WALL (PNT-2) o o WALL BASE PAINTED FINISH -(PNT-1) PROVIDE FLUSH WD INFILL TRIM PANEL AS REQ'D; PAINT FINISH

SOUTH INTERIOR ELEVATION 4 SCALE: 3/8" = 1'-0"













City of Pleasant Ridge

James Breuckman, City Manager

From:	Jim Breuckman, City Manager
To:	City Commission
Date:	July 2, 2019
Re:	Woodward Complete Streets Plan Update

Overview

Attached is a Woodward Avenue Bicycling and Walking Safety Audit. This plan further develops the recommendations of the City's Woodward Complete Streets Plan and can be adopted by the City Commission as part of the City's complete streets plan.

Background

The attached plan was completed in partnership with the City of Ferndale and funded by a SEMCOG grant. The purpose of the plan was to further develop the general recommendations of the Woodward Complete Streets Plan prepared by the WA3 in 2014 and adopted by Pleasant Ridge as a component of our complete streets plan. We also undertook a specific study for the Woodward/696 area with Bob Gibbs in 2015 which is also a component of our complete streets plan.

Our adopted complete streets plans are available for review at: <u>https://cityofpleasantridge.org/lsvr_document/woodward-complete-streets-studies/</u>

The purpose of the attached plan was to provide a further refinement and more specific design guidance for implementing bike lanes on Woodward.

There were multiple public input opportunities during this planning process, including a survey and a walking audit of the Woodward Corridor held on April 18.

Complete Streets Plans

The State of Michigan adopted <u>PA 135 of 2010</u>. That law requires that MDOT consult with any municipality prior to approving any project that affects any street within a municipality that has an adopted complete streets plan or policy and agree how to address complete streets improvements. Adopting a complete streets plan provides us with standing with MDOT to forward our complete streets improvements.

The City of Pleasant Ridge has adopted a complete streets ordinance (<u>Section 61-1</u> of the City Code of Ordinances) in accordance with State Law.

As a practical matter, MDOT has been much more responsive in recent years to making non-motorized safety improvements on its streets. The changes that MDOT is implementing at the City's request at

Oakland Park and Woodward, and along the I-696 service drive and at the Main Street/service drive intersection are testaments to this.

Specific to the attached plan, MDOT has adopted a road diet checklist which communities seeking to reduce lanes on state roads must fulfill before reducing lanes on a State highway. One of the items on that checklist states that the municipality has adopted a complete streets policy. The attached plan also includes specific new design guidance that addresses several specific items in the MDOT road diet checklist.

For these reasons, it is necessary to adopt the attached plan as part of the City's Complete Streets Plan to ensure that the plan has the necessary standing and weight of law as we and Ferndale proceed with our exploration of implementing bicycle infrastructure on Woodward.

Project Cost

This plan was funded by a \$40,000 SEMCOG grant. The total project cost was \$50,000, with Pleasant Ridge and Ferndale each contributing \$5,000 in matching funds towards the project.

Next Steps

Our next steps will be to meet with MDOT to continue to refine our plan for this project and to work on addressing the remaining items in the road diet checklist.

Our immediate next step will be to work with Ferndale to conduct a traffic study and modeling to ensure that the proposed design and reduction in vehicle lanes from 8 to 6 will provide required Level of Service (LOS) per the MDOT road diet checklist. Eventually we will need to develop detailed design plans for the 8 Mile to 696 segment of Woodward.

We will also consult with the City of Detroit to apprise them of our plans in case they want to also pursue Woodward bicycle lanes from 8 Mile to McNichols, providing an important link in the regional bike network. The character of Woodward changes drastically south of McNichols and there is much less space to work with to implement bike lanes. However, many of Detroit's bike routes run on streets that are parallel to Woodward and extend to McNichols. Most importantly, McNichols is the northern edge of the planned <u>Joe Louis Greenway</u>, which is a 31.5 mile bicycle trail (separated from traffic) that extends from the Detroit Riverfront to Highland Park, Hamtramck, and Dearborn. If we can bring AAA bicycle infrastructure on Woodward down to McNichols it will link to this important bicycle greenway in the City of Detroit, providing AAA bicycle infrastructure that links Pleasant Ridge all the way to downtown Detroit.

Finally, we will continue to seek grant opportunities in partnership with Ferndale to fund the planning and construction of bike lanes along Woodward.

Requested Action

City Commission approval of the attached Woodward Avenue Bicycling and Walking Safety Audit as part of the City's complete streets plan.

WOODWARD AVENUE BICYCLING AND WALKING SAFETY AUDIT

WOODWARD AVE

RIGH

Get a Move On

WOODWARD AVENUE BICYCLING AND WALKING SAFETY AUDIT

CITIES OF FERNDALE AND PLEASANT RIDGE

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Pleasant Ridge City Commission

Kurt Metzger, Mayor Jason Krzysiak Ann Perry Bret Scott Amanda Wahl

CITY STAFF

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City of Pleasant Ridge James Breuckman, City Manager

CONSULTANT TEAM

Toole Design Group K.C. Atkins, P.E. Raj Mohabeer, PLA, AICP Jonathan Neeley Sally Sharrow, AICP Candidate Brian Tang, EIT

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1 INTRODUCTION

1.1 PLANNING CONTEXT AND IMPETUS

Woodward Avenue is a major regional corridor that connects communities in Oakland and Wayne counties from Detroit to Pontiac. This Michigan Department of Transportation (MDOT)managed state trunk line is the "front door" of the communities of Ferndale and Pleasant Ridge—two walkable and bike friendly communities with a lively and diverse mix of more than 1,200 businesses. Both cities have Complete Streets ordinances and plans that identify nonmotorized improvements along Woodward Avenue as key priorities. Each has also adopted the Woodward Avenue Action Association Complete Streets Plan, which includes the installation of a Bus Rapid Transit (BRT) line and separated bicycle facilities along the full length of the corridor to provide a crucial multimodal spine that connects the region.

The Ferndale and Pleasant Ridge segment of Woodward Avenue is an important link in the bicycling network between the City of Detroit and Oakland County. Connecting users through the cities will provide a more direct and safer connection to transit, downtown business districts, and more; today, most bicyclists use a circuitous route. This safety audit and report aims to analyze current bicycling and walking patterns along the Woodward Avenue Corridor and create an actionable plan to implement protected bicycle infrastructure and streetscape improvements that enhance the travel experience for all road users.



Figure 1: A bird's-eye view of Woodward Avenue at Nine Mile Road

The ultimate intent of this study is to provide the safety impetus for establishing and supporting a convenient multimodal street that attracts new cycling and pedestrian activity to increase mode share and enhance quality of life in the community.

1.2 GUIDING PRINCIPLES

The recommendations in this plan are guided by the following principles:

- Quality of life
- Safety
- Convenience
- Multimodal throughput of people
- Economic development
- Sustainability
- Aesthetics and identity
- Legibility

1.3 STUDY AREA

This safety audit looked at the roughly 2-mile segment of Woodward Avenue that crosses through the Cities of Pleasant Ridge and Ferndale, from Eight Mile Road in the south to Interstate 696 (Ten Mile Road) in the north (Figure 2).



Figure 2: Woodward Avenue Study Corridor (Basemap Source: Google Maps)

2 BASELINE REVIEW

2.1 PUBLIC PARTICIPATION

Members of the public had two opportunities to participate in this project.

Online Survey

A survey was circulated that included a series of questions regarding users' habits and preferences for walking, biking, and driving on Woodward. Participants also had the opportunity to identify specific problem spots along the corridor and needed improvements in those areas. The survey was available between March 26 and May 30, both online and in hard copy at the Ferndale Public Library.

A summary of the major findings from the survey are listed below; the full survey results are found in APPENDIX A: PUBLIC INPUT RESULTS.

- Three-hundred and eighty-seven people responded to the survey. The large majority of respondents were residents of Ferndale (66.2%) or Pleasant Ridge (16.4%), but there were additional responses from people who work in Ferndale (14.9%) or Pleasant Ridge (2.4%) as well as individuals from outside the two communities (14.7%)
- Area residents are already walking and bicycling on Woodward Avenue in large numbers. Seventy-four percent of respondents reported walking on the street several times a month or more. Sixty-two percent also reported bicycling on the street at least a few times a year. Twenty-four percent also ride the bus on Woodward Avenue at least a few times a year.



Figure 3: Participants in the walk audit on April 18, 2019

- Among the greatest concerns on Woodward Avenue were pedestrian, bicycle, and vehicular safety and crashes (82%, 82%, and 61% respectively). These outranked concerns about traffic congestion (50%). Condition of the pavement was also a concern (64%). Other write-in concerns included air quality and pollution, transit, sustainability, and stormwater management
- Respondents said the major elements keeping them from walking more on Woodward Avenue are the danger of crossing the street, weather, distance, and discomfort from traffic. Additional reasons cited were walking with young children, lack of destinations, uncomfortable conditions, narrow sidewalks, proximity to traffic, and preference for residential routes.
- The elements keeping people from bicycling more on Woodward Avenue are discomfort with traffic, lack of bike

lanes or paths, danger of crossing the street, and poor pavement conditions. Another major reason cited was concern about distracted drivers.

- Participants stated that the elements most likely to lead them to walk more were more frequent crossings, more pleasing character, more user comfort, and better sidewalk conditions. For increasing biking, bicycle routes separated from traffic was the highest request by far, followed by better pavement conditions, more crossings, and a more pleasing character.
- People currently feel very uncomfortable crossing Woodward Avenue, with only 49% feeling very or somewhat comfortable crossing. The highest rated treatments for crossing Woodward Avenue were curb extensions and high visibility crosswalks. People feel slightly more comfortable crossing side streets, at 56%. The highest-rated treatments for crossing cross streets were high visibility crosswalks and raised crosswalks.
- Only 7.4% of people feel comfortable biking on Woodward even though 62% report doing so on occasion. The most preferred bikeway types for the corridor were a curb-protected bike lane, a two-way cycle track, and a shared-use sidepath.
- The intersections where respondents had the greatest concerns about safety were at Interstate 696, Nine Mile Road and Troy Street. Other locations mentioned included at all side streets, on blocks between signalized crossings, Eight Mile

Road, Vester Avenue/Withington Street, Pearson Street, Fielding Street, and Woodward Heights.

- The safety concerns described at these intersections were repeatedly stated for locations throughout the corridor. These included:
 - Not enough time is provided in the pedestrian walk phase to cross even one side of Woodward Avenue.
 - Crossing locations are too infrequent across Woodward Avenue, especially in the stretch between Cambourne Street and Oakland Park Boulevard, meaning that long and circuitous walking is required to reach businesses located just across the street.
 - Drivers fail to look for pedestrians and bicyclists when making turns. This includes speeding around corners when leaving Woodward Avenue and creeping into crosswalks or failing to look right when turning onto Woodward Avenue.
 - Drivers drive too fast on Woodward Avenue and often "run" red and yellow signal phases.
 - Bicycle facilities that cross Woodward Avenue do not go through the intersection, exposing bicyclists to conflicts in the area where protection is most needed.
 - In areas where an indirect "Michigan Left" (an at-grade stopcontrolled u-turn) is across from an intersecting street (such as at Troy Street), the number of turning and merging movements is confusing and complicated. This leads to drivers failing to look for pedestrians and bicyclists.
Walk Audit

Members of the public were invited to participate in a walk audit conducted on April 18 at 6:00 PM. Despite rainy conditions, approximately 15 people participated to learn about the project and share ideas, including several MDOT staff members and members of the Ferndale City Council and Pleasant Ridge City Commission. The group met on Woodward Avenue at Nine Mile Road and walked north along Woodward Avenue, stopping at multiple locations where conditions made bicycling or walking difficult. Participants expressed enthusiasm for re-purposing a motor vehicle travel lane into a protected bike facility and making a major commitment to walkability on Woodward Avenue. They also shared ideas of where they would like to see additional crossing locations, and the desire to create a sense of place that reminded motorists that they are passing through the community's "front yard.

2.2 PREVIOUS PLANS

Walking and bicycling conditions on Woodward Avenue and throughout Ferndale and Pleasant Ridge have been examined in previous and ongoing plans. This study affirms the goals outlined in those plans and will allow the cities to implement those goals.

M-1 (Woodward Avenue) from 8 Mile Road to 12 Mile Road Metro Region Scoping Study (MDOT, 2014)

MDOT commissioned a road study for the above-named segment of Woodward Avenue to study roadway fixes that would consider and accommodate Complete Streets criteria and the planned BRT line. The scoping report proposes rehabilitation and reconstruction of the roadway including pavement replacement, parking reconfiguration, pedestrian facilities, driveway approach reconfiguration, drainage replacement, signal and signage upgrades, lighting replacement, and corridor beautification. It also proposes parking-protected bicycle lanes on both sides of the roadway, new bus stop designs, and widened sidewalks.



Figure 4: Participants in the walk audit on April 18, 2019

Woodward Avenue Rapid Transit Alternatives Analysis Locally Preferred Alternative (Southeast Michigan Council of Governments (SEMCOG), 2014)

The Regional Transit Authority of Southeast Michigan was established in 2012 to bring rapid transit service to Woodward Avenue. SEMCOG led the analysis of the potential rapid transit alternatives for the corridor and identified the preferred alignment along the full corridor. The preferred alternative envisions exclusive center median-running transit lanes for the full study corridor, with stations at Eight Mile, Nine Mile, and Ten Mile Roads. The envisioned BRT system has not been funded for construction. While its recommendations should be considered as the long-term vision for the corridor, this Safety Audit also focuses on more immediate improvements that can be made in the interim, rather than waiting for its construction.

Woodward Avenue Complete Streets Study (Woodward Avenue Action Association (WA3), 2015)

Both cities participated in the planning process and adopted the results of the WA3 Complete Streets Study, which put forth the vision that "Woodward Avenue will be a complete street that provides safe and efficient means of travel for all users; creates excellent quality of place that benefits local residents; builds value for property; and inspires visitors to return." The plan envisions the adoption of BRT, cycle tracks on both sides, a reconstructed pedestrian zone, furnishings, street trees, stormwater management, and on-street parking for the corridor.

Woodward-696 Conceptual Complete Streets Study (Cities of Huntington Woods, Pleasant Ridge, and Royal Oak, 2015)

The original WA3 Complete Streets study includes typical layouts for the different cross sections found along Woodward Avenue but does not address certain special conditions at the more local level, such as the underpass area at Interstate 696/Ten Mile Road. This study provided additional analysis and designs for this area, envisioning a long-term project to remove the underpass and bring Woodward Avenue back to grade at Ten Mile Road. It also recommends other street reconfigurations to improve the pedestrian and bicycle experience.

Ferndale Moves! (City of Ferndale, 2014 and ongoing)

The City of Ferndale's multimodal plan, *Ferndale Moves*! is maintained as a dynamic website to reflect the changing transportation landscape in the city. It aims to increase transportation options, balance needs and improve safety for all road users, and transform the city's streets into remarkable and functional places. The plan proposes a network of bicycle routes



Figure 5: Recommended Complete Streets concepts for Woodward Avenue in Ferndale

and pedestrian improvements, which has been undergoing implementation over the past five years and has resulted in a growing walking and bicycling network.

Ferndale Master Plan (City of Ferndale, 2017)

The City of Ferndale's vision for its future is to be progressive, equitable, sustainable, and resilient. Its master plan includes goals that will be addressed by the recommendations made in this study, such as promoting walkability, incorporating green stormwater infrastructure, and promoting transportation diversity. This study also specifically addresses Task 2.1, "Work with MDOT to improve pedestrian conditions at major roads, particularly Woodward Avenue and Eight Mile Road." It also discusses a long-term vision to bring Woodward Avenue to grade at Eight Mile Road.

Downtown Ferndale Development and TIF Plan (City of Ferndale, forthcoming).

Ferndale's Downtown Development Authority is currently producing a development plan for the city's downtown district that will include intersection improvements and bike lanes on Nine Mile Road and resurfacing and priority projects on Woodward Avenue. That plan should be informed by the recommendations of this study.

Woodward Avenue Milling and Resurfacing Project (MDOT, forthcoming)

The Michigan Department of Transportation is undertaking a project to mill and resurface Woodward Avenue, with design work to begin in June 2019 and construction in 2020. This project is the best opportunity to begin implementing interim changes to the study corridor through pavement markings and lane reconfiguration. The recommendations of this Safety Audit will be shared with MDOT to be incorporated into their designs.

2.3 LAND USE CONTEXT

Within the study area, Woodward Avenue can be differentiated into three major districts.

- The Core Downtown district is located in the heart of Ferndale and is centered around Nine Mile Road, from Albany Street/Ardmore Drive to Cambourne Street. It is currently the most walkable and mixed-use area, characterized by closely located one-to two-story buildings that do not have setbacks and that house a variety of restaurants and retail businesses. Two bus stops with shelters are located within the district.
- There are Auto-Oriented and Office districts on both ends of the Downtown district. The one on the southern portion it is located on both sides of Woodward Avenue, stretching all the way to Eight Mile Road. The one on the northern portion stretches into the Pleasant Ridge city limits, ending at Oxford Boulevard on the west side and at Devonshire Road on the east side. This district is characterized by single-story retail and office buildings with more autooriented designs such as multiple driveways per building and parking lots located in front of or between buildings; fast food restaurants; and several car dealerships.
- The Residential district is located within Pleasant Ridge at the northern end of the study area, southwest of Interstate 696. This area includes the greenbelt parks, Pleasant Ridge City Hall, and single-family residential land use and streets. This area is also characterized by the Woodward Avenue/Interstate 696 Underpass, commonly referred to as "The Ditch," which dramatically divides the western and eastern sides of the corridor as well as the western and eastern halves of Pleasant Ridge.



Figure 6: Woodward Avenue's "districts'

2.4 TRANSPORTATION CONTEXT

Current Corridor Layout

Along most of the study area, the right-of-way is at least 205 ft wide. Woodward Avenue has a boulevard design, with a 71' planted median dividing the road into two one-way halves. Each side of the median has three 11' travel lanes, a 12' travel lane on the inside, an 11' parking lane on the outside, and an 11' sidewalk with bumpouts (see Figure 9). There are currently no dedicated bicycle lanes on Woodward Avenue.

Woodward Avenue is oriented at approximately a 30-degree skew to intersecting streets. This angle, along with cars parked on Woodward Avenue and buildings located at some corners, severely limits a driver's field of vision onto Woodward Avenue. When stopped at the current stop bar locations of intersecting streets, drivers cannot adequately see oncoming traffic on Woodward Avenue and must pull out across the crosswalks in order to have a line of sight (see Figure 10). In some locations, one parking space before an intersection has been removed and replaced with bicycle parking racks to help improve visibility (Figure 7).

With the exception of six signalized intersections, drivers on crossstreets may only turn right onto Woodward. As a result, there are ten indirect "Michigan Left" locations, or at-grade stop-controlled uturns that cross the median and allow drivers to change direction on Woodward Avenue (Figure 8). These turning movements can prevent safe crossing opportunities for bicyclists or pedestrians, and they may not be possible in the future if median-operating bus rapid transit is installed on the corridor.



Figure 7: Bicycle parking at a cross street intersection



Figure 8: A "Michigan Left" turning location



Figure 9: Woodward Avenue typical cross section - Existing conditions

- Despite the wide right-of-way, existing sidewalks are narrow and crowded, with pedestrians, people riding bicycles, street furnishings, and sidewalk cafes vying for space. Varied, uneven pavement and numerous obstacles make the sidewalk challenging to navigate.
- (2) The wide roadway surfaces, with four lanes of traffic in each direction, encourage unsafe speeds, necessitate challenging merges for turning drivers, and create an intimidating barrier between the two sides of Woodward Avenue. The narrow separation between the sidewalk and traffic makes the environment louder and less pleasant for people at sidewalk cafes or walking to businesses.
- (3) Generally, it appears that only the most confident and experienced bicycle riders feel comfortable biking in the street. This shifts most bicycle riders to the sidewalk.



Figure 10: Typical cross street intersection – Existing conditions

- Existing stop bar placement provides only a limited view of oncoming traffic. There is a crash history of drivers focused on looking for a gap in traffic accelerating into people crossing in the crosswalk, especially people on bicycles approaching from the right.
- (2) The skew of the intersection results in a gradual turn onto Woodward, inviting drivers to turn at speeds that pose a danger to people trying to cross the street.
- (3) Sidewalk pavement is in poor condition and curb ramps are not compliant with the latest accessibility standards for people with disabilities.
- (4) Wide crossings expose people in the crosswalk to greater risk.

While most of this segment of Woodward Avenue is at grade with its cross streets, the areas near Eight Mile Road and Interstate 696/Ten Mile Road are exceptions. At Eight Mile Road, Woodward Avenue is elevated across an overpass; two lanes continue across the overpass and three lanes continue at grade as a service road, allowing for turns onto Eight Mile Road. The overpass reaches grade and merges back with the rest of Woodward Avenue just north of Webster Road. In this area, a 1,400' segment of Woodward Avenue cannot be crossed, reducing connectivity for all travel modes.

Woodward Avenue also passes underneath Interstate 696 at the northern end of the study area. "The Ditch," as this area is commonly known, begins north of Amherst Road. Two lanes continue into the underpass, while three lanes remain at grade. This creates another major divide between the two sides of the road and another 1,900' barrier to crossing (Figure 11). On the southbound side of Woodward Avenue there is no on-street parking (Figure 13).

The intersection of Main Street and Woodward Avenue at the northern end of the corridor also differs from the majority of other cross-street intersections (Figure 12). On the eastern side of Woodward Avenue just south of Ten Mile Road, Main Street turns off from Woodward Avenue in a due north direction, with three lanes of northbound travel; this provides an important connection across Ten Mile Road/Interstate 696 and into downtown Royal Oak. The obtuse angle at this intersection and the width of the road allow drivers to turn at high speeds, and pedestrians often report that drivers fail to yield to them in the crosswalk. Pleasant Ridge conducted a pilot project to reduce Main Street to only one lane at this intersection, which would force drivers to slow down and yield at the crosswalk. During this pilot, all the vehicles were able to get through the traffic signal at Ten Mile road in a single cycle, despite the reduction in lanes.



Figure 11: "The Ditch" underpass at Interstate 696 creates a major barrier



Figure 12: The intersection of Main Street and Woodward Avenue is a vehicle/pedestrian conflict point





Figure 13: Southbound Woodward Avenue in Pleasant Ridge – existing conditions

- (1) People walking and bicycling share a narrow sidewalk.
- (2) Five lanes of traffic are provided in each direction, three on the frontage road and two in the grade-separated bypass.

Active Transportation

Woodward Avenue does not currently have designated lanes for bicycling. Public feedback participants stated their reluctance to attempt to bike along the corridor, and multiple people were observed cycling on the sidewalk during field observations. While bicycling is permitted on sidewalks, it is often not the ideal place to ride on the corridor; the large number of cross streets and driveway entrances create frequent points of conflict with turning vehicles, and the sidewalk is not generally wide enough to accommodate large pedestrian volumes along with bicyclists.

Apart from Woodward Avenue, the cities have a considerable bicycle network both throughout the city and on streets intersecting with Woodward Avenue (Figure 15). Protected bicycle lanes and standard bicycle lanes are provided on several streets, complemented by low-stress shared routes. Bicycle parking racks are provided in 15 locations along Woodward Avenue within the Downtown district near businesses and attractions. However, Woodward Avenue is an attractive bicycling option because it is the main through street for both Ferndale and Pleasant Ridge and it provides the most direct route and connectivity to major destinations. A well-designed protected bicycle facility along Woodward Avenue would complement the existing facilities and provide true connectivity for cyclists of all ages and abilities. It would also provide a regional connection between the City of Detroit and Oakland County.

Sidewalks are present throughout the corridor on both sides of Woodward Avenue, and there are no major gaps in connectivity. Sidewalk widths vary along the corridor from around 5' in some areas to 11' or more (including furnishing zones). Sidewalks are generally in good repair. Curb extensions have been installed at some intersections, and these help to both keep drivers from speeding around turns and delineate parking lanes.



Figure 14: People are regularly seen bicycling on the sidewalk on Woodward Avenue



Figure 15: Ferndale Bicycle Network (Source: City of Ferndale, 2019, accessed at <u>http://ferndale.maps.arcgis.com/apps/View/index.html?appid=0f7decffc45b469</u> <u>9817c31c691f21ed6.</u> Full scale map available in *APPENDIX B: FERNDALE* BICYCLE NETWORK.)

Transit

Fixed route transit service in Ferndale and Pleasant Ridge is provided by the Suburban Mobility Authority for Regional Transportation (SMART). Three fixed bus routes serve Woodward Avenue: Lines 445 Woodward Limited, 450/460 Woodward Local, and 461/462 FAST Woodward, with frequencies of 15 to 30 minutes on weekdays. There are 14 designated stops on each side of the road; only those at Nine Mile Road and at Marshall Street have covered shelters. The amenities at other stops vary, from only signage to uncovered benches and bike racks. Providing sheltered, well-lit bus stops increases the attractiveness of using transit at all times of the year.

The formation of the Regional Transit Authority of Southeast Michigan in 2012 aimed to bring rapid transit service to Woodward Avenue. Though this process is still ongoing and funding has not yet been secured, bus rapid transit should be expected to arrive to Woodward Avenue at some point in the future. In the meantime, improvements to the corridor should aim to minimize conflicts between buses and bicyclists and improve the transit experience in the interim.



Figure 16: A bus shelter on Woodward Avenue near Nine Mile Road

Street Crossings

There are limited opportunities for pedestrians and bicyclists to safely and comfortably cross Woodward Avenue. The width and speed of the road create a major barrier, reducing the feeling of cohesion between the two sides of the street. Within the 2-mile study area, there are currently eight signalized locations where pedestrians may cross (Figure 17). On average, this means that pedestrians arriving to Woodward Avenue from a cross street or parking their car along the road must walk about 1,500 ft to cross the street; however, crossings are closer together in some areas and even farther apart in others. The longest stretch with no marked crossing is over a half-mile long, between Cambourne Street (the northern edge of the Downtown district) and Oakland Park Boulevard/Sylvan Avenue (in the transition area into the Residential district). Many of the bus stops are not located near crossings, meaning that transit riders must walk additional distances to reach a destination on the opposite side of the street.

At the existing signalized crossings, observations showed that the pedestrian crossing phase was not long enough to cross the entire street at once; pedestrians must wait in the median for the next signal cycle to cross the second half of the road. Signal timing was observed at four locations; the pedestrian walk phases to cross Woodward Avenue ranged from 20 to 38 seconds, while the wait time to begin crossing ranged from 62 to 80 seconds. As a result, pedestrians arriving to a crossing location at the very end of the pedestrian phase must wait over a minute to begin crossing, traverse 45 feet of pavement in about 30 seconds, and then wait another minute or more to cross the second half of the street, for a total of around three minutes just to cross the street. According to the National Association of City Transportation Officials (NACTO), pedestrians are usually only willing to spend three minutes to walk to a crosswalk, wait to the cross the street, and resume their



Figure 17: Existing Signalized Intersections and Pedestrian Crossings on Woodward Avenue (Base map source: ESRI).

journey¹. The combination of long distances between crossings and long wait times on Woodward Avenue therefore results in unsafe crossing behavior, with pedestrians choosing to cross the busy street at unsignalized locations close to their destination rather than having to travel thousands of feet and many minutes out of their way.

The existing signalized crossings are currently marked with highvisibility striped crosswalks or standard transverse line crosswalks. The crossings at Nine Mile Road and Fielding Street also have inlaid brick between the transverse lines, in varying states of repair. Crossings across the cross streets are also marked with transverse lines.

Every driveway off of Woodward Avenue is also, in essence, an intersection that pedestrians and bicyclists must cross. Current designs tend to favor the motor vehicle at these intersections, with wide curb radii allowing for fast turns and multiple driveways allowed for a single business. The pedestrian pathway is not always clearly continued across these driveways.



Figure 18: Existing side street crosswalk



Figure 19: A driveway off Woodward Avenue

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¹ <u>https://nacto.org/publication/urban-street-design-guide/intersection-</u> design-elements/crosswalks-and-crossings/

Crash Analysis

In the past ten years, 39 crashes involving pedestrians or bicyclists have been reported along the study corridor. This number does not include "near misses," as these do not result in a crash report. Of these reports, two thirds of the crashes occurred when drivers were turning right onto Woodward Avenue and pulled into the crosswalk while looking left to see oncoming traffic, typically colliding with people walking from the right and attempting to cross in front of the vehicle. These crashes can likely be attributed to the visibility issues at cross streets described in the Current Corridor Layout section; in addition to needing to pull across the crosswalk to see oncoming traffic at an angle, drivers do not look right to see traffic coming from the other direction and likely do not pay sufficient attention to pedestrians approaching from the right. Most of these crashes resulted in only minor injuries.

In contrast, **most of the fatal and debilitating injuries followed crashes where pedestrians were attempting to cross Woodward Avenue** itself. Given the high speeds of cars traveling on Woodward Avenue and the need to cross multiple lanes, this is not surprising. Research shows that the risk of fatality in a crash increases dramatically as vehicle speeds increase, while drivers' cone of vision is simultaneously reduced, making it less likely for a driver to see a pedestrian and stop in time. Some of these crashes occurred at signals, with pedestrians crossing against a red light, while others were at midblock locations. The addition of more signalized crossings and adjustments to the timing of signals will help improve the safety and convenience of crossing Woodward Avenue.

Crash type	Number of crashes
Right Turn Looking Left	26
Bicyclist/Pedestrian Crossing Woodward	13
Fail to Yield to Parallel Crosswalk	5
Vehicle Crossing Woodward	3
On Street Parking	2
Road Rage Assault	1



Figure 20: Pedestrian fatality rates increase with vehicle speed

Traffic Volumes

The Southeast Michigan Council of Governments (SEMCOG) records traffic volumes on Woodward Avenue. The agency's 2013 and 2015 Annual Average Daily Traffic estimates for Woodward Avenue indicate volumes of 15.000 to 17.900 on the northbound segment and 13,500 to 23,000 on the southbound segment (excluding the underpass/overpass portions of the segment)². The Federal Highway Administration's guidance on road diets³ states that four-lane roads with ADT of 20,000 or less are likely to be good candidates for road diets. If each half of the divided roadway is considered as a four-lane road, both are likely to be a good candidates reducing the number of lanes without significantly affecting motor vehicle operations and greatly improving conditions for other modes of transportation. Additional traffic analysis and modeling should be undertaken in accordance with the MDOT Road Diet Checklist to determine the feasibility of a road diet on Woodward Avenue and how it would affect all roadway users. This analysis should analyze the operations of signalized intersections and unsignalized Michigan Left turns under existing conditions and those proposed in this plan. The analysis should and gather data on turning movements, volume and speed, and should be complemented with a crash analysis.



Figure 21: SEMCOG Traffic Volumes, 2013-2015

³ Federal Highway Administration (n.d.) . *Road Diet FAQ*. <u>https://safety.fhwa.dot.gov/road_diets/resources/pdf/fhwasa17021.pdf</u>

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² SEMCOG (2015). *Traffic Volume*. <u>https://maps.semcog.org/TrafficVolume/</u>

3 RECOMMENDATIONS

The recommendations proposed for the Woodward Avenue study area follow the principles outlined in Section 1.2 of this report. They aim to improve safety for all road users, especially the most vulnerable, and make it more convenient to walk and bike on this major corridor. They also aim to unite the two sides of the street, currently separated by over 200 feet of space and fast-moving vehicles. The recommendations include the installation of two-way separated cycle tracks on both sides of Woodward Avenue, implementation of new signalized crossings, and reconfigurations at the cross-street intersections. By implementing these recommendations, the Cities of Ferndale and Pleasant Ridge can serve as a model for the future of the Woodward Avenue corridor and set the stage for creating a complete, vibrant, multimodal street that accommodates the future addition of bus rapid transit. Recommendations are made for short-term, interim changes that can be made as Woodward Avenue is repaved and in the next few years; as well as a long-term buildout that should be implemented in coordination with the installation of a bus rapid transit line.



Figure 22: A two-way cycle track on Jackson Street in Saint Paul, MN.

Proposed Corridor Layout: Interim Design



Figure 23: Proposed corridor typical cross section – Interim Design

- Two-way separated bike lanes provide more comfortable and intuitive access to businesses on Woodward. Shifting bicycle traffic off the sidewalk provides somewhat more space for pedestrians.
 Road diet promotes safer
- speeds and makes merging easier for drivers. Configuration would be compatible with potential future planted median between outer lane and through travel lanes.
- (3) The interim concept maintains the existing gutter, curb, and sidewalk.
- (4) The interim bike lane
 configuration would bend
 around existing curb
 extensions wherever
 possible to save costs.

Proposed Corridor Layout: Long-Term Design



Figure 24: Proposed corridor typical cross section – Long-Term Design

- Reconstructed and widened sidewalk provides an easier path of travel for pedestrians.
- (2) Moving the curb line allows the bike lane to follow a straight path. Since the bike lane is no longer bordered by vertical curbs, the same usable width can be provided without the need for shy space, allowing additional width to be reallocated to the sidewalk.
- (3) Road diet promotes safer speeds and makes merging easier for drivers. Configuration would be compatible with potential future planted median between outer lane and through travel lanes.
- (4) Green stormwater infrastructure can be incorporated within the curb extensions in line with the parking lane.

Proposed Corridor Layout, Southbound Woodward Ave in Pleasant Ridge: Interim Design





Figure 25: Proposed cross section, Southbound Woodward Ave in Pleasant Ridge – Interim Design

- (1) Two-way separated bikeway is created from outer lane of frontage road. Bikeway has 8' width from gutter seam to median curb, 10' width between curb faces.
- (2) Sections of concrete curb separate the bikeway from vehicle traffic.
- (3) Frontage road is narrowed to two lanes.
- (4) Interim concept has no changes outside the frontage road to the grade-separated bypass.
- (5) Recreational riders may choose to navigate through the park on a future connected/modified park path system.



Proposed Corridor Layout, Southbound Woodward Ave in Pleasant Ridge: Final Design



Figure 26: Proposed cross section, Southbound Woodward Ave in Pleasant Ridge – Long-Term Design

- Sidewalk level two-way separated bikeway provided between the sidewalk and the curb. Bikeway is bordered on either side by narrow landscaped areas to provide separation from both the roadway and the sidewalk.
- (2) Frontage road is narrowed to two lanes.
- (3) No changes to grade-separated bypass.
- (4) Recreational riders may choose to navigate through the park on a future connected/modified park path system.

New/upgraded signalized intersections and crossing locations

Add signals and crossings at the following locations (Table 1, Figure 27). Crosswalks should be designed in accordance with the MDOT Crosswalk Installation Guidelines.⁴ Locations were chosen for the most frequent crossings within the Downtown district (around every 300 ft), and they are slightly less frequent in office/auto oriented district (around 600 ft). Signal timing should also be adjusted to reduce wait times for crossing Woodward.

Table 1: Crossing improvement locations

Location	Status	Recommendation
8 Mile Rd	Existing	
Fielding St	Existing	Reduce wait times, eventually make into regular signalized intersection
Channing St	Proposed	Install signalized intersection
Marshall St	Existing	Change timing to extend crossing time across Woodward and shorten crossing time across Marshall
Pearson St	Existing	Reduce wait times, eventually make into regular signalized intersection
Albany St	Proposed	Install signalized intersection



Figure 27: Proposed signalized crossing locations

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⁴ Michigan Department of Transportation. *Guidance for Installation* ofPedestrian Crosswalks on Michigan State Trunkline Highways.

Location	Status	Recommendation
Troy St	Proposed	Install signalized intersection
Nine Mile Rd	Existing	Change timing to extend crossing time across Woodward and shorten crossing time across Nine Mile
Vester Ave	Proposed	Install signalized intersection
Breckenridge St	Proposed	Install signalized intersection
Cambourne St	Existing	Change timing to extend crossing time across Woodward and shorten crossing time across Cambourne
Maplehurst Ave	Proposed	Install signalized intersection
Drayton Ave	Proposed	Install signalized intersection
Woodward Heights	Existing	Upgrade existing signal across half of Woodward. Add signal to other side and marked crosswalk.
Sylvan Ave	Existing	Change timing to extend crossing time across Woodward and shorten crossing time across Sylvan

Proposed signalized intersection



- (1) Road diet and curb extensions provide space for pedestrians to wait to cross Woodward after crossing the bikeway.
- (2) Bike lane would narrow to 8' and raise to sidewalk level at the corners to allow the bikeway to cross the intersection with the crosswalk. The consolidated crossings are intuitive and make it easier for turning drivers to yield.
- (3) Existing wide sidewalk in Pleasant Ridge could accommodate bikeway while still leaving space on either side for the bus stop and through pedestrian zone.

- (4) Green stormwater infrastructure can be incorporated within the curb extensions in line with the parking lane.
- (5) The interim concept would maintain the existing gutter, curb, and sidewalk away from the intersections. The intersection design would also be compatible with a long-term sidewalk reconstruction.

Figure 28: Proposed Signalized Intersection

Cross street intersections



- (3) Design provides space to wait for a gap in traffic *after* crossing the crosswalk, allowing drivers to focus on each task separately. Waiting area after crosswalk, combined with more perpendicular alignment of intersection approach, helps drivers more easily see approaching traffic on Woodward. Realignment encourages slower turns.
- (4) Design provides space for drivers turning off of Woodward to wait for people to cross without pressure from Woodward Avenue traffic approaching from behind.
- (5) Curb extensions across side street minimize crossing distance and risk exposure while also making people waiting to cross more visible to approaching drivers.

- (4) Green stormwater infrastructure can be incorporated within the curb extensions in line with the parking lane.
- (5) Bike lane narrows to 8' and raises to sidewalk level at the corners to allow the bikeway to cross the intersection with the crosswalk. The consolidated crossings are intuitive, promote driver yielding, and provide space for the driver waiting areas between the bikeway and the street.
- (6) The interim concept maintains the existing gutter, curb, and sidewalk away from the intersections. The intersection design is also compatible with a long-term sidewalk reconstruction.

Figure 29: Proposed cross street intersection



Figure 31: In current conditions, drivers stopping behind the crosswalk at a cross street intersection can't see very far down Woodward Avenue due to the angle of the street and location of buildings.



Figure 30: Under proposed conditions, the crosswalk will be moved farther back, and drivers stopped beyond the crosswalk will have a more unobstructed view down Woodward Avenue.



Main Street and Woodward Avenue Intersection

- Main Street is narrowed to single lane at crosswalk to address the "multiple threat" risk. When a driver yields, the person crossing no longer needs to worry that another driver will drive through the crosswalk in the other lane.
- (2) A tighter radius for the turn onto Main Street encourages drivers to slow down before turning instead of continuing onto Main Street at full speed.
- (3) A reduction in the number of vehicular lanes provides space for a two-way separated bike lane.

Figure 32: Main Street and Woodward Ave proposed intersection reconfiguration.

Eight Mile Road Underpass



- (1) This line represents the inside edge of a full-size trailer tracking behind a big rig. The existing curb line accommodates a full-size tractor trailer turning right from Woodward Avenue to Eight Mile Road with several feet to spare.
- (2) This line represents the inside edge of a passenger car turning right with a speed of 10 miles per hour, which is slow enough to provide ample time to see somebody in the crosswalk, decide to stop, and come to a stop.
- (3) A mountable truck apron could be added to the corner to cue drivers of smaller vehicles to take the turn slowly while still allowing fullsize tractor trailers to comfortably round the corner.

Figure 33: Proposed Eight Mile Road underpass truck apron

Bus stop locations and design



Figure 34: Proposed bus stop design

- (1) The proposed design adds a bus boarding platform at sidewalk level in line with the parking lane. The boarding platform provides space for bus riders to get off the bus without stepping directly into the bike lane. It also adds room for the bus shelter, benches, and other street furnishings.
- (2) The design may require partially reconstructing existing curb extensions to accommodate a sidewalk-level, two-way bikeway outside the path of bus boarding area.
- (3) Relocating the bus shelter to the boarding platform expands sidewalk space available to pedestrians.
- (4) Green stormwater infrastructure can be incorporated within the curb extension in line with the parking lane and transit boarding platform.

Green Infrastructure

Green infrastructure and stormwater management are priorities for both Ferndale and Pleasant Ridge and can be implemented throughout the entire corridor as part of safety measures to improve stormwater infiltration and improve the walking and biking experience and corridor aesthetics.

Permeable Pavement

Permeable pavement such as porous asphalt may be used as the surface of the cycle tracks in a long-term reconstruction scenario. Open-graded stone beds would be installed under the pavement to allow infiltration of water into the soil. Porous pavement was used in the construction of Saint Paul's Capital City Bikeway to reduce flooding on the trail and more effectively redirect stormwater into the storm system (Figure 37).

Bioretention Gardens

Bioretention, or rain gardens, serves a dual purpose of both collecting and infiltrating stormwater and adding pleasing natural materials to a corridor. In the proposed designs, such gardens can be installed at corner curb extensions at the cross streets and/or in buffer areas between the cycle tracks and the parking lanes (Figure 31). Plants that are native to Southern Michigan should be the preferred vegetation. Drainage inlets should be installed to allow stormwater to enter the retention areas and infiltrate the soil (Figure 35).

These solutions can be implemented in the short term where curb extensions are viable now.



Figure 37: Capital City Bikeway in St Paul, MN



Figure 36: Bioretention gardens as a bikeway buffer



Figure 35: Drainage inlets allow runoff to enter the retention area

4 IMPLEMENTATION PLAN

4.1 COST ESTIMATES

Costs associated with interim solutions should be considered on an intersection-by-intersection basis, and it should be noted that the cost between intersections can/will be leveraged through the MDOT milling and resurfacing contract.

This approach will allow the Ferndale and Pleasant Ridge to incrementally build out curb extensions that may be simply accommodated by paint over the coming years.

The costs are based on levels of complexity:

Item	Conceptual Cost
Supporting study for road diet (range considers existing counts vs. new counts needed)	\$40,000-\$100,000
Simple intersecting two-lane street bulb and narrowing. (No stormwater infrastructure; no utility concerns).	\$12,000- \$18,000
Complex intersecting two-lane street bulb and narrowing. (With stormwater infrastructure; with utility concerns).	\$25,000- \$40,000
Intersecting street with more than two-lanes	\$25,000- \$80,000

These costs assume that a limited amount of design services are necessary and contain contingencies. Costs do not account for local pricing conditions in southeast Michigan and should be validated using recent construction tenders for similar local projects before budgeting.

4.2 PROGRAMS AND POLICIES

The following programs and policies should be implemented to support the successful implementation and maintenance of the proposed facilities.

Signal timing

- Work with MDOT to reprogram signal times and implement coordinated signal timing of existing and proposed traffic signals to permit single phase crossing of Woodward Avenue.
- At left turn signals, implement leading pedestrian intervals and/or right turn on red restrictions.

Maintenance

- Cycle tracks are a part of the transportation network, and they must be accessible year-round. Bicycle facilities must be included as priority plowing routes at the same priority as the rest of Woodward Avenue. Plowed snow should not be stored in the cycle tracks.
- Ten-foot-wide cycle tracks are compatible with narrow snow plow designs. The City of Ferndale maintenance

department (which services both cities) should plan to acquire the appropriate equipment in conjunction with the installation of the new facilities.

 Green infrastructure such as the proposed bioretention gardens also require ongoing maintenance and should be included in regular maintenance activities and budgets.

Zoning/building code changes

- The City of Ferndale is currently making updates to its zoning ordinance for access management (Article X). The updates will require that as future properties are built or updated, multiple driveways off of Woodward Avenue should be eliminated and access to businesses encouraged from the rear alleys. This will reduce the number of conflict points with vehicles crossing the cycle tracks and sidewalks. Limitations on driveways should be the strictest in the Downtown district. The proposed updates also include additional requirements for bicycle parking and access to electric vehicle parking.
- The City of Ferndale has also created a Transit Oriented Development zoning overlay for the full length of Woodward Avenue within the city limits. This will influence the future development and land use of the corridor.
- Continue to implement new land use and zoning standards that encourage a dense mix of uses along the corridor.

Education and outreach

• Produce educational materials and campaigns to educate road users about the new crosswalk alignments and two-way cycle tracks.

4.3 PARTNERSHIPS

This plan's recommendations require coordination between multiple parties for successful implementation. The following entities should be involved in the implementation of the shortand long-term recommendations of this plan.

- Cities of Ferndale and Pleasant Ridge: Lead design, implementation, and maintenance.
- Ferndale and Pleasant Ridge Downtown Development Authorities: Coordinate plan recommendations with other economic development initiatives; coordinate with businesses to fund and support improvements.
- MDOT: Provide approval for road diets and signal installation; lead roadway repaving; collaborate on signal reprogramming and implementation funding.
- SEMCOG: Facilitate coordination with connecting jurisdictions and support implementation funding.
- RTA: Collaborate on long-term implementation of recommendations in coordination with the installations of Bus Rapid Transit and budget for total right-of-way reconstruction that includes protected two-way cycle facilities on both sides of Woodward Avenue and green infrastructure improvements.

4.4 FUNDING SOURCES

Funding for bicycle and pedestrian improvements are available from federal and state sources. A selection of Michiganspecific resources are listed below. Federal grants and their applicability are included in Table 2.

Transportation Alternatives Program (SEMCOG)

TAP is a competitive grant program that funds projects, such as bicycle facilities, shared-use paths, green infrastructure, and safe routes to school. SEMCOG is expected to receive at least \$5 million for FY-2020.

Michigan Safe Routes to Schools Program

Major grants are available to help communities build sidewalks, crosswalks, and any other infrastructure improvements that may be needed to make it possible for students to walk, bike, and roll safely to school. Each year, there is up to \$200,000 available for infrastructure at each school.

4.5 ACTION PLAN

Early Actions

The Cities of Ferndale and Pleasant Ridge should leverage the upcoming MDOT milling and resurfacing project to reconfigure

Woodward Avenue through pavement markings to provide bicycle facilities protected by a parking lane buffer. To facilitate this activity, the cities should meet MDOT's Road Diet Requirements checklist through the rapid implementation of a traffic study and "interim" design for MDOT's designers and contractors to follow. This will only involve paint and more temporary materials.

Long-Term Implementation

The long-term designs assume the installation of a centeroperating bus rapid transit line along the median of Woodward Avenue. Additional traffic signals and timing, crossing islands, and other road reconfigurations should be coordinated with that project to ensure success. Long term designs represent the preferred conditions in this scenario.

4.6 MONITORING AND EVALUATION

- Ferndale and Pleasant Ridge should implement regular bicycle and pedestrian counts to observe how usage of the facilities changes over time, especially between interim and long-term recommendations.
- The cities should conduct surveys of road users similar to the Ferndale Bicycle Survey or the survey conducted for this plan to understand how the new facilities are received by residents and visitors.

Table 2: Federal Bicycle and Pedestrian Funding Sources

Facility Type	<u>BUILD</u>	<u>TIFIA</u>	<u>FTA</u>	<u>ATI</u>	<u>HSIP</u>	<u>NHPP</u>	<u>STBG</u>	<u>TA</u>	<u>RTP</u>	<u>SRTS</u>
Bicycle and pedestrian overpasses	Α	Α	Α	Α	Α	Α	Α	Α	A	Α
Bicycle parking	С	С	Α	Α	D	Α	Α	Α	Α	Α
Bicycle and pedestrian scale lighting	А	Α	Α	А	Α	Α	Α	Α	Α	Α
Curb ramps	Α	Α	Α	Α	Α	Α	Α	Α	Α	Α
Bike lanes	Α	Α	Α	Α	Α	Α	Α	Α	D	Α
Paved shoulders	Α	Α	D	D	Α	Α	Α	Α	D	Α
Separated bike lanes	Α	Α	Α	Α	Α	Α	Α	Α	D	Α
Shared use paths	Α	Α	Α	Α	Α	Α	Α	Α	Α	Α
Signed routes	Α	Α	Α	Α	Α	D	Α	Α	Α	D
Signs and signals	Α	Α	Α	Α	Α	Α	Α	Α	Α	D
Streetscaping	С	С	С	Α	D	D	Α	Α	Α	D
Traffic calming	Α	Α	Α	Α	D	Α	Α	Α	Α	D
Shared use path bridges	Α	Α	Α	D	В	Α	Α	Α	Α	Α
Shared use path crossings	Α	Α	Α	D	В	Α	Α	Α	Α	Α
Shared use path facilities (e.g. restrooms)	С	С	С	D	D	D	D	В	В	В
Tunnels/ underpasses	Α	Α	Α	Α	В	Α	Α	Α	Α	Α

Source: Adapted from the U.S. Department of Transportation (2018),

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

Table I	Кеу	Program Abbreviations			
		BUILD: Better Utilizing Investments to Leverage Development			
Α	Funds may be used for this activity	TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)			
		FTA: Federal Transit Administration Capital Funds			
в	See <u>program-specific notes</u> for	ATI: Associated Transit Improvement (1% set-aside of FTA)			
		HSIP: Highway Safety Improvement Program			
	Eligible, but not competitive unless part	NHPP: National Highway Performance Program			
С	of a larger project	STBG: Surface Transportation Block Grant Program			
		TA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)			
D	Not eligible	RTP: Recreational Trails Program			
		SRTS: Safe Routes to School Program/Activities			

APPENDIX A: PUBLIC INPUT RESULTS

A survey was circulated that included a series of questions regarding users' habits and preferences for walking, biking, and driving on Woodward. Participants also had the opportunity to identify specific problem spots along the corridor and needed improvements in those areas. The survey was available between March 26 and May 30, both online and in hard copy at the Ferndale Public Library. 386 people completed the survey online, and 1 person completed the survey in hard copy. The full results of the survey are found in this appendix.





Write-in Responses
Flying
I drive a Smart Bus for Huntington Woods
Moped
Run or jog
Scooters
Uber or Lyft
driven by others


Do you or anyone in your household go to any of the following destinations on Woodward Ave between 8 Mile Road and Interstate 696?





Write-In Responses
Affirmations
Bars
Daily commute through that area in a vehicle during rush hour
traffic.
Dream Cruise. Memorial Day Parade.
Everything: library, voting, banking, visiting people, exercise,
community events, doctors office
Gym
LIBRARY
Library
Library; community meetings;
Visit friends who live in Ferndale
Visiting friends who live in the area
businesses
daily studying downtown
events, zoo
exercise - walks
gym



Write-in Responses
Visibility in turn-arounds
We need another cross walk towards Sneakers
large trucks and buses
stormwater management
too few crosswalks
wayfinding, street signs, lighting
Too few crosswalks. Visibility issues due to parked cars when pulling out of side streets. Timing of lights requires you to go over 40 to get them all green. Confusion of right of way between Turn arounds vs cars coming from side street
Too many vehicle lanes. Allows people to drive too fast
Transit service

Write-in Responses (cont.) 9 Mile crossing could be elevated? Air quality, noise, sun exposure Better use of the boulevard for additional travel or bike lanes. CONDITION OF PAVEMENT! Cars waiting to enter private businesses on woodward Fix the damn roads first before wasting money on bike lanes and tearing up the Woodward sidewalks High speed of cars. Lights that are too fast changing so you can't cross without running. I am sure this will be meaningless but who wants to live in a congested area. You need to look at the value of homes. You are create a utopia. Also this survey needs to be mailed to all residents. The questions are geared for a favorable response. I'm concerned about traffic speeds. People drive very fast through here. It's already hard to pull out from side streets with trucks parked thereyou can't see. Keeping the Free Motor Flowing Traffic Land Use Pollution Pollution Pollution Safety of turning left in a car onto Woodward from Fielding St. Speed Sustainability The angle of Woodward crates Limited site when turning onto Woodward from a side street cars parked along Woodward. You're looking one way, edging out, when in the opposite direction there's pedestrians and bikers creating potential incidence	
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Timing of lights	Timing of crosswalks on Woodward
	Timing of lights



Write-in Response	Keeps me from walking	Keeps me from biking
Accompanied by young children	1	1
Aesthetics	1	1
Aggressive/speedy driving	1	1
Connectivity across 696 is loud, awkward, and feels dangerous	1	1
Crazy drivers, ugly environment (buildings, roads), horrible pedestrian crossings	1	1
Crosswalk signal timing is horrible	1	0
Distance in short period of time	1	0
Driving is faster, easier, etc.	1	1
Freezing temperatures	1	1
Health issues prevent walking and biking	1	1

Write-in Response	Keeps me from walking	Keeps me from biking
Lack of and poor walk timing of crosswalks across Woodward	1	0
Lack of destinations in Pleasant Ridge	1	0
Lack of full stop/paying attention to pedestrians by cars turning on to Woodward	1	0
More crosswalks crossing over Woodward	1	1
Narrow space between sidewalks and road, pedestrians/bicyclists and congested cars	1	1
Needing to get somewhere quickly	1	1
No separated/buffered bike lanes. Sidewalk too narrow	1	1
No shade, vehicle exhaust, traffic noise	1	1
Not enough crossovers between Pleasant Ridge and Ferndale!	1	1
PAVEMENT IN POOR CONDITION.	1	1
Panhandlers and Catcalls	1	1
Poor attention of drivers turning onto Woodward at crossings	1	0
Prefer a residential route	1	1
Recent increased personal mobility challenges (arthritis)	1	1
Sidewalk conditions	1	0
Sidewalks in poor conditions - pavers missing	1	0
Sidewalks not well maintained during winter	1	0
Small sidewalks too close to traffic in places no barriers.	1	1
Speed & volume of traffic is very loud	1	1
Speed of traffic. No barriers.	1	1
The aesthetics of parts of Woodward.	1	1
The amount of space given to personal motorized vehicles.	1	1
The traffic noise and speed is overwhelming	1	0
There is only 1 spot to cross Woodward.	1	1
Unpleasant because of sounds and noise of traffic.	1	1
Vehicle noise and exhaust fumes	1	1
disability and never learned to bike	1	1
my back and feet hurt.	1	1

Write-in Response	Keeps me from walking	Keeps me from biking
Bikers not following traffic rules	0	1
Dangerous Traffic on Woodward	0	1
Dangerous traffic and crappy roads	0	1
I am afraid to bike because of distracted drivers so I walk everywhere I can. If it is too far, I will drive. I would love to be able to bike down woodward. Also the homeless people near 8 mile are scary.	0	1
I use the alley to bike, because I rarely have to deal with Woodward traffic, only side street traffic	0	1
Lack of Connection with other communities	0	1
Lack of buffered/protected bike lanes	0	1
Lack of safe bike paths	0	1
No bike lane	0	1
Other side streets offer more direct paths to destinations and most have dedicated bike paths with less traffic	0	1
People should not be biking on Woodward. It is designed for getting across a large area quickly, not for biking, bikers would make it more dangerous and more congested.	0	1
Road conditions	0	1
Salt on the road	0	1
lack of driver awareness/child safety	0	1





Would you bike more often on Woodward Ave if any

Write-in Response	Would walk more	Would bike more
Better road conditions!	1	1
Bus lane blocked off from vehicular traffic	1	1
Calmer traffic	1	1
Considering purchasing an e-bike	1	1
Could you narrow the corridor to something more modern and functional for city wide events, foliage, open spaces etc. Widen sidewalks or even better create bike lane with barriers installed like livernois for turns keep 4 lanes each way	1	1
Create barriers between autos and walking/biking.	1	1
FIX THE POTHOLES!	1	1
If adherence to stop signs by drivers were more heavily enforced.	0	0
If the corridor was designed in a way to welcome pedestrian foot and bicycle traffic.	1	1
Jogging	0	0
Less noise, dust, debris	0	0

Write-in Response	Would walk	Would bike
•	more	more
Longer times at lights to allow people to cross without running	1	0
Personal physical capbility	1	1
Safer.	1	1
Separated from sight and noise of traffic	1	1
Slower traffic.	1	1
Somehow calming the crosswalks where the intersection has		
an angle with poor visibility from cars turning right (always	1	1
looking keft, usually crossing all four lanes). Most of the SW	1	1
and NE corners are bad like this.		
bike lane down median	1	1
Bike lanes	1	1
Curb to divide bike lane from vehicle lanes	1	1
Dedicated bike lane on woodward.	1	1
Defined bike lanes possibly on median	1	1
Designated/protected bike lanes	1	1
Don't reduce travel lanes for traffic	1	1
If I could get to downtown Detroit more easily	1	1
Improve road condition	1	1
More places to park my bike	1	1
Roads conditions are bad, and marked lanes	1	1
Safe bike paths	1	1
Safer and friendlier for bikes	1	1
Smooth bike paths off WW	1	1
Woodward is fine in its current configuration. I can walk		
wherever I wish. There are adequate crosswalks that		
facilitate crossing it. If biking, there are multiple avenues	0	0
available to me to get where I wish to. All of which get more		
congested if traffic		







Write-in response	Number
Frequency/number of crossings	36
8 mile	11
Cross streets	9
Withington	5
Vester	3
Woodward Heights	2
Pearson	2
Fielding	2
Pinecrest	1
Marshall	1
Maplehurst	1
Lewiston	1
Leroy	1
Cambourne	1
Allen	1



With what race/ethnicity do you identify?







APPENDIX B: FERNDALE BICYCLE NETWORK



Figure 38: Ferndale Bicycle Network (Source: City of Ferndale, 2019, accessed at http://ferndale.maps.arcgis.com/apps/View/index.html?appid=0f7decffc45b4699817c31c691f21ed6)

The Road Diet Checklist is a tool for Department staff to utilize when analyzing a roadway segment for a potential road diet. All items should be considered, but are not required (unless otherwise noted). Department staff should use the completed checklist along with engineering judgment to determine if a road diet should be implemented. A Road Diet is considered to be any reduction in the number of through lanes along a roadway segment.

The completed checklist must be presented to the Engineering Operations Committee (EOC) for information only prior to being implemented on the road. Completed checklists should be sent to t@ Engineer of Traffic and Safety, for placement on the next available EOC Agenda.

ROAD DIET LOCATION

TSC		COUNTY			CITY / VILLAGE / TOWNSHIP
ROUTE	CS	BMP		EMP	ADT
JN (if app)	COMPLETED BY		DA	ATE	LOCATION DESCRIPTION

GENERAL ITEMS

The Road Diet is being proposed by an entity other than the Department.
The local municipality's governing body has passed a formal resolution in support of the Road Diet. <i>This item is required. Attach copy of resolution.</i>
The local municipality (city/village/township) within which the Road Diet is being considered has adopted a Transportation Plan, Master Plan and/or Complete Streets Policy. <i>If this item is 'No', the next item is not applicable.</i>
The Transportation Plan, Master Plan and/or Complete Streets Policy have been considered during the planning and design of the Road Diet.

	The Road Diet will result in on-street parking where it does not currently exist. If this item is 'No', the next item is not applicable.
	A formal agreement between MDOT and the local municipality indicating the local municipality's responsibility in participating in funding the project and future maintenance of the on-street parking areas has been drafted.
	The Road Diet is located within a CMAQ nonattainment or maintenance area. <i>If this item is 'No', the next item is not applicable.</i>
	The proposed lane configuration has been analyzed for air quality conformity and is determined to be acceptable.
	The Road Diet will utilize federal funding. If this item is 'No', the next item is not applicable. If this item is 'Yes', the next item is required.
	The FHWA Area Engineer has been informed of the Road Diet.
	A public involvement meeting to which all road users were invited, including area residents/business owners and commuters, must take place prior to the project's design being 30% complete. Written comments from the public must be taken at the meeting and will be used to determine if controversy exists. <i>This item is required. Provide details of public feedback in COMMENTS section.</i>
COMPLE	TE STREETS ITEMS

It is predicted that the Road Diet will result in an improvement in mobility for non-vehicular transportation modes.

Accommodations for non-motorized users (i.e. bike lanes, pedestrian refuge islands) have been incorporated into the design of the Road Diet where appropriate.
Bus routes exist within the Road Diet influence area. If this item is 'No', the next item is not applicable.
Accommodations for maintenance of safe bus loading and unloading zones have been incorporated into the design of the Road Diet where appropriate.
An at-grade railroad crossing exists within the Road Diet influence area. <i>If this item is 'No', the next item is not applicable.</i>
Accommodations have been incorporated into the design for commercial and transit vehicles that must stop at the at-grade railroad crossing.

GEOMETRIC, OPERATIONS AND SAFETY ITEMS

Turning movements at all signalized and major un-signalized intersections are acceptable for the appropriate design vehicle.

Where on-street parking is proposed, intersection sight distance at all affected intersections is acceptable.

The Geometric Design Unit has reviewed and concurs with the Road Diet.

 A SYNCHRO analysis for proposed conditions and future traffic volumes <i>(a)</i> shows that a reasonable Level of Service (LOS) will be maintained during the peak hour at all signalized and major un-signalized intersections. A reasonable LOS is defined as D or better for urban and C or better for rural/between.
Delay mitigation techniques have been incorporated into the design for individual intersection movements that are predicted to operate at LOS D or worse according to the SYNCHRO model.
 Potential timing and/or phasing changes to existing traffic signals have been vetted through the Traffic Signals Unit for incorporation into the Road Diet.
The route on which the Road Diet is being considered is a Freeway Emergency Route.
The route on which the Road Diet is being considered part of the National Truck Network or Special Designated Highways.
Historically, how many times per year has freeway traffic been diverted to the route on which the Road Diet is being considered as the result of an incident or emergency? <i>If this item is '0', the next item is not applicable.</i>
Additional features (i.e. special signal timing plans) have been incorporated into the design of the Road Diet to mitigate delays and congestion associated with the diversion of traffic during a freeway closure.
A Highway Safety Manual analysis predicts an overall crash reduction as a result of the Road Diet under future traffic volumes <i>(a)</i> .
A Road Safety Audit has been conducted for the Road Diet. <i>If this item is 'No', the next item is not applicable.</i>

The Road Safety Audit Team recommended that the Road Diet be implemented.

ENVIRONMENTAL ITEMS

 To be environmentally classified, the project must include "Road Diet" in the scope of work provided to the Environmental Coordinator. Is "Road Diet" included in the scope of work? <i>This item is required.</i>
Pilot projects will have the same level of requirement as permanent road projects. Is this a pilot project?
If the Road Diet is over one mile in length, has the environmental section been contacted? <i>This item is required.</i>

(a) Future traffic volumes refer to 15-20 years out when reestablishment of curb lines is required; 3 years out when only pavement marking and signing changes are required. Seasonal fluctuations in traffic volumes, if they exist, should also be considered.

COMMENTS (Attach additional pages if necessary)