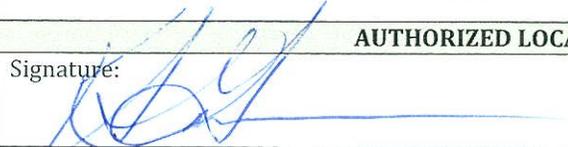


DOWNTOWN INFRASTRUCTURE GRANT (DIG) PRE-APPLICATION

MICHIGAN COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
MICHIGAN STRATEGIC FUND

| COVER SHEET | | | |
|---|-------------------------|--|----------------------------|
| IDENTIFICATION OF LOCAL GOVERNMENT | | FUNDING SOURCES | |
| Local Government | City of Mt. Pleasant | CDBG | \$ 583,000 |
| Street/PO Box | 320 W. Broadway | CDBG/RLF | \$ |
| City | Mt. Pleasant | Other State | \$ |
| County | Isabella | Other Federal | \$ |
| State/Zip | MI 48858 | Local Unit | \$ 287,000 |
| Chief Elected Official, Title | Bruce Kilmer, Mayor | Private | \$ |
| Chief Elected Official, Email | bkilmer@mt-pleasant.org | Other | \$ |
| Local Gov't Contact Name | Kathie Grinzinger | Total | \$ 870,000 |
| Local Gov't Contact Title | City Manager | Local Government's DUNS Number (DUNS#): 13-770-5851 | |
| Local Gov't Contact Address | Same as above | | |
| Telephone Number | 989.779.5321 | Local Government's Federal Identification Number: 38-6004717 | |
| Fax Number | 989.773.4691 | | |
| E-Mail Address | manager@mt-pleasant.org | | |
| PROJECT IS BEING QUALIFIED BASED ON AREA BENEFIT (Complete Box 1 if the project is a community area benefit or Box 2 if the project is a project area benefit) | | | |
| 1. Local Gov't Population Local Gov't Low/Mod Percentage | 58.6 % | 2. Total Project Area Population Project Area Low/Mod Percentage | % |
| Percentage Low/Mod Determined by: | | | |
| <input checked="" type="checkbox"/> HUD Low/Mod Communities List | | <input type="checkbox"/> Community Survey. Certified Date: | |
| Census Tract(s) the project is located in (census tract locator): 9504 | | | |
| AUTHORIZED LOCAL GOVERNMENTAL OFFICIAL | | | |
| Signature:  | | | |
| Name and Title: <i>Kathie Grinzinger, City Manager</i> | | Telephone: <i>989 779-5321</i> | Date: <i>10-19-2011</i> |

DOWNTOWN INFRASTRUCTURE GRANT (DIG) PRE-APPLICATION

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PROJECT INFORMATION AND DESCRIPTION

1. Describe the history of the project area.

Established in 1859 and located just a few blocks north of Central Michigan University's campus, downtown Mt. Pleasant has more than 135 businesses that include lively retail shops, grocery and specialty food stores, art galleries, dining establishments, City and County facilities, and a public library.

Downtown Mt. Pleasant is centrally located in the city of Mt. Pleasant and is bordered by the picturesque Chippewa River. Two of Mt. Pleasant's most scenic parks, Island Park and Nelson Park, are also located downtown offering a local trail system with a variety of nature trails and cycling paths.

Parking lot #2, also known as the Jockey Alley, is downtown Mt. Pleasant's largest parking lot and was once part of the Isabella County courthouse square property. Built in 1954, the parking lot lies at the back of a block of downtowns business center and is adjacent to the Isabella County courthouse, and Riverview Apartments.

The Jockey Alley parking lot is located behind the Broadway Street buildings in downtown Mount Pleasant. It is a very busy lot that is one of the main parking areas used by shoppers in the downtown businesses district. The existing parking lot is old and deteriorated and it has multiple pedestrian and vehicular traffic flow problems. The existing parking configuration is angled with some parallel spaces. The angled parking spots are only 8' wide and 13' deep. Generally accepted standards for parking spaces are that they are no less than 9' wide by 18' deep. Traffic can only flow through the parking lot in a one way direction. The driving lane is only 15' wide which makes it extremely difficult to pull in and out of a parking space. Drivers do not like to use the parallel parking spaces because they are difficult to get in and out of.

Pedestrians have an even more difficult time navigating the area because of the median and curbs in the parking lot. Currently there is a 10' wide grass median between the parking rows. It looks unsightly because the dumpsters are placed there with no screening or concrete pad. Walkers with a disability have a difficult time walking over the median – stepping up onto a curb and walking through the grass. The situation does not get any better as one approaches the rear building entrances because there is a curbed alley that runs along the south side of the parking lot. Walkers must once again step up over a curb and then back up a sidewalk in some cases to enter the buildings.

The Mount Pleasant City Commission has set the goal of becoming a more walkable and bikable community for its multi-generational residents. Currently, there are is no bike parking in the Jockey Alley parking lot and there are many barriers to being walkable.

2. Describe the project and all project activities (grant and non-grant funded).

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This project will reconstruct the Jockey Alley parking lot. The median area will be removed and traffic will be configured as 90 degree parking, which will eliminate the need for one way flow. Parking space size is increased to 10' x 20'. The driving lane will be widened to 24' wide. An electric vehicle charging station will be placed in the lot, allowing for two vehicles to be charged. The alley at the south side of the lot will be removed and incorporated into the lot as a loading zone lane.

New dumpster pads and enclosures will be added, allowing for easy trash disposal and pick-up while also improving the aesthetics of the area. Crosswalks within the lot will be delineated, as will as the addition of a new crosswalk across Court Street at the north end of the parking lot. Overhead power lines will be buried.

A covered bike parking station will be included on the east side of the lot. It will include a bank of lockers for walkers and bikers to store possessions.

Note: Submit pictures of the existing project area and proposed renderings or site plan.

3. Describe project design elements that are unique (i.e. appropriate screening, bike/pedestrian friendly, innovative concepts).

The electric vehicle charging station will be the first one in the City of Mt. Pleasant and, we believe it to be the first public charging station north of Flint.

The parking lot is designed to be bike and pedestrian friendly allowing for much better circulation of pedestrians and bikers. The covered bike parking station is unique, keeping bicycles out of the elements while their users complete their downtown business. Dumpsters will be screened.

4. Provide a project timeline that includes the anticipated start and completion dates for the project's activities, the anticipated start and completion dates for the design of the infrastructure, the construction of the infrastructure and the construction of other improvements funded with matching funds.

The City of Mt. Pleasant is anxious to begin construction for this project as soon as Central Michigan University students leave for summer break. This is why the city proposes starting the design prior to completion of the environmental review and having a completed agreement. The City understands that it needs to get approval from MEDC prior to spending ANY funds on the project and that it would need to ask MEDC for special approval to begin design. If approval is granted, the City understands that it is at its own risk and that the dollars spent must be its own match dollars.

Pre-application approval notification – January 15, 2012

Begin to complete application and environmental review – January 20, 2012

Start date for the design of infrastructure (with prior written approval of MEDC and spending City of Mt. Pleasant match dollars only) – February 1, 2012

CDBG project agreement completed and executed – April 1, 2012

DOWNTOWN INFRASTRUCTURE GRANT (DIG) PRE-APPLICATION

MICHIGAN COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM MICHIGAN STRATEGIC FUND

Project activities begin - April 15, 2012
Design completion - May 1, 2012
Construction start date - June 15, 2012
Construction completion date - September 15, 2012
Project activity completion date - December 1, 2012

While this is the preferred schedule, the City is willing to work with MEDC on an alternative if this plan is not acceptable.

Note: Costs for preparing the Pre-Application and Application (ie. preliminary cost estimates) can be incurred but cannot be included in the project budget as match. CDBG funds may be jeopardized or withdrawn if written authorization from the MSF has not been provided prior to signing an engineering contract for additional engineering expenses other than the preliminary costs specified above.

5. Does the proposed project involve administrative costs using CDBG funds?
 Yes No

If yes, detail the basis for determining the proposed costs:

Administrative costs were determined based upon estimates from Spicer Group, planning and engineering firm. They are based upon their experience in working with CDBG funded projects.

Note: The maximum amount of CDBG funding that will be allowed for administration is \$5,000 for grants up to \$500,000 or \$10,000 for grants up to \$750,000. Administrative costs incurred prior to the effective date of the grant agreement can be incurred but cannot be included in the project budget.

6. Describe the specific work activities to be completed with CDBG funds. Include the following:

- a. The type of infrastructure (i.e. road, water, sewer, etc.).

Parking lot reconstruction

- b. The size and quantities of the infrastructure (e.g. 2000 linear feet of 8" water main or 100 linear feet of roadway, etc.)

- ▶ Removal of existing pavement
- ▶ 8,950 sq. ft. of sidewalk removal
- ▶ 410 tons asphalt wearing course - 1-1/2"
- ▶ 168 tons base course - 2" (truck traffic area)
- ▶ 550 tons leveling course - 2"
- ▶ 700 lin. Ft storm sewer
- ▶ 7,300 sq. ft concrete sidewalk
- ▶ 2,150 sq. ft brick pavers
- ▶ 3 dumpster pads
- ▶ 1 covered shelter

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- ▶ 10 LED street lights
- ▶ 1 bike rack
- ▶ 6 benches
- ▶ 4 trash receptacle
- ▶ 15 trees
- ▶ Electric vehicle charging station

c. Attach an independent engineering cost estimate for the infrastructure improvements. **Note: The estimated numbers must match the numbers in the budget.**

7. Describe the status of the environmental review. Include the following:

- a. Has the CDBG Environmental Review started?
No
- b. Will the proposed project impact wetlands?
No
- c. Will the proposed project be located in a 100-year floodplain?
 Yes No
- d. Will the proposed project impact historic properties (facilities 50 years or older)?
No **Adverse Effect**
- e. What is the anticipated completion date?
60 days after receiving notice of pre-application approval

Note: The CDBG environmental review process must be completed by the Community and written authorization received from MSF prior to incurring project costs and beginning any project activities. Project costs include costs to be paid for with CDBG funds or any other local, public, private, or any other funds. Incurring costs is defined as making any commitments relevant to the project. This includes, but is not limited to, signing contracts; entering into lease/easement/option/purchase agreements; ordering equipment, materials, or supplies; or performing any other work. The environmental review process usually takes a minimum of 60 days to complete. Incurring project costs and/or starting project activities prior to written authorization will jeopardize or cause the withdrawal of your project for funding consideration.

8. Describe the maintenance plan for the completed project and how it will be funded.

Maintenance for the project will be funded jointly by the City of Mt. Pleasant and the Central Business District TIFA. It will include annual inspection, joint and crack fill and repair, snow plowing, restriping, and landscape pruning. Trash will be picked up as needed, especially after large downtown events. Light bulbs will be replaced as needed. Brick pavers will be washed annually.

9. List any special fees (i.e. tap in fees, special assessments, hookup fees, etc.) which may be charged as a result of this project.
None

DOWNTOWN INFRASTRUCTURE GRANT (DIG) PRE-APPLICATION

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Note: Federal CDBG requirements prohibit local governments from using special assessments to raise revenue for CDBG projects. This prohibition applies to special assessments on properties owned and occupied by low and moderate income people.

10. List and describe the status of any local, state and federal permits required for implementation of the proposed project.

Soil Erosion and Sedimentation Control Permit from Isabella County Drain Commissioner's office.

11. Confirm that there are no temporary or permanent relocations of businesses, non-profit organizations, homeowners, or tenants needed in order to complete the project.

There are no relocations required.

12. Confirm that there is no property or easement acquisition needed in order to complete the project.

There are no acquisitions required.

13. Confirm that the community has not applied for a 2011 Farm to Food Grant.

The applicant is not applying for 2011 Farm to Food.

14. Attach a detailed map of the project site that identifies all project activities locations.

Confirm that the applicant meets all of the following:

1. Yes, 20 or more contiguous commercial parcels have been zoned, planned or used for commercial development for 50 years or more in the project area.
2. Yes, the project area consists of over 50% of zero lot-line developments.
3. Yes, the project area has a pedestrian-friendly infrastructure.
4. Yes, the project area consists of over 50% of the property being described as multi-story buildings of historical or architectural significance or a historic district.

15. Describe how the project is consistent with the community's overall downtown plan and how the project will have a positive impact on the community and the downtown.

The City of Mt. Pleasant is primarily a residential community with service-oriented businesses. It has a commitment to a strong, livable, walkable downtown and

DOWNTOWN INFRASTRUCTURE GRANT (DIG) PRE-APPLICATION

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neighborhoods. The city's master plan includes a number of general goals for downtown preservation and growth.

Goals specific to downtown include the following:

- ▶ Create a greater focus on historic buildings within downtown, particularly the preservation of historic structure;
- ▶ Investigate methods of drawing more people to the downtown throughout the year;
- ▶ Encourage public and private partnerships to improve the downtown.
- ▶ The transportation portion of the 2006 Master Plan states, "In recent years, the City of Mt. Pleasant has made many improvements to its Downtown. The level of interest in continuing these efforts is high and should *focus on creating an attractive and lively pedestrian-oriented Downtown area with streetscape improvement, traffic calming, adequate parking, and gateway and public space improvements.*"

Some of the strategies that have been adopted by the City of Mt. Pleasant, specific to downtown, to achieve these goals include the following:

- ▶ Improve street conditions and traffic control to ensure neighborhood safety and aesthetics;
- ▶ Improve walkability of downtown through redesign of streets, sidewalks, parking lots, and bike paths to ensure safety and aesthetics;
- ▶ Continue to develop public facilities and infrastructure to serve the needs of city residents and visitors;

This project is listed in three other documents that relate to downtown Mount Pleasant Planning:

1. The list of proposed improvements in the City's 2007 DDA Plan includes:
 - ▶ Parking lot repair and improvement
 - ▶ Improve street and alley conditions.
2. The 2005 City of Mt. Pleasant Parking study listed the reconstruction of Jockey Alley Lot as a future project (Page 23, Phase II)
3. The City of Mt. Pleasant annually prepares a capital improvement plan with a goal to identify specific capital projects within a five-year period to meet the community's goals and infrastructure needs. The city's current capital plan covers the time period from 2011 to 2015. Projects included under the capital plan to meet the identified needs of the community, include the following:
 - Renovations to downtown parking lots and alleyways;
 - Creation and installation of wayfinding system;
 - Additional bike racks and shelters;
 - Installation of dumpster enclosures;
 - Installation of LED lighting;
 - Redesign of Town Center parking lot and public gathering space.

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This project will make downtown Mount Pleasant more “user friendly” allowing for easier parking and pedestrian access in the downtown area.

16. Describe the Downtown Public Improvements (DPI) in last 5 years by using the table below. DPI includes any public dollars expended within downtown setting (described in Question 14) to assist or compliment business services within the downtown. This could include public facility construction/installation, or increased public services focused on the downtown. Do not include soft costs such as marketing, administrative costs, etc.

| Project Name | Public Investment | Start Date | End Date |
|----------------------------------|-------------------|------------|----------|
| Parking lot resurfacing (2 lots) | \$65,000 | 09/11 | 09/11 |
| Michigan Street Lighting | \$54,900 | 09/10 | 04/11 |
| Bird Alleyway Resurfacing | \$60,000 | 07/10 | 08/10 |
| Oak St. Bridge | \$196,000 | 03/10 | 04/10 |
| Main St. Roundabout | \$249,000 | 07/09 | 09/09 |
| Mosher St. Parking | \$34,000 | 07/09 | 09/09 |
| Franklin St. Resurfacing | \$78,000 | 06/09 | 08/09 |
| 2009 Sewer Relining | \$27,000 | 05/08 | 06/08 |
| 2008 Main St. Resurfacing | \$32,000 | 08/08 | 08/08 |
| Broadway St. Reconstruct | \$127,000 | 06/07 | 10/07 |
| Broadway St. Sewer Relining | \$77,000 | 06/07 | 10/07 |

17. Is the project in a Downtown Development Authority (DDA), Principal Shopping District (PSD)/Business Improvement District (BID)/Business Improvement Zone (BIZ) or similar?

Yes

If yes, please specify: **TIF Authority for the Central Business District, which is governed by the Principal Shopping District (Downtown Development Board). It is based on requirements of PA 120 of 1961.**

18. Describe how the proposed project will benefit the entire low and moderate income community.

- ▶ **Mt. Pleasant is deemed “low/moderate” by MEDC standards.**
- ▶ **The Jockey Alley Parking lot is across the street from the Isabella County Courthouse and Riverview Apts. (low-income high-rise housing)**

The project will reconfigure and resurface a dilapidated and aging surface parking lot into a multi-transit use facility and plaza, linking automobiles, public transit, pedestrians and bicyclists in a hospitable environment that encourages alternative transportation options. The project will also construct a pedestrian focused streetscape along Main Street and Mosher Street that connects downtown, local neighborhoods, existing low-income housing, the Isabella County offices and

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courthouse and transit. This will improve operations, especially bus, car and delivery movements in and out of the downtown area and allow for easier access to businesses and facilities for those persons with disabilities. All persons in Mount Pleasant will benefit from this project, including the entire low and moderate income community.

Additionally, this project will provide transit-oriented improvements that enhance livability and travel choices in the Mt. Pleasant area. The project is also an essential visual connector for downtowns planned vibrant, mixed-use, commercial and residential redevelopment.

Note: It must be clearly stated and explained how the work activities will benefit ALL of the residents in the low/mod community - inability to do this will result in the project not being considered for funding. In addition, describe how the project will meet the national objective of benefiting low and moderate income persons.

19. List all open MEDC CDBG grants for the community.
Facade Improvement grant for Midori Sushi Restaurant. To be closed out in the next 6 - 8 weeks now that the restaurant is complete and open for business.

20. Identify any CDBG Program Income from previously awarded CDBG grants (i.e. Local CDBG Revolving Loan funds) to be included in the proposed project.
None

COMPLIANCE REQUIREMENTS

21. Will the project result in the demolition or conversion of residential dwelling units?
X No

LOCAL ADMINISTRATION AND CONFLICT OF INTEREST

22. Please indicate below whether or not the **LOCAL GOVERNMENT** associated with this Pre-Application has a contractual relationship with one of more of the following entities:

- Yes No United Auto Workers
- Yes No Butzel Long
- Yes No JPFS, LLC
- Yes No Prairie & Tireman, LLC
- Yes No Michigan Economic Development Corporation
- Yes No Michigan Department of Treasury
- Yes No Michigan Department of Licensing & Regulatory Affairs
- Yes No Beringea, LLC
- Yes No Neogen Corporation
- Yes No Paul E. Hodges
- Yes No M Group LLC

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If yes to any of the above, please describe the nature of the relationship.

23. Identify the local officials and/or consultants who helped complete the Pre-Application, will help with design, and/or will help administer the proposed project. Include names, contact information, qualifications and pertinent experience.

Spicer Group – Engineering, Surveying, and Planning Consultant; 230 S. Washington Ave., Saginaw, MI 48607, phone (989) 754-4717. Spicer Group has previous experience administering CDBG grants and is knowledgeable about the provisions and requirements of the grant and the process.

- ▶ Robert R. Eggers, AICP, Planning and Administration; robe@spicergroup.com
 - ▶ Mike Colpetzer, P.E. Civil Engineer; mikec@spicergroup.com
 - ▶ David Boersma, AIA, Architect; davidb@spicergroup.com
- Their resumes are attached.

Mount Pleasant – Michelle Sponseller has worked in public administration as the Downtown Development Director for the City of Mt. Pleasant for more than seven years and has experience with grant administration and specifically, CDGB grant administration. She works closely with the Department of Public Works that employs a staff of engineers and engineer technicians who complete design projects on an annual basis. Previous projects have included street and alley construction and repair, façade improvement projects and streetscape improvements. She holds a bachelors degree from Northwood University in Marketing and Management and has attended Masters classes at Eastern Michigan University in the field of Historic Preservation.

Note: Costs for preparing the Pre-Application and Application (preliminary costs) can be incurred but cannot be included in the project budget as match. CDBG funds may be jeopardized or withdrawn if written authorization from the MSF has not been provided prior to signing a design, administrative or other contracts for additional expenses other than the preliminary costs specified above.

24. Will local officials and staff be a party to any contract involving the procurement of goods and services assisted with CDBG funds?
X No

If yes, describe: [REDACTED]

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| ATTACHMENT 1 | | | | | | |
|--|--|---------|------------------|---|------|-------|
| PROJECT BUDGET | | | | | | |
| Applicant: City of Mount Pleasant | | | | Project Title: Jockey Alley Improvements | | |
| Project Cost Elements | Project Funding Sources (Identify all other sources) | | | | | |
| Activities | CDBG | Private | Local | █ | █ | Total |
| Jockey Alley Improvements | \$583,000 | \$ █ | \$243,700 | \$ █ | \$ █ | \$ █ |
| Engineering | \$ █ | \$ █ | \$38,300 | \$ █ | \$ █ | \$ █ |
| Administration | \$ █ | \$ █ | \$5,000 | \$ █ | \$ █ | \$ █ |
| █ | \$ █ | \$ █ | \$ █ | \$ █ | \$ █ | \$ █ |
| █ | \$ █ | \$ █ | \$ █ | \$ █ | \$ █ | \$ █ |
| █ | \$ █ | \$ █ | \$ █ | \$ █ | \$ █ | \$ █ |
| █ | \$ █ | \$ █ | \$ █ | \$ █ | \$ █ | \$ █ |
| █ | \$ █ | \$ █ | \$ █ | \$ █ | \$ █ | \$ █ |
| █ | \$ █ | \$ █ | \$ █ | \$ █ | \$ █ | \$ █ |
| █ | \$ █ | \$ █ | \$ █ | \$ █ | \$ █ | \$ █ |
| █ | \$ █ | \$ █ | \$ █ | \$ █ | \$ █ | \$ █ |
| Total | \$583,000 | \$ █ | \$287,000 | \$ █ | \$ █ | \$ █ |



THE CITY OF MT. PLEASANT, MICHIGAN

CITY HALL

320 W. Broadway St. • 48858-2447
(989) 779-5300
(989) 773-4691 fax

PUBLIC SAFETY

804 E. High St. • 48858-3599
(989) 779-5100
(989) 773-4020 fax

PUBLIC WORKS

1303 N. Franklin St. • 48858-4682
(989) 779-5401
(989) 772-6250 fax

October 19, 2011

Michigan Strategic Fund
c/o Michigan Economic Development Corporation
Community Development Block Grant
300 N. Washington Square
Lansing, MI 48913

RE: City of Mt. Pleasant DIG Letter of Commitment

Dear Grant Manager:

The City of Mt. Pleasant and its Central Business District Tax Increment Finance Authority have committed \$287,000 as matching funds for the Jockey Alley Parking Lot DIG application as part of our capital improvement plan for 2012.

We believe that the contribution of these matching funds demonstrates the City's support we have for this project, and we hope that this will support the selection of our project for funding.

Sincerely,

Nancy Ridley
Assistant City Manager
City of Mt. Pleasant, MI

**PRELIMINARY ESTIMATE OF COST
CITY OF MOUNT PLEASANT
JOCKEY ALLEY PARKING LOT IMPROVEMENTS**

| Item No. | Estimated Quantity | Unit | Description | Unit Price | Amount |
|----------|--------------------|----------|---|--------------|--------------|
| 1. | 3,800 | Cu. Yd. | Pavement Removal and Earth Excavation | \$10.00 | \$38,000.00 |
| 2. | 300 | Cu. Yd. | Subgrade Undercut | \$25.00 | \$7,500.00 |
| 3. | 100 | Cu. Yd. | Embankment | \$8.00 | \$800.00 |
| 4. | 2,200 | Lin. Ft. | Saw-Cut and Remove Curb and Gutter | \$8.00 | \$17,600.00 |
| 5. | 8,950 | Sq. Ft. | Sidewalk Removal | \$1.00 | \$8,950.00 |
| 6. | 1 | Lump Sum | Tree Removal | \$4,000.00 | \$4,000.00 |
| 7. | 1 | Lump Sum | Light Pole Removal | \$3,500.00 | \$3,500.00 |
| 8. | 1 | Lump Sum | Bury Overhead Utility Lines | \$200,000.00 | \$200,000.00 |
| 9. | 1,650 | Cu. Yd. | 12" Class II Sand Subbase, C.I.P. | \$15.00 | \$24,750.00 |
| 10. | 4,900 | Sq. Yd. | 22A Aggregate Base, 8" Deep | \$10.00 | \$49,000.00 |
| 11. | 410 | Ton | 1 1/2" HMA Mix 13A Wearing | \$80.00 | \$32,800.00 |
| 12. | 550 | Ton | 2" HMA Mix 13A Leveling | \$80.00 | \$44,000.00 |
| 13. | 170 | Ton | 2" HMA Mix 13A Base Course Truck Traffic Area | \$80.00 | \$13,600.00 |
| 14. | 1,150 | Lin. Ft. | Concrete Curb and Gutter | \$20.00 | \$23,000.00 |
| 15. | 4 | Each | Storm Sewer Inlet Manholes | \$3,000.00 | \$12,000.00 |
| 16. | 700 | Lin. Ft. | 12" Storm Sewer | \$35.00 | \$24,500.00 |
| 17. | 1 | Lump Sum | Adjust Existing Utility Manholes | \$6,500.00 | \$6,500.00 |
| 18. | 6,050 | Sq. Ft. | Concrete Sidewalk | \$2.50 | \$15,125.00 |
| 19. | 2,150 | Sq. Ft. | 5' Wide Brick Paving | \$12.00 | \$25,800.00 |
| 20. | 500 | Lin. Ft. | 6" Sub-grade Underdrain | \$4.00 | \$2,000.00 |
| 21. | 3 | Each | Dumpster Pad & Enclosure | \$8,500.00 | \$25,500.00 |
| 22. | 1 | Each | Covered Shelter | \$18,000.00 | \$18,000.00 |
| 23. | 1 | Each | Electric Car Charging Station | \$20,000.00 | \$20,000.00 |
| 24. | 10 | Each | Street Lights | \$2,500.00 | \$25,000.00 |
| 25. | 1 | Each | Bike Rack | \$4,000.00 | \$4,000.00 |
| 26. | 6 | Each | Pedestrian Bench | \$1,200.00 | \$7,200.00 |
| 27. | 4 | Each | Trash Recepticals | \$1,100.00 | \$4,400.00 |

| Item No. | Estimated Quantity | Unit | Description | Unit Price | Amount |
|---|--------------------|----------|---|-------------|---------------------|
| 28. | 7 | Each | ADA Ramp | \$800.00 | \$5,600.00 |
| 29. | 15 | Each | Trees | \$500.00 | \$7,500.00 |
| 30. | 8 | Each | Tree Grate | \$1,100.00 | \$8,800.00 |
| 31. | 1 | Lump Sum | Landscape, Seeding and Mulch | \$8,500.00 | \$8,500.00 |
| 32. | 1 | Lump Sum | Pavement Markings & Directional Signage | \$10,000.00 | \$10,000.00 |
| 33. | 1 | Lump Sum | Traffic Control | \$4,000.00 | \$4,000.00 |
| 34. | 1 | Lump Sum | Soil Erosion and Sedimentation Control | \$7,000.00 | \$7,000.00 |
| 35. | 1 | Lump Sum | Cleanup | \$4,000.00 | <u>\$4,000.00</u> |
| Sub-Total -Construction Cost | | | | | \$712,925.00 |
| Engineering | | | | | \$38,300.00 |
| Grant Administration | | | | | \$5,000.00 |
| Staking, Inspection and Construction Administration | | | | | \$42,700.00 |
| Contingencies | | | | | <u>\$71,075.00</u> |
| TOTAL PRELIMINARY ESTIMATE OF COST | | | | | \$870,000.00 |



Downtown Mount Pleasant



Isabella County
Map Service

web mapping by
Amalgam LLC



1:3500

Map Publication:

Wed Sep 14 2011 02:18:24 PM

Disclaimer:

This map does not represent a survey or legal document and is provided on an "as is" basis. Isabella County expresses no warranty for the information displayed on this map document.



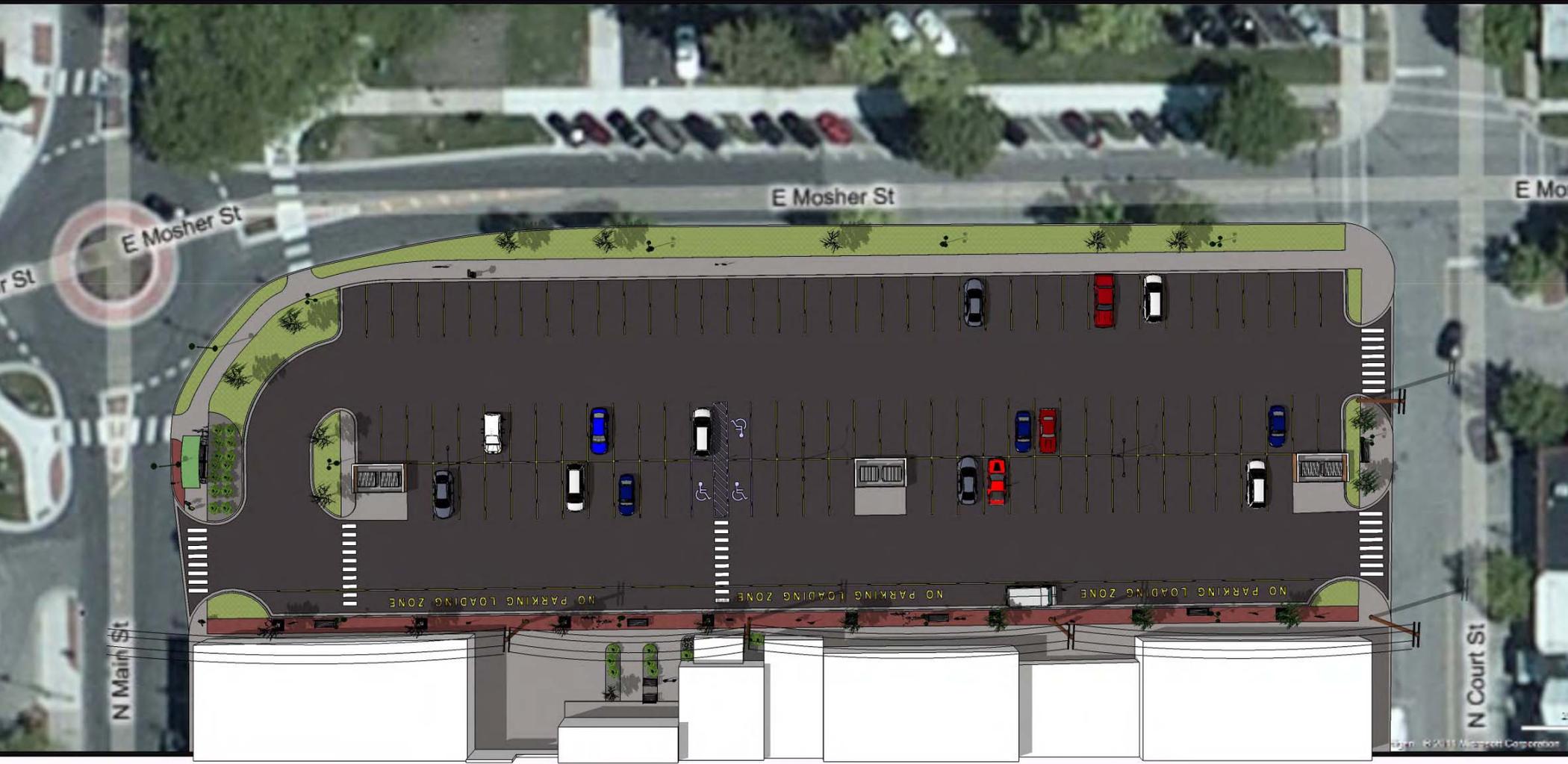












E Mosher St

E Mosher St

E Mo

N Main St

N Court St

NO PARKING LOADING ZONE



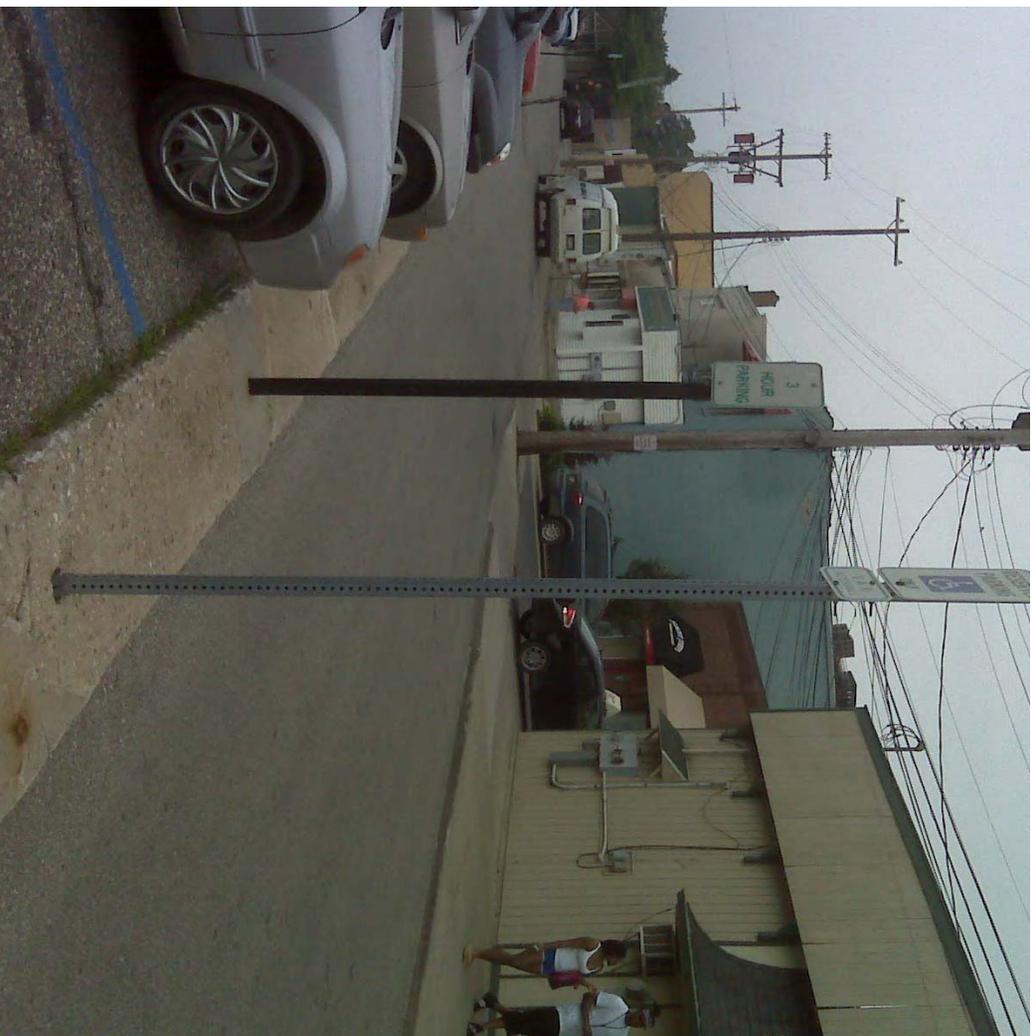
Dumpsters are currently located in the median area between the parking rows. Unightly and difficult to access.



Dumpsters are currently located in the median area between the parking rows. Unightly and difficult to access. Pedestrians must walk over curb and median to access stores.



Deteriorated pavement in the parking lot.



Several curbs to step over to get to stores.



Some of the businesses that adjoin the parking lot have already improved their rear entrances.



When the improvements are completed, more businesses hope to do the same.



Deteriorated parking lot and curbs to step over.



The dumpster is hanging over onto the parking area.



Deteriorated parking lot and narrow driving lane.



Angled parking hangs over the sidewalk, narrowing the walking lane.