

MAYOR
Timothy Woolley

Cynthia A. Bower
CLERK

Nicone Dragone Sr.
TREASURER

CITY OF TAYLOR



*23555 Goddard Road
Taylor, MI 48180
(734) 287 6550
www.cityoftaylor.com*

COUNCIL
Charley Johnson
CHAIRMAN

Ron Thiede
CHAIR PRO-TEM

*Christian Armstrong
Chris Clark
William Patts
Gerald P. Thomas
Dan Wallace*

The Regular Council Meeting of the Taylor City Council will be held on Tuesday March 03, 2026 in the Taylor Municipal Building at 23555 Goddard Rd., Taylor, MI to begin promptly at 6:30 PM

AGENDA

1. Call to order
2. Pledge of Allegiance
3. Roll Call
4. **AGENDA AND MINUTES**
 - 4.1 Motion to approve the Agenda.
 - 4.2 Motion to approve the acceptance of the minutes of the meeting held February 17, 2026 and dispense with oral reading.
[2026_02_17 Final.pdf](#)
5. **MAYOR COMMUNICATIONS**
6. **CONSENT AGENDA**
 - 6.1 Motion to approve authorizing the City Clerk to sign the Michigan Charitable Gaming License application recognizing Fish & Loaves as a nonprofit organization.
[2006, 07-26 Bylaws of Fish & Loaves \(1\).pdf](#)
[Fish and Loaves 501c3 Status Letter.pdf](#)
 - 6.2 Motion to receive & file Taylor Police & Fire Retirement System Report dated December 31, 2025.
[2025-12-31 Taylor P&F Quarterly Supplement.pdf](#)
 - 6.3 Motion to receive & file Taylor General Employees Retirement System dated December 31, 2025.

[2025-12-31 Taylor General Supp Qtrly.pdf](#)
7. **REGULAR AGENDA**

- 7.1 Motion to approve creating a development area of LDFA (Local Development Finance Authority) of Detroit Region Aerotropolis Development Corporation.
[LOCAL DEVELOPMENT FINANCE AUTHORITY BY AEROTROPOLIS DEVELOPMENT CORPORATION.pdf](#)
[Letter regarding TIF capture.pdf](#)
[Aerotropolis LDFA Plan.pdf](#)
[Resolution of approval and Procedural Outline of the Plan.pdf](#)
- 7.2 Motion to approve authorizing the Mayor to sign the Purchase Agreement on behalf of the City of Taylor for the sale of Parcel# 60-027-99-0001-000 for an amount of \$25,000, plus all costs associated with closing. Proceeds go to the General Fund.
[Vacant Champaign-Telegraph.pdf](#)
- 7.3 Motion to approve the Collective Bargaining Agreement between the City of Taylor and the Taylor Professional Fire Fighters Association, Local 1252, IAFF, AFL-CIO.
- 7.4 Motion to approve Flock Safety, sole source, for renewal of two (2) year agreement in an amount of \$69,600 for the first year and \$69,600 for the second year. Funded through General Fund - Contractual Services.
[Flock 2 year renewal Quote.pdf](#)
[Flock Sole Source Justification.pdf](#)
[Flock Sole Source Provider.pdf](#)
- 7.5 Motion to approve

Bidigare Contractors, current vendor, for contract extension to the water main improvement projects, for the amounts to be determined and approved at a future meeting by the Administration and City Council. Funded through City of Taylor Infrastructure Bonding.

[2026 Water Main Project Extension Letter \(Bidigare Contractors\) 12-01-2025.pdf](#)
[Reference \(City of Taylor BID\) - 2022 City of Taylor Water Main Project \(Bid Tab\) 12-21-2022.pdf](#)
- 7.6 Motion to amend CCR # 10.465-25 for Decima LLC, low bid, for additional required work at the Greenwald Historical House, located at Heritage Park in an amount not to exceed \$404,035 Funded through TBA Capital Outlay.
[2025_10_07 draft \(2\).pdf](#)
[Greenwald Historic Home Rehab.pdf](#)
- 7.7 Motion to approve Audia Concrete Construction, Inc., current vendor, for the current Concrete Panel Replacement for the 2026-2027 Fiscal Year in an amount not to exceed \$1,565,000. Funded through Local and Major Street Funds.

[2023 Concrete Panel Replacement Contract \(Bid Tab\) 06-13-2023 CLG.pdf](#)
[IFB-DG-2023-05-25-001 Concrete Panel Replacement Contract 2023 \(51 Pages\).pdf](#)
[Taylor 2026 Concrete Panel Price Letter.pdf](#)
- 7.8 Motion to approve

Al's Asphalt Paving Company, current vendor, for extension to the current Asphalt Pavement

Resurfacing Contract for the 2026-2027 Fiscal Year in an amount not to exceed \$2,145,000. Funded through Local Street Fund and Major Street Fund.

[RFP - \(022825-001\) BID TAB \(03-28-2025\) CLG.pdf](#)

[RFP-022825-001_2025 Asphalt Pavement Resurfacing Program \(Official Bidnet Posting 03-04-2025\) 58 Pages.pdf](#)

[Taylor 2026 Asphalt Resurfacing Price Letter \(02-03-2026\).pdf](#)

7.9 Motion to approve

Wade Trim to perform the second Design portion of the proposed 2025 Water Distribution System Project Design for an amount not to exceed \$600,000. Funded through Water Supply System Fund Capital Outlay.

[2025 Water Main Improvement Project \(WTA\) Design \(02-20-2026\).pdf](#)

[Reference - 2025 Water Main Improvement Project \(WTA\) Design \(05-22-2025\).pdf](#)
[Supporting Documents \(CLG\).pdf](#)

7.10 Motion to approve Dell Technologies, State bid/low bid, for the purchase of five (5) Interactive Touch Monitors with wall mounts in an amount not to exceed \$23,315, funded through 2024 JAG Grant and General Fund Police IT.

[Dell Technologies - State Bid Quote.pdf](#)

[Dell Quote.pdf](#)

[CDW Quote.pdf](#)

7.11 Motion to approve Concord, Current Vendor, for renewal and upgrade of cloud fax services, in the amount of \$6,482, funded through General Fund IT Contractual Services.

[Bisom \(Fax\) Renewal.pdf](#)

7.12 Motion to approve Ricoh, Current Vendor, for Kofax Scanning Software Licensing and Support annual renewal for an amount of \$10,143. Funded through General Fund IT Contractual Services.

[CITY OF TAYLOR_Kofax.pdf](#)

7.13 Motion to approve Ricoh, Current Vendor, for Docuware one (1) year renewal in an amount of \$12,613, funded through General Fund IT Contractual Services.

[Ricoh Docuware Renewal.pdf](#)

7.14 Motion to approve Ricoh, low quote, for Purchase of 150 Tungsten Power PDF 5 Perpetual Licenses with one (1) year Maintenance in an amount not to exceed \$21,576 funded through General Fund IT Contractual Services.

[rQuote_36365393_Quote \(1\).pdf](#)

[CDWG_Tungsten.pdf](#)

[Data Capture Group_Tungsten.pdf](#)

7.15 Motion to approve one (1) year renewal of worker's compensation excess insurance policy with Midwest Employers Casualty for the period of 1/1/26 through 12/31/26 in the amount of \$114,803. Funded through Risk Management Contractual Services.

7.16 Motion to approve to direct Corporation Counsel to draft a ballot proposal to amend the City of Taylor Charter, Chapter 4, Section 4.5 Filling Vacancies in Elective Office, per the attached document.

[Ballot Proposal Motion_Vacancy.pdf](#)

7.17 Motion to approve to direct Corporation Counsel to draft a ballot proposal to amend the City of Taylor Charter, Chapter 15, Section 15.2, Section 15.3 and Section 15.4 (a), per the attached document.

[Ballot Proposal Motion_Budget Limitations.pdf](#)

8. **OPEN BUSINESS**

9. **ADJOURNMENT**

Motion By: Christian Armstrong **Supported By:** Dan Wallace
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede, Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To approve the re-appointments of Ronald Bentley and Nick Dmitruchina to the Museum Commission for a three (3) year term to expire on February 17, 2029.

Unanimously carried
CCR #: 2.66-26

Motion By: Christian Armstrong **Supported By:** Ron Thiede
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede, Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To approve authorizing the City Clerk to sign the Michigan Charitable Gaming Licenses application recognizing St Joseph's Helpers as a nonprofit organization.

Unanimously carried
CCR #: 2.67-26

Motion By: Christian Armstrong **Supported By:** Ron Thiede
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede, Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To receive & file the January 2026 Budget Performance Report.

Unanimously carried
CCR #: 2.68-26

Motion By: Christian Armstrong **Supported By:** Ron Thiede
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede, Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To receive & file the January 2026 Paid Invoice Report.

Unanimously carried
CCR #: 2.69-26

Motion By: Christian Armstrong **Supported By:** Ron Thiede
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede, Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To receive & file 0 % interest deferred loan for project #2025-07 for work performed by Optimum Contracting Solutions per qualified low quote for Emergency Roof Replacement in the amount of \$13,250. Funded through the Community Development Block Grant Home Rehabilitation account. Not to exceed program limits.

Unanimously carried
CCR #: 2.70-26

Motion By: Christian Armstrong **Supported By:** Ron Thiede
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede, Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To approve KCI Printing for the postage associated with mailing the 2026 Assessment Change Notices for Real Property, in an amount not to exceed \$13,479.

Unanimously carried
CCR #: 2.71-26

Motion By: Chris Clark **Supported By:** Christian Armstrong
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede, Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To approve the issuance of an Amusement Device permit to Kudos Taproom & Fieldhouse, 14100 Pardee, for nineteen (19) amusement device machines pursuant to Chapter 4, Article III of the City of Taylor Code of Ordinances.

Unanimously carried
CCR #: 2.72-26

Motion By: Gerald Thomas **Supported By:** Chris Clark
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede, Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To amend CCR 6.220-25 to increase authority to blanket purchase order for Med-Tech Resource by \$20,000, funded through General Fund, Fire Department- ALS Transporting Account.

Unanimously carried
CCR #: 2.73-26

Motion By: William Patts **Supported By:** Dan Wallace
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede, Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To approve Superior Comfort Heating and Cooling, low bid, for the installation of two (2) Electrical Vehicle battery chargers in an amount not to exceed \$5,173, funded through Community Energy Management Grant.

Unanimously carried
CCR #: 2.74-26

Motion By: Christian Armstrong **Supported By:** Chris Clark
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede, Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To approve the Proclamation honoring Southeast Michigan Community Alliance (SEMCA).

Unanimously carried
CCR #: 2.75-26

Motion By: Christian Armstrong **Supported By:** Gerald Thomas
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede, Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To approve payment to Michigan Police Training for providing Commercial Vehicle Enforcement Trainings to two (2) Police Officers, in an amount not to exceed \$4,370, funded through the Act 302 Police Training Fund.

CCR #: Unanimously carried
2.76-26

Motion By: Christian Armstrong **Supported By:** Gerald Thomas
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede, Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To approve the renewal of the Law Enforcement State Accreditation module through Lexipol, in the amount of \$31,300, funded through General Fund Police Contractual Services.

CCR #: Unanimously carried
2.77-26

Motion By: William Patts **Supported By:** Dan Wallace
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede, Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To approve Hennessey Engineers, lowest qualified bidder, for Community Development Engineering, Planning & Support Services, amount not to exceed \$26,700 and authorize the Mayor to sign the contract. Funded through Community Development Block Grant account.

CCR #: Unanimously carried
2.78-26

Motion By: Ron Thiede **Supported By:** Gerald Thomas
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede, Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To approve Department of Public Works employees to attend the 2026 American Public Works Association (APWA) Great Lakes Expo in an amount not to exceed \$6,700. Funded through Water Supply System Fund.

CCR #: Unanimously carried
2.79-26

Motion By: Gerald Thomas **Supported By:** Dan Wallace
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede, Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To approve engagement with Miller, Canfield, Paddock and Stone, PLLC to provide bond counsel services related to the proposed issuance of capital improvement bonds. The contingent fee for services is based on the size of the bonds, but not to exceed \$59,500. Funded through bond proceeds.

CCR #: Unanimously carried
2.80-26

Motion By: Gerald Thomas **Supported By:** Dan Wallace
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede, Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To approve engagement with PFM Financial Advisors LLC to provide financial advisory services related to the proposed capital improvement bond issuance. The contingent fee for services is based on an \$8,000 base fee, plus \$0.90 per \$1,000 of bonds issued. Funded through bond proceeds.

CCR #: Unanimously carried
2.81-26

Motion By: William Patts **Supported By:** Gerald Thomas
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede, Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To approve setting the public hearing for the City's Fiscal Year 2026/2027 proposed budget for April 23, 2026 at 6:30 p.m. The property tax millage rate proposed to be levied to support the budget will be subject to this hearing.

CCR #: Unanimously carried
2.82-26

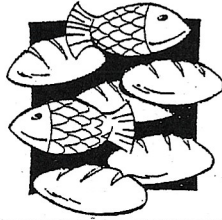
Motion By: Chris Clark **Supported By:** Christian Armstrong
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede, Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To approve CivicPlus, current website vendor, to provide licensing and installation of DocAccess, an Americans Disabilities Act-related component, for a Year 1 amount of \$13,724, and a Year 2 amount of \$14,411, for a total amount not to exceed \$28,135. Funded through General Fund Admin Account.

CCR #: Unanimously carried
2.83-26

Motion By: Dan Wallace **Supported By:** Christian Armstrong
Ayes: Charley Johnson, Chris Clark, Dan Wallace, William Patts, Ron Thiede,
Christian Armstrong, Gerald Thomas
Nays: None
Resolved: To approve adjournment at 6:54 p.m.
Unanimously carried
CCR #: 2.84-26

Charley Johnson, Chairman

Cynthia A. Bower, City Clerk



BYLAWS OF FISH & LOAVES
(A Michigan Non-Profit Corporation)
Approved July 26, 2006

ARTICLE I
OFFICES

1.1 Principal Office. The principal office and registered office of Fish & Loaves (the "Corporation") shall be located at St. Paul United Church of Christ, Taylor, Michigan 48180, or such other place as the Board of Directors shall from time to time determine.

ARTICLE II
PURPOSE

2.1 General. The purposes of the Corporation are as set forth in Article II of the Articles of Incorporation of the Corporation.

ARTICLE III
BOARD OF DIRECTORS

3.1 Functions. Except as specifically provided in the Corporation's Articles of Incorporation or these Bylaws, all rights, powers, duties and responsibilities relative to the management and control of the Corporation's property, activities and affairs are vested in the Board of Directors. In addition to the power and authority expressly conferred upon it by these Bylaws and the Articles of incorporation, the Board of Directors may take any lawful action on behalf of the Corporation which is not by law or by the Articles of Incorporation or by these Bylaws required to be taken by some other party.

3.2 Number, Selection and Term. The number of Directors which shall constitute the Board of Directors shall be not less than twelve (12) and not more than eighteen (18). The number of Directors which shall constitute the Board of Directors for each ensuing year shall be determined at the annual meeting of the Board. However, if a motion is not made and carried to increase or decrease the number of Directors, the Board shall consist of the same number of Directors as were elected for the preceding year. At the annual meeting the Directors shall elect their successors to hold office until the succeeding annual meeting. Each Director shall hold office for the term for which he or she is appointed and until his or her successor is appointed and qualified, or until such

Director's resignation or removal. Directors may serve for a maximum of two (2) consecutive, three (3) year terms. One who has served two (2) consecutive terms may not serve as a Director again until one year after the end of his/her last term served. One third of the directors will be elected on an annual basis.

3.3 Meetings.

3.3.1 The Board of Directors may set the time and place for regular meetings of the Board. The Board of Directors shall meet at least twice per year.

3.3.2 The date of the annual meeting of the Board of Directors of the Corporation shall be set by the Board of Directors.

3.3.3 Special meetings of the Board of Directors may be called by the Secretary of the Corporation upon the request of the President or one (1) of the Directors.

3.3.4 Meetings of the Board of Directors may be held at any place or places.

3.3.5 Meetings shall be conducted in accordance with Roberts Rules of Order.

3.4 Notice of Meetings. Written notice shall be given to the Directors at least ten (10) but not more than sixty (60) days prior to an annual meeting of the Board of Directors. No notice is required for a regular meeting of the Board of Directors. Special meetings of the Board of Directors shall be held pursuant to notice of the time, place and purpose thereof, either delivered personally or sent by telephone, telegraph or mail to each Director not less than twenty-four (24) hours prior to the meeting and, if by telephone or telegraph, confirmed in writing before or after the meeting. Notwithstanding the foregoing, no notice need be given to any person who submits a signed waiver of notice before or after a meeting, or who attends a meeting without protesting any lack of notice.

3.5 Resignation. A Director may resign by giving written notice to the Secretary of the Corporation, which notice shall be immediately forwarded to the Board of Directors. Unless otherwise specified in the resignation, the resignation shall take effect upon receipt by the Secretary, and the acceptance of the resignation shall not be necessary to make it effective.

3.6 Removal. Any Director may be removed at any time, with or without cause, by vote of a majority of the Directors of the Corporation.

3.7 Vacancies. Any vacancy on the Board of Directors, among those Directors elected by the Incorporator or otherwise, shall be filled by an affirmative vote of a majority of the remaining Directors of the Corporation. A Director so appointed shall serve as a Director of the Corporation for the remainder of the term of the replaced Director and until his or her successor is appointed and qualified.

3.8 Quorum. The presence of a majority of the total number of Directors then in office shall constitute a quorum for the transaction of business.

3.9 Voting. The vote of a majority of the Directors present at a meeting at which a quorum is present shall be the act of the Board of Directors unless a greater vote is required by law, by the Articles of Incorporation or by these Bylaws. Each director present shall have one vote. No director shall vote on any matter in which the director or a family member has a pecuniary or other beneficial interest.

3.10 Compensation of Directors. The Directors, as such, shall not be compensated for the performance of services for the Corporation, but may, by resolution of the Board of Directors, be reimbursed for expenses incurred on behalf of the Corporation.

ARTICLE IV OFFICERS

4.1 Officers. The Officers of the Corporation shall be a President, a Vice President, a Secretary or Co-Secretaries and a Treasurer. The Officers shall be elected by the Board of Directors at its first meeting and at each annual meeting thereafter. The Board of Directors of the Corporation may from time to time elect or appoint other Officers including additional Vice-President(s), Assistant Treasurers and Assistant Secretaries, as the Board may deem advisable, and such Officers shall have such authority and shall perform such duties as from time to time may be prescribed by the Board of Directors. Any two or more offices may be held by the same person. In addition to the powers and duties of the Officers of the Corporation as set forth in these Bylaws, the Officers shall have such authority and shall perform such duties as from time to time may be determined by the Board of Directors.

4.2 President. The President shall be the chief operating officer of the Corporation. He or she shall preside at all meetings of the Board of Directors. The President shall perform such other duties and functions as shall be assigned to him or her from time to time by the Board of Directors. He or she shall be, ex officio, a member of all standing committees. The President shall, unless otherwise provided by resolution of the Board of Directors, possess the power and authority to sign all certificates, contracts, instruments, papers and documents of every conceivable kind and character whatsoever in the name of and on behalf of the Corporation.

4.3 Vice-President. One Vice-President shall perform the duties and exercise the powers of the President during the absence or unavailability of the President, and shall have such additional powers and perform such additional duties as shall from time to time be assigned by these Bylaws or by the Board of Directors.

4.4 Secretary. The Secretary shall keep the minutes of all meetings of the Board of Directors in books provided for that purpose and sign, with the President of the Board

of Directors, in the name of the Corporation, all contracts when authorized to do so. The Secretary shall have charge of such books and papers as the Board of Directors shall direct, all of which shall at all reasonable times be open to the examination of any Director, and in general perform all the duties incident to the office of Secretary, subject to the control of the Board of Directors. The Board of Directors in its discretion may appoint two (2) persons to the office of Secretary, and in such case each appointee shall be a Co-Secretary. Each Co-Secretary shall jointly have all the powers, duties and responsibilities of the office of Secretary, except as the Board of Directors shall otherwise determine.

4.5 Treasurer. The Treasurer shall have custody of all the funds and securities of the Corporation, endorse checks, notes and other obligations for collection on behalf of the Corporation and shall deposit the same to the credit of the Corporation in such bank or banks or depository or depositories as the Board of Directors may designate; sign all receipts and vouchers for payments made to the Corporation; enter or cause to be entered regularly in the books of the Corporation kept for that purpose, full and accurate accounts of all moneys received and paid on account of the Corporation, and whenever required by the Board of Directors shall render statements of such accounts; shall, at all reasonable times, exhibit all books and accounts to any Director of the Corporation, and shall perform acts incident to the position of Treasurer, subject to the control of the Board of Directors.

4.6 Assistant Secretary and Assistant Treasurer. The Board of Directors may from time to time by resolution delegate to any Assistant Treasurer or Treasurers any of the powers or duties herein assigned to the Treasurer, and may similarly delegate to any Assistant Secretary or Secretaries any of the powers or duties herein assigned to the Secretary.

4.7 Giving of Bond by Officers. All Officers of the Corporation, if required to do so by the Board of Directors, shall furnish bonds to the Corporation for the faithful performance of their duties, in such penalties and with such conditions and security as the Board shall require. The Corporation shall assume the cost of providing any bond required hereunder.

4.8 Compensation of Officers. No Officer of the Corporation shall be compensated for the performance of services for the Corporation, but may, by resolution of the Board of Directors, be reimbursed for expenses incurred on behalf of the Corporation.

ARTICLE V COMMITTEES

5.1 General. The Board of Directors may designate standing committees with such duties and powers as it may provide in order to carry out the programs and purposes of the Corporation; and the Board shall further designate the individuals to serve as chairpersons of said standing committees.

ARTICLE VI EMPLOYEES

6.1 General. The Board of Directors may hire and fix the compensation of an executive director and other employees as it deems necessary for the administrative and operational purposes of the Corporation.

6.2 Responsibilities of Executive Director. Any executive director hired and employed by the Board of Directors for the Corporation shall be charged with the management of the projects of the Corporation, subject to the direction of the Board of Directors.

6.3 Ex Officio Board of Director Status of Executive Director. The executive director hired and employed by the Directors of the Corporation will enjoy ex officio (non-voting) membership on the Board of Directors.

6.4 Giving of Bond by the Executive Director. The executive director shall give such bond for the faithful performance of the duties as the Board of Directors may determine.

ARTICLE VII DISSOLUTION

7.1 General. In the event of dissolution of the Corporation, after paying or providing for the payment of all liabilities of the Corporation, the Corporation's assets shall be distributed (1) for one or more exempt purposes within the meaning of IRC 501(c) (3), or the corresponding section of any future federal tax code; or (2) to the federal government, or to a state or local government, for a public purpose. Any assets not disposed of shall be disposed of by the circuit court of the county in which the principal office of the Corporation is then located, exclusively for such purposes or to such organization or organizations that the court shall determine and that organized and operated exclusively for such purposes.

7.2 No Inurement. No part of the net earnings of the Corporation shall be distributed to or inure to the benefit of any Director or Officer of the Corporation, as provided by code Section 501(c) (3) of the Michigan General Sales Tax Act of the Michigan Use Tax Act.

ARTICLE VIII LIABILITY OF OFFICERS AND DIRECTORS

8.1 Personal Liability of Directors and Officers. No member of the Board of Directors of the Corporation who is a volunteer director, as that term is defined in the Michigan Nonprofit Corporation Act ("The Act"), and no volunteer officer shall be personally liable to this Corporation or its members for monetary damages for a breach

of the Director's or Officer's fiduciary duty; provided, however, that this provision shall not eliminate or limit the liability of a Director or Officer for any of the following: (1) a breach of the Director's or Officer's duty of loyalty to the Corporation or its members; (2) acts or omissions not in good faith or that involve intentional misconduct or a knowing violation of the law; (3) a violation of section 551(1) of the Act; (4) a transaction from which the Director or Officer derived an improper personal benefit; or (5) an act or omission that is grossly negligent.

8.2 Assumption of Liability by the Corporation. The Corporation assumes all liability to any person, other than the Corporation or its members, for all acts or omissions of a Director who is a volunteer Director, as defined by the Act, incurred in the good faith performance of the Director's duties. However, the Corporation shall not be considered to have assumed any liability to the extent that such assumption is inconsistent with the status of the Corporation as an organization described in IRC 501(c)(3) or the corresponding section of any future federal tax code. If the Act is amended after the filing of these Articles of Incorporation to authorize the further elimination or limitation of the liability of Directors or Officers of nonprofit corporations, then the liability of members of the board of directors or officers, in addition to that described in this Article shall be assumed by the Corporation or eliminated or limited to the fullest extent permitted by the Act so amended. Such an elimination, limitation, or assumption of liability is not effective to the extent that it is inconsistent with the status of the Corporation as an organization described in IRC 501(c)(3) or corresponding section of any future federal tax code. No amendment or repeal of this Article shall apply or have any effect on the liability or alleged liability of any member of the Board of Directors of this Corporation or volunteer Officer or with respect to any acts or omissions occurring before the effective date of any such amendment or repeal.

ARTICLE IX LIABILITY OF NON-DIRECTOR VOLUNTEERS

9.1 Assumption of Liability By Corporation. The Corporation assumes liability for all acts or omissions of a non-director volunteer if all of the following are met: (1) The volunteer was acting or reasonably believed he or she was acting within the scope of his or her authority; (2) The volunteer was acting in good faith; (3) The volunteer's conduct did not amount to gross negligence or willful and wanton conduct; (4) The volunteer's conduct was not an intentional tort; (5) The volunteer's conduct was not a tort arising out of the ownership, maintenance, or use of a motor vehicle for which tort liability may be imposed as provided in section 3135 of the insurance code of 1956, Act No. 218 of the Public Acts of 1956, being section 500.3135 of the Michigan Compiled Laws. A claim for monetary damages for a non-director volunteer's acts or omissions shall not be brought or maintained against a non-director volunteer. The claim shall be brought and maintained against the Corporation.

9.2 Limitation of Assumption of Liability By the Corporation. However, the Corporation shall not be considered to have assumed any liability for the acts or omissions of a non-director volunteer to the extent that such assumption is inconsistent with the status of the Corporation as an organization described in IRC 501(c)(3) or the corresponding section of any future federal tax code.

9.3 Liability of Corporation In Event of Amendment of the Act. If the Act is amended after the filing of these Articles of Incorporation to authorize the further elimination or limitation of liability of volunteers of nonprofit corporations, then the liability of volunteers, in addition to that described in this Article, shall be assumed by the Corporation or eliminated or limited to the fullest extent permitted by the Act as so amended. Such an elimination, limitation, or assumption of responsibility is not effective to the extent that it is inconsistent with the status of the Corporation as an organization described in IRC 501(c)(3) or corresponding section of any future federal tax code. No amendment or repeal of this Article shall apply or have any effect on the liability or alleged liability of any volunteer of this Corporation for or with respect to any acts or omissions occurring before the effective date of any such amendment or repeal.

ARTICLE X ANNUAL AUDITS AND FISCAL YEAR

10.1 Fiscal Year. The fiscal year of the Corporation shall be determined by the Board of Directors.

ARTICLE XI MISCELLANEOUS ITEMS

11.1 Contracts, Conveyances, etc. Conveyances, contracts and instruments of transfer and assignment shall be approved as provided by a resolution of the Board of Directors.

11.2 Borrowing. Loans and renewals of any loans shall be contracted on behalf of the Corporation as provided by a resolution of the Board of Directors.

11.3 Execution of Instruments. All Corporation instruments and documents including, but not limited to, checks, drafts, bills of exchange, acceptances, notes or other obligations or orders for the payment of money shall be signed as provided by a resolution of the Board of Directors.

11.4 Adjourned meetings. A majority of the Directors present, whether or not a quorum, may adjourn any meeting to another time and place. Notice of such adjourned meeting shall be given even though the time and place thereof are announced at the meeting at which the adjournment is taken.

11.5 Method of Giving Notices. Any notice required by statute or by these Bylaws to be given to the Directors, or to any Officers of the Corporation unless otherwise provided herein or in any statute, shall be given by mailing to such Director or Officer at his or her last address as the same appears on the records of the Corporation, and such notice shall be deemed to have been given at the time of such mailing.

11.6 Action By Written Consent. Action required or permitted to be taken pursuant to authorized vote at any meeting of the Board of Directors or a committee thereof, may be taken without a meeting if, before or after the action, all members of the Board of Directors or the committee consent thereto in writing. Written consent shall be filed with the minutes of the proceedings of the Board or Committee. Such consent shall have the same effect as the vote of the Board or committee for all purposes.

11.7 Participation in Meeting by Telephone. By oral or written permission of a majority of the Board of Directors, a member of the Board or of a committee designated by the Board may participate in a meeting by means of conference telephone or similar communications equipment by means of which all persons participating in the meeting can hear each other. Participation in a meeting pursuant to this Section 11.7 constitutes presence in person at the meeting.

11.8 Corporate Seal. If the Corporation has a corporate seal, it shall have inscribed thereon the name of the Corporation and the words "Corporate Seal" and "Michigan". The seal may be used by causing it or a facsimile to be affixed, impressed, or reproduced in any other manner.

ARTICLE XII AMENDMENTS AND ADDITIONS

12.1 Amendments. These Bylaws may be altered or amended at any duly called meeting of the Directors, at which a quorum is present by a three-fifths (3/5) vote, provided that written notice naming the substance of the proposed amendment has been sent to each Director of the Corporation at least ten (10) days in advance of the date of the meeting, unless such notice is waived by all the Directors.

12.2 Rules and Regulations. The Board of Directors may adopt additional rules and regulations, general or specific, for the conduct of their meetings, and additional rules and regulations, general or specific, for the conduct of the affairs of the Corporation provided, however, no such additional rule or regulation shall be inconsistent with or in contravention of any provision of the Articles of Incorporation or these Bylaws.

END OF BYLAWS

INTERNAL REVENUE SERVICE
P. O. BOX 2508
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASURY

Date: **AUG 03 2007**

FISH & LOAVES
C/O GEOFFREY DRUTCHAS
24158 GODDARD RD
TAYLOR, MI 48180

Employer Identification Number:
20-5865585
DLN:
17053193028007
Contact Person:
RENEE RILEY NORTON ID# 31172
Contact Telephone Number:
(877) 829-5500
Accounting Period Ending:
DECEMBER 31
Public Charity Status:
170(b)(1)(A)(vi)
Form 990 Required:
YES
Effective Date of Exemption:
NOVEMBER 3, 2006
Contribution Deductibility:
YES
Advance Ruling Ending Date:
DECEMBER 31, 2010

Dear Applicant:

We are pleased to inform you that upon review of your application for tax exempt status we have determined that you are exempt from Federal income tax under section 501(c)(3) of the Internal Revenue Code. Contributions to you are deductible under section 170 of the Code. You are also qualified to receive tax deductible bequests, devises, transfers or gifts under section 2055, 2106 or 2522 of the Code. Because this letter could help resolve any questions regarding your exempt status, you should keep it in your permanent records.

Organizations exempt under section 501(c)(3) of the Code are further classified as either public charities or private foundations. During your advance ruling period, you will be treated as a public charity. Your advance ruling period begins with the effective date of your exemption and ends with advance ruling ending date shown in the heading of the letter.

Shortly before the end of your advance ruling period, we will send you Form 8734, Support Schedule for Advance Ruling Period. You will have 90 days after the end of your advance ruling period to return the completed form. We will then notify you, in writing, about your public charity status.

Please see enclosed Information for Exempt Organizations Under Section 501(c)(3) for some helpful information about your responsibilities as an exempt organization.

Letter 1045 (DO/CG)

FISH & LOAVES

We have sent a copy of this letter to your representative as indicated in your power of attorney.

Sincerely,

A handwritten signature in black ink that reads "Robert Choi". The signature is written in a cursive, slightly slanted style.

Robert Choi
Director, Exempt Organizations
Rulings and Agreements

Enclosures: Information for Organizations Exempt Under Section 501(c)(3)
Statute Extension

Taylor Police & Fire Retirement System

Investment Performance Review
Period Ending December 31, 2025

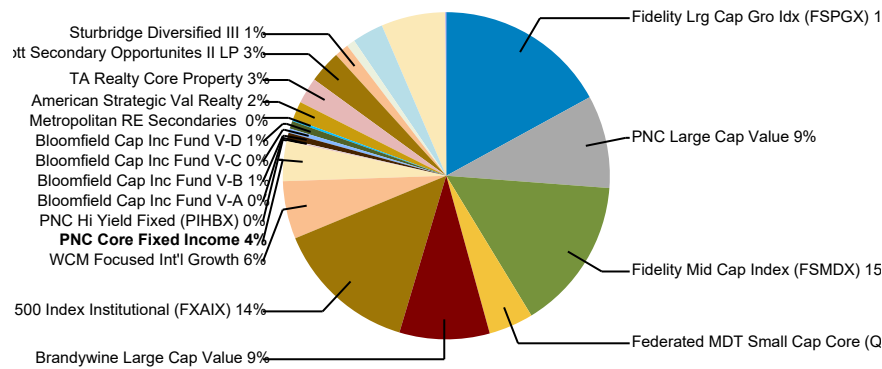
MARINER

Asset Allocation Summary
Taylor Police & Fire Total Fund
As of December 31, 2025

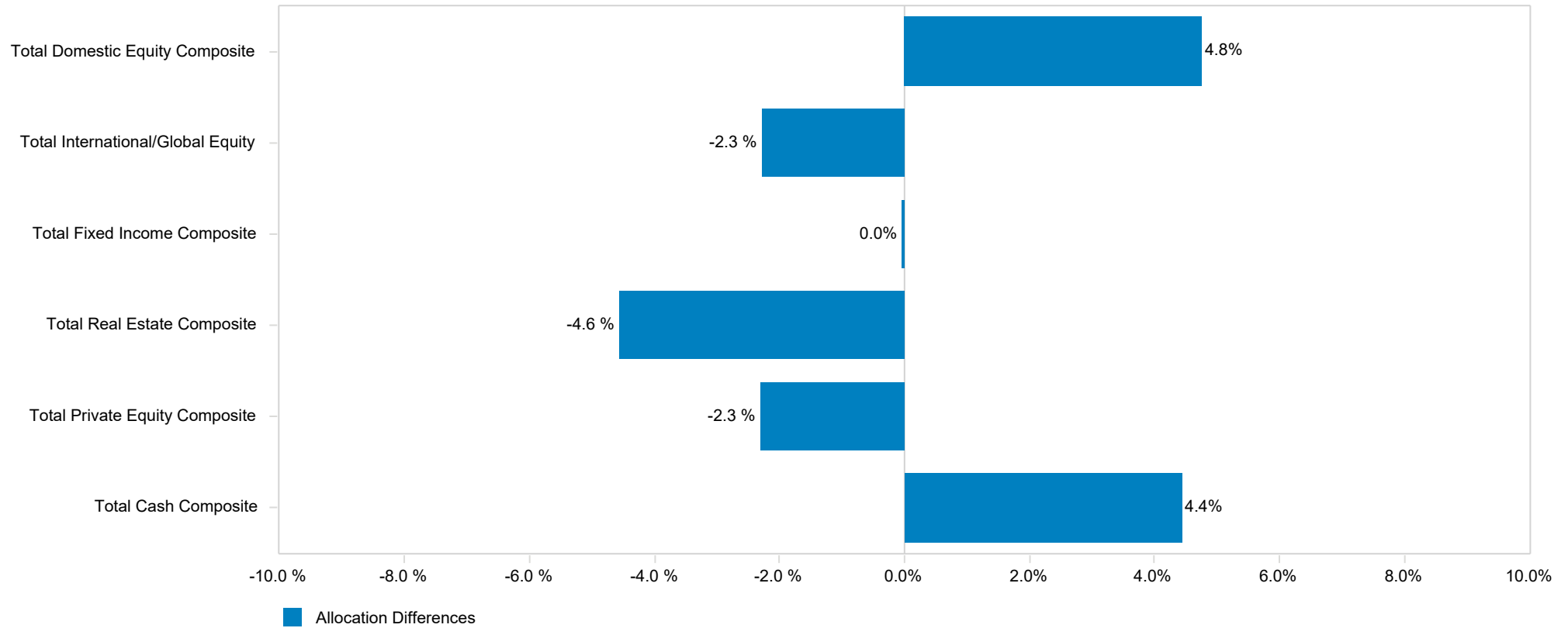
Dec-2025 : \$152,666,717

Allocation

	Market Value	Allocation
Fidelity Lrg Cap Gro Idx (FSPGX)	25,981,965	17.0
PNC Large Cap Value	14,017,904	9.2
Fidelity Mid Cap Index (FSMDX)	23,041,268	15.1
Federated MDT Small Cap Core (QISCX)	6,768,433	4.4
Brandywine Large Cap Value	13,602,157	8.9
Fidelity 500 Index Institutional (FXAIX)	21,548,588	14.1
WCM Focused Int'l Growth	8,728,829	5.7
PNC Core Fixed Income	6,031,547	4.0
PNC Hi Yield Fixed (PIHBX)	174,784	0.1
Bloomfield Cap Inc Fund V-A	94,031	0.1
Bloomfield Cap Inc Fund V-B	983,963	0.6
Bloomfield Cap Inc Fund V-C	647,187	0.4
Bloomfield Cap Inc Fund V-D	1,161,851	0.8
Metropolitan RE Secondaries	355,230	0.2
American Strategic Val Realty	2,697,470	1.8
TA Realty Core Property	3,959,084	2.6
Abbott Secondary Opportunites II LP	4,904,398	3.2
Sturbridge Diversified III	2,134,776	1.4
Terracap Partners V LP	1,284,619	0.8
Portfolio Advisors Secondary Fund IV	4,704,286	3.1
Cash Account	9,683,713	6.3
Commingled Fund Cash	160,636	0.1



Asset Allocation vs. Target Allocation



Asset Allocation vs. Target Allocation

	Market Value\$	Allocation (%)	Target (%)
Total Domestic Equity Composite	104,960,314	68.8	64.0
Total International/Global Equity	8,728,829	5.7	8.0
Total Fixed Income Composite	9,093,362	6.0	6.0
Total Real Estate Composite	8,296,403	5.4	10.0
Total Private Equity Composite	11,743,460	7.7	10.0
Total Cash Composite	9,844,349	6.4	2.0
Total Fund	152,666,717	100.0	100.0

Financial Reconciliation

Total Fund

1 Quarter Ending December 31, 2025

	Market Value 10/01/2025	Net Transfers	Contributions	Distributions	Management Fees	Other Expenses	Income	Apprec./ Deprec.	Market Value 12/31/2025
Total Domestic Equity Composite	109,156,536	-5,706,337	-	-	-26,336	-	1,061,461	474,990	104,960,314
Fidelity Lrg Cap Gro Idx (FSPGX)	28,720,887	-3,000,000	-	-	-	-	88,978	172,100	25,981,965
PNC Large Cap Value	13,439,436	-	-	-	-11,603	-	64,208	525,863	14,017,904
Fidelity Mid Cap Index (FSMDX)	23,004,519	-	-	-	-	-	199,179	-162,430	23,041,268
Brandywine Large Cap Value	13,483,628	14,734	-	-	-14,734	-	78,241	40,288	13,602,157
Champlain Small Company (CIPNX)	2,873,419	-2,721,071	-	-	-	-	-	-152,348	-
Federated MDT Small Cap Core (QISCX)	6,642,339	-	-	-	-	-	504,783	-378,689	6,768,433
Fidelity 500 Index Institutional (FXAIX)	20,992,309	-	-	-	-	-	126,074	430,206	21,548,588
Total International Equity Composite	9,155,485	-	-	-	-	-	-	-426,656	8,728,829
WCM Focused Int'l Growth Fund LP	9,155,485	-	-	-	-	-	-	-426,656	8,728,829
Total Fixed Income Composite	9,038,179	-47,376	-	-	-	-	111,391	-8,832	9,093,362
PNC Core Fixed Income	5,954,309	3,757	-	-	-	-	50,317	23,164	6,031,547
PNC High Yield Fixed Income (PIHBX)	176,186	-3,757	-	-	-	-	3,757	-1,402	174,784
Total Non-Core Fixed Composite	2,907,683	-47,376	-	-	-	-	57,317	-30,593	2,887,032
Bloomfield Capital Income Fund V Series - A	93,231	-	-	-	-	-	-	800	94,031
Bloomfield Capital Income Fund V Series - B	1,012,839	-19,892	-	-	-	-	25,651	-34,635	983,963
Bloomfield Capital Income Fund V Series - C	793,710	-162,567	-	-	-	-	14,692	1,352	647,187
Bloomfield Capital Income Fund V Series - D	1,007,903	135,083	-	-	-	-	16,975	1,889	1,161,851
Total Real Estate Composite	8,264,728	-	-	-	-15,387	-	54,774	-7,712	8,296,403
Metropolitan Real Estate Partners Secondaries & Co-Investments Fund, L.P.	355,230	-	-	-	-	-	-	-	355,230
American Strategic Value Realty	2,688,881	-	-	-	-8,499	-	8,526	8,563	2,697,470
TA Realty Core Property Fund LP	3,935,999	-	-	-	-6,888	-	46,248	-16,274	3,959,084
Terracap Partners V LP	1,284,619	-	-	-	-	-	-	-	1,284,619
Total Private Equity Composite	11,852,169	-108,709	-	-	-	-	4,584	-4,584	11,743,460
Abbott Secondary Opportunites II LP	4,979,398	-75,000	-	-	-	-	4,584	-4,584	4,904,398
Portfolio Advisors Secondary Fund IV	4,737,995	-33,709	-	-	-	-	-	-	4,704,286
Sturbridge Diversified III	2,134,776	-	-	-	-	-	-	-	2,134,776
Total Cash Composite	3,111,600	5,862,422	4,986,572	-4,141,702	-	-47,804	73,262	-	9,844,349
Cash Account	2,718,821	6,099,116	4,986,572	-4,141,702	-	-47,804	68,710	-	9,683,713
Cash Account from Commingled Fund	392,779	-236,695	-	-	-	-	4,551	-	160,636
Total Fund Composite	150,578,696	-	4,986,572	-4,141,702	-41,724	-47,804	1,305,472	27,205	152,666,717

Comparative Performance															
	QTR		1 YR		3 YR		5 YR		7 YR		10 YR		Inception		Inception Date
Total Fund Composite (Gross)	0.89	(97)	11.26	(86)	12.72	(41)	8.33	(16)	10.83	(8)	9.75	(5)	8.30	(31)	04/01/2003
Total Fund Policy	2.33	(26)	15.66	(16)	16.84	(1)	9.98	(2)	12.70	(1)	11.02	(1)	9.73	(1)	
Difference	-1.44		-4.40		-4.12		-1.65		-1.87		-1.27		-1.42		
All Public Plans-Total Fund Median	2.07		13.75		12.36		7.20		9.60		8.53		8.01		
Total Fund Composite (Net)	0.86		11.05		12.46		8.02		10.50		9.37		8.11		04/01/2008
Total Fund Policy	2.33		15.66		16.84		9.98		12.70		11.02		8.84		
Difference	-1.47		-4.60		-4.38		-1.96		-2.20		-1.65		-0.73		
Total Domestic Equity Composite	1.43		13.53		18.18		10.72		13.83		11.73		9.91		04/01/2008
Total Domestic Equity Policy	2.40		17.15		22.25		13.15		16.60		14.18		11.44		
Difference	-0.97		-3.62		-4.06		-2.43		-2.77		-2.44		-1.53		
Total International/Global Equity	-4.66		21.25		14.07		6.18		9.93		8.18		5.50		04/01/2008
Total International Equity Policy	5.05		32.39		17.33		7.91		10.15		8.41		4.62		
Difference	-9.71		-11.13		-3.27		-1.72		-0.21		-0.23		0.88		
Total Fixed Income Composite	1.14		5.93		7.13		4.13		4.92		5.62		5.10		07/01/2014
Total Fixed Income Policy	1.20		6.97		5.06		0.96		2.67		2.44		2.29		
Difference	-0.06		-1.03		2.07		3.18		2.24		3.19		2.82		
Total Real Estate Composite	0.57		-7.66		-9.87		0.33		1.58		4.24		5.78		07/01/2014
Total Real Estate Policy	0.91		3.79		-3.45		3.40		3.35		4.80		6.02		
Difference	-0.35		-11.45		-6.43		-3.07		-1.78		-0.56		-0.24		

Returns for periods greater than one year are annualized.
Returns are expressed as percentages.

Comparative Performance

Total Fund

As of December 31, 2025

	QTR		1 YR		3 YR		5 YR		7 YR		10 YR		Inception		Inception Date
Total Domestic Equity Composite	1.43		13.53		18.18		10.72		13.83		11.73		9.91		04/01/2008
Fidelity Lrg Cap Gro Idx (FSPGX)	1.11	(48)	18.53	(29)	N/A		N/A		N/A		N/A		N/A		06/01/2023
Russell 1000 Growth Index	1.12	(47)	18.56	(28)	31.15	(31)	15.32	(10)	21.25	(11)	18.13	(10)	27.37	(26)	
Difference	-0.02		-0.03		N/A		N/A		N/A		N/A		N/A		
Large Growth Median	0.98		16.03		28.37		11.78		17.94		15.52		24.96		
PNC Large Cap Value	4.39	(36)	20.10	(17)	15.39	(46)	13.61	(41)	13.15	(64)	10.61	(83)	11.06	(56)	06/01/2013
Russell 1000 Value Index	3.81	(45)	15.91	(53)	13.90	(63)	11.33	(76)	12.10	(82)	10.53	(86)	10.12	(85)	
Difference	0.58		4.19		1.49		2.28		1.06		0.09		0.94		
IM U.S. Large Cap Value Equity (SA+CF) Median	3.41		16.17		14.93		13.09		13.93		11.86		11.20		
Fidelity Mid Cap Index (FSMDX)	0.16	(72)	10.57	(39)	14.34	(34)	N/A		N/A		N/A		6.38	(68)	12/01/2021
Russell Midcap Index	0.16	(72)	10.60	(38)	14.36	(34)	8.67	(69)	12.75	(48)	11.01	(51)	6.37	(68)	
Difference	0.00		-0.03		-0.01		N/A		N/A		N/A		0.00		
Mid-Cap Blend Median	1.50		8.84		13.13		9.32		12.63		11.03		6.89		
Brandywine Large Cap Value	0.88	(87)	8.90	(88)	10.20	(93)	10.47	(87)	12.49	(76)	N/A		11.03	(59)	04/01/2017
Russell 1000 Value Index	3.81	(45)	15.91	(53)	13.90	(63)	11.33	(76)	12.10	(82)	10.53	(86)	9.69	(87)	
Difference	-2.93		-7.00		-3.70		-0.85		0.39		N/A		1.34		
IM U.S. Large Cap Value Equity (SA+CF) Median	3.41		16.17		14.93		13.09		13.93		11.86		11.40		
Federated MDT Small Cap Core (QISCX)	1.90	(50)	14.14	(12)	16.48	(8)	9.62	(20)	N/A		N/A		11.02	(16)	12/01/2019
Russell 2000 Index	2.19	(39)	12.81	(18)	13.73	(24)	6.09	(72)	10.60	(52)	9.62	(41)	8.68	(51)	
Difference	-0.29		1.33		2.75		3.53		N/A		N/A		2.35		
Small Blend Median	1.89		8.22		11.95		7.19		10.65		9.35		8.73		
Fidelity 500 Index Institutional (FXAIX)	2.65	(43)	17.86	(37)	22.99	(35)	N/A		N/A		N/A		12.05	(38)	12/01/2021
S&P 500 Index	2.66	(41)	17.88	(35)	23.01	(33)	14.42	(33)	17.29	(37)	14.82	(34)	12.07	(34)	
Difference	-0.01		-0.02		-0.01		N/A		N/A		N/A		-0.01		
Large Blend Median	2.55		17.15		22.37		13.85		17.01		14.48		11.57		

Returns for periods greater than one year are annualized.
Returns are expressed as percentages.

Comparative Performance

Total Fund

As of December 31, 2025

	QTR		1 YR		3 YR		5 YR		7 YR		10 YR		Inception		Inception Date
Total International/Global Equity	-4.66		21.25		14.07		6.18		9.93		8.18		5.50		04/01/2008
WCM Focused Int'l Growth Fund LP	-4.66	(100)	21.25	(97)	15.08	(76)	5.01	(94)	12.65	(6)	N/A		10.05	(5)	09/01/2018
MSCI AC World ex USA (Net)	5.05	(29)	32.39	(37)	17.33	(40)	7.91	(54)	10.15	(62)	8.41	(38)	7.93	(53)	
Difference	-9.71		-11.13		-2.25		-2.90		2.50		N/A		2.13		
MSCI EAFE Growth Index	1.89	(95)	21.12	(97)	13.51	(91)	4.76	(96)	9.79	(71)	7.80	(63)	7.19	(74)	
Difference	-6.55		0.14		1.57		0.25		2.86		N/A		2.86		
Foreign Large Blend Median	4.36		31.18		16.98		8.06		10.46		8.12		7.99		
Total Fixed Income Composite	1.14		5.93		7.13		4.13		4.92		5.62		5.10		07/01/2014
Total PNC Fixed Income Composite	1.24	(52)	7.31	(48)	5.86	(23)	1.56	(31)	3.36	(14)	3.03	(17)	3.62	(45)	04/01/2003
Bloomberg Intermediate US Govt/Credit Idx	1.20	(69)	6.97	(75)	5.06	(87)	0.96	(90)	2.54	(91)	2.29	(91)	3.10	(94)	
Difference	0.04		0.34		0.80		0.61		0.81		0.75		0.51		
IM U.S. Intermediate Duration (SA+CF) Median	1.24		7.26		5.47		1.33		2.90		2.61		3.57		
Total Real Estate Composite	0.57		-7.66		-9.87		0.33		1.58		4.24		5.78		07/01/2014
American Strategic Value Realty	0.64	(67)	3.09	(80)	-3.13	(63)	3.65	(56)	4.46	(27)	N/A		6.12	(N/A)	06/01/2016
NCREIF Fund Index-ODCE (VW)	0.91	(57)	3.79	(69)	-3.45	(70)	3.40	(63)	3.35	(65)	4.80	(64)	4.77	(N/A)	
Difference	-0.28		-0.70		0.32		0.26		1.11		N/A		1.35		
IM U.S. Open End Private Real Estate (SA+CF) Median	1.13		5.11		-2.45		3.75		3.98		5.37		N/A		
TA Realty Core Property Fund LP	0.76	(61)	4.44	(62)	-0.97	(34)	N/A		N/A		N/A		6.65	(N/A)	05/01/2021
NCREIF Fund Index-ODCE (VW)	0.91	(57)	3.79	(69)	-3.45	(70)	3.40	(63)	3.35	(65)	4.80	(64)	3.18	(N/A)	
Difference	-0.15		0.66		2.48		N/A		N/A		N/A		3.46		
IM U.S. Open End Private Real Estate (SA+CF) Median	1.13		5.11		-2.45		3.75		3.98		5.37		N/A		

Returns for periods greater than one year are annualized.
Returns are expressed as percentages.

Comparative Performance - IRR

	QTD	1 YR	3 YR	Inception	Inception Date
Bloomfield Capital Income Fund V Series - A	0.86	-18.20	-4.10	9.82	12/21/2018
Bloomfield Capital Income Fund V Series - B	-0.90	-1.33	5.89	6.49	04/20/2021
Bloomfield Capital Income Fund V Series - C	2.05	9.62	N/A	9.23	03/31/2023
Bloomfield Capital Income Fund V Series - D	1.88	7.95	N/A	7.49	11/06/2024
Metropolitan Real Estate Partners Secondaries & Co-Investments Fund, L.P.	0.00	-3.77	-18.18	1.50	12/30/2015
Abbott Secondary Opportunites II LP	0.00	9.92	9.27	15.47	07/23/2021
Portfolio Advisors Secondary Fund IV	0.00	1.46	2.90	7.16	08/09/2021
Sturbridge Diversified III	0.00	8.65	10.85	23.91	12/16/2022
Terracap Partners V LP	0.00	-42.10	-32.89	-25.28	05/03/2022

Mariner Institutional compiled this report for the sole use of the client for which it was prepared. Mariner Institutional is responsible for evaluating the performance results of the Total Fund along with the investment advisors by comparing their performance with indices and other related peer universe data that is deemed appropriate. Mariner Institutional uses the results from this evaluation to make observations and recommendations to the client. Mariner Institutional uses time-weighted calculations which are founded on standards recommended by the CFA Institute. The calculations and values shown are based on information that is received from custodians. Mariner Institutional analyzes transactions as indicated on the custodian statements and reviews the custodial market values of the portfolio. As a result, this provides Mariner Institutional with a reasonable basis that the investment information presented is free from material misstatement. This methodology of evaluating and measuring performance provides Mariner Institutional with a practical foundation for our observations and recommendations. Nothing came to our attention that would cause Mariner Institutional to believe that the information presented is significantly misstated.

This performance report is based on data obtained by the client's custodian(s), investment fund administrator, or other sources believed to be reliable. While these sources are believed to be reliable, the data providers are responsible for the accuracy and completeness of their statements. Clients are encouraged to compare the records of their custodian(s) to ensure this report fairly and accurately reflects their various asset positions.

The strategies listed may not be suitable for all investors. We believe the information provided here is reliable, but do not warrant or guarantee its accuracy or completeness. Past performance is not an indication of future performance. Any information contained in this report is for informational purposes only and should not be construed to be an offer to buy or sell any securities or any investment advisory services.

Please note that Neuberger Berman (NB) owns a non-controlling minority stake in Mariner. Certain NB strategies may hold an allocation to the investment in Mariner. For specific impacted strategies, please reach out to your investment consultant or Mariner Institutional at institutionalcompliance@mariner.com

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***IMPORTANT DISCLOSURE INFORMATION RE COALITION GREENWICH BEST INVESTMENT CONSULTANT AWARD (formerly known as the Greenwich Quality Leader Award):**

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The 2024-25 award was issued in February 2025, based on data from February to September of 2024. The 2023 award was issued in April 2024, based on data from Feb to November of 2023. The 2022 award was issued in April 2023, based on data from Feb to November of 2022. The 2021 award was issued in April of 2022, based on data from July to October 2021. Data was collected via interviews conducted by Coalition Greenwich. The 2024 and 2023 awards were issued to Mariner Institutional (formerly AndCo Consulting). The 2021 and 2022 awards were issued to AndCo, prior to becoming Mariner Institutional. The methodology: For the 2024-25 Coalition Greenwich Best Investment Consultant Award for Overall U.S. Investment Consulting – Midsize Consultants – Between February and September 2024, Crisil Coalition Greenwich conducted interviews with 699 individuals from 563 of the largest tax-exempt funds in the United States. For the 2023 Greenwich Best Investment Consultant Award for Overall U.S. Investment Consulting – Midsize Consultants – Between February and November 2023, Coalition Greenwich conducted interviews with 708 individuals from 575 of the largest tax-exempt funds in the United States. For the 2022 Greenwich Best Investment Consultant Award for Overall U.S. Investment Consulting – Midsize Consultants – Between February and November 2022, Coalition Greenwich conducted interviews with 727 individuals from 590 of the largest tax-exempt funds in the United States. For the 2021 Greenwich Best Investment Consultant Award – Overall U.S. Investment Consulting – Midsize Consultants – Between July and October 2021, Coalition Greenwich conducted interviews with 811 individuals from 661 of the largest tax-exempt funds in the United States. These U.S.-based institutional investors are corporate, public, union, and endowment and foundation funds with either pension or investment pool assets greater than \$150 million. Study participants were asked to provide quantitative and qualitative evaluations of their asset management and investment consulting providers, including qualitative assessments of those firms soliciting their business and detailed information on important market trends.

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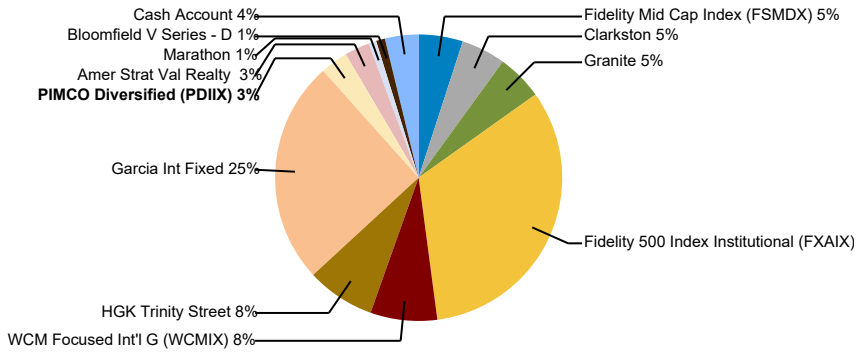
Investment Performance Review
Period Ending December 31, 2025

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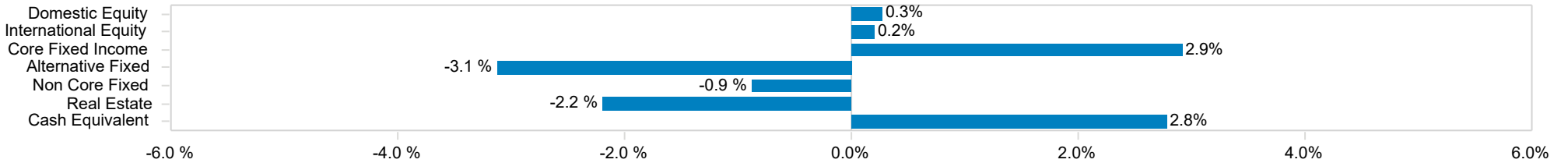
Dec-2025 : \$51,934,277

Allocation

	Market Value	Allocation
Fidelity Mid Cap Index (FSMDX)	2,584,578	5.0
Clarkston	2,590,942	5.0
Granite	2,682,790	5.2
Fidelity 500 Index Institutional (FXAIX)	17,027,874	32.8
WCM Focused Int'l G (WCMIX)	3,903,178	7.5
HGK Trinity Street	3,994,521	7.7
Garcia Int Fixed	13,129,017	25.3
PIMCO Diversified (PDIIX)	1,618,411	3.1
Amer Strat Val Realty	1,458,450	2.8
Marathon	455,805	0.9
Bloomfield V Series - D	524,852	1.0
Cash Account	1,963,861	3.8



Asset Allocation vs. Target Allocation



Asset Allocation vs. Target Allocation

	Market Value \$	Allocation (%)	Target (%)
Domestic Equity	24,554,013	47.3	47.0
International Equity	7,897,699	15.2	15.0
Core Fixed Income	13,464,670	25.9	23.0
Alternative Fixed	455,805	0.9	4.0
Non Core Fixed	1,618,411	3.1	4.0
Real Estate	1,458,450	2.8	5.0
Cash Equivalent	2,485,230	4.8	2.0
Total Fund	51,934,277	100.0	100.0

Financial Reconciliation

Total Fund

1 Quarter Ending December 31, 2025

	Market Value 10/01/2025	Net Transfers	Contributions	Distributions	Management Fees	Other Expenses	Income	Apprec./ Deprec.	Market Value 12/31/2025
Total Domestic Equity Composite	24,825,190	-488,391	-	-	-11,609	-	138,136	422,857	24,886,183
Fidelity Mid Cap Index (FSMDX)	2,580,456	-	-	-	-	-	22,342	-18,220	2,584,578
Clarkston	2,616,769	5,232	-	-	-5,232	-	10,331	-36,158	2,590,942
Granite	2,551,793	6,377	-	-	-6,377	-	4,431	126,566	2,682,790
Fidelity 500 Index Institutional (FXAIX)	17,076,173	-500,000	-	-	-	-	101,032	350,670	17,027,874
Total International Equity Composite	7,950,971	-	-	-	-9,007	-	211,638	-255,902	7,897,699
WCM Focused Int'l Growth Fund (WCMIX)	4,090,383	-	-	-	-	-	211,638	-398,842	3,903,178
HGK Trinity Street	3,860,588	-	-	-	-9,007	-	-	142,940	3,994,521
Total Domestic Fixed Income Composite	12,444,735	507,666	-	-	-7,666	-	107,879	76,402	13,129,017
Garcia Int Fixed	12,444,735	507,666	-	-	-7,666	-	107,879	76,402	13,129,017
Alternative Fixed Income Composite	1,299,899	-334,844	-	-	-	-	14,302	1,300	980,657
Marathon	503,455	-47,650	-	-	-	-	-	-	455,805
Bloomfield Capital Income Fund V Series - D	796,444	-287,194	-	-	-	-	14,302	1,300	524,852
Total Non Core Fixed Income Composite	1,582,485	-	-	-	-	-	23,221	12,705	1,618,411
PIMCO Diversified (PDIIX)	1,582,485	-	-	-	-	-	23,221	12,705	1,618,411
Total Real Estate Composite	1,453,806	-	-	-	-4,595	-	4,610	4,630	1,458,450
American Strategic Value Realty Fund	1,453,806	-	-	-	-4,595	-	4,610	4,630	1,458,450
Cash Account	181,002	315,569	3,774,177	-2,297,237	-	-29,291	19,642	-	1,963,861
Total Fund Composite	49,738,088	-	3,774,177	-2,297,237	-32,877	-29,291	519,427	261,991	51,934,277

Comparative Performance															
	QTR		1 YR		3 YR		5 YR		7 YR		10 YR		Inception		Inception Date
Total Fund Composite	1.54	(83)	13.53	(54)	13.00	(34)	7.84	(29)	10.66	(12)	9.42	(9)	7.71	(57)	11/01/1995
Total Fund Policy	2.26	(32)	15.36	(20)	14.51	(8)	7.98	(23)	10.70	(10)	9.38	(11)	N/A		
Difference	-0.71		-1.82		-1.51		-0.15		-0.04		0.04		N/A		
All Public Plans-Total Fund Median	2.07		13.72		12.30		7.09		9.58		8.52		7.82		
Total Domestic Equity Composite	2.30	(49)	13.21	(60)	18.15	(59)	11.29	(68)	15.03	(60)	13.07	(52)	9.99	(100)	01/01/1996
Total Domestic Equity Policy	2.40	(47)	17.15	(34)	22.25	(24)	13.15	(41)	16.64	(35)	14.29	(30)	10.10	(100)	
Difference	-0.10		-3.94		-4.10		-1.86		-1.61		-1.21		-0.11		
IM U.S. All Cap Core Equity (SA+CF) Median	2.28		15.51		20.00		12.52		15.62		13.17		11.34		
Total International Equity Composite	-0.56	(100)	26.89	(77)	15.69	(69)	7.21	(68)	12.52	(7)	10.49	(2)	4.73	(96)	04/01/2001
Total International Equity Policy	5.05	(29)	32.39	(37)	17.33	(40)	7.91	(54)	10.15	(62)	8.41	(38)	6.12	(51)	
Difference	-5.61		-5.50		-1.65		-0.69		2.37		2.08		-1.40		
Foreign Large Blend Median	4.36		31.18		16.98		8.06		10.46		8.12		6.14		
Total Domestic Fixed Income Composite	1.47	(10)	8.07	(12)	5.11	(85)	1.32	(51)	2.61	(83)	2.42	(77)	4.03	(93)	01/01/1996
Total Fixed Income Policy	1.20	(69)	6.97	(75)	5.06	(87)	0.96	(90)	2.54	(91)	2.29	(91)	4.14	(87)	
Difference	0.28		1.10		0.05		0.37		0.07		0.14		-0.11		
IM U.S. Intermediate Duration (SA+CF) Median	1.24		7.26		5.47		1.33		2.90		2.61		4.41		
Total Non Core Fixed Income Composite	2.27	(10)	10.52	(31)	9.05	(1)	2.31	(3)	1.18	(45)	2.07	(35)	1.78	(41)	10/01/2015
Total Global Fixed Income Policy	0.35	(49)	8.42	(65)	4.29	(55)	-1.87	(50)	0.87	(56)	1.50	(55)	1.38	(57)	
Difference	1.92		2.11		4.76		4.18		0.31		0.57		0.40		
Global Bond Median	0.34		8.93		4.43		-1.97		0.99		1.60		1.48		
Total Real Estate Composite	0.64	(67)	3.09	(80)	-3.12	(63)	3.64	(57)	4.44	(30)	N/A		5.80	(16)	01/01/2017
NCREIF Fund Index-ODCE (VW)	0.91	(57)	3.79	(69)	-3.45	(70)	3.40	(63)	3.35	(65)	4.80	(64)	4.36	(66)	
Difference	-0.28		-0.70		0.32		0.24		1.08		N/A		1.44		
IM U.S. Open End Private Real Estate (SA+CF) Median	1.13		5.11		-2.45		3.75		3.98		5.37		4.95		

Returns for periods greater than one year are annualized.
Returns are expressed as percentages.

Comparative Performance

Total Fund

As of December 31, 2025

	QTR		1 YR		3 YR		5 YR		7 YR		10 YR		Inception		Inception Date
Domestic Equity															
Fidelity Mid Cap Index (FSMDX)	0.16	(68)	10.56	(31)	14.34	(24)	N/A		N/A		N/A		6.36	(37)	05/01/2021
Russell Midcap Index	0.16	(68)	10.60	(30)	14.36	(24)	8.67	(48)	12.75	(24)	11.01	(17)	6.36	(37)	
Difference	0.00		-0.03		-0.01		N/A		N/A		N/A		-0.01		
Mid-Cap Blend Median	1.27		8.00		12.37		8.62		11.83		10.16		5.77		
Clarkston	-0.99	(84)	-7.45	(100)	1.85	(100)	2.97	(100)	8.34	(98)	N/A		8.05	(97)	07/01/2016
Russell 2500 Index	2.22	(38)	11.91	(27)	13.75	(31)	7.26	(67)	11.75	(63)	10.40	(63)	10.53	(63)	
Difference	-3.20		-19.36		-11.90		-4.29		-3.41		N/A		-2.48		
IM U.S. SMID Cap Core Equity (SA+CF) Median	1.75		7.66		12.47		7.54		12.52		10.94		11.16		
Granite	5.13	(9)	8.85	(52)	8.32	(84)	2.31	(100)	10.19	(80)	N/A		10.21	(68)	07/01/2016
Russell 2000 Index	2.19	(50)	12.81	(28)	13.73	(44)	6.09	(77)	10.60	(77)	9.62	(84)	9.89	(78)	
Difference	2.94		-3.96		-5.41		-3.78		-0.41		N/A		0.32		
IM U.S. Small Cap Core Equity (SA+CF) Median	2.19		9.23		13.39		8.40		12.31		10.90		10.98		
Fidelity 500 Index Institutional (FXAIX)	2.65	(33)	17.86	(25)	22.99	(23)	N/A		N/A		N/A		12.78	(17)	05/01/2021
S&P 500 Index	2.66	(33)	17.88	(24)	23.01	(23)	14.42	(19)	17.29	(15)	14.82	(10)	12.79	(17)	
Difference	-0.01		-0.02		-0.01		N/A		N/A		N/A		-0.01		
Large Blend Median	2.42		16.43		21.48		13.09		16.10		13.60		11.31		
International Equity															
WCM Focused Int'l Growth Fund (WCMIX)	-4.58	(96)	20.90	(40)	14.65	(34)	4.63	(33)	12.29	(6)	10.68	(1)	N/A		12/01/2015
MSCI AC World ex USA (Net)	5.05	(3)	32.39	(6)	17.33	(12)	7.91	(6)	10.15	(36)	8.41	(27)	8.14	(29)	
Difference	-9.63		-11.49		-2.68		-3.28		2.15		2.26		N/A		
MSCI EAFE Growth Index	1.89	(37)	21.12	(39)	13.51	(49)	4.76	(32)	9.79	(43)	7.80	(42)	7.65	(41)	
Difference	-6.47		-0.21		1.14		-0.13		2.50		2.88		N/A		
Foreign Growth Median	0.92		19.48		13.42		2.86		9.47		7.48		7.27		
HGK Trinity Street	3.71	(56)	33.42	(37)	16.77	(60)	9.95	(38)	12.68	(25)	10.26	(24)	10.26	(24)	01/01/2016
MSCI EAFE (Net) Index	4.86	(36)	31.22	(52)	17.22	(55)	8.92	(50)	10.54	(64)	8.18	(75)	8.18	(75)	
Difference	-1.15		2.19		-0.46		1.02		2.14		2.07		2.07		
IM International Equity Developed Markets (SA+CF) Median	3.99		31.54		17.50		8.81		11.25		8.91		8.91		
Fixed Income															
Garcia Int Fixed	1.47	(10)	8.07	(12)	5.11	(85)	1.32	(51)	2.61	(83)	N/A		2.62	(87)	06/01/2018
Bloomberg Intermediate US Govt/Credit Idx	1.20	(69)	6.97	(75)	5.06	(87)	0.96	(90)	2.54	(91)	2.29	(91)	2.59	(90)	
Difference	0.28		1.10		0.05		0.37		0.07		N/A		0.03		
IM U.S. Intermediate Duration (SA+CF) Median	1.24		7.26		5.47		1.33		2.90		2.61		2.89		

Returns for periods greater than one year are annualized.
Returns are expressed as percentages.

Comparative Performance

Total Fund

As of December 31, 2025

	QTR		1 YR		3 YR		5 YR		7 YR		10 YR		Inception		Inception Date
Non Core Fixed Income															
PIMCO Diversified (PDIIX)	2.27	(10)	10.52	(31)	9.05	(1)	2.31	(3)	N/A		N/A		2.31	(3)	01/01/2021
Blmbg. Global Credit (Hedged)	1.13	(15)	7.23	(78)	7.00	(15)	1.03	(18)	3.45	(4)	3.64	(2)	1.03	(18)	
Difference	1.14		3.29		2.05		1.28		N/A		N/A		1.28		
Global Bond Median	0.34		8.93		4.43		-1.97		0.99		1.60		-1.97		
Real Estate															
American Strategic Value Realty Fund	0.64	(67)	3.09	(80)	-3.12	(63)	3.64	(57)	4.44	(30)	N/A		5.80	(16)	01/01/2017
NCREIF Fund Index-ODCE (VW)	0.91	(57)	3.79	(69)	-3.45	(70)	3.40	(63)	3.35	(65)	4.80	(64)	4.36	(66)	
Difference	-0.28		-0.70		0.32		0.24		1.08		N/A		1.44		
IM U.S. Open End Private Real Estate (SA+CF) Median	1.13		5.11		-2.45		3.75		3.98		5.37		4.95		

Returns for periods greater than one year are annualized.
Returns are expressed as percentages.

Comparative Performance - IRR

	QTD	1 YR	3 YR	Inception	Inception Date
Marathon	0.00	1.90	9.90	9.44	01/04/2021
Bloomfield Capital Income Fund V Series - D	1.97	N/A	N/A	3.25	08/01/2025

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***IMPORTANT DISCLOSURE INFORMATION RE COALITION GREENWICH BEST INVESTMENT CONSULTANT AWARD (formerly known as the Greenwich Quality Leader Award):**

The awards are not indicative of any future performance. The awards or any other rankings and/or recognition by unaffiliated rating services and/or publications should not be construed as a guarantee that a client will experience a certain level of results or satisfaction, nor should it be construed as a current or past endorsement by any of our clients. No fee was paid to participate in this award survey.

The 2024-25 award was issued in February 2025, based on data from February to September of 2024. The 2023 award was issued in April 2024, based on data from Feb to November of 2023. The 2022 award was issued in April 2023, based on data from Feb to November of 2022. The 2021 award was issued in April of 2022, based on data from July to October 2021. Data was collected via interviews conducted by Coalition Greenwich. The 2024 and 2023 awards were issued to Mariner Institutional (formerly AndCo Consulting). The 2021 and 2022 awards were issued to AndCo, prior to becoming Mariner Institutional. The methodology: For the 2024-25 Coalition Greenwich Best Investment Consultant Award for Overall U.S. Investment Consulting – Midsize Consultants – Between February and September 2024, Crisil Coalition Greenwich conducted interviews with 699 individuals from 563 of the largest tax-exempt funds in the United States. For the 2023 Greenwich Best Investment Consultant Award for Overall U.S. Investment Consulting – Midsize Consultants – Between February and November 2023, Coalition Greenwich conducted interviews with 708 individuals from 575 of the largest tax-exempt funds in the United States. For the 2022 Greenwich Best Investment Consultant Award for Overall U.S. Investment Consulting – Midsize Consultants – Between February and November 2022, Coalition Greenwich conducted interviews with 727 individuals from 590 of the largest tax-exempt funds in the United States. For the 2021 Greenwich Best Investment Consultant Award – Overall U.S. Investment Consulting – Midsize Consultants – Between July and October 2021, Coalition Greenwich conducted interviews with 811 individuals from 661 of the largest tax-exempt funds in the United States. These U.S.-based institutional investors are corporate, public, union, and endowment and foundation funds with either pension or investment pool assets greater than \$150 million. Study participants were asked to provide quantitative and qualitative evaluations of their asset management and investment consulting providers, including qualitative assessments of those firms soliciting their business and detailed information on important market trends.

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**RESOLUTION TO CONSENT TO ESTABLISH A LOCAL DEVELOPMENT FINANCE
AUTHORITY BY AEROTROPOLIS DEVELOPMENT CORPORATION**

RESOLUTION _____

MOTION BY: _____

SUPPORTED BY: _____

WHEREAS, MCL 125.4403 provides that the Detroit Aerotropolis Development Corporation (“Aerotropolis”) as a Next Michigan Development Corporation, may establish a Local Development Finance Authority (the “Authority”) located in one or more other municipalities located within the same county to establish an authority; and

WHEREAS, the City of Taylor desires to consent to the Authority established by Aerotropolis, which also includes the City of Romulus and Charter Township of Van Buren for a portion of Ecorse Road; and

THEREFORE, the City of Taylor resolves by this resolution its consent to the described Authority as provided above, which includes the following property in the City of Taylor as set forth in Exhibit A.

FURTHER RESOLVED, the Aerotropolis has established a public hearing for the adoption of a proposed Tax Increment Finance and Development Plan for the Authority on March 5, 2026, at 2:30 p.m. at the Aerotropolis offices located at 11895 Wayne Road, Suite 101A, Romulus, Michigan 48174.

Adopted: _____

Roll Call Vote: Ayes: _____

Nays: _____

I, Cynthia Bower, Clerk for the City of Taylor, do hereby certify the foregoing to be a true copy of a resolution duly adopted by Romulus City Council at their meeting held on _____, 2026.

Cynthia Bower
City Clerk

EXHIBIT A

AEROTROPOLIS LDFA CITY OF TAYLOR LEGAL DESCRIPTION:

Parcels of Land situated in Sections 6, 7, 18, 19 and 30, Town 3 South, Range 10 East, City of Taylor, Wayne County, Michigan described as beginning at the Southeast corner of said Section 30 also being the intersection of the centerline of Beech Daly Road and Eureka Road, thence North along the centerline of said Beech Daly Road (120' wide) the following 9 courses:

- 1) North 02°27'26" West, 2,636.85 feet along the East line of said Section 30 to the East 1/4 corner of said Section 30;
- 2) North 02°27'00" West, 2,635.70 feet along the East line of Said Section 30 to the Northeast corner of said section 30, (Southeast corner of said Section 19);
- 3) North 02°12'21" West, 2,639.85 feet along the East line of said Section 19 to the East 1/4 corner of said Section 19;
- 4) North 02°15'37" West, 2,639.61 feet along the East line of said Section 19 to the Northeast corner of said Section 19, (Southeast corner of said Section 18);
- 5) North 02°16'46" West, 2,635.63 feet along the East line of said Section 18 to the East 1/4 corner of said Section 18;
- 6) North 02°21'48" West, 2,629.04 feet along the East line of Said Section 18 to the Northeast corner of said section 18, (Southeast corner of said Section 7);
- 7) North 01°59'53" West, 2636.67 feet along the East line of said Section 7 to the East 1/4 corner of said Section 7;
- 8) North 02°09'04" West, 2632.26 feet along the East line of Said Section 7 to the Northeast corner of said section 7, (Southeast corner of said Section 6);
- 9) North 01°31'14" West, 2,682.90 feet along the East line of Said Section 6 to the East 1/4 corner of said section 6 and the centerline of Beverly Road (variable width);

Thence West along the centerline of said Beverly Road the following 2 courses:

- 1) South 84°10'36" West, 2,636.44 feet along the East-West quarter line of Said Section 6 to the center corner of said section 6;
- 2) South 84°26'09" West, 2,613.39 feet along the East-West quarter line of Said Section 6 to the West 1/4 corner of said section 6 and the centerline of Inkster Road (variable width);

Thence South along the centerline of said Inkster Road the following 16 courses:

- 1) South 02°02'09" East, 2,646.20 feet along the West line of said Section 6 to the Southwest corner of said Section 6, (Northwest corner of said Section 7);
- 2) South 02°18'31" East, 2,638.79 feet along the West line of said Section 7 to the West 1/4 corner of said Section 7
- 3) South 02°18'31" East, 4.92 feet along the West line of said Section 7 to the East 1/4 corner of section 12, T3S, R9E
- 4) South 02°05'42" East 2,627.10 feet along the West line of said Section 7 to the Southwest corner of said section 7, (Northwest corner of said Section 18);
- 5) South 02°05'42" East 2.83 feet along the West line of said Section 18 to the Southeast corner of section 12, T3S, R9E

- 6) South 02°10'23" East, 2,618.50 feet along the West line of said Section 18 to the West 1/4 corner of said Section 18;
- 7) South 02°10'23" East, 19.72 feet along the West line of said Section 18 to the East 1/4 corner of section 13, T3S, R9E
- 8) South 02°10'17" East, 2,598.23 feet along the West line of said Section 18 to the Southwest corner of said section 18, (Northwest corner of said Section 19);
- 9) South 02°10'17" East, 40.66 feet along the West line of said Section 19 to the Southeast corner of section 13, T3S, R9E
- 10) South 02°15'09" East, 2,584.63 feet along the West line of said Section 19 to the West 1/4 corner of said Section 19;
- 11) South 02°15'09" East, 59.60 feet along the West line of said Section 19 to the East 1/4 corner of section 24, T3S, R9E
- 12) South 02°11'58" East, 2,561.39 feet along the West line of said Section 19 to the Southwest corner of said section 19, (Northwest corner of said Section 30);
- 13) South 02°11'58" East, 80.14 feet along the West line of said Section 30 to the Southeast corner of section 24, T3S, R9E
- 14) South 02°03'49" East, 2565.23 feet along the West line of Said Section 30 to the West 1/4 corner of said section 30;
- 15) South 02°03'49" East, 89.30 feet along the West line of Said Section 30 to the East 1/4 corner of section 25, T3S, R9E
- 16) South 02°18'30" East, 2,550.68 feet along the West line of Said Section 30 to the Southwest corner of said section 30 and the centerline of Eureka Road (variable width)

Thence East along the centerline of said Eureka Road the following 2 courses:

- 1) North 83°12'53" East, 2,631.64 feet along the South line of Said Section 30 to the South 1/4 corner of said section 30;
- 2) North 87°09'38" East, 2,620.22 feet along the South line of Said Section 30 to the Southeast corner of said section 30 and the Point of Beginning. Containing 2,837.18 acres of land more or less.

Founded in 1852
by Sidney Davy Miller



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November 6, 2025

Janay Jenkins, EDFP
Tax Abatement Specialist
Michigan Economic Development Corporation
300 N. Washington Square
Lansing, MI 48913

Re: Aerotropolis LDFA Local Capture Match

Dear Ms. Jenkins:

The Local Development Finance Authority of Detroit Region Aerotropolis Development Corporation (the "LDFA") is preparing a Tax Increment Finance and Development Plan (the "Plan"), a draft of which has been provided to the Michigan Economic Development Corporation for review. This letter is intended to confirm that the Plan meets the statutory requirement that the LDFA capture a percentage of local operating taxes at least equal to the percentage of school tax capture.

The Plan provides for the capture of tax increment revenues within the Aerotropolis Development Area described in the Plan (the "Development Area"), which is located in the Charter Township of Van Buren (the "Township"), the City of Romulus and City of Taylor (the "Cities"). Tax increment revenues captured under the Plan will be used to support the various improvements described in the Plan.

As you are aware, because the Aerotropolis Development Corporation is a Next Michigan development corporation, and the Development Area is a Next Michigan development area, the LDFA may, upon approval of the State Treasurer, capture up to 50% the state education tax and local school operating taxes for up to fifteen years pursuant to the Recodified Tax Increment Financing Act, Act 57, Michigan Public Acts of 2018 ("Act 57").¹ Pursuant to this authority, the Plan provides for the capture of 50% of the state education tax and taxes levied for school operating purposes by Van Buren Public Schools, Romulus Community Schools, and the Taylor School District (collectively "School Taxes") within the Development Area.

¹ See MCL 125.4402(jj)(ii)(C).

The Act further requires that the percentage of school tax capture “shall not be greater than the percentage capture and use of taxes levied by a municipality or county for operating purposes” under the Plan and other tax increment finance plans that may be applicable to the Development Area.² To comply with that requirement, the LDFA is capturing the operating millages of the Township and the Cities at the following rates (the “Local Operating Taxes”):

- Romulus Operating Millage: 9.4 mills at 50% → 4.7 mills.
- Taylor Operating Millage: 8.2 mills at 50% → 4.1 mills.
- Van Buren Operating Millage: 0.89 mills at 50% → 0.45 mills.

Act 57 further provides that tax increment revenues do not include “ad valorem property taxes or specific local taxes that are excluded from and not made part of the tax increment financing plan.”³ As such, tax increment revenues captured under the LDFA Plan include only the School Taxes and the Local Operating Taxes required to be captured under Act 57 and excludes all other taxes levied in the Development Area.

Sincerely,

Miller, Canfield, Paddock and Stone, P.L.C.

By: 
Jeffrey S. Aronoff

² See MCL 125.4412(3).

³ MCL 125.4402(jj)(iii)(A).



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**THE LOCAL DEVELOPMENT FINANCE AUTHORITY
OF THE
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(A NEXT MICHIGAN DEVELOPMENT CORPORATION)**

**TAX INCREMENT FINANCE AND DEVELOPMENT PLAN
RELATING TO
VAN BUREN CHARTER TOWNSHIP, CITY OF ROMULUS AND CITY OF TAYLOR
AEROTROPOLIS DEVELOPMENT AREA**

Introduction

The following Tax Increment Finance and Development Plan (the “Plan”) has been adopted by the Local Development Finance Authority of the Detroit Region Aerotropolis Development Corporation (the “LDFA”) and relates to the Aerotropolis Development Area described at Exhibits A and B to this Plan (the “Development Area”) in the Charter Township of Van Buren (the “Township”), and the Cities of Romulus and Taylor (the “Cities”) as more fully described hereinafter. The purpose the Plan is to enable the LDFA to capture certain tax increment revenues in the Development Area and provide those revenues to the Township and Cities to support the public facility and improvement payments described in this Plan.

This is the LDFA’s second tax increment finance and development plan and its second development area. The first tax increment finance and development plan was adopted in 2017 in a Next Michigan development area in the City of Romulus within the LDFA district. The Development Area under this Plan does overlap with the 2017 Next Michigan development area, and while Act 57 (as defined herein) authorizes the Detroit Region Aerotropolis Development Corporation (the “Aerotropolis”) to establish only one LDFA, it does not prohibit the LDFA from establishing multiple tax increment finance and development plans or multiple Next Michigan development areas.

I. Tax Increment Financing Plan

The following sections describe aspects of the TIF Plan as required by MCL 125.4412.

A. Statement of reasons that the plan will result in the creation of captured assessed value that could not otherwise be expected.

Charter Township of Van Buren

This northern portion of the Township, where Willow Run Airport (YIP) is located, is home to over 1,000 undeveloped acres. The two largest contiguous sites (390 acres and 440 acres) in Wayne County are in this portion of the Township.

Over the last decade, working directly with the MEDC, Aerotropolis staff have submitted various combinations of the 1,000+ acres to well over two hundred business attraction and retention projects. None of these projects have come to fruition due to three constraining factors.

First, this portion of Van Buren Township connects to the Rough Valley Sewage Disposal System, which serves 14 Wayne County communities and transports flow from parts of Oakland County to the Great Lakes Water Authority. The Wayne County Environmental Services Team has reviewed and determined, on multiple occasions, that the Rough Valley Sewage Disposal System is unable to convey anything more than the 5cfs the Township is currently allowed. In short, development of the 1,000+ acres in the Township are exceedingly difficult due to the lack of wastewater treatment facilities to accommodate the new flows.

Second, Beck Road cannot accommodate industrial traffic flows to I-94. The Township is reluctant to utilize Belleville Road for industrial traffic flows due to Belleville Road being the main retail thoroughfare for the Township. The 1,000+ undeveloped acres in Van Buren Township can be developed more easily by upgrading and connecting Beck Road to the I-94 Rawsonville interchange.

Third, the Township acquired 190 acres from Ford Land in 2019 that is located on Tyler and Ecorse roads. There is a need for water main installation, sewer main installation, road construction, sidewalk construction and regional stormwater management to ensure the site is developed.

City of Romulus

The City of Romulus is home to Detroit Metropolitan Airport (DTW). DTW operates more than 1,100 flights per day to and from four continents. It is a vital cargo and general aviation facility that supports manufacturing, transportation, distribution, and logistics industry in Southeast Michigan. DTW also covers a significant portion of the City of Romulus, which has hindered its ability to collect property tax revenue for many decades.

Over the last decade, working directly with the MEDC, the Detroit Region Aerotropolis Development Corporation staff have submitted various combinations of the 700+ acres to well over three hundred business attraction and retention projects. None of these projects have come to fruition due to the inability to generate the required funding to upgrade Ecorse Road and Inkster Road to Class A roads.

The 700+ acres of undeveloped land in the City of Romulus is located north and east of DTW. Ecorse Road and Inkster Road, which parallel the north and east boundaries of DTW need to be upgraded to Class A roads to accommodate industrial traffic flow directly to and from I-94 and I-275. Ecorse Road traverses many major industrial thoroughfares such as I-94, I-275 and US-24. It is home to a variety of multimodal and intermodal rail facilities throughout Wayne County. Inkster Road is the boundary between the City of Romulus and the City of Taylor in Wayne County, Michigan and it traverses the entire county. Ecorse and Inkster Road, if upgraded, could provide a critical link for many manufacturing, commercial, warehousing, and logistics and supply chain distribution facilities that support DTW operations and regional commerce coming from the new Gordie Howe International Bridge.

Moreover, DTW recently welcomed a \$423 Million capital investment from FedEx to build a new high-value cargo operation center that will create 380 new jobs. Our goal is to build on this recent economic development project with additional development opportunities on the 700+ acres of undeveloped land in the City of Romulus.

City of Taylor

Inkster Road is the boundary between the City of Romulus and the City of Taylor in Wayne County, and it traverses the entire county. It crosses the major east-west routes of I-94, US-14, and I-96. Inkster Road, if upgraded, could provide a critical link for many manufacturing, commercial,

warehousing, and logistics and supply chain distribution facilities that support DTW operations and regional commerce coming from the new Gordie Howe International Bridge.

Over the last decade, working directly with the MEDC, Aerotropolis staff have submitted various combinations of the 100+ acres to well over one hundred business attraction and retention projects. None of these projects have come to fruition due to Inkster Road not being able to accommodate industrial traffic.

The projects indicated in Chart 2 will catalyze the property value increases reflected in Chart 1, and the goal of the proposed LDFA is to accommodate this new economic development without exacerbating flows at wastewater treatment facilities, or congestion and traffic blockages by improving the surrounding infrastructure indicated in Chart 2.

Investment in public facilities and improvements is a proven mechanism for generating private capital investment in the form of attraction, expansion, and retention of business investment. This Plan will encourage commercial and industrial development by simultaneously investing in surrounding infrastructure to accommodate this growth. Private investment, in turn, creates an increase in the tax base and assessed value that will be subject to capture by the LDFA and with which it will be able to pay for public facilities and improvements.

B. Estimate of the captured assessed value for each year of the plan.

Beginning with the July 2026 levy, the LDFA will capture all new and incremental growth as measured from the initial assessed (taxable) value, which shall be the 2025 taxable value. The estimated taxable values for each year of the TIF plan are shown in Charts 1A-U.

C. Estimated tax increment revenues for each year of the plan.

Charts 1A-U also presents current estimates of the tax increment revenues to be generated from the estimated taxable value for each year shown in the chart.

D. Detailed explanation of tax increment procedure.

Tax increment financing (“TIF”) allows a local government, through an authority such as a LDFA, to finance public improvements in a designated development area by capturing the property taxes (real and personal) levied on any increase in property values within that area. Under a TIF plan, a base year is established for the development area, resulting in an “initial assessed value” for the development area.

In subsequent years, any increase in assessments above the base year level is referred to as the “captured assessed value.” Local property tax millages levied by taxing units within the development area on captured taxable value of all real and personal property within the area (less any debt service or other millages specified as exempt in the enabling statutes) is diverted, or “captured” to finance public improvements within the development area and to carry out the adopted development plan for the development area.

For the purposes of this Plan, the initial assessed value of all property in the Development Area shall be the 2025 taxable value. Increases in assessed values of properties within a development area that result in the generation of tax increment revenue, may be attributable to any of the following sources:

- New construction occurring after the date established as the tax base year;
- Improvements to existing properties occurring after the date established as the tax base year; and
- Increases in property values that occur for any other reason.

The procedure of authorizing or amending a TIF plan and a development plan includes a public hearing, disclosure to taxing jurisdictions impacted by the plans, and an approval process as outlined in sections 416 and 417 of Act 57, Michigan Public Acts of 2018, as amended (“Act 57”), including the following:

1. The LDFA must prepare a development plan and tax increment financing plan for a specific development area within the area. The development plan describes the location, character, and extent of the proposed development, and the tax increment financing plan outlines in detail how tax increments are to be spent, and over what period of time they are to be spent.
2. The municipality that has established the LDFA (in this case, the Aerotropolis) must hold a public hearing on the TIF plan with notice and disclosure to taxing jurisdictions to be impacted by the plan and must provide a reasonable opportunity to the taxing jurisdictions levying taxes subject to capture to express their views and recommendations regarding the TIF plan. Notice of the time and place of the public hearing must be published twice in a newspaper of general circulation in the city, with the first publication not less than 20 days before the date set for the hearing. The notice must contain all the information required in section 416(2) of Act 57. The LDFA must fully inform the taxing jurisdictions about the fiscal and economic implications of the proposed TIF plan. The taxing jurisdictions may present their recommendations at the public hearing on the TIF plan. At the public hearing, the Aerotropolis Board must provide an opportunity for interested persons to be heard and must receive and consider communications in writing with reference to the TIF plan and development plan. The Aerotropolis Board must make and preserve a record of the public hearing, including data presented at that time.
3. After the public hearing, the Aerotropolis Board is to determine whether the TIF plan and development plan each constitutes a public purpose, and then, by resolution, must approve, reject, or modify each plan. Unless contested in a court of competent jurisdiction within 60 days of adoption of the Aerotropolis Board’s resolution, the procedure, notice, and findings shall be conclusive.
4. Upon adoption of a development plan and a TIF plan by the Aerotropolis Board the assessed valuation of real and personal property at the last equalized tax roll is calculated. This is known as the “initial assessed value” of the development area. Each of the taxing jurisdictions will continue to receive its proportionate share of taxes collected on the initial assessed value of property in the development area as long as the TIF plan is in effect.

5. Development as outlined in the development plan may be financed by the LDFA through a variety of funding mechanisms. For example, tax increment bonds may be sold to raise capital, tax increment revenue may fund lease payments or other obligations, or annual tax increment revenues may be spent directly on public improvements in the development area as they are received. In this Plan, the LDFA's tax increment revenue will be transferred to the Township and City to support the Township's and City's financial contribution on public improvements in the development area described in the Plan.
6. New taxes, or tax increments, will be derived from assessed value increases due to new development. The difference between the initial assessed value of real and personal property in the development area and each year's current assessed value is the "captured assessed value." Tax increment revenues based on the captured assessed value may be used for development plans and related activities.
7. The applicable local and county treasurers are required by law to transmit the taxes collected from all taxing units on captured assessed value of all real and personal property located in the development area (with exceptions as previously defined) to the LDFA. The taxes transmitted to the LDFA, known as "tax increment revenue," must be deposited by the LDFA in the project fund established under the TIF plan.

Act 57 authorizes a LDFA to use tax increment revenues to pay the cost of public facilities and improvements on a cash pay-as-you-go basis or to make payments on bonds issued by the Township, City, or LDFA to finance the facilities or improvements. The LDFA shall expend tax increment revenue only in accordance with the TIF plan. Surplus revenue shall be used to further the implementation of the development plan pursuant to a resolution of the LDFA—although no surplus revenue is expected given the nature of the LDFA's expenditures under the Plan. All revenues not spent on specific projects will be allocated for other activities allowable under the Act.

Within the district in which the LDFA may exercise its powers, the LDFA may establish a development area within which to capture a portion of the operating levies of all eligible local taxing units as provided by statute. Because the Aerotropolis is a Next Michigan development corporation, and the Development Area is a Next Michigan development area, this capture may, upon approval of the State Treasurer, include 50% the state education tax and local school operating taxes for up to 15 years pursuant to Section 402(jj)(ii)(C) of Act 57. In connection with the Development Area and the Plan, the capture of tax increment revenues will be limited to 50% of the local operating millage from each municipality, state education tax and taxes levied for school operating purposes by Van Buren Public Schools, Romulus Community Schools, and the Taylor School District (collectively "school taxes"). The LDFA is expected to capture available tax increment revenues from school taxes for the life of the Plan; however, to the extent that any school taxes are being captured by another tax increment finance entity within the Development Area pursuant to a tax increment finance and development plan or Brownfield plan in effect prior to this Plan, such school taxes will not be available for capture by the LDFA until they are no longer being captured pursuant to such existing tax increment finance and development plan or Brownfield plan.

The Plan may be amended upon approval of the Aerotropolis Board following the same notice and public hearing process as required for approval or rejection of an original plan except if amendment is for revisions in estimates for captured assessed value and tax increment revenue. When the Aerotropolis Board determines that the purpose for which the Plan was established has been achieved, it may abolish the plan.

E. Maximum amount of note or bonded indebtedness to be incurred, if any.

The LDFA will incur no bonded indebtedness of its own in connection with the Plan. The Township and Cities have paid or will pay for public facilities and improvements as described in this Plan in an amount not to exceed \$75,000,000 to pay the cost of the improvements described in the Plan. The tax increment revenues of LDFA will be used to pay a portion of the cost of the improvements described in the Plan.

F. Amount of operating and planning expenditures; amount of advances extended by the Aerotropolis and others to be paid by TIF revenue.

The operating expenditures of the LDFA in connection with the Plan are expected not to exceed \$30,000. Those expenditures will be advanced by the Aerotropolis, but ultimately reimbursed from proceeds of TIF revenue by the Township and Cities as discussed in the Plan.

G. Costs of the plan are anticipated to be paid from TIF revenue as received.

Charts 1A-U provide projections for tax increment revenue for the duration of the Plan. As the chart indicates, all tax increment revenue will be expended by the Township and Cities for eligible costs for 15 years. Charts 3A-C provide further details about public facilities and public improvement projects anticipated in the TIF and Development Plans.

H. Duration of the development plan and the TIF plan.

The anticipated duration of the Plan is 15 years. The Plan shall start on March 5, 2026; however, the first capture of tax increment revenues will take place in connection with the Township's and City's July 1, 2026 tax levy. The duration of such capture will be 15 years.

I. Estimate of the impact of TIF on the revenues of all taxing jurisdictions in which eligible property is or is anticipated to be located.

The anticipated impact on taxing jurisdictions within the Development Area (other than the State of Michigan), is a 50% capture of the local operating millage in each municipality along with the state education tax and local operating levy of the Van Buren Public Schools, Romulus Community Schools, and the Taylor School District. Pursuant to state law, the State of Michigan effectively absorbs the cost of the capture of both levies through the foundation allowance which provides funding for school districts statewide.

J. Legal description of the eligible property to which the TIF plan applies.

The TIF plan applies to the Development Area boundaries, which are identified at Appendix B.

K. Estimated number of jobs to be created as a result of TIF plan implementation.

The project to be developed in the Development Area is estimated to create at least 5,500 new jobs.

II. Development Plan

The LDFA Board has determined that the preceding TIF plan is necessary for the achievement of the purposes of the LDFA Act. Therefore, the following development plan is determined to be necessary to accomplish the development program. The following sections describe aspects of the Development Plan as required by MCL 125.2165. The project contemplated by the development plan will be executed solely by the Township, City, and the LDFA's role is limited to the provision of tax increment revenues in support of the project.

A. Description of property (including legal description) to which plan applies; boundaries of Development Area.

As described in section J of the accompanying TIF Plan, the Development Area has the boundaries and legal descriptions as set forth on Appendix B.

B. Boundaries of property in relation to highways and streets.

The map at Appendix A depicts the boundaries of Development Area, within which the development plan applies.

C. Location and extent of existing streets and other public facilities in the vicinity of the property to which the plan applies; the location, character, and extent of the categories of public and private land uses then existing and proposed for the property to which the plan applies, including residential, commercial, industrial, educational, and other uses.

In addition to the map at Appendix A and legal descriptions at Appendix B, the project description contained in Chart 2 describes existing streets and infrastructure.

D. Description of public facilities to be acquired for the property; description of any repairs and alterations necessary to make those improvements; estimate of the time required for completion of the improvements.

Chart 2 describes the property and improvements associated with the project. Construction of improvements is anticipated to take approximately 15 years to complete.

E. Location, extent, character, and estimated cost of the public facilities for the property to which the plan applies; estimate of the time required for completion.

Chart 2 provides public facility and public improvement project information in a summary format. Construction of improvements is anticipated to take approximately 15 years to complete.

F. Statement of the construction or stages of construction planned, and the estimated time of completion of each stage.

This information is also provided in Chart 2. Construction of improvements is anticipated to take approximately 15 years to complete.

G. Description of any portions of the property which the LDFA desires to sell, donate, exchange, or lease to or from the municipality and the proposed terms.

None.

H. Description of desired zoning changes and changes in streets, street levels, intersections, and utilities.

No zoning changes are proposed.

I. Estimate of the cost of the public facility or facilities, a statement of the proposed method of financing the public facility or facilities, and the ability of the authority to arrange the financing.

Chart 2 summarizes the estimated costs and method of financing for each anticipated public facility and public improvement project. These projects have been or will be funded by the Township and/or Cities with the LDFA's contribution limited to tax increment revenues generated within the Development Area over time. Chart 1 provides cash flow projections for the operation of the Development Area for its planned duration. The cash flow projections are of limited importance to the LDFA, as its contribution to the project is only a part of the overall financing package, which includes other funding sources including Wayne County contributions and financial support from real estate development firms. The Aerotropolis LDFA tax increment revenues will be contributing to project costs on a pay-go basis, not funding debt service on bonds. Neither the Aerotropolis nor the LDFA will be responsible for the overall cash flow associated with the project and the Development Area.

J. Designation of the person or persons, natural or corporate, to whom all or a portion of the public facility or facilities are to be leased, sold, or conveyed and for whose benefit the project is being undertaken, if that information is available to the LDFA.

There are no plans to lease, sell or convey public facilities, as defined by Section 402(ff) of Act 57, within the Development Area. It is anticipated that the developed areas within the Development Area will be privately owned. The Charter County of Wayne (the "County") will

own the financed road infrastructure. Van Buren Township will own the financed wastewater/sanitary infrastructure.

Residents of the Township, City of Romulus, and City of Taylor, and the County are among the beneficiaries of the Development Plan through the creation of new jobs and investment, economic growth, and long-term tax base enhancement. Companies with facilities located in Development Area will benefit from public improvements and the maintenance and operation of public facilities supported by the Development Plan.

K. Procedures for transfer of public facilities not covered by agreements with persons identified in Section J.

Not applicable as there are no plans to transfer public facilities.

L. Description of residents on the property; displacement of families and individuals through property acquisition and clearance; description of local housing supply and market conditions if displacement of residents is planned.

Not applicable as there are no residents on the property within the development area.

M. Plan for establishing priority for relocation of persons displaced by the development.

Not applicable as there are no residents on the property.

N. Plan for covering the costs of relocating persons displaced by the development per federal laws.

Not applicable as there are no residents on the property.

O. Plan for compliance with Michigan laws relevant to relocation of residents.

Not applicable as there are no residents on the property.

P. Other material that the LDFA or the Aerotropolis considers pertinent.

In order to accomplish the objectives described in the Plan, the LDFA will enter into an agreement with the Township and Cities setting forth the structure and conditions under which tax increment revenues will be transferred to the City or Township in support of its bonds to be issued to finance project costs. All tax increment revenues derived from capture within Van Buren Charter Township will be designated solely to Van Buren Charter Township public infrastructure improvements. All tax increment revenues derived from capture within the City of Romulus will be designated solely to City of Romulus public infrastructure improvements. All tax increment revenues derived from capture within the City of Taylor will be designated solely to City of Taylor public infrastructure improvements.

Van Buren Township

Chart 1A: TIF Revenue to Be Captured – 73 Acre RACER Trust Property at Denton and Ecorse Roads

Van Buren Twp. Site 1: 73-acre RACER Trust property at northwest corner of Denton Road and Ecorse Road														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 Van Buren Twp. Millage	Millage (SET)		Millage (SCH OPER)		Millage (Local) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL OPER)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	LDFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis LDFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026	\$ -	\$ -	0.0547748								\$ -	\$ -	\$ -	\$ -
2027	\$ 302,380.00	\$ 302,380.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 476,410.40	\$ 238,205.20	\$ 54,128.55	\$ 54,128.55
2028	\$ 302,380.00	\$ 9,000,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 969,383.60	\$ 484,691.80	\$ 110,138.93	\$ 110,138.93
2029	\$ 302,380.00	\$ 18,000,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,009,215.83	\$ 504,607.92	\$ 114,664.56	\$ 114,664.56
2030	\$ 302,380.00	\$ 18,360,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,029,731.40	\$ 514,865.70	\$ 116,995.49	\$ 116,995.49
2031	\$ 302,380.00	\$ 18,727,200.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,050,657.29	\$ 525,328.64	\$ 119,373.04	\$ 119,373.04
2032	\$ 302,380.00	\$ 19,101,744.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,072,001.69	\$ 536,000.84	\$ 121,798.14	\$ 121,798.14
2033	\$ 302,380.00	\$ 19,483,778.88	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,093,772.98	\$ 546,886.49	\$ 124,271.73	\$ 124,271.73
2034	\$ 302,380.00	\$ 20,270,923.55	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,115,979.69	\$ 1,115,979.69	\$ 253,589.61	\$ 253,589.61
2035	\$ 302,380.00	\$ 20,676,342.02	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,138,630.54	\$ 1,138,630.54	\$ 258,736.68	\$ 258,736.68
2036	\$ 302,380.00	\$ 21,089,868.86	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,161,734.41	\$ 1,161,734.41	\$ 263,986.68	\$ 263,986.68
2037	\$ 302,380.00	\$ 21,511,666.24	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,185,300.36	\$ 1,185,300.36	\$ 269,341.69	\$ 269,341.69
2038	\$ 302,380.00	\$ 21,941,899.56	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,209,337.62	\$ 1,209,337.62	\$ 274,803.80	\$ 274,803.80
2039	\$ 302,380.00	\$ 22,380,737.55	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,233,855.63	\$ 1,233,855.63	\$ 280,375.15	\$ 280,375.15
2040	\$ 302,380.00	\$ 22,828,352.30	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447				
2041	\$ 302,380.00	\$ 22,828,352.30	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447				
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction													Total Estimated Capture	\$ 2,474,583.39

Chart 1B: TIF Revenue to Be Captured – 390 Acre Property on Beck and Ecorse Roads

Van Buren Twp. Site 2: 390-acre parcel off Beck Road and Ecorse Road														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 Van Buren Twp. Millage	Millage (SET)		Millage (SCH OPER)		Millage (Local) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL OPER)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	L DFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis L DFA Plan III
				Base	Captured (50%)	Base	Capture d (50%)	Base	Captured (50%)					
2026														
2027			0.0547748					0.0008935	0.00045					
2028	\$ -	\$ 15,000,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 821,622.00	\$ 410,811.00	\$ 92,432.48	\$ 92,432.48
2029	\$ -	\$ 20,000,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,095,496.00	\$ 547,748.00	\$ 124,467.50	\$ 124,467.50
2030	\$ -	\$ 25,000,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,369,370.00	\$ 684,685.00	\$ 155,584.38	\$ 155,584.38
2031	\$ -	\$ 25,500,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,396,757.40	\$ 698,378.70	\$ 158,696.06	\$ 158,696.06
2032	\$ -	\$ 26,010,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,424,692.55	\$ 712,346.27	\$ 161,869.98	\$ 161,869.98
2033	\$ -	\$ 26,530,200.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,453,186.40	\$ 726,593.20	\$ 165,107.38	\$ 165,107.38
2034	\$ -	\$ 27,060,804.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,482,250.13	\$ 741,125.06	\$ 168,409.53	\$ 168,409.53
2035	\$ -	\$ 27,602,020.08	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,511,895.13	\$ 755,947.56	\$ 171,777.72	\$ 171,777.72
2036	\$ -	\$ 28,154,060.48	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,542,133.03	\$ 771,066.52	\$ 175,213.28	\$ 175,213.28
2037	\$ -	\$ 28,717,141.69	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,572,975.69	\$ 1,572,975.69	\$ 357,435.08	\$ 357,435.08
2038	\$ -	\$ 29,291,484.53	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,604,435.21	\$ 1,604,435.21	\$ 364,583.79	\$ 364,583.79
2039	\$ -	\$ 29,877,314.22	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,636,523.91	\$ 1,636,523.91	\$ 371,875.46	\$ 371,875.46
2040	\$ -	\$ 30,474,860.50	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,669,254.39	\$ 1,669,254.39	\$ 379,312.97	\$ 379,312.97
2041	\$ -	\$ 31,084,357.71	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,702,639.48	\$ 1,702,639.48	\$ 386,899.23	\$ 386,899.23
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction												Total Estimated Capture	\$ 3,233,664.84	

Chart 1C: TIF Revenue to Be Captured – 440 Acre Parcel on Belleville and Ecorse Roads

Van Buren Twp. Site 3: 440-acre parcel off Belleville Road and Ecorse Road														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 Van Buren Twp. Millage	Millage (SET)		Millage (SCH OPER)		Millage (Local) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL OPER)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	LDFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis LDFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026	\$ -	\$ -												
2027	\$ 1,940,146.00	\$ 1,940,146.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ -	\$ -	\$ -	\$ -
2028	\$ 1,940,146.00	\$ 1,978,948.92	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 2,125.42	\$ 2,125.42	\$ 482.97	\$ 482.97
2029	\$ 1,940,146.00	\$ 2,018,527.90	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 4,293.35	\$ 4,293.35	\$ 975.60	\$ 975.60
2030	\$ 1,940,146.00	\$ 2,058,898.46	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 6,504.64	\$ 6,504.64	\$ 1,478.08	\$ 1,478.08
2031	\$ 1,940,146.00	\$ 2,100,076.43	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 8,760.16	\$ 8,760.16	\$ 1,990.61	\$ 1,990.61
2032	\$ 1,940,146.00	\$ 20,000,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 989,224.89	\$ 989,224.89	\$ 224,786.49	\$ 224,786.49
2033	\$ 1,940,146.00	\$ 40,000,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 2,084,720.89	\$ 1,042,360.45	\$ 236,860.74	\$ 236,860.74
2034	\$ 1,940,146.00	\$ 40,800,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 2,128,540.73	\$ 1,064,270.37	\$ 241,839.44	\$ 241,839.44
2035	\$ 1,940,146.00	\$ 41,616,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 2,173,236.97	\$ 1,086,618.48	\$ 246,917.72	\$ 246,917.72
2036	\$ 1,940,146.00	\$ 42,448,320.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 2,218,827.13	\$ 1,109,413.56	\$ 252,097.56	\$ 252,097.56
2037	\$ 1,940,146.00	\$ 43,297,286.40	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 2,265,329.09	\$ 1,132,664.55	\$ 257,380.99	\$ 257,380.99
2038	\$ 1,940,146.00	\$ 44,163,232.13	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 2,312,761.10	\$ 1,156,380.55	\$ 262,770.10	\$ 262,770.10
2039	\$ 1,940,146.00	\$ 45,046,496.77	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 2,361,141.74	\$ 1,180,570.87	\$ 268,266.99	\$ 268,266.99
2040	\$ 1,940,146.00	\$ 45,947,426.71	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 2,410,490.00	\$ 2,410,490.00	\$ 547,747.62	\$ 547,747.62
2041	\$ 1,940,146.00	\$ 46,866,375.24	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 2,460,825.22	\$ 2,460,825.22	\$ 559,185.54	\$ 559,185.54
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction												Total Estimated Capture	\$ 3,102,780.46	

Chart 1D: TIF Revenue to Be Captured – 42 Acre Property on Beck and Van Born Roads

Van Buren Twp. Site 4: 42-acre Parcel at Northwest Corner of Beck Road and Van Born Road														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 Van Buren Twp. Millage	Millage (SET)		Millage (SCH OPER)		Millage (Local) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL OPER)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	LDFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis LDFA Plan III
				Base	Captured (50%)	Base	Capture d (50%)	Base	Captured (50%)					
2026	\$ -	\$ -												
2027	\$ 101,138.00	\$ 101,138.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ -	\$ -	\$ -	\$ -
2028	\$ 101,138.00	\$ 5,500,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 295,721.59	\$ 147,860.79	\$ 33,599.14	\$ 33,599.14
2029	\$ 101,138.00	\$ 11,000,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 596,982.99	\$ 298,491.49	\$ 67,827.71	\$ 67,827.71
2030	\$ 101,138.00	\$ 11,220,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 609,033.44	\$ 304,516.72	\$ 69,196.85	\$ 69,196.85
2031	\$ 101,138.00	\$ 11,444,400.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 621,324.91	\$ 310,662.45	\$ 70,593.37	\$ 70,593.37
2032	\$ 101,138.00	\$ 11,673,288.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 633,862.20	\$ 316,931.10	\$ 72,017.83	\$ 72,017.83
2033	\$ 101,138.00	\$ 11,906,753.76	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 646,650.24	\$ 323,325.12	\$ 73,470.77	\$ 73,470.77
2034	\$ 101,138.00	\$ 12,144,888.84	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 659,694.04	\$ 329,847.02	\$ 74,952.78	\$ 74,952.78
2035	\$ 101,138.00	\$ 12,387,786.61	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 672,998.72	\$ 336,499.36	\$ 76,464.42	\$ 76,464.42
2036	\$ 101,138.00	\$ 12,635,542.34	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 686,569.49	\$ 686,569.49	\$ 156,012.60	\$ 156,012.60
2037	\$ 101,138.00	\$ 12,888,253.19	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 700,411.68	\$ 700,411.68	\$ 159,158.03	\$ 159,158.03
2038	\$ 101,138.00	\$ 13,146,018.25	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 714,530.71	\$ 714,530.71	\$ 162,366.36	\$ 162,366.36
2039	\$ 101,138.00	\$ 13,408,938.62	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 728,932.12	\$ 728,932.12	\$ 165,638.87	\$ 165,638.87
2040	\$ 101,138.00	\$ 13,677,117.39	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 743,621.56	\$ 743,621.56	\$ 168,976.82	\$ 168,976.82
2041	\$ 101,138.00	\$ 13,950,659.74	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 758,604.78	\$ 758,604.78	\$ 172,381.53	\$ 172,381.53
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction												Total Estimated Capture	\$ 1,522,657.08	

Chart 1E: TIF Revenue to Be Captured – 38 Acre Property on Sheldon and Van Born Roads

Van Buren Twp. Site 5: 38-acre Parcel at Northeast Corner of Sheldon and Van Born Road														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 Van Buren Twp. Millage	Millage (SET)		Millage (SCH OPER)		Millage (Local) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL OPER)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	LDFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis LDFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026	\$ -	\$ -												
2027	\$ 198,114.00	\$ 198,114.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ -	\$ -	\$ -	\$ -
2028	\$ 198,114.00	\$ 202,076.28	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 217.03	\$ 108.52	\$ 24.66	\$ 24.66
2029	\$ 198,114.00	\$ 206,117.81	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 438.41	\$ 219.20	\$ 49.81	\$ 49.81
2030	\$ 198,114.00	\$ 210,240.16	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 664.21	\$ 332.10	\$ 75.47	\$ 75.47
2031	\$ 198,114.00	\$ 4,600,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 241,112.43	\$ 120,556.21	\$ 27,394.59	\$ 27,394.59
2032	\$ 198,114.00	\$ 9,500,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 509,508.95	\$ 254,754.47	\$ 57,889.12	\$ 57,889.12
2033	\$ 198,114.00	\$ 9,690,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 519,916.16	\$ 259,958.08	\$ 59,071.57	\$ 59,071.57
2034	\$ 198,114.00	\$ 9,883,800.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 530,531.51	\$ 265,265.76	\$ 60,277.66	\$ 60,277.66
2035	\$ 198,114.00	\$ 10,081,476.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 541,359.18	\$ 270,679.59	\$ 61,507.87	\$ 61,507.87
2036	\$ 198,114.00	\$ 10,283,105.52	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 552,403.39	\$ 276,201.70	\$ 62,762.68	\$ 62,762.68
2037	\$ 198,114.00	\$ 10,488,767.63	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 563,668.49	\$ 281,834.25	\$ 64,042.60	\$ 64,042.60
2038	\$ 198,114.00	\$ 10,698,542.98	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 575,158.90	\$ 286,918.90	\$ 65,158.90	\$ 65,158.90
2039	\$ 198,114.00	\$ 10,912,513.84	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 586,879.11	\$ 292,003.60	\$ 66,273.60	\$ 66,273.60
2040	\$ 198,114.00	\$ 11,130,764.12	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 598,833.72	\$ 297,088.30	\$ 67,388.30	\$ 67,388.30
2041	\$ 198,114.00	\$ 11,353,379.40	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 611,027.43	\$ 302,172.98	\$ 68,502.98	\$ 68,502.98
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction												Total Estimated Capture		\$ 932,074.45

Chart 1F: TIF Revenue to Be Captured – 56 Acre Property on Morton Taylor and Van Born Roads

Van Buren Twp. Site 6: 56-acre Parcel at at Southwest Corner of Morton Taylor and Van Born Road														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 Van Buren Twp. Millage	Millage (SET)		Millage (SCH OPER)		Millage (Local) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL OPER)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	LDFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis LDFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026		\$ -												
2027	\$ 107,304.00	\$ 107,304.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ -	\$ -	\$ -	\$ -
2028	\$ 107,304.00	\$ 109,450.08	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 117.55	\$ 58.78	\$ 13.36	\$ 13.36
2029	\$ 107,304.00	\$ 4,555,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 243,621.66	\$ 121,810.83	\$ 27,679.68	\$ 27,679.68
2030	\$ 107,304.00	\$ 9,300,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 503,528.08	\$ 251,764.04	\$ 57,209.59	\$ 57,209.59
2031	\$ 107,304.00	\$ 9,486,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 513,716.20	\$ 256,858.10	\$ 58,367.14	\$ 58,367.14
2032	\$ 107,304.00	\$ 9,675,720.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 524,108.07	\$ 262,054.04	\$ 59,547.84	\$ 59,547.84
2033	\$ 107,304.00	\$ 9,869,234.40	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 534,707.79	\$ 267,353.89	\$ 60,752.15	\$ 60,752.15
2034	\$ 107,304.00	\$ 10,066,619.09	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 545,519.49	\$ 272,759.75	\$ 61,980.55	\$ 61,980.55
2035	\$ 107,304.00	\$ 10,267,951.47	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 556,547.43	\$ 278,273.72	\$ 63,233.52	\$ 63,233.52
2036	\$ 107,304.00	\$ 10,473,310.50	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 567,795.93	\$ 567,795.93	\$ 129,023.09	\$ 129,023.09
2037	\$ 107,304.00	\$ 10,682,776.71	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 579,269.40	\$ 579,269.40	\$ 131,630.26	\$ 131,630.26
2038	\$ 107,304.00	\$ 10,896,432.24	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 590,972.34	\$ 590,972.34	\$ 134,289.58	\$ 134,289.58
2039	\$ 107,304.00	\$ 11,114,360.89	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 602,909.34	\$ 602,909.34	\$ 137,002.09	\$ 137,002.09
2040	\$ 107,304.00	\$ 11,336,648.11	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 615,085.08	\$ 615,085.08	\$ 139,768.84	\$ 139,768.84
2041	\$ 107,304.00	\$ 11,563,381.07	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 627,504.33	\$ 627,504.33	\$ 142,590.93	\$ 142,590.93
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction												Total Estimated Capture	\$ 1,203,088.63	

Chart 1G: TIF Revenue to Be Captured – Ashely Capital Crossroads North Development at Ecorse Road

Van Buren Twp. Site 7: Ashley Capital Crossroads North Phase II Development at Haggerty Road and Van Born Road														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 Van Buren Twp. Millage	Millage (SET)		Millage (SCH OPER)		Millage (Local) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL OPER)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	LDFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis LDFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026	\$ 1,653,826.00	\$ 1,653,826.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ -	\$ -	\$ -	\$ -
2027	\$ 1,653,826.00	\$ 5,226,667.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 195,701.65	\$ 97,850.83	\$ 22,235.13	\$ 22,235.13
2028	\$ 1,653,826.00	\$ 5,331,200.34	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 201,427.44	\$ 100,713.72	\$ 22,885.68	\$ 22,885.68
2029	\$ 1,653,826.00	\$ 11,315,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 529,188.87	\$ 264,594.44	\$ 60,125.11	\$ 60,125.11
2030	\$ 1,653,826.00	\$ 11,541,300.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 541,584.41	\$ 270,792.21	\$ 61,533.46	\$ 61,533.46
2031	\$ 1,653,826.00	\$ 11,772,126.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 554,227.86	\$ 277,113.93	\$ 62,969.98	\$ 62,969.98
2032	\$ 1,653,826.00	\$ 12,007,568.52	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 567,124.18	\$ 283,562.09	\$ 64,435.22	\$ 64,435.22
2033	\$ 1,653,826.00	\$ 12,247,719.89	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 580,278.42	\$ 290,139.21	\$ 65,929.77	\$ 65,929.77
2034	\$ 1,653,826.00	\$ 12,492,674.29	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 593,695.75	\$ 296,847.87	\$ 67,454.22	\$ 67,454.22
2035	\$ 1,653,826.00	\$ 18,371,000.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 915,679.86	\$ 457,839.93	\$ 104,037.24	\$ 104,037.24
2036	\$ 1,653,826.00	\$ 18,738,420.00	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 935,805.22	\$ 467,902.61	\$ 106,323.84	\$ 106,323.84
2037	\$ 1,653,826.00	\$ 19,113,188.40	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 956,333.08	\$ 478,166.54	\$ 108,656.16	\$ 108,656.16
2038	\$ 1,653,826.00	\$ 19,495,452.17	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 977,271.51	\$ 488,635.75	\$ 111,035.13	\$ 111,035.13
2039	\$ 1,653,826.00	\$ 19,885,361.21	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 998,628.69	\$ 499,314.35	\$ 113,461.68	\$ 113,461.68
2040	\$ 1,653,826.00	\$ 20,283,068.44	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,020,413.03	\$ 510,206.51	\$ 115,936.76	\$ 115,936.76
2041	\$ 1,653,826.00	\$ 20,688,729.80	0.0547748	0.006	0.003	0.018	0.009	0.0008935	0.00045	0.012447	\$ 1,042,633.05	\$ 521,316.52	\$ 118,461.34	\$ 118,461.34
**Assumption: Blanket PA 198 abatement applies to this site for first all years of full construction												Total Estimated Capture	\$ 1,205,480.72	

*****The total estimated capture for Van Buren Township projects is \$13,674,329.57.**

City of Romulus

Chart 1H: TIF Revenue to Be Captured – 202 Acre Site at Vining and Wick Roads

City of Romulus Site 1: 202 acre site at Vining and Wick - Romulus Trade Center														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 City of Romulus Millage	Millage (SET)		Millage (SCH OPER)		Millage (LOCAL) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	LDFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis LDFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026	\$ 4,467,900.00	\$ 4,467,900.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ -	\$ -	\$ -	
2027	\$ 4,467,900.00	\$ 8,000,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 238,394.14	\$ 119,197.07	\$ 29,498.60	\$ 29,498.60
2028	\$ 4,467,900.00	\$ 15,000,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 710,849.34	\$ 355,424.67	\$ 87,959.62	\$ 87,959.62
2029	\$ 4,467,900.00	\$ 15,300,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 731,097.42	\$ 365,548.71	\$ 90,465.10	\$ 90,465.10
2030	\$ 4,467,900.00	\$ 15,606,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 751,750.47	\$ 375,875.23	\$ 93,020.68	\$ 93,020.68
2031	\$ 4,467,900.00	\$ 15,918,120.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 772,816.57	\$ 386,408.28	\$ 95,627.37	\$ 95,627.37
2032	\$ 4,467,900.00	\$ 16,236,482.40	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 794,303.99	\$ 397,152.00	\$ 98,286.20	\$ 98,286.20
2033	\$ 4,467,900.00	\$ 16,561,212.05	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 816,221.17	\$ 408,110.58	\$ 100,998.20	\$ 100,998.20
2034	\$ 4,467,900.00	\$ 16,892,436.29	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 838,576.68	\$ 419,288.34	\$ 103,764.45	\$ 103,764.45
2035	\$ 4,467,900.00	\$ 17,230,285.01	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 861,379.31	\$ 861,379.31	\$ 213,172.03	\$ 213,172.03
2036	\$ 4,467,900.00	\$ 17,574,890.72	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 884,637.99	\$ 884,637.99	\$ 218,928.03	\$ 218,928.03
2037	\$ 4,467,900.00	\$ 17,926,388.53	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 908,361.84	\$ 908,361.84	\$ 224,799.15	\$ 224,799.15
2038	\$ 4,467,900.00	\$ 18,284,916.30	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 932,560.17	\$ 932,560.17	\$ 230,787.70	\$ 230,787.70
2039	\$ 4,467,900.00	\$ 18,650,614.63	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 957,242.47	\$ 957,242.47	\$ 236,896.01	\$ 236,896.01
2040	\$ 4,467,900.00	\$ 19,023,626.92	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 982,418.41	\$ 982,418.41	\$ 243,126.49	\$ 243,126.49
2041	\$ 4,467,900.00	\$ 19,404,099.46	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 1,008,097.87	\$ 1,008,097.87	\$ 249,481.58	\$ 249,481.58
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction												Total Estimated Capture		\$ 2,316,811.20

Chart 11: TIF Revenue to Be Captured – 100 Acre Site at Ecorse and Henry Ruff Roads

City of Romulus Site 2: 100 acre site at Ecorse and Henry Ruff Roads														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 City of Romulus Millage	Millage (SET)		Millage (SCH OPER)		Millage (LOCAL) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	LDFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis LDFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026	\$ -	\$ -												
2027	\$ 320,000.00	\$ 320,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ -	\$ -	\$ -	\$ -
2028	\$ 320,000.00	\$ 2,000,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 113,389.25	\$ 56,694.62	\$ 14,030.65	\$ 14,030.65
2029	\$ 320,000.00	\$ 5,000,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 315,870.05	\$ 157,935.02	\$ 39,085.37	\$ 39,085.37
2030	\$ 320,000.00	\$ 5,100,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 322,619.41	\$ 161,309.70	\$ 39,920.53	\$ 39,920.53
2031	\$ 320,000.00	\$ 5,202,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 329,503.76	\$ 164,751.88	\$ 40,772.39	\$ 40,772.39
2032	\$ 320,000.00	\$ 5,306,040.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 336,525.79	\$ 168,262.89	\$ 41,641.29	\$ 41,641.29
2033	\$ 320,000.00	\$ 5,412,160.80	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 343,688.26	\$ 171,844.13	\$ 42,527.56	\$ 42,527.56
2034	\$ 320,000.00	\$ 5,520,404.02	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 350,993.99	\$ 175,496.99	\$ 43,431.56	\$ 43,431.56
2035	\$ 320,000.00	\$ 5,630,812.10	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 358,445.83	\$ 358,445.83	\$ 88,707.29	\$ 88,707.29
2036	\$ 320,000.00	\$ 5,743,428.34	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 366,046.70	\$ 366,046.70	\$ 90,588.34	\$ 90,588.34
2037	\$ 320,000.00	\$ 5,858,296.91	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 373,799.60	\$ 373,799.60	\$ 92,507.00	\$ 92,507.00
2038	\$ 320,000.00	\$ 5,975,462.84	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 381,707.55	\$ 381,707.55	\$ 94,464.04	\$ 94,464.04
2039	\$ 320,000.00	\$ 6,094,972.10	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 389,773.66	\$ 389,773.66	\$ 96,460.23	\$ 96,460.23
2040	\$ 320,000.00	\$ 6,216,871.54	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 398,001.09	\$ 398,001.09	\$ 98,496.33	\$ 98,496.33
2041	\$ 320,000.00	\$ 6,341,208.97	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 406,393.07	\$ 406,393.07	\$ 100,573.16	\$ 100,573.16
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction												Total Estimated Capture		\$ 923,205.74

Chart 1J: TIF Revenue to Be Captured – 535 Acre Site at Ecorse and Vining Roads

City of Romulus Site 3: 535 acre site at Ecorse and Vining														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 City of Romulus Millage	Millage (SET)		Millage (SCH OPER)		Millage (LOCAL) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	L DFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis L DFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026	\$ -	\$ -												
2027	\$ 3,609,663.00	\$ 3,609,663.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ -	\$ -	\$ -	\$ -
2028	\$ 3,609,663.00	\$ 6,000,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 161,332.45	\$ 80,666.22	\$ 19,963.08	\$ 19,963.08
2029	\$ 3,609,663.00	\$ 12,000,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 566,294.05	\$ 283,147.02	\$ 70,072.53	\$ 70,072.53
2030	\$ 3,609,663.00	\$ 12,240,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 582,492.51	\$ 291,246.26	\$ 72,076.91	\$ 72,076.91
2031	\$ 3,609,663.00	\$ 12,484,800.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 599,014.95	\$ 299,507.47	\$ 74,121.37	\$ 74,121.37
2032	\$ 3,609,663.00	\$ 12,734,496.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 615,867.83	\$ 307,933.91	\$ 76,206.73	\$ 76,206.73
2033	\$ 3,609,663.00	\$ 12,989,185.92	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 633,057.77	\$ 316,528.88	\$ 78,333.79	\$ 78,333.79
2034	\$ 3,609,663.00	\$ 13,248,969.64	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 650,591.51	\$ 325,295.75	\$ 80,503.39	\$ 80,503.39
2035	\$ 3,609,663.00	\$ 13,513,949.03	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 668,475.92	\$ 668,475.92	\$ 165,432.78	\$ 165,432.78
2036	\$ 3,609,663.00	\$ 13,784,228.01	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 686,718.02	\$ 686,718.02	\$ 169,947.29	\$ 169,947.29
2037	\$ 3,609,663.00	\$ 14,059,912.57	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 705,324.96	\$ 705,324.96	\$ 174,552.09	\$ 174,552.09
2038	\$ 3,609,663.00	\$ 14,341,110.82	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 724,304.05	\$ 724,304.05	\$ 179,248.98	\$ 179,248.98
2039	\$ 3,609,663.00	\$ 14,627,933.04	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 743,662.71	\$ 743,662.71	\$ 184,039.82	\$ 184,039.82
2040	\$ 3,609,663.00	\$ 14,920,491.70	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 763,408.55	\$ 763,408.55	\$ 188,926.47	\$ 188,926.47
2041	\$ 3,609,663.00	\$ 15,218,901.53	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 783,549.30	\$ 783,549.30	\$ 193,910.85	\$ 193,910.85
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction												Total Estimated Capture		\$ 1,727,336.06

Chart 1K: TIF Revenue to Be Captured – 53 Acre Site at Vining and Wick Roads

City of Romulus Site 4: 53 acre site at Vining and Wick Roads														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 City of Romulus Millage	Millage (SET)		Millage (SCH OPER)		Millage (LOCAL) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	LDFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis LDFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026	\$ -	\$ -												
2027	\$ 800,000.00	\$ 1,600,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 53,994.88	\$ 26,997.44	\$ 6,681.26	\$ 6,681.26
2028	\$ 800,000.00	\$ 3,000,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 148,485.92	\$ 74,242.96	\$ 18,373.47	\$ 18,373.47
2029	\$ 800,000.00	\$ 4,000,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 215,979.52	\$ 107,989.76	\$ 26,725.04	\$ 26,725.04
2030	\$ 800,000.00	\$ 4,080,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 221,379.01	\$ 110,689.50	\$ 27,393.17	\$ 27,393.17
2031	\$ 800,000.00	\$ 4,161,600.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 226,886.49	\$ 113,443.24	\$ 28,074.65	\$ 28,074.65
2032	\$ 800,000.00	\$ 4,244,832.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 232,504.11	\$ 116,252.06	\$ 28,769.77	\$ 28,769.77
2033	\$ 800,000.00	\$ 4,329,728.64	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 238,234.09	\$ 119,117.05	\$ 29,478.79	\$ 29,478.79
2034	\$ 800,000.00	\$ 4,416,323.21	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 244,078.67	\$ 122,039.34	\$ 30,201.99	\$ 30,201.99
2035	\$ 800,000.00	\$ 4,504,649.68	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 250,040.14	\$ 125,020.07	\$ 31,000.00	\$ 31,000.00
2036	\$ 800,000.00	\$ 4,594,742.67	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 256,120.84	\$ 128,060.42	\$ 31,812.50	\$ 31,812.50
2037	\$ 800,000.00	\$ 4,686,637.52	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 262,323.16	\$ 131,161.28	\$ 32,640.00	\$ 32,640.00
2038	\$ 800,000.00	\$ 4,780,370.27	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 268,649.52	\$ 134,324.76	\$ 33,492.50	\$ 33,492.50
2039	\$ 800,000.00	\$ 4,875,977.68	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 275,102.41	\$ 137,558.21	\$ 34,365.00	\$ 34,365.00
2040	\$ 800,000.00	\$ 4,973,497.23	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 281,684.35	\$ 140,861.63	\$ 35,257.50	\$ 35,257.50
2041	\$ 800,000.00	\$ 5,072,967.18	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 288,397.94	\$ 144,235.02	\$ 36,170.00	\$ 36,170.00
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction												Total Estimated Capture	\$ 661,529.66	

Chart 1L: TIF Revenue to Be Captured – 50 Acre Site at Wick and Vining Roads

City of Romulus Site 5: 50 acre site at Wick and Vining														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 City of Romulus Millage	Millage (SET)		Millage (SCH OPER)		Millage (LOCAL) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	L DFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis L DFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026	\$ -	\$ -												
2027	\$ 250,000.00	\$ 250,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ -	\$ -	\$ -	\$ -
2028	\$ 250,000.00	\$ 2,000,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 118,113.80	\$ 59,056.90	\$ 14,615.26	\$ 14,615.26
2029	\$ 250,000.00	\$ 4,000,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 253,101.00	\$ 126,550.50	\$ 31,318.41	\$ 31,318.41
2030	\$ 250,000.00	\$ 4,080,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 258,500.49	\$ 129,250.24	\$ 31,986.53	\$ 31,986.53
2031	\$ 250,000.00	\$ 4,161,600.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 264,007.97	\$ 132,003.98	\$ 32,668.02	\$ 32,668.02
2032	\$ 250,000.00	\$ 4,244,832.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 269,625.59	\$ 134,812.80	\$ 33,363.14	\$ 33,363.14
2033	\$ 250,000.00	\$ 4,329,728.64	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 275,355.57	\$ 137,677.79	\$ 34,072.16	\$ 34,072.16
2034	\$ 250,000.00	\$ 4,416,323.21	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 281,200.15	\$ 140,600.08	\$ 34,795.36	\$ 34,795.36
2035	\$ 250,000.00	\$ 4,504,649.68	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 287,161.62	\$ 287,161.62	\$ 71,066.05	\$ 71,066.05
2036	\$ 250,000.00	\$ 4,594,742.67	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 293,242.32	\$ 293,242.32	\$ 72,570.89	\$ 72,570.89
2037	\$ 250,000.00	\$ 4,686,637.52	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 299,444.64	\$ 299,444.64	\$ 74,105.82	\$ 74,105.82
2038	\$ 250,000.00	\$ 4,780,370.27	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 305,771.00	\$ 305,771.00	\$ 75,671.45	\$ 75,671.45
2039	\$ 250,000.00	\$ 4,875,977.68	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 312,223.89	\$ 312,223.89	\$ 77,268.40	\$ 77,268.40
2040	\$ 250,000.00	\$ 4,973,497.23	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 318,805.83	\$ 318,805.83	\$ 78,897.28	\$ 78,897.28
2041	\$ 250,000.00	\$ 5,072,967.18	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 325,519.42	\$ 325,519.42	\$ 80,558.74	\$ 80,558.74
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction												Total Estimated Capture	\$ 742,957.52	

Chart 1M: TIF Revenue to Be Captured – 20 Acre Site at Goddard and Middlebelt Roads

City of Romulus Site 6: 20 acre site at Goddard and Middlebelt														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 City of Romulus Millage	Millage (SET)		Millage (SCH OPER)		Millage (LOCAL) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	LDFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis LDFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026	\$ -	\$ -												
2027	\$ 500,000.00	\$ 500,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ -	\$ -	\$ -	\$ -
2028	\$ 500,000.00	\$ 2,000,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 101,240.40	\$ 50,620.20	\$ 12,527.36	\$ 12,527.36
2029	\$ 500,000.00	\$ 4,000,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 236,227.60	\$ 118,113.80	\$ 29,230.51	\$ 29,230.51
2030	\$ 500,000.00	\$ 4,080,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 241,627.09	\$ 120,813.54	\$ 29,898.64	\$ 29,898.64
2031	\$ 500,000.00	\$ 4,161,600.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 247,134.57	\$ 123,567.28	\$ 30,580.13	\$ 30,580.13
2032	\$ 500,000.00	\$ 4,244,832.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 252,752.19	\$ 126,376.10	\$ 31,275.25	\$ 31,275.25
2033	\$ 500,000.00	\$ 4,329,728.64	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 258,482.17	\$ 129,241.09	\$ 31,984.27	\$ 31,984.27
2034	\$ 500,000.00	\$ 4,416,323.21	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 264,326.75	\$ 132,163.38	\$ 32,707.47	\$ 32,707.47
2035	\$ 500,000.00	\$ 4,504,649.68	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 270,288.22	\$ 270,288.22	\$ 66,890.26	\$ 66,890.26
2036	\$ 500,000.00	\$ 4,594,742.67	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 276,368.92	\$ 276,368.92	\$ 68,395.10	\$ 68,395.10
2037	\$ 500,000.00	\$ 4,686,637.52	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 282,571.24	\$ 282,571.24	\$ 69,930.03	\$ 69,930.03
2038	\$ 500,000.00	\$ 4,780,370.27	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 288,897.60	\$ 288,897.60	\$ 71,495.67	\$ 71,495.67
2039	\$ 500,000.00	\$ 4,875,977.68	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 295,350.49	\$ 295,350.49	\$ 73,092.61	\$ 73,092.61
2040	\$ 500,000.00	\$ 4,973,497.23	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 301,932.43	\$ 301,932.43	\$ 74,721.50	\$ 74,721.50
2041	\$ 500,000.00	\$ 5,072,967.18	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 308,646.02	\$ 308,646.02	\$ 76,382.96	\$ 76,382.96
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction												Total Estimated Capture	\$ 699,111.75	

Chart 1N: TIF Revenue to Be Captured – 20 Acre Site at Wick and Inkster Roads

City of Romulus Site 7: 20 acre site at Gate Gourmet														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 City of Romulus Millage	Millage (SET)		Millage (SCH OPER)		Millage (LOCAL) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	LDFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis LDFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026	\$ -	\$ -												
2027	\$ 500,000.00	\$ 500,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ -	\$ -	\$ -	\$ -
2028	\$ 500,000.00	\$ 1,000,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 33,746.80	\$ 16,873.40	\$ 4,175.79	\$ 4,175.79
2029	\$ 500,000.00	\$ 2,000,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 101,240.40	\$ 50,620.20	\$ 12,527.36	\$ 12,527.36
2030	\$ 500,000.00	\$ 2,040,000.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 103,940.14	\$ 51,970.07	\$ 12,861.43	\$ 12,861.43
2031	\$ 500,000.00	\$ 2,080,800.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 106,693.88	\$ 53,346.94	\$ 13,202.17	\$ 13,202.17
2032	\$ 500,000.00	\$ 2,122,416.00	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 109,502.70	\$ 54,751.35	\$ 13,549.73	\$ 13,549.73
2033	\$ 500,000.00	\$ 2,164,864.32	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 112,367.69	\$ 56,183.84	\$ 13,904.24	\$ 13,904.24
2034	\$ 500,000.00	\$ 2,208,161.61	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 115,289.98	\$ 57,644.99	\$ 14,265.84	\$ 14,265.84
2035	\$ 500,000.00	\$ 2,252,324.84	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 118,270.71	\$ 118,270.71	\$ 29,269.34	\$ 29,269.34
2036	\$ 500,000.00	\$ 2,297,371.34	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 121,311.06	\$ 121,311.06	\$ 30,021.76	\$ 30,021.76
2037	\$ 500,000.00	\$ 2,343,318.76	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 124,412.22	\$ 124,412.22	\$ 30,789.23	\$ 30,789.23
2038	\$ 500,000.00	\$ 2,390,185.14	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 127,575.40	\$ 127,575.40	\$ 31,572.05	\$ 31,572.05
2039	\$ 500,000.00	\$ 2,437,988.84	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 130,801.84	\$ 130,801.84	\$ 32,370.52	\$ 32,370.52
2040	\$ 500,000.00	\$ 2,486,748.62	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 134,092.82	\$ 134,092.82	\$ 33,184.96	\$ 33,184.96
2041	\$ 500,000.00	\$ 2,536,483.59	0.0674936	0.006	0.003	0.018	0.009	0.0094063	0.0047032	0.016703	\$ 137,449.61	\$ 137,449.61	\$ 34,015.69	\$ 34,015.69
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction												Total Estimated Capture		\$ 305,710.11

****The total estimated capture for the City of Romulus projects is \$7,376,662.04.*

City of Taylor

Chart 10: TIF Revenue to Be Captured – 38 Acre Site at Inkster and Goddard Roads

City of Taylor Site 1: 9.80 + 27.80 - acre site on Inkster and Goddard Road														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 City of Taylor Millage	Millage (SET)		Millage (SCH OPER)		Millage (LOCAL) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	LDFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis LDFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026	\$ -	\$ -												
2027	\$ 60,000.00	\$ 60,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ -	\$ -	\$ -	\$ -
2028	\$ 60,000.00	\$ 4,000,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 279,889.72	\$ 139,944.86	\$ 31,778.76	\$ 31,778.76
2029	\$ 60,000.00	\$ 4,080,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 285,572.76	\$ 142,786.38	\$ 32,424.01	\$ 32,424.01
2030	\$ 60,000.00	\$ 4,161,600.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 291,369.46	\$ 145,684.73	\$ 33,082.17	\$ 33,082.17
2031	\$ 60,000.00	\$ 4,244,832.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 297,282.10	\$ 148,641.05	\$ 33,753.49	\$ 33,753.49
2032	\$ 60,000.00	\$ 4,329,728.64	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 303,312.98	\$ 151,656.49	\$ 34,438.24	\$ 34,438.24
2033	\$ 60,000.00	\$ 4,416,323.21	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 309,464.49	\$ 154,732.24	\$ 35,136.69	\$ 35,136.69
2034	\$ 60,000.00	\$ 4,504,649.68	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 315,739.02	\$ 157,869.51	\$ 35,849.10	\$ 35,849.10
2035	\$ 60,000.00	\$ 4,594,742.67	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 322,139.05	\$ 322,139.05	\$ 73,151.52	\$ 73,151.52
2036	\$ 60,000.00	\$ 4,686,637.52	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 328,667.08	\$ 328,667.08	\$ 74,633.91	\$ 74,633.91
2037	\$ 60,000.00	\$ 4,780,370.27	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 335,325.66	\$ 335,325.66	\$ 76,145.95	\$ 76,145.95
2038	\$ 60,000.00	\$ 4,875,977.68	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 342,117.42	\$ 342,117.42	\$ 77,688.22	\$ 77,688.22
2039	\$ 60,000.00	\$ 4,973,497.23	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 349,045.02	\$ 349,045.02	\$ 79,261.34	\$ 79,261.34
2040	\$ 60,000.00	\$ 5,072,967.18	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 356,111.16	\$ 356,111.16	\$ 80,865.93	\$ 80,865.93
2041	\$ 60,000.00	\$ 5,174,426.52	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 363,318.63	\$ 363,318.63	\$ 82,502.60	\$ 82,502.60
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction												Total Estimated Capture	\$ 780,711.94	

Chart 1P: TIF Revenue to Be Captured – 23 Acre Site at 7965 Holland Road

City of Taylor Site 2: 23-acre site located at 7965 Holland Road														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 City of Taylor Millage	Millage (SET)		Millage (SCH OPER)		Millage (LOCAL) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	LDFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis LDFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026	\$ -	\$ -												
2027	\$ 431,760.00	\$ 431,760.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ -	\$ -	\$ -	\$ -
2028	\$ 431,760.00	\$ 2,500,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 146,923.63	\$ 73,461.82	\$ 16,681.75	\$ 16,681.75
2029	\$ 431,760.00	\$ 2,550,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 150,475.53	\$ 75,237.77	\$ 17,085.04	\$ 17,085.04
2030	\$ 431,760.00	\$ 2,601,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 154,098.47	\$ 77,049.24	\$ 17,496.38	\$ 17,496.38
2031	\$ 431,760.00	\$ 2,653,020.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 157,793.87	\$ 78,896.93	\$ 17,915.96	\$ 17,915.96
2032	\$ 431,760.00	\$ 2,706,080.40	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 161,563.17	\$ 80,781.59	\$ 18,343.93	\$ 18,343.93
2033	\$ 431,760.00	\$ 2,760,202.01	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 165,407.86	\$ 82,703.93	\$ 18,780.46	\$ 18,780.46
2034	\$ 431,760.00	\$ 2,815,406.05	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 169,329.45	\$ 84,664.72	\$ 19,225.71	\$ 19,225.71
2035	\$ 431,760.00	\$ 2,871,714.17	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 173,329.46	\$ 173,329.46	\$ 39,359.75	\$ 39,359.75
2036	\$ 431,760.00	\$ 2,929,148.45	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 177,409.48	\$ 177,409.48	\$ 40,286.25	\$ 40,286.25
2037	\$ 431,760.00	\$ 2,987,731.42	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 181,571.10	\$ 181,571.10	\$ 41,231.27	\$ 41,231.27
2038	\$ 431,760.00	\$ 3,047,486.05	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 185,815.95	\$ 185,815.95	\$ 42,195.19	\$ 42,195.19
2039	\$ 431,760.00	\$ 3,108,435.77	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 190,145.69	\$ 190,145.69	\$ 43,178.39	\$ 43,178.39
2040	\$ 431,760.00	\$ 3,170,604.49	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 194,562.03	\$ 194,562.03	\$ 44,181.26	\$ 44,181.26
2041	\$ 431,760.00	\$ 3,234,016.58	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 199,066.70	\$ 199,066.70	\$ 45,204.18	\$ 45,204.18
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction											Total Estimated Capture		\$ 421,165.53	

Chart 1Q: TIF Revenue to Be Captured – 10 Acre Site at Wick and Inkster Roads

City of Taylor Site 3: 10-acre site located at Wick and Inkster Road - Sylvia Property														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 City of Taylor Millage	Millage (SET)		Millage (SCH OPER)		Millage (LOCAL) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	LDFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis LDFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026	\$ -	\$ -									\$ -	\$ -	\$ -	\$ -
2027	\$ 309,800.00	\$ 309,800.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ -	\$ -	\$ -	\$ -
2028	\$ 309,800.00	\$ 1,000,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 49,030.43	\$ 24,515.21	\$ 5,566.93	\$ 5,566.93
2029	\$ 309,800.00	\$ 1,020,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 50,451.19	\$ 25,225.59	\$ 5,728.24	\$ 5,728.24
2030	\$ 309,800.00	\$ 1,040,400.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 51,900.36	\$ 25,950.18	\$ 5,892.78	\$ 5,892.78
2031	\$ 309,800.00	\$ 1,061,208.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 53,378.52	\$ 26,689.26	\$ 6,060.61	\$ 6,060.61
2032	\$ 309,800.00	\$ 1,082,432.16	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 54,886.24	\$ 27,443.12	\$ 6,231.80	\$ 6,231.80
2033	\$ 309,800.00	\$ 1,104,080.80	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 56,424.12	\$ 28,212.06	\$ 6,406.41	\$ 6,406.41
2034	\$ 309,800.00	\$ 1,126,162.42	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 57,992.75	\$ 28,996.38	\$ 6,584.51	\$ 6,584.51
2035	\$ 309,800.00	\$ 1,148,685.67	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 59,592.76	\$ 29,792.76	\$ 6,770.61	\$ 6,770.61
2036	\$ 309,800.00	\$ 1,171,659.38	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 61,224.77	\$ 30,604.77	\$ 6,962.96	\$ 6,962.96
2037	\$ 309,800.00	\$ 1,195,092.57	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 62,889.41	\$ 31,432.41	\$ 7,161.26	\$ 7,161.26
2038	\$ 309,800.00	\$ 1,218,994.42	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 64,587.35	\$ 32,285.35	\$ 7,365.53	\$ 7,365.53
2039	\$ 309,800.00	\$ 1,243,374.31	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 66,319.25	\$ 33,158.25	\$ 7,574.81	\$ 7,574.81
2040	\$ 309,800.00	\$ 1,268,241.79	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 68,085.79	\$ 34,051.79	\$ 7,788.96	\$ 7,788.96
2041	\$ 309,800.00	\$ 1,293,606.63	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 69,887.66	\$ 34,966.66	\$ 8,008.13	\$ 8,008.13
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction											Total Estimated Capture		\$ 145,245.01	

Chart 1R: TIF Revenue to Be Captured – 56 Acre Site at Brest and Inkster Roads

City of Taylor Site 4: 56-acre site located at Brest and Inkster Road - Burger Represented														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 City of Taylor Millage	Millage (SET)		Millage (SCH OPER)		Millage (LOCAL) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	L DFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis L DFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026	\$ -	\$ -												
2027	\$ 520,000.00	\$ 520,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ -	\$ -	\$ -	\$ -
2028	\$ 309,800.00	\$ 6,000,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 404,220.43	\$ 202,110.21	\$ 45,895.30	\$ 45,895.30
2029	\$ 309,800.00	\$ 6,120,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 412,744.99	\$ 206,372.49	\$ 46,863.18	\$ 46,863.18
2030	\$ 309,800.00	\$ 6,242,400.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 421,440.04	\$ 210,720.02	\$ 47,850.42	\$ 47,850.42
2031	\$ 309,800.00	\$ 6,367,248.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 430,308.99	\$ 215,154.50	\$ 48,857.41	\$ 48,857.41
2032	\$ 309,800.00	\$ 6,494,592.96	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 439,355.32	\$ 219,677.66	\$ 49,884.53	\$ 49,884.53
2033	\$ 309,800.00	\$ 6,624,484.82	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 448,582.58	\$ 224,291.29	\$ 50,932.20	\$ 50,932.20
2034	\$ 309,800.00	\$ 6,756,974.52	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 457,994.38	\$ 228,997.19	\$ 52,000.81	\$ 52,000.81
2035	\$ 309,800.00	\$ 6,892,114.01	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 467,594.42	\$ 467,594.42	\$ 106,181.61	\$ 106,181.61
2036	\$ 309,800.00	\$ 7,029,956.29	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 477,386.46	\$ 477,386.46	\$ 108,405.19	\$ 108,405.19
2037	\$ 309,800.00	\$ 7,170,555.41	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 487,374.34	\$ 487,374.34	\$ 110,673.25	\$ 110,673.25
2038	\$ 309,800.00	\$ 7,313,966.52	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 497,561.98	\$ 497,561.98	\$ 112,986.66	\$ 112,986.66
2039	\$ 309,800.00	\$ 7,460,245.85	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 507,953.37	\$ 507,953.37	\$ 115,346.34	\$ 115,346.34
2040	\$ 309,800.00	\$ 7,609,450.77	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 518,552.59	\$ 518,552.59	\$ 117,753.22	\$ 117,753.22
2041	\$ 309,800.00	\$ 7,761,639.78	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 529,363.79	\$ 529,363.79	\$ 120,208.24	\$ 120,208.24
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction											Total Estimated Capture		\$ 1,133,838.37	

Chart 1S: TIF Revenue to Be Captured – 32 Acre Site at Northline and Inkster Roads

City of Taylor Site 5: 32-acre site located at Northline and Inkster Road - City-owned														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 City of Taylor Millage	Millage (SET)		Millage (SCH OPER)		Millage (LOCAL) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	LDFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis LDFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026	\$ -	\$ -												
2027	\$ -		0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ -	\$ -	\$ -	\$ -
2028	\$ -	\$ 2,000,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 142,076.00	\$ 71,038.00	\$ 16,131.35	\$ 16,131.35
2029	\$ -	\$ 2,040,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 144,917.52	\$ 72,458.76	\$ 16,453.98	\$ 16,453.98
2030	\$ -	\$ 2,080,800.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 147,815.87	\$ 73,907.94	\$ 16,783.06	\$ 16,783.06
2031	\$ -	\$ 2,122,416.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 150,772.19	\$ 75,386.09	\$ 17,118.72	\$ 17,118.72
2032	\$ -	\$ 2,164,864.32	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 153,787.63	\$ 76,893.82	\$ 17,461.09	\$ 17,461.09
2033	\$ -	\$ 2,208,161.61	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 156,863.38	\$ 78,431.69	\$ 17,810.31	\$ 17,810.31
2034	\$ -	\$ 2,252,324.84	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 160,000.65	\$ 80,000.33	\$ 18,166.52	\$ 18,166.52
2035	\$ -	\$ 2,297,371.34	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 163,200.66	\$ 81,600.33	\$ 18,529.85	\$ 18,529.85
2036	\$ -	\$ 2,343,318.76	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 166,464.68	\$ 83,232.34	\$ 18,916.90	\$ 18,916.90
2037	\$ -	\$ 2,390,185.14	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 169,793.97	\$ 84,896.99	\$ 19,328.05	\$ 19,328.05
2038	\$ -	\$ 2,437,988.84	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 173,189.85	\$ 86,594.93	\$ 19,753.98	\$ 19,753.98
2039	\$ -	\$ 2,486,748.62	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 176,653.65	\$ 88,326.83	\$ 20,196.90	\$ 20,196.90
2040	\$ -	\$ 2,536,483.59	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 180,186.72	\$ 90,093.36	\$ 20,656.90	\$ 20,656.90
2041	\$ -	\$ 2,587,213.26	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 183,790.46	\$ 91,895.23	\$ 21,133.24	\$ 21,133.24
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction											Total Estimated Capture		\$ 376,907.50	

Chart 1T: TIF Revenue to Be Captured – 38 Acre Site at Northline and Inkster Roads

City of Taylor Site 6: 38-acre site located at Northline and Inkster Road - Taylor Distribution Center														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 City of Taylor Millage	Millage (SET)		Millage (SCH OPER)		Millage (LOCAL) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	LDFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis LDFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026	\$ -	\$ -												
2027	\$ 650,000.00	\$ 2,000,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 95,901.30	\$ 47,950.65	\$ 10,888.66	\$ 10,888.66
2028	\$ 650,000.00	\$ 6,000,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 380,053.30	\$ 190,026.65	\$ 43,151.36	\$ 43,151.36
2029	\$ 650,000.00	\$ 6,120,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 388,577.86	\$ 194,288.93	\$ 44,119.24	\$ 44,119.24
2030	\$ 650,000.00	\$ 6,242,400.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 397,272.91	\$ 198,636.46	\$ 45,106.48	\$ 45,106.48
2031	\$ 650,000.00	\$ 6,367,248.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 406,141.86	\$ 203,070.93	\$ 46,113.46	\$ 46,113.46
2032	\$ 650,000.00	\$ 6,494,592.96	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 415,188.19	\$ 207,594.10	\$ 47,140.59	\$ 47,140.59
2033	\$ 650,000.00	\$ 6,624,484.82	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 424,415.45	\$ 212,207.73	\$ 48,188.25	\$ 48,188.25
2034	\$ 650,000.00	\$ 6,756,974.52	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 433,827.26	\$ 216,913.63	\$ 49,256.87	\$ 49,256.87
2035	\$ 650,000.00	\$ 6,892,114.01	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 443,427.29	\$ 221,693.73	\$ 50,325.49	\$ 50,325.49
2036	\$ 650,000.00	\$ 7,029,956.29	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 453,219.33	\$ 226,526.80	\$ 51,406.11	\$ 51,406.11
2037	\$ 650,000.00	\$ 7,170,555.41	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 463,207.22	\$ 231,411.87	\$ 52,500.72	\$ 52,500.72
2038	\$ 650,000.00	\$ 7,313,966.52	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 473,394.85	\$ 236,349.94	\$ 53,609.33	\$ 53,609.33
2039	\$ 650,000.00	\$ 7,460,245.85	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 483,786.24	\$ 241,341.01	\$ 54,732.94	\$ 54,732.94
2040	\$ 650,000.00	\$ 7,609,450.77	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 494,385.46	\$ 246,385.08	\$ 55,871.55	\$ 55,871.55
2041	\$ 650,000.00	\$ 7,761,639.78	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 505,196.67	\$ 251,482.15	\$ 57,025.16	\$ 57,025.16
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction											Total Estimated Capture		\$ 1,087,104.24	

Chart 1U: TIF Revenue to Be Captured – 30 Acre Site at Eureka and Inkster Roads

City of Taylor Site 7: 30-acre site located at Eureka and Inkster Road - J&H Real Estate Investments														
Year	Base Taxable Value (2025)	Taxable Value (year)	2025 City of Taylor Millage	Millage (SET)		Millage (SCH OPER)		Millage (LOCAL) (summer + winter)		Mills Captured (sum of 50% mill values for SET, SCH OPER, LOCAL)	Total Tax Captured: No incentives [(2025 millage) x (taxable value (year))]	Total Tax Captured: With incentives [6-Year PA198 50% Abatement Added]	LDFA III Total Capture: With 6-year incentive [(Total tax captured: With incentives) x (Mills captured: Portion of total tax)]	Site Specific Estimated Tax Captured for Aerotropolis LDFA Plan III
				Base	Captured (50%)	Base	Captured (50%)	Base	Captured (50%)					
2026	\$ -	\$ -												
2027	\$ 395,430.00	\$ 2,500,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 149,504.44	\$ 74,752.22	\$ 16,974.78	\$ 16,974.78
2028	\$ 395,430.00	\$ 2,500,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 149,504.44	\$ 74,752.22	\$ 16,974.78	\$ 16,974.78
2029	\$ 395,430.00	\$ 2,550,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 153,056.34	\$ 76,528.17	\$ 17,378.06	\$ 17,378.06
2030	\$ 395,430.00	\$ 2,601,000.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 156,679.28	\$ 78,339.64	\$ 17,789.41	\$ 17,789.41
2031	\$ 395,430.00	\$ 2,653,020.00	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 160,374.68	\$ 80,187.34	\$ 18,208.99	\$ 18,208.99
2032	\$ 395,430.00	\$ 2,706,080.40	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 164,143.98	\$ 82,071.99	\$ 18,636.96	\$ 18,636.96
2033	\$ 395,430.00	\$ 2,760,202.01	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 167,988.67	\$ 83,994.34	\$ 19,073.48	\$ 19,073.48
2034	\$ 395,430.00	\$ 2,815,406.05	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 171,910.26	\$ 85,955.13	\$ 19,518.74	\$ 19,518.74
2035	\$ 395,430.00	\$ 2,871,714.17	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 175,910.27	\$ 175,910.27	\$ 39,945.81	\$ 39,945.81
2036	\$ 395,430.00	\$ 2,929,148.45	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 179,990.29	\$ 179,990.29	\$ 40,872.30	\$ 40,872.30
2037	\$ 395,430.00	\$ 2,987,731.42	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 184,151.91	\$ 184,151.91	\$ 41,817.32	\$ 41,817.32
2038	\$ 395,430.00	\$ 3,047,486.05	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 188,396.76	\$ 188,396.76	\$ 42,781.24	\$ 42,781.24
2039	\$ 395,430.00	\$ 3,108,435.77	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 192,726.50	\$ 192,726.50	\$ 43,764.45	\$ 43,764.45
2040	\$ 395,430.00	\$ 3,170,604.49	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 197,142.85	\$ 197,142.85	\$ 44,767.31	\$ 44,767.31
2041	\$ 395,430.00	\$ 3,234,016.58	0.071038	0.006	0.003	0.018	0.009	0.0082627	0.0041314	0.016131	\$ 201,647.51	\$ 201,647.51	\$ 45,790.23	\$ 45,790.23
**Assumption: Blanket PA 198 abatement applies to this site for first 6 years of full construction											Total Estimated Capture		\$ 444,293.85	

***The total estimated capture for the City of Taylor projects is \$4,389,266.44.

Chart 2: Development Plan Project Detail

NARRATIVE AND COST OF IMPROVEMENTS

Van Buren Township

Wastewater Diversion \$10,000,000

Van Buren Township would divert wastewater flows from Rough Valley Sewage Disposal System to the South Huron Valley Utility Authority (SHUVA) or the Ypsilanti Community Utility Authorities (YCUA). The Wayne County Environmental Services Team has reviewed and determined, on multiple occasions, that the Rough Valley Sewage Disposal System is unable to convey anything more than 5cfs Van Buren Township is currently allowed. This represents the total estimated cost to complete this wastewater diversion project.

Project Management	\$500,000
Preliminary Engineering	\$500,000
Final Design	\$1,00,000
Construction and Construction Management	\$8,000,000

All of the LDFA's \$6,640,322.68 investment in the wastewater diversion project is allocable to the projects in Charts 1A, 1B and 1E.

Beck Road Reconstruction \$5,000,000

Beck Road cannot accommodate industrial traffic flows to I-94. The Township is reluctant to utilize Belleville Road for industrial traffic flows due to Belleville Road being the main retail thoroughfare for the Township. The 1,000+ undeveloped acres in Van Buren Township can be developed more easily by upgrading and connecting Beck Road to the I-94 Rawsonville interchange. This represents the total estimated cost to complete this road project.

Engineering and Final Design	\$300,000
Multi-use Path	\$200,000
Road Replacement	\$4,000,000
Culvert Replacement	\$500,000

All of the LDFA's \$3,102,780.46 investment in the Beck Road construction is allocable to the project listed in Chart 1C.

Morton Taylor Road – Class A Upgrade \$7,000,000

Morton Taylor Road cannot accommodate industrial traffic flows from Willow Run Airport properties to I-94. The Township is reluctant to utilize Belleville Road for industrial traffic flows due to Belleville Road being the main retail thoroughfare for the Township. The 1,000+ undeveloped acres near Willow Run Airport in Van Buren Township can be developed more easily by upgrading and connecting Morton Taylor to the I-94 Rawsonville interchange. This represents the total estimated cost to complete this road project.

Engineering and Final Design	\$500,000
Multi-use Path	\$500,000
Road Replacement	\$5,500,000
Culvert Replacement	\$500,000

All of the LDFA's \$1,203,086.63 investment in the Morton Taylor Road construction is allocable to the project listed in Chart 1F.

Ford Land Water and Sanitary \$5,000,000

Van Buren Twp. acquired 190 acres from Ford Land in 2019 that is located on Tyler and Ecorse roads. There is a need for water main installation, sewer main installation, road construction, sidewalk construction and regional stormwater management to ensure the site is developed.

Project Management	\$300,000
Preliminary Engineering	\$200,000
Final Design	\$500,000
Construction and Construction Management	\$4,000,000

All of the LDFA's \$1,522,657.08 investment in the Ford Land water and sanitary project is allocable to the projects in Chart 1D.

Ecorse and Belleville Road Traffic Routing \$8,000,000

Van Buren Twp. residential and commercial traffic flows through Belleville Road given it is the main retail thoroughfare for the Township. The 1,000+ undeveloped acres along Ecorse Road in Van Buren Township can be developed more easily by routing traffic industrial traffic to Beck and Morton Taylor Raods while maintaining retail and commercial traffic corridors along Belleville Road. This can be achieved with new roundabouts and slip lanes.

Project Management	\$400,000
Preliminary Engineering	\$400,000
Final Design	\$600,000
Construction and Construction Management	\$6,600,000

All of the LDFA's \$1,205,480.72 investment in Ecorse and Belleville Road traffic routing project is allocable to the projects in Chart 1G.

City of Romulus

Ecorse Road Industrial Gateway Improvements \$28,300,000

Ecorse Road parallels the north boundary of DTW. It needs to be upgraded to Class A roads to accommodate industrial traffic flow directly to and from I-94 and I-275. Ecorse Road traverses many major industrial thoroughfares such as I-94, I-275 and US-24. It is home to a variety of multimodal and intermodal rail facilities throughout Wayne County. Ecorse Road will provide a critical link for many manufacturing, commercial, warehousing, and logistics and supply chain distribution facilities that

support DTW operations and regional commerce coming from the new Gordie Howe International Bridge. This cost represents the total cost to complete the Ecorse Road project.

Design and Engineering	\$5,600,000
Road Resurfacing and Replacement	\$21,000,000
Culvert Replacement	\$400,000
Traffic Signals	\$1,300,000

All of the LDFA's \$6,371,840.18 investment in the Ecorse Road Light Industrial Gateway Improvement is allocable to the projects in Charts 1H – 1L.

Inkster Road Improvement \$15,000,000

Inkster Road is the boundary between the City of Romulus and the City of Taylor in Wayne County, Michigan and it traverses the entire county. It crosses the major east-west routes of I-94, US-14, and I-96. Inkster Road, if upgraded, could provide a critical link for many manufacturing, commercial, warehousing, and logistics and supply chain distribution facilities that support DTW operations and regional commerce coming from the new Gordie Howe International Bridge. This cost represents the total cost to complete the Inkster Road project.

Design and Engineering	\$2,500,000
Road Resurfacing and Replacement	\$12,000,000
Traffic Signals	\$500,000

All of the LDFA's \$1,004,821.85 investment in the road project is allocable to the projects in Charts 1M -1N.

City of Taylor

Inkster Road Improvement \$15,000,000

Inkster Road is the boundary between the City of Romulus and the City of Taylor in Wayne County, Michigan and it traverses the entire county. It crosses the major east-west routes of I-94, US-14, and I-96. Inkster Road, if upgraded, could provide a critical link for many manufacturing, commercial, warehousing, and logistics and supply chain distribution facilities that support DTW operations and regional commerce coming from the new Gordie Howe International Bridge. This cost represents the total cost to complete the Inkster Road project.

Design and Engineering	\$2,500,000
Road Resurfacing and Replacement	\$12,000,000
Traffic Signals	\$500,000

All of the LDFA's \$4,389,266.44 investment in the road project is allocable to the projects in Charts 1O -1U.

Charts 3A-C outline the cost breakdown per development plan project and how projected TIF revenues are allocated to each project.

Chart 3A: Van Buren Township Allocation of TIF Revenues by Development Plan Project¹

		Sanitary Connection to SHUVA or YUCA	Beck Road - Class A Upgrade	Morton Taylor Road - Class A Upgrade	Water and Sanitary Ford Land Road Property	Ecorse and Belleville Road Traffic Routing
Estimated Total Project Cost		\$10,000,000	\$5,000,000	\$7,000,000	\$5,000,000	\$8,000,000
Site 1 Estimated TIF Revenue	\$ 2,474,583.39					
Revenue Allocated to Project		\$ 2,474,583.39				
% Allocation to Total Project Cost		25%				
Site 2 Estimated TIF Revenue	\$ 3,233,664.84					
Revenue Allocated to Project		\$ 3,233,664.84				
% Allocation to Total Project Cost		32%				
Site 3 Estimated TIF Revenue	\$ 3,102,780.46					
Revenue Allocated to Project			\$ 3,102,780.46			
% Allocation to Total Project Cost			62%			

¹ See page 4 of Plan for discussion of use of surplus tax increment revenue.

Site 4 Estimated TIF Revenue	\$ 1,522,657.08					
Revenue Allocated to Project					\$ 1,522,657.08	
% Allocation to Total Project Cost					30%	
Site 5 Estimated TIF Revenue	\$ 932,074.45					
Revenue Allocated to Project		\$ 932,074.45				
% Allocation to Total Project Cost		9%				
Site 6 Estimated TIF Revenue	\$ 1,203,088.63					
Revenue Allocated to Project				\$ 1,203,088.63		
% Allocation to Total Project Cost				17%		
Site 7 Estimated TIF Revenue	\$ 1,205,480.72					
Revenue Allocated to Project						\$ 1,205,480.72
% Allocation to Total Project Cost						15%
Estimated TIF Capture Allocation		\$ 6,640,322.68	\$ 3,102,780.46	\$ 1,203,088.63	\$ 1,522,657.08	\$ 1,205,480.72
Percent of Project Covered by TIF		66%	62%	17%	30%	15%

Chart 3B: City of Romulus Allocation of TIF Revenues by Development Plan Project²

		Ecorse Road Improvement	Inkster Road Improvement
		\$28,300,000	\$15,000,000
Site 1 Estimated TIF Revenue	\$ 2,316,811.20		
Revenue Allocated to Project		\$ 2,316,811.20	
% Allocation to Total Project Cost		8%	
Site 2 Estimated TIF Revenue	\$ 923,205.74		
Revenue Allocated to Project		\$ 923,205.74	
% Allocation to Total Project Cost		3%	
Site 3 Estimated TIF Revenue	\$ 1,727,336.06		
Revenue Allocated to Project		\$ 1,727,336.06	
% Allocation to Total Project Cost		6%	
Site 4 Estimated TIF Revenue	\$ 661,529.66		
Revenue Allocated to Project		\$ 661,529.66	
% Allocation to Total Project Cost		2%	
Site 5 Estimated TIF Revenue	\$ 742,957.52		
Revenue Allocated to Project		\$ 742,957.52	
% Allocation to Total Project Cost		3%	
Site 6 Estimated TIF Revenue	\$ 699,111.75		
Revenue Allocated to Project			\$ 699,111.75
% Allocation to Total Project Cost			5%
Site 7 Estimated TIF Revenue	\$ 305,710.11		
Revenue Allocated to Project			\$ 305,710.11
% Allocation to Total Project Cost			2%
Estimated TIF Capture Allocation		\$ 6,371,840.18	\$ 1,004,821.85
Percent of Project Covered by TIF		23%	7%

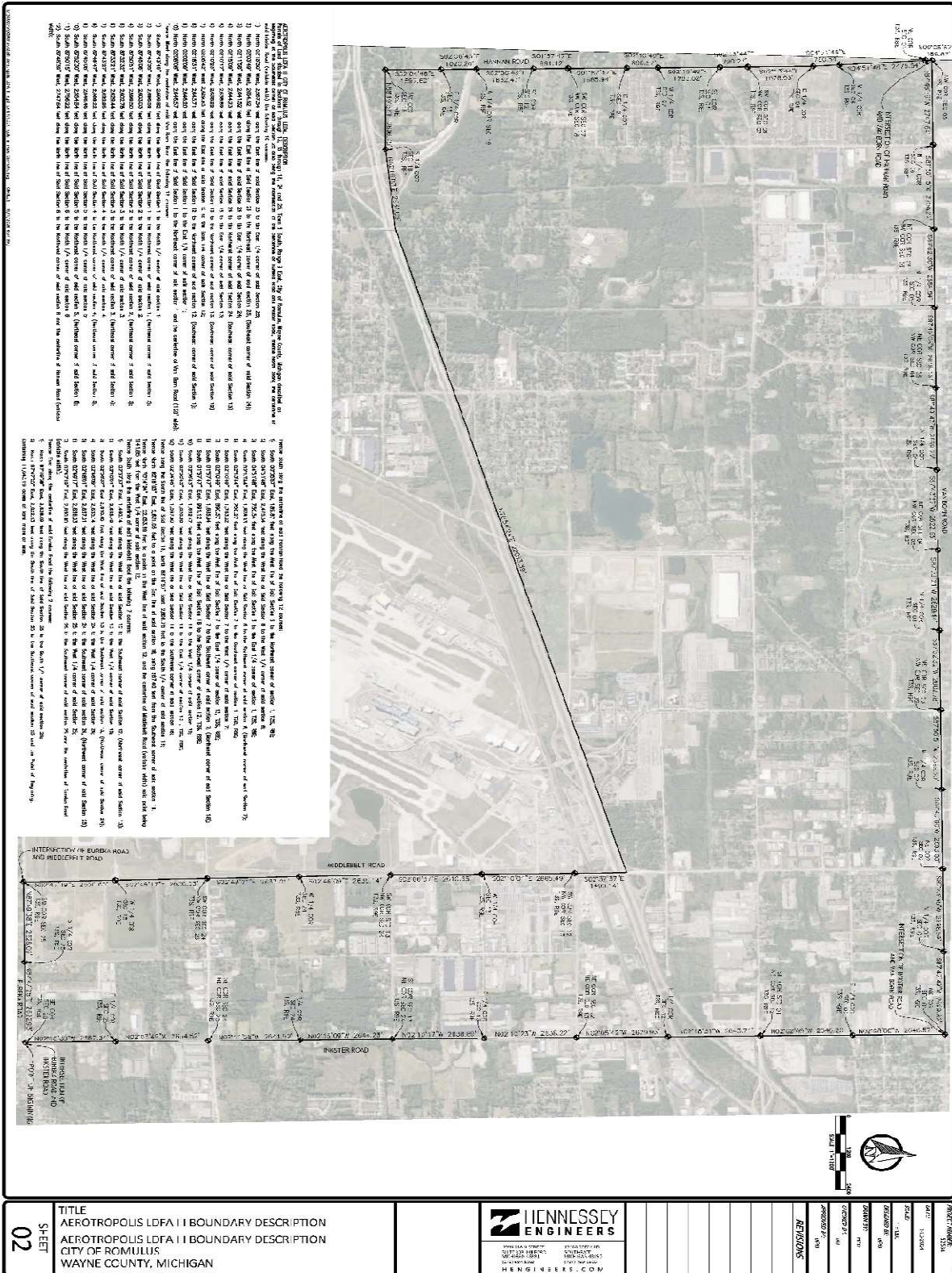
² See page 4 of Plan for discussion of use of surplus tax increment revenue.

Chart 3C: City of Taylor Allocation of TIF Revenues by Development Plan Project³

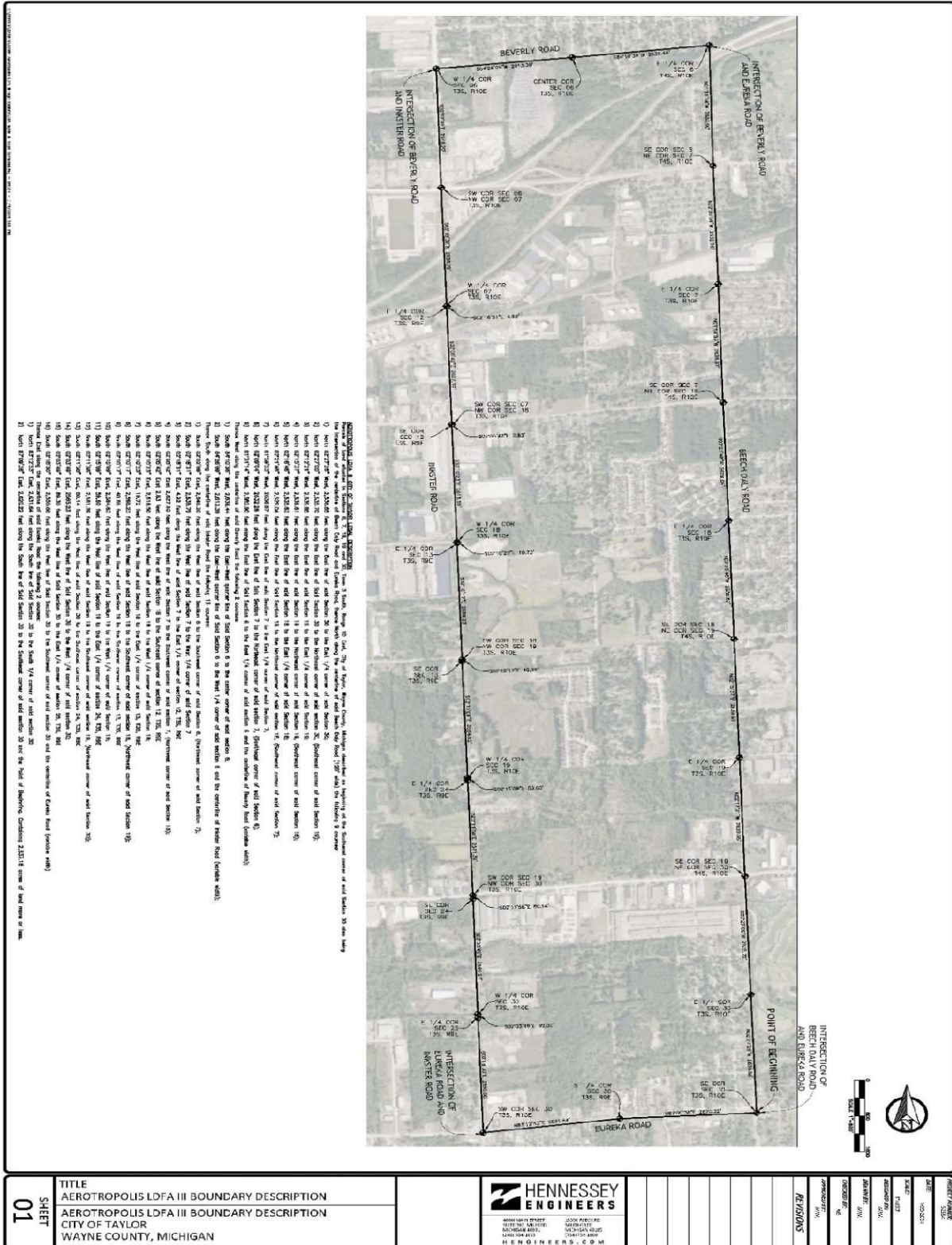
		Inkster Road Improvement
		\$15,000,000
Site 1 Estimated TIF Revenue	\$ 780,711.94	
Revenue Allocated to Project		\$ 780,711.94
% Allocation to Total Project Cost		5%
Site 2 Estimated TIF Revenue	\$ 421,165.53	
Revenue Allocated to Project		\$ 421,165.53
% Allocation to Total Project Cost		3%
Site 3 Estimated TIF Revenue	\$ 145,245.01	
Revenue Allocated to Project		\$ 145,245.01
% Allocation to Total Project Cost		1%
Site 4 Estimated TIF Revenue	\$ 1,133,838.37	
Revenue Allocated to Project		\$ 1,133,838.37
% Allocation to Total Project Cost		8%
Site 5 Estimated TIF Revenue	\$ 376,907.50	
Revenue Allocated to Project		\$ 376,907.50
% Allocation to Total Project Cost		3%
Site 6 Estimated TIF Revenue	\$ 1,087,104.24	
Revenue Allocated to Project		\$ 1,087,104.24
% Allocation to Total Project Cost		7%
Site 7 Estimated TIF Revenue	\$ 444,293.85	
Revenue Allocated to Project		\$ 444,293.85
% Allocation to Total Project Cost		3%
Estimated TIF Capture Allocation		\$ 4,389,266.44
Percent of Project Covered by TIF		29%

³ See page 4 of Plan for discussion of use of surplus tax increment revenue.

Appendix A2: Map of Aerotropolis Development Area – City of Romulus



Appendix A3: Map of Aerotropolis Development Area – City of Taylor



Appendix B: Legal Description

AEROTROPOLIS LDFA VAN BUREN TOWNSHIP LEGAL DESCRIPTION:

Parcels of Land situated in Sections 1 through 18, Town 3 South, Range 8 East, Van Buren Township, Wayne County, Michigan described as beginning at the Southeast corner of said Section 13 and the centerline of Hannan Road (variable width);

Thence North along the centerline of said Hannan Road the following 6 courses:

- 1) North 02°04'46" West, 2,656.74 feet along the East line of said Section 13 to the East 1/4 corner of said Section 13;
- 2) North 02°06'43" West, 2652.67 feet along the East line of Said Section 13 to the Northeast corner of said section 13, (Southeast corner of said Section 12);
- 3) North 01°57'47" West, 2,677.06 feet along the East line of said Section 12 to the East 1/4 corner of said Section 12;
- 4) North 02°10'49" West, 2,673.59 feet along the East line of said Section 12 to the Northeast corner of said Section 12, (Southeast corner of said Section 1);
- 5) North 02°13'44" West, 2,669.20 feet along the East line of said Section 1 to the East 1/4 corner of said Section 1;
- 6) North 04°51'48" West, 3226.09 feet along the East line of Said Section 1 to the Northeast corner of said section 1 and the centerline of Van Born Road (120' wide);

Thence West along the North line of Van Buren Township the following 12 courses:

- 1) South 87°15'01" West, 2,673.75 feet along the North line of Said Section 1 to the North 1/4 corner of said section 1;
- 2) South 87°17'26" West, 2,675.22 feet along the North line of Said Section 1 to the Northwest corner of said section 1, (Northeast corner of said Section 2);
- 3) South 87°39'08" West, 2,832.78 feet along the North line of Said Section 2 to the North 1/4 corner of said section 2;
- 4) South 87°15'32" West, 2,834.41 feet along the North line of Said Section 2 to the Northwest corner of said section 2, (Northeast corner of said Section 3);
- 5) South 87°54'16" West, 2,666.13 feet along the North line of Said Section 3 to the North 1/4 corner of said section 3;
- 6) South 87°57'19" West, 2,636.78 feet along the North line of Said Section 3 to the Northwest corner of said section 3, (Northeast corner of said Section 4);
- 7) South 87°22'45" West, 2,677.54 feet along the North line of Said Section 4 to the North 1/4 corner of said section 4;
- 8) South 87°20'59" West, 2,620.03 feet along the North line of Said Section 4 to the Northwest corner of said section 4, (Northeast corner of said Section 5);
- 9) South 87°17'58" West, 2,385.38 feet along the North line of Said Section 5 to the North 1/4 corner of said section 5;
- 10) South 87°36'58" West, 2,473.35 feet along the North line of Said Section 5 to the Northwest corner of said section 5, (Northeast corner of said Section 6);
- 11) South 87°33'25" West, 2,770.69 feet along the North line of Said Section 6 to the North 1/4 corner of said section 6;
- 12) South 87°41'55" West, 2,482.23 feet along the North line of Said Section 6 to the Northwest corner of said section 6 and the West line of Van Buren Township;

Thence South along said West line the following 6 courses:

- 1) South 01°31'46" West, 2,939.03 feet along the West line of said Section 6 to the West 1/4 corner of said Section 6;

- 2) South 01°41'40" West, 2,633.48 feet along the West line of said Section 6 to the Southwest corner of said Section 6, (Northwest corner of said Section 7);
- 3) South 00°32'13" East 2,681.35 feet along the West line of said Section 7 to the West 1/4 corner of said section 7;
- 4) South 01°57'24" East, 2,561.39 feet along the West line of said Section 7 to the Southwest corner of said section 7, (Northwest corner of said Section 18);
- 5) South 02°18'35" East, 2,651.37 feet along the West line of said Section 18 to the West 1/4 corner of said Section 18;
- 6) South 01°57'13" East, 2,621.93 feet along the West line of said Section 18 to the Southwest corner of said section 18 ;

Thence East along the Southerly service drive of I-94 the following 12 courses:

- 1) North 88°57'12" East, 2,856.06 feet along the South line of Said Section 18 to the South 1/4 corner of said section 18;
- 2) North 88°40'13" East, 2,680.29 feet along the South line of Said Section 18 to the Southeast corner of said section 18, (Southwest corner of said Section 17);
- 3) North 88°06'18" East, 2,662.52 feet along the South line of Said Section 17 to the South 1/4 corner of said section 17;
- 4) North 87°44'50" East, 2,614.52 feet along the South line of Said Section 17 to the Southeast corner of said section 17, (Southwest corner of said Section 16);
- 5) North 88°11'39" East, 2,631.17 feet along the South line of Said Section 16 to the South 1/4 corner of said section 16;
- 6) North 88°00'16" East, 2,382.12 feet along the South line of Said Section 16 to the Southeast corner of said section 16, (Southwest corner of said Section 15);
- 7) North 87°41'07" East, 2,649.72 feet along the South line of Said Section 15 to the South 1/4 corner of said section 15;
- 8) North 87°43'33" East, 2,636.16 feet along the South line of Said Section 15 to the Southeast corner of said section 15, (Southwest corner of said Section 14);
- 9) North 88°11'13" East, 2,848.98 feet along the South line of Said Section 14 to the South 1/4 corner of said section 14;
- 10) North 88°18'56" East, 2,857.90 feet along the South line of Said Section 14 to the Southeast corner of said section 14, (Southwest corner of said Section 13);
- 11) North 87°43'49" East, 2,826.90 feet along the South line of Said Section 13 to the South 1/4 corner of said section 13;
- 12) South 88°58'39" East, 2,681.24 feet along the South line of Said Section 13 to the Southeast corner of said section 13 and the Point of Beginning.

Containing 12,033.18 acres of land more or less.

AEROTROPOLIS LDFA CITY OF ROMULUS LEGAL DESCRIPTION:

Parcels of Land situated in Sections 1 through 13, 15 through 18, 24 and 25, Town 3 South, Range 9 East, City of Romulus, Wayne County, Michigan described as beginning at the Southeast corner of said Section 25 also being the intersection of the centerline of Eureka Road and Inkster Road, thence North along the centerline of said Inkster Road (variable width) the following 10 courses:

- 1) North 02°18'30" West, 2,587.34 feet along the East line of said Section 25 to the East 1/4 corner of said Section 25;
- 2) North 02°03'49" West, 2654.52 feet along the East line of Said Section 25 to the Northeast corner of said section 25, (Southeast corner of said Section 24);
- 3) North 02°11'58" West, 2,641.52 feet along the East line of said Section 24 to the East 1/4 corner of said Section 24;

- 4) North 02°15'09" West, 2,644.23 feet along the East line of said Section 24 to the Northeast corner of said Section 24, (Southeast corner of said Section 13);
- 5) North 02°10'17" West, 2,638.89 feet along the East line of said Section 13 to the East 1/4 corner of said Section 13;
- 6) North 02°10'23" West, 2,638.22 feet along the East line of Said Section 13 to the Northeast corner of said section 13, (Southeast corner of said Section 12);
- 7) North 02°05'42" West 2,629.93 feet along the East line of said Section 12 to the East 1/4 corner of said Section 12;
- 8) North 02°18'31" West, 2,643.71 feet along the East line of Said Section 12 to the Northeast corner of said section 12, (Southeast corner of said Section 1);
- 9) North 02°02'09" West, 2,646.20 feet along the East line of Said Section 1 to the East 1/4 corner of said section 1;
- 10) North 02°08'08" West, 2,646.57 feet along the East line of Said Section 1 to the Northeast corner of said section 1 and the centerline of Van Born Road (120' wide);

Thence West along the centerline of said Van Born Road the following 12 courses:

- 1) South 87°43'49" West, 2,699.82 feet along the North line of Said Section 1 to the North 1/4 corner of said section 1;
- 2) South 87°43'35" West, 2,698.59 feet along the North line of Said Section 1 to the Northwest corner of said section 1, (Northeast corner of said Section 2);
- 3) South 87°45'06" West, 2,603.03 feet along the North line of Said Section 2 to the North 1/4 corner of said section 2;
- 4) South 87°50'51" West, 2,599.50 feet along the North line of Said Section 2 to the Northwest corner of said section 2, (Northeast corner of said Section 3);
- 5) South 87°32'32" West, 2,602.78 feet along the North line of Said Section 3 to the North 1/4 corner of said section 3;
- 6) South 87°33'21" West, 2,629.44 feet along the North line of Said Section 3 to the Northwest corner of said section 3, (Northeast corner of said Section 4);
- 7) South 87°43'27" West, 2,622.95 feet along the North line of Said Section 4 to the North 1/4 corner of said section 4;
- 8) South 87°49'47" West, 2,669.22 feet along the North line of Said Section 4 to the Northwest corner of said section 4, (Northeast corner of said Section 5);
- 9) South 87°45'08" West, 2,646.46 feet along the North line of Said Section 5 to the North 1/4 corner of said section 5;
- 10) South 87°52'30" West, 2,554.84 feet along the North line of Said Section 5 to the Northwest corner of said section 5, (Northeast corner of said Section 6);
- 11) South 87°50'15" West, 2,756.22 feet along the North line of Said Section 6 to the North 1/4 corner of said section 6;
- 12) South 87°48'39" West, 2,747.64 feet along the North line of Said Section 6 to the Northwest corner of said section 6 and the centerline of Hannan Road (variable width);

Thence South along the centerline of said Hannan Road the following 12 courses:

- 1) South 00°05'57" East, 189.87 feet along the West line of Said Section 6 to the Northeast corner of section 1, T3S, R8E;
- 2) South 04°51'48" East, 2,475.54 feet along the West line of Said Section 6 to the West 1/4 corner of said section 6;
- 3) South 04°51'48" East, 750.54 feet along the West line of Said Section 6 to the East 1/4 corner of section 1, T3S, R8E;
- 4) South 02°13'44" East, 1,878.93 feet along the West line of Said Section 6 to the Southwest corner of said section 6, (Northwest corner of said Section 7);
- 5) South 02°13'44" East, 790.27 feet along the West line of Said Section 7 to the Southeast corner of section 1, T3S, R8E;

- 6) South 02°10'49" East, 1,783.02 feet along the West line of Said Section 7 to the West 1/4 corner of said section 7;
- 7) South 02°10'49" East, 890.57 feet along the West line of Said Section 7 to the East 1/4 corner of section 12, T3S, R8E;
- 8) South 01°57'47" East, 1,685.94 feet along the West line of Said Section 7 to the Southwest corner of said section 7, (Northwest corner of said Section 18);
- 9) South 01°57'47" East, 991.12 feet along the West line of Said Section 18 to the Southeast corner of section 12, T3S, R8E;
- 10) South 02°06'43" East, 1,632.47 feet along the West line of Said Section 18 to the West 1/4 corner of said section 18;
- 11) South 02°06'43" East, 1,020.20 feet along the West line of Said Section 18 to the East 1/4 corner of section 13, T3S, R8E;
- 12) South 02°04'46" East, 1,597.60 feet along the West line of Said Section 18 to the Southwest corner of said section 18;

Thence along the South line of Said Section 18, North 88°10'57" East, 2,606.75 feet to the South 1/4 corner of said section 18;

Thence North 82°16'03" East, 2,631.05 feet to a point on the East line of said section 18, being 267.40 feet from the Southeast corner of said section 18.

Thence North 70°54'24" East, 22,053.89 feet to a point on the West line of said section 12, and the centerline of Middlebelt Road (variable width) said point being 1141.85 feet from the West 1/4 corner of said section 12.

Thence South along the centerline of said Middlebelt Road the following 7 courses:

- 1) South 02°37'37" East, 1,490.14 feet along the West line of said Section 12 to the Southwest corner of said Section 12, (Northwest corner of said Section 13);
- 2) South 02°10'01" East, 2,665.49 feet along the West line of said Section 13 to the West 1/4 corner of said Section 13;
- 3) South 02°06'37" East 2,610.65 feet along the West line of said Section 13 to the Southwest corner of said section 13, (Northwest corner of said Section 24);
- 4) South 02°46'09" East, 2,635.14 feet along the West line of said Section 24 to the West 1/4 corner of said Section 24;
- 5) South 02°48'01" East, 2,637.01 feet along the West line of said Section 24 to the Southwest corner of said section 24, (Northwest corner of said Section 25);
- 6) South 02°49'17" East, 2,636.03 feet along the West line of said Section 25 to the West 1/4 corner of said Section 25;
- 7) South 02°47'19" East, 2,630.60 feet along the West line of said Section 25 to the Southwest corner of said section 25 and the centerline of Eureka Road (variable width);

Thence East along the centerline of said Eureka Road the following 2 courses:

- 1) North 87°49'38" East, 2,628.09 feet along the South line of Said Section 25 to the South 1/4 corner of said section 25;
- 2) North 87°47'25" East, 2,622.93 feet along the South line of Said Section 25 to the Southeast corner of said section 25 and the Point of Beginning.

Containing 11,043.19 acres of land more or less.

AEROTROPOLIS LDFA CITY OF TAYLOR LEGAL DESCRIPTION:

Parcels of Land situated in Sections 6, 7, 18, 19 and 30, Town 3 South, Range 10 East, City of Taylor, Wayne County, Michigan described as beginning at the Southeast corner of said Section 30 also being the intersection of the centerline of Beech Daly Road and Eureka Road, thence North along the centerline of said Beech Daly Road (120' wide) the following 9 courses:

- 1) North 02°27'26" West, 2,636.85 feet along the East line of said Section 30 to the East 1/4 corner of said Section 30;
- 2) North 02°27'00" West, 2,635.70 feet along the East line of Said Section 30 to the Northeast corner of said section 30, (Southeast corner of said Section 19);
- 3) North 02°12'21" West, 2,639.85 feet along the East line of said Section 19 to the East 1/4 corner of said Section 19;
- 4) North 02°15'37" West, 2,639.61 feet along the East line of said Section 19 to the Northeast corner of said Section 19, (Southeast corner of said Section 18);
- 5) North 02°16'46" West, 2,635.63 feet along the East line of said Section 18 to the East 1/4 corner of said Section 18;
- 6) North 02°21'48" West, 2,629.04 feet along the East line of Said Section 18 to the Northeast corner of said section 18, (Southeast corner of said Section 7);
- 7) North 01°59'53" West, 2636.67 feet along the East line of said Section 7 to the East 1/4 corner of said Section 7;
- 8) North 02°09'04" West, 2632.26 feet along the East line of Said Section 7 to the Northeast corner of said section 7, (Southeast corner of said Section 6);
- 9) North 01°31'14" West, 2,682.90 feet along the East line of Said Section 6 to the East 1/4 corner of said section 6 and the centerline of Beverly Road (variable width);

Thence West along the centerline of said Beverly Road the following 2 courses:

- 1) South 84°10'36" West, 2,636.44 feet along the East-West quarter line of Said Section 6 to the center corner of said section 6;
- 2) South 84°26'09" West, 2,613.39 feet along the East-West quarter line of Said Section 6 to the West 1/4 corner of said section 6 and the centerline of Inkster Road (variable width);

Thence South along the centerline of said Inkster Road the following 16 courses:

- 1) South 02°02'09" East, 2,646.20 feet along the West line of said Section 6 to the Southwest corner of said Section 6, (Northwest corner of said Section 7);
- 2) South 02°18'31" East, 2,638.79 feet along the West line of said Section 7 to the West 1/4 corner of said Section 7
- 3) South 02°18'31" East, 4.92 feet along the West line of said Section 7 to the East 1/4 corner of section 12, T3S, R9E
- 4) South 02°05'42" East 2,627.10 feet along the West line of said Section 7 to the Southwest corner of said section 7, (Northwest corner of said Section 18);
- 5) South 02°05'42" East 2.83 feet along the West line of said Section 18 to the Southeast corner of section 12, T3S, R9E
- 6) South 02°10'23" East, 2,618.50 feet along the West line of said Section 18 to the West 1/4 corner of said Section 18;
- 7) South 02°10'23" East, 19.72 feet along the West line of said Section 18 to the East 1/4 corner of section 13, T3S, R9E
- 8) South 02°10'17" East, 2,598.23 feet along the West line of said Section 18 to the Southwest corner of said section 18, (Northwest corner of said Section 19);
- 9) South 02°10'17" East, 40.66 feet along the West line of said Section 19 to the Southeast corner of section 13, T3S, R9E
- 10) South 02°15'09" East, 2,584.63 feet along the West line of said Section 19 to the West 1/4 corner of said Section 19;
- 11) South 02°15'09" East, 59.60 feet along the West line of said Section 19 to the East 1/4 corner of section 24, T3S, R9E
- 12) South 02°11'58" East, 2,561.39 feet along the West line of said Section 19 to the Southwest corner of said section 19, (Northwest corner of said Section 30);
- 13) South 02°11'58" East, 80.14 feet along the West line of said Section 30 to the Southeast corner of section 24, T3S, R9E

- 14) South 02°03'49" East, 2565.23 feet along the West line of Said Section 30 to the West 1/4 corner of said section 30;
- 15) South 02°03'49" East, 89.30 feet along the West line of Said Section 30 to the East 1/4 corner of section 25, T3S, R9E
- 16) South 02°18'30" East, 2,550.68 feet along the West line of Said Section 30 to the Southwest corner of said section 30 and the centerline of Eureka Road (variable width)

Thence East along the centerline of said Eureka Road the following 2 courses:

- 1) North 83°12'53" East, 2,631.64 feet along the South line of Said Section 30 to the South 1/4 corner of said section 30;
- 2) North 87°09'38" East, 2,620.22 feet along the South line of Said Section 30 to the Southeast corner of said section 30 and the Point of Beginning.

Containing 2,837.18 acres of land more or less.

Appendix C:

**L DFA Board Adopting Resolution: TIF
and Development Plans for Aerotropolis Development Area**

Appendix D:

**Aerotropolis Board Resolution
Creating Aerotropolis LDFA and Designating its Boundaries**

Appendix E:

Van Buren Charter Township Board of Trustees Approving Resolution

Appendix F:
City of Romulus City Council Approving Resolution

Appendix G:
City of Taylor City Council Approving Resolution

RESOLUTION APPROVING
 TAX INCREMENT FINANCING AND DEVELOPMENT PLAN
 LOCAL DEVELOPMENT FINANCE AUTHORITY OF THE
 DETROIT REGION AEROTROPOLIS DEVELOPMENT CORPORATION

Minutes of a special meeting of the Board of the Local Development Finance Authority of the Detroit Region Aerotropolis Development Corporation, State of Michigan, held on the 4th day of December, 2025, at 2:30 p.m., prevailing Eastern Time.

WHEREAS, the Detroit Region Aerotropolis Development Corporation, State Michigan (the "Aerotropolis"), pursuant to Act 281, Public Act of Michigan, 1986, as amended, recodified as Act 57, Public Act of Michigan, 2018 ("Act 57"), has created the Local Development Finance Authority of the Detroit Region Aerotropolis Development Corporation (the "Authority"); and

WHEREAS, a Development Plan and Tax Increment Financing Plan (the "Plan") has been prepared for the development area specified in the Plan; and

WHEREAS, the Board of the Authority, pursuant to Act 57, is authorized to approve the Plan and recommend it to the Aerotropolis.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. Best Interest of the Public. The Authority hereby determines that it is in the best interest of the public and necessary for the achievement of the purposes of Act 57 to approve the Plan attached hereto as Exhibit A to enable the Authority to carry out its purposes more effectively.

2. Approval of Plan; Delivery to Aerotropolis Secretary. The Plan is hereby approved and adopted. The Authority Secretary is hereby directed to submit a certified copy of the Plan and this Resolution to the Secretary of the Aerotropolis with a request that the Aerotropolis Board call a public hearing on the Plan and recommending that the Aerotropolis Board approve the Plan.

3. Repealer. All resolutions and parts of resolution in conflict with the provisions of this resolution are hereby repealed or amended to the extent of such conflict.

AYES: Jackson, McNamara, Jones, Woolley, Jordan, Kandrevas, Krause, Trombly

NAYS: None.

RESOLUTION DECLARED ADOPTED.


 Secretary

**PROCEDURAL OUTLINE FOR ADOPTION OF THE
TAX INCREMENT FINANCE AND DEVELOPMENT PLAN
RELATING TO
VAN BUREN CHARTER TOWNSHIP, CITY OF ROMULUS AND CITY OF TAYLOR
AEROTROPOLIS DEVELOPMENT AREA**

The following are the steps are required to be taken by the Aerotropolis Development Corporation (the “ADC”) pursuant to Act 57, Public Acts of Michigan, 2018 (the “Act”) and the ADC Interlocal Agreement (the “ILA”) in order to establish a local development finance authority (the “LDFA”) and, subsequently, to adopt a development plan and tax increment financing plan (the “Plan”).

As provided under the Act, the ADC Board is both the governing body of the ADC and of the LDFA. The outline below makes reference to action taken by the ADC Board and action taken by the LDFA board. Although in practice both are the same body, the outline identifies each separately so it is clear in which capacity the body is acting.

The transcript items noted below are required to make a permanent record of the proceedings. At least three copies of each item should be kept in order to provide a record for the LDFA, the ADC and its counsel.

Adoption of LDFA Tax Increment Finance and Development Plan for an Aerotropolis Development Area (“ADA”)

Complete

1. LDFA Prepares Plan. The LDFA board should prepare the form of Plan for consideration and approval.

December 4, 2025

2. LDFA Resolution Approving Plan Adopted. The board of the LDFA adopts a resolution approving the form of the Plan and submitting the Plan to the Board for approval.

TRANSCRIPT: Certified copy of the resolution adopted by the LDFA board.

December 4, 2025

3. ADC Board Resolution Calling Public Hearing Adopted. The ADC Board adopts a resolution calling a public hearing on the proposed adopted of the Plan.

February 2026¹

4. ADC Notice to Local Government Parties. The ADC must provide written notice of the proposed designation of an ADA to each local government party to the ILA

TRANSCRIPT: Certified copy of the resolution adopted by the ADC Board.

First publication by
February 13, 2026

5. Notices of Public Hearing Published. Before adoption of a resolution approving the Plan, the ADC Board must hold a public hearing on the Plan. Notice of the time and place of the hearing shall be given by publication twice in a newspaper of general circulation designated by the ADC, the first of which shall be not less than twenty (20) days before the date set for the hearing. The notice shall state the time and place of the hearing and shall contain (i) a description of the property to which the Plan applies in relation to highways, streets, streams or otherwise, (ii) a statement that maps, plats and a description of the Development Plan (including the method of relocating families and individuals who may be displaced from the area, if applicable) are available for public inspection at a place designated in the notice, (iii) a statement that all aspects of the Plan will be open for discussion at the public hearing, and (iv) any other information that the ADC Board considers appropriate.

TRANSCRIPT: Publisher's affidavit of publication for each of the two notices.

By February 13, 2026

6. Notice of Public Hearing Mailed. The LDFA must fully inform the taxing jurisdictions in which the eligible property (as defined in the Act) is located about the fiscal and economic implications of the proposed Tax Increment Financing Plan. The notice of public hearing must be mailed by certified mail to the governing body of each taxing jurisdiction whose taxes are subject to capture not less than twenty (20) days before the date set for the hearing.

TRANSCRIPT: Copies of letters and proof of certified mailing from the LDFA to each taxing jurisdiction informing them about the proposed Plan and containing the notice of the public hearing.

7. Opportunity for Taxing Jurisdictions to Express Views. Before the public hearing on the Plan, the ADC Board must provide a

¹ Although ILA requires notice of a proposed ADA within ten days of designation, it is recommended to provide notice as early as possible (even well before the designation) because the ILA also provides that the ADC may not designate an ADA if the local government party (in this case, parties) within which the proposed ADA is to be located delivers to the ADC, either prior to any such designation by the Corporation or within 30 days after the local government parties have received written notice of the designation, a resolution from each local government party's governing body stating its disapproval of ADA designation. See also FN2.

reasonable opportunity to the taxing jurisdictions levying taxes subject to capture to express their views and recommendations regarding the Tax Increment Financing Plan.

TRANSCRIPT: Evidence that the ADC Board has provided such opportunity to the taxing jurisdictions.

Before **March 5, 2026**

8. Local Government Party Approving Resolutions. Prior to the establishment of the ADA, the ADC must receive a resolution of approval from the local government party (in this case, parties) to the ILA within which the ADA is proposed to be located; i.e., the Van Buren Township Board of Trustees, the Romulus City Council, and the Taylor City Council.

March 5, 2026

9. Public Hearing Held. A public hearing on the approval of the Plan shall be held. At the time set for the hearing, the ADC Board shall provide an opportunity for interested persons to be heard and shall receive and consider written communications regarding the matter. The hearing shall provide the fullest opportunity for expression of opinion, for argument on the merits, and for introduction of documentary evidence pertinent to the Plan. The taxing jurisdictions may present their recommendations at the public hearing. The ADC Board shall make and preserve a record of the public hearing, including all data presented at that time.

TRANSCRIPT: Certified copy of the minutes of the meeting of the ADC Board at which the public hearing is held.

March 5, 2026²

10. Resolution Approving Plan Adopted. After the public hearing on the plan, the ADC Board shall determine whether the Plan constitutes a public purpose. If the ADC Board determines that the plan constitutes a public purpose, the ADC Board may then approve or reject the Plan, or approve it with modification.

TRANSCRIPT: Certified copy of the resolution as adopted, including a record of the votes cast thereon, together with a copy of the Plan as finally approved by the ADC Board.

As soon as possible after
March 5, 2026

11. Notification to MEDC. The ADC must notify the Michigan Economic Development Corporation of the designation of the ADA.

45071058.1/144868.00001

² Should not be adopted until thirty days after the notice required under step #4 is given. See also FN1.

TIMOTHY WOOLLEY
Mayor

CYNTHIA A. BOWER
City Clerk

MICHELLE TOCCO
Treasurer

City of Taylor



23555 GODDARD ROAD

Taylor, MI 48180

PHONE: (734) 287-6550

www.cityoftaylor.com

CITY COUNCIL

DOUGLAS A. GEISS
Chairman

JILL BRANDANA
Chairwoman Pro-Tem

Council Members
TINA DANIELS
CHARLEY JOHNSON
LINDSEY ROSE
ANGIE WINTON

To: Mayor Woolley

From: Paula Fisher, Director of Economic Development

Date: February 18, 2026

Re: Offer to Purchase City Property – Telegraph & Champaign

The Economic Development Department received a Request to Purchase City Property from JFS Properties, Inc. for a parcel on the north side of their Hungry Howie’s store at 8225 Telegraph and Champaign Street right-of-way. The parcel, labeled "Champaign", is a .42-acre triangular piece that they are offering \$25,000.00 to purchase.

<u>Property Description</u>	<u>Parcel ID</u>	<u>Lot Size</u>	<u>Estimated Land Value</u>
Telegraph and Champaign	60-027-99-0001-000	Triangular (.42 acres)	\$26,528.00

It is the intent of JFS Properties, Inc. to add an approximately 200 square foot addition to the Hungry Howie’s building for an order pick-up window and expand the existing parking lot for additional parking for the entire retail center, and to facilitate the traffic flow for the pick-up window, pending all city approvals. The estimated cost of the improvements is in excess of \$500,000.00.

It would be my recommendation that the City accept the offer from JFS Properties, Inc. to purchase the parcel for \$25,000.00 plus all costs associated with the closing.

Thank you for your consideration on this matter.

Grantor	Grantee	Class: RESIDENTIAL-VACAN Zoning: B-3		Building Permit(s)	Date	Number	Status
Property Address CHAMPAIGN	SCHOOL: TAYLOR SCHOOL DISTRICT						
Owner's Name/Address CITY OF TAYLOR 23555 GODDARD RD TAYLOR, MI 48180	P. R. E. 0%						
MAP #:	2026 Est TCV 26,528						
Tax Description 09K THAT PART OF THE SW 1/4 OF SEC 9 DES AS BEG AT THE W 1/4 COR OF SEC 9 AND PROCEEDING THENCE EAST ALONG THE E AND W 1/4 LINE 470.0 FT THENCE SOUTH 13.0 FT TO THE CENTERLINE OF SNOW DITCH THENCE WLY ALONG SAID CENTERLINE TO THE W LINE OF SEC 9 THENCE NORTH ALONG SAID CENTERLINE 65.0 FT TO THE POINT OF BEG 0.42 ACRE		Improved		X	Vacant	Land Value Estimates for Land Table COM. COMMERCIAL	
Comments/Influences		Public Improvements		* Factors *		Description Frontage Depth Rate %Adj. Reason Value COMMERCIAL NON MAIN ROAD 18,295 SqFt 1.45000 100 SF 26,528 0.42 Total Acres Total Est. Land Value = 26,528	
		Dirt Road					
		Gravel Road					
		Paved Road					
		Storm Sewer					
		Sidewalk					
		Water					
		Sewer					
		Electric					
		Gas					
		Curb					
		Street Lights					
		Standard Utilities					
		Underground Utilis.					
		Topography of Site					
		Level					
		Rolling					
		Low					
		High					
		Landscaped					
		Swamp					
		Wooded					
		Pond					
		Waterfront					
		Ravine					
		Wetland					
		Flood Plain					
Year	Land Value	Building Value	Assessed Value	Board of Review	Tribuna/Other	Taxable Value	
2026	EXEMPT	EXEMPT	EXEMPT			EXEMPT	
2025	EXEMPT	EXEMPT	EXEMPT			EXEMPT	
2024	0	0	0			0	0
2023	0	0	0			0	0





EXISTING FRONT FACADE



PROPOSED FRONT FACADE

issued for: OWNER REVIEW

05/23/2025

HUNGRY HOWIE'S STORE #1 8225 TELEGRAPH ROAD TAYLOR, MI 48180	 jeffery a. scott architects p.c. farmington, mi (248) 476-8800	project no.	sheet no.
		24075	SK-3

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Flock Safety + MI - Taylor PD

Flock Group Inc.
1170 Howell Mill Rd, Suite 210
Atlanta, GA 30318

MAIN CONTACT:
Gwendalyn Saltal
gwen.saltal@flocksafety.com
7167964006

Quote Number: Q-184277
Expiration Date: 02/21/2026

flock safety

flock safety

EXHIBIT A ORDER FORM

Customer: MI - Taylor PD
 Legal Entity Name: MI - Taylor PD
 Accounts Payable Email: jadamisin@ci.taylor.mi.us
 Address: 23515 Goddard Rd Taylor, Michigan 48180

Initial Term: 24 Months
 Renewal Term: 24 Months
 Payment Terms: Net 30
 Billing Frequency: Annual
 Retention Period: 30 Days

Hardware and Software Products

Annual recurring amounts over subscription term

Item	Cost	Quantity	Total
Flock Safety Platform			\$69,600.00
Flock Safety Platform			
Flock Safety Platform - Essentials	Included	1	Included
Flock Safety LPR Products			
Flock Safety LPR, fka Falcon	Included	20	Included
Flock Safety FlockOS Add Ons			
Flock Safety Advanced Search	Included	1	Included
Flock Safety Platform Add Ons			
Flock Nova - OSINT Data	Included	1	Included

Professional Services and One Time Purchases

Item	Cost	Quantity	Total
One Time Fees			

Subtotal Year 1:	\$69,600.00
Annual Recurring Subtotal:	\$69,600.00
Discounts:	\$800.00
Estimated Tax:	\$0.00
Contract Total:	\$139,200.00

Taxes shown above are provided as an estimate. Actual taxes are the responsibility of the Customer. This Agreement will automatically renew for successive renewal terms of the greater of one year or the length set forth on the Order Form (each, a "Renewal Term") unless either Party gives the other Party notice of non-renewal at least thirty (30) days prior to the end of the then-current term.

The Term for Flock Hardware shall commence upon first installation and validation, except that the Term for any Flock Hardware that requires self-installation shall commence upon execution of the Agreement. In the event a Customer purchases more than one type of Flock Hardware, the earliest Term start date shall control. In the event a Customer purchases software only, the Term shall commence upon execution of the Agreement.

Special Terms:

• This Agreement supersedes any and all previously executed agreement between the Parties, relating to the provision of services by Flock to Customer and any exhibits attached thereto or incorporated therein by reference. Upon execution of this Agreement, all previously executed agreements pertaining to the Services provided shall run coterminous with the Term of this Agreement. In the event of any overlap in subscription terms and prior invoices, payments will be provided in pro rata credit. Any estimates provided on credits are subject to change based on execution of new contract.

Billing Schedule

Billing Schedule	Amount (USD)
Year 1	
At Contract Signing	\$69,600.00
Annual Recurring after Year 1	\$69,600.00
Contract Total	\$139,200.00

*Tax not included

Discounts

Discounts Applied	Amount (USD)
Flock Safety Platform	\$0.00
Flock Safety Add-ons	\$800.00
Flock Safety Professional Services	\$0.00

Product and Services Description

Flock Safety Platform Items	Product Description
Flock Safety LPR, fka Falcon	Law enforcement grade infrastructure-free (solar power + LTE) license plate recognition camera with Vehicle Fingerprint™ technology (proprietary machine learning software) and real-time alerts for unlimited users.
Flock Safety Advanced Search	Advanced Search is an optional upgrade for Law Enforcement Grade Falcon cameras. Advanced Search includes Convoy Analysis, Multi Geo Search, and Visual Search.
Flock Nova - OSINT Data	Flock Nova data integration and intelligence platform subscription. Includes access to open source intelligence (OSINT) and shared inter-agency data.
Flock Safety Platform - Essentials	An integrated public safety platform that detects, centralizes and decodes actionable evidence to increase safety, improve efficiency, and connect the community.

FlockOS Features & Description

FlockOS Features	Description
Community Network Access	The ability to request direct access to feeds from privately owned Flock Safety LPR cameras located in neighborhoods, schools, and businesses in your community, significantly increasing actionable evidence that clears cases.
Unlimited Users	Unlimited users for FlockOS
State Network (License Plate Lookup Only)	Allows agencies to look up license plates on all cameras opted into the Flock Safety network within your state.
Nationwide Network (License Plate Lookup Only)	With the vast Flock Safety sharing network, law enforcement agencies no longer have to rely on just their devices alone. Agencies can leverage a nationwide system boasting 10 billion additional plate reads per month to amplify the potential to collect vital evidence in otherwise dead-end investigations.
Law Enforcement Network Access	The ability to request direct access to evidence detection devices from Law Enforcement agencies outside of your jurisdiction.
Time & Location Based Search	Search full, partial, and temporary plates by time at particular device locations
License Plate Lookup	Look up specific license plate location history captured on Flock devices
Vehicle Fingerprint Search	Search footage using Vehicle Fingerprint™ technology. Access vehicle type, make, color, license plate state, missing / covered plates, and other unique features like bumper stickers, decals, and roof racks.
Insights & Analytics	Reporting tool to help administrators manage their LPR program with device performance data, user and network audits, plate read reports, hot list alert reports, event logs, and outcome reports.
Real-Time NCIC Alerts on Flock ALPR Cameras	Receive automated alerts when vehicles entered into established databases for missing and wanted persons are detected, including the FBI's National Crime Information Center (NCIC) and National Center for Missing & Exploited Children (NCMEC) databases.
Unlimited Custom Hot Lists	Ability to add a suspect's license plate to a custom list and get alerted when it passes by a Flock camera

By executing this Order Form, Customer represents and warrants that it has read and agrees all of the terms and conditions contained in the Terms of Service located at <https://www.flocksafety.com/terms-and-conditions..>

The Parties have executed this Agreement as of the dates set forth below.

FLOCK GROUP, INC.

Customer: MI - Taylor PD

By: _____

By: _____

Name: _____

Name: _____

Title: _____

Title: _____

Date: _____

Date: _____

PO Number: _____

CITY OF TAYLOR SOLE SOURCE JUSTIFICATION FORM

INSTRUCTIONS: Complete this entire form, including **BOTH SECTIONS I and II** for all sole source purchases. Send the completed form to the Budget & Finance Department, Central Purchasing. In compliance with Section 4.11 of the City of Taylor Purchasing Policy, this document shall accompany any sole source request to the City Council as part of council package for review and consideration. Failure to provide the requested information and supporting documentation will most likely result in postponement.

If you have any questions, or need additional assistance, contact the Purchasing Office at 734.374.1459 or 734.374.1396. Information is also available at <http://www.cityoftaylor.com/purchasing>.

NOTE:

1. Price is never a basis for a sole source request.
2. Supporting documentation must accompany this form.

Requisition Title (or) #: _____

Commodity/service being purchased: License plate camera readers
139,200

Proposed purchase price: \$

Proposed / Requested Supplier: Flock Safety

Requested by: Lt. Regan

Department: Police Department

Date: 2/17/2026

Email/phone #: jregan@cityoftaylormi.gov

Sole source justification prepared by: Lt. Regan

I. SOLE SOURCE JUSTIFICATION

1. A **Sole Source Purchase** is available from only one supplier and meets at least one of the following criteria (please check the appropriate boxes):

- | | | |
|-------------------------------------|-------------------------------|--|
| <input type="checkbox"/> | One-of-a-kind- | The commodity or service has no competitive product alternatives on the market. |
| <input checked="" type="checkbox"/> | Compatibility - | The commodity or service matches existing brand of equipment for compatibility. |
| <input type="checkbox"/> | Replacement part - | The commodity is a replacement part for a specific brand of existing equipment. |
| <input checked="" type="checkbox"/> | Unique design - | The commodity or service meets physical design or quality requirements. |
| <input type="checkbox"/> | Professional Service - | The service falls under the Purchasing Policy Professional Service Section 4.10. |

If any of the above apply – Are you aware of other sources (other than the one requested) that could offer the exact brand or service, such as a distributor, third party broker, or reseller? If so, please list possible sources.

OR

- | | | |
|--------------------------|------------------------|--|
| <input type="checkbox"/> | Delivery date - | ONLY ONE SUPPLIER can meet necessary delivery date requirement for the required quantity on ____. |
| <input type="checkbox"/> | Emergency - | URGENT NEED for the item or service does not permit soliciting competitive bids, as in cases of emergencies, disaster, etc., which was required on _____ |

2. Briefly explain what it is about this product or service that only this vendor can meet: Flock Safety Automated License Plate Reader (LPR) System is a cloud-based license plate reader system designed to help

CITY OF TAYLOR SOLE SOURCE JUSTIFICATION FORM

law enforcement agencies detect, deter and solve crime. The cameras automatically photograph license plates as vehicles pass the location. The system also captures vehicle characteristics such as color, make, model and distinguishing features such as roof racks, decals and damage. When a vehicle associated with a hotlist (stolen vehicle, wanted persons, Amber Alerts etc.) is detected, officers will receive an immediate alert. Investigators can use the historical data by searching for full or partial license plates, vehicle description associated with date, time and location. These LPRs can help with crime pattern analysis which can help develop investigative leads and link crimes across jurisdictions. All of the data is cloud-based and does not require local servers. The cloud-based access keeps data securely stored and accessible through a web interface. The data retention is configured to agency policy and state law.

CITY OF TAYLOR SOLE SOURCE JUSTIFICATION FORM

3. Indicate if the product or service has been purchased for this department in the past, the approximate date of purchase, and purchase order number, if known: Yes February 2023
4. List the specific important features or specific performance specifications or parameters that make this product or service unique or proprietary, AND indicate specifically why these unique features are important to your department operations: Flock Safety offers a fully self-contained, solar-powered, cloud-based LPR solution that requires no additional on-premise infrastructure. The system includes hardware, cellular connectivity, maintenance, software and a secure CJIS compliant cloud storage under a single subscription model which allows for predictable budgeting and minimal impact of the cities IT resources. The system is able to not just capture vehicle license plates but characteristics such as make, model, color and distinguishing features. Additionally the system gives access to a nationwide law enforcement data-sharing network which enhances multijurisdictional investigational capabilities. The city currently utilizes the Flock platform.
5. List other suppliers generally believed to offer the same or very similar product or service. Indicate if they were contacted for a description and/or price of their product or service. If they were not contacted, indicate why they were omitted. Indicate for each specifically why their product or service is judged to be unacceptable.
- a) No other vendor provides the specific combination of self-contained hardware, fully cloud-based platform, CJIS-compliant data management, and nationwide law enforcement data-sharing network that Flock Safety delivers in a single integrated solution that also intergrates with our evidence retention programs.
- b) _____
- c) _____

II. DOCUMENTATION OF PRICE REASONABLENESS

Check the box(es) that apply and provide information:

1. I determined that the price is reasonable for one of the following reasons:
- (a) I compared the proposed price to prices I previously paid for the same or similar goods and/or services. See PO# (Specify price: \$) 119,000
- (b) I compared the proposed price to current published catalog, price lists, or market prices as documented in the attachments (attach relevant documentation) and the proposed price is less.
- (c) I compared the proposal price to similar benchmarks, (e.g., dollars per pound, horsepower, or other units of measure) to identify any gross inconsistencies. Describe comparisons made: _____
- (d) Based on my knowledge of the market, my experience of prior similar proposals. Describe basis of market knowledge or reference prior proposals: _____
- (e) The price is set by law or regulations. Provide reference to law or regulation: _____
- (f) The goods or services are available on the market for the same or similar price. Provide reference to market pricing information: _____

CITY OF TAYLOR SOLE SOURCE JUSTIFICATION FORM

2.

Sections 1 (a) through (f) do not apply. (Purchasing will contact you to discuss price reasonableness before a requisition can be processed.)

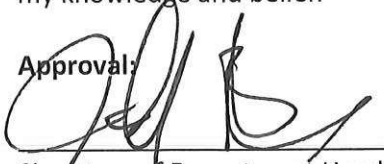
CITY OF TAYLOR SOLE SOURCE JUSTIFICATION FORM

III. CONFLICT OF INTEREST STATEMENT

The Requestor agrees that there is no real or potential Conflict of Interest in recommending this product and/or service as a Sole Source procurement. (NOTE: If you do have a real or potential conflict of interest, please contact the appropriate Purchasing Agent.)

As the authorized department official, I certify that the above justification is accurate and complete to the best of my knowledge and belief.

Approval:



Signature of Department Head

5/10/26
Date

John Blair, Chief of Police
Printed Name

flock safety

2025 Sole Source Letter for Flock Safety® Public Safety Solutions

January 29, 2026

Taylor MI Police Department
23515 Goddard Rd
Taylor, MI , 48180

Dear Jeff Adamisin ,

This letter serves to confirm that Flock Group Inc. d/b/a Flock Safety is the sole provider of our proprietary public safety technology solution specifically designed for use by law enforcement, communities, and private entities to increase safety and reduce crime. Flock Safety's unique system integrates hardware and cloud-based software to enable real-time data processing and secure data sharing capabilities that are unavailable through other providers.

As the sole developer and provider of this proprietary technology, Flock Safety retains exclusive rights to manufacture, license, and support the products and software we offer. Our solutions include cutting-edge features such as machine learning analytics, CJIS-compliant data storage, and a centralized system that facilitates collaboration across multiple jurisdictions, supporting a more robust and efficient public safety network. Specifically, Flock Safety provides the ability to access additional cameras from Flock customers, including: MI - Allen Park PD, MI - Brownstown Township PD (Wayne County), MI - Dearborn Heights PD, MI - Dearborn PD, MI - Detroit Metro Wayne County Airport (DTW) MI - Detroit PD, MI - Ecorse PD, MI - Flat Rock PD MI - Garden City PD, MI - Huron Township PD, MI - Inkster PD, MI - Lincoln Park PD, MI - Melvindale PD, MI - Monroe DPS MI - Monroe County SO MI - Plymouth City PD, MI - Redford Township PD (Wayne County), MI - River Rouge PD, MI - Romulus PD, MI - Southfield PD, MI - Sumpter Township PD (Wayne County), MI - Taylor PD, MI - Trenton PD, MI - University of Michigan Dearborn Campus PD, MI - Van Buren Township PD (Wayne County), MI - Warren PD, MI - Wayne MI - Westland PD, MI - Wyandotte PD , at no additional cost.

No other vendor offers the specific combination of hardware and cloud-based features, CJIS-compliant data handling, or the national network capabilities that Flock Safety provides. For these reasons, Flock Safety is the only source available for these services.

Thank you,



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Flock Safety® LPR Cameras (Patent No. US 10,795,933 B1)

Flock Safety® is the sole manufacturer, developer, and distributor of Flock Safety® LPR Camera, Flock Safety® Long-Range LPR, Flock Safety® Short-Range LPR, Flock Safety® Flex LPR Camera, Flock Safety® LPR Camera for Neighborhoods, and Flock Safety® LPR Video Integration.

Flock Safety® LPR Camera

- Fixed, infrastructure-free license plate recognition (“LPR”) cameras suitable for capturing two (2+) lanes of traffic simultaneously with a single camera from a vertical mass
- Includes Flock Safety® solar LPR camera option (next-gen platform standard range), which may cover up to three (3) lanes of traffic simultaneously

Flock Safety® Long-Range LPR

- Fixed, infrastructure-free long-range (“LR”) LPR, suitable for capturing three (3+) lanes of traffic simultaneously with a single camera from a vertical mass
- Includes Flock Safety® solar LR LPR option (next-gen platform LR)

Flock Safety® Short-Range LPR

- Fixed, infrastructure-free short-range (“SR”) LPR with solar power capability, suitable for wide angle capture (i.e., parking lots or garages)

Flock Safety® Flex LPR Camera

- Location-flexible, infrastructure-free self-installation LPR camera with solar power option
- Ties seamlessly into the Flock Safety® ecosystem with a small and lightweight camera
- Ability to read up to 30,000 license plates and vehicle attributes on a single battery charge

Flock Safety® LPR Camera for Neighborhoods

- Infrastructure- and maintenance-free LPR for 24/7 neighborhood security

Flock Safety® LPR Video Integration

- Integrates third-party LPR and video cameras into FlockOS® utilizing existing camera infrastructures

The Flock Safety® LPR cameras listed above are the only Law Enforcement Grade LPR cameras to offer the following combination of proprietary features:

- **Vehicle Fingerprint Technology®**
 - Patented proprietary machine vision to analyze vehicle license plate, state recognition, and vehicle attributes such as color, type, make and objects (roof rack, bumper stickers, etc.) based on image analytics (not car registration data)
 - Machine vision to capture and identify characteristics of vehicles with a paper license plate and vehicles with the absence of a license plate
 - Ability to “Save Search” based on description of vehicles using Flock’s patented Vehicle Fingerprint Technology® without the need for a license plate, and set

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- up alerts based on vehicle description
 - Only LPR provider with “Visual Search,” which can transform digital images from any source into an investigative lead by finding matching vehicles based on the vehicle attributes in the uploaded photo
 - **Integrated Cloud-Software & Hardware Platform**
 - Best in class ability to capture and process up to 30,000 vehicles per day with a single camera powered exclusively by solar power
 - Wireless deployment of solar powered license plate reading cameras with integrated cellular communication weighing less than 5lbs and able to be powered solely by a solar panel of 65W or less
 - Web based footage retrieval tool with filtering capabilities such as vehicle color, vehicle type, vehicle manufacturer, partial or full license plate, state of license plate, and object detection
 - Utilizes motion trigger to start and stop recording without the need for a reflective plate
 - Motion detection allows for unique vehicle cases such as bicycle capture, ATV, motorcycle, etc.
 - On device machine processing to limit LTE bandwidth consumption
 - All images and metadata is encrypted throughout its entire lifecycle from on-device to storage in Flock’s US-based CJIS-compliant cloud
 - Covert industrial design for minimizing visual pollution
 - **Transparency & Ethical Product Design**
 - One-of-a-kind “Transparency Portal,” a public-facing dashboard that details the customer’s policies, as well as automatically updates metrics from the Flock Safety® system
 - Built-in integration with National Center for Missing & Exploited Children (“NCMEC”) to receive AMBER Alerts to find missing children
 - Privacy controls to enable certain vehicles to “opt-out” of being captured
 - **Integrated Audio Detection**
 - Ability to pair with Flock Safety® audio detection device, which has natively integrated audio detection capabilities utilizing machine learning to recognize audio signatures typical of crimes in progress (e.g., audios)
 - **Live Video Integration**
 - Ability to apply computer vision to third-party cameras using the Flock Safety® LPR video integration, transforming them into evidence capture devices using the same Vehicle Fingerprint® technology offered on the Flock Safety® LPR cameras
 - Flock Safety® video integration livestream integrates live stream traffic cameras, publicly or privately owned livestream security cameras into one cloud-based situational awareness dashboard to increase response time in mission-critical incidents
 - Manage various government intelligence including LPR, livestream cameras, computer-aided dispatch (“CAD”), automatic vehicle location (“AVL”) on Flock Safety® video integration suite
-

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Flock Safety® Video Cameras

Flock Safety® is the sole manufacturer, developer, and distributor of the Flock Safety® video cameras and Flock Safety® video integration.

Flock Safety® Fixed Video Camera

- Fixed, live, and record video ideal for building exteriors and city streets
- Available with AC or solar power
- Subscription-based live and recorded video solution, including hardware, cellular, installation, ongoing maintenance, and a cloud-based video management system, which allows officers to remotely view instant replay of downloadable live on-scene video with pan-tilt-zoom (“PTZ”) controls and 25X optical zoom without the need for additional camera network set-up, installation, or up-keep
- Improves safety with live and recorded video for enhanced situational awareness and case clearance

Flock Safety® PTZ Video Camera

- Live and recorded video with remote PTZ controls ideal for open areas such as intersections or parks
- Subscription-based live and recorded video solution, including hardware, cellular, installation, ongoing maintenance, and a cloud-based video management system, which allows officers to remotely view instant replay of downloadable live on-scene video with PTZ controls and 25X optical zoom without the need for additional camera network set-up, installation, or up-keep
- Improves safety with live and recorded video for enhanced situational awareness and case clearance

Flock Safety® Video Integration

- Allows customers to easily integrate video cameras into FlockOS® for a seamless workflow
- Ability to apply computer vision to third-party cameras, transforming them into evidence capture devices using the same Vehicle Fingerprint® technology offered on the Flock Safety® LPR cameras
- Flock Safety® video integration livestream integrates live stream traffic cameras, publicly or privately owned livestream security cameras into one cloud-based situational awareness dashboard to increase response time in mission-critical incidents
- Manage various government intelligence, including LPR and livestream cameras, on Flock Safety® video integration suite
- Ability to access live and recorded video using Flock Safety® video cameras

The Flock Safety® video cameras listed above are the only Law Enforcement Grade video cameras to offer the following combination of proprietary features:

- **Vehicle Fingerprint Technology® (Patent No. US 10,795,933 B1)**
 - Patented proprietary machine vision to analyze vehicle license plate, state recognition, and vehicle attributes such as color, type, make and objects (roof rack, bumper stickers, etc.) based on image analytics (not car registration data)

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- Machine vision to capture and identify characteristics of vehicles with a paper license plate and vehicles with the absence of a license plate
 - Ability to “Save Search” based on description of vehicles using Flock’s patented Vehicle Fingerprint Technology® without the need for a license plate, and set up alerts based on vehicle description
 - Only LPR provider with “Visual Search,” which can transform digital images from any source into an investigative lead by finding matching vehicles based on the vehicle attributes in the uploaded photo

 - **Integrated Cloud-Software & Hardware Platform**
 - Best in class ability to capture and process up to 30,000 vehicles per day with a single device powered exclusively by solar power
 - Wireless deployment of solar powered license plate reading cameras with integrated cellular communication weighing less than 5lbs and able to be powered solely by a solar panel of 60W or less
 - Web based footage retrieval tool with filtering capabilities such as vehicle color, vehicle type, vehicle manufacturer, partial or full license plate, state of license plate, and object detection
 - Utilizes motion capture to start and stop recording without the need for a reflective plate
 - Motion detection allows for unique cases such as bicycle capture, ATV, motorcycle, etc.
 - On device machine processing to limit LTE bandwidth consumption
 - All images and metadata is encrypted throughout its entire lifecycle from on-device to storage in Flock’s US-based CJIS-compliant cloud
 - Covert industrial design for minimizing visual pollution

 - **Transparency & Ethical Product Design**
 - One-of-a-kind “Transparency Portal,” a public-facing dashboard that details the policies in place by the purchaser, as well as automatically updated metrics from the Flock Safety® system
 - Built-in integration with National Center for Missing & Exploited Children (“NCMEC”) to receive AMBER Alerts to find missing children
 - Privacy controls to enable certain vehicles to “opt-out” of being captured

 - **Integrated Audio Detection**
 - Ability to pair with Flock Safety® audio detection device, which has natively integrated audio detection capabilities utilizing machine learning to recognize audio signatures typical of crimes in progress (e.g., gunshots)

 - **Live Video Integration**
 - Ability to apply computer vision to third-party cameras using the Flock Safety® LPR video integration, transforming them into evidence capture devices using the same Vehicle Fingerprint® technology offered on the Flock Safety® LPR cameras
 - Flock Safety® video integration livestream integrates live stream traffic cameras, publicly or privately owned livestream security cameras into one cloud-based situational awareness dashboard to increase response time in mission-critical incidents
-

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- Manage various government intelligence including LPR, livestream cameras, CAD, automatic vehicle location (“AVL”) on Flock Safety® video integration suite
 - Ability to access live and recorded video using Flock Safety® video cameras, a subscription video solution which allows officers to remotely view instant replay of downloadable live on-scene video with PTZ controls and 25X optical zoom without the need for additional camera network set-up, installation, or up-keep.
 - **Situational Awareness**
 - FlockOS® is the world's first and only public safety operating system compatible with Flock Safety® LPR video cameras, including Flock Safety® live streaming fixed video cameras and PTZ video cameras, and the Flock Safety® audio detection device, while seamlessly integrating first and third-party data across video, LPR, and audio to deliver real-time intelligence and retroactive crime solving in a single-pane real-time crime center
 - Ability to enhance situational awareness capacity by layering all intelligence streams onto the FlockOS® ESRI-based map
 - FlockOS® features Flock Safety® unique Real-Time Routing feature that analyzes various data sources to determine where a suspect vehicle has been and its' direction of travel providing users with possible outcomes based on a confidence threshold
 - **Warranty & Service**
 - Lifetime maintenance and support included in subscription price
 - Flock Safety® is the only fully integrated LPR one-stop solution from production of the device to delivery and installation
 - Performance monitoring software to predict potential failures, obstructions, tilts, and other critical or minor issues
 - **Partnerships**
 - Flock Safety® is the only LPR provider to officially partner with Prepared911 to distribute 911 call audio and transcripts to law enforcement agencies
 - Through FlockOS, Flock Safety® is the only LPR provider to officially partner with FirstTwo to enable clicking anywhere on a display map to display the relevant information from FirstTwo
 - Access to additional cameras purchased by Flock's HOA and private business partners, means an ever-increasing amount of cameras and data at no additional cost
 - Flock Safety® is the only LPR provider to officially partner with Wanco, Inc. to offer the Flock Safety's Mobile Security Trailer, an infrastructure-free solution designed to provide a movable public safety presence.
 - The Flock Safety Mobile Security Trailer combines:
 - Two (2) PTZ video cameras that are equipped with remote controls for live and recorded video
 - One (1) multi-sensor 360 panoramic camera that offers situational awareness with live views from four different angles for comprehensive coverage
 - Flashing Blue Lights that provides a clear signal that law enforcement is monitoring the area, acting as a visual crime deterrent
-

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- Integration with the FlockOS platform, centralizing live monitoring, evidence capture, and case management across all locations
- Optional feature: Can include LPR functionality, which is compatible with the FlockOS platform
- 24/7 real-time alerts, notifying law enforcement of incidents and allowing for customizable monitoring during off-hours using advanced AI for human and vehicle detection

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Flock Safety® Software

Flock Safety® is the sole provider of the comprehensive monitoring, processing, and machine vision services, including FlockOS®, Flock911, Flock Safety® Traffic Analytics for Businesses, Flock Safety® Advanced Investigations Analytics, and Flock Safety® Traffic Analytics for Government, which integrate with Flock Safety® LPR cameras, Flock Safety® video cameras, and the Flock Safety® audio detection device.

FlockOS®

- Public safety platform that unifies first and third-party data across LPR, video, and audio to deliver real-time intelligence
- FlockOS® is the world's first and only public safety operating system compatible with Flock Safety® license plate recognition ("LPR") video cameras, including Flock Safety® live streaming fixed and pan-tilt-zoom ("PTZ") video cameras, and the Flock Safety® audio detection device, while seamlessly integrating first and third-party data across video, LPR, and audio to deliver real-time intelligence and retroactive crime solving in a single-pane real-time crime center
- Ability to enhance situational awareness capacity by layering all intelligence streams onto the FlockOS® ESRI-based map
- FlockOS® features Flock Safety™ unique Real-Time Routing feature that analyzes various data sources to determine where a suspect vehicle has been and its' direction of travel providing users with possible outcomes based on a confidence threshold
- Through FlockOS, Flock Safety® is the only LPR provider to officially partner with FirstTwo to enable clicking anywhere on a display map to display relevant information from FirstTwo

Flock911

- Real-time 911 calls and caller-sourced media for enhanced situational clarity in MDTs and Real Time Crime Centers ("RTCCs")
- FlockOS® is the only product on the market that works with Prepared911 to distribute 911 call audio and transcripts to law enforcement agencies directly

Flock Safety® Traffic Analytics for Businesses

- Provides customers with actionable visitor insights from their LPR network to enhance marketing and operations efforts

Flock Safety® Advanced Investigations Analytics

- Allows customers to leverage their LPR network to expand theft and organized crime cases

Flock Safety® Traffic Analytics for Government

- Allows customers to unlock the potential of their LPR network for critical traffic management insights

Flock Nova®

- Provides real-time data integration and analytics capabilities for law enforcement agencies. Unlike traditional records management systems (RMS) or computer-aided dispatch (CAD) tools that primarily store information, Nova offers:

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- Real-time data fusion across multiple data sources
- Automated connection of data points from law enforcement systems and OSINT
- Crime pattern detection
- Automated statistical reporting for command staff and agency leadership
- A streamlined, operational interface optimized for actionable information



December 1, 2025

Mr. Chris Gibbs
City Engineer
25605 Northline Road
Taylor, Michigan 48180

Subject: **City of Taylor 2026 Water Main Rehabilitation-** Future Water Main Replacement Program

Dear Mr. Gibbs:

Bidigare Contractors, Inc, has been the city's water main replacement contractor since 2012 from a combination of both low bid contract awards and contract extensions from previous low bid awards. Most recently we have been awarded the Lang Park water main extension under our 2022 contract. Throughout the years Bidigare Contractors has maintained a very positive relationship working with the city on water infrastructure programs which have accumulated to over 20 miles of new water distribution mains throughout the city. Additionally replacing numerous lead water services and correcting existing water service line locations has been successful. With the 2026 program under design. Bidigare Contractors has reviewed its current contract and would like to offer the city of Taylor its 2022 contract unit pricing for any future water main replacements that may occur within the city during the 2026-2027 construction season. Bidigare contractors believes that this could save the city significant time and money on the bidding process as well as significant cost savings from new unit prices. We value our relationship with the city, and we appreciate the work we have done. Thank you for giving us this opportunity to extend our contact and to continue to provide the city with clean, safe and reliable water. Should you have any questions please do not hesitate to contact us.

Sincerely,
Bidigare Contractors, Inc.

Jordon Bidigare
Jordon Bidigare

939 S. Mill St, Plymouth, MI 48170
(248) 735-1113 phone (248) 735-1114 fax
www.bidigarecontractors.com



Tabulation of Bids
2022 Water Main Rehabilitation
City of Taylor
December 21, 2022
TAY 3164-02T

BASE BID ITEMS

Item No.	Description	Unit	Quantity	Bidigare Contractors, Inc.		Lawrence M. Clarke, Inc.		Pamar Enterprises, Inc.	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1	Concrete Pavement, Remove	Syd	55	\$ 20.00	\$ 1,100.00	\$ 30.00	\$ 1,650.00	\$ 18.00	\$ 990.00
2	Bituminous Pavement, Remove	Syd	100	\$ 13.00	\$ 1,300.00	\$ 30.00	\$ 3,000.00	\$ 16.00	\$ 1,600.00
3	Concrete Drive and Sidewalk, Remove	Sft	500	\$ 12.00	\$ 6,000.00	\$ 15.00	\$ 7,500.00	\$ 1.00	\$ 500.00
4	Concrete Curb and Gutter, Remove	Lft	20	\$ 18.00	\$ 360.00	\$ 20.00	\$ 400.00	\$ 17.00	\$ 340.00
5	Gate Valve and Well, Remove	Each	5	\$ 750.00	\$ 3,750.00	\$ 3,500.00	\$ 17,500.00	\$ 900.00	\$ 4,500.00
6	Tapping Sleeve, Valve and Well, Remove	Each	1	\$ 750.00	\$ 750.00	\$ 4,000.00	\$ 4,000.00	\$ 1,200.00	\$ 1,200.00
7	Fire Hydrant, Remove	Each	5	\$ 500.00	\$ 2,500.00	\$ 1,250.00	\$ 6,250.00	\$ 900.00	\$ 4,500.00
8	Adjust Structure	Each	1	\$ 600.00	\$ 600.00	\$ 1,000.00	\$ 1,000.00	\$ 880.00	\$ 880.00
9	Water Main, 12 inch Fusible PVC, Pipe Burst Ex 8 inch	Lft	4520	\$ 170.00	\$ 768,400.00	\$ 250.00	\$ 1,130,000.00	\$ 305.25	\$ 1,379,730.00
10	Water Main, 8 inch Fusible PVC, Pipe Burst Ex 8 inch	Lft	165	\$ 200.00	\$ 33,000.00	\$ 225.00	\$ 37,125.00	\$ 262.25	\$ 43,271.25
11	Water Main, 8 inch Fusible PVC, Pipe Burst Ex 6 inch	Lft	15	\$ 200.00	\$ 3,000.00	\$ 225.00	\$ 3,375.00	\$ 262.25	\$ 3,933.75
12	Water Main, 12 inch, Fusible PVC, Directional Drill	Lft	580	\$ 170.00	\$ 98,600.00	\$ 250.00	\$ 145,000.00	\$ 326.75	\$ 189,515.00
13	Fire Hydrant Assembly	Each	7	\$ 9,500.00	\$ 66,500.00	\$ 8,080.00	\$ 56,560.00	\$ 11,850.00	\$ 82,950.00
14	Gate Valve and Well, 12 inch	Each	9	\$ 14,000.00	\$ 126,000.00	\$ 12,500.00	\$ 112,500.00	\$ 11,250.00	\$ 101,250.00
15	Gate Valve and Well, 8 inch	Each	4	\$ 10,000.00	\$ 40,000.00	\$ 11,500.00	\$ 46,000.00	\$ 10,100.00	\$ 40,400.00
16	Watermain, Abandon with Flowable Fill	Cyd	13	\$ 250.00	\$ 3,250.00	\$ 300.00	\$ 3,900.00	\$ 300.00	\$ 3,900.00
17	Connection to Existing 8 inch Water Main	Each	5	\$ 3,200.00	\$ 16,000.00	\$ 8,000.00	\$ 40,000.00	\$ 6,500.00	\$ 32,500.00
18	Connection to Ex 6 inch WM w/ 8" x 6" Reducer	Each	1	\$ 2,750.00	\$ 2,750.00	\$ 8,000.00	\$ 8,000.00	\$ 5,500.00	\$ 5,500.00
19	Connection to Ex 12 inch WM w/12" Tee and Cutting In Sleeve	Each	1	\$ 5,500.00	\$ 5,500.00	\$ 10,500.00	\$ 10,500.00	\$ 10,800.00	\$ 10,800.00
20	Connection to Ex 16 inch WM w/12" x 16" Cross, (1) 12" x 8" Reducer and Cutting In Sleeve	Each	1	\$ 12,000.00	\$ 12,000.00	\$ 15,000.00	\$ 15,000.00	\$ 13,200.00	\$ 13,200.00
21	Repair 12-inch Water Main	LS	1	\$ 12,500.00	\$ 12,500.00	\$ 15,000.00	\$ 15,000.00	\$ 9,850.00	\$ 9,850.00
22	Reconnect Existing Water Service	Each	28	\$ 1,250.00	\$ 35,000.00	\$ 1,350.00	\$ 37,800.00	\$ 850.00	\$ 23,800.00
23	Water Service, HDPE, 1-inch, Short	Each	52	\$ 1,450.00	\$ 75,400.00	\$ 3,000.00	\$ 156,000.00	\$ 1,250.00	\$ 65,000.00
24	Curb Stop and Box, 1 inch	Each	43	\$ 400.00	\$ 17,200.00	\$ 750.00	\$ 32,250.00	\$ 450.00	\$ 19,350.00
25	Aggregate Base Course, 21AA	Ton	42	\$ 35.00	\$ 1,470.00	\$ 90.00	\$ 3,780.00	\$ 77.00	\$ 3,234.00
26	HMA, 3C	Ton	35	\$ 250.00	\$ 8,750.00	\$ 375.00	\$ 13,125.00	\$ 225.00	\$ 7,875.00
27	HMA, 13A	Ton	14	\$ 250.00	\$ 3,500.00	\$ 375.00	\$ 5,250.00	\$ 225.00	\$ 3,150.00
28	Concrete Pavement, 8 inch	Syd	55	\$ 125.00	\$ 6,875.00	\$ 250.00	\$ 13,750.00	\$ 220.30	\$ 12,116.50
29	Sidewalk, Concrete, 4-inch with 4-inch Subbase	Sft	160	\$ 8.00	\$ 1,280.00	\$ 16.00	\$ 2,560.00	\$ 9.75	\$ 1,560.00
30	Concrete Drives and Sidewalk, 6-inch with 6-inch Subbase	Sft	340	\$ 11.00	\$ 3,740.00	\$ 17.00	\$ 5,780.00	\$ 14.25	\$ 4,845.00
31	Concrete Sidewalk Ramp, ADA, 6-inch with 6-inch Subbase	Sft	60	\$ 20.00	\$ 1,200.00	\$ 50.00	\$ 3,000.00	\$ 14.25	\$ 855.00
32	Curb and Gutter, Conc, Det F5	Lft	20	\$ 45.00	\$ 900.00	\$ 100.00	\$ 2,000.00	\$ 75.00	\$ 1,500.00
33	Inlet Filter	Each	27	\$ 100.00	\$ 2,700.00	\$ 250.00	\$ 6,750.00	\$ 125.00	\$ 3,375.00
34	Restoration w/3" Topsoil, Seed, Fertilizer and Mulch	Syd	1525	\$ 20.00	\$ 30,500.00	\$ 18.00	\$ 27,450.00	\$ 21.50	\$ 32,787.50
35	Traffic Maintenance and Control	LS	1	\$ 25,000.00	\$ 25,000.00	\$ 30,000.00	\$ 30,000.00	\$ 125,000.00	\$ 125,000.00
36	Audio Video Route Survey	LS	1	\$ 5,000.00	\$ 5,000.00	\$ 20,000.00	\$ 20,000.00	\$ 1,675.00	\$ 1,675.00
37	Inspector Days (Contractor to Bid Number of Days)	\$/Day	\$ 900.00	35	\$ 31,500.00	40	\$ 36,000.00	101	\$ 90,900.00
Total Base Bid (Items 1 through 37)					\$ 1,453,875.00		\$ 2,059,755.00		\$ 2,328,333.00
ADDITIVE ALTERNATE NO I									
38	Concrete Pavement, Remove	Syd	105	\$ 20.00	\$ 2,100.00	\$ 30.00	\$ 3,150.00	\$ 18.00	\$ 1,890.00
39	Bituminous Pavement, Remove	Syd	150	\$ 13.00	\$ 1,950.00	\$ 30.00	\$ 4,500.00	\$ 16.00	\$ 2,400.00
40	Concrete Drive and Sidewalk, Remove	Sft	610	\$ 12.00	\$ 7,320.00	\$ 15.00	\$ 9,150.00	\$ 1.00	\$ 610.00
41	Fire Hydrant, Remove	Each	2	\$ 500.00	\$ 1,000.00	\$ 1,250.00	\$ 2,500.00	\$ 900.00	\$ 1,800.00
42	Water Main, 8 inch, Fusible PVC, Directional Drill	Lft	2300	\$ 165.00	\$ 379,500.00	\$ 225.00	\$ 517,500.00	\$ 282.50	\$ 649,750.00
43	Water Main, 8 inch, HDPE, Directional Drill	Lft	495	\$ 165.00	\$ 81,675.00	\$ 225.00	\$ 111,375.00	\$ 261.00	\$ 129,195.00
44	Fire Hydrant Assembly	Each	4	\$ 9,500.00	\$ 38,000.00	\$ 8,080.00	\$ 32,320.00	\$ 10,900.00	\$ 43,600.00
45	Gate Valve and Well, 8 inch	Each	9	\$ 11,000.00	\$ 99,000.00	\$ 11,500.00	\$ 103,500.00	\$ 10,100.00	\$ 90,900.00
46	Connection to Existing 8 inch Water Main	Each	4	\$ 2,750.00	\$ 11,000.00	\$ 9,000.00	\$ 36,000.00	\$ 6,500.00	\$ 26,000.00
47	Connection to Ex 8 inch WM w/8" x 8" Tee and Cutting In Sleeve	Each	4	\$ 4,000.00	\$ 16,000.00	\$ 10,000.00	\$ 40,000.00	\$ 7,700.00	\$ 30,800.00
48	Connection to Ex 8 inch WM w/8" x 8" Tee and Cutting In Sleeve	Each	1	\$ 4,000.00	\$ 4,000.00	\$ 10,000.00	\$ 10,000.00	\$ 7,700.00	\$ 7,700.00
49	Connection to Ex 6 inch WM w/8" x 8" Tee, (2) 8" x 6" Reducers and Cutting In Sleeve	Each	2	\$ 5,000.00	\$ 10,000.00	\$ 8,000.00	\$ 16,000.00	\$ 7,700.00	\$ 15,400.00
50	Water Service, HDPE, 1-inch, Short	Each	6	\$ 1,450.00	\$ 8,700.00	\$ 3,000.00	\$ 18,000.00	\$ 1,100.00	\$ 6,600.00
51	Water Service, HDPE, 1-inch, Long	Each	2	\$ 2,250.00	\$ 4,500.00	\$ 7,500.00	\$ 15,000.00	\$ 3,380.00	\$ 6,760.00
52	Curb Stop and Box, 1 inch	Each	8	\$ 400.00	\$ 3,200.00	\$ 750.00	\$ 6,000.00	\$ 450.00	\$ 3,600.00
53	Water Service, Non-Standard, Abandon	Each	7	\$ 500.00	\$ 3,500.00	\$ 5,000.00	\$ 35,000.00	\$ 500.00	\$ 3,500.00
54	Water Service (Beyond Property Line), HDPE, 1 Inch, Directional Drilled	Lft	525	\$ 50.00	\$ 26,250.00	\$ 50.00	\$ 26,250.00	\$ 85.00	\$ 44,625.00
55	Water Service Connection to Water Meter	Each	7	\$ 700.00	\$ 4,900.00	\$ 8,000.00	\$ 56,000.00	\$ 3,800.00	\$ 26,600.00
56	Aggregate Base Course, 21AA	Ton	31	\$ 35.00	\$ 1,085.00	\$ 90.00	\$ 2,790.00	\$ 77.00	\$ 2,387.00
57	HMA, 3C	Ton	25	\$ 250.00	\$ 6,250.00	\$ 375.00	\$ 9,375.00	\$ 225.00	\$ 5,625.00
58	HMA, 13A	Ton	10	\$ 250.00	\$ 2,500.00	\$ 375.00	\$ 3,750.00	\$ 225.00	\$ 2,250.00
59	Concrete Pavement, 7 inch	Syd	90	\$ 115.00	\$ 10,350.00	\$ 150.00	\$ 13,500.00	\$ 150.00	\$ 13,500.00
60	Concrete Pavement with Integral Curb, 7 inch	Syd	25	\$ 125.00	\$ 3,125.00	\$ 160.00	\$ 4,000.00	\$ 210.00	\$ 5,250.00
61	Sidewalk, Concrete, 4-inch with 4-inch Subbase	Sft	610	\$ 8.00	\$ 4,880.00	\$ 16.00	\$ 9,760.00	\$ 9.75	\$ 5,947.50
62	Inlet Filter	Each	10	\$ 100.00	\$ 1,000.00	\$ 250.00	\$ 2,500.00	\$ 125.00	\$ 1,250.00
63	Silt Fence	Lft	400	\$ 3.00	\$ 1,200.00	\$ 10.00	\$ 4,000.00	\$ 5.00	\$ 2,000.00



Tabulation of Bids
 2022 Water Main Rehabilitation
 City of Taylor
 December 21, 2022
 TAY 3164-02T

BASE BID ITEMS

Item No.	Description	Unit	Quantity	Bidigare Contractors, Inc.		Lawrence M. Clarke, Inc.		Pamar Enterprises, Inc.	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
64	Relocate Mailbox with New Post	Each	1	\$ 200.00	\$ 200.00	\$ 300.00	\$ 300.00	\$ 255.00	\$ 255.00
65	Remove and Replace Guardrail	L.S.	1	\$ 3,500.00	\$ 3,500.00	\$ 10,000.00	\$ 10,000.00	\$ 2,000.00	\$ 2,000.00
66	Remove and Replace Sign	Each	1	\$ 500.00	\$ 500.00	\$ 1,000.00	\$ 1,000.00	\$ 500.00	\$ 500.00
67	Restoration w/3" Topsoil, Seed, Fertilizer and Mulch	Syd	850	\$ 20.00	\$ 17,000.00	\$ 15.00	\$ 12,750.00	\$ 21.50	\$ 18,275.00
68	Traffic Maintenance and Control	LS	1	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 51,000.00	\$ 51,000.00
69	Inspector Days (Contractor to Bid Number of Days)	\$/Day	\$ 900.00	18	\$ 16,200.00	30	\$ 27,000.00	60	\$ 54,000.00
Total Additive Alternate No I (Items 38 through 69)					\$ 790,385.00		\$ 1,162,970.00		\$ 1,255,969.50
ADDITIVE ALTERNATE NO II									
70	Concrete Pavement, Remove	Syd	25	\$ 25.00	\$ 625.00	\$ 30.00	\$ 750.00	\$ 18.00	\$ 450.00
71	Concrete Drive and Sidewalk, Remove	Sft	150	\$ 14.00	\$ 2,100.00	\$ 30.00	\$ 4,500.00	\$ 1.00	\$ 150.00
72	Concrete Curb and Gutter, Remove	Lft	25	\$ 18.00	\$ 450.00	\$ 20.00	\$ 500.00	\$ 17.00	\$ 425.00
73	Gate Valve and Well, Remove	Each	2	\$ 750.00	\$ 1,500.00	\$ 3,500.00	\$ 7,000.00	\$ 900.00	\$ 1,800.00
74	Fire Hydrant, Remove	Each	2	\$ 500.00	\$ 1,000.00	\$ 1,250.00	\$ 2,500.00	\$ 900.00	\$ 1,800.00
75	Water Main, 8 inch Fusible PVC, Pipe Burst Ex 6 inch	Lft	670	\$ 185.00	\$ 123,950.00	\$ 225.00	\$ 150,750.00	\$ 322.50	\$ 216,075.00
76	Water Main, 8 inch, Fusible PVC, Directional Drill	Lft	1525	\$ 185.00	\$ 282,125.00	\$ 225.00	\$ 343,125.00	\$ 320.00	\$ 488,000.00
77	Fire Hydrant Assembly	Each	5	\$ 9,500.00	\$ 47,500.00	\$ 8,080.00	\$ 40,400.00	\$ 10,900.00	\$ 54,500.00
78	Gate Valve and Well, 8 inch	Each	4	\$ 11,000.00	\$ 44,000.00	\$ 11,500.00	\$ 46,000.00	\$ 10,100.00	\$ 40,400.00
79	Connection to Existing 8 inch Water Main w/ 8" 22.5 de	Each	1	\$ 2,750.00	\$ 2,750.00	\$ 8,000.00	\$ 8,000.00	\$ 6,500.00	\$ 6,500.00
80	Connection to Ex 12 inch WM w/12" x 8" Tee and Cutti	Each	1	\$ 5,500.00	\$ 5,500.00	\$ 10,500.00	\$ 10,500.00	\$ 8,800.00	\$ 8,800.00
81	Water Service, HDPE, 1-inch, Short	Each	20	\$ 1,450.00	\$ 29,000.00	\$ 3,000.00	\$ 60,000.00	\$ 1,100.00	\$ 22,000.00
82	Water Service, HDPE, 1-inch, Long	Each	13	\$ 2,250.00	\$ 29,250.00	\$ 7,500.00	\$ 97,500.00	\$ 3,380.00	\$ 43,940.00
83	Curb Stop and Box, 1 inch	Each	33	\$ 400.00	\$ 13,200.00	\$ 750.00	\$ 24,750.00	\$ 450.00	\$ 14,850.00
84	Water Service, Non-Standard, Abandon	Each	33	\$ 500.00	\$ 16,500.00	\$ 5,000.00	\$ 165,000.00	\$ 500.00	\$ 16,500.00
85	Water Service (Beyond Property Line), HDPE, 1 Inch, D	Lft	2475	\$ 35.00	\$ 86,625.00	\$ 50.00	\$ 123,750.00	\$ 85.00	\$ 210,375.00
86	Water Service Connection to Water Meter	Each	33	\$ 700.00	\$ 23,100.00	\$ 8,000.00	\$ 264,000.00	\$ 3,800.00	\$ 125,400.00
87	Aggregate Base Course, 21AA	Ton	13	\$ 35.00	\$ 455.00	\$ 90.00	\$ 1,170.00	\$ 77.00	\$ 1,001.00
88	Concrete Pavement, 9 inch	Syd	25	\$ 130.00	\$ 3,250.00	\$ 170.00	\$ 4,250.00	\$ 200.00	\$ 5,000.00
89	Sidewalk, Concrete, 4-inch with 4-inch Subbase	Sft	50	\$ 10.00	\$ 500.00	\$ 16.00	\$ 800.00	\$ 9.75	\$ 487.50
90	Concrete Sidewalk Ramp, ADA, 6-inch with 6-inch Sub	Sft	100	\$ 20.00	\$ 2,000.00	\$ 50.00	\$ 5,000.00	\$ 14.25	\$ 1,425.00
91	Curb and Gutter, Conc, Det F5	Lft	25	\$ 45.00	\$ 1,125.00	\$ 100.00	\$ 2,500.00	\$ 75.00	\$ 1,875.00
92	Inlet Filter	Each	29	\$ 100.00	\$ 2,900.00	\$ 250.00	\$ 7,250.00	\$ 125.00	\$ 3,625.00
93	Silt Fence	Lft	130	\$ 3.00	\$ 390.00	\$ 10.00	\$ 1,300.00	\$ 5.00	\$ 650.00
94	Restoration w/3" Topsoil, Seed, Fertilizer and Mulch	Syd	420	\$ 20.00	\$ 8,400.00	\$ 15.00	\$ 6,300.00	\$ 21.50	\$ 9,030.00
95	Traffic Maintenance and Control	LS	1	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 55,000.00	\$ 55,000.00
96	Inspector Days (Contractor to Bid Number of Days)	\$/Day	\$ 900.00	17	\$ 15,300.00	30	\$ 27,000.00	85	\$ 76,500.00
Total Additive Alternate No II (Items 70 through 96)					\$ 763,495.00		\$ 1,424,595.00		\$ 1,406,558.50
TOTAL CONTRACT PRICE (Items 1 through 96)					\$ 3,007,755.00		\$ 4,647,320.00		\$ 4,990,861.00

Motion By: Charley Johnson **Supported By:** Tina Daniels
Ayes: Charley Johnson, Angie Winton, Jill Brandana, Douglas Geiss, Tina Daniels,
Lindsey Rose
Nays: None
Resolved: To receive & file sending one (1) member of the Fire Department to attend the Michigan
Task Force 1 Canine Search Specialist Training (CSST).

Unanimously carried
CCR #: 10.456-25

Motion By: Lindsey Rose **Supported By:** Tina Daniels
Ayes: Charley Johnson, Angie Winton, Jill Brandana, Douglas Geiss, Tina Daniels,
Lindsey Rose
Nays: None
Resolved: To approve Regroup, low bid, for the purchase of a three (3) year mass notification
subscription for an amount not to exceed \$13,725, funded through General Fund Police IT.

Unanimously carried
CCR #: 10.457-25

Motion By: Angie Winton **Supported By:** Charley Johnson
Ayes: Charley Johnson, Angie Winton, Jill Brandana, Douglas Geiss, Tina Daniels,
Lindsey Rose
Nays: None
Resolved: To approve Genesis Chevrolet, low bid, for three (3) EV Blazers for an amount not to
exceed \$134,202, funded through the EECGB Grant and State Forfeiture Funds.

Unanimously carried
CCR #: 10.458-25

Motion By: Angie Winton **Supported By:** Charley Johnson
Ayes: Charley Johnson, Angie Winton, Jill Brandana, Douglas Geiss, Tina Daniels,
Lindsey Rose
Nays: None
Resolved: To approve the acceptance of the Industrial Development District designated
"Aerotropolis-26655 Northline Rd. LLC District", as created by The Detroit Region
Aerotropolis Development Corporation.

Unanimously carried
CCR #: 10.459-25

Motion By: Charley Johnson **Supported By:** Angie Winton
Ayes: Charley Johnson, Angie Winton, Jill Brandana, Douglas Geiss, Tina Daniels,
Lindsey Rose
Nays: None
Resolved: To amend Appendix A, City of Taylor, Michigan Code of Ordinances, regulating the
development and use of land to rezone 26655 Northline, part of parcel #60-078-99-0001 -
706 of the NW 1/4 Section 30 T.3S., R.10E., City of Taylor, Wayne County, Michigan
from O-1 (Office) to I-1 (light Industrial). The property is located on the southwest corner
of Northline and Lange Roads.

Interested Parties: M. Sousa

Unanimously carried
CCR #: 10.460-25



DECIMA LLC
 16870 Schaefer Hwy
 Detroit, MI, 48235
 (313) 910 0797

BILL TO
 Guido Ulin
 Director, Parks & Recreation &
 Building & Grounds
 City of Taylor

SHIP TO
 Greenwald Historic Home
 12111 Pardee Road, Taylor MI 48180

ESTIMATE # DATE
 CO#1 02/13/2026

SNO.	ITEM DESCRIPTION	AMOUNT
1	<ul style="list-style-type: none"> Replace the existing main center duct and install new ductwork to provide supply air to each room, including the bathroom, in accordance with applicable code requirements. Scope includes all necessary labor, materials, and required permits. 	\$16,125.00
TOTAL		\$16,125.00

Accepted By:

Accepted Date:

2023 CONCRETE PANEL REPLACEMENT CONTRACT BID TAB

Description	Unit of Measure	ESTIMATED QUANTITIES	Al's Asphalt Paving	ALS ASPHALT PAVING	Great Lakes Contracting Solutions	GREAT LAKES CONTRACTING	GV Cement Contracting Co	GV CEMENT CONTRACTING	Hartwell Cement Company	HARTWELL CEMENT COMPANY	Audia Concrete Const.	AUDIA CONCRETE
Prevailing Wage	Yes/No		Yes		Yes		Yes		Yes		Yes&No	
Pavt Repr, Rem, Modified	SYD	10000	\$16.00	\$160,000.00	\$15.50	\$155,000.00	\$10.00	\$100,000.00	\$18.00	\$180,000.00	\$9.00	\$90,000.00
Pavt Repr, Nonreinf Conc, 7 inch, with Integral Curb, Modified	SYD	50	\$67.00	\$3,350.00	\$68.00	\$3,400.00	\$75.00	\$3,750.00	\$68.00	\$3,400.00	\$70.00	\$3,500.00
Pavt Repr, Nonreinf Conc, 8 inch, with Integral Curb, Modified	SYD	8250	\$69.00	\$569,250.00	\$79.00	\$651,750.00	\$77.00	\$635,250.00	\$77.00	\$635,250.00	\$72.50	\$598,125.00
Pavt Repr, Nonreinf Conc, 9 inch, with Integral Curb, Modified	SYD	500	\$71.00	\$35,500.00	\$85.00	\$42,500.00	\$79.00	\$39,500.00	\$90.00	\$45,000.00	\$75.00	\$37,500.00
Pavt Repr, Nonreinf Conc, 7 inch, Modified	SYD	50	\$67.00	\$3,350.00	\$67.00	\$3,350.00	\$75.00	\$3,750.00	\$68.00	\$3,400.00	\$70.00	\$3,500.00
Pavt Repr, Nonreinf Conc, 8 inch, Modified	SYD	500	\$69.00	\$34,500.00	\$81.00	\$40,500.00	\$77.00	\$38,500.00	\$77.00	\$38,500.00	\$72.50	\$36,250.00
Pavt Repr, Nonreinf Conc, 9 inch, Modified	SYD	500	\$71.00	\$35,500.00	\$84.00	\$42,000.00	\$79.00	\$39,500.00	\$90.00	\$45,000.00	\$75.00	\$37,500.00
Pavt Repr, Nonreinf Conc, 10 inch, Modified	SYD	50	\$75.00	\$3,750.00	\$89.00	\$4,450.00	\$81.00	\$4,050.00	\$100.00	\$5,000.00	\$85.00	\$4,250.00
Pavt Repr, Nonreinf Conc, 11 inch, Modified	SYD	50	\$82.00	\$4,100.00	\$92.00	\$4,600.00	\$83.00	\$4,150.00	\$110.00	\$5,500.00	\$90.00	\$4,500.00
Pavt Repr, Nonreinf Conc, 12 inch, Modified	SYD	50	\$86.00	\$4,300.00	\$95.00	\$4,750.00	\$85.00	\$4,250.00	\$125.00	\$6,250.00	\$95.00	\$4,750.00
Lane Tie, Epoxy Coated, Modified	EACH	4250	\$28.00	\$119,000.00	\$12.00	\$51,000.00	\$3.00	\$12,750.00	\$6.00	\$25,500.00	\$4.00	\$17,000.00
Subgrade Undercutting, Type II	CYD	100	\$38.00	\$3,800.00	\$60.00	\$6,000.00	\$35.00	\$3,500.00	\$10.00	\$1,000.00	\$29.00	\$2,900.00
Curb, Rem	LFT	0	\$0.00	\$0.00	\$25.00	\$0.00	\$15.00	\$0.00	\$10.00	\$0.00	\$60.00	\$0.00
Curb and Gutter, Rem	LFT	500	\$10.00	\$5,000.00	\$25.00	\$12,500.00	\$15.00	\$7,500.00	\$10.00	\$5,000.00	\$20.00	\$10,000.00
Curb, Conc, Det E4, Modified	LFT	50	\$29.00	\$1,450.00	\$35.00	\$1,750.00	\$40.00	\$2,000.00	\$30.00	\$1,500.00	\$40.00	\$2,000.00
Curb and Gutter, Conc, Det C5, Modified	LFT	450	\$30.00	\$13,500.00	\$40.00	\$18,000.00	\$40.00	\$18,000.00	\$30.00	\$13,500.00	\$25.00	\$11,250.00
Sidewalk, Rem	SYD	1000	\$14.00	\$14,000.00	\$15.00	\$15,000.00	\$18.00	\$18,000.00	\$18.00	\$18,000.00	\$9.00	\$9,000.00
Sidewalk, Conc, 4 inch	SFT	6000	\$7.50	\$45,000.00	\$8.50	\$51,000.00	\$10.00	\$60,000.00	\$7.00	\$42,000.00	\$9.00	\$54,000.00
Sidewalk, Conc, 6 inch	SFT	500	\$8.50	\$4,250.00	\$9.50	\$4,750.00	\$12.00	\$6,000.00	\$9.00	\$4,500.00	\$10.00	\$5,000.00
Sidewalk Ramp, ADA, 4 inch	SFT	2000	\$9.50	\$19,000.00	\$8.50	\$17,000.00	\$16.00	\$32,000.00	\$10.00	\$20,000.00	\$11.00	\$22,000.00
Sidewalk Ramp, ADA, 6 inch	SFT	500	\$10.50	\$5,250.00	\$10.50	\$5,250.00	\$18.00	\$9,000.00	\$12.00	\$6,000.00	\$12.00	\$6,000.00
Detectable Warning Surface	LFT	200	\$70.00	\$14,000.00	\$60.00	\$12,000.00	\$70.00	\$14,000.00	\$50.00	\$10,000.00	\$150.00	\$30,000.00
Dr Structure Cover, Adj, Case 1, Modified	EACH	40	\$600.00	\$24,000.00	\$550.00	\$22,000.00	\$600.00	\$24,000.00	\$250.00	\$10,000.00	\$500.00	\$20,000.00
Dr Structure Cover, Modified	EACH	5	\$600.00	\$3,000.00	\$650.00	\$3,250.00	\$650.00	\$3,250.00	\$800.00	\$4,000.00	\$700.00	\$3,500.00
Dr Structure, Adj, Add Depth, Case 1, Modified	VFT	5	\$600.00	\$3,000.00	\$250.00	\$1,250.00	\$600.00	\$3,000.00	\$250.00	\$1,250.00	\$180.00	\$900.00
Water Shutoff, Adj, Case 1, Modified	EACH	2	\$400.00	\$800.00	\$750.00	\$1,500.00	\$500.00	\$1,000.00	\$300.00	\$600.00	\$300.00	\$600.00
Dr Structure Cover, Adj, Case 1, Modified, Utility	EACH	5	\$600.00	\$3,000.00	\$950.00	\$4,750.00	\$650.00	\$3,250.00	\$300.00	\$1,500.00	\$700.00	\$3,500.00
Dr Structure, 24 Inch Dia	EACH	2	\$1,800.00	\$3,600.00	\$2,650.00	\$5,300.00	\$1,900.00	\$3,800.00	\$2,500.00	\$5,000.00	\$3,500.00	\$7,000.00
Dr Structure, 48 Inch Dia	EACH	2	\$2,500.00	\$5,000.00	\$3,250.00	\$6,500.00	\$2,600.00	\$5,200.00	\$5,000.00	\$10,000.00	\$4,000.00	\$8,000.00
Dr Structure, 60 Inch Dia	EACH	0	\$0.00	\$0.00	\$4,800.00	\$0.00	\$3,500.00	\$0.00	\$7,500.00	\$0.00	\$6,000.00	\$0.00
Dr Structure, 72 Inch Dia	EACH	0	\$0.00	\$0.00	\$8,500.00	\$0.00	\$5,000.00	\$0.00	\$10,000.00	\$0.00	\$7,000.00	\$0.00
Dr Structure, Adj, Add Depth of 24 Inch Dia, 8 Foot to 15 Foot	VFT	1	\$150.00	\$150.00	\$250.00	\$250.00	\$700.00	\$700.00	\$350.00	\$350.00	\$200.00	\$200.00
Dr Structure, Adj, Add Depth of 48 Inch Dia, 8 Foot to 15 Foot	VFT	1	\$200.00	\$200.00	\$350.00	\$350.00	\$750.00	\$750.00	\$500.00	\$500.00	\$200.00	\$200.00
Dr Structure, Adj, Add Depth of 60 Inch Dia, 8 Foot to 15 Foot	VFT	0	\$0.00	\$0.00	\$550.00	\$0.00	\$850.00	\$0.00	\$650.00	\$0.00	\$1,000.00	\$0.00
Dr Structure, Adj, Add Depth of 72 Inch Dia, 8 Foot to 15 Foot	VFT	0	\$0.00	\$0.00	\$650.00	\$0.00	\$900.00	\$0.00	\$800.00	\$0.00	\$1,500.00	\$0.00
Dr Structure, Rem	EACH	4	\$600.00	\$2,400.00	\$1,100.00	\$4,400.00	\$800.00	\$3,200.00	\$2,500.00	\$10,000.00	\$900.00	\$3,600.00
12" Storm Drain Pipe	LFT	35	\$90.00	\$3,150.00	\$115.00	\$4,025.00	\$85.00	\$2,975.00	\$125.00	\$4,375.00	\$180.00	\$6,300.00
Dr Structure Cleaning, Modified	EACH	5	\$300.00	\$1,500.00	\$350.00	\$1,750.00	\$500.00	\$2,500.00	\$1,000.00	\$5,000.00	\$900.00	\$4,500.00
Dr Structure Lead, Cleaning, Modified	LFT	5	\$45.00	\$225.00	\$15.00	\$75.00	\$600.00	\$3,000.00	\$1,000.00	\$5,000.00	\$150.00	\$750.00
Topsoil Surface, Furn, 4 inch, Modified	SYD	2000	\$9.00	\$18,000.00	\$15.00	\$30,000.00	\$9.00	\$18,000.00	\$5.00	\$10,000.00	\$8.00	\$16,000.00
Topsoil Surface, Furn, 6 inch, Modified	SYD	50	\$10.00	\$500.00	\$18.00	\$900.00	\$11.00	\$550.00	\$7.00	\$350.00	\$9.00	\$450.00
ADA Ramp Restoration	SYD	50	\$15.00	\$750.00	\$20.00	\$1,000.00	\$12.00	\$600.00	\$75.00	\$3,750.00	\$10.00	\$500.00
Pavt Repr, 2.5 Foot, Re, Special	SYD	50	\$45.00	\$2,250.00	\$28.00	\$1,400.00	\$15.00	\$750.00	\$100.00	\$5,000.00	\$120.00	\$6,000.00
Pavt Repr, 2.5 Foot, Nonreinf, 8 Inch, Special	SYD	50	\$80.00	\$4,000.00	\$75.00	\$3,750.00	\$85.00	\$4,250.00	\$100.00	\$5,000.00	\$140.00	\$7,000.00
Joint Tied 2.5 Foot Special	LFT	25	\$20.00	\$500.00	\$24.00	\$600.00	\$12.00	\$300.00	\$50.00	\$1,250.00	\$50.00	\$1,250.00
				\$1,173,875.00		\$1,239,600.00		\$1,136,525.00		\$1,197,225.00		\$1,079,275.00

(1) Audia Cement Construction, Inc.	\$1,079,275.00
(2) G.V. Cement	\$1,136,525.00
(3) Al's Asphalt Paving Company (Local Vendor 3%)	\$1,138,658.75
(4) Hartwell Cement Company	\$1,197,225.00
(5) Great Lakes Contracting	\$1,239,600.00



Invitation for Bid

City of Taylor

Budget & Finance Dept.
 Purchasing Manager: RM
 23555 Goddard Road
 Taylor, MI 48180
 734-643-9518

Bid Number: IFB-DG-2023-05-25-001	Bid Title: Concrete Panel Replacement Contract 2023	
Date Issued: May 25 th , 2023	Project Manager: Chris Gibbs	
Deadline for Questions: June 2 nd , 2023 @ 10:00AM	Telephone: 734-308-0096	Email: cgibbs@ci.taylor.mi.us
Bid Submission Date and Time: June 10 th , 2023 @ 11:00AM	Purchasing Agent: dgrabowski@ci.taylor.mi.us	
Bid Opening Date and Time: June 10 th , 2023 @ 11:00AM	Telephone: 734-643-9518	Email: dgrabowski@ci.taylor.mi.us

You are invited to participate in this Invitation for Bid. Please submit your bid response in conformance with the instructions specified herein.

By submitting a bid response, the bidder agrees and promises to sell, furnish, and deliver to the City all commodities and services contained in this Invitation for Bid for which a contract is awarded by the City. The bidder shall fully perform the contract in accordance with the all specifications, terms and conditions, and requirements contained in the Invitation for Bid and shall comply with all applicable provisions of the City of Taylor, Purchasing Policies, made a part of the Invitation for Bid and contract by reference.

Written acceptance of the bidder's bid response by the City, by issuance of a purchase order or contract, constitutes a binding contract made and entered into by and between the City of Taylor, acting through the Purchasing Department named above, and the bidder named below:

Bidder Company Name:			
Street Address:			
P.O. Box:	City:	State:	Zip Code:
Toll Free Telephone:	Telephone:	Fax:	
Federal I.D. or Social Security No.:		E-Mail:	
Type or Print Name of Person Signing:		Title:	
Authorized Signature:			

Acceptance (For City Use Only)	
Bid response accepted and contract awarded.	
By _____	Title _____
Signature _____	Date _____

Mailing Instructions

Mail a completed and signed Invitation for Bid response in a sealed envelope to the address listed below. Bid responses received after the date and time specified on the cover sheet of this Invitation for Bid will be rejected. Address the envelope containing your response in the following manner:

BID NUMBER -
BID OPENING DATE -
CITY OF TAYLOR
CITY CLERK'S OFFICE
23555 GODDARD ROAD
TAYLOR, MI 48180

Bidder Checklist. Have you remembered to

- | | |
|--------------------------|---|
| <input type="checkbox"/> | 1. Review all instructions, terms, conditions, and specifications to ensure your bid response complies? |
| <input type="checkbox"/> | 2. Prepare your price: products to be used and services to be rendered? |
| <input type="checkbox"/> | 3. Indicate whether you can meet the delivery date indicated on the cover sheet? |
| <input type="checkbox"/> | 4. Complete the "Cover Sheet", sign and submit with bid package? |
| <input type="checkbox"/> | 5. Complete the "Service Representative" section and submit with bid package? |
| <input type="checkbox"/> | 6. Sign the "Accepts to comply with Insurance Requirements" document, submit with bid package? |
| <input type="checkbox"/> | 7. Complete the "Project Specification" page, sign and submit three (3) copies with bid package? |
| <input type="checkbox"/> | 8. Mark the envelope as indicated above? |

Bidder's Instructions

1. **Addition of Terms and Conditions.** Additional terms and conditions submitted with a bid response are of no effect unless accepted in writing by the Purchasing Department. Bids with any additional terms and conditions may be rejected as non-responsive.
2. **Assistance to Bidders with a Disability.** Bidders with a disability that need an accommodation must contact the Purchasing Agent prior to the deadline for receipt of bids so that reasonable accommodation can be made.
3. **Bid Held Firm.** Bids are not awarded at the bid opening. Bid responses will be firm for 30 days, unless otherwise specified by the Purchasing Agent in writing.
4. **Bid Opening.** All bids received by the time and date of the bid opening will be publicly opened by the City Clerk's Office, with the attendance of the Purchasing Agent at the location indicated on the cover sheet of this solicitation. Interested parties are invited to attend the bid opening.
5. **Bid Results.** Bidders desiring a copy of the bid results are instructed to include a self-addressed, stamped, envelope with their bid response. Bid results will be mailed when an award decision is made. Bidders may also obtain bid results or arrange to review the bid file by contacting the Purchasing Department.
6. **Corrections.** The bidder's authorized representative must initial any corrections and alterations (i.e. erasures, whiteouts, correction tape, etc.) made to the bid response. Those bid responses with corrections and alterations that are not initialed are subject to confirmation by the Purchasing Agent.

7. **Definitions:**

- Bidder Any person or firm submitting a competitive bid in response to a solicitation.
- Bid Results A summary of all bid responses received and the award results
- Bid Response The executed document submitted by a bidder in response to a solicitation.
- Contractor Any person or firm having a contract with a governmental body.
- Solicitation The process of notifying prospective bidders that the City wishes to receive bids for furnishing goods and services.

8. **Facsimile Bids.** Bid responses faxed to the City will be rejected. Bids may be faxed to a third party who will put it in a properly-addressed envelope and deliver it to the Purchasing Department before the date and time specified in the solicitation.
9. **Late Bids.** It is the bidder's responsibility to ensure that a bid response is physically deposited with the City Clerk's Office prior to the date and time specified for the opening. Late bid responses will not be opened and will be rejected regardless of the degree of lateness or the reason.
10. **Multiple Bids.** Bidders may submit more than one bid in response to this solicitation. Each bid submitted must comply in all aspects with the bid requirements and these instructions.
11. **New Equipment and Materials.** Unless otherwise indicated in the detailed specifications of this solicitation, all equipment and materials shall be new and under current production for use in the United States.
12. **Packaging.** All commodities and equipment are to be delivered and packaged strongly and securely according to accepted commercial practices.
13. **Prices, Currency.** All prices must be in United States currency, (USD).
14. **Pricing (Unit and Total Prices).** The unit price is to be according to the unit of measurement specified in the solicitation. In the event of mathematical differences between the unit price and extended total, the unit price will prevail.
15. **Protests.** An interested party may protest the solicitation within seven days before the bid opening or protest the Notice of Intent to Award within seven (7) days after receiving notice. Notice of award will be issued only to those bidders who submitted responses to this IFB seven calendar days after award or issuance of the Notice of Intent to Award. It will be assumed that all interested parties knew or should have known all the facts surrounding the award.
16. **Questions and Clarifications.** All questions and requests for clarification regarding this solicitation must be addressed to the Purchasing Agent referenced on the cover sheet of this document. The requirements of this solicitation can only be altered by written amendment of the solicitation. Verbal communications from whatever source are of no effect. Questions must be received by the deadline specified on the cover sheet to allow the Purchasing Agent to issue any needed amendments in sufficient time before the bid opening date.
17. **Review of the Bids.** After the bid opening, bids become subject to the State of Michigan public records laws. Interested parties may request public information and make arrangements to review the bid file by contacting the City Clerk's Office during normal working hours, between 9:00 a.m. and 5:00 pm., Monday through Friday, excluding holidays.
18. **Rejection.** The City reserves the right to reject any and all bids in whole or in part. Bid responses will be rejected if:
- The bid response is not legible.
 - The bid response is not completed as requested.
 - The bid response is faxed to the City.
 - The bid response is not responsive to the specifications or other requirements of the solicitation.
 - The bid response is received after the time and date specified.
 - The bidder was required to be registered as an approved vendor by the deadline for receipt of bids, and failed to do so.

- The bidder is determined to be not responsible, in accordance with Section 3 of the City of Taylor, Purchasing Policy.
19. **Signature.** The bidder submitting the bid response or that bidder's duly authorized agent or representative must sign the bid response manually in ink. The name and title of the person signing the bid response must be typed or printed below the signature.
 20. **Specifications, Brand Name or Equivalent.** Unless otherwise indicated in the detailed specifications of this solicitation, the use of a specific brand name or make/model is for illustrative purposes only, and the City will consider equivalent products. If a commodity or service put forth by a bidder is rejected as not being equivalent, the Purchasing Agent will notify the bidder of the rejection.
 21. **Specifications, Compliance.** All bids submitted in response to this Invitation for Bid must comply with the specifications contained herein, and the successful bidder will be held responsible. Noncompliance with specifications is grounds for rejection of the bid response. Bidders who desire to submit commodities or services that deviate from these specifications or have any objections to the specifications stated herein must contact the Purchasing Agent in writing as soon as possible, so the Purchasing Agent can determine whether the specifications need to be amended.
 22. **Taxes.** The City does not pay sales tax or federal excise tax. The federal tax-free transaction number and City sales tax exemption number is 38-6006926. The Purchasing Department will furnish a tax exempt certificate upon request.
 23. **Withdrawal or changes to a bid response prior to the bid opening date and time.** Before the bid opening date and time, the bidder's authorized representative may withdraw or change a bid response by making a written request to the Purchasing Agent.
 24. **Withdrawals after the bid opening date and time.** After the opening, no changes may be made to the bid response. The bidder may make a written request to withdraw the bid response, subject to approval by the Purchasing Department. Bidders repeatedly withdrawing bids after the opening date may be removed from the City bidders list.

GENERAL CONTRACT TERMS AND CONDITIONS

1. **Affirmative Action.** The contractor will take affirmative action in complying with all Federal and State requirements concerning fair employment and employment of the handicapped, and concerning the treatment of all employees without regard to race, color, religion, sex, national origin or physical handicap.
2. **Applicable Law and Venue.** This contract is governed by and construed in accordance with the laws of the State of Michigan. Any action to enforce this contract must be brought in the District Court of Wayne County, Michigan.
3. **Assignments and Subcontracts.** The contractor may not assign or otherwise transfer or delegate any right or duty without the City's express written consent. The contractor may enter into subcontracts provided that the City has provided written consent and any such subcontractor acknowledges the binding nature of this contract and incorporates this contract, including any attachments. The contractor is solely responsible for the performance of any subcontractor. The contractor shall not have the authority to contract for or incur obligations on behalf of the City. If the City refuses to approve a subcontractor, the original contract holder shall be responsible for any damages financial or otherwise for not fulfilling the contract obligations.
4. **Binding Contract.** The acceptance of a bid response in writing by the Purchasing Department or Entity constitutes a contract between the bidder and the City. Written acceptance from the Purchasing Department or Entity will be in the form of a purchase order, notification of award, or contract. Any oral agreement or arrangement by a bidder with a City employee or Purchasing Department or Entity will have no force or effect unless reduced to writing.

5. **Compliance with Laws.** The contractor must, in performance of work under this contract, fully comply with all applicable federal, state, or local laws, rules and regulations, including Title VI of the Civil Rights Act of 1964. Any subletting or subcontracting by the contractor subjects subcontractors to the same provision.
6. **Compliance With Public Records Law.** The contractor understands that, except for disclosures prohibited under state open records laws related to confidentiality, in MCL §Act 442 of 1976 *et seq.*, the City must disclose to the public upon request any records it receives from contractor. The contractor further understands that any records which are obtained or generated by the contractor under this contract, except for records that are confidential under in MCL §Act 442 of 1976 *et seq.*, may, under certain circumstances, be open to the public upon request under the Taylor open records law. The contractor agrees to contact the City immediately upon receiving a request for information under the open records law and to comply with the City's instructions on how to respond to the request. Bid responses are exempt records until the time and date of the bid opening.
7. **Confidentiality.** The contractor agrees not to use or disclose any information it receives from the City under this contract that the City has previously identified as confidential or exempt from mandatory public disclosure except as necessary to carry out the purposes of this contract or as authorized in advance by the City. The City agrees not to disclose any information it receives from the contractor that has previously been identified as confidential and which the City determines in its sole discretion is protected from mandatory public disclosure under a specific exception to the State public records law, in MCL §Act 442 of 1976 *et seq.*. The duty of the City and the contractor to maintain confidentiality of information under this section continues beyond the term of this contract, or any extensions or renewals of it.
8. **Contract Amendment.** After a binding contract has been entered into, no changes (i.e. substitution of product or a price adjustment) may be made per City of Taylor Fiscal Year (Contract Year), unless prior written approval has been obtained from the Purchasing Department or Entity. A Mutual Agreement is required per the "Special Terms and Conditions – Contract Period" listed on page seven (7) of this document for any contract year percentage unit cost increases or select unit cost increases applicable to contract.
9. **Inspection and investigations.** The City reserves the right to conduct inspections and investigations related to the bidder and offered commodities or services, including but not limited to the firm, its facility, personnel, qualifications, and the commodities and/or services offered to make determinations regarding compliance with the bid requirements and responsibility of the bidder.
10. **Material and Workmanship.** All material and workmanship shall be subject to inspection and testing by the City either at: the point of manufacturer, place of storage, or upon receipt.
11. **Payment Terms.** Payment will normally be made within thirty days after delivery and acceptance of commodities or services under this contract and receipt of a correct invoice. The city issued purchase order number shall be the primary identification number utilized by the city in the tracking of orders and processing of payments. A vendor's failure to comply with the following two actions could result in a delay of payment. (1) Vendors are required to visibly place the city issued purchase order number on the invoice, (2) Vendors are required to submit the invoice directly to Central Purchasing.
12. **Termination for lack of funding or authority.** This contract shall become null and void, in total or in part, should the City Council of the City of Taylor fail to appropriate funds for any or all departments, which are committed to the terms of this contract. Any such contract termination shall be at no cost to the City.
13. **Termination of Contract**
 - a. **Termination without Cause.** This contract may be terminated by mutual consent of both parties, or by either party upon 30 days' written notice.
 - b. **Termination for Lack of Funding or Authority.** The City may terminate this contract effective upon delivery of written notice to the contractor, or on any later date stated in the notice, under any of the following conditions:

- 1) If funding from federal, state, county, city, or other sources is not obtained and continued at levels sufficient to allow for purchase of the services or supplies in the indicated quantities or term. The contract may be modified by agreement of the parties in writing to accommodate a reduction in funds.
- 2) If federal, state or local laws or rules are modified or interpreted in a way that the services are no longer allowable or appropriate for purchase under this contract or are no longer eligible for the funding proposed for payments authorized by this contract.
- 3) If any license, permit or certificate required by law or rule, or by the terms of this contract, is for any reason denied, revoked, suspended or not renewed.

Termination of this contract under this subsection is without prejudice to any obligations or liabilities of either party already accrued prior to termination.

c. Termination for Cause. The City by written notice of default to the contractor may terminate the whole or any part of this contract:

- 1) Fails to begin the work within the time specified in the Contract;
- 2) Fails to perform the work with sufficient workers and equipment or with sufficient materials to assure the prompt completion of said work;
- 3) Fails to perform the work in accordance with contract requirements or refuses to remove and replace rejected materials or unacceptable work;
- 4) Discontinues the work;
- 5) Fails to resume work which has been discontinued within a reasonable time after notice to do so;
- 6) Becomes insolvent or is declared bankrupt or commits any act of bankruptcy or insolvency;
- 7) Allows any final judgment to remain unsatisfied for a period of 10 days;
- 8) Fails to comply with contract requirements regarding minimum wage payments;
- 9) Is a party to fraud; or
- 10) For any other cause whatsoever, fails to carry on the work in an acceptable manner.
- 11) Bidder subcontracts work without City Authorization

d. Termination, Deliveries. If the contract is terminated for any reason, the contractor is responsible for delivery of all commodities and services ordered prior to the termination, unless those orders had been canceled by the Purchasing Department or Entity

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SPECIAL TERMS AND CONDITIONS

1. **Approved Bidder Registration.** Every person or business entity that desires to bid on contracts for commodities and services must be an approved vendor in order to be placed on the bidders list. Bidders must comply with the vendor registration requirements related to approved bidder registration as set forth in this solicitation:

Bidders Must Be Approved By Time Set For Bid Opening. Bids will only be accepted from those companies who have become approved vendors, in accordance with City Charter. Bidders that are not Approved Vendors for the City of Taylor at the time bids or proposals are opened may be rejected. Contact the Purchasing Department at 734.374.1459 to check whether your company is currently an approved vendor on the City's Approved Vendor list. Bidder registration information and forms are available on the website.

Placement on the approved vendor list does not guarantee a bidder will receive notice of every formal solicitation. Bidders must maintain current information by submitting a Notice of Change form to the City Purchasing Office (Fax 734-374-1344).

2. **Award.** Award will be made to two responsible bidders with the per unit pricing most advantageous to the City and is responsive to the specifications and all other requirements stated herein. **The City of Taylor maintains the right to assign projects to each successful bidders based on availability of each contractor and available funding.**
3. **Bid Selection.** The bid winner will be selected following the applicable process under Section 4.8.12, Bid Evaluation of the Purchasing Policy.
4. **Pre-Qualification:** In Compliance with Section 4.8.7 of the City Purchasing Policy Manual, the requesting department may require the prequalification of vendors for the Formal Bid. The prequalification process may add up to four weeks.
5. **Bid Calculation:** In the event that the bid is generated based on single unit price, the Bid Bond and Performance Bond will be defined by the Central Purchasing Department based on historical data.
6. **Bid Surety, Type Of.** Each bid response must include five thousand (\$5,000) bid surety, either in the form of:
 - a certified check
 - a bank cashier's check
 - a money order
 - a corporate surety bond from a surety company authorized to do business in the City of Taylor

Each bid response must also include a copy of the original bid bond as well as a self-addressed return envelope. Bid sureties of the non-successful bidders that are in the form of a certified check, bank cashier's check or a money order will be returned upon determination of award. The bid surety of the successful bidder(s) will be returned upon the receipt of a completed contract bond and its approval by the City.

7. **Performance Bond.** Prior to the start of any project, the contractor will be required to furnish a performance bond in an amount equal to each individual project or the summation of projects per City of Taylor Fiscal Year (Contract Year) approved by the director of public works or his designee that will guarantee compliance with all terms of the bids and contract.
8. **Contract Period.** The contract or contracts issued as a result of this solicitation will be for a City of Taylor Fiscal Year (July 1, 2023 – June 30, 2024) inclusive, with the option to extend for additional City of Taylor Fiscal Year or renew the contract for a maximum of three (3) additional fiscal years, upon mutual agreement between both the City of Taylor & Contractor, as set forth in a written amendment to this contract. Any contract renewal/extension may include a mutually agreed percentage increase to all or selected unit costs listed in this contract. **The mutual agreement and unit cost increases (if applicable) shall be in writing from the Contractor and approved by the City of Taylor Administration/City Council.**
9. **F.O.B. Point and Freight.** Delivery and passage of title under this contract shall be as follows. Delivery will be F.O.B. Destination to the location specified on the cover page of the solicitation. The

freight is to be included in the price of the products. Title will pass to Purchasing Department or entity upon delivery to the specified destination.

10. **Descriptive Literature.** The bidder's response must include descriptive literature or detailed manufacturer's specifications for the specific equipment or commodities being offered. Bidders are instructed to clearly mark the literature information that demonstrates compliance with the specification.
11. **Indemnification and Insurance Requirements.** Bidders must review the attached Risk Management Appendix for indemnification and insurance requirements. The indemnification and insurance provisions are incorporated and made part of this solicitation and the resultant final contract. Objections to any of the provisions of the indemnification and insurance requirements must be made in writing to the attention of the Purchasing Agent by the time and date set for receipt of questions. No alteration of these provisions will be permitted without prior written approval from the Purchasing Department in consultation with the Taylor Risk Management Director. Upon receipt of the Notice of Award, the successful bidder must obtain the required insurance coverage and provide the Purchasing Agent with proof of coverage prior to contract approval. The coverage must be satisfactory to the Purchasing Department, in consultation with the Taylor Risk Management Director. A bidder's failure to provide evidence of insurance coverage is a material breach and grounds for withdrawal of the award or termination of the contract. Please see (<http://www.cityoftaylor.com/rfp>)
12. **Pricing.** Pricing under this contract shall be as follows:

Firm Fixed. The total bid price is to include all discounts and deductions, and is to be less federal and City taxes, for which exemption certificates will be furnished upon request. Pricing shall be firm for the period of the contract. If an extension of the contract occurs, prices may be adjusted to reflect the additional cost the vendor has incurred only if the vendor provides documentation to prove they have incurred additional costs.
13. **Purchasing Cards.** The Purchasing Department may place orders by issuance of a purchase order or may elect to place an order and make payment using a purchasing card. The contractor will accept a purchasing card without passing the processing fees for the purchase card back to the Purchasing Department or Entity.
14. **Record of Sales.** The contractor must maintain records of sales under the contract and furnish volume of sales information to the Purchasing Department within thirty (30) days upon written request of the Purchasing Department.
15. **Reference Materials.** The contractor will be required to furnish and distribute catalogs and price lists to all using entities.
16. **Servicing of the contract.** The contractor will be required to furnish not less than two (2) copies of catalogs, replacement data books, and price lists to using department. Also, the contractor will be required to provide qualified sales personnel to periodically visit using entities to provide assistance and guidance connected with contract item usage.
17. **Service Representative.** The contractor must provide a dedicated service representative to provide support for this contract. The contractor shall provide the name and contact information for the service provider. During the contract period, the contractor shall notify the Purchasing Agent in the event the contractor's service representative changes.

Name Of Service Representative:	
Address Of Service Rep:	
City & City & Zip Code	
Phone Number:	
Toll Free Number:	
Fax Number:	
E-Mail Address:	

**CONCRETE PAVEMENT REPAIR
PROPOSAL**

The undersigned have made themselves familiar with the conditions under which it is to be constructed by examination of the details and specifications, all of which are understood and accepted as being sufficient for the purpose. The undersigned proposes to furnish of all labor, material, and equipment as specified and will accept in payment thereof the following unit rates, and the payments will be based on unit prices given in the proposal and quantities measured.

If this proposal is accepted, the undersigned further agrees to perform the work according to a mutually agreed upon construction sequence and schedule to be determined at a Pre-Construction meeting held after all contracts and bonds have been submitted, and to complete all work, unless shortage of material or other causes beyond the Contractor's control prohibit from doing so.

Are wages paid to employees prevailing wages or higher? Yes _____ No _____

BID ITEMS AND UNIT RATES

Provide unit rates in words and numerals. Complete signature and information on Page 11.

Description	Unit of Measure	Estimated Quantity	Unit Price (\$)	Unit Price (Written)
Pavt Repr, Rem, Modified	SYD	10000		
Pavt Repr, Nonreinf Conc, 7 inch, with Integral Curb, Modified	SYD	50		
Pavt Repr, Nonreinf Conc, 8 inch, with Integral Curb, Modified	SYD	8250		
Pavt Repr, Nonreinf Conc, 9 inch, with Integral Curb, Modified	SYD	500		
Pavt Repr, Nonreinf Conc, 7 inch, Modified	SYD	50		
Pavt Repr, Nonreinf Conc, 8 inch, Modified	SYD	500		
Pavt Repr, Nonreinf Conc, 9 inch, Modified	SYD	500		
Pavt Repr, Nonreinf Conc, 10 inch, Modified	SYD	50		
Pavt Repr, Nonreinf Conc, 11 inch, Modified	SYD	50		
Pavt Repr, Nonreinf Conc, 12 inch, Modified	SYD	50		
Lane Tie, Epoxy Coated, Modified	EACH	4250		
Subgrade Undercutting, Type II	CYD	100		
Curb, Rem	LFT	0		
Curb and Gutter, Rem	LFT	500		
Curb, Conc, Det E4, Modified	LFT	50		

Curb and Gutter, Conc, Det C5, Modified	LFT	450		
Sidewalk, Rem	SYD	1000		
Sidewalk, Conc, 4 inch	SFT	6000		
Sidewalk, Conc, 6 inch	SFT	500		
Sidewalk Ramp, ADA, 4 inch	SFT	2000		
Sidewalk Ramp, ADA, 6 inch	SFT	500		
Detectable Warning Surface	LFT	200		
Dr Structure Cover, Adj, Case 1, Modified	EACH	40		
Dr Structure Cover, Modified	EACH	5		
Dr Structure, Adj, Add Depth, Case 1, Modified	VFT	5		
Water Shutoff, Adj, Case 1, Modified	EACH	2		
Dr Structure Cover, Adj, Case 1, Modified, Utility	EACH	5		
Dr Structure, 24 Inch Dia	EACH	2		
Dr Structure, 48 Inch Dia	EACH	2		
Dr Structure, 60 Inch Dia	EACH	0		
Dr Structure, 72 Inch Dia	EACH	0		
Dr Structure, Adj, Add Depth of 24 Inch Dia, 8 Foot to 15 Foot	VFT	1		
Dr Structure, Adj, Add Depth of 48 Inch Dia, 8 Foot to 15 Foot	VFT	1		
Dr Structure, Adj, Add Depth of 60 Inch Dia, 8 Foot to 15 Foot	VFT	0		
Dr Structure, Adj, Add Depth of 72 Inch Dia, 8 Foot to 15 Foot	VFT	0		
Dr Structure, Rem	EACH	4		
12" Storm Drain Pipe	LFT	35		
Dr Structure Cleaning, Modified	EACH	5		
Dr Structure Lead, Cleaning, Modified	LFT	5		
Topsoil Surface, Furn, 4 inch, Modified	SYD	2000		
Topsoil Surface, Furn, 6 inch, Modified	SYD	50		
ADA Ramp Restoration	SYD	50		
Pavt Repr, 2.5 Foot, Re, Special	SYD	50		
Pavt Repr, 2.5 Foot, Nonreinf, 8 Inch, Special	SYD	50		
Joint Tied 2.5 Foot Special	LFT	25		

SIGNED: _____

BY: _____

(Printed Name and Title)

COMPANY: _____

CONCRETE STREET REPAIR GENERAL CONSTRUCTION PROCEDURES AND SCHEDULE

GENERAL

The work shall consist of, but not be limited to: (1) removing existing concrete street pavement in sections or partial and full width sections of various lengths and locations; (2) repairing miscellaneous areas of concrete pavement deterioration and restoration of utility repair areas; (3) preparing the subbase and replacing the concrete pavement; (4) adjusting and/or reconstructing drainage and other public utility structures; (5) sidewalk removal and replacement, including ADA crosswalks; (6) traffic control, restoration and clean-up; and, (7) storm structure and pipe cleaning.

These Specifications also cover the repair of existing deteriorated concrete pavements, and the restoration of utility repair areas, including; the removal of temporary patching materials, replacement of existing concrete pavement, the repair and conditioning of the aggregate base, adjusting utility structures, concrete sidewalk, ADA ramp, and the restoration of concrete driveways and approaches. This work shall be performed and paid for in accordance with the Special Provisions provided in these Specifications.

The locations of the repair and restoration work will be assembled by the City of Taylor and presented to the Contractor. There may be repair or restoration locations considered "urgent" which may be assigned to the Contractor for immediate attention at any time during this Contract while the Contractor is performing work on this Contract..

PRECONSTRUCTION MEETING

A meeting will be held in the City of Taylor Department of Public Services, 25605 Northline Road, following submittal of contract, bonds and insurance, between the Engineer and his representatives, and the successful bidder, and his subcontractors. The purpose of this meeting will be to review the specifications and work areas and to prepare a mutually agreeable construction schedule which will adhere to the time frames set forth herein.

CONSTRUCTION TIME FRAMES

The length of time from the first construction activity on a particular street to the final clean-up shall be no longer than thirty (30) calendar days.

No construction debris shall be stored on the streets longer than two (2) days unless otherwise noted below or approved by the Engineer. Clean-up and disposal of concrete debris and spillage in the street or right-of-way shall be completed the same day as deposited.

Miscellaneous concrete overspill behind the curb shall be removed, and any honeycombing or voids at back of curbs shall be parged smooth within seven (7) days of concrete placement.

Service walks, sidewalks, ADA sidewalks and other concrete work shall be started and prosecuted regularly and uninterrupted until that particular street is complete.

Five (5) days after completion of finished concrete flat work on a particular street, the affected areas shall be backfilled and compacted, seeded, and clean up completed.

Construction barricades, barrels, signage and notifications shall be removed from the work areas within two (2) days of the completion of backfill and restoration operations.

Storm sewer catch basins, manholes and pipe shall be cleaned after all restoration is complete.

NOTIFICATION

The Contractor shall provide notification to residents of pending concrete street, residential approach, and ADA sidewalk reconstruction activities a minimum of 48 hours in advance of such work. The notice, at a minimum, shall advise residents of the date work activity will start, the anticipated length of time the area will be worked on, notification of temporary loss of curbside or driveway access to property, and request that street be cleared of parked vehicles.

Should construction activities cease, either due to weather or scheduling, for an anticipated time of five (5) days or more, any and all posted signage shall be removed. Once the work begins again, the Contractor shall re-notify as previously set forth.

SPECIAL PROVISIONS FOR TRAFFIC MAINTENANCE AND CONTROL

GENERAL

All traffic control devices as required for this project shall conform to the design, material, color, and fabrication requirements as specified on the plans or in the current edition of the Michigan Manual of Uniform Traffic Control Devices and the Michigan Department of Transportation 2012 Standard Specifications for Construction, Section 812.

The contractor shall furnish, erect, maintain and remove upon completion of the work, all traffic control devices and barricade lights within the project and around the perimeter of the project for the safety of pedestrian and vehicular traffic. This includes, but is not limited to, advance, regulatory, and warning signs, barricades and channeling devices at intersecting streets on which traffic is to be maintained, barricades at the ends of the project and at right-of-way lines for intersecting streets which are to be partially closed or closed to traffic, along with barricades, signs, and lights at the intersection of these streets to be partially closed or closed with the first usable street on each side of the project. Traffic regulators, where required, are included. Barricades shall effectively bar vehicular traffic from driving onto the work site, barricades shall be used and maintained in good repair at all times during progress of the work and shall be opened only for construction purposes and public emergency.

Barricades for all parts of the work shall be erected and maintained by the Contractor so as to prevent personal and property damages of all description. Any damages from traffic or other causes occurring previous to the official acceptance of the work shall be repaired by the contractor.

The Contractor shall be responsible for the posting/signing of work areas to alert residents of up-coming work at a minimum of 48 hours in advance of the start of the work. The property owners, business customers and emergency vehicles shall be assured of access to all properties. At no time shall any street be closed down to local traffic (temporary or permanent) without prior approval from the City of Taylor. Moving of parked vehicles which interfere with the prosecution of work will be the responsibility of the Contractor.

The City of Taylor may perform maintenance work within or adjacent to the streets being repaired. These maintenance crews will coordinate their operations with the designated City Representative to minimize the interference to the Contractor. No additional payment will be made to the Contractor for the joint use of the traffic control items.

Provisions for the protection of pedestrians shall be maintained at all times. Walks, driveways and entrances to buildings shall not be unnecessarily blocked. Vehicular access shall be maintained to all commercial properties designated by the Engineer.

Side streets shall not be closed to through traffic except as approved by the Engineer. Interference with traffic at all cross-streets must be held to a minimum during the time required for construction.

MEASUREMENT AND PAYMENT

“Traffic Maintenance and Control”, including all labor, traffic control devices, material and equipment required to provide construction traffic control per these Specifications will not be paid for separately, but shall be included in the unit rates of other work items.

**SPECIAL PROVISIONS FOR
EROSION AND SEDIMENTATION CONTROL**

GENERAL

This Special Provision covers the protection of storm drainage structures and systems from the effects of erosion and sedimentation from construction activities entering into the system during the course of the work.

MATERIAL

Materials shall be as specified in Section 208.02 Materials of the 2012 MDOT Standard Specifications for Construction.

CONSTRUCTION

Erosion and sedimentation control shall be in accordance with Section 208.03.C.08 of the 2012 MDOT Standard Specifications for Construction, and as follows.

Prior to starting work on a particular street or block, all drainage structure covers on that street or block, or those that the street being worked on drains to, shall be wrapped with a geotextile filter fabric. The fabric shall allow water to flow through, but shall prevent the passage of silts, dirt, clay stone and other construction debris. The fabric shall be wrapped over the top of the cover and extended under, such that when the cover is placed back in the frame, the fabric is around the entire perimeter between the frame and cover.

During final clean-up of the area, the fabric shall be carefully removed, preventing any captured debris from falling into the drainage structure. The fabric shall be inspected daily and repaired immediately to insure the complete and consistent effectiveness of the erosion and sedimentation control.

MEASUREMENT AND PAYMENT

Payment for soil erosion and sedimentation control work will not be paid for separately but shall be included in other work item unit rates.

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SPECIAL PROVISION FOR CONCRETE PAVEMENT REPAIR

GENERAL

This work shall be in accordance with the MDOT 2012 Standard Specifications for Construction Section 601. Portland Cement Concrete for Pavements, Section 602. Concrete Pavement Construction, Section 603. Concrete Pavement Restoration, MDOT Standard Plans R-39-K, R-41-H and R-44-F, and as set forth herein. The work shall consist of saw cutting as necessary for removal of existing concrete pavement, preparation of sub base, placing horizontal dowels, placing concrete, joints, finishing, curing and sealing. Sections of concrete pavement repair, with or without integral curb, may range from four (4) foot wide, partial or full street width, to sections over one hundred (100) feet long, partial or full street width. Where multi-lane patches are required, they shall be constructed on a lane-at-a-time basis so that traffic may be maintained.

If directed by the Engineer, a “2.5 Foot Full Depth Concrete Centerline Repair” shall be constructed in accordance with the attached Special Provision 12RC603-A370-03 2.5 Foot Full Depth Concrete Centerline Repair.

NOTIFICATION

The contractor shall be responsible for notification of residents occupying dwellings and businesses along the line of the work. Forty eight (48) hours prior to the start of work, the Contractor shall give notice to each dwelling, business or address, in writing, of the work to be performed. This notification shall consist of; name of project; anticipated start date; estimated duration including final cleanup and restoration; brief explanation of work to be performed; explanation of and request for cooperation with respect to traffic flow and parking; company name, address, contact person and phone number; and thank you for cooperation.

The Contractor shall also post the street in front of each dwelling or address where construction will take place the day prior to the start of such work. The notification shall: advise of impending work the following day; request to clear the street; notify of loss of access for period of time.

CONCRETE

Mix, mixing and delivery shall be in accordance with the 2012 MDOT Standard Specification Section 601 Portland Cement Concrete for Pavements. Material and construction methods shall conform to these requirements unless otherwise noted herein.

Concrete Grade shall be MDOT P1, with a slump of four (4) inches, and having an entrained air content of not less than five and one half (5½) percent nor more than eight (8) percent.

CONSTRUCTION

When removing existing concrete pavement, the pavement shall be removed to an existing joint, or saw cut to a true line with a vertical face along the lines as marked or directed by the Engineer. The pavement shall be saw cut full depth into existing concrete, or as directed by the Engineer. Intermediate saw cuts shall be made as required by Section 603, referenced above. The removal shall be such that there will be no disturbance and/or damage to sections of pavement which are to remain in place. All damaged or undermined pavement caused by the Contractors operations shall be removed and replaced at the Contractor's expense. The use of a crane and ball type breaking equipment will not be allowed. Pavement removal shall be accomplished with a rubber-tired hydraulic ram or as specified in Section 603 of the MDOT Standard Specifications.

Where subgrade corrections are required due to undesirable or unstable soil conditions as determined by the Engineer, the removal of material and placement of fill shall be performed in accordance with MDOT Section 205, and paid for as Subgrade Undercutting, Type II.

All replacement concrete pavement shall be doweled or anchored to the existing concrete pavement as set forth on MDOT Standard Plans R-39-K and R-44-F, except as modified herein. All longitudinal and transverse anchors shall be epoxy coated #5 deformed bars, 1' – 6" long, spaced at 30" on center, grouted into 1" diameter holes.

Manholes, inlets and other structures shall be set to grade and alignment prior to or during placement of concrete. All structures shall be cleaned thoroughly to permit adhesion of the concrete. All utility structures within the area to be paved shall have a filter fabric installed over and completely around the cover.

All expansion, transverse and longitudinal joints shall be restored. Transverse joints within partial width cuts shall be restored to match the joint in adjacent lanes. Transverse joints in full street width repair sections shall be spaced a minimum of fifteen (15) feet on center. Longitudinal and transverse joints abutting and within the pavement repair sections shall be sealed by saw cutting and filling with hot poured rubber asphalt per MDOT Specification Section 602.03.S. and Section 603.03.D.

Integral curb shall be constructed monolithic with the pavement slab. The curb material shall be placed before the pavement has started its initial set, and shall be of the same mix and shall conform in all respects to the requirements for concrete in the pavement.

Unless otherwise approved by the Engineer, forms will be required when constructing integral curb. The curb concrete shall be vibrated sufficiently to eliminate all voids, and tamped to bring the mortar to the surface. The face and top of the curb shall be finished smooth and true to line, grade and cross section. No more troweling than necessary to obtain the desired result shall be done. Any visible areas of honeycomb or minor defects occurring on the back of the integral curb after forms are removed shall be filled with mortar, composed of one part Portland cement and two parts of fine aggregate from the same source as used in the pavement, applied with a wooden float. Immediate steps shall be taken by the Contractor to correct the conditions contributing to these defects.

Curing shall comply with the 2012 MDOT Standard Specification 602.03.M.

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MEASUREMENT AND PAYMENT

All material, labor and equipment required for constructing concrete pavement repair as specified herein and marked by the Engineer shall be paid for under the unit rates bid for as follows:

Pavt Repr, Rem, Modified, shall include all labor, equipment and material to perform the concrete pavement removal work, including all saw cutting and intermediate saw cuts.

Pavt Repr, Nonreinf Conc, __ inch, with Integral Curb, Modified, shall include all labor, material and equipment to place the concrete pavement repair areas including integral curb, all joints, concrete material, finishing, curing and joint sealing.

Pavt Repr, Nonreinf Conc, __ inch, Modified, shall include all labor, material and equipment to place the concrete pavement repair areas including all joints, concrete material, finishing, curing and joint sealing.

Lane Tie, Epoxy Coated, Modified, shall include all labor, material and equipment to install longitudinal and transverse anchors.

Pay Item

Pay Unit

Pavt Repr, Rem, Modified	Square Yard
Pavt Repr, Nonreinf Conc, 7 inch, with Integral Curb, Modified	Square Yard
Pavt Repr, Nonreinf Conc, 8 inch, with Integral Curb, Modified	Square Yard
Pavt Repr, Nonreinf Conc, 9 inch, with Integral Curb, Modified	Square Yard
Pavt Repr, Nonreinf Conc, 7 inch, Modified	Square Yard
Pavt Repr, Nonreinf Conc, 8 inch, Modified	Square Yard
Pavt Repr, Nonreinf Conc, 9,10,11,12 inch, Modified	Square Yard
Lane Tie, Epoxy Coated, Modified	Each
Subgrade Undercutting, Type II	Cubic Yard

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SPECIAL PROVISIONS FOR CONSTRUCTION OF CURB AND CURB AND GUTTER

GENERAL

The work consists of removing and replacing concrete curb and concrete curb and gutter in accordance with Section 204 and Section 802 of the 2012 MDOT Standard Specifications for Construction and as specified herein.

MATERIALS

All materials used in the construction of curb and curb and gutter shall be in accordance with Section 802.02 of the 2012 MDOT Standard Specifications for Construction and as specified herein.

CONSTRUCTION

This work consists of removing curb and integral curb and gutter, where the adjoining pavement or sidewalk remains. When the curb is integral with the pavement, saw cutting of pavement two and one half (2.5) feet from the back of the curb shall be required.

Construct a separate type curb per MDOT Standard Plan R-30-G, Detail E4, with a top curve radius of 1", and batter to match existing adjacent curb. No horizontal reinforcement or anchor shall be required.

Construct concrete curb and gutter per MDOT Standard Plan R-30-G, Detail C5. Thickness shall match the thickness of the existing abutting pavement. No horizontal reinforcement shall be required. Curb and gutter shall be anchored to existing concrete pavement as specified in the Special Provisions For Concrete Pavement Repair and shall be paid for as Lane Tie, Epoxy Coated, Modified.

Backfill base material removed with concrete curb or integral curb and gutter as specified in Section 204.03.C to the level necessary for new curb or curb and gutter. The cost of all backfill material or any other approved material is included in the unit price of the pay items for new curb or new curb and gutter, and will not be paid separately.

Backfill other area around curb with material excavated from site only if approved by the Engineer. Selected excavated material, suitable for backfill, will be free from rubbish or debris, organic matter, large stones, concrete fragments, or other road material, lumber, tree roots, or branches. In general, selected excavated material to be suitable for backfill will be restricted to excavated topsoil, sand or crumbly clay. Blue clay is not considered a suitable backfill material. If there is not sufficient selected excavated material on the project, the contractor shall provide the needed fill material and no additional payment will be made for providing this backfill.

Restore areas disturbed, to their original condition. Existing lawn areas shall be restored with like replacement. No separate payment will be made for such restoration but is considered part of work item.

MEASUREMENT AND PAYMENT

The completed work as described herein for the removal and replacement of concrete curb and concrete curb and gutter will be measured by the foot. The contract unit price will be payment in full for furnishing all materials, labor and equipment necessary to remove and construct the curb or curb and gutter as specified.

Pay Item	Unit
Curb, Rem	Foot
Curb and Gutter, Rem	Foot
Curb, Conc, Det E4, Modified	Foot
Curb and Gutter, Conc, Det C5, Modified	Foot

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**SPECIAL PROVISIONS FOR
SIDEWALKS AND DRIVEWAYS**

GENERAL

This special provision covers the removal and replacement of sidewalks and driveways.

CONSTRUCTION

This item of work includes removing the concrete sidewalks and driveways, with or without HMA overlay, backfilling, compacting, and grading of the disturbed area, and construction of concrete sidewalk and driveway.

The concrete sidewalk and driveway shall be removed in accordance with the MDOT Standard Specifications for Construction, Section 204, Removing Miscellaneous Structures and Materials.

Concrete sidewalk and driveway, of the thickness specified, shall be constructed in accordance with Section 803 of the 2012 Michigan Department of Transportation Standard Specifications for Construction.

Sidewalk cross slopes shall be between 1% and 2%, sloping towards the street.

The contractor shall stamp all concrete with a legible stamp bearing the name of the company and the year of construction. The stamp shall be placed at the first and last flag of sidewalk placed. No sidewalk construction shall commence without a Contractor's stamp on site.

Restore lawn areas disturbed beyond sidewalk and driveway repair limits to its original conditions. No separate payment will be made for such restoration, but is considered part of the work item.

MEASUREMENT AND PAYMENT

“Sidewalk, Rem”, shall include all labor, equipment and material required for the removal of concrete sidewalks and driveways, regardless of the thickness, shall be measured in square yards.

“Sidewalk, Conc, __ inch”, shall include all labor, equipment and material necessary to complete the installation of new concrete sidewalk or driveway and shall be measured in square feet.

<u>Pay Item</u>	<u>Pay Unit</u>
Sidewalk, Rem	Square Yard
Sidewalk, Conc, 4 inch	Square Feet
Sidewalk, Conc, 6 inch	Square Feet

SPECIAL PROVISIONS FOR SIDEWALK ADA RAMP AND DETECTABLE WARNING SURFACE

GENERAL

This special provision covers construction of ADA sidewalk ramp with detectable warning surface.

The work consists of constructing ADA sidewalk ramp and/or retrofitting ramp with detectable warning surface in accordance with the applicable provisions of Section 803 of the 2012 MDOT Standard Specifications for Construction and the current MDOT Standard Plan (Special Detail) R-28-J.

Complete this work in conformance with the American with Disability Act (ADA) provisions as applicable.

MATERIAL

The Detectable Warning Surface color shall be “safety yellow”, Federal Color Number 33538, unless otherwise approved by the Engineer. The color shall be homogeneous throughout the tile. The tile shall be manufactured by ADA Solutions, Inc., North Billerica, MA 01862, or approved equal.

CONSTRUCTION

Construct sidewalk ramp(s), landings flares and detectable warning surface according to MDOT Standard Plan (Special Detail) R-28-J, included in these Specifications. The Detectable Warning Surface installation shall also comply with the manufacturer’s instructions.

The curb and gutter section at the bottom of the ramp (ramp opening) shall be a full depth curb with a minimum depth of 12 inches, and shall be 18 inches from the back of curb to abutting pavement. The curb shall be anchored to the existing concrete pavement as specified in the Special Provisions For Concrete Pavement Repair and shall be paid for as Lane Tie, Epoxy Coated, Modified.

It is also the Contractor’s responsibility to incorporate any changes made to the ADA accessibility requirements that may take effect prior to the start date of actual construction. If the Contractor determines that any changes significantly alter the original bid cost, the Contractor may submit a written request to the Engineer or his representative for approval and compensation. Include a cost comparison between the original bid cost and the cost of the ADA required changes in the request.

The contractor shall stamp all concrete sidewalk ramps with a legible stamp bearing the name of the company and the year of construction. The stamp shall be placed on the first and last flag of a length sidewalk ramp placed, except for the flag containing the warning surface. No sidewalk or ramp construction shall commence without a Contractor’s stamp on site.

Restore lawn areas disturbed beyond sidewalk ramp repair limits to its original conditions where the change in grade is one (1) inch or less. No separate payment will be made for such restoration, but is considered part of the work item.

Where grade changes are greater than one (1) inch, follow the restoration requirements as specified in the Special Provisions for Lawn Restoration.

Any ramps constructed under this Contract that do not meet the current MDOT Sidewalk Ramp Standard Plans and the latest ADA accessibility requirements will be removed and replaced by the Contractor, as directed by the Engineer or his representative, at the Contractor's expense.

MEASUREMENT AND PAYMENT

The completed work as described herein for "Sidewalk Ramp, ADA __ inch" and "Detectable Warning Surface", will be measured by as square feet and feet respectively. The contract unit price will be payment in full for furnishing all materials, labor and equipment necessary to construct the ADA ramp and curb and warning surface.

Pay Item

Pay Unit

Sidewalk Ramp, ADA, 6 inch
Sidewalk Ramp, ADA, 4 inch
Detectable Warning Surface

Square Feet
Square Feet
Feet

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**SPECIAL PROVISION FOR
UTILITY STRUCTURE ADJUSTMENT,
RECONSTRUCTING STRUCTURES AND COVER REPLACEMENT**

GENERAL

The work consists of adjusting utility structures in accordance with the applicable provisions of Section 403 of the 2012 Michigan Department of Transportation (MDOT) Standard Specifications for Construction, except as modified herein. All storm and sanitary catch basin, inlet and manhole structures, and water gate wells and valve boxes within areas of pavement to be removed and replaced shall be adjusted, raised or lowered as required, so that the covers meet the new pavement elevations, and sealed as specified herein.

MATERIALS

Materials used in the adjustment and reconstruction of utility structures shall be as specified in Section 403. Drainage Structures, of the 2012 MDOT Standard Specifications for Construction, and as follows:

“WrapidSeal Manhole Encapsulation System” as manufactured by CANUSA
“Infi-Shield” as manufactured by Sealing Systems Incorporated
“CS-212 Exterior Joint Wrap” as manufactured by Concrete Sealants, Inc.
Or Approved Equals

EJIW – 00104014 or 00104010 (as determined to with a cover)

EJIW – 001040029 1040AGS Taylor Storm, bolting or no bolting
EJIW – 001040028 1040AGS Taylor Sanitary, bolting or no bolting
EJIW – 001040030 1040AGS Taylor Water

EJIW – 00500074B01 Taylor

CONSTRUCTION

Existing structures and covers shall be adjusted to the proper elevation in accordance with Section 403 of the 2012 MDOT Standard Specifications for Construction, except as modified herein.

Remove an area of pavement and curb around the structure. The frame and cover shall be carefully removed and the upper portion of the existing utility structure repaired as necessary and raised or lowered as required. The frame and cover shall then be reset on the adjusted structure so constructed as to hold them firmly in place and reset on a full mortar bed so as to fit the required new pavement grade and cross section. An external sealing system shall be installed adhering to the structure casting and the precast concrete, block or brick of the structure. Installation shall be in conformance with the manufactures specifications and procedures. The sealing system shall extend down and cover the top one (1) foot of the structure precast concrete, brick or block.

Replace surrounding concrete pavement, curb, curb and gutter, or sidewalk to match existing grades or to the required new pavement grade and cross section.

When the existing frames and covers are unacceptable for reuse as determined by the Engineer, new frames and covers shall be furnished and installed as specified herein. Any reusable frame and cover damaged by the Contractor shall be replaced by the Contractor at no cost to the City. The frames and covers that are not to be

used on the work shall become property of the Contractor and shall be promptly removed from the jobsite and properly disposed of.

Where the structure is in need of repair, in excess of the adjustment limits set forth herein, the existing structure shall be broken down to solid structural material and rebuilt from that point up with new materials to the required new pavement elevations.

MEASUREMENT AND PAYMENT

The completed work as described for adjusting or reconstructing structure will be measured as units and will be paid for at the Contract Unit Price, which price will be payment in full for furnishing all materials, equipment and labor; excavation, backfilling, disposal of surplus material, removal of all debris and foreign material from the structure (including the sump); adjusting the structure and cover to the required new pavement grade and cross section, with the existing or new cover; sealing; and providing access to all structures for inspection, as directed by the Engineer.

Removal and replacement of concrete pavement, curb, curb and gutter, and sidewalk shall be paid separately at the Contract Unit Rates for those items of work.

Structure damage, due to the Contractors operations shall be repaired at the Contractors expense.

“Dr Structure Cover, Adj. Case 1, Modified” shall include the above described work necessary to raise or lower the existing catch basin, manhole or gate well rim elevation involving adjustment, and including the repair or replacement of brick or block to a depth of less than or equal to twelve (12) inches, including mortar, regardless of whether or not it is necessary to remove a cone section to accommodate the rim elevation adjustment.

“Dr Structure, Adj, Add Depth, Case 1, Modified” shall include the above described work necessary to repair or replace the existing catch basin, manhole or gate well structure of blocks or bricks in excess of twelve (12) inches below top of structure. Measurement shall be per foot of repair or replacement of brick or block exceeding twelve (12) inches.

“Drainage Structure Cover, Modified” shall include the furnishing and installation of catch basin, gate well and manhole structure covers of the appropriate type.

“Water Shutoff, Adj, Case __, Modified” shall include the above described work necessary to raise or lower the existing structure and cover of water shutoff boxes.

Pay Item

Pay Unit

Dr Structure Cover, Adj, Case 1, Modified	Each
Drainage Structure Cover, Modified	Each
Dr Structure, Adj, Add Depth, Case 1, Modified	Foot
Water Shutoff, Adj, Case 1, Modified	Each

SPECIAL PROVISIONS FOR CONSTRUCTION OF DRAINAGE STRUCTURES

GENERAL

The work shall consist of constructing manhole and catch basin structures to the size and type, as shown on the City of Taylor Standard Storm Water Detail Drawings ST-1 and ST-2, to the line and elevation of final grade, of Portland cement concrete block masonry, brick masonry or precast concrete units (with or without steel reinforcement as provided); furnishing and placing metal frames and covers; removal of existing drainage structures; installation of storm drainage pipe, and shall include complete restoration of any disturbed lawns or grassy areas.

MATERIALS

The materials used for constructing storm sewer manholes and catch basins shall conform to the requirements of the 2012 MDOT Standard Specifications Section 403.02 Materials, unless otherwise specified herein.

Backfill for storm sewer manholes and catch basins shall be Class IIIA granular material as specified in Table 902.3 of the 2012 MDOT Standard Specifications.

Pavement subgrade backfill shall be Class II or 21A aggregate and shall conform to the Michigan Department of Transportation 2012 Standard Specifications for Construction, Section 902.05

Gray Iron Castings shall be as specified in Section 908.05. Gray Iron Castings of the 2012 MDOT Standard Specifications for Construction, and as specified herein. The structure frames, covers and assemblies shall be as specified in the Special Provision for Utility Structure Adjustment, Reconstructing Structures and Cover Replacements.

Drainage structure sealing shall be as specified in the Special Provision for Utility Structure Adjustment, Reconstructing Structures and Cover Replacements.

Storm drainage pipe shall be as specified on the City of Taylor Standard Storm Water Detail Drawings ST-1 and ST-2.

CONSTRUCTION

Manholes and Catch Basins shall be constructed in accordance with Section 403.03 Construction, of the 2012 MDOT Standard Specifications, and the City of Taylor Standard Storm Water Detail Drawings ST-1 and ST-2 unless otherwise specified herein.

The Contractor shall comply with all Federal, State, and local laws and regulations governing construction methods and the furnishing and use of all safeguards, safety devices, protective equipment, and pollution controls. It shall be the Contractor's responsibility to protect, as reasonably necessary, the life and health of all personnel on the job, the safety and health of the public, and to protect property during the construction of the project.

Pavement, curbs, sidewalks and driveways which are required to be removed, shall be removed as specified in the applicable sections of the 2012 MDOT Standard Specifications for Construction. Pavement, curbs, sidewalks and driveways shall be sawed in straight lines parallel or perpendicular to the line of work or removed to the nearest joint and shall be limited to the minimum area necessary to do the required underground work. Any broken or damaged walks or driveways shall not be patched but shall be entirely replaced. Excavation for constructing manholes and catch basins shall conform to Section 206.03.A of the 2012 MDOT Standard Specification for Construction unless otherwise specified herein.

Backfilling for structures shall be as specified in Section 401.03.D of the 2012 MDOT Standard Specifications. The Backfilling around structures shall not begin any sooner than 12 hours after the structure has been completed, except precast structures which may be backfilled immediately.

Excavation shall be made in such a manner so as to protect the side walls from caving in, and so as not to incur damage to either private or public property. Excavated material shall be hauled away from the trench area continually as part of the trenching operation.

Excavation beyond the minimum dimensions specified or shown on the Plans, when not so directed by the Engineer, will be deemed unauthorized, and the space of excess excavation shall be filled in the same manner as specified above at no increase in Contract Price.

Adequate pumping equipment and drainage facilities shall be provided and maintained to dewater the work area, and water entering the work from whatever source shall be promptly removed and properly disposed of. All required pumping and drainage shall be done without damage to adjacent property or structures, or to the operations of other contractors, and without interference with the rights of public or private owners or pedestrian and vehicular traffic.

Bottoms for structures may be of precast units or poured in place concrete and shall be supported by a compacted six (6) inch granular base. If the bottoms are poured in place, they shall be allowed to set for 24 hours before placing masonry or otherwise working on top of it.

Manhole and catch basin base slabs shall have a nominal diameter and thickness, and be reinforced, as shown on the City of Taylor Standard Storm Water Detail Drawings ST-1 and ST-2.

All ground surfaces shall be left by the Contractor in essentially as good condition as before manhole or catch basin removal or construction started and any pavements, sidewalks, trees, or other things damaged or destroyed on account of the removal or construction shall be repaired, replaced, or settled for at the Contractor's expense unless otherwise noted.

Where called for on the Plans or as directed by the Engineer, manholes and catch basins shall be removed, disposed of, and backfilled as specified in Section 203 Removing Drainage Structures, Culverts and Sewers of the 2012 MDOT Standard Specifications for Construction.

The metal frames, covers, and grates on existing manholes and catch basins that are to be reused shall be carefully removed to prevent damage. Any reusable casting damaged by the Contractor shall be replaced with a new casting without additional cost to the City. All salvaged castings that are not to be used on the work shall become the property of the Contractor and shall be promptly removed from the job site.

Storm water drainage piping shall be installed in accordance with the City of Taylor Standard Storm Water Detail Drawings ST-1 and ST-2.

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MEASUREMENT AND PAYMENT

The completed work as described for constructing new “Manholes”, “Catch Basins” and “Inlets” of the size and type specified will be measured as Drainage Structure units, and will be paid for at the Contract unit price per each. This price shall be full compensation for all labor, equipment, materials, excavation, including removal and disposal of all materials encountered, openings, and backfilling, required to complete the construction as specified herein.

The unit price for Dr Structure, Add Depth, 8 foot to 15 foot, of the diameter required includes the cost of the drainage structure portions greater than 8 feet deep, but no greater than 15 feet deep.

Drainage Structure Cover unit prices shall include the furnishing and installation of the manhole, catch basin and inlet covers of the appropriate type.

Storm water drainage piping shall be installed as specified herein and shall be paid for at the Contract unit price per linear foot for all material, equipment and labor required to complete the installation of piping.

Pavement removal and replacement, when required will be paid for separately.

<u>Pay Item</u>	<u>Pay Unit</u>
Dr Structure, 24 inch dia,	Each
Dr Structure, 48 inch dia,	Each
Dr Structure, 60 inch dia,	Each
Dr Structure, 72 inch dia,	Each
Dr Structure, Add Depth of 24 inch dia, 8 foot to 15 foot	Foot
Dr Structure, Add Depth of 48 inch dia, 8 foot to 15 foot	Foot
Dr Structure, Add Depth of 60 inch dia, 8 foot to 15 foot	Foot
Dr Structure, Add Depth of 72 inch dia, 8 foot to 15 foot	Foot
Dr Structure Cover, Modified	Each
Dr Structure, Rem	Each
12” Storm Drain Pipe	Linear Foot

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**SPECIAL PROVISION FOR
PRIVATE UTILITY STRUCTURE ADJUSTMENTS**

GENERAL

All DTE, MICHCON and ATT utility structures, hand holes, and roadway valve boxes located in street pavement or sidewalk pavement being repaired, removed and replaced shall be adjusted as necessary by the Utility Owner, or their representative. The Contractor shall contact the specific Utility Owner thirty (30) days prior to concrete pavement or sidewalk placement to co-ordinate the adjustment required to the structure to meet the proposed grades.

All DTE, MICHICON and ATT utility structures shall be adjusted and sealed as specified in the Special Provision for Utility Structure Adjustment, Reconstructing Structures and Cover Replacement.

MEASUREMENT AND PAYMENT

All material, labor and equipment required to adjust to grade DTE, MICHCON and ATT utility structures, hand holes, and roadway valve boxes located in street pavement or sidewalk pavement being repaired, removed and replaced shall be paid for under the unit rates bid for unless work is performed by the Utility Owner:

<u>Pay Item</u>	<u>Pay Unit</u>
Dr Structure Cover, Adj, Case 1, Modified, Utility	Each

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**SPECIAL PROVISIONS FOR
DRAINAGE STRUCTURE CLEANING AND SEWER LEAD CLEANING**

GENERAL

The work of drainage structure cleaning consists of cleaning existing catch basins and storm sewer manholes in the area of the project where directed by the Engineer. The work of storm sewer cleaning consists of cleaning storm sewer lines leading from catch basins and manholes.

CONSTRUCTION

When necessary and as directed by the Engineer, the work shall be performed in accordance with Section 403.03.G of the 2012 MDOT Standard Specifications for Construction and as modified herein.

Cleaning shall be by high velocity hydro-cleaning (jetting). Mechanical cleaning shall only be used when authorized by the Engineer. Contractor shall take precautions to protect the sewer lines from damage. No debris shall be accumulated on site except in totally enclosed containers approved by the Engineer. All material deposits shall be removed from site and disposed of at an approved location.

Some of the catch basins, manholes and storm sewers may be completely filled. The Engineer shall determine actual condition and necessity for cleaning prior to cleanout. Cleaning shall restore 90% of the pipe's carrying capacity.

Jet and clean storm sewer lines from the catch basin or manhole a distance of twenty (20) feet.

MEASUREMENT AND PAYMENT

"Dr Structure Cleaning, Modified" will consist of cleaning catch basins and storm sewer manholes, and shall be paid for at the contract unit price each, and will include all equipment and labor necessary to clean each catch basin or manhole, including installation of bulkheads as necessary and hauling away and disposing of any waste and debris generated.

"Dr Structure Lead, Cleaning, Modified" consists of cleaning storm sewer lines leading from catch basins and manholes, and shall be paid for at the contract unit price per foot which will include payment for furnishing all equipment and labor to clean storm sewer lines regardless of size, temporary bulkheads, and hauling away and disposing of any waste and debris generated.

<u>Pay Item</u>	<u>Pay Unit</u>
Dr Structure Cleaning, Modified	Each
Dr Structure Lead, Cleaning, Modified	Foot

SPECIAL PROVISIONS FOR LAWN RESTORATION

GENERAL

This shall apply when areas of concrete sidewalk or driveway pavement are to be removed but not replaced, and along new concrete ADA sidewalk replacement where the grade between the new concrete and the abutting lawn has been changed greater than one (1) inch. The work shall consist of furnishing and installing topsoil, permanent seeding, or hydroseeding, mulch and fertilizer in accordance with the requirements of Section 816 Turf Establishment and Section 917 Turf and Landscape Materials of the 2012 Michigan Department of Transportation Standard Specifications for Construction and as modified herein.

MATERIAL

For seeding, or hydroseeding, the seed mixture shall be THM (Turf Loamy to Heavy) as specified in Section 917, Table 917-1.

The chemical fertilizer nutrient shall meet the requirements specified in Subsection 917.10.B.1, Class A Water Soluble Fertilizer.

Mulching shall be straw mulch blankets per 917.15.B.2.b., with anchoring material in accordance with Section 917.15.C.5.

CONSTRUCTION

Restoration of lawn areas abutting the curb disturbed by concrete pavement or curb and gutter repair, and sidewalk or driveway replacement, shall follow these Specifications. Payment for this work shall be included in the work item unit rate and will not be paid for separately.

Providing and placing topsoil shall be in accordance with Section 816.03.A. Seed shall be sown in accordance with Section 816.03.C.1 by broadcasting, or using the hydroseeding method, in accordance with Table 816.1. Fertilizer shall be applied as set forth in Section 816.03.B. Mulch blankets shall be installed and anchored in accordance with Section 816.03.H.

Restore areas where concrete has been removed and will not be replaced with topsoil of the depth required to bring the area level with the surrounding grade, compact and seed, or hydroseed, in accordance with 2012 MDOT Standard Specification Section 816.03, unless otherwise specified herein. Before the topsoil is placed, the subsurface shall be cleaned of all miscellaneous concrete, stones or other debris. Trim areas of existing lawn to provide neat continuous areas of new planting.

When ADA sidewalk ramps are constructed and the grade differential between the existing abutting lawn and new concrete ramp is greater than one (1) inch, the ground shall be cut and leveled creating a grade transition slope from the top of the new concrete ramp to undisturbed lawn. The grade transition shall be a minimum of sixteen (16) inches in width for up to a four (4) inch grade differential, to a maximum of thirty two (32) inches in width for grade differentials greater than four (4) inches.

If during this re-grading, the existing material is determined to be unsuitable for planting growth, the material shall be removed to a depth of two (2) inches and topsoil shall be placed. Before the topsoil is placed, the

subsurface shall be cleaned of all miscellaneous concrete, stones or other debris. Trim areas of existing lawn to provide neat continuous areas of new planting.

MEASUREMENT AND PAYMENT

“Topsoil Surface, Furn, __ inch, Modified” shall be measured in place by area in square yards and will be paid for at the contract unit price per square yard which shall be payment in full for furnishing all labor, equipment, and materials, including grading, topsoil backfill, seed, mulch and chemical fertilizer nutrient, complete to restore the lawn as specified herein.

“ADA Ramp Restoration” shall be measured in place by area in square yards and will be paid for at the contract unit price per square yard which shall be payment in full for furnishing all labor, equipment, and materials, including grading, topsoil backfill, seed, mulch and chemical fertilizer nutrient, complete to restore the lawn as specified herein.

Pay Item

Pay Unit

Topsoil Surface, Furn, 4 inch, Modified
Topsoil Surface, Furn, 6 inch, Modified
ADA Ramp Restoration

Square Yards
Square Yards
Square Yards

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**SPECIAL PROVISIONS FOR
PROJECT CLEAN-UP**

GENERAL

The Contractor shall provide cleaning/sweeping services on all street, sidewalk, alley and driveway surfaces of the work site, and on all adjoining streets, sidewalks, alleys, driveways within one hundred (100) feet of the work site, to remove all dust, dirt and other debris deposited on the surfaces as a result of the construction activity. The contractor shall remove all dirt and construction debris from the abutting lawn areas. This shall be performed on a weekly basis, or more frequently if conditions warrant.

The sweeping of the street and alley surfaces shall be performed with a self-propelled sweeper equipped with pickup attachments and curb brushes. The equipment shall have a dust control filtration system in addition to utilizing water to control the dust and dirt.

Upon completion of portions of work, and before final acceptance of the work, the Contractor shall remove all temporary buildings or other structures built by him, all false work, excavated material, surplus materials, and rubbish of all kinds from the grounds which he has occupied, and shall leave the line of work in a neat, clean condition satisfactory to the Engineer. The Contractor shall remove all machinery and equipment from the right-of-way.

The Contractor shall replace, renew or restore; in an acceptable manner, all property, both public and private, which may have been damaged during the prosecution of the work. The Contractor shall replace fences, signs, mailboxes, sprinkler heads and/or lines, or other necessary appurtenances, which have been temporarily removed or damaged.

The Contractor shall thoroughly clean all sewers, manholes, catch basins, and other structures affected by his operations whether within or outside of the limits of his work upon leaving that particular work site. The Contractor shall use a “vactor” or other similar equipment suited for this work, or subcontract with a contractor specializing in this work, to properly perform the work. A written report shall be submitted to the City upon completion of the cleaning containing, at a minimum, type of structure, location of structure and date of cleaning.

MEASUREMENT AND PAYMENT

Payment for project clean up will not be paid for separately but shall be included in other work item unit rates.

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HOLD HARMLESS FOR SUPPLY CONTRACTS

Bidder and/or supplier and/or contractor, agrees to indemnify, defend, and save harmless the City of Taylor, their employees, agents and consultants, from and against all loss and expense including, but not limited to, fees and charges of all kinds, including attorneys, and other professionals and court and arbitration costs if applicable by reason of any and all liability asserted or imposed upon the City of Taylor, their employees, agents and consultants for damages because of personal injury, including bodily injury, death at any time resulting there from, sustained by person or persons and/or on account of damage to property, including loss of use thereof, arising out of or in consequence of the performance of this work and/or supply of any materials, whether such injuries to persons or damage to property is due or claimed to be due, to negligence of the bidder and/or supplier and/or contractor, their subcontractors, their suppliers, the City of Taylor, and their employees, agents, and consultants, except only such injury or damage as shall be occasioned by the sole negligence of the City of Taylor, their employees, agents or consultants.

Signed _____

Title _____

EXHIBIT A

INSURANCE REQUIREMENTS

**THE FOLLOWING INSURANCE AND
INDEMNIFICATION REQUIREMENTS CAN NOT BE
SATISFIED WITH YOUR USUAL “CERTIFICATE OF
INSURANCE”**

**Please read the requirements prior to issuing any
documents.**

Special attention should be paid to item “E”

**The contractor also must sign and return this form to
the City of Taylor.**

**City of Taylor
INSURANCE AND INDEMNIFICATION
REQUIREMENTS**

CATEGORY IV

Contractors Doing Work for the City of Taylor

IN CONSIDERATION OF THE CITY OF TAYLOR RETAINING THE UNDERSIGNED
CONTRACTOR FOR THE WORK TO BE PERFORMED FOR THE PROJECT

THE UNDERSIGNED ACCEPTS AND AGREES TO COMPLY WITH THE FOLLOWING
INSURANCE AND INDEMNIFICATION REQUIREMENTS FOR THE WORK:

A. General Liability Coverage to be obtained:

- 1) Minimum limit of \$1,000,000 per occurrence, \$2,000,000 aggregate.
- 2) Include products & completed operations coverage.
- 3) Fire legal coverage of \$100,000 for projects involving a City-owned structure.

B. Automobile Liability Coverage to be obtained:

Minimum of \$1,000,000 combined single limit.

C. Workers Compensation Coverage to be obtained:

Minimum Employers Liability limits of \$100,000 each accident; \$500,000 disease
policy limit and \$100,000 disease each employee.

D. The insurance carrier must have an A.M. Best rating of A- ,VII or better.

E. The City of Taylor must be made an additional insured on all **General Liability Policies** by using one of the following methods:

1. If a written contract has been signed for the work to be performed and the Contractor's General Liability Insurance Policy contains a "Blanket Additional Insured" endorsement which provides for additional insured status "as required by contract", a Certificate of Insurance stating that the Blanket Additional Insured endorsement is included in the G/L policy will be acceptable. However, the "Blanket Additional Insured Endorsement" must also state that it is primary and the additional insured's insurance coverages are non-contributory. If this is not stated then a "Waver of Subrogation" will be required.
2. A standard certificate of Insurance. Also, endorsement CG 2026, or it's equivalent, showing the following language will be acceptable:

"The City of Taylor, and its Officials, Officers, Agents, Representatives, Employees, Boards, Commissions, and Volunteers are named as additional insured parties and this coverage shall be considered to be primary coverage to these additional insureds and the City of Taylor's insurance coverage is non-contributory".

F. The **Description of Operation** section of the Certificate of Insurance **must** describe the project, event, service, etc.

G. If, in the opinion of the Risk Management Committee, the liability exposure to the City is greater than anticipated by these guidelines, the following additional requirements may apply:

1. Owners Protective Liability:

Minimum Limit of Liability in the amount of \$1,000,000 per occurrence, \$2,000,000 aggregate.

2. Higher limits of liability and/or higher A.M. Best Ratings, subject to City Council approval.

H. The Contractor shall save harmless, indemnify and defend the City of Taylor and it's officials, agents, officers, employees, and representatives from and against any and all claims, actions, losses, liabilities, injuries, damages, expenses, and attorney fees which arise out of or involve the performance of the work or the completion of the work for this project.

CONTRACTOR

X _____
SIGNATURE

DATED: _____

EXHIBIT B

Title VI

During the performance of this contract, the contractor, for itself, its assignees and successors, in interest (hereinafter referred to as the “contractor”) agrees, as follows:

1. **Compliance with Regulations:** The contractor shall comply with Regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, sex, or national origin in the selection, retention, and treatment of subcontractors, including procurements of materials in the discrimination prohibited by Section 21.5 of the Regulation, including employment practices when the contractor covers a program set for in Appendix B of the Regulations.
3. **Solicitation for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor’s obligations under the contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor shall provide all information and reports required by the Regulations, or directives issues pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Department or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the State Highway Department or the Federal Highway Administration, as appropriate, and shall set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event the contractor’s noncompliance with the nondiscrimination provisions of this contract, the State Highway Department shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:
 - a. Withholding payments to the contractor under the contract until the contractor complies and/or

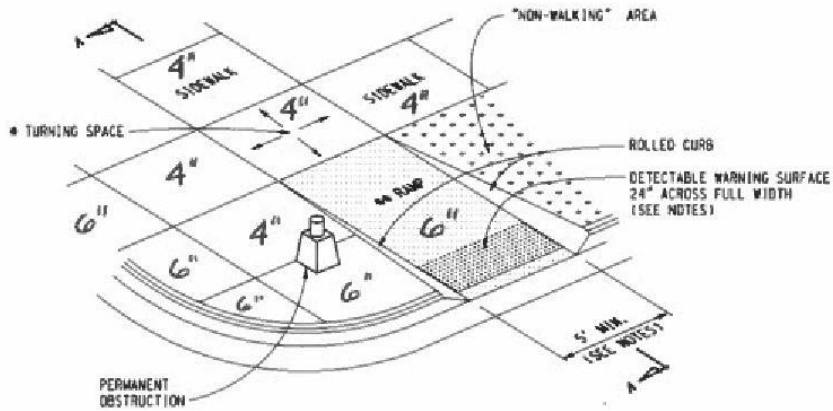
b. Cancellation, termination or suspension of the contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor shall include provisions of paragraphs (1) through (6) in every subcontract, including procurement of material and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the State Highway Department to enter into such litigation to protect the interests of the State, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

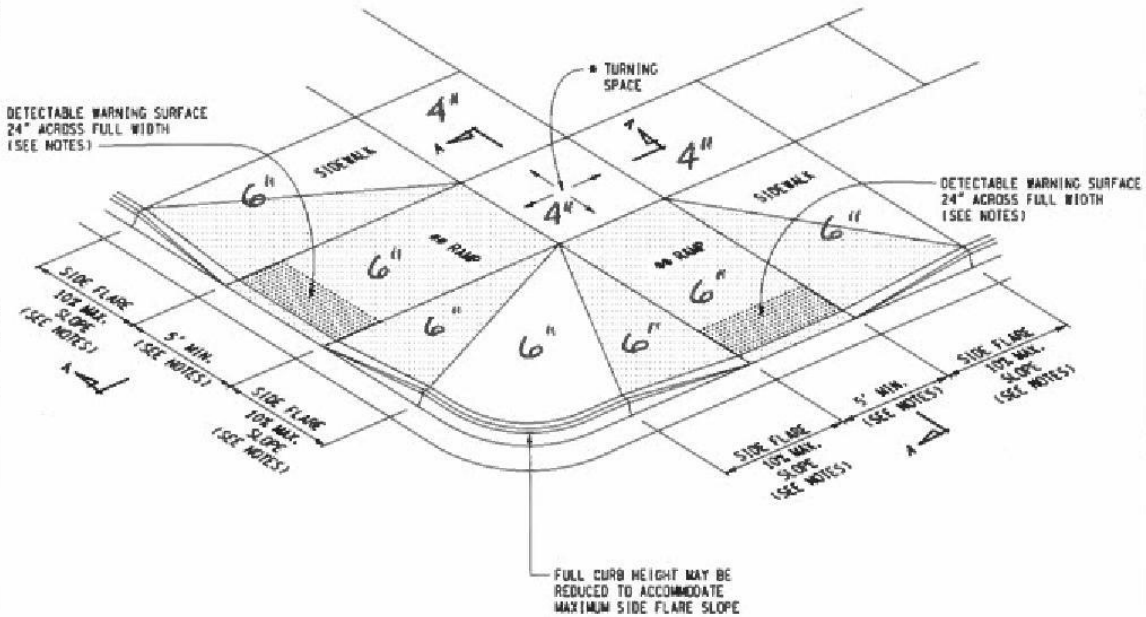
EXHIBIT C

MDOT R-28-I COT AMENDMENT

- MAXIMUM TURNING SPACE SLOPE IS 2.0% IN EACH DIRECTION OF TRAVEL. MINIMUM DIMENSIONS 5' x 5'. SEE NOTES.
- MAXIMUM RAMP CROSS SLOPE IS 2.0%. RUNNING SLOPE 5% - 7% (8.3% MAXIMUM). SEE NOTES.



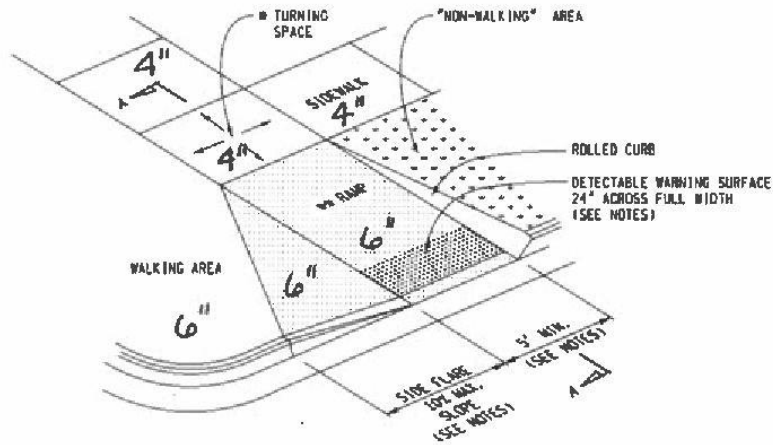
SIDEWALK RAMP TYPE R
(ROLLED SIDES)



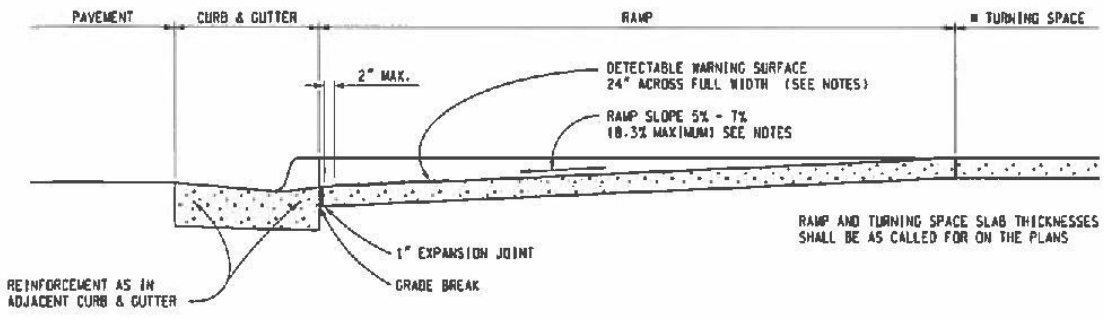
SIDEWALK RAMP TYPE F
(FLARED SIDES, TWO RAMPS SHOWN)

<p>PREPARED BY DESIGN DIVISION</p> <p>DRAWN BY: <u>B.L.T.</u></p> <p>CHECKED BY: <u>M.R.P.</u></p>	<p>DEPARTMENT DIRECTOR Kirk T. Steuds</p> <p>APPROVED BY: <u>Randy U. Pritchard</u> DIRECTOR, BUREAU OF FIELD SERVICES</p>	<p>MICHIGAN DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN FOR</p> <p>SIDEWALK RAMP AND DETECTABLE WARNING DETAILS</p>		
	<p>APPROVED BY: <u>Mark A. Van Pelt</u> DIRECTOR, BUREAU OF HIGHWAY DEVELOPMENT</p>	<p>9-30-2014 F.H.W.A. APPROVAL</p>	<p>7-1-2014 PLAN DATE</p>	<p>R-28-1</p>

- MAXIMUM TURNING SPACE SLOPE IS 2.0% IN EACH DIRECTION OF TRAVEL. MINIMUM DIMENSIONS 5' x 5'. SEE NOTES.
- MAXIMUM RAMP CROSS SLOPE IS 2.0%, RUNNING SLOPE 5% - 7% (8.3% MAXIMUM). SEE NOTES.

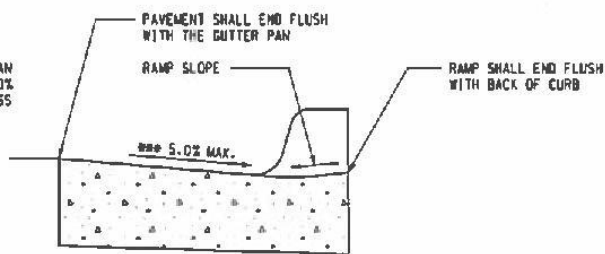


SIDEWALK RAMP TYPE RF
(ROLLED / FLARED SIDES)



SECTION A-A

*** TRANSITION ADJACENT GUTTER PAN CROSS SECTION TO PROVIDE 5.0% MAXIMUM COUNTER SLOPE ACROSS THE RAMP OPENING.



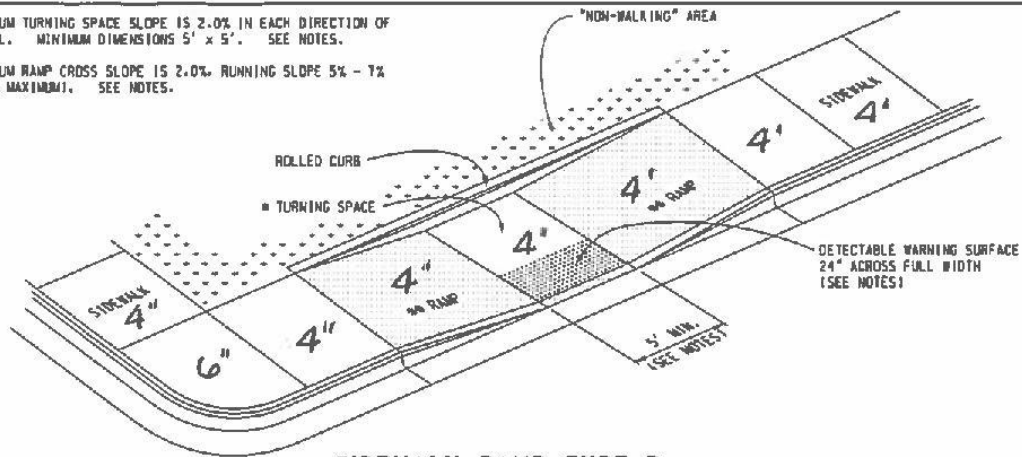
SECTION THROUGH CURB CUT
(TYPICAL ALL RAMP TYPES)

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN FOR

**SIDEWALK RAMP AND
DETECTABLE WARNING DETAILS**

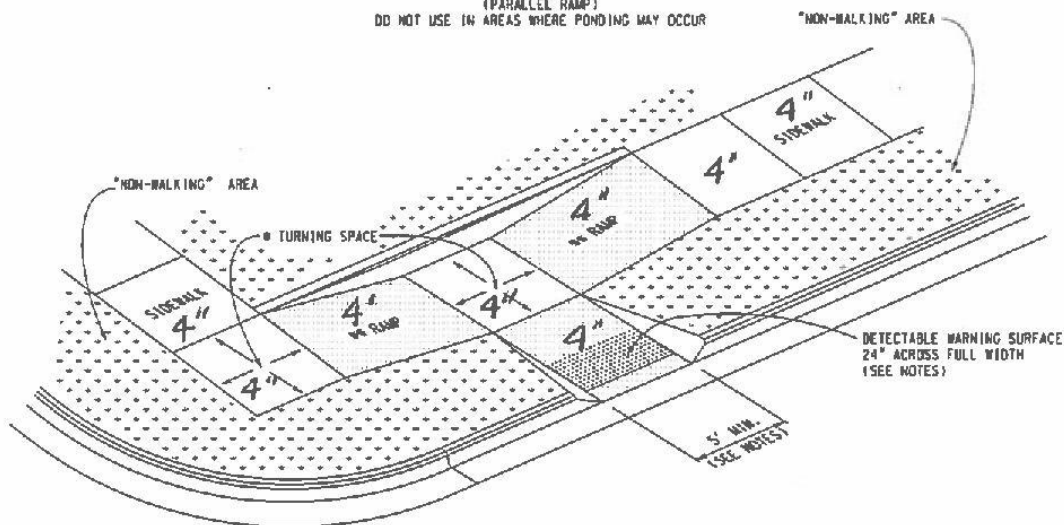
9-30-2014 F.H.V.A. APPROVAL	7-1-2014 PLAN DATE	R-28-1	SHEET 2 OF 1
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- * MAXIMUM TURNING SPACE SLOPE IS 2.0% IN EACH DIRECTION OF TRAVEL. MINIMUM DIMENSIONS 5' x 5'. SEE NOTES.
- ** MAXIMUM RAMP CROSS SLOPE IS 2.0%, RUNNING SLOPE 5% - 7% (0.3% MAXIMUM). SEE NOTES.



SIDEWALK RAMP TYPE P

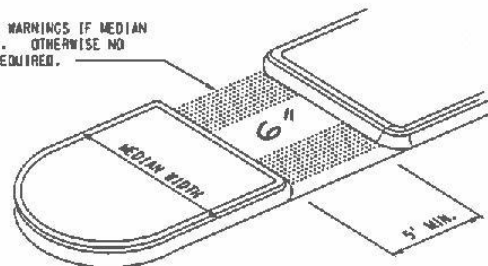
(PARALLEL RAMP)
DO NOT USE IN AREAS WHERE PONDING MAY OCCUR



SIDEWALK RAMP TYPE C

(COMBINATION RAMP)

USE 24" DEEP DETECTABLE WARNINGS IF MEDIAN WIDTH IS AT LEAST 6'-0". OTHERWISE NO DETECTABLE WARNING IS REQUIRED.



SIDEWALK RAMP TYPE M

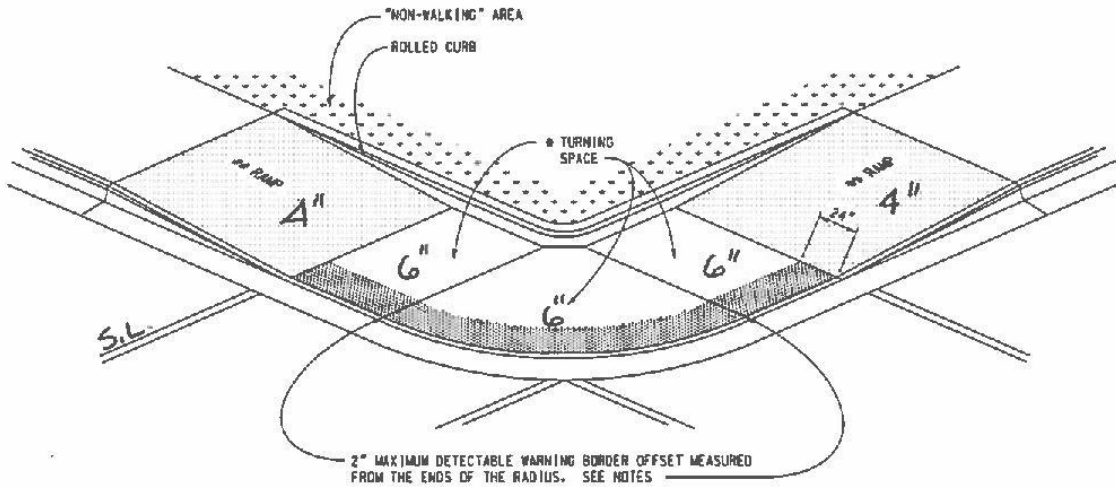
(MEDIAN ISLAND)

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN FOR

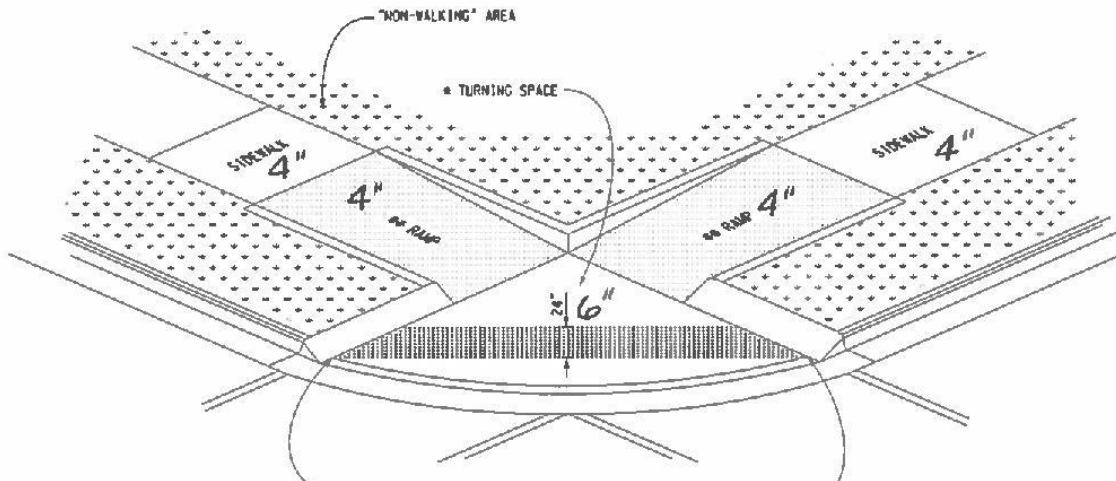
**SIDEWALK RAMP AND
DETECTABLE WARNING DETAILS**

9-30-2014 F.H.W.A. APPROVAL	1-1-2014 PLAN DATE	R-28-1	SHEET 3 OF 7
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- * MAXIMUM TURNING SPACE SLOPE IS 2.0% IN EACH DIRECTION OF TRAVEL. MINIMUM DIMENSIONS 5' x 5'. SEE NOTES.
- ** MAXIMUM RAMP CROSS SLOPE IS 2.0%. RUNNING SLOPE 5% - 7% (8.3% MAXIMUM). SEE NOTES.



(RADIAL DETECTABLE WARNING SHOWN)



(TANGENT DETECTABLE WARNING SHOWN)

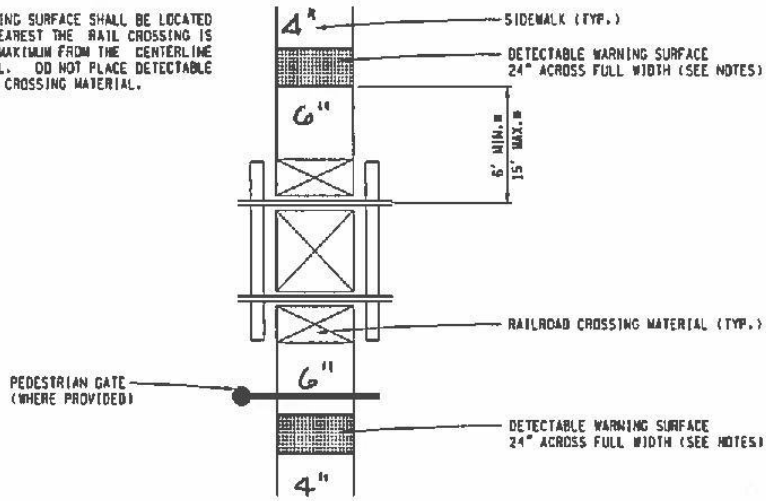
SIDEWALK RAMP TYPE D

(DEPRESSED CORNER)

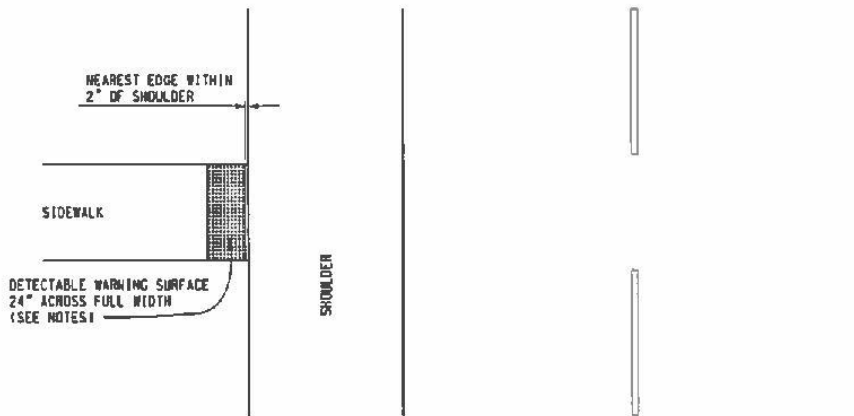
USE ONLY WHEN INDEPENDENT DIRECTIONAL RAMPS CAN NOT BE CONSTRUCTED FOR EACH CROSSING DIRECTION

MICHIGAN DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN FOR			
SIDEWALK RAMP AND DETECTABLE WARNING DETAILS			
9-30-2014 F.H.W.A. APPROVAL	7-1-2014 PLAN DATE	R-28-1	SHEET 4 OF 1

* THE DETECTABLE WARNING SURFACE SHALL BE LOCATED SO THAT THE EDGE NEAREST THE RAIL CROSSING IS 6' MINIMUM AND 15' MAXIMUM FROM THE CENTERLINE OF THE NEAREST RAIL. DO NOT PLACE DETECTABLE WARNING ON RAILROAD CROSSING MATERIAL.

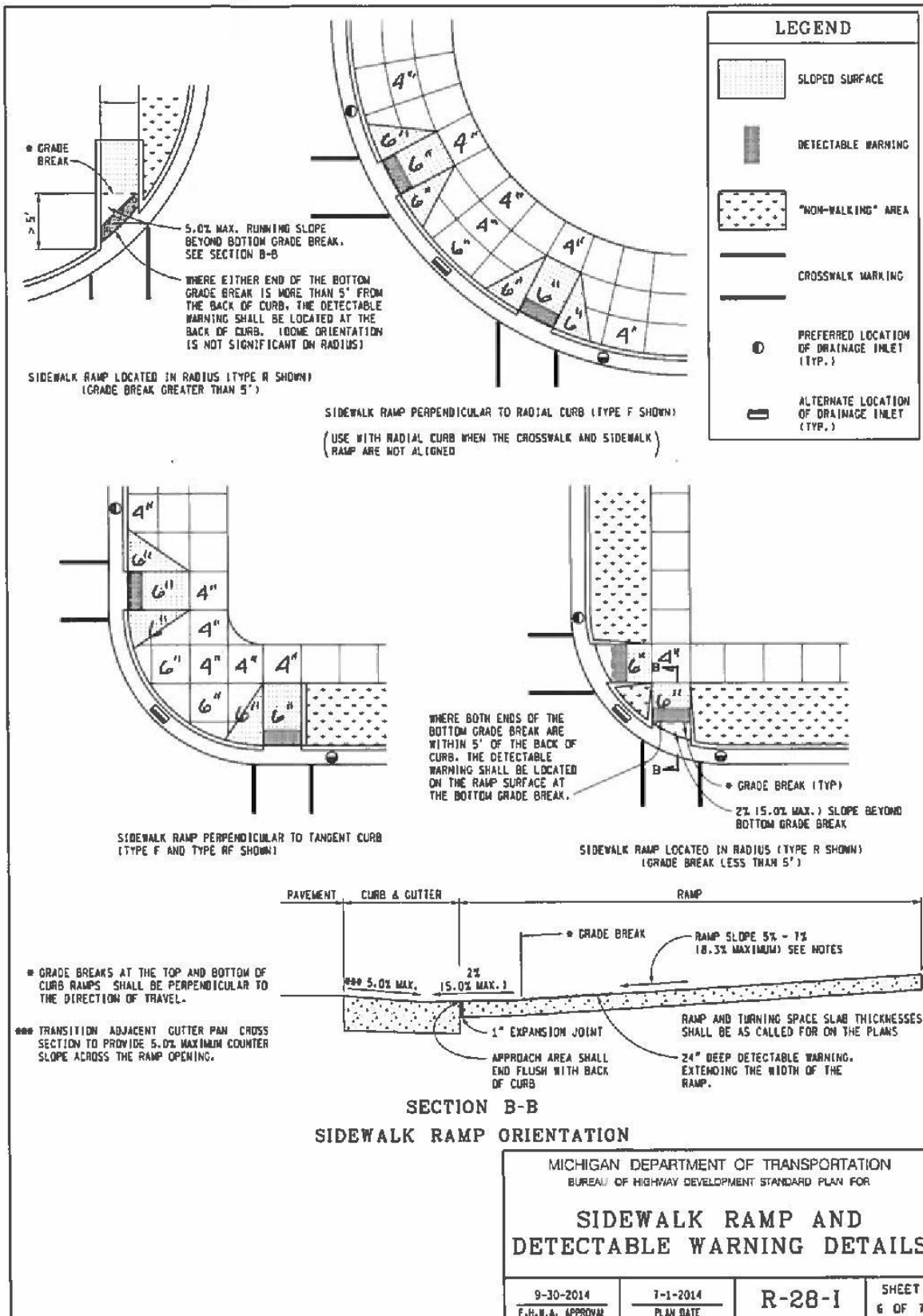


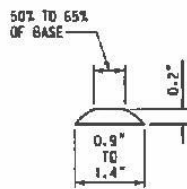
DETECTABLE WARNING AT RAILROAD CROSSING



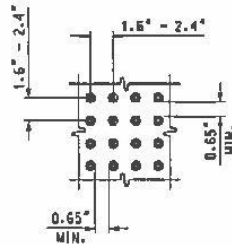
DETECTABLE WARNING AT FLUSH SHOULDER OR ROADWAY

MICHIGAN DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN FOR			
SIDEWALK RAMP AND DETECTABLE WARNING DETAILS			
9-30-2014 F.N.W.A. APPROVAL	7-1-2014 PLAN DATE	R-28-1	SHEET 5 OF 7

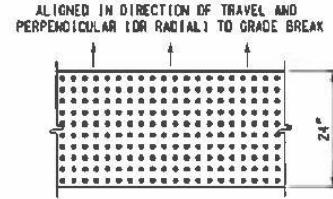




DOME SECTION



DOME SPACING



DOME ALIGNMENT

DETECTABLE WARNING DETAILS

NOTES:

DETAILS SPECIFIED ON THIS PLAN APPLY TO ALL CONSTRUCTION, RECONSTRUCTION, OR ALTERATION OF STREETS, CURBS, OR SIDEWALKS IN THE PUBLIC RIGHT OF WAY.

SIDEWALK RAMPS ARE TO BE LOCATED AS SPECIFIED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

RAMPS SHALL BE PROVIDED AT ALL CORNERS OF AN INTERSECTION WHERE THERE IS EXISTING OR PROPOSED SIDEWALK AND CURB. RAMPS SHALL ALSO BE PROVIDED AT MARKED AND/OR SIGNALIZED MID-BLOCK CROSSINGS.

SURFACE TEXTURE OF THE RAMP SHALL BE THAT OBTAINED BY A COARSE BROOMING, TRANSVERSE TO THE RUNNING SLOPE.

SIDEWALK SHALL BE RAMPED WHERE THE DRIVEWAY CURB IS EXTENDED ACROSS THE WALK.

CARE SHALL BE TAKEN TO ASSURE A UNIFORM GRADE ON THE RAMP, WHERE CONDITIONS PERMIT. IT IS DESIRABLE THAT THE SLOPE OF THE RAMP BE IN ONLY ONE DIRECTION, PARALLEL TO THE DIRECTION OF TRAVEL.

RAMP WIDTH SHALL BE INCREASED, IF NECESSARY, TO ACCOMMODATE SIDEWALK SNOW REMOVAL EQUIPMENT NORMALLY USED BY THE MUNICIPALITY.

PROVIDE TURNING SPACES WHERE PEDESTRIAN TURNING MOVEMENTS ARE REQUIRED.

WHEN 5' MINIMUM WIDTHS ARE NOT FEASIBLE, RAMP WIDTH MAY BE REDUCED TO NOT LESS THAN 4' AND TURNING SPACES TO NOT LESS THAN 4' x 4'.

DETECTABLE WARNING SURFACE COVERAGE IS 24" MINIMUM IN THE DIRECTION OF RAMP/PATH TRAVEL AND THE FULL WIDTH OF THE RAMP/PATH OPENING EXCLUDING CURBED OR FLARED CURB TRANSITION AREAS. A BORDER OFFSET NOT GREATER THAN 2" MEASURED ALONG THE EDGES OF THE DETECTABLE WARNING IS ALLOWABLE. FOR RADIAL CURB THE OFFSET IS MEASURED FROM THE ENDS OF THE RADIUS.

FOR NEW ROADWAY CONSTRUCTION, THE RAMP CROSS SLOPE MAY NOT EXCEED 2.0%. FOR ALTERATIONS TO EXISTING ROADWAYS, THE CROSS SLOPE MAY BE TRANSITIONED TO MEET AN EXISTING ROADWAY GRADE. THE CROSS SLOPE TRANSITION SHALL BE APPLIED UNIFORMLY OVER THE FULL LENGTH OF THE RAMP.

THE MAXIMUM RUNNING SLOPE OF 8.3% IS RELATIVE TO A FLAT (0%) REFERENCE. HOWEVER, IT SHALL NOT REQUIRE ANY RAMP OR SERIES OF RAMPS TO EXCEED 15 FEET IN LENGTH.

DRAINAGE STRUCTURES SHOULD NOT BE PLACED IN LINE WITH RAMPS. THE LOCATION OF THE RAMP SHOULD TAKE PRECEDENCE OVER THE LOCATION OF THE DRAINAGE STRUCTURE. WHERE EXISTING DRAINAGE STRUCTURES ARE LOCATED IN THE RAMP PATH OF TRAVEL, USE A MANUFACTURER'S ADA COMPLIANT GRATE. OPENINGS SHALL NOT BE GREATER THAN 1/2". ELONGATED OPENINGS SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.

TRANSITION THE GUTTER PAN CROSS SECTION SUCH THAT THE COUNTER SLOPE IN THE DIRECTION OF RAMP TRAVEL IS NOT GREATER THAN 5.0%. MAINTAIN THE NORMAL GUTTER PAN CROSS SECTION ACROSS DRAINAGE STRUCTURES.

THE TOP OF THE JOINT FILLER FOR ALL RAMP TYPES SHALL BE FLUSH WITH THE ADJACENT CONCRETE.

CROSSWALK AND STOP LINE MARKINGS, IF USED, SHALL BE SO LOCATED AS TO STOP TRAFFIC SHORT OF RAMP CROSSINGS. SPECIFIC DETAILS FOR MARKING APPLICATIONS ARE GIVEN IN THE "MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES".

FLARED SIDES WITH A SLOPE OF 10% MAXIMUM, MEASURED ALONG THE ROADSIDE CURB LINE, SHALL BE PROVIDED WHERE AN UNOBSTRUCTED CIRCULATION PATH LATERALLY CROSSES THE SIDEWALK RAMP. FLARED SIDES ARE NOT REQUIRED WHERE THE RAMP IS BORDERED BY LANDSCAPING, UNPAVED SURFACE OR PERMANENT FIXED OBJECTS, WHERE THEY ARE NOT REQUIRED, FLARED SIDES CAN BE CONSIDERED IN ORDER TO AVOID SHARP CURB RETURNS AT RAMP OPENINGS.

DETECTABLE WARNING PLATES MUST BE INSTALLED USING FABRICATED OR FIELD CUT UNITS CAST AND/OR ANCHORED IN THE PAVEMENT TO RESIST SHIFTING OR HEAVING.

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN FOR

**SIDEWALK RAMP AND
DETECTABLE WARNING DETAILS**

9-30-2014 F.H.W.A. APPROVAL	7-1-2014 PLAN DATE	R-28-I	SHEET 7 OF 7
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EXHIBIT D

Standard Storm Sewer Details ST-1 and ST-2

CITY OF TAYLOR STANDARD STORM SEWER DETAILS (ST-1)		SHEET ST-2
1040AGS Cover 		1040APTGS Cover
10401ZPT 1040APTGS Assembly 		5000M4 Grate
10401ZPT 1040APTGS Assembly 		5000Z4 M4 Assembly

1040AGS Cover 	1040APTGS Cover
10401ZPT 1040APTGS Assembly 	5000M4 Grate
10401ZPT 1040APTGS Assembly 	5000Z4 M4 Assembly

1040AGS Cover 	1040APTGS Cover
10401ZPT 1040APTGS Assembly 	5000M4 Grate
10401ZPT 1040APTGS Assembly 	5000Z4 M4 Assembly

1040AGS Cover 	1040APTGS Cover
10401ZPT 1040APTGS Assembly 	5000M4 Grate
10401ZPT 1040APTGS Assembly 	5000Z4 M4 Assembly



February 3, 2026

Mr. Chris Gibbs, MBA,
PE City Engineer
25605 Northline Rd.
Taylor, MI 48180

RE: 2026 Concrete Panel Replacement Program

Dear Chris,

I hope this message finds you well. I am writing to express our interest in renewing our partnership for the Concrete Panel Replacement Program project for another season.

We have greatly valued our collaboration with the city and are pleased with the successful outcomes we have achieved together. Additionally, we are happy to inform you that we are willing to hold our unit pricing for this upcoming season, as our suppliers have expressed their interest in continuing with the project and are offering to maintain their pricing for our benefit.

This project has positively impacted our team, as many of our employees reside in or around the city of Taylor. We take pride in contributing to the community and are eager to continue our work on this project.

We look forward to the opportunity to discuss the renewal of the Concrete Panel Replacement Program. Should you require any further information or wish to meet to discuss this matter, please do not hesitate to reach out.

Thank you for your consideration, and we hope to continue our successful partnership with the city of Taylor.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mario Audia', written over a white background.

Mario Audia
Vice President

2025 ASPHALT PAVEMENT RESURFACING CONTRACT "BID TAB"
 BIDNET RFP - 022825-001 (03-04-2025 TO 03-27-2027)

Item #	Description	Unit of Measure	Estimated Quantity	Als' Asphalt Paving (#1)		Ajax Paving Industries (#2)		Florence Cement (#3)		Proline Asphalt Paving (#4)		R & R Asphalt (#5)		Hutch Paving, Inc. (#6)		Cadillac Asphalt (#7)	
				Unit Price (\$)	Total Unit Price (\$)	Unit Price (\$)	Total Unit Price (\$)	Unit Price (\$)	Total Unit Price (\$)	Unit Price (\$)	Total Unit Price (\$)	Unit Price (\$)	Total Unit Price (\$)	Unit Price (\$)	Total Unit Price (\$)	Unit Price (\$)	Total Unit Price (\$)
1	Cold Milling HMA Surface	SYD	83850	\$3.50	\$293,475.00	\$5.44	\$456,144.00	\$4.40	\$368,940.00	\$4.40	\$368,940.00	\$4.25	\$356,362.50	\$3.20	\$268,320.00	\$4.00	\$335,400.00
2	Cold Milling HMA Surface, Modified	SYD	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3	Edge Trimming	LFT	200	\$0.25	\$50.00	\$10.00	\$2,000.00	\$8.00	\$1,600.00	\$10.00	\$2,000.00	\$5.00	\$1,000.00	\$1.00	\$200.00	\$5.00	\$1,000.00
4	Conditioning Existing Pavement, Modified	TON	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
5	Subgrade Undercutting, Type II	CYD	100	\$32.00	\$3,200.00	\$80.00	\$8,000.00	\$54.00	\$5,400.00	\$100.00	\$10,000.00	\$105.00	\$10,500.00	\$80.00	\$8,000.00	\$80.00	\$8,000.00
6	HMA Leveling, 4E1	TON	8250	\$106.00	\$874,500.00	\$109.25	\$901,312.50	\$116.50	\$961,125.00	\$113.00	\$932,250.00	\$116.00	\$957,000.00	\$136.00	\$1,122,000.00	\$130.00	\$1,072,500.00
7	HMA Wearing, 5E1	TON	4950	\$108.00	\$534,600.00	\$122.75	\$607,612.50	\$121.00	\$598,950.00	\$123.00	\$608,850.00	\$125.00	\$618,750.00	\$139.00	\$688,050.00	\$150.00	\$742,500.00
8	HMA Shoulder, Modified	TON	50	\$110.00	\$5,500.00	\$175.00	\$8,750.00	\$115.00	\$5,750.00	\$350.00	\$17,500.00	\$200.00	\$10,000.00	\$160.00	\$8,000.00	\$177.00	\$8,850.00
9	Repair Existing HMA Pavement	SYD	20	\$40.00	\$800.00	\$100.00	\$2,000.00	\$59.00	\$1,180.00	\$200.00	\$4,000.00	\$200.00	\$4,000.00	\$95.00	\$1,900.00	\$470.00	\$9,400.00
10	Repair HMA Pavement, Utility Repair	SYD	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
11	Repair HMA Pavement with Concrete Base, Utility Repair	SYD	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
12	Repair HMA Driveway and Approach, Utility Repair	SYD	20	\$90.00	\$1,800.00	\$100.00	\$2,000.00	\$53.00	\$1,060.00	\$200.00	\$4,000.00	\$200.00	\$4,000.00	\$95.00	\$1,900.00	\$468.00	\$9,360.00
13	Excavation, Earth	CYD	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
14	Aggregate Base, 8 Inch	TON	100	\$20.00	\$2,000.00	\$50.00	\$5,000.00	\$34.50	\$3,450.00	\$100.00	\$10,000.00	\$52.00	\$5,200.00	\$41.00	\$4,100.00	\$40.00	\$4,000.00
15	Aggregate Base, 1" x 3", 4 Inch	TON	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
16	HMA Parking Lot Leveling Course	TON	3200	\$101.00	\$323,200.00	\$107.25	\$343,200.00	\$126.00	\$403,200.00	\$110.00	\$352,000.00	\$121.00	\$387,200.00	\$130.00	\$416,000.00	\$183.00	\$585,600.00
17	HMA Parking Lot Wearing Course	TON	1975	\$101.00	\$199,475.00	\$113.25	\$223,668.75	\$124.00	\$244,900.00	\$123.00	\$242,925.00	\$123.00	\$242,925.00	\$132.00	\$262,700.00	\$190.00	\$375,250.00
18	HMA Parking Lot Repair, 3" Depth	SYD	200	\$32.00	\$6,400.00	\$70.00	\$14,000.00	\$41.00	\$8,200.00	\$70.00	\$14,000.00	\$75.00	\$15,000.00	\$60.00	\$12,000.00	\$146.00	\$29,200.00
19	HMA Parking Lot Repair, Greater Than 3" Depth	SYD	200	\$36.00	\$7,200.00	\$130.00	\$26,000.00	\$56.00	\$11,200.00	\$100.00	\$20,000.00	\$150.00	\$30,000.00	\$60.00	\$12,000.00	\$153.00	\$30,600.00
20	Curb Vertical, HMA, Modified	LFT	200	\$7.00	\$1,400.00	\$15.00	\$3,000.00	\$31.00	\$6,200.00	\$25.00	\$5,000.00	\$15.00	\$3,000.00	\$80.00	\$16,000.00	\$25.00	\$5,000.00
21	Aggregate Base, 6 Inch	TON	100	\$20.00	\$2,000.00	\$50.00	\$5,000.00	\$29.00	\$2,900.00	\$100.00	\$10,000.00	\$52.00	\$5,200.00	\$48.00	\$4,800.00	\$39.00	\$3,900.00
22	Aggregate Base, 1" x 3", 4 Inch	TON	50	\$22.00	\$1,100.00	\$75.00	\$3,750.00	\$32.50	\$1,625.00	\$100.00	\$5,000.00	\$67.50	\$3,375.00	\$45.00	\$2,250.00	\$60.00	\$3,000.00
23	HMA Path Leveling Course	TON	200	\$115.00	\$23,000.00	\$140.00	\$28,000.00	\$132.00	\$26,400.00	\$175.00	\$35,000.00	\$200.00	\$40,000.00	\$140.00	\$28,000.00	\$190.00	\$38,000.00
24	HMA Path Wearing Course	TON	125	\$115.00	\$14,375.00	\$150.00	\$18,750.00	\$125.00	\$15,625.00	\$205.00	\$25,625.00	\$250.00	\$31,250.00	\$142.00	\$17,750.00	\$200.00	\$25,000.00
25	Shoulder, CI II	TON	200	\$26.00	\$5,200.00	\$65.00	\$13,000.00	\$37.50	\$7,500.00	\$80.00	\$16,000.00	\$65.00	\$13,000.00	\$150.00	\$30,000.00	\$90.00	\$18,000.00
26	HMA, Path Repair, 3" Depth	SYD	100	\$29.00	\$2,900.00	\$50.00	\$5,000.00	\$64.00	\$6,400.00	\$100.00	\$10,000.00	\$100.00	\$10,000.00	\$0.00	\$0.00	\$146.00	\$14,600.00
27	HMA, Path Repair, Greater Than 3" Depth	SYD	100	\$30.00	\$3,000.00	\$90.00	\$9,000.00	\$64.00	\$6,400.00	\$120.00	\$12,000.00	\$175.00	\$17,500.00	\$0.00	\$0.00	\$153.00	\$15,300.00
28	Dr Structure Cover, Adj, Case 1, Modified	EACH	30	\$275.00	\$8,250.00	\$1,450.00	\$43,500.00	\$642.00	\$19,260.00	\$1,500.00	\$45,000.00	\$1,750.00	\$52,500.00	\$950.00	\$28,500.00	\$1,350.00	\$40,500.00
29	Dr Structure, Adj, Add Depth, Case 1, Modified	LFT	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
30	Water Shutoff, Adj, Case 1, Modified	EACH	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
31	Dr Structure Cover, Adj, Case 1, Modified, Utility	EACH	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
32	Dr Structure, 24 Inch Dia	EACH	1	\$2,500.00	\$2,500.00	\$3,100.00	\$3,100.00	\$2,053.00	\$2,053.00	\$3,500.00	\$3,500.00	\$3,250.00	\$3,250.00	\$5,500.00	\$5,500.00	\$3,000.00	\$3,000.00
33	Dr Structure, 48 Inch Dia	EACH	1	\$4,000.00	\$4,000.00	\$3,600.00	\$3,600.00	\$3,635.00	\$3,635.00	\$4,000.00	\$4,000.00	\$6,250.00	\$6,250.00	\$6,500.00	\$6,500.00	\$4,150.00	\$4,150.00
34	Dr Structure, 60 Inch Dia	EACH	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
35	Dr Structure, 72 Inch Dia	EACH	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
36	Dr Structure, Adj, Add Depth of 24 Inch Dia, 8 Foot to 15 Foot	LFT	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
37	Dr Structure, Adj, Add Depth of 48 Inch Dia, 8 Foot to 15 Foot	LFT	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
38	Dr Structure, Adj, Add Depth of 60 Inch Dia, 8 Foot to 15 Foot	LFT	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
39	Dr Structure, Adj, Add Depth of 72 Inch Dia, 8 Foot to 15 Foot	LFT	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
40	Dr Structure Cover, Modified	EACH	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
41	Dr Structure, Rem	EACH	2	\$250.00	\$500.00	\$1,150.00	\$2,300.00	\$1,066.00	\$2,132.00	\$1,500.00	\$3,000.00	\$1,250.00	\$2,500.00	\$2,750.00	\$5,500.00	\$640.00	\$1,280.00
42	12" Storm Drain Pipe	LFT	100	\$82.00	\$8,200.00	\$115.00	\$11,500.00	\$104.00	\$10,400.00	\$130.00	\$13,000.00	\$105.00	\$10,500.00	\$105.00	\$10,500.00	\$100.00	\$10,000.00
43	Pavt Repr, Rem, Modified	SYD	3700	\$18.00	\$66,600.00	\$24.00	\$88,800.00	\$26.50	\$98,050.00	\$24.00	\$88,800.00	\$35.00	\$129,500.00	\$25.00	\$92,500.00	\$45.00	\$166,500.00
44	Pavt Repr, Nonreinf Conc, 7 inch, with Integral Curb, Modified	SYD	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
45	Pavt Repr, Nonreinf Conc, 8 inch, with Integral Curb, Modified	SYD	3500	\$70.00	\$245,000.00	\$54.00	\$189,000.00	\$57.00	\$199,500.00	\$54.00	\$189,000.00	\$80.00	\$280,000.00	\$98.00	\$343,000.00	\$52.00	\$182,000.00
46	Pavt Repr, Nonreinf Conc, 7 inch, Modified	SYD	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
47	Pavt Repr, Nonreinf Conc, 8 inch, Modified	SYD	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
48	Pavt Repr, Nonreinf Conc, 9 inch, Modified	SYD	200	\$75.00	\$15,000.00	\$66.50	\$13,300.00	\$94.00	\$18,800.00	\$67.00	\$13,400.00	\$85.00	\$17,000.00	\$92.00	\$18,400.00	\$58.00	\$11,600.00
49	Pavt Repr, Nonreinf Conc, 10 inch, Modified	SYD	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
50	Pavt Repr, Nonreinf Conc, 11 inch, Modified	SYD	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
51	Pavt Repr, Nonreinf Conc, 12 inch, Modified	SYD	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
52	Lane Tie, Epoxy Coated, Modified	EACH	350	\$10.00	\$3,500.00	\$6.00	\$2,100.00	\$22.00	\$7,700.00	\$6.00	\$2,100.00	\$15.00	\$5,250.00	\$15.00	\$5,250.00	\$13.00	\$4,550.00
53	Sidewalk, Rem	SYD	150	\$13.00	\$1,950.00	\$65.00	\$9,750.00	\$48.00	\$7,200.00	\$65.00	\$9,750.00	\$15.00	\$2,250.00	\$18.00	\$2,700.00	\$20.00	\$3,000.00
54	Sidewalk, Conc, 4 inch	SFT	900	\$11.00	\$9,900.00	\$14.25	\$12,825.00	\$8.00	\$7,200.00	\$15.00	\$13,500.00	\$10.00	\$9,000.00	\$9.00	\$8,100.00	\$8.00	\$7,200.00
55	Sidewalk, Conc, 6 inch	SFT	200	\$12.00	\$2,400.00	\$15.75	\$3,150.00	\$10.00	\$2,000.00	\$17.00	\$3,400.00	\$12.00	\$2,400.00	\$11.00	\$2,200.00	\$8.00	\$1,600.00
56	Sidewalk Ramp, ADA, 4 inch	SFT	100	\$11.00	\$1,100.00	\$14.25	\$1,425.00	\$10.00	\$1,000.00	\$15.00	\$1,500.00	\$22.00	\$2,200.00	\$17.00	\$1,700.00	\$9.00	\$900.00
57	Sidewalk Ramp, ADA, 6 inch	SFT	50	\$12.00	\$600.00	\$15.75	\$787.50	\$10.00	\$500.00	\$17.00	\$850.00	\$24.00	\$1,200.00	\$19.00	\$950.00	\$9.00	\$450.00
58	Detectable Warning Surface	LFT	150	\$69.00	\$10,350.00	\$45.00	\$6,750.00	\$50.00	\$7,500.00	\$50.00	\$7,500.00	\$48.00	\$7,200.00	\$80.00	\$12,000.00	\$69.00	\$10,350.00
59	Topsoil Surface, Furn, 4 inch, Modified	SYD	200	\$6.00	\$1,200.00	\$7.00	\$1,400.00	\$0.00	\$0.00	\$12.00	\$2,400.00	\$14.00	\$2,800.00	\$9.00	\$1,800.00	\$10.00	\$2,000.00
60	Topsoil Surface, Furn, 6 inch, Modified	SYD	3500	\$7.00	\$24,500.00	\$5.00	\$17,500.00	\$10.00	\$35,000.00	\$11.00	\$38,500.00	\$18.00	\$63,000.00	\$11.00	\$38,500.00	\$10.00	\$35,000.00
61	ADA Ramp Restoration	SYD	50	\$13.00	\$650.00	\$20.00	\$1,000.00	\$0.00	\$0.00	\$100.00	\$5,000.00	\$16.00	\$800.00	\$40.00	\$2,000.00	\$10.00	\$500.00
62	Linear Feet - Crack and Joint Fill	LFT	200	\$0.70	\$140.00	\$4.50	\$900.00	\$11.50	\$2,300.00	\$30.00	\$6,000.00	\$2.00	\$400.00	\$0.75	\$150		



Invitation for Bid

City of Taylor

Budget & Finance Dept.
 Purchasing Manager: RM
 23555 Goddard Road
 Taylor, MI 48180
 734-374-1459

Bid Number: RFP-022825-001	Bid Title: 2025 Asphalt Pavement Resurfacing Program	
Date Issued: March 4, 2025	Project Manager: City Engineer. Christopher Gibbs, M.B.A., P.E.	
Deadline for Questions: March 18, 2025 @ 10:00 AM	Telephone: 734-287-6500 Ext. #8	Email: cgibbs@ci.taylor.mi.us
Bid Submission Date and Time: March 27, 2025 @ 10:00 AM	City Contact: Christopher Gibbs, M.B.A., P.E	
Bid Opening Date and Time: March 27, 2025 @ 10:00 AM	Telephone: 734-287-6500 Ext. #8	Email: cgibbs@ci.taylor.mi.us

You are invited to participate in this Invitation for Bid. Please submit your bid response in conformance with the instructions specified herein.

By submitting a bid response, the bidder agrees and promises to sell, furnish, and deliver to the City all commodities and services contained in this Invitation for Bid for which a contract is awarded by the City. The bidder shall fully perform the contract in accordance with the all specifications, terms and conditions, and requirements contained in the Invitation for Bid and shall comply with all applicable provisions of the City of Taylor, Purchasing Policies, made a part of the Invitation for Bid and contract by reference.

Written acceptance of the bidder's bid response by the City, by issuance of a purchase order or contract, constitutes a binding contract made and entered into by and between the City of Taylor, acting through the Purchasing Department named above, and the bidder named below:

Bidder Company Name:			
Street Address:			
P.O. Box:	City:	State:	Zip Code:
Toll Free Telephone:	Telephone:	Fax:	
Federal I.D. or Social Security No.:		E-Mail:	
Type or Print Name of Person Signing:		Title:	
Authorized Signature:			
Acceptance (For City Use Only)			
Bid response accepted and contract awarded.			
By _____		Title _____	
Signature _____		Date _____	

Mailing Instructions

Mail a completed and signed Invitation for Bid response in a sealed envelope to the address listed below. Bid responses received after the date and time specified on the cover sheet of this Invitation for Bid will be rejected. Address the envelope containing your response in the following manner:

BID NUMBER - **RFP-022825-001**
BID OPENING DATE - **3/27/2025**
CITY OF TAYLOR
CITY CLERK'S OFFICE
23555 GODDARD ROAD
TAYLOR, MI 48180

Bidder Checklist. Have you remembered to

- | | |
|--------------------------|---|
| <input type="checkbox"/> | 1. Review all instructions, terms, conditions, and specifications to ensure your bid response complies? |
| <input type="checkbox"/> | 2. Prepare your price: products to be used and services to be rendered? |
| <input type="checkbox"/> | 3. Indicate whether you can meet the delivery date indicated on the cover sheet? |
| <input type="checkbox"/> | 4. Complete the " <i>Cover Sheet</i> ", sign and submit with bid package? |
| <input type="checkbox"/> | 5. Complete the " <i>Service Representative</i> " section and submit with bid package? |
| <input type="checkbox"/> | 6. Sign the " <i>Accepts to comply with Insurance Requirements</i> " document, submit with bid package? |
| <input type="checkbox"/> | 7. Complete the " <i>Project Specification</i> " page, sign and submit three (3) copies with bid package? |
| <input type="checkbox"/> | 8. Mark the envelope as indicated above? |

Bidder's Instructions

1. **Addition of Terms and Conditions.** Additional terms and conditions submitted with a bid response are of no effect unless accepted in writing by the Purchasing Department. Bids with any additional terms and conditions may be rejected as non-responsive.
2. **Assistance to Bidders with a Disability.** Bidders with a disability that need an accommodation must contact the Purchasing Agent prior to the deadline for receipt of bids so that reasonable accommodation can be made.
3. **Bid Held Firm.** Bids are not awarded at the bid opening. Bid responses will be firm for 30 days, unless otherwise specified by the Purchasing Agent in writing.
4. **Bid Opening.** All bids received by the time and date of the bid opening will be publicly opened by the City Clerk's Office, with the attendance of the Purchasing Agent at the location indicated on the cover sheet of this solicitation. Interested parties are invited to attend the bid opening.
5. **Bid Results.** Bidders desiring a copy of the bid results are instructed to include a self-addressed, stamped, envelope with their bid response. Bid results will be mailed when an award decision is made. Bidders may also obtain bid results or arrange to review the bid file by contacting the Purchasing Department.
6. **Corrections.** The bidder's authorized representative must initial any corrections and alterations (i.e. erasures, whiteouts, correction tape, etc.) made to the bid response. Those bid responses with corrections and alterations that are not initialed are subject to confirmation by the Purchasing Agent.

7. **Definitions:**

- Bidder Any person or firm submitting a competitive bid in response to a solicitation.
- Bid Results A summary of all bid responses received and the award results
- Bid Response The executed document submitted by a bidder in response to a solicitation.
- Contractor Any person or firm having a contract with a governmental body.
- Solicitation The process of notifying prospective bidders that the City wishes to receive bids for furnishing goods and services.

8. **Facsimile Bids.** Bid responses faxed to the City will be rejected. Bids may be faxed to a third party who will put it in a properly-addressed envelope and deliver it to the Purchasing Department before the date and time specified in the solicitation.
9. **Late Bids.** It is the bidder's responsibility to ensure that a bid response is physically deposited with the City Clerk's Office prior to the date and time specified for the opening. Late bid responses will not be opened and will be rejected regardless of the degree of lateness or the reason.
10. **Multiple Bids.** Bidders may submit more than one bid in response to this solicitation. Each bid submitted must comply in all aspects with the bid requirements and these instructions.
11. **New Equipment and Materials.** Unless otherwise indicated in the detailed specifications of this solicitation, all equipment and materials shall be new and under current production for use in the United States.
12. **Packaging.** All commodities and equipment are to be delivered and packaged strongly and securely according to accepted commercial practices.
13. **Prices, Currency.** All prices must be in United States currency, (USD).
14. **Pricing (Unit and Total Prices).** The unit price is to be according to the unit of measurement specified in the solicitation. In the event of mathematical differences between the unit price and extended total, the unit price will prevail.
15. **Protests.** An interested party may protest the solicitation within seven days before the bid opening or protest the Notice of Intent to Award within seven (7) days after receiving notice. Notice of award will be issued only to those bidders who submitted responses to this IFB seven calendar days after award or issuance of the Notice of Intent to Award. It will be assumed that all interested parties knew or should have known all the facts surrounding the award.
16. **Questions and Clarifications.** All questions and requests for clarification regarding this solicitation must be addressed to the City Engineer (cqibbs@ci.taylor.mi.us) referenced on the cover sheet of this document. The requirements of this solicitation can only be altered by written amendment of the solicitation. Verbal communications from whatever source are of no effect. Questions must be received by the deadline specified on the cover sheet to allow the Purchasing Agent to issue any needed amendments in sufficient time before the bid opening date (if applicable).
17. **Review of the Bids.** After the bid opening, bids become subject to the State of Michigan public records laws. Interested parties may request public information and make arrangements to review the bid file by contacting the City Clerk's Office during normal working hours, between 9:00 a.m. and 5:00 pm., Monday through Friday, excluding holidays.
18. **Rejection.** The City reserves the right to reject any and all bids in whole or in part. Bid responses will be rejected if:
- The bid response is not legible.
 - The bid response is not completed as requested.
 - The bid response is faxed to the City.
 - The bid response is not responsive to the specifications or other requirements of the solicitation.
 - The bid response is received after the time and date specified.
 - The bidder was required to be registered as an approved vendor by the deadline for receipt of bids, and failed to do so.

- The bidder is determined to be not responsible, in accordance with Section 3 of the City of Taylor, Purchasing Policy.
19. **Signature.** The bidder submitting the bid response or that bidder's duly authorized agent or representative must sign the bid response manually in ink. The name and title of the person signing the bid response must be typed or printed below the signature.
 20. **Specifications, Brand Name or Equivalent.** Unless otherwise indicated in the detailed specifications of this solicitation, the use of a specific brand name or make/model is for illustrative purposes only, and the City will consider equivalent products. If a commodity or service put forth by a bidder is rejected as not being equivalent, the Purchasing Agent will notify the bidder of the rejection.
 21. **Specifications, Compliance.** All bids submitted in response to this Invitation for Bid must comply with the specifications contained herein, and the successful bidder will be held responsible. Noncompliance with specifications is grounds for rejection of the bid response. Bidders who desire to submit commodities or services that deviate from these specifications or have any objections to the specifications stated herein must contact the Purchasing Agent in writing as soon as possible, so the Purchasing Agent can determine whether the specifications need to be amended.
 22. **Taxes.** The City does not pay sales tax or federal excise tax. The federal tax-free transaction number and City sales tax exemption number is 38-6006926. The Purchasing Department will furnish a tax exempt certificate upon request.
 23. **Withdrawal or changes to a bid response prior to the bid opening date and time.** Before the bid opening date and time, the bidder's authorized representative may withdraw or change a bid response by making a written request to the Purchasing Agent.
 24. **Withdrawals after the bid opening date and time.** After the opening, no changes may be made to the bid response. The bidder may make a written request to withdraw the bid response, subject to approval by the Purchasing Department. Bidders repeatedly withdrawing bids after the opening date may be removed from the City bidders list.

GENERAL CONTRACT TERMS AND CONDITIONS

1. **Affirmative Action.** The contractor will take affirmative action in complying with all Federal and State requirements concerning fair employment and employment of the handicapped, and concerning the treatment of all employees without regard to race, color, religion, sex, national origin or physical handicap.
2. **Applicable Law and Venue.** This contract is governed by and construed in accordance with the laws of the State of Michigan. Any action to enforce this contract must be brought in the District Court of Wayne County, Michigan.
3. **Assignments and Subcontracts.** The contractor may not assign or otherwise transfer or delegate any right or duty without the City's express written consent. The contractor may enter into subcontracts provided that the City has provided written consent and any such subcontractor acknowledges the binding nature of this contract and incorporates this contract, including any attachments. The contractor is solely responsible for the performance of any subcontractor. The contractor shall not have the authority to contract for or incur obligations on behalf of the City. If the City refuses to approve a subcontractor, the original contract holder shall be responsible for any damages financial or otherwise for not fulfilling the contract obligations.
4. **Binding Contract.** The acceptance of a bid response in writing by the Purchasing Department or Entity constitutes a contract between the bidder and the City. Written acceptance from the Purchasing Department or Entity will be in the form of a purchase order, notification of award, or contract. Any oral agreement or arrangement by a bidder with a City employee or Purchasing Department or Entity will have no force or effect unless reduced to writing.

5. **Compliance with Laws.** The contractor must, in performance of work under this contract, fully comply with all applicable federal, state, or local laws, rules and regulations, including Title VI of the Civil Rights Act of 1964. Any subletting or subcontracting by the contractor subjects subcontractors to the same provision.
6. **Compliance With Public Records Law.** The contractor understands that, except for disclosures prohibited under state open records laws related to confidentiality, in MCL §Act 442 of 1976 *et seq.*, the City must disclose to the public upon request any records it receives from contractor. The contractor further understands that any records which are obtained or generated by the contractor under this contract, except for records that are confidential under in MCL §Act 442 of 1976 *et seq.*, may, under certain circumstances, be open to the public upon request under the Taylor open records law. The contractor agrees to contact the City immediately upon receiving a request for information under the open records law and to comply with the City's instructions on how to respond to the request. Bid responses are exempt records until the time and date of the bid opening.
7. **Confidentiality.** The contractor agrees not to use or disclose any information it receives from the City under this contract that the City has previously identified as confidential or exempt from mandatory public disclosure except as necessary to carry out the purposes of this contract or as authorized in advance by the City. The City agrees not to disclose any information it receives from the contractor that has previously been identified as confidential and which the City determines in its sole discretion is protected from mandatory public disclosure under a specific exception to the State public records law, in MCL §Act 442 of 1976 *et seq.*. The duty of the City and the contractor to maintain confidentiality of information under this section continues beyond the term of this contract, or any extensions or renewals of it.
8. **Contract Amendment.** After a binding contract has been entered into, no changes (i.e. substitution of product or a price adjustment) may be made per City of Taylor Fiscal Year (Contract Year), unless prior written approval has been obtained from the Purchasing Department or Entity. A Mutual Agreement is required per the "Special Terms and Conditions - Contract Period" listed on page seven (7) of this document for any contract year percentage unit cost increases or select unit cost increases applicable to contract.
9. **Inspection and investigations.** The City reserves the right to conduct inspections and investigations related to the bidder and offered commodities or services, including but not limited to the firm, its facility, personnel, qualifications, and the commodities and/or services offered to make determinations regarding compliance with the bid requirements and responsibility of the bidder.
10. **Material and Workmanship.** All material and workmanship shall be subject to inspection and testing by the City either at: the point of manufacturer, place of storage, or upon receipt.
11. **Payment Terms.** Payment will normally be made within thirty days after delivery and acceptance of commodities or services under this contract and receipt of a correct invoice. The city issued purchase order number shall be the primary identification number utilized by the city in the tracking of orders and processing of payments. A vendor's failure to comply with the following two actions could result in a delay of payment. (1) Vendors are required to visibly place the city issued purchase order number on the invoice, (2) Vendors are required to submit the invoice directly to Central Purchasing.
12. **Termination for lack of funding or authority.** This contract shall become null and void, in total or in part, should the City Council of the City of Taylor fail to appropriate funds for any or all departments, which are committed to the terms of this contract. Any such contract termination shall be at no cost to the City.
13. **Termination of Contract**
 - a. **Termination without Cause.** This contract may be terminated by mutual consent of both parties, or by either party upon 30 days' written notice.
 - b. **Termination for Lack of Funding or Authority.** The City may terminate this contract effective upon delivery of written notice to the contractor, or on any later date stated in the notice, under any of the following conditions:

- 1) If funding from federal, state, county, city, or other sources is not obtained and continued at levels sufficient to allow for purchase of the services or supplies in the indicated quantities or term. The contract may be modified by agreement of the parties in writing to accommodate a reduction in funds.
- 2) If federal, state or local laws or rules are modified or interpreted in a way that the services are no longer allowable or appropriate for purchase under this contract or are no longer eligible for the funding proposed for payments authorized by this contract.
- 3) If any license, permit or certificate required by law or rule, or by the terms of this contract, is for any reason denied, revoked, suspended or not renewed.

Termination of this contract under this subsection is without prejudice to any obligations or liabilities of either party already accrued prior to termination.

c. Termination for Cause. The City by written notice of default to the contractor may terminate the whole or any part of this contract:

- 1) Fails to begin the work within the time specified in the Contract;
- 2) Fails to perform the work with sufficient workers and equipment or with sufficient materials to assure the prompt completion of said work;
- 3) Fails to perform the work in accordance with contract requirements or refuses to remove and replace rejected materials or unacceptable work;
- 4) Discontinues the work;
- 5) Fails to resume work which has been discontinued within a reasonable time after notice to do so;
- 6) Becomes insolvent or is declared bankrupt or commits any act of bankruptcy or insolvency;
- 7) Allows any final judgment to remain unsatisfied for a period of 10 days;
- 8) Fails to comply with contract requirements regarding minimum wage payments;
- 9) Is a party to fraud; or
- 10) For any other cause whatsoever, fails to carry on the work in an acceptable manner.
- 11) Bidder subcontracts work without City Authorization

d. Termination, Deliveries. If the contract is terminated for any reason, the contractor is responsible for delivery of all commodities and services ordered prior to the termination, unless those orders had been canceled by the Purchasing Department or Entity

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SPECIAL TERMS AND CONDITIONS

1. **Award.** Award will be made to two responsible bidders with the per unit pricing most advantageous to the City and is responsive to the specifications and all other requirements stated herein. **The City of Taylor maintains the right to assign projects to each successful bidders based on availability of each contractor and available funding**
2. **Bid Selection.** The bid winner will be selected following the applicable process under Section 4.8.12, Bid Evaluation of the Purchasing Policy.
3. **Pre-Qualification:** In Compliance with Section 4.8.7 of the City Purchasing Policy Manual, the requesting department may require the prequalification of vendors for the Formal Bid. The prequalification process may add up to four weeks.
4. **Bid Calculation:** In the event that the bid is generated based on single unit price, the Bid Bond and Performance Bond will be defined by the Central Purchasing Department based on historical data.
5. **Bid Surety, Type Of.** Each bid response must include five thousand (\$5,000) bid surety, either in the form of:
 - a certified check
 - a bank cashier's check
 - a money order
 - a corporate surety bond from a surety company authorized to do business in the City of Taylor

Each bid response must also include a copy of the original bid bond as well as a self-addressed return envelope. Bid sureties of the non-successful bidders that are in the form of a certified check, bank cashier's check or a money order will be returned upon determination of award. The bid surety of the successful bidder(s) will be returned upon the receipt of a completed contract bond and its approval by the City.

6. **Performance Bond.** Prior to the start of any project, the contractor will be required to furnish a performance bond in an amount equal to each individual project or the summation of projects per City of Taylor Fiscal Year (Contract Year) approved by the director of public works or his designee that will guarantee compliance with all terms of the bids and contract.
7. **Contract Period.** The contract or contracts issued as a result of this solicitation will be for a City of Taylor Fiscal Year (July 1, 2025 – June 30, 2026), inclusive, with the option to extend for additional City of Taylor Fiscal Year or renew the contract for a maximum of three (3) additional fiscal years, upon mutual agreement between both the City of Taylor & Contractor, as set forth in a written amendment to this contract. Any contract renewal/extension may include a mutually agreed percentage increase to all or selected unit costs listed in this contract. **The mutual agreement and unit cost increases (if applicable) shall be in writing from the Contractor and approved by the City of Taylor Administration/City Council.**
8. **F.O.B. Point and Freight.** Delivery and passage of title under this contract shall be as follows. Delivery will be F.O.B. Destination to the location specified on the cover page of the solicitation. The freight is to be included in the price of the products. Title will pass to Purchasing Department or entity upon delivery to the specified destination.
9. **Descriptive Literature.** The bidder's response must include descriptive literature or detailed manufacturer's specifications for the specific equipment or commodities being offered. Bidders are instructed to clearly mark the literature information that demonstrates compliance with the specification.
10. **Indemnification and Insurance Requirements.** Bidders must review the attached Risk Management Appendix for indemnification and insurance requirements. The indemnification and insurance provisions are incorporated and made part of this solicitation and the resultant final contract. Objections to any of the provisions of the indemnification and insurance requirements must be made in writing to the attention of the Purchasing Agent by the time and date set for receipt of questions. No alteration of these provisions will be permitted without prior written approval from the Purchasing Department in consultation with the Taylor Risk Management Director. Upon receipt of the Notice of Award, the successful bidder must obtain the required insurance coverage and provide the Purchasing Agent with proof of coverage prior to contract approval. The coverage must be satisfactory to the Purchasing

Department, in consultation with the Taylor Risk Management Director. A bidder's failure to provide evidence of insurance coverage is a material breach and grounds for withdrawal of the award or termination of the contract. Please see (<http://www.cityoftaylor.com/rfp>)

11. **Pricing.** Pricing under this contract shall be as follows:

Firm Fixed. The total bid price is to include all discounts and deductions, and is to be less federal and City taxes, for which exemption certificates will be furnished upon request. Pricing shall be firm for the period of the contract. If an extension of the contract occurs, prices may be adjusted to reflect the additional cost the vendor has incurred only if the vendor provides documentation to prove they have incurred additional costs.

12. **Purchasing Cards.** The Purchasing Department may place orders by issuance of a purchase order or may elect to place an order and make payment using a purchasing card. The contractor will accept a purchasing card without passing the processing fees for the purchase card back to the Purchasing Department or Entity.

13. **Record of Sales.** The contractor must maintain records of sales under the contract and furnish volume of sales information to the Purchasing Department within thirty (30) days upon written request of the Purchasing Department.

14. **Reference Materials.** The contractor will be required to furnish and distribute catalogs and price lists to all using entities.

15. **Servicing of the contract.** The contractor will be required to furnish not less than two (2) copies of catalogs, replacement data books, and price lists to using department. Also, the contractor will be required to provide qualified sales personnel to periodically visit using entities to provide assistance and guidance connected with contract item usage.

16. **Service Representative.** The contractor must provide a dedicated service representative to provide support for this contract. The contractor shall provide the name and contact information for the service provider. During the contract period, the contractor shall notify the Purchasing Agent in the event the contractor's service representative changes.

Name Of Service Representative:	
Address Of Service Rep:	
City & City & Zip Code	
Phone Number:	
Toll Free Number:	
Fax Number:	
E-Mail Address:	

HMA STREET RESURFACING AND REPAIR PROPOSAL

The undersigned have made themselves familiar with the conditions under which it is to be constructed by examination of the details and specifications, all of which are understood and accepted as being sufficient for the purpose. The undersigned proposes to furnish of all labor, material, and equipment as specified and will accept in payment thereof the following unit rates, and the payments will be based on unit prices given in the proposal and quantities measured.

If this proposal is accepted, the undersigned further agrees to perform the work according to a mutually agreed upon construction sequence and schedule to be determined at a Pre-Construction meeting held after all contracts and bonds have been submitted, and to complete all work, unless shortage of material or other causes beyond the Contractor's control prohibit from doing so.

Are wages paid to employees prevailing wages or higher? Yes _____ No _____

BID ITEMS AND UNIT RATES

Provide unit rates in words and numerals. Complete signature and information on Page 11.

Description	Unit of Measure	Estimated Quantity	Unit Price (\$)	Unit Price (Written)
Cold Milling HMA Surface	SYD	83850.0		
Cold Milling HMA Surface, Modified	SYD	0.0		
Edge Trimming	LFT	200.0		
Conditioning Existing Pavement, Modified	TON	0.0		
Subgrade Undercutting, Type II	CYD	100.0		
HMA Leveling, 4E1	TON	8250.0		
HMA Wearing, 5E1	TON	4950.0		
HMA Shoulder, Modified	TON	50.0		
Repair Existing HMA Pavement	SYD	20.0		
Repair HMA Pavement, Utility Repair	SYD	0.0		
Repair HMA Pavement with Concrete Base, Utility Repair	SYD	0.0		
Repair HMA Driveway and Approach, Utility Repair	SYD	20.0		
Excavation, Earth	CYD	0.0		
Aggregate Base, 8 Inch	TON	100.0		
Aggregate Base, 1" x 3", 4 Inch	TON	0.0		
HMA Parking Lot Leveling Course	TON	3200.0		
HMA Parking Lot Wearing Course	TON	1975.0		
HMA Parking Lot Repair, 3" Depth	SYD	200.0		
HMA Parking Lot Repair, Greater Than 3" Depth	SYD	200.0		
Curb Vertical, HMA, Modified	LFT	200.0		

Aggregate Base, 6 Inch	TON	100.0		
Aggregate Base, 1" x 3", 4 Inch	TON	50.0		
HMA Path Leveling Course	TON	200.0		
HMA Path Wearing Course	TON	125.0		
Shoulder, Cl II	TON	200.0		
HMA, Path Repair, 3" Depth	SYD	100.0		
HMA, Path Repair, Greater Than 3" Depth	SYD	100.0		
Dr Structure Cover, Adj, Case 1, Modified	EACH	30.0		
Dr Structure, Adj, Add Depth, Case 1, Modified	LFT	0.0		
Water Shutoff, Adj, Case 1, Modified	EACH	0.0		
Dr Structure Cover, Adj, Case 1, Modified, Utility	EACH	0.0		
Dr Structure, 24 Inch Dia	EACH	1.0		
Dr Structure, 48 Inch Dia	EACH	1.0		
Dr Structure, 60 Inch Dia	EACH	0.0		
Dr Structure, 72 Inch Dia	EACH	0.0		
Dr Structure, Adj, Add Depth of 24 Inch Dia, 8 Foot to 15 Foot	LFT	0.0		
Dr Structure, Adj, Add Depth of 48 Inch Dia, 8 Foot to 15 Foot	LFT	0.0		
Dr Structure, Adj, Add Depth of 60 Inch Dia, 8 Foot to 15 Foot	LFT	0.0		
Dr Structure, Adj, Add Depth of 72 Inch Dia, 8 Foot to 15 Foot	LFT	0.0		
Dr Structure Cover, Modified	EACH	0.0		
Dr Structure, Rem	EACH	2.0		
12" Storm Drain Pipe	LFT	100.0		
Pavt Repr, Rem, Modified	SYD	3700.0		
Pavt Repr, Nonreinf Conc, 7 inch, with Integral Curb, Modified	SYD	0.0		
Pavt Repr, Nonreinf Conc, 8 inch, with Integral Curb, Modified	SYD	3500.0		
Pavt Repr, Nonreinf Conc, 7 inch, Modified	SYD	0.0		
Pavt Repr, Nonreinf Conc, 8 inch, Modified	SYD	0.0		
Pavt Repr, Nonreinf Conc, 9 inch, Modified	SYD	200.0		
Pavt Repr, Nonreinf Conc, 10 inch, Modified	SYD	0.0		
Pavt Repr, Nonreinf Conc, 11 inch, Modified	SYD	0.0		

Pavt Repr, Nonreinf Conc, 12 inch, Modified	SYD	0.0		
Lane Tie, Epoxy Coated, Modified	EACH	350.0		
Sidewalk, Rem	SYD	150.0		
Sidewalk, Conc, 4 inch	SFT	900.0		
Sidewalk, Conc, 6 inch	SFT	200.0		
Sidewalk Ramp, ADA, 4 inch	SFT	100.0		
Sidewalk Ramp, ADA, 6 inch	SFT	50.0		
Detectable Warning Surface	LFT	150.0		
Topsoil Surface, Furn, 4 inch, Modified	SYD	200.0		
Topsoil Surface, Furn, 6 inch, Modified	SYD	3500.0		
ADA Ramp Restoration	SYD	50.0		
Linear Feet - Crack and Joint Fill	LFT	200.0		
Square Feet - Seal Coat	SFT	500.0		
Pavt Makg, Waterborne 4-inch Yellow	LFT	1000.0		
Pavt Makg, Waterborne 4-inch White	LFT	0.0		
Pavt Makg, Waterborne 6-inch White	LFT	0.0		
Pavt Mrkg, Waterboard 24-inch Stop Bar	LFT	200.0		

SIGNED: _____

BY: _____
(Printed Name and Title)

COMPANY: _____

HMA PAVEMENT RESURFACING AND REPAIR GENERAL CONSTRUCTION PROCEDURES AND SCHEDULE

GENERAL

The work shall be performed on HMA paved streets, parking lots and pathways in the City of Taylor and shall consist of, but not be limited to: (1) removing existing HMA pavements; (2) repairing miscellaneous areas of HMA pavement deterioration and restoration of utility repair areas; (3) preparing the existing HMA, concrete or aggregate base as specified herein; (4) constructing new, adjusting and/or reconstructing existing drainage and other public utility structures; (5) furnishing and constructing and repairing HMA pavement; (6) sidewalk removal and replacement, including ADA crosswalks ramps; (7) traffic control, restoration and clean-up.

PRECONSTRUCTION MEETING

A meeting will be held in the City of Taylor Department of Public Services, 25605 Northline Road, following submittal of contract, bonds and insurance, between the Engineer and his representatives, and the successful bidder, and his subcontractors. The purpose of this meeting will be to review the specifications and work areas and to prepare a mutually agreeable construction schedule which will adhere to the time frames set forth herein.

CONSTRUCTION TIME FRAMES

The length of time from the first construction activity on a particular street to the final clean-up shall be no longer than thirty (30) calendar days.

No construction debris shall be stored on the streets longer than two (2) days unless otherwise noted below or approved by the Engineer.

Cleanup and disposal of miscellaneous HMA millings, paving spillage or other construction debris shall be removed from streets, parking lots, pathways, sidewalks, driveways and lawn areas the same day as deposited.

Miscellaneous concrete overspill from concrete street, curb, sidewalk or driveway construction shall be removed, and any honeycombing or voids at back of curbs shall be purged smooth within seven (7) days of concrete placement.

Service walks, sidewalks, ADA ramps and other concrete work shall be started and prosecuted regularly and uninterruptedly until that particular street is complete.

Five (5) days after completion of finished concrete flat work on a particular project area, the affected areas shall be backfilled and compacted, seeded, and clean up completed.

Construction barricades, barrels, signage and notifications shall be removed from the work areas within two (2) days of the completion of backfill and restoration operations.

NOTIFICATION

The Contractor shall provide notification to residents of pending street resurfacing, residential approach, sidewalk and ADA ramp reconstruction activities a minimum of 48 hours in advance of such work. The notice,

SPECIAL PROVISIONS FOR Seal Coating and Crack Sealing

Seal Coating

Power clean and remove any debris caused by crack sealing operation.

Power Clean and remove debris.

Neutralize oil spots where necessary.

Install 2 coats of latex modified coal tar emulsion. Three pounds of silica sand per gallon of emulsion.

Coating to be installed by pressure truck.

Crack Fill

Remove all vegetation, moisture and debris by using hot compressed air lance. Power routing of cracks where needed.

Seal cracks and joints with hot applied joint sealant. Sealant to perform to ASTM-D-6690-A Standards.

Cracks to be sealed using over band method.

Power clean and remove any debris caused by crack sealing operation.

SPECIAL PROVISIONS FOR TRAFFIC MAINTENANCE AND CONTROL

GENERAL

All traffic control devices as required for this project shall conform to the design, material, color, and fabrication requirements as specified on the plans or in the current edition of the Michigan Manual of Uniform Traffic Control Devices and the Michigan Department of Transportation 2012 Standard Specifications for Construction, Section 812.

The Contractor shall furnish, erect, maintain and remove upon completion of the work, all traffic control devices, barricades and lights within the project and around the perimeter of the project for the safety of pedestrian and vehicular and pedestrian traffic. This includes, but is not limited to, advance, regulatory, and warning signs, barricades and channelizing devices at intersecting streets on which traffic is to be maintained, barricades at the ends of the project and at right-of-way lines for intersecting streets which are to be partially closed or closed to traffic, along with barricades, signs, and lights at the intersection of these streets to be partially closed or closed with the first usable street on each side of the project. Traffic regulators, where required, are included. Barricades shall effectively bar vehicular traffic from driving onto the work site, barricades shall be used and maintained in good repair at all times during progress of the work and shall be opened only for construction purposes and public emergency.

Barricades for all parts of the work shall be erected and maintained by the Contractor so as to prevent personal and property damages of all description. Any damages from traffic or other causes occurring previous to the official acceptance of the work shall be repaired by the Contractor.

The Contractor shall be responsible for the posting/signing of work areas to alert residents of up-coming work at a minimum of 48 hours in advance of the start of the work. The property owners, business customers and emergency vehicles shall be assured of access to all properties. At no time shall any street be closed down to local traffic (temporary or permanent) without prior approval from the City of Taylor. Moving of parked vehicles which interfere with the prosecution of work will be the responsibility of the Contractor.

The City of Taylor may perform maintenance work within or adjacent to the streets being repaired. These maintenance crews will coordinate their operations with the City Engineer to minimize the interference to the Contractor. No additional payment will be made to the Contractor for the joint use of the traffic control items.

Provisions for the protection of pedestrians shall be maintained at all times. Walks, driveways and entrances to buildings shall not be unnecessarily blocked. Vehicular access shall be maintained to all commercial properties designated by the Engineer.

Side streets shall not be closed to through traffic except as approved by the Engineer. Interference with traffic at all cross-streets must be held to a minimum during the time required for construction.

MEASUREMENT AND PAYMENT

“Traffic Maintenance and Control”, including all labor, traffic control devices, material and equipment required to provide construction traffic control per these Specifications will not be paid for separately, but shall be included in the unit rates of other work items.

**SPECIAL PROVISIONS FOR
EROSION AND SEDIMENTATION CONTROL**

GENERAL

This Special Provision covers the protection of storm drainage structures and systems from the effects of erosion and sedimentation from construction activities entering into the system during the course of the work.

MATERIAL

Materials shall be as specified in Section 208.02 Materials of the 2012 MDOT Standard Specifications for Construction.

CONSTRUCTION

Erosion and sedimentation control shall be in accordance with Section 208.03.C.08 of the 2012 MDOT Standard Specifications for Construction, and as follows.

Prior to starting work on a particular project, all drainage structure covers on that parking lot, street or block, or those that the parking lot or street being worked on drains to, shall be wrapped with a geotextile filter fabric. The fabric shall allow water to flow through, but shall prevent the passage of silts, dirt, clay stone and other construction debris. The fabric shall be wrapped over the top of the cover and extended under, such that when the cover is placed back in the frame, the fabric is around the entire perimeter between the frame and cover.

During final clean-up of the area, the fabric shall be carefully removed, preventing any captured debris from falling into the drainage structure. The fabric shall be inspected daily and repaired immediately to insure the complete and consistent effectiveness of the erosion and sedimentation control.

MEASUREMENT AND PAYMENT

Payment for soil erosion and sedimentation control work will not be paid for separately but shall be included in other work item unit rates.

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UTILITY COORDINATION

GENERAL

The Contractor shall cooperate and coordinate construction activities with the owners of utilities as stated in Section 104.08 of the 2012 MDOT Standard Specifications for Construction. In addition, for the protections of underground utilities, the contractor shall follow the requirements in Section 107.12 of the 2012 MDOT Standard Specifications for Construction. Contractor delay claims, resulting from a utility, will be determined based upon Section 109.05.E of the 2012 MDOT Standard Specifications for Construction.

For the protection of underground utilities and in conformance with Public Act 53, the Contractor shall call “Miss Dig” at 1-800-482-7171 a minimum of three (3) working days, excluding Saturdays, Sundays and Holidays, prior to beginning excavation or pavement removal activities. The Contractor shall be responsible for notifying utilities that may not be a part of the “Miss Dig” system.

PUBLIC UTILITIES

The following public utilities have facilities located within the City of Taylor Right-of-way:

<u>Utility</u>	<u>Telephone Number</u>
City of Taylor - Water and Sewers	734-374-1373
DTE Energy	313-235-5632
DTE Energy (MichCon)	800-338-0178
AT&T	734-523-7797
Comcast	248-359-6582
Fiber Technologies Networks, LLC	800-497-5578
123.Net, Inc.	248-228-8243
Level 3 Communications, LLC	248-359-2527

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SPECIAL PROVISION FOR HMA SURFACE REMOVAL

GENERAL

This work shall consist of removing HMA pavement surface by use of cold-milling equipment to prepare the foundation for HMA paving per Section 501.03 of the 2012 Michigan Department of Transportation (MDOT) Standard Specifications for Construction and as specified herein.

CONSTRUCTION

The Contractor shall schedule the cold-milling operation so that entire lane width of the roadway is cold milled between road terminus limits before switching over to other lane/side. This is required to avoid having a vehicle travel over milled surface on one side and normal pavement surface other side. The milling shall follow the street pavement width.

The street HMA surface shall be milled to a minimum depth of four (4) inches. It will be the Contractor's responsibility to establish the finish or final grade on all streets milled and resurfaced to ensure a positive drainage to existing drainage structures and/or drainage ditches.

The Contractor shall neatly cut the transverse joint at the limits of the milling at intersection shoulders and terminus limits smooth and vertical to form a neat, smooth and vertical surface to place the new HMA surface against. The limits will be established by the Engineer.

At the end of the day, the Contractor shall place a wedge, a minimum of six (6) feet wide, the full length of all transverse joints at intersections to provide a smooth transition onto and off of the milled surface.

MEASUREMENT AND PAYMENT

The completed work for Cold Milling HMA Surface will be measured in square yards and paid for at the contract unit price for the contract pay item. The price shall be payment in full for all equipment, material and labor required for the removal of the HMA material, establishing finish or final grade for positive drainage, and wedging for longitudinal and transverse transition joints when required, to the depth specified herein, and for transportation and disposal of the removed material.

The trimming of transverse joints at intersection limits of removal shall be paid for by the foot trimmed as per MDOT pay item "Edge Trimming".

<u>Pay Item</u>	<u>Pay Unit</u>
Cold Milling HMA Surface	Square Yard
Edge Trimming	Foot

**SPECIAL PROVISION FOR
HMA OVERLAY SURFACE REMOVAL**

DESCRIPTION

This work shall consist of removing HMA pavement surface over a concrete base by use of cold-milling equipment to prepare the foundation for HMA overlays per Section 501.03 of the 2012 Michigan Department of Transportation (MDOT) Standard Specifications for Construction and as specified herein.

CONSTRUCTION

The Contractor shall schedule the cold-milling operation so that entire lane width of the roadway is cold milled between road terminus limits before switching over to other lane/side. This is required to avoid having a vehicle travel over milled surface on one side and normal pavement surface other side.

The street HMA surface shall be milled a minimum 3-1/2” deep to a maximum 5-1/2” deep, or to the the top of the existing concrete base.

The Contractor shall neatly cut the transverse joint at the limits of the milling at intersection shoulders and terminis limits smooth and vertical to form a neat, smooth and vertical surface to place the new HMA surface against. The limits will be established by the Engineer.

The milled surfaces shall be cleaned and swept including joints, cracks, shoulders, base courses and leveling courses.

At the end of the day, the Contractor shall place a wedge, a minimum of 6 feet wide, the full length of all transverse and longitudinal joints at intersections where milling is greater than 2 inches in depth, to provide a smooth transition onto and off of the milled surface.

MEASUREMENT AND PAYMENT

The completed work for Cold Milling HMA Surface, Modified, will be measured in square yards and paid for at the contract unit price for the contract pay item. The price shall be payment in full for all equipment, material and labor required for the removal of the HMA material, pavement cleaning and wedging for longitudinal and transverse transition joints when required, to the depth specified herein and for transportation and disposal of the removed material.

The trimming of transverse joints at intersection limits of removal shall be paid for by the foot trimmed as per MDOT pay item “Edge Trimming”.

<u>Pay Item</u>	<u>Pay Unit</u>
Cold Milling HMA Surface, Modified	Square Yard
Edge Trimming	Foot

**SPECIAL PROVISION FOR CONDITIONING EXISTING HMA,
CONCRETE PAVEMENT AND AGGREGATE BASE**

GENERAL

This work covers the conditioning of existing HMA pavement to receive HMA paving, the repair of the aggregate base under the HMA surface, and the repair of existing concrete pavement bases to receive an HMA overlay.

This work shall be in accordance with Subsection 501.03.C of the 2012 Michigan Department of Transportation Standard Specifications for Construction including Removing HMA Patches, Joint and Crack Clean Out, Hand Patching, and Repairing Pavement Joints and Cracks, Detail 7, and, shall include the application of bond coat as required.

MATERIAL

The HMA material shall be as specified in Section 501.02. HMA shall also be as set forth in the Special Provision for HMA Application.

Subgrade fill material shall be as specified in Section 205.02, Granular Material Class II of the 2012 MDOT Standard Specifications for Construction.

CONSTRUCTION

Patch or repair the existing HMA base surface or concrete pavement base to receive HMA or HMA overlay in accordance with Subsection 501.03.C.9 of the 2012 Michigan Department of Transportation Standard Specifications for Construction, including Removing HMA Patches, Joint and Crack Clean Out, Hand Patching, and Repairing Pavement Joints and Cracks, Detail 7, and, shall include the application of bond coat as required.

Where stone base subgrade corrections are required due to undesirable or unstable conditions as determined by the Engineer, the removal of material and placement of fill shall be performed in accordance with Section 205.03.E of the 2012 MDOT Standard Specifications for Construction.

MEASUREMENT AND PAYMENT

"Conditioning Existing Pavement, Modified" will be measured and paid for by the ton of HMA material placed. The contract price per ton will be payment in full for furnishing all labor, material and equipment required to remove deteriorated, loose or unstable HMA or concrete material, to clean the pavement surface and apply any bonding material needed, to clean and prep joints and cracks, and to furnish, place and compact the specified Pavement Conditioning Mixture to prepare the existing pavement for the HMA leveling and/or wearing course.

HMA Patch, Remove; Joint and Crack, Cleanout; Hand Patching; and Pavement Joint and Crack, Repr, Det 7; will not be paid for separately but are included in this item of work.

Full depth Pavement Joint and Crack Repair, Detail 8 is not included in the item of work.

"Subgrade Undercutting, Type II" will be measured by cubic yard placed and the unit price will be payment in full for furnishing all labor, material and equipment required to remove and dispose of undesirable or unstable material, and place and compact specified fill.

Pay Item

Conditioning Existing Pavement, Modified
Subgrade Undercutting, Type II

Pay Unit

Ton
Cubic Yard

**SPECIAL PROVISION FOR
HMA APPLICATION**

DESCRIPTION

This Specification covers the furnishing and placing of Hot Mixed Asphalt (HMA) in accordance with Section 501 of the 2012 MDOT Standard Specifications for Construction.

MATERIAL

HMA materials shall be as specified in Section 501.02. Performance Grade; PG 64-22. The aggregate wear index shall be 260.

HMA Bond Coat shall meet the requirements specified in Section 904 of the 2012 MDOT Standard Specifications for Construction.

CONSTRUCTION

The HMA shall be produced and placed in accordance with Section 501.03 of the 2012 MDOT Standard Specifications for Construction.

The HMA Leveling Surfacing Mixture 4E1 shall have a yield of 275 pounds per square yard with an estimated thickness of 2.5 inches.

The HMA Wearing Surfacing Mixture 5E1 shall have a yield of 165 pounds per square yard with an estimated thickness of 1.5 inches.

The material for HMA repair and restoration areas shall be a minimum 2.5 inches of HMA Mixture 4E1 for leveling, and minimum 1.5 inches of HMA Mixture 5E1 for wearing surface, having a total yield of 385 pounds per square yard.

HMA Pavement Conditioning material shall be HMA Mixture 4E1, having a yield of 110 pounds per square yard, per inch of depth (or as directed by the Engineer).

HMA Shoulder, Modified (Driveway/Approach) shall be HMA Mixture 5E1.

On streets being resurfaced, place a minimum of 2.5 inches of HMA Leveling and 1.5 inches of HMA Wearing.

Bond coat shall be applied uniformly at a rate of 0.10 gallons per square yard, or as directed by the Engineer, in accordance with Section 501.03.D of the MDOT Specifications. HMA Bond Coat shall be included in the HMA pay item

MEASUREMENT AND PAYMENT

The unit price bid shall be full compensation for all labor, equipment, and materials required to furnish and place the HMA as specified.

<u>Pay Item</u>	<u>Pay Unit</u>
HMA Leveling, 4E1	Ton
HMA Wearing, 5E1	Ton

SPECIAL PROVISION FOR DRIVEWAY APPROACHES

GENERAL

This work shall include the removal of the existing HMA surface on residential and commercial driveway approaches and the placement and compaction of HMA to provide a smooth transition and positive drainage from the existing approach surface to the new street surface or storm drain.

MATERIAL

The material used for residential and commercial driveways shall be as specified in the City of Taylor Special Provision for HMA Application.

CONSTRUCTION

The driveway approach shall be neatly cut, or shall be scraped clean of existing HMA overlay if any, thoroughly swept clean, and be free of moisture and debris before work is started. Bond coat material shall be SS-1h, meeting the requirements of Table 904-4 Anionic Emulsified Asphalts of the Michigan Department of Transportation 2012 Standard Specifications for Construction and shall be applied uniformly at a rate of 0.10 gallons per square yard to the driveway approach and terminate in a neat, straight line at the point indicated by the Engineer. The HMA shall be placed and compacted from the newly constructed pavement surface to a point in the drive which will provide a smooth transition and positive drainage from the driveway out to the street flow line or storm drain.

This work shall be performed after the mainline paving work has cured.

MEASUREMENT AND PAYMENT

The removal and placement of HMA on residential and commercial driveway approaches will be measured by the weight of material placed in tons, and shall be paid for at the contract unit price per ton which shall be payment in full for furnishing all materials, labor and equipment, including bond coat, required to complete the work as specified.

Pay Item

Pay Unit

HMA Shoulder, Modified

Ton

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**SPECIAL PROVISION FOR
REPAIRING AND RESTORING MISCELLANEOUS LOCATIONS
OF STREET DETERIORATION AND UTILITY REPAIRS**

GENERAL

This work covers the repair of existing deteriorated HMA surfaces, and the restoration of utility repair areas, including; the removal of temporary patching materials, replacement of existing concrete base pavement to receive HMA pavement, the repair and conditioning of the aggregate base under the HMA pavements, and placing HMA pavement; and the restoration of HMA driveways and approaches.

The locations of the repair and restoration work will be assembled by the City of Taylor and presented to the Contractor for work in a minimum of three (3) packages. The work packages will be assigned in April, July and October and are to be completed by the end of that month unless authorized by the City. There may be repair or restoration locations considered “urgent” which may be assigned to the Contractor for immediate attention at any time during this Contract while the Contractor is performing work on this Contract..

MATERIAL

The HMA material shall be as specified in Section 501.02 of the 2012 MDOT Standard Specifications for Construction. HMA shall also be as set forth in the Special Provision for HMA Application.

Mix, mixing and delivery shall be in accordance with the 2012 MDOT Standard Specification Section 601 Portland Cement Concrete for Pavements. Concrete Grade shall be MDOT P1, with a slump of four (4) inches, and having an entrained air content of not less than five (5) percent nor more than seven (7) percent.

CONSTRUCTION

Repair existing deteriorated HMA pavement street surfaces as marked by the Engineer. Remove the marked surface area by cold milling a minimum of four (4) inches in depth, in accordance with the Special Provision for HMA Surface Removal. Condition the existing base in accordance with the Special Provision for Conditioning Existing HMA, Concrete Pavement and Aggregate Base. Place a minimum two and one half (2.5) inches of HMA Mix 4E1 for the leveling course and one and one half (1.5) inches of HMA Mix 5E1 for the wearing or top course, including bond coat. Place the HMA courses in accordance with Section 501.03 of the 2012 MDOT Standard Specifications for Construction. Provide a repaired HMA surface flush with the surrounding existing HMA pavement surface and following the contour of the street.

Restore utility repair areas on HMA pavement street surfaces. Remove the temporary HMA patch and/or aggregate fill to a depth equal to the bottom of the existing HMA pavement. Prepare the base aggregate. Place a minimum two and one half (2.5) inches of HMA Mix 4E1 for the leveling course and one and one half (1.5) inches of HMA Mix 5E1 for the wearing or top course, including bond coat. Place the HMA courses in accordance with Section 501.03 of the 2012 MDOT Standard Specifications for Construction. Provide a repaired HMA surface flush with the surrounding existing HMA pavement surface and following the contour of the street.

Restore utility repair areas on HMA pavement overlays with concrete base. Remove the temporary HMA patch and/or aggregate fill to a depth equal to the bottom of the existing concrete base. Prepare the base and place a minimum of eight (8) inches of concrete, anchored to the existing abutting concrete base in accordance with the Special Provision for Concrete Base Pavement Repair Receiving HMA Overlay. Place a minimum two and one half (2.5) inches of HMA Mix 4E1 for the leveling course and one and one half (1.5) inches of HMA Mix 5E1 for the wearing or top course, including bond coat. Place the HMA courses in accordance with Section 501.03

of the 2012 MDOT Standard Specifications for Construction. Provide a repaired HMA surface flush with the surrounding existing HMA pavement surface and following the contour of the street.

Restore utility repair areas on driveways and approaches with HMA pavement by removing the temporary HMA patch and/or aggregate fill to a depth equal to the bottom of the existing HMA pavement. Prepare the base aggregate. Place a minimum of four (4) inches of HMA Mix 5E1. Place the HMA in accordance with Section 501.03 of the 2012 MDOT Standard Specifications for Construction. Provide a repaired HMA surface flush with the surrounding existing HMA pavement surface and following the contour of the approach or driveway.

Where stone base subgrade corrections are required due to undesirable or unstable conditions as determined by the Engineer, the removal of material and placement of fill shall be performed in accordance with Section 205.03.E of the 2012 MDOT Standard Specifications for Construction.

MEASUREMENT AND PAYMENT

“Repair Existing HMA Pavement” will be measured and paid for by square yards of HMA pavement removed and replaced. The contract unit price per square yard will be payment in full for furnishing all labor, material and equipment required to remove deteriorated HMA pavement, to clean and prepare the base surface, furnish and apply any bonding material needed, and to furnish, place and compact the specified HMA Mixture.

“Restore HMA Pavement, Utility Repair” will be measured and paid for by square yards of HMA pavement replaced. The contract unit price per square yard will be payment in full for furnishing all labor, material and equipment required to remove temporary pavement material, clean and prepare the base surface, furnish and apply any bonding material needed, and to furnish, place and compact the specified HMA Mixtures.

“Restore HMA Pavement with Concrete Base, Utility Repair” will be measured and paid for by square yards of HMA pavement replaced. The contract unit price per square yard will be payment in full for furnishing all labor, material and equipment required to remove temporary pavement material, clean and prepare the base surface, construct the concrete base, furnish and apply any bonding material needed, and to furnish, place and compact the specified HMA Mixtures.

“Restore HMA Driveway and Approach, Utility Repair” will be measured and paid for by square yards of HMA pavement replaced. The contract unit price per square yard will be payment in full for furnishing all labor, material and equipment required to remove temporary pavement material, clean and prepare the base surface, furnish and apply any bonding material needed, and to furnish, place and compact the specified HMA Mixture to the depth required.

Pay Item

Pay Unit

Repair Existing HMA Pavement	Square Yard
Restore HMA Pavement, Utility Repair	Square Yard
Restore HMA Pavement with Concrete Base, Utility Repair	Square Yard
Restore HMA Driveway and Approach, Utility Repair	Square Yard

SPECIAL PROVISION FOR CONSTRUCTION AND REPAIR OF HOT MIXED ASPHALT PARKING LOTS

GENERAL

This Special Provision covers the excavation and construction of the aggregate base course for the construction of a Hot Mixed Asphalt (HMA) parking lots, the furnishing and placing of HMA for new construction of, or repair of existing, HMA parking lots. The work shall be performed in accordance with and Section 205 Roadway Earthwork, Section 302 Aggregate Base Course, Section 307 Aggregate Shoulders and Approaches, and Section 501 Plant Produced Hot Mixed Asphalt of the 2012 Michigan Department of Transportation Standard Specifications for Construction and as specified herein.

MATERIAL

Material for the aggregate base shall 21AA in accordance with Section 302.02.

Material for the 1" x 3" aggregate base shall be limestone or crushed concrete.

HMA materials shall be as specified in MDOT Section 501.02.

The HMA Leveling Course shall be mix 13A and have a yield of 165 pounds per square yard per inch placed.

The HMA Wearing Course shall be mix 1100T and shall have a yield of 165 pounds per square yard per inch placed.

Performance Grade; PG 64-22. The aggregate wear index shall be 260.

HMA Prime Coat and HMA Bond Coat shall be included in the HMA pay item and shall meet the requirements specified in Section 904 of the 2012 MDOT Standard Specifications for construction.

CONSTRUCTION

Earth excavation for the HMA parking lot shall be in accordance with Section 205.03 Construction, of the MDOT 2012 Standard Specifications and as follows.

Excavate earth to accommodate an aggregate base one (1) foot wider than the limits of the proposed parking lot. Excavate the earth to a depth of eight (8) inches below the natural grade. Construct the subgrade in accordance with Section 205.03.N, and compact.

If unstable soil conditions are present, excavate an additional four (4) inches below the aggregate base and place 1" x 3" aggregate or crushed concrete as directed by the City.

All excavated material shall become the property of the Contractor, removed from the site and properly disposed of.

Construct the eight (8) inch aggregate base course in accordance with Section 302.03.

Construct the HMA parking lot pavement with 2.5" of HMA Leveling Course and 1.5" of HMA Wearing Course. The HMA shall be produced and placed in accordance with Section 501.03 of the 2012 MDOT Standard Specifications for Construction.

If storm drainage structures and storm sewer pipes are required, they shall be constructed and paid for in accordance with the Special Provision for Construction of Drainage Structures.

Existing HMA parking lot repairs shall be saw cut neat and the HMA removed to the aggregate sub grade. The HMA material shall become the property of the Contractor and properly disposed of. The existing base material shall be prepared, compacted and graded level to receive the repair HMA in accordance with the Special Provision for Conditioning Existing HMA, Concrete Pavement and Aggregate Base. Replace the HMA pavement with the material specified herein. If the depth of the existing HMA is greater than three (3) inches, place the HMA in two (2) lifts consisting of a leveling course of two (2) inches and the balance to be wearing course material.

MEASUREMENT AND PAYMENT

The unit price bid shall be measured as set forth below and shall be full compensation for all labor, equipment, and materials required to perform the work as specified in this Special Provision.

<u>Pay Item</u>	<u>Pay Unit</u>
Excavation, Earth	Cubic Yard
Aggregate Base, 8 inch	Ton
Aggregate Base, 1" x 3", 4 inch	Ton
HMA Parking Lot Leveling Course	Ton
HMA Parking Lot Wearing Course	Ton
HMA, Parking Lot Repair, 3" Depth	Square Yard
HMA, Parking Lot Repair, Greater Than 3" Depth	Square Yard

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SPECIAL PROVISION FOR CONSTRUCTION AND REPAIR OF HOT MIXED ASPHALT PATHS

GENERAL

This Special Provision covers the excavation and construction of the aggregate base course for the construction of a Hot Mixed Asphalt path, the furnishing and placing of HMA for new construction of or repair of existing Hot Mixed Asphalt (HMA) paths, and the construction of aggregate shoulders as specified by the City. The work shall be performed in accordance with and Section 205 Roadway Earthwork, Section 302 Aggregate Base Course, Section 307 Aggregate Shoulders and Approaches, and Section 501 Plant Produced Hot Mixed Asphalt of the 2012 Michigan Department of Transportation Standard Specifications for Construction and as specified herein.

MATERIAL

Material for the aggregate base shall 21AA in accordance with Section 302.02.

Material for the 1" x 3" aggregate base shall be limestone or crushed concrete.

Material for subgrade undercutting shall be 3" x 1" limestone or crushed concrete.

HMA materials shall be as specified in MDOT Section 501.02.

The HMA Leveling Course shall be mix 13A and have a yield of 165 pounds per square yard per inch placed.

The HMA Wearing Course shall be mix 1100T and shall have a yield of 165 pounds per square yard per inch placed.

Performance Grade; PG 64-22. The aggregate wear index shall be 260.

HMA Prime Coat and HMA Bond Coat shall be included in the HMA pay item and shall meet the requirements specified in Section 904 of the 2012 MDOT Standard Specifications for construction.

The shoulder aggregate shall be 21AA as specified in Section 307.02.

CONSTRUCTION

Earth excavation for the path for HMA pavement shall be in accordance with Section 205.03 Construction, of the MDOT 2012 Standard Specifications and as follows.

Excavate earth to accommodate an aggregate base two (2) foot wider than the width of the proposed path. Excavate the earth to a depth of six (6) inches below the natural grade. Construct the subgrade in accordance with Section 205.03.N, and compact.

If unstable soil conditions are present, excavate an additional four (4) inches below the aggregate base and place 1" x 3" aggregate or crushed concrete as directed by the City.

Perform subgrade undercutting per Section 205.03.E to remedy unstable soil conditions as directed by the Engineer.

All excavated material shall become the property of the Contractor, removed from the site and properly disposed of.

Construct the aggregate base course in accordance with Section 302.03.

Construct the path HMA pavement with 2” of HMA Leveling Course and 2” of HMA Wearing Course. The HMA shall be produced and placed in accordance with Section 501.03 of the 2012 MDOT Standard Specifications for Construction. The path shall be crowned with a maximum 1.5% slope from centerline to the edges of the HMA.

The aggregate shoulders shall be constructed in accordance with Sections 307.03.B thru D of the MDOT Specifications and as specified by the City. The aggregate shoulders shall be compacted in place so that the top of the aggregate is a minimum four (4) inches deep, or equal to the depth of the HMA, and level with the top of the HMA surface. The shoulders shall be determined by the City and shall extend from the edge of the HMA path to the existing grade and be feathered to meet the existing grade.

Existing HMA Path repairs shall be saw cut neat and the HMA removed to the aggregate sub grade. The HMA material shall become the property of the Contractor and properly disposed of. The existing base material shall be prepared, compacted and graded level to receive the repair HMA in accordance with the Special Provision for Conditioning Existing HMA, Concrete Pavement and Aggregate Base. Replace the HMA pavement with the material specified herein. If the depth of the existing HMA is greater than three (3) inches, place the HMA in two (2) lifts consisting of a leveling course of two (2) inches and the balance to be wearing course material.

MEASUREMENT AND PAYMENT

The unit price bid shall be measured as set forth below and shall be full compensation for all labor, equipment, and materials required to perform the work as specified in this Special Provision.

<u>Pay Item</u>	<u>Pay Unit</u>
Excavation, Earth	Cubic Yard
Subgrade Undercutting, Type II	Cubic Yard
Aggregate Base, 6 inch	Ton
Aggregate Base, 1” x 3”, 4 inch	Ton
HMA Path Leveling Course	Ton
HMA Path Wearing Course	Ton
Shoulder, C1 II	Ton
HMA, Path Repair, 3” Depth	Square Yard
HMA, Path Repair, Greater Than 3” Depth	Square Yard

SPECIAL PROVISION FOR HMA CURB

GENERAL

The work shall consist of constructing and repairing HMA curbs where directed by the City.

MATERIALS

HMA curb material shall be as specified in the Special Provision for HMA Application for HMA Wearing Surfacing Mixture 5E1.

Bond Coat shall meet the requirements specified in Section 904 of the 2012 MDOT Standard Specifications for Construction.

CONSTRUCTION

Construction of HMA curbs shall comply with the 2012 Michigan Department of Transportation Standard Specifications for Construction Section 805.03 and as specified herein.

Curb shall be a vertical curb with a height above the pavement of six (6) inches, a base width of six (6) inches and tapered to a top width of three (3) inches or approved equal.

Bond coat shall be applied uniformly at a rate of 0.10 gallons per square yard in accordance with Section 501.03.D of the MDOT Specifications. Bond coat shall be included in the curb pay item.

At a minimum of twenty four (24) hours after placing curb, backfill with topsoil and compact from top to new curb, two (2) foot wide, to existing grade and seed. Backfill and seed to be as specified in Special Provision for Restoration.

MEASUREMENT AND PAYMENT

Curb construction of the type specified will be measured as follows, and shall be paid for at the contract unit price which shall be payment in full for all labor, material and equipment to provide the HMA curb as specified herein.

<u>Pay Item</u>	<u>Pay Unit</u>
Curb Vertical, HMA, Modified	Foot

**SPECIAL PROVISION FOR
UTILITY STRUCTURE ADJUSTMENT,
RECONSTRUCTING STRUCTURES AND COVER REPLACEMENT**

GENERAL

The work consists of adjusting utility structures in accordance with the applicable provisions of Section 403 of the 2012 Michigan Department of Transportation (MDOT) Standard Specifications for Construction, except as modified herein. All storm and sanitary catch basin, inlet and manhole structures, and watergate wells and valve boxes within areas of pavement to be removed and replaced shall be adjusted, raised or lowered as required, so that the covers meet the new pavement elevations, and sealed as specified herein.

MATERIALS

Materials used in the adjustment and reconstruction of utility structures shall be as specified in Section 403. Drainage Structures, of the 2012 MDOT Standard Specifications for Construction, and as follows:

ng: “WrapidSeal Manhole Encapsulation System” as manufactured by CANUSA
“Infi-Shield” as manufactured by Sealing Systems Incorporated
“CS-212 Exterior Joint Wrap” as manufactured by Concrete Sealants, Inc.
Approved Equals

EJIW – 00104014 or 00104010 (as determined to with a cover)

EJIW – 001040029 1040AGS Taylor Storm, bolting or no bolting
EJIW – 001040028 1040AGS Taylor Sanitary, bolting or no bolting
EJIW – 001040030 1040AGS Taylor Water

EJIW – 00500074B01 Taylor

CONSTRUCTION

Existing structures and covers shall be adjusted to the proper elevation in accordance with Section 403 of the 2012 MDOT Standard Specifications for Construction, except as modified herein.

For concrete based streets receiving a HMA overlay, remove an area of pavement and curb around the structure. The frame and cover shall be carefully removed and the upper portion of the existing utility structure repaired as necessary and raised or lowered as required. The frame and cover shall then be reset on the adjusted structure so constructed as to hold them firmly in place and reset on a full mortar bed so as to fit the required new pavement grade and cross section.

On an HMA based street, the frame and cover shall be carefully removed and the upper portion of the existing utility structure repaired as necessary and raised or lowered as required to provide positive drainage from the new street surface. The frame and cover shall then be reset on the adjusted structure so constructed as to hold them firmly in place and reset on a full mortar bed so as to fit the required new pavement grade and cross section.

An external sealing system shall be installed adhering to the structure casting and the precast concrete, block or brick of the structure. Installation shall be in conformance with the manufactures specifications and procedures. The sealing system shall extend down and cover the top one (1) foot of the structure precast concrete, brick or block.

Replace surrounding HMA pavement, concrete pavement, curb, curb and gutter, or sidewalk to match existing grades or to the required new pavement grade and cross section.

Where the structure is in need of repair, in excess of the adjustment limits set forth herein, the existing structure shall be broken down to solid structural material and rebuilt from that point up with new materials to the required new pavement elevations.

MEASUREMENT AND PAYMENT

The completed work as described for adjusting or reconstructing structure will be measured as units and will be paid for at the Contract Unit Price, which price will be payment in full for furnishing all materials, equipment and labor; excavation, backfilling, disposal of surplus material, removal of all debris and foreign material from the structure (including the sump); adjusting the structure and cover to the required new pavement grade and cross section, with the existing or new cover; sealing; and providing access to all structures for inspection, as directed by the Engineer.

Removal and replacement of HMA pavement, concrete pavement, curb, curb and gutter, and sidewalk shall be paid separately at the Contract Unit Rates for those items of work.

Structure damage, due to the Contractor's operations shall be repaired at the Contractor's expense.

"Dr Structure Cover, Adj. Case 1, Modified" shall include the above described work necessary to raise or lower the existing catch basin, manhole or gate well rim elevation involving adjustment, and including the repair or replacement of brick or block to a depth of less than or equal to twelve (12) inches, including mortar, regardless of whether or not it is necessary to remove a cone section to accommodate the rim elevation adjustment.

"Dr Structure, Adj, Add Depth, Case 1, Modified" shall include the above described work necessary to repair or replace the existing catch basin, manhole or gate well structure of blocks or bricks in excess of twelve (12) inches below top of structure. Measurement shall be per foot of repair or replacement of brick or block exceeding twelve (12) inches.

"Water Shutoff, Adj, Case __, Modified" shall include the above described work necessary to raise or lower the existing structure and cover of water shutoff boxes.

<u>Pay Item</u>	<u>Pay Unit</u>
Dr Structure Cover, Adj, Case 1, Modified	Each
Dr Structure, Adj, Add Depth, Case 1, Modified	Foot
Water Shutoff, Adj, Case 1, Modified	Each

SPECIAL PROVISIONS FOR CONSTRUCTION OF DRAINAGE STRUCTURES

GENERAL

The work shall consist of constructing manhole and catch basin structures to the size and type, as shown on the City of Taylor Standard Storm Water Detail Drawings ST-1 and ST-2, to the line and elevation of final grade, of Portland cement concrete block masonry, brick masonry or precast concrete units (with or without steel reinforcement as provided); furnishing and placing metal frames and covers; removal of existing drainage structures; installation of storm drainage pipe, and shall include complete restoration of any disturbed lawns or grassy areas.

MATERIALS

The materials used for constructing storm sewer manholes and catch basins shall conform to the requirements of the 2012 MDOT Standard Specifications Section 403.02 Materials, unless otherwise specified herein. _

Backfill for storm sewer manholes and catch basins shall be Class IIIA granular material as specified in Table 902.3 of the 2012 MDOT Standard Specifications.

Pavement subgrade backfill shall be Class II or 21A aggregate and shall conform to the Michigan Department of Transportation 2012 Standard Specifications for Construction, Section 902.05

Gray Iron Castings shall be as specified in Section 908.05. Gray Iron Castings of the 2012 MDOT Standard Specifications for Construction, and as specified herein. The structure frames, covers and assemblies shall be as specified in the Special Provision for Utility Structure Adjustment, Reconstructing Structures and Cover Replacements.

Drainage structure sealing shall be as specified in the Special Provision for Utility Structure Adjustment, Reconstructing Structures and Cover Replacements.

Storm drainage pipe shall be as specified on the City of Taylor Standard Storm Water Detail Drawings ST-1 and ST-2.

CONSTRUCTION

Manholes and Catch Basins shall be constructed in accordance with Section 403.03 Construction, of the 2012 MDOT Standard Specifications, and the City of Taylor Standard Storm Water Detail Drawings ST-1 and ST-2 unless otherwise specified herein.

The Contractor shall comply with all Federal, State, and local laws and regulations governing construction methods and the furnishing and use of all safeguards, safety devices, protective equipment, and pollution controls. It shall be the Contractor's responsibility to protect, as reasonably necessary, the life and health of all personnel on the job, the safety and health of the public, and to protect property during the construction of the project.

Pavement, curbs, sidewalks and driveways which are required to be removed, shall be removed as specified in the applicable sections of the 2012 MDOT Standard Specifications for Construction. Pavement, curbs, sidewalks and driveways shall be sawed in straight lines parallel or perpendicular to the line of work or removed to the nearest joint and shall be limited to the minimum area necessary to do the required underground work. Any broken or damaged walks or driveways shall not be patched but shall be entirely replaced. Excavation for constructing manholes and catch basins shall conform to Section 206.03.A of the 2012 MDOT Standard Specification for Construction unless otherwise specified herein.

Backfilling for structures shall be as specified in Section 401.03.D of the 2012 MDOT Standard Specifications. The Backfilling around structures shall not begin any sooner than 12 hours after the structure has been completed, except precast structures which may be backfilled immediately.

Excavation shall be made in such a manner so as to protect the side walls from caving in, and so as not to incur damage to either private or public property. Excavated material shall be hauled away from the trench area continually as part of the trenching operation.

Excavation beyond the minimum dimensions specified or shown on the Plans, when not so directed by the Engineer, will be deemed unauthorized, and the space of excess excavation shall be filled in the same manner as specified above at no increase in Contract Price.

Adequate pumping equipment and drainage facilities shall be provided and maintained to dewater the work area, and water entering the work from whatever source shall be promptly removed and properly disposed of. All required pumping and drainage shall be done without damage to adjacent property or structures, or to the operations of other contractors, and without interference with the rights of public or private owners or pedestrian and vehicular traffic.

Bottoms for structures may be of precast units or poured in place concrete and shall be supported by a compacted six (6) inch granular base. If the bottoms are poured in place, they shall be allowed to set for 24 hours before placing masonry or otherwise working on top of it.

Manhole and catch basin base slabs shall have a nominal diameter and thickness, and be reinforced, as shown on the City of Taylor Standard Storm Water Detail Drawings ST-1 and ST-2.

All ground surfaces shall be left by the Contractor in essentially as good condition as before manhole or catch basin removal or construction started and any pavements, sidewalks, trees, or other things damaged or destroyed on account of the removal or construction shall be repaired, replaced, or settled for at the Contractor's expense unless otherwise noted.

Where called for on the Plans or as directed by the Engineer, manholes and catch basins shall be removed, disposed of, and backfilled as specified in Section 203 Removing Drainage Structures, Culverts and Sewers of the 2012 MDOT Standard Specifications for Construction.

The metal frames, covers, and grates on existing manholes and catch basins that are to be reused shall be carefully removed to prevent damage. Any reusable casting damaged by the Contractor shall be replaced with a new casting without additional cost to the City. All salvaged castings that are not to be used on the work shall become the property of the Contractor and shall be promptly removed from the job site.

Storm water drainage piping shall be installed in accordance with the City of Taylor Standard Storm Water Detail Drawings ST-1 and ST-2.

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MEASUREMENT AND PAYMENT

The completed work as described for constructing new “Manholes”, “Catch Basins” and “Inlets” of the size and type specified will be measured as Drainage Structure units, and will be paid for at the Contract unit price per each. This price shall be full compensation for all labor, equipment, materials, excavation, including removal and disposal of all materials encountered, openings, and backfilling, required to complete the construction as specified herein.

The unit price for Dr Structure, Add Depth, 8 foot to 15 foot, of the diameter required includes the cost of the drainage structure portions greater than 8 feet deep, but no greater than 15 feet deep.

Drainage Structure Cover unit prices shall include the furnishing and installation of the manhole, catch basin and inlet covers of the appropriate type.

Storm water drainage piping shall be installed as specified herein and shall be paid for at the Contract unit price per linear foot for all material, equipment and labor required to complete the installation of piping.

Pavement removal and replacement, when required will be paid for separately.

<u>Pay Item</u>	<u>Pay Unit</u>
Dr Structure, 24 inch dia,	Each
Dr Structure, 48 inch dia,	Each
Dr Structure, 60 inch dia,	Each
Dr Structure, 72 inch dia,	Each
Dr Structure, Add Depth of 24 inch dia, 8 foot to 15 foot	Foot
Dr Structure, Add Depth of 48 inch dia, 8 foot to 15 foot	Foot
Dr Structure, Add Depth of 60 inch dia, 8 foot to 15 foot	Foot
Dr Structure, Add Depth of 72 inch dia, 8 foot to 15 foot	Foot
Dr Structure Cover, Modified	Each
Dr Structure, Rem	Each
12” Storm Drain Pipe	Linear Foot

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**SPECIAL PROVISION FOR
PRIVATE UTILITY STRUCTURE ADJUSTMENTS**

GENERAL

All DTE, MICHCON and AT&T utility structures, hand holes, and roadway valve boxes located in street pavement or sidewalk pavement being repaired, removed and replaced shall be adjusted as necessary by the Utility Owner, or their representative. The Contractor shall contact the specific Utility Owner thirty (30) days prior to HMA paving, concrete pavement or sidewalk placement to co-ordinate the adjustment required to the structure to meet the proposed grades.

All DTE, MICHCON and AT&T utility structures shall be adjusted as specified in the Special Provision for Utility Structure Adjustment, Reconstructing Structures and Cover Replacement.

MEASUREMENT AND PAYMENT

All material, labor and equipment required to adjust to grade DTE, MICHCON and AT&T utility structures, hand holes, and roadway valve boxes located in street pavement or sidewalk pavement being repaired, removed and replaced shall be paid for under the unit rates bid for unless work is performed by the Utility Owner:

<u>Pay Item</u>	<u>Pay Unit</u>
Dr Structure Cover, Adj, Case 1, Modified, Utility	Each

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SPECIAL PROVISION FOR CONCRETE BASE PAVEMENT REPAIR RECEIVING HMA OVERLAY

GENERAL

This work shall be in accordance with the MDOT 2012 Standard Specifications for Construction Section 601. Portland Cement Concrete for Pavements, Section 602. Concrete Pavement Construction, Section 603. Concrete Pavement Restoration, MDOT Standard Plans R-39-I, R-41-H and R-44-F, and as set forth herein. The work shall consist of saw cutting as necessary for removal of existing base concrete pavement, preparation of sub base, placing horizontal dowels, placing concrete, joints, finishing, and curing. Sections of concrete pavement repair, with or without integral curb, may range from four (4) foot wide to a full panel joint to joint length, and partial or full street width. Where multi-lane patches are required, they shall be constructed on a lane-at-a-time basis so that traffic may be maintained.

CONCRETE

Mix, mixing and delivery shall be in accordance with the 2012 MDOT Standard Specification Section 601 Portland Cement Concrete for Pavements. Material and construction methods shall conform to these requirements unless otherwise noted herein.

Concrete Grade shall be MDOT P1, with a slump of four (4) inches, and having an entrained air content of not less than five (5) percent nor more than seven (7) percent.

CONSTRUCTION

When removing existing concrete base pavement, the pavement shall be removed to an existing joint, or saw cut to a true line with a vertical face along the lines as marked or directed by the Engineer. The pavement shall be saw cut full depth into existing concrete, or as directed by the Engineer. Intermediate saw cuts shall be made as required by Section 603, referenced above. The removal shall be such that there will be no disturbance and/or damage to sections of pavement which are to remain in place. All damaged or undermined pavement caused by the Contractor's operations shall be removed and replaced at the Contractor's expense. The use of a crane and ball type breaking equipment will not be allowed. Pavement removal shall be accomplished with a rubber-tired hydraulic ram or as specified in Section 603 of the MDOT Standard Specifications.

Where subgrade corrections are required due to undesirable or unstable soil conditions as determined by the Engineer, the removal of material and placement of fill shall be performed in accordance with MDOT Section 205, and paid for as Subgrade Undercutting, Type II.

All replacement concrete pavement shall be doweled or anchored to the existing concrete pavement as set forth on MDOT Standard Plans R-39-I and R-44-F, except as modified herein. All longitudinal and transverse anchors shall be epoxy coated #5 deformed bars, 1' – 6" long, spaced at 30" on center, grouted into 1" diameter holes.

Manholes, inlets and other structures shall be set to grade and alignment prior to or during placement of concrete. All structures shall be cleaned thoroughly to permit adhesion of the concrete. All utility structures within the area to be paved shall have a filter fabric installed over and completely around the cover.

All expansion, transverse and longitudinal joints shall be restored. Transverse joints within partial width cuts shall be restored to match the joint in adjacent lanes. Transverse joints in full street width repair sections shall be spaced a minimum of fifteen (15) feet on center. Longitudinal and transverse joints abutting and within the

pavement repair sections shall be sealed by saw cutting and filling with hot poured rubber asphalt per MDOT Specification Section 602.03.S. and Section 603.03.D.

Integral curb shall be constructed monolithic with the pavement slab. The curb material shall be placed before the pavement has started its initial set, and shall be of the same mix and shall conform in all respects to the requirements for concrete in the pavement.

Unless otherwise approved by the Engineer, forms will be required when constructing integral curb. The curb concrete shall be vibrated sufficiently to eliminate all voids, and tamped to bring the mortar to the surface. The face and top of the curb shall be finished smooth and true to line, grade and cross section. No more troweling than necessary to obtain the desired result shall be done. Any visible areas of honeycomb or minor defects occurring on the back of the integral curb after forms are removed shall be filled with mortar, composed of one part Portland cement and two parts of fine aggregate from the same source as used in the pavement, applied with a wooden float. Immediate steps shall be taken by the Contractor to correct the conditions contributing to these defects.

Curing shall comply with the 2012 MDOT Standard Specification 602.03.M.

MEASUREMENT AND PAYMENT

All material, labor and equipment required for constructing concrete base pavement repair as specified herein and directed by the Engineer shall be paid for under the unit rates bid for as follows:

Pavt Repr, Rem, Modified, shall include all labor, equipment and material to perform the concrete base pavement removal work, including all saw cutting and intermediate saw cuts.

Pavt Repr, Nonreinf Conc, __ inch, with Integral Curb, Modified, shall include all labor, material and equipment to place the concrete base pavement repair areas including integral curb, all joints, concrete material, finishing, and curing.

Pavt Repr, Nonreinf Conc, __ inch, Modified, shall include all labor, material and equipment to place the concrete base pavement repair areas including all joints, concrete material, finishing, and curing.

Lane Tie, Epoxy Coated, Modified, shall include all labor, material and equipment to install longitudinal and transverse anchors.

Pay Item

Pay Unit

Pavt Repr, Rem, Modified	Square Yard
Pavt Repr, Nonreinf Conc, 7 inch, with Integral Curb, Modified	Square Yard
Pavt Repr, Nonreinf Conc, 8 inch, with Integral Curb, Modified	Square Yard
Pavt Repr, Nonreinf Conc, 7 inch, Modified	Square Yard
Pavt Repr, Nonreinf Conc, 8 inch, Modified	Square Yard
Lane Tie, Epoxy Coated, Modified	Each
Subgrade Undercutting, Type II	Cubic Yard

**SPECIAL PROVISIONS FOR
CONCRETE SIDEWALKS AND DRIVEWAYS**

GENERAL

This special provision covers the removal and replacement of concrete sidewalks and driveways.

CONSTRUCTION

This item of work includes removing the concrete sidewalks and driveways, with or without HMA overlay, backfilling, compacting, and grading of the disturbed area, and construction of concrete sidewalk and driveway.

The concrete sidewalk and driveway shall be removed in accordance with the MDOT Standard Specifications for Construction, Section 204, Removing Miscellaneous Structures and Materials.

Concrete sidewalk and driveway, of the thickness specified, shall be constructed in accordance with Section 803 of the 2012 Michigan Department of Transportation Standard Specifications for Construction.

Sidewalk cross slopes shall be between 1% and 2%, sloping towards the street.

The contractor shall stamp all concrete with a legible stamp bearing the name of the company and the year of construction. The stamp shall be placed at the first and last flag of sidewalk placed. No sidewalk construction shall commence without a Contractor's stamp on site.

Restore lawn areas disturbed beyond sidewalk and driveway repair limits to its original conditions. No separate payment will be made for such restoration, but is considered part of the work item.

MEASUREMENT AND PAYMENT

“Sidewalk, Rem”, shall include all labor, equipment and material required for the removal of concrete sidewalks and driveways, regardless of the thickness, shall be measured in square yards.

“Sidewalk, Conc, __ inch”, shall include all labor, equipment and material necessary to complete the installation of new concrete sidewalk or driveway and shall be measured in square feet.

<u>Pay Item</u>	<u>Pay Unit</u>
Sidewalk, Rem	Square Yard
Sidewalk, Conc, 4 inch	Square Feet
Sidewalk, Conc, 6 inch	Square Feet

SPECIAL PROVISIONS FOR SIDEWALK ADA RAMP AND DETECTABLE WARNING SURFACE

GENERAL

This special provision covers construction of ADA sidewalk ramp with detectable warning surface.

The work consist of constructing ADA sidewalk ramp and/or retrofitting ramp with detectable warning surface in accordance with the applicable provisions of Section 803 of the 2012 MDOT Standard Specifications for Construction and the current MDOT Standard Plan R-28-I, as modified by the City of Taylor.

Complete this work in conformance with the American with Disability Act (ADA) provisions as applicable.

MATERIAL

The Detectable Warning Surface color shall be “safety yellow”, Federal Color Number 33538, unless otherwise approved by the Engineer. The color shall be homogeneous throughout the tile. The tile shall be manufactured by ADA Solutions, Inc., North Billerica, MA 01862, or approved equal.

CONSTRUCTION

Construct sidewalk ramp(s), landings flares and detectable warning surface according to MDOT Standard Plan R-28-I, as modified by the City of Taylor, included in these Specifications. The Detectable Warning Surface installation shall also comply with the manufacturer’s instructions.

The curb and gutter section at the bottom of the ramp (ramp opening) shall be a full depth curb with a minimum depth of 12 inches, and shall be 18 inches from the back of curb to abutting pavement. The curb shall be anchored to the existing concrete pavement as specified in the Special Provisions For Concrete Pavement Repair and shall be paid for as Lane Tie, Epoxy Coated, Modified.

It is also the Contractor’s responsibility to incorporate any changes made to the ADA accessibility requirements that may take effect prior to the start date of actual construction. If the Contractor determines that any changes significantly alter the original bid cost, the Contractor may submit a written request to the Engineer or his representative for approval and compensation. Include a cost comparison between the original bid cost and the cost of the ADA required changes in the request.

The contractor shall stamp all concrete sidewalk ramps with a legible stamp bearing the name of the company and the year of construction. The stamp shall be placed on the first and last flag of a length sidewalk ramp placed, except for the flag containing the warning surface. No sidewalk or ramp construction shall commence without a Contractor’s stamp on site.

Restore lawn areas disturbed beyond sidewalk ramp repair limits to its original conditions where the change in grade is one (1) inch or less. No separate payment will be made for such restoration, but is considered part of the work item.

Where grade changes are greater than one (1) inch, follow the restoration requirements as specified in the Special Provisions for Lawn Restoration.

Any ramps constructed under this Contract that do not meet the current MDOT Sidewalk Ramp Standard Plans and the latest ADA accessibility requirements will be removed and replaced by the Contractor, as directed by the Engineer or his representative, at the Contractor's expense.

MEASUREMENT AND PAYMENT

The completed work as described herein for "Sidewalk Ramp, ADA __ inch" and "Detectable Warning Surface", will be measured by as square feet and feet respectively. The contract unit price will be payment in full for furnishing all materials, labor and equipment necessary to construct the ADA ramp and curb and warning surface.

<u>Pay Item</u>	<u>Pay Unit</u>
Sidewalk Ramp, ADA, 6 inch	Square Feet
Sidewalk Ramp, ADA, 4 inch	Square Feet
Detectable Warning Surface	Feet

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SPECIAL PROVISIONS FOR PROJECT CLEAN-UP

GENERAL

The Contractor shall provide cleaning/sweeping services on all parking lots, street, sidewalk and paths, alley and driveway surfaces of the work site, and on all adjoining parking lots, streets, sidewalks and paths, alleys, driveways within one hundred (100) feet of the work site, to remove all dust, dirt and other debris deposited on the surfaces as a result of the construction activity. The contractor shall remove all dirt and construction debris from the abutting lawn areas. This shall be performed on a weekly basis, or more frequently if conditions warrant.

The sweeping of the paved surfaces shall be performed with a self-propelled sweeper equipped with pickup attachments and curb brushes. The equipment shall have a dust control filtration system in addition to utilizing water to control the dust and dirt.

Upon completion of portions of work, and before final acceptance of the work, the Contractor shall remove all temporary buildings or other structures built by him, all false work, excavated material, surplus materials, and rubbish of all kinds from the grounds which he has occupied, and shall leave the line of work in a neat, clean condition satisfactory to the Engineer. The Contractor shall remove all machinery and equipment from the right-of-way.

The Contractor shall replace, renew or restore; in an acceptable manner, all property, both public and private, which may have been damaged during the prosecution of the work. The Contractor shall replace fences, signs, mailboxes or other necessary appurtenances, which have been temporarily removed.

The Contractor shall thoroughly clean all sewers, manholes, catch basins, and other structures affected by his operations whether within or outside of the limits of his work upon leaving that particular work site. The Contractor shall use a "vactor" or other similar equipment suited for this work, or subcontract with a contractor specializing in this work, to properly perform the work. A written report shall be submitted to the City upon completion of the cleaning containing, at a minimum, type of structure, location of structure and date of cleaning.

MEASUREMENT AND PAYMENT

Payment for project cleanup will not be paid for separately but shall be included in other work item unit rates.

HOLD HARMLESS FOR SUPPLY CONTRACTS

Bidder and/or supplier and/or contractor, agrees to indemnify, defend, and save harmless the City of Taylor, their employees, agents and consultants, from and against all loss and expense including, but not limited to, fees and charges of all kinds, including attorneys, and other professionals and court and arbitration costs if applicable by reason of any and all liability asserted or imposed upon the City of Taylor, their employees, agents and consultants for damages because of personal injury, including bodily injury, death at any time resulting there from, sustained by person or persons and/or on account of damage to property, including loss of use thereof, arising out of or in consequence of the performance of this work and/or supply of any materials, whether such injuries to persons or damage to property is due or claimed to be due, to negligence of the bidder and/or supplier and/or contractor, their subcontractors, their suppliers, the City of Taylor, and their employees, agents, and consultants, except only such injury or damage as shall be occasioned by the sole negligence of the City of Taylor, their employees, agents or consultants.

Signed _____

Title _____

EXHIBIT A

INSURANCE REQUIREMENTS

**THE FOLLOWING INSURANCE AND
INDEMNIFICATION REQUIREMENTS CAN NOT BE
SATISFIED WITH YOUR USUAL “CERTIFICATE OF
INSURANCE”**

**Please read the requirements prior to issuing any
documents.**

Special attention should be paid to item “E”

**The contractor also must sign and return this form to
the City of Taylor.**

**City of Taylor
INSURANCE AND INDEMNIFICATION
REQUIREMENTS**

CATEGORY IV

Contractors Doing Work for the City of Taylor

IN CONSIDERATION OF THE CITY OF TAYLOR RETAINING THE UNDERSIGNED
CONTRACTOR FOR THE WORK TO BE PERFORMED FOR THE PROJECT

THE UNDERSIGNED ACCEPTS AND AGREES TO COMPLY WITH THE FOLLOWING
INSURANCE AND INDEMNIFICATION REQUIREMENTS FOR THE WORK:

A. General Liability Coverage to be obtained:

- 1) Minimum limit of \$1,000,000 per occurrence, \$2,000,000 aggregate.
- 2) Include products & completed operations coverage.
- 3) Fire legal coverage of \$100,000 for projects involving a City-owned structure.

B. Automobile Liability Coverage to be obtained:

Minimum of \$1,000,000 combined single limit.

C. Workers Compensation Coverage to be obtained:

Minimum Employers Liability limits of \$100,000 each accident; \$500,000 disease
policy limit and \$100,000 disease each employee.

D. The insurance carrier must have an A.M. Best rating of A- ,VII or better.

E. The City of Taylor must be made an additional insured on all **General Liability Policies** by using one of the following methods:

1. If a written contract has been signed for the work to be performed and the Contractor's General Liability Insurance Policy contains a "Blanket Additional Insured" endorsement which provides for additional insured status "as required by contract", a Certificate of Insurance stating that the Blanket Additional Insured endorsement is included in the G/L policy will be acceptable. However, the "Blanket Additional Insured Endorsement" must also state that it is primary and the additional insured's insurance coverages are non-contributory. If this is not stated then a "Waver of Subrogation" will be required.
2. A standard certificate of Insurance. Also, endorsement CG 2026, or it's equivalent, showing the following language will be acceptable:

"The City of Taylor, and its Officials, Officers, Agents, Representatives, Employees, Boards, Commissions, and Volunteers are named as additional insured parties and this coverage shall be considered to be primary coverage to these additional insureds and the City of Taylor's insurance coverage is non-contributory".

F. The **Description of Operation** section of the Certificate of Insurance **must** describe the project, event, service, etc.

G. If, in the opinion of the Risk Management Committee, the liability exposure to the City is greater than anticipated by these guidelines, the following additional requirements may apply:

1. **Owners Protective Liability:**

Minimum Limit of Liability in the amount of \$1,000,000 per occurrence, \$2,000,000 aggregate.

2. Higher limits of liability and/or higher A.M. Best Ratings, subject to City Council approval.

H. The Contractor shall save harmless, indemnify and defend the City of Taylor and it's officials, agents, officers, employees, and representatives from and against any and all claims, actions, losses, liabilities, injuries, damages, expenses, and attorney fees which arise out of or involve the performance of the work or the completion of the work for this project.

CONTRACTOR

X _____
SIGNATURE

DATED: _____

EXHIBIT B

Title VI

During the performance of this contract, the contractor, for itself, its assignees and successors, in interest (hereinafter referred to as the “contractor”) agrees, as follows:

1. **Compliance with Regulations:** The contractor shall comply with Regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, sex, or national origin in the selection, retention, and treatment of subcontractors, including procurements of materials in the discrimination prohibited by Section 21.5 of the Regulation, including employment practices when the contractor covers a program set for in Appendix B of the Regulations.
3. **Solicitation for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor’s obligations under the contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor shall provide all information and reports required by the Regulations, or directives issues pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Department or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the State Highway Department or the Federal Highway Administration, as appropriate, and shall set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event the contractor’s noncompliance with the nondiscrimination provisions of this contract, the State Highway Department shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:
 - a. Withholding payments to the contractor under the contract until the contractor complies and/or

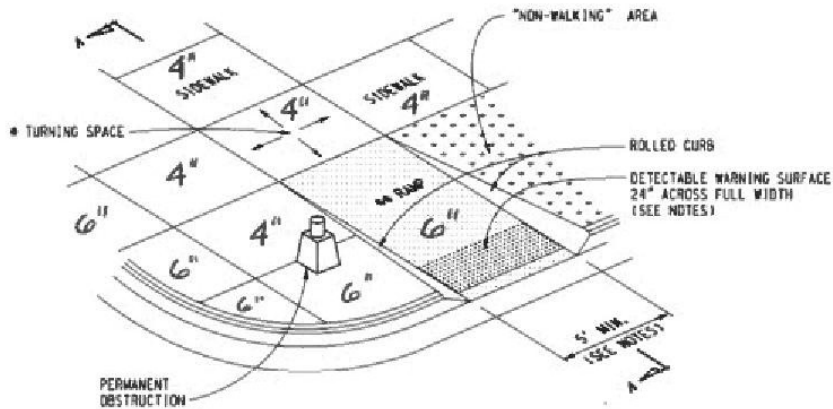
b. Cancellation, termination or suspension of the contract, in whole or in part.

6. **Incorporation of Provisions:** The contractor shall include provisions of paragraphs (1) through (6) in every subcontract, including procurement of material and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the State Highway Department to enter into such litigation to protect the interests of the State, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

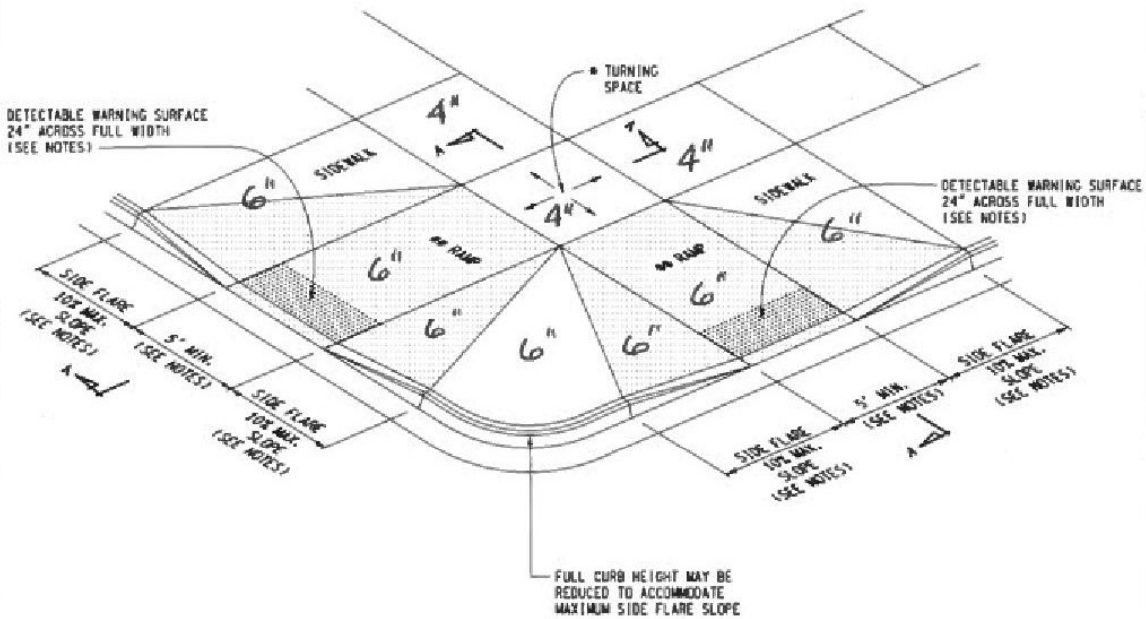
EXHIBIT C

MDOT R-28-I COT AMENDMENT

- MAXIMUM TURNING SPACE SLOPE IS 2.0% IN EACH DIRECTION OF TRAVEL. MINIMUM DIMENSIONS 5' x 5'. SEE NOTES.
- MAXIMUM RAMP CROSS SLOPE IS 2.0%. RUNNING SLOPE 5% - 7% (8.3% MAXIMUM). SEE NOTES.



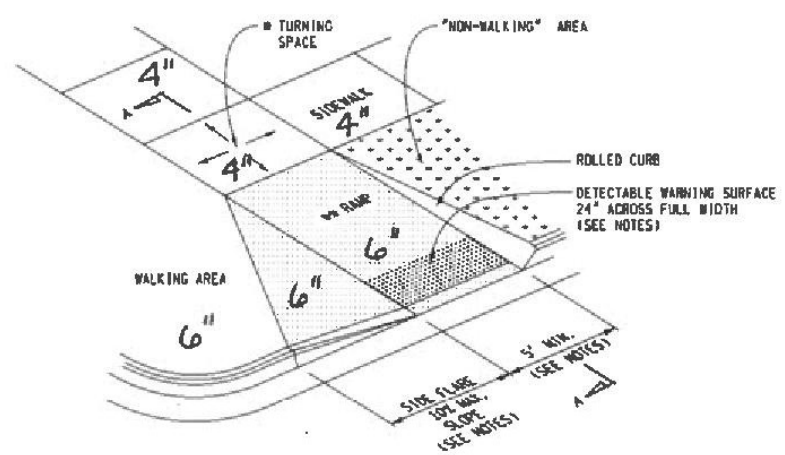
SIDEWALK RAMP TYPE R
(ROLLED SIDES)



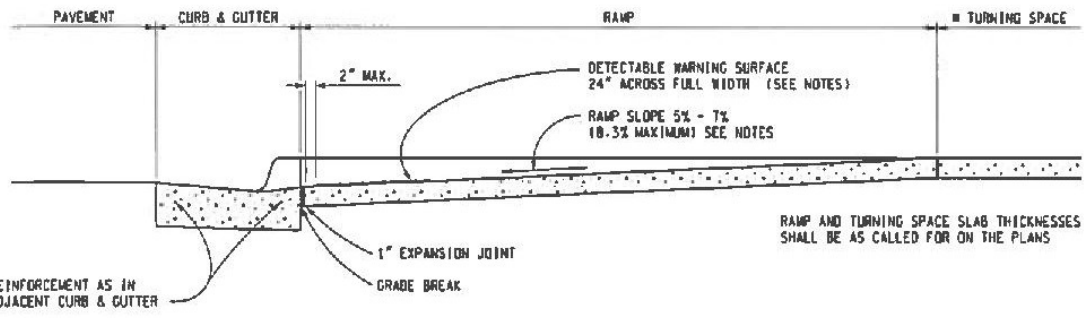
SIDEWALK RAMP TYPE F
(FLARED SIDES, TWO RAMPS SHOWN)

<p>PREPARED BY DESIGN DIVISION</p> <p>DRAWN BY: <u>B.L.T.</u></p> <p>CHECKED BY: <u>M.R.P.</u></p>	<p>DEPARTMENT DIRECTOR Kirk T. Steudt</p> <p>APPROVED BY: <u>Randy V. Puffel</u> DIRECTOR, BUREAU OF FIELD SERVICES</p>	<p>MICHIGAN DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN FOR</p> <p>SIDEWALK RAMP AND DETECTABLE WARNING DETAILS</p>			
	<p>APPROVED BY: <u>Mark A. Van Pelt</u> DIRECTOR, BUREAU OF HIGHWAY DEVELOPMENT</p>	<p>9-30-2014 F.R.W.A. APPROVAL</p>	<p>7-1-2014 PLAN DATE</p>	<p>R-28-1</p>	<p>SHEET 1 OF 7</p>

- MAXIMUM TURNING SPACE SLOPE IS 2.0% IN EACH DIRECTION OF TRAVEL. MINIMUM DIMENSIONS 5' x 5'. SEE NOTES.
- MAXIMUM RAMP CROSS SLOPE IS 2.0%, RUNNING SLOPE 5% - 7% (8.3% MAXIMUM). SEE NOTES.

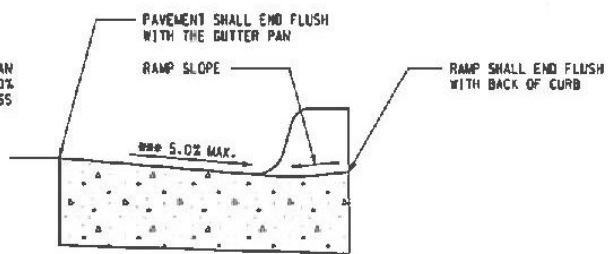


SIDEWALK RAMP TYPE RF
(ROLLED / FLARED SIDES)



SECTION A-A

*** TRANSITION ADJACENT GUTTER PAN CROSS SECTION TO PROVIDE 5.0% MAXIMUM COUNTER SLOPE ACROSS THE RAMP OPENING.



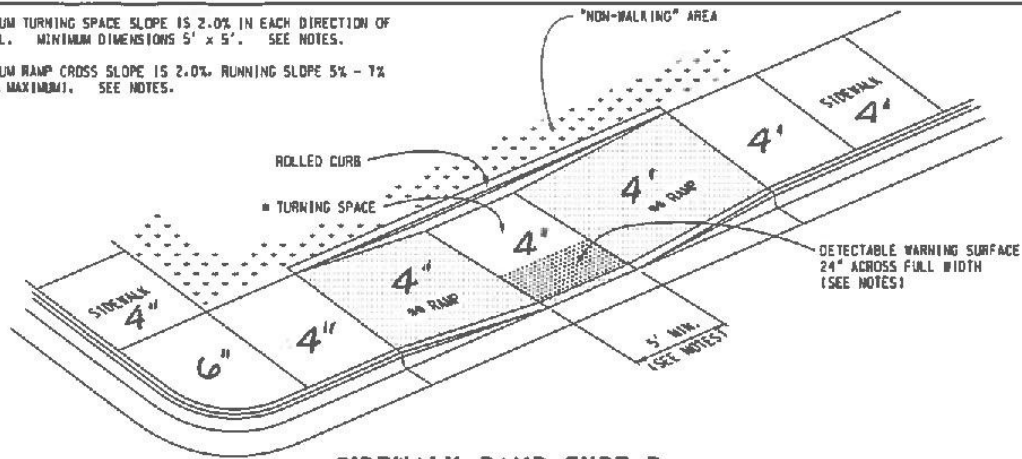
SECTION THROUGH CURB CUT
(TYPICAL ALL RAMP TYPES)

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN FOR

**SIDEWALK RAMP AND
DETECTABLE WARNING DETAILS**

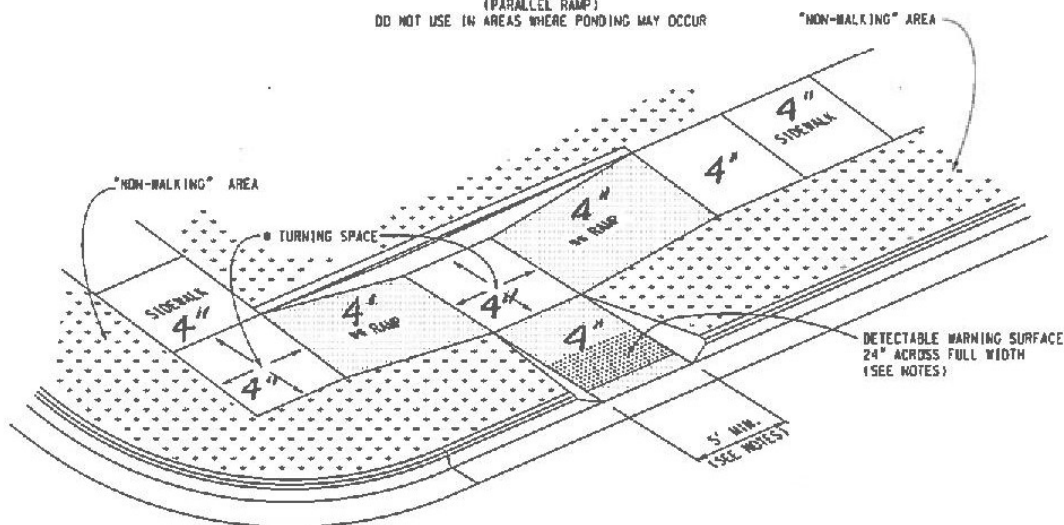
9-30-2014 F.H.V.A. APPROVAL	7-1-2014 PLAN DATE	R-28-1	SHEET 2 OF 1
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- * MAXIMUM TURNING SPACE SLOPE IS 2.0% IN EACH DIRECTION OF TRAVEL. MINIMUM DIMENSIONS 5' x 5'. SEE NOTES.
- ** MAXIMUM RAMP CROSS SLOPE IS 2.0%, RUNNING SLOPE 5% - 7% (0.3% MAXIMUM). SEE NOTES.



SIDEWALK RAMP TYPE P

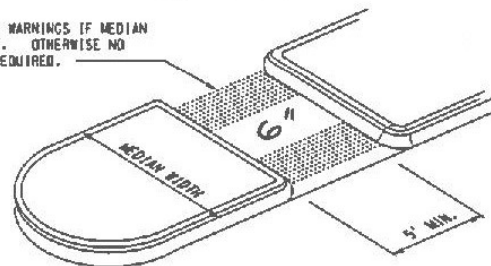
(PARALLEL RAMP)
DO NOT USE IN AREAS WHERE PONDING MAY OCCUR



SIDEWALK RAMP TYPE C

(COMBINATION RAMP)

USE 24" DEEP DETECTABLE WARNINGS IF MEDIAN WIDTH IS AT LEAST 6'-0". OTHERWISE NO DETECTABLE WARNING IS REQUIRED.



SIDEWALK RAMP TYPE M

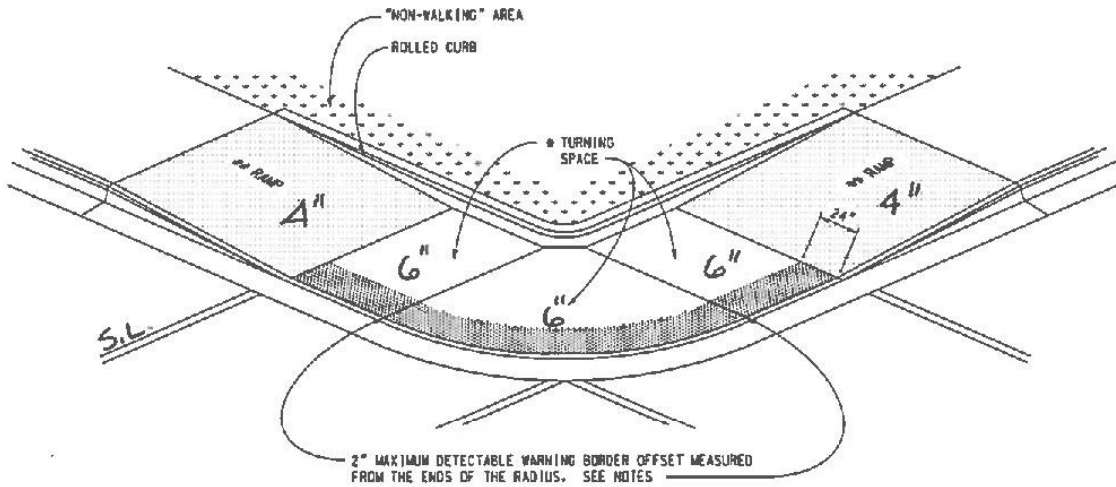
(MEDIAN ISLAND)

MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN FOR

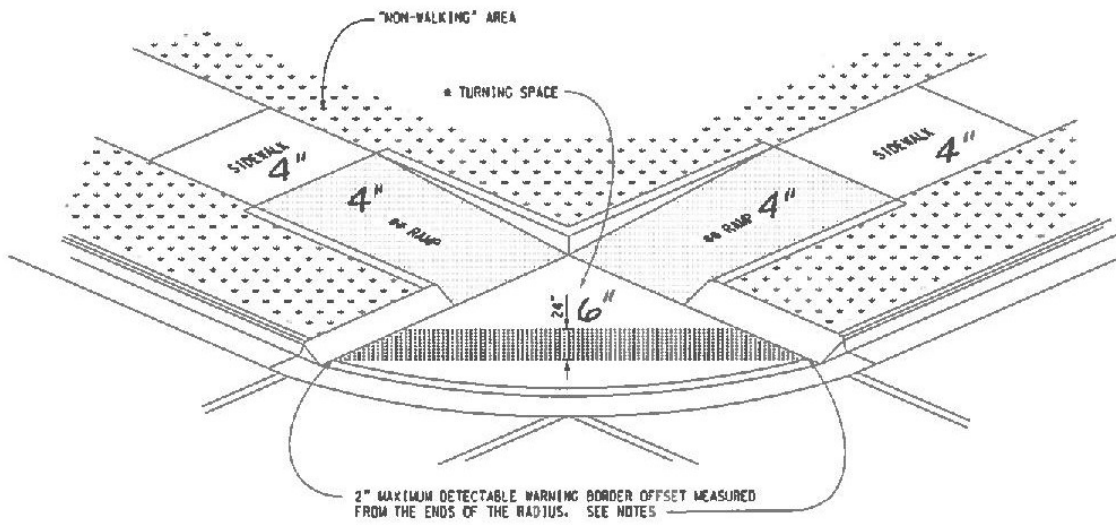
**SIDEWALK RAMP AND
DETECTABLE WARNING DETAILS**

9-30-2014 F.H.W.A. APPROVAL	1-1-2014 PLAN DATE	R-28-1	SHEET 3 OF 7
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- * MAXIMUM TURNING SPACE SLOPE IS 2.0% IN EACH DIRECTION OF TRAVEL. MINIMUM DIMENSIONS 5' x 5'. SEE NOTES.
- ** MAXIMUM RAMP CROSS SLOPE IS 2.0%. RUNNING SLOPE 5% - 7% (8.3% MAXIMUM). SEE NOTES.



(RADIAL DETECTABLE WARNING SHOWN)



(TANGENT DETECTABLE WARNING SHOWN)

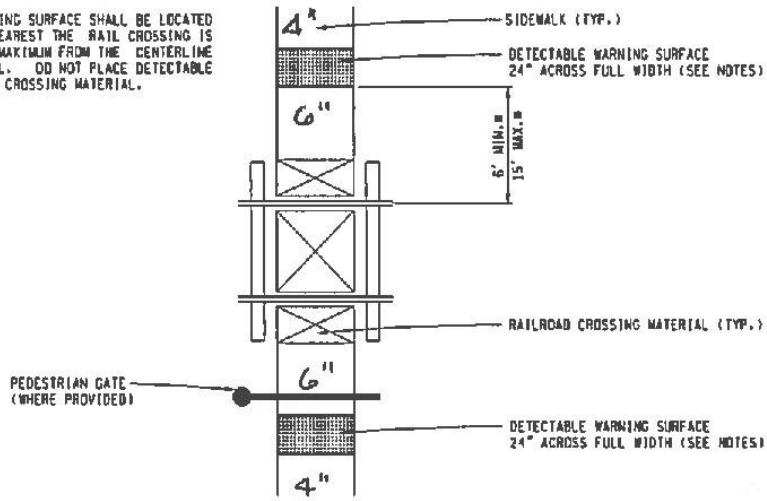
SIDEWALK RAMP TYPE D

(DEPRESSED CORNER)

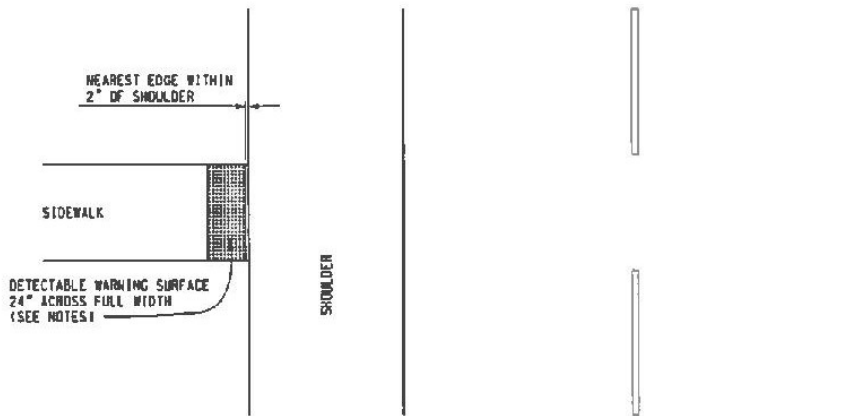
USE ONLY WHEN INDEPENDENT DIRECTIONAL RAMPS CAN NOT BE CONSTRUCTED FOR EACH CROSSING DIRECTION

MICHIGAN DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN FOR			
SIDEWALK RAMP AND DETECTABLE WARNING DETAILS			
9-30-2014 F.H.W.A. APPROVAL	7-1-2014 PLAN DATE	R-28-1	SHEET 4 OF 1

* THE DETECTABLE WARNING SURFACE SHALL BE LOCATED SO THAT THE EDGE NEAREST THE RAIL CROSSING IS 6' MINIMUM AND 15' MAXIMUM FROM THE CENTERLINE OF THE NEAREST RAIL. DO NOT PLACE DETECTABLE WARNING ON RAILROAD CROSSING MATERIAL.

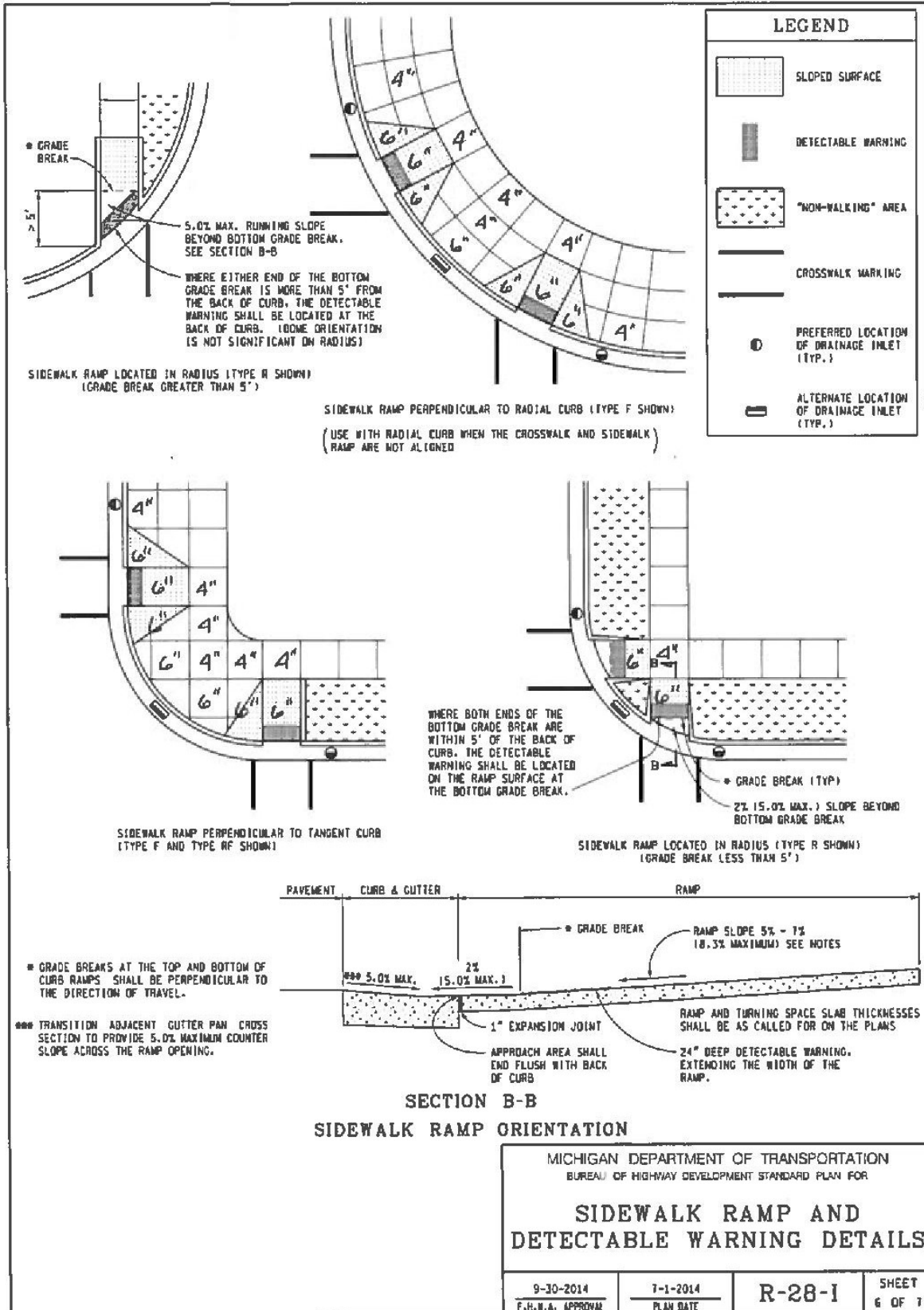


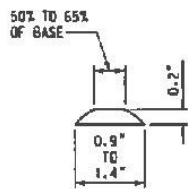
DETECTABLE WARNING AT RAILROAD CROSSING



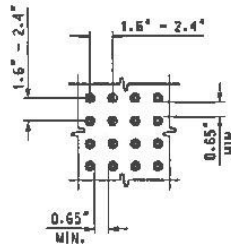
DETECTABLE WARNING AT FLUSH SHOULDER OR ROADWAY

MICHIGAN DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN FOR			
SIDEWALK RAMP AND DETECTABLE WARNING DETAILS			
9-30-2014 F.H.W.A. APPROVAL	7-1-2014 PLAN DATE	R-28-1	SHEET 5 OF 7

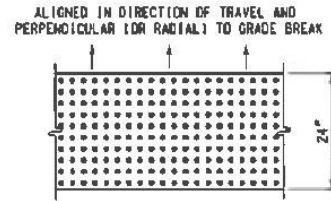




DOME SECTION



DOME SPACING



DOME ALIGNMENT

DETECTABLE WARNING DETAILS

NOTES:

DETAILS SPECIFIED ON THIS PLAN APPLY TO ALL CONSTRUCTION, RECONSTRUCTION, OR ALTERATION OF STREETS, CURBS, OR SIDEWALKS IN THE PUBLIC RIGHT OF WAY.

SIDEWALK RAMPS ARE TO BE LOCATED AS SPECIFIED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

RAMPS SHALL BE PROVIDED AT ALL CORNERS OF AN INTERSECTION WHERE THERE IS EXISTING OR PROPOSED SIDEWALK AND CURB. RAMPS SHALL ALSO BE PROVIDED AT MARKED AND/OR SIGNALIZED MID-BLOCK CROSSINGS.

SURFACE TEXTURE OF THE RAMP SHALL BE THAT OBTAINED BY A COARSE BROOMING, TRANSVERSE TO THE RUNNING SLOPE.

SIDEWALK SHALL BE RAMPED WHERE THE DRIVEWAY CURB IS EXTENDED ACROSS THE WALK.

CARE SHALL BE TAKEN TO ASSURE A UNIFORM GRADE ON THE RAMP, WHERE CONDITIONS PERMIT. IT IS DESIRABLE THAT THE SLOPE OF THE RAMP BE IN ONLY ONE DIRECTION, PARALLEL TO THE DIRECTION OF TRAVEL.

RAMP WIDTH SHALL BE INCREASED, IF NECESSARY, TO ACCOMMODATE SIDEWALK SNOW REMOVAL EQUIPMENT NORMALLY USED BY THE MUNICIPALITY.

PROVIDE TURNING SPACES WHERE PEDESTRIAN TURNING MOVEMENTS ARE REQUIRED.

WHEN 5' MINIMUM WIDTHS ARE NOT FEASIBLE, RAMP WIDTH MAY BE REDUCED TO NOT LESS THAN 4' AND TURNING SPACES TO NOT LESS THAN 4' x 4'.

DETECTABLE WARNING SURFACE COVERAGE IS 24" MINIMUM IN THE DIRECTION OF RAMP/PATH TRAVEL AND THE FULL WIDTH OF THE RAMP/PATH OPENING EXCLUDING CURBED OR FLARED CURB TRANSITION AREAS. A BORDER OFFSET NOT GREATER THAN 2" MEASURED ALONG THE EDGES OF THE DETECTABLE WARNING IS ALLOWABLE. FOR RADIAL CURB THE OFFSET IS MEASURED FROM THE ENDS OF THE RADIUS.

FOR NEW ROADWAY CONSTRUCTION, THE RAMP CROSS SLOPE MAY NOT EXCEED 2.0%. FOR ALTERATIONS TO EXISTING ROADWAYS, THE CROSS SLOPE MAY BE TRANSITIONED TO MEET AN EXISTING ROADWAY GRADE. THE CROSS SLOPE TRANSITION SHALL BE APPLIED UNIFORMLY OVER THE FULL LENGTH OF THE RAMP.

THE MAXIMUM RUNNING SLOPE OF 8.3% IS RELATIVE TO A FLAT 10% REFERENCE. HOWEVER, IT SHALL NOT REQUIRE ANY RAMP OR SERIES OF RAMPS TO EXCEED 15 FEET IN LENGTH.

DRAINAGE STRUCTURES SHOULD NOT BE PLACED IN LINE WITH RAMPS. THE LOCATION OF THE RAMP SHOULD TAKE PRECEDENCE OVER THE LOCATION OF THE DRAINAGE STRUCTURE. WHERE EXISTING DRAINAGE STRUCTURES ARE LOCATED IN THE RAMP PATH OF TRAVEL, USE A MANUFACTURER'S ADA COMPLIANT GRATE. OPENINGS SHALL NOT BE GREATER THAN 1/2". ELONGATED OPENINGS SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.

TRANSITION THE CUTTER PAN CROSS SECTION SUCH THAT THE COUNTER SLOPE IN THE DIRECTION OF RAMP TRAVEL IS NOT GREATER THAN 5.0%. MAINTAIN THE NORMAL CUTTER PAN CROSS SECTION ACROSS DRAINAGE STRUCTURES.

THE TOP OF THE JOINT FILLER FOR ALL RAMP TYPES SHALL BE FLUSH WITH THE ADJACENT CONCRETE.

CROSSWALK AND STOP LINE MARKINGS, IF USED, SHALL BE SO LOCATED AS TO STOP TRAFFIC SHORT OF RAMP CROSSINGS. SPECIFIC DETAILS FOR MARKING APPLICATIONS ARE GIVEN IN THE "MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES".

FLARED SIDES WITH A SLOPE OF 10% MAXIMUM, MEASURED ALONG THE ROADSIDE CURB LINE, SHALL BE PROVIDED WHERE AN UNOBSTRUCTED CIRCULATION PATH LATERALLY CROSSES THE SIDEWALK RAMP. FLARED SIDES ARE NOT REQUIRED WHERE THE RAMP IS BORDERED BY LANDSCAPING, UNPAVED SURFACE OR PERMANENT FIXED OBJECTS. WHERE THEY ARE NOT REQUIRED, FLARED SIDES CAN BE CONSIDERED IN ORDER TO AVOID SHARP CURB RETURNS AT RAMP OPENINGS.

DETECTABLE WARNING PLATES MUST BE INSTALLED USING FABRICATED OR FIELD CUT UNITS CAST AND/OR ANCHORED IN THE PAVEMENT TO RESIST SHIFTING OR HEAVING.

MICHIGAN DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAY DEVELOPMENT STANDARD PLAN FOR			
SIDEWALK RAMP AND DETECTABLE WARNING DETAILS			
9-30-2014 F.H.D.A. APPROVAL	7-1-2014 PLAN DATE	R-28-I	SHEET 7 OF 7

EXHIBIT D

Standard Storm Sewer Details ST-1 and ST-2



25500 Brest Rd. / Taylor, MI 48180-4065 • (734) 946-1880 • Fax (734) 946-4502
www.AlsAsphalt.com

February 3, 2026
City of Taylor Engineering Department
25605 Northline Rd.
Taylor, MI. 48180

REF: 2025 Asphalt Pavement Resurfacing Program - Extension
ATTN: Mr. Chris Gibbs, P.E.

Mr. Gibbs,

Al's Asphalt Paving Company (AAP) is pleased to inform you that the contract unit prices for work items performed on the 2025 Asphalt Pavement Resurfacing Program project may be used as an extension to contract for work to be performed on the future 2026 Asphalt Pavement Resurfacing Program.

Once approved, please send to AAP a notice to proceed with plans and quantity breakdown so we can begin scheduling accordingly.

We at AAP are very blessed to have an opportunity to even be considered for an extension on this project and we look forward to working with you again in 2026.

Warmest Regards,

A handwritten signature in blue ink, appearing to read "R. Jesse Kyle", is written over a horizontal line.

R. Jesse Kyle
President of Sales
Al's Asphalt Paving Co.



Wade Trim Associates, Inc.
25251 Northline Road • Taylor, MI 48180
734.947.9700 • www.wadetrim.com

February 20, 2026

City of Taylor
25605 Northline Road
Taylor, MI 48180

Attention: Christopher Gibbs, PE
City Engineer

Re: 2025 Water Main Rehabilitation Project – Design Amendment
Proposed Design Services for Wick, Weddel, Ziegler, Leroy, and Ecorse Streets

Dear Christopher:

Wade Trim is pleased to submit this letter proposal to provide design assistance for the water main design on Wick Road, Weddel Street, Ziegler Street, Leroy Street, Ecorse Road from Beech Daly to Telegraph Road as well as the dead end lines on Oldham, Janet and Wilkie, and various cross overs identified by the City, to be included in the 2025 Water Main Rehabilitation Project. Our proposal outlines our understanding of the scope of work, associated schedule, and associated proposed fee to complete. Our submittal format outlines proposed services for the coordination and preparation of design plans and outside agency permitting for the project scheduled for construction through the 2026 and 2027 construction seasons.

PROJECT UNDERSTANDING/SUMMARY

Wade Trim understands that the City of Taylor would like to increase water main rehabilitation locations from identified areas currently under design by our office. These additional areas are in line with the “Water Distribution System Master Plan”, areas identified during field activities undertaken by the Department of Public Works (DPW) and a desire to expand locations to include cross overs in an effort to minimize impact to adjacent intersections in the future.

Wade Trim further understands the intent is to continue design and permitting during the early part of 2026 to facilitate phased construction over the 2026 and 2027 construction seasons. Local funding is anticipated for both the design and construction phases of all improvements.

PROJECT SCOPE OF WORK

The selected water main rehabilitation locations are primarily in line with prioritized improvements identified in the 2020 “Water Distribution System Master Plan” as well as concerns of improvements that are under design now, that could be expanded to minimize future impacts to adjacent streets and intersections. The proposed locations are summarized below, understanding most of the improvements are anticipated to be completed through trenchless technologies including pipe bursting and directional drilling (proposed looping areas), to minimize impact to residents and existing road infrastructure. Like previous water main rehabilitation projects, we understand the intent is to replace hydrants and gate valves and to further include call outs and quantities to replace all service lines to stop boxes with additional provision to replace the stop boxes. In areas where lead service lines are identified during construction, the service leads will be required to be replaced up to the meter. An estimated quantity for lead service line replacements will be

determined through coordination with the City. It is important to note some areas may require open trench construction where trenchless technology may not be a feasible option,

AREA 1 (WEDDEL, ZIEGLER, and LEROY STREETS)

- Weddel (Pennsylvania to Leroy; six-inch cast iron to eight-inch HDPE)
- Ziegler (Pennsylvania to Leroy; six-inch cast iron to eight-inch HDPE)
- Leroy (Allen to Weddel; eight-inch cast iron to eight-inch HDPE)

AREA 2 (Wick Road)

- Proposed 12-inch on the north side of Wick Road from West of Telegraph Road to East of Monroe; this is a continuation of a previous project on Wick Road. It is important to note this area has been prioritized as a portion of this segment is proposed to be repaved in 2028 in conjunction with the Wayne County Federal Aid Committee Program. The intent is to replace the water main in conjunction with the recommendations of the Water Master Plan prior to pavement replacement.

AREA 3 (ECORSE ROAD AND CROSS OVERS)

- Proposed eight-inch on the north side of Ecorse Road from Beech Daly to Telegraph Road.
- Replace the existing 6" cast iron main on Oldham
- Replace existing 8" cast iron on Janet, noting the portion of main along Janet that is currently identified as ductile iron (replaced in 2006) will remain.
- Replace 6" cast iron main on Wilkie.
- Replace/potentially modify the existing water main within the Ecorse and Beech Daly intersection.
- Replace the existing cross overs from the north side to the south side of Ecorse Road between Beech Daly and Telegraph.

AREA 4 (WICK ROAD CROSSOVERS)

- Proposed eight-inch on the North side of Ecorse Road from Beech Daly to Telegraph Road.
- Replacing the existing 6" cast on Oldham
- 8" Cast on Janet. A portion of Janet is already Ductile that was replaced in 2006
- 6" Cast on Wilkie.
- Existing water main in the Ecorse and Beech Daly intersection
- All of the cross over from the north side of Ecorse to the south between Beech Daly and Telegraph.

DESIGN, PERMITTING, AND CONTRACT AWARD

Based on the above understanding, improvement methodology, and approach as described, Wade Trim proposes providing the following professional design engineering services for this Project:

- Contact utility companies serving the above-defined areas to obtain information on their facilities that may potentially be impacted by the Project.
- Wade Trim understands this project will require the following permits/permit application effort:
 - A. A State of Michigan Act 399 Permit for construction of the proposed water main rehabilitation work.
 - B. Permits from Wayne County to proceed with the improvements within their road right-of-way and for work within Wayne County Drain Easements.
 - C. A permit from the Michigan Department of Transportation (MDOT) for work within the Telegraph Road right-of-way.
 - D. Proposed alignments do not appear within identified wetland areas.

- E. Our office will assist in preparing the permit application packages and submittals to the respective agencies. It is anticipated that any associated outside review agency fees will be covered directly by the City (typically realized during the construction phase for Wayne County permitting fees).
- Obtain full-width or partial-width topographical survey information within the limits described above (extending approximately 10 feet beyond the right-of-way limits). This work will be supplemented with information available through aerials and GIS. Field assistance may be required from the City to verify existing utility alignments, depths, and service lead locations.
 - Prepare plans as detailed above illustrating the proposed alignment, construction limitations, valve and hydrant locations, construction methodology, pipe diameter, and type of pipe (both existing and proposed). All applicable notes, details, and standard details as required by the City, Wayne County, MDOT and EGLE will be included in the plan set for permitting, construction award and construction purposes.
 - Prepare a Soil Erosion and Sedimentation Control (SESC) Plan as required under Part 91, SESC, of the Natural Resources and Environmental Protection Act, 1994 Public Act 451, as amended (NREPA).
 - It is understood all work is to occur within the limits of the existing public road right-of-way and/or City of Taylor Property. We do not anticipate the need to obtain temporary construction easements throughout the project limits.
 - Include typical details for standard traffic control measures (both Wayne County and MDOT as applicable). Preparation of detailed Maintenance of Traffic (MOT) plans is not anticipated to be necessary.
 - Six meetings are anticipated with the City of Taylor and/or outside permitting agencies.
 - Preparation of a detailed Engineer's Opinion of Probable Cost.
 - It is understood the City is currently discussing the potential to lock in construction pricing currently being offered. As such, construction award may be made via change order, negating the need to prepare bid documents.
 - Project Management to assist in managing the project team, budget, schedule, and coordination with permitting agencies.
 - Please note this Proposal does not include effort to provide assistance with pavement cores. Should services beyond those identified in the above scope be required, Wade Trim will provide those services on a time and material basis in accordance with our current rate schedule upon receiving approval from the City.

Wade Trim proposes providing the professional design engineering services for the effort as outlined above for a Lump Sum Fee in the amount of **\$600,000**. We anticipate preparing a separate scope of services for the associated construction phases (i.e., inspection, construction engineering, and construction administration) for consideration concurrent with the recommendation of construction award.

Please feel free to contact our office if you have any questions or require further information related to this proposal. Our office is prepared to begin work immediately upon receiving authorization to proceed under our Continuing Services Agreement. Wade Trim appreciates the opportunity to submit this Proposal and looks forward to continuing to work alongside the City of Taylor in this tremendous endeavor.

Very truly yours,

Wade Trim Associates, Inc.



Kelly McRobb-Ackland, PE
Senior Project Manager



Vaughn Martin, PE
Senior Project Manager

KMA:VM:rjb
BDXTAY

[20260211_Gibbs_2025 WM Design Phase Proposal-Ltr - Additional Area.docx](#)

cc: Ralph Richard, DPW Director



May 22, 2025

City of Taylor
25605 Northline Road
Taylor, MI 48180

Attention: Christopher Gibbs, PE
City Engineer

Re: 2025 Water Main Rehabilitation Project
Proposed Design Services

Dear Christopher:

We are pleased to submit this letter proposal to provide design assistance for the 2025 Water Main Rehabilitation Project. Our proposal outlines our understanding of the scope of work, associated schedule, and associated proposed fee to complete. Our submittal format outlines proposed services for the coordination and preparation of contract documents for the project scheduled for construction through the 2026 and 2027 construction seasons.

PROJECT UNDERSTANDING/SUMMARY

We understand the City of Taylor has an allocated budget during the 2024/2025 fiscal year for the design of water main rehabilitation effort in line with the “Water Distribution System Master Plan”.

We further understand the intent is to finalize the design and permitting during 2025 to facilitate construction over the 2026 and 2027 construction seasons. Local funding is anticipated for both the design and construction phases of the improvements.

PROJECT SCOPE OF WORK

The selected water main rehabilitation locations are primarily in line with prioritized improvements identified in the 2020 “Water Distribution System Master Plan” combined with additional needs identified more recently by the Department of Public Works. The proposed locations are summarized below, understanding the majority of the improvements are anticipated to be completed through trenchless technologies including pipe bursting and directional drilling (proposed looping areas), in an effort to minimize impact to residents and existing road infrastructure. Similar to previous water main rehabilitation projects, we understand the intent is to replace hydrants and gate valves and to further include call outs and quantities to replace all service lines to the stop boxes with additional provision to replace the stop boxes. In areas where lead service lines are revealed during construction, the service leads will be required to be replaced up to the meter. An estimated quantity for lead service line replacements will be determined through coordination with the City. It is important to note some areas may require open trench construction where trenchless technology may not be a feasible option:

AREA 1 (HAND STATION BUSINESS CENTER & TAYLOR HEIGHTS SUBDIVISION)

- Beverly (Troy to Telegraph; eight inches to eight inches)
- Troy (Beverly to Cypress; eight inches to eight inches)
- Troy (south of Taylor Meadows to Ecorse; six inches to eight inches)

- Bailey (Beverly to Ames; six inches to eight inches)
- Burr (south of Beverly to Ames; six inches to eight inches)
- Buck (Beverly to Ames; six inches to eight inches)
- Banner (Beverly to Ames; six inches to eight inches)
- Cooper (Beverly to Ames; six inches to eight inches)
- Ames (Troy to Telegraph; six inches to eight inches)
- New loop along Beverly from Bailey to Burr (eight inches); assumed within existing right-of-way
- New loop along Burr from Beverly to dead end (eight inches); assumed within existing right-of-way
- New loop along Cypress from Troy to Bailey (eight inches); assumed within existing right-of-way
- New loop along Newcastle from Bailey to Troy (eight inches); assumed within existing right-of-way

AREA 2 (GULLEY AND TAYLOR MEADOWS LOOP)

- Proposed eight-inch loop along Gulley Street north of Ecorse Road to the existing main along Wilkie Street (final route to be determined understanding an easement may be required if there are conflicts with the existing enclosed 72-inch Wayne County Drain). Improvements are anticipated to further include a new looped connection to the fire hydrant lead within the Lakes of Taylor parking lot fronting the clubhouse as well as replacement of City-identified lead service lines along Gulley. Agreements and easements with the Wayne County Drain office are anticipated to be required due to proximity of the improvements to the Schloff Drain and the finalized water main alignment.

AREA 3 (LIDDELL CHAMBLIN ESTATE SUBDIVISION)

- West/East cross-over loops (final alignment to be determined during design)

DESIGN, PERMITTING AND BIDDING

Based on the above understanding, improvement methodology, and approach as described, we propose to provide the following professional design engineering services for this Project:

- Contact utility companies serving the above-defined areas to obtain information on their facilities that may potentially be impacted by the Project.
- We understand this project will require the following permits/permit application effort:
 - A. A State of Michigan Act 399 Permit for construction of the proposed water main rehabilitation work.
 - B. Permits from Wayne County to proceed with the improvements within their road right-of-way and for work within the Schloff County Drain Easement.
 - C. A permit from the Michigan Department of Transportation (MDOT) for work within the Telegraph Road right-of-way (connection points at Beverly/I-94 and Ames Highway).
 - D. It is understood a permit for work within the floodplain is not required for subgrade improvements whereby restoration will be to existing grades. No above grade alterations are proposed within identified floodplain areas.
 - E. Proposed alignments do not appear within identified wetland areas.
 - F. Our office will assist in preparing the permit application packages and submittals to the respective agencies. It is anticipated that any associated outside review agency fees will be covered directly by the City (typically realized during the construction phase for Wayne County permitting fees).
- Obtain full-width topographical survey information within the limits described above (extending approximately 10 feet beyond the right-of-way limits). This work will be supplemented with

information available through aeriels and GIS. Field assistance may be required from the City to verify existing utility alignments, depths and service lead locations.

- Prepare plans as detailed above illustrating the proposed alignment, construction limitations, valve and hydrant locations, construction methodology, pipe diameter, and type of pipe (both existing and proposed). All applicable notes, details, and standard details as required by the City, Wayne County, MDOT and EGLE will be included in the plan set for permitting, bidding and construction purposes.
- Prepare a Soil Erosion and Sedimentation Control (SESC) Plan as required under Part 91, SESC, of the Natural Resources and Environmental Protection Act, 1994 Public Act 451, as amended (NREPA).
- It is understood all work is to occur within the limits of the existing public road right-of-way and/or City of Taylor Property. We do not anticipate the need to obtain temporary construction easements throughout the project limits. Please note we have included effort to prepare permanent easement exhibits for work within the Gulley Street area should conflicts arise with the existing 72-inch enclosed Drain. Should this effort be required, we anticipate the standard Water Main Easement document currently used by the City would apply and the City would further be responsible for getting those easement document(s) executed by the property owner. We have further included effort for this area to prepare easement exhibits for "Utility Crossing Agreements" with Wayne County. Similarly, effort pertaining to the agreement itself is assumed to lie with the City directly.
- Include typical details for standard traffic control measures (both Wayne County and MDOT as applicable). Preparation of detailed Maintenance of Traffic (MOT) plans are not anticipated to be necessary.
- Six meetings are anticipated with the City of Taylor and/or outside permitting agencies.
- Preparation of a detailed Engineer's Opinion of Probable Cost.
- Preparation of one set of bid documents including the contract documents, technical specifications, and standard details for use in bidding the Project. Electronic bidding is anticipated to be utilized for this Project. It is understood one bid document will be prepared that may include up to two construction phases.
- Assist the City of Taylor in bidding the project including preparing and issuing the bid advertisement through QuestCDN, issuing the bid documents, preparing and issuing clarification addenda that may be required, tabulating the bids, and issuing a recommendation of award.
- Project Management to assist in managing the project team, budget, schedule and coordination with permitting agencies.
- Inclusion of a \$20,000 allowance to obtain soil borings as needed throughout the project areas.
- Please note this Proposal does not include effort to provide assistance with pavement cores, environmental assessments and/or permitting or wetland services including determination, delineation, permitting and/or mitigation. Should services beyond those identified in the above scope be required, Wade Trim will provide those services on a time and material basis in accordance with our current rate schedule upon receiving approval from the City.

We propose to provide the professional design engineering services for the effort as outlined above for a Lump Sum Fee in the amount of **\$695,000**. We anticipate preparing a separate scope of services for the associated construction phases (i.e., inspection, construction engineering, and construction administration) for Board consideration concurrent with the recommendation of construction award.


Please feel free to contact our office if you have any questions or require further information relative to this proposal. Our office is prepared to begin work immediately upon receiving authorization to proceed under our Continuing Services Agreement. We appreciate the opportunity to submit this Proposal and look forward to continuing to work alongside the City of Taylor in this tremendous endeavor.

Very truly yours,

Wade Trim Associates, Inc.



Kelly McRobb-Ackland, PE
Senior Project Manager

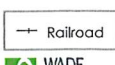
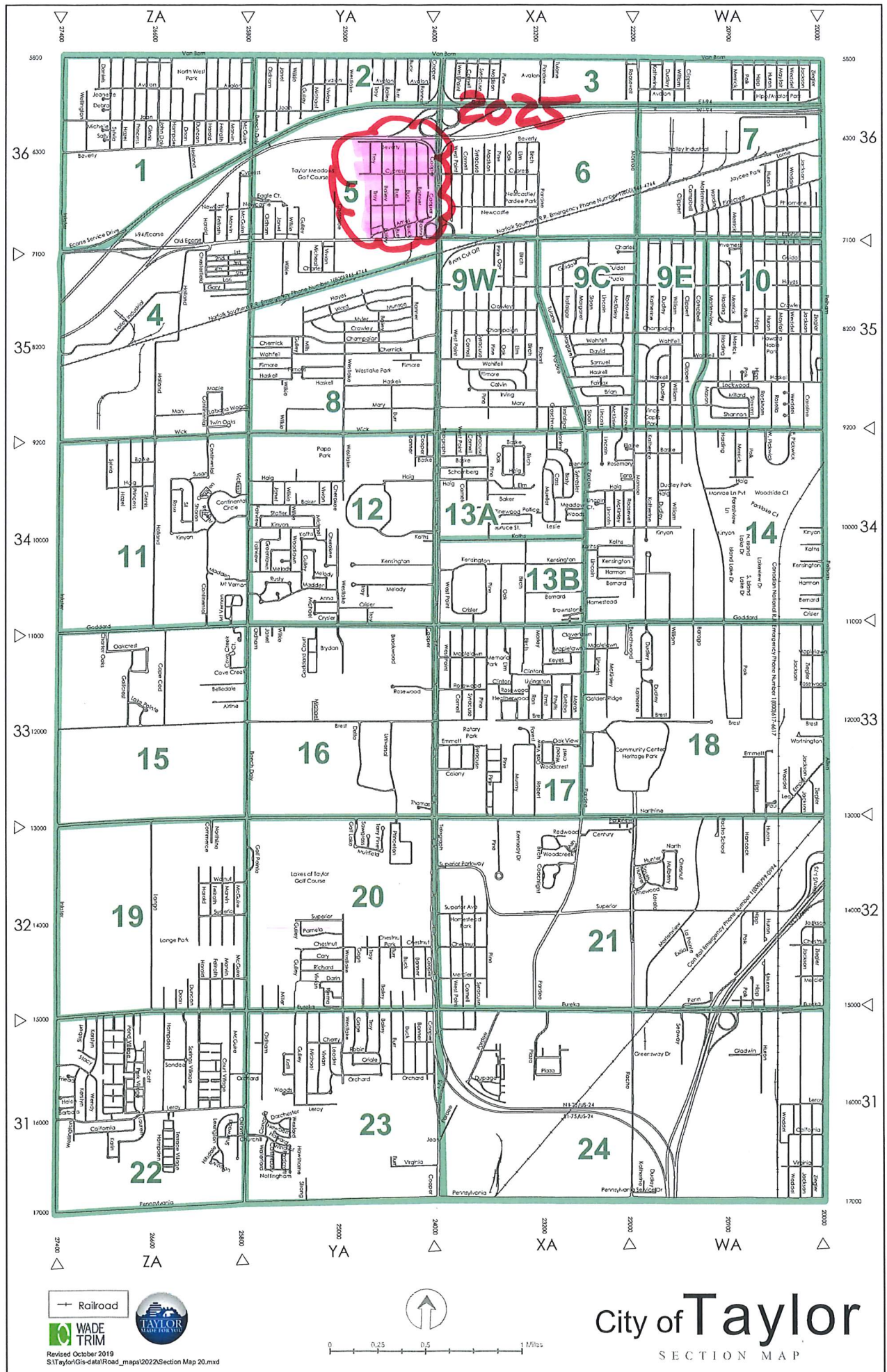


Brian Sousa, PE
Vice President

KMA:BS:kmk
BDXTAY

[20250522_Gibbs_2025 WM Design Phase Proposal-Ltr - Final.docx](#)

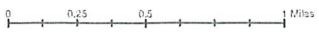
cc: Ralph Richard, DPW Director



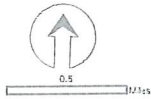
WADE TRIM



Revised October 2019
S:\Taylor\GIS\data\Road_maps\2022\Section Map 20.mxd



City of Taylor
SECTION MAP



WADE TRIM
July 2020
25251 Northline Rd
Taylor, MI 48180
734-947-9700

F:\TAY24\9\011\GIS\data\Project\RecommendedImprovements.mxd

WATER MASTER PLAN

DEARBORN 2025

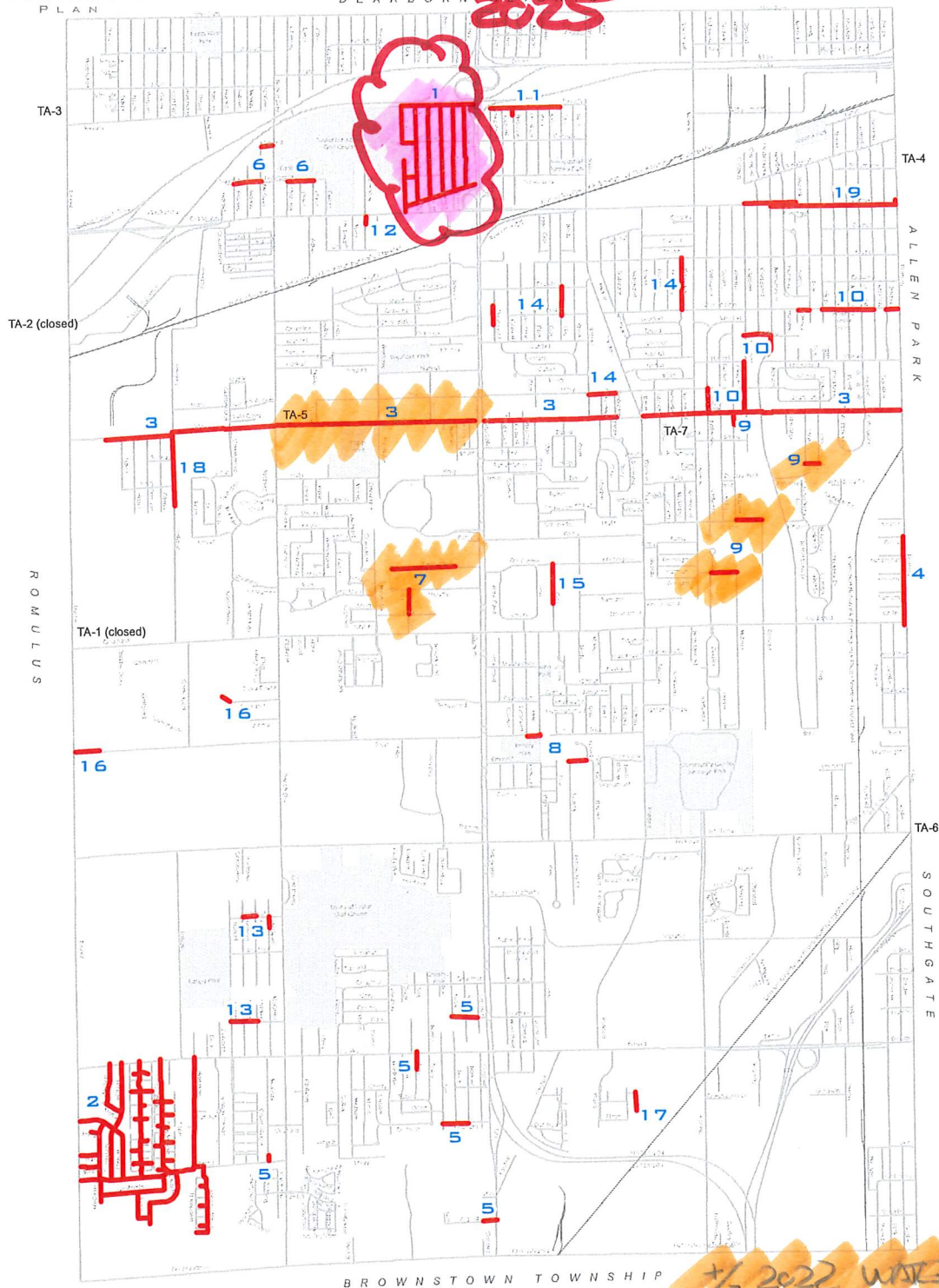


FIGURE 19
RECOMMENDED WATER
SYSTEM IMPROVEMENTS

LEGEND	
	Roads
	Railroad
	Meter Pit
	Water Main
	Recommended Improvement
	Parks

Table 10: Recommended Improvements

Priority Ranking*	Water System Improvement
1	Replace 4,230' of 8" and 12,260' of 6" in the Hand Station Business Center & Taylor Heights Subdivisions w/ new 8" + loop 340' along Beverly (Burr-Bailey) + 360' along Burr (dead-end 6" – Beverly) + 350' along Cypress (Bailey-Troy) + 320' along Newcastle (Bailey-Troy) w/ 8"
2	SW Corner replacements w/ 8"
3	Replace 19,680' of 8" along Wick (Inkster-Pelham) w/ 12" (7.25% TELEGRAPH - BEECH DALY)
4	Replace 2,250' of 8" along Pelham (Goddard-Koths) w/ 12" + loop 90' of 12" along Pelham across Ecorse
5	Loop 660' of 8" along Orchard (Burr-Banner) + loop 340' of 8" along Virginia (Telegraph-Cooper extended) + loop 510' of 8" along Troy (Eureka – dead-end 8") + loop 660' of 8" along Mercier (Buck-Cooper) + loop 140' of 8" along McGuire (Leroy – dead-end 6")
6	Loop 670' of 8" along Newcastle (Fellrath-McGuire) + 660' of 8" along Newcastle (Wilkie-Oldham) + 10' of 8" at Newcastle/Beech Daly connecting 8" to 12" + 280' of 8" along Cypress (McGuire-Beech Daly)
7	Loop 680' of 8" along Troy extended (Melody-Crisler) + loop 1,560' of 8" along Kensington conn. dead-ends west of Telegraph
8	Loop 350' of 8" along Brest (Pine – dead-end 8") + loop 500' of 8" along Emmett (Murray-Forest)
9	Loop 320' of 8" along William (Wick – dead-end 8") + loop 370' of 8" along Haig (Merrick-Polk) + loop 650' of 8" along Kinyon extended (William-Baraga) + loop 680' of 8" south of West Junior High School (Katherine-William)
10	Loop 1,880' of 8" along Champaign (Merrick-Polk, Hipp-Jackson, Ziegler-Pelham) + loop 490' of 8" along Mortenview (Haskell-Wohlfeil) + 640' of 8" along Wohlfeil (Clippert-Mortenview) + loop 670' of 8" along Katherine (Wick-Mary) + replace 1,220' of 4" along Clippert (Wick-Haskell) w/ 8"
11	Loop 1,780' of 8" along Beverly extended (Elm-Westpoint) + 180' of 8" along Syracuse (dead-end 8" – Beverly)
12	Loop 160' of 8" along Cherokee (Ecorse – dead-end 6")
13	Loop 330' of 8" along Walnut (Fellrath-Marvin) + loop 350' of 8" along McGuire (Walnut – dead-end 6") + loop 730' of 8" along Mercier (Marvin-Harold)
14	Loop of 1,300' of 8" along Roosevelt (Champaign-Hayes) + loop 730' of 8" along Elm (Champaign-Crowley) + loop 430' of 8" along Westpoint (conn. dead-ends between Wohlfeil-Crowley) + loop 660' of 8" along Mary (Robert-Trafalgar)
15	Loop 1,060' of 8" along Oak (Kensington – dead-end 6")
16	Loop 710' of 8" along Brest (Inkster – dead-end 8" west of Golfcrest) + 190' of 8" connecting dead-end 6" along Belledale to 12" along future Partridge Dr
17	Loop 480' of 8" along S Plaza Drive east of Plaza conn. dead-end 8" lines
18	Loop 1,870' of 8" along Holland (dead-end 8" north of Goddard - Wick)
19	Remove 1,270' of old 12" CI along Ecorse (Clippert-Merrick) + remove 3,100' of 8" along Ecorse (Mortenview-Pelham) & reconnect all services and lateral mains to 12" along Ecorse w/ a total of 570' of 8"

7.2022 WATER IMPROVEMENTS

* Map Identification Number for Figure 19



A quote for your consideration.

To retrieve this eQuote online, log in to your **Dell Premier Page** and search for your eQuote number under "Quotes" in the top menu bar.

Quote No.: 3000199090978.1
Total (USD): \$23,314.95
eQuote Name: Taylor PD
eQuote Creator: cmcdermott@ci.taylor.mi.us
Quoted On: Feb. 11, 2026
Expires By: Feb. 25, 2026

Company Name: CITY OF TAYLOR
Customer Number: 4373692
Phone: 7343744016
Premier Page Name: Oakland County- CLEMIS

Contract Name: State of Michigan MiDeals Agreement
Contract Code: C000000009850
Customer Agreement Number: 071B6600111

Billing Address:
CITY OF TAYLOR
POLICE DEPT TAYLOR
23515 GODDARD RD
TAYLOR , MI 48180

Pricing Summary

	Qty	Unit Price	Discounted Unit Price	Subtotal
1. Dell Pro 75 Plus 4K Touch Monitor - P7525QT Premier discount	5	\$5,999.99 - \$1,560.00	\$4,439.99	\$22,199.95
2. Chief Fusion Large TV Wall Mount - For 42-86 inch Displays - Tilt TV Mount - VESA Wall Mount	5	\$223.00	\$223.00	\$1,115.00
			Subtotal:	\$23,314.95
			Shipping:	\$0.00
			Estimated Tax:	\$0.00
			Total (USD):	\$23,314.95

Shipping Address:
 Taylor Police Department
 McDermott Craig
 23515 Goddard Road
 Taylor , MI 48180

Shipping Method:
 FREE Standard Delivery

Product Details

		Qty	Unit Price	Subtotal
1.	 Dell Pro 75 Plus 4K Touch Monitor - P7525QT (210-BRNF) Order Code: p7525qtsap	5	\$4,439.99	\$22,199.95

Module	Description	Product Code	SKU	Qty
Dell Pro 75 Plus 4K Touch Monitor - P7525QT	Dell Pro 75 Plus 4K Touch Monitor - P7525QT	GB3MF7S	210-BRNF	1
Standard Hardware Support Service	3Y Basic Hardware Service with Advance Exchange after remote diagnosis	G02BSRQ	717-9895,717-9896	1

		Qty	Unit Price	Subtotal
2.	 Chief Fusion Large TV Wall Mount - For 42-86 inch Displays - Tilt TV Mount - VESA Wall Mount (A8364771) Order Code: A8364771	5	\$223.00	\$1,115.00

Module	Description	Product Code	SKU	Qty
Chief Fusion Large Tilt Display Wall Mount - For Displays 42-86" - Black			A8364771	5

Need Help?



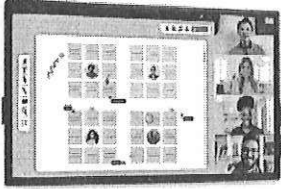
We're here to answer any of your Order Support questions. Contact Us.

CONNECT WITH DELL:



Items Quantity Price

Bundle (10 items)



Dell Pro 75 Plus 4K Touch Monitor - P7525QT

Quantity: 5

\$23,999.95

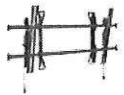
Remove items

Save for later

View Details

Warranty & Support

Delivery to 75201
Free 2-Day delivery as soon as Friday, February 13 if ordered by 2 PM CT



Chief Fusion Large TV Wall Mount - For 42-86 inch Displays - Tilt TV Mount - VESA Wall Mount

Quantity: 5

\$1,115.00

Remove items

View Details

Delivery to 75201
Free Standard delivery as soon as Tuesday, February 17

Bundle Total:

\$25,114.95

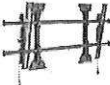

Shopping Cart

[Sign in](#) to Save this Cart, View Saved Carts or E-mail this Cart

ITEM	AVAILABILITY	PRICE	QUANTITY	ITEM TOTAL
 <p>Dell Pro 75 Plus 4K Touch Monitor P7525QT 75" Class (74.5" viewable) LED-ba</p> <p>MFG Part: DELL-P7525QT CDW Part: 8323514 UNSPSC: 43211902</p>	<p>3-5+ Days</p> <p>Expected in-stock date for this item is between 3-5 days. Item will ship once it is in stock.</p>	<p>\$5,999.99</p> <p>\$4,862.99</p> <p>Advertised Price</p>	<p>5</p>	<p>\$24,314.95</p> 

∨ Top Recommendations

 <p>Dell KM7120W Multi-Device Wireless...</p> <p>\$72.99</p> <p>Advertised Price</p> <p>Add to Cart</p>	 <p>Dell Pro Plus Keyboard and Mous...</p> <p>\$77.99</p> <p>Advertised Price</p> <p>Add to Cart</p>
---	--

 <p>Chief Fusion Large Adjustable TV Wall Mount - For 42-86 Inch TVs - Tilt TV</p> <p>MFG Part: LTM1U CDW Part: 3701055 UNSPSC:</p>	<p>In Stock</p> <p>Get it Sat, Feb 14 if ordered within 7 hrs 26 mins.</p>	<p>\$438.00</p> <p>\$335.20</p> <p>Advertised Price</p>	<p>5</p>	<p>\$1,676.00</p> 
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∧ Top Recommendations



2025 First Ave, Suite 800S
Seattle, WA 98121
206-441-3346

Sales 800-670-8777
Service 800-792-0329
Fax 206-441-7965

Order Form

Customer: City of Taylor
Contact: Ethan Davis
Ship To: City of Taylor
25505 Northline Rd
Taylor, Michigan 48180
United States
Term Start Date: 12/31/2025
Term End Date: 12/30/2026

Prepared By: Ryan Smith
Phone Number: 503-713-3697
Bill To: City of Taylor
25505 Northline Rd
Taylor, Michigan 48180
United States
Bill to Email: ethan.davis@skynetinnovations.com
Payment Terms: Net 30

Notes:

One-Time Fees	Billing Frequency	Order Quantity	Unit Type	Unit Price	Total Price ¹
Porting Single Numbers - each ¹	One-time	0	Each	\$15.00	\$0.00
Porting 10 Consecutive Numbers - each ¹	One-time	0	Each	\$15.00	\$0.00
Professional Services - FAXCOM Hybrid Implementation ⁵	One-time	1	Each	\$0.00	\$0.00
Subtotal:					\$0.00

Usage-Based Fees	Billing Frequency	Order Estimate ²	Unit Type	Unit Price	Monthly Price Estimate ³
Account with Local Fax Number (DID)	Monthly	18	Line	\$2.50	\$45.00
Account with Toll-Free Fax Number (TF)	Monthly	2	Line	\$2.50	\$5.00
Account for Sending Faxes only	Monthly	0	Each	\$2.00	\$0.00
Outbound faxes (Contiguous USA) - per page	Monthly	1,640	Page	\$0.067	\$109.88
Outbound faxes (Canada) - per page	Monthly	0	Page	\$0.067	\$0.00
Inbound faxes to Local DID - per page	Monthly	825	Page	\$0.067	\$55.28
Inbound faxes to Toll-free - per page	Monthly	0	Page	\$0.067	\$0.00
Subtotal:					\$215.16

Subscription Fees	Billing Frequency	Term Quantity	Unit Type	Monthly Price
FAXCOM Hybrid Fax Suite (Subscription) ⁵ <i>Includes: Biscom Fax REST API, Biscom Fax Outlook Plug-In, Biscom Fax Multi-Functional Device SMTP Plug In, Biscom Fax Active Directory Connector, Biscom Fax SSO Connection</i>	Monthly	1	Each	\$325.00
System Monitoring & Management Application License ⁵	Annual	1	Each	\$0.00
7x24 Support Subscription ⁵	Annual	1	Each	\$0.00
Subtotal:				\$325.00

- Porting fees are nonrecurring and charged to the Customer each time a number is ported into or away from Concord. The Customer shall not be charged any fees for numbers ported in the first 180 days after the execution of this Sales Order.
- Quantity displayed is an estimate, billing will reflect the monthly total actual usage for the Customer
- Actual Price is determined by the Customer's usage of the Services and may be

Fee Type	Price ³
One-Time Fees:	\$0.00
Monthly Usage-Based Fees Estimate:	\$215.16
Monthly Subscription Fees:	\$325.00
Total Estimated Monthly Fees:	\$540.16



2025 First Ave, Suite 800S
Seattle, WA 98121
206-441-3346

Sales 800-670-8777
Service 800-792-0329
Fax 206-441-7965

higher or lower than the Monthly Estimate

- 4. Features included in the NEXTSTEP Bundle selected by Customer can be found at: <https://concord.net/detailed-bundle-information>
- 5. Invoices for FAXCOM and Secure File Transfer (SFT) Products and Services may be sent from, and be payable to, Biscorn Inc., Concord's wholly owned subsidiary

Total Term Fee (including One-Time):	\$6,481.86
---	-------------------

Term Total (Months):	12
----------------------	----



2025 First Ave, Suite 800S
 Seattle, WA 98121
 206-441-3346

Sales 800-670-8777
 Service 800-792-0329
 Fax 206-441-7965

Terms:

This Order Form, together with the Master Services Agreement (<https://concord.net/master-services-agreement>), including all Schedules, constitute the entire agreement between Concord and the Customer (Agreement) governing the Products and Services referenced above. NOTWITHSTANDING ANY LANGUAGE TO THE CONTRARY, ANY TERMS OR CONDITIONS CONTAINED IN A PURCHASE ORDER, ACKNOWLEDGMENT, OR SIMILAR DOCUMENT ISSUED BY CUSTOMER SHALL BE OF NO EFFECT.

Standard Order Conditions:

1. There is a \$100.00 Minimum Monthly Usage requirement for Digital Fax Usage Based Services. The higher of the sum of the actual accrued Monthly Recurring Charges and Usage Charges or Minimum Monthly Usage requirement will be billed to the Customer monthly. The subscription charge for customers using Subscription Services is the Customer's Minimum Commitment for Subscription Services and does not apply to the Usage Services Minimum Monthly Usage requirement.
2. This Order Form is effective on the Term Start Date and shall continue for the Term Length defined above. Thereafter, the Order Form will automatically renew for additional 12-month Terms until either party terminates this Order Form by providing the other party with at least 60 days written notice prior to the end of the then-current term.
3. Payment for all invoices is due per the Payment Terms on this Order Form or will accrue late payment penalties as defined in the Concord Technologies MSA. The subscription charge for customers using Subscription Services will be applied the month immediately following the execution of this Order.
4. Pricing for Concord Products and Services is defined in this Order Form. Pricing excludes any and all applicable local, state, and federal taxes or fees (however designated) and any surcharges or regulatory fees incident to the use, provision, or sale of services to Customer. If your company is tax exempt send a PDF copy of your Tax Exempt Certificate to: billing@concord.net.
5. Rates for the delivery of faxes to Hawaii, Alaska and international destinations are defined in the Concord International Rates Schedule available at: <https://concordfax.com/international-rates-and-billing>. International rates are subject to change without prior notice.
6. Customer is responsible for confirming all retention settings applicable to the Services and features it uses. Concord's default settings will apply if Customer takes no action to reset its retention settings. Document storage charges as defined in this order may apply.

Concord and Customer have caused this Order to be signed and effective, as of the last date signed below, by their duly authorized representatives ("Order Effective Date").

Company: Concord III, LLC	Customer: City of Taylor
Name:	Name: Ty Dolin
Title:	Title:
Date:	Date:
Signed:	Signed:



Did you know.....

In addition to the software you're renewing, Ricoh offers a wide range of [document management services](#) and workflow automation solutions to help streamline your operations. And don't forget our award-winning color and black-and-white [office printers](#) are here to support your productivity every step of the way.



Ricoh Renewal Quote

Ricoh Software Renewals Desk Email: SoftwareRenewals@ricoh-usa.com or Call: 855-276-6435 For Tech Support: 888-424-1573

Bill to Customer: CITY OF TAYLOR
Address: 23555 Goddard RD
City: Taylor **State:** MI **Zip:** 48180

Ship to Customer: CITY OF TAYLOR
Address: 23555 GODDARD RD
 2nd FL IT Suite, City Hall
City: TAYLOR **State:** MI **Zip:** 48180

Customer Contact:
 Ryan Moore

Reference Number:
 3909162 (Contract #: 4836870)

Phone:

Email:

TUNGSTEN AUTOMATION (FORMERLY KOFAX) - OFFICE PRINT SOLNS & SVCS OTHER

VPN	Qty	Price	Ext. Price	Co-Term Dates	Key/Serial	Description
07AS020M4M1-PS1	12	\$180.60	\$2,167.20		INV-90518-Z3Q6C7	File Import License (60K pages/Yr pack) (12+ tier) Maintenance
07AS001M3M1-PS1	26	\$203.49	\$5,290.74		INV-90518-Z3Q6C7	AS Device License (25 to 49 tier) Maintenance
07AS018M1M1-PS1	1	\$99.75	\$99.75		INV-90518-Z3Q6C7	Quick Capture SnapIt add-on Maintenance
07AS025M1M1-PS1	1	\$498.75	\$498.75		INV-90518-Z3Q6C7	Additional OCR Engine Maintenance
07AS017M1M1-PS1	1	\$254.39	\$254.39		INV-90518-Z3Q6C7	Quick Capture Device License (1 to 9 tier) Maintenance
07BU003M1M1-PS1	2	\$254.39	\$508.78		INV-90734-N4G8S7/956615, INV-90734-N4G8S7, INV-90734-N4G8S7, 956615	User Client Bundle (AutoCapture, WebCapture/Mobile, OM Desktop) (20 pack) Maintenance
07BU003M1M1-PS1	2	\$254.39	\$508.78		INV-90734-N4G8S7/956615, 956615, INV-90734-N4G8S7, INV-90734-N4G8S7	User Client Bundle (AutoCapture, WebCapture/Mobile, OM Desktop) (20 pack) Maintenance
07AS001M3M1-PS1	4	\$203.49	\$813.96		INV-122521-K7L2V1	AS Device License (25 to 49 tier) Maintenance
						Previous PO: PO24201
						NOTE: LATE FEE WILL APPLY IF SIGNED FORM IS RECEIVED ON OR AFTER START DATE OF COVERAGE

TOTAL: \$10,142.35 *Applicable Taxes Are Not Included*

Total:
\$10,142.35

Terms of Agreement(Months):
12

Start Date of Coverage:
1/31/2026

Last Date of Coverage:
1/30/2027

Customer Signature: _____

Primary Email: _____

Print Name: _____

Primary Phone: _____

Print Title: _____

IT Contact: _____

Date: _____

IT Phone#/Email: _____

Please Note: Support Pricing is NON-REFUNDABLE. After the expiration date any future quotes may increase due to vendor cost changes or internal updates.

Quote Expiration Date: 1/30/2026

Quote Creation Date: 09/08/2025

Type of Renewal: Regular



INVOICE



Ricoh USA, Inc Attn: Customer Administration
300 Eagleview Blvd, Exton PA US 19341

Ricoh will enforce late fees per the terms & conditions of your agreement.

3098002072 PRESORT PBPS004 <>



CITY OF TAYLOR
ATTN: ACCOUNTS PAYABLE
23555 GODDARD RD DEPT IT
TAYLOR MI 48180-4116

Invoice Number	Invoice Date
5072405434	12/01/2025
Terms	Due Date
30 NET	12/31/2025
Customer Number	Purchase Order Number
13663472	
Federal ID	DUNS#
23-0334400	04-396-4519 / K8NNV2MH8AE6

We appreciate your business.

For any questions, please contact us by visiting <http://my.ricoh-usa.com> and using Click to Chat or call us at 1-888-456-6457 to order additional products, supplies, services or to submit meter reads

Contract #: 5228107

For details on Ricoh's EPEAT and environmental initiatives, visit www.ricoh-usa.com/environment. Ricoh has posted to its website take back, recycling, paper content, reporting and design information for its imaging equipment/ Toner Containers/ packaging to meet EPEAT criteria. None of the returned material goes to landfill or incineration.

Equipment Location	Equipment Detail Service Offering	Billing Details	Amount	Sales Tax	Total
CITY OF TAYLOR 23555 GODDARD RD TAYLOR MI 48180-4116 - - -	OTHER VENDOR NA MFG S/N SW2398414 SUBSCRIPTION Includes SUBSCRIPTION COVERAGE	Billing Charge: 12/01/2025 to 11/30/2026	10,304.10	0.00	10,304.10
CITY OF TAYLOR 23555 GODDARD RD TAYLOR MI 48180-4116 - - -	OTHER VENDOR NA MFG S/N SW2398415 SUBSCRIPTION Includes SUBSCRIPTION COVERAGE	Billing Charge: 12/01/2025 to 11/30/2026	2,308.12	0.00	2,308.12
Total			12,612.22	0.00	12,612.22

Regular Bill~

Amount Due	12,612.22
------------	-----------

CITY OF TAYLOR
ATTN: ACCOUNTS PAYABLE
23555 GODDARD RD DEPT IT
TAYLOR MI 48180-4116

*Detach and Return This Portion With Your Payment or Pay Online at www.ricoh-usa.com
To ensure proper credit to your account, please write your customer and invoice number on your check*

Make check payable and remit to:

Customer No.	13663472
Invoice Number	5072405434

Ricoh USA, Inc
P.O. Box 802815
CHICAGO IL 60680-2815

Amount Due	12,612.22
------------	-----------

Thank you for choosing Ricoh USA, Inc

00 0050724054349 00136634722 00012612222 000000000 000000000



Quote Document for

CITY OF TAYLOR

Date: January 26,2026

<u>Quantity</u>	<u>Item Description</u>	<u>Ext Selling Price</u>
150	[OOD]TUNGSTEN POWER PDF 5 - GOVERNMENT (100-199 USERS) INCLUDES LICENSE SERVER LEVEL D	\$18,000.00
150	[OOD]TUNGSTEN POWER PDF 5 - GOVERNMENT (100-199 USERS) INCLUDES LICENSE SERVER 1 YEAR INITIAL M&S LEVEL D INC1YR	\$3,576.00
	Sub Total:	\$21,576.00

Reservation of Rights—This quote is based upon the information provided by you, and the assumptions made by us in preparing the information contained herein. While care has been taken to ensure the accuracy of this quote, we make no representations or warranties about the accuracy, completeness or adequacy of the information contained herein, and shall not be liable for any errors or omissions. We recognize your right to negotiate and approve the terms of any resulting contract and we reserve the same right. We also acknowledge that all contract terms and conditions must be mutually agreed upon by both of us. THIS QUOTE IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND IS NOT, NOR SHOULD IT BE CONSTRUED AS, AN OFFER TO SELL/LEASE THE GOODS OR SERVICES LISTED HEREIN.

Rev. 04/13	Quote Number 36365393	Expires on February 28,2026
------------	------------------------------	------------------------------------

Data Capture Group Price Quotation

Prepared for: City of Taylor Michigan

Attention: Ethan Davis

For Additional Information Contact: Stephen Glynn

PH: 603-552-5203 FAX:603-432-6219



37 Rolling Ridge Road
Londonderry, NH 03053

Date: 01/30/2026

Quote #: 24083

Part Number	Description	Qty.	Unit Price	Total
PPDPER0393-D	Tungsten Power PDF 5 - Business, Government Level D (100-199 Users)	150	\$140.18	\$21,027.00
MNT-PPDPER0393-D1	Tungsten PDF 5 - Business, Government Level D One Year Maintenance and Support *Enterprise Level Tech Support *Minor / Major releases of Power PDF	150	\$28.04	\$4,206.00
Total				\$25,233.00

Terms: Net 30

Shipping: Electronic Delivery

All sales of Power PDF Advanced licenses are final.

Motion to approve to direct Corporation Counsel to draft a ballot proposal to amend the City of Taylor Charter, Chapter 4, Section 4.5 Filling Vacancies in Elective Office

Current: If a vacancy occurs in any elective office, then the Council by a majority vote of its members elect, shall fill such vacancy except as otherwise provided by this Charter for the unexpired term of such office.

Added intent:

If the Council members fail to fill any vacant Council position after six regular Council meetings, at the next and subsequent regular Council meetings the City Clerk will vote along with the Council to attempt to fill any vacant Council positions only.

- Key factors:
 - The Council will have six regular meeting to fill the Council (only) vacancy
 - The City Clerk will have a vote, only to vote on filling the vacant position, along with the Council after six regular meetings, until the position is filled.

Motion to approve to direct Corporation Counsel to draft a ballot proposal to amend the City of Taylor Charter, Chapter 15, Section 15.2, Section 15.3, and Section 15.4 (a) changing each “limit” from \$2,000 to \$5,000, per the attached document.

Attached documentation:

ATTACHED “Threshold Recommendations.docx”

Section 15.2. Material Purchases.

No contract shall be entered into by the City for the purchase of any material, tools, apparatus or any other thing or things, the consideration or cost of which shall exceed ~~Two Thousand (\$2,000.00)~~ **Five Thousand (\$5,000.00)** Dollars until after an opportunity for competitive bidding; the City shall have the right to reject any or all proposals.

Section 15.3. Specifications.

No public improvement costing more than ~~Two Thousand (\$2,000.00)~~ **Five Thousand (\$5,000.00)** Dollars shall be contracted for/or commenced until drawings, profiles and estimates for the same shall have been submitted to the Council and approved by it; and a copy thereof shall thereafter remain on file in the office of the Clerk subject to inspection by the public.

Section 15.4. Approval of Contract: Review: Appropriation.

(a) No contract shall be entered into by the City for the making of any public improvement or for the purchase of any materials, tools, apparatus, or any other thing or things, the consideration or cost of which shall exceed ~~Two Thousand (\$2,000.00)~~ **Five Thousand (\$5,000.00)** Dollars until the same shall have been approved by a majority of the Council elect. All contracts prior to submission to the Council shall be reviewed by the Mayor. No bids shall be received unless accompanied by a bid bond in the sum of five percent (5%) of the bid nor shall any contract be entered into unless accompanied by a performance and material bond in the amount of the contract.

(b) No contract shall be made with any person who is in default to the City.

(c) No public work or improvement shall be commenced, nor any contract therefor be let or made, until a valid specific appropriation to pay the cost thereof shall have been made by the Council from funds on hand and legally available for such purpose, or until a tax or assessment shall have been levied or bonds authorized and sold to pay the cost and expense thereof.