

**SDDA REVISED 2009 DEVELOPMENT PLAN  
AND TAX INCREMENT FINANCING PLAN  
AMENDMENT TO INCORPORATE NEW PROJECTS**

Pursuant to the requirements of MCL 125.1664 (2), the Stockbridge Downtown Development Authority (hereinafter, "SDDA") recommends the following amendments be incorporated into the SDDA's Development Plan:

1. The boundaries of the Plan's Tax Increment Finance District are set forth in the map contained on page iv of the July 3, 1995 Plan Amendment and are not altered by this Amendment.
2. The location and extent of existing streets and other public facilities within the development area are set forth in the maps contained on pages 12 B 14 of the original Plan. The SDDA's District Zoning Map is contained on page 13. The map sets forth the designated location, character, and extent of the categories of public and private land uses existing and proposed for the development area, including residential, recreational, commercial, industrial, educational, and other uses. The legal description of the development area is described as being located in the Village of Stockbridge, County of Ingham, to wit:

*See Legal Description of the District contained in Pages 24-26 of the July 3, 1995 Plan Amendment; and which are not changed in this Amendment.*

3. The description of the existing improvements in the area to be demolished, repaired, or altered, a description of any repairs or alterations, and an estimate of the time required for completion.

The purpose of this Amendment is to incorporate three new projects into the plan:

- 3.1 Phase I of the *M-52 Pedestrian Pathway Project* – The Amendment calls for installation of sidewalks and a wooden Pedestrian Bridge over Brownell Drain along the east side of Clinton Road (M-52). Topographic mapping, design, and easement acquisition shall be completed by the end of April 2009. Engineering shall commence in April 2009 and be completed by the end of May 2009. Municipal services shall also be completed by the end May of 2009. Bids shall be awarded and demolition will be completed by the end of June 2009. Site work will be completed by the end of August 2009. Bridge construction on completion of any options shall be completed by the end of October 2009. Landscaping will be completed by April 2010. See the attached Spreadsheet labeled as **Exhibit C** for a breakdown of costs and associated timetable, which is incorporated as a substantive part of the Plan.

- 3.2 Minix Building Parking Lot B -- The SDDA purchased the Minix Building Property [commonly known as 121 Herbert Street] in 2008, with the intention of tearing down the existing structure and constructing a parking lot. The structure is being demolished in 2009 for under \$15,000.00, pursuant to the authority in the 2008 Plan Amendment. Demolition shall proceed and be completed by the end of May 2009. Design and engineering shall commence by May 2009. Bids will be awarded in June 2009. Design and engineering shall be completed by the end of July 2009. Site work shall commence by August 2009 and be completed by November 2009. Landscaping and any other loose ends shall be completed by May 2010. See the attached Spreadsheet labeled as **Exhibit C** for a breakdown of costs and associated timetable, which is incorporated as a substantive part of the Plan.
- 3.3 Birchmeier Property B the property [commonly known as 146 South Clinton, Stockbridge] is vacant land, in a dilapidated condition, and is an eyesore in the business district. It is for sale by owner and is vacant. The SDDA is authorized under this Amendment to offer to purchase the home from \$0.00 up to \$40,000.00 on or after July 1, 2009. The property has a tax identification number of 33-42-16-27-233-019 and is located in the tax increment finance district. If the purchase occurs, this Plan Amendment requires the SDDA to spend up to \$12,000.00 for demolition of the site by the end of December 2009, with landscaping to be completed by April of 2010. The SDDA would then hold the site as a green space, until a higher and better use was identified. The Plan would relieve a blighted condition in the downtown district. If the SDDA explores offers to rehabilitate the structure from private developers prior to demolition, it shall make a decision about such rehabilitation and the need for demolition by the end of December 2009 so as not to push the timetable for this project back.
4. The description of the location, extent, character, and estimated cost of the improvements, including rehabilitation, contemplated for the development area and an estimate of the time required for completion, signage or signalization.
- 4.1 The Phase I sidewalk improvements are located on the east side of Clinton Street (M-52) from the northeast corner of Center Street south, to the north entrance to Ransom's Grocery Store [1001 South Clinton Street] (see **Exhibit A**). Except for the bridge over the Brownell Drain, the entire project is proposed to be located in the right-of-way of Clinton Street. The SDDA proposes to secure easements necessary to install the proposed bridge from private property. The project is projected to cost \$225,000.00 and to be completed by April 2010. [See the attached Spreadsheet labeled as **Exhibit C** for a breakdown of costs and associated timetable, which is incorporated as a substantive part of the Plan.] While the specifics of Phase II are being left to a future plan amendment, it is

generally anticipated to continue south on Clinton Street (M-52) from the north end of 1001 South Clinton to the northeast corner of Green Street, where it will turn east and run along the north side of Green Street to its termination point on the east side of Bird Drive. A Phase II sidewalk plan has been envisioned from the north end of 1001 South Clinton to the McDonald's restaurant, but the specifics of such a plan would be the subject of a future plan amendment.

- 4.2 Minix Building Parking Lot B the SDDA purchased the Minix Building Property [commonly known as 121 Herbert Street] in 2008, with the intention of tearing down the existing structure and constructing a parking lot, which would include some green space. The structure is being demolished in 2009 for under \$15,000.00, pursuant to the authority in the 2008 Plan Amendment. The SDDA anticipates being able to complete this project for \$146,800.00. (see **Exhibit B** and the attached spreadsheet labeled as **Exhibit C** for a breakdown of costs and associated timetable, which is incorporated as a substantive part of the Plan.)
  - 4.3 Birchmeier Property -- The property located at 146 South Clinton, Stockbridge is in a dilapidated condition and is an eyesore in the business district. It is for sale by owner and is vacant. The SDDA is authorized under this amendment to offer to purchase the home between \$0.00 up to \$40,000.00 on or after July 1, 2009. The property has a tax ID # of 33-42-16-27-233-019 and is located in the tax increment finance district. If the purchase occurs, the Plan Amendment calls for the SDDA to spend up to \$12,000.00 for demolition by the end of December 2009. An additional expenditure of up to \$10,000 may be made to landscape and further rehabilitate the property by April 2010. The SDDA would then hold the site as a green space, until a higher and better use was identified. The Plan would relieve a blighted condition in the downtown district. Alternatively, the SDDA may explore offers to rehabilitate the structure from private developers prior to demolition prior to the end of December of 2009.
5. The following is a statement of the construction, or stages of construction, planned and the estimated time for completion of each stage.

January 2009:

- Pedestrian Pathway Project – Topographic Mapping
- Pedestrian Pathway Project – Design

February 2009:

- Minix Building/Parking Lot – Demolition

April 2009:

- Pedestrian Pathway Project – Easements
- Pedestrian Pathway Project – Engineering Begins

May 2009:

- Pedestrian Pathway Project – Engineering Begins
- Pedestrian Pathway Project – Municipal Services
- Minix Building/Parking Lot – Design/Engineering

June 2009:

- Pedestrian Pathway Project –Demolition
- Pedestrian Pathway Project –Awarding of Bids
- Minix Building/Parking Lot – Awarding of Bids

July 2009:

- Minix Building/Parking Lot – Design/Engineering
- Birchmeier Property – Acquire Property

August 2009:

- Birchmeier Property – Demolish Property<sup>1</sup>
- Pedestrian Pathway Project –Site Work
- Minix Building/Parking Lot –Site Work

October 2009:

- Pedestrian Pathway Project – Bridge Construction
- Pedestrian Pathway Project – Options, if any

November 2009:

- Minix Building/Parking Lot – Site Work

April 2010:

- Birchmeier Property – Landscape Property
- Pedestrian Pathway Project – Landscaping

May 2010:

- Minix Building/Parking Lot – Landscaping

6. The description of any parts of the development area to be left as open space and the use contemplated for the space is contained in Section 1.1.1 of the 2001 Plan Amendment.

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<sup>1</sup> The planning for the demolition of this home can be start by the SDDA at any time after the acquisition has been completed, along with discussion about rehabilitation of the structure. The demolition or a decision to rehabilitate must be completed December 31, 2009.

- 6.1 On a temporary basis the Birchmeier property will be held as green space, unless it is rehabilitated. Otherwise, this section is not changed.
- 7. The following is a description of any portion of the development area that the authority desires to sell, donate, exchange, or lease to or from the municipality and the proposed terms.
 

N/A
- 8. The following is a description of desired zoning changes, and changes in streets, street levels, intersections, or utilities.
  - 8.1 This section is being amended, as set forth in the diagrams attached at **Exhibit A**, showing the new sidewalk and how it will effect streets, street levels, and intersections.
- 9. The following is an estimate of the costs of the development, a statement of the proposed method of financing the development, and the ability of the authority to arrange the financing. The estimated cost of the following developments is \$433,0002:

The SDDA proposes to finance a portion of the sidewalk project, the Minix Building Park Lot project, and the Birchmeier Property Project from: 1) an intergovernmental loan, 2) the sale of tax increment bonds and/or 3) other legally permissible methods of financing.

So that funding will not be an obstacle to the timely completion of the projects described herein, the SDDA will consider obtaining an intergovernmental loan to cover any projected budgetary shortfalls during the completion of the projects. The SDDA will not delay any of the projects described herein due to a lack of funds unless it has previously brought such funding shortfall to the attention of the Village Council for discussion of an intergovernmental loan.

A bond sale would be for tax increment bonds issued by the SDDA, as approved by Resolution of the Village, for no more than \$308,120.00<sup>3</sup> and be purchased by either: 1) a bank/lending institution, 2) a private buyer of such bonds, and/or 3) any other person or entity legally able to purchase said tax increment bonds. These bonds would be backed solely by a Tax Increment Revenue Pledge from the SDDA. The private bonds will be issued in 2009 or 2010 and have a 0 to 15 year amortization schedule, with no penalty for early re-payment. The SDDA, by

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See the attached Spreadsheet labeled as Exhibit C for a complete breakdown of costs and associated timetable, which is incorporated as a substantive part of the Plan.

3

The total cost of all three projects proposed to be financed, in part with bonds, is \$593,120.00. The SDDA has available \$285,000.00 in its budget for these three projects in the 2009-2010 fiscal years. Thus, the SDDA will need to sell Tax Increment Bonds in an amount not to exceed \$308,120.00 [\$593,120.00 - \$285,000], or pursue another option, such as in intergovernmental loan, to finance all three of the above projects.

resolution, will pledge its tax increment revenues towards the repayment of these bonds over the term of the bonds (0 -15 years) with a maximum interest rate not to exceed 8.5%. The SDDA shall adopt a resolution stating its intent to reimburse any expenditures on the project with proceeds from the above stated private bonds/notes. The remaining portion of the funds for these four projects will come from fund balances and tax increment revenues on a “pay as you go basis”.

The proposed Business Loan Fund and the Incubator Business Fund will be funded from tax increment revenues on a “pay as you go basis”.

The SDDA may also utilize any of the following financing mechanisms to finance these projects:

- a. Tax increment revenue bonds issued by the Village pursuant to Section 16(1) of the DDA Act;
- b. Tax increment revenue bonds issued by the SDDA pursuant to Section 16(2) of the DDA Act;
- c. Other advances from the Village repayable from tax increment revenues of the SDDA, which advances may be financed through obligations incurred by the Village under the Local Building Authority Act or other authorizing statutes;
- d. Tax increment revenues on a pay-as-you-go basis; and
- e. Federal or State grants or contributions.

Given the level of the SDDA’s gross tax increment revenues and the low level of the SDDA bonded indebtedness, the ability of the Authority to arrange financing of the \$308,120.00 through the above sources in 2009 or 2010 is very likely.

The maximum level of indebtedness the SDDA is authorized to incur under this Plan is Six Hundred Thousand Dollars (\$600,000.00). The SDDA currently has approximately \$215,000.00 in previously issued debt.

10. The following is a designation of the person or persons, natural or corporate, to whom all or a portion of the development is to be leased, sold, or conveyed in any manner and for whose benefit the project is being undertaken, if the information is available to the authority.

9.1 The SDDA intends to keep the sidewalk and bridge, Birchmeier lot [unless rehabilitated], and Minix parking lot (once completed), so there is no change to this paragraph for those projects.

10.2 The SDDA intends to transfer to the Village the Wood Street Parking Lot [Parcel 33-42-16-27-233-022] for use as a public parking lot and the vacant parcel of land at the northeast corner of Main Street and Center Street [Parcel 33-42-16-26-109-006] for

the future development of a public parking lot, both of which were purchased and/or created under prior plan amendments.

11. The procedures for bidding for the leasing, purchasing, or conveying, in any manner, of all, or a portion, of the development upon its completion, if there are no express or implied agreements between the authority and persons, natural or corporate, that all or a portion of the development will be leased, sold, or conveyed, in any manner, to those persons.

- 10.1 The SDDA intends to keep the new municipal parking lot, vacant Birchmeier lot, the new sidewalks and bridge (once completed) so there is no change to this paragraph.

- 10.2 The SDDA intends to transfer the Wood Street parking lot and the vacant parcel set forth in 10.2 to the Village for the operation of current and future public parking lots, so no procedure for bidding or leasing is required.

12. It is estimated that there are less than 100 persons and families residing in the development area. It is estimated that zero (0) persons or families residing in the development area will be displaced.

Since the Plan does not call for the acquisition of occupied residential property, the Plan does not include a survey of the families or individuals to be displaced, including their income and racial composition, a statistical description of the housing supply in the community, including the number of private and public units in existence or under construction, the condition of those units in existence, the number of owner-occupied and renter-occupied units, the annual rate of turnover of the various types of housing and the range of rents and sale prices, an estimate of the total demand for housing in the community, and the estimated capacity of private and public housing available to displaced families and individuals.

13. The following constitutes the plan for establishing priority for the relocation of persons displaced by the development in any new housing in the development area.

Because of the answer to Section 12, no plan for establishing priority for relocation is required.

14. The following shall constitute the provisions for the costs of relocating persons displaced by the development and financial assistance and reimbursement of expenses, including litigation expenses and expenses incident to the transfer of title, in accordance with the

standards and provisions of the *Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, being Public Law 91-646, 42 U.S.C. Sections 4601, *et seq.*

Because of the answer to Section 12, no provision for the costs of relocating persons displaced is included.

15. No persons are being relocated in the development area, but any future relocation will be done in compliance with Act No. 227 of the *Public Acts of 1972*, being Sections 213.321 to 213.332 of the Michigan Compiled Laws.
16. This Plan Amendment also provides for the following other material that the authority, local public agency, or governing body, considers pertinent:

**16.1 Loan Fund**

The SDDA hereby establishes a loan fund to assist existing businesses and buildings located within the SDDA's Downtown Business District. The assistance may take the form of a loan to improve an existing building to make it marketable for sale or lease within the Downtown Business District for the use in whole or part of any public or private person, corporation, or combination thereof (MCL 125.1657 (q)).

Under the terms of the SDDA Revolving Loan Fund, the SDDA will loan qualified entities money and enter into repayment contracts (notes) and take an interest in real or personal property (security agreements), as the SDDA determines reasonably necessary to achieve the purpose of the Act and this Loan Fund Program (MCL 125.1657 (q)). The exact terms and conditions of the Revolving Loan Fund, including an application process, shall be established and amended from time to time by Resolution of the SDDA. The revenue stream the SDDA will be using to fund the above loans will come from tax increment revenues, pursuant to MCL 125.1661 (1) (e). The SDDA shall not have more than \$100,000.00 in aggregate loan fund money loaned out at any one time under this program.

**16.2 Incubator Business Program:**

The SDDA hereby expresses its determination to create an incubator business program, operate same, and fund it from existing tax increment revenues. The Incubator Business Program shall operate in the SDDA's downtown business district. The program shall give preference to tenants who will provide goods or services that are not currently served or that are underserved in the downtown area (MCL 125.1657 (r)).

Under the terms of the SDDA Incubator Business Program, the SDDA and the



Incubated Business will enter into a written agreement that includes, but is not limited to:

- A. the lease or rental rate that may be below the fair market rate, as determined by the Board;
- B. the requirement that a tenant may lease space in the retail business incubator for a period not to exceed 18 months;
- C. the terms of a joint operating plan with one or more other businesses located in the downtown district;
- D. a copy of the business plan of the tenant that contains measurable goals and objectives;
- E. the requirement that the tenant participate in basic management classes, business seminars, or other business education programs offered by the SDDA, the local chamber of commerce, local community colleges, or institutions of higher learning.

The exact terms and conditions of the Incubator Business Program, including an application and selection process, and meeting goals A - E, shall be established and amended from time to time by Resolution of the SDDA. The revenue stream the SDDA will be using to fund the above program shall come from tax increment revenues, pursuant to MCL 125.1661 (1) (e). The SDDA shall not spend more than \$100,000.00 in aggregate incubating businesses at any one time under this program.

- 17. This Development Plan does not provide for improvement related to a qualified facility, as defined in the *Federal Facilities Development Act*, Act No. 275 of the *Public Acts of 1992*.
- 18. The original 1986 Plan states that its duration will “terminate upon the completion of those projects specified in the development schedule (Table 1).” The 1992 Plan Amendment does not appear to have addressed the duration of the Plan. The 1995 Plan Amendment states that the “duration of the Plan is limited to the implementation of the goal [sic] and objectives.” Pursuant to the 2004 Amendment, the capturing of tax increment revenues shall continue through taxes levied in 2014, or such later year when all obligations of the SDDA payable from tax increment revenues have been retired or satisfied. The Development Plan shall be effective until the purposes of the Development Plan are completed. Because this Plan anticipates a Phase II to the sidewalk project, and there are other unfinished Projects in the Plan, it is now anticipated that the Plan will need to be extended beyond 2014 to at least 2020. Therefore, this Amendment is anticipated to extend the Plan until 2020.
- 19. The estimated impact of tax increment financing on all taxing jurisdictions in which the SDDA’s Development Area was originally addressed by the SDDA in previous

amendments. This Amendment provides updated information in regard to this matter through 2020 (see Exhibit C). Additionally, the SDDA states:

Tax increment financing permits the SDDA to capture Tax Increment Revenues (as defined below) attributable to increases in the value of real and personal property in the Development Area. The tax increment finance procedure is governed by Act 197 of the *Public Acts of 1975*, as amended (the “DDA Act”). The procedures outlined below are the procedures provided by the DDA Act effective as of the date this Plan is adopted, but are subject to any changes imposed by future amendments to the DDA Act.

The Tax Increment Revenues are generated when the Current Assessed Value of all properties within the Development Area exceed the Initial Assessed Value of the properties. The amount in any one year by which the Current Assessed exceeds the Initial Assessed Value is the Captured Assessed Value.

**Initial Assessed Value:** When the Village Council enacted the Original Plan by Ordinance in 1986, the Initial Assessed Value of Development Area was established as the assessed value, as equalized, of all the taxable property within the boundaries of the Development Area at the time that Ordinance was approved, as shown by the then most recent assessment roll of the Village for which equalization had been completed, prior to the adoption of the 1986 Original Plan by Ordinance. Property exempt from taxation at the time of the determination of the Initial Assessed Value was included as zero. However, in determining the Initial Assessed Value, property for which a “specific local tax” was paid in lieu of a property tax was not considered to be property that was exempt from taxation. A “specific local tax” is defined in the DDA Act and includes “Industrial Facilities Taxes” levied under 1974 PA 198, taxes levied under the *Technology Park Development Act*, 1984 PA 385, and taxes levied on lessees and users of tax-exempt property under 1953 PA 189. The Initial Assessed Value or Current Assessed Value of property subject to a specific local tax was determined by calculating the quotient of the specific local tax paid divided by the *ad valorem* millage rate, or by other method as prescribed by the state tax commission.

**Current Assessed Value:** Each year the “Current Assessed Value” of the Development Area will be determined. The Current Assessed Value of the Development Area is the taxable value of the property in the Development Area.

**Captured Assessed Value:** The amount by which the Current Assessed Value exceeds its Initial Assessed Value in any one year is the “Captured Assessed Value.”

**Tax Increment Revenues:** For the duration of the Plan, taxing jurisdictions will continue to receive tax revenues based upon the Initial Assessed Value of the Development Area. The SDDA will receive that portion of the *ad valorem* tax levy of all taxing jurisdictions on the Captured Assessed Value of the taxable property in the

Development Area, other than the State, local school district, intermediate school district tax levies, and specific local taxes attributable to such *ad valorem* property taxes (the “Tax Increment Revenues”), subject to limitations and exemptions which may be contained in the DDA Act, this Tax Increment Financing Plan, and the provisions of any agreements for the sharing of Captured Assessed Value.

Increases in the Current Assessed Values which generate Tax Increment Revenues can result from any of the following:

- a. Construction of new developments.
- b. New rehabilitation, remodeling, alterations, or additions.
- c. Increases in property values which occur for any other reason.

Tax Increment Revenues can be used as they accrue annually, can be held to accumulate amounts necessary to make improvements described in the Plan, or can be pledged for payment of bonds or notes issued by the SDDA or the Village under the DDA Act. Further, the SDDA may not borrow money or issue revenue notes without the prior approval of the Village. The SDDA may expend tax increment revenues only in accordance with this Plan; surplus revenues revert proportionally to the respective taxing jurisdictions.

20. **Adoption of these Amendments.** The Village of Stockbridge, before adopting an Ordinance approving these 2009 Amendments, shall hold a public hearing on this development plan and seek input and approval from the Citizens Advisory Committee, if one forms. At the time of the hearing, the Village Council shall provide all interested persons an opportunity to be heard and shall receive and consider communications in writing with reference thereto. The hearing shall provide the fullest opportunity for expression of opinion, for argument of merits, and for introduction of documentary evidence pertinent to the development plan. The Village Council shall make and preserve a record of the public hearing, including all data presented at that time. All provisions of the Original 1986 Plan, 1992 Plan Amendment, 1995 Plan Amendment, 2004 Plan Amendment, 2006 Plan Amendment, and 2008 Plan Amendment not modified by these amendments to the Plan shall remain in full force and effect.

Drafted By:  
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101 East Grand River Avenue  
Post Office Box 935  
Fowlerville, Michigan 48836  
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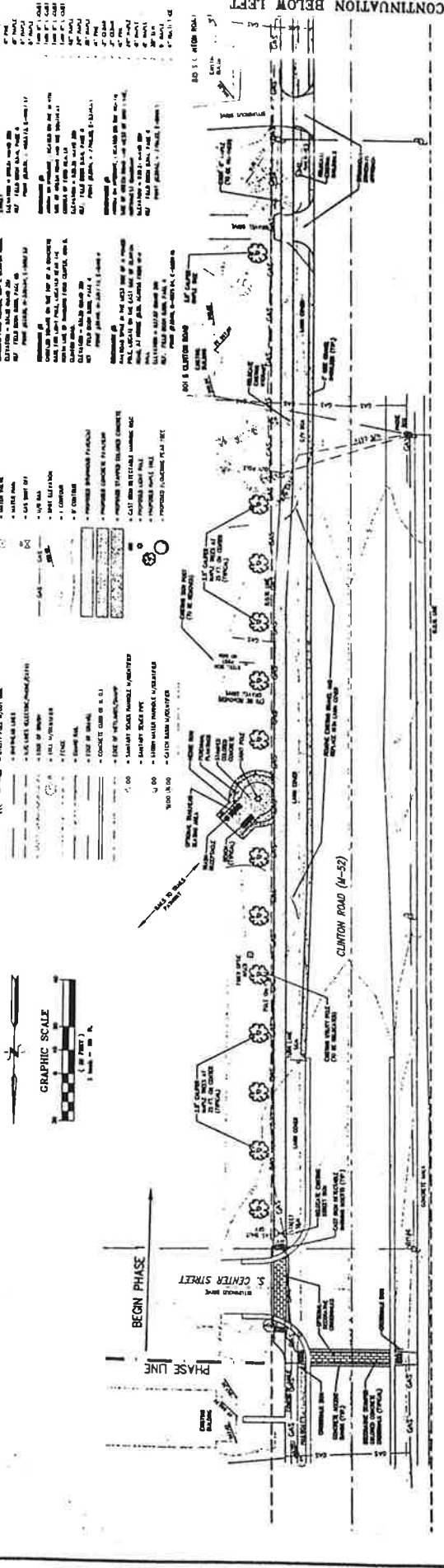
2009 plan amendment rev 7.doc

**EXHIBIT A**

TREE LIST

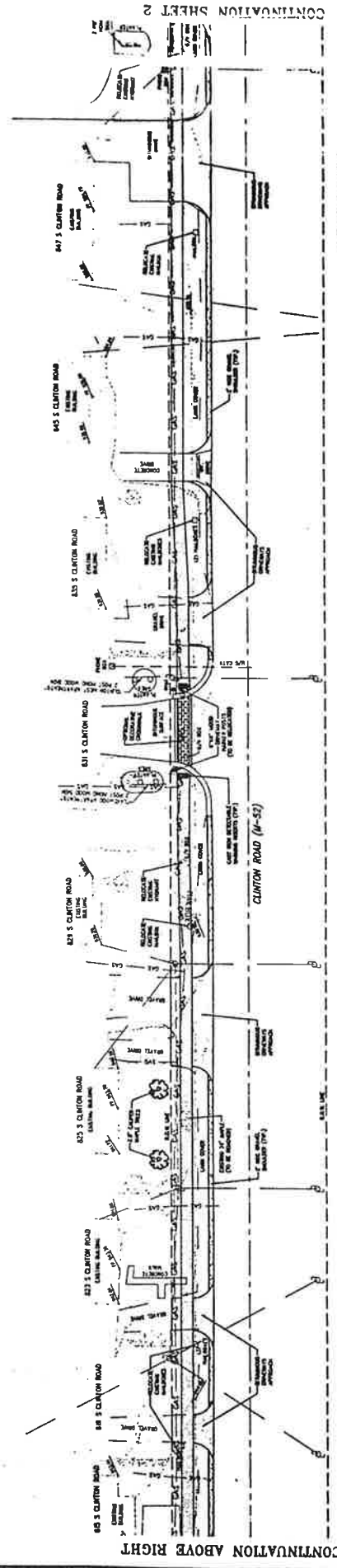
BENCHMARKS:

LEGEND



CONTINUATION BELOW LEFT

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CONSTRUCTION NOTES:  
 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE APPROPRIATE AGENCIES.  
 2. ALL UTILITIES SHALL BE DEPTH MARKED AND PROTECTED PRIOR TO CONSTRUCTION.  
 3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.  
 4. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE APPROVED BY THE ENGINEER.  
 5. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE THROUGHOUT THE PROJECT.  
 6. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT CONSTRUCTION.  
 7. THE CONTRACTOR SHALL MAINTAIN CLEAR ACCESS TO ALL PUBLIC UTILITIES.  
 8. ALL CONSTRUCTION SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.  
 9. THE CONTRACTOR SHALL MAINTAIN ADEQUATE SAFETY MEASURES THROUGHOUT THE PROJECT.  
 10. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE APPROVED BY THE ENGINEER.  
 CALL NESS INC.

<p>DESIGNED BY: [Signature]</p> <p>DATE: [Date]</p> <p>SCALE: 1" = 40'</p> <p>PROJECT NO. [Number]</p> <p>SHEET NO. [Number]</p> <p>DATE: [Date]</p>	<p>CLIENT: [Name]</p> <p>ENGINEER: [Name]</p> <p>18 BURNING ST. P.O. BOX 100</p> <p>STOCKBRIDGE, GA 30214</p> <p>PHONE: [Number]</p>	<p>CONCEPTUAL DEVELOPMENT PLAN</p> <p>STOCKBRIDGE M-52 PEDESTRIAN PATHWAY</p>	<p>REVISION #</p> <p>DATE</p> <p>REVISION DESCRIPTION</p>
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**EXHIBIT B**





**CIVIL ENGINEERS LAND SURVEYORS**  
2183 PLESS DRIVE, BRIGHTON, MICHIGAN 48114-9483  
(810) 227-9533 FAX (810) 227-9460  
EMAIL: [desine@desineinc.com](mailto:desine@desineinc.com)

**ENGINEER'S OPINION OF PROBABLE SITE CONSTRUCTION COSTS**  
**M-52 PEDESTRIAN PATHWAY PROJECT PHASE 1**  
**VILLAGE OF STOCKBRIDGE**  
**INGHAM COUNTY, MICHIGAN**  
December 10, 2008

This "Engineer's Opinion of Probable Site Construction Costs" has been prepared for the anticipated civil site improvements for Phase 1 of the Village of Stockbridge M-52 Pedestrian Pathway Project. The anticipated civil site improvements and estimated amounts presented herein are based on the Conceptual Development Plan for the Village of Stockbridge M-52 Pedestrian Pathway dated December 10, 2008 as prepared by Desine Inc.

The anticipated cost for Phase 1 of the Village of Stockbridge M-52 Pedestrian Pathway Project is summarized below. Please see the itemized list of work items attached herein for additional information.

**WORK CATEGORIES:**

**ANTICIPATED COST:**

Professional and Municipal Services:	\$ 50,000.00
Demolition Work:	\$ 14,700.00
Site Work:	\$135,500.00
Landscaping and Restoration Work:	<u>\$ 16,500.00</u>
Subtotal without Options:	\$216,700.00
Contingency Fund (+/-10%):	<u>\$ 21,700.00</u>
<b>Anticipated Total Cost without Options:</b>	<b>\$238,400.00</b>
Option 1 – M-52 Decorative Crosswalk:	\$ 3,600.00
Option 2 – Center Road Decorative Crosswalk:	\$ 2,100.00
Option 3 – Apartment Driveway Decorative Crosswalk:	\$ 2,200.00
Option 4 – Trail Head Seating Area:	<u>\$ 12,300.00</u>
Subtotal with Options:	\$236,900.00
Contingency Fund (+/-10%):	<u>\$ 23,700.00</u>
<b>Anticipated Total Cost with Options:</b>	<b>\$260,600.00</b>

Village of Stockbridge  
M-52 Pedestrian Pathway Phase 1  
Engineer's Opinion of Probable Site Construction Costs  
December 10, 2008  
Page 2 of 2

The anticipated cost of work presented herein is based on published typical construction costs and/or actual bid prices received for similar civil site improvement projects within southeastern Michigan. The estimated amounts and anticipated costs outlined herein are further based upon anticipated material specifications and construction of all Phase 1 site improvements during the 2009 regular construction season. Actual costs may vary due to final engineering and design, material specifications, municipal agency requirements, permit requirements and/or time of construction.

This Engineer's Opinion of Probable Site Construction Costs has been prepared by:

DESINE, INC

A handwritten signature in black ink, appearing to read 'C.A. Grzenkowicz', with a long horizontal line extending to the right from the end of the signature.

Christopher A. Grzenkowicz, P.E.

**ENGINEER'S OPINION OF PROBABLE  
SITE CONSTRUCTION COSTS  
VILLAGE OF STOCKBRIDGE  
M-52 PEDESTRIAN PATHWAY PHASE 1**

Item	Professional & Municipal Services	Estimated Amount	Unit	Estimated Unit Price	Estimated Cost
P1	Topographic mapping	1	LS	8,000.00	8,000.00
P2	Engineering and design	1	LS	11,500.00	11,500.00
P3	Soil borings	1	LS	2,500.00	2,500.00
P4	Construction management	1	LS	6,500.00	6,500.00
P5	Construction layout	1	LS	3,500.00	3,500.00
P6	Easement documents	1	LS	3,500.00	3,500.00
P7	Construction materials testing	1	LS	3,500.00	3,500.00
P8	Municipal plan review & permit fees	1	LS	3,000.00	3,000.00
P9	Legal / Attorney fees	1	LS	8,000.00	8,000.00
<b>Estimated Professional &amp; Municipal Services Cost :</b>					<b>\$50,000.00</b>

Item	Demolition Work	Estimated Amount	Unit	Estimated Unit Price	Estimated Cost
D1	Saw cut back of curb	35	LF	5.00	175.00
D2	Saw cut curb cross section	4	Each	16.00	64.00
D3	Saw cut concrete sidewalk +/- 4" thick	8	LF	3.00	24.00
D4	Saw cut bituminous driveway +/- 3" thick	203	LF	1.50	304.50
D5	Saw cut concrete driveway +/- 6" thick	12	LF	4.25	51.00
D6	Remove and dispose concrete curb	37	LF	7.00	259.00
D7	Remove and dispose concrete walk	9	SY	15.00	135.00
D8	Remove and dispose bituminous driveway	215	SY	7.00	1,505.00
D9	Remove and dispose concrete driveway	129	SF	17.00	2,193.00
D10	Remove and dispose sign post & base	1	Each	350.00	350.00
D11	Remove and dispose trees including stumps	1	LS	1,660.00	1,660.00
D12	Remove utility pole (no existing lines)	1	Each	1,550.00	1,550.00
D13	Remove and dispose 12" CMP culvert	51	LF	9.50	484.50
D14	Remove and relocate street sign	1	Each	200.00	200.00
D15	Remove and relocate mailbox	11	Each	50.00	550.00
D16	Remove and relocate existing fire hydrant	3	Each	1,600.00	4,800.00
D17	Remove and relocate driveway market posts	2	Each	50.00	100.00
D18	Remove and relocate "Welcome" sign	1	Each	250.00	250.00
<b>Estimated Demolition Work Cost :</b>					<b>\$14,655.00</b>

**ENGINEER'S OPINION OF PROBABLE  
SITE CONSTRUCTION COSTS  
VILLAGE OF STOCKBRIDGE  
M-52 PEDESTRIAN PATHWAY PHASE 1**

Item	Site Work	Estimated Amount	Unit	Estimated Unit Price	Estimated Cost
S1	Traffic control measures	1	LS	3,000.00	3,000.00
S2	Silt fence	250	LF	2.00	500.00
S3	High back concrete curb & gutter	39	LF	15.00	585.00
S4	4" Concrete sidewalk, base, subgrade prep.	5800	SF	4.00	23,200.00
S5	6" Concrete sidewalk, base, subgrade prep.	748	SF	5.00	3,740.00
S6	Cast iron detectable warning insets	9	Each	300.00	2,700.00
S7	4" Decorative concrete, base, subgrade prep.	549	SF	9.00	4,941.00
S8	3" Bituminous driveway, base, subgrade prep.	2751	SF	2.00	5,502.00
S9	2' wide Gravel shoulder 8" thick	1580	SF	1.00	1,580.00
S10	12" RCP storm sewer	60	LF	30.00	1,800.00
S11	12" RCP flared end section	2	Each	375.00	750.00
S12	Timber pedestrian bridge 8' wide	1	LS	76,000.00	76,000.00
S13	Decorative light pole 12' high Granville style	2	Each	3,500.00	7,000.00
S14	Park Bench 6' long wood w/ cast iron supports	2	Each	1,000.00	2,000.00
S15	Trash receptacle 24" diam. decorative steel	2	Each	750.00	1,500.00
S16	Stripe cross walk	176	LF	0.50	88.00
S17	Cross walk signage	1	LS	570.00	570.00
<b>Estimated Site Work Cost :</b>					<b>\$135,456.00</b>

Item	Landscaping and Restoration Work	Estimated Amount	Unit	Estimated Unit Price	Estimated Cost
L1	Maple Tree 2.5" caliper	23	Each	250.00	5,750.00
L2	Pear Tree 2" caliper	1	Each	225.00	225.00
L3	Perennial beds	191	SF	25.00	4,775.00
L4	Hedge shrubs	60	Each	50.00	3,000.00
L5	Hardwood mulch	2	CY	45.00	90.00
L6	Topsoil for plantings	3	CY	18.00	54.00
L7	Restoration - top soil, finish grade, hydro-seed	1	LS	2,600.00	2,600.00
<b>Estimated Landscaping and Restoration Cost :</b>					<b>\$16,494.00</b>

**ENGINEER'S OPINION OF PROBABLE  
SITE CONSTRUCTION COSTS  
VILLAGE OF STOCKBRIDGE  
M-52 PEDESTRIAN PATHWAY PHASE 1**

<b>OPTION 1:</b>		<b>Estimated</b>		<b>Estimated</b>	<b>Estimated</b>
<b>Item</b>	<b>M-52 (Clinton Road) Decorative Crosswalk</b>	<b>Amount</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Cost</b>
O1	Traffic Control Measures	1	LS	500.00	500.00
O2	Saw cut deep strength bituminous pavement	66	LF	5.75	379.50
O3	Remove and dispose bituminous pavement	26	SY	16.75	435.50
O4	Excavate for base and haul spoils	26	SY	3.75	97.50
O5	Prepare subgrade, place and prepare base	26	SY	4.50	117.00
O6	Concrete accent bands 8" thick	66	SF	6.00	396.00
O7	Decorative concrete 8" thick	165	SF	10.00	1,650.00
<b>Estimated M-52 Decorative Crosswalk Cost :</b>					<b>\$3,575.50</b>

<b>OPTION 2:</b>		<b>Estimated</b>		<b>Estimated</b>	<b>Estimated</b>
<b>Item</b>	<b>Center Road Decorative Crosswalk</b>	<b>Amount</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Cost</b>
O8	Traffic Control Measures	1	LS	250.00	250.00
O9	Saw cut bituminous pavement +/- 3" thick	52	LF	1.50	78.00
O10	Remove and dispose bituminous pavement	20	SY	7.00	140.00
O11	Excavate for base and haul spoils	20	SY	4.75	95.00
O12	Prepare subgrade, place and prepare base	20	SY	3.75	75.00
O13	Concrete accent bands 6" thick	52	SF	4.50	234.00
O14	Decorative concrete 6" thick	130	SF	8.75	1,137.50
<b>Estimated Center Road Decorative Crosswalk Cost :</b>					<b>\$2,009.50</b>

<b>OPTION 3:</b>		<b>Estimated</b>		<b>Estimated</b>	<b>Estimated</b>
<b>Item</b>	<b>Apartment Driveway Decorative Crosswalk</b>	<b>Amount</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Cost</b>
O15	Traffic Control Measures	1	LS	150.00	150.00
O16	Saw cut bituminous pavement +/- 3" thick	58	LF	1.50	87.00
O17	Remove and dispose bituminous pavement	23	SY	7.00	161.00
O18	Excavate for base and haul spoils	23	SY	4.75	109.25
O19	Prepare subgrade, place and prepare base	23	SY	3.75	86.25
O20	Concrete accent bands 6" thick	58	SF	4.50	261.00
O21	Decorative concrete 6" thick	145	SF	8.75	1,268.75
<b>Estimated Apartment Driveway Decorative Crosswalk Cost :</b>					<b>\$2,123.25</b>

**ENGINEER'S OPINION OF PROBABILE  
SITE CONSTRUCTION COSTS  
VILLAGE OF STOCKBRIDGE  
M-52 PEDESTRIAN PATHWAY PHASE 1**

<b>OPTION 4:</b>		<b>Estimated</b>		<b>Estimated</b>	<b>Estimated</b>
<b>Item</b>	<b>Trail Head Seating Area</b>	<b>Amount</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Cost</b>
O22	4" Decorative concrete, base, subgrade prep.	271	SF	9.00	2,439.00
O23	Decorative light pole 12' high Granville style	1	Each	3,500.00	3,500.00
O24	Park Bench 6' long wood w/ cast iron supports	2	Each	1,000.00	2,000.00
O25	Trash receptacle 24" diam. decorative steel	1	Each	750.00	750.00
O26	Perennial beds	89	SF	25.00	2,225.00
O27	Hedge shrubs	25	Each	50.00	1,250.00
O28	Hardwood mulch	1	CY	45.00	45.00
O29	Topsoil for plantings	1.5	CY	18.00	27.00
<b>Estimated Trail Head Seating Area Cost :</b>					<b>\$12,236.00</b>

**EXHIBIT C**



**CIVIL ENGINEERS LAND SURVEYORS**  
2183 PLESS DRIVE, BRIGHTON, MICHIGAN 48114-9463  
(810) 227-9533 FAX (810) 227-9460  
EMAIL: [desine@desineinc.com](mailto:desine@desineinc.com)

January 9, 2009

Mr. Marcus McKissic  
SDDA Executive Director  
Village of Stockbridge  
115 Elizabeth Street East  
PO Box 155  
Stockbridge, Michigan 49285

Re: **Village of Stockbridge DDA  
Herbert Street Parking Area Project**

Dear Mr. McKissic;

Please find enclosed an Engineer's Cost Opinion for the anticipated civil site improvements associated with the anticipated Village of Stockbridge Herbert Street Parking Area Project. Please note that due to the number of unknowns associated with this project (i.e. no topographic survey or conceptual site plan has been prepared at this time) we have included a 20% contingency fund within the anticipated cost.

We are providing this document per your request. If you have any questions or should you require additional information, please contact us at your convenience.

Respectfully,

DESINE INC

A handwritten signature in black ink, appearing to read "C. Grzenkowicz", written over a horizontal line.

Christopher A. Grzenkowicz, P.E.

Encl.





**ENGINEER'S OPINION OF PROBABLE SITE CONSTRUCTION COSTS  
HERBERT STREET PARKING AREA  
VILLAGE OF STOCKBRIDGE  
INGHAM COUNTY, MICHIGAN**

January, 9, 2009

This "Engineer's Opinion of Probable Site Construction Costs" has been prepared for the anticipated civil site improvements for the Village of Stockbridge Herbert Street Parking Area Project. The work categories and anticipated cost presented herein are based on the following criteria:

- The project site includes property at 121 Herbert Street and the existing adjacent parking areas located to the immediate east and west. The project site is approximately 0.5 acres in size. Easements will need to be obtained from the adjacent landowners as a part of this project.
- The existing building and appurtenances located at 121 Herbert Street are to be demolished and removed from the site by others and is not included herein.
- The anticipated civil site improvements include construction of a +/-18,000 square foot parking area with approximately 40 parking spaces and a bituminous paved surface, curbed landscaped islands adjacent to the Herbert and Clinton Street rights of way, construction of a concrete sidewalk along the south side of Herbert Street and site lighting.
- The project site contains an existing storm sewer drainage system. No new or additional storm sewer construction is anticipated for this project other than minor adjustments to the rim elevations of the existing storm sewer structures.

The anticipated cost of the Village of Stockbridge Herbert Street Parking Area Project is summarized below:

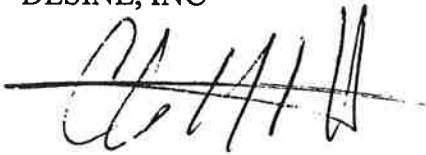
<u>WORK CATEGORIES:</u>	<u>ANTICIPATED COST:</u>
Professional and Municipal Services:	\$ 30,000.00
Demolition Work:	\$ 5,000.00
Site Work:	\$ 80,000.00
Landscaping and Restoration Work:	<u>\$ 10,000.00</u>
Subtotal:	\$125,000.00
Contingency Fund (20%):	<u>\$ 25,000.00</u>
<b>Anticipated Project Cost:</b>	<b>\$150,000.00</b>

Village of Stockbridge  
Herbert Street Parking Area Project  
Engineer's Opinion of Probable Site Construction Costs  
January 9, 2009  
Page 2 of 2

The anticipated cost of work presented herein is based on published typical construction costs and/or actual bid prices received for similar civil site improvement projects within southeastern Michigan. The anticipated costs outlined herein are further based upon an assumed site layout, assumed material specifications and construction of the site improvements during the 2009 and/or 2010 regular construction season. No allowance for winter conditions is included. Actual costs may vary due to final engineering and design, material specifications, municipal agency requirements, permit requirements and/or time of construction.

This Engineer's Opinion of Probable Site Construction Costs has been prepared by:

DESINE, INC

A handwritten signature in black ink, appearing to read 'C. Grzenkowicz', is written over a horizontal line.

Christopher A. Grzenkowicz, P.E.

**EXHIBIT D**



January 19, 2008

PO Box 7118  
Traverse City, MI 49686

Mary Wilson  
Stockbridge Town Hall  
125 S Clinton  
Stockbridge, MI 49285

Main: 877-392-2531  
Fax: 206-374-6647  
[JCL@EZable1.com](mailto:JCL@EZable1.com)

Mary -

Thank you for allowing EZ Able, LLC the opportunity to present summary bids for the wheelchair lift at the Stockbridge Town Hall.

The included estimate is based on the lift specifications we've discussed and lists as options the automatic door openers for a two stop wheelchair lift. We will note that the current configuration of the existing lift would not pass Michigan elevator code requirements today. We are therefore recommending a similar lift, with greater capacity up to 750 pounds, that would specifically include the addition of an enclosed hoistway with fire rated hoistway and doors.

Our bid utilizes a ThyssenKrupp Access lift, PL-S model, which allows us to build the custom hoistway around it. This bid is contingent on the local building officials' approval of certain code requirements that may be grandfathered in for such an historical building.

The quote provided will cover the purchase of the lift, associated parts and materials, installation, and elevator permit. There is also a rough estimate provided for the build out of the finished hoistway.

I will look forward to discussing your time frames for implementation and taking additional steps to coordinate with building officials for approvals and details of the final design.

We look forward to the opportunity to work with you!

Many thanks,

Jonathan C. Leeds  
Vice President EZ Able, LLC

231-995-4900

*EZ Able, LLC is an Equal Employment Opportunity Company*



**PO Box 7118**  
**Traverse City, MI 49686**  
 Main: 877-EZABLE1  
 (Main: 877-392-2531)  
 Fax: 206-374-6647  
[www.EZable1.com](http://www.EZable1.com)

January 19, 2009

EZ Able, LLC carries four lines of elevators and lifts. We are dealers for: ThyssenKrupp Access, Wheel-O-Vator, Acorn Stairlifts, and Wheel-O-Vator. We believe the ThyssenKrupp model best meets your requirements. Thank-you for the opportunity to bid on your project.

**Customer Specifications:**

2 stops  
 less than 96" travel  
 51-52" width x 48 3/4-49 1/2" depth; - finished hoistway  
 Hoistway prep, per manufacturer specifications, to be quoted separately.

<b>ThyssenKrupp Access Wheelchair Lift</b>	
Porch Lift Vertical Platform Lift PL-S, installed	\$ 16,990
36" x 48" platform size A/C Powered Ballscrew Drive 750 lbs capacity 9-12 ft/minute travel speed 42" high guard panels on platform with grab rails 2 years drive train and 1 year limited warranty on all other component parts Flush Mount Electric Strike for Door by Others Constant pressure, low voltage controls; paddle switch with key operation and emergency stop with alarm Standard color: Ivory	
<b>Total</b>	<b>\$16,990</b>
<b>Options:</b>	
Automatic Door openers	\$ 5,103
<b>Finished Hoistway Build out</b>	
Range	\$6,000 - \$9,000
- requires further discussion with local buliding officials - requires further investigation on slite for electric / phone	

*Bid is valid for 30 days.*

Bid is for lift equipment and installation and does not include build out required to complete a finished hoistway, electrical, and phone connectivity. A rough estimate for required additions to meet code requirements will require additional review but will likely range from \$6,000 to \$9,000.

This bid is an estimate.

Project pricing will be given once the customer specifies a complete trim, lift and finish.

**Central Elevator Company Incorporated**  
1824 Vanderbilt / Portage, MI 49024 (Ph 269-329-0705) (Fax 269-329-0335)

*Facsimile Transmission Cover Sheet*

To: Stockbridge Twp Hall

Attention: Mary Nelson

FAX# (517) ~~780-5175~~ 851-7530

Transmitting 10 pages including this cover sheet

If you do not receive all copies, please call 269-329-0705

Our return fax number is 269-329-0335

From: Christine A. O'Dell

Time \_\_\_\_\_

Date 12/18/08 12/19/08

Misc. Wheelchair Lift Information

**Central Elevator Company Incorporated**  
1824 Vanderbilt / Portage, MI. 49024 (Ph 269-329-0705) (Fax 269-329-0335)

December 2, 2008

Stockbridge Twp. Hall  
Attn: Mary Wilson & Board Members  
125 So. Clinton  
Stockbridge, MI 49285

RE: PL-EZE/ENC Wheelchair Lift

Mary and Board Members:

Per your request Central Elevator Company, Inc. submits the following figures for replacement of the Wheelchair Lift at Stockbridge Twp. Hall. Prior to securing a permit for the new installation a variance must be obtained from the Division of Elevator Safety, State of Michigan due to non-code compliance of the 76-inch ceiling restriction at the lowest level. The application to the Elevator Safety Board would include a site-specific detail drawing and code section designation of the proposed installation. Chances are favorable for granting the variance due to the historical designation of the building. Central Elevator would assist the Owner with this process.

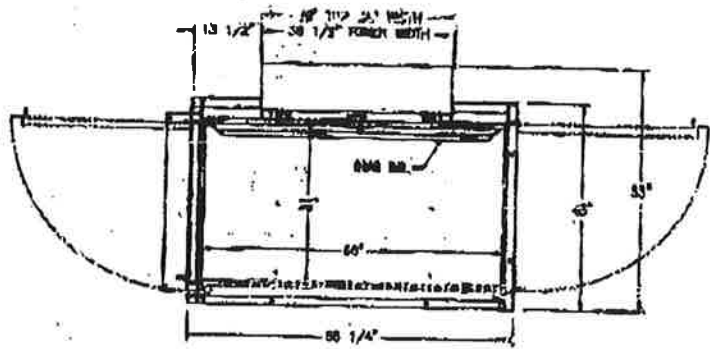
Quote is based upon supplying and installing one 750# capacity PL-EZE or PL-ENC Model Ballscrew Wheelchair Lift as manufactured by Thyssen Krupp Access Industries. Unit to serve two stops with a "straight through" entry/exit configuration, standard upper door, special order lower door and an approximate vertical rise of 90 inches (+/-). Pricing is based upon standard manufacturer's finishes. Costs subject to revision with additional upgrades and/or specifications changes. See attached lists for additional features/options.

PL-EZE-96 - STANDARD MODEL- requires 53" width and 65-1/4" length.  
Quote: \$25,400.00

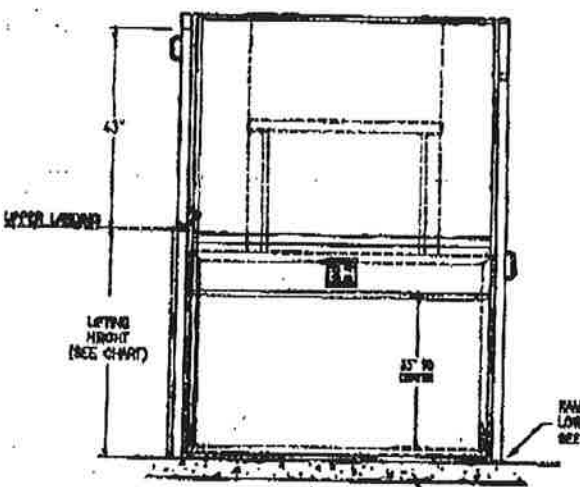
PL-ENC-96 - SPECIAL ORDER- due to existing conditions of 4' 10" width and 5' length. Contingent upon manufacturer's ability to supply special order lower door with this model. MAY REQUIRE A VARIANCE FOR THIS APPLICATION.  
Quote: \$26,800.00

Proposed costs include required permits, installation of unit and final inspection by the Division of Elevator Safety, State of Michigan. Should you have questions or require additional information, please feel free to call.

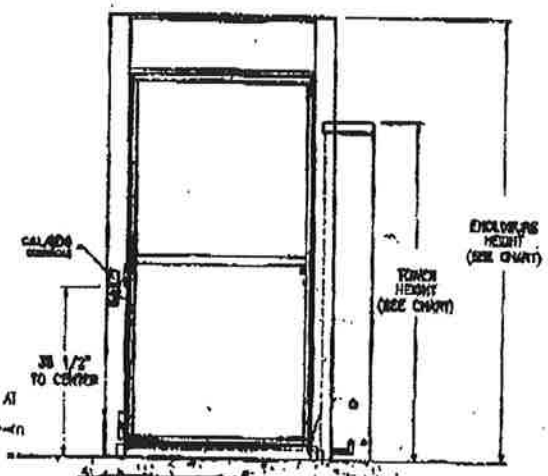
Sincerely,  
  
Christine A. O'Dell, Central Elevator Company, Inc.



PLAN VIEW



FRONT ELEVATION



LOWER LANDING SIDE ELEVATION

MODEL	Max. Lifting HL	Tower Height	Enclosure Height
80	52'	73.28'	98'
72	74'	95.28'	120'
86	98'	119.28'	144'
120	122'	143.28'	188'
144	146'	167.25'	192'
188	170'	191.25'	216'

<p>ACCESS ELEVATOR SYSTEMS</p> <p>10000 PL-500                  (10000 PL-500)</p>	MODEL:		
	FOUR:		
	JOB #:		
	DATE:	11/10	10/20/00



**Porch-Lift® Model PL-EZE (Aluminum Frame) Enclosure**

**SECTION 14420**

**WHEELCHAIR LIFTS**

**PART 1 GENERAL**

**1.01 SUMMARY**

- A. A vertical platform (wheelchair) lifting device, manufactured by ThyssenKrupp Access, designed to provide access to or within a building for mobility impaired persons. Lift consists of machine tower and lifting platform installed within an aluminum frame with acrylic panel hoistway selected and dimensioned to provide adequate lifting height to suit building access requirements indoors and out.

**1.02 REFERENCES**

- A. Lift shall be designed, manufactured and installed in accordance with the following standards:
  1. American National Standards Institute (ANSI).
  2. American Society of Mechanical Engineers (ASME).
  3. ADA Accessibility Guidelines (ADAAG).
  4. Underwriters Laboratories (UL).
  5. International Building Code (IBC).
  6. National Electrical Code (NEC).
  7. American Society for Testing Materials (ASTM).
  8. American Welding Society (AWS).

**1.03 SYSTEM DESCRIPTION**

- A. Drive: (specify:)
  1. AC powered ballscrew drive; 1/2 hp, 120 V, 60Hz, instant reversing motor.
  2. Battery powered ballscrew drive; 1/2 hp, VDC, instant reversing motor with two 12 V, 33 AH, sealed no maintenance batteries with 24V 1.7 amp "smart charge" battery charger.
  3. Battery powered 1:2 roped hydraulic drive; 3/4 hp, 24 VDC pump motor with two 12 V, 33 AH, sealed no maintenance batteries with 24 V 3.3 amp "smart charge" battery charger.
- B. Number of Stops: (specify:) Two or three.
- C. Platform Configuration: (specify:) straight-thru, 90° exit or enter/exist same side.
- D. Maximum Travel: (specify:) 53", 75", 99", 123", 147" or 171".
- E. Rated Load: 750 lbs; with minimum safety factor of 5X.
- F. Rated Speed: 9-12 fpm (ballscrew drive) or 18-21 fpm (hydraulic drive) with rated load.
- G. Platform Size: 36"x60" with 42" high guard panels.
- H. Hoistway Enclosure: Aluminum structure and 1/4" clear or bronze tinted acrylic panels.
- I. Main Power Supply Wiring: Electrical contractor shall provide 115 VAC, single phase, 20 amp, 60 Hz power circuit.
- J. Operating Features:
  1. Platform Controls: Directional paddle switch, on/off key switch, emergency stop switch with alarm and illuminated alarm button.
  2. Landing Controls: Directional paddle switch and on/off key switch mounted inside gate/door frames (specify option:) with emergency stop switch with alarm.
  3. Constant pressure operation.
  4. Grounded electrical system with upper, lower and final limit switches and 24 V operating controls.
  5. Fixed ramp with Incline of 1:12 (required if lift is not installed in a pit).
  6. Non-slip surface on platform floor and ramp.
  7. Grab rail on platform.
  8. Manual lowering device.
  9. Remote emergency lowering switch (optional on hydraulic drive).
  10. Integral ballscrew safety device and electromechanical brake (ballscrew drive).

*Patch-Lift Model PL-ENG2.0 Enclosure*

**SECTION 14420**

**WHEELCHAIR LIFT:**

*This would be a  
Special Order*

**PART 1 GENERAL**

**1.01 SUMMARY**

A vertical platform (wheelchair) lifting device, manufactured by ThyssenKrupp Access, designed to provide access to or within a building for mobility impaired persons. Lift consists of machine tower and lifting platform installed within an aluminum frame with acrylic panel hoistway selected and dimensioned to provide adequate lifting height to suit building access requirements indoors and out.

**1.02 REFERENCES**

- A. Lift shall be designed, manufactured and installed in accordance with the following standards:
  1. American National Standards Institute (ANSI).
  2. American Society of Mechanical Engineers (ASME).
  3. ADA Accessibility Guidelines (ADAAG).
  4. Underwriters Laboratories (UL).
  5. International Building Code (IBC).
  6. National Electrical Code (NEC).
  7. American Society for Testing Materials (ASTM).
  8. American Welding Society (AWS).

**1.03 SYSTEM DESCRIPTION**

- A. Drive: (specify:)
  1. AC powered ballscrew drive; 1/2 hp, 120 V, 60Hz, instant reversing motor.
  2. Battery powered ballscrew drive; 1/2 hp, VDC, instant reversing motor with two 12 V, 33 AH, sealed no maintenance batteries with 24V 1.7 amp "smart charge" battery charger.
  3. Battery powered 1:2 roped hydraulic drive; 3/4 hp, 24 VDC pump motor with two 12 V, 33 AH, sealed no maintenance batteries with 24 V 3.3 amp "smart charge" battery charger.
- B. Number of Stops: (specify:) Two or three.
- C. Platform Configuration: (specify:) straight-thru, 90° exit or enter/exit same side.
- D. Maximum Travel: (specify:) 53", 75", 99", 123", 147" or 171".
- E. Rated Load: 750 lbs. with minimum safety factor of 5X.
- F. Rated Speed: 9-12 fpm (ballscrew drive) or 18-21 fpm (hydraulic drive) with rated load.
- G. Platform Size: (specify:) 36"x60" or 36"x48" with 42" high guard panels.
- H. Hoistway Enclosure: Aluminum structure and 1/4" clear or bronze tinted acrylic panels.
- I. Main Power Supply Wiring: Electrical contractor shall provide 115 VAC, single phase, 20 amp, 60 Hz power circuit.
- J. Operating Features:
  1. Platform Controls: Directional paddle switch, on/off key switch, emergency stop switch with alarm and illuminated alarm button.
  2. Landing Controls: Directional paddle switch and on/off key switch (specify options:) with emergency stop switch with alarm.
  3. Constant pressure operation.
  4. Grounded electrical system with upper, lower and final limit switches and 24 V operating controls.
  5. Fixed ramp with Incline of 1:12 (required if lift is not installed in a pit).
  6. Non-slip surface on platform floor and ramp.
  7. Grab rail on platform.
  8. Manual lowering device.
  9. Remote emergency lowering switch (optional on hydraulic drive).
  10. Integral ballscrew safety device and electromechanical brake (ballscrew drive).

- E. Side Guard Panels: 18 ga. galvanized steel sheet in 1" x 2" x 14 ga. steel tubing frame.
- F. Front Access Panel: 20 ga. galvanized steel sheet.
- G. Platform: 11 ga. steel plate.
- H. Enclosure Frame: 1/4" shatterproof acrylic panels in aluminum tube frame with 1/8" minimum wall.
- I. Access Ramp: 11 ga. steel plate.

**2.03 FINISHES**

- A. Components shall be prepared with 1)alkaline detergent wash, 2)clear water rinse, 3)iron phosphate coating, 4)clear water rinse and finished with electrostatically applied thermosetting powder coat finish for indoor or outdoor use. Standard color is Ivory.

**2.04 ELECTRICAL SYSTEMS**

- A. The electrical contractor shall provide a 115V, single phase, 20 amp, 60 Hz electrical power source connection.
- B. Electrical piping and wiring supplied by others.
- C. Final electrical connections performed by lift contractor.

**PART 5. EXECUTION**

**3.01 ACCEPTABLE INSTALLERS**

- A. Installers shall be experienced in performing work of this section who have specialized in work comparable to that required for this project.
- B. Installers shall be certified and trained by the manufacturer.

**3.02 EXAMINATION**

- A. Use field dimensions and approved manufacturer's shop drawings to examine substrates, supports and other conditions under which this work is to be performed. Do not proceed with work until unsatisfactory conditions are corrected.

**3.03 INSTALLATION**

- A. The Porch-Lift® vertical platform lift shall be installed in accordance with manufacturer's instructions and as specified and approved by architect.
- B. Fire rated doors shall be installed by others. Electrical piping and wiring by others. Final electrical connections and lift adjustments by lift contractor.

**3.04 DEMONSTRATION**

- A. The lift contractor shall make a final check of the lift's operation with the Owner or Owner's representative present prior to turning the lift over for use. The lift contractor shall determine that operating and safety devices are functioning properly.

**END OF SECTION**

Notes: Intent of specification is to broadly outline equipment required but does not cover details of design and construction. Dimensions and specifications are subject to constant change and continually evolving codes and product applications. For additional technical information, contact ThyssenKrupp Access at (800) 925-3100 or [www.accessind.com](http://www.accessind.com).

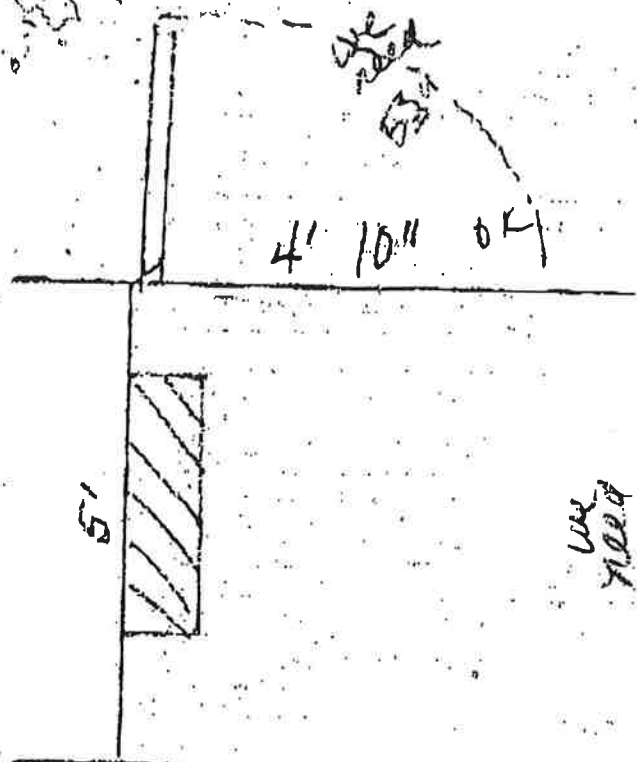
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6/15/07

Stockbridge Twp Hall  
135 So. Clinton St. Urelos

5' x 4' 10"

Travel - 90' 4"

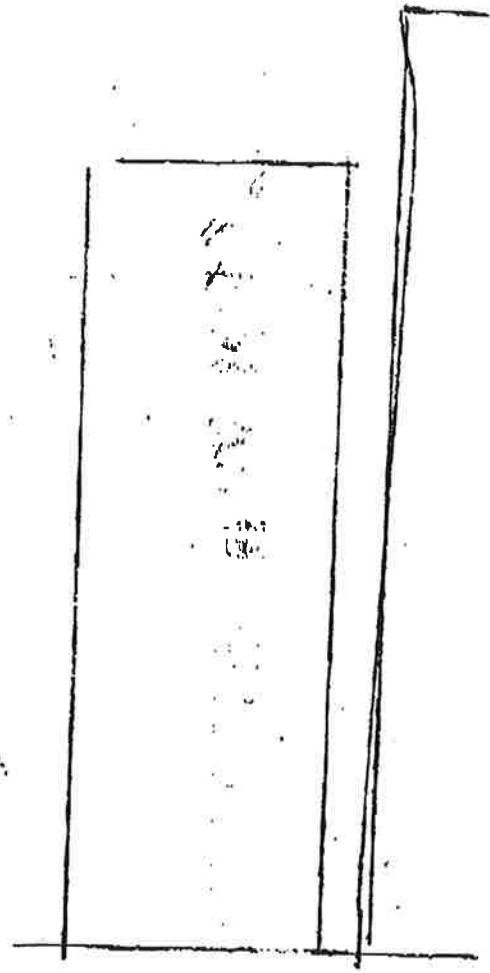


65' 1/4"

~~APPL-226~~

REQUIRES THIS LENGTH

76" Ceiling



*Parch-Lift Model PL-ENG2.0 Enclosure*

SECTION 14420

WHEELCHAIR LIFTS

*This would be a Special Order*

**PART 1 GENERAL**

**1.01 SUMMARY**

A. A vertical platform (wheelchair) lifting device, manufactured by ThyssenKrupp Access, designed to provide access to or within a building for mobility impaired persons. Lift consists of machine tower and lifting platform installed within an aluminum frame with acrylic panel hoistway selected and dimensioned to provide adequate lifting height to suit building access requirements indoors and out.

**1.02 REFERENCES**

- A. Lift shall be designed, manufactured and installed in accordance with the following standards:
  1. American National Standards Institute (ANSI).
  2. American Society of Mechanical Engineers (ASME).
  3. ADA Accessibility Guidelines (ADAAG).
  4. Underwriters Laboratories (UL).
  5. International Building Code (IBC).
  6. National Electrical Code (NEC).
  7. American Society for Testing Materials (ASTM).
  8. American Welding Society (AWS).

**1.03 SYSTEM DESCRIPTION**

- A. Drive: (specify:)
  1. AC powered ballscrew drive; 1/2 hp, 120 V, 60Hz, instant reversing motor.
  2. Battery powered ballscrew drive; 1/2 hp, VDC, instant reversing motor with two 12 V, 33 AH, sealed no maintenance batteries with 24V 1.7 amp "smart charge" battery charger.
  3. Battery powered 1:2 roped hydraulic drive; 3/4 hp, 24 VDC pump motor with two 12 V, 33 AH, sealed no maintenance batteries with 24 V 3.3 amp "smart charge" battery charger.
- B. Number of Stops: (specify:) Two or three.
- C. Platform Configuration: (specify:) straight-thru, 90° exit or enter/exit same side.
- D. Maximum Travel: (specify:) 53", 75", 99", 123", 147" or 171".
- E. Rated Load: 750 lbs. with minimum safety factor of 5X.
- F. Rated Speed: 9-12 fpm (ballscrew drive) or 18-21 fpm (hydraulic drive) with rated load.
- G. Platform Size: (specify:) 36"x60" or 36"x48" with 42" high guard panels.
- H. Hoistway Enclosure: Aluminum structure and 1/4" clear or bronze tinted acrylic panels.
- I. Main Power Supply Wiring: Electrical contractor shall provide 115 VAC, single phase, 20 amp, 60 Hz power circuit.
- J. Operating Features:
  1. Platform Controls: Directional paddle switch, on/off key switch, emergency stop switch with alarm and illuminated alarm button.
  2. Landing Controls: Directional paddle switch and on/off key switch (specify options:) with emergency stop switch with alarm.
  3. Constant pressure operation.
  4. Grounded electrical system with upper, lower and final limit switches and 24 V operating controls.
  5. Fixed ramp with Incline of 1:12 (required if lift is not installed in a pit).
  6. Non-slip surface on platform floor and ramp.
  7. Grab rail on platform.
  8. Manual lowering device.
  9. Remote emergency lowering switch (optional on hydraulic drive).
  10. Integral ballscrew safety device and electromechanical brake (ballscrew drive).

- 11. Broken rope safety device and flow control valve (hydraulic drive).
- 12. Pit switch (where required by code).
- 13. Platform underpanel equipped with obstruction sensors (optional).
- 14. Telephone jack on platform (optional).
- 15. Upper Landing Gate/Door: (specify):
  - a. 42" high, self-closing aluminum gate with electromechanical interlock and acrylic vision panel.
  - b. 6'-8" self-closing, flush mount, aluminum door with electromechanical interlock and acrylic vision panel.
  - c. 6'-8" self-closing, flush mount, 1-1/2 hour fire rated door (mounted to building structure) with electric strike interlock and 3"x26" glass vision panel.
- 16. Lower Landing Door: 6'-8" self-closing, flush mount, aluminum door with electromechanical interlock and acrylic vision panel.
- 17. Middle Landing Door: (specify): (optional, for use with 3 stop configuration only)
  - a. 6'-8" self-closing, flush mount, aluminum enclosure door with electromechanical interlock and acrylic vision panel.
  - b. 6'-8" self-closing, flush mount, 1-1/2 hour fire rated door (mounted to building structure) with electromechanical interlock and 3"x26" glass vision panel.
- 18. Acrylic Dome: Clear or bronze tinted (optional with upper landing door only).
- 19. Forced air ventilation (when required by ASME A18.1 - 2.1.1.6).
- 20. Automatic Gate/Door Openers (optional).

1.04 QUALITY ASSURANCE

- A. Manufacturer Provide wheelchair lift manufactured by a firm with a minimum of 25 years experience in fabrication of wheelchair lifts equivalent to those specified.
- B. All designs, clearances, workmanship and material, unless specifically accepted, shall be in accordance with all codes having legal jurisdiction.
- C. All load ratings and safety factors shall meet or exceed those specified by all governing agencies with jurisdiction and shall be certified by a professional engineer.
- D. Lift shall be subject to applicable state, local and city approval prior to installation and subject to inspection after installation. Determination of and adherence to these regulations is the responsibility of the lift contractor.
- E. Welders certified in accordance with requirements of AWS: D1.1 shall perform all welding of all parts.
- F. Substitutions: No substitutions permitted.

1.05 WARRANTY

- A. Manufacturer shall warrant the Porch-Lift® vertical platform lift's drive system for a period of two years after installation and all other components for one year after installation.
- B. Extended Warranty (optional): Manufacturer shall warrant the Porch-Lift® vertical platform lift for a period of (specify): 3 or 5 years after installation with the purchase of a preventative maintenance program from lift contractor for an equal number of years.

1.06 MAINTENANCE

- A. The Porch-Lift® vertical platform lift must be maintained in accordance with manufacturer's instructions.

PART 2 PRODUCT

2.01 MANUFACTURER

- A. Provide PorchLift® vertical platform lift model PL-ENG 2.0 (enclosure) manufactured by ThyssenKrupp Access. Contact: 4001 E. 138<sup>th</sup> Street, Grandview, MO; Telephone: 800-925-3100; Fax: 816-763-4467; Email: [arc@accessind.com](mailto:arc@accessind.com); Web site: [www.accessind.com](http://www.accessind.com)

2.02 MATERIAL

- A. Machine Tower: 14 ga. steel sheet
- B. Guide Rail: 3" x 2" x 1/16" ASTM A500 grade B equal flange
- C. Base Frame: 2" x 2" x 1/4" structural steel tubing and angle
- D. Lift Weir: 3/8" hot rolled steel plate and 2" x 2" x 1/4" wall structural steel tubing
- E. Side Guard Panel: 18 ga. galvanized steel sheet in 12" x 24" steel tubing frame
- F. Front Access Panel: 20 ga. galvanized steel sheet
- G. Platform: 18 ga. steel plate
- H. Enclosure: 1/4" shatterproof acrylic sheet - 30316 - drilled - limited frame
- I. Access Ramp: 3/16" 3003-H14 aluminum plate

2.03 FINISHES

- A. Comp. metals shall be prepared with 1)alkaline detergent wash, 2)clear water rinse, 3)zinc phosphate coating, 4)clear water rinse and finished with electrostatically applied thermoplastic powder coat finish for indoor or outdoor use. Standard color is Ivon.

2.04 ELECTRICAL SYSTEMS

- A. The electrocircuitry shall provide a 115V, single phase, 20 amp, 60 Hz electrical power source to motor.
- B. Electrical piling and wiring supplied by others.
- C. Final electric connections performed by lift contractor.

PART 3 EXECUTION

3.01 ACCEPTABLE INSTALLERS

- A. Installers shall be experienced in performing work of this section who have specialized in work comparable to that required for this project.
- B. Installers shall be certified and trained by the manufacturer.

3.02 EXAMINATION

- A. Use field dimensions and approved manufacturer's shop drawings to examine substructure, supports and other conditions under which this work is to be performed. Do not proceed with work until unsatisfactory conditions are corrected.

3.03 INSTALLATION

- A. The Litch-Lift vertical lift shall be installed in accordance with manufacturer's instructions and as specified and approved by architect.
- B. Fire rated doors shall be installed by others. Electrical piling and wiring by others. Final electrical connections and lift adjustments by lift contractor.

3.04 DEMONSTRATION

- A. The lift contractor shall make a final check of the lift's operation with the Owner or Owner's representative present prior to turning the lift over for use. The lift contractor shall determine that operating and safety devices are functioning properly.

END OF SECTION

Notes: Intent of specification is to broadly outline equipment required but does not cover details of design and construction. Dimensions and specifications are subject to constant change and continually evolving codes and product applications. For additional technical information, contact ThyssenKrupp Access at (800) 923-3100 or www.accessind.com

# EXHIBIT E



Development Plan Budget

2010

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
Existing Fund Balance	282,000																		\$282,000
Incoming Revenue		65,000	65,000						65,000	90,000	80,000			65,000	65,000				\$495,000
Balance Revenue Totals	\$282,000	\$65,000	\$65,000	\$0	\$0	\$0	\$0	\$0	\$65,000	\$90,000	\$80,000	\$0	\$0	\$65,000	\$65,000	\$0	\$0	\$0	\$177,000
<b>Birchmeier Property</b>																			
Acquire Property						(40,000)													(\$40,000)
Demolish Property								(12,000)											(12,000)
Landscaping Property																			(10,000)
<b>Birchmeier Property Total</b>	\$0	\$0	\$0	\$0	\$0	-\$40,000	\$0	-\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$62,000)
<b>Pedestrian Pathway Project</b>																			
Topographic Mapping	(8,000)																		(\$8,000)
Design	(6,000)																		(6,000)
Easements				(3,500)															(3,500)
Engineering Begins			X																(6,000)
Awarding of Bids					X														
Municipal Services					(24,000)														(24,000)
Demolition						(15,000)													(15,000)
Site Work								(65,000)											(65,000)
Bridge Construction										(76,000)									(76,000)
Landscaping/ Restoration																			(16,500)
Options w/ Metal Bridge										(95,200)									(95,200)
<b>Pedestrian Project Total</b>	-\$14,000	\$0	\$0	-\$3,500	-\$30,000	-\$15,000	\$0	-\$65,000	\$0	-\$171,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$315,200
<b>Minix Building/ Parking Lot</b>																			
Demolition						(11,800)													(\$11,800)
Design/ Engineering					(15,000)		(10,000)												(25,000)
Award of Bids						X													\$0
Site Work								(50,000)											(100,000)
Landscaping/ Restoration																	(10,000)		(10,000)
<b>Minix Totals</b>	\$0	-\$11,800	\$0	\$0	-\$15,000	\$0	-\$10,000	-\$50,000	\$0	\$0	-\$50,000	\$0	\$0	\$0	\$0	\$0	-\$10,000	\$0	(\$146,800)
<b>Other Budgeted Items</b>																			
Administration			(7,000)	(7,000)	(7,000)	(7,000)	(7,000)	(7,000)	(7,000)	(7,000)	(7,000)	(7,000)	(7,000)	(7,000)	(7,000)				(\$70,000)
Debt Service Payments					(1,140)	(32,472)					(22,035)						(895)		(55,647)
Events/ Community					(9,000)	(9,000)	(3,000)	(3,000)	(3,000)	(3,000)	(3,000)				(3,000)	(3,000)			(24,000)
<b>Other Budgeted Total</b>	\$0	\$0	-\$7,000	-\$7,000	-\$8,140	-\$48,472	-\$10,000	-\$10,000	-\$10,000	-\$10,000	-\$32,035	-\$7,000	-\$7,000	-\$7,000	-\$3,000	-\$3,000	-\$895	-\$44,922	(\$222,464)
<b>Total Expenditures</b>	(14,000)	(11,800)	(7,000)	(10,500)	(53,140)	(103,472)	(20,000)	(137,000)	(10,000)	(181,200)	(82,035)	(7,000)	(7,000)	(7,000)	(10,000)	(29,500)	(44,922)		(746,464)
<b>Running Total</b>	\$268,000	\$321,200	\$379,200	\$368,700	\$315,560	\$212,088	\$192,088	\$55,088	\$110,088	\$18,888	\$16,853	\$9,853	\$2,853	\$60,853	\$115,853	\$86,353	\$75,458	\$30,536	\$61,072

18 month Revenue \$838,072  
 18 Month Expenditures -\$746,464  
 Net Revenue \$91,608



# EXHIBIT F

Village of Stockbridge	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	20
Ad valorem less base year value (1986)	2725400.												
Estimated Captured Value	7420534	7420534	7494739	7569687	7796777	8030681	8271601	8519749	8775342	9038602	9303760	9589053	9876711
tax rates base on 2003 without any changes.													
County Operating	6.35120	6.35120	6.35120	6.35120	6.35120	6.35120	6.35120	6.35120	6.35120	6.35120	6.35120	6.35120	6.35120
Spec Transport	0.47680	0.47680	0.47680	0.47680	0.47680	0.47680	0.47680	0.47680	0.47680	0.47680	0.47680	0.47680	0.47680
Emergency 911	0.84310	0.84310	0.84310	0.84310	0.84310	0.84310	0.84310	0.84310	0.84310	0.84310	0.84310	0.84310	0.84310
Airport Authority	0.69900	0.69900	0.69900	0.69900	0.69900	0.69900	0.69900	0.69900	0.69900	0.69900	0.69900	0.69900	0.69900
Juvenile Justice	0.60000	0.60000	0.60000	0.60000	0.60000	0.60000	0.60000	0.60000	0.60000	0.60000	0.60000	0.60000	0.60000
Stk Twp Gen Fund	0.78100	0.78100	0.78100	0.78100	0.78100	0.78100	0.78100	0.78100	0.78100	0.78100	0.78100	0.78100	0.78100
Cap ar Dist Library	1.56000	1.56000	1.56000	1.56000	1.56000	1.56000	1.56000	1.56000	1.56000	1.56000	1.56000	1.56000	1.56000
Ingham ISD op	5.98910	5.98910	5.98910	5.98910	5.98910	5.98910	5.98910	5.98910	5.98910	5.98910	5.98910	5.98910	5.98910
laning comm col	3.80720	3.80720	3.80720	3.80720	3.80720	3.80720	3.80720	3.80720	3.80720	3.80720	3.80720	3.80720	3.80720
stk school debt	4.40000	4.40000	4.40000	4.40000	4.40000	4.40000	4.40000	4.40000	4.40000	4.40000	4.40000	4.40000	4.40000
stk operating	18.00000	18.00000	18.00000	18.00000	18.00000	18.00000	18.00000	18.00000	18.00000	18.00000	18.00000	18.00000	18.00000
State Education	5.00000	5.00000	5.00000	5.00000	5.00000	5.00000	5.00000	5.00000	5.00000	5.00000	5.00000	5.00000	5.00000
S.A.E.S.A.	1.09940	1.09940	1.09940	1.09940	1.09940	1.09940	1.09940	1.09940	1.09940	1.09940	1.09940	1.09940	1.09940
Potter Park	0.46000	0.46000	0.46000	0.46000	0.46000	0.46000	0.46000	0.46000	0.46000	0.46000	0.46000	0.46000	0.46000
Farmland Preservation	0.14000	0.14000	0.14000	0.14000	0.14000	0.14000	0.14000	0.14000	0.14000	0.14000	0.14000	0.14000	0.14000
	50.20680	50.20680	50.20680	50.20680	50.20680	50.20680	50.20680	50.20680	50.20680	50.20680	50.20680	50.20680	50.20680
Village	12.74	12.74	12.74	12.74	12.74	12.74	12.74	12.74	12.74	12.74	12.74	12.74	12.74
Total	62.94680	62.94680	62.94680	62.94680	62.94680	62.94680	62.94680	62.94680	62.94680	62.94680	62.94680	62.94680	62.94680
Anticipated revenues-year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
County Operating	\$47,129	\$47,129	\$47,601	\$48,077	\$49,519	\$51,004	\$52,535	\$54,111	\$55,734	\$57,406	\$59,128	\$60,902	\$62,729
Spec Transport	\$3,538	\$3,538	\$3,573	\$3,609	\$3,718	\$3,829	\$3,944	\$4,062	\$4,184	\$4,310	\$4,439	\$4,572	\$4,709
Emergency 911	\$6,256	\$6,256	\$6,319	\$6,382	\$6,573	\$6,771	\$6,974	\$7,183	\$7,398	\$7,620	\$7,849	\$8,085	\$8,327
Airport Authority	\$5,187	\$5,187	\$5,239	\$5,291	\$5,450	\$5,613	\$5,782	\$5,955	\$6,134	\$6,318	\$6,508	\$6,703	\$6,904
Juvenile Justice	\$4,452	\$4,452	\$4,497	\$4,542	\$4,678	\$4,818	\$4,963	\$5,112	\$5,265	\$5,423	\$5,586	\$5,743	\$5,926
Stk Twp Gen Fund	\$5,795	\$5,795	\$5,853	\$5,912	\$6,089	\$6,272	\$6,460	\$6,654	\$6,854	\$7,059	\$7,271	\$7,489	\$7,714
Cap ar Dist Library	\$11,576	\$11,576	\$11,692	\$11,809	\$12,163	\$12,528	\$12,904	\$13,291	\$13,690	\$14,100	\$14,523	\$14,959	\$15,408
Ingham ISD op	\$11,272	\$10,310	\$9,804	\$10,367	\$2,262	\$1,103	\$0	\$0	\$0	\$0	\$0	\$0	\$0
laning comm col	\$28,251	\$28,251	\$28,534	\$28,819	\$29,684	\$30,574	\$31,492	\$32,436	\$33,409	\$34,412	\$35,444	\$36,507	\$37,603
stk school debt	\$32,650	\$32,650	\$32,977	\$33,307	\$34,306	\$35,335	\$36,395	\$37,487	\$38,612	\$39,770	\$40,963	\$42,192	\$43,458
stk operating	\$29,866	\$27,317	\$25,976	\$27,468	\$5,992	\$2,922	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Education	\$11,294	\$10,331	\$9,823	\$10,388	\$2,266	\$1,105	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S.A.E.S.A.	\$8,158	\$8,158	\$8,240	\$8,322	\$8,572	\$8,829	\$9,094	\$9,367	\$9,648	\$9,937	\$10,235	\$10,542	\$10,858
Potter Park	\$3,413	\$3,413	\$3,448	\$3,482	\$3,587	\$3,694	\$3,805	\$3,919	\$4,037	\$4,158	\$4,282	\$4,411	\$4,543
Farmland Preservation	\$1,039	\$1,039	\$1,049	\$1,060	\$1,092	\$1,124	\$1,158	\$1,193	\$1,229	\$1,265	\$1,303	\$1,342	\$1,383

Village	\$94,538	\$94,538	\$95,483	\$96,438	\$99,331	\$102,311	\$105,380	\$108,542	\$111,798	\$115,152	\$118,606	\$122,165	\$125,829
Total	\$304,416	\$299,942	\$300,107	\$305,272	\$275,281	\$277,833	\$280,885	\$289,311	\$297,990	\$306,930	\$316,138	\$325,622	\$335,391