

ADVISORY & FINANCE COMMITTEE

The following meeting of the Advisory & Finance Committee has been posted and will be held

At: Plymouth Town Hall
Mayflower II Meeting Room
11 Lincoln Street
Plymouth, MA 02360

On: Wednesday, September 16, 2015 at 6:30PM

Items on the agenda will include but are not limited to the following.

Other discussion may include items that were not reasonably anticipated by the Chairman 48-hours in advance of the meeting posting.

AGENDA ITEMS:

Public Comment

TOWN MEETING ARTICLES:

- 5: Town Wharf Project David Gould, Director of Marine & Envir Affairs
- 8: Airport Runway Project Tom Maher, Airport Manager
- 4A: North Plymouth Fire Station Melissa Arrighi, Town Manager
- 7: Town Hall Project “
- 31: Public Way – Ship Pond Road Sid Kashi, Town Engineer
- 35: Easement – Water Street Promenade “
- 4E: Pressure Washer Dennis Westgate, Asst. DPW Director
- 4F: Tire Changer “
- 4G: Tire Balancer “
- 4H: Stick Welder “
- 4I: Salt Shed Repairs Jonathan Beder, DPW Director
- 4J: Replacement of H33 (10 wheeler) “

Public Comment

Old/New/Other Business

- Sub-Committee & Committee Liaison Updates

Next Meeting: Thursday, September 17 at 6:30PM, Mayflower II Meeting Room – Town Hall



Town of Plymouth, Massachusetts
Department of Marine and Environmental Affairs
11 Lincoln Street, Plymouth, MA 02360 | 508-747-1620



MEMO

To: Kere Gillette, Budget Analyst
Through: Melissa Arrighi, Town Manager
From: David Gould, Director of Marine and Environmental Affairs 
Re: Article 5/T-Wharf Capital Request
Date: August 25, 2015

The Department of Marine and Environmental Affairs (DMEA) respectfully requests capital funding in the amount of \$750,000 for the T-Wharf replacement project. The estimated cost of this project is \$4,000,000.

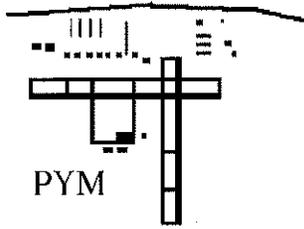
The Town has previously approved funding in the amount of \$1,250,000 from the Waterways Account for this project. In addition, the Town has worked with the Commonwealth over several years to secure the remaining funds for the project. This work has included applying for funds from the Environmental Bond Bill, Seaport Advisory Council and the general state budget. In 2014 state funds were appropriated for the project but were subsequently cut by former Governor Deval Patrick before leaving office.

The Town currently has a Mass Works grant application pending with the Commonwealth for \$2,750,000.00 to secure the remaining funds for this project. Should the grant application be unsuccessful approval of the funds from Town Meeting would allow the Town the ability to apply to the re-established Seaport Economics Council for funding. It is important to note that the re-established Seaport Council has lowered its awards making it more important than ever that municipalities can provide at least a 1:1 match going forward. Approval of this article would allow the Town to move forward in that direction.

C: Chad Hunter, Harbormaster
Pamela Hagler, Procurement Officer

508-746-2020

508-747-4483 fax



To: Advisory and Finance

From: Thomas Maher, Airport Manager

RE: FATM Article 8 Airport request to adjust funding amount Date: September 2, 2015

The Airport is requesting additional airport enterprise funding for the Art 4A Oct2012 FATM 65482395/530002 article. After the actual bids have been opened and the final State and Federal final permits requirements were added into the project, it has been determined that the total costs are higher than originally estimated.

The project is to balance the two runways to the same length and add two 300 foot emergency stopways. The low bid was a total of \$8,258,200, with 90% FAA funding (\$7,432,200) 6% State Mass DOT funding (\$496,492) and the balance from the airport enterprise funding. The Art 4A Oct2012 FATM 65482395/530002 article currently has a short fall of \$120,415.38. There are two primary reasons that we are looking for these addition funding: 1. due to the improved overall economy, the bidding environment has seen higher than our original 2012 estimate for the project. 2. there were unanticipated environmental monitoring requirements added by both the Federal and State environmental agencies. These requirements will require the airport to hire a wetland scientist to be on site for the entire project plus additional monitoring for 3 years after the project.

We are requesting \$120,415.38 of airport enterprise funding. At this point, the funding to come from:

unexpended balances from **previous projects**:

\$5,869.22	balance fy14 closed projects	
\$8,945.92	EA-phase II, completed	65482404
\$ 141.54	EA final permitting	65482404

\$14,956.68

Enterprise surplus (* this is anticipated to be certified by DOR this fall)

\$105,458.70 FY 15 surplus When certified, we calculate that the Airport Enterprise should have a surplus of \$112,190.93 plus \$17,000 State reimbursement for a 2013 land project.

Total **\$120,415.38**

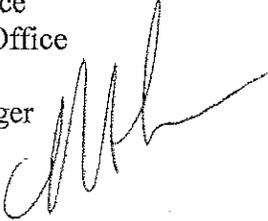
If you have any questions, please feel free to contact me at 508-746-2020.

Thomas Maher
Airport Manager

TOWN OF PLYMOUTH
11 Lincoln Street
Plymouth, MA 02360
(508) 747-1620

OFFICE OF TOWN MANAGER
MEMORANDUM

To: Board of Selectmen
Advisory and Finance Committee
Lynne Barrett, Director of Finance
Annikka Bernabe, Selectmen's Office

From: Melissa G. Arrighi, Town Manager 

Date: August 29, 2015

Re: Fall Town Meeting, Article 4A

ARTICLE 4: To see if the Town will vote to raise and appropriate, transfer from available funds or borrow a sum of money for the construction and/or repair and/or purchase and/or lease and/or replacement of buildings and/or land and/or equipment and/or capital facilities and/or for feasibility studies and other types of studies for the various departments of the Town substantially as follows:

A. North Plymouth land/building for Fire Station

For some years now, the Town of Plymouth has understood that the North Plymouth Fire Station is woefully inadequate. Some of the problems there include:

1. Age of Structure –The building was constructed in 1906 to house horse drawn steam engines. The building had a major rehab around 1974, that included removing the wooden apparatus floor (which had failed) and installing a concrete floor system as well as updates to the living quarters and heating plant. Currently the heating system is in need of replacement, there is no cooling system, and the electrical system is in poor condition and does not support the emergency generator in automatic mode. Crews must manually switch between street power and generator power during outages. The concrete apparatus floor has buckled in many areas creating a trip hazard and much of the reinforcement bar in the concrete is badly corroded thus weakening the floor structure. The slate roof system is original and loses heavy slate pieces due to rotting fasteners and roof sheathing.
2. Size – Not only is the lot size not very large, the station itself is small. The station has two bays that are inadequate to accommodate modern apparatus. The apparatus floor measures 31' wide (2 bays, each 15 foot wide) x 50' deep. As compared to other Plymouth Stations with apparatus bays between 18 and 19 feet wide by 50 foot deep. In addition, the apparatus bay door is 9'11" wide whereby other stations have doors that are between 12'-14' wide. A pumper truck (engine) is 102 inches wide plus the mirrors – about 10' wide in total. They have had to plane back the door casings to gain an extra 1"

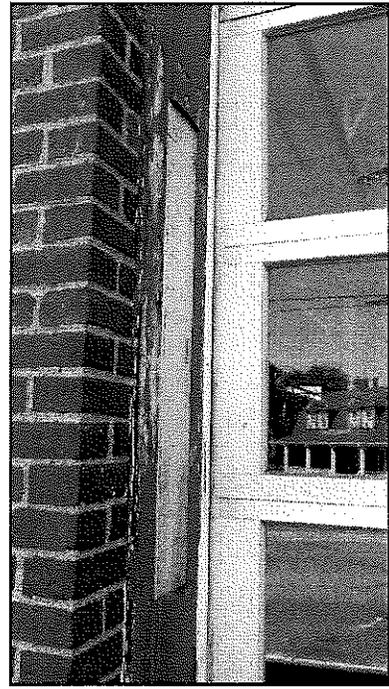
width to accommodate the mirrors. Our firefighters have barely any clearance on each side of the \$570,000 truck as they maneuver out in an emergency.

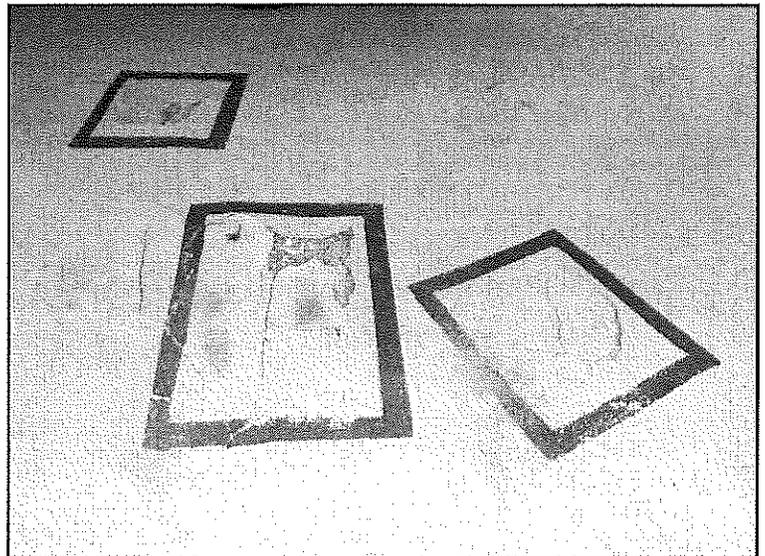
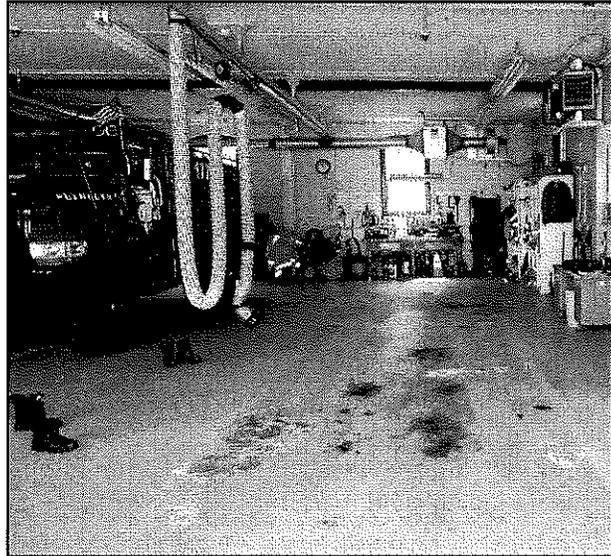
3. Special Equipment to accommodate size – A few years ago, the Town funded the replacement of Engine 7, located at North Plymouth. This apparatus required special manufacturing instructions to ensure the truck would fit in the station. The necessary width and height restrictions added to the cost of building the apparatus. In addition we removed trim boards and modified the entrance at the apparatus doors to widen the opening for the new apparatus. Even with the modifications and size restrictions of the apparatus, there are only 2 inches of clearance for the apparatus to exit and enter the building. When Engine 7 is out for service or maintenance, we are limited on replacement apparatus. Finally, most mutual aid crews cannot back apparatus into the building when they are called to cover the area.

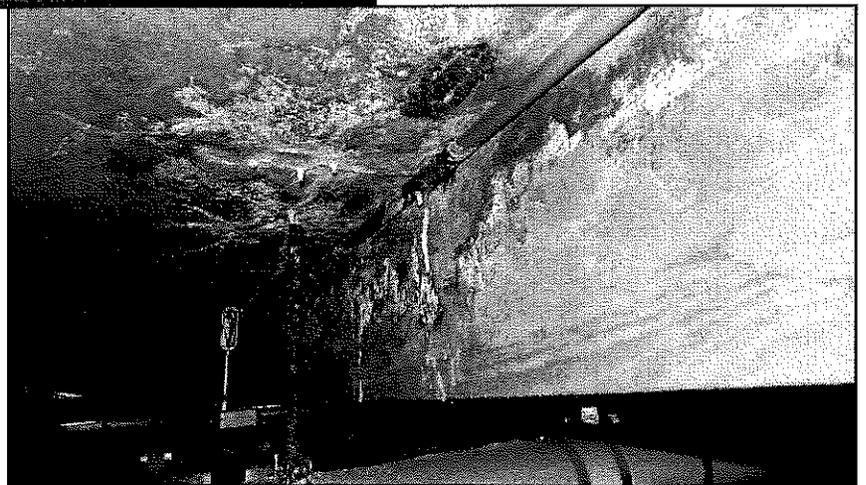
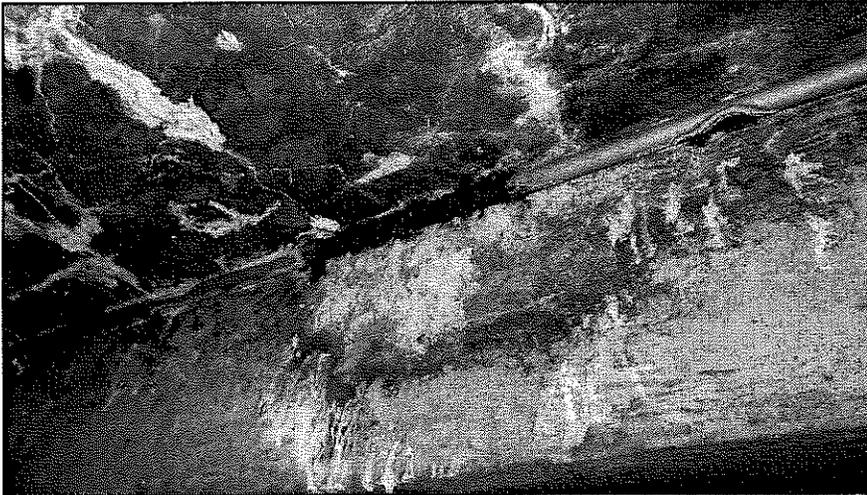
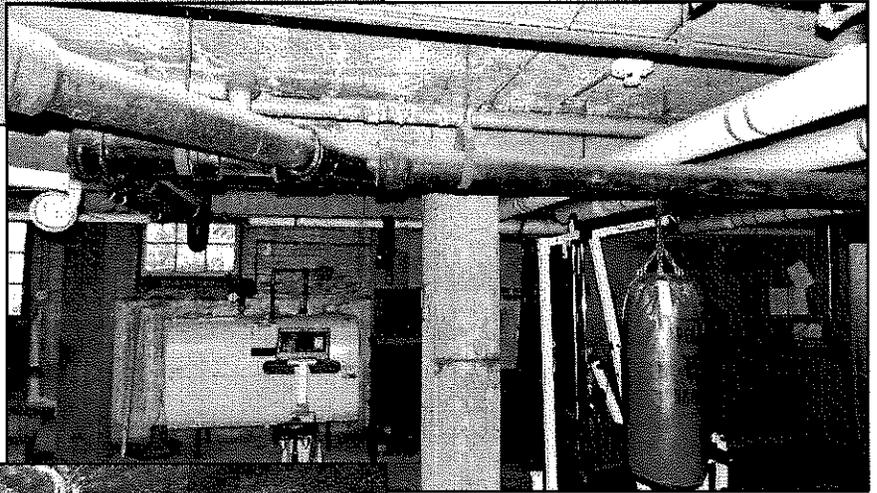
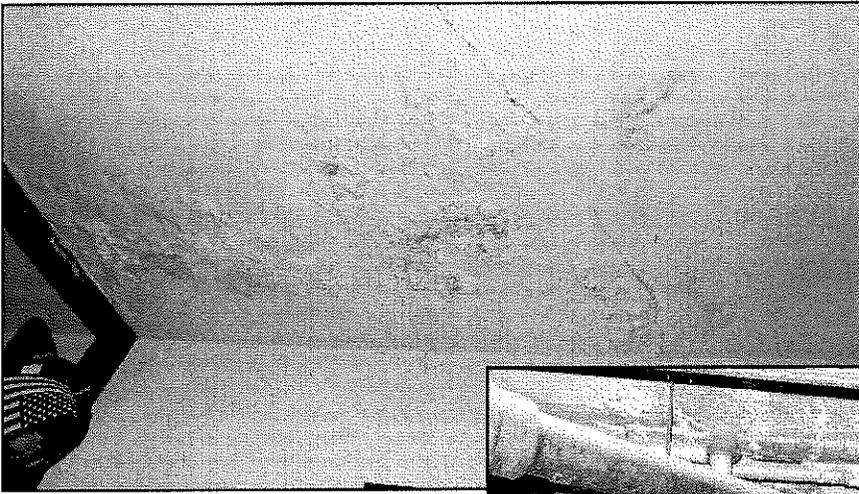
In our opinion, the real difficulty will not be selling that location, it is finding another area in North Plymouth that can house a Fire Station. This area of Town is densely populated with closely constructed buildings. In 2015, North Plymouth accounts for approximate 1080 annual calls for service out of 7136 calls Town wide. These are counts of emergency responses only. The crews also respond to hundreds of other non-emergent calls for service annually. Station 7 has the largest number of mercantile inspections to perform on a twice yearly schedule as compared to the other station areas (412). The crews at Station 7 also perform over 150 yearly new and resale inspections of residential properties.

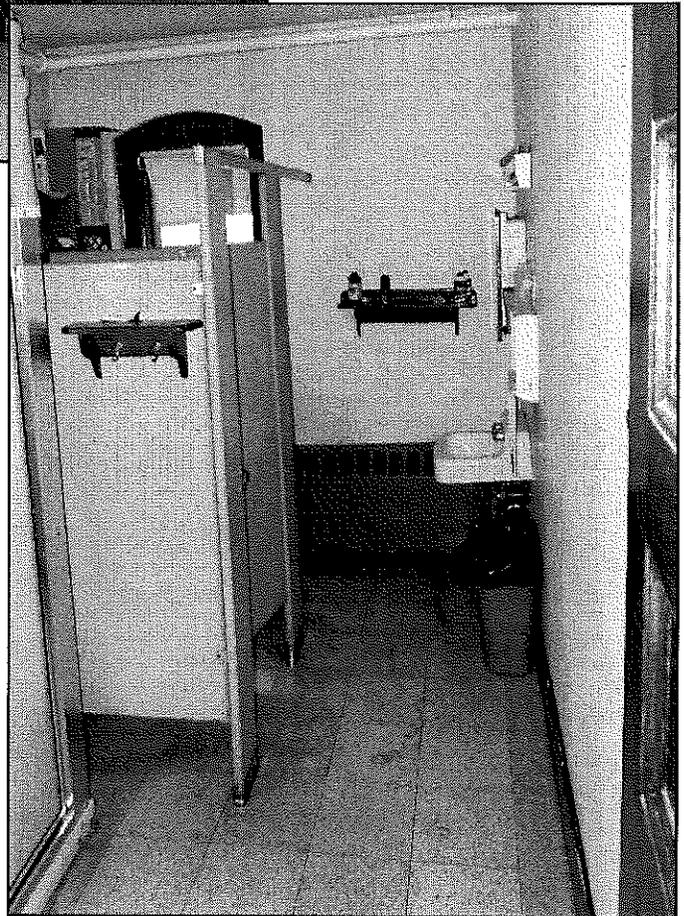
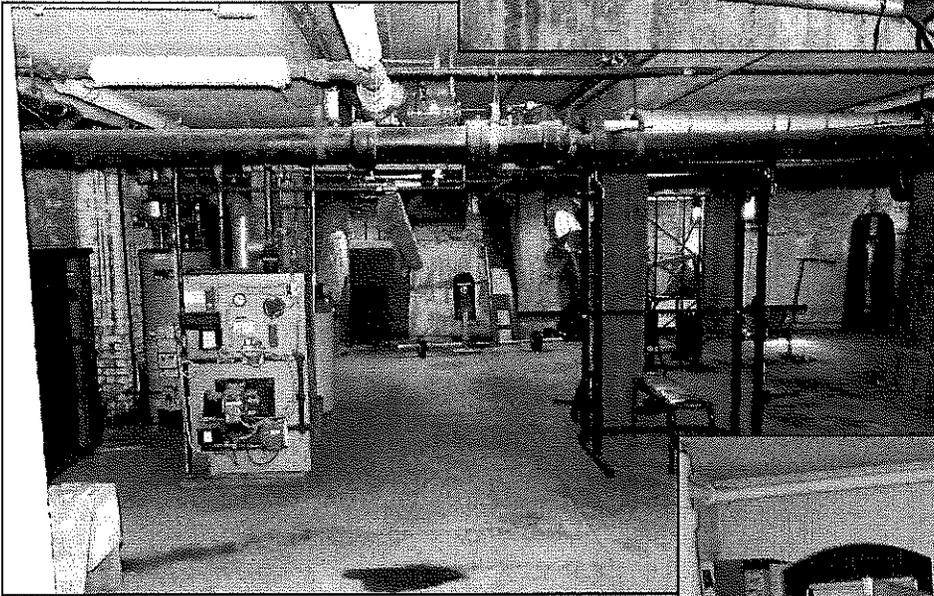
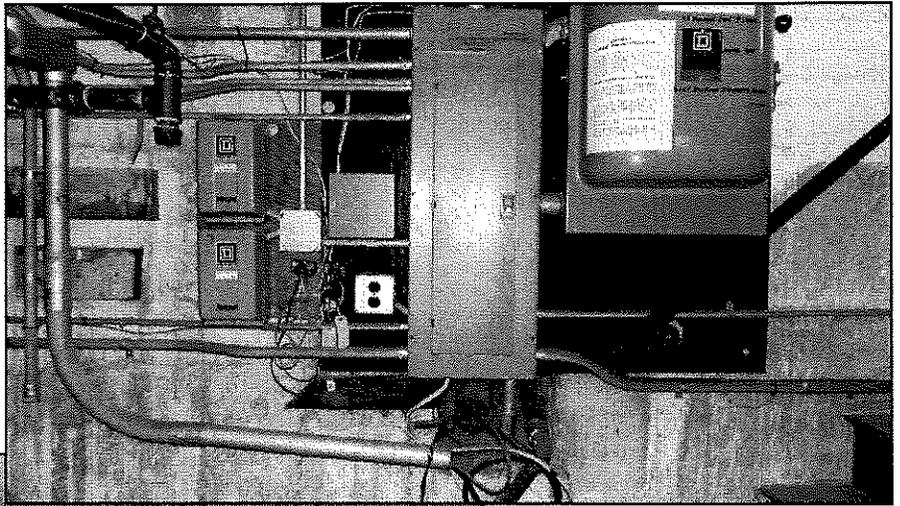
This article is certainly not ordinary for Plymouth. We are seeking Town Meeting approval to set aside \$25,000 so that if and when we can find a suitable location, the Town has the immediate ability (through Selectmen vote) to place a down payment and sign a P&S contingent upon further Town Meeting vote to fund the full purchase. This down payment will be refundable to protect for any loss of taxpayer dollars in the event that Town Meeting does not authorize the purchase. As the governance of Plymouth grows in complexity and needs, it is much more efficient to be able to react, rather than postpone decisions for six months while we wait for the next Town Meeting. However, we understand that Town Meeting action is and should be required to approve the final purchase. This article will give us the flexibility to react immediately when we believe we have found something suitable, and still provide for Town Meeting member input if that decision is not the location that our legislative branch supports.

Thank you for your consideration.









TOWN OF PLYMOUTH
11 Lincoln Street
Plymouth, MA 02460
(508) 747-1620

OFFICE OF TOWN MANAGER
MEMORANDUM

To: Board of Selectmen
Advisory and Finance Committee

From: Melissa G. Arrighi, Town Manager

Date: September 3, 2015

Re: Fall Town Meeting, Article 7

ARTICLE 7: To see if the Town will vote to amend Article 10 of the April 5, 2014 Annual Town Meeting to increase the appropriation from the sum of \$30,000,000 to \$32,776,000 to pay costs of the preservation, rehabilitation, restoration, reconstruction, equipment and furnishings and new construction of a new Municipal Center (Town Hall), including Town administrative offices, on town owned property located on Assessor's Map 19 as Lots 1,2,6 and 7, said amount to include funding the design and reconstruction of the parking areas surrounding that site, the services of a Project Manager to oversee the project; and all costs incidental and related thereto, and that to meet this appropriation, the Treasurer with the approval of the Selectmen, is authorized to borrow said amount under and pursuant to Chapter 44, Section 7(3) and Section 7 (3A) of the General Laws, or pursuant to any other enabling authority, and to issue bond or notes of the Town therefor, or take any other action relative thereto.

BOARD OF SELECTMEN

The Town Manager and Building Committee are working on the new town hall project. As is evident, the demolition portion of the project is complete. However, during that process, the Owner's Project Manager (STV) and Page Construction (demolition contractor) came across a significant amount of buried hazardous debris. This debris was the buried Cornish- Burton School and contained asbestos pipes and contaminated soil. This material could never have been anticipated and was absolutely unforeseen. Although it is understood that the practice of burying demolished materials was acceptable and commonplace years ago, clearly it was our responsibility to clean this up properly. However, that responsibility came at a cost of over 1 million dollars. In addition, the Town is seeing an uptick in the costs of construction since our presentation in Spring 2014 when we submitted for 35 million.

Finally, the Town has incurred some additional costs with the changes in design of the new Town Hall and also in the costs to preserve some of the historical integrity of the site. Both of which were warranted and worthy of additional investment.

Please accept this as a very brief summary of the reasons why we are requesting an additional 2.776M for the project. We will be providing a comprehensive presentation at your meeting to justify the warrant article. Thank you.

TOWN OF PLYMOUTH

Department of Public Works
11 Lincoln Street
Plymouth, Massachusetts 02360

MEMO

**To: ADVISORY AND FINANCE
COMMITTEE MEMBERS**

From: SID KASHI, P.E. *(S.K.)*
TOWN ENGINEER

Through: JONATHAN BEDER, DPW DIRECTOR

Cc: ROADS ADVISORY COMMITTEE

**Ref: 2015 FALL ANNUAL TOWN MEETING – ARTICLE 31 EXPLANATION
ROADWAY LAYOUT – SHIP POND ROAD (PORTION OF)**

Date: SEPTEMBER 8, 2015

Ship Pond Road is classified as used and maintained as a public way without an established layout. The proposed realignment of this portion of Ship Pond Road will relocate the travelled way onto land owned by Wildlands Trust, in conjunction with ADM's construction of the intersection with Long Pond Road. In order to support the project, ADM has agreed to provide the design, construction plans and drawings, as well as coordinate with the Town on the construction and oversight of the project. In addition, recognizing that there will be a need to fund the roadway construction in order to complete the project, ADM has agreed to fund the construction project as part of their traffic mitigation measures.

The design and engineering has been started, and it is anticipated that the construction will start in the Spring of 2016.

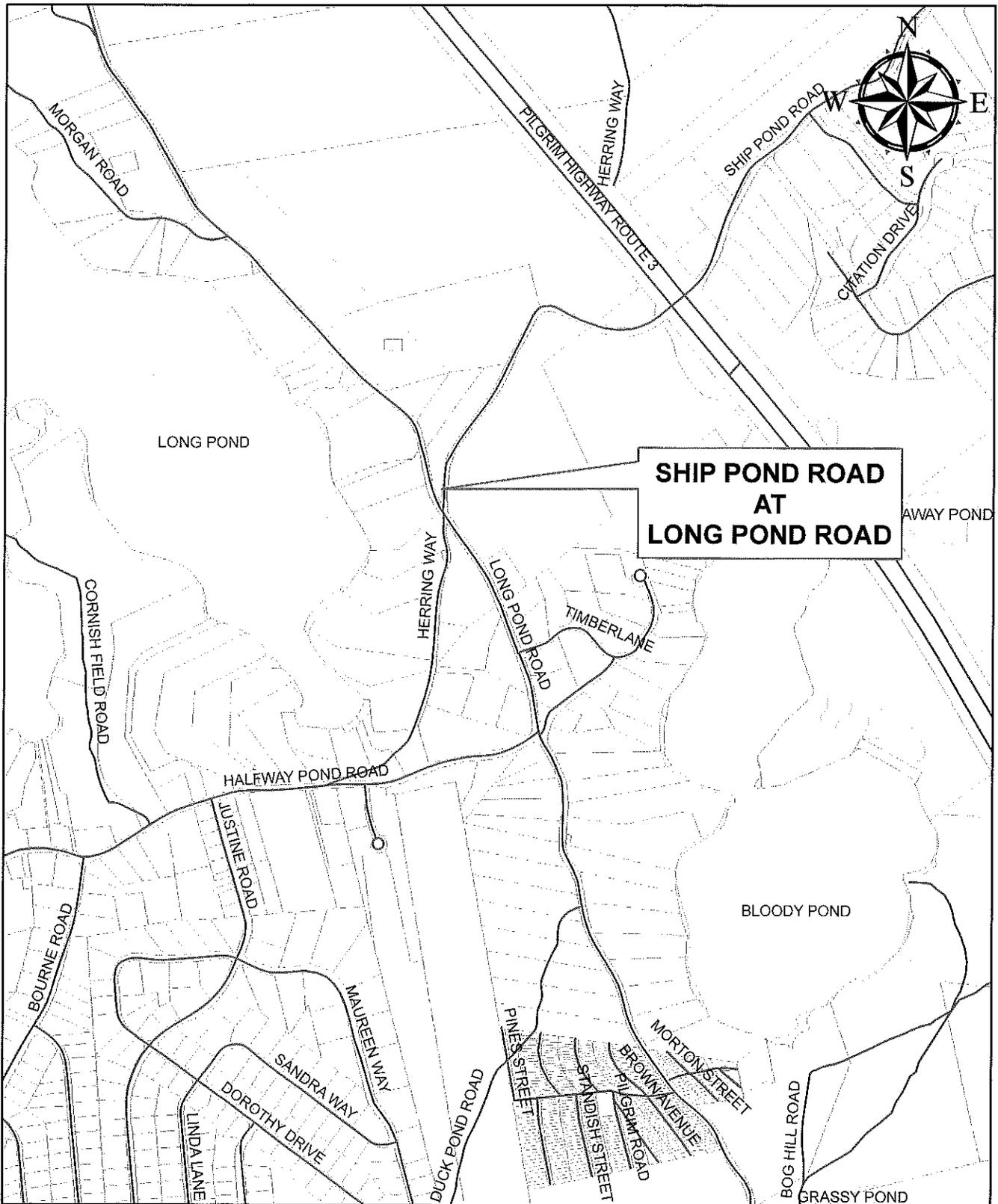
The DPW-Engineering Division recommends that the Advisory and Finance Committee Members vote to approve and support the Article as presented. Representatives of the Engineering Division will be available on September 16th to present the supporting documents, and answer any questions that you may have.

Enclosures: Locus Map
Layout plan of proposed realignment segment of Ship Pond Road

2015 ANNUAL TOWN MEETING LOCUS MAP

ARTICLE 31:
DPW ENGINEERING - SHIP POND ROAD at LONG POND ROAD

PLAT 68



PREPARED BY THE PLYMOUTH ENGINEERING DIVISION

1,000 0 1,000 2,000

SCALE IN FEET



TOWN OF PLYMOUTH

159 Camelot Drive
Plymouth, Massachusetts 02360

FAX: (508) 830-4165

Highway Division
(508) 830-4162 ext. 101

Maintenance Division
Solid Waste Division
(508) 830-4166 ext. 100

MEMO

Date: September 3, 2015

To: Board of Selectmen
Advisory & Finance Committee

cc: Melissa Arrighi, Town Manager
Lynne Barrett, Finance Director
Sid Kashi, Town Engineer

From: Jonathan Beder  Director of Public Works

Re: **Fall 2015 ATM, Article 35**
Article 97, DCR Land off Water Street

In conjunction with our 2015 MassWorks Grant Application, the DPW is seeking to construct pedestrian improvements along a 1,840 linear foot portion of Water Street. Approximately 1,230 linear feet of the area associated with the MassWorks Grant Application lies adjacent to the Department of Conservation and Recreation Property (DCR)-/Pilgrim Memorial State Park.

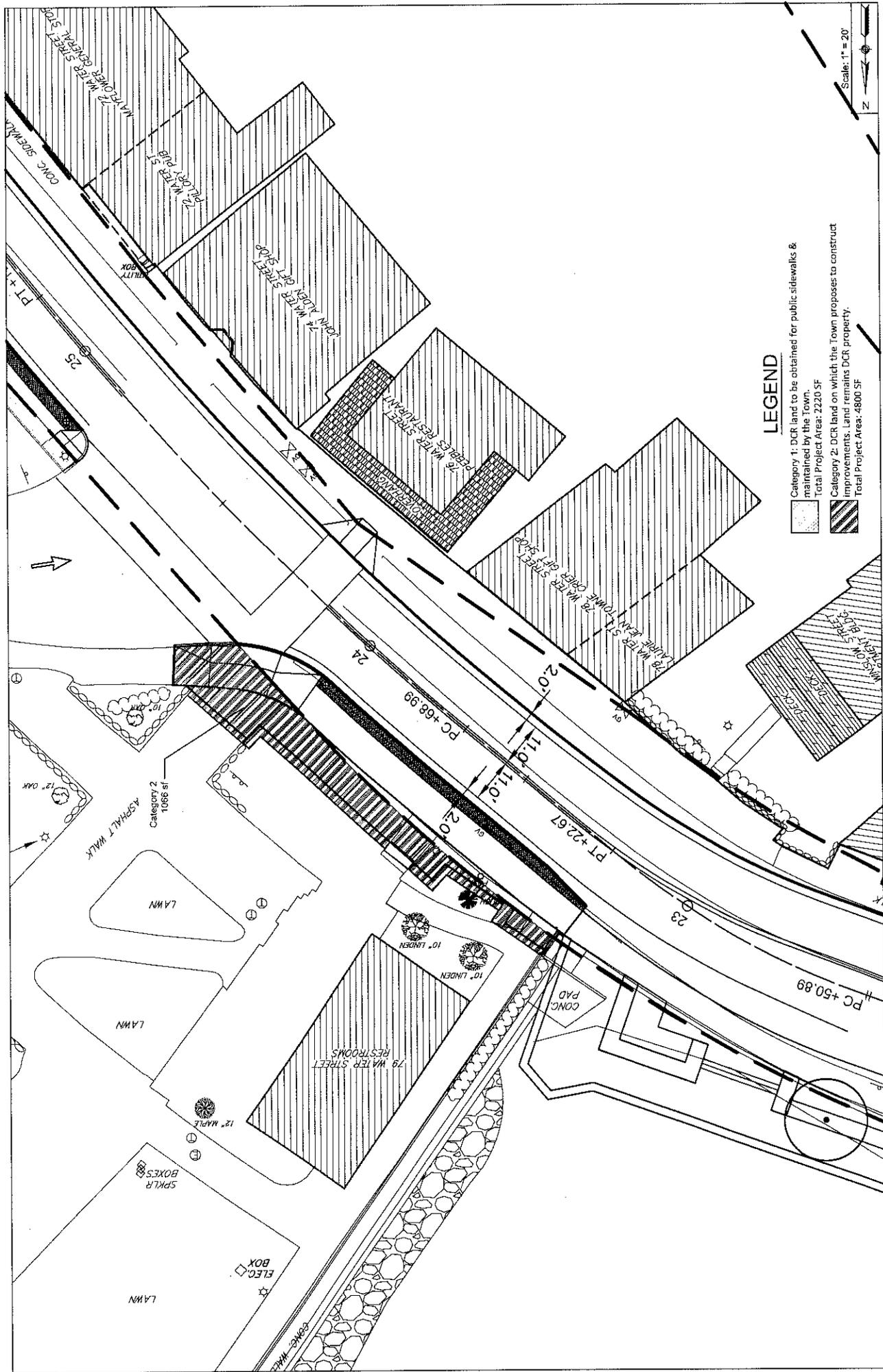
Proposed improvements include the construction of wider sidewalks and street furnishings which would extend into portions of DCR property by three feet over an approximate 2,200 square foot area. The project also proposes the construction of improvements on an additional 4,800 square feet of DCR property to include seating, lighting, and new surface areas.

This project necessitates that a permanent easement be granted to the town by DCR. Lands under ownership and control of the Commonwealth (DCR) are required to follow a disposition process referred to as Article 97-Land Disposition Policy. Article 35 in the FATM, will allow the town to engage and subsequently complete the required Article 97 process as required by the Massachusetts Constitution.

Should we receive funding through the MassWorks Grant; the DPW will oversee the construction and take over the maintenance of the new sidewalks. A plan showing the new sidewalk areas has been attached for your review.

The following is ARTICLE 35 as proposed:

ARTICLE 35: To see if the Town will vote to authorize the Board of Selectmen to acquire by purchase or otherwise, a perpetual non-exclusive easement from the Commonwealth of Massachusetts, Department of Conservation and Recreation for purposes of reconstructing and redesigning the sidewalk and layout area on Water Street, and for the purpose of maintaining and repairing and making certain improvements, including but not limited to widening sidewalks and improving pedestrian access and park aesthetics on Water Street, on such terms and conditions which the Board of Selectmen may determine; and further to authorize the Board of Selectmen to petition the Massachusetts General Court for approval of such change in use and conveyance of the easement area pursuant to the provisions of Article 97 of the Amendments to the Constitution of Massachusetts, or take any other action relative thereto.
DEPARTMENT OF PUBLIC WORKS

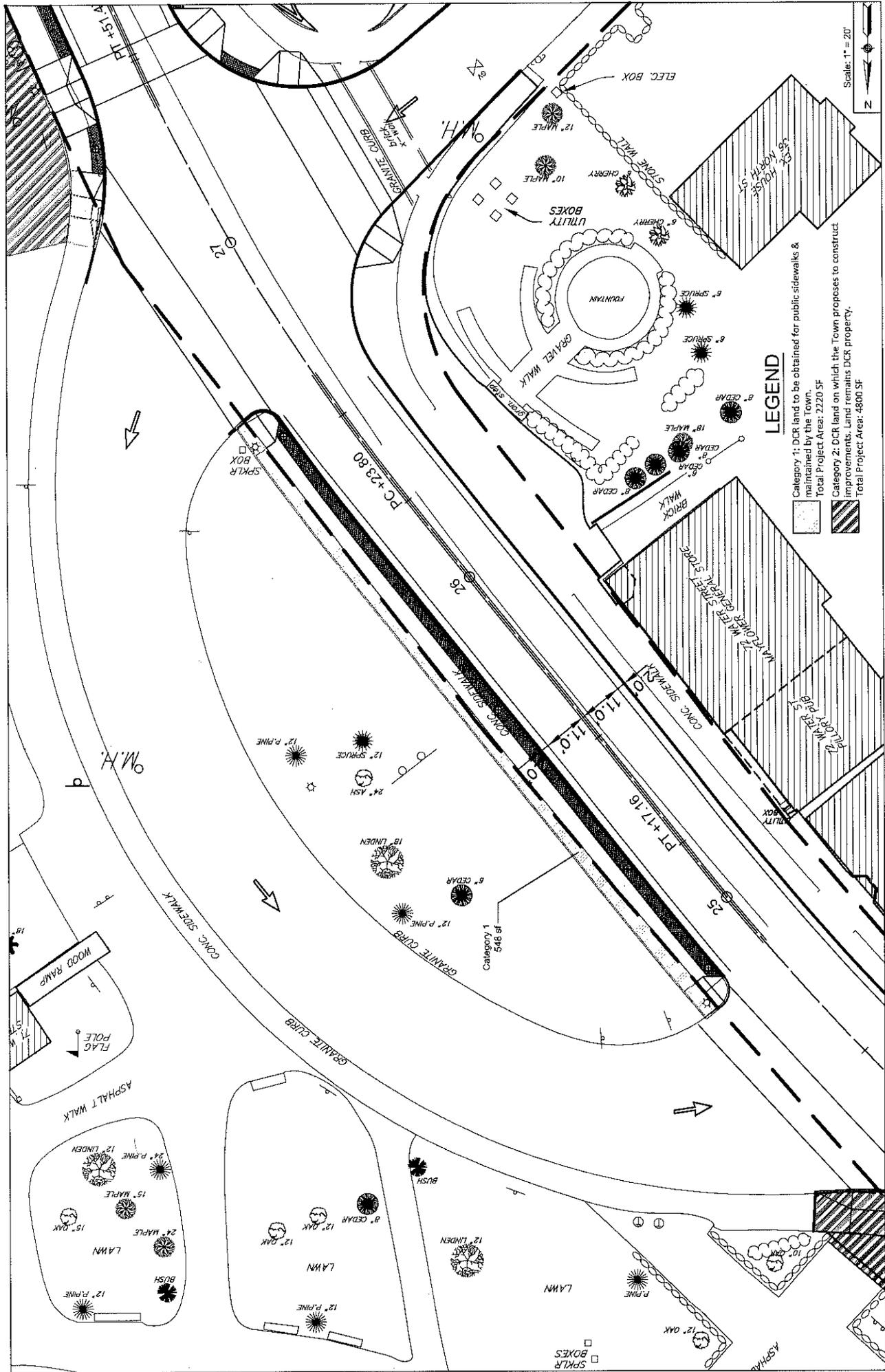


LEGEND

- 
 Category 1: DCR land to be obtained for public sidewalks & maintained by the Town.
 Total Project Area: 2220 SF
- 
 Category 2: DCR land on which the Town proposes to construct improvements. Land remains DCR property.
 Total Project Area: 4800 SF

Scale: 1" = 20'





DT-51.4

21

GRANITE CURB

9 M.H.

ELEC. BOX

12" MAPLE

10" MAPLE

CHERRY

8" CHERRY

6" SPRUCE

6" SPRUCE

6" CEDAR

18" MAPLE

6" CEDAR

6" CEDAR

6" CEDAR

6" CEDAR

BRICK WALK

CONC. SIDEWALK

11.0' 11.0'

PT+17.16

25

CONC. SIDEWALK

26

GRANITE CURB

12" PINE

12" SPRUCE

24" ASH

18" LINDEN

6" CEDAR

12" PINE

Category 1
546 sf

GRANITE CURB

9 M.H.

CONC. SIDEWALK

WOOD RAMP

FLAG POLE

ASPHALT WALK

12" LINDEN

24" PINE

15" MAPLE

24" MAPLE

15" OAK

LAWN

BUSH

12" PINE

8" CEDAR

12" OAK

12" OAK

LAWN

12" PINE

BUSH

12" LINDEN

LAWN

PINE

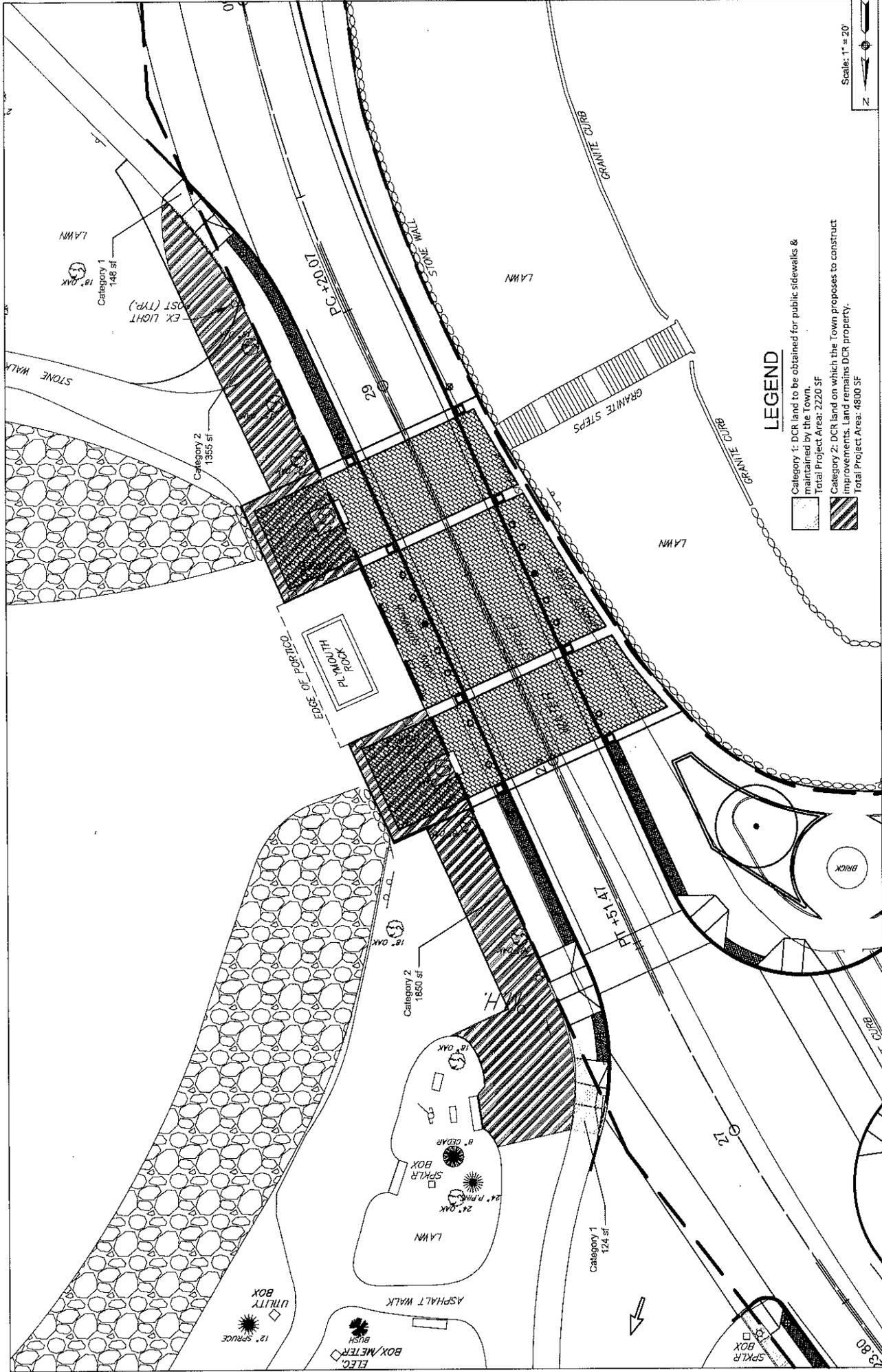
12" OAK

ASPHALT WALK

SPKLR BOXES

UTILITY BOX

22" WATER PIPE



LEGEND

-  Category 1: DCR land to be obtained for public sidewalks & maintained by the Town.
-  Category 2: DCR land on which the Town proposes to construct improvements. Land remains DCR property.

Total Project Area: 2220 SF
 Total Project Area: 4800 SF

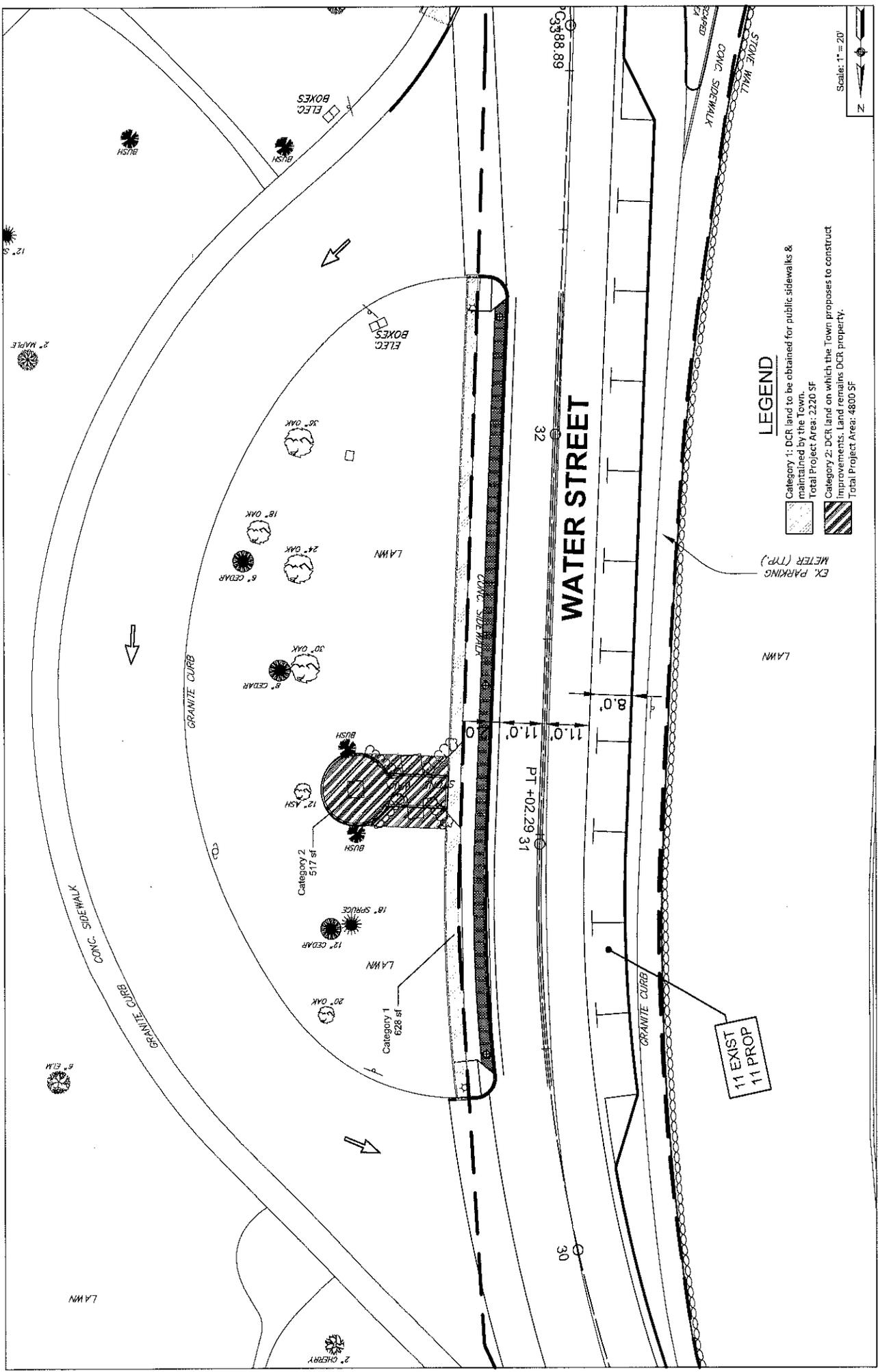
LEGEND

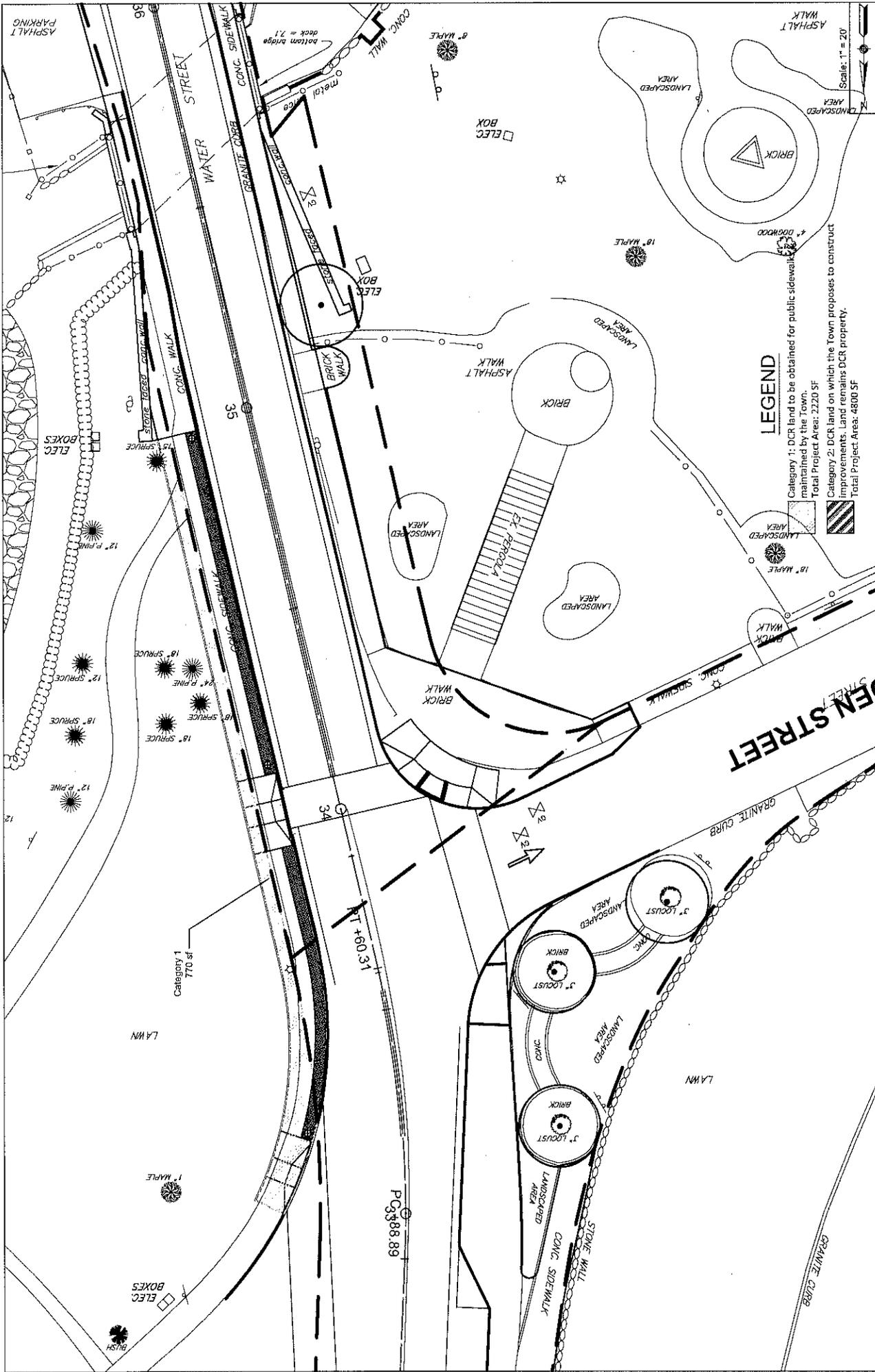
- Category 1: DCR land to be obtained for public sidewalks & maintained by the Town.
Total Project Area: 2220 SF
- Category 2: DCR land on which the Town proposes to construct Improvements. Land remains DCR property.
Total Project Area: 4800 SF

EX. PARKING METER (TYP.)

11 EXIST
11 PROP

WATER STREET





LEGEND

Category 1: DCR land to be obtained for public sidewalk improvements, maintained by the Town.
 Total Project Area: 2220 SF
 Category 2: DCR land on which the Town proposes to construct improvements. Land remains DCR property.
 Total Project Area: 4800 SF

Category 1
770 sf

P0388.89

1.31+09.11

35

34

ASPHALT PARKING

STREET WATER

CONC. SIDEWALK

GRANITE CURB

CONC. SIDEWALK

BRICK WALK

LANDSCAPED AREA

ELEC. BOX

BRICK

ASPHALT WALK

LANDSCAPED AREA

BRICK

LANDSCAPED AREA

Scale: 1" = 20'
 NORTH ARROW

STREET WATER

CONC. SIDEWALK

GRANITE CURB

CONC. SIDEWALK

BRICK WALK

LANDSCAPED AREA

ELEC. BOX

BRICK

ASPHALT WALK

LANDSCAPED AREA

BRICK

LANDSCAPED AREA

BRICK

Scale: 1" = 20'
 NORTH ARROW

LAWN

LAWN

1" MAPLE

ELEC. BOXES

BRICK

12" P. PINE

18" SPRUCE



TOWN OF PLYMOUTH

159 Camelot Drive
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Highway Division
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Maintenance Division
Solid Waste Division
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MEMO

Date: September 8, 2015

To: Advisory & Finance Committee

cc: Melissa Arrighi, Town Manager
Lynne Barrett, Finance Director
Dennis Westgate, Assistant DPW Director

From: Jonathan Beder, Director of Public Works

Re: **Fall 2015 ATM, DPW Capital Requests
Articles 4E, 4F, 4G, 4H**

These four items were submitted during last year's budget process as Article 8's. They were reviewed and approved by the Town Manager, Finance Director, and Board of Selectmen. They were recommended by the Advisory and Finance DPW Sub-Committee and approved by the full Committee. However, they were inadvertently missed on the Spring Annual Town Meeting Warrant and therefore could not be considered. Below is a recap of the descriptions, costs and needs for each item.

Article 4E-Pressure Washer \$5,300: Currently, the DPW is without a hot-water pressure washer. The current unit failed a year ago. Due to its age, it is incapable of being repaired. It is imperative that the DPW maintain a hot-water pressure washer for correctly washing our equipment especially after snow & ice events. Approval at the FATM will give us enough time to replace the failed unit prior to this up-coming winter season.

Article 4F/4G-Tire Changer \$14,000 / Tire Balancer \$11,000: The current tire changer and balancer are utilized daily by the Fleet Maintenance Division. These units are still in operation but at the end of their life cycle. In addition, neither of these units is capable of handling rims larger than 18 inches. All of our heavy duty fleet trucks purchased during past several years, come standard with 19.5 inch rims. The requested replacement equipment above is capable of handling up to 24 inch rims. Therefore, we will no longer need to outsource these repairs.

Article 4H-Stick Welder \$6,000: This request is to replace a portable welder/generator currently on the only service truck in Fleet Maintenance. The current unit is old, and requires the use of Ether to start it. Due to its age, parts are no longer available for this unit. The current unit was designed to be portable and used frequently for repairing equipment in the field. The proposed replacement unit is designed to do the same. The helmets for operating this equipment have already been purchased through a grant offered by MIIA, our insurance carrier.



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MEMO

Date: September 8, 2015

To: Advisory & Finance Committee

cc: Melissa Arrighi, Town Manager
Lynne Barrett, Finance Director
Dennis Westgate, Assistant DPW Director

From: Jonathan Bedard, Director of Public Works

Re: **Fall 2015 ATM, DPW Capital Requests
Articles-4I & 4J**

The following items represent DPW requests needed to appear before the 2015 Fall Annual Town Meeting, and are as follows:

1. ARTICLE 4I-Salt Shed, entrance switch and addition (DPW Administration)
2. ARTICLE 4J-Replace 10 wheel truck - (DPW Highway)

1. **ARTICLE 4I-Salt Shed renovations:**

Estimated Cost-\$256,000.00

**based on pricing from Advanced Storage Technology, Inc.-original designer/manufacturer*

As you are aware, salt was unavailable to us many times during this past winter. Our suppliers could not keep up with demand and de-icing operations suffered. We need to keep enough salt on hand to stay ahead of the winter storms.

Our existing salt shed at Camelot Drive does not allow enough storage of road salt to adequately support the needs of this town. Our current 60'x104' shed has a side entrance (opening on the long wall), which drastically reduces our total storage of salt which we estimate at 2,000-2,500 tons. The current structure is in good condition and we would like to reconfigure the door to the southern end and expand the opposite end to the north by 32 feet. With an end entrance as opposite to the current side entrance, we will be able to build the salt pile from the back of the building to the front, and can take much more advantage of the vertical space throughout the building giving us much larger storage capacity-approximately 6,000 tons.

As part of this project, we also propose to construct an unenclosed lean to along the face of the building in order to shelter and store our sanders. The costs thresholds do not trigger an OPM, but do require us to hire a Clerk of the Works.

Estimated cost of \$256,000 includes a 15% contingency and 5% for a Clerk of the works

**2. ARTICLE 4J-Replace H33-10 wheel dump truck, DPW Highway Division:
Replacement cost-\$245,000.00**

H33 is a 2001 Volvo 10-wheeler utilized by the Highway Division. The vehicle is the only one in the DPW with a wing-plow and is crucial for maintaining the Rte44 plow route in West Plymouth. This vehicle has been on the replacement capital request for FY13, FY14, FY15, and Number 1 in FY16. In June of 2014, the vehicle was involved in a major accident involving a telephone pole. The amount of damage to the truck was so severe, it bordered the threshold for considering the vehicle totaled. However, MIIA originally decided to try to repair the vehicle. This would be no small task considering the entire cab needed to be replaced and due to the age of the truck, cabs of that design were no longer available. Therefore, the repair shop was tasked with modifying a new cab to fit the old truck. This took a great deal of time and with the additional repairs needed, the truck was not available to us for all of last winter.

In late spring of 2015, the truck was delivered to the DPW. Shortly thereafter, a great many mechanical and electrical issues arose stemming from the original accident. The truck has since gone back for repairs but the vendor has been unsuccessful in identifying and rectifying the problems. MIIA is now in the process of taking a harder look at this truck and has indicated to us that they will most likely consider it totaled.

Waiting for the ATM in the spring will eliminate the ability for the DPW to replace this truck in time for use during this upcoming winter.

Plymouth DPW
 Salt Shed Renovations-Entrance Switch & Addition
 Construction Cost Estimate
 Existing 60x104, increase to 60x136

<u>Description</u>	<u>Cost</u>
Close off existing side entrance with related roofing, crib wall, footings <ul style="list-style-type: none"> • Add 3-12' high crib wall sections including columns/braces/supports • Add girts and T-111 to enclose opening 	\$30,000.00
Demolish one end wall up to truss line	\$10,000.00
Add four 8' bays (approx. 32') to one end of Bldg. w/asphalt shingles <ul style="list-style-type: none"> • Includes new 60' end wall with 30x20 opening 	\$75,000.00
Overhead/pass doors	\$23,000.00
Stamped plans and specifications	\$10,000.00
Flooring (Concrete)	\$20,000.00
Unenclosed lean-to 120x15=1,800@(\$25/s.f.)	\$45,000.00
	Sub-total
	<u>\$213,000.00</u>
Clerk of the Works (5%)	\$11,000.00
Contingency %15 <ul style="list-style-type: none"> • Site prep, paving, electrical 	\$32,000.00
	Total
	\$256,000.00



CHASSIS SPECIFICATIONS SUMMARY

May 27, 2015

2016 MACK GU713

SNOW PLOW. On/Off Hwy
STRAIGHT TRUCK WITH TRAILER

Engine	MACK MP8-425M 425HP	Transmission	4500-RDS-6
		Clutch	OMIT CLUTCH
Front Axle	20,000# FXL20	Rear Axle	58,000# S582 Ratio 4.80
Suspension	20,000#	Suspension	58,000# SS582
Tires	Front: 315/80R22.5 Rear: 12R24.5	Wheels	22.5x9.0 ALUMINUM DISC 24.5x8.25 ALUMINUM DISC
Ratings	GVW: 77,280# GCW: 80,000#	Fuel Tanks	LH: 88gal
Fifth Wheel		Sleeper	

PRICING SUMMARY

	<u>Total Price</u>
SELLING PRICE (Excluding Taxes/Fees/Trade)	\$237,656.72
Surcharge	\$0.00
Net FRET or Canadian GST Taxes	\$0.00
Tire Tax Credit (Municipal Only)	(\$450.22)
Sales/Usage Taxes	\$0.00
License/Title/Etc.	
Misc Fees	
Trade	\$0.00
ACQUISITION COST (Include Trade if applies)	\$237,206.50
Less Down Payment	
BALANCE DUE Per Unit	\$237,206.50
PRICE (Total Order)	\$237,206.50
BALANCE DUE (Total Order)	\$237,206.50

VEH93 1%
\$ $\frac{2372}{239578}$

Total Quantity: 1

Estimated Total Weight: 20,413#

Reference#: AGEY071016B

X _____
 Prepared For: Customer Signature Date
 TOWN OF PLYMOUTH
 11 LINCOLN STREET
 PLYMOUTH, MA 02360
 Phone: 508-830-4162
 Fax: --

X _____
 Presented By: Dealer Signature Date
 ROCKY LOOMIS
 Ballard Truck Center
 One Mack Drive
 Avon, MA 02322
 508-559-0771