



OFFICE OF THE CITY CLERK

AGENDA: FEBRUARY 6, 2024 CITY OF KENTWOOD COMMISSION MEETING

1. Call meeting to order at 7:00 P.M.
2. Pledge of Allegiance to the Flag (Groce).
3. Invocation by Rev. Hull, Princeton Christian Reformed Church.
4. Roll Call: Artz, Coughlin, Groce, Moore, Morgan, Tyson, and Mayor Kepley.
5. Approve agenda.
6. Acknowledge visitors and those wishing to speak to non-agenda items.
7. Consent agenda. (roll call vote)
 - a. Receive and file minutes of the [Committee of the Whole](#) meeting held on January 16, 2024.
 - b. [2023 Corrective Action Plan](#). (Information only)
 - c. [City Payables](#).
8. Approve minutes of the regular [City Commission Meeting](#) held on January 16, 2024 as distributed. (voice vote)
9. Presentations and Proclamations.
10. Communications and Petitions.
 - a. Approve petition to strike the 2018 and prior years [Delinquent Personal Property Taxes](#) from the rolls. (voice vote)
 - b. Approve Kentwood [Transportation Asset Management Plan](#). (voice vote)

11. Public Hearings.
 - a. [GRR Ancillary M/U Rezoning](#) and Preliminary PUD, Patterson Ave & 36th St.
 - i. Ord. – 24 for Conditional approval to rezone 10.5 acres on the NW corner of Patterson & 36th from I-PUD-1 and R1-C to C-PUD, Case 29-23, subject to conditions 1-9 (as amended) and basis points 1-10. (roll call vote)
 - ii. Conditional approval of the Preliminary Site Plan for GRR Ancillary CPUD, Case No. 29-23, subject to conditions 1-9 (as amended) and basis points 1-10. (voice vote)
 - iii. Approval of four (4) waivers as requested by RJM Designs. (voice vote)
12. Reports of Ad Hoc Committees.
13. Bids.
 - a. Authorize contract for [reconstruction of Ridgewood St and Julivan Ave.](#) (voice vote)
 - b. Authorize three year agreement for [portable restroom rentals.](#) (voice vote)
 - c. Approve contract amendment for [public relations/communications services.](#) (voice vote)
14. Resolutions.
15. Ordinances.
16. Appointments and Resignations.
17. Quarterly, Semi-Annual or Annual Scheduled Reviews.
18. Old Business/Future Agenda Review.
19. Comments of Commissioners and Mayor.
20. Adjournment.

Becky L. Schultz
Deputy City Clerk

PROPOSED MINUTES OF THE COMMITTEE OF THE WHOLE

January 16, 2024
Conference Room #119
5:30 P.M.

Present: Commissioners: Mayor Pro-Tem Robert Coughlin, Betsy Artz, Maurice Groce, David Moore II, Clarkston Morgan, Jessica Ann Tyson and Mayor Stephen Kepley.

Staff present: Executive Assistant Stephanie Fox, Deputy City Administrator Shay Gallagher, City Clerk Dan Kasunic, Police Chief Bryan Litwin, Fire Chief Brent Looman, Community Development Director Terry Schweitzer, Fire Department Administrative Assistant Nancy Shane, City Attorney Jeff Sluggett, and Sabo Representative Anna Kendall.

Mayor Pro-Tem opened the meeting and requested a motion to go into Closed Session.

Motion by Artz, seconded by Morgan, to enter into Closed Session for negotiation session connected with the negotiation of collective bargaining agreements as permitted under Section 8(c) of Public Act 267 Open Meetings Act of 1976.

Roll Call Vote: Yeas: All. Nays: None. Absent: None.

Motion Carried.

The meeting was adjourned at 6:05 p.m.

The meeting reconvened at 6:15 p.m.

PLANNING DEPARTMENT:

A. RECOMMEND APPROVAL/REJECTION OF MASTER PLAN AMENDMENT FOR REZONING OF NE QUADRANT OF 52ND STREET AND BROADMOOR AVENUE.

Community Development Director Schweitzer provided three maps of the areas for action with the four properties marked in blue and two other properties not owned by the applicant in red. Director Schweitzer provided a history of actions taken by the Planning Commission noting the area is vacant. And totaling eight acres in a triangle. He noted this proposed action tonight is only to approve or reject changing the Master Plan for rezoning of the NE quadrant of 52nd Street and Broadmoor Avenue from Industrial to Commercial. Director Schweitzer reviewed information provided by the Right Place and by Grand Valley on value of

Committee of the Whole
January 16, 2024.

Commercial versus Industrial. The committee discussed and questioned different points of the proposed change.

Mayor Kepley did note that EGLE has changed the wetland policies but did state he thought this was the best way to go.

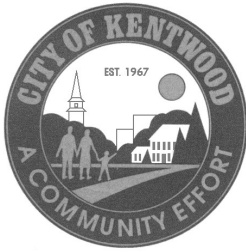
Motion by Groce, seconded by Artz, to recommend to the City Commission to approve a Master Plan amendment for rezoning of NE quadrant of 52nd Street and Broadmoor Avenue.

Motion Carried.

The meeting was adjourned at 6:46 P.M.

Dan Kasunic
City Clerk

Robert Coughlin
Mayor Pro-Tem



FINANCE DEPARTMENT
INFORMATION ONLY

MEMORANDUM

TO: Honorable Mayor and City Commissioners
FROM: Keyla Garcia, Finance Director
DATE: January 11, 2024
RE: 2023 Corrective Action Plan submitted to MI Department of Treasury

ACTION REQUESTED: This is information only. No action is requested.

BACKGROUND: Annually, at the time the City's financial statements are provided to the MI Department of Treasury (MI Treasury), the City's auditors also file an Auditing Procedures Report (APR) that provides the State with certain information (see attached).

Depending on the answers entered on the APR, MI Treasury may issue a letter titled "Request for Improvement of Deficiencies – Corrective Action Plan" (see attached). Within 30 days, the City must provide a Corrective Action Plan (CAP) to MI Treasury.

The 2023 CAP was sent to MI Treasury on 1/11/2024 (see attached).

If you have any questions, please contact me at (616) 554-0766 or garciak@kentwood.us.

Auditing Procedures Report

Issued under Public Act 2 of 1968, as amended.

Local Unit Basic Information					
County:	KENT	Type:	City	Local Unit Name:	City of Kentwood
Municode:	41-2-050	FY Ending:	2023	Year End Month:	6
Form ID: 122501			Instructions		FAQs
Attachment File			Description		
Kentwood audit 2023.pdf			Please attach Audit Report		
Kentwood governance ltr 2023.pdf			Please attach reported deficiencies		
Reporting					
Enter Opinion Date:				11/29/2023	
Select type of audit opinion for the following:					
Governmental activities:	UNMOD	Business-type activities:	UNMOD		
Aggregate discretely presented component units:		Major fund(s):	UNMOD		
Aggregate remaining fund information:		Aggregate discretely presented component units and remaining fund information:	UNMOD		
Has the local unit complied with generally accepted accounting principles (GAAP)?				Y	
Are all required component units/funds/significant others of the local unit included in the financial statements and disclosed in the reporting entity notes to the financial statements when applicable?				Y	

Please check all of the following that are missing:					
	Component Units		Funds		Significant Others
Please list component units missing:					
Please list funds missing:					
Please list others missing:					
Is this unit in compliance with the Uniform Chart of Accounts issued by the Department of Treasury?					Y
Nothing came to my attention that caused me to believe that the local unit failed to comply with guidance issued by the Local Government Financial Services Division (ie., Uniform Reporting Format, Accounting Manual, Audit Manual, Budget Manual, Numbered Letters, MCGAA Statements). If nothing came to your attention, mark yes.					Y
Statutory					
Nothing came to my attention that caused me to believe that the local unit failed to comply with charters or ordinances. If nothing came to your attention, mark yes.			Y		
Indicate section of charter or ordinance with which the local unit is not in compliance:					
Does the local unit have a court ordered judgment tax levy or judgment bond?			N		
Is this a one year levy?					

Has the local unit distributed tax revenues that were collected for another taxing unit timely as required by the general property tax act?	N
Has the current year pension actuarially determined contribution been paid by the unit required by the State Constitution Article 9, Section 24?	Y
Is the local unit free of illegal or unauthorized expenditures that came to your attention as defined in the manual for Audits of Local Units of Government in Michigan, as revised (see Appendix H of manual)?	Y
Has a description of the illegal or unauthorized expenditures been included in the audit?	
Please provide page number :	
Describe:	
Is the unit free of any indications of fraud or illegal acts that came to your attention during the course of the audit that have not been previously communicated to the Local Government Financial Services Division?	Y
Has a written report (forensic audit) been produced?	
Has law enforcement been notified?	
Does the audit report identify violations of other statutes not described in above?	N
Describe:	
Borrowing/Debt/Deficit	
Does the local unit have a negative fund balance in any of its unrestricted (unassigned, assigned and committed) fund balances/unrestricted fund net position (not government-wide statements)?	N
You must complete the “Deficit Worksheet” section below.	
Is the local unit in compliance with Public Act 34 of 2001, Revised Municipal Finance Act (ie., authorized borrowing, annual filing of a qualifying statement, filing of a security report within 15 days of any issuance)?	Y
Is the local unit in compliance with orders issued under Public Act 243 of 1980, Emergency Municipal Loan Act?	NA

Did the local unit adopt a budget for all required funds (MCL 141.436)?	Y
Was a public hearing on the budget held in accordance with State statute?	Y
Were the local unit's actual expenditures within the amounts authorized in the budget?	N
Are there any individual expenditures or other financing uses that exceed 10% of total expenditures?	Y
Are any of those over budget by 10% or more?	N

Internal Controls					
Has the board or council approved all disbursements prior to payment as required by charter or statute?					Y
Do all deposits/investments comply with statutory requirements including the adoption of an investment policy?					Y
To your knowledge, were the bank reconciliations performed timely?					Y
Are there any reported deficiencies other than segregation of duties and/or the preparation of financial statements?					N
How many are:					
Material weaknesses?		Significant deficiencies?		Statutory non-compliance?	
Are any reported deficiencies repeated from the prior year?					
Were there any reported deficiencies including those that would be related to internal controls, statutory compliance, or other areas of concern?					Y

Financial Statements			
Please enter the following:			
General Fund Revenue:	\$19,164,115.00	Governmental net position:	\$132,297,405.00
General Fund Expenditure (Must be positive):	\$31,992,519.00	Business type net position:	\$27,244,939.00
General Fund Other financing net sources/(uses) (Can be positive or negative):	\$12,998,026.00	Component units total net position:	\$1,089,833.00
General Fund Beginning Balance:	\$6,371,733.00	Governmental Activities Long-Term Debt:	\$5,528,338.00
General Fund Ending Balance:	\$6,541,355.00	Major Fund Deficit Amount:	\$0.00
Calculated General Fund Ending Balance:	\$6,541,355.00	Governmental Fund Revenues	\$44,952,832.00
Please explain the difference between calculated and entered General Fund Ending Balance:			

Deficit Worksheet

Fund Type	Fund Name	All Funds				Enterprise, Internal Service, Trust or Agency, & Component Unit Funds				Deficit To Be Eliminated
		Unrestricted Fund Balance/Net Position (Deficit)	Deferred Inflows of Resources	Taxes and Special Assessments Receivable	Deferred Inflows-Taxes and Special Assessments	Total Net Position (Deficit)/Surplus	Current Assets	Current Liabilities	CA-CL Deficit	

Pension Plans

Our records indicate the following pension plan(s) exist. Put a check mark next to any that are no longer active.

	Kentwood employee plan				
Assets	\$42,059,840.00				
Liabilities	\$45,242,632.00				
ADC	\$189,000.00				

Health Care (OPEB) Plans

Our records indicate the following opeb plan(s) exist. Put a check mark next to any that are no longer active.

	Kentwood OPEB plan				
Assets	\$1,673,545.00				
Liabilities	\$3,830.00				
ADC/ARC	\$0.00				

Certified Public Accountant Information

CHECKED	We affirm that we are certified public accountants licensed to practice in Michigan.		
CHECKED	We affirm that all answers are correct to the best of our knowledge.		
CHECKED	We further affirm that all material weaknesses, significant deficiencies, and statutory noncompliance violations as well as all budget violations that were reported to the auditee are reported to the Michigan Department of Treasury.		
CPA Name:	Peter Haefner	Ten Digit License Number:	1101026483
Please provide a primary email address for the local unit contact:		garciak@kentwood.us	



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TREASURY
LANSING

RACHAEL EUBANKS
STATE TREASURER

January 02, 2024

**Request for Improvement
of Deficiencies -
Corrective Action Plan**

Fiscal Year: 2023

Municipality Code: 412050

Report ID Number: 152194

Sent Via Email

City of Kentwood

garciak@kentwood.us

Dear Governing Body:

The Community Engagement and Finance Division has received the audit report for the fiscal year referenced above. It is the responsibility of this division to administer certain State statutes. Consequently, your audit has been reviewed to determine compliance with budgeting, accounting, auditing, and statutory compliance related activities. This review has identified issues that we believe need your attention.

Please note the following issues corresponding to response(s) on the auditing procedures report:

- Expenditures have exceeded revenues for the last three years. Please provide an explanation for this trend.
- Taxes collected for another taxing unit were not distributed timely. Please provide evidence of the proper distribution of taxes.

The matter(s) described above are either violations of state statute or are deficiencies of the local unit that may impede the local unit's ability to comply with state statute.

Additional deficiencies in your report are usually found in the form of comments and recommendations located toward the end of the report or may be filed separately. The plan should identify each Auditing Procedure Report question listed above, each additional deficiency, the corrective action to be taken, the supporting documentation requested, if any, and the date in which the action is to be implemented.

Therefore, within **30 days** from the date of this letter, please submit to us a detailed Corrective Action Plan to resolve the above-mentioned matter(s), including other deficiencies noted in your audit report. To submit your Corrective Action Plan, visit the department's online filing site at Michigan.gov/localfinancialreporting and select the File Online Reports tab. You must request local unit user access if one does not already exist. We do not accept hard-copy or emailed responses. Please combine multiple documents as only one document can be uploaded.

Failure to respond within 30 days or an inability to demonstrate that corrective action

has been implemented may result in one or more of the following:

- Denial of subsequent year qualified status under Public Act 34 of 2001, the Revised Municipal Finance Act (possibly preventing your municipality the ability to borrow money);
- Subject the local unit to an audit and/or review performed by Department of Treasury auditors at the expense of the local unit.

Please contact the audit review staff at LAFD_Audits@michigan.gov if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'CJ Vaughn', written over a light gray rectangular background.

Cary Jay Vaughn, CPA, CGFM
Local Audit and Finance Division

City of Kentwood – Municode: 412050
Corrective Action Plan
For the Year Ended June 30, 2023

This Corrective Action Plan (CAP) is submitted in response to issues identified by the Community Engagement and Finance Division corresponding to questions on the City of Kentwood Auditing Procedures Report (APR) for the year ended June 30, 2023.

Expenditures have exceeded revenues for the last three years.

Property tax revenues dedicated for police and fire services are recorded in the Police & Fire Millage Special Revenue Fund. Operating expenditures of the Police and Fire Departments are recorded in the General Fund.

In the fiscal years ended 6/30/2021, 2022 and 2023, the City recorded transfers from the Police & Fire Millage Special Revenue Fund to the General Fund, to partially fund expenditures in the Police and Fire Departments, of approximately \$12,515,600, \$13,287,600, and \$15,182,417 respectively.

Use of the Police & Fire Millage Special Revenue Fund allows the City to clearly demonstrate that dedicated revenues, collected annually and accumulated from year-to-year, are used solely for the intended purpose. If these transfers in were instead reported as General Fund revenues, expenditures would not have exceeded revenues in any of the last three years.

Taxes collected for another taxing unit were not distributed timely.

Between June 1, 2022, and June 30, 2023, the Treasurer's Office faced an unprecedented turnover of four staff members within its small team of two full-time and one part-time employees. The ongoing cycle of interviewing, hiring, and training particularly during the busiest time of the year, coupled with coverage shortages, vacations, and sickness, led to many missed deadlines. To address these issues, the City Commission approved another full-time staff member to the department. With a fully staffed team, a new process has been implemented to distribute responsibilities among multiple individuals, and manage the workload more effectively.

Evidence of tax distributions from 7/1/2022 to 6/30/2023 is provided by supplying the following Check Disbursement Reports per taxing unit from our Accounts Payable software (BS&A).

If you have any questions, please contact City of Kentwood Finance Director, Keyla Garcia, at (616) 554-0766 or garciak@kentwood.us.

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CHECK DISBURSEMENT REPORT FOR CITY OF KENTWOOD
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Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 703 TAX COLLECTION FUND							
07/28/2022	AP-MB	259123	KENTWOOD PUBLIC SCHOOLS	REFUND 2021 BROWNFIELD TAX CAPTURE	225.160	000	53,629.62
08/04/2022	AP-MB	259244	KENTWOOD PUBLIC SCHOOLS	TAX - S TAX 22	225.160	000	544,248.22
09/01/2022	AP-MB	259582	KENTWOOD PUBLIC SCHOOLS	TAX - DELQ'T PPT - JUNE 2022	225.160	000	5,539.20
09/01/2022	AP-MB	259621	KENTWOOD PUBLIC SCHOOLS	TAX - S TAX 22	225.160	000	1,191,415.74
09/15/2022	AP-MB	259841	KENTWOOD PUBLIC SCHOOLS	TAX - S TAX 22	225.160	000	6,138,601.05
09/29/2022	AP-MB	260020	KENTWOOD PUBLIC SCHOOLS	TAX - S TAX 22	225.160	000	4,055,373.21
10/06/2022	AP-MB	260122	KENTWOOD PUBLIC SCHOOLS	TAX - S TAX 22	225.160	000	120,539.64
10/13/2022	AP-MB	260240	KENTWOOD PUBLIC SCHOOLS	TAX - S TAX 22	225.160	000	91,526.11
10/13/2022	AP-MB	260241	KENTWOOD PUBLIC SCHOOLS	TAX - DELQ'T PPT - SEPT 2022	225.160	000	4,033.63
10/27/2022	AP-MB	260411	KENTWOOD PUBLIC SCHOOLS	TAX - S TAX 22	225.160	000	76,010.98
11/17/2022	AP-MB	260654	KENTWOOD PUBLIC SCHOOLS	TAX - S TAX 22	225.160	000	6,364.24
12/01/2022	AP-MB	260790	KENTWOOD PUBLIC SCHOOLS	TAX - S TAX 22	225.160	000	1,431.53
12/15/2022	AP-MB	260938	KENTWOOD PUBLIC SCHOOLS	TAX - S TAX 22	225.160	000	2,832.30
01/05/2023	AP-MB	261136	KENTWOOD PUBLIC SCHOOLS	TAX - S TAX 22	225.160	000	1,968.37
01/05/2023	AP-MB	261137	KENTWOOD PUBLIC SCHOOLS	TAX - W TAX 22	225.160	000	625,380.01

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Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 703 TAX COLLECTION FUND							
01/12/2023	AP-MB	261222	KENTWOOD PUBLIC SCHOOLS	TAX - DELQ'T PPT - DECEMBER 2022	225.160	000	1,889.04
01/19/2023	AP-MB	261378	KENTWOOD PUBLIC SCHOOLS	TAX - S TAX 22	225.160	000	136.62
01/19/2023	AP-MB	261379	KENTWOOD PUBLIC SCHOOLS	TAX - W TAX 22	225.160	000	2,373,400.57
02/02/2023	AP-MB	261600	KENTWOOD PUBLIC SCHOOLS	TAX - W TAX 22	225.160	000	937,422.23
02/23/2023	AP-MB	261858	KENTWOOD PUBLIC SCHOOLS	TAX - W TAX 22	225.160	000	1,487,186.27
03/09/2023	AP-MB	262009	KENTWOOD PUBLIC SCHOOLS	TAX - S TAX 22	225.160	000	14,862.76
				TAX - S TAX 22	225.160	000	4,793.29
				TAX - S TAX 22	225.160	000	(16,090.73)
				CHECK AP-MB 262009 TOTAL FOR FUND			<u>3,565.32</u>
03/09/2023	AP-MB	262010	KENTWOOD PUBLIC SCHOOLS	TAX - W TAX 22	225.160	000	6,416,496.73
03/30/2023	AP-MB	263073	KENTWOOD PUBLIC SCHOOLS	TAX - S TAX 22	225.160	000	7,459.98
03/30/2023	AP-MB	263074	KENTWOOD PUBLIC SCHOOLS	TAX - W TAX 22	225.160	000	145,581.58
03/30/2023	AP-MB	263075	KENTWOOD PUBLIC SCHOOLS	TAX - S TAX 22	225.160	000	28.75
03/30/2023	AP-MB	263076	KENTWOOD PUBLIC SCHOOLS	TAX - W TAX 22	225.160	000	6,077.86
03/30/2023	AP-MB	263077	KENTWOOD PUBLIC SCHOOLS	TAX - IFT ROLL - SUMMER 2022	225.160	000	27,976.54
03/30/2023	AP-MB	263078	KENTWOOD PUBLIC SCHOOLS	TAX - IFT ROLL - WINTER 2022	225.160	000	27,976.74

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Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 703 TAX COLLECTION FUND							
03/30/2023	AP-MB	263079	KENTWOOD PUBLIC SCHOOLS	TAX - 2022 LAND BANK SALE - SUMMER	225.160	000	156.45
04/13/2023	AP-MB	265774	KENTWOOD PUBLIC SCHOOLS	TAX - DELQ'T PPT - MARCH 2023	225.160	000	3,370.43
05/04/2023	AP-MB	270999	KENTWOOD PUBLIC SCHOOLS	TAX - S TAX 22 - FINAL DISBURSEMENT	225.160	000	605.74
05/04/2023	AP-MB	271000	KENTWOOD PUBLIC SCHOOLS	TAX - W TAX 22 - FINAL DISBURSEMENT	225.160	000	1,844.21
06/01/2023	AP-MB	271313	KENTWOOD PUBLIC SCHOOLS	TAX REFUND FROM WOODLAND BROWNFIELD	225.160	000	113,434.11
Total for fund 703 TAX COLLECTION FUND							24,473,503.02

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CHECK DISBURSEMENT REPORT FOR CITY OF KENTWOOD
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Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 703 TAX COLLECTION FUND							
08/04/2022	AP-MB	259221	CALEDONIA COMMUNITY SCHOOLS	TAX - S TAX 22	225.050	000	49,264.56
09/01/2022	AP-MB	259573	CALEDONIA COMMUNITY SCHOOLS	TAX - DELQ'T PPT - JUNE 2022	225.050	000	939.53
09/01/2022	AP-MB	259591	CALEDONIA COMMUNITY SCHOOLS	TAX - S TAX 22	225.050	000	141,776.29
09/15/2022	AP-MB	259797	CALEDONIA COMMUNITY SCHOOLS	TAX - S TAX 22	225.050	000	1,044,026.98
09/29/2022	AP-MB	259986	CALEDONIA COMMUNITY SCHOOLS	TAX - S TAX 22	225.050	000	575,044.85
10/06/2022	AP-MB	260094	CALEDONIA COMMUNITY SCHOOLS	TAX - S TAX 22	225.050	000	19,798.47
10/13/2022	AP-MB	260198	CALEDONIA COMMUNITY SCHOOLS	TAX - S TAX 22	225.050	000	61,893.00
10/27/2022	AP-MB	260379	CALEDONIA COMMUNITY SCHOOLS	TAX - S TAX 22	225.050	000	23,523.18
01/05/2023	AP-MB	261101	CALEDONIA COMMUNITY SCHOOLS	TAX - W TAX 22	225.050	000	107,077.07
01/19/2023	AP-MB	261331	CALEDONIA COMMUNITY SCHOOLS	TAX - W TAX 22	225.050	000	309,655.38
02/02/2023	AP-MB	261571	CALEDONIA COMMUNITY SCHOOLS	TAX - W TAX 22	225.050	000	60,931.50
02/23/2023	AP-MB	261823	CALEDONIA COMMUNITY SCHOOLS	TAX - S TAX 22	225.050	000	4,621.70
02/23/2023	AP-MB	261824	CALEDONIA COMMUNITY SCHOOLS	TAX - W TAX 22	225.050	000	260,804.16
03/09/2023	AP-MB	261969	CALEDONIA COMMUNITY SCHOOLS	TAX - S TAX 22	225.050	000	1,940.34
03/09/2023	AP-MB	261970	CALEDONIA COMMUNITY SCHOOLS	TAX - W TAX 22	225.050	000	1,115,448.05

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Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 703 TAX COLLECTION FUND							
03/30/2023	AP-MB	263006	CALEDONIA COMMUNITY SCHOOLS	TAX - S TAX 22	225.050	000	1.63
03/30/2023	AP-MB	263007	CALEDONIA COMMUNITY SCHOOLS	TAX - W TAX 22	225.050	000	60,547.63
03/30/2023	AP-MB	263008	CALEDONIA COMMUNITY SCHOOLS	TAX - S TAX 22	225.050	000	17.96
03/30/2023	AP-MB	263009	CALEDONIA COMMUNITY SCHOOLS	TAX - W TAX 22	225.050	000	585.09
03/30/2023	AP-MB	263010	CALEDONIA COMMUNITY SCHOOLS	TAX - IFT ROLL - SUMMER 2022	225.050	000	33,165.76
03/30/2023	AP-MB	263011	CALEDONIA COMMUNITY SCHOOLS	TAX - IFT ROLL - WINTER 2022	225.050	000	33,165.76
04/13/2023	AP-MB	265742	CALEDONIA COMMUNITY SCHOOLS	TAX - DELQ'T PPT - MARCH 2023	225.050	000	167.13
05/04/2023	AP-MB	270963	CALEDONIA COMMUNITY SCHOOLS	TAX - W TAX 22 - FINAL DISBURSEMENT	225.050	000	23.50
Total for fund 703 TAX COLLECTION FUND							3,904,419.52

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Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 703 TAX COLLECTION FUND							
08/04/2022	AP-MB	259230	FOREST HILLS PUBLIC SCHOOLS	TAX - S TAX 22	225.110	000	90,603.38
09/01/2022	AP-MB	259602	FOREST HILLS PUBLIC SCHOOLS	TAX - S TAX 22	225.110	000	87,707.66
09/15/2022	AP-MB	259815	FOREST HILLS PUBLIC SCHOOLS	TAX - S TAX 22	225.110	000	679,242.61
09/29/2022	AP-MB	260002	FOREST HILLS PUBLIC SCHOOLS	TAX - S TAX 22	225.110	000	581,259.28
10/06/2022	AP-MB	260108	FOREST HILLS PUBLIC SCHOOLS	TAX- S TAX 22	225.110	000	9,729.20
10/13/2022	AP-MB	260211	FOREST HILLS PUBLIC SCHOOLS	TAX - S TAX 22	225.110	000	1,154.78
10/27/2022	AP-MB	260392	FOREST HILLS PUBLIC SCHOOLS	TAX - S TAX 22	225.110	000	313.30
11/17/2022	AP-MB	260638	FOREST HILLS PUBLIC SCHOOLS	TAX - S TAX 22	225.110	000	1,082.30
01/05/2023	AP-MB	261116	FOREST HILLS PUBLIC SCHOOLS	TAX - S TAX 22	225.110	000	757.01
01/05/2023	AP-MB	261117	FOREST HILLS PUBLIC SCHOOLS	TAX - W TAX 22	225.110	000	113,862.06
01/12/2023	AP-MB	261195	FOREST HILLS PUBLIC SCHOOLS	TAX - DELQ'T PPT - DECEMBER 2022	225.110	000	232.17
01/19/2023	AP-MB	261348	FOREST HILLS PUBLIC SCHOOLS	TAX - W TAX 22	225.110	000	230,465.86
02/02/2023	AP-MB	261581	FOREST HILLS PUBLIC SCHOOLS	TAX - W TAX 22	225.110	000	148,269.37
02/23/2023	AP-MB	261840	FOREST HILLS PUBLIC SCHOOLS	TAX - S TAX 22	225.110	000	1,142.32
02/23/2023	AP-MB	261841	FOREST HILLS PUBLIC SCHOOLS	TAX - W TAX 22	225.110	000	290,888.29

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Fund: 703 TAX COLLECTION FUND							
03/09/2023	AP-MB	261982	FOREST HILLS PUBLIC SCHOOLS	TAX - S TAX 22	225.110	000	971.82
03/09/2023	AP-MB	261983	FOREST HILLS PUBLIC SCHOOLS	TAX - W TAX 22	225.110	000	556,779.66
03/30/2023	AP-MB	263026	FOREST HILLS PUBLIC SCHOOLS	TAX - S TAX 22	225.110	000	531.75
03/30/2023	AP-MB	263027	FOREST HILLS PUBLIC SCHOOLS	TAX - W TAX 22	225.110	000	39,481.22
03/30/2023	AP-MB	263028	FOREST HILLS PUBLIC SCHOOLS	TAX - W TAX 22	225.110	000	1,050.16
05/04/2023	AP-MB	270975	FOREST HILLS PUBLIC SCHOOLS	TAX - W TAX 22 - FINAL DISBURSEMENT	225.110	000	28.82
Total for fund 703 TAX COLLECTION FUND							2,835,553.02

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Fund: 703 TAX COLLECTION FUND							
08/04/2022	AP-MB	259237	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 22	225.140	000	74,743.84
09/01/2022	AP-MB	259576	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - DELQ'T PPT - JUNE 2022	225.140	000	547.43
09/01/2022	AP-MB	259614	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 22	225.140	000	160,992.68
09/15/2022	AP-MB	259830	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 22	225.140	000	524,032.39
09/29/2022	AP-MB	260013	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 22	225.140	000	305,588.20
10/06/2022	AP-MB	260115	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 22	225.140	000	11,519.99
10/13/2022	AP-MB	260225	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 22	225.140	000	15,449.89
10/13/2022	AP-MB	260226	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - DELQ'T PPT - SEPT 2022	225.140	000	852.27
10/27/2022	AP-MB	260404	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 22	225.140	000	3,145.74
11/17/2022	AP-MB	260648	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 22	225.140	000	1,801.15
12/01/2022	AP-MB	260784	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 22	225.140	000	5,283.22
12/15/2022	AP-MB	260928	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 22	225.140	000	3,704.39
01/05/2023	AP-MB	261126	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 22	225.140	000	2,514.81
01/05/2023	AP-MB	261127	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - W TAX 22	225.140	000	82,046.86
01/12/2023	AP-MB	261208	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - DELQ'T PPT - DECEMBER 2022	225.140	000	232.48

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Fund: 703 TAX COLLECTION FUND							
01/19/2023	AP-MB	261363	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 22	225.140	000	5,574.45
01/19/2023	AP-MB	261364	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - W TAX 22	225.140	000	401,459.69
02/02/2023	AP-MB	261591	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 22	225.140	000	500.21
02/02/2023	AP-MB	261592	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - W TAX 22	225.140	000	131,722.16
02/23/2023	AP-MB	261849	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 22	225.140	000	1,162.88
02/23/2023	AP-MB	261850	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - W TAX 22	225.140	000	106,274.16
03/09/2023	AP-MB	262000	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 22	225.140	000	1,027.78
03/09/2023	AP-MB	262001	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - W TAX 22	225.140	000	347,949.23
03/30/2023	AP-MB	263045	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 22	225.140	000	3,132.08
03/30/2023	AP-MB	263046	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - W TAX 22	225.140	000	16,477.65
03/30/2023	AP-MB	263047	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 22	225.140	000	56.53
03/30/2023	AP-MB	263048	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - W TAX 22	225.140	000	279.70
04/13/2023	AP-MB	265765	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - DELQ'T PPT - MARCH 2023	225.140	000	1,533.29
05/04/2023	AP-MB	270988	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 22 - FINAL DISBURSEMENT	225.140	000	47.71
05/04/2023	AP-MB	270989	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - W TAX 22 - FINAL DISBURSEMENT	225.140	000	498.53

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Fund: 703 TAX COLLECTION FUND				Total for fund 703 TAX COLLECTION FUND			2,210,151.39

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Fund: 703 TAX COLLECTION FUND							
08/04/2022	AP-MB	259233	GRAND RAPIDS COMMUNITY COLLEGE	TAX - S TAX 22	224.001	000	196,412.76
09/01/2022	AP-MB	259574	GRAND RAPIDS COMMUNITY COLLEGE	TAX - DELQ'T PPT - JUNE 2022	224.001	000	861.35
09/01/2022	AP-MB	259607	GRAND RAPIDS COMMUNITY COLLEGE	TAX - S TAX 22	224.001	000	328,382.33
09/15/2022	AP-MB	259821	GRAND RAPIDS COMMUNITY COLLEGE	TAX - S TAX 22	224.001	000	2,079,203.70
09/29/2022	AP-MB	260008	GRAND RAPIDS COMMUNITY COLLEGE	TAX - S TAX 22	224.001	000	1,081,339.95
10/06/2022	AP-MB	260111	GRAND RAPIDS COMMUNITY COLLEGE	TAX - S TAX 22	224.001	000	32,726.14
10/13/2022	AP-MB	260214	GRAND RAPIDS COMMUNITY COLLEGE	TAX - S TAX 22	224.001	000	34,268.41
10/13/2022	AP-MB	260215	GRAND RAPIDS COMMUNITY COLLEGE	TAX - DELQ'T PPT - SEPT 2022	224.001	000	449.44
10/27/2022	AP-MB	260398	GRAND RAPIDS COMMUNITY COLLEGE	TAX - S TAX 22	224.001	000	18,567.84
11/17/2022	AP-MB	260645	GRAND RAPIDS COMMUNITY COLLEGE	TAX - S TAX 22	224.001	000	4,008.08
12/01/2022	AP-MB	260780	GRAND RAPIDS COMMUNITY COLLEGE	TAX - S TAX 22	224.001	000	1,103.43
12/15/2022	AP-MB	260919	GRAND RAPIDS COMMUNITY COLLEGE	TAX - S TAX 22	224.001	000	1,115.40
01/05/2023	AP-MB	261121	GRAND RAPIDS COMMUNITY COLLEGE	TAX - S TAX 22	224.001	000	1,574.84
01/12/2023	AP-MB	261198	GRAND RAPIDS COMMUNITY COLLEGE	TAX - DELQ'T PPT - DECEMBER 2022	224.001	000	232.76
01/19/2023	AP-MB	261355	GRAND RAPIDS COMMUNITY COLLEGE	TAX - S TAX 22	224.001	000	1,529.03

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Fund: 703 TAX COLLECTION FUND							
02/23/2023	AP-MB	261846	GRAND RAPIDS COMMUNITY COLLEGE	TAX - S TAX 22	224.001	000	3,154.04
				TAX - S TAX 22	224.001	000	(2,361.66)
				CHECK AP-MB 261846 TOTAL FOR FUND			<u>792.38</u>
03/09/2023	AP-MB	261993	GRAND RAPIDS COMMUNITY COLLEGE	TAX - S TAX 22	224.001	000	7,614.06
03/30/2023	AP-MB	263031	GRAND RAPIDS COMMUNITY COLLEGE	TAX - S TAX 22	224.001	000	2,925.08
03/30/2023	AP-MB	263032	GRAND RAPIDS COMMUNITY COLLEGE	TAX - S TAX 22	224.001	000	19.38
03/30/2023	AP-MB	263033	GRAND RAPIDS COMMUNITY COLLEGE	TAX - IFT ROLL - SUMMER 2022	224.001	000	33,347.93
03/30/2023	AP-MB	263034	GRAND RAPIDS COMMUNITY COLLEGE	TAX - 2022 LAND BANK SALE - SUMMER	224.001	000	95.95
04/13/2023	AP-MB	265754	GRAND RAPIDS COMMUNITY COLLEGE	TAX - DELQ'T PPT - MARCH 20203	224.001	000	459.96
05/04/2023	AP-MB	270980	GRAND RAPIDS COMMUNITY COLLEGE	TAX - S TAX 22 - FINAL DISBURSEMENT	224.001	000	165.96
06/08/2023	AP-MB	271379	GRAND RAPIDS COMMUNITY COLLEGE	TAX REFUND FROM TIM HORTON	224.001	000	239.33
				Total for fund 703 TAX COLLECTION FUND			3,827,435.49

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 703 TAX COLLECTION FUND							
09/01/2022	AP-MB	259580	KENT DISTRICT LIBRARY	TAX - DELQ'T PPT - JUNE 2022	223.000	000	798.66
10/13/2022	AP-MB	260236	KENT DISTRICT LIBRARY	TAX - DELQ'T PPT - SEPT 2022	223.000	000	525.68
01/05/2023	AP-MB	261133	KENT DISTRICT LIBRARY	TAX - W TAX 22	223.000	000	173,643.76
01/12/2023	AP-MB	261219	KENT DISTRICT LIBRARY	TAX - DELQ'T PPT - DECEMBER 2022	223.000	000	282.78
01/19/2023	AP-MB	261375	KENT DISTRICT LIBRARY	TAX - W TAX 22	223.000	000	783,911.42
02/02/2023	AP-MB	261598	KENT DISTRICT LIBRARY	TAX - W TAX 22	223.000	000	303,774.52
02/23/2023	AP-MB	261855	KENT DISTRICT LIBRARY	TAX - W TAX 22	223.000	000	290,016.49
03/09/2023	AP-MB	262007	KENT DISTRICT LIBRARY	TAX - W TAX 22	223.000	000	1,104,559.57
03/30/2023	AP-MB	263064	KENT DISTRICT LIBRARY	TAX - W TAX 22	223.000	000	42,145.12
03/30/2023	AP-MB	263065	KENT DISTRICT LIBRARY	TAX - W TAX 22	223.000	000	1,646.00
03/30/2023	AP-MB	263066	KENT DISTRICT LIBRARY	TAX - IFT ROLL - WINTER 2022	223.000	000	24,114.15
04/13/2023	AP-MB	265771	KENT DISTRICT LIBRARY	TAX - DELQ'T PPT - MARCH 2023	223.000	000	513.10
05/04/2023	AP-MB	270994	KENT DISTRICT LIBRARY	TAX - W TAX 22 - FINAL DISBURSEMENT	223.000	000	466.03
06/08/2023	AP-MB	271385	KENT DISTRICT LIBRARY	TAX REFUND FROM TIM HORTON	223.000	000	256.17
Total for fund 703 TAX COLLECTION FUND							2,726,653.45

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Fund: 703 TAX COLLECTION FUND							
08/04/2022	AP-MB	259241	KENT COUNTY TREASURER	TAX - S TAX 22	222.000	000	474,918.02
08/04/2022	AP-MB	259242	KENT COUNTY TREASURER	SET - S TAX 22	228.000	000	688,651.00
09/01/2022	AP-MB	259577	KENT COUNTY TREASURER	TAX - DELQ'T PPT - JUNE 2022	222.000	000	3,341.81
09/01/2022	AP-MB	259578	KENT COUNTY TREASURER	SET - DELQ'T PPT - JUNE 2022	228.000	000	2,961.71
09/01/2022	AP-MB	259616	KENT COUNTY TREASURER	TAX - S TAX 22	222.000	000	794,009.50
09/01/2022	AP-MB	259617	KENT COUNTY TREASURER	SET - S TAX 22	228.000	000	1,145,885.69
09/15/2022	AP-MB	259836	KENT COUNTY TREASURER	TAX - S TAX 22	222.000	000	5,027,391.41
09/15/2022	AP-MB	259837	KENT COUNTY TREASURER	SET - S TAX 22	228.000	000	7,255,467.64
09/29/2022	AP-MB	260016	KENT COUNTY TREASURER	TAX - S TAX 22	222.000	000	2,614,608.12
09/29/2022	AP-MB	260017	KENT COUNTY TREASURER	SET - S TAX 22	228.000	000	3,766,172.74
10/06/2022	AP-MB	260116	KENT COUNTY TREASURER	TAX - S TAX 22	222.000	000	79,130.05
10/06/2022	AP-MB	260117	KENT COUNTY TREASURER	SET - S TAX 22	228.000	000	113,966.11
10/13/2022	AP-MB	260229	KENT COUNTY TREASURER	TAX - S TAX 22	222.000	000	82,858.85
10/13/2022	AP-MB	260230	KENT COUNTY TREASURER	SET - S TAX 22	228.000	000	91,629.60
10/13/2022	AP-MB	260231	KENT COUNTY TREASURER	TAX - DELQ'T PPT - SEPT 2022	222.000	000	1,911.06
10/13/2022	AP-MB	260232	KENT COUNTY TREASURER	SET - DELQ'T PPT - SEPT 2022	228.000	000	1,547.35
10/27/2022	AP-MB	260407	KENT COUNTY TREASURER	TAX - S TAX 22	222.000	000	44,895.91
10/27/2022	AP-MB	260408	KENT COUNTY TREASURER	SET - S TAX 22	228.000	000	65,208.48
11/17/2022	AP-MB	260650	KENT COUNTY TREASURER	TAX - S TAX 22	222.000	000	9,691.53
11/17/2022	AP-MB	260651	KENT COUNTY TREASURER	SET - S TAX 22	228.000	000	14,076.48
12/01/2022	AP-MB	260786	KENT COUNTY TREASURER	TAX - S TAX 22	222.000	000	2,668.04
12/01/2022	AP-MB	260787	KENT COUNTY TREASURER	SET - S TAX 22	228.000	000	3,875.25
12/15/2022	AP-MB	260931	KENT COUNTY TREASURER	TAX - S TAX 22	222.000	000	2,696.92

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Fund: 703 TAX COLLECTION FUND							
12/15/2022	AP-MB	260932	KENT COUNTY TREASURER	SET - S TAX 22	228.000	000	3,917.13
01/05/2023	AP-MB	261130	KENT COUNTY TREASURER	TAX - S TAX 22	222.000	000	3,807.93
01/05/2023	AP-MB	261131	KENT COUNTY TREASURER	SET - S TAX 22	228.000	000	5,530.81
01/05/2023	AP-MB	261132	KENT COUNTY TREASURER	TAX - W TAX 22	222.000	000	276,301.02
01/12/2023	AP-MB	261217	KENT COUNTY TREASURER	TAX - DELQ'T PPT - DECEMBER 2022	222.000	000	1,009.09
01/12/2023	AP-MB	261218	KENT COUNTY TREASURER	SET - DELQ'T PPT - DECEMBER 2022	228.000	000	803.35
01/19/2023	AP-MB	261369	KENT COUNTY TREASURER	TAX - S TAX 22	222.000	000	3,697.12
01/19/2023	AP-MB	261370	KENT COUNTY TREASURER	SET - S TAX 22	228.000	000	5,369.92
01/19/2023	AP-MB	261371	KENT COUNTY TREASURER	TAX - W TAX 22	222.000	000	1,247,364.10
02/02/2023	AP-MB	261595	KENT COUNTY TREASURER	TAX - W TAX 22	222.000	000	483,367.50
02/23/2023	AP-MB	261852	KENT COUNTY TREASURER	TAX - S TAX 22	222.000	000	7,626.37
				TAX - S TAX 22	222.000	000	(5,710.23)
				CHECK AP-MB 261852 TOTAL FOR FUND			<u>1,916.14</u>
02/23/2023	AP-MB	261853	KENT COUNTY TREASURER	TAX - W TAX 22	222.000	000	461,495.64
03/02/2023	AP-MB	261913	KENT COUNTY TREASURER	SET - S TAX 22	228.000	000	11,076.88
				SET - S TAX 22	228.000	000	(7,393.71)
				CHECK AP-MB 261913 TOTAL FOR FUND			<u>3,683.17</u>
03/09/2023	AP-MB	262004	KENT COUNTY TREASURER	TAX - S TAX 22	222.000	000	18,334.12
03/09/2023	AP-MB	262005	KENT COUNTY TREASURER	SET - S TAX 22	228.000	000	13,873.03
03/09/2023	AP-MB	262006	KENT COUNTY TREASURER	TAX - W TAX 22	222.000	000	1,757,010.81
03/30/2023	AP-MB	263051	KENT COUNTY TREASURER	TAX - S TAX 22	222.000	000	7,073.05
03/30/2023	AP-MB	263052	KENT COUNTY TREASURER	SET - S TAX 22	228.000	000	10,273.37
03/30/2023	AP-MB	263053	KENT COUNTY TREASURER	TAX - W TAX 22	222.000	000	67,060.76
03/30/2023	AP-MB	263054	KENT COUNTY TREASURER	TAX - S TAX 22	222.000	000	46.89

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Fund: 703 TAX COLLECTION FUND							
03/30/2023	AP-MB	263055	KENT COUNTY TREASURER	SET - S TAX 22	228.000	000	68.17
03/30/2023	AP-MB	263056	KENT COUNTY TREASURER	TAX - W TAX 22	222.000	000	2,618.77
03/30/2023	AP-MB	263057	KENT COUNTY TREASURER	TAX - IFT ROLL - SUMMER 2022	222.000	000	80,627.97
03/30/2023	AP-MB	263058	KENT COUNTY TREASURER	TAX - IFT ROLL - WINTER 2022	222.000	000	38,372.77
03/30/2023	AP-MB	263059	KENT COUNTY TREASURER	TAX - 2022 LAND BANK SALE - SUMMER	222.000	000	231.99
04/13/2023	AP-MB	265769	KENT COUNTY TREASURER	TAX - DELQ'T PPT - MARCH 2023	222.000	000	1,916.55
04/13/2023	AP-MB	265770	KENT COUNTY TREASURER	SET - DELQ'T PPT - MARCH 2023	228.000	000	1,433.71
05/04/2023	AP-MB	270991	KENT COUNTY TREASURER	TAX - S TAX 22 - FINAL DISBURSEMENT	222.000	000	401.36
05/04/2023	AP-MB	270992	KENT COUNTY TREASURER	SET - S TAX 22 - FINAL DISBURSEMENT	228.000	000	583.06
05/04/2023	AP-MB	270993	KENT COUNTY TREASURER	TAX - W TAX 22 - FINAL DISBURSEMENT	222.000	000	741.09
06/08/2023	AP-MB	271384	KENT COUNTY TREASURER	TAX REFUND FROM TIM HORTON	222.000	000	1,062.30
Total for fund 703 TAX COLLECTION FUND							26,787,555.96

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Fund: 703 TAX COLLECTION FUND							
08/04/2022	AP-MB	259243	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 22	224.000	000	625,948.96
09/01/2022	AP-MB	259581	KENT INTERMEDIATE SCHOOL DIST	TAX - DELQ'T PPT - JUNE 2022	224.000	000	2,745.37
09/01/2022	AP-MB	259618	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 22	224.000	000	1,046,515.31
09/15/2022	AP-MB	259839	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 22	224.000	000	6,626,132.88
09/29/2022	AP-MB	260019	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 22	224.000	000	3,446,085.69
10/06/2022	AP-MB	260119	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 22	224.000	000	104,294.79
10/13/2022	AP-MB	260237	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 22	224.000	000	109,209.14
10/13/2022	AP-MB	260238	KENT INTERMEDIATE SCHOOL DIST	TAX - DELQ'T PPT - SEPT 2022	224.000	000	1,427.92
10/27/2022	AP-MB	260410	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 22	224.000	000	59,173.28
11/17/2022	AP-MB	260652	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 22	224.000	000	12,773.65
12/01/2022	AP-MB	260788	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 22	224.000	000	3,516.54
12/15/2022	AP-MB	260935	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 22	224.000	000	3,554.56
01/05/2023	AP-MB	261134	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 22	224.000	000	5,018.84
01/12/2023	AP-MB	261220	KENT INTERMEDIATE SCHOOL DIST	TAX - DELQ'T PPT - DECEMBER 2022	224.000	000	742.40
01/19/2023	AP-MB	261376	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 22	224.000	000	4,872.89

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Fund: 703 TAX COLLECTION FUND							
02/23/2023	AP-MB	261856	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 22	224.000	000	10,051.69
				TAX - S TAX 22	224.000	000	(7,526.10)
				CHECK AP-MB 261856 TOTAL FOR FUND			<u>2,525.59</u>
03/09/2023	AP-MB	262008	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 22	224.000	000	22,213.59
03/30/2023	AP-MB	263067	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 22	224.000	000	9,322.50
03/30/2023	AP-MB	263068	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 22	224.000	000	61.86
03/30/2023	AP-MB	263069	KENT INTERMEDIATE SCHOOL DIST	TAX - IFT ROLL - SUMMER 2022	224.000	000	106,270.57
03/30/2023	AP-MB	263070	KENT INTERMEDIATE SCHOOL DIST	TAX - 2022 LAND BANK SALE - SUMMER	224.000	000	305.77
04/13/2023	AP-MB	265772	KENT INTERMEDIATE SCHOOL DIST	TAX - DELQ'T PPT - MARCH 2023	224.000	000	1,467.04
05/04/2023	AP-MB	270995	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 22 - FINAL DISBURSEMENT	224.000	000	528.99
06/08/2023	AP-MB	271386	KENT INTERMEDIATE SCHOOL DIST	TAX REFUND FROM TIM HORTON	224.000	000	787.70
				Total for fund 703 TAX COLLECTION FUND			12,195,495.83

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Fund: 703 TAX COLLECTION FUND							
08/04/2022	AP-MB	259235	INTERURBAN TRANSIT PARTNERSHIP	TAX - S TAX 22	223.001	000	161,796.43
09/01/2022	AP-MB	259575	INTERURBAN TRANSIT PARTNERSHIP	TAX - DELQ'T PPT - JUNE 2022	223.001	000	712.06
09/01/2022	AP-MB	259612	INTERURBAN TRANSIT PARTNERSHIP	TAX - S TAX 22	223.001	000	270,508.06
09/15/2022	AP-MB	259828	INTERURBAN TRANSIT PARTNERSHIP	TAX - S TAX 22	223.001	000	1,712,763.69
09/29/2022	AP-MB	260011	INTERURBAN TRANSIT PARTNERSHIP	TAX - S TAX 22	223.001	000	890,765.26
10/06/2022	AP-MB	260113	INTERURBAN TRANSIT PARTNERSHIP	TAX - S TAX 22	223.001	000	26,958.30
10/13/2022	AP-MB	260221	INTERURBAN TRANSIT PARTNERSHIP	TAX - S TAX 22	223.001	000	28,229.20
10/13/2022	AP-MB	260222	INTERURBAN TRANSIT PARTNERSHIP	TAX - DELQ'T PPT - SEPT 2022	223.001	000	371.51
10/27/2022	AP-MB	260401	INTERURBAN TRANSIT PARTNERSHIP	TAX - S TAX 22	223.001	000	15,295.53
11/17/2022	AP-MB	260647	INTERURBAN TRANSIT PARTNERSHIP	TAX - S TAX 22	223.001	000	3,301.69
12/01/2022	AP-MB	260783	INTERURBAN TRANSIT PARTNERSHIP	TAX - S TAX 22	223.001	000	908.93
12/15/2022	AP-MB	260926	INTERURBAN TRANSIT PARTNERSHIP	TAX - S TAX 22	223.001	000	918.79
01/05/2023	AP-MB	261123	INTERURBAN TRANSIT PARTNERSHIP	TAX - S TAX 22	223.001	000	1,297.22
01/12/2023	AP-MB	261203	INTERURBAN TRANSIT PARTNERSHIP	TAX - DELQ'T PPT - DECEMBER 2022	223.001	000	192.45
01/19/2023	AP-MB	261360	INTERURBAN TRANSIT PARTNERSHIP	TAX - S TAX 22	223.001	000	1,259.50

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Fund: 703 TAX COLLECTION FUND							
02/23/2023	AP-MB	261848	INTERURBAN TRANSIT PARTNERSHIP	TAX - S TAX 22	223.001	000	2,598.18
				TAX - S TAX 22	223.001	000	(1,945.43)
				CHECK AP-MB 261848 TOTAL FOR FUND			<u>652.75</u>
03/09/2023	AP-MB	261999	INTERURBAN TRANSIT PARTNERSHIP	TAX - S TAX 22	223.001	000	5,550.07
03/30/2023	AP-MB	263038	INTERURBAN TRANSIT PARTNERSHIP	TAX - S TAX 22	223.001	000	2,409.62
03/30/2023	AP-MB	263039	INTERURBAN TRANSIT PARTNERSHIP	TAX - S TAX 22	223.001	000	15.96
03/30/2023	AP-MB	263040	INTERURBAN TRANSIT PARTNERSHIP	TAX - IFT ROLL - SUMMER 2022	223.001	000	27,469.17
03/30/2023	AP-MB	263041	INTERURBAN TRANSIT PARTNERSHIP	TAX - 2022 LAND BANK SALE - SUMMER	223.001	000	79.04
04/13/2023	AP-MB	265761	INTERURBAN TRANSIT PARTNERSHIP	TAX - DELQ'T PPT - MARCH 2023	223.001	000	380.13
05/04/2023	AP-MB	270987	INTERURBAN TRANSIT PARTNERSHIP	TAX - S TAX 22 - FINAL DISBURSEMENT	223.001	000	136.69
06/08/2023	AP-MB	271382	INTERURBAN TRANSIT PARTNERSHIP	TAX REFUND FROM TIM HORTON	223.001	000	197.19
				Total for fund 703 TAX COLLECTION FUND			3,152,169.24

Total for fund 101 GENERAL FUND	485,373.85
Total for fund 202 MAJOR STREET	190,908.75
Total for fund 203 LOCAL STREET	6,229.57
Total for fund 205 POLICE & FIRE PROTECTION	3.49
Total for fund 213 DRAIN FUND	3,261.06
Total for fund 219 STREET LIGHTING	31.82
Total for fund 230 LANDFILL REMEDIATION FUND	2,255.51
Total for fund 243 BROWNFIELD REDEVELOPMENT	156,459.99
Total for fund 271 LIBRARY FUND	0.19
Total for fund 285 ECONOMIC DEVELOPMENT	5.38
Total for fund 401 PROPERTY BUILDING FUND	16,973.54
Total for fund 408 PARKS & RECREATION CAPITAL FUND	97,734.52
Total for fund 580 WATER FUND	237,722.05
Total for fund 590 SEWER FUND	196,836.27
Total for fund 630 SELF INSURANCE FUND	30,516.94
Total for fund 640 DPW EQUIPMENT FUND	10,729.99
Total for fund 641 FIRE CAPITAL ESCROW	286,484.14
Total for fund 642 POLICE CAPITAL ESCROW	23,032.81
Total for fund 703 TAX COLLECTION FUND	7,931,136.99
TOTAL - ALL FUNDS	9,675,696.86

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01/12/2024	AP-MB	1837 (A)	ACTION INDUSTRIAL SUPPLY	UNIFORM EXPENSE - HIESTAND	101-441-743.000	329.58
		1837 (A)		UNIFORM EXPENSE - T. HUGHES	101-441-743.000	141.59
						<hr/> 471.17
01/12/2024	AP-MB	1838 (A)	ADN ADMINISTRATORS, INC.	CLAIMS - DENTAL - DEC 2023	630-630-964.720	14,072.86
		1838 (A)		CLAIMS-VISION - DEC 2023	630-635-964.722	737.00
						<hr/> 14,809.86
01/12/2024	AP-MB	1839 (A)	AIS CONSTRUCTION EQUIPMENT	INVENTORY MTR POOL PARTS	101-000-114.000	152.78
01/12/2024	AP-MB	1840 (A)	ARROWHEAD UPFITTERS INC	PATROL VEHICLE ACCESSORIES	642-642-975.000	15,554.06
		1840 (A)		PATROL VEHICLE UPFITTING	642-642-975.000	2,500.00
		1840 (A)		PATROL VEHICLE DECOMMISSION	642-642-975.000	690.00
						<hr/> 18,744.06
01/12/2024	AP-MB	1841 (A)	SHERRY BARNUM	VEHICLE MILEAGE - DEC 2023	101-691-864.000	26.00
		1841 (A)		VEHICLE MILEAGE - DEC 2023	101-693-864.000	13.00
						<hr/> 39.00
01/12/2024	AP-MB	1842 (A)	BERGER CHEVROLET	INVENTORY MTR POOL PARTS	101-000-114.000	415.72
		1842 (A)		CLAIMS	101-336-964.000	398.95
						<hr/> 814.67
01/12/2024	AP-MB	1843 (A)	BRADLEY'S ACE HARDWARE	INVENTORY MTR POOL PARTS	101-000-114.000	26.99
		1843 (A)		CASH DISCOUNTS	101-000-687.000	(1.69)
		1843 (A)		SUPPLIES	101-441-740.000	6.99
		1843 (A)		PARK MAINT SUPPLIES	101-441-740.208	29.56
		1843 (A)		MAINTENANCE HYDRANT-WATER	580-580-781.000	32.28
						<hr/> 94.13
01/12/2024	AP-MB	1844 (A)	BUIST ELECTRIC CO	CONTRACTUAL SERVICES	101-258-801.000	563.00
01/12/2024	AP-MB	1845 (A)	KATELYN BUSH	VEHICLE MILEAGE - JULY-DEC 2023	101-691-864.000	310.05
		1845 (A)		VEHICLE MILEAGE - JULY-DEC 2023	101-693-864.000	10.40
						<hr/> 320.45
01/12/2024	AP-MB	1846 (A)	REBECCA CAJKA	OFFICIATING PAY P.E. - 1/5/24	101-691-801.000	60.00
01/12/2024	AP-MB	1847 (A)	CARLETON EQUIPMENT CO	EQUIPMENT RENTAL	101-441-745.000	950.00
01/12/2024	AP-MB	1848 (A)	TOM CHASE	MAINT AGREEMENTS - DEC 2023	101-101-941.000	(0.42)
		1848 (A)		SUPPLIES - DEC 2023	101-201-740.000	(1.00)
		1848 (A)		TELEPHONE - DEC 2023	101-201-850.000	45.00

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		1848 (A)		VEHICLE MILEAGE - DEC 2023	101-201-864.000	11.83
						<u>55.41</u>
01/12/2024	AP-MB	1849 (A)	COLLIERS ENGINEERING & DESIGN	BGR23-005 - PESC230005	101-000-202.001	8,200.00
01/12/2024	AP-MB	1850 (A)	COLONY HARDWARE CORPORATION	SUPPLIES	101-441-740.000	42.08
01/12/2024	AP-MB	1851 (A)	CONNECTWISE, INC	SAAS STANDARD USER (X4) - JAN 2024	101-258-941.000	292.16
01/12/2024	AP-MB	1852 (A)	CSI EMERGENCY APPARATUS LLC	SUPPLIES	101-336-740.000	1,840.00
		1852 (A)		SPARTAN STAR SERIES SIDE MOUNT	641-641-975.000	133,061.80
		1852 (A)		CHANGE ORDERS NO. 1-5	641-641-975.000	7,950.00
						<u>142,851.80</u>
01/12/2024	AP-MB	1853 (A)	CTT - MTU	2024 MI COUNTY ENG WORKSHOP	101-449-956.000	270.00
01/12/2024	AP-MB	1854 (A)	DINGES FIRE COMPANY	CAPITAL OUTLAY	641-641-975.000	422.04
01/12/2024	AP-MB	1855 (A)	DORNBOS SIGN INC	PARK MAINT SUPPLIES	101-441-740.208	285.79
		1855 (A)		ST SIGN INSTALLATION	202-202-778.006	1,074.22
		1855 (A)		ST SIGN INSTALLATION	203-203-778.006	1,260.97
						<u>2,620.98</u>
01/12/2024	AP-MB	1856 (A)	EJ USA, INC	SUPPLIES	101-441-740.000	91.39
		1856 (A)		MAINT & REPAIR OTHER	580-580-784.000	1,789.47
						<u>1,880.86</u>
01/12/2024	AP-MB	1857 (A)	EMERGENCY MEDICAL PRODUCTS	SUPPLIES	101-336-740.000	528.85
01/12/2024	AP-MB	1858 (A)	ETNA SUPPLY	SUPPLIES	101-441-740.000	698.99
01/12/2024	AP-MB	1859 (A)	FD LAKE	INVENTORY MTR POOL PARTS	101-000-114.000	145.00
01/12/2024	AP-MB	1860 (A)	FIRE FIGHTER SALES & SERVICE	ANNUAL SERVICE	580-580-934.000	1,076.72
01/12/2024	AP-MB	1861 (A)	FLIERS UNDERGROUND	SUPPLIES	101-441-740.000	17.25
01/12/2024	AP-MB	1862 (A)	FROST SOLUTIONS LLC	ROAD WEATHER INFO SYSTEMS (RWIS)	101-441-941.000	4,400.00
01/12/2024	AP-MB	1863 (A)	FUEL MANAGEMENT SYSTEM	GASOLINE EXP 9737	101-209-862.000	29.47
		1863 (A)		GASOLINE EXP 7079	101-301-862.000	5,778.00
		1863 (A)		GASOLINE EXP 7076	101-336-862.000	1,540.83
		1863 (A)		GASOLINE EXP 7078	101-371-862.000	112.34
		1863 (A)		GASOLINE EXP 7077	101-441-862.000	2,054.35

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		1863 (A)		GASOLINE EXP 7080	101-691-862.000	62.40
						<hr/> 9,577.39
01/12/2024	AP-MB	1864 (A)	KEYLA GARCIA	TELEPHONE - 11/25-12/24/23	101-201-850.000	45.00
		1864 (A)		VEHICLE MILEAGE - DEC 2023	101-201-864.000	22.82
		1864 (A)		MAINT AGREEMENTS - DEC 2023	101-201-941.000	(0.44)
						<hr/> 67.38
01/12/2024	AP-MB	1865 (A)	GORDON FOOD SERVICE	SUPPLIES	101-691-740.000	9.99
01/12/2024	AP-MB	1866 (A)	GR CENTRAL IRON & STEEL	INVENTORY MTR POOL PARTS	101-000-114.000	98.28
01/12/2024	AP-MB	1867 (A)	GRAINGER INC	SUPPLIES	101-441-740.000	35.61
01/12/2024	AP-MB	1868 (A)	ALEX HIESTAND	VEHICLE MILEAGE - 8/11-10/16/23	101-441-864.000	26.00
01/12/2024	AP-MB	1869 (A)	KENI HUDENKO	VEHICLE MILEAGE - NOV 2023	101-691-864.000	28.60
		1869 (A)		VEHICLE MILEAGE - DEC 2023	101-691-864.000	36.40
						<hr/> 65.00
01/12/2024	AP-MB	1870 (A)	KENDALL ELECTRIC INC	SUPPLIES	101-441-740.000	24.86
01/12/2024	AP-MB	1871 (A)	MACQUEEN EMERGENCY	UNIFORM EXPENSE	101-336-743.000	(84.27)
		1871 (A)		SUPPLIES	101-441-740.000	140.38
						<hr/> 56.11
01/12/2024	AP-MB	1872 (A)	MARK'S BODY SHOP	INVENTORY MTR POOL PARTS	101-000-114.000	83.00
01/12/2024	AP-MB	1873 (A)	MAURER'S TEXTILE RENTAL	UNIFORM EXPENSE	101-441-743.000	622.30
01/12/2024	AP-MB	1874 (A)	MED-1 LEONARD LLC	SUPPLIES	101-301-740.000	35.00
01/12/2024	AP-MB	1875 (A)	MENARDS-WYOMING	SUPPLIES	101-101-740.000	149.48
		1875 (A)		SUPPLIES	101-441-740.000	161.44
		1875 (A)		OTHER EXPENSES	101-441-963.000	124.95
		1875 (A)		SUPPLIES	101-691-740.000	26.22
						<hr/> 462.09
01/12/2024	AP-MB	1876 (A)	MICHIGAN PAVING & MATERIALS CO	MAINTENANCE ROAD & STREET	202-202-778.001	765.55
01/12/2024	AP-MB	1877 (A)	MIDWEST AIR FILTER, INC.	SUPPLIES	101-101-740.000	62.64
		1877 (A)		SUPPLIES	101-441-740.000	68.79
		1877 (A)		SUPPLIES	101-691-740.000	37.24
		1877 (A)		SUPPLIES	101-738-740.000	67.42

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						236.09
01/12/2024	AP-MB	1878 (A)	NAPA	INVENTORY MTR POOL PARTS	101-000-114.000	3,159.52
		1878 (A)		SUPPLIES	101-336-740.000	7.58
		1878 (A)		SUPPLIES	101-441-740.000	36.99
						<hr/>
						3,204.09
01/12/2024	AP-MB	1879 (A)	NATIONAL LADDER & SCAFFOLD CO	SUPPLIES	101-441-740.000	126.01
01/12/2024	AP-MB	1880 (A)	COURIERED LLC	CONTRACTUAL SERVICES - DEC 2023	101-101-801.000	400.90
01/12/2024	AP-MB	1881 (A)	ANN PRZYBYSZ	TELEPHONE - DEC 2023	101-691-850.000	10.00
		1881 (A)		VEHICLE MILEAGE - DEC 2023	101-691-864.000	34.45
		1881 (A)		VEHICLE MILEAGE - DEC 2023	101-693-864.000	2.60
						<hr/>
						47.05
01/12/2024	AP-MB	1882 (A)	PURITY CYLINDER GASES	GASOLINE EXPENSE	101-441-862.000	207.49
01/12/2024	AP-MB	1883 (A)	RATHCO	ST SIGN INSTALLATION	202-202-778.006	168.00
01/12/2024	AP-MB	1884 (A)	RED WING BUSINESS ADVANTAGE	UNIFORM EXPENSE - SENN	101-441-743.000	200.00
01/12/2024	AP-MB	1885 (A)	RIETH-RILEY CONSTRUCTION INC	MAINTENANCE ROAD & STREET	202-202-778.001	540.80
01/12/2024	AP-MB	1886 (A)	ROAD EQUIPMENT PARTS CENTER	INVENTORY MTR POOL PARTS	101-000-114.000	85.70
01/12/2024	AP-MB	1887 (A)	ROYAL TRUCK AND TRAILER SALES	INVENTORY MTR POOL PARTS	101-000-114.000	1,684.03
01/12/2024	AP-MB	1888 (A)	SA MORMAN & CO	SUPPLIES	101-136-740.000	987.00
		1888 (A)		PARK MAINT SUPPLIES	101-441-740.208	61.20
						<hr/>
						1,048.20
01/12/2024	AP-MB	1889 (A)	SABO PR LLC	CONTRACTUAL SERVICES - JAN 2023	101-101-801.000	10,927.25
		1889 (A)		CONTRACTUAL SERVICES - JUNE 2023	101-101-801.000	13,714.08
		1889 (A)		CONTRACTUAL SERVICES - DEC 2023	101-101-801.000	9,611.08
						<hr/>
						34,252.41
01/12/2024	AP-MB	1890 (A)	SMART BUSINESS SOURCE LLC	EXPENSE-CITY COMMISSION	101-101-729.000	10.75
		1890 (A)		SUPPLIES	101-136-740.000	178.17
		1890 (A)		SUPPLIES	101-201-740.000	6.05
		1890 (A)		SUPPLIES	101-226-740.000	14.31
		1890 (A)		OFFICE SUPPLIES	101-301-727.000	32.52
						<hr/>
						241.80

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01/12/2024	AP-MB	1891 (A)	SMART PLANET SOFTWARE	SNOW PATHS - NOVEMBER 2023	101-441-941.000	245.00
01/12/2024	AP-MB	1892 (A)	SPARTAN STORES LLC	SUPPLIES	101-301-740.000	41.00
		1892 (A)		SUPPLIES	101-691-740.000	182.95
						<hr/> 223.95
01/12/2024	AP-MB	1893 (A)	TERMINAL SUPPLY	INVENTORY MTR POOL PARTS	101-000-114.000	989.80
01/12/2024	AP-MB	1894 (A)	TRANE	REPAIR	101-441-934.000	627.00
01/12/2024	AP-MB	1895 (A)	TRUCK & TRAILER SPECIALTIES	INVENTORY MTR POOL PARTS	101-000-114.000	318.19
		1895 (A)		VEHICLE REPAIR & MAINTENANCE	101-441-861.934	552.00
						<hr/> 870.19
01/12/2024	AP-MB	1896 (A)	USA BLUEBOOK	MAINTENANCE HYDRANT-WATER	580-580-781.000	1,563.95
01/12/2024	AP-MB	1897 (A)	VESCO OIL CORPORATION	INVENTORY MTR POOL PARTS	101-000-114.000	109.75
01/12/2024	AP-MB	1898 (E)	ELAN-PURCHASING CARD	FUEL-REIMBRS FROM CSI	101-000-040.000	89.68
		1898 (E)		FUEL-REIMBRS FORM CSI	101-000-040.000	64.22
		1898 (E)		INVENTORY MTR POOL PARTS	101-000-114.000	228.95
		1898 (E)		HOLIDAY ADOPT CHARITY	101-000-236.000	1,508.70
		1898 (E)		HOLIDAY ADOFY CHARITY	101-000-236.000	101.63
		1898 (E)		SRV AWARD-SHELDON	101-101-725.000	105.95
		1898 (E)		SRV AWARD-DEAR	101-101-725.000	50.00
		1898 (E)		SRV AWARD-KURAKAZU	101-101-725.000	50.00
		1898 (E)		SRV AWARD-BOCKHEIM	101-101-725.000	500.00
		1898 (E)		SUPPLIES	101-101-725.000	38.67
		1898 (E)		POSTAGE	101-101-728.000	12.04
		1898 (E)		SUPPLIES	101-101-740.000	69.99
		1898 (E)		SUPPLIES-VENDING/BRKROOM	101-101-740.005	84.53
		1898 (E)		MNTHLY CONTRACTUAL SERV	101-101-801.000	261.00
		1898 (E)		ANNUAL CONTRACTUAL SERVICES	101-101-801.000	468.00
		1898 (E)		8529112770344651-INTRNET-TV 11/2-	101-101-850.000	392.70
		1898 (E)		8529112770201042 11/6/23-12/5/23	101-136-740.000	129.76
		1898 (E)		SUPPLIES	101-136-740.000	456.13
		1898 (E)		11/21/23-02/02/24	101-136-807.000	58.29
		1898 (E)		11/22/23-02/02/24	101-136-807.000	57.50
		1898 (E)		SUPPLIES	101-137-740.000	100.00
		1898 (E)		LDRSHIP MTG EXP	101-171-740.000	131.22
		1898 (E)		MTG EXP	101-171-740.000	14.19
		1898 (E)		11/23/23-12/22/23	101-171-807.000	15.99

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		1898 (E)		11/7/23-12/6/23	101-171-807.000	15.99
		1898 (E)		11/23/23-12/23/23	101-171-807.000	85.00
		1898 (E)		PARKING	101-171-956.000	10.00
		1898 (E)		SUPPLIES	101-191-740.000	68.61
		1898 (E)		SUPPLIES	101-201-740.000	282.66
		1898 (E)		MTG EXP	101-201-740.000	46.70
		1898 (E)		REG-CAIRNS 12/5/23	101-201-807.000	259.00
		1898 (E)		DUES-KANE	101-201-807.000	385.00
		1898 (E)		TERMINATION-CREDIT	101-201-807.000	(15.99)
		1898 (E)		SUPPLIES	101-209-740.000	26.99
		1898 (E)		DUES-JOHNSON	101-209-807.000	175.00
		1898 (E)		DUES-STAGG	101-209-807.000	175.00
		1898 (E)		DUES - DEAR	101-209-807.000	175.00
		1898 (E)		DUES - FREEMAN	101-209-807.000	175.00
		1898 (E)		11/1/23-02/02/24	101-209-807.000	74.07
		1898 (E)		11/23/23-12/22/23	101-226-807.000	15.99
		1898 (E)		11/14/23-12/13/23	101-226-807.000	15.99
		1898 (E)		11/26-12/26-23	101-226-807.000	10.00
		1898 (E)		SUPPLIES	101-253-740.000	76.78
		1898 (E)		MNTHLY CONTRACTUAL SERVICES	101-253-801.000	137.84
		1898 (E)		APT TRAINING -SHELDON	101-253-956.000	199.00
		1898 (E)		MMTA TRAINING-SHELDON	101-253-956.000	151.12
		1898 (E)		APT CONF FEB 2024-SHELDON	101-253-956.000	417.81
		1898 (E)		KENTWOODFARMERS.MARKET 1 YR	101-258-941.000	71.75
		1898 (E)		SUPPLIES	101-301-740.000	666.14
		1898 (E)		8529112770354510 10/18/23-11/17/23	101-301-740.000	32.13
		1898 (E)		BUS CARDS-WIERENGA	101-301-740.000	25.19
		1898 (E)		RECRUITMENT ADS	101-301-740.000	168.15
		1898 (E)		MTG EXP	101-301-740.000	56.69
		1898 (E)		LICENSE PLATE/TAB RENEWALS	101-301-740.000	291.95
		1898 (E)		FAM APPRC EVENT	101-301-740.000	2,000.00
		1898 (E)		QR CODE NOV 2023	101-301-807.000	9.99
		1898 (E)		CELL PHONE SUPPLIES	101-301-850.000	203.24
		1898 (E)		REG-WIERENGA	101-301-956.000	1,295.00
		1898 (E)		TRAINING-HORMANN	101-301-956.000	395.00
		1898 (E)		TRAINING-TERPSTRA	101-301-956.000	175.00
		1898 (E)		DRONE PILOT TESTING-R SMITH	101-301-956.000	175.00
		1898 (E)		DRONE PILOT TRAINING-D'ASENZO	101-301-956.000	175.00
		1898 (E)		DRONE PILOT EXAM-WIERENGA	101-301-956.000	175.00
		1898 (E)		CAREER FAIR	101-301-956.000	75.00
		1898 (E)		PSI SERV-DRONE EXAM REFUND WIERENGA	101-301-956.000	(175.00)

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		1898 (E)		8529112770344669 11/14/23-12/13/23	101-336-740.000	170.13
		1898 (E)		8529112770354536 11/14/23-12/13/23	101-336-740.000	245.10
		1898 (E)		SUPPLIES	101-336-740.000	374.55
		1898 (E)		WEIGH	101-336-740.000	13.50
		1898 (E)		UNIFORM EXPENSE	101-336-743.000	199.92
		1898 (E)		EMS RENEW-KRUEGER	101-336-807.000	25.00
		1898 (E)		MEMBERSHIP-HIPP	101-336-807.000	75.00
		1898 (E)		11/20/23-12/20/23	101-336-807.000	19.00
		1898 (E)		10/27/23-10/26/24	101-336-807.000	372.00
		1898 (E)		PLATE RENEWAL	101-336-861.000	13.27
		1898 (E)		AUTO SUPPLIES	101-336-861.000	27.00
		1898 (E)		REG-HOVING	101-336-956.000	150.00
		1898 (E)		TRAINING-TAMMENS	101-336-956.000	1,860.55
		1898 (E)		TRAINING-HARKES/TAMMENS	101-336-956.000	241.73
		1898 (E)		11/26/23-12/25/23	101-400-807.000	35.99
		1898 (E)		8529112661406114 11/23/23-12/11/23	101-441-740.000	149.83
		1898 (E)		SUPPLIES	101-441-740.000	370.13
		1898 (E)		MTG EXP	101-441-740.000	40.94
		1898 (E)		PARK MAINT SUPPLIES	101-441-740.208	270.54
		1898 (E)		BOOTS-LEVERANCE/WARDEN	101-441-743.000	319.90
		1898 (E)		ANNUAL DUES	101-441-807.000	210.00
		1898 (E)		CELL PHONE SUPPLIES	101-441-850.000	13.99
		1898 (E)		CREDIT	101-441-850.000	(38.10)
		1898 (E)		TRAINING-NORTON	101-441-956.000	125.00
		1898 (E)		TRAINING-WOLFROD	101-441-956.000	11.12
		1898 (E)		TRAINING-WOLFORD	101-441-956.000	12.60
		1898 (E)		TRAINING-WOLFORD-TAX CR	101-441-956.000	(23.04)
		1898 (E)		8529112770660999-JC PARK 10/12-	101-691-740.000	19.80
		1898 (E)		8529112770637468-COVENANT 10/30-	101-691-740.000	79.95
		1898 (E)		BAL-TINSEL & TURK	101-691-740.000	580.00
		1898 (E)		SUPPLIES	101-691-740.000	585.39
		1898 (E)		TULIP TIME TRIP	101-691-740.000	31.50
		1898 (E)		RENEWAL-BUSH	101-691-807.000	110.00
		1898 (E)		ANNUAL DUES	101-691-807.000	490.00
		1898 (E)		11/27/23-12/26/23	101-691-807.000	15.99
		1898 (E)		11/26/23-12/25/23	101-691-807.000	57.49
		1898 (E)		11/13/23-11/13/24	101-691-807.000	199.00
		1898 (E)		REG-BARNUM	101-691-956.000	300.00
		1898 (E)		TRAINING-HENSHAW	101-691-956.000	250.00
		1898 (E)		SPONSORSHIP EXP	101-693-740.000	454.63
		1898 (E)		SUPPLIES	101-693-740.000	231.79

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		1898 (E)		GRILL COVERS	101-693-740.000	59.94
		1898 (E)		SUPPLIES-TREE LIGHTING	101-693-740.000	308.99
		1898 (E)		SPONSORSHIPS EXP	101-693-740.000	229.38
		1898 (E)		11/26/23-12/25/23	101-693-807.000	57.49
		1898 (E)		NOV 2023	101-693-807.000	20.98
		1898 (E)		CMAR MTG EXP	408-408-975.000	274.98
		1898 (E)		PROJ MTG EXP	408-408-975.000	129.65
		1898 (E)		PROJECT MTG EXP	408-408-975.000	105.54
		1898 (E)		SUPPLIES	580-580-740.000	57.03
		1898 (E)		WDS MANUAL	580-580-740.000	229.00
		1898 (E)		4 DOCKING STATIONS	641-641-975.000	273.76
						<hr/> 24,204.86
01/17/2024	AP-MB	273702	TONY BECK	VEHICLE MILEAGE-OCT-DEC 2023	101-301-864.000	10.27
01/17/2024	AP-MB	273703	SETH BEELEN	VEHICLE MILEAGE-OCT-DEC 2023	101-301-864.000	39.00
01/17/2024	AP-MB	273704	MATTHEW BELK	VEHICLE MILEAGE-OCT-DEC 2023	101-301-864.000	39.00
01/17/2024	AP-MB	273705	BRENDAN CASWELL	VEHICLE MILEAGE-OCT-DEC 2023	101-301-864.000	39.00
01/17/2024	AP-MB	273706	BRANDON HULST	VEHICLE MILEAGE-OCT-DEC 2023	101-301-864.000	16.90
01/17/2024	AP-MB	273707	JARED HUNDEY	VEHICLE MILEAGE-OCT-DEC 2023	101-301-864.000	13.00
01/17/2024	AP-MB	273708	BENJAMIN JOSEFF	VEHICLE MILEAGE-OCT-DEC 2023	101-301-864.000	26.00
01/17/2024	AP-MB	273709	CALEB KIEFER	VEHICLE MILEAGE-OCT-DEC 2023	101-301-864.000	42.90
01/17/2024	AP-MB	273710	RUSSELL MAZARKA	VEHICLE MILEAGE-OCT-DEC 2023	101-301-864.000	28.60
01/17/2024	AP-MB	273711	KAMERON RASMUSSEN	VEHICLE MILEAGE-OCT-DEC 2023	101-301-864.000	39.00
01/17/2024	AP-MB	273712	CHEYENNE STEFFEN	VEHICLE MILEAGE-OCT-DEC 2023	101-301-864.000	7.80
01/17/2024	AP-MB	273713	JONATHAN TABOR	VEHICLE MILEAGE-OCT-DEC 2023	101-301-864.000	39.00
01/17/2024	AP-MB	273714	ZACHARY VANCOMPERNOLLE	VEHICLE MILEAGE-OCT-DEC 2023	101-301-864.000	9.10
01/18/2024	AP-MB	1899 (A)	ELIJAH MCCONNON	VEHICLE MILEAGE-OCT-DEC 2023	101-301-864.000	13.00
01/18/2024	AP-MB	273715	52ND STREET AUTOWASH	POLICE - DEC 2023	101-301-861.000	264.00
01/18/2024	AP-MB	273716	AQUATIC CONSULTING SERVICES	GM FIELD SURVEY DATA ANALYSIS,	101-101-801.000	6,750.00

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01/18/2024	AP-MB	273717	AT&T	616 R01 5636 123 6 - 1/1-1/31/24	590-590-850.000	156.88
01/18/2024	AP-MB	273718	AVERTEST, LLC	CONTRACTUAL SERVICES - OCT 2023	101-137-801.000	1,280.40
		273718		CONTRACTUAL SERVICES - NOV 2023	101-137-801.000	1,524.75
		273718		CONTRACTUAL SERVICES - DEC 2023	101-137-801.000	1,267.80
						<hr/> 4,072.95
01/18/2024	AP-MB	273719	BAZEN ELECTRIC COMPANY	FURNISH & INSTALL REPLACEMENT	580-580-975.000	129,648.60
01/18/2024	AP-MB	273720	BMI	LICENSES - 1/1-12/31/24	101-693-807.000	435.00
01/18/2024	AP-MB	273721	BOUWHUIS SUPPLY INC	SUPPLIES	101-336-740.000	139.57
01/18/2024	AP-MB	273722	CALEDONIA COMMUNITY SCHOOLS	TAX - W TAX 23	703-000-225.050	330,926.72
01/18/2024	AP-MB	273723	CALEDONIA COMMUNITY SCHOOLS	TAX - DELQ'T PPT - DEC 2023	703-000-225.050	744.65
01/18/2024	AP-MB	273724	KODY BRYANT CARPENTER	WINTER CONCERT SERIES - 1/18/24	101-693-801.000	300.00
01/18/2024	AP-MB	273725	COLLINSON ENTERPRISES	UNIFORM EXPENSE	101-301-743.000	142.75
01/18/2024	AP-MB	273726	CONSUMERS ENERGY	103047956810	101-441-920.000	127.18
01/18/2024	AP-MB	273727	QUINN D'ASCENZO	EDUCATION & TRAINING - 12/29/23	101-301-956.000	10.87
01/18/2024	AP-MB	273728	DELL MARKETING LP	DELL LATITUDE 5540 LAPTOP	401-401-975.014	1,924.27
		273728		DELL OPTIPLEX 7010 SFF	401-401-975.014	3,400.00
						<hr/> 5,324.27
01/18/2024	AP-MB	273729	ELECTION SOURCE	ICP/ICX ANNUAL MAINT PER SOM	101-191-941.000	10,110.00
01/18/2024	AP-MB	273730	FEDEX	SUPPLIES	101-301-740.000	82.00
01/18/2024	AP-MB	273731	FIFTH THIRD BANK	KENTWOOD PENSION PE 1/12/24	101-000-245.000	2,856.36
01/18/2024	AP-MB	273732	FOREST HILLS PUBLIC SCHOOLS	TAX - W TAX 23	703-000-225.110	185,901.00
01/18/2024	AP-MB	273733	GOLDEN HILLS PROPERTY	Water	580-000-040.000	217.70
01/18/2024	AP-MB	273734	GRAND RAPIDS COMMUNITY COLLEGE	TAX - S TAX 23	703-000-224.001	2,196.10
01/18/2024	AP-MB	273735	GRAND RAPIDS COMMUNITY COLLEGE	TAX - DELQ'T PPT - DEC 2023	703-000-224.001	744.39
01/18/2024	AP-MB	273736	GRAND RIVER PREPARATORY HIGH	SCHOOL FACILITY CHARGES	101-691-951.000	450.00

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01/18/2024	AP-MB	273737	HIGH GRADE MATERIALS CO	MAINT & REPAIR OTHER	580-580-784.000	629.38
01/18/2024	AP-MB	273738	HOUSE ARREST SERVICES, INC.	CONTRACTUAL SERVICES - OCT 2023	101-137-801.000	248.00
01/18/2024	AP-MB	273739	INTERURBAN TRANSIT PARTNERSHIP TAX - S TAX 23		703-000-223.001	1,096.61
01/18/2024	AP-MB	273740	INTERURBAN TRANSIT PARTNERSHIP TAX - DELQ'T PPT - DEC 2023		703-000-223.001	613.38
01/18/2024	AP-MB	273741	JOHNSTONE SUPPLY	SUPPLIES	101-101-740.000	316.08
01/18/2024	AP-MB	273742	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 23	703-000-225.140	301.09
01/18/2024	AP-MB	273743	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - W TAX 23	703-000-225.140	204,632.72
01/18/2024	AP-MB	273744	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - DELQ'T PPT - DEC 2023	703-000-225.140	87.67
01/18/2024	AP-MB	273745	KELLOGGSVILLE PUBLIC SCHOOLS	CROSSING GUARDS - 8/21-12/15/23	101-301-952.000	2,710.39
01/18/2024	AP-MB	273746	KENOWA MUN FED CREDIT UNION	UNION -SGTS 47629-001 PE 1/12/24	101-000-238.000	275.00
01/18/2024	AP-MB	273747	KENT COMMUNICATIONS INC	NCOA ADVANCED - QTY 1,650	101-209-801.000	110.00
		273747		SET UP FEE BS&A	101-209-801.000	125.00
		273747		PROCESS & MAIL STATEMENTS - QTY	101-209-801.000	478.00
		273747		AFFIDAVIT	101-209-801.000	165.00
		273747		PERSONALIZED LETTER SETUP	101-209-801.000	319.91
						<hr/> 1,197.91
01/18/2024	AP-MB	273748	KENT COUNTY FIRE CHIEFS ASSOC	KENT COUNTY FIRE CHIEFS ASSN DUES	101-336-807.000	40.00
01/18/2024	AP-MB	273749	KENT COUNTY TREASURER	TAX - S TAX 23	703-000-222.000	5,230.52
01/18/2024	AP-MB	273750	KENT COUNTY TREASURER	TAX - W TAX 23	703-000-222.000	729,480.92
01/18/2024	AP-MB	273751	KENT COUNTY TREASURER	TAX - DELQ'T PPT - DEC 2023	703-000-222.000	2,404.45
01/18/2024	AP-MB	273752	KENT COUNTY TREASURER	SET - DELQ'T PPT - DEC 2023	703-000-228.000	2,606.89
01/18/2024	AP-MB	273753	KENT COUNTY TREASURER	HOUSING - NOV 2023	101-301-808.000	7,838.91
01/18/2024	AP-MB	273754	KENT COUNTY TREASURER	ARREST PROCESSING - NOV 2023	101-301-808.000	1,375.68
01/18/2024	AP-MB	273755	KENT DISTRICT LIBRARY	TAX - W TAX 23	703-000-223.000	408,685.15
01/18/2024	AP-MB	273756	KENT DISTRICT LIBRARY	TAX - DELQ'T PPT - DEC 2023	703-000-223.000	383.09

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01/18/2024	AP-MB	273757	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 23	703-000-224.000	4,966.69
01/18/2024	AP-MB	273758	KENT INTERMEDIATE SCHOOL DIST	TAX - DELQ'T PPT - DEC 2023	703-000-224.000	2,372.43
01/18/2024	AP-MB	273759	KENTWOOD PUBLIC SCHOOLS	TAX - S TAX 23	703-000-225.160	13,004.35
01/18/2024	AP-MB	273760	KENTWOOD PUBLIC SCHOOLS	TAX - W TAX 23	703-000-225.160	1,811,699.28
01/18/2024	AP-MB	273761	KENTWOOD PUBLIC SCHOOLS	TAX - DELQ'T PPT - DEC 2023	703-000-225.160	3,789.36
01/18/2024	AP-MB	273762	KUSTOM SIGNALS INC	SUPPLIES - LESS TAX \$8.70	101-301-740.000	145.00
01/18/2024	AP-MB	273763	LIAISON LINGUISTICS, LLC	CONTRACTUAL SERVICES - NOV 2023	101-136-801.000	822.50
01/18/2024	AP-MB	273764	LOWES HOME IMPROVEMENT	SUPPLIES	101-101-740.000	73.51
		273764		SUPPLIES	101-136-740.000	31.33
		273764		SUPPLIES	101-301-740.000	43.34
		273764		SUPPLIES	101-336-740.000	61.68
		273764		SUPPLIES	101-441-740.000	137.50
		273764		SUPPLIES	101-738-740.000	20.02
						<hr/> 367.38
01/18/2024	AP-MB	273765	METRO BUILDING INSPECTORS ASSC	2024 METRO BLDG INSP DUES	101-371-807.000	135.00
		273765		2024 METRO BLDG INSPECTOR DUES	101-371-807.000	270.00
						<hr/> 405.00
01/18/2024	AP-MB	273766	MISDU	WITHLD FOC PE 1/12/24	101-000-231.000	1,233.79
01/18/2024	AP-MB	273767	ORKIN	CONTRACTUAL SERV - DEC 2023	101-101-801.000	85.41
		273767		CONTRACTUAL SERV - DEC 2023	101-136-801.000	25.27
		273767		CONTRACTUAL SERV - DEC 2023	101-301-801.000	58.94
		273767		CONTRACTUAL SERV - DEC 2023	101-336-801.000	214.45
		273767		CONTRACTUAL SERV - DEC 2023	101-441-801.000	177.92
		273767		CONTRACTUAL SERV - DEC 2023	101-691-801.000	61.74
		273767		CONTRACTUAL SERV - DEC 2023	101-738-801.000	88.92
						<hr/> 712.65
01/18/2024	AP-MB	273768	PARE, MELISSA	DEPOSIT REFUND	101-000-669.691	100.00
01/18/2024	AP-MB	273769	PLUMMERS DISPOSAL SERVICES	PORTABLE ADARESTROOM RENTAL - PARK	101-441-740.208	165.00
01/18/2024	AP-MB	273770	PROS CONSULTING INC	DATA COLLECTION & MARKET ANALYSIS	408-408-975.000	6,370.00

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01/18/2024	AP-MB	273771	QUADIAN FINANCE USA, INC.	POSTAGE - 12/7/23	101-101-728.000	500.00
01/18/2024	AP-MB	273772	REDWOOD TOXICOLOGY LABORATORY	SUPPLIES	101-136-740.000	760.12
01/18/2024	AP-MB	273773	SHELDON CLEANERS	UNIFORM EXPENSE - POLICE - DEC 2023	101-301-743.000	1,474.52
		273773		UNIFORM EXPENSE - FIRE - DEC 2023	101-336-743.000	797.54
		273773		SUPPLIES - VOLUNTEER RECEPTION	101-693-740.000	224.00
						<hr/> 2,496.06
01/18/2024	AP-MB	273774	SPOK, INC.	TELEPHONE - JANUARY 2024	101-301-850.000	28.88
01/18/2024	AP-MB	273775	SUPERIOR ASPHALT INC	MAINTENANCE ROAD & STREET	203-203-778.001	542.50
01/18/2024	AP-MB	273776	TRANS UNION RISK AND	SUPPLIES - DEC 2023	101-302-740.000	75.00
01/18/2024	AP-MB	273777	VISSEER BROTHERS, INC.	BASE BID	641-641-975.000	143,523.00
01/18/2024	AP-MB	273778	WEST MI MECH INSPECTORS ASSOC	2024 W MI MECH INSP ASSN. DUES	101-371-807.000	50.00
01/18/2024	AP-MB	273779	CITY OF WYOMING	PAYABLES YEAR END	580-000-206.000	(22,422.32)
		273779		WATER PURCHASES - DEC 2023	580-580-960.000	84,833.74
		273779		WATER PURCHASES-HP - DEC 2023	580-580-960.001	16,324.65
		273779		PAYABLES YEAR END	590-000-206.000	(112.61)
		273779		SEWER SERV PURCH - DEC 2023	590-590-961.000	189,578.75
						<hr/> 268,202.21
01/19/2024	AP-MB	1900 (A)	ACCURATE SAFETY DISTRIBUTORS	HCN CALIBRATION GAS, 60L 10PPM	101-336-854.000	260.00
		1900 (A)		SHIPPING - CALIBRATION GAS	101-336-854.000	54.53
		1900 (A)		TOXIRAE PRO CO SENSORS, 0-500 PPM	101-336-854.000	283.00
		1900 (A)		SHIPPING - SENSORS	101-336-854.000	14.24
		1900 (A)		CIVIL DEFENSE	101-336-854.000	627.85
						<hr/> 1,239.62
01/19/2024	AP-MB	1901 (A)	ACTION INDUSTRIAL SUPPLY	UNIFORM EXPENSE	101-441-743.000	164.79
01/19/2024	AP-MB	1902 (A)	ALLIANCE COMMUNICATIONS	CONTRACTUAL SERVICES - JAN 2024	580-580-801.000	174.50
01/19/2024	AP-MB	1903 (A)	APPLIED INNOVATION	MAINT AGREEMENTS - 12/28/23-	101-136-941.000	1,837.00
01/19/2024	AP-MB	1904 (A)	ARBOR SOLUTIONS INC.	CONTRACTUAL SERVICES - 12/13/23	101-258-801.000	150.00
01/19/2024	AP-MB	1905 (A)	ANN BAKER	VEHICLE MILEAGE - DEC 2023	101-691-864.000	50.70
01/19/2024	AP-MB	1906 (A)	LORRAINE BELONCIS	SUPPLIES - DEC 2023	101-691-740.000	44.67

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		1906 (A)		VEHICLE MILEAGE - 10/1-12/31/23	101-691-864.000	33.15
		1906 (A)		VEHICLE MILEAGE - 10/1-12/31/23	101-693-864.000	49.40
						<hr/> 127.22
01/19/2024	AP-MB	1907 (A)	BOUND TREE MEDICAL	SUPPLIES	101-336-740.000	578.98
01/19/2024	AP-MB	1908 (A)	BRADLEY'S ACE HARDWARE	CASH DISCOUNTS	101-000-687.000	(1.38)
		1908 (A)		SUPPLIES	101-336-740.000	27.98
		1908 (A)		AUTO SUPPLIES	101-336-861.000	40.96
						<hr/> 67.56
01/19/2024	AP-MB	1909 (A)	CDW GOVERNMENT	MICROSOFT SURFACE PRO 9 - 8GB	401-401-975.014	1,126.71
		1909 (A)		MICROSOFT PRO SIGNATURE TYPE COVER	401-401-975.014	141.37
		1909 (A)		MICROSOFT SURFACE PRO DOCK 2	401-401-975.014	203.46
		1909 (A)		MICROSOFT 4 YR PROTECTION PLAN	401-401-975.014	334.50
						<hr/> 1,806.04
01/19/2024	AP-MB	1910 (A)	COLONY HARDWARE CORPORATION	SUPPLIES	101-441-740.000	799.98
01/19/2024	AP-MB	1911 (A)	DINGES FIRE COMPANY	UNIFORM EXPENSE	101-336-743.000	156.28
01/19/2024	AP-MB	1912 (A)	EJ USA, INC	MAINTENANCE HYDRANT-WATER	580-580-781.000	864.90
		1912 (A)		MAINTENANCE PUMP EQUIP	580-580-783.000	629.46
		1912 (A)		MAINT & REPAIR OTHER	580-580-784.000	1,610.46
						<hr/> 3,104.82
01/19/2024	AP-MB	1913 (A)	ELECT RISK MANAGEMENT	CLAIMS - MEDICAL - 12/1-12/15/23	630-625-964.716	13,128.58
01/19/2024	AP-MB	1914 (A)	EMERGENCY MEDICAL PRODUCTS	SUPPLIES	101-336-740.000	428.43
01/19/2024	AP-MB	1915 (A)	GHAFARI ASSOCIATES LLC	MASTER PLANNING SERVICES	401-401-975.000	740.93
		1915 (A)		ADD'L DESIGN SERVICES - ASR 1	401-401-975.000	3,910.25
		1915 (A)		ADD'L DESIGN SERVICES - ASR 2	401-401-975.000	302.05
						<hr/> 4,953.23
01/19/2024	AP-MB	1916 (A)	SEAN CORBIN	CONTRACTUAL SERVICES - DEC 2023	101-137-801.000	410.00
01/19/2024	AP-MB	1917 (A)	GRAND RAPIDS GRAPHIX	UNIFORM EXPENSE	101-441-743.000	60.00
01/19/2024	AP-MB	1918 (A)	SHELBY HENSHAW	VEHICLE MILEAGE - DEC 2023	101-691-864.000	29.90
		1918 (A)		VEHICLE MILEAGE - DEC 2023	101-693-864.000	14.95
						<hr/> 44.85

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01/19/2024	AP-MB	1919 (A)	HOFFMAN LAWN CARE LLC	CITY SIDEWALK SNOWPLOWING SERVICES	101-441-801.000	9,240.00
01/19/2024	AP-MB	1920 (A)	THE KR GROUP, INC.	CONTRACTUAL SERVICES	101-258-801.000	48.75
01/19/2024	AP-MB	1921 (A)	LANGUAGE LINE SERVICES	9020508015 - NOV 2023	101-136-801.000	839.98
		1921 (A)		9020908148 - DEC 2023	101-301-801.000	458.55
						<hr/> 1,298.53
01/19/2024	AP-MB	1922 (A)	LYNN PEAVEY CO	SUPPLIES	101-301-740.000	612.83
01/19/2024	AP-MB	1923 (A)	MACQUEEN EMERGENCY	GLOBE GXTREME COAT PER KFD SPEC	101-336-743.000	1,948.16
		1923 (A)		GLOBE PANT PER KFD SPEC	101-336-743.000	1,419.15
		1923 (A)		SHIPPING - TURNOUT GEAR	101-336-743.000	10.85
		1923 (A)		REPAIR	101-336-934.000	382.20
						<hr/> 3,760.36
01/19/2024	AP-MB	1924 (A)	MARJO CONSTRUCTION SERV INC	MDOT 21AA MODIFIED (NATURAL	213-213-778.004	3,261.06
		1924 (A)		MDOT 21AA MODIFIED (NATURAL	580-580-778.000	3,261.06
		1924 (A)		MDOT 21AA MODIFIED (NATURAL	590-590-778.000	4,348.06
						<hr/> 10,870.18
01/19/2024	AP-MB	1925 (A)	MAURER'S TEXTILE RENTAL	UNIFORM EXPENSE	101-441-743.000	629.13
01/19/2024	AP-MB	1926 (A)	MC SMITH ASSOCIATES	TOPOGRAPHIC SURVEY	408-408-975.000	75.00
		1926 (A)		SOIL BORINGS/GEOTECHNICAL	408-408-975.000	925.00
						<hr/> 1,000.00
01/19/2024	AP-MB	1927 (A)	MCALVEY MERCHANT & ASSOCIATES	CONSULT & GOVN'TL REPRESENTATION -	101-101-801.000	5,000.00
		1927 (A)		CONSULT & GOVN'TL REPRESENTATION -	101-101-801.000	5,000.00
		1927 (A)		CONSULT & GOVN'TL REPRESENTATION -	101-101-801.000	5,000.00
						<hr/> 15,000.00
01/19/2024	AP-MB	1928 (A)	MED-1 BRETON	SUPPLIES	101-301-740.000	225.00
		1928 (A)		SUPPLIES	101-691-740.000	23.00
						<hr/> 248.00
01/19/2024	AP-MB	1929 (A)	MENARDS-WYOMING	SUPPLIES	580-580-740.000	77.34
01/19/2024	AP-MB	1930 (A)	MICHIGAN PAVING & MATERIALS CO	MAINTENANCE ROAD & STREET	202-202-778.001	894.64
01/19/2024	AP-MB	1931 (A)	MILLER, JOHNSON, SNELL &	LEGAL FEES - THRU 12/31/23	101-101-804.000	2,212.25
01/19/2024	AP-MB	1932 (A)	RICK MIRANDETTE	CONTRACTUAL SERV - 11/1-12/13/23	101-691-801.000	294.00

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01/19/2024	AP-MB	1933 (A)	MOORE & BRUGGINK	PAUL HENRY TRAIL TUNNEL-PE12/31/23	202-202-810.000	6,190.40
01/19/2024	AP-MB	1934 (A)	DAVID MOORE II	EXPENSE-CITY COMMISSION	101-101-729.000	95.00
01/19/2024	AP-MB	1935 (A)	NAPA	SUPPLIES	101-336-740.000	46.38
		1935 (A)		AUTO SUPPLIES	101-336-861.000	105.69
						<hr/> 152.07
01/19/2024	AP-MB	1936 (A)	NYE UNIFORM	UNIFORM EXPENSE	101-301-743.000	175.00
		1936 (A)		UNIFORM EXPENSE	101-336-743.000	507.45
						<hr/> 682.45
01/19/2024	AP-MB	1937 (A)	OLAMETER, CORPORATION	DIST 4 RTE 14-18, DIST 5 RTE 19-25	580-580-801.000	1,986.39
01/19/2024	AP-MB	1938 (A)	ON DUTY GEAR, LLC	UNIFORM EXPENSE - NAME BARS	101-301-743.000	90.00
		1938 (A)		UNIFORM EXPENSE - LT. WIERENGA	101-301-743.000	714.91
		1938 (A)		UNIFORM EXPENSE - HUDSON/NANJAPPA	101-301-743.000	546.90
		1938 (A)		Blauer FlexRS Covert Tactical	101-301-743.000	359.96
		1938 (A)		SHIPPING - UNIFORMS	101-301-743.000	15.00
		1938 (A)		Blauer FlexRS Base Shirt-Long	642-642-975.000	279.96
		1938 (A)		Blauer FlexRS Base Shirt-Short	642-642-975.000	259.96
						<hr/> 2,266.69
01/19/2024	AP-MB	1939 (A)	OVERHEAD DOOR CO OF GR	SUPPLIES	101-336-740.000	128.82
01/19/2024	AP-MB	1940 (A)	PITSCH COMPANIES	LEAF REMOVAL SERVICES NOT TO EXCEED	101-441-801.000	8,500.00
01/19/2024	AP-MB	1941 (A)	POWERDMS, INC.	POWERENGAGE LE SUBSCRIPTION	101-301-941.000	1,950.89
		1941 (A)		POWERFTO SUBSCRIPTION	101-301-941.000	1,058.34
						<hr/> 3,009.23
01/19/2024	AP-MB	1942 (A)	REPCOLITE PAINTS, INC	SUPPLIES	101-301-740.000	324.50
01/19/2024	AP-MB	1943 (A)	ROWE PROFESSIONAL SERVICES	52ND & STAUFFER - PE 12/31/23	202-202-810.000	863.50
01/19/2024	AP-MB	1944 (A)	SA MORMAN & CO	SUPPLIES	101-101-740.000	66.00
01/19/2024	AP-MB	1945 (A)	SECURITY INC.	CONTRACTUAL SERVICES - DEC 2023	101-136-801.000	347.92
01/19/2024	AP-MB	1946 (A)	SHI INTERNATIONAL CORP.	PANORAMA ANTENNA	641-641-975.000	488.54
		1946 (A)		PANORAMA ANTENNA	642-642-975.000	244.27
						<hr/> 732.81

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01/19/2024	AP-MB	1947 (A)	SMART BUSINESS SOURCE LLC	SUPPLIES	101-101-740.000	132.33
		1947 (A)		SUPPLIES	101-136-740.000	45.33
		1947 (A)		SUPPLIES	101-201-740.000	1.26
		1947 (A)		SUPPLIES	101-215-740.000	51.24
		1947 (A)		OFFICE SUPPLIES	101-301-727.000	527.72
		1947 (A)		SUPPLIES	101-441-740.000	120.33
						<hr/> 878.21
01/19/2024	AP-MB	1948 (A)	SPARTAN STORES LLC	SUPPLIES	101-691-740.000	18.13
01/19/2024	AP-MB	1949 (A)	AMANDA JANE STERKENBURG	JUDICIAL ROBE CLEANING	101-136-740.000	10.99
01/19/2024	AP-MB	1950 (A)	TAPCO	ARCI RWIS UNIT SOLAR PLATFORM	101-441-941.000	4,500.00
		1950 (A)		FREIGHT - SOLAR PLATFORM	101-441-941.000	84.98
						<hr/> 4,584.98
01/19/2024	AP-MB	1951 (A)	TELE-RAD INC	SUPPLIES	101-336-740.000	378.00
01/19/2024	AP-MB	1952 (A)	TRANE	REPAIR	101-136-934.000	206.85
		1952 (A)		REPAIR	101-301-934.000	482.65
						<hr/> 689.50
01/19/2024	AP-MB	1953 (A)	UKG KRONOS SYSTEMS LLC	CONTRACTUAL SERVICES - DEC 2023	101-226-801.000	1,352.00
01/19/2024	AP-MB	1954 (A)	ULINE	SUPPLIES	101-301-740.000	1,433.05
01/19/2024	AP-MB	1955 (A)	USA BLUEBOOK	SUPPLIES	580-580-740.000	143.35
		1955 (A)		MAINTENANCE HYDRANT-WATER	580-580-781.000	1,512.44
						<hr/> 1,655.79
01/19/2024	AP-MB	1956 (A)	VRC COMPANIES	OTHER EXPENSES - JAN 224	101-101-963.000	119.44
		1956 (A)		SUPPLIES-RECORD RETENTION - 1/2024	101-209-740.000	7.45
		1956 (A)		SUPPLIES-RECORD RETENTION - 1/2024	101-301-740.000	365.38
		1956 (A)		SUPPLIES-RECORD RETENTION - 1/2024	101-371-740.000	69.77
		1956 (A)		SUPPLIES-RECORD RETENTION - 1/2024	101-400-740.000	24.82
		1956 (A)		SUPPLIES-RECORD RETENTION - 1/2024	101-449-740.000	62.00
		1956 (A)		SUPPLIES-RECORD RETENTION - 1/2024	285-285-740.000	5.38
						<hr/> 654.24
01/19/2024	AP-MB	1957 (A)	VREDEVELD HAEFNER LLC	AUDIT FEES - PE 12/3123	101-101-803.001	675.00
01/19/2024	AP-MB	1958 (A)	WASTE TRENDS	5450 SOUTH DIVISION	101-000-695.400	200.00

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01/19/2024	AP-MB	1959 (A)	WEST MICHIGAN JANITORIAL	CONTRACTUAL SERVICES - DEC 2023	101-136-801.000	2,917.50
		1959 (A)		CONTRACTUAL SERVICES - DEC 2023	101-301-801.000	6,807.50
		1959 (A)		CONTRACTUAL SERVICES - DEC 2023	101-441-801.000	5,725.00
		1959 (A)		CONTRACTUAL SERVICES - DEC 2023	101-691-801.000	2,050.00
		1959 (A)		CONTRACTUAL SERVICES - DEC 2023	101-738-801.000	9,000.00
						<hr/> 26,500.00
01/19/2024	AP-MB	1960 (A)	WEST MICHIGAN TOOL &	SUPPLIES	590-590-740.000	559.50
01/25/2024	AP-MB	273780	AMF EASTBROOK LANES	SUPPLIES	101-691-740.000	214.66
01/25/2024	AP-MB	273781	AT&T	831 001 0834 144	101-101-850.000	1,972.23
		273781		831 001 0836 727 - 1/7-2/6/24	101-101-850.000	1,309.50
						<hr/> 3,281.73
01/25/2024	AP-MB	273782	AT&T	TELEPHONE - ASE - 1/8-2/7/24	101-101-850.000	820.00
01/25/2024	AP-MB	273783	AT&T MOBILITY	WI-FI VARIOUS-CHG ACCT#287303434683	101-101-850.000	507.36
		273783		ACCT#287290134314 - 12/7/23-1/6/24	101-301-850.000	18.12
		273783		ACCT#287290134314 - 12/7/23-1/6/24	101-449-850.000	18.12
						<hr/> 543.60
01/25/2024	AP-MB	273784	LAURA BARBRICK	VEHICLE MILEAGE - OCT 2023	101-691-864.000	23.40
		273784		VEHICLE MILEAGE - NOV 2023	101-691-864.000	14.95
		273784		VEHICLE MILEAGE - DEC 2023	101-693-864.000	11.70
						<hr/> 50.05
01/25/2024	AP-MB	273785	CHERRY VALLEY STOVE & SAW	INVENTORY MTR POOL PARTS	101-000-114.000	88.93
01/25/2024	AP-MB	273786	CHRISTPOHER E CHORYAN	OFFICIATING PAY P.E. - 1/19/24	101-691-801.000	120.00
01/25/2024	AP-MB	273787	CONSUMERS ENERGY	100084342698	202-202-778.001	31.39
01/25/2024	AP-MB	273788	CORELOGIC CENTRALIZED REFUNDS	DUE TO CUSTOMER	101-000-202.001	11.66
		273788		DUE TO CUSTOMER	703-000-202.001	1,166.40
						<hr/> 1,178.06
01/25/2024	AP-MB	273789	CORELOGIC CENTRALIZED REFUNDS	DUE TO CUSTOMER	101-000-202.001	11.66
		273789		DUE TO CUSTOMER	703-000-202.001	1,166.40
						<hr/> 1,178.06
01/25/2024	AP-MB	273790	DHE PLUMBING AND MECHANICAL	REPAIR	590-590-934.000	350.00

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01/25/2024	AP-MB	273791	E3M SOLUTIONS	MEP ENGINEERING SERVICES - HOURLY	401-401-975.000	4,890.00
		273791		MEP ENGINEERING SERVICES - HOURLY	408-408-975.000	2,740.00
		273791		MEP ENGINEERING SERVICES - HOURLY	641-641-975.000	765.00
		273791		MEP ENGINEERING SERVICES - HOURLY	642-642-975.000	(3,895.00)
						<hr/> 4,500.00
01/25/2024	AP-MB	273792	EBLING & SON INC	INVENTORY MTR POOL PARTS	101-000-114.000	243.12
01/25/2024	AP-MB	273793	ELLIS ELECTRIC & CONTRACTING	01. Electrical Base Fee	101-000-202.001	50.00
01/25/2024	AP-MB	273794	FOX POWERSPORTS, LLC	CAPITAL OUTLAY	640-640-975.000	1,199.00
01/25/2024	AP-MB	273795	GIVE 'EM A BRAKE SAFETY	INVENTORY MTR POOL PARTS	101-000-114.000	295.75
01/25/2024	AP-MB	273796	GRAND RAPIDS CITY TREASURER	TRAFFIC SIGNAL MAINT- OCT-DEC 2023	202-202-778.002	34,985.04
01/25/2024	AP-MB	273797	HEARTBEAT LLC	EDUCATION & TRAINING	101-441-956.000	220.00
		273797		CONTRACTUAL SERVICES	101-691-801.000	935.00
						<hr/> 1,155.00
01/25/2024	AP-MB	273798	TIM HUGHES	CLP FEE REIMB	101-441-956.000	25.52
01/25/2024	AP-MB	273799	JACK DOHENY COMPANIES, INC.	VEHICLE REPAIR & MAINTENANCE	101-441-861.934	2,605.69
01/25/2024	AP-MB	273800	JOHNSON, BENJAMIN	SEWER CLAIM - FULL & FINAL PAYMENT	590-590-964.000	995.00
01/25/2024	AP-MB	273801	KENT COMMUNICATIONS INC	PROCESS & MAIL STATEMENTS - QTY	101-209-801.000	50.00
		273801		PERSONALIZED LETTER SETUP	101-209-801.000	0.00
		273801		INSERT 4, MATCH 3, SORT & MAIL	101-209-801.000	0.00
		273801		LETTER COLORED (1 SIDED)	101-209-801.000	0.00
						<hr/> 50.00
01/25/2024	AP-MB	273802	KENT COMMUNICATIONS INC	EST POSTAGE-2024 ASSESSMENT NOTICES	101-209-801.000	10,140.48
01/25/2024	AP-MB	273803	KENT COUNTY ROAD COMMISSION	MAINTENANCE ROAD & STREET-DEC 2023	202-202-778.001	168.93
01/25/2024	AP-MB	273804	ANDREW JOSEPH KOVAC	OFFICIATING PAY P.E. - 1/19/24	101-691-801.000	60.00
01/25/2024	AP-MB	273805	LOWES HOME IMPROVEMENT	SUPPLIES	101-441-740.000	689.14
		273805		PARK MAINT SUPPLIES	101-441-740.208	101.87
		273805		MAINTENANCE ROAD & STREET	202-202-778.001	463.44
						<hr/> 1,254.45
01/25/2024	AP-MB	273806	MICHIGAN MUNICIPAL LEAGUE	4TH QTR 2023 SUTA RETURN	101-000-244.000	62.87

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01/25/2024	AP-MB	273807	MICHIGAN SPORTS ACADEMIES -	EDUCATION & TRAINING	101-301-956.000	200.00
01/25/2024	AP-MB	273808	MIDWEST UNITED FC	CONTRACTUAL SERVICES	101-691-801.000	220.00
01/25/2024	AP-MB	273809	ONE SOURCE RENTAL	ADAPTIVE REC EXPO	101-693-740.000	449.80
01/25/2024	AP-MB	273810	PETTY CASH, KENI HUDENKO	SUPPLIES	101-691-740.000	108.39
		273810		SUPPLIES	101-693-740.000	12.00
						<hr/> 120.39
01/25/2024	AP-MB	273811	PITNEY BOWES INC	METER RENTAL - 11/1/23-1/31/24	101-101-728.000	226.98
01/25/2024	AP-MB	273812	RAYMOND SHONK	CONTRACTUAL SERVICES	101-691-801.000	231.00
01/25/2024	AP-MB	273813	PETER J SALHANEY	OFFICIATING PAY - P.E. 1/19/24	101-691-801.000	80.00
01/25/2024	AP-MB	273814	SESAC INC.	MUSIC PERFORMANCE LIC THRU12/31/24	101-693-807.000	1,888.00
01/25/2024	AP-MB	273815	SHULTS EQUIPMENT INC	SABRE WEAR PLATE 18" UNDERBODY	640-640-975.000	1,476.00
		273815		SABRE MEDIUM DUTY CURB GUARD	640-640-975.000	360.00
		273815		SABRE WEARPLATE 24" LOW ANGLE	640-640-975.000	930.00
		273815		48" SABRE HEAVY-DUTY BLADE	640-640-975.000	2,145.00
		273815		36" SABRE HEAVY-DUTY BLADE	640-640-975.000	1,620.00
		273815		SABRE HEAVY-DUTY CURB GUARD/RIGHT	640-640-975.000	570.00
		273815		SABRE HARDWARE KIT CURB GUARD	640-640-975.000	42.00
		273815		SABRE HARDWARE KIT SAB-36 5 BOLT	640-640-975.000	108.00
		273815		SABRE HARDWARE KIT WEAR PLATE 4	640-640-975.000	108.00
		273815		SABRE CURB ARMOR HEAVY-DUTY CURB	640-640-975.000	750.00
						<hr/> 8,109.00
01/25/2024	AP-MB	273816	SOUNDOFF SIGNAL	INVENTORY MTR POOL PARTS	101-000-114.000	858.12
01/25/2024	AP-MB	273817	ANTHONY J. MAISANO	EDUC & TRAINING ST POLICE	101-301-957.000	150.00
01/25/2024	AP-MB	273818	THOMPSON, VIRGINIA	DEPOSIT REFUND	101-000-669.691	175.00
01/25/2024	AP-MB	273819	VELCO PLUMBING	01b. Each Additional Inspection	101-000-202.001	40.00
		273819		02c. Bath Tub/Shower	101-000-202.001	5.00
		273819		02k. Lavatory	101-000-202.001	5.00
		273819		02v. Water Closet	101-000-202.001	5.00
						<hr/> 55.00
01/25/2024	AP-MB	273820	WESTVIEW CAPITAL, LLC	CONSTRUCTION - BRETON AVE	202-202-978.000	140,585.65

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01/25/2024	AP-MB	273821	WMPIF	2024 WMPIF DUES - J. NEWHOF	101-371-807.000	50.00
01/26/2024	AP-MB	1961 (A)	ACP ENTERTAINMENT INC	50% DEPOSIT - 7/4/24 CARNIVAL	101-000-123.001	8,875.00
01/26/2024	AP-MB	1962 (A)	ACTION INDUSTRIAL SUPPLY	UNIFORM EXPENSE - M. HALL	101-441-743.000	302.39
01/26/2024	AP-MB	1963 (A)	ADN ADMINISTRATORS, INC.	CONTRACTUAL SERV-DENTAL-FEB 2024	630-630-801.000	1,248.50
		1963 (A)		CONTRACTUAL SERV-VISION-FEB 2024	630-635-801.000	240.00
						<u>1,488.50</u>
01/26/2024	AP-MB	1964 (A)	AIS CONSTRUCTION EQUIPMENT	INVENTORY MTR POOL PARTS	101-000-114.000	192.59
01/26/2024	AP-MB	1965 (A)	ARROWHEAD UPFITTERS INC	PATROL VEHICLE ACCESSORIES	642-642-975.000	2,769.56
		1965 (A)		PATROL VEHICLE UPFITTING	642-642-975.000	2,500.00
		1965 (A)		PATROL VEHICLE DECOMMISSION	642-642-975.000	690.00
						<u>5,959.56</u>
01/26/2024	AP-MB	1966 (A)	AXON ENTERPRISE, INC.	TASER 7 LIVE CARTRIDGE	101-301-956.000	2,415.00
01/26/2024	AP-MB	1967 (A)	BERGER CHEVROLET	INVENTORY MTR POOL PARTS	101-000-114.000	83.35
01/26/2024	AP-MB	1968 (A)	JAM BEST ONE FLEET SERVICE	VEHICLE REPAIR & MAINTENANCE	101-336-861.934	333.24
01/26/2024	AP-MB	1969 (A)	BLOOM SLUGGETT, PC	LEGAL FEES - DEC 2023	101-101-804.000	33,031.50
		1969 (A)		LEGAL FEES - DEC 2023	101-301-804.000	18,000.00
						<u>51,031.50</u>
01/26/2024	AP-MB	1970 (A)	C. STODDARD & SON, INC.	SUPPLIES	101-441-740.000	50.00
01/26/2024	AP-MB	1971 (A)	REBECCA CAJKA	OFFICIATING PAY P.E. - 1/19/24	101-691-801.000	60.00
01/26/2024	AP-MB	1972 (A)	CORPORATE TECHNOLOGIES LLC	STORED DATA BACKUP - JANUARY 2024	101-258-801.000	400.00
01/26/2024	AP-MB	1973 (A)	CSI EMERGENCY APPARATUS LLC	INVENTORY MTR POOL PARTS	101-000-114.000	415.74
01/26/2024	AP-MB	1974 (A)	DINGES FIRE COMPANY	INVENTORY MTR POOL PARTS	101-000-114.000	864.71
01/26/2024	AP-MB	1975 (A)	DRUG SCREENS ONLY	CONTRACTUAL SERVICES	101-441-801.000	95.00
01/26/2024	AP-MB	1976 (A)	FIRST STOP HEALTH, LLC	CONTRACTUAL SERV - FEB 2024	630-625-801.000	1,090.00
01/26/2024	AP-MB	1977 (A)	FLYERS ENERGY LLC	GASOLINE EXP 9737	101-209-862.000	11.01
		1977 (A)		GASOLINE EXP 7079	101-301-862.000	5,222.47
		1977 (A)		GASOLINE EXP 7076	101-336-862.000	1,688.41

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		1977 (A)		GASOLINE EXP 7078	101-371-862.000	160.98
		1977 (A)		GASOLINE EXP 7077	101-441-862.000	11,603.87
		1977 (A)		GASOLINE EXP 9639	101-449-862.000	48.39
		1977 (A)		GASOLINE EXP 7080	101-691-862.000	26.73
						<hr/> 18,761.86
01/26/2024	AP-MB	1978 (A)	GORDON FOOD SERVICE	SUPPLIES	101-441-740.000	9.79
		1978 (A)		SUPPLIES	101-691-740.000	174.03
						<hr/> 183.82
01/26/2024	AP-MB	1979 (A)	GR CENTRAL IRON & STEEL	INVENTORY MTR POOL PARTS	101-000-114.000	98.47
01/26/2024	AP-MB	1980 (A)	GRAINGER INC	SUPPLIES	580-580-740.000	410.85
		1980 (A)		SUPPLIES	590-590-740.000	374.19
						<hr/> 785.04
01/26/2024	AP-MB	1981 (A)	GRAND RAPIDS GRAPHIX	SUPPLIES	101-441-740.000	80.00
01/26/2024	AP-MB	1982 (A)	SHELBY HENSHAW	TELEPHONE - 12/5/23-1/4/24	101-691-850.000	10.00
01/26/2024	AP-MB	1983 (A)	ROBERT HIGHLAND	VEHICLE MILEAGE - OCT 2023	101-258-864.000	14.04
		1983 (A)		VEHICLE MILEAGE - NOV 2023	101-258-864.000	7.15
		1983 (A)		VEHICLE MILEAGE - DEC 2023	101-258-864.000	7.80
						<hr/> 28.99
01/26/2024	AP-MB	1984 (A)	JX ENTERPRISES INC	VEHICLE REPAIR & MAINTENANCE	101-441-861.934	81.58
01/26/2024	AP-MB	1985 (A)	KIESLER'S POLICE SUPPLY	SIMUNITION FX9002 MASK BLK	101-301-740.000	864.00
		1985 (A)		SHIPPING - PROTECTIVE EQUIP	101-301-740.000	15.00
						<hr/> 879.00
01/26/2024	AP-MB	1986 (A)	LRE ENGINEERS & SURVEYORS	EAST PARIS AVE REHAB	202-202-810.000	1,580.00
		1986 (A)		52ND ST REHAB & WATERMAIN	202-202-810.000	2,505.00
		1986 (A)		40TH ST REHAB DESIGN	203-203-810.000	3,430.00
		1986 (A)		WETLAND DELINEATION NTE	408-408-975.000	1,000.00
		1986 (A)		SITE SURVEY NTE	408-408-975.000	2,000.00
		1986 (A)		52ND ST REHAB & WATERMAIN	580-580-810.000	626.25
						<hr/> 11,141.25
01/26/2024	AP-MB	1987 (A)	MADISON NATIONAL LIFE	PREPAID LIFE INSURANCE - FEB 2024	101-000-123.717	2,982.29
		1987 (A)		PREPD LONGTERM DISAB INS-FEB 2024	101-000-123.721	5,012.94
		1987 (A)		S-T-D INS - FEB 2024	101-000-229.000	1,536.65
		1987 (A)		EE VOL LIFE INS - FEB 2024	101-000-229.001	570.27

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						10,102.15
01/26/2024	AP-MB	1988 (A)	MARK'S BODY SHOP	INVENTORY MTR POOL PARTS	101-000-114.000	244.95
		1988 (A)		SUPPLY & INSTALL GRAPHICS TO	642-642-975.000	1,440.00
						1,684.95
01/26/2024	AP-MB	1989 (A)	MED-1 LEONARD LLC	SUPPLIES	101-691-740.000	23.00
01/26/2024	AP-MB	1990 (A)	MENARDS-WYOMING	CAPITAL OUTLAY	408-408-975.000	959.40
		1990 (A)		SUPPLIES	580-580-740.000	86.68
						1,046.08
01/26/2024	AP-MB	1991 (A)	MERL'S TOWING SERVICE, INC	CONTRACTUAL SERVICES	101-441-801.000	562.50
01/26/2024	AP-MB	1992 (A)	MORRISON INDUSTRIAL EQUIPMENT	INVENTORY MTR POOL PARTS	101-000-114.000	235.32
01/26/2024	AP-MB	1993 (A)	NAPA	INVENTORY MTR POOL PARTS	101-000-114.000	2,552.30
		1993 (A)		INVENTORY - LESS TAX \$.34	101-000-114.000	5.67
		1993 (A)		AUTO SUPPLIES	101-336-861.000	15.99
		1993 (A)		SUPPLIES	101-441-740.000	172.55
		1993 (A)		GASOLINE EXPENSE	101-441-862.000	298.20
		1993 (A)		TRACS RENTAL - NOV 2023	101-441-941.000	159.00
		1993 (A)		TRACS RENTAL - DEC 2023	101-441-941.000	159.00
						3,362.71
01/26/2024	AP-MB	1994 (A)	NETWORK SERVICES COMPANY	SUPPLIES	101-101-740.000	92.20
		1994 (A)		SUPPLIES	101-336-740.000	561.65
		1994 (A)		SUPPLIES	101-441-740.000	92.20
		1994 (A)		PARK MAINT SUPPLIES	101-441-740.208	182.68
						928.73
01/26/2024	AP-MB	1995 (A)	ON DUTY GEAR, LLC	UNIFORM EXPENSE - HORRMANN	101-301-743.000	203.97
01/26/2024	AP-MB	1996 (A)	PREIN & NEWHOF PC	ENGINEERING SERVICES - NOT-TO-	580-580-810.000	1,244.00
01/26/2024	AP-MB	1997 (A)	PRINTING SYSTEMS INC	SUPPLIES	101-191-740.000	488.66
01/26/2024	AP-MB	1998 (A)	PROGRESSIVE AE	JULIVAN & RIDGEWOOD - PE 12/29/23	203-203-810.000	854.70
		1998 (A)		JULIVAN & RIDGEWOOD - PE 12/29/23	580-580-810.000	621.60
		1998 (A)		JULIVAN & RIDGEWOOD - PE 12/29/23	590-590-810.000	466.20
						1,942.50
01/26/2024	AP-MB	1999 (A)	PURITY CYLINDER GASES	GASOLINE EXPENSE	101-441-862.000	151.35

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01/26/2024	AP-MB	2000 (A)	RHD TIRE COMPANY	INVENTORY MTR POOL PARTS	101-000-114.000	1,296.00
01/26/2024	AP-MB	2001 (A)	SECURALARM	CNTRL STN MONITORING - 1/1-3/31/24	101-101-801.000	99.00
		2001 (A)		CNTRL STN MONITORING - 1/1-3/31/24	101-101-940.000	3,426.00
		2001 (A)		CNTRL STN MONITORING - 1/1-3/31/24	101-136-801.000	36.00
		2001 (A)		CNTRL STN MONITORING - 1/1-3/31/24	101-301-801.000	84.00
		2001 (A)		CNTRL STN MONITORING - 1/1-3/31/24	101-441-801.000	84.00
		2001 (A)		REPAIR	101-441-934.000	45.00
		2001 (A)		CNTRL STN MONITORING - 1/1-3/31/24	101-691-801.000	120.00
		2001 (A)		CNTRL STN MONITORING - 1/1-3/31/24	101-738-801.000	60.00
		2001 (A)		CNTRL STN MONITORING - 1/1-3/31/24	580-580-801.000	204.00
		2001 (A)		CNTRL STN MONITORING - 1/1-3/31/24	590-590-801.000	60.00
						<hr/> 4,218.00
01/26/2024	AP-MB	2002 (A)	SECURITY INC.	CONTRACTUAL SERVICES - DEC 2023	101-136-801.000	347.92
01/26/2024	AP-MB	2003 (A)	SMART BUSINESS SOURCE LLC	SUPPLIES	101-101-740.000	256.78
		2003 (A)		SUPPLIES	101-136-740.000	608.85
		2003 (A)		OFFICE SUPPLIES	101-301-727.000	823.91
		2003 (A)		SUPPLIES	101-441-740.000	12.66
						<hr/> 1,702.20
01/26/2024	AP-MB	2004 (A)	SPALDING DEDECKER ASSOCIATES	BGR23-003 - PESC230003	101-000-202.001	152.00
01/26/2024	AP-MB	2005 (A)	SPARK 43 LLC	DESIGN SERVICES COMMUNITY CENTER	408-408-975.000	83,132.64
		2005 (A)		CC APPROVED CONTINGENCY - 10%	408-408-975.000	22.31
						<hr/> 83,154.95
01/26/2024	AP-MB	2006 (A)	SPARTAN STORES LLC	SUPPLIES	101-691-740.000	42.55
01/26/2024	AP-MB	2007 (A)	TELNET WORLDWIDE INC	TELEPHONE - 1/15-2/14/24	101-101-850.000	878.46
01/26/2024	AP-MB	2008 (A)	TERMINAL SUPPLY	INVENTORY MTR POOL PARTS	101-000-114.000	169.13
01/26/2024	AP-MB	2009 (A)	TRUCK & TRAILER SPECIALTIES	INVENTORY MTR POOL PARTS	101-000-114.000	4,386.67
01/26/2024	AP-MB	273822	CITY OF KENTWOOD TREASURER	DUE TO CUSTOMER	101-000-202.001	1.73
		273822		DUE TO CUSTOMER	205-000-202.001	3.49
		273822		DUE TO CUSTOMER	271-000-202.001	0.19
						<hr/> 5.41
02/01/2024	AP-MB	273823	AB LOCK & SAFE INC	PARK MAINT SUPPLIES	101-441-740.208	354.00

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		273823		SUPPLIES	101-738-740.000	15.00
						<hr/> 369.00
02/01/2024	AP-MB	273824	ACCURATE SAFETY DISTRIBUTORS	HCN SENSORS FOR TOXIRAE PRO	101-336-854.000	1,110.00
		273824		FREIGHT - HCN SENSORS	101-336-854.000	14.98
						<hr/> 1,124.98
02/01/2024	AP-MB	273825	AMERICAN HOME FITNESS	TRUE EMERGE CONSOLE TM	101-336-975.000	699.00
		273825		TRUE TC400 TREADMILL BASE	101-336-975.000	6,500.00
		273825		POS CUSTOM DISCOUNT	101-336-975.000	(2,306.00)
						<hr/> 4,893.00
02/01/2024	AP-MB	273826	AT&T	616 656 3333 777 0 - 1/19-2/18/24	101-101-850.000	51.68
		273826		616 698 6580 556 3 - 1/19-2/18/24	101-301-850.000	2,905.92
		273826		616 534 7117 767 3 - 1/22-2/21/24	101-336-850.000	113.04
		273826		616 554 1233 256 7 - 1/19-2/18/24	101-738-850.000	51.77
						<hr/> 3,122.41
02/01/2024	AP-MB	273827	BLDI, INC	CONTRACTUAL SERVICES - PE 12/31/23	101-336-801.000	206.40
02/01/2024	AP-MB	273828	CALEDONIA COMMUNITY SCHOOLS	TAX - W TAX 23	703-000-225.050	74,329.15
02/01/2024	AP-MB	273829	CALEDONIA SPORTSMAN'S CLUB	PISTOL RANGE RENT - JANUARY 2024	101-301-740.000	900.00
02/01/2024	AP-MB	273830	CHERRY VALLEY STOVE & SAW	CAPITAL OUTLAY	640-640-975.000	1,421.99
02/01/2024	AP-MB	273831	JOHN MICHAEL CHRISTENSEN	VISITING JUDGE - 1/18-1/19/24	101-136-801.000	848.24
02/01/2024	AP-MB	273832	CONSUMERS ENERGY	100000185502	101-101-920.000	4,363.62
		273832		100000185502	101-136-920.000	2,101.15
		273832		100000185502	101-301-920.000	4,902.69
		273832		100013677677	101-336-920.000	1,186.46
		273832		100000185247	101-336-920.000	2,435.45
		273832		100040306902	101-441-920.000	37.04
		273832		100023427170	101-441-920.000	4,388.74
		273832		100019448198	101-441-920.000	35.01
		273832		100011131024	101-441-920.000	86.11
		273832		100086447073	101-441-920.000	49.15
		273832		103037845452 - COVENANT	101-441-920.000	851.51
		273832		100025391192	101-691-920.000	1,585.83
		273832		100000185601	101-738-920.000	5,210.40
		273832		100077120697	202-202-778.001	31.39
		273832		100079875348	202-202-778.001	31.56

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		273832		100014708596	202-202-778.002	29.24
		273832		100040623397	219-219-920.000	31.82
		273832		100000185601	230-000-040.000	2,255.51
		273832		100021705742	580-580-920.000	552.06
		273832		100000188035	580-580-920.000	8,071.03
		273832		100000185601	580-580-920.001	685.54
						<hr/> 38,921.31
02/01/2024	AP-MB	273833	CONSUMERS ENERGY	MI7835 KEN-E TRAIL - PHASE 3	101-441-740.208	650.00
02/01/2024	AP-MB	273834	COURT COMPLIANCE CORPORATION	CONTRACTUAL SERV - DEC 2023	101-136-801.000	1,382.50
02/01/2024	AP-MB	273835	DEBLAAY, MIKE	REFUND - FROZEN FRENZY	101-000-612.000	30.00
02/01/2024	AP-MB	273836	CORINNE DERENGOWSKI	ACCTS RECEIVABLE-7/1/23-1/22/24	101-000-040.000	(175.55)
		273836		TELEPHONE - 7/1/23-1/22/24	101-201-850.000	315.00
		273836		VEHICLE MILEAGE - 7/1/23-1/22/24	101-201-864.000	146.51
						<hr/> 285.96
02/01/2024	AP-MB	273837	DTE ENERGY	910021332135	101-101-921.000	1,952.14
		273837		910020347175	101-336-921.000	1,404.40
		273837		910021319710	101-336-921.000	1,571.46
		273837		910020310231	101-336-921.000	2,014.48
		273837		920019163954 - COVENANT	101-441-921.000	329.20
		273837		910021332317	101-441-921.000	3,024.33
		273837		910021319520	580-580-921.000	301.41
		273837		910021319942	580-580-921.001	178.40
						<hr/> 10,775.82
02/01/2024	AP-MB	273838	DYLAN ERRIDGE	VEHICLE MILEAGE - JAN 2024	580-580-864.000	60.30
		273838		VEHICLE MILEAGE - JAN 2024	590-590-864.000	60.30
						<hr/> 120.60
02/01/2024	AP-MB	273839	FIFTH THIRD BANK	KENTWOOD PENSION PE 1/26/24	101-000-245.000	3,383.96
02/01/2024	AP-MB	273840	FOREST HILLS PUBLIC SCHOOLS	TAX - W TAX 23	703-000-225.110	244,206.24
02/01/2024	AP-MB	273841	GILSON GRAPHICS	#10 BULK WINDOW ENVELOPES	101-101-740.000	304.27
		273841		SUPPLIES	101-136-740.000	335.65
						<hr/> 639.92
02/01/2024	AP-MB	273842	GRAND RAPIDS CITY TREASURER	BGR23-001 - PESC230001	101-000-202.001	13,563.75

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02/01/2024	AP-MB	273843	GRAND RAPIDS COMMUNITY COLLEGE TAX - S TAX 23		703-000-224.001	2,083.30
02/01/2024	AP-MB	273844	GRAND RAPIDS POLICE DEPARTMENT EDUC & TRAINING ST POLICE		101-301-957.000	1,295.00
02/01/2024	AP-MB	273845	HERRBOLDT, MICAH	FROZEN FRENZY CANCELLED	101-000-612.000	35.00
02/01/2024	AP-MB	273846	HOEKSTRA TRUCK EQUIPMENT CO.,	INVENTORY MTR POOL PARTS	101-000-114.000	346.00
02/01/2024	AP-MB	273847	TIM HUGHES	TOOL ALLOWANCE - T. HUGHES	101-441-740.000	159.00
02/01/2024	AP-MB	273848	IAEI	2024 IAEI DUES - R. OSTERINK	101-371-807.000	120.00
		273848		2024 IAEI DUES - M. KOWALCZYK	101-371-807.000	120.00
						<hr/> 240.00
02/01/2024	AP-MB	273849	IMPACT RESCUE LLC	HOSE CORE 32' BLUE	101-336-740.000	1,265.00
		273849		SHIPPING - HOSE	101-336-740.000	20.00
						<hr/> 1,285.00
02/01/2024	AP-MB	273850	INTERNATIONAL CODE COUNCIL	ICC MEMBERSHIP DUES	101-336-807.000	292.00
02/01/2024	AP-MB	273851	INTERURBAN TRANSIT PARTNERSHIP TAX - S TAX 23		703-000-223.001	1,716.14
02/01/2024	AP-MB	273852	JONES, CATHY	(2) MAILBOXES DAMAGED BY PLOW	203-203-778.003	71.40
02/01/2024	AP-MB	273853	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - S TAX 23	703-000-225.140	3,353.85
02/01/2024	AP-MB	273854	KELLOGGSVILLE PUBLIC SCHOOLS	TAX - W TAX 23	703-000-225.140	317,330.44
02/01/2024	AP-MB	273855	KENOWA MUN FED CREDIT UNION	UNION -SGTS 47629-001 PE 1/26/24	101-000-238.000	327.50
02/01/2024	AP-MB	273856	KENT COMMUNICATIONS INC	POSTAGE - JAN 2024	101-101-728.000	341.88
		273856		CONTRACTUAL SERV - JAN 2024	101-101-801.000	72.00
						<hr/> 413.88
02/01/2024	AP-MB	273857	KENT COMMUNICATIONS INC	SPOTLIGHT NEWSLETTER	101-101-900.000	1,428.62
		273857		POSTAGE BAL W 2023 TAX BILLS	101-253-728.000	0.54
		273857		WINTER 2023 TAX BILLS	101-253-900.000	3,899.29
						<hr/> 5,328.45
02/01/2024	AP-MB	273858	KENT COUNTY ANIMAL SHELTER	DOG LICENSES - OCT-DEC 2023	101-000-453.001	260.00
02/01/2024	AP-MB	273859	KENT COUNTY TREASURER	SET - S TAX 23	703-000-228.000	2,305.63
02/01/2024	AP-MB	273860	KENT COUNTY TREASURER	TAX - S TAX 23	703-000-222.000	5,037.38

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02/01/2024	AP-MB	273861	KENT COUNTY TREASURER	TAX - W TAX 23	703-000-222.000	1,099,067.33
02/01/2024	AP-MB	273862	KENT DISTRICT LIBRARY	TAX - W TAX 23	703-000-223.000	614,962.14
02/01/2024	AP-MB	273863	KENT INTERMEDIATE SCHOOL DIST	TAX - S TAX 23	703-000-224.000	6,639.32
02/01/2024	AP-MB	273864	CITY OF KENTWOOD - UTILITY	WATER & SEWER EXP - 628-0068-01-00	101-441-922.000	603.78
		273864		WATER & SEWER EXP - 630-0068-06-00	101-441-922.000	264.09
		273864		WATER & SEWER EXP - 630-0068-02-00	101-691-922.000	142.94
						1,010.81
02/01/2024	AP-MB	273865	KENTWOOD PUBLIC SCHOOLS	TAX - S TAX 23	703-000-225.160	4,309.86
02/01/2024	AP-MB	273866	KENTWOOD PUBLIC SCHOOLS	TAX - W TAX 23	703-000-225.160	1,841,595.95
02/01/2024	AP-MB	273867	KLEYN ELECTRIC, INC.	INSTALLING AN OUTLET FOR DURA	101-441-934.000	1,055.00
		273867		INSTALLING A CORD DROP	101-441-934.000	1,375.00
						2,430.00
02/01/2024	AP-MB	273868	BEN KURAKAZUSAMPSON	ATHLETIC SHOE REIMB	101-336-743.000	75.00
02/01/2024	AP-MB	273869	LASKO, VALERIE	MAILBOX SNOWPLOW DAMAGE REIMB	203-203-778.003	70.00
02/01/2024	AP-MB	273870	LIAISON LINGUISTICS, LLC	CONTRACTUAL SERV - DEC 2023	101-136-801.000	140.00
02/01/2024	AP-MB	273871	MDJA	2024 MDJA DUES - A. STERKENBURG	101-136-807.000	350.00
02/01/2024	AP-MB	273872	MICHIGAN CAT	INVENTORY MTR POOL PARTS	101-000-114.000	135.33
02/01/2024	AP-MB	273873	MISDU	WITHLD FOC PE 1/26/24	101-000-231.000	1,233.79
02/01/2024	AP-MB	273874	JAMES NORTON	VEHICLE MILEAGE - JULY-DEC 2023	101-441-864.000	100.10
02/01/2024	AP-MB	273875	OLD GROWTH TREE SERVICES	TREE REMOVAL	101-441-963.000	2,475.00
02/01/2024	AP-MB	273876	62-B DISTRICT COURT - PETTY	SUPPLIES	101-136-740.000	5.93
		273876		WITNESS FEES & JURY FEES	101-136-806.000	103.57
						109.50
02/01/2024	AP-MB	273877	62-B DISTRICT COURT - PETTY	WITNESS FEES & JURY FEES	101-136-806.000	503.40
02/01/2024	AP-MB	273878	PINE REST CHRISTIAN MENTAL	CONTRACTUAL SERVICES - R.M.	101-136-801.000	1,250.00
02/01/2024	AP-MB	273879	PR WOODLAND ANCHOR-S LLC AND	BROWNFIELD SUMMER 2023 TAX CAPTURE	243-243-963.000	156,459.99

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02/01/2024	AP-MB	273880	REDWOOD TOXICOLOGY LABORATORY	SUPPLIES	101-136-740.000	1,839.83
02/01/2024	AP-MB	273881	REGREEN EQUIPMENT LLC	EQUIPMENT RENTAL	101-441-745.000	1,485.00
02/01/2024	AP-MB	273882	ANDREW RICH	VEHICLE MILEAGE - NOV 2023	101-441-864.000	46.80
02/01/2024	AP-MB	273883	RANDY RUESINK	VEHICLE MILEAGE - JAN 2024	101-441-864.000	37.52
02/01/2024	AP-MB	273884	LEKESHA SHAUGHNESSY	TELEPHONE - JAN 2024	101-371-850.000	45.00
02/01/2024	AP-MB	273885	SIR SPEEDY	EXPENSE-CITY COMMISSION	101-101-729.000	65.32
		273885		SUPPLIES	101-371-740.000	624.19
						<hr/> 689.51
02/01/2024	AP-MB	273886	SKILLSURVEY INC	SOFTWARE	101-226-940.000	3,500.00
02/01/2024	AP-MB	273887	SOCCER BUDDIES	CONTRACTUAL SERVICES	101-691-801.000	60.00
02/01/2024	AP-MB	273888	SUPERIOR ASPHALT INC	MAINT & REPAIR OTHER	580-580-784.000	310.00
02/01/2024	AP-MB	273889	T. REX & THE RABBIT FOODS, LLC	CONTRACTUAL SERVICES	101-691-801.000	288.75
02/01/2024	AP-MB	273890	T. REX & THE RABBIT FOODS, LLC	SUPPLIES	101-691-740.000	41.36
02/01/2024	AP-MB	273891	TODD WENZEL BUICK GMC	VEHICLE REPAIR & MAINTENANCE	101-301-861.934	239.95
		273891		CLAIMS - LESS TAX \$215.56	101-301-964.000	5,055.02
		273891		VEHICLE REPAIR & MAINTENANCE	101-336-861.934	1,516.87
						<hr/> 6,811.84
02/01/2024	AP-MB	273892	THE UPS STORE - #412	POSTAGE	101-336-728.000	293.26
02/01/2024	AP-MB	273893	VERIZON CONNECT NWF INC	CONTRACTUAL SERV - DEC 2023	101-441-801.000	755.55
02/01/2024	AP-MB	273894	VERIZON WIRELESS	TELEPHONE - 1/11-2/10/24	101-136-850.000	93.12
		273894		TELEPHONE - 1/11-2/10/24	101-137-850.000	46.56
		273894		TELEPHONE - 1/11-2/10/24	101-201-850.000	47.83
		273894		INTERNET - 1/11-2/10/24	101-201-923.000	38.33
		273894		TELEPHONE - 1/11-2/10/24	101-253-850.000	47.83
		273894		TELEPHONE - 1/11-2/10/24	101-258-850.000	95.66
		273894		TELEPHONE - 1/11-2/10/24	101-371-850.000	141.07
		273894		TELEPHONE - 1/11-2/10/24	101-441-850.000	568.51
		273894		INTERNET - 1/11-2/10/24	101-441-923.000	108.03
		273894		TELEPHONE - 1/11-2/10/24	101-449-850.000	46.56

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		273894		TELEPHONE - 1/11-2/10/24	101-691-850.000	183.06
		273894		INTERNET - 1/11-2/10/24	101-691-923.000	18.01
		273894		INTERNET - 1/11-2/10/24	101-693-923.000	18.00
		273894		TELEPHONE - 1/11-2/10/24	580-580-850.000	129.83
						<hr/> 1,582.40
02/01/2024	AP-MB	273895	ZYLSTRA DOOR	REPAIR	101-441-934.000	276.00
TOTAL - ALL FUNDS				TOTAL OF 367 CHECKS		9,675,696.86

--- GL TOTALS ---

101-000-040.000	ACCOUNTS RECEIVABLE	(21.65)
101-000-114.000	INVENTORY MTR POOL PARTS	20,009.86
101-000-123.001	PREPAID EXPENSE	8,875.00
101-000-123.717	PREPAID LIFE INSURANCE	2,982.29
101-000-123.721	PREPD LONGTERM DISAB INS	5,012.94
101-000-202.001	DUE TO CUSTOMER	22,045.80
101-000-229.000	ACCIDENT/DISABILITY INS	1,536.65
101-000-229.001	EE VOL LIFE INS	570.27
101-000-231.000	WITHHOLDING FOC/GARNISH	2,467.58
101-000-236.000	EMPLOYEE CHARITABLE CONTRIBUTIONS	1,610.33
101-000-238.000	UNION DUES WHD -POLICE	602.50
101-000-244.000	SUTA PAYABLE	62.87
101-000-245.000	PENSION WITHHOLDING	6,240.32
101-000-453.001	DOG LICENSES	260.00
101-000-612.000	RECREATION FEES	65.00
101-000-669.691	RENTAL INCOME - REC DEPT	275.00
101-000-687.000	CASH DISCOUNTS	(3.07)
101-000-695.400	OTHER REVENUE - PLANNING	200.00
101-101-725.000	OTHER EMPLOYEE BENEFITS	744.62
101-101-728.000	POSTAGE	1,080.90
101-101-729.000	EXPENSE-CITY COMMISSION	171.07
101-101-740.000	SUPPLIES	1,523.28
101-101-740.005	SUPPLIES-VENDING/BRKROOM	84.53
101-101-801.000	CONTRACTUAL SERVICES	57,388.72
101-101-803.001	AUDIT FEES	675.00
101-101-804.000	LEGAL FEES	35,243.75
101-101-850.000	TELEPHONE	5,931.93
101-101-900.000	PRINTING & PUBLISHING	1,428.62
101-101-920.000	ELECTRIC	4,363.62
101-101-921.000	HEAT	1,952.14
101-101-940.000	SOFTWARE MAINT/SUBSCRIPTIONS/LICENSES	3,426.00
101-101-941.000	MAINTENANCE AGREEMENTS	(0.42)
101-101-963.000	OTHER EXPENSES	119.44
101-136-740.000	SUPPLIES	5,389.09
101-136-801.000	CONTRACTUAL SERVICES	8,957.83
101-136-806.000	WITNESS FEES & JURY FEES	606.97
101-136-807.000	MEMBERSHIP DUES	465.79
101-136-850.000	TELEPHONE	93.12
101-136-920.000	ELECTRIC	2,101.15

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101-136-934.000			REPAIR			206.85
101-136-941.000			MAINTENANCE AGREEMENTS			1,837.00
101-137-740.000			SUPPLIES			100.00
101-137-801.000			CONTRACTUAL SERVICES			4,730.95
101-137-850.000			TELEPHONE			46.56
101-171-740.000			SUPPLIES			145.41
101-171-807.000			MEMBERSHIP DUES			116.98
101-171-956.000			EDUCATION & TRAINING			10.00
101-191-740.000			SUPPLIES			557.27
101-191-941.000			MAINTENANCE AGREEMENTS			10,110.00
101-201-740.000			SUPPLIES			335.67
101-201-807.000			MEMBERSHIP DUES			628.01
101-201-850.000			TELEPHONE			452.83
101-201-864.000			VEHICLE MILEAGE			181.16
101-201-923.000			INTERNET			38.33
101-201-941.000			MAINTENANCE AGREEMENTS			(0.44)
101-209-740.000			SUPPLIES			34.44
101-209-801.000			CONTRACTUAL SERVICES			11,388.39
101-209-807.000			MEMBERSHIP DUES			774.07
101-209-862.000			GASOLINE EXPENSE			40.48
101-215-740.000			SUPPLIES			51.24
101-226-740.000			SUPPLIES			14.31
101-226-801.000			CONTRACTUAL SERVICES			1,352.00
101-226-807.000			MEMBERSHIP DUES			41.98
101-226-940.000			SOFTWARE MAINT/SUBSCRIPTIONS/LICENSES			3,500.00
101-253-728.000			POSTAGE			0.54
101-253-740.000			SUPPLIES			76.78
101-253-801.000			CONTRACTUAL SERVICES			137.84
101-253-850.000			TELEPHONE			47.83
101-253-900.000			PRINTING & PUBLISHING			3,899.29
101-253-956.000			EDUCATION & TRAINING			767.93
101-258-801.000			CONTRACTUAL SERVICES			1,161.75
101-258-850.000			TELEPHONE			95.66
101-258-864.000			VEHICLE MILEAGE			28.99
101-258-941.000			MAINTENANCE AGREEMENTS			363.91
101-301-727.000			OFFICE SUPPLIES			1,384.15
101-301-740.000			SUPPLIES			8,326.35
101-301-743.000			UNIFORM EXPENSE			3,723.01
101-301-801.000			CONTRACTUAL SERVICES			7,408.99
101-301-804.000			LEGAL FEES			18,000.00
101-301-807.000			MEMBERSHIP DUES			9.99
101-301-808.000			JAIL PER DIEM/ARREST PROCESSING FEES			9,214.59
101-301-850.000			TELEPHONE			3,156.16
101-301-861.000			AUTO SUPPLIES			264.00
101-301-861.934			VEHICLE REPAIR & MAINTENANCE			239.95
101-301-862.000			GASOLINE EXPENSE			11,000.47
101-301-864.000			VEHICLE MILEAGE			362.57
101-301-920.000			ELECTRIC			4,902.69
101-301-934.000			REPAIR			482.65
101-301-941.000			MAINTENANCE AGREEMENTS			3,009.23
101-301-952.000			CROSSING GUARDS			2,710.39
101-301-956.000			EDUCATION & TRAINING			4,915.87

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101-301-957.000			EDUC & TRAINING ST POLICE			1,445.00
101-301-964.000			CLAIMS			5,055.02
101-302-740.000			SUPPLIES			75.00
101-336-728.000			POSTAGE			293.26
101-336-740.000			SUPPLIES			6,816.20
101-336-743.000			UNIFORM EXPENSE			5,030.08
101-336-801.000			CONTRACTUAL SERVICES			420.85
101-336-807.000			MEMBERSHIP DUES			823.00
101-336-850.000			TELEPHONE			113.04
101-336-854.000			CIVIL DEFENSE			2,364.60
101-336-861.000			AUTO SUPPLIES			202.91
101-336-861.934			VEHICLE REPAIR & MAINTENANCE			1,850.11
101-336-862.000			GASOLINE EXPENSE			3,229.24
101-336-920.000			ELECTRIC			3,621.91
101-336-921.000			HEAT			4,990.34
101-336-934.000			REPAIR			382.20
101-336-956.000			EDUCATION & TRAINING			2,252.28
101-336-964.000			CLAIMS			398.95
101-336-975.000			CAPITAL OUTLAY			4,893.00
101-371-740.000			SUPPLIES			693.96
101-371-807.000			MEMBERSHIP DUES			745.00
101-371-850.000			TELEPHONE			186.07
101-371-862.000			GASOLINE EXPENSE			273.32
101-400-740.000			SUPPLIES			24.82
101-400-807.000			MEMBERSHIP DUES			35.99
101-441-740.000			SUPPLIES			4,334.83
101-441-740.208			PARK MAINT SUPPLIES			2,100.64
101-441-743.000			UNIFORM EXPENSE			2,769.68
101-441-745.000			EQUIPMENT RENTAL			2,435.00
101-441-801.000			CONTRACTUAL SERVICES			25,139.97
101-441-807.000			MEMBERSHIP DUES			210.00
101-441-850.000			TELEPHONE			544.40
101-441-861.934			VEHICLE REPAIR & MAINTENANCE			3,239.27
101-441-862.000			GASOLINE EXPENSE			14,315.26
101-441-864.000			VEHICLE MILEAGE			210.42
101-441-920.000			ELECTRIC			5,574.74
101-441-921.000			HEAT			3,353.53
101-441-922.000			WATER & SEWER EXPENSE			867.87
101-441-923.000			INTERNET			108.03
101-441-934.000			REPAIR			3,378.00
101-441-941.000			MAINTENANCE AGREEMENTS			9,547.98
101-441-956.000			EDUCATION & TRAINING			371.20
101-441-963.000			OTHER EXPENSES			2,599.95
101-449-740.000			SUPPLIES			62.00
101-449-850.000			TELEPHONE			64.68
101-449-862.000			GASOLINE EXPENSE			48.39
101-449-956.000			EDUCATION & TRAINING			270.00
101-691-740.000			SUPPLIES			2,242.83
101-691-801.000			CONTRACTUAL SERVICES			4,640.49
101-691-807.000			MEMBERSHIP DUES			872.48
101-691-850.000			TELEPHONE			203.06
101-691-862.000			GASOLINE EXPENSE			89.13

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101-691-864.000			VEHICLE MILEAGE		587.60	
101-691-920.000			ELECTRIC		1,585.83	
101-691-922.000			WATER & SEWER EXPENSE		142.94	
101-691-923.000			INTERNET		18.01	
101-691-951.000			SCHOOL FACILITY CHARGES		450.00	
101-691-956.000			EDUCATION & TRAINING		550.00	
101-693-740.000			SUPPLIES		1,970.53	
101-693-801.000			CONTRACTUAL SERVICES		300.00	
101-693-807.000			MEMBERSHIP DUES		2,401.47	
101-693-864.000			VEHICLE MILEAGE		102.05	
101-693-923.000			INTERNET		18.00	
101-738-740.000			SUPPLIES		102.44	
101-738-801.000			CONTRACTUAL SERVICES		9,148.92	
101-738-850.000			TELEPHONE		51.77	
101-738-920.000			ELECTRIC		5,210.40	
202-202-778.001			MAINTENANCE ROAD & STREET		2,927.70	
202-202-778.002			MAINTENACE TRAFFIC		35,014.28	
202-202-778.006			ST SIGN INSTALLATION		1,242.22	
202-202-810.000			ENGINEERING SERVICES		11,138.90	
202-202-978.000			CONSTRUCTION		140,585.65	
203-203-778.001			MAINTENANCE ROAD & STREET		542.50	
203-203-778.003			MAINTENANCE WINTER		141.40	
203-203-778.006			ST SIGN INSTALLATION		1,260.97	
203-203-810.000			ENGINEERING SERVICES		4,284.70	
205-000-202.001			DUE TO CUSTOMER		3.49	
213-213-778.004			MAINTENANCE DRAINS		3,261.06	
219-219-920.000			ELECTRIC		31.82	
230-000-040.000			ACCOUNTS RECEIVABLE		2,255.51	
243-243-963.000			OTHER EXPENSES		156,459.99	
271-000-202.001			DUE TO CUSTOMER		0.19	
285-285-740.000			SUPPLIES		5.38	
401-401-975.000			CAPITAL OUTLAY		9,843.23	
401-401-975.014			CAPITAL-WORKSTATION REPLC		7,130.31	
408-408-975.000			CAPITAL OUTLAY		97,734.52	
580-000-040.000			ACCOUNTS RECEIVABLE		217.70	
580-000-206.000			PAYABLES YEAR END		(22,422.32)	
580-580-740.000			SUPPLIES		1,004.25	
580-580-778.000			MAINTENANCE		3,261.06	
580-580-781.000			MAINTENANCE HYDRANT-WATER		3,973.57	
580-580-783.000			MAINTENANCE PUMP EQUIP		629.46	
580-580-784.000			MAINT & REPAIR OTHER		4,339.31	
580-580-801.000			CONTRACTUAL SERVICES		2,364.89	
580-580-810.000			ENGINEERING SERVICES		2,491.85	
580-580-850.000			TELEPHONE		129.83	
580-580-864.000			VEHICLE MILEAGE		60.30	
580-580-920.000			ELECTRIC		8,623.09	
580-580-920.001			ELECTRIC-HP		685.54	
580-580-921.000			HEAT		301.41	
580-580-921.001			HEAT-HP		178.40	
580-580-934.000			REPAIR		1,076.72	
580-580-960.000			WATER PURCHASES		84,833.74	
580-580-960.001			WATER PURCHASES-HP		16,324.65	

Check Date	Bank	Check #	Payee	Description	GL #	Amount
580-580-975.000				CAPITAL OUTLAY		129,648.60
590-000-206.000				PAYABLES YEAR END		(112.61)
590-590-740.000				SUPPLIES		933.69
590-590-778.000				MAINTENANCE		4,348.06
590-590-801.000				CONTRACTUAL SERVICES		60.00
590-590-810.000				ENGINEERING SERVICES		466.20
590-590-850.000				TELEPHONE		156.88
590-590-864.000				VEHICLE MILEAGE		60.30
590-590-934.000				REPAIR		350.00
590-590-961.000				SEWER SERVICES PURCHASED		189,578.75
590-590-964.000				CLAIMS		995.00
630-625-801.000				CONTRACTUAL SERVICES		1,090.00
630-625-964.716				CLAIMS - MEDICAL		13,128.58
630-630-801.000				CONTRACTUAL SERVICES		1,248.50
630-630-964.720				CLAIMS - DENTAL		14,072.86
630-635-801.000				CONTRACTUAL SERVICES		240.00
630-635-964.722				CLAIMS-VISION		737.00
640-640-975.000				CAPITAL OUTLAY		10,729.99
641-641-975.000				CAPITAL OUTLAY		286,484.14
642-642-975.000				CAPITAL OUTLAY		23,032.81
703-000-202.001				DUE TO CUSTOMER		2,332.80
703-000-222.000				DUE TO COUNTY		1,841,220.60
703-000-223.000				DUE TO DISTRICT LIBRARY		1,024,030.38
703-000-223.001				DUE TO INTERURBAN TRANSIT PARTNERSHIP		3,426.13
703-000-224.000				DUE TO INTERMEDIATE SCHOOL DISTRICT		13,978.44
703-000-224.001				DUE TO COMMUNITY COLLEGE		5,023.79
703-000-225.050				DUE TO CALEDONIA PUBLIC SHCOOLS		406,000.52
703-000-225.110				DUE TO FOREST HILLS PUBLIC SCHOOLS		430,107.24
703-000-225.140				DUE TO KELLOGGSVILLE PUBLIC SCHOOLS		525,705.77
703-000-225.160				DUE TO KENTWOOD PUBLIC SCHOOLS		3,674,398.80
703-000-228.000				DUE TO SET		4,912.52
				TOTAL		9,675,696.86

**PROPOSED MINUTES OF THE REGULAR MEETING
OF THE KENTWOOD CITY COMMISSION
HELD JANUARY 16, 2024
Commission Chambers**

Mayor Stephen Kepley called the meeting to order at 7:00 P.M.

Commissioner Coughlin led the Pledge of Allegiance to the Flag.

Reverend Jay Jones of Pentecostals of Kentwood Church gave the invocation.

Roll Call: Present: Commissioners: Betsy Artz, Robert Coughlin, Maurice Groce, David Moore II, Clarkston Morgan, Jessica Ann Tyson and Mayor Stephen Kepley.

Staff Present: Executive Assistant Stephenie Fox, Deputy City Administrator Shay Gallagher, Finance Director Keyla Garcia, Public Works Director Chad Griffin, City Clerk Dan Kasunic, Engineering & Inspections Director Jim Kirkwood, Police Chief Bryan Litwin, Fire Chief Brent Looman, Parks and Recreation Director Val Romeo, Fire Department Administrative Assistant Nancy Shane, City Attorney Jeff Sluggett, Maintenance Supervisor Matt Wardell, Court Administrator Michelle White, and Sabo representative Anna Kendall.

Seven (7) citizens attended the meeting.

Motion by Morgan, seconded by Artz, to **approve the agenda**, with the following addenda: add 13(g) fundraising consultant agreement.

Motion Carried.

CONSENT AGENDA: (All items under this section are considered to be routine and will be enacted by one motion with no discussion. If discussion is desired by a Commission member, that member may request removal of an item from the Consent Agenda.)

Motion by Artz, seconded by Groce, to approve the Consent Agenda as follows:

- A. Receive and file minutes of the Committee of the Whole held on January 8, 2024.
- B. Payables for the City totaling \$286,805.92.

Roll Call Vote: Yeas: All. Nays: None. Absent: None.

Motion Carried.

Motion by Coughlin, seconded by Tyson, to **approve the minutes** of the January 8, 2024 City Commission Meeting as distributed.

Motion Carried.

PRESENTATIONS AND PROCLAMATIONS:

POLICE AND FIRE DEPARTMENT MONTHLY REPORTS.

FIRE DEPARTMENT MONTHLY REPORT FOR DECEMBER 2023.

Fire Chief Looman reviewed the December 2023 Monthly Fire Department Report

POLICE DEPARTMENT MONTHLY REPORT FOR DECEMBER 2023.

Police Chief Litwin reviewed the December 2023 Monthly Police Department Report. Chief Litwin spoke of the food drive contest between the Fire Department and the Police Department and stated the Fire Department beat them by 2900 pounds all for the benefit of the little food pantry. He noted that some officers assisted fire fighters and others to deliver toys to young patients at Helen DeVos Children's Hospital. He informed the commission that Woodland Mall will be reducing their hours and close at 8p.m. during the week and close at 6p.m. on Sundays.

Motion by Artz, seconded by Tyson, to receive and file the Police and Fire Departments Monthly Report for December 2023.

Motion Carried.

COMMUNICATIONS AND PETITIONS:

APPROVE AN AGREEMENT AS DISCUSSED IN THE JANUARY 8TH AND JANUARY 16, 2024 COMMITTEE OF THE WHOLE CLOSED SESSION AND AUTHORIZE ACTION NECESSARY TO EFFECTUATE APPROVAL.

Motion by Groce, seconded by Tyson, to approve an agreement as discussed in the January 8th and January 16, 2024 Committee of the Whole Closed Session and to authorize action necessary to effectuate approval.

Motion Carried.

CONDITIONAL APPROVAL FOR CHANGES IN MASTER PLAN LAND USE DESIGNATION FROM INDUSTRIAL TO COMMERCIAL FOR THE NE QUADRANT OF 52ND STREET AND BROADMOOR AVENUE, CASE 25-23.

Commissioner Tyson stated it was great news for the city and thanked Director Schweitzer for his leadership.

Motion by Tyson, seconded by Artz, for Conditional approval for change in Master Plan Land Use designation from Industrial to Commercial for the NE quadrant of 52nd Street and Broadmoor Avenue, Case 25-23, subject to conditions 1-2 and basis points 1-6 stated in the Planning Commission's Findings of Fact dated January 9, 2023.

Motion Carried.

BIDS:

AUTHORIZE AGREEMENT FOR DISPOSAL OF BRUSH DEBRIS.

DPW Director Griffin provided information regarding cost of checking residency for this program.

Motion by Artz, seconded by Groce, to authorize the Mayor to enter into an agreement with Renewed Earth (low bidder) for up to four years contingent upon Commission approval of funds, for the grinding and disposal of brush debris, at an annual cost of up to \$13,000.00, with funds from the General Fund Public Works Operating budget.

Motion Carried.

AUTHORIZE PURCHASE OF REPLACEMENT WATER METERS.

DPW Director Griffin reviewed his memorandum dated January 16, 2024 regarding the annual purchase of meters. He explained they purchase them as they can install because of the battery in the meters and the time those batteries last.

Motion by Coughlin, seconded by Tyson, to approve the purchase of replacement water meters from Etna Supply (sole Source) at a total annual cost up to \$60,000.00, with funds from the FY 2023-24 Water Fund Operating budget. This item is a sole source item and will be purchased under Special Circumstances allowed under the City of Kentwood Purchasing Policy.

Motion Carried.

AUTHORIZE CONTRACT FOR ENERGY EFFICIENCY IMPROVEMENTS FOR CITY BUILDINGS.

Maintenance Supervisor Wardell explained this upgrade will reduce the city's carbon footprint and will have a return on investment in 3.8 years.

Motion by Artz, seconded by Morgan, to authorize the Mayor to enter into a contract with Excel Electric, Inc. for the implementation of various mechanical and electrical energy efficiency improvements in eight City buildings for an amount not to exceed \$411,385.00 (including a 10% contingency), with budgeted funds from the Property and Building (\$243,364), Parks and Recreation Capital Fund (\$15,025), Police Capital Fund (\$78,881), and Fire Capital Fund (\$69,115).

Motion Carried.

AUTHORIZE PURCHASE OF FIELD GROOMER FOR SPORTS FIELDS.

DPW Director Griffin reviewed his memorandum dated January 16, 2024 noting the old equipment will be sent to auction.

Motion by Artz, seconded by Groce, to authorize the purchase of an ABI Force Z-23 Field Groomer with related accessories for the Department of Public Works from

City Commission Meeting
January 16, 2024

Ladd's/US Golf Cars at a cost of \$35,352.00 and an additional \$500 for lights and decals, for a total expenditure of \$38,852.00, using funds from the DPW Equipment Fund.

Motion Carried.

APPROVE PURCHASE OF POLICE CANINE AND HANDLER TRAINING.

Police Chief Litwin reviewed his memorandum dated January 16, 2024 regarding the purchase and training of a Police Canine and handler training. He stated the department is in the process of selecting a handler and the dog will be living with that handler.

Motion by Groce, seconded by Coughlin, to approve the purchase of a new Police Canine and a Canine Handler training program for the Kentwood Police Department from Northern Michigan K9 at a cost of \$13,000.00 with funds from the FY 2023-24 Police Capital Fund budget. This purchase is requested under Special Circumstances as allowed in the City of Kentwood Purchasing Policy.

Motion Carried.

APPROVE CONTRACT FOR TESTING AND MONITORING SERVICES FOR SOBRIETY COURT AND PROBATION.

Court Administrator White informed the commission that the court currently has 300 tests per month, however, because of skyrocketing cost the need to go for bid resulting in a selection of the low bidder, Averhealth.

Motion by Morgan, seconded by Tyson, to enter into a five-year contract for as-needed drug and alcohol testing services for the Sobriety Court and for as-needed remote testing and monitoring services for probation with Avertest, LLC, dba Averhealth at a total estimated cost that may exceed \$10,000.00 annually, with funds from a state grant and program participant fees from Sobriety Court, and the Court's operating budget (for Probation).

Motion Carried.

FUNDRAISING CONSULTANT FOR PARKS AND RECREATION CAPITAL PROJECTS.

Parks and Recreation Director Romeo reviewed the memorandum dated January 16, 2024 regarding the desire to use a professional fundraising consultant.

Motion by Artz, seconded by Moore, to authorize the Mayor to enter into an agreement with Kristin Gootjes Fundraising Consulting to provide professional fundraising consulting services at a total not-to-exceed \$103,000.00, with funds from the Parks & Recreation Capital Fund, subject to review of the proposed contract by the City Attorney, and to authorize up to \$85,000.00 for direct fundraising campaign costs which may include mailing, printing, donor recognition, and meeting expenses to be paid from the Parks and Recreation Capital Fund. This agreement is requested under Special Circumstances as allowed in the City of Kentwood Purchasing Policy.

Motion Carried.

City Commission Meeting
January 16, 2024

COMMENTS OF COMMISSIONERS AND MAYOR:

Mayor Kepley wanted to highlight the outstanding job Carla Kane does in the purchasing Department.

Commissioner Coughlin announced that number five grandchild will be coming later this year.

Commissioner Artz-stated the Police and Fire Departments were well represented in helping to provide free food at the Candied Yam. Also thanking DPW for snowplowing during the event and thanked Commissioner Tyson in donating the food that was given away to celebrate Martin Luther King Jr. Day.

The meeting was adjourned at 7:58 P.M.

Dan Kasunic
City Clerk

Stephen C.N. Kepley
Mayor

STATE OF MICHIGAN
IN THE CIRCUIT COURT FOR THE COUNTY OF KENT

In the matter of the petition of
the City Treasurer of the City of
Kentwood to strike the 2018 and
prior years' Personal Property
taxes from the rolls.

File No. _____

WAIVER AND CONSENT

NOW COMES, Dan Kasunic, Clerk of the City of Kentwood and acknowledges receipt of the 2018 and prior years' Delinquent Personal Property Tax Report and the Statement of Attempt to Collect the 2018 and prior years' personal property taxes and consents to the relief requested by the petitioner and voluntarily waives notice of the hearing and of the Entry of Judgment on the petition.

Dated _____, 2024

Dan Kasunic, Clerk
City of Kentwood



January 16, 2024

STATEMENT OF ATTEMPT TO COLLECT DELINQUENT PERSONAL PROPERTY TAXES

In accordance with Section 211.56A of the tax law, personal property taxes, which have been delinquent for five years or more, shall be stricken from the tax rolls.

As Treasurer of the City of Kentwood, I and my predecessors in office, have exercised due diligence in an effort to collect the personal property taxes listed in the Tax Report attached to this statement. These efforts have included sending multiple past due notices, telephone calls, personal collection visits, to the persons and/or businesses and small claims cases.

To the best of my knowledge and information, the personal property taxes listed in this report are, and remain, uncollectable, and should be stricken from the tax roll.

I have enclosed a "Waiver and Consent" regarding the 2018 and prior year's personal property taxes. Please obtain the necessary approval for execution of the enclosed Waiver and Consent form and **return the ORIGINAL COPY it to my attention no later than March 1, 2024 or your earliest convenience.**

Thank you very much for your prompt attention to this matter.

Sincerely,

Laurie Sheldon, MICPT ACPFA ACPFIM MCAT
City of Kentwood Treasurer

01/16/2024
01:06 PM
By: sheldonl

TAX SPREAD REPORT FOR CITY OF KENTWOOD

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DB: Kentwood

Tax Year: 2018 Calculated As of: 12/31/2023
POPULATION: All Records

SCHOOL: 41050 YEAR: 2018

TAX TYPE	TAX NAME	MILLS	BILLED	PAID	DUE
SCHOOL OPERATING	School Operating	8.92260	6,787.08	5,929.07	858.01
SCHOOL OTHER	School Debt	3.50000	11,093.06	10,065.46	1,027.60
STATE EDUCATION	State Educ. Tax	6.00000	1,905.97	1,040.17	865.80
SCHOOL OPER FC	School Operating	0.00000	0.00	0.00	0.00
TOTALS: SCHOOL 41050 2018			19,786.11	17,034.70	2,751.41

SCHOOL: 41110 YEAR: 2018

TAX TYPE	TAX NAME	MILLS	BILLED	PAID	DUE
SCHOOL OPERATING	School Operating	9.00000	435.07	226.87	208.20
SCHOOL OTHER	School Debt	3.94870	572.57	298.57	274.00
STATE EDUCATION	State Educ. Tax	6.00000	212.40	4.20	208.20
SCHOOL OPER FC	School Operating	0.00000	0.00	0.00	0.00
TOTALS: SCHOOL 41110 2018			1,220.04	529.64	690.40

SCHOOL: 41140 YEAR: 2018

TAX TYPE	TAX NAME	MILLS	BILLED	PAID	DUE
SCHOOL OPERATING	School Operating	8.80440	3,479.45	1,661.18	1,818.27
SCHOOL OTHER	School Debt	3.66000	2,773.72	1,353.59	1,420.13
STATE EDUCATION	State Educ. Tax	6.00000	1,655.03	622.25	1,032.78
SCHOOL OPER FC	School Operating	0.00000	0.00	0.00	0.00
TOTALS: SCHOOL 41140 2018			7,908.20	3,637.02	4,271.18

SCHOOL: 41160 YEAR: 2018

TAX TYPE	TAX NAME	MILLS	BILLED	PAID	DUE
SCHOOL OPERATING	School Operating	9.00000	29,639.76	19,254.93	10,384.83
SCHOOL OTHER	School Debt	2.92500	66,885.78	57,465.19	9,420.59
STATE EDUCATION	State Educ. Tax	6.00000	22,547.12	13,562.51	8,984.61
SCHOOL OPER FC	School Operating	0.00000	0.00	0.00	0.00
TOTALS: SCHOOL 41160 2018			119,072.66	90,282.63	28,790.03

UNIT: 00000 YEAR: 2018

TAX NAME	MILLS	BILLED	PAID	DUE	
CITY	0.00000	0.00	0.00	0.00	
CITY OPERATING	2.99460	34,529.70	28,995.17	5,534.53	
CITY POLICE/FIRE	6.26200	72,207.80	60,632.96	11,574.84	
CITY LIBRARY	0.35000	4,035.01	3,388.58	646.43	
LOCAL ADMIN	0.00000	4,220.24	3,365.76	854.48	
LOCAL INTRST	0.00000	16,140.75	4,568.53	11,572.22	
TOTALS: UNIT 00000 2018			131,133.50	100,951.00	30,182.50

County Tax YEAR: 2018

TAX NAME	MILLS	BILLED	PAID	DUE	
KENT COUNTY	4.28030	49,356.06	41,444.56	7,911.50	
KCOUNTY-JAIL	0.78280	12,059.67	10,398.39	1,661.28	
KCOUNTY-SENIOR	0.49580	7,636.69	6,585.22	1,051.47	
KCOUNTY-VETERAN	0.04950	759.57	655.96	103.61	
KCOUNTY-ZOO/MUS	0.43630	6,720.37	5,795.01	925.36	
KCOUNTY-EARLYCHD	0.25000	3,850.90	3,320.67	530.23	
TOTALS: County Tax 2018			80,383.26	68,199.81	12,183.45

College Tax YEAR: 2018

TAX NAME	MILLS	BILLED	PAID	DUE	
GR COMM COLLEGE	1.77160	20,427.18	17,153.26	3,273.92	
TOTALS: College Tax 2018			20,427.18	17,153.26	3,273.92

I.S.D. Tax YEAR: 2018

TAX NAME	MILLS	BILLED	PAID	DUE
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01/16/2024
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TAX SPREAD REPORT FOR CITY OF KENTWOOD

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Tax Year: 2018 Calculated As of: 12/31/2023
POPULATION: All Records

KENT ISD	5.64650	65,110.04	54,673.12	10,436.92
TOTALS: I.S.D. Tax 2018		65,110.04	54,673.12	10,436.92

Library Tax YEAR: 2018

TAX NAME	MILLS	BILLED	PAID	DUE
KENT LIBRARY	1.27330	19,617.64	16,914.84	2,702.80
TOTALS: Library Tax 2018		19,617.64	16,914.84	2,702.80

Other 1 YEAR: 2018

TAX NAME	MILLS	BILLED	PAID	DUE
TRANSIT TAX	1.46580	16,900.53	14,192.08	2,708.45
TOTALS: Other 1 2018		16,900.53	14,192.08	2,708.45

Spec. Assess. YEAR: 2018

TAX NAME	MILLS	BILLED	PAID	DUE
DEL FALSE ALARM		50.00	50.00	0.00
RETURNED CK FEE	DEL FALSE	90.00	30.00	60.00
TOTALS: Spec. Assess. 2018		140.00	80.00	60.00

TOTALS (569 PARCELS)		481,699.16	383,648.10	98,051.06
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By: sheldonl

DELINQUENT TAXES DUE FOR CITY OF KENTWOOD
Tax Year: 2018 Calculated As of: 12/31/2023
POPULATION: All Records

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Owner Parcel #	Tax Year	Tax Due
DAVIS MARY 4378 BROOKHAVEN PL SE KENTWOOD MI 49512 41-18-13-126-601	2018	111.24
KOOIKER AMY 4400 BROOKHAVEN PL SE KENTWOOD MI 49512 41-18-13-126-604	2018	27.89
DEVRIES VICKI 4447 BROOKHAVEN PL SE KENTWOOD MI 49512 41-18-13-126-619	2018	67.02
TOVEY BENJAMIN 4281 BROOKMERE DR SE KENTWOOD MI 49512 41-18-13-126-634	2018	10.54
WIECZOREK JENNIFER 4295 BROOKMERE DR SE KENTWOOD MI 49512 41-18-13-126-637	2018	145.30
BRAZIER LELA 4387 BROOKMERE DR SE KENTWOOD MI 49512 41-18-13-126-652	2018	27.89
PEKELDER BENJAMIN JR 4401 BROOKMERE DR SE KENTWOOD MI 49512 41-18-13-126-654	2018	13.66
CHILLA REBECCA 4423 BROOKMERE DR SE KENTWOOD MI 49512 41-18-13-126-660	2018	109.65
THOMPSON CALISTA 4393 OVERLOOK TERRACE SE KENTWOOD MI 49512 41-18-13-126-694	2018	94.99
KUTA JOHN 4394 OVERLOOK TERRACE SE KENTWOOD MI 49512 41-18-13-126-695	2018	67.02
ARGUETA JOSE 4400 OVERLOOK TERRACE SE KENTWOOD MI 49512 41-18-13-126-699	2018	100.57
WILSON JUDY 4440 OVERLOOK TERRACE SE KENTWOOD MI 49512 41-18-13-126-708	2018	49.22
VANTUINEN SUSAN 4289 ROLLING ACRES DR SE KENTWOOD MI 49512 41-18-13-126-719	2018	94.99
GERBER DALE 4309 ROLLING ACRES DR SE KENTWOOD MI 49512 41-18-13-126-724	2018	33.46
GLEASON RANDI 4323 ROLLING ACRES DR SE KENTWOOD MI 49512 41-18-13-126-728	2018	33.46
BAKER JEREMIAH 4343 ROLLING ACRES DR SE KENTWOOD MI 49512 41-18-13-126-735	2018	44.65
STERKENBERG RONALD 3032 SLATER AVE SE KENTWOOD MI 49512 41-18-13-126-741	2018	72.62
KOVACEVIC SUANITA 3044 SLATER AVE SE KENTWOOD MI 49512 41-18-13-126-743	2018	60.62
RANDOLPH SHAUN 4343 TERRACE LN SE KENTWOOD MI 49512 41-18-13-126-773	2018	134.11
AYERS BENJAMIN 3115 VISTABROOK AVE SE KENTWOOD MI 49512 41-18-13-126-789	2018	33.46
MYERS ANNE 4432 BROOKMERE DR SE KENTWOOD MI 49512 41-18-13-126-796	2018	170.67
CASTILLO JESUS 4892 AMERICAN AVE SE KENTWOOD MI 49548 41-18-30-326-603	2018	13.66
TIMINSKIS CAROL 295 BUDDY ST SE KENTWOOD MI 49548 41-18-30-326-614	2018	79.72
RODRIQUEZ FRANCISCO 343 BUDDY ST SE KENTWOOD MI 49548 41-18-30-326-618	2018	23.59
MAI HUONG 4893 CHAMPION DR SE KENTWOOD MI 49548 41-18-30-326-622	2018	51.21
EDELYN RON 4944 CHAMPION DR SE KENTWOOD MI 49548 41-18-30-326-625	2018	96.81

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By: sheldonl

DELINQUENT TAXES DUE FOR CITY OF KENTWOOD
Tax Year: 2018 Calculated As of: 12/31/2023
POPULATION: All Records

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DB: Kentwood

Owner Parcel #	Tax Year	Tax Due
BROWN JOHN 294 KROFF ST SE KENTWOOD MI 49548 41-18-30-326-654	2018	92.76
ALLOWAY DENNIS 4818 MARLETTE AVE SE KENTWOOD MI 49548 41-18-30-326-660	2018	62.60
YARBROUGH TAMAKA 4862 MARLETTE AVE SE KENTWOOD MI 49548 41-18-30-326-672	2018	39.82
BGELOW GARY 4886 MARLETTE AVE SE KENTWOOD MI 49548 41-18-30-326-677	2018	74.00
SMITH SHARON 4893 MARLETTE AVE SE KENTWOOD MI 49548 41-18-30-326-679	2018	45.49
RAUSER SUSAN ESTATE 4956 MARLETTE AVE SE KENTWOOD MI 49548 41-18-30-326-689	2018	16.63
HARRIS TERRA 4980 MARLETTE AVE SE KENTWOOD MI 49548 41-18-30-326-693	2018	59.00
FALBE KRYSTAL 4992 MARLETTE AVE SE KENTWOOD MI 49548 41-18-30-326-695	2018	78.84
CONNOR JR MIKE 4971 MARLETTE AVE SE KENTWOOD MI 49548 41-18-30-326-697	2018	49.53
OWNER/OCCUPANT 4945 MARLETTE AVE SE KENTWOOD MI 49548 41-18-30-326-698	2018	45.49
SHANNON GREG 4921 MARLETTE AVE SE KENTWOOD MI 49548 41-18-30-326-699	2018	53.67
KOLT TIMOTHY 4869 NEW MOON DR SE KENTWOOD MI 49548 41-18-30-326-701	2018	84.54
DUPREE RONALD 4971 NEW MOON DR SE KENTWOOD MI 49548 41-18-30-326-708	2018	34.10
OWENS JACK ESTATE 318 TRAVELO ST SE KENTWOOD MI 49548 41-18-30-326-713	2018	74.00
CRISOSTOMO KEVIN 266 VINDALE ST SE KENTWOOD MI 49548 41-18-30-326-718	2018	62.60
OWNER/OCCUPANT 284 VINDALE ST SE KENTWOOD MI 49548 41-18-30-326-722	2018	28.43
DUPREE BETTY 295 VINDALE ST SE KENTWOOD MI 49548 41-18-30-326-724	2018	85.40
BURGESS TERRY 308 VINDALE ST SE KENTWOOD MI 49548 41-18-30-326-727	2018	51.21
HILL CAROLYN 338 VINDALE ST SE KENTWOOD MI 49548 41-18-30-326-733	2018	47.51
BROOKS CHAD 253 WANDERCREST ST SE KENTWOOD MI 49548 41-18-30-326-737	2018	28.43
TANNER KYLE 311 WANDERCREST ST SE KENTWOOD MI 49548 41-18-30-326-749	2018	7.84
WILDER MARCUS 318 WANDERCREST ST SE KENTWOOD MI 49548 41-18-30-326-751	2018	62.60
WINDMILL POINTE MHC 588 48TH ST SE KENTWOOD MI 49548 41-18-30-401-614	2018	7.84
RUBIO-CURIEL LILIANA 471 DANIEL ST SE KENTWOOD MI 49548 41-18-30-401-616	2018	56.93
HODGE KANE 488 DANIEL ST SE KENTWOOD MI 49548 41-18-30-401-620	2018	28.43
WINDMILL POINTE MHC 588 48TH ST SE KENTWOOD MI 49548 41-18-30-401-621	2018	10.99

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CALKINS CHRIS 508 DANIEL ST SE KENTWOOD MI 49548 41-18-30-401-624	2018	34.10
LEMUS FRANCISCO 509 DANIEL ST SE KENTWOOD MI 49548 41-18-30-401-625	2018	14.14
WINDMILL POINTE MHC 588 48TH ST SE KENTWOOD MI 49548 41-18-30-401-628	2018	39.82
GONZALAZ DANIEL 538 DANIEL ST SE KENTWOOD MI 49548 41-18-30-401-632	2018	39.82
RODRIGUEZ-TURCIOS SANDY 551 DANIEL ST SE KENTWOOD MI 49548 41-18-30-401-635	2018	85.40
WINDMILL POINT MHC 559 DANIEL ST SE KENTWOOD MI 49548 41-18-30-401-637	2018	39.82
STELZER MARTHA 407 GARLAND ST SE KENTWOOD MI 49548 41-18-30-401-645	2018	39.82
MURPHY VICKY 450 GARLAND ST SE KENTWOOD MI 49548 41-18-30-401-648	2018	39.82
VANSTRIEN JACK 455 GARLAND ST SE KENTWOOD MI 49548 41-18-30-401-649	2018	30.67
GANDARA PORFIRIO 469 GARLAND ST SE KENTWOOD MI 49548 41-18-30-401-651	2018	24.69
DURON EDIT 490 GARLAND ST SE KENTWOOD MI 49548 41-18-30-401-657	2018	56.93
CHAVEZ JOSE 499 GARLAND ST SE KENTWOOD MI 49548 41-18-30-401-659	2018	39.82
GROTTERS ALEXANDREA 507 GARLAND ST SE KENTWOOD MI 49548 41-18-30-401-661	2018	39.82
WINDMILL POINTE MHC 588 48TH ST SE KENTWOOD MI 49548 41-18-30-401-671	2018	34.10
MEDRANO JULIAN 563 GARLAND ST SE KENTWOOD MI 49548 41-18-30-401-676	2018	51.21
SEPULVEDA ELIZABETH 564 GARLAND ST SE KENTWOOD MI 49548 41-18-30-401-677	2018	53.67
SALVADOR-EUGENIO CRESCENCIO 490 JENNIFER ST SE KENTWOOD MI 49548 41-18-30-401-697	2018	34.10
SOSA YARITZA 502 JENNIFER ST SE KENTWOOD MI 49548 41-18-30-401-698	2018	67.72
WINDMILL POINTE MHC 588 48TH ST SE KENTWOOD MI 49548 41-18-30-401-708	2018	10.99
MOODY TIFFANY 427 JESSICA ST SE KENTWOOD MI 49548 41-18-30-401-720	2018	28.43
VIALET-PENA JULIAN 436 JESSICA ST SE KENTWOOD MI 49548 41-18-30-401-723	2018	51.21
KILE JR DONALD 534 JESSICA ST SE KENTWOOD MI 49548 41-18-30-401-746	2018	74.00
WINDMILL POINT MHC 588 48TH ST SE KENTWOOD MI 49548 41-18-30-401-756	2018	12.32
HOOGSTRA TROY 579 JESSICA ST SE KENTWOOD MI 49548 41-18-30-401-757	2018	39.82
WONDRON VICKI 4862 MADISON AVE SE KENTWOOD MI 49548 41-18-30-401-761	2018	7.84
WHITE LEE 4891 MADISON AVE SE KENTWOOD MI 49548 41-18-30-401-771	2018	28.43

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OCHOA JANNETTE 4895 MADISON AVE SE KENTWOOD MI 49548	41-18-30-401-774	2018	30.90
ROSARIO ELVIS 4945 MADISON AVE SE KENTWOOD MI 49548	41-18-30-401-785	2018	55.06
COLLADO-VIALET RAMONA 4946 MADISON AVE SE KENTWOOD MI 49548	41-18-30-401-786	2018	119.58
SEVERINO JOSEFINA 4966 MADISON AVE SE KENTWOOD MI 49548	41-18-30-401-792	2018	34.10
WINDMILL POINTE MHC 588 48TH ST SE KENTWOOD MI 49548	41-18-30-401-805	2018	39.82
DIAZ JUAN 4878 PAMELA AVE SE KENTWOOD MI 49548	41-18-30-401-808	2018	45.49
LOPEZ-DE-LA CRUZ MARIA 4898 PAMELA AVE SE KENTWOOD MI 49548	41-18-30-401-814	2018	45.49
SALAZAR KARLA 4917 PAMELA AVE SE KENTWOOD MI 49548	41-18-30-401-816	2018	17.29
SAYWER CAROLE 484 PRINCE ALBERT ST SE KENTWOOD MI 49548	41-18-30-401-838	2018	96.81
JIMENEZ SAMUEL 497 PRINCE ALBERT ST SE KENTWOOD MI 49548	41-18-30-401-842	2018	28.43
GUZMAN MELISSA 512 PRINCE ALBERT ST SE KENTWOOD MI 49548	41-18-30-401-846	2018	26.38
NGUYEN MINH 519 PRINCE ALBERT ST SE KENTWOOD MI 49548	41-18-30-401-847	2018	34.10
CASTRO FRANCISCO 526 PRINCE ALBERT ST SE KENTWOOD MI 49548	41-18-30-401-850	2018	7.84
WINDMILL POINTE MHC 588 48TH ST SE KENTWOOD MI 49548	41-18-30-401-853	2018	28.43
VIRAMONTES CEASER 563 PRINCE ALBERT ST SE KENTWOOD MI 49548	41-18-30-401-861	2018	68.30
WINDMILL POINTE MHC 588 48TH ST SE KENTWOOD MI 49548	41-18-30-401-871	2018	12.55
QUINTINO ROSA 468 SLUYTER ST SE KENTWOOD MI 49548	41-18-30-401-878	2018	91.09
WINDMILL POINTE MHC 588 48TH ST SE KENTWOOD MI 49548	41-18-30-401-879	2018	28.43
WINDMILL POINTE MHC 588 48TH ST SE KENTWOOD MI 49548	41-18-30-401-880	2018	39.82
HAVEMAN AMANDA 517 SLUYTER ST SE KENTWOOD MI 49548	41-18-30-401-889	2018	62.60
WINDMILL POINTE MHC 588 48TH ST SE KENTWOOD MI 49548	41-18-30-401-901	2018	39.82
WINDMILL POINTE MHC 588 48TH ST SE KENTWOOD MI 49548	41-18-30-401-905	2018	28.43
CHRISTOPHER TIMMER 4908 VICTORIA AVE SE KENTWOOD MI 49548	41-18-30-401-926	2018	28.43
GOSS STEVE 4928 VICTORIA AVE SE KENTWOOD MI 49508	41-18-30-401-928	2018	39.82
RAMIREZ RENE 4990 VICTORIA AVE SE KENTWOOD MI 49548	41-18-30-401-935	2018	28.43
WARE KASSINDA 114 BARKWAY ST SE KENTWOOD MI 49548	41-18-31-352-603	2018	33.46

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BRISTLE CHRISTOPHER 138 BARKWAY ST SE KENTWOOD MI 49548 41-18-31-352-609	2018	33.46
VERAS LESLIE 170 BARKWAY ST SE KENTWOOD MI 49548 41-18-31-352-617	2018	50.25
BROWN JESSICA 171 BARKWAY ST SE KENTWOOD MI 49548 41-18-31-352-618	2018	67.02
SOTO JASON 206 BARKWAY ST SE KENTWOOD MI 49548 41-18-31-352-624	2018	33.46
WILLEMSTEIN APRIL 530 NORTH AVE NE GRAND RAPIDS MI 49503-1609 41-18-31-352-639	2018	52.63
HOWE WILLIAM 188 DEBAAR ST SE KENTWOOD MI 49548 41-18-31-352-668	2018	9.09
HOWELL LAURA 192 DEBAAR ST SE KENTWOOD MI 49548 41-18-31-352-669	2018	44.65
SCHUTZ BRANDON 200 DEBAAR ST SE KENTWOOD MI 49548 41-18-31-352-671	2018	33.46
HICKERTY TERRY 201 DEBAAR ST SE KENTWOOD MI 49548 41-18-31-352-672	2018	44.65
ROSE HEATHER 5853 ELDEE DR SE KENTWOOD MI 49548 41-18-31-352-680	2018	9.09
VOGELGESANG SHAWN 5891 ELDEE DR SE KENTWOOD MI 49548 41-18-31-352-689	2018	19.74
ONTIS DIANE 5911 ELDEE DR SE KENTWOOD MI 49548 41-18-31-352-695	2018	59.45
ROWAN PAMELA 168 FESCUE ST SE KENTWOOD MI 49548 41-18-31-352-703	2018	55.57
FRAZIER CALVIN 204 FESCUE ST SE KENTWOOD MI 49548 41-18-31-352-708	2018	76.05
COLLINS HUGH 246 FESCUE ST SE KENTWOOD MI 49548 41-18-31-352-719	2018	27.89
LAZOSKI NICHOLAS 281 FESCUE ST SE KENTWOOD MI 49548 41-18-31-352-731	2018	106.13
HAYES ALBERTA 5933 FIRESIDE DR SE KENTWOOD MI 49548 41-18-31-352-751	2018	27.89
GRAVES JERIELU 5875 FREETON DR SE KENTWOOD MI 49548 41-18-31-352-758	2018	27.89
OTTINO CREDENCE 5883 FREETON DR SE KENTWOOD MI 49548 41-18-31-352-759	2018	39.06
RAMIREZ-MENDOZA JHONY 220 RUNIDO ST SE KENTWOOD MI 49548 41-18-31-352-775	2018	67.02
DELEON-REYES ABELINO 250 RUNIDO ST SE KENTWOOD MI 49548 41-18-31-352-779	2018	27.89
GADSON RUTH 272 RUNIDO ST SE KENTWOOD MI 49548 41-18-31-352-784	2018	50.25
ROOP SUZANNE 280 RUNIDO ST SE KENTWOOD MI 49548 41-18-31-352-785	2018	50.25
DIAZ ARMANDO 285 RUNIDO ST SE KENTWOOD MI 49548 41-18-31-352-786	2018	53.02
LEWIS JAZNIQUE 302 RUNIDO ST SE KENTWOOD MI 49548 41-18-31-352-790	2018	12.13
BERGHORST MARILYN 419 BELLEWOOD DR SE KENTWOOD MI 49548 41-18-31-402-602	2018	35.52

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HISCOCK HERB 427 BELLEWOOD DR SE KENTWOOD MI 49508 41-18-31-402-603	2018	33.46
REXFORD AMBER 519 BELLEWOOD DR SE KENTWOOD MI 49548 41-18-31-402-617	2018	78.22
ROBERTSON BENNIE 5661 BELLEWOOD CT SE KENTWOOD MI 49548 41-18-31-402-631	2018	134.24
SEHR BRIAN 520 CURVEBROOK DR SE KENTWOOD MI 49548 41-18-31-402-652	2018	27.89
BRONNER ROBIN 521 CURVEBROOK DR SE KENTWOOD MI 49548 41-18-31-402-653	2018	9.28
VILLARREAL ERICA 523 CURVEBROOK DR SE KENTWOOD MI 49548 41-18-31-402-654	2018	27.89
PELAK BRANDON 525 CURVEBROOK DR SE KENTWOOD MI 49548 41-18-31-402-656	2018	27.89
RENIS SHAWN 529 CURVEBROOK DR SE KENTWOOD MI 49548 41-18-31-402-659	2018	83.78
WILDFONG LISA 545 CURVEBROOK DR SE KENTWOOD MI 49548 41-18-31-402-668	2018	59.45
SORGS JESSICA 547 CURVEBROOK DR SE KENTWOOD MI 49548 41-18-31-402-669	2018	44.65
HERBSTREITH TYLER 5657 KELEKENT AVE SE KENTWOOD MI 49548 41-18-31-402-682	2018	27.89
VO JENNY 5686 KELEKENT AVE SE KENTWOOD MI 49548 41-18-31-402-689	2018	50.25
WILLIAMS WENDY 5711 KELEKENT AVE SE KENTWOOD MI 49548 41-18-31-402-695	2018	44.65
NEAD BRITTANY 5719 KELEKENT AVE SE KENTWOOD MI 49548 41-18-31-402-697	2018	33.46
GONZALES LONGORIA JOSE 5755 KELEKENT AVE SE KENTWOOD MI 49548-5925 41-18-31-402-700	2018	27.89
PERALES-MARLINK SHALEE 5771 KELEKENT AVE SE KENTWOOD MI 49548 41-18-31-402-704	2018	39.06
RUSSELL KD 5779 KELEKENT AVE SE KENTWOOD MI 49548 41-18-31-402-706	2018	33.46
HOORT LAURIE 5686 PINEBELL CT SE KENTWOOD MI 49548 41-18-31-402-714	2018	27.89
BEEELER DANIEL 5688 PINEBROOK DR SE KENTWOOD MI 49548 41-18-31-402-728	2018	44.65
YANCY JAYLYNNE 5711 PINEBROOK DR SE KENTWOOD MI 49548 41-18-31-402-734	2018	61.42
PERRY MORNIKE 504 SANDY ST SE KENTWOOD MI 49548 41-18-31-402-750	2018	12.16
DITTMER DIANA 545 SANDY ST SE KENTWOOD MI 49548 41-18-31-402-759	2018	39.06
CORRALES ANDREA YULISSA 5715 SANDY CT SE KENTWOOD MI 49548 41-18-31-402-766	2018	15.18
FOWLER MAXWELL 5725 SANDY CT SE KENTWOOD MI 49548 41-18-31-402-773	2018	61.42
DANIELS DOROTHY 5741 SANDY CT SE KENTWOOD MI 49548 41-18-31-402-783	2018	16.70
HODGES JASON 5696 KELEKENT AVE SE KENTWOOD MI 49548 41-18-31-402-784	2018	39.06

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GINGA COURTS LLC 4501 STAUFFER AVE SE KENTWOOD MI 49512 41-50-65-009-010	2018	1,264.51
GADGET GURUS 1716 44TH ST SE KENTWOOD MI 49508 41-50-65-009-051	2018	605.88
KENTWOOD FUEL INC 1980 44TH ST SE KENTWOOD MI 49508 41-50-65-009-055	2018	303.99
ATILA TRUCKING 3828 44TH ST SE KENTWOOD MI 49512 41-50-65-009-067	2018	61.70
TECH NOVELTY 4469 BRETON AVE SE KENTWOOD MI 49512 41-50-65-009-111	2018	294.12
GRAND RAPIDS FITNESS 3111 BROADMOOR AVE SE KENTWOOD MI 49512 41-50-65-009-113	2018	1,009.82
SERENITY HAIR STUDIO 4306 DIVISION AVE SE KENTWOOD MI 49512 41-50-65-009-132	2018	7.75
MITTEN VAPORS 4358 DIVISION AE SE KENTWOOD MI 49508 41-50-65-009-135	2018	229.35
ICON TECHNOLOGY SYSTEMS 8850 TERABYTE CT RENO NV 89521 41-50-65-009-148	2018	579.52
MINHS NAIL ART DEZINE 118 ROSEMARY ST SE GRAND RAPIDS MI 49507-3450 41-50-65-009-153	2018	260.84
M C SPORTING GOODS DIST INC PO BOX 888817 GRAND RAPIDS MI 49588-8817 41-50-65-014-480	2018	27,381.28
MICH LEASING & FINANCIAL 3223 KRAFT AVE SE, STE C GRAND RAPIDS MI 49512-2075 41-50-65-014-963	2018	70.19
MICHAEL R JARVIS DO PC PO BOX 818 ADA MI 49301 41-50-65-015-002	2018	307.84
SUNRISE DESIGNS 3110 32ND ST SE KENTWOOD MI 49512-1736 41-50-65-017-916	2018	504.87
TOMMY'S EXPRESS 581 OTTAWA AVE STE 300 KENTWOOD MI 49423 41-50-65-020-119	2018	657.77
CHETTLEBURGH & ASSOCIATES INC 754 LYON ST NE GRAND RAPIDS MI 49503-3544 41-50-65-024-193	2018	680.07
U S INVESTIGATIONS SERVICES 3349 MICHELSON DR STE 150 IRVINE CA 92612-8881 41-50-65-024-819	2018	34.67
ENTERPRISE IRON & METAL INC 850 PANNELL AVE NW GRAND RAPIDS MI 49504-2812 41-50-65-024-838	2018	100.92
GOLDEN OUTLET 1992 PAVILION DR SW BYRON CENTER MI 49315-8066 41-50-65-025-408	2018	297.40
AMERICAN GRANITE & TILE LLC 3480 BROADMOOR AVE SE STE KENTWOOD MI 49512-8182 41-50-65-025-677	2018	3,530.18
CHARLOTTE RUSSE INC #312 630 N CENTRAL EXPY STE A PLANO TX 75074-6897 41-50-65-025-744	2018	597.48
44TH STREET HOME 2720 44TH ST SE KENTWOOD MI 49512-3805 41-50-65-025-867	2018	232.63
RED SUN BUFFET 4176 28TH ST SE KENTWOOD MI 49512-1986 41-50-65-026-191	2018	2,788.10
CELERDYNE ENGINEERING LLC 3876 EAST PARIS AVE SE STE KENTWOOD MI 49512-3974 41-50-65-026-604	2018	250.56
WESTERN FOUR DELI PROVISIONS 4380 40TH ST SE STE B KENTWOOD MI 49512 41-50-65-026-709	2018	2,195.40
MEGA CLEAN SYSTEMS 775 SPRINGWOOD DR SE KENTWOOD MI 49548-5803 41-50-65-026-866	2018	39.45

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CDV ASSOCIATES PLLC P O BOX 964 ADA MI 49301-0964 41-50-65-026-871	2018	372.62
G-FORCE FITNESS LLC 3876 EAST PARIS AVE SE STE KENTWOOD MI 49512 41-50-65-027-019	2018	1,097.66
FRIEDL STEPHEN F DO PO BOX 818 ADA MI 49301-0818 41-50-65-027-046	2018	78.07
SMARTTEST CHOICE CLEANING CO PO BOX 8754 GRAND RAPIDS MI 49518-8754 41-50-65-027-100	2018	100.92
BLAST MASTER LLC 2550 KNAPP NE GRAND RAPIDS MI 49505 41-50-65-027-145	2018	237.04
TREES INC PO BOX 428 GRANT MI 49327-0428 41-50-65-027-267	2018	202.00
LOFTZ FURNITURE 1834 ANTISDALE RD NORTON SHORES MI 49441 41-50-65-027-346	2018	65.78
H H BARNUM CO 4665 44TH ST SE STE A-100 KENTWOOD MI 49512 41-50-65-027-385	2018	673.48
HOPE RESTORED MINISTRIES 1128 ALBERS ST SW WYOMING MI 49509 41-50-65-027-453	2018	78.97
KENNEDY'S AUTO REPAIR & SALES 4426 S DIVISION AVE MOLINE MI 49335 41-50-65-027-620	2018	592.67
MARROW INDUSTRIAL INC 2002 44TH ST SE STE 4 KENTWOOD MI 49508-5010 41-50-65-027-721	2018	100.92
BIKRAM YOGA GRAND RAPIDS 4547 28TH ST SE KENTWOOD MI 49512 41-50-65-027-784	2018	219.48
GREENE LIFE 4633 PATTERSON AVE SE A-1 KENTWOOD MI 49512 41-50-65-027-801	2018	131.81
C E T PHARMACY GRAND RAPIDS LL 2060 EAST PARIS AVE SE STE KENTWOOD MI 49546 41-50-65-027-808	2018	528.42
INTRANATIONAL HOME CARE LLC 2120 44TH ST SE STE 200 KENTWOOD MI 49508 41-50-65-027-962	2018	530.50
NOW DELIVERY 4580 AIR WEST DR SE KENTWOOD MI 49512 41-50-65-027-995	2018	2,801.29
RACER RACER 4159 BROCKTON DR SE STE A KENTWOOD MI 49512 41-50-65-028-022	2018	57.02
CULTIVATION STATION HYDROPONIC 5812 DIVISION AVE SE KENTWOOD MI 49548 41-50-65-028-040	2018	1,005.42
MIDWEST MASSAGE & SALON II LLC 3582 29TH ST SE KENTWOOD MI 49512 41-50-65-028-102	2018	144.83
NU SKIN ENTERPRISES U S INC 75 W CENTER ST PROVO UT 84601 41-50-65-028-153	2018	449.81
NU SKIN ENTERPRISES U S INC 75 W CENTER ST PROVO UT 84601 41-50-65-028-154	2018	439.03
WOK BOX 3325 28TH ST SE KENTWOOD MI 49512 41-50-65-028-213	2018	2,524.65
THE EMPORIUM 4236 CASTLE DR SE GRAND RAPIDS MI 49546-3656 41-50-65-028-228	2018	254.60
GF TRUCKING 2120 44TH ST SE STE 203 KENTWOOD MI 49508 41-50-65-028-261	2018	254.60
DAS EXPEDITED LLC 2140 44TH ST SE STE 302 KENTWOOD MI 49508 41-50-65-028-265	2018	43.85
FLAMINGO EXPRESS 2150 44TH ST SE STE 214 GRAND RAPIDS MI 49508-5095 41-50-65-028-267	2018	254.60

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WEST MICHIGAN EXPRESS 3680 44TH ST SE STE 13 KENTWOOD MI 49512 41-50-65-028-272	2018	159.34
BENJAMINS BEAVER CREEK TRAVEL 4635 44TH ST SE STE 204 KENTWOOD MI 49512 41-50-65-028-284	2018	516.31
ELITE STYLES 761 48TH ST SE KENTWOOD MI 49548 41-50-65-028-289	2018	260.84
HUMMER CUSTOM HOMES 5501 STOWHILL DR KENTWOOD MI 49508 41-50-65-028-291	2018	260.84
COMPU TV 4394 AIR WEST DR SE KENTWOOD MI 49512 41-50-65-028-295	2018	254.60
DRAPER 3230 BROADMOOR AVE SE STE B KENTWOOD MI 49512 41-50-65-028-308	2018	43.85
CORIX UTILITIES INC 3759 BROADMOOR AVE SE STE B KENTWOOD MI 49512 41-50-65-028-318	2018	504.87
DETROIT PUMP & MFG 4800 BROADMOOR AVE SE KENTWOOD MI 49512 41-50-65-028-325	2018	439.03
RELAXATION BODYWORKS 4834 DIVISION AVE SE KENTWOOD MI 49548 41-50-65-028-332	2018	260.84
RADIO LA TREMENDA DE MICHIGAN 4830 DIVISION AVE SE KENTWOOD MI 49548 41-50-65-028-334	2018	260.84
MPH AUTO 4860 DIVISION AVE SE KENTWOOD MI 49548 41-50-65-028-335	2018	517.28
CURL ME CRAZY 4922 DIVISION AVE SE KENTWOOD MI 49548 41-50-65-028-336	2018	67.40
HEBREWS COFFEEHOUSE 5010 DIVISION AVE SE KENTWOOD MI 49548 41-50-65-028-337	2018	44.93
SKAPES LANDSCAPE MAINTENANCE 5208 DIVISION AVE SE KENTWOOD MI 49548 41-50-65-028-338	2018	260.84
IBUTERNAILZ STUDIO 400 IONIA AVE SW, APT 227 GRAND RAPIDS MI 49503-3121 41-50-65-028-351	2018	254.60
SPA & FACIAL RELAXSTATION 4524 DIVISION AVE SE KENTWOOD MI 49548-4307 41-50-65-028-365	2018	56.53
ARMS INSURANCE 3010 SHAFFER AVE SE STE 6 KENTWOOD MI 49512 41-50-65-028-367	2018	254.60
INNOVATIVE CLIENT CONNECTIONS 2450 44TH ST SE STE 106 KENTWOOD MI 49512 41-50-65-028-370	2018	504.87
GALAXY BUSINESS CONSULTING 2450 44TH ST SE STE 302 KENTWOOD MI 49512 41-50-65-028-374	2018	504.87
EASY LEASEBACKS 580 CASCADE WEST PKWY SE GRAND RAPIDS MI 49546 41-50-65-028-377	2018	254.60
DAD'S CLASSIC GRILL 3195 28TH ST SE FC103 KENTWOOD MI 49512 41-50-65-028-407	2018	759.53
GRAY GABLES TRANSPORTATION LLC PO BOX 888832 GRAND RAPIDS MI 49588-8832 41-50-65-028-413	2018	219.48
BLACKPORT SOLUTIONS LLC 4460 44TH ST SE STE C44 KENTWOOD MI 49512 41-50-65-028-452	2018	439.03
METRO PCS / SHAOTHA INC 808 S CENTER RD STE 3 FLINT MI 48506-4147 41-50-65-028-497	2018	439.03
PUPUSERIA SAN MIGUEL LLC 4346 DIVISION AVE SE KENTWOOD MI 49548 41-50-65-028-502	2018	224.88
ESTAFF INC 631 E 234TH ST BRONX NY 10466-2701 41-50-65-028-508	2018	439.03

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DB: Kentwood

Owner Parcel #	Tax Year	Tax Due
TEAM MALKOC MMA & FITNESS 5750 SUGARBERRY DR SE KENTWOOD MI 49512 41-50-65-028-509	2018	224.88
JBL 511 2772 WOODLAKE RD SW #5 WYOMING MI 49519 41-50-65-028-510	2018	439.03
GREAT LAKES AUTO IMPORT 4814 DIVISION AVE SE KENTWOOD MI 49548 41-50-65-028-512	2018	449.81
BURGER GEORGE LLC 2908 32 ND ST SE KENTWOOD MI 49512 41-50-65-028-513	2018	674.74
ROCHELLE'S SALON & SPA 2921 EAST PARIS AVE SE KENTWOOD MI 49512 41-50-65-028-526	2018	219.48
WEST ELM WORKSPACE 4710 44TH ST SE KENTWOOD MI 49512 41-50-65-028-528	2018	4,490.37
ELEGANT WRAP LLC 624 RIVERSIDE DR LOWELL MI 49331 41-50-65-028-533	2018	219.48
MOBILE MINI 22445 GROESBECK HWY WARREN MI 48089 41-50-65-028-548	2018	878.13
PLANTATION IMPORTS 3099 29TH ST SE KENTWOOD MI 49512 41-50-65-028-551	2018	219.48
D KROGMAN 3628 29TH ST SE KENTWOOD MI 49512 41-50-65-028-553	2018	219.48
GRAND RAPIDS SWEET ADELINES CH 1820 44TH ST SE KENTWOOD MI 49512 41-50-65-028-571	2018	5.01
TWISTED ROOT 4620 44TH ST SE KENTWOOD MI 49512 41-50-65-028-588	2018	48.52
DOWNTOWN DETAILZ 5610 DIVISION AVE SE STE 10 KENTWOOD MI 49512 41-50-65-028-614	2018	219.48
CLUB CARMA 5610 DIVISION AVE SE STE 10 KENTWOOD MI 49548 41-50-65-028-615	2018	219.48
QUALITY BUILDING MAINTENANCE 4581 PATTERSON AVE SE KENTWOOD MI 49512 41-50-65-028-632	2018	224.46
CORDYS 1676 VIEWPOND DR SE KENTWOOD MI 49508 41-50-65-028-638	2018	439.03
MORGANS NEXT LEVEL TRAINING 5265 KELLOGG WOODS DR SE KENTWOOD MI 49548 41-50-65-028-640	2018	224.88
MEMORY LANE CLASSIC CARS 39 52ND ST SE KENTWOOD MI 49548 41-50-65-028-649	2018	224.88
FIRST AMERICAN LEGAL FINANCE PO BOX 4747 OAK BROOK IL 60522-4747 41-50-65-028-650	2018	2,853.98
2018	253	85,624.36
DLQ PARCEL COUNT	253	85,624.36



TO: Honorable Mayor & City Commissioners

FROM: Brad Boomstra, P.E., City Engineer
David Urena, Engineering Technician

DATE: February 6, 2024

ACTION REQUESTED: Transportation Asset Management Plan Approval

BACKGROUND: It is requested that the City Commission approve the attached Transportation Asset Management Plan. Beginning October 2019 and on a three-year cycle thereafter, certification must be made for compliance to Public Act 325. A local road-owning agency with 100 certified miles or more must certify that it has developed an asset management plan for the road, bridge, culvert, and traffic signal assets. Approving this plan certifies that the City of Kentwood meets with minimum requirements as outlined by Public Act 325 and agency-defined goals and objectives. The Transportation Asset Management Plan for roads and bridges is attached.

If you have any questions, please contact Brad Boomstra at (616)554-0740 or David Urena at (616)554-0738. Thank you for your consideration of this request.

City of Kentwood 2023 Pavement Asset Management Plan



A plan describing the City of Kentwood's roadway assets and conditions

Prepared by:

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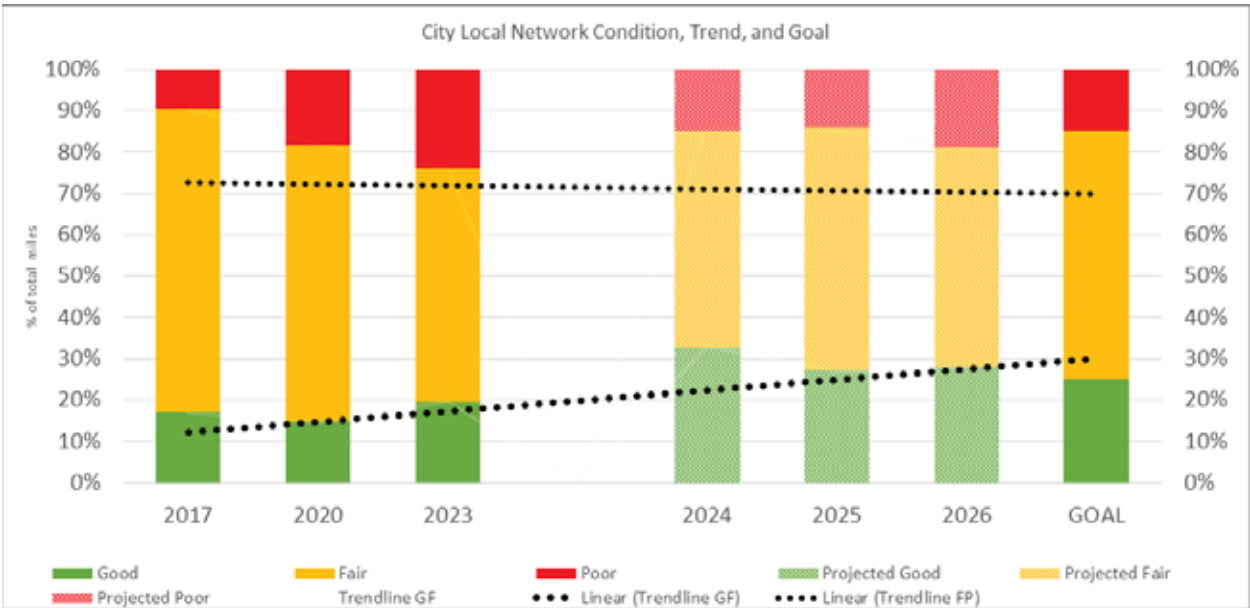
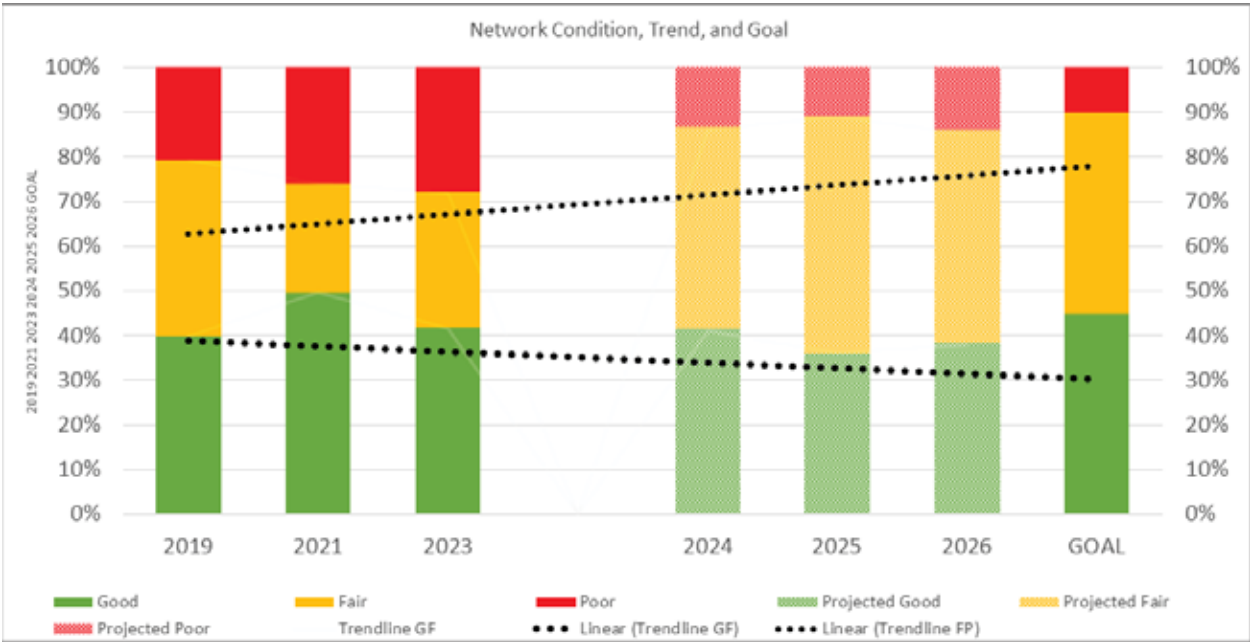
EXECUTIVE SUMMARY

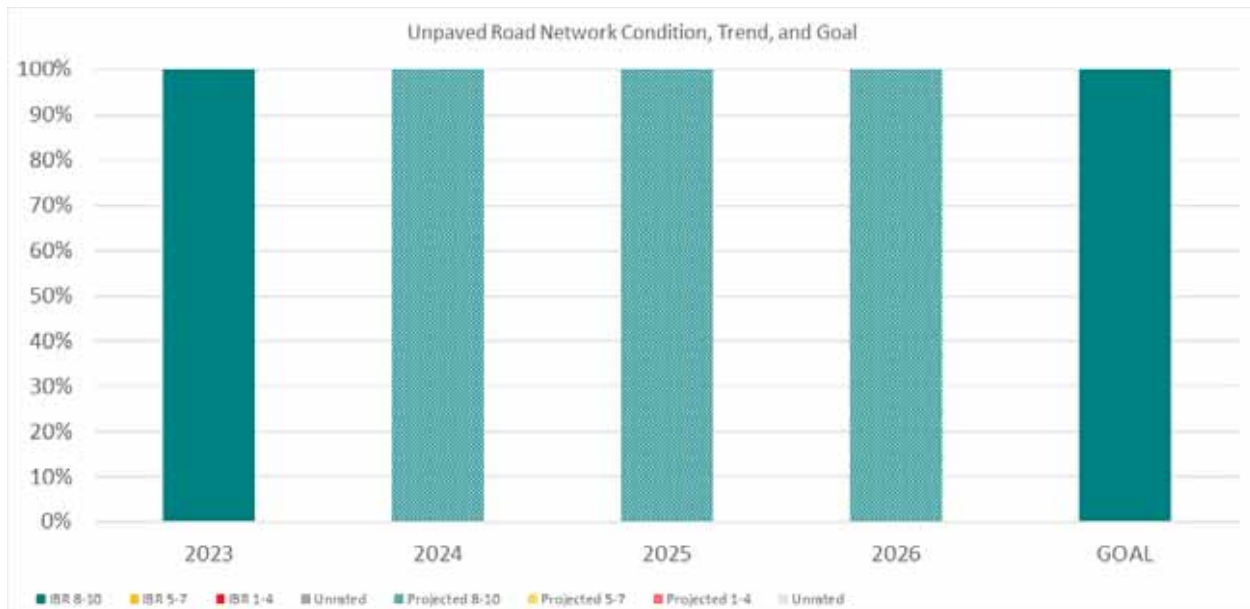
As conduits for commerce and connections to vital services, roads are among the most important assets in any community along with other assets like bridges, culverts, traffic signs, traffic signals, and utilities that support and affect roads. The City of Kentwood's (KW) roads, other transportation assets, and support systems are also some of the most valuable and extensive public assets, all of which are paid for with taxes collected from ordinary citizens and businesses. The cost of building and maintaining roads, their importance to society, and the investment made by taxpayers all place a high level of responsibility on local agencies to plan, build, and maintain the road network in an efficient and effective manner. This asset management plan is intended to report on how KW is meeting its obligations to maintain the public assets for which it is responsible.

This plan overviews KW's road assets and condition, and explains how KW works to maintain and improve the overall condition of those assets. These explanations can help answer the following questions:

KW owns and/or manages 157.309 centerline miles of roads. This road network can be divided into the city major network, the city local network, the unpaved road network, and the National Highway System (NHS) network based on the different factors these roads have that influence asset management decisions. A summary of KW historical and current network conditions, projected trends, and goals for city major network and city local network can be seen in the two figures, below:

A summary of KW historical and current network conditions, projected trend and goal for the unpaved road network can be seen in the figure, below:





An asset management plan is required by Michigan Public Act 325 of 2018, and this document represents fulfillment of some of KW’s obligations towards meeting these requirements. This asset management plan also helps demonstrate KW’s responsible use of public funds by providing elected and appointed officials as well as the general public with inventory and condition information of KW’s road assets, and gives taxpayers the information they need to make informed decisions about investing in its essential transportation infrastructure.

INTRODUCTION

Asset management is defined by Public Act 325 of 2018 as “an ongoing process of maintaining, preserving, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals”. In other words, asset management is a process that uses data to manage and track assets, like roads and bridges, in a cost-effective manner using a combination of engineering and business principles. This process is endorsed by leaders in municipal planning and transportation infrastructure, including the Michigan Municipal League, County Road Association of Michigan, the Michigan Department of Transportation (MDOT), and the Federal Highway Administration (FHWA). KW is supported in its use of asset management principles and processes by the Michigan Transportation Asset Management Council (TAMC), formed by the State of Michigan.

Asset management, in the context of this plan, ensures that public funds are spent as effectively as possible to maximize the condition of the road network. Asset management also provides a transparent decision-making process that allows the public to understand the technical and financial challenges of managing road infrastructure with a limited budget.

The City of Kentwood (KW) has adopted an “asset management” business process to overcome the challenges presented by having limited financial, staffing, and other resources while needing to meet road users’ expectations. KW is responsible for maintaining and operating over 157.309 centerline miles of roads.

This plan outlines how KW determines its strategy to maintain and upgrade road asset condition given agency goals, priorities of its road users, and resources provided. An updated plan is to be released approximately every three years to reflect changes in road conditions, finances, and priorities.

Questions regarding the use or content of this plan should be directed to the Engineering Department at 4900 Breton Ave, Kentwood, MI, 49508 or at (616)-554-0738 or visit the City of Kentwood website. Key terms used in this plan are defined in KW’s comprehensive transportation asset management plan (also known as the “compliance plan”) used for compliance with PA 325 or 2018.

Knowing the basic features of the asset classes themselves is a crucial starting point to understanding the rationale behind an asset management approach. The following primer provides an introduction to pavements.

Pavement Primer

Roads come in two basic forms—paved and unpaved. Paved roads have hard surfaces. These hard surfaces can be constructed from asphalt, concrete, composite (asphalt and concrete), sealcoat, and brick and block materials. On the other hand, unpaved roads have no hard surfaces. Examples of these surfaces are gravel and unimproved earth.

The decision to pave with a particular material as well as the decision to leave a road unpaved allows road-owning agencies to tailor a road to a particular purpose, environment, and budget. Thus, selecting a pavement type or leaving a road unpaved depends upon purpose, materials available, and budget. Each choice represents a trade-off between budget and costs for construction and maintenance.

Maintenance enables the road to fulfill its particular purpose. To achieve the maximum service for a pavement or an unpaved road, continual monitoring of a road's pavement condition is essential for choosing the right time to apply the right fix in the right place.

Here is a brief overview of the different types of pavements, how condition is assessed, and treatment options that can lengthen a road's service life.

Surfacing

Pavement type is influenced by several different factors, such as cost of construction, cost of maintenance, frequency of maintenance, and type of maintenance. These factors can have benefits affecting asset life and road user experience.

Paved Surfacing

Typical benefits and tradeoffs for hard surface types include:

- **Concrete pavement:** Concrete pavement, which is sometimes called a rigid pavement, is durable and lasts a long time when properly constructed and maintained. Concrete pavement can have longer service periods between maintenance activities, which can help reduce maintenance-related traffic disruptions. However, concrete pavements have a high initial cost and can be challenging to rehabilitate and maintain at the end of their service life. A typical concrete pavement design life will provide service for 30 years before major rehabilitation is necessary.
- **Hot-mix asphalt pavement (HMA):** HMA pavement, sometimes known as asphalt or flexible pavement, is currently less expensive to construct than concrete pavement (this is, in some part, due to the closer link between HMA material costs and oil prices that HMA pavements have in comparison with other pavement types). However, they require frequent maintenance activities to maximize their service life. A typical HMA pavement design life will provide service for 18 years before major rehabilitation is necessary. The vast majority of local-agency-owned pavements are HMA pavements.

- **Composite pavements:** Composite pavement is a combination of concrete and asphalt layers. Typically, composite pavements are old concrete pavements exhibiting ride-related issues that were overlaid by several inches of HMA in order to gain more service life from the pavement before it would need reconstruction. Converting a concrete pavement to a composite pavement is typically used as a “holding pattern” treatment to maintain the road in usable condition until reconstruction funds become available.
- **Sealcoat pavement:** Sealcoat pavement is a gravel road that have been sealed with a thin asphalt binder coating that has stone chips spread on top (not to be confused with a chip seal treatment over HMA pavement). This type of a pavement relies on the gravel layer to provide structure to support traffic, and the asphalt binder coating and stone chips shed water and eliminate the need for maintenance grading. Nonetheless, sealcoat pavement does require additional maintenance steps that asphalt and gravel do not require and does not last as long as HMA pavement, but it provides a low-cost alternative for lightly-trafficked areas and competes with asphalt for ride quality when properly constructed and maintained. Sealcoat pavement can provide service for ten or more years before the surface layer deteriorates and needs to be replaced.

Unpaved Surfacing

Typical benefits and tradeoffs for non-hard surfacing include:

- **Gravel:** Gravel is a low-cost, easy-to-maintain road surface made from layers of soil and aggregate (gravel). However, there are several potential drawbacks such as dust, mud, and ride smoothness when maintenance is delayed or traffic volume exceeds design expectations. Gravel roads require frequent low-cost maintenance activities. Gravel can be very cost effective for lower-volume, lower-speed roads. In the right conditions, a properly constructed and maintained gravel road can provide a service life comparable to an HMA pavement and can be significantly less expensive than the other pavement types.

Pavement Condition

Besides traffic congestion, pavement condition is what road users typically notice most about the quality of the roads that they regularly use—the better the pavement condition, the more satisfied users are with the service provided by the roadwork performed by road-owning agencies. Pavement condition is also a major factor in determining the most cost-effective treatment—that is, routine maintenance, capital preventive maintenance, or structural improvement—for a given section of pavement. As pavements age, they transition between “windows” of opportunity when a specific type of treatment can be applied to gain an increase in quality and extension of service life. Routine maintenance is day-to-day, regularly-scheduled, low-cost activity applied to “good” roads to prevent water or debris intrusion. Capital preventive maintenance (CPM) is a planned set of cost-effective treatments for “fair” roads that corrects pavement defects, slows further deterioration, and maintains the functional condition without increasing structural capacity. KW uses pavement condition and age to anticipate when a specific section of pavement will be a potential candidate for preventive maintenance. More detail on this topic is included in the *Pavement Treatment* section of this primer.

Pavement condition data is also important because it allows road owners to evaluate the benefits of preventive maintenance projects. This data helps road owners to identify the most cost-effective use of road construction and maintenance dollars. Further, historic pavement condition data can enable road owners to predict future road conditions based on budget constraints and to determine if a road network's condition will improve, stay the same, or degrade at the current or planned investment level. This analysis can help determine how much additional funding is necessary to meet a network's condition improvement goals.

Paved Road Condition Rating System

KW is committed to monitoring the condition of its road network and using pavement condition data to drive cost-effective decision-making and preservation of valuable road assets. KW uses the Pavement Surface Evaluation and Rating (PASER) system to assess its paved roads. PASER was developed by the University of Wisconsin Transportation Information Center to provide a simple, efficient, and consistent method for evaluating road condition through visual inspection. The widely-used PASER system has specific criteria for assessing asphalt, concrete, sealcoat, and brick and block pavements. Information regarding the PASER system and PASER manuals may be found on the TAMC website at:

http://www.michigan.gov/tamc/0,7308,7-356-82158_82627---,00.html.

The TAMC has adopted the PASER system for measuring statewide pavement conditions in Michigan for asphalt, concrete, composite, sealcoat, and brick-and-block paved roads. Broad use of the PASER system means that data collected at KW is consistent with data collected statewide. PASER data is collected using trained inspectors in a slow-moving vehicle using GPS-enabled data collection software provided to road-owning agencies at no cost to them. The method does not require extensive training or specialized equipment, and data can be collected rapidly, which minimizes the expense for collecting and maintaining this data.

The PASER system rates surface condition using a 1-10 scale where 10 is a brand new road with no defects that can be treated with routine maintenance, 5 is a road with distresses but is structurally sound that can be treated with preventive maintenance, and 1 is a road with extensive surface and structural distresses that is in need of total reconstruction.

Roads with lower PASER scores generally require costlier treatments to restore their quality than roads with higher PASER scores. The cost effectiveness of treatments generally decreases as the PASER number decreases. In other words, as a road deteriorates, it costs more dollars per mile to fix it, and the dollars spent are less efficient in increasing the road's service life. Nationwide experience and asset management principles tell us that a road that has deteriorated to a PASER 4 or less will cost more to improve and the dollars spent are less efficient. Understanding this cost principle helps to draw meaning from the current PASER condition assessment.

The TAMC has developed statewide definitions of road condition by creating three simplified condition categories—“good”, “fair”, and “poor”—that represent bin ranges of PASER scores having similar contexts with regard to maintenance and/or reconstruction. The definitions of these rating conditions are:

- “Good” roads, according to the TAMC, have PASER scores of 8, 9, or 10. Roads in this category have very few, if any, defects and only require minimal maintenance; they may be kept in this category longer using PPM. These roads may include those that have been recently seal coated or newly constructed. Figure 1 illustrates an example of a road in this category.
- “Fair” roads, according to the TAMC, have PASER scores of 5, 6, or 7. Roads in this category still show good structural support, but their surface is starting to deteriorate. Figure 1 illustrates two road examples in this category. CPM can be cost effective for maintaining the road’s “fair” condition or even raising it to “good” condition before the structural integrity of the pavement has been severely impacted. CPM treatments can be likened to shingles on a roof of a house: while the shingles add no structural value, they protect the house from structural damage by maintaining the protective function of a roof covering.
- “Poor” roads, according to the TAMC, have PASER scores of 1, 2, 3, or 4. These roads exhibit evidence that the underlying structure is failing, such as alligator cracking and rutting. These roads must be rehabilitated with treatments like a heavy overlay, crush and shape, or total reconstruction. Figure 1 illustrates a road in this category.



Figure 1: *Top image*, PASER 8 road that is considered “good” by the TAMC exhibit only minor defects. *Second image*, PASER 5 road that is considered “fair” by the TAMC. Exhibiting structural soundness but could benefit from CPM. *Third image*, PASER 6 road that is considered “fair” by the TAMC. *Bottom image*, PASER 2 road that is considered “poor” by the TAMC exhibiting significant structural distress.

The TAMC’s good, fair, and poor categories are based solely on the definitions, above. Therefore, caution should be exercised when comparing other condition assessments with these categories because other

condition assessments may have “good”, “fair”, or “poor” designations similar to the TAMC condition categories but may not share the same definition. Often, other condition assessment systems define the “good”, “fair”, and “poor” categories differently, thus rendering the data of little use for cross-system comparison. The TAMC’s definitions provide a statewide standard for all of Michigan’s road-owning agencies to use for comparison purposes.

PASER data is collected 100 percent every two years on all federal-aid-eligible roads in Michigan. The TAMC dictates and funds the required training and the format for this collection, and it shares the data regionally and statewide. In addition, KW works partners with Grand Valley Metro Council to collect 100 percent of its paved non-federal-aid-eligible network.

Pavement Treatments

Selection of repair treatments for roads aims to balance costs, benefits, and road life expectancy. All pavements are damaged by water, traffic weight, freeze/thaw cycles, and sunlight. Each of the following treatments and strategies—reconstruction, structural improvements, capital preventive maintenance, and others used by KW—counters at least one of these pavement-damaging forces.

Reconstruction

Pavement reconstruction treats failing or failed pavements by completely removing the old pavement and base and constructing an entirely new road (Figure 3). Every pavement has to eventually be reconstructed and it is usually done as a last resort after more cost-effective treatments are done, or if the road requires significant changes to road geometry, base, or buried utilities. Compared to the other treatments, which are all improvements of the existing road, reconstruction is the most extensive rehabilitation of the roadway and therefore, also the most expensive per mile and most disruptive to regular traffic patterns. Reconstructed pavement will subsequently require one or more of the previous maintenance treatments to maximize service life and performance. A reconstructed road lasts approximately 20 years and costs \$350,000 per lane mile. The following descriptions outline the main reconstruction treatments used by KW.



Figure 3: Examples of reconstruction treatments—(left) reconstructing a road and (right) road prepared for full-depth repair.

Full-depth Concrete Repair

A full-depth concrete repair removes sections of damaged concrete pavement and replaces it with new concrete of the same dimensions (Figure 3). It is usually performed on isolated deteriorated joint locations or entire slabs that are much further deteriorated than adjacent slabs. The purpose is to restore the riding

surface, delay water infiltration, restore load transfer from one slab to the next, and eliminate the need to perform costly temporary patching. This repair lasts approximately twelve years and typically costs \$200,000 per mile.

Gravel Overlay (for Unpaved Roads)

Unpaved roads will exhibit gravel loss over time due to traffic, wind, and rain. Gravel on an unpaved road provides a wear surface and contributes to the structure of the entire road. Unpaved roads typically need to be overlaid with four inches of new gravel every 15 years at a cost of \$25,000 per mile.

Structural Improvement

Roads requiring structural improvements exhibit alligator cracking and rutting and rated poor in the TAMC scale. Road rutting is evidence that the underlying structure is beginning to fail and it must be either rehabilitated with a structural treatment. Examples of structural improvement treatments include HMA overlay with or without milling, and crush and shape (Figure 4). The following descriptions outline the main structural improvement treatments used by KW.



Figure 4: Examples of structural improvement treatments—(from left) HMA overlay on an unmilled pavement, milling asphalt pavement, and pulverization of a road during a crush-and-shape project.

Hot-mix Asphalt (HMA) Overlay with/without Milling

An HMA overlay is a layer of new asphalt (liquid asphalt and stones) placed on an existing pavement (Figure 4). Depending on the overlay thickness, this treatment can add significant structural strength. This treatment also creates a new wearing surface for traffic and seals the pavement from water, debris, and sunlight damage. An HMA overlay lasts approximately five to ten years and costs \$50,000 to \$100,000 per lane mile. The top layer of severely damaged pavement can be removed by milling, a technique that helps prevent structural problems from being quickly reflected up to the new surface. Milling is also done to keep roads at the same height of curb and gutter that is not being raised or reinstalled in the project. Milling adds \$10,000 per lane mile to the HMA overlay cost.

Crush and Shape

During a crush and shape treatment, the existing pavement and base are pulverized and then the road surface is reshaped to correct imperfections in the road's profile (Figure 4). An additional layer of gravel is often added along with a new wearing surface such as an HMA overlay or chip seal. Additional gravel and an HMA overlay give an increase in the pavements structural capacity. This treatment is usually done

on rural roads with severe structural distress; Adding gravel and a wearing surface makes it more prohibitive for urban roads if the curb and gutter is not raised up. Crush and shape treatments last approximately 14 years and cost \$150,000 per lane mile.

Capital Preventive Maintenance

Capital preventive maintenance (CPM) addresses pavement problems of fair-rated roads before the structural integrity of the pavement has been severely impacted. CPM is a planned set of cost-effective treatments applied to an existing roadway that slows further deterioration and that maintains or improves the functional condition of the system without significantly increasing the structural capacity. Examples of such treatments include crack seal, fog seal, chip seal, slurry seal, and microsurface (Figure 5). The purpose of the following CPM treatments is to protect the pavement structure, slow the rate of deterioration, and/or correct pavement surface deficiencies. The following descriptions outline the main CPM treatments used by KW.



Figure 5: Examples of capital preventive maintenance treatments—(from left) crack seal, fog seal, chip seal, and slurry seal/microsurface.

Crack Seal

Water that infiltrates the pavement surface softens the pavement structure and allows traffic loads to cause more damage to the pavement than in normal dry conditions. Crack sealing helps prevent water infiltration by sealing cracks in the pavement with asphalt sealant (Figure 5). KW seals pavement cracks early in the life of the pavement to keep it functioning as strong as it can and for as long as it can. Crack sealing lasts approximately two years and costs \$4,000 per lane mile. Even though it does not last very long compared to other treatments, it does not cost very much compared to other treatments. This makes it a very cost effective treatment when KW looks at what crack filling costs per year of the treatment's life.

Fog Seal

Fog sealing sprays a liquid asphalt coating onto the entire pavement surface to fill hairline cracks and prevent damage from sunlight (Figure 5). Fog seals are best for good to very good pavements and last approximately two years at a cost of \$1,000 per lane mile.

Chip Seal

A chip seal, also known as a sealcoat, is a two-part treatment that starts with liquid asphalt sprayed onto the old pavement surface followed by a single layer of small stone chips spread onto the wet liquid asphalt layer (Figure 5). The liquid asphalt seals the pavement from water and debris and holds the stone chips in place, providing a new wearing surface for traffic that can correct friction problems and helping to prevent further surface deterioration. Chip seals are best applied to pavements that are not exhibiting problems with strength, and their purpose is to help preserve that strength. These treatments last approximately five years and cost \$15,000 per lane mile.

Slurry Seal/Microsurface

A slurry seal or microsurface's purpose is to protect existing pavement from being damaged by water and sunlight. The primary ingredients are liquid asphalt (slurry seal) or modified liquid asphalt (microsurface), small stones, water and portland cement applied in a very thin (less than a half an inch) layer (Figure 5). The main difference between a slurry seal and a microsurface is the modified liquid asphalt used in microsurfacing provides different curing and durability properties, which allows microsurfacing to be used for filling pavement ruts. Since the application is very thin, these treatments do not add any strength to the pavement and only serves to protect the pavement's existing strength by sealing the pavement from sunlight and water damage. These treatments work best when applied before cracks are too wide and too numerous. A slurry seal treatment lasts approximately four years and costs \$20,000 per lane mile, while a microsurface treatment tends to last for seven years and costs \$25,000 per lane mile.

Partial-Depth Concrete Repair

A partial-depth concrete repair involves removing spalled (i.e., fragmented) or delaminated (i.e., separated into layers) areas of concrete pavement, usually near joints and cracks and replacing with new concrete (Figure 6). This is done to provide a new wearing surface in isolated areas, to slow down water infiltration, and to help delay further freeze/thaw damage. This repair lasts approximately five years and typically costs \$20,000 per mile.

Maintenance Grading (for Unpaved Roads)

Maintenance grading involves regrading an unpaved road to remove isolated potholes, washboarding, and ruts then restoring the compacted crust layer (Figure 6). Crust on an unpaved road is a very tightly compacted surface that sheds water with ease but takes time to be created, so destroying a crusted surface with maintenance grading requires a plan to restore the crust. Maintenance grading often needs to be performed three to five times per year and each grading costs \$300 per mile.

Dust Control (for Unpaved Roads)

Dust control typically involves spraying chloride or other chemicals on a gravel surface to reduce dust loss, aggregate loss, and maintenance (Figure 6). This is a relatively short-term fix that helps create a crusted surface. Chlorides work by attracting moisture from the air and existing gravel. This fix is not effective if the surface is too dry or heavy rain is imminent, so timing is very important. Dust control is done two to four times per year and each application costs \$700 per mile.



Figure 6: Examples of capital preventive maintenance treatments, cont'd—(from left) concrete road prepared for partial-depth repair, gravel road undergoing maintenance grading, and gravel road receiving dust control application (dust control photo courtesy of Weld County, Colorado, weldgov.com).

Innovative Treatments

Innovative treatments are those newer, unique, non-standard treatments that provide ways of treating pavements using established engineering principles in new and cost-effective ways. KW strives to be innovative with its pavement treatments by looking for ways to prevent pavement damage and save taxpayer dollars.

Cape Seal

A Cape seal is a three-step treatment that combines a chip seal and micro surface. It starts with liquid asphalt sprayed onto the old pavement surface followed by a single layer of small stone chips spread onto the wet liquid asphalt layer (Figure 5). Finally, the surface is covered with a thin layer of liquid asphalt. The liquid asphalt seals the pavement from water and debris and holds the stone chips in place, providing a new wearing surface for traffic that can correct friction problems and help to prevent further surface deterioration. The combination of these methods works to increase the service life of the road at minimal additional cost. Cape seals are best applied to pavements that are not exhibiting problems with strength, and their purpose is to help preserve that strength. These treatments last approximately five to seven years and cost \$33,000 per lane mile.

Maintenance

Maintenance is the most cost-effective strategy for managing road infrastructure and prevents good and fair roads from reaching the poor category, which require costly rehabilitation and reconstruction treatments to create a year of service life. It is most effective to spend money on routine maintenance and CPM treatments, first; then, when all maintenance project candidates are treated, reconstruction and rehabilitation can be performed as money is available. This strategy is called a “mix-of-fixes” approach to managing pavements.

1. PAVEMENT ASSETS

Building a mile of new road can cost over \$1 million due to the large volume of materials and equipment that are necessary. The high cost of constructing road assets underlines the critical nature of properly managing and maintaining the investments made in this vital infrastructure. The specific needs of every mile of road within an agency's overall road network is a complex assessment, especially when considering rapidly changing conditions and the varying requisites of road users; understanding each road-mile's needs is an essential duty of the road-owning agency.

In Michigan, many different governmental units (or agencies) own and maintain roads, so it can be difficult for the public to understand who is responsible for items such as planning and funding construction projects, [patching] repairs, traffic control, safety, and winter maintenance for any given road. MDOT is responsible for state trunkline roads, which are typically named with "M", "I", or "US" designations regardless of their geographic location in Michigan. Cities and villages are typically responsible for all public roads within their geographic boundary with the exception of the previously mentioned state trunkline roads managed by MDOT. County road commissions (or departments) are typically responsible for all public roads within the county's geographic boundary, with the exception of those managed by cities, villages, and MDOT.

In cases where non-trunkline roads fall along jurisdictional borders, local and intergovernmental agreements dictate ownership and maintenance responsibility. Quite frequently, roads owned by one agency may be maintained by another agency because of geographic features that make it more cost effective for a neighboring agency to maintain the road instead of the actual road owner. Other times, road-owning agencies may mutually agree to coordinate maintenance activities in order to create economies of scale and take advantage of those efficiencies.

KW is responsible for a total of 157.309 centerline miles of public roads, as shown in Figure 7.



Figure 7: Map showing location of KW's paved roads (i.e., those managed by KW) and their current condition for paved roads with green for good (i.e., PASER 10, 9, 8), yellow for fair (i.e., PASER 7, 6, 5), and red for poor (i.e., PASER 4, 3, 2, 1), as well as the location of KW's unpaved roads in blue. Only roads owned by KW are rated.

Inventory

Michigan Public Act 51 of 1951 (PA 51), which defines how funds from the Michigan Transportation Fund (MTF) are distributed to and spent by road-owning agencies, classifies roads owned by KW as either city major or city local roads. State statute prioritizes expenditures on the city major road network.

Figure 8 illustrates the percentage of roads owned by KW that are classified as city major and city local roads.

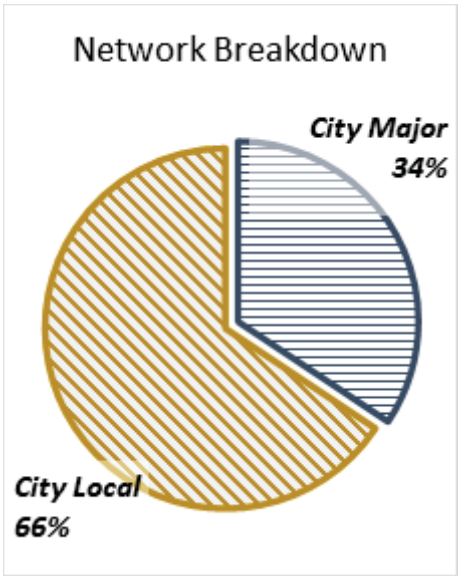


Figure 8: Percentage of city major and city local roads for KW.

KW manages 16.31 miles of roads that are part of the National Highway System (NHS)—in other words, those roads that are critical to the nation’s economy, defense, and mobility—and monitors and maintains their condition. The NHS is subject to special rules and regulations and has its own performance metrics dictated by the FHWA. While most NHS roads in Michigan are managed by MDOT, KW manages a percentage of those roads located in its jurisdiction, as shown in Figure 10.

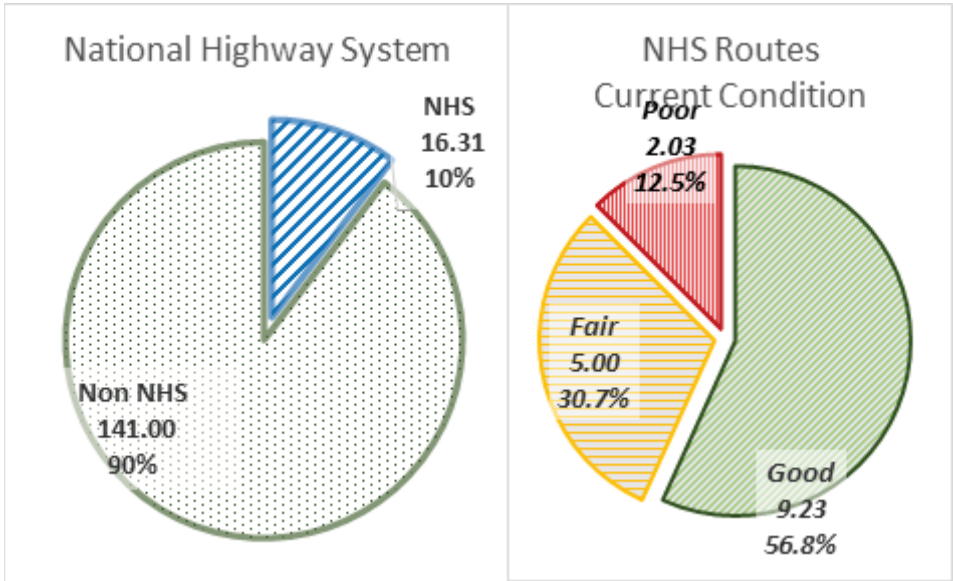


Figure 10: Miles of roads managed by KW that are part of the National Highway System and condition.

KW also owns and manages 0.316 miles of unpaved roads.

Types

KW has multiple types of pavements in its jurisdiction, including: asphalt, concrete, and undefined; it also has unpaved roads (i.e., gravel and/or earth). Factors influencing pavement type include cost of construction, cost of maintenance, frequency of maintenance, type of maintenance, asset life, and road user experience. More information on pavement types is available in the Introduction's Pavement Primer.

Figure 11 illustrates the percentage of various pavement types that KW has in its network.

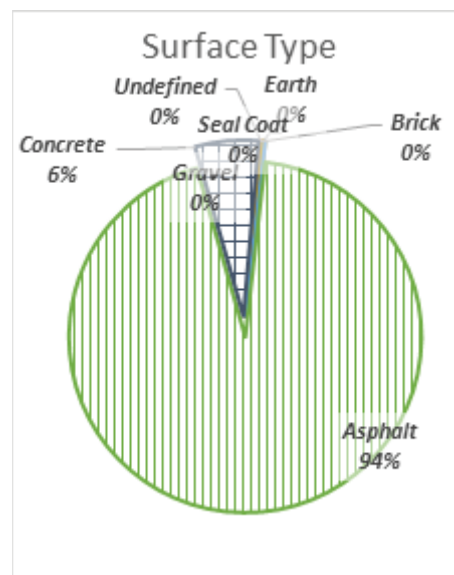


Figure 11: Pavement type by percentage maintained by KW Undefined pavements have not been inventoried in KW's asset management system to date, but will be included as data becomes available.

Locations

Locations and sizes of each asset can be found in KW's Roadsoft database. For more detail, please refer to the agency contact listed in the *Introduction* of this pavement asset management plan.

Condition

The road characteristic that road users most readily notice is pavement condition. Pavement condition is a major factor in determining the most cost-effective treatment—that is, routine maintenance, capital preventive maintenance, or structural improvement—for a given section of pavement. KW uses pavement condition and age to anticipate when a specific section of pavement will be a potential candidate for preventive maintenance. Pavement condition data enables KW to evaluate the benefits of preventive maintenance projects and to identify the most cost-effective use of road construction and maintenance dollars. Historic pavement condition data can be used to predict future road conditions based on budget constraints and to determine if a road network's condition will improve, stay the same, or degrade at the

current or planned investment level. This analysis helps to determine how much additional funding is necessary to meet a network’s condition improvement goals. More detail on this topic is included in the Introduction’s *Pavement Primer*.

Paved Roads

KW is committed to monitoring the condition of its road network and using pavement condition data to drive cost-effective decision-making and preservation of valuable road assets. KW uses the Pavement Surface Evaluation and Rating (PASER) system, which has been adopted by the TAMC for measuring statewide pavement conditions, to assess its paved roads. The PASER system provides a simple, efficient, and consistent method for evaluating road condition through visual inspection. More information regarding the PASER system can be found in the Introduction’s *Pavement Primer*.

KW collects 100 percent of its PASER data every two years on all federal-aid-eligible roads in Michigan. In addition, KW collects 100 percent of its paved non-federal-aid-eligible network by partnering with Grand Valley Metro Council.

KW’s 2023 paved city major road network has 41 percent of roads in the TAMC good condition category, 33 percent in fair, and 25 percent in poor (Figure 13A). The paved city local road network has 21 percent in good, 50 percent in fair, and 29 percent in poor (Figure 13B).

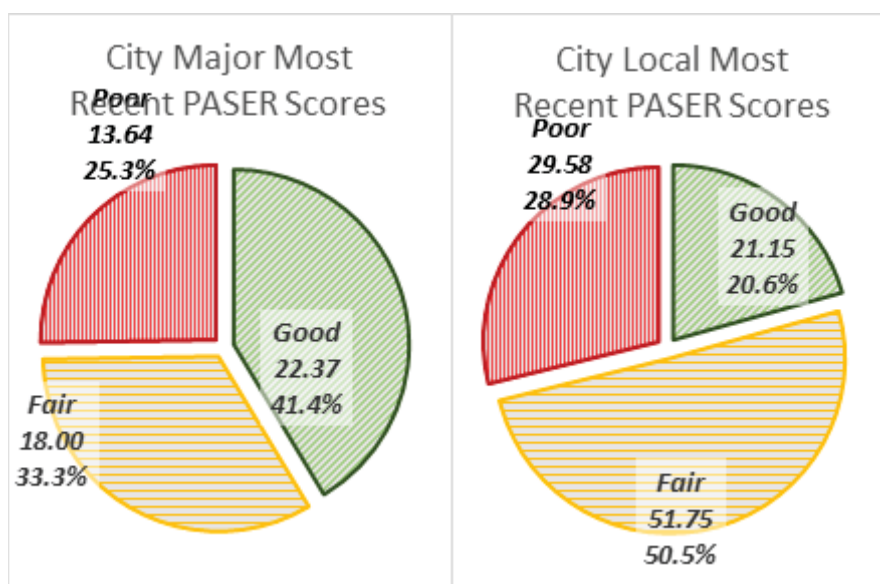


Figure 13: (A) Left: KW paved city major road network conditions by percentage of good, fair, or poor, and (B) Right: paved city local road network conditions by percentage of good, fair, or poor

In comparison, the statewide paved city major road network has 26 percent of roads in the TAMC good condition category, 41 percent in fair, and 33 percent in poor (Figure 14A). The statewide paved city local road network has 20 percent in good, 35 percent in fair, and 45 percent in poor (Figure 14B). Comparing Figure 13A and Figure 14A shows that KW’s paved city major road network is better than similarly-classified roads in the rest of the state, while Figure 13B and Figure 14B show that KW’s paved city local road network is better than similarly-classified roads in the rest of the state. Other road condition graphs

can be viewed on the TAMC pavement condition dashboard at:
<http://www.mcgi.state.mi.us/mitrp/Data/PaserDashboard.aspx>.

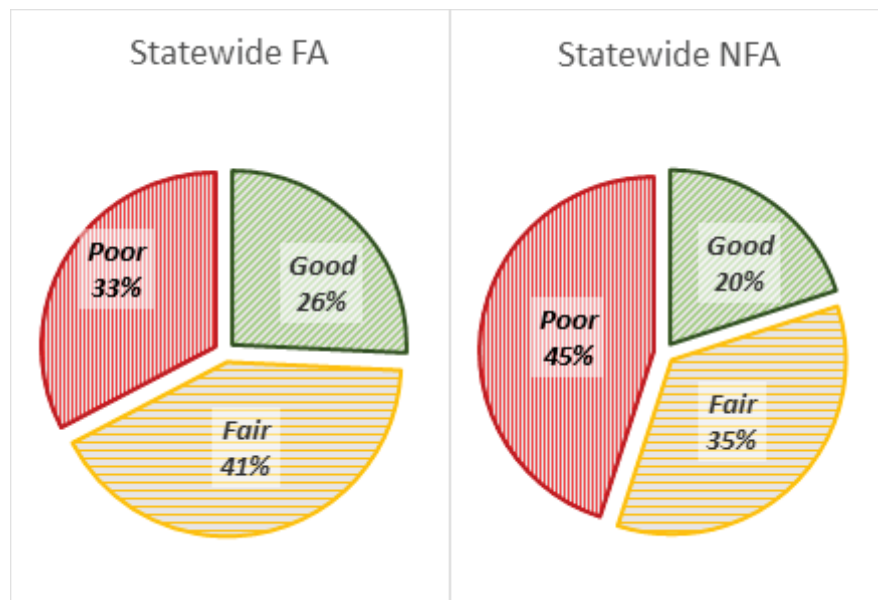


Figure 14: (A) Left: Statewide paved city major road network conditions by percentage of good, fair, or poor, and (B) Right: paved city local road network conditions by percentage of good, fair, or poor

Pavement maintenance in Kentwood faces similar challenges to the rest of the state in regard to the changes in temperature and freeze-thaw conditions. Combined with limited budget, there are always streets to be repaired. The city partners with Grand Valley Metro Council every year to PASER rate 100 percent of the road network and uses the data to make informed decisions on areas that require maintenance. This includes a resurfacing program every year that focuses on cape sealing roads that are in fair condition, as well as finding roads that are in poor condition to plan larger scale maintenance projects. The efforts that we make to ensure the best return on investment have proven to keep our road network above the state average.

Figure 15 and Figure 16 show the number of miles for KW's roads with PASER scores expressed in TAMC definition categories for the paved city major road network (Figure 15) and the paved city local road network (Figure 16). KW considers road miles on the transition line between good and fair (PASER 8) and the transition line between fair and poor (PASER 5) as representing parts of the road network where there is a risk of losing the opportunity to apply less expensive treatments that gain significant improvements in service life.

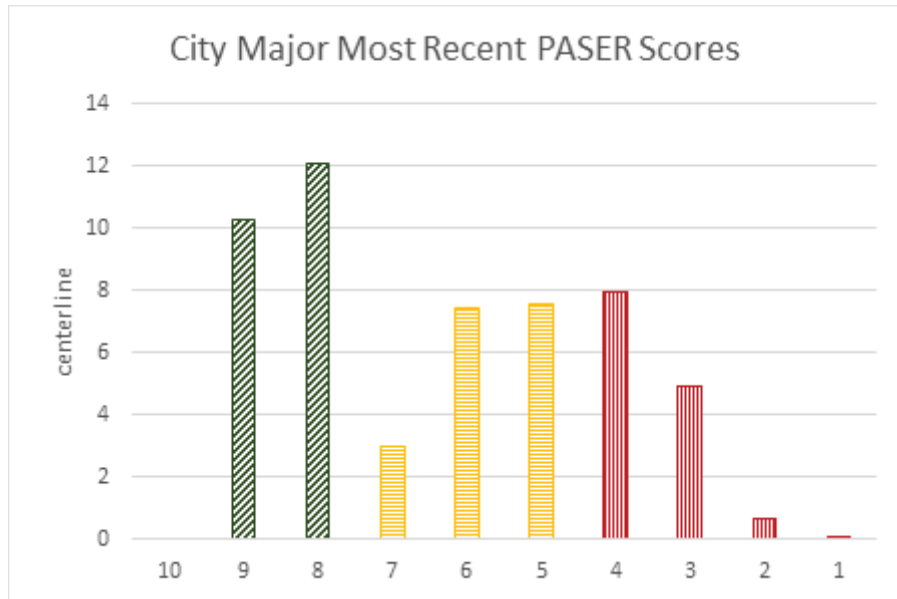


Figure 15: KW paved city major road network conditions. Bar graph colors correspond to good/fair/poor TAMC designations.

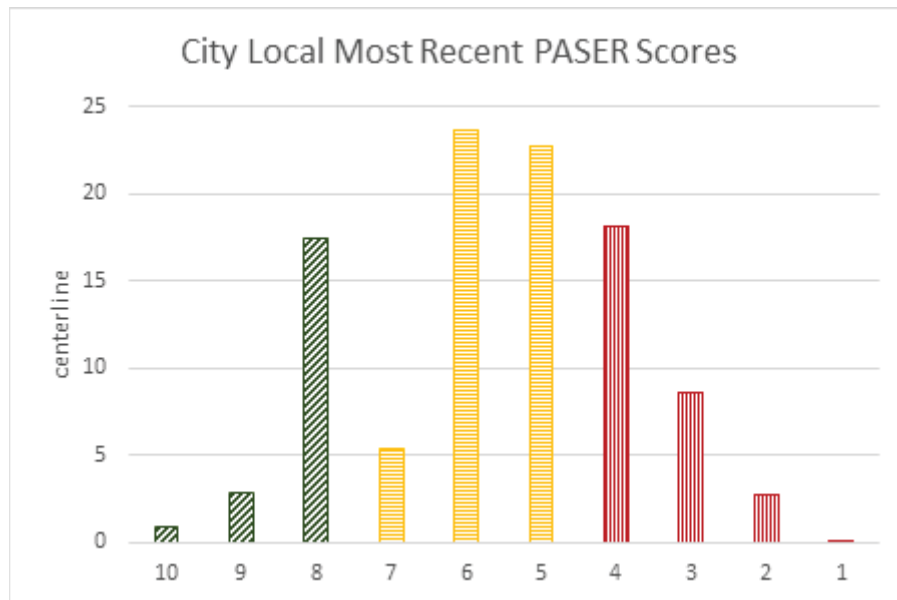


Figure 16: KW paved city local network condition by PASER rating. Bar graph colors correspond to good/fair/poor TAMC designations.

Figure 17 illustrates KW's entire paved road network divided by township into the TAMC good/fair/poor designations.

Figure 18 provides a map illustrating the geographic location of paved roads and their respective PASER condition. An online version of the most recent PASER data is located at <https://www.mcgi.state.mi.us/tamcMap/>.



Figure 18: Map of the current paved road condition in good (PASER 10, 9, 8) shown in green, fair (PASER 7, 6, 5) shown in yellow, and poor (PASER 4, 3, 2, 1) shown in red. Only roads owned by KW are PASER rated.

KW's paved city major roads are currently rated significantly higher than the state average and are trending positively by steadily increasing the percentage of roads that are rated good. However, our goal is to have the average rating continue to increase by lowering the percentage that are allowed to fall into the poor category. On our local roads we have been slowly increasing our percentage of roads in the good category, but the percentage of roads falling into the poor category has also increased in the past 5 years. While budget restrictions make it more difficult to address these concerns, it remains our priority to gradually lower our percentage of local roads falling into the poor category. KW has projects scheduled to address major roads in poor condition and our annual resurfacing program increases each year to address local roads in poor and fair condition. KW has completed several full reconstruction projects in recent

years that include addressing water and sewer utilities at the same time as addressing pavement conditions.

Historically, the overall quality of KW's paved city major roads has been increasing or remaining the same, as can be observed in Figure 19. The percentage of KW's paved city major roads rated good has increased from 30% in 2014 to 40% in 2023.

Comparing KW's paved city major road condition trends illustrated in Figure 19 with overall statewide condition trends for similarly-classified roads, which are illustrated in Figure 20, shows a higher percentage of roads in good and fair condition compared to the rest of the state.

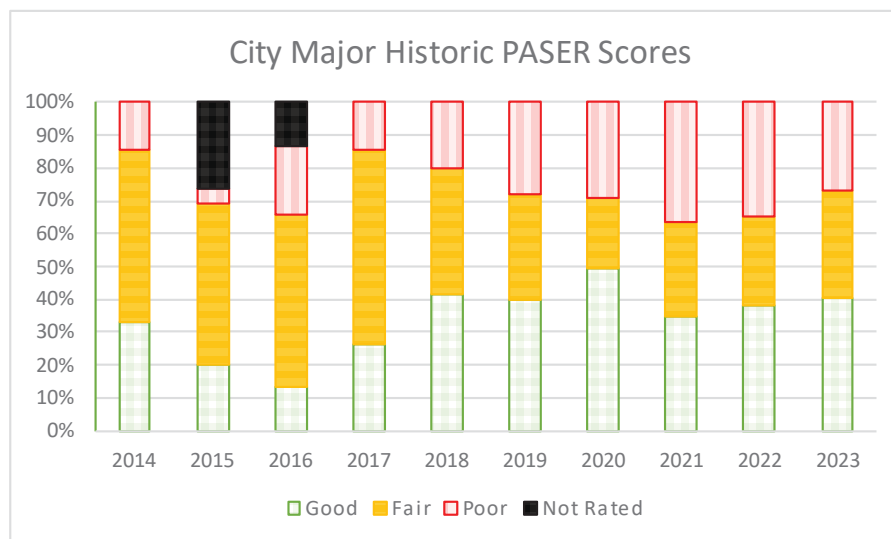


Figure 19: Historical KW paved city major road network condition trend

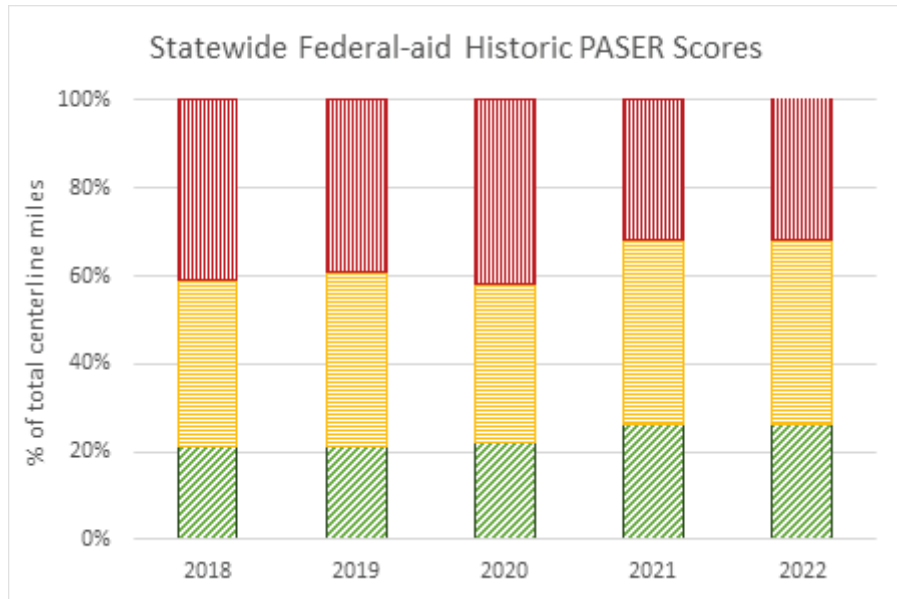


Figure 20: Historical statewide city major road network condition trend

Historically, the overall quality of KW's paved city local roads has been decreasing more than the paved city major road network because they lack a source of state and federal funding and therefore must be supported locally. Figure 21 illustrates the condition of the paved city local road network in KW while Figure 22 illustrates these conditions statewide.

Comparing KW's paved city local road condition trends illustrated in Figure 21 with overall statewide condition trends for all paved city local roads illustrated in Figure 22 indicates that Kentwood local roads have a higher percentage of roads in fair condition compared to in the rest of the state.

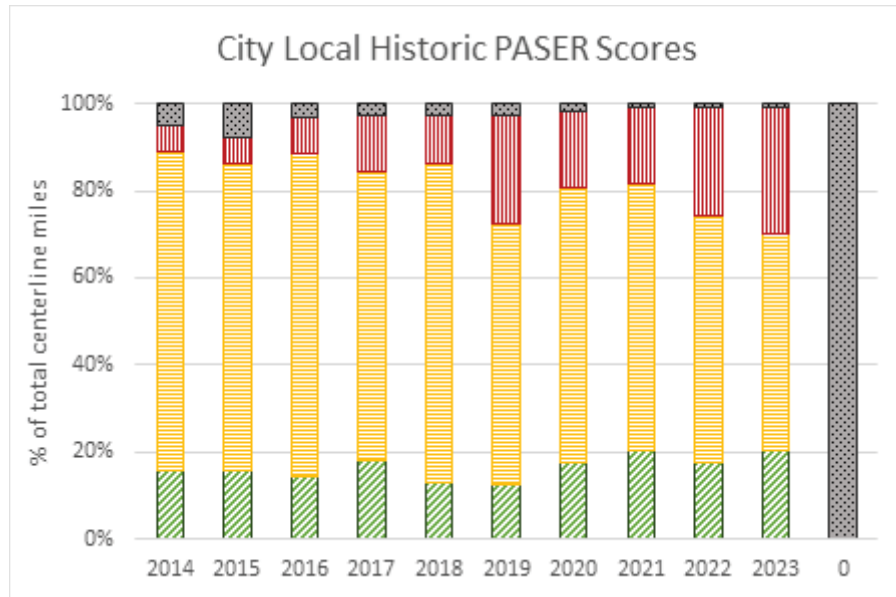


Figure 21: Historical KW paved city local road network condition trend

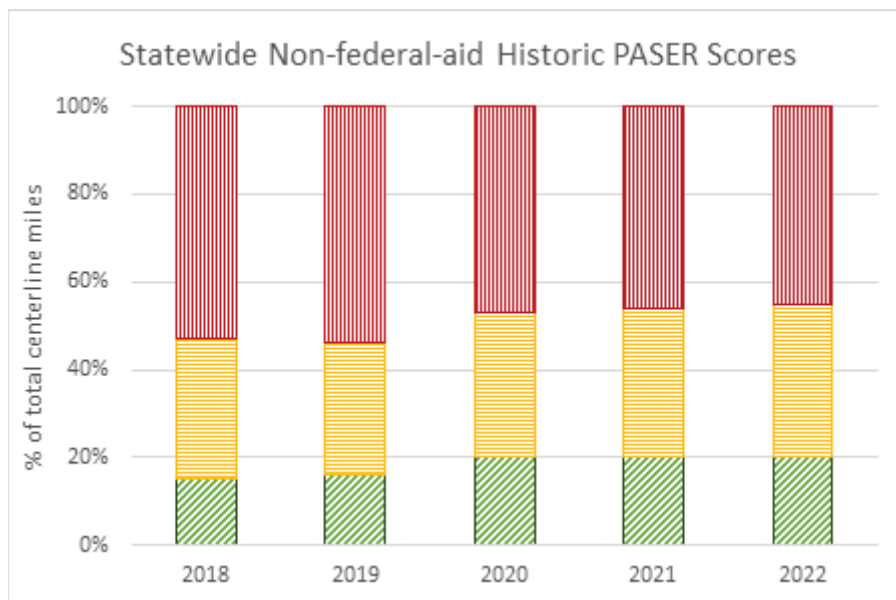


Figure 22: Historical statewide paved city local road network condition trend

Unpaved Roads

The condition of unpaved roads can be rapidly changing, which makes it difficult to obtain a consistent surface condition rating over the course of weeks or even days.

KW has one road that is less than a mile currently unpaved. It is not rated every year with the rest of the system. However, it is monitored and maintained as needed.

Figure 23 shows the percentage of unpaved roads in each IBR number ranges of 10, 9, and 8; 7, 6, and 5; and 4, 3, 2, and 1, for all roads.

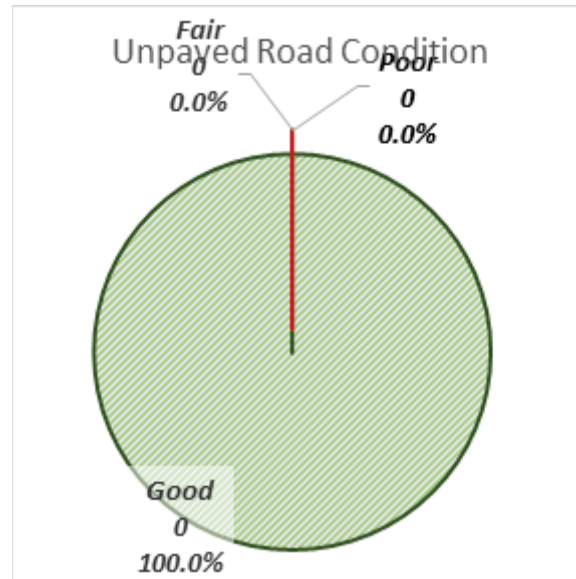


Figure 23: KW's unpaved road network condition by percentage of roads with IBR numbers of 10, 9, and 8; roads with IBR numbers of 7, 6, and 5; and IBR numbers of 4, 3, 2, and 1.

Figure 25, Figure 26, and Figure 27 are maps illustrating the geographic location of unpaved roads and the assessment of the IBR elements, respectively: surface width, drainage adequacy, and structural adequacy.

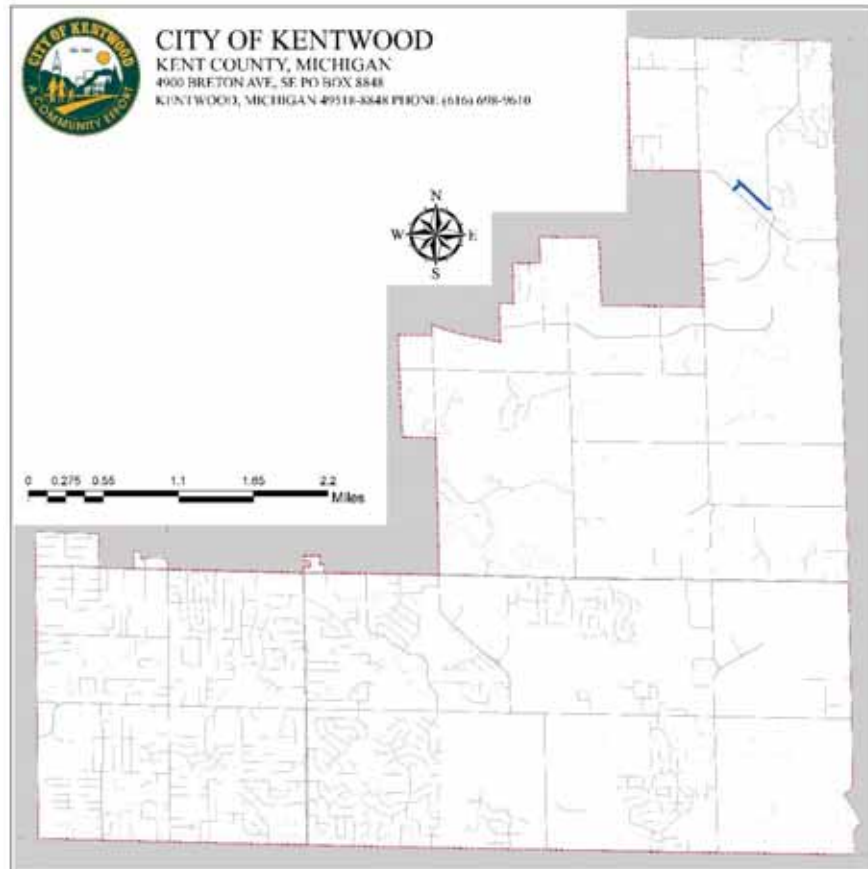


Figure 25: Map of the current IBR for surface width with good (22' and greater) shown in blue, fair (16' to 21') shown in orange, and poor (15' or less) shown in red. Only unpaved roads owned by KW are shown.

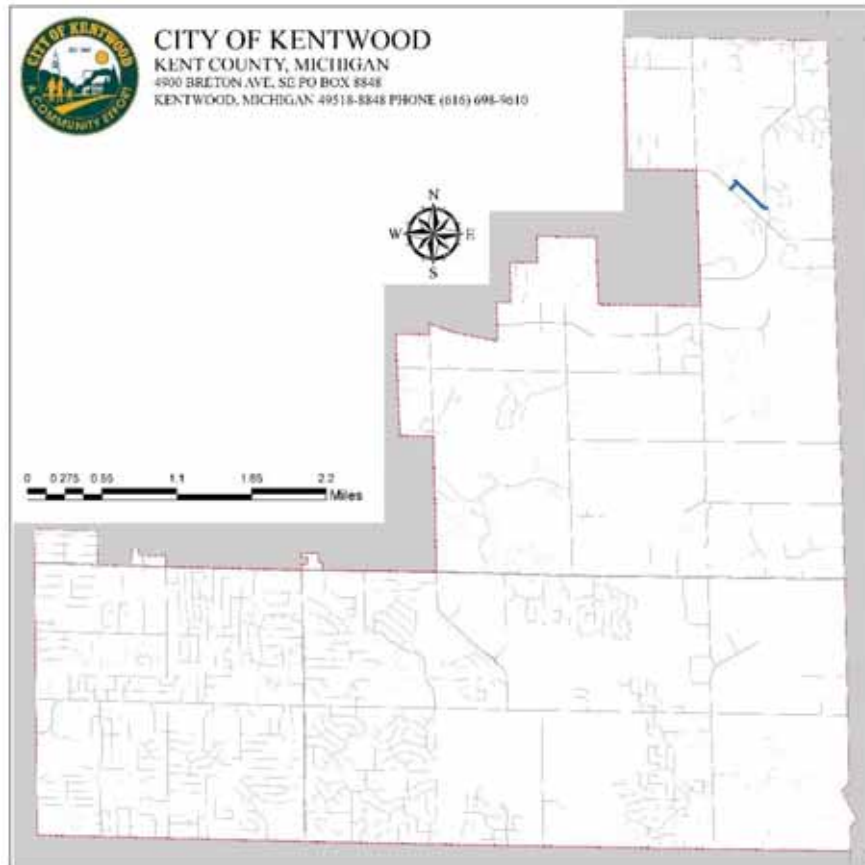


Figure 26: Map of the current IBR for drainage adequacy with good (2' or more) shown in blue, fair (0.5' to less than 2') shown in orange, and poor (less than 0.5') shown in red. Only unpaved roads owned by KW are shown.

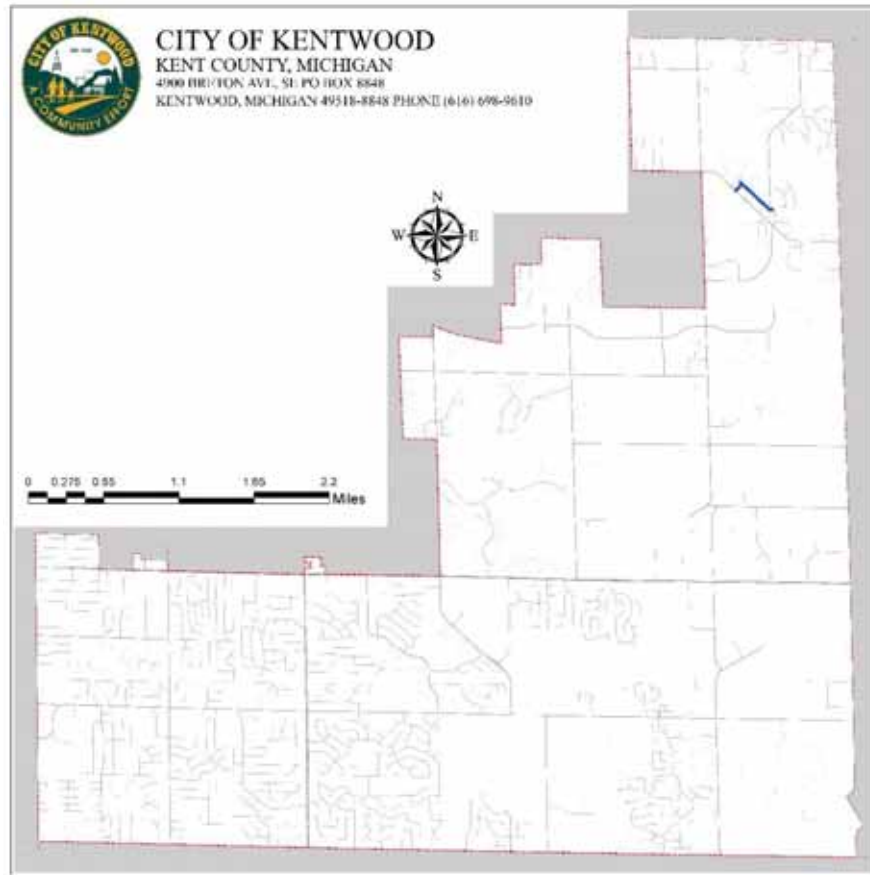


Figure 27: Map of the current IBR structural adequacy good (greater than 7") shown in blue, fair (4" to 7") shown in orange, and poor (less than 4") shown in red. Only unpaved roads owned by KW are shown.

The current conditions of the few gravel roads KW is reflected in the above maps. They show a good IBR rating, width, and drainage. These gravel roads are maintained with routine maintenance periodically throughout the year. There aren't any plans for widening as the few gravel roads KW has are minor roads and have adequate drainage.

Goals

Goals help set expectations for how pavement conditions will change in the future. Pavement condition changes are influenced by water infiltration, soil conditions, sunlight exposure, traffic loading, and repair work performed. KW is not able to control any of these factors fully due to seasonal weather changes, traffic pattern changes, and its limited budget. Despite the uncontrollable variables, it is still important to set realistic network condition goals that efficiently use budget resources to build and maintain roads meeting taxpayer expectations. An assessment of the progress toward these goals is provided in the *1. Pavement Assets: Gap Analysis* section of this plan.

Goals for Paved City Major Roads

The overall goal for KW's paved city major road network is to maintain or improve road conditions network-wide at 2023 levels. The baseline condition for this goal is illustrated in Figure 28.

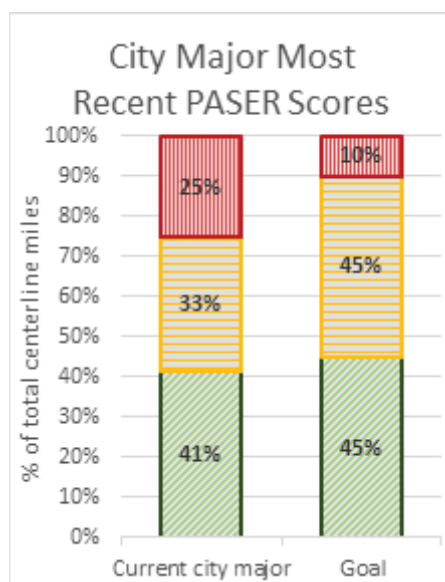


Figure 28: KW's 2023 city major road network condition by percentage of good/fair/poor

KW's network-level pavement condition strategy for paved city major roads is:

1. Prevent good and fair (PASER 10 - 5) paved city major from becoming poor (PASER 4 - 1).
2. Reduce poor category city major roads from 25% to 10%. (60% reduction)

Goals for Paved City Local Roads

The overall goal for KW's paved city local road network is to maintain or improve road conditions network-wide at 2023 levels. The baseline condition for this goal is illustrated in Figure 29.

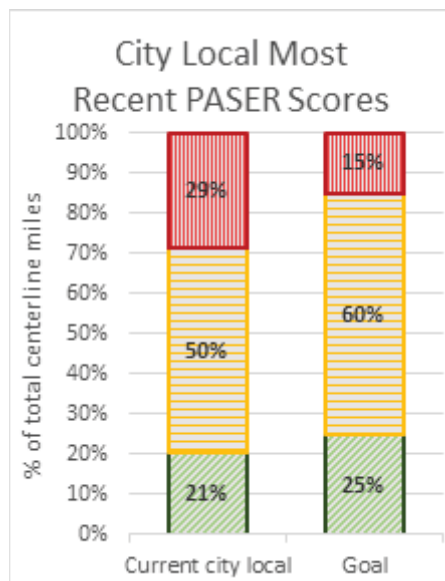


Figure 29: KW 2023 paved city local road network condition by percentage of good/fair/poor

KW's network-level pavement condition strategy for paved city local roads is:

1. Prevent good and fair (PASER 10 - 5) paved city local roads from becoming poor (PASER 4 - 1).
2. Reduce poor category city local roads from 29% to 15%. (48% reduction)

Goals for Unpaved Roads

The overall goal for KW's unpaved road network is to maintain or improve road conditions network-wide at 2023 levels. The baseline condition for this goal is illustrated in Figure 30.

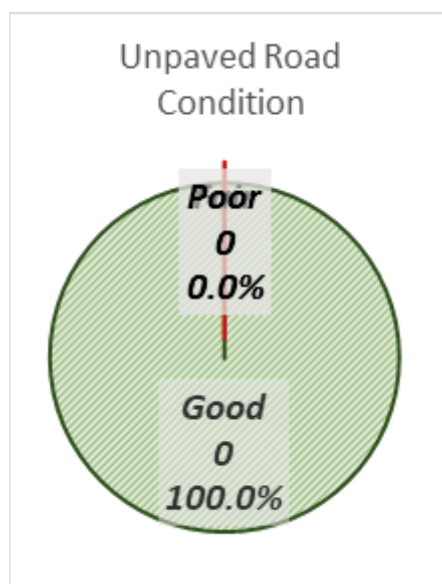


Figure 30: KW's 2023 unpaved road network condition by percentage of good/fair/poor

Our year-round unpaved roads will be maintained at their current structural adequacy assessments and current drainage adequacy assessments for roads where these two IBR elements are assessed as good or fair. Currently, 100 percent of KW's year-round unpaved roads have good or fair structural adequacy and 100 percent have good or fair drainage adequacy. Year-round unpaved roads that have either or both of these two categories assessed as poor will be strategically upgraded as funding is available to address, first, drainage issues and then, structural issues. Surface widths will be addressed on an as-needed basis to provide service or to address safety issues. Seasonal roads will be addressed to provide passability and safety but do not have a goal associated with them.

Modeled Trends

Roads age and deteriorate just like any other asset. All pavements are damaged by water, traffic weight, freeze/thaw cycles, sunlight, and traffic weight. To offset natural deterioration and normal wear-and-tear on the road, KW must complete treatment projects that either protect and/or add life to its pavements. The year-end condition of the whole network depends upon changes or preservation of individual road section condition that preservation treatments have affected.

KW uses many types of repair treatments for its roads, each selected to balance costs, benefits, and road life expectancy. When agency trends are modeled, any gap between goals and accomplishable work becomes evident. Financial resources influence how much work can be accomplished across the network

within agency budget and what treatments and strategies can be afforded; a full discussion of KW's financial resources can be found in the 2. *Financial Resources* section.

Treatments and strategies that counter pavement-damaging forces include reconstruction, structural improvement, capital preventive maintenance, innovative treatments, and maintenance. For a complete discussion on the pavement treatment tools, refer to the *Introduction's Pavement Primer*.

Correlating with each PASER score are specific types of treatments best performed either to protect the pavement (Capital Preventive Maintenance) or to add strength back into the pavement (structural improvement) (Table 1). MDOT provides guidance regarding when a specific pavement may be a candidate for a particular treatment. These identified PASER scores "trigger" the timing of projects appropriately to direct the right pavement fix at the right time, thereby providing the best chance for a successful project. The information provided in Table 1 is a guide for identifying potential projects; however, this table should not be the sole criteria for pavement treatment selection. Other information such as future development, traffic volume, utility projects, and budget play a role in project selection. This table should not be a substitute for engineering judgement. Other factors that KW may use for the selection of projects are condition of utilities, traffic, adjacent zoning or land use, local community input, safety, pedestrian movement, and coordination with neighboring communities.

Table 1: Service Life Extension (in Years) for Pavement Types Gained by Fix Type¹

Fix Type	Life Extension (in years)*			
	Flexible	Composite	Rigid	PASER
HMA crack treatment	1-3	1-3	N/A	6-7
Overband crack filling	1-2	1-2	N/A	6-7
One course non-structural HMA overlay	5-7	4-7	N/A	4-5****
Mill and one course non-structural HMA overlay	5-7	4-7	N/A	3-5
Single course chip seal	3-6	N/A	N/A	5-7†
Double chip seal	4-7	3-6	N/A	5-7†
Single course microsurface	3-5	**	N/A	5-6
Multiple course microsurface	4-6	**	N/A	4-6****
Ultra-thin HMA overlay	3-6	3-6	N/A	4-6****
Paver placed surface seal	4-6	**	N/A	5-7
Full-depth concrete repair	N/A	N/A	3-10	4-5***
Concrete joint resealing	N/A	N/A	1-3	5-8
Concrete spall repair	N/A	N/A	1-3	5-7
Concrete crack sealing	N/A	N/A	1-3	4-7
Diamond grinding	N/A	N/A	3-5	4-6
Dowel bar retrofit	N/A	N/A	2-3	3-5***
Longitudinal HMA wedge/scratch coat with surface treatment	3-7	N/A	N/A	3-5****
Flexible patching	**	**	N/A	N/A
Mastic joint repair	1-3	1-3	N/A	4-7
Cape seal	4-7	4-7	N/A	4-7
Flexible interlayer "A"	4-7	4-7	N/A	4-7
Flexible interlayer "B" (SAMI)	4-7	4-7	N/A	3-7
Flexible interlayer "C"	4-7	4-7	N/A	3-7
Fiber reinforced flexible membrane	4-7	4-7	N/A	3-7
Fog seal	**	**	N/A	7-10
GSB 88	**	**	N/A	7-10
Mastic surface treatment	**	**	N/A	7-10
Scrub seal	**	**	N/A	4-8

* The time range is the expected life extending benefit given to the pavement, not the anticipated longevity of the treatment.

** Data is not available to quantify the life extension.

*** The concrete slabs must be in fair to good condition.

**** Can be used on a pavement with a PASER equal to 3 when the sole reason for rating is rutting or severe raveling of the surface asphalt layer.

† For PASER 4 or less providing structural soundness exists and that additional pre-treatment will be required for example, wedging, bar seals, spot double chip seals, injection spray patching or other pre-treatments.

¹ Part of Appendix D-1 from *MDOT Local Agency Programs Guidelines for Geometrics on Local Agency Projects* 2017 Edition Approved Preventive Maintenance Treatments

Roadsoft Pavement Condition Forecast to Forecast Future Trends

KW uses Roadsoft, an asset management software suite, to manage road- and bridge-related infrastructure. Roadsoft is developed by Michigan Technological University and is available for Michigan local agencies at no cost to them. Roadsoft uses pavement condition data to drive network-level deterioration models that forecast future road conditions based on planned construction and maintenance work. A screenshot of Roadsoft's pavement condition model and the associated output is shown in Figure 31.

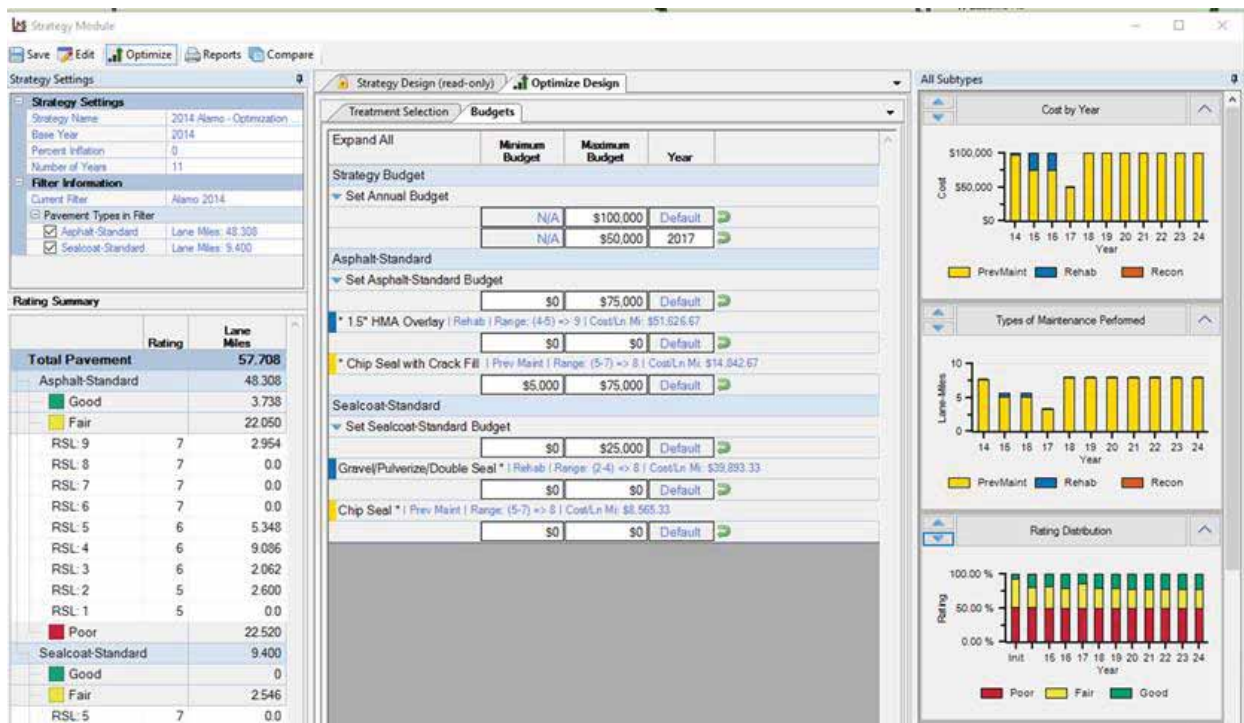


Figure 31: Pavement condition forecast model in the software program Roadsoft.

Paved City Major Roads

Table 4 illustrates the network-level model inputs for Roadsoft on the paved city major road network. Other pavement types in this network were neglected due to their small numbers relative to HMA pavements. The treatments outlined in Table 4 are the average treatment volume of planned projects

scheduled to be completed in 2024-2027. See Appendix A of this plan for details on planned projects. Full model inputs and outputs are included in Appendix D.

Table 4: Roadsoft Modelled Trends, Planned Projects, and Gap Analysis for 's Road Assets—Modelled Trends: Roadsoft Annual Work Program for the Paved City Major Road Network Forecast

Treatment Name	Annual Lane Miles of Treatment	Years of Life	Trigger-Reset
Cape Seal	12	5	4, 5, 6-8
Overlay	8	10	3, 4-9
Reconstruction	.25	20	1, 2, 3-10
Fog Seal	5	3	7-8
[Treatment 6]			
[Treatment 7]			
[Treatment 8]			

Results from the Roadsoft network condition model for the city major roads are shown in Figure 32. The Roadsoft network analysis of KW's planned projects from its currently-available budget does allow KW to reach its pavement condition goals given the projects planned for the next three years.

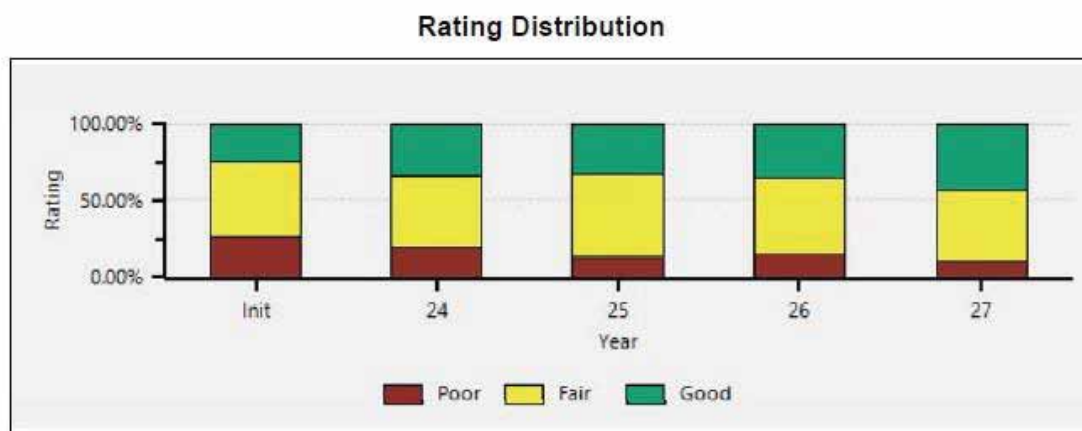


Figure 32: Forecast good/fair/poor changes to KW network condition from planned projects on the city major road network.

Results from the Roadsoft network condition model for the city major roads highlight that with the current planned projects KW will increase the overall rating of its major road network and reach its goal. The current model shows that by the year 2027 KW will have 10.9% of its major roads rated “poor”, 45.7% rated “fair” and 43.4% rated “good”.

Paved City Local Road

A screenshot of Roadsoft's pavement condition model and the associated output is shown in Figure 33.

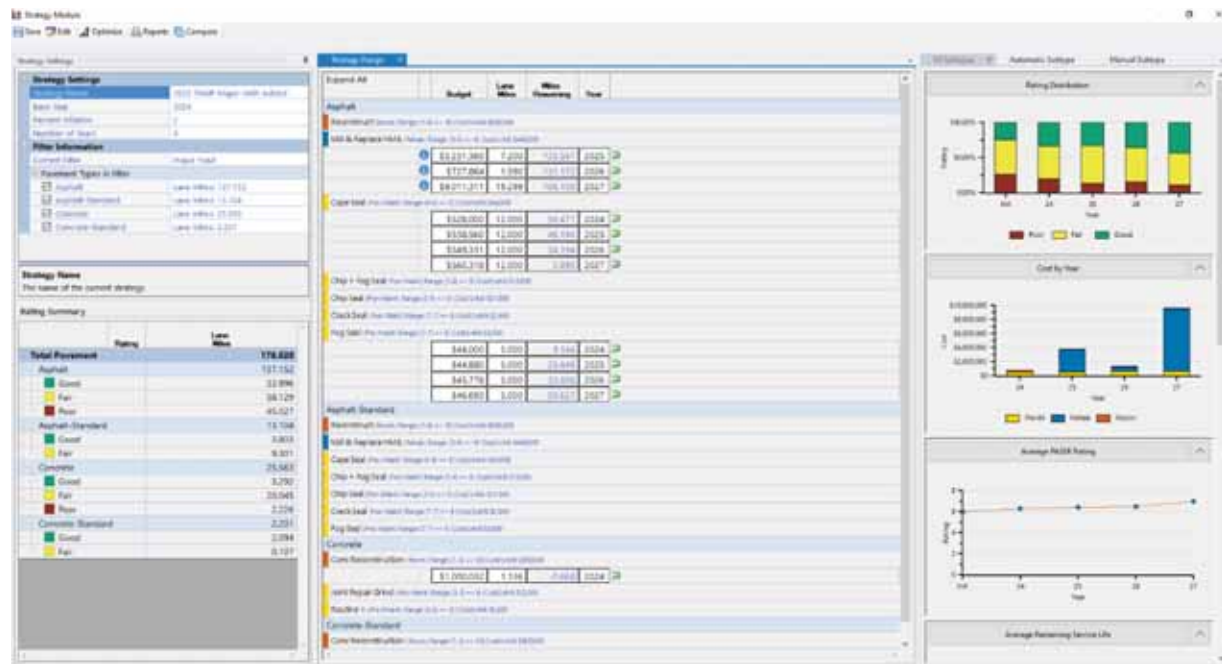


Figure 33: Pavement condition forecast model in the software program Roadsoft.

Table 5 illustrates the network-level model inputs for Roadsoft on the paved city local road network. Other pavement types in this network were neglected due to their small numbers relative to HMA pavements. The treatments outlined in Table 5 are the average treatment volume of planned projects scheduled to be completed in 2024-2027. Details on planned projects are included in Appendix A, and full model inputs and outputs are included in Appendix D.

Table 5: Roadsoft Modelled Trends, Planned Projects, and Gap Analysis for 's Road Assets—Modelled Trends: Roadsoft Annual Work Program for the Paved City Local Road Network Forecast

Treatment Name	Annual Lane Miles of Treatment	Years of Life	Trigger-Reset
Cape Seal	18	5	5, 6-8
Overlay	5	10	3, 4-9
Reconstruction	0.5	20	1, 2, 3-10
Fog Seal	20	3	7-8
[Treatment] 6			
[Treatment] 7			
[Treatment] 8			

Results from the Roadsoft network condition model for the paved city local roads are shown in Figure 34. The Roadsoft network analysis of KW's planned projects from its currently available budget does allow KW to reach its pavement condition goal given the projects planned for the next three years.

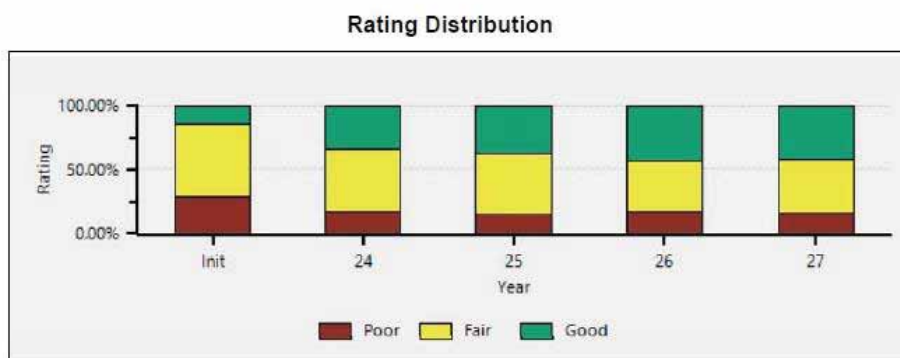


Figure 34: Forecast good/fair/poor changes to KW network condition from planned projects on the paved city local road network.

Results from the Roadsoft network condition model for the city minor roads highlight that with the current planned projects KW will increase the overall rating of its minor road network and reach its goal. The current model shows that by the year 2027 KW will have 16.4% of its minor roads rated “poor”, 40.8% rated “fair” and 42.8% rated “good”.

Having a good balance between major and minor street construction can be challenging but with models like Roadsoft, it gives us key information for planning. Increasing the amount of good roads and moving roads out of the fair and poor category is the main goal for KW. With the forecast, we can see that our current 3-year schedule will accomplish that.

Planned Projects

KW plans construction and maintenance projects several years in advance. A multi-year planning threshold is required due to the time necessary to plan, design, and finance construction and maintenance projects on the paved city major road network. This includes planning and programming requirements from state and federal agencies that must be met prior to starting a project and can include studies on environmental and archeological impacts, review of construction and design documents and plans, documentation of rights-of-way ownership, planning and permitting for storm water discharges, and other regulatory and administrative requirements.

Per PA 499 of 2002 (later amended by PA 199 of 2007), road projects for the upcoming three years are required to be reported annually to the TAMC. Planned projects represent the best estimate of future activity; however, changes in design, funding, and permitting may require KW to alter initial plans. Project planning information is used to predict the future condition of the road networks that KW maintains. The *1. Pavement Assets: Modelled Trends* section of this plan provides a detailed analysis of the impact of the proposed projects on their respective road networks.

For 2024-2027, KW plans to do the following projects:

Paved City Major Projects

KW is currently planning the construction and maintenance projects listed in Appendix A for the paved city major road network. The locations of these projects are shown in Figure 35, Figure 36, and Figure 37. The total cost of these projects is approximately \$9,000,000.

2024	2025
40th Street Reconstruction (Soundtech to Patterson)	52nd Street (Bailey's Grove to East Paris)
East Paris Avenue Resurfacing (Burton to 28th Street)	52nd St Resurface (Division Ave to Eastern Ave)
Annual Street Resurfacing Program	52nd St Resurface (East Paris to M37)
	44th Street White-topping Repair
	Annual Street Resurfacing Program
2026	2027
36th Street Resurfacing (Shaffer to M37)	48th Street Rehabilitation (Division to Eastern)
36th Street Roundabout @ Shaffer & @ Pfeiffer Woods	52nd Street Resurface (M37 to Patterson)
Annual Street Resurfacing Program	Eastern Avenue Rehabilitation (52nd to 60th)
	Eastern Avenue Rehabilitation (48th to 52nd)
	Eastern Avenue Rehabilitation (44th to 48th)
	Shaffer Avenue Rehab (32nd to 44th)
	Annual Street Resurfacing Program



not included in this map.

Paved City Local Projects

KW is currently planning the construction and maintenance projects listed in Appendix B for the paved city local road network. The locations of these projects are shown in Figure 38, Figure 39, and Figure 40. The total cost of these projects is approximately \$5,500,000.

2024	2025
Forest Creek Drive Rehab (East of East Paris)	Model Court Rehab (West of M37)
Julivan St and Ridgewood Reconst (44th St to Madison Ave)	Annual Street Resurfacing Program
Annual Street Resurfacing Program	
2026	2027
Annual Street Resurfacing Program	Annual Street Resurfacing Program

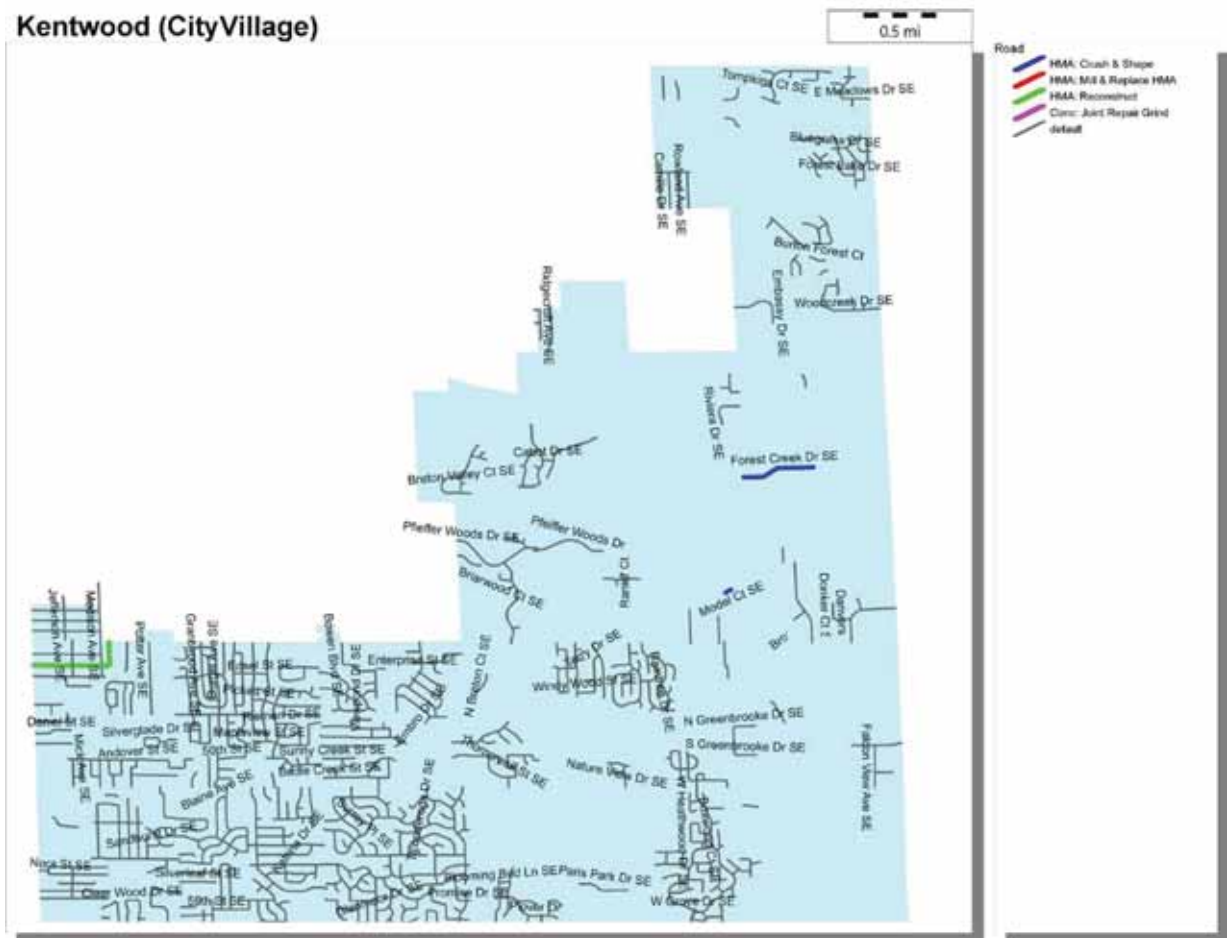


Figure 38: Map showing paved city local road projects planned for 2024-2027. **Note: The annual resurfacing program that uses the cape seal and fog seal strategies is planned on a year-by-year basis using the PASER ratings of the year prior and is not included in this map.**

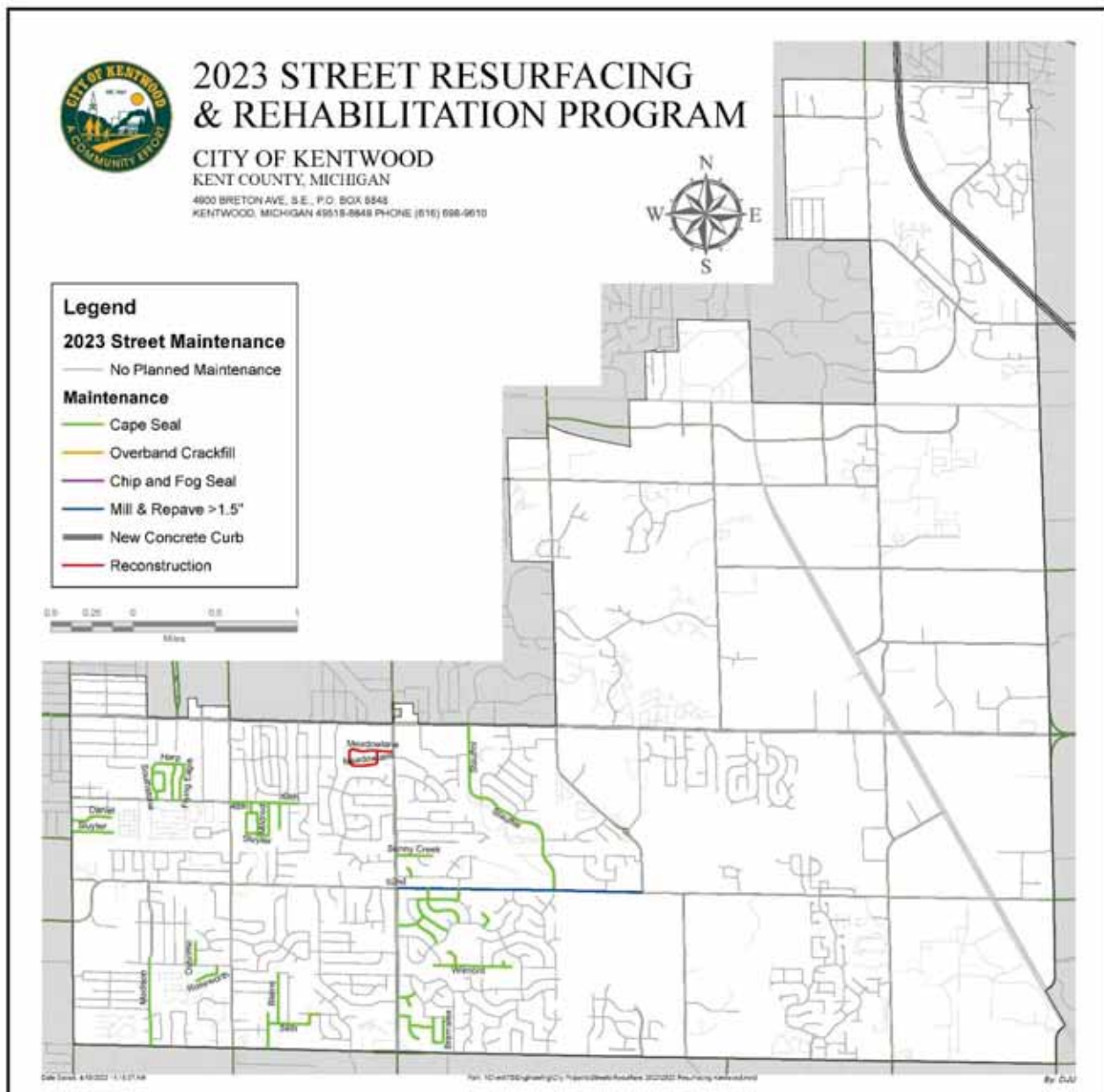


Figure 39: An example map of the annual resurfacing program from 2023.

Unpaved Road Projects

KW maintains its unpaved road network with periodic routine maintenance. There are not any plans for widening as the few gravel roads KW has are minor roads and have adequate drainage.

Gap Analysis

The current funding levels that KW receives are sufficient to meet the goals for the paved city major road network, the paved city local road network, and the unpaved road network. However, KW believes that the overall condition of this network can be maintained or improved with additional funding for construction and maintenance.

2. FINANCIAL RESOURCES

Public entities must balance the quality and extent of services they can provide with the tax resources provided by citizens and businesses, all while maximizing how efficiently funds are used. KW will overview its general expenditures and financial resources currently devoted to pavement maintenance and construction. This financial information is not intended to be a full financial disclosure or a formal report. Michigan agencies are required to submit an Act 51 Report to the Michigan Department of Transportation each year; this is a full financial report that outlines revenues and expenditures. This report can be obtained on our website at http://www.kentwood.us/city_services/city_departments/finance/index.php.

KW has a total budget for pavement asset management of \$5,500,000.

City Major Network

KW has historically spent an average of \$2,500,000 annually on pavement-related projects. Over the next three years, KW plans to spend an average of \$2,500,000 on city major-network projects consisting of, but not limited to, reconstruction, overlay, culvert replacement, and preventive maintenance. Spending on projects depends on revenue from Michigan Transportation Fund (MTF), and federal/state programs.

City Local Network

KW has historically spent an average of \$2,500,000 annually on pavement-related projects. Over the next three years, KW plans to spend an average of \$2,500,000 on city local-network projects consisting of, but not limited to, reconstruction, overlay, culvert replacement, and preventive maintenance. Spending on projects depends on revenue from Michigan Transportation Fund (MTF). Many local agencies in Michigan use local tax millages to supplement their road-funding budget. These taxes can provide for

additional construction and maintenance for new or existing roads that are also funded using MTF or MDOT funds. KW does not have local tax millages in its road-funding budget.

3. RISK OF FAILURE ANALYSIS

Transportation infrastructure is designed to be resilient. The system of interconnecting roads and bridges maintained by KW provides road users with multiple alternate options in the event of an unplanned disruption of one part of the system. There are, however, key links in the transportation system that may cause significant inconvenience to users if they are unexpectedly closed to traffic. Figure 43 illustrates the key transportation links in KW's road network, including those that meet the following types of situations:

- **Geographic divides:** Areas where a geographic feature (river, lake, mountain or limited access road) limits crossing points of the feature.
- **Emergency alternate routes for high-volume roads:** Roads which are routinely used as alternate routes for high volume roads or roads that are included in an emergency response plan
- **Limited access areas:** Roads that serve remote or limited access areas that result in long detours if closed.
- **Main access to key commercial districts:** Areas where large number or large size business will be significantly impacted if a road is unavailable.

Our road network includes the following critical assets: East Paris Ave, Breton Ave, Kalamazoo Ave, 44th Street, Eastern Avenue, 52nd Street, Division Ave, and 28th Street. (see Figure 43).

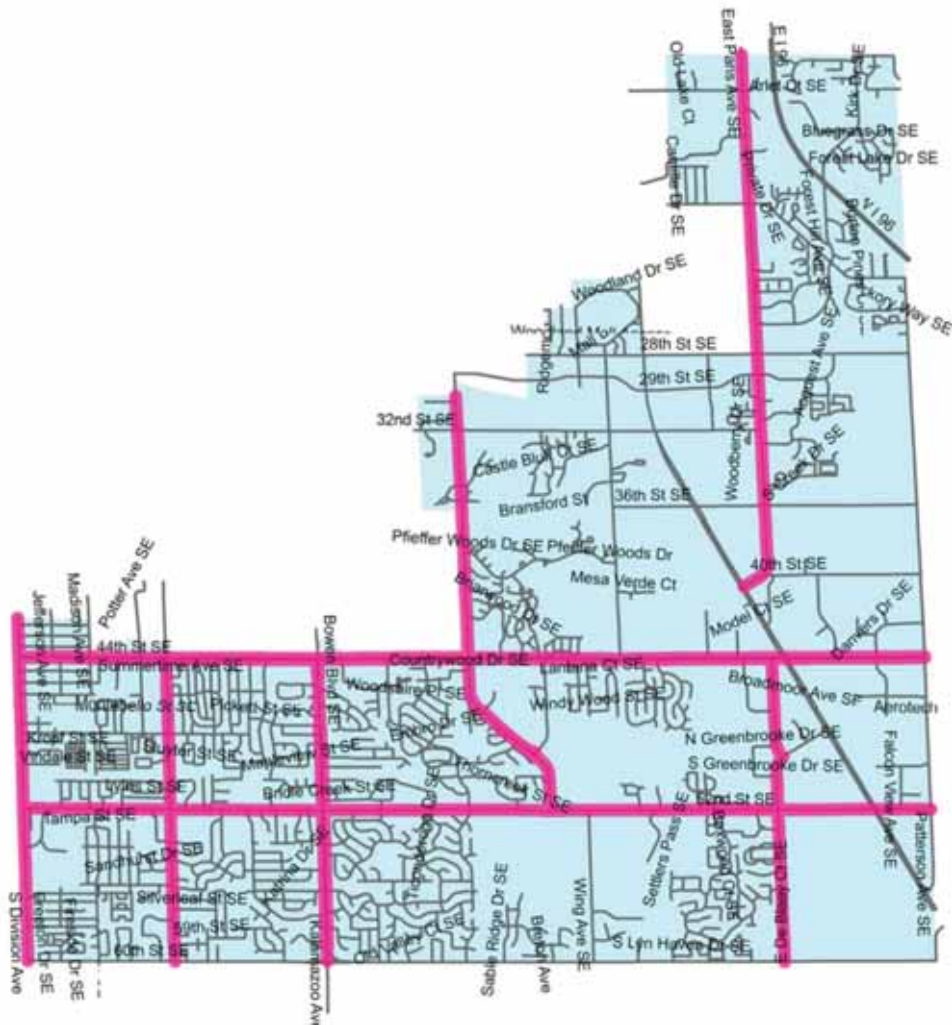


Figure 43: Key transportation links in KW's road network

4. COORDINATION WITH OTHER ENTITIES

An asset management plan provides significant value for infrastructure owners because it serves as a platform to engage other infrastructure owners using the same shared right of way space. KW communicates with both public and private infrastructure owners to coordinate work in the following ways:

KW participates in technical committees, policy committees, local agency meetings, and many other meetings to coordinate projects, ideas, and design with local, state, and federal agencies. KW often participates with neighboring communities on shared jurisdictional road and utility projects. KW also coordinates with local planning staff and commissions when developing new projects.

KW also maintains a centralized database of its drinking water, sanitary and storm sewer assets in addition to transportation assets.

Planned pavement projects use this database to assess the condition of the assets located in the project area and coordinate with the related departments to maximize value and minimize service disruptions and cost to the public.

KW takes advantage of coordinated infrastructure work to reduce cost and maximize value using the following policies:

- Roads which are in poor condition that have a subsurface infrastructure project planned which will destroy more than half the lane width will be rehabilitated or reconstructed full width using transportation funds to repair the balance of the road width.
- Subsurface infrastructure projects which will cause damage to pavements in good condition will be delayed as long as possible or will consider methods that do not require pavement cuts.

- Subsurface utility projects will be coordinated to allow all under pavement assets to be upgraded in the same project regardless of ownership.

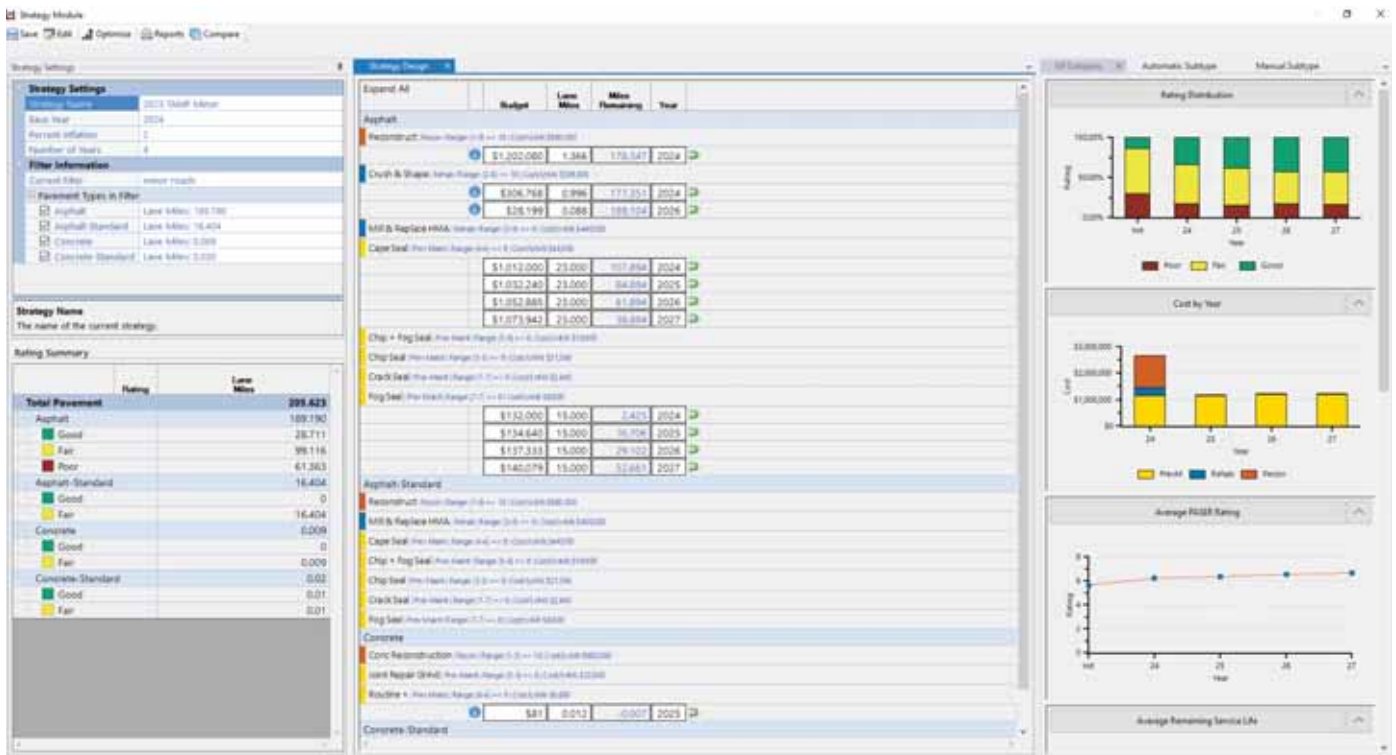
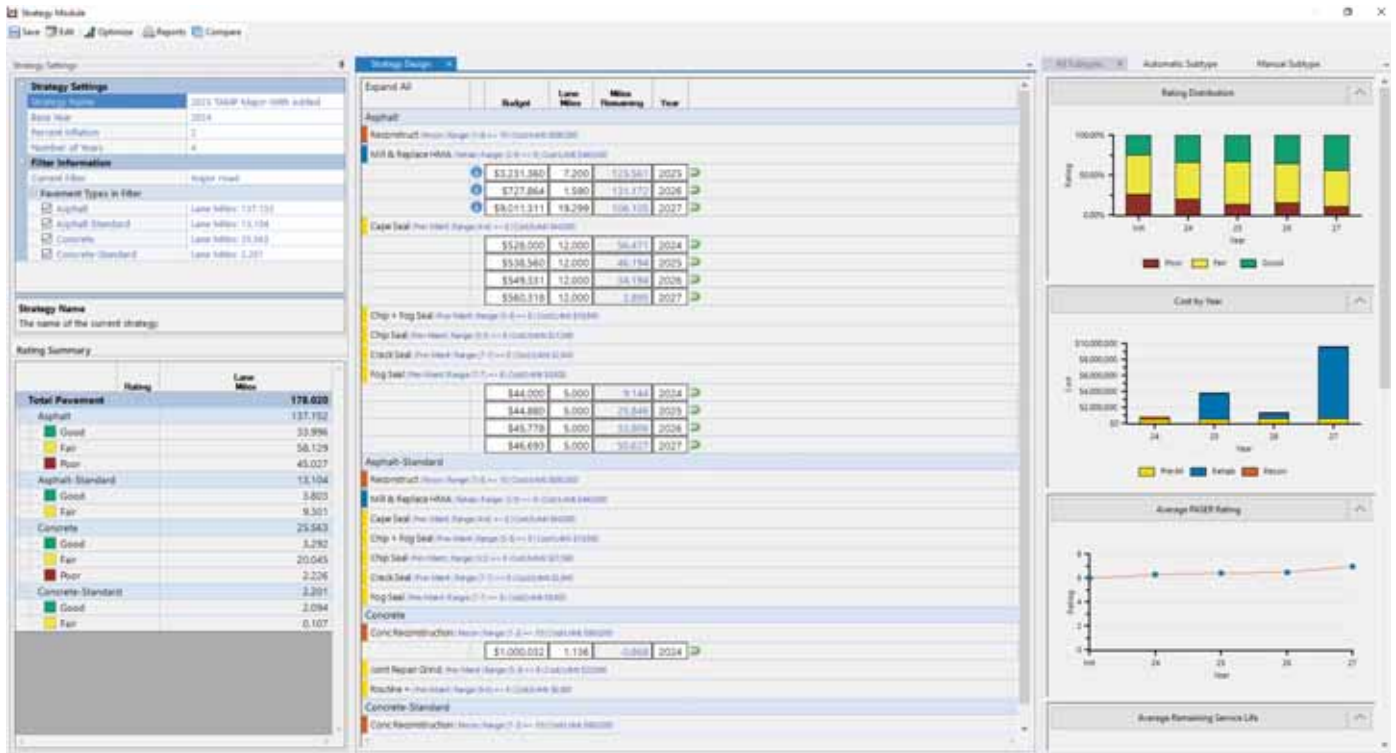
APPENDIX A: 2024-2027 PAVED CITY MAJOR ROAD PLANNED PROJECTS

2024	2025
40th Street Reconstruction (Soundtech to Patterson)	52nd Street (Bailey's Grove to East Paris)
East Paris Avenue Resurfacing (Burton to 28th Street)	52nd St Resurface (Division Ave to Eastern Ave)
Annual Street Resurfacing Program	52nd St Resurface (East Paris to M37)
	44th Street White-topping Repair
	Annual Street Resurfacing Program
2026	2027
36th Street Resurfacing (Shaffer to M37)	48th Street Rehabilitation (Division to Eastern)
36th Street Roundabout @ Shaffer & @ Pfeiffer Woods	52nd Street Resurface (M37 to Patterson)
Annual Street Resurfacing Program	Eastern Avenue Rehabilitation (52nd to 60th)
	Eastern Avenue Rehabilitation (48th to 52nd)
	Eastern Avenue Rehabilitation (44th to 48th)
	Shaffer Avenue Rehab (32nd to 44th)
	Annual Street Resurfacing Program

APPENDIX B: 2024-2027 PAVED CITY LOCAL ROAD PLANNED PROJECTS

2024	2025
Forest Creek Drive Rehab (East of East Paris)	Model Court Rehab (West of M37)
Julivan St and Ridgewood Reconst (44th St to Madison Ave)	Annual Street Resurfacing Program
Annual Street Resurfacing Program	
2026	2027
Annual Street Resurfacing Program	Annual Street Resurfacing Program

APPENDIX E: ROADSOFT NETWORK-LEVEL MODEL INPUTS AND OUTPUTS



APPENDIX F: MEETING MINUTES VERIFYING PLAN ACCEPTANCE BY GOVERNING BODY

City of Kentwood 2023 Bridge Asset Management Plan



A plan describing the City of Kentwood's transportation assets and conditions

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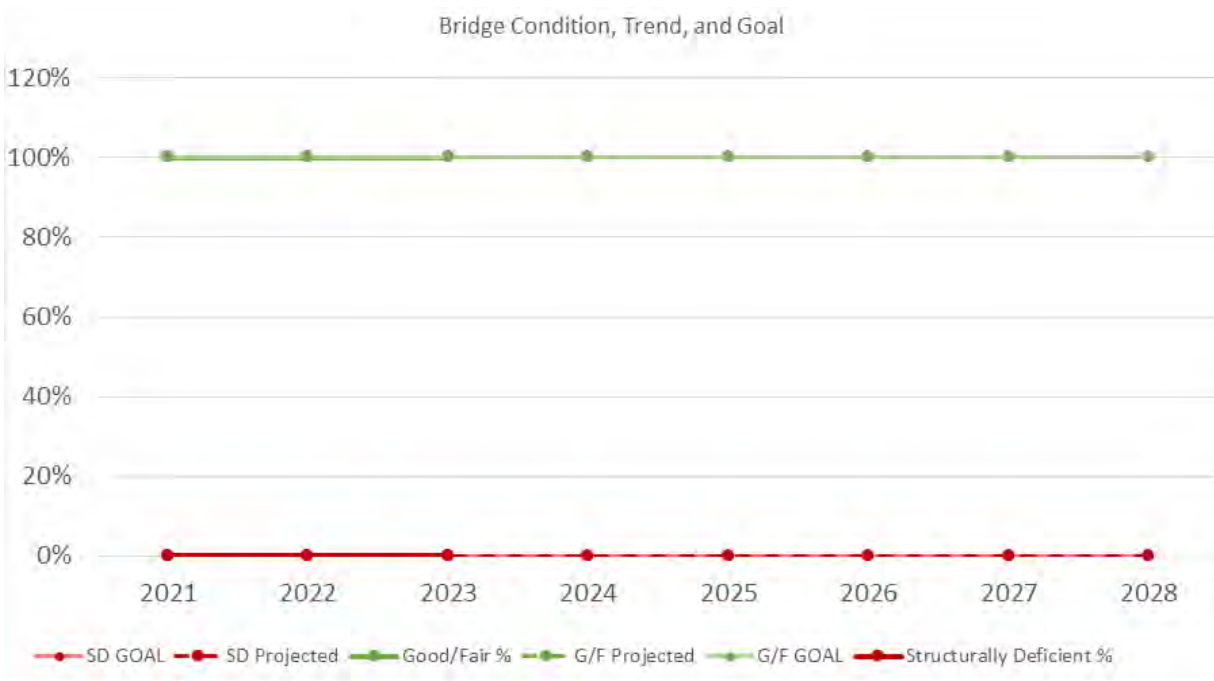
EXECUTIVE SUMMARY

As conduits for commerce and connections to vital services, bridges are among the most important assets in any community along with other assets like roads, culverts, traffic signs, traffic signals, and utilities that support and affect the road network. The City of Kentwood's (KW) bridges, other road-related assets, and support systems are some of the most valuable and extensive public assets, all of which are paid for with taxes collected from ordinary citizens and businesses. The cost of building and maintaining bridges, their importance to society, and the investment made by taxpayers all place a high level of responsibility on local agencies to plan, build, and maintain the road and bridge network in an efficient and effective manner. This asset management plan is intended to report on how KW is meeting its obligations to maintain the bridges for which it is responsible.

This plan overviews KW's bridge assets and conditions and explains how City of Kentwood works to maintain and improve the overall condition of those assets. These explanations can help answer:

- What kinds of bridge assets KW has in its jurisdiction and the different options for maintaining these assets.
- What tools and processes KW uses to track and manage bridge assets and funds.
- What condition KW's bridge assets are in compared to statewide averages.
- Why some bridge assets are in better condition than others and the path to maintaining and improving bridge asset conditions through proper planning and maintenance.
- How agency bridge assets are funded and where those funds come from.
- How funds are used and the costs incurred during KW's bridge assets' normal life cycle.
- What condition KW can expect of its bridge assets if those assets continue to be funded at the current funding levels
- How changes in funding levels can affect the overall condition of all of KW's bridge assets.

KW owns and/or manages 13 bridges. A summary of its historical and current bridge asset conditions, projected trends, and goals can be seen in the figure, below.



An asset management plan is required by Michigan Public Act 325 of 2018, and this document represents fulfillment of some of KW's obligations towards meeting these requirements. This asset management plan also helps demonstrate KW's responsible use of public funds by providing elected and appointed officials as well as the general public with inventory and condition information of KW's bridge assets and gives taxpayers the information they need to make informed decisions about investing in essential transportation infrastructure.

INTRODUCTION

Asset management is defined by Public Act 325 of 2018 as “an ongoing process of maintaining, preserving, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals”. In other words, asset management is a process that uses data to manage and track assets, like roads and bridges, in a cost-effective manner using a combination of engineering and business principles. This process is endorsed by leaders in municipal planning and transportation infrastructure, including the Michigan Municipal League, County Road Association of Michigan, the Michigan Department of Transportation (MDOT), and the Federal Highway Administration (FHWA). The City of Kentwood is supported in its use of asset management principles and processes by the Michigan Transportation Asset Management Council (TAMC), formed by the State of Michigan.

Asset management, in the context of this plan, ensures that public funds are spent as effectively as possible to maximize the condition of the bridges in City of Kentwood’s road network. Asset management also provides a transparent decision-making process that allows the public to understand the technical and financial challenges of managing infrastructure with a limited budget.

The City of Kentwood (KW) has adopted an “asset management” business process to overcome the challenges presented by having limited financial, staffing, and other resources while needing to meet safety standards and bridge users’ expectations. KW is responsible for maintaining and operating 13 bridges.

This 2023 plan outlines how KW determines its strategy to maintain and upgrade bridge asset condition given agency goals, priorities of its bridge users, and resources provided. An updated plan is to be released approximately every three years to reflect changes in bridge conditions, finances, and priorities.

Questions regarding the use or content of this plan should be directed to the Kentwood Engineering Department at 4900 Breton Ave, Kentwood, MI, 49508 or at (616)-554-0738.

Key terms used in this plan are defined in KW’s comprehensive transportation asset management plan (also known as the “compliance plan”) used for compliance with PA 325 or 2018.

Knowing the basic features of an asset class is a crucial starting point to understanding the rationale behind an asset management approach. The following primer provides an introduction to bridges.

Bridge Primer

Bridge Types

Bridges are structures that span 20 feet or more. These bridges can extend across one or multiple spans.

If culverts are placed side by side to form a span of 20 feet or more (for example, three 6-foot culverts with one-foot between each culvert), then this culvert system would be defined as a bridge. (Note: The Compliance Plan Appendix C contains a primer on culverts not defined as bridges.)

Bridge types are classified based on two features: design and material.

The most common bridge design is the **girder system** (Figure 1). With this design, the bridge deck transfers vehicle loads to girders (or beams) that, in turn, transfer the load to the piers or abutments (see Figure 6).

A similar design that lacks girders (or beams) is a **slab bridge** (Figure 2, and see Figure 6). A slab bridge transfers the vehicle load directly to the abutments and, if necessary, piers.

Truss bridges were once quite common and consist of a support structure that is created when structural members are connected at joints to form interconnected triangles (Figure 4). Structural members may consist of steel tubes or angles connected at joints with gusset plates.

Another common bridge design in Michigan is the three-sided pre-cast box or arch bridge (Figure 4).

Michigan is also home to several unique bridge designs.

Adding another layer of complexity to bridge typing is the primary construction materials used (Figure 5). Bridges are generally constructed from concrete, steel, pre-stressed concrete, or timber. Some historical bridges or bridge components in Michigan may be constructed from stone or masonry.



Figure 1: Girder bridge

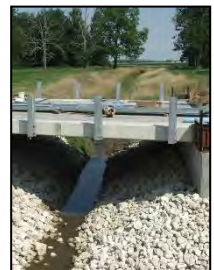


Figure 2: Slab bridge



Figure 3: Truss bridge



Figure 4: Three-sided box bridge



Figure 5: Examples of common bridge construction materials used in Michigan

Bridge Condition

Michigan inspectors rate bridge condition on a 0-9 scale known as the National Bridge Inventory (NBI) rating scale (see Table for a summary of the NBI Rating scale). Elements of the bridge's superstructure, deck, and substructure receive a 9 if they are in excellent condition down to a 0 if they are in failed condition. A complete guide for Michigan bridge condition rating according to the NBI can be found in the MDOT Bridge Field Services' *Bridge Safety Inspection NBI Rating Guidelines* (https://www.michigan.gov/documents/mdot/BIR_Ratings_Guide_Combined_2017-10-30_606610_7.pdf).

Table 1: Summary of the NBI Rating Scale	
NBI Rating	General Condition
9-7	Like new/good
6-5	Fair
4-3	Poor/serious
2-0	Critical/failed

Bridge Treatments

Replacement

Replacement work is typically performed when a bridge is in poor condition (NBI rating of 4 or less) and will improve the bridge to good condition (NBI rating of 7 or more). The Local Bridge Program, a part of MDOT's Local Agency Program, defines bridge replacement as full replacement, which removes the entire bridge (superstructure, deck, and substructure) before re-building a bridge at the same location (Figure 6). The decision to perform a total replacement over rehabilitation (see below) should be made based on a life-cycle cost analysis. Generally, replacement is selected if rehabilitation costs more than two-thirds of the cost of replacement. Replacement is generally the most expensive of the treatment options.

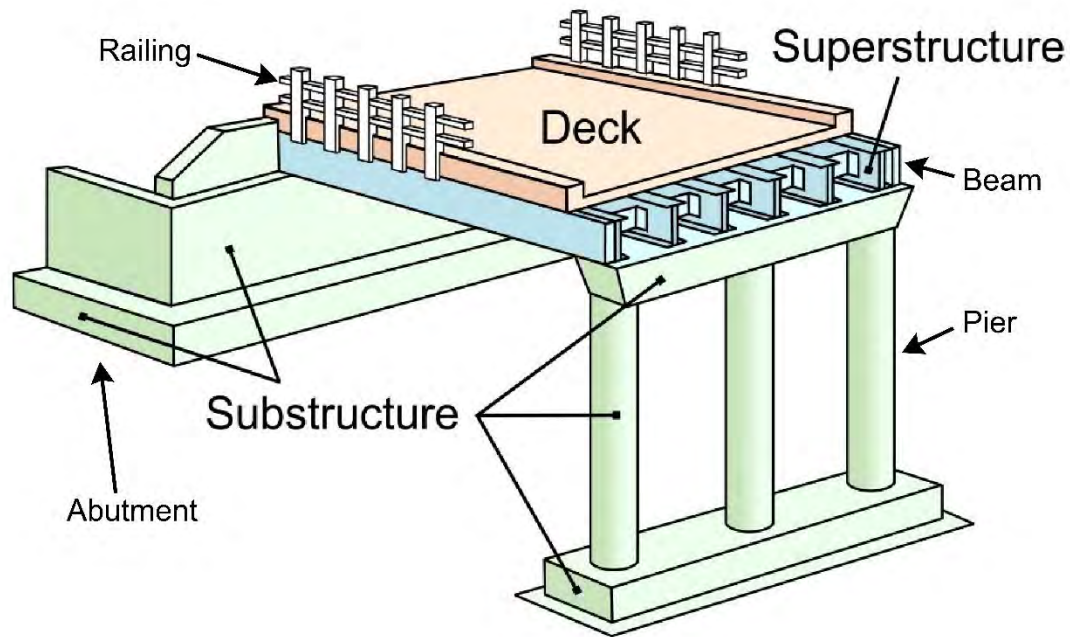


Figure 6: Diagram of basic elements of a bridge

Rehabilitation

Rehabilitation involves repairs that improve the existing condition and extend the service life of the structure and the riding surface. Most often, rehabilitation options are associated with bridges that have degraded beyond what can be fixed with preventive maintenance. Rehabilitation is typically performed on poor-rated elements (NBI rating of 4 or less) to improve them to fair or good condition (NBI rating of 5 or more). Rehabilitation can include superstructure replacement (removal and replacement of beams and deck) or deck replacement. While typically more expensive than general maintenance, rehabilitation treatments may be more cost-effective than replacing the entire structure.

- **Railing retrofit/replacement:** A railing retrofit or replacement either reinforces the existing railing or replaces it entirely (Figure 6). This rehabilitation is driven by a need for safety improvements on poor-rated railings or barriers (NBI rating less than 5).
- **Beam repair:** Beam repair corrects damage that has reduced beam strength (Figure 6). In the case of steel beams, it is performed if there is 25 percent or more of section loss in an area of the beam that affects load-carrying capacity. In the case of concrete beams, this is performed if there is 50 percent or more spalling (i.e., loss of material) at the ends of beams.
- **Substructure concrete patching and repair:** Patching and repairing the substructure is essential to keep a bridge in service. These rehabilitation efforts are performed when the abutments or piers are fair or poor (NBI rating of 5 or 4), or if spalling and delamination affect less than 30 percent of the bridge surface.

Preventive Maintenance

The Federal Highway Administration's (FHWA) *Bridge Preservation Guide* (2018) defines preventive maintenance as "a strategy of extending service life by applying cost-effective treatments to bridge elements...[that] retard future deterioration and avoid large expenses in bridge rehabilitation or replacements."

Preventive maintenance work is typically done on bridges rated fair (NBI rating of 5 or 6) in order to slow the rate of deterioration and keep them from falling into poor condition.

- **Concrete deck overlay:** A concrete deck overlay involves removing and replacing the driving surface. Typically, this is done when the deck surface is poor (NBI rating is less than 5) and the underneath portion of the deck is at least fair (NBI rating greater than 4). A shallow or deep concrete overlay may be performed depending on the condition of the bottom of the deck. The MDOT *Bridge Deck Preservation* matrices provide more detail on concrete deck overlays (see https://www.michigan.gov/mdot/0,4616,7-151-9625_24768_24773---,00.html).
- **Deck repairs:** Deck repairs include three common techniques: HMA overlay with or without waterproof membranes, concrete patching, deck sealing, crack sealing, and joint repair/replacement. An HMA overlay with an underlying waterproof membrane can be placed on bridge decks with a surface rating of fair or lower (NBI of 5 or less) and with deficiencies that cover between 15 and 30 percent of the deck surface and deck bottom. An HMA overlay without a waterproof membrane should be used on a bridge deck with a deck surface and deck bottom rating of serious condition or lower (NBI rating of 3 or less) and with deficiencies that cover greater than 30 percent of the deck surface and bottom; this is considered a temporary holdover to improve ride quality when a bridge deck is scheduled to undergo major rehabilitation within five years. All HMA overlays need to be accompanied by an updated load rating. Patching of the concrete on a bridge deck is done in response to an inspector's work recommendation or when the deck surface is in good, satisfactory, or fair condition (NBI rating of 7, 6, or 5) with minor delamination and spalling. To preserve a good bridge deck in good condition, a deck sealer can be used.

Deck sealing should only be done when the bridge deck has surface rating of fair or better (NBI of 5 or more). Concrete sealers should only be used when the top and bottom surfaces of the deck are free from major deficiencies, cracks, and spalling. An epoxy overlay may be used when between 2 and 5 percent of the deck surface has delaminations and spalls, but these deficiencies must be repaired prior to the overlay. An epoxy overlay may also be used to repair an existing epoxy overlay. Concrete crack sealing is an option to maintain concrete in otherwise good condition that has visible cracks with the potential of reaching the steel reinforcement. Crack sealing may be performed on concrete with a surface rating of good, satisfactory, or fair (NBI rating of 7, 6, or 5) with minor surface spalling and delamination; it may also be performed in response to a work recommendation by an inspector who has determined that the frequency and size of the cracks require sealing.

- **Steel bearing repair/replacement:** Rather than sitting directly on the piers, a bridge superstructure is separated from the piers by bearings. Bearings allow for a certain degree of movement due to temperature changes or other forces. Repairing or replacing the bearings is considered preventive maintenance. Girders and a deck in at least fair condition (NBI of 5 or higher) and bearings in poor condition (NBI rating of 4 or less) identifies candidates for this maintenance activity.
- **Painting:** Re-painting a bridge structure can either be done in totality or in part. Total re-painting is done in response to an inspector's work recommendation or when the paint condition is in serious condition (NBI rating of 3 or less). Partial re-painting can either consist of zone re-painting, which is a preventive maintenance technique, or spot re-painting, which is scheduled maintenance (see below). Zone re-painting is done when less than 15 percent of the paint in a smaller area, or zone, has failed while the rest of the bridge is in good or fair condition. It is also done if the paint condition is fair or poor (NBI rating of 5 or 4).
- **Channel improvements:** Occasionally, it is necessary to make improvements to the waterway that flows underneath the bridge. Such channel improvements are driven by an inspector's work recommendation based on a hydraulic analysis or to remove vegetation, debris, or sediment from the channel and banks (Figure 6).
- **Scour countermeasures:** An inspector's work recommendations or a hydraulic analysis may require scour countermeasures (see the *Risk Management* section of this plan for more information on scour). This is done when a structure is categorized as scour critical and is not scheduled for replacement or when NBI comments in abutment and pier ratings indicate the presence of scour holes.
- **Approach repaving:** A bridge's approach is the transition area between the roadway leading up to and away from the bridge and the bridge deck. Repaving the approach areas is performed in response to an inspector's work recommendation, when the pavement surface is in poor condition (NBI rating of 4 or less), or when the bridge deck is replaced or rehabilitated (e.g., concrete overlay).
- **Guardrail repair/replacement:** A guardrail is a safety feature on many roads and bridges that prevents or minimizes the effects of lane departure incidents. Keeping bridge guardrails in good condition is important. Repair or replacement of bridge guardrail should be done when a guardrail is missing or damaged, or when it needs a safety improvement.

Scheduled Maintenance

Scheduled maintenance activities are those activities or treatments that are regularly scheduled and intended to maintain serviceability while reducing the rate of deterioration.

- **Superstructure washing:** Washing the superstructure, or the main structure supporting the bridge, typically occurs in response to an inspector's work recommendation or when salt-

contaminated dirt and debris collected on the superstructure is causing corrosion or deterioration by trapping moisture.

- **Drainage system cleanout/repair:** Keeping a bridge's drainage system clean and in good working order allows the bridge to shed water effectively. An inspector's work recommendation may indicate drainage system cleanout/repair. Signs that a drainage system needs cleaning or repair include clogs and broken, deteriorated, or damaged drainage elements.
- **Spot painting:** Spot painting is a form of partial bridge painting. This scheduled maintenance technique involves painting a small portion of a bridge. Generally, this is done in response to an inspector's work recommendation and is used for zinc-based paint systems only.
- **Slope repair/reinforcement:** The terrain on either side of the bridge that slopes down toward the channel is called the slope. At times, it is necessary to repair the slope. Situations that call for slope repair include when the slope is degraded, when the slope has significant areas of distress or failure, when the slope has settled, or if the slope is in fair or poor condition (NBI rating of 5 or less). Other times, it is necessary to reinforce the slope. Reinforcement can be added by installing Riprap, which is a side-slope covering made of stones. Riprap protects the stability of side slopes of channel banks when erosion threatens the surface.
- **Vegetation control and debris removal:** Keeping the area around a bridge structure free of vegetation and debris safeguards the bridge structure from these potentially damaging forces. Removing or restricting vegetation around bridges prevents damage to the structure. Vegetation control is done in response to an inspector's work recommendation or when vegetation traps moisture on structural elements or is growing from joints or cracks. Debris in the water channel or in the bridge can also cause damage to the structure. Removing this debris is typically done in response to an inspector's work recommendation or when vegetation, debris, or sediment accumulates on the structure or channel.
- **Miscellaneous repairs:** These are uncategorized repairs in response to an inspector's work recommendation.

1. BRIDGE ASSETS

KW seeks to implement an asset management program for its bridge structures. This program balances the decision to perform reconstruction, rehabilitation, preventive maintenance, scheduled maintenance, or new construction, with KW's bridge funding in order to maximize the useful service life and to ensure the safety of the local bridges under its jurisdiction. In other words, KW's bridge asset management program aims to preserve and/or improve the condition of its local bridge network within the means of its financial resources.

Nonetheless, KW recognizes that limited funds are available for improving the bridge network. Since preservation strategies like preventive maintenance are generally a more effective use of these funds than costly alternative management strategies like major rehabilitation or replacement, KW seeks to identify those bridges that will benefit from a planned maintenance program while addressing those bridges that pose usability and/or safety concerns.

The three-fold goal of KW's asset management program is the preservation and safety of its bridge network, increase of its bridge assets' useful service life by extending of the time that bridges remain in good and fair condition, and reduction of future maintenance costs. To quantify this goal, KW specifically aims to have 100% or more of the agency's local bridges in fair to good condition and to have 0% classify as structurally deficient over its three-year plan.

Thus, KW's asset management plan objectives are:

- To establish the current condition of the city's bridges
- To develop a "mix of fixes" that will:
 - Program scheduled maintenance actions to impede deterioration of bridges in good condition
 - Implement selective corrective repairs or rehabilitation for degraded bridge elements order to restore functionality
 - Identify and program those eligible bridges in need of replacement
- To identify available funding sources, such as:

- Dedicated county resources
- County funding through Michigan’s Local Bridge Program
- Opportunities to obtain other funding
- To prioritize the programmed actions within available funding limitations
- To preserve bridges currently rated fair (5) or higher in their current condition in order to extend their useful service life.

Inventory

KW is responsible for 13 local bridges. Table 2 summarizes KW’s bridge assets by type, sizes by bridge type, and condition by bridge type. Additional inventory data, condition ratings, and proposed preventive maintenance actions for each bridge are contained in the tables in Appendices 3, 4, and 5. The bridge inventory data was obtained from MDOT MiBRIDGE and other sources, and the 2023 condition data and maintenance actions are taken from the inspector’s summary report (see Appendix 2).

Types

Of the KW’s 13 structures, 7 are concrete bridges, 1 is a steel bridge, 5 are pre-stressed concrete bridges, and 0 are timber bridges.

Locations and Sizes

Figure 7 illustrates the locations of bridge assets owned by KW. Details about the locations and sizes of each individual asset can be found in KW’s MiBRIDGE database. For more information, please refer to the agency contact listed in the *Introduction* of this bridge asset management plan.

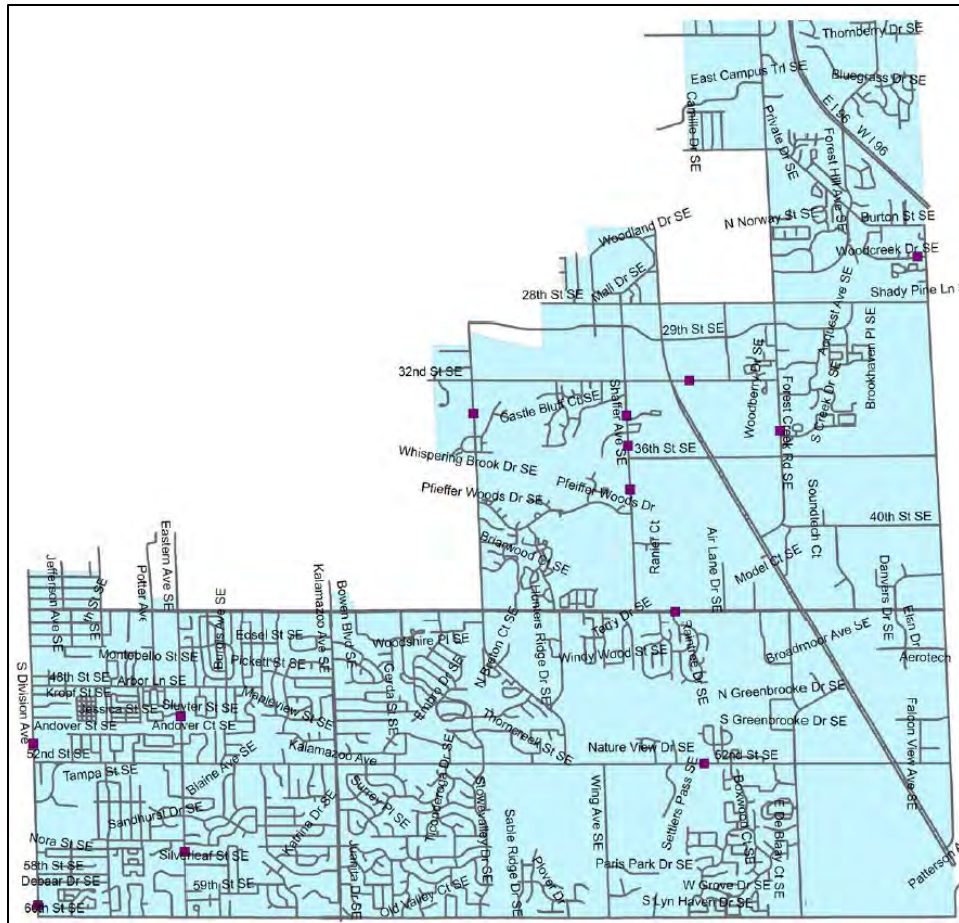


Figure 7: Map illustrating locations KW's of bridge assets

Condition

KW evaluates its bridges according to the National Bridge Inspection Standards rating scale, with a rating of 9 to 7 being like new to good condition, a rating of 6 and 5 being fair condition, and a rating of 4 or lower being poor or serious/critical condition. The current condition of KW's bridge network is 6 (46%) are good, 7 (54%) are fair, and 0 (0%) are poor or lower.

Another layer of classification of KW's bridge inventory classifies 0 (0%) bridges as structurally deficient, 3 (23%) bridges as posted, and 0 (0) bridges as closed. Structurally deficient bridges are those with a deck, superstructure, substructure, and/or culvert rated as "poor" according to the NBI rating scale, with a load-carrying capacity significantly below design standards, or with a waterway that regularly overtops the bridge during floods. Posted bridges are those that have declined in condition to a point where a restriction is necessary for what would be considered a safe vehicular or traffic load passing over the bridge; designating a bridge as "posted" has no influence on its condition rating. Closed bridges are those that are closed to all traffic; closing a bridge is contingent upon its ability to carry a set minimum live load.

Table 2: Bridge Assets by Type: Inventory, Size, and Condition								
Bridge Type	Total Number of Bridges	Total Deck Area (sq ft)	Condition: Structurally Deficient, Posted, Closed			2023 Condition		
			Struct. Defic.	Posted	Closed	Poor	Fair	Good
Concrete – Culvert	7	9,945	0	0	0	0	1	6
Prestressed concrete – Box beam/girders—multiple	5	28,561	0	3	0	0	5	0
Steel – Culvert	1	2,240	0	0	0	0	1	0
	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
Total SD/Posted/Closed			0	3	0			
Total	13	40,746				0	7	6
Percentage (%)			0%	23	0	0	54	46

Statewide, MDOT’s statistics for local agency bridges show that 11% are poor and 89% are good/fair, indicating that the KW has a percentage of poor bridges that has not been evaluated compared to the statewide average for local agencies. Correspondingly, KW has 100% of its bridges in fair/good condition versus the statewide average of 89% for local agency bridges. Statewide, 11% of local agency bridge deck area classifies as structurally deficient compared to 0% of KW’s bridge deck area.

Goals

The goal of KW’s asset management program is the preservation and safety of its bridge network; it also aims to extend the period of time that bridges remain in good and fair condition, thereby increasing their useful service life and reducing future maintenance costs.

Specifically, this goal translates into long-range goals of having 100% of its bridges rated fair/good and having 0% classify as structurally deficient within a yet-to-be-determined time frame. These goals are juxtaposed with the historic and current condition and the projected trend in Figure 8.

Several metrics will be used to assess the effectiveness of this asset management program. KW will monitor and report the annual change in the number of its bridges rated fair/good (5 or higher) and the annual change in the number of its bridges classified as structurally deficient.

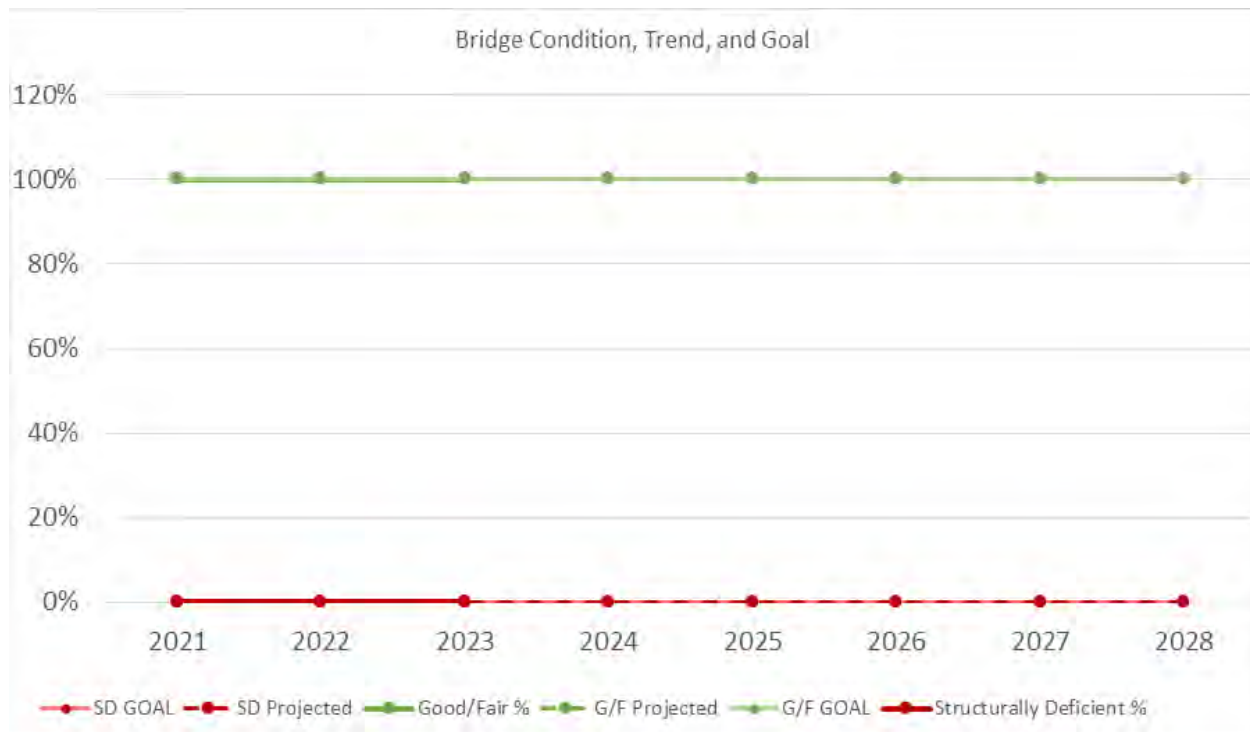


Figure 8: Progress tracking graph indicating KW's historic and current bridge conditions, projected trends, and goals.

KW performs bridge inspections and compiles a report every two years to provide information and recommendations on bridge conditions. Based on these inspections, projects are scheduled to address deficiencies.

Prioritization, Programmed/Funded Projects, and Planned Projects

Prioritization

KW's asset management program aims to address the structures of critical concern by targeting elements rated as being in poor condition and to improve and maintain the overall condition of the bridge network to good or fair condition through a "mix of fixes" strategy. Therefore, KW prioritizes bridges for projects by evaluating bi-annual inspection reports. Projects are prioritized based on recommendations in the bridge inspection reports.

KW annually reviews the current condition of each of its bridges using the NBIS inspection data contained in the *MDOT Bridge Safety Inspection Report* and the inspector's work recommendations contained in MDOT's *Bridge Inspection Report*. The inspection inventory and condition data are consolidated in spreadsheet format for KW's bridges in Appendix 3. KW then determines management

and preservation needs and corresponding actions for each bridge(Appendix 4) As well as inspection follow-up actions (Appendix 5). The management and preservation actions are selected in accordance with criteria contained in the *Summary of Preservation Criteria* table (below) and adapted to KW's specific bridge network.

Table 3: Summary of Preservation Criteria		
Preservation Action	Bridge Selection Criteria	Expected Service Life
Replacement		
Total Replacement	<ul style="list-style-type: none"> • NBI rating of 3 or less [1] [2] • OR Cost of rehabilitation exceeds cost of replacement [1] • OR Bridge is scour critical with no counter-measures available [1] 	70 years
Rehabilitation		
Superstructure Replacement	<ul style="list-style-type: none"> • NBI rating of 4 or less for the superstructure [1] [2] • OR Cost of superstructure and deck rehabilitation exceeds cost of replacement [1] 	40 years ^[1]
Deck Replacement Epoxy Coated Steel Black Steel	<ul style="list-style-type: none"> • Use guidelines in MDOT's Bridge Deck Preservation Matrix [3] [4] • NBI rating of 4 or less for the deck surface and deck bottom [1] [2] • Deck bottom has more than 25% total area with deficiencies [1] • OR Replacement cost of deck is competitive with rehabilitation [1] 	60+ years ^{[3] [4]}
Substructure Replacement (Full or Partial)	<ul style="list-style-type: none"> • NBI rating of 4 or less for abutments, piers, or pier cap [1] [2] • Has open vertical cracks, signs of differential settlement, or active movement [1] • Pontis rating of 3 or 5 for more than 30 percent of the substructure [1] [5] • OR Bridge is scour critical with no counter-measures available 	40 years ^[1*]
Steel Beam Repair	<ul style="list-style-type: none"> • More than 25% section loss in an area of the beam that affects load carrying capacity [1] • OR To correct impact damage that impairs beam strength [1] 	40 years ^[1*]
Prestressed Concrete Beam Repair	<ul style="list-style-type: none"> • More than 5% spalling at ends of prestressed I-beams [1] • OR Impact damage that impairs beam strength or exposes prestressing strands [1] 	40 years ^[1*]
Substructure Concrete Patching and Repair	<ul style="list-style-type: none"> • NBI rating of 5 or 4 for abutments or piers, and surface has less than 30% area spalled and delaminated [1] [2] • OR Pontis rating of 3 or 4 for the column or pile extension, pier wall, and/or abutment wall and surface has between 2% and 30% area with deficiencies [1] [5] • OR In response to inspector's work recommendation for substructure patching [1] 	
Abutment Repair/Replacement	<ul style="list-style-type: none"> • NBI rating of 4 or less for the abutment [1] [2] • OR Has open vertical cracks, signs of differential settlement, or active movement 	
Railing/Barrier Replacement	<ul style="list-style-type: none"> • NBI rating greater than 5 for the deck [1] [2] • NBI rating less than 5 for the railing with more than 30% total area having deficiencies [1] [2] • OR Pontis rating is 4 for railing [1] [5] • OR Safety improvement is needed [1] 	

Table 3: Summary of Preservation Criteria		
Preservation Action	Bridge Selection Criteria	Expected Service Life
Culvert Repair/Replacement	<ul style="list-style-type: none"> NBI rating of 4 or less for culvert or drainage outlet structure OR Has open vertical cracks, signs of deformation, movement, or differential settlement 	
Preventive Maintenance		
Shallow Concrete Deck Overlay	<ul style="list-style-type: none"> NBI rating is 5 or less for deck surface, and deck surface has more than 15% area with deficiencies [1] [2] NBI rating of 4 or 5 for deck bottom, and deck bottom has between 5% and 30% area with deficiencies [1] [2] OR In response to inspector's work recommendation [1] 	12 years
Deep Concrete Deck Overlay	<ul style="list-style-type: none"> NBI rating of 5 or less for deck surface, and deck surface has more than 15% area with deficiencies [1] [2] NBI deck bottom rating is 5 or 6, and deck bottom has less than 10% area with deficiencies [1] [2] OR In response to inspector's work recommendation [1] 	25 years
HMA Overlay with Waterproofing Membrane	<ul style="list-style-type: none"> NBI rating of 5 or less for deck surface, and both deck surface and bottom have between 15% and 30% area with deficiencies [1] [2] OR Bridge is in poor condition and will be replaced in the near future and the most cost-effective fix is HMA overlay [1] 	
HMA Overlay Cap without Membrane	<ul style="list-style-type: none"> Note: All HMA caps should have membranes unless scheduled for replacement within five years. NBI rating of 3 or less for deck surface and deck bottom, and deck surface and deck bottom have more than 30% area with deficiencies. Temporary holdover to improve ride quality for a bridge in the five-year plan for rehab/replacement. [1] [2] 	3 years
Concrete Deck Patching	<ul style="list-style-type: none"> NBI rating of 5, 6, or 7 for deck surface, and deck surface has between 2% and 5% area with delamination and spalling [1] [2] OR In response to inspector's work recommendation [1] 	5 years
Steel Bearing Repair/Replacement	<ul style="list-style-type: none"> NBI rating of 5 or more for superstructure and deck, and NBI rating 4 or less for bearing [2] 	
Deck Joint Replacement	<ul style="list-style-type: none"> Always include when doing deep or shallow concrete overlays [1] NBI rating of 4 or less for joints [1] [2] OR Joint leaking heavily [1] OR In response to inspector's work recommendation for replacement [1] 	
Pin and Hanger Replacement	<ul style="list-style-type: none"> NBI rating of 4 or less for superstructure for pins and hangers [1] [2] Pontis rating of 1, 2, or 3 for a frozen or deformed pin and hanger [1] [5] OR Presence of excessive section loss, severe pack rust, or out-of-plane distortion [1] 	15 years
Zone Repainting	<ul style="list-style-type: none"> NBI rating of 5 or 4 for paint condition, and paint has 3% to 15% total area failing [1] [2] OR During routine maintenance on beam ends or pins and hangers [1] OR less than 15% of existing paint area has failed and remainder of paint system is in good or fair condition [1] 	10 years
Complete Repainting	<ul style="list-style-type: none"> NBI rating of 3 or less for paint condition [1] [2] 	

Table 3: Summary of Preservation Criteria		
Preservation Action	Bridge Selection Criteria	Expected Service Life
	<ul style="list-style-type: none"> OR Painted steel beams that have greater than 15% of the existing paint area failing [1] 	
Partial Repainting	<ul style="list-style-type: none"> See Zone or Spot Painting 	
Channel Improvements	<ul style="list-style-type: none"> Removal of vegetation, debris, or sediment from channel and banks to improve channel flow OR in response to inspector's work recommendation 	
Scour Countermeasures	<ul style="list-style-type: none"> Pontis scour rating of 2 or 3 and is not scheduled for replacement [1] [5] OR NBI comments in abutment and pier ratings indicate presence of scour holes [1] [2] 	
Approach Repaving	<ul style="list-style-type: none"> Approach pavement relief joints should be included in all projects that contain a significant amount of concrete roadway (in excess of 1000' adjacent to the structure). The purpose is to alleviate the effects of pavement growth that may cause distress to the structure. Signs of pavement growth include: <ul style="list-style-type: none"> Abutment spalling under bearings [1] Beam end contact [1] Closed expansion joints and/or pin and hangers [1] Damaged railing and deck fascia at joints [1] Cracking in deck at reference line (45 degree angle) [1] 	
Guard Rail Repair/Replacement	<ul style="list-style-type: none"> Guard rail missing or damaged ^[2*] OR Safety improvement is needed ^[2*] 	
Scheduled Maintenance		
Superstructure Washing	<ul style="list-style-type: none"> When salt contaminated dirt and debris collected on superstructure is causing corrosion or deterioration by trapping moisture [1] OR Expansion or construction joints are to be replaced and the steel is not to be repainted [1] OR Prior to a detailed replacement [1] OR In response to inspector's work recommendation [1] 	2 years
Drainage System Clean-Out/Repair	<ul style="list-style-type: none"> When drainage system is clogged with debris [1] OR Drainage elements are broken, deteriorated, or damaged [1] OR NBI rating comments for drainage system indicate need for cleaning or repair [1] [2] 	2 years
Spot Repainting	<ul style="list-style-type: none"> For zinc-based paint systems only. Do not spot paint with lead-based paints. Less than 5% of paint area has failed in isolated areas [1] OR In response to inspector's work recommendation [1] 	5 years
Slope Paving Repair	<ul style="list-style-type: none"> NBI rating is 5 or less for slope protection [1] [2] OR Slope is degraded or sloughed OR Slope paving has significant areas of distress, failure, or has settled [1] 	
Riprap Installation	<ul style="list-style-type: none"> To protect surface when erosion threatens the stability of side slopes of channel banks 	
Vegetation Control	<ul style="list-style-type: none"> When vegetation traps moisture on structural elements [1] OR Vegetation is growing from joints or cracks [1] OR In response to inspector's work recommendation for brush cut [1] 	1 year

Table 3: Summary of Preservation Criteria		
Preservation Action	Bridge Selection Criteria	Expected Service Life
Debris Removal	<ul style="list-style-type: none"> When vegetation, debris, or sediment accumulates on the structure or in the channel OR In response to inspectors work recommendation 	1 year
Deck Joint Repair	<ul style="list-style-type: none"> Do not repair compression joint seals, assembly joint seals, steel armor expansions joints, and block out expansion joints; these should always be replaced. [1] NBI rating is 5 for joint [1] [2] OR In response to inspector's work recommendation for repair [1] 	
Concrete Sealing	<ul style="list-style-type: none"> Top surface of pier or abutments are below deck joints and, when contaminated with salt, salt can collect on the surface [1] OR Surface of the concrete has heavy salt exposure. Horizontal surfaces of substructure elements are directly below expansion joints [1] 	
Concrete Crack Sealing	<ul style="list-style-type: none"> Concrete is in good or fair condition, and cracks extend to the depth of the steel reinforcement [1] OR NBI rating of 5, 6, or 7 for deck surface, and deck surface has between 2% and 5% area with deficiencies [1] [2] OR Unsealed cracks exist that are narrow and/or less than 1/8" wide and spaced more than 8' apart [1] OR In response to inspector's work recommendation [1] 	5 years
Minor Concrete Patching	<ul style="list-style-type: none"> Repair minor delaminations and spalling that cover less than 30% of the concrete substructure [1] OR NBI rating of 5 or 4 for abutments or piers, and comments indicate that their surface has less than 30% spalling or delamination [1] [2] OR Pontis rating of 3 or 4 for the column or pile extension, pier wall and/or abutment wall, and surface has between 2% and 30% area with deficiencies [1] [5] OR In response to inspector's work recommendation [1] 	
HMA Surface Repair/Replacement	<ul style="list-style-type: none"> HMA surface is in poor condition OR In response to inspector's work recommendation 	
Seal HMA Cracks/Joints	<ul style="list-style-type: none"> HMA surface is in good or fair condition, and cracks extend to the surface of the underlying slab or sub course OR In response to inspector's work recommendation 	
Timber Repair	<ul style="list-style-type: none"> NBI rating of 4 or less for substructure for timber members OR To repair extensive rot, checking, or insect infestation 	
Miscellaneous Repair	<ul style="list-style-type: none"> Uncategorized repairs in response to inspector's work recommendation 	
<p>This table was produced by TransSystems and includes information from the following sources:</p> <p>[1] MDOT, <i>Project Scoping Manual</i>, MDOT, 2019.</p> <p>[2] MDOT, <i>MDOT NBI Rating Guidelines</i>, MDOT, 2017.</p> <p>[3] MDOT, <i>Bridge Deck Preservation Matrix - Decks with Uncoated "Black" Rebar</i>, MDOT, 2017.</p> <p>[4] MDOT, <i>Bridge Deck Preservation Matrix - Decks with Epoxy Coated Rebar</i>, 2017.</p> <p>[5] MDOT, <i>Pontis Bridge Inspection Manual</i>, MDOT, 2009.</p> <p>* From source with interpretation added.</p>		

Table 3: Summary of Preservation Criteria		
Preservation Action	Bridge Selection Criteria	Expected Service Life

In terms of management and preservation actions, KW’s asset management program uses a “mix of fixes” strategy that is made up of scheduled maintenance.

Replacement involves substantial changes to the existing structure, such as bridge deck replacement, superstructure replacement, or complete structure replacement, and is intended to improve critical or closed bridges to a good condition rating.

Rehabilitation is undertaken to extend the service life of existing bridges. The work will restore deficient bridges to a condition of structural or functional adequacy, and may include upgrading geometric features. Rehabilitation actions are intended to improve the poor or fair condition bridges to fair or good condition.

Preventive maintenance work will improve and extend the service life of fair bridges, and will be performed with the understanding that future rehabilitation or replacement projects will contain appropriate safety and geometric enhancements. Preventive maintenance projects are directed at limited bridge elements that are rated in fair condition with the intent of improving these elements to a good rating. Most preventive maintenance projects will be one-time actions in response to a condition state need. Routine preventive work will be performed by contracted agencies.

KW’s **scheduled maintenance** program is an integral part of the preservation plan, and is intended to extend the service life of fair and good structures by preserving the bridges in their current condition for a longer period of time. Scheduled maintenance is proactive and not necessarily condition driven. In-house maintenance crews will perform much of this work.

Certain of the severely degraded and structurally deficient bridges require replacement or major rehabilitation. Several of the remaining bridges require one-time preventive maintenance actions to repair defects and restore the structure to a higher condition rating. Most bridges are included in a scheduled maintenance plan with appropriate maintenance actions programmed for groups of bridges of similar material and type, bundled by location.

The replacement, rehabilitation, and preventive maintenance projects are generally eligible for funding under the local bridge program.

To achieve its goals, KW’s asset management program incorporates preservation of bridges currently rated fair (5) or higher in their current condition in order to extend their useful service life. The primary work activities used to meet this preservation objective include scheduled maintenance. A bridge-by-bridge preservation—or maintenance—plan is presented in Appendix 4.

Programmed/Funded Projects

KW received \$15,000 in total funding per year for the years 2021-2023. To achieve its goals, KW plans to spend \$35,000 per year on preventive maintenance of bridges. KW plans to replace 0 bridges at a cost of \$0. By performing the aforementioned preventive maintenance and replacement of bridge structures, KW will meet its overall bridge network condition goals.

KW computes the estimated cost of each typical management and/or preservation action using unit prices in the latest *Bridge Repair Cost Estimate* spreadsheet contained in MDOT's *Local Bridge Program Call for Projects*. The cost of items of varying complexity, such as maintenance of traffic, staged construction, scour counter-measures, and so forth, are computed on a bridge-by-bridge basis. The cost estimates are reviewed and updated annually. A summary of the programmed/funded projects and investments can be found in Table 4, the Cost Projection table, below.

Gap Analysis

When KW compares its funding and its programmed/funded projects with all of its prioritized projects, KW believes it should be able to achieve all of its asset management goals for the period of this plan. For projects that it is unable to complete, KW will continue to monitor those bridge assets and take any necessary steps within its budget to prevent or mitigate a condition decline or a need to post or close the structure.

2. FINANCIAL RESOURCES

Anticipated Revenues

KW has programmed projects and/or has been granted MDOT local-aid funding and federal funding for the purpose(s) of replacement, rehabilitation, preventive maintenance, and scheduled maintenance for none of its bridges: This funding is intended for use in the following funding year(s): 2023-26.

Any projects submitted to the local aid program that are not selected for funding will be added to the agency's program.

Anticipated Expenses

Scheduled maintenance activities and minor repairs that are not affiliated with any applications, grants, or other funded projects will be performed by the agency's in-house maintenance forces and funded through the agency's annual operating budget.

3. RISK MANAGEMENT

KW recognizes that the potential risks associated with bridges generally fall into several categories:

- Personal injury and property damage resulting from a bridge collapse or partial failure;
- Loss of access to a region or individual properties resulting from bridge closures, restricted load postings, or extended outages for rehabilitation and repair activities; and
- Delays, congestion, and inconvenience due to serviceability issues, such as poor quality riding surface, loose expansion joints, or missing expansion joints.

KW addresses these risks by implementing regular bridge inspections and a preservation strategy consisting of preventive maintenance.

KW administers the biennial inspection of its bridges in accordance with NBIS and MDOT requirements. The inspection reports document the condition of KW's bridges and evaluates them in order to identify new defects and monitor advancing deterioration. The summary inspection report in Appendix 1 identifies items needing follow-up, special inspection actions, and recommended bridge-by-bridge maintenance activities.

Bridges that are considered "scour critical" pose a risk to KW's road and bridge network. Scour is the depletion of sediment from around the foundation elements of a bridge commonly caused by fast-moving water. According to MDOT's *Michigan Structure Inventory and Appraisal Coding Guide*, a scour critical bridge is one that has unstable abutment(s) and/or pier(s) due to observed or potential (based on an evaluation study) scour. Bridges receiving a scour rating of 3 or less are considered scour critical. KW has scour critical bridges, which are listed in Table 5.

Table 5: Bridges that are Considered Scour Critical

Scour Critical Bridges	
Bridge Structure Number	Scour Critical Rating
5092	5
5224	8
5225	8
5226	6
5227	5
5228	8
5229	5
12699	5
13203	8
13204	8
13856	8
13857	8
14379	7

KW has posted or closed bridges that are critical to accessing entire areas or individual properties within its jurisdiction. These bridges are listed in Table 6.

Table 6: Posted or Close Bridges that are Critical Links

Posted/Closed Bridges that are Critical Links		
Bridge Structure Number	P/K	Comments
5227	P	
5228	P	
5229	P	

The preservation strategy identifies actions in the operations and maintenance plan that are preventive or are responsive to specific bridge conditions. The actions are prioritized to correct critical structural safety and traffic issues first, and then to address other needs based on the operational importance of each bridge and the long-term preservation of the network. The inspection results serve as a basis for modifying and updating the operations and maintenance plan annually.

Appendix 1

City of Kentwood [2023] Bridge Inspection Report Summary of Additional Inspection Recommendations

5092 44th Street over Plaster Creek:

Recommendations from Inspections	Priority	Details
Detailed Inspection	Medium	Watch cracks in box beams. Patch south fascia beam
Scour Repair	Medium	Place riprap along both abutments. Add fill to NE quad
Channel Repair	Medium	Regularly remove debris from utility pipe under bridge
Approach repair	Low	Address bird baths in E approach
Brush Cut	Medium	Cut brush on & around bridge esp over N sidewalk
Slope Repair	High	Repair erosion and sidewalk undermining in NW & NE quad
Railing Repair	Medium	Place sealant on railing to protect against high salt exposure.

5224 52nd Street over Plaster Creek:

Recommendations from Inspections	Priority	Details
Brush Cut	Medium	Cut brush and trees above culverts
Slope Repair	High	Repair undermining of gabions on south slope
Railing Repair	Medium	Repair guardrail in SW quad

5225 44th Street over Plaster Creek:

Recommendations from Inspections	Priority	Details
Scour Repair	Medium	Add stone at inlet and outlet
Brush Cut	Medium	Cut brush around culvert. Remove debris from channel.
Slope Repair	Medium	Watch south slope on subsequent inspections.
Super Repair	Medium	Patch spalls. Skim coat/seal exposed steel at ends of culvert.

5226 Breton Ave over Plaster Creek:

Recommendations from Inspections	Priority	Details
Scour Repair	Medium	Replace riprap

Brush Cut	High	Clear brush from around bridge
Railing Repair	Medium	Repair guardrail in SE quad
Joint Repair	Medium	Clean out expansion joint over north pier
Floodcoat	Medium	Place epoxy overlay or healer/sealer on bridge deck and sidewalk
Super Repair	Medium	Chip away any unsound concrete on fascia beam ends and patch. Place surface sealer on fascia beams.
Substructure Repair	Medium	Patch Spalls on north pier

5227 Shaffer Ave over Plaster Creek:

Recommendations from Inspections	Priority	Details
Detailed Inspection	Medium	Watch for further cracking in beam bottoms
Brush Cut	High	Clear brush from around bridge
Slope Repair	Medium	Repair undermined slope protection at abutments
Railing Repair	High	Patch cracks and spalls in concrete parapet. Budget for future bridge rail replacement
Joint Repair	Medium	Clean out expansion joint and investigate possible leakage. Repair/replace joint as needed.
Deck Patching	Medium	Patch spalls in sidewalk
Seal Cracks	Medium	Seal cracks in HMA surface.
Other	Low	Repair SW approach guardrail

5228 Shaffer Ave over Plaster Creek:

Recommendations from Inspections	Priority	Details
Brush Cut	High	Clear Trees from around bridge
Slope Repair	Medium	Place riprap in eroded area behind NW wingwall
Railing Repair	Medium	Replace SW tube rail. Replace rotting approach rail post in NW quad.
Deck Patching	High	Remove unsound concrete at ends of deck and place new concrete.

5229 Shaffer Ave over Plaster Creek:

Recommendations from Inspections	Priority	Details
Channel Repair	Medium	Remove debris from downstream channel
Brush Cut	High	Clear brush from around bridge

Deck Patching	High	Remove unsound concrete at ends and patch with new concrete. Repair beam grout.
Shallow Overlay	Medium	Remove epoxy overlay and place new epoxy overlay or shallow concrete overlay.

12699 East Paris Ave over Little Plaster Creek:

Recommendations from Inspections	Priority	Details
Scour Repair	Medium	Add riprap along south footing
Brush Cut	Medium	Cut brush around culvert.

13203 Eastern Ave over Heyboer Drain:

Recommendations from Inspections	Priority	Details
Scour Repair	Medium	Cut trees over culvert
Brush Cut	Low	Seal cracks in end sections. Patch spalls.

13204 Eastern Ave over Crippen Dr(Pine Hill Cr):

Recommendations from Inspections	Priority	Details
Remove Debris	High	Remove debris from inlet
Seal Cracks	High	Seal HMA

13856 Division Ave over Crippen Drain:

Recommendations from Inspections	Priority	Details
Scour Repair	High	Add fill and riprap
Channel Repair	High	Remove sand from south barrel.
Approach Repair	Low	Clean out C&G

13857 Division Avenue over Heyboer Drain:

Recommendations from Inspections	Priority	Details
Channel Repair	High	Remove debris blocking inlet and clean out north barrel.
Slope Repair	High	Repair undermined slope protection east side.
Railing Repair	High	Replace guardrail on east side.

14379 Woodcreek Dr over Little Plaster Creek:

Recommendations from Inspections	Priority	Details
Brush Cut	High	

Railing Repair	Medium	Apply silane waterproofing treatment on concrete parapet.
Seal Cracks	Medium	Seal cracks in HMA surface over culvert.
Substructure Repair	Low	Patch spalls on SE

Appendix 2

City of Kentwood [2023] Bridge Inspection Report Executive Summary

General Recommendations

- Clear brush in various locations
- Repair guardrails when needed
- Place epoxy or sealant for certain bridges
- Repair any erosion occurring and undermined slopes
- Remove debris from blocking inlets
- Patch spalls

[Kentwood Bridge Inventory]

[5092] 44th Street over Plaster Creek

Constructed: 1982

Reconstructed: -

General Condition: Fair (6)

Description: Prestressed concrete bridge with box beam

Recommendations: Watch cracks in box beams. Patch south fascia beam. Place riprap along both abutments. Add fill to NE quad. Regularly remove debris from utility pipe under bridge. Address bird baths in E approach. Cut brush on & around bridge esp over N sidewalk. Repair erosion and sidewalk undermining in NW & NE quad. Place sealant on railing to protect against high salt exposure.

[5224] 52nd Street over Plaster Creek

Constructed: 1969

Reconstructed: 1995

General Condition: Fair (6)

Description: Steel bridge with culvert

Recommendations: Cut brush and trees above culverts. Repair undermining of gabions on south slope. Repair guardrail in SW quad

[5225] 32nd Street over Whiskey Creek

Constructed: 2001 **Reconstructed:** - **General Condition:** Fair (6)

Description: Concrete bridge with culvert

Recommendations: Add stone at inlet and outlet. Cut brush around culvert. Remove debris from channel. Watch south slope on subsequent inspections. Patch spalls. Skim coat/seal exposed steel at ends of culvert.

[5226] Breton Ave over Plaster Creek

Constructed: 1989 **Reconstructed:** - **General Condition:** Fair (6)

Description: Prestressed concrete with box beam

Recommendations: Replace riprap. Clear brush from around bridge. Repair guardrail in SE quad. Clean out expansion joint over north pier. Place epoxy overlay or healer/sealer on bridge deck and sidewalk. Chip away any unsound concrete on fascia beam ends and patch. Place surface sealer on fascia beams. Patch Spalls on north pier.

[5227] Shaffer Ave over Plaster Creek

Constructed: 1982 **Reconstructed:** - **General Condition:** Fair (6)

Description: Prestressed concrete bridge with box beam

Recommendations: Watch for further cracking in beam bottoms. Clear brush from around bridge. Repair undermined slope protection at abutments. Patch cracks and spalls in concrete parapet. Budget for future bridge rail replacement. Clean out expansion joint and investigate possible leakage. Repair/replace joint as needed. Patch spalls in sidewalk. Seal cracks in HMA surface. Repair SW approach guardrail.

[5228] Shaffer Ave over Plaster Creek

Constructed: 1983 **Reconstructed:** - **General Condition:** Fair (6)

Description: Prestressed concrete bridge with box beam

Recommendations: Clear Trees from around bridge. Place riprap in eroded area behind NW wingwall. Replace SW tube rail. Replace rotting approach rail post in NW quad. Remove unsound concrete at ends of deck and place new concrete.

[5229] Shaffer Ave over Plaster Creek

Constructed: 1983 **Reconstructed:** - **General Condition:** Fair (6)

Description: Prestressed concrete bridge with box beam

Recommendations: Remove debris from downstream channel. Clear brush from around bridge. Remove unsound concrete at ends and patch with new concrete. Repair beam grout. Remove epoxy overlay and place new epoxy overlay or shallow concrete overlay.

[13856] Division Ave over Crippen Drain

Constructed: 1966 **Reconstructed:** - **General Condition:** Good (7)

Description: Concrete bridge with culvert

Recommendations: Add fill and riprap. Remove sand from south barrel. Clean out C&G

[13857] Division Ave over Heyboer Drain

Constructed: 1965 **Reconstructed:** - **General Condition:** Good (7)

Description: Concrete bridge with culvert

Recommendations: Remove debris blocking inlet and clean out north barrel. Repair undermined slope protection east side. Replace guardrail on east side.

[12699] East Paris Ave over Little Plaster Creek

Constructed: 1997 **Reconstructed:** - **General Condition:** Good (7)

Description: Concrete bridge with culvert

Recommendations: Add riprap along south footing. Cut brush around culvert.

[13203] Eastern Ave over Heyboer Drain

Constructed: 1985 **Reconstructed:** - **General Condition:** Good (7)

Description: Concrete bridge with culvert

Recommendations: Cut trees over culvert. Seal cracks in end sections. Patch spalls.

Appendix 3

APPENDIX A-1																																
Inventory Data														Inspection Findings										Appraisal								
Bridge Type	Structure Number	Bridge ID	Facility Carried	Features Intersected	Primary or Secondary Route	Structure Type Main Span (Item 43A - Material)	Structure Type Main Span (Item 43B)	Number of Main Span (Item 45)	Total Str Length (Item 4B)	Year Built (Item 27)	Year Reconstr (Item 106)	ADT	Year of ADT	Inspection Date	Operational Status (Item 41)	Deck Rating (Item 58)	Deck Bottom Rating (Item XX)	SuperStr Rating (Item 59)	Substr Rating (Item 60)	Channel Rating (Item 61)	Culvert Rating (Item 62)	Surface Rating (Item 58A)	Paint Rtg	Exp Joint Rating (Item XX)	Other Joints	Structure Evaluation	Structurally Deficient	Sufficiency Rating	Section Loss	Scour Critical (Item 113)		
Prestressed concrete - Box beam/girders--multiple	5092	414359700501801	44TH STREET	PLASTER CREEK	Primary	S	S	1	44	1982		22342	2005	6/23/2023	A	6	N	6	7	S	N	6	N	N	N	F				N	5	
Steel - Culvert	5224	414359700011801	52ND STREET	PLASTER CREEK	Primary	S	19	3	50.9	1969	1995	14694	1997	6/29/2023	A	N		N	N	6	6					F						8
Concrete - Culvert	5225	414359700036801	32ND STREET	WHISKEY CREEK	Primary	1	19	1	22	2001		7333	2003	6/23/2023	A	N		N	N	6	6					F						8
Prestressed concrete - Box beam/girders--multiple	5226	414359700037801	BIFTON AVE	PLASTER CREEK	Primary	S	S	3	115.8	1989		21333	2003	6/29/2023	A	7	N	6	6	S	N	7	N	S	6	F				N	8	
Prestressed concrete - Box beam/girders--multiple	5227	415359700257801	SHAFFER AVE	PLASTER CREEK	Secondary	S	S	2	139.8	1982		13333	2003	6/23/2023	P	6	N	6	7	6	N	7	N	S	N	F				N	5	
Prestressed concrete - Box beam/girders--multiple	5228	415359700257802	SHAFFER AVE	PLASTER CREEK	Secondary	S	S	1	59.7	1983		13333	2003	6/23/2023	P	6	N	6	7	6	N	6	N	N	N	F				N	8	
Prestressed concrete - Box beam/girders--multiple	5229	415359700257803	SHAFFER AVE	PLASTER CREEK	Secondary	S	S	1	59.7	1983		9333	2003	6/23/2023	P	6	N	6	7	6	N	5	N	N	N	F				N	5	
Concrete - Culvert	12899	414359700042801	EAST PARIS AVENUE	LITTLE PLASTER CREEK	Primary	1	19	1	25.6	1997		15333	2003	6/23/2023	A	N		N	N	6	7					G	Func Obs					5
Concrete - Culvert	13203	414359700035802	EASTERN AVE	HEYBOER DRAIN	Primary	1	19	2	24	1985		17543	2005	6/29/2023	A	N		N	N	5	7					G						8
Concrete - Culvert	13204	414359700035801	EASTERN AVE	CRIPPEN DR/PINE HILL CR	Primary	1	19	2	24	1988		17543	2005	6/29/2023	A	N		N	N	7	7					G						8
Concrete - Culvert	13856	414359700033801	DIVISION AVENUE	CRIPPEN DRAIN	Primary	1	19	2	24.2	1986		18600	2012	6/29/2023	A	N		N	N	6	7					G						8
Concrete - Culvert	13857	414359700033802	DIVISION AVENUE	HEYBOER DRAIN	Primary	1	19	2	23.4	1985		15476	2011	6/29/2023	A	N		N	N	5	7					G						8
Concrete - Culvert	14379	415359700500021	WOODCREEK DR	LITTLE PLASTER CREEK	Secondary	1	19	1	37.8	1994		100	2020	6/23/2023	A	N		N	N	7	7					G						7

Appendix 4

Inventory Data													Inspection										Appendix A-2																																																																																																																																																																																																																																																																																																																																																																										
Bridge Type	Structure Number	Bridge ID	Facility Carried	Features Intersected	Structure Type Main Span (Dens 65A - Minor)	Structure Type Main Span (Dens 65B)	Number of Main Span (Dens 65C)	Total Span Length (Dens 65D)	Total Span Width (Dens 65E)	Total Span Length (Dens 65F)	Total Span Width (Dens 65G)	Total Span Length (Dens 65H)	Total Span Width (Dens 65I)	Inspection		Sub-structure		Deep Overlay	Shallow Overlay	RMA Overlay of Mainline	RMA Cap	Reinforced Asphalt	Steel Deck	P/S Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete Deck	Reinforced Concrete 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Appendix 5

APPENDIX A-3																		
Inventory Data											Inspection Items							
Bridge Type	Structure Number	Bridge ID	Facility Carried	Features Intersected	Structure Type Main Span (Item 43A - Material)	Structure Type Main Span (Item 43B)	Number of Main Span (Item 45)	Total Str Length (Item 49)	Total Str Width (Item 52)	Total Str (sq ft)	Initial Inspection	In Depth Steel Inspection	Pin and Hanger Inspection	Diving Inspection	Provide Monitoring	Review Scour Criticality	Load Rating	Update SIA
Prestressed concrete – Box beam/girders—multiple	5092	414359700501B01	44TH STREET	PLASTER CREEK	5	5	1	44	86.4	3802	M	M	M	M	M	M	M	M
Steel – Culvert	5224	414359700011B01	52ND STREET	PLASTER CREEK	3	19	3	50.9		2240	M	M	M	M	M	M	M	M
Concrete – Culvert	5225	414359700036B01	32ND STREET	WHISKEY CREEK	1	19	1	22		658	M	M	M	M	M	M	M	M
Prestressed concrete – Box beam/girders—multiple	5226	414359700037B01	BRETON AVE	PLASTER CREEK	5	5	3	115.8	66.3	7678	M	M	M	M	M	M	M	M
Prestressed concrete – Box beam/girders—multiple	5227	415359700257B01	SHAFFER AVE	PLASTER CREEK	5	5	2	139.8	65.9	9213	M	M	M	M	M	M	M	M
Prestressed concrete – Box beam/girders—multiple	5228	415359700257B02	SHAFFER AVE	PLASTER CREEK	5	5	1	59.7	65.9	3934	M	M	M	M	M	M	M	M
Prestressed concrete – Box beam/girders—multiple	5229	415359700257B03	SHAFFER AVE	PLASTER CREEK	5	5	1	59.7	65.9	3934	M	M	M	M	M	M	M	M
Concrete – Culvert	12699	414359700042B01	EAST PARIS AVENUE	LITTLE PLASTER CREEK	1	19	1	25.6	80.4	2058	M	M	M	M	M	M	M	M
Concrete – Culvert	13203	414359700035B02	EASTERN AVE	HEYBOER DRAIN	1	19	2	24		1327	M	M	M	M	M	M	M	M
Concrete – Culvert	13204	414359700035B01	EASTERN AVE	CRIPPEN DR(PINE HILL CR)	1	19	2	24		1063	M	M	M	M	M	M	M	M
Concrete – Culvert	13856	414359700033B01	DIVISION AVENUE	CRIPPEN DRAIN	1	19	2	24.2		1621	M	M	M	M	M	M	M	M
Concrete – Culvert	13857	414359700033B02	DIVISION AVENUE	HEYBOER DRAIN	1	19	2	23.4		1404	M	M	M	M	M	M	M	M
Concrete – Culvert	14379	415359700500C01	WOODCREEK DR	LITTLE PLASTER CREEK	1	19	1	37.8	48	1814	M	M	M	M	M	M	M	M



**CITY OF KENTWOOD
PLANNING COMMISSION
APPROVED
FINDINGS OF FACT
JANUARY 23, 2023**

PROJECT: GR Ancillary C-PUD

APPLICATION: 29-23

REQUEST: Rezoning of 10.5 acres of land from IPUD Industrial Planned Unit Development to CPUD Commercial Planned Unit Development and Preliminary Site Plan Review of a Commercial PUD.

LOCATION NW Corner of 36th Street and Patterson Avenue

HEARING DATE: December 12, 2023, and January 9, 2024

MOTION: **Motion by Benoit, supported by Holtrop, to recommend to the City Commission conditional approval of the request for rezoning of 10.5 acres of land located at the northwest corner of Patterson Avenue and 36th Street from I-PUD-1 Industrial and R1-C Single Family Residential to C-PUD Commercial Planned Unit Development as described in Case No. 29-23, and Preliminary Site Plan Review for the site plan dated January 2, 2024, for GRR Ancillary CPUD as described in Case No. 29-23. Approval is conditioned upon conditions 1-10 deleting the bullet point under condition 1 and deleting condition 4 and basis points 1 – 10 as described in Golder’s memo dated January 3, 2024.**

- Motion Carried (6-2) –
- Yays- Kape, Benoit, Jones, Holtrop, Poyner, Weir
- Nays – Porter and VanderMeer
- Quinn absent –

Motion by Benoit, supported by Poyner, to recommend to the City Commission to approve the 4 waivers as requested from RJM Designs December 5, 2023 memo.

- Motion Carried (8-0) –
- Quinn absent -

CONDITIONS:

1. The site shall be developed consistent with the representations made within the PUD Qualifying Statement and Narrative dated January 2, 2024, with the following amendments:
2. Review and approval by staff and the Kentwood City Attorney of the PUD Statement and Development Agreement.
3. Approval of the preliminary site plan by the Kentwood City Engineer and Kentwood Fire Marshal.
4. Applicant shall provide an easement to allow the eventual driveway connection to 33rd Street. The applicant shall pave the proposed easement area to the north property line of the GRR Ancillary development.
5. Applicant shall provide an easement along Patterson Avenue that is adequate to achieve a 10' total non-motorized pathway (the design of which to be approved by the city) along the Patterson Avenue frontage as depicted in the approved preliminary site plan and required by the City's Non-Motorized Plan. The trail shall extend to the north property line and shall be constructed with the first phase of the development.
6. Additional sidewalk connections shall be provided within Parcels 1 and 4 to extend sidewalk along the north side of the proposed 8,000 square foot retail building and extending to the proposed hotel.
7. Review and approval by Kentwood city staff and the Kentwood Arts Commission of the design and site plan for the city entranceway landmark/sign.
8. Pole signs in the development are limited to 100 square feet.
9. Approval by the Planning and City Commissions of the proposed waivers outlined in the PUD Qualifying Statement dated January 2, 2024.

BASIS

1. The proposed rezoning from Industrial Planned Unit Development to Commercial Planned Unit Development is consistent with the Master Plan. The Master Plan for this parcel was amended in 2022, allowing the change to commercial use, with the condition that the area be developed as a PUD.
2. The PUD Statement and Development Agreement address how the development meets the requirements of the Master Plan and Zoning

Ordinance. The Development Agreement will tie the rezoning to this specific project and to the representations made by the applicant as to the nature of the development.

The review and approval of these documents will ensure that the site is developed consistent with an approved plan and will give direction to the applicant as the project develops.

3. Section 12.05c requires a landmark or entrance sign near the intersection of two arterial streets or at an entrance point to the city. A conceptual design and plan are required to be part of the preliminary PUD approval. The applicant has shown a clear vision corner, some open space and a representation of entryway signage. The detailed plans shall be approved by staff and the Arts Commission, as necessary.
4. The driveway connection to 33rd Street will allow the proposed development to potentially connect to the signalized intersection at 33rd Street to the north. This is consistent with the requirements of Section 12.05 4 of the Zoning Ordinance with respect to traffic circulation, operations and access.
5. The applicant has proposed a freestanding diesel fueling station, intended for large trucks and semis. A freestanding diesel fueling station is more appropriate within an industrial area and is permitted in the Industrial zone with Special Land Use approval. The applicant has stated that it was not their intent to allow truck parking within the PUD; if diesel fueling is allowed, truck parking will occur throughout the development.
6. The applicant's Qualifying Statement for the PUD provides two architectural design concepts for the development. The applicant has further submitted that whichever design is chosen, the architecture across the PUD will be unifying, attractive, interesting and sustainable. Final approval of each elevation and its consistency with the representations made by the applicant will be determined by the Planning Commission in its review of each final PUD plan.
7. Many of the uses proposed (vehicle fuel stations, restaurants, day care, and personal service establishments) are allowed under the current I-PUD zoning. The proposed rezoning to Commercial PUD will allow some additional uses (such as the hotel and retail establishments) that will be subject to special land use and/or site plan review and approval.
8. Freestanding signage in the commercial zone is limited to 100 square feet.
9. Section 12.05D makes allowance for waivers from the provisions of Sections 12.02C, 12.02D and 12.05C. The applicant has requested a waiver from four requirements of Section 12.05C; these must be approved by the City Commission after recommendation by the Planning Commission.

10. Discussion during the work session and public hearings.

, 2024

CITY OF KENTWOOD
ORDINANCE NO. -24

AN ORDINANCE TO AMEND THE CITY OF KENTWOOD ZONING ORDINANCE BEING
APPENDIX A OF THE CITY OF KENTWOOD CODE OF ORDINANCES, AS AMENDED,
TO REZONE 10.5 acres of land from IPUD-1 Industrial and R1-C Single Family Residential to
C-PUD Commercial Planned Unit Development

THE CITY OF KENTWOOD ORDAINS:

SECTION 1.

Part of the SE1/4 of Section 13, T6N, R11W, City of Kentwood, Kent County, MI, described as:
Beginning at the SE corner of Section 13; thence N89° 15' 15" W 670.85 feet along the South
line of said SE ¼; thence N00° 44' 45" E 805.35 feet; thence N 89°29' 11" East 632.59 feet to
the East line of said SE ¼; thence S 01°56'19" E 820.15 feet along said East line to the Place of
Beginning

SECTION 2.

This Ordinance shall be effective ten (10) days following its publication.

The foregoing Ordinance was offered by Commissioner , supported by Commissioner , the
vote being as follows:

YEAS:

NAYS:

ABSTAIN:

ABSENT:

Dan Kasunic
City Clerk

I hereby certify the foregoing to be a true copy of an ordinance adopted at a regular meeting of
the Kentwood City Commission held February 6, 2024

Dan Kasunic

Ordinance No. -23 City of Kentwood Rez
May 8, 2023
Page 2

City Clerk

STAFF REPORT: October 25, 2023

PREPARED FOR: Kentwood Planning Commission

PREPARED BY: Lisa Golder

CASE NO.: 29-23 GRR Ancillary CPUD

GENERAL INFORMATION

APPLICANT:

GRR Ancillary M/U	Rep. by: Jim Morgan RJM Design
Ben Muller Realty Co. Inc.	1971 E. Beltline Ave NE
Madison Equipment, Inc.	Grand Rapids MI 49525
1971 East Beltline NE Suite 240	
Grand Rapids MI 49525	

STATUS OF

APPLICANT: Owner and Owner's Representative

REQUESTED ACTION: Rezoning and Preliminary PUD Plan for a Commercial Planned Unit Development

EXISTING ZONING OF SUBJECT PARCEL:

IPUD-1 Industrial and R1-C Single Family Residential

GENERAL LOCATION: NW corner of Patterson and 36th Street SE

PARCEL SIZES: 10.5 Acres

EXISTING LAND USE ON THE PARCEL:

Existing business and vacant

ADJACENT AREA LAND USES:

N- Consumers Energy ROW
S- 36th Street ROW
E- Patterson Avenue/Cascade Township
W: Vacant Industrial

ZONING ON ADJOINING PARCELS:

N- R1-C Single Family Residential
S: I-1 Light Industrial
E: TI (Cascade Township)
W: IPUD Industrial Planned Unit Development

Compatibility with Master Plan:

The Kentwood 2020 Master Plan was amended in 2022 to allow commercial development of the site. The Findings of Fact for this recommendation are attached. There were several conditions to the Master Plan Amendment, as follows:

- 1. Any PUD submitted for the site shall include a traffic analysis that will be reviewed by the City and the Kent County Road Commission.*
- 2. The PUD site plan shall include a driveway connection to the north in order to connect to the traffic signal at 33rd Street/Patterson Avenue.*
- 3. The Patterson Avenue and 36th Street frontages shall each allow only one curb cut serving the development.*

The applicant has submitted a traffic analysis and there is a future driveway connection proposed to the north. However, the site plan also includes two driveways off of Patterson Avenue, inconsistent with the Findings of Fact for the Master Plan amendment.

Zoning and Land Use History:

The site has been zoned IPUD and R1-C since 1979. Dykstra's Auto Repair and the Theological Book Network currently have established operations on the site. The parcel currently zoned R1-C is a 22,500 square foot parcel located at 3531 Patterson Avenue. It is owned by the applicant and is vacant.

Land Division:

The applicant portrays the site as 6 separate lots (Development Agreement lists a 7th lot for detention pond). The applicant shall indicate their intent with regard to how/whether the parcel will be subdivided.

Traffic Analysis:

The proposed development is located at the intersection of 36th Street and Patterson Avenue. Patterson Avenue is a five-lane cross section with two travel lanes in each direction and a center turn lane. The speed limit on Patterson is 55 miles per hour. The road is under the jurisdiction of the Kent County Road Commission (KCRC). Thirty-sixth (36th) Street is an east-west arterial road and is under the jurisdiction of the City of Kentwood west of Patterson Avenue. It has a five-lane cross section with two travel lanes in each direction and a center turn lane. The speed limit of 36th Street is 50 miles per hour in Kentwood and 45 miles per hour east of Patterson Avenue.

The applicant has submitted a traffic analysis for the development. The executive summary is attached. Since Patterson Avenue is under the jurisdiction of the Kent County Road Commission, KCRC has submitted comments regarding the traffic study and the proposed development. While the study methodology was found to be generally acceptable, KCRC has concerns regarding the southernmost driveway on Patterson Avenue. The concern is that the southbound through movement at the 36th/Patterson intersection will back up 505' or more, blocking the southern driveway and creating a safety concern for left turns in and out of the

driveway. KCRC recommends that the driveway be eliminated, and the northern driveway re-analyzed to see how it would function given the additional volume.

Staff Analysis:

In 2022, both the Land Use and Zoning Committee and the Master Plan Committee reviewed a Master Plan amendment for the 10.4 acres of land proposed for rezoning. The applicants discussed the potential rezoning of the property to Commercial. The developers indicated that potential uses of the site could include a 4-story hotel, gas station/convenience store, several restaurants including fast food drive through, and a retail strip center. The applicant also completed a market study for a hotel.

The Committees discussed existing traffic in the area and the capacity of Patterson Avenue/36th Street for commercial uses. The Planning Commission approved the Master Plan amendment in July of 2022.

1. General PUD Standards

Chapter 12 lists the intent and purpose of PUD development, with the following objectives:

1. Encourage use of land in accordance with its character and adaptability through allowance of innovative and creative design solutions not permitted under conventional zoning;
2. Allow design flexibility that benefits the community and the environment and results in a better overall project than would be permitted under conventional zoning;
3. Create a package of amenities not typically achieved with conventional zoning, such as useable open space, preservation of key natural or historic resources, improvements to public roads or facilities, pathways, natural stormwater systems, more extensive landscaping, consistent and coordinated site design details among various projects (lighting, signs, building design, etc.), and high-quality architectural design or materials;
4. Create a complementary mixture of housing types within a project that is consistent with the overall character of the area;
5. Ensure compatibility of design and use between various uses within the PUD and with neighboring properties, and
6. Encourage the use, redevelopment and improvement of existing sites.

From the information submitted by the applicant, it is not clear how the applicant meets the Intent and purpose of the PUD zoning as described above.

2. PUD Qualifying Conditions:

Section 12.02 states the qualifying conditions for PUDs. Section 12.02 F states:

F. The application shall demonstrate the project will result in recognizable and substantial benefits to the residents or occupants of the site, visitors to the site, adjacent properties and the City in contrast

to development permitted under conventional zoning. The applicant must provide compelling evidence that demonstrates these benefits through drawings, reports or other submittals that contrast development under conventional zoning with the design and uses proposed. Such benefits can be provided from amongst the following:

1. Transition areas from adjacent land uses
2. High quality architectural design and materials, with clear guidelines that must be met with future site plan submittals
3. Extensive landscaping and preservation of quality woodlands or trees
4. Assured preservation of unique natural or historic site features, or viewsheds
5. Greenways that link to adjacent greenway corridors
6. Unified access and circulation that reduces the number of driveways
7. Provision of open space and social space
8. Provision of extensive pathway systems through the project
9. Provision of recreational facilities, such as playground equipment and courts
10. Use or enhancement of natural systems for stormwater detention
11. More extensive setbacks or buffering between development and water features
12. Coordinated site design elements such as lighting, signs and greenbelt design
13. Coordinated development of several small parcels
14. Design Improvements (public and/or private) to mitigate traffic impacts, as demonstrated through a traffic impact study
15. Elimination of nonconforming situations
16. Removal or renovation of blighted buildings or remediation of contamination as documented through a Phase I and Phase II Environmental Site Assessment and a Baseline Environmental Assessment.

Information has not been provided on the high-quality architectural design and materials, the extensive landscaping, greenways that link to adjacent greenways, provision of usable open space.

3. PUD Site Design Guidelines

It is not clear how the development meets the standards of Section 12.05 5 Site Design Standards below:

Site Design Guidelines: The following site elements shall be provided:

- a. An extensively landscaped greenbelt, with an average width of 30 feet and minimum of 20 feet shall be provided along all public streets. Plantings within the greenbelt shall exceed the requirements of Section 19.03A. Low, undulating (horizontal and vertical) berms or an architectural feature (decorative stone or brick wall, wrought iron fencing or combination) may be permitted as an alternative to the trees.

The applicant has provided the greenbelt, but the plantings do not meet the requirements of 19.03A.

- b. Site design and landscaping shall diminish the prominence of parking lots as viewed from public streets. Parking lot landscaping shall exceed the amount otherwise required.

It is unclear how the proposed landscaping accomplishes this standard.

- c. A City entranceway landmark or entrance sign may be required near the intersection of two arterial streets or at an entrance point to the city. The type and conceptual design of said landmark shall be determined as part of the Preliminary PUD Plan approval, and the timing of installation described in the PUD Agreement.

Although the development is located at the intersection of two arterial streets, there is no proposed entranceway landmark or sign.

- d. Extensive pedestrian gathering and seating plazas, greenways and tree lined drives shall be within parking lots and throughout the site to provide an inviting pedestrian environment, protection of the pedestrian from vehicular circulation for improved traffic operations and views.

The only shown seating area is near the diesel fueling location. The pedestrian circulation could be improved across the site.

- e. Other site amenities to create a pedestrian scale environment shall be provided such as bike racks, benches, information kiosks, art, planters or streetscape elements to separate mainline buildings from the parking lots.

No information has been provided regarding these elements.

- f. Any detention areas with predominant view from the roadway, parking lot, residential dwellings or primary entrances to buildings shall be designed to have a natural appearance, such as: variable shape; natural arrangement of landscape materials; aerated fountains; use boulder accent walls; or other similar design features.

The proposed detention pond is off site but is in view of the parking lot for the hotel. The design features could be added to the pond.

- g. Sign types and materials shall be consistent with the overall architectural design of the PUD. Signs for uses or buildings located in the PUD shall be subject to the sign limitations allowed for uses or buildings of a similar type built in the respective zoning districts, as determined by the Zoning Administrator.
- h. The site shall have a minimum open space of thirty (30) percent exclusive of areas of deferred parking.

The applicant shall note where the open space is located. No deferred parking is proposed but could be added to the site plan given that there are 50 extra parking spaces for the uses proposed on the site.

- 6. Maintenance and Utilities: For any areas to be held under common ownership, a document ensuring the future maintenance provisions shall be submitted for approval to the Planning Commission. Such provision shall include mandatory membership of all property owners in any

association designed for maintenance of the common area and the City shall have the right to require the recording of such documentation and other provisions deemed appropriate for the project by the Planning Commission.

This is addressed in the proposed Operating and Easement Agreement.

7. Building Height and Architectural Guidelines: Information on architecture and building design (elevations or perspectives, materials and description of design standards) shall be submitted and comply with the following:

- a. Architecture throughout the development shall be compatible based on a design theme established with the Preliminary PUD Plan and described in the PUD Agreement.
- b. Compatibility of site use with nearby residential areas must be evidenced and can be determined in relationship to the following criteria:
 - (1) Uses have no harmful or unpleasant effects (noise, odors, fumes, glare, vibration, smoke, vapors and gases, electrical emissions and industrial wastes.)
 - (2) The PUD site has direct access to a collector or arterial street.
 - (3) Appearance is harmonious with adjacent uses. This feature would include but not be limited to landscaping, enclosure of principal and accessory uses, height control, sign control, low profile buildings and architectural controls.
 - (4) The distances separating all proposed uses and buildings from the surroundings are great enough to in fact constitute a buffer.
 - (5) Loading docks and truck maneuvering areas and terminals should be further removed from residential lot lines than the building.
- c. Buildings shall utilize high quality architecture with variable building lines, peaked roofs or parapet walls, architectural accents, and brick facades.
- d. Building heights will be as required by the Commercial Districts (Chapter 8).
- e. The depth of the front building line shall be varied to break up the building massing.
- f. The predominant material utilized on facades which are visible from a public right-of-way or parking lots shall be brick. Other materials may be used for architectural accents, provided such materials shall have the appearance of wood or cut or cast stone.
- g. A building or buildings shall face (front facade or side elevation with appearance of a front facade) the intersection of existing arterial streets. The building(s) shall have distinct architecture that creates a prominent landmark at the intersection, with no loading or utility areas that face the intersection. There shall be a landscaped plaza in front of the building or between buildings. Parking is encouraged behind buildings.
- h. The type and amount of building materials utilized shall comply with the following table:

Material	Maximum Percent of Wall to be Covered by Certain Building Materials			
	100	75	50	25
Brick	✓			
Glass		✓		
Decorative Masonry		✓		
Stone		✓		
Metal Composite Material Panel		✓		
Metal, Wood and Vinyl Siding			✓	
Finishes*				✓

* Includes dryvit, plaster, stucco or similar materials. Such materials shall not be used where contact with vehicles may occur such as parking areas and traffic ways.

The applicant has prepared a general statement about building materials, indicating that:

“Architectural features will utilize quality materials with variable building lines, peaked roofs or parapet walls, architectural accents, and masonry facade, complying as much as practical with Ordinance Section 12.05.7.”

This statement does not address Section 12.057 f that requires that the predominant material shall be brick, with the accents of wood or cut/cast stone. In addition, Section 12.05 7g requires that building facades shall face the intersection of existing arterial streets. The section also requires distinct architecture that creates a prominent landmark at the intersection, and a landscaped plaza in front of the building. Parking is required to be behind the building.

The building proposed at the intersection of 36th Street and Patterson Avenue is a gas station, with parking, gas pumps and a diesel gas pump along the arterial street. This is inconsistent with the intent of the regulations.

PUD Agreement

4. In the proposed PUD Statement, the applicant states that deviations to the zoning regulations were unknown but could include building heights, building setbacks, reduced greenbelt, buffer zone widths, reduced parking quantities, signage regulations, and building materials. The applicant leaves the potential for additional “other” deviations as well. Generally, the proposed deviations are stated at the time of the preliminary approval, so that the City Commission can review any proposed deviations at that time. The existence of a statement regarding deviations does not imply approval of any of the deviations. Each deviation would have to be reviewed by both the Planning and City Commissions if the deviations are not requested as part of the preliminary plan. In addition, staff and the Commissions would have to determine whether the new deviations proposed at a future date have an impact on the preliminary approval.

5. Section 2.2 of the proposed PUD Agreement indicates that signage easements are to be noted on the site plan but it is not clear where these easements are intended. The zoning ordinance states that a PUD is subject to the limitations allowed for uses or buildings of a similar type built in the respective zoning districts (although this is part of the Section that can be waived).

PUD Site Plan

6. The PUD site Plan proposes the following uses:

- Hotel with 135 rooms on 3.26 acres
- Child care center on 1.03 acres
- 9,500 square foot retail center on 1.02 acres
- 8,000 square foot retail and 3,000 square foot bank on 2.04 acres

- 4,000 square foot restaurant on 1.03 acres
- 6,000 square foot gas station/convenience store on 2.19 acres

The bank, retail center drive through, restaurant with drive through, hotel, and gas station must receive Special Land Use approval. The hotel would have to receive Special Land Use approval for the height of the hotel, or, alternatively, could address the height as a deviation to the PUD. If the preliminary site plan for the development is approved, each phase of the development would also have to receive final PUD site plan approval.

7. The width of the curb cut on 36th Street appears to be too wide to meet city requirements. Kent County Road Commission must make a determination on the width of the driveway on Patterson Avenue.
8. The applicant intends to extend the northernmost driveway to the west. If this occurs, there will be an impact on the open space. Applicant shall indicate whether the 30% open space for the site includes the driveway extension. Applicant shall indicate whether the 30% open space includes the future one-story commercial retail building.
9. The applicant shall indicate whether the traffic analysis takes into account the truck traffic generated by the diesel fuel station.
10. The zoning district to the north of the site is R1-C Residential; site plan states that it is I-1 Industrial.
11. The applicant must provide a lighting plan for final approval.
12. The site exceeds the required parking by 50 spaces.
13. The applicant shall provide a phasing plan.

Attributes:

- Proposed uses permitted (some with SLU) in CPUD
- Appears to meet Open Space criteria

Issues:

- Does not provide basis for how development meets General PUD and PUD Qualifying Conditions
- Does not provide basis for how the development meets the site design guidelines for the CPUD
- KCRC recommends removal of southern driveway on Patterson Avenue
- Site details needed—open space, driveway width justification, lighting, deferred parking, phasing



**GRR ANCILLARY
QUALIFYING STATEMENTS AND
CONDITIONS FOR PUD ZONING**

The following statements are hereby submitted as additional information to our existing application and associated documents. They are intended to supplement our application and to clarify how our proposal meets the intent and purpose of the C-PUD Zoning and achieve benefits not otherwise possible under Conventional Commercial Zoning.

1. Architectural Design

The buildings included in the PUD proposal include a 1-story retail establishment with a drive-thru, a 1-story bank with a drive-thru, a 1-story restaurant with a drive-thru, a gas station/convenience store, a future 1-story commercial/retail building, a 1-story childcare center with an outdoor play area, and a 4-story hotel.

The architectural style of the buildings will reinforce the overall aesthetics of the site, bringing continuity architecturally to the mixed-use development. The materials utilized in the building design will include appropriate percentages of glass, with a mix of high-quality materials that include metal/composite panel, decorative masonry/brick, and/or stone per the zoning ordinance. The intent of the PUD Ordinance will be fully satisfied through thoughtful building design, with great care given to an architectural language that is consistent with the overall site concept for this development. The theme for this architectural design includes: a gateway signage feature, unifying architecture in building and landscape design, creative use of materials (within the restrictions outlined by the current zoning ordinance and regulations), as well as forms, features, and finishes. The design team's goal is to tie together this important City of Kentwood site from the experience upon entering, to the landscape, and finally the buildings' exteriors and interiors. This unifying and cohesive design will make the project attractive, interesting and sustainable, while also fulfilling the City's Objectives for Planned Unit Development projects.

2. Site Design

a. Curb-Cuts

The GRR Ancillary project proposes two curb-cuts on Patterson Avenue, each located in approximately the same location as the existing curb-cuts that serve the current industrial uses and directly across the street from the two curb-cuts the serve Cascade Township industrial uses. The northern drive will be a full access serving the new hotel, the two proposed commercial uses and the future 20-acre industrial development to the west. The southern drive will be a right in, right-out only drive serving the restaurant and the gas station, including diesel fuel customers. Design of both curb-cuts will follow Road Commission standards including lane tapers, drive widths, turning radii and all improvements in the public right-of-way.

An Amended Traffic Impact Study and Memo from Progressive AE dated December 1, 2023 has been submitted, justifying the need for two Patterson Avenue curb-cuts. The amended study also addresses the diesel fueling station on page 14 stating, "fueling positions utilized as the truck diesel fueling position is anticipated to generate minimal traffic, particularly during the peak hours.

The Kent County Road Commission has provided a letter supporting our two proposed Patterson curb-cuts as described above.

The GRR Ancillary C-PUD also proposes one full access curb-cut on 36th Street. This drive is located directly opposite an existing drive to the south and will primarily serve the adjacent retail use, the gas station and the child care center. Design of this drive will satisfy the Kentwood City Engineer including lane tapers, drive width, turning radii and all improvements in the public right-of-way.

All three curb-cuts are optimally located to best serve the overall layout of the PUD providing safe, convenient access to and from each use. These coordinated/shared locations would be difficult to achieve with conventional commercial zoning.

b. Vehicular Drives

Internal drives will provide convenient and safe access to all parts of the PUD. Vehicular movement within the PUD will flow intuitively with obvious routes and patterns. Appropriate drive widths and turning radii will allow visitors a comfortable and safe experience to reach each use and parking area and will accommodate emergency vehicles if/when needed. Uniform wayfinding signs will provide additional clarity and convenience to visitors. Many of these details would be difficult to achieve with conventional zoning but are possible through PUD Zoning.

c. Parking Facilities

Parking facilities are designed to comply with Chapter 17 of the Ordinance. Parking spaces are located adjacent to the various uses with convenient, direct access from the internal drives. Parking space and aisle dimensions comply with Section 17.04 and the number of spaces slightly exceeds the requirements of Section 8.03.C.1, however barrier free spaces have not been included yet so the surplus will be reduced during Final Site Plan Review. Parking spaces in excess (if any) will be deferred and converted into Open space. Parking lots are interconnected with pedestrian walks providing safe pedestrian access from one use to another; a benefit that is achievable through PUD Zoning. No deferred parking is proposed at this time.

d. Pedestrian Walkways

The Preliminary Site Plan (C-103) includes more than 4,000 linear feet of new sidewalk (0.76 miles) with five connections to the existing public sidewalks along Patterson and 36th Street, a possible future connection to the Industrial property, and a possible future connection to the Consumers Energy Trail. These sidewalks will provide safe, convenient connections to and from the various uses. Sidewalks are separated from vehicular drives and bordered with landscaping and site lighting to create a pleasant, pedestrian scale environment. Marked cross-walks are proposed at driveway crossings to provide further safety measures for pedestrians. In addition, an easement for a non-motorized trail along Patterson Avenue will be provided. The extent and interconnectivity of the sidewalks is a requirement of the PUD Zoning and not a requirement of conventional zoning.

e. Site lighting

Safe, sufficient site lighting will comply with Chapter 20 of the Ordinance. Light fixtures and poles styles will follow the architectural design theme and be consistent throughout the PUD. Internal pole heights will not exceed 25 feet and poles along public roadways will not exceed 20 feet. Fixtures will have energy-efficient LED lamps and cut-off/non-glare optics and a photometric grid plan with foot-candle levels will be provided during Final Site Plan Review. Unified site lighting will provide a cohesive element to the overall commercial development.

f. Signage

Signs throughout the PUD will be uniform, attractive and consistent with the architectural design theme and building material. Sign areas, heights and

setbacks will comply with Chapters 8 and 16 of the Ordinance. Proposed signs include three ground signs and two pole signs and one gateway feature sign. Ground signs and pole signs will display multi-tenants on them. Building wall signs will be proposed during Final Site Plan Review as permitted by the ordinance and wayfinding signs will be provided as needed to provide clear directions within the development. The welcoming gateway feature/sign will be constructed during the development of parcel 6 and its design will be coordinated with the architecture of building. Uniform, shared signage is an advantage of the PUD and not easily achieved under conventional zoning.

g. Landscape Design

Selection and placement of plant material is another method of creating an attractive, unified overall development not workable under conventional zoning. Extensive landscaping will be provided including tree-lined drives and greenbelt buffer plantings as required by Chapters 12 and 19 of the Ordinance. The greenbelt will include a continuous meandering, three-foot high earthen berm and the quantity of trees and shrubs will buffer the views of the parking areas as required by the ordinance. Detailed Planting Plans will be submitted during Final Site Plan Review with specific plant types, sizes and quantities. Plants will be hardy, native varieties that provide seasonal interest and low maintenance.

h. Site Grading, Drainage & Infrastructure

Grading – Rather than attempt to grade the sites to fit an unknown user and create a potential soil erosion concern, the proposed grading will be limited to what is necessary to construct the private drives, utilities and detention pond enlargement.

Drainage – A master drainage plan has been prepared and approved by Kentwood Engineering Department. Previous development of this property included the construction of a detention basin, which outlets to the existing creek flowing East to West through the site. The detention basin is planned to be enlarged to accommodate the developed drainage from the entire 10-acre commercial site and the southeast corner of the 20-acre industrial parcel. A new, unified storm sewer system will be installed throughout the development, providing a storm sewer stub to each parcel. The detention basin and storm sewer system will be a private system with future maintenance provided by a 433 agreement with the Kent County Drain Commission.

Sanitary Sewer – The sewer in this part of the City of Kentwood is part of the City of Grand Rapids system. The existing system has adequate depth

and capacity to service the proposed development. We propose to serve this project by installing a public main from an existing manhole in 36th Street extending North approximately 515 feet within a public easement with individual laterals to each parcel.

Watermain – The watermain in this part of the City of Kentwood is part of the City of Grand Rapids system. The existing system has adequate flow and pressure to service the proposed development. We propose to loop an 8" public water main through the project connecting to two existing stubs off Patterson Avenue. Provisions will also be made to extend a 12" main along the North project boundary to service the future industrial development to the West. The watermain will be within a public easement and provide fire and domestic services as required to each parcel.

Site grading, drainage and infrastructure will be designed and constructed in an efficient and coordinated manner as part of the proposed PUD, which would be challenging under conventional zoning.

i. Land Division

Currently the total 30-acre land is under one ownership, GRR Ancillary MU LLC and it exists as four parcels as shown on Sheet C-101. Under the Land Division Act, there are at least 16 splits available. It is the developer's intent to divide the property as metes and bounds parcels, with the 10.57-acre C-PUD subdivided into six parcels as shown on sheet C-103 and further described in the PUD Agreement.

j. Project Phasing

It is the developer's intent to construct the two private drives extending West from the existing Patterson Avenue curb cuts along with the North / South private drive from 36th Street to the North property line. The sanitary sewer, watermain and storm sewer systems within these private drives will also be constructed. This will provide utility service and access to all six parcels, which then can be sold as demand dictates. The gas station and hotel parcels are anticipated to be developed first.

k. Proposed Waivers

- The building height needed for the hotel is 54 feet. Technically the Ordinance requires a 30' maximum height because the parcel is adjacent to a residential zone, even though the land is a Consumers Energy Easement. Otherwise, 40' is the maximum height adjacent to non-residential property. So in reality, we need a 14' waiver from code for the hotel. By comparison, the adjacent Grand Rapids Water Tower and Consumers Energy transmission towers are both approximately 100 feet in height.
- Front yard building setback for Parcel 3. Code requires 30', we are requesting 25'.
- Some parking in front of buildings instead of behind buildings.
- Signage waivers for monument signs proposed for Parcels 3, 4, & 5.



MEMORANDUM

CITY OF KENTWOOD

TO: Honorable Mayor and City Commission

FROM: Jim Kirkwood, P.E., Director of Engineering and Inspections
Brad Boomstra, P.E., City Engineer
Cori Derengowski, Buyer

DATE: February 6, 2024

TOPIC: Ridgewood Street and Julivan Avenue Reconstruction

ACTION REQUESTED: It is requested that the City Commission authorize the Mayor to enter into a contract with Dykema Excavators, Inc. for the reconstruction of Ridgewood Street and Julivan Avenue, in the amount of \$4,089,251 plus a 10% project contingency of \$408,925, for a total project amount not-to-exceed \$4,498,176, with funds from the FY24 & FY25 Local Street, Water, and Sewer Funds.

BACKGROUND: The roads of Ridgewood Street and Julivan Avenue, shown in red on the map, require reconstruction. They have received poor PASER ratings and have deteriorated beyond the point where resurfacing is effective.

The project will include full reconstruction of the roads, including new curb and gutter, sidewalk, water main replacement, sanitary sewer replacement, and storm sewer replacement.



Last June, the City Commission approved the purchase of construction materials for this project at the not-to-exceed amount of \$319,725. This was to ensure that materials with long lead-times are available when required.

The bid process resulted in two proposals for the reconstruction (see Bid Tabulation). The City's engineering consultant, Progressive AE, recommends the award to Dykema Excavators, Inc., the low bidder.

While the Engineering Department has attempted to anticipate as many outcomes as possible, this request includes a ten percent (10%) contingency. Any fees in excess of this amount will be brought to the Commission for review and approval. It is intended that the requested project contingency may be available for either the contractor construction costs or the consultant construction management services.

If you have any questions, please contact Brad Boomstra (616) 554-0740 or Jim Kirkwood (616) 554-0739.

Thank you for your consideration of this request.

BID TABULATION

Contractor	Total Amount
Dykema	\$4,089,250.95
Connan	\$4,485,941.10



MEMORANDUM

CITY OF KENTWOOD

TO: Honorable Mayor and City Commission

FROM: Shelby Henshaw, Recreation Program Coordinator
Val Romeo, Parks and Recreation Director
Cori Derengowski, Buyer

DATE: February 6, 2024

TOPIC: Portable Restroom Rental for Special Events

ACTION REQUESTED: It is requested that the City Commission authorize the Mayor to enter into a three-year agreement with Plummers Disposal (Plummers) for special event portable restroom rentals, at an annual amount of up to \$9,500 (including a 10% contingency), with funds from the General Fund Parks and Recreation Operating budget.

BACKGROUND: The City of Kentwood Parks and Recreation Department (Parks & Rec) hosts special events during the year at various locations throughout the City that require portable restroom and handwashing station rentals. Parks & Rec currently has eight (8) events per year that require these rentals, including the twelve (12) weeks of the Farmers Market & Summer Concert Series. The quantity needed varies by event, based on attendance expectations. All events include at a minimum one standard and one accessible rental.

In 2022, a competitive bid process resulted in two submissions. The breakdown of unit prices is shown in the Bid Table below. The City awarded the 2022 and 2023 events to Plummers, the low bidder, with annual agreements within the Mayor's signing authority. Pricing for a three-year agreement covering 2024-2026 was proposed at a fixed price. Staff requests to enter into a three-year agreement to secure City needs, and to avoid further annual increases, which are expected throughout the industry. The Purchasing Department has determined that the proposed pricing continues to represent the overall best value and needs of the City. The period for the agreement is not more than five years.

A ten percent (10%) contingency is included to allow for additional rentals as needed to support increased attendance. Plummers also extends special discount pricing to the City's Public Works department on their rentals.

If you have questions, please contact Shelby Henshaw (616) 656-5323 or Cori Derengowski (616) 554-0760.

Thank you for your consideration of this request.



BID TABLE

	Kerkstra 2022	Plummers 2022	Plummers 2023	Plummers 2024-2026
Regular	*\$ 150.00	\$ 85.50	\$ 96.00	\$ 104.88
Handicap	\$ 250.00	\$ 85.50	\$ 150.00	\$ 163.88
Handwash	\$ 175.00	\$ 85.50	\$ 135.00	\$ 147.49

** special rate of \$125 for 5+ units*



MEMORANDUM

TO: Mayor Kepley and City Commissioners

FROM: Shay Gallagher, Deputy City Administrator
Bryan Litwin, Kentwood Police Chief
Brent Looman, Kentwood Fire Chief
Carla Kane, Purchasing Agent

DATE: February 6, 2024

TOPIC: Public Relations/Communications Consultant Services Contract Amendment

ACTION REQUESTED: It is requested that the City Commission increase the existing communications retainer with Sabo PR (acquired through competitive bid) by up to \$39,600 (including a 10% contingency) for educational public engagement materials and services relating to Kentwood's Police and Fire services, with funds from the FY24 and subsequent year Police and Fire Millage.

BACKGROUND: Sabo PR has been the City's communications firm since 2016 and very successfully partnered with the City to accomplish the passing, in August 2022, of the much needed Parks and Recreation millage by Kentwood voters.

A May ballot initiative that will ask voters to approve a dedicated millage for Kentwood police and fire services and City staff must again initiate an educational public engagement program that will build upon the City's existing communication platforms to educate the public on the details of the millage proposal to help ensure an informed electorate.

Attached is Sabo PR's 5-page proposal to provide the materials and services for a campaign that will accomplish the City's goals.

It is important to note that the City's engagement efforts will only pertain to the facts and details of the millage proposal. They will not enter the realm of advocacy.

While these services were not included in the FY24 budgets, they will be paid using Police and Fire Millage funds. Any FY24 budget amendments needed will be determined near year-end.

Due to the nature of the services required, a competitive bidding process was not undertaken and for this reason, approval under Special Circumstances¹ is requested.

If you have any questions, please feel free to contact Shay Gallagher (616) 554-0770.

Thank you for your consideration of this request.

¹ "a. Special Circumstances. The City Commission, acting upon the advice of the Mayor, may by a 2/3 vote of the members present at a City Commission meeting, waive the purchasing rules where special circumstances dictate that the interests of the City and the public good are best served by such action. The basis for such special circumstances shall be defined in the record of the action of the City Commission."



To: Mayor Kepley, Chief Litwin, Chief Looman, Shay Gallagher

From: Anna Kendall, Mary Ann Sabo, Amy Snow-Bucker, Cayla Smith

Re: Police and Fire millage communications proposal

Date: Jan. 5, 2024

We appreciated the opportunity to sit down with you recently to begin work on the education campaign for the May ballot initiative that will ask Kentwood voters to consider a millage to support Kentwood's Police and Fire services.

We want to share a brief overview of the situation, along with our recommendations for communications tactics, as we get rolling on campaign materials.

Situation Analysis

Kentwood voters first passed a dedicated Police and Fire millage in 1999. With this millage, the City increased budgeted staffing levels for KPD to 70 sworn officers and for KFD 46 firefighters. At that time, Kentwood's population was an estimated 42,893 residents.

In 2006, Kentwood voters recognized a need for more Police and Fire funding and approved a ballot initiative that allowed the City to reallocate dedicated funds for streetlights and roads to support police and fire. This relieved financial pressure for a while, but amid the Great Recession in 2010, Kentwood pursued another dedicated Police and Fire millage to support its growing population and prevent laying off more firefighters.

Since 2010, Kentwood's population has grown by 11.5%, increasing from 48,707 residents in 2010 to 54,303 residents in 2020. Along with that increase in population has come an increase in calls for police and fire service.

Since 1999, KPD has added only one officer. The department's minimum staffing level is currently three officers, which is lower than similarly sized communities in our area. KFD added 6 new emergency medical responders in 2022 to create a medical unit at Fire Station 3, the first-time staff had grown in a decade to ensure the City could maintain response times.

As with many agencies in our area and throughout the country, fewer people are opting for police and fire services as a career. KPD is not fully staffed at this time – and hasn't been in years. The number of patrol officers is down significantly; fewer detectives has led to more overwhelming caseloads. While KFD is fully staffed, the department needs more funding to maintain staffing levels and replace needed equipment. KFD also expressed a need for more police support due to its teams encountering more

dangerous situations when they respond to fire or medical calls. Both departments are facing greater competition from surrounding agencies when looking for new team members. More competitive pay and benefits are needed to allow Kentwood to be successful when it comes to police and fire recruitment and retention.

The reliance on younger recruits translates into a greater need for supervision and training. Additional funding would enable KPD to add a lieutenant position to provide supervisory support to officers and sergeants to allow them more time on the road to help younger officers develop needed skills.

Millage dollars would also provide necessary funds for both police and fire to invest in simulation training to better prepare their team members to make good decisions in the field. Currently, KPD and KFD partner with surrounding communities for many training resources. This requires them to pay team members overtime to complete required trainings. Having training resources on-site in the City of Kentwood would provide more opportunities for on-shift training more frequently.

Additionally, greater staff levels would allow each department to take more proactive actions in the community. Many community members have shared concerns about speeding, juvenile crime and other issues, but KPD doesn't have the resources to tackle these right now. Adding officers means more people will be available to engage with the community and to help patrol for these issues. Fire team members would have more opportunities to engage in fire prevention activities such as education, inspections and smoke alarm installs. Finally, both teams would benefit from expanded services in mental health initially made available through the Kent County Crisis Intervention Team and now, more recently, a contract with Network180.

The City has been a good steward of the funds entrusted to it, stretching 2010 millage dollars for three-plus years longer than projected, until they can be stretched no further. During this time, Kentwood reconfigured its pension and health care costs, securing millions in savings that offered temporary budget fixes. The time has come, City, Police and Fire officials agree, to ask voters to again support the need for Police and Fire in Kentwood.

Currently, Kentwood budgets \$23,281,000 for Police and Fire services annually – the largest single portion of the City's budget. In order to maintain current fire service levels and meet increased needs for police service, additional staff, equipment, infrastructure and funding are necessary.

If no additional funding is secured, the City may be forced to contract out police and EMS services and lay off firefighters.

We must be mindful that Kentwood voters approved a dedicated Parks, Trails and Recreation millage in 2022 and might be hesitant, given the economic uncertainty we are experiencing, to approve a second millage.

Recommended Communication Tactics

As we launch the public education campaign, we recommend developing the following materials:

1. **Key messages:** We'll need to start by developing concise, memorable messages that explain what is being asked of residents, why the need, how the funds will be spent, etc. These key messages will be the foundation for all communication items in the campaign. Once developed, they should not be changed.
2. **Web copy:** We'll create a dedicated webpage for the campaign that will include information about the millage request, answers to frequently asked questions, information about

community engagement events and more. We can suggest a calculator plug-in that could be installed on this page for residents to enter their information from BS&A and give estimates on what this project would cost individual taxpayers.

3. **FAQs:** We'll develop a series of anticipated questions from community members with clear answers that reinforce our key messages. The FAQs can be updated as new questions arise. They can also be used as the basis for social media posts.
4. **Infographic:** Combining the compelling data your teams have about increased demands for service with eye-catching, easy-to-read visuals, we'll develop an infographic that can be utilized in digital and print campaign materials.
5. **Social media campaign:** We'll develop a campaign for social media focused on informing the public about the need for increased police and fire funding. This campaign would include eye-catching graphics and photos and direct people to the dedicated millage webpage. We would recommend this campaign take place on the City's main social media pages, with the Police Department's Facebook page helping amplify each message by sharing our posts.
6. **Digital advertising:** In an effort to reach Kentwood residents, we recommend working with either Beasley or Black Truck Media to run a digital advertising campaign. Beasley and Black Truck Media are both successful and cost-effective partners that can reach a highly targeted audience by utilizing a variety of tactics, including identifying habits of users, retargeting and appearing on pre-approved media websites and through social media. We have partnered with both groups on a variety of digital initiatives, with great success.
7. **Video:** You've expressed a desire for a short video or series of videos for the campaign. We agree this would be an effective tool and would recommend having Mayor Kepley, Chief Litwin and Chief Looman serving as interviewees to describe the need for the millage. This video would live on the campaign webpage and could be shared on social and in upcoming newsletters.
8. **Direct mail:** Recognizing the importance of absentee voters, we need to develop a direct mail piece and time so all registered voters receive the postcard shortly before they receive their ballots. The postcard will give a high-level overview of the ask and how the funds will be spent, then drive people to the website for more information.
 - a. We should also connect with the U.S. Postal Inspector in Kentwood to see if this postcard can be included in the move-in kit that is distributed when people change their address or move into the area.
9. **One pager/leave behind:** We know many team members from Police and Fire, as well as some elected officials, have expressed they would be willing to go door to door to spread the word about the millage ask and speak with voters. We should develop a one pager or another similar document that encapsulates the key messages and facts about the millage ask and how the funds will be spent. Individuals going door to door could take this with them to give to voters while out in the community.
10. **Content development:** We should develop a series of short articles and news blurbs highlighting the need for and benefits of the Police and Fire millage. These items can be shared in the City's eNewsletter and with Kentwood Parks and Recreation and community partners (i.e. Wyoming-Kentwood Chamber of Commerce, Richard L. Root branch of the Kent District Library, schools, etc.) who would be interested in sharing information on their own platforms.
11. **Media relations:** We need to develop a series of media opportunities to showcase the need for the police and fire millage with local media. This would include a press release to announce the initiative and the coordination of interviews and news stories that follow the announcement.
12. **Town halls:** Several elected officials have expressed interest in hosting town halls where community members can come and learn more about the proposal. We think this could be an effective way to connect with the community and allow them to speak directly with Police and Fire team members about the millage ask and how money would be spent. We could develop an educational PowerPoint presentation for this meeting as well as talking points.

We understand you expect to have a Yes group develop. If budget allows, we would encourage this group to explore tactics such as:

1. **Yard signs:** Design and distribute yard signs in support of the millage to be placed in the yards of supporters throughout the city.
2. **Poster:** Consider developing a poster for sharing with all City offices and local businesses and at community events that demonstrates the need and encourages a yes vote.
3. **Outdoor:** Consider a one- or two-month billboard campaign to raise awareness of KFD and KPD.

Additional Information Needed

As we begin working on materials for the campaign, the following information would be helpful for us to have:

1. Confirmation of all the numbers we discussed in the meeting, including:
 - a. Amount raised annually over the life of the millage, depending on the rate.
 - b. Total calls per year for each agency and how that has grown.
 - c. Average response time for each agency.
 - d. Number of budgeted positions for sworn officers and firefighters in 1999, 2010 and 2023.
 - e. Satisfaction survey rates for KPD.
2. Minimum staffing levels at surrounding agencies.
3. National averages for number of police officers/firefighters per resident.
4. Equipment replacement costs.
5. Infrastructure costs.
6. Average employment costs for police officer and firefighter.

Budget

For the education items detailed above, we recommend the following:

1. Content development (includes key messages, FAQs, website, etc.)	\$5,000-\$7,500
2. Infographic, one pager and other design services	\$3,000-\$4,000
3. Social media	\$3,750
4. Video	\$4,625
5. Digital advertising (3-month campaign)	\$7,000
6. Direct mail	\$3,000
7. PowerPoint	\$1,875-\$2,000
8. SPR services (includes planning, media relations, printing and advertising coordination, etc.)	\$3,000-\$5,000
Total estimate:	\$30,250-\$35,875

The above does not include printing or mailing costs. A portion of SPR's time would be billed at Anna's and Cayla's in-house rates.

Thanks for the opportunity to share our thoughts on the Police and Fire millage proposal. We look forward to discussing at your convenience.