

CITY OF MADISON HEIGHTS

CITY HALL - COUNCIL CHAMBERS, 300 W. 13 MILE RD.

CITY COUNCIL REGULAR MEETING AGENDA

AUGUST 12, 2024 AT 7:30 PM

CALL TO ORDER

ROLL CALL

INVOCATION and PLEDGE OF ALLEGIANCE - COUNCILMAN MIER

APPROVAL OF THE AGENDA:

1. Additions/Deletions

PRESENTATIONS

PUBLIC HEARINGS:

ITEMS ON AGENDA OF INTEREST TO PARTIES IN THE AUDIENCE

MEETING OPEN TO THE PUBLIC:

ITEMS FOR FUTURE PUBLIC HEARINGS:

CONSENT AGENDA:

- 2. Director of Public Services Purchase of Portable Construction Sign
- 3. City Council Regular Meeting Minutes of July 24, 2024

COMMUNICATIONS:

REPORTS:

4. 11 Mile Streetscape Project- Main Street Placemaking Grant

BID AWARDS/PURCHASES:

- 5. Fire Chief Body Armor Personal Protective Equipment
- 6. Fire Chief EMS Plus Program
- 7. Director of Public Services Scheduled Replacement of Vehicle #119
- 8. Director of Public Services Scheduled Replacement of Vehicle #434
- 9. City Manager Construction of Pickleball Courts at Rosie's Park

ORDINANCES:

UNFINISHED BUSINESS:

MINUTES:

EXECUTIVE SESSION:

ADJOURNMENT

NOTICE: Persons with disabilities needing accommodations for effective participation through electronic means in this meeting should contact the City Clerk at (248) 583-0826 or by email: clerks@madisonheights.org at least two working days in advance of the meeting. An attempt will be made to make reasonable accommodations.

DATE: August 6, 2024

TO: City Council

FROM: Melissa R. Marsh, City Manager

SUBJECT: Agenda Comments - Regular Council Meeting of Monday, August 12, 2024

The following are my comments on items appearing on the agenda of the Regular Council Meeting on Monday, August 12, 2024.

CONSENT:

DIRECTOR OF PUBLIC SERVICES - PURCHASE OF PORTABLE CONSTRUCTION SIGN

The FY 2024-25 Budget includes funding in the Streets division for the purchase of a portable digital construction message board. This purchase has been on the DPS radar for some time due to our aggressive construction program, combined with our ongoing best practice to notify our residents as much as possible about operations that may affect them. This unit will allow us to immediately deploy and customize messages which are relevant to residents in the area.

Staff recommends that the Council unding is budgeted and available for this purchase.

REPORTS:

The 11 Mile Streetscape plan was developed to enhance the pedestrian environment, along 11 Mile Road from Stephenson Hwy Lorenz. In the plan, greater detail was given to the portion of 11 Mile between Groveland and Lorenz called the "focus area". The plan found that a 3-lane configuration of the roadway in the focus area would be significantly less expensive than a 4-lane configuration with landscape median. Further, traffic analysis conducted found that 3-lane configuration throughout the entire downtown area (Stephenson Hwy to Dequindre) would reduce crashes without significant travel delays throughout the corridor. The City was also awarded a placemaking grant of \$313,981.50 for this project and must sign an interlocal agreement with Oakland County to accept this grant.

Staff recommends the following two motions:

- 1. That City Council approve the three-lane configuration of the 11 Mile Streetscape Project between John R and Lorenz and to authorize the City Manager to sign the included interlocal agreement between the City of Madison Heights and Oakland County accepting the Oakland County Placemaking grant for a total \$313,981.50.
- 2. That City Council approve a budget amendment to increase the DDA expenditure line item 248-863-987-0006 11 Mile/John R Road Improvements by \$313,981.50 for a total of \$713,981.50 and to increase the DDA revenue line item 248-025-588-1000 County Grant to a total of \$313,981.50.

Agenda Comments August 12, 2024 Page 2

BID AWARDS/PURCHASES:

FIRE CHIEF – AMOR EXPRESS BODY ARMOR

Funds are allocated in the 2024 - 2025 fiscal year budget to purchase the active shooter response personal protective equipment (PPE). This new PPE is not just a replacement for the department's body armor vest at the end of its service life but a crucial addition that will enhance its active shooter response safety and capabilities by including a ballistic helmet. The bid package was placed on the Michigan Inter-governmental Trade Network (MITN) on June 4, 2024. On July 8th, bids were opened, with three vendors responding. Two of the vendors met all the requirements outlined in the request for proposal, and one submitted a bid with alternative equipment that didn't meet the criteria outlined in the bid package.

Staff recommends that the City Council award the bid to the lowest qualified vendor, On Duty Gear, LLC, for the purchase of Armor Express Body Armor in the amount of \$19,020.00.

FIRE CHIEF - EMS PLUS PROGRAM

In the City's Capital Improvement Plan (CIP), over the next four fiscal years, \$691,000 is budgeted to replace and upgrade numerous Stryker medical devices that assist our paramedics in providing medical services to the community. In addition, annually, the Department budgets \$16,000 for multiple service contracts with Stryker, providing preventive maintenance and repairs. Over the next four fiscal years, the amount allocated to Stryker is planned at \$755,000 through the CIP and the annual yearly budget expenses.

Stryker has introduced two new programs for municipalities to assist planning and budgeting for aging equipment, additional equipment needs, and latest technology, as well as increased costs for their equipment, service, batteries, maintenance, and repairs. Over the last several months, the Department has actively engaged with Stryker representatives. This engagement involved multiple meetings and discussions to learn about and evaluate the new programs and their benefits to the city.

Following a comprehensive evaluation, the Department has determined that Stryker's EMS Plus program offers substantial financial and operational advantages to the city and the Department. The EMS Plus program immediately replaces 26 of the 29 devices used for emergency medical care, providing equipment standardization, updated safety features for injury prevention, technology upgrades, and eliminating multiple service plans. These elements result in significant cost savings, injury prevention, and operational benefits to the Department. The EMS Plus program, a comprehensive four-year plan, begins with an initial down payment in the first year and equal payments for the next three years. The initial payment matches the budgeted funds allocated to Stryker in the 2024-2025 fiscal year. The city will own all the equipment at the end of the four-year contract. What's more, all the equipment will be covered by an additional three years of the Stryker ProCare service plan, which is included in the package at no extra cost. This proactive approach is expected to save a minimum of \$78,000 over four years, demonstrating the program's efficiency and long-term budget benefits.

Agenda Comments August 12, 2024 Page 3

Based on our thorough evaluation and the significant benefits outlined, staff recommends that the City Council approve the Stryker four-year EMS Plus contract in the amount of \$687,284.26.

DIRECTOR OF PUBLIC SERVICES - SCHEDULED REPLACEMENT OF VEHICLE #119

The FY 2024-2025 Budget includes funding carried-forward for the replacement of Vehicle 119, the Animal Control van. The existing animal control van has reached a point of imminent failure, requiring immediate replacement. Given our inability to currently source a new unit, Staff has evaluated a variety of options, and determined that the most logical solution is to replace van 119 with one of the water and sewer service vans. which are in better shape both physically and mechanically. Replacing the water and sewer van, the Water and Sewer coordinator has determined that his department will be better served with a mid-size pickup truck. Staff has been notified by our Ford dealer of the availability of a Maverick, which fits these criteria, and falls within the currently budgeted amount for the animal control van.

Staff requests that Council consider the following three motions:

- (1) To approve the sale of Van 461 from the Water and Sewer fund to the General Fund for its fully depreciated value of \$2,308.09, by transferring this amount from account 101-301-985-0000 to account 592-047-626-6950.
- (2) To approve a budget amendment of \$31,832 to account 592-901-985-0000. This represents the \$30,332 price of the truck, plus \$1,500 for the safety lighting and other equipment.
- (3) To approve the purchase of one Ford Maverick as specified to Lunghamer Ford, of Owosso, in the amount of \$30,332, through the MiDeal vehicle purchasing program

DIRECTOR OF PUBLIC SERVICES - SCHEDULED REPLACEMENT OF VEHICLE #434

The current budget includes funding for the scheduled replacement of vehicle 434, a 2007 Chevy Silverado two wheel drive, funded through the Water and Sewer division. This truck serves as the Motor Pool support vehicle, and is heavily used throughout the year. The existing vehicle has a poor condition analysis score, and warrants immediate replacement.

As the vehicle is slightly over the budgeted amount, Staff recommends that Council consider two motions:

- (1) To approve a budget amendment in the amount of \$886.00 to account 592-901-985-0000.
- (2) To approve the purchase of one Chevrolet Colorado work truck from Berger Chevrolet, of Grand Rapids, in the amount of \$36,886 through the MiDeal Vehicle Purchasing Program.

CITY MANAGER - CONSTRUCTION OF PICKLEBALL COURTS AT ROSIE'S PARK

Agenda Comments August 12, 2024 Page 4

Utilizing the Oakland County Annual Construction contract for services and rates, staff have worked with Frank Rewold and Sons and NF Engineering on proposal for constructing eight pickleball courts at Rosie's Park for a total project cost of \$379,004. The original budget for this project was \$351,000. The Southeast Michigan Pickleball Association (SMPA) has generously granted Madison Heights \$12,000 to cover the additional costs and ensure the project's completion and staff will request that the Madison Heights Community Foundation fund the tree plantings of \$16,500 to provide environmental benefits as well as court noise and wind reduction. In addition, Oakland County Parks and Recreation has granted \$75,000 toward this project. The City is also working with the SMPA on future programming.

We respectfully request the City Council to approve the construction agreement with Frank Rewold and Sons under the Oakland County Annual Contraction contract for the construction of pickleball courts at Rosies' Park for an amount not to exceed \$379,004.



AGENDA ITEM SUMMARY FORM

MEETING DATE: 8/12

PREPARED BY: Sean P. Ballantine, Director of Public Services

AGENDA ITEM CONTENT: Director of Public Services - Purchase of Construction Message Board

AGENDA ITEM SECTION: Consent Agenda

BUDGETED AMOUNT: \$25,000 FUNDS REQUESTED: \$19,125

FUND: 101-446-982-0000

EXECUTIVE SUMMARY:

The FY 2024-25 Budget includes funding in the Streets division for the purchase of a portable digital construction message board. This purchase has been on the DPS radar for some time due to our aggressive construction program, combined with our ongoing best practice to notify our residents as much as possible about operations that may affect them. This unit will allow us to immediately deploy and customize messages which are relevant to residents in the area.

RECOMMENDATION:

Staff recommends that Council approve the purchase of one Wanco model WVTM(A) Variable Message sign from Truck and Trailer Specialties, of Howell, in the amount of \$19,125, through the Rochester Hills cooperative purchasing contract. Funding is budgeted and available for this purchase.

MEMORANDUM

DATE: August 5, 2024

TO: Melissa R. Marsh, City Manager

FROM: Sean P. Ballantine, Director of Public Services

SUBJECT: Purchase of Construction Message Board

The FY 2024-25 Budget includes funding in the Streets division for the purchase of a portable digital construction message board. This purchase has been on the DPS radar for some time due to our aggressive construction program, combined with our ongoing best practice to notify our residents as much as possible about operations that may affect them. This unit will allow us to immediately deploy and customize messages which are relevant to residents in the area.

The DPS supervisory team reviewed several units, and determined that the Wanco Variable Message Sign best suited the department's needs. Wanco is a long-time manufacturer of traffic safety and control devices. This unit is available through Truck and Trailer Specialties on the Rochester Hills cooperative purchasing contract.

Staff therefore recommends that Council approve the purchase of one Wanco model WVTM(A) Variable Message sign from Truck and Trailer Specialties, of Howell, in the amount of \$19,125, through the Rochester Hills cooperative purchasing contract. Funding is budgeted and available for this purchase.

Department of Public Services

City of Madison Heights 801 Ajax Drive Madison Heights, Michigan 48071

Item 2.



900 Grand Oaks Drive | Howell, MI 48843 | www.ttspec.com | ph: (517) 552-3855 | fx: (517) 552-3666

July 16, 2024

City of Madison Heights 801 Ajax Drive, Madison Heights, MI 48071 Attn: Dan Yamarino, ph: (248) 709-8921

Equipment Quotation

The following pricing will be based on City of Rochester Hills RFP-RH-20-023 contract awarded September 2020

Supply Wanco model# WVTM(A) Variable Message Sign including the following:

Mini Matrix Message Sign with Hydraulic Lift

(Display Size: 55" x 96") Full matrix display

12" default font size, variable font sizes, full range of MUTCD graphics

One 100-watt solar panel

Four 6-volt Deep Cycle batteries, 400 Ah total capacity

15-amp charger

Telescoping hydraulic tower with 360-degree rotation

Internal touch-screen sign controller

Orange powder-coat finish

Removable draw bar

High-Density Polyethylene Fenders

Includes 2.5" lunette ring for pintle hitch, replaces standard 2" ball hitch

Includes 7-way RV trailer plug

Delivered pricing for (1) one unit: \$19,125.00 ea.

Parts and owner's manuals, 1-year parts and labor warranty on all components. Manufacturer's warranty enclosed.

Payment Terms: Net 30. Pricing effective for 30 days.

FOB: City of Madison Heights, 801 Ajax Drive, Madison Heights, MI 48071

Delivery: 3-4 weeks ARO

Thank you for the opportunity to quote.

Respectfully submitted by, Jon Luea/Brian Bouwman

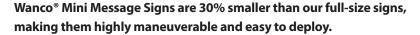
Mini Message Signs Full-Matrix and Three-Line





The same high visibility and legibility as our full-size signs, but with smaller footprint

- Energy efficient with superior performance
- Choose matrix or three-line message display
- Full-color touchscreen controller
- Preprogrammed, custom and MUTCD graphics
- Easiest programming in the industry



Choose the sign that's right for your application. Wanco Mini Matrix Signs feature a full matrix of highly legible, ultra-bright LEDs to display graphics, text or a combination of both. Wanco Mini Three-Line Signs are designed for text messages of up to eight characters per line. For optimal positioning, the display cabinet rotates independent of the trailer. Raise and lower the sign with the standard hand-operated winch or optional hydraulic lift.

All signs feature Wanco's capacitive touchscreen interface for the easiest programming in the industry. Large virtual buttons are easy to see and select. The touchscreen has nearly instantaneous response and an intuitive menu structure that makes easy work of choosing and setting new messages.

Options include the Wanco Traffic Data Classifier System, Modem Package with GPS, Fleet Manager, Asset Tracker and radar-based speed detection.

To see or order a Wanco Mini Message Sign, call **800.972.0755** or visit wanco.com.



- Lockable weathertight control box located on back of display cabinet
- No external wiring from controller to sign
- Safer programming at eye level
- Better traffic visibility
- Out of reach of the casual hacker
- Capacitive touchscreen controller features intuitive full-color interface with large virtual buttons
- Multi-level password protection prevents unauthorized access
- NTCIP compliant

Brief specifications

Deployed footprint, W \times L 143 \times 96 in (362 \times 244 cm) Sign cabinet size, W \times H 96 \times 55 in (244 \times 140 cm)

 Operating height
 142 in (361 cm)

 Travel height
 103 in (262 cm)

 Weight, approx.
 1580 lb (717 kg)

WANCO INC. 5870 Tennyson Street Arvada, Colorado 80003

303-427-5700

303-427-5725 fax www.wanco.com

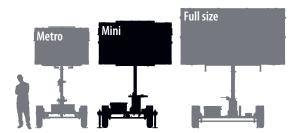
Matrix Model WVTM Three-Line Model WVT3

Display 48×27 pixels 3 lines of 8 characters

Fonts 12 fonts 1 for

Default font 12.6 in., 5 × 7 pixels per character 15 in., 5 × 7 pixels per character 3 lines of 8 characters maximum 3 lines of 8 characters maximum

Power Batteries, solar Batteries, solar





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City Council Regular Meeting Madison Heights, Michigan July 22, 2024

A City Council Regular Meeting was held on Monday, July 22, 2024 at 7:30 PM at City Hall - Council Chambers, 300 W. 13 Mile Rd.

PRESENT

Mayor Roslyn Grafstein Mayor Pro Tem Mark Bliss Councilman Sean Fleming Councilman William Mier Councilor Emily Rohrbach Councilman David Soltis Councilor Quinn Wright

ALSO PRESENT

City Manager Melissa Marsh City Attorney Larry Sherman Deputy City Manager/City Clerk Cheryl Rottmann

The invocation was given by Councilman Fleming and the Pledge of Allegiance followed.

MEETING OPEN TO THE PUBLIC:

Jim Capizzo, resident, stated that yard waste was not picked up again.

CM-24-143. Consent Agenda.

Motion to approve the Consent Agenda, as read.

Motion made by Mayor Pro Tem Bliss, Seconded by Councilman Fleming.

Voting Yea: Mayor Grafstein, Mayor Pro Tem Bliss, Councilman Fleming, Councilman Mier, Councilor Rohrbach, Councilman Soltis, Councilman Wright

Motion carried.

CM-24-144. Resolution 2024 Emergency Operations Support Plan.

Motion to approve the 2024 Emergency Operations Support Plan Resolution, as follows:

1

A RESOLUTION TO ADOPT THE 2024 CITY OF MADISON HEIGHTS SUPPORT EMERGENCY OPERATIONS PLAN

WHEREAS, the City of Madison Heights elected to be incorporated into the Oakland County Emergency Management Program and that by becoming part of the Oakland County Emergency Management Program, the City of Madison Heights, and Oakland County have certain responsibilities to each other.

WHEREAS, this Emergency Operations Support Plan has been developed to identify the responsibilities between the City of Madison Heights and Oakland County in regard to emergency management activities.

WHEREAS, the plan provides a framework for the City to use in performing emergency functions before, during, and after a natural disaster, hostile attack, technological incident or other emergency.

WHEREAS, this support plan is to be used in concurrence with Oakland County's Emergency Operations Plan as it is a supporting document.

WHEREAS, the support plan will be maintained in accordance with the current standards of the Oakland County Emergency Operations Plan. Review of this plan shall be accomplished every four years.

NOW, THEREFORE, the Madison Heights Council hereby adopts this Support Emergency Operations Plan, in support of the Oakland County Emergency Operations Plan.

Motion made by Mayor Pro Tem Bliss, Seconded by Councilman Fleming.

Voting Yea: Mayor Grafstein, Mayor Pro Tem Bliss, Councilman Fleming, Councilman Mier, Councilor Rohrbach, Councilman Soltis, Councilor Wright

Motion carried.

CM-24-145. Resolution to adopt the 2023 Oakland County Multi-Jurisdictional Hazard Mitigation Plan.

Motion to approve the Resolution Authorizing the Adoption of the 2023 Oakland County Multi-Jurisdictional Hazard Mitigation Plan, as follows:

A RESOLUTION AUTHORIZING THE ADOPTION OF THE OAKLAND COUNTY MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN

WHEREAS, the mission of Oakland County and the participating jurisdiction of City of Madison Heights include the charge to protect the health, safety, and the general welfare of the people of the County and municipalities; and

WHEREAS, Oakland County, Michigan, is subject to flooding, tornadoes, winter storms, and other natural, technological, and human-caused hazards; and WHEREAS, pro-active mitigation of known hazards before and after a disaster event can reduce or eliminate long-term risk to life and property; and

WHEREAS, The Disaster Mitigation Act of 2000 (Public Law 106-390) established new requirements for pre- and postdisaster hazard mitigation programs; and

WHEREAS to remain eligible to receive mitigation monies, Oakland County prepared a Hazard Mitigation Plan (the "PLAN") for the County and all communities in the County; and

WHEREAS, Oakland County and the City of Madison Heights have participated in and completed a planning process that engages the public, assesses the risk and vulnerability to the impacts of hazards, develops a mitigation strategy consistent with a set of uniform goals, and creates a plan for implementing, evaluating and revising this strategy;

NOW THEREFORE BE IT RESOLVED that City of Madison Heights:

- 1.) Adopts in its entirety the 2023 Oakland County Multi-Jurisdictional Hazard Mitigation Plan (Plan)
- 2.) Will use the adopted and approved portions of the Plan to guide pre- and post-disaster mitigation of the hazards identified.
- 3.) Will coordinate the strategies identified in the Plan with other planning programs and mechanisms under its jurisdictional authority.
- 4.) Will continue its support of the Hazard Mitigation Steering Committee and continue to participate in the planning partnership as described by the Plan.
- 5.) Will help to promote and support the mitigation successes of all planning partners

Motion made by Mayor Pro Tem Bliss, Seconded by Councilman Fleming.

Voting Yea: Mayor Grafstein, Mayor Pro Tem Bliss, Councilman Fleming, Councilman Mier, Councilor Rohrbach, Councilman Soltis, Councilor Wright

Motion carried.

CM-24-146. Scheduled Replacement of Vehicle #485.

Motion to approve the purchase of one 2024 Jeep Gladiator Sport from LaFontaine Chrysler Dodge Jeep Ram, of Lansing, through the State of Michigan MiDeal Vehicle Purchasing Programin the total amount of \$44,284.00

Motion made by Mayor Pro Tem Bliss, Seconded by Councilman Fleming.

Voting Yea: Mayor Grafstein, Mayor Pro Tem Bliss, Councilman Fleming, Councilman Mier, Councilor Rohrbach, Councilman Soltis, Councilor Wright

Motion carried.

CM-24-147. Master Sustainability Plan.

Motion to approve the Master Sustainability Plan as presented.

3

Motion made by Mayor Pro Tem Bliss, Seconded by Councilman Fleming.

Voting Yea: Mayor Grafstein, Mayor Pro Tem Bliss, Councilman Fleming, Councilman Mier, Councilor Rohrbach, Councilman Soltis, Councilor Wright

Motion carried.

<u>CM-24-148.</u> <u>Michigan Employees' Retirement System (MERS) - Delegates and Alternates to Annual Meeting.</u>

Motion to appoint Tracee Miller as the Officer Delegate and certify the election of Mariusz Gawry as Employee Delegate and Ryan Hessen as Employee Alternate to attend the 78th Annual MERS Meeting on October 10-11 at the Amway Grand, Grand Rapids, Michigan.

Motion made by Mayor Pro Tem Bliss, Seconded by Councilman Fleming.

Voting Yea: Mayor Grafstein, Mayor Pro Tem Bliss, Councilman Fleming, Councilman Mier, Councilor Rohrbach, Councilman Soltis, Councilor Wright

Motion carried.

CM-24-149. City Council Special Meeting Minutes of July 8, 2024.

Motion to approve the City Council Special Meeting Minutes of July 8, 2024, as printed.

Motion made by Mayor Pro Tem Bliss, Seconded by Councilman Fleming.

Voting Yea: Mayor Grafstein, Mayor Pro Tem Bliss, Councilman Fleming, Councilman Mier, Councilor Rohrbach, Councilman Soltis, Councilor Wright

Motion carried.

CM-24-150. City Council Regular Meeting Minutes of July 8, 2024.

Motion to approve the City Council Regular Meeting Minutes of July 8, 2024, as printed.

Motion made by Mayor Pro Tem Bliss, Seconded by Councilman Fleming.

Voting Yea: Mayor Grafstein, Mayor Pro Tem Bliss, Councilman Fleming, Councilman Mier, Councilor Rohrbach, Councilman Soltis, Councilor Wright

4

Motion carried.

CM-24-151. Michigan Municipal League Annual Convention Delegate and Alternate.

Motion to approve Councilor Rohrbach as Delegate and Councilor Wright as Alternate to the 2024 Michigan Municipal League Annual Convention.

Motion made by Councilman Mier, Seconded by Councilman Fleming.

Voting Yea: Mayor Grafstein, Mayor Pro Tem Bliss, Councilman Fleming, Councilman Mier, Councilor Rohrbach, Councilman Soltis, Councilor Wright

Motion carried.

CM-24-152. Request to Transfer Funds from the Community Advisory Board to the Madison Heights Community Foundation.

Motion to approve the balance transfer from the Community Advisory Board escrow account to the Madison Heights Community Foundation.

Motion made by Councilor Rohrbach, Seconded by Councilman Mier.

Voting Yea: Mayor Grafstein, Mayor Pro Tem Bliss, Councilman Fleming, Councilman Mier, Councilor Rohrbach, Councilman Soltis, Councilor Wright

Motion carried.

COUNCIL COMMENTS:

Councilman Mier commented that regarding training, he does acknowledge that Mackinac Island is an expensive destination; however, he does believe in education and stated that learning is important. He noted that in the past, he has attended training and attained a Level 4 certification for the School Board which required attending 24, 4-hour classes as well as attended 80 additional hours of training. Now he is getting additional training through the MML. The conference is part of his certification with the MML and he is staying in Mackinaw City at his own expense and paying for his own lodging; if this is not what the taxpayers would like to see from their Council, please reach out. He appreciates the City paying for his registration and he expressed that he would like to keep learning. He stated that baseball season has wrapped up and he provided highlights of the playoff games.

Mayor Pro Tem Bliss commented that he has received several messages on customer service issues for Priority Waste and stated residents have been on hold for 10-20 minutes; this may need to be monitored. He reminded everyone that the election is coming up, please only vote for one party so you don't spoil your ballot. Elections are so vital to our country but there is no place for any violence. This country is founded on the freedom of speech. As we see a barage of historic events, this somethimes gets lost in the shuffule and he encourages everyone to be kind to your neighbors and candidates and it is important that we hold up to the notion of our founding fathers. We should be talking about issues, not people's character. The Trail Tunes event page is officially launched, this will be the event's fifth year. Trail Tunes started during the pandemic, and it is about the

5

music and connecting with local musicians; it is the same day as the ribbon cutting for the bandshell and will kick off will be the Aspersions, a classic rock band. It is a fun time and he encouraged everyone to come out. The event starts at 2 p.m. and ends at 7 p.m. at Civic Center Park. For more information, please reach out.

Councilor Wright stated that the week prior to Trail Tunes is Revin in the Heights, hosted by the HREC and will be a fantastic event. We have partnered with some neighborhood organizations and the Fire Department will also have their open house that day. There will be some cool cars, a DJ and the Mayor's Choice Award. It is a free event from 10 a.m. to 3 p.m. If you would like to participate, please reach out to the HREC's Facebook page. He concurs with Mayor Pro Tem Bliss' statements on civility, please remember to be kind and the human spirit will persevere.

City Attorney Sherman congratulated the winning baseball teams for their great season.

City Manager Marsh stated that on July 29th at 6:00 p.m. there will be a virtual community conversation on the happenings at Rosie's Park. On August 5th, is the Design Open House at Ambassador Park from 4 p.m. to 7 p.m. On August 6th, there is an Education Day at the Lexington Village Club House for all residents of the City to tell people about different educational opportunities that exist. The event is in Partnership with Oakland County and Oakland 80. There will be free food and the hours are from 2 p.m. to 6 p.m.

Deputy City Manager/City Clerk Rottmann reminded voters that early voting starts this Saturday, July 27th and goes through Sunday, August 4th. The hours are 8:30 a.m. to 4:30 p.m. daily, except for Thursday, August 1st when the hours will be 12 p.m. to 8 p.m. The voting location is the Royal Oak Senior Community Center at 3500 Marais Ave, Royal Oak; just east of Crooks and north of 13 Mile Road. Please remember that this is primary election, so you can only vote one party on the ballot. If you'd like to receive an absentee ballot, you can call, submit an application on line or come into our office. Election Day is Tuesday, August 6th. All polling locations will be open in the City and the hours are 7 a.m. to 8 p.m. Sample ballots can be viewed on the City's website.

Councilor Rohrbach had no comments this evening.

Councilman Fleming commented that Oakland 80 is a great program for students; there is a liaison for Madison Heights, and they will help with student loans, grants, and job placements. Congratulations to all the little league players, they all did really well, and they could not do it without the support of their parents and program volunteers. Please consider volunteering next year. There will be a Student Cyber Presentation on August 6th from 6:30 p.m. to 7:30 p.m. at the Active Adult Center. September 21st will be the Canine Demonstration at Rosie's Park and it is a great presentation. Congratulations to the awardee of the Annual Police Department Awards that was held on July 16th. He gave thanks to the Police Department for their high level of professionalism and noted that they are appreciated. He noted that the police have increased their presence due to the vandalism that has occurred at Rosie's Park, and please report if you see anything.

Councilman Soltis stated that he went on a ride along with the Police last week to see what the police are experiencing. He appreciates that they allowed him to participate.

Mayor Grafstein stated that the Police Department Commendation Awards was a very nice event. As for the vandalism at Rosie's Park, the staff is addressing the problem and with respect to waste pickup, please let us know so we can follow up. The next City Council meeting is August 12th.

6

ADJOURNMENT

Having no further business, Mayor Grafstein adjourned the meeting at 8:00 p.m.



AGENDA ITEM SUMMARY FORM

MEETING DATE: 8/12/24

PREPARED BY: Giles Tucker - Community & Economic Development Director

AGENDA ITEM CONTENT: 11 Mile Streetscape Project- Main Street Placemaking Grant

AGENDA ITEM SECTION: Reports

BUDGETED AMOUNT: \$466,756 **FUNDS REQUESTED:** \$784,953.75

FUND:

EXECUTIVE SUMMARY:

The 11 Mile Streetscape plan was developed to enhance the pedestrian environment, along 11 Mile Road from Stephenson Hwy Lorenz. In the plan, greater detail was given to the portion of 11 Mile between Groveland and Lorenz called the "focus area". The plan found that a 3-lane configuration of the roadway in the focus area would be significantly less expensive than a 4-lane configuration with landscape median. Further, traffic analysis conducted found that 3-lane configuration throughout the entire downtown area (Stephenson Hwy to Dequindre) would reduce crashes without significant travel delays throughout the corridor. The City was also awarded a placemaking grant of \$313,981.50 for this project and must sign an interlocal agreement with Oakland County to accept this grant.

RECOMMENDATION:

Staff recommends the following two motions:

- 1. That City Council approve the three-lane configuration of the 11 Mile Streetscape Project between John R and Lorenz and to authorize the City Manager to sign the included interlocal agreement between the City of Madison Heights and Oakland County accepting the Oakland County Placemaking grant for a total \$313,981.50.
- 2. That City Council approve a budget amendment to increase the DDA expenditure line item 248-863-987-0006 11 Mile/John R Road Improvements by \$313,981.50 for a total of \$713,981.50 and to increase the DDA revenue line item 248-025-588-1000 County Grant to a total of \$313,981.50.

Memorandum

Date: July 30, 2024

To: Melissa Marsh, City Manager

From: Giles Tucker, Community Development Director

Subject: 11 Mile Streetscape Plan- Main Street Placemaking Grant

11 Mile Rd Streetscape Plan Update

The 11 Mile Streetscape plan was developed to identify opportunities to enhance the pedestrian environment, better use public space, and create more of a "downtown feel" along 11 Mile Road in the Downtown Development Authority (DDA) area. The project area begins at Stephenson Highway and ends at Lorenz. The plan provides an overall vision of the corridor. It offers greater detail, including conceptual engineering for the first phase, which is called the "focus area" of the project and is located between John R Road and Lorenz. The DDA has budgeted \$400,000 in FY24-25 for this project to be used as a match for grant funds. The City's CDBG PY24 application also includes an additional \$66,756 in sidewalk improvements to be used in this project area. The plan's development was officially kicked off with an Open House held at Woodpile BBQ in October 2023.

The primary grant funding source that city staff targeted for this project was MDOT's Transportation Alternatives Program (TAP) grant. As the Streetscape plan began to take shape, the city provided the plan concepts to MDOT staff for feedback in preparation for grant submittal. Based on these conversations, staff learned that a TAP grant would cover none of the costs associated with the on-street parking and that while we were proposing widening the existing 6ft sidewalks to 8ft, these paths would need to be increased to 10ft multi-use paths to be an eligible grant expense.

In April 2024, the Streetscape Plan was completed by Nowak Fraus and MKSK and included a design for a 4-lane configuration with a landscaping median for the focus area. The only difference between this design and the "preferred option" based on the feedback of the October 2023 Open House was that it now proposed a 6ft wide sidewalk on the south side of 11 Mile and a TAP grant-eligible multi-use path on the north side of 11 Mile. Recognizing the limited amount of TAP grant-eligible project activities with this option and the costs associated with constructing the on-street parking in the existing right-of-way, the DDA board decided to request a 3-lane configuration to the existing Streetscape plan, including a traffic study and cost comparison. This addition was completed on June 3rd.

11 Mile Road Study Results

The most significant component of the added a 3-lane option to the streetscape plan is the Road Diet Corridor Study of 11 Mile Rd conducted by Feis & Vandenbrink (F&V). The Road Study examined the traffic operations and capacity of 11 Mile Rd from Stephenson Hwy to Dequindre. This analysis aimed to determine the feasibility of a road diet and determine what improvements, if any, are recommended to accommodate a 3-lane road configuration.

With the current 4-lane configuration (without landscape medians), all movements at the studied intersections operated acceptably except for Dequindre and 11 Mile Rd, which operated at unacceptable levels during peak periods. V&F indicates that the signal, under the jurisdiction of Macomb County, operates with a 180-second cycle, causing vehicles to experience delays.

The analysis for reducing to three lanes throughout the corridor found that all intersection approaches and movements would continue to operate in a manner like the existing conditions of 11 Mile Rd, with the exemption of Dequindre & 11 Mile Rd. With the 3-lane configuration, it is anticipated that there could be up to a 3-minute delay in the Westbound right turn lane during the school PM peak hour.

In addition to a 3-lane analysis, the F&V study also projected how a 3-lane roadway would operate 20 years from now (2044), given annual population growth estimates. The study found that nearly all observed intersections would see traffic conditions similar to those of the current four-lane configuration. However, traffic simulations found that long periods of vehicle queues would be present at AM, School PM, and PM peak periods at Dequindre & 11 Mile Rd. In addition, the simulation found that there could be up to 4 minutes of delay during school PM peak hour at John R & 11 Mile Rd.

The study concluded that for the most part, a 3-lane configuration throughout the entire 11 Mile corridor has minimal impact on the (6) intersections that were studied, apart from some delays at Dequindre and John R. To help mitigate existing delays already present at Dequindre & 11 Mile Rd, F&V recommended that the signal cycle be reduced to 120 seconds and that the westbound approach be restriped to include a left turn lane, through lane and a right turn lane. The study also found that a 3-lane configuration is anticipated to reduce crash rates to 15-16% annually. Based on these findings, F&V recommended that the 3-lane configuration be implemented instead of the 4-lane configuration. The complete Road Diet Corridor Study, 3-lane conceptual design, conceptual engineering, and engineering cost estimates are attached to this memo for review.

3-Lane v. 4-Lane Comparison

The primary benefit of the 4-lane configuration that includes a landscaping median is that it provides modest improvements to the beautification of the downtown area without a significant change to the existing roadway. The landscaping median throughout the focus areas will be around 4-6 feet, slightly narrowing existing lanes. However, this configuration has considerable costs, including more excavation and installation of aggregate within the ROW for on-street parking. Further, because the distance across the roadway remains the same, additional crosswalks require more robust signal structures (HAWK signals). The total costs, including landscaping, are estimated to be \$1,138,896.50 for phase 1.

By comparison, the 3-lane option is preferred because of its considerable cost savings, improvements to pedestrian safety, reduced crash rates, and the likelihood of its features being TAP grant-eligible. A 3-lane configuration uses less ROW to add in the on-street parking; this means less excavation and aggregate costs. Further, it leaves more room for pathways or amenities such as bike racks, benches, and enhanced features for transit stops. The 3-lane option results in inherent improvements to pedestrian safety because of its bumped-out intersection and the fact there are fewer lanes to cross. This makes it easier for pedestrians to get to downtown businesses, transit stops, and schools. The shorter distances also eliminate the need for higher-intensity crosswalks such as HAWK signals. Finally, a 3-lane option will likely have more costs covered by the TAP grant. The TAP grant covers pedestrian infrastructure such as bump-outs, including curb & gutter and water tap costs. If we successfully receive the Main Street Placemaking grant,

the DDA will be positioned better to use the TAP grant for future project phases. The total cost of a 3-lane configuration including landscaping is estimated to be \$849,703.75.

Main Street Oakland County Placemaking Grant Opportunity & DDA June 18th Recommendation

On June 4th, Main Street Oakland County contacted staff to inform them that the Main Street Oakland County Placemaking grant had additional funds available for downtown projects and asked if the 11 Mile Streetscape plan was developed enough to apply for a matching grant (60% City/ 40% County) by June 18th. City staff was able to gather all necessary information, a letter of support from the City Manager and a certified resolution from the DDA recommending the City Council support the three-lane configuration of the 11 Mile Streetscape Project and to support City staff in applying for the Placemaking Grant.

On July 18th the Oakland County staff informed the city the Board of Commissioners approved our Place-making Grant application for a total grant request of \$313,981.50. To accept this grant and to begin preparing implementation of the project, the City Council must authorize the City Manager to sign the included interlocal agreement between the City of Madison Heights and Oakland County.

Staff Recommendation

Staff recommends the following two motions:

- That City Council approve the three-lane configuration of the 11 Mile Streetscape Project between
 John R and Lorenz and to authorize the City Manager to sign the included interlocal agreement
 between the City of Madison Heights and Oakland County accepting the Oakland County Placemaking grant for a total \$313,981.50.
- 2. That City Council approve a budget amendment to increase the DDA expenditure line item 248-863-987-0006 11 Mile/John R Road Improvements by \$313,981.50 for a new total of \$713,981.50 and to increase the DDA revenue line item 248-025-588-1000 County Grant to a total of \$313,981.50.

Attachments:

- 1. Oakland County Placemaking Grant Program Agreement
- 2. Cost Estimates 11 Mile Corridor Traffic Study
- 3. Project Support Letters & DDA Certified Resolution

PLACEMAKING AND PUBLIC SPACES PROGRAM AGREEMENT FOR LOCAL FISCAL RECOVERY FUND DISTRIBUTION BETWEEN OAKLAND COUNTY AND CITY OF MADISON HEIGHTS

This Agreement (the "Agreement") is made between Oakland County, a Municipal and Constitutional Corporation, 1200 North Telegraph Road, Pontiac, Michigan 48341 ("County"), and the City of Madison Heights ("Public Body") 300 W 13 Mile Rd, Madison Heights, MI 48071 USA. County and Public Body may be referred to individually as a "Party" and jointly as "Parties". Notwithstanding any language to the contrary in the Agreement, Public Body is a grantee of the funds it received under the Agreement. Public Body shall comply with all requirements in the Agreement regardless of its classification as a grantee.

<u>PURPOSE OF AGREEMENT</u>. On March 11, 2021, the President of the United States signed the American Rescue Plan Act of 2021 ("ARPA") into law. Section 9901 of ARPA amended Title VI of the Social Security Act to add section 603, which establishes the Coronavirus Local Fiscal Recovery Fund. Oakland County has been allocated \$244,270,949 in Local Fiscal Recovery Fund ("LFRF") dollars under ARPA.

The United States Department of Treasury has issued an interim final rule, and other guidance for qualified uses of LFRF. Those qualified uses include supporting eligible investments in public health expenditures, addressing negative economic impacts caused by the public health emergency, replacing lost public sector revenue, providing premium pay for essential workers, and investing in water, sewer and broadband infrastructure. The County has determined that the distribution of funds in accordance with this Agreement is a qualified use of LFRF funds pursuant to the interim rule and other applicable Department of Treasury guidance.

Placemaking creates quality places essential to dynamic and vibrant communities. Assistance with Placemaking plans will provide economic benefits to the Public Body and the County.

On December 7, 2023, in Miscellaneous Resolution #2023-3615 _ 23-164, the Oakland County Board of Commissioners authorized an appropriation in the amount of Five Million \$5,000,000 dollars from the American Rescue Plan Act, Local Fiscal Recovery Funds, for the Main Street Oakland County Placemaking and Public Services Program to combat the negative economic impacts still lingering in our communities as a result of the COVID-19 pandemic. This Agreement is funded through that program.

County and Public Body enter into this Agreement pursuant to the Urban Cooperation Act of 1967, 1967 Public Act 7, MCL 124.501 *et seq.*, for the purpose of County distributing a portion of its LFRF funds to Public Body.

In consideration of the mutual promises, obligations, representations, and assurances in this Agreement, the Parties agree to the following:

- 1. <u>DEFINITIONS</u>. The following words and expressions used throughout this Agreement, whether used in the singular or plural, shall be defined, read, and interpreted as follows:
 - **1.1 Agreement** means the terms and conditions of this Agreement and any other mutually agreed to written and executed modification, amendment, exhibit and attachment.
 - **1.2 Application** means a properly submitted written request by a Public Body to the County for an award of Grant Funds.

- 1.3 <u>Claims</u> mean any alleged losses, claims, complaints, demands for relief or damages, lawsuits, causes of action, proceedings, judgments, deficiencies, liabilities, penalties, litigation, costs, and expenses, including, but not limited to, reimbursement for reasonable attorney fees, witness fees, court costs, investigation expenses, litigation expenses, amounts paid in settlement, and/or other amounts or liabilities of any kind which are incurred by or asserted against County or Public Body, or for which County or Public Body may become legally and/or contractually obligated to pay or defend against, whether direct, indirect or consequential, whether based upon any alleged violation of the federal or the state constitution, any federal or state statute, rule, regulation, or any alleged violation of federal or state common law, whether any such claims are brought in law or equity, tort, contract, or otherwise, and/or whether commenced or threatened.
- **1.4** County means Oakland County, a Municipal and Constitutional Corporation, including, but not limited to, all of its departments, divisions, the County Board of Commissioners, elected and appointed officials, directors, board members, council members, commissioners, authorities, committees, employees, agents, volunteers, and/or any such persons' successors.
- 1.5 <u>Dav</u> means any calendar day beginning at 12:00 a.m. and ending at 11:59 p.m.
- **1.6** Exhibits mean the following exhibits, which are attached to this Agreement and incorporated by reference therein, or added later by a formal amendment to this Agreement:
 - Exhibit A, Grant Award Payments
 - Exhibit B, Reporting Requirements
 - Exhibit C, Grant Application, Scope of Work and Budget
- 1.7 Grantee means the Public Body [City, Village or Township, as defined in 1.11 below] receiving Grant Funds from the County under this Agreement in the manner provided in Section 2, below, which is an entity created by state or local authority or which is primarily funded through state or local authority, including, but not limited to, its Council, Board, its departments, divisions, elected and appointed officials, directors, Board members, Council members, commissioners, authorities, committees, employees, agents, subcontractors, attorneys, volunteers and/or any such person's or entities' successors.
- **1.8** Grant Funds means the monetary funds awarded by the County to the Grantee under this Agreement.
- **1.9** Grantee Funds means the monetary funds that the Grantee raises on its own for this program.
- **1.10 Points of Contact** means the individuals designated by the Grantee and County to act as primary contacts for communication and other purposes described herein.
- 1.11 <u>Public Body</u> means the City of Madison Heights including, but not limited to, its council, its Board, its departments, its divisions, elected and appointed officials, directors, board members, council members, commissioners, authorities, committees, employees, agents, subcontractors, attorneys, volunteers, and/or any such persons' successors. For the purposes of this Agreement, Public Body includes any Michigan court, when acting in concert with its funding unit.
- **1.12 Public Body Employee** means any employees, officers, directors, members, managers, trustees, volunteers, attorneys, representatives of Public Body, licensees, concessionaires, contractors, subcontractors, independent contractors, agents, and/or any such persons' successors or predecessors (whether such persons act or acted in their personal, representative or official capacities), and/or any persons acting by, through, under, or in concert with any of

the above who use or have access to the funds provided under this Agreement. "Public Body Employee" shall also include any person who was a Public Body Employee at any time during the term of this Agreement but, for any reason, is no longer employed, appointed, or elected in that capacity.

- **2. GRANT**. Subject to the terms and conditions of this Agreement, and in reliance upon the Public Body's affirmations set forth below, the County agrees to make, and the Public Body agrees to accept, the grant funds.
 - **2.1** County will distribute \$313,981.50 in grant funds to Public Body for the project scope attached and incorporated into this Agreement as **Exhibits A and C**.
 - 2.2 PUBLIC BODY UNIQUE ENTITY IDENTIFIER: EGY3GJKYGZ83.
 - 2.3 FEDERAL AWARD IDENTIFICATION NUMBER (FAIN): SLFRP2640
 - **2.4** CATALOG OF FEDERAL DOMESTIC ASSISTANCE (CFDA) NUMBER: 21.027
 - 2.5 FEDERAL AWARD DATE: May 28, 2021
 - **2.6** PERIOD OF PERFORMANCE END: September 30, 2026.
 - **2.7** AWARD IS NOT FOR RESEARCH & DEVELOPMENT (R&D): Funds cannot be used for research and development related expenditures.
 - **2.8** INDIRECT COST RATE FOR FEDERAL AWARD: Indirect costs are not eligible for this Agreement.
 - **2.9** CONTACT PERSON FOR COUNTY/PASS THROUGH ENTITY: John Bry, unless another person is designated in writing by the County.
 - **2.10** DEFINED USE OF FUNDS: All grant funds must be expended in accordance with this Agreement and the guidelines for ARPA funds.

3. PUBLIC BODY'S RESPONSIBILITIES.

- **3.1** Public Body's grant match requirements are detailed in **Exhibit A**, which is attached hereto and incorporated as part of this Agreement.
- **3.2** Public Body shall invoice the County for the grant amount listed in 2.1. after this Agreement is executed.
- **3.3** Public Body shall submit to Oakland County a status report on the grant funds as provided in **Exhibit B**, including:
- **3.4** Project progress reports, including completion of deliverables included in project scope;
- 3.5 Accounting of incurred expenses and grant funds expended; and
- **3.6** Any other relevant information or records, to be determined by County.
- 3.7 Public Body shall submit to Oakland County a final report by the end of the Agreement or within 30 days after final project completion, whichever date is sooner, on the grant funds, including:
- **3.8** Project completion report;
- **3.9** Full accounting of its expenditure of grant funds;
- **3.10** Certification of its use of grant funds and fulfillment of the terms of the Agreement; and

- **3.11** Any other relevant information, records or other pertinent documentation, which may be requested by the County. If requested by the County, the Public Body shall provide information concerning the Grant Award to the County in a web based format.
- **3.12** Public Body shall respond to and be responsible for Freedom of Information Act requests relating to Public Body's records, data, or other information.
- **3.13** Public Body must comply with any other reporting requirements regarding the grant funds and/or this Agreement, as determined by the County.
- **3.14** Public Body may only use Grant Funds for purposes consistent with those specified by the Public Body in its approved Grant Application, Scope of Work and Budget (**Exhibit C**).

4. <u>COUNTY'S RESPONSIBILITIES</u>.

- **4.1** County has reviewed the Public Body's Grant Application and determined that the Public Body is eligible to receive Grant Funds. County is not obligated or required to provide any additional services that are not specified in this Agreement.
- 4.2 County may use, access, and disclose information concerning this Agreement and the award of Grant Funds described herein to comply with the law, such as a subpoena, court order or Freedom of Information Act request. County may refer all such requests to the Public Body's Point of Contact for their response within the required time frame if the information requested relates to records held by the Public Body.
- **4.3** County shall designate in writing a department, individual, or other entity to oversee the reporting requirements set forth in Section 3 above and **Exhibit B** to ensure timely reporting, accurate accounting, and verification of final certification.
- 4.4 County shall pay the Grant Funds to the Public Body in the manner and upon the conditions set forth in **Exhibit A**. As stated therein, it is understood between the Parties that under no circumstances shall the County be responsible for greater than Forty percent (40%) of the total development cost and that by accepting Grant Funds, the Public Body thereby commits to contributing Grantee Funds in an amount sufficient to fully fund the development cost of the project approved by the County pursuant to its Grant Application, Scope of Work and Budget (**Exhibit C**).

5. PUBLIC BODY AFFIRMATIONS.

- 5.1 Public Body affirms that all representations made to County in connection with its application and this grant were accurate, truthful and complete and remain so. Public Body acknowledges that all representations and information provided have been relied on by the County to provide funding under this Agreement. Public Body shall promptly notify County, in writing, of the occurrence of any event or any material change in circumstances which would make any Public Body representation or information untrue or incorrect or otherwise impair Public Body's ability to fulfill its obligations under this Agreement.
- **5.2** Public Body will comply with any federal, state, or local public health orders or mitigation recommendations regarding the COVID-19 pandemic which are in effect as of the date this Agreement is signed by both Parties.
- 5.3 Public Body may not use grant funds for expenses for which the Public Body has received any other federal funds or emergency COVID-19 supplemental funding, whether it be state, federal, or private in nature, for the same expense. No portion of grant funds may be used for the purpose of obtaining additional Federal funds under any other law of the United States,

- except if authorized by law. Public Body shall promptly notify County if it receives insurance proceeds or other disaster assistance (public or private) that duplicates the funding received under this Agreement. Grant funds may not be used to cover expenses that were reimbursed by insurance.
- 5.4 Public Body shall not carry out any activities under this Agreement that results in a prohibited duplication of benefits as defined by Section 312 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5155) and in accordance with Section 1210 of the Disaster Recovery Reform Act of 2018 (division D of Public Law 115–254; 132 Stat. 3442), which amended Section 312 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5155). If the Public Body receives duplicate benefits from another source for projects related to this disaster, the Public Body must refund the benefits provided by the County to the County. Duplication of benefits occurs when Federal financial assistance is provided to a person or entity through a program to address losses resulting from a Federally-declared emergency or disaster, and the person or entity has received (or would receive, by acting reasonably to obtain available assistance) financial assistance for the same costs from any other source (including insurance), and the total amount received exceeds the total need for those costs.
- 5.5 Public Body shall use all grant funds it receives under this Agreement by September 30, 2026. Any grant funds not used by that date must be returned to County.
- 6. REPAYMENT REMEDIES. Public Body is subject to repayment to the County of an amount equal to the grant funds received by Public Body in the event Public Body has made material misrepresentations to the County in its application, voluntary bankruptcy or insolvency proceeding are commenced against the Public Body and not set aside within sixty (60) days, or the Public Body fails to otherwise comply with the requirements of this Agreement. In the event County later determines the information Public Body provided in conjunction with this Agreement, or that Public Body was ineligible for the grant funds, or that Public Body's use of the grant funds following receipt was contrary to this Agreement, Public Body agrees to repay the grant funds to County in full. County further retains all rights and remedies allowed in law or equity, including seeking payment of its reasonable costs and expenses incurred enforcing its rights and remedies.
- 7. TAX LIABILITY. County and Public Body agree that to the extent that any part of the aforementioned funds are deemed to be taxable, that Public Body agrees to be fully responsible for the payment of any taxes, including withholding payments, social security, or other funds which are required to be withheld. Public Body agrees to provide County with all information and cooperation necessary to execute a completed 1099-G form; which County will file with the United States Internal Revenue Service. Public Body acknowledges that Public Body will consult with a tax professional regarding the tax implications, if any, of the grant funds, and/or hereby waives the option to do so. Public Body further agrees to indemnify and hold County harmless for the payment of any tax or withholding payments, including any penalty assessed it may owe under this Agreement.
- 8. <u>CONFLICT OF INTEREST</u>. Pursuant to Public Act 317 and 318 of 1968, as amended (MCL 15.301, *et seq.* and MCL 15.321, *et seq.*), to avoid any real or perceived conflict of interest, Public Body shall disclose to County the identity of all Public Body Employees and all relatives of Public Body Employees who: a) are employed by the County or are elected or appointed officials of the County, on the date this Agreement is executed; and b) becomes employed or appointed by the County or becomes an elected official of County during the term of the Agreement.
- 9. ACCESS TO RECORDS AND AUDIT.

- 9.1 Grantee shall maintain all records pertinent to the Agreement and any amendments, including backup copies, for a period of five (5) years. The records shall be kept in accordance with generally accepted accounting practices, and the Grantee shall utilize adequate internal controls and shall maintain necessary documentation for all costs incurred, including documentation and an inventory of all equipment purchased with grant funds. These internal controls should be in compliance with guidance in "Standards for Internal Control in the Federal Government" issued by the Comptroller General of the United States or the "Internal Control Integrated Framework", issued by the Committee of Sponsoring Organizations of the Treadway Commission (COSO).
- 9.2 In addition to the Grantor, the U.S. Department of Treasury, or their authorized representatives, shall be provided the right to audit all records pertaining to the expenditure and use of grant funds. All records with respect to any matters covered by this Agreement shall be made available to the Grantor, the Federal awarding agency, and the Comptroller General of the United States or any of their authorized representatives, at any time during normal business hours, as often as deemed necessary, to audit, examine, and make excerpts or transcripts of all relevant data. Any deficiencies noted in audit reports must be fully cleared by the Grantee within 30 days after receipt by the Grantee. Failure of the Grantee to comply with the audit requirements will constitute a violation of this Agreement.
- **9.3** Grantee must establish and maintain effective internal control over the Federal award that provides reasonable assurance that they are managing the award in compliance with Federal statutes, regulations, and the terms and conditions of the award.
- **9.4** Grantee shall provide a final report that is due to Grantor upon the completion of the project. Grantee agrees to submit a detailed and timely grant report covering expenses related to each outlined purpose.
- **10.** <u>COMPLIANCE WITH LAWS.</u> Public Body shall comply with all federal, state, and local laws, statutes, ordinances, regulations, and all requirements applicable to its activities under the Agreement and grant. This includes the following:
 - 10.1 Public Body must comply with 2 C.F.R. 200.303(e) and take reasonable measures to safeguard protected personally identifiable information, as defined in 2 C.F.R. 200.82, and other information County designates as sensitive, or the Public Body considers sensitive consistent with applicable Federal, state, and local laws regarding privacy and obligations of confidentiality.
 - **10.2** Public Body must comply with 2 C.F.R. 200.322 if it is passing through grant funds/issuing subawards to other entities.
 - 10.3 Public Body must comply with 31 U.S.C. Chapter 38, Administrative Remedies for False Claims and Statements. Public Body will not pass-through grant funds to an entity listed in the SAM Exclusions. SAM Exclusions is the list maintained by the General Services Administration that contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than Executive Order 12549. SAM exclusions can be accessed at www.sam.gov.
 - **10.4** Public Body must register at sam.gov.
 - 10.5 Public Body must comply with Title VI of the Civil Rights Act of 1964, and any implementing regulations, which prohibits entities receiving Federal financial assistance from excluding from a program or activity, denying benefits or services, or otherwise discriminating against a person on the basis of race, color, national origin (including limited English proficiency),

- disability, age, or sex (including sexual orientation and gender identity). All applicable U.S. Department of Treasury Title VI regulations are incorporated into this Agreement and made a part of this Agreement.
- **10.6** Public Body must comply with 2 C.F.R. Part D, Post Federal Award Requirements, being 200.300 et seq., where applicable.

11. <u>DURATION OF INTERLOCAL AGREEMENT</u>.

- 11.1 This Agreement shall be effective when executed by both Parties with resolutions passed by the governing bodies of each Party. The approval and terms of this Agreement shall be entered in the official minutes of the governing bodies of each Party. An executed copy of this Agreement and any amendments shall be filed by the County Clerk with the Secretary of State.
- 11.2 This Agreement shall remain in effect until September 30, 2026, or until cancelled or terminated by any of the Parties pursuant to the terms of the Agreement. Public Body shall comply with the record keeping, reporting, audit response, and fund return requirements of this Agreement after the termination of this Agreement.

12. ASSURANCES.

- **12.1** Responsibility for Claims. Each Party shall be responsible for any Claims made against that Party by a third party, and for the acts of its employees arising under or related to this Agreement.
- **12.2** Responsibility for Attorney Fees and Costs. Except as provided for in Sections 7 and 14, in any Claim that may arise from the performance of this Agreement, each Party shall seek its own legal representation and bear the costs associated with such representation, including judgments and attorney fees.
- **12.3 No Indemnification.** Except as otherwise provided for in this Agreement, neither Party shall have any right under this Agreement or under any other legal principle to be indemnified or reimbursed by the other Party or any of its agents in connection with any Claim.
- **12.4** Costs, Fines, and Fees for Noncompliance. Public Body shall be solely responsible for all costs, fines and fees associated with any misuse of the grant funds and/or for noncompliance with this Agreement by Public Body Employees.
- **12.5** Reservation of Rights. This Agreement does not, and is not intended to, impair, divest, delegate or contravene any constitutional, statutory, and/or other legal right, privilege, power, obligation, duty, or immunity of the Parties. Nothing in this Agreement shall be construed as a waiver of governmental immunity for either Party.
- **12.6** <u>Authorization and Completion of Agreement</u>. The Parties have taken all actions and secured all approvals necessary to authorize and complete this Agreement. The persons signing this Agreement on behalf of each Party have legal authority to sign this Agreement and bind the Parties to the terms and conditions contained herein.

13. TERMINATION OR CANCELLATION OF AGREEMENT.

13.1 County may terminate or cancel this Agreement at any time if it determines that Public Body has expended the grant funds in violation of ARPA requirements or this Agreement. If County terminates or cancels this Agreement, Public Body shall be liable to repay County the amount of money expended in violation of ARPA requirements or this Agreement. County may utilize the provisions in Section 14 to recoup the amount of money owed to County by Public Body.

- **13.2** Public Body may terminate or cancel this Agreement at any time. If Public Body terminates or cancels this Agreement, it shall immediately return to County all grant funds it has received.
- **13.3** If either Party terminates or cancels this Agreement, they shall provide written notice to the other Party in the manner described in Section 21.

14. SETOFF OR RETENTION OF FUNDS

- 14.1 In any case where Public Body is required to return an amount of money to County under this Agreement, Public Body agrees that unless expressly prohibited by law, County or the Oakland County Treasurer, at their sole option, shall be entitled to set off from any other Public Body funds that are in County's possession for any reason, including but not limited to, the Oakland County Delinquent Tax Revolving Fund ("DTRF"), if applicable. Any setoff or retention of funds by County shall be deemed a voluntary assignment of the amount by Public Body to County. Public Body waives any Claims against County or its Officials for any acts related specifically to County's offsetting or retaining of such amounts. This paragraph shall not limit Public Body's legal right to dispute whether the underlying amount retained by County was actually due and owing under this Agreement.
- 14.2 Nothing in this Section shall operate to limit County's right to pursue or exercise any other legal rights or remedies under this Agreement or at law against Public Body to secure payment of amounts due to County under this Agreement. The remedies in this Section shall be available to County on an ongoing and successive basis if Public Body becomes delinquent in its payment. Notwithstanding any other term and condition in this Agreement, if County pursues any legal action in any court to secure its payment under this Agreement, Public Body agrees to pay all costs and expenses, including attorney fees and court costs, incurred by County in the collection of any amount owed by Public Body.
- **15. <u>DELEGATION OR ASSIGNMENT</u>**. Neither Party shall delegate or assign any obligations or rights under this Agreement without the prior written consent of the other Party.
- **16. NO THIRD-PARTY BENEFICIARIES**. Except as provided for the benefit of the Parties, this Agreement does not and is not intended to create any obligation, duty, promise, contractual right or benefit, right to indemnification, right to subrogation, and/or any other right in favor of any other person or entity.
- 17. NO IMPLIED WAIVER. Absent a written waiver, no act, failure, or delay by a Party to pursue or enforce any rights or remedies under this Agreement shall constitute a waiver of those rights with regard to any existing or subsequent breach of this Agreement. No waiver of any term, condition, or provision of this Agreement, whether by conduct or otherwise, in one or more instances shall be deemed or construed as a continuing waiver of any term, condition, or provision of this Agreement. No waiver by either Party shall subsequently affect its right to require strict performance of this Agreement.
- **18. SEVERABILITY**. If a court of competent jurisdiction finds a term or condition of this Agreement to be illegal or invalid, then the term or condition shall be deemed severed from this Agreement. All other terms, conditions, and provisions of this Agreement shall remain in full force.
- 19. PRECEDENCE OF DOCUMENTS. In the event of a conflict between the terms and conditions of any of the documents that comprise this Agreement, the terms in the Agreement shall prevail and take precedence over any allegedly conflicting terms and conditions.
- **20.** <u>CAPTIONS</u>. The section and subsection numbers, captions, and any index to such sections and subsections contained in this Agreement are intended for the convenience of the reader and are not

intended to have any substantive meaning. The numbers, captions, and indexes shall not be interpreted or be considered as part of this Agreement. Any use of the singular or plural, any reference to gender, and any use of the nominative, objective or possessive case in this Agreement shall be deemed the appropriate plurality, gender or possession as the context requires.

- 21. <u>NOTICES</u>. Notices given under this Agreement shall be in writing and shall be personally delivered, sent by express delivery service, certified mail, or first-class U.S. mail postage prepaid, and addressed to the person listed below. Notice will be deemed given on the date when one of the following first occur: (i) the date of actual receipt; (ii) the next business day when notice is sent express delivery service or personal delivery; or (iii) three days after mailing first class or certified U.S. mail.
 - 21.1 If Notice is sent to County, it shall be addressed and sent to: Oakland County Executive, 2100 Pontiac Lake Rd., Waterford, MI, 48328, the Chairperson of the Oakland County Board of Commissioners, 1200 North Telegraph Road, Pontiac, MI, 48328 and to the individual designated by the County as its Point of Contact.
 - **21.2** If Notice is sent to Public Body, it shall be addressed to: 300 W 13 Mile Rd, Madison Heights, MI 48071 USA.
- **22. GOVERNING LAW/CONSENT TO JURISDICTION AND VENUE.** This Agreement shall be governed, interpreted, and enforced by the laws of the State of Michigan. Except as otherwise required by law or court rule, any action brought to enforce, interpret, or decide any Claim arising under or related to this Agreement shall be brought in the 6th Judicial Circuit Court of the State of Michigan, the 50th District Court of the State of Michigan, or the United States District Court for the Eastern District of Michigan, Southern Division, as dictated by the applicable jurisdiction of the court. Except as otherwise required by law or court rule, venue is proper in the courts set forth above.
- 23. <u>SURVIVAL OF TERMS</u>. The Parties understand and agree that all terms and conditions of this Agreement that require continued performance, compliance, or effect beyond the termination date of the Agreement shall survive such termination date and shall be enforceable in the event of a failure to perform or comply.

24. ENTIRE AGREEMENT.

- **24.1** This Agreement represents the entire agreement and understanding between the Parties regarding the grant funds and supersedes all other oral or written agreements between the Parties. Any amendment to this Agreement shall be in writing, and duly executed by the appropriate authority for each Party.
- **24.2** The language of this Agreement shall be construed as a whole according to its fair meaning, and not construed strictly for or against any Party.

IN WITNESS WHEREOF, Melissa Marsh, City Manager hereby acknowledges that he/she has been authorized by a resolution of the City of Madison Heights, a certified copy of which is attached, to execute this Agreement on behalf of Public Body and hereby accepts and binds Public Body to the terms and conditions of this Agreement.

EXECUTED:		DATE:
-	Melissa Marsh, City Manager City of Madison Heights	
WITNESSED:	Cheryl Rottmann, City Clerk & Deputy City M	DATE:
hereby acknow Commissioner	WHEREOF, David Woodward, Chairperson, Oxyledges that he has been authorized by a resolute to execute this Agreement on behalf of Oaklar ty to the terms and conditions of this Agreement	lution of the Oakland County Board of and County, and hereby accepts and binds
EXECUTED:	David Woodward, Chairperson Oakland County Board of Commissioners	DATE:
WITNESSED:	Oakland County Board of Commissioners	DATE:

County of Oakland

EXHIBIT A

Grant Award Payments

It is understood that under no circumstances shall the County be responsible for greater than 40% of the total development cost and that by accepting County Grant Funds, the Public Body thereby commits to contributing Grantee Funds in an amount sufficient to fully fund the development cost of the project as approved by the County pursuant to the Grant Application, Scope of Work and Budget (Exhibit C).

First Grant Award Payment

Within 45 days of the execution of this Interlocal Agreement between Oakland County and the Public Body the County will transfer seventy five percent (75%) of the total grant award to the Public Body.

Final Grant Award Payment

Within 30 days of the County receiving and approving documentation from the Public Body that demonstrates that eligible project development cost expenditures of a minimum amount of two times the first grant award payment have been made by the Public Body, the County will transfer the remaining balance of the total grant award to the Public Body.

Application Number: MSPM2408 – Madison Heights

Total Development Costs: \$784,953.75

Total Local Funds: \$470,972.25

Total Grant Award: \$313,981.50 Percent of Total Development Costs: 40%

First Grant Award Payment: \$235,486.13 (75% of the Total Grant Award)

Final Grant Award Payment: \$78,495.38 (25% of the Total Grant Award)

EXHIBIT B

Reporting Requirements

The Public Body receiving grant funds must submit Status Reports throughout the project construction process and a final report within 30 days of the end of the Agreement, or project completion, whichever date is sooner. The final report shall include a full accounting of its expenditure of grant funds, certification of its use of grant funds and fulfillment of the terms of the agreement, along with any other relevant information, records or other pertinent documentation.

The first Status Report covers the reporting period from the date the Interlocal Agreement is executed through December 31, 2024. The first Status Report must be submitted to the County no later than January 31, 2025. Subsequent Status Reports cover quarterly reporting periods based on the calendar year starting on January 1, 2025, and continuing through the completion of the project construction. These Status Reports are due to the County no later than the last day of the month following the end of each quarterly reporting period. The Outcome Report is due to the County one year after the completion of construction.

Oakland County will provide an online form for submitting both the Status Reports and Outcome Report.

Status Report Content

All Status Reports must include documentation of expenditures, project narrative and project photographs.

Documentation of Expenditures

Documentation of Expenditures includes all funds, county and local, spent on the project within the reporting period. A spreadsheet template will be provided to the Public Body for this purpose.

The spreadsheet will require the following information be entered by the Public Body:

- Date of the Expenditure
- Amount of the Expenditure
- Line Item from the PROJECT BUDGET submitted as part of the Grant Application
- Purpose/Description of the Expenditure
- Paid Invoice Reference

Documentation of Expenditures						
			PROJECT BUDGET		Paid Invoice	
No.	Date	Amount	Line Item	Purpose/Description of the Expenditure	Reference	
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						

PDF copies of paid invoices or other Public Body payment transfer records that document that the expenditures itemized in the Excel file have been made. Provide a means (Paid Invoice Reference) for the County to associate the documentation that payment was made with the expenditures.

Status Narrative

Describe the progress made toward implementing the project. The narrative should include describing actions taken that are associated with the expenditures. Include any obstacles or setbacks that have occurred during the reporting period. Also, explain plans or actions to be taken to address any obstacles or setbacks. Highlight positive aspects of the project such as public support and awareness of the project and any new supportive partnerships that may have evolved.

Status Photographs

Include site photographs that show the progress made and illustrate the project expenditures and project narrative.

Outcome Report Content

The Outcome Report is due to the County one year after the completion of construction. This report will document the success the project has had in meeting the measurable outcomes included in the Public Body grant application. It also will include a narrative and supporting photographs of how the public space is being used and programed.

Measurable Outcomes

Include data that support the following outcomes:

- Number of visitors and residents who utilize the newly created public space on an annual basis during special
 events and functions in the district.
- Number of activities and functions that take place in the public space in the district to draw foot traffic, users and tourists to the district.
- Number of private partners, private contributions and in-kind contributions that supported the completion of the project and on-going programing and maintenance.
- Number of new businesses, or business expansions in the district following the completion of the public space project.

Also, include data for all additional outcomes included in the submitted grant application.

Outcome Narrative

Describe how well the project has advanced the Measurable Outcomes. What aspects of the project have been most successful and what aspects least successful. Describe how the resident and business community have embraced the project. Include a brief description of how the space is being programmed for use. Finally, as guidance for other communities pursuing public space and placemaking projects provide any lessons learned and/or what would you do differently next time undertaking a similar project.

Outcome Photographs

Include site photographs that show the completed project and community residents and visitors using the public space.

EXHIBIT C: Grant Application, Scope of Work and Budget

APPLICANT INFORMATION

Application Number: MSPM2408						
QA1. Placemaking and Public Spa	ices Project Name:					
11 Mile Streetscape Project: Phase I						
QA2. Municipality Name:						
City of Madison Heights ▽						
QA3. Employer Identification Num	ber (EIN):					
38-6025685						
QA4. Municipality Mailing Address	:					
Address	300 W 13 Mile					
City	Madison Heights					
State	Michigan					
ZIP Code	48071					
QA5. Point of Contact - Individual	that will be responsible for managing t	nis grant.				
First Name	Giles					
Last Name	Tucker					
Title/Position	Community Development Director					
Phone	248-837-2650					
Email Address	gilestucker@madison-heights.org					
Organization (If different from above)						
Name						
Address						

lten	1

City			
State			
Zip Code			
QA6. Describe the project (100 words maximum)	ot management experience of t	he individual responsible for managing tl	his grant.
This project will be led by a Co	ommunity Development Director with a to administer position to assist with grant re	otal of 10 years of public service/ DDA experience. The	e Director will be supported
Sy a.vv. visass van anno grant	Gallinia of Poolino in Gallinia in Gallini	porting responsibilities.	
QA7. Individual submittin	ng this application (If different th	nan above).	
First Name			
Last Name			
Title/Position			
Phone Number			
Email			
	ACKNOWLE	EDGMENTS	
QA8. All of the information behalf of city/village/town		at I have the approval to submit this app	lication on
I acknowledge this statem	ent		
QA9. If awarded a grant Oakland County.	the city/village/township will be	required to enter into an Interlocal Agree	ement with
I acknowledge this statem	ient		

required to enter into the Interlocal	I Agreement with Oakland County.
I acknowledge this statement	
QA11. Obtaining all required local, responsibility of the applicant city/v	county and/or state permits, inspections or approvals will be the village/township.
I acknowledge this statement	
QA12. If awarded a grant the ARP completed by September 30, 2026	A grant funds will be spent and the County funded elements of the project S.
I acknowledge this statement	
	PROJECT INFORMATION
QB1. Location - use the applicable	e fields below and must enter data in at least ONE of the three fields.
Site Address(s)	
Parcel Identification Number(s)	
Written Description (ie. The project sites located within, and along, the Elm Street right-of-way between First and Second Streets)	Along 11 Mile Rd from John R to Lorenz in Madison Heights MI
QB2. Site Ownership - Does the a who owns what portions of the pro	pplicant city/village/township own the entire project site(s)? If "NO" describe ject site(s).
○ YES	
No Nearly all of the project will be within City ROW, but a small portion of private property held by United Methodist Church at 246 E Eleven Mile Rd may be needed to be acquired.	

QB3. Site and Surrounding Uses Map - Upload the Site and Surrounding Uses Map provided by Oakland County.

Cur	rour	dir	N D	/laps	ndf
oui	ıoui	IUII	IU IV	лаиъ.	.uu

6MB application/pdf

QB4. Project Description - Provide a brief overview of the public spaces project. (250 words maximum)

ne first phase of the 11 Mile Streetscape project will be between John R Rd and Lorenz along 11 Mile Rd in Madison Heights. It includes the addition of a street parking, a new 10ft wide multi-use path for pedestrians and non-motorized vehicles, enhancement to existing transit stops, additional marked
osswalks, bump-outs corners (reducing crossing distances) as well as additional landscaping and options for gateways and/or pocket park locations.

. To answer the next three questions:

Describe how the proposed public spaces project will address the adverse public health and economic impacts of the pandemic and support improved public health & welfare and overall economic recovery going forward. Frame your response in terms of the downtown district, small businesses, and public health & welfare.

QB5. **Downtown District** - How will this project positively impact the district? (100 words maximum)

The project will create a more vibrant and walkable downtown environment that better supports local businesses, improves pedestrian safety, and will
serve as a catalyst for connected our downtown to neighboring communities.

QB6. Small Businesses - How will the project positively impact small businesses in the district? (100 words maximum)

The project will create a more pedestrian friendly, walkable and connected business district to the surrounding neighborhood, without a net loss of available parking. The project serves as the first significant downtown infrastructure development in the DDA's history and will set the stage for future development.
QB7. Public Health & Welfare - How will the project positively impact public health and welfare? 100 words maximum)
The project will positively impact public health and welfare by improving upon the existing pedestrian infrastructure and improving safety. The proposed lane reduction from 4-lane to a 3-lane with center turn lane configuration will reduce crossing lengths and the 10 ft multi-use path will improve accessibility for non-motorized transportation. These features will improve pedestrian safety. Further, the inclusion of on -street parking will require the closing of curb cuts along the project area, reducing vehicle conflict points. Finally, a recent Corridor Study suggests that this lane reduction will reduce traffic accidents by 15-16% annually.

QB8. Describe how the proposed public space project will be primarily utilized (events, concerts, markets, open space, recreation space, etc.). Briefly describe each primary use. (100 words maximum)

	The proposed project use will primarily be to ease traffic conditions, and create more of a "downtown feel" in the district. The project reclaims Ci way for pedestrian amenities such as a multi-use path, benches, bike racks, trash bins, gateway signage, and transit stop enhancements.
	B9. Describe how the County ARPA funds be utilized within the scope of the proposed public space project. 00 words maximum)
	ARPA funds will be used for public infrastructure including the addition of on-street parking, the installation of a 10ft multi-use pathway on the north side of 11 Mile Rd, inclusion of bumped out corners for intersections, adjustments to existing stormwater infrastructure, landscaping and pedestrian amenities such as benches, bike racks, trash bins, gateway signage, and transit stop enhancements.
pr	B10. Outline the timetable for completion of the County funded elements of the proposed public spaces oject by September 30, 2026. 00 words maximum)
	Provided that all approvals are given, we will conduct a boundary surveys and develop complete engineering plans for construction in Winter 2024. We will develop an Bid Package for construction in Spring 2025 with a target completion date of October 2025.

Item 4.

(100 words maximum)	QB11. Describe how the	proposed public spaces p	roject will be maintained	dand managed once com	npleted.
,	(100 words maximum)		-	-	

Public amenities will be maintained and managed by the Madison Heights DDA and Dept. of Public Services. Landscaping/cutting will be covered under existing City landscaping contract.

. Measurable Outcomes

Tracking the measurable outcomes listed below will be required as part of the Interlocal Agreement:

- Number of visitors and residents who utilize the newly created public space on an annual basis during special events and functions in the district.
- Number of activities and functions that take place in the public space in the district to draw foot traffic, users and tourists to the district.
- Number of private partners, private contributions and in-kind contributions that supported the completion of the project and on-going programming and maintenance.
- Number of new businesses, business expansions, and/or public/private investment in the district following the completion of the public space project.

QB12. In addition to tracking those listed above, describe any measurable outcomes unique to the public space project that will be tracked. (100 words maximum):

None aside from the above.	

EXHIBIT C 7 OF 10

Item 4.

PROJECT PLANS

QC1. Upload project plans, construction drawings, engineering documents, renderings, etc. Combine all documents into one PDF and name **ProjectNameProjectPlans.pdf**.

11 Mile Streetscape Project Phase 1 Project Plans.pdf 8.9MB application/pdf

QC2. Upload photographs that show the existing site conditions and context from various vantage points. Combine photos onto 8.5 x 11 PDF pages, then into a combined document. Include a name or description on each photo and name the document **ProjectNamePhotos.pdf**.

Existing Conditions Slides & Photos 6-17.pdf 1.3MB application/pdf

BUDGET

QD1. Upload the PROJECT BUDGET FORM (Excel File), name ProjectNameBudget.xlsx.

PROJECT BUDGET FORM- 3-Lane 6-17.xlsx

14.7KB

application/vnd.openxmlformats-officedocument.spreadsheetml.sheet

QD2. Enter the following amounts from the PROJECT BUDGET (Excel File)

Total Development Costs
Green Cell)

Total Local Funds
(Purple Cell)

Requested County ARPA Funds
(Orange Cell)
(Not to exceed 40% of Total Development Cost)

Total Local Funds
(313981.50)

QD3. Upload proof of funding commitment for each source of local funds listed in the **PROJECT BUDGET**. Proof of funding commitment can include local government, CIA and DDA resolutions, letters of financial commitment, copies of approved budget documents and documentation of other grant awards that are specified to be used for the public space project. Combine documents into one PDF file, assign A-F to each source and name ProjectNameFundingProofA_F.pdfx.

11MileStreetscapePhasel_Proof_of_Funds 6-17.pdf 271.4KB application/pdf

PROJECT SUPPORT

QE1. Upload any documentation of local support. Documentation of local support can include resolutions and/or letters of support from local government, DDAs, CIAs, community and business organizations, schools, and businesses. Please combine all letters into one PDF document to upload and name *ProjectNameSupport.pdf.*

Project Support will be uploaded on June 18th.docx

13.8KB

application/vnd. openxml for mats-officed ocument. word processing ml. document

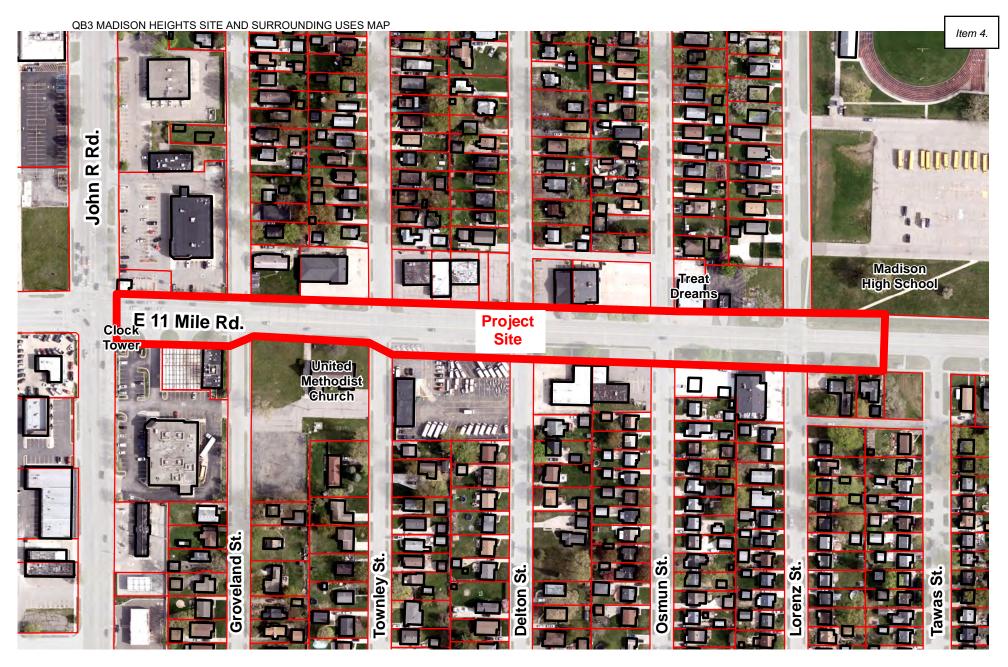
ADDITIONAL SUPPORT

QF1. Upload any additional support items for this project here and name **ProjectNameAdditionalSupport.pdf**.

Project Support will be uploaded on June 18th.docx

13.8KB

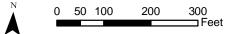
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Project Map

Community: City of Madison Heights

Project Name: Streetscape Redevelopment



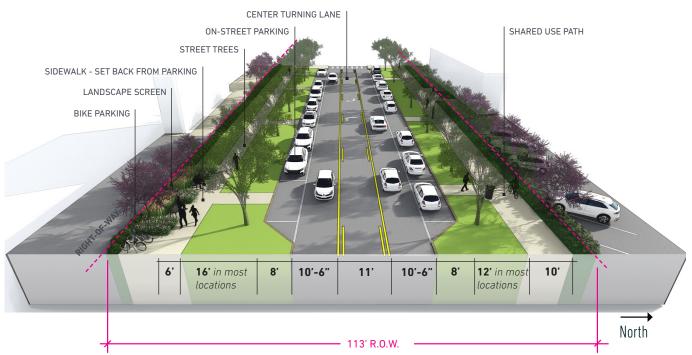
THREE-LANE OPTION- PLAN VIEW & 3D RENDERING







THREE LANE OPTION



Three-Lane Option

An alternative alignment suggests narrowing the street to three lanes: two travel lanes and a center turn lane. For roads with suitable traffic volumes, converting four-lane undivided roads to a three-lane cross-section can enhance safety.

This change can reduce vehicle speeds, lower vehicle-pedestrian conflicts, and simplify left turns, reducing crash risks and collision severity.

Additionally, lane reduction projects often boost economic vitality by creating space for parking, bike lanes, and other improvements that encourage active transportation and support the local economy.

LEGEND

- Deciduous Canopy Tree
- Ornamental Tree
- Plant Buffer
- Tree Lawn
- Center Turning Lane
- Reduced Width Vehicle Travel Lanes
- Parallel Parking Stalls
- Traffic Calming Bumpouts
- 10' Wide Shared Use Path
- Amenity Areas
- Gateway Area
- Pedestrian Activated Crossing Signals
- Bus Stops
- 6' Wide Sidewalk





LAND SURVEYORS

LAND PLANNERS

11 Mile Streetscape Project - Option 3 - (3 Lane Option) 11 Mile Road - John R Rd. to Lorenz St. City of Madison Heights, Oakland County, MI

Engineer's Opinion of Probable Cost (Budget Purposes Only)

City of Madison Heights 300 W 13 Mile Road Madison Heights, Michigan 48071 Engineer's Estimate Nowak & Fraus Engineers 46777 Woodward Avenue Pontiac, MI 48342

Roadway Length - 1,405 LF

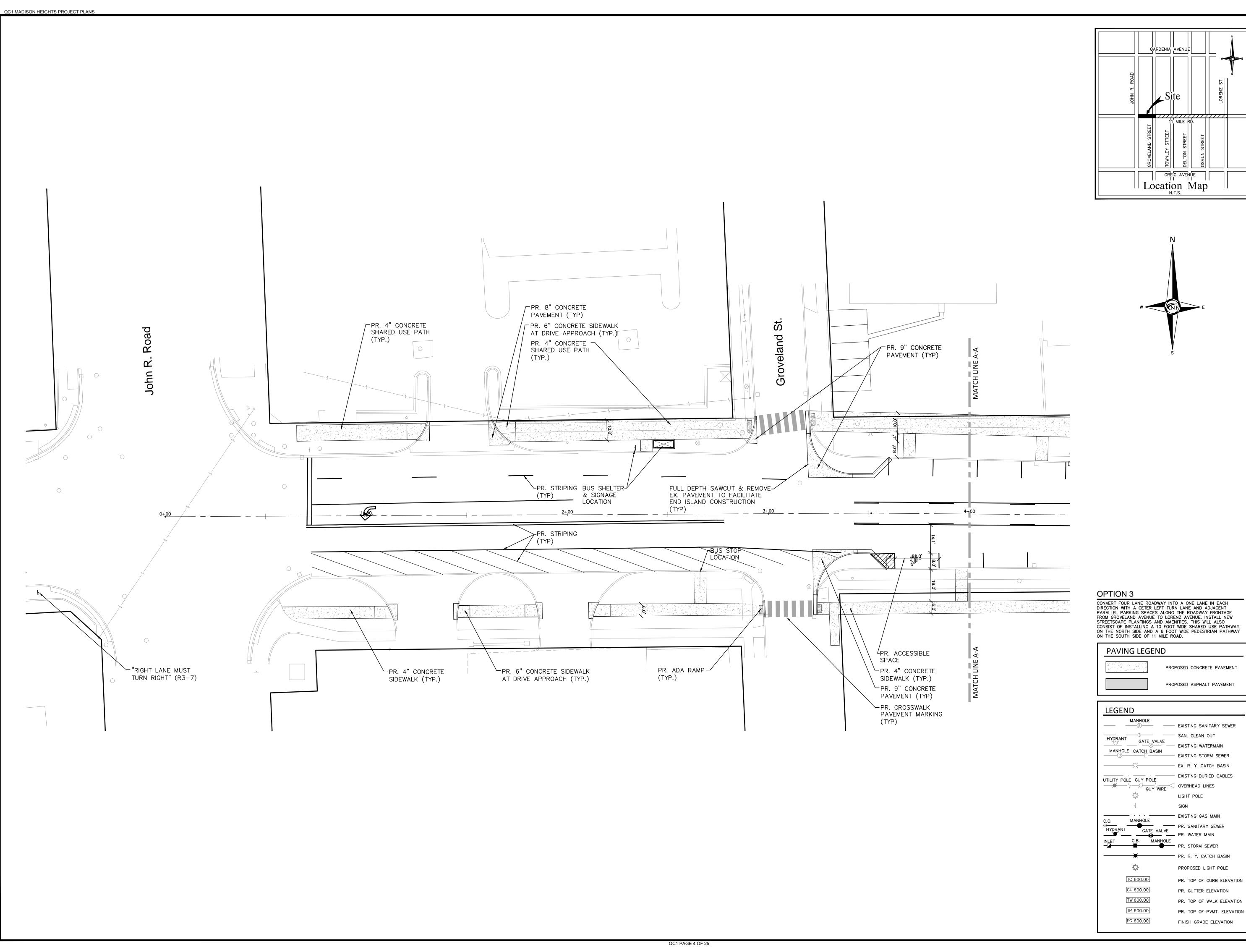
<u> Item</u>	Quantity	*Unit Price	Amount
Section I - Pavement			
Earth Excavation	200 C.Y.	\$28.00	\$5,600.00
Pavement Removal	1000 S.Y.	\$15.00	\$15,000.00
Curb & Gutter Removal	200 L.F.	\$12.50	\$2,500.00
Sidewalk Removal	2,250 S.Y.	\$11.00	\$24,750.00
Bumper Block Removal	11 EA.	\$50.00	\$550.00
Drive Approach Removal	300 S.Y.	\$14.00	\$4,200.00
Tree Removal	15 EA.	\$2,000.00	\$30,000.00
Root Grinding	15 EA.	\$500.00	\$7,500.00
Striping Removal	3,000 L.F.	\$1.00	\$3,000.00
8" Concrete Drive Approach w/ Integral C& G	200 S.Y.	\$65.00	\$13,000.00
9" Concrete Pavement	350 S.Y.	\$70.00	\$24,500.00
18" Concrete Curb	675 L.F.	\$25.00	\$16,875.00
4" Concrete Sidewalk	2,300 S.F.	\$6.50	\$14,950.00
6" Concrete Sidewalk Ramp	3,250 S.F.	\$11.50	\$37,375.00
8" Concrete Sidewalk	1,200 S.F.	\$10.00	\$12,000.00
Aggregate Base, 4" CIP - 21 AA	620 S.Y.	\$15.00	\$9,300.00
Aggregate Base, 6" CIP - 21 AA	685 S.Y.	\$25.00	\$17,125.00
24" White Overlay Cold Plastic (Crosswalk)	650 L.F.	\$16.00	\$10,400.00
Parking Lot Striping	1 LSUM	\$2,000.00	\$2,000.00
4" Polyurea Paint (White or Yellow)	6,000 L.F.	\$2.00	\$12,000.00
School Symbol Overlay Cold Plastic	2 EA.	\$600.00	\$1,200.00
LT Arrow Symbol Overlay Cold Plastic	1 EA.	\$250.00	\$250.00
Pedestrian Hawk Signal	1 LSUM	\$150,000.00	\$150,000.00
Silt Sack	21 EA.	\$150.00	\$3,150.00
Maintaining Traffic & Const. Signing	1 LSUM	\$20,000.00	\$20,000.00
12" Dia. C-76 CL IV Sewer Pipe - Complete	400 L.F.	\$130.00	\$52,000.00
2' Dia. Inlet - Complete w/F&C	4 EA.	\$3,000.00	\$12,000.00
4' Dia. C.B. w/ Sump & Trap - Complete w/F&C	4 EA.	\$5,000.00	\$20,000.00
Sewer Tap	4 EA.	\$1,000.00	\$4,000.00
Structure Adjustments	10 EA.	\$500.00	\$5,000.00

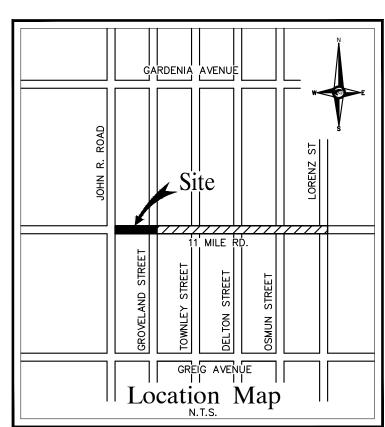
Sub Total Section I:

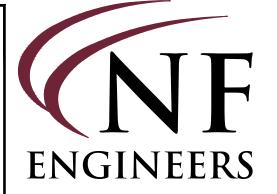
\$530,225.00

Item	Quantity	*Unit Price	Amount
Section II - Landscape			
Deciduous Canopy Tree (3" Cal.)	57 EA.	\$900.00	\$51,300.00
Ornamental Tree (2" Cal.)	44 EA.	\$750.00	\$33,000.00
Deciduous Shrub (7 Gal.)	289 EA.	\$85.00	\$24,565.00
Deciduous Shrub (5 Gal.)	125 EA.	\$65.00	\$8,125.00
Ornamental Grass (2 Gal.)	583 EA.	\$30.00	\$17,490.00
Perennial (1 Gal.)	492 EA.	\$20.00	\$9,840.00
Shredded Hardwood Mulch (3" Depth)	1,697 S.Y.	\$5.00	\$8,485.00
Organic Soil Mix - Turf (6" Depth)	24,088 C.F.	\$2.00	\$48,176.00
Organic Soil Mix - Plant Beds (12" Depth)	10,508 C.F.	\$2.00	\$21,016.00
Organic Soil Mix - Trees (24" Depth)	1,432 C.F.	\$2.00	\$2,864.00
Seed Lawn (Bed prep, fertilizer, seed & cover)	5,353 S.Y.	\$1.75	\$9,367.75
Gateway Signage Pier	1 LSUM	\$40,000.00	\$40,000.00
Bus Shelter	1 LSUM	\$7,500.00	\$7,500.00
Trash Receptacles	8 EA.	\$1,000.00	\$8,000.00
Benches	9 EA.	\$1,000.00	\$9,000.00
Bike Racks	12 EA.	\$500.00	\$6,000.00
Revised 5/31/2024	Sub Total	Section II:	\$304,728.75
*Design and Inspection is not included in the total. This represents anticipated construction cost	O	verall Total:	\$834,953.75

for budgeting purposes only.

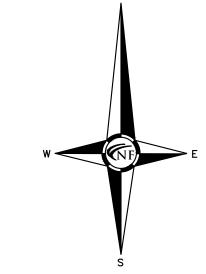


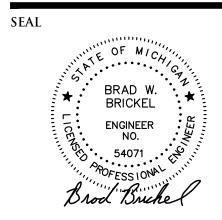




CIVIL ENGINEERS LAND SURVEYORS LAND PLANNERS

NOWAK & FRAUS ENGINEERS 46777 WOODWARD AVE. PONTIAC, MI 48342-5032 TEL. (248) 332-7931 FAX. (248) 332-8257 WWW.NOWAKFRAUS.COM





2024 Downtown Streetscape-11 Mile Rd. (John R. Rd.- Lorenz St.)

CLIENT City of Madison Heights 300 W. 13 Mile Rd. Madison Hts., MI 48071 Contact: Mr. Giles Tucker Ph: 248-583-0831 Fax: 248-583-4143

PROJECT LOCATION

Part of the SW $\frac{1}{4}$ of Section 13, T. 1 N., R. 11 E., City of Madison Heights, Oakland County, MI

Conceptual Engineering Plan (Option 3 -3 Lane w/ Parking)



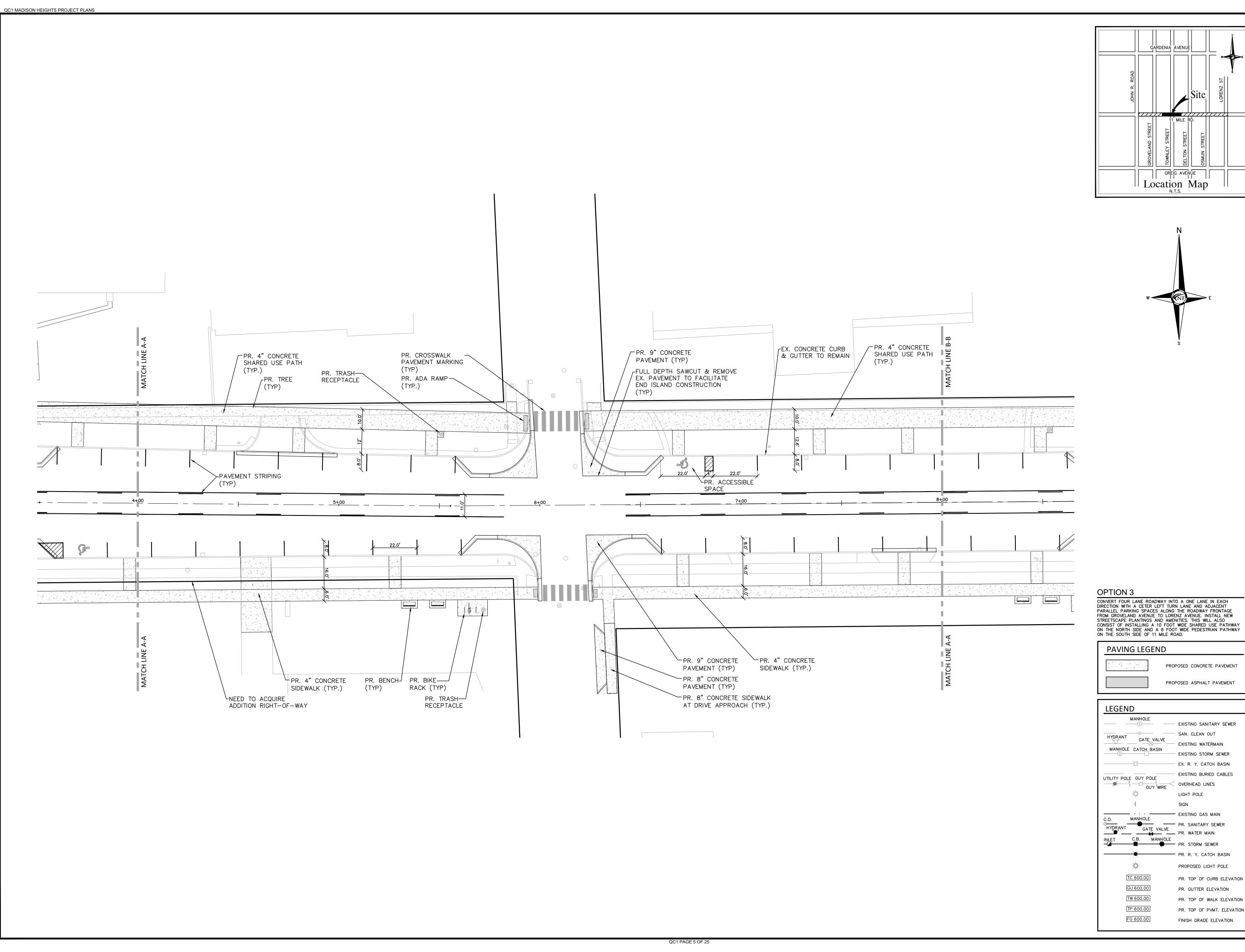
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NHOLE CATCH BASIN	EXISTING WATERWAIN EXISTING STORM SEWER	
Y POLE GUY POLE GUY WIRE	EX. R. Y. CATCH BASIN EXISTING BURIED CABLES OVERHEAD LINES LIGHT POLE	
MANHOLE GATE VALVE C.B. MANHOLE	SIGN EXISTING GAS MAIN PR. SANITARY SEWER PR. WATER MAIN PR. STORM SEWER	DRAWN BY: R. Johnson DESIGNED BY: B. Brickel
``	PR. R. Y. CATCH BASIN PROPOSED LIGHT POLE	B. Brickel
TC 600.00	PR. TOP OF CURB ELEVATION	DATE: January 24, 2
GU 600.00 TW 600.00	PR. GUTTER ELEVATION PR. TOP OF WALK ELEVATION	SCALE: $1'' = 2$
TP 600.00	PR. TOP OF PVMT. ELEVATION FINISH GRADE ELEVATION	NFE JOB NO. N753

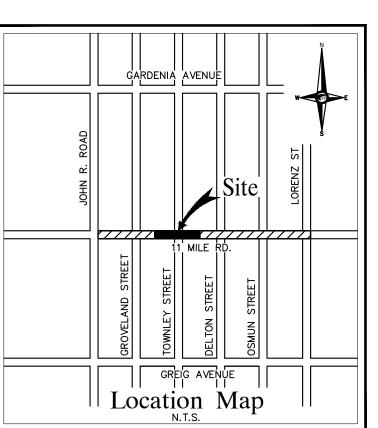
PROPOSED CONCRETE PAVEMENT

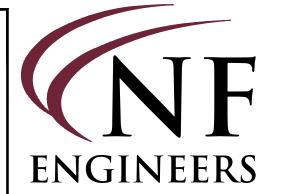
DATE	ISSUEI	D/REVI	SED	
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06-03-24 REV	/ISED PER CIT	ΓΥ REVIEV	V	
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SHEET NO.

C1

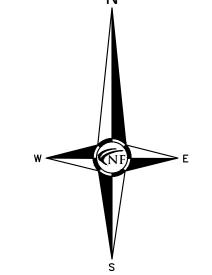


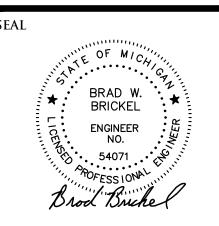




CIVIL ENGINEERS LAND SURVEYORS LAND PLANNERS

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2024 Downtown Streetscape-11 Mile Rd. (John R. Rd.- Lorenz St.)

CLIENT City of Madison Heights 300 W. 13 Mile Rd. Madison Hts., MI 48071 Contact: Mr. Giles Tucker Ph: 248-583-0831 Fax: 248-583-4143

PROJECT LOCATION

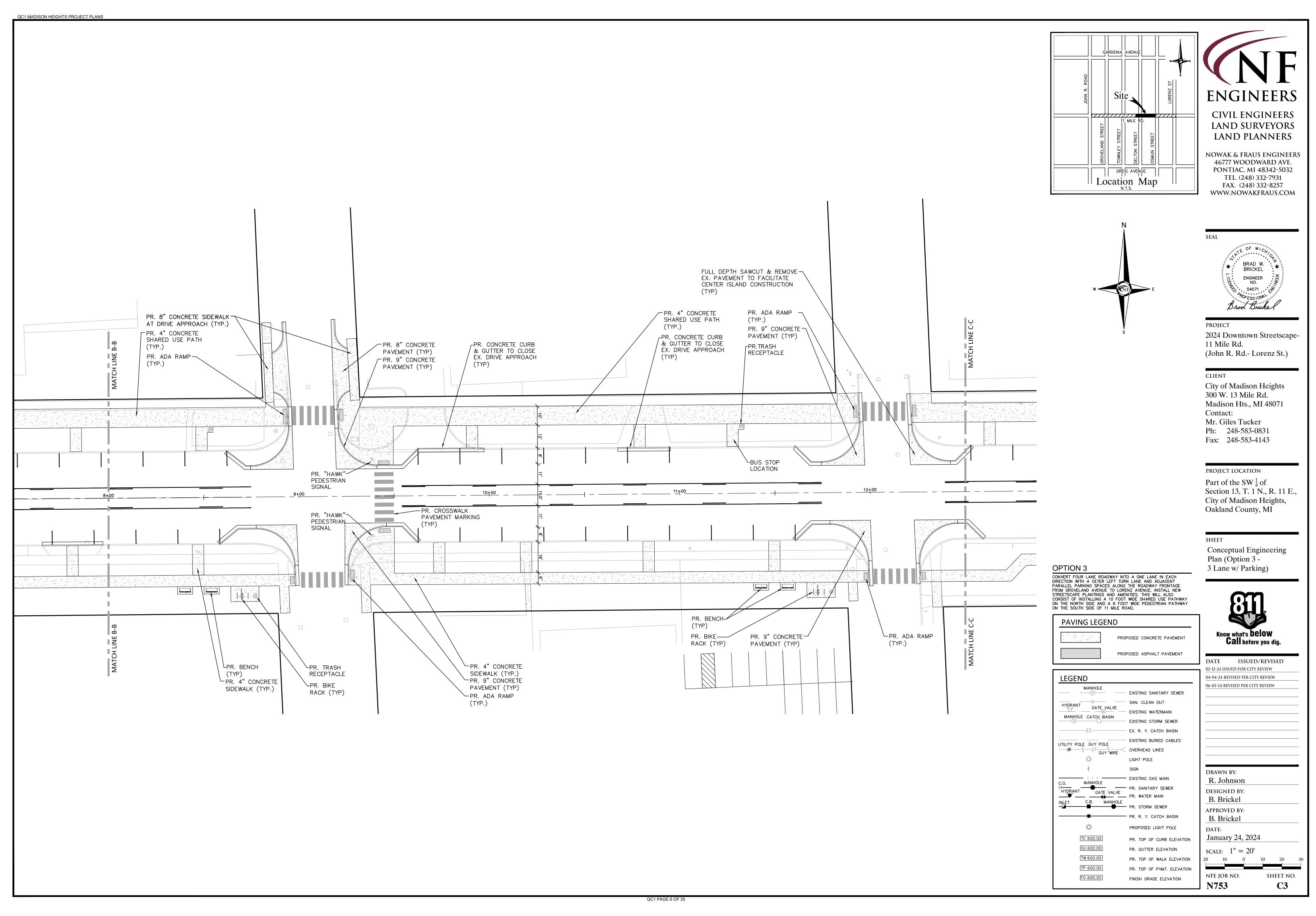
Part of the SW $\frac{1}{4}$ of Section 13, T. 1 N., R. 11 E., City of Madison Heights, Oakland County, MI

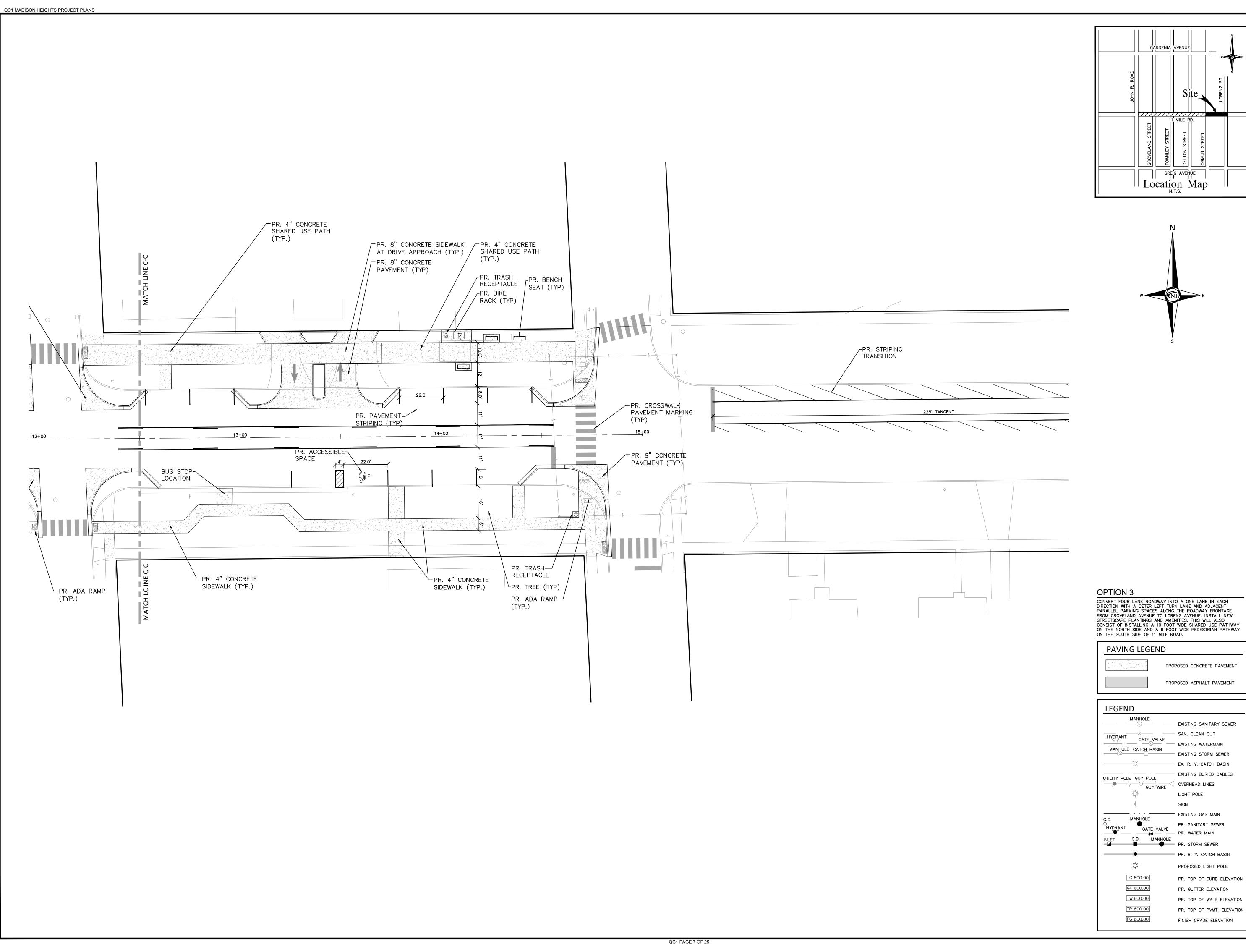
Conceptual Engineering Plan (Option 3 -3 Lane w/ Parking)

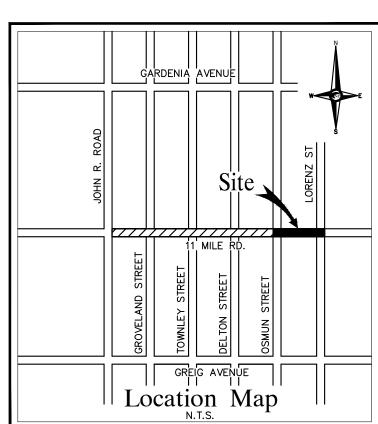


PROPOSED ASPHALT PAVEMENT DATE ISSUED/REVISED 02-12-24 ISSUED FOR CITY REVIEW 04-04-24 REVISED PER CITY REVIEW 06-03-24 REVISED PER CITY REVIEW MANHOLE ---- EXISTING SANITARY SEWER HYDRANT GATE_VALVE SAN. CLEAN OUT EXISTING WATERMAIN MANHOLE CATCH BASIN EXISTING STORM SEWER EX. R. Y. CATCH BASIN EXISTING BURIED CABLES UTILITY POLE GUY POLE GUY \prec overhead lines LIGHT POLE SIGN DRAWN BY: EXISTING GAS MAIN R. Johnson C.O. MANHOLE
HYDRANT
GATE VALVE
PR. WATER MAIN **DESIGNED BY:** B. Brickel INLET C.B. MANHOLE
PR. STORM SEWER APPROVED BY: PR. R. Y. CATCH BASIN B. Brickel ** PROPOSED LIGHT POLE DATE: January 24, 2024 TC 600.00 PR. TOP OF CURB ELEVATION GU 600.00 PR. GUTTER ELEVATION SCALE: 1'' = 20'TW 600.00 PR. TOP OF WALK ELEVATION TP 600.00 PR. TOP OF PVMT. ELEVATION NFE JOB NO. SHEET NO. FG 600.00 FINISH GRADE ELEVATION N753

PROPOSED CONCRETE PAVEMENT



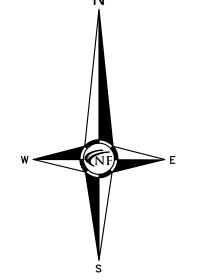


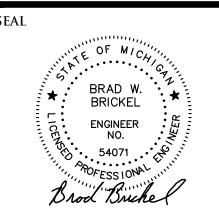




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2024 Downtown Streetscape-11 Mile Rd. (John R. Rd.- Lorenz St.)

CLIENT City of Madison Heights 300 W. 13 Mile Rd. Madison Hts., MI 48071 Contact: Mr. Giles Tucker Ph: 248-583-0831 Fax: 248-583-4143

PROJECT LOCATION

Part of the SW $\frac{1}{4}$ of Section 13, T. 1 N., R. 11 E., City of Madison Heights, Oakland County, MI

Conceptual Engineering Plan (Option 3 -3 Lane w/ Parking)



SHEET NO.

C4

		DATE ISSUED/RE	VISED
		02-12-24 ISSUED FOR CITY REVIE	EW
GEND		04-04-24 REVISED PER CITY REV	TEW
MANHOLE ORANT GATE VALVE ANHOLE CATCH BASIN TY POLE GUY POLE GUY WIRE	EXISTING SANITARY SEWER SAN. CLEAN OUT EXISTING WATERMAIN EXISTING STORM SEWER EX. R. Y. CATCH BASIN EXISTING BURIED CABLES OVERHEAD LINES	06-03-24 REVISED PER CITY REV	IEW
禁	LIGHT POLE		
d 	SIGN EXISTING GAS MAIN	DRAWN BY:	
RANT GATE VALVE C.B. MANHOLE	PR. SANITARY SEWER PR. WATER MAIN	R. Johnson DESIGNED BY: B. Brickel	
WANNOLE	PR. STORM SEWER PR. R. Y. CATCH BASIN	APPROVED BY: B. Brickel	
**	PROPOSED LIGHT POLE	DATE:	
TC 600.00	PR. TOP OF CURB ELEVATION	January 24, 2024	
GU 600.00	PR. GUTTER ELEVATION	SCALE: $1'' = 20'$	
TW 600.00	PR. TOP OF WALK ELEVATION PR. TOP OF PVMT. ELEVATION	20 10 0 10	20 SHEET
FG 600.00	FINISH GRADE ELEVATION	N753	C 4

PROPOSED CONCRETE PAVEMENT

PROPOSED ASPHALT PAVEMENT





VIA EMAIL BBrickel@nfe-engr.com

Date: May 28, 2024

Road Diet Corridor Study, 11 Mile Road

Madison Heights, Michigan Traffic Engineering Study

Brad Brickel

Nowak & Fraus Engineers

Julie M. Kroll, PE, PTOE Paul Bonner, EIT

Fleis & VandenBrink

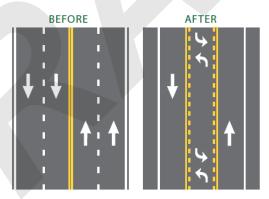
1 INTRODUCTION

To:

From:

Re:

This memorandum presents the results of the Road Diet Traffic Study for the 11 Mile Road corridor through the City of Madison Heights, Michigan. The City is evaluating the possibility of a road diet through the City limits, from NB Stephenson Highway to Dequindre Road, to change the existing 4-Lane sections to 3-Lane sections, thereby providing a "road diet" through the corridor. The potential road diet will provide a three-lane cross-section, with one (1) lane in each direction and a center two-way left-turn lane (TWLTL).



The primary goal of the proposed road diet is improved safety and reduce traffic crashes along the corridor. The project limits are shown on the attached **Figure 1** and additional roadway information is summarized in **Table 1**.

Table 1: Existing Roadway Information (11-Mile Road)

11 Mile Road (NB Stephenson Highway to Dequindre Road)							
Lane	4-lanes (2 lanes in each direction)						
Average Daily Traffic (2023)	13,360 vpd						
Functional Classification	Minor Arterial						
Posted Speed Limit	35 mph						

27725 Stansbury Boulevard, Suite 195 Farmington Hills, MI 48334

P: 248.536.0080 F: 248.536.0079

F: 248.536.0079 www.fveng.con This study has been completed to examine the traffic operations and capacity, safety, and geometric needs of the corridor, including the following study intersections on 11 Mile Road:

- 1. Dequindre Road
- Hales Street
- Lorenz Street
- 4. John R Road
- Hampden Street
- 6. NB Stephenson Highway

The study includes the evaluation of the existing intersection operations and recommendations, including safety improvements, signal timing optimization along 11 Mile Road, geometric improvements, and other measures that would be effective in improving the operations along the roadway corridor.

This evaluation included the following analyses:

Existing Conditions (2024)

- Existing Traffic Volumes
- 4-Lanes Undivided
- Existing Geometry

Road Diet Opening Day (2024)

- Existing Traffic Volumes
- 3-Lanes (Center TWLTL)
- Proposed Geometry

Road Diet Horizon Year (2044)

- Horizon Year Traffic Volumes
- 3-Lanes (Center TWLTL)
- Proposed Geometry

The purpose of this analysis is to determine the feasibility of a road diet for this study corridor and to determine what improvements, if any, are recommended to accommodate such a road diet. The scope of this study was developed based on Fleis & VandenBrink's (F&V) knowledge of the study area, understanding of the development program, accepted traffic engineering practices and information published by the Institute of Transportation Engineers (ITE). The study analyses were completed using Synchro/SimTraffic (Version 11). Sources of data for this study include F&V subconsultant Quality Counts, LLC (QC), Michigan Department of Transportation (MDOT), Road Commission for Oakland County (RCOC), Monroe County Road Commission (MCRC), and ITE.

2 DATA COLLECTION

The existing weekday turning movement traffic volume data was collected by F&V subconsultant Quality Counts, LLC (QC) on Wednesday, April 24, 2024. Intersection Turning Movement Counts (TMC) were collected during the weekday AM (7:00 AM to 9:00 AM), MD (11:00 AM to 1:00 PM), School PM (2:00 PM to 4:00 PM), and PM (4:00 PM to 6:00 PM) peak periods at all study intersections. The data collection included Peak Hour Factors (PHFs), pedestrian volumes, and commercial trucks percentages which were used in the analysis in accordance with MDOT Electronic Traffic Control Devices guidelines. The peak hours at each intersection were utilized and through volumes were carried along the main study roadways and were balanced upwards through the study roadway network in accordance with MDOT guidelines. Additionally, at locations where access is provided between study intersections, "dummy node" intersections were used in the traffic modeling to account for sink and source volumes. Therefore, the traffic volumes utilized in the analysis and shown on the attached traffic volume figures may not match the raw traffic volumes shown in the data collection.

F&V collected an inventory of existing lane use and traffic controls, as shown on the attached **Figure 2**. Additionally, F&V obtained the current signal timing permits for the signalized study intersections from RCOC and MCRC. The existing 2024 peak hour traffic volumes used in the analysis are shown on the attached **Figure 3**. All applicable background data referenced in this memorandum is attached.

3 EXISTING (2024) CONDITIONS ANALYSIS

The existing AM, MD, School PM, and PM peak hour vehicle delays and Levels of Service (LOS) were calculated at the study intersections using Synchro (Version 11) traffic analysis software. This analysis was performed based on the existing peak hour traffic volumes sown on the attached **Figure 3**, the existing lane use and traffic control shown on the attached **Figure 2**, and methodologies presented in the *Highway Capacity Manual 6th Edition* (HCM6). *Note: The NB Stephenson Highway & 11 Mile Road intersection has a northbound shared through/left-turn lane, which is not supported by the HCM6 methodology; therefore, the HCM 2000 methodology was determined to be more appropriate for use at this study intersection.*

All of the signalized study intersections (with the exception of 11 Mile Road & NB Stephenson Highway and 11 Mile Road & Dequindre Road), operate on RCOC's Sydney Coordinated Adaptive Traffic System (SCATS). Therefore, the baseline timings were input, and the signal timings were optimized for each scenario studied at each of these SCATS intersections, in order to reflect the real time optimizations that are occurring to accommodate the actual traffic volumes observed by the approach lane detectors.

Descriptions of LOS "A" through "F", as defined in the HCM6, are attached. Typically, LOS D is considered acceptable, with LOS A representing minimal delay and LOS F indicating failing conditions. Additionally, SimTraffic network simulations were reviewed to evaluate network operations and vehicles queues. The results of the existing conditions analysis are attached and summarized in **Table 2**.

The results of the existing conditions analysis indicates that all approaches and movements at the study intersections are currently operating acceptably, at LOS D or better during the AM, MD, School PM, and PM peak periods with the following exceptions:

Dequindre Road & 11 Mile Road

- Several intersection approaches and movements currently operate a LOS E or F during the peak periods.
- Review of the operations shows that the signal currently operates with a 180 second cycle length.
 Therefore, it is not unreasonable for vehicles to experience high delays. Review of SimTraffic network
 simulations indicates that the majority of vehicle queue were observed to be serviced within each cycle
 length throughout the study corridor.

Table 2: Existing Geometry (4-Lanes) Intersection Operations

				Existing Conditions (
	11 Mile Road Intersection	Control	Approach	oproach AM Peak		MD Pe	eak	School PM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
			EBL	136.4	F	69.7	Е	151.2	F	133.0	F
			EBTR	87.0	F	47.9	D	84.4	F	85.2	F
			WBL	59.7	Ε	35.9	D	68.1	Ε	72.0	Ε
			WBT	85.4	F	36.2	D	97.5	F	81.9	F
			WBTR	112.3	F	55.0	D	100.2	F	93.3	F
1	Dequindre Road	Signalized	NBL	42.3	D	25.8	С	50.5	D	51.9	D
			NBTR	81.1	F	48.5	D	71.6	Е	71.5	Ε
			SBL	49.5	D	29.9	С	62.7	Е	57.9	Ε
			SBT	71.5	Е	41.6	D	66.7	Е	62.9	Ε
			SBR	46.2	D	27.6	С	41.0	D	34.6	С
			Overall	80.0	E	44.6	D	77.5	Ε	73.6	Ε
			EBTL	0.3	Α	1.4	Α	12.2	В	2.0	Α
			EBTR	0.3	Α	1.5	Α	12.7	В	2.1	Α
	Hales Street		WBTL	3.0	Α	1.4	Α	3.8	Α	1.7	Α
2	Tiales Street	Signalized	WBTR	3.0	Α	1.4	Α	3.9	Α	1.8	Α
			NB	33.5	С	38.4	D	32.3	С	37.6	D
			SB	36.8	D	38.4	D	36.4	D	38.6	D
			Overall	5.2	Α	2.8	Α	10.3	В	3.1	Α
			EBTL	0.2	Α	0.2	Α	0.4	Α	0.4	Α
			EBTR	0.3	Α	0.2	Α	0.4	Α	0.5	Α
	Lorenz Street		WBTL	12.9	В	0.2	Α	0.6	Α	0.4	Α
3	LUIRIIZ SIIRRI	Signalized	WBTR	13.0	В	0.2	Α	0.7	Α	0.5	Α
			NB	31.2	С	37.1	D	31.9	С	35.1	D
			SB	35.6	D	38.6	D	36.1	D	37.5	D
			Overall	12.4	В	3.6	Α	4.3	Α	3.6	Α

						Existing	Cond	ditions (2	2024)		
	11 Mile Road Intersection	Control	Approach	AM Peak		MD Pe	eak	School PM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
			EBL	38.6	D	36.1	D	42.6	D	37.3	D
			EBT	36.6	D	34.8	С	34.1	C	43.0	D
			EBTR	37.3	D	35.2	D	34.7	С	44.1	D
			WBL	33.0	С	33.5	С	32.4	С	36.4	D
			WBT	39.4	D	40.1	D	46.4	D	43.6	D
	John R Road		WBTR	40.1	D	41.3	D	46.7	D	44.9	D
4	John K Road	Signalized	NBL	20.8	С	15.3	В	29.2	С	23.8	С
			NBT	29.1	С	24.0	С	31.6	С	26.3	С
			NBR	24.1	С	20.6	С	24.2	С	21.3	С
			SBL	21.0	С	17.4	В	30.2	С	27.9	С
			SBT	26.6	С	23.1	С	30.3	С	25.9	C
			SBR	26.5	С	22.6	С	26.2	С	23.1	С
			Overall	31.6	C	27.6	С	35.4	D	32.9	С
			EBTL	0.2	Α	0.2	Α	0.3	Α	0.5	Α
			EBTR	0.2	Α	0.2	Α	0.4	Α	0.5	Α
	Hamadan Ctroot		WBTL	2.6	Α	2.4	Α	3.1	Α	2.6	Α
5	Hampden Street	Signalized	WBTR	2.7	Α	2.4	Α	3.1	Α	2.7	Α
			NB	44.2	D	38.3	D	39.1	D	38.6	D
			SB	43.4	D	38.3	D	38.8	D	38.5	D
			Overall	4.1	Α	3.6	Α	4.0	Α	3.0	Α
			EBL	18.5	В	3.7	Α	15.6	В	7.2	Α
			EBT	8.4	Α	2.1	Α	10.8	В	3.0	Α
	ND Stophonson		WBT	13.2	В	8.2	Α	11.6	В	12.0	В
6	NB Stephenson Highway	Signalized	WBR	14.5	В	8.4	Α	13.7	В	12.4	В
O	Tilgilway	Signalized	NBL	36.3	D	37.7	D	35.9	D	34.9	С
			NBTL	38.8	D	36.9	D	34.7	С	33.8	С
			NBR	35.5	D	37.2	D	34.0	С	34.3	С
			Overall	21.9	С	14.9	В	18.7	В	15.2	В

4 ROAD DIET (3-LANES)

4.1 OPENING DAY ANALYSIS (2024)

The proposed road diet configuration (3-lanes) was evaluated along the 11 Mile Road corridor, based on the proposed lane use and traffic control shown on the attached **Figure 4**, existing (2024) peak hour traffic volumes shown on the attached **Figure 3**, and methodologies presented in the HCM. The road diet intersection operations analysis results are attached and summarized in the attached **Table 3**. The results of the road diet evaluation indicate that, with the implementation of the proposed three-lane road-diet, all study intersection approaches and movements will continue to operate in a manner similar to the existing conditions analysis, with additional impacts for LOS for the following location:

Dequindre Road & 11 Mile Road

- During the MD peak hour: The westbound right-turn lane is expected to operate at LOS E.
- Review of SimTraffic network simulations indicates the westbound right-turn movement operates
 acceptably during the MD peak hour, the majority of vehicle queues were observed to be serviced
 within each cycle length.

Review of SimTraffic network simulations indicates generally acceptable operations throughout the study roadway network. Vehicle queues were observed to be serviced within each cycle length with minimal residual vehicle queueing. However, the westbound through movement at the intersection of Dequindre Road & 11 Mile

11 Mile Road Diet | Madison Height | Traffic Engineering Study May 28, 2024 | Page 5 of 11

Road was observed to experience periods of long vehicle queues during the School PM peak period. However, these queues were observed to dissipate throughout the School PM peak period.

A corridor travel time evaluation was completed utilizing SimTraffic network simulations to calculate the existing network travel time and the projected travel time with the proposed road diet. The results of this comparison show negligible change in travel time for the peak periods, with the highest increase occurring for the westbound traffic during the School PM peak which is anticipate to increase by approximately three (3) minutes. The travel time summary for each peak period is attached and summarized in **Table 4.**

 	- p	(-0				
Deals Deals d	Exist Condition		Road Opening D		Differ	rence
Peak Period	EB (minutes)	WB (minutes)	EB (minutes)	WB (minutes)	EB (minutes)	WB (minutes)
AM Peak	4.36	5.06	4.54	5.35	0.18	0.29
MD Peak	3.85	4.44	3.92	4.63	0.07	0.19
School PM Peak	4.64	5.16	4.74	8.19	0.10	3.04
PM Peak	4.39	5.13	4.47	5.59	0.08	0.46

Table 3: Road Diet Geometry (3-Lanes) Travel Time - Opening Day (2024)

4.2 HORIZON YEAR ANALYSIS (2044)

Historical population and economic profile data was obtained for the City of Madison Heights from the Southeast Michigan Council of Governments (SEMCOG) database, in order to calculate a background growth rate to project the existing 2024 peak hour traffic volumes to the horizon year of 2044. Population and employment projections from 2020 to 2050 were reviewed and show an average annual growth rate of 0.15% and 0.32%, respectively. Therefore, a conservative background growth rate of 0.5% per year was applied to the existing peak hour traffic volumes to forecast the horizon year 2044 peak hour traffic volumes, as shown on the attached Figure 5.

The Horizon Year (2044) conditions analysis was evaluated based on the recommended lane use and traffic control shown on the attached **Figure 4**, peak hour traffic volumes shown on the attached **Figure 5**, and methodologies presented in the HCM. The Horizon Year (2024) intersection operations analysis results are attached and summarized in the attached **Table 5**. The results of the Horizon Year (2044) road diet evaluation indicate that all study intersection approaches and movements will continue to operate in a manner similar to the Opening Day (2024) conditions analysis, with following additional impacts to LOS:

Dequindre Road & 11 Mile Road

- During the AM peak hour: The southbound left-turn movement is expected to operate at LOS E.
- During the School PM peak hour: The northbound left-turn movement is expected to operate at LOS E.

Review of SimTraffic network simulations indicate long periods of vehicle queues for the southbound left-turn and westbound through movements during the AM, School PM, and PM peak periods. These queues were observed to be present throughout the School PM peak hour. The 95th percentile queue length for the southbound left-turn and westbound through movements were observed to be the highest during the AM peak hour, at 880 feet, and the School PM peak hour, at 1,650 feet, respectively. This intersection is under the jurisdiction of Macomb County Department of Road (MCDR) and currently operates with a 180 second cycle length. Preliminary analysis indicates that queues would be reduced by optimizing the cycle length to 120 seconds.

John R Road & 11 Mile Road

 <u>During the School PM peak hour</u>: The northbound and southbound through movements are expected to operate at LOS F and the overall intersection is expected to operate at LOS E.

Review of SimTraffic network simulations indicated periods of long vehicle queues during the School PM peak period for the northbound and southbound approaches. However, these queues were observed to dissipate and were not present throughout the entire peak hour.

A corridor travel time evaluation was completed utilizing SimTraffic network simulations to calculate the projected Opening Day (2024) network travel time and the projected Horizon Year (2044) travel time with the proposed road diet. The results of this comparison show negligible change in travel time for the peak periods, with the highest increase occurring for the westbound traffic during the School PM peak which is anticipate to increase by approximately four (4) minutes. The travel time summary for each peak period is attached and summarized in **Table 6.**

Table 4: Road Diet Geometry (3-Lanes) Travel Time – Horizon Year (2044)

Peak Period		l Diet Day (2024)		l Diet ear (2044)	Difference		
Peak Period	EB (minutes)	WB (minutes)	EB (minutes)	WB (minutes)	EB (minutes)	WB (minutes)	
AM Peak	4.54	5.35	4.44	5.98	-0.10	0.63	
MD Peak	3.92	4.63	3.95	473	0.04	0.10	
School PM Peak	4.74	8.19	4.76	11.91	0.02	3.71	
PM Peak	4.47	5.59	4.77	5.78	18.1	0.20	

Note: Decreased travel times result from SCATS optimizations, improved progression, and HCM methodologies.

5 SAFETY STUDY

5.1 CRASH ANALYSIS

A crash analysis was conducted at the study intersections and roadway segments along the 11 Mile Road corridor. F&V obtained the crash data used in the analysis from the Michigan Traffic Crash Facts (MTCF) historical crash database for the most recent **five years** (January 1, 2018 to December 31, 2022) of available data. There were a total of 289 crashes reported along the study corridor in the past five years. There were 86 crashes with injuries, include four (4) "Type A" injury crashes; however, there were no fatalities.

The general crash type along the corridor is Angle (43%), Rear-End – Straight (27%), and Sideswipe – Same Direction (11%) crashes. The majority of crashes at the signalized intersections and angle and rear-end crashes, which is typical of signalized intersections. Review of the UD-10 reports for these intersections indicate that the crashes were distributed equally from all directions of travel, suggesting that a directional crash pattern was not present. All crashes included in this analysis are summarized in **Chart 1**. The individual intersection and segment crash types along the 11 Mile Road corridor are summarized in **Table 7**. Review of the summary data indicate that the majority of crashes occurred at the 11 Mile Road intersections with NB Stephenson Highway and Dequindre Road and along the roadway segments between Hampden Street and John R Road, John R Road and Lorenz Street, and Lorenz Street and Dequindre Road.

Chart 1: Percentage of Crashes by Type 43.3% 27.0% 11.4% 6.6% 4.8% 3.1% 1.0% 1.0% 1.4% 0.3% Sideswipe - Opposite Single Motor Vehicle Rear-End - Right Turn Head-On Head-On - Left Turn Other/Unknown Rear-End Sideswipe - Same Direction Directions

57

11 Mile Road Diet | Madison Height | Traffic Engineering Study May 28, 2024 | Page 7 of 11

Table 5: Intersection and Segment Crash Summary by Crash Type

11 Mile Road – Road Location			Backing	Head-On	Head-On Left-Turn	Other/Unknown	Rear-End (Straight)	Rear-End Right-Turn	Sideswipe – Opposite	Sideswipe - Same	Single Motor Vehicle	Total	Percentage
NB Stephenson Hwy	Intersection	22	0	0	4	4	4	0	1	2	1	38	13%
NB Stephenson Hwy – Hampden Street	Segment	13	0	0	0	0	6	0	0	6	0	25	9%
Hampden Street	Intersection	1	0	0	0	1	1	0	0	0	0	3	1%
Hamden Street – John R Road	Segment	14	1	0	1	3	19	1	0	5	6	50	17%
John R Road	Intersection	13	0	0	1	3	4	0	1	4	0	26	9%
John R Road – Lorenz Street	Segment	17	0	1	1	3	16	_1	0	6	0	45	16%
Lorenz Street	Intersection	7	0	0	0	1	1	0	0	0	0	9	3%
Lorenz Street – Hales Street	Segment	10	0	0	1	1	7	0	0	1	0	20	7%
Hales Street	Intersection	3	0	0	0	0	0	0	0	0	0	3	1%
Hales Street – Dequindre Road	Segment	9	1	0	1	1	13	0	1	7	2	35	12%
Dequindre Road Intersection			1	0	5	2	7	1	1	2	0	35	12%
Total		125	3	1	14	19	78	3	4	33	9	289	100%

Table 6: Road Conditions Summary

Road Conditions										
Condition	Number of Crashes	%								
Dry	217	75%								
Other/Unknown	2	0%								
Wet	53	18%								
Snowy/Icy/Slush	17	6%								
Total	289	100%								

Snowy/lcy/Slus
h, 6%
Wet, 18%
Other /
Unknown,
0%
Dry, 75%

Table 7: Light Conditions Summary

Light Conditions									
Condition	Number of Crashes	%							
Dark-Lighted	52	18%							
Dark-Unlighted	1	0%							
Dusk	4	1%							
Dawn	3	1%							
Daylight	229	79%							
Total	289	100%							

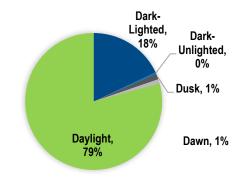


Table8: Crashes with Injury

Worst Injury in Crash									
Severity Crashes with Injury % of Injuries									
Fatalities	0	0%							
"A" Injuries	4	5%							
"B" Injuries	36	42%							
"C" Injuries	46	53%							
Total	86	100%							



The <u>SEMCOG Crash Analysis Process</u> Regional Critical Intersection Crash Rates, Frequencies and Casualty Ratios: By Presence or Absence of Signalization was used to compare the actual crash rates and frequencies to the regional rates for similar intersection operations. The study area included in this analysis is located within the SEMCOG region. Therefore, the data provided by SEMCOG provides an applicable comparison to the crash rates experienced within the study area. The results of the analysis are summarized in **Table 11**.

Table 9: Study Network Intersection Crash Comparison

			_		h Frequen ashes/year)	Crash Rate (crashes per MV)		
Intersection		Average ADT (Entering Volume vpd)	Total (5 years)	Intersection Annual Crash Frequency	SEMCOG Average Annual Crash Frequency	Difference	Intersection Crash Rate	SEMCOG Average Crash Rate	Difference
1	11 Mile Road & Dequindre Road	34,223	35	7.0	13.51	-6.51	0.56	1.07	-0.51
2	11 Mile Road & Hales Street	10,373	3	0.6	4.69	-4.09	0.16	0.87	-0.71
3	11 Mile Road & Lorenz Street	10,900	9	1.8	4.69	-2.89	0.45	0.87	-0.42
4	11 Mile Road & John R Road	23,607	26	5.2	8.77	-3.57	0.60	0.96	-0.36
5	11 Mile Road & Hampden Street	11,477	3	0.6	4.69	-4.09	0.14	0.87	-0.73
6	11 Mile Road & NB Stephenson Hwy	17,573	38	7.6	4.69	2.91	1.18	0.87	0.31

The results of the analysis indicates that the majority of the study intersections currently have crash frequencies (crashes per year) and crash rates (crashes per million entering vehicles) below the SEMCOG average for intersections with similar characteristics. The study intersection of 11 Mile Road and NB Stephenson Highway has crash frequency and crash rate above the SEMCOG average. Further review of the crash reports indicates that the majority of crashes at the 11 Mile Road & NB Stephenson Highway intersection were angle crashes (58%). However, NB Stephenson Highway is the project limits for this study; therefore, no changes to the roadway geometry or traffic control operations are recommended as part of this study. It should be noted that the intersection of NB Stephenson Highway and 11 Mile Road is under the jurisdiction of the City of Royal Oak; therefore, any further investigation into this intersection would be completed by the City of Royal Oak.

5.2 HIGHWAY SAFETY MANUAL ANALYSIS

The Federal Highway Administration (FHWA) has identified Road Diets a proven safety countermeasure and promotes them as a safety-focused design alternative to a traditional four-lane. In order to determine the predictive impact on safety, an analysis was performed according to the Highway Safety Manual (HSM) crash predictive methodology. The analysis included the evaluation of the existing operations along the 11-Mile Road corridor and a safety review of the operations after the implementation of the recommended road diet to provide corridor-wide three-lane striping.

The latest HSM predictive methods analysis spreadsheet, provided by the MDOT Safety Programs Unit, was utilized to determine the expected and predicted crashes associated with the existing conditions and proposed road diet conditions. This analysis used the urban/sub-urban segments model and the crash prediction values

provided by MDOT in the HSM spreadsheet. The results of the analysis are summarized in **Table 12** below and the detailed HSM summary sheets are attached.

Table 12: Highway Safety Analysis Summary

		y Damage (PDO)	Fatal and	Injury (FI)	Total							
Scenario	Predicted Crashes per Year	Crash Rate (Crashes / mile / year)	Predicted Crashes per Year	Crash Rate (Crashes / mile / year)	Predicted Crashes per Year	Reduction (%)	Crash Rate (Crashes / mile / year)	Reduction (%)				
NB Stephenson Hwy to Hamden St	0.46	4.64	0.10	0.95	0.56		5.59					
Road Diet (4-lane to 3-lane)	0.41	4.11	0.06	0.64	0.47	15.1%	4.74	15.1%				
Hampden St to John R Rd	2.07	4.94	0.43	1.02	2.50		5.96					
Road Diet (4-lane to 3-lane)	1.83	4.35	0.29	0.68	2.12	15.5%	5.04	15.5%				
John R Rd to Lorenz St	1.14	4.06	0.23	.084	1.37		4.89					
Road Diet (4-lane to 3-lane)	1.00	3.58	0.16	0.56	1.16	15.4%	4.14	15.4%				
Lorenz St to Hales St	0.96	2.66	0.22	0.60	1.18		3.27					
Road Diet (4-lane to 3-lane)	0.85	2.36	0.15	0.40	0.99	15.5%	2.76	15.5%				
Hales St to Dequindre Rd	1.90	5.01	0.42	1.10	2.32		6.11					
Road Diet (4-lane to 3-lane)	1.68	4.41	0.28	0.74	1.96	15.7%	5.15	15.7%				

The result of the analysis indicates that the 4-lane to 3-lane road diet is expected to reduce the predicted crash rates and frequencies by approximately 15-16% per year throughout the 11-Mile Road study corridor.

6 CONCLUSIONS

The conclusions of this Traffic Study are as follows:

1. EXISTING CONDITIONS ANALYSIS (4-LANES)

 The results of the existing conditions analysis indicates that all approaches and movements at the study intersections are currently operating acceptably, at LOS D or better, during the AM, MD, School PM, and PM peak periods with the following exceptions:

Dequindre Road & 11 Mile Road

- Several intersection approaches and movements currently operate at LOS E or F during the peak periods.
- Review of the operations show that the signal currently operates with a 180 second cycle length. Therefore, it is not unreasonable for vehicles to experience high delays. Review of SimTraffic network simulations indicates that the majority of vehicle queues were observed to be serviced within each cycle length throughout the study corridor.

2. ROAD DIET ANALYSIS (3-LANES)

Opening Day (2024)

 The results of the road diet evaluation indicate that, with the implementation of the proposed threelane road-diet, all study intersection approaches and movements will continue to operate in a manner similar to the existing conditions analysis, with the exception of the following:

Deguindre Road & 11 Mile Road

- <u>During the MD peak hour</u>: The westbound right-turn lane is expected to operate at LOS E.
- Review of SimTraffic network simulations indicates the westbound right-turn movement operates
 acceptably during the MD peak hour, the majority of vehicle queues were observed to be serviced
 within each cycle length.

A corridor travel time evaluation was completed utilizing SimTraffic network simulations to calculate
the existing network travel time and the projected travel time with the proposed road diet. The
results of this comparison show negligible change in travel time for the peak periods, with the
highest increase occurring for the westbound traffic during the School PM peak which is anticipated
to increase by approximately three (3) minutes.

Horizon Year (2044)

• The results of the Horizon Year (2044) road diet evaluation indicates that all study intersection approaches and movements will continue to operate in a manner similar to the Opening Day (2024) conditions analysis, with the exception of the following:

Dequindre Road & 11 Mile Road

- <u>During the AM peak hour</u>: The southbound left-turn movement is expected to operate at LOS E.
- <u>During the School PM peak hour</u>: The northbound left-turn movement is expected to operate at LOS E.
- Review of SimTraffic network simulations indicates long periods of vehicle queues for the southbound left-turn and westbound through movements during the AM, School PM, and PM peak periods. These queues were observed to be present throughout the School PM peak hour. The 95th percentile queue length for the southbound left-turn and westbound through movements were observed to be highest during the AM peak hour, at 880 feet, and the School PM peak hour, at 1,650 feet, respectively. This intersection is under the jurisdiction of MCDR and currently operates with a 180 second cycle length. Preliminary analysis indicates that queues would be reduced by optimizing the cycle length to 120 seconds.

John R Road & 11 Mile Road

- <u>During the School PM peak hour</u>: The northbound and southbound through movements are expected to operate at LOS F and the overall intersection is expected to operate at LOS E.
- Review of SimTraffic network simulations indicated periods of long vehicle queues during the School PM peak period for the northbound and southbound approaches. However, these queues were observed to dissipate and were not present throughout the entire peak hour.
- A corridor travel time evaluation was completed utilizing SimTraffic network simulations to calculate
 the projected Opening Day (2024) network travel time and the projected Horizon Year (2044) travel
 time with the proposed road diet. The results of this comparison show negligible change in travel
 time for the peak periods, with the highest increase occurring for the westbound traffic during the
 School PM peak which is anticipated to increase by approximately four (4) minutes.

3. SAFETY ANALYSIS

- The result of the crash analysis indicates that there were a total of 289 crashes reported along the 11 Mile Road corridor in the past five year (2018-2022); of these crashes, 86 involved injuries, including four (4) "Type A" injuries. The general crash type trends were Angle (43%), Rear-End – Straight (27%), and Sideswipe – Same Direction (11%) crashes.
- The analysis indicates that the majority of the study intersections have crash frequencies and crash rates below the SEMCOG average for comparable intersections. The study intersection of 11 Mile Road & NB Stephenson Highway has crash frequency and crash rate above the SEMCOG average. It should be noted that the intersection of NB Stephenson Highway & 11 Mile Road is under the jurisdiction of the City of Royal Oak; therefore, any further investigation into this intersection would be completed by the City of Royal Oak.
- A safety review was performed according to the Highway Safety Manual (HSM) crash predictive methodology. The result of the analysis indicates that 4-lane to 3-lane road diet would reduce the

11 Mile Road Diet | Madison Height | Traffic Engineering Study May 28, 2024 | Page 11 of 11

predicted crash rates and frequencies by approximately 15-16% per year throughout the 11 Mile Road study corridor.

7 RECOMMENDATIONS

- The primary goal of this road diet is to improve safety and reduce the crashes along the 11 Mile Road corridor. The result of the analysis indicates that crashes are expected to be reduced by **15-16%**.
- It is recommended that the road diet is implemented. There are several options to consider for the extra space created by the eliminated lanes, such as parking space, bike lanes, additional green space, etc. The use of the additional space is up to the discretion of the city.
- It is recommended that at the intersection of Dequindre Road & 11 Mile Road, that the westbound approach be restriped to include a left-turn lane, a through lane, and a right-turn lane.
- It is recommended that at the intersection of John R Road & 11 Mile Road, that the eastbound and westbound approaches be restriped to include a left-turn lane, a through lane, and a right-turn lane.

Any questions related to this memorandum, study, analysis, and results should be addressed to Fleis & VandenBrink.

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Michigan.

Attached: Figures 1-5

Traffic Volume Data HCM LOS Description Synchro Results

Table 3 Table 5

HSM Crash Analysis

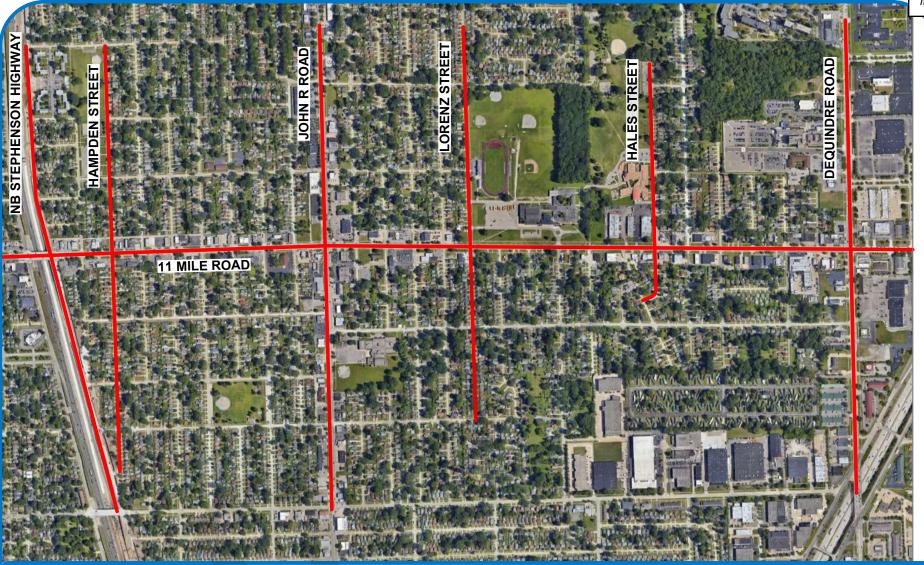


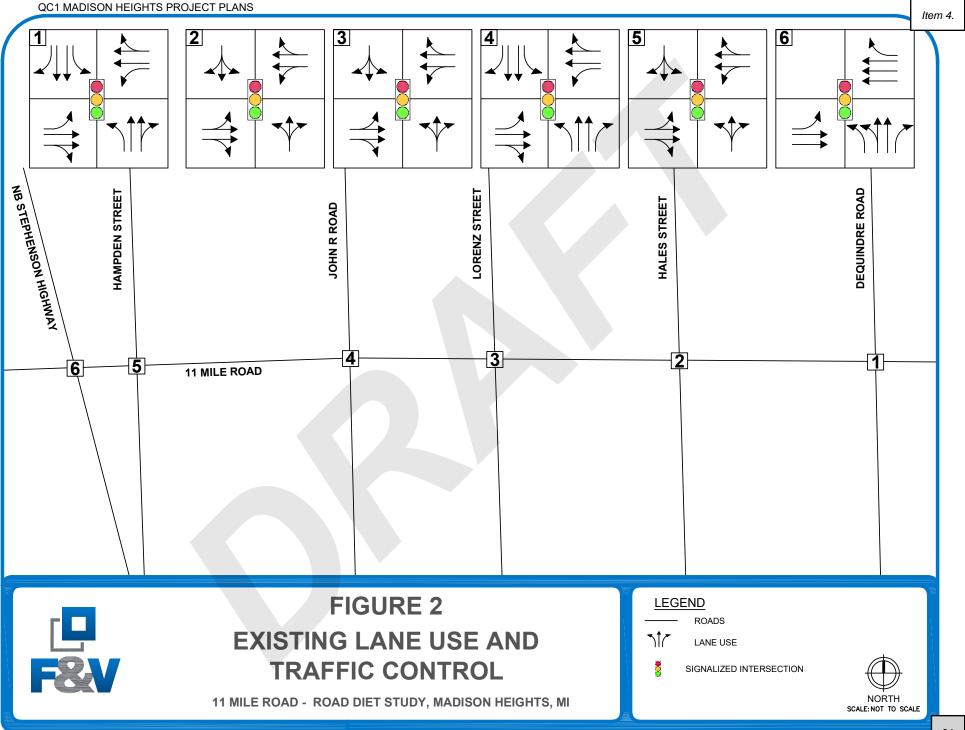


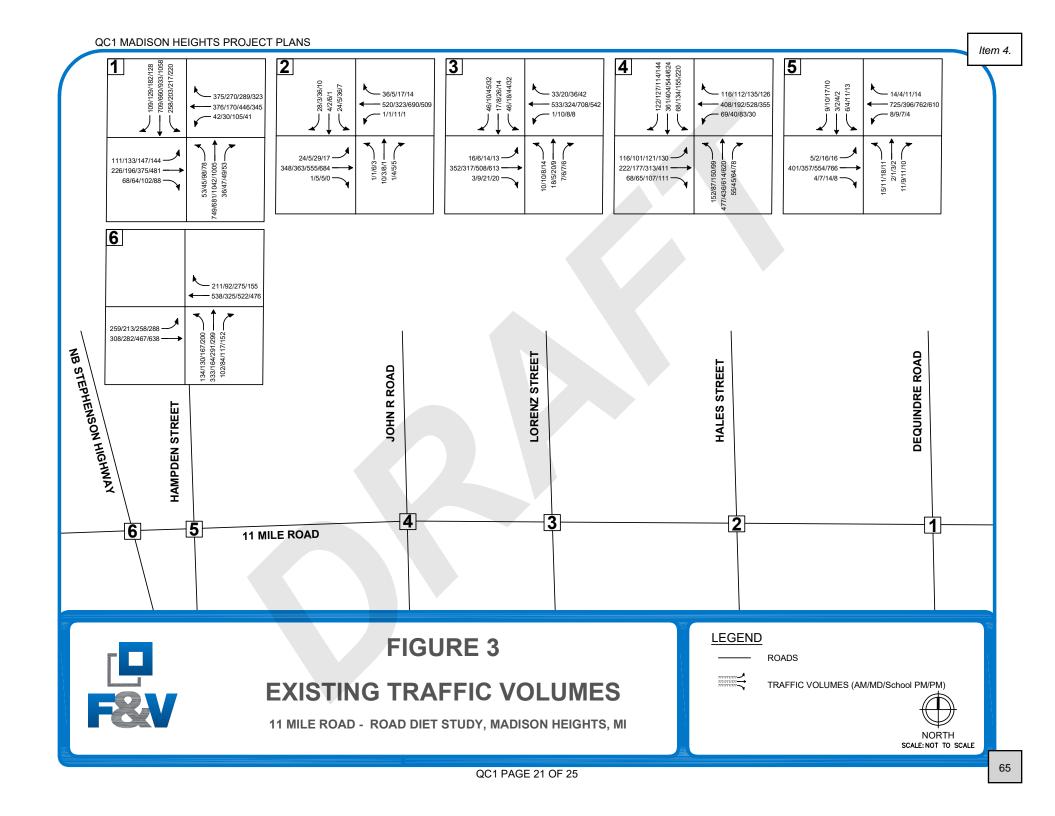
FIGURE 1 SITE LOCATION

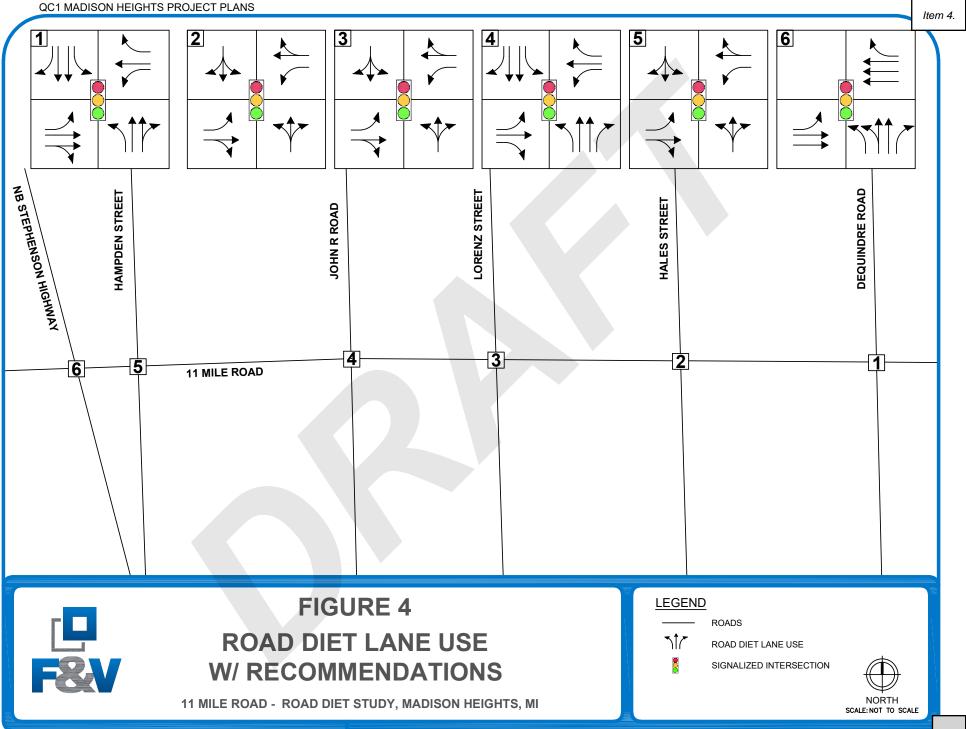
11 MILE ROAD - ROAD DIET STUDY, MADISON HEIGHTS, MI

LEGEND









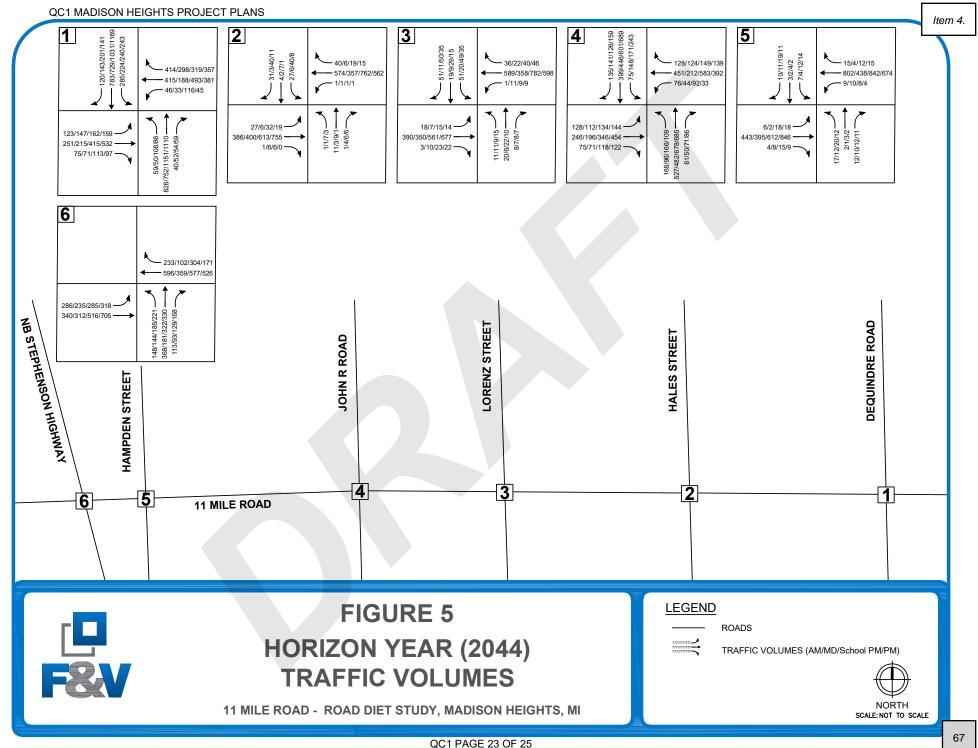


			Table 3: Road Diet Geometry (3 Lanes) Intersection Operations - Opening Day Existing Conditions (2024) Road Diet (Opening Day 2024)													Difference											
			A.,	AM Peak							a li	AM Peak								Difference AM Peak MD Peak School PM Peak PM Peak							
	Intersection	Control	Approach	Dolay		MD Pe		Delay		PM Po		Delay		MD Po		School P Delay		PM P Delay		Delay		Delay		Delay		Delay	
				(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS
			EBL	136.4	F	69.7	Е	151.2	F	133.0	F	136.4	F	63.9	Е	151.2	F	119.7	F	0.0	-	-5.8	-	0.0	-	-13.3	-
			EBTR	87.0	F	47.9	D	84.4	F	85.2	F	87.0	F	47.9	D	84.4	F	85.2	F	0.0	-	0.0	-	0.0	-	0.0	-
		-	WBL	59.7	E	35.9	D	68.1	E	72.0	E	59.7	E	37.6	D	67.6	E	72.5	E	0.0		1.7	-	-0.5	-	0.5	
			WBT WBTR / WBR	85.4	F	36.2	D	97.5	F	81.9	F	78.3	E	36.1	D	120.4	F	77.3	E	-7.1	F→E	-0.1		22.9	-	-4.6	F→E
1	Dequindre Road	Signalized	NBL NBL	112.3 42.3	F D	55.0 25.8	D C	100.2 50.5	F D	93.3 51.9	F D	112.3 42.3	F D	56.6 24.3	E C	74.9 50.9	E D	94.9 51.5	F D	0.0	-	1.6 -1.5	D→E	-25.3 0.4	F→E -	1.6 -0.4	-
1	11 Mile Road	Signalized	NBTR	81.1	F	48.5	D	71.6	E	71.5	E	81.1	F	48.5	D	71.6	E	71.5	E	0.0	_	0.0	-	0.4	_	0.0	 -
		-	SBL	49.5	D	29.9	С	62.7	E	57.9	Ē	49.5	D	28.3	С	63.2	E	57.4	E	0.0	_	-1.6	_	0.5	_	-0.5	-
		ŀ	SBT	71.5	E	41.6	D	66.7	E	62.9	E	71.5	E	41.6	D	66.7	E	62.9	E	0.0	-	0.0	-	0.0	-	0.0	-
			SBR	46.2	D	27.6	С	41.0	D	34.6	С	46.2	D	29.1	С	41.0	D	34.7	С	0.0	-	1.5	-	0.0	-	0.1	-
		•	Overall	80.0	Е	44.6	D	77.5	Е	73.6	Е	79.2	Е	44.4	D	78.3	E	72.8	Е	-0.8	-	-0.2	-	0.8	-	-0.8	-
			EBTL / EBL	0.3	Α	1.4	Α	12.2	В	2.0	Α	1.0	Α	0.1	Α	8.6	Α	0.3	Α	0.7	-	-1.3	-	-3.6	B→A	-1.7	-
		-	EBTR	0.3	Α	1.5	Α	12.7	В	2.1	Α	0.5	Α	0.4	Α	4.7	Α	1.0	Α	0.2	-	-1.1	-	-8.0	B→A	-1.1	-
		-	WBTL / WBL	3.0	A	1.4	Α	3.8	A	1.7	Α	2.1	Α	1.1	Α	5.6	A	1.3	Α	-0.9	_	-0.3	_	1.8	_	-0.4	_
٦	Hales Street	Cianalizad																									
2	& 11 Mile Road	Signalized	WBTR	3.0	Α	1.4	Α	3.9	A	1.8	Α	4.3	Α	1.7	Α	6.1	Α	2.3	Α	1.3	-	0.3	-	2.2	-	0.5	-
	T Timo Nodu		NB	33.5	С	38.4	D	32.3	С	37.6	D	33.5	С	38.4	D	32.4	С	37.6	D	0.0	-	0.0	-	0.1	-	0.0	-
			SB	36.8	D	38.4	D	36.4	D	38.6	D	36.9	D	38.4	D	36.8	D	38.6	D	0.1	-	0.0	-	0.4	-	0.0	-
			Overall	5.2	Α	2.8	Α	10.3	В	3.1	Α	6.0	Α	2.4	Α	8.5	Α	2.8	Α	0.8	-	-0.4	-	-1.8	B→A	-0.3	-
_			EBTL / EBL	0.2	Α	0.2	Α	0.4	Α	0.4	Α	2.9	Α	0.0	Α	1.0	Α	0.1	Α	2.7	-	-0.2	-	0.6	-	-0.3	-
			EBTR	0.3	Α	0.2	Α	0.4	A	0.5	A	0.5	A	0.4	Α	0.9	A	1.1	Α	0.2	-	0.2	-	0.5	-	0.6	-
	Lorenz Street	-	WBTL / WBL	12.9	В	0.2	Α	0.6	Α	0.4	Α	5.5	Α	0.0	Α	0.0	Α	0.0	Α	-7.4	В→А	-0.2	-	-0.6	-	-0.4	-
3	&	Signalized	WBTR	13.0	В	0.2	Α	0.7	Α	0.5	Α	11.0	В	0.4	Α	2.0	Α	1.1	Α	-2.0	-	0.2	-	1.3	-	0.6	-
	11 Mile Road		NB	31.2	С	37.1	D	31.9	С	35.1	D	31.4	С	37.1	D	32.1	С	35.1	D	0.2	-	0.0	-	0.2	-	0.0	-
			SB	35.6	D	38.6	D	36.1	D	37.5	D	35.9	D	38.6	D	36.5	D	37.7	D	0.3	-	0.0	-	0.4	-	0.2	-
_			Overall	12.4	В	3.6	Α	4.3	Α	3.6	Α	11.5	В	3.8	Α	5.3	Α	4.2	Α	-0.9	-	0.2	-	1.0	-	0.6	-
			EBL	38.6	D	36.1	D	42.6	D	37.3	D	39.8	D	36.5	D	44.4	D	33.5	С	1.2	-	0.4	-	1.8	-	-3.8	D→C
			EBT (FRR	36.6	D	34.8	С	34.1	C	43.0	D	36.4	D	38.3	D	33.5	С	43.9	D	-0.2	-	3.5	C→D	-0.6	-	0.9	-
			EBTR / EBR	37.3	D	35.2	D	34.7	С	44.1	D	30.3	С	32.8	С	26.3	С	22.9	С	-7.0	D→C	-2.4	D→C	-8.4	-	-21.2	- ! D→C -
		-	WBL WBT	33.0 39.4	C D	33.5 40.1	C D	32.4 46.4	C	36.4 43.6	D D	31.4 43.0	C	34.7 40.7	C D	30.0 54.8	C D	37.1 43.5	D D	-1.6 3.6	-	1.2 0.6	-	-2.4 8.4	-	0.7 -0.1	
	John R Road	-	WBTR / WBR	40.1	D	41.3	D	46.7	D	44.9	D	29.8	С	37.1	D	26.0	С	31.2	С	-10.3	D→C	-4.2		-20.7	D→C	-13.7	
4		Signalized		20.8	С	15.3	В	29.2	C	23.8	С	25.3	С	15.8	В	38.6	D	29.8	С	4.5	-	0.5	_	9.4	C→D	6.0	
	11 Mile Road		NBT	29.1	C	24.0	С	31.6	C	26.3	С	32.2	C	23.0	С	39.5	D	30.5	С	3.1	-	-1.0	-	7.9	C→D	4.2	
		-	NBR	24.1	С	20.6	С	24.2	С	21.3	С	25.9	С	19.9	В	27.0	С	23.9	С	1.8	-	-0.7	С→В	2.8	-	2.6	-
			SBL	21.0	С	17.4	В	30.2	С	27.9	С	25.3	С	18.0	В	43.6	D	36.0	D	4.3	-	0.6	-	13.4	C→D	8.1	C→D
			SBT	26.6	С	23.1	С	30.3	С	25.9	С	28.8	С	22.2	С	36.4	D	29.9	С	2.2	-	-0.9	-	6.1	C→D	4.0	-
			SBR	26.5	С	22.6	С	26.2	С	23.1	С	28.8	С	21.7	С	29.6	С	26.2	С	2.3	-	-0.9	-	3.4	-	3.1	-
			Overall	31.6	С	27.6	С	35.4	D	32.9	С	33.1	С	27.2	С	39.6	D	33.9	С	1.5	-	-0.4	-	4.2	-	1.0	-
			EBTL / EBL	0.2	Α	0.2	Α	0.3	Α	0.5	Α	1.1	Α	0.2	Α	2.3	A	0.7	Α	0.9	-	0.0	-	2.0	-	0.2	-
			EBTR	0.2	A	0.2	A	0.4	A	0.5	A	0.5	A	0.4	A	0.8	A	1.4	A	0.3	-	0.2	-	0.4	-	0.9	-
_	Hampden Street	Cianalia	WBTL / WBL	2.6	A	2.4	A	3.1	A	2.6	Α	1.8	A	1.9	A	2.0	A	1.9	A	-0.8	-	-0.5	-	-1.1	-	-0.7	-
ິ່	& 11 Mile Road	Signalized	WBTR NB	2.7	A D	2.4	A D	3.1	A	2.7	A	4.1	A D	3.0	A	5.4	A D	3.7	A	1.4	-	0.6	-	2.3 0.1	-	1.0 0.0	-
	o rtodu	ŀ	SB	44.2	D	38.3 38.3	D	39.1 38.8	D D	38.6 38.5	D D	44.2	D	38.3 38.3	D D	39.2 38.8	D	38.6 38.5	D D	0.0	_	0.0		0.1	-	0.0	-
		ŀ	Overall	43.4	A	3.6	A	4.0	A	3.0	A	5.0	A	4.0	A	5.5	A	3.9	A	0.0	<u>-</u>	0.0	+-	1.5	-	0.0	+ -
			EBL	18.5	В	3.7	A	15.6	В	7.2	A	18.5	В	3.7	A	15.6	В	7.2	A	0.0	-	0.0	_	0.0	-	0.0	-
			EBT	8.4	A	2.1	A	10.8	В	3.0	A	8.4	A	2.1	Α	10.8	В	3.0	Α	0.0	-	0.0	-	0.0	-	0.0	-
	NB Stephenson		WBT	13.2	В	8.2	Α	11.6	В	12.0	В	12.9	В	8.4	Α	12.4	В	12.5	В	-0.3	-	0.2	-	0.8	-	0.5	-
	Highway	Cianalizad	WBR	14.5	В	8.4	Α	13.7	В	12.4	В	13.8	В	8.5	Α	14.0	В	12.7	В	-0.7	-	0.1	-	0.3	-	0.3	-
6	&	Signalized -	NBL	36.3	D	37.7	D	35.9	D	34.9	С	36.3	D	37.7	D	35.9	D	34.9	С	0.0		0.0		0.0	-	0.0	-
	11 Mile Road		NBTL	38.8	D	36.9	D	34.7	С	33.8	С	38.8	D	36.9	D	34.7	С	33.8	С	0.0	-	0.0	-	0.0	-	0.0	-
			NBR	35.5	D	37.2	D	34.0	С	34.3	С	35.5	D	37.2	D	34.0	С	34.3	С	0.0	-	0.0	-	0.0	-	0.0	-
			Overall	21.9	С	14.9	В	18.7	В	15.2	В	21.7	С	15.0	Α	19.0	В	15.3	В	-0.2	-	0.1	B→A	0.3	-	0.1	-

Table 5: Road Diet Geometry (3 Lanes) Intersection Operations - Horizon Year (2044)

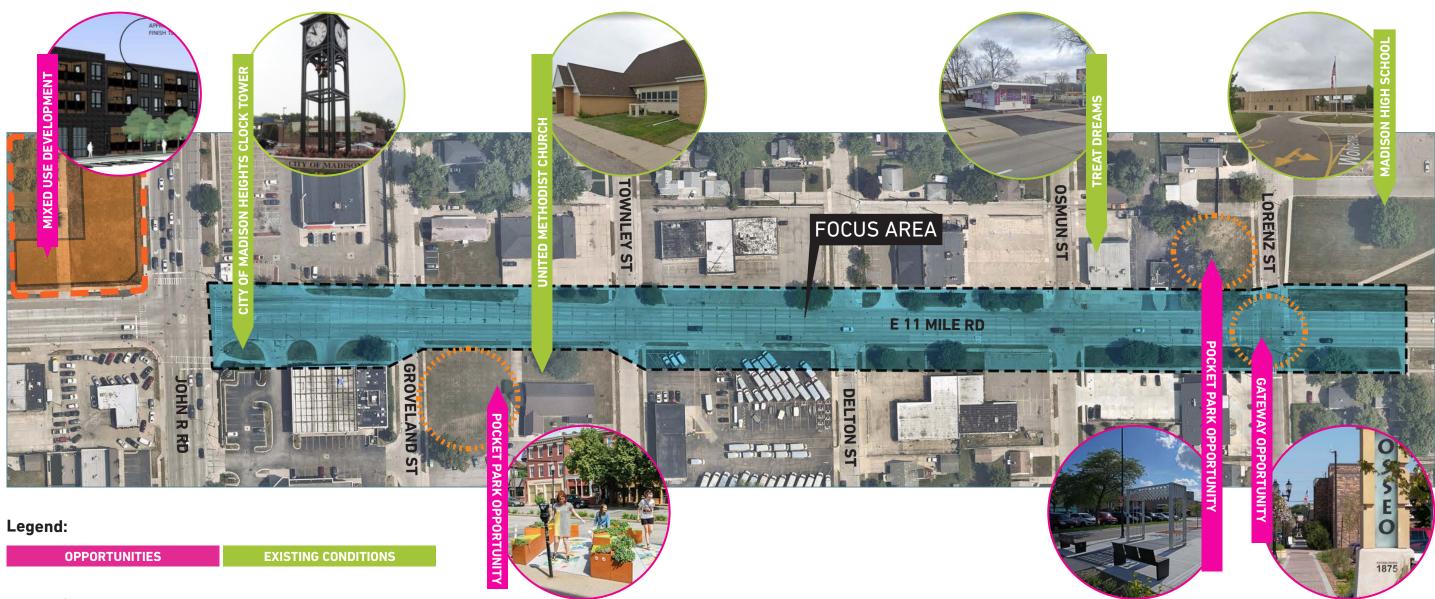
						D I D		Table 5: F		COCOMIC	LIY (J	Lanes) iii	iter sec					2044)					D:(1					
				Road Diet (Opening Day 2												orizon Yea	· · · · · ·			Difference								
	Intersection	Control	Approach	AM Po		MD Peak Delay		School P Delay	Dalan			AM P Delay		Dolov		School PM Peak Delay		Dolou		AM F Delay		MD Peak Delay		School F Delay	, Dolo		/I Peak	
				(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	(s/veh)	LOS	
			EBL	136.4	F	63.9	Е	151.2	F	119.7	F	166.0	F	66.7	Е	179.9	F	146.5	F	29.6	-	2.8	-	28.7	-	26.8	-	
			EBTR	87.0	F	47.9	D	84.4	F	85.2	F	85.7	F	47.3	D	85.4	F	86.6	F	-1.3	-	-0.6	-	1.0	-	1.4	-	
			WBL	59.7	E	37.6	D	67.6	E	72.5	E	61.3	E	36.3	D	70.8	E	72.3	E	1.6	-	-1.3	-	3.2	-	-0.2	-	
			WBT	78.3	E	36.1	D	120.4	F	77.3	E	92.8	F	35.0	D	157.6	F	78.7	E	14.5	E→F	-1.1	-	37.2		1.4	-	
١	Dequindre Road &	Cianalizad	WBTR / WBR	112.3	F	56.6	E	74.9	E	94.9	F	143.0	F	59.9	E	85.5	F	100.4	F	30.7	-	3.3	-	10.6	E→F	5.5	-	
'	α 11 Mile Road	Signalized	NBL NBTR	42.3 81.1	D F	24.3 48.5	C D	50.9 71.6	D E	51.5 71.5	D E	45.8 77.5	D E	27.9 47.1	C D	55.4 68.6	E	59.1 68.5	E	3.5 -3.6	- F→E	3.6 -1.4	-	4.5 -3.0	D→E	7.6 -3.0	D→	
	T T WIIIO T TOUG		SBL	49.5	D	28.3	С	63.2	E	57.4	E	55.9	E	32.8	С	73.8	E	69.5	E	6.4	D→E	4.5	_	10.6	_	12.1		
			SBT	71.5	E	41.6	D	66.7	E	62.9	E	68.2	E	40.3	D	63.2	E	59.4	E	-3.3	-	-1.3	_	-3.5	_	-3.5	-	
			SBR	46.2	D	29.1	C	41.0	D	34.7	C	42.9	D	27.0	C	37.6	D	31.1	C	-3.3	-	-2.1	-	-3.4	-	-3.6	-	
			Overall	79.2	E	44.4	D	78.3	E	72.8	E	84.1	F	44.4	D	83.5	F	73.5	E	4.9	E→F	0.0	-	5.2	E→F	0.7	-	
			EBTL / EBL	1.0	Α	0.1	Α	8.6	Α	0.3	Α	1.4	Α	0.1	Α	4.5	A	0.4	Α	0.4	-	0.0	-	-4.1	-	0.1	-	
			EBTR	0.5	A	0.4	A	4.7	A	1.0	A	0.5	A	0.4	Α	1.4	A	1.3	A	0.0	_	0.0	_	-3.3	_	0.3	_	
			WBTL / WBL	2.1				5.6							A	3.0				0.1		0.0		-2.6				
	Hales Street	0: 1: 1			A	1.1	A		A	1.3	A	2.2	A	1.2			A	1.3	A		-	-	-		-	0.0	_	
4	& 11 Mile Road	Signalized	WBTR	4.3	A	1.7	Α	6.1	Α	2.3	Α	4.8	A	1.8	Α	7.6	A	2.6	Α	0.5	-	0.1	-	1.5	-	0.3	-	
	T T WIIIO T TOUG		NB	33.5	С	38.4	D	32.4	С	37.6	D	33.4	С	38.3	D	31.7	C	37.5	D	-0.1	-	-0.1	-	-0.7	-	-0.1	-	
			SB	36.9	D	38.4	D	36.8	D	38.6	D	37.3	D	38.4	D	36.3	D	38.5	D	0.4	-	0.0	-	-0.5	-	-0.1	-	
			Overall	6.0	Α	2.4	Α	8.5	Α	2.8	Α	6.2	Α	2.4	Α	7.9	Α	2.9	Α	0.2	-	0.0	-	-0.6	-	0.1	-	
٦			EBTL / EBL	2.9	Α	0.0	Α	1.0	Α	0.1	Α	3.9	Α	0.0	Α	0.1	Α	0.1	Α	1.0	-	0.0	-	-0.9	-	0.0	-	
			EBTR	0.5	Α	0.4	Α	0.9	Α	1.1	Α	0.6	Α	4.0	Α	1.1	Α	1.4	Α	0.1	-	3.6	-	0.2	-	0.3	-	
	Lorenz Street		WBTL / WBL	5.5	Α	0.0	Α	0.0	Α	0.0	Α	5.8	Α	0.0	Α	0.0	Α	0.1	Α	0.3	-	0.0	-	0.0	-	0.1	-	
3	&	Signalized	WBTR	11.0	В	0.4	Α	2.0	Α	1.1	Α	12.4	Α	0.4	Α	2.8	A	1.4	Α	1.4	B→A	0.0	-	0.8	-	0.3	-	
	11 Mile Road		NB	31.4	С	37.1	D	32.1	С	35.1	D	30.7	С	37.0	D	31.3	С	34.9	С	-0.7	-	-0.1	-	-0.8	-	-0.2	D→	
			SB	35.9	D	38.6	D	36.5	D	37.7	D	35.5	D	38.7	D	36.1	D	37.4	D	-0.4	-	0.1	-	-0.4	-	-0.3	-	
			Overall	11.5	В	3.8	A	5.3	A	4.2	A	12.2	В	3.9	A	5.8	A	4.4	A	0.7	-	0.1	-	0.5	-	0.2	-	
			EBL EBT	39.8 36.4	D D	36.5 38.3	D D	44.4 33.5	D C	33.5 43.9	C D	42.7 35.8	D	37.0 37.9	D D	50.5 32.3	D C	34.9 49.3	C D	2.9 -0.6	-	0.5 -0.4	-	6.1 -1.2	-	1.4 5.4	-	
			EBTR / EBR	30.4	С	32.8	С	26.3	C	22.9	С	29.4	C	32.1	С	25.0	C	21.9	С	-0.0	-	-0.4	_	-1.3	_	-1.0		
			WBL	31.4	С	34.7	C	30.0	C	37.1	D	31.1	С	34.7	С	27.1	C	37.1	D	-0.3	-	0.0	_	-2.9	_	0.0	_	
			WBT	43.0	D	40.7	D	54.8	D	43.5	D	45.1	D	40.7	D	48.8	D	45.7	D	2.1	-	0.0	-	-6.0	-	2.2	-	
	John R Road		WBTR / WBR	29.8	С	37.1	D	26.0	С	31.2	С	29.0	С	36.7	D	20.5	С	30.6	С	-0.8	-	-0.4	-	-5.5	-	-0.6	-	
4		Signalized	NBL	25.3	С	15.8	В	38.6	D	29.8	С	28.3	С	17.5	В	46.4	D	32.0	С	3.0	-	1.7	-	7.8	-	2.2	-	
	11 Mile Road		NBT	32.2	С	23.0	С	39.5	D	30.5	С	30.5	С	24.7	С	134.6	F	38.6	D	-1.7	-	1.7	-	95.1	D→F	8.1	C→	
			NBR	25.9	С	19.9	В	27.0	С	23.9	С	24.3	С	20.7	С	31.8	С	26.0	С	-1.6	-	0.8	B→C	4.8	-	2.1	-	
			SBL	25.3	С	18.0	В	43.6	D	36.0	D	28.1	С	20.3	С	52.3	D	46.7	D	2.8	-	2.3	B→C	8.7	-	10.7	-	
			SBT	28.8	С	22.2	С	36.4	D	29.9	С	27.2	С	23.6	С	100.9	F	36.8	D	-1.6	-	1.4	-	64.5	D→F	6.9	C→	
			SBR	28.8	C	21.7	С	29.6	С	26.2	С	27.1	C	23.0	С	37.6	D	29.4	С	-1.7	-	1.3	-	8.0	C→D	3.2	-	
			Overall / CDI	33.1	C	27.2	C	39.6	D	33.9	C	33.0	C ^	28.2	C	69.6	E	39.1	D A	-0.1	-	1.0	-	30.0	D→E	5.2	C→	
			EBTL / EBL EBTR	0.5	Α	0.2	A	2.3 0.8	A	0.7 1.4	A	1.6 0.5	A	0.3	A	3.5 1.0	A	0.9	A	0.5 0.0	-	0.1	-	0.2	-	0.2	-	
	Hampden Street		WBTL / WBL	1.8	A	1.9	A	2.0	A	1.4	A	1.8	A	2.0	A	2.0	A	1.7	A	0.0	 	0.0	 	0.2	<u> </u>	0.3	-	
5	Liampuen Street	Signalized	WBTR	4.1	A	3.0	A	5.4	A	3.7	A	4.6	A	3.1	A	6.3	A	4.0	A	0.0	-	0.1	_	0.0	_	0.0	-	
	11 Mile Road		NB	44.2	D	38.3	D	39.2	D	38.6	D	44.4	D	38.3	D	39.3	D	38.7	D	0.3	 -	0.0	-	0.1	-	0.1	-	
			SB	43.4	D	38.3	D	38.8	D	38.5	D	43.6	D	38.3	D	39.0	D	38.5	D	0.2	-	0.0	-	0.2	-	0.0	-	
			Overall	5.0	Α	4.0	Α	5.5	Α	3.9	Α	5.4	Α	4.0	Α	6.1	Α	4.2	Α	0.4	L-	0.0		0.6		0.3	-	
1			EBL	18.5	В	3.7	Α	15.6	В	7.2	Α	23.5	С	4.2	Α	19.3	В	9.2	Α	5.0	B→C	0.5	-	3.7	-	2.0	-	
			EBT	8.4	Α	2.1	Α	10.8	В	3.0	Α	10.2	В	2.1	Α	12.2	В	3.2	Α	1.8	A→B	0.0	-	1.4	-	0.2	-	
	NB Stephenson		WBT	12.9	В	8.4	Α	12.4	В	12.5	В	14.1	В	8.9	Α	13.9	В	13.1	В	1.2	-	0.5	-	1.5	-	0.6	-	
6	Highway	Signalized	WBR	13.8	В	8.5	Α	14.0	В	12.7	В	15.2	В	8.9	Α	16.1	В	13.5	В	1.4	-	0.4	-	2.1	-	0.8	-	
	& 11 Mile Road	0	NBL	36.3	D	37.7	D	35.9	D	34.9	С	34.8	С	37.7	D	34.9	C	34.5	С	-1.5	D→C		-	-1.0	D→C	-0.4	-	
	T I WIIIE ROAU		NBTL	38.8	D	36.9	D	34.7	С	33.8	С	37.4	D	36.7	D	33.6	C	33.3	С	-1.4	-	-0.2	-	-1.1	-	-0.5	-	
			NBR	35.5	D	37.2	D	34.0	С	34.3	С	34.0	C	37.0	D	32.8	C	34.0	С	-1.5	D→C		-	-1.2	-	-0.3	-	
			Overall	21.7	С	15.0	Α	19.0	В	15.3	В	22.5	С	15.2	В	20.0	C	15.8	В	0.8	-	0.2	A→B	1.0	B→C	0.5	-	

^{*} Decreased delays and improved LOS are the result of improved progression and arrival on green factors and HCM methodology

EXISTING CONDITIONS & OPPORTUNITIES - FOCUS AREA DIAGRAM







Existing Conditions

The current streetscape features several challenges, including numerous curb cuts, disjointed sidewalks, high speed traffic, and few street trees or pedestrian amenities.

Future Opportunities

Opportunities include improved sidewalk environments, enhanced pedestrian safety, the establishment of gateway elements, traffic calming and pedestrian amenities such as pock parks and bike facilities.



QC2 PAGE 2 OF 7

STREETSCAPE - INVENTORY & ANALYSIS STUDIES









Non-Signalized Intersections with no Crosswalk Striping

STREETSCAPE ANALYSIS - INTERSECTION CONDITIONS



Curb Cut Locations in R.O.W.



Existing Parking in R.O.W.

Existing Parking on Side

STREETSCAPE ANALYSIS - EXISTING CURB CUT LOCATIONS



Small R.O.W. 10'-20'



Medium R.O.W. 20'-30'

Large R.O.W. >30'

STREETSCAPE ANALYSIS - EXISTING RIGHT-OF-WAY WIDTHS

CITY OF MADISON HEIGHTS STREETSCAPE REDEVELOPMENT | DRAFT SUMMARY DOCUMENT | FEBRUARY 2024

Inventory and analysis efforts identified opportunity areas and site constraints which were used to help inform initial design concepts.

Highlighting existing curb cuts and parking conditions illustrated existing challenges, including pedestrian safety, vehicular circulation, and disjointed access to businesses, and parking. Reviewing these existing features allowed the project team to determine how proposed streetscape improvements may impact existing property owners and helped drive design options that meet project goals and were sensitive to the needs of local businesses.



In some areas parking for businesses interfere with sidewalks and pedestrian environments creating safety concerns.



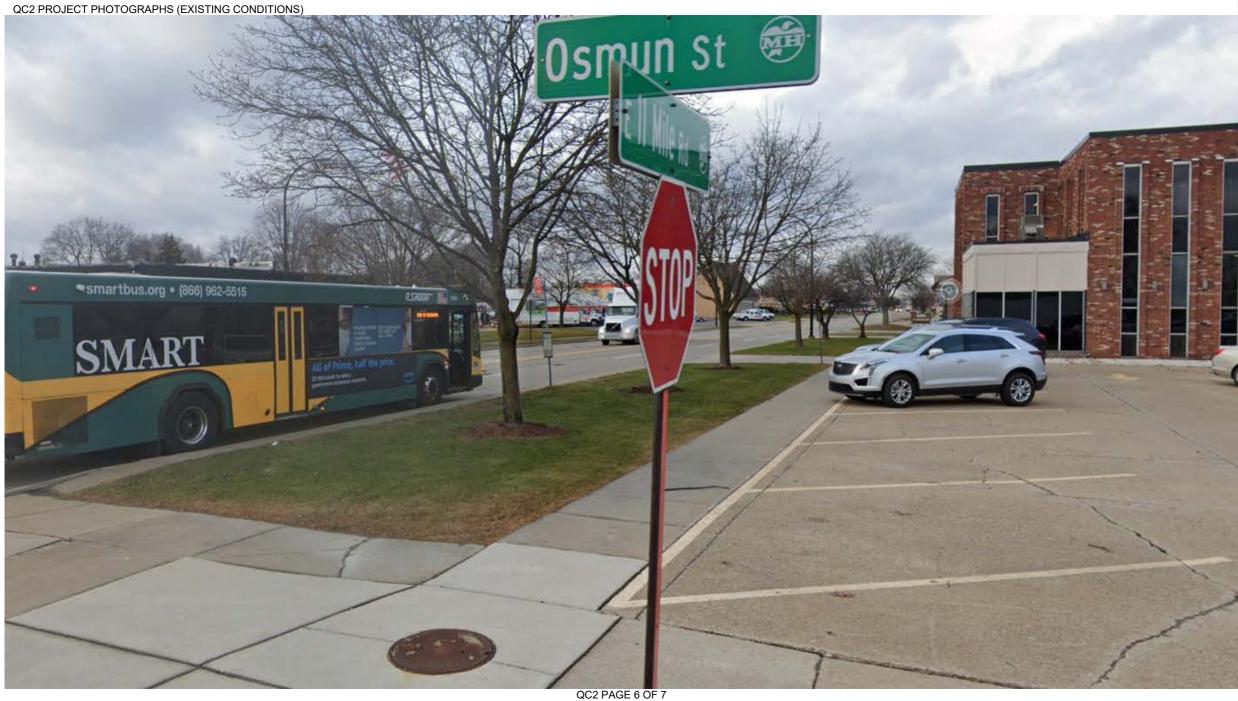
Poor sidewalk conditions pose additional safety concerns.



QC2 PAGE 4 OF 7



Item 4.





Main Street Oakland County Placemaking and Public Spaces Program PROJECT BUDGET

**Enter data into blue shaded input cells only. **



77

CITY OF MADISON HEIGHTS LINE ITEM BUDGET FISCAL YEAR 2024-2025 ADOPTED

GL NUMBER	DESCRIPTION		2021-22 CTIVITY		2022-23 ACTIVITY	2023-24 AMENDED BUDGET	2023-24 ACTIVITY THRU 03/04/24		2024-25 ADOPTED BUDGET
Fund 248 - DOWNTOV	VN DEVELOPMENT AUTHORITY								
REVENUES									
Dept 011 - PROPERTY 248-011-402-4030 248-011-410-4160 248-011-411-0000 248-011-573-4159 Totals for dept 011 - P	TAXES REAL OPERATING TAXES PERSONAL OPERATING DELINQUENT/MTT TAX REFUNDS - GENERAL PPT REIMBURSEMENT - STATE	\$	103,615 2,995 4 584 107,198	\$	176,156 8,124 946 2,551	6,382 - -	\$ 261,713 18,565 2 - - \$ 280,280	\$	232,948 6,573 - - 239,521
Dept 023 - STATE SHA 248-023-573-0000			33,662	\$	37,216		\$ 19,867	\$	40,249
	TATE SHARED REVENUES	\$	33,662	\$	37,216		\$ 19,867	\$	40,249
·	COUNTY GRANT COUNTY SHARED REVENUES	\$	7,320 7,320	\$	<u>- ;</u>	\$ - \$ -	\$ - \$ -	\$	<u></u> -
Dept 044 - MISCELLAN 248-044-674-0000 248-044-680-6701 248-044-665-5000 Totals for dept 044 - N	IEOUS REVENUE DONATIONS/PRIVATE CONTRIBUTIONS MISCELLANEOUS REVENUE INTEREST EARNED IISCELLANEOUS REVENUE	\$	- - (720) (720)	\$	1,075 5 35 494 1,604	\$ - - 250 \$ 250	\$ - 191 75 \$ 266	\$	- - 250 250
Dept 053 - PRIOR YEA 248-053-692-6970 Totals for dept 053 - P	RS FUND BALANCE USE OF FUND BALANCE RIOR YEARS FUND BALANCE	\$		\$	<u>- </u>	§ (17,270) § (17,270)		\$ \$	290,954 290,954
TOTAL DOWNTOWN I	DEVELOPMENT REVENUES	\$	147,460	\$	226,597	196,605	\$ 300,413	\$	570,974
APPROPRIATIONS									
Dept 863 - DOWNTOW	N DEVELOPMENT AUTHORITY								
SUPPLIES 248-863-729-0000 248-863-766-0000 SUPPLIES	FORMS AND PRINTING TOOLS AND SUPPLIES	\$	- 22,550 22,550	\$	-	\$ 500 - \$ 500	\$ - 	\$	500 500
OTHER SERVICES AN 248-863-807-0000 248-863-817-0000 248-863-818-0000 * *	ID CHARGES AUDIT FEES EVENTS CONTRACTUAL SERVICES	\$	1,907 - 14,762	\$	6,153 · · · · · · · · · · · · · · · · · · ·	\$ 2,383 500 74,395	\$ 2,701 350 104,782	\$	2,701 500 20,000
248-863-818-5000 248-863-818-5001 * * 248-863-832-1000 248-863-832-1001 248-863-921-0000	BLIGHT REMOVAL - SIGN GRANT PROGRAM BLIGHT REMOVAL - FACADE IMPROVEMENT MAINTENANCE -BERM AREA MAINTENANCE - ROW TRASH ELECTRIC		5,000 16,462 5,087 552		5,148 - 17,178 2,160 461	5,000 10,000 17,500 3,500 1,000	- 11,452 1,500 338		10,000 30,000 17,500 3,500 1,000
248-863-955-8640 * * 248-863-958-0000 * * OTHER SERVICES	CONFERENCES AND WORKSHOPS MEMBERSHIPS AND DUES AND CHARGES	\$	330 860 44,960	\$	975 40,444	1,500 1,045 \$ 116,823	\$20 \$ 121,943	\$	1,500 1,045 87,746
CAPITAL OUTLAY 248-863-987-0000 * * 248-863-987-0002 248-863-987-0006 * *	IMPROVEMENTS PROPERTY ACQUIS/DEMO 11 MILE/JOHN R ROAD IMPROVEMENTS	\$	- - -	\$	15,112	35,000 -	\$ 1,982 -	\$	20,000 35,000 <mark>400,000</mark>
CAPITAL OUTLAY	OMALTOWAL DEVELOPMENT ALITHOPITY	\$	- 07.510	\$	15,112		\$ 1,982		455,000
•	OWNTOWN DEVELOPMENT AUTHORITY EPARTMENT 863 DOWNTOWN DEVELOPMENT AUTHORITY	\$	67,510	Ф	55,556	\$ 172,928	\$ 123,925	Þ	543,246
818-0000	CONTRACTUAL SERVICES CLOCKTOWER MAINTENANCE TREE PLANTING MHHP CHAMBER OF COMMERCE SERVICE AGREEMENT							\$	5,000 5,000 10,000
818-5001	BLIGHT REMOVAL - FACADE IMPROVEMENT \$20,000 FOR 11 MILE STREETSCAPE AREA BUSINESSES							\$	20,000
	\$10,000 FOR OTHER BUSNESSES							\$	10,000 30,000
955-8640	CONFERENCES AND WORKSHOPS MICHIGAN DOWNTOWN ASSOCIATION CONFERENCE							\$	1,500
958-0000	MEMBERSHIPS AND DUES COMMERICIAL PROPERTY INFORMATION EXCHANGE MICHIGAN DOWNTOWN ASSOCIATION							\$	820 225 1,045
987-0000	IMPROVEMENTS BANNERS, GATEWAY OR OTHER PROJECTS							\$	20,000
987-0006	11 MILE/JOHN R ROAD IMPROVEMENTS STREETSCAPING PROJECTS (SEMCOG GRANT MATCH)							\$	400,000
	TRANSFER TO GENERAL FUND	\$	22,053	\$		\$ 23,677	\$ 23,677	\$	27,728
Totals for dept 965 - T	RANSFERS OUT DEVELOPMENT AUTHORITY APPROPRIATIONS	\$ \$	22,053 89,563	\$ \$	21,869 77,425	23,677 196,605	\$ 23,677 \$ 147,602		27,728 570,974

DB: Madison Heights

06/14/2024 03:44 PM User: Gtuc PP PROOF OF FUNDING

BALANCE SHEET FOR CITY OF MADISON HEIGHTS Period Ending 06/30/2024

Page: Item 4.

Fund 248 DOWNTOWN DEVELOPMENT AUTHORITY

GL Number	Description	Balance	
*** Assets ***			
248-000-001-1000 248-000-001-1003 248-000-003-0000 248-000-040-0391 248-000-041-1000 248-000-078-0680	CLAIM ON CASH CASH - CHASE SAVINGS INVESTMENTS ACCOUNTS RECEIVABLE-MISC DELINQUENT RECEIVABLE DUE FROM STATE GOVERNMENT	501,624.49 0.00 55,181.11 0.00 8,873.13 0.00	
Total As	ssets	565,678.73	
*** Liabilities	s ***		
248-000-202-0000 248-000-211-2100 248-000-214-2150 248-000-268-0000 248-000-299-9999 248-863-211-2100	ACCOUNTS PAYABLE CONTRACTS/RETAINAGE PAYABLE DUE TO OTHER FUNDS ESCHEATED FUNDS SUSPENSE CONTRACTS PAYABLE	0.00 0.00 0.00 0.00 0.00 0.00	
Total L	iabilities	0.00	
*** Fund Baland	ce ***		
248-000-390-0000 248-000-398-0000	FUND BALANCE ASSIGNED-SUBSEQUENT YRS EXP	480,668.16 0.00	
Total F	und Balance	480,668.16	
Beginni	ng Fund Balance	480,668.16	
Fund Bai <mark>Ending l</mark>	Revenues VS Expenditures lance Adjustments <mark>Fund Balance</mark> iabilities And Fund Balance	85,010.57 0.00 <mark>565,678.73</mark> 565,678.73	

City of Madison Heights, Michigan

Governmental Funds Balance Sheet

June 30, 2023

	G	eneral Fund	M	ajor Streets Fund	Lo	ocal Streets Fund	Nonmajor Funds	Total
Assets Cash and cash equivalents (Note 2) Receivables:	\$	13,064,173	\$	3,480,193	\$	4,316,994	\$ 1,224,817	\$ 22,086,177
Special assessments receivable Accounts receivable Due from other governmental units Prepaid items and deposits Restricted assets		1,604,160 681,542 106,173 2,681,580		- - 414,977 - -		- - 158,922 - -	18,942 204,951 174,860 - -	 18,942 1,809,111 1,430,301 106,173 2,681,580
Total assets	\$	18,137,628	\$	3,895,170	\$	4,475,916	\$ 1,623,570	\$ 28,132,284
Liabilities Accounts payable Refundable deposits, bonds, etc. Accrued liabilities and other Unearned revenue Due to pension plan	\$	1,727,739 236,508 665,916 231,806 767,238	\$	126,182 - - - -	\$	742,675 - 7,805 - -	\$ 18,352 - 35,761 278,267 -	\$ 2,614,948 236,508 709,482 510,073 767,238
Total liabilities		3,629,207		126,182		750,480	332,380	4,838,249
Deferred Inflows of Resources - Unavailable revenue		802,588				-	212,571	 1,015,159
Total liabilities and deferred inflows of resources		4,431,795		126,182		750,480	544,951	5,853,408
Fund Balances Nonspendable (Note 10) Restricted (Note 10) Assigned (Note 10)		106,173 2,073,210 11,526,450		- 3,768,988 -		3,725,436 -	- 778,336 300,283	 106,173 10,345,970 11,826,733
Total fund balances		13,705,833	_	3,768,988		3,725,436	 1,078,619	22,278,876
Total liabilities, deferred inflows of resources, and fund balances	\$	18,137,628	\$	3,895,170	\$	4,475,916	\$ 1,623,570	\$ 28,132,284

City of Madison Heights, Michigan

Notes to Financial Statements

June 30, 2023

Note 9 - Stewardship, Compliance, and Accountability (Continued)

Construction Code Fees

The City oversees building construction in accordance with the State's Construction Code Act, including inspection of building construction and renovation to ensure compliance with the building codes. The City charges fees for these services. The law requires that collection of these fees be used only for construction code costs, including an allocation of estimated overhead costs. A summary of the current year activity and the cumulative surplus or shortfall generated since January 1, 2000 is as follows:

Cumulative shortfall at July 1, 2022		\$ (3,520,665)
Current year permit revenue Related expenses:		624,385
Direct costs Estimated indirect costs	\$ 463,159 436,635	 899,794
Current year shortfall		(275,409)
Cumulative shortfall at June 30, 2023		\$ (3,796,074)

Note 10 - Fund Balance Constraints

The detail of the various components of fund balance is as follows:

	G	eneral Fund	_	Major Streets Fund	 Local Streets Fund	No	onmajor Funds		Total
Nonspendable - Prepaids	\$	106,173	\$	-	\$ -	\$	- \$	6	106,173
Restricted:									
Roads		-		3,768,988	788,830		-		4,557,818
Roads - Proposal R		-		-	2,936,606		-		2,936,606
Debt administration		-		-	-		455		455
Capital projects		1,923,539		-	-		-		1,923,539
Donations and other		137,410		-	-		-		137,410
Opioid settlement		-		-	-		56,380		56,380
Drug enforcement		-		-	-		136,361		136,361
Parks maintenance		_		-	-		582,189		582,189
Community improvement		-		-	-		2,951		2,951
Police and fire retirement		12,261		-	 -				12,261
Total restricted		2,073,210		3,768,988	3,725,436		778,336		10,345,970
Assigned:									
Subsequent years' budgets		2,211,835		-	_		-		2,211,835
Vested employee benefits		2,519,768		-	-		-		2,519,768
Retained insurance risk		1,046,654		-	-		-		1,046,654
Other postemployment benefits		390,009		-	-		-		390,009
Capital improvements		3,149,365		-	_		253,903		3,403,268
Pension bonds		900,276		-	_		-		900,276
Capital projects - Civic Center									
and Fire		1,308,543		-	 -		46,380		1,354,923
Total assigned		11,526,450	_	-	 _		300,283		11,826,733
Total fund balances	\$	13,705,833	\$	3,768,988	\$ 3,725,436	\$	1,078,619	<u>}</u>	22,278,876



City of Madison Heights, Michigan

City Hall Municipal Offices 300 W. Thirteen Mile Road Madison Heights, MI 48071 Department of Public Services 801 Ajax Drive Madison Heights, MI 48071 Fire Department 31313 Brush Street Madison Heights, MI 48071 Police Department 280 W. Thirteen Mile Road Madison Heights, MI 48071

www.madison-heights.org

Oakland County Board of Commissioners Attn: Board Chair David Woodward 1200 North Telegraph Road Pontiac, MI 48341

I am writing to support the City of Madison Heights' application to the Oakland County Placemaking grant for the 11-Mile Streetscaping project, emphasizing the proposed 3-lane configuration. This project represents a significant opportunity to transform our downtown into a walkable, vibrant downtown area, enhancing both livability and economic vitality.

Madison Heights is evolving into a dynamic community, and the 11 Mile Streetscaping project is crucial in this transformation. The emphasis on a 3-lane configuration improves safety, slows traffic flow, and creates an inviting environment for pedestrians. By incorporating features such as widened sidewalks, outdoor seating areas, and trees, the project aims to build a downtown feel that encourages people to linger, shop, and dine, fostering community and enhancing local businesses.

Investing in the 11 Mile Streetscaping project is an investment in our community's future. It will attract new visitors, residents, and businesses, boosting economic activity and revitalizing our downtown area. By supporting this grant application, we are not only improving infrastructure but also fostering a sense of community and belonging.

The city administration, the Mayor and City Council, and our Downtown Development Authority all support this grant application and project, which has an estimated total development cost of \$784,953 with a committed City/DDA match of \$470,972.

Thank you for considering the City of Madison Heights' grant application for the 11-mile Streetscaping project. I am confident that this initiative will have a transformative impact on our city, creating a more walkable, vibrant downtown that we can all be proud of.

Sincerely,

Melissa Marsh City Manager

City of Madison Heights

 Active Adult Center
 545-3464

 Assessing
 858-0776

 City Clerk
 583-0826

 City Manager
 583-0829

 Community Development
 563-0831

 Department of Public Services
 589-2294

 Area Code (248)

 Finance
 583-0846

 Fire Department
 588-3605

 43rd District Court
 583-1800

 Human Resources
 583-0828

 Library
 588-7763

 Mayor & City Council
 583-0829

 Nature Center
 585-0100

 Police Department
 585-2100

 Purchasing
 583-0828

 Recreation
 589-2294

 Water & Treasurer
 583-0845



City of Madison Heights

City Hall Municipal Offices 300 W. Thirteen Mile Road Madison Heights, MI 48071 **Department of Public Services** 801 Ajax Drive Madison Heights, MI 48071

Fire Department 31313 Brush Street Madison Heights, MI 48071 Police Department 280 W. Thirteen Mile Road Madison Heights, MI 48071

www.madison-heights.org

The following is an excerpt from the Regular Meeting of the Madison Heights Downtown Development Authority, Madison Heights, Oakland County, Michigan held on June 18, 2024, at 8:00 a.m. Eastern Time.

Present: Busler, Davignon, Grafstein, Jarbo, Keys, Marsh, Sheppard, Ujkic, and

Van Buren.

Absent: Morando and Renshaw

DDA-24-17. 11 Mile Streetscaping Project & Main Street Oakland County Placemaking and Public Spaces Program Grant.

Motion to recommend to City Council the three-lane configuration for the 11 Mile Streetscape Project Phase I and to support City staff in applying for the Oakland County Placemaking and Public Spaces Program Grant.

Motion made by Vice-Chair Jarbo, Seconded by Member Busler.

Voting Yea: Member Busler, Member Davignon, Mayor Grafstein, Vice-Chair

Jarbo, Member Keys, Member Marsh, Member Sheppard, Member

Ujkic, Chair Van Buren

Absent: Member Marando, Member Renshaw

Motion carried.

CERTIFICATION:

I, Cheryl E. Rottmann, the duly appointed City Clerk of the City of Madison Heights, County of Oakland, State of Michigan, do hereby certify that the foregoing is a motion adopted by the Madison Heights Downtown Development Authority at their Regular Meeting held on June 18, 2024.

Cheryl E. Rottmann

City Clerk

J:\Council Agenda\Resolutions\2024\MH DDA Streetscape Project and Grant.doc

	Area Code ((248)		
Assessing858-0776	Fire Department	583-3605	Nature Center	585-0100
City Clerk583-0826				
City Manager583-0829	Housing Commission	583-0843	Purchasing	837-2602
Community Development583-0831	Human Resources			
Department of Public Services589-2294	Library	588-7763	Senior Citizen Center	545-3 <u>464</u>
Finance583-0846				
				I 83

MEMORANDUM

DATE: June 12, 2024

TO: Giles Tucker, Community and Economic Development Director

FROM: Sean P. Ballantine, Director of Public Services

Melissa R. Marsh, City Manager Gregory G. Lelito, Fire Chief Brent S. LeMerise, Police Chief

(Comprising the Traffic Safety Committee)

SUBJECT: DDA Streetscape Project - Three Lane Configuration

At the Traffic Safety Committee meeting of June 10, the topic of discussion was the newly proposed three lane option in the John R to Lorenz corridor. The response was positive, with the dedicated left turn lane anticipated to provide for smooth traffic flow through the area, and raising no traffic safety concerns.

One of the general concerns raised, however, was the long-term plan for the entirety of the 11 mile corridor, and if the traffic study took this into account. A situation where a major road is going back and forth several times from three to four lanes is not ideal, and can in fact create its own traffic safety hazards. Per the traffic study, and as confirmed by Nowak and Fraus, a three lane option was indeed evaluated for the entire 11 Mile corridor from Stephenson to Dequindre, with the necessary transitions taking place at or near those respective intersections as conditions allow.

The Traffic Safety Committee therefore has no objections to the proposed three lane design, with the recommendation that it should be implemented as funding allows through the entire 11 Mile corridor (Stephenson to Dequindre), to provide for consistent traffic flow.

Department of Public Services

City of Madison Heights 801 Ajax Drive Madison Heights, Michigan 48071

p: (248) 589-2294 | f: (248) 589-2679 | e: DPS@Madison-Heights.org

APPENDIX - ENGINEERING ESTIMATE OF PROBABLE COST - OPTION 2









CIVIL ENGINEERS

LAND SURVEYORS

LAND PLANNERS

for budgeting purposes only.

11 Mile Streetscape Project - Option 2
11 Mile Road - John R Rd. to Lorenz St.
City of Madison Heights, Oakland County, MI
Engineer's Opinion of Probable Cost (Budget Purposes Only)

City of Madison Heights 300 W 13 Mile Road Madison Heights, Michigan 48071 Engineer's Estimate Nowak & Fraus Engineers 46777 Woodward Avenue Pontiac, MI 48342

Roadway Length - 1,405 LF

Item	Quantity	*Unit Price	Amount
Section I - Pavement			
Earth Excavation	1,100 C.Y.	\$28.00	\$30,800.00
Pavement Removal	1,400 S.Y.	\$15.00	\$21,000.00
Curb & Gutter Removal	1,700 L.F.	\$12.50	\$21,250.00
Sidewalk Removal	2,250 S.Y.	\$11.00	\$24,750.00
Bumper Block Removal	11 EA.	\$50.00	\$550.00
Drive Approach Removal	300 S.Y.	\$14.00	\$4,200.00
Remove & Relocate Light Pole	10 EA.	\$5,000.00	\$50,000.00
Tree Removal	15 EA.	\$2,000.00	\$30,000.00
Root Grinding	15 EA.	\$500.00	\$7,500.00
Striping Removal	3,000 L.F.	\$1.00	\$3,000.00
8" Concrete Drive Approach w/ Integral C& G	175 S.Y.	\$65.00	\$11,375.00
9" Concrete Pavement	250 S.Y.	\$70.00	\$17,500.00
7" Blackened Concrete Pavement w/ Integral C& G	1,250 S.Y.	\$70.00	\$87,500.00
18" Concrete Curb	3,250 L.F.	\$25.00	\$81,250.00
4" Concrete Sidewalk	20,800 S.F.	\$6.50	\$135,200.00
6" Concrete Sidewalk Ramp	2,500 S.F.	\$11.50	\$28,750.00
8" Concrete Sidewalk	1,400 S.F.	\$10.00	\$14,000.00
Aggregate Base, 4" CIP - 21 AA	2,560 S.Y.	\$15.00	\$38,400.00
Aggregate Base, 6" CIP - 21 AA	1,650 S.Y.	\$25.00	\$41,250.00
24" White Overlay Cold Plastic (Crosswalk)	1,200 L.F.	\$16.00	\$19,200.00
Parking Lot Striping	1 LSUM	\$2,000.00	\$2,000.00
4" Polyurea Paint (White or Yellow)	1,300 L.F.	\$2.00	\$2,600.00
School Symbol Overlay Cold Plastic	2 EA.	\$600.00	\$1,200.00
LT Arrow Symbol Overlay Cold Plastic	1 EA.	\$250.00	\$250.00
Pedestrian Hawk Signal	1 LSUM	\$150,000.00	\$150,000.00
Silt Sack	21 EA.	\$150.00	\$3,150.00
Maintaining Traffic & Const. Signing	1 LSUM	\$20,000.00	\$20,000.00
Structure Adjustments	10 EA.	\$500.00	\$5,000.00

Sub Total Section I: \$851,675.00

Item	Quantity	*Unit Price	Amount
Section II - Landscape			
Deciduous Canopy Tree (3" Cal.)	56 EA.	\$900.00	\$50,400.00
Ornamental Tree (2" Cal.)	44 EA.	\$750.00	\$33,000.00
Deciduous Shrub (7 Gal.)	289 EA.	\$85.00	\$24,565.00
Deciduous Shrub (5 Gal.)	125 EA.	\$65.00	\$8,125.00
Ornamental Grass (2 Gal.)	658 EA.	\$30.00	\$19,740.00
Perennial (1 Gal.)	492 EA.	\$20.00	\$9,840.00
Shredded Hardwood Mulch (3" Depth)	1,697 S.Y.	\$5.00	\$8,485.00
Organic Soil Mix - Turf (6" Depth)	12,806 C.F.	\$2.00	\$25,612.00
Organic Soil Mix - Plant Beds (12" Depth)	14,555 C.F.	\$2.00	\$29,110.00
Organic Soil Mix - Trees (24" Depth)	1,432 C.F.	\$2.00	\$2,864.00
Seed Lawn (Bed prep, fertilizer, seed & cover)	2,846 S.Y.	\$1.75	\$4,980.50
Gateway Signage Pier	1 LSUM	\$40,000.00	\$40,000.00
Bus Shelter	1 LSUM	\$7,500.00	\$7,500.00
Trash Receptacles	8 EA.	\$1,000.00	\$8,000.00
Benches	9 EA.	\$1,000.00	\$9,000.00
Bike Racks	12 EA.	\$500.00	\$6,000.00
Revised 4/5/2024	Sub Total	Section II:	\$287,221.50
*Design and Inspection is not included in the total. This represents anticipated construction cost	0	verall Total:	\$1,138,896.50

APPENDIX - ENGINEERING ESTIMATE OF PROBABLE COST - OPTION 3









CIVIL ENGINEERS

LAND SURVEYORS

LAND PLANNERS

for budgeting purposes only.

11 Mile Streetscape Project - Option 3 - (3 Lane Option)
11 Mile Road - John R Rd. to Lorenz St.
City of Madison Heights, Oakland County, MI
Engineer's Opinion of Probable Cost (Budget Purposes Only)

City of Madison Heights 300 W 13 Mile Road Madison Heights, Michigan 48071 Engineer's Estimate Nowak & Fraus Engineers 46777 Woodward Avenue Pontiac, MI 48342

Roadway Length - 1,405 LF

Item	Quantity	*Unit Price	Amount
Section I - Pavement			
Earth Excavation	200 C.Y.	\$28.00	\$5,600.00
Pavement Removal	1000 S.Y.	\$15.00	\$15,000.00
Curb & Gutter Removal	200 L.F.	\$12.50	\$2,500.00
Sidewalk Removal	2,250 S.Y.	\$11.00	\$24,750.00
Bumper Block Removal	11 EA.	\$50.00	\$550.00
Drive Approach Removal	300 S.Y.	\$14.00	\$4,200.00
Tree Removal	15 EA.	\$2,000.00	\$30,000.00
Root Grinding	15 EA.	\$500.00	\$7,500.00
Striping Removal	3,000 L.F.	\$1.00	\$3,000.00
8" Concrete Drive Approach w/ Integral C& G	200 S.Y.	\$65.00	\$13,000.00
9" Concrete Pavement	350 S.Y.	\$70.00	\$24,500.00
18" Concrete Curb	675 L.F.	\$25.00	\$16,875.00
4" Concrete Sidewalk	22,500 S.F.	\$5.00	\$112,500.00
6" Concrete Sidewalk Ramp	6,650 S.F.	\$11.50	\$76,475.00
8" Concrete Sidewalk	1,200 S.F.	\$10.00	\$12,000.00
Aggregate Base, 4" CIP - 21 AA	3,240 S.Y.	\$10.00	\$32,400.00
Aggregate Base, 6" CIP - 21 AA	325 S.Y.	\$25.00	\$8,125.00
24" White Overlay Cold Plastic (Crosswalk)	900 L.F.	\$16.00	\$14,400.00
Parking Lot Striping	1 LSUM	\$2,000.00	\$2,000.00
4" Polyurea Paint (White or Yellow)	6,000 L.F.	\$2.00	\$12,000.00
School Symbol Overlay Cold Plastic	2 EA.	\$600.00	\$1,200.00
LT Arrow Symbol Overlay Cold Plastic	1 EA.	\$250.00	\$250.00
Pedestrian Crossing Signage	1 LSUM	\$10,000.00	\$10,000.00
Silt Sack	21 EA.	\$150.00	\$3,150.00
Maintaining Traffic & Const. Signing	1 LSUM	\$20,000.00	\$20,000.00
12" Dia. C-76 CL IV Sewer Pipe - Complete	400 L.F.	\$130.00	\$52,000.00
2' Dia. Inlet - Complete w/F&C	4 EA.	\$3,000.00	\$12,000.00
4' Dia. C.B. w/ Sump & Trap - Complete w/F&C	4 EA.	\$5,000.00	\$20,000.00
Sewer Tap	4 EA.	\$1,000.00	\$4,000.00
Structure Adjustments	10 EA.	\$500.00	\$5,000.00

Sub Total Section I: \$544,975.00

Item	Quantity	*Unit Price	Amount
Section II - Landscape			
Deciduous Canopy Tree (3" Cal.)	57 EA.	\$900.00	\$51,300.00
Ornamental Tree (2" Cal.)	44 EA.	\$750.00	\$33,000.00
Deciduous Shrub (7 Gal.)	289 EA.	\$85.00	\$24,565.00
Deciduous Shrub (5 Gal.)	125 EA.	\$65.00	\$8,125.00
Ornamental Grass (2 Gal.)	583 EA.	\$30.00	\$17,490.00
Perennial (1 Gal.)	492 EA.	\$20.00	\$9,840.00
Shredded Hardwood Mulch (3" Depth)	1,697 S.Y.	\$5.00	\$8,485.00
Organic Soil Mix - Turf (6" Depth)	24,088 C.F.	\$2.00	\$48,176.00
Organic Soil Mix - Plant Beds (12" Depth)	10,508 C.F.	\$2.00	\$21,016.00
Organic Soil Mix - Trees (24" Depth)	1,432 C.F.	\$2.00	\$2,864.00
Seed Lawn (Bed prep, fertilizer, seed & cover)	5,353 S.Y.	\$1.75	\$9,367.75
Gateway Signage Pier	1 LSUM	\$40,000.00	\$40,000.00
Bus Shelter	1 LSUM	\$7,500.00	\$7,500.00
Trash Receptacles	8 EA.	\$1,000.00	\$8,000.00
Benches	9 EA.	\$1,000.00	\$9,000.00
Bike Racks	12 EA.	\$500.00	\$6,000.00
Revised 6/25/2024	Sub Total	Section II:	\$304,728.75
*Design and Inspection is not included in the total. This represents anticipated construction cost	0	verall Total:	\$849,703.75







Madison Heights - 11 Mile Streetscape - NFE Job N753

F&V Comments, December 18, 2023

1. Lane width: We are proposing 10.5' wide lanes with a 6' wide center island

• We went with 10ft lanes and 8ft parking on Maple Rd in Birmingham. Lots of complaints about the difficulty parking. With 2 lanes at 10.5ft, I don't see this as an issue here.

2. Speed Limit

- Existing Speed limit 35 mph.
- Can't reduce speed limit without a speed and safety study.
- Reducing the lane widths will help reduce the speeds, or reducing the number of lanes (4 to 2) would likely further reduce the speeds through the area.

3. Proximity of center islands to intersections to allow proper turning movements, etc.

- You'll want to run auto-turn at all of the intersections to make sure ingress and egress trucks can make the movements. One concern with the narrow median is vehicle will try to use it as a turn lane, but it'll be too narrow and creates the potential for rear-end and sideswipe crashes.
- One thing we ran into in Birmingham is that people continue to make U-turns at the narrow medians to access on-street parking, driveways and intersections. The medians are too narrow for turning movements, which then creates issues for landscaping and potential for crashes.
- Would they consider narrowing to a two-lane section with median?

4. Parallel parking space dimensions, 8'x22' (need to maximize parking due to loss of ROW parking) Are the angled ends to be 45 degree?

- 45 degrees is OK.
- Optional parking can be 20' with 4' boxes

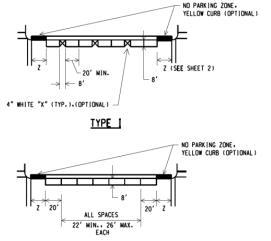


TABLE R211 ON-STREET PARKING SPACES

Total number of metered or designated parking spaces	Minimum required number of <i>accessible</i> parking spaces
1 to 25	1. 2. 3. 4. 5. 6. 4 percent of total.

You'll need to add ADA parking per PROWAG requirements. The number of spaces
required is based upon the "block perimeter". Since there is no commercial parking on
the adjacent streets, you'll need to add one ADA parking space per block, per side of the
road.

5. Proximity of parking spaces to the PC of crosswalks of the intersections. For both backup movements and forward movements.

- I would suggest adding crosswalks on all intersection legs.
- I don't see any location for a true mid-block crossing. But all of the intersections should have enhanced crosswalks.
- No parking is permitted within 20' feet of a marked crosswalk at unsignalized intersections per Michigan Vehicle Code. We've also had sight distance issues in Birmingham on S. Eton and have prohibited parking withing 30' of the intersection or 20' of the crosswalk, whichever is greater.

6. The location of proposed new driveways where curb cuts were removed. The blue X is where existing driveways are located.

 I would recommend eliminating the driveway access within the intersection influence area. Recommended driveway access spacing is 115 feet minimum from the intersection.

7. Mid-Block crossing treatments, design requirements (RRFB, HAWK), cost estimate

- There isn't a location for a true mid-block. There is no controlled crossing locations along the corridor, therefore an RRFB could be considered at either Townley or Delton
- Locate at the intersection with the highest pedestrian demand or potential ped demand
- RRFB cost is about 30k installed. HAWK is about 100-150k, this might be an option if there are more peds.

Other Notes:

- Have you talked to SEMCOG about the TAP grant? We recently applied for one in Birmingham and they provided feedback regarding what they would be looking for in the application and how best to get funded.
- Have you considered adding bike lanes?
- Ped countdown signals should be considered at Lorez, either as part of the TAP or a HISP







SC315-G

Cabinet-Based Rectangular Rapid Flashing Beacon

Rectangular rapid flashing beacons (RRFBs) improve pedestrian safety by increasing yield rates to 72-96% at crosswalks.*

- ✓ The benchmark for RRFBs, the SC315-G meets MUTCD requirements, including IA-21, and is Buy America compliant
- ✓ Audible pushbutton or passive pedestrian activation
- ✓ Solar or AC-powered
- ✓ Energy Balance Report[™] (EBR) prepared for every location to ensure battery longevity

Superior Design and Technology

The SC315-G is a cabinet-based system with a separate, high-power solar panel. This design enables the SC315-G to work with audible pushbutton stations, passive activation sensors, and remote monitoring, as well as operate at higher intensities and increased activations in challenging environments. MUTCD interim approval IA-21 flash pattern and multiple configurations enable the SC315-G to handle all crosswalk applications.

Easy Installation

All components, including the battery or AC power supply, Energy Management System (EMS) and optional audible pushbutton controller are housed in a compact, lockable, purpose-built enclosure. It also incorporates a wire routing and termination system, and all components are wired at the factory for an efficient installation.

Advanced User Interface

The SC315-G comes with an on-board user interface for quick configuration and status monitoring. It allows for simple in-the-field adjustment of flash pattern, duration, intensity, ambient auto adjust, night dimming, and many more. Settings are automatically sent wirelessly to all units in the system.

Compatible with Carmanah RRFBs and the R820-E, R820-F, and R820-G circular beacons. Interchange solar and AC power models within the same application.

Designed with Carmanah's industry-leading solar modeling tools to provide dependable year-after-year operation. We prepare an Energy Balance Report (EBR) for every location.

Trusted for 20+ Years

With thousands of installations, Carmanah's systems are the benchmark in traffic applications and other transportation applications worldwide.

177-NS11225 1 OF 2





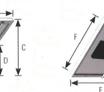
SC315-G

Cabinet-Based Rectangular Rapid Flashing Beacon

1.844.412.8395 | traffic@carmanah.com | carmanah.com

21.0" (00 603 mm 8.2° 208 mm 15.7°

4.5" Diameter Round Top of Pole Mount



Side of Pole Mount

	11.			-	-		<u>.</u>
PANELS*	A	В	С	D	E	F	G
20 W		-		1	13.6" (345 mm)	18.5" (470 mm)	13.8" (350 mm)
50 W	21.2" (538 mm)	26.3" (668 mm)	19.6" (497 mm)	10.0" (254 mm)	26.3" (668 mm)	21.2" (538 mm)	16.0" (405 mm)
80 W	30.7" (780 mm)	26.5" (672 mm)	19.7" (500 mm)	10.0" (254 mm)	30.7" (780 mm)	26.5" (672 mm)	19.7" (500 mm)

^{*} Carmanah will conduct a site assessment and provide an Energy Balance Report™ to determine the correct solar panel and battery size.

Uni-directional Configuration



Standard Pushbutton

Audible Pushbutton Station



Passive Activation Sensor

MUTCD interim approval IA-21 and MUTCDC compliant Purpose-built light bar optics = maximum efficiency and no stray light Exceeds SAE J595 class 1 intensity by 2.5 to 3x when used as recommended Meets SAE J578 chromaticity

3 in (76 mm) x 7 in (178 mm) clear, UV-rated polycarbonate lens with yellow LEDs High-power LEDs: +90% lumen maintenance (L90) based on IES LM-80

Side-emitting pedestrian confirmation LEDs

Independent, stainless steel mounting brackets make back-to-back installation simple and enable in-field aiming for maximum effectiveness

Yellow, black, or green powder coated light bar covers

177-NS11225 2 OF 2



Adjustable system settings with auto-scrolling LED display on our latest EMS System test, status, and fault detection: battery, solar, button, beacon, radio, day/ Flash patterns: RFB (WW+S), RFB1 (WW+S legacy), RFB2 (WSDOT), 0.5 sec. alternating (MUTCD), 0.5 sec. unison (MUTCD), 0.5 sec. x3 alternating (MUTCD), 0.1 sec. unison, 0.25 sec. unison, 0.1 sec. x3 quick flashes unison, 0.1 sec. x3 quick flashes alternating, steady on Input: momentary for pushbutton activation, normally open switch, normally closed Flash duration: 5 sec. to 1 hr. On-Board Intensity setting: 20 to 1400 mA for multiple RRFBs, circular beacons, or LED Interface enhanced signs Nighttime dimming: 10 to 100% of daytime intensity Ambient Auto Adjust: increases intensity during bright daytime Automatic Light Control: reduces intensity if the battery is extremely low Temperature correction: yellow beacons Calendar: internal time clock function Radio settings: enable/disable, selectable channel from 1 to 14 Output: enabled when beacons flashing daytime and nighttime, or nighttime only E.g., for relay control of overhead lighting Activation counts and data reporting via OBUI or optional USB connection Encrypted, wireless radio with 2.4 GHz mesh technology Wireless update of settings from any unit to all systems on the same radio channel User-selectable multiple channels to group different beacons and ensure a robust wireless signal Communicates with all other Gen III radio-enabled systems including our R820-E, -F, Communication and -G circular beacons Instantaneous wireless activation: <150 ms Wireless range: 1000 ft (305 m) Integrated, vandal-resistant antenna Solar or AC-powered AC: 100-240 VAC input, 6-14 AWG Replaceable AC-DC power supply, circuit breaker, terminal block wiring 20, 50, or 80 W high-efficiency photovoltaic solar panel 45 deg tilt for optimal energy collection Maximum Power Point Tracking with Temperature Compensation (MPPT-TC) battery charger for optimal energy collection in all solar and battery conditions 12 V hattery system with multiple sizes: 35, 55, 100 Ahr. Replaceable, recyclable, sealed, maintenance-free, best-in-class AGM batteries offer the widest temperature range and longest life Battery design life: +5 vrs. Weatherproof, gasketed enclosure with vents for ambient air transfer (NEMA 3R)





confirmation

Lockable, hinged door with #2 lock

Prewired to minimize installation time

customizable voice message confirmation

5-year limited warranty, excluding batteries

Optional padlockable latch



Passive activation: microwave-based sensor detects pedestrian

Corrosion-resistant aluminum with stainless steel hardware Raw aluminum finish or vellow, black, or green powder coated

-40 to 140° F (-40 to 60° C) battery operating temperature 150 mph (241 kph) wind speed as per AASHTO LTS-6

High-efficiency optics and EMS = the most compact, lightweight system -35 to 165° F (-37 to 74° C) system operating temperature

Pushbutton: ADA-compliant, piezo-driven with visual LED and two-tone audible

Audible pushbutton station: ADA-compliant, piezo-driven with visual LED and











Specifications subject to local environmental conditions, and may be subject to change All Carmanah products are manufactured in facilities that are certified to ISO quality standards

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^{*} U.S. Department of Transportation Federal Highways Administration, Publication No. FHWA-HRT-10-043 "Effects of Yellow Rectangular Rapid-Flashing Beacons on Yielding at Multilane Uncontrolled Crosswalks





, carmanah'

177-NS11343 2 OF 2



SC315-G RECTANGULAR RAPID FLASHING BEACON

MUTCD-compliant, pedestrian-activated warning beacon for uncontrolled marked crosswalks

- Improve pedestrian safety by increasing driver yield rates
- Passive activation: microwave-based sensor detects pedestrian
- Audible push button station
- Solar power performance even in partially shaded applications
- Solar and AC-powered models wirelessly communicate and can be used together in the same application
- Meets and exceeds MUTCD requirements, including IA-21

RRFBs have been found to provide vehicle yielding rates between 72 and 96 percent for crosswalk applications, including 4 lane roadways with average daily traffic (ADT) exceeding 12,000*

Superior Design and Technology

The SC315-G is a cabinet-based system with a separate, high-power solar panel. This design enables the SC315-G to work with audible push button stations, passive activation sensors, and remote monitoring, as well as operate at higher intensities and increased activations in challenging environments. MUTCD interim approval IA-21 flash pattern and multiple configurations enable the SC315-G to handle all crosswalk applications.

Easy Installation

All components, including the battery or AC power supply, Energy Management System (EMS) and optional audible push button controller are housed in a compact, lockable, purpose-built enclosure. It also incorporates a wire routing and termination system, and all components are wired at the factory for an efficient installation.

Advanced User-Interface

The SC315-G comes with an on-board user interface for quick configuration and status monitoring. It allows for simple in-the-field adjustment of flash pattern, duration, intensity, ambient auto adjust, night dimming, and many more. Settings are automatically sent wirelessly to all units in the system.

Compatibility

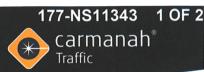
Compatible with Carmanah RRFBs and the R820-E, R820-F, and R820-G circular beacons. Interchange solar and AC power models within the same application.

Trusted

With thousands of installations, Carmanah's beacons are the benchmark in traffic applications and other transportation applications worldwide.

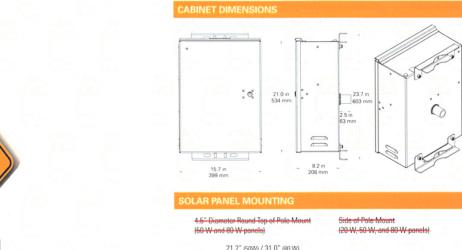
* U.S. Department of Transportation Federal Highways Administration, Publication No. FHWA-HRT-10-043

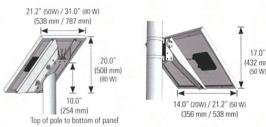
"Effects of Yellow Rectangular Rapid-Flashing Beacons on Yielding at Multilane Uncontrolled Crosswalks"





SC315-G RECTANGULAR RAPID FLASHING BEACON 1.844.412.8395 | traffic@carmanah.com | carmanahtraffic.com







Audible Push Button

PUSH BUTTON TO TURN ON WARNING LIGHTS















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Adjustable system settings with auto-scrolling LED display on our latest EMS

System test, status, and fault detection: battery, solar, button, beacon, radio, day/night Flash patterns: RFB1 (WW+S), RFB2 (WSDOT), 0.5 sec. alternating (MUTCD), 0.5 sec. unison

(MUTCD), 0.1 sec. unison, 0.25 sec. unison, 0.1 sec. x3 quick flashes unison, 0.1 sec. x3 quick flashes alternating

Input: momentary for push button activation, normally open switch, normally closed switch

Intensity setting: 20 to 1400 mA for multiple RRFBs, circular beacons, or LED enhanced signs User Interface Nighttime dimming: 10 to 100% of daytime intensity

Ambient Auto Adjust: increases intensity during bright daytime

Automatic Light Control: reduces intensity if the battery is extremely low

Temperature correction: yellow or red beacons

Radio settings; enable/disable, selectable channel from 1 to 14

Output: enabled when beacons flashing daytime and nighttime, or nighttime only

Activation counts and data reporting via OBUI or optional USB connection MUTCD interim approval IA-21 and MUTCDC compliant

Purpose-built light bar optics = maximum efficiency and no stray light

Exceeds SAE J595 class 1 intensity by 2.5 to 3x when used as recommended Meets SAF 1578 chromaticity

3 in (76 mm) x 7 in (178 mm) clear, UV-rated polycarbonate lens with yellow LEDs

High-power LEDs: +90% lumen maintenance (L90) based on IES LM-80 Side-emitting pedestrian confirmation LEDs

Independent, stainless steel mounting brackets make back-to-back installation simple and enable in-field aiming for maximum effectiveness

Yellew, black, or green powder coated light bar covers Encrypted, wireless radio with 2.4 GHz mesh technology

Wireless update of settings from any unit to all systems on the same radio channel User-selectable multiple channels to group different beacons and ensure a robust wireless

Connectivity Communicates with all other Gen III radio-enabled systems including our B820-E -E and -G circular beacons

Instantaneous wireless activation: <150 ms

Wireless range: 1000 ft (305 m) Integrated, vandal-proof antenna

Solar or AC-powered

20. 50, or 80 W high efficiency photovoltaic solar panel

Maximum Power Point Tracking with Temperature Com

petimal energy collection in all solar and battery conditions 12 V battery system with multiple sizes: 33, 35, 75, 100 Ahr

Weatherproof, gasketed enclosure with vents for ambient air transfer (NEMA 3R)

Lockable, hinged door with #2 lock Corrosion-resistant aluminum with stainless steel hardware

Raw aluminum finish or yellow, black, or green powder coated Prewired to minimize installation time

High-efficiency optics and EMS = the most compact, lightweight system -40 to 165° F (-40 to 74° C) system operating temperature -40 to 162° F (-40 to 72° C) bottory op

150 mph (241 kph) wind speed as per AASHTO LTS-6 Push button: ADA-compliant, piezo-driven with visual LED and two-tone audible confirmation

Audible push button station: ADA compliant, pieze driven with visual LED and

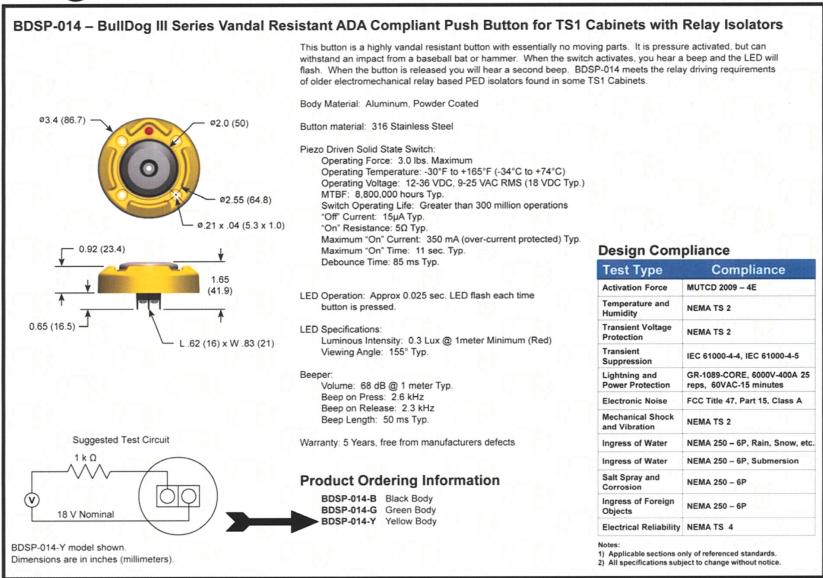
5-year limited warranty

















36" X 36" **FLUORESCENT YELLOW-GREEN** W11-2

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MEMO

VIA EMAIL BBrickel@nfe-engr.com **Brad Brickel** To: **Nowak & Fraus Engineers** Julie M. Kroll, PE, PTOE Paul Bonner, EIT From: Fleis & VandenBrink Date: May 28, 2024 Road Diet Corridor Study, 11 Mile Road

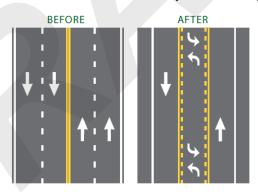
1 INTRODUCTION

Madison Heights, Michigan

Traffic Engineering Study

Re:

This memorandum presents the results of the Road Diet Traffic Study for the 11 Mile Road corridor through the City of Madison Heights. Michigan, The City is evaluating the possibility of a road diet through the City limits. from NB Stephenson Highway to Deguindre Road, to change the existing 4-Lane sections to 3-Lane sections, thereby providing a "road diet" through the corridor. The potential road diet will provide a three-lane crosssection, with one (1) lane in each direction and a center two-way left-turn lane (TWLTL).



The primary goal of the proposed road diet is improved safety and reduce traffic crashes along the corridor. The project limits are shown on the attached Figure 1 and additional roadway information is summarized in Table 1.

Table 1: Existing Roadway Information (11-Mile Road)

11 Mile Road (NB Stephenson Highway to Dequindre Road)							
Lane	4-lanes (2 lanes in each direction)						
Average Daily Traffic (2023)	13,360 vpd						
Functional Classification	Minor Arterial						
Posted Speed Limit	35 mph						

27725 Stansbury Boulevard, Suite 195 Farmington Hills, MI 48334

P: 248.536.0080 F: 248.536.0079

www.fveng.com

11 Mile Road Diet | Madison Height | Traffic Engineering Study May 28, 2024 | Page 2 of 11

This study has been completed to examine the traffic operations and capacity, safety, and geometric needs of the corridor, including the following study intersections on 11 Mile Road:

- 1. Dequindre Road
- 2. Hales Street
- 3. Lorenz Street
- 4. John R Road
- 5. Hampden Street
- 6. NB Stephenson Highway

The study includes the evaluation of the existing intersection operations and recommendations, including safety improvements, signal timing optimization along 11 Mile Road, geometric improvements, and other measures that would be effective in improving the operations along the roadway corridor.

This evaluation included the following analyses:

Existing Conditions (2024)

- Existing Traffic Volumes
- 4-Lanes Undivided Existing Geometry

Road Diet Horizon Year (2044) Road Diet Opening Day (2024)

- Existing Traffic Volumes
- 3-Lanes (Center TWLTL) Proposed Geometry

- Horizon Year Traffic Volumes
- 3-Lanes (Center TWLTL) Proposed Geometry

The purpose of this analysis is to determine the feasibility of a road diet for this study corridor and to determine what improvements, if any, are recommended to accommodate such a road diet. The scope of this study was developed based on Fleis & VandenBrink's (F&V) knowledge of the study area, understanding of the development program, accepted traffic engineering practices and information published by the Institute of Transportation Engineers (ITE). The study analyses were completed using Synchro/SimTraffic (Version 11). Sources of data for this study include F&V subconsultant Quality Counts, LLC (QC), Michigan Department of Transportation (MDOT), Road Commission for Oakland County (RCOC), Monroe County Road Commission

2 DATA COLLECTION

(MCRC), and ITE.

The existing weekday turning movement traffic volume data was collected by F&V subconsultant Quality Counts, LLC (QC) on Wednesday, April 24, 2024. Intersection Turning Movement Counts (TMC) were collected during the weekday AM (7:00 AM to 9:00 AM), MD (11:00 AM to 1:00 PM), School PM (2:00 PM to 4:00 PM), and PM (4:00 PM to 6:00 PM) peak periods at all study intersections. The data collection included Peak Hour Factors (PHFs), pedestrian volumes, and commercial trucks percentages which were used in the analysis in accordance with MDOT Electronic Traffic Control Devices guidelines. The peak hours at each intersection were utilized and through volumes were carried along the main study roadways and were balanced upwards through the study roadway network in accordance with MDOT guidelines. Additionally, at locations where access is provided between study intersections, "dummy node" intersections were used in the traffic modeling to account for sink and source volumes. Therefore, the traffic volumes utilized in the analysis and shown on the attached traffic volume figures may not match the raw traffic volumes shown in the data collection.

F&V collected an inventory of existing lane use and traffic controls, as shown on the attached Figure 2. Additionally, F&V obtained the current signal timing permits for the signalized study intersections from RCOC and MCRC. The existing 2024 peak hour traffic volumes used in the analysis are shown on the attached Figure 3. All applicable background data referenced in this memorandum is attached.

3 EXISTING (2024) CONDITIONS ANALYSIS

The existing AM, MD, School PM, and PM peak hour vehicle delays and Levels of Service (LOS) were calculated at the study intersections using Synchro (Version 11) traffic analysis software. This analysis was performed based on the existing peak hour traffic volumes sown on the attached Figure 3, the existing lane use and traffic control shown on the attached Figure 2, and methodologies presented in the Highway Capacity Manual 6th Edition (HCM6). Note: The NB Stephenson Highway & 11 Mile Road intersection has a northbound shared through/left-turn lane, which is not supported by the HCM6 methodology; therefore, the HCM 2000 methodology was determined to be more appropriate for use at this study intersection.

CITY OF MADISON HEIGHTS STREETSCAPE REDEVELOPMENT | SUMMARY DOCUMENT | JUNE 2024







11 Mile Road Diet | Madison Height | Traffic Engineering Study May 28, 2024 | Page 3 of 11

All of the signalized study intersections (with the exception of 11 Mile Road & NB Stephenson Highway and 11 Mile Road & Dequindre Road), operate on RCOC's Sydney Coordinated Adaptive Traffic System (SCATS). Therefore, the baseline timings were input, and the signal timings were optimized for each scenario studied at each of these SCATS intersections, in order to reflect the real time optimizations that are occurring to accommodate the actual traffic volumes observed by the approach lane detectors.

Descriptions of LOS "A" through "F", as defined in the HCM6, are attached. Typically, LOS D is considered acceptable, with LOS A representing minimal delay and LOS F indicating failing conditions. Additionally, SimTraffic network simulations were reviewed to evaluate network operations and vehicles queues. The results of the existing conditions analysis are attached and summarized in **Table 2**.

The results of the existing conditions analysis indicates that all approaches and movements at the study intersections are currently operating acceptably, at LOS D or better during the AM, MD, School PM, and PM peak periods with the following exceptions:

Dequindre Road & 11 Mile Road

- Several intersection approaches and movements currently operate a LOS E or F during the peak periods.
- Review of the operations shows that the signal currently operates with a 180 second cycle length.
 Therefore, it is not unreasonable for vehicles to experience high delays. Review of SimTraffic network
 simulations indicates that the majority of vehicle queue were observed to be serviced within each cycle
 length throughout the study corridor.

Table 2: Existing	Geometry	(4-Lanes)	Intersection	Operations

						Existing	Cond	ditions (2	2024)		
	11 Mile Road Intersection	Control	Approach	AM Pe	ak	MD Pe	MD Peak		ol eak	PM Pe	eak
				Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
			EBL	136.4	F	69.7	Ε	151.2	F	133.0	F
			EBTR	87.0	F	47.9	D	84.4	F	85.2	F
			WBL	59.7	Е	35.9	D	68.1	Ε	72.0	Ε
			WBT	85.4	F	36.2	D	97.5	F	81.9	F
			WBTR	112.3	F	55.0	D	100.2	F	93.3	F
1	Dequindre Road	Signalized	NBL	42.3	D	25.8	С	50.5	D	51.9	D
			NBTR	81.1	F	48.5	D	71.6	Ε	71.5	Е
			SBL	49.5	D	29.9	С	62.7	Е	57.9	Е
			SBT	71.5	Е	41.6	D	66.7	Ε	62.9	Е
			SBR	46.2	D	27.6	С	41.0	D	34.6	С
			Overall	80.0	Е	44.6	D	77.5	Е	73.6	Е
			EBTL	0.3	Α	1.4	Α	12.2	В	2.0	Α
			EBTR	0.3	Α	1.5	Α	12.7	В	2.1	Α
	Hales Street		WBTL	3.0	Α	1.4	Α	3.8	Α	1.7	Α
2	nales Street	Signalized	WBTR	3.0	Α	1.4	Α	3.9	Α	1.8	Α
			NB	33.5	С	38.4	D	32.3	С	37.6	D
			SB	36.8	D	38.4	D	36.4	D	38.6	D
			Overall	5.2	Α	2.8	Α	10.3	В	3.1	Α
			EBTL	0.2	Α	0.2	Α	0.4	Α	0.4	Α
			EBTR	0.3	Α	0.2	Α	0.4	Α	0.5	Α
	Lorenz Street		WBTL	12.9	В	0.2	Α	0.6	Α	0.4	Α
3	LOIGIIZ GUGGU	Signalized	WBTR	13.0	В	0.2	Α	0.7	Α	0.5	Α
			NB	31.2	С	37.1	D	31.9	С	35.1	D
			SB	35.6	D	38.6	D	36.1	D	37.5	D
			Overall	12.4	В	3.6	Α	4.3	Α	3.6	Α

11 Mile Road Diet | Madison Height | Traffic Engineering Study May 28, 2024 | Page 4 of 11

						Existing	Cond	ditions (2	2024)		
	11 Mile Road Intersection	Control	Approach	AM Pe	ak	MD P		Scho PM Pe	ol	PM Pe	ak
				Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
			EBL	38.6	D	36.1	D	42.6	D	37.3	D
			EBT	36.6	D	34.8	С	34.1	С	43.0	D
			EBTR	37.3	D	35.2	D	34.7	С	44.1	D
			WBL	33.0	С	33.5	С	32.4	С	36.4	D
			WBT	39.4	D	40.1	D	46.4	D	43.6	D
	John R Road		WBTR	40.1	D	41.3	D	46.7	D	44.9	D
4	John R Road	Signalized	NBL	20.8	С	15.3	В	29.2	С	23.8	С
			NBT	29.1	С	24.0	С	31.6	C	26.3	С
			NBR	24.1	С	20.6	С	24.2	C	21.3	С
			SBL	21.0	С	17.4	В	30.2	С	27.9	С
			SBT	26.6	С	23.1	С	30.3	С	25.9	С
			SBR	26.5	С	22.6	С	26.2	С	23.1	C
			Overall	31.6	С	27.6	С	35.4	D	32.9	С
			EBTL	0.2	Α	0.2	Α	0.3	Α	0.5	Α
			EBTR	0.2	Α	0.2	Α	0.4	Α	0.5	Α
	Hampden Street		WBTL	2.6	Α	2.4	Α	3.1	Α	2.6	Α
5	nampuen Street	Signalized	WBTR	2.7	Α	2.4	Α	3.1	Α	2.7	Α
			NB	44.2	D	38.3	D	39.1	D	38.6	D
			SB	43.4	D	38.3	D	38.8	D	38.5	D
			Overall	4.1	Α	3.6	Α	4.0	Α	3.0	Α
			EBL	18.5	В	3.7	Α	15.6	В	7.2	Α
			EBT	8.4	Α	2.1	Α	10.8	В	3.0	Α
	NB Stephenson		WBT	13.2	В	8.2	Α	11.6	В	12.0	В
6	Highway	Signalized	WBR	14.5	В	8.4	Α	13.7	В	12.4	В
U	Tilgilway	Signalized	NBL	36.3	D	37.7	D	35.9	D	34.9	С
			NBTL	38.8	D	36.9	D	34.7	С	33.8	С
			NBR	35.5	D	37.2	D	34.0	С	34.3	С
			Overall	21.9	С	14.9	В	18.7	В	15.2	В

4 ROAD DIET (3-LANES)

4.1 OPENING DAY ANALYSIS (2024)

The proposed road diet configuration (3-lanes) was evaluated along the 11 Mile Road corridor, based on the proposed lane use and traffic control shown on the attached **Figure 4**, existing (2024) peak hour traffic volumes shown on the attached **Figure 3**, and methodologies presented in the HCM. The road diet intersection operations analysis results are attached and summarized in the attached **Table 3**. The results of the road diet evaluation indicate that, with the implementation of the proposed three-lane road-diet, all study intersection approaches and movements will continue to operate in a manner similar to the existing conditions analysis, with additional impacts for LOS for the following location:

Dequindre Road & 11 Mile Road

- <u>During the MD peak hour</u>: The westbound right-turn lane is expected to operate at LOS E.
- Review of SimTraffic network simulations indicates the westbound right-turn movement operates
 acceptably during the MD peak hour, the majority of vehicle queues were observed to be serviced
 within each cycle length.

Review of SimTraffic network simulations indicates generally acceptable operations throughout the study roadway network. Vehicle queues were observed to be serviced within each cycle length with minimal residual vehicle queueing. However, the westbound through movement at the intersection of Dequindre Road & 11 Mile







11 Mile Road Diet | Madison Height | Traffic Engineering Study May 28, 2024 | Page 5 of 11

Road was observed to experience periods of long vehicle queues during the School PM peak period. However, these queues were observed to dissipate throughout the School PM peak period.

A corridor travel time evaluation was completed utilizing SimTraffic network simulations to calculate the existing network travel time and the projected travel time with the proposed road diet. The results of this comparison show negligible change in travel time for the peak periods, with the highest increase occurring for the westbound traffic during the School PM peak which is anticipate to increase by approximately three (3) minutes. The travel time summary for each peak period is attached and summarized in **Table 4**.

Table 3: Road Diet Geometry (3-Lanes) Travel Time – Opening Day (2024)

Dook Davied	Exist Condition		Road Opening D		Difference		
Peak Period	EB (minutes)	WB (minutes)	EB (minutes)	WB (minutes)	EB (minutes)	WB (minutes)	
AM Peak	4.36	5.06	4.54	5.35	0.18	0.29	
MD Peak	3.85	4.44	3.92	4.63	0.07	0.19	
School PM Peak	4.64	5.16	4.74	8.19	0.10	3.04	
PM Peak	4.39	5.13	4.47	5.59	0.08	0.46	

4.2 HORIZON YEAR ANALYSIS (2044)

Historical population and economic profile data was obtained for the City of Madison Heights from the Southeast Michigan Council of Governments (SEMCOG) database, in order to calculate a background growth rate to project the existing 2024 peak hour traffic volumes to the horizon year of 2044. Population and employment projections from 2020 to 2050 were reviewed and show an average annual growth rate of 0.15% and 0.32%, respectively. Therefore, a conservative background growth rate of 0.5% per year was applied to the existing peak hour traffic volumes to forecast the horizon year 2044 peak hour traffic volumes, as shown on the attached Figure 5.

The Horizon Year (2044) conditions analysis was evaluated based on the recommended lane use and traffic control shown on the attached **Figure 4**, peak hour traffic volumes shown on the attached **Figure 5**, and methodologies presented in the HCM. The Horizon Year (2024) intersection operations analysis results are attached and summarized in the attached **Table 5**. The results of the Horizon Year (2044) road diet evaluation indicate that all study intersection approaches and movements will continue to operate in a manner similar to the Opening Day (2024) conditions analysis, with following additional impacts to LOS:

Dequindre Road & 11 Mile Road

- <u>During the AM peak hour</u>: The southbound left-turn movement is expected to operate at LOS E.
- During the School PM peak hour: The northbound left-turn movement is expected to operate at LOS E.

Review of SimTraffic network simulations indicate long periods of vehicle queues for the southbound left-turn and westbound through movements during the AM, School PM, and PM peak periods. These queues were observed to be present throughout the School PM peak hour. The 95th percentile queue length for the southbound left-turn and westbound through movements were observed to be the highest during the AM peak hour, at 880 feet, and the School PM peak hour, at 1,650 feet, respectively. This intersection is under the jurisdiction of Macomb County Department of Road (MCDR) and currently operates with a 180 second cycle length. Preliminary analysis indicates that queues would be reduced by optimizing the cycle length to 120 seconds.

John R Road & 11 Mile Road

• <u>During the School PM peak hour</u>: The northbound and southbound through movements are expected to operate at LOS F and the overall intersection is expected to operate at LOS E.

Review of SimTraffic network simulations indicated periods of long vehicle queues during the School PM peak period for the northbound and southbound approaches. However, these queues were observed to dissipate and were not present throughout the entire peak hour.

11 Mile Road Diet | Madison Height | Traffic Engineering Study May 28, 2024 | Page 6 of 11

A corridor travel time evaluation was completed utilizing SimTraffic network simulations to calculate the projected Opening Day (2024) network travel time and the projected Horizon Year (2044) travel time with the proposed road diet. The results of this comparison show negligible change in travel time for the peak periods, with the highest increase occurring for the westbound traffic during the School PM peak which is anticipate to increase by approximately four (4) minutes. The travel time summary for each peak period is attached and summarized in **Table 6.**

Table 4: Road Diet Geometry (3-Lanes) Travel Time – Horizon Year (2044)

Peak Period		l Diet Day (2024)	Road Horizon Y	l Diet ear (2044)	Difference		
Реак Регіод	EB (minutes)	WB (minutes)	EB (minutes)	WB (minutes)	EB (minutes)	WB (minutes)	
AM Peak	4.54	5.35	4.44	5.98	-0.10	0.63	
MD Peak	3.92	4.63	3.95	473	0.04	0.10	
School PM Peak	4.74	8.19	4.76	11.91	0.02	3.71	
PM Peak	4.47	5.59	4.77	5.78	18.1	0.20	

Note: Decreased travel times result from SCATS optimizations, improved progression, and HCM methodologies.

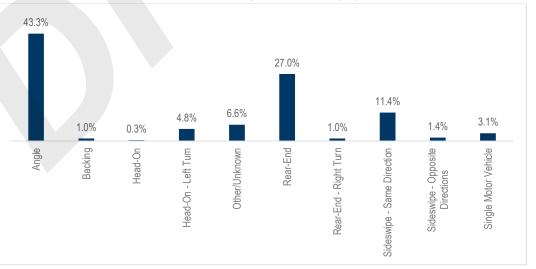
5 SAFETY STUDY

5.1 CRASH ANALYSIS

A crash analysis was conducted at the study intersections and roadway segments along the 11 Mile Road corridor. F&V obtained the crash data used in the analysis from the Michigan Traffic Crash Facts (MTCF) historical crash database for the most recent **five years** (January 1, 2018 to December 31, 2022) of available data. There were a total of 289 crashes reported along the study corridor in the past five years. There were 86 crashes with injuries, include four (4) "Type A" injury crashes; however, there were no fatalities.

The general crash type along the corridor is Angle (43%), Rear-End – Straight (27%), and Sideswipe – Same Direction (11%) crashes. The majority of crashes at the signalized intersections and angle and rear-end crashes, which is typical of signalized intersections. Review of the UD-10 reports for these intersections indicate that the crashes were distributed equally from all directions of travel, suggesting that a directional crash pattern was not present. All crashes included in this analysis are summarized in **Chart 1**. The individual intersection and segment crash types along the 11 Mile Road corridor are summarized in **Table 7**. Review of the summary data indicate that the majority of crashes occurred at the 11 Mile Road intersections with NB Stephenson Highway and Dequindre Road and along the roadway segments between Hampden Street and John R Road, John R Road and Lorenz Street, and Lorenz Street and Dequindre Road.

Chart 1: Percentage of Crashes by Type









11 Mile Road Diet | Madison Height | Traffic Engineering Study May 28, 2024 | Page 7 of 11

Table 5: Intersection and Segment Crash Summary by Crash Type

Table 5. Intersection and Segment Crash Summary by Crash Type													
11 Mile Road – Road Location			Backing	Head-On	Head-On Left-Turn	Other/Unknown	Rear-End (Straight)	Rear-End Right-Turn	Sideswipe – Opposite	Sideswipe - Same	Single Motor Vehicle	Total	Percentage
NB Stephenson Hwy	Intersection	22	0	0	4	4	4	0	1	2	1	38	13%
NB Stephenson Hwy – Hampden Street	Segment	13	0	0	0	0	6	0	0	6	0	25	9%
Hampden Street	Intersection	1	0	0	0	1	1	0	0	0	0	3	1%
Hamden Street – John R Road	Segment	14	1	0	1	3	19	1	0	5	6	50	17%
John R Road	Intersection	13	0	0	1	3	4	0	1	4	0	26	9%
John R Road – Lorenz Street	Segment	17	0	1	1	3	16	_1	0	6	0	45	16%
Lorenz Street	Intersection	7	0	0	0	1	1	0	0	0	0	9	3%
Lorenz Street – Hales Street	Segment	10	0	0	1	1	7	0	0	1	0	20	7%
Hales Street	Intersection	3	0	0	0	0	0	0	0	0	0	3	1%
Hales Street – Dequindre Road	Segment	9	1	0	1	1	13	0	1	7	2	35	12%
Dequindre Road Intersection		16	1	0	5	2	7	1	1	2	0	35	12%
Total			3	1	14	19	78	3	4	33	9	289	100%

Table 6: Road Conditions Summary

Road Conditions											
Condition	Number of Crashes	%									
Dry	217	75%									
Other/Unknown	2	0%									
Wet	53	18%									
Snowy/Icy/Slush	17	6%									
Total	289	100%									

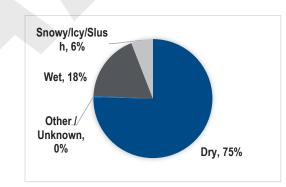
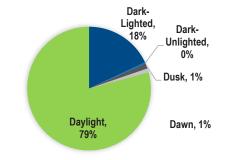


Table 7: Light Conditions Summary

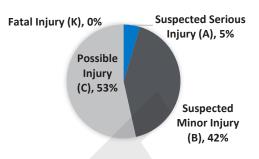
	Light Conditions	
Condition	Number of Crashes	%
Dark-Lighted	52	18%
Dark-Unlighted	1	0%
Dusk	4	1%
Dawn	3	1%
Daylight	229	79%
Total	289	100%



11 Mile Road Diet | Madison Height | Traffic Engineering Study May 28, 2024 | Page 8 of 11

Table8: Crashes with Injury

Worst Injury in Crash										
Severity	Crashes with Injury	% of Injuries								
Fatalities	0	0%								
"A" Injuries	4	5%								
"B" Injuries	36	42%								
"C" Injuries	46	53%								
Total	86	100%								



The <u>SEMCOG Crash Analysis Process</u> Regional Critical Intersection Crash Rates, Frequencies and Casualty Ratios: By Presence or Absence of Signalization was used to compare the actual crash rates and frequencies to the regional rates for similar intersection operations. The study area included in this analysis is located within the SEMCOG region. Therefore, the data provided by SEMCOG provides an applicable comparison to the crash rates experienced within the study area. The results of the analysis are summarized in **Table 11**.

Table 9: Study Network Intersection Crash Comparison

		A	(crashes			Frequency shes/year)		Crash Rate (crashes per MV)		
	Intersection	Average ADT (Entering Volume vpd)	Total (5 years)	Intersection Annual Crash Frequency	SEMCOG Average Annual Crash Frequency	Difference	Intersection Crash Rate	SEMCOG Average Crash Rate	Difference	
1	11 Mile Road & Dequindre Road	34,223	35	7.0	13.51	-6.51	0.56	1.07	-0.51	
2	11 Mile Road & Hales Street	10,373	3	0.6	4.69	-4.09	0.16	0.87	-0.71	
3	11 Mile Road & Lorenz Street	10,900	9	1.8	4.69	-2.89	0.45	0.87	-0.42	
4	11 Mile Road & John R Road	23,607	26	5.2	8.77	-3.57	0.60	0.96	-0.36	
5	11 Mile Road & Hampden Street	11,477	3	0.6	4.69	-4.09	0.14	0.87	-0.73	
6	11 Mile Road & NB Stephenson Hwy	17,573	38	7.6	4.69	2.91	1.18	0.87	0.31	

The results of the analysis indicates that the majority of the study intersections currently have crash frequencies (crashes per year) and crash rates (crashes per million entering vehicles) below the SEMCOG average for intersections with similar characteristics. The study intersection of 11 Mile Road and NB Stephenson Highway has crash frequency and crash rate above the SEMCOG average. Further review of the crash reports indicates that the majority of crashes at the 11 Mile Road & NB Stephenson Highway intersection were angle crashes (58%). However, NB Stephenson Highway is the project limits for this study; therefore, no changes to the roadway geometry or traffic control operations are recommended as part of this study. It should be noted that the intersection of NB Stephenson Highway and 11 Mile Road is under the jurisdiction of the City of Royal Oak; therefore, any further investigation into this intersection would be completed by the City of Royal Oak.

5.2 HIGHWAY SAFETY MANUAL ANALYSIS

The Federal Highway Administration (FHWA) has identified Road Diets a proven safety countermeasure and promotes them as a safety-focused design alternative to a traditional four-lane. In order to determine the predictive impact on safety, an analysis was performed according to the Highway Safety Manual (HSM) crash predictive methodology. The analysis included the evaluation of the existing operations along the 11-Mile Road corridor and a safety review of the operations after the implementation of the recommended road diet to provide corridor-wide three-lane striping.

The latest HSM predictive methods analysis spreadsheet, provided by the MDOT Safety Programs Unit, was utilized to determine the expected and predicted crashes associated with the existing conditions and proposed road diet conditions. This analysis used the urban/sub-urban segments model and the crash prediction values







11 Mile Road Diet | Madison Height | Traffic Engineering Study May 28, 2024 | Page 9 of 11

provided by MDOT in the HSM spreadsheet. The results of the analysis are summarized in **Table 12** below and the detailed HSM summary sheets are attached.

Table 12: Highway Safety Analysis Summary

		y Damage (PDO)	Fatal and	Injury (FI)	Total				
Scenario	Predicted Crashes per Year	Crash Rate (Crashes / mile / year)	Predicted Crashes per Year	Crash Rate (Crashes / mile / year)	Predicted Crashes per Year	Reduction (%)	Crash Rate (Crashes / mile / year)	Reduction (%)	
NB Stephenson Hwy to Hamden St	0.46	4.64	0.10	0.95	0.56		5.59		
Road Diet (4-lane to 3-lane)	0.41	4.11	0.06	0.64	0.47	15.1%	4.74	15.1%	
Hampden St to John R Rd	2.07	4.94	0.43	1.02	2.50		5.96		
Road Diet (4-lane to 3-lane)	1.83	4.35	0.29	0.68	2.12	15.5%	5.04	15.5%	
John R Rd to Lorenz St	1.14	4.06	0.23	.084	1.37		4.89		
Road Diet (4-lane to 3-lane)	1.00	3.58	0.16	0.56	1.16	15.4%	4.14	15.4%	
Lorenz St to Hales St	0.96	2.66	0.22	0.60	1.18		3.27		
Road Diet (4-lane to 3-lane)	0.85	2.36	0.15	0.40	0.99	15.5%	2.76	15.5%	
Hales St to Dequindre Rd	1.90	5.01	0.42	1.10	2.32		6.11		
Road Diet (4-lane to 3-lane)	1.68	4.41	0.28	0.74	1.96	15.7%	5.15	15.7%	

The result of the analysis indicates that the 4-lane to 3-lane road diet is expected to reduce the predicted crash rates and frequencies by approximately 15-16% per year throughout the 11-Mile Road study corridor.

6 CONCLUSIONS

The conclusions of this Traffic Study are as follows:

1. EXISTING CONDITIONS ANALYSIS (4-LANES)

 The results of the existing conditions analysis indicates that all approaches and movements at the study intersections are currently operating acceptably, at LOS D or better, during the AM, MD, School PM, and PM peak periods with the following exceptions:

Dequindre Road & 11 Mile Road

- Several intersection approaches and movements currently operate at LOS E or F during the peak periods.
- Review of the operations show that the signal currently operates with a 180 second cycle length. Therefore, it is not unreasonable for vehicles to experience high delays. Review of SimTraffic network simulations indicates that the majority of vehicle queues were observed to be serviced within each cycle length throughout the study corridor.

2. ROAD DIET ANALYSIS (3-LANES)

Opening Day (2024)

• The results of the road diet evaluation indicate that, with the implementation of the proposed threelane road-diet, all study intersection approaches and movements will continue to operate in a manner similar to the existing conditions analysis, with the exception of the following:

Dequindre Road & 11 Mile Road

- During the MD peak hour: The westbound right-turn lane is expected to operate at LOS E.
- Review of SimTraffic network simulations indicates the westbound right-turn movement operates
 acceptably during the MD peak hour, the majority of vehicle queues were observed to be serviced
 within each cycle length.

11 Mile Road Diet | Madison Height | Traffic Engineering Study May 28, 2024 | Page 10 of 11

A corridor travel time evaluation was completed utilizing SimTraffic network simulations to calculate
the existing network travel time and the projected travel time with the proposed road diet. The
results of this comparison show negligible change in travel time for the peak periods, with the
highest increase occurring for the westbound traffic during the School PM peak which is anticipated
to increase by approximately three (3) minutes.

Horizon Year (2044)

• The results of the Horizon Year (2044) road diet evaluation indicates that all study intersection approaches and movements will continue to operate in a manner similar to the Opening Day (2024) conditions analysis, with the exception of the following:

Dequindre Road & 11 Mile Road

- <u>During the AM peak hour</u>: The southbound left-turn movement is expected to operate at LOS E.
- <u>During the School PM peak hour</u>: The northbound left-turn movement is expected to operate at LOS E.
- Review of SimTraffic network simulations indicates long periods of vehicle queues for the southbound left-turn and westbound through movements during the AM, School PM, and PM peak periods. These queues were observed to be present throughout the School PM peak hour. The 95th percentile queue length for the southbound left-turn and westbound through movemetns were observed to be highest during the AM peak hour, at 880 feet, and the School PM peak hour, at 1,650 feet, respectively. This intersection is under the jurisdiction of MCDR and currently operates with a 180 second cycle length. Preliminary analysis indicates that queues would be reduced by optimizing the cycle length to 120 seconds.

John R Road & 11 Mile Road

- <u>During the School PM peak hour</u>: The northbound and southbound through movements are expected to operate at LOS F and the overall intersection is expected to operate at LOS F
- Review of SimTraffic network simulations indicated periods of long vehicle queues during the School PM peak period for the northbound and southbound approaches. However, these queues were observed to dissipate and were not present throughout the entire peak hour.
- A corridor travel time evaluation was completed utilizing SimTraffic network simulations to calculate
 the projected Opening Day (2024) network travel time and the projected Horizon Year (2044) travel
 time with the proposed road diet. The results of this comparison show negligible change in travel
 time for the peak periods, with the highest increase occurring for the westbound traffic during the
 School PM peak which is anticipated to increase by approximately four (4) minutes.

3. SAFETY ANALYSIS

- The result of the crash analysis indicates that there were a total of 289 crashes reported along the 11 Mile Road corridor in the past five year (2018-2022); of these crashes, 86 involved injuries, including four (4) "Type A" injuries. The general crash type trends were Angle (43%), Rear-End Straight (27%), and Sideswipe Same Direction (11%) crashes.
- The analysis indicates that the majority of the study intersections have crash frequencies and crash rates below the SEMCOG average for comparable intersections. The study intersection of 11 Mile Road & NB Stephenson Highway has crash frequency and crash rate above the SEMCOG average. It should be noted that the intersection of NB Stephenson Highway & 11 Mile Road is under the jurisdiction of the City of Royal Oak; therefore, any further investigation into this intersection would be completed by the City of Royal Oak.
- A safety review was performed according to the Highway Safety Manual (HSM) crash predictive methodology. The result of the analysis indicates that 4-lane to 3-lane road diet would reduce the

05







11 Mile Road Diet | Madison Height | Traffic Engineering Study May 28, 2024 | Page 11 of 11

predicted crash rates and frequencies by approximately 15-16% per year throughout the 11 Mile Road study corridor.

7 RECOMMENDATIONS

- The primary goal of this road diet is to improve safety and reduce the crashes along the 11 Mile Road corridor. The result of the analysis indicates that crashes are expected to be reduced by **15-16%**.
- It is recommended that the road diet is implemented. There are several options to consider for the extra space created by the eliminated lanes, such as parking space, bike lanes, additional green space, etc. The use of the additional space is up to the discretion of the city.
- It is recommended that at the intersection of Dequindre Road & 11 Mile Road, that the westbound approach be restriped to include a left-turn lane, a through lane, and a right-turn lane.
- It is recommended that at the intersection of John R Road & 11 Mile Road, that the eastbound and westbound approaches be restriped to include a left-turn lane, a through lane, and a right-turn lane.

Any questions related to this memorandum, study, analysis, and results should be addressed to Fleis & VandenBrink.

I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Michigan.

Attached: Figures 1-5

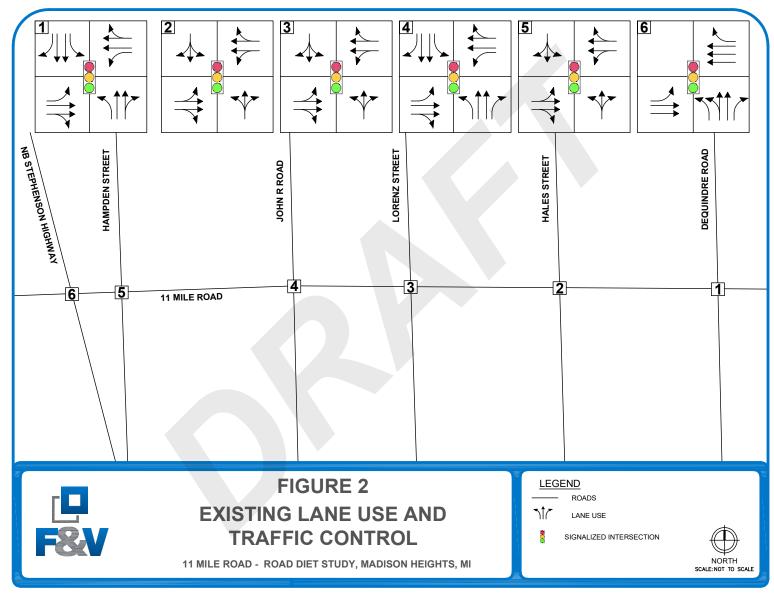
Traffic Volume Data
HCM LOS Description
Synchro Results
Table 3
Table 5
HSM Crash Analysis

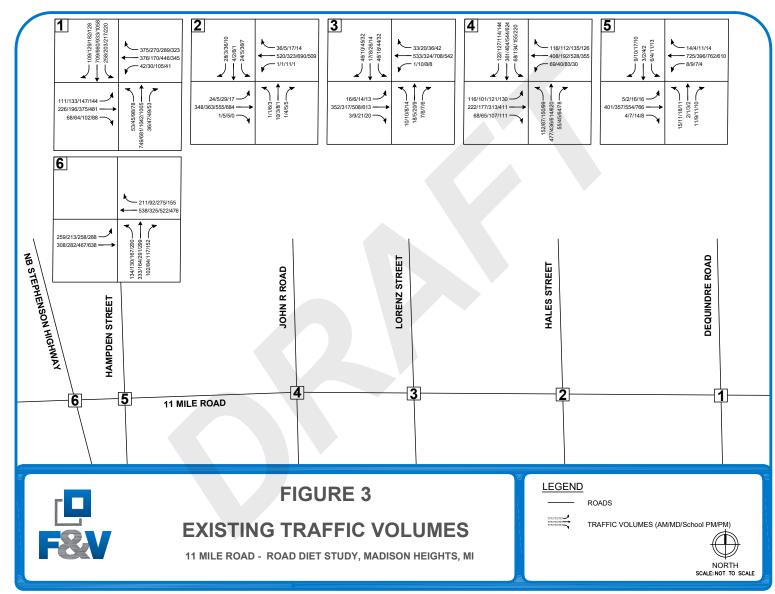








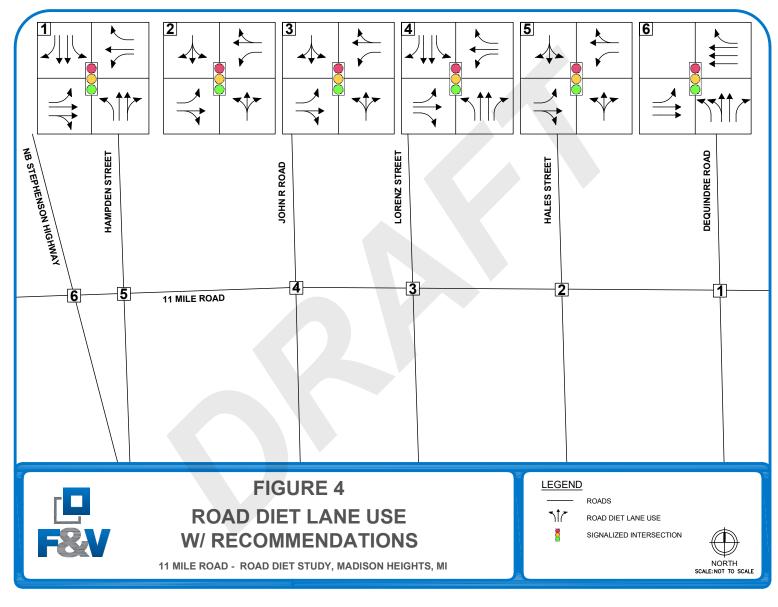












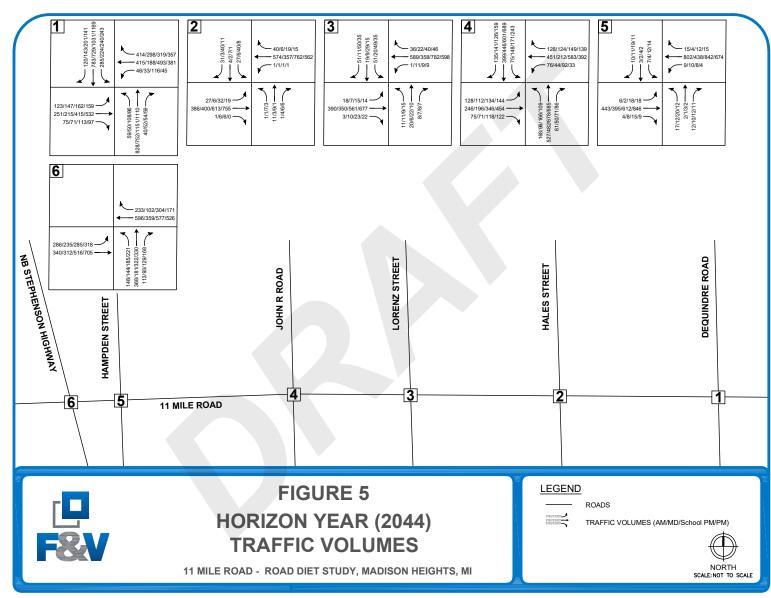








								Table	3: Road	Diet Geo	metry	(3 Lanes) Inte	rsection	Operat	tions - Ope	ening Da	ıy									
						Existi	ing Co	onditions (pening Day							Dif	ference			
	Intersection	Control	Approach	AM P	eak	MD P		School P		PM P	eak	AM P	eak	MD P		School P		PM P	eak	AM P	Peak	MD F	Peak	School P	M Peak	PM	Peak
			7 pp. 525	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
F			EBL	(s/veh) 136.4	F	(s/veh) 69.7	Е	(s/veh) 151.2	F	(s/veh) 133.0	F	(s/veh) 136.4	F	(s/veh) 63.9	Е	(s/veh) 151.2	F	(s/veh) 119.7	F	(s/veh) 0.0	-	(s/veh) -5.8	-	(s/veh) 0.0	-	-13.3	-
l			EBTR	87.0	F	47.9	D	84.4	F	85.2	F	87.0	F	47.9	D	84.4	F	85.2	F	0.0	-	0.0	-	0.0	-	0.0	-
l			WBL	59.7	Е	35.9	D	68.1	Е	72.0	Е	59.7	Е	37.6	D	67.6	Е	72.5	Е	0.0	-	1.7	-	-0.5	-	0.5	-
l			WBT	85.4	F	36.2	D	97.5	F	81.9	F	78.3	Е	36.1	D	120.4	F	77.3	Е	-7.1	F→E	-0.1	-	22.9	-	-4.6	F→E
l	Dequindre Road		WBTR / WBR	112.3	F	55.0	D	100.2	F	93.3	F	112.3	F	56.6	Е	74.9	E	94.9	F	0.0	-	1.6	D→E	-25.3	F→E	1.6	-
1	&	Signalized	NBL	42.3	D	25.8	С	50.5	D	51.9	D	42.3	D	24.3	C	50.9	D	51.5	D	0.0	-	-1.5	-	0.4	-	-0.4	-
l	11 Mile Road		NBTR	81.1	F	48.5	D	71.6	E	71.5	E	81.1	F	48.5	D	71.6	E	71.5	E	0.0	-	0.0	-	0.0	-	0.0	-
l			SBL SBT	49.5 71.5	D E	29.9 41.6	C D	62.7 66.7	E	57.9 62.9	E	49.5 71.5	D E	28.3 41.6	C D	63.2 66.7	E	57.4 62.9	E	0.0	-	-1.6 0.0	-	0.5	-	-0.5 0.0	-
l			SBR	46.2	D	27.6	С	41.0	D	34.6	С	46.2	D	29.1	С	41.0	D	34.7	С	0.0	1	1.5	1	0.0	-	0.0	-
l			Overall	80.0	E	44.6	D	77.5	E	73.6	E	79.2	E	44.4	D	78.3	E	72.8	E	-0.8	-	-0.2	-	0.8	-	-0.8	-
Н			EBTL/EBL	0.3	A	1.4	A	12.2	В	2.0	A	1.0	A	0.1	A	8.6	A	0.3	A	0.7	-	-1.3	-	-3.6	в→а	-1.7	
			EBTR	0.3		1.5	A	12.7	В	2.1	Α	0.5	A	0.4		4.7	A	1.0	A	0.2		-1.1	-	-8.0		-1.1	
					A							2.1			A					-0.9	-	-0.3	-	1.8	B→A -	-0.4	-
,	Hales Street	Cianalizad	WBTL / WBL WBTR	3.0	A	1.4	A	3.8	A	1.7	A	4.3	A	1.1	A	5.6 6.1	A	1.3	A	1.3) <u> </u>	0.3	-	2.2	-	0.5	-
_	& 11 Mile Road	Signalized	NB	33.5	A C	38.4	D	32.3	C	37.6	D		A	38.4	A D	32.4	C	37.6	A D	0.0	-	0.0	-	0.1		0.0	-
			SB	36.8	D	38.4	D	36.4	D	38.6	D	33.5	C D	38.4	D	36.8	D	38.6	D	0.0	-	0.0	-	0.1	-	0.0	-
			Overall	5.2	A	2.8	A	10.3	В	3.1	A	6.0	A	2.4	A	8.5	A	2.8		0.1	-	-0.4	-	-1.8	- D \ A	-0.3	-
H				0.2				0.4		0.4				0.0		1.0			Α	2.7	-		-	0.6	B→A		-
l			EBTL / EBL EBTR	0.2	A	0.2	A	0.4	A	0.4	A	2.9 0.5	A	0.0	A	0.9	A	0.1 1.1	A	0.2	-	-0.2 0.2	-	0.6	-	-0.3 0.6	-
l	Lorenz Street		WBTL / WBL	12.9	В	0.2	A	0.4	A	0.3	A	5.5	A	0.0	A	0.0	A	0.0	A	-7.4	B→A	-0.2	-	-0.6	-	-0.4	-
3	&	Signalized	WBTR	13.0	В	0.2	Α	0.7	A	0.5	Α	11.0	В	0.4	Α	2.0	A	1.1	Α	-2.0	-	0.2	-	1.3	-	0.6	-
l	11 Mile Road		NB	31.2	С	37.1	D	31.9	С	35.1	D	31.4	С	37.1	D	32.1	С	35.1	D	0.2	-	0.0	-	0.2	-	0.0	-
l			SB	35.6	D	38.6	D	36.1	D	37.5	D	35.9	D	38.6	D	36.5	D	37.7	D	0.3	-	0.0	-	0.4	-	0.2	-
L			Overall	12.4	В	3.6	Α	4.3	Α	3.6	Α	11.5	В	3.8	Α	5.3	Α	4.2	Α	-0.9	-	0.2	-	1.0	-	0.6	-
			EBL	38.6	D	36.1	D	42.6	D	37.3	D	39.8	D	36.5	D	44.4	D	33.5	С	1.2	-	0.4	-	1.8	-	-3.8	D→C
			EBTR / EBR	36.6	D	34.8	C	34.1	C	43.0	D	36.4	D	38.3	D	33.5	С	43.9	D	-0.2	-	3.5	C→D	-0.6 -8.4	-	0.9	-
			WBL	37.3 33.0	D C	35.2 33.5	C	34.7 32.4	C	44.1 36.4	D D	30.3	C	32.8	C	26.3 30.0	C	22.9 37.1	C D	-7.0 -1.6	D→C -	-2.4 1.2	D→C -	-0.4	-	-21.2 0.7	D→C -
			WBT	39.4	D	40.1	D	46.4	D	43.6	D	43.0	D	40.7	D	54.8	D	43.5	D	3.6	-	0.6	-	8.4	-	-0.1	-
	John R Road		WBTR / WBR	40.1	D	41.3	D	46.7	D	44.9	D	29.8	С	37.1	D	26.0	С	31.2	С	-10.3	D→C	-4.2	-	-20.7	D→C	-13.7	D→C
4	&	Signalized	NBL	20.8	С	15.3	В	29.2	С	23.8	С	25.3	С	15.8	В	38.6	D	29.8	С	4.5	-	0.5	-	9.4	C→D	6.0	-
	11 Mile Road		NBT	29.1	С	24.0	С	31.6	С	26.3	С	32.2	С	23.0	С	39.5	D	30.5	С	3.1	-	-1.0	-	7.9	C→D	4.2	-
			NBR	24.1	С	20.6	С	24.2	С	21.3	С	25.9	С	19.9	В	27.0	С	23.9	C	1.8	-	-0.7	C→B	2.8	-	2.6	-
			SBL	21.0	С	17.4	В	30.2	С	27.9	С	25.3	С	18.0	В	43.6	D	36.0	D	4.3	-	0.6	-	13.4	C→D	8.1	C→D
			SBT	26.6	C	23.1	С	30.3	C	25.9	С	28.8	С	22.2	C	36.4	D	29.9	С	2.2	-	-0.9	-	6.1	C→D	4.0	-
			SBR Overall	26.5 31.6	C	22.6 27.6	C	26.2 35.4	C	23.1 32.9	C C	28.8 33.1	C C	21.7 27.2	C	29.6 39.6	C D	26.2 33.9	C	2.3 1.5	-	-0.9 -0.4	-	3.4 4.2	-	3.1 1.0	-
Н			EBTL / EBL	0.2	A	0.2	A	0.3	A	0.5	A	1.1	A	0.2	A	2.3	A	0.7	A	0.9	-	0.0	-	2.0	-	0.2	-
l			EBTR	0.2	A	0.2	A	0.4	A	0.5	A	0.5	A	0.4	A	0.8	A	1.4	A	0.3	-	0.0	-	0.4	-	0.9	-
l	Hampden Street		WBTL / WBL	2.6	Α	2.4	Α	3.1	A	2.6	Α	1.8	Α	1.9	Α	2.0	A	1.9	Α	-0.8	-	-0.5	-	-1.1	-	-0.7	-
5	&	Signalized	WBTR	2.7	Α	2.4	Α	3.1	Α	2.7	Α	4.1	Α	3.0	Α	5.4	Α	3.7	Α	1.4	-	0.6	-	2.3	-	1.0	-
l	11 Mile Road		NB	44.2	D	38.3	D	39.1	D	38.6	D	44.2	D	38.3	D	39.2	D	38.6	D	0.0	-	0.0	-	0.1	-	0.0	-
l			SB	43.4	D	38.3	D	38.8	D	38.5	D	43.4	D	38.3	D	38.8	D	38.5	D	0.0	-	0.0	-	0.0	-	0.0	-
L			Overall	4.1	A	3.6	Α	4.0	A	3.0	Α	5.0	Α	4.0	Α	5.5	A	3.9	Α	0.9	-	0.4	-	1.5	-	0.9	-
			EBL	18.5	В	3.7	A	15.6	В	7.2	A	18.5	В	3.7	A	15.6	В	7.2	A	0.0	-	0.0	-	0.0	-	0.0	-
			EBT	8.4	A	2.1 8.2	A	10.8	В	3.0	A	8.4 12.9	A	2.1	A	10.8	B B	3.0	A B	0.0	-	0.0	-	0.0	-	0.0	-
	NB Stephenson Highway		WBT WBR	13.2 14.5	B	8.4	A	11.6 13.7	B B	12.0 12.4	B B	13.8	B	8.4 8.5	A	12.4 14.0	В	12.5 12.7	В	-0.3 -0.7	-	0.2	-	0.8	-	0.5	-
6	nigriway &	Signalized	NBL	36.3	D	37.7	D	35.9	D	34.9	С	36.3	D	37.7	D	35.9	D	34.9	С	0.0		0.0	-	0.0	-	0.0	
	11 Mile Road		NBTL	38.8	D	36.9	D	34.7	C	33.8	С	38.8	D	36.9	D	34.7	С	33.8	С	0.0	-	0.0	-	0.0	-	0.0	-
			NBR	35.5	D	37.2	D	34.0	С	34.3	С	35.5	D	37.2	D	34.0	С	34.3	С	0.0	-	0.0	-	0.0	-	0.0	-
			Overall	21.9	С	14.9	В	18.7	В	15.2	В	21.7	С	15.0	Α	19.0	В	15.3	В	-0.2	-	0.1	B→A	0.3	-	0.1	-

						Dec d D	:-1/0	Table 5: R		t Geome	try (3 I	_anes) In	itersec					2044)					Diff				
	Intersection	Control	Approach	AM Po	eak	MD Po	٠,٠	ening Day School P		PM P	eak	AM P	eak	MD P		orizon Yea School P		PM P	eak	AM P	eak	MD P		erence School P	M Peak	PM P	Peak
	intersection	Control	Approacti	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
			EBL	(s/veh) 136.4	F	(s/veh) 63.9	Е	(s/veh) 151.2	F	(s/veh) 119.7	F	(s/veh) 166.0	F	(s/veh) 66.7	E	(s/veh) 179.9	F	(s/veh) 146.5	F	(s/veh) 29.6	-	(s/veh) 2.8	-	(s/veh) 28.7	-	(s/veh) 26.8	-
			EBTR	87.0	F	47.9	D	84.4	F	85.2	F	85.7	F	47.3	D	85.4	F	86.6	F	-1.3	-	-0.6	-	1.0	-	1.4	-
			WBL	59.7	Е	37.6	D	67.6	E	72.5	Е	61.3	Е	36.3	D	70.8	Е	72.3	Е	1.6	-	-1.3	-	3.2	-	-0.2	-
	Danisha dan Danish		WBT WBTR / WBR	78.3 112.3	E F	36.1 56.6	D E	120.4 74.9	F E	77.3 94.9	E F	92.8 143.0	F	35.0 59.9	D E	157.6 85.5	F	78.7 100.4	E F	14.5 30.7	E→F	-1.1 3.3	-	37.2 10.6	- E→F	1.4 5.5	-
1	Dequindre Road &	Signalized	NBL	42.3	D	24.3	С	50.9	D	51.5	D	45.8	D	27.9	С	55.4	E	59.1	E	3.5	-	3.6	-	4.5	D→E	7.6	D→E
	11 Mile Road		NBTR	81.1	F	48.5	D	71.6	Е	71.5	Е	77.5	Е	47.1	D	68.6	Е	68.5	E	-3.6	F→E	-1.4	-	-3.0	-	-3.0	-
			SBL	49.5	D	28.3	С	63.2	E	57.4	E	55.9	E	32.8	С	73.8	E	69.5	E	6.4	D→E	4.5	-	10.6	-	12.1	-
			SBT SBR	71.5 46.2	E D	41.6 29.1	D C	66.7 41.0	E D	62.9 34.7	E C	68.2 42.9	E D	40.3 27.0	D C	63.2 37.6	E D	59.4 31.1	E	-3.3 -3.3	-	-1.3 -2.1	-	-3.5 -3.4	-	-3.5 -3.6	-
			Overall	79.2	E	44.4	D	78.3	E	72.8	E	84.1	F	44.4	D	83.5	F	73.5	E	4.9	E→F	0.0	-	5.2	E→F	0.7	-
			EBTL / EBL	1.0	Α	0.1	Α	8.6	Α	0.3	Α	1.4	Α	0.1	Α	4.5	Α	0.4	Α	0.4	-	0.0	-	-4.1	-	0.1	-
			EBTR	0.5	Α	0.4	Α	4.7	Α	1.0	Α	0.5	Α	0.4	Α	1.4	Α	1.3	Α	0.0	-	0.0	-	-3.3	-	0.3	-
	Hales Street & 11 Mile Road	Signalized	WBTL / WBL	2.1	Α	1.1	Α	5.6	Α	1.3	Α	2.2	Α	1.2	Α	3.0	Α	1.3	Α	0.1	-	0.1	-	-2.6	-	0.0	-
2			WBTR	4.3	Α	1.7	Α	6.1	Α	2.3	Α	4.8	Α	1.8	A	7.6	Α	2.6	Α	0.5	-	0.1	-	1.5	-	0.3	-
	11 Mile Road		NB	33.5	С	38.4	D	32.4	С	37.6	D	33.4	С	38.3	D	31.7	С	37.5	D	-0.1	-	-0.1	-	-0.7	-	-0.1	-
			SB	36.9	D	38.4	D	36.8	D	38.6	D	37.3	D	38.4	D	36.3	D	38.5	D	0.4	-	0.0	-	-0.5	-	-0.1	-
			Overall	6.0	Α	2.4	Α	8.5	Α	2.8	Α	6.2	Α	2.4	Α	7.9	Α	2.9	Α	0.2	-	0.0	-	-0.6	-	0.1	-
			EBTL/EBL	2.9	A	0.0	A	1.0	A	0.1	A	3.9	Α	0.0	Α	0.1	A	0.1	A	1.0	-	0.0	-	-0.9	-	0.0	-
	Lorenz Street & Signalized 11 Mile Road	EBTR WBTL / WBL	0.5 5.5	A	0.4	A	0.9	A A	1.1 0.0	A	0.6 5.8	A	4.0 0.0	A	0.0	A	1.4 0.1	A	0.1	-	3.6 0.0	-	0.2	-	0.3	-	
3		Signalized	WBTR	11.0	В	0.4	Α	2.0	Α	1.1	Α	12.4	Α	0.4	Α	2.8	Α	1.4	Α	1.4	в→а	0.0	-	0.8	-	0.3	-
			NB	31.4	С	37.1	D	32.1	С	35.1	D	30.7	О	37.0	П	31.3	С	34.9	О	-0.7	-	-0.1	-	-0.8	-	-0.2	D→C
			SB Overall	35.9 11.5	D B	38.6	D A	36.5 5.3	D A	37.7 4.2	D A	35.5 12.2	D B	38.7 3.9	D A	36.1 5.8	D A	37.4 4.4	D A	-0.4 0.7	-	0.1 0.1	-	-0.4 0.5	-	-0.3 0.2	-
			EBL	39.8	D	36.5	D	44.4	D	33.5	С	42.7	D	37.0	D	50.5	D	34.9	С	2.9	-	0.5	-	6.1	-	1.4	-
			EBT	36.4	D	38.3	D	33.5	С	43.9	D	35.8	D	37.9	D	32.3	С	49.3	D	-0.6	-	-0.4	-	-1.2	-	5.4	-
		Signalized	EBTR / EBR WBL	30.3	C	32.8	C	26.3 30.0	C	22.9 37.1	C D	29.4	C	32.1 34.7	С	25.0 27.1	C	21.9 37.1	C D	-0.9 -0.3	-	-0.7 0.0	-	-1.3 -2.9	-	-1.0 0.0	-
			WBT	43.0	D	40.7	D	54.8	D	43.5	D	45.1	D	40.7	D	48.8	D	45.7	D	2.1	-	0.0	-	-6.0	-	2.2	-
	John R Road		WBTR / WBR	29.8	С	37.1	D	26.0	С	31.2	С	29.0	С	36.7	D	20.5	С	30.6	С	-0.8	-	-0.4	-	-5.5	-	-0.6	-
4	& 11 Mile Road		NBL NBT	25.3 32.2	C	15.8 23.0	В	38.6	D D	29.8	C	28.3	С	17.5 24.7	B	46.4 134.6	D F	32.0 38.6	C D	3.0 -1.7	-	1.7	-	7.8 95.1	- D→F	2.2 8.1	- C→D
	11111011000		NBR	25.9	С	19.9	В	27.0	C	23.9	С	24.3	С	20.7	С	31.8	C	26.0	С	-1.6	-	0.8	- B→C	4.8	- D - JF	2.1	-
			SBL	25.3	С	18.0	В	43.6	D	36.0	D	28.1	С	20.3	С	52.3	D	46.7	D	2.8	-	2.3	в→с	8.7	-	10.7	-
			SBT	28.8	С	22.2	С	36.4	D	29.9	С	27.2	С	23.6	С	100.9	F	36.8	D	-1.6	-	1.4	-	64.5	D→F	6.9	C→D
			SBR Overall	28.8	С	21.7	С	29.6 39.6	C	26.2 33.9	C	27.1 33.0	C C	23.0 28.2	C C	37.6 69.6	D E	29.4 39.1	C D	-1.7 -0.1	-	1.3 1.0	-	8.0 30.0	C → D	3.2 5.2	- C→D
Т			EBTL / EBL	1.1	Α	0.2	Α	2.3	A	0.7	A	1.6	Α	0.3	A	3.5	Α	0.9	Α	0.5	-	0.1	-	1.2	-	0.2	-
			EBTR	0.5	Α	0.4	Α	0.8	A	1.4	A	0.5	A	0.4	Α	1.0	A	1.7	Α	0.0	-	0.0	-	0.2	-	0.3	-
5	Hampden Street &	Signalized	WBTL / WBL WBTR	1.8 4.1	A	1.9 3.0	A	2.0 5.4	A A	1.9 3.7	A	1.8 4.6	A	2.0 3.1	A	2.0 6.3	A	1.9 4.0	A	0.0	-	0.1	-	0.0	-	0.0	-
	11 Mile Road	Oignailea	NB	44.2	D	38.3	D	39.2	D	38.6	D	44.4	D	38.3	D	39.3	D	38.7	D	0.2	-	0.0	-	0.1	-	0.1	-
			SB	43.4	D	38.3	D	38.8	D	38.5	D	43.6	D	38.3	D	39.0	D	38.5	D	0.2	-	0.0	-	0.2	-	0.0	-
			Overall EBL	5.0 18.5	A B	3.7	A	5.5 15.6	A B	3.9 7.2	A	5.4 23.5	C	4.0 4.2	A	6.1 19.3	A B	4.2 9.2	A A	0.4 5.0	- B→C	0.0	-	0.6 3.7	-	2.0	-
			EBT	8.4	A	2.1	A	10.8	В	3.0	A	10.2	В	2.1	A	12.2	В	3.2	A	1.8	A→B	0.0	-	1.4	-	0.2	-
	NB Stephenson		WBT	12.9	В	8.4	Α	12.4	В	12.5	В	14.1	В	8.9	Α	13.9	В	13.1	В	1.2	-	0.5	-	1.5	-	0.6	-
6	Highway &	Signalized	WBR NBL	13.8 36.3	B D	8.5 37.7	A D	14.0 35.9	B D	12.7 34.9	B C	15.2 34.8	B	8.9 37.7	A D	16.1 34.9	B C	13.5 34.5	B C	1.4 -1.5	- D→C	0.4	-	2.1 -1.0	- D→C	0.8 -0.4	-
	11 Mile Road		NBTL	38.8	D	36.9	D	34.7	С	33.8	С	37.4	D	36.7	D	33.6	С	33.3	С	-1.5	-	-0.2	-	-1.0	- D→C	-0.4	-
			NBR	35.5	D	37.2	D	34.0	С	34.3	С	34.0	С	37.0	D	32.8	С	34.0	С	-1.5	D→C	-0.2	-	-1.2	-	-0.3	-
	acrassad dalays and		Overall	21.7	С	15.0	Α	19.0	В	15.3	В	22.5	С	15.2	В	20.0	С	15.8	В	0.8	-	0.2	A→B	1.0	B→C	0.5	-

^{*} Decreased delays and improved LOS are the result of improved progression and arrival on green factors and HCM methodology

^{*} Decreased delays and improved LOS are the result of improved progression and arrival on green factors and HCM methodology



City of Madison Heights, Michiga

City Hall Municipal Offices 300 W. Thirteen Mile Road Madison Heights, MI 48071 Department of Public Services 801 Ajax Drive Madison Heights, Mi 48071 Fire Department 31313 Brush Street Madison Heights, MI 48071 Police Department 280 W. Thirteen Mile Road Madison Heights, Mi 48071 Item 4.

www.madison-heights.org

Oakland County Board of Commissioners Attn: Board Chair David Woodward 1200 North Telegraph Road Pontiac, MI 48341

I am writing to support the City of Madison Heights' application to the Oakland County Placemaking grant for the 11-Mile Streetscaping project, emphasizing the proposed 3-lane configuration. This project represents a significant opportunity to transform our downtown into a walkable, vibrant downtown area, enhancing both livability and economic vitality.

Madison Heights is evolving into a dynamic community, and the 11 Mile Streetscaping project is crucial in this transformation. The emphasis on a 3-lane configuration improves safety, slows traffic flow, and creates an inviting environment for pedestrians. By incorporating features such as widened sidewalks, outdoor seating areas, and trees, the project aims to build a downtown feel that encourages people to linger, shop, and dine, fostering community and enhancing local businesses.

Investing in the 11 Mile Streetscaping project is an investment in our community's future. It will attract new visitors, residents, and businesses, boosting economic activity and revitalizing our downtown area. By supporting this grant application, we are not only improving infrastructure but also fostering a sense of community and belonging.

The city administration, the Mayor and City Council, and our Downtown Development Authority all support this grant application and project, which has an estimated total development cost of \$784,953 with a committed City/DDA match of \$470,972.

Thank you for considering the City of Madison Heights' grant application for the 11-mile Streetscaping project. I am confident that this initiative will have a transformative impact on our city, creating a more walkable, vibrant downtown that we can all be proud of.

Sincerely.

Melissa Marsh City Manager

City of Madison Heights

	 Area Code
	 Area Cod

Active Adult Center	545-3464
Assessing	858-0776
City Clerk	
City Manager	583-0829
Community Development	
Department of Public Services	589-2294

Finance	583-0846
Fire Department	588-3605
43rd District Court	583-1800
Human Resources	583-0828
Library	588-7763
Mayor & City Council	

Nature Center585	5-0100
Police Department585	5-2100
Purchasing583	3-0828
Recreation589	2204
Water & Treasurer58	100





City of Madison Heights

City Hall Municipal Offices 300 W. Thirteen Mile Road Madison Heights, MI 48071

Department of Public Services 801 Ajax Drive Madison Heights, MI 48071 **Fire Department** 31313 Brush Street Madison Heights, MI 48071 **Police Department** 280 W. Thirteen Mile Road Madison Heights, MI 48071

www.madison-heights.org

The following is an excerpt from the Regular Meeting of the Madison Heights Downtown Development Authority, Madison Heights, Oakland County, Michigan held on June 18, 2024, at 8:00 a.m. Eastern Time.

Present: Busler, Davignon, Grafstein, Jarbo, Keys, Marsh, Sheppard, Ujkic, and

Van Buren.

Absent: Morando and Renshaw

DDA-24-17. 11 Mile Streetscaping Plan & Main Street Oakland County Placemaking Grant Due June 18th.

Motion to recommend to City Council the three-lane configuration for the 11 Mile Streetscape Project and to support City staff in applying for the Oakland County Placemaking Grant.

Motion made by Vice-Chair Jarbo, Seconded by Member Busler.

Voting Yea: Member Busler, Member Davignon, Mayor Grafstein, Vice-Chair

Jarbo, Member Keys, Member Marsh, Member Sheppard, Member

Ujkic, Chair Van Buren

Absent: Member Marando, Member Renshaw

Motion carried.

CERTIFICATION:

I, Cheryl E. Rottmann, the duly appointed City Clerk of the City of Madison Heights, County of Oakland, State of Michigan, do hereby certify that the foregoing is a motion adopted by the Madison Heights Downtown Development Authority at their Regular Meeting held on June 18, 2024.

Cheryl E. Rottmann
City Clerk

J:\Council Agenda\Resolutions\2024\MH DDA Streetscape Project and Grant.doc

		———— Area Code (248) ———		
Assessing	858-0776	Fire Department	583-3605	Nature Center	585-0100
City Clerk	583-0826	43rd District Court	583-1800	Police Department	585-2100
City Manager	583-0829	Housing Commission			
Community Development		Human Resources			
Department of Public Services	589-2294	Library	588-7763	Senior Citizen Center	101 54
Finance	583-0846	Mayor & City Council	583-0829	Water & Treasurer	15

MEMORANDUM

DATE: June 12, 2024

TO: Giles Tucker, Community and Economic Development Director

FROM: Sean P. Ballantine, Director of Public Services

Melissa R. Marsh, City Manager Gregory G. Lelito, Fire Chief Brent S. LeMerise, Police Chief

(Comprising the Traffic Safety Committee)

SUBJECT: DDA Streetscape Project - Three Lane Configuration

At the Traffic Safety Committee meeting of June 10, the topic of discussion was the newly proposed three lane option in the John R to Lorenz corridor. The response was positive, with the dedicated left turn lane anticipated to provide for smooth traffic flow through the area, and raising no traffic safety concerns.

One of the general concerns raised, however, was the long-term plan for the entirety of the 11 mile corridor, and if the traffic study took this into account. A situation where a major road is going back and forth several times from three to four lanes is not ideal, and can in fact create its own traffic safety hazards. Per the traffic study, and as confirmed by Nowak and Fraus, a three lane option was indeed evaluated for the entire 11 Mile corridor from Stephenson to Dequindre, with the necessary transitions taking place at or near those respective intersections as conditions allow.

The Traffic Safety Committee therefore has no objections to the proposed three lane design, with the recommendation that it should be implemented as funding allows through the entire 11 Mile corridor (Stephenson to Dequindre), to provide for consistent traffic flow.

Department of Public Services

City of Madison Heights 801 Ajax Drive Madison Heights, Michigan 48071



AGENDA ITEM SUMMARY FORM

MEETING DATE: 08/12/24

PREPARED BY: Greg Lelito, Fire Chief

AGENDA ITEM CONTENT: Fire Department Body Armor

AGENDA ITEM SECTION: Bid Awards/Purchases

BUDGETED AMOUNT: \$20,000 FUNDS REQUESTED: \$19,020

FUND: 101-336

EXECUTIVE SUMMARY:

The FY 2025 fiscal year budget includes the purchase of Active Shooter Response Personal Protective Equipment (PPE). This equipment will enhance our active shooter safety and capabilities by upgrading our current vest and including a ballistic helmet. A bid for this purchase was placed on Michigan Inter-Governmental Trade Network (MITN) on June 4, 2024 with two vendors bidding.

RECOMMENDATION:

Staff and I recommend the City Council award this bid to the lowest qualified vendor, On Duty Gear, LLC for \$19,020.

INTEROFFICE



MEMORANDUM

To: Melissa Marsh, City Manager

From: Greg Lelito, Fire Chief

Re: Capital purchase – Armor Express Body Armor

Date: 8/2/2024

Funds are allocated in the 2024 - 2025 fiscal year budget to purchase the active shooter response personal protective equipment (PPE). This new PPE is not just a replacement for the department's body armor vest at the end of its service life but a crucial addition that will enhance its active shooter response safety and capabilities by including a ballistic helmet.

The bid package was placed on the Michigan Inter-governmental Trade Network (MITN) on June 4, 2024. On July 8th, bids were opened, with three vendors responding. Two of the vendors met all the requirements outlined in the request for proposal, and one submitted a bid with alternative equipment that didn't meet the criteria outlined in the bid package.

After a thorough review, staff and I recommend that the City Council award the bid to the lowest qualified vendor, On Duty Gear, LLC, for \$19,020.00.

If you have any questions or comments, I would be happy to respond to them.



Addendum Description

Extending the deadline to July 8, 2024 no later than 11:00am

Notice Modifications

Notice Information	From Value	To Value
Closing Date	6/24/24 11:00 AM EST/EDT	7/8/24 11:00 AM EST/EDT

Category Modifications

No Categories Removed

Added Categories	
No Categories Added	
Removed Categories	

07/03/2024 09:22 AM EDT Page 1 of



CITY OF MADISON HEIGHTS

PURCHASING DEPARTMENT 300 WEST 13 MILE ROAD MADISON HEIGHTS, MICHIGAN, 48071 (248)-583-0828

REQUEST FOR PROPOSAL #MH-24-12

ITEM: Armor Express Body Armor

DEADLINE: June 24, 2024, before 11:00 am

Proposals will be accepted by the City Clerk's Office at 300 West 13 Mile Road, Madison Heights, Michigan, 48071 until, **June 24, 2024 at 11:00 am (EST)**. Proposals will be opened at 11:05 am (EST).

The City of Madison Heights is a Participating Agency in the Michigan Inter-Governmental Trade Network (MITN). Interested vendors are encouraged to register with MITN at www.MITN.info to view specifications for this and all of our open bids.

Amy J. Misczak
HR Director/Purchasing Coordinator
City of Madison Heights
(248) 583-0828

City of Madison Heights 300 West 13 Mile Road Madison Heights, Michigan, 48071

RFP #MH 24-12 Armor Express Body Armor

General:

The City of Madison Heights (hereinafter City) solicits a contractor to supply body armor to the Madison Heights Department at 31313 Brush Street, Madison Heights, Michigan, 48071.

This one-time purchase includes listed equipment and warranties.

Scope:

The successful bidder (hereinafter Contractor) shall provide all materials and equipment as required to provide the following:

- Quantity (12) Armor Express HardCore FE Carrier with MOLLE Black, including FMS Level IIIA Soft Ballistic Inserts
- Quantity (24) Armor Express Triton Level III+ 10x12 Rifle Plate-Shooter's Cut (one-front, one -Back)
- Quantity (12) Armor Express Custom Label/ID Tags for HardCore FE Carrier- "FIRE EMS" in White letters on Black
- Quantity (12) Bush Protective AMP-1E Level IIIA Ballistic Helmet-Full Cut w/Side Rails & Dail Adjustment System-One Size fits All
- Provide manufacturer warranty details for all listed items.

I. INSTRUCTIONS TO VENDORS RFP MH-24-12:

1. PREPARATION OF PROPOSAL

- A. Interested contractors are expected to examine specifications and all instructions. Failure to do so will be at the contractor's risk.
- B. Each contractor shall furnish all information required on proposal forms. Erasures or other changes must be initialed by the person signing the form.
- C. If there is any doubt as to the meaning of any part of the specifications or other conditions within this invitation, please call (248) 583-0828 for clarification.

2. SUBMISSION OF PROPOSALS

A. One original and three (3) copies of the bid shall be submitted in <u>sealed</u> envelopes and shall include the following information on the face of the envelope:

Contractor's Name Address Bid Number and Item

Failure to do so may result in a premature opening of, or failure to open, such proposal. All bids must be hand-delivered or mailed to:

Madison Heights City Clerk's Office 300 West 13 Mile Road Madison Heights, Michigan, 48071

- B. Bidders are responsible for submitting proposals before stated closing time. Delays in the mail will not be considered. Any proposal received after the stated deadline will be rejected.
- D. In the event no bid is to be submitted, do not return the invitation. Please send a letter or postcard to the Purchasing Agent to advise whether future invitations are desired for the type of items or services covered by this invitation.
- D. Any bid may be withdrawn by giving written notice to the Purchasing Coordinator before stated closing time. After stated closing time, no bid may be withdrawn or canceled for a period of ninety (90) days after said closing time.
- E. The bidder shall specify a unit price for each item listed. Unit price will prevail on all items.
- F. TERMS

All bids to be tax exempt, State of Michigan #B386025685.
All pricing to be FOB destination 31313 Brush St., Madison Heights, Michigan, 48071

Please direct any questions to the Purchasing Department to hr@madison-heights.org

II. CONSIDERATION OF PROPOSALS:

A. Proposals submitted on bid form are understood to be according to specified data.

In cases where an item is requested by a manufacturer's name, trade name, catalog number, or reference, it is understood that the bidder proposes to furnish the item so identified or an item of equal quality and value.

Reference to any of the above is intended to be descriptive but not restrictive and only indicates articles that will not be satisfactory. Bids of "equal" quality and value will be considered, provided that the bidder states in his/her proposal exactly what he/she proposes to furnish, including illustration or other descriptive matter which will clearly indicate the character of the article covered by such proposal.

- B. The Purchasing Agent hereby reserves the right to approve as an equal, or reject as not being an equal, any article proposed which contains major or minor variations from specification requirements but which may comply substantially therewith.
- C. The City of Madison Heights reserves the right, in its sole discretion, to reject any/or all bids, to waive any irregularities and technical defects contained therein, to award the bid in its entirety, in part or not at all and/or to determine which bid is the lowest and/or best to enter into a Contract, as it may deem to be in the best interest of the City.
- D. NON-IRAN LINKED BUSINESS.

Under Michigan Public Act No. 517 of 2012, as amended, an Iran linked business as defined therein is not eligible to contract with the City of Madison Heights and shall not submit a bid. By signing the bid documents it is hereby certified and agreed on behalf of the signatory and the company submitting this proposal the following: (1) that the signatory is duly authorized to legally bind the company submitting this proposal; and (2) that the company submitting this proposal is not an "Iran linked business," as that term is defined in Section 2(e) of the Iran Economic Sanctions Act, being Michigan Public Act No. 517 of 2012; and (3) that the signatory and the company submitting this proposal will immediately comply with any further certifications or information submissions requested by the City in this regard.

E. NON-DISCRIMINATION CLAUSE

In the performance of a contract or purchase order, the contractor agrees not to discriminate against any employee or applicant for employment, with respect to their hire, tenure, terms conditions or privileges of employment, or any matter directly or indirectly related to employment, because of race, color, religion, national origin, ancestry, age, sex, height, weight, marital status, physical or mental handicap or disability. The contractor further agrees that every subcontract entered into for the performance of any contract or purchase order resulting herefrom will contain a provision requiring non-discrimination in employment, as herein specified, binding upon each subcontractor. This covenant is required pursuant to Title VI of the Civil Rights Act of 1964 42 U.S.C., as well as the Elliot Larsen Civil Rights Act, 1976 Public Act 453, as amended, MCL 37.2201, et seq, and the Michigan Handicapper's Civil Rights Act, 1976 Public Act 220, as amended, MCL 37.1101, et seq, and any breach thereof may be regarded as a material breach of the contract or purchase order.

F. The Contractor / Company acknowledges and agrees that the City, with the written approval of the Contractor / Company, may extend this Contract for new projects or additional work of a similar nature at the same unit prices as set out by Contractor / Company for this Contract, by execution of a change order. Any work to be performed under a change order of this contract is subject to all the requirements contained herein. The Contractor / Company shall provide all insurance certificates and performance bonds for the required coverage for the new work to be performed for any change order extending this contract. A change order extending this Contact, as set out herein, shall be in compliance with Section 2-249 (c)(1) of the City's purchasing ordinance.

IV. SUPPLEMENTAL SPECIFICATIONS:

GENERAL

The Contractor shall furnish all materials, equipment, labor and supervision and shall provide all other means that may be necessary to complete all the work in conformity in all respects to the requirements as set forth in these specifications.

V. PROPOSAL EVALUATION:

City of Madison Heights RFP MH 24-12

The City of Madison Heights intends to enter into a relationship with a vendor whose products and services come closest to meeting the City's needs. The selected vendor must be a financially stable firm committed to providing solutions for City government.

The following criteria will be used to evaluate vendor responses to this Request for Proposals (RFP). Product demonstrations and meetings may be requested. The Criteria that will be used to evaluate the RFP responses are as follows.

1. Cost of Proposal

Submit a description of how your firm proposes to charge the City for its products/labor/equipment. Provide a fixed-price not-to-exceed cost proposal, a warranty period on workmanship, and how long your firm anticipates will be required to complete the job.

These general requirements shall be incorporated in the entire agreement between the City of Madison Heights and the successful contractor. The contract shall be binding upon the parties hereto and their respective successors and assigns.

COMPANY INFORMATION:
Company Name On Duty Gear, LLC
Printed Name/Title of Person Signing Bid Paul S. Riddell/CEO
Signature Paul S. Riddell
Address 44315 N. Groesbeck Hwy., Clinton Township, MI 48036
Phone: 586-463-0099; ext. 5130 Fax: N/A
Email Address: paul@ondutygear.com Date: 06/19/2024
SUBMIT ORIGINAL PROPOSAL ALONG WITH THREE COPIES IN A SEALED ENVELOPE MARKED ACCORDING TO SUBMITTAL GUIDELINES ALONG WITH QUALIFICATIONS QUESTIONNAIRE AND NON-COLLUSION AFFIDAVIT TO THE CITY OF MADISON HEIGHTS CLERK'S OFFICE BEFORE THE DEADLINE 11:00 A.M. ON JUNE 24, 2024. ALL OTHER ITEMS WILL BE SUBMITTED AFTER APPROVAL OF THE CONTRACT.
VI. Additional Extension Option - MITN:
The City of Madison Heights is a member of the Michigan Intergovernmental Trade Network (MITN) Purchasing Cooperative. If your company is awarded an item or a completed contract, the cooperative entities may wish to use this contract and will use a purchase order or contract for any or all of the item(s) awarded following minimum order/contract requirements set forth in the bid documents. Each entity will provide its own purchase order or contract and must be invoiced separately to the address on the purchase order/contract.
Currently, there are more than 100 agencies participating in the MITN Cooperative.
(X) If an award is made to On Duty Gear, LLC (Company Name) it is agreed that the contract will be extended to members of MITN Purchasing Cooperative under the same prices, terms, and conditions.
Paul S. Riddell Signature of Company Representative

~OR~

(Our company is <u>NOT</u> interested in extending this contract. (Company Name)
Signature of Company Representative
(For more information on the MITN cooperative, including a list of participating agencies, please go to www.MITN.info.)
VII. CITY OF MADISON HEIGHTS QUALIFICATION QUESTIONNAIRE
Failure to completely fill out this form or failure to supply adequate information could result in disqualification
of bidder.
Name of Bidder: On Duty Gear, LLC
Address of Bidder: 44315 N. Groesbeck Hwy., Clinton Township, MI 48036
Type of Business Entity: Limited Liability Company (Example: Corporation, Partnership, etc.)
How Long Established: 24 Years
Names and Addresses of All Principals of Bidder: Paul S. Riddell-44315 N. Groesbeck Hwy., Clinton Twp., MI 48036
Marian (Cissy) Riddell-44315 N. Groesbeck Hwy., Clinton Twp., MI 48036
1. List all other Corporations, Partnerships, Assumed Names, and/or Businesses in which the above listed principals have an interest in any way, including but not limited to, ownership stockholder, employment, principal, officer or other business relationship.
N/A
2. List 3 current references from municipalities or public agencies familiar with the work performed by the Bidder and list the name, addresses and telephone number of a contact person.

6

Berkley Dept. of Public Safety-2395 W. 12 Mile Rd., Berkely, MI 48072-Sgt. Papke-248-658-3380

NON-COLLUSION AFFIDAVIT

Return this completed form with your sealed bid.

That he/she is CEO

(state official capacity in firm)

The party making the foregoing proposal or bid, that such bid is genuine and not collusion or sham; that said bidder has not colluded, conspired, connived, or agreed, directly or indirectly, with any bidder or person, to put in a sham bid or to refrain from bidding and has not in any manner, directly or indirectly, sought by agreement or collusion, or communication or conference, with any person, to fix the bid price of affiant or any other bidder, or to fix any overhead, profit, or cost element of said bid price or that of any other bidder, or to secure the advantage against the City of Madison Heights or any person interested in the proposed contract; and that all statements contained in said proposal or bid are true.

(Signature of person submitting bid)

Subscribed and sworn this 3 to day of July , 2024 before me, a Notary Public in and for said County.

My Commission Expires:

MARIE E GEORGIOS
Notary Public - State of Michigan
County of Macomb
Av Commission Expires feb 12, 2025

My Commission Expires 40 12, 202

Macomb County Sheriffs Office-43565 Elizabeth Rd., Mount Clemens, MI 48043-Undersheriff Darga-586-469-5151

Oakland County Sheriffs Office-1200 N. Telegraph Rd., Pontiac, MI-Jessica McGuire-248-452-9900

The undersigned verifies that the information contained herein is truthful and accurate and acknowledge that they are owners or agents of the Bidder.

Bidder's or Authorized Representative's Signature

Title of Signatory

Bidder's Printed Name

Subscribed and sworn to before me on

day of Yulu **This** , 2024.

> eorai'os Notary Public

County, Michigan

MARIE E GEORGIOS Notary Public - State of Michigan County of Macomb
My Commission Expires Feb 12, 2025
Acting in the County of

PRICING PAGE

Model	Quantity	Unit Price	Total Price
Armor Express HardCore FE Carrier with MOLLE Black, including FMS Level IIIA Soft Ballistic Inserts	12	\$ 695.00	\$ 8340.00
Armor Express Triton Level III+ 10x12 Rifle Plate-Shooter's Cut (one- front, one -Back)	24	\$ 145.00	\$ 3480.00
Armor Express Custom Label/ID Tags for HardCore FE Carrier- "FIRE EMS" in White letters on Black	12	\$ 25.00	\$ 300.00
Bush Protective AMP-1E Level IIIA Ballistic Helmet-Full Cut w/Side Rails & Dail Adjustment System-One Size Fits All	12	\$ 575.00	\$ 6900.00

TOTAL LUMP SUM \$ 19,020.00



CITY OF MADISON HEIGHTS

PURCHASING DEPARTMENT 300 WEST 13 MILE ROAD MADISON HEIGHTS, MICHIGAN, 48071 (248)-583-0828

REQUEST FOR PROPOSAL #MH-24-12

ITEM: Armor Express Body Armor

DEADLINE: June 24, 2024, before 11:00 am

Proposals will be accepted by the City Clerk's Office at 300 West 13 Mile Road, Madison Heights, Michigan, 48071 until, **June 24, 2024 at 11:00 am** (EST). Proposals will be opened at 11:05 am (EST).

The City of Madison Heights is a Participating Agency in the Michigan Inter-Governmental Trade Network (MITN). Interested vendors are encouraged to register with MITN at www.MITN.info to view specifications for this and all of our open bids.

Amy J. Misczak

HR Director/Purchasing Coordinator City of Madison Heights (248) 583-0828

City of Madison Heights 300 West 13 Mile Road Madison Heights, Michigan, 48071

RFP #MH 24-12 Armor Express Body Armor

General:

The City of Madison Heights (hereinafter City) solicits a contractor to supply body armor to the Madison Heights Department at 31313 Brush Street, Madison Heights, Michigan, 48071.

This one-time purchase includes listed equipment and warranties.

Scope:

The successful bidder (hereinafter Contractor) shall provide all materials and equipment as required to provide the following:

- Quantity (12) Armor Express HardCore FE Carrier with MOLLE Black, including FMS Level IIIA Soft Ballistic Inserts
- Quantity (24) Armor Express Triton Level III+ 10x12 Rifle Plate-Shooter's Cut (one-front, one -Back)
- Quantity (12) Armor Express Custom Label/ID Tags for HardCore FE Carrier- "FIRE EMS" in White letters on Black
- Quantity (12) Bush Protective AMP-1E Level IIIA Ballistic Helmet-Full Cut w/Side Rails & Dail Adjustment System-One Size fits All
- Provide manufacturer warranty details for all listed items.

I. INSTRUCTIONS TO VENDORS RFP MH-24-12:

1. PREPARATION OF PROPOSAL

- A. Interested contractors are expected to examine specifications and all instructions. Failure to do so will be at the contractor's risk.
- B. Each contractor shall furnish all information required on proposal forms. Erasures or other changes must be initialed by the person signing the form.
- C. If there is any doubt as to the meaning of any part of the specifications or other conditions within this invitation, please call (248) 583-0828 for clarification.

2. SUBMISSION OF PROPOSALS

A. One original and three (3) copies of the bid shall be submitted in <u>sealed</u> envelopes and shall include the following information on the face of the envelope:

Contractor's Name Address Bid Number and Item

Failure to do so may result in a premature opening of, or failure to open, such proposal. All bids must be hand-delivered or mailed to:

Madison Heights City Clerk's Office 300 West 13 Mile Road Madison Heights, Michigan, 48071

- B. Bidders are responsible for submitting proposals before stated closing time. Delays in the mail will not be considered. Any proposal received after the stated deadline will be rejected.
- D. In the event no bid is to be submitted, do not return the invitation. Please send a letter or postcard to the Purchasing Agent to advise whether future invitations are desired for the type of items or services covered by this invitation.
- D. Any bid may be withdrawn by giving written notice to the Purchasing Coordinator before stated closing time. After stated closing time, no bid may be withdrawn or canceled for a period of ninety (90) days after said closing time.
- E. The bidder shall specify a unit price for each item listed. Unit price will prevail on all items.

F. TERMS

All bids to be tax exempt, State of Michigan #B386025685. All pricing to be FOB destination 31313 Brush St., Madison Heights, Michigan, 48071

> Please direct any questions to the Purchasing Department to hr@madison-heights.org

II. CONSIDERATION OF PROPOSALS:

A. Proposals submitted on bid form are understood to be according to specified data.

In cases where an item is requested by a manufacturer's name, trade name, catalog number, or reference, it is understood that the bidder proposes to furnish the item so identified or an item of equal quality and value.

Reference to any of the above is intended to be descriptive but not restrictive and only indicates articles that will not be satisfactory. Bids of "equal" quality and value will be considered, provided that the bidder states in his/her proposal exactly what he/she proposes to furnish, including illustration or other descriptive matter which will clearly indicate the character of the article covered by such proposal.

- B. The Purchasing Agent hereby reserves the right to approve as an equal, or reject as not being an equal, any article proposed which contains major or minor variations from specification requirements but which may comply substantially therewith.
- C. The City of Madison Heights reserves the right, in its sole discretion, to reject any/or all bids, to waive any irregularities and technical defects contained therein, to award the bid in its entirety, in part or not at all and/or to determine which bid is the lowest and/or best to enter into a Contract, as it may deem to be in the best interest of the City.
- D. NON-IRAN LINKED BUSINESS.

Under Michigan Public Act No. 517 of 2012, as amended, an Iran linked business as defined therein is not eligible to contract with the City of Madison Heights and shall not submit a bid. By signing the bid documents it is hereby certified and agreed on behalf of the signatory and the company submitting this proposal the following: (1) that the signatory is duly authorized to legally bind the company submitting this proposal; and (2) that the company submitting this proposal is not an "Iran linked business," as that term is defined in Section 2(e) of the Iran Economic Sanctions Act, being Michigan Public Act No. 517 of 2012; and (3) that the signatory and the company submitting this proposal will immediately comply with any further certifications or information submissions requested by the City in this regard.

E. NON-DISCRIMINATION CLAUSE

In the performance of a contract or purchase order, the contractor agrees not to discriminate against any employee or applicant for employment, with respect to their hire, tenure, terms conditions or privileges of employment, or any matter directly or indirectly related to employment, because of race, color, religion, national origin, ancestry, age, sex, height, weight, marital status, physical or mental handicap or disability. The contractor further agrees that every subcontract entered into for the performance of any contract or purchase order resulting herefrom will contain a provision requiring non-discrimination in employment, as herein specified, binding upon each subcontractor. This covenant is required pursuant to Title VI of the Civil Rights Act of 1964 42 U.S.C., as well as the Elliot Larsen Civil Rights Act, 1976 Public Act 453, as amended, MCL 37.1201, et seq, and the Michigan Handicapper's Civil Rights Act, 1976 Public Act 220, as amended, MCL 37.1101, et seq, and any breach thereof may be regarded as a material breach of the contract or purchase order.

F. The Contractor / Company acknowledges and agrees that the City, with the written approval of the Contractor / Company, may extend this Contract for new projects or additional work of a similar nature at the same unit prices as set out by Contractor / Company for this Contract, by execution of a change order. Any work to be performed under a change order of this contract is subject to all the requirements contained herein. The Contractor / Company shall provide all insurance certificates and performance bonds for the required coverage for the new work to be performed for any change order extending this contract. A change order extending this Contact, as set out herein, shall be in compliance with Section 2-249 (c)(1) of the City's purchasing ordinance.

IV. SUPPLEMENTAL SPECIFICATIONS:

GENERAL

The Contractor shall furnish all materials, equipment, labor and supervision and shall provide all other means that may be necessary to complete all the work in conformity in all respects to the requirements as set forth in these specifications.

V. PROPOSAL EVALUATION:

City of Madison Heights RFP MH 24-12

The City of Madison Heights intends to enter into a relationship with a vendor whose products and services come closest to meeting the City's needs. The selected vendor must be a financially stable firm committed to providing solutions for City government.

The following criteria will be used to evaluate vendor responses to this Request for Proposals (RFP). Product demonstrations and meetings may be requested. The Criteria that will be used to evaluate the RFP responses are as follows.

1. Cost of Proposal

Submit a description of how your firm proposes to charge the City for its products/labor/equipment. Provide a fixed-price not-to-exceed cost proposal, a warranty period on workmanship, and how long your firm anticipates will be required to complete the job.

These general requirements shall be incorporated in the entire agreement between the City of Madison Heights and the successful contractor. The contract shall be binding upon the parties hereto and their respective successors and assigns.

COMPANY INFORMATION:
Company Name
Printed Name/Title of Person Signing Bid
Signature
Address
Phone: Fax:
Email Address:Date:
SUBMIT ORIGINAL PROPOSAL ALONG WITH THREE COPIES IN A SEALED ENVELOPE MARKED ACCORDING TO SUBMITTAL GUIDELINES ALONG WITH QUALIFICATIONS QUESTIONNAIRE AND NON-COLLUSION AFFIDAVIT TO THE CITY OF MADISON HEIGHTS CLERK'S OFFICE BEFORE THE DEADLINE 11:00 A.M. ON JUNE 24, 2024. ALL OTHER ITEMS WILL BE SUBMITTED AFTER APPROVAL OF THE CONTRACT.
VI. Additional Extension Option - MITN:
The City of Madison Heights is a member of the Michigan Intergovernmental Trade Network (MITN) Purchasing Cooperative. If your company is awarded an item or a completed contract, the cooperative entities may wish to use this contract and will use a purchase order or contract for any or all of the item(s) awarded following minimum order/contract requirements set forth in the bid documents. Each entity will provide its own purchase order or contract and must be invoiced separately to the address on the purchase order/contract.
Currently, there are more than 100 agencies participating in the MITN Cooperative.
(Company Name) it is agreed that the contract will be extended to members of MITN Purchasing Cooperative under the same prices, terms, and conditions.
Signature of Company Representative

~*OR*~

Our companyis NOT interested in extending this contract. (Company Name)
Signature of Company Representative
(For more information on the MITN cooperative, including a list of participating agencies, please go to www.MITN.info.)
VII. CITY OF MADISON HEIGHTS QUALIFICATION QUESTIONNAIRE
Failure to completely fill out this form or failure to supply adequate information could result in disqualification of bidder.
Name of Bidder:
Address of Bidder:
Type of Business Entity:(Example: Corporation, Partnership, etc.)
How Long Established:
Names and Addresses of All Principals of Bidder:
1. List all other Corporations, Partnerships, Assumed Names, and/or Businesses in which the above listed principals have an interest in any way, including but not limited to, ownership stockholder, employment, principal, officer or other business relationship.
2. List 3 current references from municipalities or public agencies familiar with the work performed by the Bidder and list the name, addresses and telephone number of a contact person.

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	tion contained herein is truthful and accurate and acknowledge that
they are owners or agents of the Bidder.	
Bidder's or Authorized	_
Representative's Signature	
Title of Signatory	_
Bidder's Printed Name	_
Dated:	
Dateu.	
Subscribed and sworn to before me on	
<u>This</u> <u>day of</u> , 2024.	
Notary Public	
County, Michigan	

NON-COLLUSION AFFIDAVIT

Return this completed form with your sealed bid.

	being duly sv	worn deposes	and says:
That he/she is			
(state official capacit	y in firm)		
The party making the foregoing proposal or has not colluded, conspired, connived, or a bid or to refrain from bidding and has not in communication or conference, with any proverhead, profit, or cost element of said bid City of Madison Heights or any person interproposal or bid are true.	igreed, directly or in any manner, directly erson, to fix the d price or that of	e indirectly, we ectly or indirectly or indirectly, we have a subject to the indirectly or indirectly, we have a subject to the indirectly or indirectly, we have a subject to the indirectly or indirectly, we have a subject to the indirectly or indirectly, we have a subject to the indirectly or i	with any bidder or person, to put in a sham ectly, sought by agreement or collusion, or affiant or any other bidder, or to fix any der, or to secure the advantage against the
(Signature of person submitting bid)	_		
Subscribed and sworn this said County.	day of	, 20	before me, a Notary Public in and for
Notary Public			
My Commission Expires:			

PRICING PAGE

Model	Quantity	Unit Price	Total Price
Armor Express HardCore FE Carrier with MOLLE Black, including FMS Level IIIA Soft Ballistic Inserts	12	\$	\$
Armor Express Triton Level III+ 10x12 Rifle Plate-Shooter's Cut (one- front, one -Back)	24	\$	\$
Armor Express Custom Label/ID Tags for HardCore FE Carrier- "FIRE EMS" in White letters on Black	12	\$	\$
Bush Protective AMP-1E Level IIIA Ballistic Helmet-Full Cut w/Side Rails & Dail Adjustment System-One Size Fits All	12	\$	\$

TOTAL	LUMP	SUM	\$
			Ψ



AGENDA ITEM SUMMARY FORM

MEETING DATE: 08/12/24

PREPARED BY: Greg Lelito, Fire Chief

AGENDA ITEM CONTENT: Stryker EMS Plus Program

AGENDA ITEM SECTION: Bid Awards/Purchases

BUDGETED AMOUNT: \$184,000 FUNDS REQUESTED: \$184,000

FUND: 101-336

EXECUTIVE SUMMARY:

Over the next four years the City's budget plan includes \$691,000 to replace and upgrade numerous pieces of EMS equipment, in addition we annually pay \$16,000 for maintenance service contracts for this equipment equating to \$755,000 planned over the next four years.

Stryker, the sole source vendor for this equipment has created and propsed a new EMS Plus program to assist municipalities with planning and budgeting. This is a comprehensive four-year plan \$184,000 in Fy 2025 and \$167,761.42 over the next three for a total four year cost of \$687,284.26 to replace 26 pieces of equipment. This approach will save a minimum of \$78,000 over the next four years after which time the City will own the equipment and can evaluate the value.

RECOMMENDATION:

Staff and I recommend the City Council approve the Stryker four-year EMS Plus contract for \$687,284.26 with \$184,000 payable in FY 2025.

INTEROFFICE



MEMORANDUM

To: Melissa Marsh, City Manager

From: Greg Lelito, Fire Chief

Re: Stryker EMS Plus program

Date: 7/9/2024

In the City's Capital Improvement Plan (CIP), over the next four fiscal years, \$691,000 is budgeted to replace and upgrade numerous Stryker medical devices that assist our paramedics in providing medical services to the community. In addition, annually, the Department budgets \$16,000 for multiple service contracts with Stryker, providing preventive maintenance and repairs. Over the next four fiscal years, the amount allocated to Stryker is planned at \$755,000 through the CIP and the annual yearly budget expenses.

Stryker has introduced two new programs for municipalities to assist planning and budgeting for aging equipment, additional equipment needs, and latest technology, as well as increased costs for their equipment, service, batteries, maintenance, and repairs. Over the last several months, the Department has actively engaged with Stryker representatives. This engagement involved multiple meetings and discussions to learn about and evaluate the new programs and their benefits to the city.

Following a comprehensive evaluation, the Department has determined that Stryker's EMS Plus program offers substantial financial and operational advantages to the city and the Department. The EMS Plus program immediately replaces 26 of the 29 devices used for emergency medical care, providing equipment standardization, updated safety features for injury prevention, technology upgrades, and eliminating multiple service plans. These elements result in significant cost savings, injury prevention, and operational benefits to the Department.

The EMS Plus program, a comprehensive four-year plan, begins with an initial down payment in the first year and equal payments for the next three years. The initial payment matches the budgeted funds allocated to Stryker in the 2024-2025 fiscal year. The city will own all the equipment at the end of the four-year contract. What's more, all the equipment will be covered by an additional three years of the Stryker ProCare service plan, which is included in the package at no extra cost. Here's a detailed breakdown of the four-year cost of the EMS Plus contract:

Year 1	Year 2	Year 3	Year 4	Total
2024-2025	2025-2026	2026-2027	2027-2028	
\$184,000	\$167,761.42	\$167,761.42	\$167,761.42	\$687,284.26

As previously mentioned, the EMS Plus program will proactively replace 26 of the 29 Stryker devices with brand-new updated equipment, immediately fulfilling the needs outlined in the CIP. This proactive approach is expected to save a minimum of \$78,000 over four years, demonstrating the program's efficiency and long-term budget benefits. Below are the new 26 devices the Department will receive, with the three pieces outlined in red and purchased in 2023 remaining under the new service plan provided through the EMS Plus Program.



Based on our thorough evaluation and the significant benefits outlined, the staff and I strongly recommend that the City Council approve the Stryker four-year EMS Plus contract for \$687,284.26

If you have any questions or comments, I'd be happy to respond to them.

stryker

08/02/2024

MADISON HEIGHTS FIRE DEPT

31313 Brush St

MADISON HEIGHTS, Michigan 48071-1847

Equipment: See proposal for detailed equipment descriptions and pricing.

Finance structure: Step Payments

Finance structure: Conditional Sale

Payment terms:

	36 months
Proposal total	\$687,284.26
1 monthly payment(s) (due at signing)	\$184,000.00
11 monthly payment(s)	\$0.00
Followed by:	3 annual payments @
Total payment	\$167,761.42

Payments are exclusive of all applicable taxes and freight unless otherwise noted.

Contract commencement: Upon delivery, installation, and acceptance.

Transfer of title: At contract commencement.

Down payment: No down payment required.

First payment due: At signing.

Interim rent: Stryker does not charge interim rent.

Documentation fees: Stryker does not charge documentation fees.

Payment adjustment: The payments quoted herein were calculated based, in part, on an interest rate equivalent as quoted on

Bloomberg under the SOFR Swap Rate that would have a repayment term equivalent to the initial term (or an interpolated rate if a like-term is not available) as reasonably determined by Stryker's Flex Financial division. Flex Financial reserves the right to adjust the payments prior to contract commencement to maintain current economics of this proposed transaction. "SOFR" with respect to any day means the secured overnight financing rate published for such day by the Federal Reserve Bank of New York, as the administrator of the benchmark (or a successor administrator) on the Federal Reserve Bank of New York's

Website as quoted by Bloomberg.

Deal consummation:This proposal is subject to final credit, pricing, and documentation approval. Legal documents must be

signed before your equipment can be delivered.

stryker

Please note that this proposal is subject to change if documents are not signed prior to 08/31/2024.

Docusign Envelope ID: D80BB56D-65AE-45E5-A315-CD2EF2D30961 Flex Financial, a division of Stryker Sales, LLC 1901 Romence Road Parkway Portage, MI 49002 t: 1-888-308-3146 f: 877-204-1332



Date: August 05, 2024 RE: Reference no:11510222517

CITY OF MADISON HEIGHTS, MICHIGAN 26339 JOHN R RD MADISON HEIGHTS, Michigan 48071-3609

Thank you for choosing Stryker for your equipment needs. Enclosed please find the documents necessary to enter into the arrangement. Once all of the documents are completed, properly executed and returned to us, we will issue an order for the equipment.

PLEASE COMPLETE ALL ENCLOSED DOCUMENTS TO EXPEDITE THE SHIPMENT OF YOUR ORDER.

Short Form Conditional Sale Agreement
Exhibit A - Detail of Equipment
State and Local Government Rider
Upfront Payment Invoice

**Conditions of Approval: Federal ID, State and Local Government Rider, Valid Tax Exemption Certificate, Upfront Payment Due at Signing (Please provide payment and invoice with signed documents)

PLEASE PROVIDE THE FOLLOWING WITH THE COMPLETED DOCUMENTS: Federal tax ID number: _____ AP address: ______ Purchase order number: ______ Upfront Payment Check No: _____ Contact name: ______ (if applicable)

Please fax completed documents to (877) 204-1332. Return original documents to 1901 Romence Road Parkway Portage, MI 49002 (using Fed-Ex Shipping ID# 772-432976)

Email address:

The proposal evidenced by these documents is valid through the last business day of August, 2024

Sincerely,

Phone number:

Flex Financial, a division of Stryker Sales, LLC

Notice: To help the government fight the funding of terrorism and money laundering activities, U.S. Federal law requires financial institutions to obtain, verify and record information that identifies each person (individuals or businesses) who opens an account. What this means for you: When you open an account or add any additional service, we will ask you for your name, address, federal employer identification number and other information that will allow us to identify you. We may also ask to see other identifying documents. For your records, the federal employer identification number for Flex Financial, a Division of Stryker Sales, LLC is 38-2902424.

Owner ("we" or "us"): Flex Financial, a division of Stryker Sales, LLC 1901 Romence Road Parkway Portage, MI 49002

Customer name and address ("You" and "Your"): CITY OF MADISON HEIGHTS, MICHIGAN 26339 JOHN R RD MADISON HEIGHTS ,Michigan 48071-3609

Equipment Location:

MADISON HEIGHTS, Michigan 48071-1847

Stryker Sales, LLC, 3800 E. Centre Avenue, Portage, MI 49002 Equipment description: see Exhibit A (and/or as described in invoice(s) or

equipment list attached hereto and made a part hereof)

Payment information

Number of payments	Payment frequency	Payment amount
1	Upfront Payment	\$184,000.00 (plus applicable sales/use taxes - see "Taxes" section below) followed by:
11	Monthly	\$0.00 (plus applicable sales/use taxes - see "Taxes" section below) followed by:
3	Annual	\$167,761.42 (plus applicable sales/use taxes - see "Taxes" section below)

Terms and conditions:

- 1. Purchase agreement/ acceptance/ payments: You agree to purchase from us the Equipment and services, if any, described above and on any attached schedule (the "Equipment") in accordance with the terms of this Agreement (this "Agreement"). You shall be deemed to have accepted the Equipment for purchase under this Agreement on the date that is ten (10) days after the date it is shipped to you by the Supplier ("Acceptance Date") and, at our request, you shall confirm for us such acceptance in writing. No acceptance of any item of Equipment may be revoked by you. You agree to pay the Payments described above ("Payments") beginning on the Acceptance Date or any later date we designate and thereafter until all fully paid. Unless otherwise instructed by us in writing, all Payments and other amounts due hereunder shall be made to our address above. This Agreement is non-cancelable and may not be prepaid. Your obligations under this Agreement (your "Obligations") are absolute, unconditional, and are not subject to cancellation, defense, recoupment, reduction, setoff or counterclaim. If a Payment is not made when due, you will pay us a late charge of 5% of each Payment or \$10.00, whichever is greater, but only to the extent permitted by law. We may charge you a fee of\$55.00 for any check that is returned. You authorize us to adjust the Payments at any time if taxes included in the Payments differ from our estimate. You agree that the Payments were calculated by us based, in part, on an interest rate equivalent as quoted on Bloomberg under the SOFR Swap Rate, that would have a repayment term equivalent to the Term (or an interpolated rate if a like-term is not available) as reasonably determined by us (and if the SOFR Swap Rate is no longer provided by to the Term (or an interpolated rate if a like-term is not available) as reasonably determined by us (and if the SOFR Swap Rate is no longer provided by Bloomberg, such rate shall be determined in good faith by us from such sources as we shall determine to be comparable to Bloomberg [or any successor]) and in the event the Term of this Agreement starts more than 30 days after we send this Agreement to you, we may adjust the Payments once to compensate us, in good faith, for any increase in such rate. "SOFR" with respect to any day means the secured overnight financing rate published for such day by the Federal Reserve Bank of New York, as the administrator of the benchmark, (or a successor administrator) on the Federal Reserve Bank of New York's Website as quoted by Bloomberg.
- 2. Ownership/security interest/laws/use/maintenance: Upon acceptance of the Equipment by you, you shall hold title to and be the owner of the Equipment for all purposes including, without limitation, tax purposes. The purchase of the Equipment by you under this Agreement shall be "AS IS, WHERE IS", without representation or warranty of any kind from us, provided that this Agreement shall not impair any express warrantees or indemnifications, written service agreements or other obligations of Stryker Corporation or any of its subsidiaries to you regarding the Equipment and we hereby assign all of our rights in any Equipment warrantees to you. As security for all of your Obligations, you hereby grant to us a first priority security interest in all of your rights, title and interests in the Equipment, all replacements, additions, accessions, accessories and substitutions thereto or therefore and all proceeds and products thereof, including, without limitation, all proceeds of insurance. Upon timely payment of all amounts due hereunder (plus all applicable Taxes), our security interest in the Equipment shall terminate and you shall be the owner of the Equipment, free and clear of any interest created by us. You agree not to permit any lien, security interest (except ours), claim or encumbrance to be placed upon the Equipment. You shall comply with all applicable laws, rules and regulations and manufacturer's specifications and instructions concerning the operation, ownership, use and/or possession of the Equipment. You must, at your cost, keep the Equipment in good working condition. If Payments include maintenance and/or service costs, you agree that (i) no Assignee (as defined below) is responsible to provide the maintenance or service, (ii) you will make all maintenance and service related claims to the persons providing the maintenance, service or warranty, and (iii) any maintenance, warranty or service claims will not impact your Obligations. The Equipment cannot be moved from the location above without our prior
- 3. Taxes: You shall pay when and as due all sales, use, property, excise and other taxes, and all license and registration fees now or hereafter imposed by any governmental body or agency upon this Agreement or the ownership, use, or sale of the Equipment, together with all interest and penalties for their late payment or non-payment ("Taxes"). You shall indemnify and hold us harmless from any such Taxes. You shall prepare and file all tax returns relating to Taxes for which you are responsible hereunder. If we receive any tax bill pertaining to the Equipment from the appropriate taxing authority, we may, without obligation, pay such tax and if we pay such tax bill we will invoice you for the expense. Upon receipt of such invoice, you will promptly reimburse us for such expense.
- 4. Assignment: You agree not to transfer, sell, lease, assign, pledge or encumber the Equipment or any rights under this Agreement without our prior written consent, which consent shall not be unreasonably withheld, and if you do, even with our consent, you will still be fully responsible for all your Obligations. You shall provide us with at least 45 days' prior written notice of any change to your principal place of business, organization or incorporation. You agree that we may, without notice to you, sell, assign, or transfer ("Transfer") this Agreement to a third party (each, an "Assignee"), and each Assignee will have our Transferred rights, but none of our obligations, and such rights will not be subject to any claims, recoupment, defenses, or setoffs that you may have against us or any supplier even though an Assignee may continue to bill and collect all of your Obligations in the name of "Flex Financial, a division of Stryker Sales, LLC.
- 5. Risk of loss, insurance and reimbursement: Effective upon delivery to you, you shall bear all risk of Equipment loss or damage. If any such loss or damage occurs you still must satisfy all of your Obligations. You will (i) keep the Equipment insured against all risks of loss or damage for an amount equal to its replacement cost, (ii) list us as the insurance sole loss payee and (iii) give us written proof of the insurance. If you do not provide such insurance, we have the right, without obligation, to obtain such insurance and add an insurance fee (which may include a profit) to the amount due from you. You will obtain and maintain comprehensive public liability insurance naming us as an additional insured with coverages and amounts acceptable to us. To the extent not expressly prohibited by applicable law, you will reimburse and defend us, including each Assignee for and against any losses, injuries, damages, liabilities, expenses, claims or legal proceedings asserted against or incurred by us, including any Assignee, relating to the Equipment and which relate to or arise out of your act or omission or the act or omission of your agents or employees or others (excluding us) with access to the Equipment. The terms of this paragraph will continue after the termination of this Agreement.

Short Form Conditional Sale Agreement No.115 ltem 6.

- 6. Default remedies: You are in default under this Agreement if: a) you fail to pay a Payment or any other amount when due; or b) you breach any other obligation under this Agreement; or c) your principal owner or any guarantor of this Agreement dies; or d) you or any guarantor dissolves, ceases to do business as a going concern, becomes insolvent, bankrupt, merges, or is sold; or e) you or any guarantor fails to pay any other material obligation owed to us or any of our affiliates. Upon default, we may: a) declare the entire balance of unpaid Payments immediately due and payable; b) sue you for and receive the total amount due with future Payments discounted to the date of default at a rate of 3% per annum; c) charge you interest on all monies due at the rate of 18% per year or the highest rate permitted by applicable law from the date of default until paid; and/or d) require you to immediately return the Equipment to us or we may peaceably repossess it. Upon default, you will also pay all expenses including but not limited to reasonable attorneys' fees, legal costs, cost of storage and shipping incurred by us in the enforcement and attempted enforcement of any remedies under this Agreement. If the Equipment is returned or repossessed we will, if commercially reasonable, sell or otherwise dispose of the Equipment at terms we determine, at one or more public or private sales, with notice as required by law, and apply the net required by applicable law.
- 7. Miscellaneous: This Agreement shall be governed and construed in accordance with the laws of Michigan. You agree that the Equipment will only be used for business purposes and not for personal, family or household use. This Agreement may be executed in counterparts and any facsimile, photographic or other electronic signing or manual signing of this Agreement by you and when manually countersigned by us or attached to our original signature counterpart shall constitute the sole original chattel paper as defined in the UCC for all purposes and will be admissible as legal evidence thereof; provided, however, that if this Agreement constitutes "electronic chattel paper" or "an electronic record evidencing chattel paper" under the UCC and both you and we have signed electronically, the version identified by us as the "single authoritative copy" is the chattel paper for purposes of perfection by control. You agree not to raise as a defense to the enforcement of this Agreement or any related documents hereto the fact that such documents were executed by electronic means. We may inspect the Equipment at any time prior to payment in full of your Obligations. No failure to act shall be deemed a waiver of any rights hereunder. If you fail to pay (within thirty days of invoice date) any freight, sales tax or other amounts related to the Equipment which are not financed hereunder and are billed directly by us to you, such amounts shall be added to the Payments set forth above (plus interest or additional charges thereon) and you authorize us to adjust such Payments accordingly. If you are required to report the components of your payment obligations hereunder to certain state and/or federal agencies or public health coverage programs such as Medicare, Medicaid, SCHIP or others, and such amounts are not adequately disclosed in any attachment hereto, then Stryker Sales, LLC will, upon your written request, provide you with a detailed outline of the components of your payments which may include equipment, software, service

I CERTIFY THAT I AM AUTHORIZED TO SIGN THIS AGREEMENT FOR CUSTOMER

Customer signature		Accepted by Flex Financial, a division of Stryker Sales, LLC		es, LLC
Signature:	Date:	Signature:	Dai	te:
Print name:		Print name:		
Title:		Title:		



Exhibit A to Short Form Conditional Sale Agreement Number 11510222517 Description of equipment

<u>Customer name:</u> CITY OF MADISON HEIGHTS, MICHIGAN

<u>Delivery Location:</u> 31313 BRUSH ST, MADISON HEIGHTS, Michigan , 48071-1847

Part I - Equipment/Service Coverage (if applicable)

• •	Environment description	Overtity.
Model number	Equipment description	Quantity
99576-000063	LUCAS 3, 3.1, IN SHIPPING BOX, EN	4
11576-000060	LUCAS BATTERY CHARGER, MAINS PLUG, US-CAN-JA	2
11576-000071	LUCAS POWER SUPPLY WITHCORD, REDEL, CANADA, US	4
11576-000080	BATTERY,LUCAS,DARK GRAY	4
21576-000075	STRAP, STABILIZATION, 4-PACK, LUCAS	1
11576-000051	LUCAS PATIENT STRAPS PAIR 3-PACK	1
650705550001	6507 POWER PRO 2, HIGH CONFIG	2
650700450301	ASSEMBLY, BATTERY CHARGER	2
650700450102	ASSEMBLY, POWER CORD, NORTH AM	2
650707000002	KIT, ALVARIUM BATTERY, SERVICE	2
625705550002	6257 XPEDITION HIGH CONFIG	3
639005550001	MTS POWER LOAD	3
TIM-LUC2-LUC3	TR-SYK LUCAS 2 TO LUC 3.1	4
TR-SSC-PPXT	TR-SYK STAIR CHR TO PPXT	2
TR-SPL-PL	TR-SYK PL TO PL	3
TR-SPCOT-PP2	TR-SYK PCOT TO PP2	2
301-000-000	LARYNGOSCOPE, VIDEO, MCGRATH MAC A03	5
340-000-000	LARYNGOSCOPE, BATTERY, MCGRATH 3.6V GRAY	5
X3-003-000	LARYNGOSCOPE, BLADES, X3, BOX OF 10	2
350-082-000	LARYNGOSCOPE,BLADES,MAC1,BOX OF 10	2
350-084-000	LARYNGOSCOPE,BLADES,MAC2,BOX OF 10	2
350-086-000	LARYNGOSCOPE,BLADES,MAC3,BOX OF 10	2
350-088-000	LARYNGOSCOPE,BLADES,MAC4,BOX OF 10	2
300-000-100	LARYNGOSCOPE,CASE	5
99512-001261	CR2BAAAABFHBBBCDBCDBAAAALPCR2 CONFIGURED UNIT	4
11141-000165	KIT, REPLACEMENT BATTERY, LPCR2, MULTI	1
11101-000021	KIT, SHIPPING, SINGLE ELECTRODE, LPCR2, LL,MULTI	2
TR-ZAEDPL-LPCR2	TR-ZL AED PLUS TO CR2	4
70335-000042	LP35,EN-US,MAS-SP/CO,MED-CO2,SUN-NIBP,12L,WIFI/CELL/LN/CPRIN,STD,BT	5
11335-000001	BATTERY, LI-ION, WITH IFU, LP35	10
11140-000102	CHARGER, BATTERY, LP35	2
11996-000519	SENSOR,LNCS-II RAINBOW DCI 8-LAMBDA SPCO,ADULT M	5
11996-000520	SENSOR, LNCS-II RAINBOWDCIP 8-LAMBDA SPCO, PEDI	5
11160-000011	NIBP CUFF-REUSEABLE, INFANT, BAYONET	5
11160-000013	NIBP CUFF-REUSEABLE,CHILD, BAYONET	5
11160-000019	NIBP CUFF- REUSEABLE,X-LARGE ADULT, BAYONET	5



11335-000005	KIT, PRINTER, LP35	5
11111-000031	ASSY, CABLE, ECG, 3 WIRE, AHA, 8 FT	5
11335-000008	KIT, STORAGE BAGS, LP35	7
11140-000131	POWER CORD,C13 ST,10FT,HOSPITAL GRADE	5
11260-000073	KIT, SHOULDER STRAP, LP35	7
TR-LP15H-LP35	TRADE IN LP15 V4 HIGH FOR LP35	5
11996-000456	SENSOR,SPO2, RDSET DCI,ADULT,REUSE,3FT,MASIMO	9
11996-000455	SENSOR,SPO2, RDSETDCI-P,PEDS,REUSE,3FT,MASIMO	9
11111-000036	ASSY, CABLE, ECG, 4 WIRE, AHA, 5 FT	2
11111-000037	ASSY, CABLE, ECG, 15LEAD, 6 WIRE PRECORD	2
11111-000041	ASSY, CABLE, ECG, 15 LEAD, 3 WIRE PRECOR	2
11113-000008	ASSY, CABLE, THERAPY, LP35, IFU	2
11996-000536	PATIENT SIMULATOR, ECG,15-LEAD	1

Total equipment: \$508,771.15

Service coverage:

Model number	Service coverage description	Quantity	Years	
LUCAS-FLD- PROCARE	PROCARE-SVC-LUCAS-FIELD-REPAIR	4	5	
POWERPRO- PROCARE	PROCARE-SVC-POWERPRO	2	4	
XPEDITION- PROCARE	PROCARE-XPEDITION-STAIRCHAIR	3	4	
POWERLOAD- PROCARE	PROCARE-SVC-POWER-LOAD	3	5	
LIFEPK35-FLD- PRO	ProCare-SVC-LP35-FIELD-REPAIR	5	5	

Total service coverage: \$127,008.85

Freight: \$4,772.18

Total Amount: \$640,552.18

Custo	mer signature	
Signature:	Date:	Si
Print name:		Pr
Title:		Tit
		L

Accepted by Flex Financial, a division of Stryker Sales, LLC		
Signature:	Dat	e:
Print name:	-	
Title:		



State and Local Government Customer Rider

This State and Local Government Customer Rider (the "Rider") is an addition to and hereby made a part of Short Form Conditional Sale Agreement No. 11510222517 (the "Agreement") between Flex Financial, a division of Stryker Sales, LLC ("Owner") and CITY OF MADISON HEIGHTS, MICHIGAN ("Customer") to be executed simultaneously herewith and to which this Rider is attached. Capitalized terms used but not defined in this Rider shall have the respective meanings provided in the Agreement. Owner and Customer agree as follows:

- 1. Customer represents and warrants to Owner that as of the date of, and throughout the Term of, the Agreement: (a) Customer is a political subdivision of the state or commonwealth in which it is located and is organized and existing under the constitution and laws of such state or commonwealth; (b) Customer has complied, and will comply, fully with all applicable laws, rules, ordinances, and regulations governing open meetings, public bidding and appropriations required in connection with the Agreement, the performance of its obligations under the Agreement and the acquisition and use of the Equipment; (c) The person(s) signing the Agreement and any other documents required to be delivered in connection with the Agreement (collectively, the "Documents") have the authority to do so, are acting with the full authorization of Customer's governing body, and hold the offices indicated below their signatures, each of which are genuine; (d) The Documents are and will remain valid, legal and binding agreements, and are and will remain enforceable against Customer in accordance with their terms; and (e) The Equipment is essential to the immediate performance of a governmental or proprietary function by Customer within the scope of its authority and will be used during the Term of the Agreement only by Customer and only to perform such function. Customer further represents and warrants to Owner that, as of the date each item of Equipment becomes subject to the Agreement and any applicable schedule, it has funds available to pay all Agreement payments payable thereunder until the end of Customer's then current fiscal year, and, in this regard and upon Owner's request, Customer shall deliver in a form acceptable to Owner a resolution enacted by Customer's governing body, authorizing the appropriation of funds for the payment of Customer's obligations under the Agreement during Customer's then current fiscal year.
- 2. To the extent permitted by applicable law, Customer agrees to take all necessary and timely action during the Agreement Term to obtain and maintain funds appropriations sufficient to satisfy its payment obligations under the Agreement (the "Obligations"), including, without limitation, providing for the Obligations in each budget submitted to obtain applicable appropriations, causing approval of such budget, and exhausting all available reviews and appeals if an appropriation sufficient to satisfy the Obligations is not made.
- 3. Notwithstanding anything to the contrary provided in the Agreement, if Customer does not appropriate funds sufficient to make all payments due during any fiscal year under the Agreement and Customer does not otherwise have funds available to lawfully pay the Agreement payments (a "Non-Appropriation Event"), and provided Customer is not in default of any of Customer's obligations under such Agreement as of the effective date of such termination, Customer may terminate such Agreement effective as of the end of Customer's last funded fiscal year ("Termination Date") without liability for future monthly charges or the early termination charge under such Agreement, if any, by giving at least 60 days' prior written notice of termination ("Termination Notice") to Owner.
- 4. If Customer terminates the Agreement prior to the expiration of the end of the Agreement's initial (primary) term, or any extension or renewal thereof, as permitted under Section 3 above, Customer shall (i) on or before the Termination Date, at its expense, pack and insure the related Equipment and send it freight prepaid to a location designated by Owner in the contiguous 48 states of the United States and all Equipment upon its return to Owner shall be in the same condition and appearance as when delivered to Customer, excepting only reasonable wear and tear from proper use and all such Equipment shall be eligible for manufacturer's maintenance, (ii) provide in the Termination Notice a certification of a responsible official that a Non-Appropriation Event has occurred, (iii) deliver to Owner, upon request by Owner, an opinion of Customer's counsel (addressed to Owner) verifying that the Non-Appropriation Event as set forth in the Termination Notice has occurred, and (iv) pay Owner all sums payable to Owner under the Agreement up to and including the Termination Date.
- 5. Any provisions in this Rider that are in conflict with any applicable statute, law or rule shall be deemed omitted, modified or altered to the extent required to conform thereto, but the remaining provisions hereof shall remain enforceable as written.

Customer signature			Accepted by Flex Financial, a division of Stryker Sales, LLC	
Signature:	Date:	S	Signature:	Date:
Print name:		P	Print name:	
Title:		Ti	itle:	



Invoice

Agreement number	Current due	Total due	Due date
11510222517	\$184,000.00	\$184,000.00	Upon Receipt

CITY OF MADISON HEIGHTS, MICHIGAN 26339 JOHN R RD MADISON HEIGHTS, Michigan 48071-3609 Make checks payable and remit to: Flex Financial, a division of Stryker Sales, LLC 25652 Network Place Chicago, IL 60673-1256

To ensure proper credit - please detach along the line below and return upper portion with payment.

Please DO NOT staple or fold

·

stryker

Flex Financial Customer Service StrykerFinancialSolutions@Stryker.com

Agreement number	Current due	Total due	Due date
11510222517	\$184,000.00	\$184,000.00	Upon Receipt

CITY OF MADISON HEIGHTS, MICHIGAN 26339 JOHN R RD MADISON HEIGHTS, Michigan 48071-3609

DescriptionAmountUpfront Payment Due at Signing\$184,000.00Total amount due:\$184,000.00



AGENDA ITEM SUMMARY FORM

MEETING DATE: 8/12

PREPARED BY: Sean P. Ballantine, Director of Public Services

AGENDA ITEM CONTENT: Director of Public Services - Scheduled Replacement of Vehicle 119

AGENDA ITEM SECTION: Bid Awards/Purchases

BUDGETED AMOUNT: \$35,000 FUNDS REQUESTED: \$31,832

FUND: 592-901-985-0000

EXECUTIVE SUMMARY:

The FY 2024-2025 Budget includes funding carried-forward for the replacement of Vehicle 119, the Animal Control van. The existing animal control van has reached a point of imminent failure, requiring immediate replacement. Given our inability to currently source a new unit, Staff has evaluated a variety of options, and determined that the most logical solution is to replace van 119 with one of the water and sewer service vans. which are in better shape both physically and mechanically. Replacing the water and sewer van, the Water and Sewer coordinator has determined that his department will be better served with a mid-size pickup truck. Staff has been notified by our Ford dealer of the availability of a Maverick, which fits these criteria, and falls within the currently budgeted amount for the animal control van.

RECOMMENDATION:

Staff requests that Council consider the following motions:

To "sell" Van 461 from the Water and Sewer fund to the General Fund for its fully depreciated value of \$2,308.09, by transferring this amount from account 101-301-985-0000 to account 592-047-626-6950.

To approve a budget amendment of \$31,832 to account 592-901-985-0000. This represents the \$30,332 price of the truck, plus \$1,500 for the safety lighting and other equipment.

To approve the purchase of one Ford Maverick as specified to Lunghamer Ford, of Owosso, in the amount of \$30,332, through the MiDeal vehicle purchasing program.

MEMORANDUM

DATE: August 6, 2024

TO: Melissa R. Marsh, City Manager

FROM: Sean P. Ballantine, Director of Public Services

SUBJECT: Scheduled Replacement of Vehicle 119

The FY 2024-2025 Budget includes funding carried-forward for the replacement of Vehicle 119, the Animal Control van. Despite the best efforts of staff, a replacement van has been impossible to source due to the ongoing supply issues from General Motors. Current estimates remain over a year out for the next ordering window to open, with no guarantees that a van will be furnished to the dealership. The preference is to replace the current GMC Savana van with a like-for-like model, due to the existing cages and equipment being designed for this type of van. It is worth noting that equivalent units, such as the Ford Transit, or Ram ProMaster City are also unavailable to source, and significantly more expensive. The existing animal control van has reached a point of imminent failure, requiring immediate replacement.

Given our inability to currently source a new unit, Staff has evaluated a variety of options, and determined that the most logical solution is to replace van 119 with one of the water and sewer service vans. Although these vehicles are roughly the same age, the water and sewer vans have almost half the miles on them, and are in better shape both physically and mechanically. It is estimated that this will comfortably buy us 3-5 years of reliable operation, allowing us to budget for and source a new animal control van when a unit finally becomes available. Replacing the water and sewer van, the Water and Sewer coordinator has determined that his department will be better served with a mid-size pickup truck. Staff has been notified by our Ford dealer of the availability of a Maverick, which fits these criteria, and falls within the currently budgeted amount for the animal control van.

Staff therefore requests that Council consider the following motions:

To "sell" Van 461 from the Water and Sewer fund to the General Fund for its fully depreciated value of \$2,308.09, by transferring this amount from account 101-301-985-0000 to account 592-047-626-6950.

To approve a budget amendment of \$31,832 to account 592-901-985-0000. This represents the \$30,332 price of the truck, plus \$1,500 for the safety lighting and other equipment.

Department of Public Services

City of Madison Heights 801 Ajax Drive Madison Heights, Michigan 48071

MEMORANDUM

To approve the purchase of one Ford Maverick as specified to Lunghamer Ford, of Owosso, in the amount of \$30,332, through the MiDeal vehicle purchasing program.

Department of Public Services

City of Madison Heights 801 Ajax Drive Madison Heights, Michigan 48071

p: (248) 589-2294 | f: (248) 589-2679 | e: DPS@Madison-Heights.org

2024 Maverick **Super Crew XLT** Major Standard Equipment

MECHANICAL

- 2.0L EcoBoost w/ 8-Speed Automatic Transmission
- 4-Wheel Disc Anti-Lock Brake System (ABS)
- Electric Parking Brake
- Electronic Power-Assist Steering (EPAS)
- Post Impact Braking
- Rotary Gear Shift Dial Includes Select Drive Modes: Normal, Eco, Sport, Slippery and Tow/Haul
- Variable-Assist Power Steering

EXTERIOR

- Black Mesh Grille w/Black Surround
- Box Top and Tailgate Moldings
- Cargo Lamp Integrated with Center High-mounted Stop Lamp (CHMSL)
- Easy Fuel® Capless Fuel-Filler
- FLEXBED® Storage System
- Fuel Tank
- 16.5 Gallon Gas
- Handles, Black Door and Tailgate
- Hooks Cargo Tie-Downs, six (6)
- Mirrors, Sideview Manual-folding, Manual Glass with MIC Black Skull Caps
- Maverick® XL Fender Badge
- Rocker Molding
- Spare Tire Carrier Rear Under Frame
- Spare Tire (Mini)
- Bumper, Front & Rear Steel
- Trailer Sway Control
- Tailgate Manual Locking
- Tires P225/65R 17" A/S BSW
 Wheels 17" Sparkle Silver Steel
- Windshield Wipers Intermittent Speed

INTERIOR/COMFORT

- 4.2" Productivity Screen in Instrument Cluster
- Cruise Control
- Dual Vanity Mirrors
- Floor Covering Carpet Floor Mats Front Carpet
- Front Door Stowage Bins
- Front Map Lights/Overhead Console
- Front/Rear Cargo Compartment Dome Lamps (Fade-tooff)
- Instrumentation (Door Ajar, Lamps On, Low Fuel & Washer Fluid, Tach, Clock)
- Front/Rear Grab Handles (3) Three
- Manual Air Conditioning, Single Zone
- Power Door Unlock and Lock
- Powerpoint 12V Front (1), Rear (1)
- Rear Coat Hooks
- Rear Under Seat Storage Bins
- Rear-Window with Fixed Privacy Glass
- Seat, Front 6-Way Manual Adjustable Driver
- 4-Way Manual Adjustable Passenger
- Bucket Seats

- Cloth Trim
- Front Floor Console w/ Armrest & Storage Bin
- Seat Back Map Pocket, Passenger
- · Seat, Rear
- Full Bench Rear Cloth Folding Seatback
- Flip-Up Seat Cushion
- Steering Wheel, Black Urethane Manual Tilt/Telescoping and Manual Locking w/ Audio Controls
- Vinyl Console Lid
- Windows
- Power Front/Rear Windows
- 1-Touch Down Driver Window
- Rear Privacy Glass

SAFETY/SECURITY

- Anti-Theft Engine Immobilizer
- Airbags
- Driver and Passenger Front Airbags
- Safety Canopy® Side-Curtain Airbags
- Driver and Passenger Side Airbags
- Driver Knee Airbag
- Autolamp Auto On/Off LED Headlamps
- Center Rear Seat Shoulder Belt
- Driver & Passenger Height Adjustable Retractable
- Belt-Minder® (Front Safety Belt Reminder)
- Configurable Daytime Running Lamps (DRL)
- LATCH (Lower Anchors and Tether Anchors for Children)
- Power Central Locking
- SecuriLock® Passive Anti-Theft System
- Smart Occupant Sensing airbags
- Tire Pressure Monitoring System (TPMS)

FORD CO-PILOT360TM TECHNOLOGY

- Auto LED High-Beam
- Pre-Collision Assist with Automatic Emergency Braking (AEB) (Pedestrian Detection, Forward Collision Warning, Dynamic Brake Support)
- Rear View Camera

FUNCTIONAL

- 2 USB Ports (Front) 1 Type A & 1 Type C
- 8" Center Stack Screen w/ Standard Bluetooth® Connectivity
- Apple CarPlay™ and Android Auto™
- AM/FM Stereo w/ 6 Speakers
- Battery Saver
- Electronic Stability Control
- Extended Service Interval Monitor
- FordPass Connect™ (4G)
- Schedule specific times to remotely start vehicle
- Locate parked vehicle
- Check vehicle).
- Keyed Ignition • Particulate Air Filter
- Remote Keyless Entry / Panic Button (Key Fob)

XLT 300A Super Crew 121" WB 5 Ft. Box

Base Price W8H, FWD (2.0L 4 cyl EcoBoost Engine w/ Electronic 8-Spd Transmission) 999/448
Base Price W8J, AWD (2.0L 4 cyl EcoBoost Engine w/ Electronic 8-Spd Transmission) 999/448
\$26,843.00
\$28,802.00

XLT Contains All XL Standard Features Plus:	 Wiper Activated LED Headlamps
EXTERIOR	INTERIOR/COMFORT
• 17" Painted Aluminum Wheels	 Seats, Rear
Cubby Storage in Bed (Passenger Side)	— Cupholders
• Cargo Tie Downs, plus four (+4)	— Armrest
 Gray Grille Bar ● Maverick® XLT Fender Badge 	 Unique Cloth Bucket Seats
 Mirrors, Sideview – Manual-folding, Power Glass w/ 	SAFETY/SECURITY
Spotter	Perimeter Alarm
Power Tailgate Lock	

Available Options	Option Code	Price
M 4K Tow Package	530	745,00
• 225/65R17 A/S BSW Tires		
Trailer Brake Controller		
Trailer Hitch Receiver w. 7-pin Connector		
Transmission Oil Cooler		
Higher Capacity Radiator		
Upgraded Cooling Fan		
Upgraded Drive Ratio (AWD)		
Ford Co-Pilot360	86B/55D	805.00
BLIS® (Blind Spot Information System) w/Cross-Traffic Alert		
Lane-Keeping System (Lane-Keeping Aid, Lane-Keeping Alert and Driver Alert System)	•	
[] XLT Luxury Package	54L	2275.00
8-Way Power Driver and 6-way Manual Passenger Seats		
• 400W Inverter (Cab + Bed Incl Cubby Cover) w/USB Console Rear		
Full-Size Spare Hested Mirror my Pointed Plack Skull Comp.		
Heated Mirror w/ Painted Black Skull Caps Heated Seats		
Soft Vinyl Wrapped Heated Steering Wheel		
• LED Box Lighting		
Remote Start System		
• Trailer Hitch Receiver w/ 4-Pin Connector		
Bedliner - Modular Hard Drop-in		
Trailer Hitch Receiver w/4-Pin Connector	60B	100.00
Bed Extender	50B	370.00
[] Drop-In Bedliner	96J	375.00
Spray-In Bedliner	96G	495.90
[] Engine Block Heater	41H	90.00
Floor Liners Front and Rear	16B	175.00
Front License Plate Holder	153	N/C
Full Size Spare Tire	51D	(115.00
Splash Guards/Molded Front and Rear	63B	180.00
[] Rear Parking Sensors	76B	260.00
[] Daytime Running Lamps	942	45.00
[] Power 8-Way Drivers Seat	90K	285.00
•	21D	590.00
[] Tonneau Pickup Box Cover – Soft Folding		
[] Tonneau Pickup Box Cover – Hard Trifold	21K	1180.00
[] Tonneau Pickup Box Cover – Hard Rollup	21L	1200.00

TOTAL \$ 5 30,332.00

XLT Colors & Trim Availability:

Entonion	Interior
<u>Exterior</u>	(Navy Pier) (7B)
Shadow Black	(G1) []
Oxford White	(YZ)
Iconic Silver	(JS) $\begin{bmatrix} 1 \end{bmatrix}$
Carbonized Grey	(M7) []
Atlas Blue	(JS) [] (M7) [] (B3) [] On leman
Cactus Grey	(NE) []
Terrain	(VA)

-	adison Heights .eplacement Guidelines 8	k Evaluation '	Workshe	Disposition: eet	Auction	
ate of Evalu	(Or	nly those fields shaded	<mark>d in yellow ne</mark>		A	
ehicle #:	119		`	Type A = Sedans / Light T		
epartment ,	/ Division: PD-Anima	l CTL		Type B = Medium / Heavy		
ear / Make	/ Model: 2012 Ch	evy G20 Van		Type C = Off Road Equipm	nent	
ge:	One point for each year of chrono	ological age begin	nning with i	n-service date		
Service Da	ate: 1/1/2012	Age in Month Age in Years		151 13	Score:	13
sage:	Type A = 1 point per 10,000 mile	es; Type B = 1 po	oint per 5,00	00 miles; Type C = 1 point	per 250 hours used	
	Mileage: 75,384	`			Canada	
	Hours: (N/A)			Score:	3
ervice Typ	De: Type A			Type (<u>, </u>	
Points	Description	<u> </u>	Points		scription	
1	Standard sedans and light pickups.		4	andard duties as equipped.	<u> </u>	
	Standard vehicles with occasional off-road usage.			andard duties when used with attachments (sickle bar, backhoes, rear bushhogs).	
4	Any vehicle that pulls trailers, hauls heavy loads, conting	ued off-road usage.	4	ultiple duties based on seasons (snow, mowi		
_	Any vehicle involved in snow removal. Police, Fire, and Rescue service vehicles.			treme duties in harmful atmosphere (dust, s eavy construction work including snow remove		
	Folice, Fire, and Nescue service vehicles.		Type B	eavy construction work including show remov	ai.	
<u>Points</u>		Des	cription			
1	Standard use including basic job site duties, so	me light duty hauling.				
2	Standard use with attachments (compressors, I					
3 4	Above standard use including job site duties the Above standard use including job side idling an					
5	Extreme service, high job site idling and duties					etc.
	(Examples: Sign Truck, Tandem or Single Dum			,,	,	
					Score:	5
eliability:	Note: Based on curr	ent conditions. P	Preventative	Maintenance work is not in	ncluded.	
Points			Descri	ption		
1	In shop 0 or 1 time within the las	t 3 months, and i	no major b	reakdowns or road calls.		
	In shop 1 time within the last 3 n	nonths, and 1 bre	eakdown/ro	ad call within the last 3 mo	nths.	
	In shop more than twice within the					
	In shop more than once within th					
5	In shop more than twice monthly	within the last 3	months, a	na 2 or more preakdowns v	within the last month.	
ny Road Ca Dad Calls /	mes in shop within the last 3 mor ills or Breakdowns (Y or N): Breakdowns within the last month Breakdowns within the last 3 mor	ո:		1 Y 0		
	e than twice monthly within the la		r N):	Y	Score:	2
	ce & Replacement Costs:	`				
Points	Description					
1	Maintenance costs are less than o	or equal to 20% c	of renlacem	ent cost		
	Maintenance costs are 21-40% of	•	•			
	Maintenance costs are 41-60% o	f replacement cos	st.			
	Maintenance costs are 61-80% of	•				
5	Maintenance costs are greater th	an or equal to 81	% of replac	cement cost.		
otal Mainto	nance Cost :	\$17,376	as of	8/5/2024		
	urchase Price - New Veh. :	\$38,000	as of	8/5/2024		
	/alue of Car to be sold :	\$2,500	as of	8/5/2024		
timated Ne	et Replacement Cost :	\$35,500	as of	8/5/2024		
aintenance	Cost as % of Replacement Cost:	48.9%	as of	8/5/2024	Score:	3
ndition:						
			Туре А			
<u>Points</u>			Descri	<u>ption</u>		
	No visual damage or rust and a good drive train					
_	Minor imperfections in body and paint, interior fair (no			toward war to the town	a home and a construction of the state of	
	Noticeable imperfections in body and paint surface, sor					
_	Previous accident damage, poor paint and body conditi Previous accident damage, poor paint, bad interior, driv				ient, and one drive train component bad.	
		2 3 a.m. Gluc is damaged of Ir	Type B	.,s. samage nom dad on equipment		
<u>Points</u>			Descri	ption		
	No visual damage or rust, good paint, good interior, no	damage from add-on equipr	ment, no body mo	dification, good drive train.		
_	Minor imperfections in body and paint, interior fair (no					
	Noticeable imperfections in body and paint surface, sor					
-	Previous accident damage, poor paint & body condition Previous accident damage, poor paint & body condition					
	Type C	, dive dail dall	-3-2 of moperat	., 223, moamoudons, major damage		
<u>Points</u>	<u>Description</u>	Number of N	otable Acci	dents: 1 (list	number)	
	Good condition, fully functional.	Paint / Body:	: <u>_</u>		nment	
_	Fair body, functional.	Interior:	_		nment	
	Minor body damage, weak operating system.	Drive Train:	dition		nment	
4 5	Severe damage, component not functional.	General Conc	uluon: _	4 (pick number from	score:	5
	Extreme damage, inoperable.					
erall:				Tot	al Score:	36
		replace.	udast/=\			
		luate for future bu s for replacement		allows		
		oriority replaceme		unotto:		
epared By:		P. Ballantine		Date:	8/5/2024	
Juicu DV.	. Scall	- Panardic		Date.	ULJIZUZT	

0 - 17

18 - 22

23 - 27

Prepared By:

128+

Excellent

Re-evaluate for future budget(s).

Needs priority replacement.

Qualifies for replacement if budget allows.

Date:

Good

Fair

Poo



AGENDA ITEM SUMMARY FORM

MEETING DATE: 8/12

PREPARED BY: Sean P. Ballantine, Director of Public Services

AGENDA ITEM CONTENT: Director of Public Services - Scheduled Replacement of Vehicle 434

AGENDA ITEM SECTION: Bid Awards/Purchases

BUDGETED AMOUNT: \$36,000 FUNDS REQUESTED: \$36,884

FUND: 592-901-985-0000

EXECUTIVE SUMMARY:

The current budget includes funding for the scheduled replacement of vehicle 434, a 2007 Chevy Silverado two wheel drive, funded through the Water and Sewer division. This truck serves as the Motor Pool support vehicle, and is heavily used throughout the year. The existing vehicle has a poor condition analysis score, and warrants immediate replacement.

RECOMMENDATION:

As the vehicle is slightly over the budgeted amount, Staff recommends that Council consider two motions:

To approve a budget amendment in the amount of \$886.00 to account 592-901-985-0000.

To approve the purchase of one Chevrolet Colorado work truck from Berger Chevrolet, of Grand Rapids, in the amount of \$36,886 through the MiDeal Vehicle Purchasing Program.

BID PER ENCLOSED SPECIFICATIONS

Cost per vehicle \$36,886.00 Vehicle Description:

Year <u>2024</u>

Number of units $\underline{1}$

Make <u>Chevrolet</u>

Total Bid Amount \$36,886.00 Model Colorado 4WD

Crew cab

Vendor: Bid Prepared For :

Berger Chevrolet Inc.

Madison Heights

Address 2525 28th Street S.E.

Grand Rapids, MI 49512

Phone (616) 949-5200

 $\frac{\text{Fax}}{\text{Fax}} = \frac{(616)\ 988-9178}{\text{Municipal discount in the State of Michigan}}.$

Signature Robert Evans

Printed Signature <u>Robert M. Evans</u>
Date <u>8/5/2024</u>

MEMORANDUM

DATE: August 6, 2024

TO: Melissa R. Marsh, City Manager

FROM: Sean P. Ballantine, Director of Public Services

SUBJECT: Scheduled Replacement of Vehicle 434

The current budget includes funding for the scheduled replacement of vehicle 434, a 2007 Chevy Silverado two wheel drive, funded through the Water and Sewer division. This truck serves as the Motor Pool support vehicle, and is heavily used throughout the year. The existing vehicle has a poor condition analysis score, and warrants immediate replacement.

Despite the ongoing difficulties sourcing vehicles, Staff found a base-model Chevy Colorado work truck available at Berger Chevrolet, which is a MiDeal vehicle purchasing program dealership. This truck will effectively suit the needs of the department, while being more fuel efficient and economical than its full-sized equivalent.

As the vehicle is slightly over the budgeted amount, Staff recommends that Council consider two motions:

To approve a budget amendment in the amount of \$886.00 to account 592-901-985-0000.

To approve the purchase of one Chevrolet Colorado work truck from Berger Chevrolet, of Grand Rapids, in the amount of \$36,886 through the MiDeal Vehicle Purchasing Program.

Department of Public Services

City of Madison Heights 801 Ajax Drive Madison Heights, Michigan 48071 Robert Evans | 6162925749 | bevans@bergerchevy.com

Item 8.

Stk 24CL121 2024 Chevrolet Colorado (14C43) 4WD Crew Cab WT (Complete)

Selected Model and Options

MODEL

|--|

14C43 2024 Chevrolet Colorado 4WD Crew Cab WT

Summit White

COLORS

CODE	DESCRIPTION

OPTIONS

GAZ

OPTIONS	
CODE	DESCRIPTION
4WT	Work Truck Preferred Equipment Group includes standard equipment
A28	Window, rear-sliding, manual (Included and only available with (PCY) WT Convenience Package.)
A50	Seats, front bucket (STD)
A91	Tailgate, remote locking, (locks and unlocks with key fob) (Included and only available with (PCY) WT Convenience Package.)
B26	Safety Package includes (UKI) Blind Zone Steering Assist, (UFB) Rear Cross Traffic Braking, (UD7) Rear Park Assist (Includes (DLF) Heated outside Rearview Mirror. Requires (PCY) WT Convenience Package With (ZL6) Advanced Trailering Package, includes (UKW) Blind Zone Steering Assist with Trailering that replaces (UKI) Blind Zone Steering Assist.)
C49	Defogger, rear-window electric (Included and only available with (PCY) WT Convenience Package.)
C59	Air vents, rear (Included and only available with (D07) center floor console.)
C6X	GVWR, 6250 lbs. (2835 kg) (Requires (L3B) 2.7L TurboMax engine.)
CGN	Bedliner, Spray-on, Black with Chevrolet logo (Does not include the Chevrolet logo. Not available with (5VQ) Bedliner with Integral Storage Compartments, LPO or any Ship Thru code other than (VWY), (VAL), (VES) or (VWS).)
D07	Console, floor front compartment with cup holders and cell phone storage (Included and only available with (PCY) WT Convenience Package.)
DLF	Mirrors, outside heated power-adjustable (Included and only available with (B26) Safety Package.)
DP6	Mirror caps, painted (Painted Black. Included and only available with (B26) Safety Package.)
FE9	Emissions, Federal requirements
G80	Differential, automatic locking rear (Included with (ZL6) Advanced Trailering Package.)
GAZ	Summit White
GU6	Rear axle, 3.42 ratio
H1T	Jet Black, Cloth seat trim

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Data Version: 23112. Data Updated: Aug 4, 2024 6:41:00 PM PDT.

Robert Evans | 6162925749 | bevans@bergerchevy.com

Stk 24CL121 2024 Chevrolet Colorado (14C43) 4WD Crew Cab WT (Complete)

OPTIONS	
CODE	DESCRIPTION
JL1	Trailer brake controller, integrated (Included and only available with (Z82) Trailering Package.)
K34	Cruise control, electronic, automatic (Included and only available with (PCY) WT Convenience Package. Not available with (CWM) Technology Package.)
KW5	Generator, 220 amp (Requires (L3B) 2.7L TurboMax engine and (Z82) Trailering Package.)
L3B	Engine, TurboMax (310 hp [231 kW] @ 5600 rpm, 430 lb-ft of torque [583 Nm] @ 3000 rpm) (Requires (MFC) 8-Speed Transmission, (RM7) spare wheel and (ZAO) spare tire.)
MFC	Transmission, 8-speed automatic (Included with (L3B) 2.7L TurboMax engine.)
PCY	WT Convenience Package includes (A28) Sliding rear window, (C49) Rear defogger, (K34) Cruise control, (A91) Remote lock/unlock tailgate and (D07) Floor console ((K34) Cruise control is replaced with (KSG) Adaptive Cruise Control when (CWM) Technology Package is ordered.)
RD6	Wheels, 17" X 8.0" (43.2 cm x 20.3 cm), Ultra Silver Metallic steel (STD)
RM7	Wheel, spare, 17 x 8" (43.2 cm x 20.3 cm) steel (Requires (L3B) 2.7L TurboMax engine and (ZAO) spare tire.)
S6P	LPO, Remote start kit includes 2 key fobs, (dealer-installed)
UD7	Rear Park Assist (Included and only available with (B26) Safety Package.)
UFB	Rear Cross Traffic Braking (Included and only available with (B26) Safety Package.)
UKI	Blind Zone Steering Assist (Included and only available with (B26) Safety Package.)
URL	11.3" diagonal advanced color LCD display with Google built-In compatibility including navigation capability, connected apps, personalized profiles for each driver's settings, Natural Voice Recognition and Phone Integration for Wireless Apple CarPlay/Wireless Android Auto for compatible phones (STD) (Terms and limitations apply.)
VAV	LPO, All-weather floor mats (dealer-installed) (Not available with (RIA) All-weather floor liner, LPO.
Z82	Trailering Package, heavy-duty includes trailer hitch and 7-pin connector (Includes (JL1) Trailer brake controller. Requires (L3B) 2.7L TurboMax engine and (KW5) 220 amp generator. Included with (ZL6) Advanced Trailering Package.)
ZAO	Tire, spare 255/65R17 all-season, blackwall (Requires (L3B) 2.7L TurboMax engine and (RM7) spare wheel.)
	Ontions Total

Options Total

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Stk 24CL121 2024 Chevrolet Colorado (14C43) 4WD Crew Cab WT (Complete)

Standard Equipment

Package

Chevy Safety Assist includes (UHY) Automatic Emergency Braking, (UKT) Front Pedestrian and Bicyclist Braking, (UHX) Lane Keep Assist with Lane Departure Warning, (UE4) Following Distance Indicator - (Requires a future software update), (UEU) Forward Collision Alert and (TQ5) IntelliBeam (Beginning at the start of production, certain vehicles will not be equipped with (UE4) Following Distance Indicator functionality which will require a future software update to function.)

	production, certain vehicles will not be equipped with (UE4) Following Distance Indicator functionality which will require a future software update to function.)
Mechanical	
	Engine, 2.7L Turbo (237 hp [177 kW] @ 5600 rpm, 260 lb-ft of torque [350 Nm] @ 1200-4000 rpm) (STD) (Requires (N8R) 8-speed Transmission.)
	Transmission, 8-speed automatic (STD) (Included with (L2R) 2.7L Turbo Engine.)
	Rear axle, 3.42 ratio
	GVWR, 6000 lbs. (2722 kg) (STD) (Requires (L2R) 2.7L Turbo engine.)
	Engine control, stop/start system disable button
	Engine air filtration monitor
	Push Button Start
	Automatic Stop/Start
	Transfer case, single speed electronic Autotrac with push button control
	Four wheel drive
	Battery, AGM, 800 cold-cranking amps with 80 amp hour rating, 12V
	Generator, 170 amp (Not available with (Z82) Trailering Package.)
	Radiator Grille Shutters, automatic
	Vehicle health management, provides advanced warning of vehicle issues
	Hitch Guidance dynamic single line to aid in truck trailer alignment for hitching
	Recovery hooks, front, Black
	Frame, fully-boxed
	Pickup box
	Brakes, 4-wheel antilock, 4-wheel disc
	Capless fuel fill
Exterior	
	Wheels, 17" X 8.0" (43.2 cm x 20.3 cm), Ultra Silver Metallic steel (STD)

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Tires, 255/65R17 all-season, blackwall

Item 8.

Stk 24CL121 2024 Chevrolet Colorado (14C43) 4WD Crew Cab WT (Complete)

Exterior	
Exterior	
	Tire, compact spare T175/90D18, blackwall (STD) (Requires (RTI) 18" x 4.5" (46.7cm x 11.4cm) steel, compact wheel.)
	Wheel, Compact Spare, 18" x 4.5" (45.7 cm x 11.4 cm) steel (Requires (L2R) 2.7L Turbo engine.)
	CornerStep, rear bumper
	Moldings, Black beltline
	Headlamps, halogen with automatic exterior lamp control
	IntelliBeam, automatic high beam on/off
	Headlamp control, automatic on and off with automatic delay
	Cargo box light, back of cab
	Mirrors, outside power-adjustable
	Mirror caps, molded with color (Not available with (B26) Safety Package.)
	Glass, deep-tinted
	Glass, solar glazing front side windows
	Glass, privacy glazing rear side windows
	Windshield, solar absorbing
	Door handles, Black
	Tailgate handle, Black
Entertainment	
	11.3" diagonal advanced color LCD display with Google built-In compatibility including navigation capability, connected apps, personalized profiles for each driver's settings, Natural Voice Recognition and Phone Integration for Wireless Apple CarPlay/Wireless Android Auto for compatible phones (STD) (Terms and limitations apply.)
	Audio system feature, 6-speaker system
	SiriusXM Radio enjoy a Platinum Plan trial subscription with over 150 channels including commercial-free musi plus sports, news and entertainment. Plus listening on the SiriusXM app, online and at home on compatible connected devices is included, so you'll hear the best SiriusXM has to offer, anywhere life takes you. Welcome to the world of SiriusXM. (IMPORTANT: The SiriusXM radio trial package is not provided on vehicles that are ordered for Fleet Daily Rental ("FDR") use. If you decide to continue service after your trial, the subscription pla you choose will automatically renew thereafter and you will be charged according to your chosen payment method at then-current rates. Fees and taxes apply. See the SiriusXM Customer Agreement at www.siriusxm.com for complete terms and how to cancel. All fees, content, features, and availability are subject to change.)
	Wireless phone projection, for Apple CarPlay and Android Auto
	Chevrolet Connected Services capable (Terms and limitations apply. See onstar.com or dealer for details.)

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Stk 24CL121 2024 Chevrolet Colorado (14C43) 4WD Crew Cab WT (Complete)

Interior	
	Seats, front bucket (STD)
	Seat trim, Cloth
	Seat adjuster, driver 6-way manual
	Seat adjuster, passenger 4-way manual
	Seat, rear 60/40 split-folding bench with storage
	Storage compartment, front, without cover
	Floor covering, color-keyed carpeting
	Steering column, tilt, manual
	Steering wheel, urethane
	Steering wheel controls, mounted audio controls
	Speedometer, miles/kilometers
	Driver Information Center, 11" diagonal fully-digital display
	Windows, power front, driver express down
	Window, power front, passenger express down
	Windows, power rear, express down
	Door locks, power
	Remote Keyless Entry
	Theft-deterrent system, unauthorized entry
	USB Ports, 2 (first row) located on console
	Power outlet, 12-volt located in center console bin
	Air conditioning, single-zone manual climate control
	Heater, air conditioning duct, rear passenger
	Handles, door release, front and rear, Jet Black
	Mirror, inside rearview manual day/night
	Visors, driver and front passenger vanity mirrors
	Lighting, interior, center dome
	Lighting, interior
	Chevrolet Connected Access capable (Subject to terms. See onstar.com or dealer for details.)
Safety-Mechanical	

Safety-Mechanical

Automatic Emergency Braking

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Robert Evans | 6162925749 | bevans@bergerchevy.com

Stk 24CL121 2024 Chevrolet Colorado (14C43) 4WD Crew Cab WT (Complete)

Safaty Machanical	
Safety-Mechanical	
	Front Pedestrian and Bicyclist Braking
	StabiliTrak, stability control system with Proactive Roll Avoidance and traction control includes electronic trailer sway control and hill start assist
	Hitch View
Safety-Exterior	
	Daytime Running Lamps, Halogen
Safety-Interior	
	Airbags, Dual-stage frontal airbags for driver and front passenger; Seat-mounted side-impact airbags for driver and front outboard passenger; Head-curtain airbags for front and rear outboard seating positions; Includes front outboard Passenger Sensing System for frontal passenger airbag (Always use seat belts and child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information.)
	Front outboard Passenger Sensing System for frontal outboard passenger airbag (Always use seat belts and child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information.)
	OnStar and Chevrolet connected services capable (Terms and limitations apply. See onstar.com or dealer for details.)
	HD Rear Vision Camera (Not available with (CWM) Technology Package.)
	Lane Keep Assist with Lane Departure Warning
	Forward Collision Alert
	Following Distance Indicator - (Requires a future software update) (Beginning at the start of production, Certain vehicles will not be equipped with (UE4) Following Distance Indicator functionality which will require a future software update to function.)
	LED Reflective Windshield Collision Alert
	Seat Belt, Black
	Teen Driver a configurable feature that lets you activate customizable vehicle settings associated with a key fob to help encourage safe driving behavior. It can limit certain available vehicle features, and it prevents certain safety systems from being turned off. It includes the Buckle-to-Drive feature which prevents the driver from shifting from Park for up to 20 seconds if the driver's seat belt is not buckled. An in-vehicle report card gives you information on driving habits and helps you to continue to coach your new driver
	Door locks, rear child security
	Rear Seat Reminder
	Rear Seat Belt Indicator
	Buckle to Drive prevents vehicle from being shifted out of Park until driver seat belt is fastened; times out after 20 seconds and encourages seat belt use, can be turned on and off in Settings menu (Not available with (T4Z) Buckle To Drive.)

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Berger Chevrolet Inc

Robert Evans | 6162925749 | bevans@bergerchevy.com

Item 8.

Stk 24CL121 2024 Chevrolet Colorado (14C43) 4WD Crew Cab WT (Complete)

Safety-Interior

Tire Fill Alert provides an audible indication when tire pressure is added to a tire that is low. Aids to achieve optimal tire pressure

Tire Pressure Monitoring System (does not apply to spare tire)

Years of OnStar Remote Access. The OnStar Remote Access Plan gives you simplified remote control of your properly equipped vehicle and unlocks a variety of great features in your myChevrolet mobile app. See dealer for details. (OnStar Remote Access Plan does not include emergency or security services. Fleet customers will get Fleet Remote Access through OnStar Vehicle Insights. See onstar.com for details and limitations. Available on select Apple and Android devices. Service availability, features and functionality vary by vehicle, device, and the plan you are enrolled in. Terms apply. Device data connection required.)

WARRANTY

Basic Years: 3

Basic Miles/km: 36,000 Drivetrain Years: 5

Drivetrain Miles/km: 60,000

Drivetrain Note: Certain commercial, government, and qualified fleet vehicles: 5 years/100,000 miles

Corrosion Years (Rust-Through): 6

Corrosion Years: 3

Corrosion Miles/km (Rust-Through): 100,000

Corrosion Miles/km: 36,000 Roadside Assistance Years: 5

Roadside Assistance Miles/km: 60,000

Roadside Assistance Note: Certain commercial, government, and qualified fleet vehicles: 5 years/100,000 miles

Maintenance Note: First Visit: 12 Months/12,000 Miles

P At the user's request, prices for this vehicle have been formulated on the basis of Initial Pricing for the vehicle, however GM cannot guarantee that Initial Pricing is available. This document contains information considered Confidential between GM and its Clients uniquely. The information provided is not intended for public disclosure. Prices, specifications, and availability are subject to change without notice, and do not include certain fees, taxes and charges that may be required by law or vary by manufacturer or region. Performance figures are guidelines only, and actual performance may vary. Photos may not represent actual vehicles or exact configurations. Content based on report preparer's input is subject to the accuracy of the input provided.

Data Version: 23112. Data Updated: Aug 4, 2024 6:41:00 PM PDT.



AGENDA ITEM SUMMARY FORM

MEETING DATE: 08/12/24

PREPARED BY: Melissa Marsh, City Manager

AGENDA ITEM CONTENT: Construction of Pickleball Courts at Rosie's Park

AGENDA ITEM SECTION: Bid Awards/Purchases

BUDGETED AMOUNT: \$351000 FUNDS REQUESTED: \$379,004

FUND: 101

EXECUTIVE SUMMARY:

Utilizing the Oakland County Annual Counstrion contract for services and rates, staff has worked with Frank Rewold and Sons and NF Engineering on proposal for constructing eight pickleball courts at Rosie's Park for a total project cost of \$379,004. The original budget for this project was \$351,000. The Southeast Michigan Pickleball Association (SMPA) has generously granted Madison Heights \$12,000 to cover the additional costs and ensure the project's completion and staff will request that the Madison Heights Community Foundation fund the tree plantings of \$16,500 to provide environmental benefits as well as court noise and wind reduction. In addition, Oakland County Parks and Recreation has granted \$75,000 toward this project. The City is also working with the SMPA on future programming.

RECOMMENDATION:

We respectfully request the City Council to approve the construction agreement with Frank Rewold and Sons under the Oakland County Annual Contraction contract for the construction of pickleball courts at Rosies' Park for an amount not to exceed \$379,004.

To: Honorable Mayor and City Council

From: Melissa R. Marsh, City Manager

Date: August 5, 2024

Subject: Proposal for Construction of Pickleball Courts at Rosie's Park

Introduction

This report outlines the proposal for constructing pickleball courts at Rosie's Park with a total project cost of \$379,004. The original budget for this project was \$351,000. The Southeast Michigan Pickleball Association (SMPA) has generously granted Madison Heights \$12,000 to cover the additional costs and ensure the project's completion and staff will request that the Madison Heights Community Foundation fund the tree plantings of \$16,500 to provide environmental benefits as well as court noise and wind reduction. This will be considered at their meeting to be held on Monday, August 12.

At the July 8th City Council meeting, the city council approved the acceptance of a grant from Oakland County Parks and Recreation for \$75,000 toward this project.

Construction Details

Frank Rewold and Sons will manage the construction based on engineering drawings provided by NF Engineers. Frank Rewold and Sons have a proven track record of completing projects throughout the City with high satisfaction, meeting both timelines and budgets. We will utilize the Oakland County Annual Construction Management contract for all services and rates. This amount does include a 5% contingency that will be utilized in the case of unexpected conditions, and the acceptance of the alternatives to remove arborvitae screening from the contract, change the 10 feet perimeter fence to 7 feet, remove the mid-rails from 7 feet fence as they are not required.

Partnership with SMPA

As stated above the SMPA will grant the City of Madison Heights \$12,000 toward the construction of eight courts in Madison Heights. Prior to the bids being received we were in conversations with SMPA leadership regarding programming to ensure the courts are utilized to the fullest and to expand the sport. Therefore upon completion of the courts, it is our intention to enter into an agreement with SMPA to manage programming and ensure the courts are effectively utilized and maintained. Key highlights of this agreement being negotiated include:

1. Financial Support:

- a. \$12,000 to subsidize the design and construction of the courts and cover the budget gap.
- b. Provide windscreens, paddle racks, and recommended rules and signage to the City.
- c. Commitment to split resurfacing costs 50/50 when needed (5-7 years, up to a maximum of \$70,543 total cost based on current estimates and projected inflation).

2. Programming:

- a. Program for approximately 20% of "available" court time annually (April 21 September 30; 9:00 a.m. 9:00 p.m. court hours) with fees from programming split with City 30% /SMPA 70%.
 - i. Six leagues per session, two sessions per season (spring & summer), each session lasting 2.5 hours.
 - ii. Two (3-day) tournament-style events
 - iii. Eight (3-hour) mixer-style events.
 - iv. Three (6-hour) mini-tournament-style events.
 - v. Two introductory pickleball sessions through the MH Active Adult Center when the courts first open.

3. City's Contributions:

- a. Provide SMPA access to a secure storage facility for maintenance equipment (brooms, rollers, court drying drag mats, etc.).
- b. Provide access to electricity for blowers to maintain court surface integrity.
- c. Provide access to a live video feed of the courts (if available) for safety and scheduling purposes.
- d. Usual and customary maintenance of the area related to and surrounding the courts (fencing, lawn & path maintenance, etc.).

Conclusion

The construction of pickleball courts at Rosie's Park represents a valuable addition to our community, promoting physical activity and social interaction among a multigeneration of residents. With the financial and programming support from SMPA, and Oakland County Parks and Recreation this project is both feasible and sustainable.

We respectfully request the City Council to approve the construction agreement with Frank Rewold and Sons under the Oakland County Annual Contraction contract for the construction of pickleball courts at Rosies' Park for an amount not to exceed \$379,004.



July 29, 2024

Melissa Marsh City Manager City of Madison Heights 300 W 13 Mile Rd. Madison Heights, MI 48071

RE:

Madison Heights Rosie's Park Pickle Ball Court

Dear Melissa:

Frank Rewold & Sons Inc. is pleased to present our proposal for the Madison Heights Pickle Ball Court at Rosie's Park in Madison Heights. This proposal is based on the drawings dated 6/25/24 by NF Engineers.

Our proposed cost for the Pickle Ball Court construction and our services is \$389,354.00.

Please review the attached Madison Heights Rosie's Park Pickle Ball Court Proposal breakdown. Our proposal is based on utilizing the Oakland County Annual CM contract for all services and rates. Also, included in our Proposal is a 5% contingency to be used for any project unknowns.

Some items that are not included at this time are engineering / design services, undercuts / bad soil, builder's risk insurance (can be provided if required), cost of any permits or fees, third party inspection fees, layout services (by City Engineer), temporary fencing to enclose the site, or PL&M Bonds.

In addition to the base proposal there are a few alternates for your consideration. These alternates will be added to or subtracted from the above total if accepted. Please initial where indicated if accepted.

Alternate 1: To delete arborvitae screening	Deduc	t <\$16,5	00>	
			Accepted	
Alternate 2: To use 7' perimeter fence in lieu of 10' perimeter fence		Deduct <\$5,300>		
			Accepted	
Alternate 3: To delete mid rails in the 7' fencing (base bid)	Deduc	:t <\$850>		
			Accepted	
Alternate 4: To delete mid rail in the 7' fencing (with alternate 2)	Deduc	t <\$4,200		
Alternate A. To use a concrete planting surface	4.4.4	Ć420 O	Accepted	
Alternate 4: To use a concrete playing surface	Add	\$120,0		
Alternate 5: To enclose site with a temporary construction fence.	Add	\$9,100	Accepted	
Alternate 3. To enclose site with a temporary construction refice.	Auu	\$5,100	Accepted	
Alternate 6: To provide labor, material, and performance bonds	Add	\$4,283	Accepteu	
The mate of to provide labor, material, and performance boiled	Auu	77,203	Accepted	
			Accepted	

If acceptable, please sign below and return a copy to my attention. Please contact me on my cell phone at 586-623-1162 with questions.





Sincerely,

FRANK REWOLD & SONS INC.

Mike Gagnon **Project Executive**

cc: Joe Lucci - Frank Rewold & Sons Attachments

Accepted By:	
City of Madison Heights	
Melissa Marsh, City Manager	

Dated: _



