

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

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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.

**PURPOSE OF AGREEMENT.** 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. **DEFINITIONS.** 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 Claims** 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 Day** 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 Public Body** 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. **COUNTY'S RESPONSIBILITIES.**

- 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. CONFLICT OF INTEREST.** 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. COMPLIANCE WITH LAWS.** 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](http://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. DURATION OF INTERLOCAL AGREEMENT.**

**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 Authorization and Completion of Agreement.** 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. DELEGATION OR ASSIGNMENT.** 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. CAPTIONS.** 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. **NOTICES.** 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. **SURVIVAL OF TERMS.** 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: \_\_\_\_\_

Melissa Marsh, City Manager  
City of Madison Heights

DATE: \_\_\_\_\_

WITNESSED: \_\_\_\_\_

Cheryl Rottmann, City Clerk & Deputy City Manager

DATE: \_\_\_\_\_

IN WITNESS WHEREOF, David Woodward, Chairperson, Oakland County Board of Commissioners, hereby acknowledges that he has been authorized by a resolution of the Oakland County Board of Commissioners to execute this Agreement on behalf of Oakland County, and hereby accepts and binds Oakland County to the terms and conditions of this Agreement.

EXECUTED: \_\_\_\_\_

David Woodward, Chairperson  
Oakland County Board of Commissioners

DATE: \_\_\_\_\_

WITNESSED: \_\_\_\_\_

Oakland County Board of Commissioners  
County of Oakland

DATE: \_\_\_\_\_

## **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					
No.	Date	Amount	PROJECT BUDGET Line Item	Purpose/Description of the Expenditure	Paid Invoice 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 programmed.

### **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 programming 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 Spaces Project Name:

11 Mile Streetscape Project: Phase I

QA2. Municipality Name:

City of Madison Heights ▼

QA3. Employer Identification Number (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 this 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

City	<input type="text"/>
State	<input type="text"/>
Zip Code	<input type="text"/>

QA6. Describe the project management experience of the individual responsible for managing this grant. (100 words maximum)

This project will be led by a Community Development Director with a total of 10 years of public service/ DDA experience. The Director will be supported by an in-house full-time grant administer position to assist with grant reporting responsibilities.

QA7. Individual submitting this application (If different than above).

First Name	<input type="text"/>
Last Name	<input type="text"/>
Title/Position	<input type="text"/>
Phone Number	<input type="text"/>
Email	<input type="text"/>

ACKNOWLEDGMENTS

QA8. All of the information submitted is accurate and that I have the approval to submit this application on behalf of city/village/township identified above

☒ I acknowledge this statement

QA9. If awarded a grant the city/village/township will be required to enter into an Interlocal Agreement with Oakland County.

☒ I acknowledge this statement

QA10. If awarded a grant and the local DDA or CIA is providing local funding, the DDA or CIA may also be required to enter into the Interlocal Agreement with Oakland County.

☒ I acknowledge this statement

QA11. Obtaining all required local, county and/or state permits, inspections or approvals will be the responsibility of the applicant city/village/township.

☒ I acknowledge this statement

QA12. If awarded a grant the ARPA grant funds will be spent and the County funded elements of the project completed by September 30, 2026.

☒ I acknowledge this statement

## PROJECT INFORMATION

QB1. Location - use the applicable 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 applicant city/village/township own the entire project site(s)? If "NO" describe who owns what portions of the project 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.

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

The 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 on street parking, a new 10ft wide multi-use path for pedestrians and non-motorized vehicles, enhancement to existing transit stops, additional marked crosswalks, 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 City right of way for pedestrian amenities such as a multi-use path, benches, bike racks, trash bins, gateway signage, and transit stop enhancements.

**QB9.** Describe how the County ARPA funds be utilized within the scope of the proposed public space project.  
(100 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.

**QB10.** Outline the timetable for completion of the County funded elements of the proposed public spaces project by September 30, 2026.  
(100 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.

QB11. Describe how the proposed public spaces project will be maintained and managed once completed.  
(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.

# 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 <b>Green Cell</b>	784953.75
Total Local Funds <b>(Purple Cell)</b>	470972.25
Requested County ARPA Funds <b>(Orange Cell)</b> (Not to exceed 40% of Total Development Cost)	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.pdf**.

[11MileStreetscapePhaseI\\_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.openxmlformats-officedocument.wordprocessingml.document

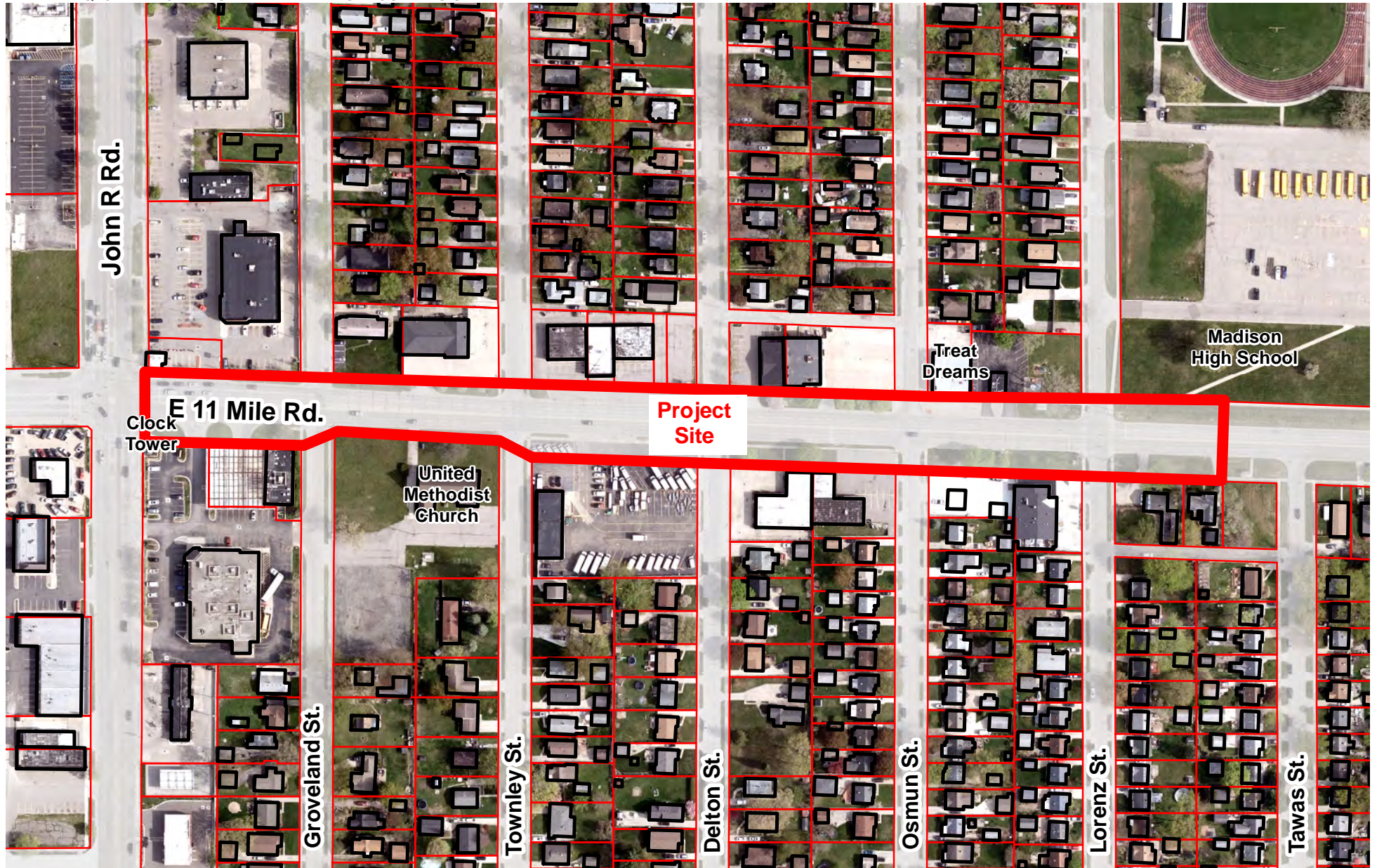
## ADDITIONAL SUPPORT

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

[Project Support will be uploaded on June 18th.docx](#)

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QB3 MADISON HEIGHTS SITE AND SURROUNDING USES MAP



## Project Map

Community: City of Madison Heights

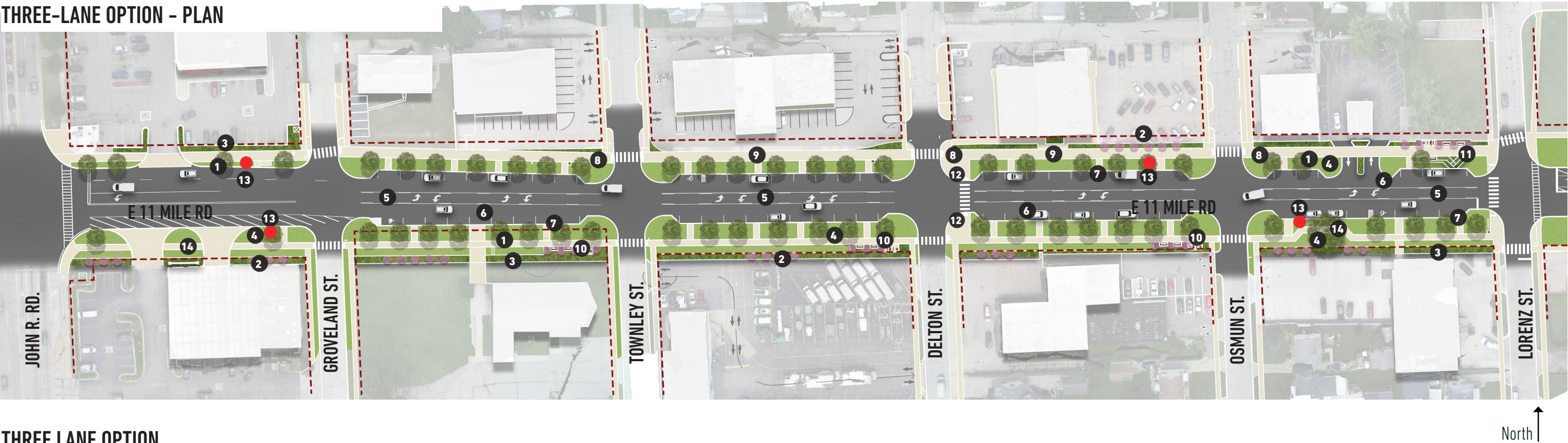
Project Name: Streetscape Redevelopment



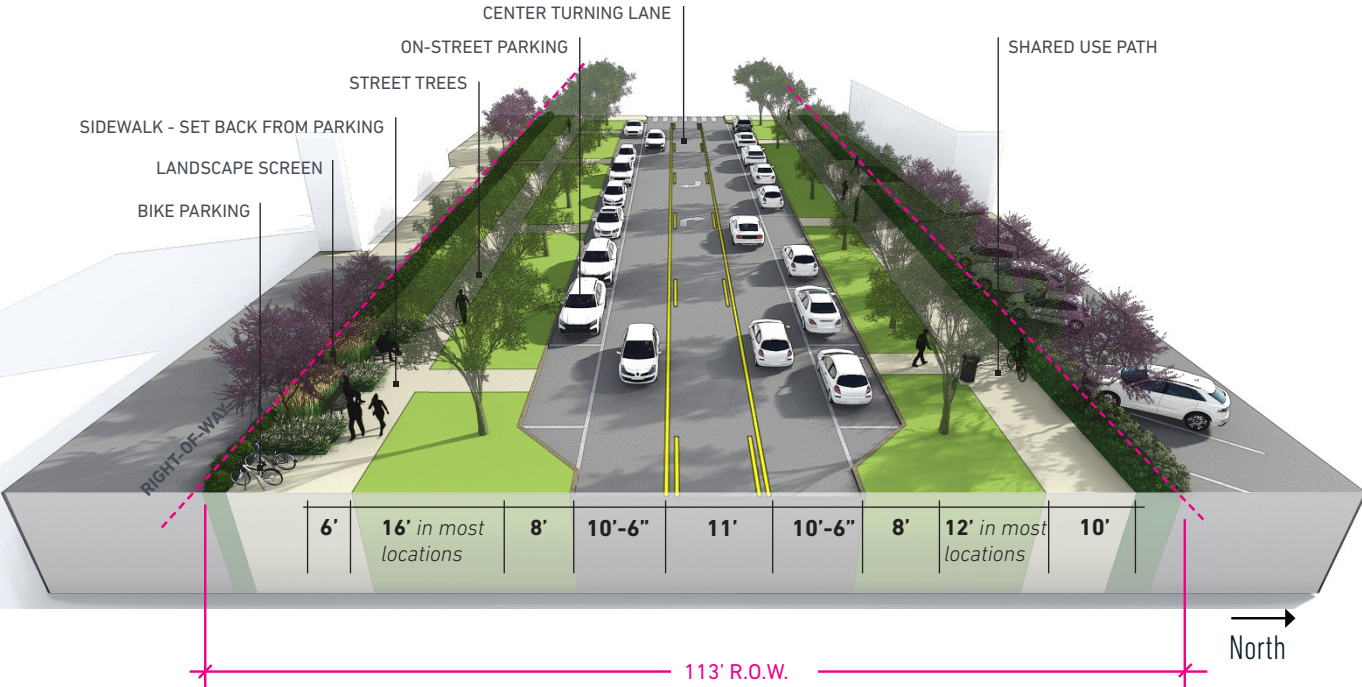
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Feet

THREE-LANE OPTION- PLAN VIEW & 3D RENDERING

THREE-LANE OPTION - PLAN



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

- 1 Deciduous Canopy Tree
- 2 Ornamental Tree
- 3 Plant Buffer
- 4 Tree Lawn
- 5 Center Turning Lane
- 6 Reduced Width Vehicle Travel Lanes
- 7 Parallel Parking Stalls
- 8 Traffic Calming Bumpouts
- 9 10' Wide Shared Use Path
- 10 Amenity Areas
- 11 Gateway Area
- 12 Pedestrian Activated Crossing Signals
- 13 Bus Stops
- 14 6' Wide Sidewalk



CIVIL ENGINEERS

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>	<u>Quantity</u>	<u>*Unit Price</u>	<u>Amount</u>
<b>Section I - Pavement</b>			
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
<b>Sub Total Section I:</b>			<b>\$530,225.00</b>

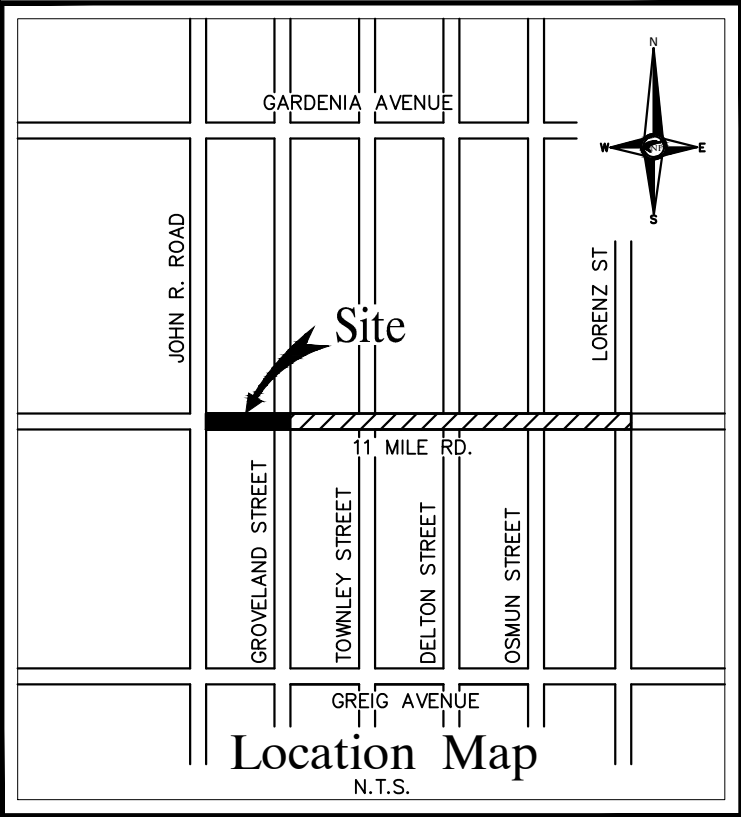
<u>Item</u>	<u>Quantity</u>	<u>*Unit Price</u>	<u>Amount</u>
<b>Section II - Landscape</b>			
Deciduous Canopy Tree (3" Cal.)	57 EA.	\$900.00	\$51,300.00
Ornamental Tree (2" Cal.)	44 EA.	\$750.00	\$33,000.00
Deciduous Shrub (7 Gal.)	289 EA.	\$85.00	\$24,565.00
Deciduous Shrub (5 Gal.)	125 EA.	\$65.00	\$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**

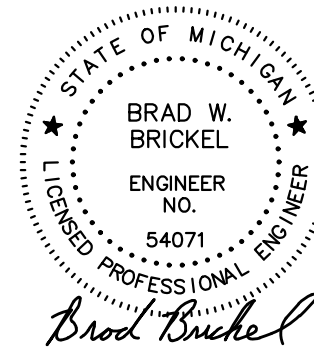
\*Design and Inspection is not included in the total.  
This represents anticipated construction cost  
for budgeting purposes only.

**Overall Total:****\$834,953.75**



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

SEAL



PROJECT  
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

SHEET

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



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DATE ISSUED/REVISED  
02-12-24 ISSUED FOR CITY REVIEW  
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DRAWN BY:  
R. Johnson

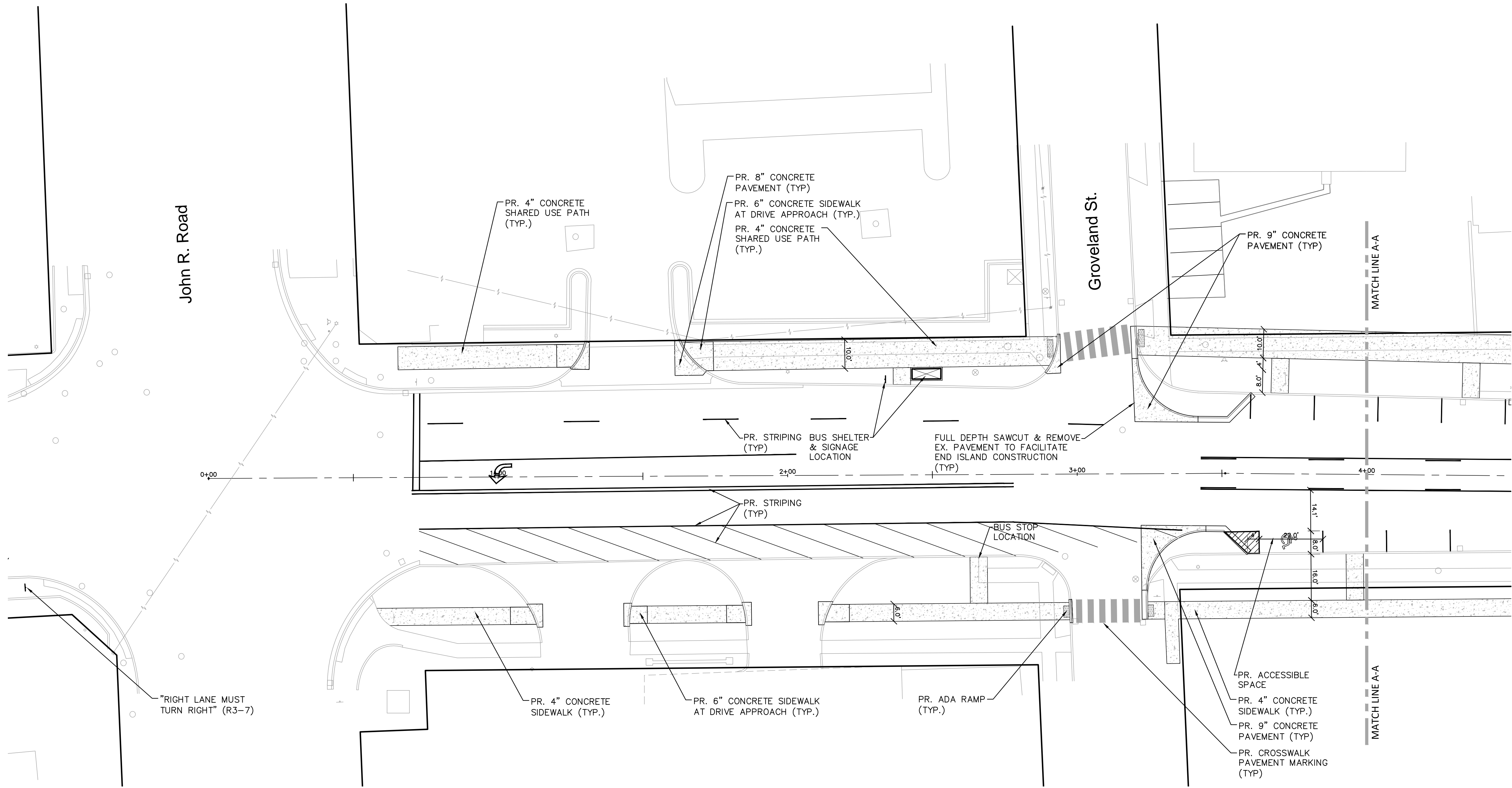
DESIGNED BY:  
B. Brickel

APPROVED BY:  
B. Brickel

DATE:  
January 24, 2024

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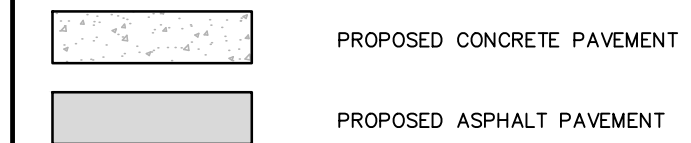
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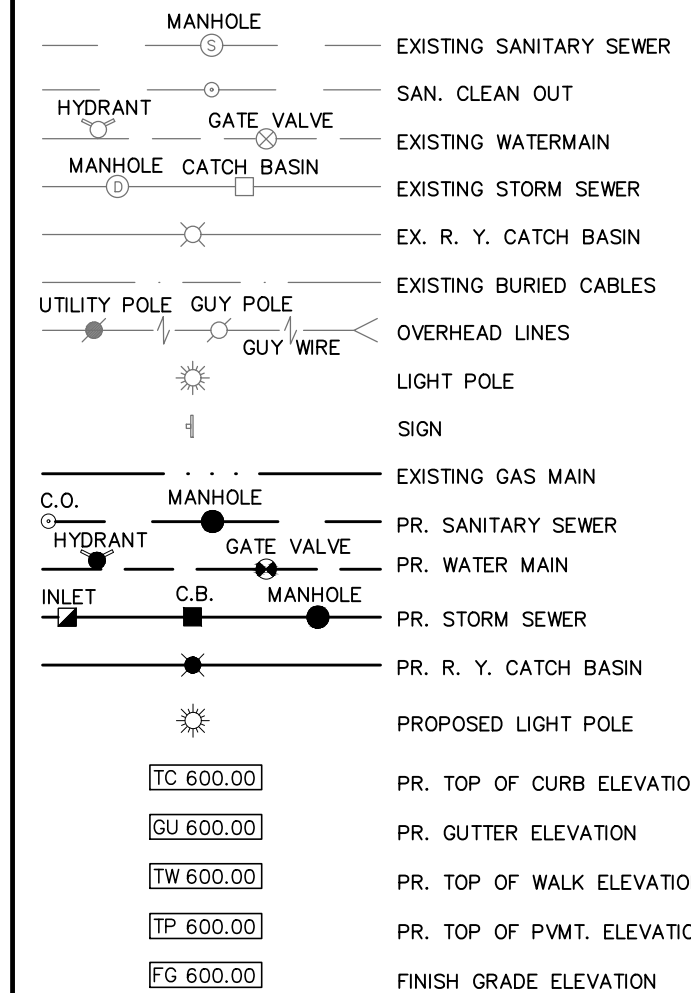
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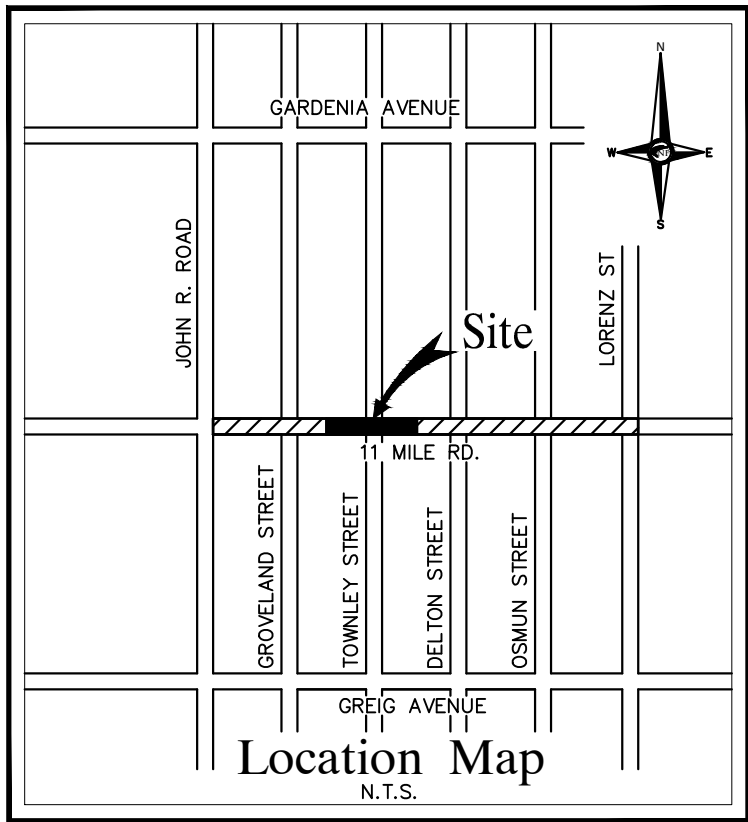
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PAVING LEGEND

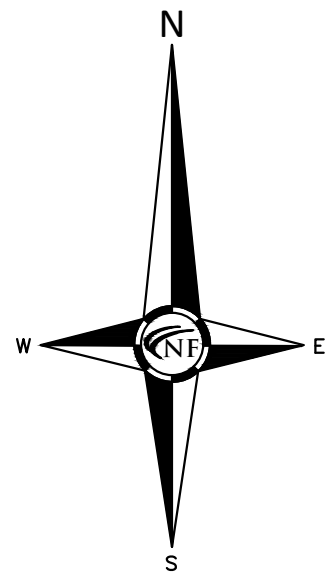


LEGEND

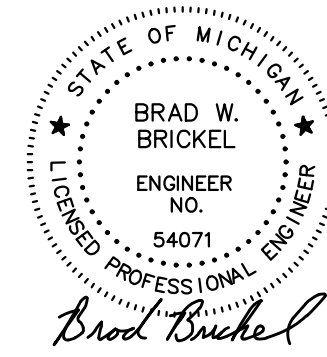




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811  
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DRAWN BY:  
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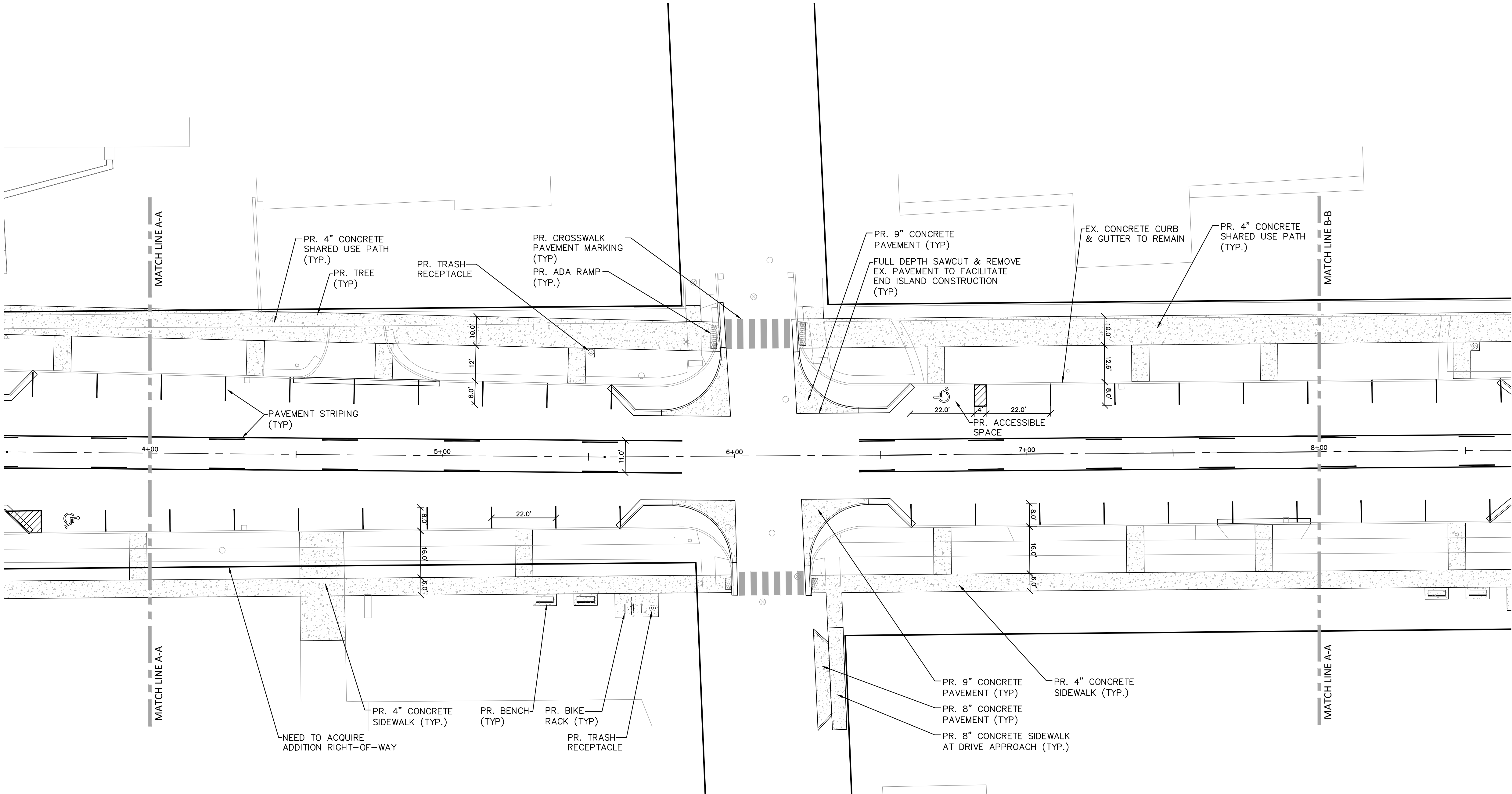
DESIGNED BY:  
B. Brickel

APPROVED BY:  
B. Brickel

DATE:  
January 24, 2024

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**N753 C2**



#### OPTION 3

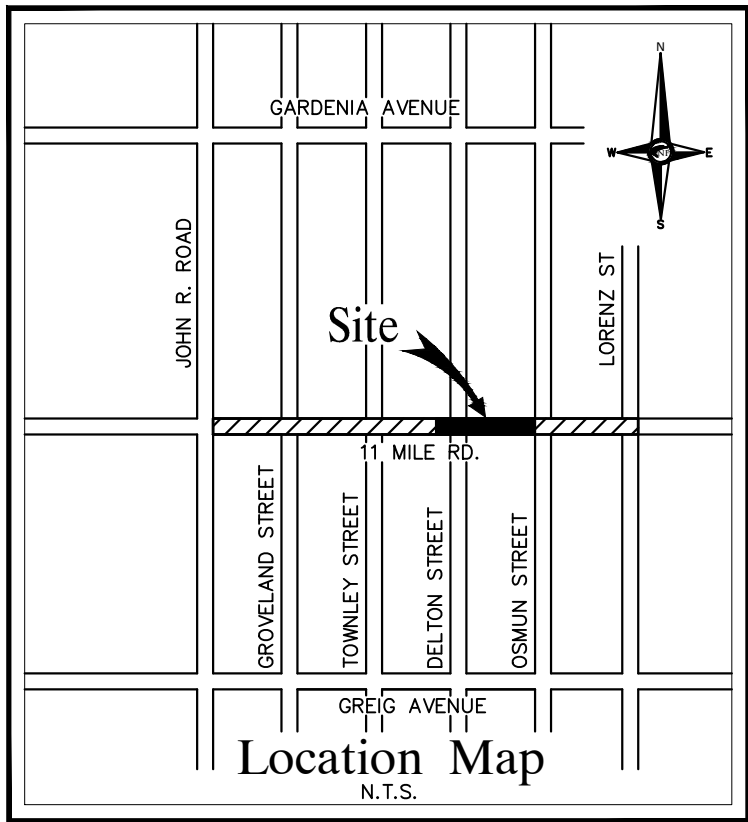
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#### PAVING LEGEND

	PROPOSED CONCRETE PAVEMENT
	PROPOSED ASPHALT PAVEMENT

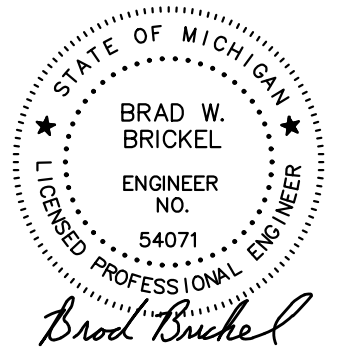
#### LEGEND

	EXISTING SANITARY SEWER
	SAN. CLEAN OUT
	EXISTING WATERMAIN
	EXISTING STORM SEWER
	EX. R. Y. CATCH BASIN
	EXISTING BURIED CABLES
	OVERHEAD LINES
	LIGHT POLE
	SIGN
	EXISTING GAS MAIN
	PR. SANITARY SEWER
	PR. WATER MAIN
	PR. STORM SEWER
	PR. R. Y. CATCH BASIN
	PROPOSED LIGHT POLE
	PR. TOP OF CURB ELEVATION
	PR. GUTTER ELEVATION
	PR. TOP OF WALK ELEVATION
	PR. TOP OF P.V.M.T. ELEVATION
	FINISH GRADE ELEVATION



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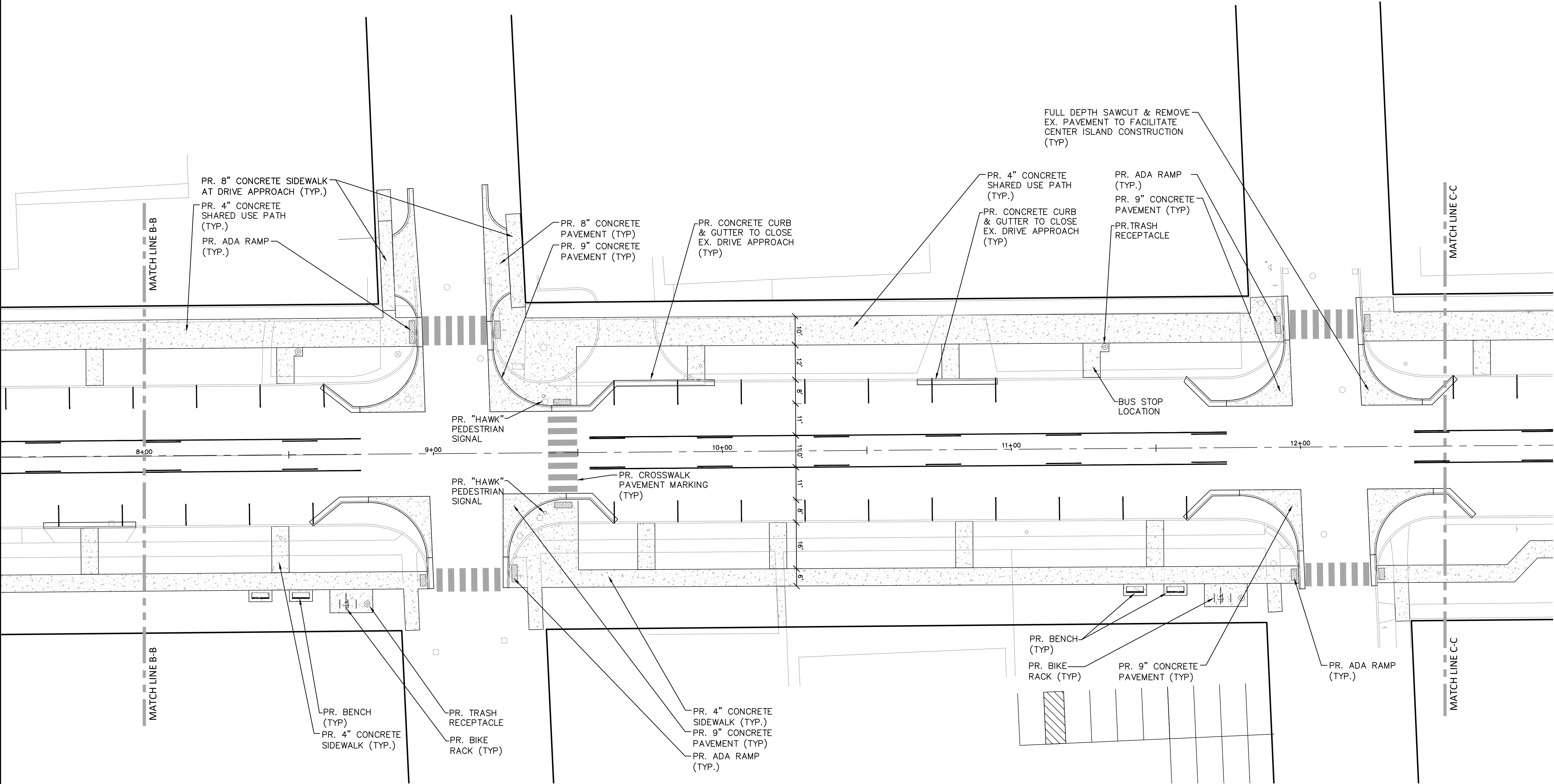
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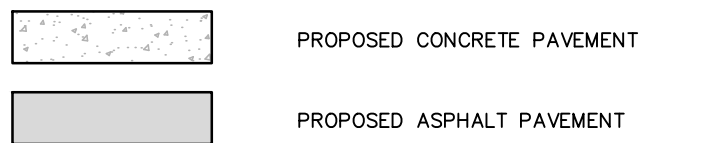
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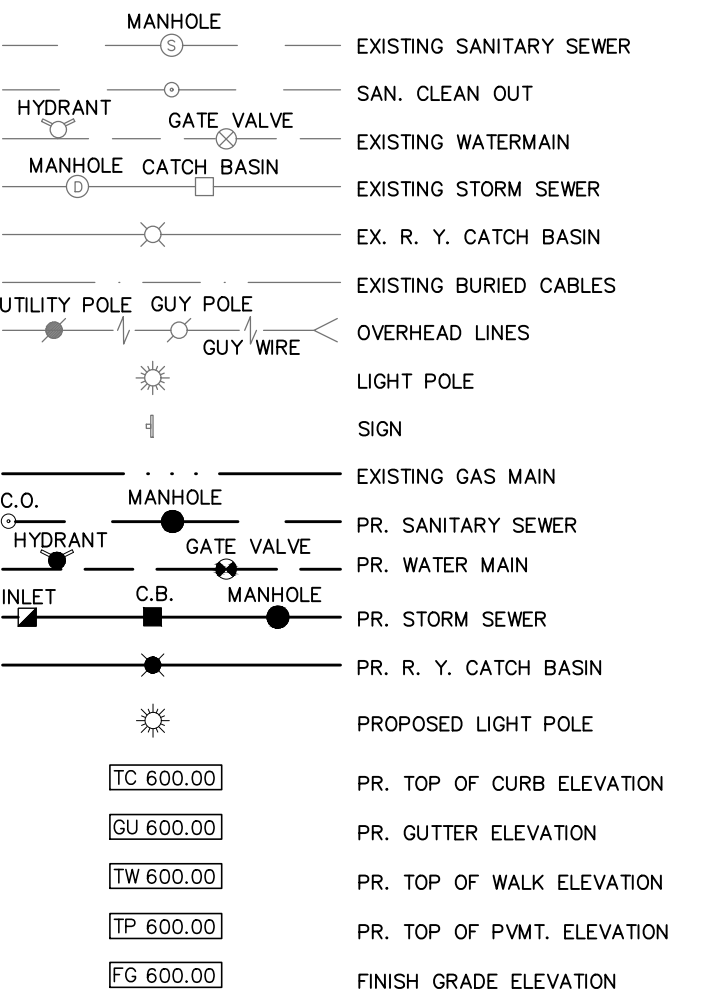


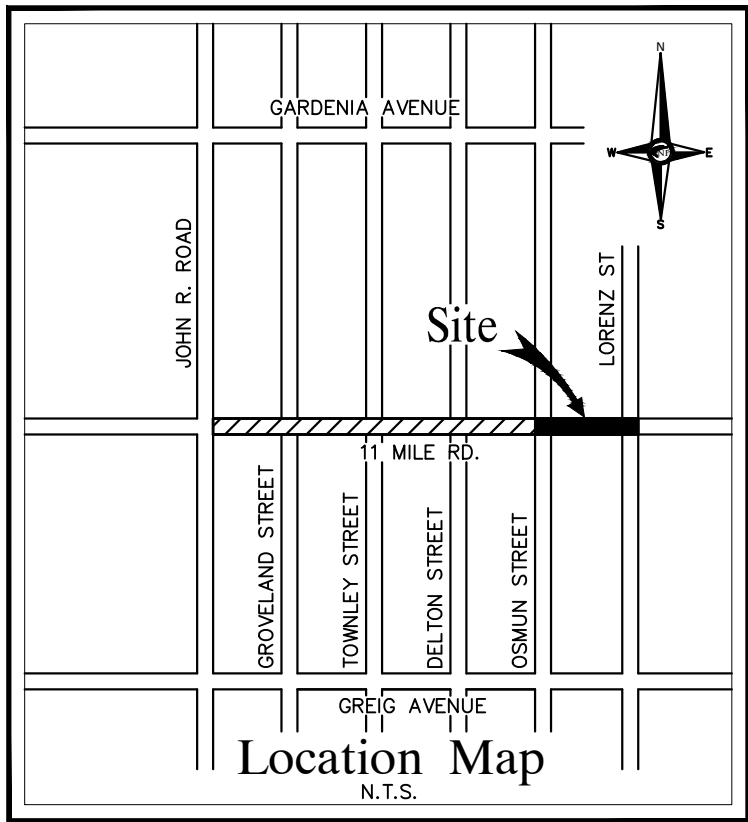
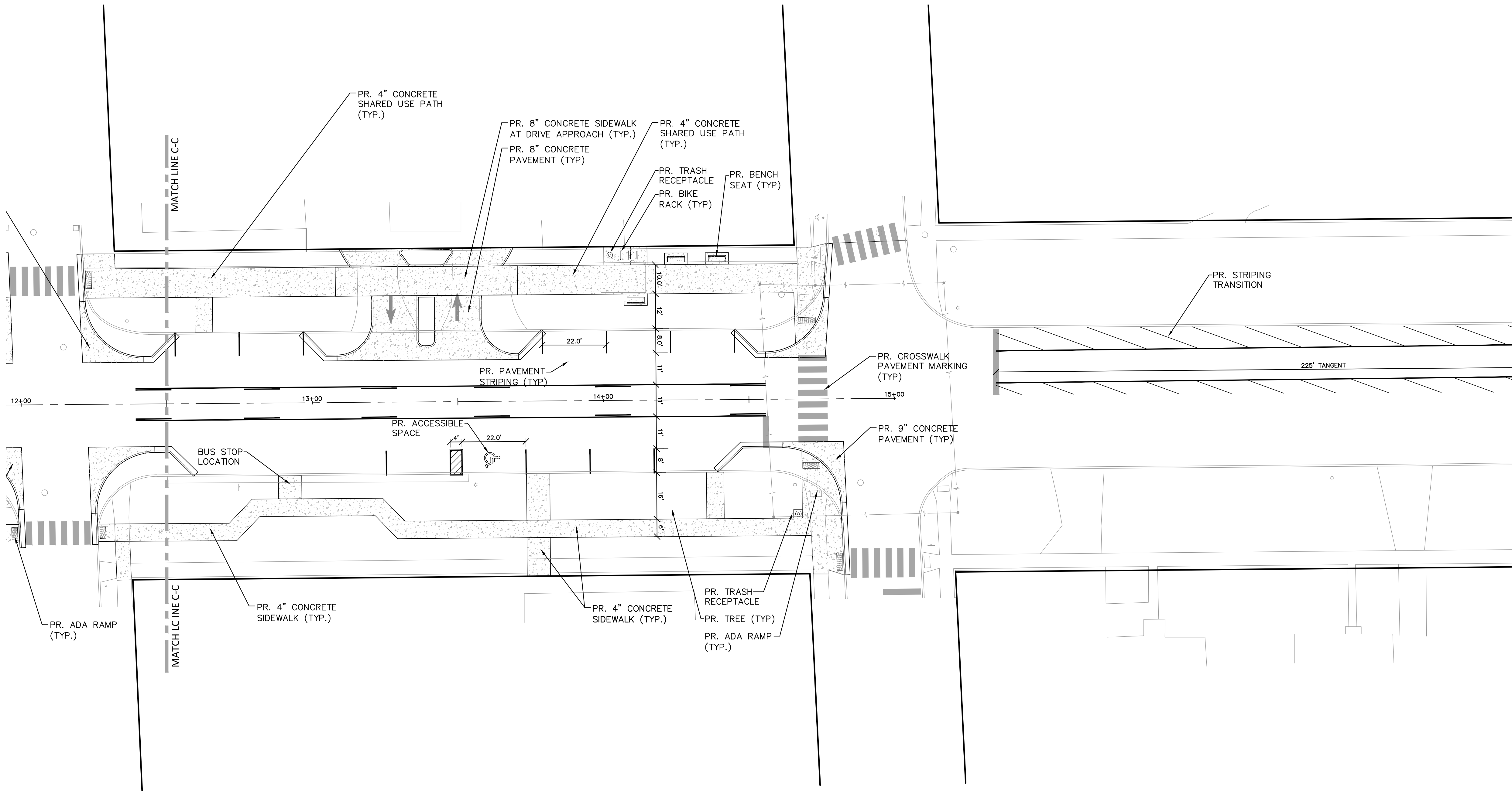
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CONVERT FOUR LANE ROADWAY INTO A ONE LANE IN EACH DIRECTION WITH A CENTER LEFT TURN LANE AND ADJACENT PARALLEL PARKING SPACES ALONG THE ROADWAY FRONTAGE FROM GROVELAND AVENUE TO LORENZ AVENUE. INSTALL NEW STREETSCAPE PLANTINGS AND AMENITIES. THIS WILL ALSO CONSIST OF INSTALLING A 10 FOOT WIDE SHARED USE PATHWAY ON THE NORTH SIDE AND A 6 FOOT WIDE PEDESTRIAN PATHWAY ON THE SOUTH SIDE OF 11 MILE ROAD.

PAVING LEGEND



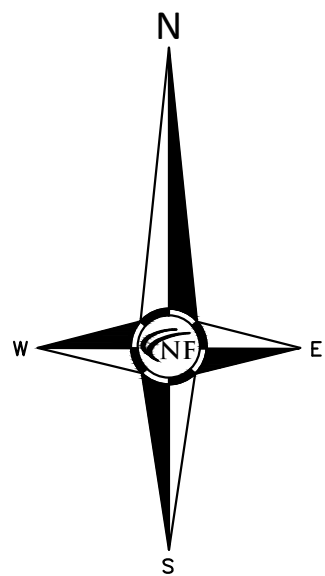
LEGEND



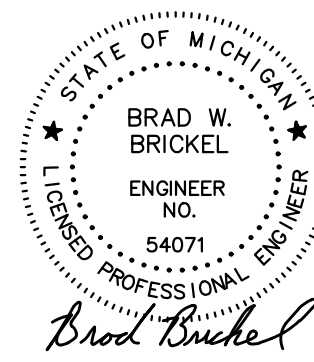


**NF**  
**ENGINEERS**  
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LAND PLANNERS

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



SEAL



PROJECT  
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

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



#### OPTION 3

CONVERT FOUR LANE ROADWAY INTO A ONE LANE IN EACH DIRECTION WITH A CENTER LEFT TURN LANE AND ADJACENT PARALLEL PARKING SPACES ALONG THE ROADWAY FRONTAGE FROM GROVELAND AVENUE TO LORENZ AVENUE. INSTALL NEW STREETSCAPE PLANTINGS AND AMENITIES. THIS WILL ALSO CONSIST OF INSTALLING A 10 FOOT WIDE SHARED USE PATHWAY ON THE NORTH SIDE AND A 6 FOOT WIDE PEDESTRIAN PATHWAY ON THE SOUTH SIDE OF 11 MILE ROAD.

#### PAVING LEGEND

	PROPOSED CONCRETE PAVEMENT
	PROPOSED ASPHALT PAVEMENT

#### LEGEND

	MANHOLE		EXISTING SANITARY SEWER
	HYDRANT		SAN. CLEAN OUT
	MANHOLE CATCH BASIN		EXISTING WATERMAIN
	UTILITY POLE		EXISTING STORM SEWER
	GUY POLE		EX. R. Y. CATCH BASIN
	GUY WIRE		EXISTING BURIED CABLES
	LIGHT POLE		OVERHEAD LINES
	SIGN		EXISTING GAS MAIN
	C.O.		PROPOSED LIGHT POLE
	HYDRANT		MANHOLE
	INLET		GATE VALVE
	C.B.		PR. SANITARY SEWER
	MANHOLE		PR. WATER MAIN
	PR. STORM SEWER		PR. R. Y. CATCH BASIN
	PROPOSED LIGHT POLE		PR. GUTTER ELEVATION
	PR. TOP OF CURB ELEVATION		PR. TOP OF WALK ELEVATION
	PR. GUTTER ELEVATION		PR. TOP OF P.V.M.T. ELEVATION
	PR. TOP OF WALK ELEVATION		FINISH GRADE ELEVATION
	PR. TOP OF P.V.M.T. ELEVATION		
	FINISH GRADE ELEVATION		

DATE ISSUED/REVISED  
02-12-24 ISSUED FOR CITY REVIEW  
04-04-24 REVISED PER CITY REVIEW  
06-03-24 REVISED PER CITY REVIEW

DRAWN BY:  
R. Johnson

DESIGNED BY:  
B. Brickel

APPROVED BY:  
B. Brickel

DATE:  
January 24, 2024

SCALE: 1" = 20'  
20 10 0 10 20 30

NFE JOB NO. **N753** SHEET NO. **C4**

# MEMO

VIA EMAIL BBrickel@nfe-engr.com

**To:** Brad Brickel  
Nowak & Fraus Engineers

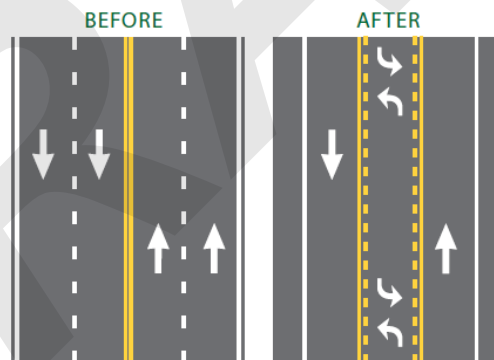
**From:** Julie M. Kroll, PE, PTOE  
Paul Bonner, EIT  
Fleis & VandenBrink

**Date:** May 28, 2024

**Re:** Road Diet Corridor Study, 11 Mile Road  
Madison Heights, Michigan  
Traffic Engineering Study

## 1 INTRODUCTION

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

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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)	Road Diet Opening Day (2024)	Road Diet Horizon Year (2044)
<ul style="list-style-type: none"> <li>Existing Traffic Volumes</li> <li>4-Lanes Undivided</li> <li>Existing Geometry</li> </ul>	<ul style="list-style-type: none"> <li>Existing Traffic Volumes</li> <li>3-Lanes (Center TWLTL)</li> <li>Proposed Geometry</li> </ul>	<ul style="list-style-type: none"> <li>Horizon Year Traffic Volumes</li> <li>3-Lanes (Center TWLTL)</li> <li>Proposed Geometry</li> </ul>

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 shown 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 6<sup>th</sup> 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**

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

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

## 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

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)**

Peak Period	Existing Conditions (2024)		Road Diet Opening Day (2024)		Difference	
	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

- 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 95<sup>th</sup> 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

- During the School PM peak hour: 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	Road Diet Opening Day (2024)		Road Diet Horizon Year (2044)		Difference	
	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	4.73	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.*

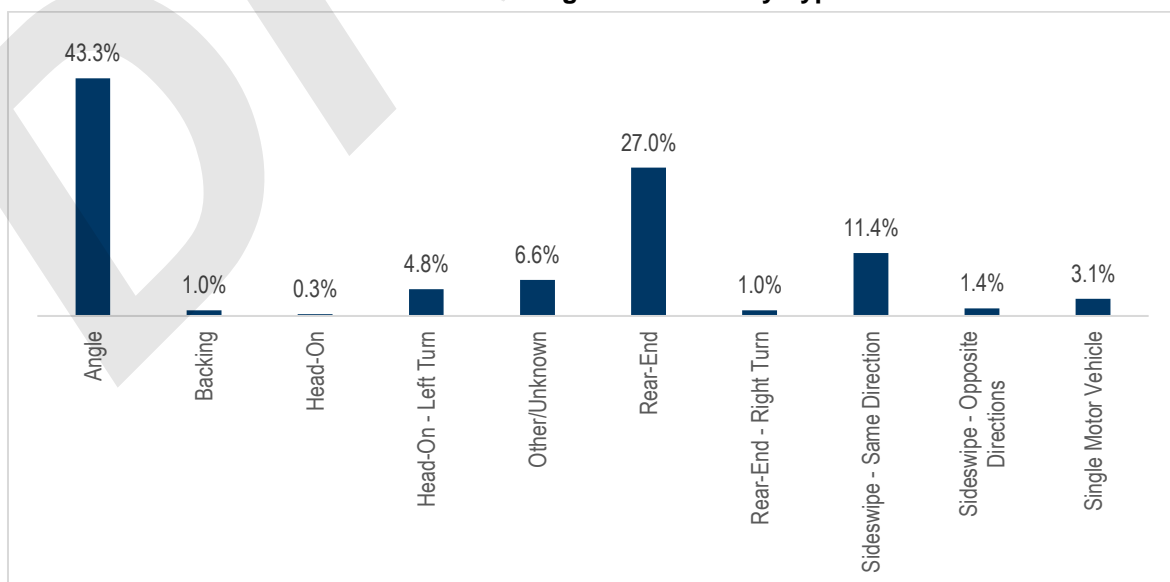
## 5 SAFETY STUDY

### 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**

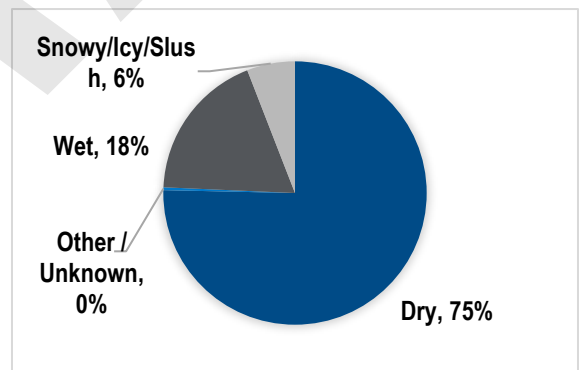


**Table 5: Intersection and Segment Crash Summary by Crash Type**

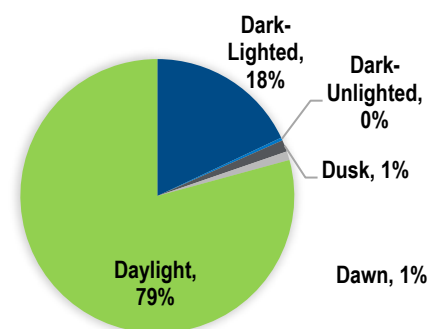
11 Mile Road – Road Location		Angle	Backing	Head-On	Head-On Left-Turn	Other/Unknown	Rear-End (Straight)	Rear-End Right-Turn	Sideswipe – Opposite	Sideswipe - Same	Single Motor Vehicle	Total	Percentage
NB Stephenson Hwy	Intersection	22	0	0	4	4	4	0	1	2	1	38	13%
NB Stephenson Hwy – Hampden Street	Segment	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%
<b>Total</b>		<b>125</b>	<b>3</b>	<b>1</b>	<b>14</b>	<b>19</b>	<b>78</b>	<b>3</b>	<b>4</b>	<b>33</b>	<b>9</b>	<b>289</b>	<b>100%</b>

**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%
<b>Total</b>	<b>289</b>	<b>100%</b>

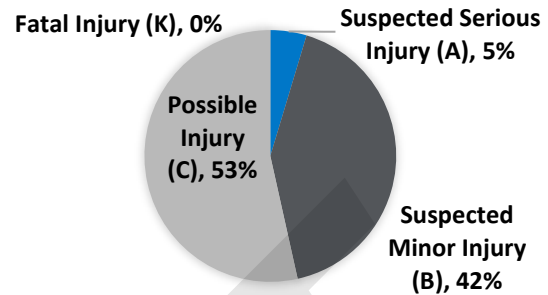
**Table 7: Light Conditions Summary**

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



**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%
<b>Total</b>	<b>86</b>	<b>100%</b>



The SEMCOG Crash Analysis Process *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**

Intersection		Average ADT (Entering Volume vpd)	Total (5 years)	Crash Frequency (crashes/year)			Crash Rate (crashes per MV)		
				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**

Scenario	Property Damage Only (PDO)		Fatal and Injury (FI)		Total			
	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 three-lane 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.

- 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**
    - 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 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 95<sup>th</sup> 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**
    - During the School PM peak hour: 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

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

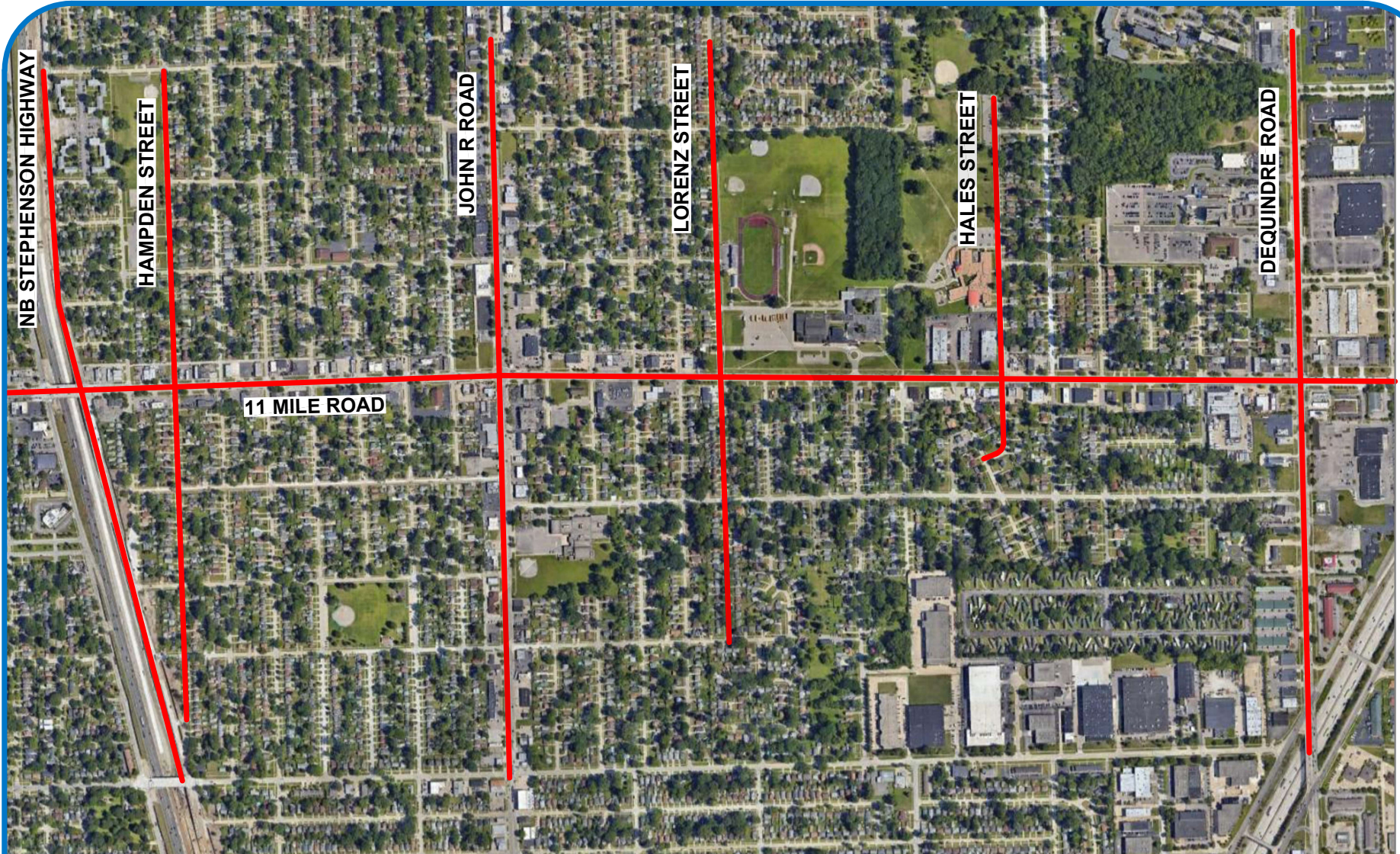
## 7 RECOMMENDATIONS

- 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

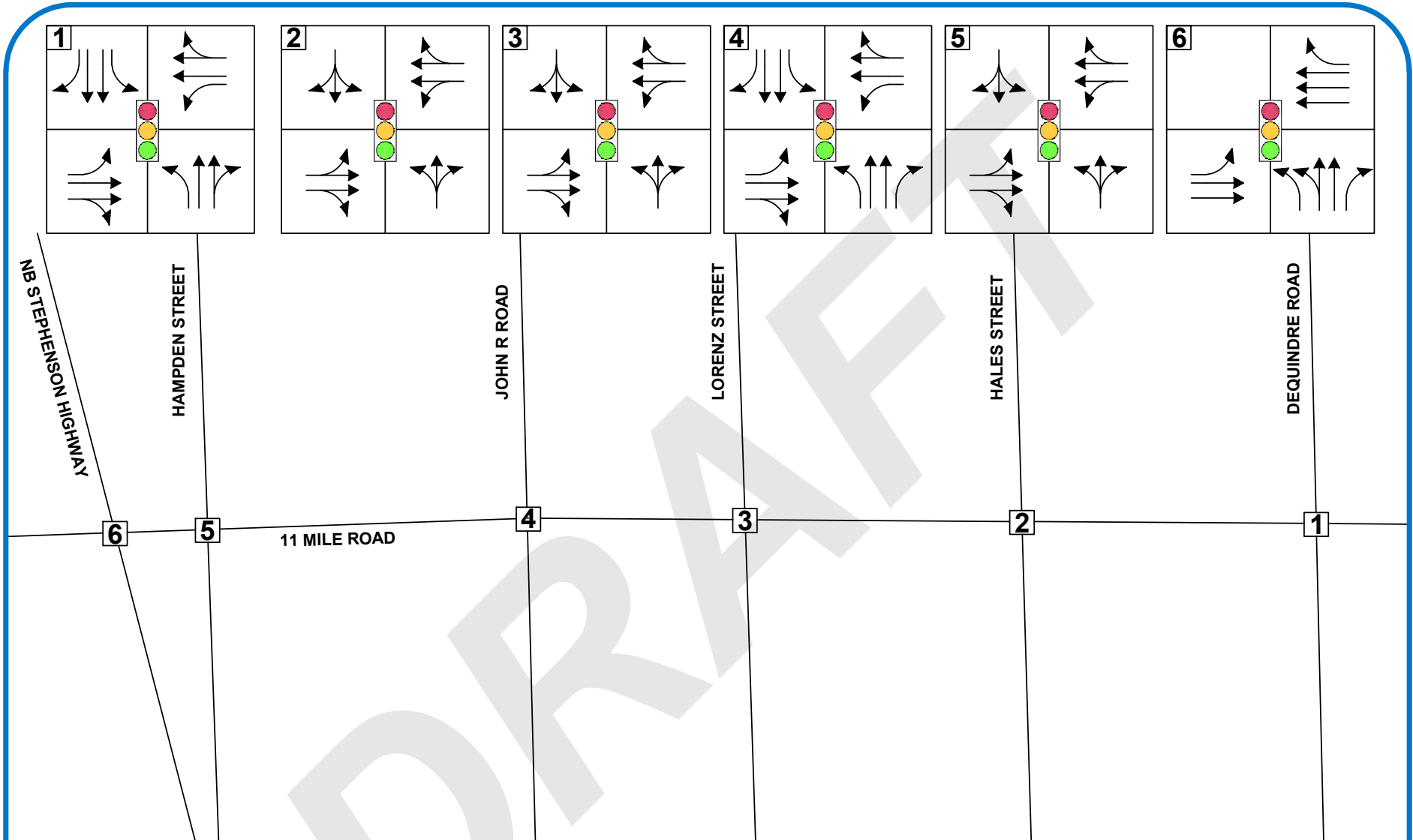


## FIGURE 1 SITE LOCATION

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

### LEGEND





**FIGURE 2**  
**EXISTING LANE USE AND**  
**TRAFFIC CONTROL**

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

**LEGEND**


- ROADS
- LANE USE
- SIGNALIZED INTERSECTION



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

### LEGEND

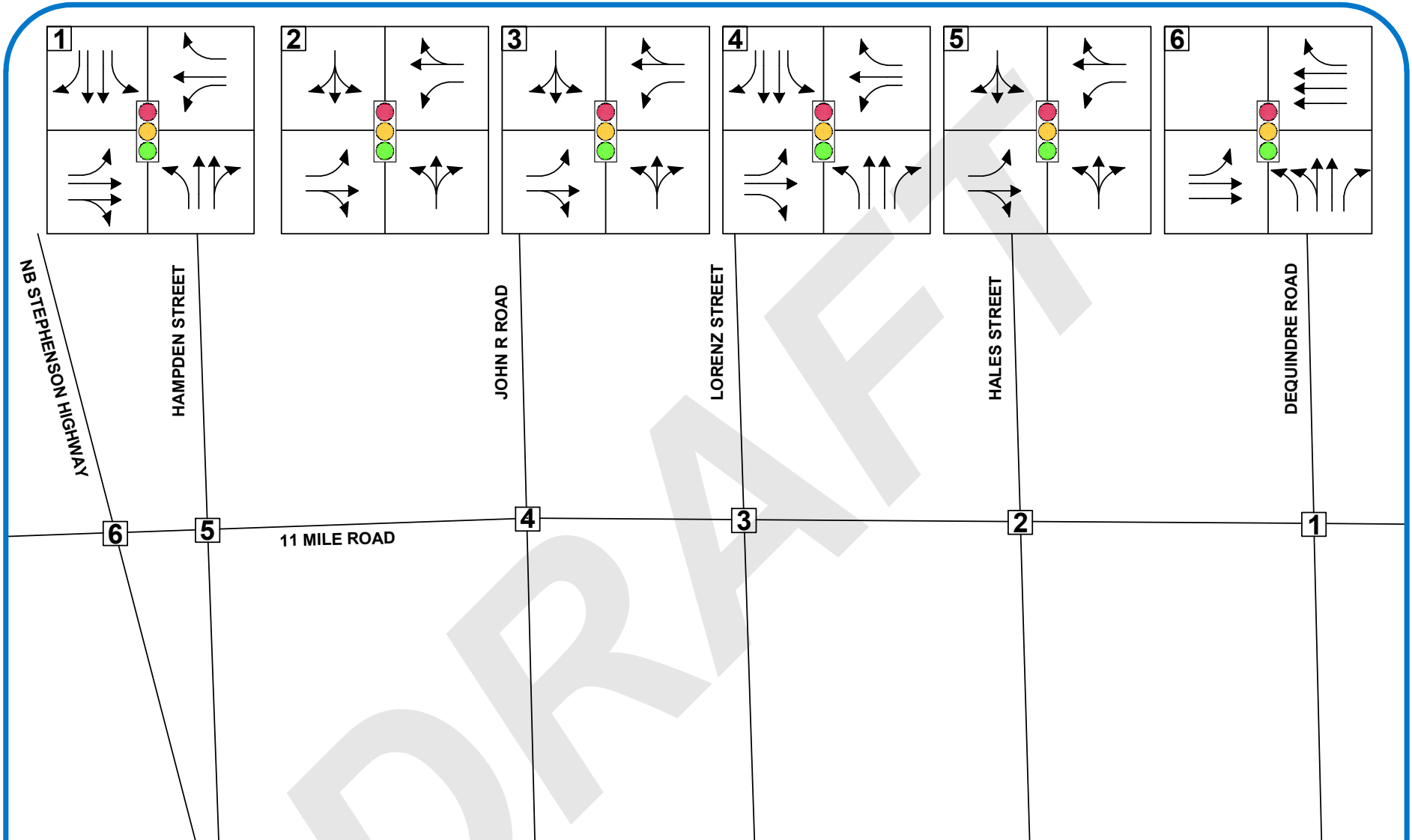
— ROADS



TRAFFIC VOLUMES (AM/MD/School PM/PM)






NORTH  
SCALE: NOT TO SCALE



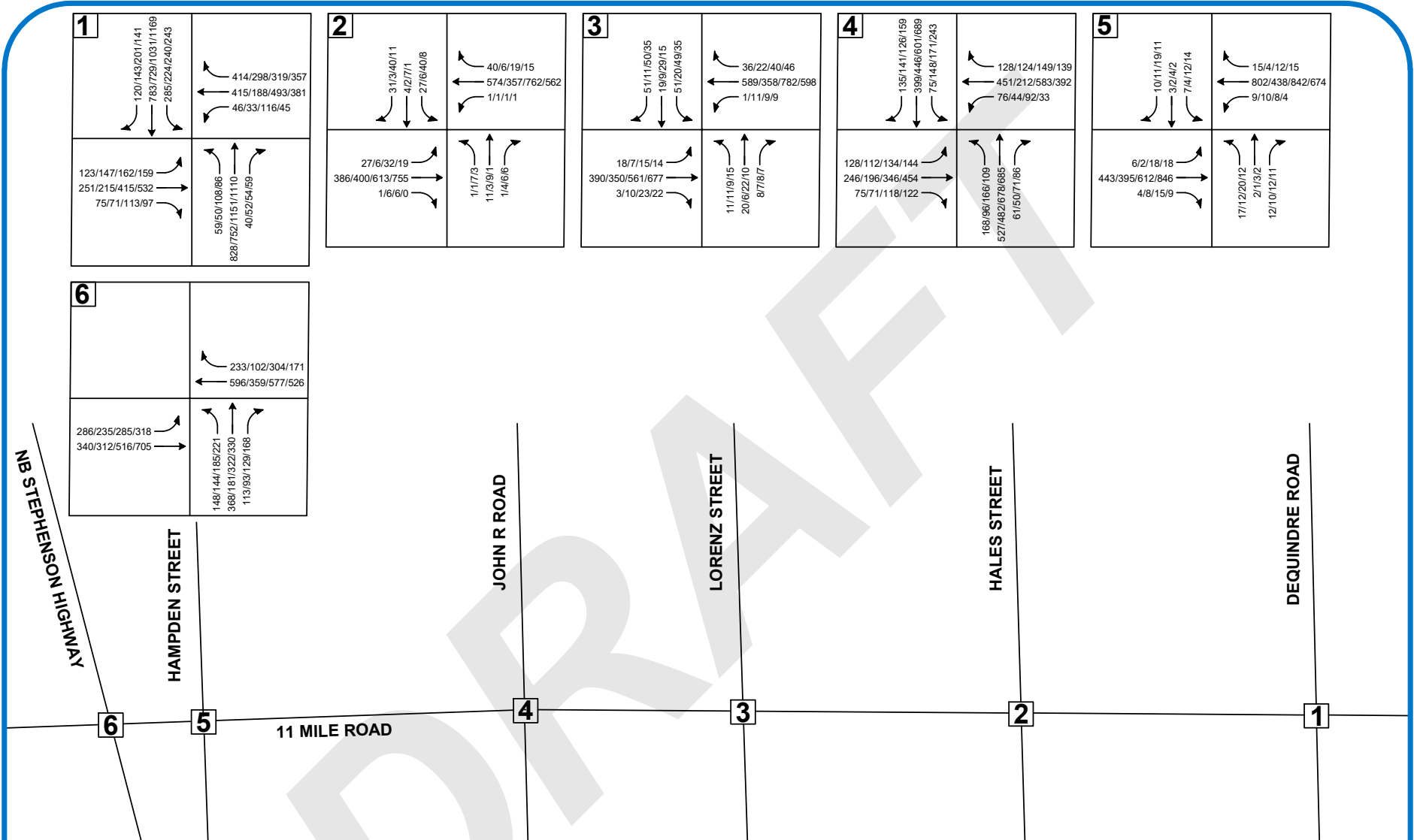
## FIGURE 4 ROAD DIET LANE USE W/ RECOMMENDATIONS

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

### LEGEND

-  ROADS
-  ROAD DIET LANE USE
-  SIGNALIZED INTERSECTION





**FIGURE 5**  
**HORIZON YEAR (2044)**  
**TRAFFIC VOLUMES**

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

**LEGEND**

- ROADS
- TRAFFIC VOLUMES (AM/MD/School PM/PM)



Table 3: Road Diet Geometry (3 Lanes) Intersection Operations - Opening Day

Intersection	Control	Approach	Existing Conditions (2024)								Road Diet (Opening Day 2024)								Difference								
			AM Peak		MD Peak		School PM Peak		PM Peak		AM Peak		MD Peak		School PM Peak		PM Peak		AM Peak		MD Peak		School PM Peak		PM Peak		
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
1	Dequindre Road & 11 Mile Road	Signalized	EBL	136.4	F	69.7	E	151.2	F	133.0	F	136.4	F	63.9	E	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	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
			WBTR / WBR	112.3	F	55.0	D	100.2	F	93.3	F	112.3	F	56.6	E	74.9	E	94.9	F	0.0	-	1.6	D→E	-25.3	F→E	1.6	-
			NBL	42.3	D	25.8	C	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	-
			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	-
			SBL	49.5	D	29.9	C	62.7	E	57.9	E	49.5	D	28.3	C	63.2	E	57.4	E	0.0	-	-1.6	-	0.5	-	-0.5	-
			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	C	41.0	D	34.6	C	46.2	D	29.1	C	41.0	D	34.7	C	0.0	-	1.5	-	0.0	-	0.1	-
			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	-
2	Hales Street & 11 Mile Road	Signalized	EBTL / EBL	0.3	A	1.4	A	12.2	B	2.0	A	1.0	A	0.1	A	8.6	A	0.3	A	0.7	-	-1.3	-	-3.6	B→A	-1.7	-
			EBTR	0.3	A	1.5	A	12.7	B	2.1	A	0.5	A	0.4	A	4.7	A	1.0	A	0.2	-	-1.1	-	-8.0	B→A	-1.1	-
			WBTL / WBL	3.0	A	1.4	A	3.8	A	1.7	A	2.1	A	1.1	A	5.6	A	1.3	A	-0.9	-	-0.3	-	1.8	-	-0.4	-
			WBTR	3.0	A	1.4	A	3.9	A	1.8	A	4.3	A	1.7	A	6.1	A	2.3	A	1.3	-	0.3	-	2.2	-	0.5	-
			NB	33.5	C	38.4	D	32.3	C	37.6	D	33.5	C	38.4	D	32.4	C	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	A	2.8	A	10.3	B	3.1	A	6.0	A	2.4	A	8.5	A	2.8	A	0.8	-	-0.4	-	-1.8	B→A	-0.3
3	Lorenz Street & 11 Mile Road	Signalized	EBTL / EBL	0.2	A	0.2	A	0.4	A	0.4	A	2.9	A	0.0	A	1.0	A	0.1	A	2.7	-	-0.2	-	0.6	-	-0.3	-
			EBTR	0.3	A	0.2	A	0.4	A	0.5	A	0.5	A	0.4	A	0.9	A	1.1	A	0.2	-	0.2	-	0.5	-	0.6	-
			WBTL / WBL	12.9	B	0.2	A	0.6	A	0.4	A	5.5	A	0.0	A	0.0	A	0.0	A	-7.4	B→A	-0.2	-	-0.6	-	-0.4	-
			WBTR	13.0	B	0.2	A	0.7	A	0.5	A	11.0	B	0.4	A	2.0	A	1.1	A	-2.0	-	0.2	-	1.3	-	0.6	-
			NB	31.2	C	37.1	D	31.9	C	35.1	D	31.4	C	37.1	D	32.1	C	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	B	3.6	A	4.3	A	3.6	A	11.5	B	3.8	A	5.3	A	4.2	A	-0.9	-	0.2	-	1.0	-	0.6	-
4	John R Road & 11 Mile Road	Signalized	EBL	38.6	D	36.1	D	42.6	D	37.3	D	39.8	D	36.5	D	44.4	D	33.5	C	1.2	-	0.4	-	1.8	-	-3.8	D→C
			EBT	36.6	D	34.8	C	34.1	C	43.0	D	36.4	D	38.3	D	33.5	C	43.9	D	-0.2	-	3.5	C→D	-0.6	-	0.9	-
			EBTR / EBR	37.3	D	35.2	D	34.7	C	44.1	D	30.3	C	32.8	C	26.3	C	22.9	C	-7.0	D→C	-2.4	D→C	-8.4	-	-21.2	D→C
			WBL	33.0	C	33.5	C	32.4	C	36.4	D	31.4	C	34.7	C	30.0	C	37.1	D	-1.6	-	1.2	-	-2.4	-	0.7	-
			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	-
			WBTR / WBR	40.1	D	41.3	D	46.7	D	44.9	D	29.8	C	37.1	D	26.0	C	31.2	C	-10.3	D→C	-4.2	-	-20.7	D→C	-13.7	D→C
			NBL	20.8	C	15.3	B	29.2	C	23.8	C	25.3	C	15.8	B	38.6	D	29.8	C	4.5	-	0.5	-	9.4	C→D	6.0	-
			NBT	29.1	C	24.0	C	31.6	C	26.3	C	32.2	C	23.0	C	39.5	D	30.5	C	3.1	-	-1.0	-	7.9	C→D	4.2	-
			NBR	24.1	C	20.6	C	24.2	C	21.3	C	25.9	C	19.9	B	27.0	C	23.9	C	1.8	-	-0.7	C→B	2.8	-	2.6	-
			SBL	21.0	C	17.4	B	30.2	C	27.9	C	25.3	C	18.0	B	43.6	D	36.0	D	4.3	-	0.6	-	13.4	C→D	8.1	C→D
			SBT	26.6	C	23.1	C	30.3	C	25.9	C	28.8	C	22.2	C	36.4	D	29.9	C	2.2	-	-0.9	-	6.1	C→D	4.0	-
			SBR	26.5	C	22.6	C	26.2	C	23.1	C	28.8	C	21.7	C	29.6	C	26.2	C	2.3	-	-0.9	-	3.4	-	3.1	-
			Overall	31.6	C	27.6	C	35.4	D	32.9	C	33.1	C	27.2	C	39.6	D	33.9	C	1.5	-	-0.4	-	4.2	-	1.0	-
5	Hampden Street & 11 Mile Road	Signalized	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	-
			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	-
			WBTL / WBL	2.6	A	2.4	A	3.1	A	2.6	A	1.8	A	1.9	A	2.0	A	1.9	A	-0.8	-	-0.5	-	-1.1	-	-0.7	-
			WBTR	2.7	A	2.4	A	3.1	A	2.7	A	4.1	A	3.0	A	5.4	A	3.7	A	1.4	-	0.6	-	2.3	-	1.0	-
			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	-
			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	-
				Overall	4.1	A	3.6	A	4.0	A	3.0	A	5.0	A	4.0	A	5.5	A	3.9	A	0.9	-	0.4	-	1.5	-	0.9
6	NB Stephenson Highway & 11 Mile Road	Signalized	EBL	18.5	B	3.7	A	15.6	B	7.2	A	18.5	B	3.7	A	15.6	B	7.2	A	0.0	-	0.0	-	0.0	-	0.0	-
			EBT	8.4	A	2.1	A	10.8	B	3.0	A	8.4	A	2.1	A	10.8	B	3.0	A	0.0	-	0.0	-	0.0	-	0.0	-
			WBT	13.2	B	8.2	A	11.6	B	12.0	B	12.9	B	8.4	A	12.4	B	12.5	B	-0.3	-	0.2	-	0.8	-	0.5	-
			WBR	14.5	B	8.4	A	13.7	B	12.4	B	13.8	B	8.5	A	14.0	B	12.7	B	-0.7	-	0.1	-	0.3	-	0.3	-
			NBL	36.3	D	37.7	D	35.9	D	34.9	C	36.3	D	37.7	D	35.9	D	34.9	C	0.0	-	0.0	-	0.0	-	0.0	-
			NBTL	38.8	D	36.9	D	34.7	C	33.8	C	38.8	D	36.9	D	34.7	C	33.8	C	0.0	-	0.0	-	0.0	-	0.0	-
			NBR	35.5	D	37.2	D	34.0	C	34.3	C	35.5	D	37.2	D	34.0	C	34.3	C	0.0	-	0.0	-	0.0	-	0.0	-
				Overall	21.9	C	14.9	B	18.7	B	15.2	B	21.7	C	15.0	A	19.0	B	15.3	B	-0.2	-	0.1	B→A	0.3	-	0.1

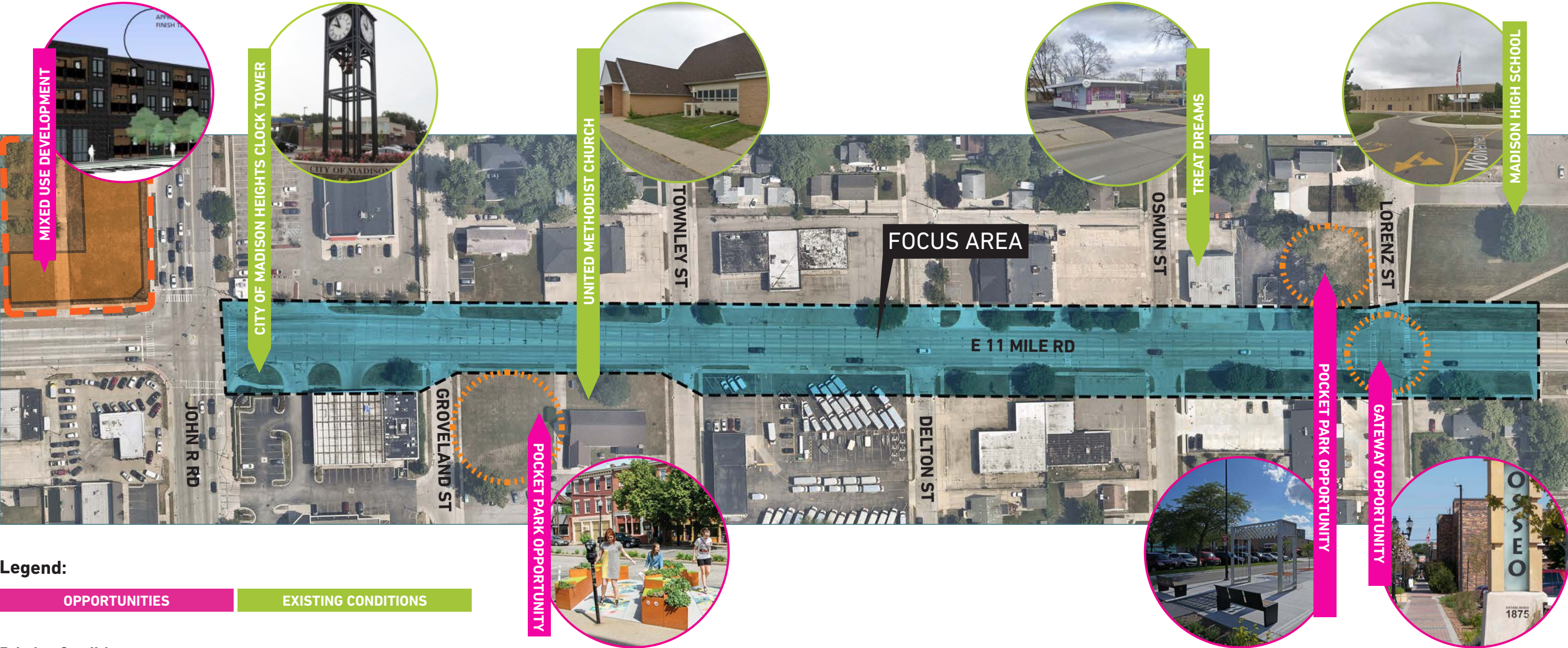
\* Decreased delays and improved LOS are the result of improved progression and arrival on green factors and HCM methodology

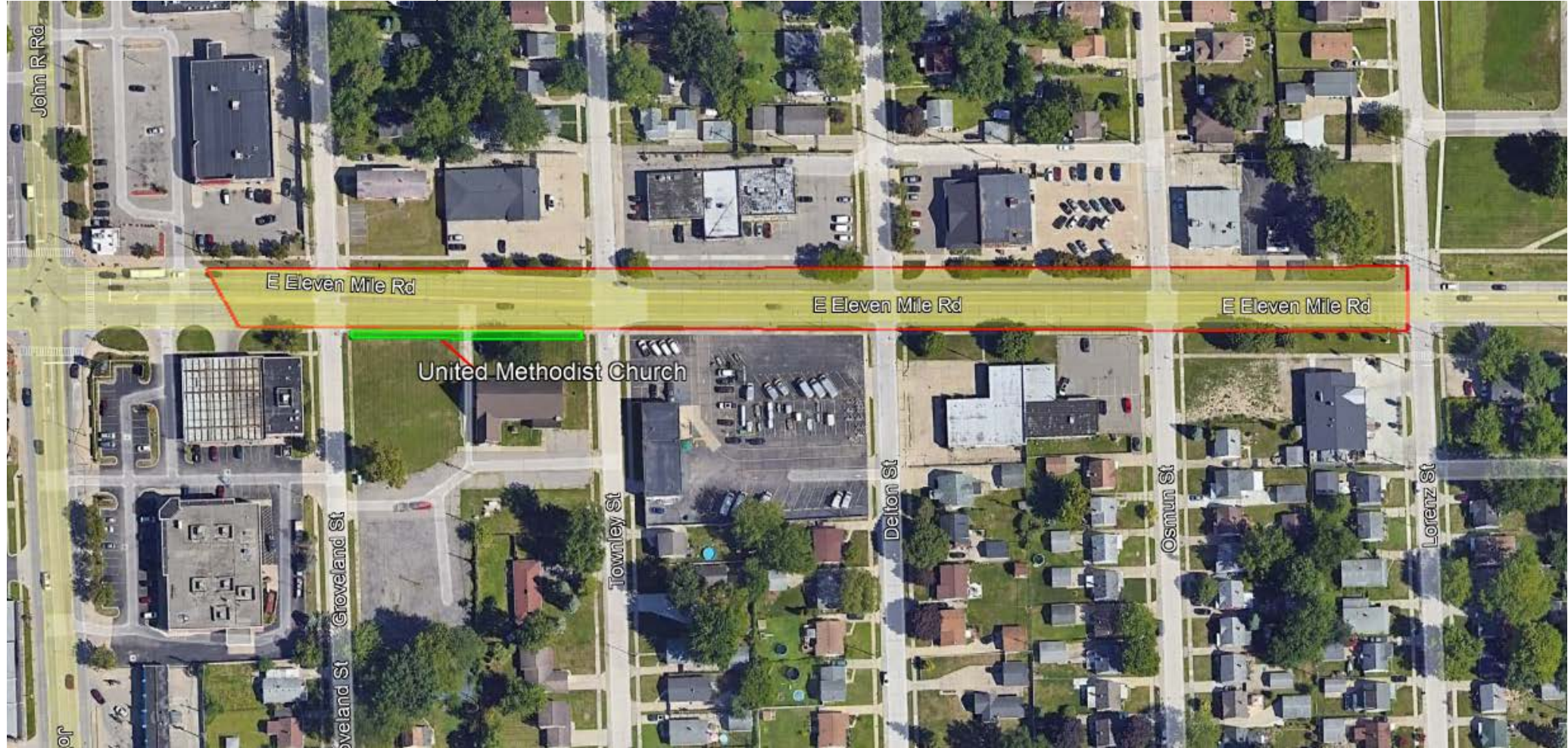
Table 5: Road Diet Geometry (3 Lanes) Intersection Operations - Horizon Year (2044)

Intersection	Control	Approach	Road Diet (Opening Day 2024)									Road Diet (Horizon Year 2044)								Difference							
			AM Peak		MD Peak		School PM Peak		PM Peak		AM Peak		MD Peak		School PM Peak		PM Peak		AM Peak		MD Peak		School PM Peak		PM Peak		
			Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	
1	Dequindre Road & 11 Mile Road	Signalized	EBL	136.4	F	63.9	E	151.2	F	119.7	F	166.0	F	66.7	E	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	-
			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	-
			NBL	42.3	D	24.3	C	50.9	D	51.5	D	45.8	D	27.9	C	55.4	E	59.1	E	3.5	-	3.6	-	4.5	D→E	7.6	D→E
			NBTR	81.1	F	48.5	D	71.6	E	71.5	E	77.5	E	47.1	D	68.6	E	68.5	E	-3.6	F→E	-1.4	-	-3.0	-	-3.0	-
			SBL	49.5	D	28.3	C	63.2	E	57.4	E	55.9	E	32.8	C	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	-			
2	Hales Street & 11 Mile Road	Signalized	EBTL / EBL	1.0	A	0.1	A	8.6	A	0.3	A	1.4	A	0.1	A	4.5	A	0.4	A	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	A	1.4	A	1.3	A	0.0	-	0.0	-	-3.3	-	0.3	-
			WBTL / WBL	2.1	A	1.1	A	5.6	A	1.3	A	2.2	A	1.2	A	3.0	A	1.3	A	0.1	-	0.1	-	-2.6	-	0.0	-
			WBTR	4.3	A	1.7	A	6.1	A	2.3	A	4.8	A	1.8	A	7.6	A	2.6	A	0.5	-	0.1	-	1.5	-	0.3	-
			NB	33.5	C	38.4	D	32.4	C	37.6	D	33.4	C	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	A	2.4	A	8.5	A	2.8	A	6.2	A	2.4	A	7.9	A	2.9	A	0.2	-	0.0	-	-0.6	-	0.1	-
3	Lorenz Street & 11 Mile Road	Signalized	EBTL / EBL	2.9	A	0.0	A	1.0	A	0.1	A	3.9	A	0.0	A	0.1	A	0.1	A	1.0	-	0.0	-	-0.9	-	0.0	-
			EBTR	0.5	A	0.4	A	0.9	A	1.1	A	0.6	A	4.0	A	1.1	A	1.4	A	0.1	-	3.6	-	0.2	-	0.3	-
			WBTL / WBL	5.5	A	0.0	A	0.0	A	0.0	A	5.8	A	0.0	A	0.0	A	0.1	A	0.3	-	0.0	-	0.0	-	0.1	-
			WBTR	11.0	B	0.4	A	2.0	A	1.1	A	12.4	A	0.4	A	2.8	A	1.4	A	1.4	B→A	0.0	-	0.8	-	0.3	-
			NB	31.4	C	37.1	D	32.1	C	35.1	D	30.7	C	37.0	D	31.3	C	34.9	C	-0.7	-	-0.1	-	-0.8	-	-0.2	D→C
			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	B	3.8	A	5.3	A	4.2	A	12.2	B	3.9	A	5.8	A	4.4	A	0.7	-	0.1	-	0.5	-	0.2	-			
4	John R Road & 11 Mile Road	Signalized	EBL	39.8	D	36.5	D	44.4	D	33.5	C	42.7	D	37.0	D	50.5	D	34.9	C	2.9	-	0.5	-	6.1	-	1.4	-
			EBT	36.4	D	38.3	D	33.5	C	43.9	D	35.8	D	37.9	D	32.3	C	49.3	D	-0.6	-	-0.4	-	-1.2	-	5.4	-
			EBTR / EBR	30.3	C	32.8	C	26.3	C	22.9	C	29.4	C	32.1	C	25.0	C	21.9	C	-0.9	-	-0.7	-	-1.3	-	-1.0	-
			WBL	31.4	C	34.7	C	30.0	C	37.1	D	31.1	C	34.7	C	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	-
			WBTR / WBR	29.8	C	37.1	D	26.0	C	31.2	C	29.0	C	36.7	D	20.5	C	30.6	C	-0.8	-	-0.4	-	-5.5	-	-0.6	-
			NBL	25.3	C	15.8	B	38.6	D	29.8	C	28.3	C	17.5	B	46.4	D	32.0	C	3.0	-	1.7	-	7.8	-	2.2	-
			NBT	32.2	C	23.0	C	39.5	D	30.5	C	30.5	C	24.7	C	134.6	F	38.6	D	-1.7	-	1.7	-	95.1	D→F	8.1	C→D
			NBR	25.9	C	19.9	B	27.0	C	23.9	C	24.3	C	20.7	C	31.8	C	26.0	C	-1.6	-	0.8	B→C	4.8	-	2.1	-
			SBL	25.3	C	18.0	B	43.6	D	36.0	D	28.1	C	20.3	C	52.3	D	46.7	D	2.8	-	2.3	B→C	8.7	-	10.7	-
			SBT	28.8	C	22.2	C	36.4	D	29.9	C	27.2	C	23.6	C	100.9	F	36.8	D	-1.6	-	1.4	-	64.5	D→F	6.9	C→D
SBR	28.8	C	21.7	C	29.6	C	26.2	C	27.1	C	23.0	C	37.6	D	29.4	C	-1.7	-	1.3	-	8.0	C→D	3.2	-			
Overall	33.1	C	27.2	C	39.6	D	33.9	C	33.0	C	28.2	C	69.6	E	39.1	D	-0.1	-	1.0	-	30.0	D→E	5.2	C→D			
5	Hampden Street & 11 Mile Road	Signalized	EBTL / EBL	1.1	A	0.2	A	2.3	A	0.7	A	1.6	A	0.3	A	3.5	A	0.9	A	0.5	-	0.1	-	1.2	-	0.2	-
			EBTR	0.5	A	0.4	A	0.8	A	1.4	A	0.5	A	0.4	A	1.0	A	1.7	A	0.0	-	0.0	-	0.2	-	0.3	-
			WBTL / WBL	1.8	A	1.9	A	2.0	A	1.9	A	1.8	A	2.0	A	2.0	A	1.9	A	0.0	-	0.1	-	0.0	-	0.0	-
			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	0.5	-	0.1	-	0.9	-	0.3	-
			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	5.0	A	4.0	A	5.5	A	3.9	A	5.4	A	4.0	A	6.1	A	4.2	A	0.4	-	0.0	-	0.6	-	0.3	-
6	NB Stephenson Highway & 11 Mile Road	Signalized	EBL	18.5	B	3.7	A	15.6	B	7.2	A	23.5	C	4.2	A	19.3	B	9.2	A	5.0	B→C	0.5	-	3.7	-	2.0	-
			EBT	8.4	A	2.1	A	10.8	B	3.0	A	10.2	B	2.1	A	12.2	B	3.2	A	1.8	A→B	0.0	-	1.4	-	0.2	-
			WBT	12.9	B	8.4	A	12.4	B	12.5	B	14.1	B	8.9	A	13.9	B	13.1	B	1.2	-	0.5	-	1.5	-	0.6	-
			WBR	13.8	B	8.5	A	14.0	B	12.7	B	15.2	B	8.9	A	16.1	B	13.5	B	1.4	-	0.4	-	2.1	-	0.8	-
			NBL	36.3	D	37.7	D	35.9	D	34.9	C	34.8	C	37.7	D	34.9	C	34.5	C	-1.5	D→C	0.0	-	-1.0	D→C	-0.4	-
			NBTL	38.8	D	36.9	D	34.7	C	33.8	C	37.4	D	36.7	D	33.6	C	33.3	C	-1.4	-	-0.2	-	-1.1	-	-0.5	-
			NBR	35.5	D	37.2	D	34.0	C	34.3	C	34.0	C	37.0	D	32.8	C	34.0	C	-1.5	D→C	-0.2	-	-1.2	-	-0.3	-
			Overall	21.7	C	15.0	A	19.0	B	15.3	B	22.5	C	15.2	B	20.0	C	15.8	B	0.8	-	0.2	A→B	1.0	B→C	0.5	-

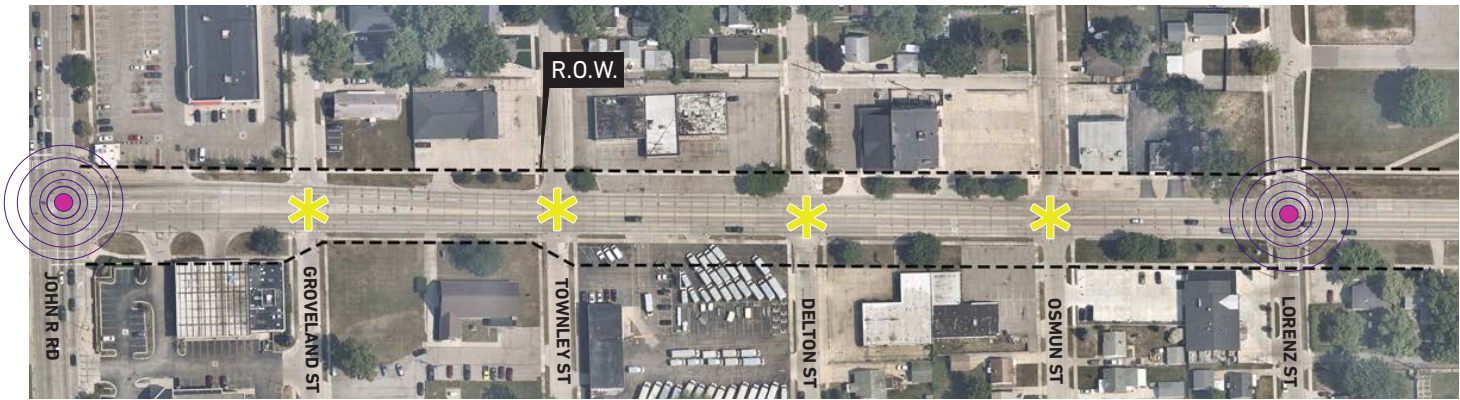
\* Decreased delays and improved LOS are the result of improved progression and arrival on green factors and HCM methodology

# EXISTING CONDITIONS & OPPORTUNITIES - FOCUS AREA DIAGRAM

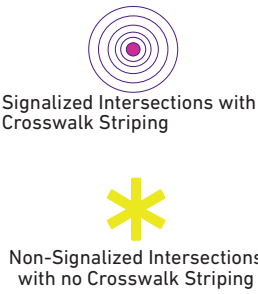




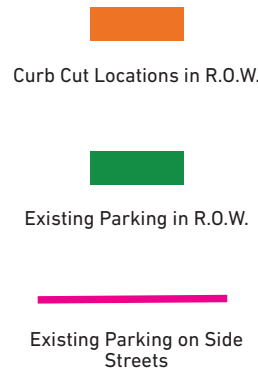
STREETSCAPE - INVENTORY & ANALYSIS STUDIES



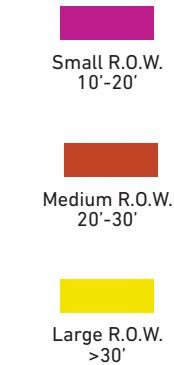
STREETSCAPE ANALYSIS - INTERSECTION CONDITIONS



STREETSCAPE ANALYSIS - EXISTING CURB CUT LOCATIONS



STREETSCAPE ANALYSIS - EXISTING RIGHT-OF-WAY WIDTHS



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.









**Main Street Oakland County Placemaking and Public Spaces Program**

**PROJECT BUDGET**

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

**APPLICANT**

Project Name	11 Mile Streetscape Project: Phase I (3-Lane Conversion)
City/Township/Village	Madison Heights
County	Oakland

**TOTAL DEVELOPMENT COSTS**

Acquisition	Amount
Land	\$ -
Building(s)	\$ -
Other:	\$ -
<b>Subtotal</b>	<b>\$ -</b>

**Hard Costs**

Public Infrastructure (roads, sidewalks, utilities, sewage, etc.)	\$ 283,975.00
Site Improvements (walks, drives, landscaping, fencing, lights, and drainage)	\$ 234,228.75
Demolition (Include Lead & Asbestos Abatement)	\$ 50,000.00
Other Environmental Mitigation	\$ 3,150.00
Earth Work	\$ 43,100.00
Site Utilities	\$ -
Other:	\$ -
<b>Subtotal</b>	<b>\$ 814,453.75</b>

**Construction Cost**

Building Concrete/Masonry	\$ -
Carpentry	\$ -
Roofing/Metal/Siding/Insulation/Caulking	\$ -
Doors/Windows/Glass	\$ -
Drywall/Acoustical	\$ -
Flooring	\$ -
Cabinets/Countertops/Appliances	\$ -
Painting/Decorating	\$ -
Plumbing/Electrical/Fire Protection	\$ -
HVAC	\$ -
Accessory Buildings/Garages	\$ -
Other: Structures (pergola, retaining walls, stage, bathrooms)	\$ -
Permits/Tap Fees/Bond/Cost Certification	\$ -
Other:	\$ -
Other:	\$ -
Other:	\$ -
Construction Contingency 10%	\$ -
<b>Subtotal</b>	<b>\$ -</b>

**Other Costs**

Furniture & Fixtures	\$ 70,500.00
Architectural & Engineering	\$ 29,000.00
Related Party and Consulting Fees	\$ -
Developer Fee	\$ -
Project Management Fee	\$ 50,000.00
Consulting Fees	\$ -
Survey	\$ 21,000.00
Other Professional Fees	\$ -
Other:	\$ -
Other:	\$ -
Other:	\$ -
<b>Subtotal</b>	<b>\$ 170,500.00</b>

<b>TOTAL DEVELOPMENT COSTS</b>	<b>\$ 784,953.75</b>
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**SOURCE AND AMOUNT OF LOCAL FUNDS**

	Amount
Source A Madison Heights Downtown Development Authority Funds	\$ 400,000.00
Source B City of Madison Heights Local Streets Fund	\$ 70,972.25
Source C	\$ -
Source D	\$ -
Source E	\$ -
Source F	\$ -

<b>TOTAL LOCAL FUNDS</b>	<b>\$ 470,972.25</b>
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<b>TOTAL DEVELOPMENT COSTS</b>	<b>\$ 784,953.75</b>
<b>TOTAL LOCAL FUNDS</b>	<b>\$ 470,972.25</b>
<b>REQUESTED COUNTY ARPA FUNDS*</b>	<b>\$ 313,981.50</b>

\*Not to exceed 40% of Total Development Costs

QD3 PROOF OF FUNDING

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

GL NUMBER	DESCRIPTION	2021-22 ACTIVITY	2022-23 ACTIVITY	2023-24 AMENDED BUDGET	2023-24 ACTIVITY THRU 03/04/24	2024-25 ADOPTED BUDGET
<b>Fund 248 - DOWNTOWN DEVELOPMENT AUTHORITY</b>						
<b>REVENUES</b>						
Dept 011 - PROPERTY TAXES						
248-011-402-4030	TAXES REAL OPERATING	\$ 103,615	\$ 176,156	\$ 168,166	\$ 261,713	\$ 232,948
248-011-410-4160	TAXES PERSONAL OPERATING	2,995	8,124	6,382	18,565	6,573
248-011-411-0000	DELINQUENT/MTT TAX REFUNDS - GENERAL	4	946	-	2	-
248-011-573-4159	PPT REIMBURSEMENT - STATE	584	2,551	-	-	-
	Totals for dept 011 - PROPERTY TAXES	\$ 107,198	\$ 187,777	\$ 174,548	\$ 280,280	\$ 239,521
Dept 023 - STATE SHARED REVENUES						
248-023-573-0000	LOCAL COMMUNITY STABILIZATION SHARING	\$ 33,662	\$ 37,216	\$ 39,077	\$ 19,867	\$ 40,249
	Totals for dept 023 - STATE SHARED REVENUES	\$ 33,662	\$ 37,216	\$ 39,077	\$ 19,867	\$ 40,249
Dept 025 - COUNTY SHARED REVENUES						
248-025-588-1000	COUNTY GRANT	\$ 7,320	-	-	-	-
	Totals for dept 025 - COUNTY SHARED REVENUES	\$ 7,320	-	-	-	-
Dept 044 - MISCELLANEOUS REVENUE						
248-044-674-0000	DONATIONS/PRIVATE CONTRIBUTIONS	\$ -	\$ 1,075	\$ -	\$ -	\$ -
248-044-680-6701	MISCELLANEOUS REVENUE	-	35	-	191	-
248-044-665-5000	INTEREST EARNED	(720)	494	250	75	250
	Totals for dept 044 - MISCELLANEOUS REVENUE	\$ (720)	\$ 1,604	\$ 250	\$ 266	\$ 250
Dept 053 - PRIOR YEARS FUND BALANCE						
248-053-692-6970	USE OF FUND BALANCE	\$ -	\$ -	\$ (17,270)	\$ -	\$ 290,954
	Totals for dept 053 - PRIOR YEARS FUND BALANCE	\$ -	\$ -	\$ (17,270)	\$ -	\$ 290,954
	<b>TOTAL DOWNTOWN DEVELOPMENT REVENUES</b>	<b>\$ 147,460</b>	<b>\$ 226,597</b>	<b>\$ 196,605</b>	<b>\$ 300,413</b>	<b>\$ 570,974</b>
<b>APPROPRIATIONS</b>						
<b>Dept 863 - DOWNTOWN DEVELOPMENT AUTHORITY</b>						
SUPPLIES						
248-863-729-0000	FORMS AND PRINTING	\$ -	\$ -	\$ 500	\$ -	\$ 500
248-863-766-0000	TOOLS AND SUPPLIES	22,550	-	-	-	-
	SUPPLIES	\$ 22,550	\$ -	\$ 500	\$ -	\$ 500
OTHER SERVICES AND CHARGES						
248-863-807-0000	AUDIT FEES	\$ 1,907	\$ 6,153	\$ 2,383	\$ 2,701	\$ 2,701
248-863-817-0000	EVENTS	-	-	500	350	500
248-863-818-0000 **	CONTRACTUAL SERVICES	14,762	8,369	74,395	104,782	20,000
248-863-818-5000	BLIGHT REMOVAL - SIGN GRANT PROGRAM	-	5,148	5,000	-	10,000
248-863-818-5001 **	BLIGHT REMOVAL - FACADE IMPROVEMENT	5,000	-	10,000	-	30,000
248-863-832-1000	MAINTENANCE-BERM AREA	16,462	17,178	17,500	11,452	17,500
248-863-832-1001	MAINTENANCE - ROW TRASH	5,087	2,160	3,500	1,500	3,500
248-863-921-0000	ELECTRIC	552	461	1,000	338	1,000
248-863-955-8640 **	CONFERENCES AND WORKSHOPS	330	-	1,500	-	1,500
248-863-958-0000 **	MEMBERSHIPS AND DUES	860	975	1,045	820	1,045
	OTHER SERVICES AND CHARGES	\$ 44,960	\$ 40,444	\$ 116,823	\$ 121,943	\$ 87,746
CAPITAL OUTLAY						
248-863-987-0000 **	IMPROVEMENTS	\$ -	\$ 15,112	\$ 20,605	\$ 1,982	\$ 20,000
248-863-987-0002	PROPERTY ACQUIS/DEMO	-	-	35,000	-	35,000
248-863-987-0006 **	11 MILE/JOHN R ROAD IMPROVEMENTS	-	-	-	-	400,000
	CAPITAL OUTLAY	\$ -	\$ 15,112	\$ 55,605	\$ 1,982	\$ 455,000
	Totals for dept 863 - DOWNTOWN DEVELOPMENT AUTHORITY	\$ 67,510	\$ 55,556	\$ 172,928	\$ 123,925	\$ 543,246
* NOTES TO BUDGET: DEPARTMENT 863 DOWNTOWN DEVELOPMENT AUTHORITY						
818-0000	CONTRACTUAL SERVICES					
	CLOCKTOWER MAINTENANCE				\$	5,000
	TREE PLANTING					5,000
	MHHP CHAMBER OF COMMERCE SERVICE AGREEMENT					10,000
					\$	20,000
818-5001	BLIGHT REMOVAL - FACADE IMPROVEMENT					
	\$20,000 FOR 11 MILE STREETScape AREA BUSINESSES				\$	20,000
	\$10,000 FOR OTHER BUSINESSES					10,000
					\$	30,000
955-8640	CONFERENCES AND WORKSHOPS					
	MICHIGAN DOWNTOWN ASSOCIATION CONFERENCE				\$	1,500
958-0000	MEMBERSHIPS AND DUES					
	COMMERCIAL PROPERTY INFORMATION EXCHANGE				\$	820
	MICHIGAN DOWNTOWN ASSOCIATION					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
<b>Dept 965 - TRANSFERS OUT</b>						
TRANSFER						
248-965-995-6000 **	TRANSFER TO GENERAL FUND	\$ 22,053	\$ 21,869	\$ 23,677	\$ 23,677	\$ 27,728
	Totals for dept 965 - TRANSFERS OUT	\$ 22,053	\$ 21,869	\$ 23,677	\$ 23,677	\$ 27,728
	<b>TOTAL DOWNTOWN DEVELOPMENT AUTHORITY APPROPRIATIONS</b>	<b>\$ 89,563</b>	<b>\$ 77,425</b>	<b>\$ 196,605</b>	<b>\$ 147,602</b>	<b>\$ 570,974</b>

Fund 248 DOWNTOWN DEVELOPMENT AUTHORITY

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

## City of Madison Heights, Michigan

### Governmental Funds Balance Sheet

June 30, 2023

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

## 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			624,385
Related expenses:			
Direct costs	\$	463,159	
Estimated indirect costs		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:

	General Fund	Major Streets Fund	Local Streets Fund	Nonmajor Funds	Total
Nonspendable - Prepaids	\$ 106,173	\$ -	\$ -	\$ -	\$ 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	\$ 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](http://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 (248)

Active Adult Center.....	545-3464	Finance.....	583-0846	Nature Center.....	585-0100
Assessing.....	858-0776	Fire Department.....	588-3605	Police Department.....	585-2100
City Clerk.....	583-0826	43rd District Court.....	583-1800	Purchasing.....	583-0828
City Manager.....	583-0829	Human Resources.....	583-0828	Recreation.....	589-2294
Community Development.....	583-0831	Library.....	588-7763	Water & Treasurer.....	583-0845
Department of Public Services.....	589-2294	Mayor & City Council.....	583-0829		



# City of Madison Heights

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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.

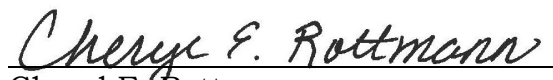
**Voting Yea:** Member Busler, Member Davignon, Mayor Grafstein, Vice-Chair Jarbo, Member Keys, Member Marsh, Member Sheppard, Member Ujkic, Chair Van Buren

**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

**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

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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.

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**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](mailto:DPS@Madison-Heights.org)