

Downtown Development Authority of City of Madison Heights

Memorandum

Date: July 14, 2023

To: Downtown Development Authority Board Members

From: Giles Tucker, Community Development Director

Subject: Streetscaping & Conceptual Engineering Plan: 11 Mile Rd Revised Cost Proposal

Summary

Within the budget approval process for the FY 23-24 DDA budget, \$50,000 was included for a downtown streetscaping plan. At the February 14th DDA meeting the board directed staff to develop a RFP for (3) locations for a DDA Streetscape Plan. After review of RFP examples, staff proposed to reduce scope to reduce anticipated plan costs at the April 25, 2023, and this change in scope was approved by the DDA board. The following day the RFP was issued with a deadline to submit on June 1st.

The DDA received one proposal by the June 1st deadline. This proposal was submitted by Madison Heights city engineering firm Nowak Fraus (NF), who partnered with MKSK Planning & Urban Design. The total proposed cost of the project was \$148,892, exceeding costs expectations of staff. On June 13th staff updated the DDA board and sought approval from the board to accept a revised proposal from NF and MKSK if they were able to get costs down to below \$100,000. Staff then scheduled a meeting with NF and MKSK to discuss cost saving measures on June 14th. At this meeting a consensus was reached that the project didn't need the amount of meetings and the level of detail for traffic analysis initially proposed. The revised cost proposal that is included in this meeting package reflects nearly \$50,000 in cost reduction for a cost estimate of \$99,250 not to exceed \$100,000.

The most notable change in the revised proposal from the original, was that Task V Streetscape Design Guidelines was completely deleted from the proposal. The original proposal included a 15–20-page Streetscape Guidelines containing a significant amount of detail including 3D graphics and cross sections. With such a big change in scope of the revised proposal, staff cancelled the DDA meeting for July 11th and asked the consultants what it would take to have a general overview of 11 Mile from Stephenson to Lorenz included in the proposal. They responded that a limited, "Master Plan level" of detail can be included in the project for no additional costs. Staff believes that with this inclusion, the proposal is in line with the expectations for the project.

Recommendation

Staff recommends that the DDA approve the revised cost proposal to the Streetscaping & Conceptual Engineering Plan for 11 Mile Rd totaling an estimate of \$99,250 not to exceed \$100,000. If approved, the RFP will then be considered by City Council.

From: [Tim Germain](#)
To: [Giles Tucker](#); [Melissa Marsh](#)
Cc: [bbrickel@nfe-engr.com](#); [Cheryl Rottmann](#); [Tim Germain](#); [Matthew B. McGrath](#); [Kristyn Bowden](#)
Subject: RE: 11 Mile Madison Heights RFP Follow up Meeting - RFI 11 Mile Area 7/13/2023
Date: Friday, July 14, 2023 2:09:28 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Giles,

I sent your request to MKSK for updating. Their office put the proposal together. We will attempt to get this to you by EOD Monday but I know that Matt is on vacation and not sure when he is coming back. We will do our best to get his updated and to your office. Have a great weekend. Thanks Tim

Timothy L. Germain, PE
Managing Partner

Nowak & Fraus Engineers
46777 Woodward Avenue
Pontiac, Michigan 48342

T: 248.332.7931 / C: 248.506.2144



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From: Giles Tucker <GilesTucker@Madison-Heights.org>
Sent: Friday, July 14, 2023 2:00 PM
To: Tim Germain <TGermain@nfe-engr.com>; Melissa Marsh <MelissaMarsh@madison-heights.org>
Cc: Brad Brickel <BBrickel@nfe-engr.com>; Cheryl Rottmann <CherylRottmann@madison-heights.org>
Subject: RE: 11 Mile Madison Heights RFP Follow up Meeting - RFI 11 Mile Area 7/13/2023

Hi Tim,

Yes, we are good with a master plan level overview of the Stephenson to Lorenz portion of 11 Mile Rd. Would it be possible to send over a revised proposal with this minor change reflected no later than Monday? I am going to attempt to get a quorum and meeting set for Tuesday July 18th. If we get DDA approval on July 18th, the earliest we can get final approval from City council would be the July 24th Meeting.

Thanks, really looking forward to this project!

Giles Tucker
Community Development Director
City of Madison Heights
Office: (248) 583-0831
Direct: (248) 837-2650

From: Tim Germain <TGermain@nfe-engr.com>
Sent: Thursday, July 13, 2023 5:14 PM
To: Giles Tucker <GilesTucker@Madison-Heights.org>; Melissa Marsh <MelissaMarsh@madison-heights.org>
Cc: Tim Germain <TGermain@nfe-engr.com>; bbrickel@nfe-engr.com
Subject: FW: 11 Mile Madison Heights RFP Follow up Meeting - RFI 11 Mile Area 7/13/2023

Hi Giles / Melissa

Please see response from our partner MKSK regarding the request to add 11 Mile Corridor – It will be at a master plan level only – not detailed. Is that acceptable to move this work forward or do you want a detailed plan. That will be extra... Please let us know if you have any questions or concerns. Thanks, Tim

Timothy L. Germain, PE
Managing Partner

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From: Kristyn Bowden <kbowden@mkskstudios.com>
Sent: Thursday, July 13, 2023 3:32 PM
To: Tim Germain <TGermain@nfe-engr.com>; Matthew B. McGrath <mmcgrath@mkskstudios.com>
Cc: Brad Brickel <BBrickel@nfe-engr.com>
Subject: RE: 11 Mile Madison Heights RFP Follow up Meeting

Hello Tim,

MKSK is ok with extending the scope to include the added area at the current fee....but with the knowledge it will be "master plan" level only. See below for assumptions. Let us know if you need any further clarifications.

Thank you,
Kristyn

Full Corridor: Stephenson Highway to Lorenz

- Master Plan Streetscape (corridor wide plan graphic)
- 3D graphics and cross sections not included
- Traffic Analysis
- High level costing & phasing (general LF or SF cost from the focus area)

Focus Area: Groveland to Lorenz

- 2-3 options will be provided for the focus area only (Groveland to Lorenz)
- This will include one plan view rendering and one illustrative section per option.
- Additional graphics will be provided for the selected option
- Conceptual Eng plans
- More detailed cost estimate

Public Engagement per the previous revised proposal with the understanding the City will be heavily involved with organizing the committee and events.

Kristyn Bowden PLA, LEED GA
Associate

MNSK
4215 Woodward Avenue, Suite #305, Detroit, Michigan 48201

From: Tim Germain <TGermain@nfe-engr.com>
Sent: Thursday, July 13, 2023 3:03 PM
To: Matthew B. McGrath <mmcgrath@mkskstudios.com>; Kristyn Bowden <kbowden@mkskstudios.com>
Cc: Tim Germain <TGermain@nfe-engr.com>; Brad Brickel <BBrickel@nfe-engr.com>
Subject: FW: 11 Mile Madison Heights RFP Follow up Meeting

Hi Matt / Kristyn –

Can you please advise if there would be an additional fee on your end for the requested services on 11 Mile Road and/or if this would be covered in your last proposal? I know that you may be on vacation and may not be able to respond until next week... Kindly advise if you can. Thanks Tim

Timothy L. Germain, PE
Managing Partner

Nowak & Fraus Engineers
46777 Woodward Avenue
Pontiac, Michigan 48342

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From: Giles Tucker <GilesTucker@Madison-Heights.org>
Sent: Thursday, July 13, 2023 2:48 PM
To: Tim Germain <TGermain@nfe-engr.com>
Cc: Melissa Marsh <MelissaMarsh@madison-heights.org>
Subject: RE: 11 Mile Madison Heights RFP Follow up Meeting

Hi Tim,

I know that Brad is out on vacation, I just wanted to follow on what I sent last week Wednesday. Any updates on what it would take to keep a general overview of 11 Mile in the scope of this project?

Giles Tucker
Community Development Director
City of Madison Heights
Office: (248) 583-0831
Direct: (248) 837-2650

From: Giles Tucker <gilestucker@madison-heights.org>
Sent: Wednesday, July 5, 2023 4:09 PM
To: Brad Brickel <BBrickel@nfe-engr.com>; Melissa Marsh <MelissaMarsh@madison-heights.org>; Kristyn Bowden <kbowden@mkskstudios.com>; Devon Mayhugh <dmayhugh@mkskstudios.com>; Matthew B. McGrath <mmcgrath@mkskstudios.com>; Tim Germain <TGermain@nfe-engr.com>; Cheryl Rottmann <CherylRottmann@madison-heights.org>
Subject: RE: 11 Mile Madison Heights RFP Follow up Meeting

Hi All,

We have found a Streetscape Master Plan from DeSoto, TX that we believe exemplifies the scope we originally anticipated for the 11 Mile Streetscaping project.

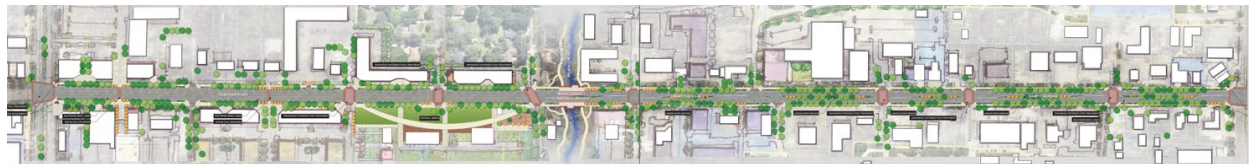
Hampton Road Streetscape Master Plan: <https://files.half.com/wl/7id-0ilkiF833mHJSQJordyCajISRXJfXt1>

The Hampton Road plan includes a high-level streetscape master plan for the entire corridor, with general descriptions and explanations of design elements (including traffic calming measures, pedestrian improvements, landscaping and pedestrian elements, parking), a public engagement component, a brief traffic analysis, and preliminary construction plans and cost estimates for designated focus areas of the corridor. One of the key graphic components of the plan is a "Preferred Design Option" plan view which shows high-level streetscaping, pedestrianization, and traffic calming elements along the entire corridor (pages 42-43).

We apologize regarding any confusion over the RFP deliverables. In re-thinking the RFP and the scope of this project, we believe the project should result in the following deliverables:

- Audit of existing conditions** along 11 Mile corridor, including physical conditions, land use, pedestrian/non-motorized transportation facilities, landscaping, curb-cuts, etc. Identify opportunities and constraints. The existing revised proposal appears to address most of this in Tasks I (Understanding Analysis) and III (Traffic Analysis).
- Stakeholder/Public Engagement Plan:** The existing revised proposal appears to address this.
- High-level Streetscape "Master Plan"** for 11 Mile from Stephenson Highway to Lorenz, aligning with boundaries of Downtown Development Authority (DDA) District. This Section may contain: (1) Goals/Objectives for the corridor; (2) Design options/alternatives with definitions, descriptions, and graphics of pedestrian improvements, roadway improvements, and streetscape elements provided at a high-level. **The main component here should be a corridor-wide plan view graphic;** and (3) Implementation tables and conceptual cost estimates. This chapter should be viewed as the most important section of the Plan, as we intend to utilize it to apply for implementation grants down the line. Many of these objectives are listed in Task IV (Conceptual Corridor Design) of your revised proposal. However, the study area should be revised to include the entire length of 11 Mile in the DDA.
- Preliminary Engineering and Construction Plans for Lorenz-Groveland Focus Area:** The portion of 11 Mile from Lorenz to Groveland should be thought of as a "focus area" or even an addendum - one component of the entire 11 Mile Streetscape Master Plan. This section should contain a more fine-grained design plan for the focus area, including construction/engineering plans. This is a "short-term" implementation task that would be the first segment of 11 Mile to undergo the transformation via grant funding and local matches. More detailed cost estimates for the focus area would be provided here.

Example high-level plan-view from Hampton Road Streetscape Master Plan (pgs. 42-43):



Please let us know if your proposal, especially Task IV - Conceptual Corridor Design, can be modified to include this revised scope within or around the \$100,000 budget mark.

Reach out should you have any additional questions.

Thanks,

Giles Tucker
Community Development Director
City of Madison Heights
Office: (248) 583-0831
Direct: (248) 837-2650

From: Brad Brickel <BBrickel@nfe-engr.com>

Sent: Friday, June 30, 2023 9:24 AM

To: Giles Tucker <gilestucker@madison-heights.org>

Cc: Matt Lonnerstater <MattLonnerstater@Madison-Heights.org>; Melissa Marsh <MelissaMarsh@madison-heights.org>; Kristyn Bowden <kbowden@mkskstudios.com>; Devon Mayhugh <dmayhugh@mkskstudios.com>; Matthew B. McGrath <mmbgrath@mkskstudios.com>; Tim Germain <TGermain@nfe-engr.com>

Subject: 11 Mile Madison Heights RFP Follow up Meeting

Giles,

Pursuant to our previous meeting, please see the revised proposals based upon the scope reduction. We applied all the items discussed at our meeting into the revised proposal.

Have a Great Holiday weekend Everyone!

Brad W. Brickel, PE

Principal

Nowak & Fraus Engineers

46777 Woodward Avenue
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T: 248.332.7931

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REQUEST FOR PROPOSAL FOR

DOWNTOWN MADISON HEIGHTS STREETSCAPING & CONCEPTUAL ENGINEERING PLAN: 11 MILE RD

THURSDAY, JUNE 1, 2023

REVISED: FRIDAY, JUNE 30, 2023

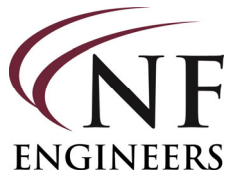
TABLE OF CONTENTS

1. LETTER OF INTEREST
2. WORK PROGRAM - REVISED
3. SCHEDULE - REVISED
4. ESTIMATED COSTS - REVISED



MKSK





CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

June 1, 2023 – Electronic Submittal NFE / MKSK

City of Madison Heights DDA
300 W 13 Mile Road
Madison Heights, MI 48071

Michigan Inter-Governmental Trade Network
City of Madison Heights RFP MH 23-01
Amy Mischak – HR / Purchasing Coordinator

**RE: RFP Response – 2023 Downtown Madison Heights Streetscaping & Conceptual Engineering Plan
11 Mile Road, Madison Heights , Michigan**

Dear Ms. Mischak / DDA / Selection Committee:

Nowak & Fraus Engineers (NFE) is pleased to partner with MKSK Planning | Urban Design | Landscape Architecture of Detroit, Michigan and we are very excited to submit this attached proposal for the above referenced project in accordance with your April 26, 2023 RFP as posted on the Michigan Inter-Governmental Trade Network (MITN) Website.

As you are aware, NFE has continually provided the City of Madison Heights with Consulting Municipal Engineering and Land Surveying Services for the past 45 years. Since 1978, we have serviced four mayors, four city managers, and multiple city council members in the capacity of Consulting City Engineers.

Our firm has been the trusted source for all of the City's infrastructure engineering and surveying needs for over four decades. This work has included local LAP, local roadway and infrastructure program repairs and replacement projects; major street and sewer reconstruction/rehabilitation; sewer and water main replacements, streetscape and roadway enhancement, school and recreational center improvements; sidewalk replacement projects; preparation of project estimates and planning documentation; commercial and residential site planning review services; roadway rating and updating; expert witness testimony, grant writing and project funding, capital improvement estimates, CCTV and sewer infrastructure assistance; construction oversight; attendance at City Council meetings, special studies and storm reporting as well as being the keeper of historical data and information on past City Projects and Improvements.

Please note that our past success is built on a team approach, professional relationships with several city staff, a full understanding of the City's requirements, full confidence and trust through the use of highly skilled professionals and inspection team members who are compensated based upon their knowledge, experience, and time in the field. We do not skimp on any phase of the survey, design, or administrative process. We are more than trusted advisors; we operate as if we are employed by the City of Madison Heights in all that we do.

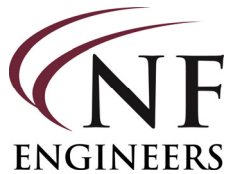
We look forward to working with the City of Madison Heights DDA, Community & Economic Development, the steering committee, and community stakeholders on the planning and development and future implementation of a master Downtown Streetscaping & Conceptual Engineering plan as outlined in the RFP.

NOWAK & FRAUS ENGINEERS

46777 WOODWARD AVENUE
PONTIAC, MI 48342-5032

WWW.NFE-ENGR.COM

VOICE: 248.332.7931
FAX: 248.332.8257



CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

**RE: City of Madison Heights DDA - NFE Submission Letter / Letter of Interest
2023 City of Madison Heights DDA – RFP MH23-01 Services / Downtown Madison Heights
Streetscaping and Conceptual Engineering Plan: 11 Mile Road Project
June 1, 2023 - Page 2 of 3**

In order to supplement NFE's engineering experience, NFE will partner with MKSK to provide a creative and attractive functioning well designed street environment that will enhance the pedestrian and vehicular experience in the design areas as outlined in the RFP.

MKSK has over thirty-three (33) years of experience as a firm. They are a collective of Landscape Architects, Urban Designers, Planners, and Environmental Graphics design firm. Their focus is on placemaking with attention to safety, equity, health, sustainability, economic vitality, and values. We trust that their creative background will assist with the development of a first class streetscape for the City of Madison Heights DDA area.

NFE / MKSK has reviewed the project specific requirements noted in the RFP and intends to provide green infrastructure design solutions / options to address pedestrian and vehicular issues with our preliminary planning and conceptual engineering plans and design guidelines for implementation of this project.

We welcome the opportunity to continue to serve the City of Madison Heights in the capacity of consulting engineer on this exciting project.

Our project team and associated fees have been established based upon our complete understanding of all project requirements, project timeframe, and City of Madison Heights requirements as stated in the RFP.

Identification of Project Team:

NFE Administration / Contract Matters:	Timothy L. Germain, PE - Managing Partner
NFE Principal In Charge / Project Manager:	Brad W. Brickel, PE - Principal
NFE Engineering Design Team:	Brad Brickel Ryan Johnson, Jeff Lawrey, Mike Carnaghi
NFE Landscape Design Team:	George Ostrowski, Jr. / 15 CAD Technicians

MKSK Principal In Charge / Contract Matters:	Matthew McGrath, PLA, ASLA, LEED AP – Associate Principal
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MKSK Project Manager:	Kristyn Bowden, PLA, ASLA, LEED Green Associate – Project Manager
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MKSK Principal Advisor:	Brad Strader, AICP, PTP – Principal
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MKSK Planning Design Team:	Ann Marie Kerby, AICP – Senior Associate, Planner
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MKSK Landscape Design Team:	James Goff, PLA, LEED AP ND – Landscape Architect
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Project Approach:

NFE / MKSK will review the scope of work with all Team members per the attached RFP to communicate the City's design intent. NFE / MKSK will complete the preliminary planning / conceptual design to meet the project requirements.

NOWAK & FRAUS ENGINEERS

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CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

RE: City of Madison Heights DDA - NFE Submission Letter / Letter of Interest
2023 City of Madison Heights DDA – RFP MH23-01 Services / Downtown Madison Heights
Streetscaping and Conceptual Engineering Plan: 11 Mile Road Project
June 1, 2023 - Page 2 of 3

Our past efforts and performance have substantiated our knowledge, experience, and teamwork with city staff. We pride ourselves on preparing plans and specifications which are accurate, easy to read and are easy to construct from without the need for expensive change orders or scope changes due to the detail and completeness of our work.

Unique Project Experience

As a long-term consultant to the City of Madison Heights and for many private sector clients, NFE has experience in almost every type of project. We have recently provided professional land survey, civil engineering design and construction administration / construction observation services for the following park / plaza / streetscape projects in other locations within Michigan.

- Royal Oak City Center / Connectivity Project with Streetscape and Roadway Improvements.
- Normandy Oaks Park Development / Site Improvements – Royal Oak, MI.
- MI Law Enforcement Officers Memorial Monument Plaza – State Capital Complex, Lansing, MI.
- Franklin Road Streetscape and Sidewalk / Plaza Improvements – Village of Franklin, MI.
- Orchard Lake Road Streetscape and Median Improvements – West Bloomfield Township, MI.
- Hundreds of Landscape/ Rec projects on Private Sector Developments, Various Locations, MI.

Please find attached our Fee Proposal for your review and consideration based upon the RFP requirements. All preliminary planning and conceptual design documentation / estimates will be prepared in accordance with your April 26, 2023, RFP documents.

Please feel free to contact us directly to discuss this proposal. My direct line is (248) 332-7931 x 253. We look forward to working with your office on this exciting project.

Respectfully submitted,
NOWAK & FRAUS ENGINEERS

Timothy L. Germain, P.E.
Managing Partner

MKSK

Matthew McGrath, ASLA, PLA, LEED AP
Associate Principal

Respectfully submitted,
NOWAK & FRAUS ENGINEERS

Brad W. Brickel, PE
Principal

MKSK

Kristyn Bowden, ASLA, PLA, LEED Green
Associate, Project Manager

cc: NFE Electronic File 2023 / City of Madison Heights DDA - RFP MH23-01 Services / Downtown Madison Heights
Streetscaping & Conceptual Engineering Plan: 11 Mile Road Project

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PROJECT APPROACH REVISED

Project Understanding

The City of Madison Heights has showcased its dedication to creating high-quality streetscape environments, as outlined the 2021 Master Plan. That plan has established a vision that guides the current design process, emphasizing the importance of creating attractive and well-designed street environments.

Due to the dynamic nature of traffic conditions, development patterns, and surrounding land uses, it is important to acknowledge that there is no universal solution for roadway corridor design. Each corridor requires careful consideration and customization to effectively address its unique characteristics and evolving circumstances.

Our Design Team's approach to urban design will strive to establish a cohesive design language for the entire corridor environment, which reflects the architectural and cultural heritage of Madison Heights. We will consider various design elements such as plantings, lighting, hardscape materials, ADA facilities, site furnishings, and signage. By carefully selecting and integrating these elements, we can reinforce a strong connection to the local community and create a sense of place that resonates with the unique character of Madison Heights.

With that approach in mind and with a focus on providing comprehensive Streetscape design and conceptual level engineering we understand the project objectives to be the following:

- 1) Develop a comprehensive streetscape design, building on the vision established in the Master Plan, with a focus on pedestrian environments, amenities, traffic calming and other streetscape elements aimed at establishing a "signature street experience". This will include efforts to provide conceptual engineering plans for 11 Mile Rd from Groveland St. to Lorenz St that include detailed graphics representing the engineering intent for the street segment. Our team anticipates these plans will provide a "design language" that can be applied to other areas of the corridor. (ie areas east extending to Stephenson Hwy)
- ~~2) Provide design guidelines for 11 Mile Rd from Stephenson Hwy to Lorenz, with the goal of creating a seamless pedestrian-based environment, including the development of recommendations and specific design criteria to guide future improvements adjacent to the public right-of-way.~~
- 3) Develop clear and actionable implementation strategies, with the goal of supplying City leadership comprehensive information regarding design, construction, sequencing, costing, and funding opportunities. Our intent is to provide resources which will enable informed budgeting and political decision-making as the project progresses through different phases of engineering and construction.

PROJECT APPROACH **REVISED**

Additionally, our design process will thoroughly engage property owners, business leaders, and the general community with the goal of understanding shared concerns and desires. Our communication style is clear and concise and uses innovative graphic techniques and engaging presentations to highlight opportunities in ways that solicit feedback and engagement.

Project Approach & Work Program

Our approach will result in a plan that sets a vision for the entire corridor and provides guidance for future development and strategic decision making. It will be designed to serve as a resource for city leadership in assessing and guiding private development along the corridor. The plan will identify opportunities to improve long-term environmental and sustainability aspects and aim to maximize those opportunities. Additionally, the plan will include a compilation of agreed-upon standards for site development materials and equipment. This will ensure consistency and maintain a minimum level of quality over time.

Based on this understanding of the project, we propose the following project Approach:

Task I – Understanding & Analysis

At the launch of the design effort, our team will facilitate a project kick-off work session with project stakeholders to outline the entire design process, review programmatic needs and clarify project objectives. This kickoff process will establish the foundation for project success by striving to create clear goals, which will serve as guiding principles as the project advances.

Additional efforts will include extensive research and review of all past relevant work associated with the study area, including existing conditions, zoning, engineering analysis and contextual influences. The outcome of this research and analysis work will provide the foundation for the development of design solutions.

Tasks

1. Review all pertinent documents including the City's Master Plan, the DDA Development Plan, and new Zoning Ordinance currently in development to highlight existing goals and objectives for the project area.
2. Gather existing base data mapping and GIS level information required to inform the design process.
3. Conduct a kick-off work session with City staff to discuss the project approach including identification of the project goals and objectives, schedule of production, preliminary design thoughts, communications protocol, and review a Project Steering Committee of key stakeholders with representation from the various city departments, key property/business owners, and others to be determined by the city.
4. Conduct a corridor "walk-through" including the Design Team, City staff, and DDA to view and discuss corridor issues. Prepare general assessment of existing site conditions, identify problem areas, opportunities, and constraints.

Meetings

- Kick off meeting work session
- Site Visit / "Walk-through"
- Bi-Weekly coordination meetings (virtual)

Deliverables

- Project Goal and Objectives

PROJECT APPROACH **REVISED**

- Comprehensive Base mapping (GIS level with aerials)
- Issues & Opportunities Assessment (photo inventory)
- Kick off Summary document

Task II – Stakeholder Engagement

The public engagement process plays a crucial role in establishing and fostering a sense of ownership among the community. Effective public communication is a fundamental step towards achieving project success, helping ensure that focus areas are understood, supported, and embraced by the stakeholders.

We begin each engagement process by formulating a plan tailored to each project's unique set of challenges. Our engagement plan will serve to outline the project's purpose, define the target audience for engagement, and outline the methods by which we will engage with them. This will include activities such as project promotion, delineation of roles and responsibilities between consultants and city staff, and an outline of the communication tools and touchpoints during the engagement the planning process.

We expect the engagement process to extend throughout a significant portion of the design process and provide a means to actively seek feedback from stakeholders. This feedback will be invaluable in securing stakeholder support and ensuring that key perspectives are incorporated into the project.

Tasks

1. Create a Community Engagement Plan and establish a Steering Committee made up of community stakeholders including business owners, residents, public officials, developers, and religious and educational and cultural institutions. Stakeholder Steering Committee meetings to include during the kickoff phase, concept design phase and before finalizing the conceptual engineering plans. This includes a one-day design workshop to help the team understand the design preferences and inform the concept design.
 - During the one-day design workshop MKSK will assist the city with presenting the project to the stakeholders to inform them of the scope of the project, review the goals of the corridor enhancement project, and solicit their early opinions on design direction.
 - ~~Beyond in person or virtual meetings, we also have online tools that can help broaden our outreach to the community. This includes online surveys and our interactive mapping tool.~~
2. Establish an Agency Group to meet with utility, transportation, and roadway agencies to ensure that designs are compatible with existing and future planned infrastructure projects.
3. Summarize findings/results of the stakeholder and community engagement and review with Steering Committee for their concurrence and direction.

Deliverables

- Community Engagement Plan
- Summary of engagement sessions

Meetings

- Stakeholder Design Workshop

PROJECT APPROACH **REVISED**

- ~~Two~~ One Stakeholder Steering Committee Meetings
- ~~Two~~ One Agency Group Meetings (virtual)
- ~~One Stakeholder meeting to present final concepts~~

Task III – Traffic Analysis

The traffic analysis for this project will include evaluation of the existing intersections operations and the proposed streetscape design alternative geometry.

This would provide a review of the geometric layout of the lane widths, distance parking is from intersections, signage, etc. In addition, this would consist of a access management evaluation of the existing curb cuts to the businesses.

Deliverables

- Final Traffic Analysis Memo

Task IV – Conceptual Corridor Design

The importance of pedestrian environments and amenities within the corridor is a significant part of the design vision and will be fundamental to our design approach. Our team understands the importance of creating successful pedestrian environments in a streetscape setting that also serves significant traffic volumes.

Working with input from project stakeholders, our team will advance design concepts for all streetscape amenities with the goal of creating a cohesive environment to support a dynamic mixed-use district.

Incorporated into design efforts will be recommendations for types and styles of streetscape amenities, materials, plantings, lighting, and supporting infrastructure. This will include full recommendations for building frontage zones, intersection, and crosswalk improvements, bicycle accommodations, opportunities for enhanced public art space, gateway elements, and community connection opportunities.

Tasks

1. Assemble “best practices” imagery of other significant and desirable street environments plus individual street elements such as pavements, plantings, signs, furniture, etc., to help communicate design intent.
2. Prepare alternative streetscape concepts for 11 Mile Rd from Groveland to Lorenz and various intersection treatments. Design consideration to include surrounding context, integration of “sustainable” practices where practical, safety, aesthetics, pedestrian/bikeway facilities, utility routing, and traffic calming, if and as appropriate. These concepts will stress authenticity while addressing traffic and safety improvements and issues of sustainability.
3. Provide a limited traffic analysis in support of design concept relative to suggested lane reconfigurations. (outlined in Task III)
4. Identify materials and amenities that include hardscape materials, planting, lighting, signage, utilities, street furniture, and other critical features, yet to be identified, that are in keeping with the findings and aesthetically correct in nature. Specific attention to be paid to the following:
 - Vehicle lane design and function – capacity for vehicles will be reviewed while at the same time

PROJECT APPROACH **REVISED**

- incorporating pedestrian and transit needs.
 - Intersection design – opportunities to reduce crossing lengths will be evaluated, storage lengths for turn lanes will be reviewed.
 - Sidewalk design – in addition to maximizing the sidewalk space and usage, ADA requirements will be reviewed to assure requirements are met.
 - Crosswalk design and placement.
 - Non-motorized facilities.
 - On-street parking – opportunities to maximize parking will be evaluated, research will be conducted on what other similar communities are doing and then compared to preliminary plans.
 - Street lighting and street furnishings
 - Street trees and landscaping
 - Signage – traffic signage will be reviewed and where possible minimized to reduce clutter. Locations for the placement of wayfinding and City promotion will be evaluated.
5. Prepare draft Comprehensive Corridor Plan Document. To summarize the collective effort, the design team will provide a summary document which will capture all findings developed during the design effort. This document will be designed to assist with funding efforts, communicate concepts to regulatory bodies and the community at large. The document will include high quality renderings to fully communicate the design vision, while also providing technical data to help advance the project into implementation phases.

Deliverables

- A corridor-wide streetscape plan of 11 Mile Road from Groveland to Lorenz (rendered area plan)
- Draft Comprehensive Corridor Plan Document

Meetings & Workflow

- Bi-weekly coordination meetings (city staff and the DDA) (virtual)

Task V—Streetscape Design Guidelines

~~With the goal of creating a seamless pedestrian-based environment, part of our team's effort will be the development of recommendations and specific design criteria for 11 Mile Road from Stephenson Hwy to Lorenz. This will take the form of a cohesive set of Streetscape Design Guidelines. These guidelines will create a unified vision for 11 Mile Road and are expected to be largely illustrated with photos and sketches and be approximately 15-20 pages.~~

~~The Design Guidelines will include narrative, maps, product images and illustrations on the following:~~

- ~~• Introduction or Executive Summary~~
- ~~• Conceptual Corridor Plan from Task III~~
- ~~• Improved pedestrian / non-motorized safety and circulation~~
- ~~• Improved Traffic management~~
- ~~• Streetscape materials palette such as but not limited to site furnishings, lighting, street trees, plantings, decorative pavement etc.~~

PROJECT APPROACH **REVISED**

Deliverables

- ~~Streetscape Design Guidelines~~

Meetings

- ~~Bi-weekly coordination meetings (city staff and the DDA) (virtual)~~

Task VI - Conceptual Engineering Plans

Based upon the input, recommendations and final conceptual layout from the / NFE / MKSK / City Staff / DDA / Shareholders meetings and streetscape layout / design guidelines; NFE will prepare preliminary conceptual engineering plans for the design area(s) including conceptual grading and drainage concepts within the project area. These conceptual plans will be based upon an ariel photograph overlay of the proposed streetscape improvement to demonstrate feasibility of grading and drainage improvements required to service the design area. No topographic survey data will be collected at this phase, nor will final engineering construction plans be prepared at this point. NFE will provide these services in accordance with our current Municipal Agreement upon notification of project funding and further discussions with City staff.

Deliverables

- Preliminary grading / drainage plans demonstrating conceptual drainage and utility improvements.

Meetings

- Administer & attend up to two coordination meetings (NFE / MKSK / City staff and the DDA) (virtual)

Task VII – Cost Estimating & Phasing

Prepare preliminary project scope and include general budgetary information for all scope items including but not limited to roadway section, curbing, sidewalks, plantings, streetscape lighting, site furnishings, signage & wayfinding, and any utility improvements within the project design area and streetscape corridor.

These budget costs will be broken down by estimated cost based upon each design improvement and/or by street segment based upon current market conditions and estimated costs. NFE will also prepare a proposed phasing plan for all streetscape improvements based on other concurrent and planned work in the area. Several remaining City of Madison Heights R3 Roadway and Water Main project abut or cross the designated streetscape improvement areas. These planned improvements must be prioritized and considered with any other planned or future work.

Deliverables

- Prepare conceptual estimate for planned work based upon current market conditions and costs.
- Prepare recommendations for project phasing based upon coordination with other MH R3 projects.

Meetings

- Administer & attend one coordination meetings (NFE / MKSK / City staff and the DDA) (virtual)

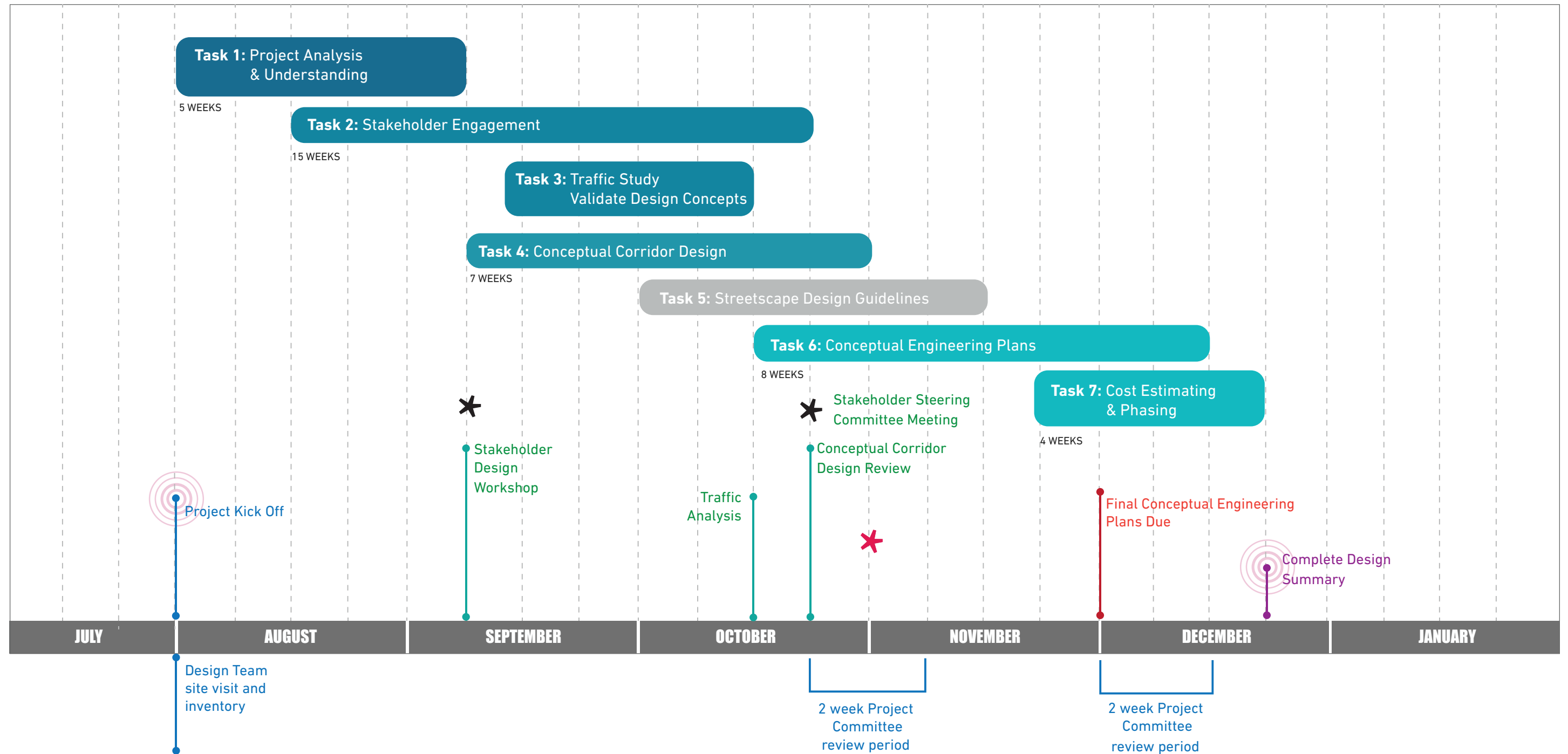
PROJECT APPROACH **REVISED**

Additional Services

The following listing represents service provision opportunities that may be deemed important and necessary by the city.

- Zoning Ordinance review (development of zoning text)

TIMEFRAME FLOW CHART - REVISED



✱ Stakeholder Steering Committee Meeting

✱ Agency Group Meeting (Virtual)

COST PROPOSAL - REVISED

Task I: Understanding & Analysis	
Prep for Kickoff Meeting	
Kickoff Meeting & Site Visit / Corridor Walkthrough	
Bi-Weekly Coordination Meetings (3)	
Preparation of Deliverables	
Subtotal Cost	\$14,000
Task II: Stakeholder Engagement	
Prepare Community Engagement Plan	
Stakeholder Committee Design Workshop	
(1) Stakeholder Committee Meetings	
(1) Agency Group Meetings	
Engagement Summary	
Subtotal Cost	\$18,000
Task III: Traffic Analysis	
Data Collection	
Future Conditions Analysis	
Validate Streetscape Concepts	
Subtotal Cost	\$5,000
Task IV: Conceptual Corridor Design	
Best Practices Imagery	
Alternative Streetscape Concepts	
Prepare Materials & Amenities Palette	
Prepare Comprehensive Corridor Plan	
Bi-Weekly Coordination Meetings (3)	
Subtotal Hours	\$31,500
Task V: Streetscape Design Guidelines	
Prepare Streetscape Design Guidelines	
Bi-Weekly Coordination Meetings (2)	
Subtotal Hours	
Task VI: Conceptual Engineering Plans	
Coordination Meetings / Site Walk / Site Visit	
Prepare Conceptual Grading Plan for Site Improvements	
Prepare Conceptual Drainage Plan for Site Improvements	
Subtotal Hours	\$15,500
Task VII: Cost Estimating & Phasing	
Coordination Meetings	
Prepare Project Conceptual Cost Estimate for Site Improvements	
Prepare Project Phasing Plan for Site Improvements	
Subtotal Cost	\$10,250
Total Cost	\$94,250
Transportation Costs (Mileage, Meals, Lodging)	\$3,500
Supplies & Materials Costs - Estimated	\$1,500
Total Cost Estimate:	\$99,250

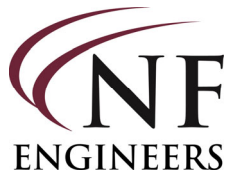
REQUEST FOR PROPOSAL FOR

DOWNTOWN MADISON HEIGHTS STREETSCAPING & CONCEPTUAL ENGINEERING PLAN: 11 MILE RD

THURSDAY, JUNE 1, 2023

TABLE OF CONTENTS

- LETTER OF INTEREST
- 1. INTRODUCTION / PERSONNEL
- 2. WORK PROGRAM / TIMEFRAME
- 3. REQUIRED FORMS
- 4. EXPERIENCE & QUALIFICATIONS
- 5. ESTIMATED COSTS
- 6. EXHIBITS



CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

June 1, 2023 – Electronic Submittal NFE / MKSK

City of Madison Heights DDA
300 W 13 Mile Road
Madison Heights, MI 48071

Michigan Inter-Governmental Trade Network
City of Madison Heights RFP MH 23-01
Amy Mischak – HR / Purchasing Coordinator

**RE: RFP Response – 2023 Downtown Madison Heights Streetscaping & Conceptual Engineering Plan
11 Mile Road, Madison Heights , Michigan**

Dear Ms. Mischak / DDA / Selection Committee:

Nowak & Fraus Engineers (NFE) is pleased to partner with MKSK Planning | Urban Design | Landscape Architecture of Detroit, Michigan and we are very excited to submit this attached proposal for the above referenced project in accordance with your April 26, 2023 RFP as posted on the Michigan Inter-Governmental Trade Network (MITN) Website.

As you are aware, NFE has continually provided the City of Madison Heights with Consulting Municipal Engineering and Land Surveying Services for the past 45 years. Since 1978, we have serviced four mayors, four city managers, and multiple city council members in the capacity of Consulting City Engineers.

Our firm has been the trusted source for all of the City's infrastructure engineering and surveying needs for over four decades. This work has included local LAP, local roadway and infrastructure program repairs and replacement projects; major street and sewer reconstruction/rehabilitation; sewer and water main replacements, streetscape and roadway enhancement, school and recreational center improvements; sidewalk replacement projects; preparation of project estimates and planning documentation; commercial and residential site planning review services; roadway rating and updating; expert witness testimony, grant writing and project funding, capital improvement estimates, CCTV and sewer infrastructure assistance; construction oversight; attendance at City Council meetings, special studies and storm reporting as well as being the keeper of historical data and information on past City Projects and Improvements.

Please note that our past success is built on a team approach, professional relationships with several city staff, a full understanding of the City's requirements, full confidence and trust through the use of highly skilled professionals and inspection team members who are compensated based upon their knowledge, experience, and time in the field. We do not skimp on any phase of the survey, design, or administrative process. We are more than trusted advisors; we operate as if we are employed by the City of Madison Heights in all that we do.

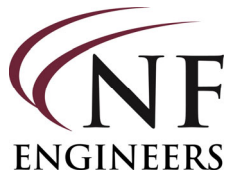
We look forward to working with the City of Madison Heights DDA, Community & Economic Development, the steering committee, and community stakeholders on the planning and development and future implementation of a master Downtown Streetscaping & Conceptual Engineering plan as outlined in the RFP.

NOWAK & FRAUS ENGINEERS

46777 WOODWARD AVENUE
PONTIAC, MI 48342-5032

WWW.NFE-ENGR.COM

VOICE: 248.332.7931
FAX: 248.332.8257



CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

RE: City of Madison Heights DDA - NFE Submission Letter / Letter of Interest
2023 City of Madison Heights DDA – RFP MH23-01 Services / Downtown Madison Heights
Streetscaping and Conceptual Engineering Plan: 11 Mile Road Project
June 1, 2023 - Page 2 of 3

In order to supplement NFE's engineering experience, NFE will partner with MKSK to provide a creative and attractive functioning well designed street environment that will enhance the pedestrian and vehicular experience in the design areas as outlined in the RFP.

MKSK has over thirty-three (33) years of experience as a firm. They are a collective of Landscape Architects, Urban Designers, Planners, and Environmental Graphics design firm. Their focus is on placemaking with attention to safety, equity, health, sustainability, economic vitality, and values. We trust that their creative background will assist with the development of a first class streetscape for the City of Madison Heights DDA area.

NFE / MKSK has reviewed the project specific requirements noted in the RFP and intends to provide green infrastructure design solutions / options to address pedestrian and vehicular issues with our preliminary planning and conceptual engineering plans and design guidelines for implementation of this project.

We welcome the opportunity to continue to serve the City of Madison Heights in the capacity of consulting engineer on this exciting project.

Our project team and associated fees have been established based upon our complete understanding of all project requirements, project timeframe, and City of Madison Heights requirements as stated in the RFP.

Identification of Project Team:

NFE Administration / Contract Matters:	Timothy L. Germain, PE - Managing Partner
NFE Principal In Charge / Project Manager:	Brad W. Brickel, PE - Principal
NFE Engineering Design Team:	Brad Brickel Ryan Johnson, Jeff Lawrey, Mike Carnaghi
NFE Landscape Design Team:	George Ostrowski, Jr. / 15 CAD Technicians

MKSK Principal In Charge / Contract Matters:	Matthew McGrath, PLA, ASLA, LEED AP – Associate Principal
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MKSK Project Manager:	Kristyn Bowden, PLA, ASLA, LEED Green Associate – Project Manager
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MKSK Principal Advisor:	Brad Strader, AICP, PTP – Principal
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MKSK Planning Design Team:	Ann Marie Kerby, AICP – Senior Associate, Planner
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MKSK Landscape Design Team:	James Goff, PLA, LEED AP ND – Landscape Architect
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Project Approach:

NFE / MKSK will review the scope of work with all Team members per the attached RFP to communicate the City's design intent. NFE / MKSK will complete the preliminary planning / conceptual design to meet the project requirements.

NOWAK & FRAUS ENGINEERS

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PONTIAC, MI 48342-5032

WWW.NFE-ENGR.COM

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FAX: 248.332.8257



CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

RE: City of Madison Heights DDA - NFE Submission Letter / Letter of Interest
2023 City of Madison Heights DDA – RFP MH23-01 Services / Downtown Madison Heights
Streetscaping and Conceptual Engineering Plan: 11 Mile Road Project
June 1, 2023 - Page 2 of 3

Our past efforts and performance have substantiated our knowledge, experience, and teamwork with city staff. We pride ourselves on preparing plans and specifications which are accurate, easy to read and are easy to construct from without the need for expensive change orders or scope changes due to the detail and completeness of our work.

Unique Project Experience

As a long-term consultant to the City of Madison Heights and for many private sector clients, NFE has experience in almost every type of project. We have recently provided professional land survey, civil engineering design and construction administration / construction observation services for the following park / plaza / streetscape projects in other locations within Michigan.

- **Royal Oak City Center / Connectivity Project with Streetscape and Roadway Improvements.**
- **Normandy Oaks Park Development / Site Improvements – Royal Oak, MI.**
- **MI Law Enforcement Officers Memorial Monument Plaza – State Capital Complex, Lansing, MI.**
- **Franklin Road Streetscape and Sidewalk / Plaza Improvements – Village of Franklin, MI.**
- **Orchard Lake Road Streetscape and Median Improvements – West Bloomfield Township, MI.**
- **Hundreds of Landscape/ Rec projects on Private Sector Developments, Various Locations, MI.**

Please find attached our Fee Proposal for your review and consideration based upon the RFP requirements. All preliminary planning and conceptual design documentation / estimates will be prepared in accordance with your April 26, 2023, RFP documents.

Please feel free to contact us directly to discuss this proposal. My direct line is (248) 332-7931 x 253. We look forward to working with your office on this exciting project.

Respectfully submitted,
NOWAK & FRAUS ENGINEERS

Timothy L. Germain, P.E.
Managing Partner

MKSK

Matthew McGrath, ASLA, PLA, LEED AP
Associate Principal

Respectfully submitted,
NOWAK & FRAUS ENGINEERS

Brad W. Brickel, PE
Principal

MKSK

Kristyn Bowden, ASLA, PLA, LEED Green
Associate, Project Manager

cc: NFE Electronic File 2023 / City of Madison Heights DDA - RFP MH23-01 Services / Downtown Madison Heights
Streetscaping & Conceptual Engineering Plan: 11 Mile Road Project

NOWAK & FRAUS ENGINEERS

46777 WOODWARD AVENUE
PONTIAC, MI 48342-5032

WWW.NFE-ENGR.COM

VOICE: 248.332.7931
FAX: 248.332.8257



Firm Profile



ABOUT US

Nowak & Fraus Engineers (NFE), a Michigan-based firm, specializes in civil engineering, land surveying and land planning services for both public and private clients. Since our inception in 1969, NFE has successfully provided professional services to several thousand clients and has been honored with numerous awards.

At NFE, we know long-term relationships are the foundation of our success. Our talented staff of 80+ team members is dedicated to the development and maintenance of client relations. Using a wealth of in-house knowledge and expertise, we are able to tackle even the most challenging design projects for our clients.

Public Work – In our public work sector, NFE has performed work in nearly every community in Southeast Michigan, and serves in the capacity of consulting engineer to 12 municipalities with the average years of continuous service being 20. We pride ourselves on being able to assist each community with the necessary steps to improve the quality of life for their residents.

Private Work – Assisting private clients in finalizing project objectives and implementing those into a design that can be effectively constructed to achieve the highest benefit/cost to the owner is the core of our private work. Our work has included developments for office/industrial, healthcare, education, residential, financial, retail, recreation, religious and restaurants.

SPECIALIZED SERVICES

- Municipal/Civil Engineering
- Transportation/MDOT
- Land Development
- Land Surveying and Mapping
- Land Planning and Landscape Architecture
- Environmental, Woodlands, Wetlands and LEED Development
- Construction Engineering
- Site Analysis and Infrastructure Evaluation

TEAM MEMBERS

Professional Engineers	15
Civil Engineers	18
Engineering Technicians	10
Professional Land Surveyors	4
Land Surveying Technicians	22
Construction Inspectors	7
Arborist/Wetland Specialist	1
Planner/Landscape Architect	1
Administrative Support	6
Total	84



LOCATIONS

Oakland County Office

46777 Woodward Avenue
Pontiac, MI 48342
Phone: 248.332.7931

Wayne County Office

28 W. Adams, Suite 210
Detroit, MI 48226
Phone: 313.965.2444

Macomb County Office

48680 Van Dyke, Suite 200
Shelby Twp., MI 48317
Phone: 586.739.0939

Additional Information

www.nfe-engr.com

Municipal/Civil Engineering



Working with governmental agencies, NFE understands the engineering needs and challenges of today's communities. Our staff is skilled in all phases of infrastructure development and rehabilitation from planning through design and construction. We are committed to improving our clients' communities by providing exceptional engineering services to make meaningful and lasting improvements.

AREAS OF EXPERTISE

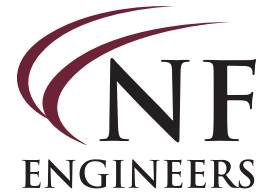
- Municipal Consulting
- Site Development
- Master Plan Development
- Land Surveying and Mapping
- Utility Design and Coordination
- Road/Highway Design
- Storm Water Drainage and Detention
- Infrastructure Evaluation
- Municipal Facilities
- Grant Writing Assistance
- Manhole Rehabilitation
- Parking Lot Design
- Park Planning and Design
- Right-of-Way/Easement Acquisition
- Construction Engineering
- Environmental Permitting
- Landscape Architecture
- Special Assessment Districts
- Trenchless Technologies
- Sewer Rehabilitation



Consulting engineers for the following communities:

- City of Birmingham
- City of Hazel Park
- City of Huntington Woods
- City of Madison Heights
- Village of Oxford
- City of Pontiac
- City of Royal Oak
- West Bloomfield Township
- York Township
- City of Rochester Hills
- Independence Twp.
- Shelby Twp.

Transportation/MDOT



Prequalified by MDOT in 18 construction, design and survey categories is the essence of NFE's public transportation work. Our professional staff uses MDOT standards and specifications to design and administer construction projects on behalf of MDOT and local government agencies. Our familiarity with MDOT requirements extend beyond governmental work as we utilize MDOT's time tested standards in completing design and construction projects for private clients as well.

MDOT PREQUALIFICATIONS

- Construction Engineering: Assistance
- Construction Engineering: Roadway
- Construction Engineering: Roadway – Local Agency Program
- Construction Inspection: HMA Pavement
- Construction Inspection: Roadway
- Construction Inspection: Traffic and Safety
- Construction Services: Office Technician
- Construction Testing: Aggregates
- Construction Testing: Concrete
- Design – Roadway
- Design – Roadway: Intermediate
- Design – Traffic: Pavement Markings
- Design – Traffic: Work Zone Maintenance of Traffic
- Design – Utilities: Municipal
- Design: Landscape Architecture
- Surveying: Construction Staking
- Surveying: Right-of-Way
- Surveying: Road Design



FIRM OVERVIEW

MKSK



We invite you to explore the character of our work.

MKSK is a collective of Planners, Urban Designers, and Landscape Architects, founded in 1990, who are passionate about the interaction between people and place. We are a practice with a network of eleven metropolitan studios in Michigan, Ohio, Illinois, Indiana, Kentucky, South Carolina, Georgia, and Florida. MKSK works to solve the pressing issues in our cities and communities, and build places where people want to live. We work with communities and clients to reimagine, plan, and design dynamic environments for the betterment of all. MKSK approaches planning and design with a clear understanding that each place is unique and has economic, social, environmental, historical, and cultural influences which should be explored through thoughtful, context sensitive design.

We help communities and our clients meet the challenges of changing global conditions by addressing resiliency and sustainability. We shape place to improve lives, and we share our transformational stories and the power of strong planning and design to inspire ourselves, our peers, and the world to work together for the common good.

Our transportation planning studio advances our work through a variety of projects including city-wide thoroughfare plans, corridor plans, Complete Streets and non-motorized planning, transit and TOD plans or codes, traffic calming strategies, street design manuals, and more. Our landscape architects design streetscapes and public spaces that are inviting and complement the unique setting of each street or district. We have assisted many cities in the transformative redesign of auto-oriented streets into places that appeal to all types of travelers while still working for automobiles and freight. Let's work together to help propel your city to be a leader in linking land use and transportation to create more Great Streets and Memorable Places.

COLUMBUS	614.621.2796
ATLANTA	404.500.8575
CHICAGO	614.621.2796
CINCINNATI	513.818.3842
CLEVELAND	216.423.6150
DETROIT	313.652.1101
GREENVILLE	864.626.5715
INDIANAPOLIS	317.423.9600
LAFAYETTE	765.250.9209
LOUISVILLE	502.694.1416
ORLANDO	407.871.9607

mkskstudios.com



FIRM INTRODUCTION

Fleis & VandenBrink (F&V) started in 1993 as a team of two and has grown to more than 250 multi-disciplined professionals in nine offices. Our growth is attributed to hiring the best people, doing great work, and focusing on client relationships.

We build strong relationships through communication and an understanding of our client's needs. We work collaboratively to reveal potential issues and concerns prior to beginning work. Knowledge of those critical factors gives us agreed upon expectations and allows us to work together towards successful projects.

We also understand funding and how it turns a project vision into reality. Since our inception, our funding experts have obtained more than \$1 billion in grants and low-interest loans for our clients. We work diligently with state and federal organizations to find and obtain the best option for each project.

Our team encompasses a broad range of in-house services designed to provide our clients with a one-stop shop consultant who designs custom-fit solutions and award-winning projects as promised – on time and on budget.

CORPORATION

Fleis & VandenBrink Engineering, Inc. (F&V) was established in January of 1993 as a firm of Professional Consulting Engineers.

F&V currently operates as a Corporation in the States of Michigan and Indiana.

Larry Fleis, PE
Chairman of the board

John DeVol, PE
President

www.fveng.com | 800.494.5202

CORE PRINCIPLES

Understand our customers' needs and satisfy them...
Employ, value, and empower good people...
Do what we say we are going to do...
Have fun!

VISION STATEMENT

F&V is the leader for delivering efficient, effective, innovative projects by top professionals who are making a difference.

As a strategic partner, F&V listens to clients needs to provide customized solutions to design, build and operate successful projects.





TRAFFIC ENGINEERING

SAFE AND EFFICIENT MOVEMENT ON ROADWAYS

F&V's traffic engineering department employs transportation engineers that know what it takes to ease traffic and maintain a steady flow of movement for optimum operational functionality.

Our approach to traffic engineering is to understand you, your goals, and the uses of your roadway, including its types of users and amount of traffic using the roadway. We will work with you from initial concept through construction to provide safe and efficient movement on your roadways that fit your needs. Whether your project is designing a roundabout or road dieting, our transportation engineers have the experience and knowledge of traffic patterns and habits to get your roads smoothly – and safely – flowing.

Our areas of expertise include:

- Access management review
- Community-wide traffic operations evaluation
- Complete streets
- Complex intersection capacity and operations
- Corridor studies
- Lane reduction studies ("road diets")
- Multi-modal integration (bike and walking paths)
- New facility traffic impacts
- Parking studies
- Pedestrian studies
- Public outreach and presentations
- Signal system optimization and operations
- Signal timing and coordination
- Signal warrant analysis
- Site circulation studies
- Transportation planning
- Traffic control studies
- Traffic impact analysis
- Traffic safety studies
- Traffic signal design
- Traffic study review

Timothy L. Germain, PE

Civil Engineers • Land Surveyors • Land Planners



YEARS OF EXPERIENCE

Industry – 31
NFE – 29

TITLE

Managing Partner

PROJECT ROLE

Principal-in-Charge

EDUCATION

Master of Science
Michigan Technological
University, 1992
Civil Engineering

Bachelor of Science
Michigan Technological
University, 1990
Civil Engineering

LICENSES

Professional Engineer, State
of Michigan, 1997
Professional Engineer, State
of Ohio, 2005

Mr. Timothy Germain is a Managing Partner at NFE with over 31 years of professional civil engineering experience in municipal consulting and private land development projects. Tim joined NFE in 1992 and has held the positions of project engineer, project manager, vice president and principal. In 2015, he was promoted to Managing Partner and Executive Committee member, overseeing the firm's practice, management and daily operations with two other managing partners.

Tim's expertise includes feasibility planning, site design, project management, design, construction engineering and construction administration. He is an effective manager who leads through example. His commonsense approach to design and project management provides his clients with sound engineering solutions, delivered on time and within budget. Much of his work is repeat business due to his and his team's experience, dedication, effort and customer service.

Together with his team, Tim has designed and managed a wide range of municipal public works projects and MDOT/FHWA highway projects exceeding \$175 million in value. In addition, he has designed and managed numerous private land development projects exceeding \$1 billion in value. Lastly, Tim serves the cities of Madison Heights, Huntington Woods and Royal Oak in the capacity of consulting city engineer.

PROJECT EXPERIENCE

Principal – Municipal Consulting Services

- City of Royal Oak, Michigan, Client since 2002, Ongoing
 - 2017-2020 Royal Oak City Center Development, Site Connectivity/Streetscape
 - 2020 Asphalt Resurfacing Road CAP Program CAP, 14 Streets
 - 2019 Asphalt Resurfacing Road CAP Program CAP, 20 Streets
 - 2015-2017 Concrete Street Repair Program
 - 2015-2017 Roadway Reconstruction CAP Program
 - East Fourth Street Corridor Upgrade from Main Street to Campbell Road
 - Royal Oak South Troy Street Parking Lot and DDA Streetscape Improvements
 - North Main Street Resurfacing from Eleven Mile Road to Gardenia (RRR)
 - South Washington Resurfacing from Lincoln Avenue to Eleven Mile Road (RRR)
 - Normandy Road Resurfacing from Crooks Road to Main Street (RRR)
 - Lincoln Avenue Resurfacing from Campbell Road to Stephenson Highway (ARRA)
- City of Madison Heights, Michigan, Client since 1977, Ongoing
 - 2015-2022 Transportation and Sidewalk Repair Program
 - 2017-2020 MDEQ Saw Grant Sanitary Sewer CCTV Cleaning/Investigation
 - 2017-2027 R3 Residential Street Reconstruction/Water Main Replacement
 - 2007-2017 R-2 Residential Street Reconstruction/Water Main Replacement
 - 1997-2007 R-1 Residential Street Reconstruction/Water Main Replacement
 - Stephenson Highway Resurfacing from Twelve Mile to Thirteen Mile (RRR)
 - Stephenson Highway Resurfacing from Thirteen Mile to Fourteen Mile (RRR)
 - Campbell Road Resurfacing from Thirteen Mile to Fourteen Mile (ARRA)
- City of Huntington Woods, Michigan, Client since 1980, Ongoing
 - 2012-2021 Pavement Reconstruction and Water Main Replacement Program
 - 2019-2021 CCTV Sewer Repair/Sewer Lining/Sewer Replacement Program
 - 2016-2018 CCTV Sewer Investigation/Sewer Cleaning Program
 - Coolidge Highway Reconstruction and Water Main Replacement 11 Mile to I-696

Timothy L. Germain, PE

Civil Engineers • Land Surveyors • Land Planners



Principal – Education/Student Housing Development

- University of Detroit Mercy, Student Union Renovation Expansion, Detroit, Michigan
- Central Michigan University, Graduate Housing, LEED Platinum Certification, Mount Pleasant, Michigan
- Oakland University, Oak View Residents Hall, LEED Gold Certification, Rochester, Michigan
- Walsh College, College Addition on Livernois Road, Troy, Michigan
- University of Michigan Dearborn, Student Mall/Medical Office Building, Dearborn, Michigan
- Michigan State University, Shaw Hall Improvements, East Lansing, Michigan
- Landmark Building/601 Forest, Private Student Residence, Ann Arbor, Michigan
- Farmington Public Schools Improvements, Farmington Hills, Michigan
- Troy Public Schools Improvements, Troy, Michigan
- Livonia Public Schools Improvements, Livonia, Michigan

Principal – Retail

- O'Reilly Automotive, Stores, 95 Locations throughout Michigan
- Flagstar Bank, Branches, 40 Locations in Southeast Michigan
- White Castle, Restaurants, 35 Locations in Southeast Michigan
- Tim Hortons/Wendy's, Restaurants, 25 Locations in Southeast Michigan
- Nolan Realty Investments, Storage Facilities, 60 Locations in Southeast Michigan
- Taylor Ford, Dealership, Taylor, Michigan
- Dick Huvaere's, Chrysler/Dodge/Jeep Dealership Expansion, Richmond, Michigan

Principal – Office

- Amazon, Project Cougar Fulfillment Center/Delivery Station Campus, Pontiac, Michigan
- Schostak Brothers, Palace of Auburn Hills Site Demolition/Campus Redevelopment, Auburn Hills, Michigan
- Lear Corporation Headquarters, Southfield, Michigan
- The Automobile Club of America Building, Birmingham, Michigan
- Planterra Conservatory, West Bloomfield, Michigan

Principal – Healthcare

- Henry Ford Healthcare, Office/Medical Building, Royal Oak, Michigan
- Manor Care, Memory Care/Skilled Nursing Centers, 22 Locations in Southeast Michigan
- Beaumont Hospital, Medical Office Center, Commerce Township, Michigan
- Harbor Oaks Hospital, Autism Unit, New Baltimore, Michigan

Principal – Municipal/Federal

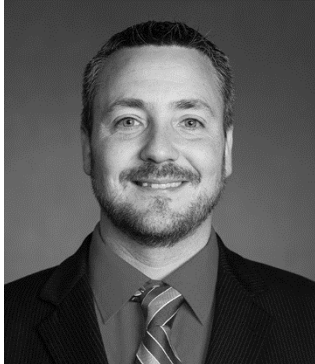
- USACE, Detroit Arsenal Office/Parking Structure, LEED Gold Certification, Warren, Michigan
- Detroit Metro Airport, Public Safety Training Facility, Romulus, Michigan
- Royal Oak City Center, City Hall/Parking Deck/Office, Royal Oak, Michigan
- Livonia Community Center Improvements, Livonia, Michigan
- Warren City Center Improvements, Warren, Michigan

Principal – Residential/Mixed-Use Development

- The Scott, Five Story Mixed-Use Development, Detroit, Michigan
- The Griffin, Five Story Mixed-Use Development, Royal Oak, Michigan

Brad W. Brickel, PE

Civil Engineers • Land Surveyors • Land Planners



YEARS OF EXPERIENCE

Industry – 20

NFE – 19

TITLE

Principal

PROJECT ROLE

Project Manager

EDUCATION

Bachelor of Science
Michigan Technological
University, 2001
Civil Engineering

LICENSES

Professional Engineer, State
of Michigan, 2006

Mr. Brad Brickel began his career at NFE as an engineer in 2002, and after several promotions, currently serves as Principal for the firm with over 20 years of civil engineering experience. His main role is Project Manager overseeing design and construction engineering services for several municipal engineering accounts and private land development projects, including residential, retail, office, and industrial developments.

Brad serves on the team that provides engineering consulting services to the cities of Royal Oak, Madison Heights, and Huntington Woods in the role of consulting city engineer. He is responsible for the design, management and construction administration for municipal roadway and utility systems (water main, sanitary sewer and storm drain) projects. Brad has also served in the capacity of MDOT construction engineer on a variety of 3R and 4R construction projects funded by FHWA/MDOT sources.

PROJECT EXPERIENCE

Project Manager – Municipal Consulting Services

- City of Royal Oak, Michigan, Client since 2002, Ongoing
 - Downtown Redevelopment of City Hall, Medical Building, Parking Deck and adjacent Roadway Streetscapes.
 - Asphalt Street Resurfacing Program
 - Concrete Street Repair Program (2015-2018)
 - East Fourth Street Corridor Upgrade from Main Street to Campbell Road
 - South Troy Street Parking Lot and DDA Streetscape
 - Normandy Road Resurfacing from Crooks Road to Main Street (RRR)
 - Lincoln Avenue Resurfacing from Campbell Road to Stephenson Highway (ARRA)
- City of Madison Heights, Michigan, Client since 1977, Ongoing
 - R-3 Residential Street Reconstruction and Water Main Replacement (2017-2027)
 - R-2 Residential Street Reconstruction and Water Main Replacement (2007-2017)
 - Campbell Road Resurfacing from Thirteen Mile Road to Fourteen Mile Road
 - Stephenson Highway Resurfacing (RRR) from Twelve Mile to Thirteen Mile
 - Stephenson Highway Resurfacing (RRR) from Thirteen Mile to Fourteen Mile
 - Thirteen Mile Road Concrete Sectional Project (NHPP) (2016-2020)
- City of Huntington Woods, Michigan, Client since 1980, Ongoing
 - 2019-2020 Bond Program – Pavement Reconstruction and Water Main
 - 2019-2022 CIPP Sewer Lining Project
 - 2018-2019 City Wide Sidewalk Program
 - 2014-2018 Bond Program – Pavement Reconstruction and Water Main
 - Coolidge Highway Reconstruction and Water Main from Eleven Mile to I-696

Project Manager – Healthcare/Institutional/Office

- Central Michigan University, New Graduate Housing, LEED Platinum Certification, Mount Pleasant, Michigan
- Oakland University, New Oak View Hall, LEED Gold Certification, Rochester, Michigan
- Walsh College, College Addition on Livernois Road, Troy, Michigan
- USACE, Detroit Arsenal New Office/Parking Structure, LEED Gold Certification, Warren, Michigan
- Beaumont Hospital, New MOB Center, Commerce Township, Michigan

Brad W. Brickel, PE

Civil Engineers • Land Surveyors • Land Planners



- HCR Manor Care, New Assisted Living Facilities, Multiple Locations in Michigan
- Boji Group, Henry Ford Health Care Development, Royal Oak, Michigan
- Turcotte Develop Group, Concentra Urgent Care, Romulus, Michigan
- City of Ferndale, Public Library Improvements, Ferndale, Michigan

Project Manager – Residential/Mixed-Use/Industrial

- Robertson Brothers, Normandy Oaks Residential/Townhomes, Royal Oak, Michigan
- Robertson Brothers, Villas at Bloomfield Grove, Bloomfield Township, Michigan
- Robertson Brothers, Encore at Tribute, Wixom, Michigan
- Robertson Brothers, Lake View Residential Subdivision, Novi, Michigan
- Robertson Brothers, Brewster Village, Rochester Hills, Michigan
- Robertson Brothers, Long Lake Square Townhomes, Troy, Michigan
- Seefried Properties, Amazon Facility, Pontiac, Michigan
- Schostak Brothers & Company, Palace Redevelopment, Auburn Hills, Michigan
- Ed Rose & Sons, Apartment Complex, Bloomfield Township, Michigan
- Singh Development, The Griffin High-End Mixed-Use Development, Royal Oak, Michigan
- New Midtown Pointe Townhome Development, Royal Oak, Michigan
- Robertson Brothers, The Townes at 3506, New Townhome Development, Royal Oak, Michigan
- SOMA District, New High-End Mixed-Used Development, Detroit, Michigan
- The Scott, New Mixed-Use Development, Detroit, Michigan
- Allied Industrial Commerce Center, New 10-acre Parking Lot, Livonia, Michigan
- Kemp & Company, Industrial Developments, Multiple Locations in Southeast Michigan

Project Manager – Retail

- Flagstar Bank, New Branches, Multiple Locations in Southeast Michigan
- Zeal Credit Union, New Branches, Multiple Locations in Southeast Michigan
- Dick Huvaere's Dealership, Richmond, Michigan
- White Castle, New Restaurants, Multiple Locations in Southeast Michigan
- EZ Storage, New Facilities, Multiple Locations in Southeast Michigan

Ryan J. Johnson

Civil Engineers • Land Surveyors • Land Planners



YEARS OF EXPERIENCE

Industry – 25
NFE – 25

TITLE

CAD Manager

PROJECT ROLE

CAD Manager

EDUCATION

Classes at University of
Detroit Mercy, Oakland
Community College and
Autodesk University

Mr. Ryan Johnson began his career at NFE as a survey crew member in 1996, and soon after, became part of the office staff as an engineering technician. After several promotions over the years, he currently serves as AutoCAD Manager with over 25 years of experience. His main role is preparing site plans and engineering construction documents for both municipal public works and private land development projects. Ryan also oversees the purchasing and maintenance of computer/CAD workstations for the firm and provides technical support for NFE employees.

PROJECT EXPERIENCE

CAD Manager – Municipal Consulting Services

- City of Royal Oak, Michigan, Client since 2002, Ongoing
 - 2015-2016 Concrete Street Repair Program
 - East Fourth Street Corridor Upgrade from Main Street to Campbell Road
 - South Troy Street Parking Lot and DDA Streetscape
 - Normandy Road Resurfacing from Crooks Road to Main Street (RRR)
 - Lincoln Avenue Resurfacing from Campbell Road to Stephenson Highway
- City of Madison Heights, Michigan, Client since 1977, Ongoing
 - R-3 Residential Street Reconstruction and Water Main Replacement (2017-2027)
 - R-2 Residential Street Reconstruction and Water Main Replacement (2007-2017)
 - Campbell Road Resurfacing from Thirteen Mile Road to Fourteen Mile Road
 - Stephenson Highway Resurfacing from Twelve Mile Road to Thirteen Mile Road
 - Stephenson Highway Resurfacing from Thirteen Mile Road to Fourteen Mile Road
- City of Huntington Woods, Michigan, Client since 1980, Ongoing
 - Pavement Reconstruction and Water Main Replacement Program (2012-2021)
 - 2015 Bond Program – Pavement Reconstruction and Water Main
 - 2014 Bond Program – Pavement Reconstruction and Water Main
 - Coolidge Highway Reconstruction and Water Main from Eleven Mile Road to I-696

CAD Manager – Institutional/City Facilities

- City of Warren, City Center Development, Warren, Michigan
- City of Livonia, Recreational Community Center, Livonia, Michigan
- USACE, Detroit Arsenal Office/Parking Structure, LEED Gold Certification, Warren, Michigan
- City of Ferndale, Public Library, Ferndale, Michigan
- City of Royal Oak, Royal Oak City Hall and Parking Structure, Royal Oak, Michigan

CAD Manager – Education

- Central Michigan University, New Graduate Housing, LEED Platinum Certification, Mount Pleasant, Michigan
- Oakland University, New Oak View Hall, LEED Gold Certification, Rochester, Michigan

CAD Manager – Retail

- Flagstar Bank, New Branches, Multiple Locations in Southeast Michigan
- White Castle Restaurants, Multiple Locations in Southeast Michigan
- AAA of Michigan, Birmingham, Michigan
- Wendy's/Tim Hortons Restaurants, Multiple Locations in Southeast Michigan
- EZ Storage Facilities, Multiple Locations in Southeast Michigan

CAD Manager – Residential

Ryan J. Johnson

Civil Engineers • Land Surveyors • Land Planners



- The Harbors, Clinton Township, Michigan
- Midtown Pointe Townhouses, Royal Oak, Michigan
- The Scott, Mixed-Use Development, Detroit, Michigan
- Robertson Brothers Homes, Multiple Location in Southeast Michigan
- Edward Rose & Sons, Multiple Locations in Southeast Michigan

CAD Manager – Industrial/Commercial/Healthcare

- Kemp Building Company, Multiple Locations in Southeast Michigan
- Allied Commerce Center, Livonia, Michigan
- The Griffin, Mixed-Use Development, Royal Oak, Michigan
- SOMA Detroit, Mixed-Use Development, Detroit, Michigan
- Erskine Detroit, Mixed-Use Development, Detroit, Michigan
- City of Royal Oak, Medical Building, Royal Oak, Michigan
- Beaumont Hospital, MOB Center, Commerce Township, Michigan
- Amazon Warehouse and Distribution Center, Pontiac, Michigan

Michael R. Carnaghi

Civil Engineers • Land Surveyors • Land Planners



YEARS OF EXPERIENCE

Industry – 19

NFE – 19

TITLE

Engineering Technician III

PROJECT ROLE

CAD Technician

Mr. Michael Carnaghi began his career with NFE as a survey crew member in 2002, and soon after, became part of the office staff as an engineering technician. After several promotions over the years, he currently serves as Engineering Technician III with over 19 years of experience. Michael's daily duties include the preparation of site plans and construction documents for residential, retail, office and industrial developments, along with roadway and utility improvement drawings for municipal clients. Due to Michael's excellent communication skills and overall industry experience, he interfaces directly with clients and consultants to achieve project goals and requirements.

PROJECT EXPERIENCE

CAD Technician – Municipal Consulting Services

- City of Royal Oak, Michigan, Client since 2002, Ongoing
 - Concrete Street Repair Program (2015-2016)
 - Normandy Road Resurfacing from Crooks Road to Main Street (RRR)
 - Lincoln Avenue Resurfacing from Campbell Road to Stephenson Highway (ARRA)
- City of Madison Heights, Michigan, Client since 1977, Ongoing
 - R-3 Residential Street Reconstruction and Water Main Replacement (2017-2027)
 - R-2 Residential Street Reconstruction and Water Main Replacement (2007-2017)
 - Stephenson Highway Resurfacing from Twelve Mile Road to Thirteen Mile Road
 - Stephenson Highway Resurfacing from Thirteen Mile Road to Fourteen Mile Road
- City of Huntington Woods, Michigan, Client since 1980, Ongoing
 - 2015 Bond Program – Pavement Reconstruction and Water Main
 - 2014 Bond Program – Pavement Reconstruction and Water Main

CAD Technician – Healthcare/Institutional/City Facilities

- City of Warren, City Center Development, Warren, Michigan
- Beaumont Hospital, MOB Center, Commerce Township, Michigan
- City of Ferndale, Public Library, Ferndale, Michigan

CAD Technician – Education

- Central Michigan University, New Graduate Housing, LEED Platinum Certification, Mount Pleasant, Michigan
- Oakland University, New Oak View Hall, LEED Gold Certification, Rochester, Michigan
- Walsh College, College Addition on Livernois Road, Troy, Michigan
- Michigan State University, Shall Hall Parking Lot Renovation, East Lansing, Michigan
- Farmington Public Schools, Surveying Services for Two Elementary Schools, Farmington Hills, Michigan
- Clawson Public Schools, Surveying Services for Clawson High School Athletic Field, Clawson, Michigan

CAD Technician – Retail

- O'Reilly Auto Parts, Over 85 Locations throughout Michigan
- Flagstar Bank, Multiple Locations in Southeast Michigan

CAD Technician – Residential

- SOMA, Mixed-Use Development, Detroit, Michigan
- The Scott, Mixed-Use Development, Detroit, Michigan
- SoMa, Mixed-Use Development, Royal Oak, Michigan

MATT MCGRATH, ASLA, PLA, LEED AP

Associate Principal, Landscape Architect

MKSK

For Matt, one of the greatest challenges is maintaining a sense of authenticity and appreciating the contextual relationships of the environments he shapes. He shifts the approach toward the basic principles, set new precedents, and help improve the world we live in.

Matt has more than 22 years experience on diverse projects ranging from large scale healthcare master planning and public open space design, to detailed site design. In recent years, his focus has been on large scale urban based projects. As a project manager his responsibilities include client relations, contract management, budget oversight, consultant coordination, project staffing and scheduling, and design review. He has a demonstrated ability to successfully provide design oversight on often complex projects.

Project Experience

Tremont Road Corridor Plan & Implementation
Upper Arlington, Ohio

15th & High Urban Design Framework Plan and Implementation
Columbus, Ohio

Greater Northam Park Gateway & Parking Improvements Upper
Arlington, Ohio

The Ohio State University Cannon Drive Corridor Study
Columbus, Ohio

OSU Cannon Drive Relocation Phases 1 and 2
Columbus, Ohio

OSU Wexner Medical Center West Park Streetscape
Columbus, Ohio

OSU Herrick Drive Extension
Columbus, Ohio

OSU Transportation Implementation Plan
Columbus, Ohio

Youngstown Riverfront Park, Amphitheater & Streetscapes
Master Plan
Youngstown, Ohio

Education

The Ohio State University,
Master of Landscape Architecture, 2001
Universidad Católica de Córdoba, Argentina,
Foreign Studies, 2000
Ohio University,
Bachelor of Arts Political Science / Business Administration,
1995, Cum Laude

Registration

Registered Landscape Architect, OH
LEED Accredited Professional, 2009

Professional Affiliations

American Society of Landscape Architects



KRISTYN BOWDEN, PLA, ASLA, LEED GREEN ASSOCIATE

Associate, Landscape Architect

MKSK

With an attention to detail and sustainable approach, Kristyn is committed to designs of aesthetic quality and function while being mindful of both the natural and built environment.

Kristyn is an experienced Landscape Architect with over 16 years experience with the firm and professional experience on a wide range of projects. Kristyn excels at building meaningful relationships with clients and sub-consultants resulting in client satisfaction and successful design. She is involved in all phases of the project from initial planning and design to construction detailing and has experience with sustainable design practices. Her projects often focus on streetscape design, higher education campus design and parks and recreation planning/design.

Project Experience

Maple Road & South Old Woodward Design
Birmingham, Michigan

Mound Road Reconstruction
Macomb County, Michigan

Centennial Commons Park
Royal Oak, Michigan

Creative Campus Streetscape
Columbus, Ohio

Front/Marconi Streetscapes
Columbus, Ohio

Woerner Avenue Streetscape
Clarksville, Indiana

River Road
Lafayette, Indiana

Tremont Road Corridor Plan & Reconstruction
Upper Arlington, Ohio

Johnson Control Hall of Fame Village Infrastructure & Streetscapes
Canton, Ohio

Lexington Streetscape Master Plan
Lexington, Kentucky

Education

The Ohio State University,
Bachelor of Science Landscape Architecture, 2006

Registration

Registered Landscape Architect, MI, OH
LEED Green Associate, U.S. Green Building Council

Professional Affiliations

American Society of Landscape Architects



ANN MARIE KERBY, AICP

Senior Associate, Planner

MKSK

Ann Marie promotes pedestrian-scaled development through innovative community engagement, policy, and regulatory solutions.

Ann Marie has over 13 years of professional experience in the planning field specializing in long-range comprehensive planning, transportation planning, and facilitating effective community and stakeholder engagement. Prior to MKSK, she served as a Senior City Planner for the City of Cincinnati where she managed and facilitated neighborhood plans, the Cincinnati Form-Based Code, as well as evaluated zoning changes and site plans to ensure land use compatibility. During her time at MKSK, Ann Marie has expertly managed complex zoning, land use, and transportation projects, delivering refined and implementable solutions to clients.

Project Experience

Telegraph Road Corridor Improvement Plan
Monroe, Michigan

Adams Road Corridor Study
Rochester Hills, Michigan

Rochester Hills Transportation Master Plan
Rochester Hills, Michigan

RTA Mobility Oriented Development Study
Detroit to Pontiac and Ann Arbor, Michigan

Shaping the Avenue Corridor Redevelopment Plan
and Form-Based Code
Lansing, Michigan

Hamtramck Redevelopment and Transportation Strategies
Hamtramck, Michigan

Washington Township Traffic and Transportation Study
Washington Township, Michigan

Shelby Township Transportation Study
Shelby Township, Michigan

Grand Blanc Mobility Study
Grand Blanc, Michigan

Holland Moves Non-Motorized Transportation Plan
Holland, Michigan

Lorain Road Corridor Study
Fairview Park, Ohio

Education

Michigan State University
Bachelor of Science, with Honors, Urban and Regional
Planning, 2009

Registration

Certified Planner, American Planning Association

Professional Affiliations

American Planning Association



JAMES GOFF, PLA, LEED AP ND

Landscape Architect

MKSK

James' passion is placemaking and designing amenity spaces in high traffic areas that positively impact the wellness of the users of the space, while simultaneously enhancing the natural environment and strengthening connections to adjacent sites.

James has over 10 years of experience in the profession covering a wide range of project types in different firm settings, from smaller residential site design to large mixed use master planning efforts. He has experience in providing site planning and construction drawings for commercial, industrial, healthcare, education, public parks, and trail projects. James enjoys getting into the fine details of designing smaller amenity spaces and connecting them to their surroundings by taking a holistic design approach. He also enjoys working on projects focused on sustainability with a goal to incorporate green principles in all of his designs.

Project Experience

South Old Woodward Design & Construction Advising
Birmingham, Michigan

Mound Road Reconstruction
Macomb County, Michigan

Kalamazoo Downtown Street Analysis
Kalamazoo, Michigan

Hope College North Campus Gateway
Holland, Michigan

MDOT US 23 (I-94 to M-14)
Ann Arbor, Michigan

Manistee River Streetscape Design Plan
Manistee, Michigan

Columbus Avenue Streetscape Design
Sandusky, Ohio

Springboro Franklin Gateway Implementation
Springboro, Ohio

Education

Michigan State University,
Bachelor of Landscape Architecture, 2010

Registration

Registered Landscape Architect, Michigan
LEED AP ND, U.S. Green Building Council

Professional Affiliations

U.S. Green Building Council
Friends of the Rouge



BRAD STRADER, AICP, PTP

Principal, Planner | Role: Principal Advisor

MKSK

Brad advocates linking land use with multi-modal transportation and design to create vibrant places.

Brad has 40 years experience on 200+ projects. He specializes in multi-modal transportation planning, comprehensive and downtown plans, and innovative district regulations that entice designer development and has led or been involved in over 100 community engagement efforts using both in person and virtual techniques. Brad is a frequent lecturer on planning, zoning and transportation topics at state, regional, and national conferences and training webinars.

Project Experience

Old Woodward Avenue/Maple Road Corridor & On-going Multimodal Transportation Advising
Birmingham, Michigan

Shaping the Avenue Corridor Redevelopment Plan and Form-Based Code & Lansing Street Design Manual
Lansing, Michigan

Kalamazoo Downtown Streets Design
Kalamazoo, Michigan

Mound Road Reconstruction
Macomb County, Michigan

Telegraph Road Corridor Improvement Plan
Monroe, Michigan

Auburn Road Corridor Plan
Rochester Hills, Michigan

Rochester Hills Transportation Master Plan
Rochester Hills, Michigan

Michigan Avenue PEL Study
Detroit, Michigan

MDOT I-94/M-43 PEL Study
Kalamazoo, Michigan

Grand Blanc Mobility Study
Grand Blanc, Michigan

Holland Moves Non-Motorized Transportation Plan
Holland, Michigan

Education

Michigan State University,
B.S., with Honors, in Urban Planning, 1983

Registration

Fellow, Institute of Transportation Engineers (FITE)
ITE Certified Professional Transportation Planner (PTP)
Certified Planner, American Planning Association (AICP)

Professional Affiliations

American Institute of Certified Planners
Transportation Research Board
Institute of Transportation Engineers

Boards & Commissions

Vice-Chair and Board Member, American Planning Association Private Practice Division (APA PPD)
Vice-Chair, ITE Committee to create Recommended Practice for Multi-modal Transportation Impact Assessments



mkskstudios.com

PROFESSIONAL BIO

Julie has been involved in a wide variety of traffic and transportation engineering projects for over 20 years, including all aspects of transportation planning, operations, and design. She has provided traffic and mobility analyses on hundreds of different federal, state, and local projects. Julie has expertise in freeways, municipal roadways, intersections, traffic engineering, design, and operations, and has been responsible for project development from planning level analyses to detailed maintaining traffic plans and provisions.

As Traffic Engineering Group Manager, she is responsible for all aspects of the project scoping, analysis, design, and delivery. Julie has a broad range of experience that is essential in evaluating each project and she is able to effectively and concisely communicate this information.



JULIE KROLL, PE, PTOE
Traffic Engineering, Group Manager | Associate



jkroll@fveng.com
248.536.1998



BS Civil/Trans. Engineering
Michigan Technological
University



Professional Engineer
Michigan (No. 6201057356)
PTOE (No. 3675)

Maple Road Corridor Study - Birmingham

Project manager responsible for the evaluation of an existing four-lane cross section and lane usage on Maple Road between Cranbrook Road and Southfield Road in Birmingham, Michigan to determine if a “Road Diet” from a four-lane cross section to a three-lane cross section would enhance operations for all transportation users including drivers, pedestrians, and bicyclists. Study analyses included modeling of the study network (six signalized intersections) using Synchro and SimTraffic analysis software. Measures-of-effectiveness (MOEs) that were evaluated included intersection delays, Levels of Service (LOS), and vehicle queues. All traffic analysis models were developed in accordance with the MDOT Electronic Traffic Control Device Guidelines, the Michigan Signal Optimization Guidelines, and the Michigan Manual on Uniform Traffic Control Devices and signal timing permits for the study intersections. The recommendations of the study were reviewed by the City of Birmingham and the City implemented the proposed plan after a trial run for the three-lane conversion.

11 Mile and Rochester Road, Road Diet Studies - Royal Oak

Project manager for the Road Diet Traffic Studies for both the 11-Mile Road and Rochester Road corridors through the City of Royal Oak, Michigan. The City has programmed capital improvement projects on both roadways and was evaluating the possibility of a road diet as part of both reconstruction projects. The road diet study evaluated converting the existing four-lane roadway to a three-lane roadway cross-section with center left-turn lane. The primary goal of the road diet is to improve safety along the corridor. Additionally, the road diet provides opportunities to utilize the extra roadway width to provide additional pedestrian and bicycle infrastructure along the corridor. The results of the analysis showed that the road diets could be considered along both roadways. The City approved the construction of the Rochester Road with a three-lane section and will be completed in 2023. The 11 Mile Road diet study is still under review and consideration by the City for potential construction in 2024.

Kent Road Streetscape Downtown Parking Study - Portland

Project Manager for the evaluation of Kent Street between Academy Street and Grand River Avenue in the City of Portland, MI. This section of roadway received MDOT Small Urban funding to reconstruct the roadway in 2023 and as part of this project the City is considering widening the sidewalks on Kent Street and converting the existing angle parking to parallel parking spaces as well as other configurations. F&V performed an evaluation of all available public parking to determine if there is adequate parking capacity in the downtown area to offset the impact of converting the angle spaces to parallel parking. The results of the analysis showed that the conversion would result in a reduction of 23 spaces, however there was adequate parking capacity in the downtown to offset any losses in on street parking due to the conversion.



MOUND ROAD RECONSTRUCTION, MACOMB COUNTY ROADS, MI

PROJECT APPROACH

Project Understanding

The City of Madison Heights has showcased its dedication to creating high-quality streetscape environments, as outlined the 2021 Master Plan. That plan has established a vision that guides the current design process, emphasizing the importance of creating attractive and well-designed street environments.

Due to the dynamic nature of traffic conditions, development patterns, and surrounding land uses, it is important to acknowledge that there is no universal solution for roadway corridor design. Each corridor requires careful consideration and customization to effectively address its unique characteristics and evolving circumstances.

Our Design Team's approach to urban design will strive to establish a cohesive design language for the entire corridor environment, which reflects the architectural and cultural heritage of Madison Heights. We will consider various design elements such as plantings, lighting, hardscape materials, ADA facilities, site furnishings, and signage. By carefully selecting and integrating these elements, we can reinforce a strong connection to the local community and create a sense of place that resonates with the unique character of Madison Heights.

With that approach in mind and with a focus on providing comprehensive Streetscape design and conceptual level engineering we understand the project objectives to be the following:

- 1) Develop a comprehensive streetscape design, building on the vision established in the Master Plan, with a focus on pedestrian environments, amenities, traffic calming and other streetscape elements aimed at establishing a "signature street experience".
- 2) Provide design guidelines for 11 Mile Rd from Stephenson Hwy to Lorenz, with the goal of creating a seamless pedestrian-based environment, including the development of recommendations and specific design criteria to guide future improvements adjacent to the public right-of-way.
- 3) Develop clear and actionable implementation strategies, with the goal of supplying City leadership comprehensive information regarding design, construction, sequencing, costing, and funding opportunities. Our intent is to provide resources which will enable informed budgeting and political decision-making as the project progresses through different phases of engineering and construction.

Additionally, our design process will thoroughly engage property owners, business leaders, and the general community with the goal of understanding shared concerns and desires. Our communication style is clear and concise and uses innovative graphic techniques and engaging presentations to highlight opportunities in ways that solicit feedback and engagement.

PROJECT APPROACH

Project Approach & Work Program

Our approach will result in a plan that sets a vision for the entire corridor and provides guidance for future development and strategic decision making. It will be designed to serve as a resource for city leadership in assessing and guiding private development along the corridor. The plan will identify opportunities to improve long-term environmental and sustainability aspects and aim to maximize those opportunities. Additionally, the plan will include a compilation of agreed-upon standards for site development materials and equipment. This will ensure consistency and maintain a minimum level of quality over time.

Based on this understanding of the project, we propose the following project Approach:

Task I – Understanding & Analysis

At the launch of the design effort, our team will facilitate a project kick-off work session with project stakeholders to outline the entire design process, review programmatic needs and clarify project objectives. This kickoff process will establish the foundation for project success by striving to create clear goals, which will serve as guiding principles as the project advances.

Additional efforts will include extensive research and review of all past relevant work associated with the study area, including existing conditions, zoning, engineering analysis and contextual influences. The outcome of this research and analysis work will provide the foundation for the development of design solutions.

Tasks

1. Review all pertinent documents including the City's Master Plan, the DDA Development Plan, and new Zoning Ordinance currently in development to highlight existing goals and objectives for the project area.
2. Gather existing base data mapping and GIS level information required to inform the design process.
3. Conduct a kick-off work session with City staff to discuss the project approach including identification of the project goals and objectives, schedule of production, preliminary design thoughts, communications protocol, and review a Project Steering Committee of key stakeholders with representation from the various city departments, key property/business owners, and others to be determined by the city.
4. Conduct a corridor "walk-through" including the Design Team, City staff, and DDA to view and discuss corridor issues. Prepare general assessment of existing site conditions, identify problem areas, opportunities, and constraints.

Meetings

- Kick off meeting work session
- Site Visit / "Walk-through"
- Bi-Weekly coordination meetings (virtual)

Deliverables

- Project Goal and Objectives
- Comprehensive Base mapping (GIS level with aerials)
- Issues & Opportunities Assessment (photo inventory)
- Kick off Summary document

PROJECT APPROACH

Task II – Stakeholder & Community Engagement

The public engagement process plays a crucial role in establishing and fostering a sense of ownership among the community. Effective public communication is a fundamental step towards achieving project success, helping ensure that focus areas are understood, supported, and embraced by the stakeholders.

We begin each engagement process by formulating a plan tailored to each project's unique set of challenges. Our engagement plan will serve to outline the project's purpose, define the target audience for engagement, and outline the methods by which we will engage with them. This will include activities such as project promotion, delineation of roles and responsibilities between consultants and city staff, and an outline of the communication tools and touchpoints during the engagement the planning process.

We expect the engagement process to extend throughout a significant portion of the design process and provide a means to actively seek feedback from stakeholders. This feedback will be invaluable in securing stakeholder support and ensuring that key perspectives are incorporated into the project.

Tasks

1. Create a Community Engagement Plan and establish a Steering Committee made up of community stakeholders including business owners, residents, public officials, developers, and religious and educational and cultural institutions. Stakeholder Steering Committee meetings to include during the kickoff phase, concept design phase and before finalizing the conceptual engineering plans. This includes a one-day design workshop to help the team understand the design preferences and inform the concept design.
 - During the one-day design workshop MKSK will assist the city with presenting the project to the stakeholders to inform them of the scope of the project, review the goals of the corridor enhancement project, and solicit their early opinions on design direction.
 - Beyond in person or virtual meetings, we also have online tools that can help broaden our outreach to the community. This includes online surveys and our interactive mapping tool.
2. Establish an Agency Group to meet with utility, transportation, and roadway agencies to ensure that designs are compatible with existing and future planned infrastructure projects.
3. Summarize findings/results of the stakeholder and community engagement and review with Steering Committee for their concurrence and direction.

Deliverables

- Community Engagement Plan
- Summary of engagement sessions

Meetings

- Design Workshop
- Two Stakeholder Steering Committee Meetings
- Two Agency Group Meetings (virtual)
- One Stakeholder meeting to present final concepts

PROJECT APPROACH

Task III – Traffic Analysis

The traffic analysis for this project will include evaluation of the existing intersections operations and the proposed streetscape design alternative geometry. This traffic analysis will evaluate the impact of existing vehicles, pedestrian and bike traffic. The traffic analysis will include an evaluation of proposed streetscape design and impact on traffic operations to the study corridor, this may include changes to pedestrian crossings, geometric improvements, on-street parking, access management, and other measures that would be considered for implementing the City's vision for this corridor. This analysis will also include an evaluation of traffic impacts of the existing four-lane roadway to a three-lane section and the viability of this option.

Deliverables

- Final Traffic Report

Task IV – Conceptual Corridor Design

The importance of pedestrian environments and amenities within the corridor is a significant part of the design vision and will be fundamental to our design approach. Our team understands the importance of creating successful pedestrian environments in a streetscape setting that also serves significant traffic volumes.

Working with input from project stakeholders, our team will advance design concepts for all streetscape amenities with the goal of creating a cohesive environment to support a dynamic mixed-use district.

Incorporated into design efforts will be recommendations for types and styles of streetscape amenities, materials, plantings, lighting, and supporting infrastructure. This will include full recommendations for building frontage zones, intersection, and crosswalk improvements, bicycle accommodations, opportunities for enhanced public art space, gateway elements, and community connection opportunities.

Tasks

1. Assemble "best practices" imagery of other significant and desirable street environments plus individual street elements such as pavements, plantings, signs, furniture, etc., to help communicate design intent.
2. Prepare alternative streetscape concepts for 11 Mile Rd from Groveland to Lorenz and various intersection treatments. Design consideration to include surrounding context, integration of "sustainable" practices where practical, safety, aesthetics, pedestrian/bikeway facilities, utility routing, and traffic calming, if and as appropriate. These concepts will stress authenticity while addressing traffic and safety improvements and issues of sustainability.
3. Provide a limited traffic analysis in support of design concept relative to suggested lane reconfigurations.
4. Identify materials and amenities that include hardscape materials, planting, lighting, signage, utilities, street furniture, and other critical features, yet to be identified, that are in keeping with the findings and aesthetically correct in nature. Specific attention to be paid to the following:
 - Vehicle lane design and function – capacity for vehicles will be reviewed while at the same time incorporating pedestrian and transit needs.

PROJECT APPROACH

- Intersection design – opportunities to reduce crossing lengths will be evaluated, storage lengths for turn lanes will be reviewed.
 - Sidewalk design – in addition to maximizing the sidewalk space and usage, ADA requirements will be reviewed to assure requirements are met.
 - Crosswalk design and placement.
 - Non-motorized facilities.
 - On-street parking – opportunities to maximize parking will be evaluated, research will be conducted on what other similar communities are doing and then compared to preliminary plans.
 - Street lighting and street furnishings
 - Street trees and landscaping
 - Signage – traffic signage will be reviewed and where possible minimized to reduce clutter. Locations for the placement of wayfinding and City promotion will be evaluated.
5. Prepare draft Comprehensive Corridor Plan Document. To summarize the collective effort, the design team will provide a summary document which will capture all findings developed during the design effort. This document will be designed to assist with funding efforts, communicate concepts to regulatory bodies and the community at large. The document will include high quality renderings to fully communicate the design vision, while also providing technical data to help advance the project into implementation phases.

Deliverables

- A corridor-wide streetscape plan of 11 Mile Road from Groveland to Lorenz (rendered area plan)
- Draft Comprehensive Corridor Plan Document

Meetings & Workflow

- Bi-weekly coordination meetings (city staff and the DDA) (virtual)

Task V – Streetscape Design Guidelines

With the goal of creating a seamless pedestrian-based environment, part of our team's effort will be the development of recommendations and specific design criteria for 11 Mile Road from Stephenson Hwy to Lorenz. This will take the form of a cohesive set of Streetscape Design Guidelines. These guidelines will create a unified vision for 11 Mile Road and are expected to be largely illustrated with photos and sketches and be approximately 15-20 pages.

The Design Guidelines will include narrative, maps, product images and illustrations on the following:

- Introduction or Executive Summary
- Conceptual Corridor Plan from Task III
- Improved pedestrian / non-motorized safety and circulation
- Improved Traffic management
- Streetscape materials palette such as but not limited to site furnishings, lighting, street trees, plantings, decorative pavement etc.

PROJECT APPROACH

Deliverables

- Streetscape Design Guidelines

Meetings

- Bi-weekly coordination meetings (city staff and the DDA) (virtual)

Task VI - Conceptual Engineering Plans

Based upon the input, recommendations and final conceptual layout from the / NFE / MKSK / City Staff / DDA / Shareholders meetings and streetscape layout / design guidelines; NFE will prepare preliminary conceptual engineering plans for the design area(s) including conceptual grading and drainage concepts within the project area. These conceptual plans will be based upon an ariel photograph overlay of the proposed streetscape improvement to demonstrate feasibility of grading and drainage improvements required to service the design area. No topographic survey data will be collected at this phase, nor will final engineering construction plans be prepared at this point. NFE will provide these services in accordance with our current Municipal Agreement upon notification of project funding and further discussions with City staff.

Deliverables

- Preliminary grading / drainage plans demonstrating conceptual drainage and utility improvements.

Meetings

- Administer & attend up to two coordination meetings (NFE / MKSK / City staff and the DDA) (virtual)

Task VII – Cost Estimating & Phasing

Prepare preliminary project scope and include general budgetary information for all scope items including but not limited to roadway section, curbing, sidewalks, plantings, streetscape lighting, site furnishings, signage & wayfinding, and any utility improvements within the project design area and streetscape corridor.

These budget costs will be broken down by estimated cost based upon each design improvement and/or by street segment based upon current market conditions and estimated costs. NFE will also prepare a proposed phasing plan for all streetscape improvements based on other concurrent and planned work in the area. Several remaining City of Madison Heights R3 Roadway and Water Main project abut or cross the designated streetscape improvement areas. These planned improvements must be prioritized and considered with any other planned or future work.

Deliverables

- Prepare conceptual estimate for planned work based upon current market conditions and costs.
- Prepare recommendations for project phasing based upon coordination with other MH R3 projects.

Meetings

- Administer & attend one coordination meetings (NFE / MKSK / City staff and the DDA) (virtual)

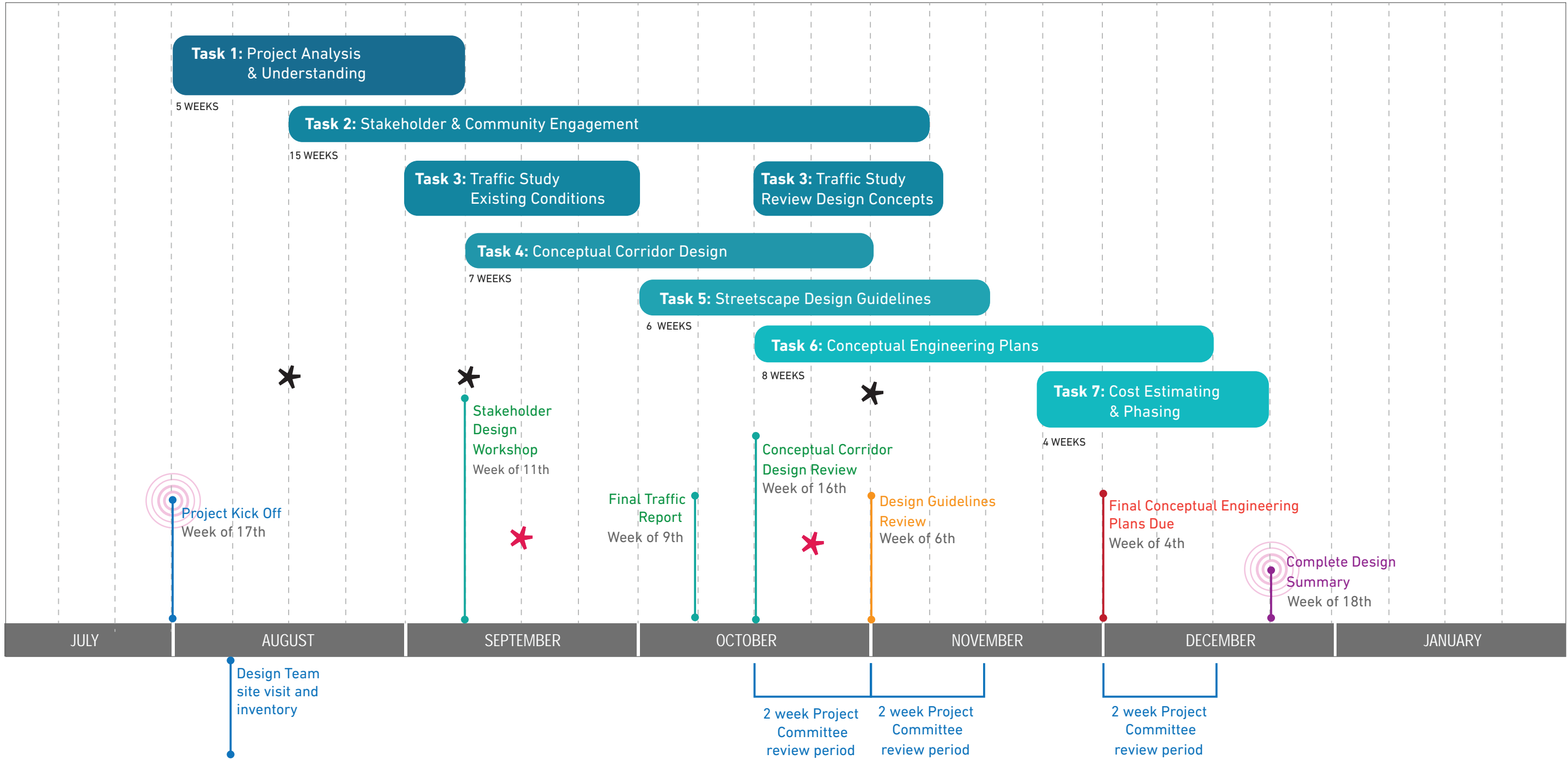
PROJECT APPROACH

Additional Services

The following listing represents service provision opportunities that may be deemed important and necessary by the city.

- Zoning Ordinance review (development of zoning text)

TIMEFRAME FLOW CHART



- ✱ Stakeholder Steering Committee Meeting
- ✱ Agency Group Meeting (Virtual)



OLD WOODWARD AVE./MAPLE RD. CORRIDOR, BIRMINGHAM, MI

EXHIBIT B – Proposal Submission

The undersigned, having become thoroughly familiar with and understanding the entire proposal documents attached hereto, agrees to provide the services as specified herein, for the unit prices as stipulated herein, subject to negotiation.

I hereby state that all the information I have provided is true, accurate and complete. I hereby state that I have authority to submit this proposal which will become a binding contract if accepted by the City of Madison Heights. I hereby state that I have not communicated with, nor accepted anything of value from an official or employee of the City of Madison Heights that would tend to destroy or hinder free competition.

I hereby state that I have read, understand and agree to be bound by all the terms of this proposal document.

DATE: 5/25/2023
FIRM NAME: (if any) NOWAK & FRANKS PLLC
ADDRESS: 46777 WOODWARD AVE, PONTIAC, MI 48342
(Street Address) (City) (State) (Zip)
PHONE NO.: (248) 332-7931 FAX NO.: (248) 332-8257
EMAIL: bbricke1@nfe-engr.com

Brad Brickel
SIGNATURE
PRINTED NAME: BRAD BRICKEL
TITLE: PRINCIPAL

Subscribed and sworn to before me this 25th day
of MAY, 2023, a notary public in
and for said county.

Robert W. Cloutier, Notary Public
OAKLAND County, Michigan

My Commission Expires: MAY 1, 2027

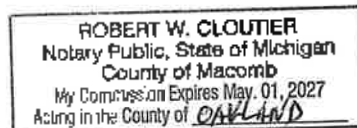


EXHIBIT C – Non-Collusion Affidavit

STATE OF MICHIGAN)

COUNTY OF OAKLAND)

BRAD BRICKEL, being first duly sworn, deposed and says that:

1. He/She is PRINCIPAL of NOWAK & FRAUS LLC

_____, the consultant that has submitted the attached proposal;

2. He/She is fully informed respecting the preparation and contents of the attached proposal and of all pertinent circumstances respecting such proposal;

3. Such proposal is genuine and is not a collusive or sham proposal;

4. Neither the said consultant nor any of its officers, partners, owners, agents, representatives, employees or parties in interest, including this affiant, has in any way colluded, conspired, connived or agreed, directly or indirectly with any other consultant, firm or person to submit a collusive or sham proposal in connection with the contract for which the attached proposal has been submitted or to refrain from proposing in connection with such contract, or has in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other consultant, firm or person to fix the price or prices in the attached proposal or of any other consultant, or to fix any overhead, profit or cost element of the proposal price or the proposal price of any other consultant, or to secure through any collusion, conspiracy, connivance or unlawful agreement any advantage against the City of Madison Heights or any person interested in the proposed contract; and

5. The price or prices quoted in the attached proposal are fair and proper and are not tainted by any collusion, conspiracy, connivance or unlawful agreement on the part of the consultant or any of its agents, representatives, owners, employees, or parties in interest, including this affiant.

The undersigned signed this on the 25TH day of MAY, 2023

Brad Brickel

SIGNATURE

PRINTED NAME: BRAD BRICKEL

TITLE: PRINCIPAL

Subscribed and sworn to before me this 25TH day

of MAY, 2023 a notary public in

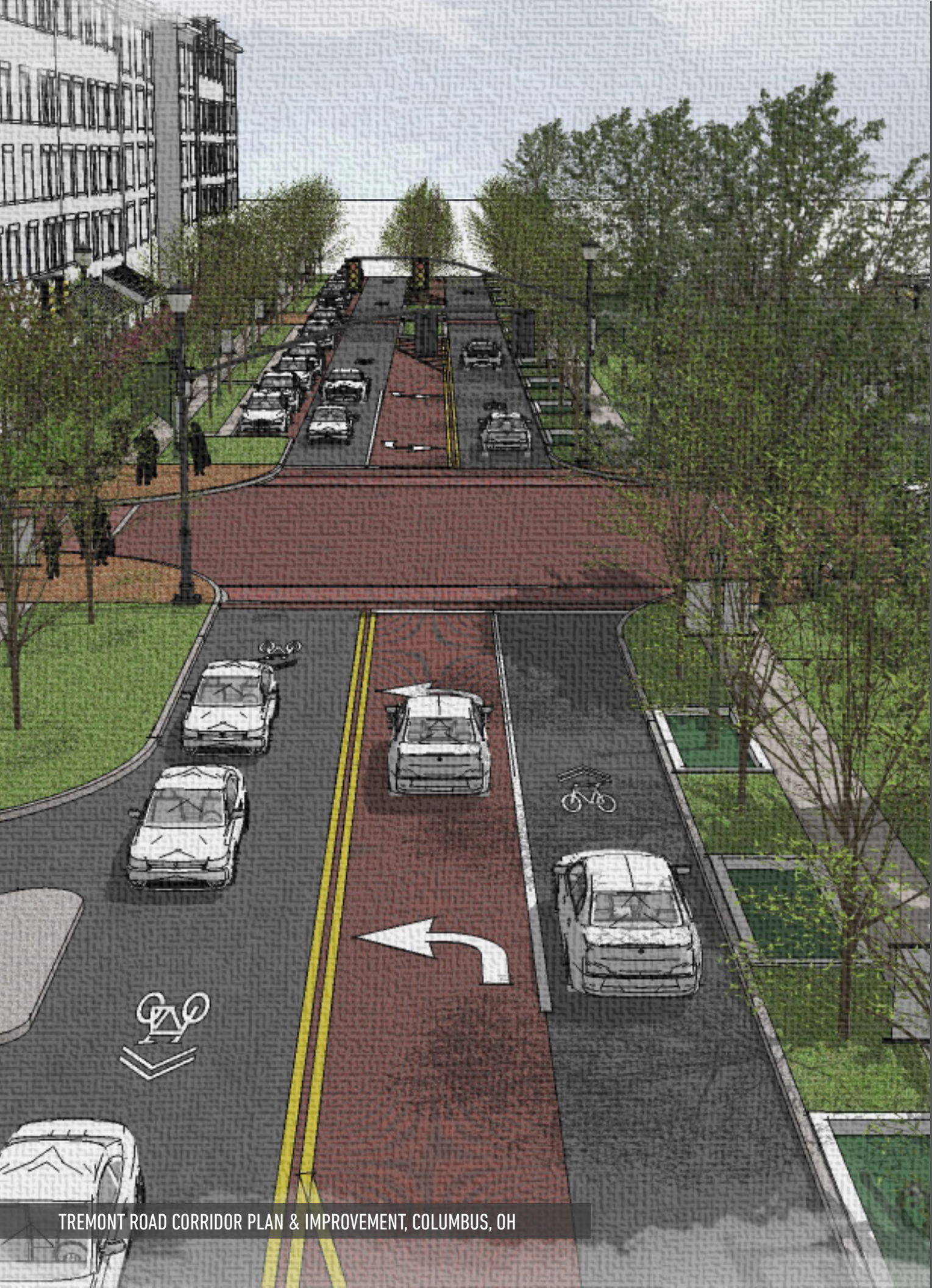
and for said county.

Robert W. Cloutier Notary Public

OAKLAND County, Michigan

My Commission Expires: MAY 1, 2027

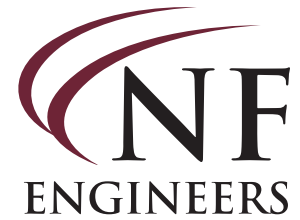
ROBERT W. CLOUTIER
Notary Public, State of Michigan
County of Macomb
My Commission Expires May, 01, 2027
Acting in the County of OAKLAND



TREMONT ROAD CORRIDOR PLAN & IMPROVEMENT, COLUMBUS, OH

NORTH OLD WOODWARD RECONSTRUCTION AND STREETScape ENHANCEMENT

CIVIL ENGINEERS · LAND SURVEYORS · LAND PLANNERS



Project Type

Roadway
Streetscape

Project Location

Birmingham, Michigan

Owner

City of Birmingham
151 Martin Street
Birmingham, MI 48009

Contact

Paul O'Meara, PE
City Engineer
248-530-1836

Services Performed

Surveying
Consulting
Engineering Design
Landscape Design
Construction Engineering

Estimated Construction Cost

\$2,600,000

Service Budget

\$325,000

Year Completed

2007

NFE Project No.

E747

The City of Birmingham contracted with NFE to provide surveying and civil engineering services for the North Old Woodward Avenue Reconstruction and Streetscape Enhancement project. NFE was the lead consultant for the 0.62-mile bituminous roadway reconstruction and streetscape improvements between Hamilton Row and Oak Avenue, providing preliminary engineering, landscape design and construction engineering services.

The City envisioned North Old Woodward as a tree-lined boulevard to create a pleasing entry to the downtown area from the north. The boulevard median designed by NFE had to maximize the amount of median space provided, yet also be practical and functional to provide vehicle crossover and left turns from existing driveways and connecting streets.

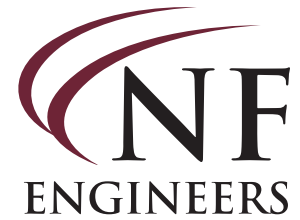
Funding for the project was secured from three different sources including the Michigan Department of Transportation (MDOT) Local Agency Enhancement Grant Program, Michigan's "Jobs Today" Program funded through Southeast Michigan Council of Governments (SEMCOG), and Birmingham's internal funding.

The project was selected for the 2007 American Public Works Association (APWA) Detroit Metro Branch Award and for the 2008 APWA Michigan Chapter Award in the Transportation Category, \$2 million to \$10 million Division.



PIERCE AND MERRILL STREETS PAVING AND STREETScape IMPROVEMENTS

CIVIL ENGINEERS · LAND SURVEYORS · LAND PLANNERS



Project Type

Roadway
Streetscape

Project Location

Birmingham, Michigan

Owner

City of Birmingham
151 Martin Street
Birmingham, MI 48009

Contact

Paul O'Meara, PE
City Engineer
248-530-1836

Services Performed

Surveying
Consulting
Engineering Design
Streetscape Design
Construction Administration

Estimated Construction Cost

\$1,050,000

Service Budget

\$54,000

Year Completed

2013

NFE Project No.

H068

NFE provided the City of Birmingham with surveying and civil engineering services for the 1.12-mile concrete roadway reconstruction project of Pierce Street and Merrill Street in downtown Birmingham.

The roadway reconstruction project included water main, combined sewer and storm drain utility upgrades, and streetscape improvements. The streetscape improvements included sawcut concrete sidewalk, exposed aggregate sidewalk, and upgrades to street lighting, all in coordination with the improvements previously made in the downtown streets surrounding City Hall and Shain Park four years before.

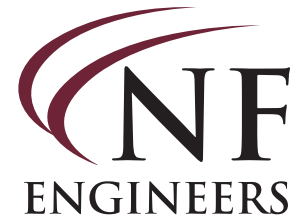
NFE was lead consultant and provided a wide range of services. Preliminary engineering included right-of-way and topographic surveying, and preparation of roadway construction plans and specifications. Construction engineering included construction layout and construction staking. Post construction engineering included as-built surveying of constructed utilities and associated updates to the utility mapping on the City's Geographic Information System (GIS).

The project was selected for the 2013 American Public Works Association (APWA) Detroit Metro Branch Award in the Transportation Category, less than \$5 million Division. Also, it was awarded the 2013 Michigan Concrete Association Award of Excellence in the Urban Arterials category.



SHAIN PARK ROADWAY RECONSTRUCTION STREETSCAPE ENHANCEMENT

CIVIL ENGINEERS · LAND SURVEYORS · LAND PLANNERS



Project Type

Roadway
Streetscape

Project Location

Birmingham, Michigan

Owner

City of Birmingham
151 Martin Street
Birmingham, MI 48009

Contact

Paul O'Meara, PE
City Engineer
248-530-1836

Services Performed

Surveying
Consulting
Engineering Design
Streetscape Design
Construction Administration

Estimated Construction Cost

\$1,870,000

Service Budget

\$250,000

Year Completed

2010

NFE Project No.

F765

The City of Birmingham contracted with NFE to provide surveying and civil engineering for the 0.61-mile concrete roadway reconstruction and streetscape enhancement project of the streets surrounding Shain Park and adjacent to City Hall in the downtown area, including Martin Street, Bates Street, Henrietta Street and Townsend Street. NFE provided the following services:

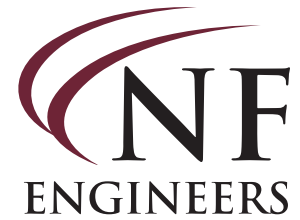
- Lead consultant
- Right-of-way and topographic surveys
- Design coordination with architect's design of Shain Park and front of City Hall
- Streetscape design, including sawcut concrete sidewalk, exposed aggregate sidewalk and upgrades to street lighting
- Roadway construction plans and specifications
- Construction layout and staking
- As-builts surveys of construction utilities
- Updates to the utility mapping of the City's Geographic Information System (GIS)

The Roadway Reconstruction and Streetscape Enhancement project won three awards:

- 2010 American Public Works Association (APWA) Detroit Metro Branch Award in the Historical Preservation Category, less than \$5 million Division
- 2011 Michigan Concrete Association (MCA) Award of Excellence in the Residential Streets Category
- 2011 APWA Michigan Chapter Award in the Transportation Category, less than \$5 million Division



CIVIL ENGINEERS · LAND SURVEYORS · LAND PLANNERS



Pedestrian Safety

Birmingham, Michigan

City of Birmingham
151 Martin Street
Birmingham, MI 48009

Paul O'Meara, PE
City Engineer
248-530-1836

Consulting
Surveying
Engineering Design
Construction Administration

\$582,000

\$85,000

2009

F277

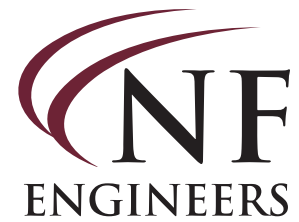
The City recognized the need to improve the safety of the intersection, and at the same time enhance the aesthetics of the downtown area by adding a “pocket park” area and other improvements. The pocket park was a feature the City had been striving to implement into its downtown area for some time. It includes two separate park areas (one along Maple Road and the other along Chester Street), each attractively fitted with park benches, trees and plantings, decorative lighting and other amenities. The idea was to bring a “calming” effect on the busy intersection, and at the same time provide a respite area for citizens to sit on a park bench, read a newspaper or enjoy a cup of coffee.

With the City of Birmingham's nomination, NFE was awarded the 2009 American Public Works Association (APWA) Michigan Chapter Project of the Year Award in the less than \$5 million category for the project.



CITY OF ROYAL OAK DOWNTOWN PARK COMMUNITY ENGAGEMENT

CIVIL ENGINEERS • LAND SURVEYORS • LAND PLANNERS



Project Type Parks

Project Location
Royal Oak, Michigan

Owner
City of Royal Oak
211 S. Williams Street
Royal Oak, MI 48067

Contact
Gregory Rassel, Director
248-246-3300

Services Performed
Community Engagement

Estimated Construction Cost
\$5,000,000

Service Budget
\$50,000

Year Completed
2018

NFE Project No.
K026

NFE was contracted by the City of Royal Oak to provide community engagement services for the creation of a 2-acre downtown park at the corner of Troy and Third streets. The community engagement process was launched in August 2018 and concluded in December 2018.

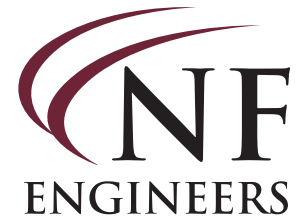
Multiple engagement sessions were held by NFE and subconsultant Landscape Architects and Planners (LAP) and received input from more than 1,500 Royal Oak residents. Ideas were derived from participant feedback through a “Look and Feel” community input process which consisted of stakeholder meetings, community outreach gatherings, visual preference surveys (using i-clickers), online user opinion surveys and many conversations with residents throughout the process.

Emails were collected at the meetings through Eventbrite, and NFE then utilized an email blast system to regularly keep the attendees up to date of the project happenings. Over 10 emails were sent out with information regarding the park and when the city meetings would be held in regard to the park planning. Also, an online user opinion survey was sent out city-wide and received over 800 responses.

The 400+ pages of information gathered as a part of the community engagement process was turned over to the chosen park designers, giving them a running start on completing the park design.

S. TROY STREET PARKING LOT AND DDA STREETSCAPE IMPROVEMENTS

CIVIL ENGINEERS · LAND SURVEYORS · LAND PLANNERS



Project Type

Parking Lot
Streetscape

Project Location

Royal Oak, Michigan

Owner

City of Royal Oak - Engineering
Department
211 S. Williams Street
Royal Oak, MI 48067

Contact

Matthew Callahan, PE
City Engineer
248-246-3260

Services Performed

Surveying
Engineering Design
Construction Drawings
Construction Engineering

Estimated Construction Cost

\$700,000

Service Budget

\$43,000

Year Completed

2015

NFE Project No.

H915

The City of Royal Oak – Engineering Department contracted with NFE to provide land surveying, engineering design, and construction engineering services for the South Troy Street Parking Lot and Downtown Development Authority (DDA) Streetscape Improvements project. The project called for adding 90 parking spaces on the city-owned land at the corner of South Troy and Third Street, just south of the Farmers Market, along with streetscape improvements on 11 Mile and South Troy.

The scope of work included underground storm water detention system, concrete curb installation, HMA pavement, concrete sidewalks, ADA sidewalk ramps, and decorative streetscape plan in accordance with the City of Royal Oak's design standards. The streetscape plans included new street lights, ornamental street trees, irrigation and pavers.

The project was completed in late August 2015 just in time for the Arts, Beats and Eats festival on Labor Day weekend.



OLD WOODWARD AVENUE/MAPLE ROAD CORRIDOR & ON-GOING MULTIMODAL TRANSPORTATION ADVISING

Birmingham, Michigan

MKSK



PHASE 1 - OLD WOODWARD AVENUE/MAPLE ROAD

Redesign to “complete streets” to improve safety, multi-modal transportation, and parking

MKSK is providing on-going multi-modal transportation advising to the City of Birmingham. The work includes the evaluation of traffic and non-motorized operations, development of conceptual alternatives, and redesign of streets and streetscapes. MKSK also is assisting the City with parking studies and strategies for the downtown, Triangle and Rail Districts. All of these projects involve engagement with the public, stakeholders, focus groups, and elected officials.

A key project was the redesign of Old Woodward and Maple Roads through the core of the downtown. MKSK identified a design concept that would best balance a variety of transportation and economic goals advocated by various groups and the public. Business leaders emphasized the need to retain the amount of convenient on-street parking

and a thoughtfully designed streetscape. Planners sought wider sidewalks with more frequent pedestrian crossings and additional space for outdoor cafés. Others advocated better routing for bikes and use of long lasting green infrastructure elements. City engineers stressed the need for smooth traffic operations, radii for larger commercial vehicles, and cost considerations. Some wanted to retain the traditional streetscape features while others felt it was time for a fresh design. Through exploration of a range of alternatives, MKSK crafted a design that strikes a balance between those somewhat competing goals. The final design expands the pedestrian zone by incorporating linear planting beds, seating elements, and other site amenities; increasing the walkable sidewalk width by up to 25%; and reducing the overall roadway paving section.

Based on the enthusiastic reactions to Phase 1 (north section of Old Woodward) and Phase 2 (Maple Road), MKSK and the design team have started working on the designs for Phase 3 (south section of Old Woodward).

PROJECT TYPE	Roadway, Streetscape
ESTIMATED COST	\$7.5M Ph1, \$7.18M Ph2, \$4.5M Ph3
SERVICE FEE	\$287,317
TEAM MEMBERS	Brad Strader Kristyn Bowden James Goff

OWNER	City of Birmingham Jana Ecker, Planning Director 248.538.1800 jecker@bhamgov.org
PROJECT DATES	2016 Plan, 2018 - 2020 Implementation

OLD WOODWARD AVENUE/MAPLE ROAD CORRIDOR & ON-GOING MULTIMODAL TRANSPORTATION ADVISING

Birmingham, Michigan

MKSK



PHASE 1 - OLD WOODWARD AVENUE

CLIENT
CONTACT
PHONE
EMAIL
YEAR

City of Birmingham
Jana Ecker, Planning Director
248.538.1800
jecker@bhamgov.org
2016 Plan, 2018 Implementation

mkskstudios.com

OLD WOODWARD AVENUE/MAPLE ROAD CORRIDOR & ON-GOING MULTIMODAL TRANSPORTATION ADVISING

Birmingham, Michigan

MKSK



PHASE 2 - MAPLE ROAD



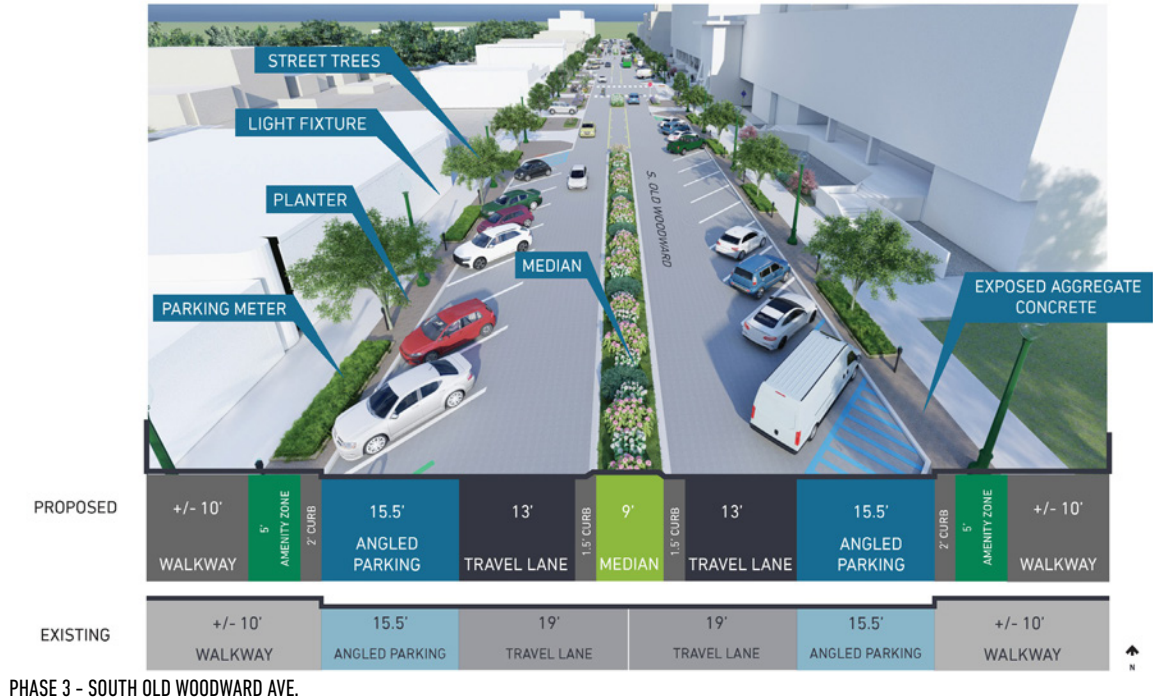
PHASE 3 - SOUTH OLD WOODWARD AVE.

CLIENT	City of Birmingham
CONTACT	Jana Ecker, Planning Director
PHONE	248.538.1800
EMAIL	jecker@bhamgov.org
YEAR	2016 Plan, 2018 Implementation

OLD WOODWARD AVENUE/MAPLE ROAD CORRIDOR & ON-GOING MULTIMODAL TRANSPORTATION ADVISING

Birmingham, Michigan

MKSK



CLIENT
CONTACT
PHONE
EMAIL
YEAR

City of Birmingham
Jana Ecker, Planning Director
248.538.1800
jecker@bhamgov.org
2016 Plan, 2018 Implementation

SHAPING THE AVENUE REDEVELOPMENT PLAN AND FORM-BASED CODE

Lansing, Michigan

MKSK



Interactive streetscape design helps shape one of the state's most iconic avenues

Developed from years of community feedback and visioning of Michigan and Grand River avenues, Shaping the Avenue is a partnership between the municipalities of Lansing, Lansing Township, East Lansing, Meridian Township, the transit agency and other organizations. With a Federal Transit Administration TOD Pilot Grant, a form-based code was crafted to unify the character of future private development and public street design along the Avenue to create a more vibrant, pedestrian-friendly, and transit-oriented corridor.

MKSK was part of a multi-firm project team to develop the form-based code, street, and streetscape design options. MKSK coordinated and facilitated a series of hands-on public workshops with a different focus for each community.

Using an interactive street design activity developed by MKSK, community stakeholders and the public had the opportunity share their feedback on street design options following an orientation on 'best practices.' Participants could support the illustrated alternatives or build their own street design from scratch using streetscape components such as various sidewalk designs, protected bike lanes, medians, turn lanes, amenity zones, on-street parking, and transit lanes.

MKSK also assisted with development of form-based code regulations to supplement or replace the current conventional zoning ordinance. The form-based code will provide each municipality with street design guidelines specifically tailored to the vision and needs of each community, while unifying the look and feel of future development along the Avenue from the State Capitol through East Lansing to the Meridian Mall for years to come.

PROJECT TYPE Roadway, Corridor
ESTIMATED COST N/A
SERVICE FEE \$236,370
TEAM MEMBERS Brad Strader
Ann Marie Kerby

OWNER Capital Area Transportation Authority
CONTACT Bradley Funkhouser, CEO/Exec Director
517.394.1100
bfunkhouser@cata.org
PROJECT DATES 2016 - 2019

SHAPING THE AVENUE REDEVELOPMENT PLAN AND FORM-BASED CODE

Lansing, Michigan

MKSK



CLIENT
CONTACT
PHONE
EMAIL
YEAR

Capital Area Transportation Authority
Bradley Funkhouser, CEO/Exec Director
517.394.1100
bfunkhouser@cata.org
2017

mkskstudios.com

SHAPING THE AVENUE REDEVELOPMENT PLAN AND FORM-BASED CODE

Lansing, Michigan

MKSK



CLIENT
CONTACT
PHONE
EMAIL
YEAR

Capital Area Transportation Authority
Bradley Funkhouser, CEO/Exec Director
517.394.1100
bfunkhouser@cata.org
2017

mkskstudios.com

TREMONT ROAD CORRIDOR PLAN & IMPLEMENTATION

Upper Arlington, Ohio

MKSK



Complete street design for a community's 'Main Street'

MKSK completed a comprehensive streetscape master plan concept for Tremont Road in the City of Upper Arlington. The Concept Plan develops a cohesive design theme and 'complete street' approach to reinforce the corridor as the city's "Main Street" which services a variety of residential, commercial, and community uses. As a major thoroughfare for the community and a residential street for many, Tremont Road is of vital importance to the area and is the address for Upper Arlington's community park, library and Tremont Elementary School. Tremont Road moves pedestrians, bicyclists and transit vehicles and the intensity of these uses will increase as Upper Arlington continues to evolve and density increases.

Recommendations proposed in the Plan included narrowing the road section and adding on-street parking, highly visible pedestrian crossings via specialty pavement at

intersections, brick and striping; planter medians for increased safety, sustainable stormwater strategies, and an added leisure path/bike lane for bike traffic among other design solutions. The Final Concept Plan includes design criteria for the entire corridor and sub-areas within the corridor; a materials and amenities palette of hardscape materials, planting, lighting, signage, utilities, street furniture; and an implementation strategy with recommended phasing for construction including estimates of probable cost.

The project has involved thoughtful urban planning and engineering and a transparent public process. MKSK was engaged in the implementation design process as part of the engineering led team. Construction of Phase 1 was completed in May 2016, with Phase 2 completed later that year in September.

PROJECT TYPE	Roadway, Streetscape
ESTIMATED COST	\$9M
SERVICE FEE	\$57,267 Framework Plan; \$220,907 Implementation
TEAM MEMBERS	Matt McGrath Kristyn Bowden

OWNER	City of Upper Arlington
CONTACT	Jacelyn Thiel, PE, Assistant City Manager, 614.583.5040 jthiel@uaoh.net
PROJECT DATES	2014 Plan, May 2016 Phase 1, Sept. 2016 Phase 2

TREMONT ROAD CORRIDOR PLAN & IMPLEMENTATION

Upper Arlington, Ohio

MKSK



KINGSDALE GATEWAY - PREFERRED OPTION



BIKE LANE - PREFERRED OPTION

CLIENT	City of Upper Arlington
CONTACT	Jacolyn Thiel, PE, Assistant City Manager
PHONE	614.583.5040
EMAIL	jthiel@uaoh.net
YEAR	2014 Plan, May 2016 Ph 1, Sept. 2016 Ph 2

TREMONT ROAD CORRIDOR PLAN & IMPLEMENTATION

Upper Arlington, Ohio

MKSK



CLIENT	City of Upper Arlington
CONTACT	Jacolyn Thiel, PE, Assistant City Manager
PHONE	614.583.5040
EMAIL	jthiel@uaoh.net
YEAR	2014 Plan, May 2016 Ph 1, Sept. 2016 Ph 2

mkskstudios.com

MOUND ROAD CORRIDOR

Macomb County, Michigan

MKSK



Median design and green infrastructure for Macomb County's major corridor

Mound Road is a significant technology and innovation corridor in southern Macomb County and Metro Detroit. As a result of the MKSK led successful visioning process, an alliance was formed with stakeholders to promote reconstruction of Mound Road and to have an organized approach to receiving federal grants. The parties that came together received a \$97.8 million grant from the U.S. Department of Transportation.

MKSK prepared Aesthetic Design Guidelines and is now working with the team through the design and construction process. Aesthetic elements include median design, planting design, decorative lighting features, green infrastructure, and enhanced pedestrian crossings.

The nine-mile-long corridor includes 10 stormwater basins of roughly 8.5 acres equipped to reduce roadway runoff, increase infiltration and provide groundwater recharge. The basins provide a way to improve water quality, minimize the pollution in nearby waterways and improve biodiversity through a native plant palette. They have been designed to add aesthetic quality to the landscape and heavily used corridor.

Design Criteria:

- Planting design reflects and complements aesthetic guidelines
- Michigan native plant palette and tolerant of both wet and dry conditions
- Maintains a positive drainage path at center of swales
Team coordination of swale design, outlet locations, grading and plant palette
- Design for long term ongoing maintenance of swales and structures

PROJECT TYPE	Roadway, Streetscape
ESTIMATED COST	\$4.5M
SERVICE FEE	\$353,738
TEAM MEMBERS	Kristyn Bowden James Goff Brad Strader

OWNER	Macomb County Department of Roads
CONTACT	John Crumm, Program Manager 586.463.8671 john.crumm@macombcountymi.gov
PROJECT DATES	2020 - Ongoing

MOUND ROAD CORRIDOR

Macomb County, Michigan

MKSK



CLIENT
CONTACT

Macomb County Department of Roads
John Crumm, Program Manager
586.463.8671

PROJECT DATES

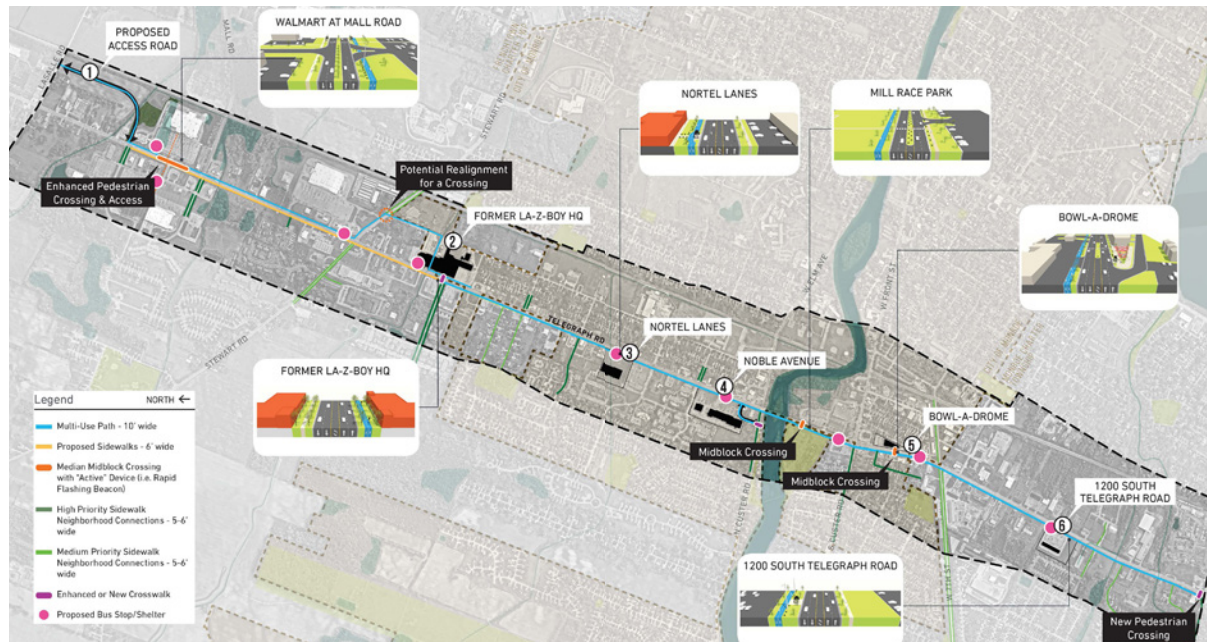
john.crumm@macombcountymi.gov
2020 - Ongoing

mkskstudios.com

TELEGRAPH ROAD CORRIDOR IMPROVEMENT PLAN

Monroe, Frenchtown Charter Township, and Monroe Township, Michigan

MKSK



Transportation improvements and sites redevelopment to enhance connectivity and activate a primary corridor

As the major north/south commercial corridor between Detroit and Toledo, Telegraph Road has been widened over the years to accommodate greater traffic volumes, including the 4.3-mile portion of the study area through the three communities of Frenchtown Charter Township, Monroe Township, and the City of Monroe. This particular area of the corridor is a regional shopping destination. The Plan proposes strategies to reconnect and revitalize this portion of the corridor by analyzing existing conditions, studying realistic and feasible redevelopment catalytic opportunity sites, and proposing recommendations to improve corridor aesthetics and travel. The MKSK Team evaluated existing right-of-way and land use conditions, identified concepts for multiple redevelopment sites, and developed recommended solutions to enhance connectivity throughout the corridor.

PROJECT TYPE Roadway, Corridor
ESTIMATED COST N/A
SERVICE FEE \$63,609
TEAM MEMBERS Brad Strader
Ann Marie Kerby

OWNER City of Monroe
CONTACT Mark Cochran, Community and Economic Dev. Dir., 734.384.9129, mark.cochran@monroemi.gov
PROJECT DATES 2019

TELEGRAPH ROAD CORRIDOR IMPROVEMENT PLAN

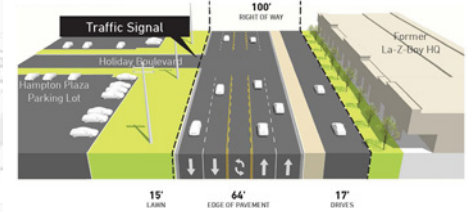
Monroe, Frenchtown Charter Township, and Monroe Township, Michigan

MKSK

CATALYTIC SITE CONCEPT 1-
LA-Z-BOY FORMER HQ SITE



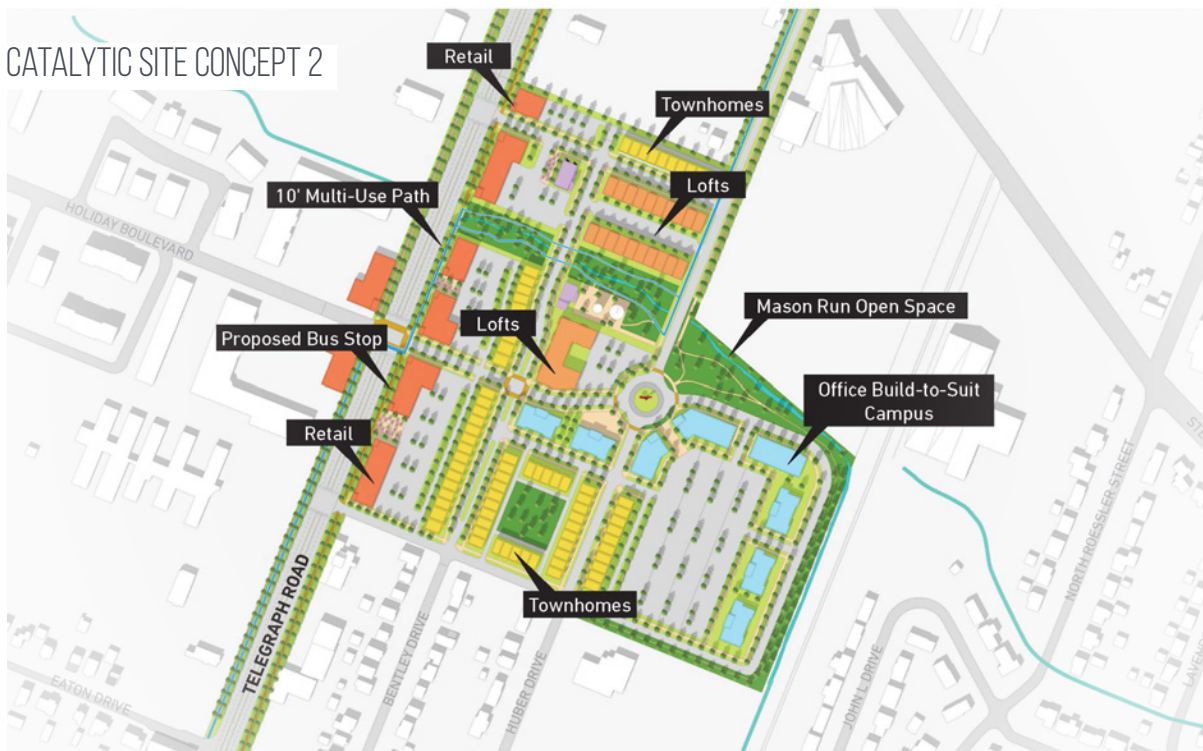
EXISTING CONDITIONS



PROPOSED



CATALYTIC SITE CONCEPT 2



OWNER
CONTACT

PROJECT DATES

City of Monroe
Mark Cochran, Community and
Economic Dev. Dir., 734.384.9129,
mark.cochran@monroemi.gov
2019

TELEGRAPH ROAD CORRIDOR IMPROVEMENT PLAN

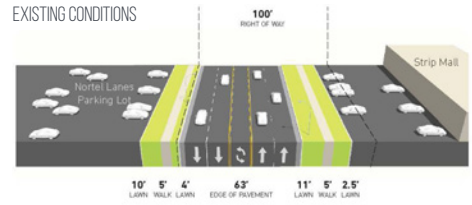
Monroe, Frenchtown Charter Township, and Monroe Township, Michigan

MKSK

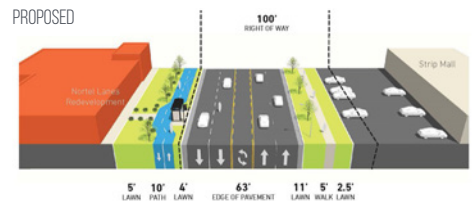
CATALYTIC SITE - CITY OF MONROE



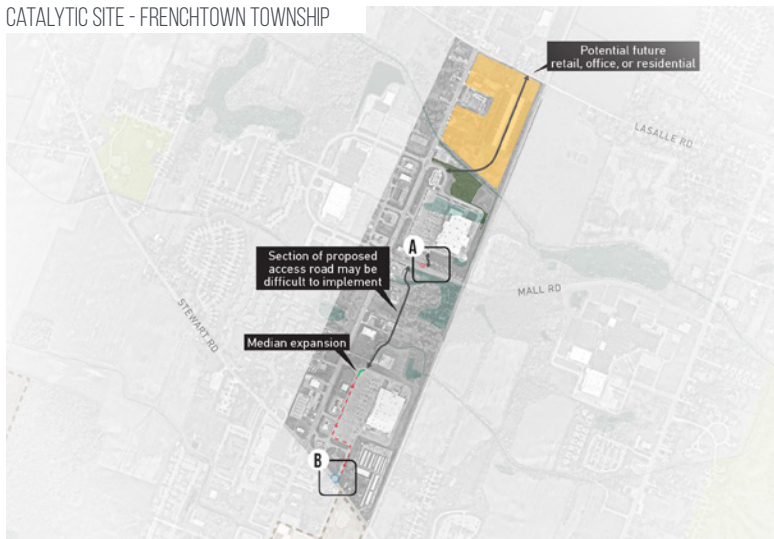
EXISTING CONDITIONS



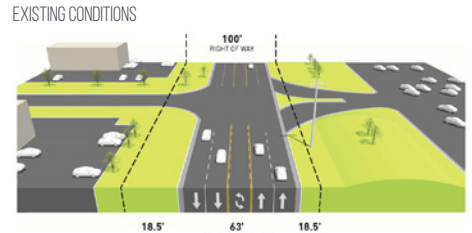
PROPOSED



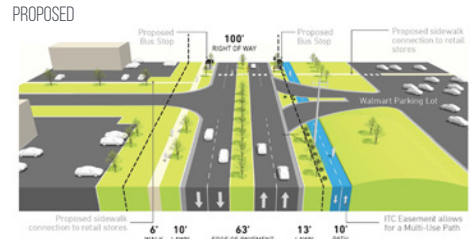
CATALYTIC SITE - FRENCHTOWN TOWNSHIP



EXISTING CONDITIONS



PROPOSED



OWNER
CONTACT

PROJECT DATES

City of Monroe
Mark Cochran, Community and
Economic Dev. Dir., 734.384.9129,
mark.cochran@monroemi.gov
2019

AUBURN ROAD CORRIDOR PLAN

Rochester Hills, Michigan

MKSK



Community visioning, design for capital improvement planning and business district redevelopment

Rochester Hills is a northern Detroit Metro Area bedroom community with many new subdivisions and lifestyle centers. The city experienced rapid growth in its new development sites while some of the older neighborhoods have stalled in improvements. One such area sits along Auburn Road in the city's southeast corner—the Brooklands, a dense ranch home community bifurcated by an aging commercial corridor. Recent business resurgence has come along Auburn Road, and new residents would like to see additional areas of improvement to help the corridor thrive as a business district.

MKSK was part of the team to develop visioning exercises with the community, facilitate a market study with the businesses, and redesign the roadway working with Michigan Department of Transportation and City engineers.

Adding additional district parking, non-motorized facilities, and public space were some of the top priorities from the public and working group.

The city is using the plan recommendations for capital improvements, business district creation, and development strategy.

Outcomes:

- 2021 Michigan Municipal League Community of Excellence Award for implementation

PROJECT TYPE Roadway, Streetscape
ESTIMATED COST N/A Corridor Plan
SERVICE FEE \$36,540
TEAM MEMBERS Brad Strader

OWNER City of Rochester Hills
CONTACT Sara Roediger, Planning Manager
248.841.2573
roedigers@rochesterhills.org
PROJECT DATES 2016 - 2017

AUBURN ROAD CORRIDOR PLAN

Rochester Hills, Michigan

MKSK



OWNER	City of Rochester Hills
CONTACT	Sara Roediger, Planning Manager 248.841.2573 roedigers@rochesterhills.org
PROJECT DATES	2016 - 2017

NAUTICAL MILE: ENHANCEMENTS AND FUTURE PLANNING

St. Clair Shores, Michigan

MKSK



Guiding reinvestment within a community's lakefront

The Nautical Mile is currently home to seven major marinas with over 2,700 boat slips. The District also features nightlife, a variety of dining options, and is also host to major events. Metro Detroit initiated several waterfront public improvements to help facilitate people's enjoyment of Michigan's beautiful waterfront. The Nautical Mile is due for a resurgence as a visitor and resident destination. It was the intent of this project to introduce prioritized public improvements (non-motorized transportation, public gathering places, parking) based on greatest impact to attract visitors and residents to the Nautical Mile. MKSK led a team in the development of a robust planning, design, and implementation strategy effort to guide reinvestment within the St. Clair Lakefront. Project Goals include: 1.) Short Term: Implementable projects. 2.) Long Term: Stimulate private investment in the district.

The master plan identifies and prioritizes specific public investments that are intended to provide a catalyst for improved connectivity and public space throughout the District. Walking between points of interest in the Nautical Mile is currently a challenge, not only because of the distance from Jefferson Avenue to Lake St. Clair, but also due to private property and canals limiting direct paths to various destinations. Throughout the Nautical Mile, Focus Areas for public investment have been identified, such as creating bike lanes, signage and wayfinding strategies, open space improvements, and activation zones.

Recommendations in this project also identify the two public bookends of the Mile - the 9 Mile Pier and Blossom Heath Park as major public gathering places and proposed anchors to the Nautical Mile. Blossom Heath Park, currently the site of a closed beach, is in need of a new vision to fulfill its potential. The proposed improvements should help enhance the major events that the Nautical Mile currently hosts and foster new successful events.

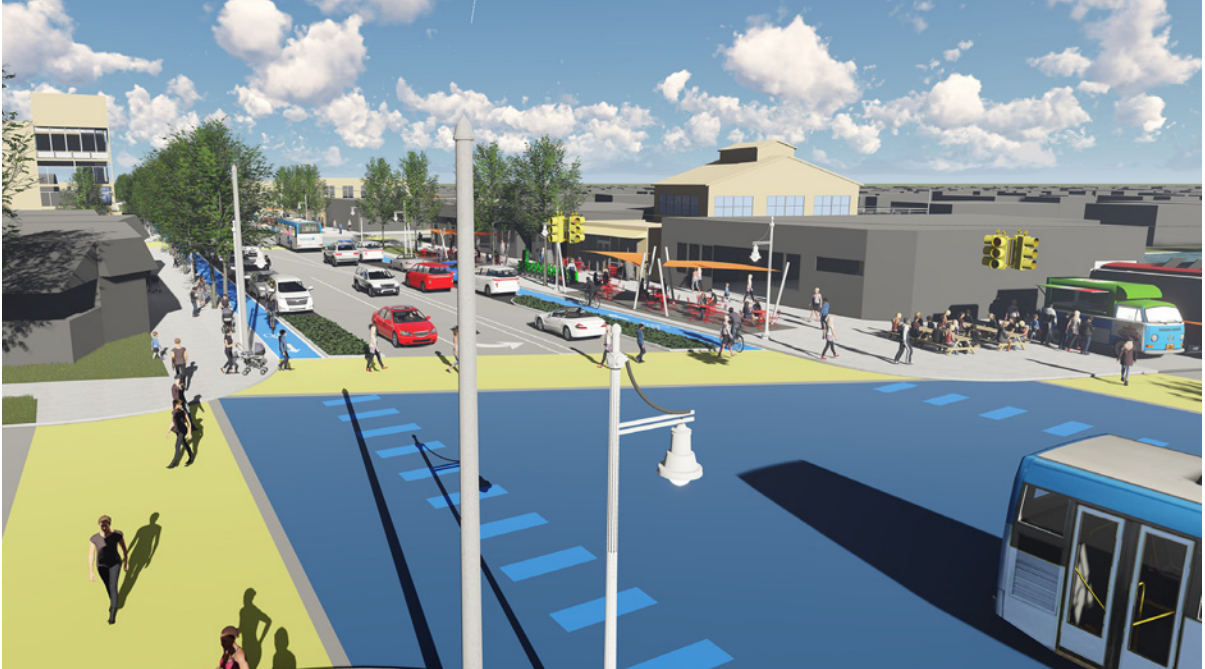
PROJECT TYPE	Streetscape, Park
ESTIMATED COST	N/A
SERVICE FEE	\$164,330

OWNER	City of St. Clair Shores
CONTACT	Bill Gambill, Assistant City Manager 586.447.3321 gambillb@scsmi.net
PROJECT DATES	2018

NAUTICAL MILE: ENHANCEMENTS AND FUTURE PLANNING

St. Clair Shores, Michigan

MKSK



AVENUE TEN DISTRICT: JEFFERSON AVENUE

OWNER
CONTACT

PROJECT DATES

City of St. Clair Shores
Bill Gambill, Assistant City Manager
586.447.3321
gambillb@scsmi.net
2018

mkskstudios.com

NAUTICAL MILE: ENHANCEMENTS AND FUTURE PLANNING

St. Clair Shores, Michigan

MKSK



BLOSSOM HEALTH PARK



WHABY PARK

OWNER
CONTACT

PROJECT DATES

City of St. Clair Shores
Bill Gambill, Assistant City Manager
586.447.3321
gambillb@scsmi.net
2018

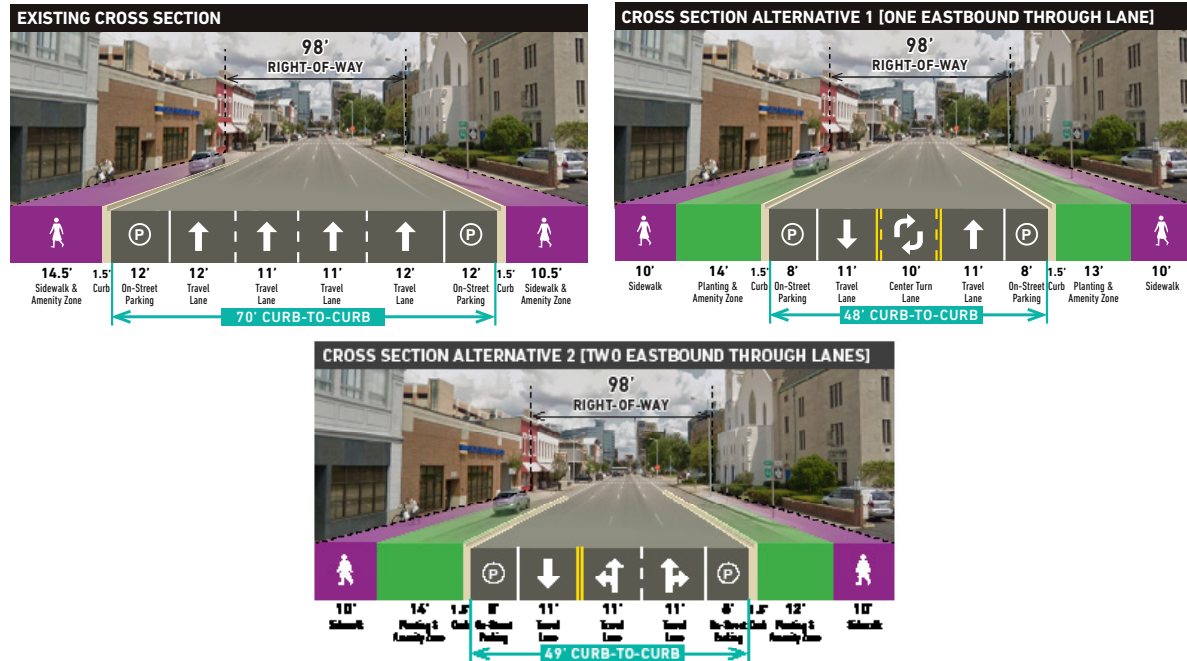
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KALAMAZOO DOWNTOWN STREETS DESIGN

Kalamazoo, Michigan

MKSK

MICHIGAN AVENUE DOWNTOWN ALTERNATIVES



Evaluating a downtown's streets to determine an environmentally friendly, community-based solution

One-way streets in downtown Kalamazoo have been debated for more than 30 years. MKSK was a key member of a team selected by the Michigan Department of Transportation using the Planning and Environmental Linkages process to help develop a solution acceptable to both the state transportation and city economic development viewpoints. MKSK assisted in the development and evaluation of alternatives and worked with MDOT and the City to lead public design workshops. During the process, the City and State agreed upon a transfer of jurisdiction of the MDOT downtown routes to the City of Kalamazoo.

An expanded study included all of the downtown streets, with the goals of safety, improved pedestrian access, and a bikeway and transit system, all while maintaining acceptable

traffic operations. Alternatives were discussed at a series of meetings and workshops, both in person and virtual. An overall plan was developed to convert the one-way streets to two-way, with a gradual phasing plan. Details were developed for intersection configurations, lane configurations, bikeways, and pedestrian crossings. MKSK prepared a low, medium, and higher cost palette of streetscape materials for each street type. These designs will be woven into the engineering drawings being prepared by the consultant engineer.

PROJECT TYPE Roadway, Streetscape
ESTIMATED COST N/A
SERVICE FEE \$81,182
TEAM MEMBERS Brad Strader
James Goff

OWNER City of Kalamazoo
CONTACT Christina Anderson, City Planner,
Community Planning & Econ Dev
269.337.8811
andersonc@kalamazoo-city.org
PROJECT DATES 2019 - 2021

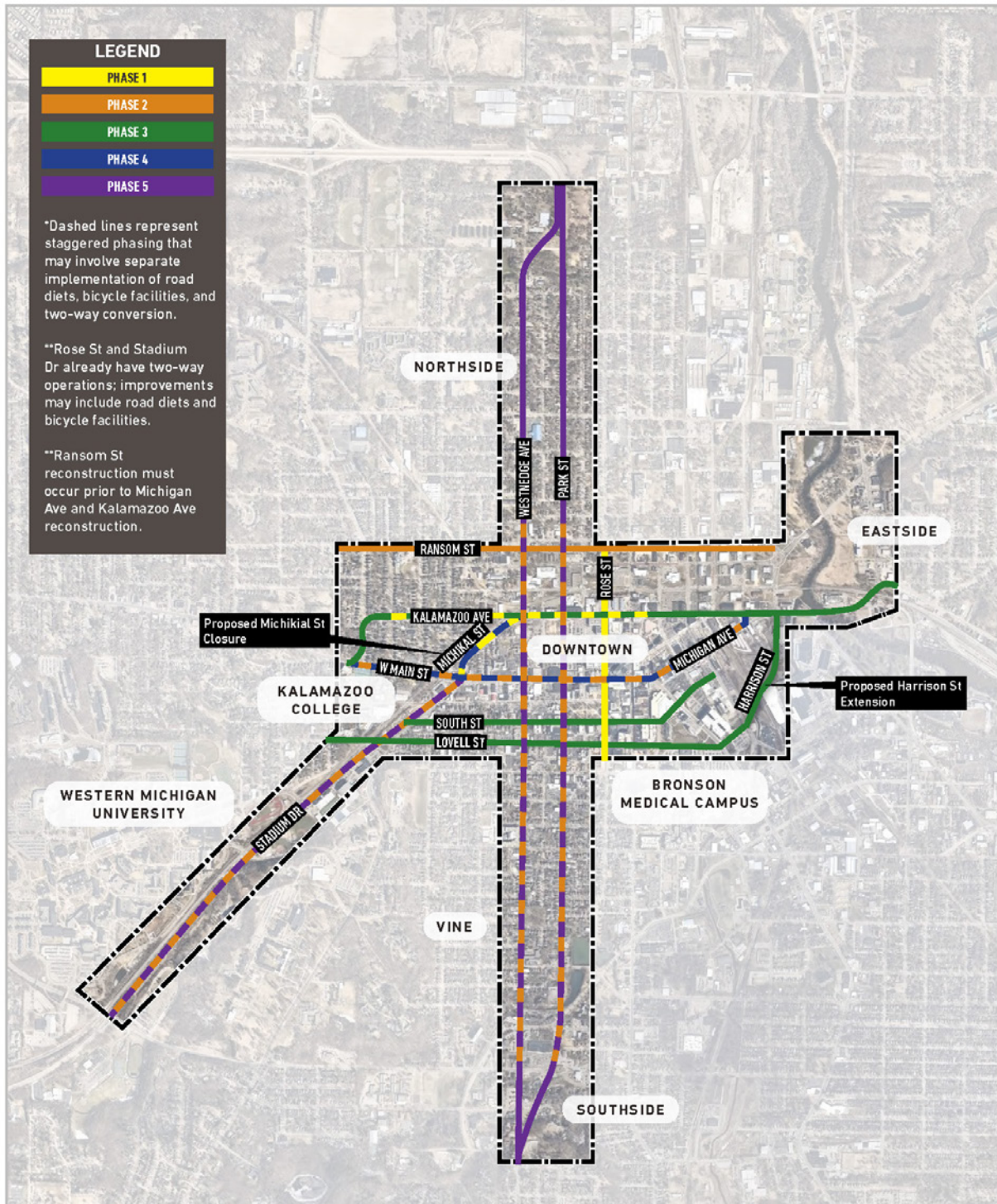
KALAMAZOO DOWNTOWN STREETS DESIGN

Kalamazoo, Michigan

MKSK

ALTERNATIVE 5 IMPLEMENTATION PHASING

DRAFT - JANUARY 13, 2021



CENTENNIAL COMMONS

Royal Oak, Michigan

MKSK



Creating a community's world-class urban park

MKSK is working with the City of Royal Oak, Downtown Development Authority, and the local community to design and construct a new two-acre "World Class" urban park in the heart of downtown Royal Oak. Located nearly 10 miles from downtown Detroit, the new downtown park will serve as a central gathering space for the entire community and will host multiple festivals and events throughout the year. With immediate adjacency to the Royal Oak Downtown Library, Farmer's Market, and the new City Center development, this new downtown park will also serve as a daily destination for local residents and workers to engage with nature and take a few moments of respite during the weekly grind.

MKSK engaged the public and a local task force to develop three distinct concept design alternatives exploring a variety of programmatic relationships and overall design framework. The planning and design team prepared multiple diagrams, plan renderings, and 3D models to illustrate the design intent and better inform the public and client for input and feedback.

Outcomes:

- 2020 Michigan Association of Planning Excellence Award for Outstanding Planning Project - Urban Design

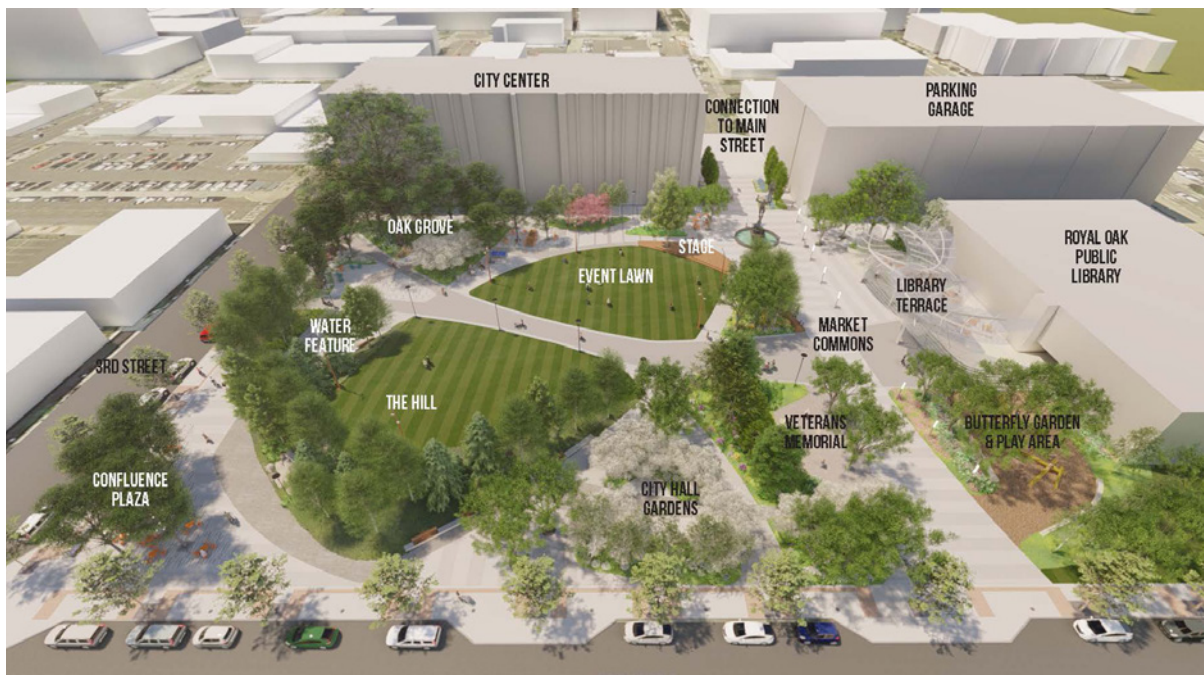
PROJECT TYPE	Park, Streetscape
ESTIMATED COST	\$5.5M
SERVICE FEE	\$500,393
TEAM MEMBERS	Kristyn Bowden

OWNER	City of Royal Oak
CONTACT	Judy Davids Community Engagement Specialist 248.246.3201, Judyd@romi.gov
PROJECT DATES	2019 - 2022

CENTENNIAL COMMONS

Royal Oak, Michigan

MKSK



OWNER
CONTACT

City of Royal Oak
Judy Davids
Community Engagement Specialist
248.246.3201, Judyd@romi.gov

PROJECT DATES

2019 - 2022

CENTENNIAL COMMONS

Royal Oak, Michigan

MKSK



OWNER
CONTACT

City of Royal Oak
Judy Davids
Community Engagement Specialist
248.246.3201, Judyd@romi.gov

PROJECT DATES

2019 - 2022

mkskstudios.com



MAPLE ROAD ROAD CONVERSION

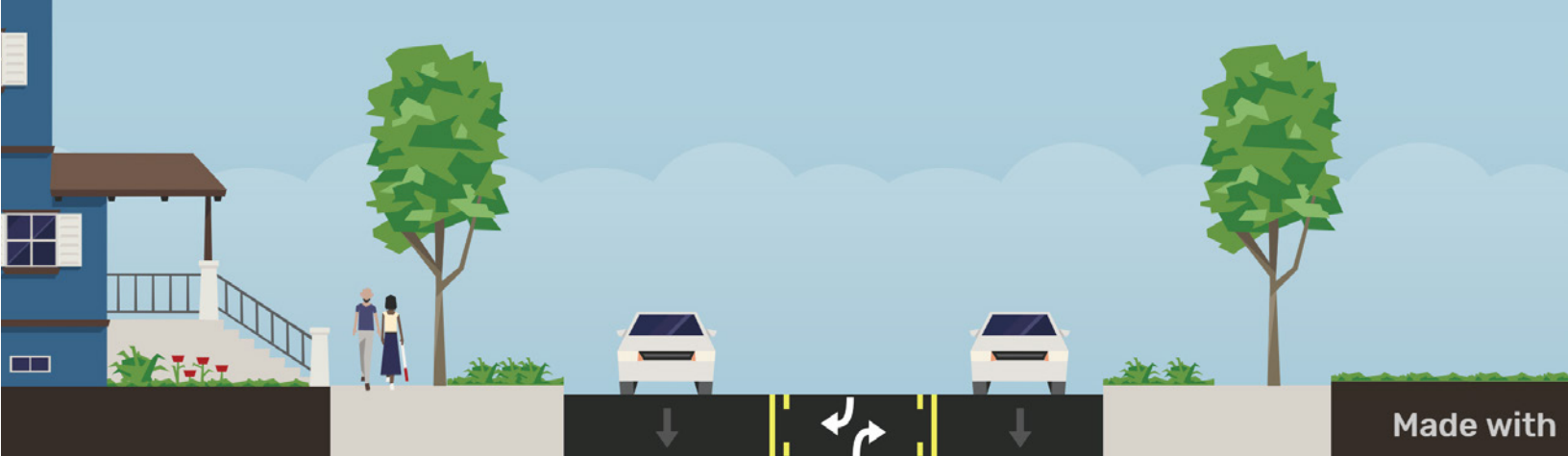
Birmingham, MI

PROJECT INFORMATION

Date Completed: 2016

The Birmingham City Commission identified Maple Road as a busy four-lane roadway with major back-ups, speed, and safety concerns. Studies and observations identified large speed differentials between vehicles and issues created for pedestrians and vehicles attempting to make stops (buses and garbage trucks). F&V evaluated the existing four-lane cross section and lane usage on Maple Road between Cranbrook Road and Southfield Road to determine if a “Road Diet” from a four-lane cross section to a three-lane cross section would enhance operations for all transportation users including drivers, pedestrians, and bicyclists. The study included analysis of traffic operations for this road segment and the intersections along Maple Road to determine the feasibility of the proposed modifications.

Study analyses included modeling of the study network, crash analysis, and calculation of intersection delays, Levels of Service (LOS), and vehicle queues. Study analyses indicated that with capacity and geometric improvements at the intersection of Maple Road and Southfield Road, the four lane to three lane conversion was feasible. The recommendations of the study were reviewed by the City of Birmingham, and the City implemented a trial for the three-lane conversion conducted from October 2015-March 2016 before accepting the recommendations. The results of the trial were overwhelmingly positive and showed an overall average crash reduction of 38% and improved operations for pedestrians and the side streets. After F&V completed a before-and-after study, Birmingham City officials decided to implement the road diet permanently.



11 MILE ROAD AND ROCHESTER ROAD TRAFFIC STUDY

Royal Oak, MI

PROJECT INFORMATION

Date Completed: 2022

F&V performed Road Diet Traffic Studies for both the 11-Mile Road and Rochester Road corridors through the City of Royal Oak, Michigan. The City had programmed capital improvement projects on both roadways and was evaluating the possibility of a road diet as part of both reconstruction projects.

The road diet study evaluated converting the existing four-lane roadway to a three-lane roadway cross-section with center left-turn lane. The primary goal of the road diet is to improve safety along the corridor. Additionally, the road diet provides opportunities to utilize the extra roadway width to provide additional pedestrian and bicycle infrastructure along the corridor.

The Rochester Road improvements, including the implementation of the road diet will be completed in 2023. The 11 Mile Road diet study is still under review and consideration by the City for potential construction in 2024.



KENT ROAD STREETScape DOWNTOWN PARKING STUDY

Portland, MI

PROJECT INFORMATION

Study Completed: 2023

The City of Portland received MDOT Small Urban funding to reconstruct Kent Street between Academy Street and Grand River Avenue in 2023. As part of this reconstruction project, the City is considering widening the sidewalks on Kent Street and converting the existing angle parking to parallel parking spaces as well as other configurations. F&V performed an evaluation of all available public parking within the downtown to determine if there is adequate parking capacity to offset the impact of converting the angle parking spaces to parallel parking. The results of the study concluded:

- The proposed change from angle to parallel parking would reduce the on-street parking by 23 parking spaces on Kent Street.
- The impact of the change in parking supply was evaluated and shows that the projected on-street parking utilization with the proposed 60 parallel spaces will be 67%, which is still below the recommended threshold of 85% parking utilization.
- An increase in parking demand of 75% during the weekday and 160% increase on Saturday can be accommodated within the downtown without additional parking required.
- Kent Street and Maple Street were reviewed to consider making these roadways one-way pairs. The addition of one-way streets here would increase the capacity where none is required, which results in the potential for higher speeds and increased crashes. Additionally, one-way streets would limit access to the downtown and create unnecessary congestion.
- The redesign on Kent Street provides the opportunity to construct ADA compliant on-street parking. This will provide more access throughout the downtown for patrons that currently use the ADA parking in the off-street parking lots.



COST PROPOSAL

HOURLY RATE		NOWAK & FRAUS			MKS K					FLEIS & VANDENBRINK			
		Principal	Engineer III	Engineering Tech III	Associate Principal LA	Senior Associate	Associate LA	LA-III	LA-I	Group Manager	Project Engineer III	Engineer EIT	Project Assistant
		\$186	\$122	\$104	\$205	\$180	\$140	\$140	\$110	\$248	\$154	\$114	\$88
Task I: Understanding & Analysis													
Prep for Kickoff Meeting													
Kickoff Meeting													
Site Visit / Corridor Walkthrough													
Bi-Weekly Coordination Meetings (3)													
Preparation of Deliverables													
Subtotal Cost	\$16,014	\$1,488	\$976	\$0	\$3,430	\$720	\$3,300	\$2,800	\$3,300	\$0	\$0	\$0	\$0
Task II: Stakeholder & Community Engagement													
Prepare Community Engagement Plan													
Stakeholder Committee Design Workshop													
(2) Stakeholder Committee Meetings													
(2) Agency Group Meetings													
Online Survey & Interactive Tools													
Engagement Summary													
Subtotal Cost	\$31,035	\$3,720	\$2,440	\$0	\$5,145	\$7,200	\$4,920	\$2,520	\$5,720	\$0	\$0	\$0	\$0
Task III: Traffic Study													
Data Collection													
Existing Conditions Analysis													
Future Conditions Analysis													
Recommendations													
Subtotal Cost	\$16,820	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,976	\$5,544	\$7,068	\$1,232
Task IV: Conceptual Corridor Design													
Best Practices Imagery													
Alternative Streetscape Concepts													
Prepare Materials & Amenities Palette													
Prepare Comprehensive Corridor Plan													
Bi-Weekly Coordination Meetings (3)													
Subtotal Hours	\$33,255	\$0	\$0	\$0	\$6,125	\$720	\$7,590	\$9,800	\$9,020	\$0	\$0	\$0	\$0
Task V: Streetscape Design Guidelines													
Prepare Streetscape Design Guidelines													
Bi-Weekly Coordination Meetings (2)													
Subtotal Hours	\$14,890	\$0	\$0	\$0	\$2,450	\$0	\$4,620	\$3,640	\$4,180	\$0	\$0	\$0	\$0
Task VI: Conceptual Engineering Plans													
Coordination Meetings / Site Walk / Site Visit													
Prepare Conceptual Grading Plan for Site Improvements													
Prepare Conceptual Drainage Plan for Site Improvements													
Subtotal Hours	\$17,884	\$5,208	\$5,856	\$4,160	\$0	\$0	\$660	\$1,120	\$880	\$0	\$0	\$0	\$0

Note: General and Administrative Burden or Overhead available upon request

HOURLY RATE		NOWAK & FRAUS			MKS K					FLEIS & VANDENBRINK			
		Principal	Engineer III	Engineering Tech III	Associate Principal LA	Senior Associate	Associate LA	LA-III	LA-I	Group Manager	Project Engineer III	Engineer EIT	Project Assistant
		\$186	\$122	\$104	\$205	\$180	\$140	\$140	\$110	\$248	\$154	\$114	\$88
Task VII: Cost Estimating & Phasing													
Coordination Meetings													
Prepare Project Conceptual Cost Estimate for Site Improvements													
Prepare Project Phasing Plan for Site Improvements													
Subtotal Cost	\$12,494	\$2,976	\$2,928	\$0	\$1,470	\$0	\$1,320	\$3,360	\$440	\$0	\$0	\$0	\$0
Total Cost	\$142,392												
Transportation Costs (Mileage, Meals, Lodging)	\$3,500												
Supplies & Materials Costs - Estimated	\$3,000												
Printing Costs	\$2,500												
Public Engagement Materials	\$500												
Total Cost Estimate:	\$148,892												

Note: General and Administrative Burden or Overhead available upon request



CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

ATTACHMENT "A"
2023 FEE SCHEDULE

<u>PERSONNEL</u>	<u>HOURLY RATE</u>
Principal	\$ 186.00
Senior Associate	\$ 166.00
Alta Survey Manager	\$ 150.00
Associate / Senior Project Manager / Cad Manager	\$ 150.00
Professional Surveyor	\$ 138.00
Land Surveyor/Field Coordinator / Project Manager	\$ 138.00
Woodland-Wetland Manager	\$ 138.00
Registered Landscape Architect	\$ 132.00
Project Engineer	\$ 130.00
Senior Project Coordinator	\$ 116.00
Land Survey Technician	\$ 112.00
Engineer III	\$ 122.00
Engineer II	\$ 114.00
Engineer I	\$ 92.00
Engineering Technician III	\$ 104.00
Engineering Technician II	\$ 102.00
Engineering Technician I	\$ 92.00
Senior Testing / Inspection Engineer	\$ 98.00
Testing / Inspection Engineer	\$ 94.00
Engineering Assistant	\$ 78.00
Survey Crew - 3 Person	\$ 220.00
Survey Crew - 2 Person	\$ 178.00
Survey Crew - 1 Person	\$ 140.00
Clerical	\$ 78.00

Authorized overtime will be billed at 1.2 times the above stated rates. Authorized overtime for Sundays and Holiday Work will be billed at 1.4 times the above stated rates. Expert Testimony will be billed at 1.4 times the stated rates. Survey crew size will be determined on a project-by-project basis by NFE management to provide production surveying services.

Reimbursable Expenses: NFE Expenses when incurred in direct connection with project, will be charged at following rates:

▪ Courier Services / Specialized Reproduction / Project Related Purchases	Cost + 15%
▪ Standard Print – Colorized Prints - 24" x 36" (Engineering Format)	\$ 25.00 Each
▪ Standard Print - Black Line Prints - 24" x 36" (Engineering Format)	\$ 3.00 Each
▪ Oversized Print - Black Line Print - 30" x 42" (Architectural Format)	\$ 5.00 Each
▪ Mylar / Reproducible Vellum Print - 24" x 36" (Engineering Format)	\$ 25.00 Each
▪ Express (Hand) Deliveries - Local Area Only as Requested by Client	\$ Hourly
▪ Electronic Data / Media / File Transfer as Requested by Client	\$ Hourly
▪ Sub-Consultant Fee / Expenses (Applications, Review Fees, Permit Fees, Etc.)	Fee / Cost + 15%
▪ Round Trip Vehicle Mileage from NFE Offices when identified on NFE Proposal	\$ 0.58.5 / Mile
▪ Travel Expenses (Hotel, Meals, Etc.) when identified on NFE Proposal (Out of Town)	\$ At Cost
▪ Engineering Consent Agreements for Lender (\$2,500) / Project Insurance (Quoted Rate)	

Revised: January 1, 2023

NOWAK & FRAUS ENGINEERS

46777 WOODWARD AVENUE
PONTIAC, MI 48342-5032

WWW.NOWAKFRAUS.COM

VOICE: 248.332.7931
FAX: 248.332.8257



Standard hourly rates / additional services

If the Scope of Work or if the Consultant's service is substantially revised, the amount of total compensation shall be equitably adjusted. Fees for requested additional services shall be computed at our standard hourly rates listed here or outlined under a separate proposal. Rates may be adjusted annually.

Principal	\$ 245
Associate Principal	\$ 205
Senior Associate	\$ 180
Associate	\$ 165
Landscape Architect III	\$ 140
Landscape Architect II	\$ 130
Landscape Architect I	\$ 110
Urban Planner III	\$ 140
Urban Planner II	\$ 130
Urban Planner I	\$ 110
Intern	\$ 75
Administration	\$ 75

